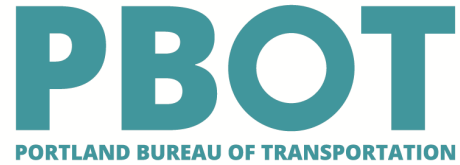




Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.



## Montgomery Park to Hollywood Transit and Land Use Development Study

### NW Project Working Group

#### Draft Meeting Notes

Meeting No. 5: November 19, 2020

4:00 – 6:00 PM

Location: Zoom Meeting

#### Members in Attendance

Jen Macias, Greg Madden, Mike Stonebreaker, Dalton Humann, Phil Selinger, Alexandra Zimmermann, Steve Pinger, Jordan Winkler, Raymond Becich, Brian Ames, Reza Farhoodi, Kashea Kilson-Anderson.

#### Staff and Consultants in Attendance

Kate Drennan, Mike Serritella, Mauricio Leclerc PBOT; Barry Manning, Nicholas Starin, Eric Engstrom, BPS; Joana Filgueiras, Prosper Portland; Dan Bower, Portland Streetcar; Julia Reed, Nelson\Nygaard.

#### Meeting Video

A video of the Zoom meeting is here: [https://youtu.be/bGzUMY\\_DL-4](https://youtu.be/bGzUMY_DL-4)

#### Meeting Presentation

The presentation for the meeting is attached and on the web here:

<https://efiles.portlandoregon.gov/Record/14045846/File/Document>

Many of the agenda items in the notes below refer to this presentation.

#### Welcome and Introductions

Staff and the PWG members introduced themselves.

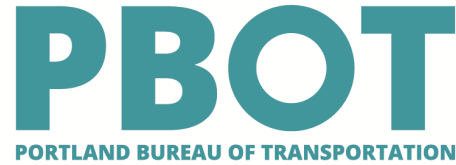
#### Project Updates/Housekeeping

The following items were shared.

- Meeting Notes: No comments on notes were received.
- Project updates: Staff discussed the project schedule indicating that the next steps will be for staff to proceed with development of a Discussion Draft plan, with following PWG meetings in late winter and early spring 2021 to discuss public comments on the discussion draft.



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.



### **Alternatives and Scenario Data**

Staff walked the PWG through information about transportation and baseline/no-change land use scenarios that had been previously requested by the PWG.

**Transportation Alternatives:** See presentation slides 3-11 and video:

[https://youtu.be/bGzUMY\\_DL-4?t=645](https://youtu.be/bGzUMY_DL-4?t=645). Kate Drennan gave an overview of the Nelson-Nygaard transportation alternatives memo.

#### ***PWG questions and comments on transportation alternatives***

- Phil: Agree with the findings generally but report suffers from looking at route in isolation, not in interaction with other transit routes. Needs to look at primary connections, e.g. to downtown. The travel time advantages of streetcar and enhanced bus are overstated, as density of streets and traffic preclude anything fast.
- Reza: Agree with Phil's comments, streetcar in auto traffic is a problem. Consider eliminating parking along streetcar line. Study is incomplete, looking at route in isolation and not including existing service and TriMet's planned service improvements

**Baseline/"No-Change" Scenario:** See presentation slides 12-14 and video:

[https://youtu.be/bGzUMY\\_DL-4?t=2104](https://youtu.be/bGzUMY_DL-4?t=2104). Barry Manning gave an overview of the jobs, housing units and value data for the baseline or "no change" scenario.

#### ***PWG questions and comments on no-change scenario***

- Dan Bower – you can't overstate how much of the variability in the numbers is related to the former ESCO site.
  - Staff – yes, this is the findings of EcoNW studies.
- Greg – confused about whether the baseline represents current or future build-out.
  - Staff – our understanding is the baseline assumes buildout over time based on existing zoning, per EcoNW analysis. Figures won't necessarily align with other numbers produced by BPS or others due to differences in methodology, but should be consistent with approach used in this study.
- Greg – is Tyler Bump available to answer questions?
  - Staff – yes, please send us an email.
- Phil – at what point does v/c at 23<sup>rd</sup>/Vaughn intersection become a fatal flaw? How do we get past that?
  - Staff – we don't want it to be over 1:1, but it's an intersection we are concerned with regardless. In next phase we will look at projects to bring the number down.



