



**City of Portland, Oregon**  
**Bureau of Development Services**  
**Land Use Services**  
FROM CONCEPT TO CONSTRUCTION

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## Design Advice Request

### SUMMARY MEMO

**Date:** February 14, 2020  
**To:** Katherine Schultz, GBD Architects  
**From:** Grace Jeffreys, Design / Historic Review Team  
503-823-7840, [grace.jeffreys@portlandoregon.gov](mailto:grace.jeffreys@portlandoregon.gov)  
**Re:** EA 19-215959 DA #2 – RiverPlace Central City Master Plan  
Design Advice Request Memo – December 5, 2019

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Design Commission at this Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit:  
<https://efiles.portlandoregon.gov/record/13186536>.

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented at this Design Advice Request. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Please keep in mind that the formal Type III land use review process [which includes a land use review application, public notification and a Final Decision] must be followed once the Design Advice Request meetings are complete, if formal approval for specific elements of your project is desired.

Please continue to coordinate with me as you prepare your Type III CCMS application.

*Encl:*  
Summary Memo  
Approval Criteria

*Cc:* Design Commission  
Respondents

**Commissioners.** *Present - Julie Livingston, Jessica Molinar, Brain McCarter, Chandra Robinson, Zari Santner, Absent - Sam Rodriguez, Don Vallaster (notes provided)*

**Executive Summary.** This proposal is an exciting opportunity to bring added activation, connectivity and density to this less developed area of the central city that lies so close to the Willamette River. The Commission appreciated the many improvements made since the first DAR. Moving forward, it will be important that this CCMS provides a strong framework for the new development while also addressing existing conditions, both on and off site, so future development will extend and enhance this area making it a successful part of the central city. In particular, the following critical elements were highlighted:

- A new intersection at SW Hall and SW Harbor Drive is critical, so please work with PBOT and ODOT to realize this.
- Another at-grade, east-west physical connection is needed thorough the large block fronting the regional bike path/ SW Harbor Way.
- The open spaces must be connected, easily accessible by the public, and should reach beyond the site to connect to the surrounding areas.
- The main plaza should be surrounded by active uses.
- Orient the tower bars east to west to increase permeability between them through to the river.
- The main plaza and A street should be activated with retail.

The discussion has been summarized under four main areas: Connectivity, Open Areas, Building Massing and Street Activation.

**I. Connectivity,** (streets and blocks,) should be provided through the site, to the surrounding neighborhood, and to SW Portland across SW Harbor Drive.

**A. SW Hall.** It is critical that an intersection is created at SW Hall and SW Harbor Drive, so please work with PBOT and ODOT to realize this.

Since the 1<sup>st</sup> DAR, the proposal has changed to extend SW Hall through the western block, dividing the western half of the site into 2 blocks rather than the previous 1. This provides better connectivity through the site than previous iteration and reduces the size of the large western block. The extension of Hall provides an opportunity to create an intersection with Harbor Drive, which could reduce the need for vehicular traffic on SW Harbor Way which fronts the west side of the site. This is encouraged, since the intersection of Harbor Way and Montgomery is a very short distance off SW Harbor Drive, and it creates an unsafe condition for users hoping to cross Montgomery. This condition needs to be repaired rather than made worse by added vehicular traffic, and the extension of Hall to Harbor Drive could take pressure off this intersection.

If SW Hall does go through, the Commission encouraged looking into vacating SW Harbor Way so the existing bike path and adjacent area could be enriched. (The Indianapolis Cultural Trail is an example of varied treatment of enriching a path system).

**B. Northwestern block.** Another at-grade, east-west physical connection is needed thorough the large NW block fronting the regional bike path/ SW Harbor Way.

