

Montgomery Park to Hollywood Northwest Portland UD Concepts

June 2020: In Progress

Scenario 1:

Enhanced Industrial

1. Create an industrial-focused sustainable economy through zoning and land use.
Allow more flexibility for creative office in the Industrial zones.

2. Transit Streets = Main Streets
A hub for local, innovative manufacturing.

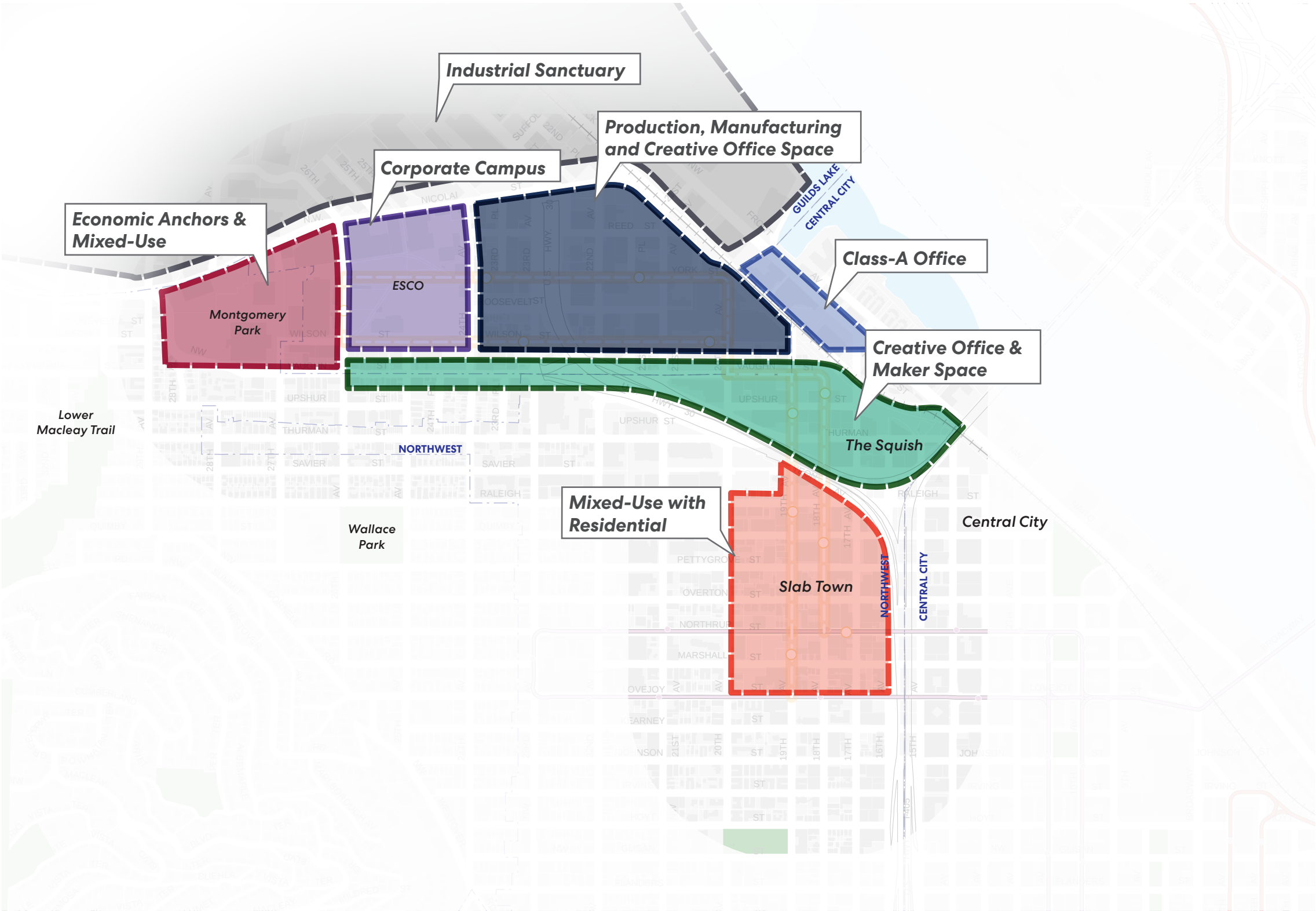
3. Urban industry needs public visibility.
Fine Grain Maker Spaces along the Main Streets.

4. ESCO site develops as a corporate campus.

5. Montgomery Park and American Can Building become a mixed use neighborhood in addition to the existing employment anchor.

6. Prioritize intermodal hubs and ‘people streets’ to make moving through the district safe and predictable.

District Concept

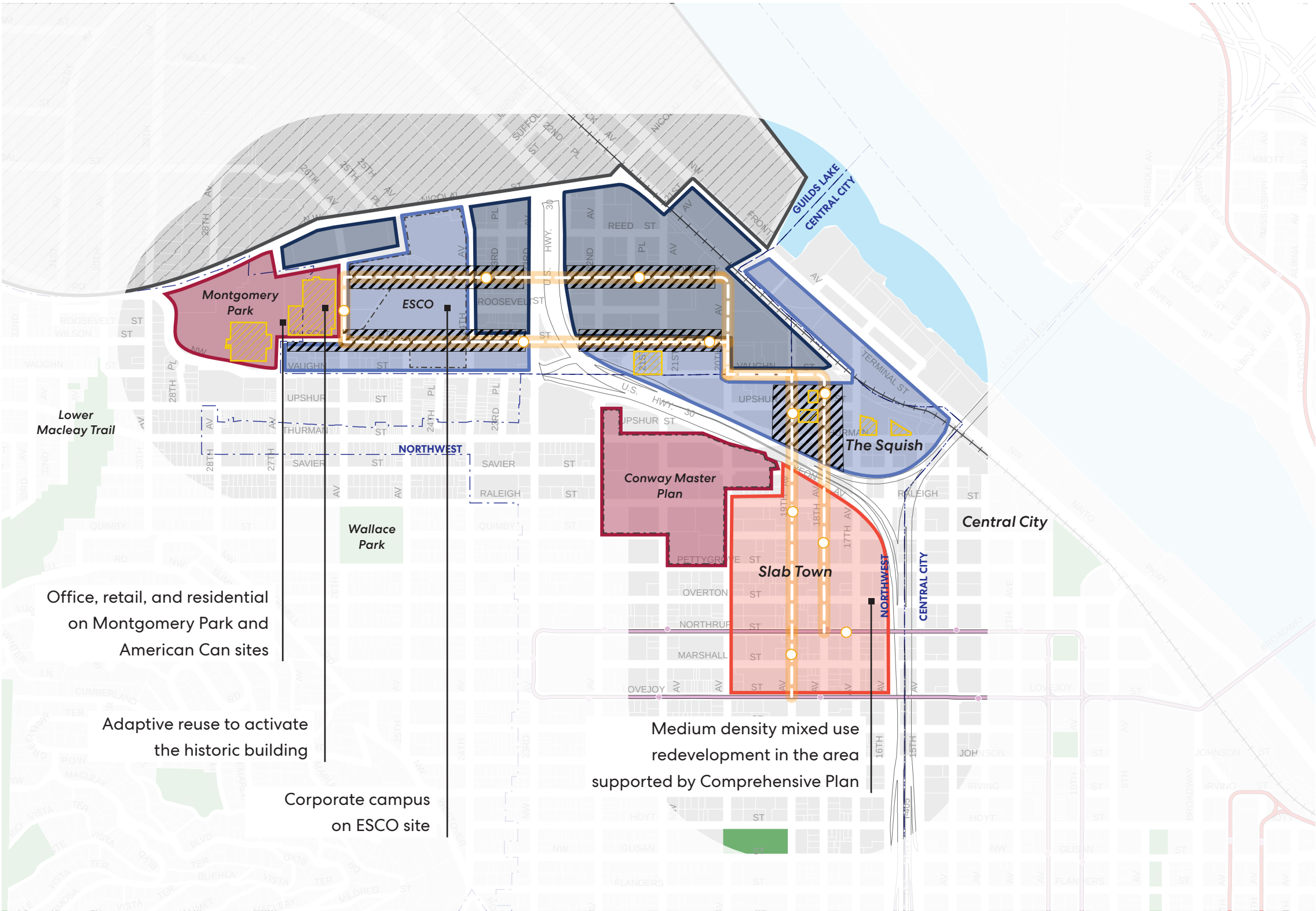


Land Use + Urban Form

Legend

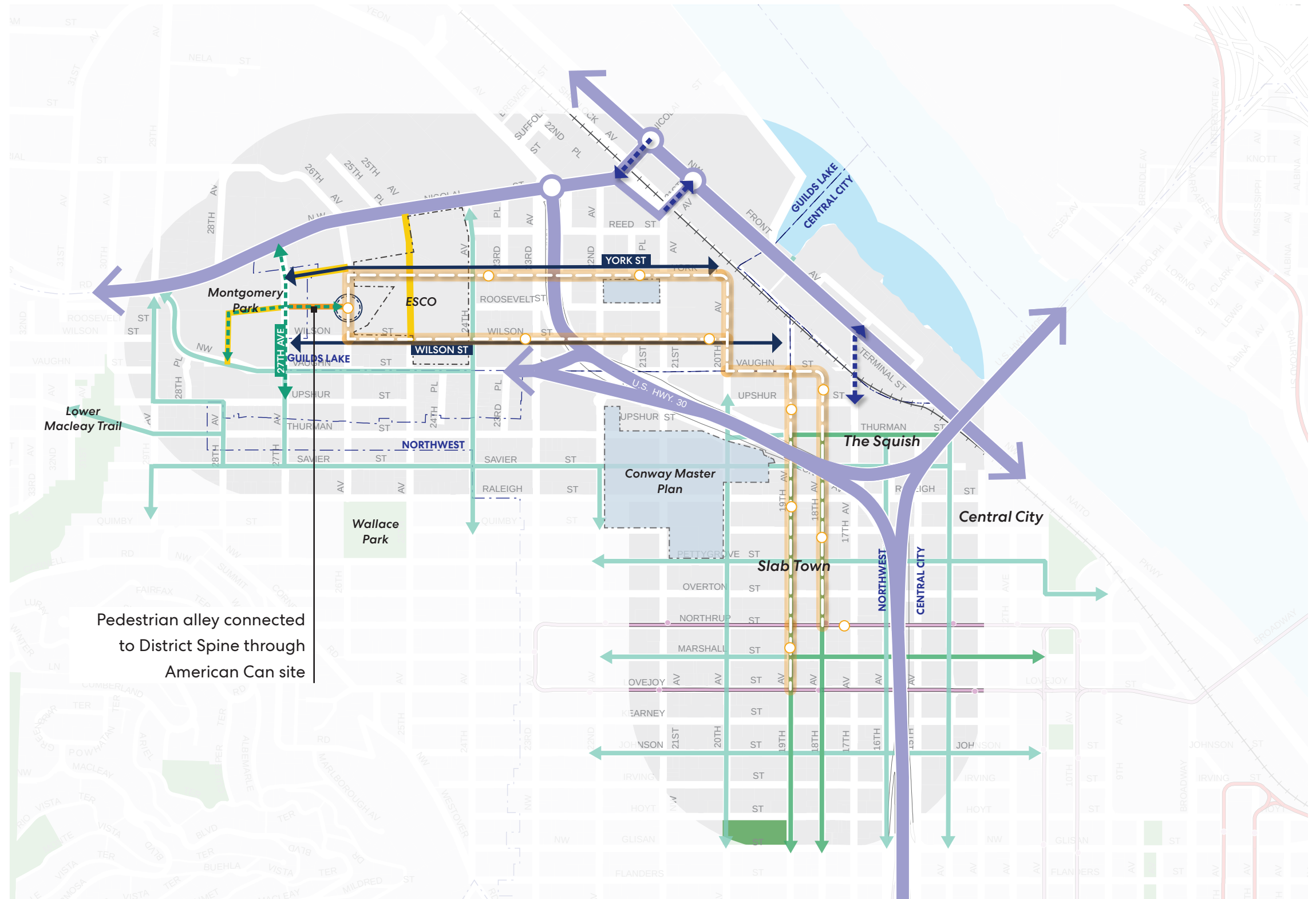
- High Density Mixed Use
- Medium Density Mixed Use
- Medium Density Employment
- Light Industrial & Creative Office
- Industrial Main Street Overlay*
- Historic/Cultural Building Preserved
- Heavy Industrial
- Proposed Transit Alignment
- Existing Streetcar

