

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

## March 2, 2020 Open House: *Public Comments Summary Draft*

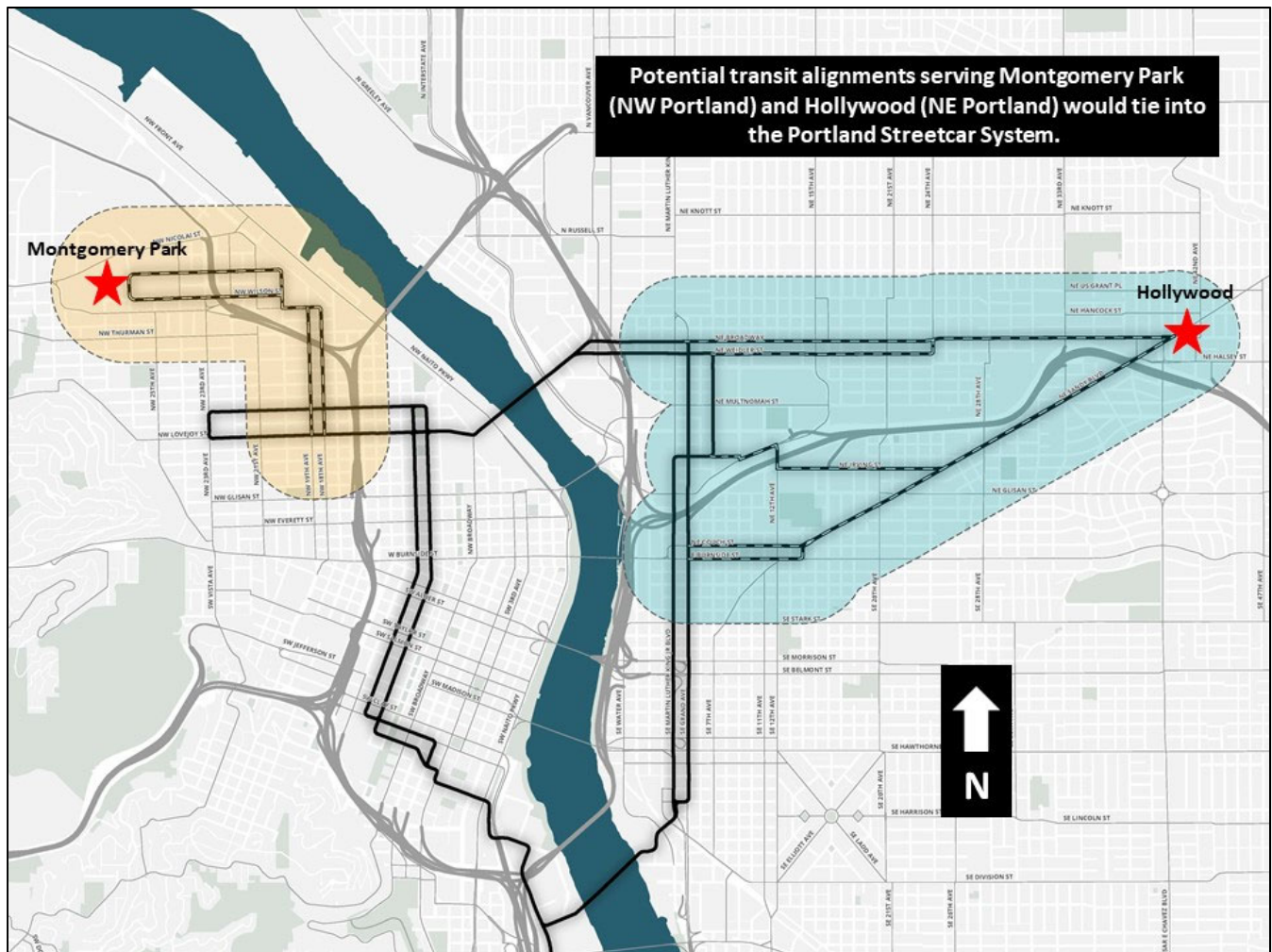


May 2020



## 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 NW Portland and NE 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.



## Public Open House #1

A public open house to share information about the project and collect initial public feedback was held on March 2, 2020 at the Metro Regional Center. Staff from BPS, PBOT and Prosper Portland were available to provide information and collect feedback from meeting attendees. Meeting materials included a series of informational board that summarized key existing conditions and outlined project goals. Existing conditions

information can be found in the project Existing Conditions report available on the project website: <https://beta.portland.gov/bps/mp2h>. Project goals are listed below.

### **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.

### **NW 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.

### **NE 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.

### **What is in this Document?**

This document contains the public feedback participants shared at the open house or via the virtual open house that was available online through March 23, 2020. Open House attendees were invited to share thoughts and feedback in two primary ways:

- 1) Participants were given a handout with several questions regarding equitable development, sustainability, and issues affecting each of the alignment study areas. This questionnaire was also available online in a virtual open house. Feedback on these questions is captured in this report.
- 2) Participants were asked to share thoughts and feedback about the alignments and issues on maps and notepads at several mapping stations at the event.

The following pages include participants' complete answers to each of the questions posed about the project and the alignments. Feedback from the mapping stations is also included. The comments from meeting and online /virtual workshop participants are *shown in italics*.

Summary themes, culled by staff from comments, are also provided preceding the participants/public comments where appropriate.

## Equitable Development Questions

### Summary Themes:

- Desire for a broad and inclusive mix of land uses, services, housing types and transportation options.
- Housing affordability is a key concern.

### What does an equitable and sustainable neighborhood or district look like to you?

- *A place with lots of housing options (attached and detached, big and small, subsidized and market rate) intermixed with retail and parks. Linked by tree-lined streets comfortable for walking, biking, and accessing transit.*
- *A place where a high density of people of all incomes can thrive.*
- *Mixed use by mixed population. Mixed large and small business owners (not all owned by large businesses). Environmentally and socially sustainable for the long-term.*
- *A neighborhood with a diversity of housing styles and densities are affordable to a wide range of incomes, and one that has "main street" services within walking distance of area residents. In short, a "20-minute Neighborhood."*
- *Mixed housing types and prices, good public transport, useful services.*
- *A racially, ethnically, and economically diverse area that prioritizes walking and biking with excellent access to rapid public transit.*
- *Diverse, walkable, affordable, vital, active, with a variety of housing types, quality housing for all income levels, corner markets, trees and vegetation, modest scale, parks/plazas/public space, locally-owned businesses, low crime, multi-modal transportation options, quality public schools.*
- *An area with a mix of uses and housing types that meet the daily need of residents and employees.*
- *It's a squidgy term, but the city should do more for parks, sidewalks, and public transportation in poorer areas. It should be based on wealth, not race.*
- *These are two completely different concepts. Portland generally has no idea what it is talking about when it spouts platitudes about "equity". Equity in urban development suggests that housing types at a variety of price points are available and that race or other demographic factors, per se, don't limit a person's access to an area they can otherwise afford. It also suggests that during development displacement will not fall most heavily on those with the lowest incomes. The variety of price points, however, cannot be assured everywhere if the market is not to be ruinously over-regulated.*
- *A much better transit system is essential to allow access to employment areas from affordable parts of the city. It is an open question whether expanded streetcar service or other transit improvements are the most effective way to provide for equitable access to employment in the region.*

### What are your greatest equity concerns in the study areas?

- *Rising housing costs: 80%*
- *Loss of Job Opportunity: 40%*
- *Loss of neighborhood businesses: 40%*
- *Change in neighborhood character: 10%*

**Other thoughts:**

- *The increasing number of homeless persons who cannot find permanent housing.*
- *Empty and/or underutilized land.*
- *Lack of access to walkable neighborhoods, i.e. a 10 minute neighborhood.*
- *The infill projects may be destructive to PDX neighborhoods. They certainly were in Albina.*
- *Current eastside residents using their political influence to screw up, delay or otherwise influence the process.*

