



## Portland Pedestrian Advisory Committee

1120 SW 5th Avenue, Suite 800  
Portland, OR 97204

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To: Planning and Sustainability Commission  
Date: May 26, 2015  
RE: Proposed Draft SE Quadrant Plan

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Chair Baugh and Commissioners:

The Portland Pedestrian Advisory Committee (PAC) consists of dedicated volunteers who advise city staff and elected representatives on infrastructure, development, enforcement and education issues to improve the city for to improve the city's walking environment for people of all ages and abilities.

The PAC endorses the Proposed Draft SE Quadrant Plan of the Comprehensive Plan. The Central Eastside Industrial District is important to the city as a location for traditional family-wage manufacturing and distributing jobs, as well as newer types of industry, including small manufacturing, design, software, and food preparation. There has long been a small residential component as well.

Market forces are driving the demand for residential close to the Central City, and a large part of the SE Quadrant is zoned EX to accommodate. The Climate Action Plan and regional policies make the case for close-in jobs that are accessible by walking, biking and transit, which the SE Quadrant is in an ideal position to provide.

The Proposed Draft Plan is an attempt to balance these needs and desires, and we feel the balance is achieved. While the only added EX Plan Designation is in the Clinton Triangle, parcels along Martin Luther King will be up zoned to match the Designations. The advisory committee and staff wrestled with how to treat the OMSI station, ultimately deciding against allowing housing. It is hoped that high-density office industrial will fit there.

The challenge is providing adequate pedestrian infrastructure while optimizing freight traffic in the quadrant. The plan adds signals at several intersections, which benefit all modes, such as Ankeny and Martin Luther King, Salmon at King, Grand, and 7th. "Enhanced crossings" are needed at for SE 11th and 12th at Salmon and Harrison.

The Green Loop concept has merit, and we look forward to participating in the more detailed planning of the route and facilities. Especially useful additions to the district would be the pedestrian/bicycle bridges over the Union Pacific tracks and Division St. between Martin Luther King Blvd. and the OMSI station, as well as over I-84 in the vicinity of NE 7th, both mentioned in the Green Loop language.

The continuation of the Greenway south of OMSI remains unbuilt and a difficult issue, but we urge the city and private owners to work together toward a solution that creates this connection.

The Ground Floor Character regulations and recommendations have been changed to allow for more pedestrian-friendly building fronts on most City Walkway-designated streets, a welcome change. The nascent build-out of EX zoned parcels should provide more pedestrian-friendly facades. We support the proposed enhancement of spaces

under the Morrison, Hawthorne and I-5 viaducts with active uses and pedestrian amenities.

We also urge planting of the broadest street trees that fit in the Right of Way, throughout the district, not just on certain streets, and not just for stormwater benefits, but also so people can walk in the shade, and to reduce the urban heat island effect. We look forward to the changes that private and public development in the SE Quadrant will bring. Thank you for the opportunity to provide these comments.

Sincerely,

A handwritten signature in red ink that reads "Rebecca Hamilton". The signature is written in a cursive style with a prominent "R" and "H".

Rebecca Hamilton, Chair

CC: Troy Doss, BPS, SE Quadrant Project Manager  
Rachel Hoy, BPS  
Derek Dauphin, BPS  
Mauricio Leclerc, PBOT