* Industrial Main Street Overlay considers additional development standards and guidelines



Legend

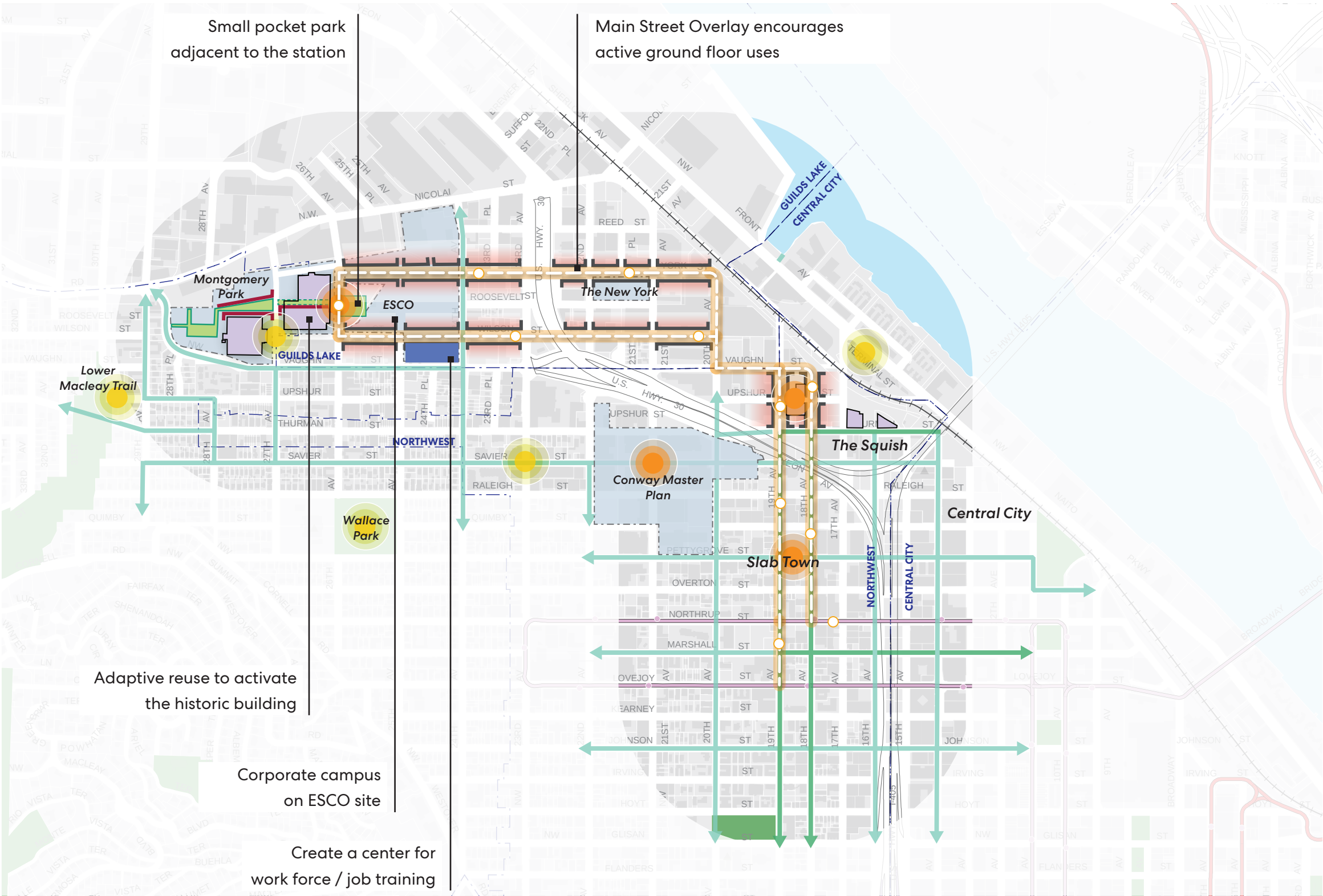
- * Streets proposed for improvements that facilitate and balance the movement of pedestrians, bicycles, transit and cars.



Public Realm

Legend

- Proposed Transit Alignment
- Proposed Open Space
- Community & Public Facility
- Active Frontage
- Ground Floor Retail
- New Activity Center
- Existing Activity Center
- Major City Bikeway
- City Bikeway
- Existing Streetcar
- Historic Preservation and Rehabilitation





Enhanced Industrial



Enhanced Industrial



Enhanced Industrial

Scenario 2:

Employment: Makers and Thinkers

1. A robust urban economy requires that the city offers space and support to a diversity of economic activities and jobs.

4. ESCO site is rezoned for high-density employment.

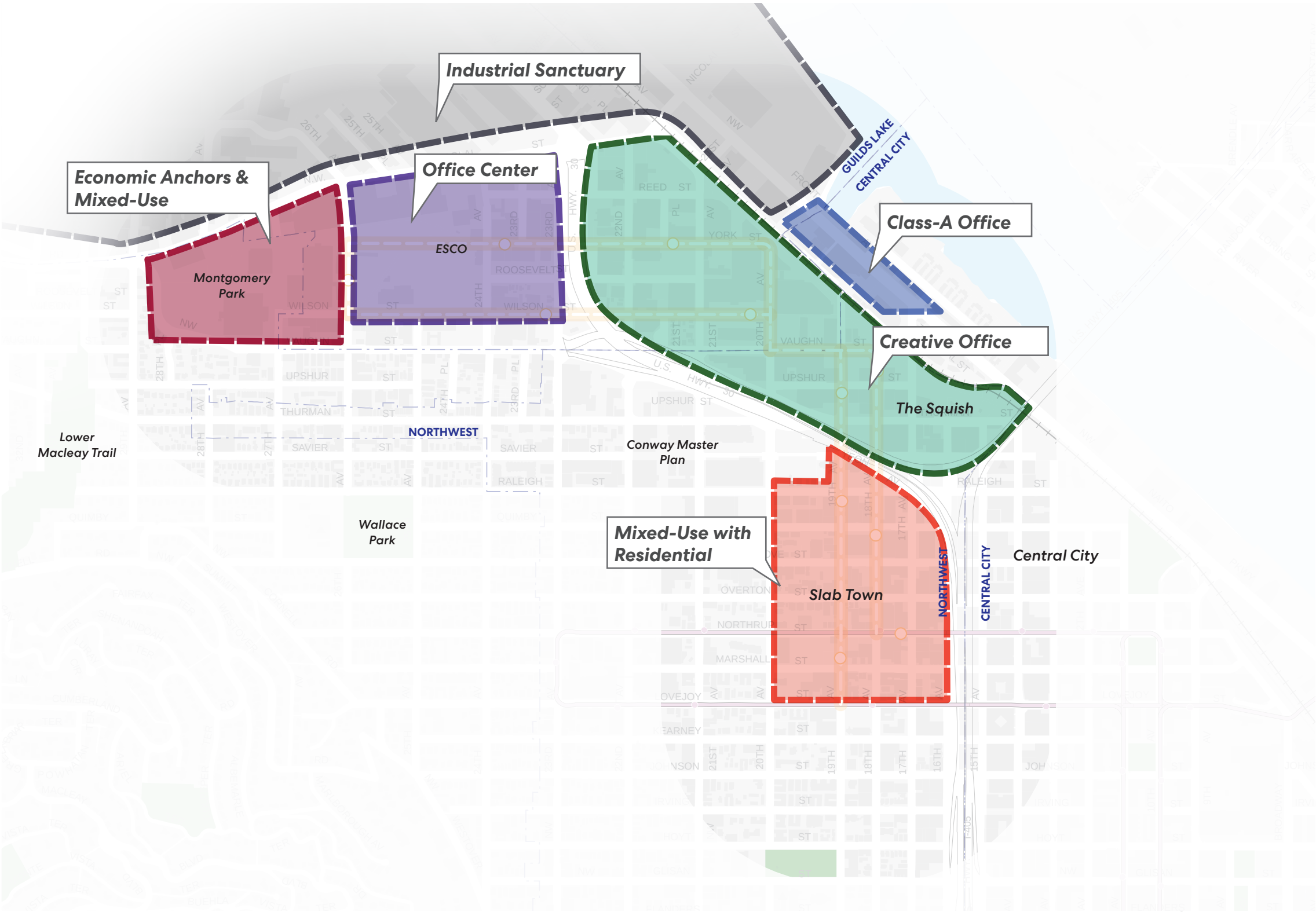
2. The Main Streets celebrate a diversity of employment activities, sectors, and scales.

5. Montgomery Park and American Can Building become a mixed use neighborhood in addition to the existing employment anchors.

3. Conservation and reuse of existing structures to provide affordable context for startups and new initiatives .

6. Roosevelt Street becomes the primary public shared space for the district, designed to optimize industry efficiencies and collaboration.

District Concept

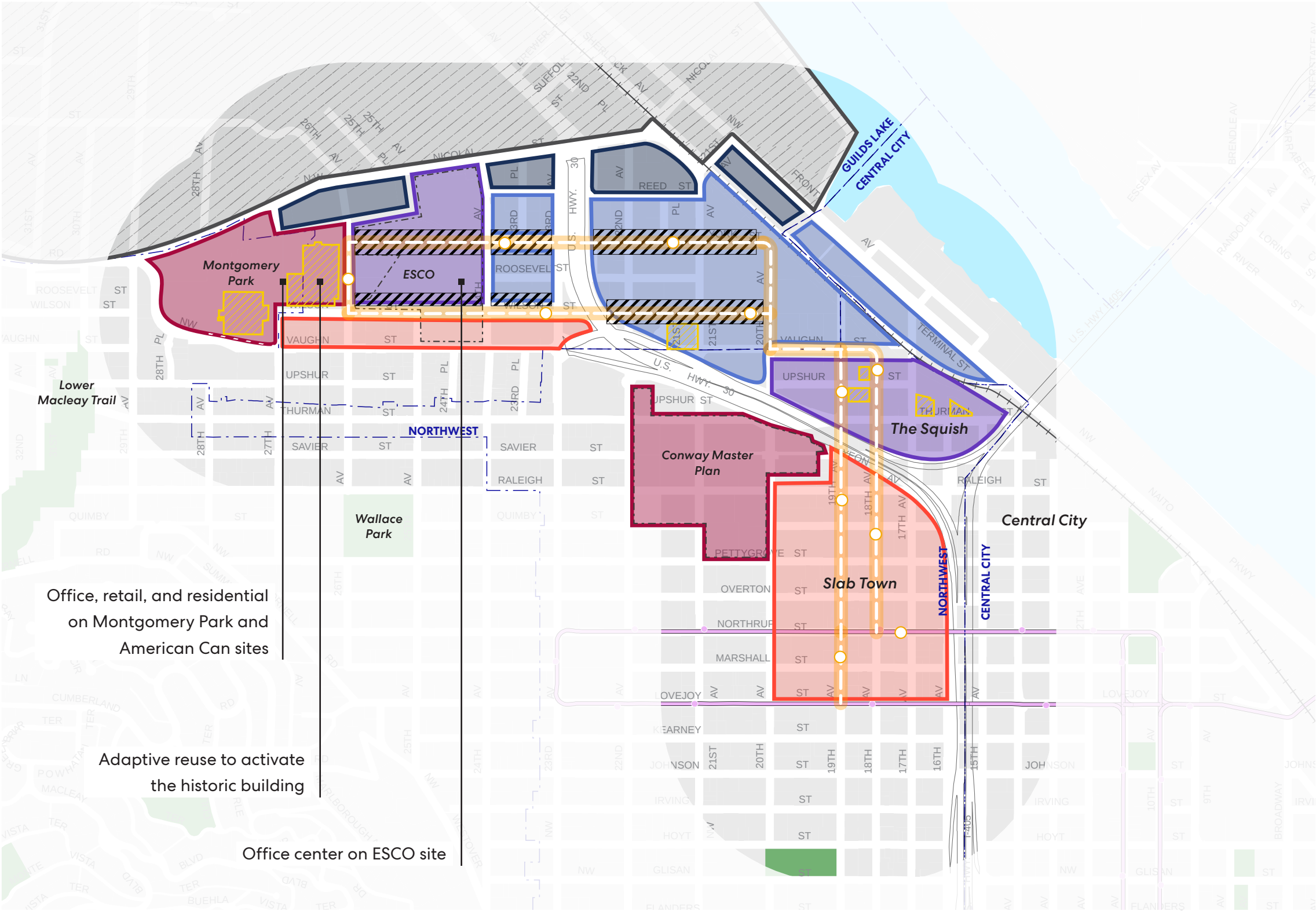


Land Use + Urban Form

Legend

- High Density Mixed Use
- 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

* Allows housing as a conditional use.
** Main Street Overlay considers additional development standards and guidelines.

