

Montgomery Park to Hollywood Transit and Land Use Development Strategy



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PWG 02-10-2021



Bureau of Planning and Sustainability
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PBOT
PORTLAND BUREAU OF TRANSPORTATION

PWG Agenda

- 4:00 Welcome and Introductions
- 4:10 Project Updates/Housekeeping
- *Meeting Notes*
 - *PWG items and Public Comments*
- 4:15 Transportation Follow-up
- *What we heard in the charrette*
 - *Draft circulation ideas, portals, and modal flows*
 - *Big questions*
- 5:15 Preferred Scenario/ Land Use Follow-up
- *Consultant work updates*
 - *Discussion Draft progress report: Comp Plan and zoning map, zoning code concepts. Public benefits*
- 5:50 Next Step
- *Next meeting/ topics*
- 6:00 Adjourn

What We Heard: Biking, Walking, Urban Design Boards

- Put the bike/ped facilities where people want to go (on main streets rather than using a linear parklike setting)
- Continue bike connections between 24th & 27th between Vaughn and Nicolai (extending NWIM greenways)
- Creating walking routes/wayfinding that connect to Forest Park and the River
- Extend NWIM ped-focused routes, build safe crossings on Vaughn on those routes
- Make the district accessible by wide, level, unobstructed sidewalks
- Focus on good lighting, inviting transit stops, available accessible parking
- Look at Nicolai for protected 2-way bikeway on north side of road
- Regular, high quality crossings across Vaughn to make it more permeable

MP2H | Active Transportation & Urban Design

Facilitators:
 Mike Serrinella - Planning Team MP2H, NWIM
 Michelle Marx - Pedestrian Coordinator
 Lisa Strader - ADA Coordinator
 Roger Geller - Bike Coordinator
 Zef Wagner - Planning Team, NWIM

Charrette Guidelines:
 - Keep discussion respectful
 - Make space for everyone to share ideas
 - Keep ideas within the scope of the project

KEY QUESTIONS
 One of the goals of this transportation plan is to better integrate the area north of NW Vaughn with the rest of the Northwest District.

➤ **What are some of the key biking connections you'd like to see us explore during this project?**

Write your ideas on a sticky note.

➤ **If you were walking from NW Thurston St and NW 22nd Ave to Montgomery Park, which route do you think would be the most pleasant walk?**

Write your ideas on a sticky note.

➤ **What are the primary walking routes you think we should designate in this area?**

Write your ideas on a sticky note.

➤ **We've heard interest for NW Vaughn St to act more as a Main Street and not a barrier. How do you think we should do that?**

Write your ideas on a sticky note.

➤ **What are ways we can make the district more accessible for persons using mobility devices, have vision impairment, or other disabilities?**

Write your ideas on a sticky note.

➤ **Imagine biking in a redevelopment ESOC area. Would you prefer a vehicle-free shared street along an extended NW Rosevelt Ave? Or a bike lane along NW Park St or NW Wilson St?**

Write your ideas on a sticky note.

➤ **What is the best way to improve bicycle access to areas further to north of the study area? What's the best way to connect people to bike facilities on NW St. Helens Rd?**

Write your ideas on a sticky note.

➤ **Should the bicycle design in this area emphasize shared streets in built-up environments (e.g. neighborhood greenways) or protected bike lanes on busier streets (e.g. protected bike lanes)?**

Write your ideas on a sticky note.

EXISTING & RECOMMENDED BIKE NETWORK

➤ Use the comment feature to share your own biking connections into the Montgomery Park & ESOC area north of NW Vaughn St.

To continue, click on the "Previous" and "Next" icons.

PEDESTRIAN PRIORITY NETWORK

➤ Use the comment feature to share your own walking & commercial street connections into the Montgomery Park & ESOC area north of NW Vaughn St.

What We Heard: Transit and Vehicle Board

- Must include TriMet's planned future service as described in their SEP
- Consider moving Line 77 to Thurman to avoid 23rd / Vaughn intersection
- Integrate transit stops/ end stations into the adjacent development for placemaking and 'defensible' spaces
- Would like to see streetcar parked on Wilson with two-way connections and programming at MP
- Freight should be encouraged to use Nicolai and not Vaughn
- Explore transit only lanes/movements in the vicinity of 23rd and Vaughn (both NB and SB)
- Explore flyover structures or gauntlet track to minimize traffic interactions; or other methods to ensure speed and reliability
- Improve the Wardway/Nicolai intersection for smoother freight movements
- Eliminate or upgrade frontage roads/ abandoned rods

MP2H | Transit & Vehicle Circulation

Facilitators/Staff:
Mauricio Leclerc - Planning Team MP2H
Dan Bower - Portland Streetcar
Jeff Owen - TriMet
April Bertelsen - Transit Coordinator
Julie Reed - Lead planning consultant

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KEY QUESTIONS
 One of the goals of this transportation plan is to better integrate the area north of NW Vaughn with the rest of the Northwest District.

1. How should existing bus service to Montgomery Park and the former ESCO area integrate with a new or revised alignment?
 2. What new streets are the most important in a redeveloped ESCO area? Why?
 3. Should freight be encouraged to use NW Nicolai St or NW Vaughn Street when accessing LADD? Would you support a traffic signal at NW Nicolai and Wardway to encourage through traffic to use NW Nicolai instead of NW Vaughn St?
 4. Any ideas on how to improve the operation of the busy intersection of NW Vaughn and NW 23rd Ave?

