



MONTGOMERY PARK TO HOLLYWOOD TRANSIT AND LAND USE DEVELOPMENT STRATEGY

PWG Meeting

November 3, 2021



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

Agenda

- 4:00 Welcome and Introductions
- 4:10 Project Updates/Housekeeping
- *PWG items and Public Comments*
- 4:20 Recap of Scenario 4/Preferred Scenario
- *Review preliminary zoning, transportation, and benefits ideas*
- 4:30 Discussion Draft Preview
- *Land use approach and transportation highlights*
 - *Approach to benefits*
 - *Revised alignment*
 - *Issues of concern?*
- 5:40 Discussion Draft Outreach/Feedback
- 5:50 Next Steps/Public Comment
- *Next meeting*
- 6:00 Adjourn



Scenario 4

Legend

- High Density Mixed Use
- Medium Density Mixed Use
- Medium Density Employment
- Light Industrial & Creative Office
- Industrial Main Street Overlay*
- Historic/Cultural Building Preserved
- Heavy Industrial
- Proposed Transit Alignment
- Existing Streetcar
- Plan District Boundary

* Industrial Main Street Overlay considers additional development standards and guidelines



Perkins&Will

Land Use + Urban Form

Legend

- High Density Mixed Use
- Medium Density Mixed Use
- Medium Density Employment
- Light Industrial + Creative/Industrial Office
- Light Industrial, Employment + Mixed Use
- Historic/Cultural Building Preserved
- Heavy Industrial
- Proposed Streetcar Extension
- Existing Streetcar
- Plan District Boundary

Scenario 4: Hybrid

DRAFT: NOVEMBER 19, 2020



Hybrid of Mixed Use and E

Portlandoregon.gov/transportation

SCENARIO 1: INDUSTRIAL

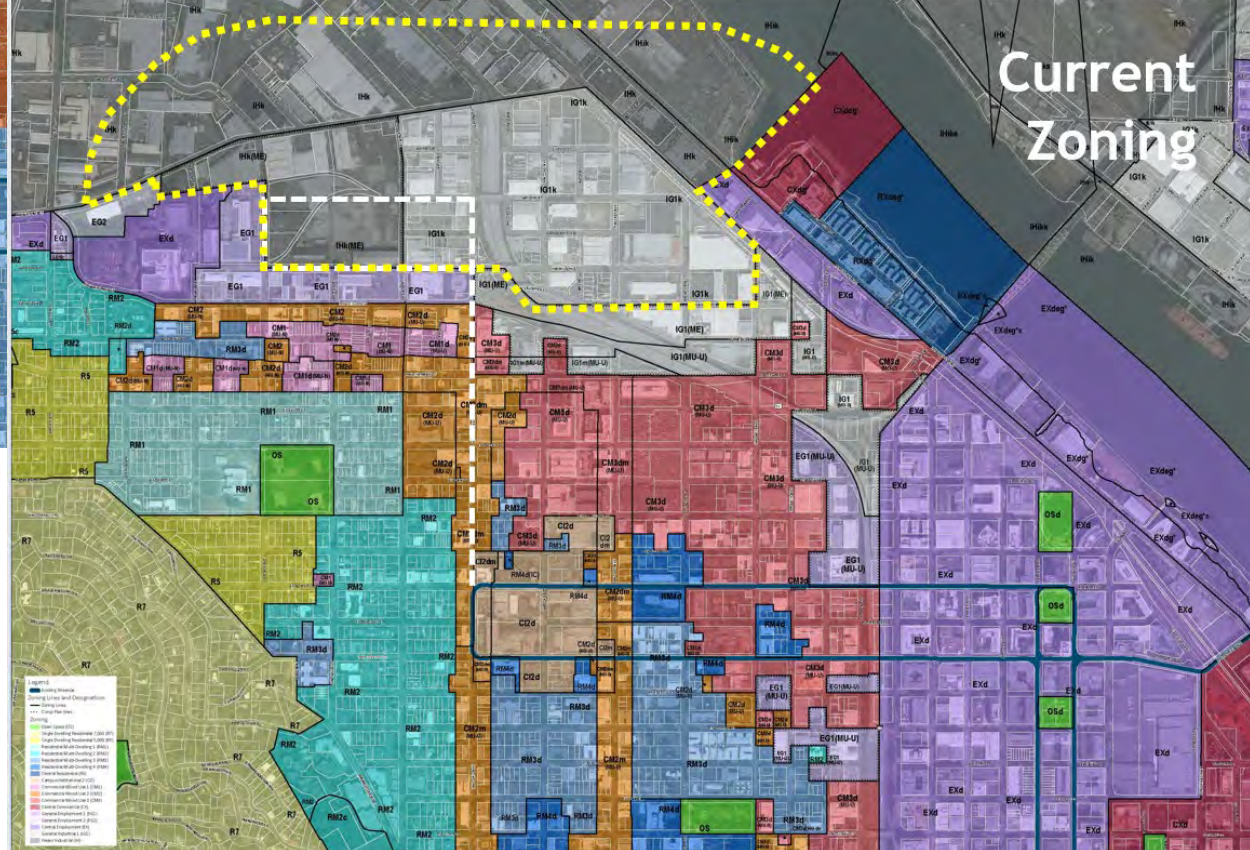
SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

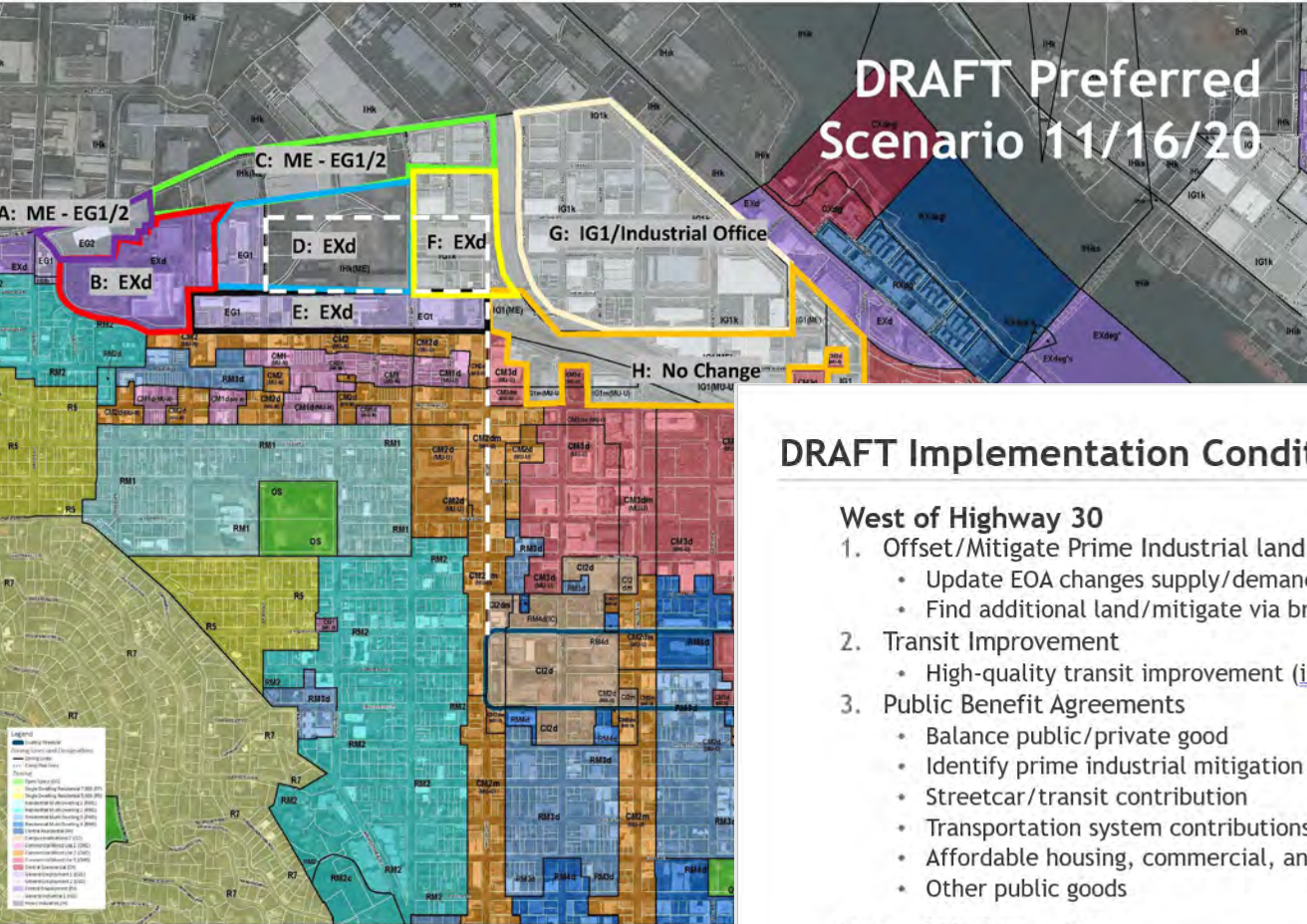
SCENARIO 4: HYBRID



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DRAFT Preferred Scenario 11/16/20



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

October 8, 2020
 City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System
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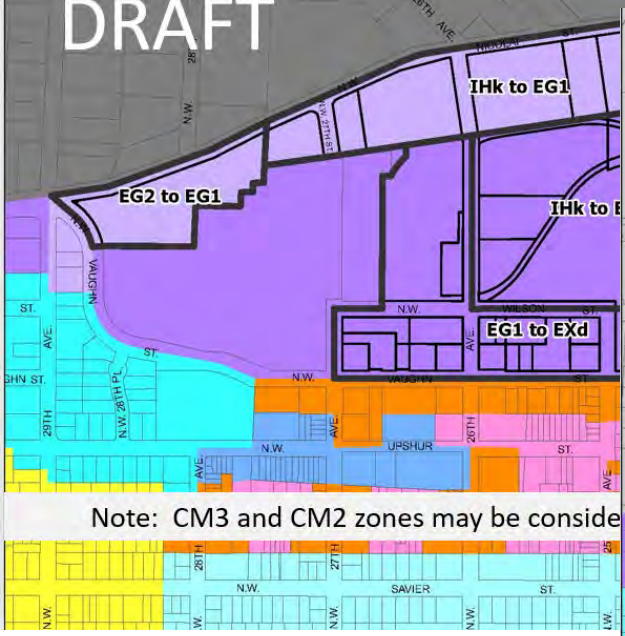
Legend

- Proposed Zone Changes
- Tax Lots with Proposed Zone Changes
- Proposed Zoning
- Single Dwelling Residential 5,000 (RS)
- Residential Multi-Dwelling 1 (RM1)
- Residential Multi-Dwelling 2 (RM2)
- Residential Multi-Dwelling 3 (RM3)
- Commercial Mixed Use 1 (CM1)
- Commercial Mixed Use 2 (CM2)
- Commercial Mixed Use 3 (CM3)
- General Employment 1 (EG1)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)

