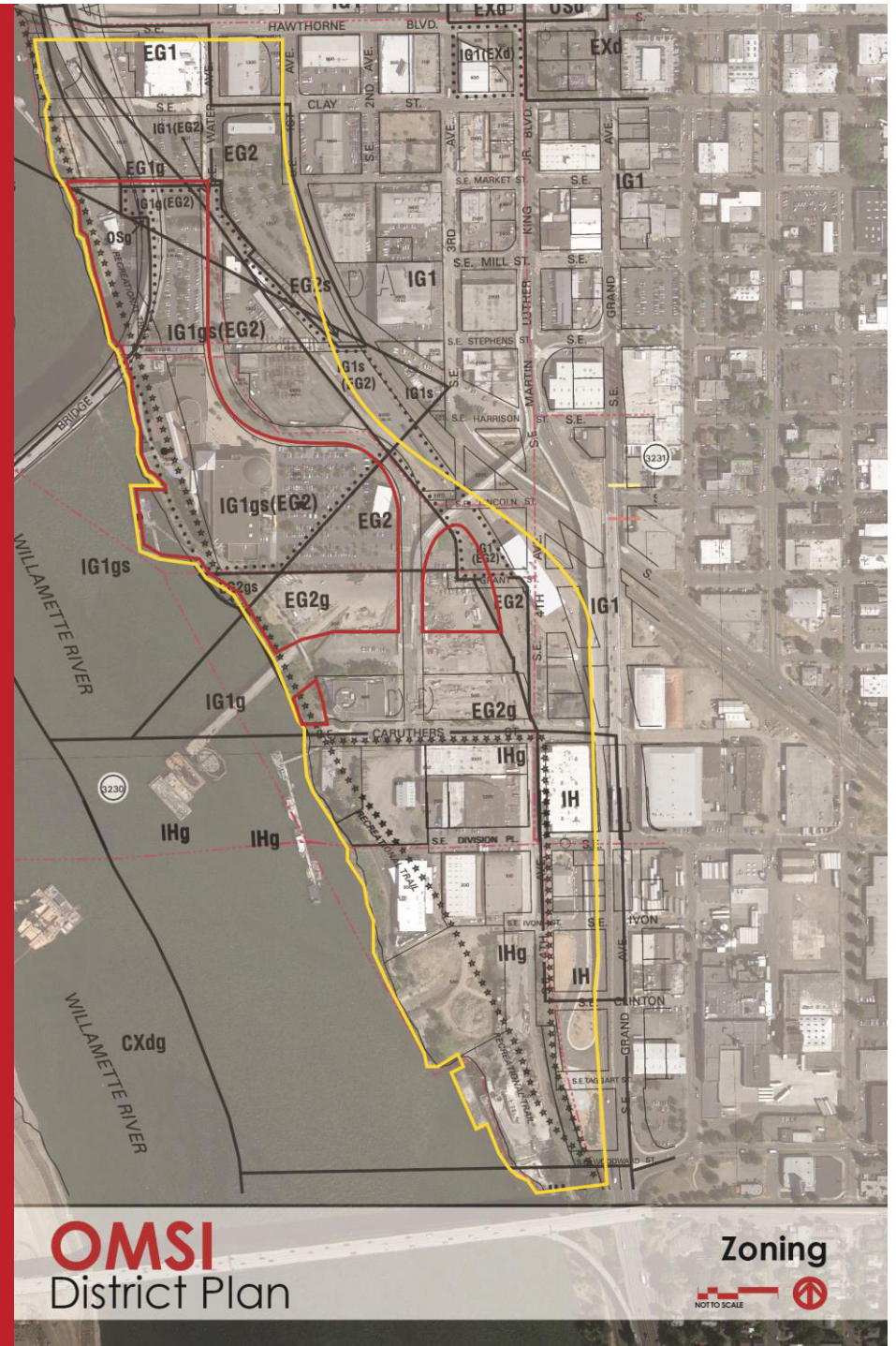


# OMSI District Plan



# Current OMSI Zoning & Comprehensive Plan Designations



# Current City Zoning Allows Residential Development on OMSI Sites as a Conditional Use

The current approval criteria are as follows:

- A.** The proposed use will not have a significant adverse effect on truck and freight movement.
- B.** The transportation system is capable of supporting the proposed use in addition to the existing uses in the area...;
- C.** City-designated scenic resources are preserved; and
- D. N/A**
- E.** The proposal is for new development where:
  - 1. The proposal can be designed and developed so that housing is buffered from potential nuisance impacts from uses allowed by right in the zone; and
  - 2. The proposal includes a design, landscape, and transportation plan which will limit conflicts between residential, employment, and industrial uses.

