



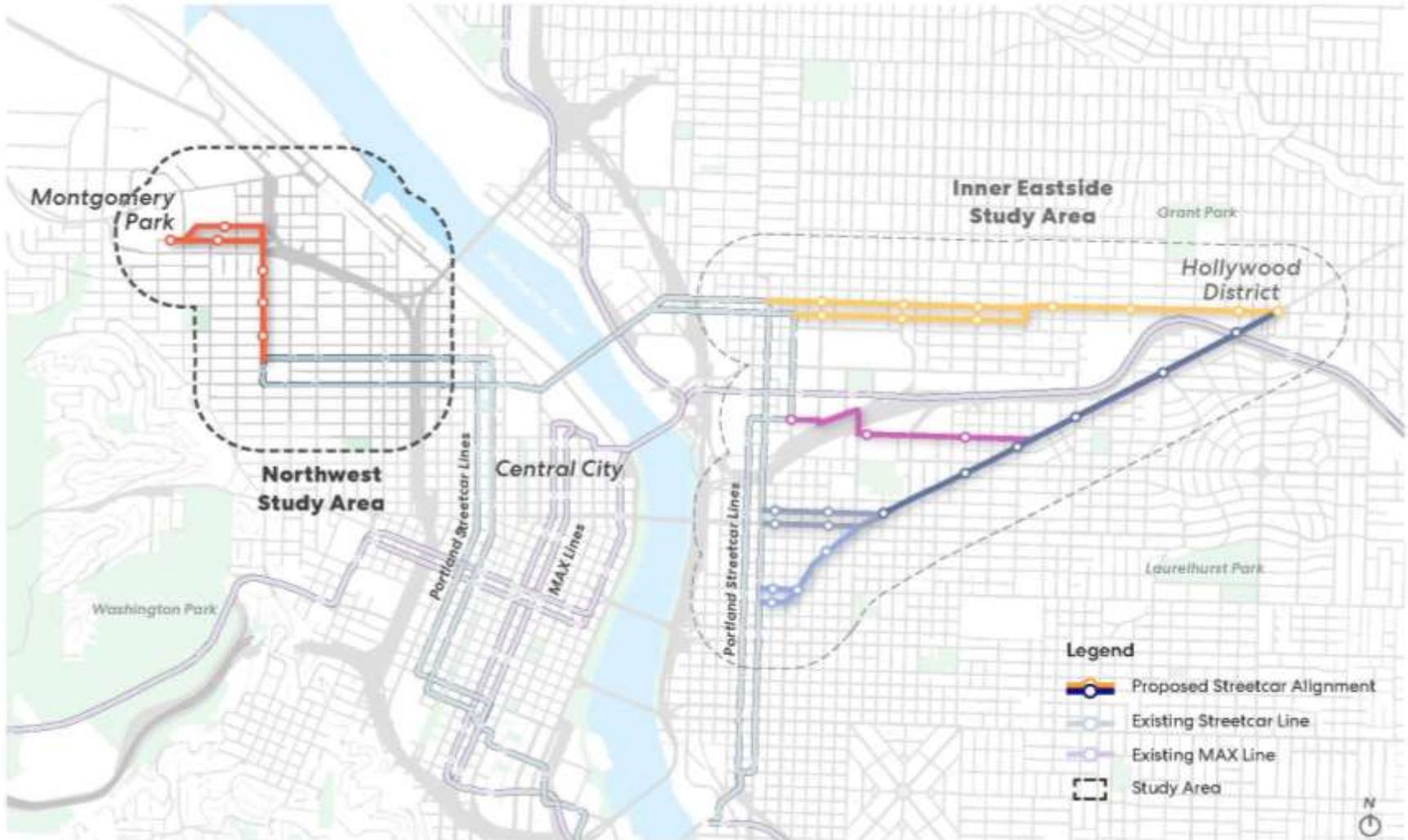
Montgomery Park to Hollywood (MP2H)

Transit & Land Use Development Strategy

Technical Advisory Group 02/03/2022



MP2H Study Areas



Eastside Area Objectives

- Evaluate urban design and key development opportunities
- Identify top alignment(s) for further study
- Identify land use and transportation needs for alternatives



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Eastside Alignment Alternatives



Alignment 1: NE Sandy

- Serves Burnside Bridgehead area and other neighborhood locations.
- Future Development Opportunity: Triangle area; Pepsi site; Fred Meyer; and near Sandy.



Alignment 2: NE Irving/Sandy

- Serves “Triangle” area between Sandy and Banfield Expressway and other locations.
- Future Development Opportunity: Triangle area; Pepsi site; and near Sandy.



Alignment 3: NE Broadway/Weidler

- Serves Grant Park Village and other neighborhood locations.
- Future Development Opportunity: Lloyd District; Fred Meyer; and on Broadway.



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Eastside Preliminary Findings

- **Sandy** - best opportunity for housing potential due in-part to extensive mixed use and multi dwelling zoning. More incremental development of small sites.
- **Broadway/Weidler** - least potential for housing, in-part due to limitations adjacent to alignments (historic districts, lot sizes, values, etc.).
- **Irving/Sandy** - highest employment opportunity. Most potential on a few large sites. Possibly not as certain as housing development.
- All alignments generate land value for potential public benefits. Broadway appears to generate less value than other alignments.



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NW Area Objectives

- Evaluate urban design and key development opportunities
- Consider Comprehensive Plan and Zoning changes
- Transportation analysis and plan updates
- Equitable development strategy



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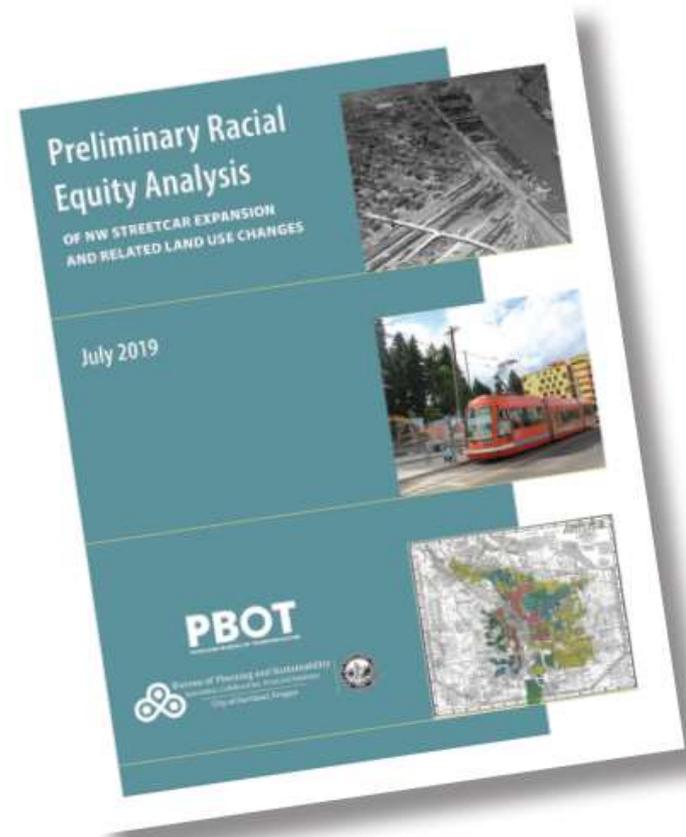
Equitable Development

Major investments should:

Leverage city actions and private investment for public benefits.

Balance public benefits with financial benefits accruing to landowners.

Reduce long-standing racial disparities in Portland and benefit BIPOC communities.

