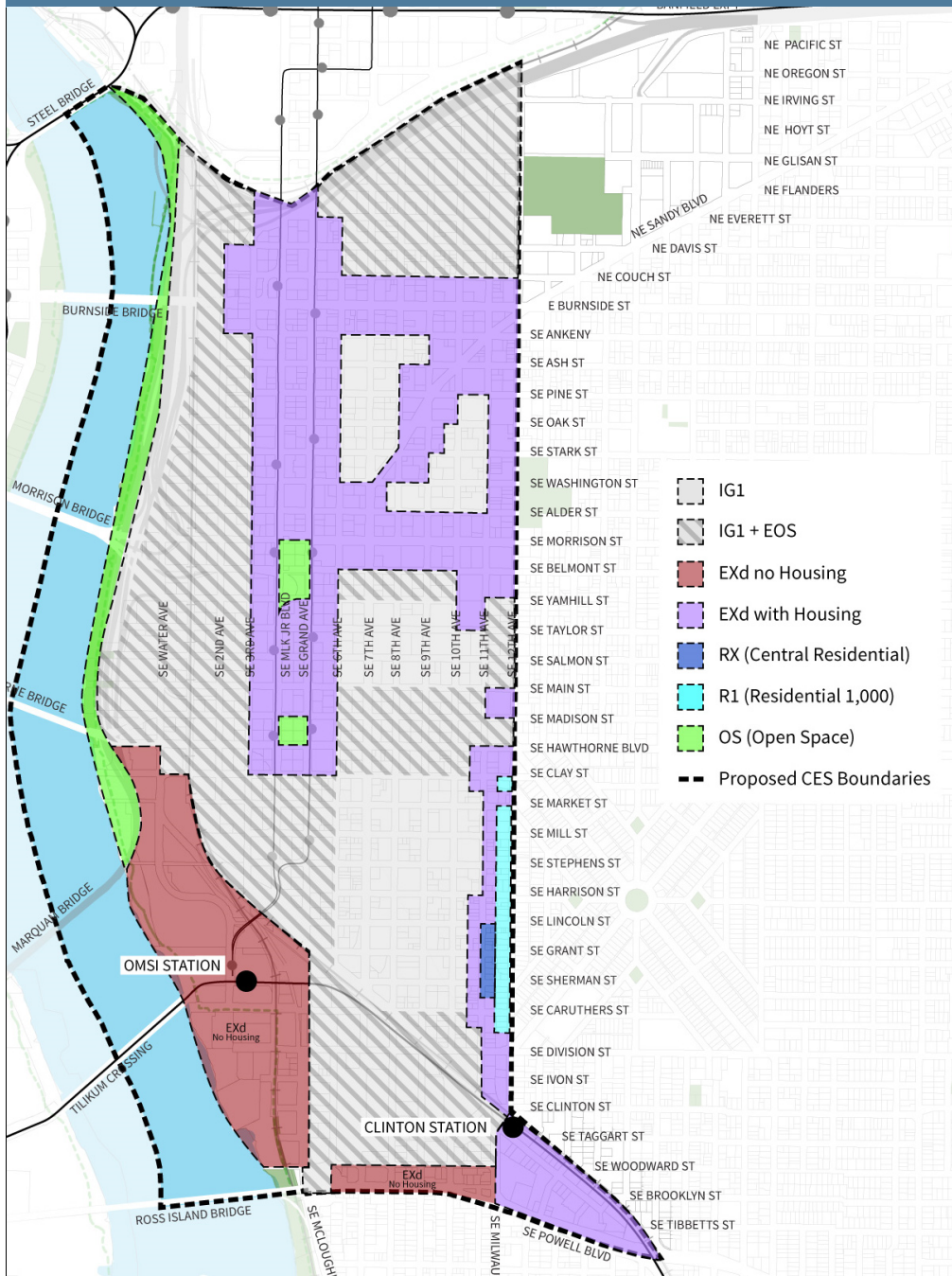




Planning and Sustainability Commission:
Work Session

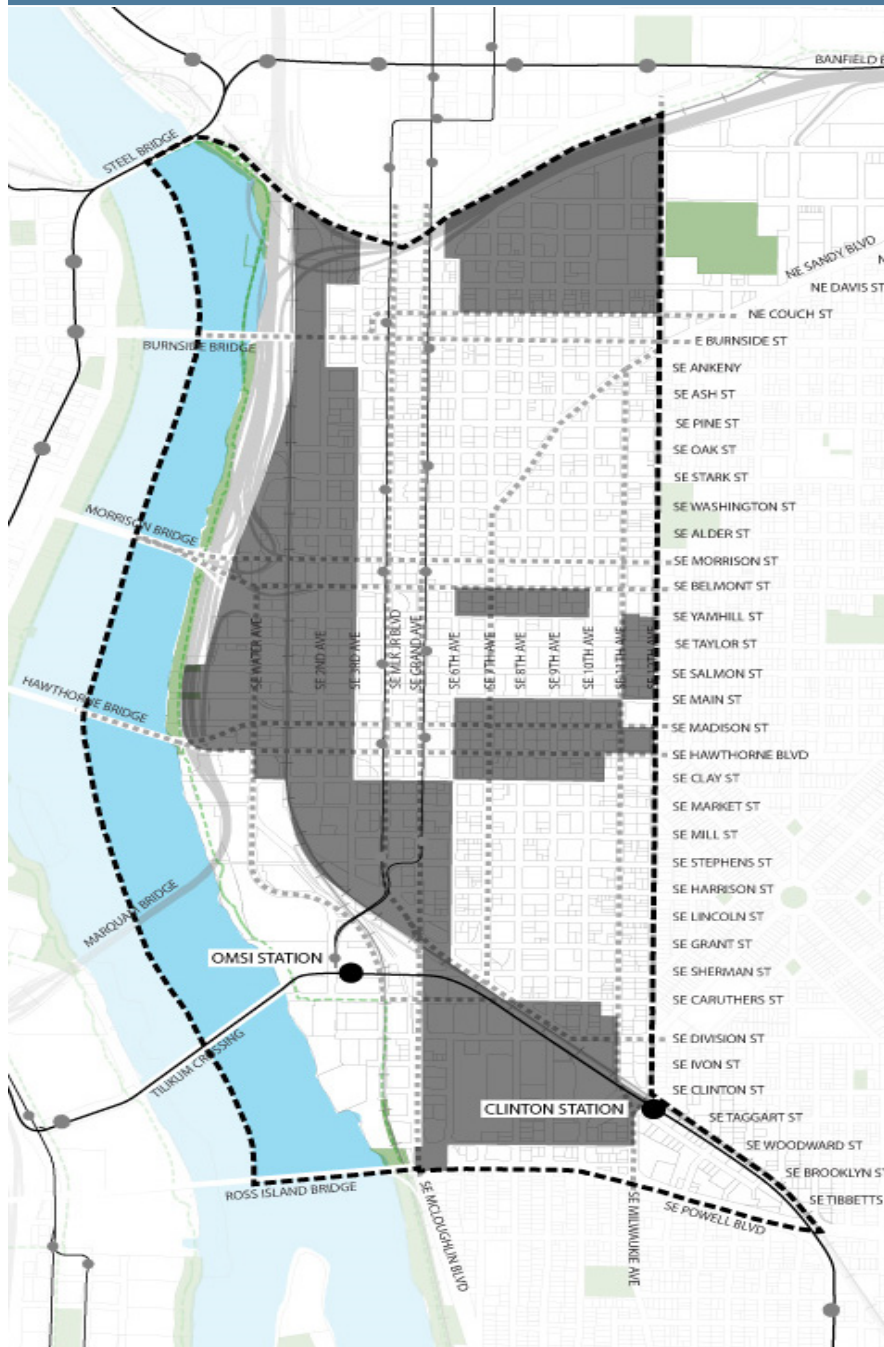
June 9, 2015

Questions



- Should the EOS provisions continue to allow 5,000 sq. ft. of Retail Sales and Service and 5,000 sq. ft. of Traditional Office uses?
- Should the EOS be expanded to include all IG1 zoned lands in the Central Eastside?
- Should housing be allowed at the OMSI Station Area?
- Will the transportation strategies of the plan support increased employment densities and also maintain freight capacity?
- Can the parking strategies keep pace with demand?
- Can Tax Increment Financing (TIF) be used to: support Central Eastside Businesses; provide workforce and affordable housing; and, support structured district parking?
- Should SE Quadrant Plan include specific policies emphasizing the 30% affordable unit targets for the Central City?

Questions: EOS Use Allowances



Existing IG1 Use Allowances

- **Retail Sales and Services:** 3,000 sq. ft. of Retail Sales and Service and/or Traditional Office uses combined per site.
- **Traditional Office:** 3,000 sq. ft. of Traditional Office and/or Retail Sales and Service uses combined per site.
- **Conditional Use Allowances:** Up to 20,000 sq. ft. or an FAR of 1:1 of Retail Sales and Service and/or Traditional Office uses combined per site.

