



MONTGOMERY PARK AREA PLAN

City Council

November 13, 2024

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THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Items for Consideration

Three Related Items

November 13, 2024

Adopt the *Montgomery Park Area Plan* including amendments to the Comprehensive Plan, Comprehensive Plan Map, Zoning Map, Zoning Code, Citywide Design Guidelines, and related amendments to the Guild's Lake Industrial Sanctuary and Northwest District plans (amend Code Title 33). (Ordinance)

Adopt the Locally Preferred Alternative for the Montgomery Park Transit Project (Resolution)

November 21, 2024

Adopt the Montgomery Park Public Benefits Agreement (Ordinance)

Agenda

Presentation

- Montgomery Park Area Plan Overview
- Background And Community Engagement
- Plan Implementation Approach
- Transportation Plan and Locally Preferred Alternative for Streetcar Extension
- Schedule and Next Steps

Public Testimony

Council Discussion

MPAP Recommendations

Planning Commission Recommendation:

Adopt the Recommended Draft as follows:

- **Volume 1: Recommended Plan.** 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.
- **Volume 2: Regulatory Tools.** Adopt and amend the Portland Zoning Code as described herein, including adding 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 Plan.** Adopt Transportation Plan elements as proposed.
- **Volume 4: Amendments to NW District and Guild's Lake Industrial Sanctuary Plans.** Adopt and amend the maps and texts of the existing Guild's Lake and Northwest District area plans as described to address areas of geographic overlap with the Montgomery Park Area Plan.
- **Volume 5: Appendix.** Include the Appendix as background documents.

Design Commission Recommendation:

Adopt the Montgomery Park Character Statement, as amended, and related updates to the Table of Contents, to be applied with the Citywide Design Guidelines. The effective date will coincide with the effective date of the Montgomery Park Area Plan.

Testimony and Record

There is written testimony in the Map App:

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

The record of evidence supporting this ordinance can be found on the Auditor's website:

<https://efiles.portlandoregon.gov/record/14215597>



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 Key Objectives

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.



MPAP Future Potential



— 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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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 preserve industrial land east of US 30.



Projected Outcomes and Opportunities

Through a mix of implementation tools, MPAP will create opportunities for:

Housing

- 2,000+ units of housing
- 200 – 300 units of which would be income restricted
- Capacity to house 4,000+ new residents

Economic Development

- 4,000+ new jobs in a variety of fields
- At least 400 of which are targeted as middle-wage jobs
- Estimated 500,000 square feet of employment space of a variety of types
- Creation of affordable commercial space

Public Realm

- 40,000 square foot public park
- New sidewalks and bike facilities throughout
- Placemaking and public art commemorating York

Transportation

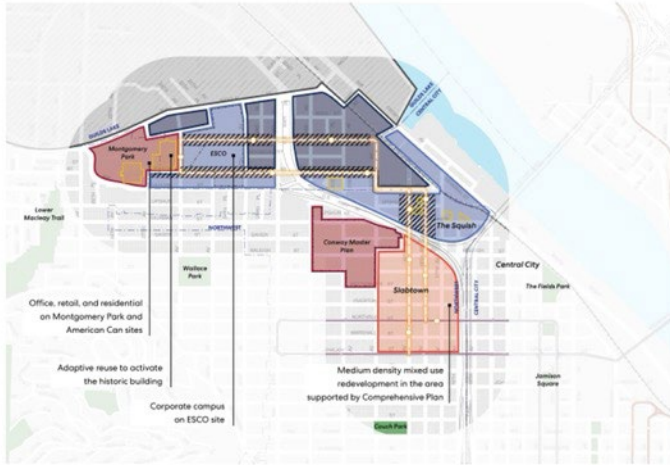
- Portland streetcar extension (1.3 miles of track; .65 mile one-way)
- Serving 3,000+ new riders daily
- Rehabilitation of NW 23rd Ave & completion of NW Roosevelt and NW Wilson St

Northwest - Scenarios Considered

Public Review Draft, June 25, 2020

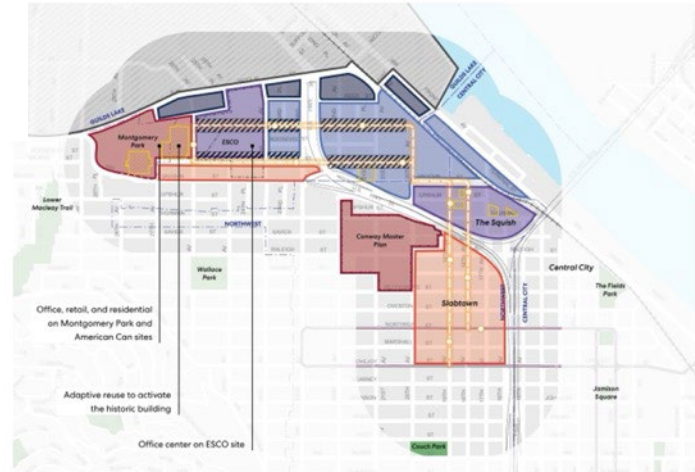
Public Review Draft, June 25, 2020

Scenario 1 Industrial



- 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 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

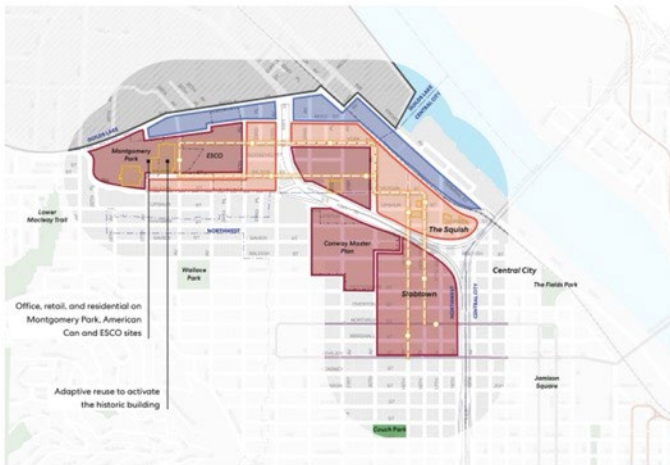
SCENARIO 3: MIXED USE

SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

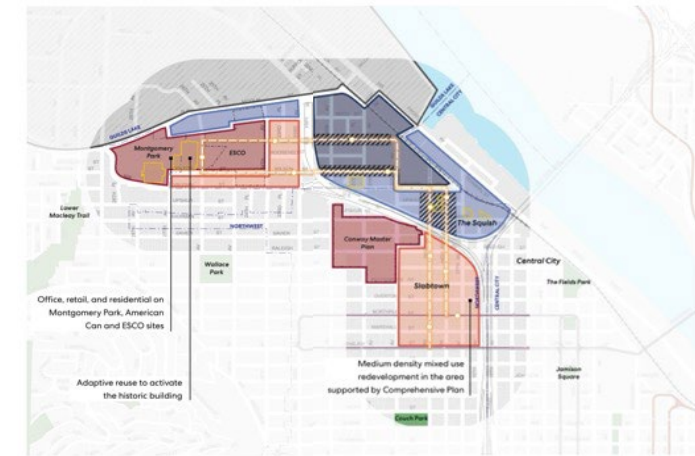
SCENARIO 3: MIXED USE

Scenario 3 Mixed-Use



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

Scenario 4 Hybrid 1+3 (preferred)