Even with the extension of Hall, a large block (over 460' x 200') remains at the NW corner of the site, which is over the size of 2 typical city blocks. While an above-grade podium level connection is shown over the top of this large block, major concerns remain about the ability of this approach to meet approval criteria, particularly:

- *Approval Criteria #1, CC2035 Plan, Policy 5.UD-4 - Open Space Network.*
- *Approval Criteria #2, CCFGD, A3 - Respect the Portland Block Structures, B3 - Bridge Pedestrian Obstacles, and B7 - Integrate Barrier-free Design.*
- *Approval Criteria #7, Internal open areas to enhance connectivity.*
- *Approval Criteria # 9 Provide multi-modal street connections to support the surrounding street grid pattern.*
- *Approval Criteria # 11, Inactive uses are shared or consolidated, with the goal of activating the pedestrian environment.*

There can be no backsides to the regional bike path/ SW Harbor Way frontage. Physical connectivity as well as visual and perceptual connectivity through the site is crucial. Whether or not there is a bridge to Naito sometime in the future, we know that the 200' permeability of Portland blocks promotes connectivity and pedestrian movement. The 460' long, 3-5 story podium that fronts the regional bike path effectively creates a wall through the site from Harbor Drive/Harbor Way to the river. Adding another pedestrian path isn't duplication; rather, it offers more options for access.

The stepped podium proposal also adds vertical barriers through the site. We know that open spaces at grade are easier to get to and stand a better chance of success. If the open spaces through the NW block were at grade, rather than up on a podium, this could be a fantastic place to move through. An at-grade connection would also:

- Provide better visual permeability and physical multi-modal connectivity through the site.
- Provide opportunities for much needed repair along the frontage of SW Harbor Way, helping this part of the city better connect to Downtown. If well connected and well activated, this could become a wonderful ped/ bike path, as well as a great space to stop.
- Provide opportunities for more daylight and air to the large surrounding development proposed.
- Provide better connections to the new main plaza west towards the rest of the city.

## II. Open Areas.

**A. Main Plaza.** Since the first DAR the main plaza has been moved to grade, so it connects directly to the adjacent streets, and the potential encroachments over the adjacent new street have been removed. By putting the main plaza at grade, there are more opportunities for it to be accessible and activated from all sides. This main plaza has the potential to become a strong community asset.

It will be important to surround the main plaza by active uses. The Commission supported the idea of a curb-less festival type of street to the south of the plaza. A small pavilion in the park may also help activation. Less active uses, such as a grocery store, should not front the main plaza.

**B. Smaller Open Spaces.** The remaining required open areas are spread around the site as a number of smaller plazas. The location and design of the two mid-block open spaces, however, appear to attempt to address on-site issues created by the large block design, and it was questionable whether these spaces contributed to an active urban streetscape.

Connect the new open spaces, make them easily accessible by the public, and have them reach beyond the site to connect to the surrounding areas. Design a landscape that is connected and inviting, which the buildings sit within, rather than a layout driven by street patterns, buildable blocks and open spaces designed to accommodate buildings. The early visuals presented to the City Council were alluring as they placed the design in context of green, river and hills. However, while the upper podium spaces might flow together, which has appeal, the commission struggled to see how the adjacent open spaces would belong to the public rather than the towers.

A connection at grade through the remaining large block is necessary. The Commission continued to have strong reservations about the "Portland Steps" aspect of the proposal. While the images provided of the upper podium spaces flowing together have appeal, the Commission struggled to see how these spaces would belong to the public rather than the towers. And, because the CCMP doesn't control the actual built proposal, these spaces may end up with few amenities and access, and the opportunity to break up this large block mass and offer connectivity through the block will be lost.

Create stronger at-grade connections between the open spaces. Study how to physically connect the isolated western open space (C) down to the main plaza (B), and possibly across to Montgomery (E). Then, rather than a path to nowhere, these open spaces become part of a larger connected network. Everyone coming to the site from the city will see this western side of the site first. On the west side, there are opportunities to go beyond confines of the site to create a great open area.

