



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, July 23, 2024

10:30 AM

Metro Regional Center, Council Chamber,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)
<https://www.youtube.com/live/3dsXSA2ygq0?si=uz59iLvPAQFPfU2x>

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

10:30 Call to Order and Roll Call

10:30 Work Session Topics:

10:35 City of Portland planning for Montgomery Park [24-6101](#)
redevelopment and Metro UGMFP Title 4 land use
restrictions in the area

Presenter(s): Glen Hamburg (he/him), Associate Regional Planner, Metro
Patricia Diefenderfer, Chief Planner, City of Portland

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)

11:05 Recycling Modernization Act update [24-6103](#)

Presenter(s): Marta McGuire (she/her), WPES Director, Metro
Thomas Egleston (he/him), Policy and Program
Development Manager Metro
Jill Hrycyk (she/her), Program Manager, Metro

Attachments: [Staff Report](#)

11:35 2025 State Legislative Transportation Priorities

[24-6104](#)

Presenter(s): Anneliese Koehler (she/her), State Legislative Affairs
Advisor, Metro
Jenna Jones (she/her), State Legislative Affairs Advisor,
Metro
Catherine Ciarlo (she/her), PDR Direction

Attachments: [Attachment 1](#)
[Staff Report](#)

12:35 Chief Operating Officer Communication

12:40 Councilor Communication

12:45 Adjourn

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**City of Portland planning for Montgomery Park
redevelopment and Metro UGMFP Title 4 land use
restrictions in the area**
Presentations

Metro Council Work Session
Tuesday July 23rd 2024

CITY OF PORTLAND PLANNING FOR MONTGOMERY PARK REDEVELOPMENT AND
METRO UGMFP TITLE 4 LAND USE RESTRICTIONS IN THE AREA

Date: July 5, 2024
Department: Planning, Development &
Research
Meeting Date: July 23, 2024

Prepared by: Glen Hamburg, Associate
Regional Planner, Metro
(glen.hamburg@oregonmetro.gov)

Presenters: Glen Hamburg, Associate
Regional Planner, Metro; Patricia
Diefenderfer, Chief Planner, City of
Portland

ISSUE STATEMENT

The City of Portland is considering an extension of streetcar service through, and associated land use changes in, the roughly 74-acre Montgomery Park area south of NW Nicolai St, north of NW Vaughn St, and west of Hwy 30. The City's land use proposal, known as the "Montgomery Park Area Plan" (MPAP), seeks to transition the area around the former ESCO steel foundry into a new transit-oriented, mixed-use district that supports job growth and housing development with a focus on equity and affordability. These City efforts follow from Federal Transit Administration (FTA) funded Metro grants to study the impacts of possible transit system expansions. More information about the streetcar service extension proposal and MPAP are provided by the City in Attachment C and will be addressed during the July 23 work session.

Metro regulations in Urban Growth Management Functional Plan (UGMFP) Title 4, *Industrial and Other Employment Areas*, require the City to prohibit/limit certain public, recreational, commercial, and service uses in the Montgomery Park area. However, such uses, if allowed by Metro, may be supportive of future residential land uses and facilitate the development of transit-oriented complete communities in an underdeveloped but central area of the region, and advance other Regional Framework Plan (RFP) policies.

Removing Metro's Title 4 prohibitions/limitations would require an ordinance of the Metro Council amending the "Title 4 Map" (Attachment A) to no longer designate the Montgomery Park area as a "Regionally Significant Industrial Area" (RSIA) or "Employment Area".

ACTION REQUESTED

Metro staff are seeking direction from the Metro Council on whether to propose an ordinance later this year to amend the Title 4 Map. The possible amendments would allow the City to permit land uses in the Montgomery Park area that would otherwise be prohibited or limited by Title 4, including:

- Schools, places of assembly (e.g., community centers and places of worship), and parks; and

- Retail commercial and professional service uses, such as grocery stores, medical and dental offices, and banks.

IDENTIFIED POLICY OUTCOMES

If the City were to extend streetcar service through the Montgomery Park area and permit residential land uses in the area, amending the Title 4 Map and allowing the City to also permit schools, places of assembly, parks, retail commercial, and professional service uses in the area could help advance the following RFP policies:

- 1.1.1 Ensure and maintain a compact urban form within the UGB.
- 1.1.3 Facilitate infill and re-development [...] to use land and urban services efficiently, to support public transit, to promote successful, walkable communities, and to create equitable and vibrant communities.
- 1.1.7 Promote excellence in community design.
- 1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.
- 1.8.1 Identify and actively address opportunities for and obstacles to the continue development and redevelopment of existing urban land using a combination of regulations and incentives to ensure that the prospect of living, working, and doing business in those locations remains attractive to a wide range of households and employers.
- 1.10.1 Support the identity and functioning of communities in the region through:
 - c. Ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:
 - ii. Makes biking and walking the most convenient, safe, and enjoyable transportation choices for short trips, encourages transit use, and reduces auto dependence and related greenhouse gas emissions.
 - iii. Provides access to neighborhood and community parks, trails, schools, walkways, bikeways, and other recreational and cultural areas and public facilities.
 - iv. Reinforces nodal, mixed use, neighborhood-oriented community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit and recreation, social, and cultural activities.

- v. Includes concentrated, high-density, mixed-use urban centers developed in relation to the region's transit system.
- vi. Is responsive to needs for privacy, community, sense of place, and personal safety in an urban setting.

POLICY QUESTIONS

1. Does the Council have concerns about the City authorizing schools, places of assembly, parks, retail commercial, and professional service uses in the Montgomery Park area?
2. If the City were to extend streetcar service through and authorize residential land uses in the Montgomery Park area, does the Council believe that allowing the above-listed land uses in the area could better achieve certain polices of the RFP?
3. Should Metro staff draft an ordinance for Council consideration this year to amend the Title 4 Map in order for the City to authorize the above-listed land uses in the Montgomery Park area?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Metro council can direct staff to propose an ordinance removing Title 4 prohibitions/limitations (e.g., on the above-listed land uses) in the Montgomery Park area in order to better achieve certain polices of the RFP. They could also request additional information.

STAFF RECOMMENDATIONS

No recommendation at this time.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- **How does this advance Metro's climate action goals?**
According to the RFP, the outcomes and characteristics of a successful region include: people living, working, and playing in vibrant communities where their everyday needs are easily accessible; people having safe and reliable transportation choices that enhance their quality of life; and the region being a leader in minimizing contributions to global warming. As noted above, Metro's RFP also contains land use policies that aim to promote a compact urban form, as well as walking, biking, and transit use, to reduce greenhouse gas emissions. Similarly, Metro's Climate Smart Strategy includes policies to make transit convenient, frequent, accessible, and affordable and make biking and walking safe, reliable, and connected.
- **Known Opposition/Support/Community Feedback**
Metro staff are awaiting Metro Council direction before proposing an ordinance to amend the Title 4 Map. An ordinance would require a public hearing preceded by

consultation with the Metro Technical Advisory Committee (MTAC) and the Metro Policy Advisory Committee (MPAC).

The City's MPAP proposal, however, followed years of community engagement activities led by the City, including in-person and virtual open houses, surveys, printed mailers, and dedicated outreach to Community Based Organizations and representatives of underserved communities. The City's Planning Commission held a public hearing on the plan on May 23, 2024. The hearing saw a range of testimony, including from property owners and business operators in the area, and other interested parties. While the opinions expressed in the testimony were varied, testimony included advocacy for any residential uses in the area to be paired with certain retail commercial uses (e.g., a grocery store), a community center, and a park, particularly a park serving the wider Northwest Portland area. The Planning Commission is scheduled to vote on a recommendation to the City Council in July.

- **Explicit list of stakeholder groups and individuals who have been involved in policy development.**

As noted above, Metro staff are awaiting Metro Council direction before proposing an ordinance to amend the Title 4 Map. If the Metro Council supports such an ordinance being proposed, it would be formally considered by MTAC and MPAC before a public hearing with the Metro Council.

- **Legal Antecedents**

UGMFP Title 4 seeks to: provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in designated Regionally Significant Industrial Areas (RSIAs), Industrial Areas, and Employment Areas; provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations; and protect the capacity and efficiency of the region's transportation system for the movement of goods and services. Per Subsection 3.07.450(a), the Title 4 Map is the official depiction of RSIAs, Industrial Areas, and Employment Areas.

The Title 4 Map is not a static document. It has been amended on more than a dozen occasions in the last few decades by different Metro Code authorized processes applicable in different circumstances. Subsection 3.07.450(g) states that the Metro Council may amend the Title 4 Map by ordinance at any time to make corrections in order to better achieve the policies of the RFP.

Approximately 42 acres of the MPAP area are currently designated RSIA on the Title 4 Map. Section 3.07.420 has requirements for local governments to include measures in their land use regulations that limit in RSIAs the size and location of new buildings for retail commercial uses and professional services that cater to daily customers "to ensure that they serve primarily the needs of workers in the area." The section also requires local governments to restrict certain land uses in RSIAs, including: retail commercial uses that occupy more than 3,000 square feet of

sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development, with some exceptions; and schools, places of assembly larger than 20,000 square feet, and parks intended to serve people other than those working or residing in the RSIA.

In addition, approximately 17 other acres of the MPAP area are designed Employment Areas on the Title 4 Map. Section 3.07.440 has requirements for local governments to limit new and expanded commercial retail uses in Employment Areas to those that are “appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas.” It also requires restrictions on certain land uses in Employment Areas, including retail commercial uses with more than 60,000 square feet of leasable area in a single building, or with a total of more than 60,000 square feet of retail sales area on a single lot/parcel, or on contiguous lots/parcels, including those separated only by right-of-way.

- **Anticipated Effects**

If so directed by the Metro Council, Metro staff would prepare an ordinance to amend the Title 4 Map in order to remove Metro’s prohibitions/limitations on certain non-industrial uses in the Montgomery Park area in order to better achieve certain policies of the RFP.

- **Financial Implications (current year and ongoing)**

There is no significant budget impact. Metro staff would prepare the necessary legislation and associated materials, and present them to MTAC, MPAC, and the Metro Council.

BACKGROUND

This work session will be the first time the topic of amending the Title 4 Map to align with the City’s streetcar serve extension and MPAP projects is brought before the Metro Council.

ATTACHMENTS

- A. UGMFP Title 4 Map
- B. Aerial close-up of Title 4 Map designations in MPAP Area
- C. July 5, 2024 Memo from City of Portland Bureau of Planning & Sustainability (BPS)

- **Is legislation required for Council action?** Yes No

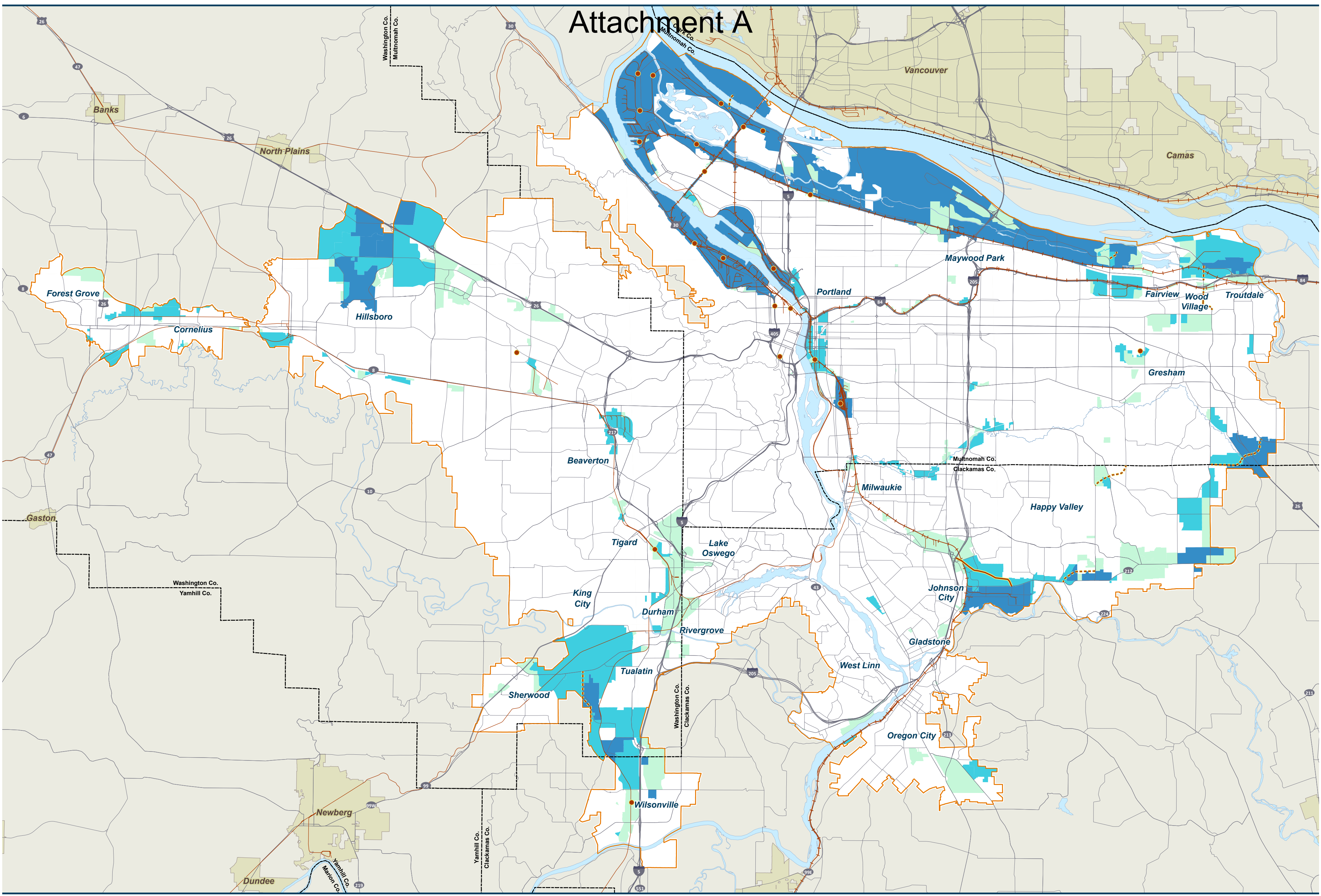
An ordinance will be needed to amend the Title 4 Map. That legislation will be drafted only if so directed by the Metro Council at this work session.

- **If yes, is draft legislation attached?** Yes No

- **What other materials are you presenting today?**

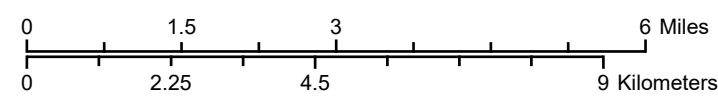
Metro staff will show a PowerPoint at the work session.

Attachment A



Title 4 Industrial and other Employment Areas

September 2023



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city



Attachment B



Attachment C



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

MEMO

DATE: July 5, 2024
TO: Metro Council
FROM: Ryan Singer, Barry Manning, Kiel Jenkins, Joan Frederiksen, BPS
cc: Patricia Diefenderfer, Chief Planner, BPS
Mauricio Leclerc, Supervising Planner, PBOT
Shawn Canny, Transportation Planner PBOT
SUBJECT: Montgomery Park Area Plan- Plan Overview

The Montgomery Park Area Plan (MPAP) is currently under review by the City of Portland Planning Commission. The plan includes five volumes, as indicated below:

- [MPAP Proposed Draft – Volume 1: Proposed Plan](#)
- [MPAP Proposed Draft – Volume 2: Regulatory Tools](#)
- [MPAP Proposed Draft – Volume 3: Transportation Plan](#)
- [MPAP Proposed Draft – Volume 4: Amendments to NW District and Guild’s Lake Industrial Sanctuary plans](#)
- MPAP Proposed Draft – Volume 5: Appendix (including [MPAP Draft Public Benefits Terms Sheet – April 2024](#))

1. Project Background, Vision, Objectives

Background

The Montgomery Park Area Plan is an outcome of the Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H) undertaken from 2019-2023. The study -- a collaboration between the Bureau of Planning and Sustainability (BPS) and the Portland Bureau of Transportation (PBOT), funded in part by a Federal Transit Administration (FTA) grant administered by Metro -- evaluated opportunities to create an equitable development plan for transit-oriented districts in Northwest



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Portland and Northeast Portland. Work in the Northeast was a preliminary evaluation of opportunities and has concluded. Work in the Northwest has resulted in the proposed Montgomery Park Area Plan (MPAP).

Vision

The Montgomery Park Area Plan (MPAP) establishes a new transit-oriented, mixed-income, mixed-use district in Northwest Portland west of Highway 30 between NW Vaughn and NW Nicolai streets. The Plan seeks to transition the area from an underutilized industrial and employment-focused district to a mixed-use employment district that will support both job growth and housing development. To achieve this outcome, the MPAP includes a suite of proposed land use changes to promote equitable and transit-oriented development and complement the planned extension of the Portland Streetcar. The land use changes include amendments to Portland's Comprehensive Plan Map, Zoning Map, Zoning Code, and design guidance for future projects.

Key Objectives

- Create a new equitably developed, mixed-use, transit-oriented neighborhood in this high opportunity area.
- Provide opportunities for new housing, with additional requirements for affordable housing beyond the inclusionary housing provisions.
- Retain existing and create new opportunities for middle-wage jobs.
- Create opportunities for both for-sale and for lease affordable commercial spaces to serve a variety of households and provide wealth-building opportunity.
- Provide broader access to amenities, including access to nature and recreation.
- Build low-carbon transportation options supported by land use allowances for intensive mixed-use development.
- Encourage and support opportunities for green, climate-resilient and -responsive development.

2. Elements of the Montgomery Park Area Plan

The MPAP Proposed Draft includes elements designed to facilitate change in the area, over time, to create a transit-oriented mixed-use area. These include:

Comprehensive Plan and Zoning map Changes

The plan includes changes to existing Industrial Sanctuary and Mixed Employment-focused Comprehensive Plan land use and zoning designations (IHk, IG1k, EG1/2 zones), to Central Employment and Mixed Employment Comprehensive Plan designations (EX and EG1 zones) that allow employment, but also include a broader array of uses and more development intensity. The plan would also apply the Design (d) overlay zone to EX zoned areas.

Streetcar Extension

The plan includes the locally preferred alternative recommendation, Transportation System Plan updates and other transportation strategies to realize and complement a .65 one-way route mile extension of the

existing Streetcar North/South (NS) Line from its existing terminus at NW 23rd Avenue and NW Northrup Street to NW 26th Avenue between NW Roosevelt and NW Wilson streets. The route would include a two-way north/south movement on NW 23rd Avenue and a parallel one-way one-block couplet on NW Roosevelt Street, NW Wilson Street and NW 26th Avenue. The project includes multimodal improvements and accessibility upgrades in the project area. NW 23rd Avenue would be reconstructed and portions of NW 25th Avenue, and NW Roosevelt and NW Wilson streets will be built out, extending the grid in the plan area.

Equitable Development Approach

The plan includes elements designed to achieve more equitable development and better balance the public and private benefits that could result from public policy actions such as changes in land use designations and investments in transportation infrastructure, including the potential extension of the Portland Streetcar to serve this area. The plan seeks to achieve the following public benefits:

- **Jobs and Employment.** Create ongoing opportunity for employment in the plan areas, including an emphasis on creation of middle-wage jobs, including a commitment to create 800 middle-wage jobs on-site or to make a payment on a per-job basis to fund job training and workforce development.
- **Housing/Affordable Housing.** Create opportunity for housing, including affordable housing at a higher level or nearer timeframe than may be achieved by the standard regulatory framework.
- **Commercial Space.** Create opportunity for wealth building and community-serving uses requiring creation of affordable commercial space in some forms of new development.
- **Public Open Space.** Create opportunity for a public park or open area that will serve future residents and workers in the area.

The plan will employ both regulatory and non-regulatory means to achieve this. A Public Benefits Agreement is being developed in tandem with the other plan elements to support the plan and its public benefits goals. The agreement would be adopted by City Council. The tenets of this future agreement are detailed in the [Draft Public Benefits Terms Sheet](#).

Zoning Code Amendments

In addition to the future public benefits agreement, the plan is implemented through regulatory measures that work independently and with the agreement to achieve plan objectives. These include Zoning Code amendments, including creating a new plan district with the following:

- Requirements for nonresidential floor area to support jobs.
- Height, floor area, and density standards to support transit-oriented development.
- Bonuses to achieve affordable housing beyond Inclusionary Housing, and encourage retention and expansion of industrial service, wholesale sales, industrial office employment uses.
- Requirements for affordable commercial spaces.
- Buffering between residential areas and industrial/employment focused areas.
- Standards to support active uses on the main street and minimize auto-orientation near the

streetcar.

- Required “green features” to support climate resilience.
- Requirements for outdoor areas in residential development; incentives for public open space.

Design Character Statement

The plan includes a new Montgomery Park Area Character Statement that articulates key features of the area and provides guidance for the design of future development when subject to design review.

Amendments to the Guild’s Lake Industrial Sanctuary Plan and Northwest District Plan

These plan amendments are largely focused on amending maps to remove the portions of the MPAP area from these two plans where there is overlap. The purpose is to provide clarity that the MPAP and related regulations, approaches and design guidance will apply in the plan area in the future.

Recommended Transportation Improvements and Policy Changes

The transportation elements of the Plan focus on improvements to the local transportation network including extending high-capacity streetcar transit, completing the local multimodal street grid, and addressing transportation impacts resulting from increased trip demand in the Montgomery Park Area, as well as to the adjacent Guild’s Lake industrial and Northwest District areas. To support these improvements, policy updates to area street classifications and transportation district boundaries are recommended.

3. MPAP Relationship to the UGMFP and Metro Regional Framework Plan

A portion of the area proposed for zoning changes from industrial to employment and mixed-use zones is currently designated as Regional Significant Industrial area on the Title 4 Map in the Metro Urban Growth Management Functional Plan (UGMFP). The Title 4 Employment and Industrial Areas Map provides an inventory of the region’s supply of employment and industrial land, and the associated regulations provide guidelines for uses on lands with a Title 4 designation.

4. Outreach and Engagement

Information about the proposed plan is posted on the BPS web site along with a project Map App, and information was included in regular BPS project updates. City staff, and project partners, conducted outreach and engagement, deploying a variety of methods throughout the plan development process. A summary of prior project engagement is provided below.

Neighborhood and Other Group Meetings. Project staff attended numerous meetings of neighborhood and business associations in the study area to inform them of the project and collect initial feedback.

Kickoff Open House. A public in-person open house to share information about the project and collect early public feedback was held in March 2020.

Community-Based Organization (CBO) Outreach. As part of the Federal Transit Administration grant for the MP2H Study, [community-based organizations \(CBO\) were funded](#) to conduct

outreach to under-served communities in the study areas. Organizations selected to participate in the effort were: [Friendly House, Inc](#); [Northwest Industrial Business Association](#) and [Columbia Corridor Association](#); [Hollywood Senior Center](#) and [Urban League of Portland](#); [Micro Enterprise Services of Oregon](#).

Urban Design Concept Virtual Open House. A Montgomery Park to Hollywood Land Use Development Strategy (MP2H) [Urban Design Concept Virtual Open House](#) was held during Summer 2020 to capture public preferences for the Northwest Portland land use development scenarios being studied.

Northwest Project Working Group. A [Project Working Group](#) (PWG) representing a variety of viewpoints (local neighborhood and business groups, transportation advocates, and property owners) was composed. The PWG met seven times during 2020-2021. The group acted as a communication liaison to organizations, and “sounding board,” and provided feedback to the project team.

MP2H-NW Plan Discussion Draft. The [MP2H-NW Plan Discussion Draft](#) was published in December 2021. This draft plan was the first formal and complete plan proposal presented to the community for feedback of the Northwest study area. Staff received dozens of comments which are captured in the [MP2H Northwest Plan Public Comments on the December 2021 Discussion Draft](#). These comments, among others, helped inform the proposed draft plan.

York Street Work Group. The Portland Harbor Community Coalition (PHCC) elevated the voices and perspectives of members of the York Street Work Group, whose members include Black Portlanders and allies with interest in commemorating the legacy of York, an enslaved member of the Lewis and Clark Expedition, for whom NW York Street in the study area is named. The group explored commemoration of York and equitable development and community benefit opportunities in the Northwest study area.

Design Character Statement. A survey and workshop focused on developing the [Design Character Statement](#) was held in 2023. A focus group to hear further about Black, Indigenous, and Communities of Color perspectives on the character of the area was also held in early 2024.

Additional Engagement. The project team met with property owners in the area to discuss potential for realizing public benefits as a value capture strategy to ensure the City and the greater public derive benefits from the potential land value created by the proposed land use changes and streetcar investment. The goal of this approach is to ensure more equitable outcomes in future development. The public benefits sought through the process, as described in the public benefits terms sheet and the plan, reflect the aspirations for the area as expressed by a variety of individuals and groups who participated in the process.

In addition, project staff met with the Northwest District Association Planning Committee and the Northwest Industrial Business Association several times, to share information and collect feedback.

5. For More Information

Website: [Montgomery Park Area Plan \(MPAP\) Proposed Draft Overview – April 2024 | Portland.gov](#)

Video: [Portland Streetcar Montgomery Park Extension](#).

Contact project staff: Barry Manning (BPS) – Barry.Manning@portlandoregon.gov

Joan Frederiksen (BPS) – Joan.Frederiksen@portlandoregon.gov

Cassie Ballew (BPS – Design) – Cassie.Ballew@portlandoregon.gov

Shawn Canny (PBOT) – Shawn.Canny@portlandoregon.gov

Recycling Modernization Act Update
Presentations

Metro Council Work Session
Tuesday July 23rd 2024

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: RECYCLING MODERNIZATION ACT UPDATE

Date: July 1, 2024
Department: Waste Prevention and Environmental Services

Meeting Date: July 23, 2024

Prepared by: Jill Hrycyk
jill.hrycyk@oregonmetro.gov

Presenter(s):
Marta McGuire, Waste Prevention and Environmental Services Director,
Tom Egleston, Policy Program and Development Manager and
Jill Hrycyk, Program Manager
Length: 30 minutes

ISSUE STATEMENT

Waste Prevention and Environmental Services staff are working closely with Oregon Department of Environmental Quality (DEQ), cities and counties, service providers, community partners and the proposed producer responsibility organization, Circular Action Alliance, to prepare for implementation of the Recycling Modernization Act. This includes rulemaking, providing feedback on the proposed Producer Responsibility Organization Program Plan and preparing for an expansion of recycling options in greater Portland.

This informational session is a follow-up from the October 2023 work session and will include updates on Recycling Modernization Act implementation and ties to goals of the Garbage and Recycling System Facilities Plan.

ACTION REQUESTED

No Council action is requested at this time.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Recycling Modernization Act was passed by the Oregon State Legislature in 2021, and recycling program changes will begin in July 2025. The Act is an exciting step forward for Oregon as it will make it easier for people across the state to recycle and put shared responsibility on producers to ensure that recyclable materials are sent to environmentally and socially responsible end markets.

Producer responsibility is a big part of what makes the Recycling Modernization Act so impactful. The Act brings businesses that produce and sell packaging, paper products and food serviceware into the recycling system as partners, requiring that they share recycling costs alongside local governments, recycling facilities and people who pay garbage and recycling fees.

Metro is a collaborator on the Recycling Modernization Act. While contributing to the Act's development, Metro staff advocated for Council's priority targets for meeting climate and resilience goals as well as growing a resilient economy for all. The Recycling Modernization Act supports Metro's priority targets and 2030 Regional Waste Plan goals through efforts to reduce plastic pollution, ensure recyclable materials are sent to responsible end markets with proven environmental benefits, and create more jobs with living wages. Waste Prevention and Environmental Services staff are currently participating in the rulemaking process and working with producer responsibility organization, Circular Action Alliance, on program planning.

What's next.

Circular Action Alliance is conducting a needs assessment with local governments and service providers this summer. The needs assessment, called the Oregon Recycling System Optimization Project, will gather data through an online questionnaire to identify regional waste system expansion needs. WPES staff are submitting information on our existing transfer facilities, household hazardous waste collection events and contamination reduction programming. Since Metro Central and Metro South are existing recycling depots, staff will soon begin negotiations with Circular Action Alliance for reimbursement of eligible collection costs for Recycling Modernization Act covered materials such as polystyrene (Styrofoam), single-use pressurized propane cylinders and plastic film.

Additionally, staff are coordinating with internal teams and local government partners to ensure future programs and service offerings supported by the Recycling Modernization Act align with Council's direction on the Garbage and Recycling System Facilities Plan and future and existing extended producer responsibility programs.

**2025 State Legislative
Transportation Priorities**
Presentations

Metro Council Work Session
Tuesday July 23rd 2024

2025 State Legislative Transportation Priorities

Date: 07/03/2024

Department: GAPD and PDR

Meeting Date: 07/23/2024

Presenter(s) (if applicable): Anneliese Koehler (she/her), Catherine Ciarlo (she/her)

Length: 60 min

Prepared by: Jaye Cromwell

(jaye.cromwell@oregonmetro.gov) and

Anneliese Koehler

(anneliese.koehler@oregonmetro.gov)

ISSUE STATEMENT

This work session is the second opportunity to discuss Metro Council's objectives for a possible 2025 state legislative transportation package. Staff and guest presenters will present information on the regional perspective, national trends in transportation funding, and transit funding as outlined in HB 2017. At this work session, Councilors will have a high-level discussion of a draft set of transportation priorities.

Staff will be before Council again in September and October for further discussion and development of Council's transportation priorities.

ACTION REQUESTED

The Council may wish to discuss draft priorities for a possible 2025 State Legislative Transportation Package and direct staff to change or develop additional transportation priorities.

IDENTIFIED POLICY OUTCOMES

- Councilors understand the current political dynamics and conversations surrounding a state legislative package in 2025.
- Metro Councilors receive approximately the same information that JPACT has received over the past 6 months to help inform their input on JPACT and Council draft transportation priorities.
- Eventual approval and adoption of Metro Council state legislative transportation funding priorities (anticipated in December 2024).

POLICY QUESTION(S)

- Do the proposed set of transportation priorities resonate with Councilors? What is missing?
- Are there additional topics or presentations that Council wishes to see to help develop their transportation priorities?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Included in the packet is a draft of the JPACT staff recommendation of priorities. Councilors received this initially in the packet for the 7/16 meeting and will be able to discuss this draft in the 2nd work session on 7/23, as well as subsequent drafts at September and October work sessions.

STAFF RECOMMENDATIONS

N/A

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

In advance of the state transportation package in 2017, JPACT and the Metro Council developed a legislative agenda for the 2017 state transportation package. Metro staff are working with JPACT and Metro Council in 2024 to determine funding priorities for the 2025 package.

BACKGROUND

Transportation package history and framing

Historically, the Oregon Legislature passes a large transportation package every decade. These packages focus on solving issues of that decade; in 2009, coming out of the Great Recession, the package focused on jobs and growing the economy. In 2017, among other issues, the package focused on solving critical statewide congestion and investing in transit operations for the first time. As we approach a possible transportation package in 2025, early framing is back to basics: solving for state and local transportation agencies' fiscal cliffs, addressing operations and maintenance, finding an ongoing source of sustainable revenue, and finishing unfinished projects from HB 2017.

Legislative dynamics

Transportation packages have a long history in Oregon of being bipartisan packages. Unlike other issue areas, the need for transportation investment is often an agreed upon priority for both Republicans and Democrats. In addition, revenue raising measures require a super majority for passage, and it is uncommon for a party to have the required super majority in both chambers. As a result, staff anticipates that discussions will be framed around the necessity of a bipartisan vote.

Revenue raising measures in the Legislature have the potential to be referred to voters through referendum. Similar to other past transportation packages, staff anticipates that discussions will also be framed around preventing a referral. In the past, this has limited the amount of funding in the package and ensured that certain components be a part of the package.

The Governor, the Senate President and the Speaker of the House have all indicated support for a transportation package in 2025. As is common with large scale packages like this, the Joint Transportation Committee has developed a statewide tour to learn and listen from constituents about their transportation concerns. With thirteen stops, the Committee

will be traveling throughout the state until the end of September. Three of the thirteen stops are in our region and staff anticipates that Metro will participate in all three.

JPACT and Metro Council priority development process

Staff is proposing a concurrent process at JPACT and the Metro Council to develop transportation legislative priorities. The process includes multiple informational sessions at both bodies and ample time for discussion and development of the priorities. Final adoption of priorities is slated for November and December 2024. Concurrently, Metro Council is also developing their 2025 State Legislative Agenda. Staff anticipates that the transportation priorities will be folded into the State Legislative Agenda before final adoption.

ATTACHMENTS

Attachment A- Draft JPACT priorities from staff

[For work session:]

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? [INSERT]



Memo

Date: June 21st, 2024

Subject: JPACT Priorities for the 2025 State Transportation Package

Purpose: A shared position statement that describes Metro and the Joint Policy Advisory Committee on Transportation (JPACT) transportation values and priorities. This statement will be the foundation for our comments and engagement in processes leading up to a 2025 State transportation funding package.

Background: JPACT's 2025 State Transportation Package values and priorities are rooted in visioning conversations to date with regional partners and the 2023 update to the Regional Transportation Plan, which is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The Regional Transportation Plan identifies current and future transportation needs and investments, and outlines what funds the region expects to have available over the next 25 years. The plan is updated every five years with input from community members, business and community leaders and governments as an opportunity to work together towards a complete transportation system.

JPACT Priorities for a State 2025 Transportation Package:

The Greater Portland metropolitan area wants a safe, reliable and equitable transportation system that supports our quality of life, environment and economic prosperity. We aim to build and operate a system that connects people to places that matter, gets products to their destination locally and across the globe, and gives families reliable and affordable options to move and contribute to the long-term health of our region.

Our region needs continued investment to achieve these goals. The Portland metro region accounts for more than 40 percent of the State's population and is the epicenter of Oregon's economy. As our region continues to evolve to support growing industries, housing and community centers, commerce, and tourism, we need expanded transportation options and solutions that prepare our entire State for a brighter future.

The 2025 State transportation package provides an opportunity for all levels of government and community to work together and deliver a better transportation system for the future. Our region is focused on preparing for future disruptions in technology, the urgency of climate action and resiliency and an expected Cascadia Subduction Zone earthquake. Economic vitality and recovery depend very much on the efficiency and reliability of our transportation system, and we lack the funding at the state and local level to respond to these opportunities and challenges. We are at a pivotal moment and seek partnership and leadership from the State.

Our communities need:

- **Short-Term Funding Solutions.** Stabilize our existing state and local transportation system funding sources so we can prioritize the operations and maintenance of our existing facilities. Retain the existing 50/30/20 State Highway Fund revenue split.
- **Long-Term Sustainable Funding.** Invest in developing long-term, sustainable revenue solutions to provide much needed state and local operations and maintenance dollars for multi-modal investments into the future. Ensure local agencies maintain taxing authority for new types of funding and continue to receive a proportional local share of all applicable revenues.

Attachment A

- To Finish What We Started. Build government trust and accountability by ensuring the successful completion and leveraging of federal funds available for the major bottleneck projects identified for the Portland Metro Region in HB 2017.
- Safe Urban Arterials and Main Streets. Increase investment in safety-focused state programs like Great Streets that prioritize complete solutions to improving the most dangerous urban arterials through a single program. These investments should prioritize safety on major travel corridors where developing housing and job opportunities compound the disrepair.
- Transit. Increase state funding options for transit capital and operations, to improve and expand transit service statewide. Access to reliable, affordable, and convenient transit is vital to ensuring that Oregon's transportation system is equitable and reduces its climate impacts.
- Resiliency. Ensure that our critical transportation infrastructure like airports and bridges are able to withstand large scale, known and unknown, climate and natural disasters and adapt infrastructure for the needs of future generations.

The Greater Portland metro area is committed to advancing robust and meaningful programs that support these priorities. Together we can create legislation that responds to the evolving economic and environmental needs across the state and our region.

DRAFT



MONTGOMERY PARK AREA PLAN

Metro Council Work Session

July 23, 2024

Patricia Diefenderfer, BPS



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

PBOT
PORTLAND BUREAU OF TRANSPORTATION

MPAP Vision

The Montgomery Park Area Plan envisions a dynamic, low-carbon, mixed-use neighborhood with equitable access to housing and economic opportunity.



Housing & Affordability



Job Opportunities



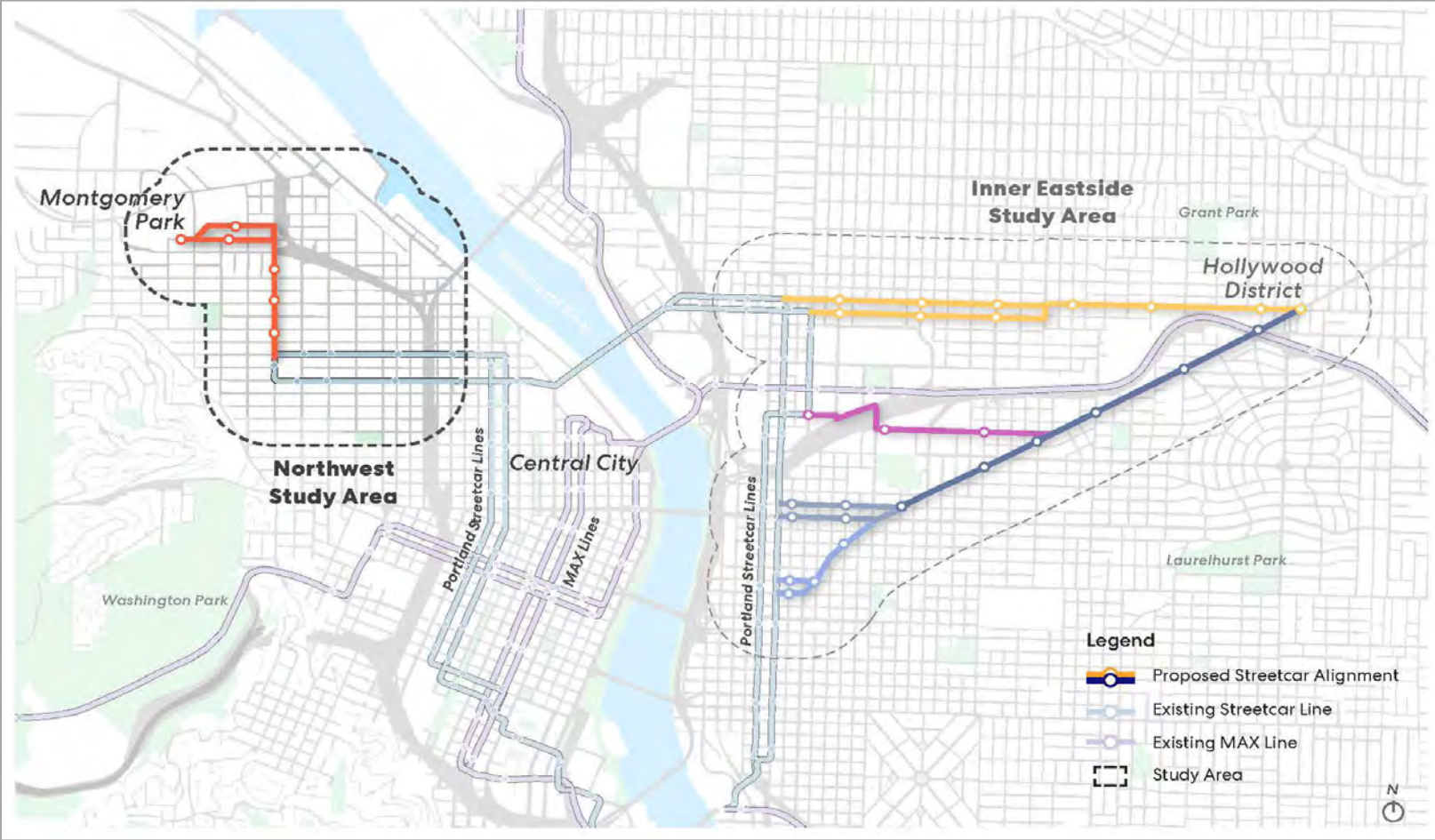
**Low-Carbon/
Transit-Served**

MPAP Vision

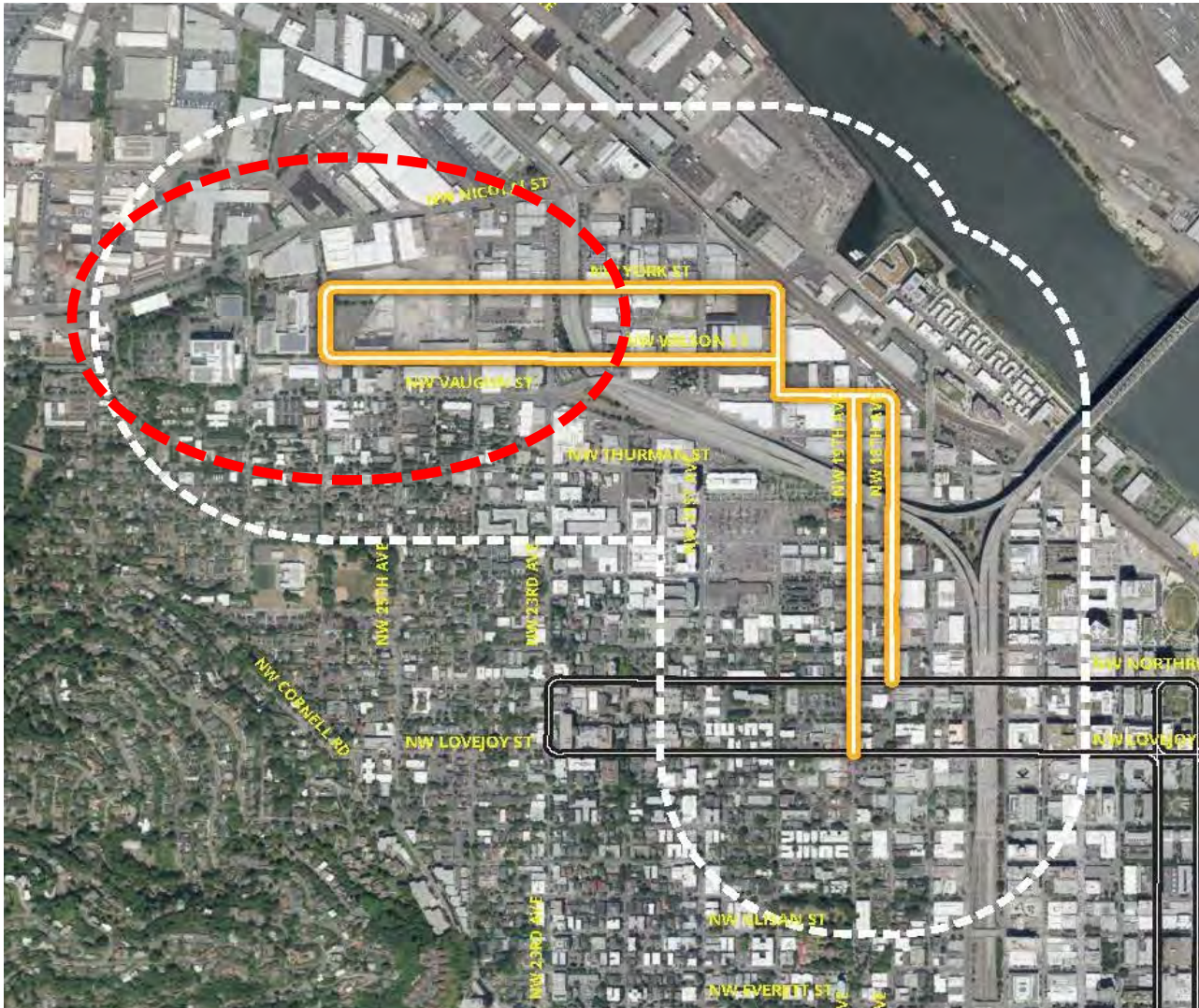
Key plan objectives – middle-wage jobs, affordable housing, affordable commercial space, climate resilience, and public open space – would be achieved through public policy changes and actions that leverage private investment.



