



# East Bayside Neighborhood Study

Muskie School of Public Service  
**PLANNING WORKSHOP 2009**  
Community Planning & Development Program

## Appendix

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## Appendix A: Public Workshop Results

### Methodology and Participation:

The Public Workshop on April 21st consisted of 16 participants. Participants and moderators (Planning Workshop students) divided into three groups to perform the mapping and brainstorming exercises. The participants and moderators for the April 21 Public Workshop are listed below by group number. Email addresses were collected for each participant, which are now in the hands of EBNO.

Group #1:	Group #2:	Group #3:
<b>Moderators:</b> Emily Reinholt Paul Connair	<b>Moderators:</b> Jessa Berna Sophie DeMaio	<b>Moderators:</b> William Walker Shelley Hodges
<b>Participants:</b> Mike Boinsky Greg Martin Liz Berg Markas Miller Alex Endy	<b>Participants:</b> Ward Willis Belinda Ray Bill Neville Katie Benedict	<b>Participants:</b> Jeanne Bull Paula White Mark Adellson Kevin Donahue Brian Pramick Jill Dalton Cathy Worthley

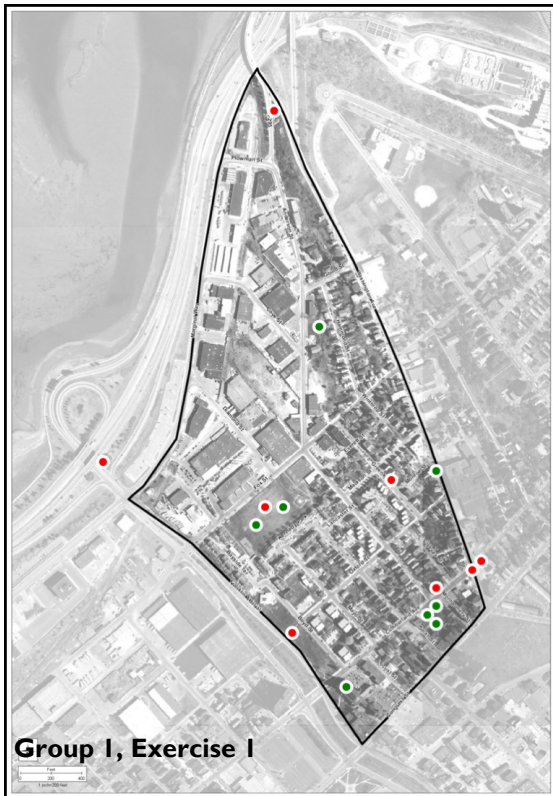
## Exercise I: Asset and Liability Mapping

Each group identified assets and liabilities on a map of East Bayside. Green dots represent assets, and red dots represent liabilities. Additional comments were also recorded.

### Group 1

#### Discussion Notes

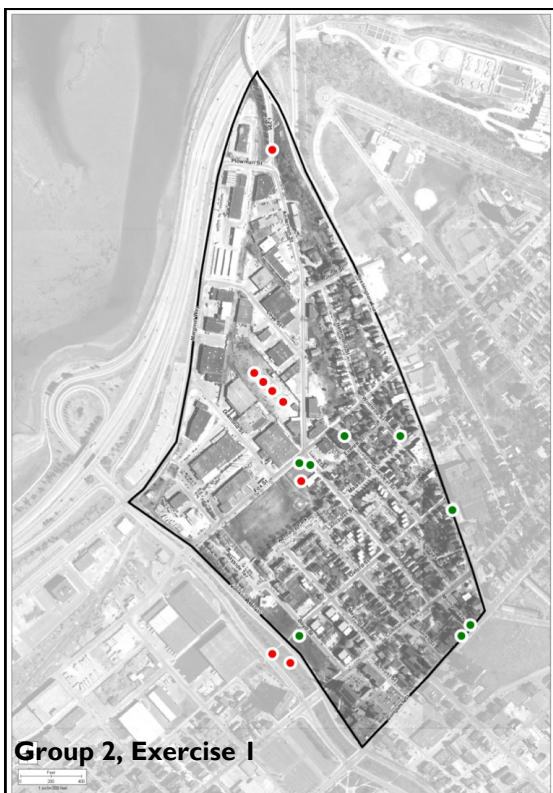
- Nice Trees and Greenery between Hammond and Anderson
- The soon-to-be restructuring of Greenleaf
- The overall lack of trashcans in EB



### Group 2

#### Discussion Notes

- People dislike scrap yard
- Everyone agreed that they like the businesses along that street
- Franklin Arterial is recognized as a universal negative