The Commission encouraged accommodating multi-modal use on Montgomery but were not sure that providing further open space along the street would improve it.

### III. Building Massing

- A. Towers.** The Commission supported the tower bars to be oriented east to west to increase permeability between them through to the river, as well as to provide the opportunity for light and air to the open spaces. The Commission also noted that simple shapes of tall structures tend to be strong responses to guidelines. The Commission supported the stepping down of tower heights towards the river.
- B. Minimum Development.** The Commission asked that the applicants' study and provide minimum potential development limits for the CCMS review also.

### IV. Street Activation

#### A. Ground Level uses.

- 1. A Street.** The Commission supported focusing retail on the main plaza and on A street. A double sided retail street has more potential to be successful.
- 2. Main plaza.** The woonerf will need to be activated to be successful. Big retail/ grocery should be located away from the main plaza. A free-standing pavilion in park may be helpful with activation. Carefully study what is needed to ensure a business would be successful within the park. For instance, the pavilion in Directors park, at 800 sf, may have been too small for a restaurant since the kitchen took up too large a percentage of the space.

- B. Street Character.** The Commission appreciated the enlarged street section studies and noted it will be important to add potential massing and uses of adjacent buildings to show the character of the streets. The Commission appreciated that the proposal did not increase the widths of any streets.

### Exhibit List

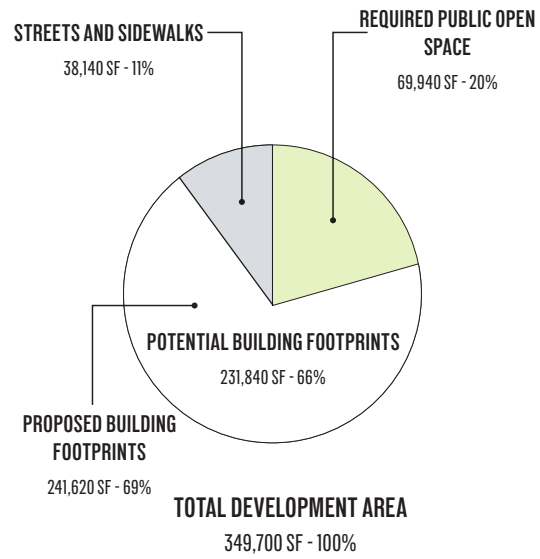
- A. Applicant's Submittals
1. Initial Submittal, drawings, dated 08/23/2019
  2. DAR #1 Full Set
- B. Zoning Map
- C. Drawings
1. Exhibits C.1-C.54, DAR #2 Full Set (attachments page 6 and 18)
- D. Notification
1. Posting instructions sent to applicant
  2. Posting notice as sent to applicant
  3. Applicant's statement certifying posting
  4. General information on DAR process included with e-mailed posting/notice
  5. DAR #2 Posting instructions sent to applicant
  6. DAR #2 Posting notice as sent to applicant
  7. DAR #2 Applicant's statement certifying posting
- E. Service Bureau Comments – (See responses in Pre-Application Summary Memo, 03/12/19, Exhibit G.2)
- F. Public Testimony
1. Wendy Rahm, 09/09/19, Public Comments from SBO, residents of the Strand, American Plaza, Harrison Towers and Eliot tower, concerns regarding transportation, added density, Open Spaces, displacement, capacity of infrastructure, connections, light/shadows, and trees.
  2. Wendy Rahm, 09/09/19, DNA, concerns regarding subsidence and pile driving, demolition and displacement, trees, bonus FAR, livable neighborhood, connections/activation, mass/scale, Transportation Plan.
- G. Other
1. Application form
  2. Pre-Application Summary Memo, 03/12/19
  3. Staff Memo to Design Commission, 09/26/2019
- H. Commission
- DAR #1
1. Staff Presentation to Design Commission, 10/03/2019
  2. Applicant's Presentation to Design Commission, 10/03/2019