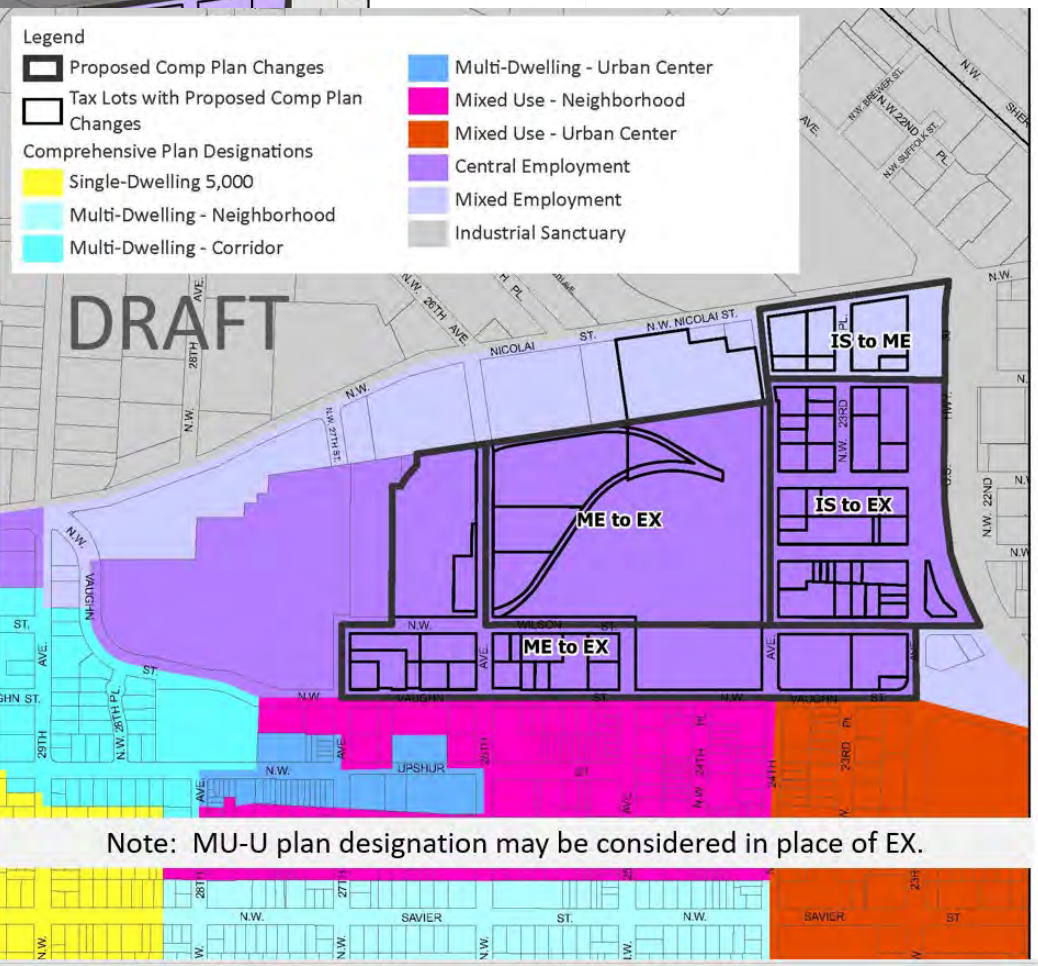
January 22, 2021
 City of Portland |
 Bureau of Planning and Sustainability |
 Geographic Information Systems

Montgomery Park to Hollywood

Proposed Zoning Changes



Note: CM3 and CM2 zones may be considered



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

January 22, 2021
 City of Portland |
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 Geographic Information Systems

Montgomery Park to Hollywood

Proposed Comp Plan Changes

DRAFT

NORTH

0 250 500 Feet

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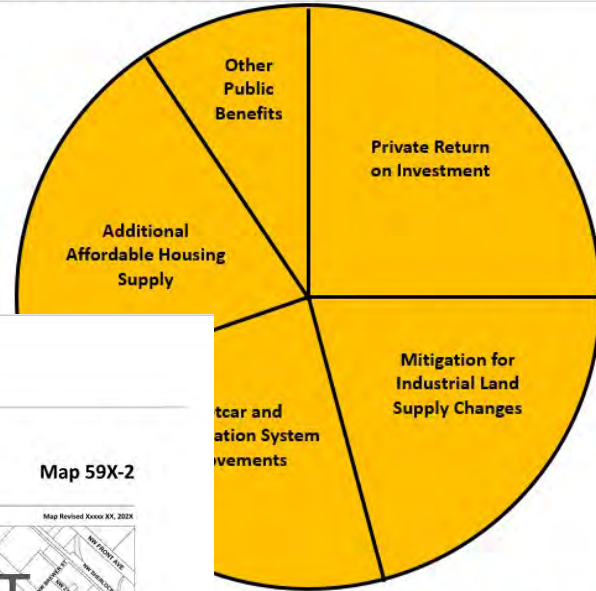
City of Portland, Oregon

8/1/2019 10:58:11 AM (Project GIS) Tech Services | 8/1/2019 10:58:11 AM (Project GIS) Tech Services | 8/1/2019 10:58:11 AM (Project GIS) Tech Services

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 cor with inclusionary housing provisions would be allowed an additional building height. The maximum height for buildings would be 75 feet CM3 zone allowances.
 2. **Planned Development.** Option on sites over two acres. Currently th provision would allow building heights up to 120 feet. Development be required to develop a master plan for the site, approved by Portl: Design Commission. In addition, developments would be required to inclusionary housing targets (tbd), provide publicly-accessible open meet energy efficient building requirements, or provide other benef
- **NW Vaughn frontage.** Consider height step-down.
- **Design overlay zone.** The Design Overlay Zone Amendment (DOZA) recommendat include new design standards, design guidelines, and changes. Pro subject to cit

DRAFT Value and Public Benefits



DRAFT Zoning Concept

- Create New Plan District

Vaughn-Nicolai Plan District Map 59X-1



Vaughn-Nicolai Plan District Streetcar Alignment Map 59X-2



Land Use Proposal Summary

- **Foster a new Mixed-Use Neighborhood west of Highway 30.**
- **Create Public Benefits:**
 - Affordable Housing – use zoning bonus tools
 - Affordable Commercial - use zoning tools
 - Public Amenities – (open space, energy efficiency) - use bonus options
 - Equity/Wealth Building – contracting requirements, etc. through benefits agreement (TBD)
- **Retain Industrial Land east of Highway 30.**
- **Maintain Industrial Buffer near NW Nicolai.**



Proposed Scenario

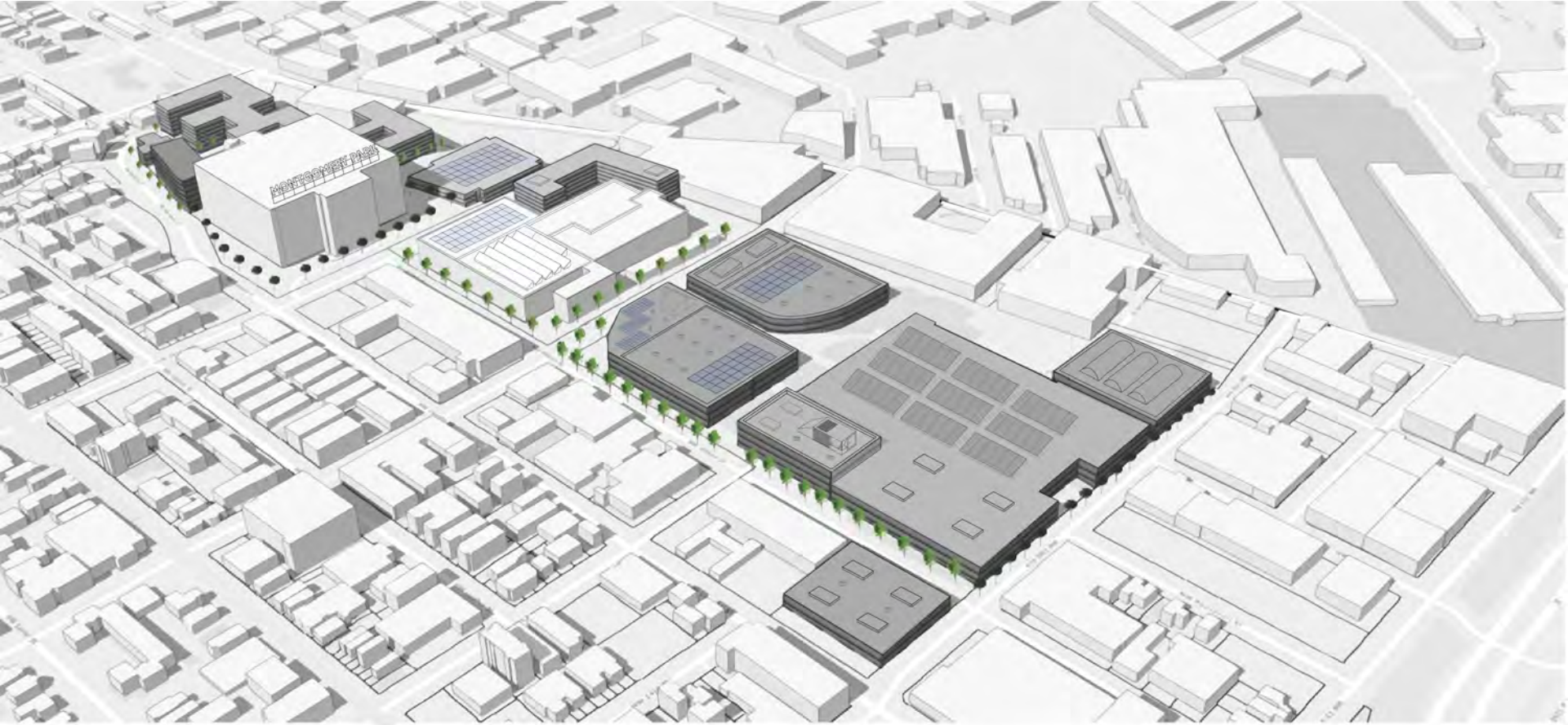


Legend

- Proposed Streetcar Alignment
- Existing Streetcar Alignment
- Designated Civic and Neighborhood Corridor

District Concept

Possible Future - Existing Zoning



Possible Future - Mixed Use Zoning



Conditions for Implementation

- 1. Industrial Land Supply** - Losses of prime industrial land (k overlay) would need to be addressed before rezoning could occur.
 - Direct offsets: replace loss of acreage with new industrially-zoned land
 - Mitigation Fund: contribute to fund for clean up or access improvement
- 2. Streetcar and Infrastructure Investment** – Certainty about transportation investments must be established before rezoning could occur.
 - Streetcar/Transit: owners form LID; city applies for federal funding
 - Street Network: owners form LID; city seeks match funds as appropriate
- 3. Public Benefits Agreement** – Create an agreement between property owners and City of Portland defining public benefits:
 - Affordable Housing: additional affordable housing above standard Inclusionary Housing requirements.
 - Affordable Commercial Space: lower barrier to entry for entrepreneurs and serving lower-income populations.
 - Public Amenities: Publicly accessible open space; energy efficient buildings.
 - Equity/Wealth-Building: contracting requirements; etc.

