

Montgomery Park to Hollywood Transit and Land Use Development Study



Technical Advisory Group Mtg. 7/14/20



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Montgomery Park to Hollywood Transit and Land Use Development Study


MP2H will assess opportunities, costs, feasibility, and interest in high-quality transit investments and transit-supportive land use changes in NW and inner NE Portland.

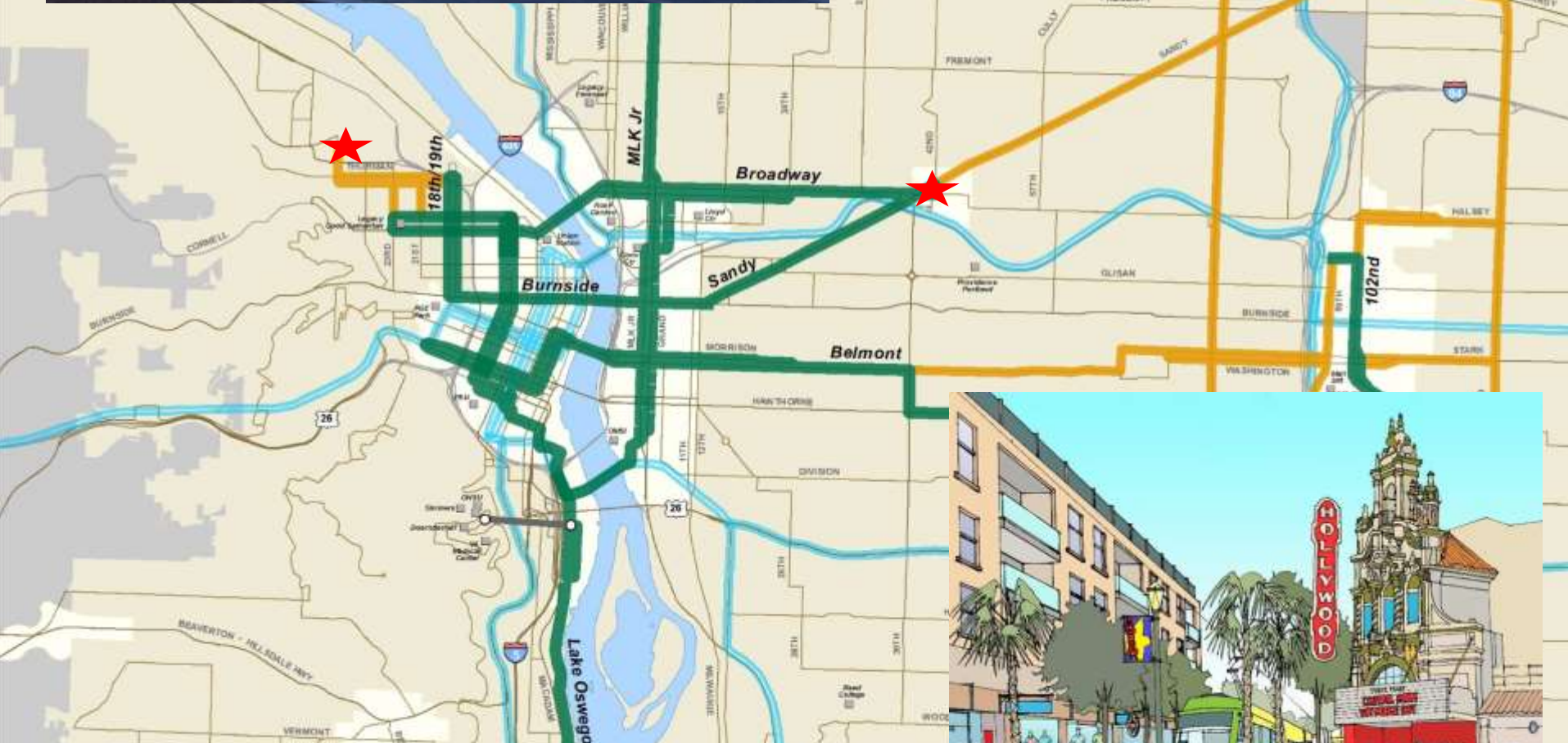


How did we get here?

