



MONTGOMERY PARK AREA PLAN

PROPOSED DRAFT

Planning Commission and Design Commission Joint Public Hearing

May 21, 2024

Barry Manning, Joan Frederiksen, Cassie Ballew, Ryan Singer, BPS

Shawn Canny, Mauricio Leclerc, PBOT



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

PBOT
PORTLAND BUREAU OF TRANSPORTATION

MPAP Vision

The Montgomery Park Area Plan envisions a dynamic, mixed-use neighborhood with equitable access to housing, and economic opportunity.



**Housing &
Affordability**



Job Opportunities



**Low-Carbon/
Transit-Served**

MPAP Vision

Key plan objectives – middle-wage jobs, affordable housing, affordable commercial space, climate resilience, and public open space – would be achieved through public policy changes and actions that leverage private investment.



Montgomery Park Area Plan

Volume 1: Proposed Plan

Comp Plan maps; Zoning Map

Volume 2: Regulatory Tools

Zoning Code; Character Statement

Volume 3: Transportation Plan

TSP Amendments

Volume 4: Amendments to GLIS and NW District Plans

Reconciliation with MPAP

Volume 5: Appendix

*Draft Public Benefits Agreement
Term Sheet; background reports*



Montgomery Park Area Plan

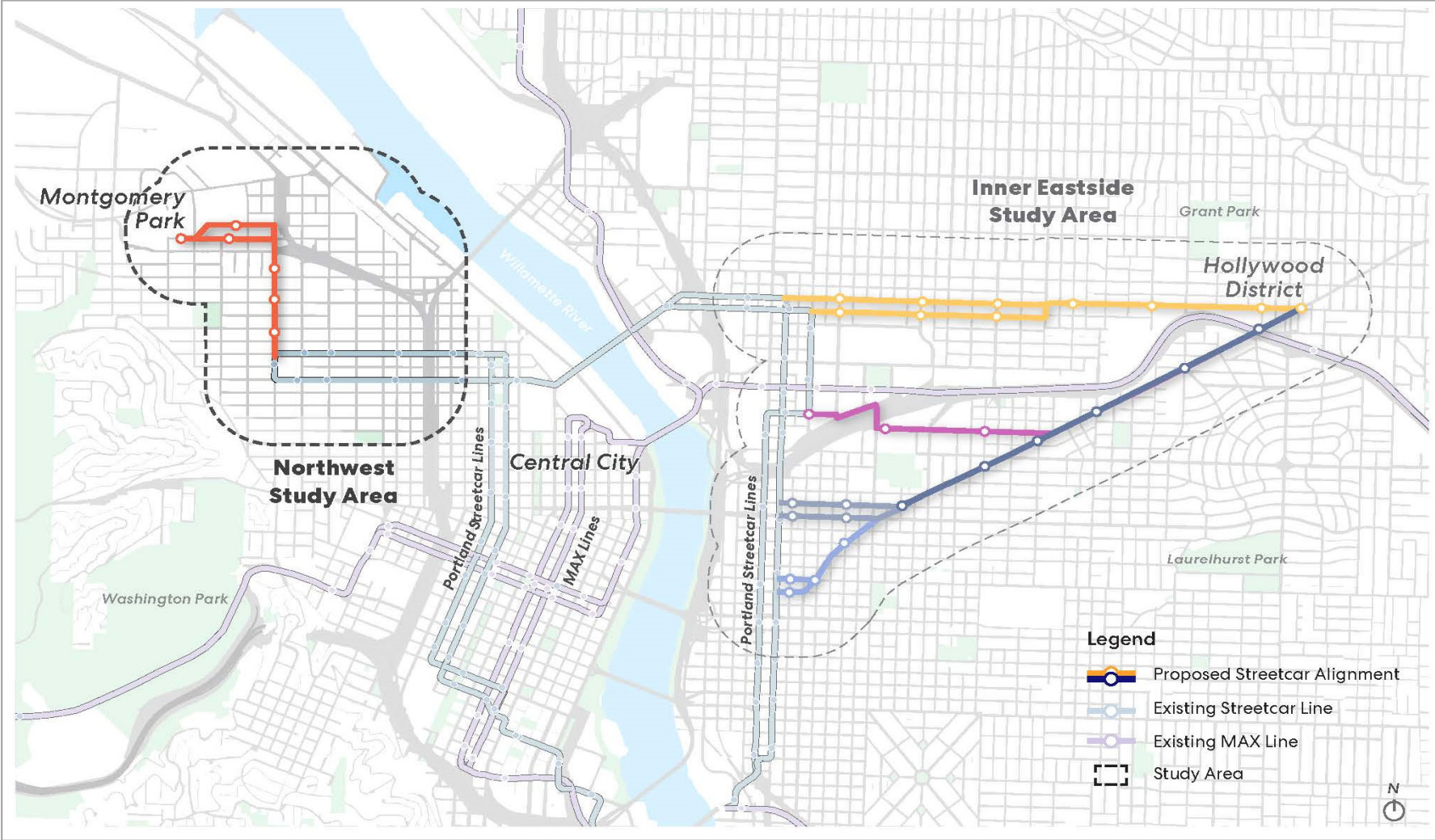
Proposed Draft

Volume 1: Proposed Plan

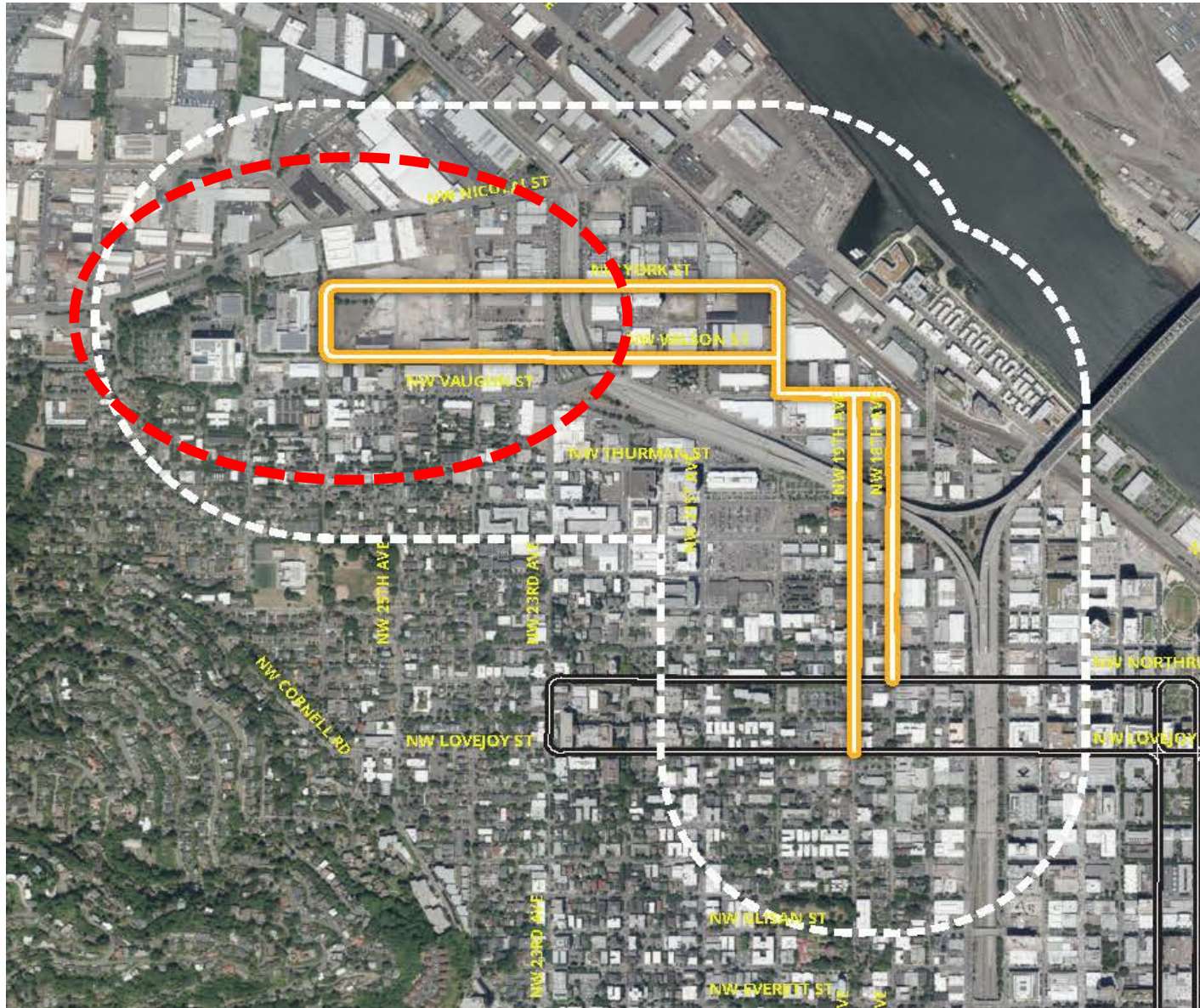
April 15, 2024



Background – MP2H study

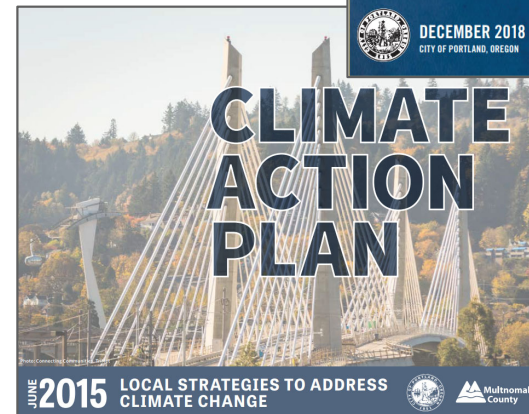
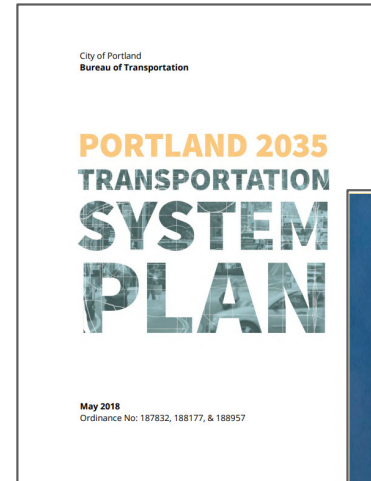


Refined MPAP Plan Area

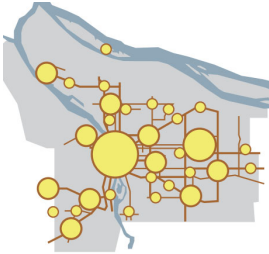


Planning Goals

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



Policy Considerations



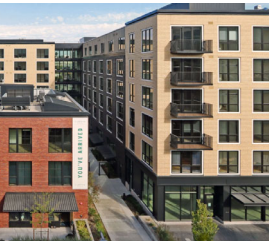
Urban Form

- Direct the majority of growth to centers, corridors, and transit station areas.



Jobs and Economic Opportunity

- Expand and improve economic opportunity.
- Provide supply of employment land sufficient to meet short-term and long-term employment growth.



Housing

- Support fair, equitable, healthy, resource efficient, and physically-accessible housing for a diverse population.
- Establish ways to mitigate gentrification and displacement.



Climate Resilience

- Support actions that address and mitigate climate change.
- Reduce urban heat island effects, minimize carbon, and provide long term resilience.



Equity / Equitable Development

- Increase access to housing and jobs in high opportunity areas.
- Support equity and creation of public benefits when planning and making public investments.

Why Plan for the NW Study Area?

- **Potential** to increase employment opportunities, housing, and affordable housing.
- **High opportunity**, low-carbon neighborhood, close to Central City and Industrial jobs.
- **Leverage** streetcar/transit extension in cost effective way.
- **Montgomery Park**: future housing and other uses anticipated.
- **ESCO Steel**: large vacant opportunity site.
- **Opportunity** to capture value created via public policy change and investment and redirect a portion to **public benefits**.



Community Engagement

Community Based Organizations – MP2H Grant

- Friendly House, Inc. (*NW focus*)
- Northwest Industrial (NIBA)/Columbia Corridor Assn. (*NW focus*)
- Hollywood Senior Center/Urban League (*NE focus*)
- Micro Enterprise Solutions of Oregon (*NE focus*)

Neighborhoods and Other Groups

- NW District, NW Active Streets, Northwest Industrial (NIBA), others
- NW Project Working Group (PWG) - 7 meetings
- York Street Work Group/PHCC
- Large property owners

MP2H – NW Plan Discussion Draft (2022)

- Over 3,000 notices; public comments report

Public/Community Meetings

- MP2H Kickoff Open House - March 2020
- MP2H Urban Design Scenarios - July 2020
- NW Project Working Group – 7 meetings 2020-2021
- MP2H-NW Plan Discussion Draft Open House - February 2022
- Design Character Workshop – June 2023
- BIPOC Design Focus Group – Feb 2024



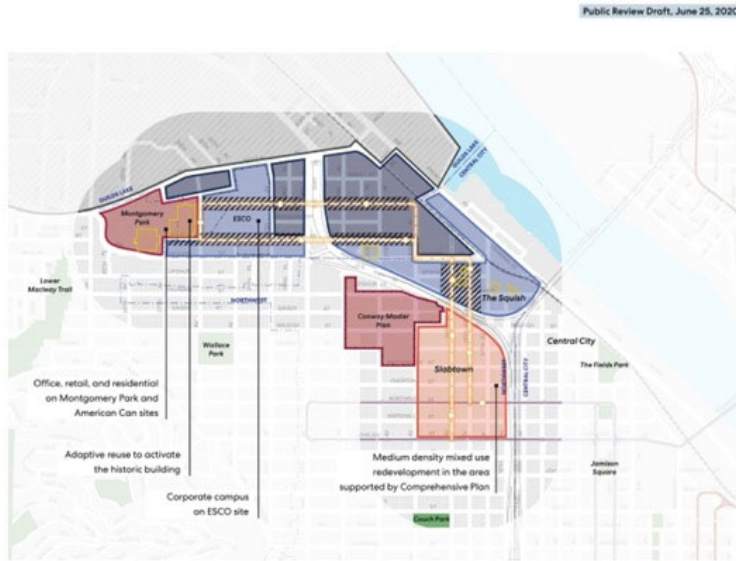
What We Heard

<p>Housing and Development</p>	<ul style="list-style-type: none"> • Housing affordability; create variety of affordable housing choices • Gentrification and displacement concern - both housing and commercial uses
<p>Jobs and Industrial Land</p>	<ul style="list-style-type: none"> • Loss of industrial land/implications for jobs and equity; create quality jobs • Impacts to existing, nearby industrial uses
<p>Community Design and Public Benefits</p>	<ul style="list-style-type: none"> • Desire for urban design framework; more greening; park/open space; climate resiliency • Commemoration of York (NW York Street) • Create opportunity for more public and community benefits
<p>Transportation System</p>	<ul style="list-style-type: none"> • Interest in multimodal transportation connections and improved safety • Support for the streetcar project and for improved transit opportunities in general • Concerns about streetcar routing and street designs • Concerns about impacts to parking, businesses, and traffic

NW Scenarios Considered

Public Review Draft, June 25, 2020

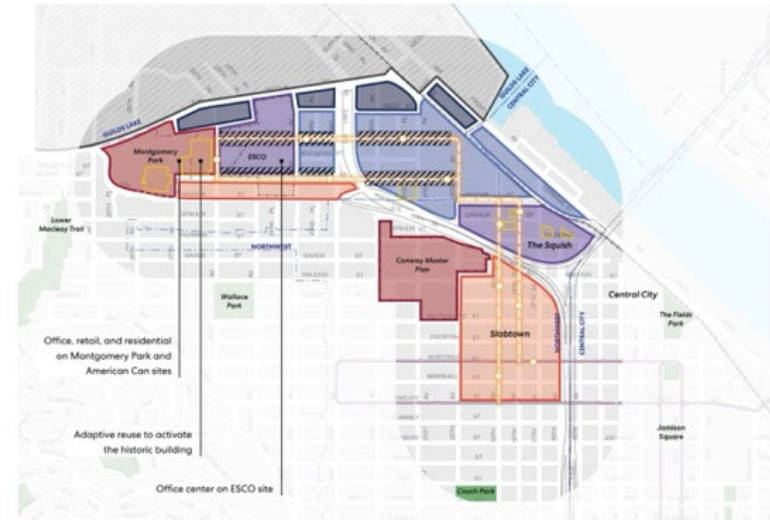
Scenario 1 Industrial



Scenario 2 Employment

- 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

4

SCENARIO 1: INDUSTRIAL

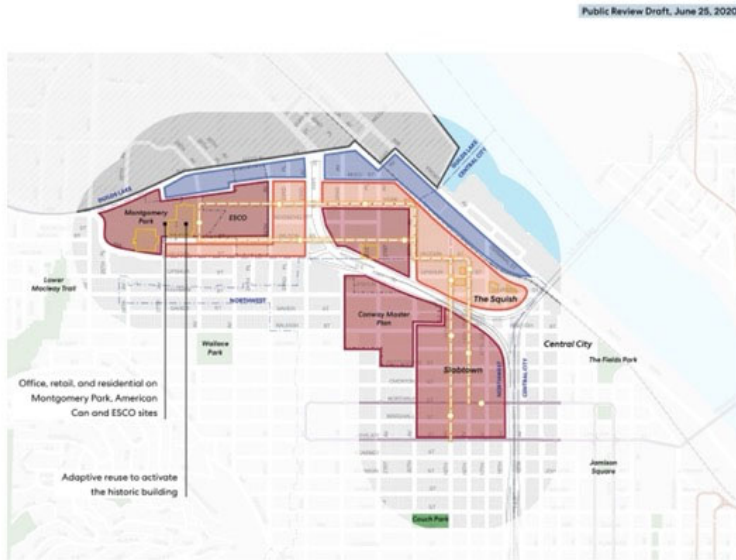
SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

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Public Review Draft, June 25, 2020

Scenario 3 Mixed-Use

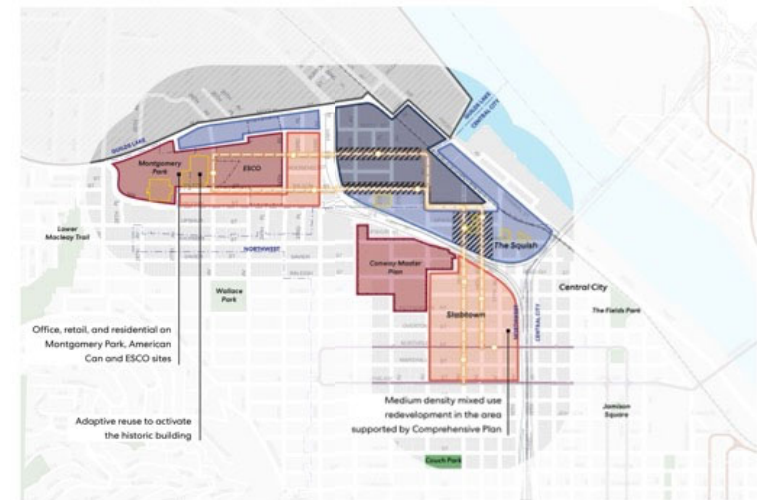


Public Review Draft, June 25, 2020

Scenario 4 Hybrid 1+3 (preferred)

