

CCMP Approval Criteria Matrix – OMSI Master Plan Area

August 5, 2022

| | Criteria | | Met? | Notes |
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| 1 | The Central City Master Plan is consistent with the applicable subdistrict goals and policies of the Central City 2035 Plan. | | NO | See below for goals and policies that need to be addressed to fully meet this criterion. |
| | Goal 1 | Regional Center | | |
| | Goal 1.A | Portland's Central City is the preeminent regional center for commerce and employment, arts and culture, entertainment, tourism, education and government. | YES | Development at the OMSI master plan area will further this goal for the Central City by adding new commercial and employment-focused developments as well as cultural and gathering spaces to the Central City. The proposed waterfront education park will provide additional educational opportunities. |
| | Goal 1.B | The Central City is economically competitive, especially relative to West Coast and regional markets, with robust and expanding business and development activity. | YES | The master plan will establish a development framework plan that will afford opportunities for the development of millions of square feet of new mixed-use development in the Central City, helping to ensure that it will remain economically competitive with robust and expanding business and development opportunities. |
| | Goal 1.C | Portland's Central City is a national leader for innovation in business, higher education and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship and civic engagement. | YES | The master plan will establish a development framework plan that will afford opportunities for millions of square feet of new mixed-use development with direct transit links to OHSU and PSU and other parts of the Central City. The proposed open space network will help to foster social interactions and civic engagement within the district. Allowances for new commercial and light industrial uses (as maker spaces) will afford new opportunities for creativity and innovation in the Central City. |
| | Goal 1.D | The experience of the Central City's urban character and livability make it the leading location in the region for business and commercial activity and an | YES | Although many livability issues lie outside the capacity of this master plan, the overall master plan document demonstrates that this area will add to and enhance the Central City's urban character and livability while at the same time generating |

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| | | attractive location for new development. | | additional commercial and light industrial activity. |
| | <i>District Policies: Regional Center</i> | | | |
| | Policy 1.CE-1 | Next generation industrial/employment sanctuaries. | | |
| | | <p>a. Industrial center. Protect the Central Eastside as a centralized hub of industrial businesses and services that support the regional economy by serving other industrial districts and businesses located throughout the Portland metropolitan area.</p> | YES | <p>The OMSI master plan will protect the important freight connection between the Central Eastside and access routes to Highway 99 and Interstate 5 (via the Ross Island Bridge) by creating New Water Avenue, a new freight corridor that bypasses the heart of the new development and is proposed to carry the Priority Truck Street designation. The New Water Avenue alignment provides more efficient passage for large vehicles in the form of regularized and widened travel lanes. It establishes signalized protected crossings that improve safety for all modes and moves the truck through-traffic away from OMSI's student loading and unloading zones. While the details of these transportation elements are still being analyzed by PBOT development review staff, the general concept will serve to fulfill this policy.</p> <p>The addition of new "maker spaces", which the master plan also identifies as likely industrial office types of spaces, to proposed development will also serve to extend the hub of industrial businesses in the Central Eastside.</p> |
| | | <p>b. Industrial diversification. Support growth of new industrial sectors, protect existing sectors, and protect the Central Eastside as a place where startups and incubators can transition to mature and established businesses and sectors.</p> | YES | <p>The OMSI District will support the growth and establishment of new industrial sectors by providing a dense new commercial and institutional center surrounding a major transit hub and be supported by a robust bicycle and pedestrian network. A series of mixed-use buildings will provide both residential and commercial capacity into which startups and incubators can emerge and thrive, while the hierarchy of street types with on-street loading</p> |

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| | | | | <p>zones and wide sidewalks will support maker spaces and craft industrial operations. Existing sectors in the Central Eastside will benefit from the economic activity and from utilizing the regularized and safely designed New Water Avenue through street to connect to their market destinations and suppliers.</p> <p>The district also contributes to the broader Innovation Quadrant, connecting emerging startup and incubator spaces in the Central Eastside to those in the South Waterfront near OHSU and providing close-in residential opportunities for the Innovation Quadrant workforce.</p> <p>The addition of new “maker spaces”, which the master plan also identifies as likely industrial office types of spaces, to proposed development will provide space that could be used for startups and incubators with flexibility to allow them room to grow and mature.</p> |
| | Policy 1.CE-2 | <p>Employment supportive mixed-use corridors. Enhance the vibrancy of major mixed-use corridors to optimize their potential to attract investment and the development of new retail, commercial office, and residential uses that complement and serve employees and businesses in the Central Eastside.</p> | N/A | <p>This policy does not apply since the master plan area is not located on a major mixed-use corridor.</p> |
| | Policy 1.CE-3 | <p>Southern triangle. Encourage redevelopment of large sites to include employment opportunities such as industrial office and headquarters office opportunities, and invest in new infrastructure to address transportation constraints.</p> | YES | <p>Proposed development tracts and building envelopes could accommodate a variety of uses.</p> <p>Investment in New Water Avenue would help to address freight transportation constraints in this southwestern corner of the Central Eastside. The proposed cycle track on New Water Avenue and greenway trail enhancements could also help to relieve multimodal transportation constraints and conflicts with</p> |

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| | | | | pedestrians along the Greenway Trail. |
| | | <p>a. Clinton Station Area. Facilitate the development of employment and residential, as well as neighborhood serving retail and community services that serve the Central Eastside and inner Southeast Portland neighborhoods.</p> | N/A | Does not apply. The subject site is not located within the Clinton Station Area. |
| | | <p>b. OMSI Station Area. Create a major and active riverfront station area that includes land and water based transportation, as well as educational and recreational opportunities. Promote visitor-serving attractions, amenities, and retail, as well as a mix of high-density commercial office, institutional and industrial employment uses.</p> | YES | <p>Development of the OMSI District will convert surface parking into mixed-use development surrounding three regionally significant, but relatively isolated, destinations: OMSI, Portland Opera, and PCC's CLIMB Center. The master plan anticipates approximately 3.4 million GSF of mixed commercial, institutional, residential, and retail uses, which will complement these existing visitor-service attractions and educational institutions with retail, amenities, commercial office, and residential uses.</p> <p>Proposed development scale and programming are likely to result in the creation of a major and active riverfront station area.</p> <p>OMSI and PCC will continue to provide the primary educational opportunities in the area. The master plan also envisions educational exhibits and opportunities will be integrated into open spaces in the master plan area.</p> <p>OMSI and future development of a performing arts center at the Opera-1 tract will provide opportunities for visitor-serving attractions.</p> <p>Mixed-use development footprints appear properly sized to afford opportunities for retail and other amenities in the master plan area. These footprints also appear capable of affording opportunities for high-density commercial office and industrial</p> |