- **Streetcar System Plan (2009)** identified several potential corridors.
- **2035 Comprehensive Plan and TSP** identified several streetcar lines, for further study and development, including:
 - **Extension to Montgomery Park** – development potential; property owner support, but poses land use and transportation policy questions.
 - **Extension to Hollywood** – several potential alignments identified; little analysis done on feasibility.
- **Phase 1** - (2018-19) studied land use scenarios for NW.
- **Phase 2** - FTA grant to further evaluate opportunities along potential alignments; consider equity issues.

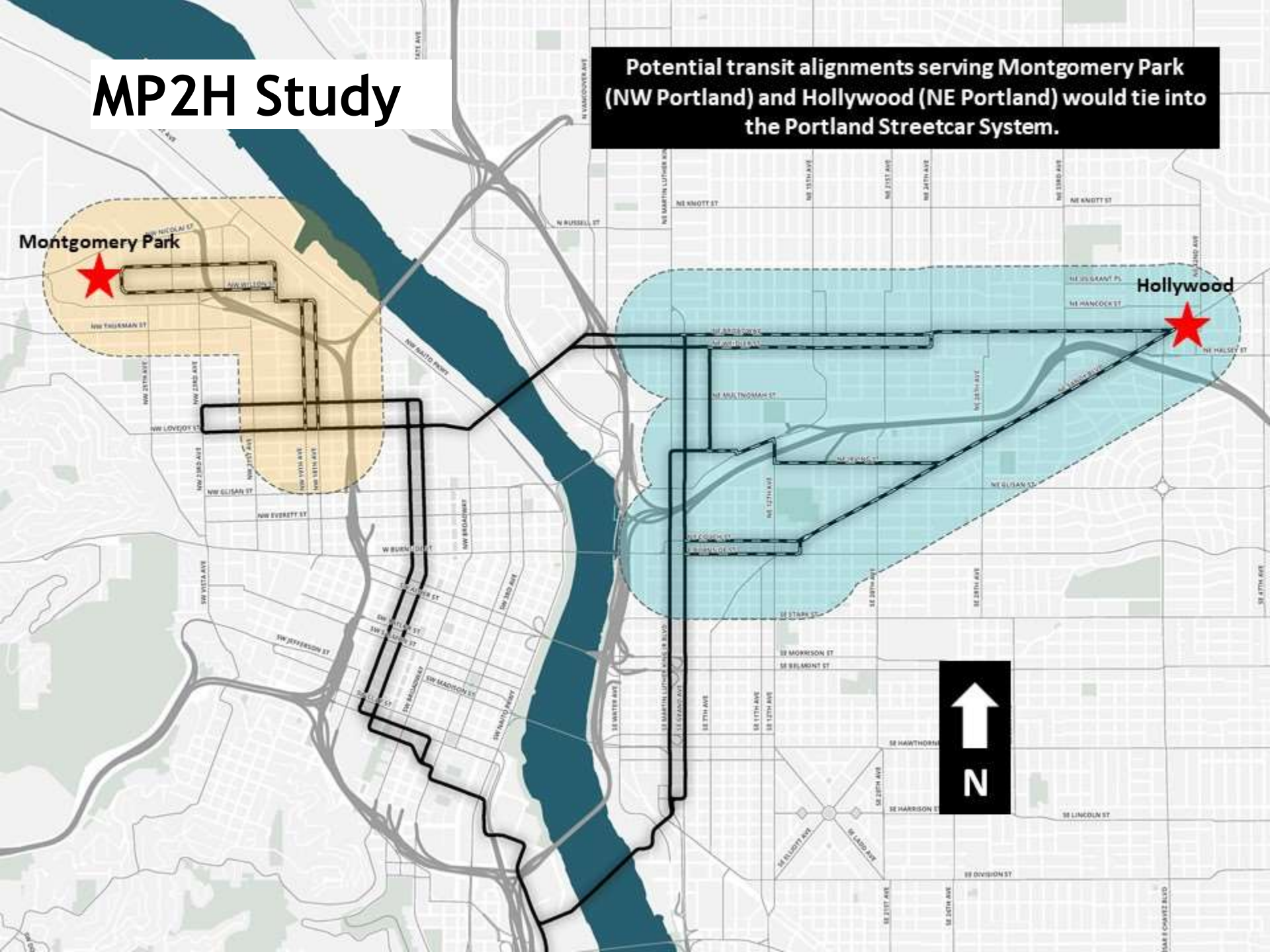
PORTLAND STREETCAR SYSTEM CONCEPT PLAN

- Concept Streetcar Corridors with Existing and Planned Alignments
- Comprehensive Plan Streetcar Corridors
- MAX Light Rail: Existing and Planned
-  Portland Aerial Tram
- TriMet Bus (April 2009)