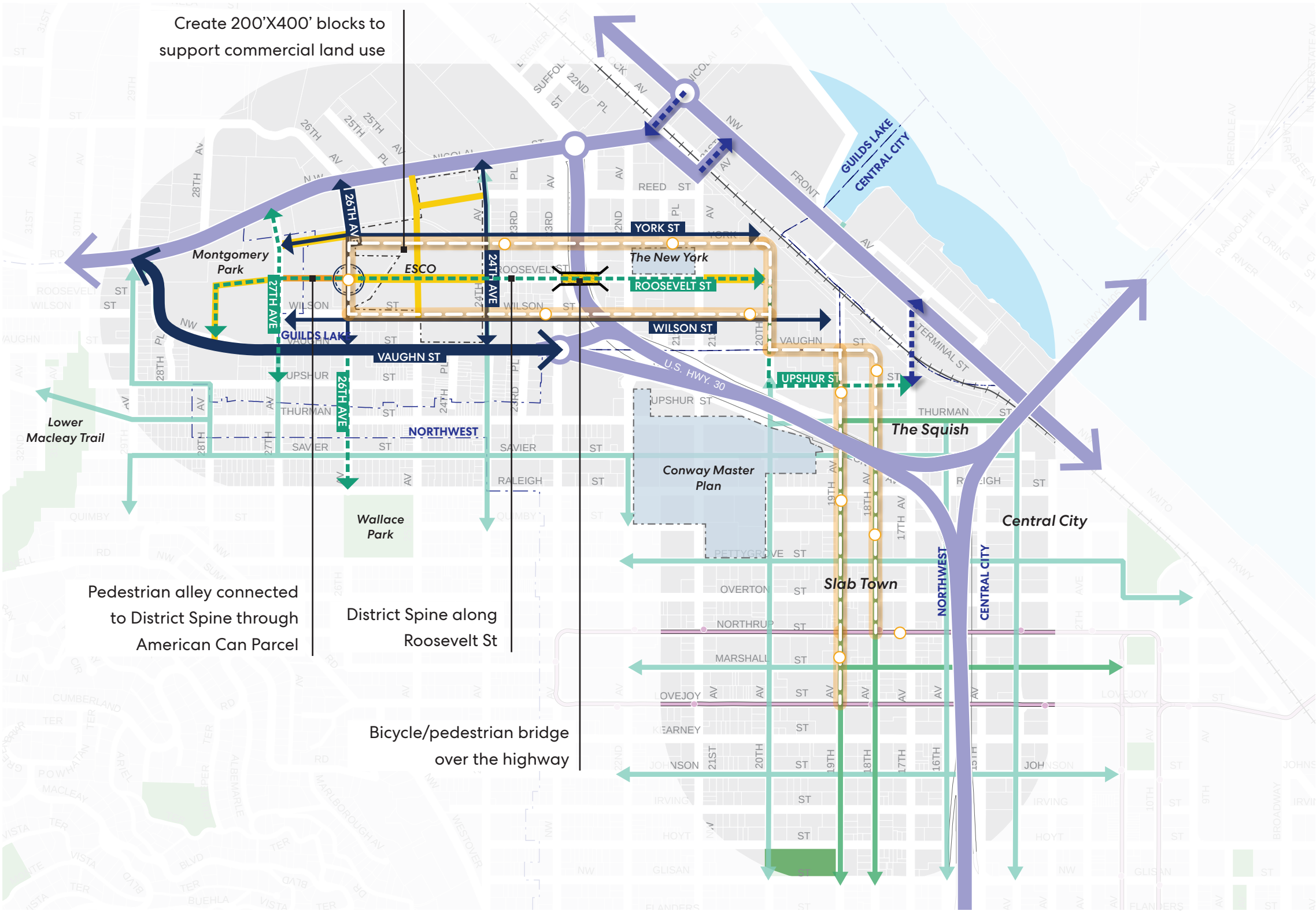


Transportation

Legend

-  Proposed Transit Alignment
-  Station with Multimodal Connectivity
-  Potential New Public Street
-  Potential New Pedestrian Path
-  Major Multimodal Connections*
-  Secondary Multimodal Connections*
-  Proposed Pedestrian-/Bicycle-Prioritized Streets
-  Regional Transportation/Freight Connection
-  Freight Portal
-  Enhanced Railroad Crossing
-  Major City Bikeway
-  City Bikeway
-  Existing Streetcar

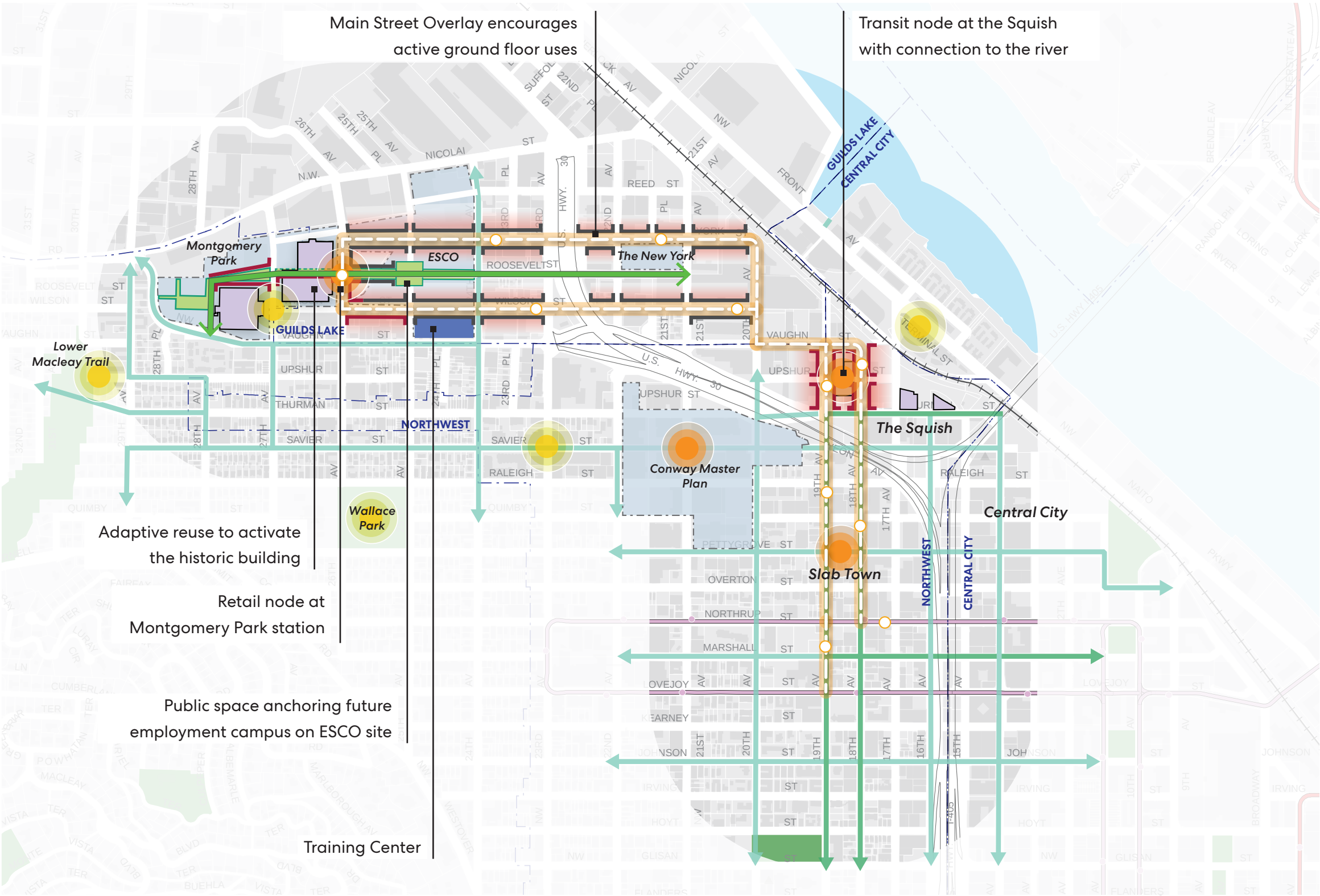
* Streets proposed for improvements that facilitate and balance the movement of pedestrians, bicycles, transit and cars.



Public Realm

Legend

-  Proposed Transit Alignment
-  Proposed Open Space
-  Community & Public Facility
-  Active Frontage
-  Ground Floor Retail
-  New Activity Center
-  Existing Activity Center
-  District Spine
-  Major City Bikeway
-  City Bikeway
-  Existing Streetcar
-  Historic Preservation and Rehabilitation





Employment



Employment

Scenario 3:

Mixed-Use: A Complete Community

1. Create a vibrant mixed-use district supported by strong employment anchors, mixed housing, and neighborhood retails.

2. More affordable housing for low-income in a highly desirable area with existing and planned amenities.

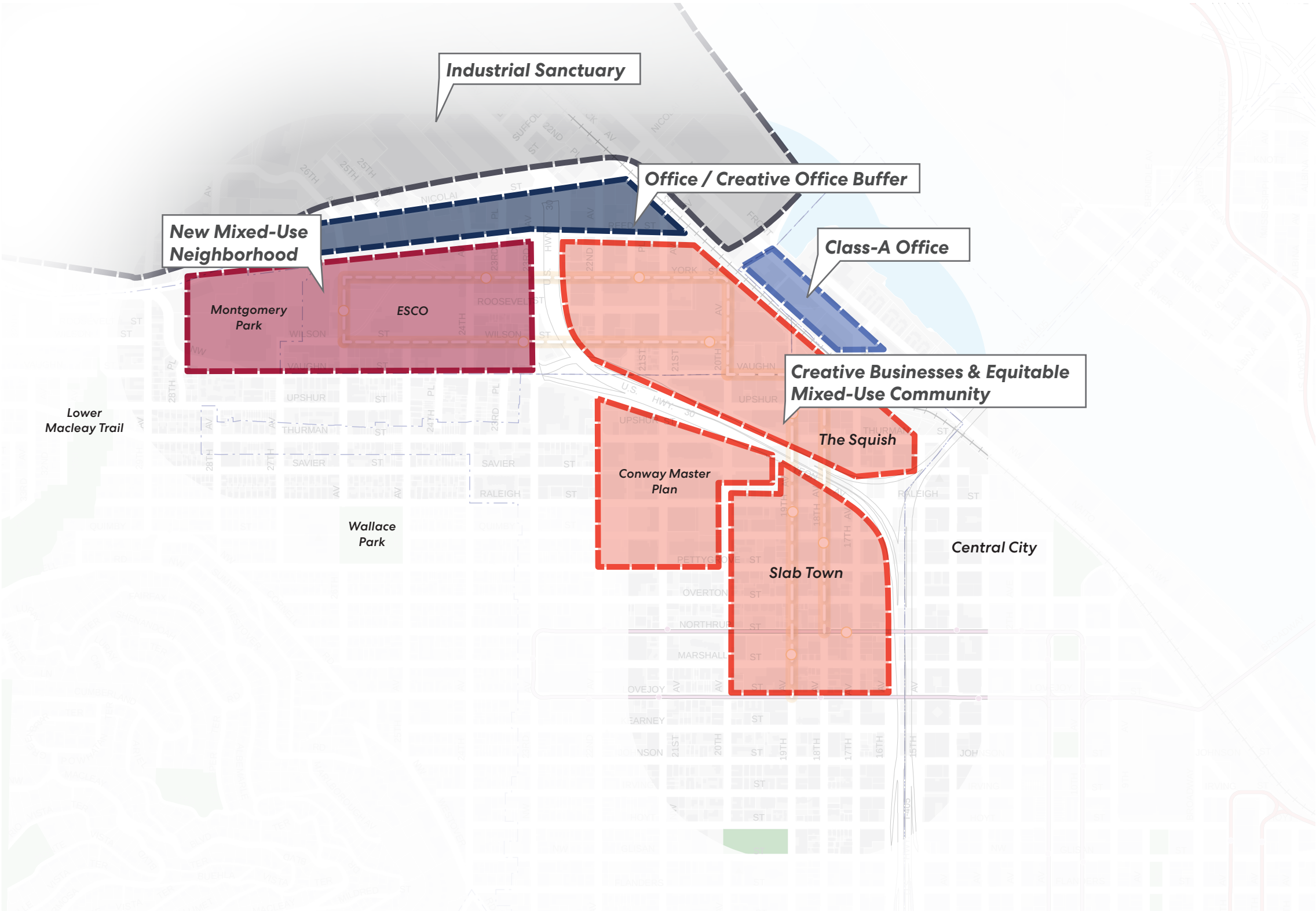
3. Add a variety of community facilities, that anchor Roosevelt Street, a new district spine.