- High Density Mixed Use
- Medium Density Mixed Use
- Medium Density Employment
- Light Industrial
- 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



Public Review Draft, June 25, 2020

SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

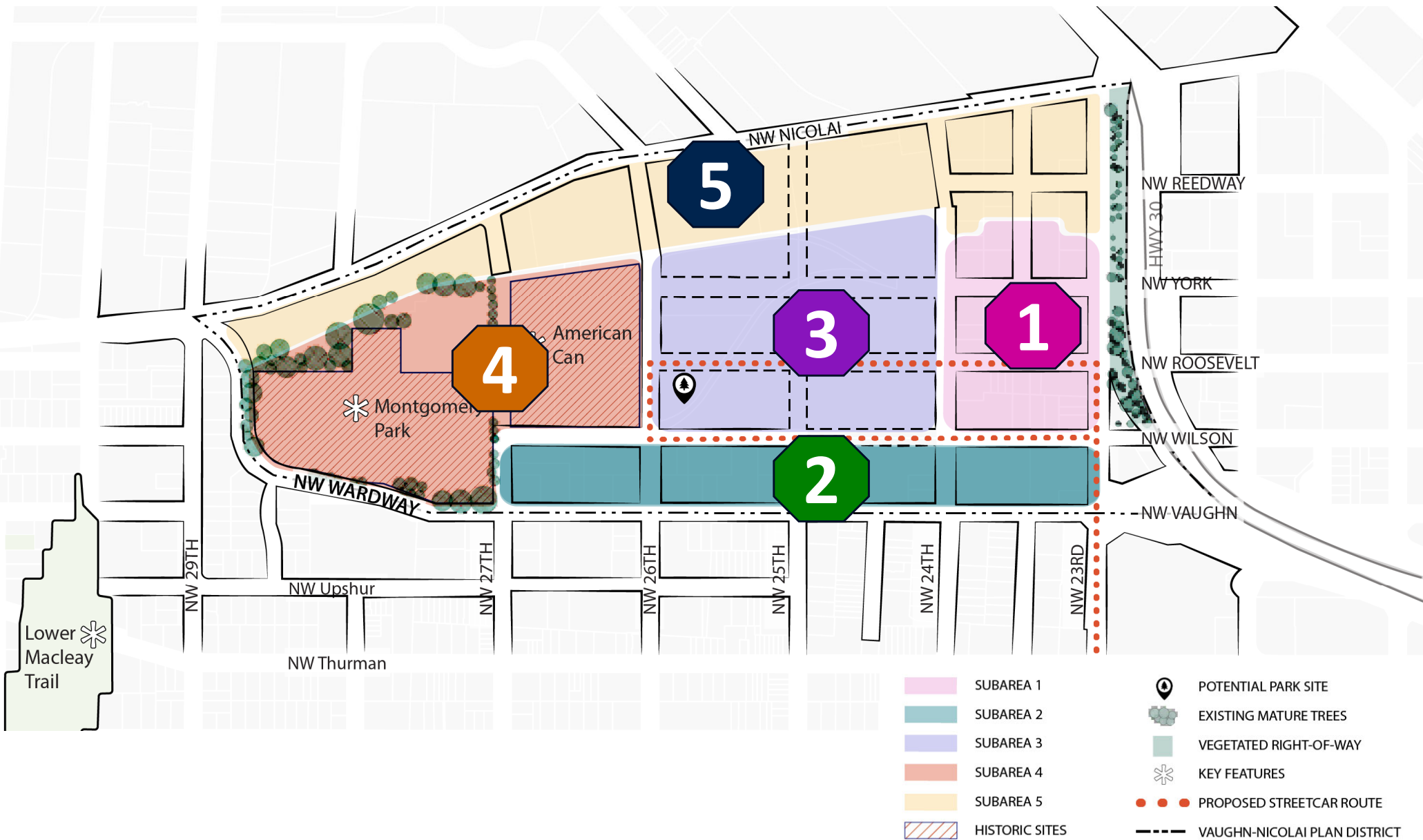
SCENARIO 3: MIXED USE

MPAP – Plan Concept

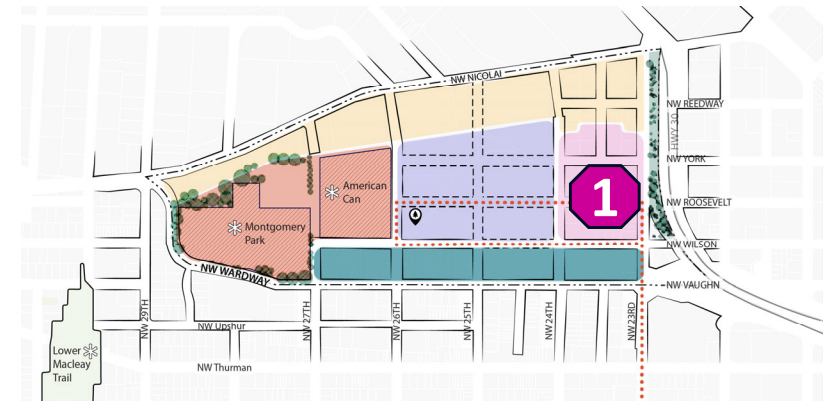
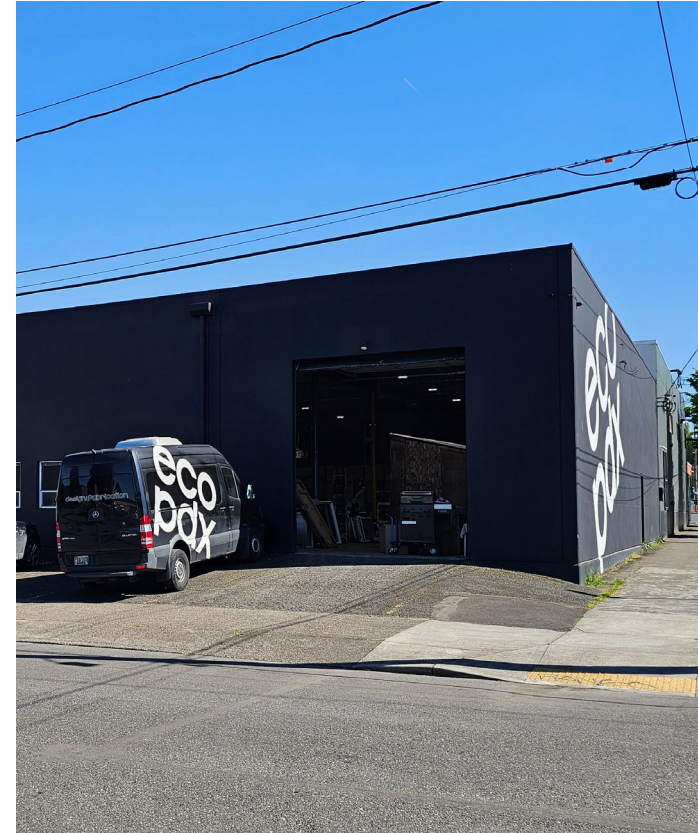
- Create a new mixed-use neighborhood west of Highway 30 served by an extension of Portland Streetcar.
- Change land use designations from industrial and employment to facilitate a broader mix of uses.
- Create potential for 2,000+ new housing units with 200+ affordable units.
- Foster jobs in the area including middle-wage jobs.
- Retain an employment buffer along NW Nicolai Street to reduce conflicts.
- Retain industrial zoning and limit industrial land loss east of US 30.



The Plan Area



Subarea 1: NW 23rd-24th



Existing Context...

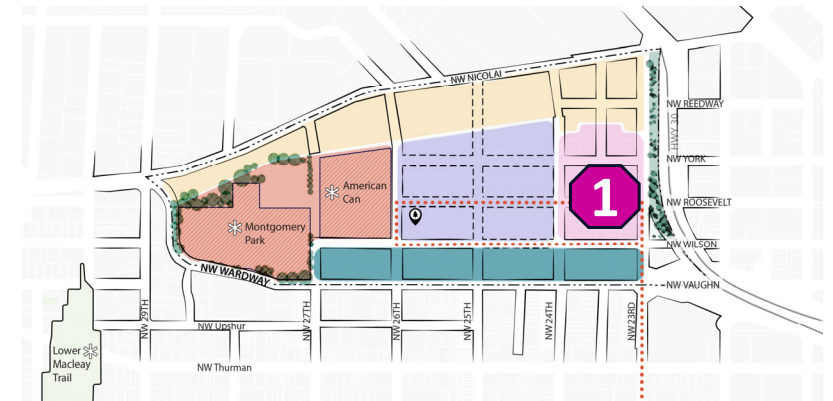
- Area transitions from NW 23rd & Hwy 30
- Low-rise Industrial buildings & warehouses
- Distinct loading dock conditions (NW York)
- Small businesses and residences

Subarea 1: NW 23rd-24th



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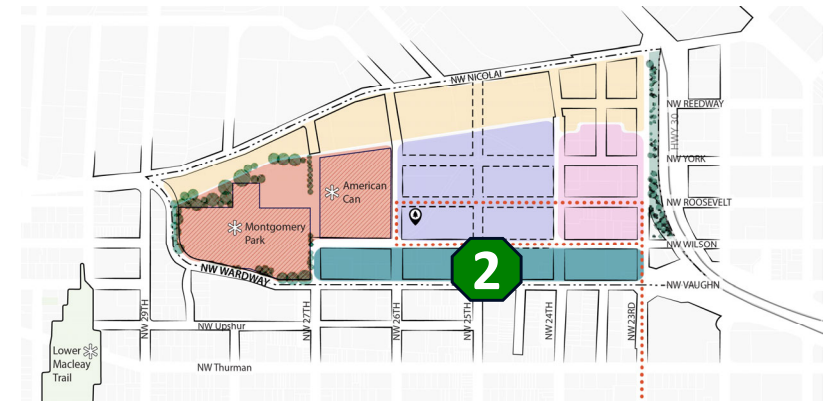


Subarea 2: NW Vaughn-Wilson



Existing Context...

- NW Vaughn – transitional street: employment, commercial
- NW Wilson – small business; former ESCO
- Gabled-roof warehouses & ESCO HQ
- Former Vaughn Street Ballpark (east)

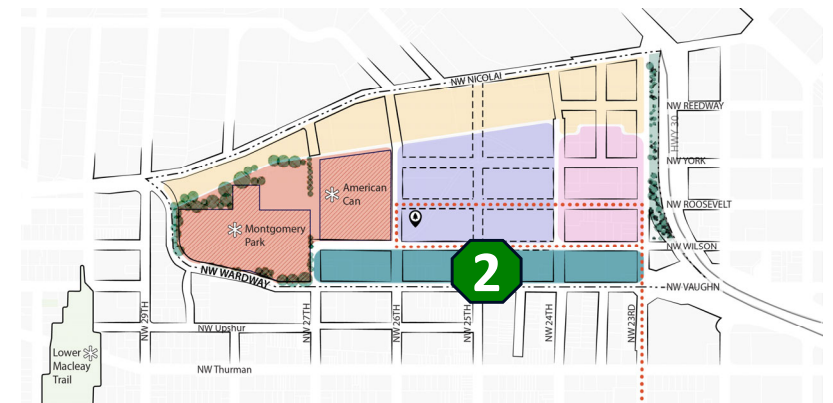


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- Former Vaughn Street Ballpark (east)



Subarea 3: Former ESCO site



Existing Context...

- Former ESCO Steel Foundry site
- Largely vacant
- Views of Mt. Hood, Fremont Bridge & MP
- Disconnected street grid

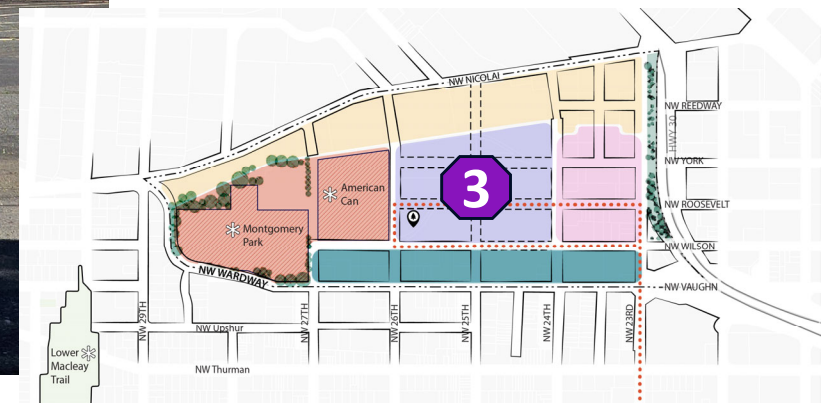


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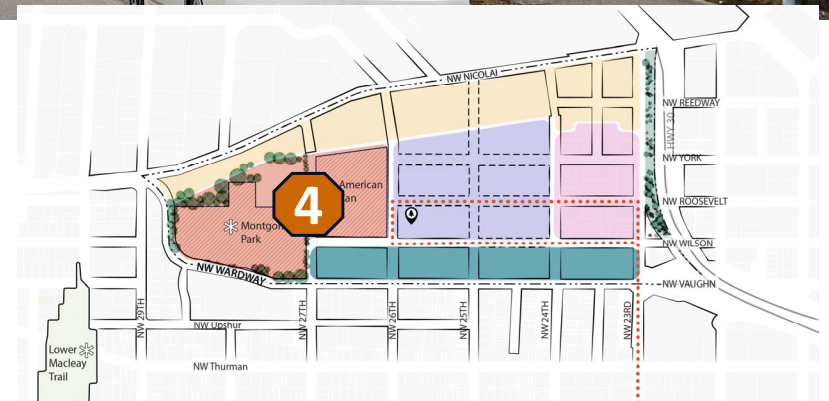


Subarea 4: Historic Resources



Existing Context...

- Historic Landmarks:
 - Montgomery Park (office/retail)
 - American Can (parking)
- Verdant areas on site and in right of way

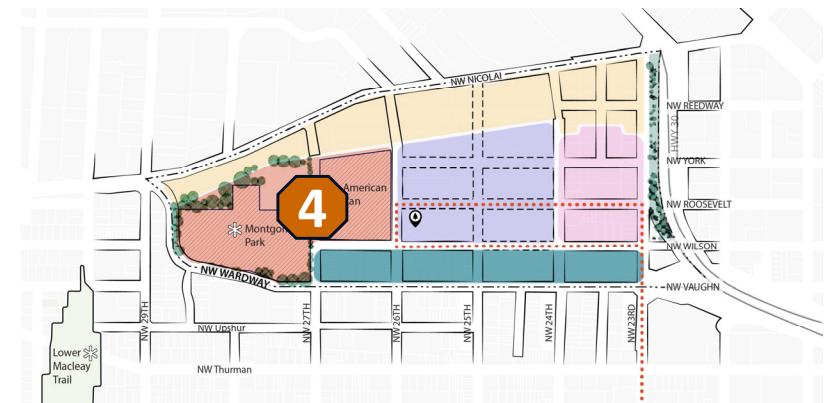


Subarea 4: Historic Resources



Existing Context...

- Historic Landmarks:
 - Montgomery Park (office/retail)
 - American Can (parking)
- Verdant areas on site and in right of way



Subarea 5: Employment Buffer



Existing Context...

- Mix of industrial and employment uses
- Large/long building frontages, few windows
- Regional Pacific Greenway Trail(NW Nicolai)

Subarea 5: Employment Buffer



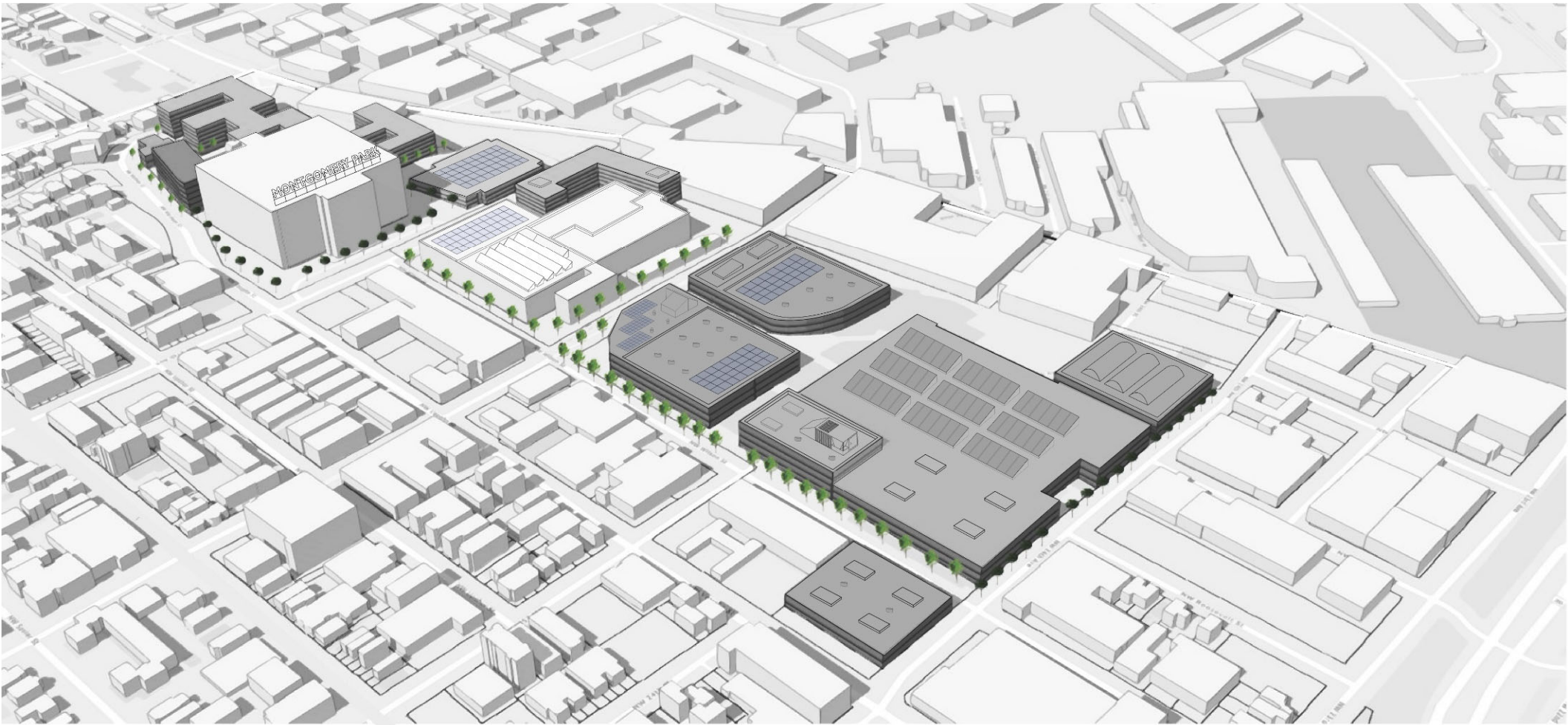
Existing Context...

