

# Kyle Kemenyes

**#335187 | October 14, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

This comment is in reference to the cross section of NW 23rd (pg.74 & 75) of the MPAP. The recommended design will provide little to no improvement in timeliness of the Streetcar system. NW23rd hosts a large amount of auto traffic during peak hours and a shared street between automobiles and the streetcar will result in delays across the streetcar network. I would propose we remove the parking on NW23rd to ensure the streetcar remains unburdened. If it is not possible to remove parking to ensure the streetcar and automobiles remain segregated, at least ensure traffic signals will provide priority for the streetcar.

Testimony is presented without formatting.

# Kyle Kemenyes

**#335188 | October 14, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

This comment is in regard to IC.1. Within the considerations, there is a comment about the bikelane remain at street level due to underground utilities. This does not seem like a strong reason for not following world class design principles of grade separation.

Testimony is presented without formatting.

# Elliott Gansner

**#335189 | October 15, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Council members, I am a member of the NWDA Planning Committee, former NWDA board member, property developer and business owner in the NW District. I have been observing the development of the MPAP and participating in discussions with city staff for the last 7 years. In all that time, the primary wish that was expressed by the NWDA is for a PUBLIC CITY PARK and COMMUNITY CENTER to be the cornerstone of any development in the MPAP area. The city staff we have spoken with have, apparently, ignored our repeated requests. I am a real estate developer. It astounds me that the city is prepared to give away development rights of great value to the developers who now own this land without requiring compensatory public value. More usable park land and a community center with meeting space, swimming pool, gymnasium, etc are sorely needed in this part of the city. Though the NW may be better off than some other areas of the city, it lacks basic neighborhood amenities that families need. How can you even consider adding thousands of dwelling units without adding amenities to make this area livable? And no, Forest Park is not the equivalent of a park with soccer fields, tennis courts, baseball diamonds, and playgrounds where children and families can recreate. I strongly urge you to vote against this plan until it includes a sizeable public park and area dedicated for the development of a community center with a public swimming pool.

Testimony is presented without formatting.

# Matthew Meskill

**#335190 | October 22, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Please support this plan.

Testimony is presented without formatting.

Christe C. White  
[cwhite@radlerwhite.com](mailto:cwhite@radlerwhite.com)  
971-634-0204

October 23, 2024

Submitted to Map App

Mayor Wheeler and City Council Members  
City of Portland  
420 SW Main Street  
Portland, Oregon 97204

Re: Friendly Amendments to the MPAP on Behalf of 1535 LLC (owner of the former ESCO site)

Dear Mayor Wheeler and Council Members,

This office represents 1535 LLC, owners of the former ESCO site, which is within the area that will be regulated by the recommended MPAP. We have been working with the City of Portland planning staff for multiple years on this important planning project and largely support the recommended draft that will be presented to the City Council on November 13, 2024. We have consulted with the planning staff, and based on those meetings, we offer these friendly amendments.

1. **Cross References to the Public Benefits Agreement (“PBA”).** This is a clarifying and technical amendment to ensure that the zoning code regulations are tethered, where relevant, to specific provisions of the PBA. Wherever there is a reference to the PBA as an exception to a code requirement, there should be specific language as to which provisions of the PBA are applicable. For example, under PCC 33.590.260.B.1.b.1, the recommended code is clear that the specific reference to the PBA is to those PBA provisions related to the park facility. Conversely, PCC 33.590.135.C.2.b only refers to “applicable provisions” of the PBA and should instead refer to the options for meeting the non-residential use requirement in specific sections of the PBA related to that subject matter. In all cases, the applicable PBA provision should be specifically cited to avoid any confusion in the future as to which provision of the PBA applies to that exception.
2. **Nonresidential floor area.** The recommended code allows this non-residential floor area to be transferred within a single subdistrict and/or consolidated on a site. To help us meet the middle wage job target, we need the flexibility to transfer this nonresidential floor area between subdistricts within the former ESCO site so we can best respond to employer requirements and locational preferences within the district. Thus, we request that PCC 33.590.135.C.2. and 3 be amended to permit transfer from Subdistrict F (south of Wilson) to Subdistrict D (north of Wilson). If the former ESCO site is able to secure a large employer for Subdistrict D, the code should incentivize that positive result by allowing the non-residential floor area from Subdistrict F to be transferred to Subdistrict D. We are not aware of any policy objective in the MPAP that is inconsistent with this amendment. In fact, this amendment will provide more certain pathways to jobs and housing production by allowing the uses to be transferred in adjacent subdistricts.

Mayor Wheeler and City Council Members

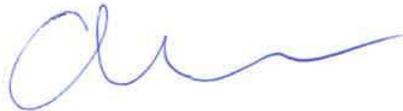
October 23, 2024

Page 2

3. **Transfer of Floor Area.** With the exception of the floor area from the park, transfers of floor area are only permitted into Subdistrict B. Consistent with the non-residential floor area amendment above, we will need the ability to transfer floor area from Subdistrict F to Subdistrict D. This transfer simply provides more flexibility to respond to housing and employer program needs and requirements.
4. **Height.** Under the recommended draft, within 20 feet of Vaughn, height is limited to 45 feet. In the current EG1 zone along Vaughn, the height allowance is 65 feet. The CM2 zone across Vaughn has a base height of 55 feet. Thus, we are requesting a friendly amendment to permit the same 55-foot base height limit on the north side of Vaughn within the 20-foot setback to match the base height on the other side of Vaughn. Th recommended base height outside of the 20-foot setback will remain the same as proposed.
5. **Character Statement.** The Urban Design Concept and Character Statement contains symbols on the map that identify an element without corresponding text on whether there are any requirements or expectations relative to those symbols. Examples include “Big Tree” and “Viewpoints.” For purposes of clarity, we request that the findings or code commentary explain that these existing conditions are not design parameters or guidelines relevant to future development.
6. **Nonconforming.** We request an amendment to the application of nonconforming regulations to the non-residential use requirement; that is, if you are expanding an existing non-residential use, you should only be required to come closer to conformance with the standard, instead of fully comply with the standard. This amendment will encourage the growth of existing non-residential uses without imposing too high a bar that would otherwise discourage the expansion.

Thank you for the opportunity to offer these friendly amendments for your consideration.

Best regards,



Christe C White

# Christe White

**#335191 | October 23, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

See attached letter.

Testimony is presented without formatting.

# Edward Fox

**#335198 | October 30, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

I support the Montgomery Park area plan. I think developer should pledge not to utilize any price fixing software for any apartments developed.

Testimony is presented without formatting.



Congress of the United States  
House of Representatives  
Washington, DC 20515

November 7, 2024

To Members of the Portland City Council,

During my time as Commissioner of Public Works, I oversaw the development of Portland's first modern streetcar line. At the time, it was a profound opportunity, not just for public transit but for building and connecting thriving, livable neighborhoods. Today, you have a chance to build on this legacy with a relatively modest zoning change that will have a positive impact on Northwest Portland. I encourage you to take this important step.

Portland's streetcar is a prime example of the city's commitment to smart growth, multi-modal transportation, and innovative public-private partnerships. Its ability to produce benefits far greater than its costs makes the streetcar a powerful tool for economic development. This "back-to-the-future" technology can reinvigorate entire corridors, attracting housing investments and increasing transit ridership.

Portland's success building the nation's first modern streetcar system inspired an American streetcar renaissance. Since our community took the leap, more than two dozen cities across the country have followed in our footsteps, determined to unlock the development-oriented transit that Portland showed was possible. The Montgomery Park Area Plan is a crucial part of Portland's comeback story and will bring us closer to meeting our climate, housing, economic development, and transportation goals.

The plan under consideration will position an underutilized parcel of land for development into a vibrant, mix-used neighborhood and employment hub. The mostly vacant ESCO site represents 22 acres of opportunity. Adopting the proposed land use changes will help address Portland's affordable housing crisis by catalyzing the construction of more than 2,000 new units. Moreover, the project will reconnect the street grid and create safer places for people to walk and cycle, helping the city meet its climate goals through transit-oriented development.

The streetcar has proven its return on investment is worth every penny. But if we don't act now, we could miss the window for federal funding, inflate project costs, and potentially jeopardize the project's local match. There has been plenty of time for deliberation. The rezoning process

began more than two decades ago and the Bureau of Planning and Sustainability has already approved this Plan. There is no reason to throw obstacles in the way now.

With today's vote, the City Council has the opportunity to resurrect a key parcel of land and unlock its potential with a streetcar extension. I urge the Council to approve the Montgomery Park Area Plan and begin writing the next great chapter in our City's future.

Sincerely,

A handwritten signature in blue ink that reads "Earl Blumenauer". The signature is fluid and cursive, with the first name "Earl" being particularly prominent.

Earl Blumenauer  
Member of Congress

# Earl Blumenauer

**#335201 | November 8, 2024**

## Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

To Members of the Portland City Council, During my time as Commissioner of Public Works, I oversaw the development of Portland's first modern streetcar line. At the time, it was a profound opportunity, not just for public transit but for building and connecting thriving, livable neighborhoods. Today, you have a chance to build on this legacy with a relatively modest zoning change that will have a positive impact on Northwest Portland. I encourage you to take this important step. Portland's streetcar is a prime example of the city's commitment to smart growth, multi-modal transportation, and innovative public-private partnerships. Its ability to produce benefits far greater than its costs makes the streetcar a powerful tool for economic development. This "backto- the-future" technology can reinvigorate entire corridors, attracting housing investments and increasing transit ridership. Portland's success building the nation's first modern streetcar system inspired an American streetcar renaissance. Since our community took the leap, more than two dozen cities across the country have followed in our footsteps, determined to unlock the development-oriented transit that Portland showed was possible. The Montgomery Park Area Plan is a crucial part of Portland's comeback story and will bring us closer to meeting our climate, housing, economic development, and transportation goals. The plan under consideration will position an underutilized parcel of land for development into a vibrant, mix-used neighborhood and employment hub. The mostly vacant ESCO site represents 22 acres of opportunity. Adopting the proposed land use changes will help address Portland's affordable housing crisis by catalyzing the construction of more than 2,000 new units. Moreover, the project will reconnect the street grid and create safer places for people to walk and cycle, helping the city meet its climate goals through transit-oriented development. The streetcar has proven its return on investment is worth every penny. But if we don't act now, we could miss the window for federal funding, inflate project costs, and potentially jeopardize the project's local match. There has been plenty of time for deliberation. The rezoning process began more than two decades ago and the Bureau of Planning and Sustainability has already approved this Plan. There is no reason to throw obstacles in the way now. With today's vote, the City Council has the opportunity to resurrect a key parcel of land and unlock its potential with a streetcar extension. I urge the Council to approve the Montgomery Park Area Plan and begin writing the next great chapter in our City's future.

Testimony is presented without formatting.



# Active Streets

for everyone

November 10, 2024

Honorable Mayor Ted Wheeler and the Portland City Council  
c/o Council Clerk  
Montgomery Park Area Plan (MPAP)  
1221 SW Fourth Avenue, Room 130  
Portland, OR 97204

Subject: Montgomery Park Area Plan

Dear Mayor Wheeler and City Council Members:

Northwest Active Streets is dedicated to improving the street environment for everyone getting around in Northwest Portland. Safe and convenient pedestrian facilities are a critical element of our mission. Three members of our organization served on the MP2H Project Working Group. Northwest Active Streets has tracked the evolution of the Montgomery Park Northwest Area Plan and have met with the Planning Bureau and Transportation Bureau staff to receive plan updates, most recently on November 6th.

With a focus on the transportation elements of the plan, we applaud the combined bureau response to expressed needs and concerns over these past several years. We appreciate the plan's emphasis on both affordable housing and family wage employment. We also support incentives for the inclusion of active green space.

It is important that we reinvest in the heart of our region with livable, affordable, and accessible town centers. The Montgomery Park Northwest Area Plan advances the region's climate action goals, puts jobs where people want to live, and minimizes the need to get around by automobile. It makes the best use of existing infrastructure and optimizes public and private investment in a way that enhances our collective quality of life.

Neighborhood streets are about much more than a place to park your car. The reconstruction of the north end of NW 23rd and the multi-modal treatment of NW Wilson and NW Roosevelt with inclusion of a streetcar extension would create a pleasant environment for pedestrians, cyclists, transit riders and, perhaps most of all, for engaging with neighbors and friends. Parking needs to be managed and relocated off-street and in shared use lots associated with redevelopment. Business access with a less-than-20-foot walk from one's car is not essential. The NW 23<sup>rd</sup> Avenue streetscape would be seamlessly extended to Montgomery Park as laid out in the draft plan.

We have supported the Northwest in Motion Plan and view the draft Montgomery Park Area Plan as a logical and seamless extension of measures being implemented with Northwest in Motion. We need the streetcar extension to knit the plan area with the existing fabric of the Northwest neighborhood. Merging projects would reduce construction costs and help leverage

Federal funds for a streetcar extension. An extended streetcar line would continue to provide a visible, convenient, and direct means of getting around in our community.

An outstanding concern of our organization is the impact of regional traffic drawn to the planned redevelopment on the performance of the NW 23<sup>rd</sup> & Vaughn intersection with I-405. Changes made as part of the Slabtown Master Plan improved operations, but it remains a fragile intersection, particularly with additional redevelopment surrounding the MPAP boundaries. That intersection needs to be a safe place for pedestrians, especially given desirable access to TriMet's Line 24 that provides convenient regional connections across the Fremont Bridge.