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| | | | | employment uses, such as small-scale manufacturing and industrial/creative office spaces. |
| | Policy 1.CE-4 | Workforce development institutions. Support institutions such as Benson High School, Portland Community College's CLIMB Center, OMSI, and others in their unique roles associated with workforce development through programs and partnerships that prepare Portlanders at different education and skill levels for employment in Central Eastside industries. | YES | <p>Providing for redevelopment of surface parking at OMSI and the PCC CLIMB Center will support the financial health of these institutions by maximizing the value of their real estate assets, and also by providing space for the growth of their own programs and partnerships. The OMSI District will support the workforce development activities of the PCC CLIMB Center and OMSI by providing capacity for new educational and institutional growth.</p> <p>The district surrounds the OMSI Station light rail and streetcar hub that will soon be joined by TriMet's Division Transit Project, which will provide high-capacity bus service to create a regional educational corridor linking Innovation Quadrant institutions such as PSU, OHSU, and the PCC CLIMB Center with PCC's SE Campus and Mount Hood Community College.</p> |
| | Policy 1.CE-5 | Tourism, retail and entertainment. Support river and riverfront uses and activities along the Eastbank Esplanade and near OMSI including active and passive recreation, ecological and maritime tourism, retail kiosks, restaurants and river transportation. | YES w/ COA | <p>The proposed waterfront education park will provide active and passive recreation opportunities in the form of an enhanced greenway trail and five scenic overlooks. The proposed park also includes the South Plaza, the largest gathering area on the east banks of the Willamette, a habitat restoration opportunity on the southern half of the Eastbank Crescent site, outdoor education spaces, and a variety of interpretive and cultural uses. Ecological and maritime tourism, retail, and restaurant patronage opportunities can all be enhanced by this proposal.</p> <p>Redesign of the greenway trail is expected to improve safe visitor access to OMSI's existing submarine exhibit.</p> <p>The Portland Opera Association is planning a major community performing arts center on the only other riverfront lot in the plan</p> |

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| | | | | <p>area boundary, an attraction of regional significance.</p> <p>Interior portions of the OMSI District will be connected to the waterfront via east-west connections that connect the interior of the district to the river.</p> <p>While no new river transportation uses are proposed, the master plan could accommodate a larger dock in the river in the vicinity of Tract B.</p> <p>WITH REVISION OR FUTURE CONDITION: This policy would be better met by ensuring that future retail and restaurant development is oriented towards the river. To that end, new buildings on Tracts E and C, facing the South Plaza in Tract B, should include ground level commercial spaces large enough to accommodate retail and restaurant uses.</p> |
| | Goal 2 | Housing and Neighborhoods | | |
| | Goal 2.A | The Central City is a successful dense mixed-use center composed of livable neighborhoods with housing, services and amenities that support the needs of people of all ages, incomes and abilities. | YES | The OMSI master plan affords opportunities for additional residential and mixed-use development. The area may be too small to be considered as a neighborhood unto itself, but development here will support the greater southern portion of the Central Eastside neighborhood. |
| | Goal 2.B | The Central City's affordable housing supply maintains and supports the area's growing racial, ethnic and economic diversity. | YES | The OMSI master plan affords the opportunity for additional residential development in the Central City, which should help to increase the Central City's affordable housing supply. |
| | Goal 2.C | Vulnerable populations concentrated within the Central City are supported with access to needed human and health services. | YES | Although no specific support services are proposed as part of the master plan, the mixed-use development envisioned by the master plan development framework could house future health and human services uses to support the needs of vulnerable populations in the Central City. |

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| <i>District Policies: Housing and Neighborhoods</i> | | | | |
| | Policy 2.CE-1 | Complete neighborhoods. Ensure access to essential public services such as parks and open spaces, schools, and community centers. | YES | <p>New open spaces of significant size are proposed in the master plan area. OMSI often functions as a de facto community center, currently.</p> <p>Although better connectivity is needed over the railroad to connect to existing schools, parks, and other public services, the number of transportation mode alternatives available in the district helps to provide these connections (including direct transit connections to Abernethy Elementary School and Hosford Middle School via Trimet bus route #2 and Cleveland High School via bus route #9). Additionally, the master plan retains options for extending the Green Loop through and around the district, including retaining space for a possible connection along the streetcar viaduct over the railroad tracks.</p> |
| | Policy 2.CE-2 | Compatible development and redevelopment. Protect the existing industrial businesses and the livability of new employment and residential uses through development designed and constructed to insulate non-industrial uses from the characteristics common to industrial operations such as noise, fumes, and freight operations. | YES | <p>Most existing industrial businesses lie to the north, east, or south of the master plan area. All but those to the immediate south have fairly significant separation by distance from the master plan area. New development should incorporate design strategies to lessen impacts of noise.</p> <p>The street design of New Water Avenue provides some extra buffer between new development and freight transport with a bicycle track and a flex/parking lane providing additional separation from through traffic. "Old" Water Ave and the new Loop Road function as local service routes, limiting freight operation usefulness and keeping freight traffic largely separated from the interior of the district.</p> <p>Residential uses will have noise insulation installed in accordance with zoning code section 33.510.252.</p> |

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| | Goal 3 | Transportation | | |
| | Goal 3.A | The Central City has a safe, affordable, efficient and accessible transportation system that prioritizes walking, bicycling and transit, supports growth and reinforces the role of the Central City as the region's high density center. | NO | The formal 30% public works concept approval analysis is still underway, and PBOT and BDS staff cannot yet determine that this goal has been fully met. |
| | <i>District Policies: Transportation</i> | | | |
| | Policy 3.CE-1 | Optimized street network. Improve connectivity to and throughout the district for all modes by creating safe, accessible and convenient routes with improved signalization and clear signage to link landward portions of the district with major attractors and the riverfront. | NO | As of the date of this report, PBOT is not ready to recommend approval. Due to a filing error on the applicant's part, the formal 30% public works concept approval review is just beginning. While the layout and general geometry of the existing and new public streets appear to be acceptable, the details including lane widths, stacking lanes depth, location and design of protected bike lanes, and the number and location of new traffic signals is still under review. The applicant should be aware that additional right-of-way dedications are likely to be required. This will reduce the size of some of the proposed development tracks. The additional dedications needed are not significant in context of the larger master plan site. Required mitigations are not limited to the boundaries of the site. There are important concerns for how cyclists enter the new district just south and north of the site. PBOT Development Review, PBOT Planning, and PBOT Traffic Design are all involved in reviewing the proposed street designs. Additional data informing the Traffic Impact Study (TIS) is still under review. The applicant must receive approval of 30% public works concept plans prior to approval of the master plan land use approval. |
| | Policy 3.CE-2 | Freight system. Enhance freight movement in and through the district and maintain and improve | YES | Shifting freight traffic to the eastern edge of the master plan area on New Water Ave will help to maintain or enhance freight movement through the district and avoid conflicts with mixed-use |

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| | | access to and from the district and regional freeway system. | | <p>development, bicyclists, pedestrians, and, perhaps most significantly, the student loading and unloading areas immediately adjacent to OMSI on Old Water Ave. The New Water Avenue alignment provides more efficient passage for large vehicles using smoother curves and widened travel lanes where needed to facilitate freight movement from overcrossing into the opposing travel lane.</p> <p>The Traffic Impact Study shows that the New Water Avenue alignment would remove more than 600 trucks daily from internal areas of the district and instead accommodate them along the new route designed specifically for them. Although PBOT is still analyzing the Traffic Impact Study, they have verbally indicated that the current street system has more than enough capacity for freight movement, and that shifting the street to the east will not degrade those movements. These findings will be updated with final results from their analysis.</p> |
| | Policy 3.CE-3 | <p>Green Streets. Strategically support the enhancement of east-west city walkways and bikeways to serve the multiple objectives of travel, stormwater management, open space and recreation, and placemaking. Routes should also strengthen connections to the river and riverfront. Green Streets should be chosen to avoid significantly impacting freight movement as identified by Transportation System Plan freight designations.</p> | YES | <p>SE Caruthers Street and SE Clay Street function as the only primary east-west walkways and bikeways connecting the district to the rest of the Central Eastside and to the river, along with the Tilikum Bridge, which provides connections to the west. The master plan supports these connections and provides north-south linkages between the two with the greenway trail and the cycle track proposed along New Water Avenue.</p> <p>The master plan similarly accommodates the Green Loop, maintaining the adopted alignment running from the Tilikum Bridge, south on SE 2nd Place, and east on SE Caruthers St. The plan includes space retained for a possible alternative alignment which may include a bridge crossing over the railroad tracks and running parallel to the streetcar viaduct. Both alignment alternatives include the intersection at SE 2nd Place and Tilikum</p> |

