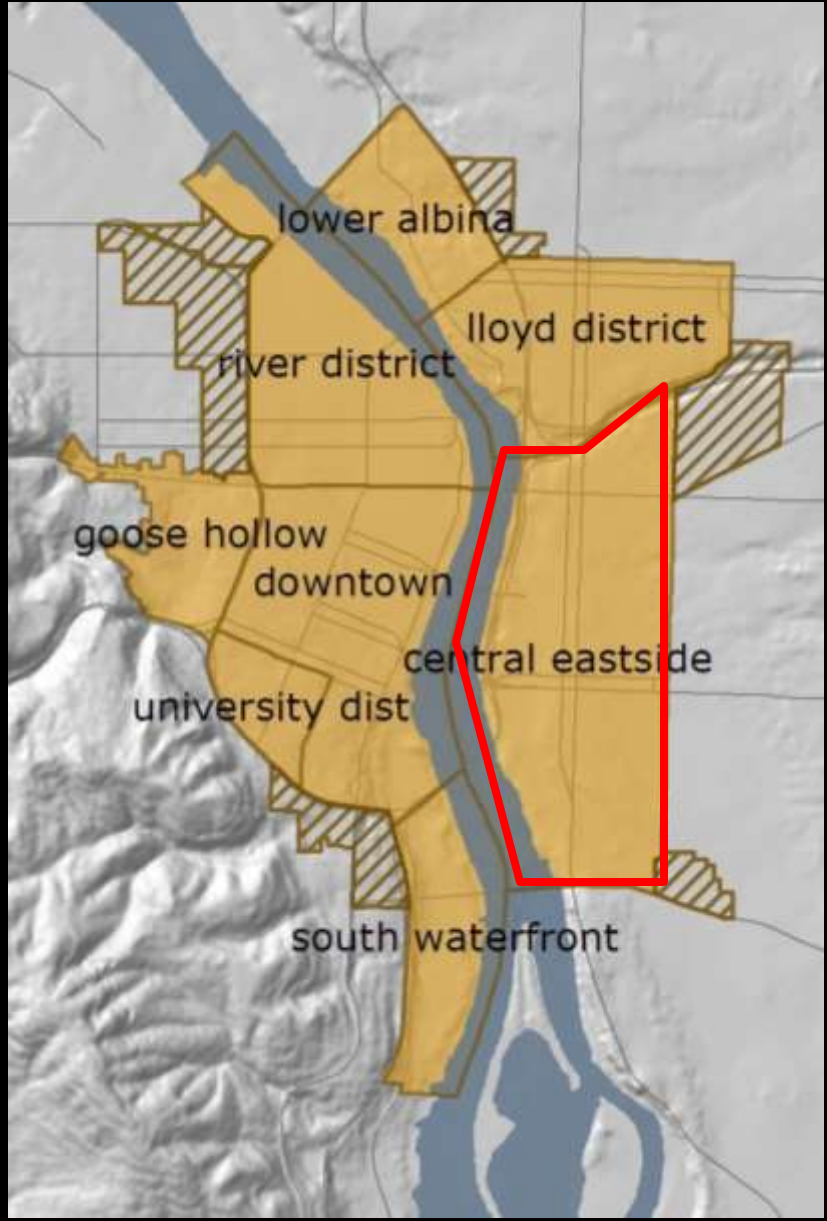
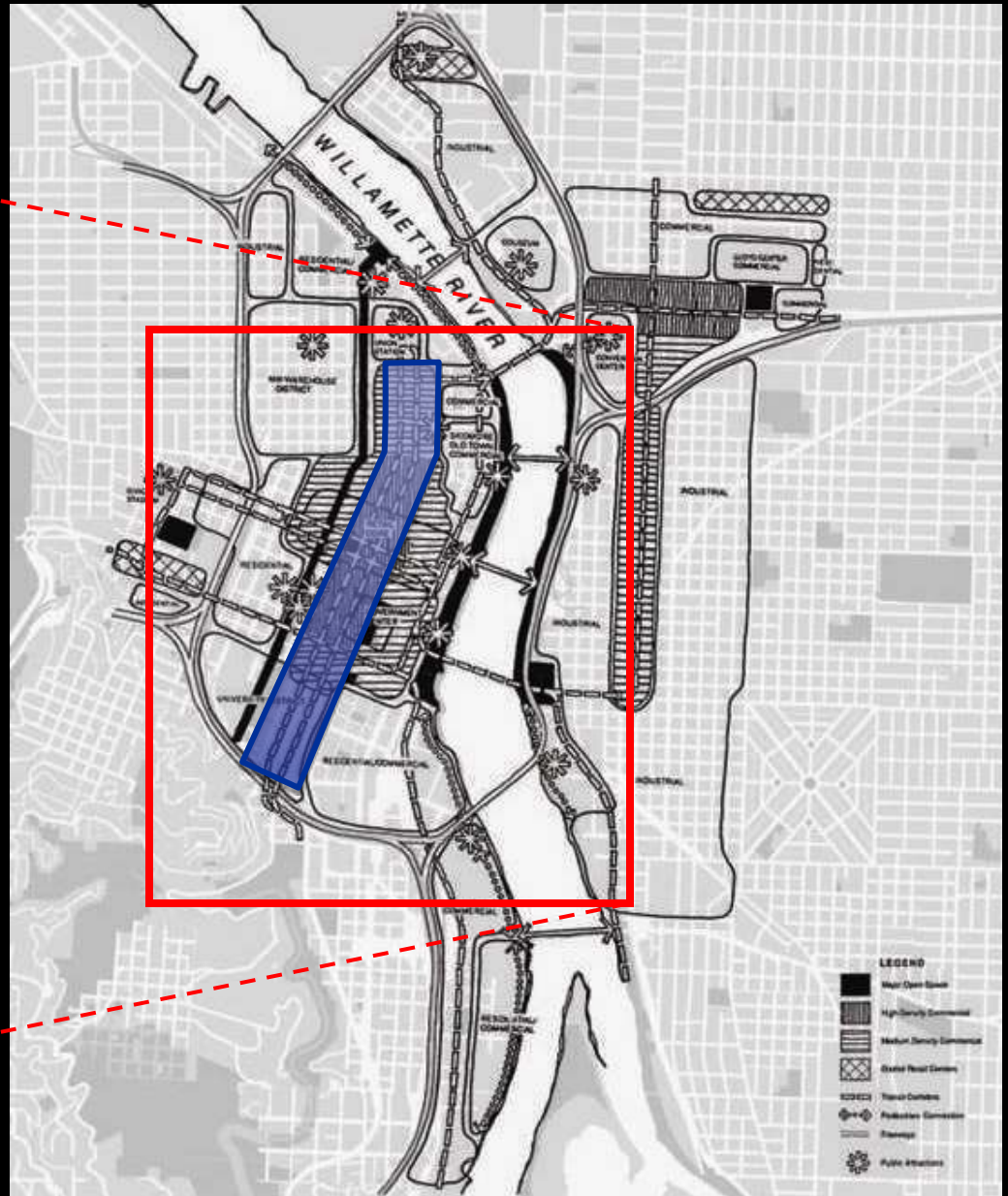
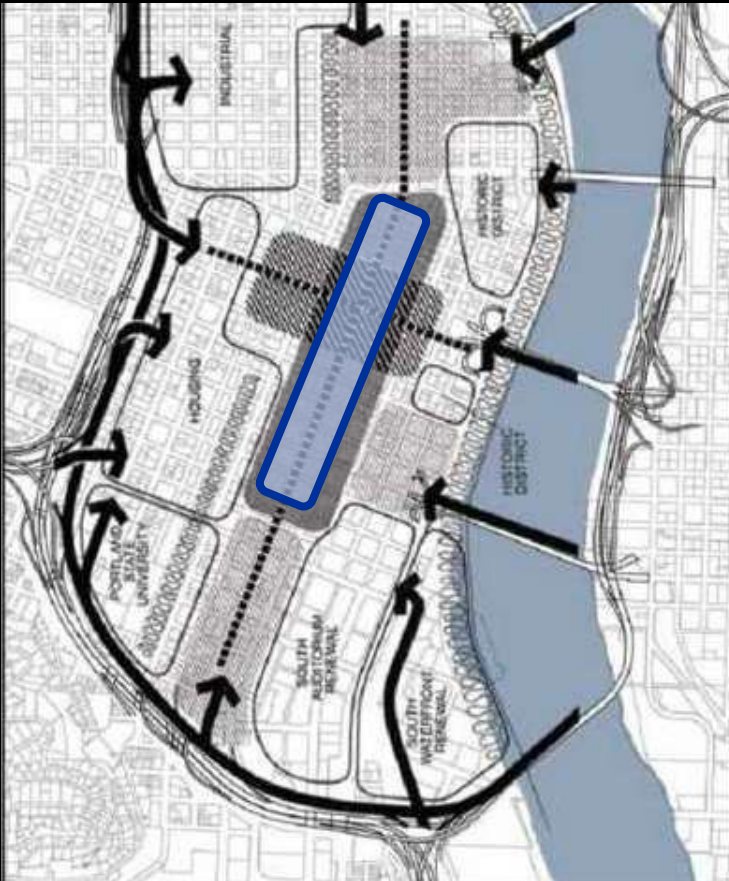


