

Minority Report

Submitted by SAC Members Debbie Kitchin, Peter Stark

As members of the Stakeholder Advisory Committee, we appreciate the work of staff and volunteers over the long process to develop the SE Quadrant Draft Plan. There are many elements of the plan that we support: maintaining the industrial sanctuary through much of the district, activating the corridors to promote robust retail and commercial corridors, establishing an industrial disclosure statement to protect industrial users, improvements in managing parking supply and enhancing freight mobility. Many of the elements of the plan will provide the groundwork for a vital, dynamic and diverse district. However, there are areas of the plan that threaten the viability of the businesses in the district or miss opportunities to enhance the health and vitality of the Central Eastside. These areas are addressed below.

EMPLOYMENT OVERLAY IMPACTS ON INDUSTRIAL USERS

The Employment Opportunity Subarea (EOS) overlay has been a successful adaptation to allow industrial office uses in the district that are compatible with more traditional industrial uses. The draft plan calls for a significant expansion of the EOS through much of the district. This is acceptable to allow opportunities for industrial office expansion, however the EOS as currently proposed allows a large amount of retail and traditional office use – a combined use up to 10,000 square feet per site. This expansion of retail and traditional office use through many industrial areas of the district will put increasing pressure on industrial users and may cause many to find that they can no longer do business in the district. The current IG1 zoning allows up to 3,000 square feet of retail or traditional office. There is no shortage of land for traditional commercial office or retail space in Portland and other districts in the central city can provide these opportunities. What is unique about the Central Eastside is the dynamic blend of uses that complement each other. **Approve the proposed modifications to existing EOS and limit expansion to areas north of OMSI and west of 3rd. For ALL remaining IG1 properties add provisions that give the owner the option of either keeping the current IG1 – or- apply a NEW overlay that would allow industrial office per allowances in the current EOS, limit traditional office and retail to 3000 square feet maximum combined area plus proportionate increases for sites over 40,000sf. Applying the NEW overlay removes the current IG1 conditional use allowance for 20K sf.**

COMMERCIAL MARINE USE

We support finding a way to allow commercial marine uses adjacent to the Willamette River. This would include river transportation, river-related and river-dependent commercial uses. The designation of the land south of Caruthers Street and west of the viaduct as EX, no housing accomplishes this under current code. But it also allows the possibility of development such as big box retail or general commercial uses that would not have any relationship to the goals of activating the waterfront for commercial purposes or connecting with the Innovation Quadrant or any of the other professed goals for this area of the district. One possibility would be a marine commercial overlay. An overlay has the advantage of retaining industrial zoning in conjunction with Metro Title 4 goals. The overlay would retain the current or proposed zoning but would also include language to support water use activates including businesses such as the Portland Spirit. We would also consider expanded retail and office

uses along the water edge in support of the Willamette River policy for promoting active river recreation. **In conjunction with removing the expanded EXd Zoning, add an overlay zone or other type of zoning modifications for properties adjacent to the Willamette River including properties from Ross Island Bridge to the ODOT blocks south of the Morrison Bridge to allow for river-related and river-dependent commercial uses.**

MORRISON BRIDGE RAMPS

The west side ramps of the Morrison Bridge are essential for maintaining freight routes to major arterials. **Add a new implementation action: Maintain and improve movement/efficiency of freight through, into and out of the CEID: including access to major arterials via bridges and ramps, specifically the ramps on both sides of the Morrison and Ross Island Bridges.**

GREEN LOOP

We support safer bicycle transportation to and through the district and would like to encourage pedestrian access, especially in areas zoned EX or on corridors in order to strengthen our retail businesses. We are opposed to a green loop that goes through the middle of the district in industrial zoned land. One solution may be to modify or split the key objectives of the loop to more than one street thus reducing the impact to any one alignment. For example the objectives to expand open space, increase pedestrian pathways, support businesses, provide proximity to retail, commercial and residential services would fit best on the MLK/Grand corridor. Under this option, the current bicycle alignment on 7th would be maintained as a major north-south bike route, keeping in mind that 7th is also a major freight street. **The current description of the green loop needs to be modified to allow more flexibility regarding location, configuration and the possibility that there will not be a green loop combining pedestrian and bicycle infrastructure on one alignment.**

TRANSPORTATION

The concept of blending multimodal uses in the district is appropriate. However where these uses overlap with major freight routes or locations where they interfere with loading and unloading of freight must be avoided. Yet the plan ignores those concerns and places priority for bicycles over freight (as noted on page III-3 item 4). Suggestions were submitted during the SAC process which were not incorporated for additional priority freight routes. The result of this conflict is unsafe and in some cases has forced businesses to consider moving out of the district. **We suggest the transportation maps for freight are incomplete and bike and freight maps should remain preliminary to allow the city and stakeholders more time for analysis. Change page III-3 item 4 to: “Provide safe and easily identifiable routes that accommodate and promotes active transportation options but prioritize local freight service”**

A key element of freight use is loading and unloading at the delivery site. This plans does not adequately address the problems that industrial users are facing as more pressure on the street system

limits their ability to load and unload. **Standards that address safe multimodal use while facilitating efficient loading and unloading should be addressed for the Central Eastside.**

RIGHT TO WORK POLICY

The RC12 describes the need to adopt an industrial Disclosure Statement to limit the impact of complaints by residential and other uses developed adjacent to industrial uses. However, this does not provide protection for current industrial uses that will be impacted by the 1,700 housing units proposed for development by 2016. **There should be a district-wide policy that protects industrial businesses from any complaint issued due to noise, smell, loading/unloading and or any activity that is typically part of an industrial district.**

SHARED PARKING

The current zoning code does not allow shared parking on private lots that are accessory to the business. The plan suggests updating code to allow exceptions for shared parking (action item T1). An exceptions process would be implemented and monitored by the CEIC Transportation and Parking Advisory Committee – a TMA in association with the CEIC and PBOT staff. **We need a solution now and would suggest the city adopt an exception process prior to execution of the comprehensive plan.**