4. ESCO site is rezoned as high-density mixed-use and an urban center.

5. Montgomery Park, American Can Building and the ESCO site become a connected mixed-use neighborhood.

6. Roosevelt Street becomes a pedestrian-oriented spine of public spaces anchored by the Montgomery Park Station and a bridge connecting to the waterfront.

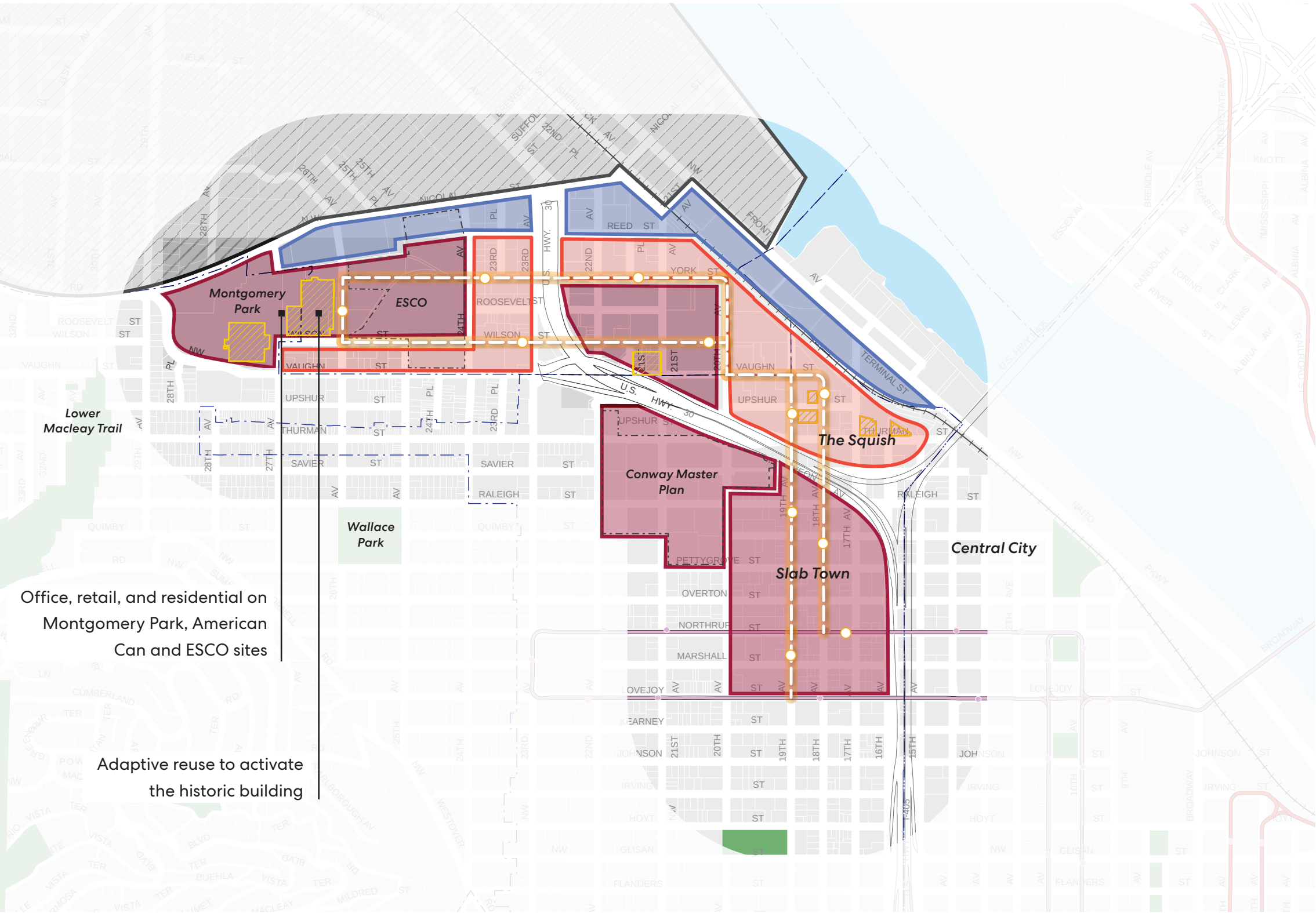
District Concept



Land Use + Urban Form

Legend

- High Density Mixed Use
- Medium Density Mixed Use
- High Density Employment
- Medium Density Employment
- Historic/Cultural Building Preserved
- Heavy Industrial
- Proposed Transit Alignment
- Existing Streetcar

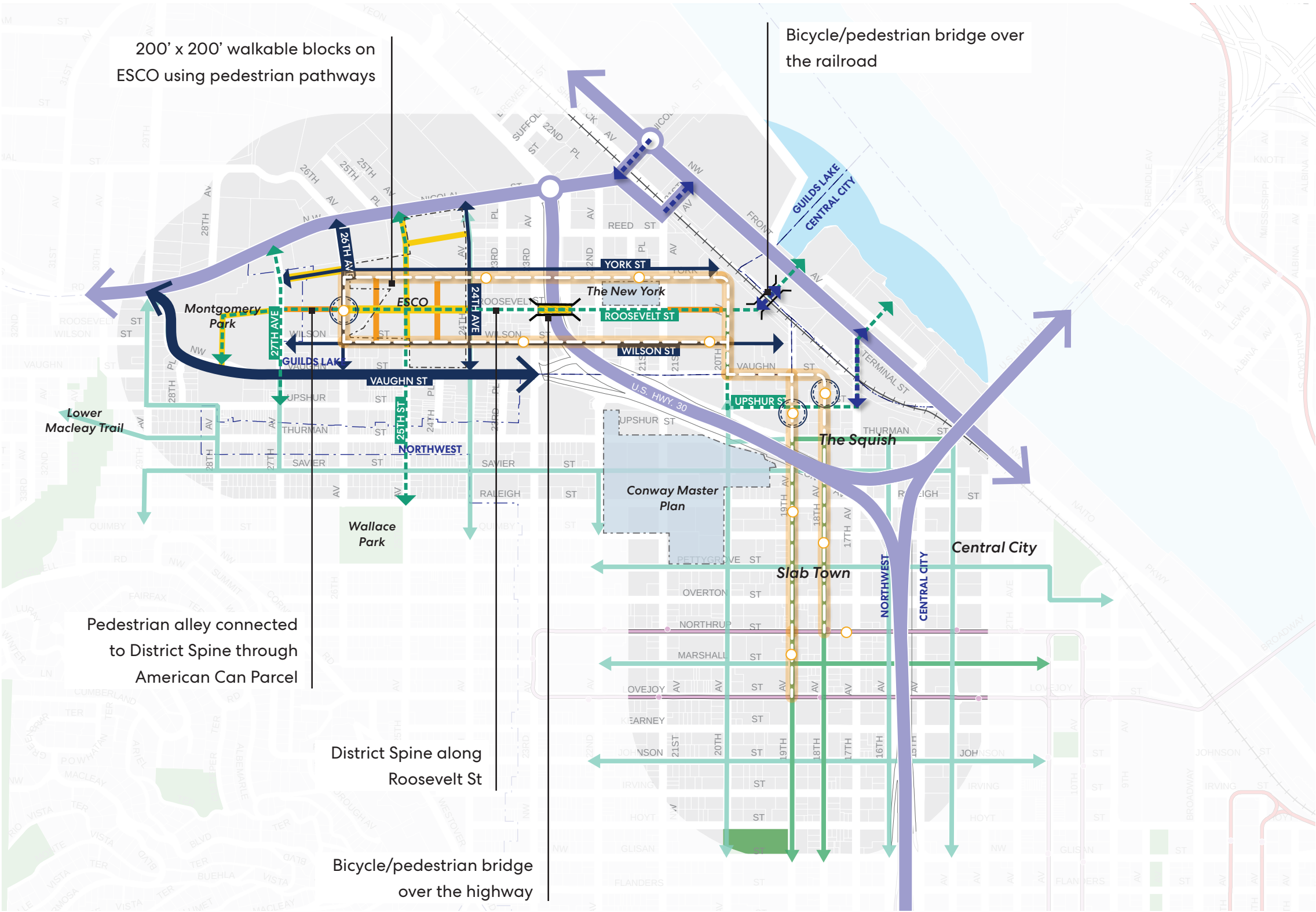


Transportation

Legend

- Proposed Transit Alignment
- Station with Multimodal Connectivity
- Potential New Public Street
- Potential New Pedestrian Path
- Major Multimodal Connections*
- Secondary Multimodal Connections*
- Proposed Pedestrian-/Bicycle-Prioritized Streets
- Regional Transportation Connection
- Freight Portal
- Enhanced Railroad Crossing
- Major City Bikeway
- City Bikeway
- Existing Streetcar

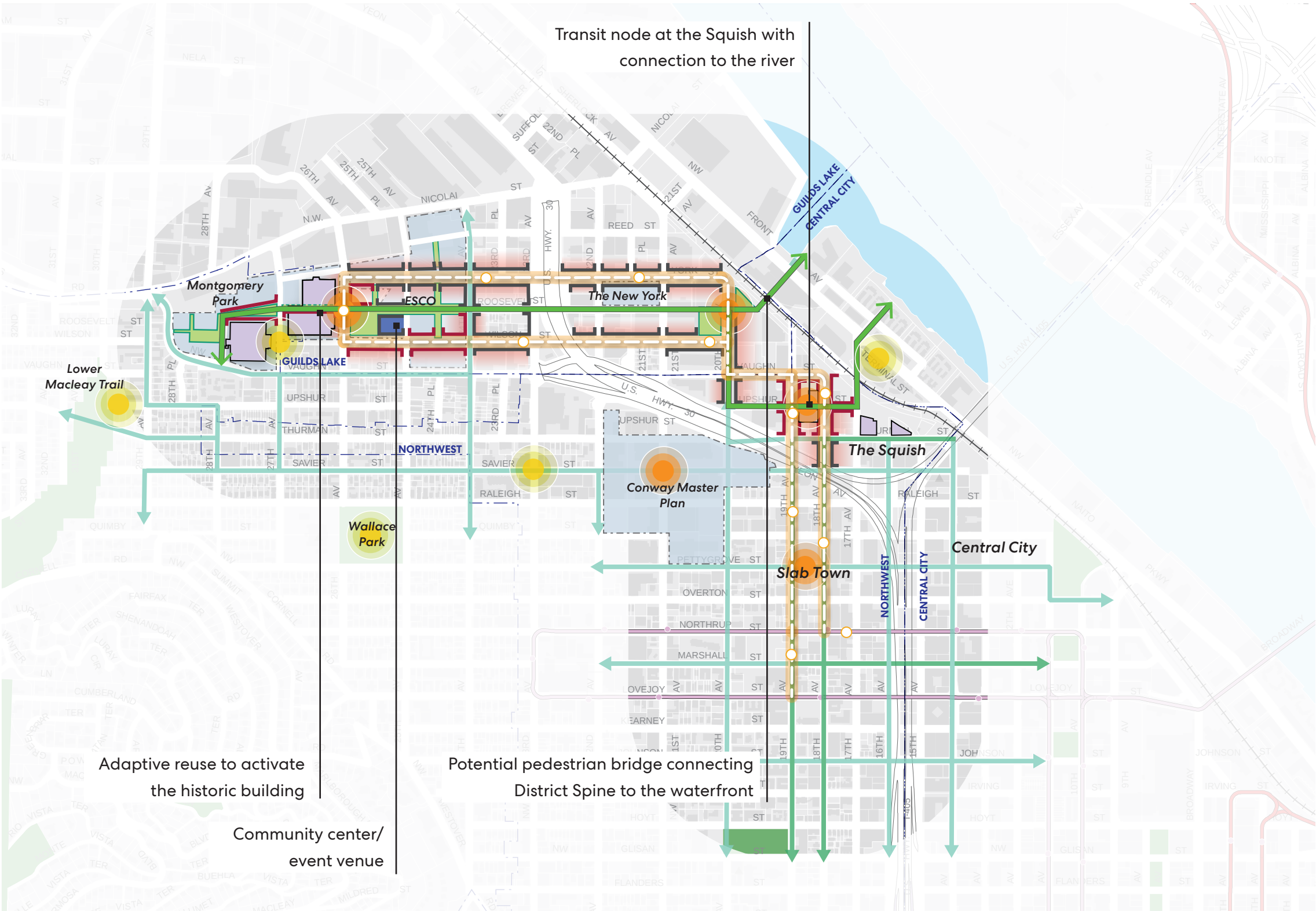
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Public Realm

