



# Montgomery Park to Hollywood Transit and Land Use Development Strategy CBO Outreach Grant Overview 2-19-20








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# Background

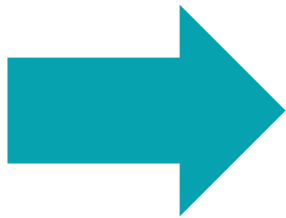
- **Streetcar System Plan (2009)** identified several potential corridors). 2016 consultant work further analyzed potential corridors.
- **2035 Comprehensive Plan and TSP** identified several streetcar lines, including HTC and MP for future development.
- **Extension to MP** – development potential; property owner support, but poses land use and transportation policy questions.
- **Extension to HTC** – several potential alignments identified; little analysis done on feasibility.
- **Phase 1** - (2018-19) studied land use scenarios for NW.
- **Phase 2** - FTA grant to further evaluate opportunities along potential alignments; consider equity issues.

# PORTLAND STREETCAR SYSTEM CONCEPT PLAN

-  Concept Streetcar Corridors with Existing and Planned Alignments
-  Comprehensive Plan Streetcar Corridors
-  MAX Light Rail: Existing and Planned
-  Portland Aerial Tram
-  TriMet Bus (April 2009)

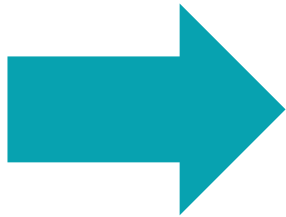


# Why Streetcar?



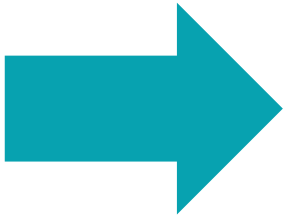
**Planning studies have recommended serving both Montgomery Park and Hollywood with high quality transit.**

The 2018 Transportation System Plan, Regional Transportation Plan, and Comprehensive Plan call for a streetcar extensions.



**The NW District is changing with some long standing industrial businesses closing and a transition of uses.**

In NW, parcels available for redevelopment create an opportunity to shape a new neighborhood to address City jobs, housing, climate, and transportation goals.

