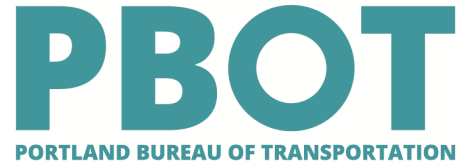




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Montgomery Park to Hollywood Transit and Land Use Development Study

NW Project Working Group

Meeting Notes

Meeting No. 4: October 14, 2020

4:00 – 6:00 PM

Location: Zoom Meeting

Members in Attendance

Jen Macias, Greg Madden, Mike Stonebreaker, Dalton Humann, Phil Selinger, Alexandra Zimmermann, Steve Pinger, Jordan Winkler, Raymond Becich, Brian Ames, Reza Farhoodi, Craig Hamilton, Stephanie Basalyga, Kashea Kilson-Anderson, Joy Pearson.

Staff and Consultants in Attendance

Kate Drennan, Mike Serritella, Ningsheng Zhou, PBOT; Barry Manning, Nicholas Starin, Eric Engstrom, BPS; Joana Filgueiras, Prosper Portland; Dan Bower, Portland Streetcar; Tyler Bump, ECONorthwest, Julia Reed, Nelson\Nygaard.

Meeting Video

A video of the Zoom meeting is here:

https://www.youtube.com/watch?v=9Hjxogw5kgk&feature=emb_logo

https://www.youtube.com/watch?v=eDdoo0NfTDg&feature=emb_logo

Welcome and Introductions

Staff and the PWG members introduced themselves.

Project Updates/Housekeeping

The following updates

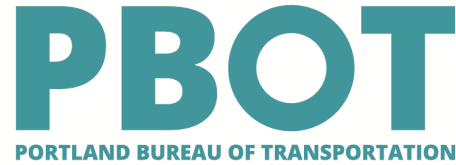
- Meeting Notes: No comments on notes were received.
- Project updates: Staff discussed the project schedule including delaying the next PWG meeting to November to allow more detailed development of the scenarios. A discussion draft plan is anticipated later this year, with following PWG meetings in late winter and early spring to discuss public comments on the discussion draft.

CBO Outreach Findings

Joy Pearson briefly summarized results of Friendly House's outreach efforts including their Focus on BIPOC & Elderly.



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Corky Collier summarized the outreach by NIBA/CCA to industrial stakeholders, including a key takeaway that many did not see the potential land use changes having much of an advantage in terms of supporting middle wage jobs.

Recap and Review UD Scenarios

Staff reviewed the draft urban design scenarios, the preliminary housing, employment and land value modelling, and the preliminary transportation modelling methodology and results. See PPT meeting presentation, attached and video of meeting or details.

PWG questions and comments:

- Steve P: What about area NE of Hwy 30? Seems like this issue needs to be addressed. Can we “unhook” from streetcar routing?
- Phil S: Streetcar connects “pearls” such as Post office site, Blanchard site, Rose Quarter – how are we addressing this? Is there a “there” there?
 - Staff: going to discuss this soon
- Greg M: In addition to need for more data, have concerns about format/Zoom meetings to conduct the process.
 - Staff: agree – we will continue to work to make public interface better

Staff introduced a hybrid Scenario 4, intended to reduce impacts to the industrial land supply. The scenario is a combination of Enhanced Industrial east of US 30 and Mixed Use west of US 30. It would be served by a revised transit alignment on NW 23rd Avenue. Staff covered transportation modeling slides, land use slides, equity slides and potential community benefit ideas. See PPT meeting presentation, attached and video of meeting for details.

PWG questions and comments on hybrid scenario:

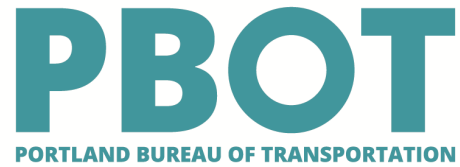
- Mike S: Given direction we are going, what is it based on? Public survey? Other.
 - Staff: based on a combination of things: survey, PWG, internal staff and consultant team discussions.
- Reza F: Like idea of having extension of streetcar be an extension. Misgivings about traffic impacts at 23/Vaughn. Would there be turnback on 23rd/Northrup?
 - Staff: Could probably not make both left and right turns without removing buildings.
- Phil S: Prior to Aramark development, could streetcar be grade separated at 23rd/Vaughn?
 - Staff: cost of this would be high. Not looking for transit priority at intersection.