We agree that Public-Private Benefits agreements tailored to each development are essential to fully realize the vision for this community. These must include the provision of active green spaces, streetscape features and managed parking.

We support the most recent plan amendments, particularly with respect to pedestrian oriented treatment of NW Vaughn Street, building on measures already identified in the Northwest in Motion Plan. This will help to integrate the community across NW Vaughn Street.

We encourage your full support for the Montgomery Park Northwest Area Plan and its Character Statement. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip R. Selinger". The signature is fluid and cursive, with the first name "Philip" being the most prominent.

Philip R. Selinger for  
Northwest Active Streets  
2466 NW Thurman Street  
Portland, Oregon 97210

Sarah Bennett  
Damien Erlund  
Jared Fitzpatrick  
Jeanne Harrison  
Brett Hoorneart  
Sharon Kelly  
Paige Miller  
Luke Norman  
Danelle Peterson  
Jeremiah Via  
Victoria Via  
Alexandra Zimmermann

We are a small group dedicated to the promotion of active transportation policies, plans, and projects for the Northwest quadrant of the City of Portland.

[www.nwactivestreeets.org](http://www.nwactivestreeets.org)

# Philip Selinger

**#335202 | November 10, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Please accept the attached written testimony from Northwest Active Streets regarding the Montgomery Park Area Plan. We also expect to attend with oral testimony. Thank you.

Testimony is presented without formatting.

# Christy Willhite

**#335203 | November 11, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

In support of the MPAP and Streetcar Locally Preferred Alternative The Community Streetcar Coalition is dedicated to promoting streetcars as a vital part of expanding mobility, fostering livable communities, and empowering its members. The Coalition achieves these goals through active local and federal advocacy, sharing valuable insights, providing technical support via peer exchanges across the U.S. and Canada, and raising awareness of the benefits streetcars bring. Since the pandemic, transit ridership patterns have shifted significantly—commuter trips have declined, while recreational and event-related trips are on the rise. Now more than ever, people are turning to transit options to support their lives outside of work. People seek easy access to vibrant destinations without the hassle of driving and parking, while students desire affordable, car-free lifestyles in lively urban areas. Portland exemplifies the impact of streetcars by seamlessly connecting people to key locations rather than bypassing them—a visionary approach now inspiring cities nationwide. Kansas City, Tempe, Tucson, Omaha, Atlanta, Cincinnati, Detroit, Seattle, Tampa, and Dallas are also investing in streetcar systems to strengthen community bonds, enrich local life, and revitalize urban centers. These cities recognize that connecting people through streetcars doesn't just support transportation—it reinvigorates the sense of community. The Montgomery Park extension project is yet another moment in which Portland can be a national leader in community building and innovative urban planning. This project has the potential to replicate the success of past Portland Streetcar investments that have been studied around the country to create prosperous, equitable neighborhoods.

Testimony is presented without formatting.

# K T Metzger

**#335204 | November 11, 2024**

## Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Even for a soon-to-be-impacted resident of the area, it is very difficult for anyone but experienced developers and/or life-long civic administrators to understand the comprehensive plans, proposed plans, the recommended plans, and any/all of those to be considered by the city council. So, please let's all take a good long time to listen to what people who live here need and want, and to try to act in their best interests. We all really need and want city planners to do a better job of protecting the streets to the South of NW Vaughn -- Please please please keep the project limited to the area North of NW Vaughn and Wardway Ave. To the South, NW Upshur and NW Thurman are beautiful, tree-lined, pedestrian-friendly gateways to Forest Park with low-cost apartments and multi-family housing that form an ideal, friendly neighborhood within the Northwest district despite some very busy streets. However this great place to live and work is increasingly threatened by the relentless land use and zoning changes (incl. BHD and DOZA) that put it at significant risk and provide powerful incentives for the development of much more expensive housing with much lower quality of life. Why do city planners target the lower-income residents of the 2600 and 2700 block of NW Upshur? What do any of us gain by putting our neighbors out onto the street to try to find similarly affordable housing? Why won't all of the development in Slabtown and the Montgomery/York area be better places to make sure we have all the glass and metal monuments on treeless streets that the city of Portland is begging developers with insatiable appetites to deliver? The 2600 and 2700 blocks of NW Upshur and Thurman are not only home to all types of Portland residents, they are also much loved by the rest of Portland and those who visit Portland. This is where everyone walks or bikes in the shade on hot days, and enjoys brilliant fall colors, peaceful snow, and spring blooms. Saving these blocks from degradation will not only perpetuate what is good about Portland, but also increase the value of the Montgomery/York area if it is there for new residents and workers can enjoy it. Please read and heed that most everyone prefers the current bus service, safety, and reliability that has been in place over any "improvements." There is no chance that any streetcar plan can ever hope to be half as good as what PBOT already provides. The 15 bus is the best transportation option for our area and NW 23rd in particular. Drivers have good visibility of the many pedestrians on NW 23rd, who have no issues crossing the road. A streetcar will be much more dangerous on that street and will definitely be bad for businesses on NW 23rd that we support and need. If the streetcar must go in, why not run it on the less-walked NW 21st instead? Link it to the Providence Park Max station, closing the transit gap on NW 21st between NW Glisan and NW Burnside and likely providing real economic benefit to that area. Thank you and please please make

sure that city council votes aren't made just to get the voting over with, but for the benefit of the people of Portland. We can and should take care of one another -- not just commercial interests. K T Metzger, NW Upshur St. near intersection with NW 27th ps. thanks for putting a very small park in the plan and any/all parking that can be included -- it will help the new residents and businesses quite a bit.

Testimony is presented without formatting.

# Aaron Douglas

**#335205 | November 11, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

I use Trimet almost daily as I got rid of my car after repeated vandalism in close-in SE Portland near SE 23rd and Powell. I have an honored citizen's pass because my work is in a designated parking district, and I have a disability. I enjoy riding TriMet and \*mostly\* feel safe, although sometimes it is sketchy, and even as a bodybuilder, I can sometimes worry about my safety on public transit. I appreciate the efforts the city is putting into making all areas of the city more accessible and wish that the streetcar ran more frequently. It is pretty slow, so more frequent service would be helpful for those who depend on it.

Testimony is presented without formatting.



President  
Sarah Zahn  
*Urban Development Partners*

Vice President  
Cassidy Bolger  
*Killian Pacific*

Secretary/Treasurer  
Doug Burges  
*Greystar*

Board Members

Brian Fleener  
*OTAK*

Christe White  
*Radler White Parks &  
Alexander LLP*

Bryce Payne  
*Banner Bank*

Allison Reynolds  
*Stoel Rives*

Sam Rodriguez  
*Mill Creek Development*

Jordan Lamson  
*Oregon Law Group*

Stephen Goodman  
*Downtown Development Group*

Ben Bortolazzo  
*Guardian*

Anselm Fusco  
*Holland Partner Group*

Jake Sly  
*R & H Constructions*

Will Short  
*ScanlanKemperBard*

Executive Director  
Tom Rhinehart  
[tom@oregonsmartgrowth.org](mailto:tom@oregonsmartgrowth.org)

November 7, 2024

To: Portland City Council  
1900 SW Fourth Avenue, Room 2500  
Portland, OR 97201

Re: Montgomery Park Area Plan

Dear Portland City Council,

Oregon Smart Growth (OSG) is a coalition of developers, investors and allied professionals committed to the feasible development of walkable, livable communities that are environmentally, socially, and economically sustainable.

**We strongly encourage the City Council to adopt the Planning Commission's recommended Montgomery Park Area Plan (MPAP).** This plan would establish a new transit-oriented, mixed-use district in Northwest Portland, create crucial middle wage jobs, build affordable housing, extend the streetcar, rebuild NW 23rd, upgrade aging streetcars, create a park, and commemorate York. Doing so will also be the final step in the process to align the zoning of this area with previous long-range planning decisions.

MPAP zoning allows for a mix of housing and employment uses and continues to allow light industrial uses. Based on the city's industrial job density data, the MPAP requires more than three times the minimum job density for a total of 800 new middle wage jobs that will help us keep pace with the State of Oregon, Clackamas, and Washington counties.

These new middle wage jobs will be supported by affordable housing and streetcar access to the rest of the city, merging convenience with function to facilitate economic mobility and reduce expenses which creates a stable foundation for residents to build generational wealth within our community.

If we are successful now with MPAP, the federal government may deliver an estimated \$90 million in funds to extend the Portland Streetcar from Slabtown to Montgomery Park, allowing the city to build the public street network along the new rail line, upgrade aging streetcars and finally reconstruct NW 23rd in order to better serve the NW residential and commercial community. A delay in adopting the MPAP threatens the availability of these funds. **We can't afford to miss the opportunity to seize and make use of these dollars to support Portland's growth.**

**We must work with increased urgency to address our city's housing needs, create middle wage job opportunities, expand affordable transit, and promote green infrastructure.** The MPAP will deliver on these critical objectives without discernibly affecting the industrial land supply, and the plan offers substantial public benefits without any additional city subsidies.

The MPAP follows through with the city's prior planning direction. Approving this plan now ensures Portland can continue to grow and thrive. The City has

worked diligently to carefully craft this important plan over many years and it is now ready for adoption.

For this reason, we strongly encourage you to accept the Planning Commission's recommended Montgomery Park Area Plan.

Sincerely,

Amy Ruiz

A handwritten signature in black ink that reads "Amy Ruiz". The signature is written in a cursive, flowing style.

Oregon Smart Growth  
Advocacy Director

# Amy Ruiz

**#335206 | November 11, 2024**

**Testimony to Portland City Council on the Montgomery Park Area Plan,  
Recommended Draft**

November 7, 2024 To: Portland City Council 1900 SW Fourth Avenue, Room 2500 Portland, OR 97201 Re: Montgomery Park Area Plan Dear Portland City Council, Oregon Smart Growth (OSG) is a coalition of developers, investors and allied professionals committed to the feasible development of walkable, livable communities that are environmentally, socially, and economically sustainable. We strongly encourage the City Council to adopt the Planning Commission's recommended Montgomery Park Area Plan (MPAP). This plan would establish a new transit-oriented, mixed-use district in Northwest Portland, create crucial middle wage jobs, build affordable housing, extend the streetcar, rebuild NW 23rd, upgrade aging streetcars, create a park, and commemorate York. Doing so will also be the final step in the process to align the zoning of this area with previous long-range planning decisions. MPAP zoning allows for a mix of housing and employment uses and continues to allow light industrial uses. Based on the city's industrial job density data, the MPAP requires more than three times the minimum job density for a total of 800 new middle wage jobs that will help us keep pace with the State of Oregon, Clackamas, and Washington counties. These new middle wage jobs will be supported by affordable housing and streetcar access to the rest of the city, merging convenience with function to facilitate economic mobility and reduce expenses which creates a stable foundation for residents to build generational wealth within our community. If we are successful now with MPAP, the federal government may deliver an estimated \$90 million in funds to extend the Portland Streetcar from Slabtown to Montgomery Park, allowing the city to build the public street network along the new rail line, upgrade aging streetcars and finally reconstruct NW 23rd in order to better serve the NW residential and commercial community. A delay in adopting the MPAP threatens the availability of these funds. We can't afford to miss the opportunity to seize and make use of these dollars to support Portland's growth. We must work with increased urgency to address our city's housing needs, create middle wage job opportunities, expand affordable transit, and promote green infrastructure. The MPAP will deliver on these critical objectives without discernibly affecting the industrial land supply, and the plan offers substantial public benefits without any additional city subsidies. The MPAP follows through with the city's prior planning direction. Approving this plan now ensures Portland can continue to grow and thrive. The City has worked diligently to carefully craft this important plan over many years and it is now ready for adoption. For this reason, we strongly encourage you to accept the Planning Commission's recommended Montgomery Park Area Plan. Sincerely, Amy Ruiz Oregon Smart Growth Advocacy Director

Testimony is presented without formatting.

# John Peterman

**#335207 | November 12, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

After a short review of the Montgomery park area plan, I agree with plans moving forward to redesign the area into a mixed use residential neighborhood and adding to the dynamic fabric of NW Portland with street car access.

Testimony is presented without formatting.

# Maxxie Barr

**#335208 | November 12, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

I absolutely love the idea of expanding the streetcar through this area! I live right across the street from the 21st and Lovejoy stop and it's my main method of transportation on this side of the river. Expanding it into that upper district would definitely encourage me to visit that area more often, especially if the industrial area is rezoned to support more retail and (low cost please!) housing developments. Even if it didn't, I would be thrilled to have a stop closer to Wallace Park, the library, and some of the restaurants around there. It would make it easier for my friends with mobility issues to visit too.

Testimony is presented without formatting.

# Jordan Del Valle Tonoian

**#335209 | November 12, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

This extension should be on-wire, and parking needs to be eliminated adjacent to streetcar tracks otherwise this will be an unreliable disaster of a transportation system further worsening the operational reliability of the NS loop

Testimony is presented without formatting.