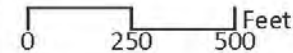
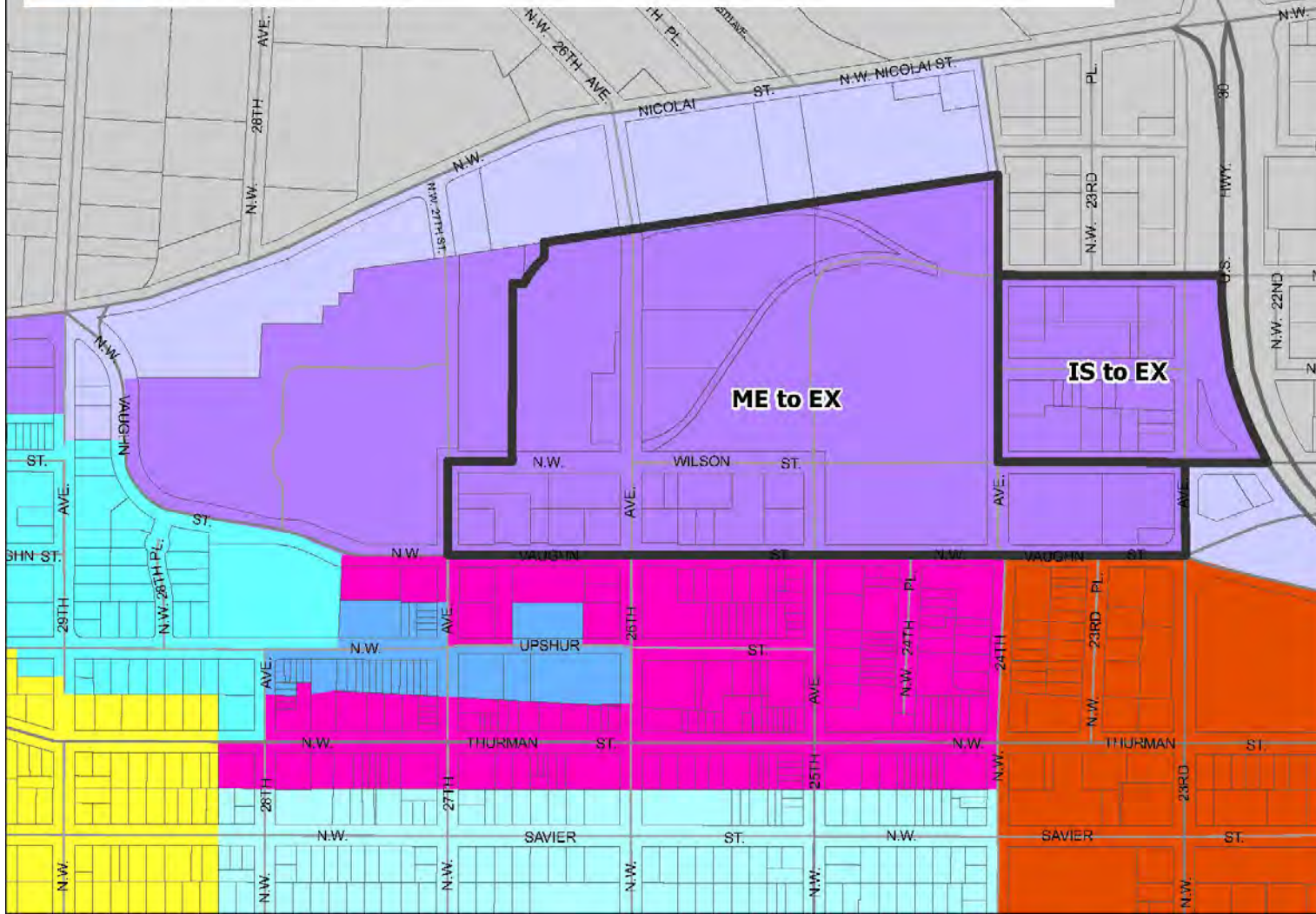


Montgomery Park to Hollywood

Northwest Plan Discussion Draft - Proposed Comprehensive Plan

Legend

-  Proposed Comp Plan Changes
-  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



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Montgomery Park to Hollywood

Northwest Plan Discussion Draft - Proposed Zoning

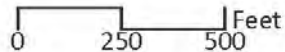
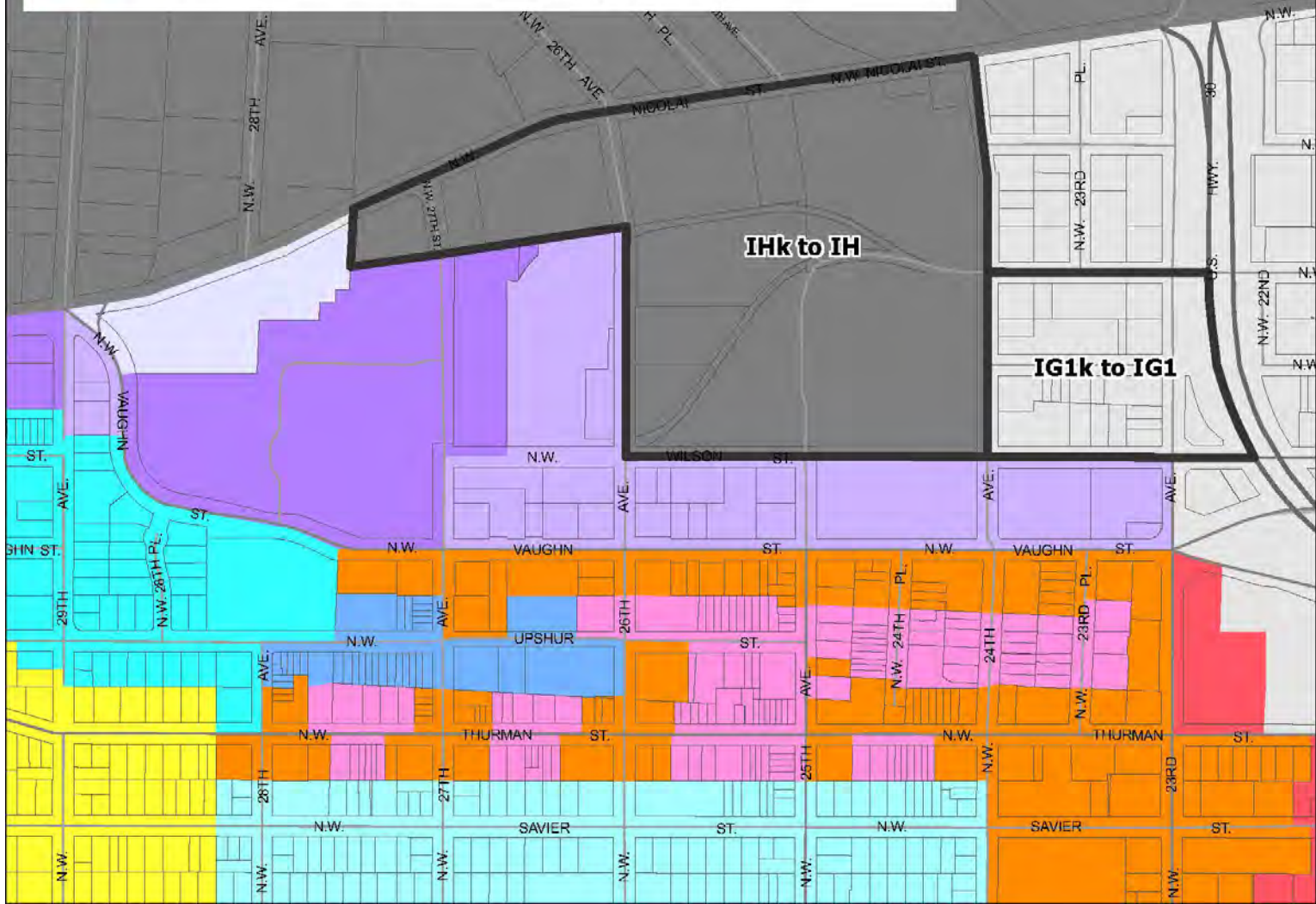
Legend

 Proposed Zone Changes

Zoning

-  Single Dwelling Residential 5,000 (R5)
-  Residential Multi-Dwelling 1 (RM1)
-  Residential Multi-Dwelling 2 (RM2)
-  Residential Multi-Dwelling 3 (RM3)
-  Commercial Mixed Use 1 (CM1)

-  Commercial Mixed Use 2 (CM2)
-  Commercial Mixed Use 3 (CM3)
-  General Employment 1 (EG1)
-  General Employment 2 (EG2)
-  Central Employment (EX)
-  General Industrial 1 (IG1)
-  Heavy Industrial (IH)



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Montgomery Park to Hollywood

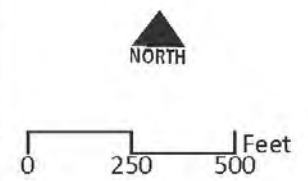
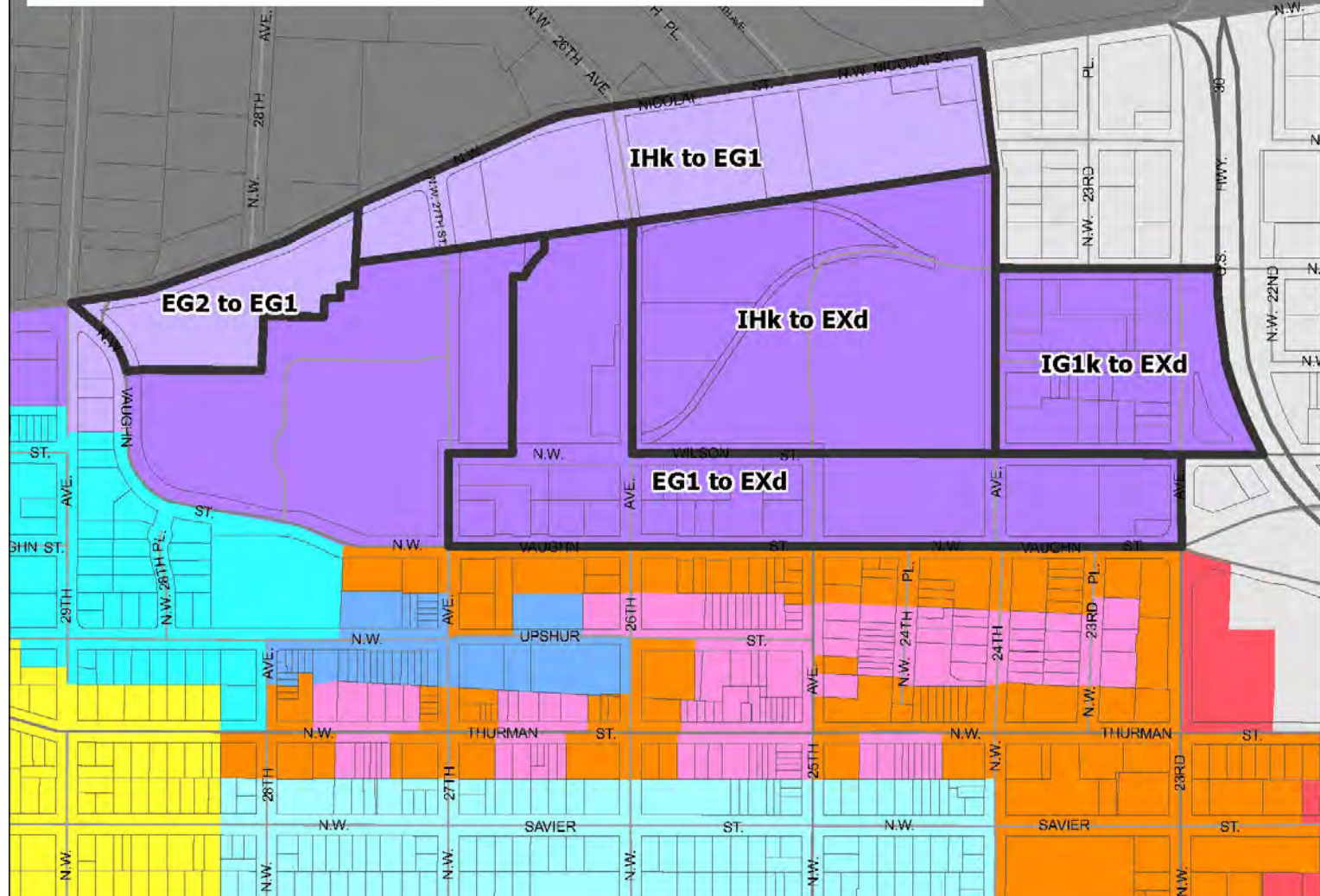
Northwest Plan Discussion Draft - Future Zoning