Background – MP2H study



Refined MPAP Plan Area



NW Scenarios Considered

Public Review Draft, June 25, 2020

Scenario 1 Industrial



Scenario 2 Employment



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

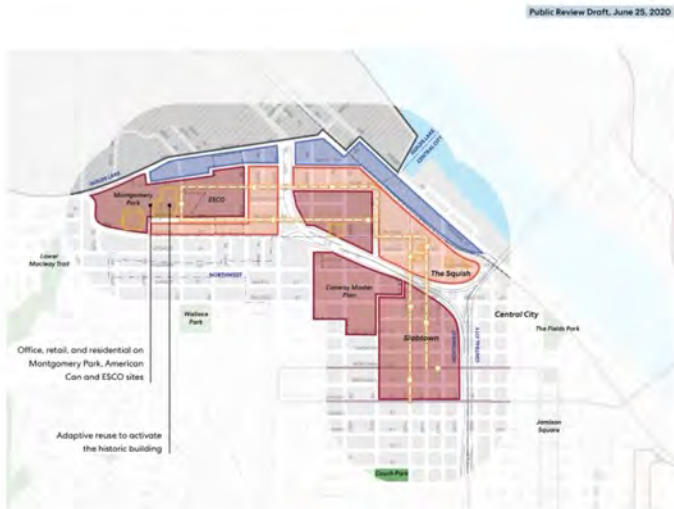
SCENARIO 3: MIXED USE

SCENARIO 1: INDUSTRIAL

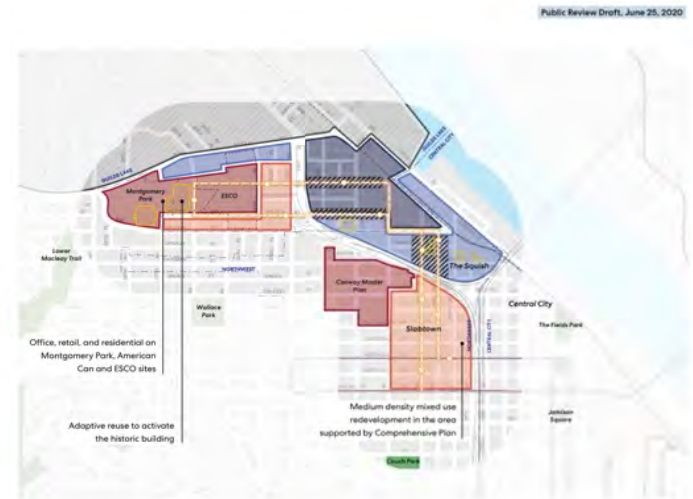
SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

Scenario 3 Mixed-Use



Scenario 4 Hybrid 1+3 (preferred)



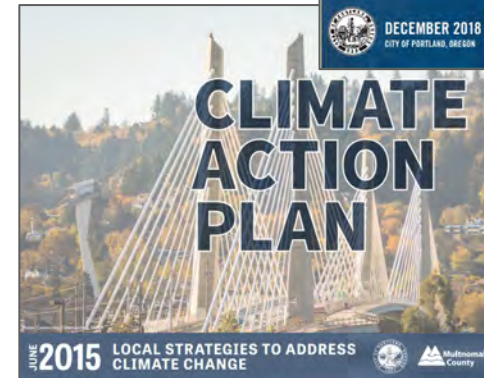
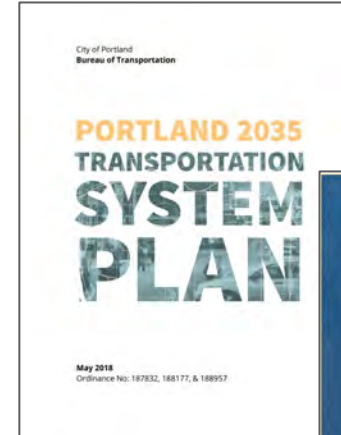
SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

Planning Goals

- **Support Portland 2035 Comprehensive Plan** and Climate Action goals.
- **Expand opportunities** for both housing and jobs
- **Focus growth** in centers and corridors served by transit.
- **Improve access** to affordable housing, middle-wage jobs, nature/recreation through transit or multi-modal options.
- **Advance equitable, sustainable outcomes** by developing value capture strategies.
- **Ensure that under-served communities have an opportunity to meaningfully participate** in the planning process, and benefit from project outcomes.



Community Engagement

Community Based Organizations – MP2H Grant

- *Friendly House, Inc. (NW focus)*
- *Northwest Industrial (NIBA)/Columbia Corridor Assn. (NW focus)*
- *Hollywood Senior Center/Urban League (NE focus)*
- *Micro Enterprise Solutions of Oregon (NE focus)*

Neighborhood, Community Groups and Other Stakeholders

- *NW District Assn, NW Active Streets, NW Industrial (NIBA), others*
- *NW Project Working Group (PWG) - 7 meetings*
- *York Street Work Group/PHCC*
- *Large property owners*

Public/Community Meetings

- *MP2H Kickoff Open House - March 2020*
- *MP2H Urban Design Scenarios - July 2020*
- *MP2H NW Project Working Group – 7 meetings, 2020-21*
- *MP2H-NW Plan Discussion Draft Open House - February 2022*
- *Design Character Workshop – June 2023*
- *Design Focus Group (BIPOC-centered) – Feb 2024*

MP2H – NW Plan Discussion Draft (2022)

MPAP Proposed Draft – Commission Reviews (2024)



MPAP – Plan Concept

- Create a new mixed-use neighborhood west of Highway 30 served by an extension of Portland Streetcar.
- Change land use designations from industrial and employment to facilitate a broader mix of uses.
- Create potential for 2,000+ new housing units with 200+ affordable units.
- Incentivize jobs in the area including middle-wage jobs.
- Retain an employment buffer along NW Nicolai Street to reduce conflicts.
- Retain industrial zoning and preserve industrial land east of US 30.



Future Urban Design Vision



Future Streetcar Extension

Main Street (NW Wilson)

Green Corridor (NW Vaughn)

Regional Trail (NW Nicolai)

Opportunity to recognize York and historic dock conditions (NW York)



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SUSTAINABILITY**

Equitable Economic Development

Dynamic Employment Area

In the larger MP2H NW Study Area:

- 44% of jobs are in Office
- 28% of jobs are Production and Distribution
- Manufacturing, production and distribution are declining

Future Opportunities with MPAP

- 500K sq. ft. of Employment Uses
- 4,000+ new jobs in a wide array of types
- 800 middle wage jobs.



Table 6: Businesses

Sector	MP2H NW Study Area	Portland
Total	1,115	34,401
Production & Distribution	19%	18%
Education & Healthcare	10%	11%
Office Services	45%	35%
Retail & Related Services	26%	36%

Table 7: Jobs

Sector	MP2H NW Study Area	Portland
Total	16,860	455,478
Production & Distribution	28%	22%
Education & Healthcare	10%	24%
Office Services	44%	30%
Retail & Related Services	17%	24%

Equitable Housing Development

High opportunity area with relatively low household displacement risk

- Lower non-white population than Citywide:
 - Northwest 20% vs City 29%
- More educated: 65% 4-year+ degree
- Fewer children: 8% under 18 years
- Housing tenure: 71% renter
- Housing type: 80%+ multi-dwelling
- Streetcar extension not expected to increase market pressure in broader area as streetcar is already present in area
- Few existing homes in MPAP area

Future with MPAP:

Capacity for **4,420+** new residents
 Realizing this would be a **30%** growth in population.

The **200** income restricted units would be a **77%** increase in the number of income restricted units in the broader area.

NW Area Race and Ethnicity

Persons	NW Area	Portland
% White	80%	71%
% Asian	10%	10%
% Black	2%	7%
% Native American	2%	2%
% Other	1%	3%
% Nat. Hawaiian/Pac Is	0%	1%
% Hispanic	8%	10%

Population & Income

	NW Area	Portland
Persons	6,735	630,331
Families	1,108	135,543
Median Household Income	\$68,834	\$63,032
Per Capita Income	\$64,295	\$37,382

MPAP Objectives and Approach

- Create opportunity for new affordable housing and middle-wage jobs in a high opportunity area with good access to jobs, services and amenities.
- Enhance multimodal street system and extend transit network.
- Achieve public benefits, through regulatory and non-regulatory tools
 - *Employment/Jobs*
 - *Housing/Affordable Housing*
 - *Open space and Placemaking*
 - *Green Features and Quality Design*



Employment/Jobs

Objectives:

A true mixed-use neighborhood – commercial and employment uses are an essential part of the future of the Montgomery Park Area;

Middle wage jobs – Defined as a starting salary at or greater than 50% of area median income for a family of four, not requiring a college degree and in a priority industry;

Wealth-building opportunities for priority communities – affordable commercial space with a focus on priority communities.

Housing/Affordable Housing

Objectives:

Up Front Affordable Housing – building the affordable housing first provides a significant benefit; 10% if built first or 15% project-by-project (at 60% MFI)

Inclusionary Housing as the minimum – leverage opportunities to produce more income restricted housing than inclusionary housing would alone;

Incentivize with the zoning code – the zoning code complements a Public Benefits Agreement with floor area bonuses for additional income restricted units or compliance with the agreement.

Open Space and Placemaking

Objectives:

Creation of a substantial park – The park should be centrally located in the plan area, provide passive recreation, and be accessible to all;

The park gets built with the rest of the neighborhood – planning and completion of the park is tied to other development in the area;

Commemoration of York – features that commemorate York, an enslaved member of the Lewis and Clark Expedition, are an important element of the plan area, in the park (option) or prominent location elsewhere on site.

Green Features and Quality Design

Objectives:

Sustainable transportation modes and options – pairing housing and job growth with a streetcar extension supports the development of a complete neighborhood, resiliency and a low carbon future;

Employ enhanced standards –

- Apply the Design overlay, drawing upon Design Standards or Citywide Design Guidelines and proposed Montgomery Park Area Character Statement
- Require urban green features such as ecoroofs, landscaping and room for large trees to support resiliency

Complement transportation planning – judiciously apply active use requirements, height limits and design standards to correspond with street classifications and transportation infrastructure.



MPAP Implementation Tools

Comprehensive Plan Amendments

- Comprehensive Plan Map Amendment
- Town Center Extension
- Amend Northwest District and Guild's Lake Industrial Sanctuary plans
- Amend Employment and Industrial Lands Map

Zoning Map and Zoning Code Amendments

- Zoning Map Amendments
- Establish the Vaughn – Nicolai Plan District
- Amend the NW Plan District and Guilds Lake Industrial Sanctuary Plan District
- Minor technical amendments

Design Character Statement

- New guide for design of future buildings subject to design review.

Transportation Plan Elements

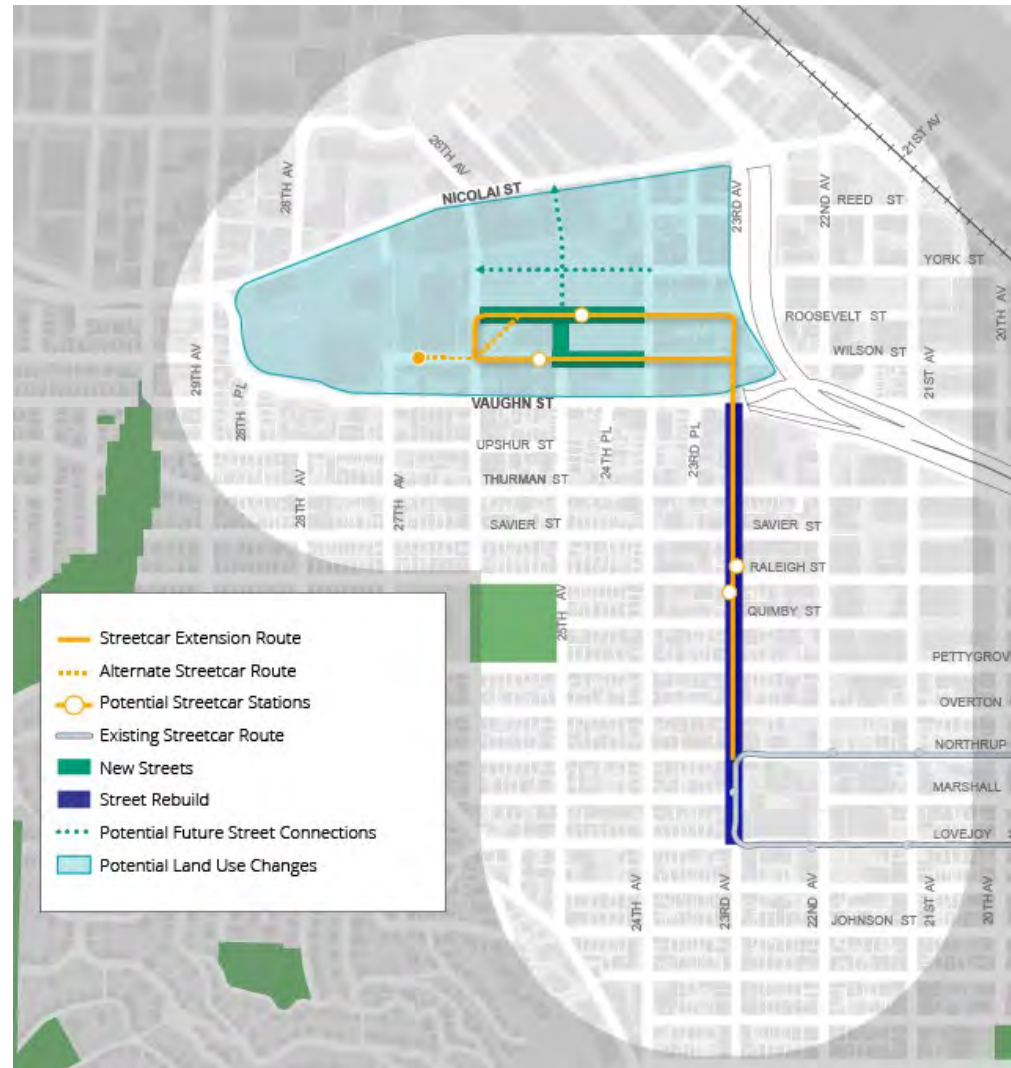
- Transportation System Plan changes.
- Local Improvement District (LID).

Public Benefits Agreement

- Middle Wage Jobs
- Affordable Housing
- Open Space
- Infrastructure

Proposed streetcar extension (Big Move)

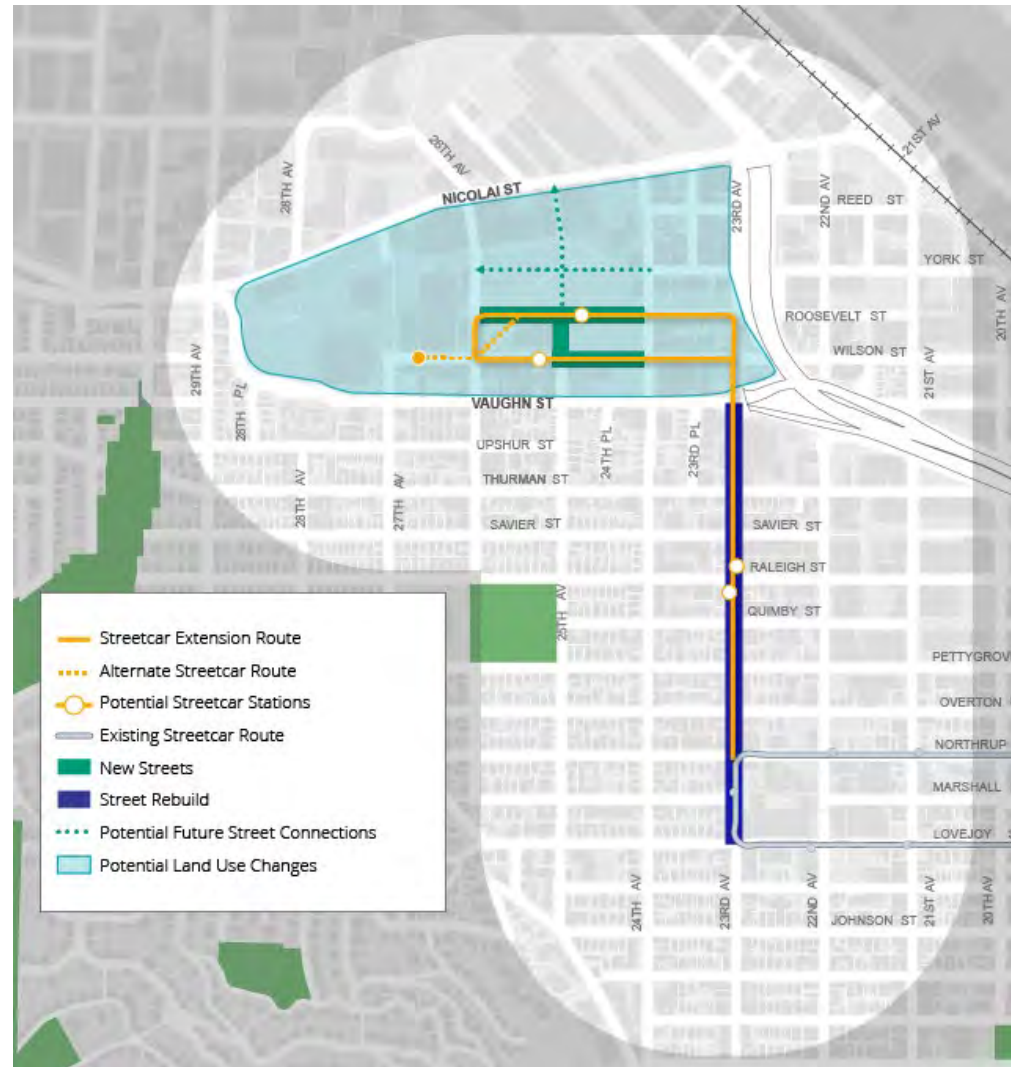
- **Extension of Portland Streetcar** to Montgomery Park office building
- **100% off-wire extension** due to upfront and ongoing cost savings and reduced impacts
- **New multimodal local streets** (extensions of NW Roosevelt, NW Wilson, and NW 25th Ave)
- **A complete rehabilitation of NW 23rd Avenue** from NW Lovejoy Street to NW Vaughn Street
- **Projected 3000+ new daily riders**, half of whom are expected to be transit dependent



Preferred transit alternative

- **.65 one-way route mile extension of existing Streetcar North/South (NS) Line from its existing terminus at NW 23rd Avenue and NW Northrup Street**
- **Two-way north/south movement on NW 23rd Avenue to a parallel one-way one-block couplet on NW Roosevelt Street, NW Wilson Street, and NW 26th Avenue**
- **Station locations:***
 - NW 23rd Avenue and Raleigh (NB and SB)
 - NW 25th Avenue and Roosevelt
 - NW 26th Avenue and Wilson

**Station locations to be finalized as part of formal Project Development process and will include public input.*



Recent Streetcar Extension Engagement (Spring 2023 – Winter 2023/24)

- Meetings with Neighborhood Groups **(5)**
- Postcards sent to area addresses **(7000+)**
- Online Open House and survey **(179 respondents)**
- Northwest Parking District Open House **(50 attendees)**
- Canvassing businesses along the proposed alignment **(42 conversations)**
- Tabling and intercept surveys **(127 conversations)**
- Phone calls and emails



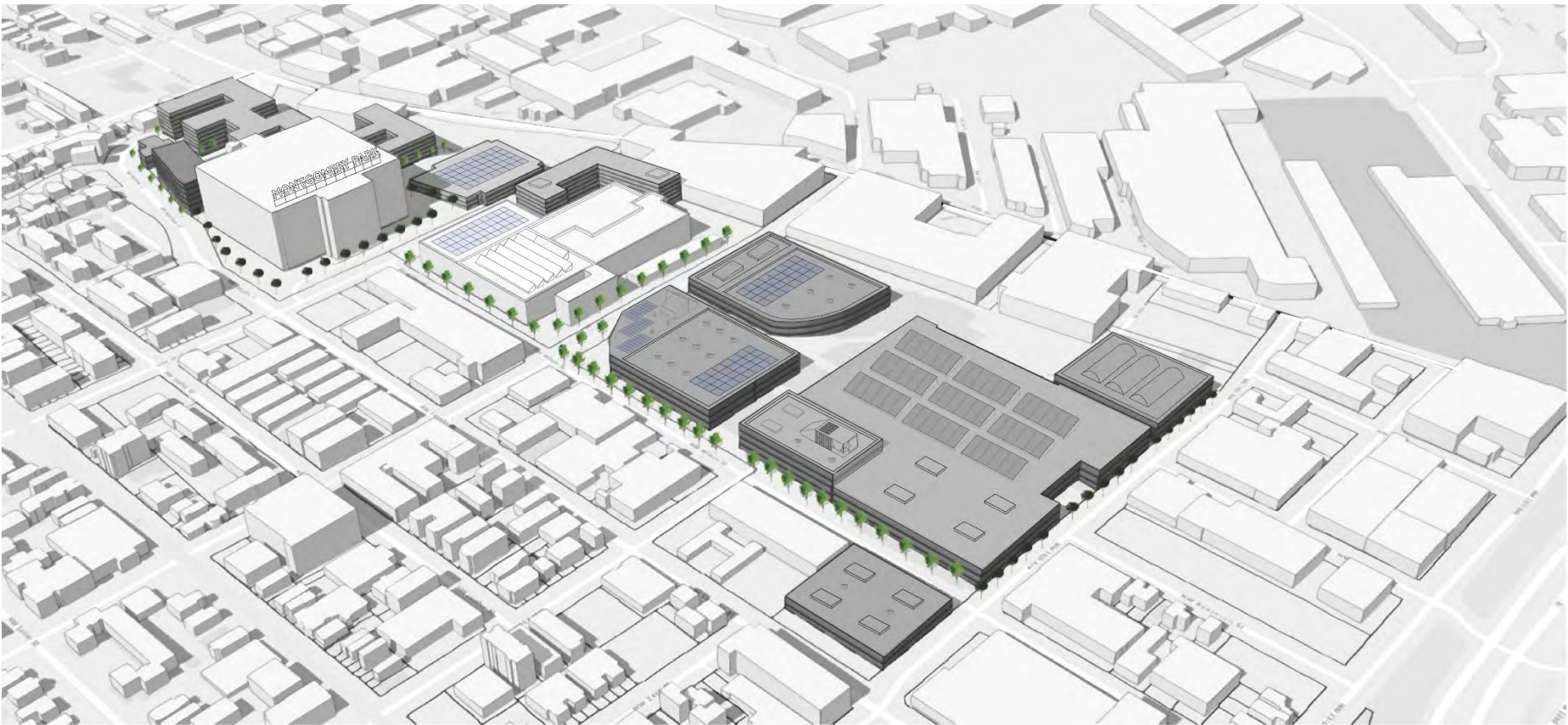
Thank You

Questions?



Current allowances

Example of the type development allowed under current Industrial and Employment land use designations.

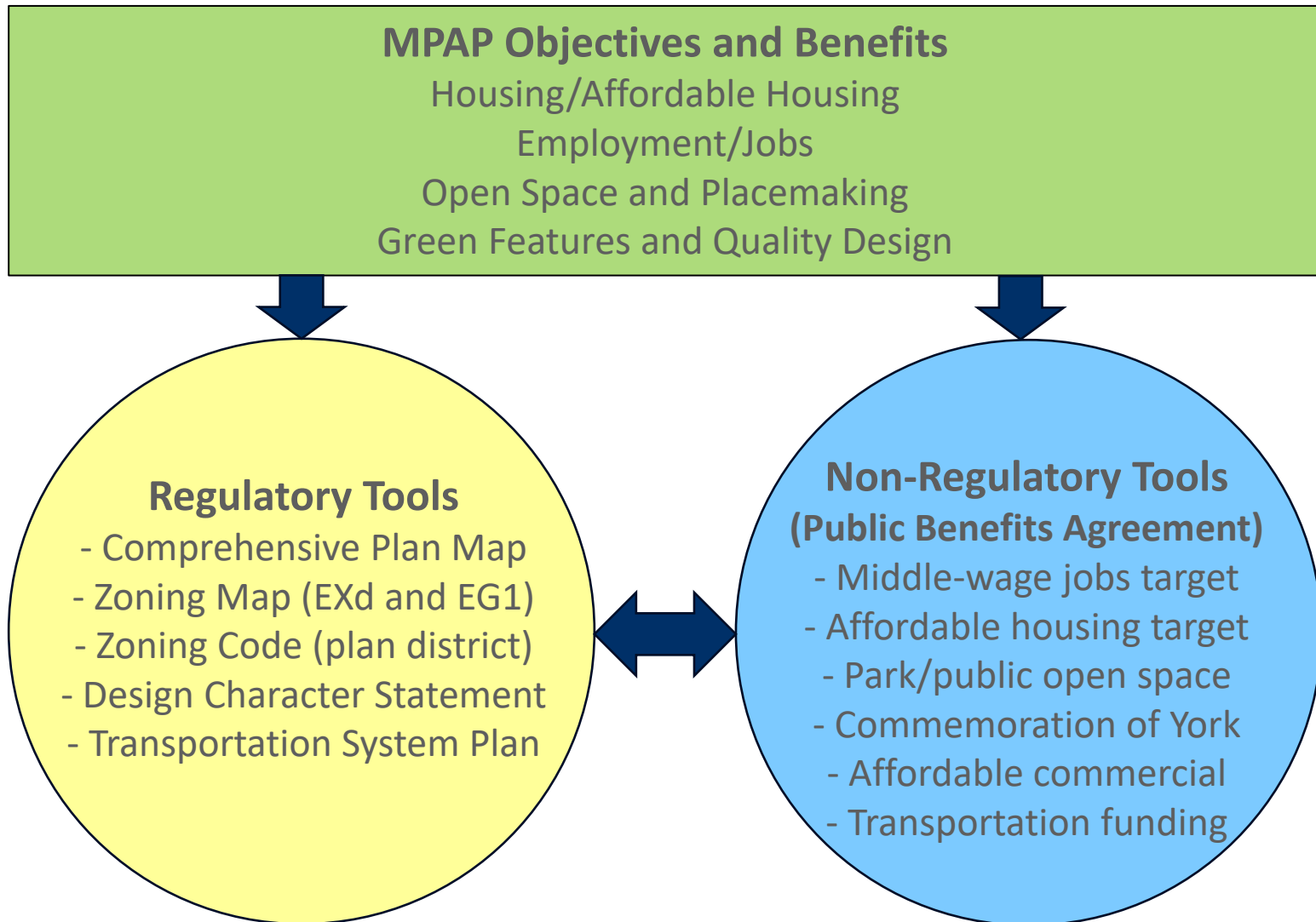


Proposed allowances

Example of the possible type and scale of development allowed under proposed future land use designations that allows a mix of uses.



Implementation Approach



Housing/Affordable Housing

Objectives:

Up Front Affordable Housing – building the affordable housing first provides a significant benefit; 10% if built first or 15% project-by-project (at 60% MFI)

Inclusionary Housing as the minimum – leverage opportunities to produce more income restricted housing than inclusionary housing would alone;

Incentivize with the zoning code – the zoning code complements the Public Benefits Agreement with floor area bonuses for additional income restricted units or compliance with the agreement.

Zoning Code	Public Benefits Agreement
Standard Inclusionary: 10% of units affordable to families making 60% Area Median Income built first;	Up Front Affordable Housing: 200 units in the first building(s) affordable to families making 60% Area Median Income. Serves as a bank for standard inclusionary housing requirement for up to 2,000 units.
Floor Area Incentive: 15% of units affordable to families making 60% of Area Median Income; or	
Compliance with Public Benefits Agreement	



Open Space and Placemaking

Objectives:

Creation of a substantial park – The park should be centrally located in the plan area, provide passive recreation, and be accessible to all;

The park gets built with the rest of the neighborhood – planning and completion of the park is tied to other development in the area;

Commemoration of York – features that commemorate York, an enslaved member of the Lewis and Clark Expedition, are an important element of the plan area, in the park (option) or prominent location elsewhere on site.

Zoning Code	Public Benefits Agreement
A per dwelling unit outdoor area requirement; or	Creation of a centrally located 40,000 square foot park
Incentive to consolidate some of the per unit open space requirements into a public park or open space per the Public Benefits Agreement	Park will be constructed at the time of the completion of 1,000 market rate units or within 10 years, whichever comes first
	Commemoration of York, an enslaved member of the Lewis and Clark Expedition, in the area



Green Features and Quality Design

Objectives:

Sustainable transportation modes and options – pairing housing and job growth with a streetcar extension supports the development of a complete neighborhood, resiliency and a low carbon future;

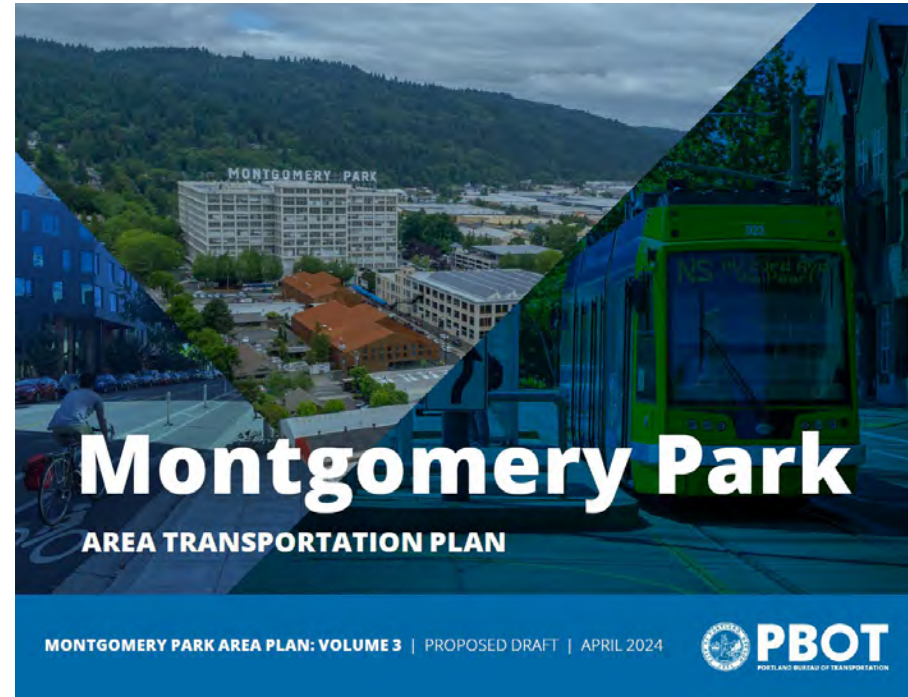
Employ enhanced standards –

- Apply the Design overlay, drawing upon Design Standards or Citywide Design Guidelines and proposed Montgomery Park Area Character Statement
- Require urban green features such as ecoroofs, landscaping and room for large trees to support resiliency

Complement transportation planning – judiciously apply active use requirements, height limits and design standards to correspond with street classifications and transportation infrastructure.

