# SE Quadrant Plan – Meeting Summary

Stakeholder Advisory Committee Meeting #2

December 12, 2013 5:30 – 8:00 p.m. Multnomah County Offices 501 SE Hawthorne, Room 315



#### SAC Members in attendance

Bruce Burns, Burns Brothers Paul Carlson, OMSI Farhad Ghafarzade, Green Drop Garage Bob Hanks, PCC Climb Center Don Hanson, Planning and Sustainability Commission Deek Heykamp, Next Adventure Lillian Karabaic, Pedestrian Advisory Committee Debbie Kitchin, Central Eastside Industrial Council Lori Livingston, Transfer Online David Lorati, School Specialty Supply Skip Newberry, Technology Assoc. of Oregon Jonathan Malsin, Beam Development Rick Michaelson, Bosco-Milligan Foundation Bo Nevue (alternate), Nevue Ngan Associates Susan Pearce, Hosford-Abernethy Neigh. Dev. Valeria Ramirez, Portland Opera Steve Russell, Kerns Neighborhood Association Shawn Small, Ruckus Composites Romeo Sosa, VOZ Workers Rights Peter Stark, Central Eastside Industrial Council Michael Tevis, Intrinsic Ventures

#### SAC Members not in attendance

Daniel Yates, Portland Spirit

Travis Williams, Willamette Riverkeeper

Leah Greenwood, REACH Community
Development
Bill Hart, Carleton Hart Architects
Stacy Johnson, Brooklyn Action Corps
Susan Lindsay, Buckman Neighborhood Assoc.
Juliana Lukasik, @Large Films

David Nemarnik, *Pacific Coast Fruit* Carrie Strickland, *Works Partnership* 

### Project/Staff members present

Mayor Charlie Hales, Mayor's Office Jackie Dingfelder, Mayor's Office Susan Anderson, BPS Joe Zehnder, BPS Sallie Edmunds, BPS Troy Doss, BPS Stephanie Beckman, BPS Debbie Bischoff, BPS Tyler Bump, BPS Darwin Moosavi, BPS Art Pearce, PBOT Grant Morehead, PBOT Lisa Abuaf, PDC Geraldene Moyle, *PDC* Eryn Deeming Kehe, JLA Public Involvement Sam Beresky, JLA Public Involvement

### Members of the public

Ryuta Sometaya Don MacGuyer Jeff McDonald Linda Nettekoven Eric Hesse Kevin Kearns Jim Howell

# **Welcome and Opening Remarks**

Co-Chair Don Hanson welcomed the committee and led introductions. Facilitator Eryn Deeming Kehe reminded the group to raise their name tents if they would like to speak and to simply wave if they are having trouble hearing. She reminded the group that it is a large committee and requested that members do their best to speak loud and clear enough for everyone to hear. Eryn mentioned that some members of the group had requested email addresses of committee members. She distributed a list giving Planning staff permission to share email addresses.

# **Meeting Summary Approval**

Meeting #1 Summary was approved with all green votes and one abstention.

# **Committee Charter Approval**

Eryn reminded the group that two minor changes to the Committee Charter were made (included in the meeting packet). The meeting charter was approved unanimously. The Charter begins on page 10 of the meeting packet, download the meeting packet here:

http://www.portlandoregon.gov/bps/article/472756

#### **Announcements**

Central Reach Plan — Debbie Bischoff from the Bureau of Planning and Sustainability gave the group a brief update about the Willamette River Central Reach Working Group. She said the process recently hosted a two-day workshop that over 70 people attended, including representatives from area businesses, river organizations, residents, and some members of the Stakeholder Advisory Committee. She thanked those who participated. She mentioned that there was an integrated discussion about the Willamette River and the team received a lot of great ideas. There is a lot of untapped potential for the Central Reach area and there are many organizations and businesses that want to be part of the change. She said that the Willamette River currently has an identity problem. At the workshop, attendees discussed ways to activate the riverfront, bringing a sense of place. There was a discussion of clustering activities near Tom McCall Waterfront Park, OMSI, and near the Oregon Convention Center/Rose Quarter areas.

Debbie will share the summary report from the workshop with this committee when it is complete. She will also return to the committee with more information for their March meeting.

