



N/NE Quadrant and I-5 Broadway/Weidler Plans

DRAFT

PRELIMINARY ISSUES, OPPORTUNITIES AND CONSTRAINTS

Over the past few months, N/NE Quadrant and I-5 Broadway/Weidler Plans (N/NE Quadrant Project) staff from involved state and city agencies have gathered a wide range of issues and ideas from a broad spectrum of stakeholders. Major sources of input to date have included one-on-one interviews with members of the Stakeholder Advisory Committee, verbal and written comments collected at public events (community walks held in September and public open house held in November), comments submitted during the brainstorming session with the two project subcommittees on December 1st and 2nd, and individuals contacting the project staff through the project website and/or email. In addition, project staff has identified some issues for discussion that are included here. This compilation of comments represents a good starting place for the next phase of the process - developing options or alternatives to guide future development and investments in the study area.

This document sorts the comments received so far by geography (see attached map), and groups similar comments together. It also begins to differentiate between general issues and specific opportunities, constraints or ideas that may lead to proposals in the upcoming alternatives development phase of work. Several issues suggested that are beyond the scope of this project are briefly listed at the end.

This is not a final product, but summarizes the issues identified thus far. **It is intended to move the discussion forward.** Additional issues can still be considered in the process as appropriate.

GENERAL QUADRANT-WIDE ISSUES

Staff received a great number of general comments that seem to apply to most or all of the N/NE Quadrant study area. These can generally be grouped into five main categories. These are increasing the area's **urban vibrancy and vitality**, increasing **economic prosperity** in the area, **improving human and environmental health**, seeking **balance and equity**, and improved **access and connectivity**.

1. Urban Vibrancy and Vitality

This category includes statements encouraging increased development (particularly on current surface parking lots) including retail, office and housing to provide better/more interesting pedestrian experiences, and new amenities like pocket parks and pedestrian routes. Introducing a diverse range of new uses was suggested to help overcome the highly episodic nature of activity in many parts of the district. It was suggested that an updated urban design strategy will help achieve these goals. A more robust and integrated open space

system is seen as needed in parts of the study area. Public safety is seen by some as a major issue threatening livability and investment.

2. Economic Prosperity

This category includes numerous references to increasing employment and business growth in the quadrant – particularly by supporting expansion of existing businesses and building on existing major attractors like the Oregon Convention Center, Rose Quarter, and Lloyd Center Mall. Several stakeholders voiced strong support for continuing efforts to locate a new major hotel near the convention center in the future. Several people suggested that districts within the study area would benefit from stronger identities – more “there there”.

3. Human and Environmental Health

Topics related to human and environmental health include supporting the Lloyd Green pilot EcoDistrict concept currently under development, improving habitat conditions, continuing progress on stormwater management, expanding access to parks and natural areas, finding opportunities for urban gardens, improving air quality, reducing noise pollution, and pioneering green building technologies including measures to improve migratory bird-friendliness in new and existing buildings. Specific opportunity sites mentioned for improving or creating new natural habitat areas include the banks of the Willamette River in the Rose Quarter and the northern slope of Sullivan’s Gulch stretching the length of the study area’s southern edge. However, the heavy rail lines and grain terminal along the Rose Quarter riverfront, and the heavy traffic on I-84 along Sullivan’s Gulch do present challenges to these opportunities. Improving the jobs to housing ratio in the district by encouraging more housing at appropriate affordability levels along with job growth is also seen as a means to improve environmental performance in the study area through commute trip reduction.

4. Balance and Equity

Issues identified generally focused on finding room in the quadrant for new people, business, development, etc. while retaining the existing population, businesses and culturally/historically significant buildings, etc. at the same time. Minimizing or mitigating negative impacts on surrounding areas and important local structures is a key goal. Specifically mentioned for preservation were buildings appearing in the *Bosco-Milligan Cornerstones of Community* inventory as well as the retention of existing affordable housing. Building new affordable and middle-income (often referred to as “workforce”) housing is also seen as important to maintain a diverse and equitable community in the study area. A “concentric circles” model of economic development that prioritizes local sourcing of goods and talent was suggested. Finally, desire was expressed to see more multi-cultural gathering places in the study area - community centers and marketplaces were mentioned specifically.

5. Connectivity and Access

Issues applicable to the entire study area included maintaining and improving access to, within, and through the quadrant for all modes of transportation including pedestrian, bicycle, auto, transit (bus, light rail and streetcar), and truck/freight. I-5 and I-84 are seen as significant pedestrian/bike barriers. Current and future trails should be included as part of the

future transportation network. Improving safety across all transportation modes and reducing conflict between different modes is highly desirable. Considering a variety of ways to safely improve connectivity for bicycles and pedestrians, including options that exceed anticipated funding, is also desired. There is a general desire to increase the overall efficiency of our transportation system while adequately serving current and future facilities, businesses and residents and reducing emissions and climate impact. Specific measures to improve efficiency mentioned include: increasing trips by bicycle and walking, increasing transit capacity and use, reducing single-occupant vehicle travel, eliminating vehicles from certain areas, promoting motor cycles and scooters, improving signage, and increasing the use of alternative fuel vehicles. Increasing housing in the quadrant was suggested as an important opportunity to increase bike and walk commute trips.

The general sentiment related to *parking* is that there are too many surface parking lots in the area, but there is acknowledgement that a constrained parking supply may be discouraging new development and business growth. Regional traffic access to and parking available for major regional event attractors in the quadrant (Rose Garden, convention center, etc.) remains extremely important both now and in the future. Addressing conflicts between local resident parking and event parking, considering new parking facilities for MAX riders and establishing minimum parking requirements for new development were also suggested topics.

SUBAREA ISSUES

1. Subarea 1 and 1a - Lower Albina and Russell Street

- a. Most of the issues identified specific to this area focused on one of two themes: preserving and enhancing the viability of industrial nature of the district, and revitalizing and improving the historic Russell Street main street.
- b. Key issues related to preserving and enhancing the **industrial viability of Lower Albina** included:
 - Improving **freight access** and parking;
 - Continuing **industrial sanctuary** policies, though possibly with some increased flexibility with regards to allowed office uses
- c. On **Russell Street**, numerous opportunities for renovation and preservation of historic structures exist. These projects could increase retail and restaurant activity on Russell. Several stakeholders have commented that more mixed use development (possibly including housing) would improve the vitality of the main street. Others have noted that there are several vacant parcels adjacent to the **MAX light rail station** and that mixed-use, transit-oriented development might be appropriate in a limited area around the station - targeted zoning changes may be needed to facilitate mixed use development. Improving connections from Russell Street up to N. Mississippi Street and up Russell to Emanuel Hospital also were suggested.
- d. This being a predominantly industrial area, **freight capacity and movement** is extremely important including truck-friendly street/intersection design and freeway access.

- e. Additional issues raised specific to this area were:
- Poor access to the **Willamette River** and potential future greenway trails; and
 - A potential opportunity to do more with the lands under the elevated I-5/I-405 freeway interchange.
 - Improving pedestrian conditions, bicycle/pedestrian connectivity through the district and bicycle parking were also mentioned.
 - While a few people expressed interest in limiting industrial expansion along the riverfront, reexamining the industrial zoning between Interstate Avenue and I-5, and allowing wide-spread redevelopment including tall residential towers, those voices seem to be a minority opinion.

2. Subarea 2 -Vancouver/Williams Corridor

- a. Most comments specific to this area supported efforts for **gradual redevelopment** of the area, while preserving important historic and culturally-significant buildings. Some blocks within this area currently have a residential zoning designation, complicating mixed use redevelopment that includes significant non-residential uses. It has been suggested that **zoning should be more flexible**, however preserving existing housing and encouraging new residential construction in this area continues to be important to the Eliot Neighborhood. Generally, lower scale development seems to be the desired urban form in this area. It should help transition from the single family character in Eliot to the taller buildings allowed in the Rose Quarter and Lloyd District.
- Should **incentives** be developed to encourage, but not require, residential construction?
 - Should the current high density residential zoning in parts of this area be relaxed to allow more non-residential development?
- b. **Access** is an important issue in this area – particularly as potential reconfigurations of I-5 and the over-crossings at Flint, Broadway, Vancouver, and Williams are considered. Multiple, pedestrian- and bike-friendly access options are desirable - including access from this area to the Eastbank Esplanade and future greenway trail.
- Could there be an additional bike/ped crossing at Hancock?
- c. **Views** from the area across Lower Albina and the Rose Quarter to the west side were identified as a potential issue. In particular, the current public view mapped from the southwest corner of Lillis Albina Park is fully obstructed by trees and could be impacted by some development scenarios under consideration in the Rose Quarter / Blanchard Building area.
- How important is this viewpoint?
 - Should it be improved or relocated?

