

SE Quadrant Plan – Meeting Summary

Stakeholder Advisory Committee

Meeting #14



April 5, 2015
6:00 – 8:30 p.m. – Portland Opera
211 SE Caruthers St, Portland

SAC Members in attendance

Bruce Burns, *Burns Brothers*
Farhad Ghafarzade, *Green Drop Garage*
Carol Gossett, *OMSI*
Tammy Marquez-Oldham (alternate), *PCC Climb Center*
Don Hanson, *Planning and Sustainability Commission*
Deek Heykamp, *Next Adventure*
Stacy Johnson, *Brooklyn Action Corps*
Debbie Kitchin, *Central Eastside Industrial Council*
Doug Klotz, *Pedestrian Advisory Committee*
Susan Lindsay, *Buckman Community Association*
Lori Livingston, *Transfer Online*
David Lorati, *School Specialty Supply*
Juliana Lukasik, *@Large Films*
Jonathon Malsin, *Beam Development*
Rick Michaelson, *Bosco-Milligan Foundation*
Skip Newberry, *Technology Association of Oregon*
David Nemarnik, *Pacific Coast Fruit*
Ben Ngan, *Nevue Ngan Associates*
Susan Pearce, *Hosford-Abernethy Neighborhood Development*
Valeria Ramirez, *Portland Opera*
Steve Russell, *Kerns Neighborhood Association*
Romeo Sosa, *VOZ Workers Rights*
Peter Stark, *Central Eastside Industrial Council*
Daniel Yates, *Portland Spirit*
Travis Williams, *Willamette Riverkeeper*

SAC Members not in attendance

Bill Hart, *Carleton Hart Architects*
Leah Greenwood, *REACH Community Development*
Shawn Small, *Ruckus Composites*
Carrie Strickland, *Works Partnership*
Michael Tevis, *Intrinsic Ventures*

Project/Staff members present

Mayor Charlie Hales
Jackie Dingfelder, *Mayor's Office*
Joe Zehnder, *BPS*
Troy Doss, *BPS*
Sallie Edmunds, *BPS*
Derek Dauphin, *BPS*
Rachael Hoy, *BPS*
Debbie Bischoff, *BPS*
Lora Lillard, *BPS*
Marc Asnis, *BPS*
Alice Coker, *BES*
Maya Agarwal, *PPR*
Eryn Deeming Kehe, *JLA Public Involvement*
Sam Beresky, *JLA Public Involvement*

Members of the public

Nicholas Kobel
Linda Nettekoven
Don MacGillivray
Bob Boilean
Linda Degman
Zack Klowsch
Ryan Hashagen
Nancy Stueber
Dave Otte
Willie Levenson

Welcome and Announcements

Don welcomed the group and reviewed the agenda. The purpose of the meeting was to review, discuss and vote on the draft SE Quadrant Plan. The agenda was included in the meeting packet and can be downloaded here:

<http://www.portlandoregon.gov/bps/article/524068>

Joe Zehnder thanked the group for their involvement and valuable feedback throughout the long process. He also thanked the co-chairs, Don and Debbie, for their dedication.

Mayor Hales thanked the group for their work and mentioned that he appreciates the opportunity to listen to the discussion about this dynamic area of the city. We are in a period of great change and growth and this plan will help keep the strengths of the district and help the area deal with change.

Eryn let the group know that the SAC would be taking a final look at the draft SE Quadrant Plan. The plan has incorporated feedback from different perspectives. There will be a presentation with limited time for clarifying questions. After the clarifying questions, each committee member will have equal time to share comments, concerns, and register their position on the draft plan. She reminded the group that the draft plan reflects input from a wide range of stakeholders, including everyone on the committee, the public, staff, and others.

Meeting Summary Approval

Meeting #13 Summary was unanimously approved. The meeting summary begins on page 13 of the meeting packet. Download the meeting packet here:

<http://www.portlandoregon.gov/bps/article/524068>

Plan Overview

Troy Doss gave a PowerPoint presentation overview of the draft SE Quadrant Plan. The PowerPoint is included in the meeting packet.

