



# Montgomery Park to Hollywood (MP2H)

Transit & Land Use Development Strategy

Discussion Draft Open House

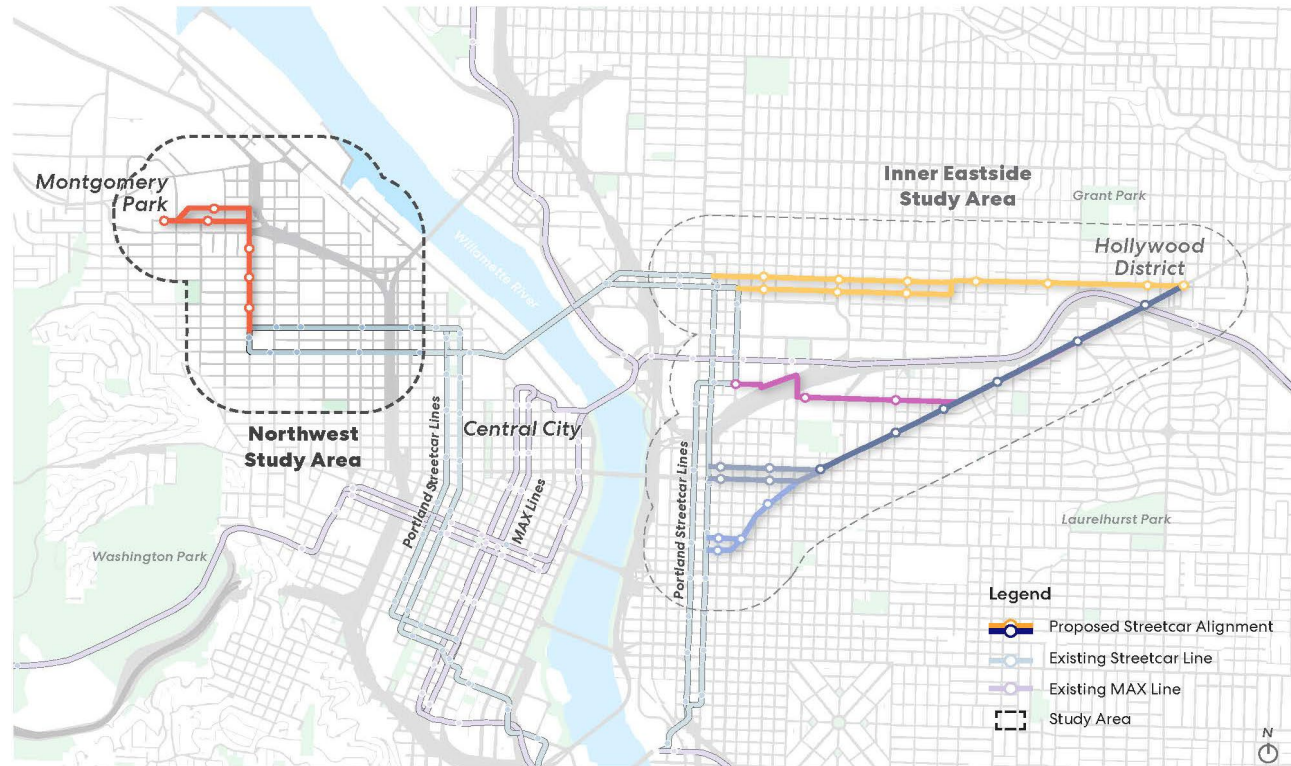
February 2022





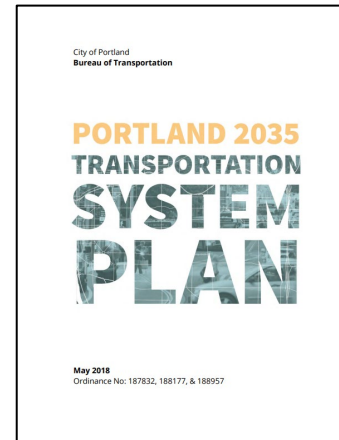
# MP2H Study

- Evaluated as two distinct study areas.
- Westside - nearer term transit investment and land use changes.
- Eastside - preliminary assessment of most promising route.
- How could investments impact development, jobs, housing and transportation options.

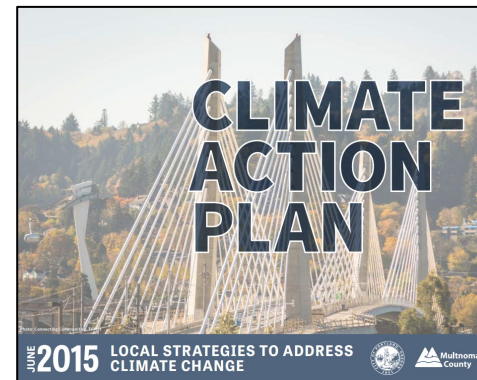


# MP2H Goals

- Support Portland's 2035 Comprehensive Plan and Climate Action goals.
- Focus growth (housing, jobs, services) in centers and corridors.
- Increase opportunities for employment and housing.
- Improve access to affordable housing, middle-wage jobs, nature/recreation through transit or multi-modal options.
- Advance equitable, sustainable outcomes by developing community benefits strategies.
- Ensure that under-served communities have an opportunity to meaningfully participate in the planning process, and benefit from project outcomes.



**PBOT**  
Racial  
Equity  
Plan



# Equitable Development

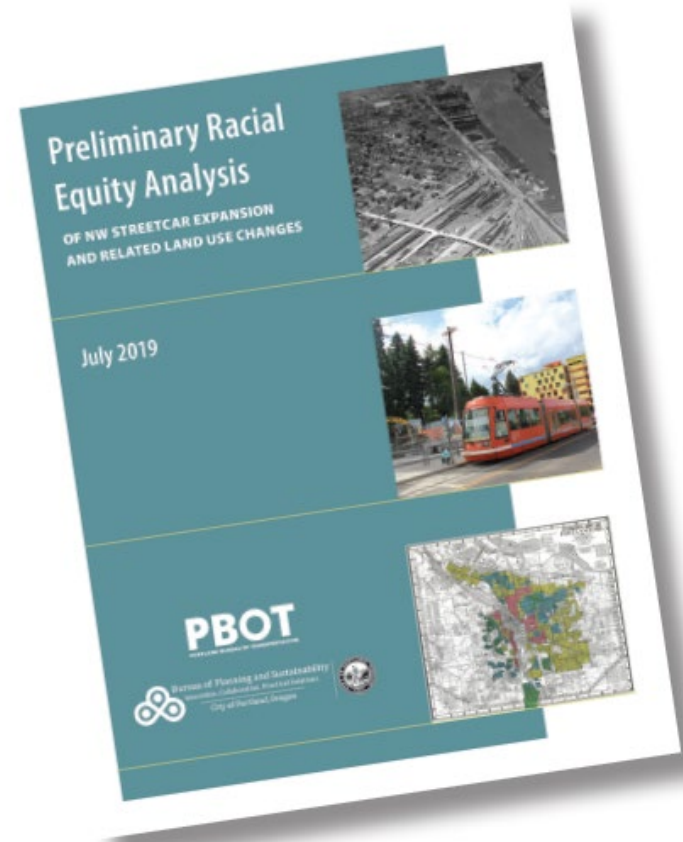
---

## Major investments should:

Leverage city actions and private investment for public benefits.

Balance public benefits with financial benefits accruing to landowners.

Reduce long-standing racial disparities in Portland and benefit BIPOC communities.



Bureau of Planning and Sustainability

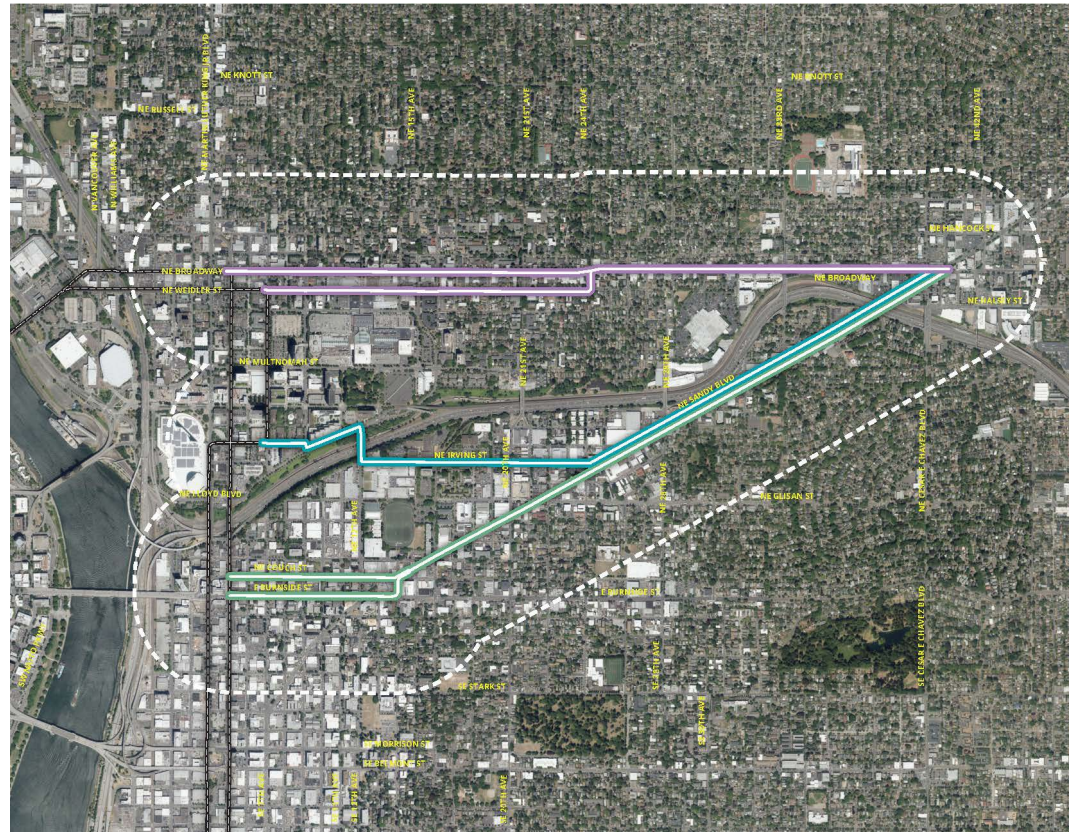
**PBOT**

PORTLAND BUREAU OF TRANSPORTATION



# Eastside Area Objectives

- Getting to Hollywood
- Evaluate urban design and key development opportunities
- Identify top alignment(s) for further study
- Identify land use and transportation needs for alternatives

