

Proposed: SE Quadrant Plan

SE QUADRANT



Planning and Sustainability Commission Hearing

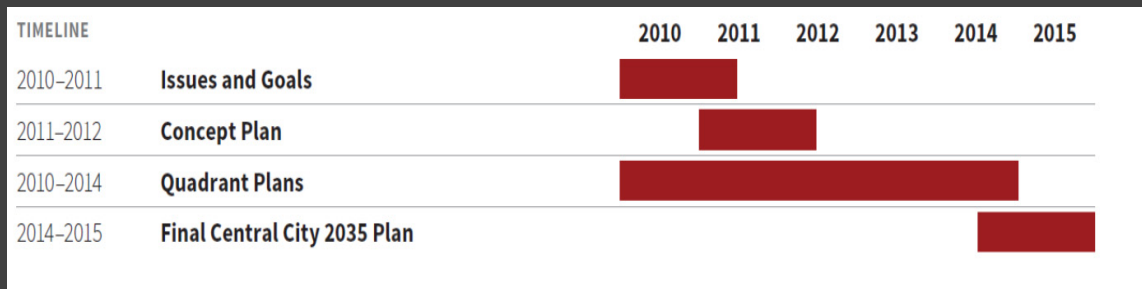
May 26, 2015



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



Integration with CC2035 Concept Plan and other Quadrant Plans into Central City 2035 Plan and Zoning Code



FAR + Height Bonus and Transfer Study

Scenic Resources Inventory Update/ESEE

Zoning Code Development

Willamette Greenway Code Development

inform

N/NE Quadrant Plan (2012)

CC2035 Concept Plan (2012)

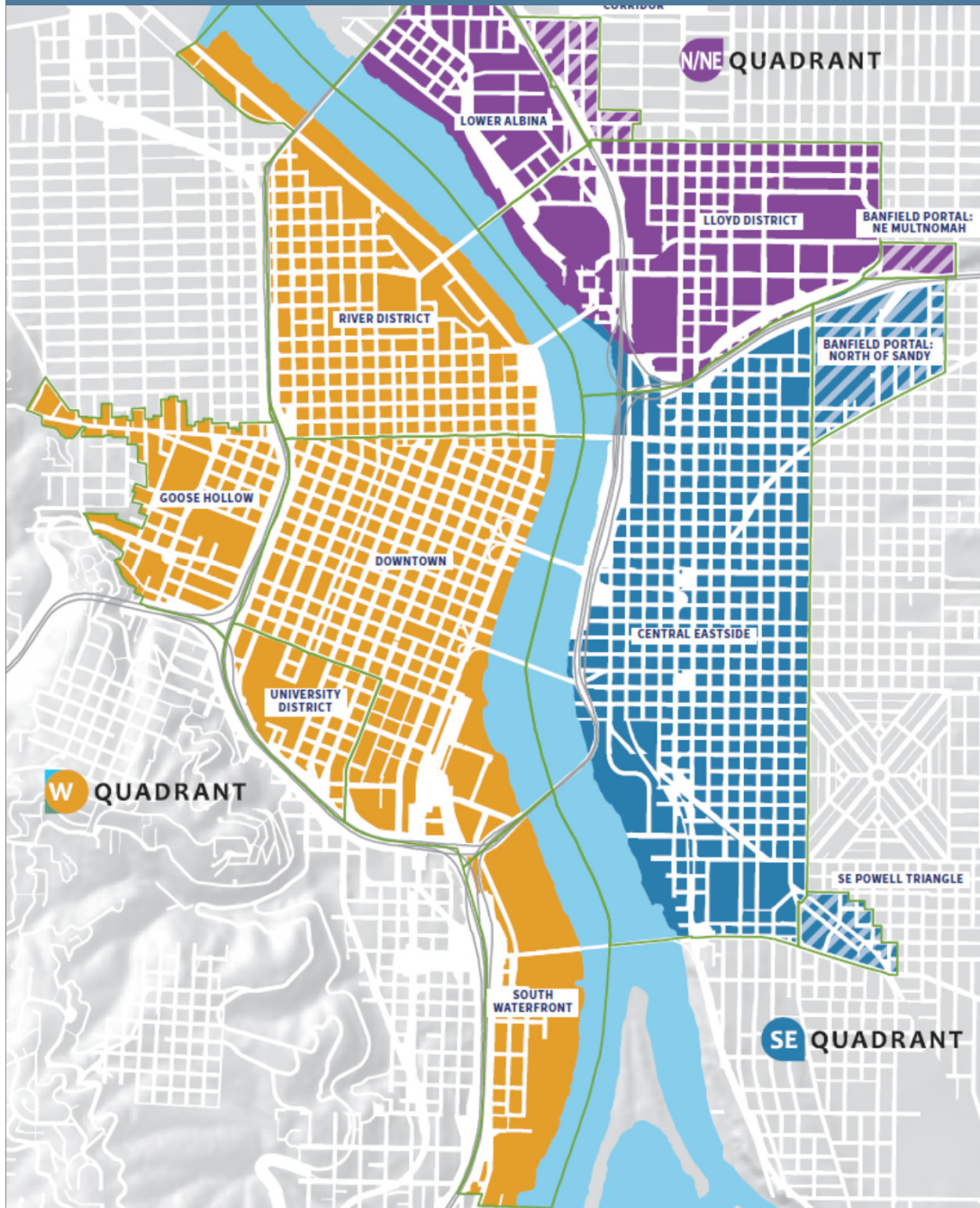
W Quadrant Plan (2014)