- Alex Z: Like what I'm seeing in hybrid. Concerns about streetcar being impacted by traffic flow. Cautiously optimistic but want more transport analysis. Would like to explore grade separation option at 23rd/Vaughn. Can we make more intra-district trips? What TDM options are being explored?
- Jen M: I am a little surprised about a hybrid model given the feedback from the working group. We asked for information on the no change; simply need more info. How did we arrive at another option - it feels a little forced. Some questions were selectively picked to fit this option. I would like to see uncondensed version of feedback received. I feel like there are gaps that are not presented here. Feels like forced solutions - not enough information to compare them to make an informed decision. Need more information similar to what's been presented on other scenarios – more on baseline. Needed to evaluate community impacts.
- Phil S: Scenario 4 seems a logical place to land given what we've heard. Wish for more robust transportation analysis. Curious about O/D info. The 23rd Ave intersection has got to work - 23rd and Vaughn is the critical part of this from a transportation standpoint.
- Greg M: Concerns about impacts on Nicolai. Remembers when Vaughn was shut down to industrial traffic - could same thing happen to Nicolai? Big impacts on Ward Way to industrial area. Some questions about some of the data points in the analysis. A little bit concerned about those numbers – where do all the industrial jobs come from? Questions about how this compares to baseline - where do we get those numbers from.
 - Staff/consultant: A combination. Based on industrial ground floor uses in multi-story development types and smaller scale flexible distribution type uses. Based on increased efficiencies of CEID type development.
 - Greg: Like NY building?
 - Staff: yes, partially. It's a combo.
- Jordan W: Comment in favor of scenario 4 and streetcar on 23rd. Something has to be done w/ ESCO site. I think it's much better for the city - mixed use and vibrant. Greater development of MP. Much more cost effective. Possibility of federal money for 23rd Ave. and preserves industrial. A lot of positives to it.
- Mike S: I think I need more information. Is Scenario 4 a good one? Based on what criteria? How does it work for Portland and what happens when you add this to an intense area? Gut reaction about transportation: 23rd seems better to me, impacts on traffic - 23/24/25 seems to make sense. More information sent out earlier - more in advance. Read it ahead of time - use our time on Zoom to be more of a conversation, rather than a presentation.



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- Joy P: I'd like to see some of the comparison about expanding the bus vs. the streetcar. I keep wondering "who are we helping?" - and I know there's a lot of information here - I want to know who is helped? Who is not helped? Curious about doing other things.
- Stephen R: Scenario 4 is a step in the right direction, assuming Montgomery Park and ESCO are going to be developed. In part responsive to committee's input about creating housing and a walkable livable neighborhood. Streetcar is a good step, but needs a hard look. Appreciates Corky's info on jobs. Equity list could use some refinement and a lot more study. Consider business relocation expenses, employee transportation, etc.
- Raymond B: Scenario 4 is a good compromise. If people need more info - they should get it. Phil's idea is interesting, and should be looked at – going 23rd Ave makes sense. Scenario 4 improves the neighborhood.
- Stephanie B: I feel that Scenario 4 is very interesting and answers a lot of questions - I do feel what I was saying was heard. There are still some questions - looking at some of the other transit options beside the streetcar. Would love to hear more about it.
- Brian A: I like Scenario 4 is a step in the right direction - makes sense based on feedback so far. NW 23rd make sense operationally and with funding. I think it's going to be a huge resource to MP and ESCO. From what I understand about their plans, you'll have a better connection to Forest Park. Brings people/transit to front door of Forest Park. Seems like a good alternative.
- Reza F: I think 23rd Ave is interesting. Good opportunity to rebuild 23rd Avenue. Kate mentioned 24th Ave... Wondering about the traffic impacts being shown more broadly on certain links. Looking forward to solving the problem and having some more information, including on other transit alternatives.
 - Staff/PSI: The bus solution exists today.
 - Group: Could that be improved upon?
 - Staff/PSI: Yes, but likelihood of development near bus is lower than for streetcar.

Public Comments

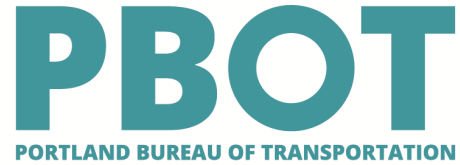
None.

Wrap Up

The meeting adjourned at about 6:15 PM.