Legend

Future Zone Changes

Future Zoning

	Single Dwelling Residential 5,000 (R5)		Commercial Mixed Use 2 (CM2)
	Residential Multi-Dwelling 1 (RM1)		Commercial Mixed Use 3 (CM3)
	Residential Multi-Dwelling 2 (RM2)		General Employment 1 (EG1)
	Residential Multi-Dwelling 3 (RM3)		Central Employment (EX)
	Commercial Mixed Use 1 (CM1)		General Industrial 1 (IG1)
			Heavy Industrial (IH)



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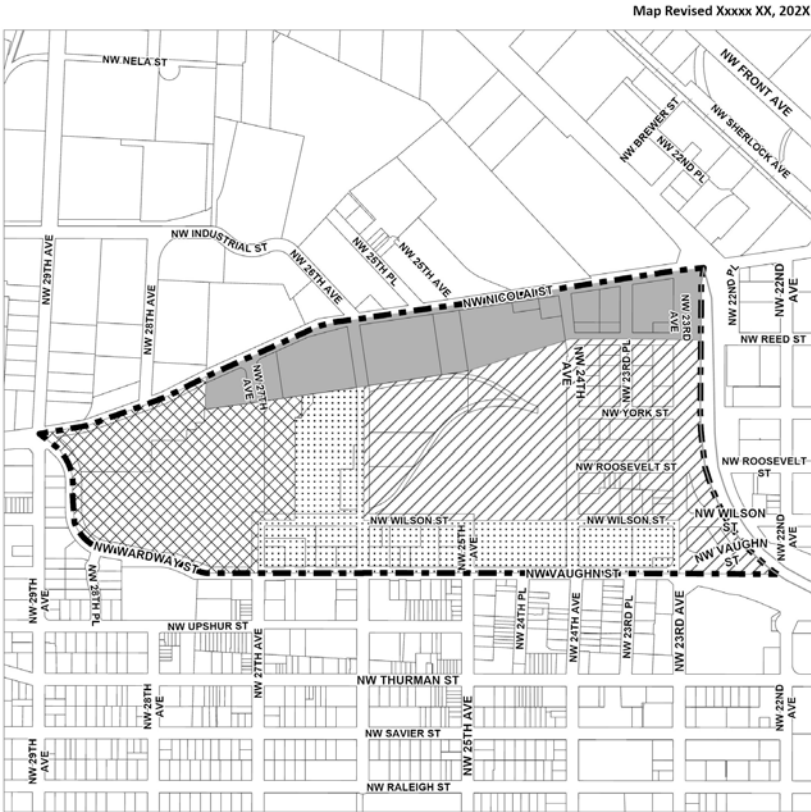


City of Portland, Oregon

Create New Plan District

Vaughn-Nicolai Plan District

Map 590-1

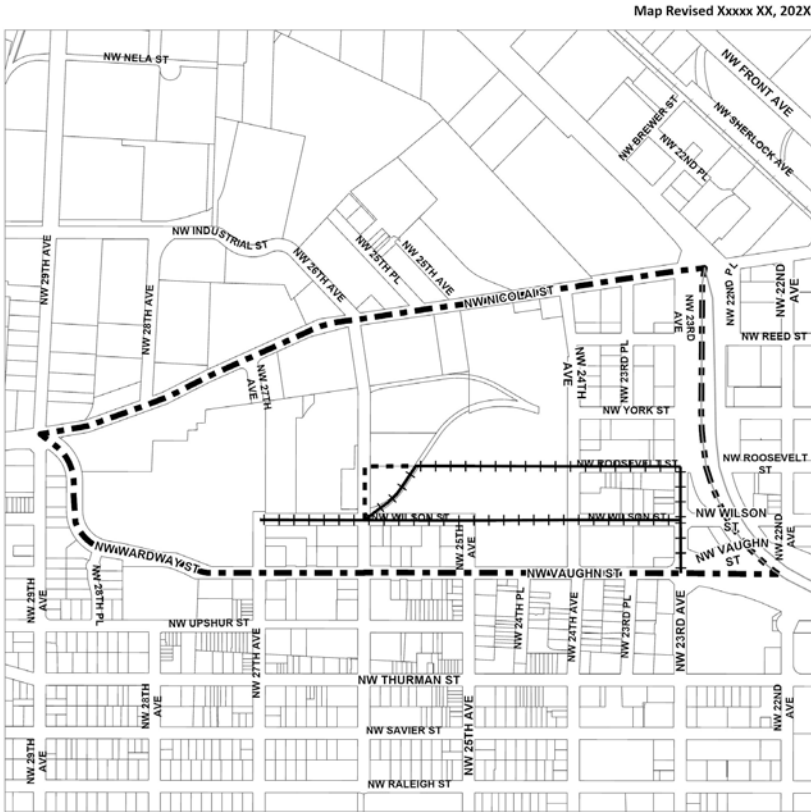


- Legend
- Plan District Boundary
 - Subdistrict A
 - Subdistrict B
 - Subdistrict C
 - Subdistrict D

0 400 800
 Scale in Feet
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Vaughn-Nicolai Plan District
Streetcar Alignment

Map 590-2



- Legend
- Plan District Boundary
 - Streetcar Alignment
 - Streetcar Alignment (Alternate)

0 400 800
 Scale in Feet
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Plan District Components

Zoning Map Amendments. Three additional criteria are added for quasi-judicial zoning map amendments: Industrial Mitigation; Transit Funding; Street Plan.

Use Prohibitions. Quick Vehicle Servicing; Self-Service Storage; Commercial Outdoor Recreation; and Agriculture.

Use Limitations. Retail Sales and Service uses are proposed to be limited in size.

Required Uses. Active, non-residential uses required near the streetcar alignment.

Floor Area. Specific floor area ratios are proposed for different Subdistricts in the area to better leverage public benefits.

Plan District Components

Affordable Housing/Bonus provisions - EX zone:

1. **Inclusionary Housing Bonus.** Development that triggers inclusionary housing provisions is allowed additional floor area.
2. **Affordable Housing Benefit Bonus.** Pathway for additional floor area and height, for additional affordable housing fund contributions.
3. **Planned Development Bonus.** Developments on sites over five acres would be eligible. This bonus allows significant additional building heights and floor area. The bonus requires a master plan for the site, and review by the Portland Design Commission (Type III). Other requirements:
 - provide Inclusionary Housing units on-site,
 - meet Affordable Housing Benefit bonus requirement,
 - provide 15+ percent of the site as a publicly-accessible open area, and
 - meet requirements for energy efficient buildings.

Plan District Components - Bonuses

	Base FAR*	Base Height	IH Max FAR	IH Max Height	AHB Max FAR	AHB Max Height	PD Max FAR	PD Max Height
Sub A (Nicolai Buffer)	3:1/1:1	65	n/a	n/a	3:1	65	n/a	n/a
Sub B (ESCO/23-24)	3:1/1:1	65	1.5:1	65	5:1	75	6:1	130
Sub C (Mont Park)	3:1	65	5:1	65	5:1	75	6:1	130
Sub D (Am Can/Vaughn)	3:1/1:1	65	1.5:1	65	5:1	75	6:1	130

* Industrial Uses/Other Uses



Plan District Components

Commercial Floor Area. Commercial floor area is limited in some subdistricts. Additional floor area is allowed through the Affordable Housing Benefit bonus option.

Height Limits. A base height limit of 65 feet is proposed. A “step-down” height of 45 feet is proposed near Vaughn Street. Additional height via bonus options.

Residential Density. A minimum density is proposed for residential developments.

Windows. Enhanced standards for window coverage at ground floor and upper floors is proposed for buildings along the streetcar alignment.

Active Use Areas. Buildings near the streetcar alignment required to be constructed for active uses at the ground floor. Surface parking prohibited near streetcar.

Plan District Components

On-Site Open Areas. Residential uses will be required to provide on-site open areas that will benefit the residents of new development.

Design Overlay. The Design (d) overlay zone would be automatically applied when properties are rezoned to EX.

Transportation Demand Management. Transportation Demand Management (TDM) provisions would be applied to developments adding ten or more units or over 20,000 square feet of commercial space.

Parking. Parking regulations that limit the amount and location of on-site parking are proposed.

What We Heard: Biking, Walking, Urban Design

1. **Extend ped and bike-focused routes** established through NW in Motion; build safe crossings on Vaughn on those routes including 24th & 27th between Vaughn and Nicolai
2. **Make the district accessible** by wide, level, unobstructed sidewalks
3. **Focus on good lighting, inviting transit stops**, available accessible parking
4. **Continue bike connections**
Connect to Forest Park and the River through walking routes/wayfinding
5. **Explore Nicolai protected 2-way bikeway** for north side of street
6. **Extend bike/ped facilities** on main streets

MP2H | Active Transportation & Urban Design

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

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

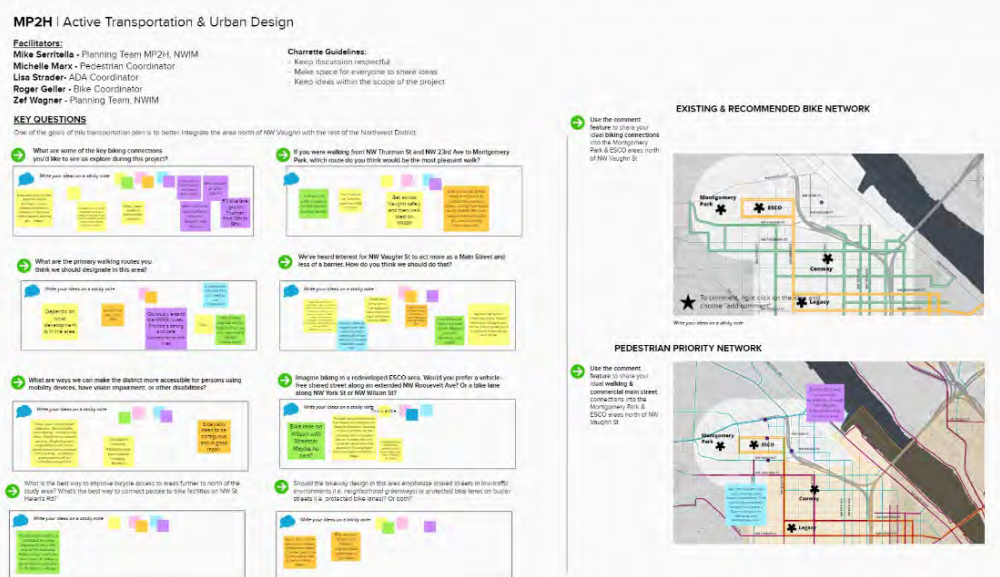
KEY QUESTIONS
One of the goals of this transportation plan is to better integrate the area north of NW Vaughn with the rest of the Northwest District.

1. What are some of the key biking connections you'd like to see or explore during this project?
2. What are the primary walking routes you think we should emphasize in this area?
3. What are ways we can make the district more accessible for persons using mobility devices, low vision impairment, or other disabilities?
4. What is the best way to improve bicycle access to walk further to north of the study area? What's the best way to connect people to site facilities on NW 58 toward 62?
5. What are your ideas on a priority route?

6. If you were walking from NW Thurston St and NW 24th Ave to Montgomery Park & ESCO area north of NW Vaughn St, which route do you think would be the most pleasant walk?
7. We've heard interest for NW Vaughn St to act more as a Main Street and less of a barrier. How do you think we should do that?
8. Imagine biking in a redeveloped ESCO area. Would you prefer a vehicle-free shared street along an extended NW Roosevelt Ave? Or a bike lane along NW 58 St at NW Mission St?
9. Should the transit design in this area prioritize shared transit in transit-oriented environments (e.g. neighborhood greenways or protected bike lanes on busier streets (i.e. protected bike lanes) or both?
10. What are your ideas on a priority route?