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| | | | | <p>Way as the main southern gateway into the district, with connections to its interior.</p> <p>Two parking and loading entries, one serving Tract Opera-1 and the other serving Tract Opera-2, both lie at the southern end of SE 2nd Place, which contains a segment of the Green Loop alignment, and which is also classified as a Major City Bikeway. SE Caruthers Street in this area is also classified as a Major City Bikeway and provides the direct connection between the Springwater Trail and the greenway trail. PBOT supports the requested Adjustment to provide parking and loading access to these two tracts from SE 2nd Place, finding that combining the access points into one driveway entering SE Caruthers Street will create fewer potential conflict points.</p> |
| | <p>Policy 3.CE-4</p> | <p>Reduce trail conflicts. Reduce bicycle and pedestrian conflicts on the Eastbank Esplanade and the Greenway Trail through design modifications like separating bicycle and pedestrian facilities, education, signage and other means.</p> | <p>YES w/ COA</p> | <p>Cyclists passing through the district will be offered an attractive, efficient alternative to the greenway trail in the form of the protected two-way cycle track along New Water Avenue. Bike lanes on the Tilikum Crossing Bridge will be connected directly with the cycle track in an enhanced intersection at SE Tilikum Way and SE Water Avenue. By implementing design strategies such as a nonlinear alignment, grade changes, furnishings, landscape elements, and signage (some of these design elements will need separate Design Review and/or River Review approvals), cyclists and other wheeled modes who wish to ride the greenway trail will be encouraged to dismount or ride slowly through this shared section.</p> <p>The greenway trail is a shared-use pedestrian and bicycle trail that experiences congestion and conflicts between fast moving cyclists (and other wheeled modes) and slow-moving pedestrians. Due to OMSI's riverfront location with adjacent educational and recreational activities, frequent trail crossings occur, particularly</p> |

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| | | | | <p>for OMSI's student-aged visitors. The greenway trail itself will be widened to 16 feet (the maximum allowed by code) in all feasible locations. To further relieve pressure in the most restricted segments of the greenway trail adjacent to the museum, a new parallel pedestrian-only walkway is proposed to extend out over the riverbank, connecting the two existing overlooks and a new overlook at Bull Run. This will allow some pedestrians to bypass the greenway trail entirely at the Turbine Hall. In addition, an enhanced overlook is planned for the southern "pinch point" outside Theory Restaurant to provide more room for pedestrians in that location.</p> <p>WITH REVISION OR FUTURE CONDITION: Many of these interventions will require future River Review approval(s), since they exceed the allowances of the standards in the River Environmental Overlay Zone. Since these features are instrumental in helping to reduce pedestrian and bicycle conflicts and depend upon future land use review approvals, a condition of approval establishing additional discretionary review approval criteria for development related to the greenway trail is needed; the specific criterion being that "any development related to the greenway trail should serve to reduce conflicts between pedestrians and bicycles."</p> |
| | Goal 4 | Willamette River | | |
| | Goal 4.A | The Willamette River plays a significant role in the environmental health, economy, recreation, urban form and character of the Central City. | YES | <p>The shoreline of the Willamette River gives the urban design framework of the OMSI master plan its essential form, with streets and pathways running more or less in parallel to the shoreline. Development in the OMSI district is also focused toward the river, with most of the site's primary open spaces and recreational opportunities being placed along its banks.</p> |

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| | Goal 4.B | The Willamette River is healthy and supports fish, wildlife and people. | YES | The master plan keeps new buildings set far back from the river's edge, keeping the waterfront as a space for people and wildlife. A diagrammatic layback of the riverbank in the master plan's north reach will begin to restore the river's edge to a more natural condition, which should incrementally serve to improve habitat quality in the river. Districtwide bioswales will slow and filter stormwater before it enters the river. |
| | Goal 4.C | The Willamette River and adjacent public areas are accessible and connected. | YES | Multiple access points to the river are provided within the master plan district. These connect directly to the interior pedestrian and street network, forming a unified system. |
| | <i>District Policies: Willamette River</i> | | | |
| | Policy 4.CE-1 | River economy. Leverage the Willamette River as an important component of the Central Eastside's local economy by supporting river-dependent and river-related commercial and mixed uses that bring more people to, and on, the river. | YES | <p>The entire OMSI CCMP was intentionally designed to bring more people to the river. River-dependent commercial activity, including the proposed expansion of the platforms at the Blueback Submarine dock, which provides an educational experience that literally brings people on and into the river, is proposed as part of the waterfront education park.</p> <p>The proposed waterfront education park, including the greenway trail, walkways, habitat restoration, scenic overlooks, and public viewing areas, will prioritize public access to the river. All these features will be considered a public park and are thus river-related. The design of the OMSI District circulation system highlights the river as the focal point of interest and includes multiple east-west passages intended to bring more people to and onto the river.</p> <p>This mix of uses, including recreational, educational, residential, and commercial, will invite and accommodate more people coming to and celebrating the river.</p> |

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| | <p>Policy 4.CE-2</p> | <p>Southeast riverfront. Improve the physical relationship between buildings, activities and the Willamette River. Utilize building design, active ground floors facing the river, new uses, open areas and connections that encourage people's enjoyment of the river in both public and private spaces.</p> | <p>YES w/ COA</p> | <p>Tract Opera-1 is intended to be a performing arts center oriented to the river. The South Plaza on Tract B will be privately-owned and managed, but open to the public when not hosting an event. The South Plaza will be enlivened by active uses in the building façades of Tracts C and E. The master plan indicates that OMSI intends to activate the currently blank south façade of its Exhibition Hall with seasonal outdoor education activities. It, and the proposed waterfront education park, will allow OMSI to continue to expand its programming of science-based activities focused on the river.</p> <p>WITH REVISION OR FUTURE CONDITION: This policy would be better met by ensuring that future retail and restaurant development is oriented towards the river. To that end, new buildings on Tracts E and C, facing the South Plaza in Tract B, should include ground level commercial spaces large enough to accommodate retail and restaurant uses.</p> <p>Tract A also faces the river, albeit viewed from underneath the Marquam Bridge. While the river's edge will be farther away from proposed development on this tract, the greenway trail will pass in close proximity to the building envelope's western edge. The Ground Floor Active Use Areas diagram (p. 30) does not indicate that active use areas will be placed along the tract's western edge, though active uses should still face the river here to support and activate the river.</p> <p>WITH REVISION OR FUTURE CONDITION: Active use areas should front at least 50% of the length of the river-facing elevations developed in Tract A.</p> <p>The open space system proposed along the riverfront, including the South Plaza and trail and overlook improvements and</p> |
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| | | | | additions will serve to increase people's enjoyment of the river. |
| | Policy 4.CE-3 | Watershed health and native species recovery. Enhance in-water and riparian habitat from the Burnside Bridge to the Ross Island Bridge by replacing invasive and non-native plants with native plants and trees and creating complexity in shallow water areas. Restore in-water, riparian and upland habitat and increase flood capacity at the Eastbank Crescent. | YES | <p>The OMSI CCMP includes a habitat restoration opportunity area on Tract A that coincides with the southern half of the Eastbank Crescent Restoration Project. The project would include a bank layback to allow for increased floodplain and riparian habitat functions including: increased flood storage capacity; restoration of shallow water and complex off-channel habitat for native salmonids and other aquatic species; native riparian revegetation for wildlife habitat and improvement of water quality; and an overlook to facilitate interpretation of the restoration for visitors. Installation of the remainder of the proposed waterfront education park would comply with River Environmental Overlay Zone requirements for mitigation, landscaping, and/or resource enhancement.</p> <p>Additional landscaping interventions will likely be needed within the central and south reaches of the riverfront to comply with River Environmental Overlay Zone standards. While these are not discussed in the master plan, the standards will continue to apply.</p> |
| | Goal 5 | Urban Design | | |
| | Goal 5.A | The Willamette River is the Central City's defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, encourages east-west access and orientation and supports a range of river uses. | YES | The master plan supports this goal by focusing its public spaces and development framework on the river. |
| | Goal 5.B | The Central City is composed of diverse, high-density districts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City. | YES | The new OMSI master plan district will add to the Central City's diversity. High-density development will be able to be accommodated in the district. A significant open space and pedestrian network is proposed that will help to facilitate social |

