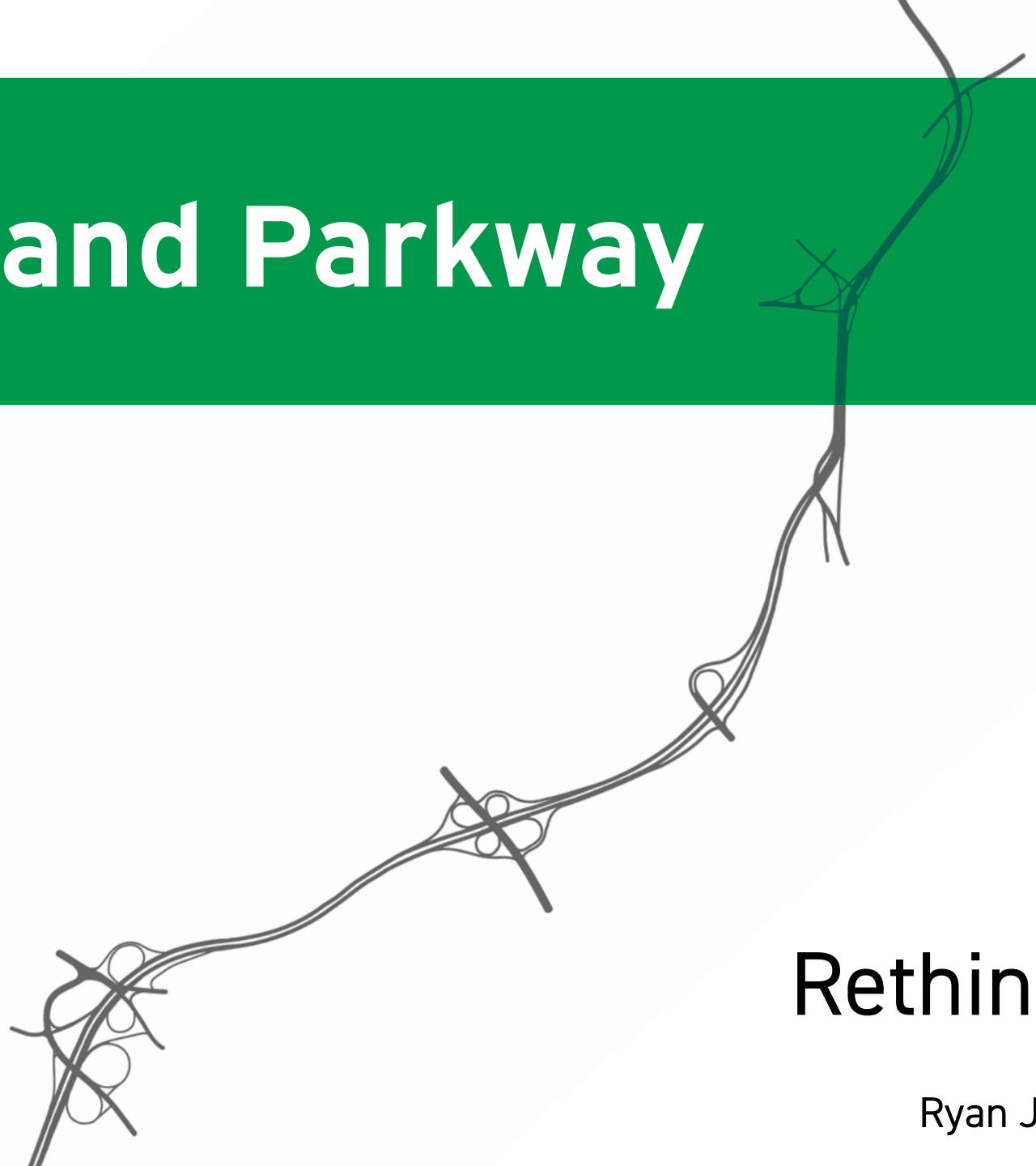
The Portland Parkway



Rethinking I-295

Ryan Johnson AICP, CNU-A

Contents

Portland Parkway Vision

- History and context
- Overall vision plan
- Focus areas

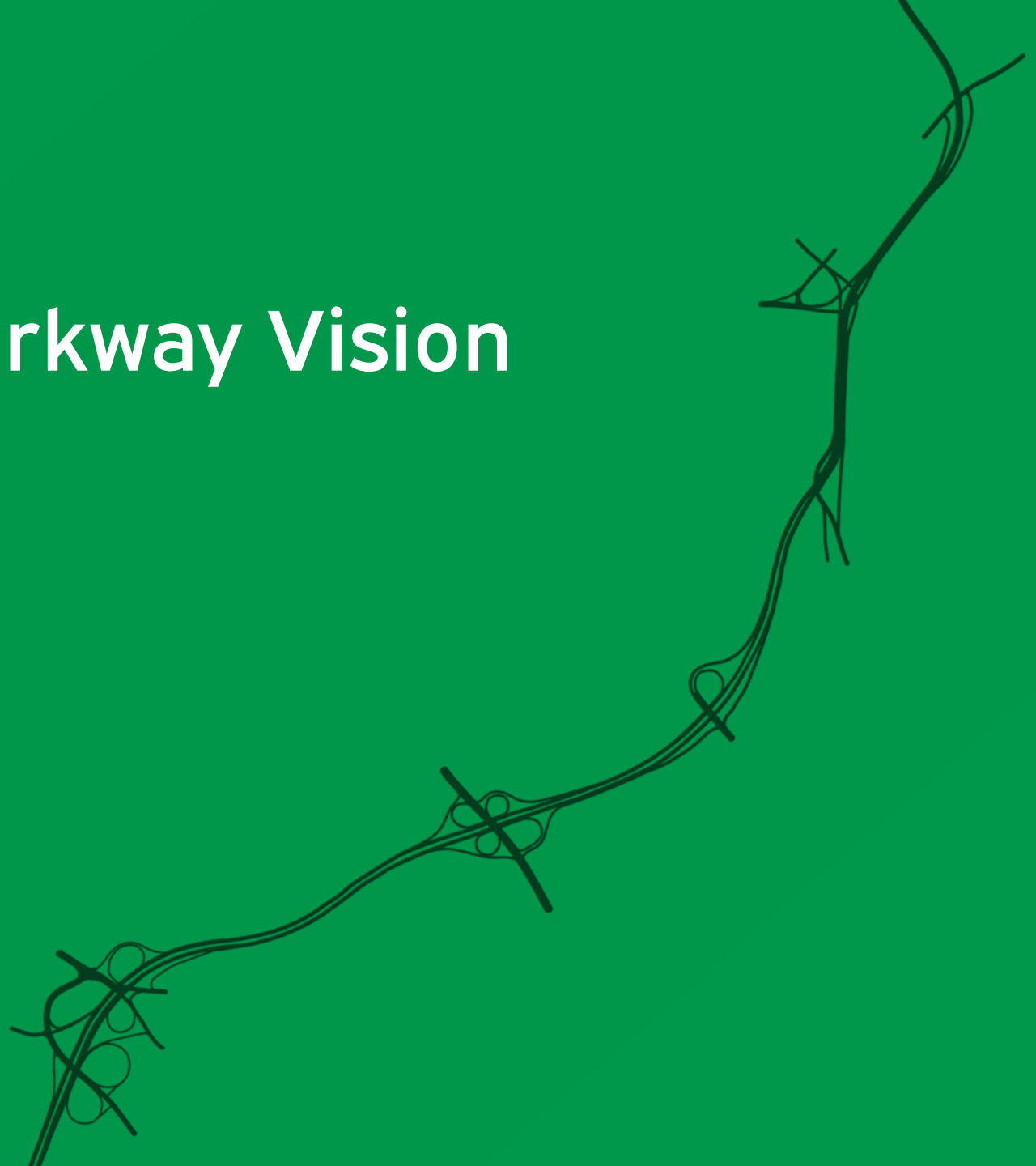
Implementation

- Costs and financing
- Potential revenue/economic benefits

Q+A

Portland Parkway Vision

- History and context
- Overall vision plan
- Focus areas



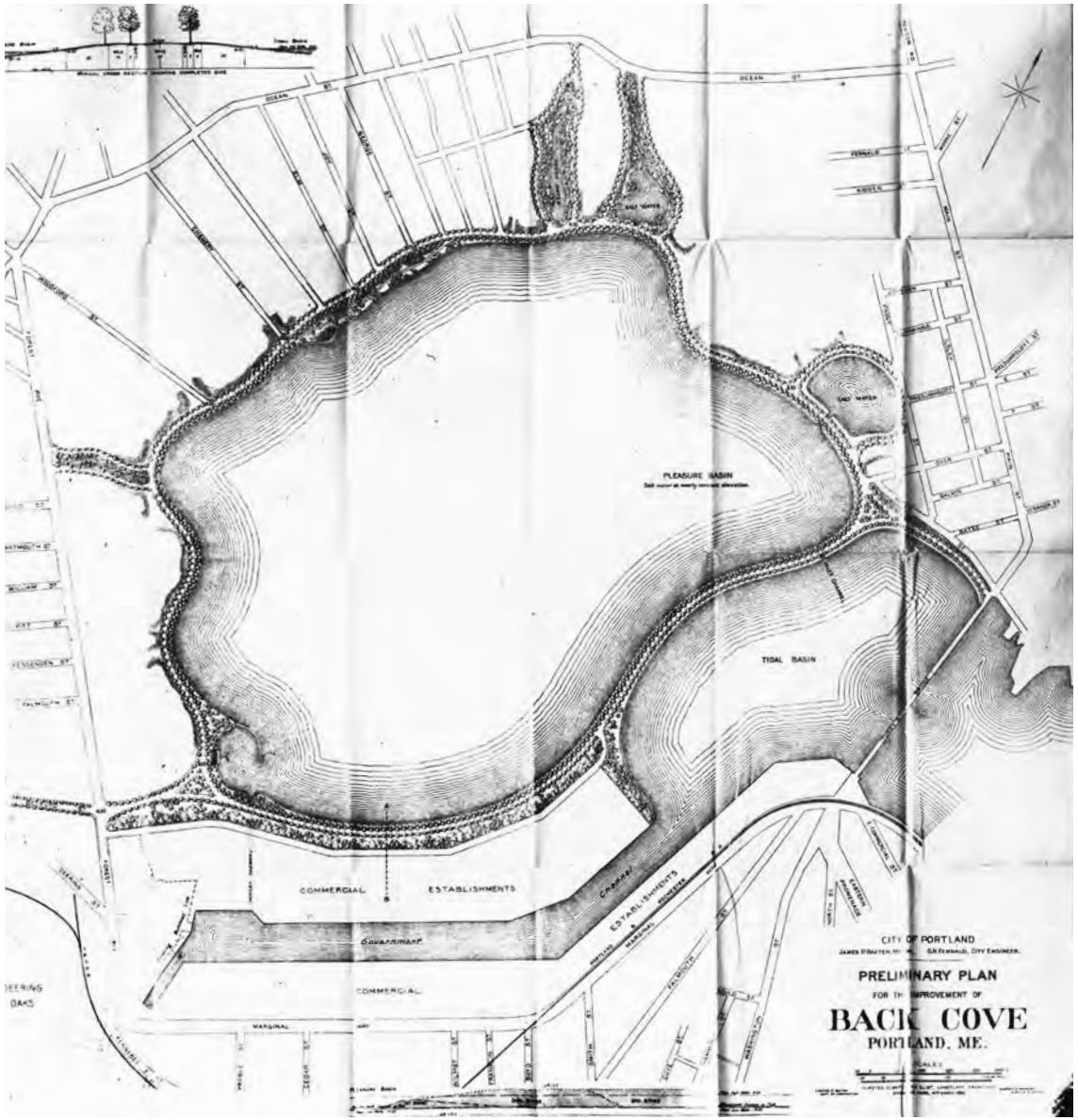
History

A legacy of displacement and destruction - in a city home to visionary planning and design

- Vibrant communities in Libbytown and Deering Oaks
- Environmental damage and reliance on fill
- Prioritization of through traffic and out-of-town commutes over local needs
- Degradation of natural and human-made environments

Portland - 1964

History


PLEASURE BASIN
TIDAL BASIN
COMMERCIAL
ESTABLISHMENTS
Government
CITY OF PORTLAND
PRELIMINARY PLAN
BACK COVE
PORTLAND, ME.