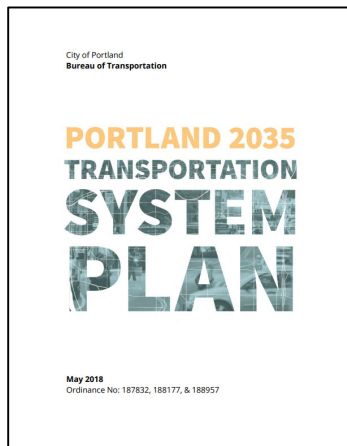


**Streetcar investments have historically generated development agreements for mixed income housing**

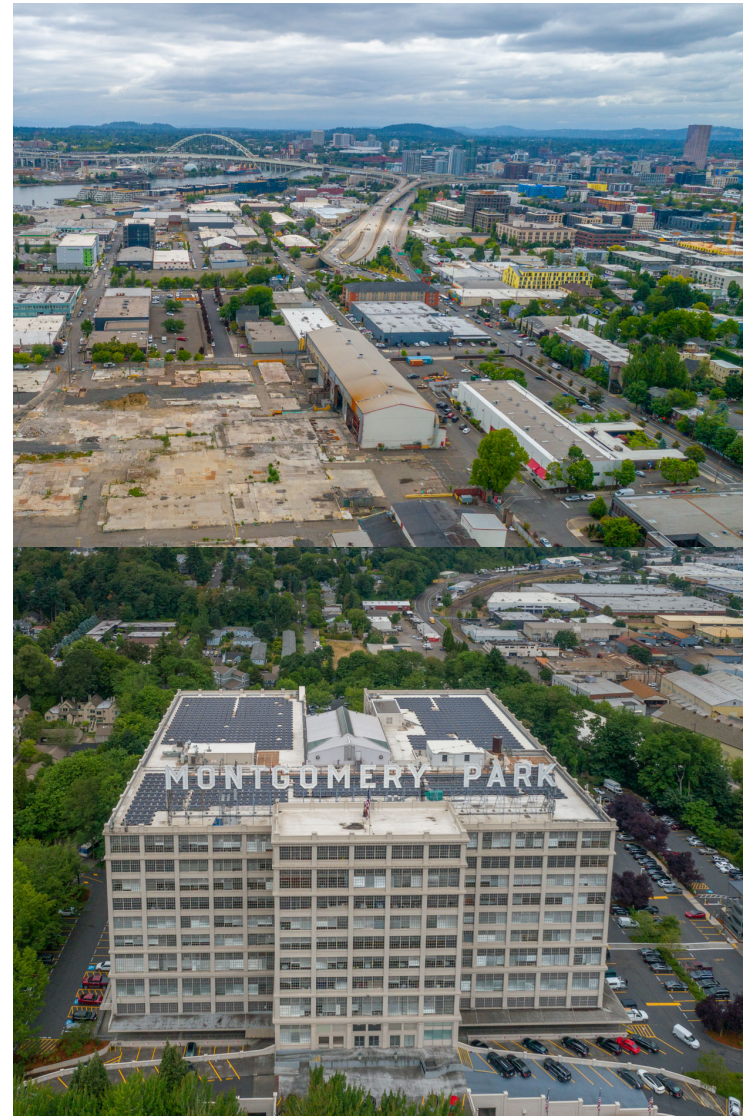
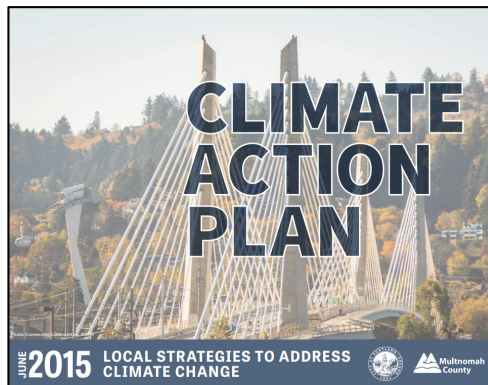
More than 1/3<sup>rd</sup> of Portland's affordable housing is on streetcar lines.