# The SE Quadrant Plan Prohibits this Currently Allowed Residential Option



# OMSI Requests that the City Preserve the Residential Conditional Use Option

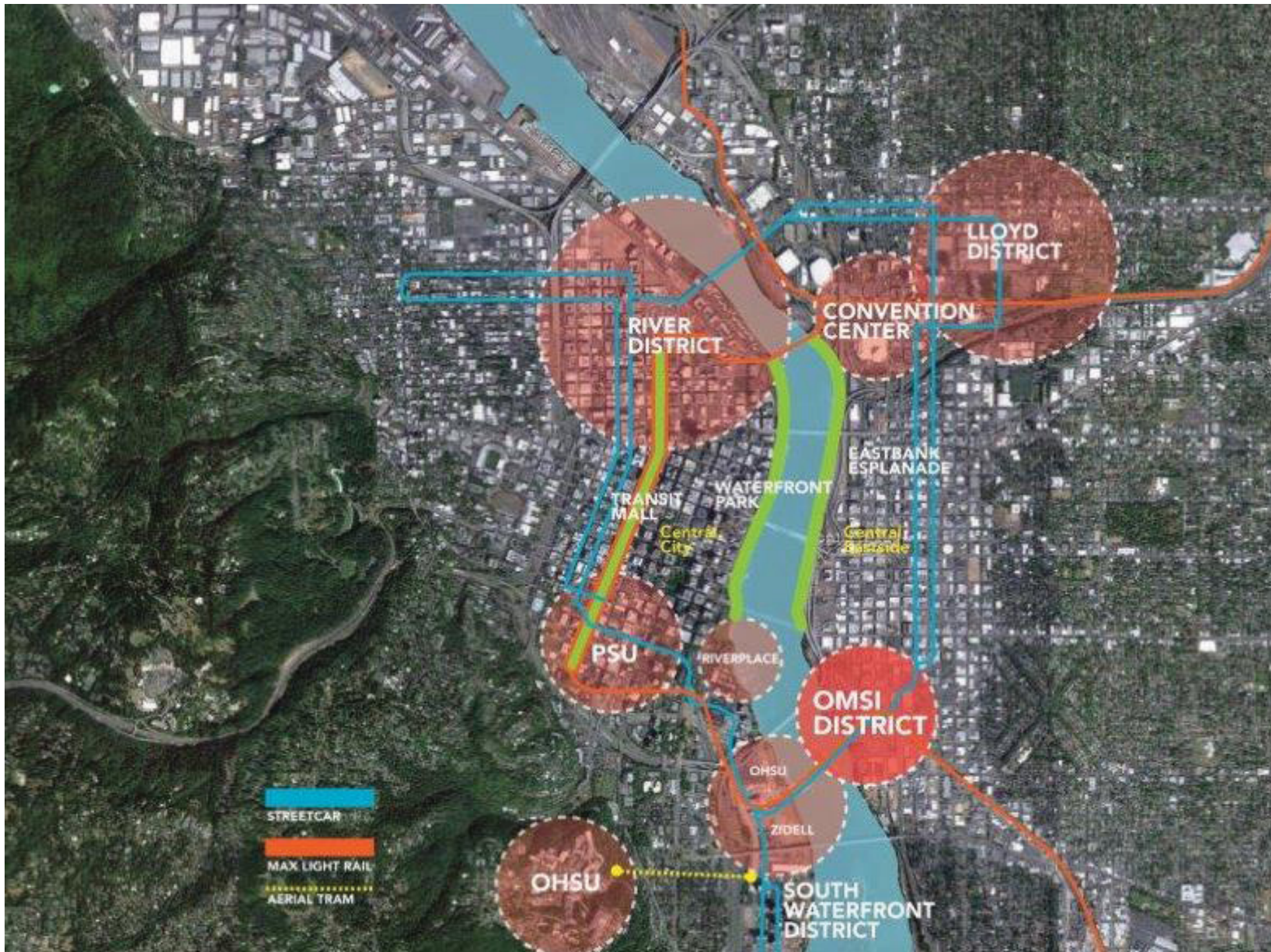
## WHY?

