

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

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

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

no

Unknown

Replaced by Amendment

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?

Burden

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

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.

no

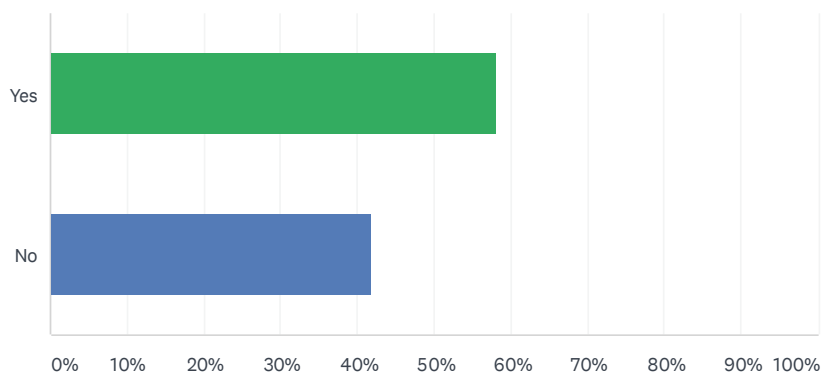
Delivery trucks and big rigs from Pepsi and other businesses interacting with streetcar

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?

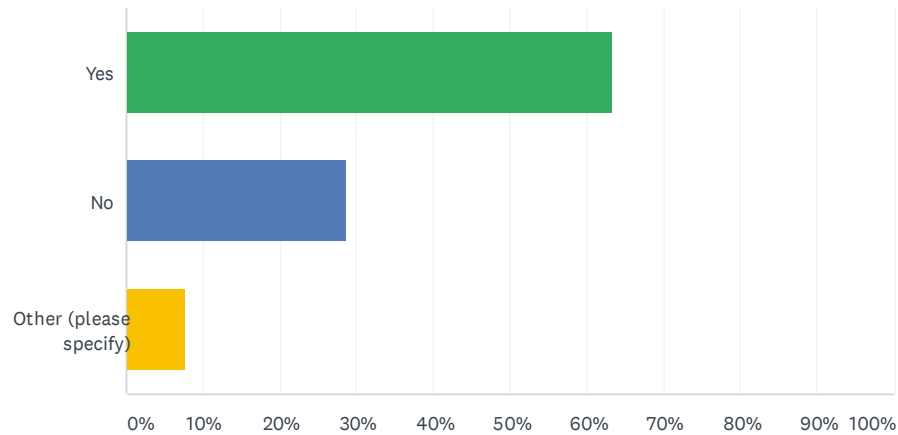
Answered: 115 Skipped: 6



ANSWER CHOICES		RESPONSES	
Yes		58.26%	67
No		41.74%	48
TOTAL			115

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?

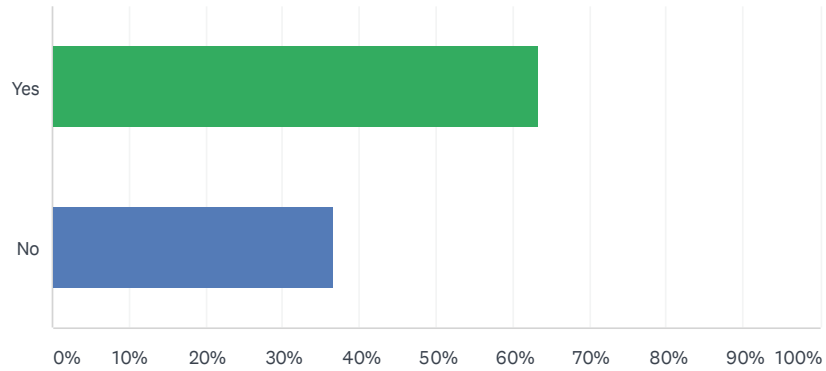
Answered: 115 Skipped: 6



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

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
TOTAL		112

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

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 there is a deficit, increase bus availability.

no

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.

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.

No

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.

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.

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

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

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!

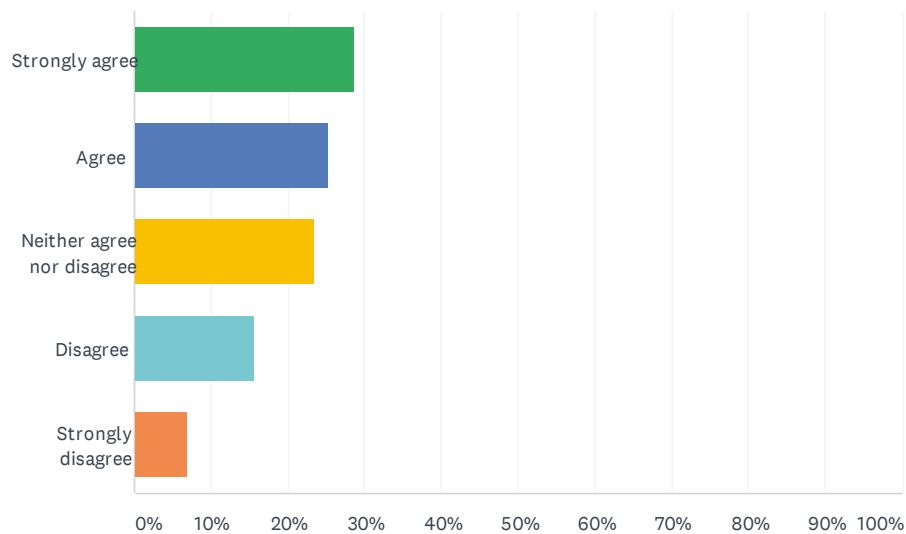
This alignment seems like it would be along "back streets." It also would be a conflict for the Benson High School traffic of students in the area.

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
TOTAL		115

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.

Near Fred Meyer

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.

?

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

No.

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

No

No

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.

NA

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

Unknown

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.

Burden

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.

no

Travel times from lloyd district to sandy

not really, no

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

No

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.

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.

no

Delivery trucks and Benson High School

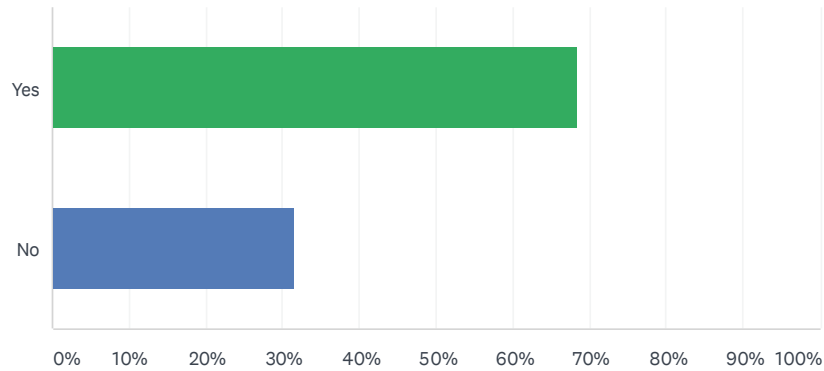
PART 3:

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?

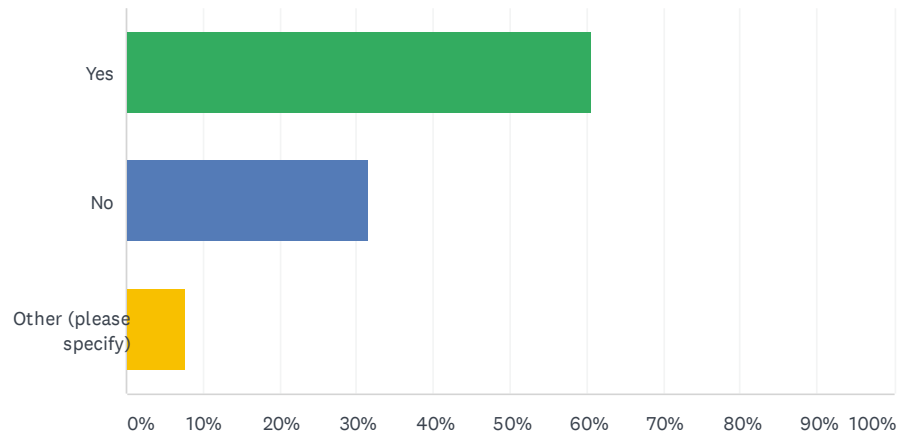
Answered: 117 Skipped: 4



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?

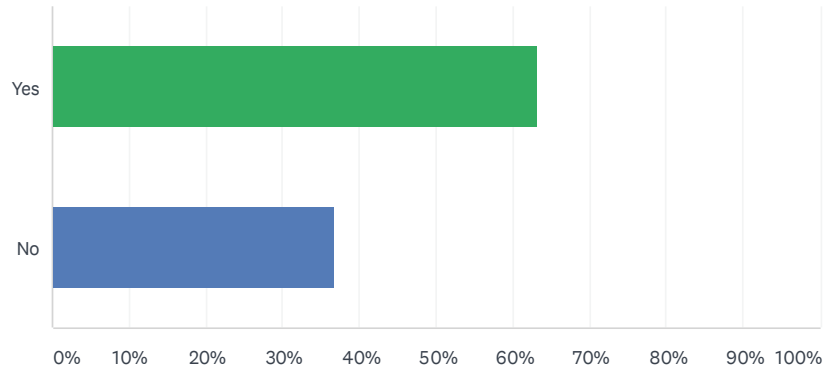
Answered: 117 Skipped: 4



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

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

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 arent 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

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.

No

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.

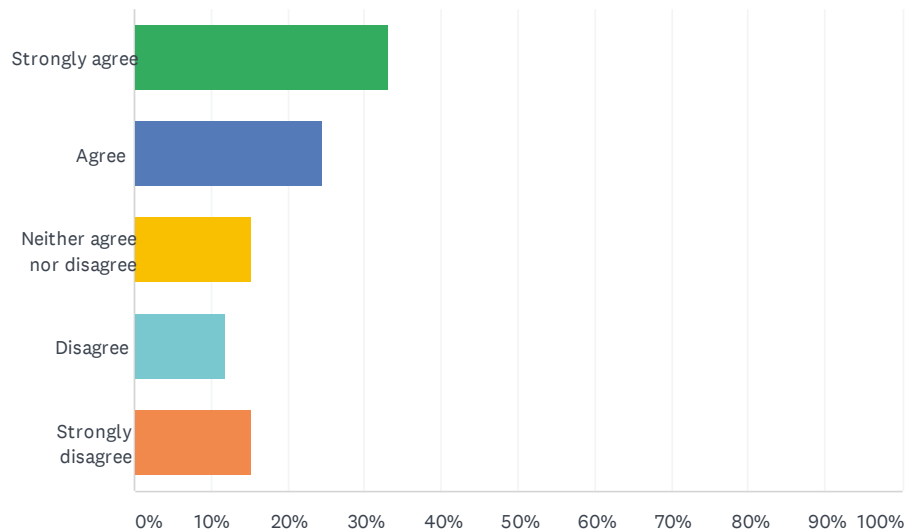
Already a busy area. The section of the Broadway-Weidler couplet could use diagonal parking spaces on the south side, separated bike lanes and to increase parking and reduce the number of lanes for through traffic. A streetcar would not be needed in this walk-able area.

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
TOTAL		118

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 [REDACTED] 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 book-store 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

no

Not sure.

Burden

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

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 replace 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.

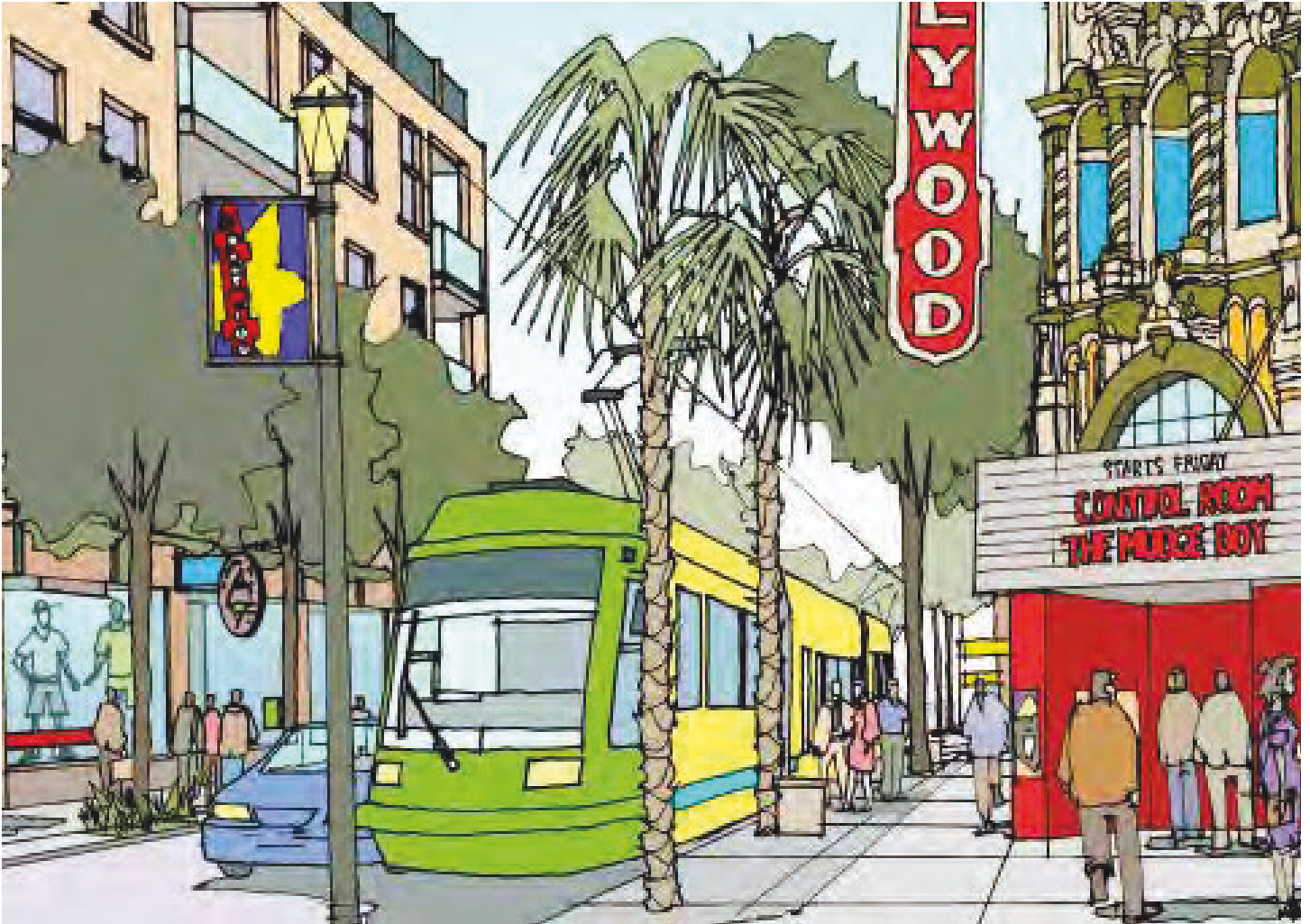
This alignment seems good, but not nearly as impactful as the Sandy alignments with respect to unlocking development opportunities.

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

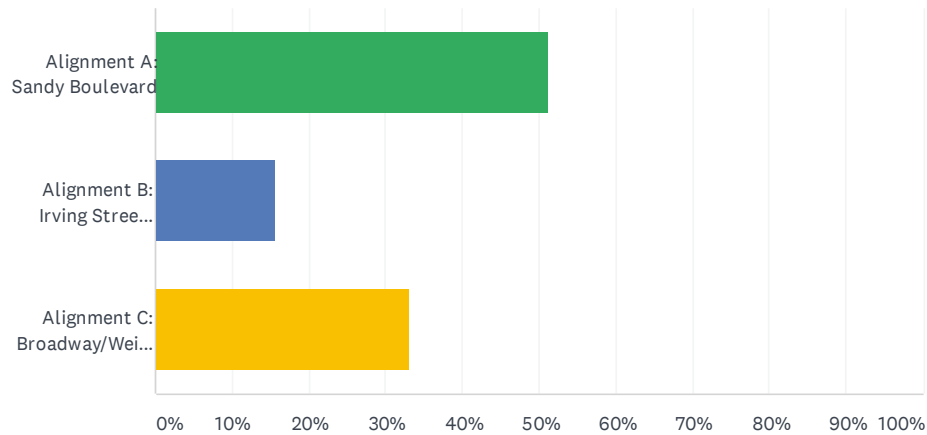
PART 4:

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?