Welcome from Mayor Hales – Mayor Hales thanked the committee for their work on the process and volunteer commitment. He said that the Central Eastside Industrial District is a fascinating place that is at a pivotal juncture in history. The combination of employment growth, transportation investments, development, and the potential to collaborate with the OHSU Life Science Center all add up to a lot of potential for the Central Eastside. This process can take advantage of that energy. He also let the group know that Portland was selected as a Daniel Rose Planning Challenge city through the Urban Land Institute. Elite planners from around the U.S. will descend on Portland for three days in February to advise and challenge us by looking at the possibilities in the Central Eastside. He also mentioned that the

SE Quadrant is a critical plan to update for several reasons. He said that about 3/4ths of all job growth in the state of Oregon happened in Portland and that growth needs to be planned for.

#### Discussion with Committee Members:

- Will the Urban Land Institute project be integrated into this process? Yes, a team of 6 people will meet here for three days. There is discussion of creating a focus group with some of the Stakeholder Advisory Committee to better integrate the team with the process. At the end of the Urban Land Institute project, an open house will be held to showcase big ideas from the group. In addition they will give Portland "assignments" to pursue. Mayor Hales mentioned that previous participating cities (Memphis, Louisville) saw great success through the project.
- Portland has a reputation for having great land-use planning but has virtually no river-use
  planning. It was suggested that a member of the Urban Land Institute team have knowledge of
  successful river-use planning. It was mentioned that river-use code needs to be addressed and
  that we need to plan for development, access, and recreational opportunities. It was also
  mentioned that it is virtually impossible to have a marine terminal in the central reach of the
  Willamette River.
- Is the Urban Land Institute work being completed in conjunction with the efforts in the export sector being completed with the Brookings Institute? Yes. The work will include planning staff, transportation staff, and PDC staff and will work in conjunction with the comprehensive plan and our economic strategy.

# Meeting Introduction

Troy Doss reviewed the next parts of agenda and gave a brief overview of what would be presented. He mentioned that the project team will look at the Central Eastside differently than other districts. The district already has strong direction so it will be a matter of fine-tuning the plan rather than an overhaul. The team will analyze historic issues, the role of housing, zoning, and urban design over the course of the project. The agenda for the evening includes presentations and discussion on key topics for this process: Economic Development, Land Use & Zoning, and Transportation.

# Existing Conditions & Issues: Economic Development, Land Use & Zoning

Tyler Bump and Troy Doss gave a presentation that covered Economic Development, Land Use & Zoning. Their presentation can be found on pages 70-101 of the meeting packet.

#### Discussion with the Committee:

- Where applicable, how does a development receive floor area and height bonuses? There are
  about nine features for which bonuses are given. Most are currently not used. Many reflect old
  values.
- Is the river actually accessible south of OMSI? Yes, but there is about 20 feet of riprap. Ross Island Sand and Gravel has about 300 feet of riverfront property south of the Portland Spirit.

- The City will analyze different types of uses, different densities, etc. The economic advantages of this district should be analyzed, in a big picture, as opposed to only analyzing land use for this district.
- The OMSI station area is meant to be an employment transit-oriented development area, it represents an opportunity to explore TOD without residential. There will be light rail, bus, streetcar, heavy rail, and possibly river transit in the area. OMSI has also expressed a need to activate the area for safety, especially at night. A vibrant, 24/7 environment is needed; housing has a place in the process and can help create a permanent presence in the area. There is also a need for river access. A few members expressed a need for a balanced approach.
- Some reservations were expressed about any large-format housing near OMSI as it will
  marginalize some of the industrial district. More retail and housing will put pressure on the
  industrial area. Development needs to be complimentary not transformational.
- There is a desire for people to live near the water, from an economic standpoint if we create opportunities for engagement with the waterfront, development will happen.
- Does the industrial sanctuary designation still make sense? If light industry jobs are replaced, will they be replaced with higher paying jobs?
- ¼ mile radius from light rail stops should allow housing. We know that people will not walk long distances to transit. In order to utilize the investment in public transit, housing should be allowed close to stops. Very little of the industrial land will be lost if housing is allowed within ¼ mile of stations.
- Parking issues should be addressed but in a way that attracts complimentary uses. Parking lots are usually only full for part of the day, complimentary uses should fill available parking 24 hours a day.
- What is an industrial office? Who are the industrial users in the area? Emerging trends in industry? What we are dealing with needs to be better defined.
- The Employment Opportunity Subarea overlay was an experimental approach what has been the evaluation of that?
- The Central Eastside has an inter-dependent relationship with the rest of the city because of its proximity. The proximity fosters engineering/development talent.
- In Portland, there is no shortage of acres for housing or office but there is a shortage of industrial lands.
- The greatest opportunity for change is in the Southern Triangle but the large blocks are also important for industrial uses. Balance the needs and look forward when making decisions.
- Efforts should be made to create more blue-collar jobs. Nearby residents should be taken care of before trying to attract more populations with master's degrees. PCC would like to expand their footprint in the district and offer needed workforce training.
- PCC also sees the benefit of some housing in the area.
- Complimentary uses for industrial areas also include nightclubs and other venues. These uses bring activity in the evening and, like industrial, aren't compatible with housing.