**What kind of investments & development would you like to see in the future?**

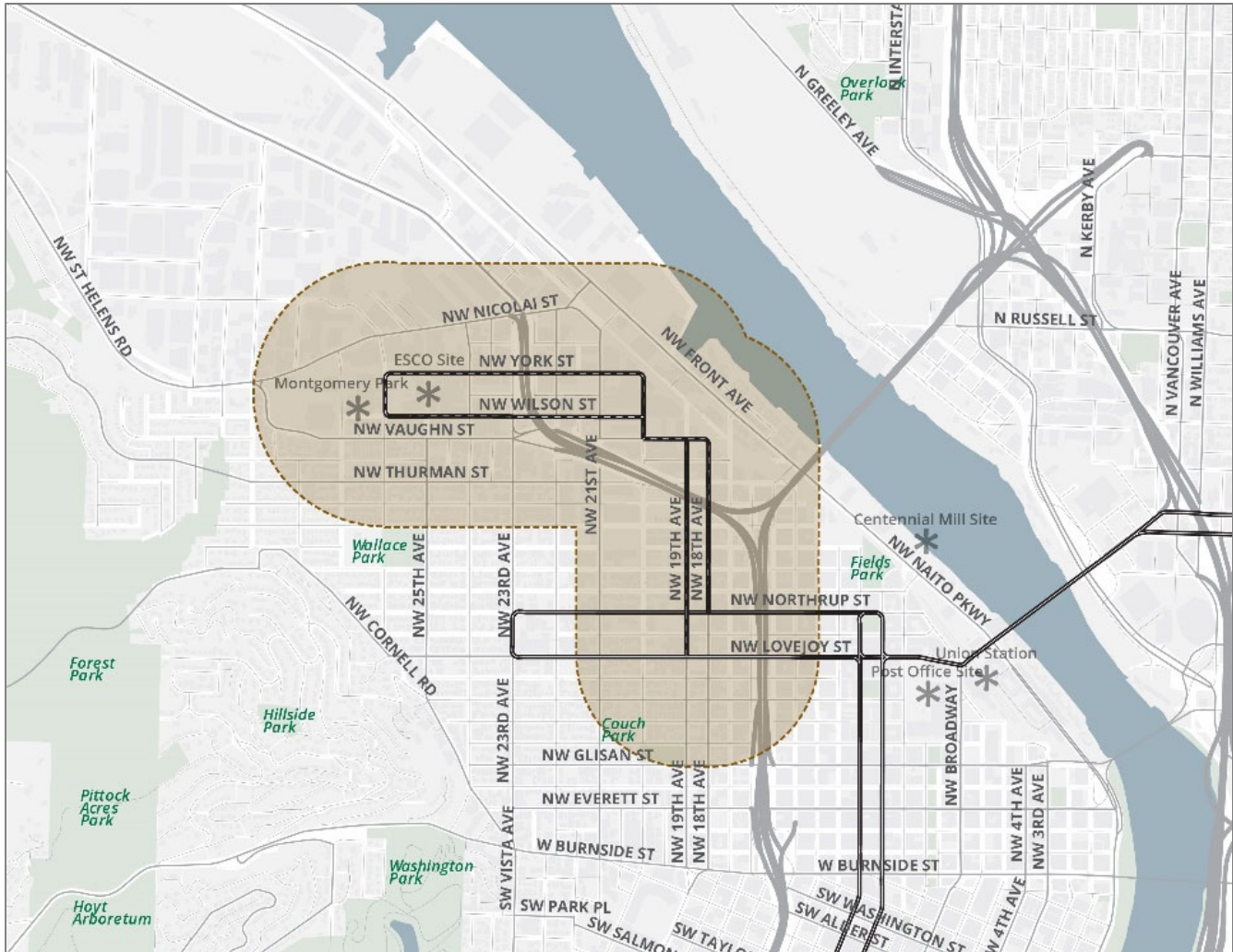
- *More affordable housing: 100%*
- *Affordable commercial space 80%*
- *Opportunity for jobs 70%*
- *Financial tools for development: 20%*

**Other thoughts:**

- *Preservation of single-family housing stock while densifying.*
- *No financial tools for developers. They have been raking off the lions share for decades.*
- *Financial tools for affordable housing investment AND for seismic reinforcement of all types of buildings.*

## NW Portland Study Area

This study area is changing and growing. Montgomery Park and Slabtown are planning investments that will bring hundreds of housing units and new jobs and commercial spaces. Additionally, the former ESCO site, previously in industrial use, was designated for higher intensity employment uses in the 2035 Comprehensive Plan.



### Summary Themes:

- Desire for a dense, connected urban district with both housing and jobs, and amenities such as retail and open space.
- Industrial uses could be a part of the mix.

### What kind of place do you envision this study area becoming?

- *A place with lots of housing options (attached and detached, big and small, subsidized and market rate) intermixed with retail and parks. Linked by tree-lined streets comfortable for walking, biking, and accessing transit.*

- *A dense mixed use place, possibly an extension of the Pearl but better. It needs to have lower priced commercial rents - places that are accessible to non-chains.*
- *Job centers with mixed housing (affordable and market). Some public space (plaza, park, pedestrian zones).*
- *A mixed-use residential district similar to The Pearl.*
- *A mix of housing, commercial and even light industrial uses served by frequent service, electrical powered transit, i.e. Streetcar.*
- *Although zones predominantly for high intensity employment, a preferable use of land would also allow for residential and commercial use such as in the Pearl District.*
- *A mix of jobs that will provide good wages well-served by public transit.*
- *Just what you said.*
- *Given the high cost of new residential construction in the Portland metro area, it can almost not avoid being another enclave for high-income residents unless specific steps are taken to subsidize low-to-moderate income housing.*

### **What do you think about the future of industrial-focused land uses in the study area?**

- *Industrial-focused land should be considered for other uses if it's vacant or underused and expected to be vacant or underused for the foreseeable future. Accessible, close-in land is precious and should not be locked into industrial uses.*
- *Industrial stuff can move farther away from downtown. Many of these sites are amazingly underutilized.*
- *Light industrial with low environmental impact is okay.*
- *I envision that north of Nicolai Street industrial would remain the dominant use. I hope, for strategic reasons important state-wide, that the fuel storage infrastructure is abandoned and moved to a location that is less vulnerable catastrophic seismic risk.*
- *Many are already gone...Graphic Arts Center, now a brewery?*
- *I always liked that fact that Bridgeport was smack dab in the middle of the Pearl District...too bad its gone. So, light industrial and office type employment fit well with housing and retail.*
- *I think it's likely that the industrial focus will wane over the next twenty-years or so and will be replaced with a new mixed use neighborhood.*
- *I don't see any reason to change the existing industrial areas which allow a variety of office and manufacturing jobs in a close-in location. We shouldn't be forcing these types of jobs to the suburbs.*
- *I don't understand the question.*
- *Industrial jobs have historically provided decent incomes for people without a college education. I fear that the proposed changes will ultimately drive industry out of this part of Portland, sending those decent working-class jobs with them. As it is, a great many of the people who work in those industrial jobs cannot afford to live in Portland itself and either commute from Vancouver or live in East County.*

### **Where in the study area would you like to see investment or development occur?**

- *Everywhere, unless there's contamination or other issues that raise safety concerns that can't be immediately addressed.*
- *I'd like to see private investment throughout the study area. I don't want to see huge public investments.*
- *South of Nicolai street.*
- *Residential and mixed-employment uses south of Nicolai.*
- *Parking lots throughout the area should have at least 6 if not 10 stories of housing along the proposed Streetcar alignment.*