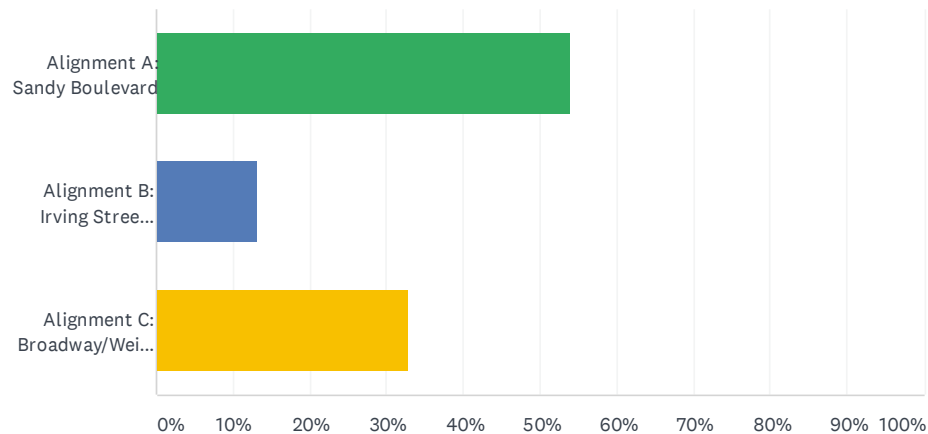
Answered: 115 Skipped: 6



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?

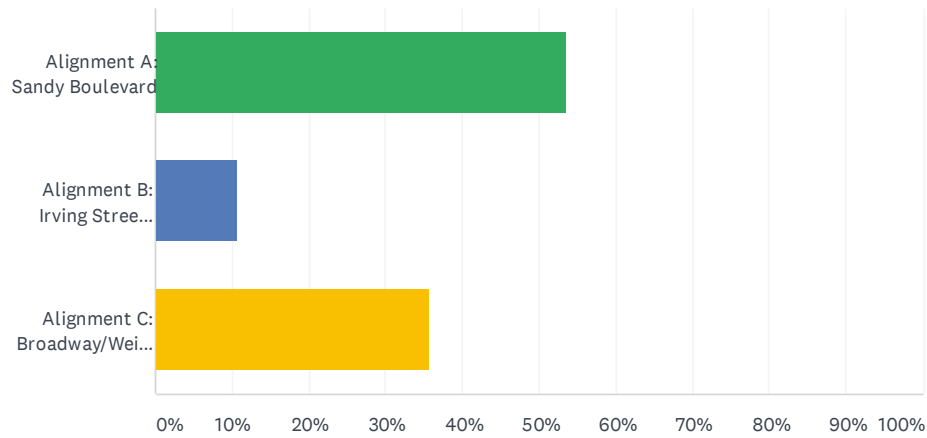
Answered: 113 Skipped: 8



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?

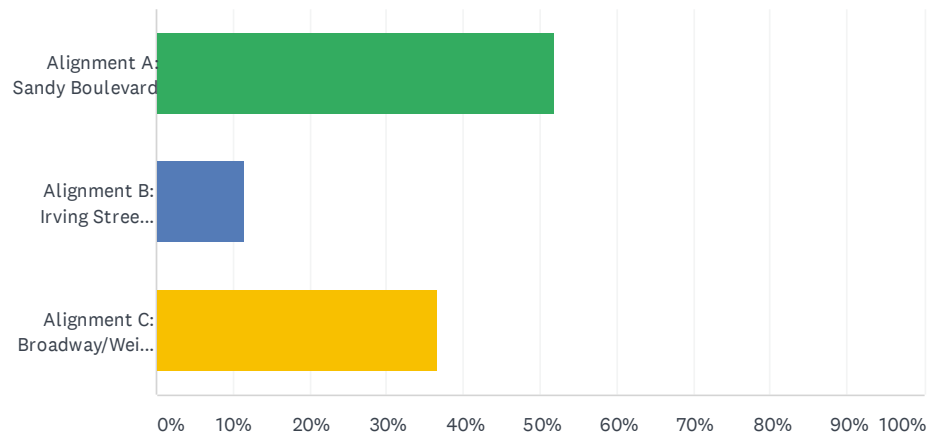
Answered: 112 Skipped: 9



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?

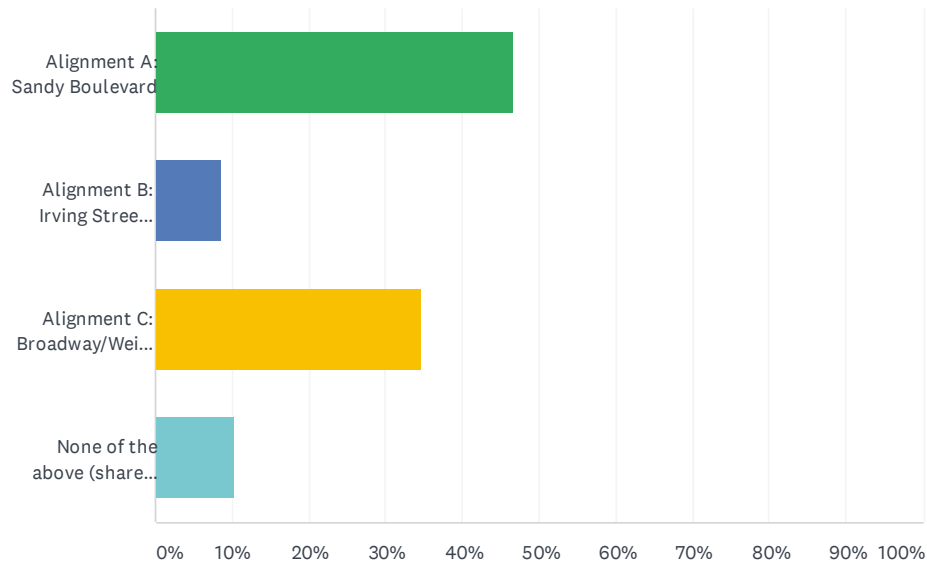
Answered: 112 Skipped: 9



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
TOTAL		118

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

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

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.

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.

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.

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

no

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.

No

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

Sandy! Sandy! Sandy!

No

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.

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.

Do not expand streetcar in any of them.

Why not electric busses?

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

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

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.

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.

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

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!

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.

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

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!

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

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.

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.

Scrap streetcar and go with BRT

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.

No

nope thanks for asking.

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.

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

no

None

Preliminary Racial Equity Analysis

OF NW STREETCAR EXPANSION
AND RELATED LAND USE CHANGES



July 2019



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Bureau of Planning and Sustainability
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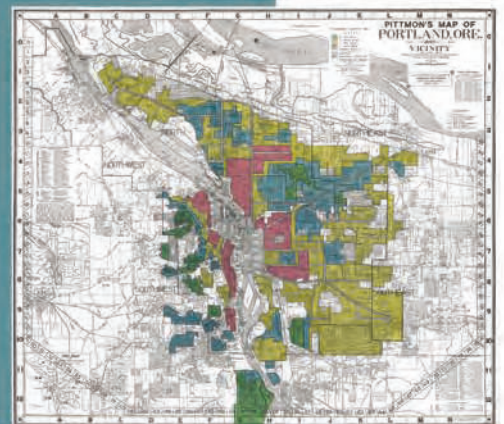


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INTRODUCTION

The City of Portland is evaluating whether to expand streetcar further into Northwest Portland and make related land use changes. In addition to determining if these changes support City objectives such as increased transit use, expanded housing options, and reduced carbon emissions, we should ask how the changes can reduce or exacerbate long-standing racial disparities in our community. Such an analysis is called for in the Guiding Principles of the new 2035 Comprehensive Plan. This analysis begins to identify an approach to answering these questions.

We know the benefits of past public infrastructure investments and land use planning processes disproportionately accrued to wealthy and predominately white landowners while people of color often carried burdens such as involuntary displacement. The City has recently adopted new equitable growth policies and is committed to future growth that supports people of color and explicitly reduces long-standing racial disparities.

As is often the case with racial equity analysis, the answers are nuanced. There is not an either/or answer but often a yes/and. This does not mean that we should or should not make investments and pursue land use changes that broadly meet our objectives. We must consider actions beyond traditional regulatory changes and status quo infrastructure investments to ensure that an expansion of the streetcar in NW Portland will equitably benefit people with lower-incomes and people of color.

The analysis describes the anticipated and disproportionate burdens as well as the likely benefits and opportunities to advance racial equity. Potential strategies for avoiding or mitigating burdens and enhancing benefits are identified. Recommendations are also provided for making the next phase of planning an inclusive process that takes the City's practice of racial equity analysis and planning to a higher level of integrity and sophistication.

The Office of Equity and Human Rights and the Office of Civic Life developed a [Racial Equity Toolkit](#) (RET) acknowledged by [a City Council resolution](#), to guide the City's decisions to advance racial equity. Our analysis closely follows the RET process and serves many of the same functions. However, this analysis has two significant limitations that would have been addressed using the full RET:

1. **A fundamental question is not answered**, "From an equity perspective, should the City expand streetcar into Northwest given the transit and economic development needs in other parts of the city?" This question should be answered within a broader discussion of how the streetcar and other potential transportation investments contribute to the City's racial equity goals.
2. **A lack of community engagement** in this process should be taken as a major caveat to the findings and recommendations. This preliminary analysis should be viewed as a starting point for the next phase of planning for staff to engage those communities of color most impacted by the proposed streetcar expansion and land use changes. Engagement should challenge the City's assumptions, identify community issues and priorities, strengthen relationships between City staff and community members, and provide opportunities for accountability.

BACKGROUND

The introduction of streetcar and five land use scenarios are the subject of this analysis. The five land use scenarios were collapsed into three for ease of analysis during our process:

1. Scenario 1: Streetcar introduced but current land uses are maintained
2. Scenarios 2: Streetcar introduced with Central Eastside light industrial and office industrial type land uses; light industrial, offices, institutional uses
3. Scenarios 3: Streetcar introduced with Pearl District or South Waterfront type land uses; mixed-use vertical residential development, office, retail and services

Streetcar has dual purposes of providing a new transit option and as a tool to spur dense urban development and placemaking. Therefore we analyzed the impacts of introducing a NW streetcar together with the land use changes.

Other documents developed in BPS's full streetcar expansion study describe how a streetcar expansion route in Northwest was chosen, the ongoing engagement with property owners, details on each land use scenario, and projected changes to land values, housing, and jobs.

Policy Guidance and Equitable Outcomes

In 2015 the City of Portland adopted [city-wide policies](#) to eliminate racial inequities in City practices and policies. Additional equity-focused policies specific to urban planning, development, and public infrastructure were adopted in the 2035 Comprehensive Plan (see Appendix 1 for relevant policies). As a key step in the equity analysis, we reviewed Comprehensive Plan policies to then craft a set of desired equitable outcomes, in order of priority:

1. **Private economic benefits resulting from land use changes and public investments in streetcar contribute directly to an equal amount of public economic benefits for POC**
2. **Maintain an adequate supply of industrial lands that serve as a leading source of middle-wage jobs that do not require a 4-year college degree and expand access for POC to those jobs**
3. **Communities of color have greater self-determination, capacity, and decision-making authority to benefit from any change and shape the outcomes**
4. **Increase permanently affordable housing choices for people of color (POC) near quality transit, living wage jobs, and educational opportunities**
5. **Decrease relevant regional racial disparities such as displacement pressures on POC households, housing cost burden, commute times, self-sufficient wages, job training, and business ownership**
6. **Public and private land is held in reserve for affordable housing and affordable commercial space for POC-owned businesses**

Relevant History

There are at least three periods in the history of Northwest Portland that have had deep impacts on where we are today, in terms of racial and social equity.

Early Development

It is impossible to examine this topic without a reminder that the Native American inhabitants of Portland outnumbered white settlers for much of the 19th century. The violent removal of native peoples from villages the area now called Portland has left deep scars that still impact people today. Thousands of native people continue to live in Portland. The Warm Springs, Grand Ronde, and Yakima tribes all have some ancestral tie to the Portland area.

Later, Asian immigrant laborers and their descendants built many of Portland's railroads and much of the early housing and commercial buildings of Portland. An early Chinese community grew up around a group of Cantonese farmers working vegetable gardens in the vicinity of what is now Goose Hollow. Asians were racially segregated from whites in early Portland, and children were banned from attending public schools. The period 1882-1943 was known as the Exclusion Era. During this period, many Asian immigrants could not legally enter the United States (Oregon Historical Society).

In 1942 people of Japanese ancestry were removed from Portland neighborhoods and incarcerated in camps in the Great basin states. There are people still alive in Portland today who experienced this firsthand.

20th Century Redlining

The federal government's practice of redlining directly impacted a part of the study area then named South Portland Heights. This tool made it difficult or impossible for non-white residents to receive residential and commercial loans. Categorization of the neighborhood was in part determined by the average income and racial and ethnic makeup of the area.

In 1937, an appraiser of the neighborhood noted, "Detrimental Influences: Encroachment of business and light industry. Infiltration of subversive racial elements." Occupations in the area were "small merchants, white collar and industrial workers, artisans, laborers, etc." and non-white families were identified "85 Chinese, 60 Filipinos, 100 Japanese."

In comparison, just to the west Westover Terrace was "Greenlined" due to a more homogenous, white, higher-income population, and single-family zoning. An appraiser noted, "Zoned single-family residential. (Racial) Deed restrictions have expired but zoning and topography offer ample protection." Occupations of residents were listed as "professional men, executives and capitalists."

Urban Redevelopment

The land use transformation opportunity between Vaughn and Nikolai is roughly analogous to the transformation of the Pearl District, which started in the mid-1990's. In 1990 much of the area north of Burnside Street was zoned industrial, with no housing development allowed. What is now the core of the district was the Hoyt Street Rail Yard. Lovejoy street passed over the district on a viaduct. Freight trains regularly delivered supplies via a heavy rail spur on NW 11th Avenue to the Henry Weinhard Brewery on West Burnside. NW 13th was an unpaved street, dominated by enormous potholes.

A pivotal decision was the 1995 adoption of the River District Plan, and a corresponding development agreement with Hoyt Street Yards - a private entity that had purchased the defunct rail yard. The plan included a new urban design concept, zoning map and code changes to facilitate housing, and street plans. The private-public development agreement outlined a series of commitments that the property owner and the City would make, including parks investments, streetcar construction, and streets. In exchange for public investments, the property owner agreed to meet housing targets. An urban renewal district was used to finance public investments, and the pace of the public investments was tied to the pace of private housing investment. One of the first residential buildings in the Pearl District was the 1997 Pearl Court Apartments, a 199-unit affordable housing project serving residents earning between 40% and 60% of area median income. Over the next 20 years over 1,260 units of regulated-affordable housing was built in the district. Although the pace of affordable housing production in the Pearl has been criticized at various times, especially relative to the large amount of market rate development that eventually occurred, it remains one of the largest concentrations of affordable housing investment in the City's history.

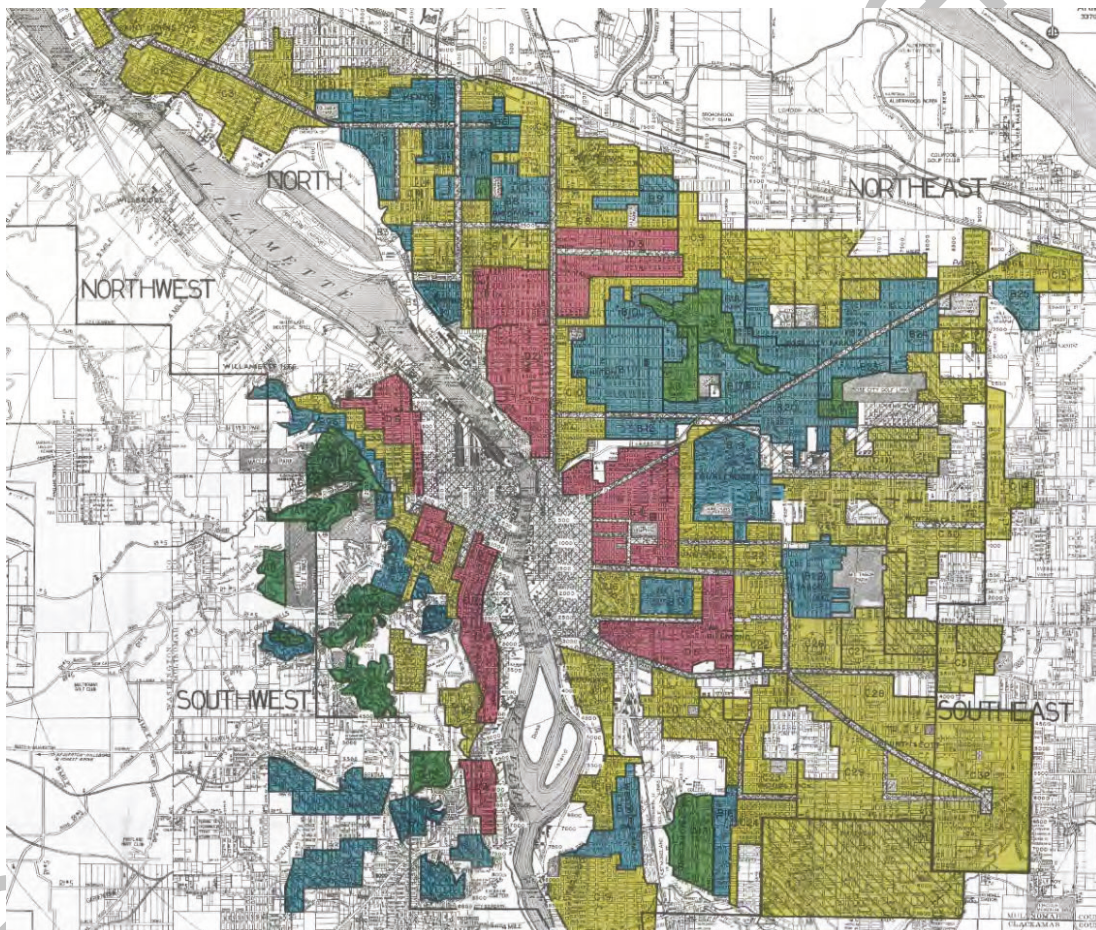


Figure 1. Home Ownership Loan Corporation map of Portland, 1937

Current Equity-Conditions and Racial Disparities

The “Jobs and Housing Trends” chapter of this report provides some current demographic and housing information for the study area. Our analysis looked at some indices of data that use multiple data points to capture the interconnectedness of racial disparities and the structural racism that underpins them. Given the city-wide implication for streetcar expansion we also looked at city-wide racial disparities that could be reduced or exacerbated by a NW expansion.