Montgomery Park Area Transportation Plan (Vol. 3)

- **Recommendations for multimodal transportation projects**
 - Centerpiece streetcar extension
- **Recommended Transportation System Plan (TSP) updates**
 - Modal and design street classifications
 - Proposed Master Street Plan for area
- **Implementation strategies**
 - Parking and Transportation Demand Management
 - Pilot projects to support non-driving modes
 - Potential funding sources



Project recommendations



IC Internal Connections

Connections within the Montgomery Park Area itself



NC Neighborhood Connections

Connections that stitch the Montgomery Park Area together with the rest of the Northwest District



CR City and Regional Connections

Connections for movement to and from destinations across Portland and the region

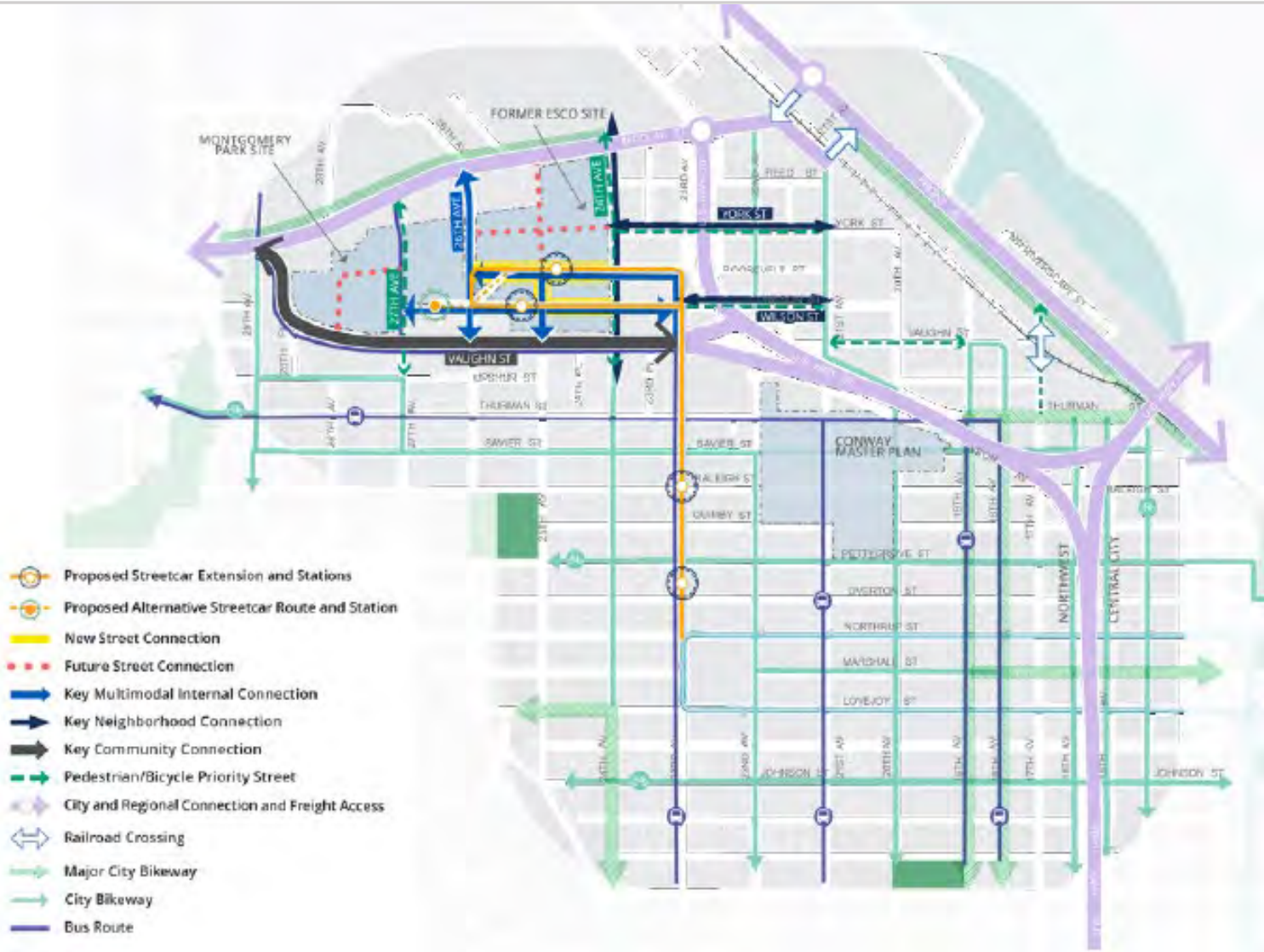
B Big Move

The extension of Portland Streetcar to Montgomery Park, which improves connections at all of the above scales

Timeline/Next Steps

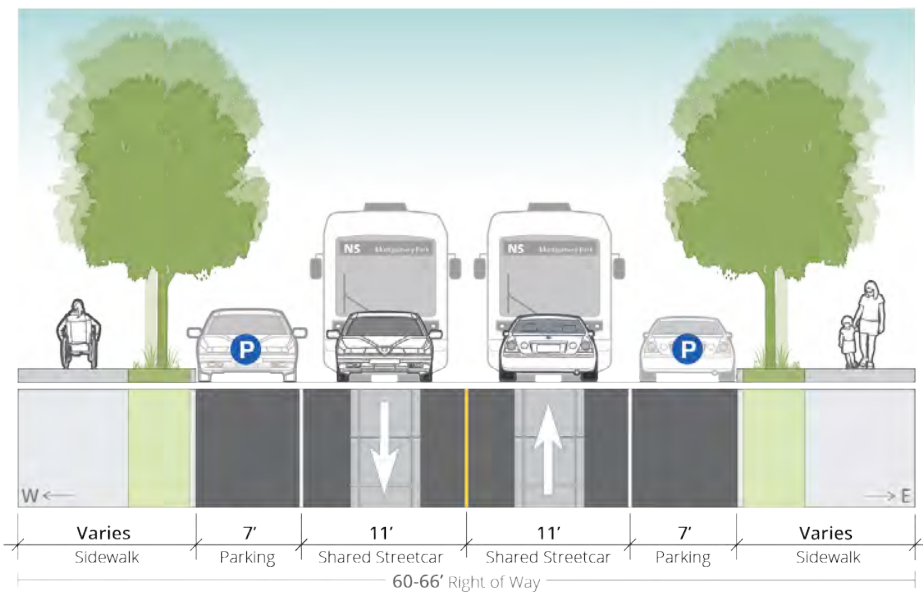
July 2024	Planning Commission and Design Commission Decisions and Recommendations to City Council
September 2024	Publish Recommended Draft Plans
Fall 2024	Portland City Council Public Hearing

Transportation Concept



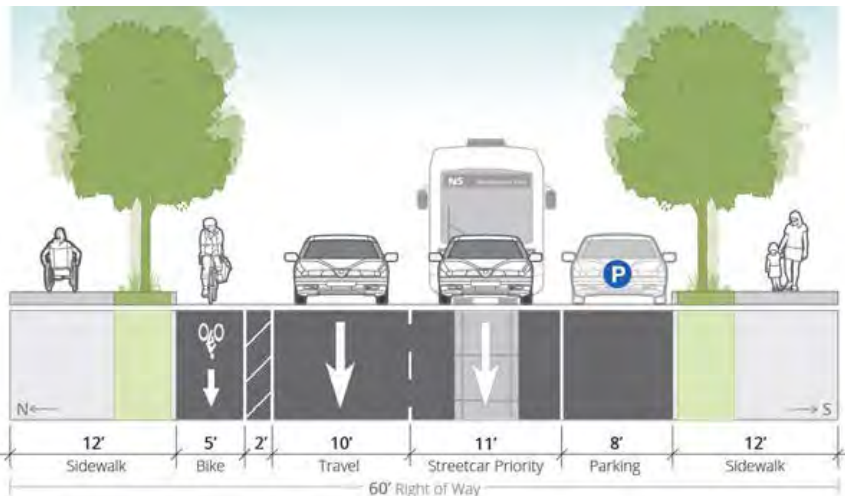
Proposed cross sections

NW 23rd Avenue (typical)

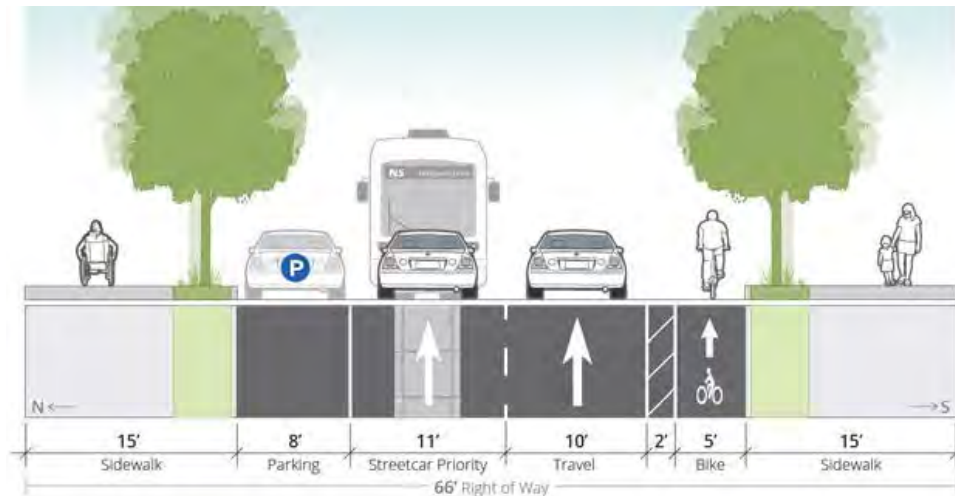


Proposed cross sections

NW Roosevelt Street



NW Wilson Street

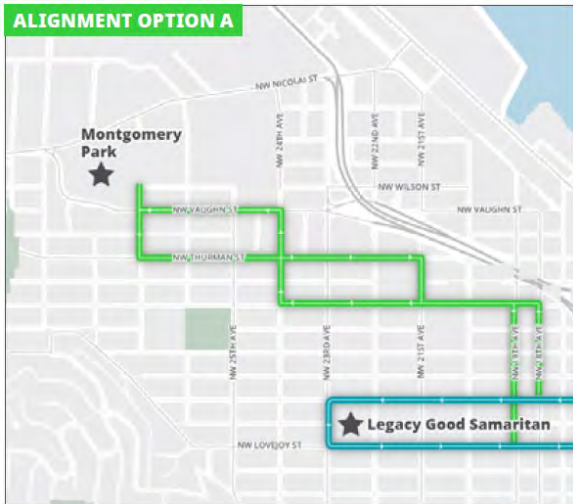


Considering transit alternatives

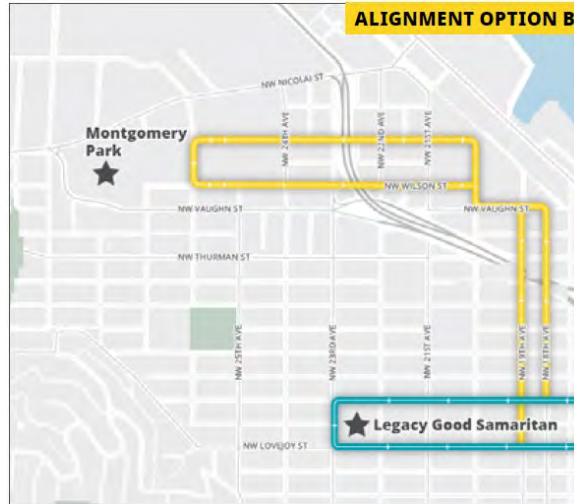


Other alignments considered

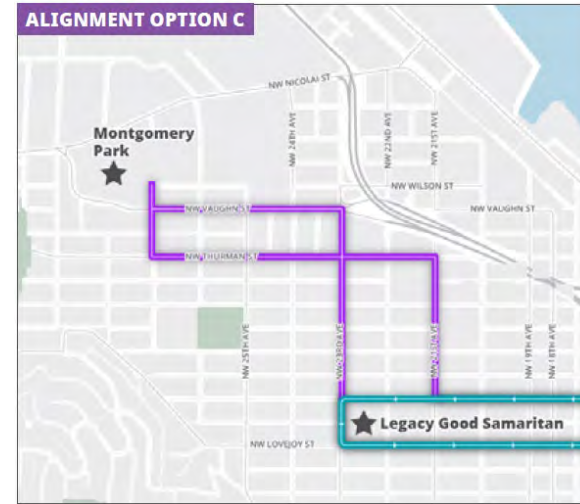
ALIGNMENT OPTION A



ALIGNMENT OPTION B



ALIGNMENT OPTION C



ALIGNMENT OPTION D



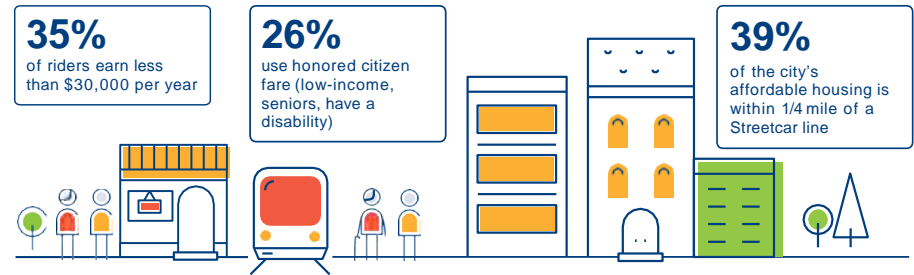
ALIGNMENT OPTION E



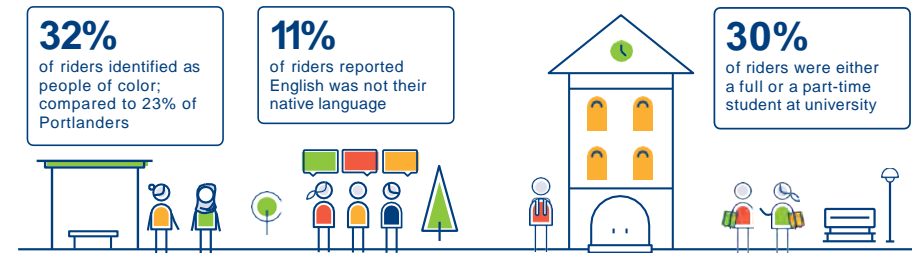
Why streetcar?

- **Streetcar is a proven tool** for equitable and sustainable development in Portland.
- **The area's transition presents an opportunity to deliver on previous planning efforts** identifying an extension to Montgomery Park.
- **Streetcar offers climate benefits** as a carbon-neutral mass transit mode that supports vibrant mixed-use neighborhoods.
- **Streetcar serves diverse riders**, many of whom rely on transit to meet their daily needs.

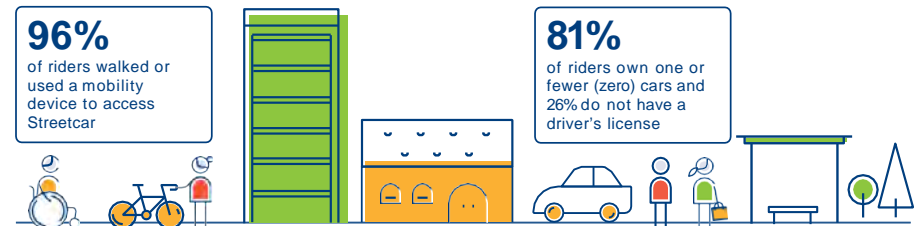
AFFORDABILITY



EQUITY



SUSTAINABLE MOBILITY



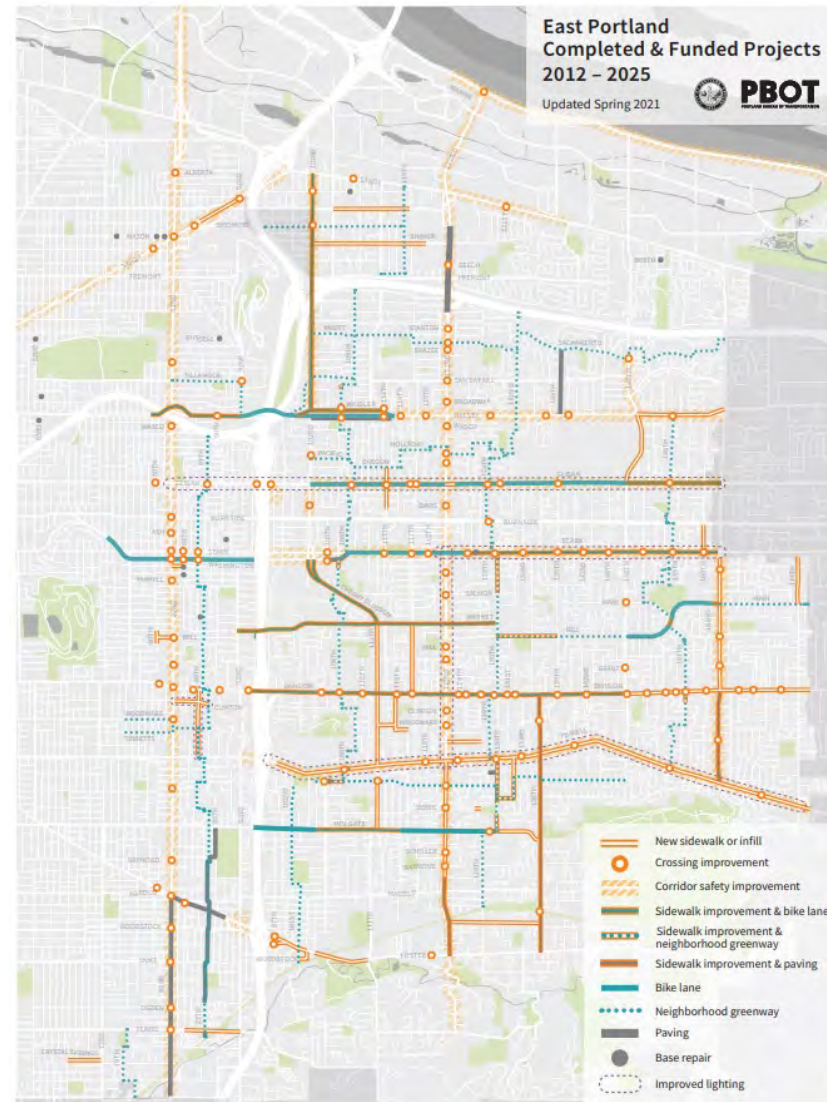
Investment considerations

- **Why here?**

- Potential **for thousands of new housing units and hundreds of new jobs**
- **Expanding transit mode that serves diverse riders** and transit-dependent households
- A neighborhood extension with **improved mass transit connections to critical destinations**
- **Leveraging federal transit investment** to address substandard assets (NW 23rd Ave)

- **What about elsewhere?**

- **PBOT is committed to addressing needs** of underserved communities throughout Portland
- **Areas with highest need continue to receive robust investments**, including East Portland
- **This project is primarily using federal and local nondiscretionary sources of funds**, thus minimizing City discretionary funding



Streetcar project funding and sources

Project Cost: ≈\$120m

(planning level estimate; to be refined during Project Development)

Includes:

- Streetcar project elements
- New streets and street elements
- Rehabilitation of NW 23rd Avenue

Potential sources

(to be finalized during Project Development)*

Likely to include:

- Federal Small Starts CIG Grant (50%)
- Various local sources *(likely to include)*:
 - Right of Way (ROW) dedication
 - A Local Improvement District (LID)
 - Additional private contributions
 - Others

**Will include opportunities for community/stakeholder input*

Streetcar extension next steps

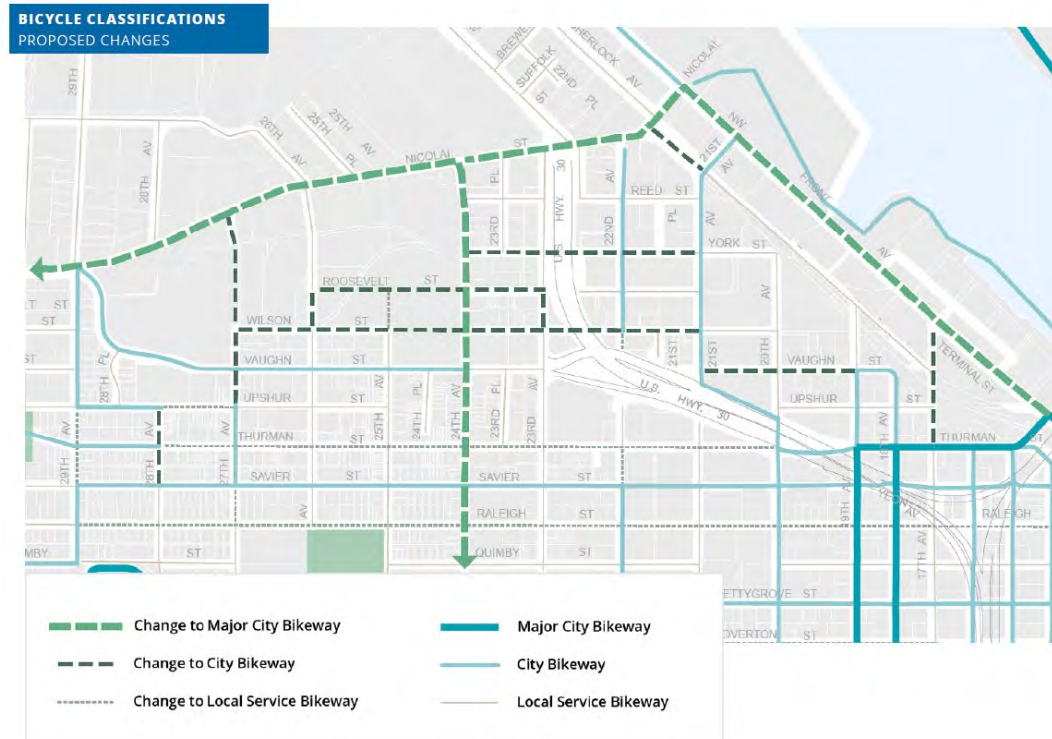
- **Review and Deliberation of the Montgomery Park Area Transportation Plan**
- **Finalization and deliberation of Locally Preferred Alternative (LPA) at City Council**
- **Planning for Project Development (FTA)**
- **Formally enter Project Development** *(includes environmental review, design, and engineering)*
- **Finalizing funding strategy/local funding commitments**
- **More community engagement to come**



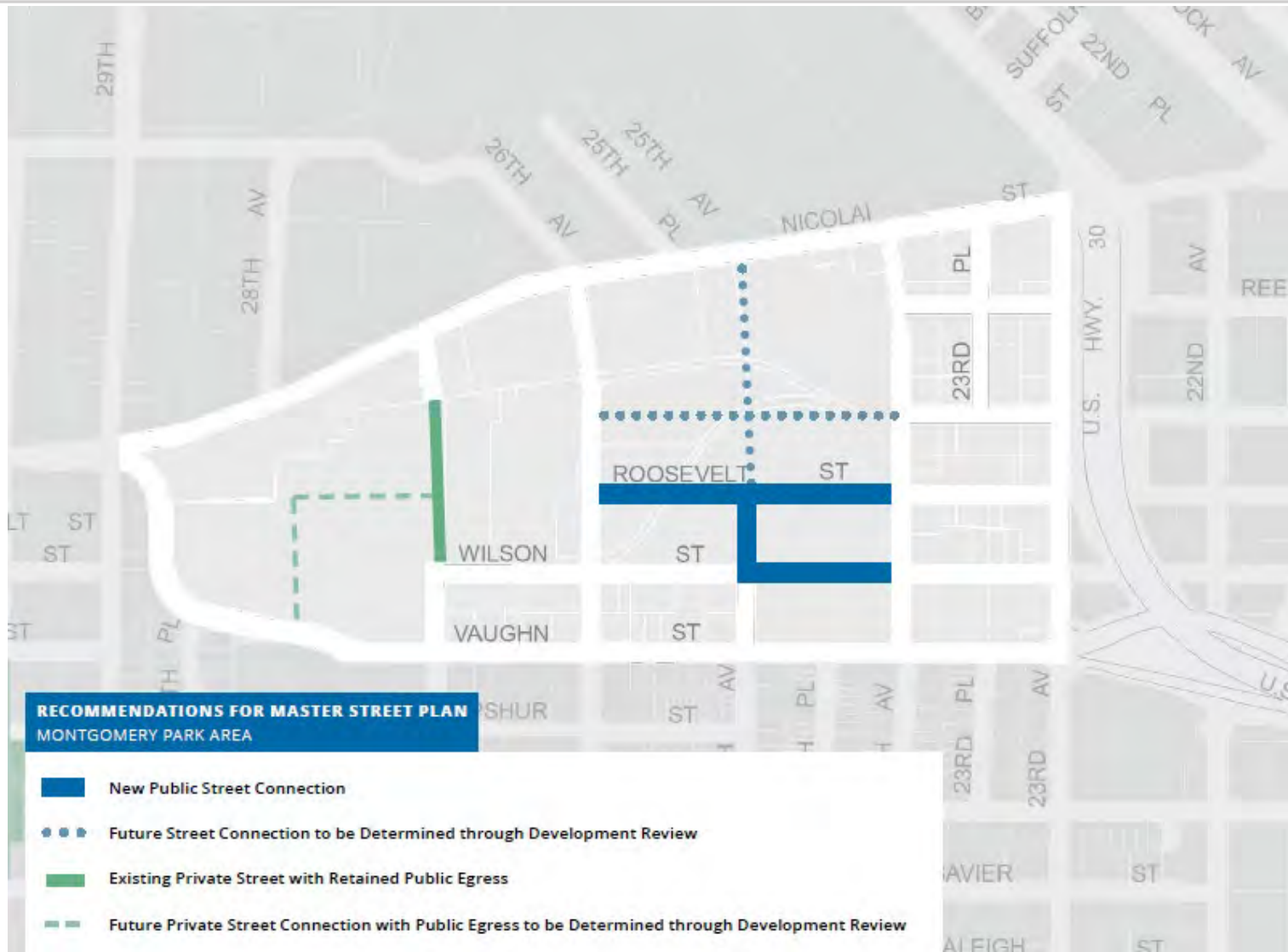
Policy recommendations (TSP updates)

- **Recommended classification updates for following modes/elements during next TSP update process:**

- Pedestrian
- Bike
- Transit
- Street Design
- Traffic
- Freight
- Emergency Response



Master Street Plan recommendations



Proposed implementation strategies

- **Plan District Transportation Elements**
 - Parking ratios and off-street parking rules
- **Parking Management**
 - Potential parking permit zone or district
- **Transportation Demand Management (TDM)**
 - Incentives to support non-auto travel and reduce travel demand
- **Exploring Pilot Projects**
 - Various ways to reduce drive-alone trips in the district
- **Pursuing Federal and other Funding Sources**
 - FTA Small Starts funding
 - Creation of Local Improvement District



Recommended Planning Commission Actions

Recommend, to City Council, adoption of the Montgomery Park Area Plan, including:

- Volume 1: Adopt the plan and amend the Comprehensive Plan map designations, the Zoning Map, Comprehensive Plan Figure 6-1: Industrial and Employment Districts; and the NW District Town Center boundary, as shown in the plan.
- Volume 2: Amend the Portland Zoning Code as described herein, including the Vaughn-Nicolai Plan District (33.590), and amending the Guild's Lake Industrial Sanctuary Plan District (33.531) and Northwest Plan District (33.562).
- Volume 3: Transportation elements; see following slide
- Volume 4: Amend the maps and texts of the existing area plans as described to address areas of overlap with the Montgomery Park Area Plan.

Planning Commission Actions - Transportation

Volume 3:

- **Streetcar Extension to Montgomery Park**
 - This is the Locally Preferred Alternative (LPA) for the Project, to be considered for adoption by City Council by Resolution
 - Planning Commission may choose to advise City Council on LPA consistency with the Comprehensive Plan
 - Already in the Regional Transportation Plan Constrained/Near-Term Project List (11319)
 - Already in the Transportation System Plan (60035)
 - TSP to be updated to be consistent with RTP as part of next TSP update
 - No action on this needed by Planning Commission
- **Recommended Transportation System Plan Changes**
 - Adopted with the plan as recommendations to City Council for consideration as future amendments to the TSP
 - *Includes: Street Classifications, Master Street Plan, and Project List*
 - To return to Planning Commission for formal deliberation as part of the next TSP update

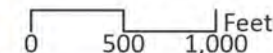
Recommended Design Commission Actions

- Recommend, to Planning Commission, application as proposed of the Design overlay zone to areas zoned Central Employment (EX) in the plan.
- Recommend, to Portland City Council, adoption of the Montgomery Park Area Character Statement and related updates to the Citywide Design Guidelines as shown and described in Volume 2 of the plan.



Montgomery Park Area Plan

Existing Comprehensive Plan Designations



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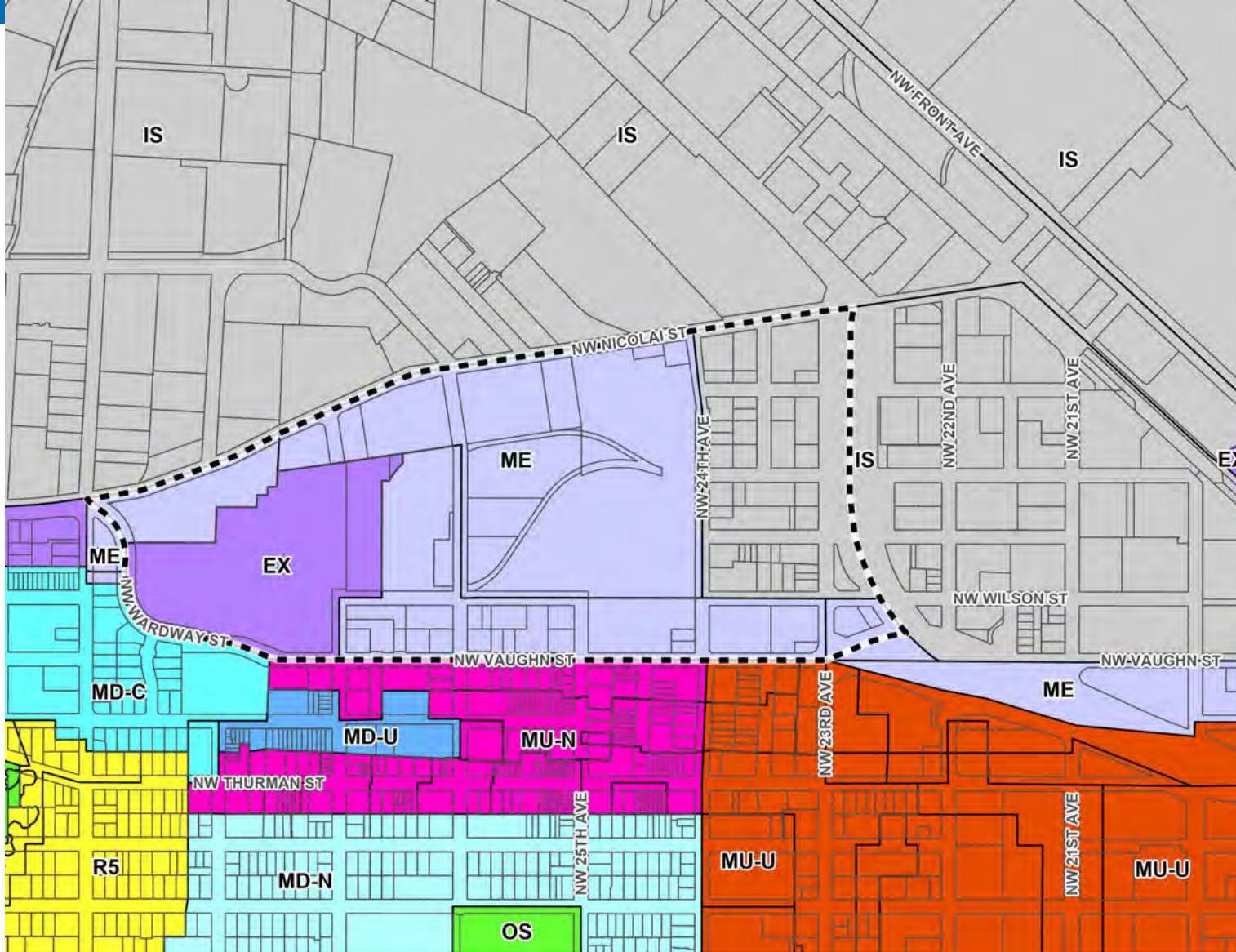


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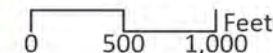


Legend

- | | | |
|--------------------------------------|--------------------------------------|---------------------------|
| MPAP Boundary | Multi-Dwelling - Corridor (MD-C) | Central Employment (EX) |
| Open Space (OS) | Multi-Dwelling - Urban Center (MD-U) | Mixed Employment (ME) |
| Single-Dwelling 5,000 (R5) | Mixed Use - Neighborhood (MU-N) | Industrial Sanctuary (IS) |
| Multi-Dwelling - Neighborhood (MD-N) | Mixed Use - Urban Center (MU-U) | Taxlots |

Montgomery Park Area Plan

Proposed Comprehensive Plan Designations



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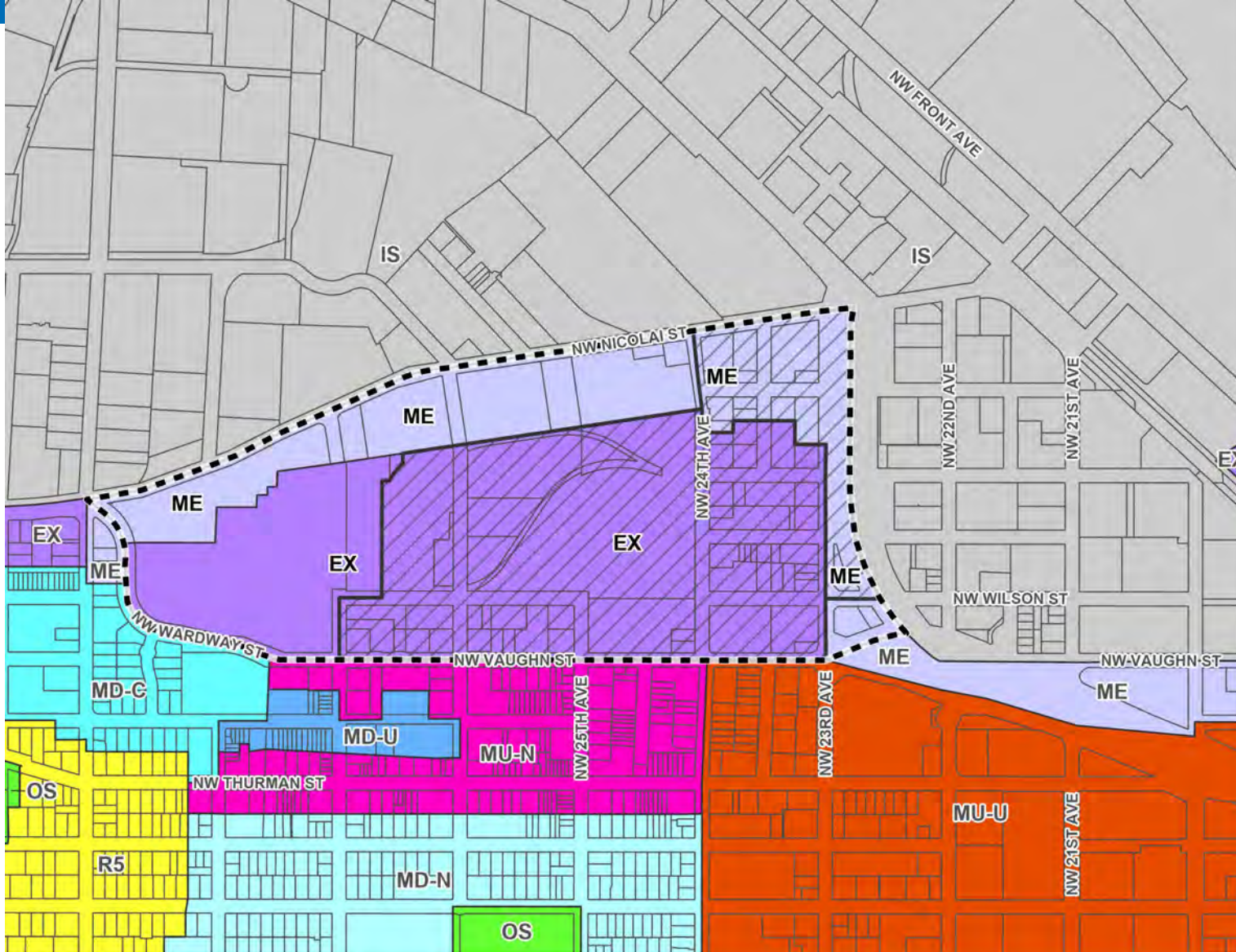


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Legend

- MPAP Boundary
- Comp Plan Map Change
- Taxlots

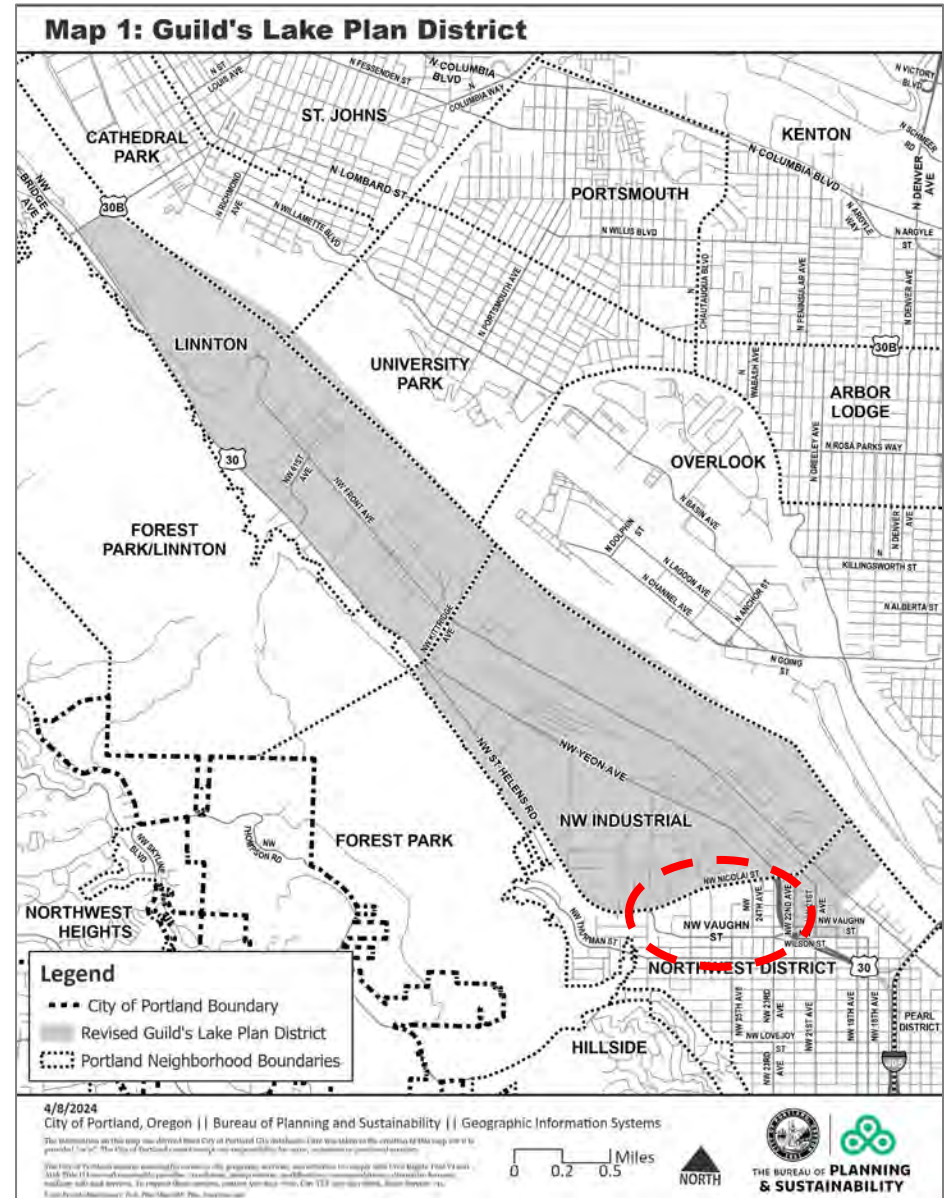
Comprehensive Plan Designation

- Central Employment (EX)
- Industrial Sanctuary (IS)
- Multi-Dwelling - Corridor (MD-C)
- Multi-Dwelling - Neighborhood (MD-N)
- Multi-Dwelling - Urban Center (MD-U)
- Mixed Employment (ME)
- Mixed Use - Neighborhood (MU-N)

- Mixed Use - Urban Center (MU-U)
- Open Space (OS)
- Single-Dwelling 5,000 (R5)

Guild's Lake Industrial Sanctuary Plan Amendments

- GLIS Plan boundary will be amended to conform to new MPAP boundary.
- Minor text amendments to the GLIS Plan are proposed.



Northwest District Plan Amendments

- NW District Plan boundary will be amended to conform to new MPAP boundary (several plan maps and UD character area map).
- Minor text amendments to the NW District Plan are proposed.