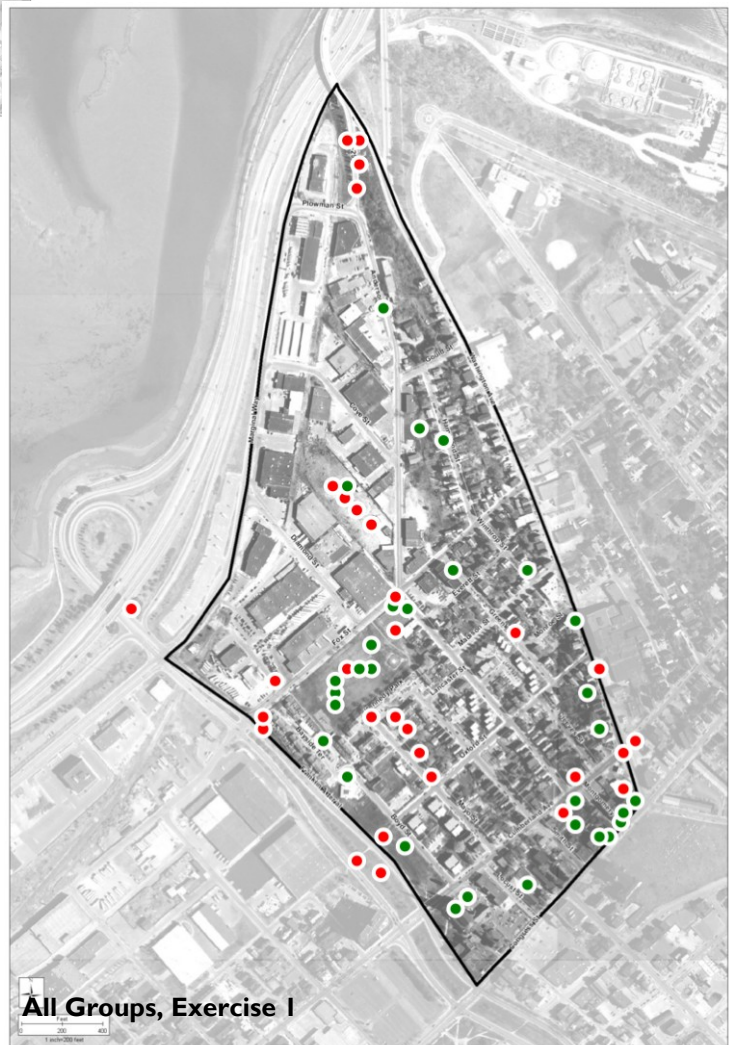




### Group 3

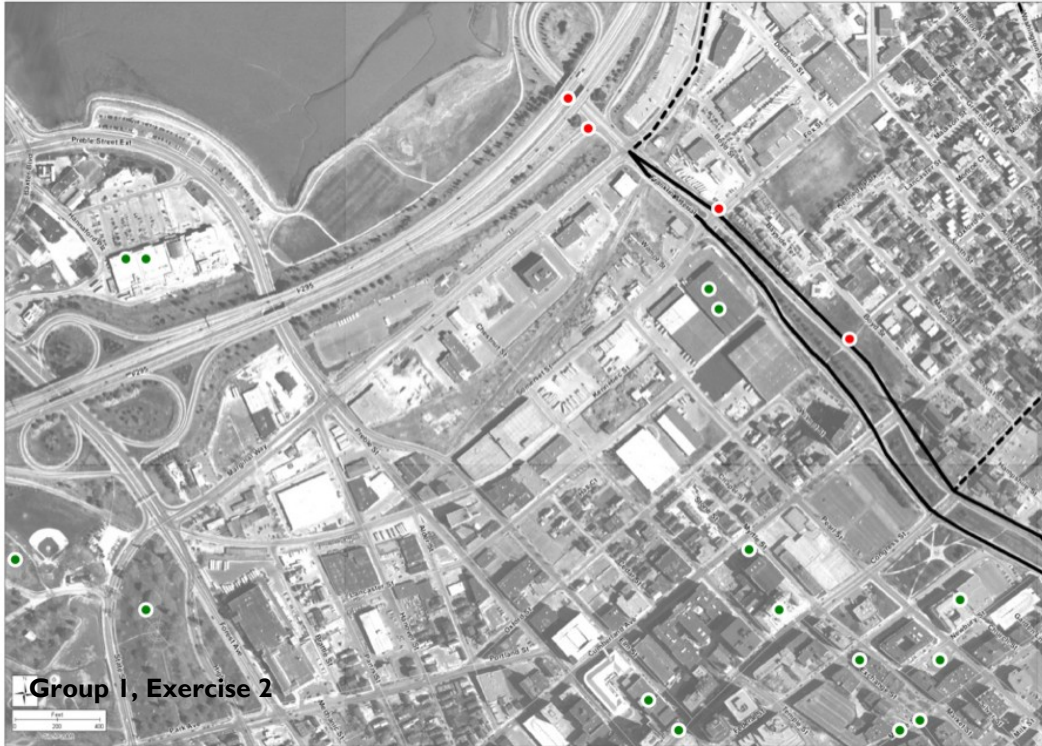
#### Discussion Notes

- Participants seemed to particularly like Fox Field
- Congress Street and Washington Street are assets
- Cultivating Community Gardens is also appreciated
- Mayo street down the hill into the cul-de-sac tied for most red dots with the Soccer Field. Kids hanging out and causing trouble as well as general congestion were the complaints.
- The I-295 Onramp at Plowman and Anderson was identified as a dangerous place with no sidewalks or easy bike access.
- Dislike for Fox street, unpleasant views of a junkyard and the general danger posed by Fox Street especially at Anderson St. intersection



## Exercise 2: Franklin Street Visioning

Participants identified where they would like to see cross walks along Franklin Street using one red dot each, and identified their most common destinations on the opposite side of Franklin Arterial using three green dots each. Next, participants brainstormed ideas for improvement of the Franklin Arterial corridor.



### Group 1

Ideas:

- \*Sidewalks
- \*Multi-modal transit accommodation
- \*Pedestrian overpass, or better crossings
- \*Mixed-use development
- \*Bike paths
- Sculpture
- Vegetation in center strip
- Better crossings
- Tunnel
- Land use where it doesn't exist now
- Shops
- Reason to stop
- Townhouses with shops beneath
- Sidewalk café
- Access to the urban garden

\* Key Points



**Group 2:**

Ideas:

- Businesses fronting road
- Roads condensed to west
- Landscaping \*
- Useable green space \*\*
- Well lit \*
- Bike path
- Artwork/useable sculpture
- Sidewalk both sides\*\*
- Slower speed limit
- Bridges over road at desire path trails\*\*\*\*
- Tunnel under Tukey's
- Raised crossing\*
- Mixed development\*
- Benches

\* Key Points

Additional comments:

Many people walk to Hannaford, although they all noted that it was really hard/dangerous for them to get there.



### Group 3:

Additional comments:

Destinations were varied, but some clusters did become apparent. Many of the businesses immediately on the other side of Franklin Arterial (Planet Fitness, Whole Foods, &c.) were important destinations, but so were Downtown Portland, Marginal way, and Back Cove (as a route to other points) and of particular import was King Middle School, which was a very significant concern for most of our group. Apparently students are crossing Franklin Arterial without the aid of a crossing guard.

The crossings portion of the dot exercise was more problematic as red dots wound up evenly spaced down the length of Franklin Arterial. We decided to prioritize these crossings based upon those implied by the destinations identified and the discussion that followed the dots themselves. Based on this, a crossing at Fox or Marginal way, as well as one at Congress seem important. Equally important, however, is a crossing at the desire path which continues Oxford street – bicycle accessibility was a priority here.

The items most favored after the brainstorming session repeated the importance of the Oxford crossing as pedestrian/bicycle bridges were the most popular item along with sidewalks on both sides of Franklin. Next most popular was a cluster of ideas around making the median space of Franklin usable as green/park space. The remainder of concerns focused on the danger involved in crossing high-speed, ill-regulated traffic, the short timing provided to cross Franklin, and especially the effects of these on children and the elderly.





### Exercise 3: Fox Field & Lower East Bayside Trail

First, participants brainstormed in groups about planning ideas and initiatives they want to see in the Fox Field vicinity. Next, participants sketched possible connections between East Bayside residential district and the future Bayside Trail.

#### Group I:

##### Ideas:

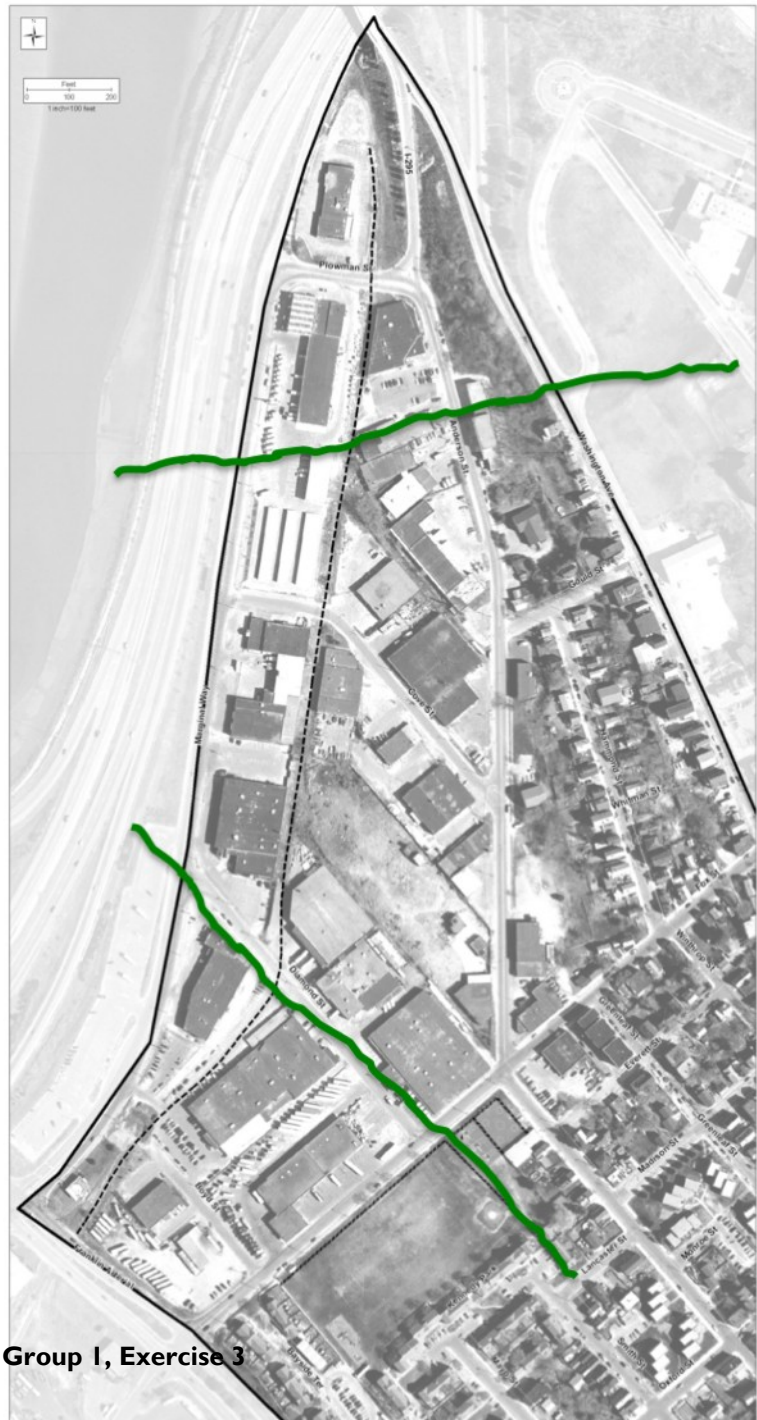
- Dog run
- More trashcans
- Full court basketball
- Benches
- Community Policing – police coverage
- Lighting
- Solution to corner of Fox and Anderson
- Landscaping to humanize/soften along Fox
- Improve visibility at Diamond St.
- Fence breaks along Anderson & Fox St.
- Walking path/track/wellness path
- Water feature... fountain
- Toddler friendly playground equipment
- Securing the roof of building so kids can't climb on it
- Buffer between houses & park

##### Common Themes:

- Enhancing boundaries
- Landscaping – more green/soft edges
- Space management
- Fox St./Anderson St. intersection
- Policing

##### Additional comments related to Map:

- Smith to Park down Diamond all the way to Blvd. Trail
- Connecting East End to Bayside Trail and Blvd. Trail