City-wide disparities

Figure 2 shows renter households who are cost burdened by the racial or ethnic group of its householder. In Portland, 51 percent of non-Hispanic White households spend more than 30 percent of their income on rent, while 58 percent of households of color and 69 percent of Black households are housing cost burdened. For the purposes of considering racial equity outcomes for new housing resulting from streetcar expansion, understanding the racial makeup of cost-burdened households across the city is important.

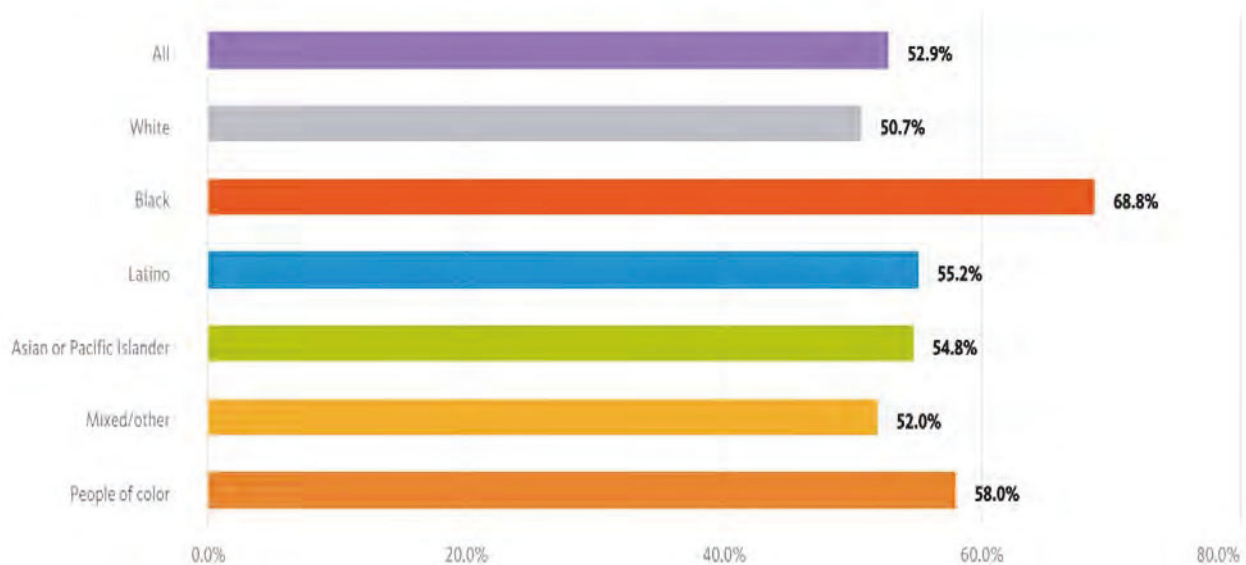


Figure 2. City of Portland renters' housing burden by tenure and race/ethnicity, 2015, PolicyLink/PERE National Equity Atlas

Household income disparities by race and ethnicity are worsening even as incomes have risen overall. Median income levels have only increased among White households, and decreased among African American, Hawaiian-Pacific Islander, and Native American populations.

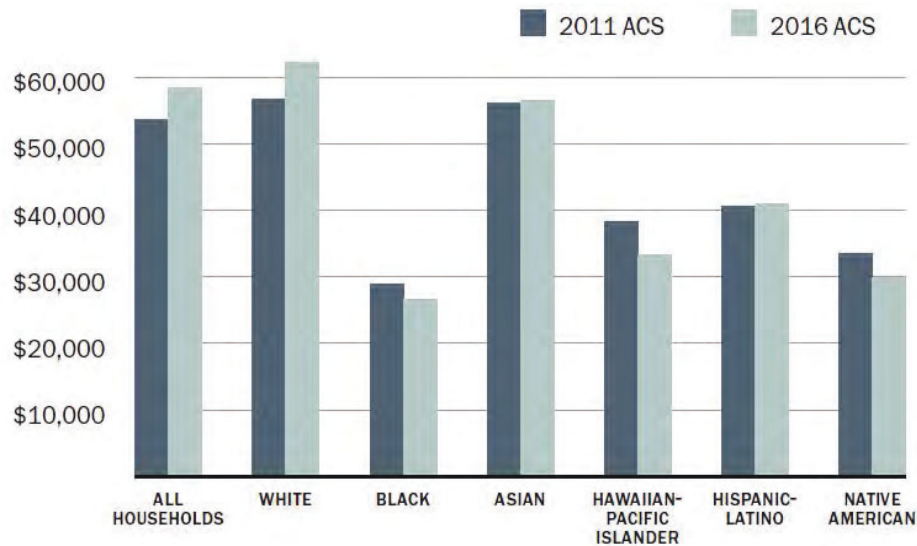


Figure 3. Household income by race/ethnicity, U.S. Census Bureau, 2011 and 2016 5-year ACS estimates. Portland Housing Bureau.

Industrial jobs provide high wages and require lower educational attainment, serving as a major economic mobility opportunity for low-wage workers. These jobs are disproportionately held by people of color. This profile of industrial jobs is important to consider if we consider rezoning industrial land and the resulting change in job mix in the study area.

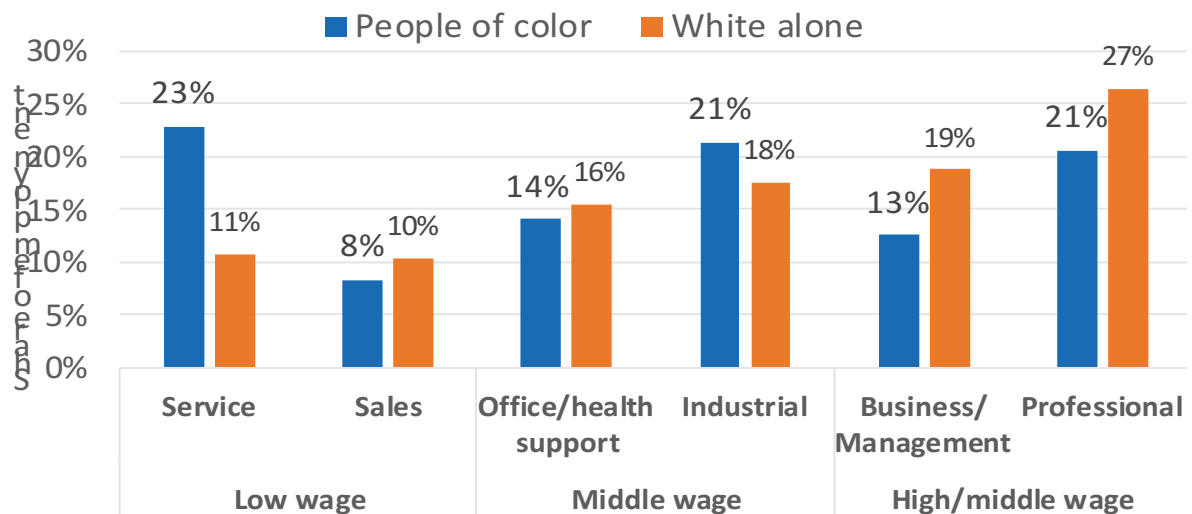


Figure 4. Racial employment disparities by occupation group, Portland MSA, 2017, Bureau of Planning and Sustainability

Equity indices

PBOT's Equity Matrix shows a combination of indicators of households' vulnerability to rapid neighborhood change and increased costs of living. There are more renters and households of color in the southern part of the study area.

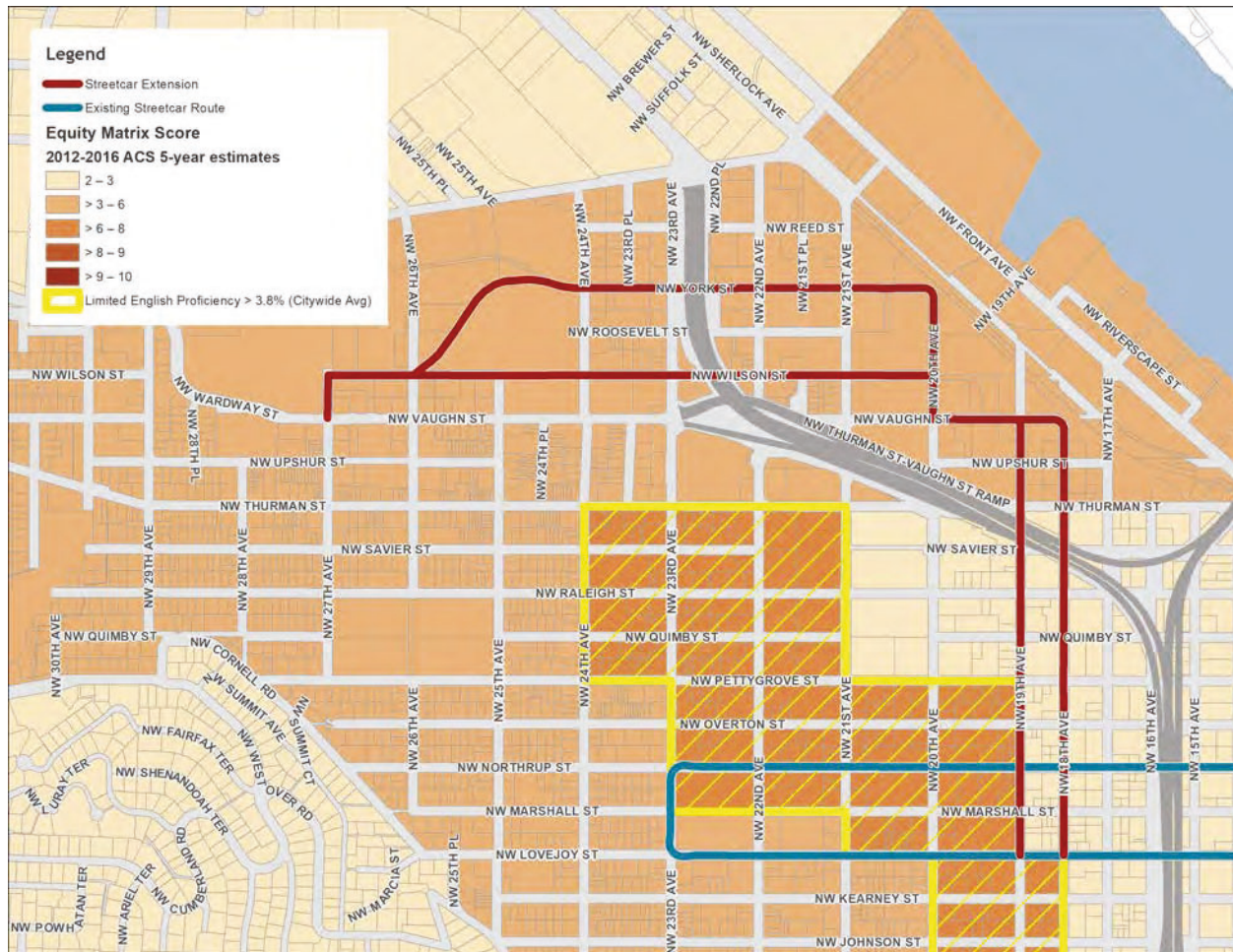


Figure 5. Portland Bureau of Transportation Equity Matrix, U.S. Census Bureau, 2012-2016 5-year ACS estimates.

Opportunity maps show an areas' proximity to multiple public and private community amenities that correlate with better quality of life outcomes. PHB uses this tool to guide the siting of regulated affordable multi-family housing. The study area is considered a "high opportunity" area. Increased housing choices in a "high opportunity" area is policy priority for the City and supports our FHA responsibility to affirmatively further fair housing.

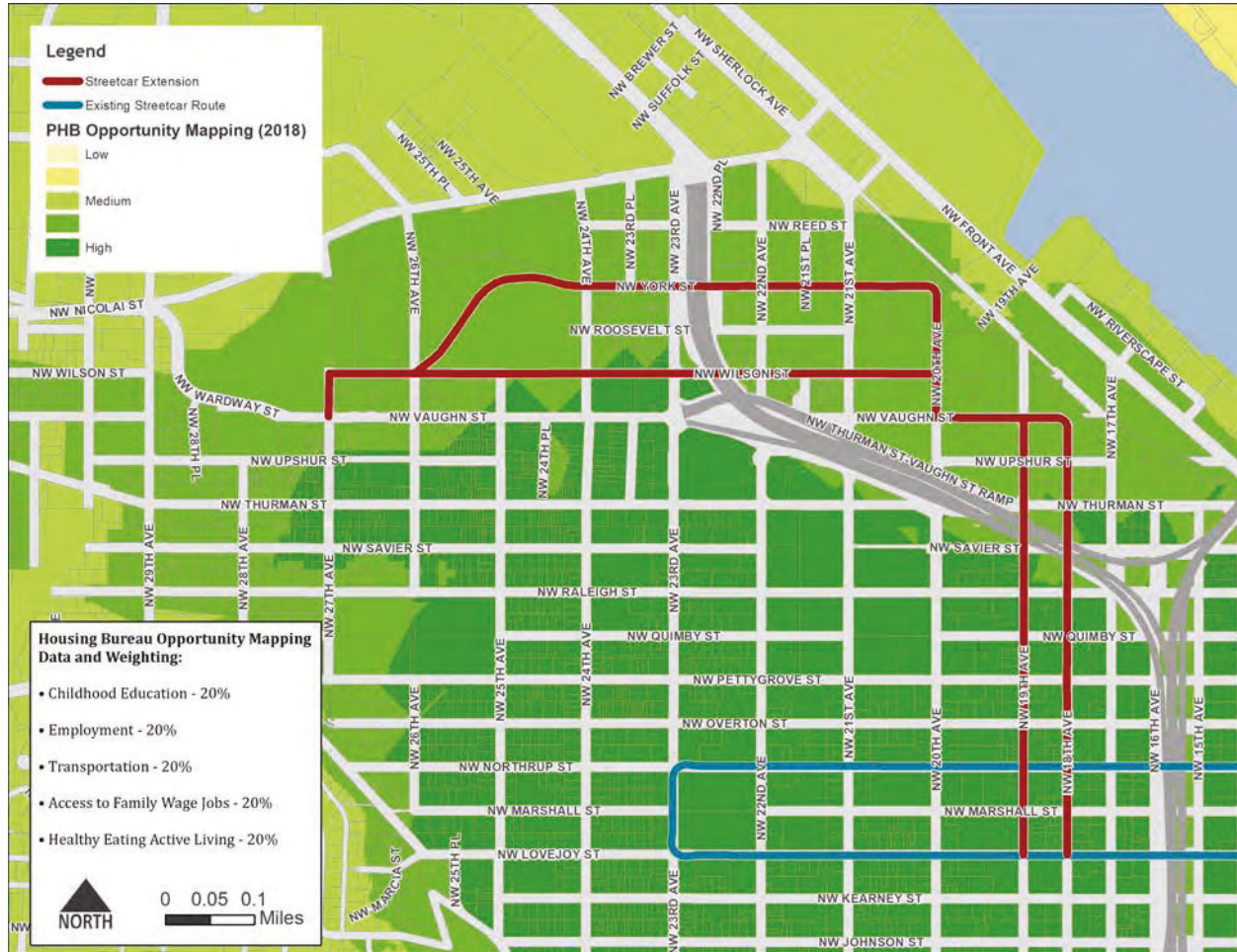


Figure 6. Portland Housing Bureau Opportunity Maps, 2018

Gentrification and displacement risk are highest in neighborhoods with the largest numbers of low-income households of color. Looking at the relationship between housing cost pressures in these areas of the city and the potential housing supply provided in the study area is important as we consider lifting zoning limitations on housing. A closer look at the gentrification typology shows some susceptibility to gentrification in a part of the southern study area. This is driven by the area's proximity to the Pearl District's more active real estate market.