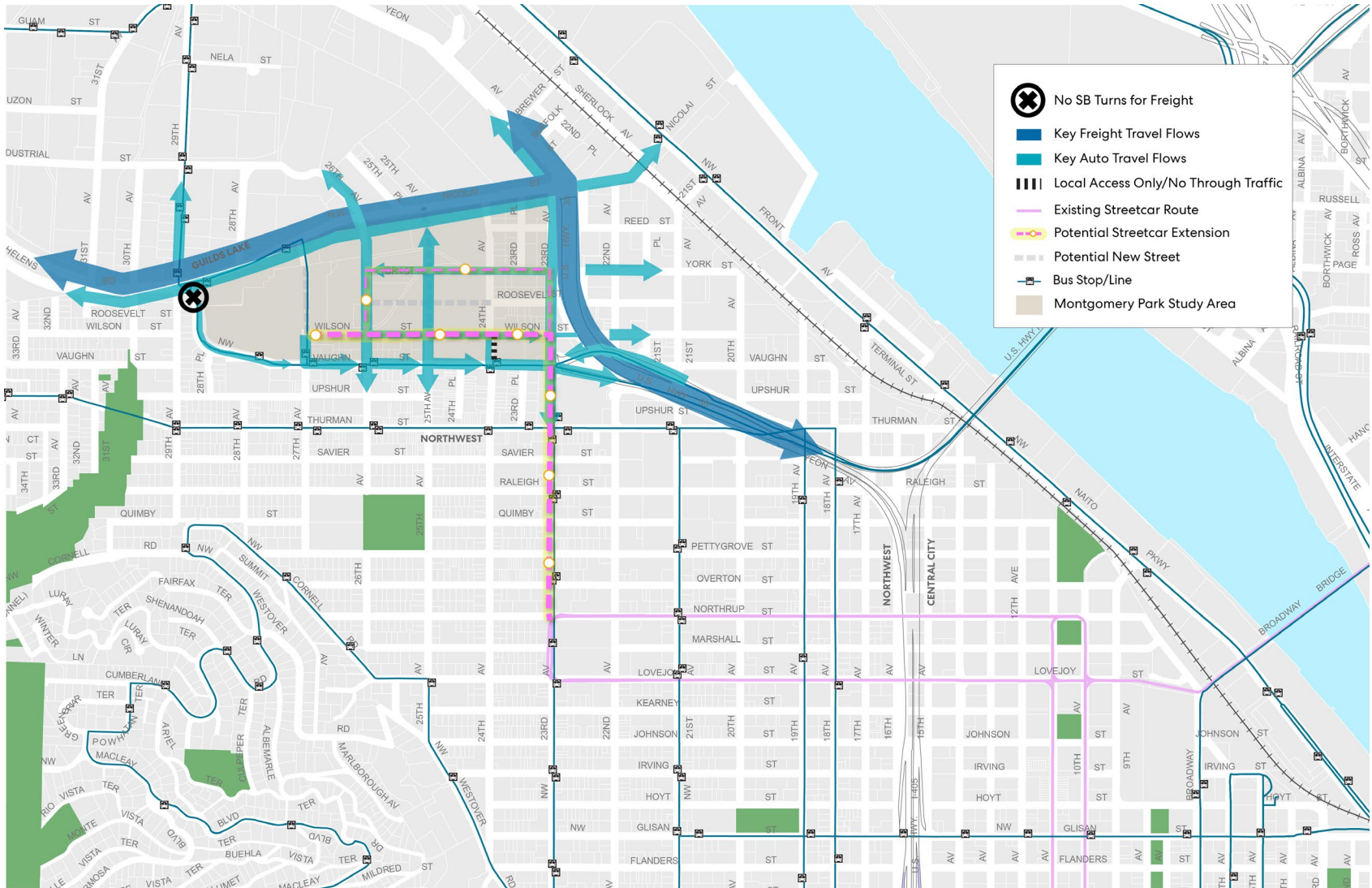
VEHICLE CIRCULATION

Use the comment feature to draw your ideal new street connections into the Montgomery Park & ESCO area north of NW Vaughn St.

EXISTING TRANSIT SERVICE

Use the comment feature to draw your ideal transit service changes or improvements in the Montgomery Park & ESCO area north of NW Vaughn St.