- Mix of industrial and employment uses
- Large/long building frontages, few windows
- Regional Pacific Greenway Trail(NW Nicolai)



Current allowances

Example of the type development allowed under current Industrial and Employment land use designations.



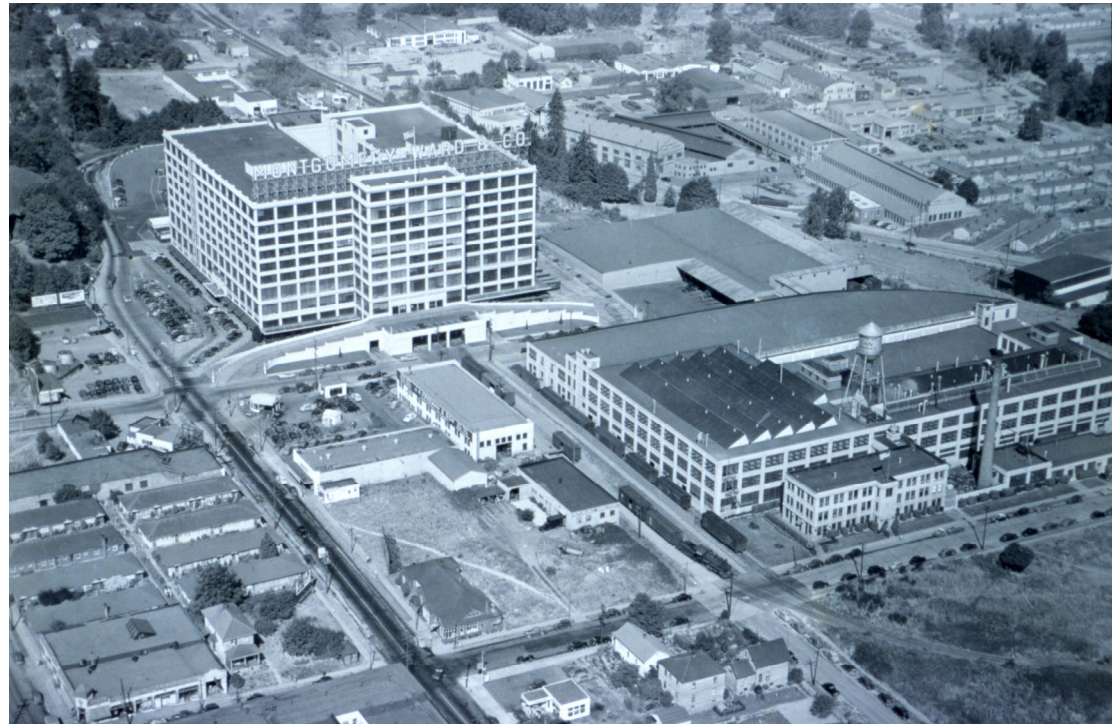
Proposed allowances

Example of the possible type and scale of development allowed under proposed future land use designations that allows a mix of uses.

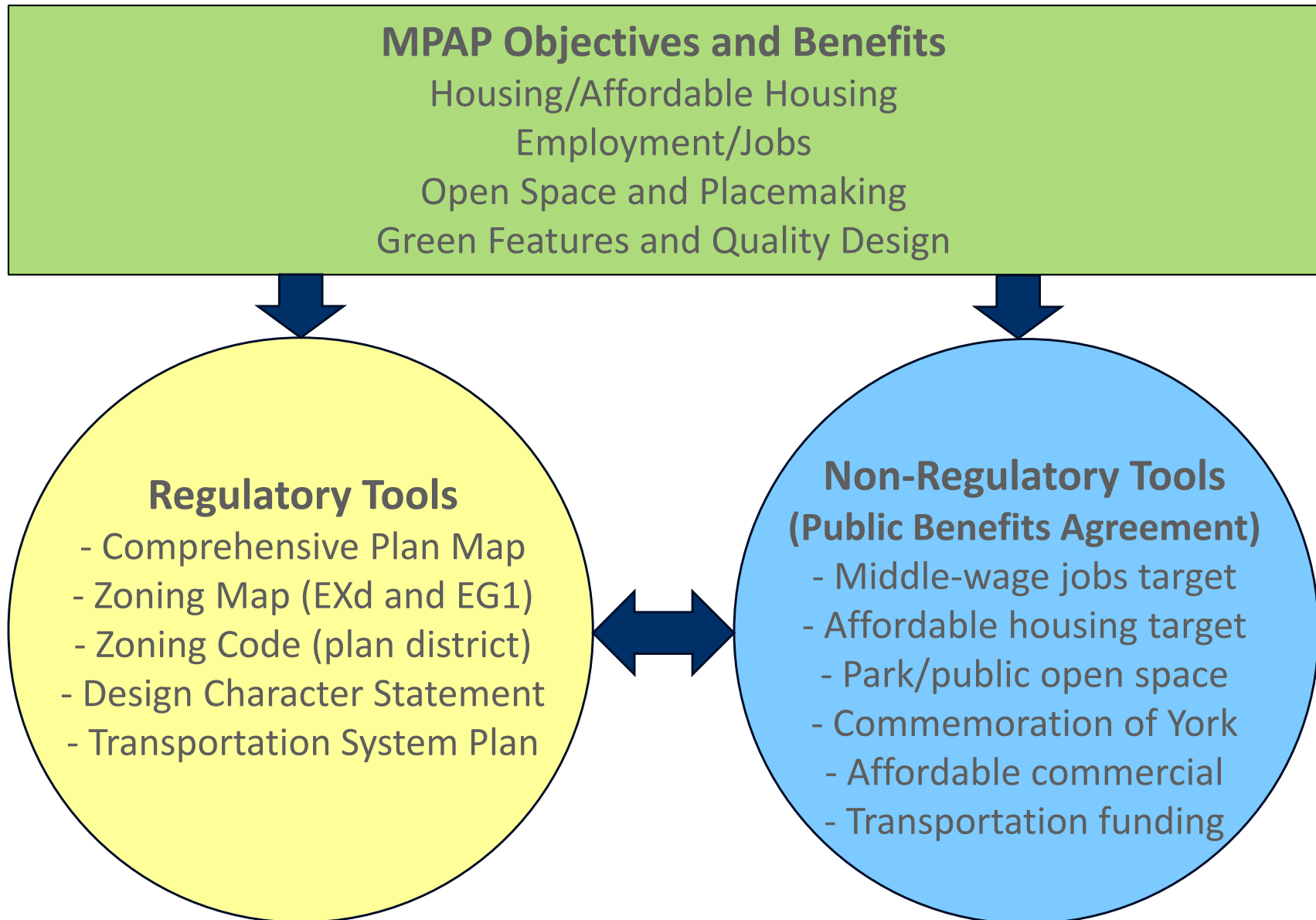


MPAP Objectives and Approach

- Create opportunity for new affordable housing and middle-wage jobs in a high opportunity area with good access to jobs, services and amenities.
- Enhance multimodal street system and extend transit network.
- Achieve public benefits, through regulatory and non-regulatory tools
 - *Housing/Affordable Housing*
 - *Employment/Jobs*
 - *Open space and Placemaking*
 - *Green Features and Quality Design*



Implementation Approach



Housing/Affordable Housing

Objectives:

Up Front Affordable Housing – building the affordable housing first provides a significant benefit; 10% if built first or 15% project-by-project (at 60% MFI)

Inclusionary Housing as the minimum – leverage opportunities to produce more income restricted housing than inclusionary housing would alone;

Incentivize with the zoning code – the zoning code complements the Public Benefits Agreement with floor area bonuses for additional income restricted units or compliance with the agreement.

Zoning Code	Public Benefits Agreement
Standard Inclusionary: 10% of units affordable to families making 60% Area Median Income built first;	Up Front Affordable Housing: 200 units in the first building(s) affordable to families making 60% Area Median Income. Serves as a bank for standard inclusionary housing requirement for up to 2,000 units.
Floor Area Incentive: 15% of units affordable to families making 60% of Area Median Income; or	
Compliance with Public Benefits Agreement	

Employment/Jobs

Objectives:

A true mixed-use neighborhood – commercial and employment uses are an essential part of the future of the Montgomery Park Area;

Middle wage jobs – Defined as a starting salary at or greater than 50% of area median income for a family of four, not requiring a college degree and in a priority industry;

Wealth-building opportunities for priority communities – affordable commercial space with a focus on priority communities.

Zoning Code	Public Benefits Agreement
Non-Residential Use requirement; and	Creation of 800 Middle Wage Jobs on-site; or
Incentive to comply with the public benefits agreement; and	Contribution to a fund supporting workforce development and job training; and
Incentives for employment intensive uses, community serving uses, and affordable commercial space	Incentive for the creation of below market commercial space leased or sold to priority communities

Open Space and Placemaking

Objectives:

Creation of a substantial park – The park should be centrally located in the plan area, provide passive recreation, and be accessible to all;

The park gets built with the rest of the neighborhood – planning and completion of the park is tied to other development in the area;

Commemoration of York – features that commemorate York, an enslaved member of the Lewis and Clark Expedition, are an important element of the plan area, in the park (option) or prominent location elsewhere on site.

Zoning Code	Public Benefits Agreement
A per dwelling unit outdoor area requirement; or	Creation of a centrally located 40,000 square foot park
Incentive to consolidate some of the per unit open space requirements into a public park or open space per the Public Benefits Agreement	Park will be constructed at the time of the completion of 1,000 market rate units or within 10 years, whichever comes first
	Commemoration of York, an enslaved member of the Lewis and Clark Expedition, in the area

Green Features and Quality Design

Objectives:

Sustainable transportation modes and options – pairing housing and job growth with a streetcar extension supports the development of a complete neighborhood, resiliency and a low carbon future;

Employ enhanced standards –

- Apply the Design overlay, drawing upon Design Standards or Citywide Design Guidelines and proposed Montgomery Park Area Character Statement
- Require urban green features such as ecoroofs, landscaping and room for large trees to support resiliency

Complement transportation planning – judiciously apply active use requirements, height limits and design standards to correspond with street classifications and transportation infrastructure.

MPAP Regulatory Tools

Design Character Statement

- New guide for design of future buildings subject to design review.

Comprehensive Plan Amendments

- Comprehensive Plan Map Amendment
- Town Center Extension
- Amend Northwest District and Guild's Lake Industrial Sanctuary plans
- Amend Employment and Industrial Lands Map

Zoning Map and Zoning Code Amendments

- Zoning Map Amendments
- Establish the Vaughn – Nicolai Plan District
- Amend the NW Plan District and Guilds Lake Industrial Sanctuary Plan District
- Minor technical amendments

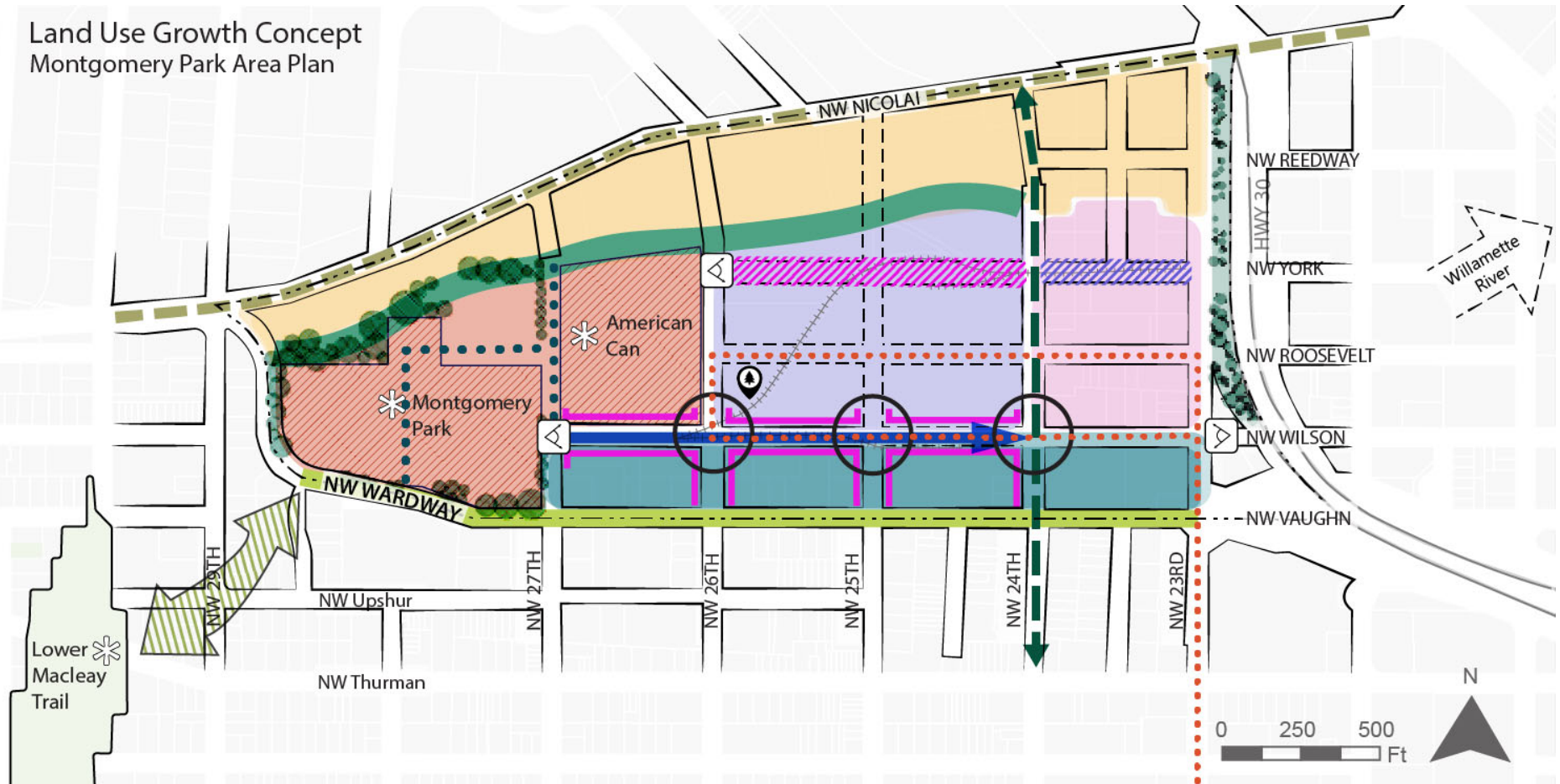
Transportation Plan Elements

- Transportation System Plan changes.
- Local Improvement District (LID).



Urban Design Framework

Land Use Growth Concept
Montgomery Park Area Plan



- | | | | | | | | |
|--|--------------------------------|--|----------------|--|--------------------------------|--|------------------------------|
| | POTENTIAL PARK SITE | | SUBAREA 1 | | PROPOSED STREET EXTENSIONS | | GREEN CURTAIN |
| | EXISTING MATURE TREES | | SUBAREA 2 | | GREENWAY EXTENSION | | INDUSTRIAL BUFFER AREA |
| | VEGETATED RIGHT-OF-WAY | | SUBAREA 3 | | MAIN STREET | | EXISTING RAIL TRACKS |
| | KEY FEATURES | | SUBAREA 4 | | ACTIVE GROUND FLOOR AREA | | PROPOSED STREETCAR ROUTE |
| | KEY TRANSITIONAL INTERSECTIONS | | SUBAREA 5 | | FUTURE CONNECTION FOR MP | | REGIONAL TRAIL |
| | VIEWPOINTS | | HISTORIC SITES | | VAUGHN - NICOLAI PLAN DISTRICT | | YORK STREET DOCK CONDITIONS |
| | | | | | FUTURE FOREST PARK CONNECTION | | CULTURAL RECOGNITION OF YORK |

Urban Design Framework



Future Streetcar Extension

Main Street (NW Wilson)

Green Corridor (NW Vaughn)

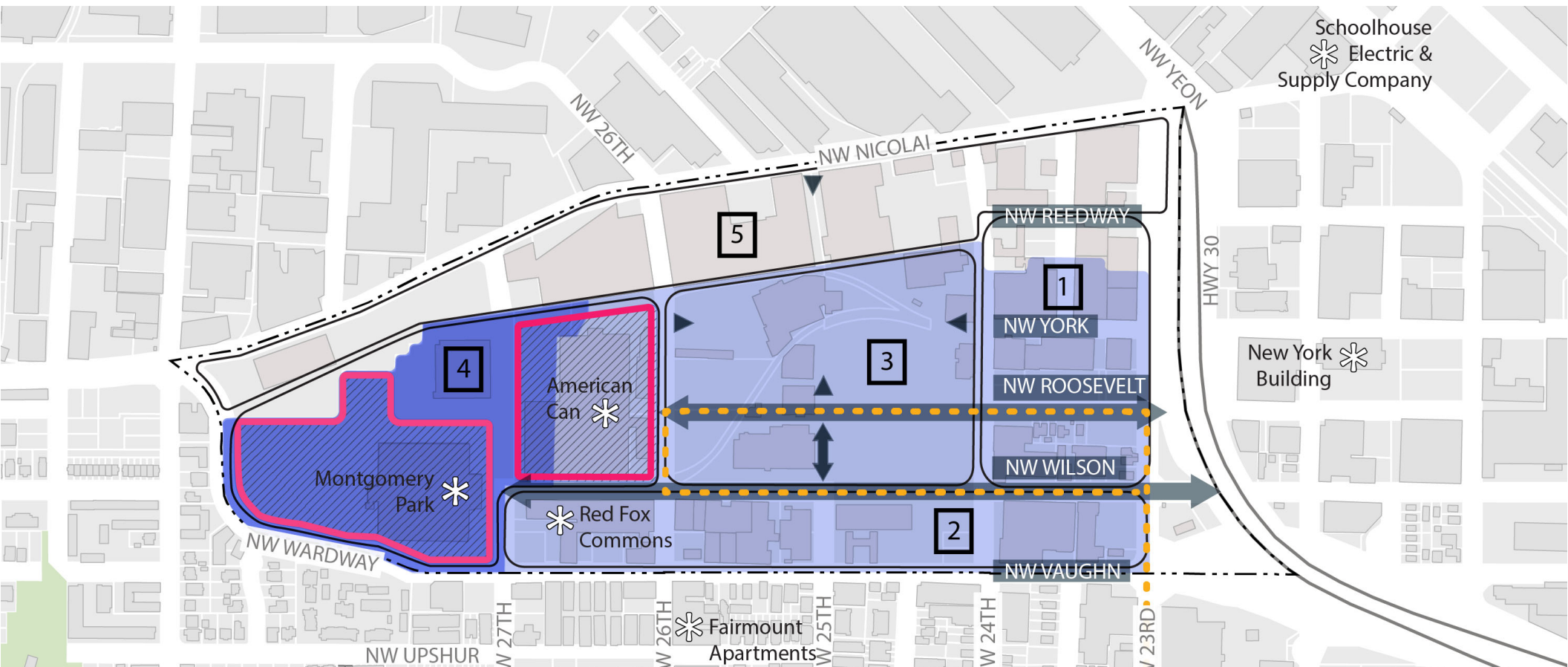
Regional Trail (NW Nicolai)