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| | | | | interaction and provide unique opportunities for outdoor activities. |
| | Goal 5.C | The Central City's public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction. | YES | Proposed streets, pathways, and development guidelines are designed to create a human-scaled public realm. The open space network allows for a variety of recreational opportunities within the master plan area and will help to connect to other recreational opportunities outside of the master plan area. |
| | <i>District Policies: Urban Design</i> | | | |
| | Policy 5.CE-1 | East Portland Grand Avenue Historic District. Promote the rehabilitation of historic buildings and sensitive infill development in the Grand Avenue Historic District through updated design guidelines and regulations that incent rehabilitation and reuse over demolition. Encourage adaptive reuse of existing structures. | N/A | The master plan area is not located within the East Portland Grand Avenue Historic District. Therefore, this policy does not apply. |
| | Policy 5.CE-2 | OMSI Station area. Create an urban form at the OMSI Station area that facilitates public access from the streetcar and light rail stations to the greenway trail and riverfront, PCC, OMSI, Portland Opera, Portland Spirit, the Oregon Rail Heritage Foundation sites, through public realm enhancements and ground floor active uses that create a safe and vibrant environment. | YES | <p>The OMSI master plan creates seven connections to and from the greenway trail, two of which connect directly or indirectly to the OMSI transit station area. The pathway adjacent to the north side of the Tilikum Crossing Bridge will remain and be enhanced to strengthen the connection between OMSI Station and the greenway trail.</p> <p>The center of the district is focused around the Central Pedestrian Spine, which runs north from SE 2nd Place through the station area, between Tracts C and D, then between Tracts E and F, along Old Water Avenue to New Water Avenue, and then north past the PCC Tract. It provides a dedicated and vital pedestrian link between the station and Portland Opera, OMSI, PCC, and all tracts in the master plan area. SE 2nd Place and SE Caruthers Street will continue to provide access to Portland Spirit, and SE Tilikum Way</p> |

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| | | | | <p>will continue to provide access to the Oregon Rail Heritage Foundation. Both are outside the master plan boundary.</p> <p>OMSI Station will be supported by development at Tracts C, D, and Opera-2, which abut the station area, and which will provide active uses facing both the light rail/bus and streetcar stations. Additionally, ground floor active uses are proposed to extend throughout the master plan area, with minimum frontage amounts mapped on p. 30. This will help to ensure that the master plan has a safe and vibrant environment.</p> |
| | Policy 5.CE-3 | Clinton Station area. Establish an urban form at the Clinton Station area that creates a safe and active environment by incorporating a mix of uses that serve transit riders as well as residents and employees of the station area, Central Eastside, and inner Southeast Portland neighborhoods. | N/A | <p>The master plan area is not located within Clinton Station area. Therefore, this policy does not apply.</p> |
| | Policy 5.CE-4 | Urban form on large blocks. Use building massing and orientation, accessways, and open spaces in the development of large blocks and sites to establish an urban form and block configuration consistent with the rest of the Central Eastside. | YES w/ COA | <p>Although the proposed development tracts (and subsequent building footprints) are irregular in shape and deviate from the rigid orientation of the typical Portland block structure, orienting towards the river instead, the tracts are similar, if slightly larger, in size to standard blocks in the Central Eastside. To help reduce the scale of development, the master plan proposes massing guidelines (see Design Tenets for Massing, p. 10) to ensure that future building envelopes are reasonably consistent in scale with other buildings in the Central City and foster a positive public realm experience. Upper story building setbacks will be required to support public open spaces and acknowledge the existing OMSI buildings (see Building Setbacks, p. 28). Lower height maximums will be required for the two tracts on the riverbank, Tracts A and Opera-1.</p> <p>WITH REVISION OR FUTURE CONDITION: The master plan</p> |

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| | | | | <p>narrative response also notes that “a minimum of 50 feet must be provided between towers (see Maximum Building Envelopes, pp 31-33) in order to provide permeability in the overall massing of the district.” This particular guideline does not appear to be indicated on pp. 31-33 or elsewhere in the plan document, but it would serve to establish permeability consistent with development in other parts of the Central Eastside. For this reason, staff believes a condition of approval requiring a minimum 50-foot separation between towers will better help to meet this policy.</p> |
| | <p>Policy 5.CE-5</p> | <p>Open space network. Increase public parks, open space, and recreation opportunities in the district, especially in areas zoned for high density, mixed-use development. Broaden the number and range of available recreation opportunities.</p> | <p>YES</p> | <p>The master plan proposes two new significant open spaces (the waterfront education park, and the plaza on Tract B) and several new connective open space passages. The proposed waterfront education park will be available to the public and will provide active and passive recreation opportunities via the greenway trail, scenic overlooks, and other view and interpretive opportunities.</p> <p>The east-west passages on Tract A, Bull Run, Tract C, and SE Caruthers Street will also be public. The Central Pedestrian Spine will also be public, as will the passage through Tract E connecting the Spine with the South Plaza. The South Plaza and OMSI Plaza will be public spaces, although OMSI may close them from time to time for events. Both are intended to be designed for flexible programming, which may include recreational activities. New Water Avenue will be designed to include a two-way cycle track, which will provide a dedicated alternative for cyclists.</p> <p>Finally, the master plan anticipates incorporation of the Green Loop, a linear park connecting the OMSI District to the rest of the Central City and providing a range of open space and recreational amenities.</p> |