Vehicle Auto and Freight Flows

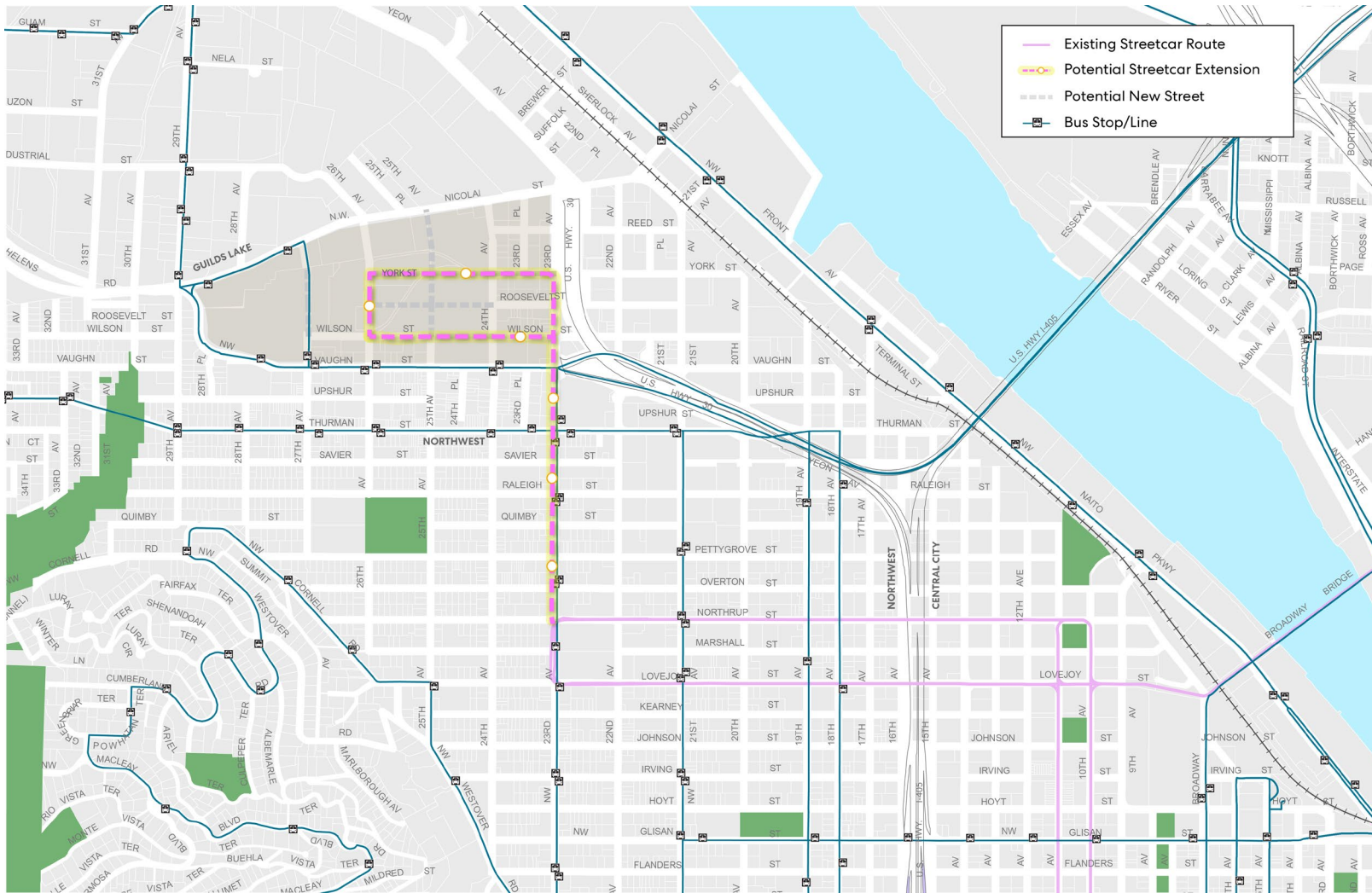


Sticky Issues for Vehicle & Freight Flows

Issues	Ideas
Calming Vaughn to make it more permeable	<ul style="list-style-type: none"> No freight access to Vaughn from Wardway (already signed that way—some hardening?) Full diverter: No vehicle access from Wardway east, EB turn onto Nicolai only
Not overloading 23 rd /Vaughn on-ramp; ensuring transit reliability on SB approach to Vaughn	<ul style="list-style-type: none"> Removing left-turn on-ramp to freeway from 23rd SB2 3rd Ave is NB only for vehicles between Vaughn and York/Wilson
Encouraging internal trips to exit the district north (onto Nicolai) or via portals at 26 th , 25 th	<ul style="list-style-type: none"> Using signals to encourage movements away from 23rd portals Restricted R-turn onto 23rd from Wilson; signage and way-finding directing how to access HWY 30/I-45



Transit Flows



Sticky Issues for Transit

Issues	Ideas
Streetcar Alignment within ESCO site	<ul style="list-style-type: none"> • York/Wilson/26th Ave Loop • Loop with Tail Track on Wilson between 26th and 27th • Two-Way Wilson
New Complimentary Bus Service Plan for MP+ESCO area	<ul style="list-style-type: none"> • Continue Line 77 on NW Thurman to 25th Ave • Line 15 internal or external to site?
Bus Service to “The Squish”	<ul style="list-style-type: none"> • Identify future recommended bus line extension
Connectivity between transit services and other modes	<ul style="list-style-type: none"> • Intermodal Transit Hub • Focus on Frequency/Interlining or More Coverage?