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Staff agreed to bring back more info on transit alternatives, refinements to Scenario 4, more information on baseline/no change scenario, and more info on public/community benefits informed by CBO reports.

Additional Follow Up Comments by Email

Steve Pinger:

hi Barry;

I believe that I got a chance to reply at the end of the meeting, but I would like to relay these comments:

- 1. I support the Alignment Option D in that allows the route to MP to be an extension of the N-S Line;*
- 2. That said, I believe that it provides too much duplicated frontage along 23rd south of Vaughn, and too much single-side frontage along 23rd north of Vaughn;*
- 3. I think that it would make more sense to optimize the routing to provide broader catchments, with dispersed two-sided frontages as much as possible, see attached.*
- 4. I am unclear on the comment regarding having to remove curb parking in two-way situations; it appears that the streetcar operates in 10'-11' traffic lanes in many places. Regardless, I do not think that two-way routing is desirable as noted in 3 above;*
- 5. I support Scenario 5, a hybrid of Scenarios 0 and 4, which aligns with Alignment Option D or E, and leaves the area north and east of HWY 30 as it is.*

Thanks.

Craig Hamilton:

Good morning Barry!

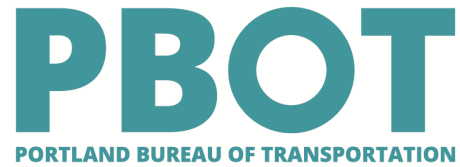
I had to bail out of the last meeting at 6:05 to make another appointment. The discussion was very interesting. I have some general comments that reflect my personal feelings and not necessarily those of my NIBA board members.

My comments stem from the ECONorthwest document as well as the meeting. The document states that the new Hybrid Mixed-Use and Industrial Scenario came from discussion that occurred at the August PWG meeting and conversations with city staff. I felt during the meeting that this option didn't just occur overnight or in a matter of a few weeks. The work done by several staff members felt more like "here is what we plan to do, what do you think?"

The ECON document states that "there is still long term demand for residential and commercial development in the City of Portland and that the location of the study area along with investment in infrastructure and public-realm improvements make the area well positioned for longer term investment." As has been pointed out to BPS by Greg Madden and Steve Kountz, industrial land is in very short supply and is a source of many living wage jobs as well as a huge source of commerce for the City



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of Portland . Much or most of this industrial land cannot be relocated to areas that hold the same value for industry as we have experienced for many years in the GLIS. The push towards the Guilds Lake Industrial Sanctuary by residential and mixed use zone changes has already caused many of our “industry” neighbors to leave or begin looking elsewhere for property. Many are moving to Washington State, Clackamas county and other rural areas due to increased land values and feeling pushed out of the GLIS. It appears that this “demand for residential and commercial development” is not taking into consideration the value of industry and jobs provided within the GLIS.

The Enhanced Industrial Scenario claims to “add 1,120 industrial jobs through intensification of existing zones that area still broadly limited to industrial uses.” The wording of that is very awkward. My feeling is that the study proposes to increase those “industrial” jobs by adding jobs that don’t fall into what the GLIS has historically known to be “industrial” in nature.

The Hybrid Mixed-Use and Industrial Scenario looks interesting as a concept. My concern is that it only creates 380 new jobs and none of those will be industrial in nature. It claims to have “marginal” impact to the total number of industrial jobs in the district. Even with the proposed buffer zone, I find this hard to believe. Pushing residential and mixed use closer and closer to the GLIS will only continue to have negative impacts on those of us who are attempting to hold on to our businesses and provide living wage jobs for so many folks. Further clarification and evidence of “no net impact to the industrial jobs in the area” is of great interest to me.

The ECON document also references 5 scenarios. The “do nothing” baseline scenario appears to have fallen off the table at our MP2H meetings.

The brief discussion of moving the streetcar line to NW 23rd was a very interesting concept. One that feels like it would take may years to accomplish. 23rd is already a huge bottleneck and even though it has been reconfigured, the intersection of 23rd and Vaughn is still a bit of a nightmare.

Once again these are my personal comments coming from someone who has worked and lived in the GLIS for 26 years and do not necessarily reflect the feelings of my NIBA Board Members.

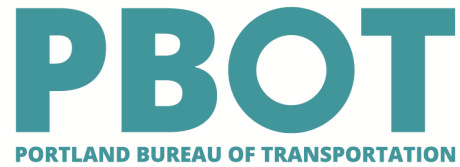
Thank you for the opportunity to share my comments!