3. Subarea 3 -Rose Quarter

- a. The N/NE Quadrant Project will seek to support and coordinate with the results of the **Rose Quarter Development Project**. To this end, there appears to be substantial support for considering redevelopment at the **School District's Blanchard Building** site. This would likely require a zoning change from the site's current industrial zoning

designation to commercial/mixed use zoning. Other changes to development regulations might also be recommended by the Rose Quarter work. Additionally, the theme emerged of supporting and strengthening the current role of the Veteran’s Memorial Coliseum and Rose Garden arena while encouraging new uses. It was also suggested that public investment and/or disposition of publicly owned land could spur private redevelopment throughout the area.

- b. The **Willamette riverfront** is seen as a key opportunity in the Rose Quarter. Suggestions emphasize a desire for:
 - Better access to and along the river (both physical and visual);
 - Increasing water recreation and transportation opportunities; and
 - Creating riverfront habitat, although this may prove challenging as the Rose Quarter riverfront now has heavy rail lines serving an active grain terminal located between two heavily trafficked bridges.
- c. The CLD Pacific **Dreyfus grain terminal** is likely to remain in place during the foreseeable future and is seen as a challenge to redevelopment in the area. Some suggested that even if this facility were no longer in use as a grain terminal, it would be an interesting opportunity for historic preservation and repurposing.
- d. **Safe, multi-modal access** to and through the Rose Quarter is an important issue – particularly to the riverbank and Eastbank Esplanade as well as across I-5. The current configuration of the I-5/Broadway/Weidler “Box” is viewed as dangerous and unpleasant for all modes (see also freeway/interchange-specific issues below). Specific transportation ideas to consider here include:
 - A new separate bike/ped bridge over I-5 (possibly at Clackamas);
 - Bringing N. Dixon Street across I-5 to connect to Flint; and
 - Reversing or decoupling the direction on N Vancouver and N Williams Avenues to improve the flow in the “Box”.
 - Improve pedestrian and bicycle connections under I-5 (with an emphasis on Holladay Street) between the Rose Quarter and Convention Center areas through streetscape and strategic development.
 - Ensure that essential freight access to the Rose Garden and Memorial Coliseum is maintained.
- e. Improvements or reconfigurations to the **Rose Quarter Transit Center** could be an opportunity to reduce the distance between the MAX platforms and create a safer environment for pedestrians, create new development areas and increase multi-modal access to the area. There is also some desire to consider eventual realignment of the **heavy rail line** along the riverbank inland to reduce the Steel Bridge bottleneck caused by the current s-curve and also allow public access to the river, habitat restoration, and future development along the river.

4. Subarea 4 - Broadway/Weidler Corridor and transition to Irvington and Eliot neighborhoods

- a. Most comments received specific to this area relate to improving the **main street character** of the district and achieving a **respectful transition** from the Central City to the Irvington Historic District to the north. Specifically, it was suggested that the main street qualities present on the eastern portion of NE Broadway should continue through the entire study area to the Broadway Bridge.
- b. Transportation issues have also been raised. Some stakeholders are interested in looking at changes to the current **one-way street traffic configuration on Broadway and Weidler**. Several stakeholders mentioned that there are several **difficult pedestrian crossings** (without signals) on NE Broadway and that improving bicycle safety along the length of the corridor is a priority. Providing controlled intersections for bikes and pedestrians every 2 blocks was one suggestion for resolving this issue. It was also suggested that benefits may arise from de-coupling Broadway and Weidler and creating a 2-way thoroughfare.
- c. Other specific transportation issues mentioned for consideration include:
 - Looking at ways to improve multi-modal safety at the intersections of Broadway/Weidler at MLK/Grand and Broadway/Weidler at 15th/16th;
 - Reducing the number of driveways on Weidler; and
 - Untangling the situation at the “Box”.

5. Subarea 5 - Central Lloyd

- a. Many issues raised specific to this area focus on the opportunity to support both the development and continued success of the **Oregon Convention Center** and the established office district immediately to the east. Opportunities to help support the convention center include the headquarters hotel and entertainment-related development around the facility. **Opportunities in the office core** include unique potential for development with distinctive amenities on the superblocks in the area. Holladay Park Medical Center was also seen as a potential opportunity for growth. The need for a stronger district identity and improved public safety were identified as crucial to supporting this sub-area.
- b. **Residential development** – and the general lack thereof – is frequently cited as a major issue in this part of the study area. Streetcar construction is seen as a major opportunity to help encourage more residential construction here, but questions remain about the market-readiness of the area for housing. There is clear desire for new housing at a wide range of affordability levels – ideally to roughly match the employment profile of the study area. Some questions to think about include:
 - Are the **limited parks and open space amenities** in the area sufficient to support large-scale residential construction?
 - Is the current zoning working to encourage housing?
 - What parking strategies are appropriate? Currently, parking in the area is challenging, discourages residential development, and is a burden to existing

residents as new development makes use of the already limited supply. Some residents would like a residential parking permit program in this area.

- c. Other issues raised specific to this area include:
 - A lack of clear **urban form and street hierarchy** (i.e large blocks and buildings). Traversing the district does not provide enough clues as to which are of the streets serves the highest priority. A clear positive outcome for this sub-district is to determine ways to support a delineation of street hierarchy. The proposed Holladay green street improvements were cited as a successful attempt at creating hierarchy in one geographic location.
 - The many **large blocks** in the district are seen as a challenge to access and pedestrian connectivity, but are also seen as a unique opportunity in the Central City with typically much smaller blocks because they provide an opportunity for a different urban pattern for redevelopment. Including pocket parks in new development was suggested as a way to achieve new green/open space amenities incrementally.
- d. Regarding transportation and access, **improved pedestrian and bike access** on MLK and Grand and across/under I-5 was frequently suggested as was the importance of maintaining efficient truck access to the Rose Quarter, Convention Center and surrounding office buildings. Specific ideas suggested included providing controlled intersections for bikes and pedestrians every 2 blocks along MLK/Grand, considering new pedestrian crossings to the Rose Quarter at Clackamas and to the Central Eastside at 7th Avenue (over I-84).

6. Subarea 6 and 6a -Lloyd Center Mall, Office Core, Holladay Park and Sullivan's Gulch transition

- a. The poor quality of the **pedestrian experience** and limited street-level activity is cited as a challenge to be addressed in this plan. **Increasing vitality** through redevelopment and new development is a common desire. Some specific suggestions include:
 - Improving the facade of the Lloyd Mall with aesthetic improvements would create a more inviting interface between the inside and outside of the structure and would serve to 'invite' people into the mall.
 - Developing the **Lloyd Cinema parking lot** to potentially include a mix of residential, retail and other uses to help activate the space.
- b. The predominance of **large property owners** and **large blocks** was noted as both a challenge and an opportunity in this area. Existing residential development in this area is limited and typically has little or no parking. Residents are interested in residential permit programs.
- c. Public safety concerns in **Holladay Park** are widespread and a variety of measures to improve conditions there have been suggested. These range from near-term actions like increased tree trimming and more active programming of the park to longer-term ideas, such as improving surrounding development conditions with new buildings facing (embracing) the park and adding additional design features to the park to attract a wider variety of users.

- d. Increasing **pedestrian connectivity and safety** both within this part of the study area and between this and adjacent areas was cited as an important issue. Suggestions for improvements include:
 - A new pedestrian bridge between this area (somewhere around NE 9th Ave) and the Central Eastside (across I-84),
 - Adding bicycle lanes to the 12th Avenue bridge; and
 - Continuing bike lanes on Multnomah all the way to NE 21st Ave.
- e. The properties at the SW corner of **NE Multnomah and NE 21st** are seen as an interesting development opportunity. There are concerns about possible demolition of older homes on portions of the site, but generally there seems to be interest in looking at redevelopment scenarios for the corner. There appear to be differing opinions on what scale of building would be appropriate here. The site currently has split zoning, and may need to be rezoned to accommodate desired development. This area could also provide a convenient access point to the potential future Sullivan’s Gulch Trail.
 - One opportunity that arises from the charrette process would include ideas for the type of design solutions and/or development that would be most appropriate and desirable?

7. The Freeway and Interchanges

- a. Freeway related issues mentioned by study participants have focused on three themes: **safety, operational issues** as related to the freeway and overpasses, as well as **improved freight movement**.
- b. Expressed **safety** related issues have included a desire to reduce weaving and improve merge lengths on I-5 as a way to help reduce the incidence of rear end and sideswipe collisions. On overpasses and interfaces with the local street network, there is a desire to improve safety especially by clarifying vehicular patterns and/or to separate vehicular, bikes and pedestrian traffic at identified conflict areas. The Broadway/Weidler box and the intersection of Vancouver and Larrabee were singled out as particularly problematic areas, especially during major events in the Rose Quarter. Some stakeholders would like safety to be explicitly prioritized over capacity expansion when evaluating changes to I-5 and “the box”.
- c. Comments related to freeway **operational issues** generally focused on:
 - Improvements related to the reliability of traffic flow;
 - Reducing delay;
 - Increasing levels of service; and
 - A desire to increase average freeway speeds through the district.
 - A desire to reduce the impact of freeway traffic on the neighborhood
- d. It was also suggested that the reconfiguration or removal of some or all of the **on and off ramps** to limit the number of intersections that feed onto the local street grid is desirable. Spreading the ramps and reducing the number of lights in specific locations to improve traffic flow was also mentioned, as was a desire to lengthen specific on ramps to

minimize traffic bound for the freeway from backing up on local streets. Finally, a strong desire was expressed to **avoid impacts on key cultural sites** when looking at proposed freeway improvements.