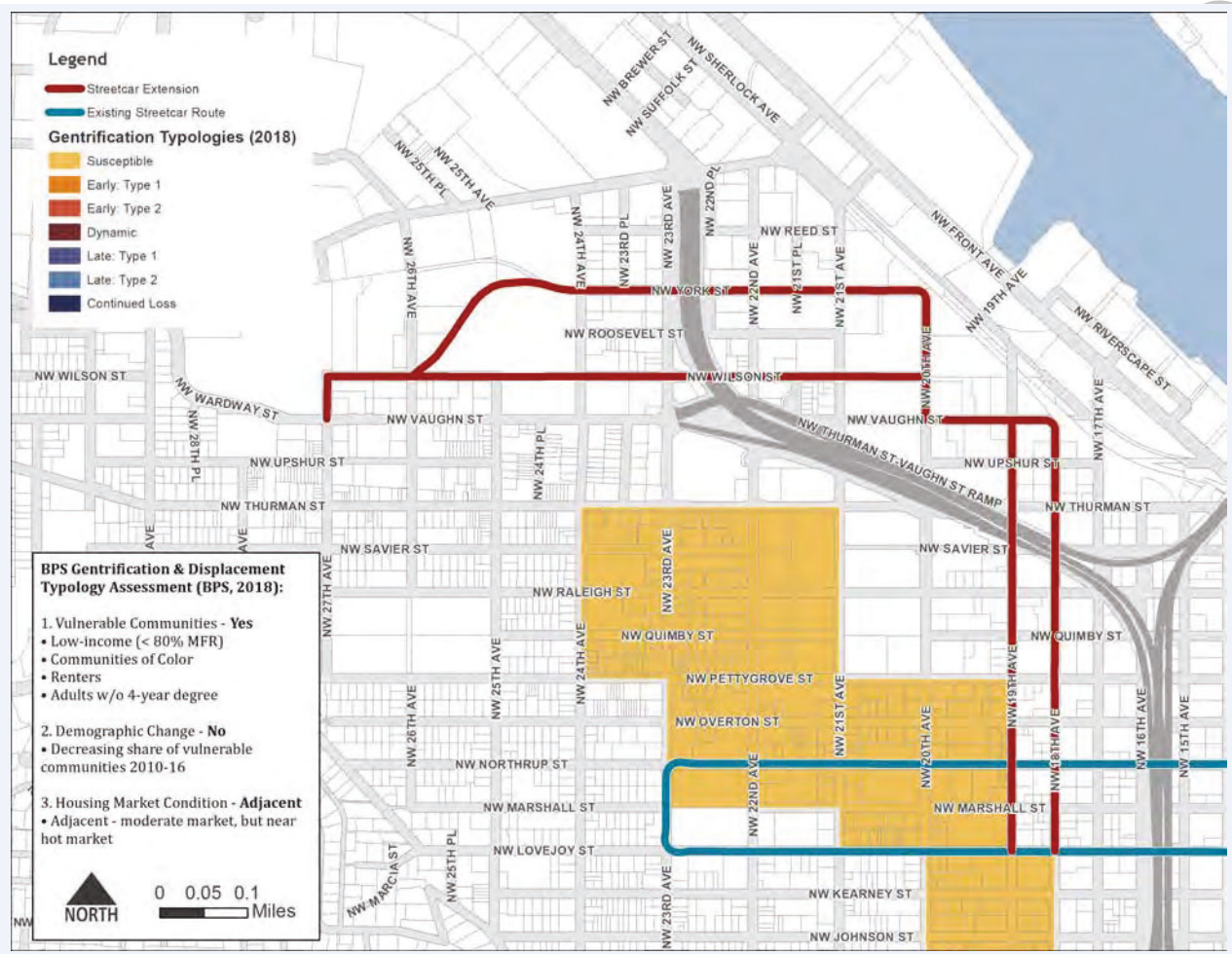


Figure 7. Portland Bureau of Planning and Sustainability Gentrification Typology Maps, 2018.

WHO BENEFITS AND WHO IS BURDENED?

WHICH STRATEGIES MITIGATE BURDENS AND ADVANCE EQUITABLE OUTCOMES?

Below are potential benefits and burdens identified through an analysis of impacts to land value, housing, and jobs by each land use scenario. Strategies to mitigate burdens and enhance benefits are then described. Some impacts were identified by planning tools. Other benefits and burdens were identified by eight equity practitioners from across the City who participated in a series of four work sessions designed to surface issues of systemic and structural racism.

Increasing housing development potential at a cost of losing middle-wage industrial jobs is one outcome we kept coming back to. The self-sufficiency of households of color is determined by both a quality job and an affordable home. A worst-case scenario in which the overall number of self-sufficient households of color is decreased is a real possibility we considered (i.e. more living wage jobs are lost than affordable housing gained).

Past streetcar expansions were central to broader real estate development and neighborhood revitalization efforts. [Urban Renewal Areas](#), [Local Improvement Districts](#), and development agreements were the primary tools to achieve the City's desired public benefits and give developers clarity about what development should accomplish.

Inclusionary Housing requirements and regulations that comply with the American for Disabilities Act are examples of how the zoning code can also be a vehicle for mandating and incentivizing equity-related public benefits. A discussion on mitigation should include all the strategies the city current has available, including a no action option. Consideration of other policies and investments should compliment these tools.

Impacts to land values and uses and equity strategies to explore further

Private economic gains derived from land use changes and public transportation investments are a major incentive for development but will exacerbate existing racial wealth disparities. Some land values would increase 2-5 times due to changing industrial zones to mixed use or higher density employment (see table below). Most land will experience a 3-10% increase from the introduction of streetcar. These benefits will accrue to the current land owners who are predominately if not exclusively white. Development could produce more public benefits because of the land value increase if the City enters into agreements with land owners or regulates the provision of these benefits.

The lift in land values provides the opportunity to create a Local Improvement District which is the primary local funding source for the streetcar construction. This new transit would benefit transit riders who skew toward being lower-income and younger than the general population.

Potential land use changes replace up to 90 acres of industrial land with commercially zoned land.

Industrial land is already in short supply throughout the city and is difficult to replace. Industrial land supports living wage jobs that are disproportionately held by people of color.

Zoning changes would result in more land supply of certain zoning categories that are currently oversupplied citywide and could redirect growth from other parts of the city. There is currently more than a 40-year supply of land zoned for high density residential and commercial uses. The redevelopment of the study area would not increase the overall demand for housing and commercial space region wide. Instead, building out streetcar and making zoning changes would provide another desirable option for real estate development that creates more density near the central city connected by high frequency transit. A coordinated infrastructure project of this scale does encourage more timely and compatible development than ad-hoc city-wide development. One important note, the area is not within an Opportunity Zone so developers may be more inclined to other central city locations.

Land use changes and redevelopment in the study area could place redevelopment pressure on the industrial land to the north. The study area currently provides a buffer to the more traditional industrial uses.

Land value increases by zoning scenarios		
Price per sq. ft. of site area on property sales - January 2015 through August 2017		
Land use types	Median price	Average price
Citywide	\$66	\$82
Scenario 1: Streetcar introduced but current land uses are maintained		
Harbor & Airport Districts, Industrial (I) zones	\$25	\$33
Dispersed Employment Areas, I and EG zones	\$50	\$58
Scenarios 2-3: Introduce streetcar and inner Southeast light industrial type land uses; light industrial, offices, institutional uses		
Central Eastside, IG zones	\$132	\$151
Scenarios 4-5: Introduce streetcar and shift to Pearl District type land uses; mixed-use vertical residential development, office, retail and services		
Town Center	\$131	\$234
<i>Source: BPS calculations from Multnomah County Assessor data.</i>		

Some specific ideas to explore to avoid or mitigate burdens and advance equitable outcomes include:

1. **Top Recommendation. Develop incentives and regulations to ensure the economic benefits for people of color are equal to or greater than the private economic benefits accruing to land owners.** Through the eligible uses of revenue from a Local Improvement District and/or an equitable development agreement, an increase in land value can be equitably distributed to create economic opportunities such as:

- Minority Business Enterprise contracting requirements in private development and public works
- Job training and career advancement programing
- Low cost capital and technical assistance for POC entrepreneurs
- Below market commercial space for POC business startups and expansions

These economic opportunities could extend or be transferable to existing POC-led community development initiatives such as the nearby Albina Vision.

Best practice: City of Seattle [Equitable Development Agreement framework legislation](#)

2. **Establish development standards to make the area the most disability-accessible area in the city.**

The development code could be written to require universal design standards above the ADA minimums for all public and private development.

Impacts to housing and equity strategies to explore further

Streetcar will provide current residents a new transit option and decreases carbon emissions and improves their air quality. Over 5,000 existing residents in the study area, including 229 households in regulated affordable housing, would benefit from new transit and improved environmental quality. In addition, the over 7,000 households in regulated affordable housing along the full streetcar network would have improved access to the jobs and amenities in the study area.

More housing and affordable housing in a high opportunity area will provide more choices for low-income households of color. Residential development in the study area is forecasted to increase by 3,300 new homes by 2035 under current conditions. Scenario 3 increases those housing development estimates by 1,150 to 4,000 new homes, of which 350 to 950 will be affordable through the current inclusionary housing program requirements. Figure 6 shows the area scores high on the City's Opportunity Index, having many amenities that increase households' economic opportunity and a high quality of life. More affordable housing will diversify the area and create more affordable housing choices citywide.

Affordable Housing

Housing affordability is typically expressed as a measure of housing costs in relation to household income. The standard for housing affordability is housing costs, including basic utilities, that amount to 30 percent or less of a household's gross income.

One caution to note is the potential to replicate the Pearl District development model of providing for some affordable housing but not affordable commercial and culturally relevant services for low-income households and people of color. Engagement with residents of affordable housing in the Pearl District is recommended to understand the social and financial implications of this dynamic.

Housing in the study area will relieve region-wide housing pressures and could relieve pressure in other gentrifying areas. As discussed in the land use impacts above, increased desirability to live in the study area will only redirect development from other parts of the city. Housing development puts downward pressure on housing costs region-wide. It could also redirect real estate investment from areas experiencing gentrification-fueled real estate activity.

Increased desirability could also lead to displacement of existing affordable market housing. However, our analysis identified 64 multi-family apartment buildings in the study area but only three that met the criteria for “affordable market rate”, meaning they have market rate rents currently affordable to lower-income households. This small inventory of affordable apartments is not likely to exist much longer due to rising rents regardless of the land use decisions under consideration.

The most significant challenge this area faces is if demand for affordable housing is not met, racial disparities of housing cost burdened households will be exacerbated. The Northwest district is already a high cost area where the average household of color cannot afford any type of housing according to the [City's 2018 State of Housing](#) report. To meet the affordable housing needs of the 3,300 to 7,500 new households forecasted under different scenarios would require 1,000-2,500 new regulated affordable homes for households with incomes at or below 60% median family income based on the trends of future household incomes.

Some specific ideas to explore to mitigate burdens and advance equitable outcomes include:

1. **Top Recommendation. Private land owners contribute land to a land bank as part of an equitable development agreement.** Land costs will become prohibitive for mission driven nonprofit development organizations. An increase in land value from transit investments and land use changes can be equitably distributed in the form of land contributions to a holding entity. Land could be assembled and held patiently while nonprofits secure financing to develop affordable housing and community development projects.
2. **Accompany increases in development allowances from rezoning with an enhanced Inclusionary Housing program.** The IH program already exists within the land use code and Comprehensive Plan policy framework. Working with existing tool could more efficiently help private developers produce affordable housing rather than using another vehicle like a development agreement. An enhanced IH program could include:
 - Higher percent of affordable units than current program. Consider a 30% minimum similar to requirements in past streetcar-related development agreements.
 - Minimum percent of all new homes with 2 and 3 bedroom that is higher than what is being developed by the private market in the current real estate cycle.
 - Minimum percent of regulated affordable housing are permanently supportive housing with services.

Best practice: See the affordable housing goals in past urban renewal area plans in the [2017 State of Housing Report \(page 101\)](#)

3. **Connect housing, jobs, and transit policies and services to help low-income households live near where they work and commute affordably.** This could include adopting a preference policy for income qualified people working in the area to be prioritized when regulated affordable housing becomes available. In addition, those living in regulated affordable housing and/or enrolled in workforce training programs could be automatically enrolled in TriMet's low-income transit pass program.

Impacts to jobs and businesses and equity strategies to explore further

Displacing industrial jobs disproportionately held by people of color and shifting to a job mix of more professional office and retail service industry jobs will exacerbate racial disparities and income inequality. Land uses changes will support redevelopment leading to 530-1,400 middle-wage industrial jobs displaced that do not typically require advanced degrees and are disproportionately held by people of color. The elimination of industrial jobs for employees of color will decrease their economic self-sufficiency and disrupt their housing stability wherever they are living.

Redevelopment in scenarios 2 and 3 is likely to result in a net increase of 1,270-1,380 total jobs in the area but an overall decline in city-wide jobs. The job growth will be driven by high-wage professional office and institutional jobs and low-wage service jobs. As described in the land use impacts above, expanding streetcar and making zoning changes provides another desirable option for real estate development, redirecting those office and retail jobs from other parts of the city.

Could worsen or improve commute times for industrial workers. Industrial workers typically live in East Portland and Vancouver and commute by car. Displacement of their jobs out of NW will change their community patterns as industrial firms relocate.

Streetcar increases transit options for current workers and provides visibility for existing businesses. The 11,400 workers currently in the area would have a new transit option. The existing retail businesses would see a substantial increase in the foot and car traffic in the area. This increased congestion is a burden for industrial businesses and creates an accessibility issue for people with mobility disabilities. As noted above, industrial workers mostly commute by car and do not live in the area so street car does not serve their commuting needs.

Some specific ideas to explore to avoid or mitigate burdens and advance equitable outcomes include:

1. **Do not rezone industrial land.** Proceed with caution regarding loss of industrial land. There is limited industrial zones here in Portland. While there are potential ways to mitigate the loss of this land, we also know that this site has been preserved as prime because it is difficult to create more of.

If rezoning is considered, then the City's 1:1 existing prime industrial lands replacement policy must be implemented fully and a business relocation program funded before rezoning goes into effect. Equity criteria for where to replace land could include:

- Environmental justice criteria that considers adverse impacts to existing low-income/POC households
- Community capacity to take advantage of industrial economic opportunity
- Brownfield remediation to increase development feasibility for existing polluted industrial land (ex. brownfields in Gateway)
- Proximity to where existing workers live
- Proximity to freight infrastructure
- Availability of municipal golf courses for redevelopment

The city and industrial sector partners could develop a package of incentives, technical assistance, and capital for businesses in the study area to relocate to the replacement area.

2. Design hiring policies to address historical inequities and regional racial disparities in income.

A priority hire policy for the study area could prioritize the training and hiring of workers from high poverty census tracts throughout the city to work on public works projects in the area.

Best practice: [Seattle's Priority Hire Policy and Program](#) prioritizes the hiring of residents that live in economically distressed areas for all large municipal construction projects.

3. Enhance the commercial affordability bonus program to address regional racial disparities in business ownership. Commercial permits could come with a requirement to provide below-market commercial space to incubate a small business.

Best practices: [Oakland's Cannabis Equity Permitting Program](#) prioritizes business permits and free commercial space for Oakland residents who have been the most victimized by the war on drugs.

4. Recruit new employers from sectors that provide living wage jobs for people of color. Regional economic development organizations (no one is doing this) could initiate an employer-type recruitment initiative targeted at employers with jobs that require lower educational attainment but provide good wages and career ladders.

5. Create workforce development/job training programs for people of color. A workforce development agency like Worksystems Inc. or post-secondary institution like Portland Community College could compliment the employer recruitment effort described above by providing tailored educational opportunities to the skills sets required of those jobs.

RECOMMENDATIONS FOR FUTURE PLANNING

Our process identified some key questions to answer and some recommendations as the City and Portland Streetcar move forward.

1. What is the Portland Streetcar's overall comprehensive racial equity strategy? How does this expansion fit into that?
2. Should the City plan for and fund a streetcar focused anti-displacement community development strategy?
3. As we explore expanding the streetcar network, how can communities of color be centered in the planning?
4. How will we measure and report on our racial equity goals? How are we accountable?

City and Portland Streetcar team recommendations

1. **Top Recommendation. Allocate a significant portion of the Federal Transit Administration TOD Grant budget for best practices in equitable planning.** Resources for community engagement and development of an implementation plan for mitigation/equity strategies is clear indication of the team's commitment to doing things differently from past transit planning projects. The 2011 HUD/FTA Sustainable Communities Grant program required 10% of all grant funds be used for community engagement. Metro's most recent FTA TOD grant allocated over 25% of its \$1 million budget toward community engagement and anti-displacement planning.
2. **Develop a Portland Streetcar Inc. organizational racial equity strategy.** PSI should hire an equity consultant to work with their board and community partners to answer the question "how does streetcar contribute toward the City's racial equity goals?" A number of local and national firms exist to help organizations like PSI do this work. Metro contracted with the Government Alliance on Race and Equity to develop their Diversity Equity and Inclusion Strategic Plan. Prosper Portland contracted with PolicyLink to develop their most recent strategic plan.
3. **Use the City's Racial Equity Toolkit to decide whether or not to expand streetcar into Northwest given the transit and economic development needs in other parts of the city.**
4. **Create a role for the Office of Equity and Human Rights on the project team.** OEHR's budget equity tool, Racial Equity Toolkit, and Equity 101 training are all resources to help the project team use equitable practices and support the first recommendation above.

