



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

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

REVISED STAFF REPORT AND RECOMMENDATION
TO THE DESIGN COMMISSION

CASE FILE: LU 21-115214 CCMS AD
PC # 21-071545
OMSI Central City Master Plan

REVIEW BY: Design Commission
WHEN: February 16, 2023 @ 1:30pm
REMOTE ACCESS: Design Commission Agenda:
<https://www.portland.gov/bds/design-commission>

This land use hearing will be limited to remote participation via Zoom. Please refer to the instructions included with this notice to observe and participate remotely.

Bureau of Development Services Staff: Benjamin Nielsen 503-865-6519 /
Benjamin.Nielsen@portlandoregon.gov

Please note that significant revisions from the 12/15/2022 staff report are indicated in purple text.

GENERAL INFORMATION

**Applicant/
Representative/
Owner's Agent:**

Allison Rouse, ZGF Architects, LLP
1223 SW Washington Street, Suite 200, Portland, OR 97204
(503) 863-2524, allison.rouse@zgf.com

Owner/Agent:

Erin Graham, President, Oregon Museum of Science and Industry
1945 SE Water Avenue, Portland, OR 97214

Owner/Agent:

Linda Degman, Director, Planning and Capital Construction
Portland Community College
1626 SE Water Ave, Portland, OR 97214

Owner/Agent:

Sue Dixon, General Director, Portland Opera Association
211 SE Caruthers Street, Portland, OR 97214

Owner/Agent:

Karen Crawford, Managing Partner, Water Avenue Associates,
LLC
12322 SE Spring Mountain Dr, Happy Valley, OR 97086

Owner/Agent: Mark Lindley, Senior Principal, Real Estate Strategy
Portland General Electric
121 SW Salmon St, Portland, OR 97204-2901

Owner/Agent: Guy Benn, TOD Program Manager
Tri-County Metropolitan Transportation District of Oregon
4012 SE 17th Ave, Portland, OR 97202-3940

Owner on Record: Portland Community College
P.O. Box 19000
Portland, OR 97280-0990

Owner on Record: City of Portland
1900 SW 4th Ave, Suite 7007, Portland, OR 97201

Owner on Record: City of Portland
1120 SW 5th Ave #800, Portland, OR 97204-1912

Site Addresses: **1701 SE WATER AVE, 1800 SE WATER AVE, 1900 SE WATER AVE, 1945 SE WATER AVE, 2045 SE WATER AVE, 2015 SE 2ND PL, 2201 SE 2ND PL, 211 SE CARUTHERS ST, 299 SE CARUTHERS ST**

Legal Description: LOT 1, PARTITION PLAT 1995-58; LOT 2 EXC PT IN ST, PARTITION PLAT 1995-58; LOT 1 TL 600, PORTLAND GENERAL ELEC STA L; LOT 2 TL 500, PORTLAND GENERAL ELEC STA L; LOT 3 TL 200, PORTLAND GENERAL ELEC STA L; LOT 4 TL 300, PORTLAND GENERAL ELEC STA L; TL 4500 1.11 ACRES, SECTION 03 1S 1E; TL 4400 1.54 ACRES DEPT OF REVENUE, SECTION 03 1S 1E; TL 4300 0.31 ACRES, SECTION 03 1S 1E; TL 300 7.01 ACRES, SECTION 03 1S 1E; TL 500 2.22 ACRES, SECTION 03 1S 1E; TL 200 0.19 ACRES, SECTION 03 1S 1E; TL 100 2.46 ACRES, SECTION 03 1S 1E; TL 4301 0.20 ACRES, SECTION 03 1S 1E; TL 301 0.20 ACRES, SECTION 03 1S 1E; BLOCK 34&47 TL 302, STEPHENS ADD; TL 101 1.82 ACRES, SECTION 03 1S 1E; BLOCK 34 LOT 6-8 TL 303, STEPHENS ADD; LOT 3 TL 202, PORTLAND GENERAL ELEC STA L; LOT 3 TL 203, PORTLAND GENERAL ELEC STA L