- e. **Freight movement** in support of local and regional economies was highlighted as a desired outcome of this process. Maintaining and improving freight movement and distribution on the freeways, as well as to locally designated freight routes, such as Lower Albina, are needed to ensure the reliable flow of goods. Freight movement improvements may take the form of reconfigured freight geometries on local streets and at on ramps, especially in areas like the Broadway/Weidler “box”.
- f. A desire to increase the **reliability of travel times** and to increase capacity for freight movements on the freeways was also expressed. It was suggested that this study should identify alternative freight access routes to and from Lower Albina, Swan Island and NW industrial areas.

ISSUES BEYOND THE SCOPE OF THIS PROJECT

Staff prepared a scope document to clarify the types of issues the N/NE Quadrant and I-5 Broadway/Weidler Plans will consider. The Stakeholder Advisory Committee reviewed the document at their December 9th meeting and is expected to approve a revised version at their meeting on January 20th. Using that document as guidance, a number of issues have been raised that are clearly not within the scope of this project. As a result they have not been included above in this document. Issues commonly raised in this category include but are not necessarily limited to:

- Questions about the future of the I-5 Eastbank Freeway in the Central Eastside and removing I-5 from the study area.
- Issues pertaining to possible future high speed rail system needs in the quadrant.
- Determining future streetcar system priorities or alignments.
- Decisions on current or future Urban Renewal Areas.

N/NE QUADRANT SUB AREAS MAP (Freeway – not shown – is area 7)



N/NE Quadrant Project- Issues and Opportunities List

Comments Collected from the project website, email correspondence, open house (11/15/10), SAC subcommittee meetings (12/1/10 and 12/2/10), SAC comments and interviews, project staff and the Lower Albina Business Survey.

N/NE QUADRANT-WIDE

#	Subarea	Topic Area	Issue Comment
1	Quad-Wide	Land Use	District Vibrancy/Vitality & Creating a Livable Community: Need more human-scale architecture
2	Quad-Wide	Land Use	District Vibrancy/Vitality & Creating a Livable Community: Develop Underutilized Land with "responsible" Density
3	Quad-Wide	Land Use	District Vibrancy/Vitality & Creating a Livable Community: Health Aspects of Plan
4	Quad-Wide	Land Use	Social/Environmental/Economic Balance Sustainability & Equity – respect Albina Plan and Increasing Diversity
5	Quad-Wide	Land Use	Increasing Employment: Business Vitality
6	Quad-Wide	Land Use	Increasing Employment: Risk of Displacing Existing Businesses
7	Quad-Wide	Land Use	Natural Areas & Natural Resources
8	Quad-Wide	Land Use	District Identity (multiple) lacking
9	Quad-Wide	Land Use	Lack of Resources for Implementation/ Need to see real changes – not just plans: Partnerships needed
10	Quad-Wide	Land Use	Bird friendly building design district wide
11	Quad-Wide	Land Use	Consider tax incentives or other carrots to push development off surface parking lots
12	Quad-Wide	Land Use	Centralized bike facilities (shared) with lockers
13	Quad-Wide	Land Use	Relook at development incentive programs and regulations
14	Quad-Wide	Land Use	Target development support: rose quarter, 7th/9th/Multnomah/Holladay, Blanchard, and Lloyd Mall properties
15	Quad-Wide	Land Use	Green metropolis David Owen
16	Quad-Wide	Land Use	Residential Development: New market involved strategies and workforce housing
17	Quad-Wide	Land Use	Concentric circle economic development opportunities: focus on engaging local skills and resources
18	Quad-Wide	Land Use	Asset based community development using existing human magnet nodes
19	Quad-Wide	Land Use	Approach major land holders: public and private partnerships and master planning
20	Quad-Wide	Land Use	River access near and distant. Obstacles: I-5, MLK/Grand, and Railroad
21	Quad-Wide	Land Use	Connect Clackamas to River
22	Quad-Wide	Land Use	Improve all pedestrian connections under I-5- create lively places
23	Quad-Wide	Land Use	Safety concern elsewhere as well as Holladay Park (ex. Homeless issue around Lloyd)
24	Quad-Wide	Land Use	Green infrastructure/sustainable storm water: green street trees, ecoroofs, bioswales, etc.
25	Quad-Wide	Land Use	Ensure all sides of any/every new development is pedestrian friendly not just a wall or a window- but doors and access
26	Quad-Wide	Land Use	Land value/timing economic strategy
27	Quad-Wide	Land Use	Identify/enhance commercial "main streets" business districts and new potential Business Districts
28	Quad-Wide	Land Use	Develop and preserve parks, trails, gardens, and open spaces. Encourage private pocket parks. Trade FAR for green available to public.
29	Quad-Wide	Land Use	View corridors evaluation and barriers to development
30	Quad-Wide	Land Use	Housing incentives, employer-supported housing, other incentive to achieve residential goals
31	Quad-Wide	Land Use	Preserve/enhance current attractors
32	Quad-Wide	Land Use	Urban farms and community gardens as health and healing green spot
33	Quad-Wide	Land Use	Isolation of various segments of the district by roadways, freeways, and soon streetcar lines. Need to bridge these with more controlled intersections from MLK and MLK/Grand from San Rafael on the north through to I-84. Streetcar stops need to include controlled intersections at least every 3 "regular" blocks for its entire length.
34	Quad-Wide	Land Use	Existing zoning codes need to be re-evaluated in light of experience with mixed-use developments. Higher density residential zones don't seem to be attracting new development. Consideration should be given to reverting back to the "commercial" zones they had before the last Plan BUT with a "mixed-use" overlay that allows residential above commercial on floors one and two and requires developers to pay into a housing fund if they do not develop housing on-site within 5 years.

#	Subarea	Topic Area	Issue Comment
35	Quad-Wide	Land Use	The district is lacking in parks and open space. The north side of Sullivan's Gulch should be designated for development into a linear park with terraces and a new ped/bike path.
36	Quad-Wide	Land Use	Reserve area above I-5 for high speed rail- already publicly owned- from north cross Willamette by the Fremont Bridge (or tunnel). Realign Union Pacific tracks to be adjacent to light rail. Build plaza above (from Larrabee to Steel Bridge) with development above. Build multipurpose Willamette River Greenway Trail adjacent to river in wide pullouts. Access in commercial- coffee shop(s), restaurants adjacent to trail.
37	Quad-Wide	Land Use	Re-align Union Pacific tracks across from Rose Garden (straighten out S curve) Move tracks east and bury/tunnel. Build terrace and development above light rail and UP- connect Rose Garden/Coliseum with River. Build multipurpose trail (16'-20' wide) along the river.
38	Quad-Wide	Land Use	Balanced policies which respect long time residential uses and need for more residential development in the area. Don't ignore the R zoned properties on parking issues.
39	Quad-Wide	Land Use	Freeze renewals to expired PDC URA's
40	Quad-Wide	Land Use	Public funds 20% of structure the public expects 20% of net profit e.g. medal on NFL Green bay
41	Quad-Wide	Land Use	Concern about traffic impacts/congestion generated by light rail infrastructure and now
42	Quad-Wide	Land Use	Concerns about URA expenditures to property owners who may not need it, and not getting enough public benefit in return
43	Quad-Wide	Land Use	The walkable character must include and link from the Lloyd center to the convention center an on to the Rose Quarter. MAX and trolley must feel like they fit the local surroundings so that they are an easy option for short hops. Day tickets for tourists and regional visitors should include use of both without multiple tickets.
44	Quad-Wide	Land Use	the plan needs to include development of the Sullivan's Gulch bike path and the North Willamette Greenway. In addition to being major daily links to the area these would develop into significant tourist amenities with development of Gateway Green and easy access to Kelly Point Park.
45	Quad-Wide	Land Use	Water Recreation
46	Quad-Wide	Land Use	Create better connections between Albina and Lloyd/Rose Quarter
47	Quad-Wide	Land Use	Parking for residential uses is a problem- we need permits! Yes!
48	Quad-Wide	Land Use	I hope we can plan for: short term safety concerns (closing Broadway on/off ramp) and long term- do we really want a highway on our waterfront? Please analyze what we can do in 30,40,50 years. It severely disrupts walkability in an area we want to activate and all areas near off/on ramps consume significant amount of traffic and parking lots that could be developed.
49	Quad-Wide	Land Use	can you address the usual freeway damage> Splitting neighborhoods, limiting access from local street to otherwise nearby local street cries to be remedied. Figure out how.
50	Quad-Wide	Land Use	Linear commercial corridor along N. Broadway featuring restaurants that will be popular pre- and post- Rose Quarter events but also outside of and independent of Rose Quarter events that also rely on traffic going by on Broadway. Tame "the box", de couple Broadway and Weidler, traffic calm streets, move I-5 on/off ramps at Broadway/Weidler. Excessive auto traffic. The box, I-5 ramps. Wide streets. One-way streets. Single/isolated uses. Lack of vibrancy.
51	Quad-Wide	Land Use	Move residential influence- encourage the need for essential public service needs such as parks and schools. Parking- the existing policies and planned development are in conflict with each other. Want more residential but restrictions on existing users.
52	Quad-Wide	Land Use	Restore fine grain grid. More sidewalk connectivity. Emphasis always seems to be on automobile throughput. This must be revisited. 1st priority should be bike/pedestrian.
53	Quad-Wide	Land Use	Need to develop a strategy to address the episodic nature of the vibrancy in the Quadrant.
54	Quad-Wide	Land Use	Need to be cognizant of the effects of our work on other areas in the city.
55	Quad-Wide	Land Use	Connections to the River! Easier to walk and bike. Easy connection between neighborhood and Rose Quarter. Traffic calmed on Broadway/Weidler. Right now the SOV is the priority not people. Make people the priority.
56	Quad-Wide	Land Use	Look very closely at what happened along Interstate even after a fairly strong process to try to prevent displacement. Need to use every tool available to make sure this doesn't destabilize the existing community.
57	Quad-Wide	Land Use	Discussion of train noise after 10 pm and especially between 1 and 6 am.