Existing Context

Overall Vision

Overall Vision

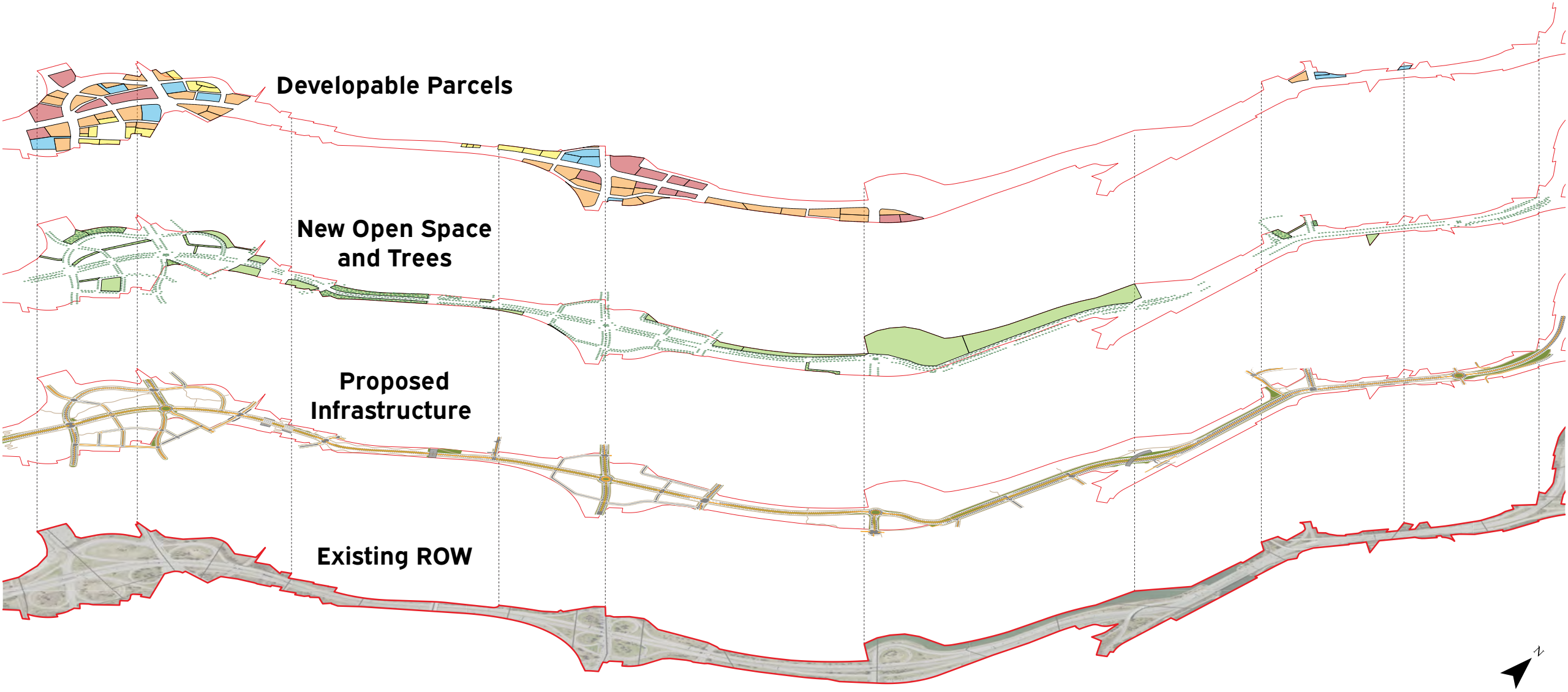
Overall Vision

Overall Vision

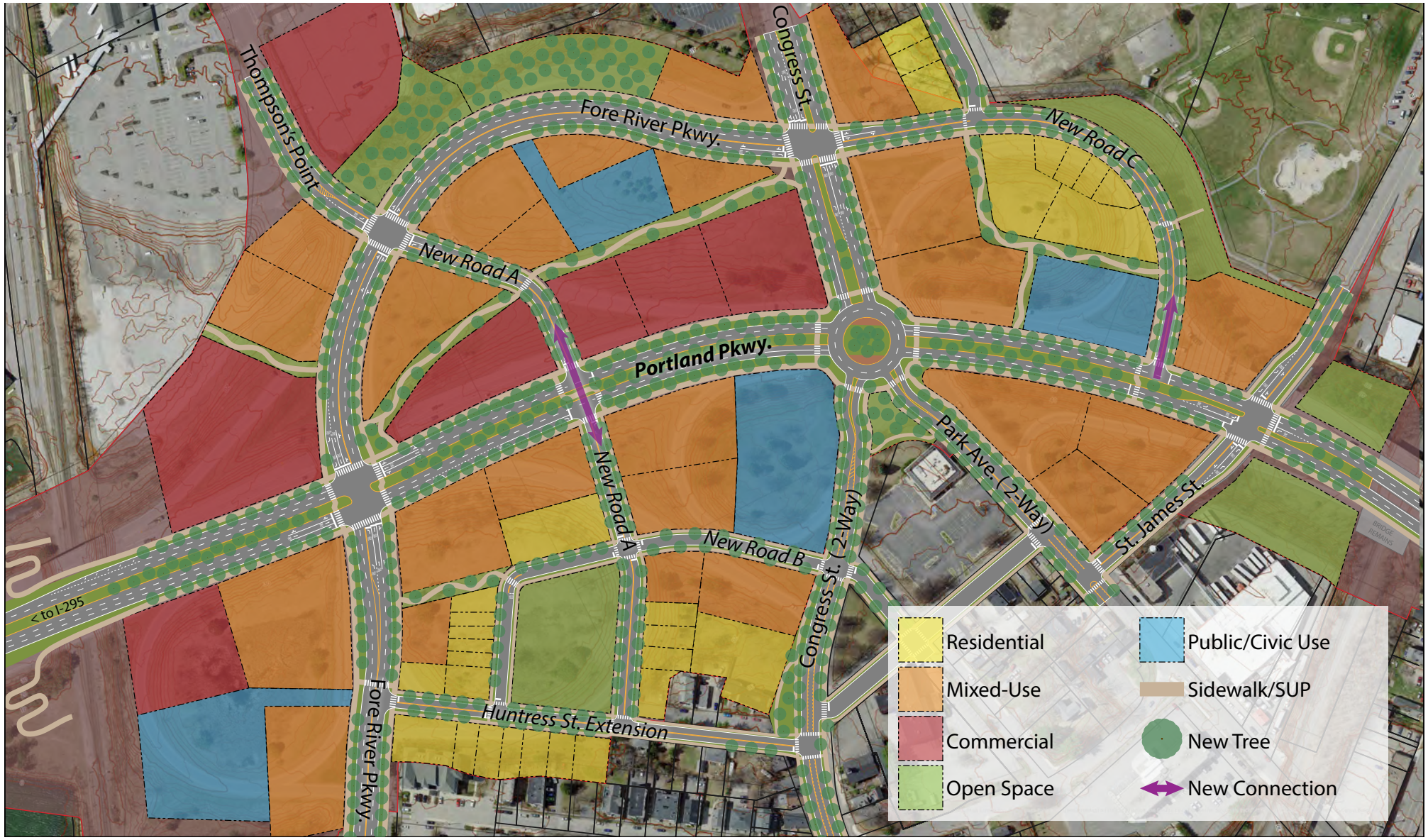
Now…

And Then…