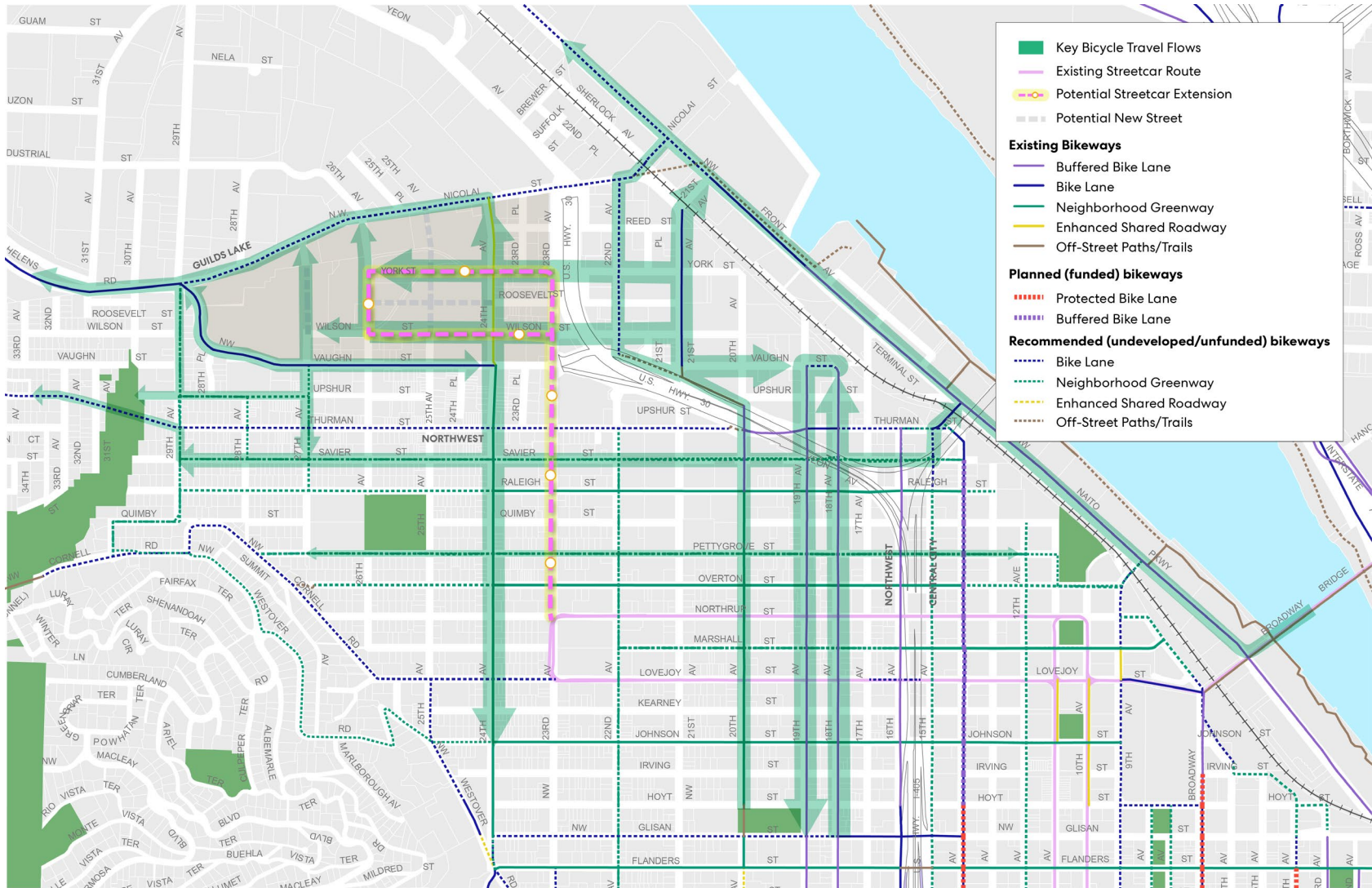
NW WILSON ALIGNMENT



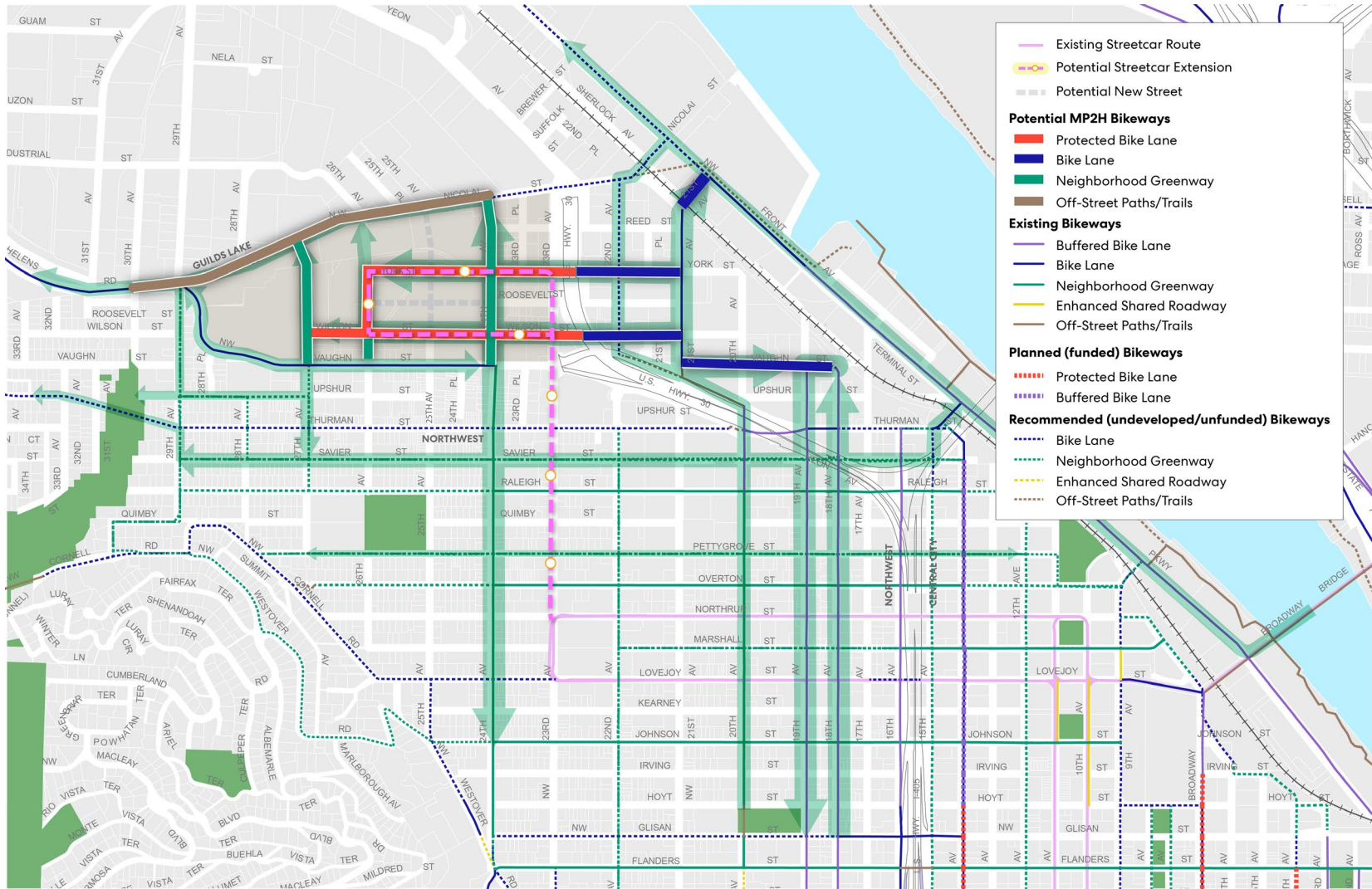
BUS & MAX CONNECTIVITY



Key Bicycle Flows



Bicycle Facility Design:

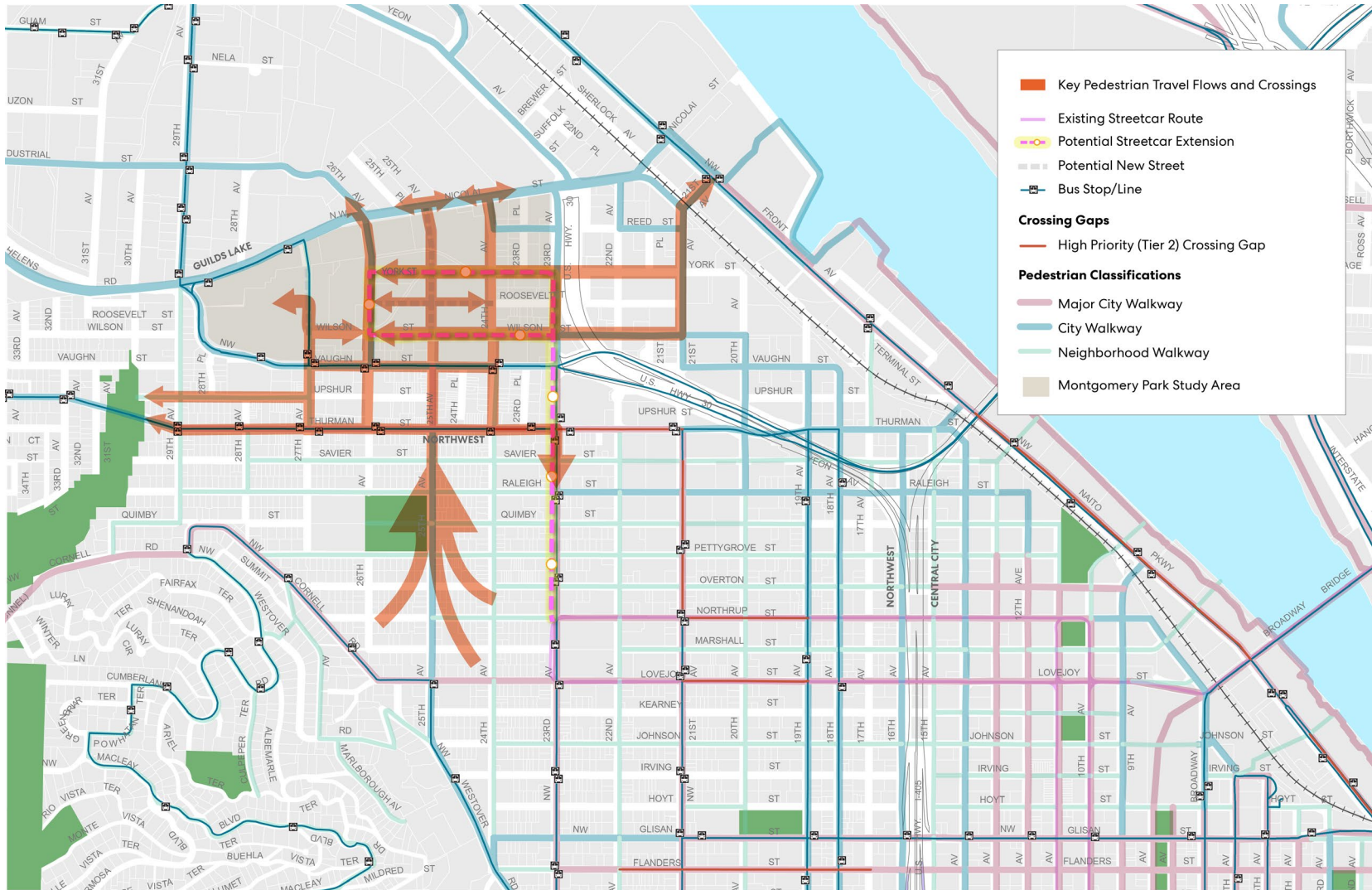


Sticky Issues for Bikes

Issues	Ideas
NW Vaughn Safety/Comfort	<ul style="list-style-type: none"> Invest in nearby low-stress parallel facilities NW Wilson/York, NW Savier) Remove Parking and create a protected bike lane.
ROW Constraints	<ul style="list-style-type: none"> NW Wilson Bioswales & NW York Loading Docks: Shared lane for single block
Connections to NW St Helens Rd & Industrial areas to the north	<ul style="list-style-type: none"> NW Nicolai cycle track Two-way facility on NW Wardway <i>(requires circulation change)</i>