# Gregory Aldrich

**#335212 | November 12, 2024**

## Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Honorable Mayor Wheeler and Council members, Thank for this opportunity to testify on Montgomery Park Area Plan. Unfortunately, this proposed plan and zoning plan remains a terrible idea for Portland. The city and the urban conditions have changed immensely since this proposal first came up. In addition, nothing significant in our urban situation has changed since the May 2024 draft plan. Any development like this one that provides office space outside of downtown will make our downtown even less viable. There will be an office glut for decades due to the hybrid working conditions that are particularly common in Portland. Even the city of Portland and other major downtown employers like Standard Insurance aren't requiring employees to come back to the office like prior to the pandemic. This Montgomery Park proposal will only further undermine downtown. Please focus your efforts on supporting downtown, not on undermining it. Likewise the plan encourages mixed use development. This would mean more commercial and retail space. Again Portland is awash in vacant commercial and retail space ever since online commerce became more prevalent. Adding more commercial and retail space will only continue the erosion of such activities in NW Portland and downtown. We cannot afford to keep undermining the central city that already exists. Numerous studies have indicated that Portland and the metro area have a deficiency of industrial land. Existing city policies and proposals like this one further remove valuable industrial lands. The NW District community has continuously supported the industrial zoning and development north of Vaughn. In addition, the city says it wants to support good middle income jobs and folks who aren't going to college. Industrial jobs offer these opportunities. New commercial and retail will likely only offer low paying retail jobs and low paying support jobs for other commercial development. Support real economic hope for residents who aren't in the upper middle class jobs. They need living wage jobs. This proposal will not do that. Protect the existing zone and actively work to attract and incubate these industrial jobs. The proposed streetcar extension to Montgomery Park just doesn't make economic sense. In fact it will turn NW 23rd in a much bigger traffic problem. There is already good Tri-Met service between Montgomery Park to MAX and downtown. This streetcar extension cannot compete in terms of cost or travel time. Unfortunately, TriMet is experiencing significant reductions in demand. This is bad for all us. This streetcar proposal would further undercut TriMet. We as a neighborhood, city and region cannot afford further service reductions from our regional transit provider. Perhaps the Hollywood extension makes sense, but the Montgomery Park extension does not. Please don't support it either by approving this plan or contributing to the construction and operations of this extension. Another thought on the streetcar

extension is that the new federal administration will not likely support transit investments like this. In fact the President-elect hates Portland and isn't likely to send any extra money to the city. This change in the political environment will dash the hopes of new federal monies for transit to rebuild NW 23 Avenue. Once again, thank you for accepting these comments. I hope these comments will help to change the direction of this proposal that will hurt Portland Metro's downtown.

Testimony is presented without formatting.

# Lewellyn Robison

**#335213 | November 12, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

1. MPAP extols the virtues of the streetcar, particularly jobs and housing. It fails to mention that this area is already served by two Trimet bus lines. Surely, the bus lines provide similar values. 2. I am an old woman traveling alone who will not ride a street car after dark. The driver is enclosed in a safety compartment and cannot control who boards the streetcar's multiple entrances. I feel safer riding the bus. 3. While much of the cost of the streetcar will be covered by the Federal government, my already contributed tax dollars could be better spent. And the local tax dollars to make up the balance could also be better spent. We have in place a system which works, so why the change? Keep in mind the current bus routes are no more than two blocks from the proposed streetcar line. 4. I see no value in the streetcar. The best I can say is that by the time it's completed, I will be dead.

Testimony is presented without formatting.

# Richard Sheperd

**#335214 | November 12, 2024**

## Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Dear Mayor Wheeler, Members of the City Council, For the record, name is Richard Sheperd. I am an office worker downtown who frequently visits Northwest Portland. I am concerned about the rising housing costs, and the lack of building that is going on across our city to meet the needs for more multi-family housing supply. First, I want to thank all the time and work that city staff, the Portland Planning Commission, and the Portland Design Commission, and all of the folks who have put their time and energy into this proposal. It's very exciting to potentially see an entirely new neighborhood with a mix of businesses, offices, and over 2,000 residents. And to top it all off, we are creating better connectivity by extending the streetcar. However, the good intentions of this plan may end up strangling it before it has a chance to be realized. This is due to three issues: the adoption of much higher inclusionary zoning (IZ) requirements, the requirement to build out 3 lane-miles of additional streets at a cost of \$80M that the city can't afford to maintain, and the lack of flexibility to allow single-stair buildings with units per square foot compared to double-loaded corridors. It may not seem like much, but our IZ requirements continues to depress our city's ability to build housing. IZ seemed to pencil out when the market was booming and interest rates at record lows, but we are no longer in that environment. IZ requirements are the primary reason why the Post Office blocks, a prime spot for development in our city, remain empty. Our well-meaning requirements to add deeply subsidized units drives development down, causing everyone to have to pay higher prices due to a lack of supply. Additionally, our transportation bureau is broke. Building more right-of-way to maintain is not going to help. We need to remove the maintenance burden on bureau, and remove the \$80M ransom for developers to pay in building 3 lane-miles of streets. Connectivity can be created through a network of multi-use paths that are wide enough for emergency vehicles to use in cases of emergencies as for a cost-effective alternative. This will also benefit the street car by providing dedicated right-of-way rather than sitting behind traffic or waiting for a tow truck to move a mis-parked car (ask me how I know!). Even without IZ and having to pay for roads to be built, it will remain difficult for projects to pencil. Council should consider adopting identical single-stair building codes as Seattle, Vancouver BC and New York City for up to 6 stories. Single-stair buildings are cheaper to build, allow for units with natural cross-ventilation, allow for more 2-3+ bedroom family-sized units, and more units per square foot compared to double-loaded corridors. We should also encourage this building typology in Northwest Portland, instead of monstrous double-loaded corridors, as it keeps more with the character of the neighborhood (for more on this, check out this talk by Seattle architect Michael Eliason:

<https://youtu.be/5ANaf0Bz5FY?t=446> ). Myself and our neighbors cannot afford to allow this land to remain fallow. Please remove all inclusionary zoning requirements, remove the requirements to build additional streets that the city cannot afford to maintain, and allow flexibility for 6-story single-stair buildings in the Montgomery Park plan. Let's realize this plan, rather than leaving it to gather dust on a shelf. Sincerely, Richard Sheperd

Testimony is presented without formatting.

**Rick Gustafson**

1620 NE Broadway, 616

Portland, OR 97232

[rgustafson@sojpdx.com](mailto:rgustafson@sojpdx.com)

October 24, 2024

I strongly support the approval of the MPAP set before the Portland City Council for adoption. This proposal has been developed through many years of discussion in a process that Portland can be proud of. Portland has worked through the issues with cooperative owners to achieve the best results from effective planning.

This MPAP proposal, approved by the Planning Commission, is a well developed plan to support industrial land and create middle wage jobs for Portland. The proposal respects the tradition of the Northwest area that has a unique history. The MPAP incorporates all of the essential elements to provide jobs, economic opportunity and affordable housing. The MPAP provides a reliable path for the City of Portland and the property owners to cooperate in a manner that benefits our economy.

The MPAP provides for the effective management of industrial land important to our future including a precedent setting commitment to provide 800 middle wage jobs. In addition, the MPAP goes further to enable equity in affordable housing and honoring work.

Time is of the essence. Considerable effort has gone into the development of the MPAP before you. Portland is very much in need of positive development opportunities. Portland has consistently over the years partnered with developers with good plans to assure well planned and effective developments. Now is the time to act and assure the investment community that we are prepared to continue improving Portland. This is a major step in the right direction.

Over the years, I have had the opportunity to participate in major initiatives in our City as Metro Executive, Portland Streetcar CEO, Chair of the Bill Naito Company. I was deeply involved in the emergence of Pearl District and worked closely with property owners through the ownership of Montgomery Park. The proposed MPAP is one of those creative proposals that has the opportunity to be a positive force in the recovery of Portland.

I have the greatest admiration for the private parties involved. They have consistently been effective supporters of a successful Portland. I am confident the MPAP will assure effective development with jobs and equity for the benefit of Portland's residents.

I strongly urge your support of the MPAP before you for adoption.

Rick Gustafson

# Rick Gustafson

**#335223 | November 12, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

testimony attached

Testimony is presented without formatting.

12 November 2024

Bureau of Planning Sustainability  
1810 SW Fifth Ave Ste 710  
Portland OR 97201

RE: *Montgomery Park Area Plan Proposed Draft*

The Working Waterfront Coalition (WWC), Columbia River Corridor Association (CCA), the Northwest Industrial Business Association (NIBA) and Swan Island Business Association (SIBA) have serious concerns about the negative effects of the *Montgomery Park Area Plan (MPAP) Proposed Draft*. We also support the concerns and recommendations from the Northwest District Association (NWDA).

MPAP has serious financial problems.

1. We question whether the Trump administration will approve federal funding for streetcars in Portland that will result in a loss of industrial jobs.
  2. It appears that MPAP may require \$106 million in flexible STF and GTR funds at a time when the city is facing a serious budget shortfall. In addition, MPAP will use \$30 million flexible PCEF funds.
  3. There is no funding plan for maintenance of the additional streetcar tracks, electronic systems, and purchase of new streetcars. This short-sightedness has led the PBOT maintenance backlog to reach \$4 billion.
- **We recommend making the project contingent on 65% funding from federal sources.**
  - **We recommend capping the flexible STF/GTR funding at \$20 million.**
  - **We recommend the creation of a “sinking” fund for maintenance of the streets and streetcar in the project area. For precedent, refer to PBOT’s innovative parking meter sinking fund.**

MPAP is a betrayal of our employment equity commitments.

1. PBOT’s *Preliminary Racial Equity Analysis* in July 2019 made clear MPAP would decrease racial equity. Our surveys, conducted on behalf of BPS came to the same conclusions. In response, the plan area was reduced. Reducing the size of a problem makes it a smaller problem but it is still a problem.
2. According to BPS data, the majority of the 800 jobs in the Public Benefits Agreement will come from central city, exacerbating high office space vacancies. These are not new jobs. Jobs are simply being shifted from one part of town to another.

3. Using BPS data, there is no question that the MPAP proposal will create fewer upper-mobility jobs for BIPOC employees without college degrees than the industrial jobs that would be on the property if the existing comprehensive plan status is maintained. The regions industrial jobs sector raises BIPOC wages on average 20% higher than the rest of the economy and Black income 25% higher than the rest of the economy. MPAP is an intentional loss of equitable jobs.
  4. Including the Montgomery Park building in the jobs calculation makes little sense except for “padding” the jobs numbers. The building was at this location long before the MPAP project and will remain for a long time. The recovery from its current 40% vacancies will have little to do with MPAP. There is no legitimate reason to include the building in the jobs target area. The 800 jobs target is calculated based on previous jobs on Esco property. It makes sense to replace them with jobs on the Esco property or related new development. The Montgomery Park building is not a new development.
- **We recommend that job equity be a critical factor, not simply a talking point. This is a combination of wages, percentage of minority employees, and education level required. Require a no-net-loss of BIPOC middle wage jobs.**
  - **We recommend using BPS data on the number of existing Portland jobs that would be moved into the project area and subtract this from the jobs calculation.**
  - **We recommend that the Montgomery Park building be excluded from the jobs calculation.**

Given the poor jobs benefit calculations in the MPAP proposal, it may be more sensible to simply mitigate for the loss of industrial land with a fund that will increase the city’s industrial land supply. We feel that we can work with BPS and Prosper Portland economists to develop an appropriate mitigation fund that can be used for things such as brownfield cleanups, infrastructure improvements, and rezoning of unused retail acreage. A few months ago, the late Bob Sallinger had an excellent idea to set aside a large, contiguous natural area in lieu of environmental zone expansion. This would save jobs by creating natural space.

- **An alternative to the three jobs recommendations above would be a mitigation fund that would create an equal amount of industrial acreage.**

MPAP provides benefits which come at the cost of current benefits.

1. As noted by the NWDA, there is inadequate public space in the plan.
2. MPAP envisions creating incubator space by destroying the existing, naturally occurring incubator space east of NW 24th Avenue and south of NW Nicolai.
3. Part of what makes industrial areas successful is a healthy freight street system. As the residential area is moving north, the need to establish a robust buffer and protect freight movement increases. One way to do this is to follow cities such as Amsterdam by creating freight-only roads. It would have the added benefit of reinforcing a buffer between residential and industrial areas. It would not be a simple task, but we stand ready to assist with the effort.

4. The NWDA also is correct in its analysis of the streetcar route. In addition, we call your attention to the fact that the streetcar routes between NW 23<sup>rd</sup> and NW 24<sup>th</sup> will preclude use of many of the existing loading docks.

- **We recommend the project bring a higher-than-average amount of dedicated public parks, open space and other elements of public infrastructure.**
- **We recommend retaining the existing zone south of NW Nicolai between NW 23<sup>rd</sup> and NW 24<sup>th</sup>.**
- **We recommend designating NW Nicolai as a freight-only road.**
- **We recommend increasing the buffer to 50 feet and applying it to all zone types.**
- **We recommend alteration of the streetcar route or compensation to businesses that will no longer be able to use their loading docks.**

WWC, CCA, NIBA and SIBA share many concerns with our southern residential neighbor, the NWDA. We have all studied this project over the last four years and do not wish to oppose it outright. In addition, we applaud the vision of property owners and developers in the project area. However, we have very real concerns about the execution. We feel there are realistic ways to minimize the known negative impacts.

---

Tanya Hartnett  
Executive Director  
Working Waterfront Coalition

---

Corky Collier  
Executive Director  
Columbia Corridor Association  
Swan Island Business Assoc.