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| | Policy 5.CE-6 | <p>Street hierarchy and development character. Support the retail/commercial character of East Burnside, NE Sandy, SE Grand, SE Division, SE Hawthorne and SE Morrison; the boulevard character of SE Stark, NE Couch, SE 11th and SE 12th; and the flexible character of SE Ankeny, SE Salmon, SE Clay, SE 7th and SE Caruthers. Create transitions between industrial and mixed use areas.</p> | YES | <p>The mixed uses proposed for the Opera tracts will complement the diverse array of commercial enterprises (river transportation and tourism operation, commercial and light industrial facilities, retail, among others) on SE Caruthers Street. At the foot of the street, Portland Opera is planning a performing arts center oriented to the river and greenway trail which could complement future expansion of Portland Spirit's operations.</p> <p>Tract PCC faces SE Clay Street. While there is no current intent to demolish the PCC Climb building, the tract is programmed to support mixed uses which will help to support the flexible character of SE Clay Street.</p> |
| | Policy 5.CE-7 | Historic Resources and Districts | | |
| | | <p>a. Industrial character. Promote the historic industrial character of the Central Eastside through the preservation and enhancement of historic buildings and infrastructure that reflect past uses and architectural styles while serving existing and emerging industrial employment uses.</p> | YES | <p>Consistent with this policy, the proposed master plan will retain the historic Turbine Hall and Pepco Buildings. The PGE Stephens Substation building cannot be preserved because of contamination levels, and PGE is planning to demolish it prior to development. Pepco and the Turbine Hall are significant reminders of past uses and architectural style in the master plan area and will be integrated with the emerging mix of uses contemplated by the code and the master plan.</p> |
| | | <p>b. Historic main streets. Enhance the character and visibility of historic streets throughout the district such as SE Morrison Street, including areas under viaducts, through public realm improvements and building rehabilitations that acknowledge these streets' historic role in shaping the district, while elevating their current status as important streets for commerce and</p> | N/A | <p>No historic main streets run through the master plan area.</p> |

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| | | employment. | | |
| | Goal 6 | Health and Environment | | |
| | Goal 6.A | <p>The Central City is a living laboratory that demonstrates how the design and function of a dense urban center can: a) equitably benefit human health, the natural environment and the local economy; and b) provide resilience to climate change impacts such as urban heat island, and to natural hazards, including flooding and earthquakes.</p> | YES w/ COA | <p>The master plan document provides evidence throughout as to how the plan will create a district that provides numerous opportunities for recreation, which will benefit human health, and the emphasis on open spaces along the river will help to improve the health of the natural environment. The wide range of land uses that can be accommodated with development in the plan area will also serve to benefit the health of the local economy.</p> <p>Development within the master plan area will need to comply with current building code standards, which should help them be resilient to flooding and earthquakes.</p> <p>WITH REVISION OR FUTURE CONDITION: No direct information has yet been provided that demonstrates how the master plan and development on the site will provide resilience to climate change impacts, though the on-site wastewater treatment system and graywater piping will help to mitigate for possible future water shortages and reduce pollution in the Willamette River. Therefore, staff recommends a condition of approval requiring that, during the Design Review for future building development within the master plan area, applicants demonstrate that proposed development will serve to provide resilience to climate change impacts on the development site itself, and how such development will serve to create a district that is resilient to climate change impacts overall.</p> |
| | <i>District Policies: Health and Environment</i> | | | |
| | Policy 6.CE-1 | Freight-compatible green infrastructure. Plan for the development of green infrastructure, in the public right-of-way and on private property, taking | YES | The master plan documents indicate that stormwater treatment will be managed either on private property (for runoff from development parcels) and within the ROW (for runoff from |

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| | | into account freight street hierarchy by prioritizing city walkways and bikeways and mixed-use corridors for improvements such as trees and living walls throughout the district. Support the industrial area's functional relationship to the river. | | <p>streets). The widths of proposed rights-of-way are sufficient to accommodate these stormwater planters without negatively impacting the movement of freight, pedestrians, or bicycles.</p> <p>A private wastewater treatment system is proposed to manage private wastewater for most of the development in the master plan area. Sanitary sewer lines for this system will be located within the public ROWs, and treatment is shown occurring on private property at Tract A. Graywater piping system containing treated wastewater will serve buildings within the district with non-potable water for reuse.</p> <p>Public street trees are indicated on street sections and a provided tree plan, though other proposed plantings are not yet indicated. Trees, shrubs, and groundcover plants will be required by zoning code standards in the River Environmental Overlay Zone areas.</p> |
| | Policy 6.CE-2 | Strategic tree canopy enhancement. Promote planting, district-wide, and especially along mixed use commercial corridors with higher employment densities and residential uses, and along pedestrian and bike corridors. Select trees and locations that provide adequate clearance for freight movement on streets prioritized for freight mobility. | NO | <p>Greater than 20% of the master plan area is designated as open space, and the master plan narrative response indicates that "tree density will meet or exceed the requirements stated in 33.510.255.K.3.c. (See Ecological Network, p. 49.)"</p> <p>WITH REVISION OR FUTURE CONDITION: The master plan document designates only open area O-1 as a "park and plaza" which would be subject to the required minimum tree planting standards in PZC 33.510.255.K.3.c. Since circumstances exist where the development of the South Plaza may not require a prior Design or River Review, staff recommends a condition of approval requiring that the number of trees required by standard PZC 33.510.255.K.3.c be planted within the open area designated O-1 to ensure that this standard, and consequently, this policy, will be partially met.</p> <p>The master plan narrative states: "Street trees in a diversity of</p> |

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| | | | | <p>species and canopy sizes will comply with Title 11. On New Water Avenue, street trees will be separated from travel lanes on the west side of the street by a 16-footwide cycle track, a 4-foot landscape buffer, and, in some places, an 8-foot parking lane. This separation will allow for trees with large canopies. The east side of New Water Avenue will be lined with street trees, the species of which will be selected for a form and branching pattern that will be compatible with freight movement. (See Appendix E, Concept Public Works Plans.).”</p> <p>Urban Forestry staff, however, find that insufficient information has been provided to adequately demonstrate how the proposal will impact regulated trees. Prior to issuing a recommendation of approval Urban Forestry requires additional information as described below and summarized here: A street tree plan is required to be shown to understand the impacts to existing street trees.</p> <p>Including the tree plans through the approved public works 30% plans would meet the requirements of the tree plan.</p> <p>Since the 30% conceptual public works permitting plan has not yet been approved, this policy is not yet fully met.</p> |
| 2 | 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. | | | |
| | A1 | Integrate the River. Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop accessways for pedestrians that provide connections to the Willamette River and greenway. | YES | Portland Opera is planning to develop a performing arts center on Tract Opera 1, which they would orient to the water. The primary entrance zone has been located on the west façade to emphasize this orientation. Tract C will have active uses fronting the South Plaza and the waterfront, while Tract E will have ground-floor |

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| | | | | <p>pedestrian passage that connects the Central Spine with the South Plaza and the river.</p> <p>The OMSI master plan proposes the waterfront education park to extend along the entire riverfront within the plan area, which will be connected to interior portions of the development by seven east-west passageways. The tree canopy and native vegetation of the park are proposed to extend into the interior along these passageways to create habitat corridors that bring the river experience into the interior of the district.</p> <p>While specific building elements beyond those already mentioned have not been indicated in the master plan, elements such as lobbies, entries, balconies, and terraces will be best evaluated during individual Design Reviews for specific development proposals.</p> |
| | A2 | Emphasize Portland Themes. When provided, integrate Portland-related themes with the development's overall design concept. | YES | <p>The master plan, on the whole, proposes dense urban development focused on walkability and incorporating a significant open space network. Bicycle movements are also a focal point of the proposed master plan. A waterfront education park is proposed along the river. These are all Portland-related themes.</p> <p>This guideline will be further evaluated at the building-level scale during the Design Reviews for each development.</p> |
| | A3 | Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment. | YES | <p>Proposed tracts generally have sizes similar to the standard Portland block, although the orientation of the street network within the master plan area is more related to the Willamette River and existing infrastructure than the typical Central Eastside grid. With a combination of large areas of open space, public rights-of-way, and other pedestrian connections, the master plan area will have a similar, if not greater, ratio of open space to built</p> |