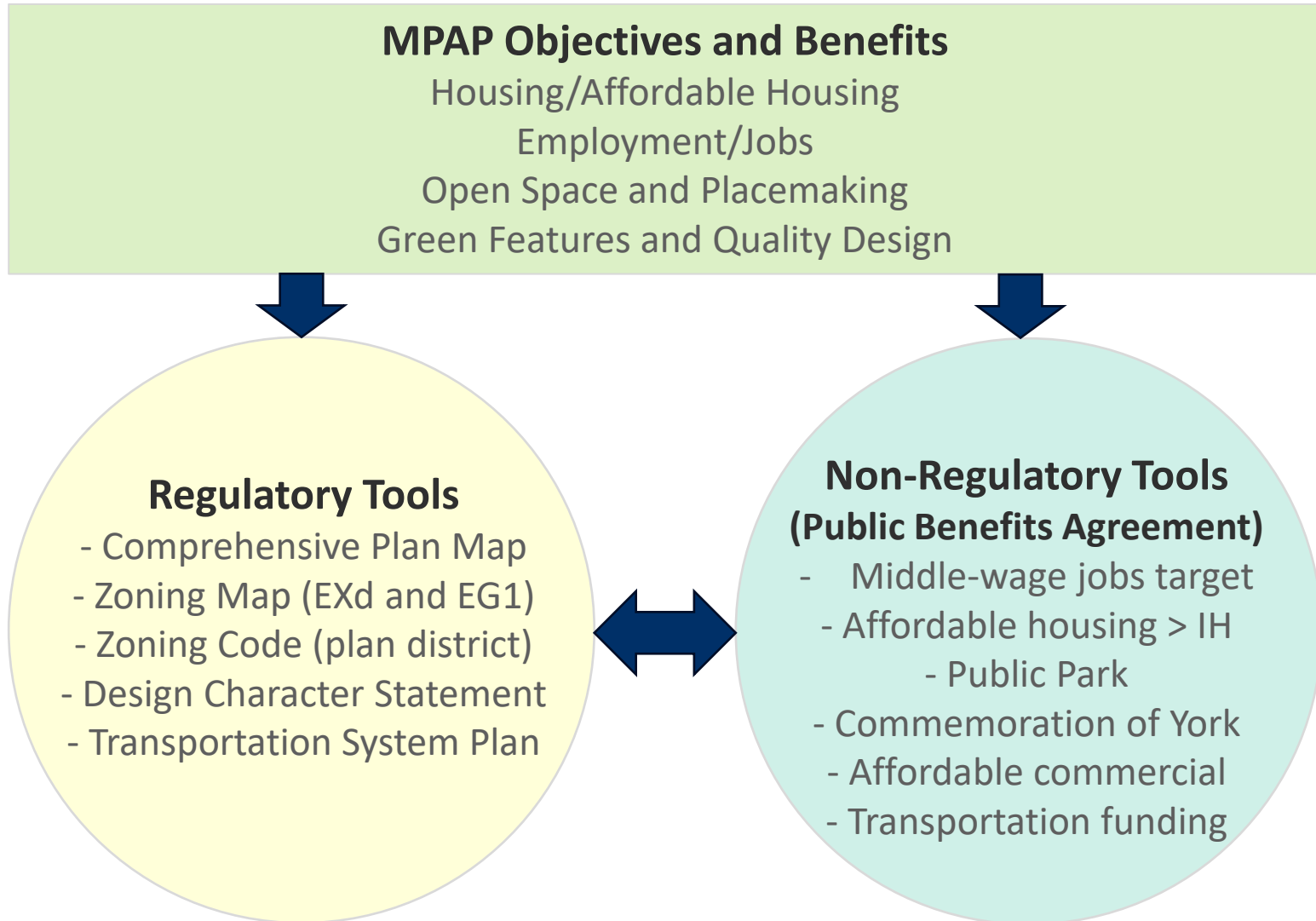
- High Density Mixed Use
 - Medium Density Mixed Use
 - Medium Density Employment
 - Light Industrial
 - Industrial Main Street Overlay*
 - Historic/Cultural Building Preserved
 - Heavy Industrial
 - Proposed Transit Alignment
 - Existing Streetcar
 - Plan District Boundary
- * Industrial Main Street Overlay considers additional development standards and guidelines

SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

Plan Implementation Approach



MPAP Regulatory Tools

Comprehensive Plan Amendments

- Comprehensive Plan Map amendments
- Northwest Town Center expansion
- Amend Northwest District and Guild's Lake Industrial Sanctuary plans
- Amend Employment and Industrial Lands map
- Amend Urban Design Framework and Pattern Areas maps

Zoning Map and Zoning Code Amendments

- Zoning Map amendments
- Establish the Vaughn – Nicolai Plan District (33.590)
- Amend the NW Plan District and Guilds Lake Industrial Sanctuary Plan District
- Minor technical amendments

Design Character Statement

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

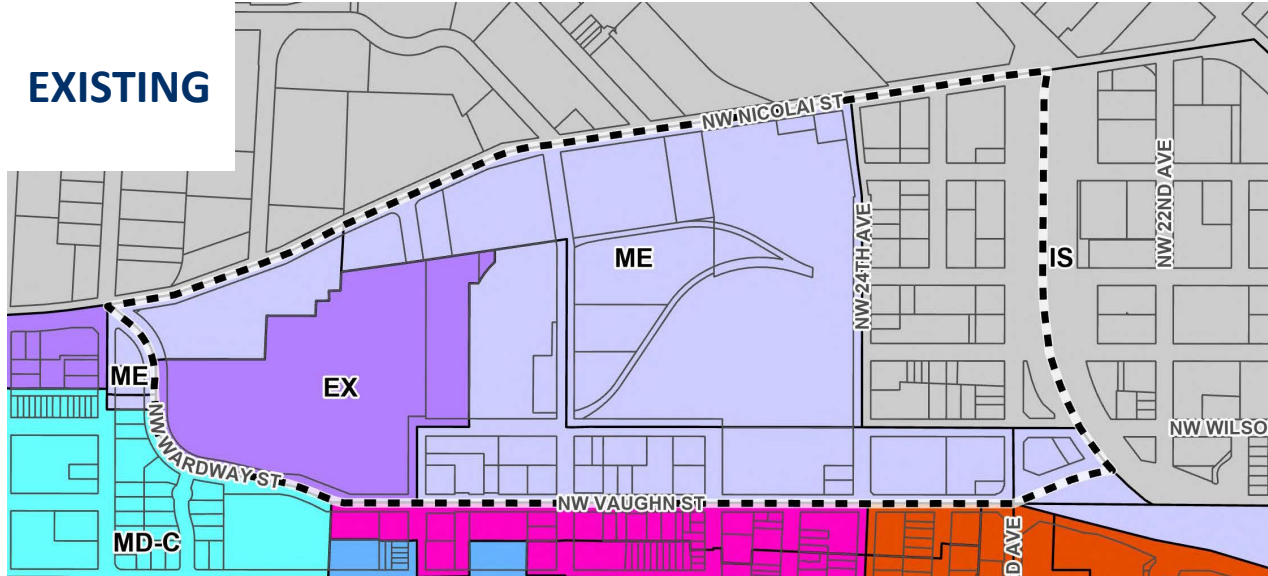
Transportation Plan Elements/Amendments

- Recommendations for future Transportation System Plan changes.

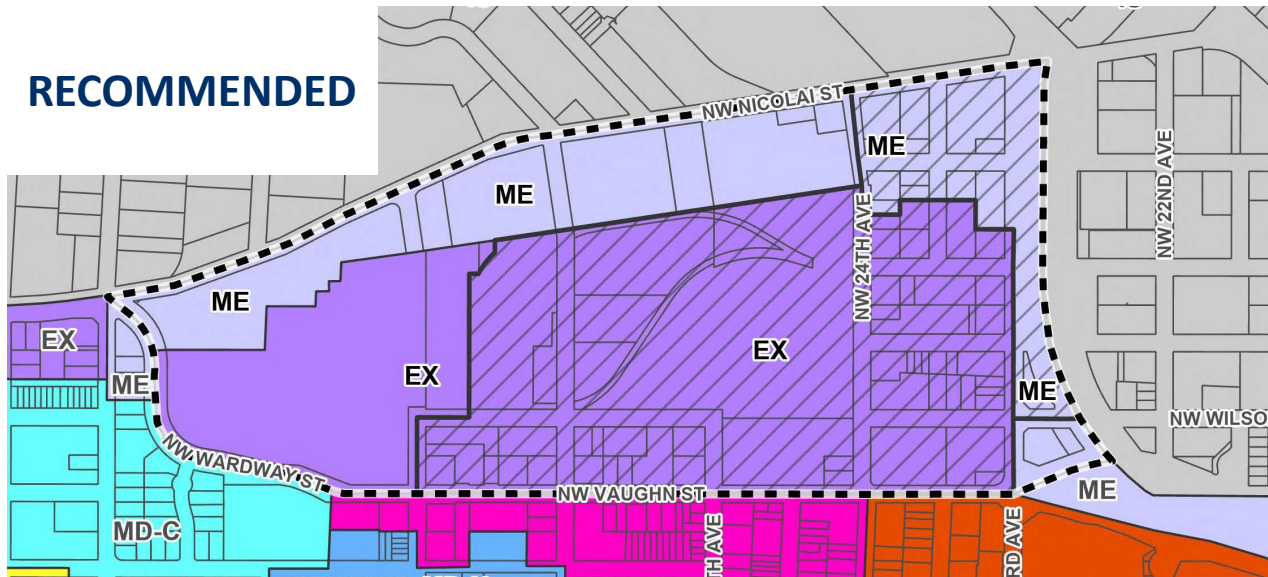


Comprehensive Plan Map




EXISTING



RECOMMENDED



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)