### **Preferred Scenario (Scenario 4)**

Staff walked the PWG through information about staff's "Preferred Scenario" which is generally Scenario 4: Hybrid. Staff also answered questions raised by PWG. See presentation slides 15-29 or video: [https://youtu.be/bGzUMY\\_DL-4?t=2641](https://youtu.be/bGzUMY_DL-4?t=2641). Staff noted and shared the following:

- The basic rationale for selecting the preferred scenario.
- Industrial land supply issues, and the limitations it places on land use changes.
- The approach to considering industrial future land supply needs: await upcoming EOA supply/demand analysis; mitigation by identifying replacement industrial land or funding brownfield clean-ups.
- A working draft zoning approach for implementation of the preferred scenario.
- A set of "implementation conditions" that would need to be met prior to or in conjunction with any land use changes:
  - Mitigate industrial land supply
  - Transit improvement
  - Public benefits agreement
- A working draft matrix of potential public benefits and implementation tools.

### ***PWG questions and comments on preferred scenario:***

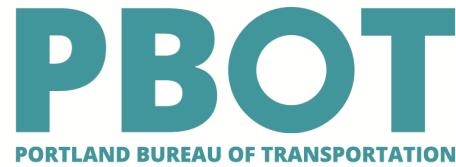
- Mike – A question about 13,000 housing units with no change – do we have a map of this, and also where additional units in Hybrid scenario would be?
  - Staff: shows zoning/study area map. Generally the 13,000 is south of Vaughan in the broader study area and some on Montgomery Park. New units primarily in study area on ESCO site and between Vaughan and Wilson.
- Jen – A lot of mapping touches on comp plan – how much is on track to be executed and how much will change?
  - Staff talks about the area where greatest change could be and its impact on comprehensive plan.
- Brian – Who is leading the EOA process and how long does it take?
  - Staff – EOA is state-driven process. Current EOA done 2010-12, need to redo it every several years. Lots has changed – likely to see different supply and demand. Industrial land supply likely to continue to be tight. There may be some discussion about the type of industrial jobs that are likely or desired in the future. Process should be in 2021-22.
- Brian - Scenario is good. For community benefits, affordable housing makes the most sense based on housing crisis etc.
- Steve - With respect to affordable housing and commercial, haven't seen anything recent that talks about the effectiveness of inclusionary housing policy. Also have questions about zoning and height.
  - Staff – will try to track down more recent data.