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| | | | | space than the typical Portland block. |
| | A4 | Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas. | YES w/ COA | <p>The master plan document states: “Several urban design strategies are included in the CCMP to ensure consistency of experience in key areas of the plan area. Along the Central Pedestrian Spine, buildings will have a maximum podium height of 50 feet to be consistent with the datum established by the main OMSI buildings at the center of the plan area, with the exception of Tract G, the massing of which is performing an important gateway function. All the sidewalks are at least 12 feet wide, and all the ground floors of the buildings will be at least 15 feet high. The north-south circulation routes, the greenway trail, the Central Pedestrian Spine, and New Water Avenue unify the district from north to south, while the seven east-west passageways link the north-south routes to the river in a ladder configuration (see Urban Design Framework + Design Tenets, p. 10). Each east-west passage will be planted with trees and native vegetation and/or provide a view of the river from the interior, creating a unified wayfinding framework.”</p> <p>WITH REVISION OR FUTURE CONDITION: While these features will help to unify the district, additional features placed within the public rights-of-way, open spaces, and pathways, should also be developed, along with a wayfinding system. A condition of approval related to these ideas is proposed for Guideline A5 and also incorporated herein by reference to apply to this guideline as well.</p> |
| | A5 | Enhance, Embellish and Identify Areas. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area’s character. Identify an area’s special features or qualities by integrating them into new development. | YES w/ COA | <p>The master plan document states: “The OMSI [master] plan area is characterized by its industrial history, its relationship to the Willamette River, and the presence of OMSI, Portland Opera, and PCC. In addition to the orientation of buildings, pathways, and open spaces toward the river and the connectivity of these institutions along the Central Spine, industrial, educational and cultural themes will be reinforced through wayfinding and public art within the right-of-way. This is a continuation and expansion</p> |

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| | | | | <p>of how OMSI has animated the public spaces adjacent to its existing facility with educational installations, industrial public art, and institutional branding.”</p> <p>WITH REVISION OR FUTURE CONDITION: While the master plan includes references to these elements, they are broadly conceptual. To help ensure that this guideline and Guideline A4 are fully met, staff recommends a condition of approval requiring that a supplemental district character & wayfinding plan be developed and approved through Design Review. Such a plan should include guidelines for development and placement of works of art, educational exhibits, landscaping treatments, and/or other elements to be placed within public rights-of-way, open spaces, and on pathways and ideally identifying general locations for major or significant installations. A wayfinding signage system (with allowance for broad interpretation of the term) should also be developed as part of the plan.</p> |
| | A6 | Reuse / Rehabilitate / Restore Buildings. Where practical, reuse, rehabilitate, and restore building and/or building elements. | YES | <p>The master plan shows the retention of the existing OMSI buildings, the PEPCO building, and PCC buildings. The only other buildings on the site, presently, are the PGE Stephens Substation building, which is polluted and hazardous, and the Portland Opera building, which is likely undersized for its planned program. Practically speaking, retention and reuse of these buildings will fulfill this guideline for purposes of the master plan.</p> |
| | A7 | Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure. | YES | <p>Proposed building massing envelopes show an urban form that will help to create and maintain a sense of urban enclosure and define public rights-of-way and other pedestrian connections.</p> |
| | A8 | Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings’ active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries | YES | <p>Generally, the proposed master plan shows that active uses will face primary pedestrian routes through the master plan area, supplementing existing code requirements.</p> <p>This guideline will be best and most fully addressed during Design</p> |

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| | | and large ground-level windows to reveal important interior spaces and activities. | | Review for individual building proposals. |
| | A9 | Strengthen Gateways. Develop and/or strengthen gateway locations. | YES | This site is not a specified “gateway” location per the 1988 Central City Plan map. Nevertheless, development in the master plan area will strengthen this de facto gateway into the Central Eastside from the west. |
| | B1 | Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. | YES | <p>The proposed street and open space networks for the master plan area maintain or create convenient access routes for pedestrian travel through the master plan area.</p> <p>Proposed street sections indicate different sidewalk zones, and all streets are proposed to include sidewalks that are at least 12 feet wide.</p> |
| | B2 | Protect the Pedestrian. Protect the pedestrian from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment. | NO | <p>The master plan document states: “The street network has been designed using best practices in intersection design to protect pedestrians with narrower cross sections and pedestrian refuge areas at both bicycle and vehicle crossings. Where the Central Pedestrian Spine crosses the Loop Road and Old Water Avenue, raised crosswalk “speed tables” are proposed for vehicular travel lanes to prioritize pedestrians and slow vehicle traffic. Where the Bull Run pedestrian way crosses Old Water Avenue, a raised pedestrian crossing has been provided as well. Two new signalized intersections will provide safe crossing opportunities for pedestrians across New Water Avenue, where daily traffic volumes are expected to exceed 14,000 vehicles per day by 2040. A third signalized crossing opportunity will be provided at the SE Caruthers Street intersection with SE Water Avenue (each is designated as a Major City Bikeway) to enhance the quality and safety of the frequent pedestrian crossings that occur at this intersection.</p> |

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| | | | <p>“In shared-use pedestrian-bicycle areas such as the greenway trail, SE 2nd Place, and the plazas, the master plan narrative indicates that signage will be used to guide how the active modes interact, and to encourage cyclists with local destinations to park their bikes at one of the bike corrals and walk to their destination.”</p> <p>Although these elements are proposed and would satisfy this guideline, PBOT development review staff have not completed their analysis of these proposed improvements to the transportation system or the Traffic Impact Study. Consequently, these design features may be revised before final adoption of the master plan. For the time being, therefore, this guideline is not yet met.</p> <p>Two parking and loading entries, one serving Tract Opera-1 and the other serving Tract Opera-2, both lie at the southern end of SE 2nd Place, which contains a segment of the Green Loop alignment, and which is also classified as a Major City Bikeway. SE Caruthers Street in this area is also classified as a Major City Bikeway and provides the direct connection between the Springwater Trail and the greenway trail. PBOT supports the requested Adjustment to provide parking and loading access to these two tracts from SE 2nd Place, finding that combining the access points into one driveway entering SE Caruthers Street will create fewer potential conflict points. However, the Adjustment request only indicates, as means of mitigating the mixing of vehicles, pedestrians, and bikes on this small but significant segment of the Green Loop, signage, alternative routes, and, most helpful of all, concentrating the accessways in the southern portion of the plaza.</p> <p>WITH REVISION OR FUTURE CONDITION: Staff believes additional mitigation is needed in the form of additional building setbacks on</p> |
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| | | | | <p>Tracts Opera-1 and/or Opera-2, with such setbacks equaling the width of the drive aisle connecting the parking and loading access points to SE Caruthers Street (but not less than 20 feet in width), and that these setback areas should have public access easements placed on them. By doing this, the same amount of pedestrian and bicycle space will continue to be provided on this Green Loop segment, and the additional space will give this mixture of vehicles and pedestrians extra space to maneuver to avoid collisions.</p> <p>The remainder of this guideline will be fully addressed during Design Review for individual building proposals.</p> |
| | B3 | Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs. | YES | <p>Sidewalks in the master plan area are all at least twelve feet wide. Where the Central Pedestrian Spine crosses the Loop Road and Old Water Avenue, and where the Bull Run pedestrian way crosses Old Water Avenue, raised crosswalk “speed tables” are proposed for vehicular travel lanes to prioritize pedestrians. In addition, best practices in intersection design to protect pedestrians have been utilized, including narrower cross-sections and pedestrian refuge areas at both bicycle and vehicle crossings.</p> |
| | B4 | Provide Stopping and Viewing Places. Provide safe, comfortable places where people can stop, view, socialize, and rest. Ensure that these places do not conflict with other sidewalk uses. | YES | <p>The master plan area includes an open space network that designates specific stopping and viewing areas and appears to leave ample room for additional stopping and viewing places.</p> |
| | B5 | Make Plazas, Parks, and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. | YES w/ COA | <p>With the exception of development on Tract Opera-1 (and existing development at OMSI), main entrances, and therefore lobbies, are not shown as being oriented towards the site’s open spaces.</p> <p>WITH REVISION OR FUTURE CONDITION: With a condition of approval that a “primary entry zone” (as shown on p. 30, Ground</p> |