Opportunity to recognize York and historic dock conditions (NW York)



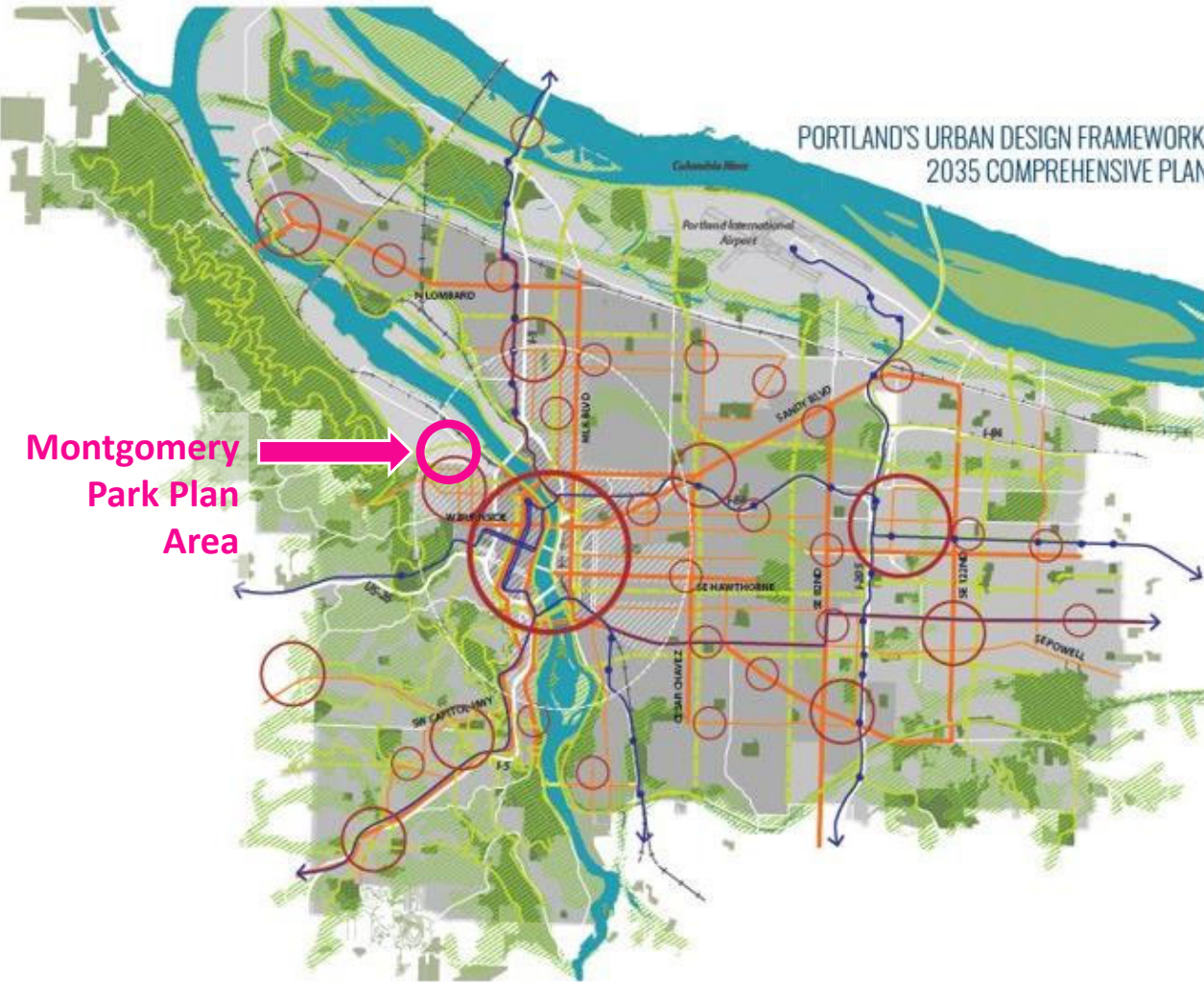
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Expansion of the Design 'd' Overlay



- | | | | | | |
|----------|------------------------------------|--|------------------------------|--|---|
| 1 | Subareas | | Historic Resource Boundary | | Street connection and alignment certain |
| | Design 'd' Overlay Zone (Proposed) | | Street Car Extension | | Street connection and alignment TBD |
| | Design 'd' Overlay Zone (Existing) | | Vaughn-Nicolai Plan District | | Key Features |

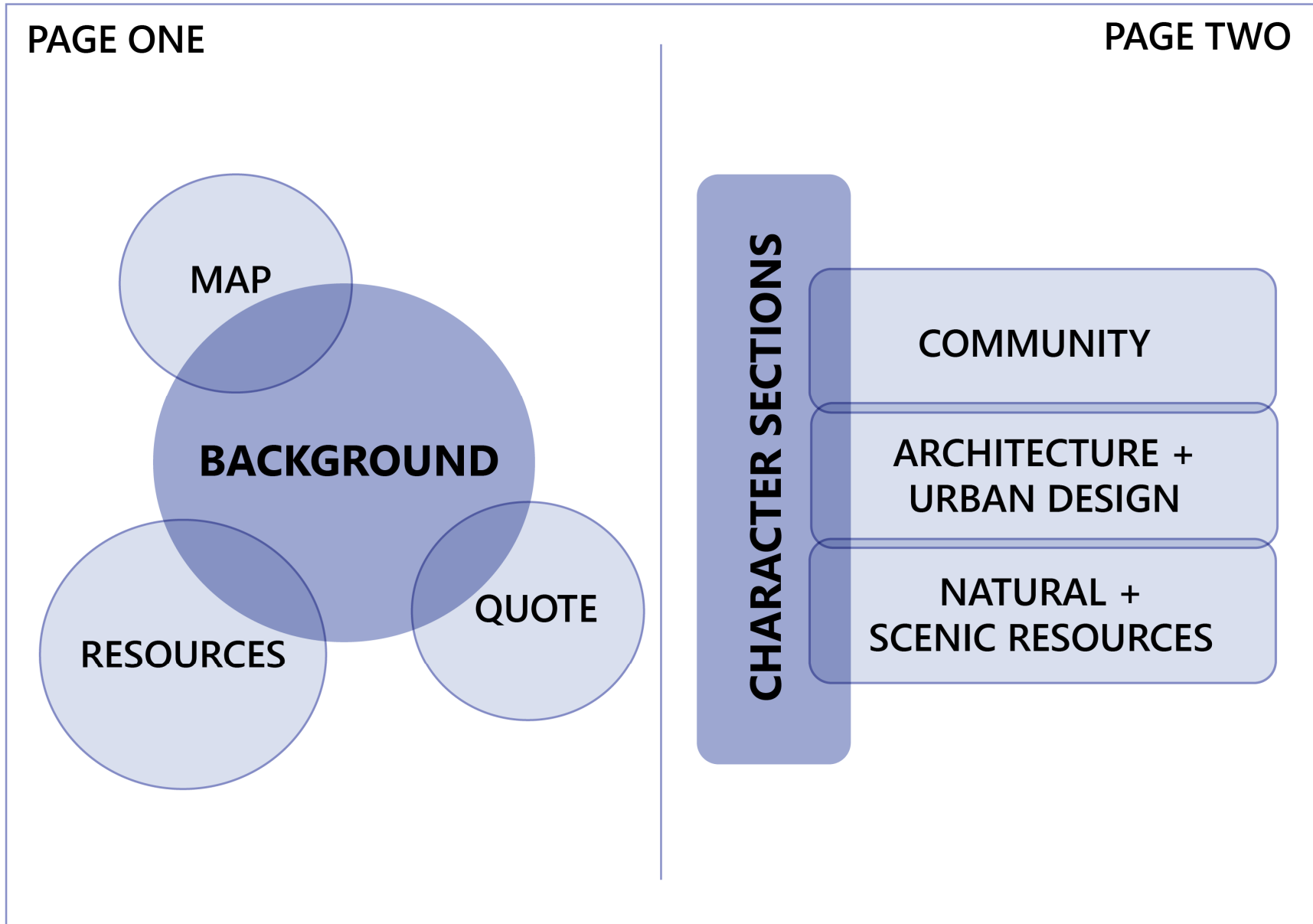
Character Statement



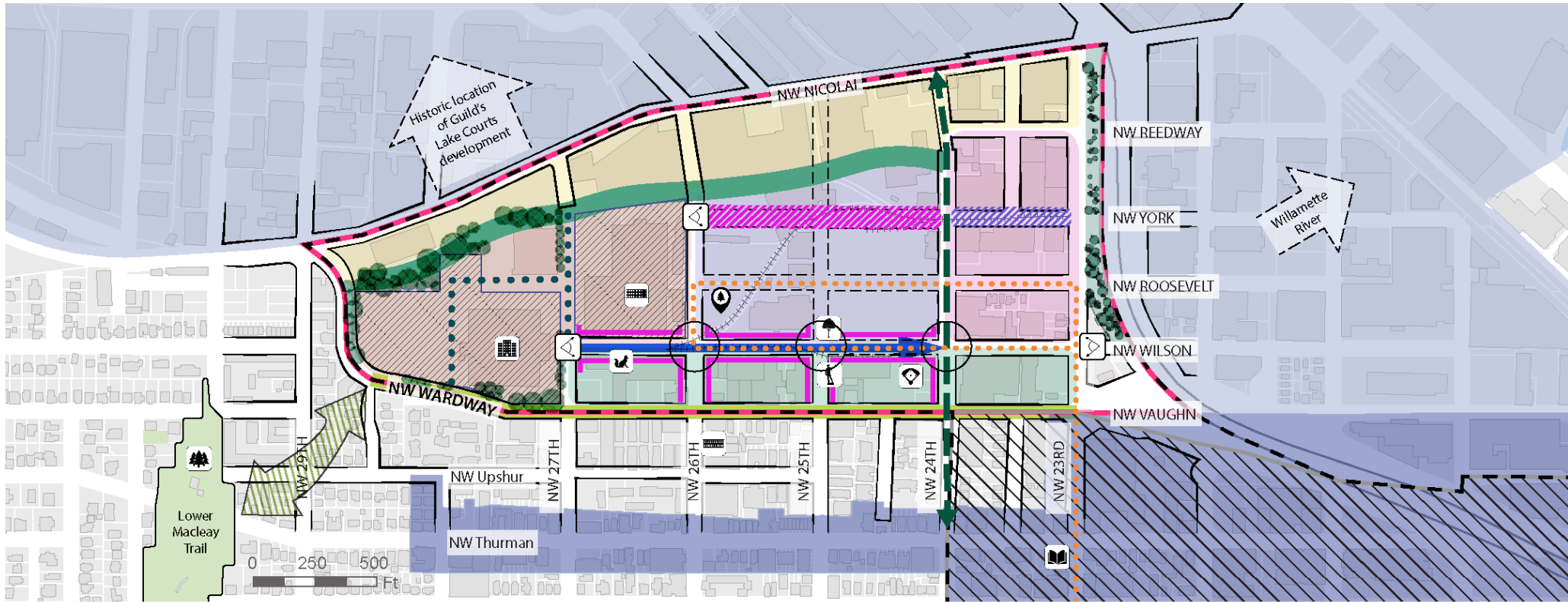
- Apply in Centers and Corridors which have the Design 'd' Overlay Zone.
- Part of the Citywide Design Guidelines which apply outside Central City Plan District
- Developed in partnership with the local community
- Adopted through a legislative process with a recommendation from the Design Commission to City Council



Parts and Structure



Key Components



- | | | | | |
|------------------------|---|--------------------------------|--------------------------------|-----------------------------------|
| POTENTIAL PARK SITE | MONTGOMERY PARK BUILDING | SUBAREA 1 | PROPOSED STREET EXTENSIONS | GREEN CURTAIN |
| ESCO STATUE | MULTNOMAH COUNTY LIBRARY NW | SUBAREA 2 | GREENWAY EXTENSION | INDUSTRIAL BUFFER AREA |
| FOREST PARK | AMERICAN CAN COMPANY BUILDING | SUBAREA 3 | MAIN STREET | EXISTING RAIL TRACKS |
| BIG COMMUNITY TREE | LOCATION OF HISTORIC VAUGHN ST BALLPARK | SUBAREA 4 | ACTIVE GROUND FLOOR AREA | PROPOSED STREETCAR ROUTE |
| FAIRMOUNT APARTMENTS | KEY TRANSITIONAL INTERSECTIONS | SUBAREA 5 | FUTURE CONNECTION FOR MP | REGIONAL TRAIL |
| EXISTING MATURE TREES | YORK STREET DOCK CONDITIONS | EXISTING NW TOWN CENTER (NWTC) | VAUGHN - NICOLAI PLAN DISTRICT | NORTHWEST PLAN DISTRICT |
| VEGETATED RIGHT-OF-WAY | CULTURAL RECOGNITION OF YORK | VIEWPOINTS | FUTURE FOREST PARK CONNECTION | GUILD'S LAKE INDUSTRIAL SANCTUARY |
| | | | | HISTORIC RESOURCE BOUNDARY |

Montgomery Park Area Plan

Existing Comprehensive Plan Designations



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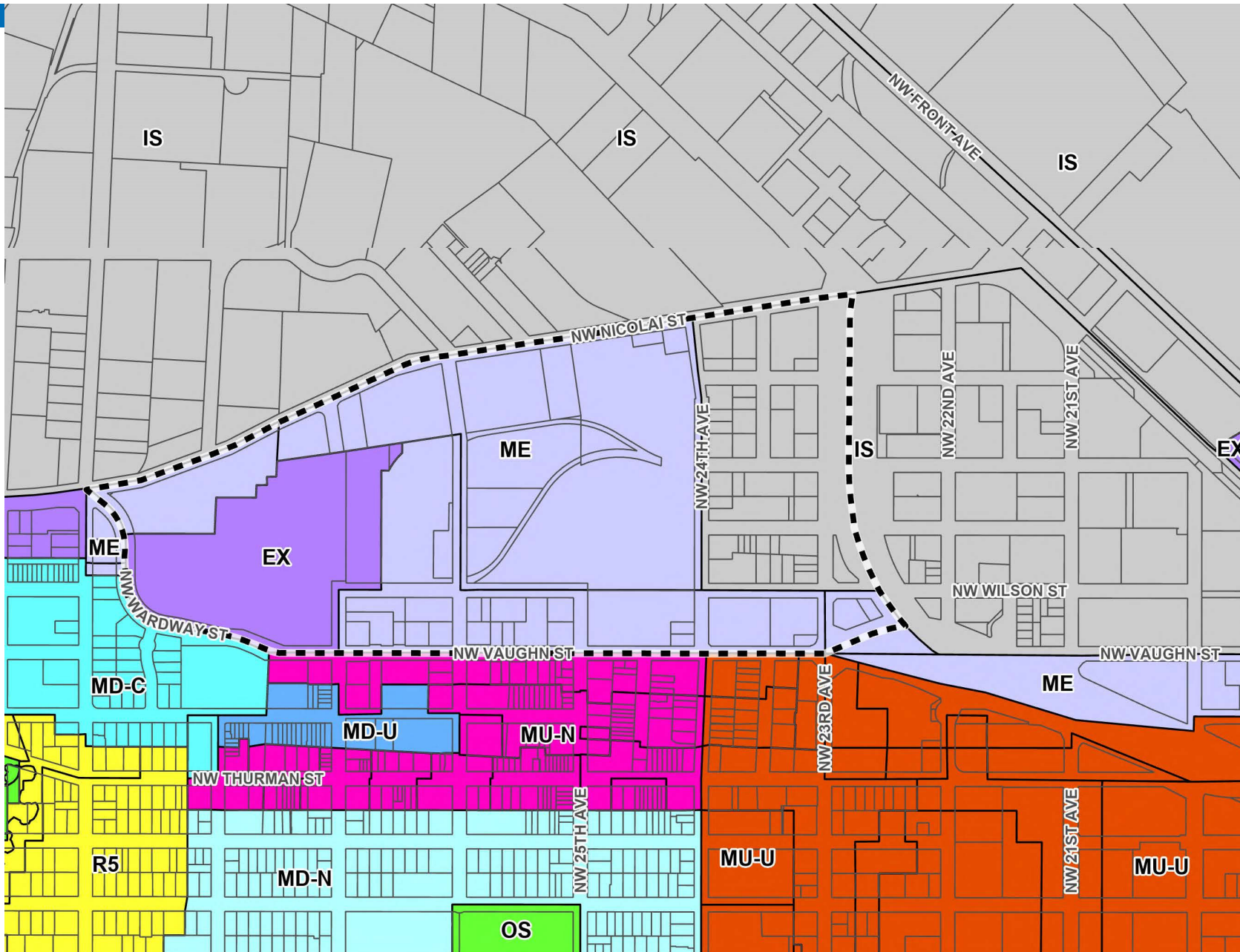


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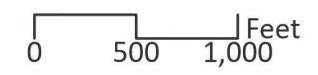
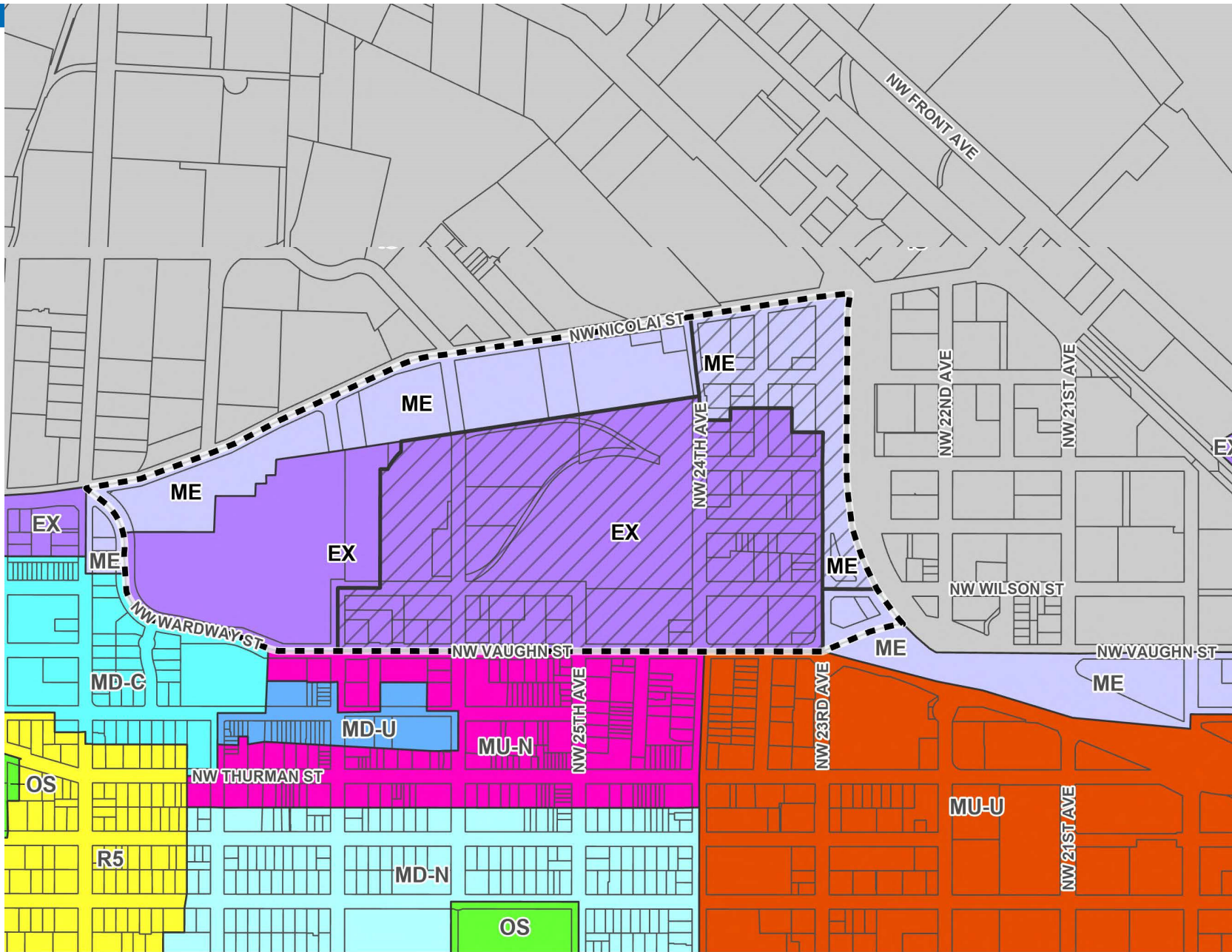