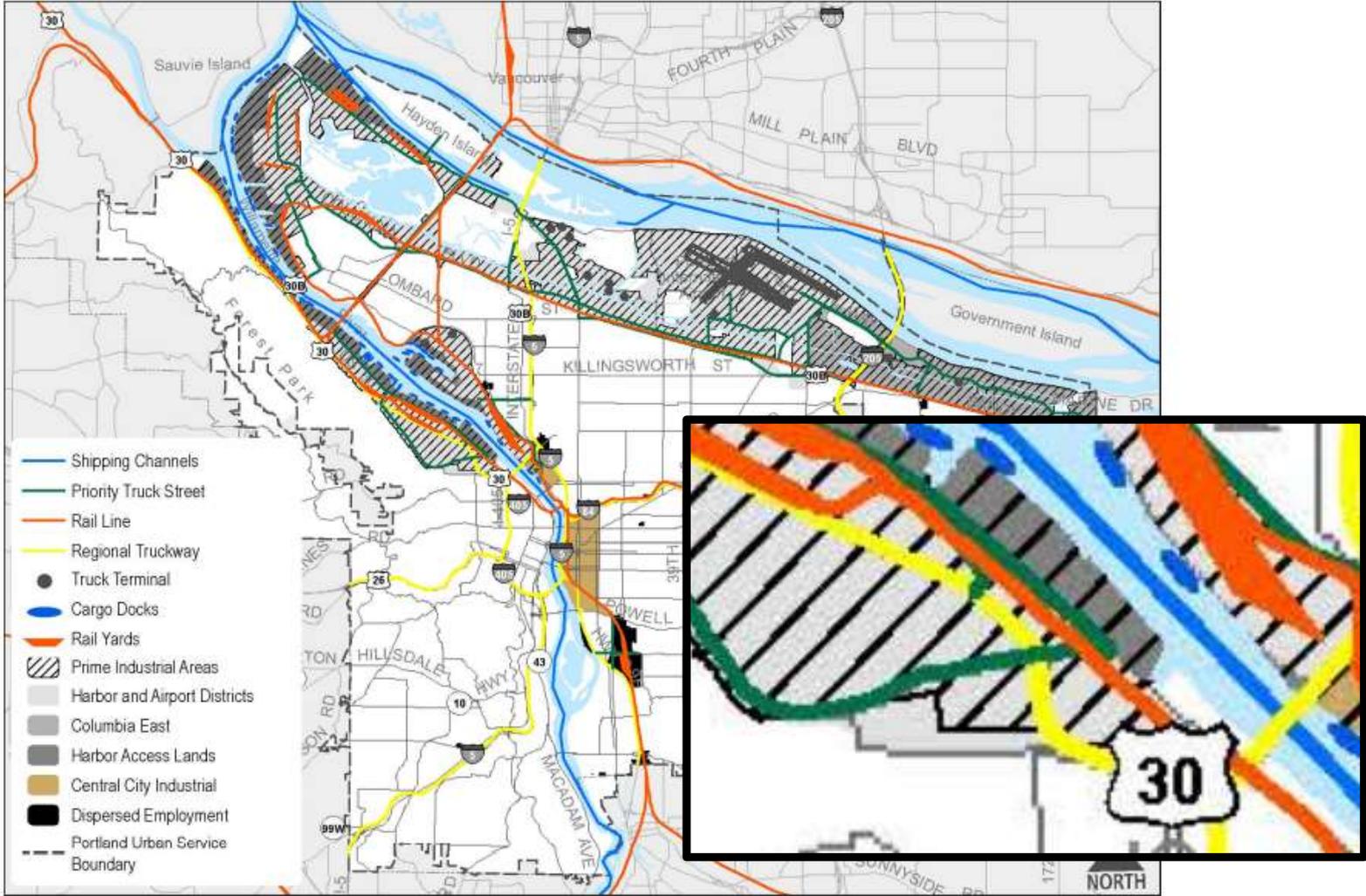


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Prime Industrial area

Figure 6-1. Industrial and Employment Districts



Why Here? Why Now?

- Montgomery Park – master plan process
- ESCO site – consider best future use
- Proximity to Central City jobs
- Proximity to Industrial jobs
- Opportunity for transit-oriented neighborhood
- Opportunity for affordable housing and other public benefits



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Scenarios Considered

Public Review Draft, June 26, 2020

Public Review Draft, June 26, 2020

Scenario 1

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
- Plan District Boundary

* Industrial Main Street Overlay considers additional development standards and guidelines.



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

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Scenario 2

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
- 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

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Scenario 3

Legend

- High Density Mixed Use
- Medium Density Mixed Use
- High Density Employment
- 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



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

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Scenario 4

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
- Plan District Boundary

* Industrial Main Street Overlay considers additional development standards and guidelines.



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

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Prior Alignments Considered



MP2H Community Engagement

CBO Outreach

- Four groups funded for outreach
- Interim reports on needs

Neighborhood Groups

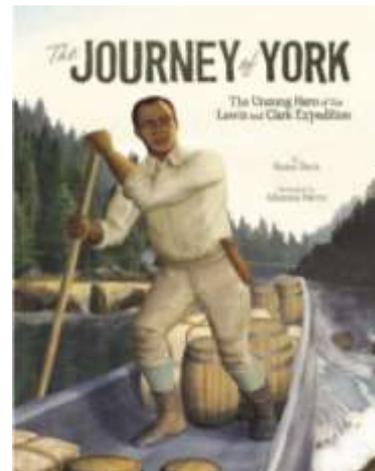
- NWDA and NIBA

Open Houses – 07/2020

Project Working Group

Next Steps

- Broader community outreach
 - Columbia Harbor Coalition/York
 - Equitable development groups
 - Property stakeholders
-



MP2H Community Engagement



Address the housing needs of Portlanders with new affordable housing options in opportunity rich areas.



Preserve and enhance active industrial lands and access to living-wage jobs. Explore ways to share in wealth-building.



Expand access to low-cost, emission free transit and transportation options.



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Vision for Change

New Mixed-Use district west of Highway 30

Served by streetcar

Industrial buffer

Possible 3000+ units of new housing

Possible 300+ affordable units

Retain industrial land east of US 30



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Industrial/Employment (current)



20+ acres of retained industrial/employment land

Up to 800 housing units
(planned on MP site)



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Mixed Use (Proposed)



Loss of 20 acres of industrial employment land

Loss of 200-300 industrial jobs, gain of office and retail jobs

Up to 3000+ housing units (on MP & ESCO sites)



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Implementation Conditions

1. Mitigation for loss of Prime Industrial Land

- Find additional land OR mitigate via a brownfield fund

2. Public/private commitments to develop streetcar and other improvements

- Form Local Improvement Districts (streetcar and streets)
- Secure Federal funding
- Secure City share – parking revenue or SDC

3. Public Benefits / Agreements

- Affordable housing beyond IH requirements
- Industrial job/workforce training
- Other benefits: Affordable commercial space, open space