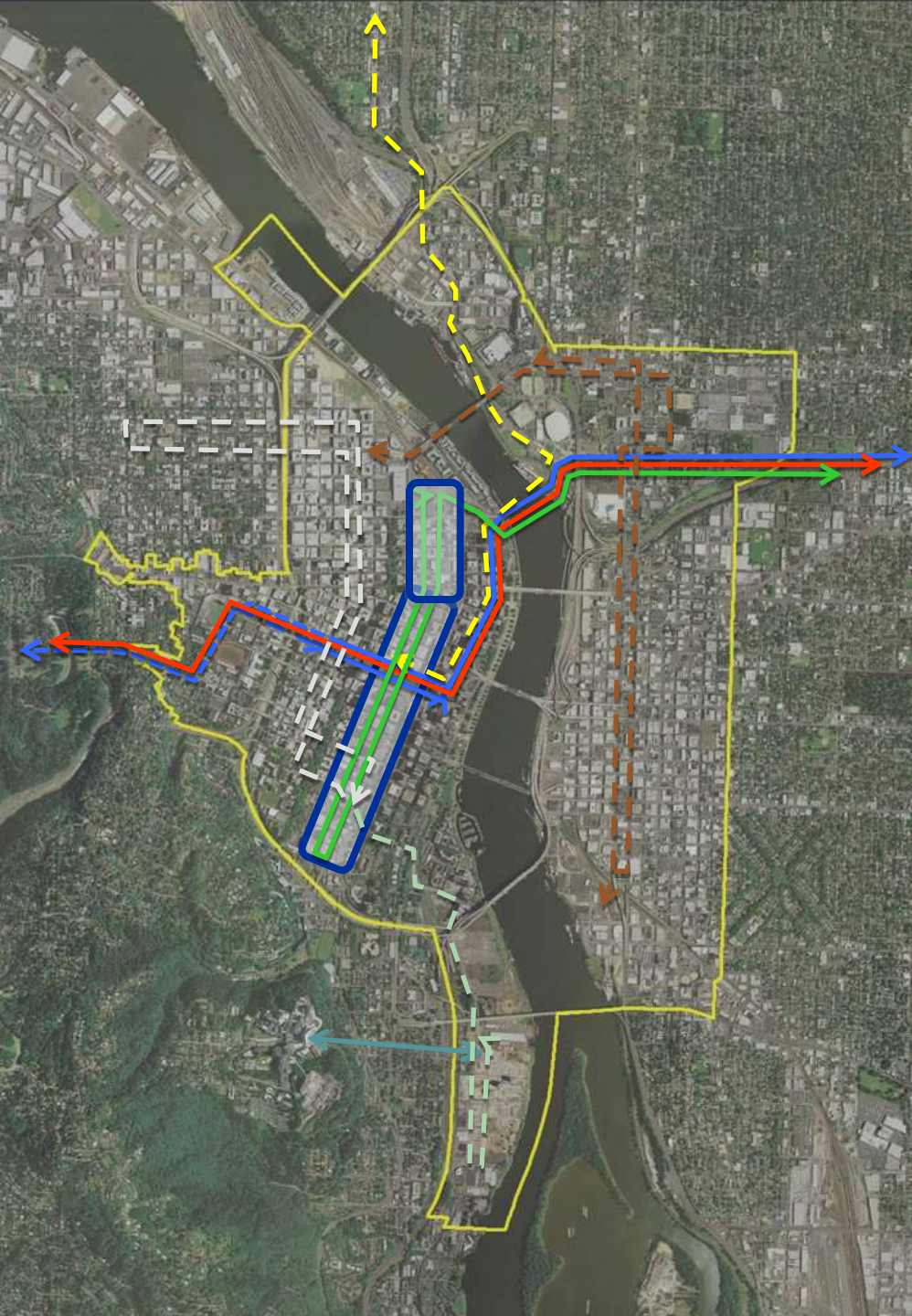
Central Eastside: Portland, Oregon



1988 Central City Plan

1972 Downtown Plan





Multi-Modal Improvements

- 1972 Transit Mall
- 1986 Blue Line (Phase I)
- 1998 Blue Line (Phase II)
- 2001 Red Line
- Streetcar (Phase I)
- 2004 Yellow Line
- 2006 Portland Aerial Tram
- 2007 Streetcar (Phase II)
- 2009 LRT: Green Line
- Transit Mall Redesign
- 2012 Streetcar (Phase III)