Tax Account No.: R649752120, R649752130, R668200050, R668200100, R668200150, R668200200, R991030060, R991030210, R991030500, R991030690, R991030700, R991030750, R991030760, R991030780, R991030790, R794001800, R991030800, R668200150, R668200200, R668200100, R668200200, R794001860, R668200100, R668200200, R649752130, R649752130, R668200170, R668200180, R668200200, R991030690

State ID No.: 1S1E03DA 01701, 1S1E03DA 01702, 1S1E03DD 00600, 1S1E03DD 00500, 1S1E03DD 00200, 1S1E03DD 00300, 1S1E03DA 04500, 1S1E03DA 04400, 1S1E03DA 04300, 1S1E03D 00300, 1S1E03D 00500, 1S1E03D 00200, 1S1E03D 00100, 1S1E03DA 04301, 1S1E03D 00301, 1S1E03D 00302, 1S1E03D 00101, 1S1E03DD 00200, 1S1E03DD 00300, 1S1E03DD 00500, 1S1E03DD 00300, 1S1E03D 00303, 1S1E03DD 00500, 1S1E03DD 00300,

1S1E03DA 01702, 1S1E03DA 01702, 1S1E03DD 00202,
1S1E03DD 00203, 1S1E03DD 00300, 1S1E03D 00300
Quarter Section: 3230

Neighborhood: Hosford-Abernethy, contact Michael Wade at
wade.michael@comcast.net

Business District: Central Eastside Industrial Council, contact ceic@ceic.cc.
District Coalition: Southeast Uplift, contact Matchu Williams at
matchu@seuplift.org

Plan District: Central City - Central Eastside
Zoning: Central Employment (EX) and Open Space (OS) base zones with
various combinations of Design (d), River Environmental (e), River
General (g*), and Scenic (s) overlay zones

Case Type: CCMS AD – Central City Master Plan Review with concurrent
Adjustment Reviews

Procedure: Type III – with a public hearing before the Design Commission.
The decision of the Design Commission can be appealed to City
Council.

Proposal:

The applicants request a **Central City Master Plan Review** for the proposed Oregon Museum of Science and Industry (OMSI) Central City Master Plan proposal in the Central Eastside Subdistrict of the Central City Plan District. The OMSI Central City Master Plan comprises approximately 34 acres of land area roughly bounded by the Willamette River on the west, SE Clay St and SE Market St on the north, the Union Pacific Railroad Tracks on the east, and SE Caruthers St on the south and includes property owned by OMSI, Portland Community College, Portland Opera, Portland General Electric, 1800 Water Avenue Partners, TriMet, and the City of Portland. The OMSI Central City Master Plan will establish the framework for future development proposals within the master plan boundary. The master plan area will eventually be home to approximately 3.4 million square feet (ranging from a minimum of approx. 1.14 million square feet to a maximum of approx. 4.37 million square feet) of mixed institutional, commercial, retail, and residential development. Approximately 315,500 square feet of required park, plaza, and open spaces are proposed throughout the master plan area.

Concurrent with the Central City Master Plan Review, the applicants will also request **Adjustment Review** approval for eight (8) Adjustments to zoning code standards that relate to components of the Central City Master Plan.

Three (3) Adjustments are requested to the *Parking and Loading Access Standards in zoning code paragraph 33.510.263.B.2*, to allow parking and loading access from streets where this is not allowed by the zoning code:

1. Allow access to Tract PCC and to Tract D, which provide access from New Water Avenue. The access points at both locations lie on street segments classified as Major City Bikeways.
2. Allow access to Tract A, Tract G, and Tract H, which provide access from Old Water Avenue. The access points at these locations lie on street segments classified as Major City Bikeways.

3. Allow access to Tract Opera-1 and Tract Opera-2, with the access points provided from NE 2nd Place. This segment of NE 2nd Place is classified as a Major City Bikeway.