---

Chris Crever  
President  
Northwest Industrial  
Business Association

cc:

# Tanya Hartnett

**#335215 | November 13, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

MPAP is a betrayal of our employment equity commitments. 1. PBOT's Preliminary Racial Equity Analysis in July 2019 made clear MPAP would decrease racial equity. Our surveys, conducted on behalf of BPS came to the same conclusions. In response, the plan area was reduced. Reducing the size of a problem makes it a smaller problem but it is still a problem. 2. According to BPS data, the majority of the 800 jobs in the Public Benefits Agreement will come from central city, exacerbating high office space vacancies. These are not new jobs. Jobs are simply being shifted from one part of town to another. 3. Using BPS data, there is no question that the MPAP proposal will create fewer upper- mobility jobs for BIPOC employees without college degrees than the industrial jobs that would be on the property if the existing comprehensive plan status is maintained. The regions industrial jobs sector raises BIPOC wages on average 20% higher than the rest of the economy and Black income 25% higher than the rest of the economy. MPAP is an intentional loss of equitable jobs. 4. Including the Montgomery Park building in the jobs calculation makes little sense except for "padding" the jobs numbers. The building was at this location long before the MPAP project and will remain for a long time. The recovery from its current 40% vacancies will have little to do with MPAP. There is no legitimate reason to include the building in the jobs target area. The 800 jobs target is calculated based on previous jobs on Esco property. It makes sense to replace them with jobs on the Esco property or related new development. The Montgomery Park building is not a new development.

Testimony is presented without formatting.

# Peter Laciano

**#335216 | November 13, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Hello city council, I am writing to express my concern over two aspects of the street design for the planned streetcar extension. First, the streetcar will run in shared lanes with motor vehicles, which forces the streetcar to operate at slow speeds and creates delays when there is congestion. The recently completed Tacoma streetcar has far superior speeds and performance relative to the Portland streetcar precisely because it uses a dedicated right-of-way. Second, the streetcar runs immediately adjacent to a car parking lane, which will cause severe delays and shutdowns of the entire streetcar line. If a car is parked even slightly incorrectly, the entire line is blocked and it requires a long wait for a tow. Running a streetcar next to a parking lane, rather than immediately curbside, is contrary to international best practice and it is beyond disappointing that Portland Streetcar continues to use designs that do not respect its passengers. Both of these negative outcomes are predictable and can be seen with operations of the existing streetcar lines. Please learn from past mistakes and run the streetcar in a dedicated curbside lane. Thank you for your consideration.

Testimony is presented without formatting.

# Andrea Haverkamp

**#335217 | November 13, 2024**

## Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Good Afternoon Portland City Council, my name is Andrea Haverkamp. I hold a PhD in Environmental Engineering from Oregon State University and am a proud Portlander. I cherish and love riding the Portland Streetcar to go to work meetings, to see family and friends, and for recreation. In particular, I love to ride the streetcar to new neighborhoods and explore our fine city. I recently was able to visit Tacoma, Washington and see the amazing streetcar system they have built there. In particular, there are many aspects of streetcar system design and streetcar station design that PBOT and City of Portland can learn from our neighbors up north. As it pertains to this plan, I wish to submit comment to urge the adoption of cross sections which fully and permanently separate the streetcar from sharing streetuse with motor vehicles. In Tacoma, the streetcar is mostly separate from motor vehicle traffic, or it is designed in such a way that strongly discourages motor vehicles from sharing the lane through bollards and few points of access. It is primarily bus and streetcar. This has so many incredible benefits. It makes the system frequent, reliable, and with no car traffic impeding stops or starts of the streetcar. It makes the streetcar hit maximum speed and provide an extremely pleasant rapid experience. The other thing Portland can learn from Tacoma and other systems is having NO parking alongside the streetcar alignment. Parking adjacent to streetcar creates delays, setbacks, collision potential, and stoppages. Cars should not be weaving in front and out of the streetcar's path. The following comments are related to MONTGOMERY PARK AREA TRANSPORTATION PLAN | MULTIMODAL RECOMMENDATIONS: IC.3 - For NW Wilson Street Extension - please approve Optional Recommended Cross Section which has fully separated Portland Streetcar, with no parking adjacent to it. For decades to come, Portland will thank you for making this wise choice to fully separate the Portland Streetcar and allow it to move smoothly, efficiently, speedily, and reliably on time to its destination. IC.5, IC.6 - For NW 25th Avenue and NW 26th Avenue - please remove street parking stalls and put in dedicated bike lanes. Our city has more than enough car parking, and MPAP will have great economic boosts if it is a bike accessible and multi use area. NC.2 - NW 23rd Avenue Northwest - please approve the recommended cross section, but these are disappointing cross sections. The excess parking could be removed to allow for fully separate streetcar lines with fully dedicated car user lanes. That would allow our system to realize its full potential. NC.3 - NW 24th Avenue Neighborhood Greenway. The cross section shows 4 lanes / paths for cars, which does not make it much of a greenway if cars are driving and parking all across the street. I would urge a reconsidering from a bike priority perspective. What might this greenway look like if it really prioritized bike users? What might a full bike-way look like on this

street? I fully support the streetcar extension and MPAP. I thank PBOT and TriMet and City Council partners for all of the hard work. Motor vehicles within the same lane as the streetcar are a fatal flaw in Portland Streetcar that national transportation and train advocates frequently point out to me, and I do not disagree. There is potential for MPAP to adopt best practices for fully separating the Portland Streetcar from car-use and motor vehicles across much of its alignment. This would make a remarkable extension and help build positive rider experiences and positive momentum to continue making progress to fulfill the vision of the 2009 Portland Streetcar Concept Plan. Thank you for your time, Andrea Haverkamp, PhD

Testimony is presented without formatting.

# Andrew Lindstrom

**#335218 | November 13, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

I am writing to express my concern with two aspects of the Montgomery Park Area Plan. My first concern is the lack of overhead catenary wires for the streetcar, and my second is the split one way alignment west of NW 23rd. For the first concern, our entire fleet of streetcars (some of which are not at the end of their service life) are equipped only for use with an overhead catenary system. While new dual mode streetcars are great (and a smart buy for resiliency anyways), ensuring that our current fleet is compatible with the entire network is vital. If there are any issues with the new rolling stock, or if greater levels of service are needed, it's a poor choice for a major extension to preclude use of the existing fleet. On the second point, split one way corridors for transit decrease the total area serviced by the line - since passengers need to use the route in both directions. Considering that there is no particular reason (such as an existing one way street network in the area) to do this, it strikes me as foolish. Split one way corridors give the illusion of a more expansive coverage area, but in reality to the opposite while undermining a key benefit of streetcars over other modes of transit. Wiser folks than I have written about the urban form and legibility benefits of rail transit, but one way corridors as proposed mean that riders need to fuss about more to find their stops - reducing legibility. These two issues are fixable, and fixing them would increase the usefulness of the streetcar service. Tons of ink is spilled over the land value benefits of a streetcar, but that value only exists insofar as the service is useful. Cutting corners on the key aspects which make a transit service useful will undermine the plans goals of economic development associated with the streetcar.

Testimony is presented without formatting.

November 13, 2024

Portland City Council  
1221 SW 4th Avenue, Room 130  
Portland, OR 97204

Dear Mayor Wheeler and Portland City Council Members,

TriMet is pleased to write to you in support of the Portland Streetcar Montgomery Park Extension Project. This extension of the NS Line will expand the streetcar network, unlocking the opportunity of transit access, and the economic development that comes with it, to spur the development of a new mixed-use district in Northwest Portland. It will provide greater access through our interconnected transit systems, increasing access to opportunities both in the Montgomery Park area and throughout the 533-square-mile district TriMet serves with our buses and trains.

Major change has already come to Northwest Portland with the loss of large industrial tenants. This shift now gives us the opportunity to reimagine the Montgomery Park area as a place that reflects our shared vision for the future of this city with the creation of climate-friendly and transit-oriented development. By leveraging new land use designations and expanded access to transit, this project will shape a vibrant new district along the Montgomery Park alignment. This development will follow in the footsteps of past Portland Streetcar projects that have already attracted billions of dollars of investments into areas, like the Pearl District and the South Waterfront, that were once underdeveloped and underutilized.

The Montgomery Park extension is also essential to our regional goals regarding housing, transportation, and climate. The Montgomery Park Streetcar will attract thousands of new housing units and hundreds of new jobs. Since 2001, 40% of all new affordable housing, and 50 percent of all new housing has been built within a quarter mile of a streetcar line. This transit-oriented development will also connect those living and working in this community to critical destinations across the metro region. Portland Streetcar anticipates that this project will attract more than 3,000 new daily riders, half of whom will likely be transit-dependent, providing the climate benefits of green transportation in a sustainable, dense mixed-use neighborhood.

TriMet is pleased to support this project and to continue our legacy of partnership with Portland Streetcar that has been so instrumental in the economic development and vibrancy of our city and our shared goal of expanding public transportation to the benefit of all. We are currently in conversation with Portland Streetcar to develop an IGA to guide the pursuit of federal funding to complete this project, and we look forward to our continued thoughtful collaboration with the City of Portland to unlock the new opportunity for this city, and our riders.

Sincerely,

A handwritten signature in blue ink, appearing to read "JC Vannatta".

JC Vannatta  
TriMet Executive Director of Public Affairs

# John Serra

**#335219 | November 13, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

TriMet is pleased to support this project and to continue our legacy of partnership with Portland Streetcar that has been so instrumental in the economic development and vibrancy of our city and our shared goal of expanding public transportation to the benefit of all. We are currently in conversation with Portland Streetcar to develop an IGA to guide the pursuit of federal funding to complete this project, and we look forward to our continued thoughtful collaboration with the City of Portland to unlock the new opportunity for this city, and our riders.

Testimony is presented without formatting.

# Catherine Crandall

**#335220 | November 13, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

I live in the neighborhood immediately adjacent to the Montgomery Park Area Plan and excited by the possibilities this offers. Appreciate the care given to height concerns (especially keeping Vaughn properties 45 feet or less will help retain character of the neighborhood and minimize street sounds reverberating into existing residential neighborhood to the east). Street car extension will benefit businesses, workers and residents - I'm all for it!

Testimony is presented without formatting.



# Northwest District Association

November 13 2024

**Portland City Council**  
1221 SW 4<sup>th</sup> Avenue 110  
Portland, Oregon 97204

Via electronic mail  
[councilclerk@portlandoregon.gov](mailto:councilclerk@portlandoregon.gov)

## **RE: Montgomery Park Area Plan Recommended Draft**

Portland City Council et al:

**By Resolution:** the NW District Association opposes the *Montgomery Park Area Plan Recommended Draft*.

The NW District Association greatly appreciates the efforts of Barry Manning and other BPS and PBoT staff in engaging the NW District Association over the last five years regarding the future of our neighborhood north of NW Vaughn St.

The NW District Association does not oppose the long-envisioned extension of streetcar service to Montgomery Park, nor does the NW District Association oppose the redevelopment of the former ESCO site. The NWDA supports the considerations proposed by the York Street Work Group.

The NWDA does oppose, however, specifics of how those proposals are being brought forward in the current *Montgomery Park Area Plan Recommended Draft* for two fundamental reasons, and propose the following actions and amendments to better align the *Montgomery Park Area Plan* to the long-expressed concerns and hopes of its citizen neighbors :

### **1. Affordable Commercial and Incubator Spaces**

The areas east of 24<sup>th</sup> Ave and south of Wilson currently provide ‘naturally occurring’ affordable commercial and incubator spaces, both stated City goals. The MPAP proposes to upzone the areas, affectively eliminating their ability to continue to provide the workshop and ‘maker’ spaces that are critical to Portland’s economic future. ***Leave these areas alone and the existing zoning as is.***

1.	<b>Amendment – Volume 1, p.72, Recommended Zoning</b>
	Retain existing IG1 and EG1 zoning in the areas east of NW 24 <sup>th</sup> Ave. and south of NW Wilson St. between 27 <sup>th</sup> and 25 <sup>th</sup>

- *The MPAP proposes to upzone these areas and then constrain their redevelopment through several overlain plan area ordinances. This seems unnecessarily convoluted. The value of these areas and their significance in Portland’s economic development strategies needs to be acknowledged and reinforced, and the existing zoning left in place;*

**2. Proportional Concurrent Public Benefit**

Much of the MPAP area is currently zoned for IH heavy industrial uses. The MPAP proposes to rezone the area to EX central employment uses. The upzoned land’s value is up to 10 times greater than the existing value. There is no proportional concurrent public benefit being proposed, nor is there an identified hardship associated with the zone change. ***Provide dedicated public parks and open space and other elements of public infrastructure to justify the granting of this considerable private windfall.***

2.	<b>Amendment – Draft PBA Term Sheet, 3. New Park/Open Space</b>
a.	Park Obligation: park shall be of a size sufficient to support active uses;
b.	Park Ownership: land for park shall be a direct public dedication;
f.	An Urban Design Plan that identifies the location of the park shall be issued and approved prior to the issuance of the first residential building permit;

- *The proposal to have the park owned and maintained privately is unsupportable. That this may be a reflection of PP&R’s and the City’s budget difficulties is understandable, but it is not an acceptable outcome. For reference, SDC funds collected on new developments in the NW District in the last decade are in excess of \$25m. Regardless, the open space in the MPAP area needs to be a direct public dedication corresponding to the significant private benefit being granted;*
- *The proposed park space is too small to support the needed actives uses, and should not be located fronting or near any commercial main street;*
- *Given the density of the NW District, the amount of open space proposed is inequitable.*
- *Greater definition of the relevant urban design elements is needed. The Character Statement is not adequate. An Urban Design Plan showing the basic arrangement of commercial, residential and manufacturing uses, densities and massing, the open space network, the transportation system arrangement and mode hierarchy, district energy facilities, and the unique characteristics of the area that will be leveraged to give the district its character and value;*

The NWDA understands that our northern neighbor, the NW Industrial Business Association, as well as the Working Waterfront Coalition and the Columbia Corridor Association all have the same concerns regarding what is being proposed in the *Proposed Draft*. The NWDA's position of opposition the current *Recommended Draft* is taken only after years of endeavoring to have these elements of the plan reconsidered, adjusted and incorporated.