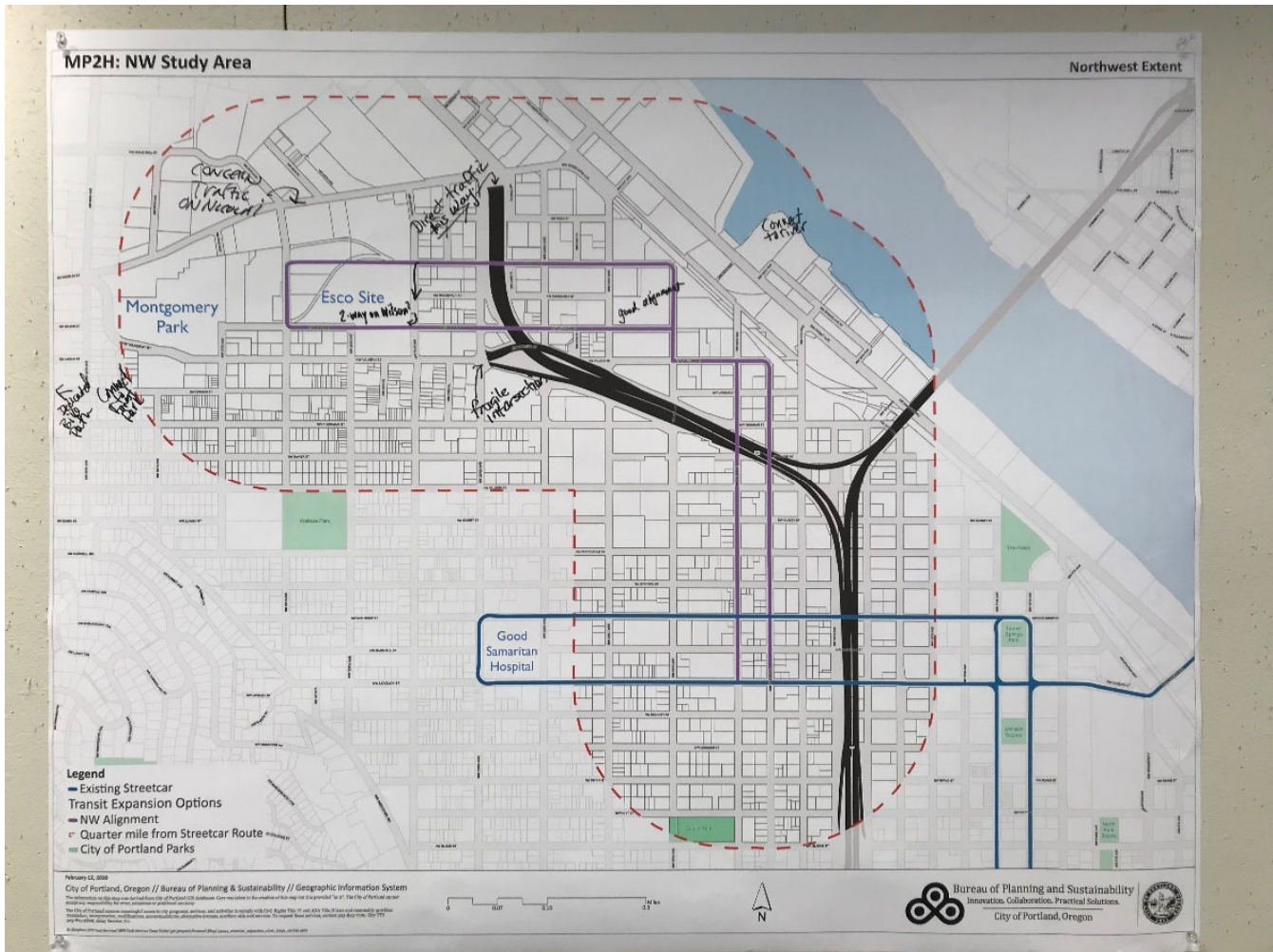


- *Development should be prioritized in areas with access to transit and bike infrastructure. Future development must include enhancements to both transit and bike infrastructure and improving the generally poor walking experience in the area.*
- *Upgrading of streets to serve employees that are currently undeveloped or in poor condition.*
- *If you are talking about buildings, it should happen where developers are willing to do it without handouts from the city.*
- *For one thing, avoid development in the Alphabet Historic District that would jeopardize contributing historic properties. That would push development north along the tracks and towards the Willamette River. Protect Willamette Heights from demolition and redevelopment.*

### **How can transportation improvements support your vision?**

- *Streets need to prioritize walking, biking, and transit to provide affordable, sustainable options to access destinations.*
- *Streetcar could be a catalyst in these areas if coupled by a vision and zoning changes.*
- *Needs to have good connections to other parts of central city business districts.*
- *Streets in the area will need to be redesigned to support multi-modal functions with less emphasis on auto mobility. This is needed not only to support the envisioned higher density but also to reduce carbon emissions. Even if the auto fleet is all-electric, there is not enough capacity in the street network to support car use at today's levels.*
- *No question in my mind that Streetcar is a key catalyst for sustainable, mix used development. For years NE 7th & Holladay had parking even though a MAX stop was right there. Once the eastside Loop alignment was announced, investors planned and built 100s of housing units.*
- *The 15 and 77 provide decent access to the south side of the study area from the east, west, and downtown. There is a lack of access to the North side of the study area from transit and the area is effectively blocked off from the not-great 16 due to railroad tracks. A larger and fundamental problem with development in this area is the lack of a grid and pedestrian infrastructure especially North of Nicolai. The proposed streetcar does nothing to address these problems. The walkshed for the streetcar that includes where one can actually walk and not distance "as the crow flies" as depicted are not that different from the 15, 77, and 16, so it's hard to understand how this would improve transit access.*
- *See above. Good jobs will come to areas that have good infrastructure - transit, biking and walking facilities are needed.*
- *Improved bus service, with lower fares. Not the lousy streetcar- what a boondoggle.*
- *The key is increases in speed and frequency of transit options as well as more and better protected bike routes. Both of these can allow people to live farther from their employment as they seek out more affordable housing. Unfortunately, I don't believe that the Portland metro area has the political will to make the transportation investments required.*

## NW Workshop Map Comments



- *Concern traffic on Nicolai*
- *Dedicated bike path*
- *Connection to Forest park*
- *2 ways on Wilson?*
- *Direct traffic this way (US 30W)*
- *Good alignment*
- *Connect to river*