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Implementation Approach

1. Change Comprehensive Plan Map

- Zoning to follow – quasi judicial

2. Develop New Plan District

- Transit-oriented development standards

3. Public-Private Agreement

- Define benefits, terms



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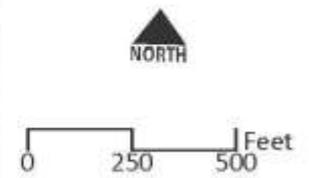
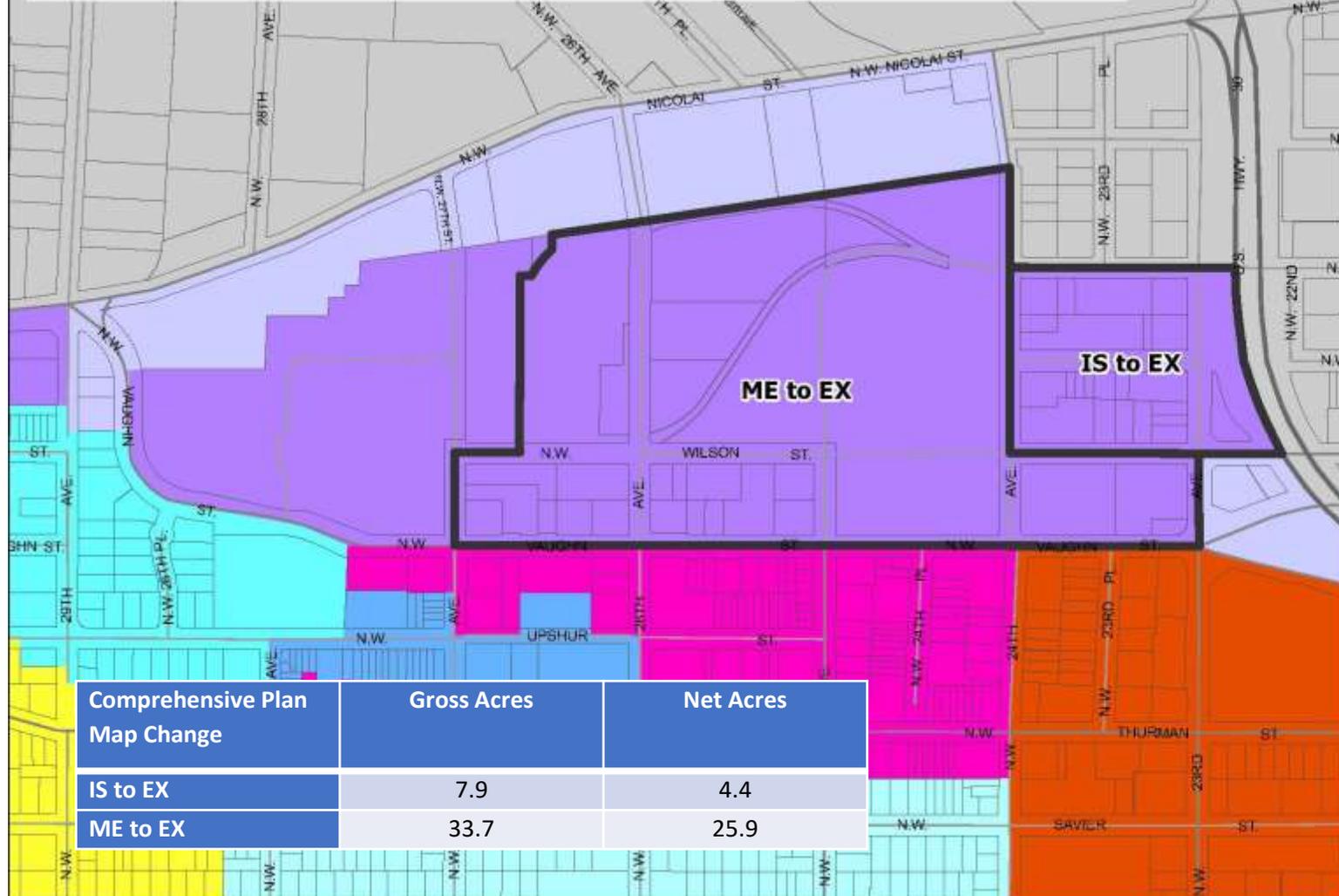
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Montgomery Park to Hollywood

Northwest Plan Discussion Draft - Proposed Comprehensive Plan

Legend

-  Proposed Comp Plan Changes
-  Mixed Use - Neighborhood
-  Single-Dwelling 5,000
-  Mixed Use - Urban Center
-  Multi-Dwelling - Neighborhood
-  Central Employment
-  Multi-Dwelling - Corridor
-  Mixed Employment
-  Multi-Dwelling - Urban Center
-  Industrial Sanctuary



The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omission or positional accuracy.

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Comprehensive Plan Map Change	Gross Acres	Net Acres
IS to EX	7.9	4.4
ME to EX	33.7	25.9

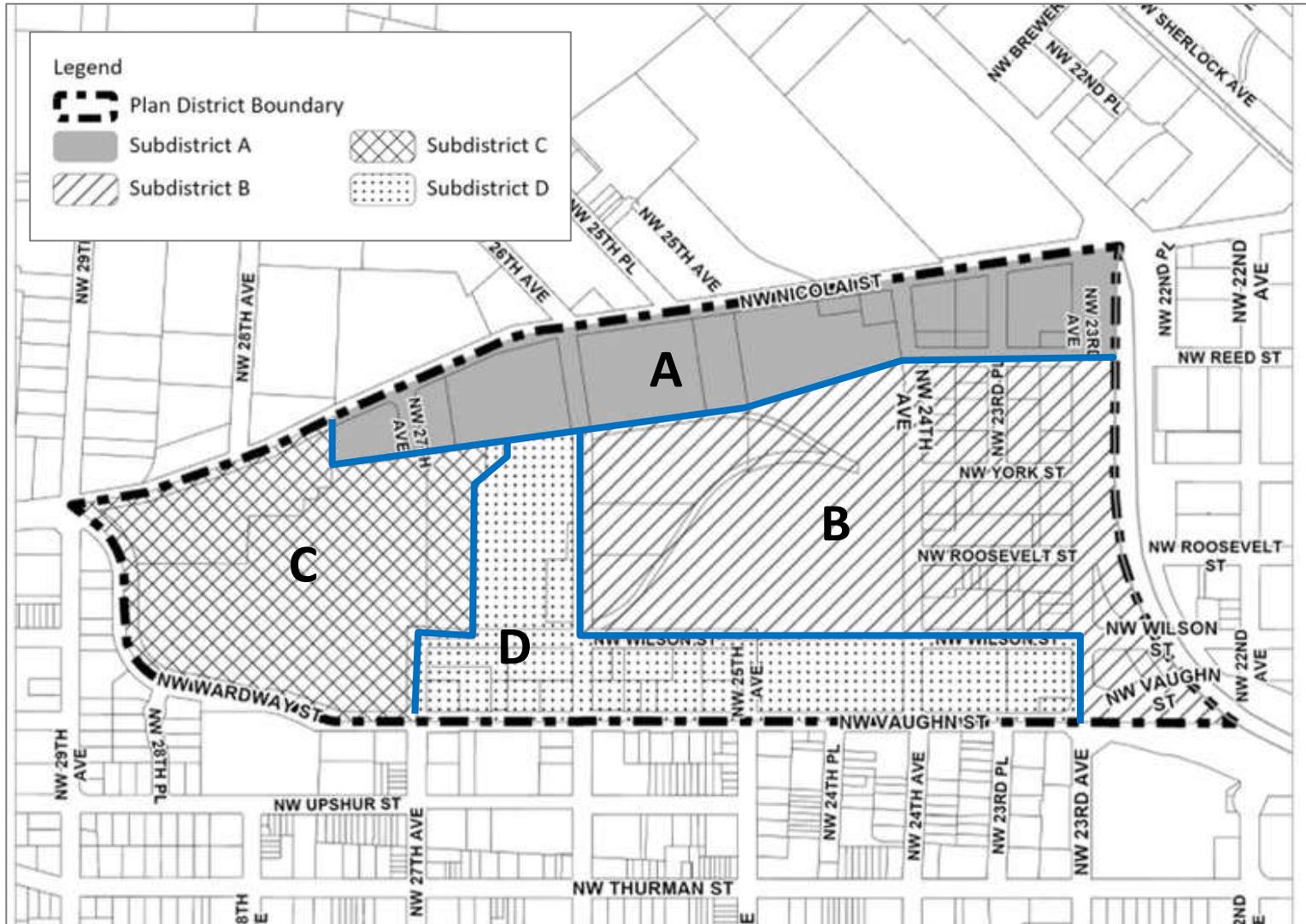


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City of Portland, Oregon

New Plan District



Affordable Housing – Bonuses

Floor area and height bonuses are intended to promote affordable housing. Different amounts specific to each subdistrict.