Key Pedestrian Flows

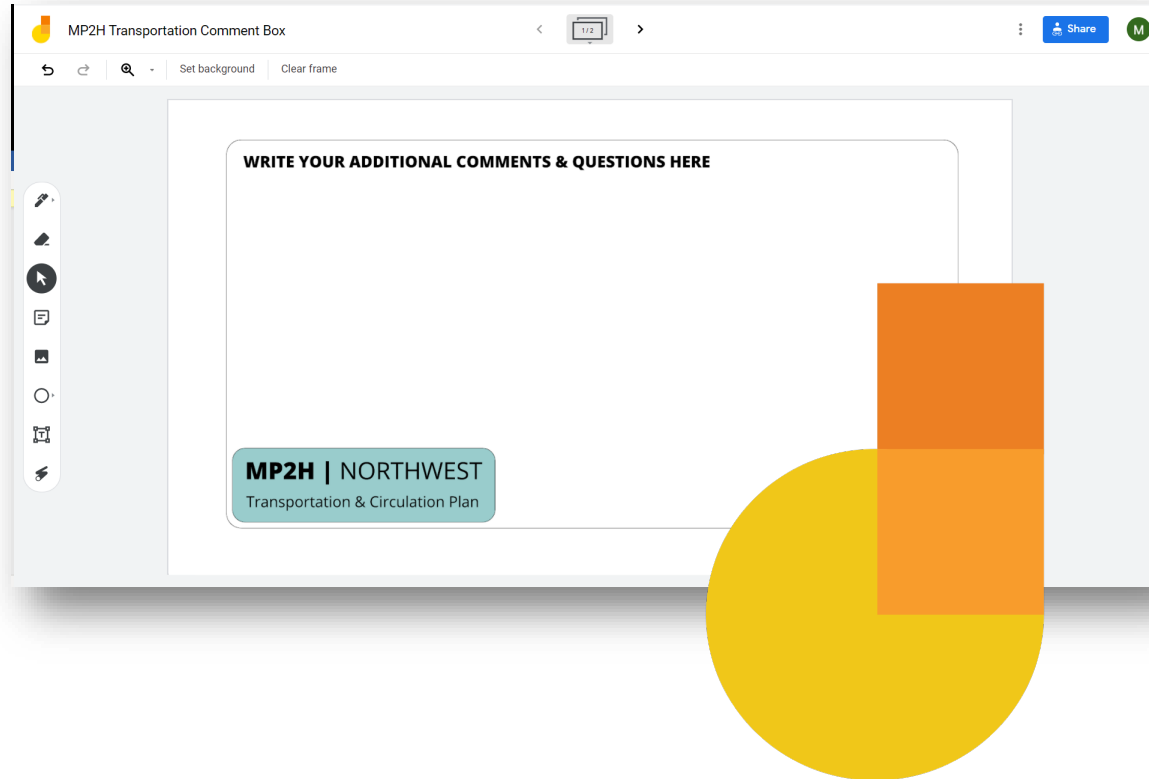


Sticky Issues for Walking

Issues	Ideas
NW 23 rd Ave between Thurman and Wilson	<ul style="list-style-type: none"> • Emphasize NW 25th Ave as primary pedestrian portal • Focus improvements on NW 23rd in this section on the westside of the street
NW Vaughn Streetscape Environment	<ul style="list-style-type: none"> • Add medians, curb extensions, street trees, potentially on-street parking (<i>requires removing bike lane</i>)
NW York Loading Docks	<ul style="list-style-type: none"> • Accessibility issues require shared waking/travel area
NW Nicolai Sidewalks	<ul style="list-style-type: none"> • Extremely narrow adjacent to fast-moving freight traffic. Adjacent properties unlikely to redevelop



What else to follow up on?