Group I, Exercise 3

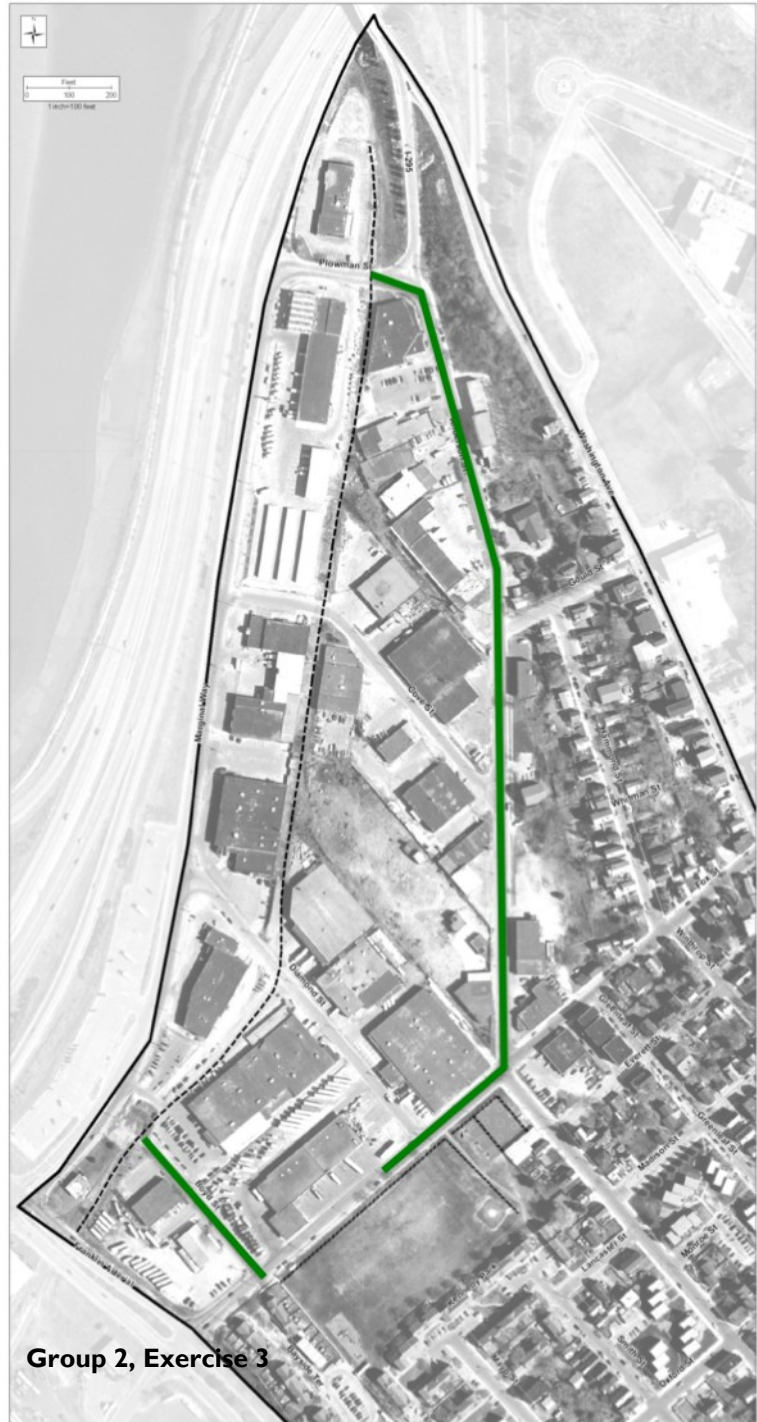
**Group 2:**

Ideas:

- Soccer field
- Full basketball court
- Need a program to start park improvement/ Obama Sports Complex
- Bleachers/benches
- Trash cans
- Lighting
- Eliminate fence at basketball courts
- Improve perimeter fencing
- Landscaping
- Picnic tables
- Improve/integrate view across the street
- Mural
- Crosswalks
- Benches

Additional comments related to Map:

The group agreed that the primary connection should run down Anderson, and the secondary connection should be down Boyd Street.



**Group 2, Exercise 3**

### Group 3:

The Kennedy Park portion of the exercise was energetic. Most of the discussion centered around existing, regular athletic activities going on there and how difficult it was to participate, even as a spectator. Suggestions to amend this ran the gamut of seating (bleachers and benches), picnic areas, trash cans, lighting, and more entrances in the fencing. Talk of the picnic area brought the conversation to include other uses such as adding a community garden and re-tasking part of the Parks and Rec building there to be the EBNO office.

Discussion of making the basketball court a full-length court drew mixed responses. Many residents favored the idea, but a few were concerned that this might encourage gangs to play against each other – possibly leading to fights. At the very least there is more room for discussion on this item.

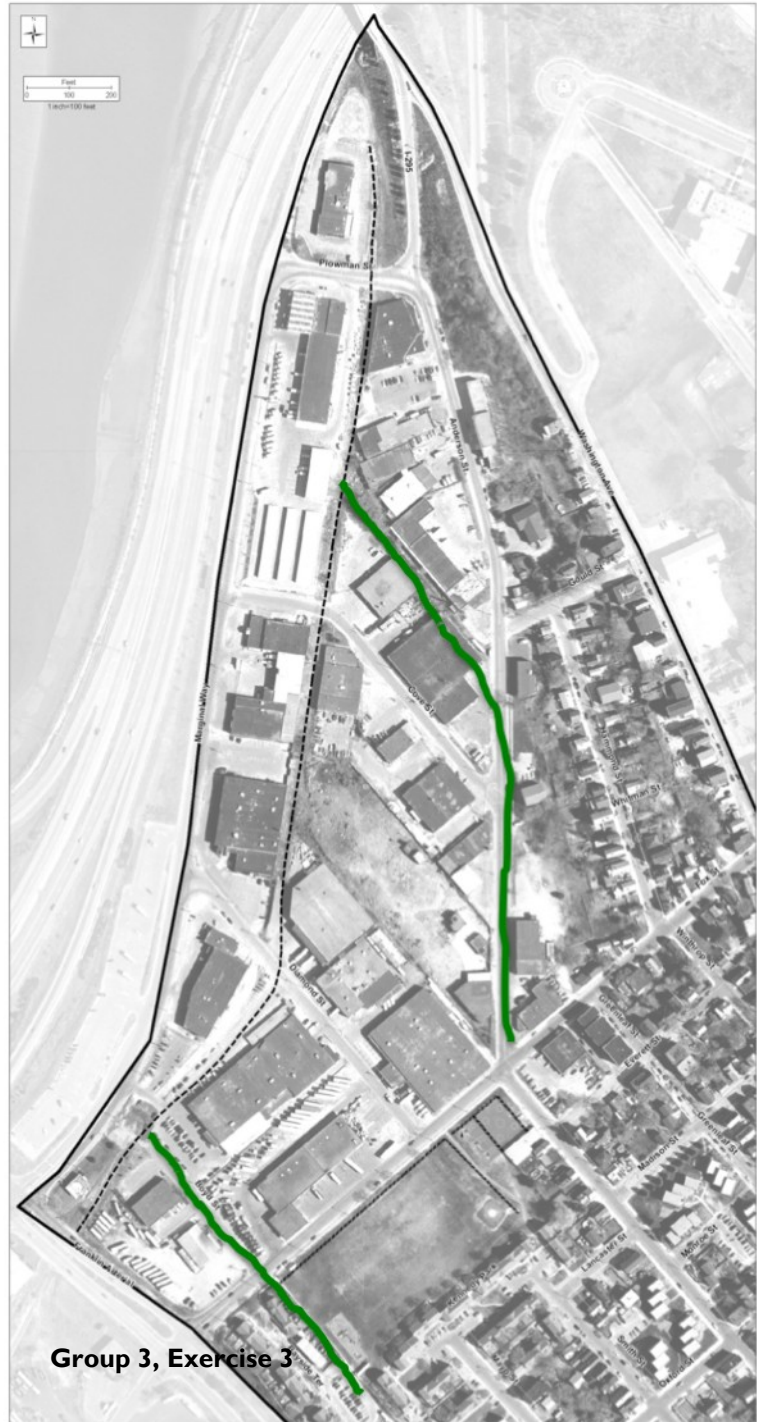
Additional comments related to Map:

On The map, with regards to the trail, the map again wound up evenly distributing possible connections to the Portland Trails project among every obvious option. Discussion, however, focused on three primary ideas:

Boyd street was the most direct and obvious link between Fox Field and adjacent housing, and the trail.

The I-295 offramp at Plowman and Anderson is dangerous and needs to be improved, perhaps in tandem with the trail project.