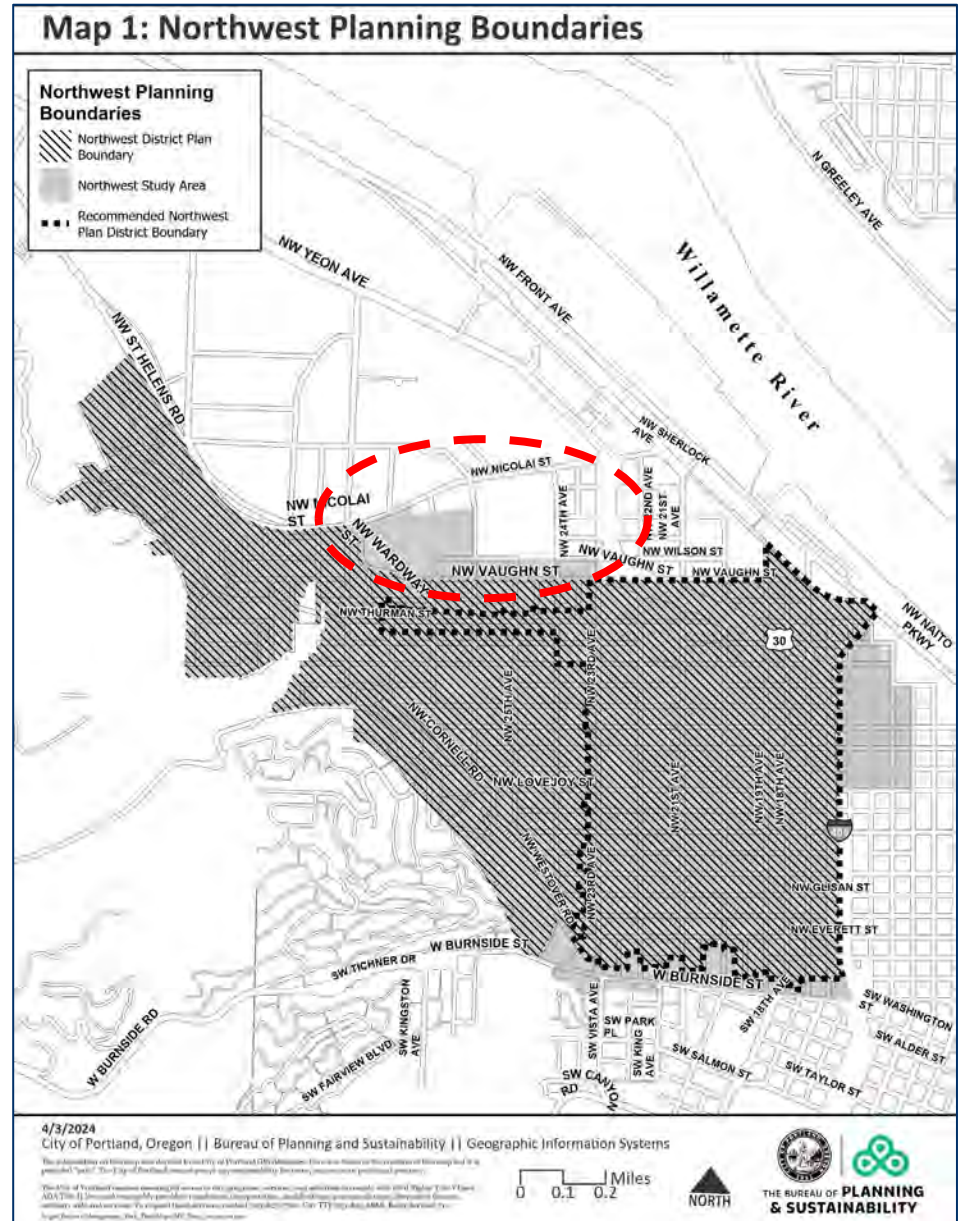
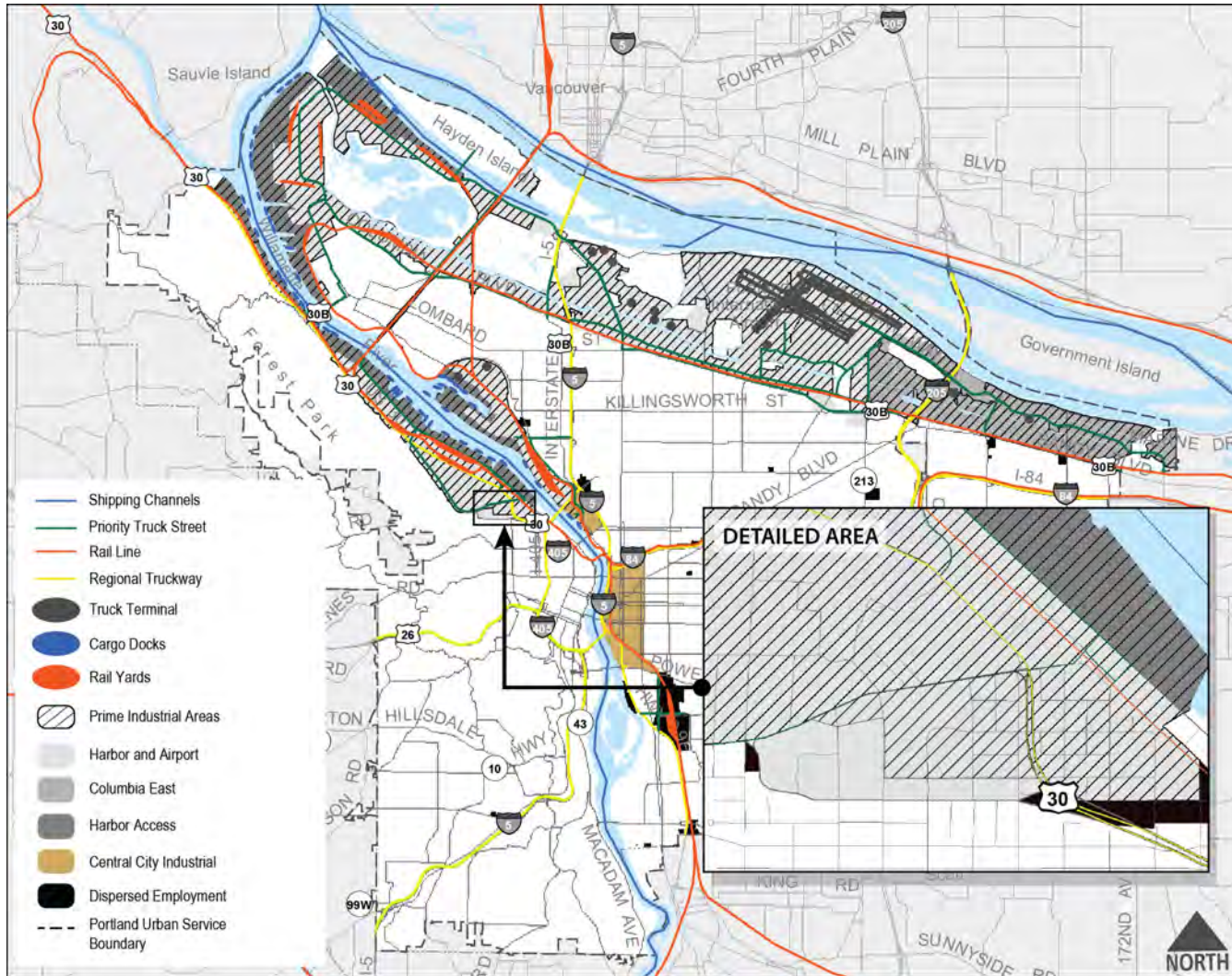
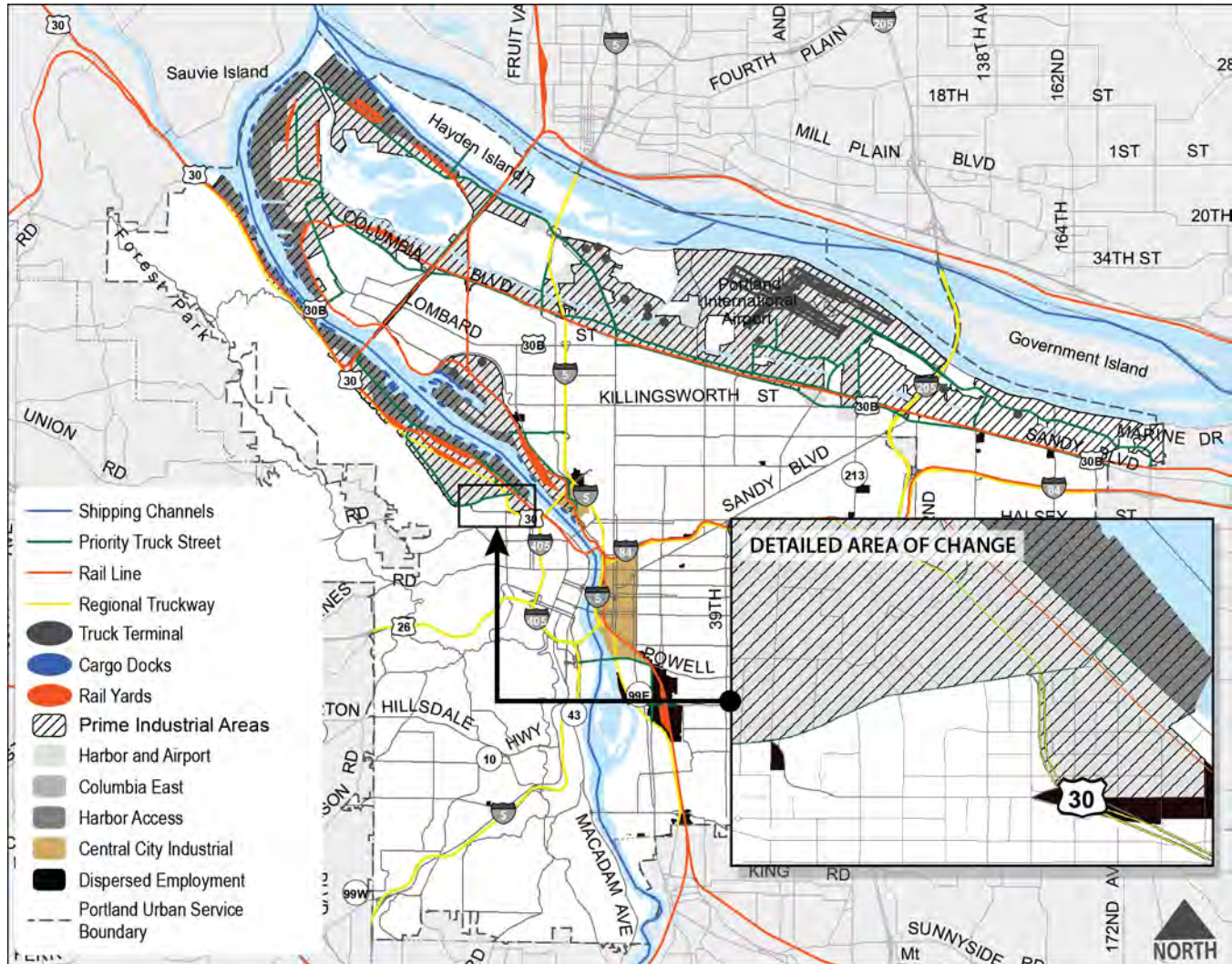


Figure 6.1 Industrial and Employment Land



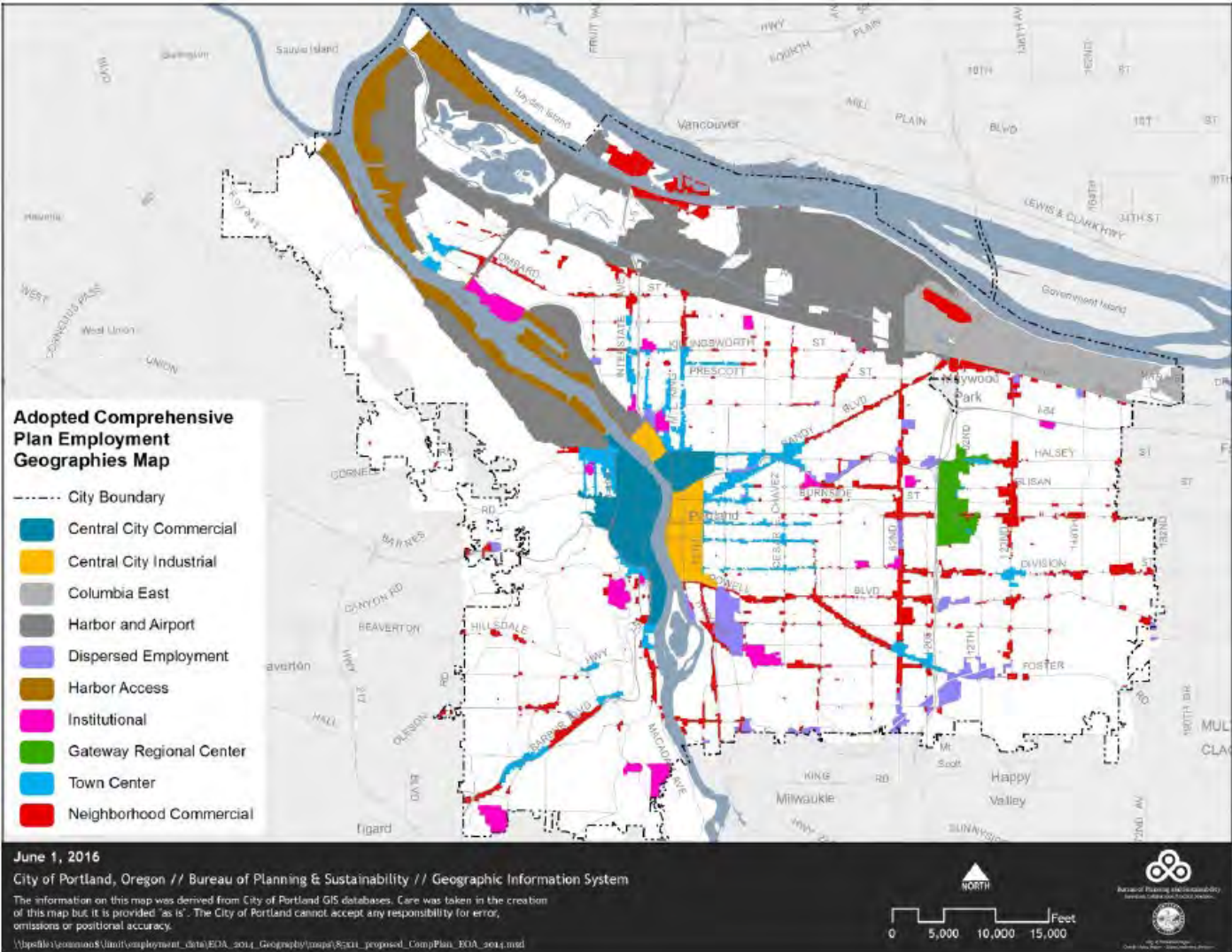
Revised Figure 6.1



Economic Opportunities Analysis (EOA)

- The EOA is an analysis of the 20-year supply and demand for employment land in the city.
- Portland's 2035 Comprehensive Plan and EOA were adopted in 2016.
- The City of Portland is now updating the EOA to align 2045 growth expectations with current market trends and community choices.





2016 EOA Industrial Land Demand and Development Capacity

Employment Geography	2010-35 Land Demand	Land Supply	Surplus/Deficit
Harbor & Airport Districts	1,013	1,067	54
Harbor Access Lands	192	167	-25
Columbia East	350	416	66
Dispersed Employment	130	146	16
Total Industrial	1,685	1,796	111



MPAP Impact on the 2016 EOA

- Proposed MPAP plan amendments would convert 34 acres of industrial/employment land to mixed use (EX) land
- Represents 0.2 percent of total industrial/employment land base of 13,175 acres.
- Represents 3 percent of the 1,067 acres of buildable land in the Harbor & Airport Districts
- Represents 10 percent of the large (10-20 acre) industrial sites



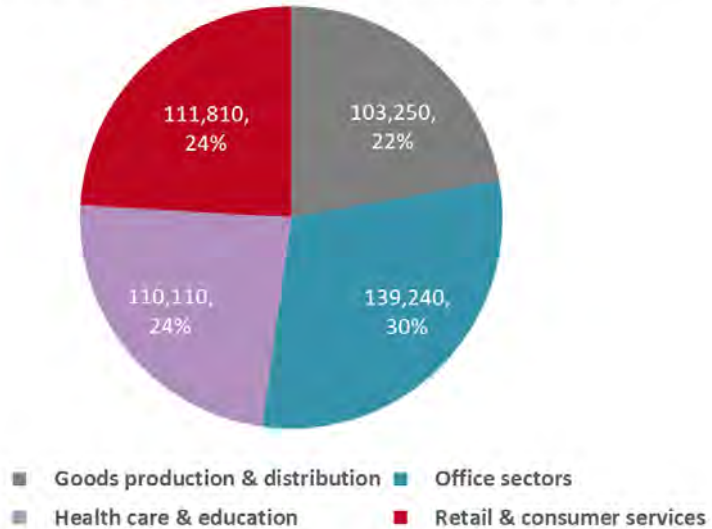
Large Industrial Sites

	2016 EOA Land Supply	
Site Size (acres)	Gross (acres)	Constrained (acres)
10 to 20	362	184
20 to 50	615	375
50+	1,239	666
Total	2,216	1,225

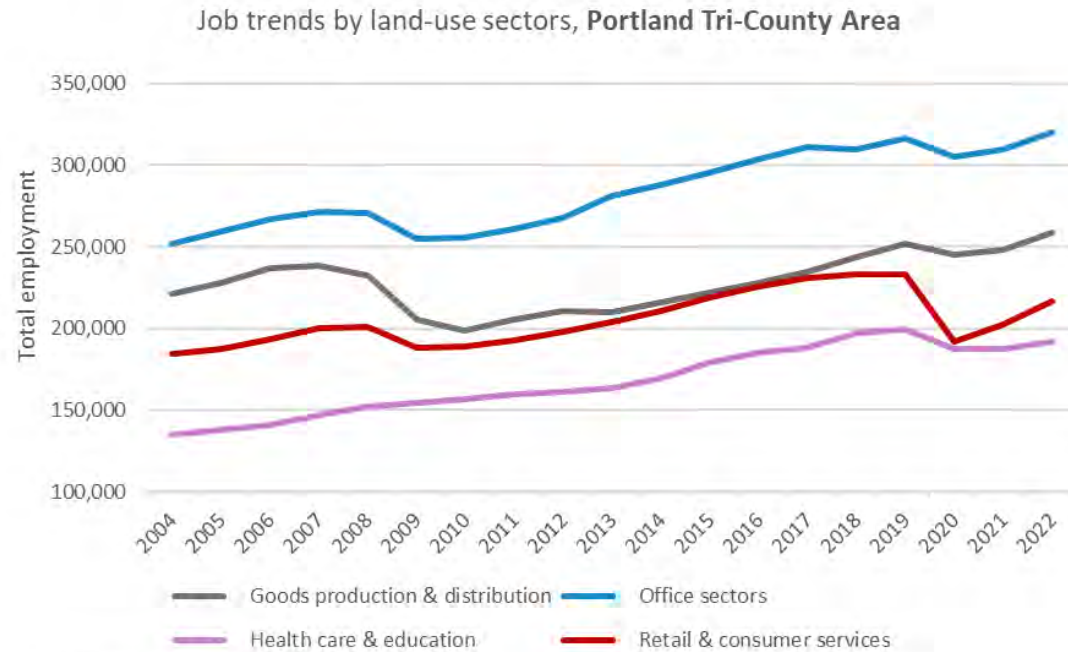


Balanced Economy

Portland jobs by land use sector type, 2019:



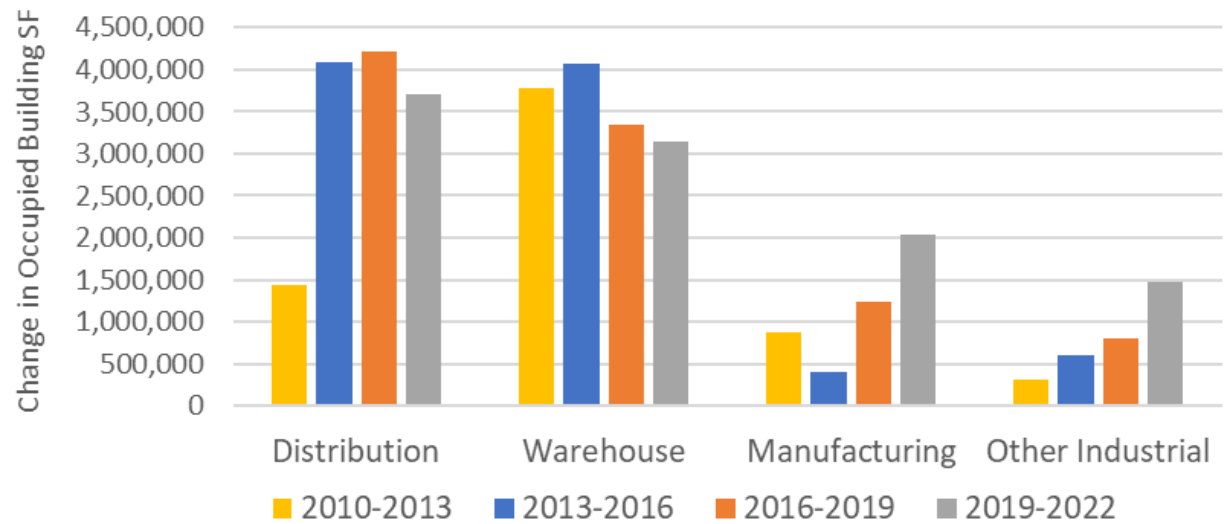
Employment Trends



Source: CES data, OED, annual average



New Industrial Buildings



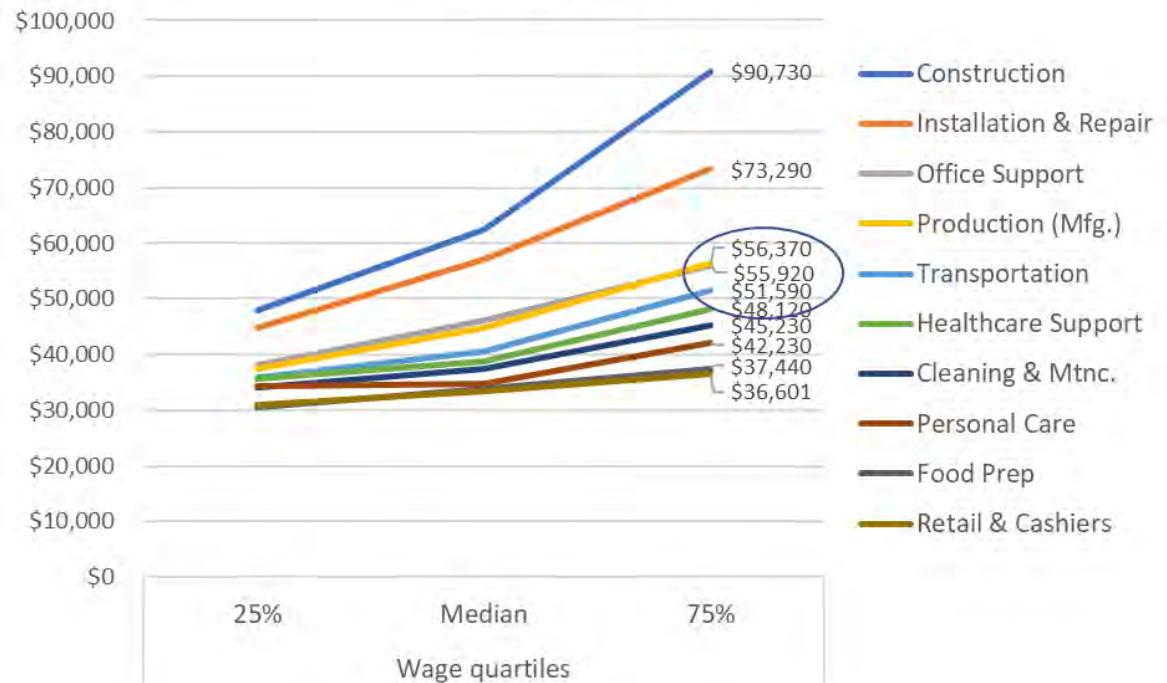
Employment Density

Land Use Type	Average FAR	Jobs per Acre
Warehouse and Distribution	0.21	9.7
Manufacturing and Production	0.28	14.4
Industrial Service	0.29	16.2
Total Industrial	0.25	12.2
Hospitals and Colleges	0.37	13.9
Retail Sales & Service	0.52	29.4
Office	2.14	275



Access to Opportunity

Upward income mobility in low- and middle-wage occupations,
7-County Region, 2022



Access to Equitable Opportunity

34 acres of employment land

Industrial Uses Sector (12.2 jobs per acre)

Total Jobs	415 jobs
Middle Wage Jobs (70%)	290 jobs

Office Sector (275 jobs per acre)

Total Jobs (30% of space)	2,805 jobs
Middle Wage Jobs (18%)	505 jobs



EOA Update Approach

- Solve for multiple policy objectives – economic development, natural resource protection, livability, sustainability.
- Recognize that industrial land supply is tight and getting tighter.
- Invest to create more industrial capacity.
- Align with Advance Portland strategies.
- Support our economic strengths.
- Explore workforce and business development in other middle-wage sectors.
- Working on discussion draft with CWG, then wider community engagement.

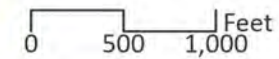
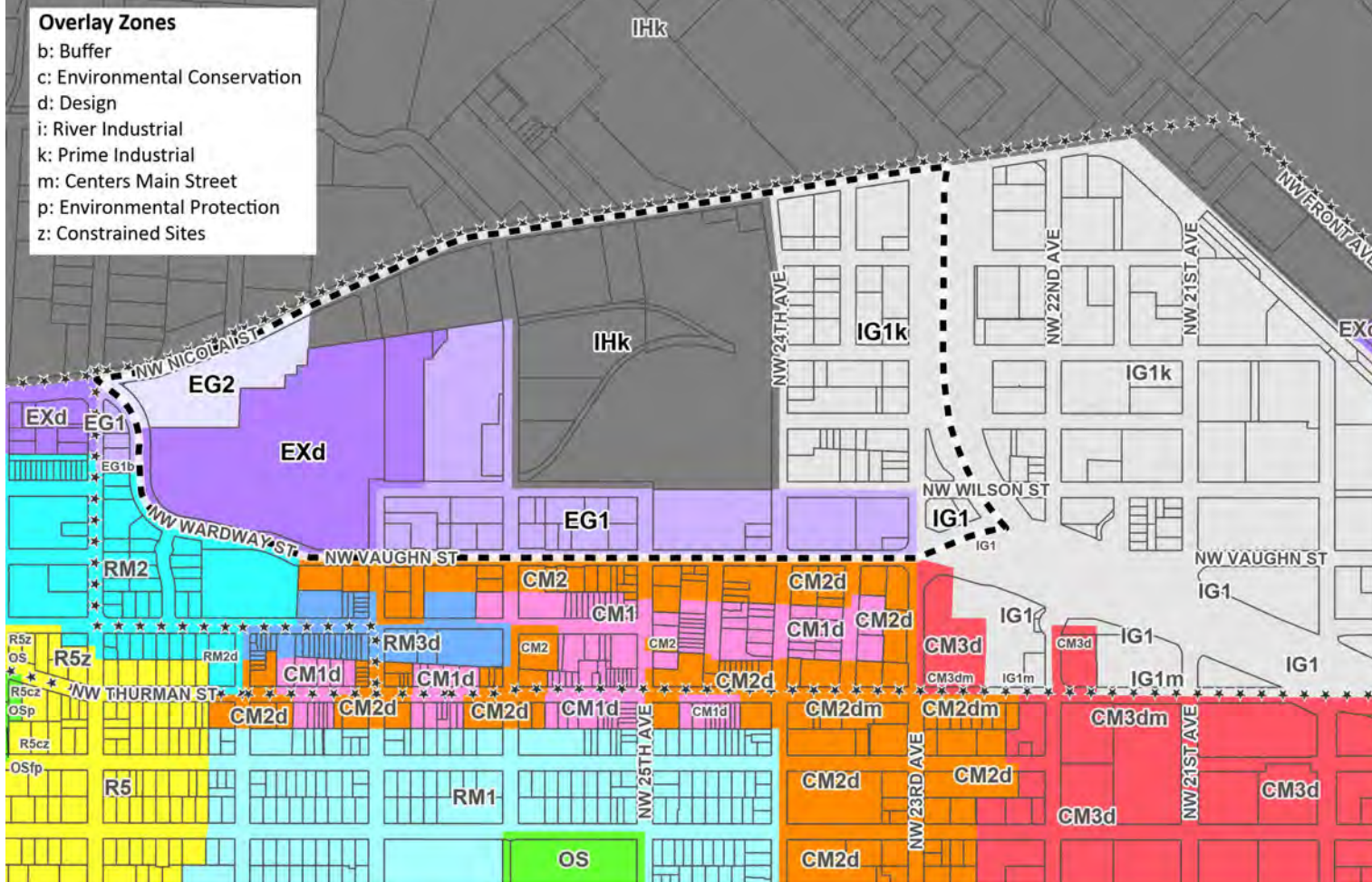


Montgomery Park Area Plan

Existing Zoning

Overlay Zones

- b: Buffer
- c: Environmental Conservation
- d: Design
- i: River Industrial
- k: Prime Industrial
- m: Centers Main Street
- p: Environmental Protection
- z: Constrained Sites



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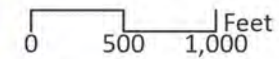
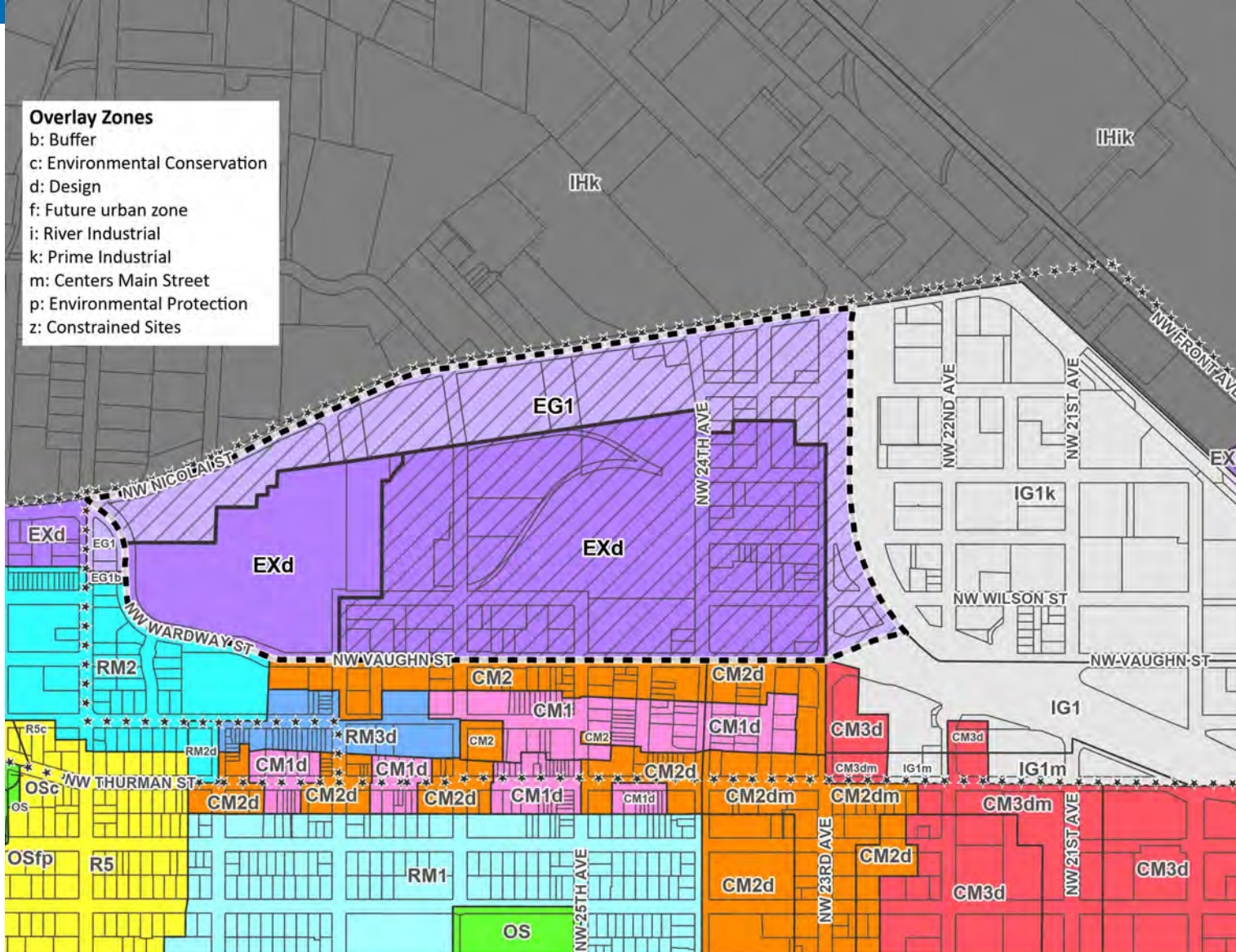
Legend

- | | | | |
|------------------------------|------------------------------|----------------------------|--|
| MPAP Boundary | Commercial Mixed Use 2 (CM2) | Central Employment (EX) | Single Dwelling Residential 5,000 (R5) |
| Major Public Trails | Commercial Mixed Use 3 (CM3) | General Industrial 1 (IG1) | Residential Multi-Dwelling 1 (RM1) |
| Existing Base Zone | General Employment 1 (EG1) | Heavy Industrial (IH) | Residential Multi-Dwelling 2 (RM2) |
| Commercial Mixed Use 1 (CM1) | General Employment 2 (EG2) | Open Space (OS) | Residential Multi-Dwelling 3 (RM3) |

Montgomery Park Area Plan

Proposed Zoning

Overlay Zones
 b: Buffer
 c: Environmental Conservation
 d: Design
 f: Future urban zone
 i: River Industrial
 k: Prime Industrial
 m: Centers Main Street
 p: Environmental Protection
 z: Constrained Sites



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Legend

- MPAP Boundary
- Base Zone Change
- Taxlots
- Major Public Trails

- Proposed Base Zone**
- Open Space (OS)
 - Single Dwelling Residential 5,000 (R5)
 - Residential Multi-Dwelling 1 (RM1)

- Residential Multi-Dwelling 2 (RM2)
- Residential Multi-Dwelling 3 (RM3)
- Commercial Mixed Use 1 (CM1)
- Commercial Mixed Use 2 (CM2)
- Commercial Mixed Use 3 (CM3)

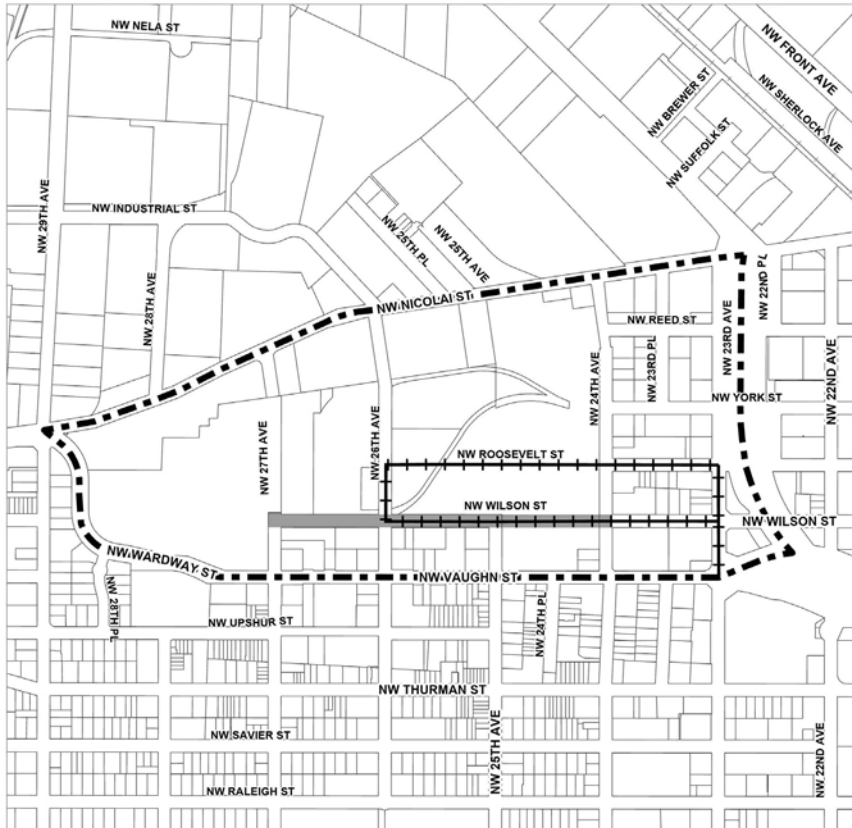
- General Employment 1 (EG1)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)

Proposed Vaughn-Nicolai Plan District

Vaughn-Nicolai Plan District
Streetcar Alignment and Main Street

Map 590-2

Map Revised Xxxxx XX, 202X



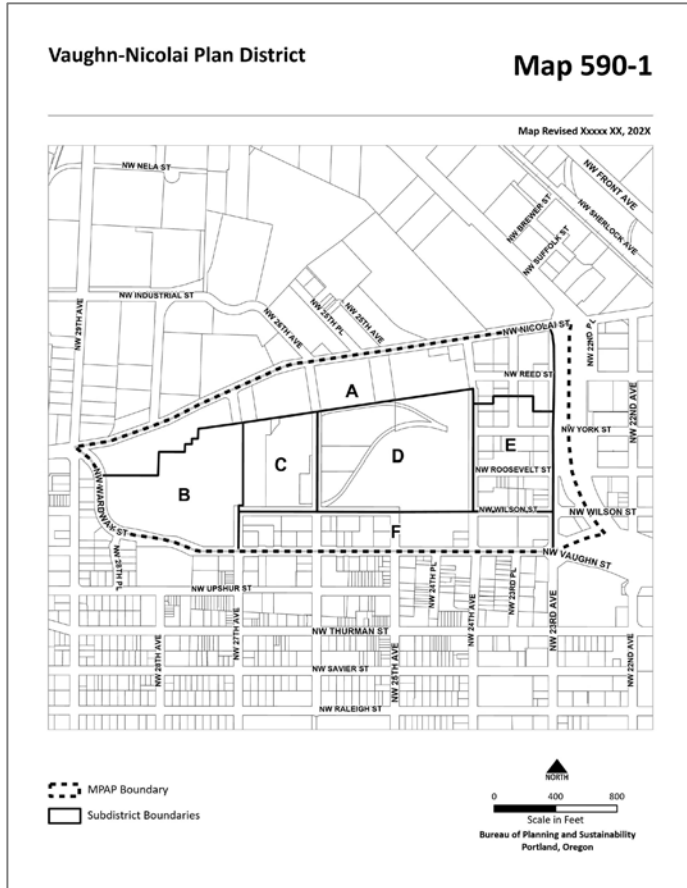
Key features include:

- Bonus FAR and Height
- Non-Residential Space Requirement
- Active Use Areas on Main Street
- Affordable Commercial Space Requirement
- Urban Green Features
- Outdoor Areas for Residential Uses
- Residential-Employment Buffer
- TDM and Parking limits



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Proposed Vaughn-Nicolai Plan District



Summary of Maximum and Bonus FAR and Height

Subdistrict	A	B	C ¹	D ¹	E	F
Maximum FAR	3 to 1	3 to 1	2 to 1	2 to 1	2 to 1	2 to 1
Overall Maximum FAR with bonus	5 to 1	7 to 1 ²	5 to 1	5 to 1	5 to 1	5 to 1
Overall Maximum Height with bonus	85 ft.	120 ft.	85 ft.	85 ft.	85 ft.	75 ft. ³

FAR & Height Bonuses:

- Inclusionary Housing
- Additional Affordable Housing (15% @ 60% MFI)
- Employment Opportunity

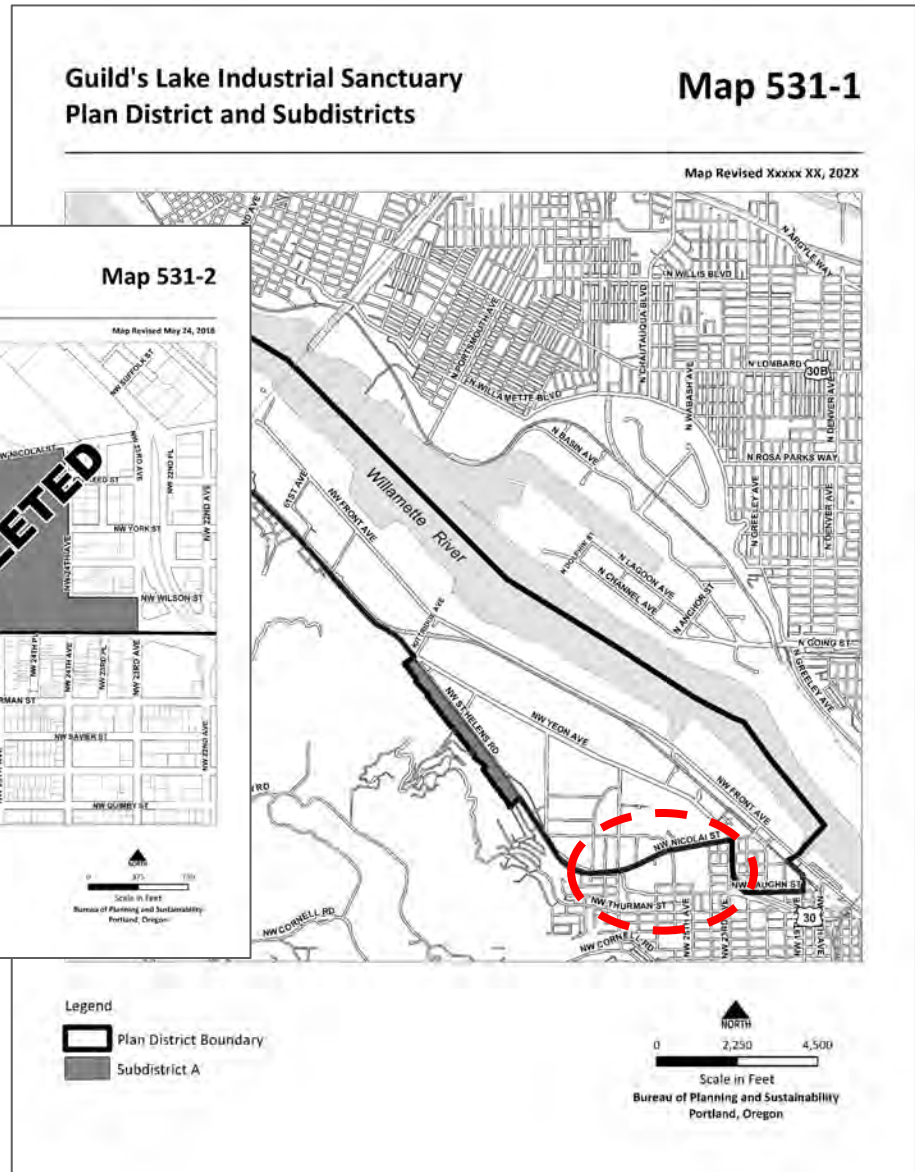
- 1 FAR in Subdistrict C and D linked to provision of IH/affordable housing and Public Benefits Agreement. After 200 units of IH, within 7 years, Max FAR is 3:1 and IH bonus is 2:1.
- 2 FAR of 7:1 allowed through transfer or demonstration of services.
- 3 Height reduced to 45 feet maximum near NW Vaughn.