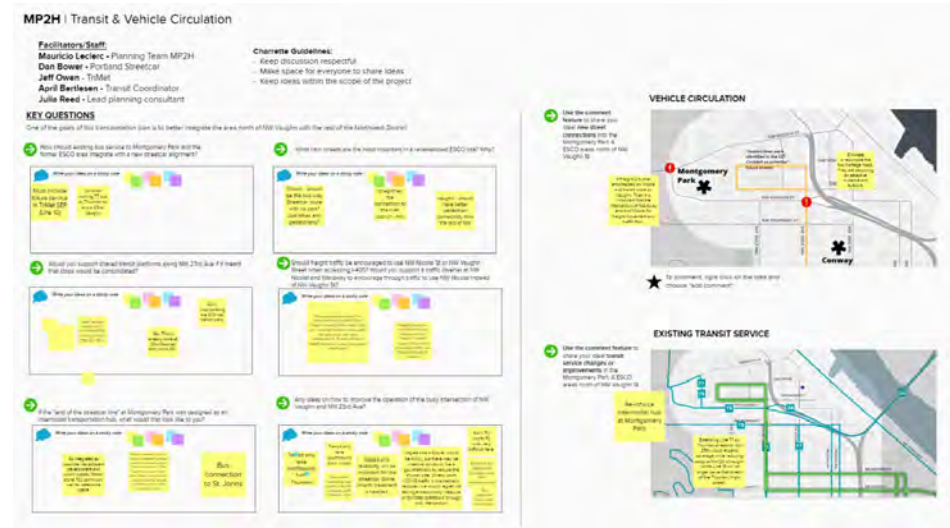
EXISTING & RECOMMENDED BIKE NETWORK
Use the comment feature to show your idea BIKING connections from the Montgomery Park & ESCO area north of NW Vaughn St.
To connect, click on the chosen "add comment" feature.
Write your ideas on a sticky note.

PEDESTRIAN PRIORITY NETWORK
Use the comment feature to show your idea WALKING & commercial area street connections from the Montgomery Park & ESCO area north of NW Vaughn St.
Write your ideas on a sticky note.

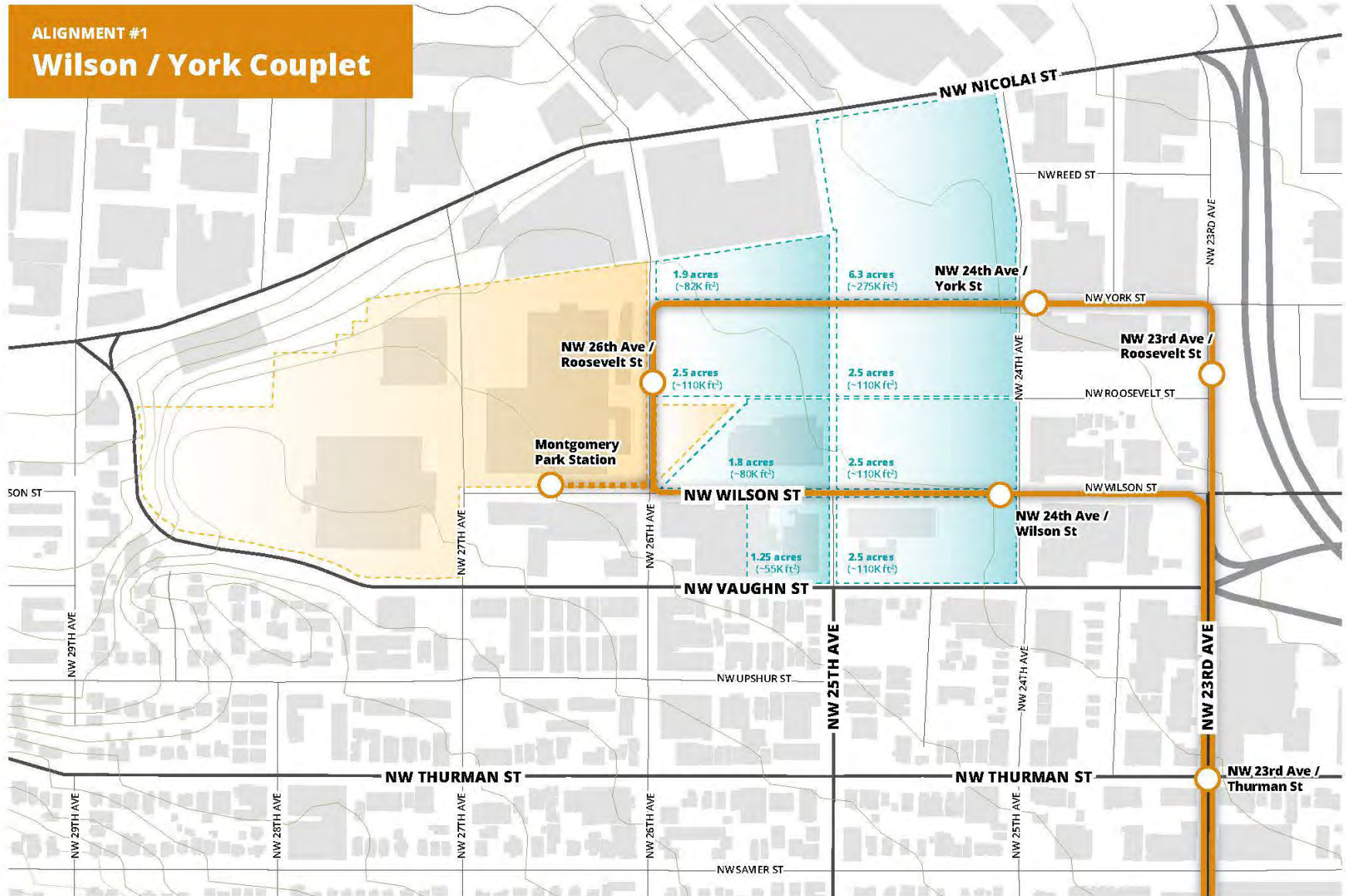


What We Heard: Transit and Autos

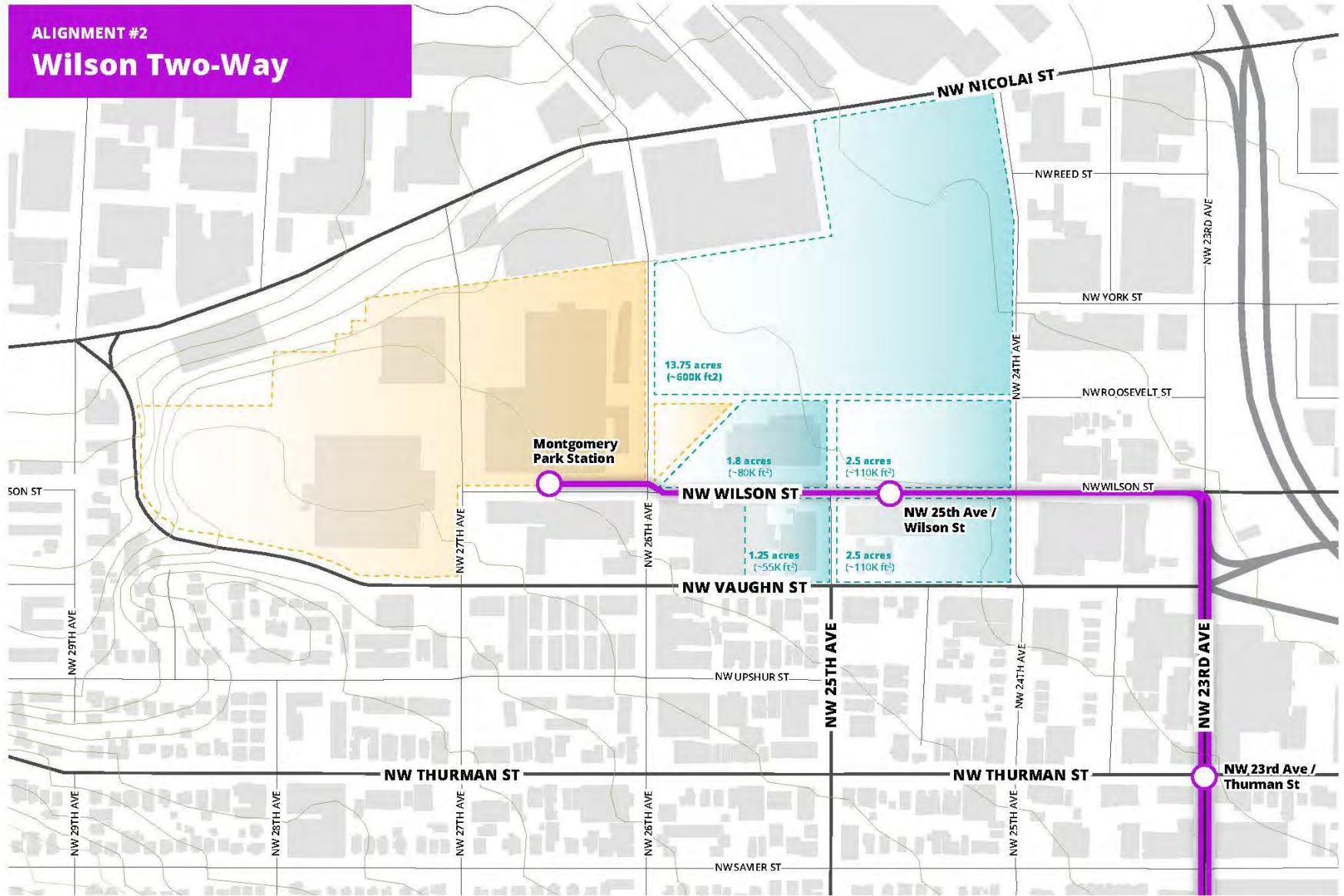
1. **Address cut-through traffic, intersection congestion**
2. **Explore streetcar options for Wilson** with two-way connections and programming at MP
3. **Integrate transit stops/end of the line stations with adjacent land uses** for placemaking
4. **Encourage Freight to use Nicolai** not Vaughn
5. **Cultural and historic significance** of this area
6. **Explore creative options** to improve safety, minimize conflicts between modes and work with TriMet to make routes and transfers efficient