Legend

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- City Bikeway
- Existing Streetcar
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Mixed-Use



Mixed-Use

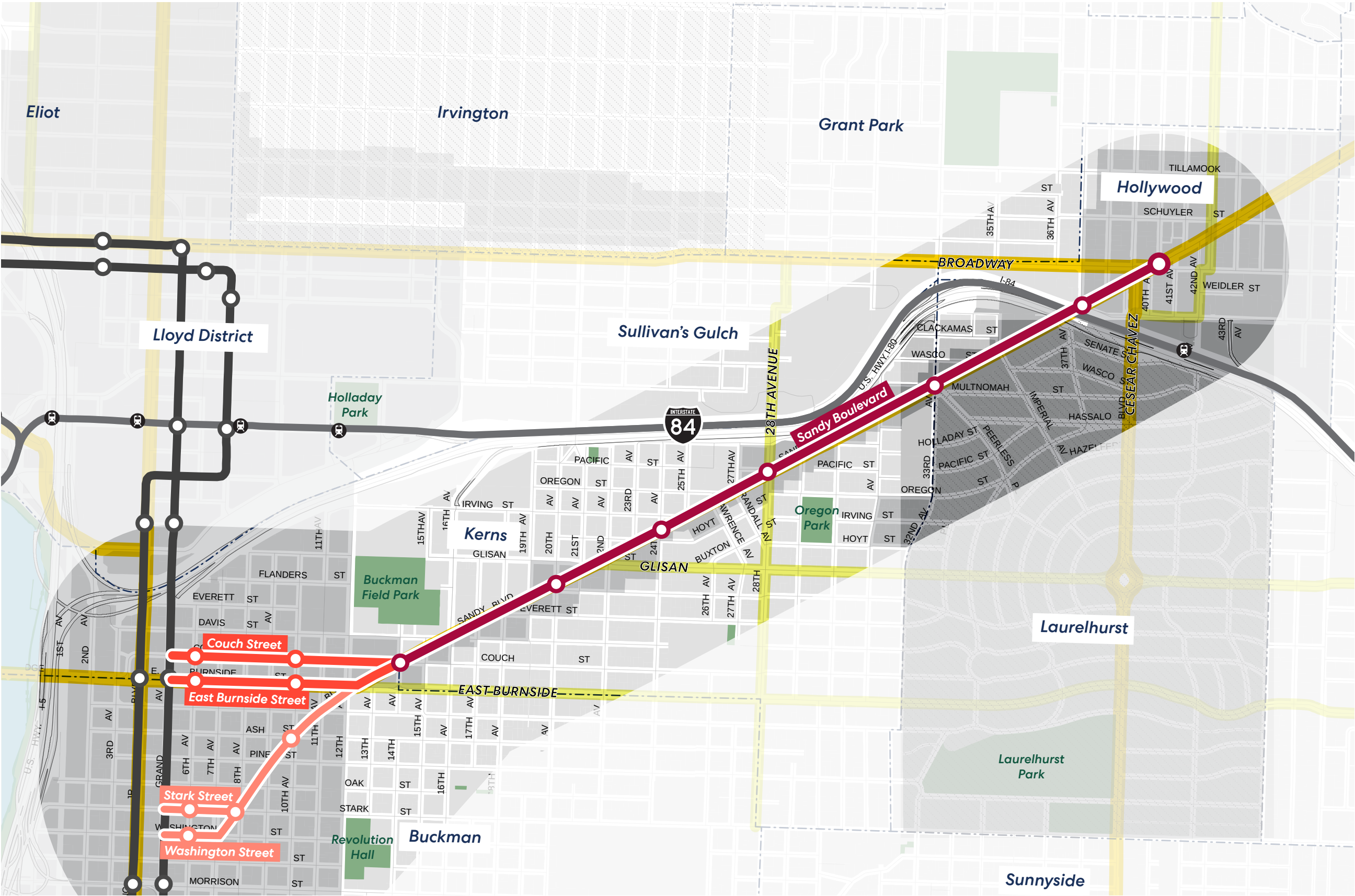
Montgomery Park to Hollywood Inner Eastside Portland UD Concepts

June 2020: In Progress

Alignment A: Sandy Boulevard

Context

- Legend:
- Existing Streetcar
 - Sandy Alignment
 - Burnside / Couch Alternative
 - Stark / Washington Alternative
 - Max Line
 - Max Stations
 - Existing Parks
 - Historic / Conservation Districts
 - Plan Districts
 - Neighborhood Districts
 - Civic Corridor
 - Neighborhood Corridor



Alignment A: Sandy Boulevard

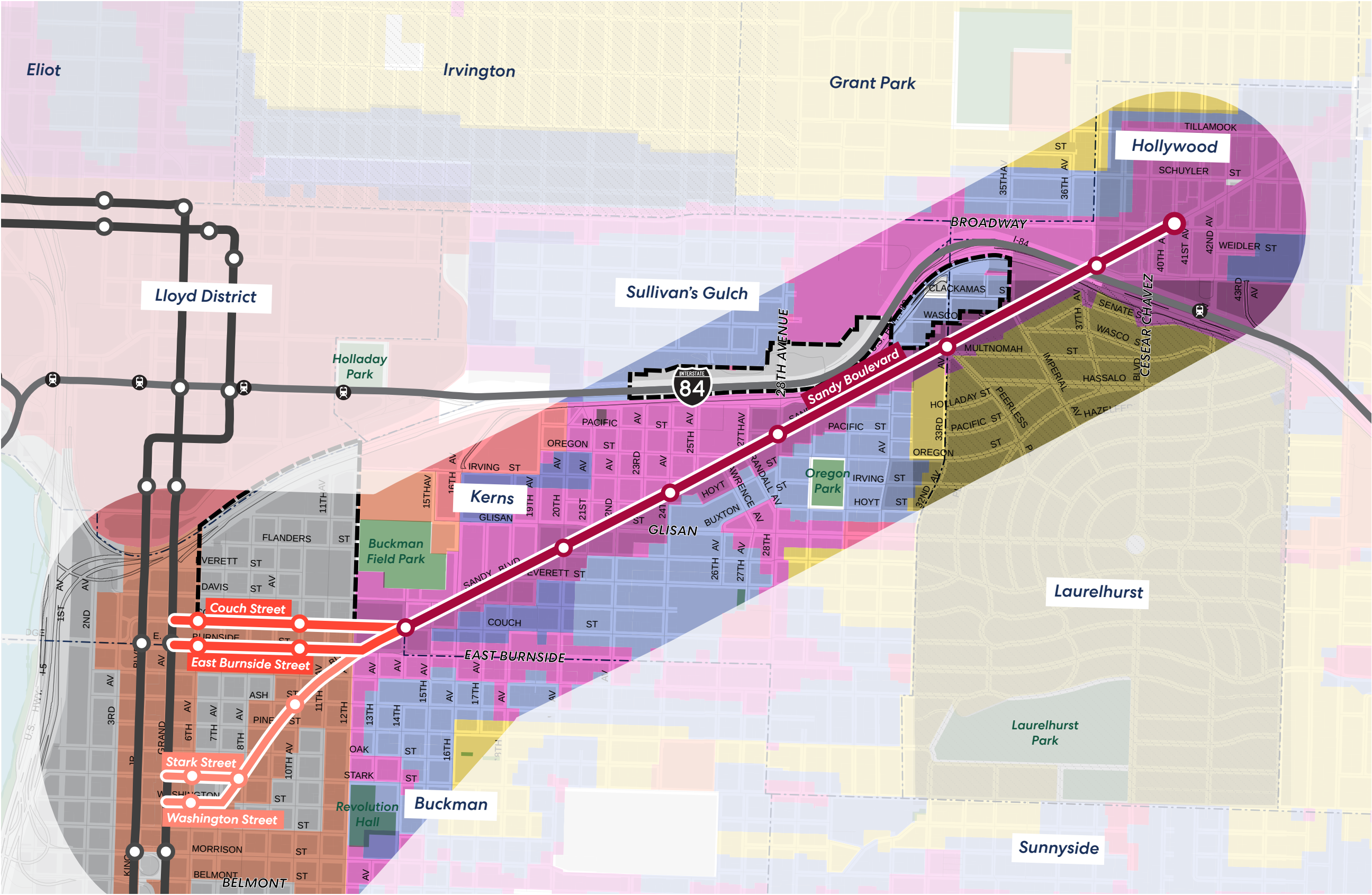
Land Use and Urban Form

Legend:

- Existing Streetcar
- Sandy Alignment
- Burnside / Couch Alternative
- Stark / Washington Alternative
- Max Line
- Max Stations
- Existing Parks
- Historic / Conservation Districts
- Plan Districts
- Neighborhood Districts

Comprehensive Plan Designations:

- Central Employment
- Central Commercial
- Mixed Use
- High Density Multi-Dwelling
- Medium Density Multi-Dwelling
- Single Dwelling Residential
- Industrial
- Review Comprehensive Plan Designation / Existing Zoning