Transit Oriented Development



Portland –Milwaukie LRT

Street Car

↔ Existing

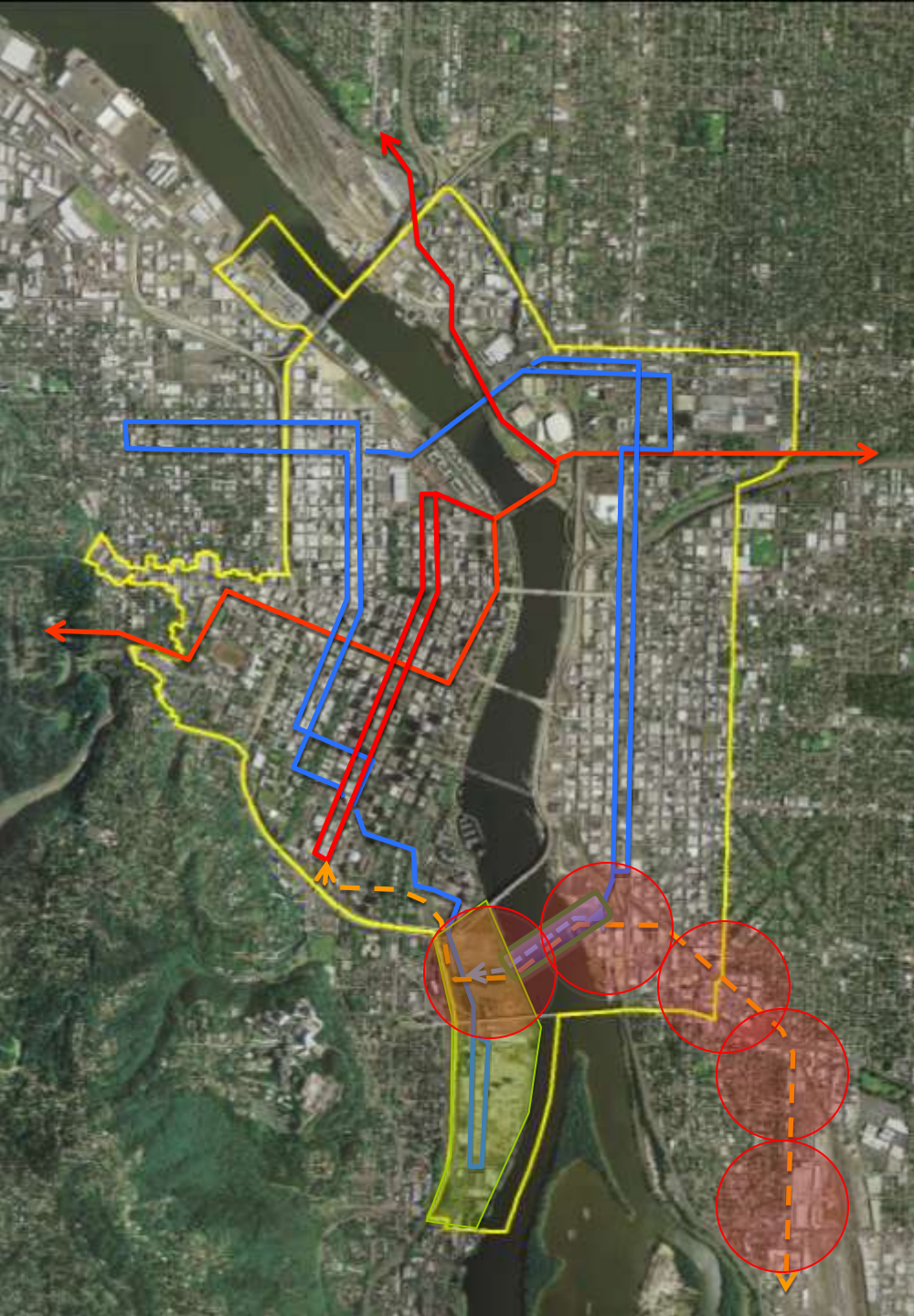
⇐ - - ⇨ Under Construction

Light Rail

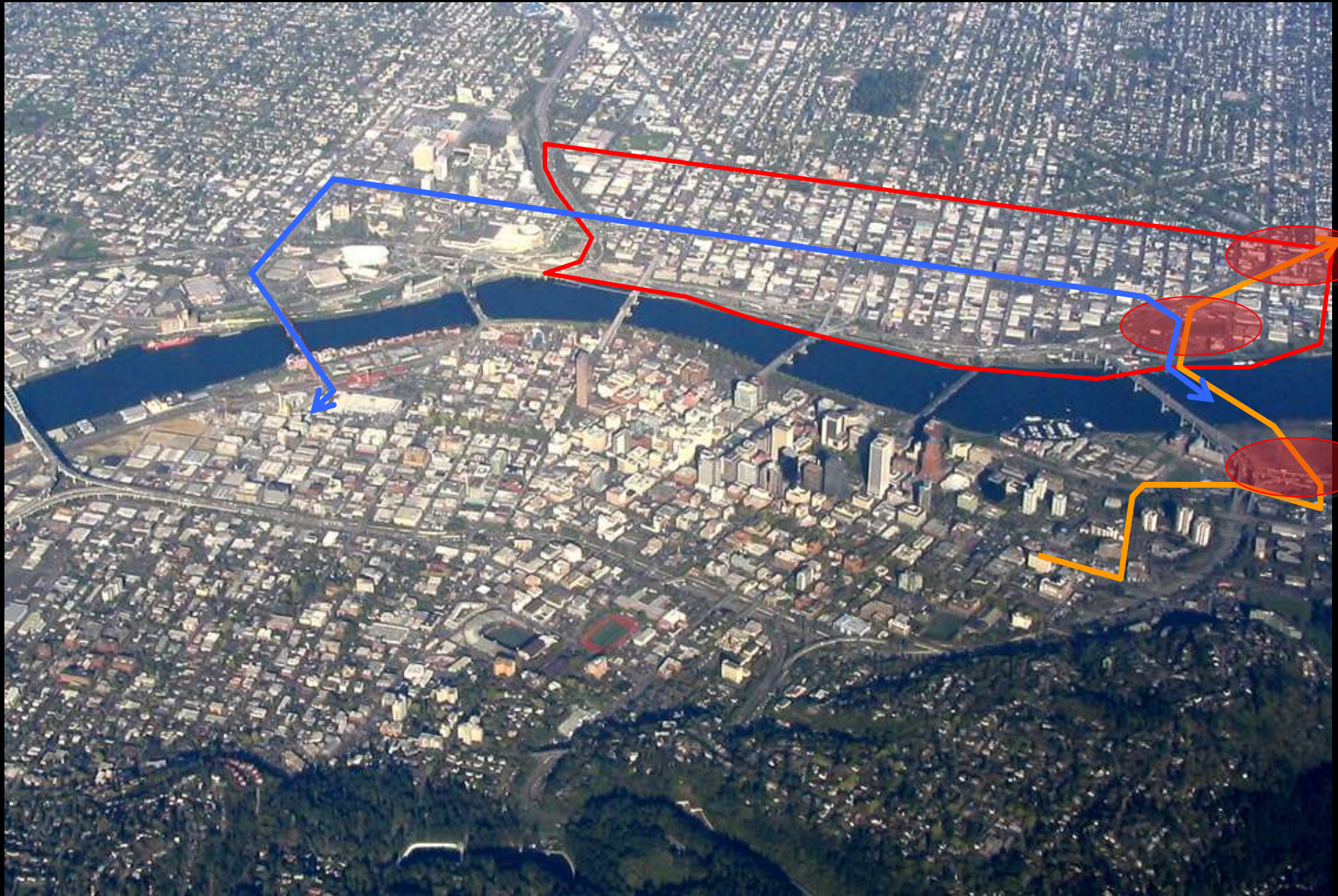
↔ Existing

- - ⇨ Under Construction

● New Stations



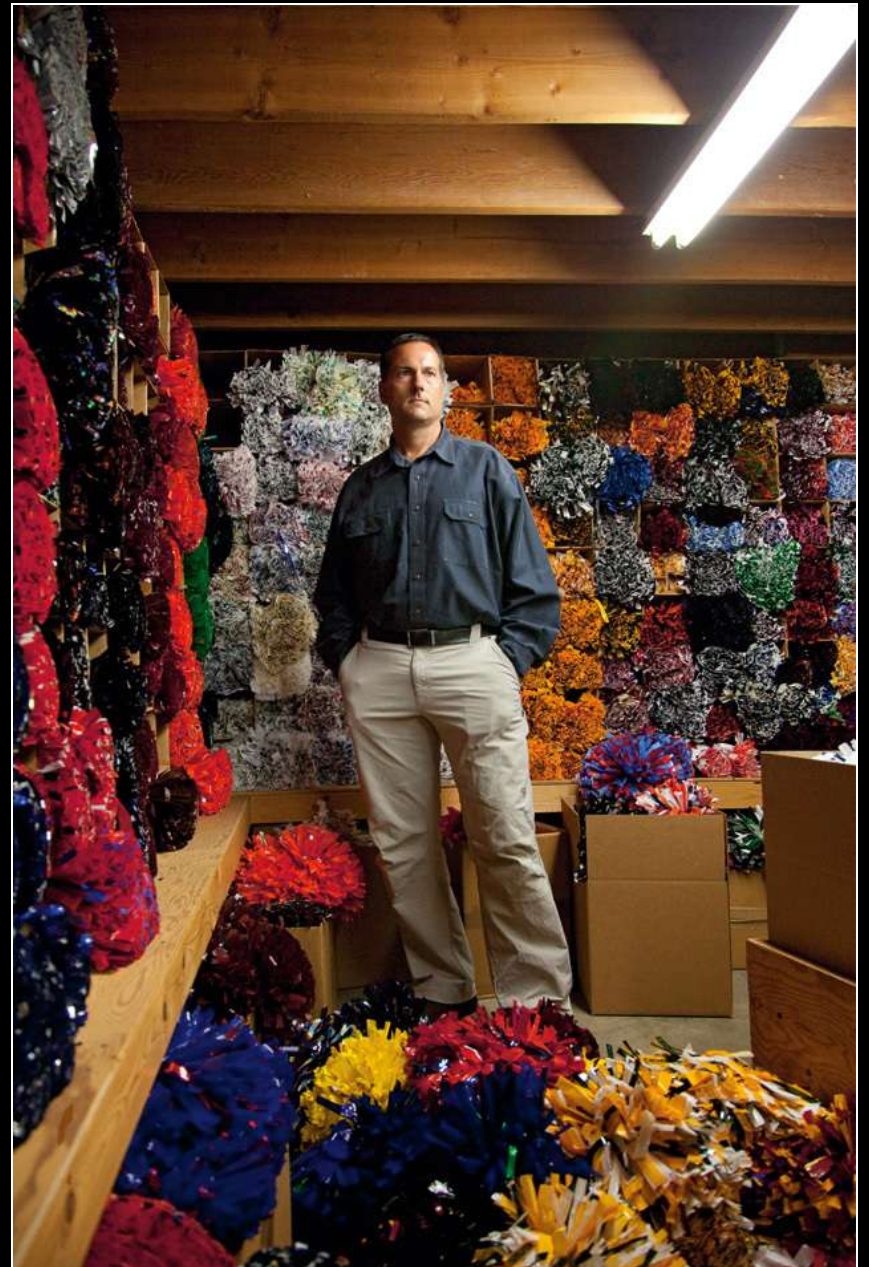
Central Eastside Industrial District



Historic Industrial Center



Historic Industrial Center



Industrial Sanctuary Policy



Simple Bicycle Company

Industrial Sanctuary Policy

Provide industrial sanctuaries. Encourage the growth of industrial activities in the City by preserving land for manufacturing purposes.

- 1980 Comprehensive Plan



Viewpoint Construction Software

Next Generation Industrial / Employment Sanctuaries

Preserve and provide for the long-term success of Central City industrial districts, while supporting their evolution into places with a broad mix of businesses with higher employment densities.

- 2012 Central City Concept Plan

Urban Character





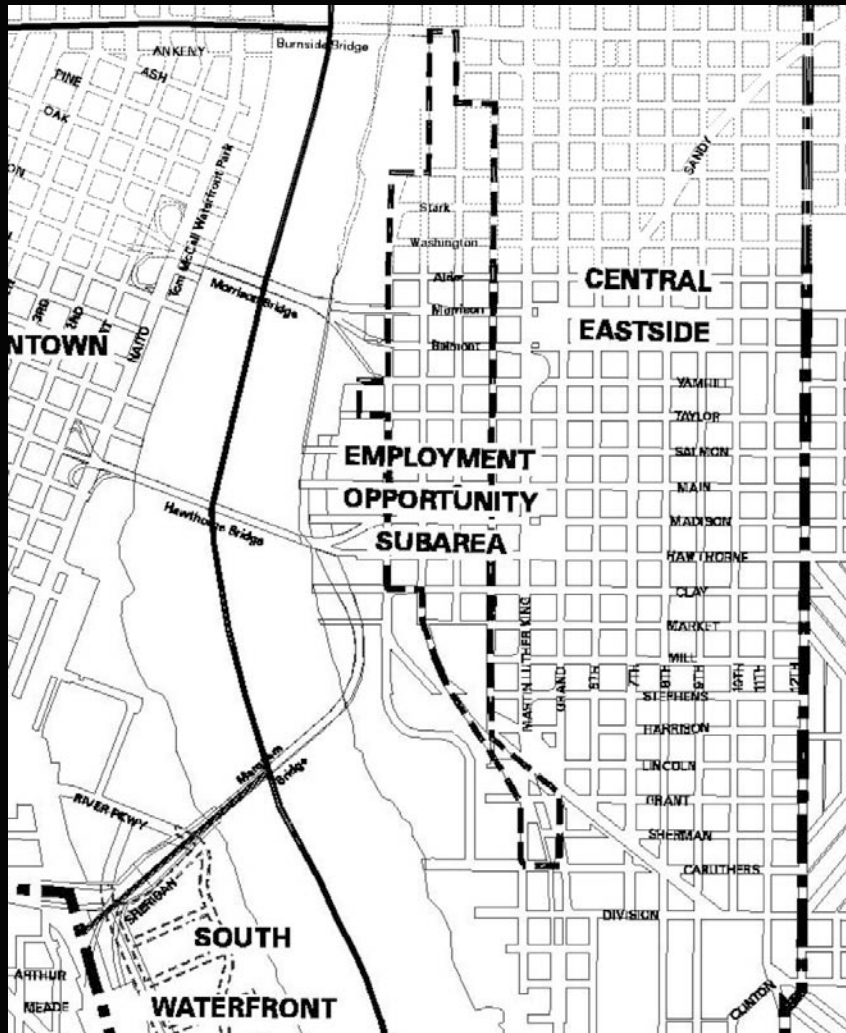
Issues:

- **I/ETOD:** How can transit support existing industrial businesses while also facilitating denser job growth in industrial districts?
- **Industrial Gentrification:** Can we mitigate displacement of existing industrial uses while encouraging new employers?
- **Industry 2035:** What does industry look like in three decades from now, and what implementation strategies are needed to provide protections and flexibility for industry to evolve?

Influence of Urban Form on Industry



Employment Opportunity Subarea



The EOS allows increased non-industrial uses in the IG1 zone

In the IG1 zone, the EOS allows:

- 5,000 sf of Retail
- 5,000 sf of Traditional Office
- 60,000 sf of Industrial Office (architects, engineers, software developers, etc.)
- No limit to number of uses
- Conditional Use approval required to exceed these areas



Concepts to Explore:

- **Industrial / Employment Transit Oriented Development:** Along major transit lines promote industrial office uses (higher density employment) over more traditional industrial uses (lower density employment)?
- **Ground Floor Industry:** Outside stations consider requiring ground floor industrial uses but allow other employment uses on upper floors.
- **Industrial Flex:** Develop new building prototype that may allow office uses but is designed to accommodate industrial uses.

ETOD at the site scale
What Does it Look Like?

Who are the new industrial users?