#	Subarea	Topic Area	Issue Comment
58	Quad-Wide	Land Use	Better evaluate the impact of new development in these historic districts on 100+year old neighborhoods. There needs to be a process put in place that protects the pre-existing neighborhoods/houses from damage.
59	Quad-Wide	Land Use	Include access to parks and natural areas within 1/4 mile walking distance for all residents.
60	Quad-Wide	Land Use	The entire district should strive towards ecological sustainability. That would mean incorporation of green infrastructure and stormwater strategies in all projects, restoration and setbacks along the Willamette River to restore shallow water, riparian and upland habitat, maximize habitat connectivity along the river and create larger habitat nodes approximately ever 1/4 mile to support federally listed fish populations.
61	Quad-Wide	Transportation	Just wanted to say how much I agree with those who went to the meeting: bike and pedestrian improvements should be top priority. Moreover, I frankly think that only two options should be considered vis-a-vis freeway congestion: 1. leave it as it is and let the congestion limit driving and push more freight to go by train rather than truck, since trucks on the freeway are dangerous and undesirable. 2. add highway tolls that will discourage freeway driving and push Vancouverites to finally extend the MAX into Vancouver. Under no circumstances should ODOT widen the freeway, as the best peer-reviewed research suggests that this will only allow greater pollution without actually lessening congestion. Thank you Portland for taking citizen comment seriously! This is our town, and planning processes in it should not be dominated either by Salem or by trucking companies not even based in our state!
62	Quad-Wide	Transportation	The pollution created by I-5 acceleration/deceleration and general traffic is causing higher than average asthma rates and this is just being imposed on the residents of N/NE Portland with minimal benefits to them. Electric vehicles will be part of the solution, as well as tolling for congestion management, etc.
63	Quad-Wide	Transportation	Freeway entrances clog local traffic at prime commute times- slowing commuter and local traffic. Is there a way to address this?
64	Quad-Wide	Transportation	Bicycling can be scary
65	Quad-Wide	Transportation	Further development of the freeways must be done in a minimalist way with priority given to the through movement of traffic. Priority needs to be given to the through movement of traffic. This could involve creation of separate through lanes, or timed closure of certain ramps when their use would impede the general flow of traffic. This plan needs to be linked in a realistic way to the effects that the development of the CRC will have on flow through the area. without building monolithic roadways we need to make realistic plans for the movement of commerce. Specific attention must be directed to the flow from the north onto Broadway and Weidler. the volume and speed of this flow has a major negative impact on the human scale of the area, and is a specific block to comfortable ingress into the Rose Quarter area.
66	Quad-Wide	Transportation	Consider lowering the posted speed to 35 mph for those merging onto I-5
67	Quad-Wide	Transportation	When is ODOT going to remove I-5?
68	Quad-Wide	Transportation	Traffic on I-5 has forced me to avoid the interstate as much as possible and use local streets. If traffic in the area continues to increase, I may consider moving business
69	Quad-Wide	Transportation	Tolling/congestion pricing should be considered
70	Quad-Wide	Transportation	Vision: to deliver local freight and visitors only- not for through travel. Dislike: Places where vehicles leaving or entering the freeway conflict with pedestrians and bicyclists.
71	Quad-Wide	Transportation	Vision: 1. Primary use freight. 2. Limited access to surface grid. 3. Much better bike/pedestrians accessibility. Dislike: Conflicts between surface traffic and those entering/exiting freeway reduce access to/from surface grid.
72	Quad-Wide	Transportation	50 mph speed limit is too high. Lower it to 30 or 35 mph and you'll achieve: a more even flow of traffic, fewer accidents due to short merge/weave distances, and lower severity of accidents= less property damage and fewer serious injuries. Add a bike/pedestrians path to the 405 bridge upper deck. use the left side of the Kirby St on ramp from Cook St. to the bridge structure. Use the left shoulder across the entire bridge and south towards the Glisan overpass (on the median at turn point). Build a connecting ramp from the median to Glisan Street.
73	Quad-Wide	Transportation	See this by 2011!: Reduce vehicle lanes on city streets to 12 feet and allocate the extra space to bike lanes. See example on rear for Williams Ave between Weidler/Broadway.
74	Quad-Wide	Transportation	Freeway access works well right now from a local standpoint. Noise from freeway has not been mitigated like other portions of town.

#	Subarea	Topic Area	Issue Comment
75	Quad-Wide	Transportation	I like that I-5 is only 2 lanes in each direction. Please keep it that way. Dislike: The Box and especially the ramps at Broadway/Weidler. Barrier qualities of I-5. Excessive traffic, fast traffic on streets leading to I-5. Max station under I-5. Noise of I-5. I see more potential in Broadway than the Rose Quarter superblock. Would prefer improving N. Broadway at the expense of Winning Way (as far as traffic is concerned). Consider moving ramps to Winning Way and Clackamas to free up Broadway (I-5 southbound on ramp already exists).
76	Quad-Wide	Transportation	There's an over abundance of parking- both surface and structured. The interstates (I-5, I-405, I-405, I-84) negatively impact quality of life. They are unpleasant to be around.
77	Quad-Wide	Transportation	No highway widening that tears out buildings. "Tinkering" ok. Hope that Broadway Bridge can handle all the uses- like streetcar.
78	Quad-Wide	Transportation	Increase the number of bikes, pedestrians, public transportation, commuters and visitors- reduce the number of drivers! Improved residential development will only be possible with improved parking for residents! Lack of street parking for residents in the district. I would like a permit program for residents.
79	Quad-Wide	Transportation	Vision: Be able to get from point A to point B on my commuter vehicle- bicycle- without fearing for my life or resorting to riding on sidewalks.
80	Quad-Wide	Transportation	Use small size buses operating on alternative fuels or solar. Maintain charge stations for electric cars. Make ticket sales easy and close to the platforms of stations. Put parking areas in the neighborhood, not huge lots (Gateway) ripe for crime. I know people who will not use the parking for fear of crime.
81	Quad-Wide	Transportation	More pedestrian oriented and friendly. Less dominated by auto traffic. Separated cycle tracks and multi-use paths. More LRT and Streetcars down NE Broadway to Hollywood and up MLK to Alberta and down Alberta. Better bus system. Keep passenger rail on the west side and at Union Station including high speed rail.
82	Quad-Wide	Transportation	Decouple and traffic calm MLK/Grand and Broadway/Weidler. Max speed over Steel Bridge- fix bottleneck on bridge. MAX station under I-5. Consider consolidating MAX stations between Rose Quarter and Lloyd Center to speedride. The box- dangerous and avoided by peds and bikes.
83	Quad-Wide	Transportation	Maintain key linkages to downtown
84	Quad-Wide	Transportation	Bicycle and Pedestrian safety
85	Quad-Wide	Transportation	Improve access to the Willamette River
86	Quad-Wide	Transportation	Greenhouse gas/air quality improvement - pollution is causing higher asthma rates
87	Quad-Wide	Transportation	Conflict among modes of travel
88	Quad-Wide	Transportation	Ensure adequate turning radii for freight
89	Quad-Wide	Transportation	Too much surface parking
90	Quad-Wide	Transportation	How much is too much surface parking>
91	Quad-Wide	Transportation	Pedestrian access and adequate infrastructure
92	Quad-Wide	Transportation	Promote motorcycles (motorized 2 wheeled vehicles) to reduce congestion
93	Quad-Wide	Transportation	Maintain or improve traffic capacity to major attractions
94	Quad-Wide	Transportation	Disconnected destinations and commercial corridors discourage walking
95	Quad-Wide	Transportation	Protect and improve transportation access for existing industrial and port jobs
96	Quad-Wide	Transportation	Identify alternative freight access routes to and from Lower Albina, Swan Island, and NW Industrial areas other than I-5, such as a new bridge between NW Industrial area and Swan Island
97	Quad-Wide	Transportation	Remove short auto trips from the freeway to improve the freeway system through this area (particularly with regard to focusing on freight, and multiple-occupancy or bike transportation).
98	Quad-Wide	Transportation	Reduce/eliminate single-occupancy vehicle trips as a companion to improving freight movement- make the freeway for freight and for higher occupancy or bike options
99	Quad-Wide	Transportation	connectivity to trails should be planned
100	Quad-Wide	Transportation	Identify parking issues to be addressed as part of the CC2035/CCTMP process
101	Quad-Wide	Transportation	Land use development and opportunities are greatly impacted by parking and transit (their existence or lack thereof)
102	Quad-Wide	Transportation	Improve geometrics for turning, stopping and other movements for freight routes to the district
103	Quad-Wide	Transportation	Improve geometrics for turning, stopping and other movements for freight vehicles in key freight routes to the district
104	Quad-Wide	Transportation	Rail freight- include the possibility of eliminating the S-curve in the rail system in this area