# Key Question

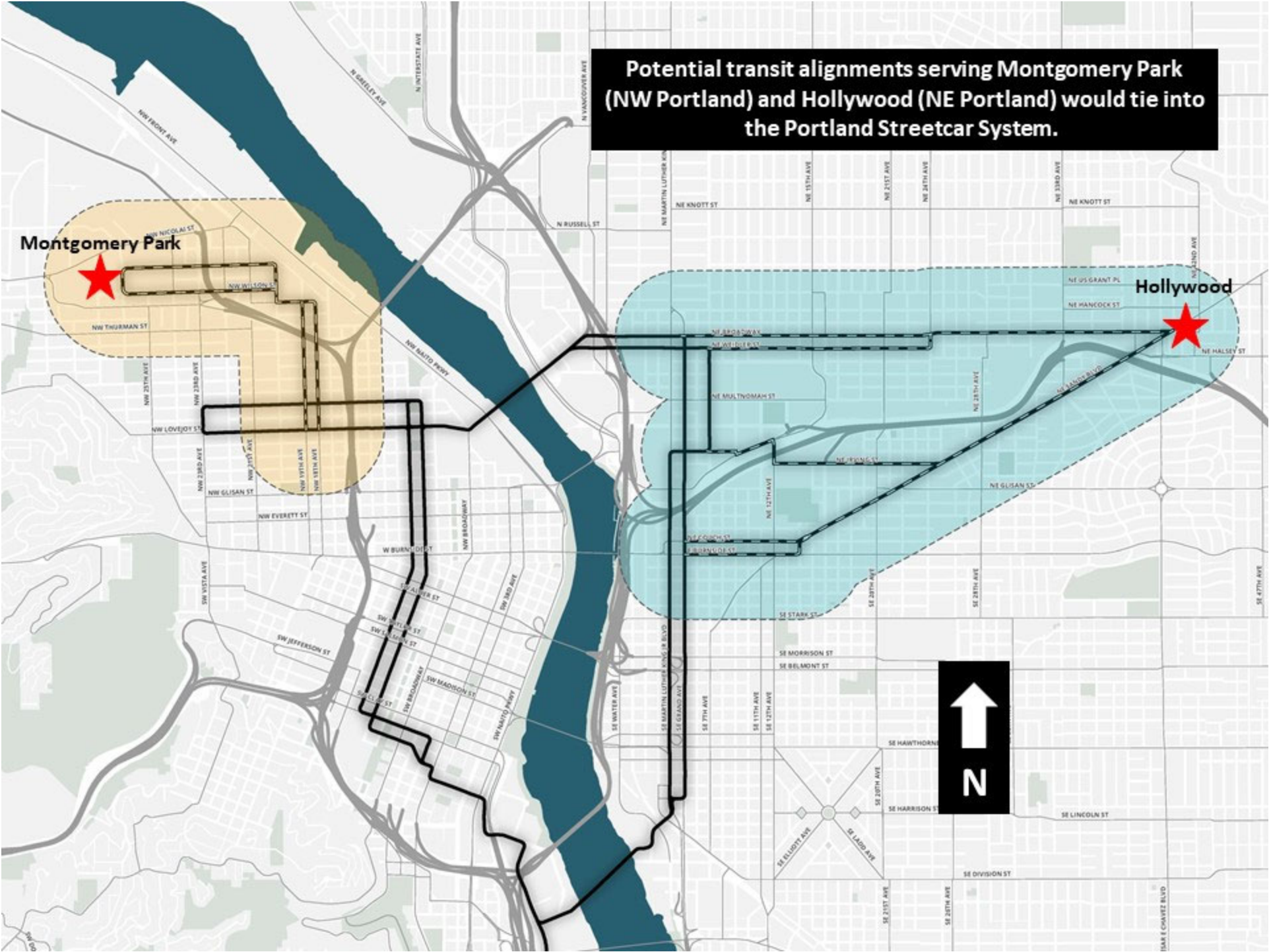
How can land use changes and transportation investments best complement adopted goals and policies in the:



**PBOT**  
Racial  
Equity  
Plan

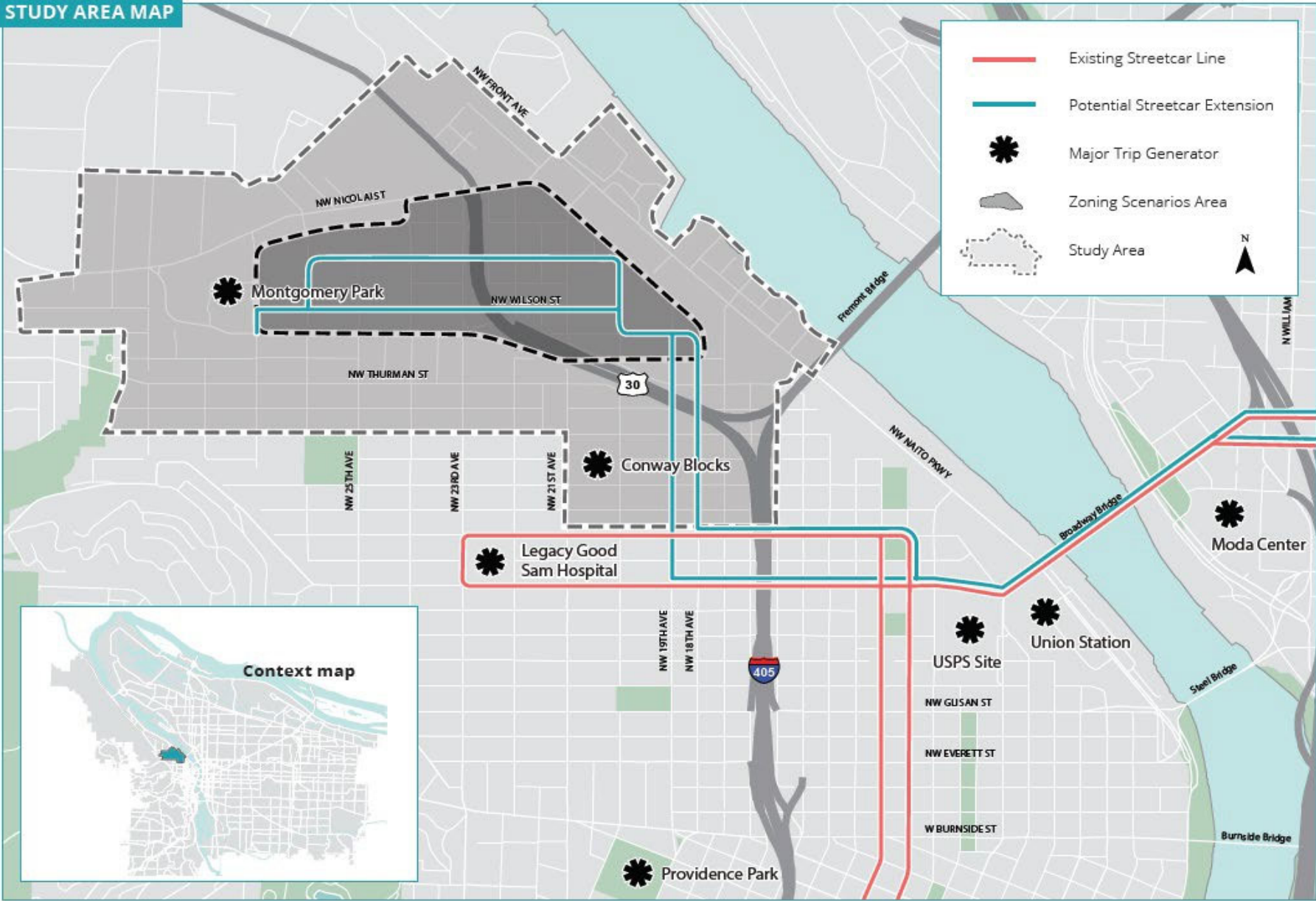


**Potential transit alignments serving Montgomery Park (NW Portland) and Hollywood (NE Portland) would tie into the Portland Streetcar System.**



# Phase 1 Study NW - 2018-19

## STUDY AREA MAP



# Phase 1 Study - Scenarios

In 2019, BPS looked at five land use scenarios representing a spectrum of change from no change (Scenario 1) to significant mixed-use development potential (Scenario 5).