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Zoning Map

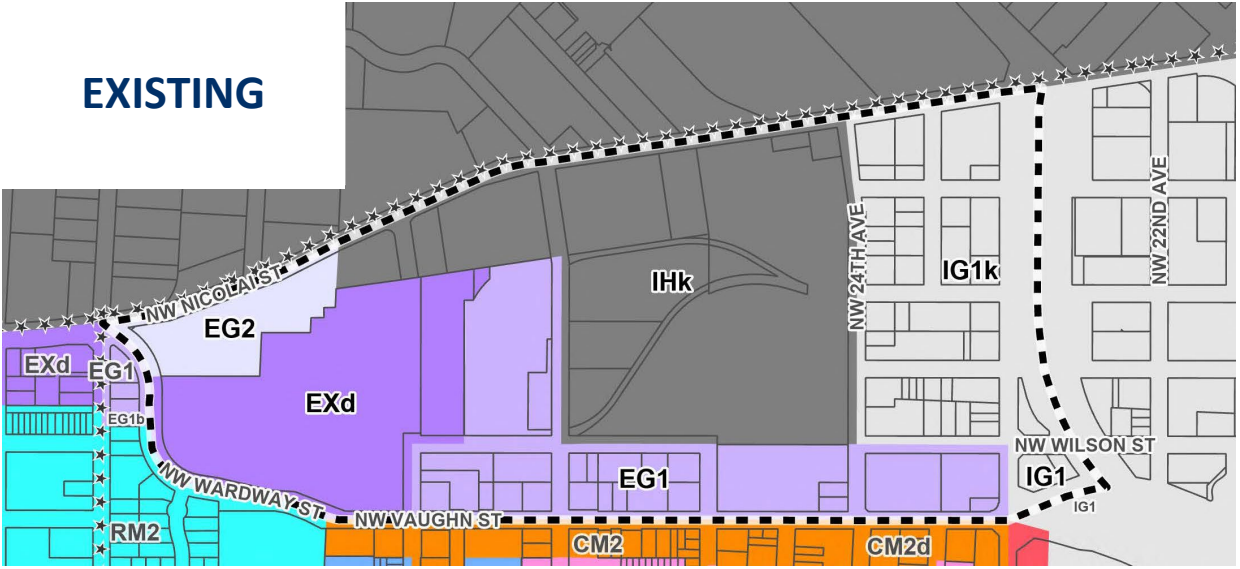
Legend

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

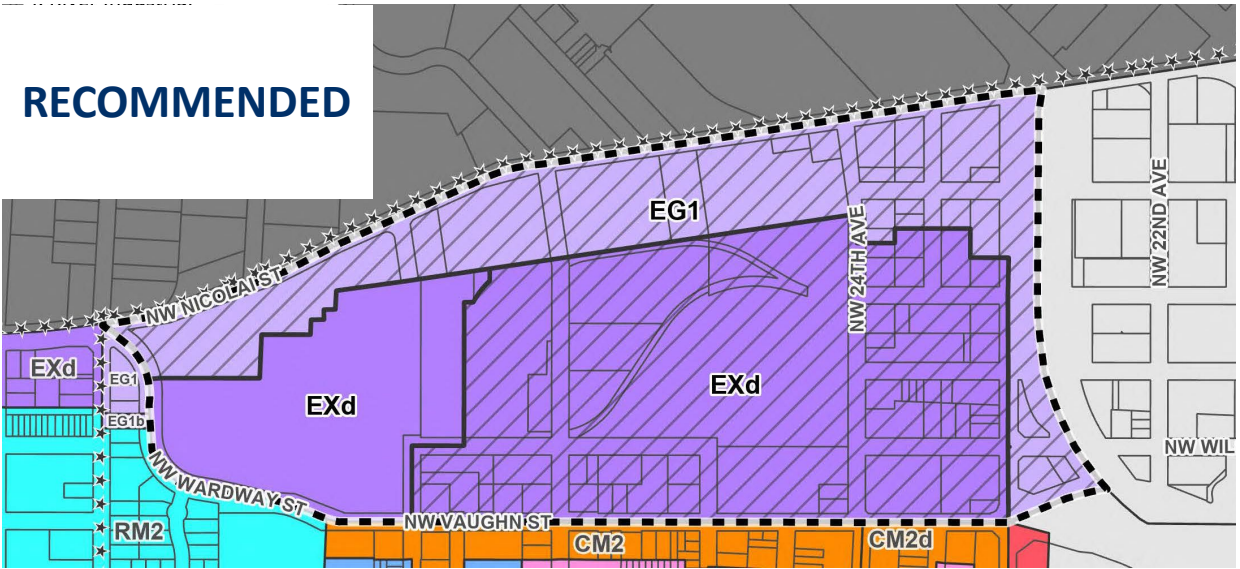
Base Zones

-  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)