Community engagement recommendations

1. **Top Recommendation. Engage workers and firms in the planning process.** The worker profiles and assumptions used in this analysis need to be ground truthed with that actual workers and firms in the study area. Our recommendations should be vetted and supported by these stakeholders before any further work is done to advance them to implementation.
2. **Engage residents of affordable housing in the Pearl about their experience.** These residents have experienced living in affordable housing in a mixed-income neighborhood lacking affordable commercial and cultural services. This perspective is relevant to Scenario 3.
3. **Resource community-based-organizations involved in housing/transit/land use agendas to do engagement and community-based research.** Through the FTA grant funding, CBOs should be funded to engage low-income residents and people of color in the planning process. Ensuring their voices are heard in the process will lend support to the final products. Ensuring their priorities are centered in the final plans is critical to actually reducing disparities.

CBOs engagement during the planning process could also provide an opportunity to educate existing residents on their rights under existing and new local and state landlord/tenant laws

4. **Initiate a dialogue with investors and land owners about the City's racial equity work.** The City's equity goals and the tools to achieve them (incentives and mandates) should be clearly communicated to these stakeholders. A conversation about how they can contribute to the solution to ending racial disparities should occur during the next phase of planning.

APPENDIX 1: RELEVANT COMPREHENSIVE PLAN POLICIES

CHAPTER 3 - Urban Form	
Goal 3.A: A city designed for people	Built environment promotes prosperity, health, equity and resiliency; Development and investments reduce disparities.
Policy 3.3: Equitable development	Development reduces disparities; mitigate impacts of development on income disparity, displacement and housing affordability.
3.3.a	Anticipate, avoid, reduce, mitigate public facility and development impacts.
3.3.b	Accompany needed investments with proactive anti-displacement and affordable housing measures.
3.3.c	Community benefit agreements, plans and incentives to promote equitable outcomes from development that receives public assistance.
3.3.d	Use Zoning Code to provide community benefits as a condition for projects to receive increased development allowances.
3.3.e	When plans and investments increase private property values, require mitigation of displacement and housing affordability impacts.
3.3.g	Community Benefits Agreements: Encourage developers to engage with impacted communities to provide benefits and mitigate impacts.
Policy 3.9: Growth and development	Evaluate displacement and housing affordability impacts of planning, public investment, infrastructure and development. Mitigate anticipated impacts.
CHAPTER 5 - Housing	
Policy 5.10: Coordinate with fair housing programs	Affirmatively further fair housing.
Policy 5.12: Impact analysis	Evaluate plans, investments, infrastructure and development for impacts on housing choice and affordability. Mitigate anticipated impacts.
Policy 5.15: Gentrification/displacement risk	Evaluate plans, investments, infrastructure and development for impacts on housing costs and potential to cause gentrification/displacement. Mitigate anticipated impacts.
Policy 5.16: Involuntary displacement	Limit displacement caused by plans, investments, infrastructure and development. Create permanently affordable housing and mitigate market-based displacement pressures.

Policy 5.17: Land banking	Hold land in reserve for affordable housing and community development.
Policy 5.18: Rebuild communities	Enable communities impacted by displacement to maintain social and cultural connections, and re-establish a stable presence in impacted neighborhoods.
Policy 5.29: Permanently affordable housing	Increase supply of permanently affordable homes.
Policy 5.30: Housing cost burden	Evaluate plans and investments for their impact on household cost.
Policy 5.31: Household prosperity	Provide low-income households with greater access to transit, education and employment.
Policy 5.35: Inclusionary housing	Use regulatory tools to create affordable units in market-rate developments.
CHAPTER 6 - Economic development	
Policy 6.27: Income self-sufficiency	Expand access to self-sufficient wage levels and career ladders for low-income people.
6.27.a.	Support industrial districts as a leading source of middle-wage jobs that do not require a 4-year college degree.
6.27.b.	Evaluate and limit negative impacts on middle and high wage jobs.
Policy 6.30: Disparity reduction	Encourage investment in efforts to reduce disparities in income and employment opportunity.
Policy 6.31: Minority-owned, woman-owned and emerging small business (MWESB) assistance	Improve access to contracting opportunities.
CHAPTER 8 - Public facilities and services	
Policy 8.32: Community benefits	Provide community benefits with large public facility projects.

Replaced by Amendment

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Northwest Portland

STREETCAR EXTENSION & LAND USE ALTERNATIVES ANALYSIS



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Bureau of Planning and Sustainability

SEPTEMBER 2019

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Northwest Portland

STREETCAR EXTENSION & LAND USE ALTERNATIVES ANALYSIS

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Bureau of Planning and Sustainability

Original Exhibit B - Volume 5 (for information only)



Dear Council Members,

The Bureau of Planning and Sustainability, Portland Bureau of Transportation, and Portland Streetcar Inc appreciate the opportunity to update you on the NW Streetcar Extension Study. Last year City Council appropriated \$370,000 to further develop a NW streetcar extension to Montgomery Park, as proposed in the Transportation System Plan and Regional Transportation Plan.

The team explored a range of land use scenarios, analyzing impacts to jobs, housing, and equity. The team considered how land use changes and transportation investments could complement adopted goals in the 2035 Comprehensive Land Use Plan, the 2030 Climate Action Plan, transportation plans, and PBOT's Racial Equity Plan.

A portion of the funds were allocated to support preliminary engineering and cost estimating for the proposed 2.3 mile extension. That work is progressing, but is not fully summarized in this report. While producing this study, the team was awarded a 1.3 million dollar grant from the Federal Transit Administration to conduct a more thorough analysis of land use change implications (including industrial land supply, job creation, housing opportunities, etc.), transportation network needs, impacts and benefits to community members, and an opportunities assessment of how development might help address Citywide disparities. This coming work will be supported by robust public and stakeholder engagement. The early analysis and findings included in this summary report, and funded by City Council, will serve as a guiding framework for the next work phase. The equity and economic development considerations identified in this report are especially important, including policy choices related to industrial land supply and middle wage jobs. Information about the work phase funded through the Federal Transit Administration can be found in the 'Next Steps' section of this report. Please let our staff know if you have any questions regarding the work or outcomes from this study.



Chris Warner
Director
Portland Bureau of Transportation



Andrea Durbin
Director
Bureau of Planning & Sustainability

Executive Summary



The Northwest Portland Streetcar Extension and Land Use Alternatives Analysis study began in 2018 to further explore extending the streetcar system to Montgomery Park. City Council asked the team to investigate how land use changes and streetcar investment might support economic development, equity, and climate change goals, including the potential creation of affordable housing and job sites.

The project team, led by the Bureau of Planning and Sustainability, the Bureau of Transportation, and Portland Streetcar, Inc., analyzed job and housing impacts, potential equity impacts and opportunities, and policy implications from a range of land use scenarios.

This report summarizes the primary study findings, as well as critical questions and trade-offs identified during the analysis. These provide a framework for the next phase of work: the *Montgomery Park to Hollywood Transit and Land Use Development Strategy*.

Early analysis finds that:

- The NW project area, located north of Vaughn Street and south of Nicolai Street was an important industrial neighborhood for many generations, but recent changes in property ownership and zoning of large parcels -- including ESCO, Montgomery Park, and other smaller sites, has lessened the industrial footprint and changed the mix of jobs in the area
- The availability of large, developable parcels in the district creates an opportunity to shape development to act on several City priorities, including housing, climate and equity goals
- The varying land use scenarios illustrate potential trade-offs the City has to weigh when trying to balance competing equity goals to maintain and grow living wage jobs, manage a limited industrial land supply and provide opportunities for expansion and growth of the industrial sector, and increase the production of affordable housing within the city
- Large scale development agreements and neighborhood master plans negotiated alongside streetcar development has historically yielded high percentages of affordable housing units and significant streetcar ridership amongst the residents who live there
- Regionally, industrial jobs typically have a more diverse workforce and often pay a living wage for non-college educated individuals. The loss of industrial land could result in the loss of these middle-wage jobs from the region, because there are very few locations to accommodate them elsewhere
- The opportunities and trade-offs daylighted by this early analysis should serve as a framework to guide the *Montgomery Park to Hollywood Transit & Land Use Development Strategy*, including the public engagement plan and the further exploration of equity recommendations

Conceptual Framework

The team analyzed the impacts and opportunities of a streetcar extension into NW Portland through a framework of conceptual land use changes. Although a preferred alignment is still undergoing design, for analysis purposes the concept extends the existing NW streetcar line north/south via NW 18th/19th Avenues, reaching Montgomery Park via York and Wilson streets. The team looked at five land use scenarios, representing a spectrum of change from existing conditions (Scenario 1) to significant mixed development potential (Scenario 5). The scenarios analyze how different land use changes would impact the job growth and potential housing mix in 2035.

Opportunities to address City equity goals were daylighted throughout this analysis. The findings presented here lay a foundation for the next work phase, and will be expanded and built upon through a robust planning and public process.

SPECTRUM OF LAND USE SCENARIOS



WHAT HAPPENS NEXT?

Metro, the Bureau of Planning and Sustainability, and Portland Bureau of Transportation secured a \$1.3 million grant in late 2018 to continue this work. The next work phase, called the *Montgomery Park to Hollywood Transit & Land Use Development Strategy* will look at connecting transit to streetcar lines on both the west- and east-sides of the river.

The project will look more deeply at each land use scenario, and conduct a full analysis of community needs and benefits. The team will incorporate urban design tasks that consider development form and public spaces. Transportation tasks will analyze multimodal needs, including how to support potential land use changes with a robust street grid that creates modal connections, circulation, and safe and vibrant streets. The project will engage stakeholders and the public throughout the process. See 'Next Steps' (p. 23) for more information.



Why Streetcar, Why NW, Why Now?

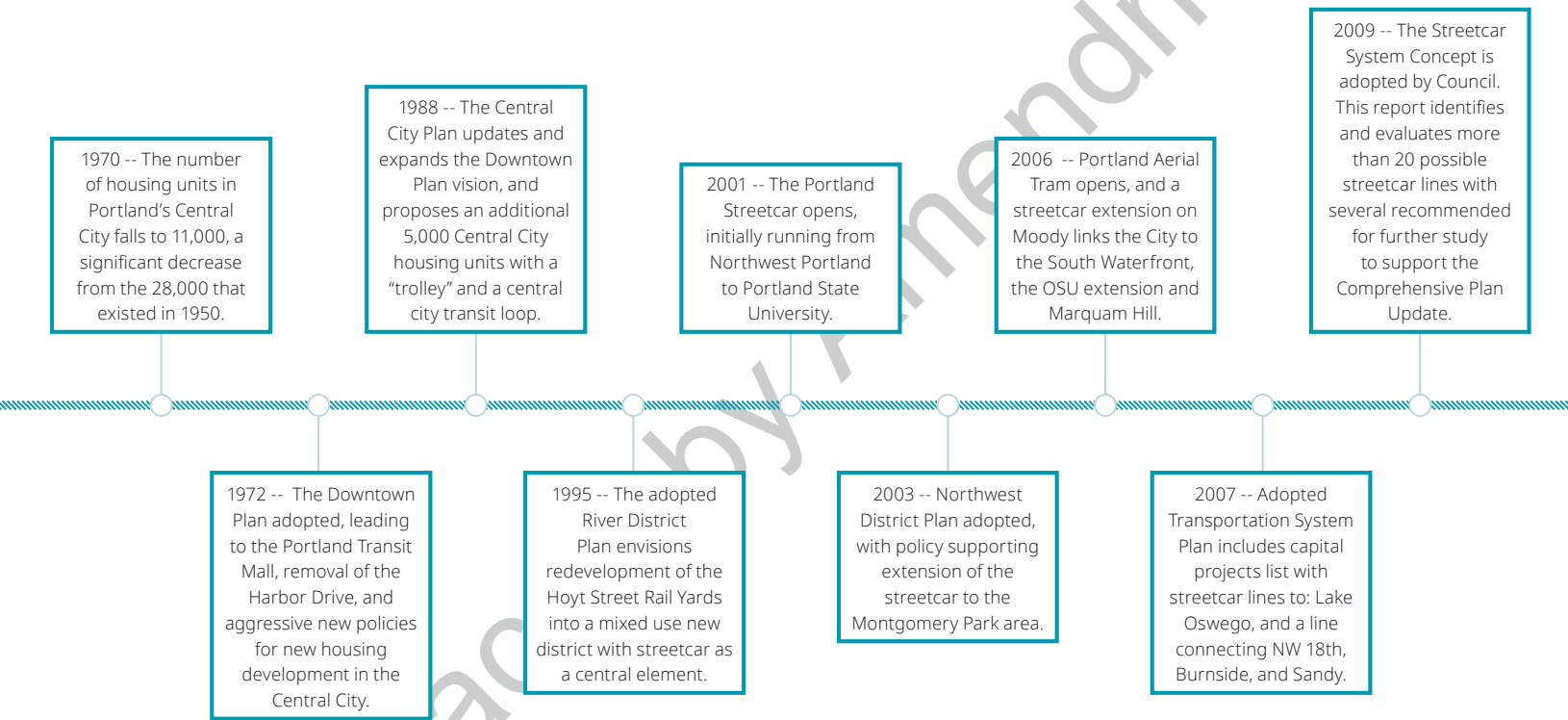
A streetcar to Montgomery Park has long captured the imagination of the Portland public. This objective is recommended in various planning documents spanning the past thirty years, and is listed in the 2018 Transportation System Plan, Regional Transportation Plan, and Comprehensive Plan.

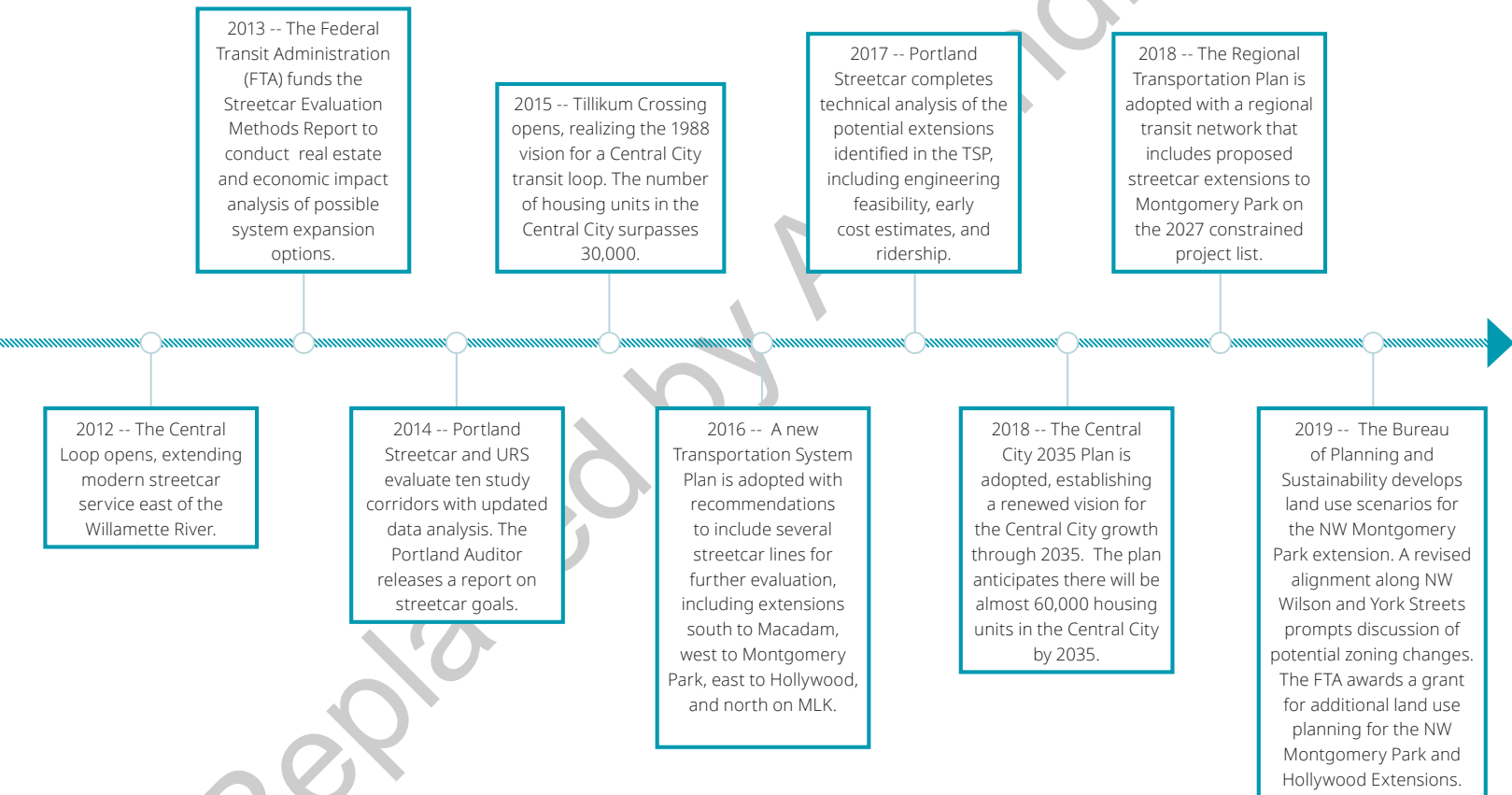
Interest in expanding the streetcar network to Montgomery Park is threefold:

- (1) the desire to serve the second largest office building in the state with high quality, frequent transit service;
 - (2) the opportunity to leverage streetcar's development potential to build mixed income housing and employment on large, recently up-zoned parcels within the study area;
 - (3) the chance to invest in affordable, green transit service to a potential new neighborhood close to the City center via the extension of an existing streetcar line.
- **Montgomery Park houses major Portland companies.** The building hosts 3,200 jobs on site, including workers for Adidas, Daimler, and more. The parcel was recently acquired by new ownership who could take advantage of the mixed-use zoning to expand the site to include housing, commercial and other complimentary uses.
 - **Streetcar investment has historically been coupled with development agreements and planning processes that create higher density development that includes mixed income housing.** More than 1/3rd of Portland's affordable housing units are on streetcar lines, and 2/3rds of streetcar trips are to and from home.
 - **The district is changing, with some long standing industrial businesses closing and a transition of uses.** The number and size of parcels available for redevelopment create an opportunity to shape a new neighborhood to address City jobs, housing, climate and transportation goals. The proximity to the City Center creates exceptional access to jobs, services, and education for those who may live or work in the district.