Legend

-  MPAP Boundary
-  Open Space (OS)
-  Single-Dwelling 5,000 (R5)
-  Multi-Dwelling - Neighborhood (MD-N)
-  Multi-Dwelling - Corridor (MD-C)
-  Multi-Dwelling - Urban Center (MD-U)
-  Mixed Use - Neighborhood (MU-N)
-  Mixed Use - Urban Center (MU-U)
-  Central Employment (EX)
-  Mixed Employment (ME)
-  Industrial Sanctuary (IS)
-  Taxlots

Montgomery Park Area Plan

Proposed Comprehensive Plan Designations



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Legend

- MPAP Boundary
- Comp Plan Map Change
- Taxlots

Comprehensive Plan Designation

- Central Employment (EX)
- Industrial Sanctuary (IS)
- Multi-Dwelling - Corridor (MD-C)
- Multi-Dwelling - Neighborhood (MD-N)
- Multi-Dwelling - Urban Center (MD-U)
- Mixed Employment (ME)
- Mixed Use - Neighborhood (MU-N)

- Mixed Use - Urban Center (MU-U)
- Open Space (OS)
- Single-Dwelling 5,000 (R5)

Guild's Lake Industrial Sanctuary Plan Amendments

- GLIS Plan boundary will be amended to conform to new MPAP boundary.
- Minor text amendments to the GLIS Plan are proposed.

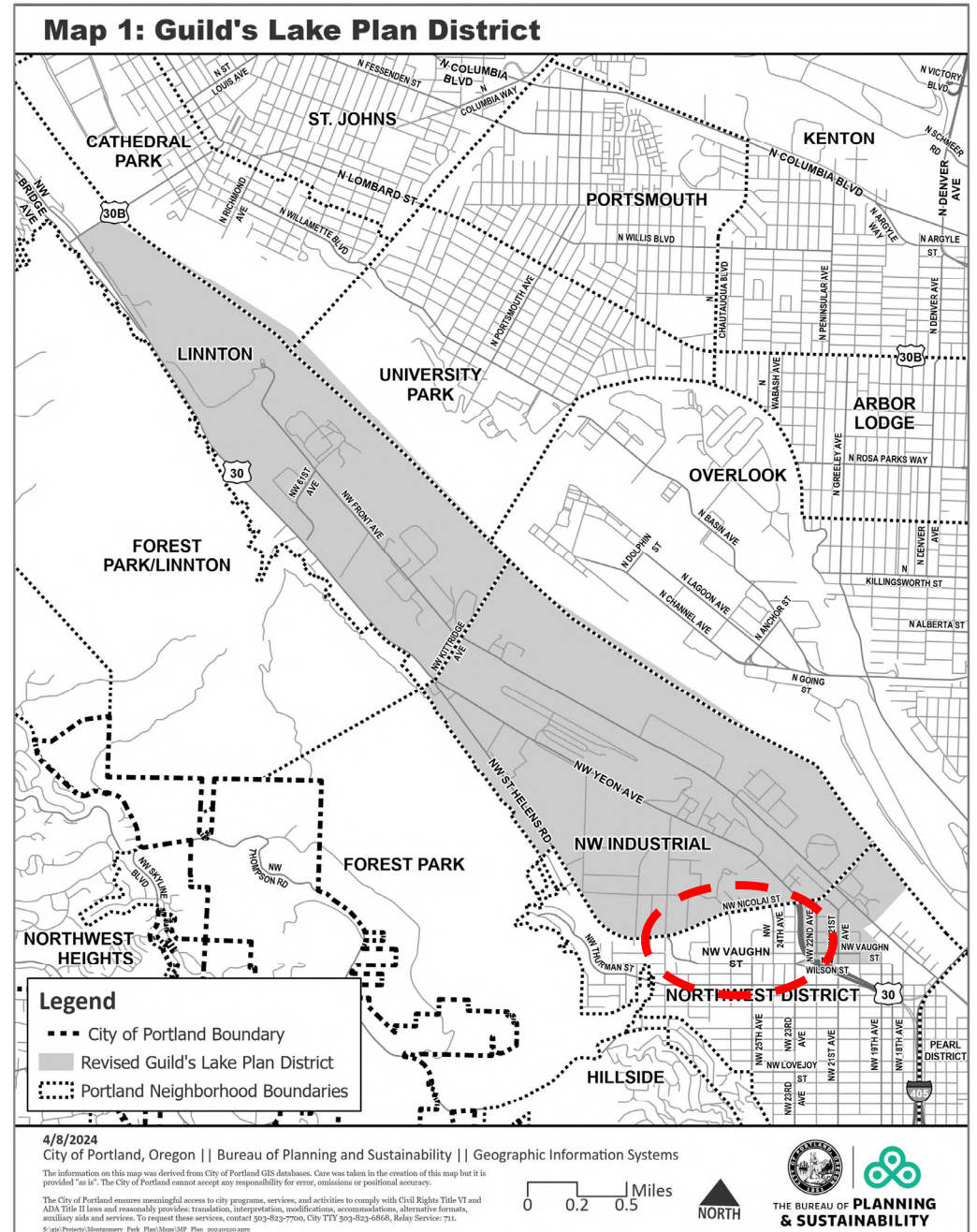
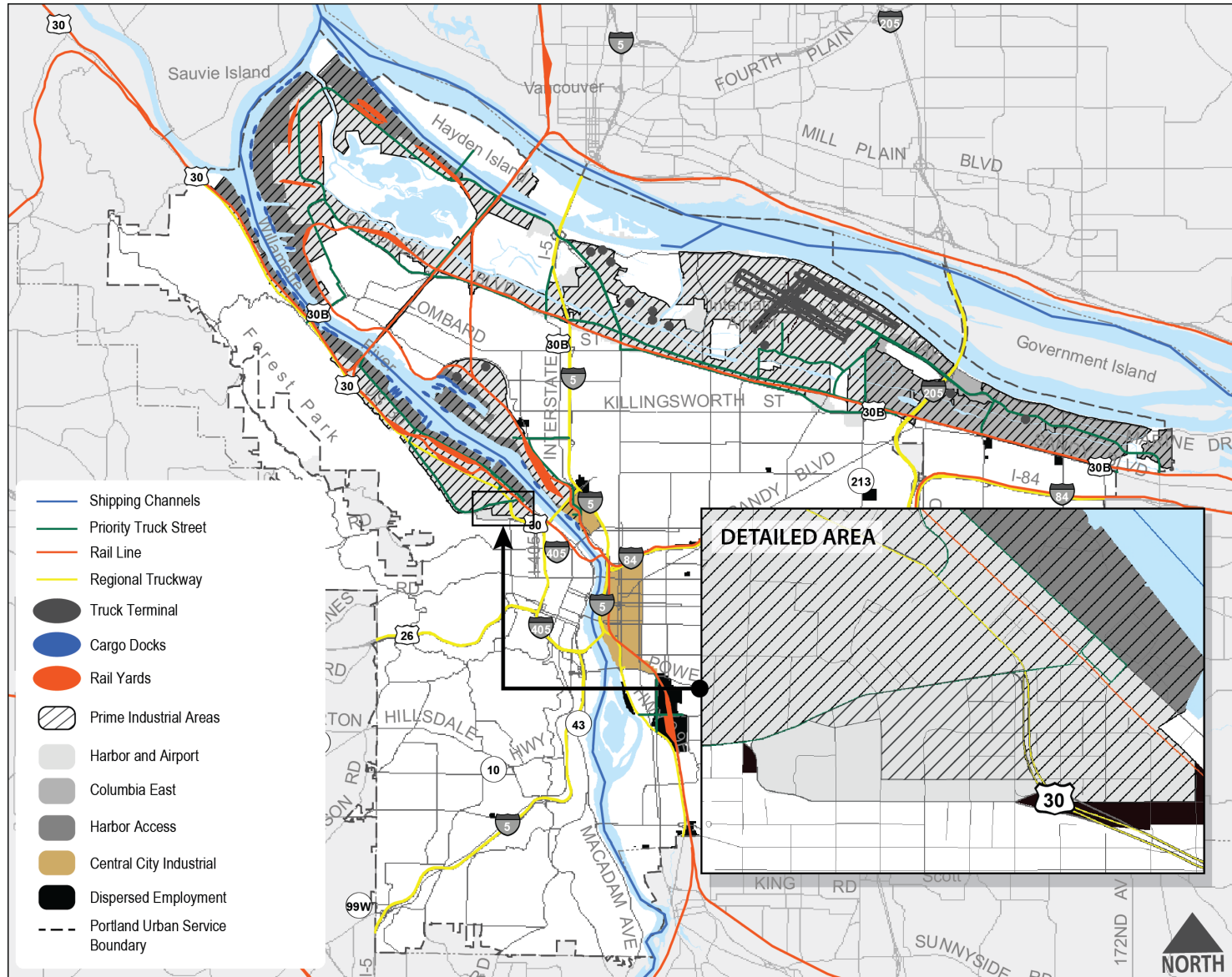
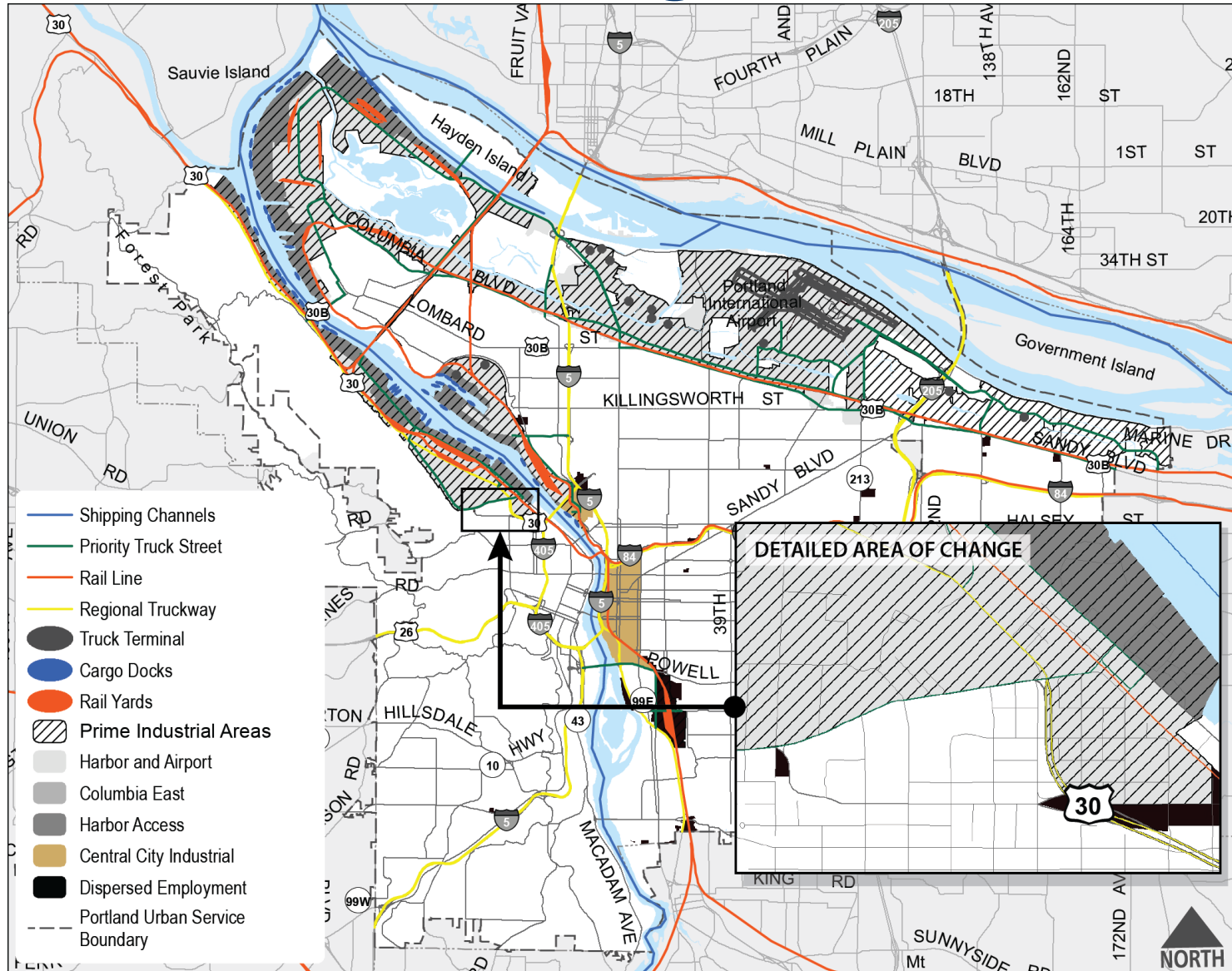


Figure 6.1 Industrial and Employment Land



Revised Figure 6.1

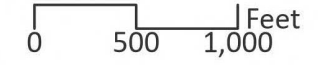
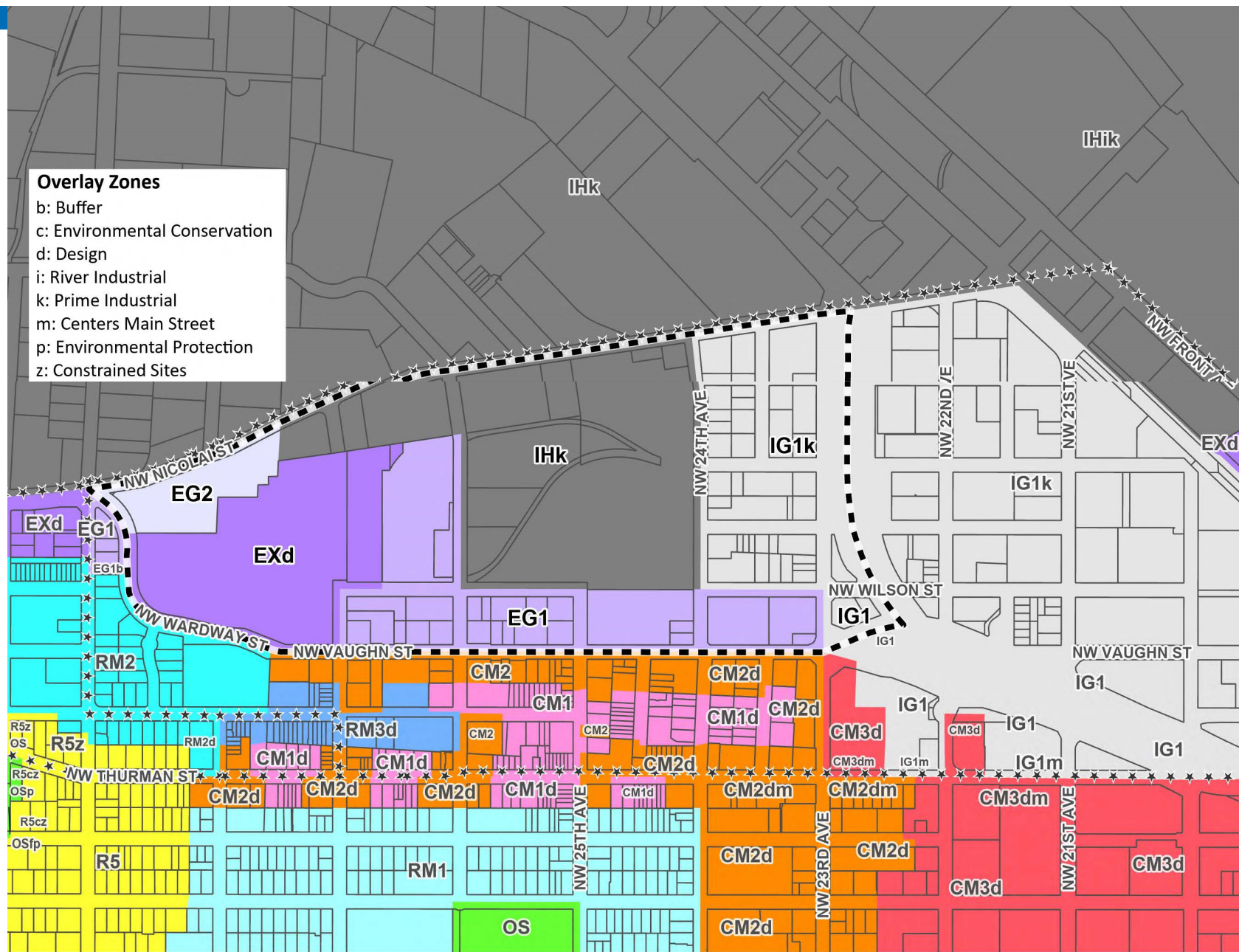


Montgomery Park Area Plan

Existing Zoning

Overlay Zones

- b: Buffer
- c: Environmental Conservation
- d: Design
- i: River Industrial
- k: Prime Industrial
- m: Centers Main Street
- p: Environmental Protection
- z: Constrained Sites