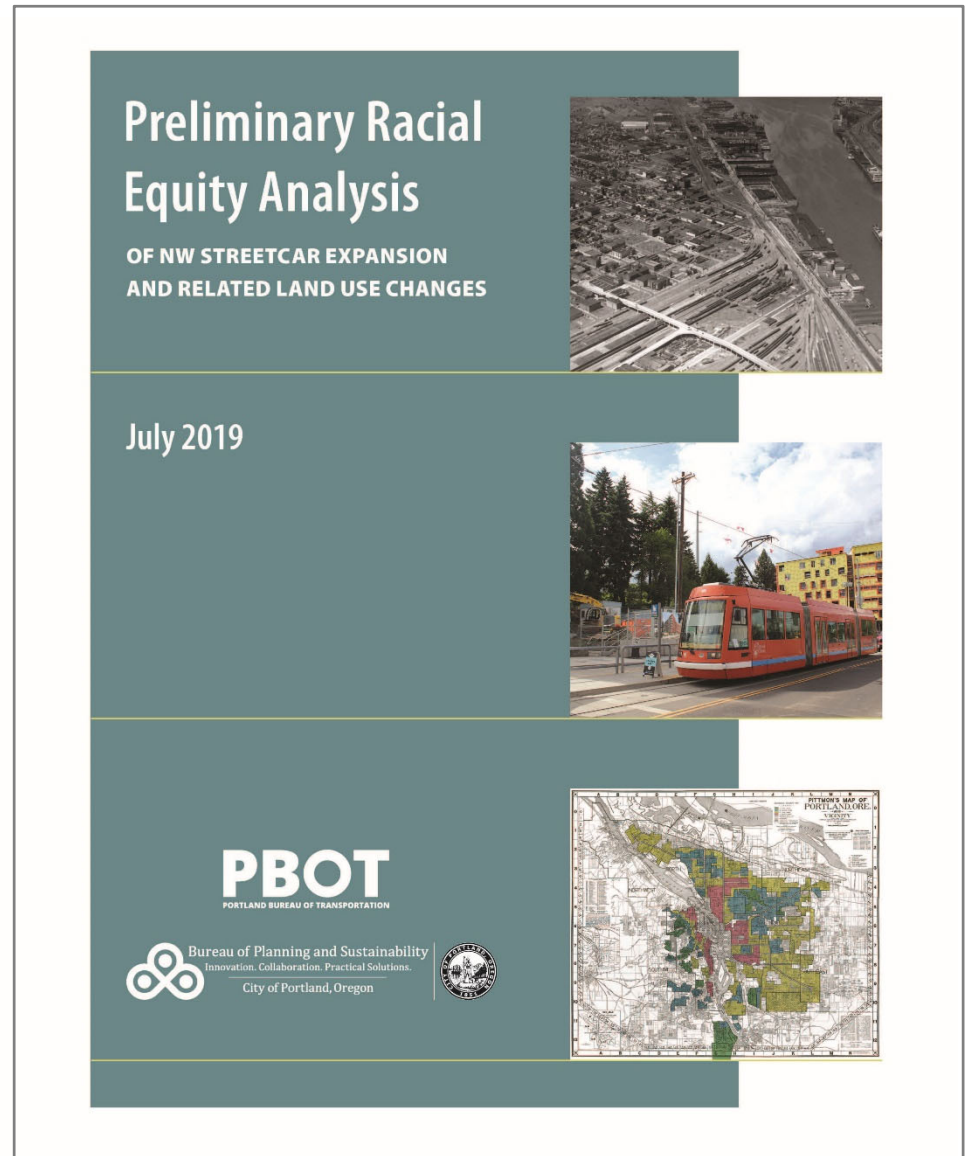


# Phase 1 - Equity Analysis

Staff reviewed background materials to ask the questions:

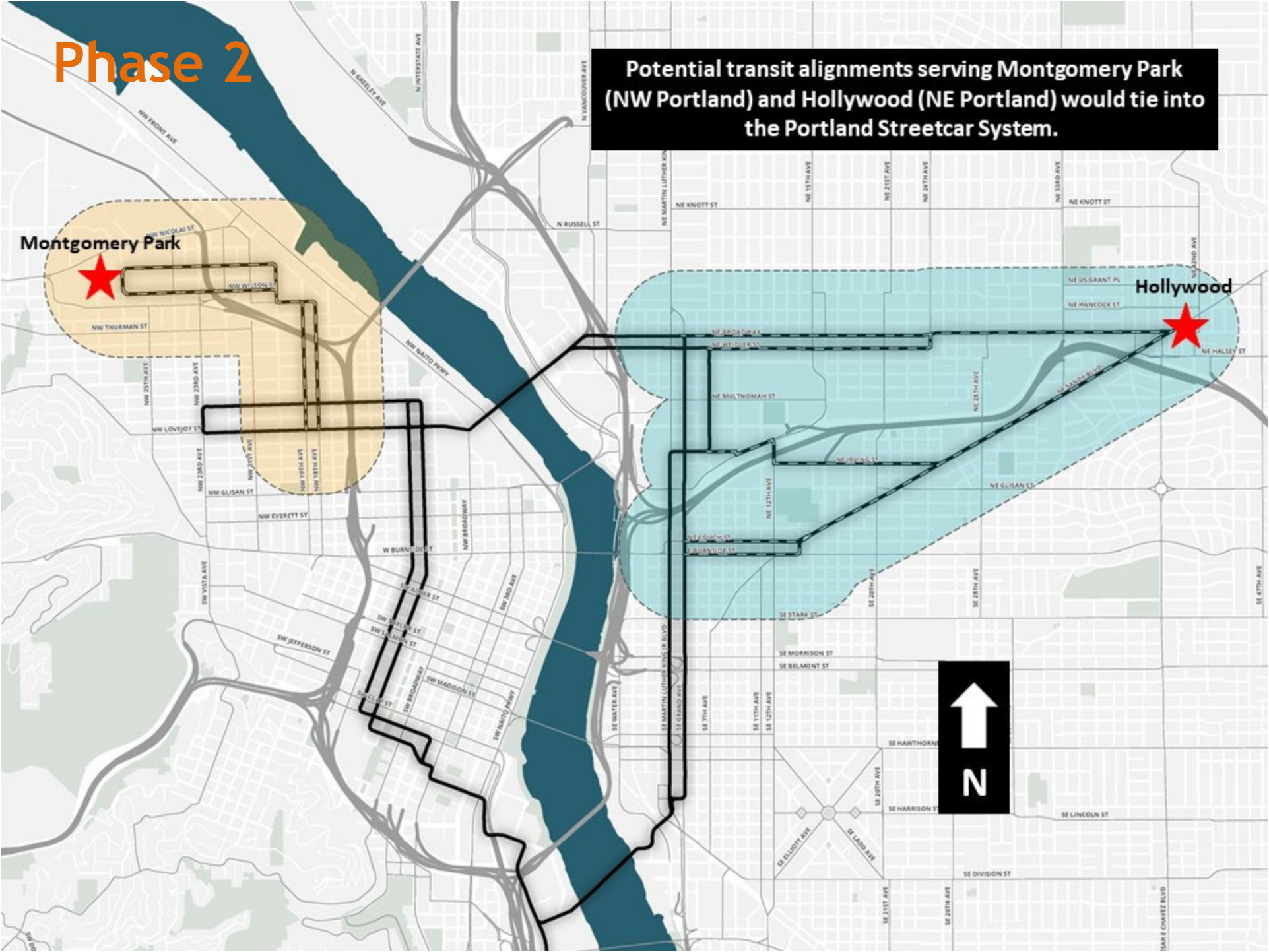
1. Do the proposed land use changes support City objectives of increased transit use, expanded housing options, and reduced carbon emissions?
2. Will the proposed changes and investments reduce or exacerbate long-standing racial disparities in our community?

**The preliminary scan did not answer the question whether the City should pursue land use changes and streetcar investments, but did uncover benefits and burdens and generated ideas for further exploration in the FTA grant.**