Proposed GLIS Plan District Changes

Amend GLIS
Plan District
boundary
(Map 531-1)

Delete GLIS
Subdistrict B
(Map 531-2)



Proposed NW Plan District Changes

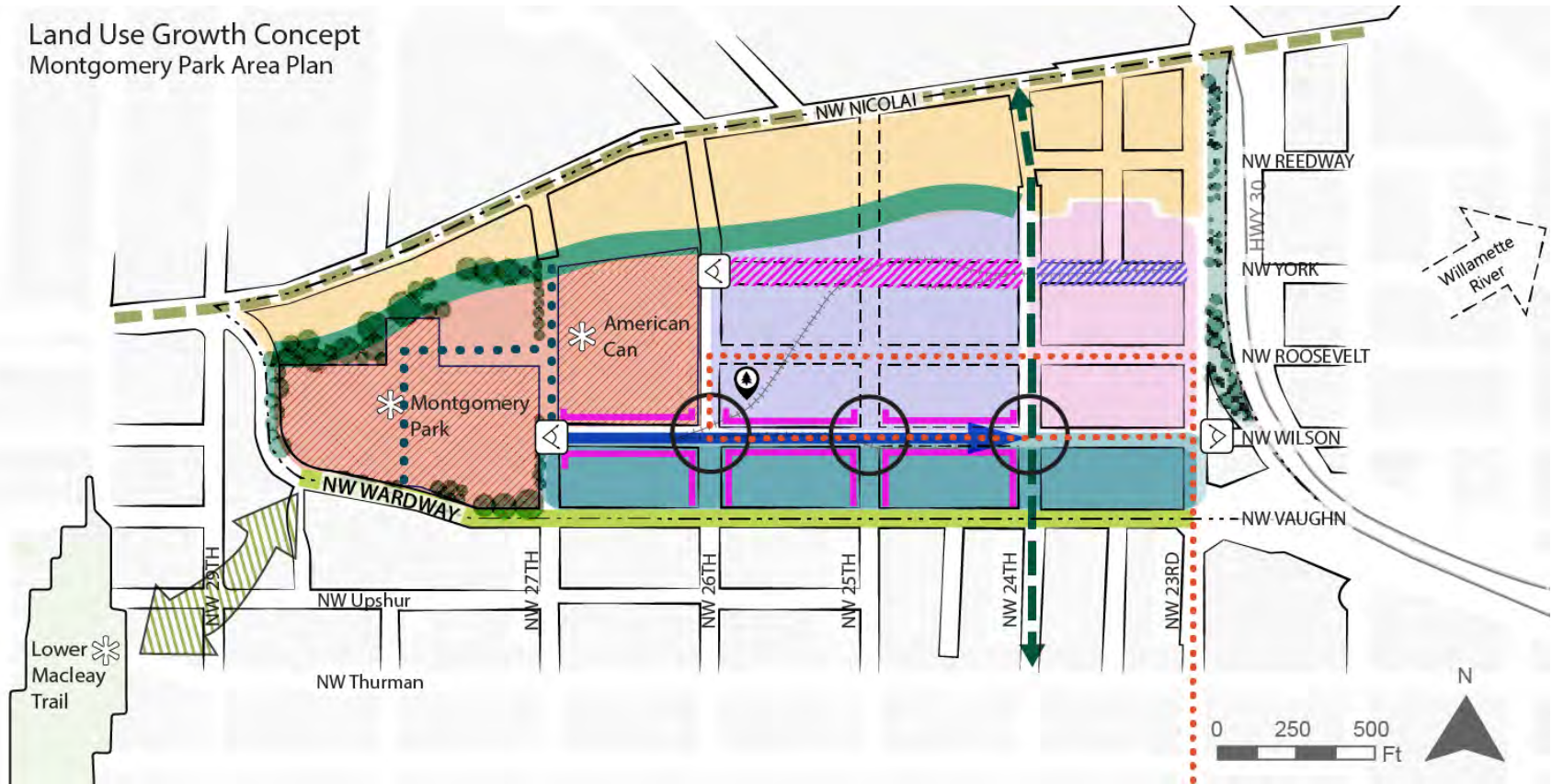
Apply “Streetcar” development regulations within 200’ of NW 23rd Avenue.

- Adds active floor area requirement (includes residential)
- Prohibits Drive thrus (already prohibited)



Urban Design Framework

Land Use Growth Concept
Montgomery Park Area Plan



- | | | | |
|--------------------------------|----------------|--------------------------------|------------------------------|
| POTENTIAL PARK SITE | SUBAREA 1 | PROPOSED STREET EXTENSIONS | GREEN CURTAIN |
| EXISTING MATURE TREES | SUBAREA 2 | GREENWAY EXTENSION | INDUSTRIAL BUFFER AREA |
| VEGETATED RIGHT-OF-WAY | SUBAREA 3 | MAIN STREET | EXISTING RAIL TRACKS |
| KEY FEATURES | SUBAREA 4 | ACTIVE GROUND FLOOR AREA | PROPOSED STREETCAR ROUTE |
| KEY TRANSITIONAL INTERSECTIONS | SUBAREA 5 | FUTURE CONNECTION FOR MP | REGIONAL TRAIL |
| VIEWPOINTS | HISTORIC SITES | VAUGHN - NICOLAI PLAN DISTRICT | YORK STREET DOCK CONDITIONS |
| | | FUTURE FOREST PARK CONNECTION | CULTURAL RECOGNITION OF YORK |

Policy Considerations



Urban Form

- Direct the majority of growth to centers, corridors, and transit station areas.



Jobs and Economic Opportunity

- Expand and improve economic opportunity.
- Provide supply of employment land sufficient to meet short-term and long-term employment growth.



Housing

- Support fair, equitable, healthy, resource efficient, and physically-accessible housing for a diverse population.
- Establish ways to mitigate gentrification and displacement.



Climate Resilience

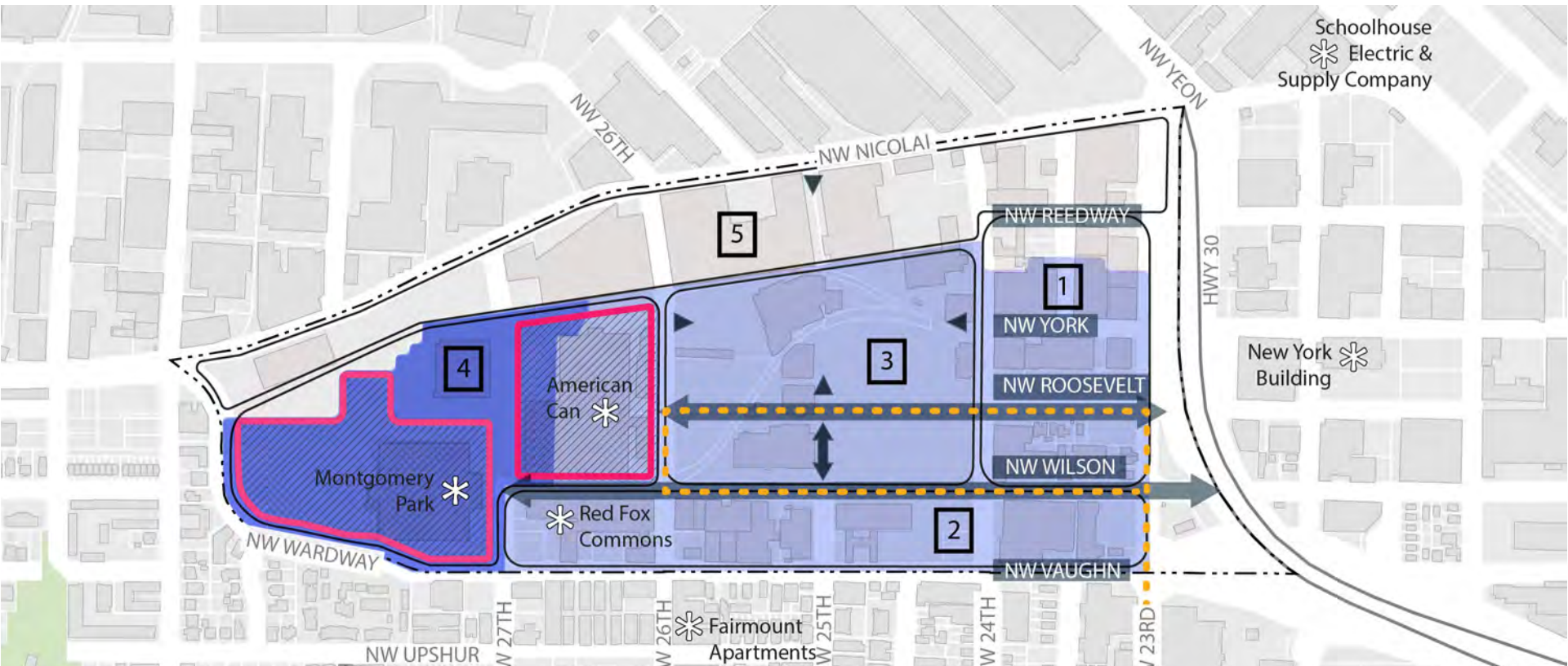
- Support actions that address and mitigate climate change.
- Reduce urban heat island effects, minimize carbon, and provide long term resilience.



Equity / Equitable Development

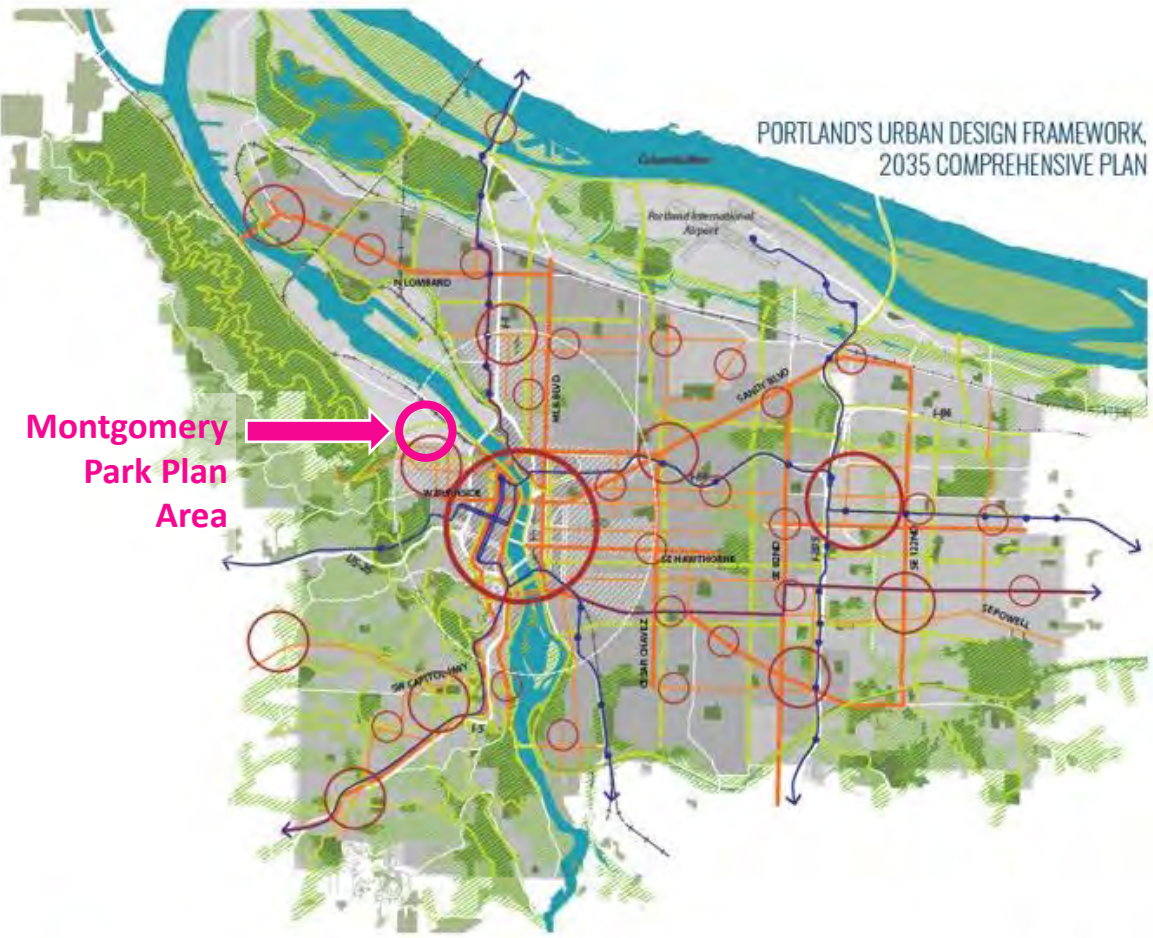
- Increase access to housing and jobs in high opportunity areas.
- Support equity and creation of public benefits when planning and making public investments.

Expansion of the Design 'd' Overlay



- 1** Subareas
- Design 'd' Overlay Zone (Proposed)
- Design 'd' Overlay Zone (Existing)
- Historic Resource Boundary
- Street Car Extension
- Vaughn-Nicolai Plan District
- Street connection and alignment certain
- Street connection and alignment TBD
- Key Features

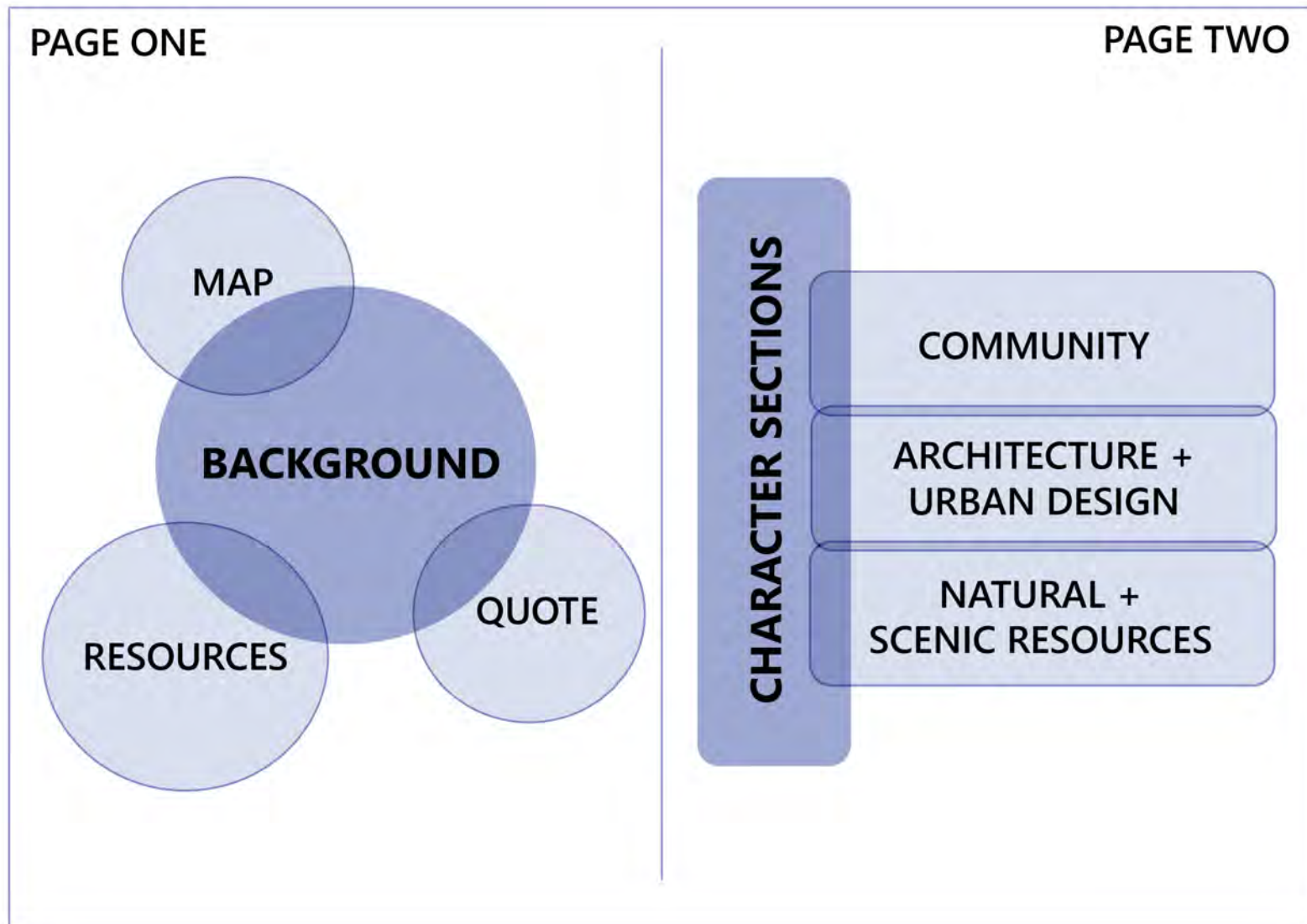
Character Statement



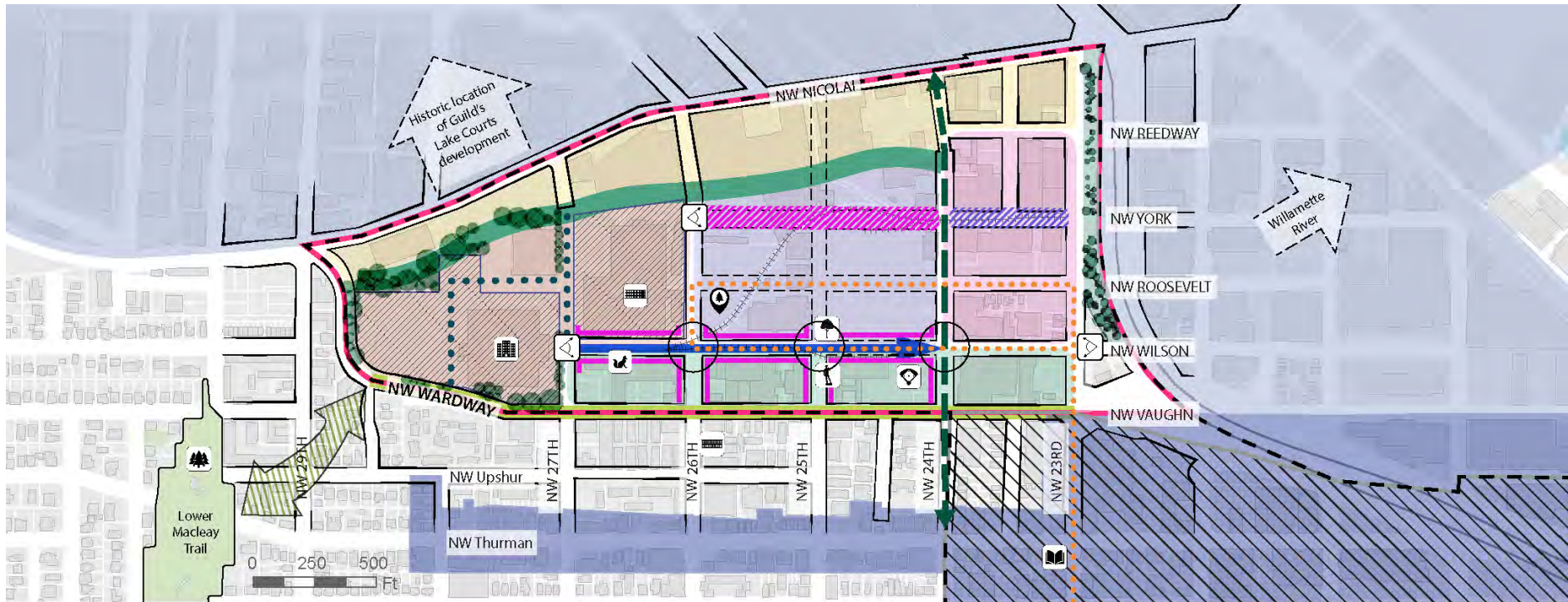
- Apply in Centers and Corridors which have the Design 'd' Overlay Zone.
- Part of the Citywide Design Guidelines which apply outside Central City Plan District
- Developed in partnership with the local community
- Adopted through a legislative process with a recommendation from the Design Commission to City Council

CENTERS	CORRIDORS	CITY GREENWAYS	PATTERN AREAS
<ul style="list-style-type: none"> Central City Gateway Regional Center Town Centers Neighborhood Centers Inner Ring Districts 	<ul style="list-style-type: none"> Civic Corridors Neighborhood Corridors High Capacity Transit Rail 	<ul style="list-style-type: none"> Enhanced Greenway Corridors Trails (Existing & Proposed) URBAN HABITAT CORRIDORS Parks & Open Spaces Habitat Corridor Waterbodies 	<ul style="list-style-type: none"> Central City Inner Neighborhoods Western Neighborhoods Eastern Neighborhoods Rivers

Parts and Structure



Key Components



- | | | | | |
|------------------------|---|--------------------------------|--------------------------------|-----------------------------------|
| POTENTIAL PARK SITE | MONTGOMERY PARK BUILDING | SUBAREA 1 | PROPOSED STREET EXTENSIONS | GREEN CURTAIN |
| ESCO STATUE | MULTNOMAH COUNTY LIBRARY NW | SUBAREA 2 | GREENWAY EXTENSION | INDUSTRIAL BUFFER AREA |
| FOREST PARK | AMERICAN CAN COMPANY BUILDING | SUBAREA 3 | MAIN STREET | EXISTING RAIL TRACKS |
| BIG COMMUNITY TREE | LOCATION OF HISTORIC VAUGHN ST BALLPARK | SUBAREA 4 | ACTIVE GROUND FLOOR AREA | PROPOSED STREETCAR ROUTE |
| FAIRMOUNT APARTMENTS | KEY TRANSITIONAL INTERSECTIONS | SUBAREA 5 | FUTURE CONNECTION FOR MP | REGIONAL TRAIL |
| EXISTING MATURE TREES | YORK STREET DOCK CONDITIONS | EXISTING NW TOWN CENTER (NUTC) | VAUGHN - NICOLAI PLAN DISTRICT | NORTHWEST PLAN DISTRICT |
| VEGETATED RIGHT-OF-WAY | CULTURAL RECOGNITION OF YORK | VIEWPOINTS | FUTURE FOREST PARK CONNECTION | GUILD'S LAKE INDUSTRIAL SANCTUARY |
| | | | | HISTORIC RESOURCE BOUNDARY |



Displacement Risk

Changes that increase entitlements coupled with transportation investments and related amenities have the potential to displace existing residents and businesses by encouraging new development and increasing rents over time.

Housing risk within plan area:

- Eight residences, mostly owner occupied. Limited Risk.

Housing risk in nearby area:

- Units could be vulnerable to rent increases following investment.
- Area is already served by streetcar; not clear that a modest extension would create significant additional market pressure.
- In NW, lower quality and amenity housing may already attract premium rents.

Housing mitigation:

- Bonuses and incentives for affordable housing in EX zone.

Displacement Risk

Changes that increase entitlements coupled with transportation investments and related amenities have the potential to displace existing residents and businesses by encouraging new development and increasing rents over time.

Jobs risk within plan area:

- Existing industrial uses could get priced out of area.
- Vacant/underutilized industrial sites (former ESCO) will redevelop with different mix of uses.

Jobs mitigation:

- Requirement for non-residential floor area in EX zone.
- Bonus structure/incentives for employment uses.
- Additional affordable housing required at higher FAR.

Proposed Vaughn-Nicolai Plan District

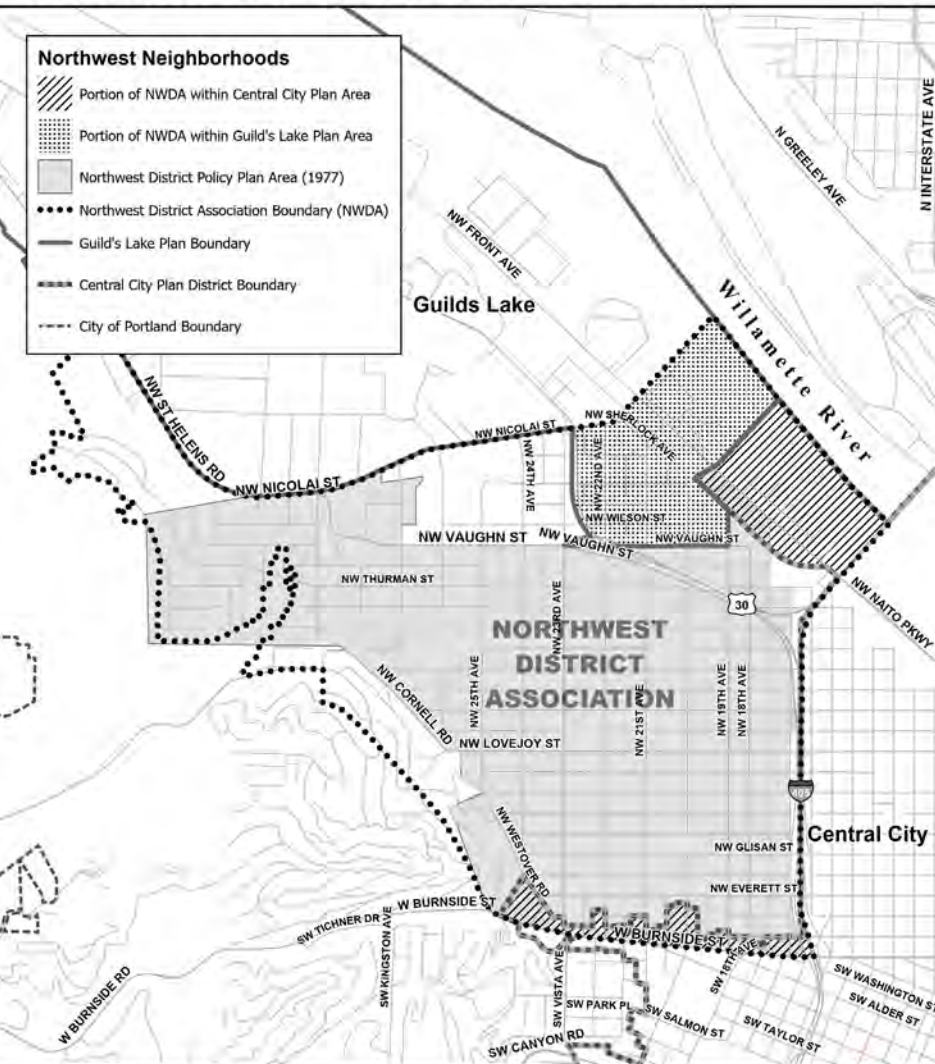
In addition to Comprehensive Plan and zoning map changes, a new plan district is proposed to support an urban transit-oriented district. Key features include:

- **Additional Affordable Housing:** Higher % required for additional floor area.
- **Non-Residential Space:** Minimum floor area requirement.
- **Active Use Areas:** NW Wilson “main street” - active ground floor uses and enhanced ground floor windows.
- **Affordable Commercial Space:** Requires 1K SF when 10K+ SF Retail or Office is developed. Also, a Non-Res floor area incentive.
- **Urban Green Features:** Requirements to “green” the urban environment and address climate - options: landscaping; space for large trees; ecoroofs.
- **Outdoor Areas:** Residential uses are required to provide outdoor area.
- **Residential-Employment Buffer:** Landscape setback between EX-EG zones.
- **Transportation Demand Management (TDM):** Residential developments (10+ units) required to develop a TDM plan or meet program standards.
- **Parking:** Limit the amount of on-site and surface parking near streetcar.

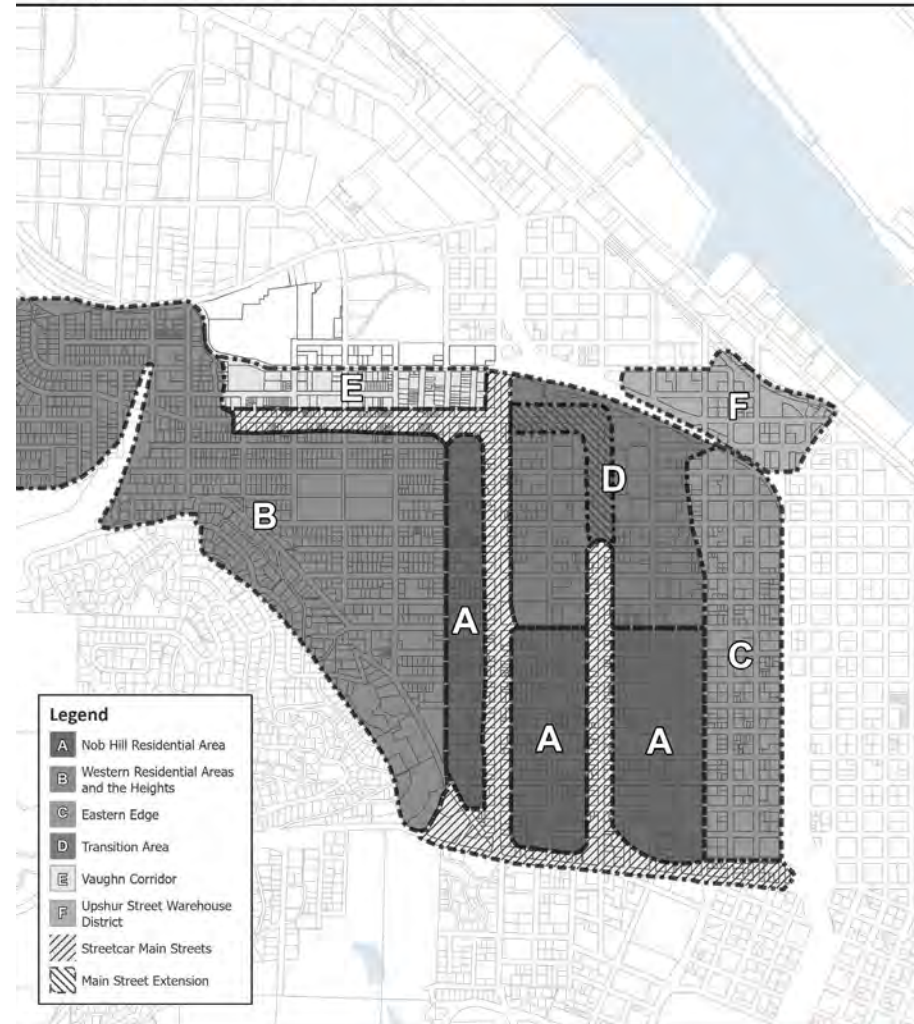


NW Plan Amendments

Map 3: NWDA and Adopted Plan Boundaries



Map 4: Urban Character Areas

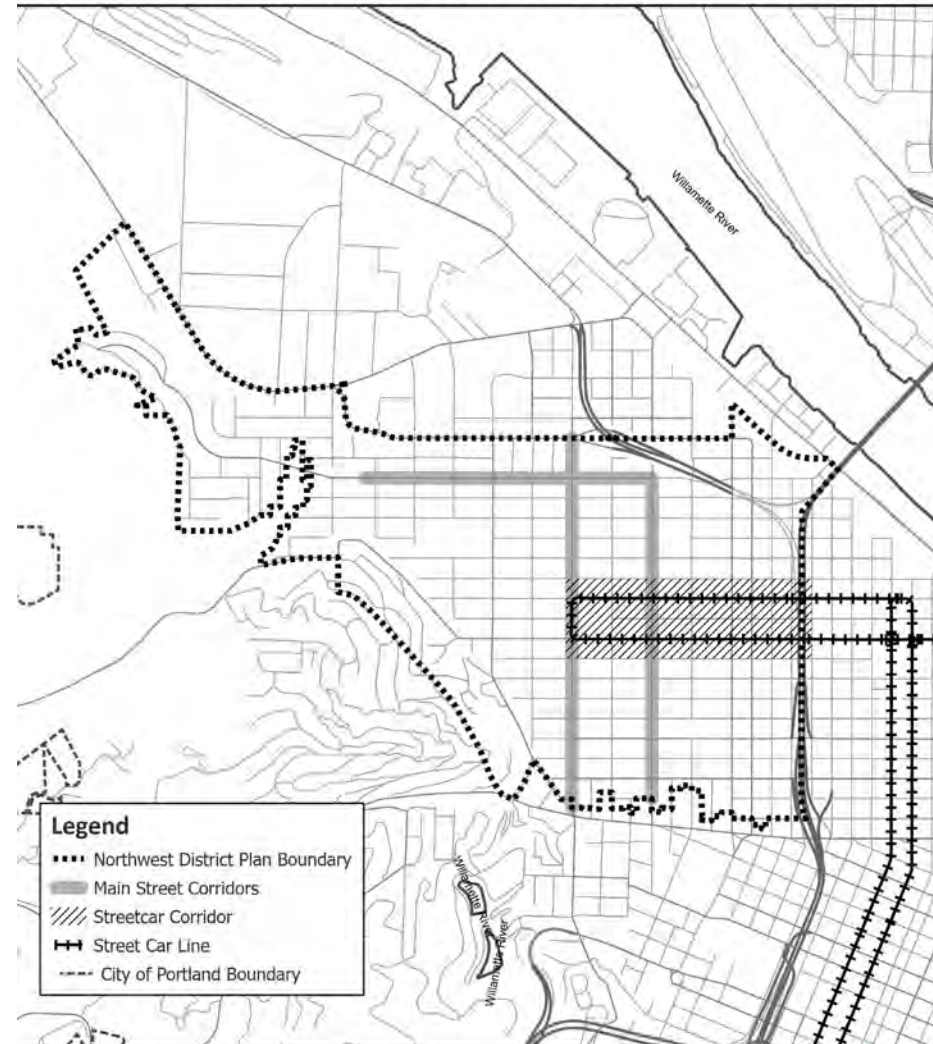


NW Plan Amendments

Map 5: Northwest District Plan Area and Subarea Boundaries



Map 6: Main Streets and Streetcar Corridor



Draft Public Benefits Terms

Agreement with owners of Montgomery Park and American Can; 1535/former ESCO

Middle wage jobs: Target of 800 net new middle wage jobs on site within 10 years. If not met, per-job penalty payment into workforce development and training programs.

Affordable housing units: Provide early AH/IH units: 200 units at 60% MFI prior to or with market rate units within 7 years. Until met, projects must include 15% of units at 60% MFI to receive greater floor area bonus.

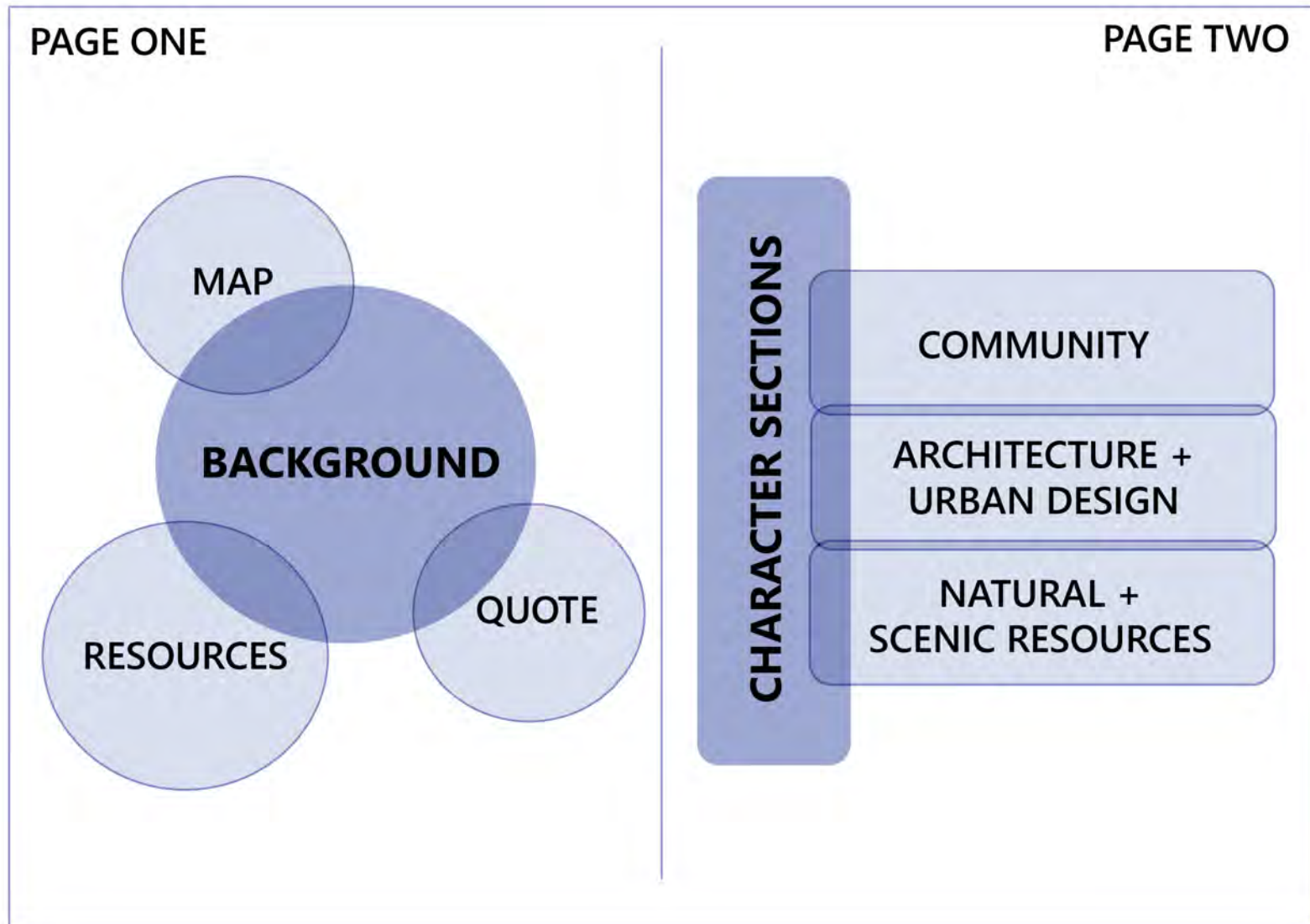
Public open space/park: Minimum 40,000 square feet to be developed in area. Offsets to Outdoor Area zoning requirement and SDCs.

Commemoration of York: Feature in a significant publicly accessible location.

Funding a portion of the public streetcar extension: Funding through dedication of ROW, construction of streets, and Local Improvement District contributions.

Wealth building support: Option for affordable commercial space ownership.

Parts and Structure



Key Components

Community Character

- Provide views into maker spaces along NW Roosevelt
- Reference and continue historic dock conditions on NW York
- Recognize the history of York on NW York Street (art, sculpture or historic markers)
- Incorporate color, patterns and/or artwork by Black, Chinese or Indigenous artists.
- Incorporate spaces for recreation within new parks or open spaces
- Integrating intimate, multi-functional and accessible gathering spaces

Architectural and Urban Design Character

- Incorporate a buffer from pollutants along HWY 30 and NW Nicolai
- Reference and/or repurpose existing industrial buildings, materials and features.
- Support NW Wilson as an active main street
- Improve urban heat island conditions (climate-responsive design approaches)

Natural and Scenic Resources

- Incorporate public views (Mt. Hood, Fremont Bridge, Montgomery Park)
- Reference connections to Forest Park ('Green Curtain' on NW Vaughn)
- Preserve and plant more trees



Character Statement

CHARACTER STATEMENT: Montgomery Park

TOWN CENTER



BACKGROUND

HISTORY & EXISTING CONDITIONS

Framed by the Guild's Lake Industrial District to the North, and the vibrant mixed-use communities of the Northwest District to the South, the Montgomery Park Area Plan (MPAP) is an eclectic mix of land uses and building types. The designated Vaughn Nicolai Plan District (VNPd), within the expanded Northwest Town Center, has been an area of continual transition and transformation. The area's variety of lot sizes, building types, and history of industrial and manufacturing uses created a dynamic built environment but have also resulted in a disconnected, difficult to navigate, street grid resulting in an urban heat island with little trees or green space.

Once home to a lush marshland and the low-lying Guild's Lake, this area was part of a larger ecosystem which contributed to the vibrancy of nearby Indigenous villages on Sauvie Island and across the Willamette River. Before significant changes to the landscape began in the late 1800s Chinese immigrants lived and farmed on land around the lake. Plans for industrialization led to their displacement and to the filling of the lake in the 1920s to create a robust industrial center. Today, hints of this wild landscape remain in the nearby hills of Forest Park, Balch Creek watershed, and Willamette River. Connected to this legacy are Portland's extant Indigenous and Chinese communities, though little acknowledgment of them or the natural environment in this location.

The area was also the site of the 1905 Lewis and Clark Exposition which showcased Portland's community, industry, and innovation. Industry and innovation was later carried on in the Montgomery [Ward] office building (1920), the American Can Company complex (1921), and the former ESCO steel foundry. Portland's Black community have strong ties to this area, including connection to the since-demolished WWII era housing development Guild's Lake Courts (1940s/50s) and the Portland Rosebuds, a minor league baseball team that was part of the short-lived West Coast Negro League, and played one season (1946) at the Vaughn Street Park. More recently, NW York St was named in honor of York, the enslaved man who was an essential member of the Lewis and Clark Expedition. Despite this, other recognition of the Black Community's contributions to NW Portland has been limited.

CURRENT POLICY FRAMEWORK

Portland's Comprehensive Plan identifies the Montgomery Park Area Plan as part of Portland's Industrial/ Employment Areas and illustrates its proximity to several desirable amenities such as transportation (Streetcar), recreational areas (Forest Park) and commercial/retail (Pearl District/Central City). Set within the VNPd and an expanded Northwest Town Center, the MPAP leveraged this proximity to support the creation of a low-carbon mixed-use neighborhood served by an extension of the Portland Streetcar. The Plan's goals and actions encourage the preservation of the district's identity as a thriving employment hub, with expanded public benefits to foster a vibrant mixed-use neighborhood.

ADDITIONAL RESOURCES

- NW District Plan
- Guild's Lake Industrial Sanctuary Plan
- Montgomery Park District Transportation Plan
- Preliminary Racial Equity Analysis
- 7 indicators terms featured within the MPAP Plan, Vol. 1, Pgs. 45 & 46
- 4 Oregon Historical Society, Photo Essay: Guild's Lake Industrial District: The Process of Change over Time.