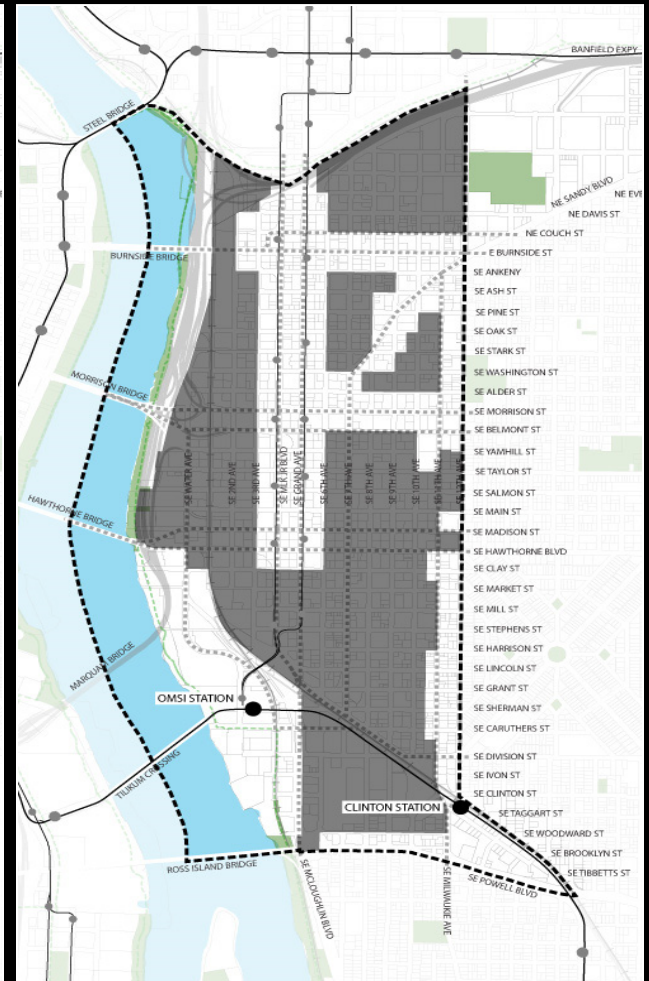
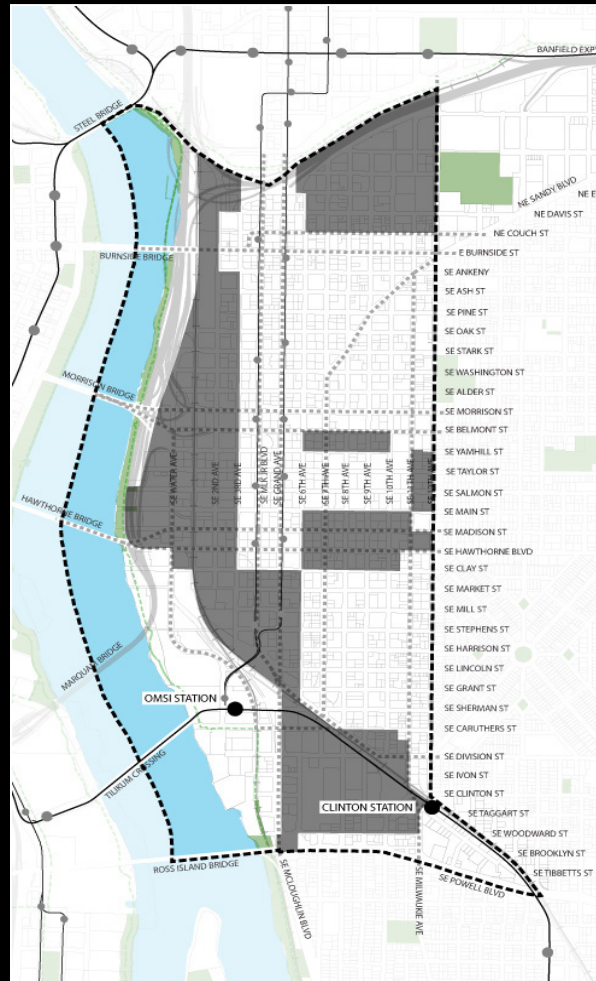