- 1. Inclusionary Housing Bonus (IH):** Adds floor area for development subject to mandatory or voluntary inclusionary housing.
- 2. Affordable Housing Benefit Bonus (AHB):** Allows more floor area and height when Inclusionary Housing applies, and an additional fee contribution is made to the Affordable Housing Fund.
- 3. Planned Development Bonus (PD):** Allows more floor area and height when approved via Type III review, and requires:
 - 5-acre site (min) and Design Commission review
 - Meet IH & AHB bonus requirements
 - IH units provided on-site
 - 15% of site as publicly-accessible open space
 - Energy efficient buildings

Affordable Housing – Bonuses

	Base FAR*	Base Height	IH Bonus FAR	IH Bonus Max Height	AHB Bonus FAR	AHB Bonus Max Height	PD Bonus FAR	PD Bonus Max Height
Subdist A (Nicolai Buffer)	3:1/1:1	65	n/a	n/a	+2:1 (3:1 total)	65	n/a	n/a
Subdist B (ESCO/23-24)	3:1/1:1	65	+0.5:1 (1.5:1 total)	65	+3.5:1 (5:1 total)	75	+1:1 (6:1 total)	130
Subdist C (Montgomery Park)	3:1	65	+2:1 (5:1 total)	65	+0 (5:1 total)	75	+1:1 (6:1 total)	130
Subdist D (Am Can/Vaughn)	3:1/1:1	65	+0.5:1 (1.5:1 total)	65	+3.5:1 (5:1 total)	75	+1:1 (6:1 total)	130

* Industrial Uses/Other Uses

Plan District Regulations

NW Vaughn Step Down. 45 feet height.

Windows. Enhanced standards for ground floor windows.

Active Use Areas. Buildings near the streetcar alignment will be required to be constructed to accommodate active uses at the ground floor.

Affordable Commercial Space. 1K SF required when 10K+ SF developed.

Urban Green Features. Green elements are proposed to be integrated into the urban environment. Options: Landscape; Large trees; Ecoroof.

On-Site Open Areas. Residential uses will be required to provide 48 sf/unit on-site open areas to benefit the residents of new development.

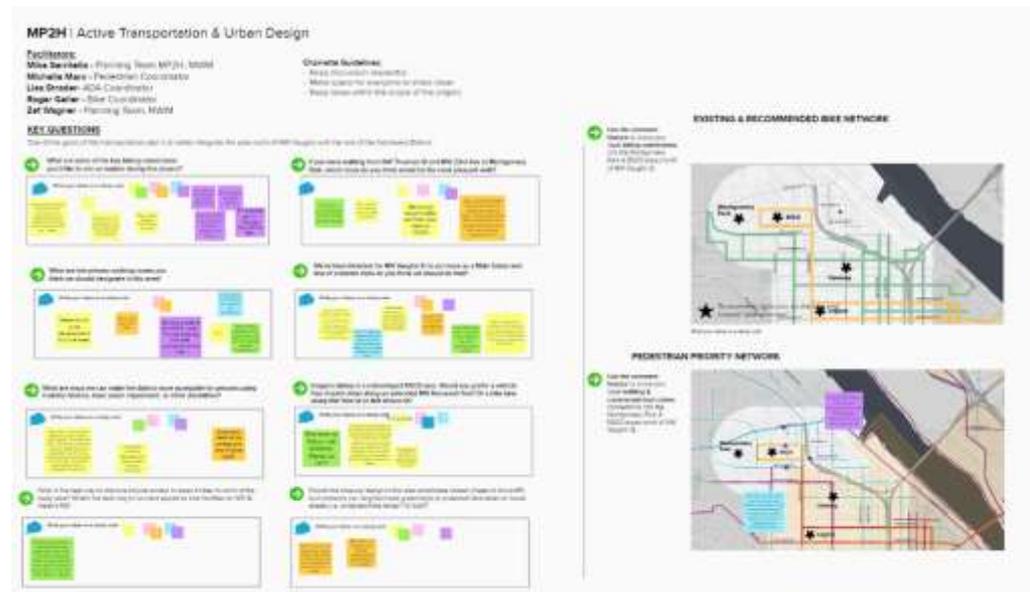
Design Overlay. The Design (d) overlay zone is applied to the EX zone. May use design standards or discretionary approach.

Transportation Demand Management. Require developments adding 10+ units or 20K+ SF to develop a plan or meet standard TDM program.

Parking. Parking ratios limit the amount of on-site and surface parking.

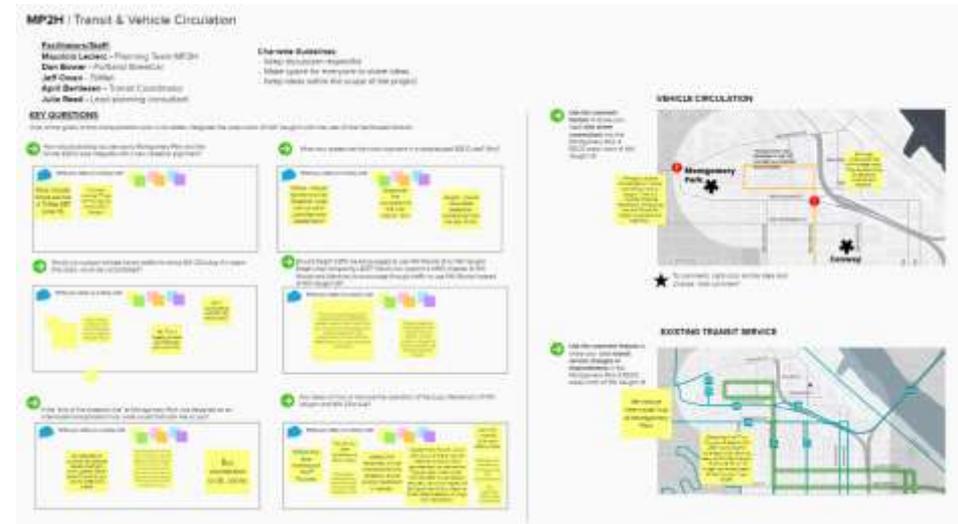
What We Heard: Biking, Walking, Urban Design

1. **Extend ped and bike-focused routes** established through NW in Motion; build safe crossings on Vaughn on those routes including 24th & 27th between Vaughn and Nicolai
2. **Make the district accessible** by wide, level, unobstructed sidewalks
3. **Focus on good lighting, inviting transit stops**, available accessible parking
4. **Continue bike connections**
Connect to Forest Park and the River through walking routes/wayfinding
5. **Explore Nicolai protected 2-way bikeway** for north side of street
6. **Extend bike/ped facilities** on main streets