3. Testifiers Sheet, 10/03/2019
4. Bob Gelpke, 10/03/19, DNA, concerns regarding subsidence, contamination of soil, future liquefaction and pile driving.
5. Deanna Mueller-Crispin, 10/03/19, DNA, concerns regarding loss of affordable housing, displacement, demolition debris and loss of trees.
6. LaJune Thorson, 10/03/19, DNA, concerns regarding displacement and lack of connectivity.
7. John Czarnecki, 10/03/19, DNA, concerns regarding livability and lack of community services.
8. Thomas Ray, 10/03/19, DNA, concerns regarding mass and scale, transportation and congestion, livability and pedestrian access, and isolation of the neighborhood.
9. Phil Gilbertson, 10/03/19, DNA, concerns regarding activation, connectivity, challenges with staircase, congestion, dangers of crossing Harbor Drive, support of a new bridge, need to reduce bottle neck of Harbor Drive and overcome disconnect between Downtown and RP.
10. Wendy Rahm, 10/03/19, DNA, concerns
11. Joel Thorson, 10/03/19, concerns regarding displacement and FAR bonus.
12. Jerry Burger, 10/03/19, American Plaza Towers, concerns regarding space for support services, deliveries and congestion.
13. Diana Stuart, 10/03/19, concerns regarding impact of this scale of development on vehicular and public modes of transit, will parking be sufficient, what is environmental impact on river, wildlife and people, and livability- bicycle and pedestrians and retail.
14. Kim Gerardi, 10/03/19, concerns of accuracy of PBOT's Transportation analysis and request for an up-to-date traffic study.
15. Pam Hellings, 10/03/19, concerns of capacity of public transportation and request for a comprehensive transportation study.
16. Kathi Garcin, 10/03/19, noted existing public transportation is frequently over-taxed, and request for assessment of traffic impacts.
17. Richard Teutsch, 10/03/19, concerns with adequacy of transportation infrastructure and sufficiency of parking.
18. Kevin Cornelius, 10/03/19, concerns with increased density and its impact on traffic flow and shadows on adjacent properties.
19. Rudy Barton, 10/03/19, concerns with density and circulation, and requests details of proposed density, massing, program and phasing of each block, as well as a transportation plan.
20. Bob Zucker, 10/03/19, would like to see inclusionary housing requirements met on-site, spread throughout the site, with mixed sized units; concern with too much commercial office space; and request grocery store and other retail be part of proposal.
21. Susan Medak, 10/03/19, concerns regarding permeability through site, impact on existing neighborhood and the quality of streetscapes
22. Arlene Zucker, 10/03/19, concerns with tiered and podium open space, wish to see area for active community engagement; play spaces, grassy areas for tables, and pet areas.
23. Carolyn Whitney, 10/03/19, concerns regarding environmental impacts and request that green infrastructure be core of the design, asks for an environmental impact analysis to be done.
24. Robert Wood, 10/03/19, asks for retail grocery store, first floor retail, and for towers to be set back from River Drive creating an extension to RiverPlace Esplanade.
25. Barbara Jennings, 10/03/19, asks to keep round-a-bout, protect trees along Montgomery, and that large trees and green space be incorporated through the new development.
26. William Sweeny, 10/03/19, concerns regarding displacement, added traffic, and need for parking.
27. Alex Lovre, 10/03/19, concerns regarding scale/massing, traffic congestion and pedestrian connectivity to downtown.
28. Jamie Bryant, 10/03/19, concerns regarding scale/massing, traffic congestion and pedestrian connectivity to downtown.
29. Julie Leuvrey, 10/03/19, concerns regarding scale/massing, traffic congestion and pedestrian connectivity to downtown.
30. Angie Coronada, 10/03/19, concerns regarding scale/massing, traffic congestion and pedestrian connectivity to downtown.
31. Article by Mary King, Wall Street Journal, 09/13/19, regarding Wall St Speculators and the loss of Affordable Housing.
32. Summary Memo, 11/8/19
33. PBOT DAR response, 10/15/19