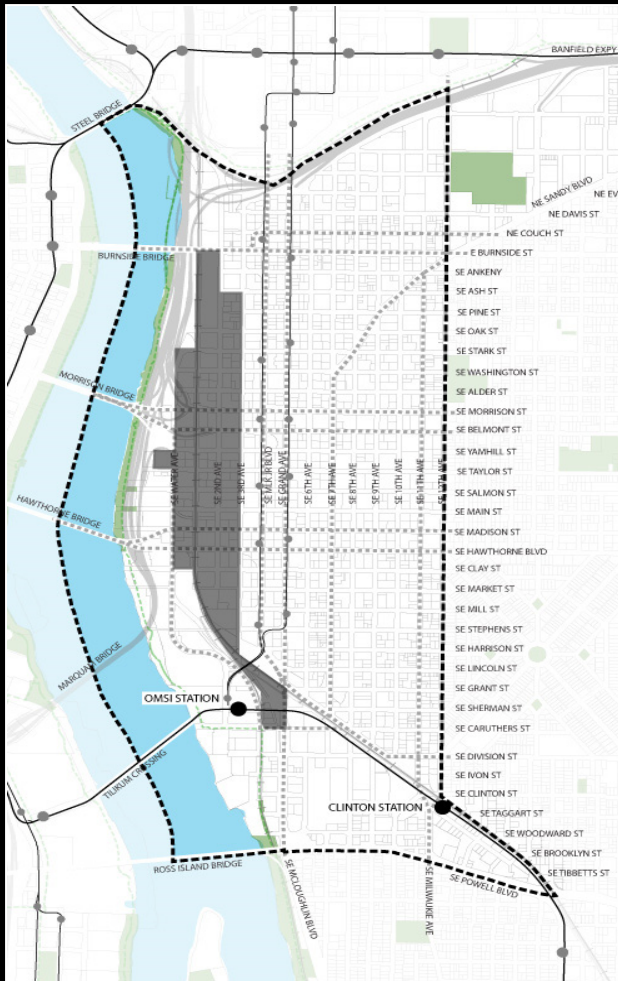
Existing EOS Allowances