SAC Member Clarifying Questions:

- How far east does the new EX zoning around OMSI extend?
 - *Staff response:* The viaduct is the eastern boundary.
- HAND supports the residential zoning along 12th along Ladd's Addition.
 - *Staff response:* It is proposed to remain residential.
- What does a freight priority street mean in practice?
 - *Staff response:* Freight priority street designation could influence street, intersection, and building design. We want to make it clear that it is a high priority street for freight movement. The Clay street greenway is an example of context sensitive design as it was designed with unique corners to allow for ease of freight movement.
- The freight counts along Sandy show that it is one of the higher freight movement streets but it is not designated as a freight priority street.
 - *Staff response:* It is an evolving location; we are still trying to figure out what we want that section to be.
- Please explain the freight numbers along 11th.
 - *Staff response:* 6% of all traffic is truck traffic traveling south to access Highway 26. This is a freight-designated district, all streets are treated as freight streets but now we are

proposing to prioritize some streets for freight. 11th and 12th are already designated freight streets in the Transportation System Plan because they provide access to the rest of the region.

SAC Roundtable

Each SAC member was invited to take the floor for two to two and a half minutes to express their opinions, concerns, and questions about the draft plan. In addition, each SAC member used the Green, Yellow, and Red signs to “vote” on the draft plan. A “green” sign meant support, even if the member felt the plan isn’t 100% what they would choose themselves, a “yellow” sign meant the plan is a good compromise given the input received (a “yes but...”), and a “red” sign meant they could not live with the draft plan without changes.

Voting:

21 Green

4 Yellow

2 Red (until consultation with CEIC Board)

SAC Member Comments:

Virtually all SAC members commended staff for their dedication and hard work.

Debbie Kitchin – *Red (until the CEIC board has a chance to review changes)* - The CEIC board has not reviewed the changes, but will share their position once they do at their next meeting. Generally, CIEC has concerns with the expansion of EX, concerns with the Green Loop because the interaction between freight, bikes, and pedestrians can cause conflicts. Freight movement needs to be defended. Language needs to be added to support the Westside ramps on the Morrison Bridge. Concern with the amount of EOS expansion and its cumulative negative effects on the district.

Bruce Burns – *Green* – Have been active in the district for 50 years, for various reasons the area has been slow to develop. This plan focuses on job growth, preserves traditional industrial while trying to improve parking, transportation, urban design, and access to the river. This is an exciting time for the district. It is a fair, balanced, and equitable plan. The industrial users, residents, businesses, and neighbors of the district will all be better served by this plan.

Peter Stark – *Red (until the CEIC board has a chance to review changes)* – These are complex problems to solve. Section 3, Page 3, Item 4, active transportation is given priority over freight; we need to focus on freight movement first and then accommodate active transportation. Davis and Sandy could possibly be freight priority streets. Concerns with the Green Loop--location needs to be more flexible. It could be multiple streets for multiple uses. MLK and Grand should be the focus of any pedestrian improvements. Perhaps keep bikes on 7th. Thought there would be a different and new EOS that would expand the industrial office opportunities and deal with the negative aspects of the first round of (existing) EOS.

Stacy Johnson – *Green* – Concern about walkability around stations, especially the Clinton Station because many Brooklyn residents will cross Powell. Parking is also an issue. Concern about shared parking facilities becoming park and rides that will allow people to leave their cars and ride transit into downtown. Parking should be for those that live, work, and shop in the district. New structures and old structures should not be treated the same in the zoning code. Affordable housing targets should be met citywide.

Susan Lindsay – *Green* – Concern with the EX expansion in the OMSI area, because this is a new proposal not discussed by the group. There is a very large amount of EX in the district that can develop rapidly into neighborhoods but the infrastructure needed to support those neighborhoods is not there yet. There is a need for open space for all of the new residential. Support the proposed zoning along 12th. It should be noted that when zoning changes across the street, it can impact neighbors' properties.