Best Regards,  
Northwest District Association

A handwritten signature in black ink, appearing to read 'G. Theisen', is centered on a light gray rectangular background.

Greg Theisen  
*Chair, Planning Committee, NW District Association*

# Steve Pinger

**#335221 | November 13, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Testimony and proposed amendments are attached

Testimony is presented without formatting.

# Warren Rosenfeld

**#335249 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Al Solheim

**#335250 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Marcus Swanson

**#335251 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Troy Winslow

**#335252 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# O.B. Hill

**#335253 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Leslie Gregory

**#335254 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Richard Gronostajski

**#335255 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Carrie Renfro Boatwright

**#335256 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Cassie Cohen

**#335257 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Christe White

**#335258 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Saurav Palla

**#335259 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Brian Ames

**#335260 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Aaron DeShaw

**#335261 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Paige Miller

**#335262 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Dick Davis

**#335263 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Sarah Hobbs

**#335264 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Candice Jimenez

**#335265 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Chris Smith

**#335266 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Gus Baum

**#335267 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Sarah Iannarone

**#335268 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# John Serra

**#335269 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Todd Zarnitz

**#335270 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Tanya Hartnett

**#335271 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Corky Collier

**#335272 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Malu Wilkinson

**#335273 | November 13, 2024**

Testimony to on the **Montgomery Park Area Plan, Amended Draft**

See video

Testimony is presented without formatting.

# Jonathan Greenwood

**#335224 | November 14, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Hello, I'd like to say that my support for the MPAP is with the caveat that we should make this area as dense and mixed use as possible. I also strongly support the extension of the streetcar. However, I'd like to add here that we need streetcar extensions and dense districts across the city. Streetcars down MLK to Lombard, down Lombard from MAX into St Johns, down Sandy Blvd., down César Chávez, down 82nd Ave, down 122nd Ave, down Powell Blvd., down Burnside on the east side, and more. We must make a much more robust transit system in our city along with much more dense districts along these lines. Thank you, Jonathan Greenwood

Testimony is presented without formatting.

Christe C. White  
[cwhite@radlerwhite.com](mailto:cwhite@radlerwhite.com)  
971-634-0204

November 13, 2024

Via Email

Mayor Ted Wheeler  
420 SW Main Street  
Portland OR 97204  
[mayorwheeler@portlandoregon.gov](mailto:mayorwheeler@portlandoregon.gov)

Commissioner Carmen Rubio  
1900 SW Fourth Avenue  
Portland OR 97201  
[comm.rubio@portlandoregon.gov](mailto:comm.rubio@portlandoregon.gov)

Commissioner Dan Ryan  
1221 SW 4<sup>th</sup> Avenue, Room 240  
Portland OR 97204  
[CommissionerRyanOffice@portlandoregon.gov](mailto:CommissionerRyanOffice@portlandoregon.gov)

Commissioner Rene Gonzalez  
1221 SW Fourth Avenue, Suite 230  
Portland OR 97204  
[gonzalezoffice@portlandoregon.gov](mailto:gonzalezoffice@portlandoregon.gov)

Commissioner Mingus Mapps  
1221 SW 4<sup>th</sup> Avenue, Room 210  
Portland OR 97204  
[MappsOffice@portlandoregon.gov](mailto:MappsOffice@portlandoregon.gov)

Re: Response to WWC, NIBA, CCA, SIBA November 12, 2024, Letter to City Council

Dear Mayor and Commissioners,

This office represents 1535, LLC, owner of the former ESCO property. We offer this response to a letter (the "Letter") you received yesterday from the above referenced industrial groups.

As a threshold matter, the Letter seems to assert that the ESCO site currently has an Industrial Comprehensive Plan designation. It does not. Through many past city planning directives, the ESCO site was moved out of the Industrial designation and into the Mixed Employment designation. That means, the ESCO site could apply for a zone change in compliance with the comprehensive plan today without making a single required finding on Industrial land supply or middle wage job growth. The only required findings would be whether there are adequate sewer, sanitary, water, and transportation services. And such an application could not legally be required to provide any of the public benefits associated with the MPAP. The MPAP smartly leverages the city's planning power to reach a higher, better, and more inclusive result that serves the city's top public objectives.

With this introduction, we turn to the specific claims in the Letter.

### Objections to Streetcar

The Letter questions the likelihood and extent of federal funding and offers this as “negative effect of the Montgomery Park Area Plan (MPAP) Proposed Draft.”

The MPAP does not approve the Streetcar and does not put in place a funding and finance plan for the Streetcar. Instead, the MPAP through the Public Benefits Agreement (“PBA”) commits the 1535 ownership to waive its right to remonstrate against the formation of a Local Improvement District to create the local match for the Streetcar. Thus, all the Letter’s concerns about the funding and finance plan for the Streetcar will be well addressed in subsequent processes where a funding and finance plan will be specifically developed.

Further, neither the PBA nor the code amendments require the Streetcar construction as a condition precedent to the proposed development and the delivery of all the public benefits under the PBA. If the Streetcar is never built, we are still obligated to build the affordable housing, create the middle wage jobs, build and fund the park, build out the transportation infrastructure under each development proposal and provide financial assistance to a commemoration of York.

The Streetcar will only have additive positive impacts on these critical public benefits and will not detract from these benefits. We direct you to the letter submitted by Congressman Earl Blumenauer in support of the Streetcar and MPAP and the positive impacts such a project will have on the immediate community and the larger city.

### MPAP and Employment Equity

The Letter boldly asserts that the MPAP will create a loss in BIPOC jobs for those without college degrees. That is wrong for multiple reasons. First, there is no job displacement under the MPAP. The former ESCO site currently has an estimated 3-4 jobs. That is 3 to 4 jobs over 20 acres. The code and the PBA work hand in hand to require non-residential development on the ESCO site and, most importantly, the creation of more middle wage jobs that require no college degree than would be created under the existing zoning. Here are the facts:

- Based on the City’s industrial job density data, together, the Montgomery Park and ESCO properties would yield 415 jobs, of which there may be 290 middle wage jobs, requiring no college education. Under the PBA and code, the ESCO site alone is required to create 400 middle wage jobs, far more than would be likely created under Industrial zoning on the same site. Quite contrary to the Letter, the MPAP does not “betray” middle wage job growth, it **requires middle wage job growth**.
- With only 3-4 current jobs on the ESCO site, the MPAP does not create job displacement; instead it encourages job growth. It is extreme and misleading hyperbole to state in the Letter that the MPAP is “an intentional loss of equitable jobs.”
- The MPAP will not steal office jobs from the Central City. There is no evidence to support such an assertion and it belies reason to claim that the MPAP would develop with office uses in the next 10 years that would compete with office vacancy in the Central City, particularly given the low-

density allowances in the MPAP area. The base FAR allowance on the ESCO site for example is 2:1, compared to 6, 9 and 12:1 in the Central City.

- The ESCO site is a large area of vacant land that can host a number of uses not otherwise feasible in the Central City, such as a headquarters light industrial use or a campus development.
- The Letter states that Montgomery Park results in “padding” the job growth numbers. That is also not correct. Under the initial version of the PBA, the property owners were required to produce a baseline existing job count and demonstrate **net new jobs over the baseline**. Further under the proposed amendments, the Montgomery Park property is excluded from the middle wage job count so there is no further merit to the claim that they could “pad” the numbers.
- The Letter implies that existing industrial users will be forced out of the area. That is not correct. All existing industrial users and related parking continue to be permitted and encouraged uses in the MPAP. In fact, the code created density bonuses and other incentives for these uses to remain on site and expand.
- Based on these false premises, the Letter suggests an industrial land fund for the loss of industrial land, presumably to mitigate for the alleged loss of jobs. There is no loss of jobs under the MPAP. After considerable study, the land fund was rejected earlier in the planning process. Instead, the city preferred the wisdom of a direct middle wage job creation requirement that did not rely on a series of uncertainties like the uncertainty of whether industrial land would be for sale, and if it was for sale, whether it could be purchased and if it could be purchased, whether there was an interested industrial user, and if there was such a user, when would the land be developed and if it was developed what kind of jobs could you require and when and how many of those jobs would be created. Instead, the city wisely cut to the issue with a targeted requirement that we produce the middle wage jobs on the site that is available for development with a willing landowner.

#### Public Space

We are required under the MPAP to build a full block public park, dedicate the land and fund the construction. Given the size of the property and the amount of land that will be dedicated to public streets and infrastructure, over 30% of the property will be dedicate to public use. Any additional park block will equate to a loss of affordable and market rate housing and a loss of land committed to middle wage job growth. One cannot both reasonably argue that the plan is job deficient and then argue that more land should be taken out of job production.

For these reasons, we ask you to reject the requested Letter amendments. It is remarkable to take a requirement that we create net new growth in middle wage jobs that do not require a college degree and turn that into an argument that we are intentionally planning to lose middle wage jobs. The penalty in the PBA is significant if we do not produce these jobs on a specific schedule. That penalty is what is intentional, to incentivize all parties to build this new area of the City into a middle wage job center fed by affordable housing, and park and street infrastructure.

Page 4  
November 13, 2024

Thank you for your consideration of this response.

Best Regards,



Christie C. White

cc: Ryan Singer, [ryan.singer@portlandoregon.gov](mailto:ryan.singer@portlandoregon.gov)  
Patricia Diefenderfer, [patricia.diefenderfer@portlandoregon.gov](mailto:patricia.diefenderfer@portlandoregon.gov)  
Tom Armstrong, [tom.armstrong@portlandoregon.gov](mailto:tom.armstrong@portlandoregon.gov)  
Donnie Olivera, [Donald.Oliveira@portlandoregon.gov](mailto:Donald.Oliveira@portlandoregon.gov)  
Dan Bower, [dan.bower@portlandoregon.gov](mailto:dan.bower@portlandoregon.gov)  
Jillian Schoene, [jillian.schoene@portlandoregon.gov](mailto:jillian.schoene@portlandoregon.gov)  
T.J. McHugh, [tj.mchugh@portlandoregon.gov](mailto:tj.mchugh@portlandoregon.gov)  
Shah Smith, [shah.smith@portlandoregon.gov](mailto:shah.smith@portlandoregon.gov)  
Michelle Rodriguez, [michelle.rodriguez@portlandoregon.gov](mailto:michelle.rodriguez@portlandoregon.gov)

# Christe White

**#335234 | November 18, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

See attached response letter.

Testimony is presented without formatting.



18 November 2024

RE: Recommended amendments for Montgomery Park Area Plan (MPAP)

The Working Waterfront Coalition (WWC), Columbia River Corridor Association (CCA), the Northwest Industrial Business Association (NIBA) and Swan Island Business Association (SIBA) have serious concerns about the negative effects of the *Montgomery Park Area Plan (MPAP) Proposed Draft*. We also support the concerns and recommendations from the Northwest District Association (NWDA).

To address some these concerns, we have the following recommendations for plan amendments. Please let us know if you have interest in championing any amendments. We look forward to working with you. Contact [Corky@ColumbiaCorridor.org](mailto:Corky@ColumbiaCorridor.org) and [Tanya.Hartnett@WorkingWaterfrontPortland.org](mailto:Tanya.Hartnett@WorkingWaterfrontPortland.org).

#### Finance

We question whether the Trump administration will approve federal funding for streetcars in Portland that will result in a loss of industrial jobs.

- 1. In order to avoid using an estimated \$136 million in city flexible funds, we recommend an amendment that requires 65% federal funding for the project.**

There is no funding plan for maintenance of the additional streetcar tracks, electronic systems, and purchase of new streetcars.

- 2. In order to avoid adding to our \$4 billion transportation maintenance backlog, we recommend creating a maintenance fund specifically for maintenance of project elements (streetcar tracks, electronics and cars). For precedence, refer to PBOT's sinking fund for parking meters.**

#### Job Equity

We previously recommended a mitigation fund for industrial land, thus ensuring middle wage jobs with high percentages of BIPOC and non-four-year degree holders. BPS has chosen to use a contorted alternative that includes the need for job audits and undocumented assumptions of equity. We appreciate that BPS is acknowledging the job equity problem and is attempting to mitigate for it. Their system will need additional effort to monitor.

- 3. Assure the job audits will be done.**
- 4. Job equity (wage, race, education level) should be a critical factor, not a talking point. In order to check BPS equity assumptions, survey employees for racial**

percentages. We have found such surveys to be potentially flawed but still relatively accurate.

5. **Audit job sources. Did the job move from downtown/central eastside? Is it a new job to the city?**

#### Benefits

As noted by the NWDA, there is inadequate public space in the plan.