- **Retail Sales and Services:** 5,000 sq. ft. of Retail Sales and Service uses per site.
- **Traditional Office:** 5,000 sq. ft. of Traditional Office per site. Up to 60,000 sq. ft. as a conditional use.
- **Industrial Office:** 60,000 sq. ft. per site. More than 60,000 sq. ft. may be approved as a conditional use.

Proposed EOS Allowances

- **Retail Sales and Services:** 5,000 sq. ft. of Retail Sales and Service uses per site. Repeal conditional use allowance for more allowed by existing IG1 provisions. On sites larger than 40,000 sq. ft. up to 12.5% of site may have this use.
- **Traditional Office:** 5,000 sq. ft. of Traditional Office per site. Repeal conditional use allowance for more allowed by existing IG1 and EOS provisions. On sites larger than 40,000 sq. ft. up to 12.5% of site may have this use.
- **Industrial Office:** 3:1 FAR maximum per site, or full rehabilitation of existing building shell. Repeal conditional use allowance for more allowed by existing EOS provisions.

Potential Amendments: Employment Opportunity Subarea



Existing Subarea

- IG1: 248 acres
- EOS: 48 acres [20% of IG1 zoning]

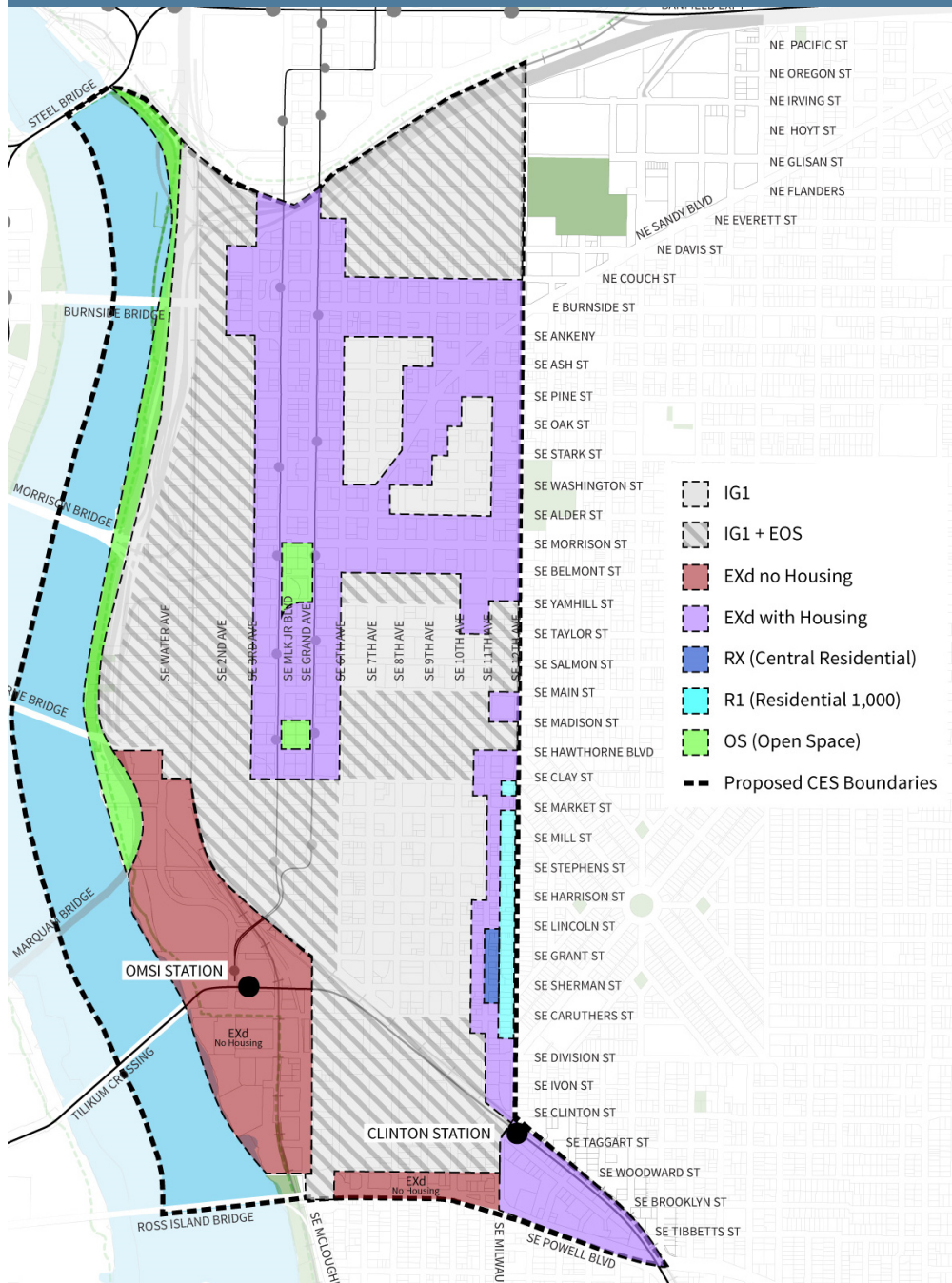
SE Quadrant Proposal

- IG1: 248 acres
- EOS: 159 acres [51% of IG1 zoning]

Requested Amendments

- IG1: 248 acres
- EOS: 248 acres [100% of IG1 zoning]

Potential Amendments: Housing at OMSI Station Area



Staff Recommendation

EX- No Housing: Staff continues to recommend rezoning the OMSI properties from EG to EX – no housing based on analysis of SE Quadrant Plan and recent amendments proposed to EG zone based on EOA developed for Comprehensive Plan.