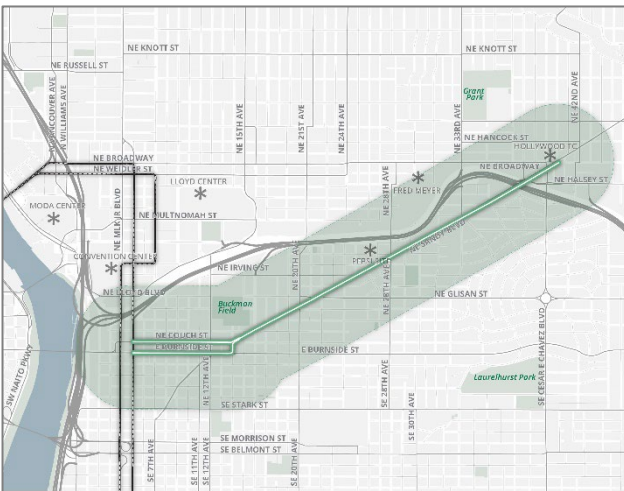


Bureau of Planning and Sustainability

**PBOT**

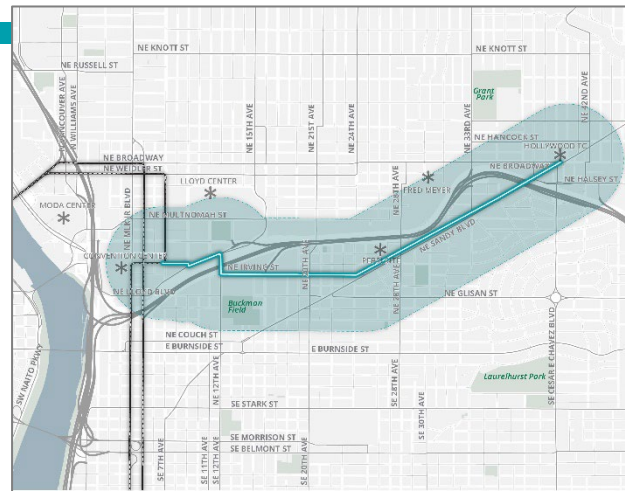
PORTLAND BUREAU OF TRANSPORTATION

# Eastside Preliminary Findings



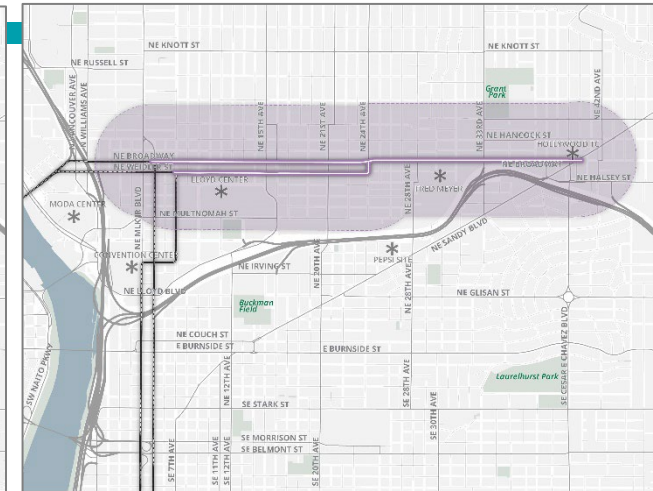
## Alignment 1: NE Sandy

- Best opportunity for housing potential due in-part to extensive mixed use and multi dwelling zoning.
- Incremental development of small sites.



## Alignment 2: NE Irving/Sandy

- Highest employment opportunity. Greatest development potential on a few large sites.
- High opportunity for housing development.



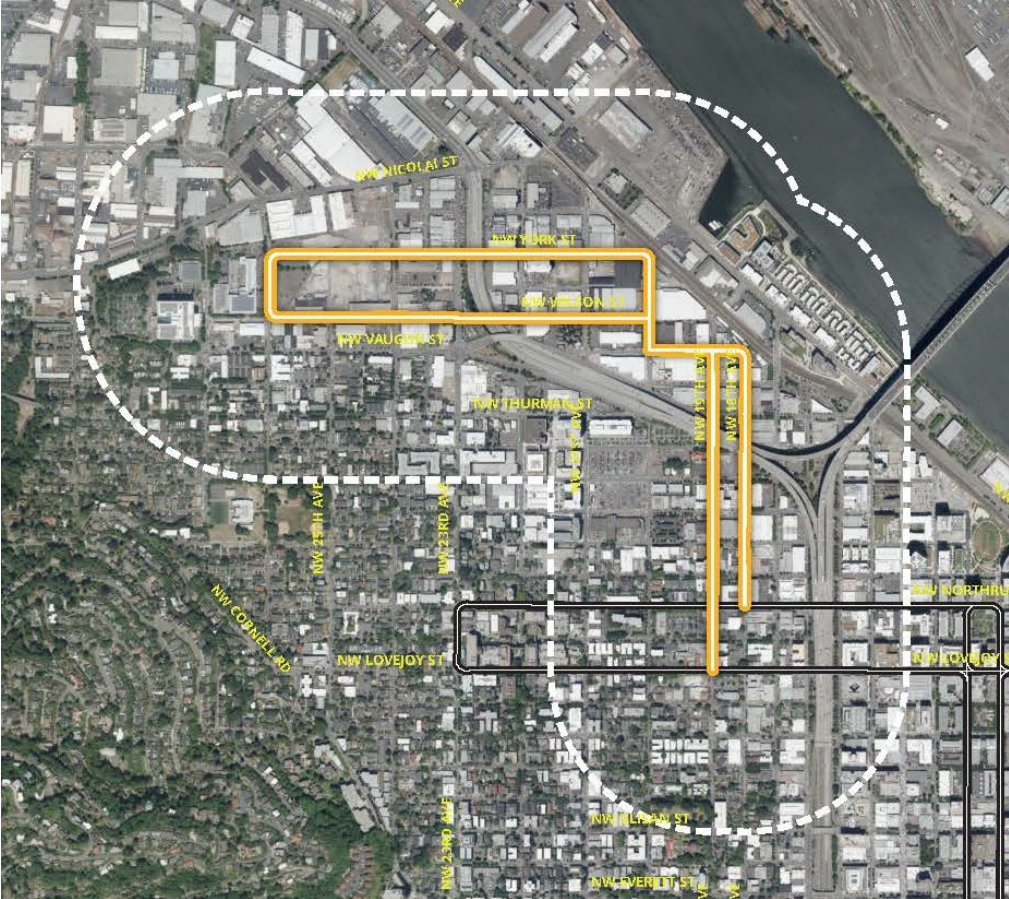
## Alignment 3: NE Broadway/Weidler

- Least potential for housing, in-part due to limitations adjacent to alignments (historic districts, lot sizes, property values, etc.).
- Employment opportunity exceeds Sandy.



# NW Area Objectives

- Evaluate urban design and key development opportunities
- Consider Comprehensive Plan and Zoning changes
- Transportation analysis and plan updates
- Equitable development strategy



Bureau of Planning and Sustainability

**PBOT**

PORTLAND BUREAU OF TRANSPORTATION

# MP2H Process/Milestones

## 2018

- Phase 1 NW Study
- FTA Grant Application

## 2019

- MP2H Grant Kickoff
- Public Involvement Plan
- Existing Conditions

## 2020

- Intro Open House
- Scenarios and Alignments  
Virtual Open Houses
- Urban Design and Economics

## 2021

- Preferred Scenario – NW
- Alignments Assessment - NE
- Discussion Draft – NW





# MP2H Community Engagement

## CBO Outreach

- Four groups funded for outreach
- Interim reports on needs

## Neighborhood/Other Groups

- NWDA, NIBA, NWAS, others

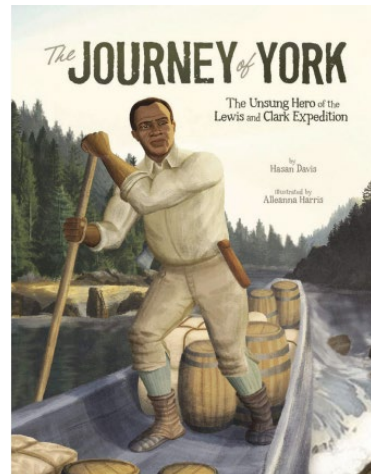
## Public Open Houses

- March and July 2020

## Project Working Group

## Next Steps

- Broader community outreach
- Columbia Harbor Coalition/York
- Equitable development groups
- Property stakeholders



Bureau of Planning and Sustainability



# MP2H Feedback

---



**Address the housing needs of Portlanders with new affordable housing options in opportunity rich areas.**



**Preserve and enhance active industrial lands and access to living-wage jobs. Explore ways to share in wealth-building.**