"...celebrate proximity to forest Park by extending trees and open space into the neighborhood. 'Green Curtain' instead of the 'Steel Curtain'..."
-Community Members, 2023

The following sections align with, and are derived from, content in the Portland Citywide Design Guidelines, specifically Guideline 01. They each focus on characteristics specific to this Town Center.

COMMUNITY CHARACTER



The use of color, art and outdoor gathering spaces provides sense of creative energy and vitality.

Home to a mix of residents, businesses and institutions, this district takes immense pride in its industrial heritage and variety of uses. Physically accessible public spaces, that acknowledge the contributions of Portland's Black, Chinese and Indigenous communities, are needed to support these various communities and reflect the multitude of histories of the area. Future development, should honor the District's rich industrial character and provide spaces which allow for a true mix of uses, reflecting a history of ingenuity and innovation.

A few ways to address these goals include:

- Celebrating the area's industrial character by designing ground floors with views into maker spaces along NW Roosevelt, incorporating neon signage along NW Wilson as a nod to the neon Montgomery Park sign or providing historic markers indicating the history and sites of the 1905 Lewis and Clark Exposition.
- Showcasing the terminating vistas of Montgomery Park on NW Wilson St, and

American Can on NW Roosevelt and NW York,

- Referencing historic dock conditions on NW York by preserving and/or continuing them westward of NW 24th.
- Integrating remnants of the historic railroad tracks, in Subareas 1 and 3, within, or as a connection between, open spaces.
- Integrating intimate, multi-functional and accessible gathering spaces to encourage intergenerational community gathering, especially in Subareas 2 and 3.
- Acknowledging and celebrating contributions of Portland's Communities of Color. Consider incorporating color, patterns and/or artwork by Black, Chinese or Indigenous artists.
- Recognizing the history of York on NW York Street through physical elements like art, sculpture or historic markers.
- Incorporating spaces for recreation, including playgrounds and flexible green spaces, within new parks or open spaces.

ARCHITECTURE + URBAN DESIGN CHARACTER



Development on NW Wilson which repurposed an existing industrial building with an updated form and new materials.

A century of transition has created a diverse landscape of urban forms and uses in this Center, dividing it into five distinct subareas. Perhaps most distinct is Subarea 4; home to the historic Montgomery Park and American Can sites, whose size, in combination with the former ESCO Steel site in Subarea 3, creates a challenging, disconnected street network between NW 24th and NW 26th. The arrival of the Portland Streetcar on NW Wilson and NW Roosevelt provides an opportunity for each subarea to preserve, emulate and celebrate its rich industrial context, while fostering a vibrant, safe and resilient mixed-use center.

A few ways to support these goals include:

- Referencing industrial character, by emulating the longer, rectangular facades and roof forms of industrial warehouses, incorporating large-scale operable windows and brick detailing, and using materials like concrete and steel. Consider also repurposing existing industrial buildings, materials and features.
- Improving urban heat island conditions, in Subareas 1, 2 and 3, with climate-responsive design approaches, like lighter building colors

and roofing materials, and green features such as eco-roofs.

- Buffering development from noise pollution, particularly on sites near Hwy 30 and in the buffer area along Subarea 5. Consider the utilization of sound absorbing materials, landscaping and careful building orientation.
- Providing accessible pedestrian connections on sites within Subarea 3 to improve access to the NW 24th Greenway, NW Wilson, NW Vaughn and destinations like Montgomery Park, Forest Park and the Willamette Riverfront.
- Supporting NW Wilson as a main street with large, flexible openings at the ground floor with views into active uses, set-back frontages with landscaped areas to accommodate large crowds, as well as trees and weather protection near transit stops.
- Supporting NW Vaughn, Roosevelt, and York as multi-modal, pedestrian-oriented streets by incorporating inclusive and accessible seating and weather protection, especially at key intersections, and by locating utilitarian uses toward and along NW 24th, 25th, and 26th.

NATURAL + SCENIC RESOURCES



Large, mature trees and vegetation along the public right-of-way on NW Wardway offer links to nature and relief from heat.

At first glance, this transitioning industrial district offers no connection to nature. Yet, a maturing tree canopy in the western Subarea 5, an abundance of scenic views (West Hills, Mt. Hood and the Fremont Bridge), and rich natural history, provide this district with a foundational framework of natural and scenic resources. New development should reference, preserve, and build on this framework and address the community's desire for a more verdant district- one with easy access to its own green spaces, as well as improved and direct connections to nearby Forest Park and the River.

A few ways to address these goals include:

- Signaling Forest Park through the preservation of trees around Montgomery Park and widening sidewalks through building setbacks to support the planting of trees and development of green spaces to create a "Green Curtain" along NW Vaughn.
- Strengthening opportunities, particularly on NW Wilson, to connect to and reference the Willamette Riverfront.

- Reducing heat island impacts and easing stormwater system demand by preserving and adding large canopy trees, native vegetation and open spaces on sites within Subareas 1, 2 and 3.
- Designing prominent surface stormwater facilities that are functional, attractive and enhance the nearby Balch Creek Watershed.
- Orienting shared spaces and pedestrian pathways to provide access to natural and scenic resources, parks and open spaces, including views of Mt. Hood and Fremont Bridge along NW 26th, and of Forest Park along NW Vaughn.
- Mitigating impacts from pollution by utilizing a landscape buffer and setbacks, particularly on sites along NW 23rd and Subarea 5.
- Incorporating elements referencing the former ecological and agricultural landscape of Guild's Lake. Consider utilizing water, native flora and first foods into landscape designs.

Proposed Vaughn-Nicolai Plan District

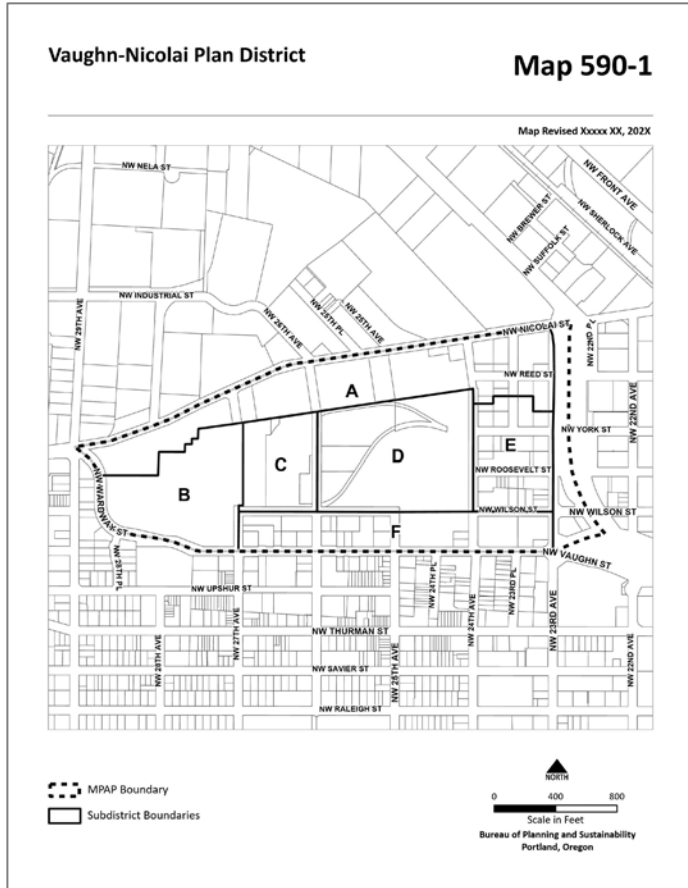


Table 590-1
Summary of Maximum and Bonus FAR and Height

		Sub A	Sub B	Sub C*	Sub D*	Sub E	Sub F
Maximum FAR		3 to 1	3 to 1	2 to 1	2 to 1	2 to 1	2 to 1
Overall Maximum FAR with bonus		5 to 1	7 to 1	5 to 1	5 to 1	5 to 1	5 to 1
Overall Maximum Height with bonus		85 ft.	120 ft.	85 ft.	85 ft.	85 ft.	75 ft.
Maximum Increment of Additional FAR and Height Per Bonus							
Inclusionary Housing	FAR Height	1 to 1 20 ft.	2 to 1 55 ft.	1 to 1 20 ft.	1 to 1 20 ft.	2 to 1 20 ft.	2 to 1 10 ft.
Additional Affordable Housing	FAR Height	n/a n/a	n/a n/a	2 to 1 None	2 to 1 none	1 to 1 none	1 to 1 none
Employment Opportunity	FAR Height	1 to 1 20 ft.	n/a n/a	1 to 1 20 ft.	1 to 1 20 ft.	1 to 1 20 ft.	n/a n/a
Service Adequacy	FAR Height	n/a n/a	2 to 1 none	n/a n/a	n/a n/a	n/a n/a	n/a n/a

* Base and bonus FAR in Sub C and D linked to provision of IH/affordable housing and Public Benefits Agreement. After 200 units of IH, within 7 years, Max FAR is 3:1 and IH bonus is 2:1.

Public Benefits Implementation

Benefit	Zoning Code	Benefits Agreement
Quality Jobs / Industrial Land Offset	<ul style="list-style-type: none"> • Require minimum non-residential floor area in development • Allow for transfer/consolidation 	<ul style="list-style-type: none"> • Middle wage job creation targets • Penalties for non-compliance
Affordable Housing	<ul style="list-style-type: none"> • FAR and height bonuses • Higher % of affordable units req'd for bonus until 200 units built 	<ul style="list-style-type: none"> • Build 200+ affordable @ 60% AMI units first; meets IH for initial 2,000 units
Affordable Commercial	<ul style="list-style-type: none"> • Require and incentivize in code 	<ul style="list-style-type: none"> • Additional provisions in agreement
Park / Open Space	<ul style="list-style-type: none"> • Require outdoor area and provide a reduction in exchange for publicly accessible open space 	<ul style="list-style-type: none"> • Publicly accessible parameters, features, space requirements, etc;
Green / Environment	<ul style="list-style-type: none"> • Require urban green features in new development 	<ul style="list-style-type: none"> • N/A
Wealth Building	<ul style="list-style-type: none"> • Affordable Commercial space requirements and incentives 	<ul style="list-style-type: none"> • Contracting goals/targets • Potential down payment fund
Cultural / Placemaking	<ul style="list-style-type: none"> • Encourage via Character Statement • Include in action tables 	<ul style="list-style-type: none"> • Require York commemoration feature

Public Benefits Terms - Summary

- **Middle Wage Jobs:** A target of 800 net new middle wage jobs to be provided on site. If the job goal is not met within 10 years from the effective date of agreement, a proportionate per-job payment will be required into workforce development and training programs up to a maximum payment of \$4M.
- **Minimum affordable housing units:** 200 units at 60% MFI prior to or concurrent with any market rate units and within seven (7) years of the effective date of agreement or each market rate project must include 15% of its units at 60% MFI.
- **Pursue creation of a homeownership down payment assistance fund** for priority-communities of \$5M, if the fund can be offset by a reduction in other fees and charges.
- **Commemoration of York** in a significant publicly accessible location within the development.
- **Compliance with a required open area allocation** based on each new residential unit, which may be aggregated into common public open space within Subareas B, C and D.
- **Commitment of private property owners to fund a portion of the public streetcar extension** project through dedication of right of way, construction of streets and formation of and payment to a Local Improvement District.

York Village Concept – Areas of Alignment

York Street Cultural District

- *Acknowledge and commemorate York through city’s Design Character Statement as well as actions in the potential benefits agreement.*

Variety of Affordable Housing Choices

- *Developer to produce 200 affordable housing units early on in process. If the initial units are not produced, the percentage of required affordable housing units will be increased from 10% to 15% of the units (a 50% increase).*

Building Generational Wealth through Ownership

- *Affordable commercial space – the plan and agreement include incentives and requirements for both rental and ownership affordable commercial space.*
- *Down payment assistance fund – under development. Potential fund would provide down payment assistance to low-income future homeowners*

Urban Green and Open Space

- *Plan calls for “urban green features” which provide climate responsive elements, reduce heat island impacts and support community resilience: on-site landscaping, provision of space for larger trees/tree canopy, or ecoroofs on new buildings.*
- *Pursuing a publicly accessible open space or public park. Zoning regulations will require a minimum amount of on-site private open area in new development.*



York Village Concept – Areas of Alignment

Quality Jobs/Industrial Land Offsets

- *A requirement for 800+ new middle-wage jobs via benefits agreement.*
- *Plan district regulations will also require non-residential square footage as part of development to provide space for jobs.*

Anti-Displacement Strategies

- *Redevelopment in the plan area is expected to result in little direct displacement of residents or employees .*
- *Zoning regulations will include affordability features for housing and commercial uses.*

Environmental and Climate Resiliency

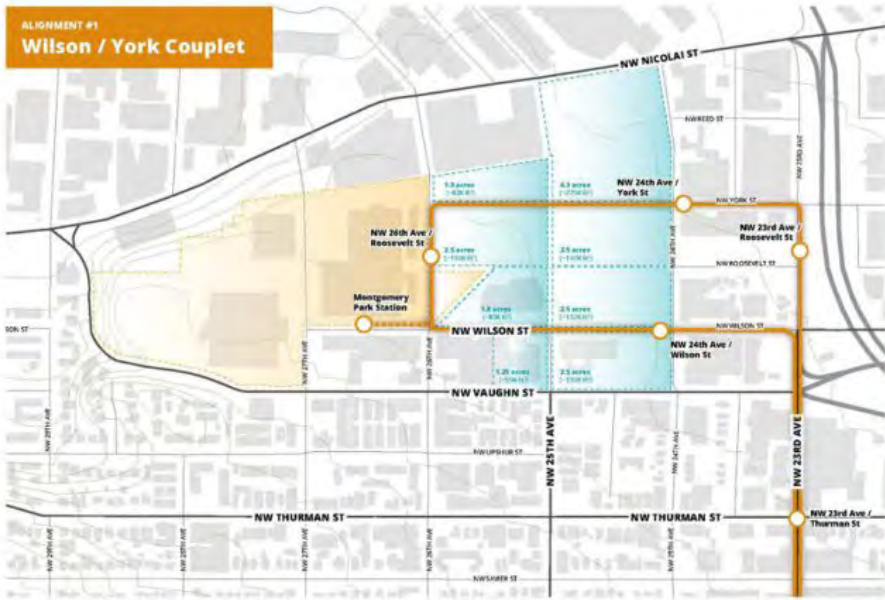
- *Zoning regulations require “urban green features.”*

Transit and Street/Transportation Improvements

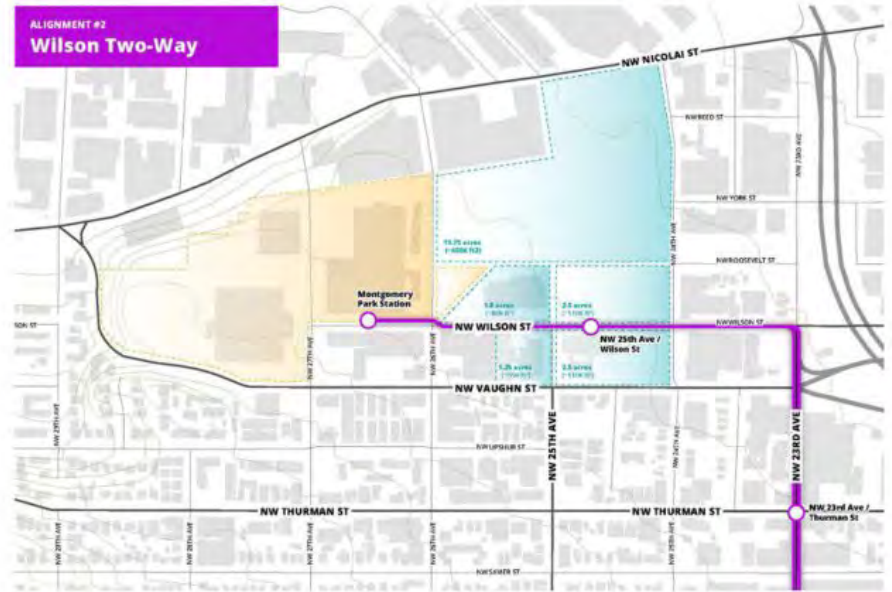
- *Transition of the area into an urban mixed-use district with a high level of housing and job opportunities is closely linked to transit investments.*
- *Transit access is critical to advancing climate and resiliency goals*
- *Without streetcar, many of the shared goals would be difficult to achieve.*

Couplet/Terminus Alignments Considered

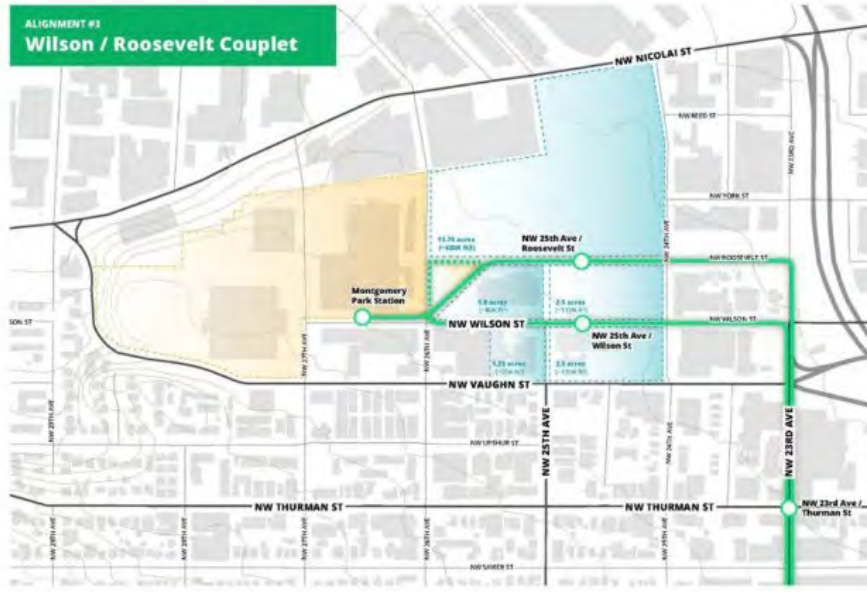
ALIGNMENT #1
Wilson / York Couplet



ALIGNMENT #2
Wilson Two-Way



ALIGNMENT #3
Wilson / Roosevelt Couplet



LAND USE PLAN & TRANSPORTATION POLICY

Proposed Draft NW Plan (Early 2024)

Planning Commission + Design Commission Public Hearings

City Council Public Hearings; Land Use Plan Adoption

TSP Amendments

TIMELINES

Q4 2023

Q1 2024

Q2 2024

Q3 2024

Q4 2024 and beyond

Pre-NEPA work; cost estimation; prep for FTA grant application

Refining Draft Transportation Plan

Transportation Plan Adoption; LPA adoption process

Apply for federal funding; local funding commitments

Potential construction begins (2026)

TRANSPORTATION PLAN & STREETCAR PROJECT



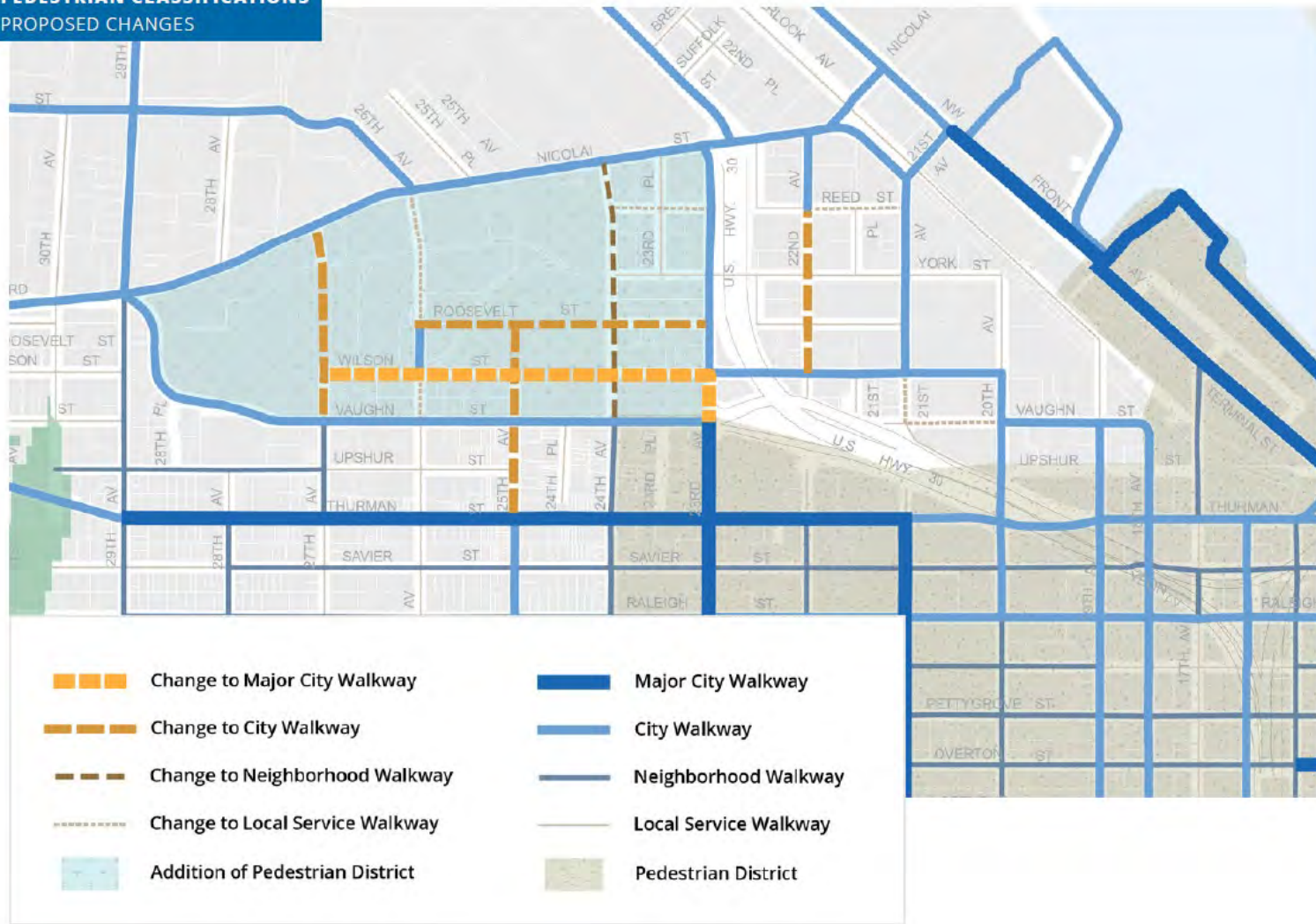
Proposed Zoning Plan District

Housing	Jobs	Transportation	Open Space/ Resiliency	Quality Design
Inclusionary Housing	Space for jobs: Non-Residential Use Requirement	Height and density align with transportation	Outdoor area requirement for residential	Development must meet design standards or undergo design review
Incentive to Build Up-Front Affordable Housing	Incentive for job- intensive uses: office, industrial, light industrial	Coordinated Land Use and design treatment along streetcar corridors	Incentive to consolidate and construct public open space	Active uses required along NW Wilson Street.
Incentive for exceeding minimum Inclusionary Housing requirements	Affordable Commercial space requirement	Transportation and parking demand management	Green features options: landscaping, space for large trees; ecoroofs.	Building heights respond to context

- The provisions of the zoning code are crafted to complement and are coordinated with the public benefits agreement to achieve policy priorities.
- Use, density and height provisions are appropriate for a town center with high quality transit and proximity to existing jobs, regional open space, and other urban services.
- Urban Design provisions are supported by a Character Statement.