# Phase 2

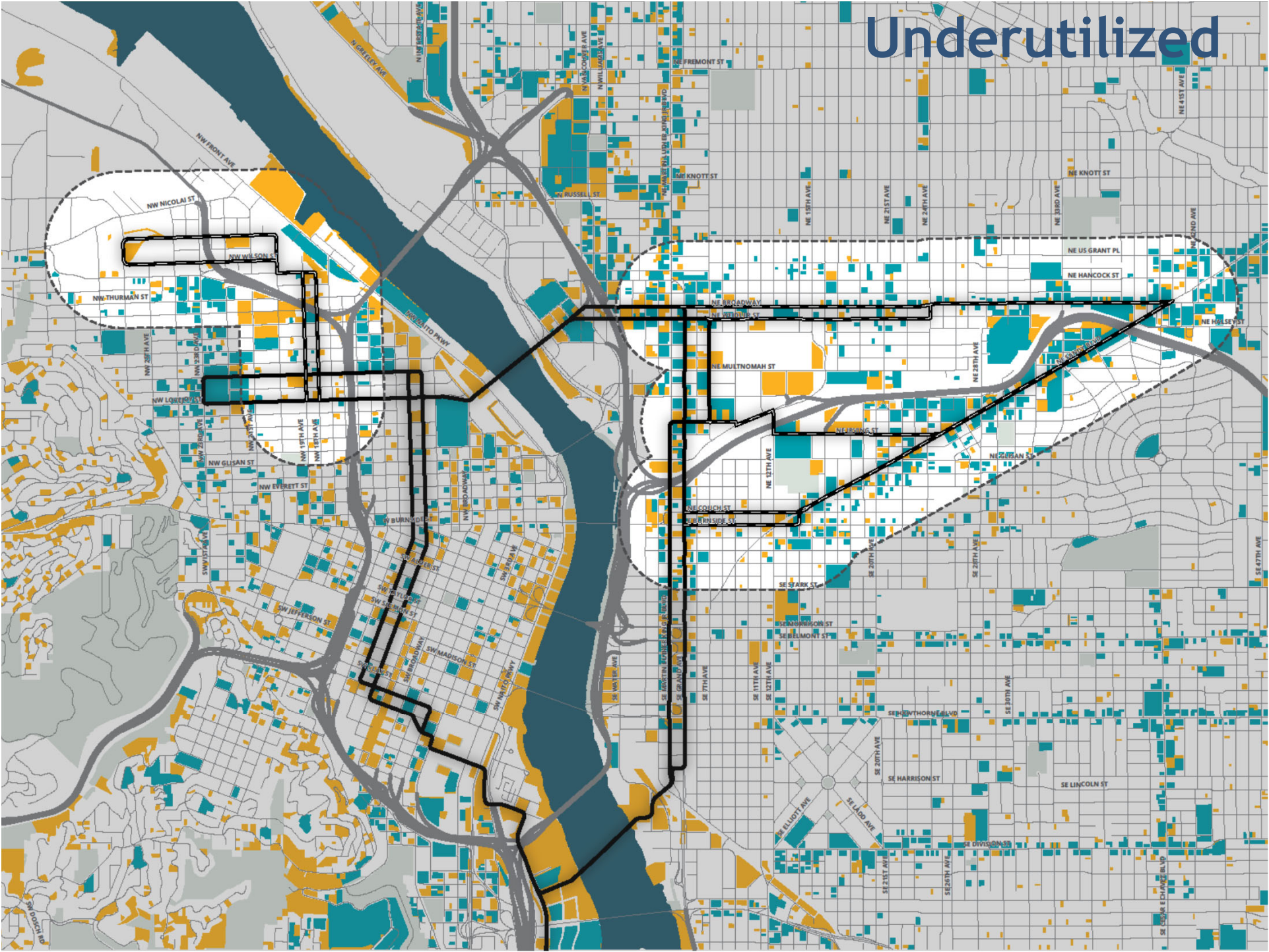
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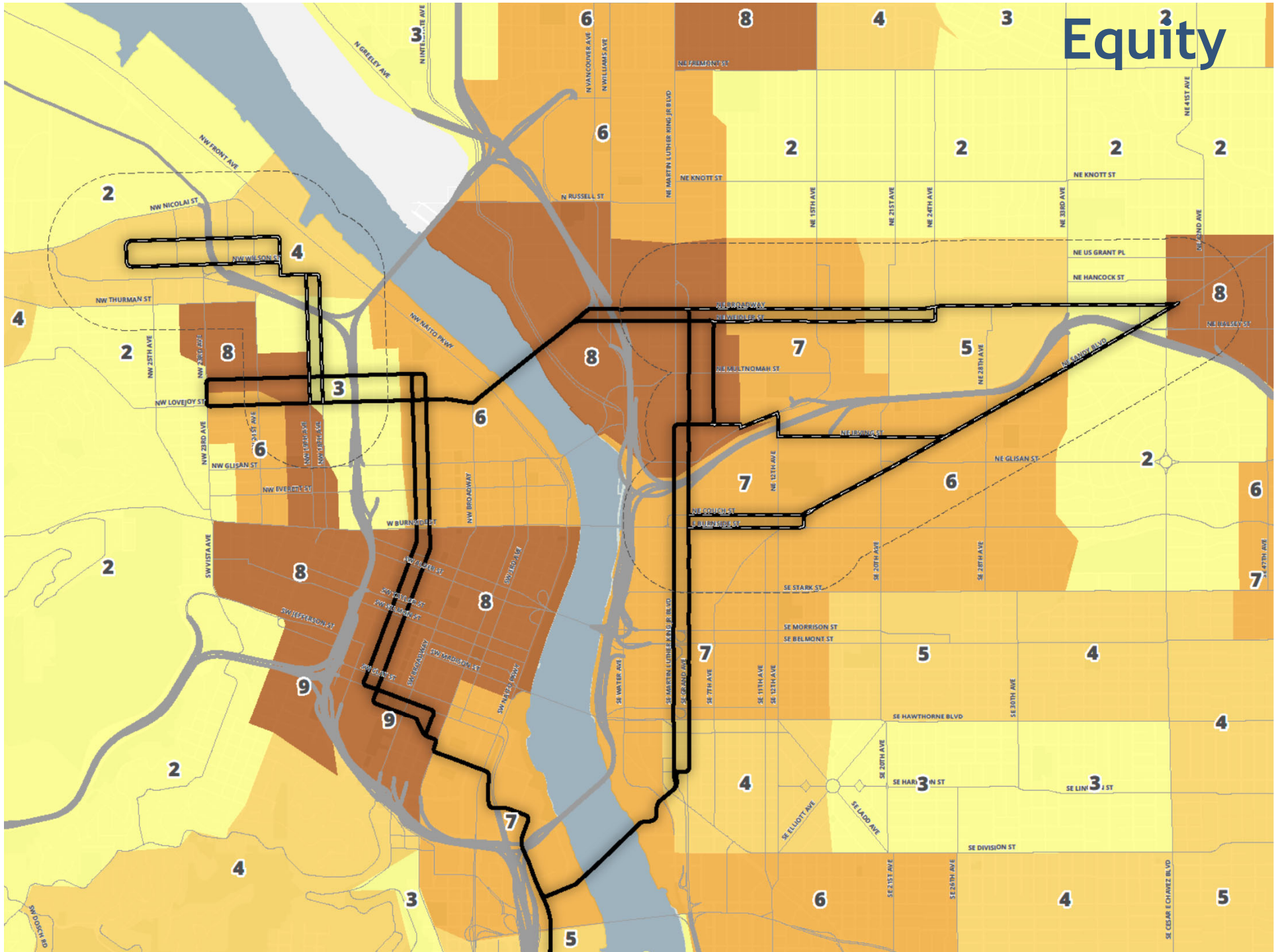




# Underutilized



# Equity





# Expected MP2H Project Outcomes

## Westside:

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

## Eastside:

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



# MP2H Study Elements

- Community Outreach and Engagement Plan
  - ✓ info sharing with organization + web
  - ✓ community workshops at key milestones
  - ✓ targeted outreach to underserved groups
  - ✓ planned NW 'sounding board' committee
  - ✓ legislative process (PSC and CC public hearings)
- Existing Conditions: Land Use & Transportation
- Urban Design Analysis and Concepts
- Equitable Needs and Opportunities
- Land Use Analysis and Recommendations
- Transportation Analysis/Recommendations

# CBO Targets

- Renter households, low-income populations, immigrant/refugee populations and communities of color in or near the study areas;
- Workers in industrial districts or activities, particularly those in NW Portland;
- Small business-people on proposed alignments, particularly women and minority-owned businesses;
- Low income owners of single-dwelling properties within  $\frac{1}{4}$  mile of proposed alignments.
- Proposals Due: March 1, 2020



# Questions?



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