**Expand access to low-cost, emission free transit and transportation options.**



Bureau of Planning and Sustainability

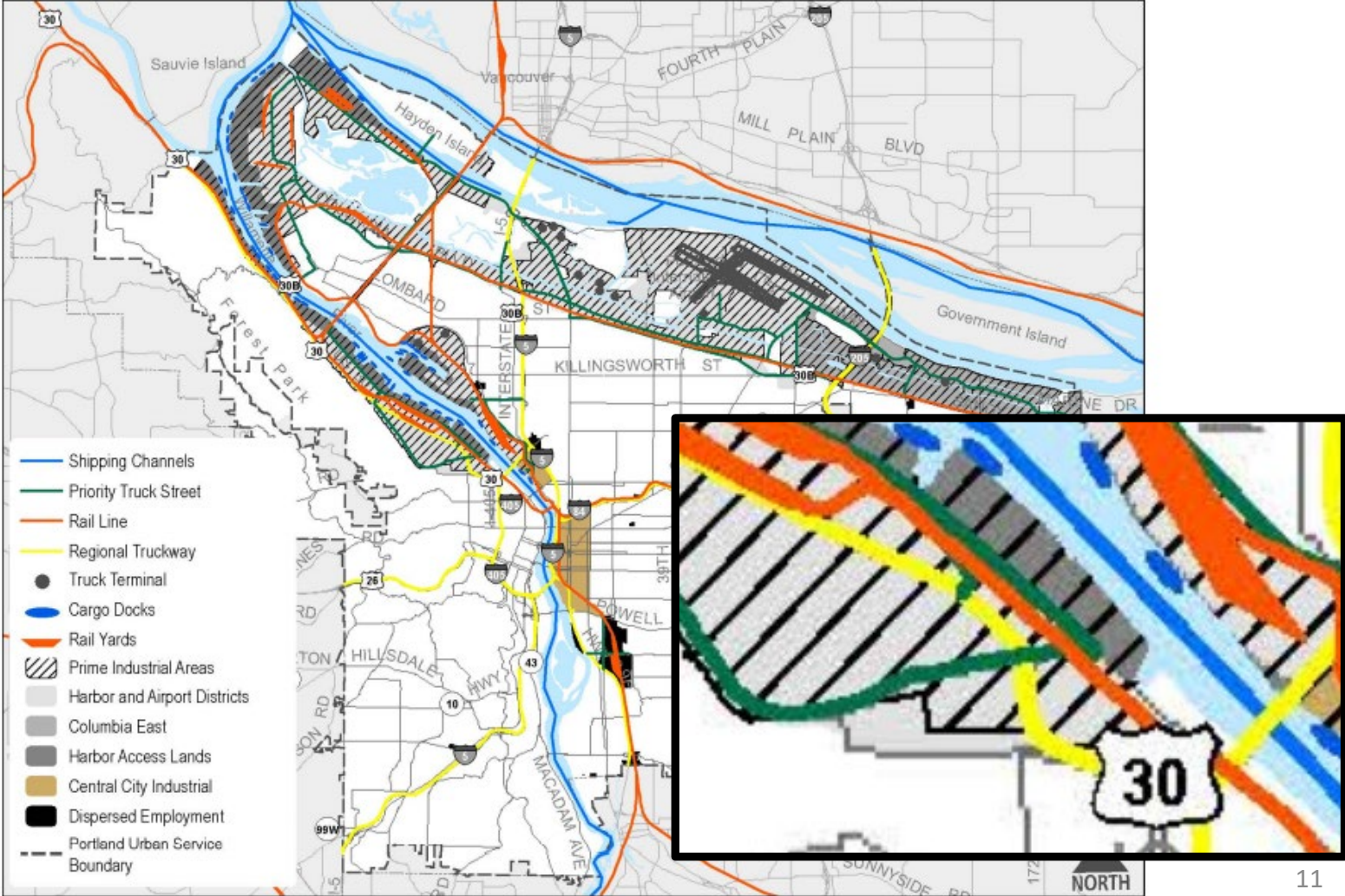


PORTLAND BUREAU OF TRANSPORTATION



# Prime Industrial Area

Figure 6-1. Industrial and Employment Districts



# NW Scenarios Considered

Public Review Draft, June 25, 2020

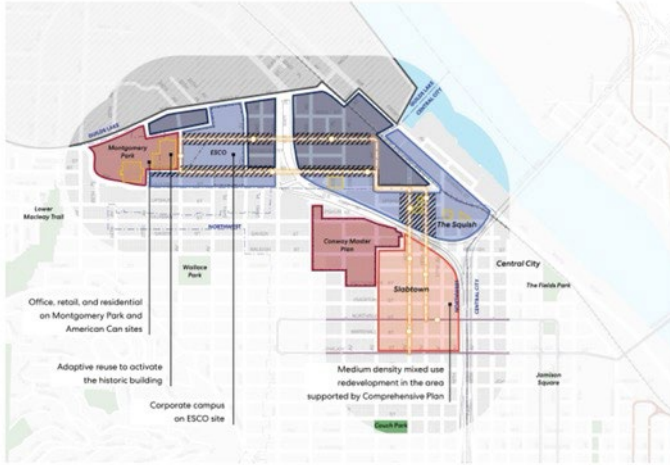
Public Review Draft, June 25, 2020

## Scenario 1

### Legend

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

\* Industrial Main Street Overlay considers additional development standards and guidelines



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

4

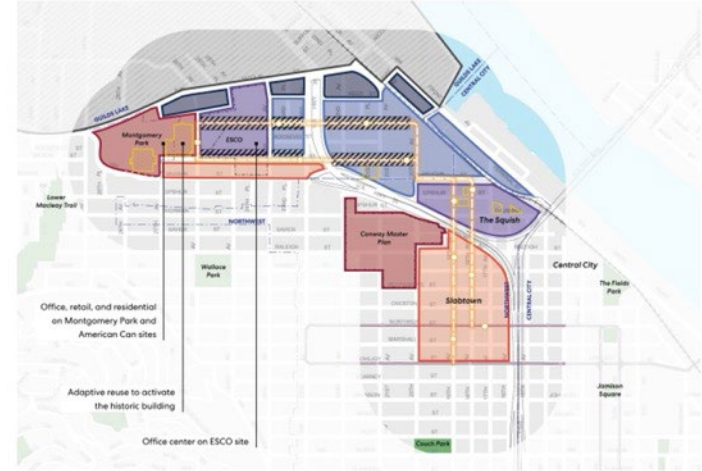
## Scenario 2

### Legend

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

\* Allows housing as a conditional use.

\*\* Main Street Overlay considers additional development standards and guidelines.



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

5

Public Review Draft, June 25, 2020

Public Review Draft, June 25, 2020

## Scenario 3

### Legend

- High Density Mixed Use
- Medium Density Mixed Use
- High Density Employment
- Medium Density Employment
- Historic/Cultural Building Preserved
- Heavy Industrial
- Proposed Transit Alignment
- Existing Streetcar
- Plan District Boundary



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

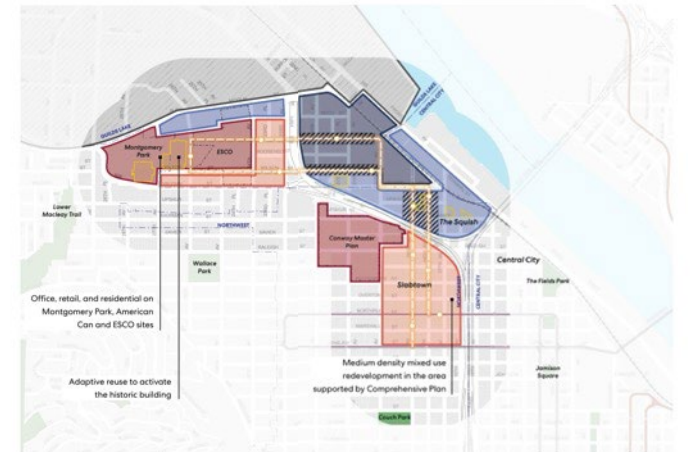
14

## 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



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

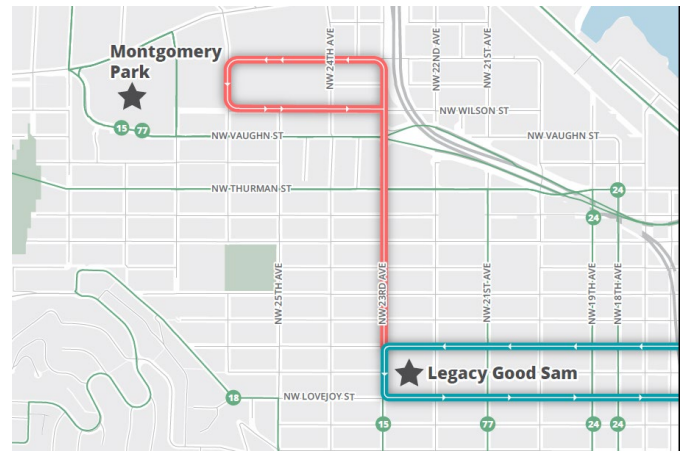
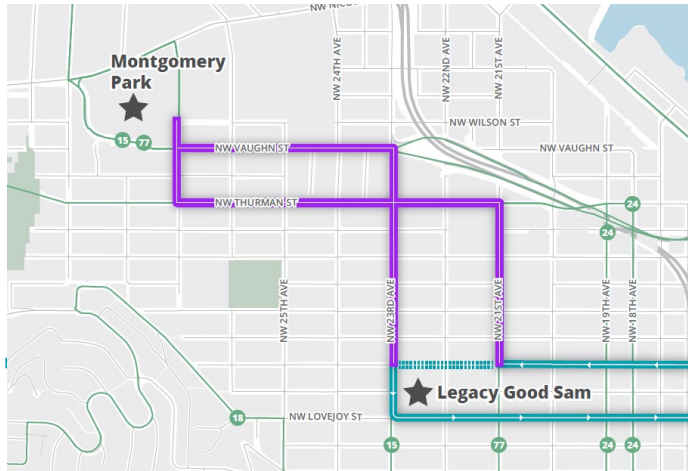
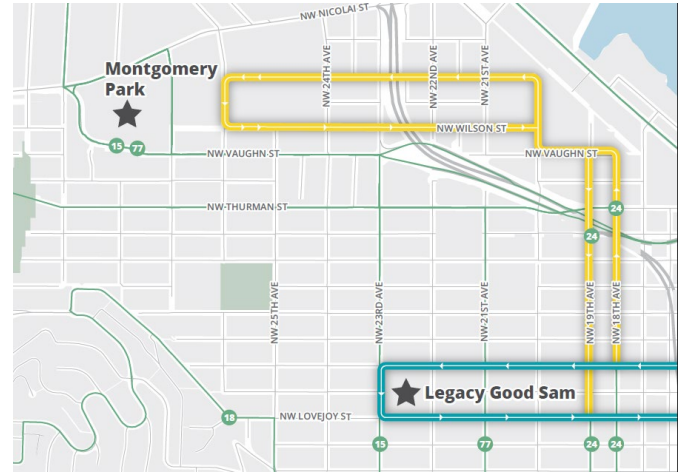
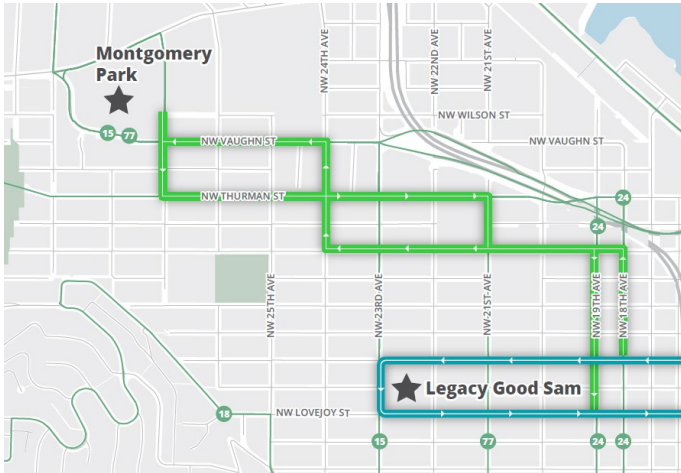
SCENARIO 3: MIXED USE

12

4



# NW Prior Alignments Considered



# NW Discussion Draft

- Montgomery Park development plans and vacant former ESCO site.
- Opportunity to create a walkable mixed-use neighborhood.
- A high-amenity area close to jobs, services and the Central City.
- Streetcar is a climate-friendly transportation option.
- Potential for affordable housing and other public benefits.
- Opportunity to leverage private investment.
- Retain industrial land for jobs (east and north), offset areas of change.