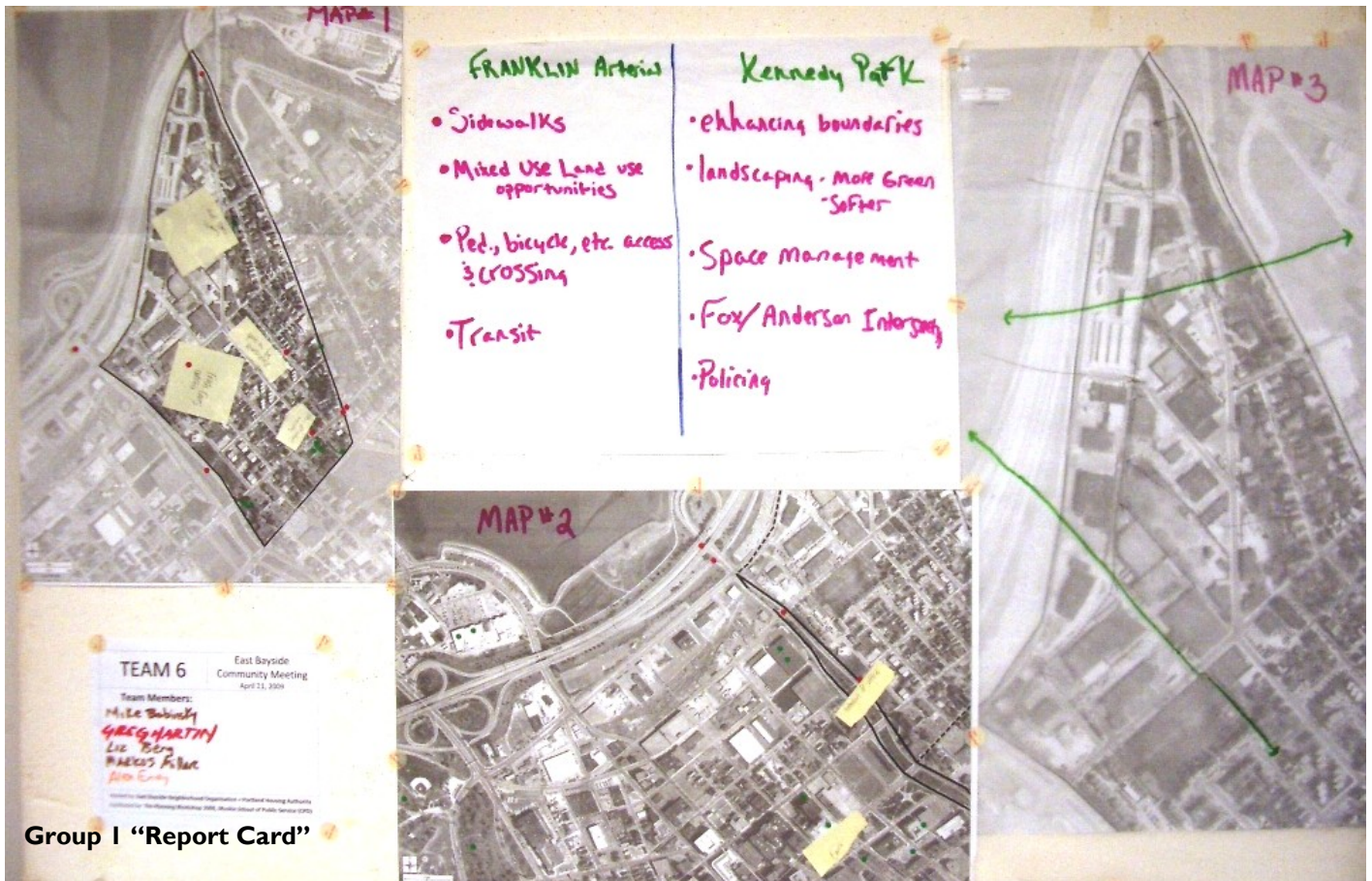
Fox street is very unsafe and anything worked out with the trail and Fox Field will need to address this area between them.