34. Staff Memo to Design Commission, 11/27/2019  
DAR #2
35. Staff Presentation to Design Commission, 12/5/2019
36. Applicant's Presentation to Design Commission, 12/5/2019
37. Testifiers Sheet, 12/5/2019
38. Wendy Rahm, 12/5/19, concerns
39. John Czarnecki, 12/5/19, concerns
40. LaJune Thorson, 12/5/19, concerns
41. Phil Gilbertson, 12/5/19, concerns
42. Kevin Cornelius, 12/5/19, concerns
43. Robert Gelpke, 12/5/19, concerns
44. Walter Weyler, 12/5/19, concerns
45. Jan Campbell, 12/5/19, concerns
46. Caroline Whitney, 12/5/19, concerns
47. Rudy Barton, 12/5/19, concerns
48. Jules Goodwin, 12/5/19, concerns
49. Robert Wood, 12/5/19, concerns
50. Bob Zucker, 12/5/19, concerns
51. Arleen Zucker, 12/5/19, concerns
52. Lauren Roscoe, 12/5/19, concerns
53. Pam Hellings, 12/5/19, concerns
54. Bev Voytko, 12/5/19, concerns
55. Rhonda Barton, 12/5/19, concerns
56. Debra Wood, 12/5/19, concerns
57. Richard Teutsch, 12/5/19, concerns
58. Kathi Garcin, 12/5/19, concerns
59. Naomi Wamacks, 12/5/19, concerns
60. Sue Medak, 12/5/19, concerns
61. Diana Stuart, 12/5/19, concerns
62. Susan West, 12/5/19, concerns
63. David Steinbrecher, 12/5/19, concerns
64. Julie Leuvrey, 12/5/19, concerns
65. Helmut Gieben, 12/5/19, concerns
66. Lisa Boyd, 12/5/19, concerns
67. Jaime Bryant, 12/5/19, concerns
68. Alex Lovre, 12/5/19, concerns
69. Barbara Shaw, 12/5/19, concerns
70. Eighteen signatures, 12/5/19, concerns
71. Judy Hedreen, 12/12/19, concerns



# CCMP REQUIRED OPEN SPACE



The required open space for RiverPlace is divided into two parts — a large waterfront plaza at the northeast corner of the site and a series of smaller, “discovered” spaces at different moments around the development. The plaza itself represents over half of the required open space at about 45,000 square feet. The southern edge of plaza is designed like the Festival Streets in Old Town on Davis and Flanders: a curbless design that feels like an extension of the park, but could allow motor vehicles for loading or special access in some cases.

Directly to the west across the street from the plaza is an entry courtyard and termination of the “Portland Steps” offering a unique vantage point from which to take in the surroundings and great views of the river. At the southwest corner of the site is an entry/gateway plaza adjacent to the intersection of Harbor Drive and River Parkway and facing the Green Loop connection kitty-corner at the intersection.





# CC2035 PLAN GOALS

## CC2035 GOAL 1: REGIONAL CENTER



RiverPlace will positively contribute to the Central City's dynamic urban character with a high density development that will add vibrancy and activity to the South Waterfront community. The scale and diversity of the proposed development will enable new uses and attractions not currently found in the community: new types of retail, event/entertainment venues or cultural attractions. The proximity of the site to the riverfront could attract river-related retail uses such as kayak or canoe rentals, guided river tour businesses, or river equipment sales and service to be a part of the commercial mix on the site. The dynamic and varied design of the open space would become an attraction in and of itself, offering an undulating open space experience and unique vantage points for views of the river and to the east.



CCMP Approval Criteria Matrix – RiverPlace Central City Master Plan, EA 19-215959 DA #2, 12/5/19

- Criteria that is clearly not yet met has been shown in *red*.
- Criteria that need further consideration have been noted in *peach*.
- Criteria that have elements supported by the Commission are shown in *green*.