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

### Northwest Plan

Volume 1: Summary and Report

December 2021



# NW Vision for Change

New Mixed-Use district west of Highway 30

Served by streetcar

Industrial buffer

Possible 3000+ units of new housing

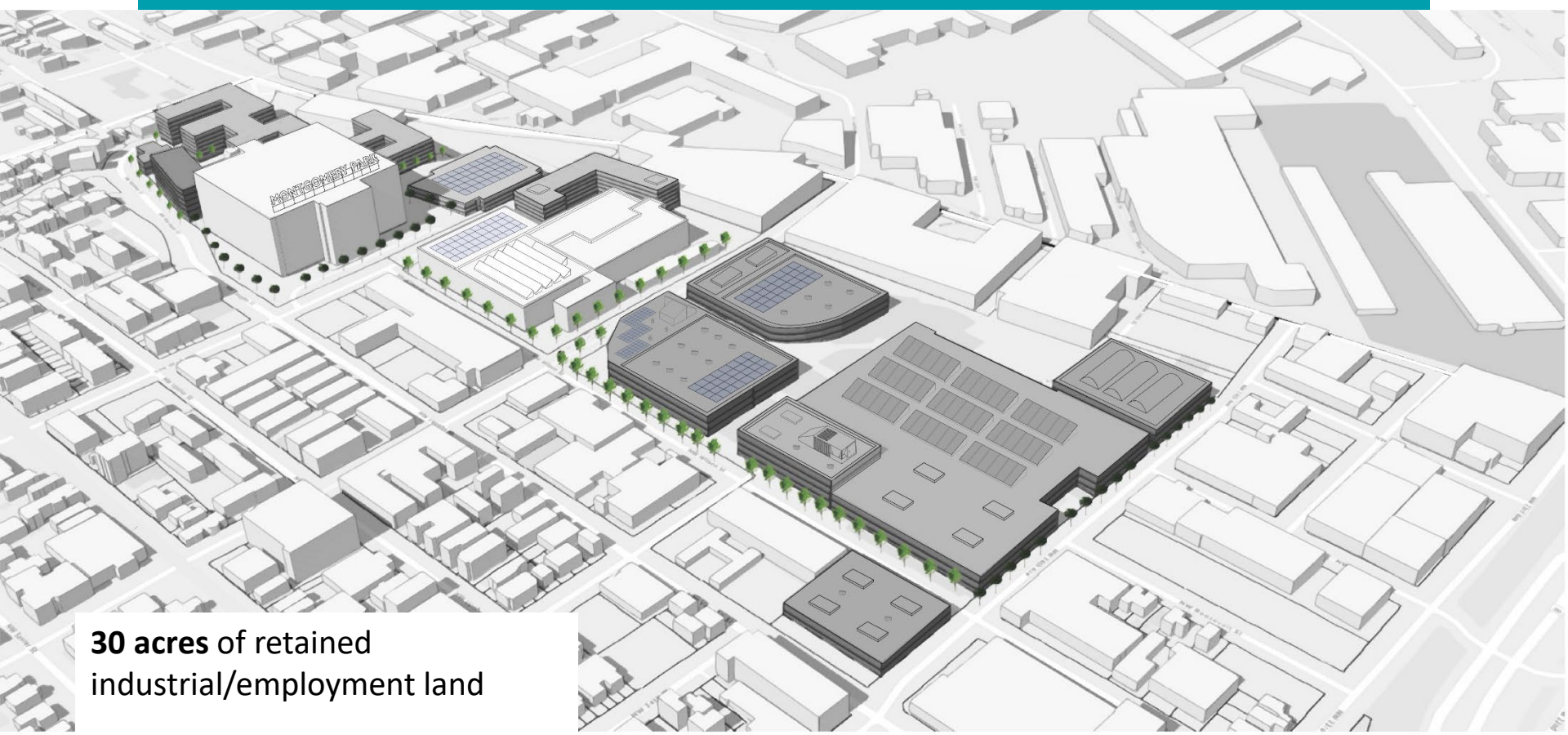
Possible 300+ affordable units

Retain industrial land east of US 30





# Industrial/Employment (current)



**30 acres of retained industrial/employment land**

**Up to 800 housing units (planned on MP site)**

# Mixed Use (Proposed)



**Up to 3000+/- housing units**  
(on MP & ESCO sites)

**Loss of 30 acres** of industrial  
employment land

**Loss of 200-300** industrial jobs,  
but gain of office and retail jobs



Bureau of Planning and Sustainability



PORTLAND BUREAU OF TRANSPORTATION

# Implementation Approach

---

## 1. Change Comprehensive Plan Map

- Zoning to follow – quasi judicial

## 2. Develop New Plan District

- Transit-oriented development standards

## 3. Public-Private Benefits Agreement

- Define public benefits, terms

## 4. Streetcar/Transportation Planning

- Additional detailed work to follow
- Engineering, funding, etc.



Bureau of Planning and Sustainability

**PBOT**

PORTLAND BUREAU OF TRANSPORTATION



# Implementation Conditions

---

## 1. Mitigation for loss of Prime Industrial Land

- Find additional land OR mitigate via a brownfield fund

## 2. Public/private commitments to develop streetcar and other improvements

- Form Local Improvement Districts (streetcar and streets)
- Secure Federal funding
- Secure City share – parking revenue or SDC

## 3. Public Benefits / Agreements

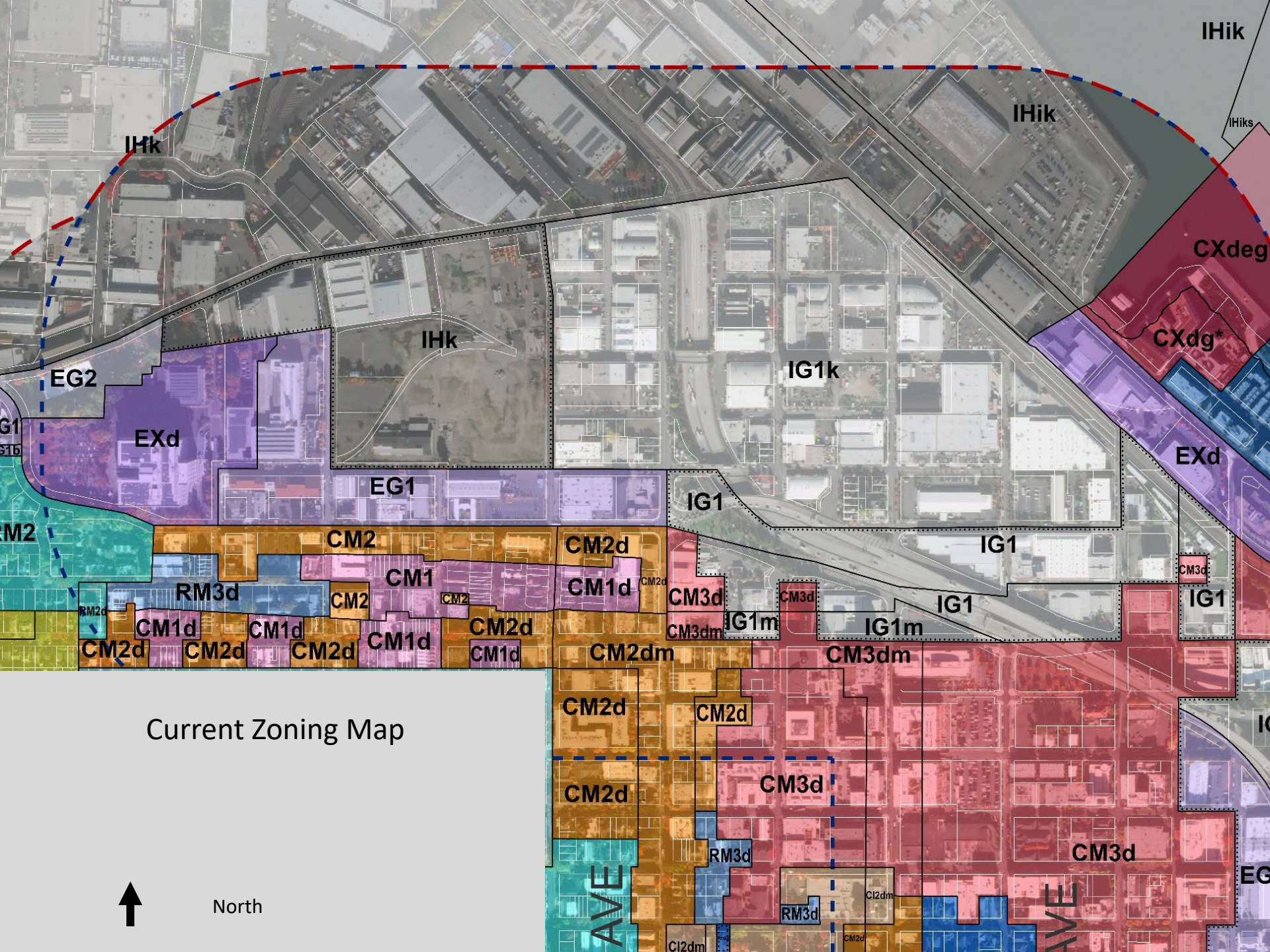
- Affordable housing beyond IH requirements
- Other benefits: Affordable commercial space, open space
- Industrial job/workforce training