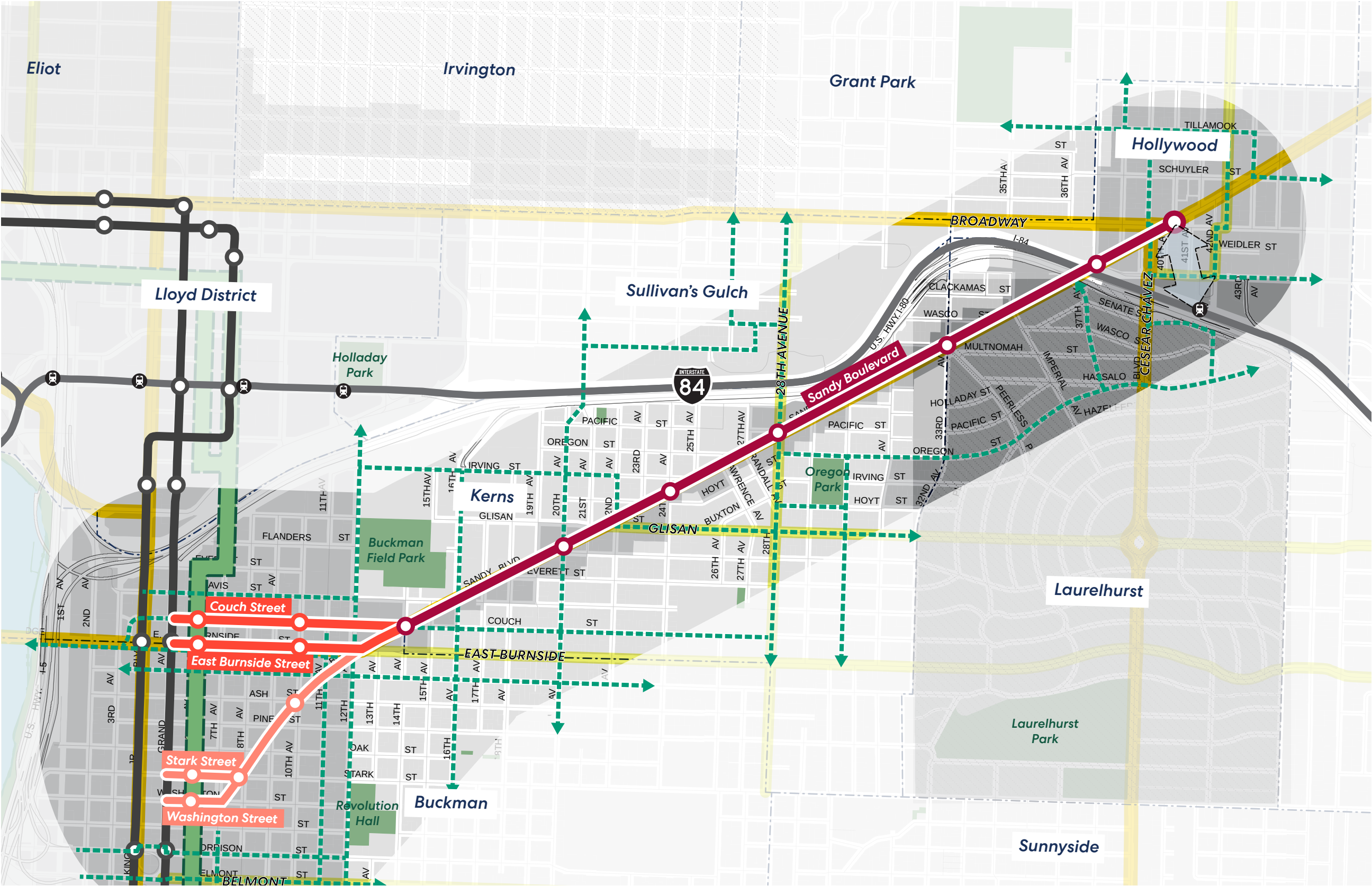


Alignment A: Sandy Boulevard

Transportation

Legend:

- Existing Streetcar
- Sandy Alignment
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- Stark / Washington Alternative
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- Historic / Conservation Districts
- Plan Districts
- Neighborhood Districts
- Civic Corridor
- Neighborhood Corridor
- City Greenways / Bikeways
- The Green Loop
- Seamless Transit Connections



Alignment A: Sandy Boulevard

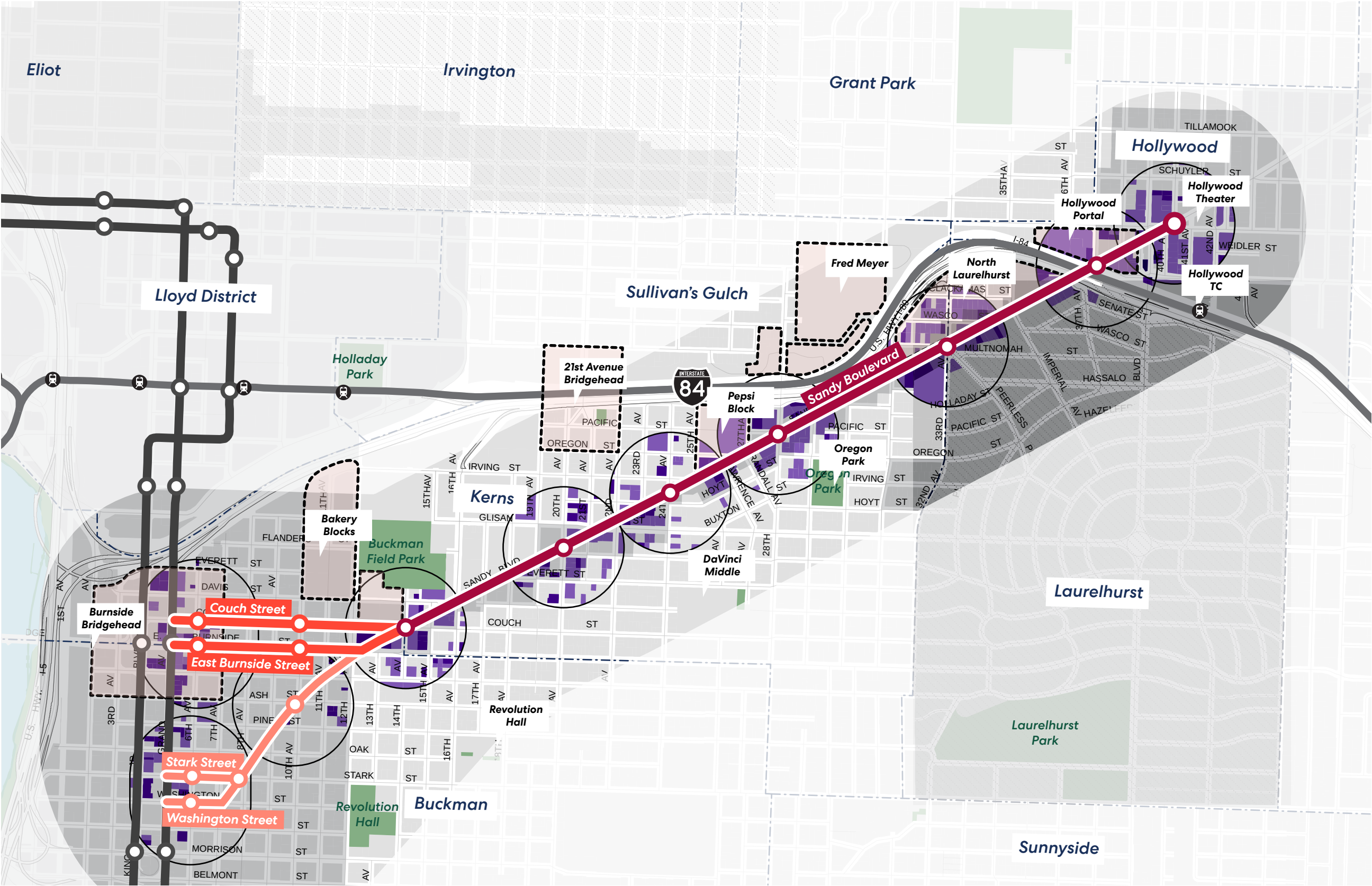
Development Opportunities

Legend:

- Existing Streetcar
- Sandy Alignment
- Burnside / Couch Alternative
- Stark / Washington Alternative
- Max Line
- Max Stations
- Existing Parks
- Historic / Conservation Districts
- Plan Districts
- Neighborhood Districts

Buildable Land Inventory:

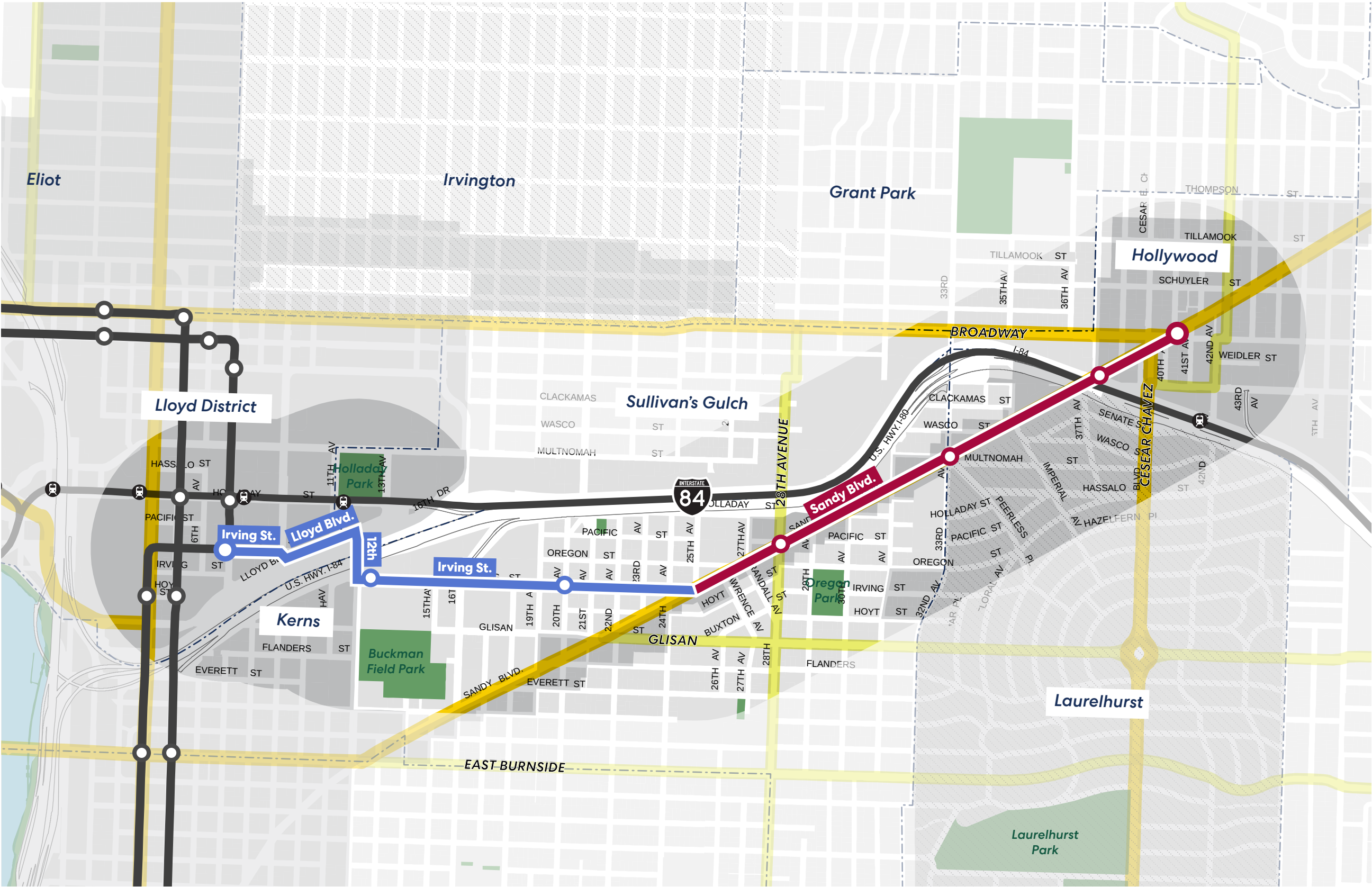
- Vacant Sites
- Underutilized Sites
- Two Block Radius from Station
- Opportunity Sites



Alignment B: Irving Street to Sandy Boulevard

Context

- Legend:
- Existing Streetcar
 - Irving Alignment
 - Sandy Alignment
 - Max Line
 - Max Stations
 - Existing Parks
 - Historic / Conservation Districts
 - Plan Districts
 - Neighborhood Districts
 - Civic Corridor
 - Neighborhood Corridor