Criteria		Met?	Comments
1	<b>The Central City Master Plan is consistent with the applicable subdistrict goals and policies of the Central City 2035 Plan.</b>		
<b>Goal 1</b>	<b>Regional Center</b>		
<i>District Policies: Regional Center</i>			
<b>Policy 1.UD-2</b>	<b>Portland State University.</b> Support the continued success and growth of Portland State University. Specifically, encourage new university development and partnerships with public and private development in the district to promote a vibrant and diverse neighborhood	N/A	<i>Site not at PSU, does not apply.</i>
<b>Policy 1.UD-2</b>	<b>Tourism, retail and entertainment.</b> Increase the number of visitors to the district by encouraging new and enhancing existing riverfront shops, restaurants and recreational opportunities at RiverPlace.	-	<i>Potential, especially at Main Plaza, on A Street, and through the site east to west to bike path.</i>
<b>Policy 1.UD-3</b>	<b>Strategic redevelopment.</b> Encourage public and private redevelopment in the district, while supporting the existing residential redevelopment, particularly in the areas around Naito Parkway/ Harbor Drive, SW 4th Avenue, the Lincoln MAX Station and along the SW 5th and SW 6th Avenue Transit Mall. Where possible, encourage new development that includes public-private partnerships and activities and helps meet Portland State University space needs.	-	<i>Large block creates a barrier to the west. Needs to better connect regional bike path/ Harbor Drive area through site to links to downtown.</i>
<b>Goal 2</b>	<b>Housing and Neighborhoods</b>		
<i>District Policies: Housing and Neighborhoods</i>			
<b>Policy 2.UD-1</b>	<b>Complete neighborhoods.</b> Encourage the development of a grocery store, new and improved open spaces, playground, daycare facilities, a small hotel, and a community or senior center.	-	<i>More information needed.</i>
<b>Policy 2.UD-2</b>	<b>Community cohesiveness.</b> Support a cohesive, connected community. Create and enhance successful neighborhood-oriented retail/commercial areas near Portland State University, the Halprin Open Space Sequence and in RiverPlace.	-	<i>More information needed.</i>
<b>Policy</b>	<b>Evening and weekend activity.</b> Encourage the development of uses that are active in the evenings and on	-	<i>More information needed.</i>

	<b>2.UD-3</b>	weekends such as restaurants, galleries, retail stores and performance spaces. Provide a safe and secure 24-hour environment, particularly in car-free pedestrian areas including the PSU campus, South Auditorium and RiverPlace Esplanade.		
	<b>Policy 2.UD-4</b>	<b>Housing diversity.</b> Encourage multi-family housing supportive of families and students.	-	<i>More information needed.</i>
	<b>Goal 3</b>	<b>Transportation</b>		
		<i>District Policies: Willamette River</i>		
	<b>Policy 4.UD-1</b>	<b>South Downtown urban riverfront.</b> Leverage existing development, including RiverPlace Marina, and redevelopment to provide additional in-water and on-land recreational and commercial access along the riverfront.	-	<i>More information needed.</i>
	<b>Policy 4.UD-2</b>	<b>Watershed health and native species recovery.</b> Enhance in-water and riparian habitat and increase flood capacity at the RiverPlace Marina and under the Marquam Bridge and replace invasive, non-native plants with native plants on the riverbanks from the Hawthorne Bowl to South Waterfront. Improve in-water habitat complexity under the Marquam Bridge.	N/A	<i>Site not at riverbank, does not apply.</i>
	<b>Goal 5</b>	<b>Urban Design</b>		
		<i>District Policies: Urban Design</i>		
	<b>Policy 5.UD-1</b>	<b>Portland State University character.</b> Encourage the continued development of a pedestrian oriented, predominantly university campus environment centered on the South Park Blocks. Encourage the development of an integrated urban environment with a rich mix of public and private institutions, commercial uses and housing west of Broadway to SW 4th Avenue.	N/A	<i>Site not at PSU, does not apply.</i>
	<b>Policy 5.UD-2</b>	<b>South Auditorium character.</b> Retain the modernist feel and pedestrian-focused character of the South Auditorium Plan District, respecting in particular the National Register of Historic Places Halprin Open Space Sequence. Add new uses to increase pedestrian activity in the district. Connect the pedestrian pathways to adjacent districts while maintaining the character, safety, and livability of this neighborhood.	N/A	<i>Site not at Halprin sequence, does not apply, however, the sequence provides an example of interconnectedness for this development.</i>
	<b>Policy 5.UD-3</b>	<b>RiverPlace character.</b> Encourage the continued development of RiverPlace with a broad mix of residential, commercial, recreational and boating uses. Maintain and enhance the cohesive design aesthetic, generous landscaping, and close relationship of the public realm to the river.	-	<i>Not met at large block.</i>
	<b>Policy 5.UD-4</b>	<b>Street hierarchy and development character.</b> Support the retail/commercial character of 4th Avenue, Broadway and College Streets; as well as the flexible character of Park Avenue and Montgomery Street.	-	<i>Commission supported retail emphasis at the main plaza and A street.</i>  <i>More information needed of the streets including potential</i>