60 years ago manufacturing made up 30% of the non-farm workforce.
Today less than 10%

Heavy manufacturing that used to reside in the inner east side have in large part moved out

Being replaced by smaller design-oriented / light industrial uses

Craft Breweries, Distilleries, Food production, bicycle manufacturing/ repair, apparel

Need skilled workforce, tend to cluster, often share supply chains, increasingly with an emphasis on sustainable practices



What kind of space are they looking for ?

Adaptive re-use / new construction

Affordability is key

Clustered near similar businesses

Collaborative environment / shared common spaces

Flexible / adaptable

Unfinished, grittier, less polished

High ceilings

Parking / loading



Building Types
Industrial / ETOD

Eastbank Commerce Center



Location 1001 SE Water Ave Portland, OR

Zoning IG1 (Employment Opportunity Subarea)

Building Type Adaptive Re-use

Furniture warehouse converted in 80,000 sf of Office and Creative Business spaces for multiple small tenants. Ground level retail on Water Ave.

Ford Building



Location 2505 SE 11th Ave Portland, OR

Zoning IG1 (some grandfathered uses)

Building Type Adaptive Re-use

This existing 80,000 sf building was constructed in 1914 and used for assembling Model-Ts. It is currently inhabited by office, retail, artist studios and creative businesses.

N Williams Incubator



Location

Portland, OR

Zoning

EXd

Building Type

Adaptive Re-use

This 16,000 sf former cabinet shop building was re-planned to meet the needs of small scale industrial users, with a few slots for retail. A central shared loading corridor allows access to all units and makes interior spaces with no street frontage viable for use.

Waterman Building

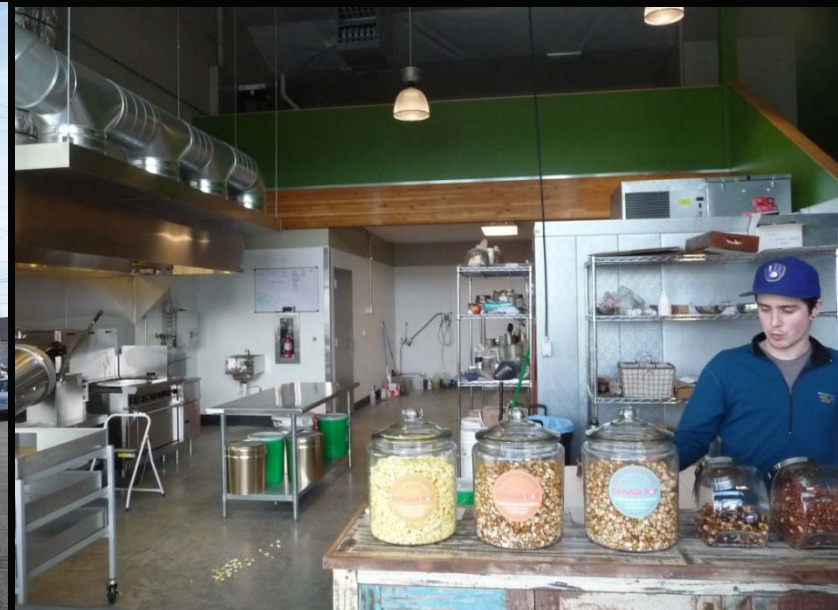


Location SE Madison Ave & SE 1st Ave (heavy rail line)

Zoning IG1 (employment opportunity subarea)

Building Type Adaptive re-use of existing warehouse and industrial building into 40,000 sf of industrial office space. Bike friendly building with no auto parking.

Pitman Building



Location 1650 SE 3rd Ave Portland, OR

Zoning IG1

Building Type New Construction

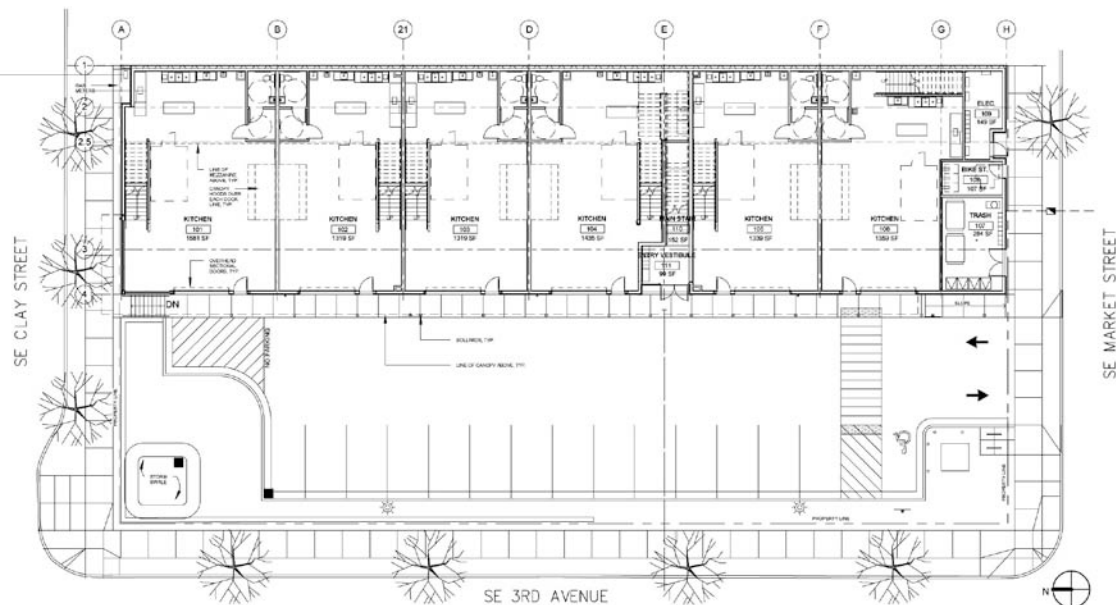
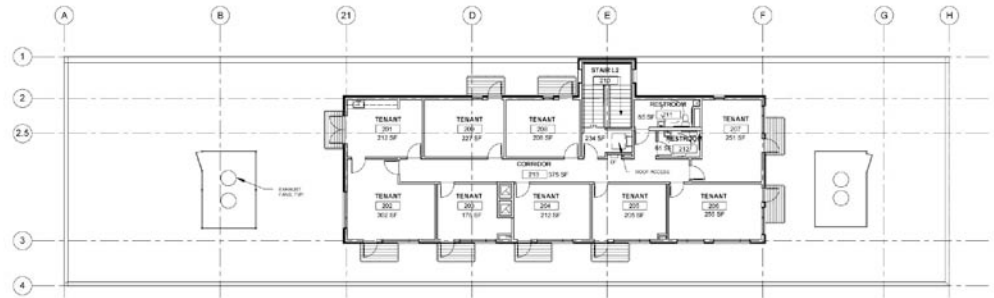
This 15,000 sf new building includes six 1,800 sf +/- commercial kitchen incubator spaces and nine 300 sf +/- small scale manufacturing/office spaces.

Pitman Building

1,500 to 2,000 sf production kitchens at ground level, with mezzanines for storage or office use

overhead doors allow loading and service for each tenant

300 to 500 sf incubator spaces on second level for small manufacturing

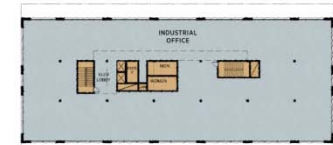


Location 1650 SE 3rd Ave Portland, OR

Zoning IG1

Building Type New Construction

240 SE Clay



TYPICAL LEVEL



3RD AVE LEVEL



LOWER LEVEL

Location SE 2nd and Clay, Portland, OR

Zoning IG1 (Employment Opportunity Subarea)

Building Type New Construction (un-built)

240 Clay has 60,000 sf of 'industrial office' use space. Proximity to transit, restaurants, and other amenities are seen as attractors for prospective tenants of all sizes.