Five (5) Adjustments are requested to the *Required Building Lines* standards in zoning code section 33.510.215:

4. 33.510.215.B.2, Standards for sites with frontage on a street shown on Map 510-7; to allow the pattern indicated on the map on page 30 (titled “Required Building Lines”) of the current master plan document. This request asks that portions of tract faces required to meet this standard be allowed to instead meet the requirements of zoning code standard 33.510.215.B.1 at 75% (as required by that standard), 50%, and 0% of the lot line length on the various tracts, as indicated below:
 - a. Tracts with frontage facing “Old Water Ave” between the street’s intersection with the Bull Run (on the north) and the street’s intersection with “New Water Ave” (on the south): Tracts H and F (and the OMSI tract, which is unlabeled);
 - b. Tracts with frontage facing SE 2nd Pl: Tracts C, D, Opera-1, and Opera-2; and,
 - c. The south frontage of Tract C.
5. 33.510.215.B.2, Standards for sites with frontage on a street shown on Map 510-7; to allow the east faces of Tract F, Tract D, and Tract Opera-2 (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet the standard at 50% of the street lot line length, rather than the required 75% lot line length.
6. 33.510.215.B.1, General standard; to allow the street frontages of Tract G, Tract H, and the portion of Tract PCC that face New Water Ave (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet the requirements of zoning code standard 33.510.215.B.2 (providing for landscaped setback areas) at 50% of the street lot line length instead of the general standard.
7. 33.510.215.B.1, General standard; to allow the street frontages of portions of Tract C, Tract E, and Tract F facing the Loop Road and the south frontage of Tract C (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet the standard for 50% of the length of the lot line rather than the required 75% of the length of the lot line.
8. 33.510.215.B.1, General standard; to allow the street frontages of portions of Tract PCC, Tract B (northeast frontage), Tract Opera-1 (north and south frontages), and Tract Opera-2 (south frontage) (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet 0% of the standard.

Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33, Portland Zoning Code. The applicable approval criteria are:

- PZC 33.510.255.H, [Central City Master Plan] Approval Criteria
- PZC 33.805.040, [Adjustments] Approval Criteria

ANALYSIS

Site and Vicinity: The OMSI Central City Master Plan area comprises approximately 34 acres of land area in the Central Eastside Subdistrict of the Central City Plan District that are roughly bounded by the Willamette River on the west, SE Clay St and SE Market St on the north, the Union Pacific Railroad Tracks on the east, and SE Caruthers St on the south and includes property owned by OMSI, Portland Community College, Portland Opera, Portland General Electric, 1800 Water Avenue Partners, TriMet, and the City of Portland.

The Willamette River is a major physical feature of the area defining its western boundary and creating the area's low-lying topography. Its influence also extends to the layout of existing infrastructure throughout the area, not least of which includes the Marquam Bridge, Tilikum Crossing Bridge, and the alignments of the Union Pacific Railroad and Oregon Pacific Railroad, both of which run roughly parallel to the river's bank. (One less obvious but still critical piece of infrastructure related to the river is the Eastside "Big Pipe" sewer overflow pipeline, which extends underground through the area.)

The area's largest land owner (by acreage) is the Oregon Museum of Science and Industry (OMSI), which was built on land formerly occupied by Portland General Electric's Station L power complex. This complex operated between 1910 and 1929 and generated electricity by burning wood debris—enormous stockpiles of which covered much of the master plan area and filled in Stephen's Slough, which used to flow through the area and connected to the Willamette River approximately at the location of the present day OMSI museum. In the 1980s, the power complex was designated as a Historic Landmark and gifted to OMSI. Subsequent redevelopment and site remediation resulted in the loss of all but two structures, the largest of which is the Turbine Hall at OMSI. The historic designation was removed in 2021.

The master plan area lies within the larger context of the Central Eastside Industrial District, which for many decades has hosted a wide variety of industrial uses. SE Water Avenue (designated as a Traffic Access Street, Neighborhood Corridor, Major City Bikeway, Major City Walkway, Local Service Transit Street, Priority Truck Street, Major Emergency Response Street in the city's Transportation System Plan) has served as the major north-south route in the more immediate vicinity of the master plan area, connecting this otherwise isolated portion of the district to the larger industrial area. In recent decades, the much development in the area has been transitioning to lighter industrial uses, industrial office uses, and in some areas, mixed commercial and residential uses (thanks both to zoning changes and changing economic factors), though many long-time industrial uses still remain in the area.