				<i>adjacent building envelopes.</i>
	<b>Policy 5.UD-5</b>	<b>Open space network.</b> Support existing open spaces, including the Halprin Open Space Sequence and the Willamette River, to be more accessible, usable and engaging spaces for the community while also supporting the development of new open spaces where opportunities arise. Broaden the range of available recreation experiences.	-	<b>Not met at large block.</b>
	<b>Goal 6</b>	<b>Health and Environment</b>		
	<i>District Policies: Health and Environment</i>			
	<b>Policy 6.UD-1</b>	<b>High performance university campus.</b> Support PSU as an urban laboratory to promote energy efficiency and green building technologies and practices, as well as sustainable site design and development.	N/A	<i>Does not apply</i>
<b>2</b>	The master plan demonstrates how development will comply with the Central City Fundamental Design Guidelines, as well as any applicable design guidelines specific to the subdistrict the master plan site is located within.			
	<i>Central City Fundamental Design Guidelines</i>			
	<b>A1</b>	Integrate the River	-	<b>Not met at large block.</b>
	<b>A2</b>	Emphasize Portland Themes	-	<b>Not met at large block.</b>
	<b>A3</b>	Respect the Portland Block Structures	-	<b>Not met at large block.</b>
	<b>A4</b>	Use Unifying Elements	-	<i>More information needed.</i>
	<b>A5</b>	Enhance, Embellish and Identify Areas	-	<b>Not met at large block.</b>
	<b>A6</b>	Reuse / Rehabilitate / Restore Buildings		
	<b>A7</b>	Establish and Maintain a Sense of Urban Enclosure	-	<i>More information needed.</i>
	<b>A8</b>	Contribute to a Vibrant Streetscape	-	<b>Not met at large block.</b>
	<b>A9</b>	Strengthen Gateways	-	<b>Not met at large block.</b>
	<b>B1</b>	Reinforce and Enhance the Pedestrian System	-	<b>Not met at large block.</b>
	<b>B2</b>	Protect the Pedestrian	-	<b>Not met at large block.</b>
	<b>B3</b>	Bridge Pedestrian Obstacles	-	<b>Not met at large block.</b>