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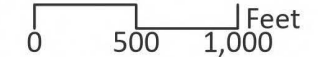
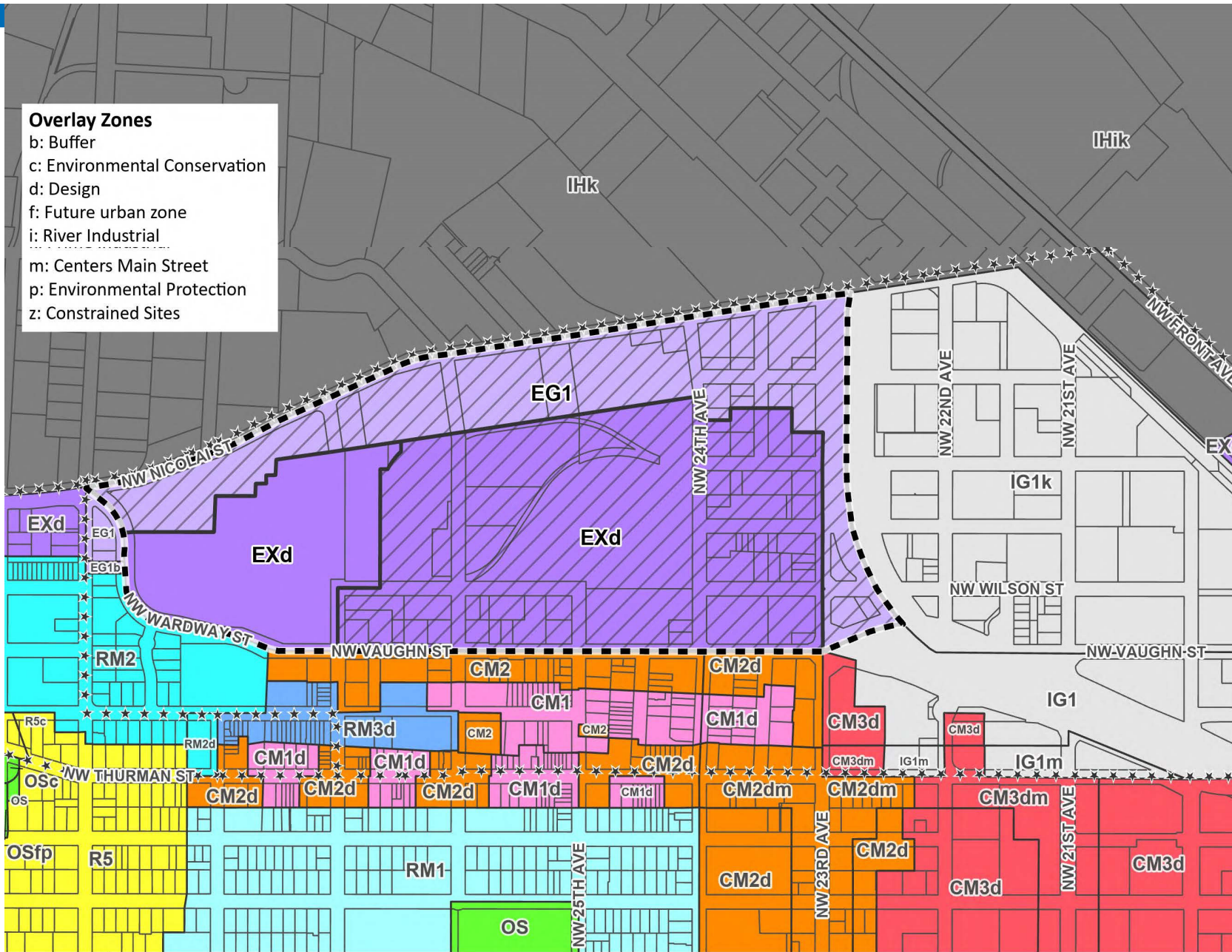
Legend

- | | | | |
|----------------------------|------------------------------|----------------------------|--|
| MPAP Boundary | Commercial Mixed Use 2 (CM2) | Central Employment (EX) | Single Dwelling Residential 5,000 (R5) |
| Major Public Trails | Commercial Mixed Use 3 (CM3) | General Industrial 1 (IG1) | Residential Multi-Dwelling 1 (RM1) |
| Existing Base Zone | Commercial Mixed Use 1 (CM1) | Heavy Industrial (IH) | Residential Multi-Dwelling 2 (RM2) |
| General Employment 1 (EG1) | General Employment 2 (EG2) | Open Space (OS) | Residential Multi-Dwelling 3 (RM3) |

Montgomery Park Area Plan

Proposed Zoning

Overlay Zones
b: Buffer
c: Environmental Conservation
d: Design
f: Future urban zone
i: River Industrial
m: Centers Main Street
p: Environmental Protection
z: Constrained Sites



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Legend

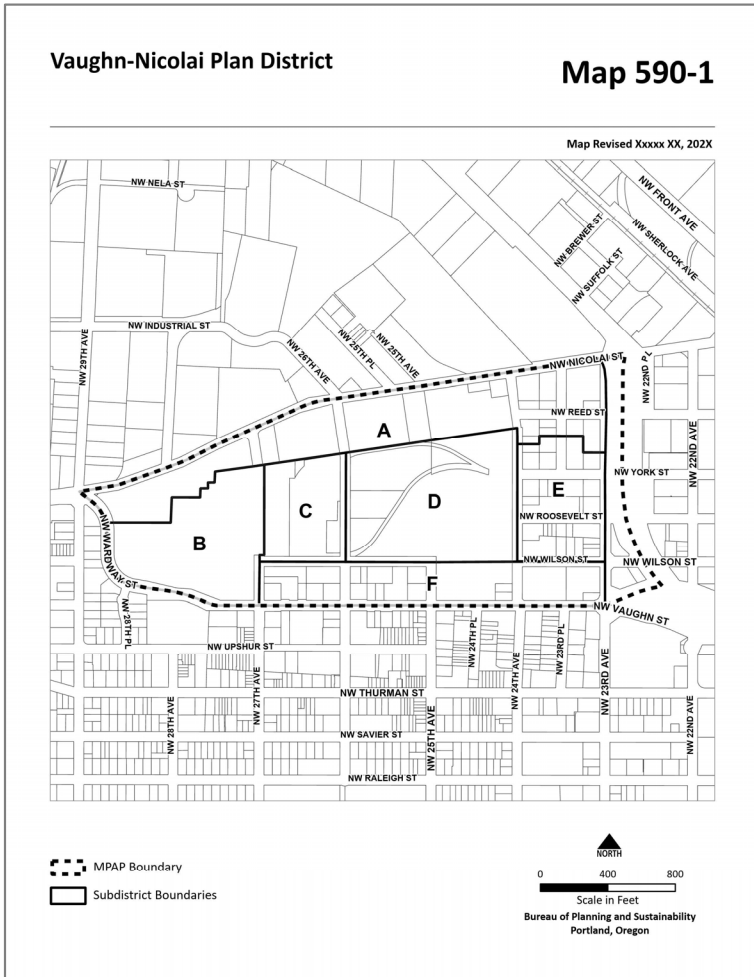
- MPAP Boundary
- Base Zone Change
- Taxlots
- Major Public Trails

- Proposed Base Zone**
- Open Space (OS)
 - 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)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)

Proposed Vaughn-Nicolai Plan District



Summary of Maximum and Bonus FAR and Height

Subdistrict	A	B	C ¹	D ¹	E	F
Maximum FAR	3 to 1	3 to 1	2 to 1	2 to 1	2 to 1	2 to 1
Overall Maximum FAR with bonus	5 to 1	7 to 1 ²	5 to 1	5 to 1	5 to 1	5 to 1
Overall Maximum Height with bonus	85 ft.	120 ft.	85 ft.	85 ft.	85 ft.	75 ft. ³

FAR & Height Bonuses:

- Inclusionary Housing
- Additional Affordable Housing (15% @ 60% MFI)
- Employment Opportunity

1 FAR in Subdistrict C and D linked to provision of IH/affordable housing and Public Benefits Agreement. After 200 units of IH, within 7 years, Max FAR is 3:1 and IH bonus is 2:1.

2 FAR of 7:1 allowed through transfer or demonstration of services.

3 Height reduced to 45 feet maximum near NW Vaughn.



Proposed GLIS Plan District Changes

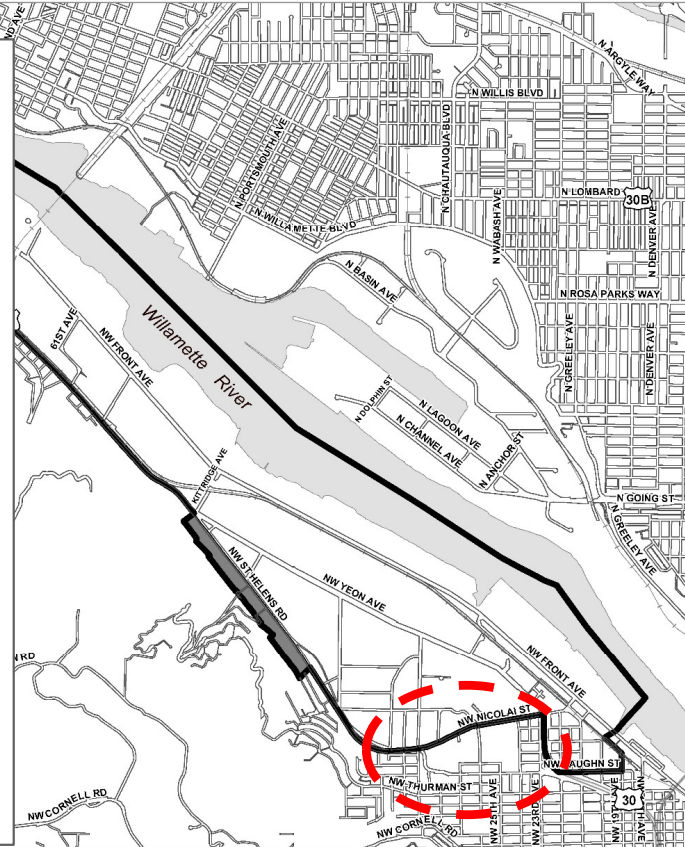
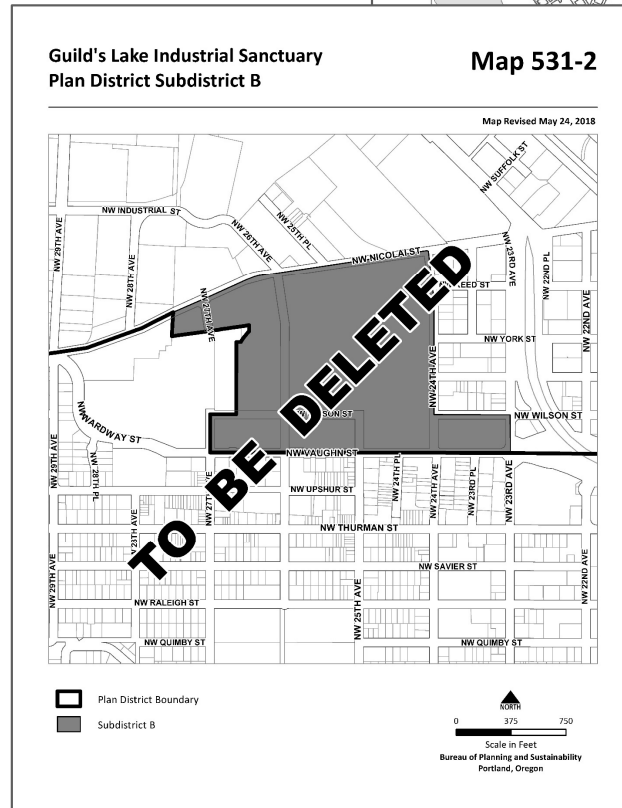
Amend GLIS
Plan District
boundary
(Map 531-1)

Delete GLIS
Subdistrict B
(Map 531-2)

Guild's Lake Industrial Sanctuary
Plan District and Subdistricts

Map 531-1

Map Revised XXXXX XX, 202X



Legend

- Plan District Boundary
- Subdistrict A

NORTH
0 2,250 4,500
Scale in Feet
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SUSTAINABILITY**

Proposed NW Plan District Changes

Apply “Streetcar” development regulations within 200’ of NW 23rd Avenue.

- Adds active floor area requirement (includes residential)
- Prohibits Drive thrus (already prohibited)

Northwest Plan District
Areas with Special Development Standards

Map 562-7

Map Revised Xxxxx XX, 202X

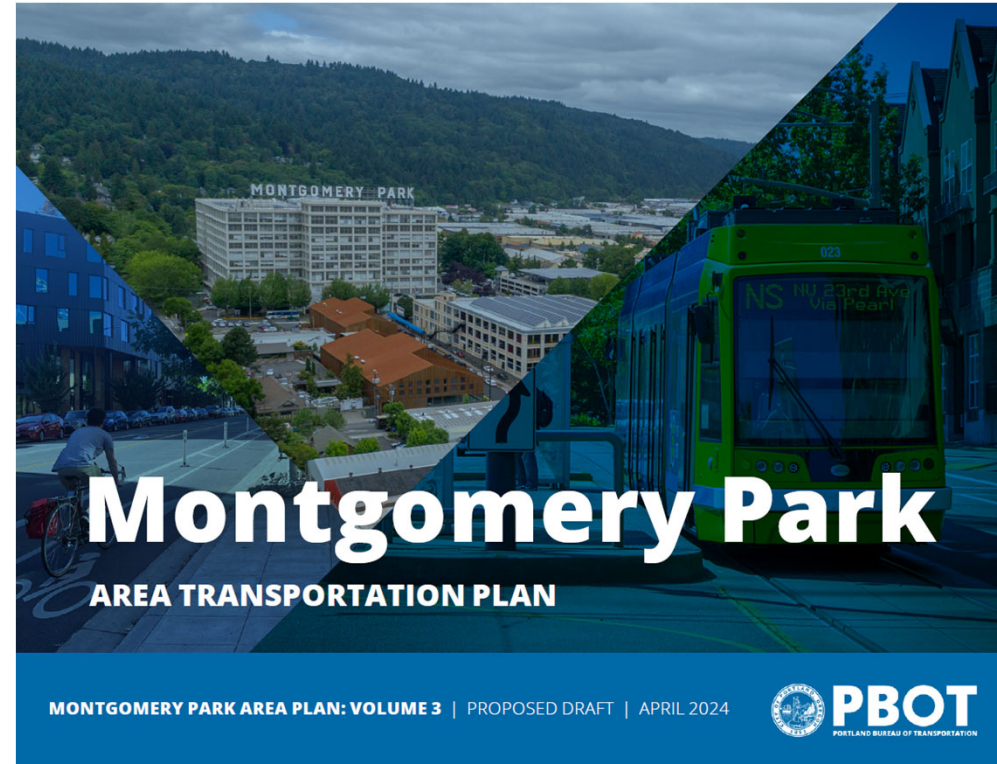


- Legend
- Plan District Boundary
 - ==== Main Street
 - +++ Streetcar Alignment
 - //// Minimum active floor area



Montgomery Park Area Transportation Plan (Vol. 3)

- **Recommendations for multimodal transportation projects**
 - Centerpiece streetcar extension
- **Recommended Transportation System Plan (TSP) updates**
 - Modal and design street classifications
 - Proposed Master Street Plan for area
- **Implementation strategies**
 - Parking and Transportation Demand Management
 - Pilot projects to support non-driving modes
 - Potential funding sources

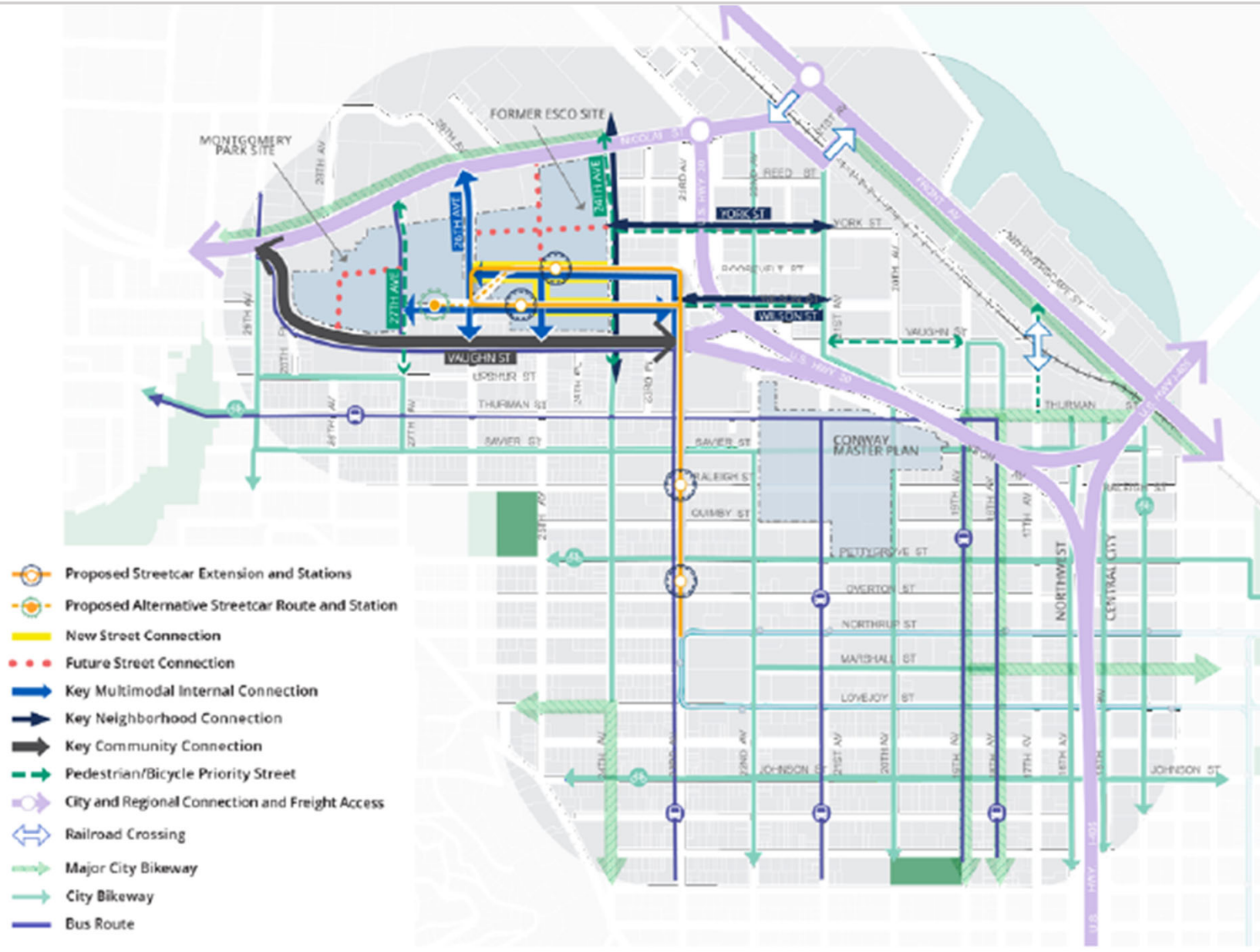


Recent Streetcar Extension Engagement (Spring 2023 – Winter 2023/24)