- Dalton – Making sense - the Hybrid approach. Wondering if area G (southern part) or H could be treated similarly to allow transition from Industrial to mixed use.
  - Staff – approach is trying to address current industrial land issues, so trying to maintain supply. However staff can look into this more as we put together a draft.
- Mike – Scenario 0 – why was the study area expanded beyond the specific area of change (to include areas in NW south of Vaughan)?
  - Staff – staff describes the study area used by staff and consultants to evaluate all scenarios. All the scenarios evaluated areas ¼ mile from the original proposed alignment.
- Mike – some sort of a mixed (hybrid) version seems to make some sense. What it looks like and how it's done are still relevant. Talked about demand for industrial, but have not addressed demand for housing, commercial and other things. Will that come into play? Or is it an if they build it it's ok? Also a question of density – what can this area handle and what is the impact to adjacent neighborhoods?
  - Staff – we do have data on housing needs at a citywide level. Is it better here? We are trying to answer that. Also have info on commercial demand, but that use typically follows where residential or other uses demand it. Focused on industrial because it's a part of city economy and in short supply.
- Steve – has several questions for follow up. Appreciate city team's responsiveness to PWG comments, interests and concerns over the past several weeks and incorporate it in the study process. Has specific questions about zoning summary – specifically about 120 foot “bonus height.” A 5:1 FAR is consistent with what is being built at Conway – is height really needed? Concerned about the proposal for the added heights.
- Alex – What is timeline for public benefits discussion – how can we get looped in or weigh in on this?
  - Staff – will do internal work on this with staff, consultants, equity experts and looking back at CBO reports. Not quite sure how we will loop PWG back in on this yet. But can possibly figure out a way to follow up.
- Jordan – thinks this a hybrid approach does a good job of addressing both industrial land and issue of housing crisis. New streetcar alignment is more cost effective and makes sense. Concerned that cost of public benefits may be too much of a squeeze that would slow things down or be a challenge to calibrate. Has confidence that there will be demand for the housing and commercial services in long run in this type of close-in location. Additional height is appropriate here where impacts to adjacent neighbors is limited – environmentally sound, allows for transit – meets all criteria for more height.
- Steve – see chat for questions for follow up.
- Greg – appreciate concept of keeping industrial land to east, but note we are losing it in areas C and D. What is the impact of this additional development on Nicolai? Any



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.



thought about disconnection to Nicolai to the south? Keep traffic off egress lines from the industrial areas.

### **Transportation Task Discussion**

Kate Drennan presented information on the transportation next steps in the process. Proposed a transportation charrette. Please refer to meeting presentation slides # 30-37 and video: [https://youtu.be/bGzUMY\\_DL-4?t=6467](https://youtu.be/bGzUMY_DL-4?t=6467).

### ***PWG questions and comments on transportation tasks:***

- Alex – This is relevant to public benefits discussion. Overlap. Look forward to charrette/next steps.
- Steve – Suggests meetings in December and January. Would be good to do a charrette.
  - Staff – we will try to determine this, but don't want to overbook PWG.
- Phil – like transportation framework. Anxious to see how NW 23<sup>rd</sup> will work.
- Alex – Are we assuming that the parking district will be extended?
  - Staff – still discovering this.

Staff mentioned that the height bonus being contemplated (up to 120') would likely be tied to benefits of some kind and employed through a review. Current Planned Development approach was utilized by Pepsi site on NE Sandy/27<sup>th</sup> Avenue. Will send link to development review.

- Raymond – no matter what we need to keep track of any potential for displacement due to changes.
- Greg – would Rejuvenation be “grandfathered” in? They do some manufacturing.
  - Staff – most would be grandfathered. Think they may fit under the proposed employment zone allowances as well.
- Steve – sounds similar to sequence of events in CEIC a few years ago. Anything we can point to regarding impacts and displacement of industrial uses.
  - Staff – will look into that. One thing that's different is ESCO is gone. Other uses may be conforming to some degree.

### **Public Comments**

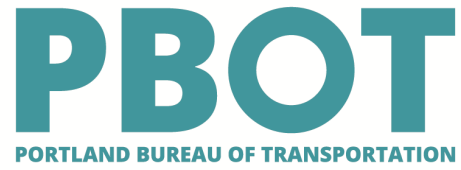
None.

### **Wrap Up**

Appreciate PWG's feedback – it's been a good conversation/progression. Next step is to work through the details. Discussion Draft is next public step.



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.

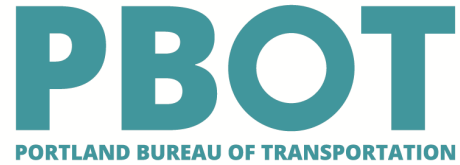


Staff agreed to hold a transportation charrette and consider a public benefits charrette or other feedback tool to capture PWG input on this. Staff will share CBO reports with the group when they are completed. Staff noted the Discussion Draft is planned for January 2021 (now more likely February 2021). The next PWG meeting is tentatively scheduled for February 10, 2021.