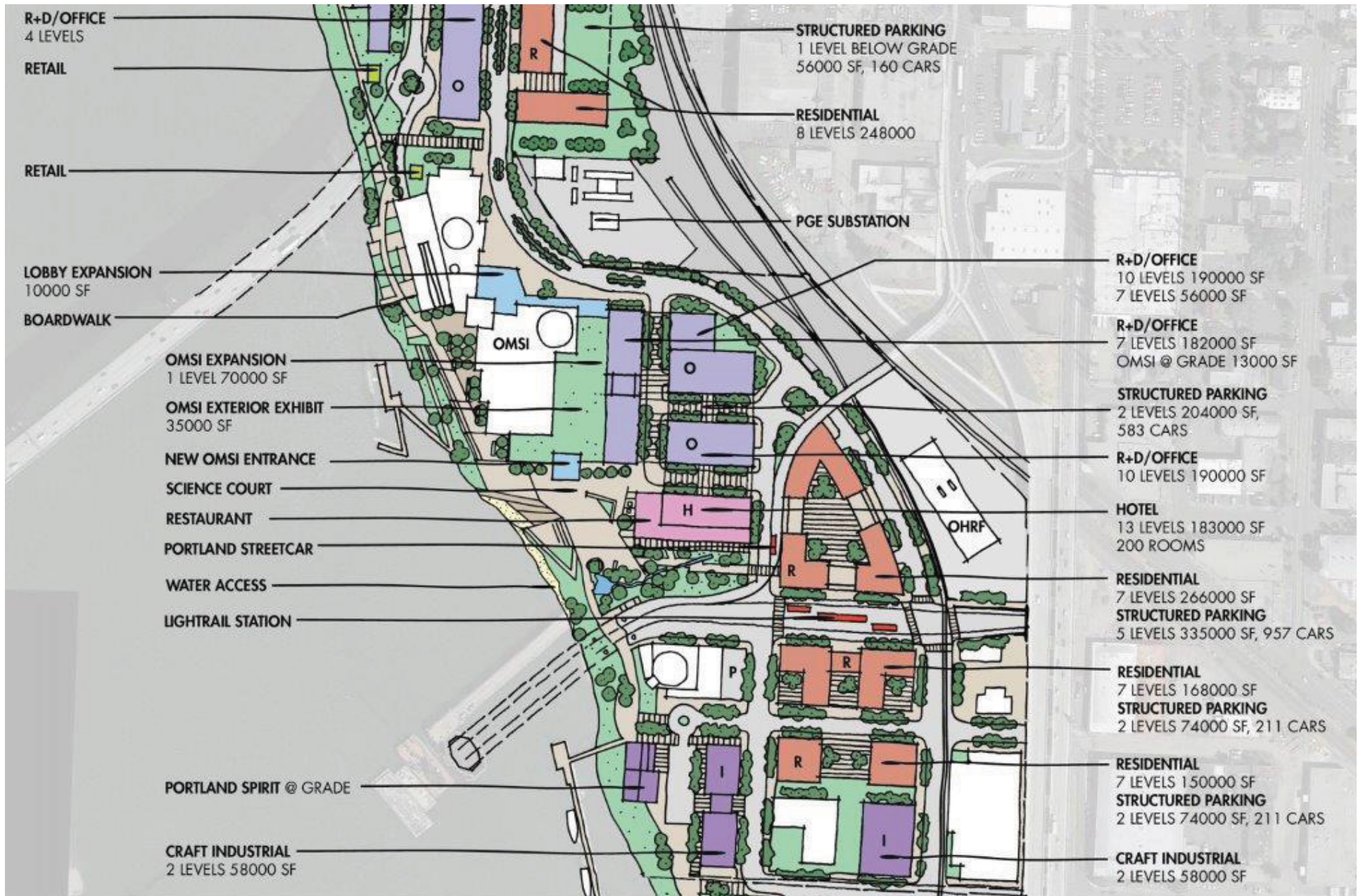
- As you will hear from the next 2 speakers, limited housing fits here as both an appropriate use and an integral element of the urban design fabric;
- Housing is allowed today on the OMSI sites. Under the Quadrant Plan, the City intends to introduce even more residential-friendly uses and services, not less. Thus, the current conditional use criteria should be more than sufficient to address any compatibility concerns;
- The Quadrant Plan calls for an even more vital mix of office, retail and industrial uses further supporting the possibility of a limited amount of residential uses as a conditional option;
- The OMSI sites are not adjacent to any existing heavy industrial uses. Instead the OMSI sites sit amongst light industry, creative office, food and drink, college uses, Portland Spirit, Portland Opera and the museum itself;