HOW WE GOT HERE -- HOUSING AND STREETCAR PLANNING TIMELINE





POLICY BACKGROUND

The 2035 Comprehensive Plan includes policies that support expanding transit and increasing density in the urban core, while also advocating the preservation of industrial lands. Equity-focused policies specific to urban planning, development, and public infrastructure are also included in Plan chapters related to Urban Form (3), Housing (5), and Economic Development (6).

POLICY 3.6: LAND EFFICIENCY.

Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.

POLICY 3.15 INVESTMENTS IN CENTERS.

Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

POLICY 3.A A CITY DESIGNED FOR PEOPLE

Portland's built environment is designed to serve the needs and aspirations of all Portlanders, promoting health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

POLICY 3.56 CENTER STATIONS.

Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

POLICY 9.11 LAND USE & TRANSPORTATION COORDINATION.

Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

POLICY 9.27: TRANSIT SERVICE TO CENTERS AND CORRIDORS.

Use transit investments as a means to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth

POLICY 3.6 INDUSTRIAL LAND.

Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely accessible base of family-wage jobs, particularly for under-served and underrepresented people.

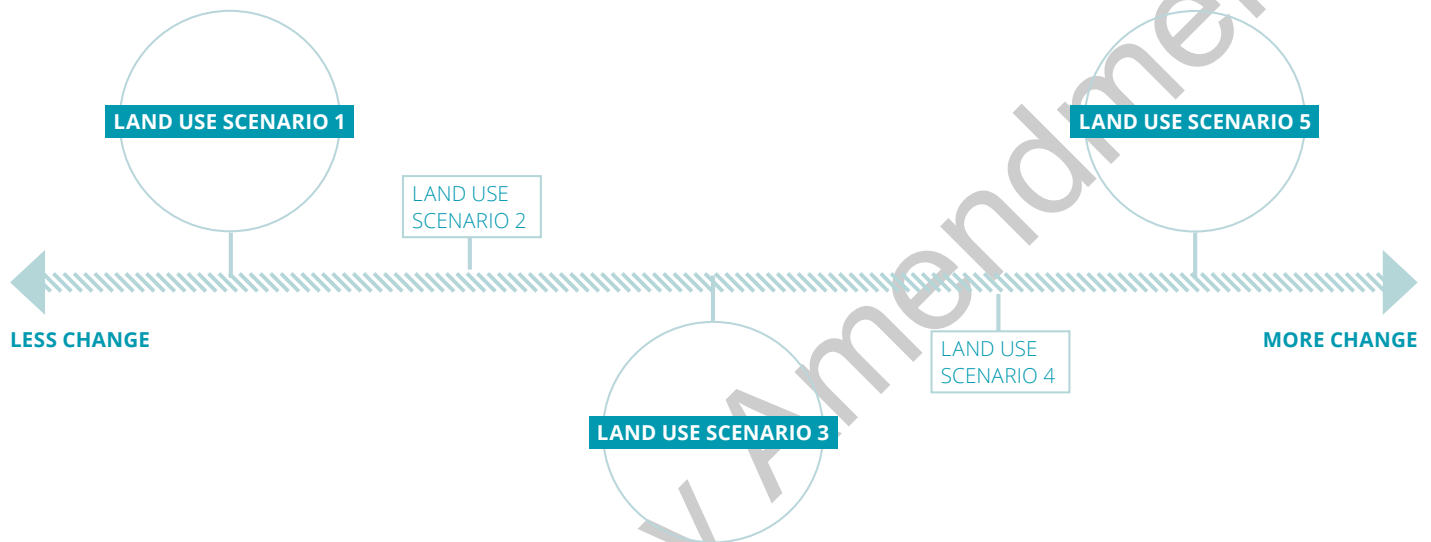
POLICY 6.38 PRIME INDUSTRIAL LAND RETENTION.

Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land that is prioritized for long-term retention.

POLICY 3.3 EQUITABLE DEVELOPMENT.

Guide development, growth, and public facility investment to reduce disparities; encourage equitable access to opportunities, mitigate the impacts of development on income disparity, displacement and housing affordability; and produce positive outcomes for all Portlanders.





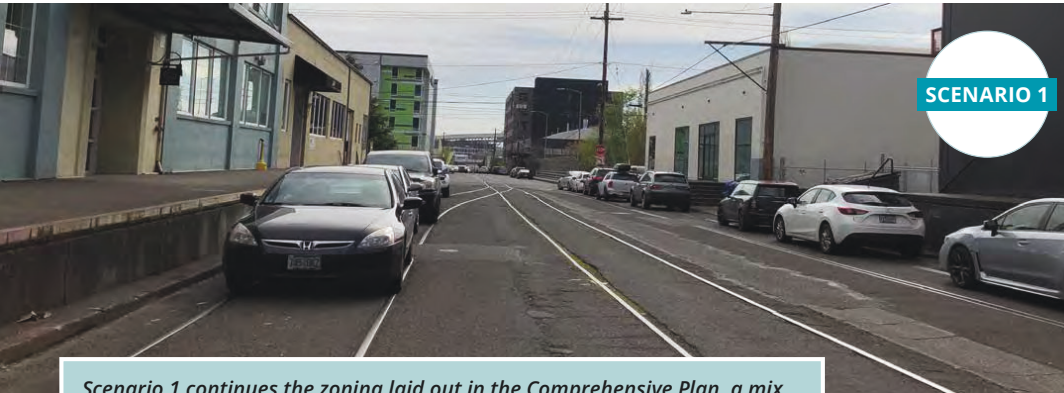
Land Use Scenarios

LAND USE CONSIDERATIONS

The Bureau of Planning and Sustainability analyzed five land use scenarios. The scenarios represent a range from the current comprehensive plan to a rezoning of approximately 100 acres from industrial and general employment to mixed use and light industrial. Each scenario represents an incremental shift along the continuum from no changes (Scenario 1) to a scenario that could allow more housing, office, retail and institutional jobs in an area that has been primarily zoned industrial. This report summarizes Scenarios 1, 3, and 5 as a proxy, as it captures the full potential project impacts to jobs and housing. The summary of forecasted housing and jobs impacts from all five scenarios can be found on page 15.

IMPLICATIONS FOR LAND USE CHANGES

Changing zoning from industrial or light industrial, to industrial office, mixed employment, or another land use would require major policy changes or mitigation efforts. Policy changes would include amending the Comprehensive Plan, Regional 2040 growth plans, or seeking an exception to state land use Goal 9. Mitigation could also include making compensatory map changes elsewhere to add industrial land supply or preserves.



Scenario 1 continues the zoning laid out in the Comprehensive Plan, a mix of industrial 2, 3 and mixed employment.



Scenario 3 would introduce "industrial office" zoning, similar in nature to the Central Eastside Industrial District. Scenario 5 would introduce "mixed use" zoning which allows housing and commercial development.



INDUSTRIAL SANCTUARY

The Metro region has recognized the importance of industrial lands and created a Regionally Significant Industrial Areas map designation to denote where the areas exist. Industrial lands, such as the Harbor and Airports Districts, can be difficult to replace due to the needed parcel sizes and access to shipping facilities. The uses in these areas consist primarily of large, single-story buildings with extensive outdoor maneuvering and loading areas, resulting in low floor-area-ratios (a measurement of building area to site area).

Portland has roughly 40% of the region's industrial building spaces and jobs, and the industrial infrastructure and agglomeration advantages would be difficult to recreate elsewhere in Oregon. If an industrial area changes zoning, due to market forces, exemptions or changes pursued by landowners, or from Plan updates or amendments, mitigation measures can be taken to preserve industrial land capacity throughout the region.

Comprehensive plan amendments could expand industrial land supply reserves elsewhere in the Portland region, such as adding comparable land supply in the Columbia Corridor. Other mitigation strategies could focus on more strictly managing preserved industrial areas to protect against competition from businesses such as storage units, dispensary businesses and other non-industrial uses that compete for leased space. Lastly, the City of Portland could take an exception the goal when it finds that unique circumstances warrant a local override to the goal to create a better outcome.

JOBS CONSIDERATIONS

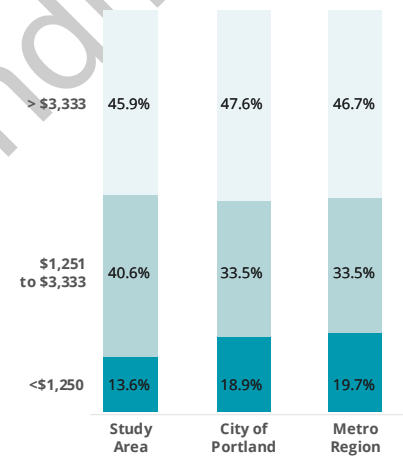
In 2016 there were about 11,400 jobs in the NW streetcar study area. 4,000 of the jobs were located in the industrial/mixed use portion of the study area north of Vaughn and 7,400 of the jobs were located in the study area south of Vaughn. The jobs are more heavily skewed toward industrial (39%) and office sectors (37%) compared to the Metropolitan region as a whole, (24% and 31%, respectively). The mix of sectors within an area shapes wage distribution as retail and service jobs tend to pay lower wages, while office jobs tend to pay high wages but require college degrees. Industrial occupations are unique in that many provide middle-to-high income jobs, but do not require bachelor's degrees. Changes to zoning would impact the jobs mix and would likely result in fewer of the middle-to-high income jobs that do not require college degrees.

The employment forecast used in each scenario estimates growth in year 2035, and starts from the baseline of the Comprehensive Plan zoning scenario. Without zoning changes, the area is expected to add 970 new jobs. Job growth is expected to be strong as the recently vacated ESCO site is redeveloped as mixed employment. The existing industrial sub-areas located between Vaughn and Nicolai are expected to add 40 jobs by 2035.

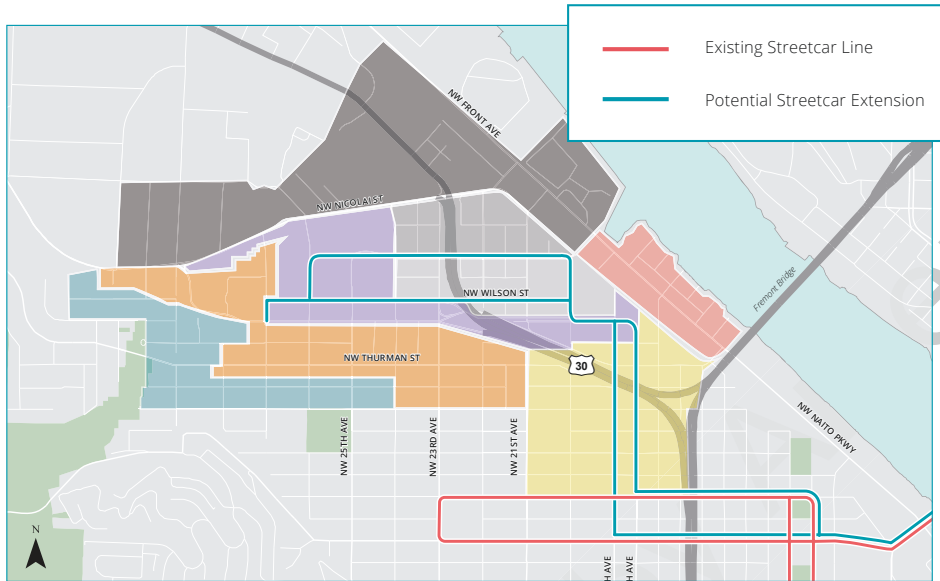
A change in jobs mix without industrial land or jobs mitigation could result in net loss of jobs if the zoning change attracts uses that may have located elsewhere in the City, but doesn't create opportunities for industrial job relocation or replacement. On the other hand, recent ownership changes create an opportunity for large parcel development adjacent to downtown that could also attract employers or business opportunities that might otherwise look for larger campuses further from the Central City. This could generate more jobs than would be located in smaller disaggregated parcels with similar zoning across the City.

MONTHLY INCOMES OF INDUSTRIAL WORKERS

SOURCE: U.S. CENSUS BUREAU, 2019. LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS (2002-2015)



Incomes: Industrial jobs often do not require college degrees, while paying more than jobs with similar educational attainment levels. In particular, the lowest quartile of wages are higher than equivalent jobs.



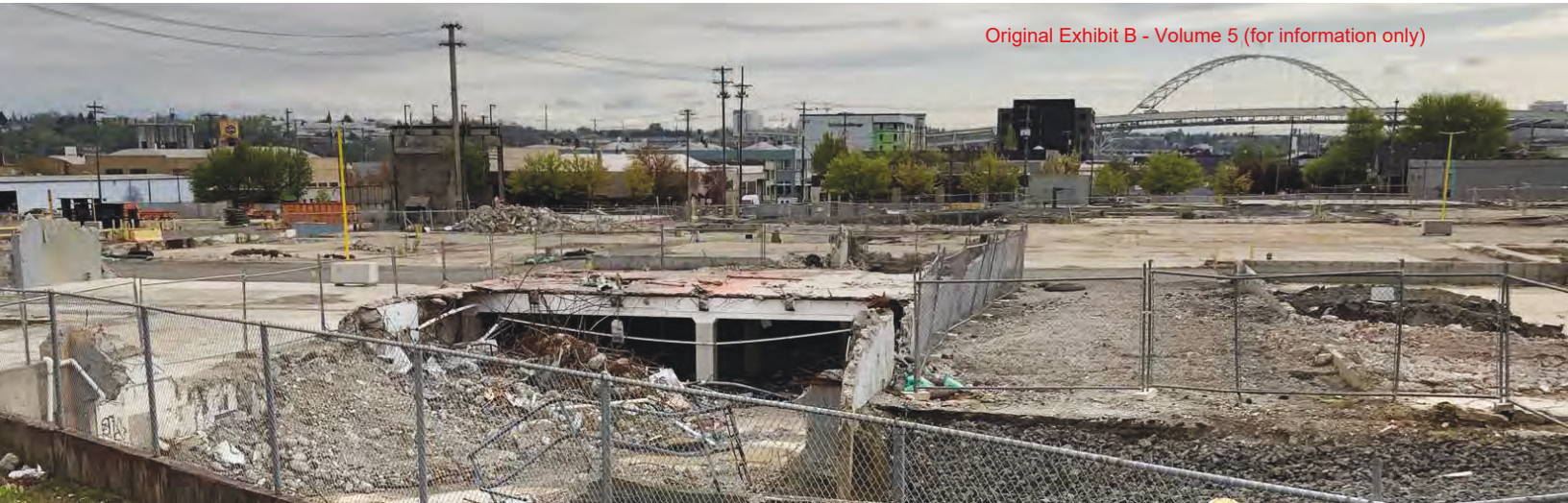
RACIAL DISTRIBUTION OF INDUSTRIAL WORKERS

SOURCE: U.S. CENSUS BUREAU, 2019, LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS (2002-2015)



Subarea	Existing Jobs in 2016	20 Year Expected Job Growth (2016-2035)	2035 Jobs Forecast
Industrial 1	1557	100	1660
Industrial 2	586	10	600
Industrial 3	626	30	650
Mixed Employment	1264	390	1650
Mixed Use 1	2635	180	2820
Mixed Use 2	4475	90	4560
Central City	200	170	370
Residential	71	0	70
Total	11,414	970	12,380

Jobs Demographics: Industrial jobs holders tend to be more diverse than other industry sectors. The industrial job holders in the study area are about 90% white, less diverse than industrial job sectors across the City of Portland and region as a whole.