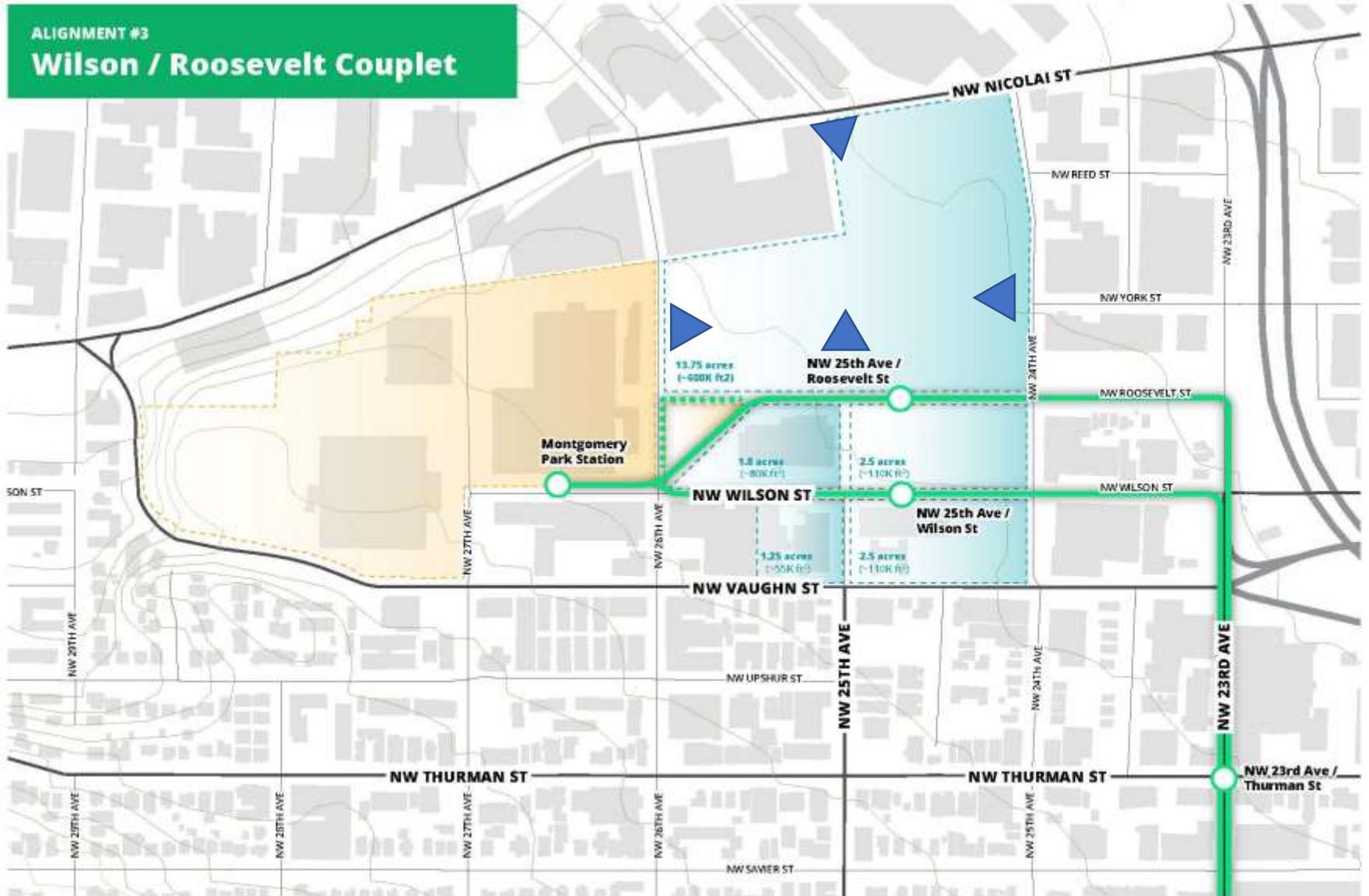


What We Heard: Transit and Autos

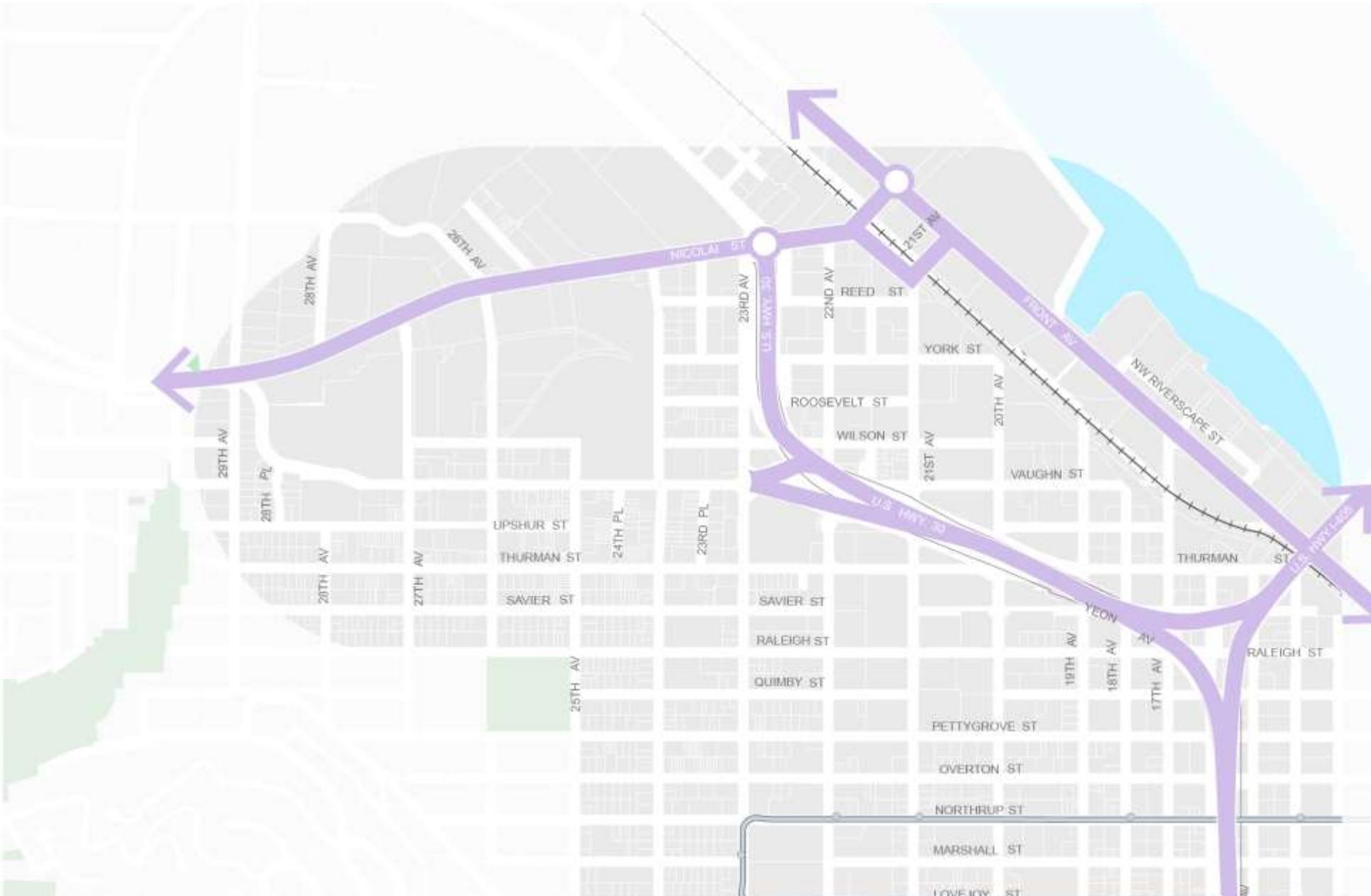
1. **Address cut-through traffic, intersection congestion**
2. **Explore streetcar options for Wilson** with two-way connections and programming at MP
3. **Integrate transit stops/end of the line stations with adjacent land uses** for placemaking
4. **Encourage Freight to use Nicolai** not Vaughn
5. **Cultural and historic significance** of this area
6. **Explore creative options** to improve safety, minimize conflicts between modes and work with TriMet to make routes and transfers efficient