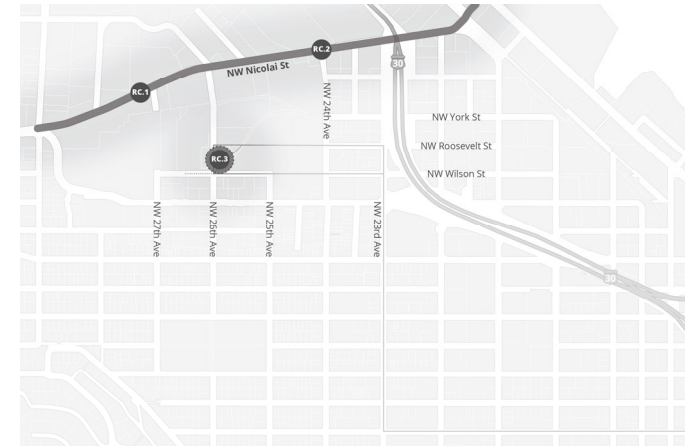
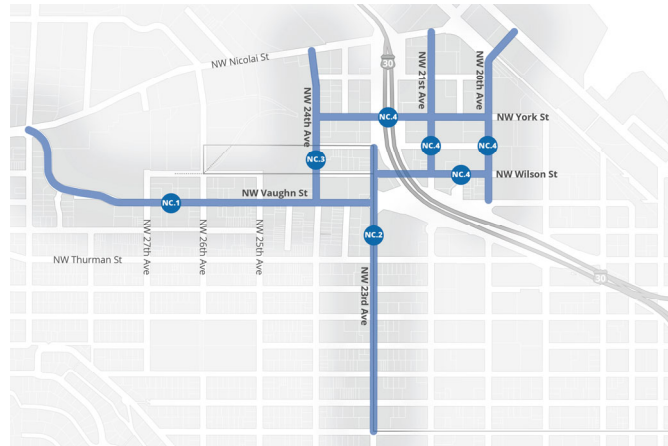
- Meetings with Neighborhood Groups **(5)**
- Postcards sent to area addresses **(7000+)**
- Online Open House and survey **(179 respondents)**
- Northwest Parking District Open House **(50 attendees)**
- Canvassing businesses along the proposed alignment **(42 conversations)**
- Tabling and intercept surveys **(127 conversations)**
- Phone calls and emails



Transportation Concept



Project recommendations



IC Internal Connections

Connections within the Montgomery Park Area itself

NC Neighborhood Connections

Connections that stitch the Montgomery Park Area together with the rest of the Northwest District

CR City and Regional Connections

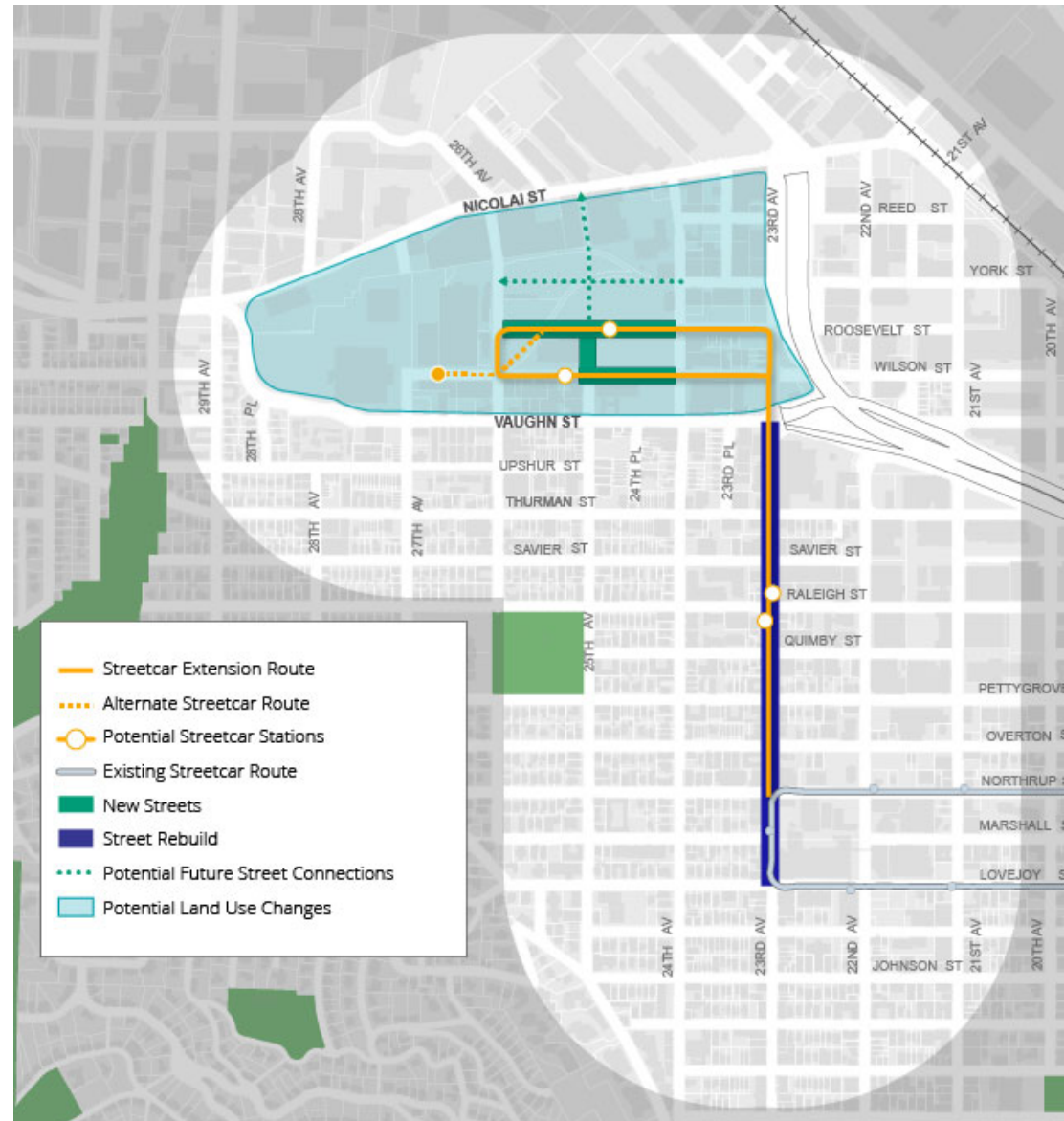
Connections for movement to and from destinations across Portland and the region

B Big Move

The extension of Portland Streetcar to Montgomery Park, which improves connections at all of the above scales

Proposed streetcar extension (Big Move)

- **Extension of Portland Streetcar** to Montgomery Park office building
- **100% off-wire extension** due to upfront and ongoing cost savings and reduced impacts
- **New multimodal local streets** (extensions of NW Roosevelt, NW Wilson, and NW 25th Ave)
- **A complete rehabilitation of NW 23rd Avenue** from NW Lovejoy Street to NW Vaughn Street
- **Projected 3000+ new daily riders**, half of whom are expected to be transit dependent



Preferred transit alternative

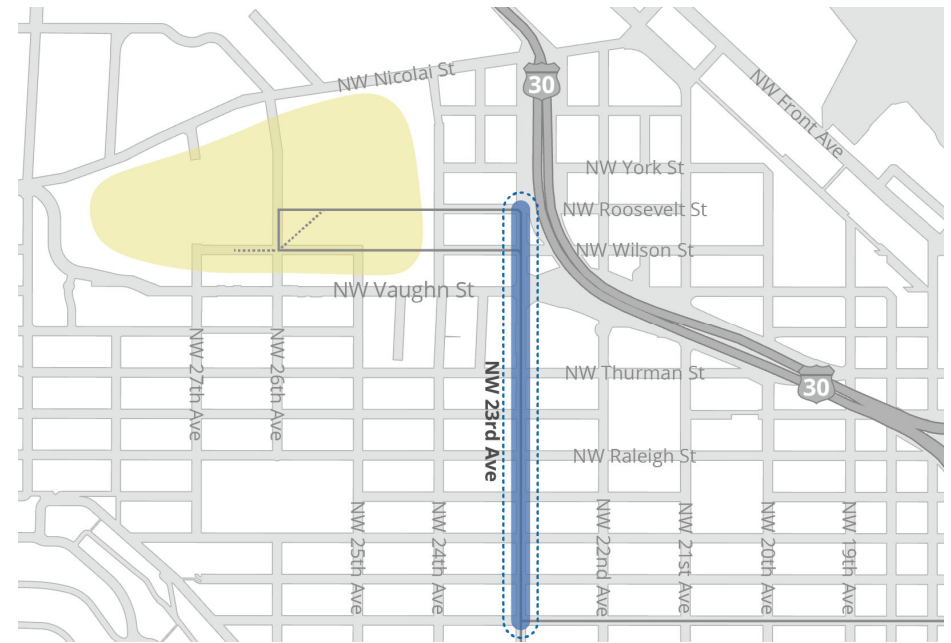
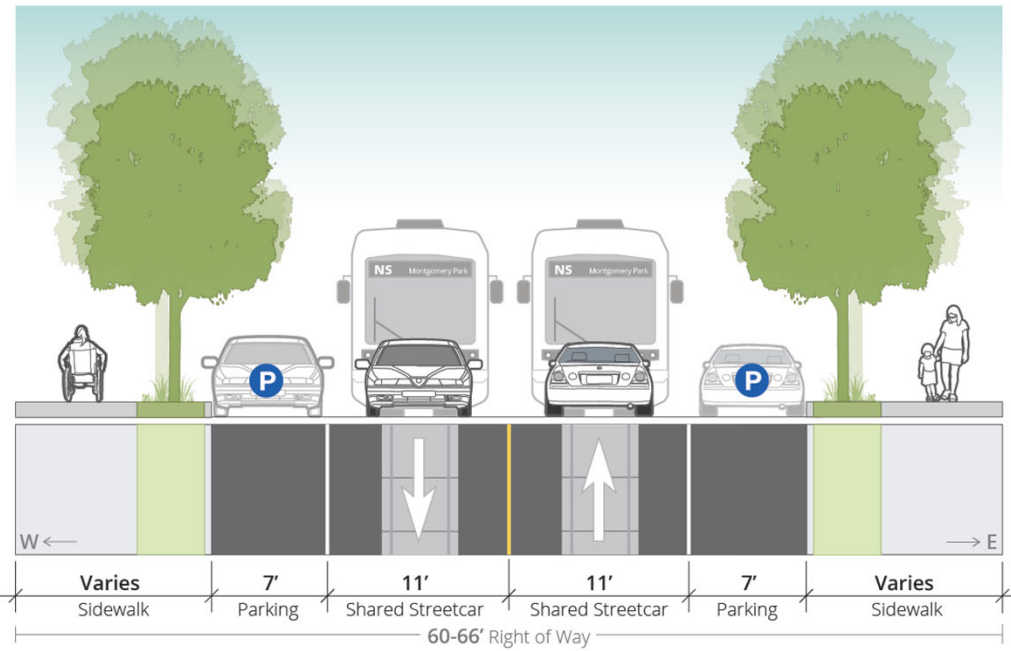
- **.65 one-way route mile extension of existing Streetcar North/South (NS) Line from its existing terminus at NW 23rd Avenue and NW Northrup Street**
- **Two-way north/south movement on NW 23rd Avenue to a parallel one-way one-block couplet on NW Roosevelt Street, NW Wilson Street, and NW 26th Avenue**
- **Station locations:***
 - NW 23rd Avenue and Raleigh (NB and SB)
 - NW 25th Avenue and Roosevelt
 - NW 26th Avenue and Wilson

**Station locations to be finalized as part of formal Project Development process and will include public input.*



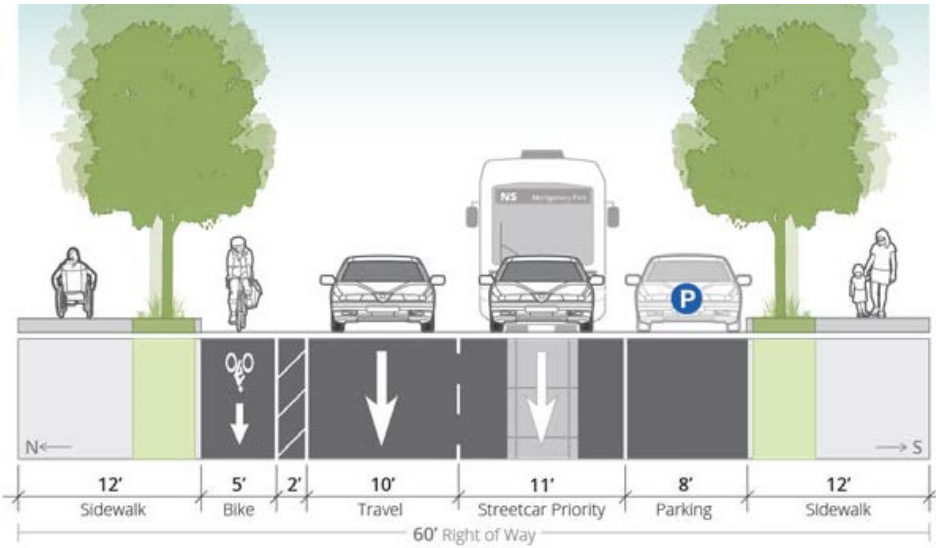
Proposed cross sections

NW 23rd Avenue (typical)

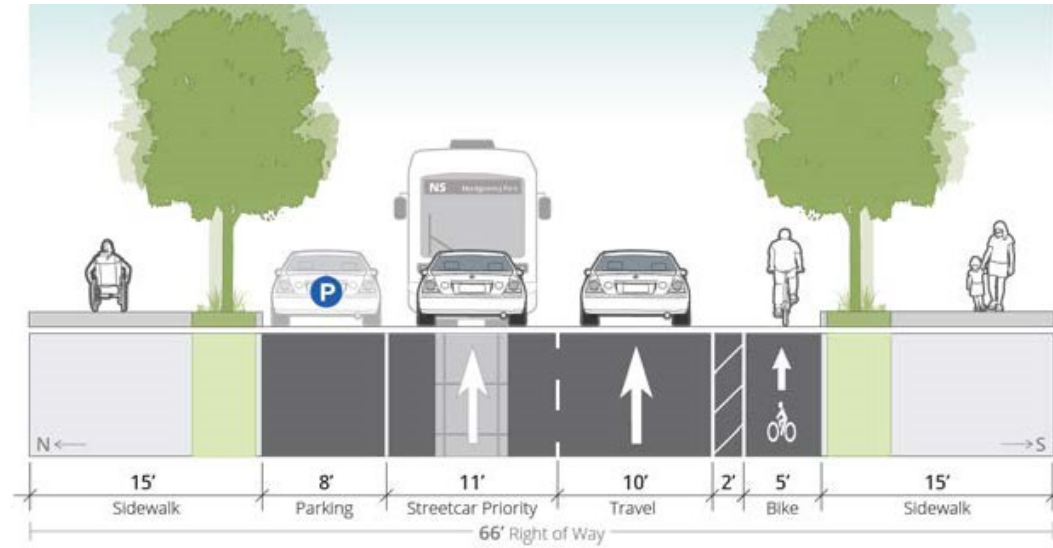


Proposed cross sections

NW Roosevelt Street



NW Wilson Street

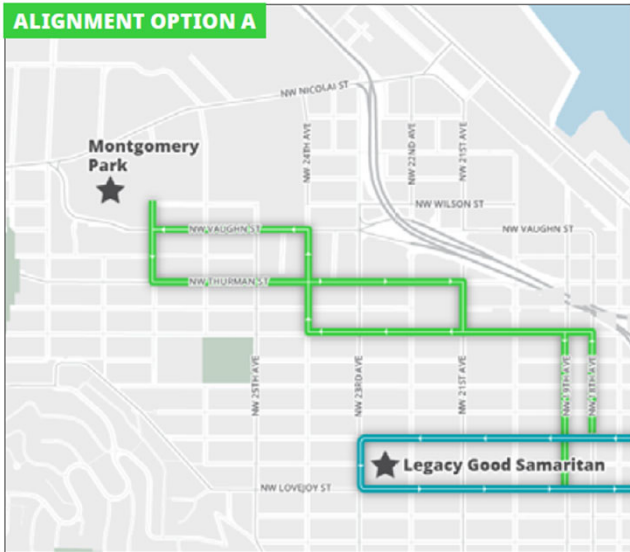


Considering transit alternatives

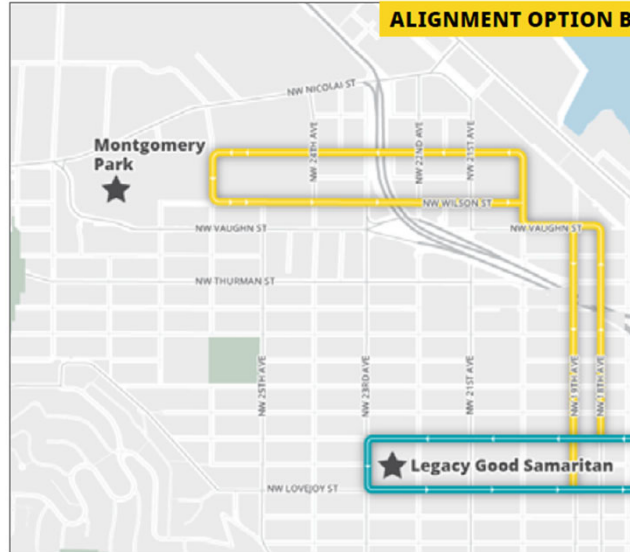


Other alignments considered

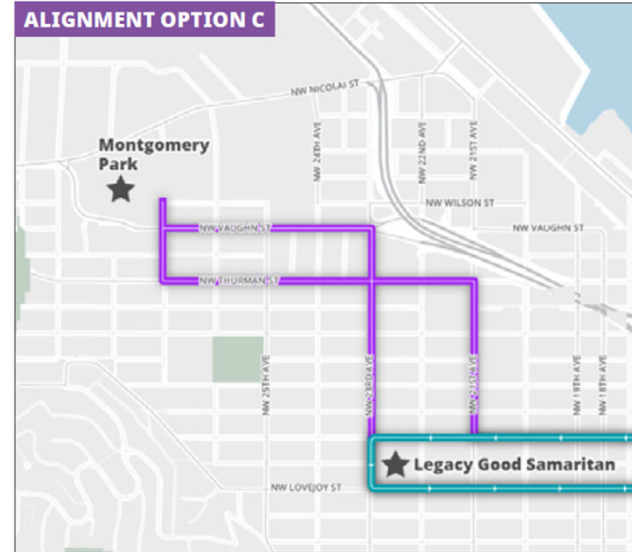
ALIGNMENT OPTION A



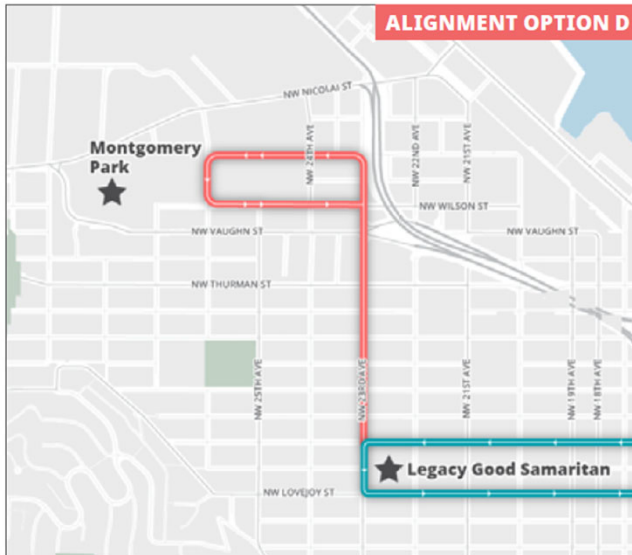
ALIGNMENT OPTION B



ALIGNMENT OPTION C



ALIGNMENT OPTION D



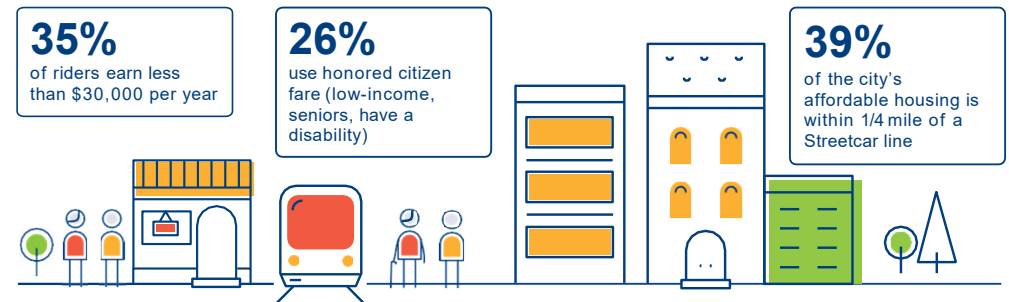
ALIGNMENT OPTION E



Why streetcar?