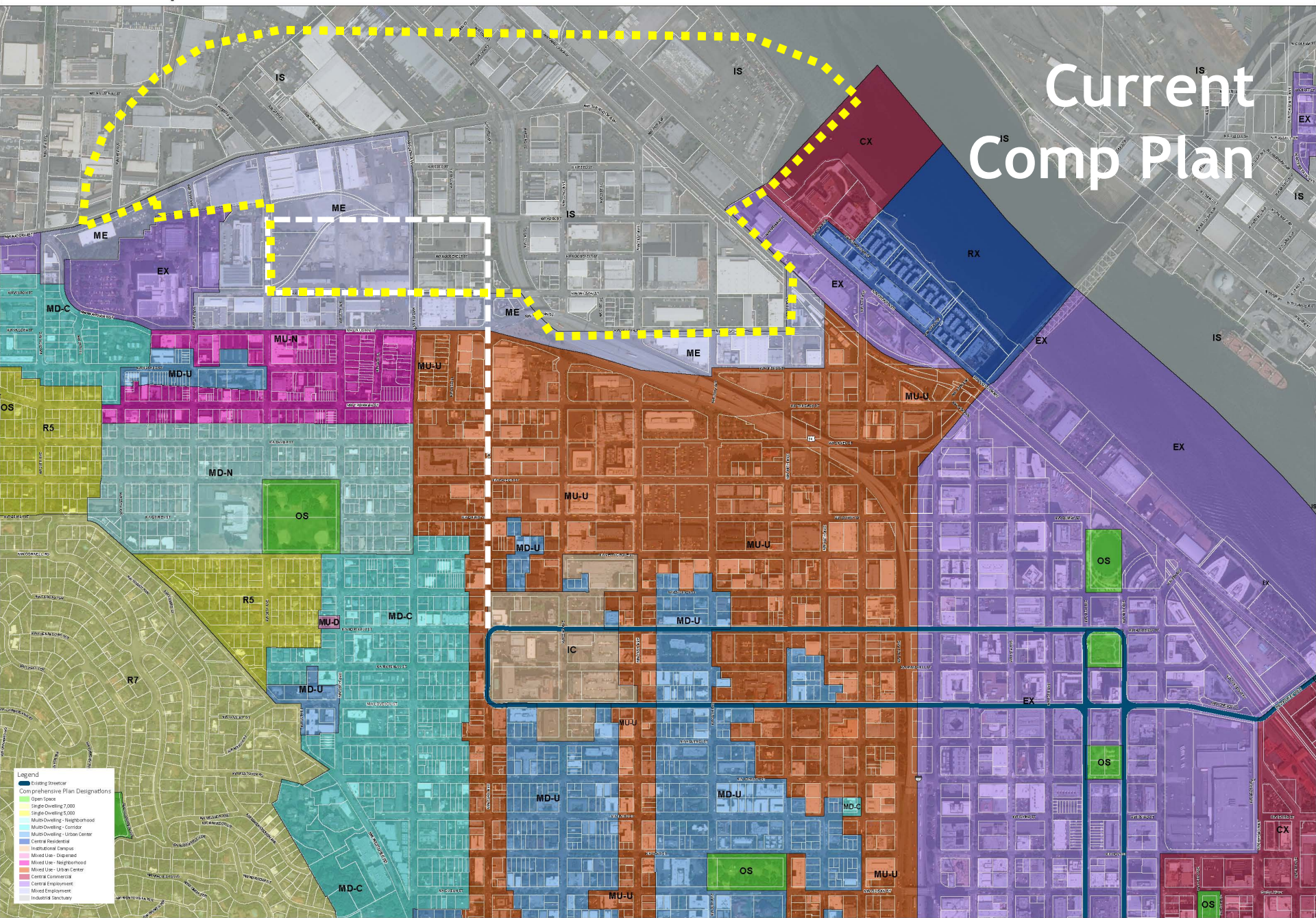


<https://bit.ly/2Ng0Gnn>

EcoNW Update

- Update to Analysis
- Key Findings

Current Comp Plan



- Legend**
- Existing Street
 - Comprehensive Plan Designations
 - Open Space
 - Single Dwelling 7,000
 - Single Dwelling 5,000
 - Multi-Dwelling - Neighborhood
 - Multi-Dwelling - Corridor
 - Multi-Dwelling - Urban Center
 - Central Residential
 - Institutional Campus
 - Mixed Use - Corporate
 - Mixed Use - Neighborhood
 - Mixed Use - Urban Center
 - Central Commercial
 - Central Employment
 - Mixed Employment
 - Industrial District



DRAFT Implementation Conditions

West of Highway 30

1. Offset/Mitigate Prime Industrial land
 - Update EOA changes supply/demand
 - Find additional land/mitigate via brownfield fund
2. Transit Improvement
 - High-quality transit improvement (i.e. streetcar, enhanced bus service)
3. Public Benefit Agreements
 - Balance public/private good
 - Identify prime industrial mitigation (if necessary)
 - Streetcar/transit contribution
 - Transportation system contributions
 - Affordable housing, commercial, and/or maker space provisions
 - Other public goods

East of Highway 30

1. Update EOA - prime industrial needs
 - Central City/Industrial Office land needs
2. Public Benefits - explore

Legend

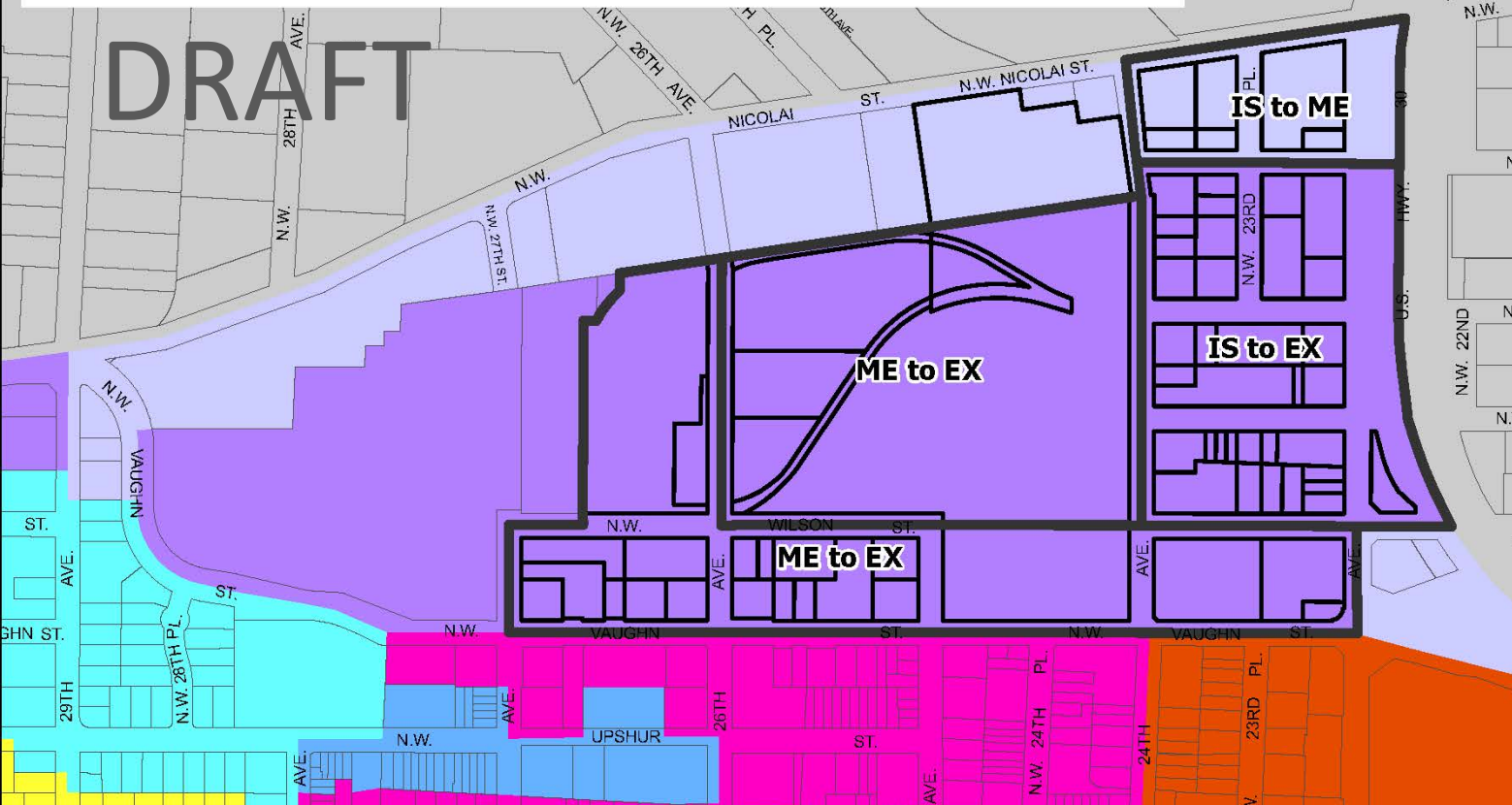
- Proposed Comp Plan Changes
- Tax Lots with Proposed Comp Plan Changes