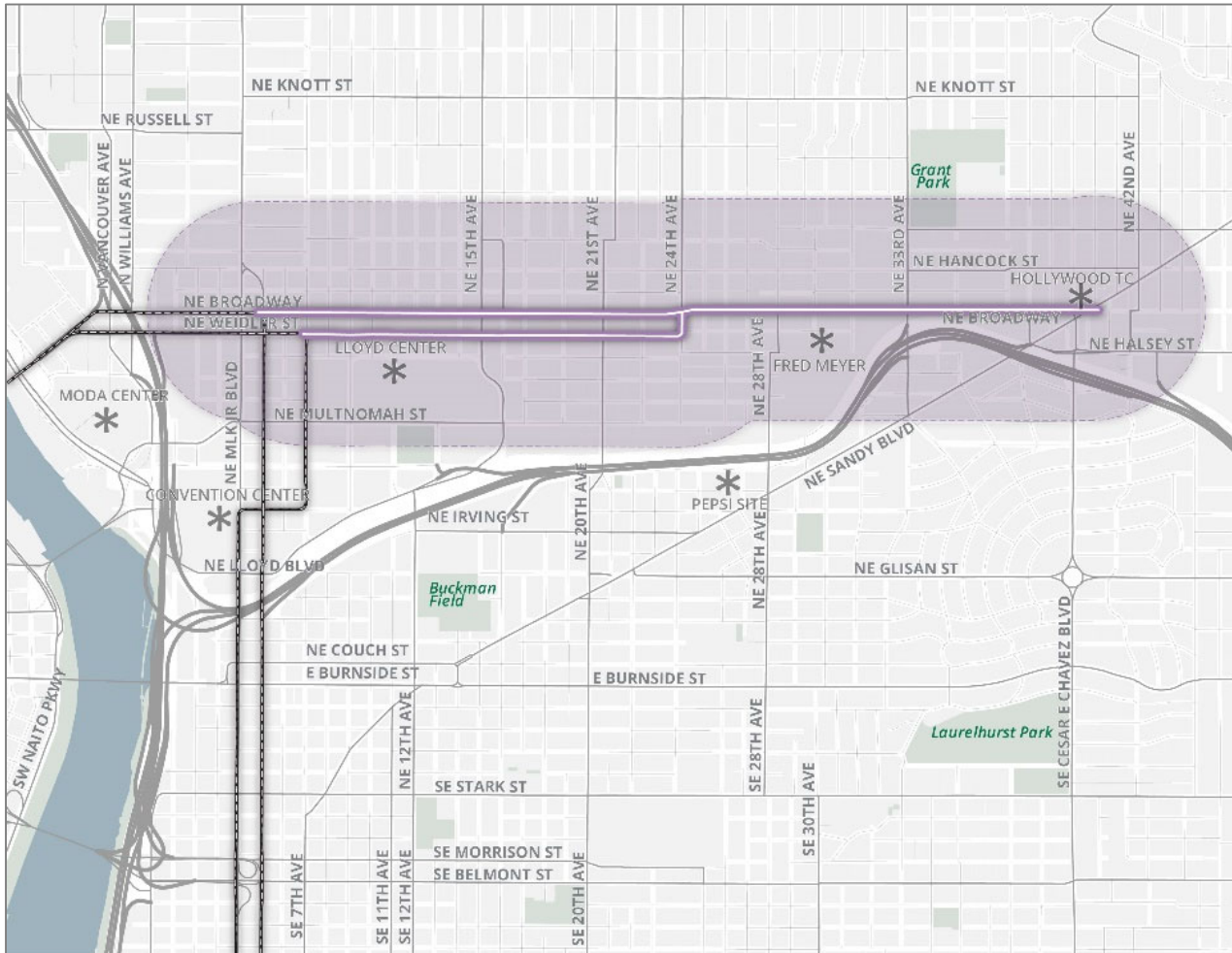
## NW Workshop Notes

- *Stay industrial*
- *Strong demand for industrial, low supply*
- *MP Slabtown/NWIA*
- *Slabtown – Park/square/pool*
- *Bus*
- *Streetcar*

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- *Land use transformation to more uses, including housing, office, retail along streetcar*
  - *Fewer high paying jobs, inclusive jobs, more minimum wage, low income jobs*
  - *Not flexible to growth and change*
  - *Slow form of transportation*
  - *Money per mile construction*
  - *Too slow to build to keep up with modern new forms of transportation*

## NE Broadway Study Area

This study area is generally zoned for mixed use development. Opportunity for change is focused around/near Civic Corridors (Burnside, Broadway, Sandy). These are important streets which were identified in the 2035 Comprehensive Plan as places that are expected to grow in the future.



### Summary Themes:

- Desire for a medium-scaled, pedestrian-oriented, mixed-use corridor.
- Better transit options and less auto-oriented streets.

### What kind of place do you envision this study area becoming?

- *A place with lots of housing options (attached and detached, big and small, subsidized and market rate) intermixed with retail and parks. Linked by tree-lined streets comfortable for walking, biking, and accessing transit.*
- *A radically different place than it is now. Part of the central city with all the challenges and opportunities that comes with.*
- *Primarily mixed housing and retail/commercial.*

- *What it is planned for.*
- *Less auto dominated, more pedestrian, transit and bike friendly. More housing, fewer parking lots, slower traffic. Broadway/Weidler from NE 24th to the Broadway Bridge is a racetrack!*
- *Ideally, a lane of traffic should be removed to provide enhanced transit-only access on the Broadway-Weidler couplet. Much of the area remains undeveloped and is focused on vehicular throughput making it a poor corridor for pedestrians and bicyclists.*
- *More vibrant, a medium-scale pedestrian-oriented/walkable commercial/retail district on Broadway including services like clothing stores, food stores, restaurants, post office, library, health centers. Turn Lloyd Center inside-out with storefronts facing public sidewalks to activate the streets and Holladay Park.*
- *More multi-storied multi-family structures along the main streets and within Hollywood with ground-floor retail. Retaining other types of jobs in the areas away from the main transportation corridors.*
- *I don't understand the question, but it will probably be pretty close to what it is now.*
- *I expect that already densely populated south edge of Irvington will be gradually redeveloped as the non-contributing apartment buildings with their poor use of land are replaced under the new rules in Better Housing by Design. Some zoning changes may be required to facilitate that.*
- *Then I'd hope to see the vast wasteland of the Lloyd Center and its parking lots and low-valued car-oriented businesses be redeveloped with much higher housing density and a mix of high-rises and town-home complexes coupled with small pods of retail services and maybe a re-configured Lloyd Mall under a major residential and office complex above it."*

#### **What are the important destinations in the study area or on this corridor?**

- *Your map covers the big ones.*
- *There are a bunch of gigantic but failing nodes like the mall, convention center, etc. However, Hollywood Town center is an important spot and most of the rest could be considered not that important.*
- *Everything along the Broadway strip from river to Hollywood.*
- *Lloyd Center but becoming something else. Maybe a ballpark.*
- *The Rose Quarter event locations, Lloyd Center, local retail, Hollywood Fred Meyer and "downtown Hollywood."*
- *There are many important businesses along the corridor including grocery stores, hardware stores, bars, and restaurants. Hollywood Transit Center is an important transit center, but is stymied by poor land use and access.*
- *Lloyd Center, Regal Cinemas, Broadway businesses, 15th and Broadway, New Seasons, Fred Meyer, Hollywood District, Convention Center, light rail stations, restaurants and bars on Broadway, Holladay Park (eventually), Hollywood Transit Center, Grant High School, Grant Park, Irvington Elementary.*
- *Hollywood can be an even more important center with appropriate development.*
- *A strange question. Important to me isn't important to someone else.*
- *Oddly, the most important destination for a great many people on Broadway is actually downtown employment, as the street provides a spill-over from congestion on I-5. Other destinations are the Hollywood Fred Meyer, the shops in Hollywood and the Broadway corridor shops.*

#### **Where along the corridor would you like to see investment or development occur?**

- *Everywhere--I don't see any reason to exclude areas from consideration for investment and development if this will result in more housing and jobs.*

- *I would like to see private sector development throughout the area, it is centrally located and transit accessible. Current zoning doesn't support this.*
- *Infill where there are now empty or parking lots.*
- *Less commercial. More residential.*
- *Rose Quarter aka Albia Vision with a covered freeway to MLK/Grand, Broadway from 33rd to Hollywood...any everything in between!*
- *I'd like to see investment and development along the entire corridor, especially the development of multi-family housing north of Broadway in Irvington.*
- *Broadway from 33rd to Sandy Blvd.; infill empty lots and parking lots, particularly at intersections as weak development at corners diminishes the urban character of the district; both sides of 21st Avenue between Broadway and Weidler; the block bounded by 9th/10th/Broadway/Weidler; pedestrian crossing improvements all along corridor.*
- *Lots of sites along Sandy are under-developed and/or auto-oriented.*
- *Where it will occur without city handouts.*
- *The poorly utilized land in the Lloyd District is the first area I'd like to see re-developed. The strip between Broadway and Weidler appears to be an opportunity as well. Even with the Irvington Historic District including the north side of Broadway, there are substantial parcels occupied by non-contributing buildings that could be redeveloped consistent with the new 75' high zoning on the west end and 45' heights on the east end.*