Bureau of Planning and Sustainability

**PBOT**

PORTLAND BUREAU OF TRANSPORTATION



IHk

IHks

CXdeg

CXdg\*

EXd

CM3d

IG1

EG

IHk

IHk

IG1k

EG2

EXd

EG1

IG1

IG1

CM2

CM2

CM2d

CM1

CM1d

CM3d

CM3d

IG1

IG1

RM2d

RM3d

CM2

CM2

CM1d

CM2d

CM3dm

IG1m

IG1m

CM2d

CM1d

CM1d

CM2d

CM2d

CM1d

CM2d

CM1d

CM2dm

CM3dm

Current Zoning Map



North

AVE

AVE

CM2d

CM2d

CM2d

CM3d

RM3d

RM3d

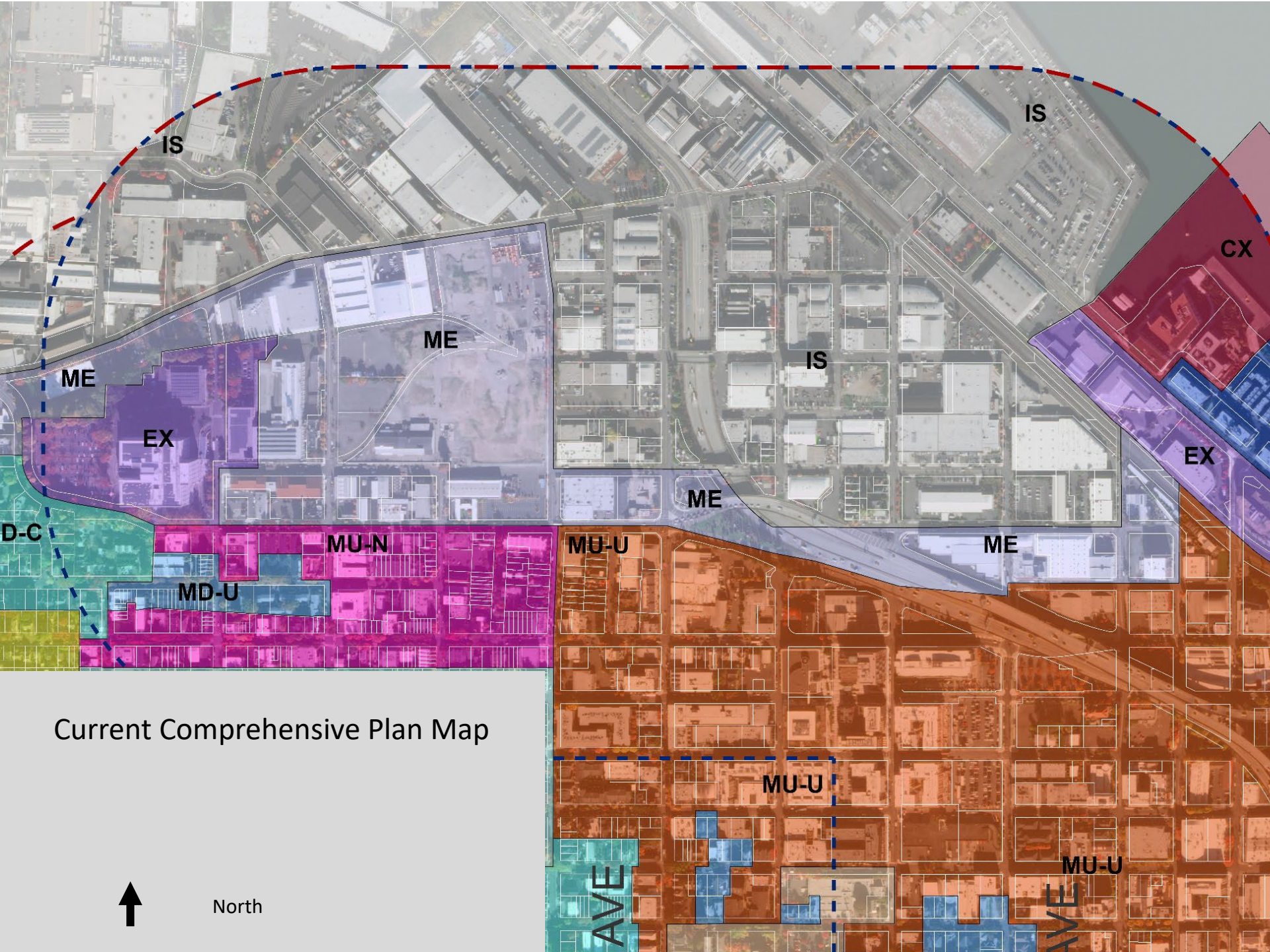
CI2dm

CM2d

CM3d

EG



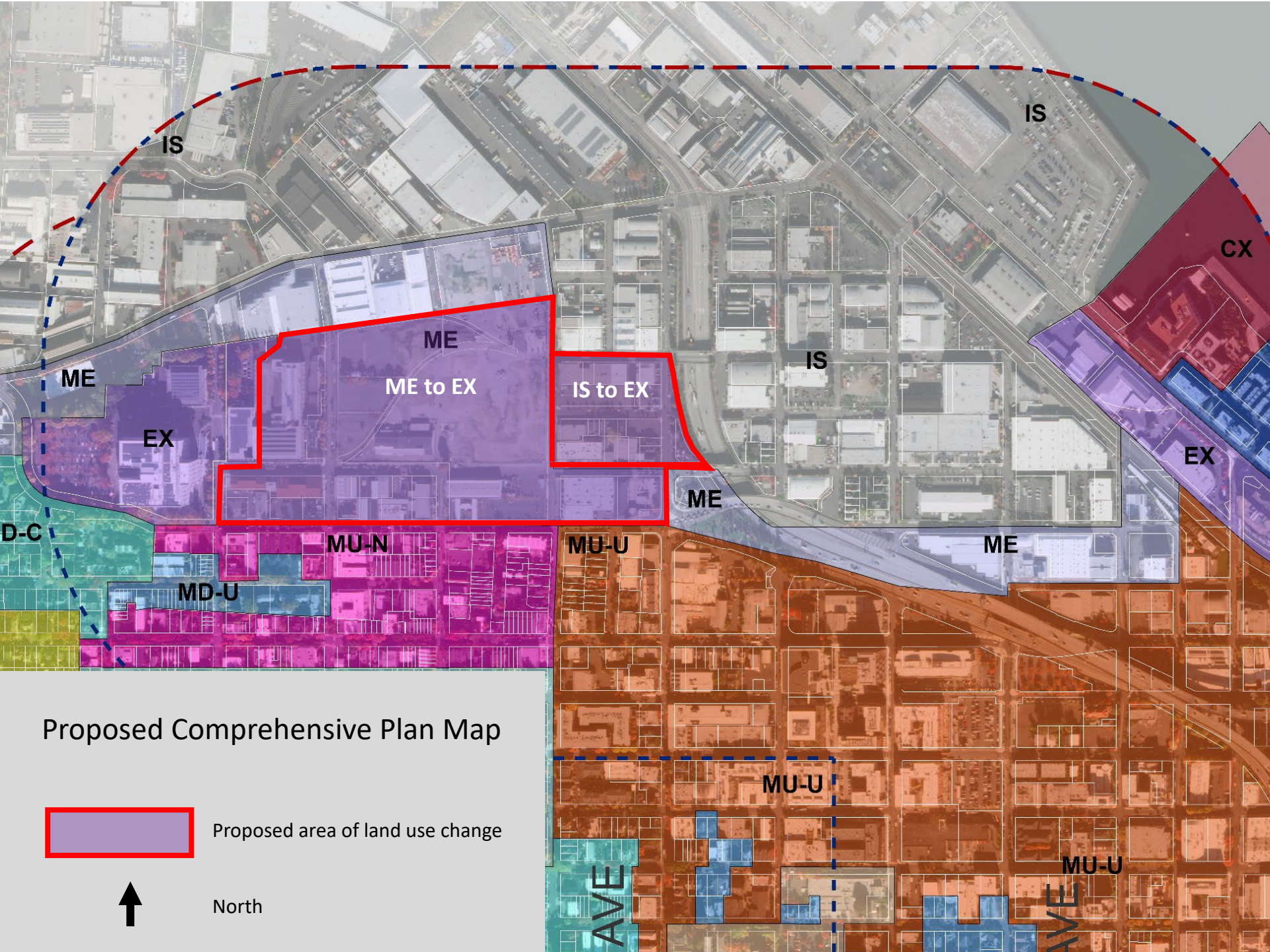


Current Comprehensive Plan Map



North





# Proposed Comprehensive Plan Map

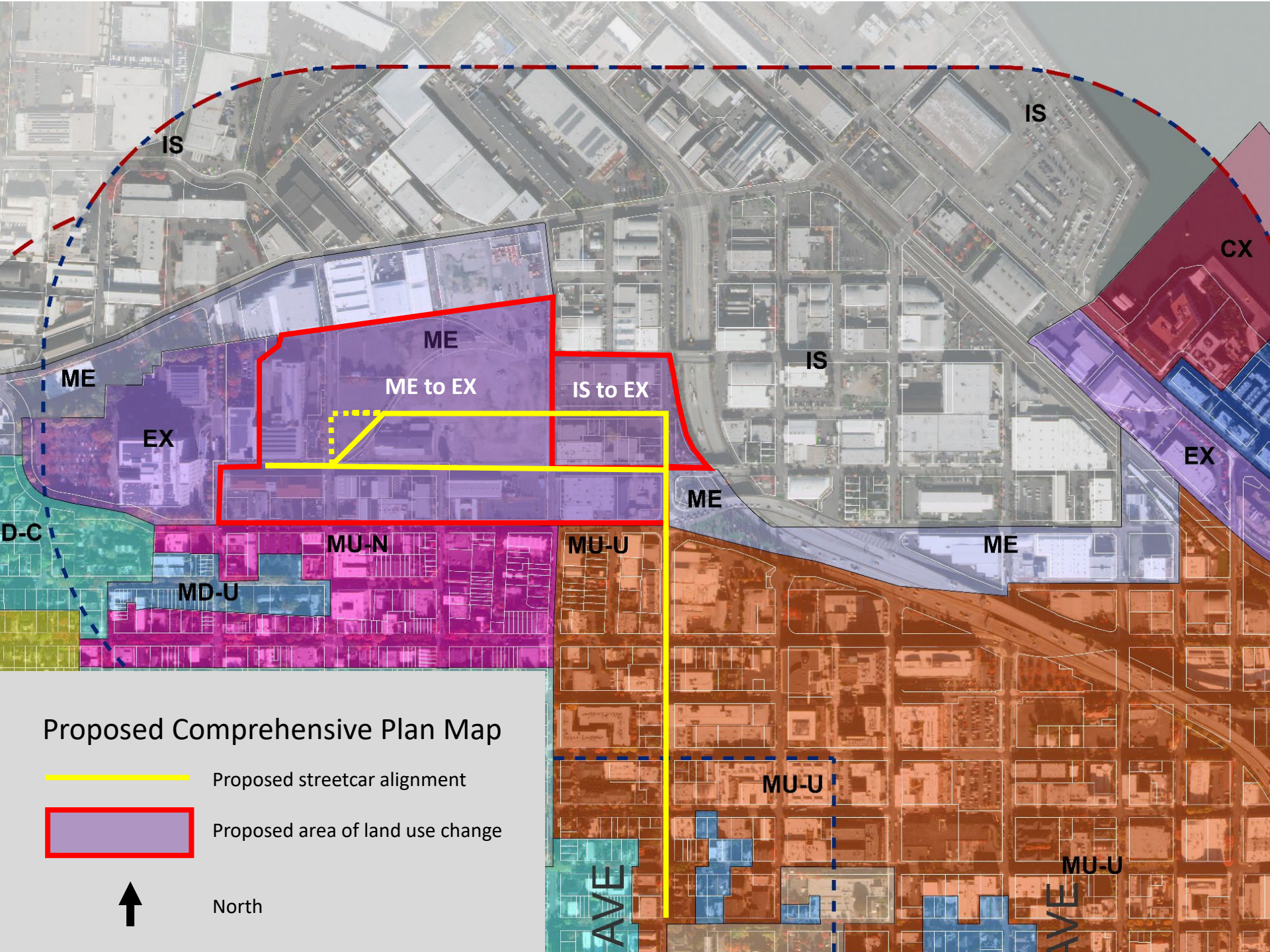


Proposed area of land use change





North





### Proposed Comprehensive Plan Map

-  Proposed streetcar alignment
-  Proposed area of land use change



# Comp Plan - Future Zoning

## 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.

Base Max Height 65'

Base Max FAR 3:1

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



RETAIL



OFFICE



RESIDENTIAL



INDUSTRY

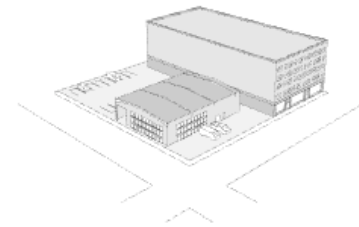


INSTITUTIONAL



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.

Base Max Height 45'