SE Quadrant Plan (2015)

integrate

Final CC2035 Plan (2015/16)

Zoning Code Ordinance (2015/16)



Central Eastside

District Area: 588 acres

Zoning

- IG1 Zone: 247 acres (65%)
- EX Zone: 85 acres (22%)
- IH/EG Zones: 40 acres (10%)
- Residential Zones: 5 acres (1%)

Housing

- Existing: 1,086 units
- Proposed: 1,300 – 1,400 units
- Projected: 3,063 total by 2035

Employment

- Jobs: Approximately 18,000
- Projected: 24,265 total by 2035

Expand Employment Opportunities

Increase the density of employment in the district by 9,000 jobs by the year 2035 through protecting established industrial sectors, expanding the diversity of industrial uses allowed in the Central Eastside, and maximizing the potential of mixed-use corridors and emerging station areas. Manage and monitor potential impacts of increased employment densities.

Protect Industrial Businesses from Incompatible Uses

Manage conflicts between uses and impacts that could minimize the ability for district businesses to thrive.

Foster Safe and Vibrant Station Areas

Support the creation of safe, attractive, and vibrant station areas with higher density development that includes new employment opportunities and uses that serve employees and visitors of the district.

Create a Regional Waterfront Destination

Focus on creating a vibrant riverfront destination that includes improved habitat as well as attractors for people such as park, beaches, retail, river transportation, and visitor-serving amenities.



Stakeholder Priorities

Expand Industrial Protections: Protect the ability for industrial businesses to operate and make long-term investments.

Maintain Parking Supply and Management: Better manage the limited supply of on- and off-street parking.

Enhance Freight Mobility: Enhance the ability of freight to serve district businesses.

