

Manning, Barry

From: Wagner, Zef
Sent: Thursday, May 6, 2021 7:27 PM
To: Manning, Barry
Cc: Serritella, Michael; Leclerc, Mauricio
Subject: RE: MP2H (Streetcar) In-House Review Draft

My comments:

- Page 2: It's a bit confusing to still be talking about streetcar "or another high quality transit investment". Can we just say we're talking about a streetcar extension and leave it at that?
- Page 13: Please add mention that a portion of Thurman St east of 19th Ave is also a Major City Bikeway. Also mention that Northwest in Motion has proposed changes to the bikeway classifications and that would modify this map when the TSP is next updated, and will need to be reconciled with any further changes we propose. The same is true for Traffic and Transit Classifications.
- Page 14: May be worth mentioning TriMet's adopted service change, which will split the Thurman tail of the Line 15 into a new line 26 serving 18th/19th and Thurman.
- Page 16: This is supposed to be Freight Classifications, but is instead a repeat of the Traffic Classifications.
- Pages 12 to 16: Add legends to maps, add Emergency Response Classifications, add Street Design Classifications, always capitalize classifications (e.g. Major City Bikeway)
- Page 18: Add mention in NW in Motion that it contains classification updates that in some cases extend into this study area and will need to be reconciled.
- Page 41: There seems to be a missing section here that describes why we chose Alignment D. Instead we just have a description of the four alignments with considerations (pros and cons), then we move right into a discussion of York/Wilson couplet, and then we get to the overall "preferred scenario" including land use. I think there should be a section describing why Alignment D is the preferred streetcar alignment before moving on.
- Page 46: "Complete and improve" doesn't really make sense for 23rd Ave. It already exists. Maybe just say "improve the public street" like it says for 26th Ave. Would also be nice to say we will "improve the public street" on 23rd all the way from Lovejoy to Nicolai, not just north of Vaughn. Lovejoy to Vaughn is the portion that needs to be reconstructed.
- Page 47: I'm concerned that we're not saying anything about York St east of Hwy 30. I know it's not strictly needed for the streetcar project, but for the traffic and bike network to truly function for the district as a whole, we need the old railroad tracks removed, the street repaved, and sidewalk added along that portion of York as well.
- Page 55: Discussion of streetcar funding doesn't mention operating funds, only construction. Should clarify whether or not new operating funding is needed. I think Dan said the answer was no, but it's not clear in this section.
- Page 56: We should include maps of classification changes for all modes, or at least any that we would be changing, as well as a circulation map labeling proposed one-way vs two-way streets, new signals, etc. These descriptions are too vague and it would be better to have maps. I know that's a PBOT responsibility, and it's something we can prioritize for the next draft.
- Page 58: Under T1, change "funding scheme" to "funding strategy". I think we also need another action with something like "explore creation of an LID for street improvements on York St east of Hwy 30" to capture that need, even if it's not core to the streetcar project.

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From: Wagner, Zef
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Cc: Serritella, Michael <Mike.Serritella@portlandoregon.gov>; Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>
Subject: RE: MP2H (Streetcar) In-House Review Draft

Hi Barry, just letting you know that I'm reviewing the draft and going to send you comments shortly.

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Cc: Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>; Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Engstrom, Eric <Eric.Engstrom@portlandoregon.gov>

Subject: MP2H (Streetcar) In-House Review Draft

Hello MP2H Technical Advisors and Interested Staff:

The Montgomery Park to Hollywood Study (MP2H) NW In-House Review Draft is attached for your review and feedback. This draft is not intended for public review. Your feedback will help staff develop a Discussion Draft for public review. **We ask that you review the portions of the document that are relevant to your interests and provide feedback to the MP2H project team on or before May 6, 2021.** Comments should be sent to Barry Manning via email.

The MP2H Study considered alternative futures for an area in NW Portland that is currently undergoing change, and considers the opportunity to transform it into a mixed use district served by a planned extension of the Portland Streetcar if key land use policy, economic and equity issues can be addressed. The MP2H In-House Draft describes this opportunity for change and an approach to implementation. A companion high-level concept report for the NE portion of the MP2H study area is expected in the coming weeks.

This NW-focused In-House draft includes two volumes. Volume 1 describes the study background, vision, alternatives analysis, and implementation approach for the NW study area. (Some of the graphics included in this document will be updated, and some additional graphics will be added, for the public Discussion Draft.) Volume 2 includes draft changes to the Portland Zoning code to help implement the land use portions of the vision. Both volumes are included in the attached file. A Word version is available on request.

Please note that the implementation approach included herein relies primarily on bonuses for affordable housing and affordable commercial space to achieve some of the public benefits expected with a significant change in land use. These bonus provisions can be found in Volume 2, Zoning Code Amendments, which includes a new plan district for the area – 33.590, Vaughan-Nicolai Plan District – that includes the bonus provisions.

The project team is still exploring options for developing a public benefits agreement that may augment or possibly substitute for the bonus provisions in this plan district. However, we ask that you review and comment on the code approach described in plan district for proposed intent, viability, and code implementation clarity as applicable to your agency interest.

If you have any question, please contact BPS project staff Barry Manning (barry.manning@portlandoregon.gov; 503-823-7965) or Nicholas Starin (Nicholas.starin@portlandoregon.gov).

Thank you.

Barry Manning, Senior Planner

(He/him)

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Please use email to ensure I receive your message and can set up a call if needed.

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