# OMSI Requests that the City Preserve the Residential Conditional Use Option

## WHY?

- The expanded Greenway proposal invites and encourages more pedestrians and bicyclists into the District. OMSI supports this expanded Greenway proposal but not without a viable plan for its upland development. Housing is a part of that plan;
- The Tilikum crossing is the first non-vehicular, multi-modal crossing of the Willamette River. On its west landing, a mix of residential, office, retail and industrial uses are permitted, with many uses at a base FAR of above 5:1. On its east landing, we are facing a base FAR of only 1:1, unless you master plan, and a prohibition on residential use. OMSI urges a correction of this imbalance and encourages the City to fully leverage the large investment made in the Crossing;
- The market will determine whether a moderate amount of housing is appropriate. The City will retain the power to reject the market under the conditional use criteria; and
- Preserving the option for future housing simply protects the existing allowance and turns the Quadrant Plan into a living document that can respond to changing conditions, particularly with the opening of Tilikum Crossing.

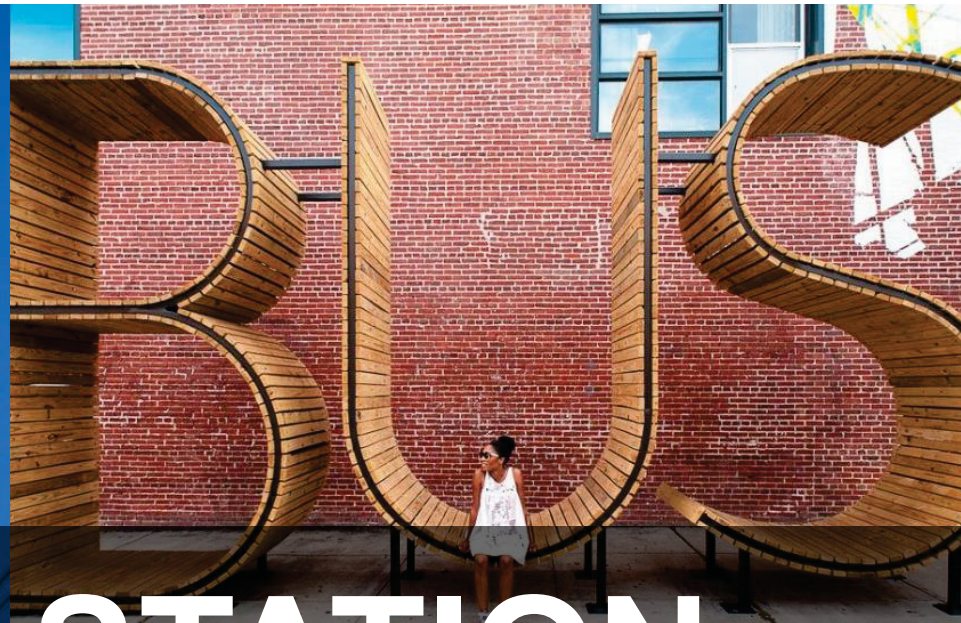




# OMSI DISTRICT PLAN



# TRANSIT STATION





# WATERFRONT





# NEIGHBORHOOD





# PUBLIC SPACE





# RETAIL



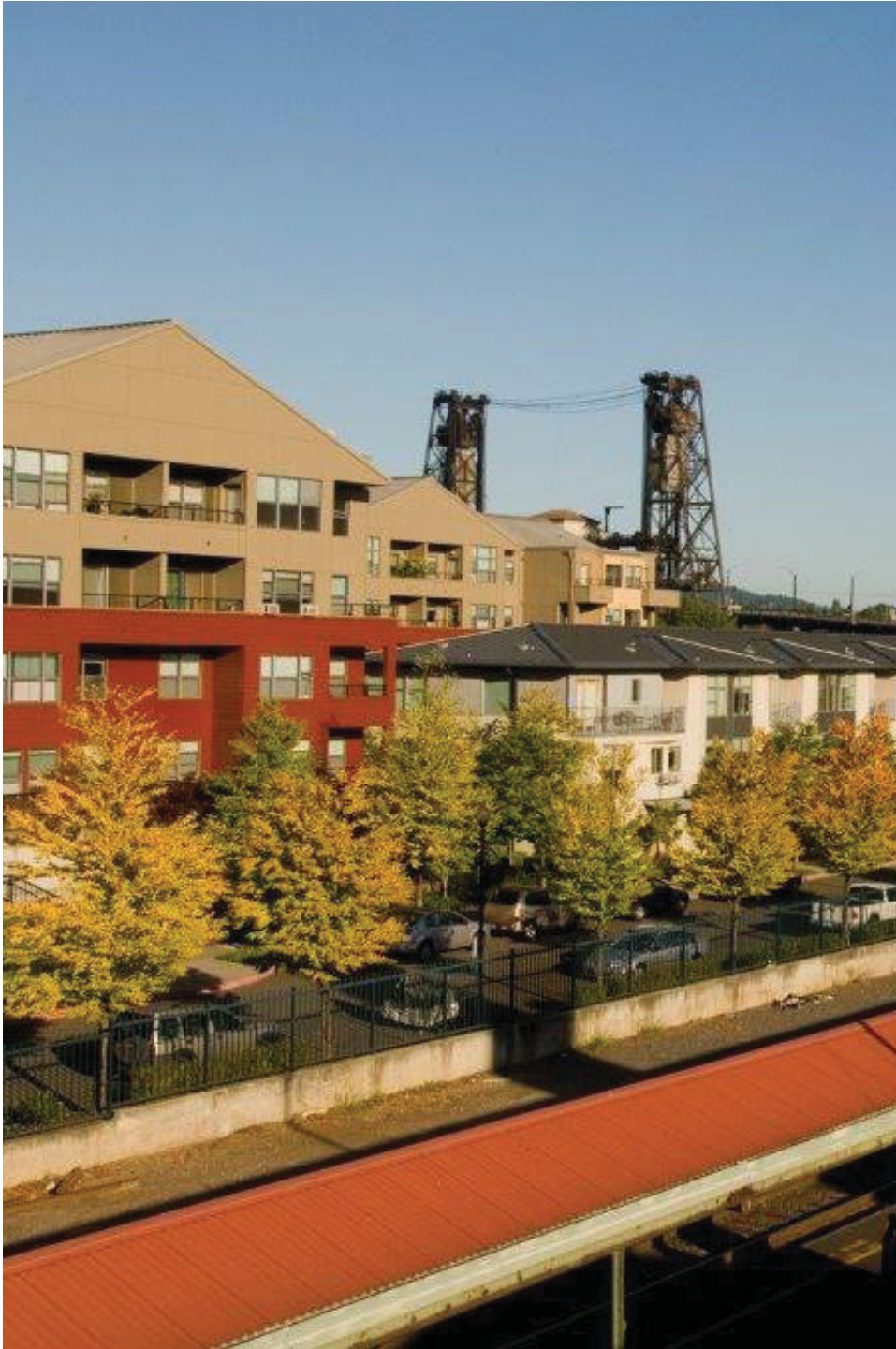


# HOTEL



# HOUSING









# Employment Transit Oriented Development