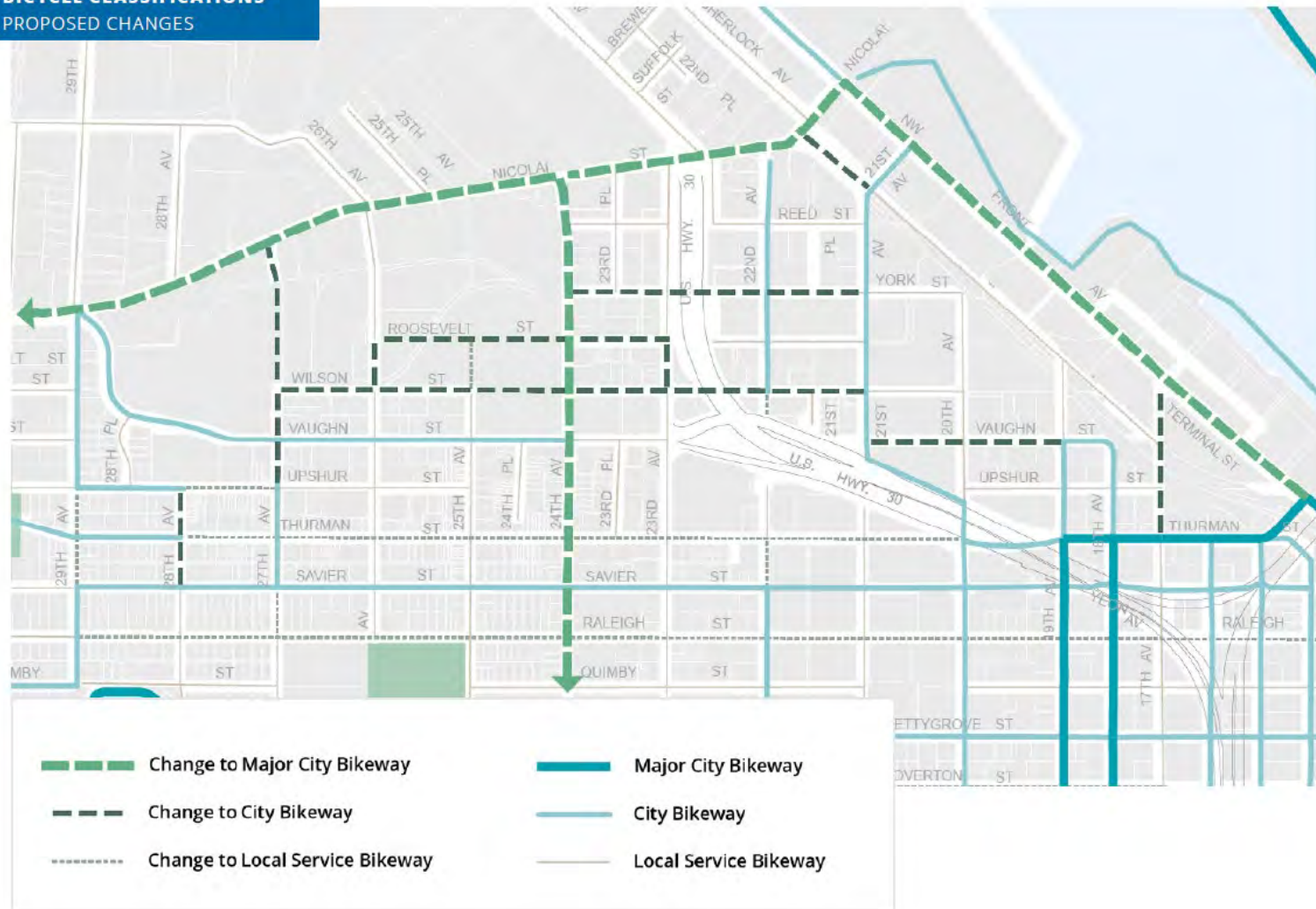
Pedestrian classifications updates

PEDESTRIAN CLASSIFICATIONS PROPOSED CHANGES

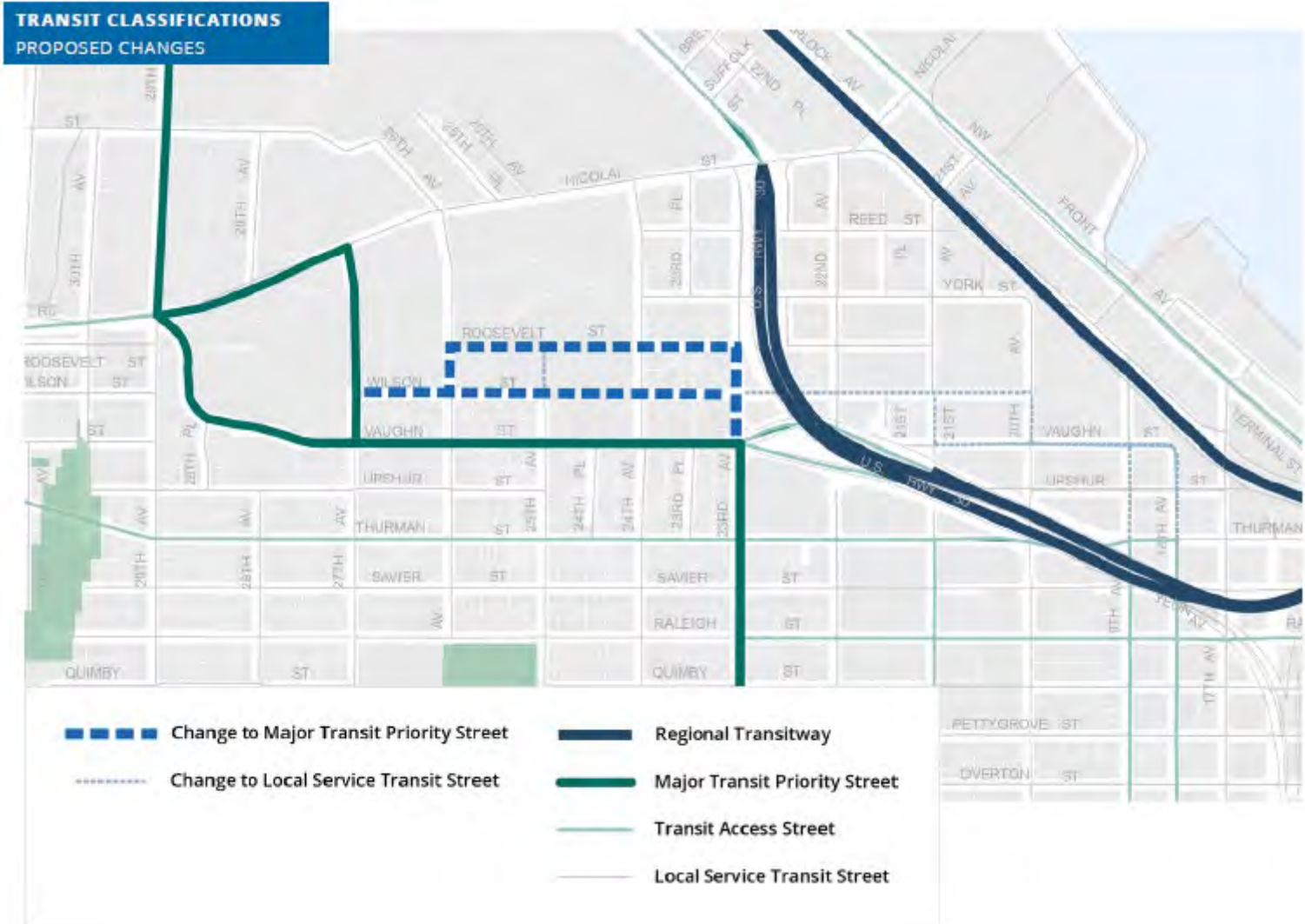


Bicycle classifications updates

BICYCLE CLASSIFICATIONS PROPOSED CHANGES

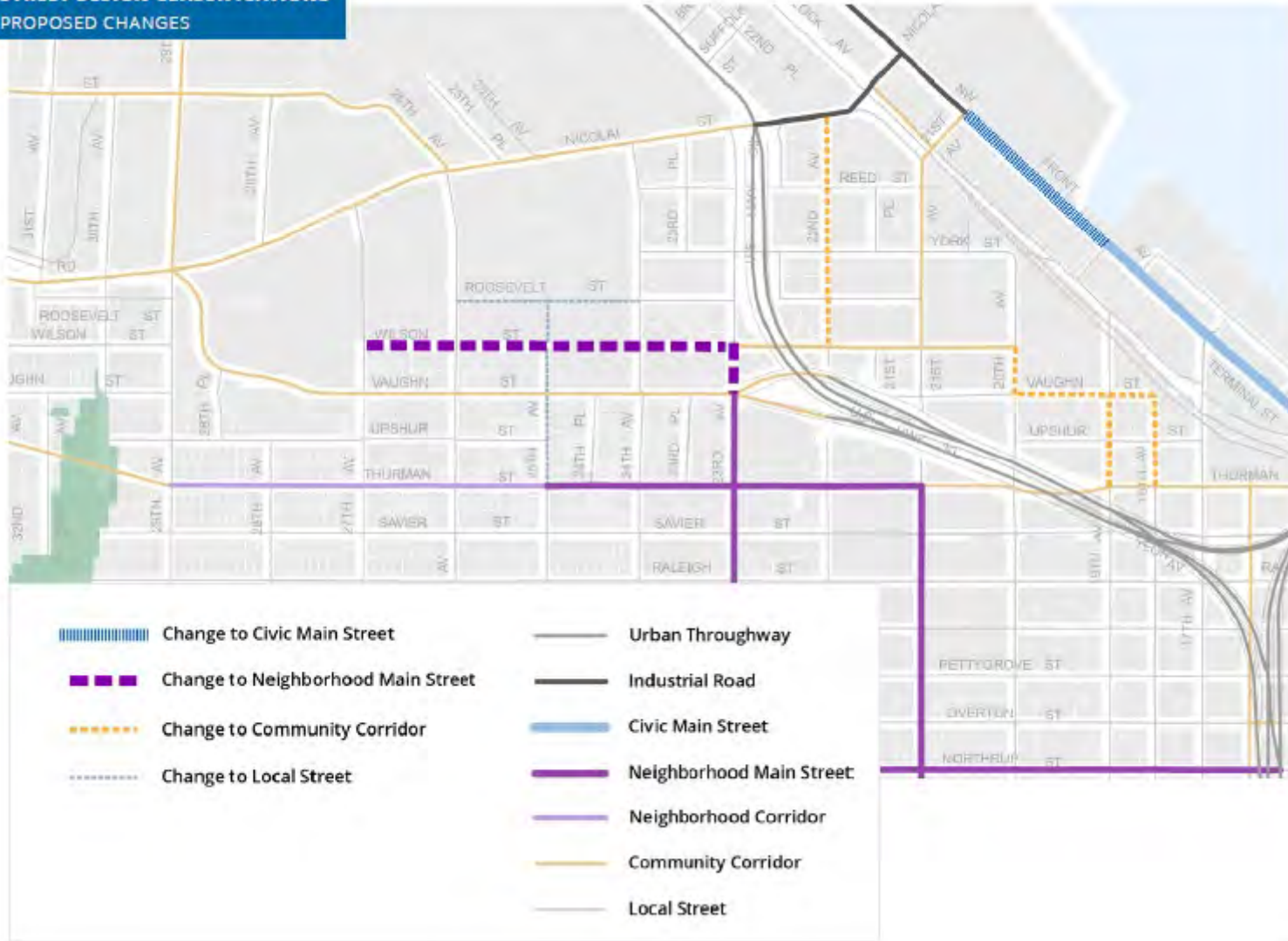


Transit classifications updates



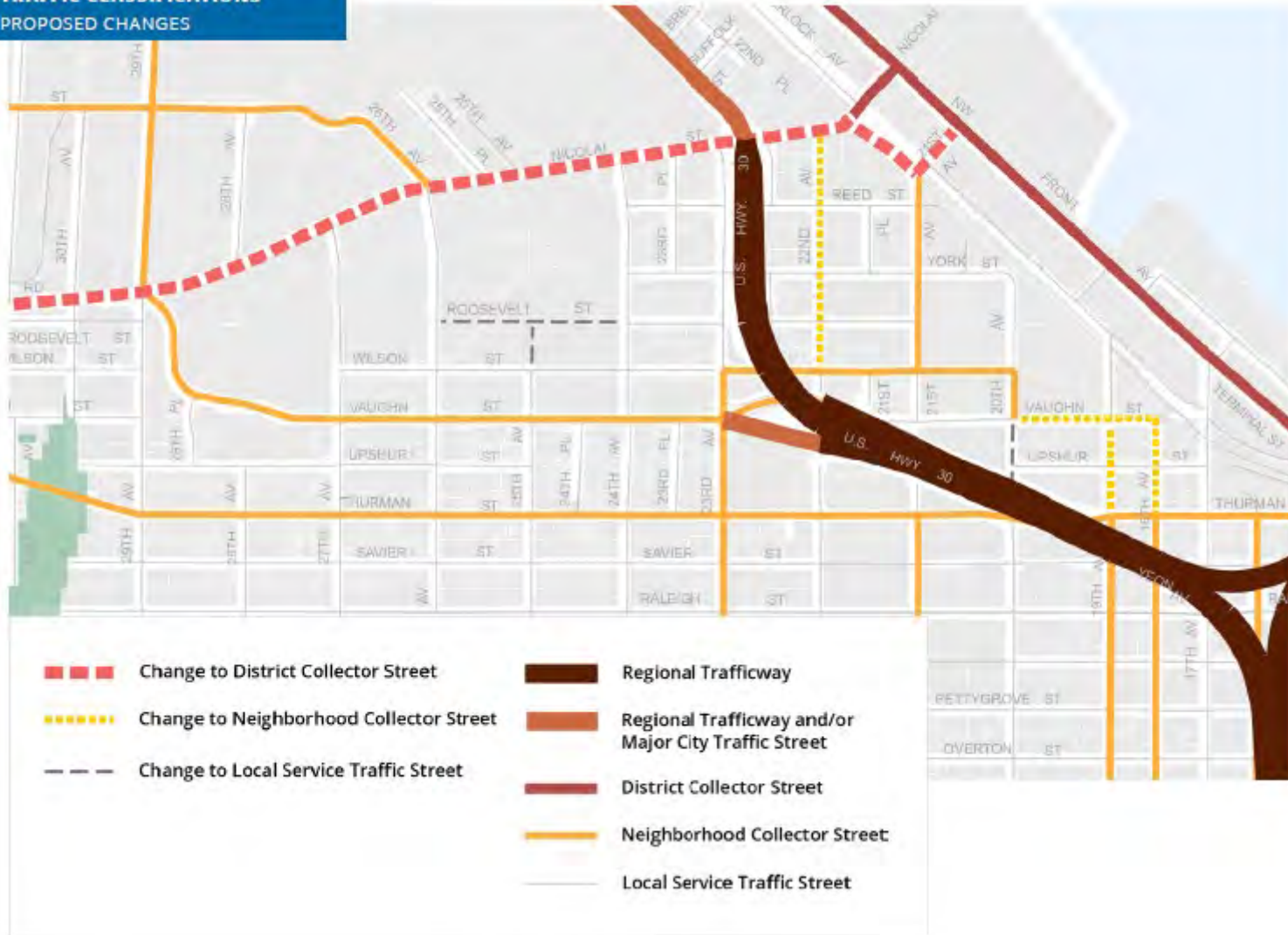
Street design classifications updates

STREET DESIGN CLASSIFICATIONS PROPOSED CHANGES



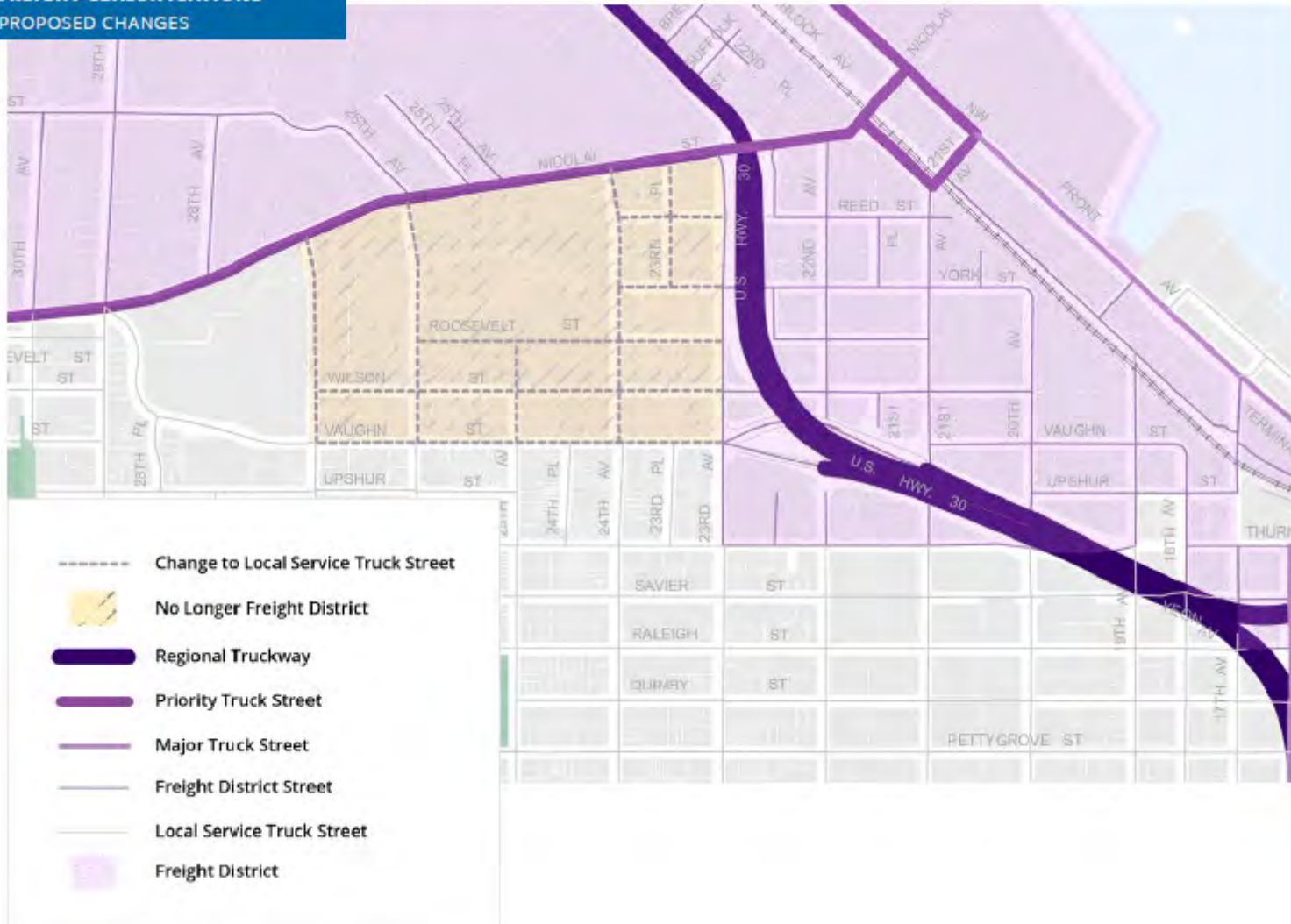
Traffic classifications updates

TRAFFIC CLASSIFICATIONS PROPOSED CHANGES



Freight classifications updates

FREIGHT CLASSIFICATIONS PROPOSED CHANGES

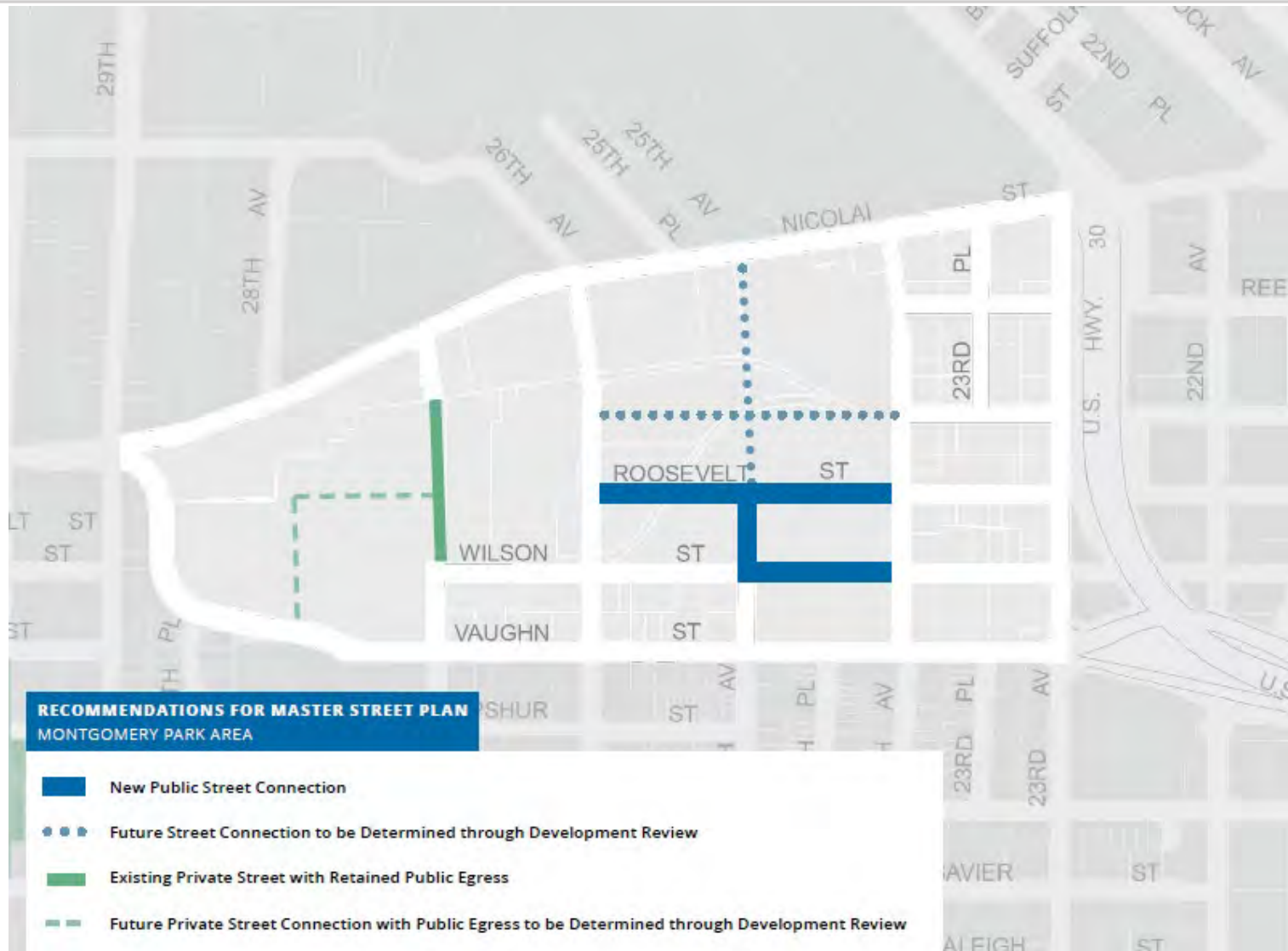


Emergency response classifications updates

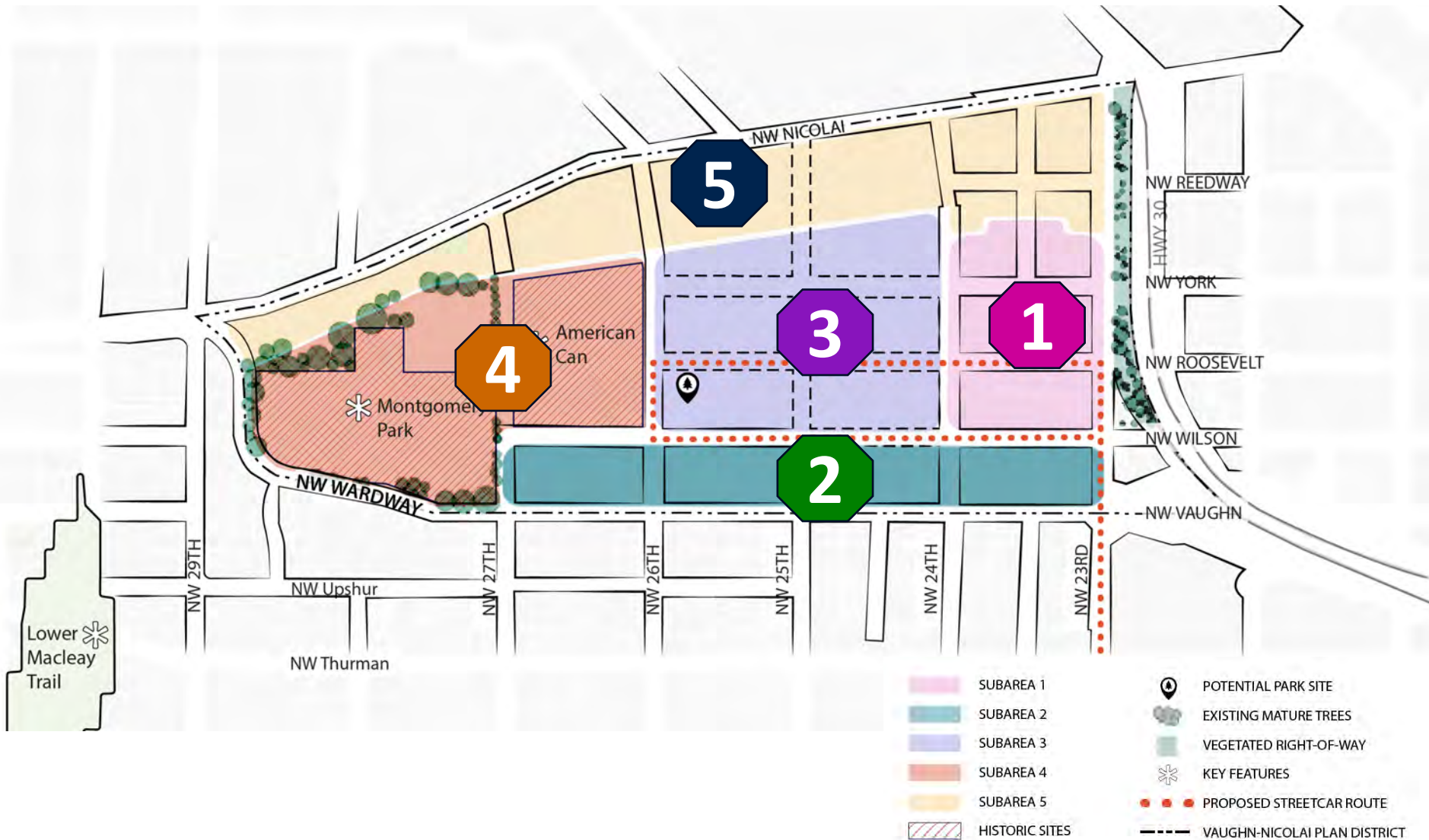
EMERGENCY RESPONSE CLASSIFICATIONS PROPOSED CHANGES



Master Street Plan recommendations



The Plan Area



Subarea 1: NW 23rd-24th



Existing Context...

- Area transitions from NW 23rd & Hwy 30
- Low-rise Industrial buildings & warehouses
- Distinct loading dock conditions (NW York)
- Small businesses and residences



Subarea 1: NW 23rd-24th



Existing Context...

- Area transitions from NW 23rd & Hwy 30
- Low-rise Industrial buildings & warehouses
- Distinct loading dock conditions (NW York)
- Small businesses and residences



Subarea 2: NW Vaughn-Wilson



Existing Context...

- NW Vaughn – transitional street: employment, commercial
- NW Wilson – small business; former ESCO
- Gabled-roof warehouses & ESCO HQ
- Former Vaughn Street Ballpark (east)



Subarea 2: NW Vaughn-Wilson



Existing Context...

- NW Vaughn – transitional street: employment, commercial
- NW Wilson – small business; former ESCO
- Gabled-roof warehouses & ESCO HQ
- Former Vaughn Street Ballpark (east)



Subarea 3: Former ESCO site



Existing Context...

- Former ESCO Steel Foundry site
- Largely vacant
- Views of Mt. Hood, Fremont Bridge & MP
- Disconnected street grid



Subarea 3: Former ESCO site

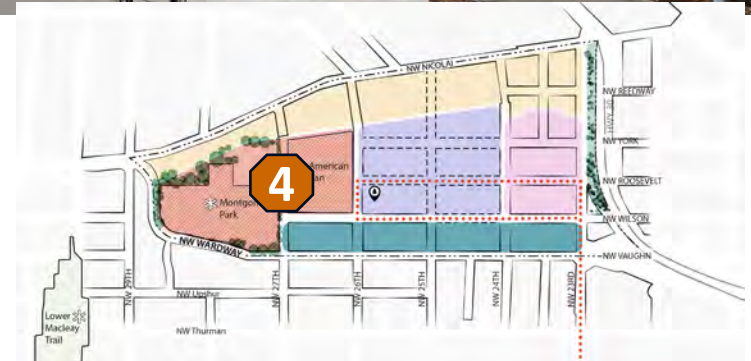


Existing Context...

- Former ESCO Steel Foundry site
- Largely vacant
- Views of Mt. Hood, Fremont Bridge & MP
- Disconnected street grid



Subarea 4: Historic Resources



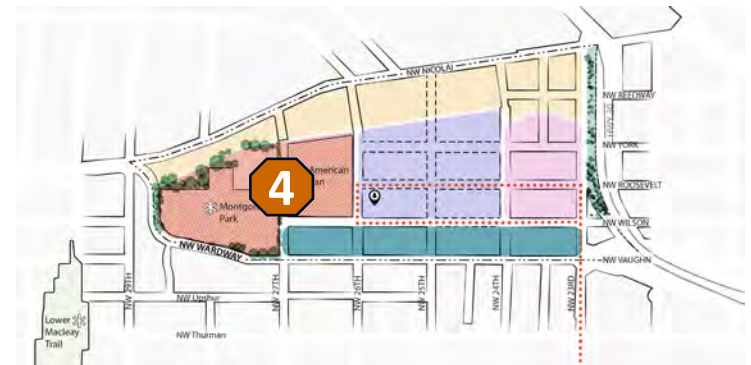
Existing Context...

- Historic Landmarks:
 - Montgomery Park (office/retail)
 - American Can (parking)
- Verdant areas on site and in right of way

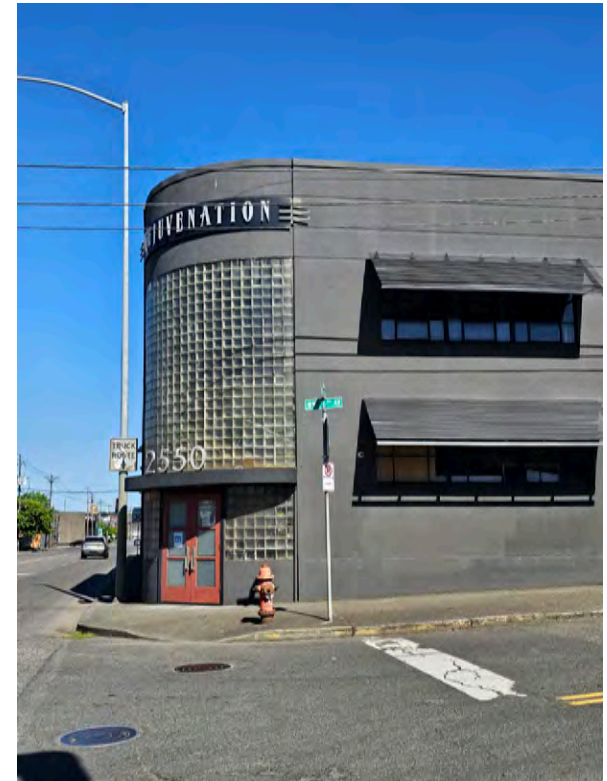
Subarea 4: Historic Resources



- Existing Context...
- Historic Landmarks:
 - Montgomery Park (office/retail)
 - American Can (parking)
 - Verdant areas on site and in right of way



Subarea 5: Employment Buffer



Existing Context...

- Mix of industrial and employment uses
- Large/long building frontages, few windows
- Regional Pacific Greenway Trail (NW Nicolai)

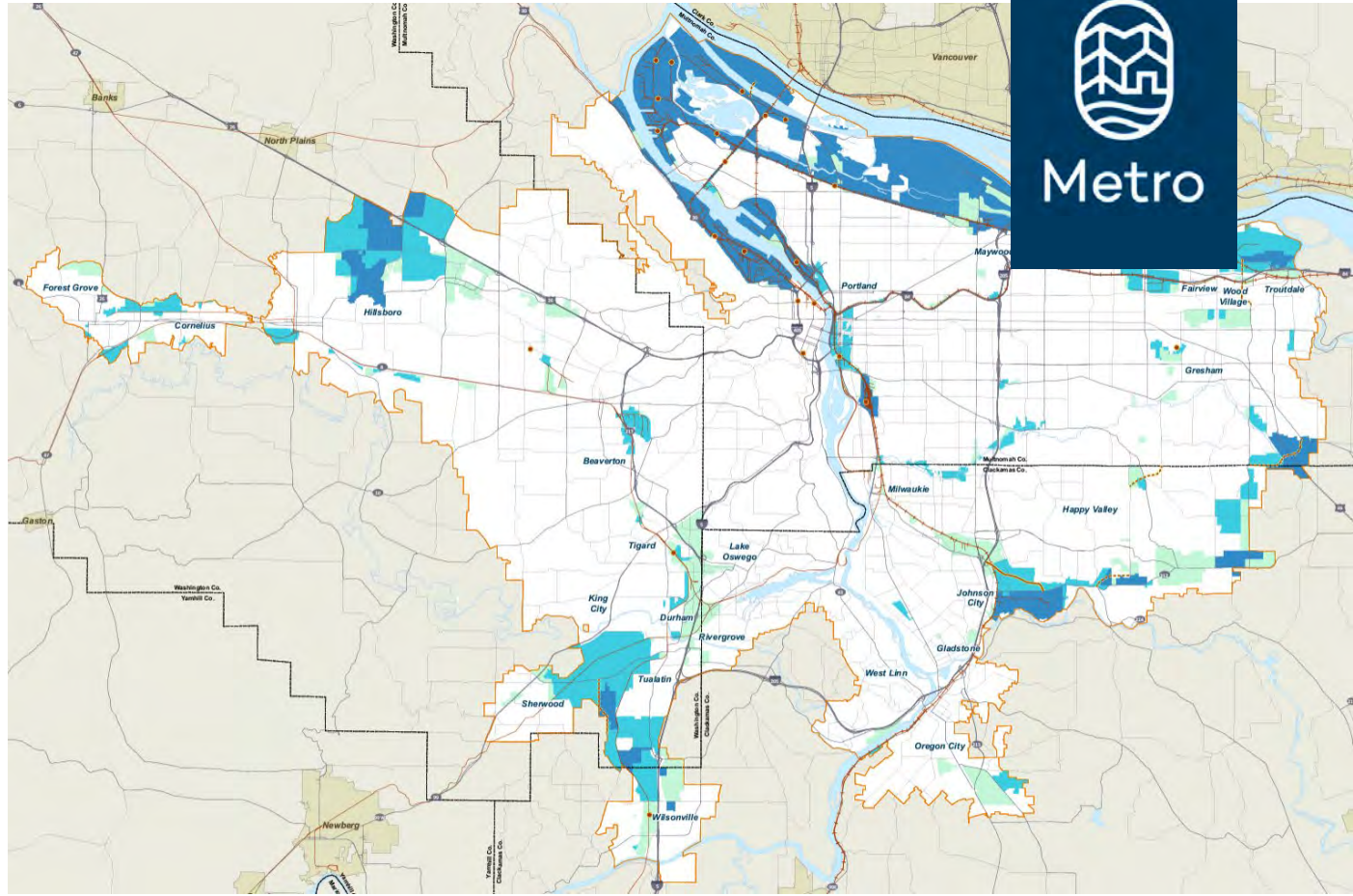


Subarea 5: Employment Buffer



- Existing Context...
- Mix of industrial and employment uses
 - Large/long building frontages, few windows
 - Regional Pacific Greenway Trail(NW Nicolai)





Montgomery Park and Metro's Title 4 Map

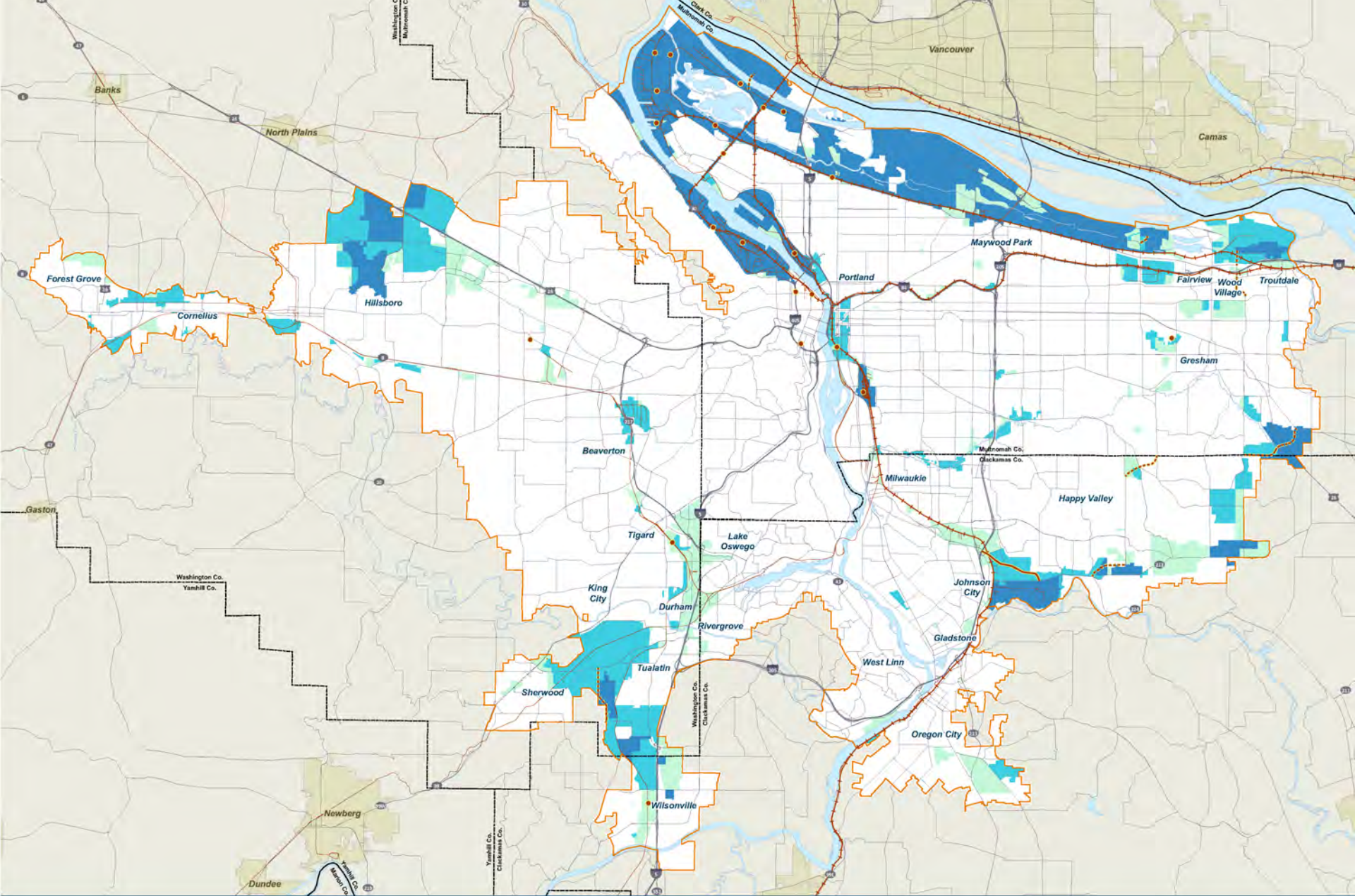
Metro Council Work Session: July 23, 2024

UGMFP Title 4

Prohibitions/limitations on:

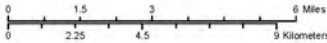
- **Schools and parks**
- **Places of assembly**
(community centers, places of worship)
- **Retail commercial uses**
(grocery stores)
- **Medical/dental offices**





Title 4 Industrial and other Employment Areas

September 2023



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city





LEGEND



Montgomery Park Area Plan
Land Use Proposal Area



Tile 4 "Employment Area"



Tile 4 "Regionally Significant
Industrial Area" (RSIA)

Community Feedback

Comments and testimony expressing interest in:

- A **park** that could serve the larger Northwest Portland area
- **Grocery store**
- **Community center**
- Developing a **walkable, transit-oriented** community



Regional Policies

Promote:

- Compact urban form as climate action strategy
- Infill and re-development
- Biking, walking, and transit use
- Access to parks, schools, and public facilities
- High-density, mixed-use, transit-oriented urban centers

Questions

For Councilors:

- Are there concerns with the City authorizing schools, places of assembly, parks, retail commercial and professional service uses in the Montgomery Park area?
- Could allowing these uses, in conjunction with streetcar extension and residential uses, help advance regional policies?
- Should staff draft an ordinance that would remove Title 4 restrictions from the Montgomery Park area?

Thank you!



Recycling Modernization Act update

Thomas Egleston, Policy & Program Development Manager

Jill Hrycyk, Program Manager

July 23, 2024



Today's discussion

Informational progress update on Recycling Modernization Act

- Brief overview
- Latest on recycling acceptance list
- Timeline
- What this means for Metro
- Next steps and discuss



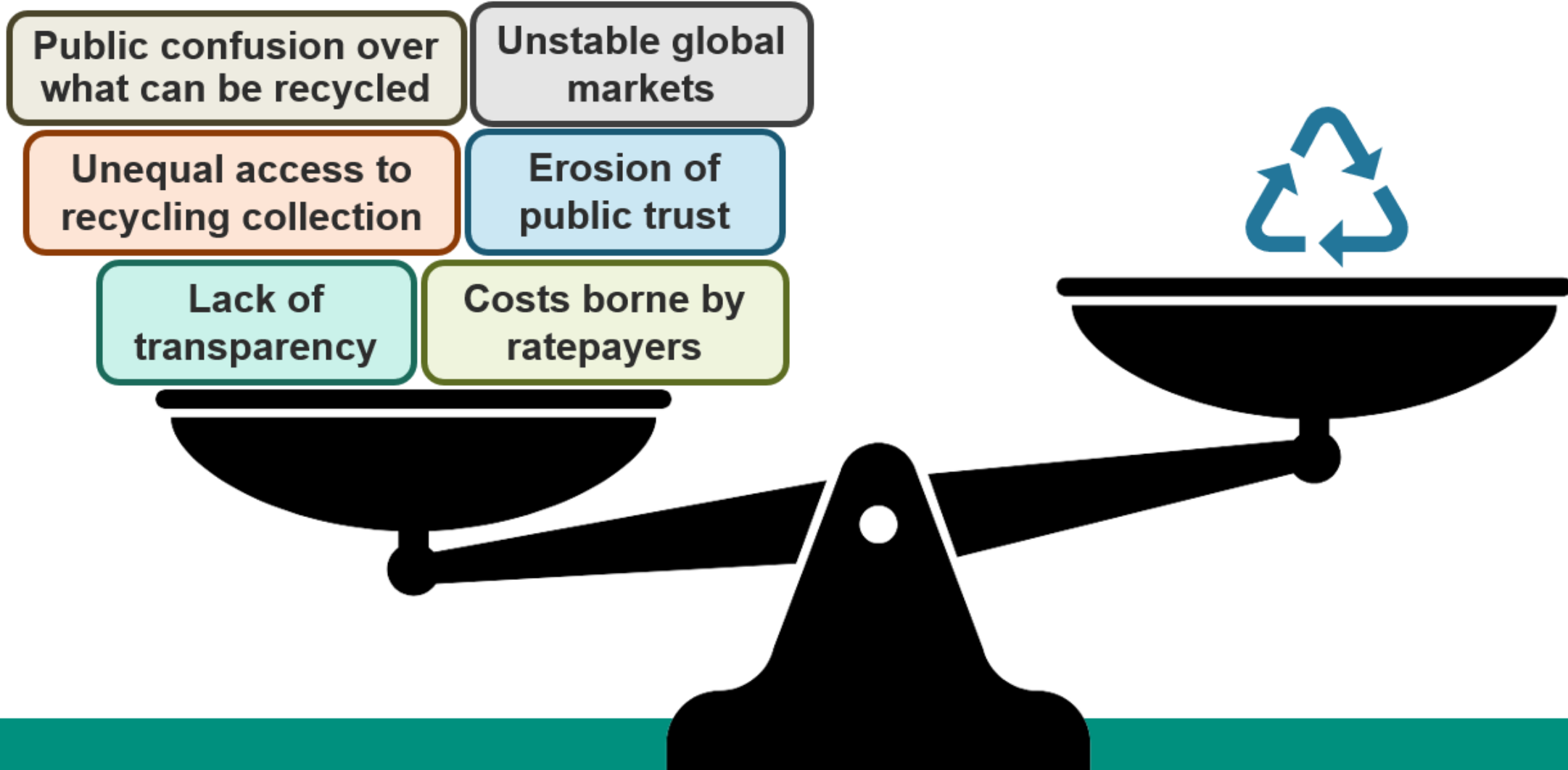


Plastic Pollution and Recycling Modernization Act (RMA)

Signed into law 2021, changes go into effect 2025
Packaged items, paper products and food serviceware



Why Recycling Modernization Act



Recycling the Oregon Way



Shared Responsibility

Producers, governments, service providers and community members all play an important role.



Statewide collection list

One recycling list for all of Oregon eliminates confusion.



Expanded recycling services

Funding for new services and programming, infrastructure, and transportation.



Assurance

that materials are recycled responsibly.



Education and outreach

to help customers understand what can be placed in their bins.

Communities around the world



Photo: Megan Ponder

Oregon commits to recycling *better*

New partners, new roles



New statewide recycling lists

- Local Government Acceptance List
 - Uniform Statewide Collection List (materials that can be commingled)
 - A few other materials
- PRO Recycling Acceptance List
 - Materials PRO must collect
 - Harder to recycle materials

Fact Sheet

Oregon Adopted Recycling Acceptance Lists

Updated December 2023

Beginning July 2025, all Oregon community members and businesses throughout the state can recycle a consistent set of materials. The Oregon Environmental Quality Commission adopted the following recycling acceptance lists on Nov. 16, 2023. These lists may change over time. For example, producer responsibility organizations may propose to add materials to the Uniform Statewide Collection List in their program plans.

Local government acceptance lists
DEQ requires local governments to collect the following materials under their Opportunity to Recycle obligations in the modernized system.

Uniform statewide collection list
To be collected at depots and on-route collection, and suitable for commingled collection:

Corrugated cardboard (uncoated and recycle-compatible coated; clean pizza boxes OK)	All kraft paper (brown paper bags, mailers)
Paperboard packaging (e.g., cereal, cracker and medicine boxes)	Molded pulp packaging (e.g., egg cartons, but not food service-ware or flower pots)
Polycoded cartons (e.g., milk cartons), aseptic cartons.	Tissue paper used as packaging (not facial or sanitary tissue)

Translation or other formats
Español | 中文 | 繁體中文 | Пускоди | Tiếng Việt | العربية
800-452-4011 | TTY: 711 | deq@folddes.oregon.gov

State of Oregon
Department of Environmental Quality

Local Government Acceptance List:

Uniform Statewide Collection List



Corrugated cardboard



Paperboard boxes



Kraft paper



Office and other paper



Paperback books, telephone directories



Molded pulp packaging



Tissue paper



Newspaper and magazines



Cartons



Plastic bottles



Plastic tubs



Nursery pots



Plastic buckets, and pails



Aluminum and steel cans

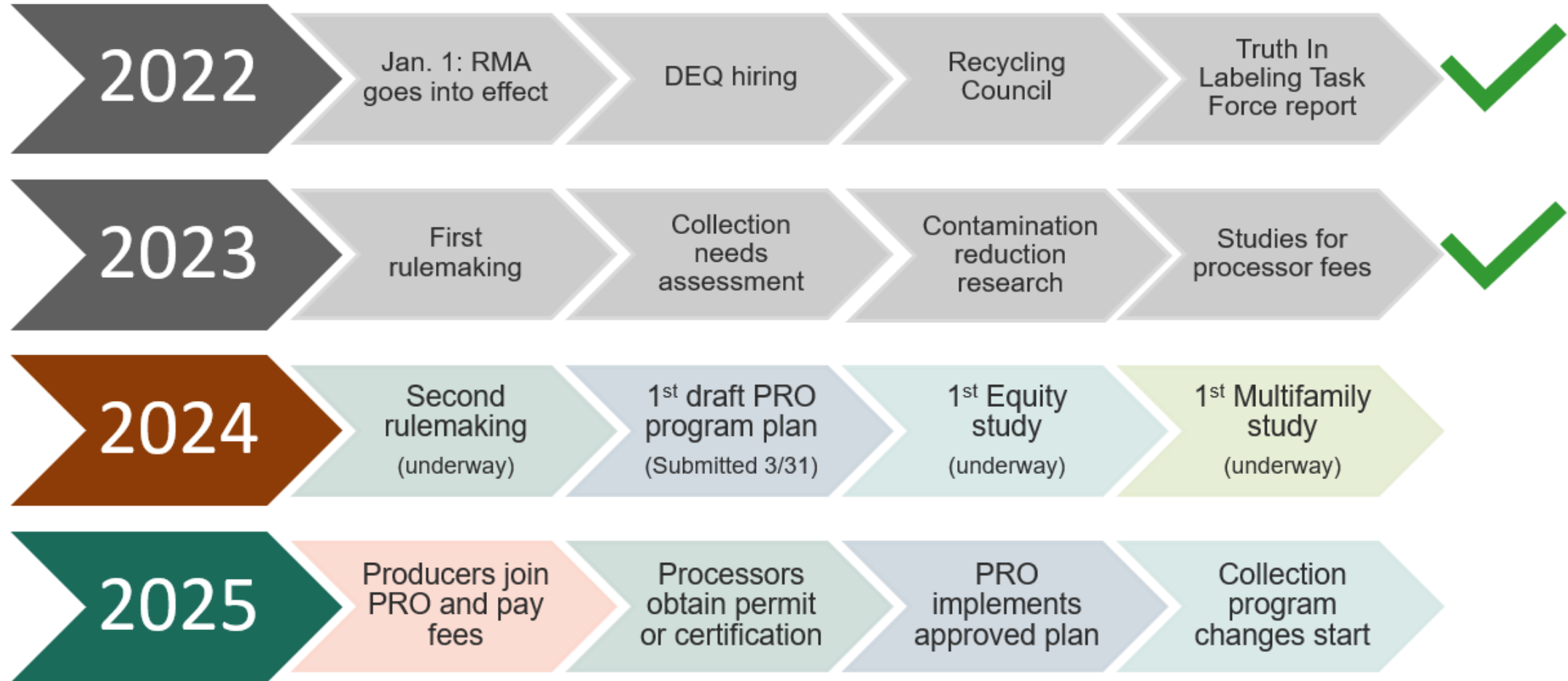


Scrap metal

PRO Acceptance List



Implementation Progress





**What does this mean
for Metro?**

Oregon currently has six extended producer responsibility programs

1971 – Oregon's Bottle Bill



2007 – Oregon E-cycles (recently modernized in 2023)



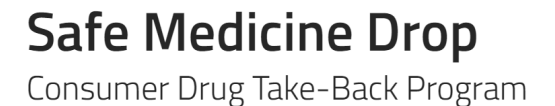
2009 – PaintCare



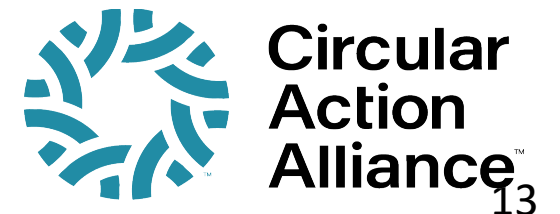
2019 – Drug Take-Back



2021 – Recycling Modernization Act



2022 – Mattress Stewardship



Advancing Council priority targets

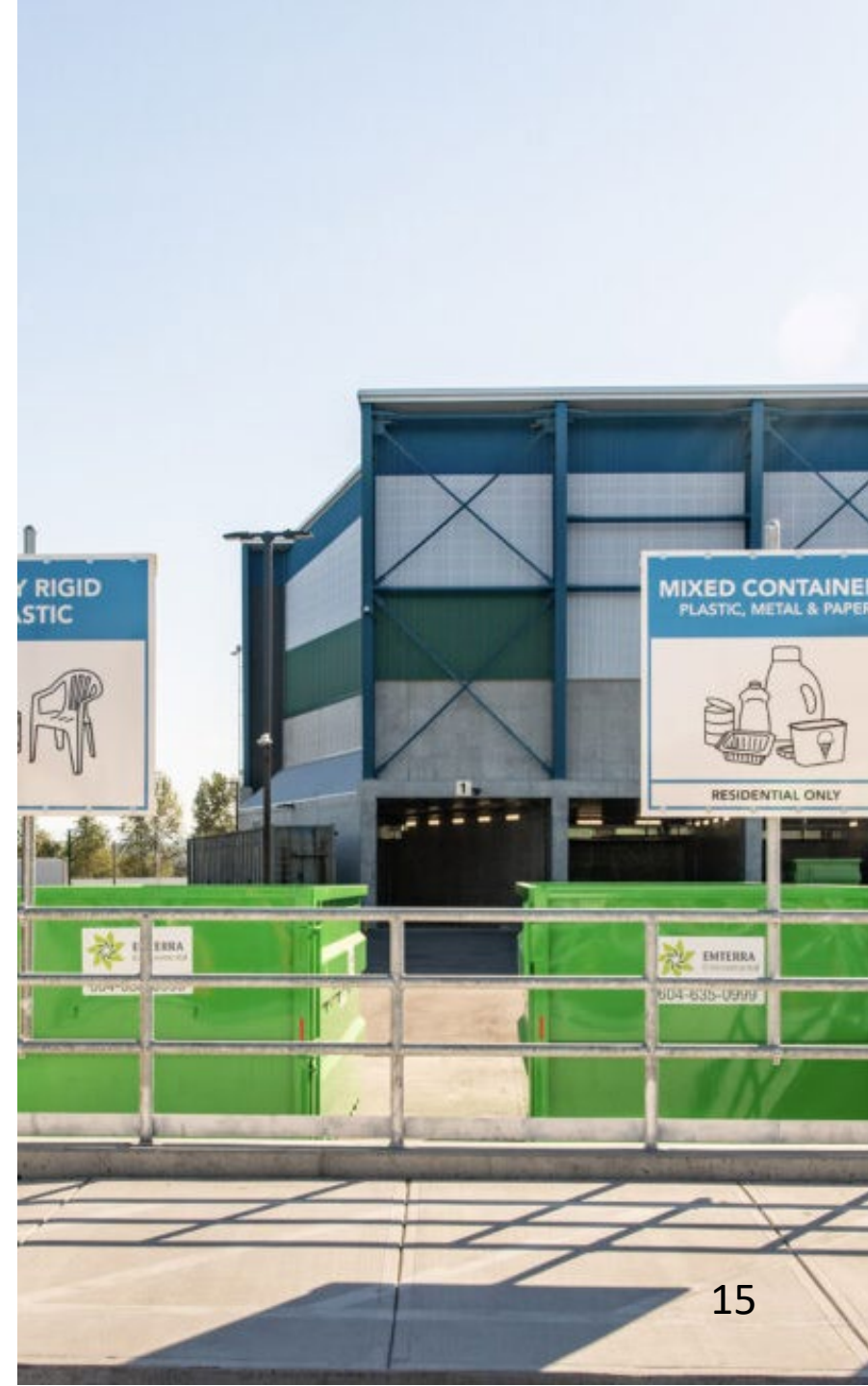
The Recycling Modernization Act supports many Metro priority targets and 2030 Regional Waste Plan goals, including:

- Reducing plastic pollution
- Ensuring recyclable materials are sent to responsible end markets
- Creating more jobs with living wages



Advancing community drop-off depots

- Producer responsibility organization to establish depot network.
- Collect items on Producer Responsibility Organization acceptance list.
- Existing facilities have first opportunity to participate (including Metro's).
- Complements community drop-off depots envisioned in system facilities plan that will collect materials beyond paper and packaging.



State and regional coordination and collaboration

- Statewide Recycling Council (convened hybrid meeting at Metro in June)
- Rulemaking Advisory Committees
- City and county partner coordination
- Community partners
- Solid waste facilities
- Producer Responsibility Organization



June 2024 Recycling Council meeting in room 375

Metro's participation and next steps

	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July 1, 2025
Rulemaking	Written comments due	Environmental Quality Commission vote			
Extended Producer Responsibility Coordination	Needs assessment due, preliminary negotiations begin	Review and provide feedback on revised program plan		Finalize negotiations, prepare for RMA collection at Metro facilities	RMA program starts. Start collecting RMA materials
Education and communication		Review producer's educational materials		First round of producer-developed collateral	Producer launches awareness campaign

Discussion

- Any questions about the status of Recycling Modernization Act implementation?
- Any questions about how Recycling Modernization Act will directly impact Metro?