EXISTING

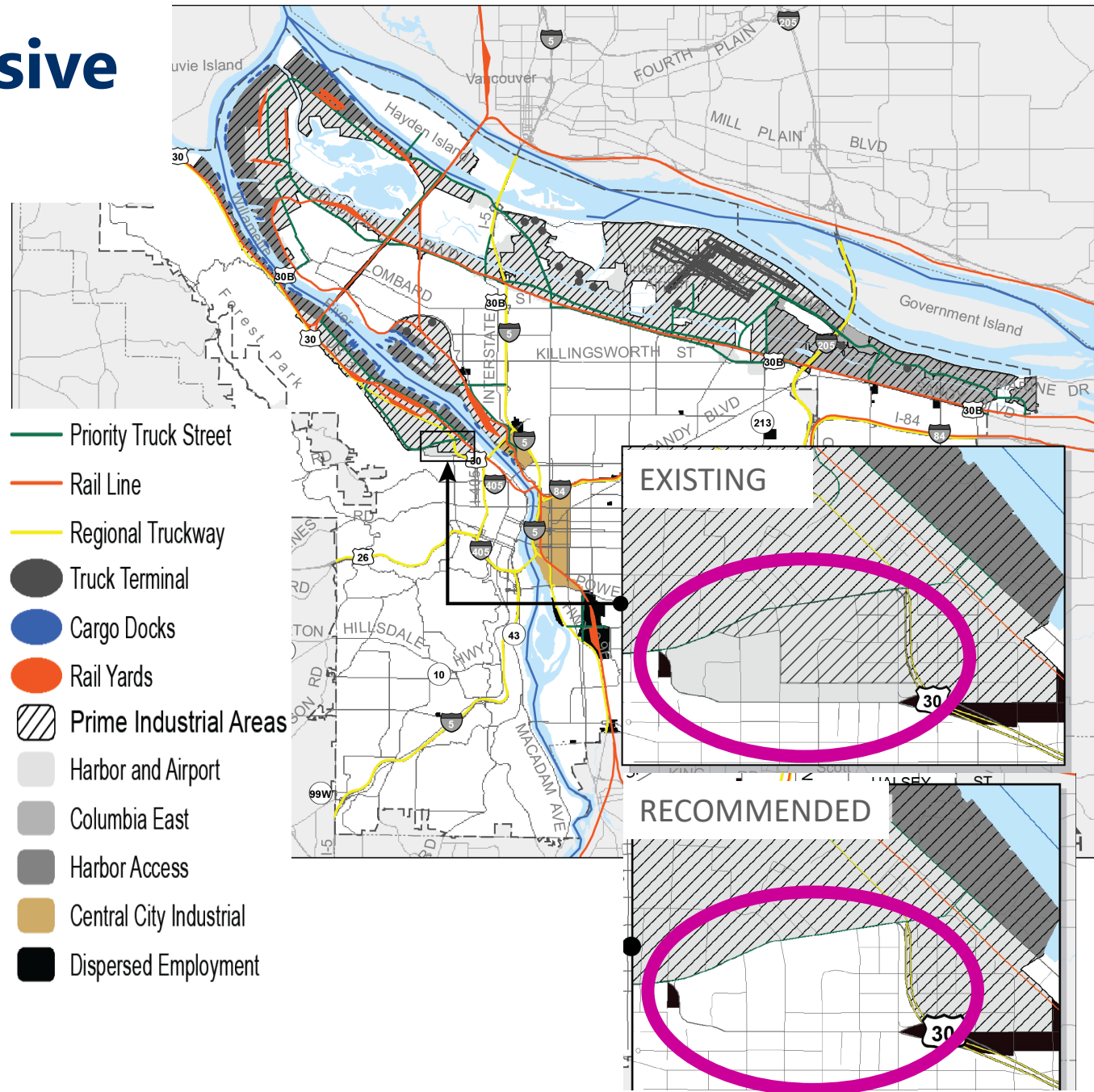


RECOMMENDED



Comprehensive Plan

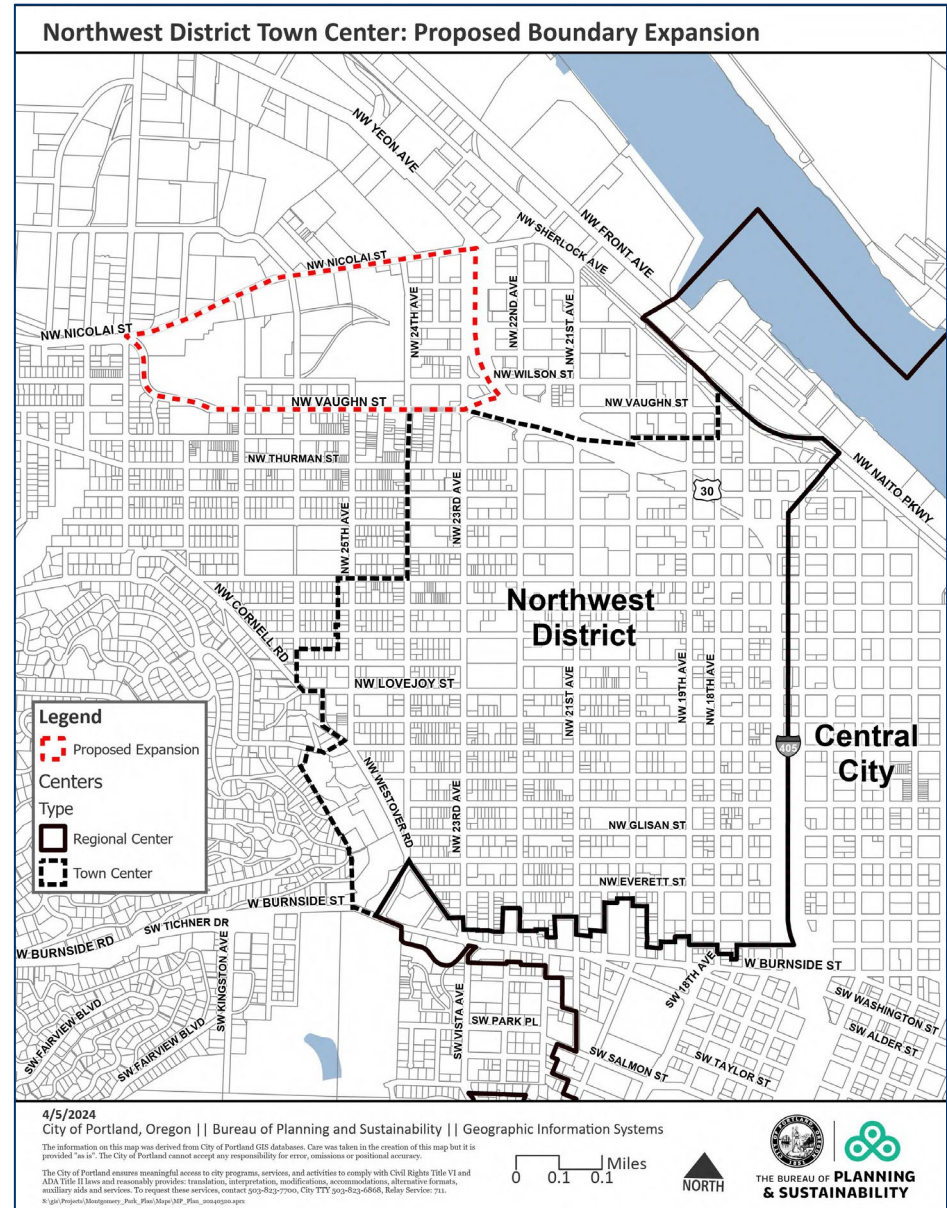
Amend Figure 6-1: Industrial and Employment Land



Comprehensive Plan

Amend the Comprehensive Plan:

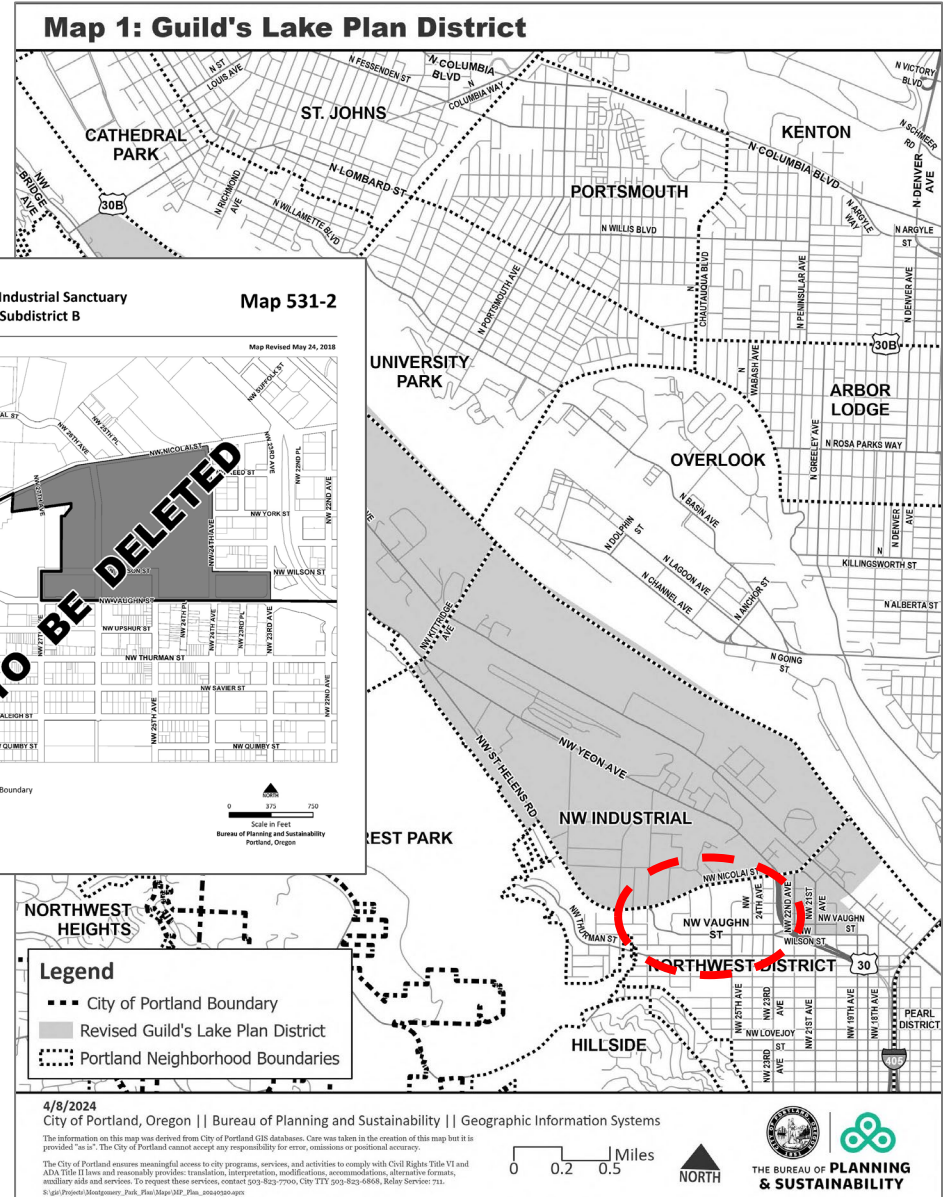
- Expand NW Town Center Boundary



Guild's Lake Industrial Plan

Amend the GLIS Plan and related Zoning code section 33.531 to reconcile with MPAP:

- Amend GLIS Plan boundary and related plan maps and language
- Amend GLIS Plan District (Map 531-1)
- Delete GLIS Subdistrict B (Map 531-2)