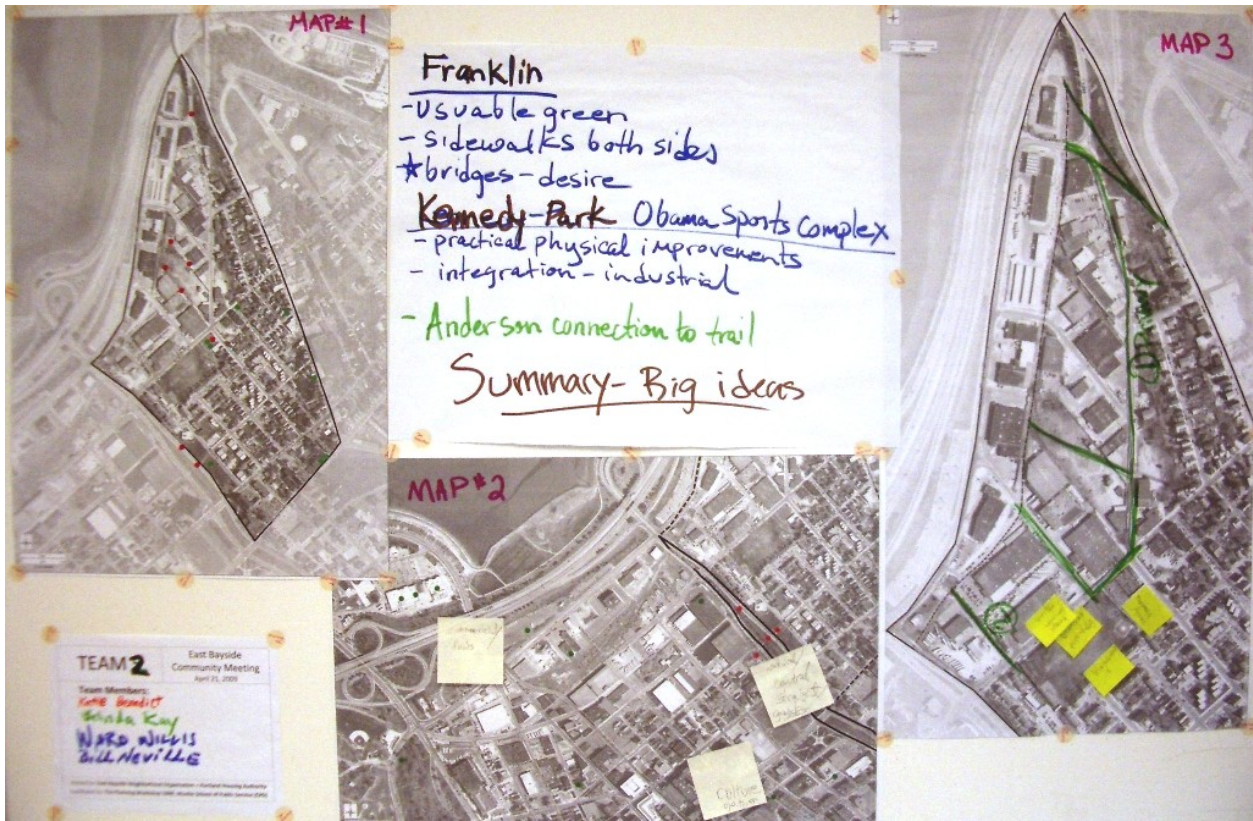




## Workshop Conclusion: “Report Cards”

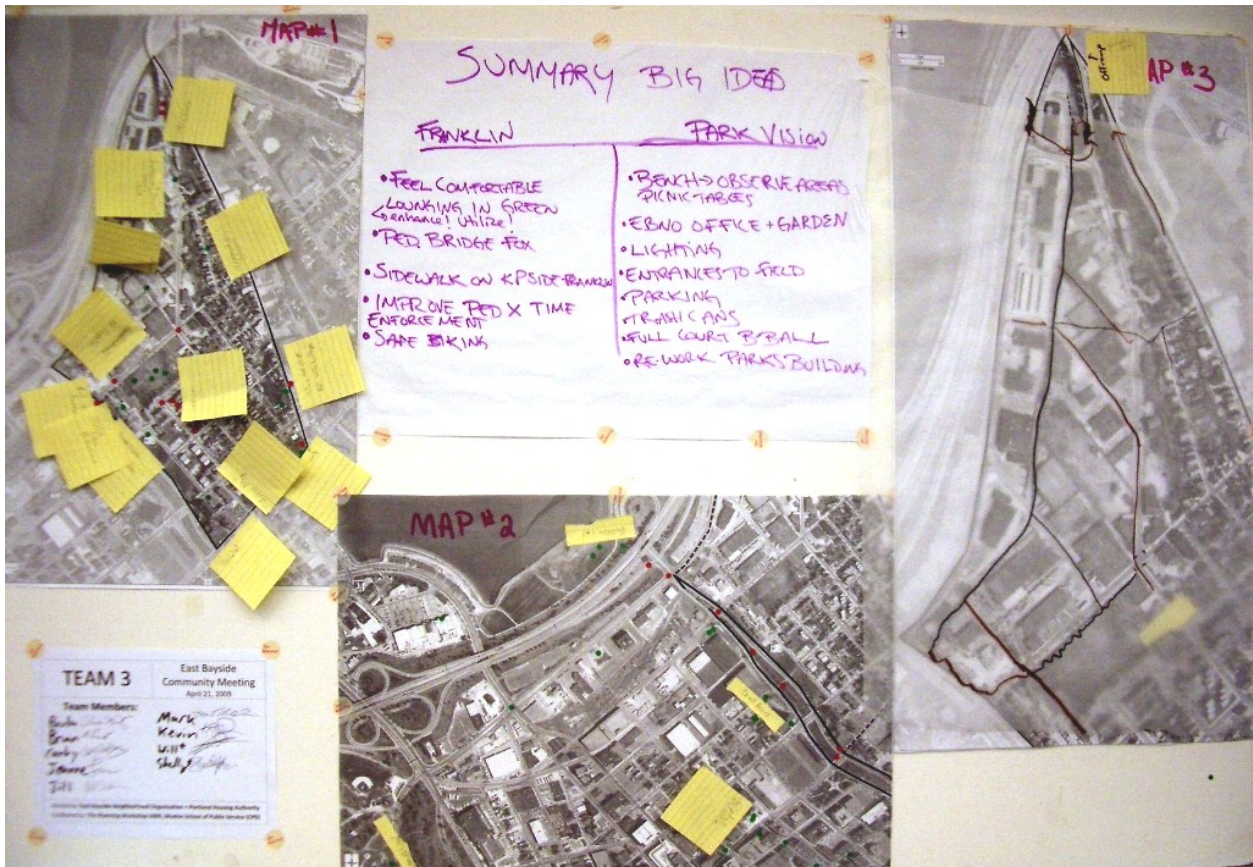
After all three exercises were completed, each group assembled a “report card”, including the group’s maps, notes, and a summary of key points. One participant from each group made a brief presentation about their group’s findings for the rest of the workshop participants. The Muskie students later used the “report cards” to file the raw data produced by the workshop.





Above: Group 2 "Report Card"

Below: Group 3 "Report Card"



## Appendix B: Lower East Bayside Business Surveys

**Survey Prototype:** Lower East Bayside Business Survey  
Number Distributed: 40

### Lower East Bayside Business Survey

Information collected in this survey will be collated by a team of students from the Muskie school at USM as part of a report to the East Bayside Neighborhood Organization (EBNO), other interested residents, business owners, and city council member Kevin Donoghue.

Business Name: \_\_\_\_\_

Type of Business: \_\_\_\_\_

Owner and place of residence \_\_\_\_\_

How long have you been in business? \_\_\_\_\_

What neighborhood/city do your employees live in (#)? \_\_\_\_\_

What neighborhood/city do your customers live in? \_\_\_\_\_

What form of transportation do your customers use? \_\_\_\_\_

Do you: Own: \_\_\_\_\_ Rent: \_\_\_\_\_ your building? From whom? \_\_\_\_\_

### Physical location:

What caused you to start your business in this area?  
\_\_\_\_\_  
\_\_\_\_\_

Do current zoning codes fit your business goals (please elaborate)?  
\_\_\_\_\_  
\_\_\_\_\_

Do current travel routes and parking options meet your business needs (please elaborate)?  
\_\_\_\_\_  
\_\_\_\_\_

Do bus stops, sidewalks, and bike lanes meet you/ your customer's needs (please elaborate)?  
\_\_\_\_\_  
\_\_\_\_\_

What hopes or concerns do you have related to the East Bayside Trail?  
\_\_\_\_\_  
\_\_\_\_\_

If Franklin Arterial were made more pedestrian-friendly, how would your business be effected?  
\_\_\_\_\_  
\_\_\_\_\_

### Community connection:

Would you be interested in supporting community projects including (please check):

Safety \_\_\_\_\_ Youth \_\_\_\_\_ Public art \_\_\_\_\_ Training \_\_\_\_\_ Cleanup \_\_\_\_\_ Sustainability \_\_\_\_\_ Other (please explain) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Are you familiar with the East Bayside Neighborhood Organization (EBNO)?

Would you be interested in receiving more information or attending an EBNO meeting?

Are you a member of any other business/neighborhood associations (please list)?  
\_\_\_\_\_

Contact info: Phone \_\_\_\_\_ Prefer: \_\_\_\_\_

E-mail \_\_\_\_\_ Prefer: \_\_\_\_\_

## **Raw Data: Lower East Bayside Business Survey**

### List of Business Types as Specified by Survey Participants:

High-end concrete  
Manufacturing  
Non-profit  
Distribution center  
Building maintenance  
Elevator installation services.  
Sporting goods distributor  
Fitness center  
Auto parts  
Parking control and time and attendance equipment  
General sporting goods  
Warehouse  
Wholesale  
Full repair of tractor trailers  
High end stainless architecture fixtures  
Manufacturing  
Electrical sales and supply  
Factory-direct mattresses  
Garage door and related products manufacture, distribution, and related services.  
Jewelry supply company  
Bakery-wholesale  
Retail  
Construction  
Electrical distributor  
LCPC, sports therapy  
Electrical contractor  
Motor coach  
Aikido dojo, youth enrichment center  
Rental  
Print facility/ gallery  
Counseling/ IRS

### Comments on Zoning

No idea if zoning meets needs, mixed-use zone  
Zoning is too complicated, not business friendly  
Zoning meets needs-doesn't negotiate with public  
Zoning meets needs-city easy to work with  
Zoning meets needs-artist studios next door-great  
295 signage was disapproved  
ILB zoning meets needs but B5 is better, very little industrial zoning in town  
Setbacks are a concern for B5 zoning, wind turbine on trail  
Zoning meets needs but wanted to serve food-not zoned for retail  
Unsure if zoning meets needs-thinks so.  
Zoning meets needs so far  
Zoning meets needs-likes industrial character  
Zoning meets needs-well-suited to industrial zone  
Zoning meets needs -truck repair



### Comments on Travel and Parking in Lower East Bayside

Parking not adequate, routes ok

Travel routes couldn't be better-right off highway

P-street parking, otherwise challenging

Fox St. traffic a problem-roads need repaving

On street parking adequate

Parking limited on event nights, but usually ok

Parking adequate-residents park in their lots

PHA does not have enough parking for housing for units, parking at the worship center on Wednesday and Friday is dangerous

Working on parking

Need safer overnight parking

Worship center has a parking problem. We have our own parking.

### Comments on Bus Stops, Sidewalks and Bike Routes

Adequate sidewalk

Bus stop less than 100 ft. away (no need for bike or sidewalks really)

Need bike lanes

Bus stop on corner, accessible parking

Many come by bus-right there

Bus stop and taxi right there

Bus stop in front of store

Sidewalks badly needed

Sidewalks marginal, bus stop isn't marked

No sidewalk our side of the street

The bike lane from Marginal Way could be expanded, there is a nearby bus stop on Anderson, Sidewalk needed Franklin-Anderson

Very tough for bikes

Bus stop around corner-bicycle awareness needed-unsafe Do not use

Trail will help improve bike and pedestrian access

C.7 Comments on Incoming Bayside Trail

Awesome-rail bed not currently used, though first choice to reactivate rail. In favor of anything bike and pedestrian friendly

Hopes will improve conditions of roads and exits

Might help business some

Will bring in more business if anything

Great-hopefully more visibility/customers

Good for city to create a loop-ties in nicely with other trails-doesn't affect business. Would be nice to develop junk yard-perhaps civic center here as proposed 5-6 years ago-area would thrive

Sounds good, will encourage traffic

Hope that it will start to change the area-there is a lot of turnover and it could enhance the environment-businesses like Uhaul an eyesore

Likes anything that makes a better neighborhood but must have lighting, sturdy wall because of trucks.

Would rather have something out front. Easy for people to trash. Could become a hangout for graffiti artists, vandalism, and theft. Have parked trailers there for 15 yrs., will have to change.