Thank you.





Metro

2025 State Transportation Package

July 23, 2024

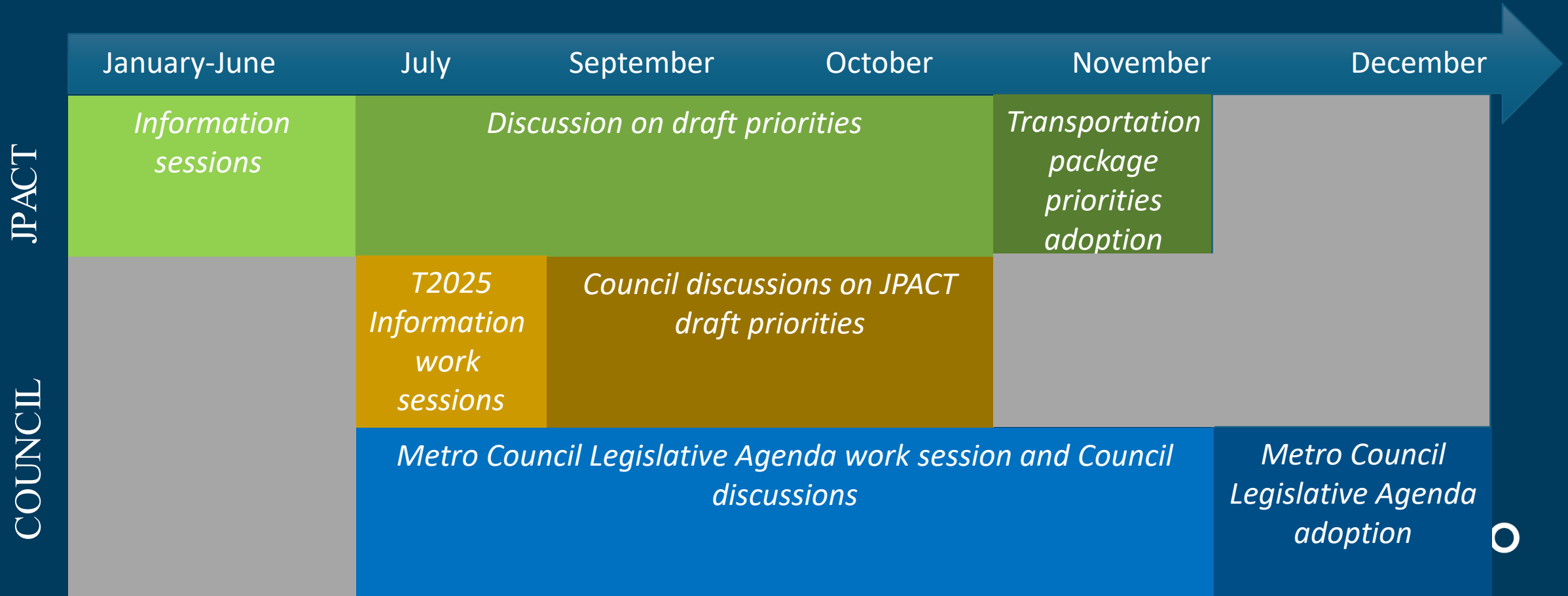


Agenda

- Informational Presentation
 - Transit Funding Overview
 - Miles Pengilly, Director of Government Affairs, TriMet
 - National Landscape of Transportation Funding
 - Beth Osborne, Executive Director, Transportation for America
- Discussion on Draft Council Priorities



Proposed dual processes



Transit Funding Overview

Miles Pengilly, Trimet

STIF Program Overview

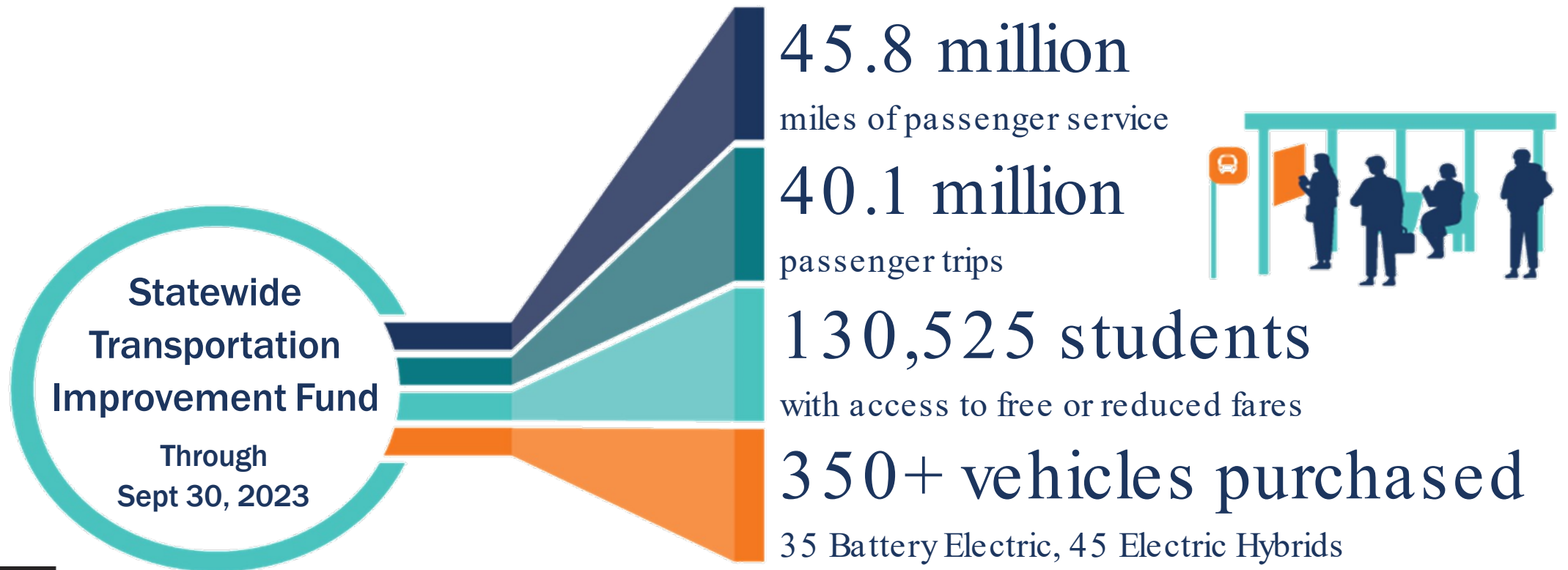
HB 2017 created the Statewide Transportation Improvement Fund, Oregon's first dedicated funding for public transportation.

- Instituted a 0.10% employee payroll tax.
- Allocated across four programs:
 - 90% formula to qualified entities
 - 5% intercommunity competitive
 - 4% discretionary competitive
 - 1% for a Technical Resources Center
- STIF 2023-25 Formula plans have over \$50M in elderly and disabled projects - up from \$22M per biennium prior to STIF.

STIF tripled ODOT's funding to transit providers.



Expanding and Enhancing Oregon's Transit System



Transit Routes Made Possible with STIF Funding



Oregon Intercity Transit Network
FY 2023 - 2025



STIF Funded Routes



STIF Spotlight: Harney County

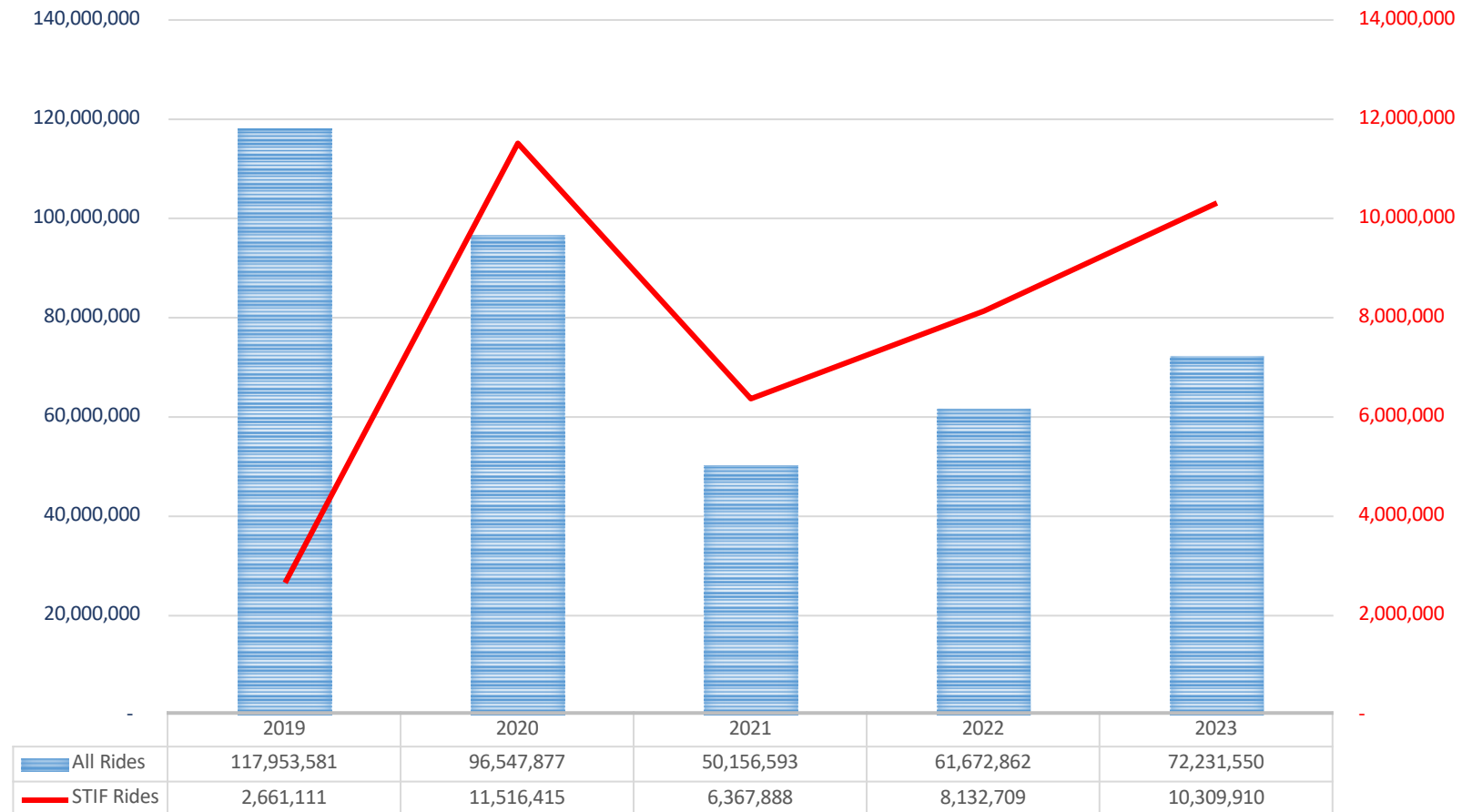
STIF enhanced livability for rural communities in Harney County.

- Provides free transit service in Burns, Hines, and the Burns Paiute Reservation.
- Harney Hub and the Burns-Paiute Tribe partnered in 2023 to provide free transit outside of Tribal transit service hours.
- Created a free fare transit connection to Bend.
- Replaced older fleet vehicles experiencing mechanical issues and higher mileage.



Ridership Recovery and STIF

OREGON TRANSIT RIDERSHIP



Transit Funding and Ridership Landscape



Ridership Changes



Equity



Buses and Capital



Climate Goals

TriMet STIF Investments

Equitable, safe & green transit



Fare subsidy programs

- **Income-Qualified Honored Citizen Fare**
 - Over 64,000 Oregonians signed up since 2018
- **High School Programs**
 - High School Grant Program
 - Youth Summer Pass
 - Portland Public Schools Program
- **Access Transit Programs**
 - Fare Relief
 - Fare Assistance
 -

Honored Citizen Fare

Half the cost of Adult fare

\$28 per-month cap with Hop

People who qualify based on income

Seniors age 65+

People on Medicare

People with disabilities,

Veterans and active-duty military

Improving Bus Service

+100,000 people near service running on the weekend.

+45% more jobs reachable by the median resident.

+50% more people and jobs near Frequent Service.

+50,000 more residents near service.

New routes serving new areas in all 3 counties.

Zero-Emission Bus Transition

- **TriMet takes 348k cars off the road annually**
- **Goal: 100% zero-emission fleet by 2040**
- **24 ZEBs arriving this year**
- **Clean Corridor deployment**



Need for Additional State Funding

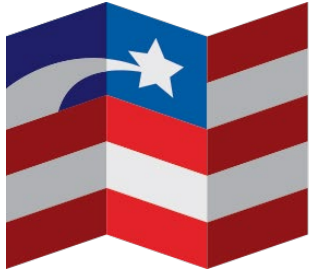
- **Service Expansion**
 - 82nd BRT Project
 - TV Hwy Project
 - HCT FX Plan
- **Zero-Emission Fleet Transition**
 - \$2 billion est. cost
- **State of Good Repair**
 - Impact of inflation
 - \$150 million annual maintenance and equipment need



2025 Transportation Package



- **Equity**
 - Car ownership costs \$12k/year avg
 - 1 in 4 Oregonians don't drive
 - Service to newly constructed affordable housing
- **Safety**
 - Transit travel 10x safer than car travel
- **Climate**
 - Can't achieve Oregon's emissions targets w/o mode shift to transit



Transportation for America



Metro Council
Beth Osborne, Director
July 23, 2024

How States Fund Transportation

Making the case

Working with USDOT

Snapshot of transportation funding (2016)

Revenue Type	Federal	Share	State	Share	Local	Share	Total	Share
User Charges ¹								
Motor Fuel Taxes	\$29.1	32.5%	\$35.4	28.9%	\$1.0	1.7%	\$65.5	24.1%
Motor Vehicle Taxes and Fees	\$5.7	6.4%	\$29.9	24.4%	\$2.0	3.3%	\$37.7	13.8%
Tolls	\$0.0	0.0%	\$12.2	10.0%	\$2.3	3.8%	\$14.5	5.3%
Subtotal	\$34.8	38.8%	\$77.5	63.3%	\$5.4	8.8%	\$117.7	43.2%
Other Revenue								
Property Taxes and Assessments	\$0.0	0.0%	\$0.0	0.0%	\$12.7	21.3%	\$12.7	4.7%
Other Taxes and Fees	\$0.4	0.5%	\$10.6	8.7%	\$8.4	14.0%	\$19.4	7.1%
Bond Issue Proceeds	\$0.0	0.0%	\$14.9	12.2%	\$5.8	9.7%	\$20.7	7.6%
Investment Income and Other Receipts ³	\$0.3	0.3%	\$12.2	10.0%	\$6.3	10.5%	\$18.8	6.9%
General Fund Appropriations ²	\$54.1	60.4%	\$7.2	5.9%	\$21.5	35.8%	\$82.8	30.4%
Subtotal	\$54.8	61.2%	\$44.9	36.7%	\$54.8	91.2%	\$154.5	56.8%
Total Revenues	\$89.6	100%	\$122.4	100%	\$60.1	100%	\$272.1	100%
Net Intergovernmental Transfers from (or to) Other Levels of Government	(\$44.2)		\$28.7		\$15.5			
Funds Drawn From (or Placed in) Reserves	(\$42.4)		(\$6.6)		\$0.0		(\$49.0)	-18.0%
Total Direct Expenditures	\$3.0	0.1%	\$144.6	64.8%	\$75.6	33.9%	\$223.2	82.0%

Examples (2018): Missouri, New Jersey

TABLE 28: MISSOURI HIGHWAY REVENUE SOURCES CATEGORIZED BY STRENGTH OF USERS-PAY

Sources	Amount FY20 (\$'000)	Percentage	Assigned Value	Score
Gasoline and Special Fuels Tax	\$708,455	69%	1	0.69240505
Vehicle Registration Fee	\$300,665	29%	0.5	0.14692674
Vehicle Sales Tax	\$14,060	1%	0	0
TOTAL	\$1,023,180	100%		0.83933179

TABLE 33: NEW JERSEY HIGHWAY REVENUE SOURCES CATEGORIZED BY STRENGTH OF USERS-PAY

Sources	Amount FY20 (\$'000)	Percentage	Assigned Value	Score
Motor Fuel Tax	\$435,500	49%	1	0.48753456
Motor Vehicle Registration Fee	\$404,700	45%	0.5	0.22652725
Motor Vehicle Operator's Fee	\$53,070	6%	0.5	0.02970546
TOTAL	\$893,270	100%		0.74376728

Ex

Sources	Amount FY20 (\$'000)	Percentage	Assigned Value	Score
Land Sales	\$8,045	0.072%	0.0	0.00000
Court Costs	\$177	0.002%	0.0	0.00000
Judgments and Settlements	\$21,021	0.187%	0.0	0.00000
Fees for Copies or Filing of Records	\$33	0.000%	0.5	0.00000

Sources	Amount FY20 (\$'000)	Percentage	Assigned Value	Score
Equipment Lease to County Automated Registration and Titling System	\$299	0.003%	0.5	0.00001
Civil Penalties	\$772	0.007%	0.5	0.00003
Fees for Administrative Services	\$60,556	0.538%	0.0	0.00000
Returned Check Fees	\$1	0.000%	0.0	0.00000
Credit Card and Electronic Services Related Fees	\$4,400	0.039%	0.0	0.00000
TOTAL	\$11,246,995	100%		0.66036

– General, Non-Program

Interest Other – General, Non-Program	\$6,791	0.060%	0.0	0.00000
Assigned Vehicle Identification Number Fees	\$5	0.000%	0.5	0.00000
Motor Vehicle Complaints/Protests	\$19	0.000%	0.5	0.00000

Ways to fund transit



Thinking Outside the Farebox

*Creative Approaches to
Financing Transit Projects*



Example: Minnesota

ABOUT OTHER TRANSPORTATION TAXES & FEES

SEE WHERE THE MONEY GOES

In addition to the major funding sources for transportation like the fuel tax, vehicle taxes and fees, and vehicle sales tax, there are a number of smaller sources of transportation revenue. These smaller sources mostly go towards funding roadways and transit. They include:

Other federal taxes & fees:

Other state taxes & fees:

- Fines
- Permit fees
- Sale of land or equipment
- Earned interest on transportation accounts

WHERE THE MONEY

(state & federal money only)

40%



Fuel tax

Transportation Sources

Non-Transportation Sources

5%

Other transportation taxes & fees

16%

Personal, business, & other taxes

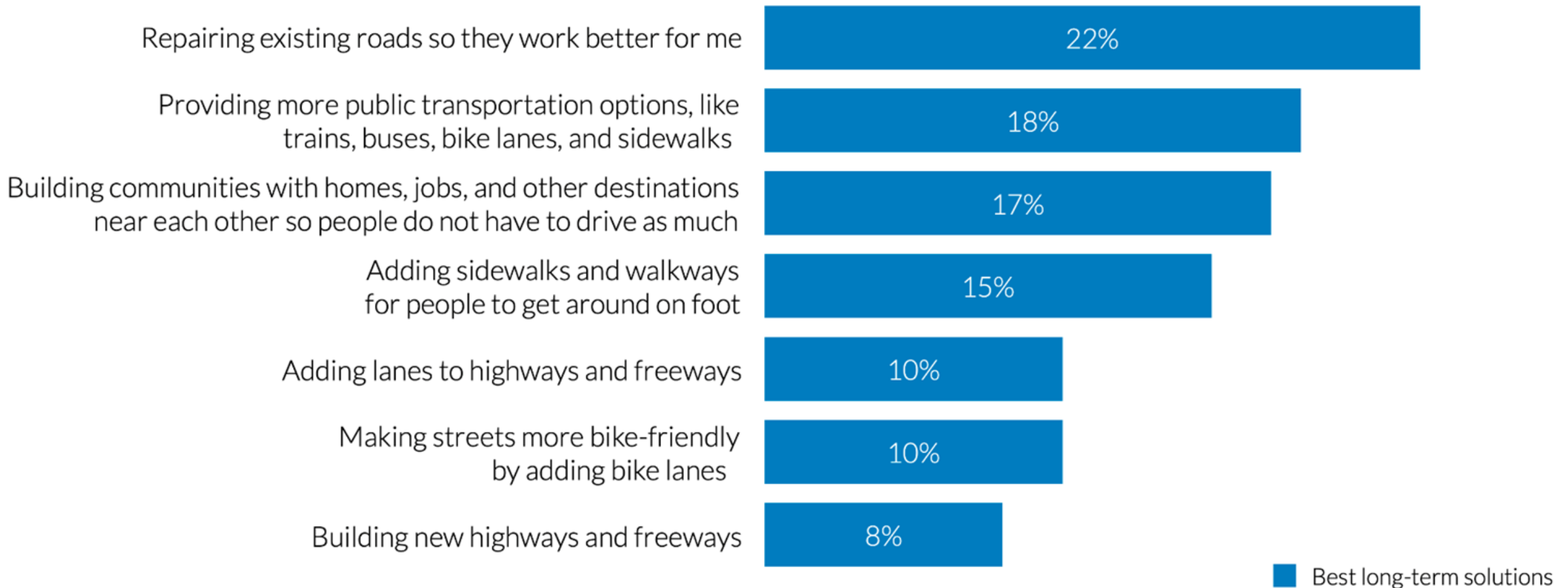
How States Fund Transportation

Making the case

Working with USDOT

Public Opinion

Which of the following approaches would be the best and worst long-term solutions to reducing traffic in your area?



Climate Leaders—Colorado, Minnesota



COLORADO
Department of Transportation

FACT SHEET

Colorado's New Greenhouse Gas Standard for Transportation Planning

OVERVIEW

The Colorado Transportation Commission has approved a new standard to reduce greenhouse gas emissions from the transportation sector, improve air quality, reduce smog and provide more travel options. The standard requires CDOT and the state's five metropolitan planning organizations to determine the total greenhouse emissions expected from future transportation projects and reduce emissions by set amounts. This standard recognizes that the projects we build have an impact on how Coloradans travel and will help bring about a transportation system that provides more choices for travelers across the state.

KEY PROVISIONS OF THE NEW STANDARD

- Requires CDOT and the state's five metropolitan planning agencies to create transportation plans that provide more travel choices, resulting in reduced GHG emissions. The agencies must use sophisticated travel models to make this determination for different years in the future, and the emission goals differ for each agency and metro region.
- The modeling applies to "regionally significant projects," which are those projects that result in a fundamental change to the way people travel (e.g. new highway lanes).
- If an agency can't meet the greenhouse gas reduction levels, it can choose one or more mitigation measures as needed to meet the standard. These can include more public transit, more walking and bicycle trails, more medium- and heavy-duty electric vehicle charging stations, cleaner construction policies, carpool programs and smarter land use policies.

THE HIDDEN CLIMATE SUCCESS IN MINNESOTA'S NEW TRANSPORTATION LAW

Minnesota lawmakers passed a substantial transportation bill that includes dedicated funding for public transit and incorporates climate-smart targets into transportation planning.

By Kiley Kroh

May 24, 2023

Measuring Induced Demand—California

 California Induced Travel Calculator

[Calculator](#) [FAQ](#) [About](#)

Overview

This calculator allows users to estimate the VMT induced annually as a result of adding general-purpose lane miles, high-occupancy vehicle (HOV) lane miles, or high-occupancy toll (HOT) lane miles to publicly owned roadways, like those managed by the California Department of Transportation (Caltrans), in one of California's urbanized counties (counties within a metropolitan statistical area (MSA)). The calculator applies only to facilities with Federal Highway Administration (FHWA) functional classifications of 1, 2 or 3. That corresponds to interstate highways (class 1), other freeways and expressways (class 2), and other principal arterials (class 3).

How to Use

To obtain an induced VMT estimate for a roadway capacity expansion project, enter the project length (in lane miles added), the geography (MSA for additions to interstates; county for additions to other Caltrans-managed class 2 or 3 facilities), and the base year (2016, 2017, 2018, or 2019). The base year indicates which year of VMT and lane mile data will be used to estimate the induced VMT.

[More about this calculator](#)

Calculator

1. Select Year

Select Year 



SHIFT Calculator

State Highway Induced Frequency of Travel

Calculator

The calculator applies to roads with Federal Highway Administration functional facility classifications of 1, 2 or 3, corresponding to interstate highways, other freeways and expressways, and other principal arterials, respectively. The calculator generates a reasonable estimate for induced vehicle miles traveled at the appropriate order of magnitude for a given area. It is not intended as a substitute for more granular traffic modeling or simulations—but rather as a tool that can effectively translate well-established induced travel demand elasticities to analysis of roadway capacity expansion impacts.

1. Select a state

Select State 

2. Choose a type of road

- Interstate Highways (Class 1 Facility)
- Other Freeways & Expressways OR Other Principal Arterials (Class 2 or 3 Facility)

Project Prioritization—Virginia



English

How It Works Apply

Smart Scale Home

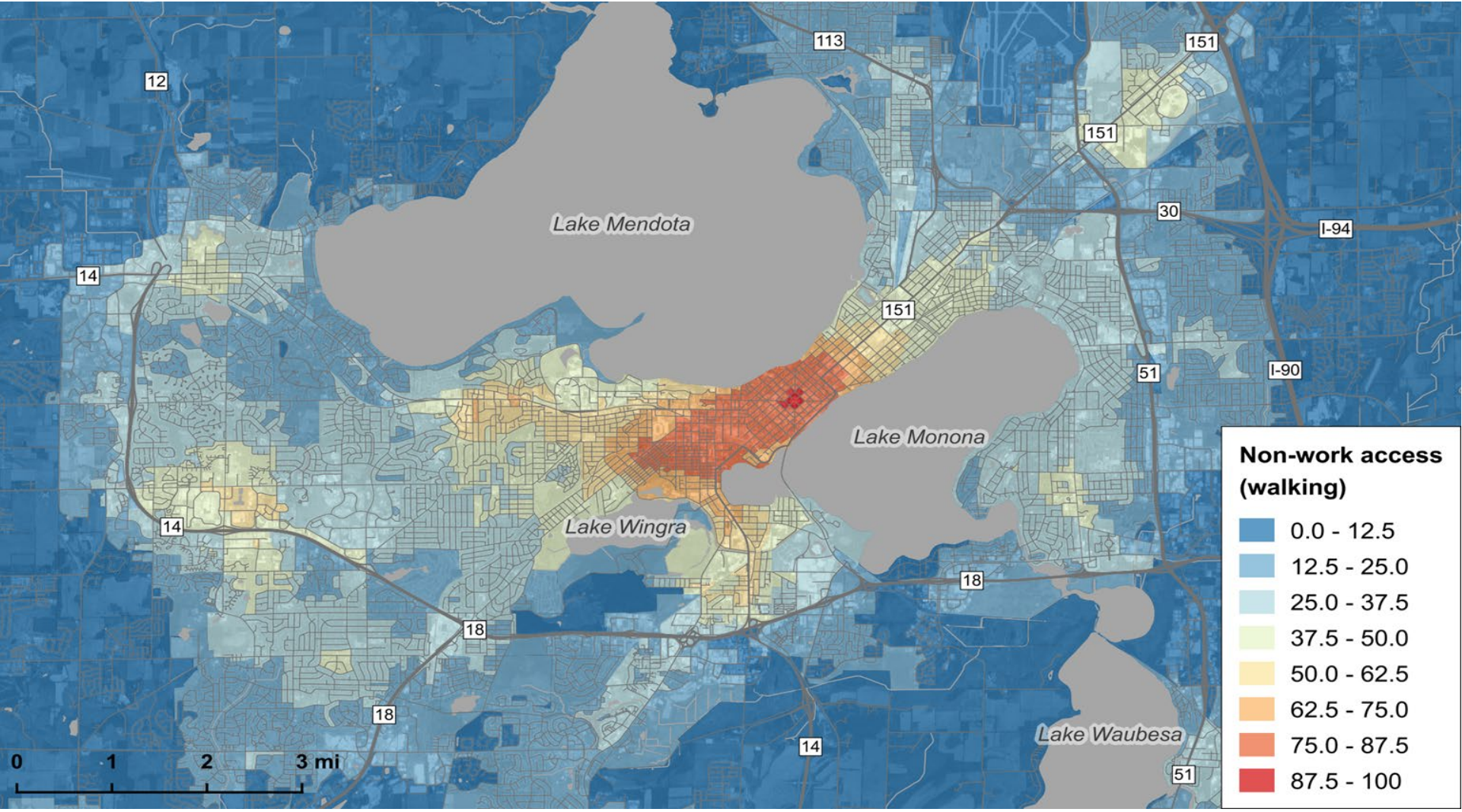
SMART SCALE

SMART SCALE

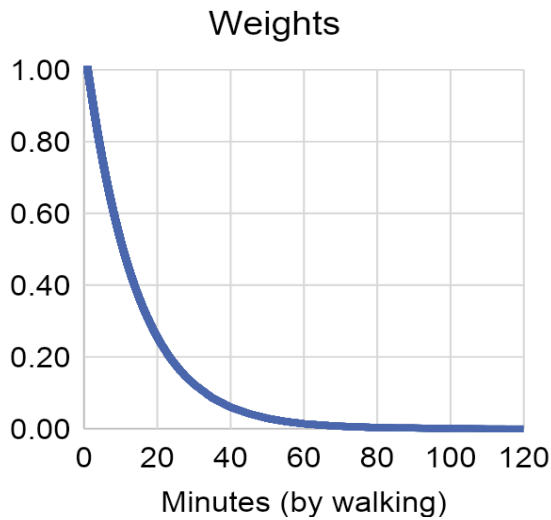
meet its most (limited tax doll transportation how they impro increase acces development, p the environmer The anticipated projects are sc used by the Co to help guide a

Category A	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial and Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Other Factor Values Scaled by Potential Acreage Impacted	Future Transportation-Efficient Land Use	Increase Transportation-Efficient Land Use
Measure Value	583.0 persons	0.0 person hrs.	0.0 EPDO	0.0 EPDO/100M VMT	153.4 jobs per resident	127.8 jobs per resident	1,749.0 adjusted users	0.0 thousand adj. sq. ft.	0.0 thousand adj. daily tons	0.0 adj. buffer time index	0.0 adjusted points	119.8 scaled points	66.1 access * pop/emp density,h	65.9 access * pop/emp density change
Normalized Measure Value (0-100)	31.3	0.0	0.0	0.0	8.9	6.5	71.9	0.0	0.0	0.0	0.0	9.3	100.0	100.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	.	50%	50%

Measuring Access to Jobs & Services—Virginia



- Access to:**
- Schools
 - Shopping
 - Entertainment
 - Grocery stores
 - Food and drink
 - Recreation
 - Healthcare
 - Public services
 - Banks and ATMs

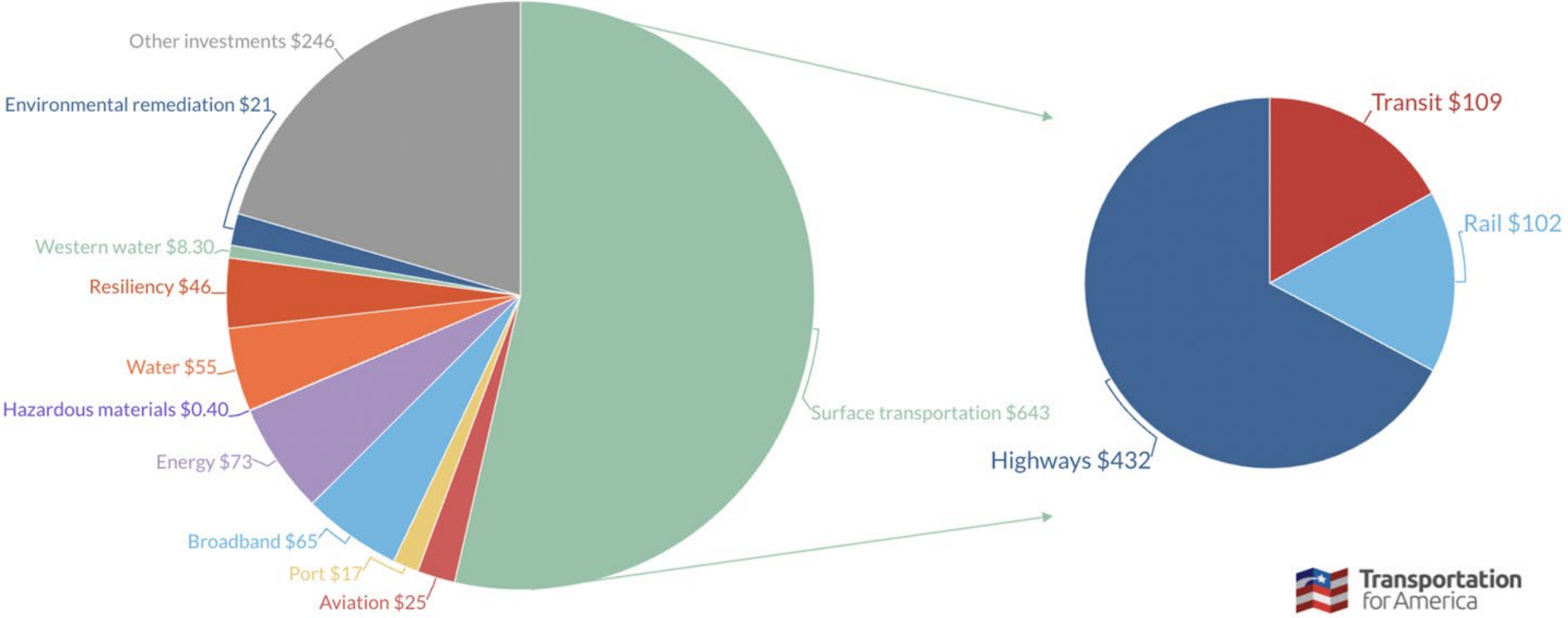


How States Fund Transportation

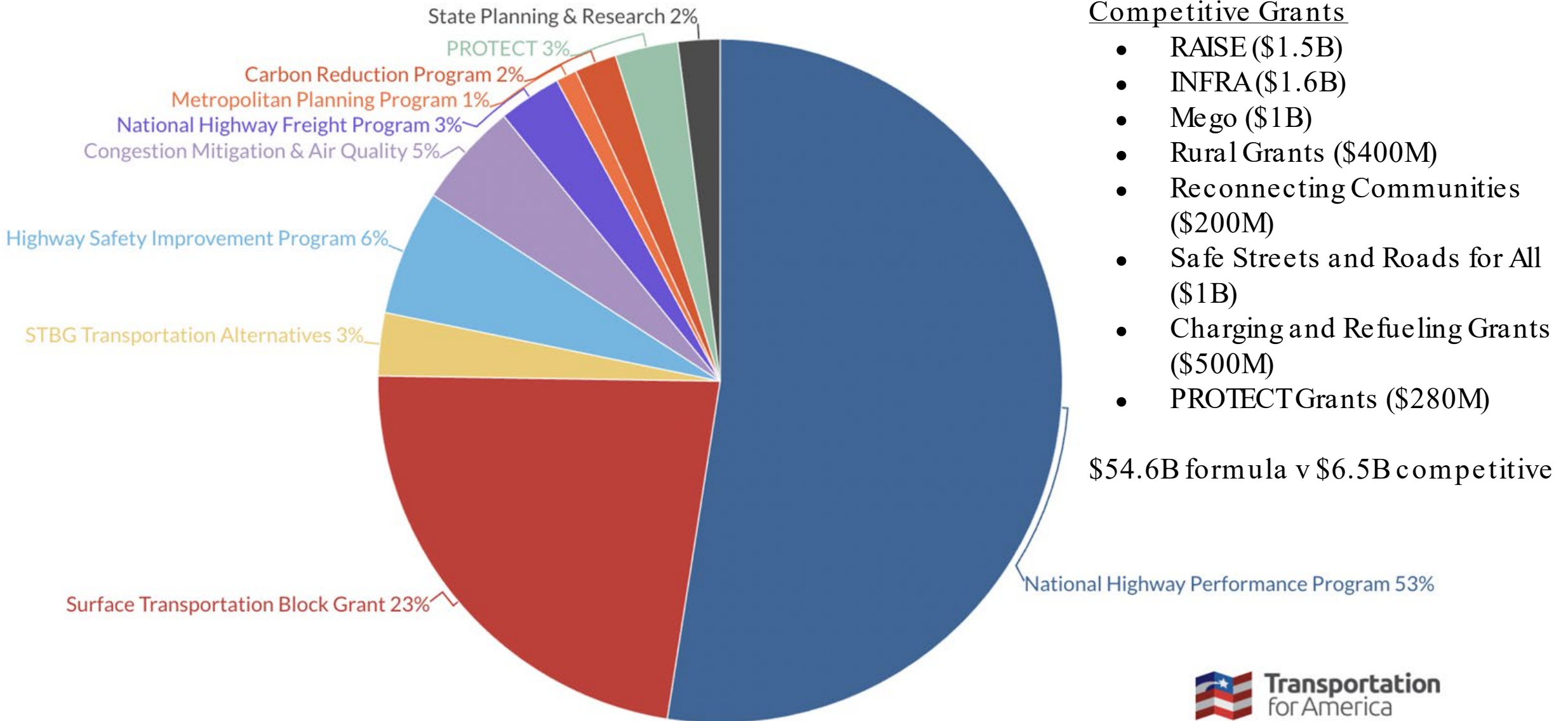
Making the case

Working with USDOT

Infrastructure Law (IIJA) 2021



IJA Highway Funds



Talking about projects to USDOT

- Almost all money goes to state DOTs, MPOs and transit agencies through formula to spend.
- If you apply for competitive grants, make sure all elected leaders know about it. Also have your Congressional delegation call USDOT in support.
- If you want an earmark, talk to Congress and leave USDOT out of it.
- If you are struggling with an ODOT or a federal rule, explain how it is harming your project or efforts—and know which is which.
- History is to fund capital costs and leave operating to state and locals. Local electeds have cosigned that.

Understanding the program

Community Connectors: Tools for advocates



Community
Connectors



**WHO IS
INVOLVED**

Photo: Arizona DOT



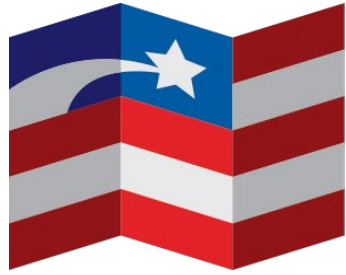
**HOW IT
HAPPENS**



**WHAT THEY
REALLY MEAN**



**WHERE
IT'S HAPPENING**



Transportation for America

beth.osborne@t4america.org



[@t4america](https://twitter.com/t4america)



www.t4america.org

Discussion on Council Priorities



Draft JPACT priorities

- Short-Term Funding Solutions
- Long-Term Sustainable Funding
- Finish What We Started
- Safe Urban Arterials and Main Streets
- Transit
- Resiliency

Discussion Questions for Council

- Which of the draft priorities particularly resonate with you?
- Are any of the draft priorities concerning to you?
- Are there any pieces missing from the draft priorities?



Next Steps

- September: JPACT and Council discussion on refined priorities draft
- October: JPACT and Council discussion on refined priorities draft
- November: JPACT priorities adoption
- December: Metro Council priorities adoption

oregonmetro.gov



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Your testimony

For the record my name is Sophia Nguyen and I thank you council president and members of council for your time. I support the legislative measure to expand the Urban Growth Boundary and the Sherwood West proposal because it would allow for more houses to be built and jobs to take place which will help combat the housing crisis that Oregon is currently going through. Expanding the Urban Growth Boundary allows for more houses to be built that can be affordable because Oregonians are in need of affordable housing, not just more housing. Although I support the Sherwood West proposal, you must also consider making sure that the proposal is more environmentally conscious and increases their green infrastructure. Please discuss making sure that there is housing affordability that the land developers have to work with to ensure that the expansion doesn't contribute to the crisis of lack of affordable housing. There needs to be more support for high density and mid density housing to make the best use of the land that is available and provide more options for the population. Please ensure that there is livability and access within the area including public transit access and community spaces, and planning for accessibility for the disability community. I have a friend who lives in Portland that uses a cane and has a sibling who is wheelchair bound and their experience of living in Portland is constantly struggling with the lack of wheelchair accessible sidewalks and sidewalks large enough and without cracks for them to use safely. I'm urging you to vote YES on this issue. Thank you for your time.

Is your testimony related to an item on an upcoming agenda? * Yes