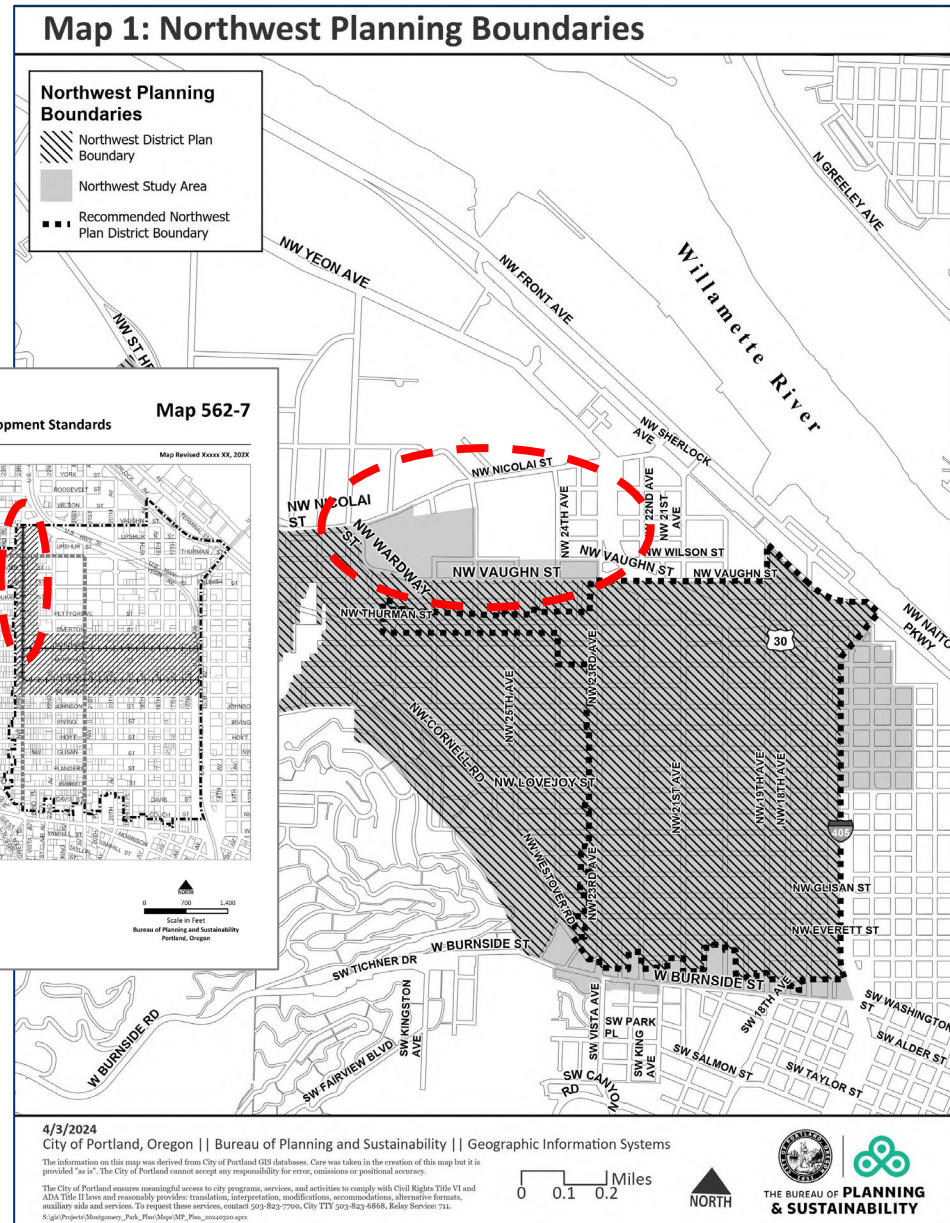
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Northwest District Plan

Amend the Northwest District Plan and related Zoning code section 33.562 to reconcile with MPAP:

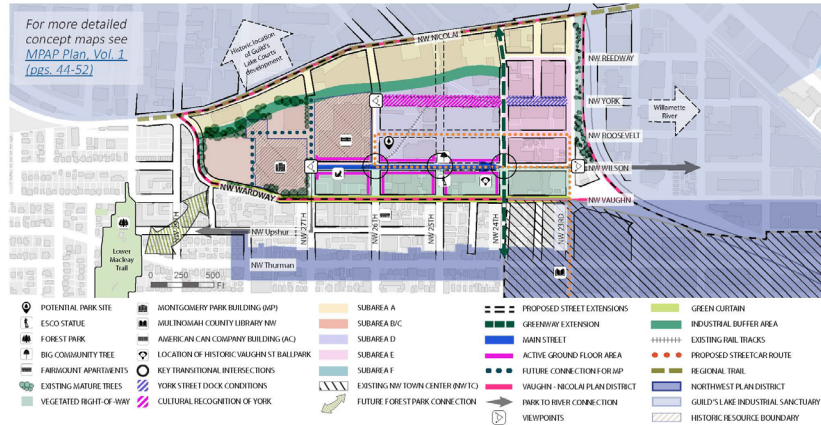
- Amend NW District Plan boundary and related plan maps and language
- Amend NW Plan District zoning map 562-7



Design Character Statement

CHARACTER STATEMENT: Montgomery Park

TOWN CENTER



BACKGROUND

HISTORY & EXISTING CONDITIONS

Framed by the Guild's Lake Industrial District to the North and the vibrant mixed-use communities of the Northwest District to the South, the Montgomery Park Area Plan (MPAP) is an eclectic mix of land uses and building types. The designated Vaughn Nicolai Plan District (VNPd), within the expanded Northwest Town Center, has been an area of continual transition and transformation. The area's variety of lot sizes, building types, and history of industrial and manufacturing uses created a dynamic built environment but has also resulted in a disconnected, difficult to navigate, street grid resulting in an urban heat island with little trees or green space.

Once home to a lush marshland and the low-lying Guild's Lake, this area was part of a larger ecosystem which contributed to the vibrancy of nearby Indigenous villages on Sauvie Island and across the Willamette River. Before significant changes to the landscape began in the late 1800s, Chinese immigrants lived and farmed on land around the lake.¹ Plans for industrialization led to their displacement and to the filling of the lake in the 1920s to create a robust industrial center. Today, hints of this wild landscape remain in the nearby hills of Forest Park, Balch Creek watershed, and Willamette River, including an opportunity to connect Forest Park trails to the Willamette River Greenway. Connected to this legacy are Portland's extant Indigenous and Chinese communities, though little acknowledgment of them or the natural environment exists in this location.

The area was the site of the 1905 Lewis and Clark Exposition which showcased Portland's community, industry, and innovation. Industry and innovation was later carried on in the Montgomery [Ward] Park office building (1920), the American Can Company complex (1921), and the former ESCO steel foundry. Portland's Black community has strong ties to this area, including connections to the since-demolished WWII-era housing development Guild's Lake Courts (1940s/50s) and the Portland Rosebuds, a minor league baseball team that was part of the short-lived West Coast Negro League, which played one season (1946) at the Vaughn Street Park. More recently, NW York was renamed in honor of York, the enslaved man who was an essential member of the Lewis and Clark Expedition. Despite this, other recognition of the Black Community's contributions to NW Portland has been limited.

CURRENT POLICY FRAMEWORK

Located at the edge of both an Industrial/employment hub and the NW District Town Center, the VNPd is close to jobs, transit, parks, and shops and services. While encouraging elevation of its employment roots and future, the MPAP leverages new development and public benefits to create an inclusive, vibrant, low-carbon mixed-use neighborhood served by the Portland Streetcar. A Public Benefits Agreement² outlines important public benefits, including the commemoration of York on NW York Street³ to be done in partnership with the Office of Arts and Community and community organizations who carry forward the lived experiences of communities of color with roots in the area.

ADDITIONAL RESOURCES

- [NW District Plan](#)
- [Guild's Lake Industrial Sanctuary Plan](#)
- [Montgomery Park District Transportation Plan](#)
- [Preliminary Racial Equity Analysis](#)
- ¹ [Indicates terms featured within the MPAP Plan, Vol.1, Pgs. 45 & 46](#)
- ² [Oregon Historical Society, Photo Essay](#)
- ³ [Public Benefits Agreement within the MPAP](#)

"...celebrate proximity to Forest Park by extending trees and open space into the neighborhood. 'Green Curtain' instead of the 'Steel Curtain'..."

- Community Members, 2023

The following sections align with, and are derived from, content in the Portland Citywide Design Guidelines, specifically Guideline 01. They each focus on characteristics specific to this Town Center and suggest ways character could be incorporated into development.

COMMUNITY CHARACTER



The use of color, art and outdoor gathering spaces provides a sense of creative energy and vitality.

Home to a mix of residents, businesses, and institutions, this district takes immense pride in its industrial heritage and variety of uses. Public spaces that acknowledge the contributions of Portland's Black, Chinese and Indigenous communities are needed to support these various communities and reflect the multitude of histories of the area. Future development should celebrate the district's rich industrial character and provide spaces that allow for a true mix of uses, reflecting a history of ingenuity and innovation.

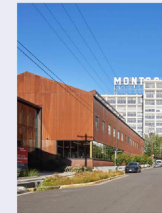
A few ways to support these goals include:

- Designing ground floors with views into maker spaces along NW Roosevelt and/or providing historic markers indicating the history and sites of the 1905 Lewis and Clark Exposition.
- Framing terminating vistas such as Montgomery Park on NW Wilson St and American Can on NW Roosevelt and NW York.
- Integrating historic railroad track remnants in Subareas E¹ and D¹ within, or as a connection

between, contiguous open spaces.