Fine as long as it doesn't run through the building

Hope will make the area more popular

Will be safe for clients  
Personally advocates wellness  
Hope will increase neighborhood safety  
Great, wants to know more/be involved  
Concerned that they will lose loading dock and dumpster, huge concern-going to cost them loading dock and may have to move, don't need another trail  
Trail should help improve sidewalks and bus stops-trail will be awesome  
Doesn't expect more business but in favor-car should be third priority after 1. pedestrian, 2. bike  
Hopes will increase vitality in neighborhood, but may increase rent  
Increase in foot traffic good  
Great, safe biking  
Good addition as long as can keep building from being attacked. Owned a building in this area where there were problems  
There will be a bunch of homeless people hanging out-the nicer it is, the less there will be.  
That it does *not* happen  
Concerned that the trail will take parking-currently contesting  
Great idea-good use of rail bed  
Concerned that it would interfere with the shop we run  
Hope that trail will provide more exposure

#### Comments on Pedestrian-Friendly Redesign of Franklin Arterial

The entire city has pedestrian roadblocks (i.e. USM to Deering), in favor of supporting pedestrians and bikes  
Good idea for safety, none or positive effect on business  
Would be a problem if makes more difficult for cars-already backed up-was awful at first, better now  
Good-improved walkability  
Until they do something with Kennedy Park people won't want to walk there and it wont work-have to clean off trucks all of the time.  
Perhaps small positive impact on business-most customers online  
Sidewalks would be great  
No effect-customers drive  
Wouldn't expect more business but wants to walk safely. Follow desire paths with crushed stone and make safe crossing  
May cause bad gentrification effect  
Safer commute for artists  
Should stay an arterial  
Business wouldn't be affected  
Currently very hard to cross

Additional Survey Comments

Policy and space needed to support artisans. Interested in projects that support the creative economy and artisan-based businesses. Tend to be pushed out by office space-need to keep rough and tumble space. It tears the belly out of the art community when artists move out of the city to Westbrook, etc.

They have water issues-flooding of Marginal Way. No amenities for big tax. Funky place after dark-would be nice if more friendly to come there.

This area used to be the town dump-getting better. Inherently bad that it's below sea level-flooding.

Recently built 18 new studio and office spaces. Whole purpose was to bring the area up.

Artists are talking about putting in lights, sidewalks and would like city help.

Working on a federal stimulus grant for neighborhood safety

Want rent stabilization

Interested to see if any interaction between Portland Buy Local and Chamber of Congress

It would be great to connect with Kennedy Park youth. Concerns about safety of island kids walking back through Kennedy Park. Collaborate with PHA, Cultivating Communities, and A Company of Girls for vehicle use

Donated to skate park in past and would be interested in doing something similar in the future

Want long term vision- rent control to maintain artist demographic

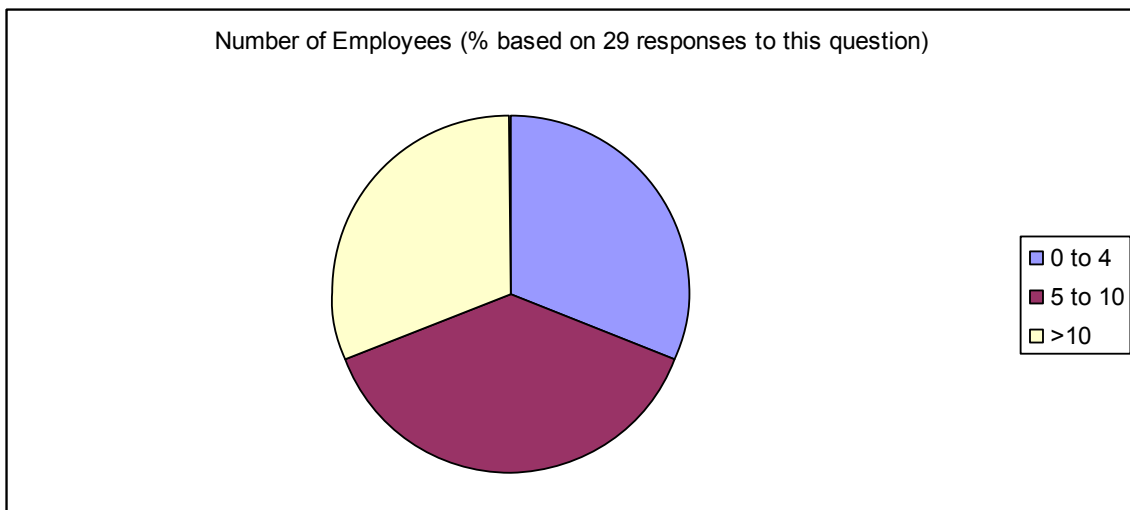
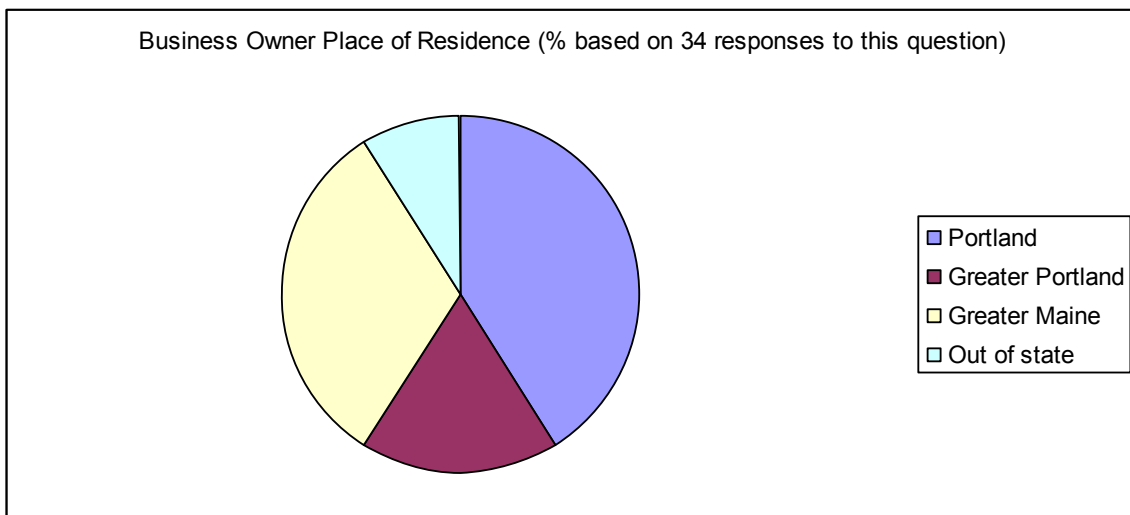
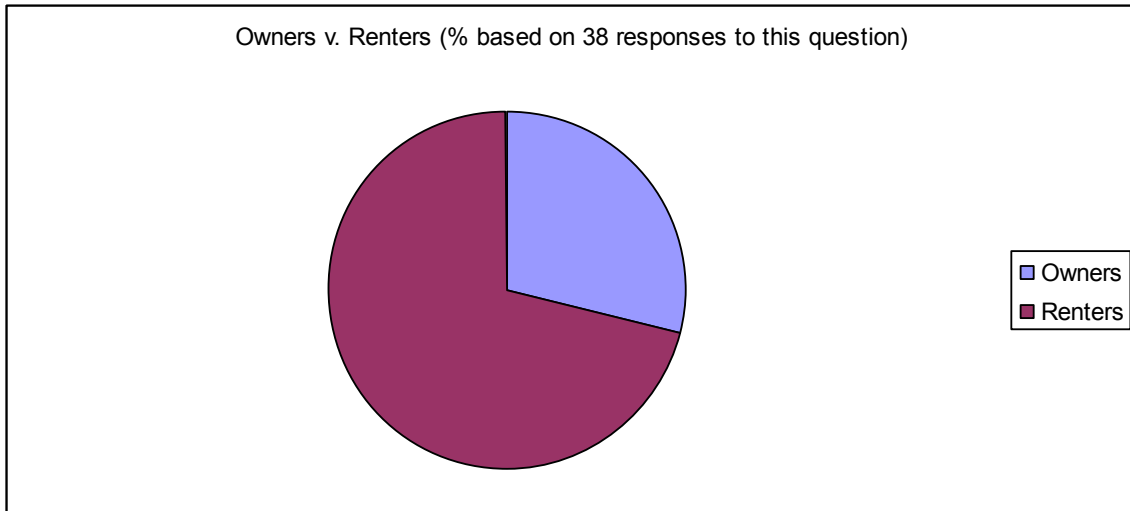
This is a terrible neighborhood, people in section 8 neighborhood run rampant-the landlords don't do anything and the police are lax.

Put millions of dollars into Kennedy Park, more with stimulus funding. Area totally safe.