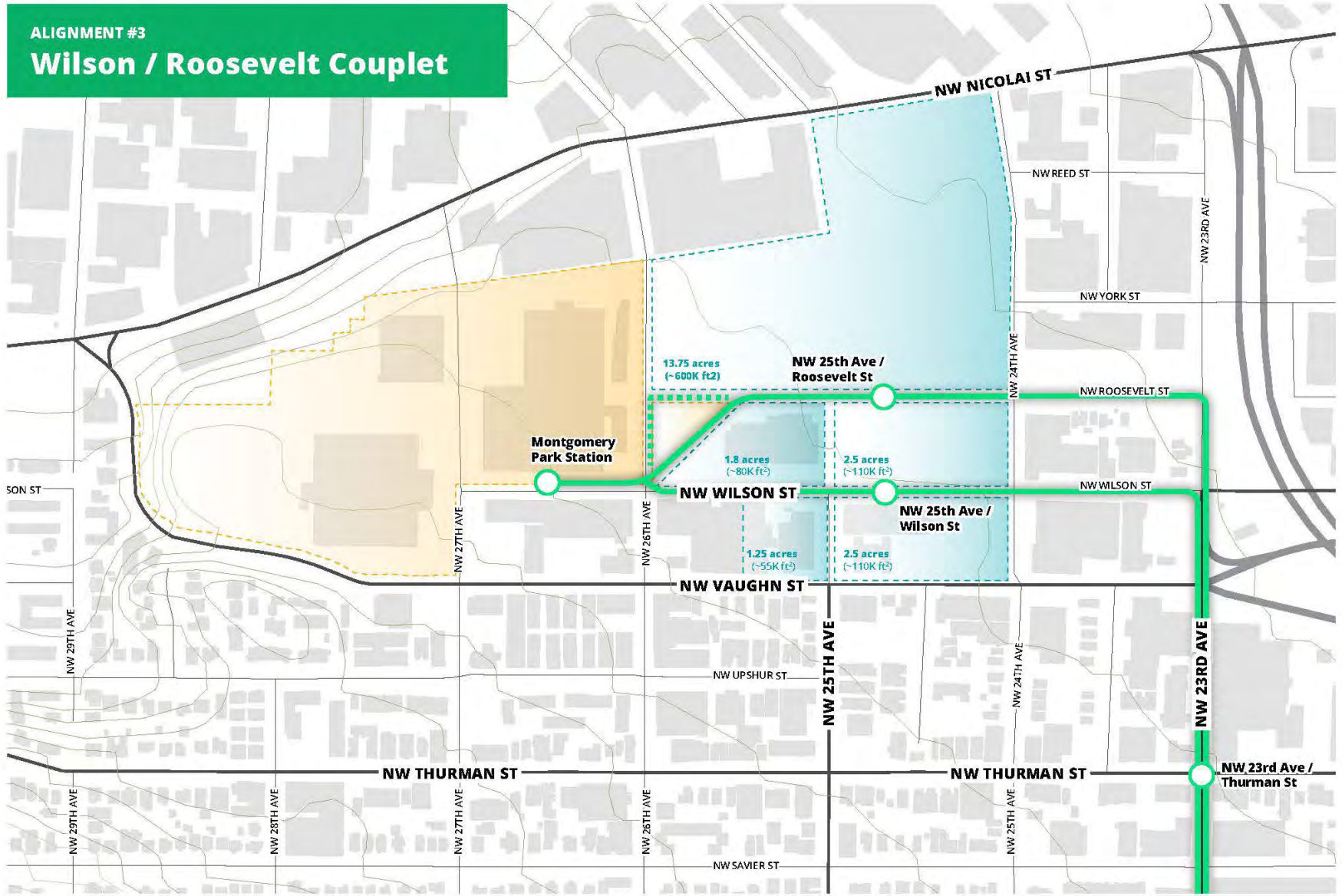
Alternative Streetcar Alignments Evaluated



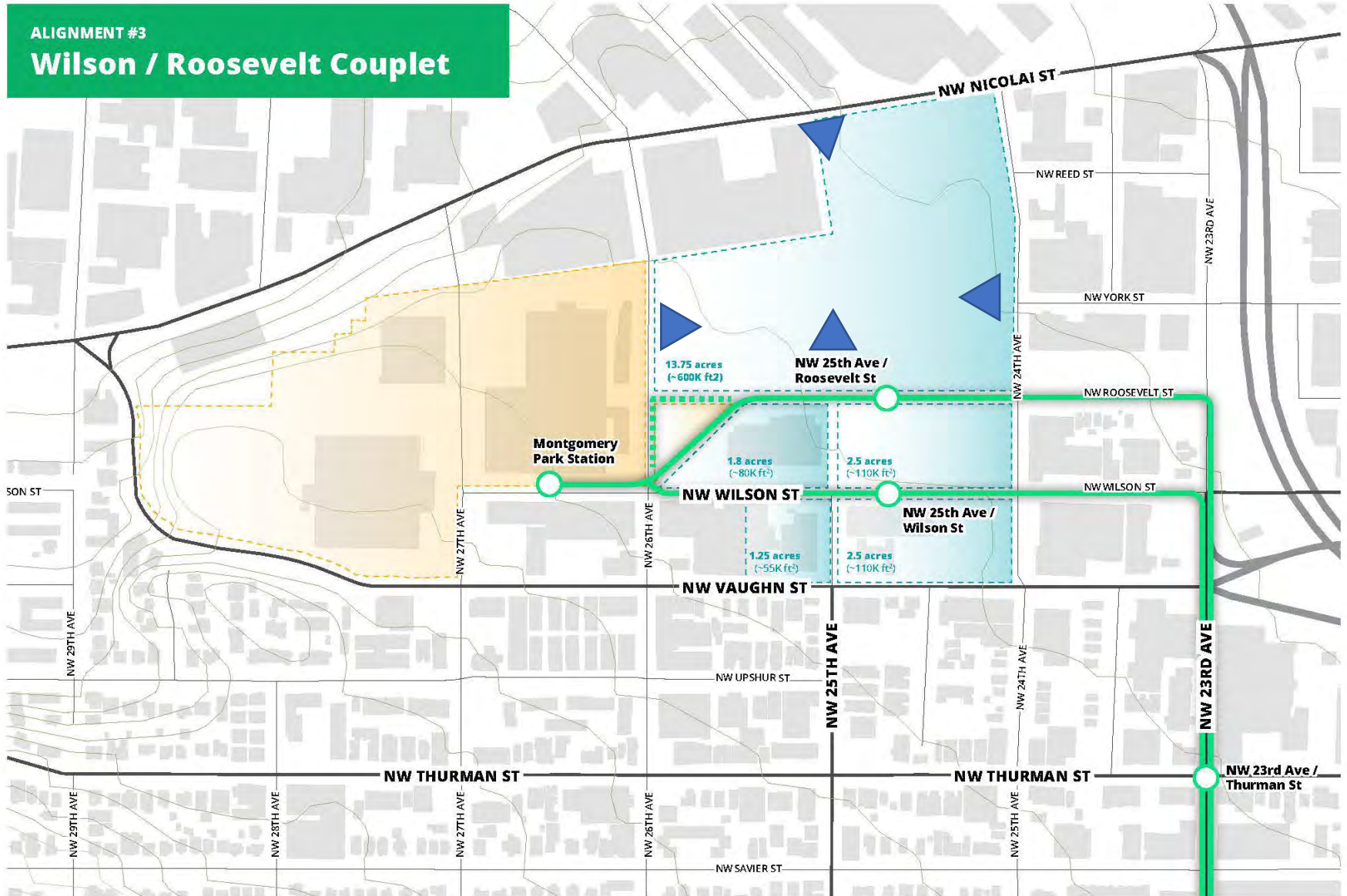
Alternative Streetcar Alignments Evaluated



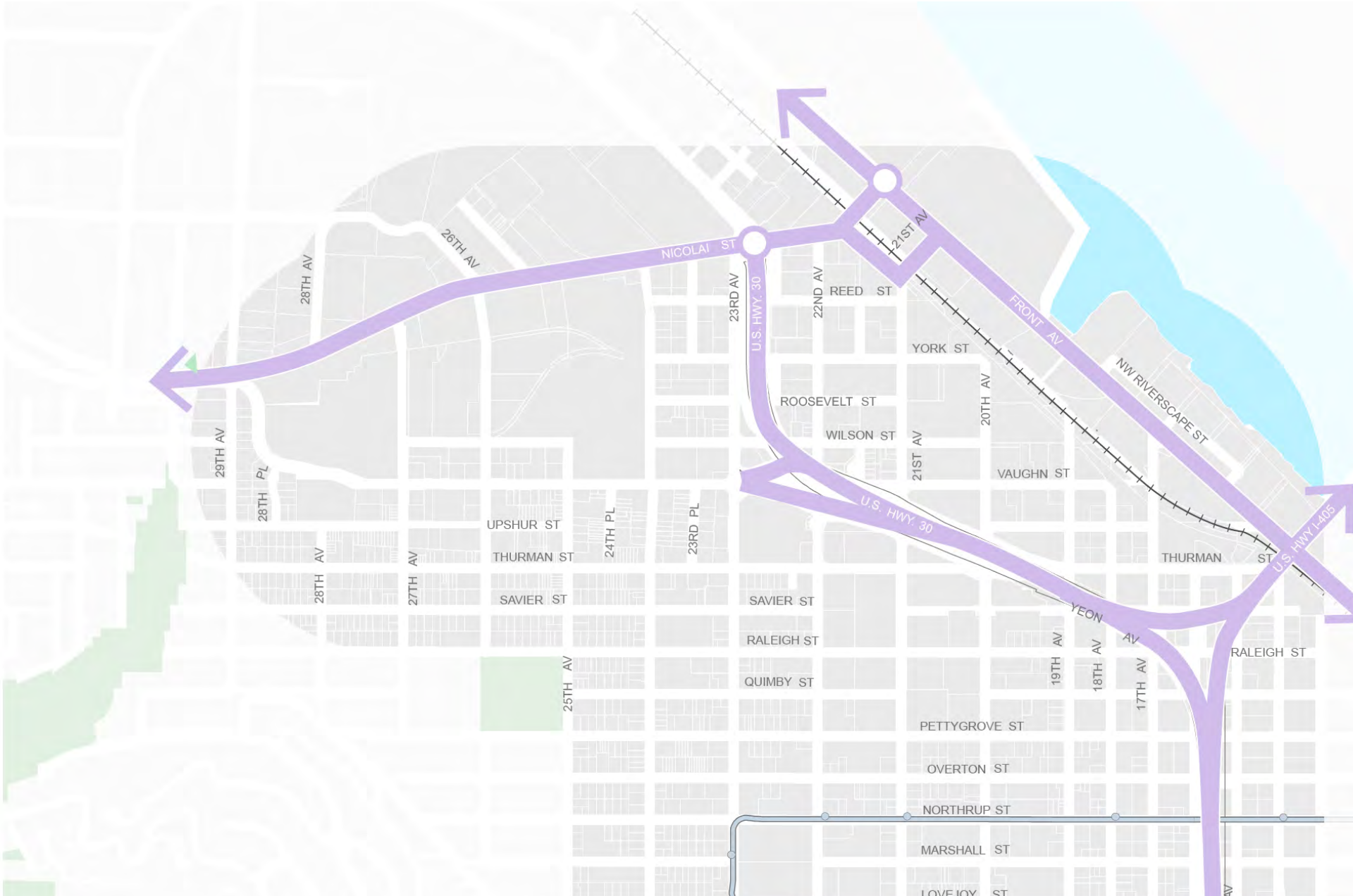
Alternative Streetcar Alignments Evaluated