#	Subarea	Topic Area	Issue Comment
105	Quad-Wide	Transportation	Include something about the type of fuels/energy used.
106	Quad-Wide	Transportation	Examine the relationship between parking strategies to support land use development strategies while encouraging the use of alternative transportation modes, including proximity to transit, demand management strategies, bicycling, and proximity to housing
107	Quad-Wide	Transportation	Stormwater needs to be analyzed/planned
108	Quad-Wide	Transportation	Consider pulling bikeways off of large high-vehicle traffic areas, and give them separate lanes/trails/streets (for cyclists' safety and for larger space for cars in big streets- like Broadway/Weidler)
109	Quad-Wide	Transportation	We need to specifically address the trade-offs between safety and connectivity, especially around the highways. Given the charge to find inexpensive solutions, I'm afraid that there is a potential to limit connectivity and routes for cyclist and pedestrians to those that are more inexpensively made safe. We need to consider how to make many connectivity options safe.
110	Quad-Wide	Transportation	Recommend that the City add on-site parking requirements to all new development so parking doesn't become a burden to local neighborhoods.
111	Quad-Wide	Transportation	It is hard to locate things in NNE. The City needs to install better signage to help with navigation.
112	Quad-Wide	Transportation	Need to increase bus capacity.
113	Quad-Wide	Transportation	Portland police need to pay better attention to the traffic problems of the Lloyd Center area/policy needs to change.
114	Quad-Wide	Transportation	Parking meter time structures (e.g. 1 hr, 2 hr) need to be studied and revised in support of local use versus support of parkers using transit to go downtown.

LOWER ALBINA (MAP AREA 1)

#	Subarea	Topic Area	Issue Comment
1	Lower Albina	Land Use	Revitalizing Russell Street
2	Lower Albina	Land Use	Opportunity for Mixed-Use development around MAX Station?
3	Lower Albina	Land Use	Best long-term use of industrial land?: Increase business growth and employment density?
4	Lower Albina	Land Use	Best long-term use of industrial land?: Need thoughtful transition from Rose Quarter/Broadway to industrial land to the north
5	Lower Albina	Land Use	Best long-term use of industrial land?: Continue policy to limit housing?
6	Lower Albina	Land Use	Best long-term use of industrial land?: Make alleyways people-friendly?
7	Lower Albina	Land Use	Advantage/disadvantages of slope
8	Lower Albina	Land Use	Protection and restoration of riverbanks. Fish and wildlife habitat along River/Rose Quarter.
9	Lower Albina	Land Use	MAX stop also close to hospital- increases potential for visitors and staff to use MAX by making that eight blocks vibrant interesting and safe (including under I-5)
10	Lower Albina	Land Use	Improve connectivity of historic Russell St/ Widmer Brothers both north to Mississippi and east to Russell/Vancouver
11	Lower Albina	Land Use	Area below elevated I-5 and 405 interchange where city equipment is kept- best location for city- alternative uses
12	Lower Albina	Land Use	Industrial Area west of Interstate: This is a 25 year plan. The UP yards and cement and grain silos are unlikely to be economic for that much longer. The plan should anticipate what should come after. Since the current landowners will oppose any zone change that threatens their current operations, this should be a "conditional zone" that would only be implemented if current uses change significantly. <u>Note</u> that a change in use at each of these sites WILL provide an opportunity for riverside access. Also should work with PDC to "vision" current industrial uses in this area and prospects for their survival for 25 years and what kinds of industries of the "future" may benefit from location in this district.
13	Lower Albina	Land Use	Area east of Interstate: This area is significantly under-developed. The predominate use is either "mixed" or warehousing, including City uses by the Water Bureau and for the Albina Yards. The entire area should be rezoned for mixed use that allows light industrial but facilitates residential development. Also, it appears this is an area where "point towers" so popular in Vancouver BC should be facilitated. Taller, narrower towers can tack advantage of the views that are blocked by the bluff and freeway, increase density, and yet avoid the "wind tunnel" and "urban canyon" effects of the Pearl.
14	Lower Albina	Land Use	Russell Street favorable zoning for mixed use/housing/etc.
15	Lower Albina	Land Use	Need better business funding
16	Lower Albina	Land Use	Government regulations

#	Subarea	Topic Area	Issue Comment
17	Lower Albina	Land Use	Parking
18	Lower Albina	Land Use	Vandalism/graffiti
19	Lower Albina	Land Use	Increase area of residential zoning
20	Lower Albina	Land Use	Lack of business association activity
21	Lower Albina	Land Use	Lack of expansion space
22	Lower Albina	Land Use	Need 24 hour activity
23	Lower Albina	Land Use	Limit expansion of industrial uses along the waterfront in the near.
24	Lower Albina	Land Use	Reconsider zoning in the industrial enclave between I-5 and Interstate. Development along Russell and anticipated for the Broadway Bridgehead will pressure existing industrial uses and users in this area. More flexible zoning and uses should be allowed, perhaps with incentives for existing, high-value industrial uses to remain.
25	Lower Albina	Land Use	
26	Lower Albina	Transportation	I-5 Barrier for pedestrian/bike connections to Eliot
27	Lower Albina	Transportation	Limited east/west transit connectivity
28	Lower Albina	Transportation	Need better wayfinding from Russell St to N Mississippi MAX Station
29	Lower Albina	Transportation	N Russell/Interstate intersection - confusing operations
30	Lower Albina	Transportation	Lack of sidewalks west of Interstate
31	Lower Albina	Transportation	Constrained freight rail capacity
32	Lower Albina	Transportation	Locate North Portland Greenway Trail north-south through Lower Albina connecting to Swan Island at the north end
33	Lower Albina	Transportation	Maintain freight movement and distribution areas (like in Lower Albina, etc.)
34	Lower Albina	Transportation	Facilitate bike and pedestrian access to/through Lower Albina via the Tillamook overpass to allow more public access to, and appreciation of, the role this industrial enclave plays in Portland's economy.