- It might be useful to separate out different areas of the district. It could prove useful to talk about topics in relation to the industrial sanctuary area of the district (as opposed to discussing the district as a whole).
- Where are employees coming from? Are they close by or far away? Would they be impacted if some of the industry moved?
- The area is a jewel, it is unique to Portland but the committee needs to think long-term. What industrial areas need to be kept? What areas should allow housing?
- Tech companies are investing in places where there is a mix of jobs. Spaces that allow for commercial, manufacturing, and other uses together are a great for tech companies because of the potential relationships.

# **Transportation**

Grant Morehead gave a presentation that covered Transportation in the Central Eastside. His presentation can be found on pages 102-116 of the meeting packet.

#### Discussion:

- There is a need to address the Central City Parking Plan. Currently there are surface parking lots that will be developed as residential without parking. Many new residents will park on the street. The surface parking lots will be lost and there will be an increase in demand for on-street parking taking away parking from employees and customers.
- Has the City explored utilizing couplets to improve traffic flow in the central eastside? Yes, couplets can improve traffic flow but it will have to be looked at district-wide. There is a potential to have some targeted couplets.
- Perhaps Transportation System Development Charges could be used for structured parking.
  - O What SDCs can be spent on is dictated by the state. Not sure they could be spent on structured parking, but other tools can be explored.
- Car elevators are needed as a temporary fix.
- There will be good pedestrian access around the new MAX stops but then the pedestrian network will stop beyond that. In addition, many connectivity issues in the district today are due to temporary construction projects.
- Pedestrian accessibility needs to be improved district-wide, particularly east-west access.
- Why is Stark backed up? Sometimes it is not easy to get out of the district.
- Employees can be encouraged to bike with showers and secure bike parking, but shared bike facilities are missing in the district.
  - O The City prioritizes bike corrals on bike boulevards not in a district.
- There are not many short-term parking spots in the district and all of the long-term parking is full.
- There are many parking poachers that park and jump on transit to downtown. The parking poachers are beginning to move east into the residential neighborhoods.

### **Public Comment**

Jim Howell mentioned that Union Pacific needs to be represented on the Stakeholder Advisory Committee. So far, the group has only referred to the railroad as a barrier. Jim would like to present an idea for a bike/rail expressway at the next meeting.

# Closing remarks and meeting evaluations

Meeting evaluations were passed out and committee members were encouraged to fill them out before leaving.

This committee's next meeting is January 16, from 5:30-8:00, Multnomah County Offices, 501 SE Hawthorne, Room 315. Dinner will be available at 5:00 p.m. After the January meeting, SAC meetings will take place on the first Thursday of the month.

The Central Eastside Transportation and Parking Advisory Committee meetings are open to the public and are held on the 4<sup>th</sup> Wednesday of the month from 4:00-5:00 p.m. at the RiverEast Commerce Center.

Meeting was adjourned.

# Meeting evaluation results summary

How appropriate was	s the pace of the	meeting?		
Much too slow (-2)	Slow (-1)	Just right (0)	Fast (1)	Much too fast (2)
0	0	<b>®</b>	0	0
AVERAGE SCORE:	0 (Just Right)			
How would you rate	the quality of pre	sentations?		
Very Poor (-2)	Poor (-1)	Average (0)	Good (1)	Excellent (2)
0	0	0	O <b>x</b>	0
AVERAGE SCORE:	1.32 (Good)			
How useful was the	content of discus	sion?		
Very Poor (-2)	Poor (-1)	Average (0)	Good (1)	Excellent (2)
0	0	0	OX	0
AVERAGE SCORE:	1.18 (Good)			
What aspects(s) of the	he meeting were	most useful?		
Most commo	on responses incl	uded: group discussion	, presentations	
What aspect(s) of the	e meeting were l	east useful?		
Most commo	on responses incl	uded: repetitive comme	ents/same people	talking