Base Max FAR 3:1

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



RETAIL



OFFICE



RESIDENTIAL



INDUSTRY



INSTITUTIONAL



OPEN SPACE



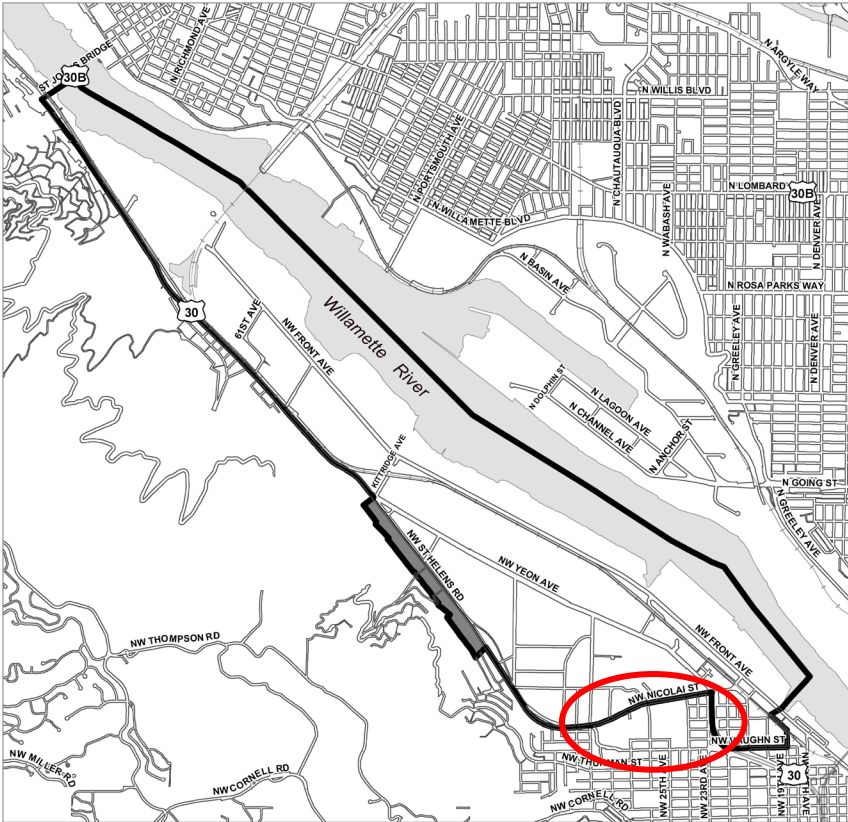
# Amend Guild's Lake Plan District

## Guild's Lake Industrial Sanctuary Plan District and Subdistricts

## Map 531-1

Map Revised XXXXX XX, 202X

- Amend Guilds Lake Plan District boundary
- Remove Subdistrict B provisions



Legend

- Plan District Boundary
- Subdistrict A

NORTH

0 2,250 4,500

Scale in Feet

Bureau of Planning and Sustainability  
Portland, Oregon



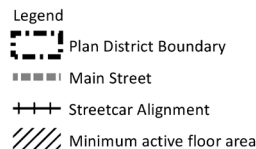
# Amend Northwest Plan District

## Northwest Plan District Areas with Special Development Standards

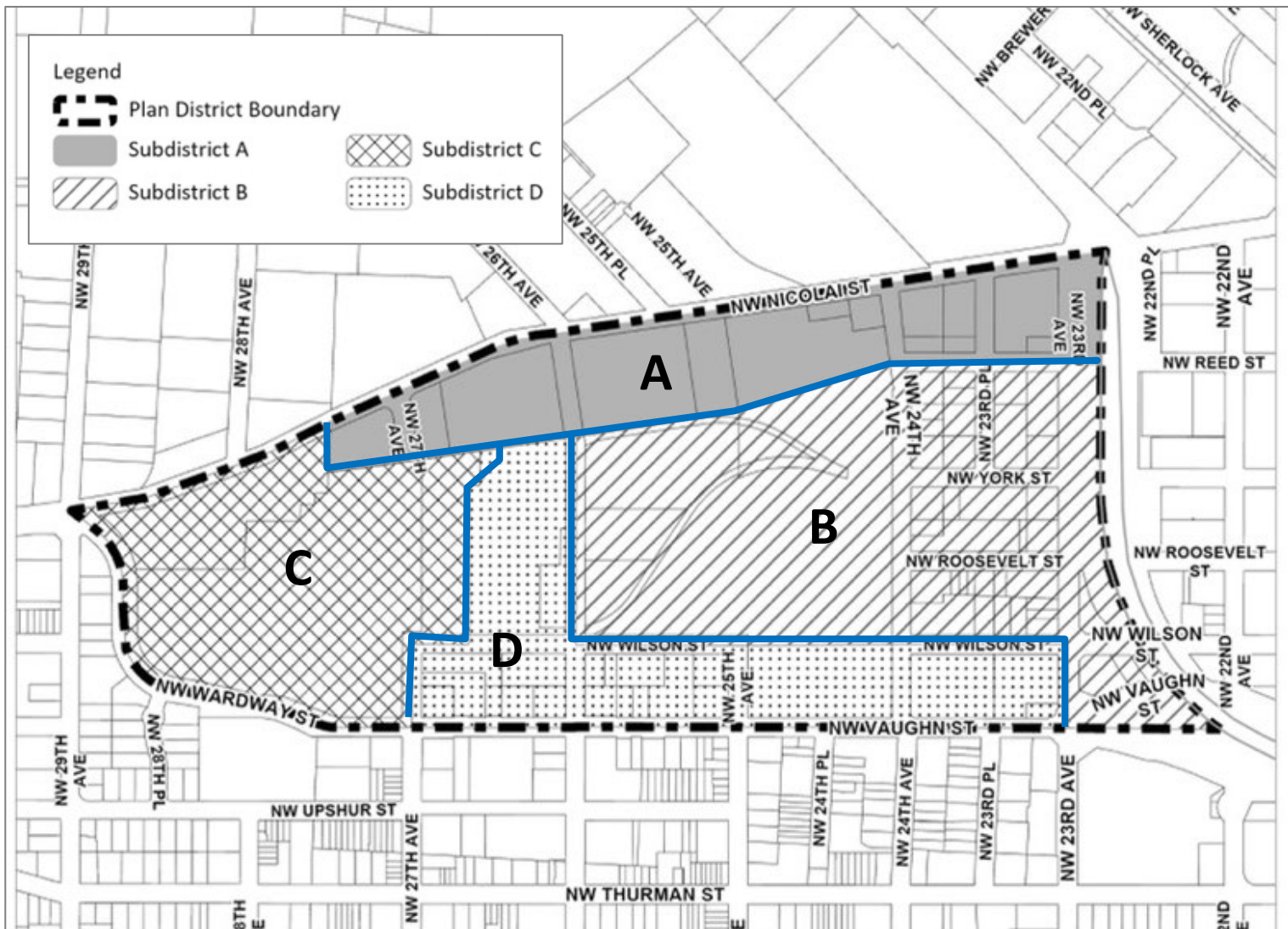
Map 562-7

Map Revised XXXX XX, 202X

- Amend Northwest Plan District map
- Apply minimum active floor area near NW 23rd



# New Plan District





# Affordable Housing – Bonuses

---

Floor area and height bonuses are intended to promote affordable housing. Different amounts specific to each subdistrict.

- 1. Inclusionary Housing Bonus (IH):** Adds floor area for development subject to mandatory or voluntary inclusionary housing.
  - 2. Affordable Housing Benefit Bonus (AHB):** Allows more floor area and height (75' max) when Inclusionary Housing applies, and an additional fee contribution is made to the Affordable Housing Fund.
  - 3. Planned Development Bonus (PD):** Allows more floor area and height (130' max) when approved via Type III review, and requires:
    - 5-acre site (min) and Design Commission review
    - Meet IH & AHB bonus requirements (IH units on-site)
    - 15% of site as open space (publicly-accessible plaza/park)
    - Energy efficient buildings
- 



Bureau of Planning and Sustainability



PORTLAND BUREAU OF TRANSPORTATION

# Affordable Housing – Bonuses

	Base FAR*	Base Height	IH Bonus FAR	IH Bonus Max Height	AHB Bonus FAR	AHB Bonus Max Height	PD Bonus FAR	PD Bonus Max Height
<b>Subdist A</b> (Nicolai Buffer)	3:1/1:1	65	n/a	n/a	+2:1	65	n/a	n/a
<b>Subdist B</b> (ESCO/23-24)	3:1/1:1	65	+0.5:1	65	+3.5:1	75	+5:1	130
<b>Subdist C</b> (Montgomery Park)	3:1	65	+2:1	65	+2:1	75	+3:1	130
<b>Subdist D</b> (Am Can/Vaughn)	3:1/1:1	65	+0.5:1	65	+3.5:1	75	+5:1	130

\* Industrial Uses/Other Uses



# Planned Development - Plaza Example

---



# New Plan District Regulations

---

**NW Vaughn Step Down.** 45 feet height.

**Windows.** Enhanced standards for ground floor windows.

**Active Use Areas.** Buildings near the streetcar alignment will be required to be constructed to accommodate active uses at the ground floor.

**Affordable Commercial Space.** 1K SF required when 10K+ SF developed.

**Urban Green Features.** Green elements are proposed to be integrated into the urban environment. Options: Landscape; Large trees; Ecoroof.

**On-Site Open Areas.** Residential uses will be required to provide 48 sf/unit on-site open areas to benefit the residents of new development.

**Design Overlay.** The Design (d) overlay zone is applied to the EX zone. May use design standards or discretionary approach.

**Transportation Demand Management.** Require developments adding 10+ units or 20K+ SF to develop a plan or meet standard TDM program.

**Parking.** Parking ratios limit the amount of on-site and surface parking.

# 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 24<sup>th</sup> & 27<sup>th</sup> 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 Serritella - 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.

➤ What are some of the key biking connections you'd like to see or explore during this project?  
➤ If you were walking from NW Thurman St and NW 23rd Ave to Montgomery Park, which route do you think would be the most pleasant walk?  
➤ What are the primary walking routes you think we should designate in this area?  
➤ 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?  
➤ What are ways we can make the district more accessible for persons using mobility devices, have vision impairment, or other disabilities?  
➤ Imagine biking on a redeveloped ECOC area. Would you prefer a vehicle-free shared street along an extended NW Roosevelt Ave? Or a bike lane along NW 10th St or NW Wilson St?  
➤ What is the best way to improve bicycle access to areas further to north of the study area? What is the best way to connect people to bike facilities on NW 8th Street?  
➤ Should the transit design in this area emphasize shared streets in low-traffic environments (e.g. neighborhood greenways) or protected bike lanes on busier streets (e.g. protected bike lanes)? Or both?

**EXISTING & RECOMMENDED BIKE NETWORK**  
Use the comment feature to share your idea biking connections on the Montgomery Park & ECOC areas north of NW Vaughn St.  
Montgomery Park, ECOC, Nicolai, Vaughn, Thurman, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.  
To comment, right click on the image and choose "add comment".  
Write your ideas on a sticky note.

**PEDESTRIAN PRIORITY NETWORK**  
Use the comment feature to share your idea walking & commercial main street connections on the Montgomery Park & ECOC areas north of NW Vaughn St.  
Montgomery Park, ECOC, Nicolai, Vaughn, Thurman, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.  
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

**MP2H | Transit & Vehicle Circulation**

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

**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. 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 traffic be encouraged to use NW Nicolai St or NW Vaughn Street when accessing LADP? Would you support a traffic signal at NW Nicolai and Westbury 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 from the Montgomery Park & ESCO area north of NW Vaughn St.

Use the comment feature to draw your ideal new street connections from 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.

Reinforce intermodal hub at Montgomery Park.