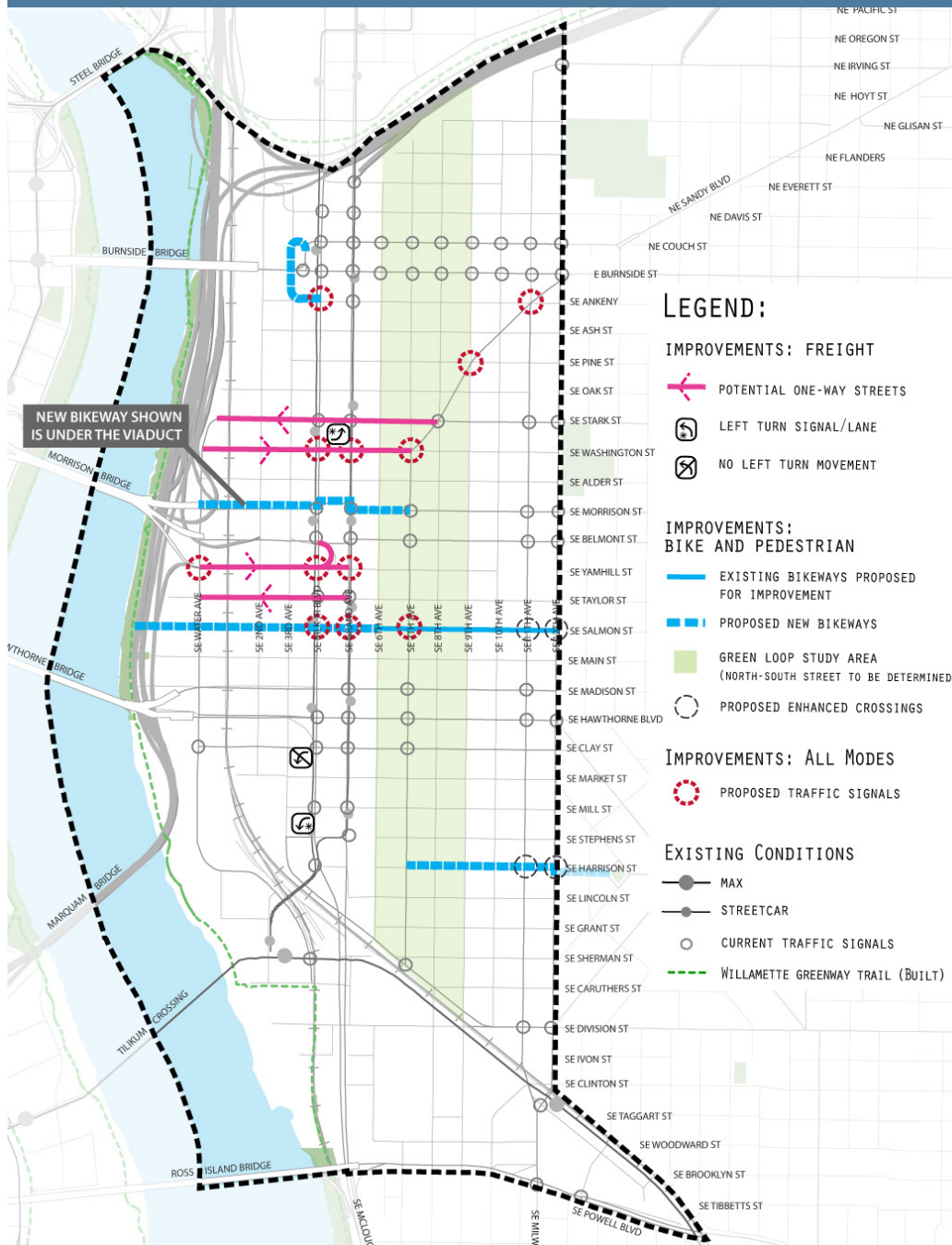
Potential Uses Allowed: The following uses would be allowed on the OMSI properties with EX – no housing:

- **Retail Sales and Service:** All such uses would be limited to a maximum of 40,000 sq. ft., except lodging which would not have a limit.
- **Office** (Traditional and Industrial)
- **Commercial Outdoor Recreation**
- **Manufacturing and Production**
- **Warehouse and Freight Movement**
- **Wholesale Sales**
- **Industrial Service**
- **Parks and Open Space**
- **Colleges and Schools**
- **Community Service** (museums)

Alternative: Housing as Conditional Use

- **Subject Area:** If housing were allowed at OMSI Station area it should be limited to areas with EG Comprehensive Plan Designation.
- **Criteria:** Fold version of existing conditional use criteria into proposed Master Plan provisions.