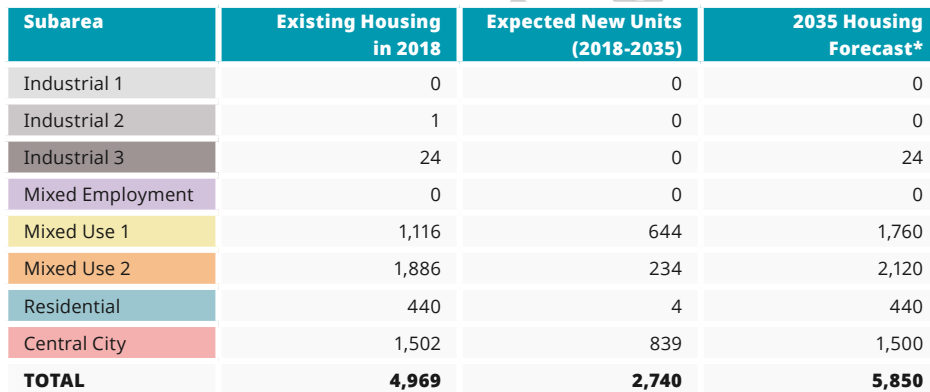
HOUSING CONSIDERATIONS

Under today's zoning, land in the southeast section on the study area (south of Vaughn and east of NW 21st) have a mixed-use zoning designation that allows housing as a potential use. Much of the forecasted housing growth for 2035 has already happened due to recent housing developments in Conway and the North Pearl. Elsewhere in the study area, housing is not an allowed use along the proposed streetcar alignment under current zoning designations. While the area has long been an industrially-focused jobs district, scenarios 4 and 5 propose expanding a portion of the study as mixed use. This would allow housing units near the streetcar line, and could result in more diversity of building types and uses throughout the district.

Past streetcar expansions were central to broader real estate development and neighborhood revitalization efforts. Housing developments negotiated as part of streetcar developments have historically resulted in a greater number and percentage of affordable housing units. Since streetcar opened in 2001, nearly half of all multifamily housing, and over a third of all regulated affordable housing units have been built along the streetcar line. Streetcar ridership has grown steadily along with housing construction, with more than 32% of Portlanders who live along the line use streetcar as their primary mode of transportation to and from work. In addition to building affordable units, creating additional housing stock near the central city can alleviate price pressures in other close-in neighborhoods.

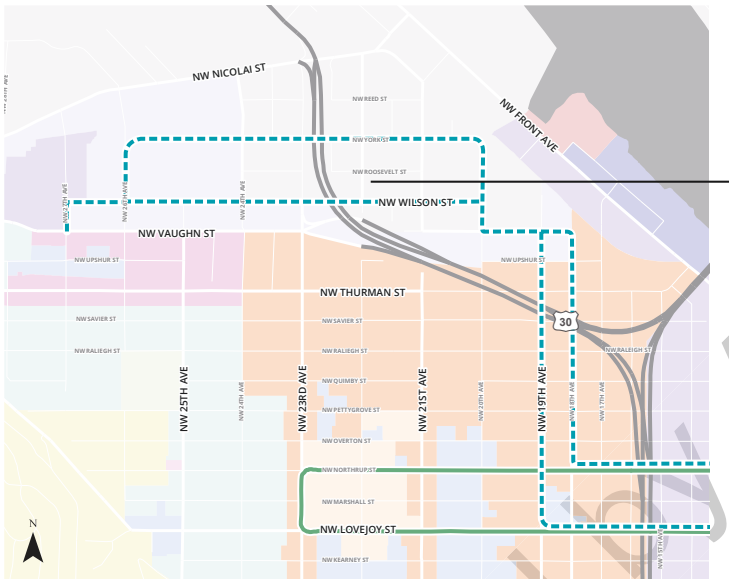
WITHIN 1/4 MILE OF EXISTING STREETCAR SYSTEM

6,659	REGULATED AFFORDABLE UNITS
49%	OF ALL HOUSING BUILT IN PDX IN THE LAST 20 YEARS
3,130	UNITS BUILT IN 2016
5,600	NEW UNITS PLANNED OR UNDER CONSTRUCTION

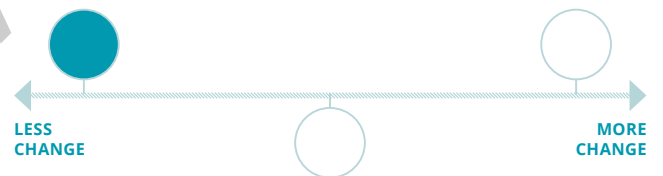


11

SCENARIO 1 - DESCRIPTION



Under this scenario, existing land use patterns would remain in place



SCENARIO 1 maintains existing zoning and Comprehensive Plan patterns in the study area. The area south of Vaughn/Upshur is zoned mixed use, allowing both residential and employment. North of Vaughn/Upshur is a band of general employment zoning that allows both office and light industrial uses. East of 24th Avenue is zoned IG as part of the Industrial Sanctuary.

HOUSING & JOBS TAKEAWAYS

2035
JOBS FORECAST



12,380 total jobs.

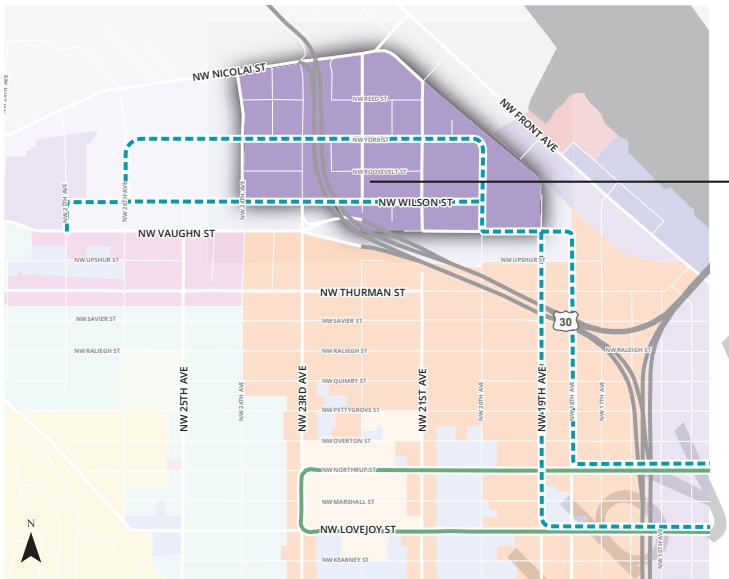
2035
HOUSING FORECAST



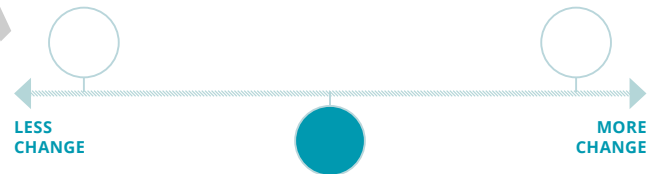
+5,850
units of
housing

+165
affordable
housing units

SCENARIO 3 - DESCRIPTION



This scenario includes rezoning industrial land to 'industrial office'



SCENARIO 3 changes zoning in the industrial sanctuary to reflect more flexible light industrial and industrial office uses such as design, software development and architecture. The changes are akin to the current zoning in the Central Eastside Industrial Area. There would be no other zoning changes to expand the mix of uses outside the existing Comprehensive Plan.

HOUSING & JOBS TAKEAWAYS

2035
JOBS FORECAST



12,680 total jobs.

+50 institutional
+10 retail
+280 office
-40 industrial

[Relative to Scenario 1]

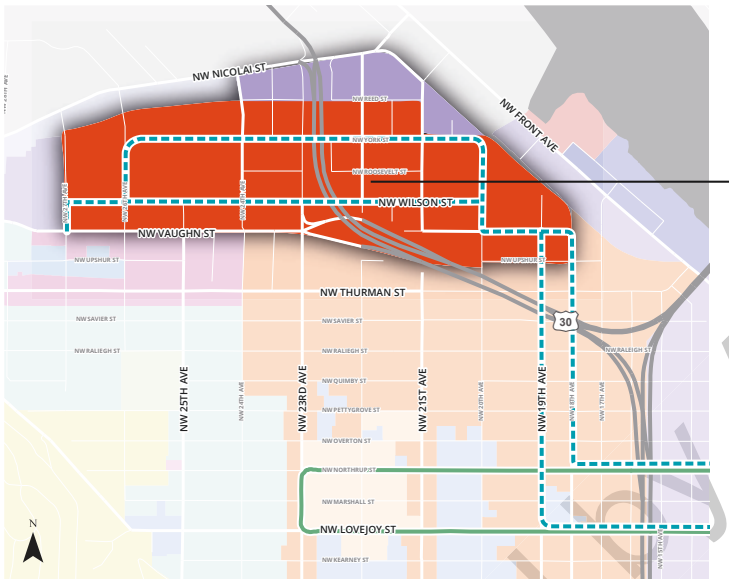
2035
HOUSING FORECAST



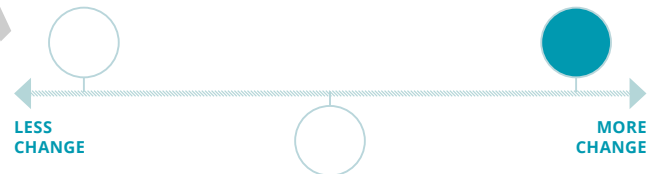
+5,850 units of housing
+165 affordable housing units*

* [no change from Scenario 1]

SCENARIO 5 - DESCRIPTION



This scenario includes rezoning industrial land to mixed use



Scenario 5 assumes a higher degree of land use change throughout the study area, including new mixed use neighborhoods. This includes changes to zoning in the district south of NW Reed Street to mixed use. The block south of Nicolai and west of NW 24th would retain the mixed employment designation, and east of NW 24th would be modified industrial to reflect Central Eastside-like industrial zoning. The block would serve as a continued buffer to heavier industrial uses north of Nicolai and the railroad line.

HOUSING & JOBS TAKEAWAYS

2035
JOBS FORECAST



12,800 total jobs.

+570 institutional
+430 retail
+240 office
-850 industrial

[Relative to Scenario 1]

2035
HOUSING
FORECAST



+10,120 units of housing
+970 affordable housing units

2035 JOBS AND HOUSING FORECAST BY SCENARIO

SUBAREAS IN PROPOSED SCENARIOS		SCENARIO 1		SCENARIO 2		SCENARIO 3		SCENARIO 4		SCENARIO 5	
		HOUSING	JOBS	HOUSING	JOBS	HOUSING	JOBS	HOUSING	JOBS	HOUSING	JOBS
	INDUSTRIAL 2	0	600	0	600	0	630	0	630	490	640
	INDUSTRIAL 3	20	650	20	780	20	780	20	780	2,450	920
	MIXED EMPLOYMENT	0	1,650	0	1830	0	1,830	920	1,790	920	1,860
	MIXED USE 1	1,760	2,820	1,760	2,280	1,760	2,820	1,760	2,282	1,760	2,820
	MIXED USE 2	2,120	4,560	2,120	4,560	2,120	4,560	2,440	4,560	2,560	4,560
	CENTRAL CITY	1,500	370	1,500	370	1,500	370	1,500	370	1,500	370
	RESIDENTIAL	440	70	440	70	440	70	440	70	440	70
	TOTAL STUDY AREA	5,850	12,380	5,850	12,650	5,850	12,680	7,090	12,640	10,120	12,800
GAINS FROM BASE SCENARIO	0	0	0	270	0	300	1,240	260	4,270	420	

Forecast numbers are rounded to the nearest ten, so sub area and study totals do not match

Preliminary Racial Equity Analysis

Team members from the Bureau of Transportation and Planning and Sustainability, using the City's Racial Equity Toolkit (RET), conducted a review of background materials. The review provides a framework for the next phase of study, The Montgomery Park to Hollywood Transit and Land Use Development Strategy. The Montgomery Park to Hollywood Strategy will include deeper analysis of land use change impacts to jobs, housing, and transportation access and costs. The analysis will support an Equity Development Report that details housing inventories, needs assessment, employment and economic development impacts and opportunities. It will also recommend the value of community benefits needed to offset potential job displacement. The project will include an outreach process to directly engage communities of color and other traditionally-marginalized groups.

The questions guiding the preliminary racial equity analysis were:

- (1) Do the proposed land use changes support City objectives of increased transit use, expanded housing options, and reduced carbon emissions?**
- (2) Will the proposed changes and investments reduce or exacerbate long-standing racial disparities in our community?**

The RET is a process developed by the Office of Equity and Human Rights and the Office of Civic Life and acknowledged by a City Council resolution. The process did not fully follow the RET because it did not include robust external engagement at this stage, but will in the full study. You can access the Preliminary Racial Equity Scan at <https://www.portlandoregon.gov/bps/article/742913>.



DESIRED EQUITY OUTCOMES

Staff who participated in this review recommended a set of overarching outcomes that should occur as a result of City planning and investment:

1. Private economic benefits resulting from land use changes and public investments in streetcar contribute directly to an equal amount of public economic benefits to people of color.
2. Maintain an adequate supply of industrial lands that serve as a leading source of middle-wage jobs that do not require a 4-year college degree and expand access for people of color to those jobs.
3. Increase permanently affordable housing choices for people of color near quality transit, living wage jobs, and educational opportunities.
4. Decrease relevant regional racial disparities such as displacement pressures on households that include people of color, housing cost burden, commute times, self-sufficient wages, job training, and business ownership.
5. Public and private land is held in reserve for affordable housing and affordable commercial space for person of color owned businesses.
6. Communities of color have greater self-determination, capacity, and decision-making authority to benefit from any change, and to shape those outcomes.

KEY EQUITY TAKEAWAYS

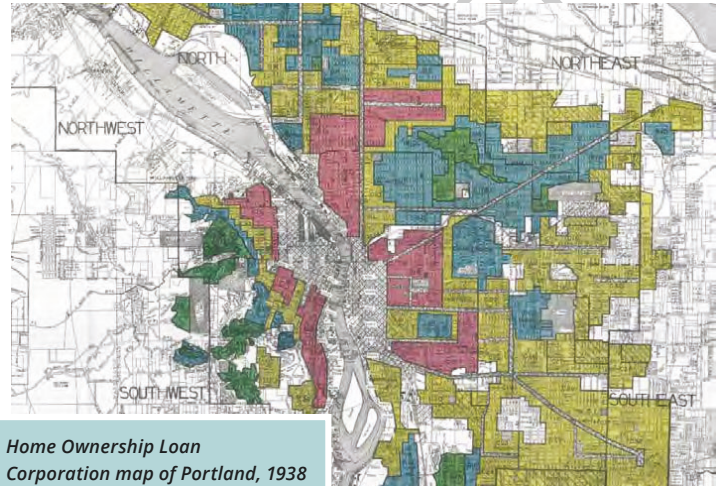
Portland's inequitable history has shaped the Northwest District. In addition to the Native Americans who lived in villages in areas that now make up Portland, the Northwest district housed some of Portland's earliest immigrant laborers and their descendents.

Portland engaged in redlining against marginalized and communities of color throughout Portland, including portions of Northwest, making it difficult or impossible for non-white residents to receive residential or commercial loans.

The River District Plan transformed the lower NW District from defunct rail yards and industrial areas to mixed use with a public-private partnership agreements for community benefits.

The 1995 adoption of the River District Plan spurred a development agreement with owners of the defunct Hoyt Street Rail Yard to create a new urban district with urban design concepts, street plans, and zoning changes to facilitate housing. The development agreement outlined commitments from both the property owners and the City to build parks, and construct streets and the streetcar.

One of the first residential buildings in the Pearl District was the Pearl Court Apartments, a 199 unit affordable housing project serving residents earning between 40% and 60% of area median income. Over 3,000 units of affordable housing have been built over the past 20 years, remaining one of the largest concentrations of affordable housing investment in the City's history.



Home Ownership Loan Corporation map of Portland, 1938



Rail yards and river ports supported industry activities throughout the 20th century.