MP2H Study

Potential transit alignments serving Montgomery Park (NW Portland) and Hollywood (NE Portland) would tie into the Portland Streetcar System.



MP2H Study Elements

- Community Outreach and Engagement Plan
 - ✓ info sharing with organization + web
 - ✓ community meetings at key milestones
 - ✓ targeted outreach to underserved groups (CBO Grants)
 - ✓ NW Project Working Group
 - ✓ legislative process (PSC and CC public hearings)
- Existing Conditions: Land Use & Transportation
- Urban Design Analysis and Concepts ← **We are here**
- Equitable Needs and Opportunities
- Land Use Analysis and Recommendations
- Transportation Analysis/Recommendations

Expected MP2H Project Outcomes

Westside:

- Evaluate urban design and key development opportunities
- **Consider Comprehensive Plan and Zoning changes**
- **Transportation analysis and plan updates**
- Equitable development strategy (informed by CBO work)
- Other implementation measures

Eastside:

- Evaluate urban design and key development opportunities
- Identify land use and transportation needs for alternatives
- **Identify top alignment(s) for further study**
- Equitable development strategy (informed by CBO work)

What issues are we considering in NW Portland?



- The Streetcar System Plan (2009) identified Montgomery Park as future streetcar destination.
- The area is part of the Guilds Lake Industrial area and has historically hosted industrial uses/jobs.
- Large sections of the district have undergone changes in recent years (new land use designations, shifting ownership, shuttering of ESCO) that will bring housing and a more diverse set of jobs to the area.
- How should we serve the transportation needs for development that is coming?
- What is the most appropriate future direction for the study area?



Development Scenarios for NW Portland



1

Scenario 1: Enhanced Industrial

- Maintain focus on industrial uses and emphasis on industrial jobs such as manufacturing. Augment with creative offices.



2

Scenario 2: Employment

- Allow broader array of “office” uses, such as legal, finance, and real estate, as well as institutional uses like schools and medical centers.



3

Scenario 3: Mixed-Use

- Allow housing, offices and commercial/retail/service uses; add significant housing and diversify the jobs in the area.

What issues are we considering in NE Portland?



- The Streetcar System Plan (2009) identified Hollywood Town Center as future streetcar destination.
- Routes to Hollywood included NE Broadway and NE Sandy. Both streets are planned to become “mixed-use” corridors with housing and commercial retail and services. Other routes are also possible.
- Which route can best serve existing neighborhoods and development that is happening now, as well as catalyze new investment?
- How can we address rising prices and possible displacement?
- How would new service integrate with existing transit and other modes of transportation?