<https://www.portland.gov/bps/mp2h/mp2h-discussion-draft-documents>



# Montgomery Park Area Transportation Plan

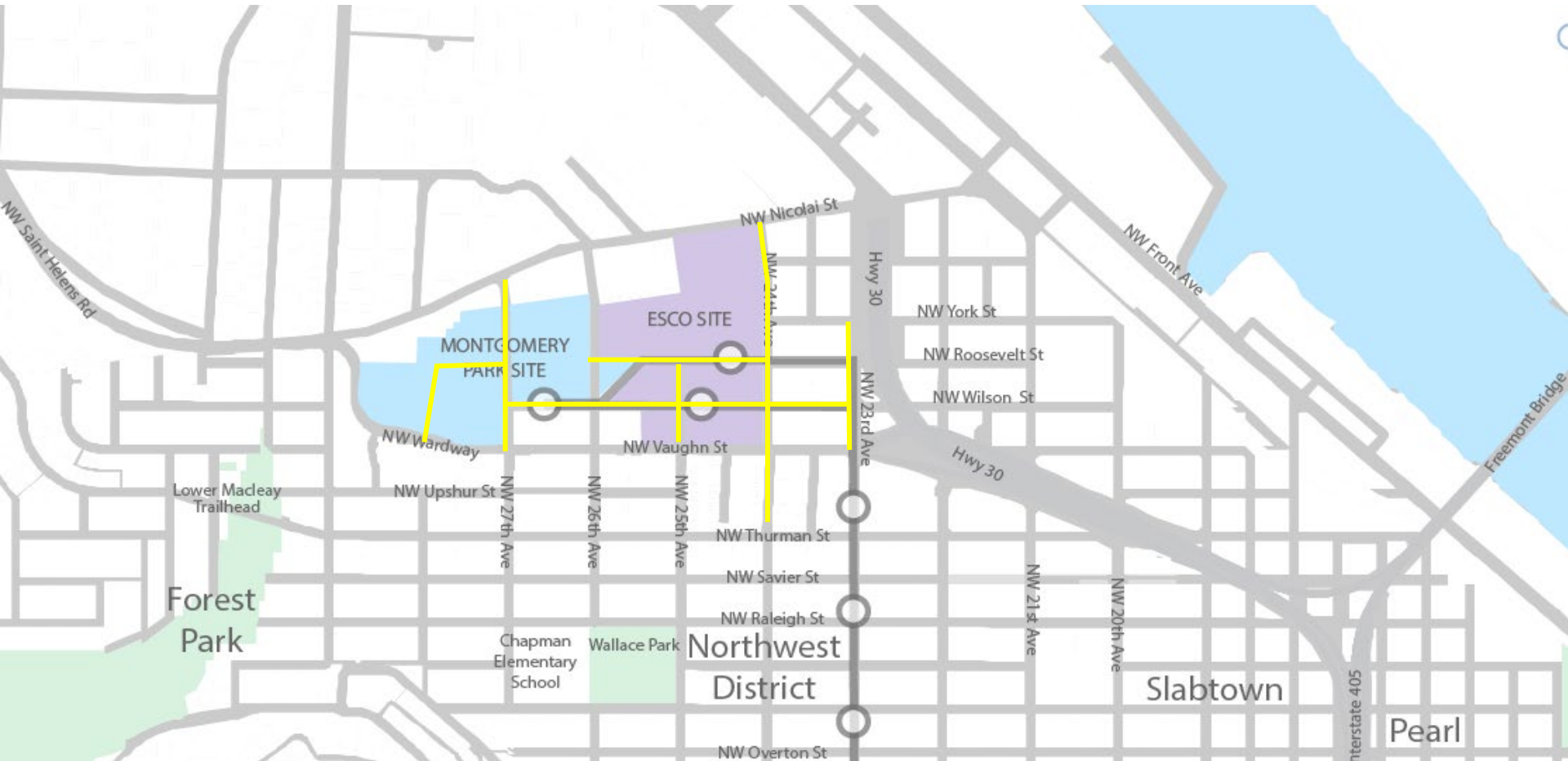
**DRAFT**

December 10, 2021



# Transportation Plan Recommendations

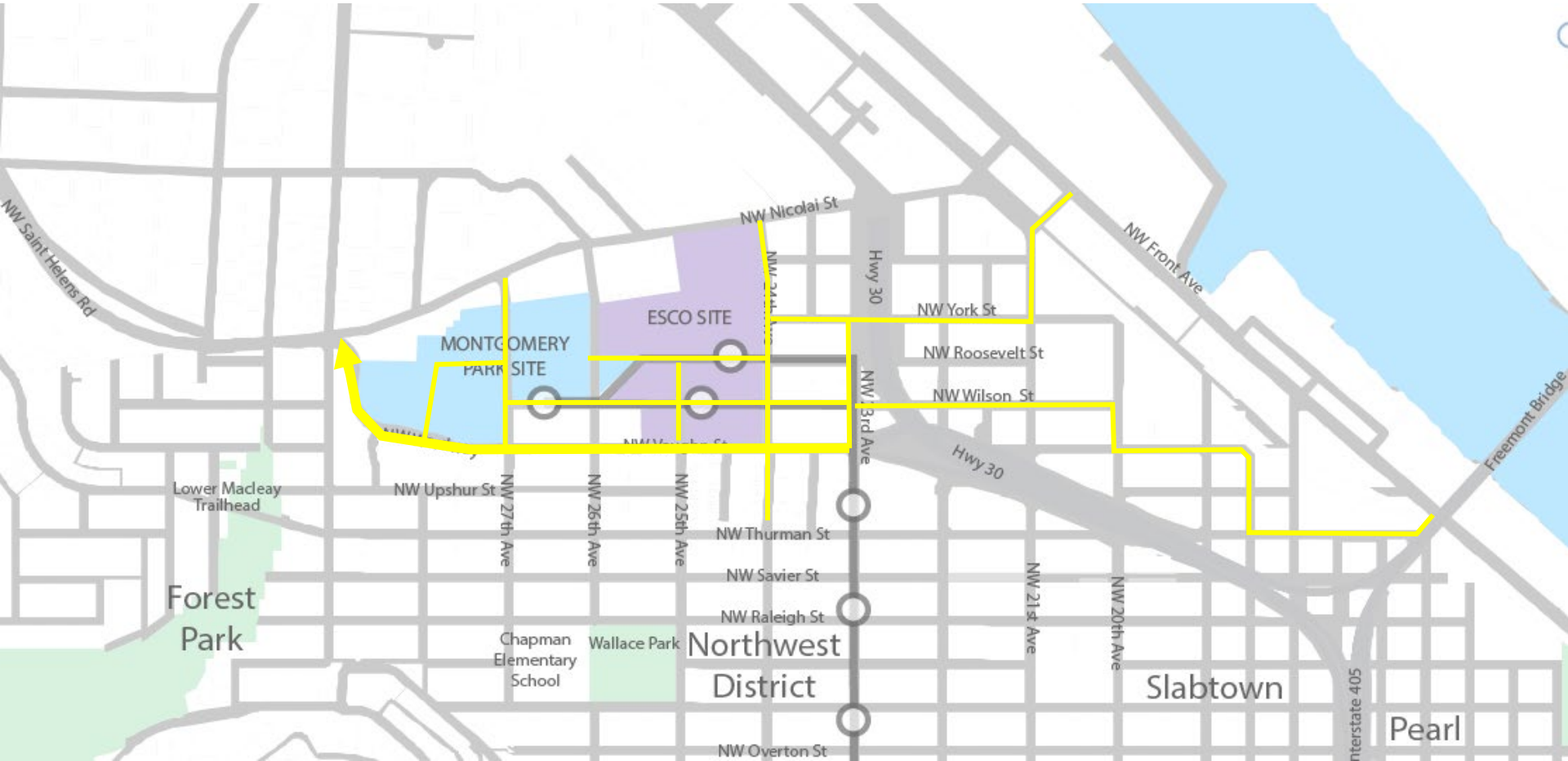
Organized around connections: 1) within the district





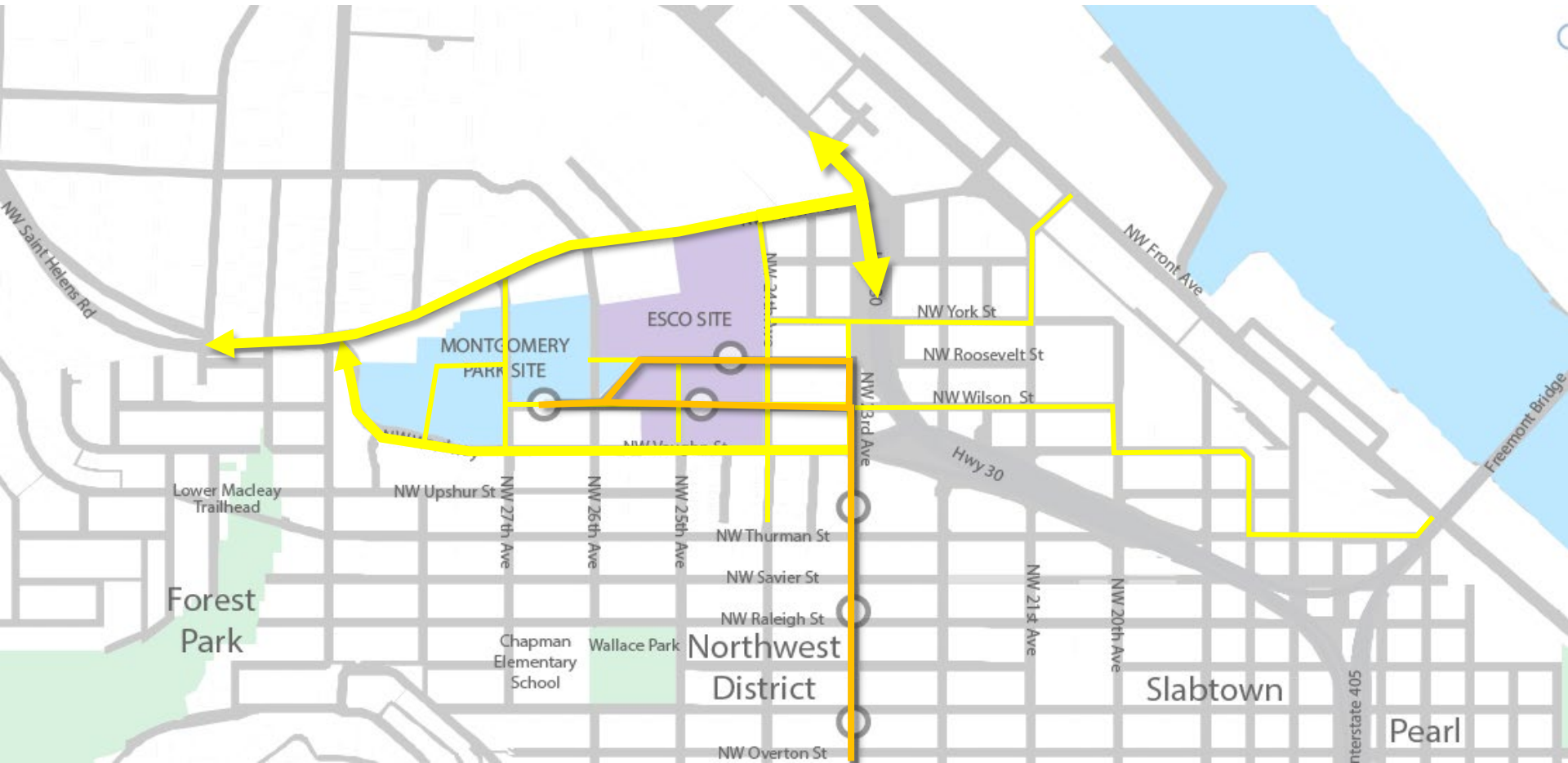
# Transportation Plan Recommendations

Organized around connections: 2) to neighboring areas



# Transportation Plan Recommendations

Organized around connections: 3) regional connections





# Transit Alternatives Evaluated



Standard Bus



Enhanced Bus



Streetcar

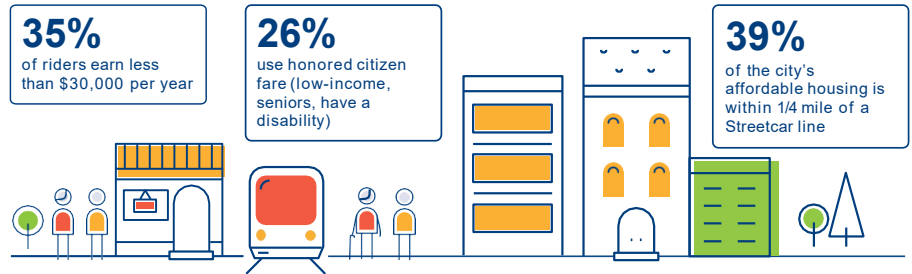


Micro-Shuttle

# Streetcar Transit

- 1/3rd of Portland's **jobs** and **affordable housing** are along streetcar lines.
- **Climate benefits** of clean, green transportation mode in vibrant mixed-use neighborhoods.
- **More than 80% of riders** own one or fewer (zero) cars and 26% don't have a driver's license.
- **Nearly 1/3 of riders** are full or part-time university students.