#### **How can transportation improvements support your vision?**

- *Streets need to prioritize walking, biking, and transit to provide affordable, sustainable options to access destinations. The Broadway/Weidler couplet is too wide, fast, and loud, and isn't comfortable for walking or biking.*
- *I'm not sure that they will do anything in this area, no matter the route choice.*
- *This corridor really needs a TRANSIT ONLY lane!!!*
- *Streetcar and bus. Bus should have stops for local area service and allow express buses from beyond the district to pass through with a few stops.*
- *Reduce vehicle lanes on Broadway. Dedicated bus lane between Hollywood and the Rose QTR. More emphasis on alternative modes but not a streetcar. There is not enough mixed-use land to finance surface-level fixed guide transit. In addition, it is very difficult to design a fixed-guide connection to the Hollywood Transit Center from this corridor.*
- *Current transit in this corridor looks good on paper...17, 70 and 77 bus lines, but none of them run the entire distance from the Bridge to Hollywood. Frequent, though and electric powered transit can be transformative as it has been elsewhere in Portland.*
- *Removal of a vehicular travel lane for a transit only lane would make the area better for pedestrians and would enhance access for transit. Enhanced transit along such a car-free corridor would provide rapid access between Montgomery Park the Hollywood Transit Center. It would also alleviate the streetcar being stuck in traffic as commonly occurs. Bicycle infrastructure along this corridor is severely deficient and should be upgraded to fully protected lanes along the entire corridor.*
- *It can mitigate air pollution from I-84 by reducing automobile traffic; it will encourage transit-oriented development; it can connect the neighborhood to the rest of the district and the city; it will draw people from the neighborhoods to the corridors.*

- More transit options could make Hollywood more of a destination and connect better to light rail.
- Better bus service, no streetcar expansion. It is a waste of money, and makes up for it by being unreliable.
- Streetcar service on Broadway/Weidler is problematic in promoting development mainly because of the already severe traffic on this couplet. Adding bus frequency, coupled with giving transit priority for traffic lights to speed movement along the corridor might be more cost effective and less disruptive than fixed-guideway streetcar development.

### NE Broadway Workshop Map Comments



- Baseball stadium (Lloyd center)
- Heavy construction here
- Uncouple Broadway + Weidler
- Why a streetcar instead of improved buses?
- Because white middle class people will ride a streetcar not a bus
- High population density will get denser with BHBDD
- Awkward intersection terrible with streetcar

- *Lots of new housing – redevelopable property*
- *Epic center of housing*
- *Monster high-rise apartments*
- *Jobs*
- *CIED*

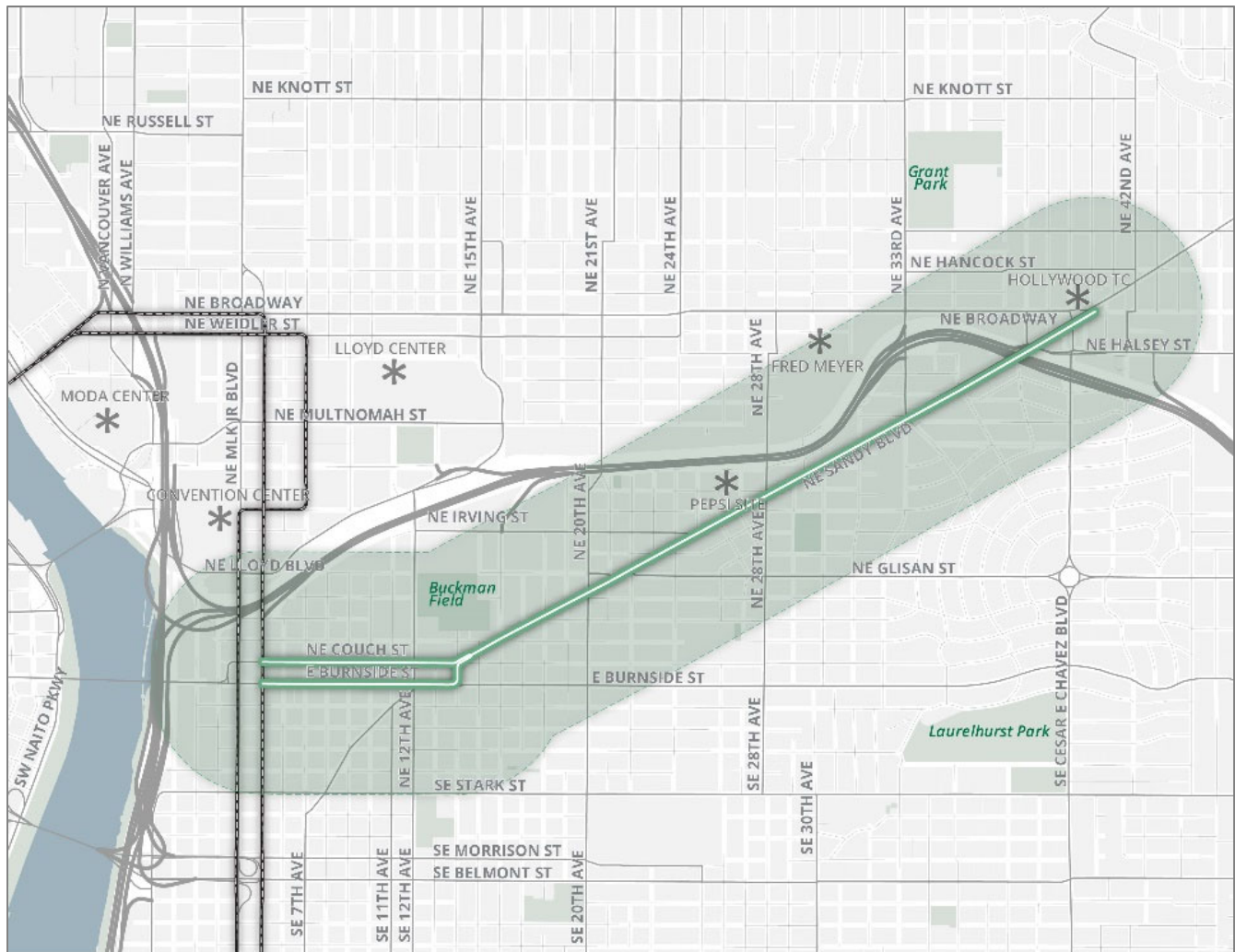
### **NE Broadway Workshop Notes**

- *None*



## NE Sandy Study Area

This study area is generally zoned for mixed use development. Opportunity for change is focused around/near Civic Corridors (Burnside, Broadway, Sandy). These are important streets which were identified in the 2035 Comprehensive Plan as places that are expected to grow in the future.



### Summary Themes:

- Desire for denser, mid-rise development with a mix of uses.
- Sandy corridor has many opportunity sites and nodes.

### What kind of place do you envision this study area becoming?

- *A place with lots of housing options (attached and detached, big and small, subsidized and market rate) intermixed with retail and parks. Linked by tree-lined streets comfortable for walking, biking, and accessing transit.*

- *A radically different place than it is now. Part of the central city with all the challenges and opportunities that comes with.*
- *Primarily mixed housing and retail/commercial.*
- *The way it is planned.*
- *Sandy Blvd is already converting from auto (and auto sales) dominated "boulevard" to the real thing with new housing and retail opening daily. The 12 frequent service bus line already serves the entire length from Burnside Bridge to Hollywood and could be easily upgraded with better stops, pre-payment, and bus priority as per Division Street project.*
- *I envision Sandy as a bustling commercial and residential corridor filled with mid-rise and mixed use development from Burnside to Hollywood. I envision tree lined streets, sidewalk cafes, a large chain grocery store along Sandy in Kerns, and bustling shops and small businesses.*
- *The Burnside-Couch couplet will become more urban; the Sandy Blvd. corridor will have a more pedestrian feeling with a better balance of street/sidewalk/streetcar infrastructure; the Sandy Blvd. corridor will fill in with mid-scale new buildings including housing and services that will serve all income levels.*
- *See previous answers. Sandy should be the focus of new transit investments. Lots of opportunities.*
- *It could be better if traffic slowed.*
- *In an ideal world Sandy Blvd would become something of a Hawthorne or Mississippi type street with mid-rise multi-use buildings combining residential and retail with a substantial increase in population in the first block on either side of the street.*