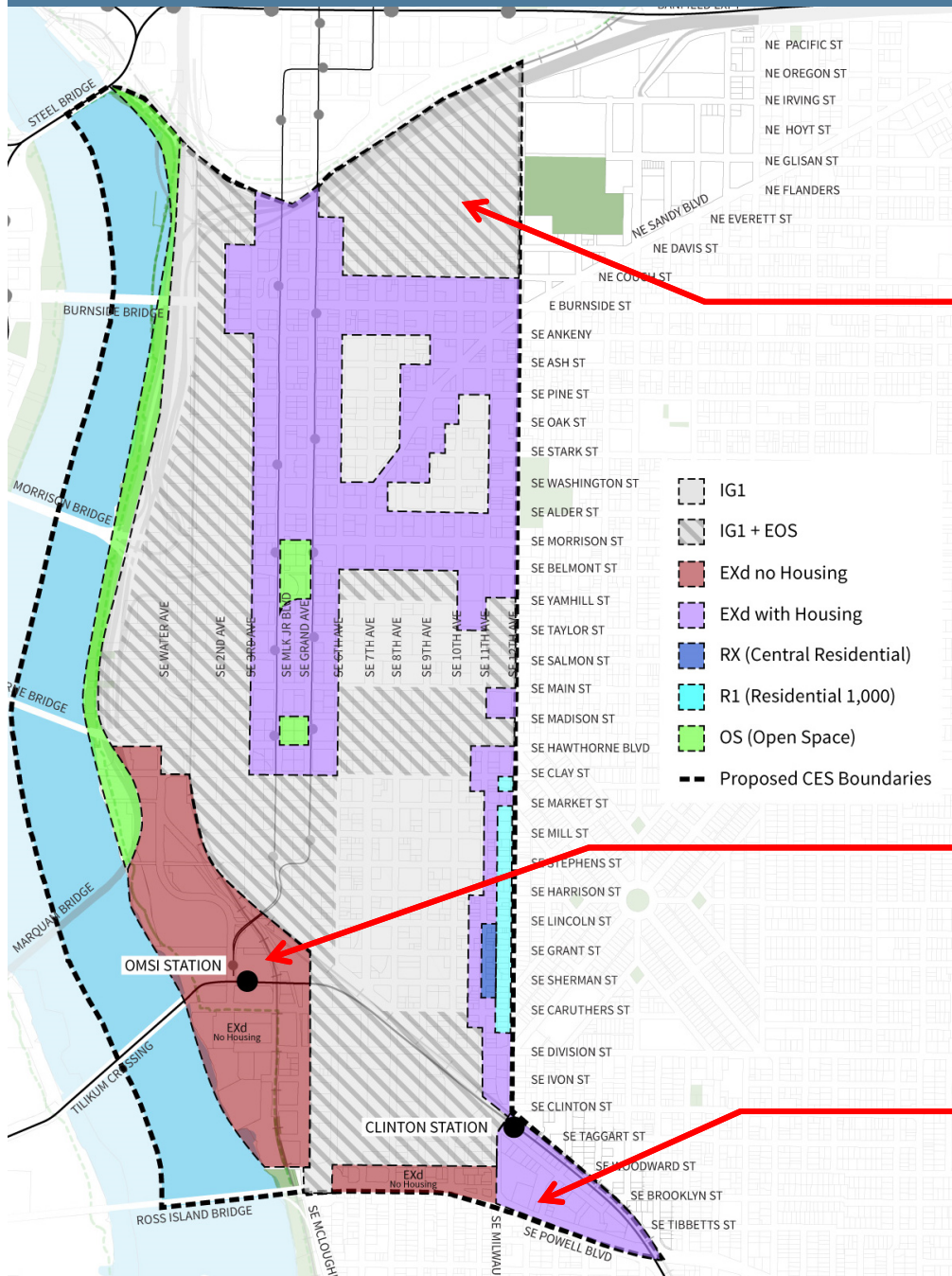
Balance the Needs of Multi-Modal Transportation: Support the growth of multimodal transportation options for pedestrians, cyclists, transit users, and carpoolers.

Pursue the Innovation Quadrant: Support the unique opportunity to expand industrial services in support of research and development being conducted at OHSU and PSU.

Activate the Mixed-Use Corridors: Utilize the existing development potential along main street corridors already zoned for high-density.

Enhance the Livability of the District: Support quality of life and positive health outcomes by increasing the variety of public amenities in the Central Eastside.

Proposal: Zoning Amendments



Zoning Map Amendments

Expansion of Employment Opportunity Subarea (EOS) to areas east of SE 3rd Avenue.

Rezoning of OMSI Station Area to Central Employment (EXd) with a prohibition on housing to promote Employment Transit-Oriented Development (ETOD).