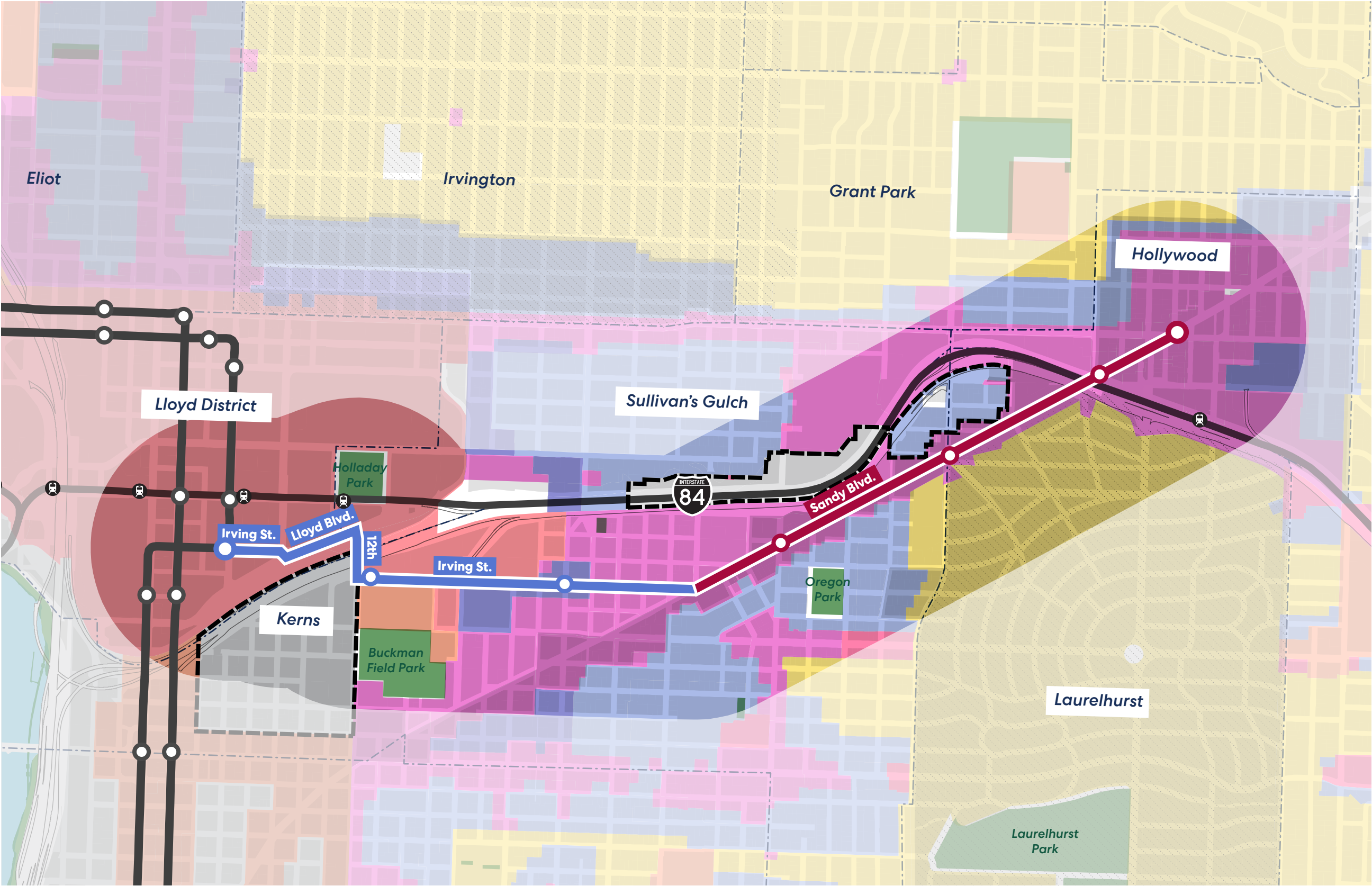
Alignment B: Irving Street to Sandy Boulevard

Land Use and Urban Form

Legend:

- Existing Streetcar
- Irving Alignment
- Sandy Alignment
- Max Line
- Max Stations
- Existing Parks
- Historic / Conservation Districts
- Plan Districts
- Neighborhood Districts

- Comprehensive Plan Designations:
- Central Employment
 - Central Commercial
 - Mixed Use
 - High Density Multi-Dwelling
 - Medium Density Multi-Dwelling
 - Single Family Dwelling
 - Industrial
 - Review Comprehensive Plan Designation / Existing Zoning

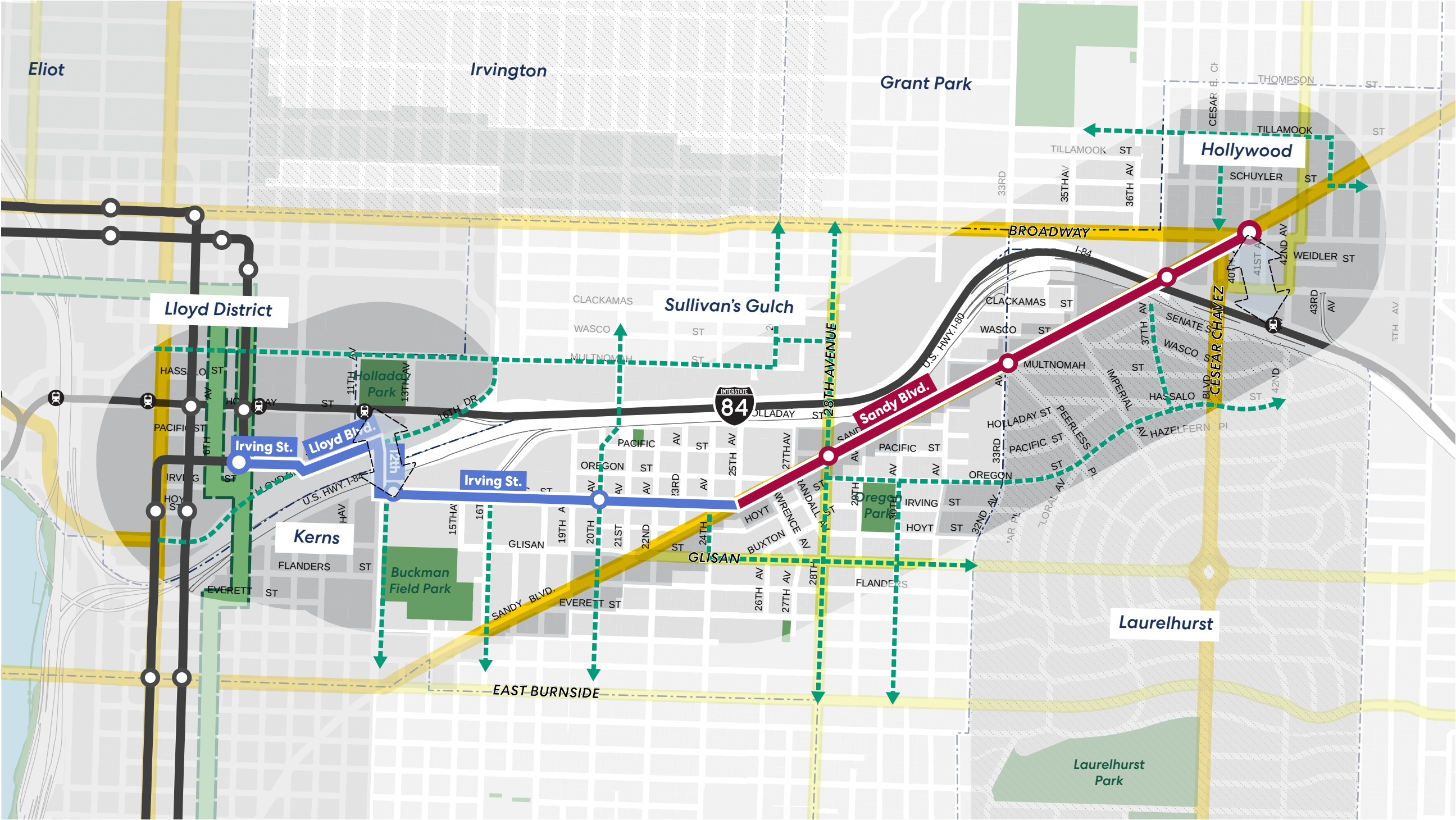


Alignment B: Irving Street to Sandy Boulevard

Transportation

Legend:

- Existing Streetcar
- Irving Alignment
- Sandy Alignment
- Max Line
- Max Stations
- Existing Parks
- Historic / Conservation Districts
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- Neighborhood Districts
- Civic Corridor
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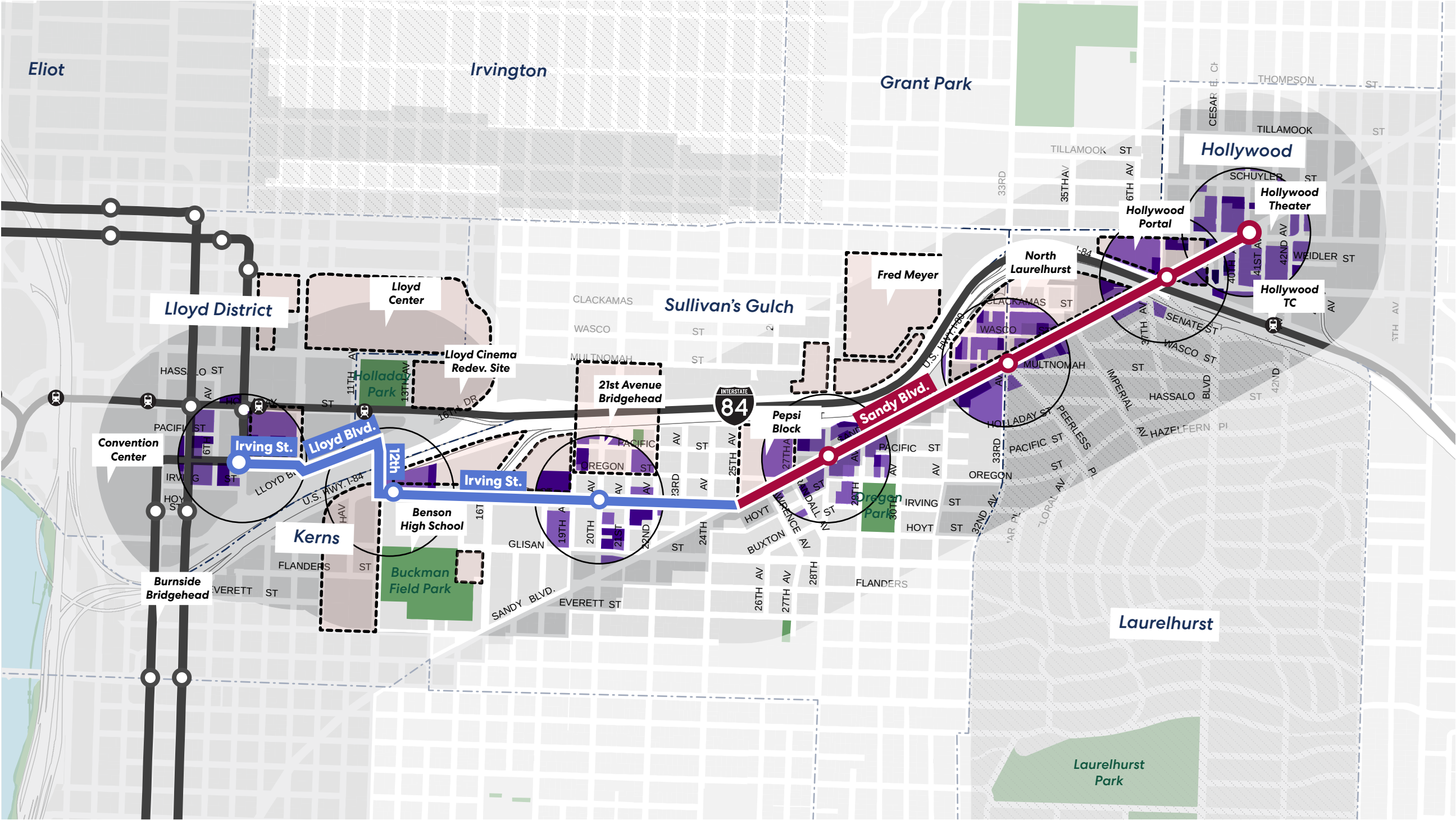


Alignment B: Irving Street to Sandy Boulevard

Development Opportunities

Legend:

- Existing Streetcar
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- Sandy Alignment
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- Historic / Conservation Districts
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- Buildable Land Inventory:
 - Vacant Sites
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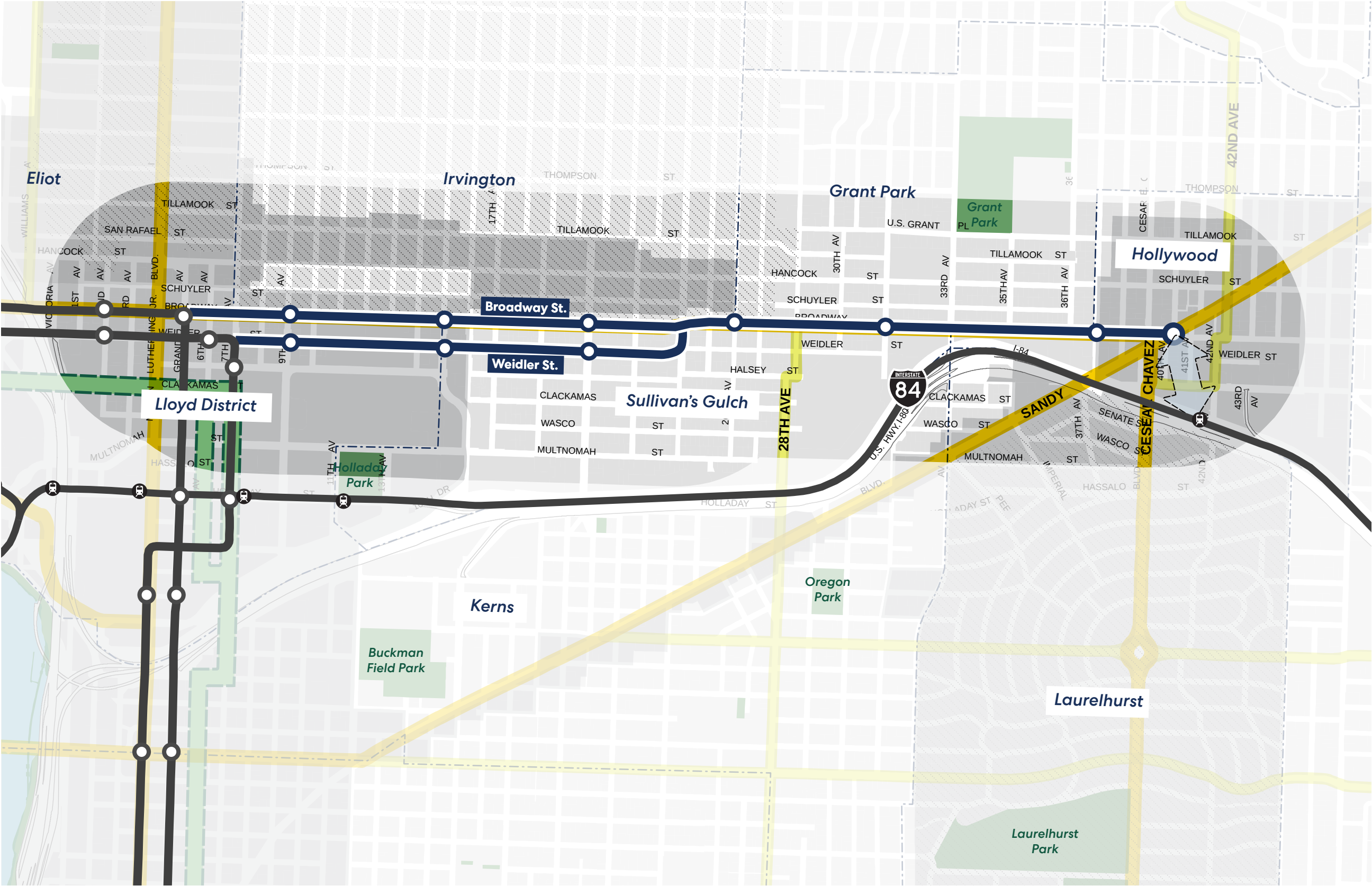


Alignment C: Broadway / Weidler

Overview

Legend:

- Existing Streetcar
- Broadway / Weidler Alignment
- Max Line
- Max Stations
- Existing Parks
- Historic / Conservation Districts
- Plan Districts
- Neighborhood Districts
- Civic Corridor
- Neighborhood Corridor



Alignment C: Broadway / Weidler

Land Use

Legend:



 Existing Streetcar



 Broadway / Weidler Alignment



 Max Line



 Max Stations



 Existing Parks



 Historic / Conservation Districts



 Plan Districts



 Neighborhood Districts

Comprehensive Plan Designations:



 Central Employment



 Central Commercial



 Mixed Use



 High Density Multi-Dwelling



 Medium Density Multi-Dwelling



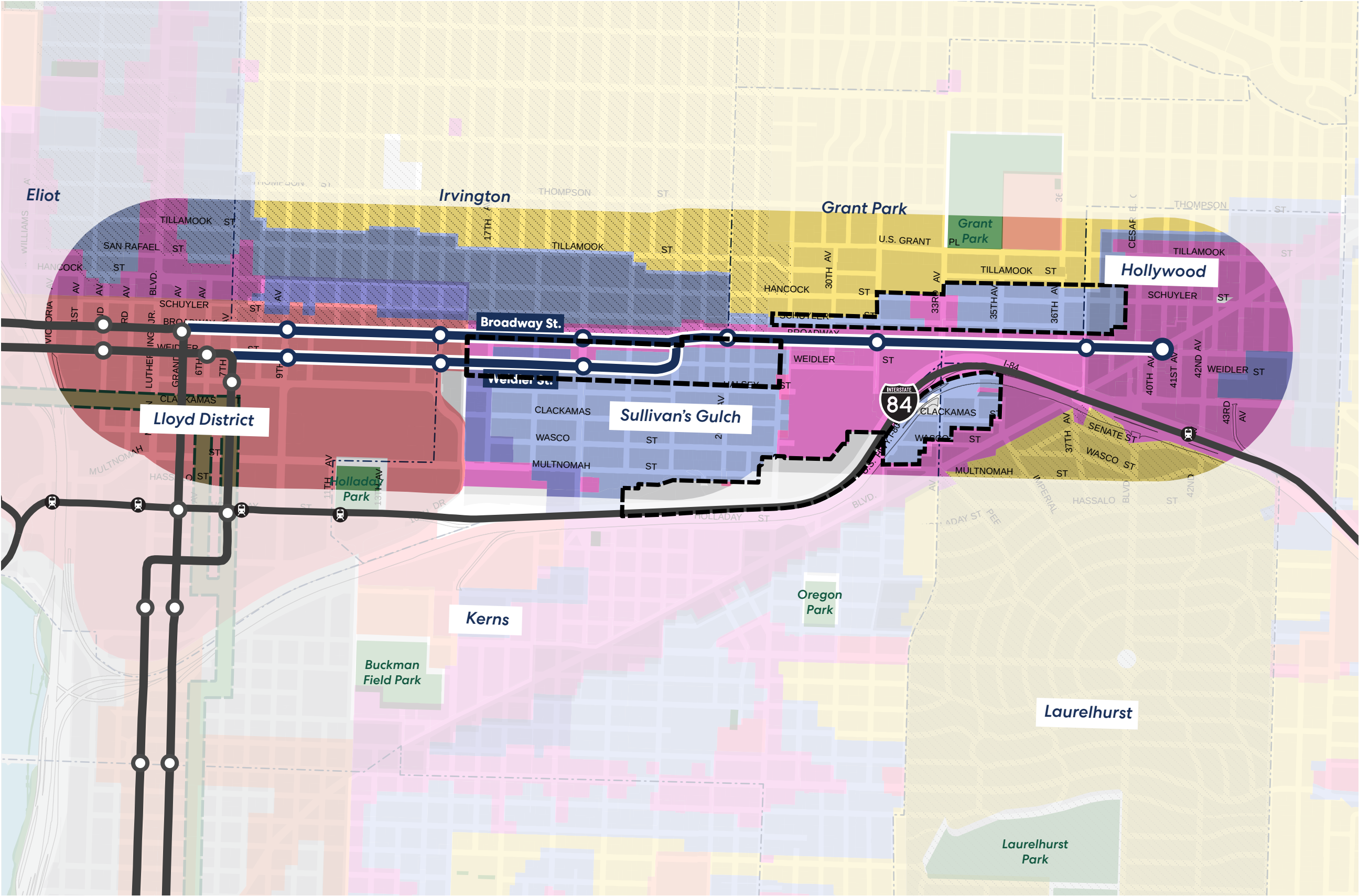
 Single Family Dwelling



 Industrial



 Review Comprehensive Plan Designation / Existing Zoning

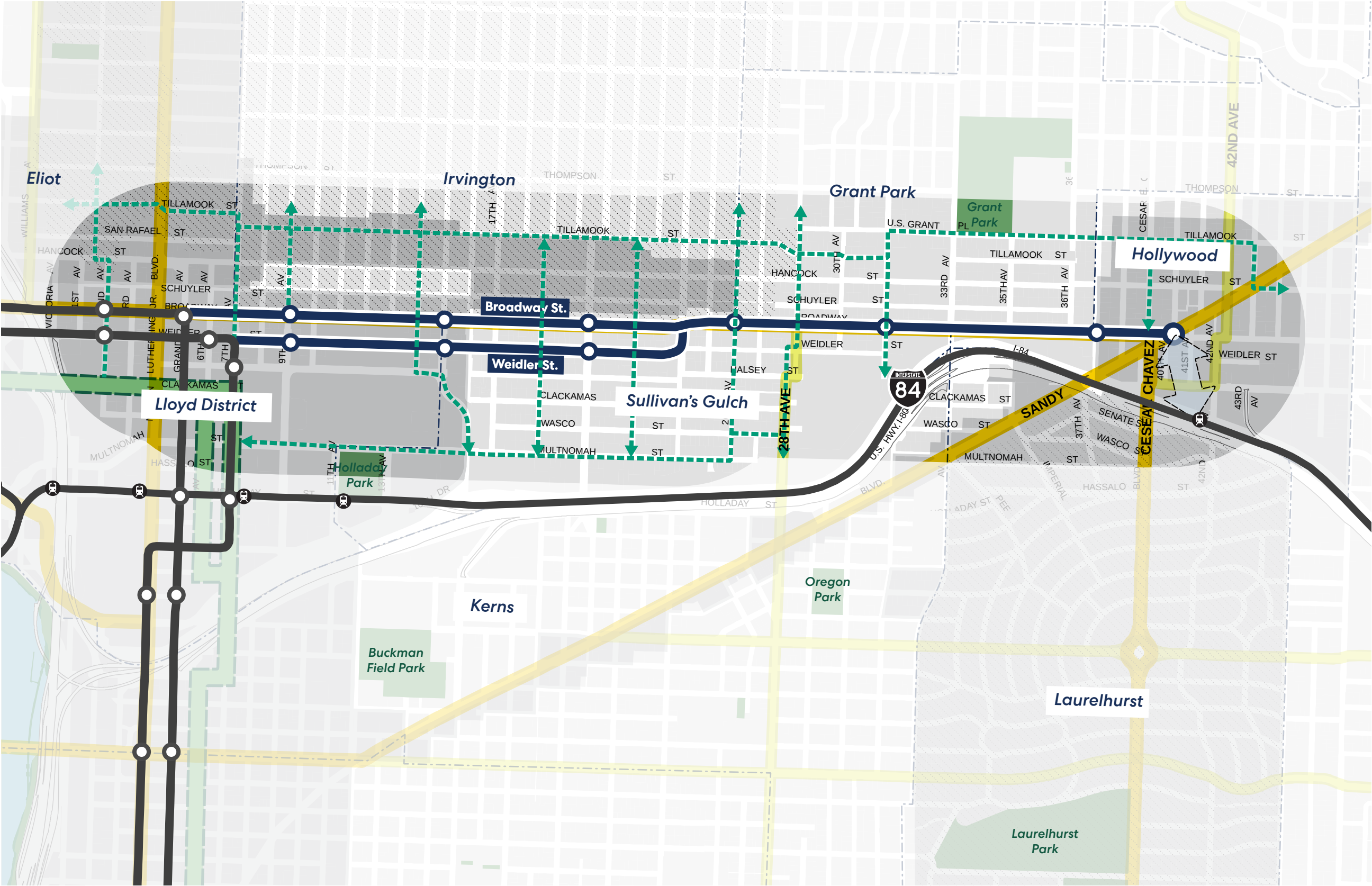


Alignment C: Broadway / Weidler

Transportation

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Alignment C: Broadway / Weidler

Development Opportunities

Legend:



Existing Streetcar



Broadway / Weidler Alignment



Max Line



Max Stations



Existing Parks



Historic / Conservation Districts



Plan Districts



Neighborhood Districts



Vacant Sites



Underutilized Sites



Two Block Radius from Station



Opportunity Sites