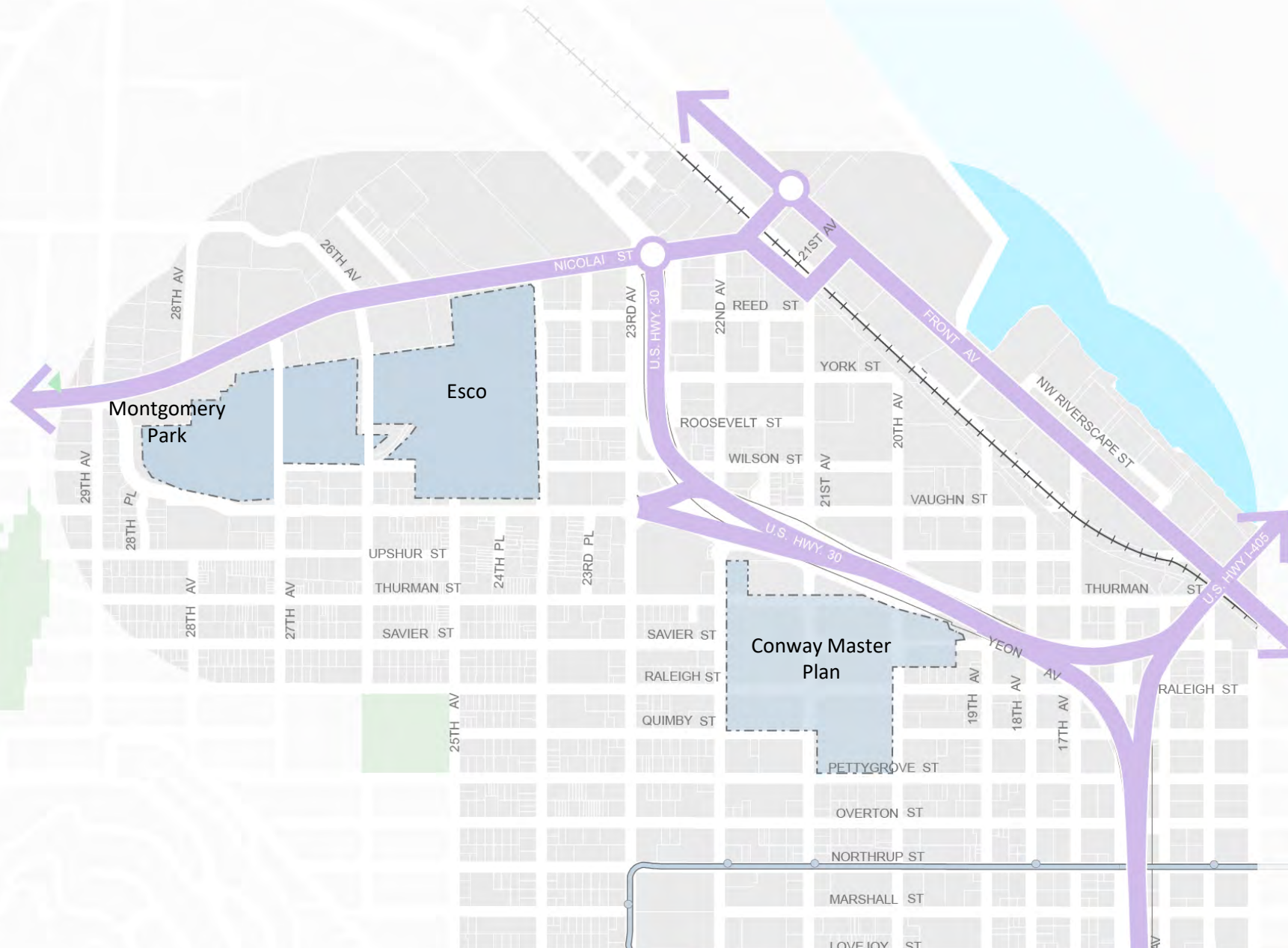
Alternative Streetcar Alignments Evaluated