Rezoning of Clinton Station Area to EXd to allow commercial/employment/residential mixed use development.

Employment Opportunity Subarea

- **Industrial Office:** Allow Industrial Office uses at a ratio of 3:1 FAR for new construction, or full use of an existing building shell for rehabilitations of existing structures.
- **Traditional Office:** Limit Traditional Office uses to 5,000 sq. ft. per site maximum (60,000 sq. ft. currently allowed as a conditional use).



Industrial Disclosure Statement

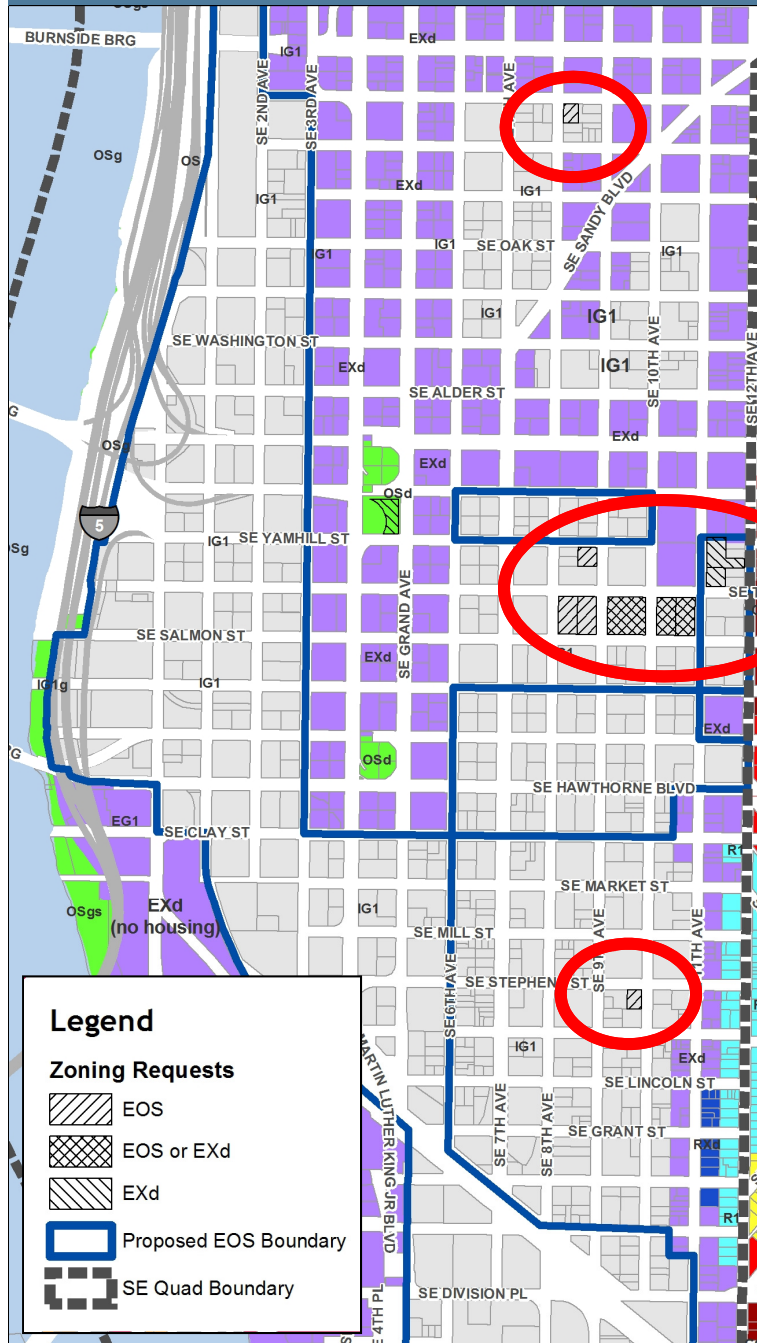
- With new development and rehabilitation projects require the recording of a Industrial Disclosure Statement / Covenant acknowledging that noise, truck traffic, fumes, and other characteristic of an industrial area are expected and will not be acted upon by City unless operating outside of legal established requirements.