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| | | | | Floor Active Uses) should be on the plaza side of development on Tracts C and E and on the river side of Tract A, this guideline will be met. |
| | B6 | Develop Weather Protection. Develop integrated weather protection systems at the sidewalk level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment. | N/A | Because no specific buildings are currently proposed, integrated weather protection will be addressed in future design reviews as the master plan is not intended to address that level of detail per 33.510.255.A <i>Purpose</i> . |
| | B7 | Integrate Barrier-Free Design. Integrate access systems for all people with the building's overall design concept. | YES | Generally, all public streets and spaces will be built to standards to allow people of all abilities to circulate throughout the site. No portions of the proposal currently indicate any barrier-creating grade changes or other elements that would limit access for all people. |
| | C1 | Enhance View Opportunities. Orient windows, entrances, balconies, and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building facades that create visual connections to adjacent public spaces. | YES | View opportunities appear to be retained and added to along the riverfront and greenway trail. New development will not block protected views. Proposed building massing will afford opportunities for development to have views to the river, Downtown, the West Hills, and the Cascade Mountains, among other viewpoints. |
| | C2 | Promote Quality and Permanence in Development. Use design principles and building materials that promote quality and permanence. | N/A | Because no specific buildings are currently proposed, quality and permanence of design principles and building materials will be addressed on a building-by-building basis in future Design Reviews. |
| | C3 | Respect Architectural Integrity. Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions, that are compatible with the existing building, to enhance the overall proposal's architectural integrity. | N/A | Architectural integrity will be addressed in future Design Reviews as the master plan is not intended to address that level of detail per 33.510.255.A <i>Purpose</i> . |

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| | C4 | Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary. | N/A | <p>Because no specific buildings are currently proposed, the contextual relationship of future buildings with their neighbors will be addressed on a building-by-building basis in future design reviews.</p> <p>Proposed building envelopes will help to establish the context for new development in the master plan area. This guideline will be evaluated during future Design Reviews.</p> |
| | C5 | Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition. | N/A | <p>Because no specific buildings are currently proposed, coherency of design elements will be addressed on a building-by-building basis in future Design Reviews.</p> |
| | C6 | Develop Transitions Between Buildings and Public Spaces. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space. | N/A | <p>This guideline will be best addressed during Design Review for individual building proposals.</p> |
| | C7 | Design Corners that Build Active Intersections. Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs, and pedestrian entrances to highlight building corners. Locate flexible sidewalk level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block. | N/A | <p>This guideline will be best addressed during Design Review for individual building proposals.</p> |
| | C8 | Differentiate the Sidewalk-Level of Buildings. | N/A | <p>Because no specific buildings are currently proposed, design</p> |

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| | | Differentiate the sidewalk level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows. | | elements used to differentiate the sidewalk level of building such as exterior materials, awnings, signs, and windows will be addressed on a building-by-building basis in future Design Reviews. |
| | C9 | Develop Flexible Sidewalk-Level Spaces. Develop flexible spaces at the sidewalk level of buildings to accommodate a variety of active uses. | YES w/ COA | <p>The master plan indicates areas of ground floor active use, which include programs that will generally encourage and accommodate a variety of active uses.</p> <p>WITH REVISION OR FUTURE CONDITION: While this guideline will be more fully addressed during Design Review for individual building proposals, adopting by condition of approval the code required minimum 12-foot finished floor to bottom of structure height used in other areas that have a Ground Floor Active Use designation (per PZC 33.510.225), this guideline will be more fully met.</p> |
| | C10 | Integrate Encroachments. Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent. | N/A | No encroachments are proposed. |
| | C11 | Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools. | N/A | Because no specific buildings are currently proposed, the design of each future building's rooftop will be addressed on a building-by-building basis in future Design Reviews. |

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| | C12 | Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night. | N/A | Because no specific buildings or exterior development are currently proposed, the design of each future building's lighting scheme will be addressed on a building-by-building basis in future Design Reviews. |
| | C13 | Integrate Signs. Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline. | N/A | Because no specific buildings are currently proposed, the design of each future building's signage will be addressed on a building-by-building basis in future Design Reviews. |
| | D1 | <p>Park Blocks. Orient building entrances, lobbies, balconies, terraces, windows, and active use areas to the Park Blocks.</p> <p>In the South Park Blocks, strengthen the area's emphasis on history, education, and the arts by integrating special building elements, such as water features or public art.</p> <p>In the Midtown Park Blocks, strengthen the connection between the North and South Park Blocks by using a related system of right-of-way elements, materials, and patterns.</p> <p>In the North Park Blocks, strengthen the area's role as a binding element between New China / Japantown and the Pearl District.</p> | N/A | The master plan area is not adjacent to any of the Park Blocks. |
| | D2 | South Waterfront Area. Develop a pedestrian circulation system that includes good connections to adjacent parts of the city and facilitates movement within and through the area. Size and place development to create a diverse mixture of active areas. Graduate building heights from the western | N/A | The master plan area does not lie within the South Waterfront Area. |

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| | | boundary down to the waterfront. Strengthen connections to North Macadam by utilizing a related system of right-of-way elements, materials, and patterns. | | |
| | D3 | <p>Broadway Unique Sign District. Provide opportunities for the development of large, vertically-oriented, bright, and flamboyant signs that add to the unique character of this Broadway environment.</p> <p>Size and place signs and their structural support systems so that significant architectural or historical features of the building are not concealed or disfigured.</p> <p>Ensure that all signs receive proper maintenance.</p> | N/A | The master plan area does not lie within the Broadway Unique Sign District. |
| | D4 | <p>New China/Japantown Unique Sign District. Provide opportunities for the development of suitably ornate signs, using motifs, symbols, bright colors, and celebrative forms that add to the atmosphere and character of New China / Japantown.</p> <p>Size and place signs and their structural support systems so that significant architectural or historical features of the building are not concealed or disfigured.</p> <p>Ensure that all signs receive proper maintenance.</p> | N/A | The master plan area does not lie within this unique sign district. |
| | A2-1 | <p>Recognize Transportation, Produce, and Commerce as Primary Themes of East Portland. Recognize and incorporate East Portland themes into project design, when appropriate.</p> | YES | The shape and layout of the OMSI District's streets and open spaces were formed by the two most important transportation modes that formed the Central Eastside: the river, which is a natural transportation route that has been used by humans for the past 10,000 years, and the railroad. The heavy rail tracks that form the eastern boundary of the new district are a rough offset of the riverbank. The alignment of the proposed New Water Avenue will repeat this form and direct through-traffic alongside the railroad and past the Oregon Rail Heritage Center, which lies |