Greg Madden:

I am traveling right now but I’m rushing to give you more of a response for Scenario 4 by today like you requested. First off, the city suddenly dropped this scenario 4 on us all at the PWG meeting which concerns me. We just spent months of outreach and time reviewing the 3 scenarios the city put together and now by adding a whole new scenario with implications for many businesses and residences along NW 23rd and the bottleneck at 23rd and Vaughn. I don’t want to eliminate any scenarios that makes sense for the PWG to review but what does this sudden scope creep do to the timeline and proper review of the MP2H project overall. I think this shows either the City needs to start over evaluating all 4 options (including doing nothing)



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or add additional time to review this new scenario and the initial scenarios. I know new opinions have materialized but did the City jump the gun without enough review and outreach? Barry in your previous email you said this came about from feedback from the PWG and our outreach/surveys but what I saw and heard being asked was a 4th option to do nothing in the NW area to zoning or addition of a streetcar. The do nothing option would more clearly show the value of the land as it stays industrial. I don't think the economic land report generated for the city (we had little time to review prior to the meeting), doesn't clearly show current job growth if no changes occurred to this area and the Esco property developed with the existing planning and zoning NIBA already supported several years ago. That's all the comment and review I can give for scenario 4 at this time but like I said, if the City thinks it had viable positive option on the MP2H then more time and effort needs to be given the PWG to review it along with the original 3 scenarios.

Meeting Chat

From Dan Bower to Everyone: 04:07 PM

I need to take a phone call for a few minutes but will be back in a few.

From Me to Mike Serritella (he, him) - PBOT: (Privately) 04:20 PM

Mike I'm getting bumped with unstable connex, are you taking notes?

From Mike Serritella (he, him) - PBOT to Me: (Privately) 04:20 PM

Yeah - I've got a notes window open... nothing much yet :)

From Me to Mike Serritella (he, him) - PBOT: (Privately) 04:21 PM

OK I am here for now, but ...

From Lisa's iPhone to Everyone: 04:36 PM

How is the City going to use the survey of businesses in the Industrial area?

From Mike Stonebreaker to Everyone: 04:42 PM

That was helpful. Thank you.

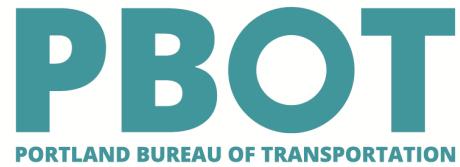
From Raymond Becich to Everyone: 04:42 PM

Read today that the Commissioner of Baseball said he is canceling plans to look at Portland for a Major League Ball Team due to constant civil unrest here. Will this affect this project in anyway?

From CHamilton to Everyone: 04:45 PM



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The maps are helpful in general. Is there a way to make it easier to see specific streets in the study area and the Guilds Lake Industrial Sanctuary?

From Kate Drennan to Everyone: 04:45 PM

We'll have more maps that should be easier to read but I think Barry's maps are pdfs so they are static in this presentation

From Mike Serritella (he, him) - PBOT to Everyone: 04:48 PM

Hi Craig - have you reviewed the existing conditions report for this project? There are some helpful maps in there as well. Here's a link: https://www.portland.gov/sites/default/files/2020-01/mp2h_excond_lu_trans_01-06-20_final_draft_web_reduced.pdf

From stephen ramos to Everyone: 04:52 PM

Does the "offset" also model the outflow of industrial uses and jobs from NW to other areas?

From Barry Manning to Everyone: 04:54 PM

Stephen - I will have to get back to you to check/confirm this.

From Steve Pinger to Everyone: 04:54 PM

is there a transportation analysis that I missed?

From Me to Everyone: 04:54 PM

Steve, just startin

From Barry Manning to Everyone: 04:54 PM

Coming up - just describing the model now.

From Phil Selinger to Everyone: 04:55 PM

So the NIBA survey got somewhat at origins and destinations.... but this analysis did not do this? No O-D data?

From Kate Drennan to Everyone: 04:57 PM

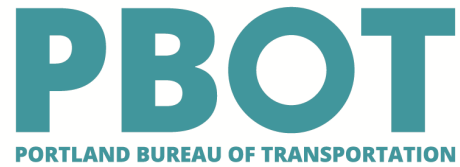
This is a good question we can ask Ning when we look at the maps. The demand model does have flow bundle analysis which tells us where we are drawing trips from and where they are going to. I think the 2040 model does have assumptions about O-D based on what Metro knows about work-home flows

From Phil Selinger to Everyone: 04:58 PM

I ask in part as most trips seemed to be beyond the streetcar service area.... Implications for streetcar viability.