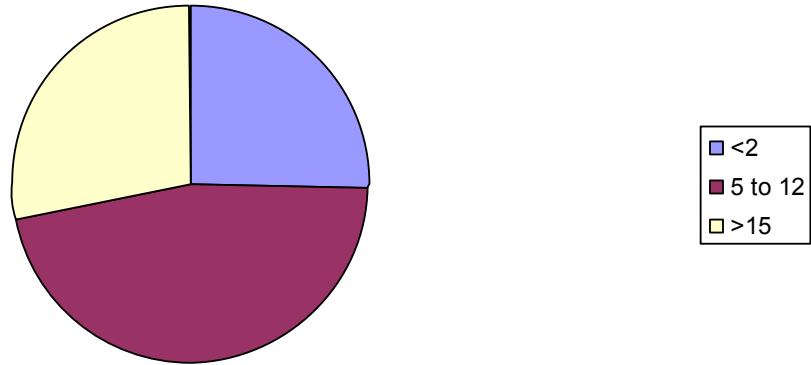
Grandfathered in-bought the building cheap, not going to move.

Location meets needs because of proximity of electrical distributors

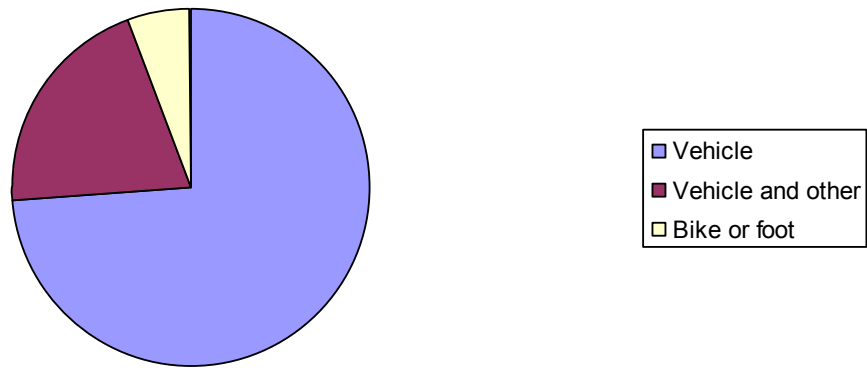
## Raw Data Extrapolations: Lower East Bayside Business Survey



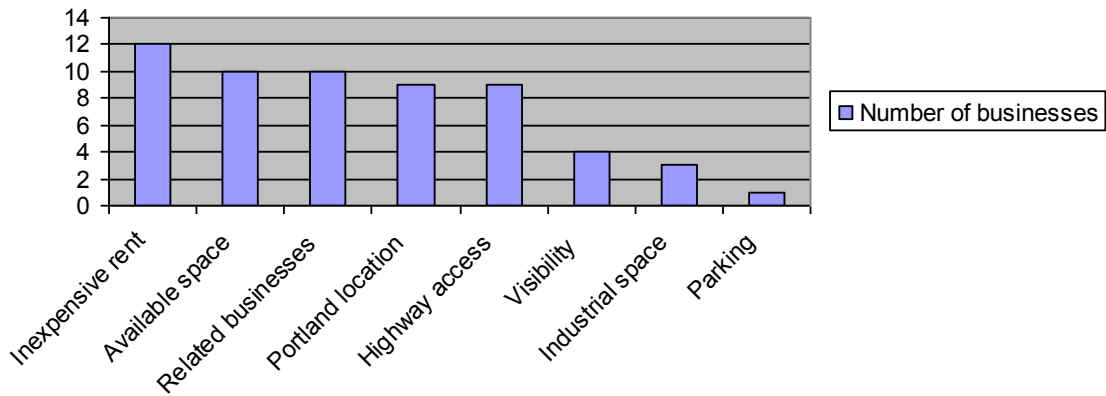
Years in Business (% based on 39 responses to this question)



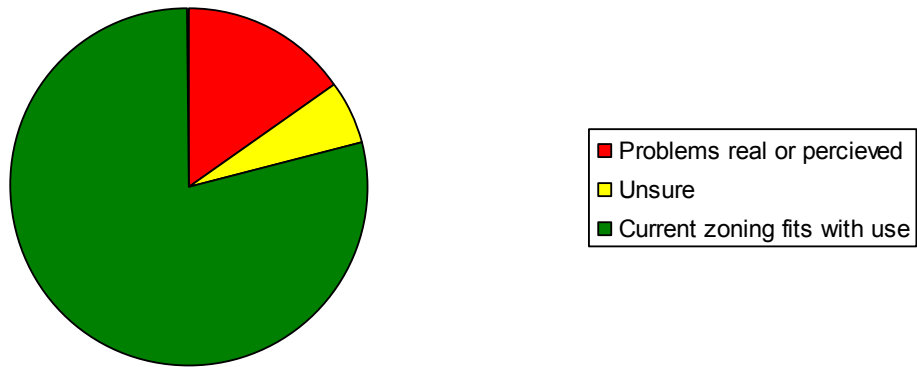
Transportation mode (% based on 34 responses to this question)



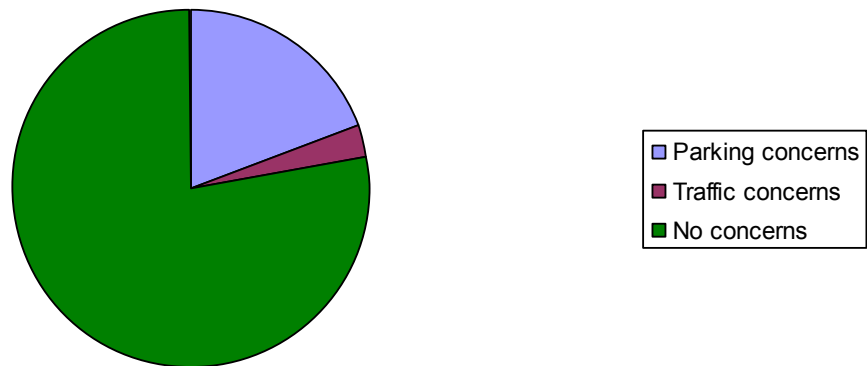
Factors Determining Choice of Business Location (number based on 36 responses to this question)



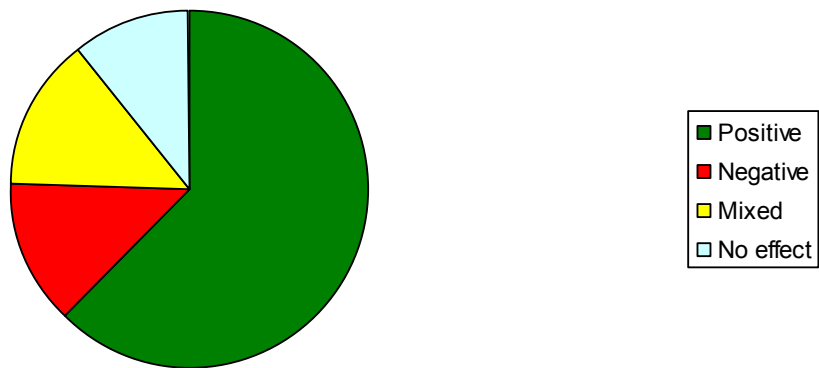
Zoning Concerns (% based on 33 responses to this question)



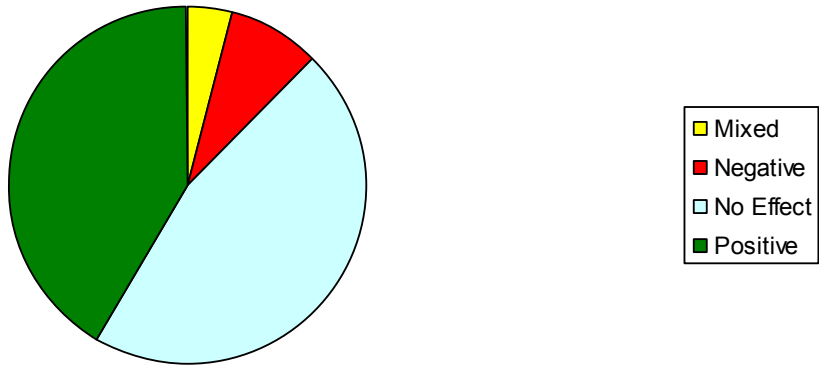
Traffic and Parking Concerns (% based on 36 responses to this question)