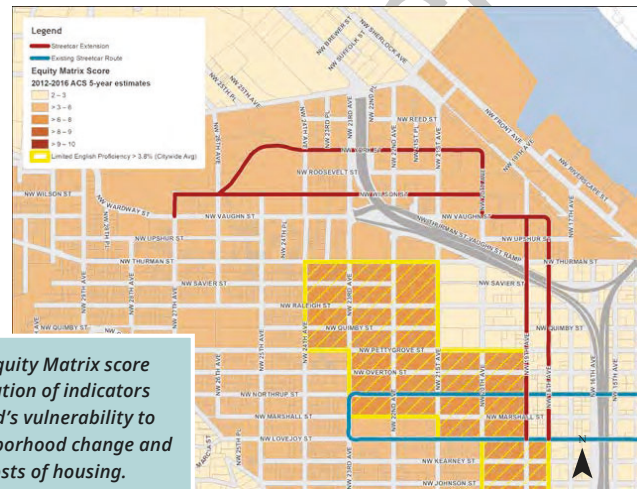
Cost-burdened households aggravate racial disparities and vice versa

In Portland, 51% of non-Hispanic White households spend more than the recommended amount of their income on rent (30%). By comparison, more than 58% of households of color and 69% of Black households are cost burdened. Despite incomes rising overall, household income disparities continue to worsen.

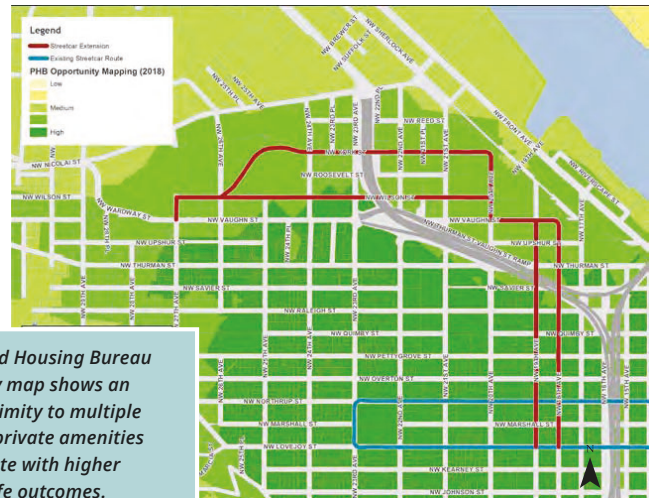
Transportation costs are typically the second largest household expense, so offering high quality, affordable transportation options can help to lower combined household and transportation costs for overburdened households. Additionally, expanding housing stock in the study area can ease region-wide housing pressures, adding more choice in the study area and could relieve pressure in other gentrifying areas.

Locating affordable housing options in an 'High Opportunity' area is a City policy priority.

PBOT uses an equity matrix to aggregate a combination of indicators of a household's vulnerability to rapid neighborhood change and increased costs of living. There are more renters and households of color in the southern portion of the study area where a diverse housing stock exists (see top right map). The study area is also considered a "high opportunity" area, a designation that reflects the area's proximity to multiple public and private community amenities that correlate with better quality of life outcomes. Increasing housing choices in such areas supports Portland's FHA responsibility to affirmatively fair housing.



Proposed streetcar alignment has changed since production of this map



Proposed streetcar alignment has changed since production of this map

SUMMARY OF RACIAL EQUITY CONSIDERATIONS

Benefits
& Burdens

Land Use and Value

Private economic gains incentivize development

Private economic gains also exacerbate racial wealth disparities

Housing

More housing and affordable housing in a high opportunity area

If demand for affordable housing is not met, racial disparities in housing cost will be exacerbated

Jobs and Business

Displacing industrial jobs disproportionately held by people of color and shifting to a job mix of more professional office and retail service industry jobs

Planning

Decision-making role for communities of color in how to proceed

Top Mitigation
Strategies for
Further Analysis
and Community
Discussion

Develop incentives and regulations to ensure the economic benefits for people of color are equal to or greater than the private economic benefits to land owners

Private land owners contribute land to a land bank as part of an equitable development agreement

Accompany increases in development allowances from rezoning with an enhanced inclusionary housing program

Use caution considering rezoning of industrial land. Mitigate zoning changes through the existing 1:1 prime industrial lands replacement policy, a business relocation program, and/or other best practices

Enhance commercial affordability bonus program

Create workforce development programs

Allocate a significant portion of the Federal Transit Administration TOD Grant budget for best practices in equitable planning

Develop a Portland Streetcar racial equity strategy

Engage workers and firms in the planning process

Use City's Racial Equity Toolkit in future planning

This initial equity scan did not answer the overarching question of whether the City should pursue land use changes and streetcar investments, but did uncover potential benefits and burdens, with a staff-generated list of ideas for further exploration. These items will provide a guiding framework for the community equitable needs and opportunities work phases completed as part of the Montgomery Park to Hollywood Transit study.

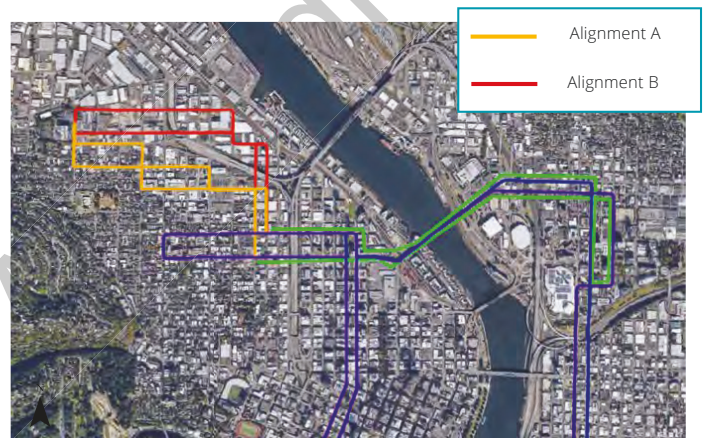
Choosing the Alignment

ALIGNMENT CONSIDERATIONS

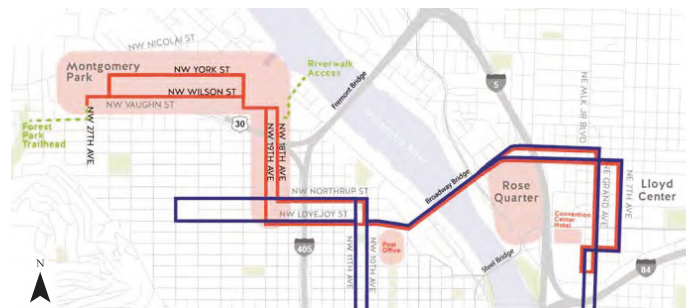
Portland Streetcar Inc and the City of Portland have been exploring various alignments to connect the existing streetcar network to Montgomery Park for many years. Planning documents dating back to the 1970's have featured streetcar plans to the large office building, and the 2009 Streetcar Concept Plan identified Montgomery Park among the highest priority destinations for future streetcar network extension.

Two alignment options have been more deeply analyzed -- Alignments A and B. Alignment A was routed through the former Conway Campus and an established residential and commercial district. Alignment B travels through the former ESCO site and other industrial parcels that are redeveloping through recently intensified zoning. Both options serve Montgomery Park, but Alignment B is moving forward due to key differences:

- Taken together, the Montgomery Park parcel and the recently rezoned former ESCO site provide an opportunity for thousands of new jobs and housing units that could be spurred with new streetcar investment
- Alignment A was proposed only three blocks from an existing streetcar line, while Alignment B would serve a district with no direct transit access, potentially on easements that are not accessible by bus today (using ROW on the former ESCO campus)
- Alignment B provides a more direct route to Montgomery Park, leading to a faster and smoother ride
- Alignment B garners substantially more support from private businesses who are in the process of forming a Local Improvement District to help support streetcar investment



Alignment A: Thurman Concept; Alignment B: Wilson/York Couplet



Alignment B: Wilson/York Couplet

FALL 2018 URBAN DESIGN WORKSHOP

In November, 2018, staff from the Portland Bureaus of Planning and Sustainability and Transportation, Portland Streetcar Inc, and consultant experts held a planning charrette about potential land use and urban design changes in NW Portland. The charrette was a wide-ranging brainstorm to identify issues or opportunities related to infrastructure investments, transportation and portal improvements, and the need for other urban design elements such as new parks or open space, schools, community facilities and so on.

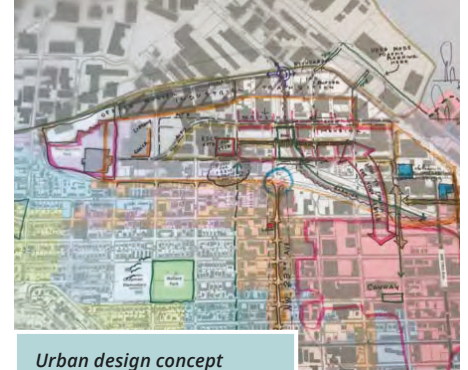
Staff broke into mixed groups to assess land use scenarios based on light industry and office uses such as the Central Eastside Industrial District, and a higher density scenario with more employment and mixed use zoning. **Some shared themes from both groups included:**

- The opportunity to **use quieter streets and setbacks to create plazas** to serve open space needs in an employment-focused district
- **NW Roosevelt** is not proposed for transit investment or major vehicle circulation and could lend itself to a **green street or other specialized character that invites people to linger**. Both groups suggested connecting the east-west segments of Roosevelt across HWY 30
- Adding trips to the district will require **more transportation analysis** to appropriately upgrade the network but offer opportunities to better integrate the area to the rest of the northwest to the south
- **A higher density scenario** with increased residential development **may require a new park**. The former ESCO site is large enough to potentially site both residential uses and open spaces, or community facilities
- **Capping Highway 30 between NW Wilson and York could reduce the highway's 'barrier' effect**, and could supplement needed efforts to extend walking and bicycling infrastructure into the district
- Changes to the district present an opportunity to **create clear connections from Forest Park and Lower Macleay Park** to the river and greenway trails

The early charrette findings provide a useful framework for the future land use and transportation analysis phases conducted as part of the Montgomery Park to Hollywood Transit & Land Use Development Study.



PBOT & BPS staff at the Urban Design Workshop



Urban design concept sketch for Scenario 5

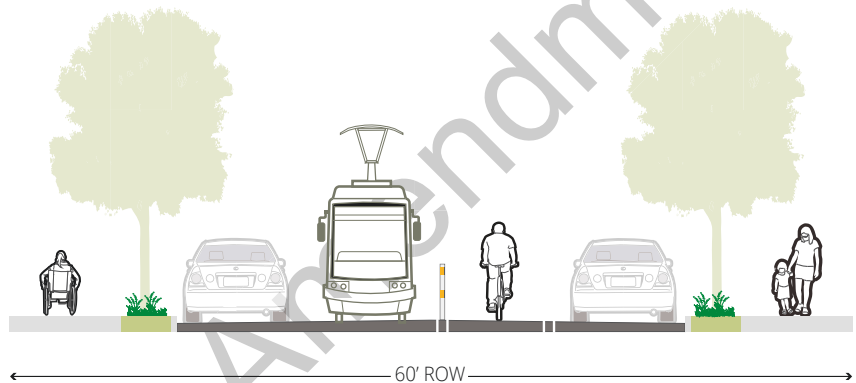
STREETCAR ALIGNMENT ANALYSIS

More than half of the Council appropriated funds are being used for engineering consultant services to assess the feasibility, constructibility, and high level cost estimates for streetcar alignments. The new alignment serving Montgomery Park will connect to existing NW service at Northrup and Lovejoy, and continue over the Steel Bridge, tying into east-side transit service. Consultants are in the process of assessing:

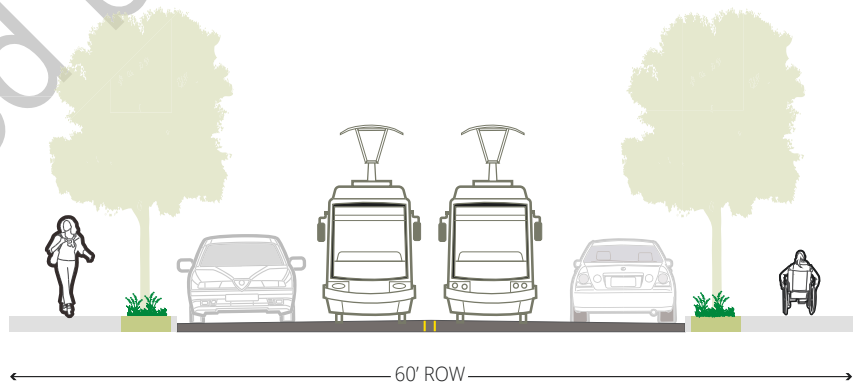
- Right-of-way availability, quality and impacts
- Utility locations, impacts, and costs to relocate
- Montgomery Park terminus or turn-backs
- East-side turn-back options
- Tie-ins to existing alignments
- Initial survey work
- Preliminary NEPA scan
- High-level cost estimates

In conjunction with consultant engineering work, the team has drafted roadway cross sections to accommodate potential streetcar alignments. The cross sections will be contingent on the elements listed above, as well as transportation modeling, circulation planning and other design work produced in the next phase of work - the Montgomery Park to Hollywood Transit and Land Use Development Study.

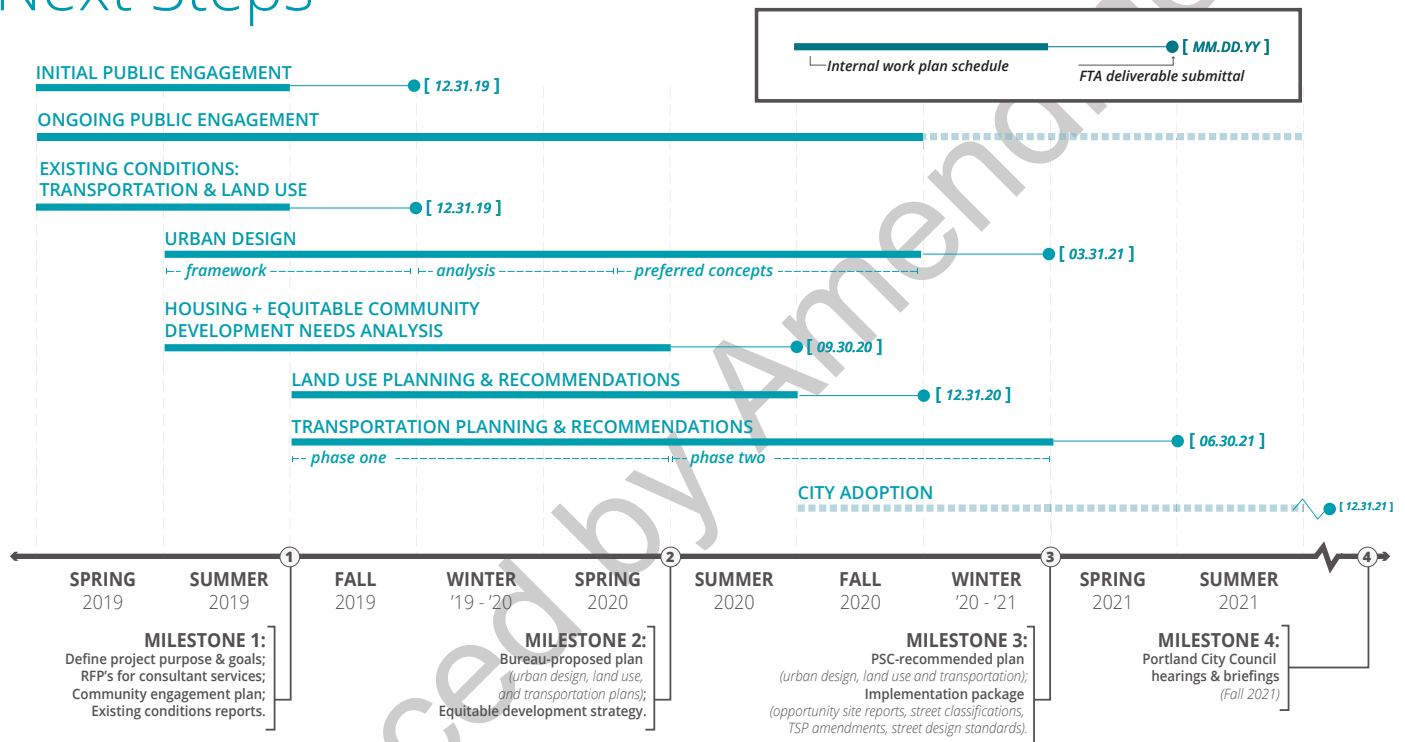
PRELIMINARY ONE-WAY CROSS SECTIONS



PRELIMINARY TWO-WAY CROSS SECTIONS



Next Steps



In 2018, the Federal Transit Administration awarded a \$1.1 million grant to Metro, matched by \$230k from the Portland Bureau of Planning and Sustainability and Bureau of Transportation. Kicking off in summer 2019, the two agencies, with support from Prosper Portland, will undertake a multi-year planning process that

will analyze and select a preferred land use scenario, evaluate transit alternatives to serve the future land uses, assess community impacts and opportunities, and create a community benefits strategy within a development agreement. The project will also create an urban design framework, transportation and

traffic planning, and legislative support for any proposed zoning updates to the comprehensive plan or amendments to the transportation system plan. The project will engage community advocates and stakeholders, property owners, and the general public throughout the study.

Original Exhibit B - Volume 5 (for information only)