Comprehensive Plan Designations

- Single-Dwelling 5,000
- Multi-Dwelling - Neighborhood
- Multi-Dwelling - Corridor

- Multi-Dwelling - Urban Center
- Mixed Use - Neighborhood
- Mixed Use - Urban Center
- Central Employment
- Mixed Employment
- Industrial Sanctuary

DRAFT



Note: MU-U plan designation may be considered in place of EX.

January 22, 2021

City of Portland |
Bureau of Planning and Sustainability |
Geographic Information Systems

Montgomery Park to Hollywood

Proposed Comp Plan Changes

DRAFT



The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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City of Portland, Oregon

DRAFT Zoning Concept

Central Employment (EX)



The **EX** zone allows a full range of high density commercial, light industrial, institutional and residential uses. This zone is intended for sites in or near the Central City and in Gateway.

For specific zoning code details, visit the [zoning code website](#). The regulations for this zone are found in [Chapter 33.140](#).

Generally, the uses and character of this zone are oriented towards:



RETAIL



OFFICE



RESIDENTIAL



INDUSTRY

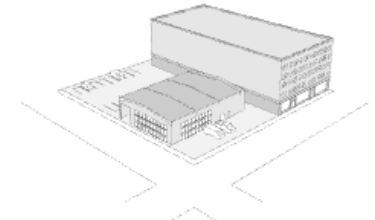


INSTITUTIONAL



OPEN SPACE

General Employment 1 (EG1)



The **EG1** zone generally features smaller lots and a grid block pattern. The area consists of sites with high building coverages and buildings which are usually close to the street.

For specific zoning code details, visit the [zoning code website](#). The regulations for this zone are found in [Chapter 33.140](#).

Generally, the uses and character of this zone are oriented towards:



RETAIL



OFFICE



RESIDENTIAL



INDUSTRY



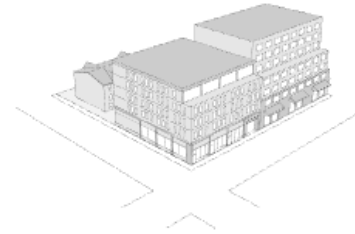
INSTITUTIONAL



OPEN SPACE

DRAFT Zoning Concept

Commercial Mixed Use 3 (CM3)



The **CM3** zone is a large-scale, commercial mixed use zone intended for sites close to the Central City, in high-capacity transit station areas or town centers, and on civic corridors. Buildings in this zone are generally expected to be up to six stories and may be up to seven stories when bonuses are used.

For specific zoning code details, visit the [zoning code website](#). The regulations for this zone are found in [Chapter 33.130](#).

Generally, the uses and character of this zone are oriented towards:



RETAIL



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RESIDENTIAL



DRAFT Zoning Concept

Northwest Plan District Areas with Special Development Standards

Map 562-7

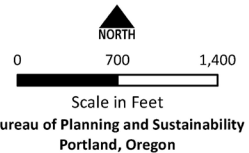
Map Revised Xxxxx XX, 202X

- Amend Northwest Plan District map



Legend

- Plan District Boundary
- Main Street
- Streetcar Alignment
- Minimum active floor area



DRAFT Plan District Code Concepts

- **Prohibited Uses.** Quick Vehicle Servicing; Self-Service Storage; Commercial Outdoor Recreation; and Agriculture.
- **Limited Uses (size).** Retail Sales and Service; Manufacturing and Production; Warehouse and Freight Movement; Wholesale Sales; Industrial Service; Office in Subdistrict A.
- **Floor area.** Use EX base zone FAR: 3:1 base, 5:1 with IH bonus. In the area near the proposed streetcar, a minimum floor area ratio is proposed to ensure transit-supportive developments.
- **Residential Density.** A minimum density is proposed for developments with residential uses (e.g., 1 unit per 1000 sf site area).
- **Windows.** In EX zone, apply ground floor window standards similar to Central City and CM zones. Higher standards for ground floor window coverage are proposed for buildings along the streetcar alignment, as are requirements for windows over the entire street facing facade.
- **Active use areas.** Buildings near the streetcar alignment will be required to be constructed to accommodate active uses at the ground floor.

DRAFT Plan District Code Concepts

- **EX Zone.** Base height limit is 65 feet. Two types of height bonuses are proposed:
 1. **Inclusionary Housing.** Development in the EX-zone that triggers compliance with inclusionary housing provisions would be allowed an additional 10 feet of building height. The maximum height for buildings would be 75 feet. Same as CM3 zone allowances.
 2. **Planned Development.** Option on sites over two acres. Currently this provision would allow building heights up to 120 feet. Developments would be required to develop a master plan for the site, approved by Portland Design Commission. In addition, developments would be required to meet inclusionary housing targets (tbd), provide publicly-accessible open space, meet energy efficient building requirements, or provide other benefits.
- **NW Vaughn frontage.** Consider height step-down.
- **Design overlay zone.** The Design Overlay Zone Amendment (DOZA) recommendations include new design standards, design guidelines, and process changes. Projects 75 feet or less in height that include housing would typically be subject to citywide design standards, rather than discretionary design review.

DRAFT Value and Public Benefits