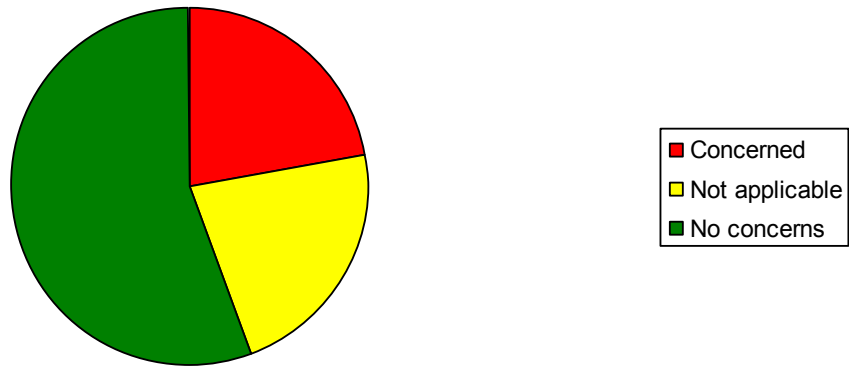
Perception of Bayside Trail (% based on 37 responses to this question)



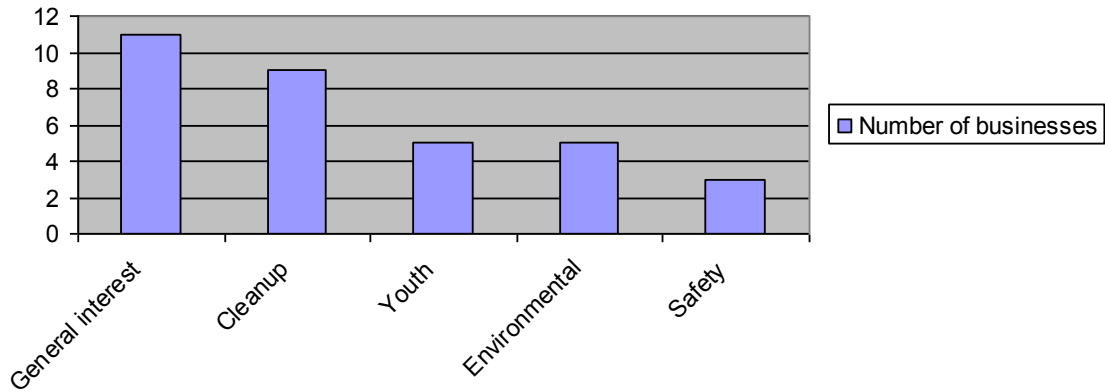
Perception of Franklin Arterial (% based on 24 responses to this question)



Pedestrian Travel Concerns (% based on 36 responses to this question)



Community Service Interest (number based on 29 responses to this question)



## Appendix C: Commercial District Business Surveys

### Data Summary: Commercial District Business Surveys

Out of the 15 business owners surveyed, all but 4 were renters. Survey responses strongly suggest a correlation between renters or owners, and the length of time a business has been in operation, as evidenced by the four business owners who owned their building, were the four that had been in business the longest. Well over half (nine out of 15) businesses been in operations for five or less years. It is interesting to note that there is a greater tendency for newer businesses to cater primarily to the local neighborhood than businesses that have been in operation for over five years.

A few common strengths and themes stand out among the businesses that line Congress Street, Cumberland Avenue and Washington Avenue. One of which is the high frequency of art-based businesses, which account for over one third of businesses interviewed. Another strength of the commercial district of East Bayside is that it contains several ethnically diverse businesses. Similarly, there is a strong diversity in business wealth and customer base. Customers range from those hoping to spend as little as possible on an item or a meal, to those looking for a piece of high end jewelry or furniture. In addition, the East Bayside neighborhood contributes significantly to this areas customer base.

The portion of the survey relating to streetscape improvements shows strong similarities among business owners. Of the seven items included in the survey as possible streetscape improvements, trashcans were, by far, the most popular. This point was reinforced by the handful of business owners who also included ‘trash removal’ as a priority under ‘other.’

Trees were another popular item identified as a priority for streetscape improvements. A few business owners made the argument that, because window boxes tend to invite vandalism, trees are a good option in regards to vegetation. Along these same lines, but showing slightly less popularity, is general landscaping in order to improve the streetscape. Bike racks were rated almost equally as important as landscaping, and stood out as important enough that some business owners were considering investing in one, while other’s already had.

The 7-11 was identified as accountable for a significant amount of the trash problem along Congress Street and Washington Avenue. It was suggested that more education of residents regarding littering might helpful. Several business owners were opposed to the idea of benches as a possible streetscape improvement due to problems with loitering and crowds. Some business owners reported that they would like to have window boxes, but don’t due to problems with vandalism.



**Data Summary: Commercial District Business Surveys**

<p><b>East Bayside Business Survey, Commercial District</b></p> <p><b>Information collected in this survey will be collated by a team of students from the Muskie school at USM as part of a report to the East Bayside Neighborhood Organization, other interested residents, business owners, and city council member Kevin Donoghue.</b></p> <p>Business Name: _____                  Owner: _____                  Type of Business: _____                  Primary Customer base: _____                  What neighborhood/city do your customers live in: _____                  What form of transportation do your customers use: _____                  Do you: Own: _____ Rent: _____ your building?</p>																																																															
<p><b>As a business owner what improvements to the streetscape would you like the city to make a priority?</b></p> <p><b>0=Do not want, 1-not a priority – 5-badly needed</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Benches:</td> <td style="width: 5%;">0</td> <td style="width: 5%;">1</td> <td style="width: 5%;">2</td> <td style="width: 5%;">3</td> <td style="width: 5%;">4</td> <td style="width: 5%;">5</td> </tr> <tr> <td>Trees:</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> </tr> <tr> <td>Landscaping:</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> </tr> <tr> <td>Crosswalks:</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> </tr> <tr> <td>Street Lights:</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> </tr> <tr> <td>Trash Cans:</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> </tr> <tr> <td>Bike Stands:</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> </tr> <tr> <td>_____</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> </tr> <tr> <td>_____</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> </tr> </table> <p>Comments: _____</p>	Benches:	0	1	2	3	4	5	Trees:	0	1	2	3	4	5	Landscaping:	0	1	2	3	4	5	Crosswalks:	0	1	2	3	4	5	Street Lights:	0	1	2	3	4	5	Trash Cans:	0	1	2	3	4	5	Bike Stands:	0	1	2	3	4	5	_____	0	1	2	3	4	5	_____	0	1	2	3	4	5
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<p><b>In front of my business:</b></p> <p>I would prefer meters    Yes ___ No ___    Max time: ___ Minutes                  I would prefer signs    Yes ___ No ___    Max time: ___ Minutes                  Do you feel current parking options meet your customers needs?                   Do you feel local bus stops meet your customer’s needs?                   Has off street parking requirements affected your business?</p>																																																															
<p>Are you familiar with the East Bayside Neighborhood Organization (EBNO)? Y ___ N ___                  Are you a member of any other local business/neighborhood associations (list)?                   _____</p>																																																															
<p>Would you be interested in attending a neighborhood meeting or receiving more information regarding EBNO? (Y/N) ___                  Would you like to be contacted regarding parking? (Y/N) _____                  Would you like to be contacted regarding future streetscape improvements? (Y/N) _____                  Contact info: Phone _____ Prefer: ___                                    E-mail _____ Prefer: ___</p>																																																															
<p><b>Thank you participating in this survey!</b>  <b>Please feel free to attach additional pages or write comments on the back.</b></p>																																																															

**Raw Data: Commercial District Business Surveys**

	<b>Business Type</b>	<b>Business age</b>	<b>Customer base</b>	<b>Customer transportation</b>	<b>Rent/ own</b>
1	Restaurant	8-9 years	Local neighborhood		Rent
2	Restaurant	16 years	Local neighborhood & away	Pedestrian & vehicle	Own
3	Artistic	9 years	Portland	Vehicle	Own
4	Artistic	4 years	Outside neighborhood	Vehicle	Rent
5	Artistic	5 years	Portland and beyond	Vehicle	Rent
6	Artistic	1 year	Local neighborhood & away	Pedestrian	Rent
7	Café	2 years	Local neighborhood	Pedestrian & vehicle	Rent
8	Manufacturing	30+ years	Outside neighborhood	Vehicle	Own
9	Bakery	9 years	Open to public during summer. Local neighborhood Local restaurants	Summer – pedestrian	Rent
10	Second hand shop	5 years	Local neighborhood & away	Pedestrian – vehicle	Rent
11	Bar	2 years	Local neighborhood & away	Pedestrian	Rent
12	Artistic	3 years	Outside neighborhood	Vehicle	Rent
13	Convenience store/ sandwich shop	1 year	Local neighborhood	Pedestrian	Rent
14	Convenience store/ sandwich shop	4 years	Local neighborhood	Pedestrian	Rent
15	Artistic	18 years	Portland & away	Vehicle	Own