#### **What are the important destinations in the study area or on this corridor?**

- *Your map looks pretty good.*
- *Hollywood TC and the Burnside bridgehead assuming it continues to be a dense place.*
- *The entire strip - stops all along the way.*
- *Hollywood Transit Center and neighborhood service hubs at NE 12th, 21st, 28th. Also, the emerging high-density mixed-use developments along NE Halsey, Sandy, and Broadway. The map shows the Hollywood TC in the wrong location.*
- *The Sandy corridor is becoming one long destination.*
- *The important destinations are the end points of the corridor. However, the Pepsi site, 28th Ave., the small restaurants near 24th, the small shops along Sandy are all small, but important draws. Rapid growth near the Burnside-Couch couplet will only grow in importance.*
- *Hollywood District, Benson High School, the commercial/retail strip between 6th and 12th on Burnside, Portland Tennis Center, Providore Fine Foods.*
- *Not enough destinations along the corridor until Hollywood. Could be a lot more interesting with more multi-family development.*
- *How should I know?*
- *Are there any?*

#### **Where along the corridor would you like to see investment or development occur?**

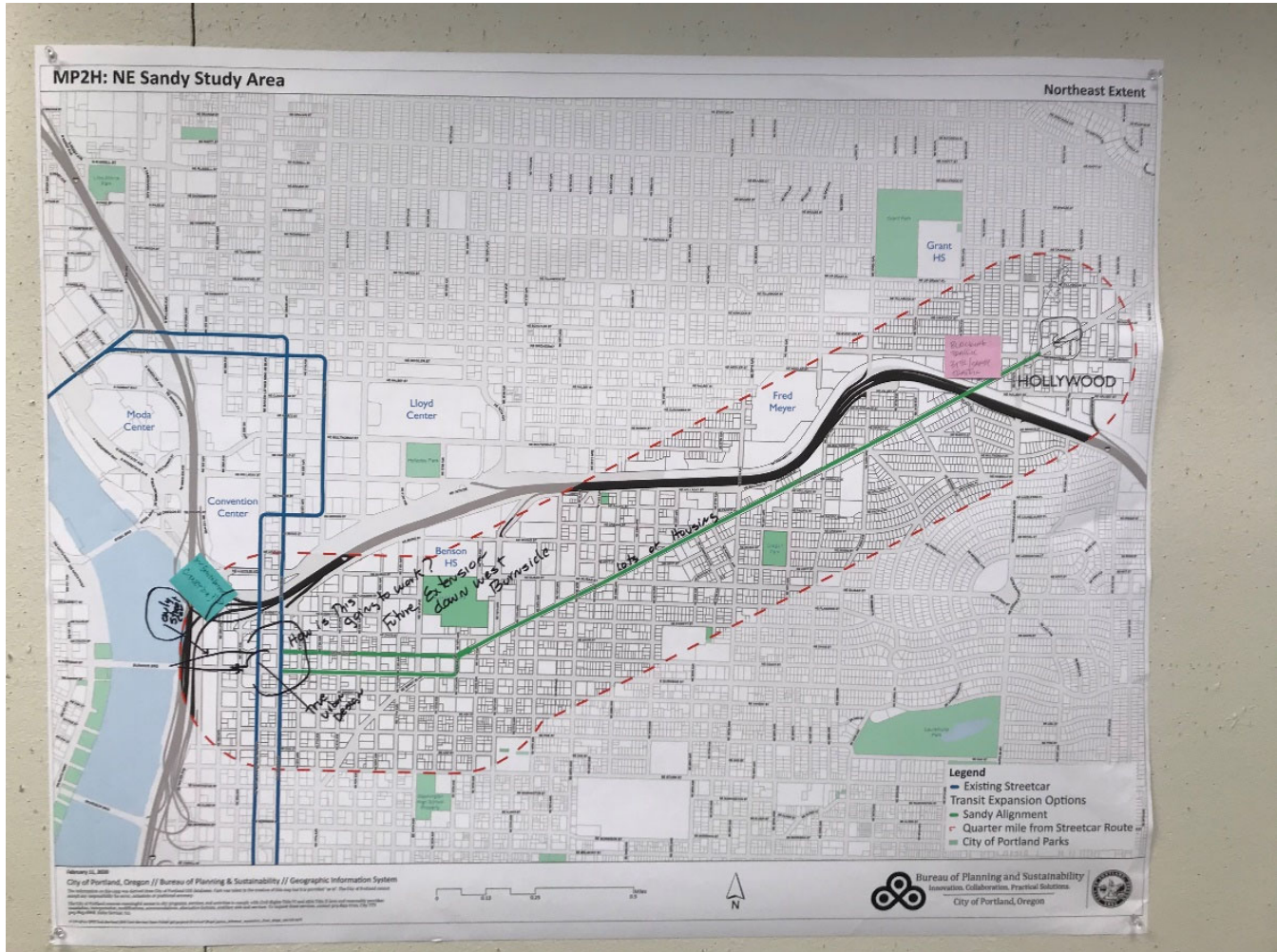
- *Everywhere--I don't see any reason to exclude areas from consideration for investment and development if this will result in more housing and jobs.*
- *Everywhere including several blocks off the main route. current zoning does not support this*
- *Any opportunities along the corridor.*

- *Continued investment in residential and professional service employment to support the emerging service commercial uses.*
- *Anywhere that underutilized property can support housing, both market rate and subsidized.*
- *I would like to see investment and development along the entire length of the corridor. There is ample opportunity for development especially north of Couch and Sandy. Up zone areas for multi-family housing and mixed use development south of Sandy especially those East of 28th. The population of Kerns is growing rapidly, but has not full service grocery store except for Whole Foods at the far east end. A grocery store in the middle of the corridor would address the issue and improve the walkability for much of the corridor.*
- *On Couch; on Sandy on empty and under-developed lots.*
- *See previous answers.*
- *Where it is currently blighted....but no city handouts.*
- *West of 33rd Avenue there are lots of single story, undistinguished buildings that would not be missed as the street is re-developed.*

### **How can transportation improvements support your vision?**

- *Streets need to prioritize walking, biking, and transit to provide affordable, sustainable options to access destinations. Sandy Boulevard is too wide, fast, and loud, and isn't comfortable for walking or biking.*
- *I don't think they will matter that much.*
- *Transit should be focused on local trips and helping express transit pass through. Transit only or transit priority lanes a MUST.*
- *Street-car in this area is more sensible than in the Broadway Corridor because there is more developable land to finance the improvement and because someday the Burnside Bridge will be replaced, which provides the opportunity to connect the streetcar network to downtown. The drawback is that there are existing bus routes on Sandy that would be impacted and surface fixed guide and bikes don't get along very well. Sandy might be a better route for BRT.*
- *Frequent service transit is already contributing to this corridor's development just as the 4 is on Williams/Vancouver and the 2 on Division.*
- *The area is pretty well served by transit, but could use a north-south line such as the proposed Line Y along 20th. An infill Max station at 28th would be ideal and needs to be studied.*
- *See response #11.*
- *See previous answers.*
- *More buses. If you have taken enough money from developers that you feel obligated to build a streetcar, then put it on Sandy, but really, it is a proven failure.*
- *Streetcars with sufficiently frequent service might do the job on this corridor. But I question the proposed service where the Sandy Blvd cars would go through NW and out to Montgomery Park. Does anybody have any idea of how much demand there is for travel on that route? Will the new residents along Sandy Blvd work downtown? If so they need an entirely different concept of the streetcar.*