- Integrating intimate, multi-functional and accessible gathering spaces to encourage intergenerational community gathering, especially in Subareas F¹ and D¹.
- Acknowledging and celebrating contributions of Portland's Communities of Color. Consider working with Black, Chinese or Indigenous artists to incorporate design elements such as color, patterns and/or artwork.
- Programming open spaces with elements such as playgrounds, performance spaces, historic markers and/or passive recreation areas.
- Referencing context on specific features:
 - On NW Wilson, incorporate neon signage as a nod to the neon MP sign.
 - On NW York, commemorate York with physical storytelling elements such as art or historic markers.
 - On NW York, preserve historic dock conditions and reference them westward.¹

ARCHITECTURE + URBAN DESIGN CHARACTER



Development on NW Wilson which repurposed an existing industrial building with an updated form and new materials.

A century of transition has created a diverse landscape of urban forms and uses in this Center, dividing it into five distinct subareas¹. Perhaps most distinct is Subarea B/C, home to the historic Montgomery Park (MP) and American Can (AC) sites, whose size, in combination with the former ESCO Steel site in Subarea D, creates a challenging, disconnected street network between NW 24th and NW 27th. The Portland Streetcar² on NW Wilson and NW Roosevelt provides an opportunity for each subarea to preserve, emulate and celebrate its rich industrial context, while fostering a vibrant, safe and resilient mixed-use center.

A few ways to support these goals include:

- Referencing industrial materials (i.e. concrete, steel) and characteristics, such as the longer, regular facades and roof forms of industrial warehouses, the large scale operable windows and brick detailing of MP and AC, and re-purposing existing industrial buildings, materials and features.
- Improving urban heat island conditions in Subareas E¹, F¹ and D¹ with climate-responsive design approaches, like lighter building colors

and roofing materials, and green features such as eco-roofs.

- Buffering development from noise pollution, particularly on sites near Hwy 30 and in the buffer area³ along Subarea A by utilizing sound absorbing materials, landscaping and careful building orientation.
- Complementing industrial context adjacent to, and across the from, new development through aligning belt courses, roof lines and forms, repetition of bays and windows, and continuity of setbacks.
- Encouraging NW Wilson as a main street⁴ with large openings at the ground floor offering views into flexible spaces with active uses⁵, set-back frontages with hardscaped areas to accommodate large crowds, trees, and weather protection near transit stops.
- Supporting NW Vaughn, Roosevelt, and York as multi-modal, pedestrian-oriented streets by incorporating inclusive and accessible seating and weather protection, especially at key intersections, and by locating utilitarian uses toward and along NW 24th, 25th, and 26th.

NATURAL + SCENIC RESOURCES



Large, mature trees and vegetation along the public right-of-way on NW Wayman offer links to nature and relief from heat.

At first glance, this transitioning industrial district offers no connection to nature. Yet, a maturing tree canopy in the western Subarea A, an abundance of scenic views (West Hills, Mt. Hood and the Fremont Bridge), and rich natural history, provide this district with a foundational framework of natural and scenic resources. New development should reference, preserve, and build on this framework and address the community's desire for a more verdant- district one with easy access to its own green spaces, as well as improved and direct connections to nearby Forest Park and the river.

A few ways to support these goals include:

- Creating a "Green Curtain" on NW Vaughn to identify it as an access path to Forest Park by preserving trees around Montgomery Park and widening sidewalks through building setbacks to support the planting of trees.
- Strengthening pedestrian connections and way-finding to the NW 24th Greenway, Forest Park, and the Willamette Riverfront.

- Reducing heat island impacts and easing stormwater system demand by preserving and adding large canopy trees, native vegetation, and open spaces on sites within Subareas E, F, and D.
- Designing prominent surface stormwater facilities that are functional, attractive, and celebrate the Balch Creek Watershed.
- Orienting shared spaces and pedestrian pathways to provide access to natural and scenic resources, parks and open spaces, including views of Mt. Hood and Fremont Bridge in Subarea D, and highlighting NW Vaughn as an access path to Forest Park.
- Mitigating impacts from pollution by utilizing a landscaped buffer⁶ and setbacks, particularly on sites along NW 23rd and in Subarea A.
- Incorporating elements referencing the former ecological and agricultural landscape of Guild's Lake. Consider utilizing water, native flora and first foods into landscape designs.

Public Benefit Agreement Elements

Agreement with the owners of 1535/former ESCO

Middle wage jobs: Target of 400 net new middle wage jobs on site within 10 years. If not met, per-job penalty payment into workforce development and training programs.

Affordable housing units: Provide early AH/IH units: 200 units at 60% MFI prior to or with market rate units within 7 years. Until met, projects must include 15% of units at 60% MFI.

Public Park: Minimum 40,000 square foot Park to be developed in area. Offsets to Outdoor Area zoning requirement and System Development Charges.

Commemoration of York: Feature in a significant publicly accessible location. Developed through a public process with the York Work Group.

Funding a portion of the public streetcar extension: Funding through dedication of ROW, construction of streets, and Local Improvement District contributions.

Wealth building support: Option for affordable commercial space ownership.

Community Engagement

Community Based Organizations (outreach & participation)

- Friendly House, Inc. (*NW focus*)
- Northwest Industrial Business Assn./Columbia Corridor Assn. (*NW focus*)
- Hollywood Senior Center/Urban League of Portland (*NE focus*)
- Micro Enterprise Solutions of Oregon (*NE focus*)
- York Street Work Group/PHCC (*NW focus*)



Neighborhoods Groups and Other Stakeholders

- NW District Assn., NW Active Streets, NW Industrial (NIBA), others
- NW Project Working Group (PWG) - 7 meetings
- Large property owners



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
- Design Focus Group (BIPOC-centered) – Feb 2024



MP2H NW Discussion Draft (2022) - public notices; feedback

MPAP Proposed Draft (2024) – Planning & Design Commission hearing

Employment/Jobs

Objectives:

An Employment focus– 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– affordable commercial space, community serving uses and employment intensive uses.

Zoning Code	Public Benefits Agreement
Non-Residential Use requirement; and	Creation of 400 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

Employment and the EOA

- Proposed MPAP plan amendments would convert 30 to 34 acres of industrial/employment land to mixed use (EX) land
- Represents 0.2 percent of total industrial/employment land base of 13,175 acres.
- Represents 3 percent of the 1,067 acres of buildable land in the Harbor & Airport Districts
- EOA Industrial Land Surplus:
 - ~ 6 acres in Harbor & Airport
 - ~ 66 acres in Columbia East

Employment Geography	2010-35 Land Demand	Land Supply	Surplus/Deficit
Harbor & Airport Districts	1,013	1,067	54
Harbor Access Lands	192	167	-25
Columbia East	350	416	66
Dispersed Employment	130	146	16
Total Industrial	1,685	1,796	111

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 or 15% project-by-project.
Floor Area Incentive: 15% of units affordable to families making 60% of Area Median Income; or	200 units serve as a bank for standard inclusionary housing requirement for up to 2,000 units.
Compliance with Public Benefits Agreement	



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



Transportation

Objectives:

Sustainable transit-oriented development – land uses support transit with active use requirements, higher densities, and parking and design standards that correlate with transportation policy

Multimodal options and improved access – recommendations for projects that enhance street connectivity and business access while improving transportation options for pedestrians, people bicycling, and people accessing transit as the area grows

Transportation Plan	Public Benefits Agreement
Recommends a suite of multimodal transportation projects centered around the streetcar extension to Montgomery Park	Requires right of way dedication from large property owners for streetcar segments along or through their properties
Includes recommended policy updates for Transportation System Plan for modal street and design classifications	Ensures streets are built to updated multimodal standards
Recommends parking management, travel demand management, and other implementation strategies	Coordinates infrastructure planning and provision to support increased density in the area