	<b>B4</b>	Provide Stopping and Viewing Places	-	<i>More information needed.</i>
	<b>B5</b>	Make Plazas, Parks, and Open Space Successful	-	<b>Not met at large block.</b>
	<b>B6</b>	Develop Weather Protection	-	<i>More information needed.</i>
	<b>B7</b>	Integrate Barrier-Free Design	-	<b>Not met at large block.</b>
	<b>C1</b>	Enhance View Opportunities	-	<b>Not met at large block.</b>
	<b>C2</b>	Promote Quality and Permanence in Development	-	<i>More information needed.</i>
	<b>C3</b>	Respect Architectural Integrity	-	<i>More information needed.</i>
	<b>C4</b>	Complement the Context of Existing Buildings	-	<b>Not met at large block.</b>
	<b>C5</b>	Design for Coherency	-	<i>More information needed.</i>
	<b>C6</b>	Develop Transitions Between Buildings and Public Spaces	-	<b>Not met at large block.</b>
	<b>C7</b>	Design Corners that Build Active Intersections	-	<i>More information needed.</i>
	<b>C8</b>	Differentiate the Sidewalk-Level of Buildings	-	<i>More information needed.</i>
	<b>C9</b>	Develop Flexible Sidewalk-Level Spaces	-	<i>More information needed.</i>
	<b>C10</b>	Integrate Encroachments	-	<b>Not met at large block.</b>
	<b>C11</b>	Integrate Roofs and Use Rooftops	-	<i>More information needed.</i>
	<b>C12</b>	Integrate Exterior Lighting	-	<i>More information needed.</i>
	<b>C13</b>	Integrate Signs	-	<i>More information needed.</i>
<b>3</b>	Development on lots with river frontage incorporates elements that activate the riverfront, such as open areas, trails, accessways, and active land uses that encourage public use and enjoyment of the riverfront.		-	<b>Not met at large block.</b>
<b>4</b>	The proposed uses will not have significant adverse effects on industrial firms or result in conflicts with industrial activities located within the plan boundary or within 500 feet of the plan boundary.			

5	The master plan demonstrates that development within the plan boundary will establish an overall building orientation through massing, the location of entrances, and the location of ground floor uses that result in an edge that embraces adjacent public park rather than creating an abrupt edge between the plan area and parks and ensures that development within the plan boundary will not excessively shade the adjacent park.	-	<b>Not met at large block.</b>
6	The master plan demonstrates that easy and safe access will be provided to transit stations located within or immediately adjacent to the master plan boundary, and any buildings located immediately adjacent to a transit station include ground floor uses that create an active and safe pedestrian environment throughout the day, evening, and week.	-	<i>More information needed.</i>
7	Internal open areas are accessible within, and distributed throughout, the master plan area and have connections to the surrounding neighborhood and to any adjacent open space. Internal open areas enhance visual permeability through the site, especially on sites near the Willamette River. The size and location of each open area must be adequate to accommodate the intended use of the space.	-	<b>Not met at large block.</b>
8	The transportation system is capable of supporting the proposed uses in addition to the existing uses in the plan area. Evaluation factors include street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated.		<i>More information needed.</i>  <i>PBOT will provide a recommendation.</i>
9	The proposed street plan must provide multi-modal street connections to support the surrounding street grid pattern.		<i>More information needed.</i>  <i>PBOT will provide a recommendation.</i>
10	The plan ensures that there will be adequate and timely infrastructure capacity for the proposed development.		<i>More information needed.</i>  <i>PBOT, BES, Water Bureau will provide recommendations.</i>
11	The master plan demonstrates that, to the extent practical and feasible, inactive uses, such as, but not limited to, parking and access, loading, and trash and recycling are shared or consolidated, with the goal of activating the pedestrian environment.	-	<b>Not met at large block.</b>
12	The proposal will not have a significant adverse effect on truck and freight movement.	N/A	<i>Does not apply</i>
13	City-designated scenic resources are preserved.	N/A	<i>Does not apply</i>
14	Proposed residential uses are buffered from potential nuisance impacts from uses allowed by right in the zone.	N/A	<i>Does not apply</i>
15	The master plan includes a design, landscape, and transportation plan that will limit conflicts between residential, employment, and industrial uses.	N/A	<i>Does not apply</i>