Clinton Station Development



Location SE Milwaukie and Gideon St, Portland, OR

Zoning IG1 / CG

Building Type New Construction and adaptive re-use (un-built)

300-400,000 sf of industrial office, industrial and residential development with a large retail or community center component

OMSI Station Development



Location SE Water Ave and SE Caruthers St Portland, OR

Zoning CG2, IH (zoning changes in process)

Building Type New construction on the existing OMSI campus (Oregon Museum of Science and Industry) Structured parking, museum expansion, research and development, destination hotel, possible housing.

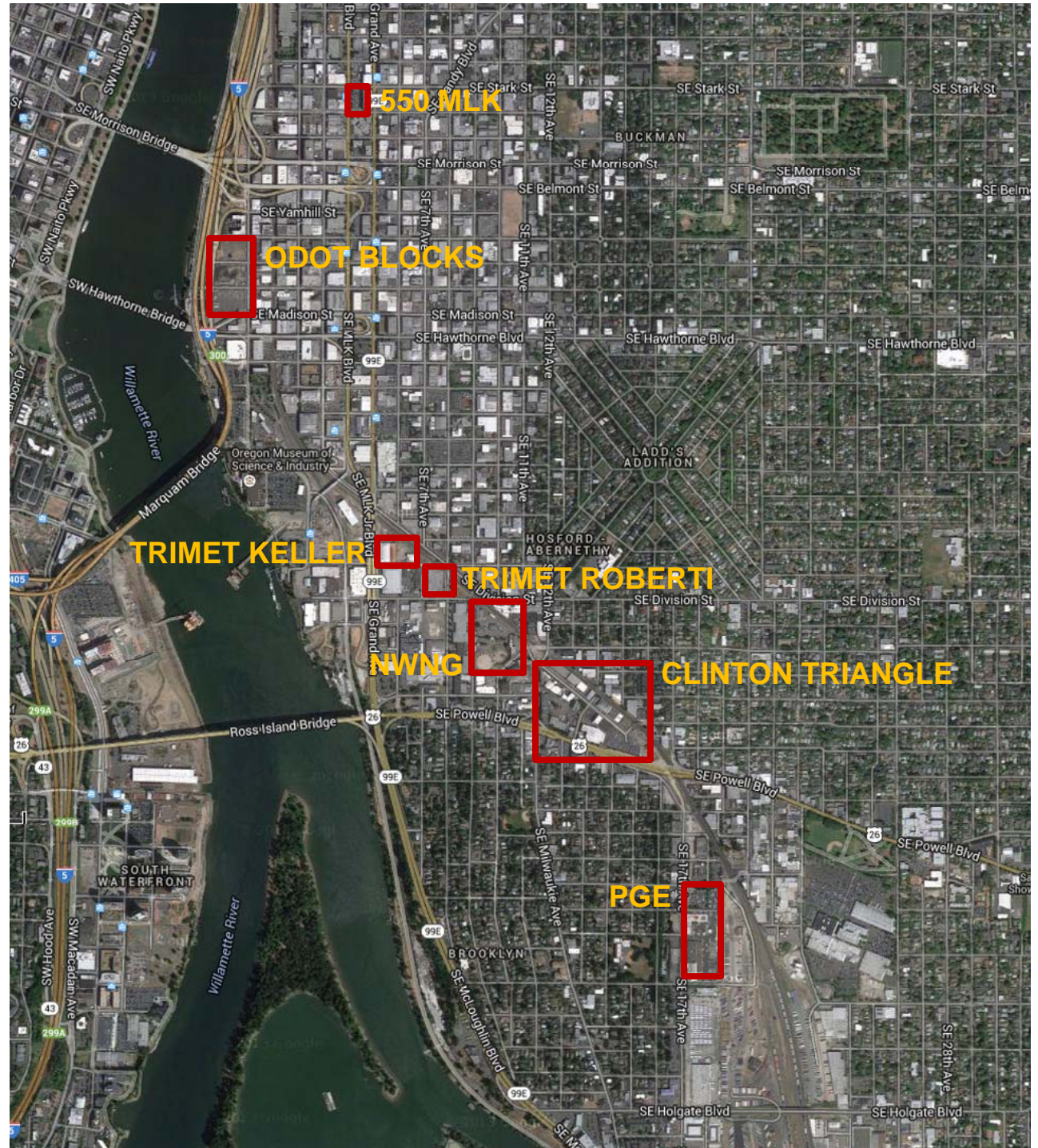
ETOD Strategic Sites
Building Design and Scale

Strategic Site Locations

Analyzed 7 sites throughout the SE Quadrant

Focused on:

- Opportunity areas that could catalyze development
- Challenging sites
- Underutilized sites
- Representative sites to test zoning scenarios



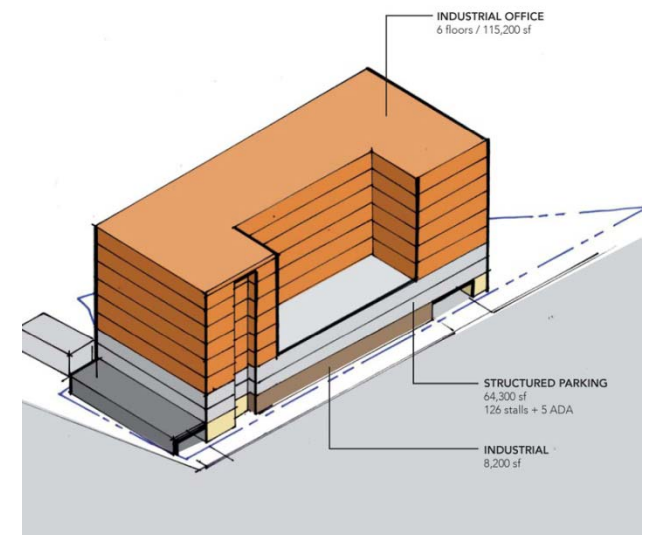
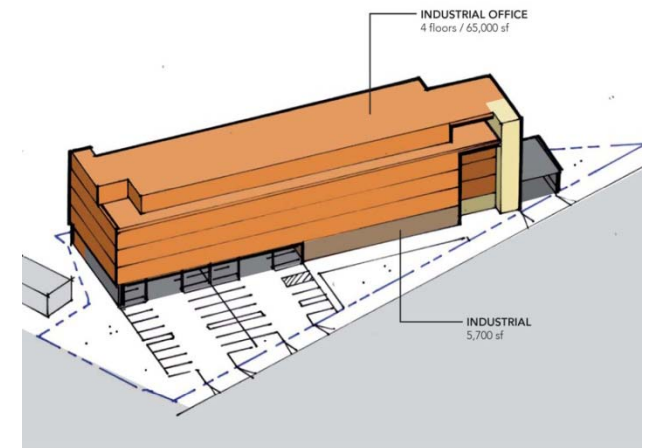
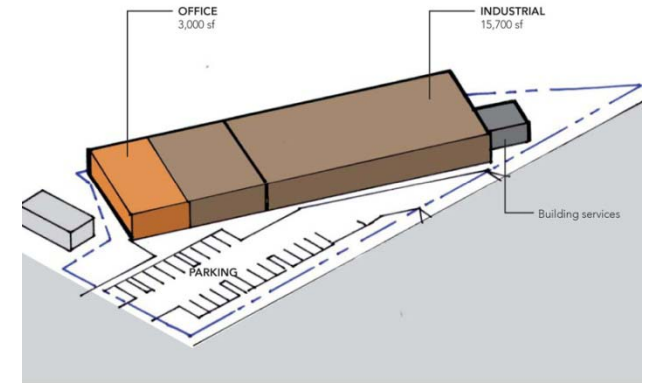
Development Options