NE BROADWAY & VANCOUVER/WILLIAMS TRIANGLE (MAP AREAS 2&4)

#	Subarea	Topic Area	Issue Comment
1	Broadway & Vancouver/Williams	Land Use	Revitalize entire length of Broadway from River through the study area: Historic Preservation
2	Broadway & Vancouver/Williams	Land Use	Revitalize entire length of Broadway from River through the study area: Need sensitive transitions to neighborhoods at Central City edges (Irvington, Elliott, Sullivan's Gulch)
3	Broadway & Vancouver/Williams	Land Use	Consider changing high-density residential zoning to allow more commercial uses
4	Broadway & Vancouver/Williams	Land Use	Criss-Cross Lloyd to connect SE and NE on 124th and Grand (Streetcar)
5	Broadway & Vancouver/Williams	Land Use	Include sensitive cultural historic buildings in this area
6	Broadway & Vancouver/Williams	Land Use	Revitalize both Broadway and Weidler Streets
7	Broadway & Vancouver/Williams	Land Use	"Affordable" housing will not (usually) be "new" development but restoration and preservation of existing residential units. Ensure affordable parking for residents.
8	Broadway & Vancouver/Williams	Land Use	City and community with Emanuel Hospital work together in developing hospital vacant land
9	Broadway & Vancouver/Williams	Land Use	NE Broadway: Remove bikeways on Broadway/Weidler when other bike corridors are enhanced. Enhance Broadway as a Main Street.
10	Broadway & Vancouver/Williams	Land Use	DO NOT remove Flint or the overpass unless it is replaced (don't simply redirect traffic to Williams and Vancouver). This route is needed to access businesses and for bike and pedestrian passage to/from the District and bridges. Facilitate development along streetcar route based on passenger traffic (shift away from current auto-oriented businesses)
11	Broadway & Vancouver/Williams	Land Use	This is an area where "point towers" so popular in Vancouver BC should be facilitated. Taller, narrower towers can take advantage of the views that are blocked by the bluff and freeway, increase density, and yet avoid the "wind tunnel" and "urban canyon" effects of the Pearl.
12	Broadway & Vancouver/Williams	Land Use	The box area is such a problem that my company will no longer deliver using company trucks
13	Broadway & Vancouver/Williams	Land Use	Retain the "step down" design requirement in current zoning.

#	Subarea	Topic Area	Issue Comment
14	Broadway & Vancouver/Williams	Land Use	Provide for future expansion of streetcar north of Broadway along MLK through "aspirational" notations in the Plan for a passenger transfer plaza between northbound and southbound streetcar routes.
15	Broadway & Vancouver/Williams	Land Use	Rezone Williams/Vancouver/Flint commercial. The area from N Williams west to I-5 south of Russell is home to a number of successful small commercial enterprises that cannot expand due to the current R zoning. We want the entire area rezoned for commercial use, ideally EX.
16	Broadway & Vancouver/Williams	Transportation	frequent driveway placement on Weidler is hazardous to bicyclists and pedestrians. Minimize driveways especially for drive thus.
17	Broadway & Vancouver/Williams	Transportation	Move freeway ramps away from Broadway/Weidler. Move to new bridge connection at Clackamas St/Winning Way
18	Broadway & Vancouver/Williams	Transportation	Decouple Broadway/Weidler- major bike and vehicular flows eases traffic and increases bike safety
19	Broadway & Vancouver/Williams	Transportation	Interest in more transportation mode clarity in the system: add more ped/bike corridors through the area, but then also remove them from the busier corridors like Broadway/Weidler
20	Broadway & Vancouver/Williams	Transportation	Sherwin Williams Paint store - corporate won't deliver because of traffic queues - don't own property if ROW is needed, owner gets money - like location - get certain amount of pass-by/drop-in customers
21	Broadway & Vancouver/Williams	Transportation	Tough to get bikes through Wheeler/Williams intersection
22	Broadway & Vancouver/Williams	Transportation	Weaves on both NB I-84 to Weidler and SB Wheeler to I-84 are difficult
23	Broadway & Vancouver/Williams	Transportation	Broadway Weidler intersection is a nightmare with traffic backing up on through streets
24	Broadway & Vancouver/Williams	Transportation	Conflict between off ramp traffic and bikes/peds at the convergence of Vancouver and Broadway ramp
25	Broadway & Vancouver/Williams	Transportation	Limited pedestrian/bike connection to Lower Albina District and the proposed North Willamette Greenway Trail
26	Broadway & Vancouver/Williams	Transportation	Bike connection to/from Eastbank Esplanade
27	Broadway & Vancouver/Williams	Transportation	No east/west transit connections (across I-5) between Broadway and Fremont
28	Broadway & Vancouver/Williams	Transportation	Improve bike/ped safety on Vancouver/Williams
29	Broadway & Vancouver/Williams	Transportation	Difficult ped connections to Rose Quarter
30	Broadway & Vancouver/Williams	Transportation	Limited ped connections to Broadway Bridge and downtown
31	Broadway & Vancouver/Williams	Transportation	Need another ped/bike connection across I-5 at Hancock
32	Broadway & Vancouver/Williams	Transportation	The Box: High Collisions- westbound Broadway to northbound I-5
33	Broadway & Vancouver/Williams	Transportation	The Box: Bike safety at Broadway/I-5 ramp
34	Broadway & Vancouver/Williams	Transportation	The Box: Weidler/Victoria/I-5 ramp- bike,ped,safety
35	Broadway & Vancouver/Williams	Transportation	Weaving on Weidler east of "the box"
36	Broadway & Vancouver/Williams	Transportation	The smaller Box: High collisions at Broadway/Weidler at MLK Jr./Grand
37	Broadway & Vancouver/Williams	Transportation	Another Box: High ped collisions at Broadway/Weidler at 15th and 16th avenues
38	Broadway & Vancouver/Williams	Transportation	Lane imbalances- Grand approaching Broadway & Broadway approaching I-5
39	Broadway & Vancouver/Williams	Transportation	Improve bike/ped safety on Broadway/Weidler
40	Broadway & Vancouver/Williams	Transportation	Too many driveways on Weidler
41	Broadway & Vancouver/Williams	Transportation	Move traffic from Vancouver to Flint overpass

#	Subarea	Topic Area	Issue Comment
42	Broadway & Vancouver/Williams	Transportation	Improve bike crossing of Broadway/Weidler on 7th and 9th
43	Broadway & Vancouver/Williams	Transportation	Need more traffic lights to slow traffic on Broadway/Weidler. Treat like downtown
44	Broadway & Vancouver/Williams	Transportation	Recent lane revisions on Broadway constrain easy auto access between I-5 and the bridge
45	Broadway & Vancouver/Williams	Transportation	Improve access for peds along MLK at San Rafael
46	Broadway & Vancouver/Williams	Transportation	It would be easy to extend streetcar to the east along Broadway/Weidler
47	Broadway & Vancouver/Williams	Transportation	Provide controlled intersections along Broadway/Weidler at least every 2 blocks. Prohibit auto traffic crossing these routes except at controlled intersections using physical barriers that force autos to turn.
48	Broadway & Vancouver/Williams	Transportation	Increase pedestrian access to NE Grand from the North, through the "merge area" of MLK and Grand.
49	Broadway & Vancouver/Williams	Transportation	Do not remove the Flint overpass over I-5 or close the street prior to its intersection with Broadway. This access is needed for the school and the small commercial firms along the street that are currently thriving.

ROSE QUARTER (MAP AREA 3)

#	Subarea	Topic Area	Issue Comment
1	Rose Quarter	Land Use	Redeveloping PPS Blanchard Site: Reserve PPS site for AAA Baseball Stadium?
2	Rose Quarter	Land Use	Access to River & Public spaces on the riverbank: Realign UP Rail line to make river bank accessible with new development and greenway trail.
3	Rose Quarter	Land Use	Access to River & Public spaces on the riverbank: Future of Louis-Dreyfus Grain Terminal? Public attraction?
4	Rose Quarter	Land Use	Access to River & Public spaces on the riverbank: River attraction? Yachts? Amphitheater?
5	Rose Quarter	Land Use	Support Rose Quarter Redevelopment: Capitalize on Streetcar
6	Rose Quarter	Land Use	Support Rose Quarter Redevelopment: Long-term development opportunities around redesigned Rose Quarter Transit Center
7	Rose Quarter	Land Use	Support Rose Quarter Redevelopment: Create more developable lots at east end of Broadway Bridge?
8	Rose Quarter	Land Use	Buildings too large and blocks too long for pedestrian comfort
9	Rose Quarter	Land Use	PPS Blanchard site: multicultural gathering and community center, world market incubator
10	Rose Quarter	Land Use	Riverplace development: accessible housing for aging population
11	Rose Quarter	Land Use	New bike/pedestrian bridge over I-5 from Clackamas to Winning Way
12	Rose Quarter	Land Use	Redevelop east side transit center to provide a viable train station and stimulate development
13	Rose Quarter	Land Use	Preserve station site for future high-speed commuter rail west of Coliseum
14	Rose Quarter	Land Use	Provide for eastside LRT connection between Rose Quarter and OMSI
15	Rose Quarter	Land Use	PPS cannot endorse a reservation of property to a specific use at this point
16	Rose Quarter	Land Use	Protection and restoration of riverbanks. Fish and wildlife habitat along River/Rose Quarter.
17	Rose Quarter	Land Use	Reserve PPS site for AAA or pro baseball stadium (capable of future second level seating)
18	Rose Quarter	Land Use	Blanchard/ Water Bureau and redevelopment for employment uses
19	Rose Quarter	Land Use	Keep option to remove Coliseum for another more viable use
20	Rose Quarter	Land Use	Develop discovery zoning map on urban edge with arts and non-profit for bikes and health
21	Rose Quarter	Land Use	Enhance views or view corridors on eastbank
22	Rose Quarter	Land Use	Food carts: in Rose Quarter and Memorial Coliseum plazas
23	Rose Quarter	Land Use	Keep the grain elevators by the steel bridge
24	Rose Quarter	Land Use	Amphitheater
25	Rose Quarter	Land Use	Constructed wetlands along the river
26	Rose Quarter	Land Use	Create habitat under bridges/esplanade
27	Rose Quarter	Land Use	Make the parcels around the East side of the Broadway Bridge developable