Tammy Marquez-Oldham (PCC alternate) – *Green* – Satisfied with the plan. This is an industrial sanctuary and the primary focus should be on retaining the sanctuary, providing job growth, and managing transportation. More thoughts need to be given to the green loop. Transportation priorities should be given to freight movement first. Support the protected use agreement, the language should be very clear. Activation around the light rail stations should be streamlined. Zoning should allow for the activation of the station areas. The PCC Climb center cannot offer evening classes currently because the area is too quiet and dangerous at night.

Deek Heykamp – *Green* – Can see all of the compromises made in the draft plan, that means it was a successful process. The EX zoning in the southern triangle area must ensure that the waterfront can be activated. There should be a mandate to ensure that the city works with the landowners to streamline the process to activate the waterfront. The potential for the bio-industry connections to OHSU are great in this area.

Travis Williams – *Green* – Water quality and habitat protection are key and should be up front. Identify areas for recreation, access, and habitat restoration. He likes the plan.

Doug Klotz – *Yellow* – Ground Floor Character (pp. III-25 - III-27, and Action T-14 on p.V-15) standards proposed could use some tweaks. Current language discounts several developing streets and their users. Boulevard ground floor character should be the same standards as the primary retail streets. These streets have transit lines just as busy as the "Retail" ones, have just as much traffic and "visibility", and are just as often used by pedestrians to travel and to access transit. Most of them are designated City Walkways, the highest Pedestrian designation. The Boulevard classification should be re-written. The Boulevard mapping should be reduced, and replaced by Retail in many areas. (Full written comments were submitted to staff prior to the meeting).

David Lorati – *Yellow* – Support the plan as a Portlander but worried about it as an industrial advocate. Concerned with the amount and type of development that will occur. The impacts from density need to be mitigated for. Industrial investment and development should be encouraged. EOS has been successful, a little has been good but the expansion might be too much of a good thing. It could negatively impact the industrial users.

Skip Newberry – *Green* – Like the attention given to the potential innovation hubs around OMSI and the southern triangle. There are challenges, especially parking issues. There will be a lot of change over time with the type of businesses and technology in the district. Finding the right balance to allow these changes is important.

Steve Russell – *Green* – This plan does not solve everything for everyone but it meets a lot of interests. Back-of-house operations should not be allowed along streets with boulevard designation. For the EOS areas, sites with more than 40,000 square feet, retail should be limited to 12.5%.

Lori Livingston – *Green* – Appreciate the compromises made. Flexibility to allow for changes in the future is important. With limited funding, have a concern about the ability to implement some of the parts of the plan and how the lack of implementation could negatively impact the district.

Rick Michaelson – *Green (mostly)* – There needs to be more ambitious transportation improvements. They should be revisited every 5 years and adjusted as needed. EX zoning without housing is the right direction. There is no shortage of housing in the city but there is a shortage of industrial land and this will prevent it from becoming housing.

Carrie Strickland – *Green* – (written comment read by Eryn) The expansion of the EOS is critical. The boundaries of the proposed expansion are adequate but don't fully do the district justice. We've seen an influx of creative professionals and small-scale craftsmen and makers. The eastside is now the truest representation of what Portlanders pride themselves to be. As part of the planning process, compromises were made to not include some IG1 areas in the EOS expansion; this is a mistake. They become islands and conflicts result (action item RC10.) Request clarity around the ground floor industrial allowances. The allowed, as of right, retail/ office should still be allowed to be on the site and not be restricted to upper floors. Concerns outlined in RC15 seem like they are over stretching. Currently very clear definitions allow for an understanding of area versus exterior space. To change this, would mean revisiting exterior storage and even parking as it relates to area limitations. In RC15 there is a comment about accessory areas - again, the goal should be to maintain a high level understanding of what our city produces. Breweries, distilleries and similar business play a large role in the economic viability of our city.