6. **We recommend the project bring a higher-than-average amount of dedicated public parks, open space and other elements of public infrastructure.**

Part of what makes industrial areas successful is a healthy freight street system. As the residential area is moving north, the need to establish a robust buffer and protect freight movement increases. One way to do this is to follow cities such as Amsterdam by creating freight-only roads. It would have the added benefit of reinforcing a buffer between residential and industrial areas. It would not be a simple task, but we stand ready to assist with the effort.

7. **We recommend designating NW Nicolai as a freight-only road. Details can be developed over the coming months.**

The NWDA is correct in its analysis of the streetcar route. In addition, we call your attention to the fact that the streetcar routes between NW 23<sup>rd</sup> and NW 24<sup>th</sup> will preclude use of many of the existing loading docks.

8. **We recommend relocation assistance for tenants that are forced out of the district due to streetcar alignment.**

With amendments, we feel the Montgomery Park Area Plan can reasonably mitigate for inherent problems. Please contact us with any questions or interest in the amendments.

---

[Tanya Hartnett](#)

Executive Director

Working Waterfront Coalition

503.381.6713

---

[Corky Collier](#)

Executive Director

Columbia Corridor Association

Swan Island Business Assoc.

503.241.1888

---

[Chris Crever](#)

President

Northwest Industrial

Business Association

503.228.2048

# Tanya Hartnett

**#335235 | November 18, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

18 November 2024 RE: Recommended amendments for Montgomery Park Area Plan (MPAP) The Working Waterfront Coalition (WWC), Columbia River Corridor Association (CCA), the Northwest Industrial Business Association (NIBA) and Swan Island Business Association (SIBA) have serious concerns about the negative effects of the Montgomery Park Area Plan (MPAP) Proposed Draft. We also support the concerns and recommendations from the Northwest District Association (NWDA). To address some these concerns, we have the following recommendations for plan amendments. Please let us know if you have interest in championing any amendments. We look forward to working with you. Contact [Corky@ColumbiaCorridor.org](mailto:Corky@ColumbiaCorridor.org) and [Tanya.Hartnett@WorkingWaterfrontPortland.org](mailto:Tanya.Hartnett@WorkingWaterfrontPortland.org).

Finance We question whether the Trump administration will approve federal funding for streetcars in Portland that will result in a loss of industrial jobs.

1. In order to avoid using an estimated \$136 million in city flexible funds, we recommend an amendment that requires 65% federal funding for the project. There is no funding plan for maintenance of the additional streetcar tracks, electronic systems, and purchase of new streetcars.
2. In order to avoid adding to our \$4 billion transportation maintenance backlog, we recommend creating a maintenance fund specifically for maintenance of project elements (streetcar tracks, electronics and cars). For precedence, refer to PBOT's sinking fund for parking meters.

Job Equity We previously recommended a mitigation fund for industrial land, thus ensuring middle wage jobs with high percentages of BIPOC and non-four-year degree holders. BPS has chosen to use a contorted alternative that includes the need for job audits and undocumented assumptions of equity. We appreciate that BPS is acknowledging the job equity problem and is attempting to mitigate for it. Their system will need additional effort to monitor.

3. Assure the job audits will be done.
4. Job equity (wage, race, education level) should be a critical factor, not a talking point. In order to check BPS equity assumptions, survey employees for racial percentages. We have found such surveys to be potentially flawed but still relatively accurate.
5. Audit job sources. Did the job move from downtown/central eastside? Is it a new job to the city?

Benefits As noted by the NWDA, there is inadequate public space in the plan.

6. We recommend the project bring a higher-than-average amount of dedicated public parks, open space and other elements of public infrastructure. Part of what makes industrial areas successful is a healthy freight street system. As the residential area is moving north, the need to establish a robust buffer and protect freight movement increases. One way to do this is to follow cities such as Amsterdam by creating freight-only roads. It would have the added benefit of reinforcing a buffer between residential and

industrial areas. It would not be a simple task, but we stand ready to assist with the effort. 7. We recommend designating NW Nicolai as a freight-only road. Details can be developed over the coming months. The NWDA is correct in its analysis of the streetcar route. In addition, we call your attention to the fact that the streetcar routes between NW 23rd and NW 24th will preclude use of many of the existing loading docks. 8. We recommend relocation assistance for tenants that are forced out of the district due to streetcar alignment. With amendments, we feel the Montgomery Park Area Plan can reasonably mitigate for inherent problems. Please contact us with any questions or interest in the amendments. \_\_\_\_\_

\_\_\_\_\_ Tanya Hartnett Corky Collier

Chris Crever Executive Director Working Waterfront Coalition 503.381.6713 Executive Director  
Columbia Corridor Association Swan Island Business Assoc. 503.241.1888 President Northwest  
Industrial Business Association

Testimony is presented without formatting.



(503) 226-3441 Phone  
[www.calbag.com](http://www.calbag.com)

To: Commissioner Rene Gonzalez  
Commissioner Dan Ryan

November 15, 2024

cc: Mayor Ted Wheeler  
Commissioner Carmen Rubio  
Commissioner Mingus Mapps

re: Montgomery Park Area Plan (MPAP)  
Workforce composition and retention

Dear Commissioner Gonzalez and Commissioner Ryan,

Thank you for the attention given at the Wednesday November 13th council hearing.

I was particularly struck by your interest in the nature of employment covered within northwest Portland and believe Calbag's experience can provide a useful frame of reference. As I testified, we are a 115 year old metal recycling operation, the last 77 years located at NW 24th and Nicolai. By every metric we are a poster child for good employment. Our team includes warehousemen, drivers, and mechanics who do not require college degrees with median wages of \$28 per hour (before overtime) with a comprehensive health and retirement package that is 36% more, and full tuition reimbursement for any continuing education. The broad demographic is over 50% BIPOC.

With all of that, we have nevertheless been challenged to retain and hire employees for the last number of years. Just since January, we have lost 7 current employees, and have lost the opportunity to hire 12 others due to commute time and the cost of close-in available housing.

The MPAP represents a real opportunity to help existing employers; we need available housing, and the closer the better. Our needs are now, and sooner not later, to maintain the critical workforce level required to recycle over 100,000,000 pounds per year of nonferrous metal. We have shown over our 115 years that we can train the broadest sector within our community, but we need them to be within reach.

Thank you,  
Warren Rosenfeld  
President  
Calbag Metals Company

# Warren Rosenfeld

**#335238 | November 19, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

See attached letter.

Testimony is presented without formatting.

Christe C. White  
[cwhite@radlerwhite.com](mailto:cwhite@radlerwhite.com)  
971-634-0204

November 19, 2024

Via Map App

Mayor Ted Wheeler  
420 SW Main Street  
Portland OR 97204

Commissioner Carmen Rubio  
1900 SW Fourth Avenue  
Portland OR 97201

Commissioner Dan Ryan  
1221 SW 4<sup>th</sup> Avenue, Room 240  
Portland OR 97204

Commissioner Rene Gonzalez  
1221 SW Fourth Avenue, Suite 230  
Portland OR 97204

Commissioner Mingus Mapps  
1221 SW 4<sup>th</sup> Avenue, Room 210  
Portland OR 97204

Re: 1535, LLC Letter to City Commissioners in Response to November 13 Hearing Testimony on MPAP

Dear Mayor and Commissioners,

This office represents 1535, LLC, owners of the former ESCO site. We offer this response to questions from some of the Commissioners at the November 13, 2024, related to freight routes, loading docks and job mitigation. We urge the Council to adopt the Public Benefits Agreement as presented by BPS and as agreed to by my clients, 1535, LLC.

**Freight Routes**

The City's analysis completed by the Portland Bureau of Transportation ("PBOT") is found in the record of these legislative proceedings at Volume 3: Montgomery Park Area Transportation Plan. There the City studied all modes of existing and proposed transportation and reached the following conclusions relative to Industrial traffic and access:

1. NW Nicolai will be redesignated from its current Community Corridor designation to an Industrial Road and the preferred Freight Route in the area. (Appendix C at iii). NW Vaughn will continue to accommodate truck traffic as a Local Service Truck Street. "NW Nicolai is prioritized for freight movement connecting goods to and from industrial areas in Northwest Portland to US-30, which is a regionally significant freight route." (Volume 3 at 33; Appendix C at iv).
2. No street, neither NW Vaughn nor NW Nicolai is projected to have noticeable travel time increase within the project area, no street is projected to reach a vehicle to capacity ratio greater than 1, and the estimated queue lengths for all vehicles, including trucks, at the freeway off ramps to

November 19, 2024

Page 2

Vaughn and Nicolai are shorter than their ramp lengths in the 2040 peak hour condition. (Volume 3; MPAP Model Outputs, Ning Zhou, April 2023).

Therefore, Industrial traffic in the MPAP will not be impeded and the area will continue to be served by safe Freight Routes and several Local Service Truck Streets with capacity to serve long term development and industrial users. No testimony was offered that would contradict this credible transportation analysis.

### **Loading Docks**

The Urban Design Framework specifically identifies the *York Street Dock Conditions* and states that the “regulations encourage the recognition of the warehouse form, *loading dock conditions* on NW York Street and existing employment /industrial uses that characterize the area.” This Urban Design principle recognizes the existing dock conditions and encourages land uses and forms that respond to these existing dock conditions. We are not aware of any existing loading dock whose operations will be negatively impacted by the MPAP.

### **Land Mitigation Fund**

Two testifiers asked the City Council to consider an industrial land mitigation fund. For several reasons, Council should reject this request in favor of the many measures included in the MPAP and PBA that will have far superior and more direct positive impacts on job retention and growth.

1. The 20-net acre ESCO site does not have an Industrial land Comprehensive Plan designation. The City removed that designation in 2018 when the City changed the designation from Industrial to Employment. That means, that today, we could change the underlying zoning in compliance with the Comprehensive Plan without making a single finding on Industrial land supply or job retention. Thus, this land mitigation fund request is not reasonably related to the current planning status of the ESCO site. We do not have an impact on the Industrial land supply and therefore we do not support an Industrial land mitigation fund.
2. The MPAP has several provisions that directly provide the middle wage and other jobs that a mitigation fund may never provide. First, the fund could only be required if an MPAP property did not develop with an industrial use. Thus, it would take years, if not a decade, to aggregate sufficient funds to purchase a property. Second, the property would have to be a net add of industrial land so would likely require a zone change and comprehensive plan amendment to allow industrial use. That process is uncertain to result in a new Industrial zone. Third, the City would have to identify a user to develop the site to create the jobs and these jobs may or may not be at a density that is equal to or greater than the jobs created in MPAP. Aside from the legal issues associated with such a fund, this parade of uncertainties is far inferior to the present proposal which instead engages with a willing landowner to create mandatory middle wage and other jobs on the same site, at a job density that is greater than what could be delivered typical Industrial land.
3. We surveyed the ESCO ownership for its current job total. There are 3-4 jobs on the entire ownership. We also took a wider lens and surveyed all the buildings between NW Vaughn and NW York Street. In that wider area, there is very little job density. The uses are a mix of small

November 19, 2024

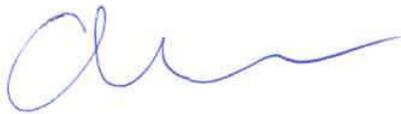
Page 3

warehouses, a vacant and former office building, a hotel, residential uses, a few garages, surface parking and vacant land. The job density ranges from 2 to 12 employees in the limited warehouse uses. The MPAP requires significant growth in these job counts and permits light industrial uses outright with density bonuses and other incentives to grow the job opportunities on site. The MPAP has a mandatory non-residential use requirement that will create significant employment square footage across the MPAP land area.

4. Jobs do not simply manifest themselves as one can see from the current job count on the ESCO site alone. The City must instead incentivize a rebirth of jobs on this close in-site and the MPAP does just that.
5. The MPAP encourages a complete community that supports economic mobility. A middle wage job or industrial job on this site is a premium job for many reasons. Together, the jobs and affordable housing requirement, with the Streetcar and Park in a high opportunity area will reduce overall living expenses and allow for greater economic mobility than a middle wage job located outside of this high opportunity area.
6. The MPAP will support existing industrial operations in the area. Take for example Calbag, an industrial operation, located across NW Nicolai from the plan area. This is a business that has more than 50% BIPOC employees, with a compensation package that is above middle wage, that does not require a college degree, and which provides full tuition for continuing education. And they have lost 7 employees and 12 other potential hires because the cost of housing and transportation to the area is too high to take advantage of the job opportunity. (See Letter from Warren Rosenfeld to the City of Portland dated November 15, 2024). The MPAP will help at least that existing industrial business, and likely others, retain and grow its employee count.

This is an opportunity that does not come around often: willing landowners, no additional public subsidies, commitments to affordable housing and middle wage job growth, transportation infrastructure, leveraged federal investments in city streets, a public park and commemoration of York. The result will be city building, and we ask the Council to firmly put the MPAP in the win column for Portland.

Best regards,



Christe C White

# Christe White

**#335239 | November 19, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

See attached letter.

Testimony is presented without formatting.