Question: Transportation Strategies and Employment Densities



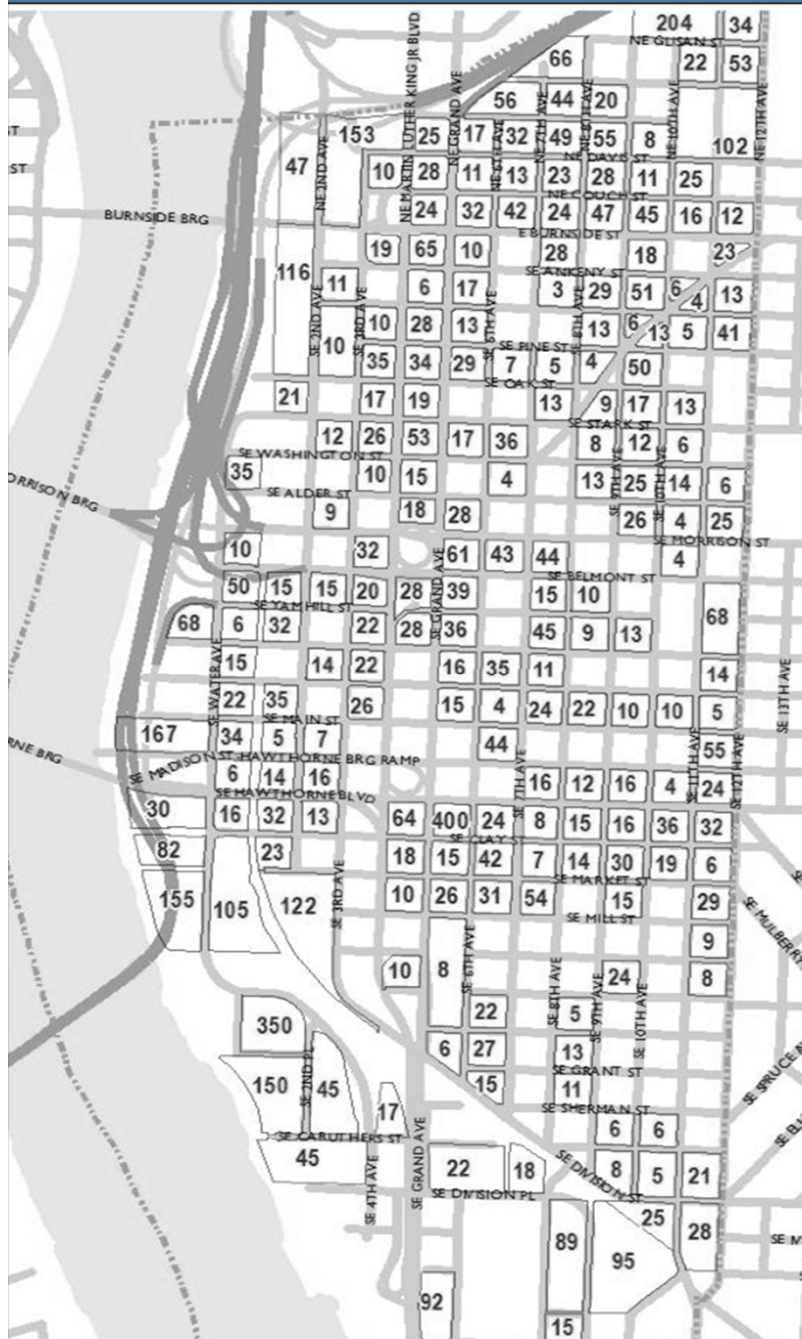
Will Transportation strategies of plan support increased employment densities and maintain freight functions?

- Transportation Modeling:** PBOT analysis has determined that the local transportation system serving the Central Eastside is more than adequate to support the proposed expansion of EOS as well as extension of EOS to all IG1 properties.

Infrastructure Improvements

- Freight:** Proposed freight circulation improvements, including better turn movements, signalized crossings, and reducing conflicts between trucks and bikes will significantly improve freight capacity from today and support continued growth in employment.
- Bikes and Pedestrian:** New bikeway designations and infrastructure improvements that focusing on wayfinding and safer crossings at key intersections, while reducing conflicts with trucks should increase commute trips to and through the district.
- Signalized Intersections:** New signals at key intersections throughout the district will increase safety and enhance east-west movement district-wide.

Question: Can parking strategy keep pace with demand?



Parking Supply

- On-Street: 6,324 stall
- Off-Street: 8,281 stalls
- Total: 14,605 stalls

Off-Street Parking Vacancy

- PBOT analysis of the off-street parking supply in the Central Eastside found that between 11:00 AM and 12:00 PM **3,279** stalls were empty and there was a uniform distribution of stalls district wide. This equals **40 percent** of all off-street parking district-wide.

Parking Strategy

Immediate-Term:

- Adopt 1-2 year Shared Parking Pilot Program
- Adopt 1-2 year Off-Street District Parking Study – ODOT Blocks