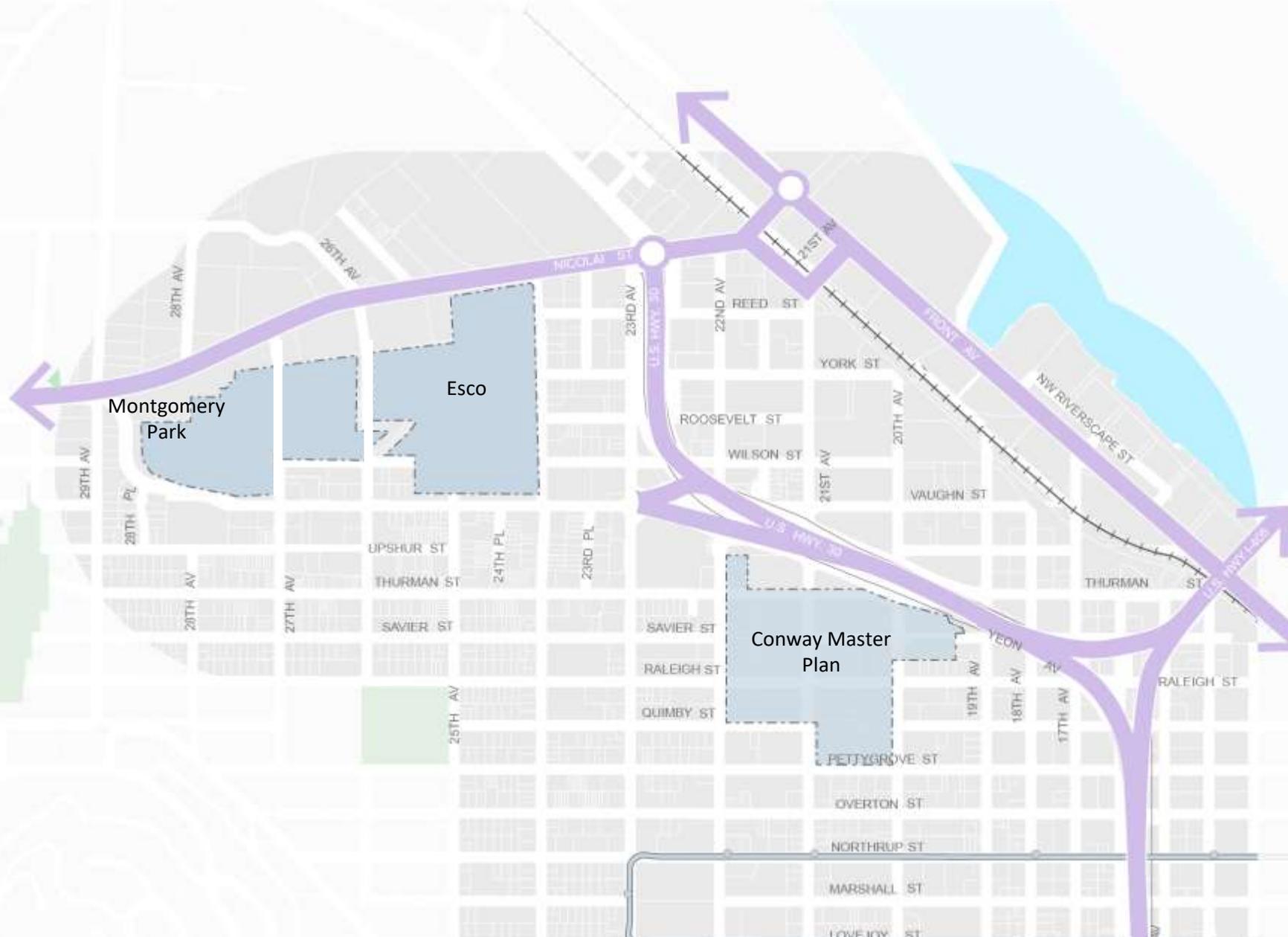
Future Street Extensions



Transportation Vision Map

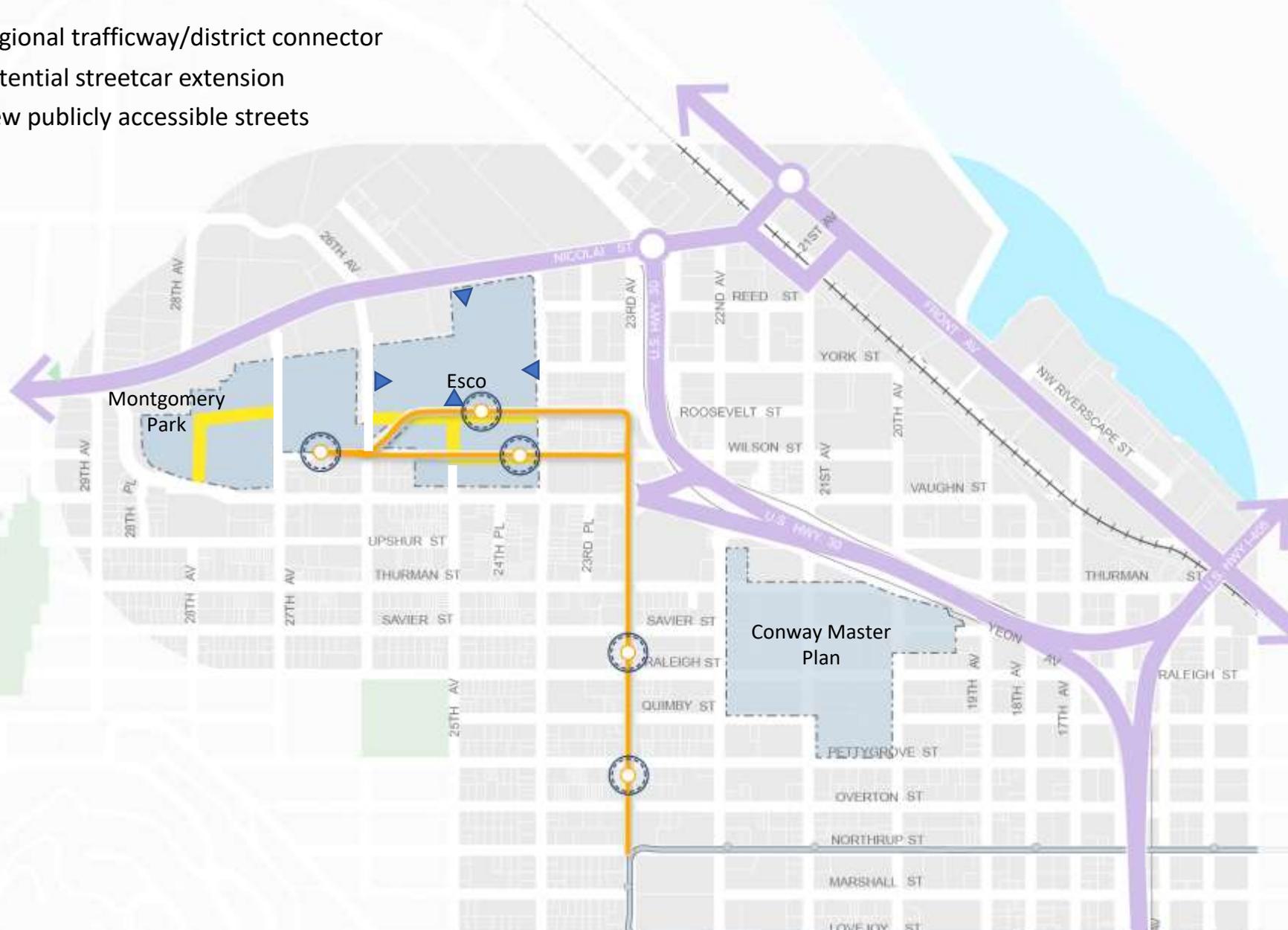


Transportation Vision Map



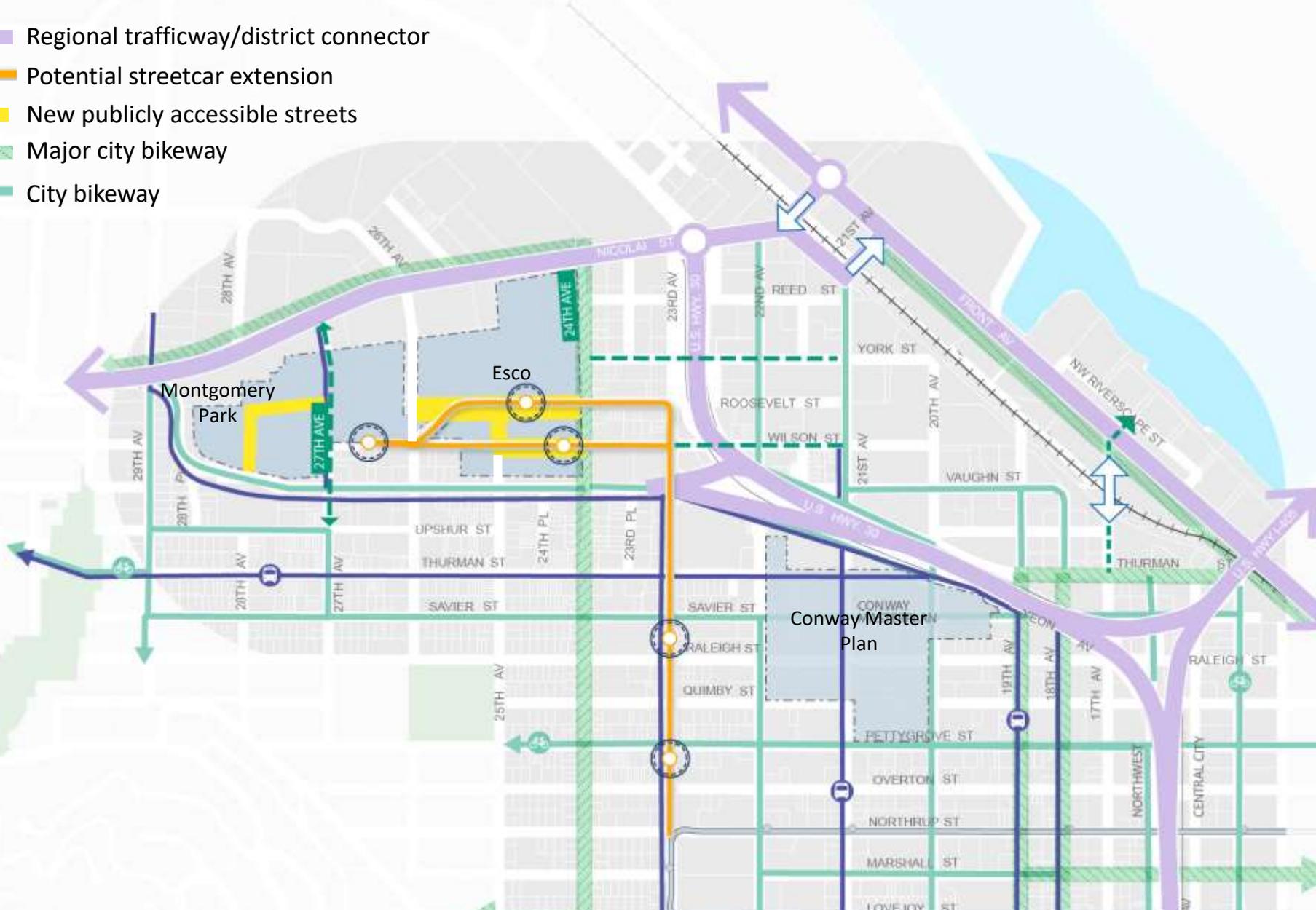
Transportation Vision Map

- Regional trafficway/district connector
- Potential streetcar extension
- New publicly accessible streets



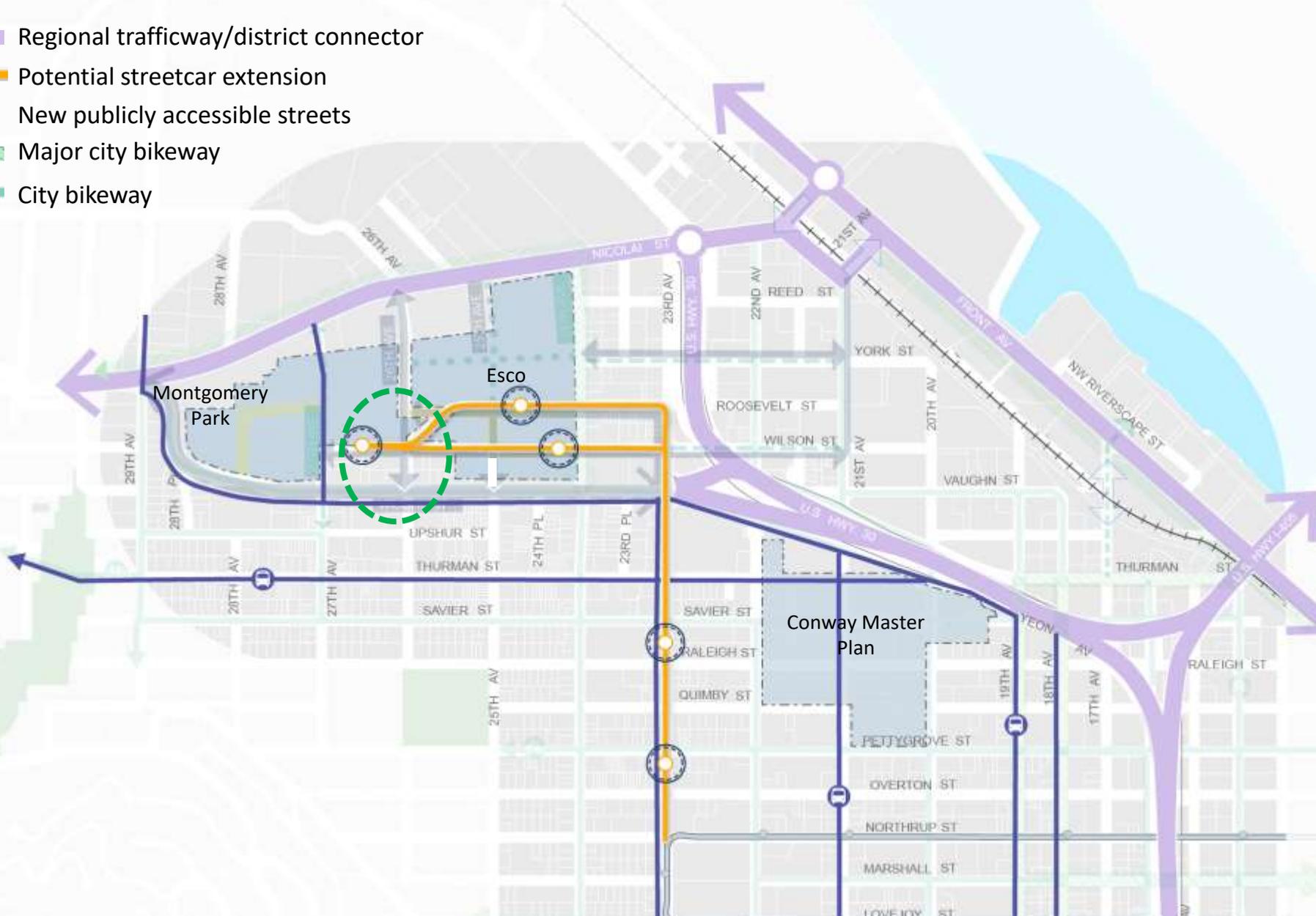
Transportation Vision Map

- Regional trafficway/district connector
- Potential streetcar extension
- New publicly accessible streets
- Major city bikeway