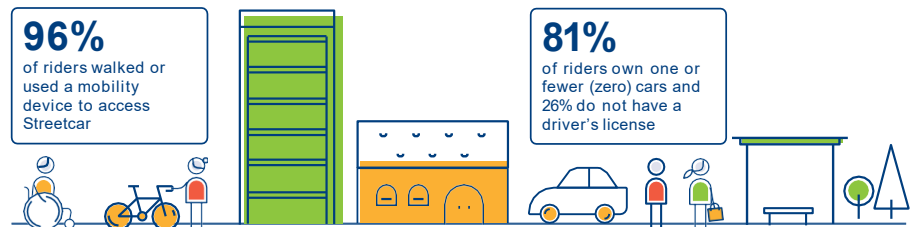
## AFFORDABILITY



## EQUITY



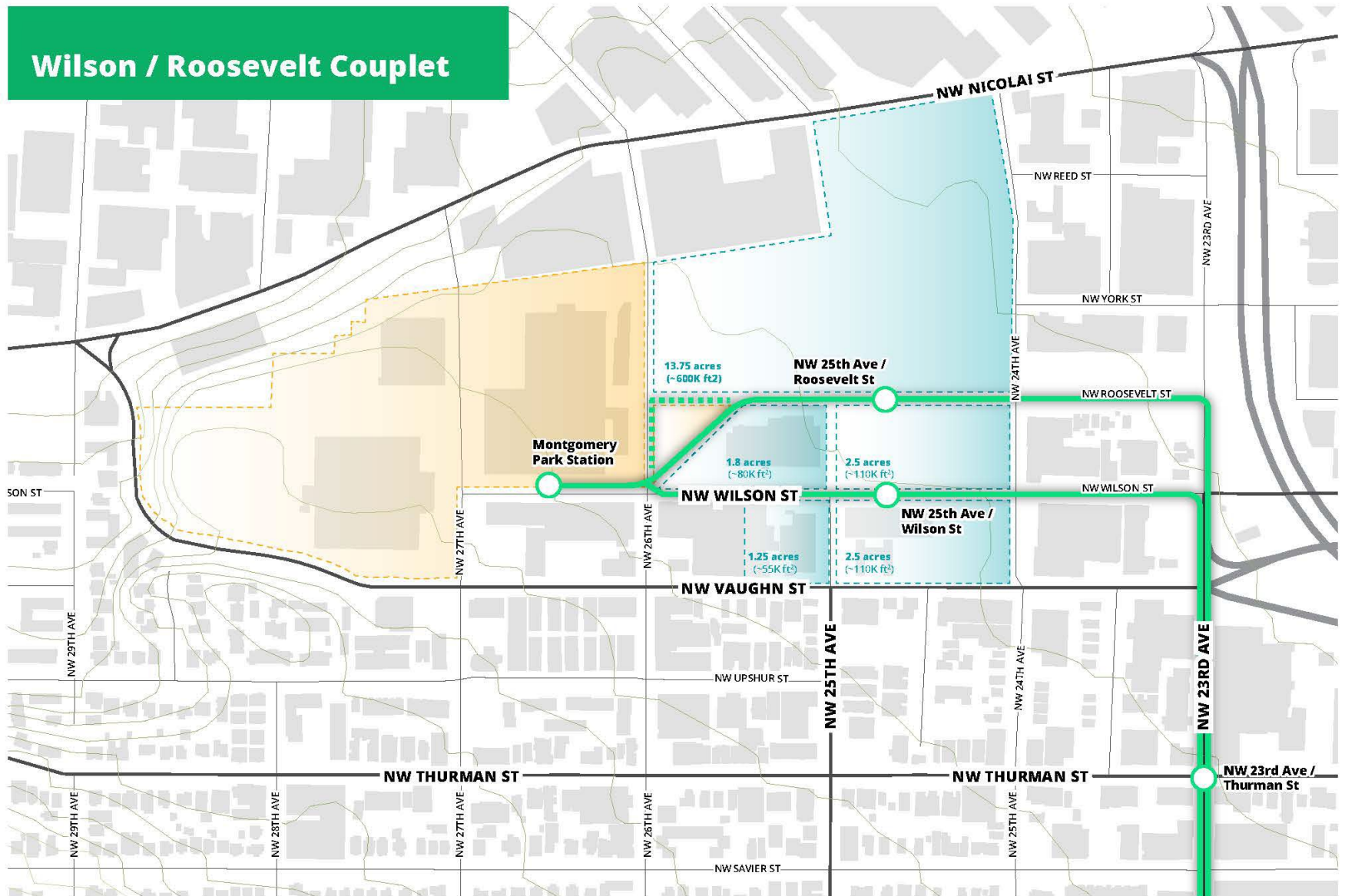
## SUSTAINABLE MOBILITY



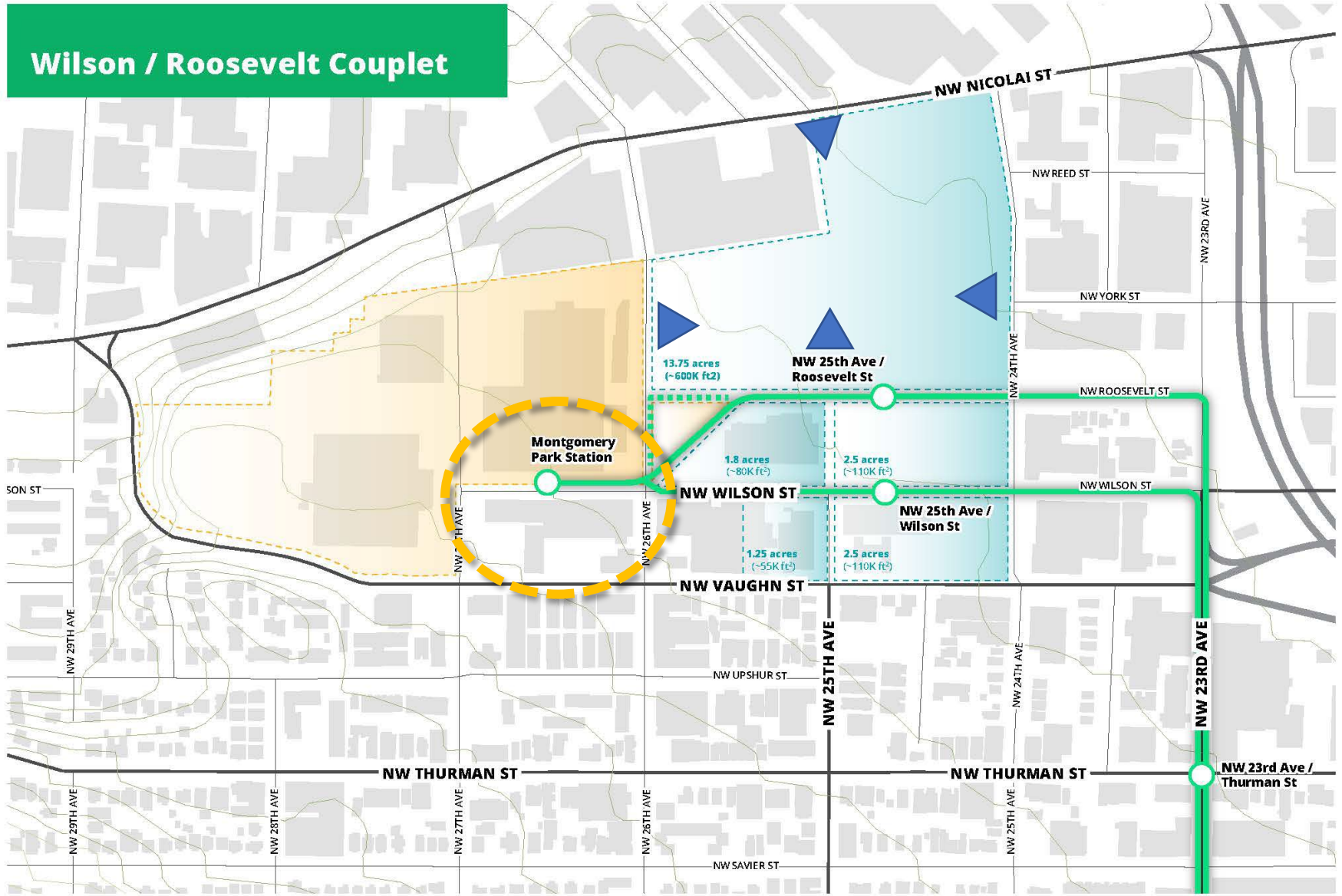


# Draft Streetcar Alignment

## Wilson / Roosevelt Couplet



# Draft Future Extension of the Street Network



## Wilson / Roosevelt Couplet

Montgomery Park Station

NW 25th Ave / Roosevelt St

NW WILSON ST

NW 25th Ave / Wilson St

NW THURMAN ST

NW THURMAN ST

NW 23rd Ave / Thurman St



# Mobility Hub Ideas



# Timeline/Next Steps

---

- Discussion Draft Plan – Comments due March 15, 2022
- Additional Planning for NW 23<sup>rd</sup> – 2022
- Proposed Draft Plan – Spring 2022
- Planning and Sustainability Commission (PSC) review and public hearings – Summer 2022
- PSC Recommended Draft Plan – Summer/ Fall 2022
- Portland City Council review and public hearings – Fall 2022



# Questions to Consider

---

- Does the land use vision for mixed-use development and housing in the area make sense for the future?
- Are the transportation proposals, including future extension of Portland Streetcar, supportive of the land use changes?
- Are the proposed public benefits and equitable development approaches appropriate?



Bureau of Planning and Sustainability

**PBOT**

PORTLAND BUREAU OF TRANSPORTATION

# Thank You!

---

## MP2H Web Site

<https://www.portland.gov/bps/mp2h>

## MP2H Discussion Draft

[www.portland.gov/bps/mp2h/mp2h-discussion-draft-overview](http://www.portland.gov/bps/mp2h/mp2h-discussion-draft-overview)

## MP2H Discussion Draft Comments (March 15)

<https://www.portlandmaps.com/bps/mp2h/#/map/>

Questions: [MP2H@portlandoregon.gov](mailto:MP2H@portlandoregon.gov)

## Staff Contacts

Barry Manning (BPS) [barry.manning@portlandoregon.gov](mailto:barry.manning@portlandoregon.gov)

Nicholas Starin (BPS) [nicholas.starin@portlandoregon.gov](mailto:nicholas.starin@portlandoregon.gov)

Julia Reed (PBOT) [julia.reed@portlandoregon.gov](mailto:julia.reed@portlandoregon.gov)



Bureau of Planning and Sustainability



PORTLAND BUREAU OF TRANSPORTATION