## NE Sandy Workshop Map Comments



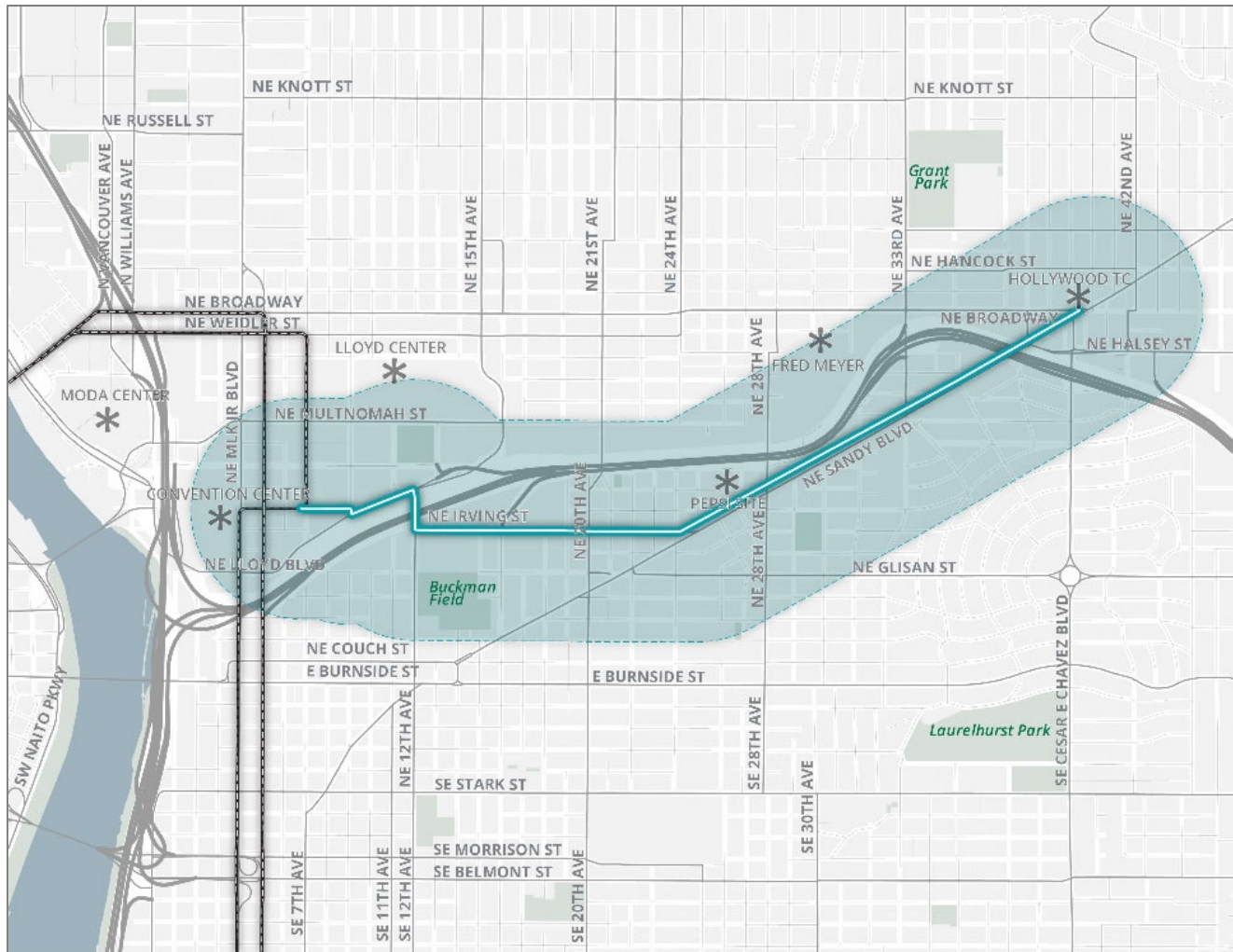
- *Redevelopment opportunity here (NE Broadway between NE 15<sup>th</sup> Ave and NE 22<sup>nd</sup> Ave)*
- *Reduce height (NE Sandy between 33<sup>rd</sup> Ave & 37<sup>th</sup> Ave)*
- *1 lot return to R zone (NE Sandy & 32<sup>nd</sup> Ave & 33<sup>rd</sup> Ave)*
- *How is this going to work? Future extension down west Burnside*
- *True urban design*
- *Lots of housing (NE Sandy)*
- *Blocking traffic, 34<sup>th</sup> and Sandy traffic*
- *Only streetcar*

## NE Sandy Workshop Notes

- *If hearts are set on expanding the slow but expensive streetcar, Sandy is better*

## NE Irving Study Area

This study area is generally zoned for mixed use development. Opportunity for change is focused around/near Civic Corridors (Burnside, Broadway, Sandy). These are important streets which were identified in the 2035 Comprehensive Plan as places that are expected to grow in the future.



### Summary Themes:

- Desire for a medium-scaled, pedestrian-oriented, mixed-use corridor.
- Irving Street – less clarity about direction for development than other corridors.

### What kind of place do you envision this study area becoming?

- *A place with lots of housing options (attached and detached, big and small, subsidized and market rate) intermixed with retail and parks. Linked by tree-lined streets comfortable for walking, biking, and accessing transit.*
- *I expect this to become a dense corridor along with Broadway and Sandy.*
- *Mixed use development, but with some quiet spaces along Irving.*

- *More residential and mixed employment. The area between NE 7th and NE 28th south of I-84 reminds me of The Pearl before it became that. It includes lots of low-rise warehouse and light industrial uses with very little SFR. It seems like a good area for redevelopment to higher density mixed use.*
- *Education and employment characterized this option with a mix of housing already in place. Fewer parking lots and more job and residential density.*
- *No different than answer for Sandy.*
- *Mixed-use and multi-family housing along Irving Street, including live-work units and modest-scale office space. Continue the pattern of courtyard-style low-scale housing?*
- *Irving? Really?*
- *Pretty much like it is, except I suspect the city will give handouts to developers and make more high-and medium rise buildings.*
- *This route bypasses some of the most developable parts of Sandy Blvd in favor of a route on Irvington that doesn't strike me as particularly good for new development. Further the stretch of Irving from the I-5 on-ramp to the bridge over I-5 is notoriously congested, and there is little room on either side for new development.*

#### **What are the important destinations in the study area or on this corridor?**

- *Honestly, there aren't really any except Hollywood town center.*
- *Lloyd district and Sandy Blvd.*
- *Metro/Convention Center, South Lloyd District, Benson Tech H.S./Buckman Field, NE 28th/Sandy, NE 33rd/Sandy, Hollywood Transit Center and high-density mixed use development along NE Halsey and the Hollywood District.*
- *Benson High School, the old Jantzen properties.*
- *No different than answer for Sandy except for the inclusion of offices in Lloyd District.*
- *Convention Center; office buildings (and future apartment buildings) between Grand and 12th Avenue; Hollywood District; Jantzen development.*
- *No clear idea of what is on Irving now or why it's a destination.*
- *Strange question.*
- *Probably Benson High School, plus whatever is currently drawing interest along Sandy Blvd.*