Overall Vision



Focus Area: Libbytown



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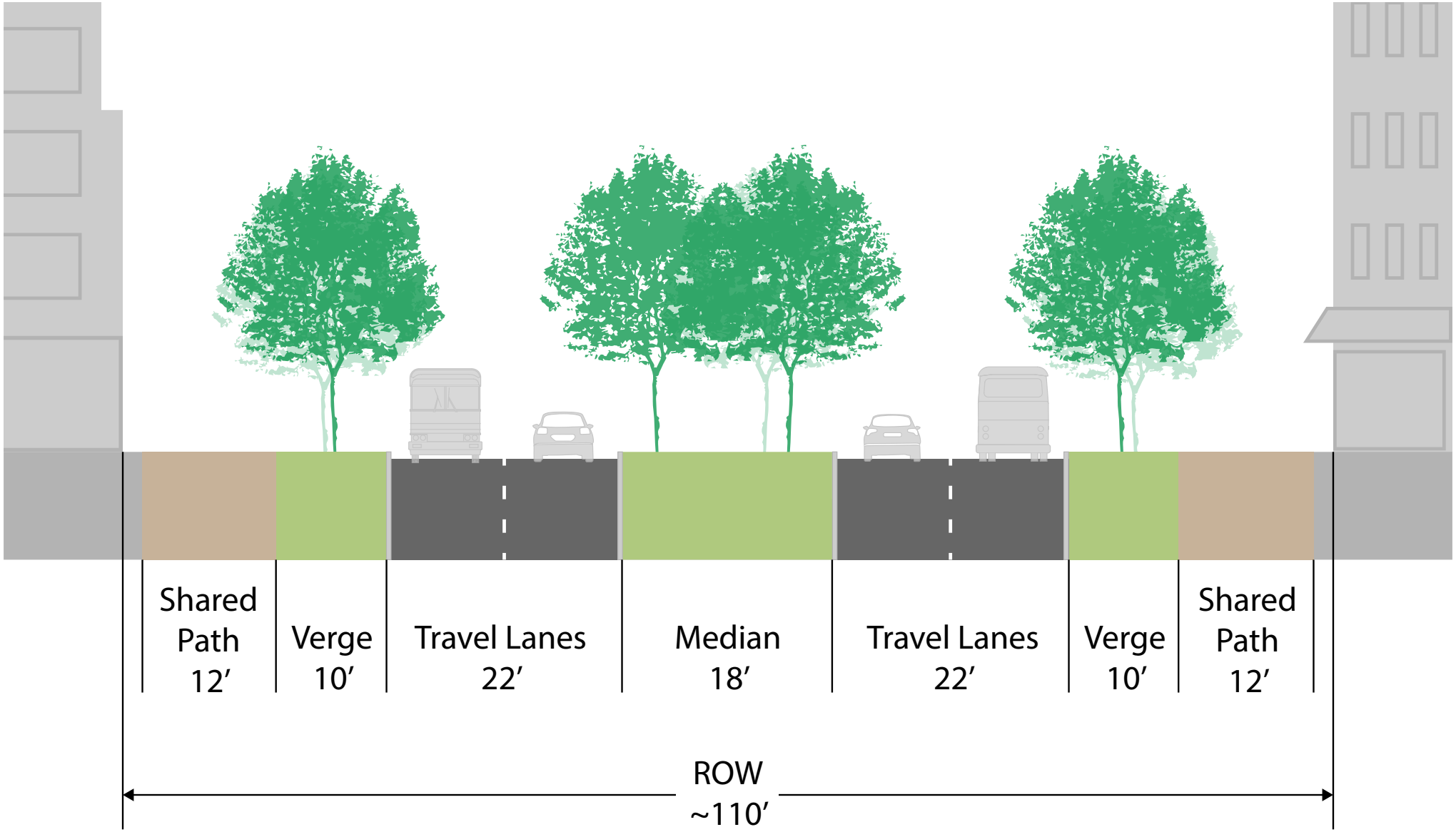
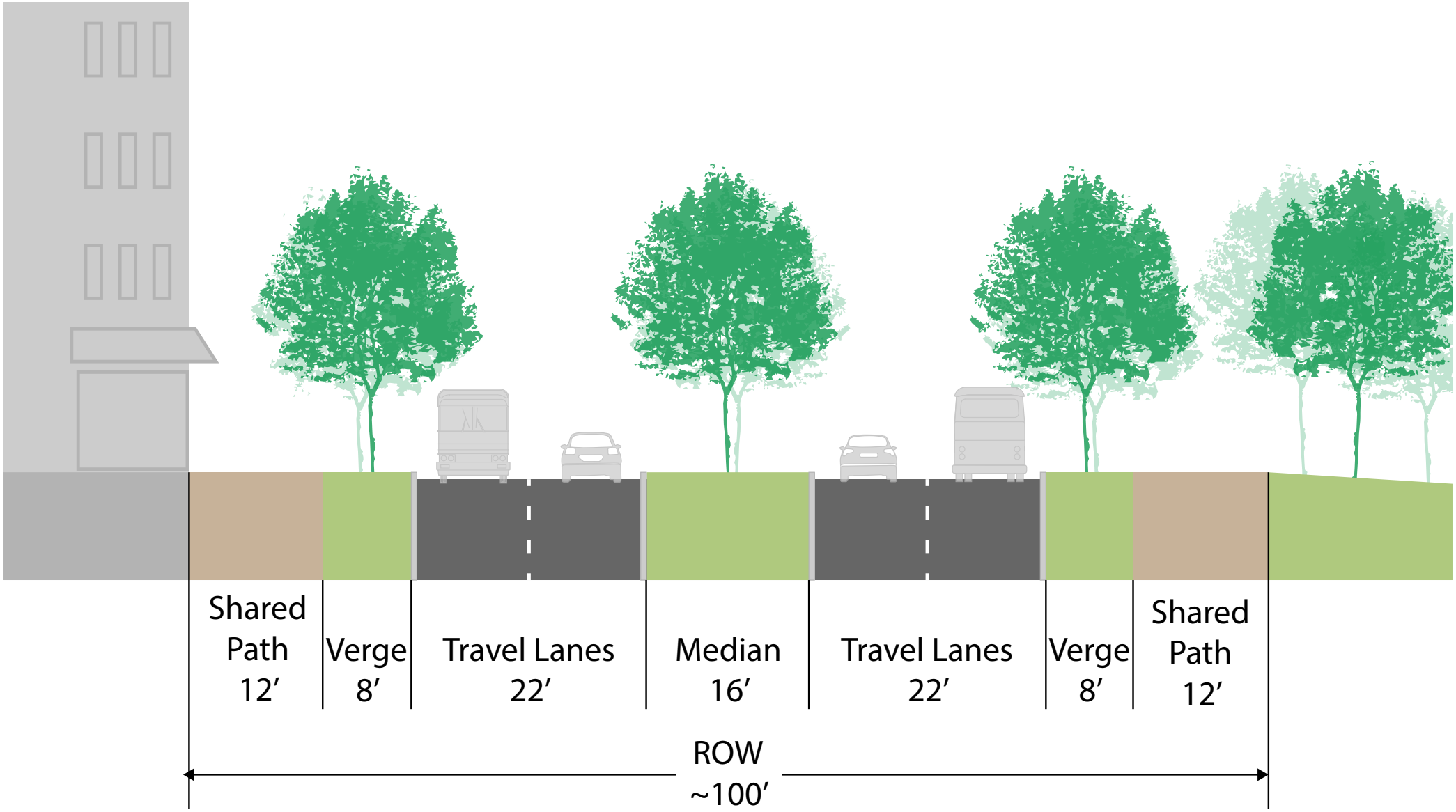