Zoning: The Open Space (OS) zone is intended to preserve public and private open, natural, and improved park and recreation areas identified in the Comprehensive Plan. These areas serve many functions including: providing opportunities for outdoor recreation; providing contrasts to the built environment; preserving scenic qualities; protecting sensitive or fragile environmental areas; preserving the capacity and water quality of the stormwater drainage system; and providing pedestrian and bicycle transportation connections.

The Central Employment (EX) zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development

standards for other uses in the area. The development standards are intended to allow new development which is similar in character to existing development.

The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and
- Promotes quality and long-term resilience in the face of changing demographics, climate and economy.

The River Overlay zones implement the land use pattern identified in the *Central City 2035 Plan* (2020) and *River Plan / South Reach* (2020). There are three River Overlay zones each with their own purpose:

1. River General. The River General overlay zone allows for uses and development that are consistent with the base zoning and allows for public use and enjoyment of the riverfront.
2. River Recreational. The River Recreational overlay zone encourages river-dependent and river-related recreational uses, which provide a variety of types of public access to, along, and in the river, and which enhance the river's natural and scenic qualities. *[This overlay zone is not found in the maser plan area.]*
3. River Environmental. The River Environmental overlay zone protects, conserves and enhances important natural resource functions and values while allowing environmentally sensitive development. The purpose of the zone is to limit the impacts from development and vegetation maintenance on the natural resources and functional values contained within the overlay zone. The River Environmental regulations encourage flexibility and innovation in site planning and provide for development that is carefully designed to be sensitive to the site's protected resources. Mitigation is required for unavoidable impacts and is intended to compensate for impacts and improve natural resource features or functions over time. The River Environmental overlay zone applies to specific natural resource areas identified in two detailed studies: the Willamette River Central Reach Natural Resources Protection Plan (2020) and the River Plan / South Reach Natural Resources Protection Plan (2020). This overlay zone always applies in combination with one of the other River Overlay zones.

The Scenic Resource Zone "s" overlay is intended to protect Portland's significant scenic resources as identified in the *Scenic Resources Protection Plan* (1991) and the *Central City Scenic Resources Protection Plan* (2017); enhance the appearance of Portland to make it a better place to live and work; create attractive entrance ways to Portland and its districts; improve Portland's economic vitality by enhancing the City's attractiveness to its citizens and to visitors; and implement the scenic resource policies and objectives of Portland's Comprehensive Plan. The purposes of the Scenic Recourse zone are achieved by establishing height limits within view corridors to protect significant views and by establishing additional landscaping and screening standards to preserve and enhance identified scenic resources.

The Central City Plan District implements the Central City 2035 Plan. The regulations address the unique role the Central City plays as the region's premier center for jobs,

health and human services, tourism, entertainment and urban living. The regulations encourage a high-density urban area with a broad mix of commercial, residential, industrial and institutional uses, and foster transit-supportive development, pedestrian and bicycle-friendly streets, a vibrant public realm and a healthy urban river. The site is within the Central Eastside Subdistrict of this plan district.

Land Use History: City records indicate that prior land use reviews include the following:

- **V 22-65:** Approval of a street vacation for the part of SE Market Street that crossed the site.
- **CU 121-87/GP 21-87 and DZ 7-90:** Conditional Use Review, Conditional Use Greenway permit, and Design Review approvals, with conditions, for the construction of the Oregon Museum of Science & Industry.
- **CU 127-87, GP 23-89, and 7771-PA:** Conditional Use Review approval for three fills for the proposed esplanade, Conditional Use Greenway permit for the construction of a freeway and ramp, approval of a Comprehensive Plan Map Amendment to remove OS “Open Space” designations, approval of a Goal 15 Exception for a freeway and ramp to encroach into the 25-foot Greenway Setback, approval of a Zone Change and Comprehensive Plan Map Amendment from WSR to WSD, and approval of an Adjustment to waive the interior tree requirement for the parking lot. All approvals with multiple conditions.
- **LUR 92-00449 DZ GW:** Withdrawn Greenway Review application to defer improvements per CU 121-87 for a portion of the site.
- **LUR 93-00368 CU DZ GW:** Design Review, Conditional Use Review, and Greenway Review approvals with conditions for a proposed submarine installation, public access to the river through ramps and docks available to the public as well as to OMSI patrons, and modifications to Greenway Trail improvements.
- **LUR 93-00803 MP:** Approval of a two-lot partition, with conditions.
- **LUR 94-00088 ZC AD:** Approval of adjustments to building setbacks from 25 feet to zero feet along the north property line and west property line, and approval of a zone change on the subject property, from IG1 to EG2, subject to conditions.
- **LUR 94-00896 ZC SU GW AD:** Approval of a zone change for the subject site (Tax Lot 2 of Blocks 29, 32, and 49, Stephens Addition; Tax Lot 3 of Blocks 13, 28, 33, and 48, Southeast Portland), from IG1 to EG2, subject to conditions. Approval of an Adjustment to increase the FAR limitation on office/commercial use in the EG2 zone from 1.0:1 to 1.4:1, subject to conditions. Approval of an Adjustment to reduce the street lot line setback along SE Water Ave from 25 feet to 10 feet, subject to conditions. Approval of an Adjustment to reduce the street lot line setback along SE Caruthers St from 25 feet to 0 feet. Approval of a Greenway Review for the site, excluding any improvements that are within both the Greenway Setback and the SE Caruthers St right-of-way, subject to conditions. Approval of a four-lot subdivision, subject to conditions.
- **LUR 95-00175 AD:** Denial of a proposed Adjustment to waive paving and striping requirements for the parking area.
- **LUR 95-00273 DZ GW:** Design Review and Greenway Review approval, with conditions, for a 45,000 square foot office building, riverbank stabilization, Greenway Trail, and riverbank plantings.

- **LUR 96-00224 DZ:** Design Review approval of an outdoor exhibit to display the propeller from the USS Blueback Submarine.
- **LUR 96-00389 CU DZ GW:** Conditional Use Review, Design Review, and Greenway Review approvals, with conditions, for new tour boat docking at an existing dock area, while continuing to allow temporary public tie-ups to the dock.
- **LUR 00-00462 GW DZ:** Conditional Use Review and Design Review approval for a series of exterior display elements called the Riverwalk exhibit, with 10 displays in four different configurations.
- **LUR 00-00464 GW:** Withdrawn Greenway Review application for a proposed ticket booth on the OMSI dock.
- **LUR 00-00618 AD:** Approval of an adjustment to substitute five feet of L3 landscape screening with a six-foot high masonry wall and a three-foot high hedge, subject to conditions.
- **LUR 01-00624 GW:** Withdrawn Greenway Review to build two fences (opaque and masonry) with future proposed shed and two-story office expansion to existing building.
- **LU 03-156196 GW:** Approval of a Greenway Review to construct a two-story addition on the north side of an existing single story office building, and install new plantings around the building addition.
- **LU 05-174846 GW:** Approval of Greenway Review for the ESCSO Tunnel project including short and long term surface disturbance in the greenway overlay zones.
- **LU 06-168525 DZ GW CU:** Design Review, Greenway Review, and Conditional Use Review approvals for a proposed elevator addition and exterior courtyard improvements on the west side of the building.
- **LU 07-143209 AD:** Adjustment Review approval to delay the nonconforming upgrades compliance period on the Portland Opera site until 12/31/2012.
- **LU 07-138197 DZ GW:** Design Review and Greenway Review approvals of two new cooling towers [combined: 17'-0" wide by 22'-0" feet long and 12'-3" tall] and an 8-foot tall screening enclosure [concrete walls, painted metal fencing, lighting and benches]; two new sign areas: 1) north elevation-32 SF and 2) south elevation-21 SF; approval to remove the existing six trees and replace with four new native conifers; and approval to relocate existing bike parking.
- **LU 09-154469 GW:** Approval of Greenway Review for the addition of streetcar lines and associated development to the Broadway Bridge and SE Water Avenue at OMSI.
- **LU 09-172431 GW DZ:** Greenway Review and Design Review approvals for a new solar panel array, support structure, electric vehicle charging station, interpretive kiosk, four bicycle parking stands and two bike lockers, one fixed seat, two bollards, and parking space signage in front of parking spaces at the north end of the parking lot.
- **LU 10-169588 GW:** Greenway Review approval with conditions for construction of the following:
 - The east half of the Willamette River Transit Bridge including the east half of the main span ("Span 3"), one in-water pier ("Tower 4"), Spans 4 and 5, one landside pier ("Bent 5"), and one abutment ("Abutment 6");
 - Scour protection around Tower 4 (47,000 square feet);