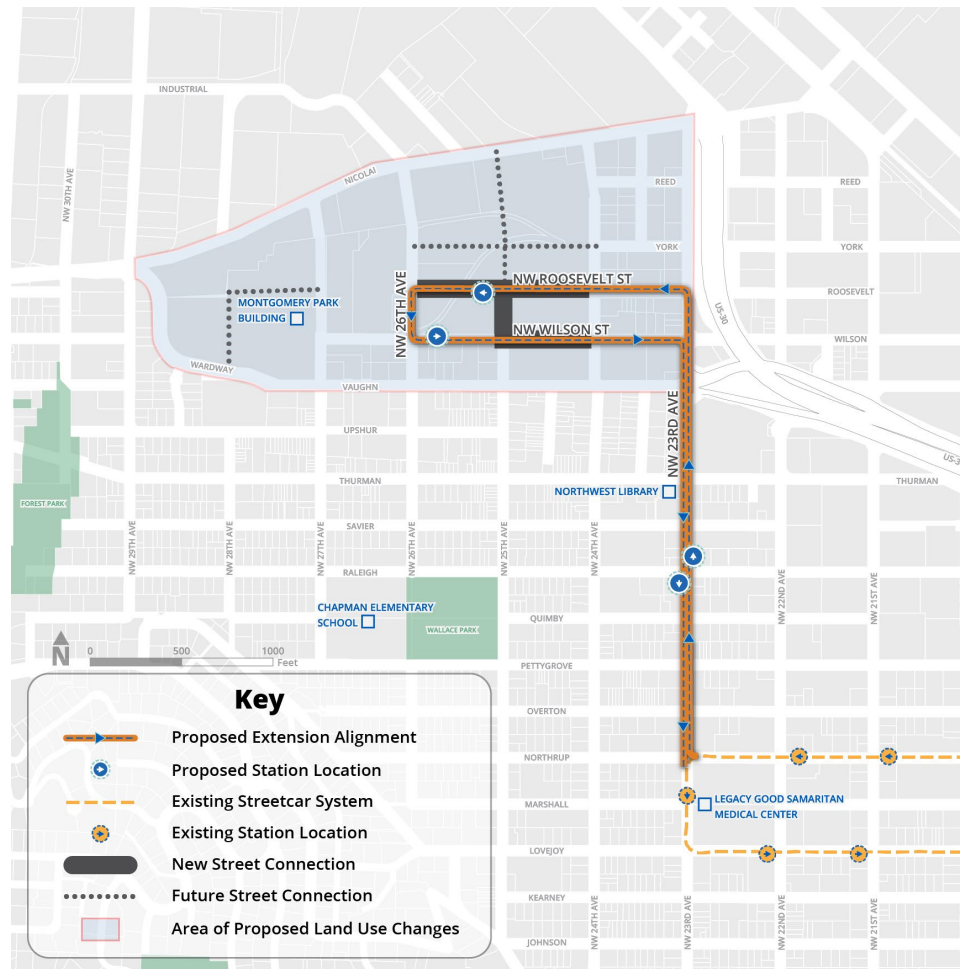


Streetcar Extension Recommended Locally Preferred Alternative (LPA)

And Additional Transportation Recommendations

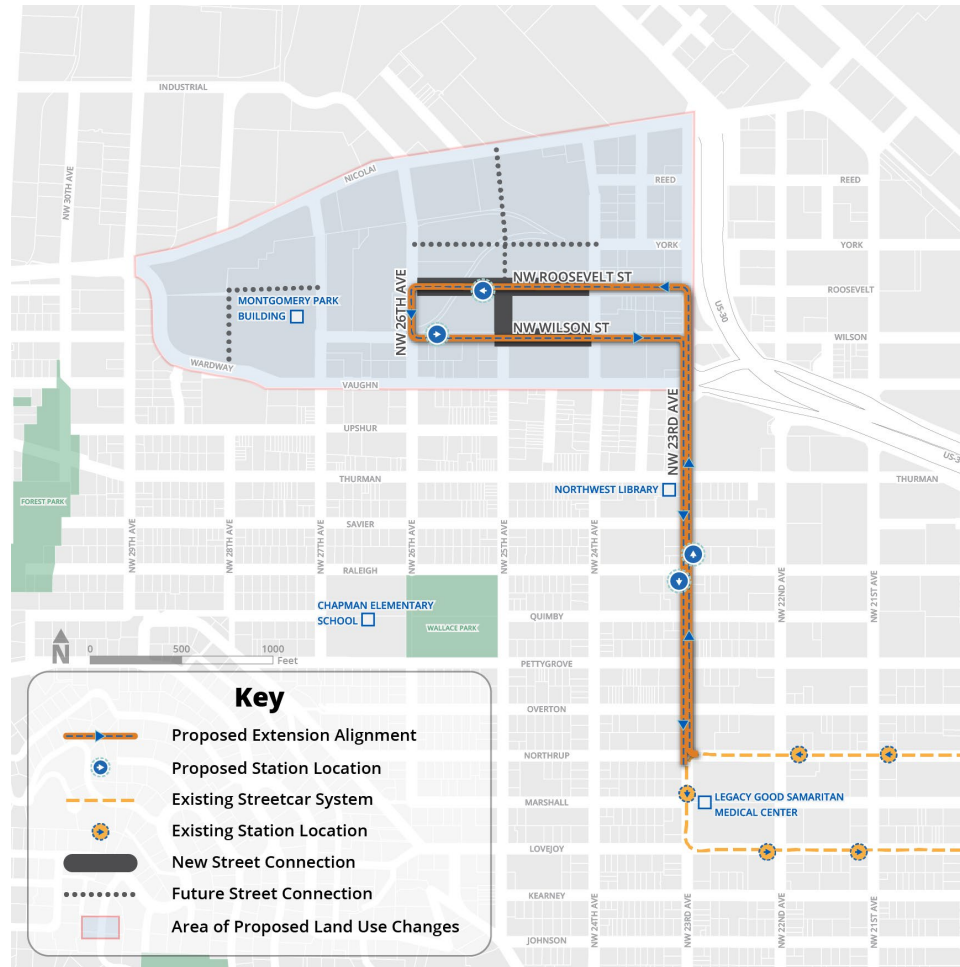
Recommended Locally Preferred Alternative (LPA)

- **Describes transit mode, alignment, and approximate station locations** for project
- **0.65 one-way route mile extension of NS Line** using two-way movement on NW 23rd Avenue and new one-way parallel couplet on NW Roosevelt, Wilson, and 25th
- **Station locations at NW 23rd and Raleigh** (northbound and southbound), NW 25th and Roosevelt (westbound) and NW 26th and Wilson (eastbound)



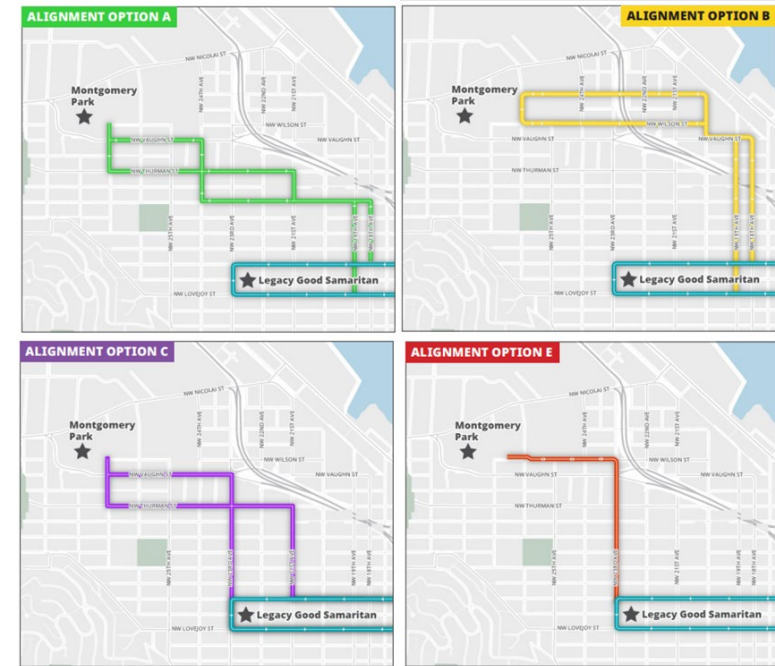
Additional Streetcar Extension Project Elements

- **Rehabilitation of NW 23rd Ave** including stormwater and ADA upgrades
- **New Multimodal Street Connections** in the project area
- **100% Off-Wire** extension, reducing costs and impacts
- **Projected 3000+ New Daily Riders**, half of whom are projected to be transit-dependent



Streetcar Extension Planning Process

- **Developed over five years** as part of MP2H and MPAP process
- **Included community engagement, research, and analysis** of alternative scenarios and alignments
- **Chosen for effectiveness, policy support, feasibility, and ability** to serve area of greatest expected change



Extension identified as priority in adopted plans:

- **Portland Streetcar System Concept Plan (2009)**
- **Transportation System Plan Financially Constrained Project (2018)**
- **Regional Transportation Plan Financially Constrained Project (2018)**
- **Regional Transit Strategy (2018) and High Capacity Transit Strategy (2023)**

Streetcar Extension: Capital Cost and Sources

Project cost: ≈\$120m*

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

Includes:

- Streetcar project elements
- Extensions of NW Roosevelt Street, Wilson Street, and 25th Avenue
- Rehabilitation of NW 23rd Avenue

**Not inclusive of vehicles*

Potential sources

*(to be finalized during Project Development**)*

Include:

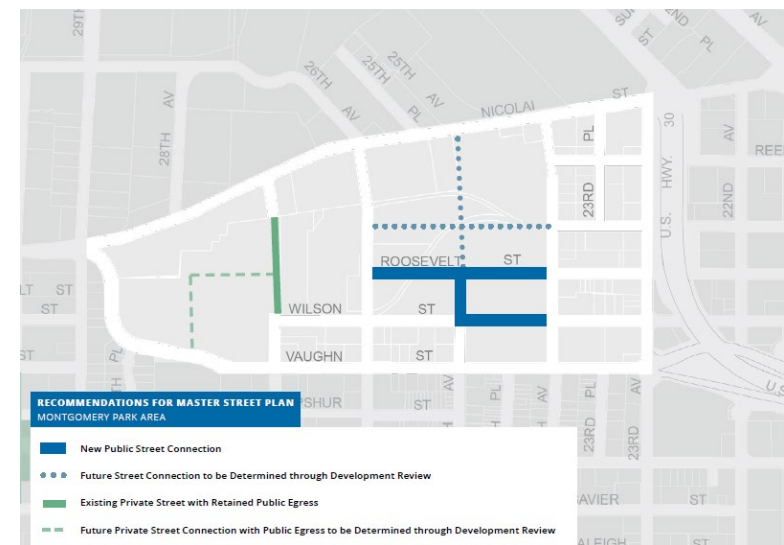
- Federal Small Starts CIG Grant (50%)
- Various local sources *(likely to include)*:
 - Right of Way (ROW) dedication
 - A Local Improvement District (LID)
 - Additional private contributions
 - Others

***Will include opportunities for community engagement*

- **Project Development Phase:**
 - Other funding sources being explored
 - Potential scope adjustments

Additional Transportation Plan Recommendations

- **Multimodal Projects in and near the Plan Area**, organized around scales of connections
- **Future Policy Updates for the Transportation System Plan** for street classifications
- **Recommended Master Street Plan** to guide the area's street connectivity over time
- **Implementation Tools** including updated parking and Transportation Demand Management (TDM) requirements



Window of Opportunity for Streetcar Extension

1. Leveraging PCEF funding for additional streetcar procurement

- Federalizing project doubles \$30M of dedicated funding for vehicle replacement

2. Coordination around other large area transit projects

- Regional partners have the capacity to support the City with project delivery, but timing must be coordinated

3. Minimizing impacts of inflation for construction of large project

- Avoiding undue delays will save \$10M or more annually

4. Timing of economic and housing development opportunity

- Streetcar project is critical to support land use changes and development potential in the Montgomery Park Area

5. Addressing deficiencies on NW 23rd Avenue (~\$20m)

- Integrating 23rd Ave into streetcar extension unlocks federal funding for rehabilitation

MPAP Recommendations

Planning Commission Recommendation:

Adopt the Recommended Draft as follows:

- **Volume 1: Recommended Plan.** 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.
- **Volume 2: Regulatory Tools.** Adopt and amend the Portland Zoning Code as described herein, including adding 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 Plan.** Adopt Transportation Plan elements as proposed.
- **Volume 4: Amendments to NW District and Guild's Lake Industrial Sanctuary Plans.** Adopt and amend the maps and texts of the existing Guild's Lake and Northwest District area plans as described to address areas of geographic overlap with the Montgomery Park Area Plan.
- **Volume 5: Appendix.** Include the Appendix as background documents.

Design Commission Recommendation:

Adopt the Montgomery Park Character Statement, as amended, and related updates to the Table of Contents, to be applied with the Citywide Design Guidelines. The effective date will coincide with the effective date of the Montgomery Park Area Plan.

Timeline/Next Steps

November 13, 2024:	<ul style="list-style-type: none">• City Council Public Hearing:<ul style="list-style-type: none">○ Montgomery Park Area Plan○ Streetcar Extension Locally Preferred Alternative (LPA).• Vote:<ul style="list-style-type: none">○ Streetcar Extension LPA
November 21, 2024:	<ul style="list-style-type: none">• City Council Public Hearing – Montgomery Park Public Benefits Agreement
December 4, 2024	<ul style="list-style-type: none">• Montgomery Park Area Plan – Continued
December 11, 2024:	<ul style="list-style-type: none">• Vote:<ul style="list-style-type: none">○ Montgomery Park Area Plan○ Montgomery Park Public Benefits Agreement
December 18, 2024:	City Council vote (if necessary)

Thank You

Questions?

Amendment 3 (Rubio)

Amendment #3 – Plan District Name Change

Change the name of the plan district (33.590) from Vaughn-Nicolai Plan District to York Plan District wherever the name appears in the MPAP Recommended Draft.

- *The plan area was in the general location of the Lewis and Clark Expedition Centennial Expo. York, William Clark’s enslaved servant, made significant contributions to the success of the Lewis and Clark Expedition, also known as the Corps of Discovery, and was the first known Black person in Oregon. Further, in 2002 City Council named NW York Street in this area in honor of York (due to the efforts of Ron Craig). This proposed plan district name change further acknowledges the significant contributions of York, and Black history in the area.*



Amendments 1-2, 4-8 (Wheeler)

1	<p>Volume 1 and Comprehensive Plan:</p> <ul style="list-style-type: none"> a) Replace “Lewis and Clark Expedition” with “Corps of Discovery Expedition” in MPAP documents. b) Revise distance to existing parks text in MPAP Volume 1. c) Amend Comprehensive Plan Figure 3-1 and 3-8, to reclassify the area within the plan district boundary to the “Inner Neighborhoods” pattern area from the “Rivers” pattern area.
2	Volume 2: Clarify code language for Urban Green Features.
4	Volume 2: Clarification of nonconforming nonresidential use rights.
5	Volume 2: Allow required nonresidential use to be transferred from Subdistrict F to Subdistrict D.
6	Volume 2: Provide more specificity in references to the provisions of the public benefits agreement (improve cross-referencing with the plan district).
7	Volume 2: Allow floor area to be transferred from Subdistrict F to Subdistrict D.
8	Volume 2: Increase step-down height on NW Vaughn from 45’ to 55’.



Amendments in response to change in PBA Participants (Wheeler)

Zoning Map Change

- Change the underlying zoning map to keep the current base zones on the Montgomery Park and American Can sites. This will retain the EXd zone on Montgomery Park and a portion of the American Can site and an EG1 (employment zone) on a portion of the American Can site.

Plan District Modifications

- Amend the subdistrict map, Map 590-1, to align subdistricts B and C with the underlying base zoning.
- Amend the text as follows:
 - 33.590.210.D.2.a Transfer of floor area: currently, floor area can only be transferred within subdistricts or to Subdistrict B – eliminate the provision to transfer floor area to Subdistrict B.
 -
 - 33.590.230.F. Transportation Adequacy Bonus: currently only Subdistrict B can achieve 7 to 1 FAR with a transportation adequacy review –eliminate this provision for Subdistrict B. Allow Subdistrict D and achieve a maximum of 6 to 1 FAR with a transportation adequacy review.
 -
 - 33.590.265.B.1.b. Required Outdoor Areas: the ability to combine the outdoor area and reduce the requirement is inclusive of subdistricts B, C, and D – allow this reduction in Subdistrict D only so that the outdoor area requirement is always fully applicable to Subdistricts B. Subdistrict C would not have an outdoor area requirement because no housing would be allowed there.
 -
- Other amendments throughout the plan documents to reconcile the changes to the base zones and subdistricts.

Amendments in response to change in PBA Participants (Wheeler)

Modify the floor area maximums and bonuses, and heights, as found in Table 590-1 to align with the existing allowances. See below in red the proposed modifications.

Table 590-1 Summary of Maximum and Bonus FAR and Height							
		Subdistrict A	Subdistrict B	Subdistrict C	Subdistrict D	Subdistrict E	Subdistrict F
Maximums							
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	5 to 1	N/A	6 to 1	5 to 1	5 to 1
Overall Maximum Height with bonus		85 ft.	65 ft.	65 ft.	85 ft.	85 ft.	75 ft.
Maximum Increment of Additional FAR and Height Per Bonus							
Inclusionary Housing (see 33.590.230.C)	FAR	1 to 1	1 to 1	N/A	1 to 1	2 to 1	2 to 1
	Height	20 ft.	None	N/A	20 ft.	20 ft.	10 ft.
Additional Affordable Housing (see 33.590.230.D)	FAR	n/a	1 to 1	N/A	1 to 1	1 to 1	1 to 1
	Height	n/a	None	N/A	none	none	none
Employment Opportunity (see 33.590.230.E)	FAR	1 to 1	n/a	N/A	1 to 1	1 to 1	n/a
	Height	20 ft.	n/a	None	20 ft.	20 ft.	n/a
Transportation Adequacy (see 33.852)	FAR	n/a	N/A	n/a	1 to 1	n/a	n/a
	Height	n/a	None	n/a	n/a	n/a	n/a