# Carrie Renfro Boatwright

**#335242 | November 22, 2024**

Testimony to **Portland City Council** on the **Montgomery Park Area Plan, Recommended Draft**

Mayor Wheeler and Council Members, I am writing to show my support for the York Urban Village & District Concept. I joined the work group because it aligns with my belief that honoring our ancestors is vital. The full story of York isn't one that I understood until my adult life. The significance of Yorks' contributions to the United States, particularly the Pacific Northwest should be commemorated on a massive scale. The African American and Indigenous populations have suffered injustices that manifested in removal of land, housing, opportunities for jobs and the building of generational wealth. When the York Village concept comes to fruition, future generations will have opportunities to regain what has been lost. York contributed so much to so many and was not given land, nor a home, nor opportunity at acquiring generational wealth. It's fitting that his lasting legacy be memorialized in the York Urban Village Concept and overarching District. My paternal grandfather migrated to Portland from Texas with his wife and children hoping for a better life. He took a job working in the shipyards. They lived in VanPort for a time before relocating to the Albina neighborhood, just before the historic flood. He later became a small business owner along with his three sons. Their businesses included Mel Renfro's Bicycle City, and Renfro's Carpet cleaning. My uncle Mel Renfro later opened the historic House of Sound on Union Avenue, which served as a hub for the black community. Next door was Willie's barber shop, another gathering place for the black community. There was a tight knit community during the decades in North and Northeast Portland that has withered over the years. My family history in Portland is part of why I am so excited to see the York Village Concept and District come alive. It will serve as a form of reparation for a community often overlooked and undervalued. The Village would become a hub for the community with opportunities for affordable housing, and jobs, all the things my grandfather Dallas Renfro Sr. brought his young family to the Pacific Northwest in search of. Lastly, please commit to removing Vaughn-Nicolai from any adopted District plan, and attribute the naming of Portland's newly established York District to our esteemed Elder and Community Historian, Mr. O.B. Hill. Thank you, Carrie Renfro Boatwright

Testimony is presented without formatting.

# Troy Winslow

**#335243 | December 2, 2024**

## Testimony to on the **Montgomery Park Area Plan, Amended Draft**

Dear Mayor Wheeler and City Commissioners, York Collective and Portland Harbor Community Coalition are writing in response to the recent hearing held on November 21, 2024, regarding the Public Benefits Agreement for the Montgomery Park Area Plan. We believe it is essential to address our concern that York Collective was not afforded a seat at the table during the drafting process of this critically important component of city planning. Our organization represents a vital and diverse segment of the community, and our exclusion not only undermined many of the City's stated goals related to inclusivity, but it missed a once-in-a-generation opportunity to harness the collaborative spirit necessary for effective and equitable decision-making. We believe that the insights and recommendations—included in the body of this email and as an attachment—could have been expounded upon significantly had our voices been present at the outset. We hope that you will consider including all of what we have outlined to the agreement as a gesture of goodwill. It will only contribute to the agreement's effectiveness and be more reflective of the needs in our community. We urge you to recognize the importance of including voices like ours in future discussions and planning processes. Thank you for your attention to this matter. We look forward to your response and hope for an opportunity to engage collaboratively in shaping a more inclusive future for our city. This should be inclusive of providing smooth hand-off within the new City leadership. In gratitude, York Collective & Portland Harbor Community Coalition Public Benefits Agreement recommended changes At Large: Change all references to Vaughn-Nicolai Plan District to York District and attribute the naming of the new district to Mr. O.B. Hill, Community Historian. Change all references of York Work Group (YWG) to York Collective (YC) Must amplify follow-thru on tribal consultation with Tribal Leader(s) that leads to formal tribal consultation with all regional Tribes. Engagement or interest from one Tribal leader should activate full Tribal Consultation with all regional tribes. Emphasize that York Urban Village in York District will become a national leader in green affordable building with the use of mass timber and hemp construction materials. Section 3 AFFORDABLE RENTAL HOUSING 3.1 Purpose. Change to: AFFORDABLE RENTAL HOUSING & PERMANENT HOMEOWNERSHIP Explanation: York Collective has begun productive conversations with a local community development corporation (CDC) with interest and experience in fundraising to secure a variety of ownership housing units to add to affordable rentals, as a way to generate even more diverse housing alternatives as a component of the York Urban Village, within York District. Section 4 PARK REQUIREMENTS AND ELEMENTS 4.5.5 Remove: "Location within the required park is optional, not required." Add "Consult with York Collective and regional tribes to determine the best locations for

commemoration of York, Black Oregonians and Tribal histories.” Section 5: COMMEMORATION OF YORK 5.2 Process. Add: in consultation with “regional tribes and” the City’s Office of Arts and Culture 5.2.2 Add: memorializing “The contributions and resilience of York, Black Oregonians and Tribes” at a location or locations... 5.2.3 Remove: “As deemed appropriate by” Add: Portland Streetcar Inc., in consultation with the Bureau of Planning and Sustainability “and York Collective will serve as a key community partner and advisor in determining how York and Black Oregonians will be commemorated in the area. York Collective and Tribes will provide cultural, technical and community expertise on the public art or commemorative feature(s). YC will assist in organizing and facilitating public engagement with community members to inform the development of the public art or commemorative feature(s).

Testimony is presented without formatting.

# York Collective

**#335244 | December 2, 2024**

## Testimony to on the **Montgomery Park Area Plan, Amended Draft**

Dear Mayor Wheeler and City Commissioners, York Collective and Portland Harbor Community Coalition are writing in response to the recent hearing held on November 21, 2024, regarding the Public Benefits Agreement for the Montgomery Park Area Plan. We believe it is essential to address our concern that York Collective was not afforded a seat at the table during the drafting process of this critically important component of city planning. Our organization represents a vital and diverse segment of the community, and our exclusion not only undermined many of the City's stated goals related to inclusivity, but it missed a once-in-a-generation opportunity to harness the collaborative spirit necessary for effective and equitable decision-making. We believe that the insights and recommendations—included in the body of this email and as an attachment—could have been expounded upon significantly had our voices been present at the outset. We hope that you will consider including all of what we have outlined to the agreement as a gesture of goodwill. It will only contribute to the agreement's effectiveness and be more reflective of the needs in our community. We urge you to recognize the importance of including voices like ours in future discussions and planning processes. Thank you for your attention to this matter. We look forward to your response and hope for an opportunity to engage collaboratively in shaping a more inclusive future for our city. This should be inclusive of providing smooth hand-off within the new City leadership. In gratitude, York Collective & Portland Harbor Community Coalition Public Benefits Agreement recommended changes At Large: Change all references to Vaughn-Nicolai Plan District to York District and attribute the naming of the new district to Mr. O.B. Hill, Community Historian. Change all references of York Work Group (YWG) to York Collective (YC) Must amplify follow-thru on tribal consultation with Tribal Leader(s) that leads to formal tribal consultation with all regional Tribes. Engagement or interest from one Tribal leader should activate full Tribal Consultation with all regional tribes. Emphasize that York Urban Village in York District will become a national leader in green affordable building with the use of mass timber and hemp construction materials. Section 3 AFFORDABLE RENTAL HOUSING 3.1 Purpose. Change to: AFFORDABLE RENTAL HOUSING & PERMANENT HOMEOWNERSHIP Explanation: York Collective has begun productive conversations with a local community development corporation (CDC) with interest and experience in fundraising to secure a variety of ownership housing units to add to affordable rentals, as a way to generate even more diverse housing alternatives as a component of the York Urban Village, within York District. Section 4 PARK REQUIREMENTS AND ELEMENTS 4.5.5 Remove: "Location within the required park is optional, not required." Add "Consult with York Collective and regional tribes to determine the best locations for

commemoration of York, Black Oregonians and Tribal histories.” Section 5: COMMEMORATION OF YORK 5.2 Process. Add: in consultation with “regional tribes and” the City’s Office of Arts and Culture 5.2.2 Add: memorializing “The contributions and resilience of York, Black Oregonians and Tribes” at a location or locations... 5.2.3 Remove: “As deemed appropriate by” Add: Portland Streetcar Inc., in consultation with the Bureau of Planning and Sustainability “and York Collective will serve as a key community partner and advisor in determining how York and Black Oregonians will be commemorated in the area. York Collective and Tribes will provide cultural, technical and community expertise on the public art or commemorative feature(s). YC will assist in organizing and facilitating public engagement with community members to inform the development of the public art or commemorative feature(s).

Testimony is presented without formatting.

# Erica Stewart

**#335245 | December 3, 2024**

## Testimony to on the **Montgomery Park Area Plan, Amended Draft**

Thank you Council members for accepting my testimony for the Montgomery Park Area Park Plan (MPAP) and amendments before you now. I moved to the southern border of NW Portland in September 2017 and worked in offices at Montgomery Park until April 2020 so I am intimately familiar with the area in question. I do not own a car and rely on walking and public transportation to get to where I'm going. I am able to do this because Portland has a great transportation system and walkable streets in the NW District. I became aware of the MPAP only after I started attending the Northwest District Association (NWDA) meetings, and reviewed the documents in detail only after being elected to the NWDA Planning Committee a few months ago. My testimony reflects my personal opinion and is not necessarily reflective of the NWDA's positions. My concerns with the Plan and amendments are three-fold: The current area plan now excludes the southern tail of the Vaughn-Nicolai [York] Subdistrict B from the plan on which the streetcar alignment had been planned; the current alignment is problematic and may not achieve the commendable goals of the redevelopment of the area without inclusion of that small portion of Subdistrict B south of Nicolai; and the one-acre park proposed is not adequate for the overall needs of the NW District to which the MPAP will now belong. The Bureau of Planning and Sustainability spent considerable, time, talent and money on analyzing the best alignment of the streetcar to connect the former "steel curtain" portion of the Guild's Lake Industrial Sanctuary (GLIS) south of Nicolai with the NW District. It proposed twin couplets running north/south on NW 18th/NW 19th and west/east on NW Roosevelt/NW Wilson underneath the Highway 30 overpass to Montgomery Park and back to NW Lovejoy/NW Marshall. This alignment would pass through an area that already has residential, small-scale retail/office space and light industry, interspersed with smaller parcels of vacant and surface parking lots. The area that is now the current emphasis of the MPAP, has larger, empty lots, the majority from the former ESCO steel foundry site. The tax base in this small segment is stable, and the non-productive vacant and surface parking lots (which stand mostly empty as well) are ripe for small-scale local development that could incrementally respond to the needs of the residents and business already present and thriving. (I imagine Aviation Gin would be thrilled to have the streetcar stop outside their doors!) Whereas, the tax basis for the ESCO site is largely theoretical because it has been empty for several years and the very size of the area available for development will be attractive only to large (probably out-of-state) developers who must maximize their profit in the short-term and build out to a finished state all at once, and hope the tax base will pay for it. Even though the plan calls for building affordable housing first, we have seen with other large development projects in Portland that the developer will promise to add affordable units in some

proportion to its market-rate units, but may defer or transfer those units to some as yet to built other parcel not in the area. Small-scale local developers can build affordable units at a reasonable cost, given certain code changes (such as allowing single-egress stairwells in sprinklered buildings over three stories high). The streetcar and new streets in the MPAP are liabilities for the city, not benefits, when considered by tax accounting rules. True, walkable streets and public transit are perceived benefits to those living and working in the area, but the streetcar cannot easily be moved, nor the streets sold to pay for maintenance. The improvement projects must be funded from a stable tax base, not a theoretical one and respond to the needs of the community, rather than imposed on them. The current streetcar alignment proposal would extend the N/S streetcar loop on NW Lovejoy/NW Marshall north along NW 23rd, without any stops between NW Lovejoy and NW Thurman. The Local Improvement District imposed on property owners on NW 23rd would not be commensurate with the value they receive if the streetcar doesn't stop in front of their business. And worse, even with prioritized signaling, crossing NW Vaughn would cause traffic to backup on the Highway 30/I-405 exit from the Fremont bridge and cause congestion west on NW Vaughn for the entrance to Highway 30/I-405. I fully support a park in the MPAP. However, a one-acre city park is not adequate for the needs of the neighborhood, which – as was clearly pointed out by the Bureau of Planning and Sustainability – is underserved by large open space and dog parks. If more of the ESCO site was set aside for a substantial park, large enough for a soccer field and pool, as well as passive recreation and picnic areas, think of how many people from the current NW District would flock to this area, allowing for small cafes, restaurants and retail to flower organically around this destination. Montgomery Park now stands empty, and was recently sold for pennies on the dollar from when it was acquired in 2019. The needs of this area are not as clear as those for the small segment of the GLIS east of Highway 30 and south of Nicolai, which could also increase the tax base sooner than the MPAP proposed. Thank you for your attention and consideration, Erica Stewart  
118 NW King Avenue

Testimony is presented without formatting.