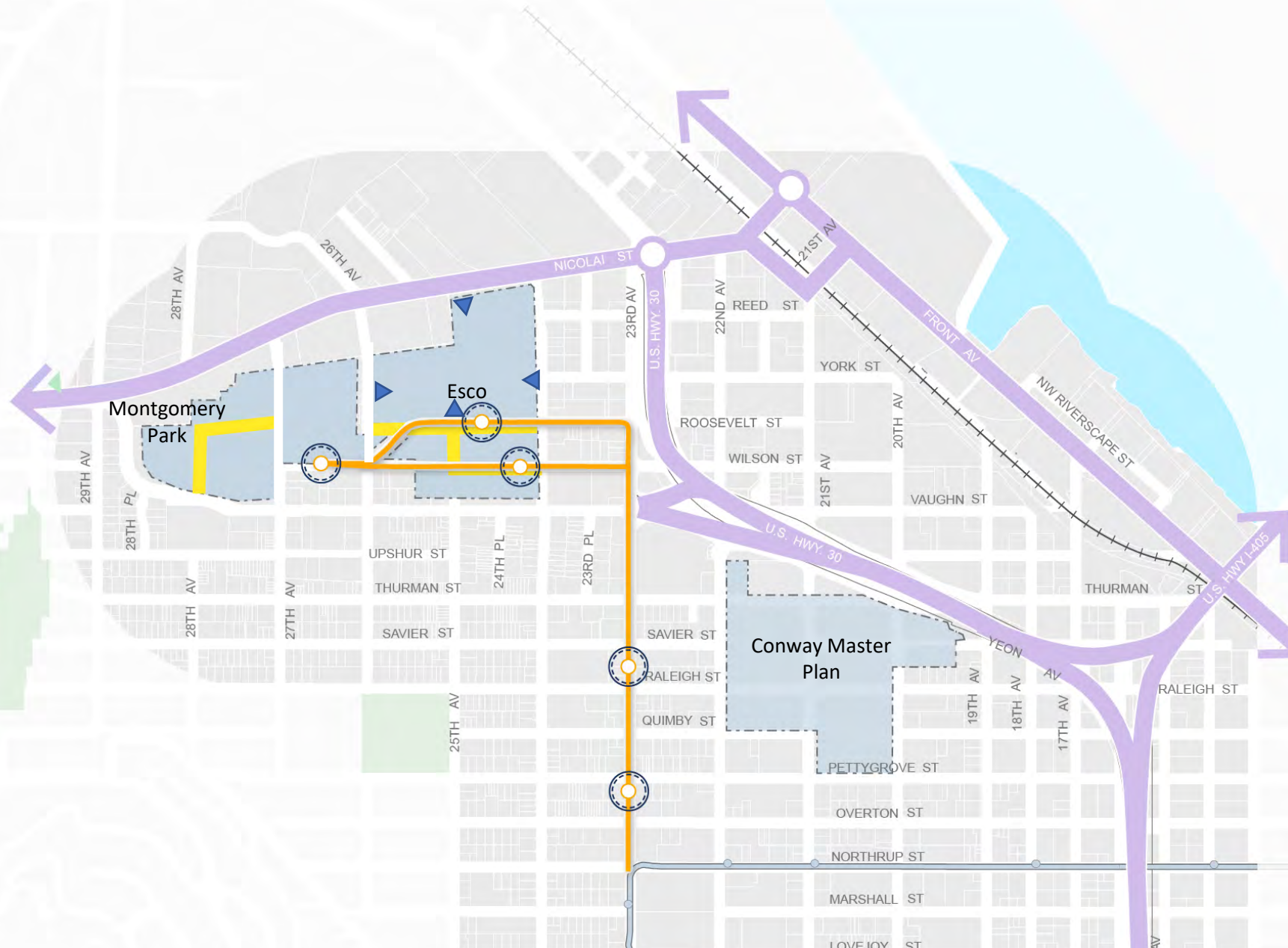
Transportation Vision Map



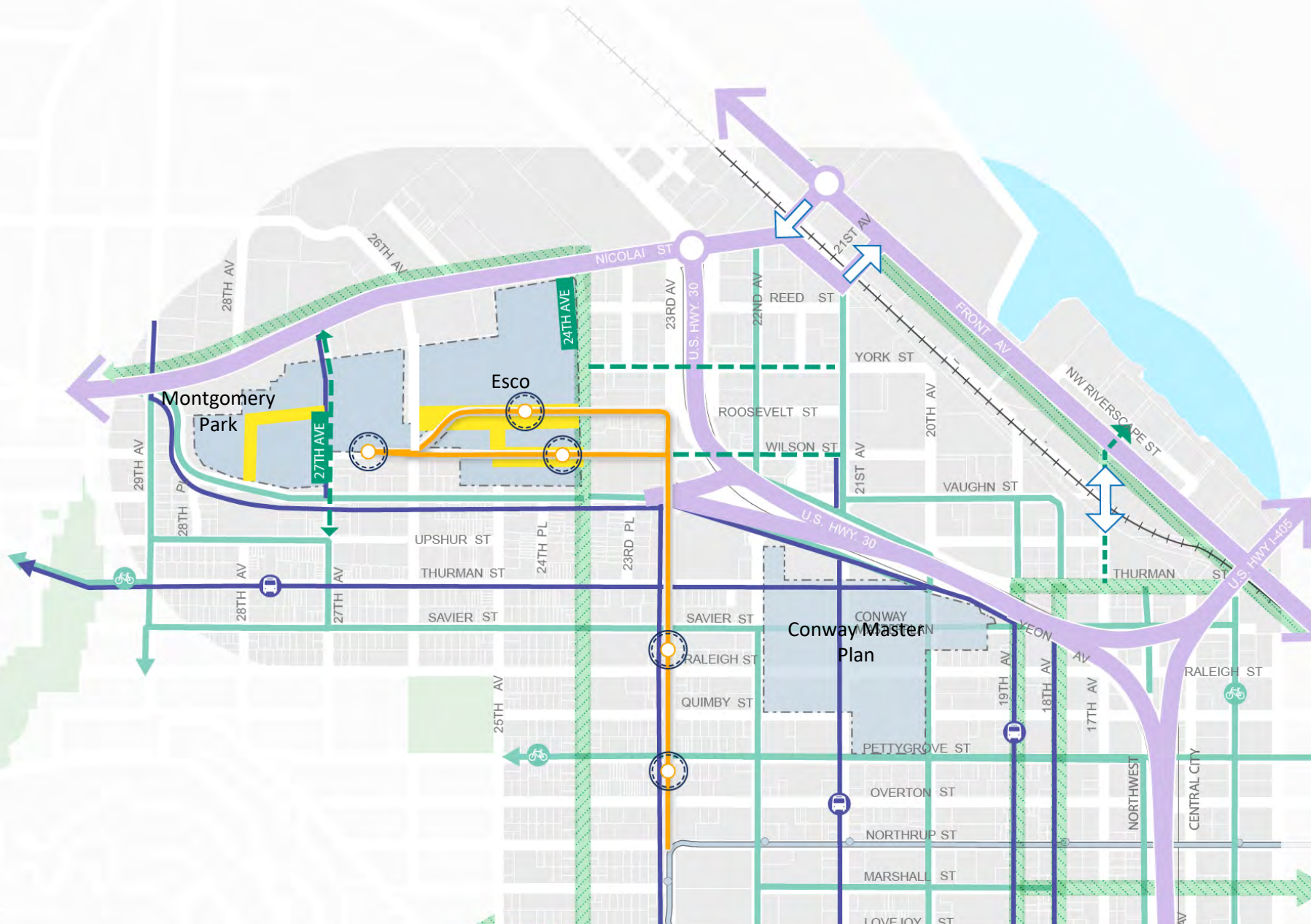
Transportation Vision Map



Transportation Vision Map

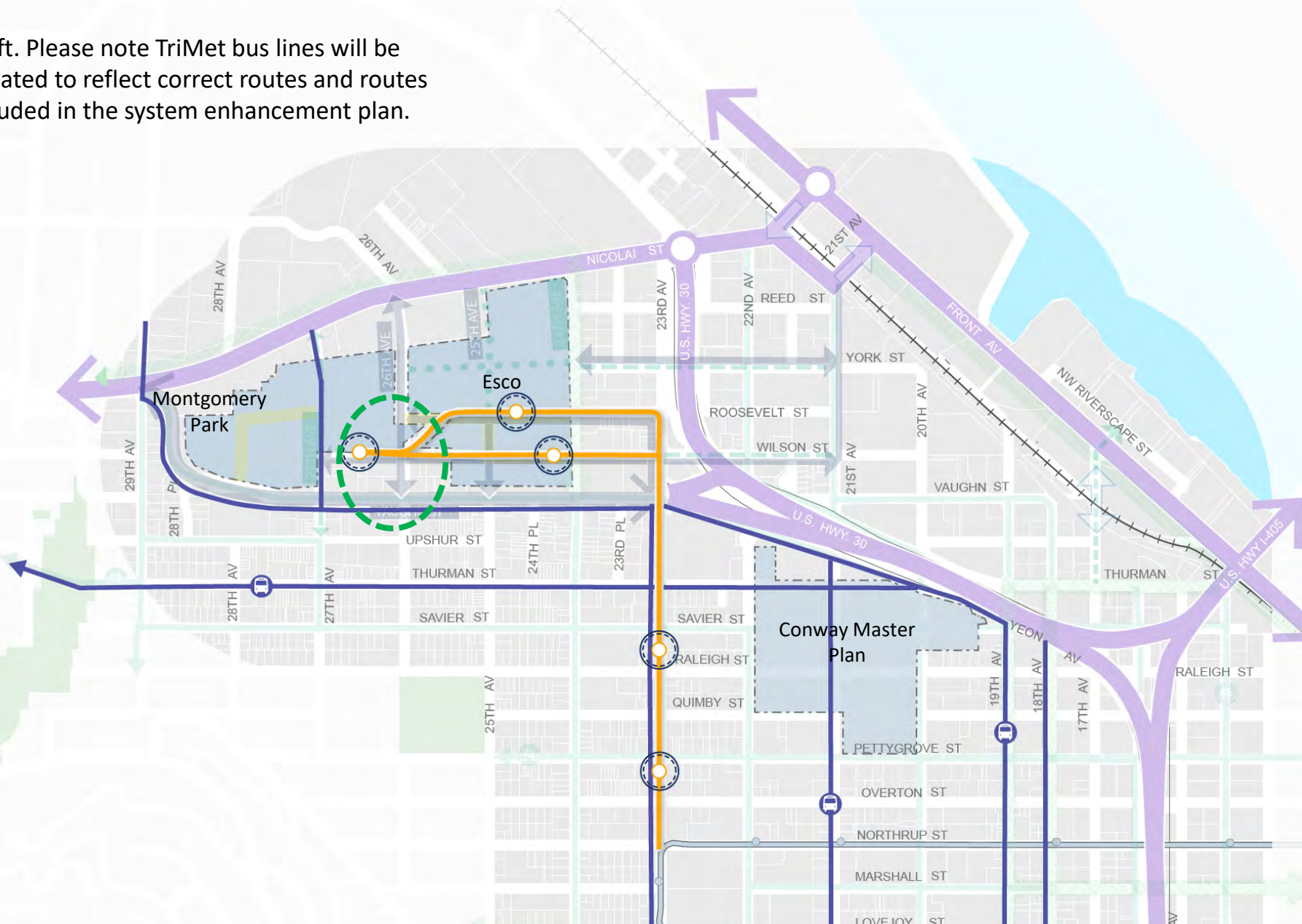


Transportation Vision Map



Transit

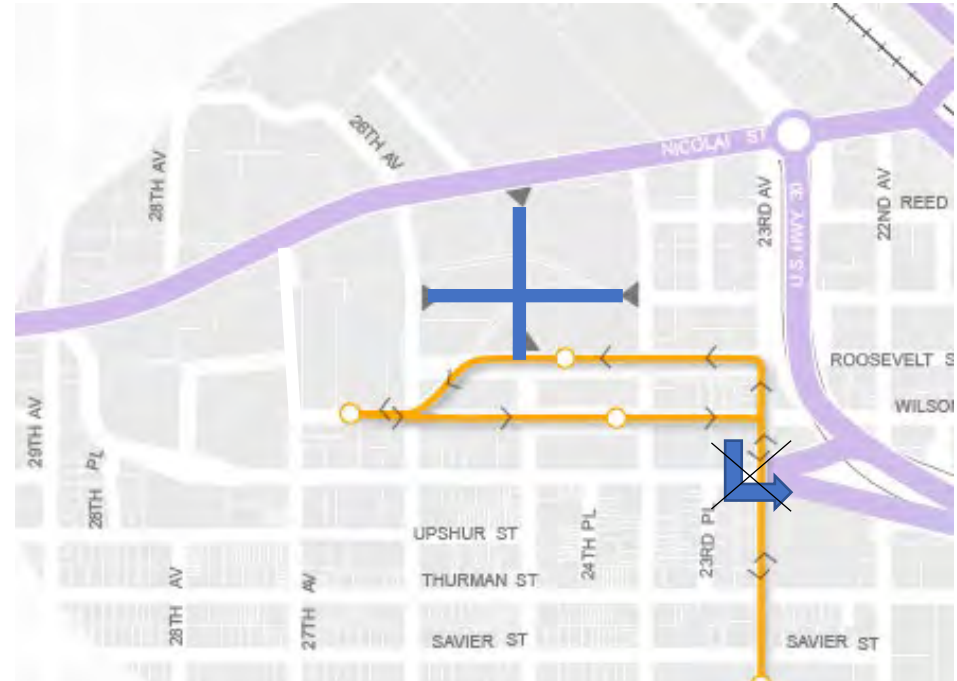
Draft. Please note TriMet bus lines will be updated to reflect correct routes and routes included in the system enhancement plan.



Traffic Analysis

Assumptions

- 2040 comparison between No Build and Discussion Draft
- New streets to meet street connectivity standards
- New Roosevelt/Wilson couplet
- No left turn onto Highway 30 from north of Vaughn
- Trip adjustment to account for mixed use district with multimodal connections



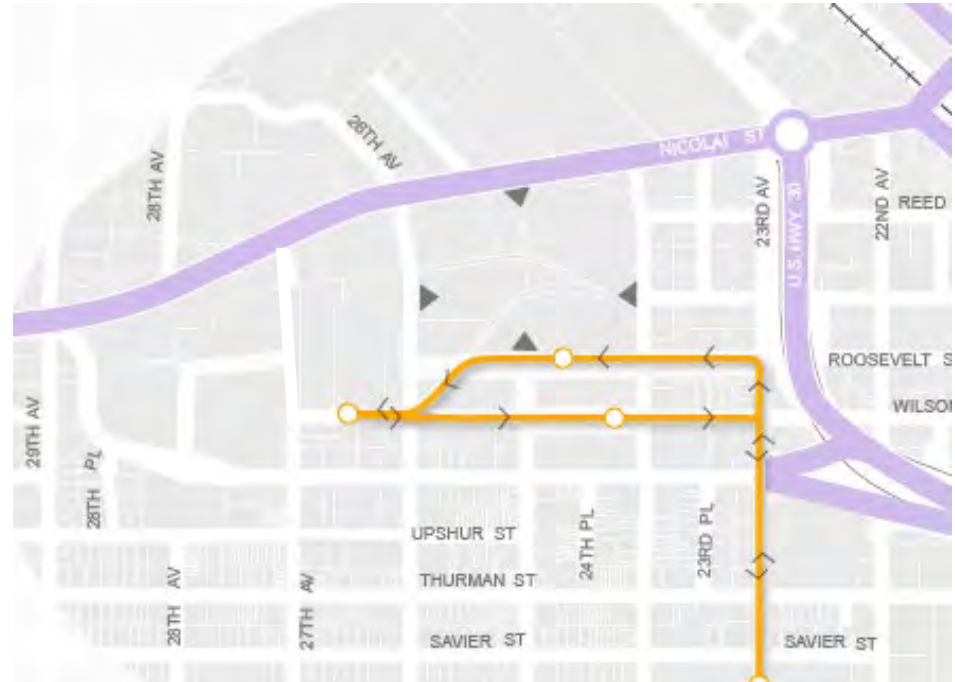
Traffic Analysis

Overall

- 27% more auto trips from study area, more traffic overall
- Circulation changes push more traffic onto Highway 30

West of Highway 30

- Internal study area local street network supports growth
- More traffic onto Nicolai between 23rd and 24th
- A bit more traffic on Highway 30 southbound north of Nicolai (Volume to capacity ratio or V/C increases from 0.96 to 0.98)



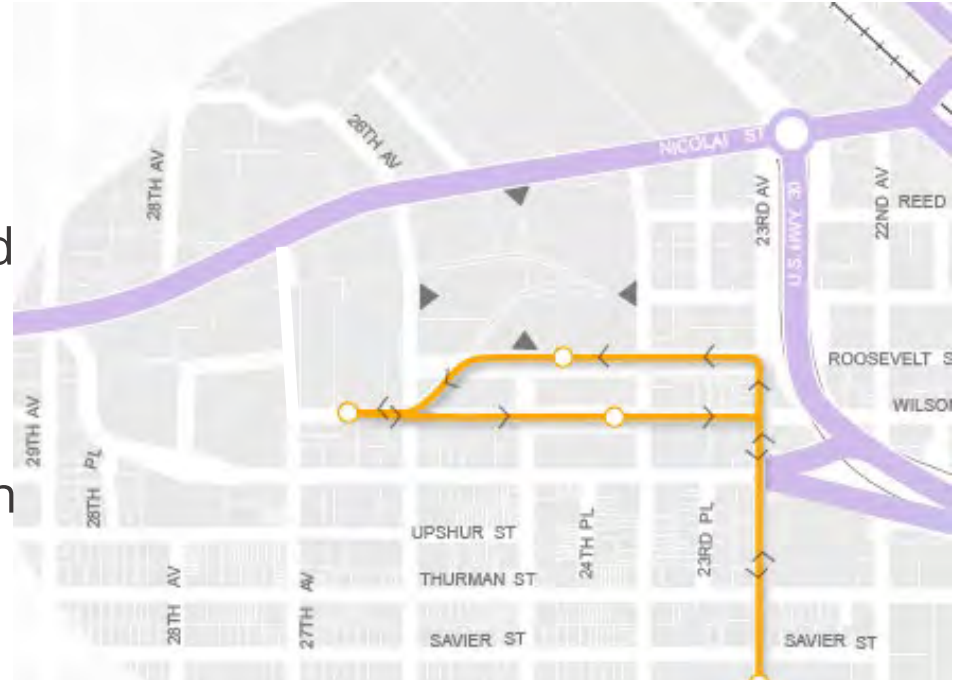
Traffic Analysis

East of Highway 30

- Increase in trips east of Highway 30 but should not affect industrial operations

Vaughn/23rd/Highway 30

- Decrease on southbound NW 23rd north of Vaughn
- Increase at eastbound Vaughn between 24th and 23rd
- Fewer trips using NW 23rd/Vaughn interchange, and less congestion onto freeway (V/C decreases from 0.95 in No Build to 0.90)
- South of Vaughn: for N/S streets trips increase except on southbound 24th



PWG Feedback + Public Process

- Transportation Plan – 11/10
- PWG Comments – before 11/17
 - Office hours:
 - 11/10, 3-4 PM
 - 11/15, 2-3 PM
 - 11/16, 9:30-10:30 AM
- Publish Discussion Draft – early December
 - Online Summary and Questionnaire
 - Public Comments through January
 - Groups: Friendly House; NIBA; CCA; Getting There Together; Hollywood SC/Urban League; MESO; NWDA; others?
- Final PWG Meeting? – February/March
- Publish Proposed Draft - spring
 - PSC Hearings



THE BUREAU OF **PLANNING & SUSTAINABILITY**

Montgomery Park to Hollywood (MP2H)

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Устный и письменный перевод | Turjumaad iyo Fasiraad | Письмовий і усний переклад |
Traducere și interpretariat | Chiaku me Awewen Kapas | 翻訳または通訳 | ການແປພາສາ ຫຼື ການ
ຮ່ວມໃຈ | 𐤒𐤓𐤕𐤒 | الترجمة التحريرية أو الشفهية | Portland.gov/bps/accommodation