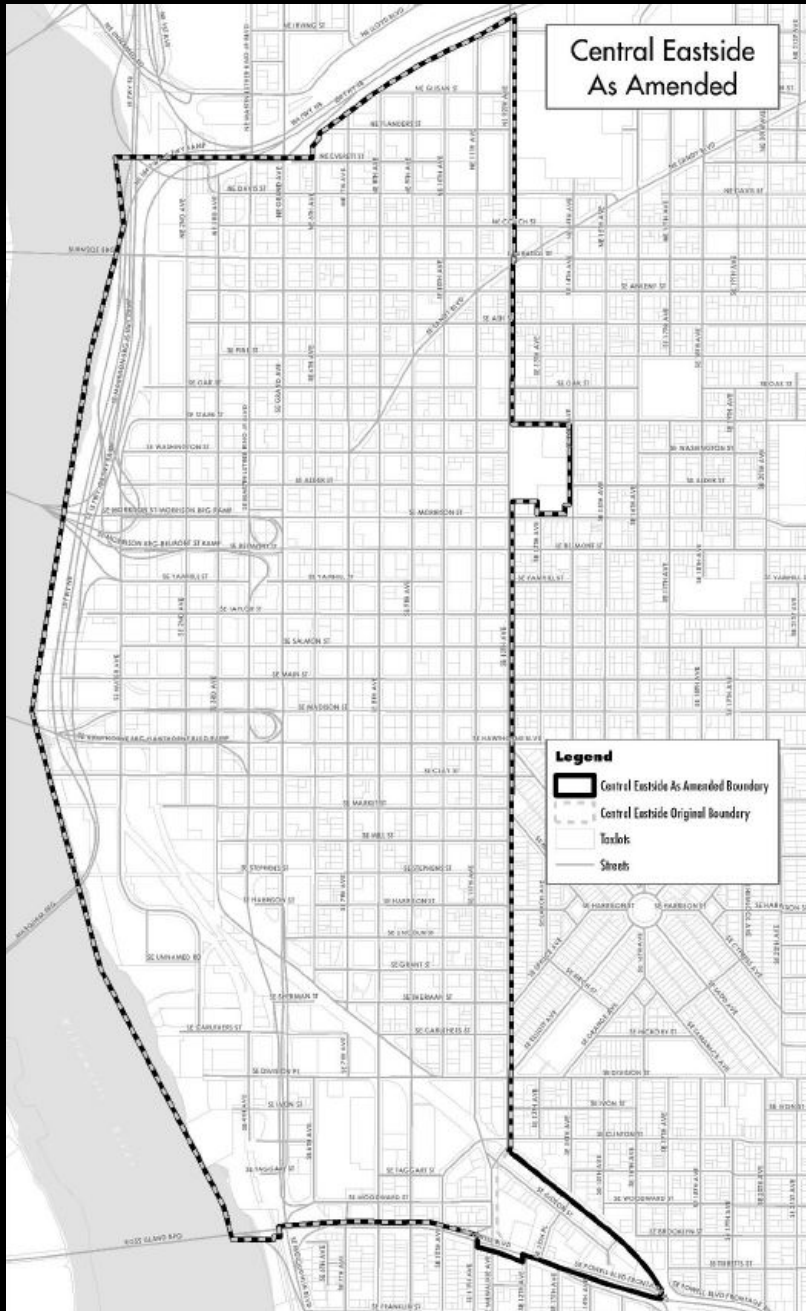
Near-Term:

- Amend Title 33 to allow permanent shared parking in Central Eastside
- Develop incentives for off-street structured parking

Long-Term:

- Development district parking facility as part of ODOT Blocks redevelopment.
- Develop district-wide district parking strategy.

Question: Role of Urban Renewal in Central Eastside



Can TIF be used to support businesses?

Can TIF be used to help provide workforce and affordable housing?

Can TIF be used to provided structured district parking?

Question: SE Quadrant/CC2035 Affordable Housing Targets



Should additional policies emphasizing the 30% affordability unit target be included in the SE Quadrant Plan?

Central City 2035

2035 Housing Performance Target: 30 percent of all housing in the Central City will be affordable to households in the 0-80% median family income range.

Policy 13. Low-Income Affordability: Preserve the existing supply and continue to support the development of additional housing to meet the needs of low-income Central City residents.

Policy 19. Housing Affordability: ...the City will retain at least the current number, type and affordability levels of housing units home to people at or below 60% MFI...

Policy 20. Public Investment in Affordable Housing: For public affordable housing resources, prioritize funding for housing programs and investment to meet the unmet needs of extremely low and very low-income households (0-50% MFI).

Policy 21. Affordable Homeownership: Align plans, investment and other policy tools to support improving homeownership rates and location choice for people of color and other groups who have been historically under-served and under-represented in the Center City.

SE Quadrant Plan

Action HN3: Pursue opportunities for affordable housing as well as mixed-income housing projects within the Clinton Station Area, with a focus on lands currently owned by the City of Portland.