- City bikeway



Transit

- Regional trafficway/district connector
- Potential streetcar extension
- New publicly accessible streets
- Major city bikeway
- City bikeway



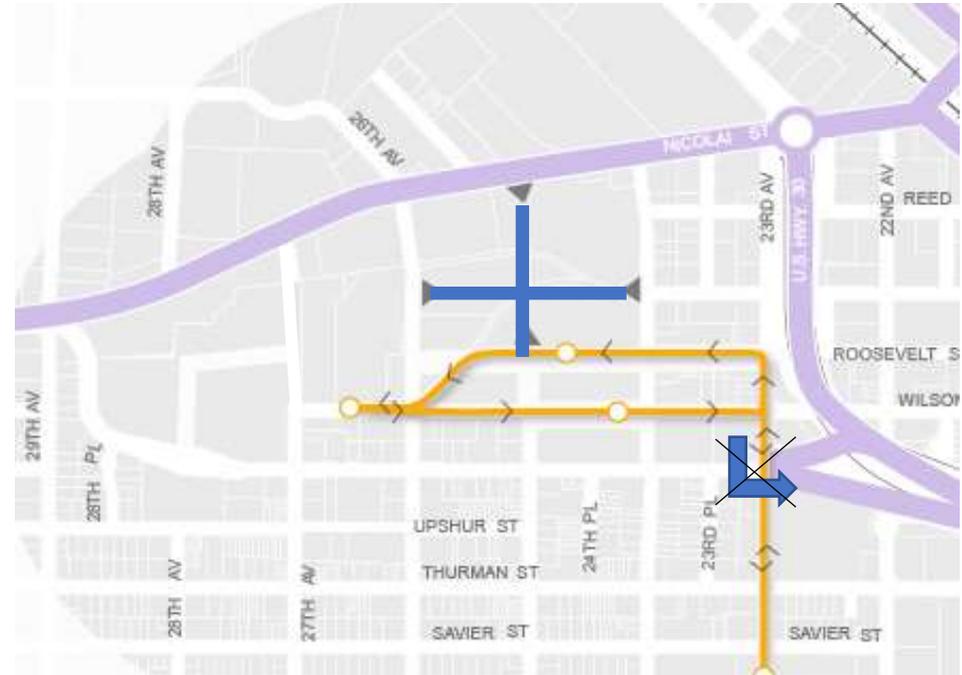
Mobility Hub Ideas



Traffic Analysis

Assumptions

- 2040 comparison between No Build and Discussion Draft
- New streets to meet street connectivity standards
- New Roosevelt/Wilson couplet
- No left turn onto Highway 30 from north of Vaughn
- Trip adjustment to account for mixed use district with multimodal connections