The meeting adjourned at about 6:05 PM.



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.



## Meeting Chat

16:25:17 From Phil Selinger : I have a couple of comments..... Thanks.

16:33:41 From Dan Bower : Speed is a function of design...for all modes. stop spacing, signals, loading...etc. agree with phil

16:36:31 From Alex Zimmermann (she/her) : +1 to what Phil and Reza have said

16:37:07 From Kate Drennan : Yeah, and these are great things for us to be thinking about for the next phase where we think about more network connectivity

16:38:27 From Phil Selinger : Reza and I are on the page.... I'm cool so far.... Thanks!

16:38:28 From Reza Farhoodi : a St Johns to Northwest connection would be great

16:38:41 From Reza Farhoodi : we lost that in the Great Service Cuts of 2012

16:40:07 From Phil Selinger : Agreed. We gained the Fremont Bridge connection (Line 24), but lost the St John's Bridge link.

16:42:35 From Phil Selinger : I'm still uncomfortable with the 23rd/Vaughn impact measurements....

16:58:13 From Mike Stonebreaker : Barry, can you point out where the 13,000 base housing in Scenario 0 would be built?

16:58:57 From Kate Drennan : Mike- Any housing under scenario 0 would be housing that Montgomery Park is building under their existing plans

17:00:34 From Kate Drennan : Good point Barry- there could be more development in the existing zoning in NW.

17:20:17 From Dalton : I'd like to follow up on that zoning question

17:25:18 From Kashea Kilson-Anderson : I have to leave everybody. I have another meeting to attend.

17:25:19 From Mike Stonebreaker : I would like to ask a follow up question when there is a moment.

17:39:10 From Phil Selinger : Three points I'll make in chat since time is short regarding public benefit:

17:40:50 From Phil Selinger : One is the benefit to the north end of NW 23rd relative to streetscape opportunity. Two is the Scenario 4 streetcar alignment is faster and will draw more ridership. Three is Scenario 4 affords access to both streetcar routes from the study area.

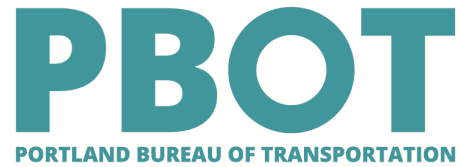
17:41:00 From Greg Madden (NIBA) : I think that "preferred" scenario 4 would ultimately give the developers a scenario 4 zoning change with less streetcar construction and ultimately streetcar cost to them. Maybe Dan knows the answer to the developers commitment to build the streetcar.

17:45:33 From Phil Selinger : Steve's point is a good one... and it translates into traffic impacts.

17:47:45 From Nicholas Starin : Steve: Do you have a rough "base" height and a maximum "bonus" height scheme that you think would work on these blocks?



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.



- 17:48:23 From stephen ramos : Following up on Steve's point also. 1. heights greater than 65 feet are incompatible with the pedestrian oriented goal. 2. In Conway, the 65 foot height limits and associated FAR were specifically implemented in conjunction with an embedded network of pedestrian oriented open spaces...without going to 120 feet.
- 17:51:16 From Steve Pinger : I disagree that this is the perfect place for additional height, it may be the perfect place for additional density but those are different things.
- 17:51:55 From Steve Pinger : Nick hi, yes 75' max.
- 17:51:57 From Phil Selinger : Greg makes a good point, but that would push more traffic to 23rd/Vaughn. Need more analysis - Kate's segway.
- 17:55:43 From Steve Pinger : Kate, will both of your presentations be posted?
- 17:57:45 From Dalton : Big fan of charettes
- 18:02:49 From Phil Selinger : Dan - I did not mention grade separation!
- 18:04:38 From Dan Bower : noted, phil...
- 18:08:06 From Mike Serritella - PBOT : Thanks all - take care :)