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From Kate Drennan to Everyone: 05:00 PM

Yeah, it's a good question. We can ask Ning specifically how the model treat's O-D data

From stephen ramos to Everyone: 05:28 PM

can you point out where the new housing would be in Hybrid Scenario 4? And what are the implications for streetcar?

From Ning Zhou to Everyone: 05:30 PM

the traffic demand model does have the O/D decision built into the process, which supposedly is the survey data discovered. after settle the O/D relation, the model will decide which mode (auto/transit/bike/walk) to use from O to D. then the last step in the model is to assign the auto traffic from O to D to a set of routes (path) for showing the traffic on the streets.

From Barry Manning to Everyone: 05:31 PM

Stephen - zoning would allow flexibility. It would probably be determined in next steps or on a site by site basis.

From Mike Serritella (he, him) - PBOT to Everyone: 05:32 PM

Hi Stephan - in Scenario 4, Mixed Use zoning would be west of 23rd Ave all the way to Montgomery Park

From Phil Selinger to Everyone: 05:36 PM

I'd at least get an estimate for grade separation. You will regret not doing it after the intersection builds out and options are precluded. 'Pretty common in Europe and elsewhere. Aramark, Jack in the Box and the coffee shack would be the casualties. TriMet struggled with this for the Orange Line at SE 12th. I don't know if there are regrets. I admit it is a reach.....

From Dan Bower to Everyone: 05:36 PM

Love it, phil...

From Greg Madden (NIBA) to Everyone: 05:40 PM

Dan, how much of the streetcar line is removed in scenario 4 vs 1?

From Lisa's iPhone to Everyone: 05:42 PM

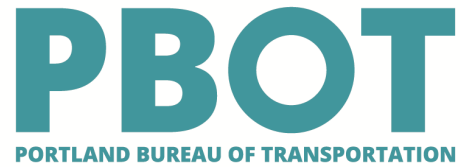
doesn't the Line 15 serve the same purpose?

as scenario 4 route

From Phil Selinger to Everyone: 05:44 PM



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Line 15 goes to downtown. Streetcar would head for the Pearl and NE. Line 15 is still important for that downtown connection and the length of the NW commercial district..... IMO.

From Lisa's iPhone to Everyone: 05:46 PM

I was asking about the connecting piece from NW Northrop to Montgomery Park

From Dan Bower to Everyone: 05:48 PM

Greg - it's about 60% of new trackwork...and the trains would then go downtown rather than across the Broadway Bridge - both save a ton of money.

From Kate Drennan to Everyone: 05:52 PM

Hi Greg- I can send you some specifics about what we found for Nicola, we do have info on volumes, congestion, etc

We just didn't include it because it wasn't a major impact

From Phil Selinger to Everyone: 05:53 PM

Sorry Ning. I was late seeing this. This is helpful. That is the classic modeling approach. (How I started my career.) Current O-D data is always hard to come by.

From Ning Zhou to Everyone: 05:56 PM

agree, the O/D data is hard to get. it is getting better now with the big data info system.

From Phil Selinger to Everyone: 05:59 PM

An overarching question comes back to the plan goals. Scenario 4 creates more retail/restaurant jobs, but are they of greater benefit than industrial jobs? The NW district has plenty of retail/restaurant presence.

Jordan's summary is good.

From Jen Macias to Everyone: 06:00 PM

Great points Mike! I have a hard stop at 6pm. Thank you all!

From Kashea to Everyone: 06:01 PM

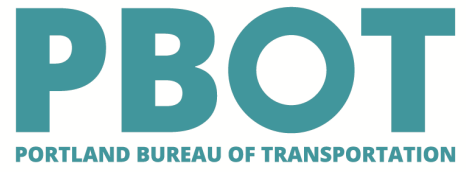
Thank you for the information provided today. I definitely would like to get more in the future. I have to leave the meeting. Be well, all.

From CHamilton to Everyone: 06:03 PM

Have to bail. Thanks everyone for your presentations and the conversation that followed. Good questions everyone!



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From Greg Madden (NIBA) to Everyone: 06:04 PM

Sorry I have to go but see you all next time.

From Joy Pearson to Everyone: 06:10 PM

we do need to discuss the impact on forest park