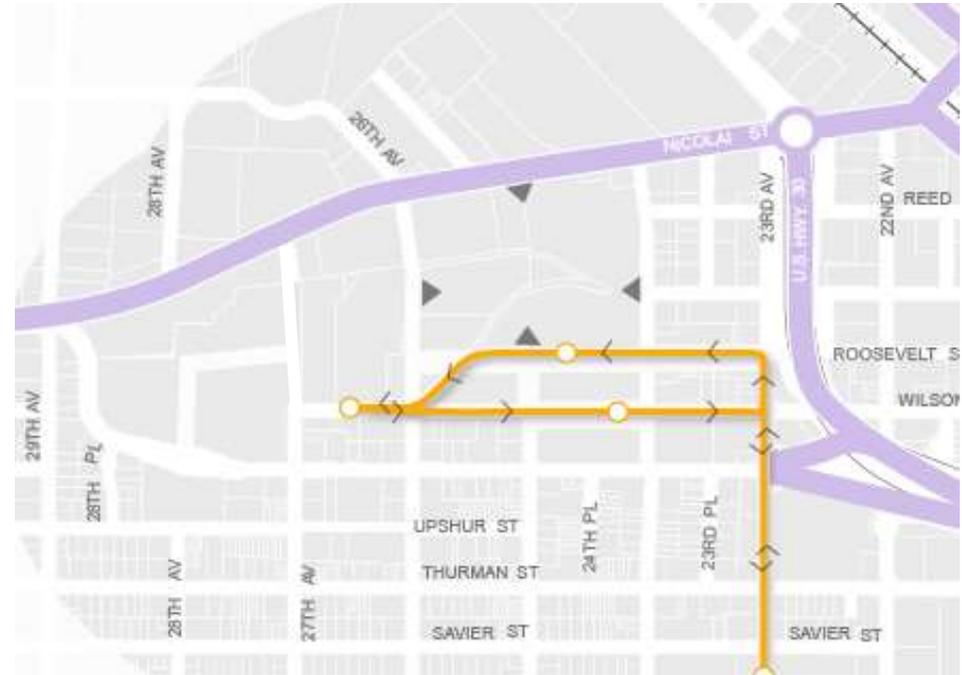
Traffic Analysis

Overall

- 27% more auto trips from study area, more traffic overall
- Circulation changes push more traffic onto Highway 30

West of Highway 30

- Internal study area local street network supports growth
- More traffic onto Nicolai between 23rd and 24th
- A bit more traffic on Highway 30 southbound north of Nicolai (Volume to capacity ratio or V/C increases from 0.96 to 0.98)



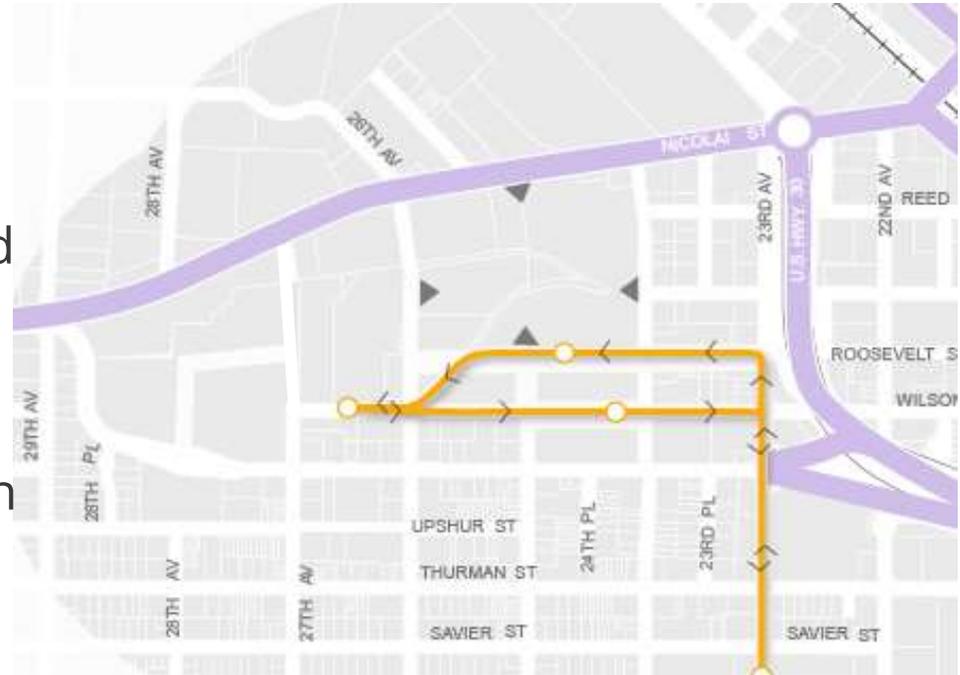
Traffic Analysis

East of Highway 30

- Increase in trips east of Highway 30 but should not affect industrial operations

Vaughn/23rd/Highway 30

- Decrease on southbound NW 23rd north of Vaughn
- Increase at eastbound Vaughn between 24th and 23rd
- Fewer trips using NW 23rd/Vaughn interchange, and less congestion onto freeway (V/C decreases from 0.95 in No Build to 0.90)
- South of Vaughn: for N/S streets trips increase except on southbound 24th



TAG Feedback

Submit Comments to MP2H Staff by March 15, 2022



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Scenario Analysis

	Baseline	Scenario 1: Enhanced Industrial	Scenario 2: Employment	Scenario 3: Mixed Use (with 10% affordable housing)	Scenario 4: Hybrid: Industrial and Mixed Use (with 10% affordable housing)
Residual Land Value	\$607M	\$629M	\$667M	\$757M	\$710M
Industrial Jobs	370	1,300	1,300	630	930
Office Jobs	550	1,940	1,940	1,040	1,510
Retail/Restaurant Jobs	400	410	450	730	660
Market Rate Housing Units	10,810	10,990	11,630	13,920	12,840
Affordable Housing Units	940	960	990	1,250	1,130

Affordability - Bonus System

Summary of Bonus FAR and Height				
		Subdistrict A	Subdistricts B & D	Subdistrict C
Base FAR/Height		3 to 1 / 65 – I & E 1 to 1 / 65 – other	3 to 1 / 65 – I & E 1 to 1 / 65 – other	3 to 1 / 65
Overall Maximums				
Maximum FAR with bonus		3 to 1	6 to 1	6 to 1
Maximum height w/ bonus		65 ft.	75 ft. 130 ft. [PD]	75 ft. 130 ft. [PD]
Increment of Additional FAR and Height Per Bonus				
Inclusionary Housing	FAR Height	NA NA	0.5 to 1 [2] none	2 to 1 none
Affordable Housing Benefit	FAR Height	2 to 1 [non I/E] none	3.5 to 1 [non I/E] 10 ft.	none 10 ft. [3]
Planned Development	FAR Height	NA NA	5 to 1 [non I/E] up to 65 ft.	3 to 1 [non I/E] up to 65 ft.