#	Subarea	Topic Area	Issue Comment
28	Rose Quarter	Land Use	Why would the city consider eliminating these historic grain elevators? They reflect the bounty of the whole Willamette Valley and Portland's agricultural and port history. And seeing huge grain ships practically downtown is simply amazing. How many other cities can say they have this? Please don't remove the grain elevators! (Even if they are not economically viable as working grain elevators, maybe they could be repurposed?) There is a lot of other riverside parkland already in place.
29	Rose Quarter	Land Use	Need to coordinate various planning efforts going on
30	Rose Quarter	Land Use	Need to preserve and enhance large event institutions
31	Rose Quarter	Land Use	Vision: Lively pedestrian-oriented waterfront thronged with people. So much of the waterfront near downtown Portland is empty and underutilized even including Waterfront Park. Dock space for boats. Mixed use neighborhood directly on the water- something like a greatly improved River Place would be great in this area. Moving the railroad tracks toward Interstate Ave to free up waterfront. Steep topography between Interstate Ave and river. Dock Space for boats- big to small.
32	Rose Quarter	Land Use	Riverfront habitat improvements may prove challenging as the riverfront is now heavy rail lines serving an active grain terminal located between two heavily trafficked bridges.
33	Rose Quarter	Transportation	The signal lights are timed against the pedestrian deboarding the MAX at Rose Quarter, and therefore hundreds of pedestrians jay-walk across four streets: Interstate, Multnomah Blvd, and then across the tracks of NE Holladay and/or Rose Quarter Terrace/Transit Center. Pedestrians in these intersections dodge light rail trains, buses, bicyclists, other pedestrians, cars, and trucks coming off Interstate/Greeley from Swan Island. The transit center has a great walkway from the RQ to the transit center west-bound, but there are chains and bollards across the street preventing pedestrian movement to the east side of the street.
34	Rose Quarter	Transportation	1st Avenue requires pedestrians to navigate train tracks, a lane of fast-moving traffic off the highway and 1st avenue traffic. The signals and walkways are not convenient, time-sensitive, and not safe for pedestrians/transit-users. Yet thousands of pedestrians and transit users navigate these streets everyday for work and for games/events. Please improve the pedestrian condition for able bodied people and those with disabilities, including wheelchairs, and those with different abilities, like parents with strollers. Take the engineers/planner/politician on a walking tour.
35	Rose Quarter	Transportation	Should we be looking at moving the freeway away from the riverfront?
36	Rose Quarter	Transportation	Bike lanes from Rose Quarter MAX to Vancouver/Williams need to be wider and better timed signals. Two "bike lanes" wide where possible
37	Rose Quarter	Transportation	Steel Bridge: Close Steel Bridge to car traffic? High congestion pricing?
38	Rose Quarter	Transportation	West side of Steel Bridge: Stockholm style inner city toll charge
39	Rose Quarter	Transportation	Rose Quarter Transit Center: Move/reconfigure MAX tracks to create new developable parcel
40	Rose Quarter	Transportation	Remove parking meters from NE 1st Ave north of Multnomah and make it permit only. Issue parking permits to residents.
41	Rose Quarter	Transportation	There is too much traffic on Broadway - need to make bike / ped environment
42	Rose Quarter	Transportation	Pedestrians trying to get to Rose Garden for events park east of I-5 (free) and then have trouble walking over Broadway/Weidler with all the traffic also trying to get to Rose Garden
43	Rose Quarter	Transportation	1. Either decouple Williams/Vancouver or consider reversing direction on Williams/Vancouver. It would make access to I-5/I-84 much safer as well as enhance bike/pedestrian access. 2. Decouple Broadway/Weidler- It would make the neighborhood businesses much more accessible to all modes as well as slow down traffic.
44	Rose Quarter	Transportation	The Box: High traffic volume from I-5 southbound off-ramp to Weidler
45	Rose Quarter	Transportation	The Box: Ped crossing conflicts - especially during events
46	Rose Quarter	Transportation	The Box: Vancouver/I-5 ramp/Broadway intersections - high volumes
47	Rose Quarter	Transportation	The Box: Rose Quarter event access/egress
48	Rose Quarter	Transportation	High accidental locations: Broadway & Weidler at Vancouver, Broadway at Larrabee
49	Rose Quarter	Transportation	Queuing at east end of Steel Bridge back from Multnomah Street
50	Rose Quarter	Transportation	Rose Quarter Transit Center: transit functions are too spread out
51	Rose Quarter	Transportation	Pedestrian management and safety at Rose Quarter TC
52	Rose Quarter	Transportation	Bike/pedestrian: I-5 barrier- limited crossings between Weidler and Lloyd
53	Rose Quarter	Transportation	Freight access to freeway ramps
54	Rose Quarter	Transportation	Improve freight rail speeds through quadrant

#	Subarea	Topic Area	Issue Comment
55	Rose Quarter	Transportation	Improve future passenger rail speeds through quadrant
56	Rose Quarter	Transportation	Future high speed rail or commuter rail station at Rose Quarter?
57	Rose Quarter	Transportation	Light-rail and Amtrak capacity over Steel Bridge is constrained
58	Rose Quarter	Transportation	Constrained freight rail capacity
59	Rose Quarter	Transportation	Straighten rail "S" curve
60	Rose Quarter	Transportation	Redesign off-ramps from I-5 and I-84 that serve the Rose Quarter and Lloyd District so they feed into the street grid (simplify the intersections with the ramp terminals)
61	Rose Quarter	Transportation	Restore street grid for peds and bikes across I-5 with ped overpasses
62	Rose Quarter	Transportation	Improve ped and bike connections to the river from the Rose Quarter. Current ped and bike connection to Eastbank Esplanade is indirect
63	Rose Quarter	Transportation	Connection between North Portland Willamette Greenway Trail and Sullivan Gulch Trail
64	Rose Quarter	Transportation	The Box: Bike access is challenging and intimidating, especially for inexperienced riders
65	Rose Quarter	Transportation	Need better bike access from Broadway to Flint
66	Rose Quarter	Transportation	Connect Dixon St past Wheeler to Flint
67	Rose Quarter	Transportation	Need to improve transit capacity, safety, and operations at Rose Quarter TC, including consideration of both auto and transit operations
68	Rose Quarter	Transportation	Prep Rose Quarter TC area for more active development
69	Rose Quarter	Transportation	Rail and street access to Dreyfus Storage is an impediment to development
70	Rose Quarter	Transportation	Consider reversing the flow of Vancouver and Williams, with southbound traffic on Williams and northbound traffic on Vancouver
71	Rose Quarter	Transportation	Parking capacity at Rose Quarter
72	Rose Quarter	Transportation	Ensure truck access to Rose Quarter venues
73	Rose Quarter	Transportation	Improve pedestrian and bicycle connections under I-5, with an emphasis on Holladay Street, between the Rose Quarter and Convention Center areas through streetscape and strategic development.
74	Rose Quarter	Transportation	Bike and pedestrian access to the Esplanade is complicated by the superblock development around the Rose Quarter and Transit Center. Make NE 7th a major bike corridor to improve human powered access to the Esplanade.

LLOYD DISTRICT (MAP AREAS 5&6)

#	Subarea	Topic Area	Issue Comment
1	Lloyd District	Land Use	Unlock Development Potential in Lloyd: Too many surface parking lots
2	Lloyd District	Land Use	Unlock Development Potential in Lloyd: Urban Design Strategy w/Emphasis Areas Needed
3	Lloyd District	Land Use	Unlock Development Potential in Lloyd: Street hierarchy needed to organize development?
4	Lloyd District	Land Use	Unlock Development Potential in Lloyd: Open Space is Deficient, Existing OS is
5	Lloyd District	Land Use	Unlock Development Potential in Lloyd: Food carts? (arguments both for and against)
6	Lloyd District	Land Use	Unlock Development Potential in Lloyd: Land use and development to support Lloyd Green (EcoDistrict Initiative)
7	Lloyd District	Land Use	Unlock Development Potential in Lloyd: Large Property Owners & Large Block Dimensions
8	Lloyd District	Land Use	Unlock Development Potential in Lloyd: Support the Oregon Convention Center with New Adjacent Development
9	Lloyd District	Land Use	Unlock Development Potential in Lloyd: Improve street-level development (Mall and others)
10	Lloyd District	Land Use	More Housing: Jobs Housing Imbalance
11	Lloyd District	Land Use	More Housing: Broader Diversity of Housing
12	Lloyd District	Land Use	More Housing: More Affordable Housing (Concentration of Retail-Wage Jobs)
13	Lloyd District	Land Use	More Housing: Capitalize on Streetcar
14	Lloyd District	Land Use	Public safety & crime concern around Holladay Park
15	Lloyd District	Land Use	NE 21st & Multnomah redevelopment opportunity (Map area 6A)
16	Lloyd District	Land Use	Lloyd Mall is as vibrant as it is because it is not just the mall, including outlying shops- maintain it's vibrancy and health, including their outlying low FAR properties
17	Lloyd District	Land Use	Higher density residential development
18	Lloyd District	Land Use	Maintain opportunity site(s) for HQ Hotel
19	Lloyd District	Land Use	Urban design needs to address sad look of area between Rose Garden and Lloyd Center
20	Lloyd District	Land Use	Preserve portal site for future east/west MAX subway from Lloyd center to Goose Hollow (parking lot between Holladay Park and Lloyd Cinema)