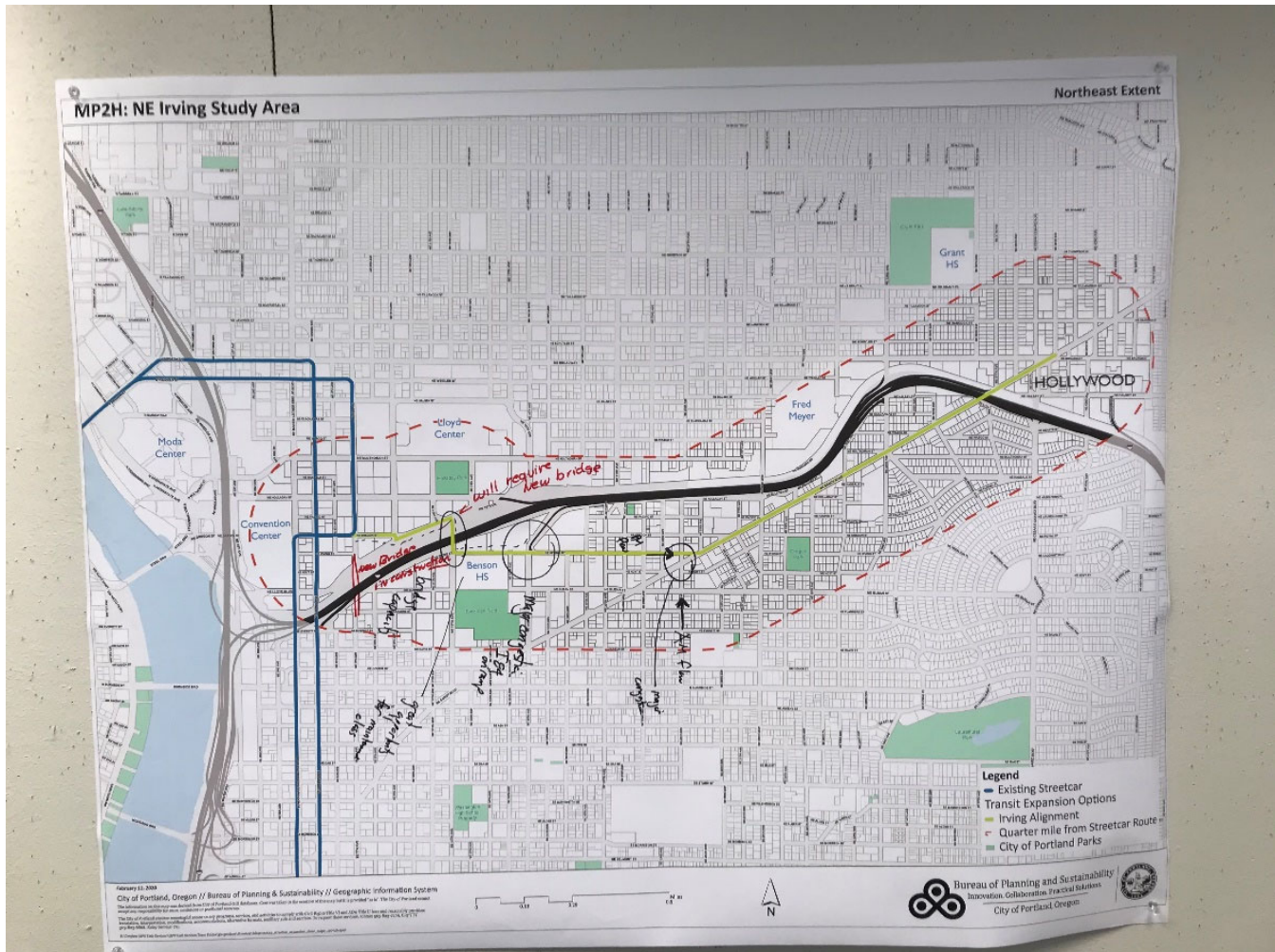
#### **Where along the corridor would you like to see investment or development occur?**

- *Everywhere--I don't see any reason to exclude areas from consideration for investment and development if this will result in more housing and jobs.*
- *Everywhere, current zoning mostly supports this.*
- *Primarily along Sandy. Not sure how Irving St should/could be developed. If there were redevelopment along Irving, it would probably be dramatic changes.*
- *More residential mixed use south of I-84.*
- *Parking lots and other underutilized property.*
- *Same as Sandy answer.*
- *Burnside, Sandy, Hollywood.*
- *Where it will occur without a handout, and maintain the architectural delight of Sullivan's Gulch and Irvington.*
- *See above.*

## How can transportation improvements support your vision?

- *Streets need to prioritize walking, biking, and transit to provide affordable, sustainable options to access destinations. Sandy Boulevard is too wide, fast, and loud, and isn't comfortable for walking or biking.*
- *This will not be the catalyst. we need to motivate the private sector in other ways.*
- *Supporting local trips from 7th to Sandy, and then mixed of local and express transit along Sandy. 12th St bridge could be a choke point and would need transit priority.*
- *A streetcar line up Lloyd Blvd, crossing I-84 at 12th Street and then up Irving to Sandy makes a lot of sense because it would not conflict with existing bus routes, abuts land that is prime for redevelopment, and serves lots of land that can finance the improvement. It also links the Convention and Lloyd district to the Hollywood Transit Center more directly than the other options. It would not require as much modification to major streets nor be perceived as threatening to existing SFR neighborhoods.*
- *The western end of this option has no transit service; maybe the 19 bus should continue west from 24th & Sandy along NE Irving to 12th to fill this service gap. The suggested Streetcar alignment would require a new 12th Avenue bridge...costly...and would mix with traffic heading for I-84 along Irving...already a real mess.*
- *A Max infill station at 28th could help improve transit access. Bicycle infrastructure could be upgraded to include better connections to the 7th Ave. bridge over I-84 and improved north-south corridors. Traffic in the neighborhood would be improved by removing the on-ramp to I-84.*
- *Not sure why Irving is included or what it needs.*
- *More Buses. Definitely no streetcar. They are slow, expensive, and unreliable.*
- *I don't see transport improvements doing much for this alternative.*
- *You also need to take another look at your Irving Street route and how it might be affected by the proposal to put MAX in a tunnel starting near the Lloyd Center.*
- *Finally, even though development, not mobility, is your real goal in this exercise, I'd like to see you pay much more attention to how the streetcar service works in conjunction with MAX and TriMet bus service than you have in prior iterations.*

## NE Irving Workshop Map Comments



- 1 lot return to R zone (NE Sandy & 32<sup>nd</sup> Ave & 33<sup>rd</sup> Ave)
- Reduction of height (NE Sandy between 33<sup>rd</sup> Ave & 37<sup>th</sup> Ave)
- New bridge in construction (I-84 and 7<sup>th</sup> Ave)
- Bridge capacity
- Will require new bridge (Over I-84 near NE 11<sup>th</sup> Ave)
- Major congestion I-84 on ramp
- Great opportunity for maintenance class (Benson HS)
- Major congestion (NE Irving & 24<sup>th</sup> Ave)
- AM flow

## NE Irving Workshop Notes

- Why a streetcar? They are slow, unreliable and inflexible. Why not present other options, such as better bus service?
- Streetcar drives development, White middle-class people won't ride the bus



## Is there anything else we should know as we continue to study these four corridors?

- *Please allow and encourage lots of housing and transportation options in all these areas. Thank you!*
- *Be smart. Don't invest on the East side without a real plan & the zoning to make it work. The NW plan is a slam dunk to the point that it should be LID funded and not need a subsidy.*
- *Don't build a streetcar on Broadway. It is the worst of the four corridors because it has such limited cost-recovery and has the greatest impact on existing SFR neighborhoods.*
- *Re 2035 Plan, elevate Carbon reduction to the top of the list.*
- *Note that Mont. Park is only blocks from Forest Park, and an E/W Streetcar line would put it one ride from much of inner NE and NW.*
- *The suggested eastside alignments using Sandy to Hollywood would involve some out of direction for riders simply wanting to get to Hollywood or the Rose Quarter and beyond.*
- *NE Broadway/Weidler from the Bridge to NE 24 has excess auto capacity, excessive speeds and is badly in need of calming. Streetcar AND a protected bike facility could convert them to the retail friendly corridor this part of town has needed for decades.*
- *Note on the NE demographic map that the two blocks north of Broadway for most of its length is dominated by affordable rental property, which the "2" rating fails to capture.*
- *Broadway/Wielder has seen a number of higher density projects in the last decade, but has failed to continue in that direction, due in large part to the wide, fast, busy streets.*
- *I'd love to see improved headways on existing streetcar lines before exploring any expansion. More often than not, when I'm in a position to use it, I end up walking because the wait and travel times are not worth the cost. I see no reason to expand the streetcar to Montgomery Park until the street grid is fixed as the walkshed is nearly the same as that currently provided by existing bus service. The streetcar alignment on the east side duplicates existing bus service with no clear improvement in transit access. A better project would be to provide bus-only lanes, queue jumps, etc. through the corridors. An actual train project that would improve access to transit would be an infill Max station at 28th especially considering the development of the Pepsi site.*
- *Direct connections between the westside and east side in the upper areas are limited and could be improved. Currently the #20 bus is the only good option.*
- *Why are you pushing the streetcar? It has been proven a failure. Explaining the streetcar push will give you credibility. Right now you look like you are in the pockets of the folks who stand to profit from streetcar construction. (Not from streetcar availability...interest in running the streetcar efficiently (if that is possible) disappear after the construction dollars are spent.*
- *Review the several "Better Broadway" studies that attempted to make the Broadway commercial strip more appealing for pedestrian-oriented businesses. Some of these considered a streetcar option, but most generally explored slowing traffic on Broadway, which would be antithetical to successful streetcar operations.*