- **Streetcar is a proven tool** for equitable and sustainable development in Portland.
- **The area's transition presents an opportunity to deliver on previous planning efforts** identifying an extension to Montgomery Park.
- **Streetcar offers climate benefits** as a carbon-neutral mass transit mode that supports vibrant mixed-use neighborhoods.
- **Streetcar serves diverse riders**, many of whom rely on transit to meet their daily needs.

AFFORDABILITY



EQUITY



SUSTAINABLE MOBILITY



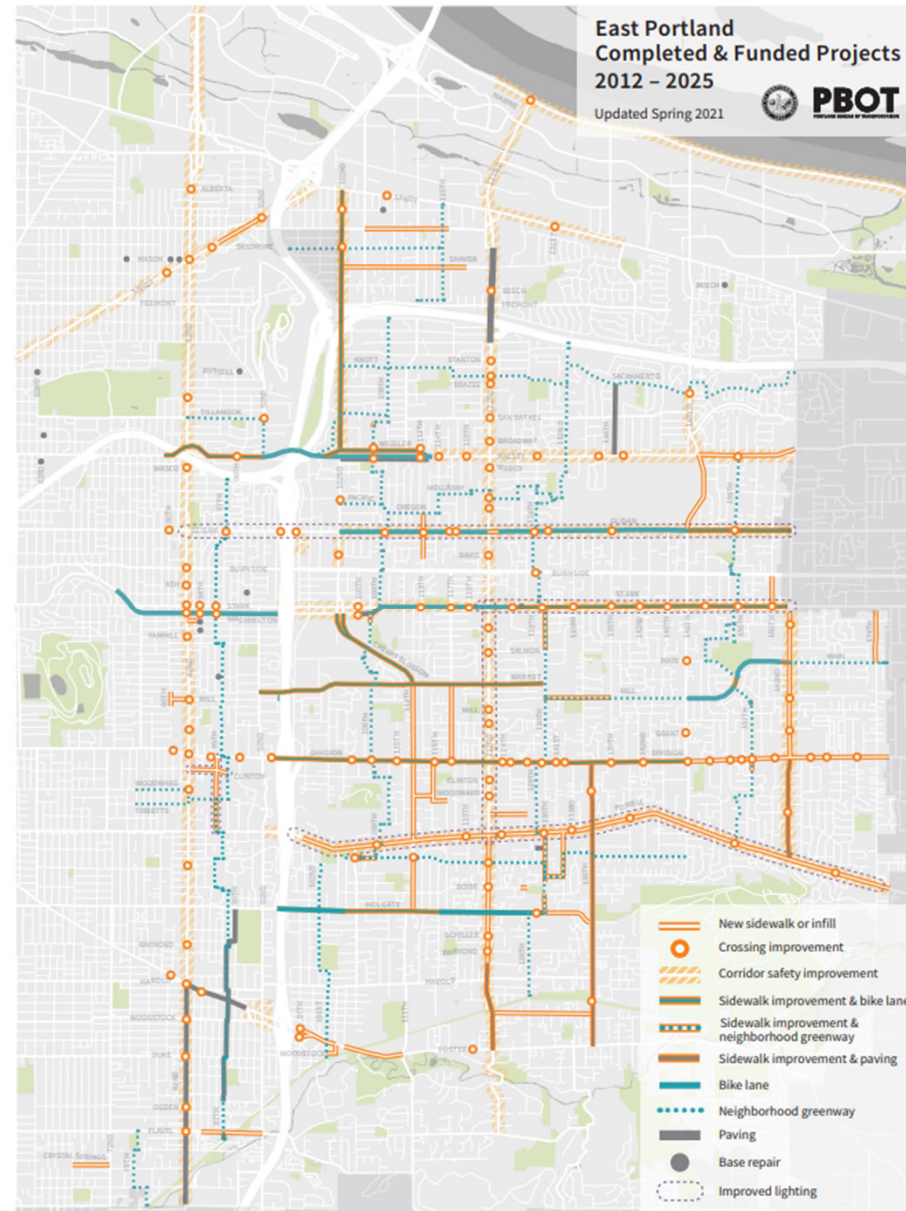
Investment considerations

- **Why here?**

- Potential **for thousands of new housing units and hundreds of new jobs**
- **Expanding transit mode that serves diverse riders** and transit-dependent households
- A neighborhood extension with **improved mass transit connections to critical destinations**
- **Leveraging federal transit investment** to address substandard assets (NW 23rd Ave)

- **What about elsewhere?**

- **PBOT is committed to addressing needs** of underserved communities throughout Portland
- **Areas with highest need continue to receive robust investments**, including East Portland
- **This project is primarily using federal and local nondiscretionary sources of funds**, thus minimizing City discretionary funding



Streetcar project funding and sources

Project Cost: ≈\$120m

(planning level estimate; to be refined during Project Development)

Includes:

- Streetcar project elements
- New streets and street elements
- Rehabilitation of NW 23rd Avenue

Potential sources

(to be finalized during Project Development)*

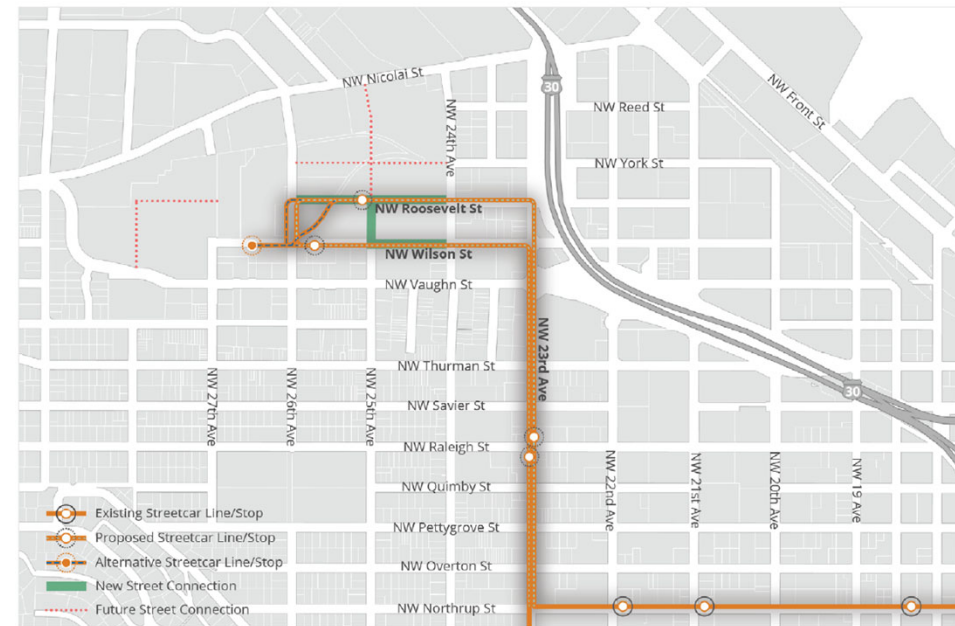
Likely to include:

- Federal Small Starts CIG Grant (50%)
- Various local sources *(likely to include)*:
 - Right of Way (ROW) dedication
 - A Local Improvement District (LID)
 - Additional private contributions
 - Others

**Will include opportunities for community/stakeholder input*

Streetcar extension next steps

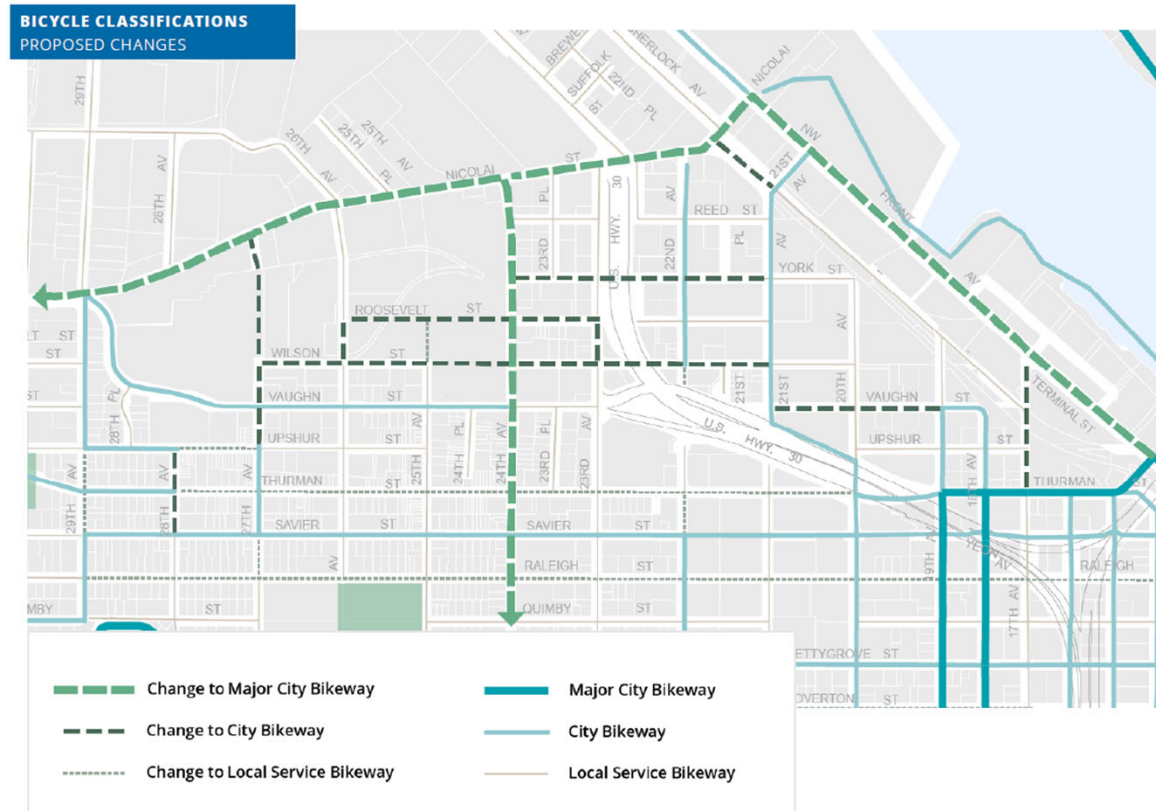
- **Review and Deliberation of the Montgomery Park Area Transportation Plan**
- **Finalization and deliberation of Locally Preferred Alternative (LPA) at City Council**
- **Planning for Project Development (FTA)**
- **Formally enter Project Development**
(includes environmental review, design, and engineering)
- **Finalizing funding strategy/local funding commitments**
- **More community engagement to come**



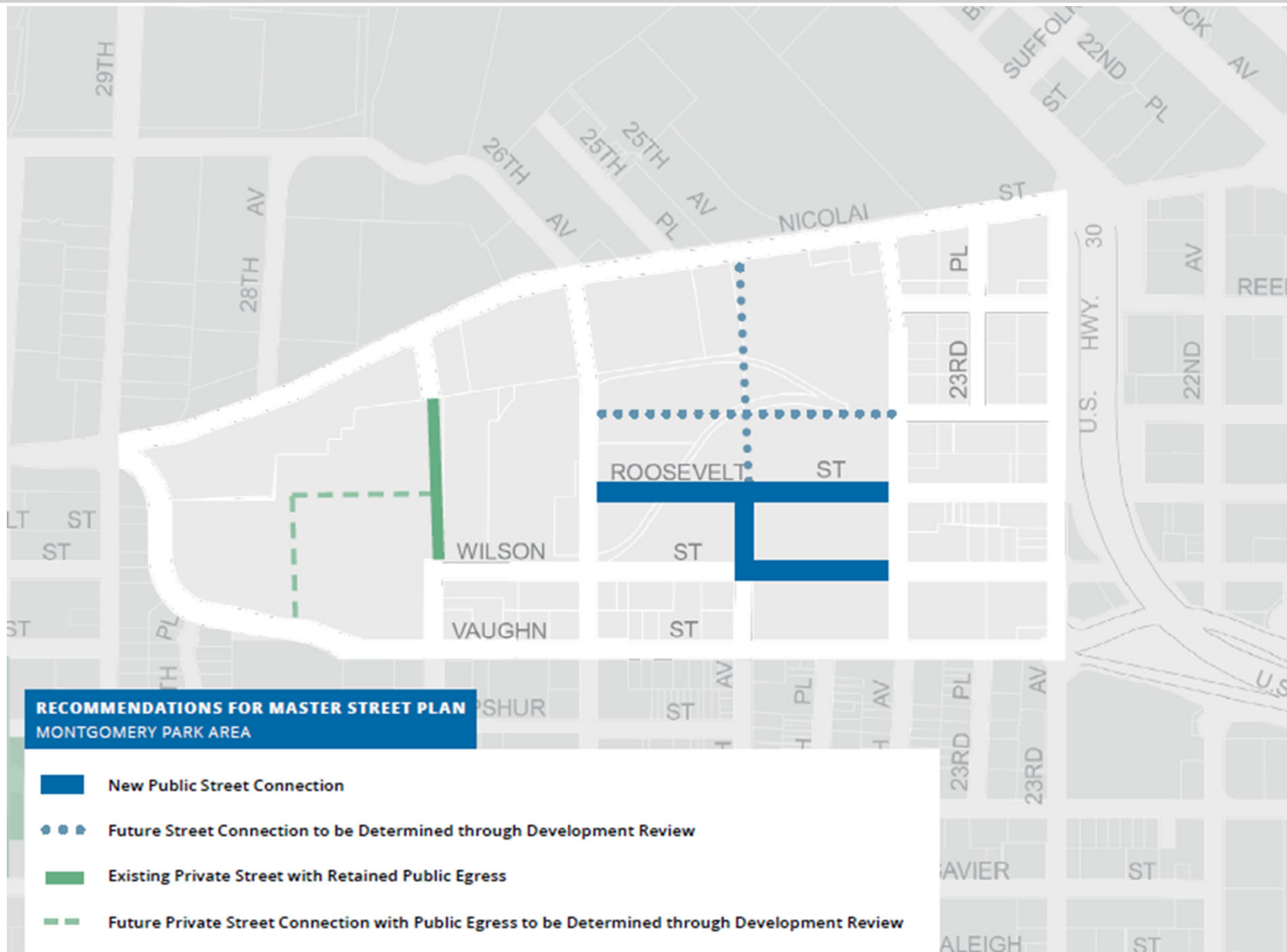
Policy recommendations (TSP updates)

- **Recommended classification updates for following modes/elements during next TSP update process:**

- Pedestrian
- Bike
- Transit
- Street Design
- Traffic
- Freight
- Emergency Response



Master Street Plan recommendations



Proposed implementation strategies

- **Plan District Transportation Elements**
 - Parking ratios and off-street parking rules
- **Parking Management**
 - Potential parking permit zone or district
- **Transportation Demand Management (TDM)**
 - Incentives to support non-auto travel and reduce travel demand
- **Exploring Pilot Projects**
 - Various ways to reduce drive-alone trips in the district
- **Pursuing Federal and other Funding Sources**
 - FTA Small Starts funding
 - Creation of Local Improvement District



Recommended Planning Commission Actions

Recommend, to City Council, adoption of the Montgomery Park Area Plan, including:

- Volume 1: Adopt the plan and amend the Comprehensive Plan map designations, the Zoning Map, Comprehensive Plan Figure 6-1: Industrial and Employment Districts; and the NW District Town Center boundary, as shown in the plan.
- Volume 2: Amend the Portland Zoning Code as described herein, including the Vaughn-Nicolai Plan District (33.590), and amending the Guild's Lake Industrial Sanctuary Plan District (33.531) and Northwest Plan District (33.562).
- Volume 3: Transportation elements; see following slide
- Volume 4: Amend the maps and texts of the existing area plans as described to address areas of overlap with the Montgomery Park Area Plan.

Planning Commission Actions - Transportation

Volume 3:

- **Streetcar Extension to Montgomery Park**
 - This is the Locally Preferred Alternative (LPA) for the Project, to be considered for adoption by City Council by Resolution
 - Planning Commission may choose to advise City Council on LPA consistency with the Comprehensive Plan
 - Already in the Regional Transportation Plan Constrained/Near-Term Project List (11319)
 - Already in the Transportation System Plan (60035)
 - TSP to be updated to be consistent with RTP as part of next TSP update
 - No action on this needed by Planning Commission
- **Recommended Transportation System Plan Changes**
 - Adopted with the plan as recommendations to City Council for consideration as future amendments to the TSP
 - *Includes: Street Classifications, Master Street Plan, and Project List*
 - To return to Planning Commission for formal deliberation as part of the next TSP update

Recommended Design Commission Actions

- Recommend, to Planning Commission, application as proposed of the Design overlay zone to areas zoned Central Employment (EX) in the plan.
- Recommend, to Portland City Council, adoption of the Montgomery Park Area Character Statement and related updates to the Citywide Design Guidelines as shown and described in Volume 2 of the plan.

Timeline/Next Steps

May 21, 2024	Planning Commission and Design Commission Public Hearing + Testimony
May - June	PC and DC Work Sessions <i>PC: 6/11, 6/25, (7/9 - if needed)</i> <i>DC: 6/6, 6/20, (7/18 - if needed)</i>
June 2024	PC and DC Decisions and Recommendations to City Council
August 2024	Publish Recommended Draft Plans
September 2024	Portland City Council Public Hearing

Thank You

Questions?