# Erica Stewart

**#335246 | December 3, 2024**

## Testimony to on the **Montgomery Park Area Plan, Amended Draft**

Thank you Council members for accepting my testimony for the Montgomery Park Area Park Plan (MPAP) and amendments before you now. I moved to the southern border of NW Portland in September 2017 and worked in offices at Montgomery Park until April 2020 so I am intimately familiar with the area in question. I do not own a car and rely on walking and public transportation to get to where I'm going. I am able to do this because Portland has a great transportation system and walkable streets in the NW District. I became aware of the MPAP only after I started attending the Northwest District Association (NWDA) meetings, and reviewed the documents in detail only after being elected to the NWDA Planning Committee a few months ago. My testimony reflects my personal opinion and is not necessarily reflective of the NWDA's positions. My concerns with the Plan and amendments are three-fold: The current area plan now excludes the southern tail of the Vaughn-Nicolai [York] Subdistrict B from the plan on which the streetcar alignment had been planned; the current alignment is problematic and may not achieve the commendable goals of the redevelopment of the area without inclusion of that small portion of Subdistrict B south of Nicolai; and the one-acre park proposed is not adequate for the overall needs of the NW District to which the MPAP will now belong. The Bureau of Planning and Sustainability spent considerable, time, talent and money on analyzing the best alignment of the streetcar to connect the former "steel curtain" portion of the Guild's Lake Industrial Sanctuary (GLIS) south of Nicolai with the NW District. It proposed twin couplets running north/south on NW 18th/NW 19th and west/east on NW Roosevelt/NW Wilson underneath the Highway 30 overpass to Montgomery Park and back to NW Lovejoy/NW Marshall. This alignment would pass through an area that already has residential, small-scale retail/office space and light industry, interspersed with smaller parcels of vacant and surface parking lots. The area that is now the current emphasis of the MPAP, has larger, empty lots, the majority from the former ESCO steel foundry site. The tax base in this small segment is stable, and the non-productive vacant and surface parking lots (which stand mostly empty as well) are ripe for small-scale local development that could incrementally respond to the needs of the residents and business already present and thriving. (I imagine Aviation Gin would be thrilled to have the streetcar stop outside their doors!) Whereas, the tax basis for the ESCO site is largely theoretical because it has been empty for several years and the very size of the area available for development will be attractive only to large (probably out-of-state) developers who must maximize their profit in the short-term and build out to a finished state all at once, and hope the tax base will pay for it. Even though the plan calls for building affordable housing first, we have seen with other large development projects in Portland that the developer will promise to add affordable units in some

proportion to its market-rate units, but may defer or transfer those units to some as yet to built other parcel not in the area. Small-scale local developers can build affordable units at a reasonable cost, given certain code changes (such as allowing single-egress stairwells in sprinklered buildings over three stories high). The streetcar and new streets in the MPAP are liabilities for the city, not benefits, when considered by tax accounting rules. True, walkable streets and public transit are perceived benefits to those living and working in the area, but the streetcar cannot easily be moved, nor the streets sold to pay for maintenance. The improvement projects must be funded from a stable tax base, not a theoretical one and respond to the needs of the community, rather than imposed on them. The current streetcar alignment proposal would extend the N/S streetcar loop on NW Lovejoy/NW Marshall north along NW 23rd, without any stops between NW Lovejoy and NW Thurman. The Local Improvement District imposed on property owners on NW 23rd would not be commensurate with the value they receive if the streetcar doesn't stop in front of their business. And worse, even with prioritized signaling, crossing NW Vaughn would cause traffic to backup on the Highway 30/I-405 exit from the Fremont bridge and cause congestion west on NW Vaughn for the entrance to Highway 30/I-405. I fully support a park in the MPAP. However, a one-acre city park is not adequate for the needs of the neighborhood, which – as was clearly pointed out by the Bureau of Planning and Sustainability – is underserved by large open space and dog parks. If more of the ESCO site was set aside for a substantial park, large enough for a soccer field and pool, as well as passive recreation and picnic areas, think of how many people from the current NW District would flock to this area, allowing for small cafes, restaurants and retail to flower organically around this destination. Montgomery Park now stands empty, and was recently sold for pennies on the dollar from when it was acquired in 2019. The needs of this area are not as clear as those for the small segment of the GLIS east of Highway 30 and south of Nicolai, which could also increase the tax base sooner than the MPAP proposed. Thank you for your attention and consideration, Erica Stewart  
118 NW King Avenue

Testimony is presented without formatting.

## Testimony MPAP Recommended Draft with Amendments 12/3/2024

Thank you Council members for accepting my testimony for the Montgomery Park Area Park Plan (MPAP) and amendments before you now.

I moved to the southern border of NW Portland in September 2017 and worked in offices at Montgomery Park until April 2020 so I am intimately familiar with the area in question. I do not own a car and rely on walking and public transportation to get to where I'm going. I am able to do this because Portland has a great transportation system and walkable streets in the NW District.

I became aware of the MPAP only after I started attending the Northwest District Association (NWDA) meetings, and reviewed the documents in detail only after being elected to the NWDA Planning Committee a few months ago. My testimony reflects my personal opinion and is not necessarily reflective of the NWDA's positions.

My concerns with the Plan and amendments are three-fold: The current area plan now excludes the southern tail of the Guild's Lake Industrial Sanctuary from the Vaughn-Nicolai [York] Subdistrict B plan on which the streetcar alignment had been planned; the current alignment is problematic and may not achieve the commendable goals of the redevelopment of the area without inclusion of that small portion of Subdistrict B south of Nicolai; and the one-acre park proposed is not adequate for the overall needs of the NW District to which the MPAP will now belong.

The Bureau of Planning and Sustainability spent considerable time, talent and money on analyzing the best alignment of the streetcar to connect the former "steel curtain" portion of the GLIS south of Nicolai with the NW District. It proposed twin couplets running north/south on NW 18<sup>th</sup>/NW 19<sup>th</sup> and west/east on NW Roosevelt/NW Wilson underneath Highway 30 to Montgomery Park and back to NW Lovejoy/NW Northrup. This alignment would pass through an area that already has residential, small-scale retail/office space and light industry, interspersed with smaller parcels of vacant and surface parking lots. The area that is now the current emphasis of the MPAP has larger, empty lots, the majority from the former ESCO steel foundry site.

The tax base in this small segment is stable, and the non-productive vacant and surface parking lots (which stand mostly empty as well) are ripe for small-scale local development that could incrementally respond to the needs of the residents and business already present and thriving. (I imagine Aviation Gin would be thrilled to have the streetcar stop outside their doors!) Whereas, the tax basis for the ESCO site is largely theoretical because it has been empty for several years and the very size of the area available for development will be attractive only to large (probably out-of-state) developers who must maximize their profit in the short-term and build out to a finished state all at once, and hope the tax base will pay for it. Even though the plan calls for building affordable housing first, we have seen with other large development projects in Portland that the developer will promise to add affordable units in some proportion to its market-rate units, but may defer or transfer those units to some as yet to be built project on another parcel not in the area. Small-scale local developers can build affordable units at a reasonable cost, given certain code changes (such as allowing single-egress stairwells in sprinklered buildings over three stories high).

The streetcar and new streets in the MPAP are liabilities for the city, not benefits, when considered by tax accounting rules. True, walkable streets and public transit are perceived benefits to those living and working in the area, but the streetcar cannot easily be moved, nor the streets sold to pay for maintenance. The improvement projects must be funded from a stable tax base, not a theoretical one

and respond to the needs of the community, rather than be imposed on them.

The current streetcar alignment proposal would extend the N/S streetcar loop on NW Lovejoy/NW Northrup north along NW 23<sup>rd</sup>, without any stops between NW Marshall and NW Thurman. The Local Improvement District imposed on property owners on NW 23<sup>rd</sup> would not be commensurate with the value they receive if the streetcar doesn't stop in front of their business. And worse, even with prioritized signaling, crossing NW Vaughn would cause traffic to backup on the Highway 30/I-405 exit from the Fremont bridge and cause congestion west on NW Vaughn for the entrance to Highway 30/I-405.

I fully support a park in the MPAP. However, a one-acre city park is not adequate for the needs of the neighborhood, which – as was clearly pointed out by the Bureau of Planning and Sustainability – is underserved by large open space and dog parks. If more of the ESCO site was set aside for a substantial park, large enough for a soccer field and pool, as well as passive recreation and picnic areas, think of how many people from the current NW District would flock to this area, allowing for small cafes, restaurants and retail to flower organically around this destination. Montgomery Park now stands empty, and was recently sold for pennies on the dollar from when it was acquired in 2019. The needs of this area are not as clear as those for the small segment of the GLIS east of Highway 30 and south of Nicolai, which could also increase the tax base sooner than the MPAP proposed.

Thank you for your attention and consideration,  
Erica Stewart  
118 NW King Avenue

# Erica Stewart

**#335247 | December 3, 2024**

## Testimony to on the **Montgomery Park Area Plan, Amended Draft**

Thank you Council members for accepting my testimony for the Montgomery Park Area Park Plan (MPAP) and amendments before you now. I moved to the southern border of NW Portland in September 2017 and worked in offices at Montgomery Park until April 2020 so I am intimately familiar with the area in question. I do not own a car and rely on walking and public transportation to get to where I'm going. I am able to do this because Portland has a great transportation system and walkable streets in the NW District. I became aware of the MPAP only after I started attending the Northwest District Association (NWDA) meetings, and reviewed the documents in detail only after being elected to the NWDA Planning Committee a few months ago. My testimony reflects my personal opinion and is not necessarily reflective of the NWDA's positions. My concerns with the Plan and amendments are three-fold: The current area plan now excludes the southern tail of the Guild's Lake Industrial Sanctuary from the Vaughn-Nicolai [York] Subdistrict B plan on which the streetcar alignment had been planned; the current alignment is problematic and may not achieve the commendable goals of the redevelopment of the area without inclusion of that small portion of Subdistrict B south of Nicolai; and the one-acre park proposed is not adequate for the overall needs of the NW District to which the MPAP will now belong. The Bureau of Planning and Sustainability spent considerable time, talent and money on analyzing the best alignment of the streetcar to connect the former "steel curtain" portion of the GLIS south of Nicolai with the NW District. It proposed twin couplets running north/south on NW 18th/NW 19th and west/east on NW Roosevelt/NW Wilson underneath Highway 30 to Montgomery Park and back to NW Lovejoy/NW Northrup. This alignment would pass through an area that already has residential, small-scale retail/office space and light industry, interspersed with smaller parcels of vacant and surface parking lots. The area that is now the current emphasis of the MPAP has larger, empty lots, the majority from the former ESCO steel foundry site. The tax base in this small segment is stable, and the non-productive vacant and surface parking lots (which stand mostly empty as well) are ripe for small-scale local development that could incrementally respond to the needs of the residents and business already present and thriving. (I imagine Aviation Gin would be thrilled to have the streetcar stop outside their doors!) Whereas, the tax basis for the ESCO site is largely theoretical because it has been empty for several years and the very size of the area available for development will be attractive only to large (probably out-of-state) developers who must maximize their profit in the short-term and build out to a finished state all at once, and hope the tax base will pay for it. Even though the plan calls for building affordable housing first, we have seen with other large development projects in Portland that the developer will promise to add affordable units in some proportion to its market-rate

units, but may defer or transfer those units to some as yet to be built project on another parcel not in the area. Small-scale local developers can build affordable units at a reasonable cost, given certain code changes (such as allowing single-egress stairwells in sprinklered buildings over three stories high). The streetcar and new streets in the MPAP are liabilities for the city, not benefits, when considered by tax accounting rules. True, walkable streets and public transit are perceived benefits to those living and working in the area, but the streetcar cannot easily be moved, nor the streets sold to pay for maintenance. The improvement projects must be funded from a stable tax base, not a theoretical one and respond to the needs of the community, rather than be imposed on them. The current streetcar alignment proposal would extend the N/S streetcar loop on NW Lovejoy/NW Northrup north along NW 23rd, without any stops between NW Marshall and NW Thurman. The Local Improvement District imposed on property owners on NW 23rd would not be commensurate with the value they receive if the streetcar doesn't stop in front of their business. And worse, even with prioritized signaling, crossing NW Vaughn would cause traffic to backup on the Highway 30/I-405 exit from the Fremont bridge and cause congestion west on NW Vaughn for the entrance to Highway 30/I-405. I fully support a park in the MPAP. However, a one-acre city park is not adequate for the needs of the neighborhood, which – as was clearly pointed out by the Bureau of Planning and Sustainability – is underserved by large open space and dog parks. If more of the ESCO site was set aside for a substantial park, large enough for a soccer field and pool, as well as passive recreation and picnic areas, think of how many people from the current NW District would flock to this area, allowing for small cafes, restaurants and retail to flower organically around this destination. Montgomery Park now stands empty, and was recently sold for pennies on the dollar from when it was acquired in 2019. The needs of this area are not as clear as those for the small segment of the GLIS east of Highway 30 and south of Nicolai, which could also increase the tax base sooner than the MPAP proposed. Thank you for your attention and consideration, Erica Stewart  
118 NW King Avenue

Testimony is presented without formatting.

Portland City Council Meeting  
Wednesday, November 13, 2024 - 2:00 p.m.  
Verbal Testimony

	Agenda Item	Name
1	987/988	warren rosenfeld
2	987/988	Al Solheim
3	987/988	Marcus Swanson
4	987/988	Troy Winslow
5	987/988	O.B. Hill
6	987/988	Leslie Gregory
7	987/988	Richard Gronostajski
8	987/988	Carrie Renfro Boatwright
9	987/988	Cassie Cohen
10	987/988	Christe White
11	987/988	Saurav Palla
12	987/988	Brian Ames
13	987/988	Aaron DeShaw
14	987/988	Paige Miller
15	987/988	Dick Davis
16	987/988	sarah Hobbs
17	987/988	Candice Jimenez
18	987/988	Chris Smith
19	987/988	Gus Baum
20	987/988	Sarah Iannarone
21	987/988	John Serra
22	987/988	Todd Zarnitz
23	987/988	Tonya Hartnett
24	987/988	Corky Collier
25	987/988	Malu Wilkinson