Zoning Options

- A) Possibilities under current zoning
- B) Possibilities under current EOS regulations
- C) Possibilities under future zoning or EOS 2.0

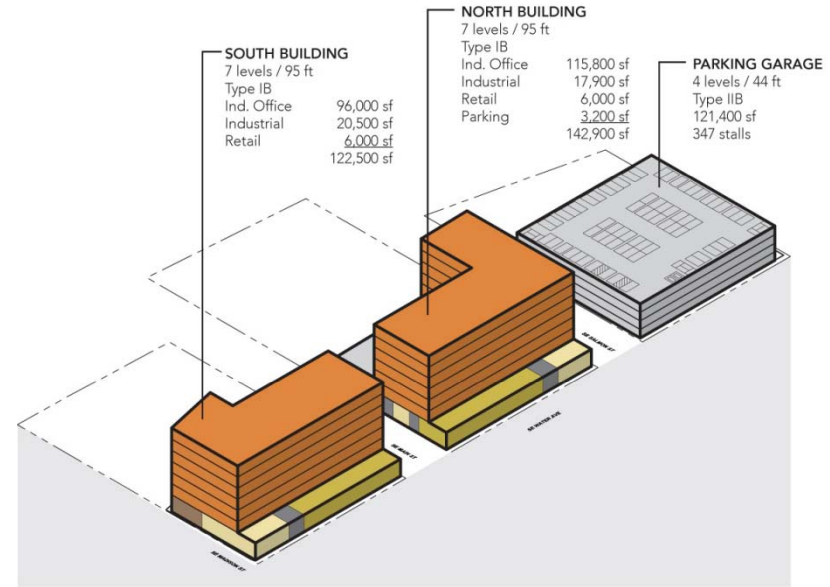
Other Considerations

- Scale
- Compatibility
- Constructability
- Building Codes
- Tenant Mix
- Financial Viability

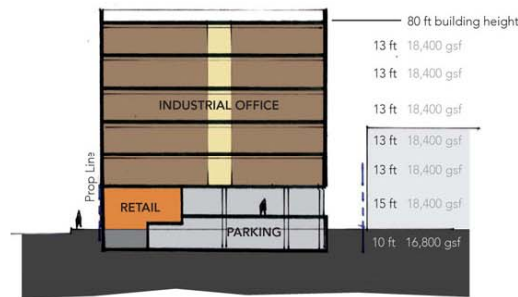


Building Scale

- Most sites limited in size by Portland block grid
- Density limited by market feasibility and parking availability
- Floor plates designed to accommodate smaller scale 'industrial office' users common to Central Eastside
- Focus on floor plate flexibility instead of maximizing floor area
- Minimal traditional building amenities (grand lobbies, multiple elevators, etc.)
- Space for building amenities in demand by industrial office users (bike storage, collaborative/informal meeting spaces, fiberoptic data connections)



Building Height



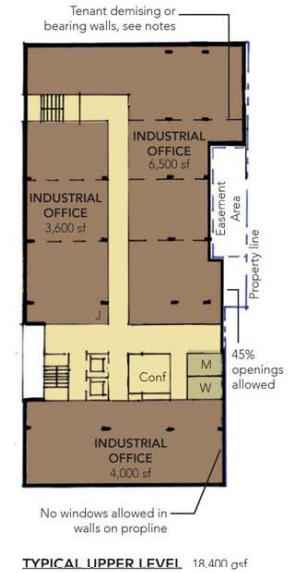
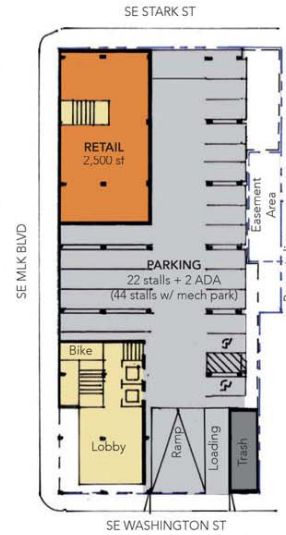
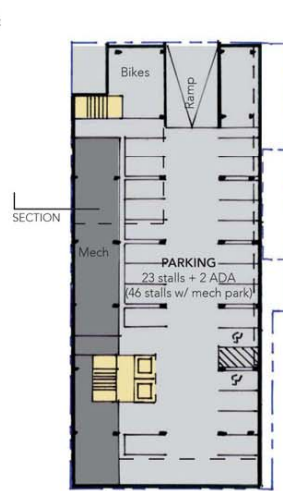
SECTION SCALE: 1" = 30'

NOTES

2 parking levels, 1/2 level up and down from grade w/ dual sided elevator
 Ground level retail with multi-tenant industrial office above & common area support
 Structure: Opt 1: Steel structure throughout to allow long span open flexible space
 Opt 2: Concrete podium with light frame bearing walls above - more economical, but does not provide openness or flexibility
 Provide itemized cost for structured parking component
 Provide cost option for independent access mech parking at \$15,000 per car