Focus Area: St. Johns St / Deering Ave

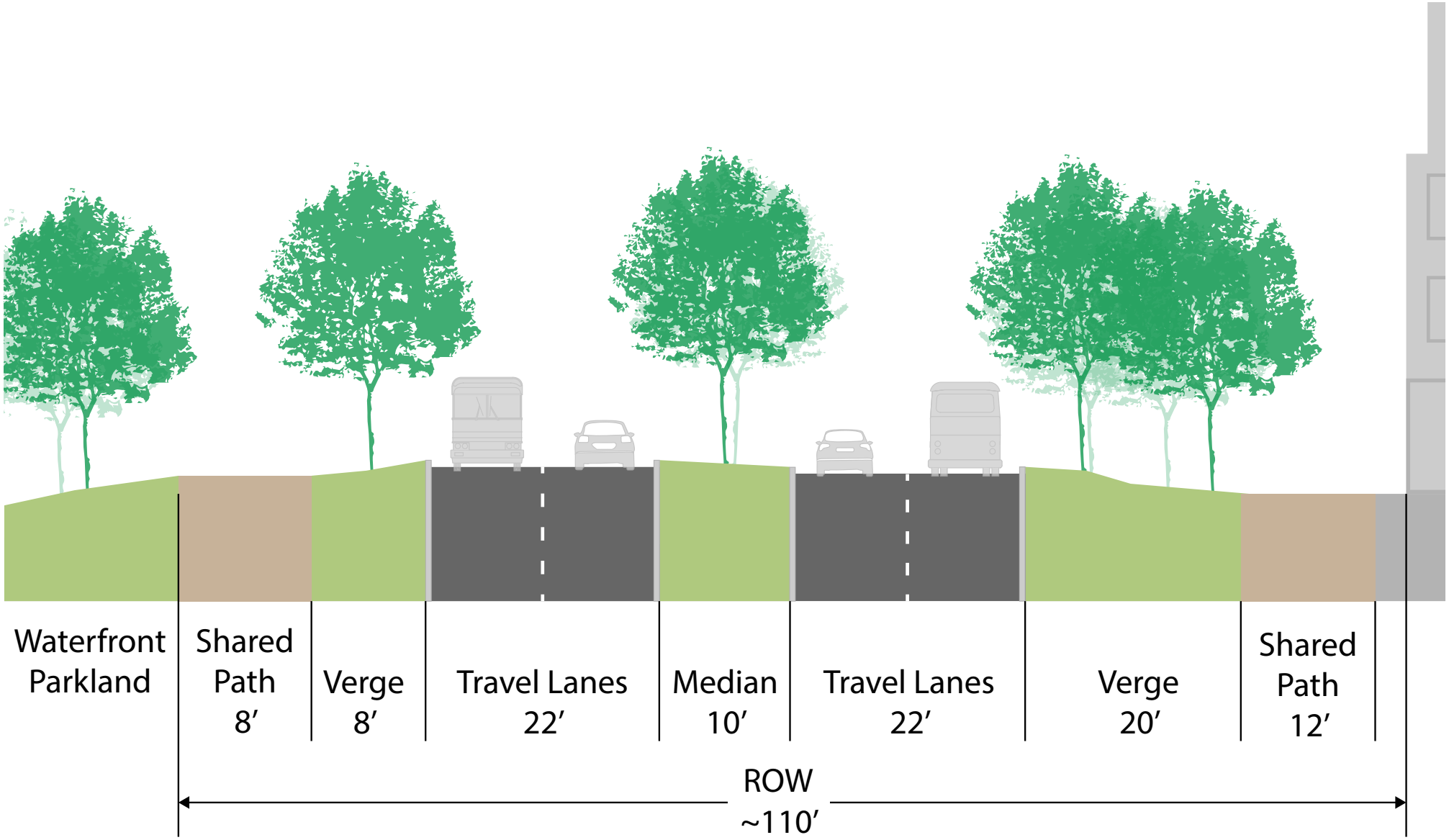
Focus Area: Forest Ave

Focus Area: Forest Ave

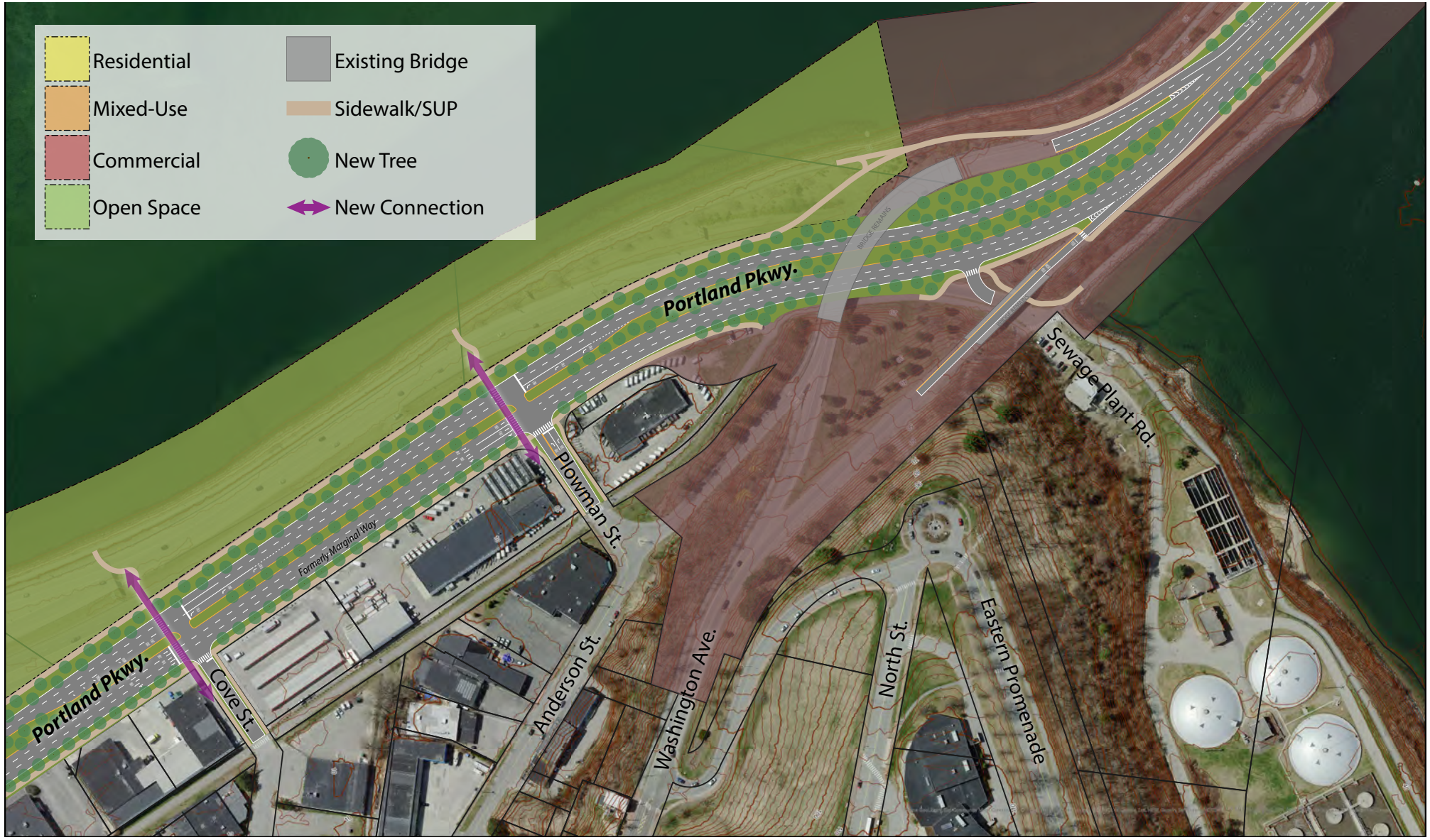


Focus Area: Franklin St / Bayside

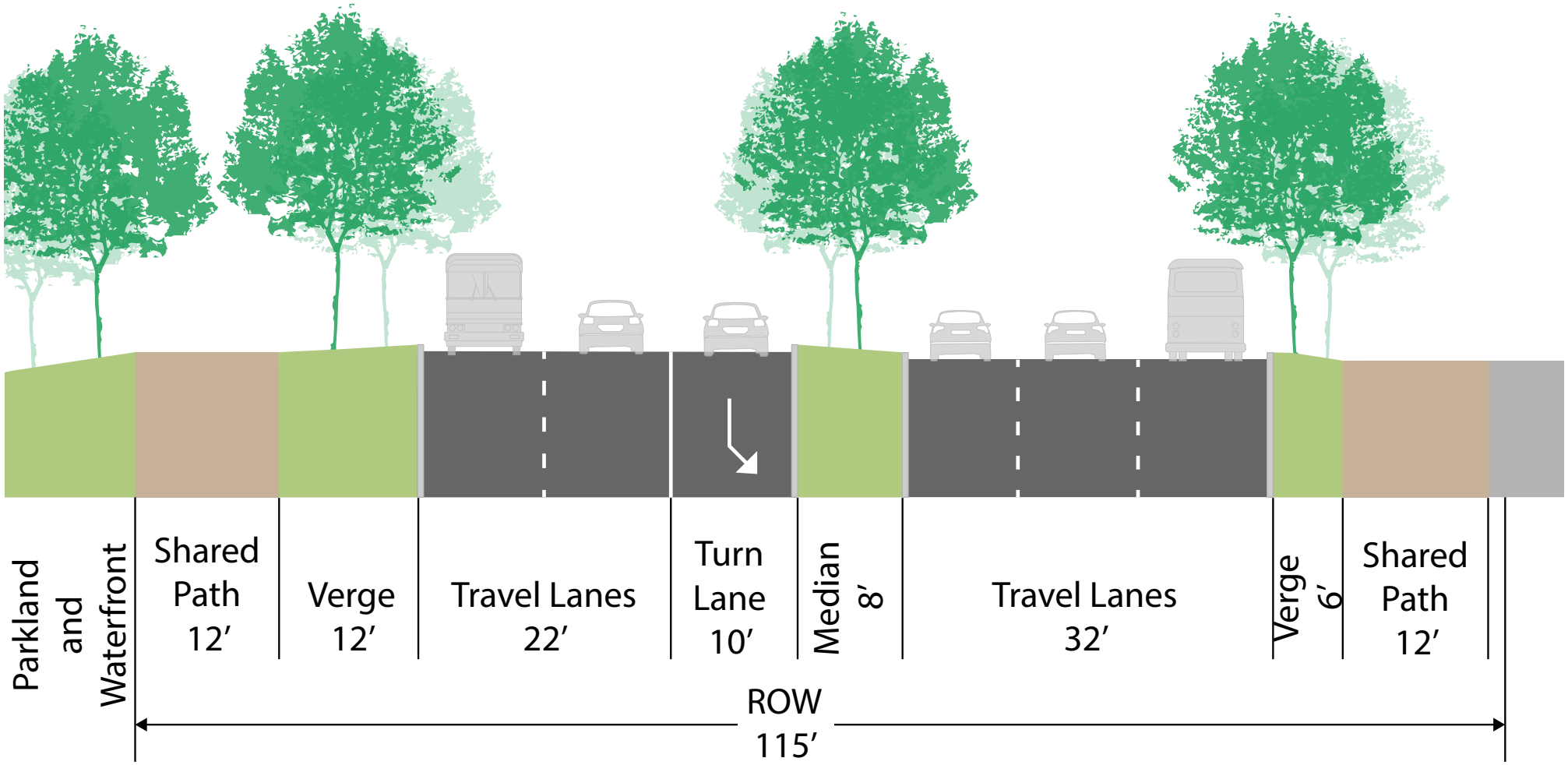
Focus Area: Franklin St / Bayside



Focus Area: Washington Ave

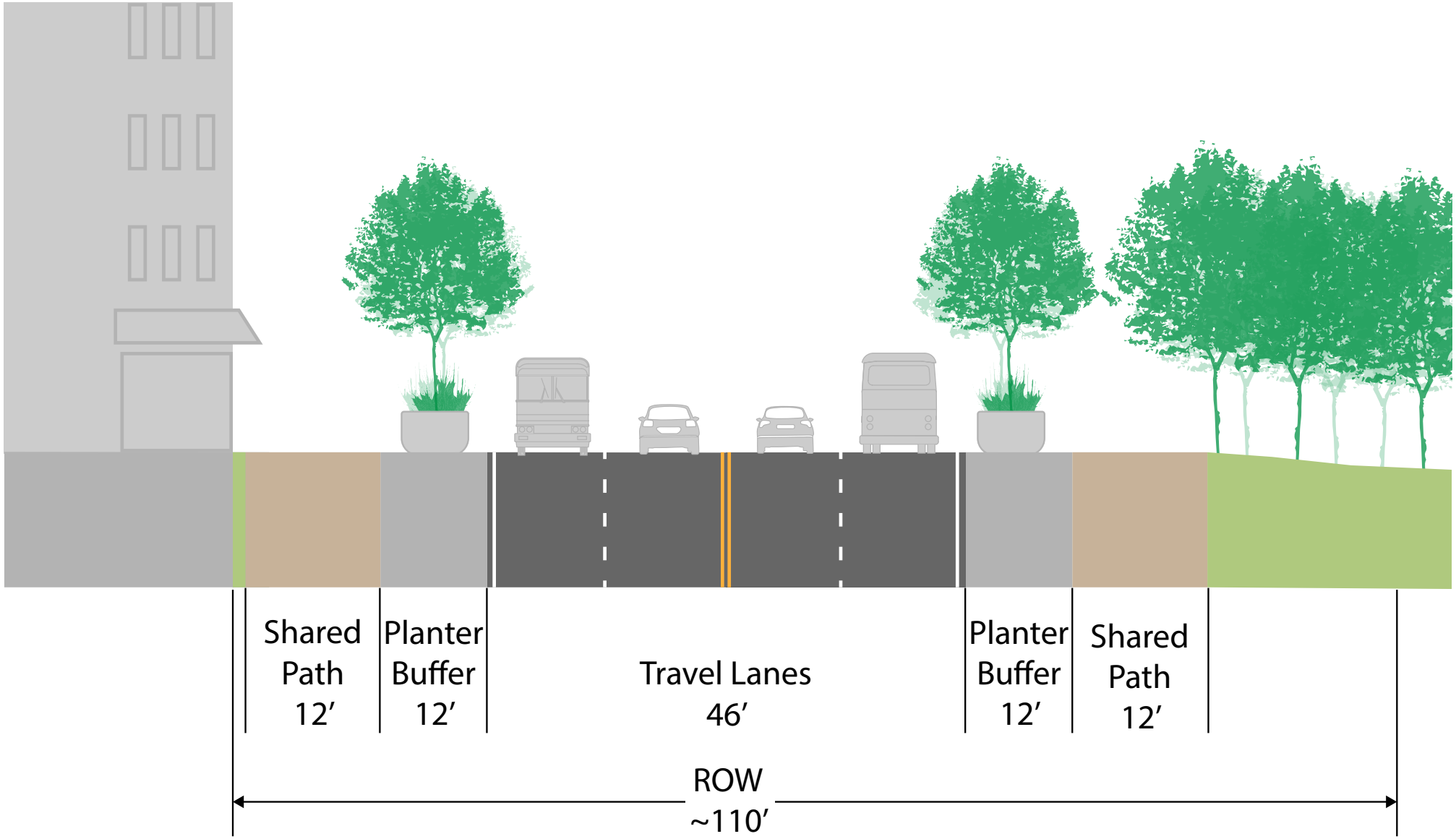


Focus Area: Washington Ave



Focus Area: Baxter Blvd

Focus Area: East Deering



Focus Area: Veranda St

Implementation

- Costs and financing
- Potential revenue/economic benefits

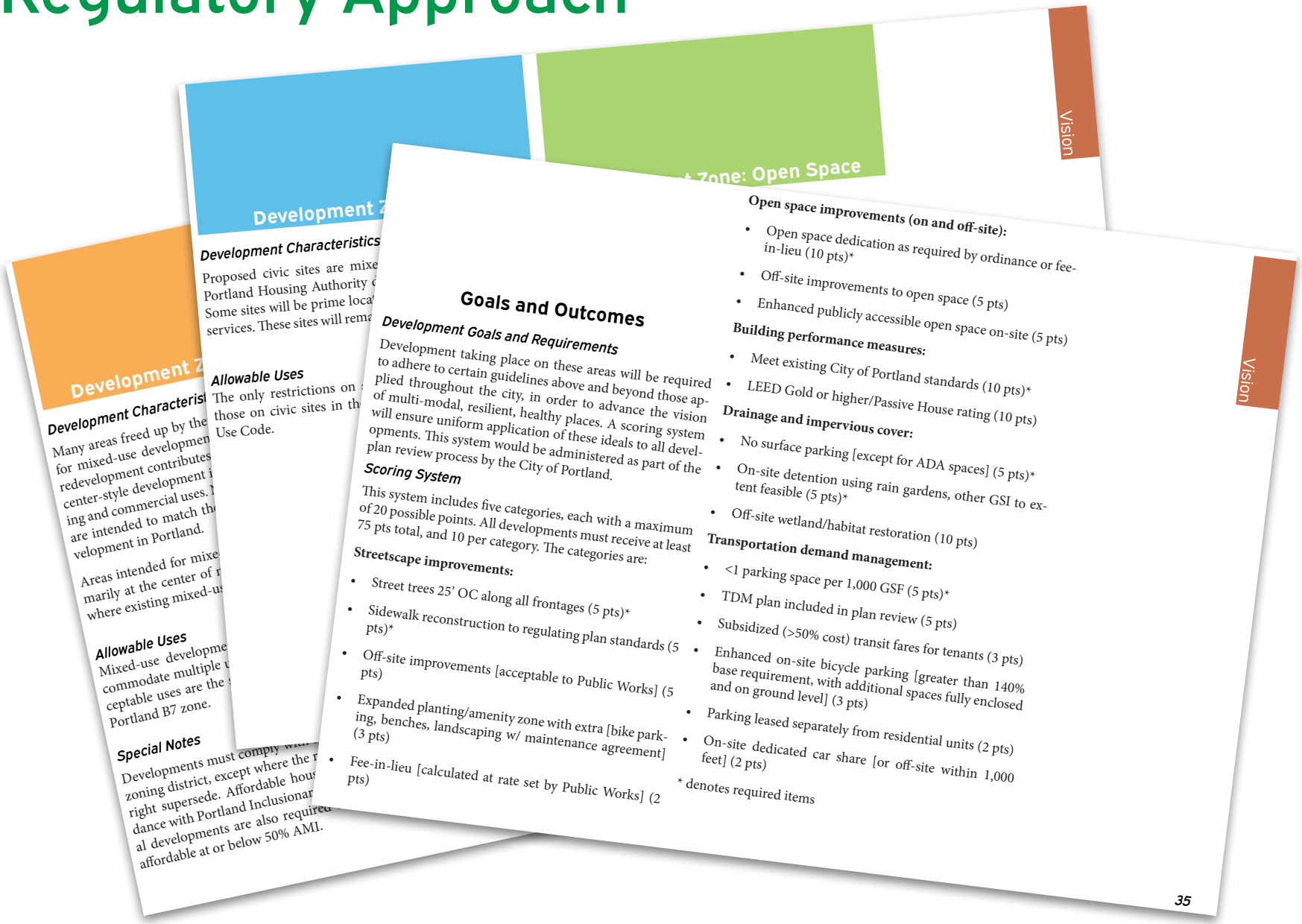
Project Costs

A generational investment, with multi-generational returns

- Infrastructure (ROW) construction/reconstruction costs of ~$180m for 3.4-mile corridor
- Additional ~$50m for included parks and plazas
- Rough total project cost: ~***$230m***

Redevelopment - Regulatory Approach

- Ability to incent superior quality development
- Graded, buildable sites in prime locations
- Multiple potential approaches:
  - Targeted rezonings under ReCode Phase 2 rules
  - Area-specific development regulating plan *(preferred)*
  - Individual planned developments/PUDs



Development Z

Development Characteristics

Many areas freed up by the
for mixed-use developmen
redevelopment contributes
center-style development i
