

Staff Amendments for the Proposed Draft SE Quadrant Plan (5/14/2015)

Since the publication of the Proposed Draft SE Quadrant Plan, staff have noticed missing elements or unaddressed issues raised during the Stakeholder Advisory Committee process. This document includes a set of additional Actions and some smaller corrections staff would like to include as part of the Proposed Draft SE Quadrant Plan under review by the Planning and Sustainability Commission.

Additional Actions

Additional Central City Implementation Actions:						
#	Action	Timeline				Implementers (lead in bold)
		CC2035 (2016)	2 – 5 Years	6 – 20 Years	Ongoing	
Housing and Neighborhoods						
HN-a	Sustainable Source(s) of Funding. Develop a sustainable source(s) of funding to create and preserve affordable housing throughout the Central City that aligns with geographic scope and time horizon of the City's affordable housing goals.		X		X	PHB, BPS

Additional SE Quadrant Implementation Actions:						
#	Action	Timeline				Implementers (lead in bold)
		CC2035 (2016)	2 – 5 Years	6 – 20 Years	Ongoing	
Regional Center: Economy and Innovation						
RC-a	Retail on Large Sites. Amend Zoning Code to allow sites within the EOS larger than 40,000 square feet to have up to 12.5 percent of the site area used for Retail Sales and service uses.	X				BPS
RC-b	FAR and Structured Parking. Study new development bonus and transfer provisions to incent development of structured parking in the Central Eastside.	X				BPS
RC-c	OMSI Station – Height and FAR. Study minimum height of 100 feet and a maximum FAR of 1:1 at the OMSI Station Area. Study ability to earn additional height to a maximum of 250 feet, and FAR of 5:1 through new Master Plan Provisions.	X				BPS

Additional SE Quadrant Implementation Actions:

#	Action	Timeline				Implementers (lead in bold)
		CC2035 (2016)	2 – 5 Years	6 – 20 Years	Ongoing	
RC-d	Clinton Station – Height and FAR. Study minimum height of 75 feet and a maximum FAR of 1:1 at the Clinton Station Area. Study ability to earn additional height to a maximum of 100 feet, and FAR of 5:1 through new Master Plan Provisions.	X				BPS
RC-e	Powell/Woodward – Height and FAR. Study minimum height of 65 feet and a maximum FAR of 3:1 on blocks located between SE Woodward and SE Powell. Study ability to earn additional Height (up to maximum of 100”) and FAR through development bonus and/or transfer provisions.	X				BPS
RC-f	Big Box Retail. Limit the amount of retail that can be developed on a site in the EX zone at the OMSI and Clinton Station Areas to a maximum of 40,000 square feet.	X				BPS
RC-g	Business Improvement District. Study the feasibility and strategy behind creating a new business improvement district for the Central Eastside.		X			CEIC, City
Transportation						
TR-a	Clinton Station Pedestrian Bridge. Pursue redevelopment of the Clinton Station pedestrian overpass bridge linking the Clinton Station with the HAND Neighborhood to the northeast.		X			PBOT, TriMet
TR-b	Mt. Hood Freeway Easements. Seek vacation of ODOT easements impacting potential development sites in the OMSI Station Area established to develop the Mt. Hood Freeway.				X	PBOT, ODOT, PDC, BPS
TR-c	Study Allowing G Zone Permits in areas zoned EX – No Housing. Work with PBOT and the TPAC to study potential impacts and benefits of allowing G Zone parking permits to be issued to employees located within areas zoned EX – no housing.	X				PBOT, TPAC, BPS

Additional SE Quadrant Implementation Actions:						
#	Action	Timeline				Implementers (lead in bold)
		CC2035 (2016)	2 – 5 Years	6 – 20 Years	Ongoing	
TR-d	Study Amendments to Parking Permit Ordinance to Restrict Residential Permits in Employment Zones. Work with PBOT and the TPAC to study potential impacts and benefits of amending Title 16.20.800, Area Parking Permit Program, to allow restricting permits to residential development within areas zoned for employment uses.	X				PBOT, TPAC, BPS
TR-e	North-South Bus Alignments and Station Area Connections. Work with TriMet to study the potential to better link the Clinton and OMSI Station Areas with LRT stations in the Lloyd District and Rose Quarter.		X			PBOT, TriMet, TPAC
TR-f	Transit on Water Avenue. Work with TriMet to study the potential bus service along SE Water Avenue.		X			PBOT, TriMet, TPAC
Willamette River						
WR-a	Portland Boathouse/ODOT Easement. Work with ODOT to study feasibility of building long-term temporary structure housing the Portland Boathouse within the ODOT easements adjacent to the Willamette River.		X			ODOT, PDC, BPS, Parks, Private

Other Corrections to Existing Materials

- Page III-13 (Map III-9) and page VI-19 (Map VI-8): Freight and Auto Proposals Map**
 Error showing symbol for left-hand turn from SE Stark onto SE Grand Avenue, which is shown as a potential west-bound one-way street. Staff propose amendment to move the symbol one block south to SE Washington Street, which is shown as a potential east-bound one-way street.
- Page III-16 (Map III-12) and page VI-21 (Map VI-9): Non-Auto Proposals Map**
 Map shows proposal to improve bike access from Ankeny to the Burnside Bridge by adding a signal at MLK allowing bikes to travel onto 3rd, but does not show the rest of the route that would include bikes traveling from 3rd onto the Burnside Bridge via Couch north of Burnside. Also the map does not show existing bike lanes along Burnside for eastbound cyclists traveling from the bridge into the district. Amend the map to show these connections.
- Page V-7, Action RC13 currently reads: Amend the Zoning Code to allow desired riverfront uses in the Southeast Quadrant.**
 Staff propose the following amended text: Amend the Zoning Code and the Zoning Map to allow desired riverfront uses in the Southeast Quadrant.