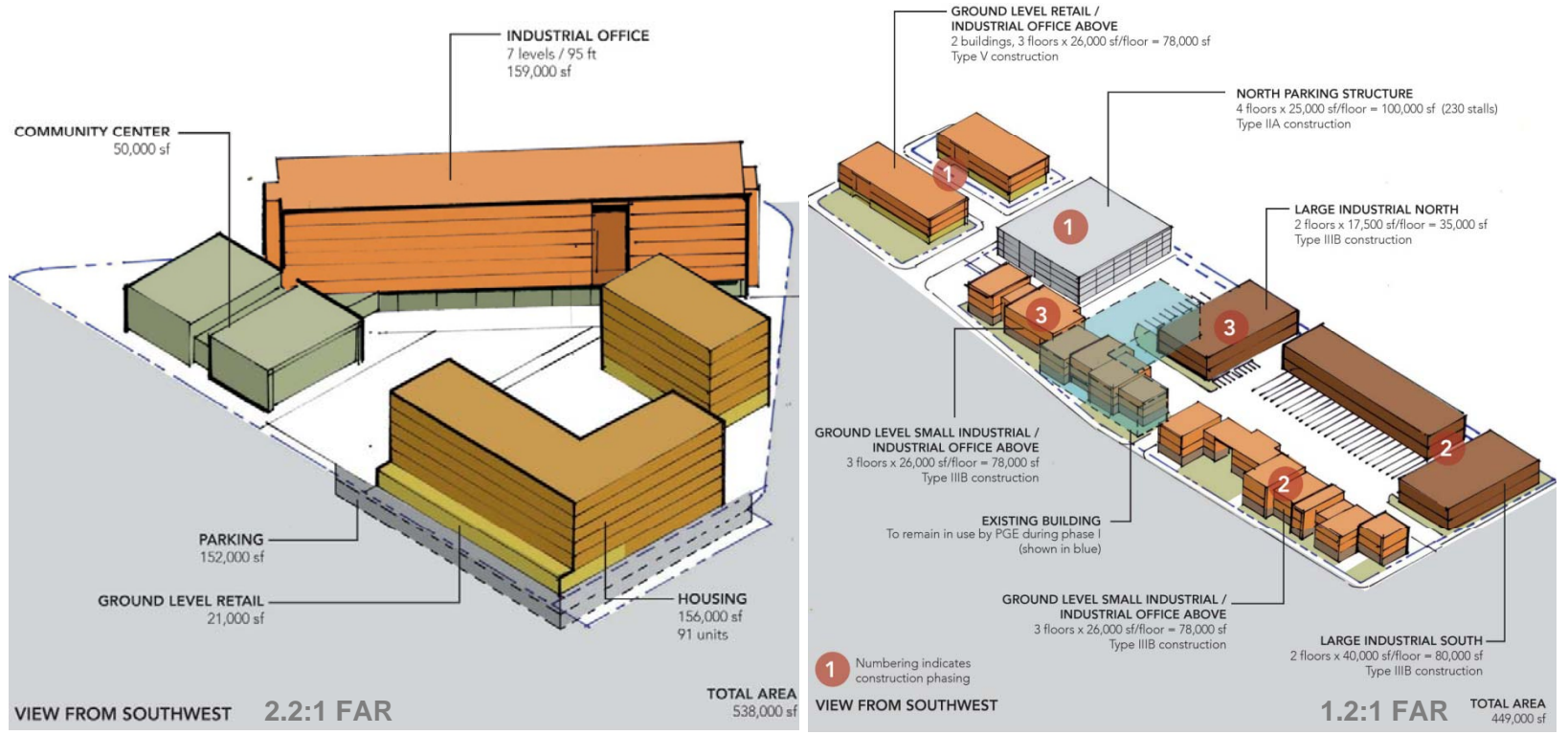
EMPLOYMENT DENSITIES

Retail:	2,500 sf /	470 sf/employee =	5
Ind. Office:	92,000 sf /	175 sf/employee =	525
Total:			530 (1,204 per acre)



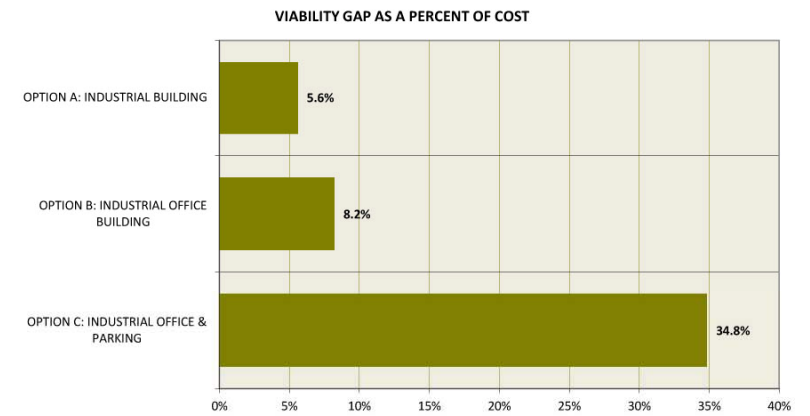
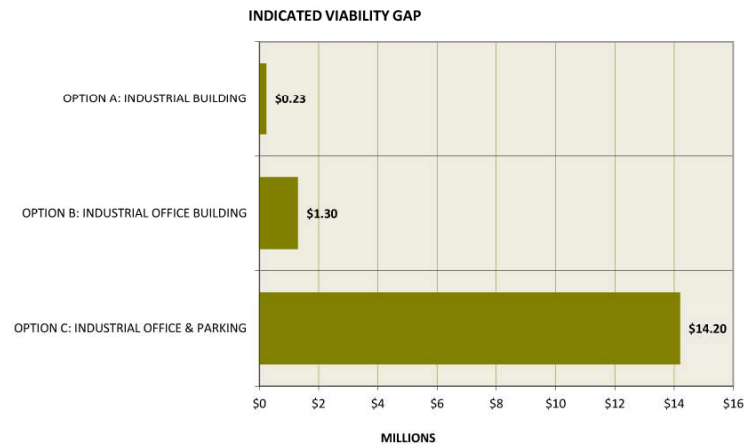
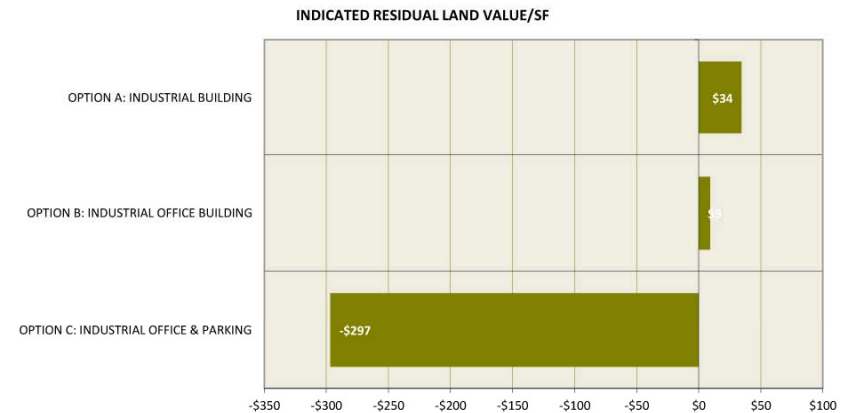
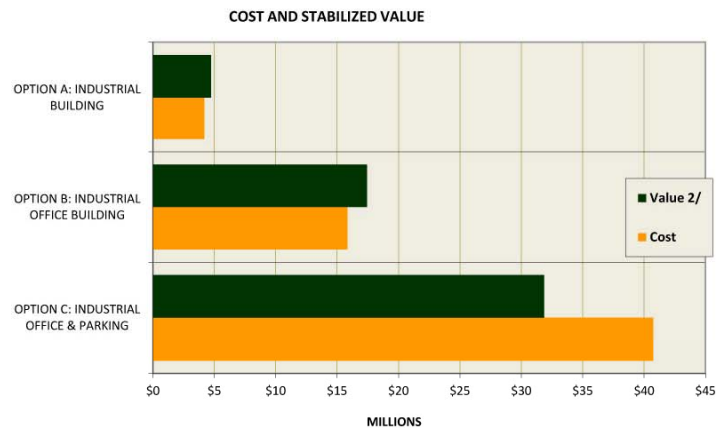
- Higher floor to floor dimensions anticipate open office layouts, exposed structure
- Minimal parking. Creative approaches, mechanical, split level
- Explored building height options to maximize development with less expensive construction systems
- Podium construction for non-residential uses

Site Scale



- Large sites may have difficulty achieving minimum FAR allowed by zoning
- Higher density may require structured parking
- Structured parking not as financially viable on east side compared to downtown

Financial Feasibility



- Low density industrial tended to perform better than higher density industrial office
- Need for structured parking limits financial viability of high density development

Findings

Zoning:

- Sites in the 3rd Avenue West Sub-Area and the Southern Triangle Area could support denser development than current zoning.
- Prohibition of surface parking within 100 ft of light rail and parking entrances within 75 ft of light rail limits access to most sites directly adjacent to the light rail alignment.
- Over-zoning can delay development

Building Design

- Wood-frame “podium” construction economical for mid-rise. Allowed for office, retail and residential but not industrial
- Industrial office uses may work well with multi-story light frame construction. Smaller tenant spaces do not need long-span. Short span lack flexibility.

Structured Parking:

- Most viable when paid parking
- Half-block development inefficient. Need 124’

Financial Feasibility:

- Base zone prototypes always worked
- Mid-rise vs High-rise development: construction type affects financial feasibility
- Mid-rise penciled on some sites
- Higher TSDC’s in the Innovation Quadrant could delay or impede denser development.