#	Subarea	Topic Area	Issue Comment
21	Lloyd District	Land Use	Parking issues with new and existing housing. Preserve rights, existing standards for new.
22	Lloyd District	Land Use	Facilitate multi-site permitting/planning for eco-district
23	Lloyd District	Land Use	Holladay Street development = green street approach (Sullivan's Gulch to Lloyd to Rose Quarter)
24	Lloyd District	Land Use	Incorporate Holiday Park hospital planning
25	Lloyd District	Land Use	7th Ave crossing over I-84 for multi-modal
26	Lloyd District	Land Use	Specify: Headquarters Hotel developed for OCC. Support OCC.
27	Lloyd District	Land Use	Consider support services (i.e., Schools) when looking at restricted development
28	Lloyd District	Land Use	Increased pedestrian (and bike) access across I-5 may relieve parking problem during MC/Rose Quarter events
29	Lloyd District	Land Use	It was suggested to have more food vendors at the parking lot of the Lloyd Theater across the street from Holladay Park. I am very much against food handlers. I think it makes the city cheap looking and takes away from the restaurant people who have to provide seats/tables/restrooms/ADA etc. I think parking lots full of vendors is terrible- there are so many vacant storefronts and closed restaurants because some of them cannot compete with the street food vendors. I don't see vendors in the Pearl District! So why downtown Portland?
30	Lloyd District	Land Use	Slowly move South to North with zoning to encourage breweries, pubs, dining, hostels and hotels, residential. Make Lower Albina with alleyways (very British or Victoria like) people friendly. Plan for high speed rail after I-5 is moved to an underground configuration after 30 years (I-5 curves to the east to line up with 8th/10th). High speed rail could possibly use the former I-5 land (maybe trains below a eastside park corridor). Plan the subway station now.
31	Lloyd District	Land Use	Food carts: at NE corner of convention center near MAX station
32	Lloyd District	Land Use	No 'there there' in the Lloyd, why would anyone want to build residential development there or even live there?
33	Lloyd District	Land Use	Need to preserve and enhance large event institutions
34	Lloyd District	Land Use	Encourage green streets and shops under I-5, on Multnomah. Create pedestrian friendly environment
35	Lloyd District	Land Use	Utilize north slope of Sullivan's Gulch for bioswale for Lloyd District runoff and solar photovoltaic panels.
36	Lloyd District	Transportation	Bike Boulevard/Cycle Tracks would be good to connect neighborhoods and Lloyd District
37	Lloyd District	Transportation	I-84 traffic is often backed up onto I-5
38	Lloyd District	Transportation	Close Wheeler to I-84 and force those vehicles to MLK / Grand on ramp
39	Lloyd District	Transportation	Add an extra lane from I-405 to I-84 Southbound
40	Lloyd District	Transportation	Decouple Broadway/Weidler- it would greatly enhance business as well as make it more accessible for neighbors
41	Lloyd District	Transportation	Northbound queuing on Grand back from Broadway
42	Lloyd District	Transportation	Northbound queuing on Grand in left lanes at Multnomah
43	Lloyd District	Transportation	Accommodating bikes on Lloyd Blvd. at MLK Jr. and Grand
44	Lloyd District	Transportation	Convention center as a bike/ped barrier
45	Lloyd District	Transportation	Queuing at Everett & Grand/MLK at I-84 on ramp
46	Lloyd District	Transportation	Streetcar on MLK/Grand; future TriMet line 6
47	Lloyd District	Transportation	High collision locations on Grand @ Multnomah, Holladay, Wasco
48	Lloyd District	Transportation	Potential 7th Avenue overcrossing - bike/ped/motor vehicle
49	Lloyd District	Transportation	Ensure truck access to Convention Center, Lloyd Center Mall and surrounding office buildings.
50	Lloyd District	Transportation	Build a full interchange with I-84 at 7th Ave overcrossing to replace ramps at Grand Avenue
51	Lloyd District	Transportation	Improve bike connections to Southeast Portland
52	Lloyd District	Transportation	Unsafe and uncomfortable bike crossing of I-84 along MLK and Grand
53	Lloyd District	Transportation	Too many ramps from I-84 to I-5 and the Rose Quarter. Eliminate Steel Bridge off ramp
54	Lloyd District	Transportation	High ped collisions on Multnomah
55	Lloyd District	Transportation	Improve overcrossing at 12th for bikes - no bike lanes on overcrossing make it unsafe and uncomfortable for bikes
56	Lloyd District	Transportation	Southbound left onto NE Irving at 12th - backups
57	Lloyd District	Transportation	I-84 off-ramp queuing at Lloyd Blvd
58	Lloyd District	Transportation	Lloyd Center is a barrier for bikes and peds
59	Lloyd District	Transportation	Eastbound bike lane on Multnomah ends to early prior to 21st Ave

#	Subarea	Topic Area	Issue Comment
60	Lloyd District	Transportation	Lloyd Blvd intersections unsafe for peds and bikes, particularly bike connection between Lloyd and 12th
61	Lloyd District	Transportation	Protect parking permit programs
62	Lloyd District	Transportation	Too much surface parking
63	Lloyd District	Transportation	Would like a bike/ped path along I-84 on north side of Sullivan's Gulch
64	Lloyd District	Transportation	Recognize historical residential uses and protect parking
65	Lloyd District	Transportation	There needs to be consistent institution of residential permit programs this area as compared to other residential zones in the City.
66	Lloyd District	Transportation	Consider at least one/two large free MAX parking structures in the Lloyd District to accommodate large events and daytime commuter use of downtown Portland. This will reduce parking problems in the Sullivan's Gulch neighborhood.
67	Lloyd District	Transportation	Consider a bicycle parking structure like in Amsterdam.
68	Lloyd District	Transportation	Provide controlled intersections along Grand/MLK at least every 2 blocks. Prohibit auto traffic crossing these routes except at controlled intersections using physical barriers that force autos to turn.

FREEWAYS (I-84 and I-5)

#	Subarea	Topic Area	Issue Comment
1	Freeways	Transportation	I-5: Closely spaces ramps- consider removing some or all I-5 ramps to reduce access
2	Freeways	Transportation	I-5: Weaving from I-84 to Weidler northbound
3	Freeways	Transportation	I-5: Weaving from Wheeler to I-84 southbound
4	Freeways	Transportation	I-5: South of Weidler (I-84 to Weidler NB) worst weave due to high volume
5	Freeways	Transportation	I-5: High collisions due to weaving
6	Freeways	Transportation	I-5: Event access via Broadway/Weidler ramps
7	Freeways	Transportation	I-5: High incidence of rear end crashes
8	Freeways	Transportation	I-5: Southbound at I-84 eastbound ramp- backs up onto I-5 mainline
9	Freeways	Transportation	I-5: Freight impacts from lack of reliable travel times
10	Freeways	Transportation	I-5: Address 2 lane section on I-5 southbound, consider adding a lane up to I-84 exit
11	Freeways	Transportation	I-5: Decouple Broadway and Weidler
12	Freeways	Transportation	I-5: Reconfigure northbound off-ramp to Weidler - dangerous to peds and bikes
13	Freeways	Transportation	I-84: Highest collisions westbound east of Lloyd center off-ramp
14	Freeways	Transportation	I-84: Westbound weaving and queuing
15	Freeways	Transportation	I-84: Westbound off-ramp at Lloyd Blvd - seasonal queuing back onto freeway
16	Freeways	Transportation	I-84: Freight impacts from lack of reliable travel times
17	Freeways	Transportation	I-84: No safe and comfortable bike crossings of I-84
18	Freeways	Transportation	Reduce the impact of freeway traffic on the neighborhoods.
19	Freeways	Transportation	Study the possibility of reconfiguring the I-5 freeway into an urban boulevard in the NNE Quadrant between I-405 and I-84.
20	Freeways	Transportation	Remove I-5 from the study area.
21	Freeways	Transportation	Prioritize accident prevention on I-5 and in the box over capacity expansion.