- Temporary access road and retaining wall to access geotechnical soil test pits;
 - Temporary work bridge;
 - Scour protection around pilings and bents of temporary work bridge;
 - Temporary staging areas north of WRTB between trail and new SE Water Avenue;
 - Construction access south of the bridge;
 - Reconstruction of the Greenway trail;
 - Water quality treatment facilities east and west of SE Water Avenue;
 - Construction of a connector to the Greenway trail from the project, including lights on temporary wood poles and landscaping;
 - In-water revetment at the in-water pier and utility locations;
 - Trackway, bus lanes, streetlights, sidewalks, and bike lanes, light rail/bus platforms;
 - The new SE Water Avenue alignment;
 - Reconstructed areas of the existing SE Water Ave right of way to connect to the project;
 - Native planting along the Greenway trail;
 - Osprey pole and platform;
 - Derelict pile removal located on the east side of the Willamette River.
- **LU 10-182917 GW:** Greenway Review approval for the installation of 84 photovoltaic modules atop two existing canopy structures and the Portland Opera facility and associated electrical connections.
 - **LU 11-113357 GW DZ:** Greenway Review and Design Review approvals for a new interactive salmon exhibit and educational kiosk, including seven lighting components, on OMSI's property and adjacent to the Willamette Greenway.
 - **LU 13-135145 ZC:** Approval of a Zoning Map Amendment from IG1 to EG1, with retention of the River General Greenway and Scenic Resource overlay zones, subject to conditions.
 - **LU 15-189138 HRM AD:** Approval of Historic Resource Review for signage and wayfinding alterations to the OMSI site. The proposed alterations include the addition of 35 new pole mounted and freestanding signs, located throughout the site, and 3 new metal flag poles, located together, south of the existing buildings. The improvements provide increased clarity and coherency better directing and informing all users and modes: vehicle, cyclists and pedestrian, using the site. Approval a Modification to 32.32.020 Title 32 Sign Code: To increase the total number of "freestanding signs" on site from 5, per the allowance of Title 32, the Sign Code: 32.32.020: Table 2, to 20 - for an addition of 15 "freestanding signs". Approval an Adjustment to 32.32.030.F.2. Title 32 Sign Code: To allow "freestanding" signs to be located in areas of the site other than "arterial street frontages", per Title 32, the Sign Code: 32.32.030.F.2.
 - **LU 15-189519 DZ:** Design Review approval for signage and wayfinding alterations to the site, including the addition of 35 new pole-mounted and freestanding signs located throughout the site and 3 new metal flagpoles located south of the existing main buildings.
 - **LU 19-269652 HR:** Historic Resource Review approval to replace an existing, deteriorated roof on the clerestory roof portion of the southern portion of the OMSI Turbine Hall building, which is a contributing structure of the Historic Landmark Portland General Electric Co. Station L Group in the Central Eastside Subdistrict of the Central City Plan District, with a standing seam metal roof that is colored to match the metal roof that covers the rest of the building.

- **LU 20-189450 HR:** Withdrawn Historic Resource Review for a proposed 200kW ballasted roof mount photovoltaic solar array.
- **LU 22-162928 RP (pending):** Proposed partition of current tax parcel 1S1E03D-00300 as shown in accompanying maps. This is intended to be an interim land division prior to eventual replatting of this and additional areas, once approval is received for the Central City Master Plan (CCMP). The CCMP application is currently in review with city of Portland. The resulting parcels 1 and 2 will continue to be owned by OMSI until after the CCMP is approved and executed. Redevelopment of the site will not occur until after the CCMP is approved.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **July 29, 2022**.