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| | | | | <p>just outside the master plan boundary.</p> <p>A new plaza will provide a public gathering space with prominent views of Portland’s multi-modal, car-free Tilikum Crossing Bridge. This plaza, as well as other pedestrian-oriented open spaces on the site, are large enough to accommodate a farmers’ market.</p> <p>The master plan area surrounds a major transit hub, OMSI Station, fulfilling the original vision of the station as the center of a dense mixed-use neighborhood on the east bank of the Willamette River. In this manner, the new district is a literal reflection of this primary theme.</p> |
| | A5-1 | Reinforce the Effect of Arcaded Buildings Fronting on East Burnside Street. Maintain, continue, and reinforce the effect of sidewalk arcaded buildings fronting on East Burnside Street. | N/A | The master plan area does not have frontage on East Burnside St. |
| | A5-2 | Acknowledge the Sandy River Wagon Road (Sandy Boulevard). Acknowledge the historical significance of the Sandy River Wagon Road (Sandy Boulevard) from East Burnside to 7 th Avenue with an upgrade of the public right-of-way to be more pedestrian accommodating and which is related to its historical context. New development located adjacent to this diagonal alignment also should acknowledge the historical significance in a creative way that is attractive, informative, and appropriate. | N/A | Sandy Boulevard does not lie within the master plan area. |
| | A5-3 | Plan for or Incorporate Underground Utility Service. Plan for or incorporate underground utility service to development projects. | YES | Underground utility service is proposed for development throughout the district. |
| | A5-4 | Incorporate Works of Art. Incorporate works of art into | YES w/ | The master plan documents states: “Due to the unusual geometry of the plan area, the open space network includes many open |

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| | | development projects. | COA | <p>areas in a variety of shapes and sizes ideal for art and interpretive features (see Open Space Network, p. 38). OMSI intends to take advantage of this to expand its current program of placing interpretive, cultural, and educational displays outside its walls.”</p> <p>WITH REVISION OR FUTURE CONDITION: There is no timeline indicated for placement of these features, however, and no identification of specific locations for such installations. The Design Commission had previously requested to see a public art master plan as a component of the larger master plan, but none has been provided. In lieu of these, staff recommends the following conditions of approval to ensure that this guideline will be best met:</p> <ul style="list-style-type: none"> • OMSI shall prepare and install its proposed exterior interpretive, cultural, and/or educational displays no later than the development of the last development tract—excluding Tract B and Tract OS. • A significant work(s) of public art shall be installed in Tract B concurrent with the development of the South Plaza. • A significant work(s) of public art shall be installed in the Central Spine area between Tracts E & F, no later than the development of the latter of these two tracts. • Exterior works of art shall be incorporated into development of each tract. |
| | A5-5 | Incorporate Water Features. Enhance the quality of public spaces by incorporating water features. | YES w/ COA | <p>The master plan document states: “The emphasis in the OMSI CCMP is on connecting the OMSI District with its frontage along the Willamette River, the original water feature. It accomplishes this using east-west passageways to connect the interior to the river, providing five scenic overlooks and many more viewing opportunities along the waterfront, and by providing a large open plaza on Tract B, from which views of the river will be kept open.”</p> <p>While the Willamette River is a significant feature consisting of water that defines the site and will serve to make the riverfront</p> |

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| | | | | <p>open space network enjoyable, this guideline asks for additional water features, specifically noting in the background statement for the guideline that “Water features should be provided in outdoor public spaces where appropriate. These features should not be isolated elements in the urban landscape, but rather they should be functionally and visually integrated with the overall design of plazas and courtyards.” The background statement also notes that water features include such elements as “pools, sprays, jets, fountains, and sculpture”.</p> <p>WITH REVISION OR FUTURE CONDITION: For these reasons, staff recommends the following conditions of approval to ensure that this guideline is best met:</p> <ul style="list-style-type: none"> • A significant water feature shall be included in the design of the South Plaza in Tract B. • A water feature shall be included in the Central Spine area between Tracts E & F. The water feature may also be combined with a work of art. • A water feature shall be included in any large-scale redevelopment of the plaza on the east side of OMSI. • A water feature shall be included with development of the pedestrian space along the Bull Run. |
| | A6-1 | <p>Use Special East Portland Grand Avenue Historic District Design Guidelines. Projects located within the East Portland Grand Avenue Historic District shall use the special historic design guidelines developed for the historic district.</p> | N/A | <p>The master plan area does not lie within the East Portland Grand Avenue Historic District.</p> |
| | A7-1 | <p>Maintain a Sense of Urban Enclosure When Single-Story Buildings are Set Back. Maintain a sense of urban enclosure, through the use of landscaping and other means, when single-story buildings are set back from the property line.</p> | N/A | <p>Because no specific buildings or exterior development are currently proposed, building setbacks and urban enclosure will be addressed on a building-by-building basis in future design reviews.</p> |

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| | | Do not set buildings back from the property line within the East Portland Grand Avenue Historic District. | | |
| | A9-1 | Acknowledge the Sandy River Wagon Road at the Sandy Boulevard/East Burnside Street Central City Gateway. Design the Central City gateway located at East Burnside Street and Sandy Boulevard in a manner that celebrates the significance of the Sandy River Wagon Road. | N/A | The master plan area does not lie along the historic Sandy River Wagon Road. |
| | B3-1 | Reduce the Width of Pedestrian Crossings. Where possible, extend sidewalk curbs at street intersections to narrow pedestrian crossings for a safer pedestrian environment. | YES | The street network has been designed using narrower cross-sections and pedestrian refuge areas at both bicycle and vehicle crossings. |
| | B6-1 | Provide Pedestrian Rain Protection. Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In required retail opportunity areas, rain protection is strongly recommended. | N/A | This guideline will be best addressed during Design Review for individual building proposals. |
| | C1-1 | Integrate Parking. Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Design parking garage exterior to visually respect and integrate with adjacent buildings and environment. | YES | Structured parking is planned in support of the mixed-use program of most tracts, with most of that above ground due to a high seasonal water table. Parking is intended to be shared among uses to increase the efficiency of parking use and to reduce overall parking ratios. To the extent practical and feasible, access for service functions, including parking entries, has been combined and placed to support the pedestrian environment (see Proposed Streets, p. 12). The intent is that future design of buildings with above-ground structured parking will use exterior architectural screening so that the parking will not be perceived by pedestrians. The design of parking in these situations will be best evaluated during future Design Reviews for each building. |

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| | | | | <p>On Tract A, a segment of the existing parking lot is proposed to be preserved to serve the Pepco Building and a future Tract A building. On Tract PCC, if the PCC CLIMB Center is retained, the existing ADA spaces are proposed to remain.</p> <p>A limited amount of on-street parking is planned in the district to support retail. The space is flexible and can be converted to pickup/ drop off or on-street loading should demand for on-street parking decline in the future.</p> |
| | C1-2 | Integrate Signs. | N/A | This guideline will be best addressed during Design Review for individual building proposals. |
| | C3-1 | Design to Enhance Existing Themes in the District. Look to buildings from throughout the district for contextual precedent. Innovation and creativity are encouraged in design proposals which enhance overall district character. | N/A | This guideline will be best addressed during Design Review for individual building proposals. |
| | C3-2 | Respect Adjacent Residential Neighborhoods. | N/A | There are no adjacent residential neighborhoods. |
| | C8-1 | Allow for Loading and Staging Ares on Sidewalks. | N/A | This guideline is likely incompatible with other approval criteria for the master plan and proposed intensive mixed-use development in the master plan area. |