Alternative Alignments in NE Portland



A

Alignment A: Sandy Boulevard

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



B

Alignment B: Irving Street/Sandy Boulevard

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



C

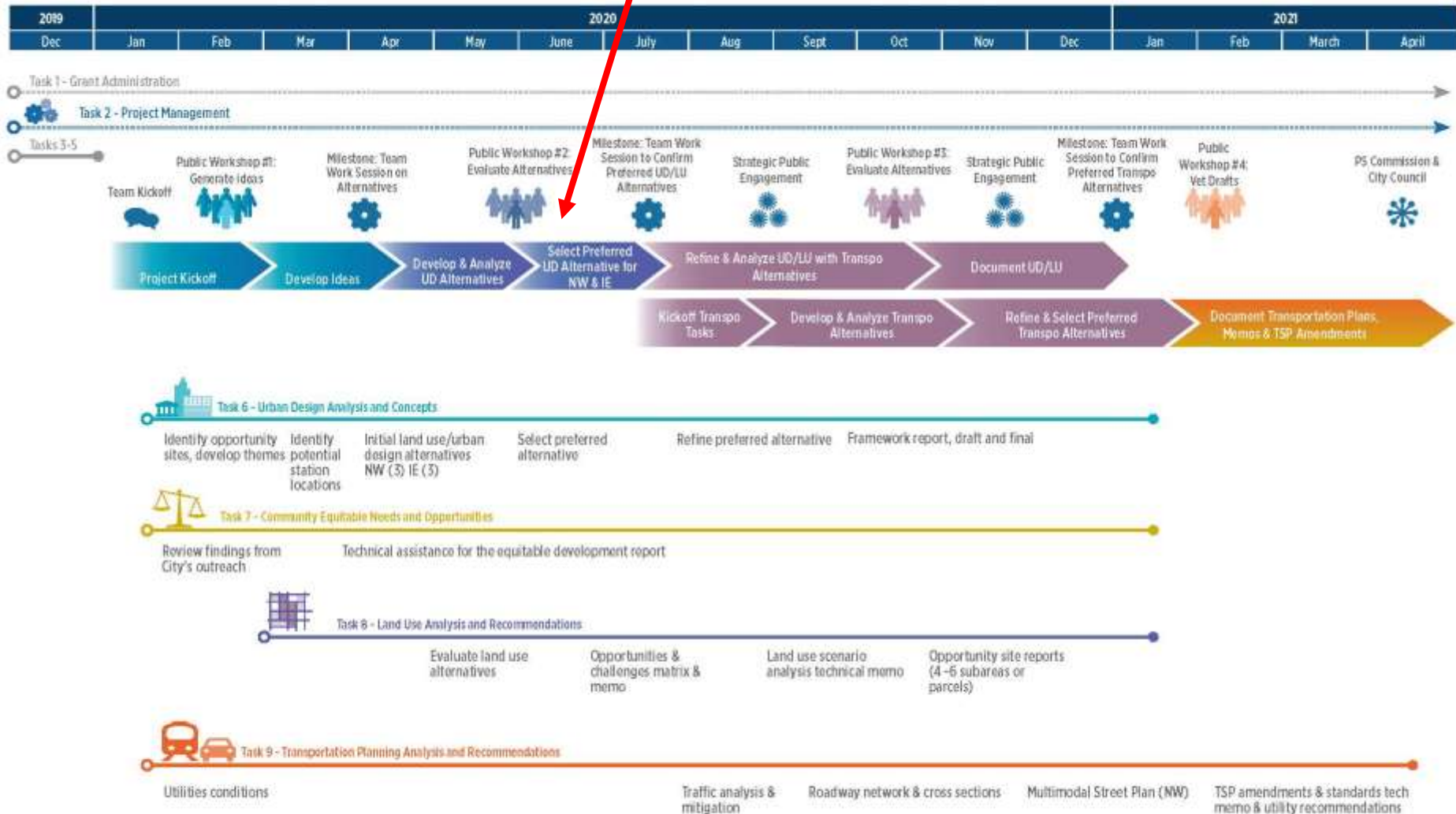
Alignment C: Broadway/Weidler

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

MP2H Schedule

We are here

Montgomery Park to Hollywood Transit & Land Use Development Strategy | Draft Schedule



Tentative TAG Schedule

Meeting	Topics
1 July	<ul style="list-style-type: none">• TAG introductions• Project overview• Draft urban design concepts
2 Aug-Sept	<ul style="list-style-type: none">• Preferred urban design concept• Land use implementation approaches• Preliminary transportation planning tasks
3 Nov-Dec	<ul style="list-style-type: none">• Refined urban design framework• Opportunity site analyses• Equitable development strategies• Roadway network/circulation plans
4 Feb-March	<ul style="list-style-type: none">• Final refinements to Proposed Draft NW zoning implementation and equitable development strategies and NE preferred alignment

Thank You

What are our goals?

- Support Portland's 2035 Comprehensive Plan and Climate Action goals
- Focus growth (housing, jobs, services) in centers and corridors
- Increase opportunities for employment and housing
- Improve access to affordable housing, middle-wage jobs, nature & recreation through transit service or multi-modal options
- Advance equitable, sustainable outcomes by developing community benefits strategies
- Ensure that under-served and under-represented communities have an opportunity to meaningfully participate in the planning process, and benefit from project outcomes