Michael Tevis – *Green* – (written comment read by Eryn) Projects, urban areas and neighborhoods that have adequate supplies of BOTH parking and public transportation succeed. Parking: If developers provide parking for their development or site above and beyond the required minimums, they will receive a density development bonus on the number of spaces over the minimum. Create incentives for 12/12 shared parking. Residential for 12 hours and office/industrial/retail uses for 12 hours. EOS Overlay: We need to provide tools for both property owners and tenants to occupy the Eastside in a legitimate fashion. We need to simplify the code to make both the tenant and city job processes much more logical. Ex Zones: High density residential/office at the new Clinton and OMSI Max stops: excluding the triangle South-East bordered by Milwaukee, Powell and the rail line, all sites within ¼ mile of the station should be zoned EX at 3:1 FAR and enough height to allow 18 feet floor-to-floor clearance. Retail would be restricted to 1st floor only. If residential is developed, require 1/1000 or some mandatory amount of non-surface parking. Properties with addresses on SE 11th and 12th should be EX from Burnside to Powell. Create 18-hour hubs of activity around the two new Max stops.

Farhad Ghafarzade – *Green* – Good compromises, process, and plan. Concern with the Green Loop concept--it needs more research.

Carol Gossett – *Yellow* – OMSI has high expectations for the station areas. Their development will be part of the growth and prosperity of the city. Would like the plan to allow reasonable housing at OMSI, or the potential to appeal to allow housing. Currently the IG zoning provides an appeal process to allow housing. If approved, any conflicts would have to be addressed in the application process. There are good elements in the plan, but OMSI would like an amendment to allow for a reasonable amount of housing.

Susan Pearce – *Green (mostly)* – HAND has not formally weighed in. She will discuss with the board. Support for activation and access to the river, this is important. More open space is needed. There should be leftover urban renewal money from PDC for open space in the southern part of the district. There needs to be protection for the existing historic housing in the district. Traffic calming along on 11th and 12th is important to the neighborhood, this is particularly important with the inclusion of Clinton triangle and traffic changes at Milwaukie adding more traffic along 11th and 12th. Concern with building heights at OMSI.

Daniel Yates – *Yellow as a representative of river commerce, but Red as a CEIC Board Member (until the CEIC board has a chance to review draft plan)*. I really appreciate that this committee and city staff have recognized that our waterfront has incredible room for improvement. We have watched our waterfront activities and options shrink over the last 25 years. In the 1990's, there were 11 companies operating 17 day excursion vessels on the Willamette River. Today, we are down to Portland Spirit and Willamette Jetboats companies with 8 vessels. Over that time we have watched nearly every overnight boat pushed to Vancouver, Washington to moor. It is time to make the river part of our daily lives and not just a barrier to be crossed or a static display to be admired from a sightseeing path. This group has discussed a beach for swimming, better light watercraft docks with support facilities, a marine heritage center to honor our strong maritime history and display our amazing collection of vessels, river transit for both ferry and taxis, more opportunities for water borne rentals, more dayboat excursion options, creating a terminal to support operations for overnight vessels and even float plane service to Seattle. Portland should be teaming with opportunities to enjoy the river. It is close to setting the stage for its reconnection to the river. This group has made progress in understanding that the Greenway code is not the end-all of river development and that it needs to be modified to encourage greater activation of the river and to meet state and federal requirements. The Marine Transportation Security Act of 2002 is not going away and needs to be dealt with in city code. Locations with security plan requirements cannot be required to have the trail across their property. Keeping the trail requirement in the code for MTSA encumbered properties will keep large investment in world-class waterfront facilities from being made. There will be no water transit option, overnight vessels home ported in Portland, and no expansion of day excursion vessel options without changes to city code.