Industrial Mixed-Use Interface

- Amend applicable development standards and design guidelines along the IG1/EX interface to ensure that conflicts that can arise from potentially conflicting uses are reduced or eliminated.





Requested Zoning Amendments

A number of stakeholders have requested that their properties received a different land use that has been proposed by the SE Quadrant Plan.

The properties highlighted on the map indicate changes for specific properties.

However, many of these and other stakeholders have suggested that all IG1 zoned sites be placed within the Employment Opportunity Subarea (EOS).

Station Areas

Master Plan Requirement: Establish minimum FAR and height allowances for station areas but implement new Master Plan provision that will allow additional FAR and height to be earned through plan that meets urban design criteria and demonstrates the public benefit derived from granting additional FAR and/or height.

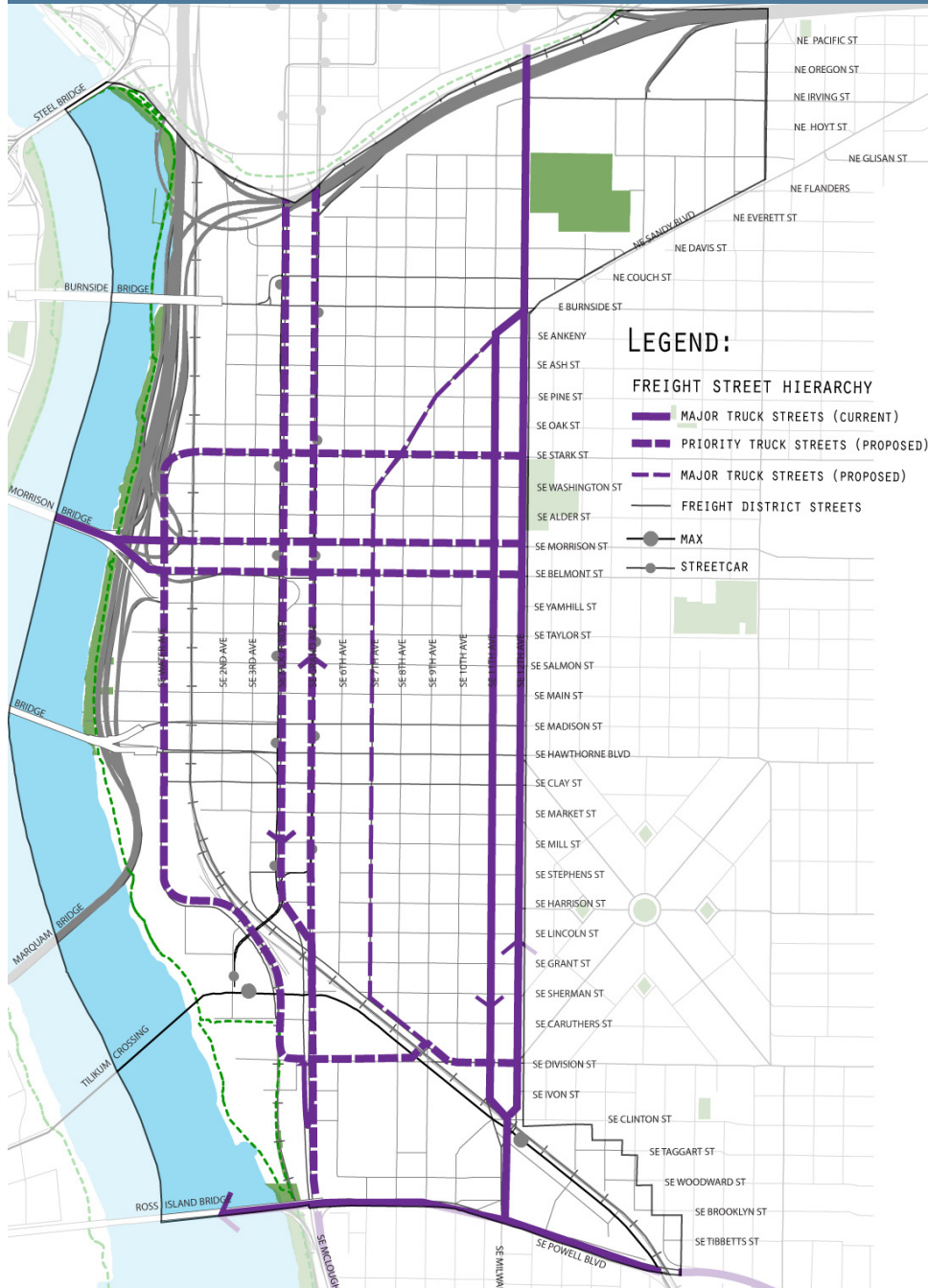
- **OMSI Station Area:** FAR 1:1, Height 100' by right. Through Master Plan maximum FAR of 5:1 and height of 250' possible.
- **Clinton Station Area:** FAR 1:1, Height 75' by right. Through Master Plan maximum FAR of 5:1 and height of 100' possible.