ing and commercial uses. T
are intended to match th
velopment in Portland.

Areas intended for mixe
marily at the center of r
where existing mixed-us

Allowable Uses

Mixed-use developme
commodate multiple u
ceptable uses are the s
Portland B7 zone.

Special Notes

Developments must comply wi
zoning district, except where the r
right supersede. Affordable hous
dance with Portland Inclusionar
al developments are also required
affordable at or below 50% AMI.

Development Z

Development Characteristics

Proposed civic sites are mixe
Portland Housing Authority c
Some sites will be prime local
services. These sites will rema

Allowable Uses

The only restrictions on
those on civic sites in th
Use Code.

t Zone: Open Space

Vision

Goals and Outcomes

Development Goals and Requirements

Development taking place on these areas will be required to adhere to certain guidelines above and beyond those applied throughout the city, in order to advance the vision of multi-modal, resilient, healthy places. A scoring system will ensure uniform application of these ideals to all developments. This system would be administered as part of the plan review process by the City of Portland.

Scoring System

This system includes five categories, each with a maximum of 20 possible points. All developments must receive at least 75 pts total, and 10 per category. The categories are:

Streetscape improvements:

- Street trees 25' OC along all frontages (5 pts)*
- Sidewalk reconstruction to regulating plan standards (5 pts)*
- Off-site improvements [acceptable to Public Works] (5 pts)
- Expanded planting/amenity zone with extra [bike parking, benches, landscaping w/ maintenance agreement] (3 pts)
- Fee-in-lieu [calculated at rate set by Public Works] (2 pts)

Open space improvements (on and off-site):

- Open space dedication as required by ordinance or fee-in-lieu (10 pts)*
- Off-site improvements to open space (5 pts)
- Enhanced publicly accessible open space on-site (5 pts)

Building performance measures:

- Meet existing City of Portland standards (10 pts)*
- LEED Gold or higher/Passive House rating (10 pts)

Drainage and impervious cover:

- No surface parking [except for ADA spaces] (5 pts)*
- On-site detention using rain gardens, other GSI to extent feasible (5 pts)*
- Off-site wetland/habitat restoration (10 pts)

Transportation demand management:

- <1 parking space per 1,000 GSF (5 pts)*
- TDM plan included in plan review (5 pts)
- Subsidized (>50% cost) transit fares for tenants (3 pts)
- Enhanced on-site bicycle parking [greater than 140% base requirement, with additional spaces fully enclosed and on ground level] (3 pts)
- Parking leased separately from residential units (2 pts)
- On-site dedicated car share [or off-site within 1,000 feet] (2 pts)

* denotes required items

Vision

35

Redevelopment Funding and Economic Impact

A generational investment, with multi-generational returns

- Tax Increment Financing district
- Entire project corridor falls within acreage and property value limits of state law
  - 95 acres within new TIF district
  - $230m bond needed for funding - with to include additional for affordable housing
  - ~$450m total bond costs over 30-year life
- Likely market viable
  - At $5m per acre per 30-year-term in added value
  - $475m additional revenue
- Overall development impact
  - ~4,000 homes - *at least* 400 affordable
  - 2,000,000 to 4,000,000 sf commercial development
  - Floodplain improvements from continuous embankment along Back Cove

Thank you!

95 acres of developable land, including housing, mixed-use and civic sites
7 new vehicular crossings of the corridor
Two new major activity centers, at Libbytown and Forest Avenue
15 new pedestrian/bicycle crossings
12+ miles of new shared use paths and sidewalks
40 acres of new parkland/ open space
6 miles of bioswales and dozens of bio-retention basins
Over 3,800 trees planted
N
0
450
900
1,800
2,700
Feet