David Nemarnik – *Green* – Concern with freight access and parking. Parking, freight access, and traffic will get worse with the expansion of the EOS. These issues will need to be addressed.

Valeria Ramirez – *Green* – Hoped the inspired thinking around the station area planning would have made it into this process, but something was lost there. We had hoped that the investment in light rail in the area would leverage better development. Encouraged by the transportation improvements to E/W movements and along 2nd and 3rd.

Romeo Sosa – *Green* – Successful process. It addressed concerns and made successful compromises. His organization appreciated the opportunity to be a part of the process and will continue to urge the City to keep social equity, especially jobs and impacts on individuals and social services in mind as it goes forward in this area.

Jonathon Malsin – *Green* – Around the district there are great and dynamic companies that are providing quality jobs. This area can capture the momentum and growth of Portland. We can capture more jobs as Los Angeles, San Francisco, and Seattle became too expensive for many businesses to afford. Would have liked more EOS, this was a missed opportunity, but this is still a successful and measured approach for the future.

Juliana Lukasik – *Green* – EOS had a great impact but it has only been in place for a short 5 years. Transportation and parking have become real issues that need to be dealt with. These problems need to be monitored and addressed. Shared parking is a must and new developments must provide parking.

Ben Ngan – *Green* – Challenges will continue around transportation because our right-of-ways will never increase. Traffic will get worse with the job growth in the area. Pro-multi modal, but support the freight priority streets too. Better connections to the river and E/W movement is important. Concerns with affordability as the area changes.

Don Hanson – *Green* – Good foundation for 20 years. Advocate for the Green Loop--it is a big idea that could tie this area to the rest of the city. The details need to be worked out and it should be adapted for the district. Respect the red votes and all the good feedback tonight.

Public Comment

Ryan Hashagen operates a light manufacturing business at MLK and Davis. Like the location because it's centrally located and has good access for freight. They ship and receive freight daily from all the major carriers and want to say that freight and bikes are not in conflict. He let the group know that all of his employees ride bikes or skateboards to work, freeing up the valuable parking spaces for freight access. Bikes and freight are not the problem in the district. The biggest thing that delays freight for them and creates problems is that there are too many single occupancy vehicles causing congestion. Would like to see the plan have more attention to problems caused by high levels of driving. In addition, bicycle safety and particularly access N/S into and out of the district by bicycle is important. They use bikes to get to work but also to make small deliveries and pick up supplied. The Green Loop will address the need for more active transportation infrastructure.

Dave Otte represents Holst Architecture which has been in the district for 23 years and is currently located at SE 8th and Ankeny. They submitted a letter to the SAC. He let the group know that the building they occupy employed 3 people as a traditional industrial business and now with their business, the same space employs 35 as an industrial office use like what the EOS allows. The EOS has been successful at allowing for job creation. It causes issues with transportation and parking that will need to be addressed but it has been successful. Their office is in one of the IG1 zoned islands currently surrounded by EXd zoning. The proposal will not give them EOS in an attempt to preserve traditional industrial businesses. This is misguided because if you walk around the area, it's mostly industrial office uses, car lots, or vacant already. EOS should be applied to these islands. Further south it makes sense to maintain the IG1 zone, but not here.

Willie Levenson of the Human Access Project let the group know that the plan is great for being progressive about improving access to the Willamette River. Portland Parks and Recreation should be part of the process by identifying all future swimming areas in the central reach of the Willamette. The city loves the Willamette and deserves more and better access to it.

Closing Remarks

Debbie asked the committee to stay involved in the process as it heads to the Planning and Sustainability Commission and then to City Council. Stay engaged as it moves along to ensure that it stays true to form.

Troy thanked the SAC for their commitment to the long process.

Joe thanked everyone for the thoughtful discussion and dialogue.

Mayor Hales mentioned that he had been to few meetings where committee members had such an in-depth understanding of the issues and great feedback. He encouraged the group to stay engaged in the process.

Meeting was adjourned.