Land Use Allowances: To ensure a diverse mix of uses is possible at each Station Area, the following zoning pattern and allowances are proposed:

- **OMSI Station Area:** Central Employment (EX) with a prohibition on housing. This zoning will allow traditional and industrial office uses, retail up to 40,000 sq. ft. per site, industrial, community service, colleges, schools, logging, visitor attraction and other uses.
- **Clinton Station Area:** EX, with housing as well as the other uses identified above being allowed at this station area.



Proposal: Enhance Freight Mobility



Freight Hierarchy

In addition to the hierarchy already identified by the adopted Transportation System Plan (TSP) the following additional elements are proposed to be added to the TSP regarding freight mobility:

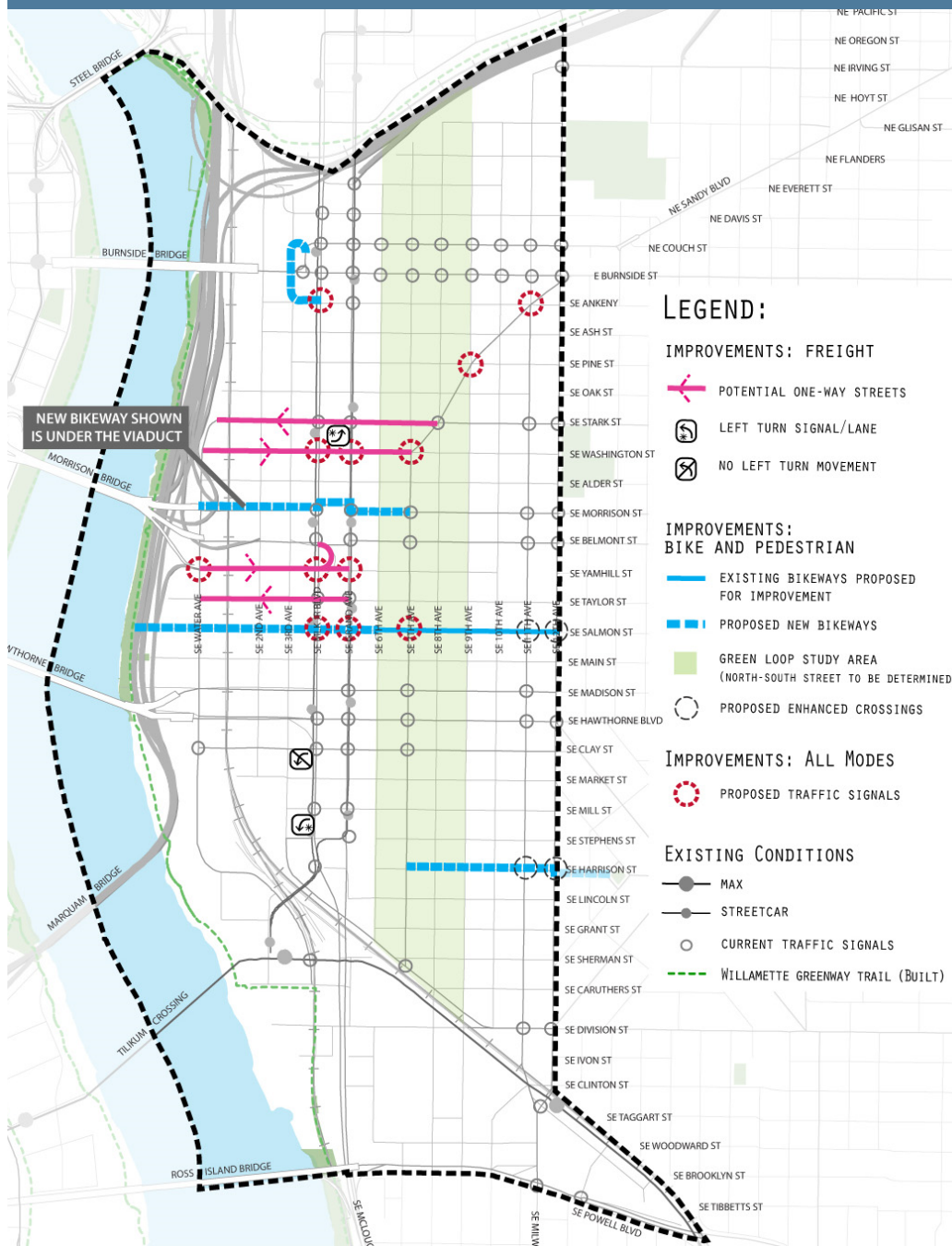
Priority Truck Streets:

- SE Stark Street
- SE Morrison
- SE Belmont
- SE Division Place
- SE Water Avenue
- Martin Luther King Jr. Boulevard
- Grand Avenue

Major Truck Streets:

- SE 7th Avenue
- SE Sandy Boulevard

Proposal: Multimodal Infrastructure



Freight Infrastructure

- **Create Key One-Way Streets:** Modify SE Stark and Taylor to be one-way west bound streets. Modify SE Washington and Yamhill to be one-way east bound streets.
- **Morrison Bridge Ramp:** Modify south bound bridge ramp of Morrison bridge onto MLK to allow increased truck access east bound on SE Yamhill.

Pedestrian & Cycling Infrastructure

- **Burnside Bridgehead:** Extend Bikeway improvements on SE Ankeny to SE 3rd north bound to allow safer access to Burnside Bridge.
- **Morrison Viaduct:** Improve bike access to and under Morrison viaduct.
- **Enhance and Extend SE Salmon Bikeway:** Extend SE Salmon Bikeway from SE 6th to greenway. Implement additional way-finding measures to facilitate greater pedestrian and bike access east-west on SE Salmon.
- **SE Harrison Bikeway:** Designate SE Harrison as new Bikeway and provide supportive infrastructure.

All Modes

- **Signalized Intersections:** Add 11 new signals at key intersections throughout district to facilitate east-west travel and safety for all modes.
- **Enhanced Crossings:** Add new enhanced pedestrian crossings along SE 11th and 12th Avenues.

Shared Parking

- **Short-Term Strategy:** Amend Zoning Code to allowed shared parking in district. Day time use for employees and customers of district. Evening use for employees, residents, and visitors of district.



Off-Street Parking Incentives

- **Mid-Term Strategy.** Explore range of incentives to create off-street structured parking for businesses.



District Parking Strategy

- **Long-Term Strategy:** Develop strategy, focusing on locations, funding, and management of district parking facilities.



Projected Degree of Change

New Jobs from Least to Most by Subarea

East of 6 th :	1,700 jobs	12% Projected Growth	Degree Change: Low
OMSI Station:	2,300 jobs	16% Projected Growth	Degree Change: High
West of 3 rd :	2,500 jobs	17% Projected Growth	Degree Change: Low
Southern Triangle:	2,900 jobs	20% Projected Growth	Degree Change: High
MLK/Grand:	5,000 jobs	35% Projected Growth	Degree Change: High