The **Bureau of Environmental Services** (BES) initially responded requiring additional information in order to recommend approval of the master plan—specifically to demonstrate that the proposal meets approval Criterion 10, which requires the applicant to show how the plan provides adequate and timely infrastructure capacity for the proposed development. Specifically, BDS requires:

- City approval of Concept Development (a.k.a. 30%) public works permit plans.
- A sanitary MOU that acknowledges the scope of the plan for sanitary service and describes commitments and responsibilities of the involved parties.

Please see Exhibit E.1 for additional details.

For the 12/15/2022 hearing, **BES** responded to revisions to the master plan documents with an addendum to their original response (Exhibit E.1). BES rescinded their previous requirement for a Memorandum of Understanding between the City and owners for the proposed private sanitary sewer system and indicated that conditions of approval were being developed among city staff and the development team at the time of the publication of the staff report for that hearing. BES indicated they would be able to recommend approval once the city approves the 30% Public Works Permit and once conditions of approval were finalized.

Please see Exhibit H.36 for additional details.

For the 02/16/2023 hearing, **BES** responded with no objections to the proposal, with information about existing sanitary sewer infrastructure, with information stormwater management requirements, and with information about significant natural resources and habitats within and adjacent to the master plan area. BES also provided recommended Findings for Central City Master Plan approval criterion 10 and recommended Conditions of Approval in conjunction with those Findings.

Please see Exhibit H.76 for additional details.

The **Bureau of Transportation Engineering** (PBOT) did not initially recommend approval of the master plan, noting that the formal 30% public works concept approval review was just beginning.

As stated in their memo:

While the layout and general geometry of the existing and new public streets 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... 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. It is also too early at this time to determine if the new street system will be constructed as part of a Capitol Improvement Project (CIP) or under a separate public works permit constructed by the applicant. Those talks are ongoing. In either case, the applicant must receive approval of 30% public works concept plans prior to approval of the master plan land use approval. PBOT staff will be present at the Design Commission hearing to answer questions.

Please see Exhibit E.2 for additional details.

For the 12/15/2022 hearing, **PBOT** responded to revisions continuing to recommend against approval of the master plan until the 30% Public Works Permit (PWP) is approved, citing the need to determine the extent of dedications for public rights-of-way, negotiations that were still needed over the cycle track width, and to show that the plans reflected “best efforts” to meet current standards for construction of New Water Avenue. PBOT development review staff were also still awaiting a list of outstanding issues from the PWP and needed to develop findings and conditions of approval.

Please see Exhibit H.37 for additional details.

For the 02/16/2023 hearing, **PBOT** responded with no objections to approval of the proposal and included recommended Findings for Central City Master Plan approval criteria 4, 6, 8, 9, 10, 11, 12, and 15. PBOT also provided recommended Findings for Adjustment approval criterion 1. In addition, PBOT provided recommended Conditions of Approval. These Findings and Conditions have been incorporated into this report.

Please see Exhibit H.74 for additional details.

The **Water Bureau** did not initially support approval of the master plan. The bureau found that, “To be approved, the plan must ensure, in part, that adequate and timely infrastructure capacity will be available to the proposed development. New public roads and new water mains are proposed for the project. The proposed new water infrastructure at OMSI will need to be phased in a way to support new buildings and fire suppression requirements.”

The bureau also noted that the 30% public works permit plans must be approved, and the constructor of the water mains would need to be determined.

Please see Exhibit E.3 for additional details.

For the 02/16/2023 hearing, the **Water Bureau** revised its response, providing recommended findings regarding proposed water infrastructure, findings regarding proposed development on Water Bureau-owned land (i.e., the “Bull Run”) in the master plan area, and conditions of approval, as shown under approval criterion 10, below.

Please see exhibit H.51 for additional details.

The **Fire Bureau** responded with no concerns about the proposal in general and that fire department access has not been reviewed at this time. The bureau also provided

comments noting that all current Fire Code requirements apply and are required to be met.

Please see Exhibit E.4 for additional details.

The **Site Development Section of BDS** responded with no objections and with information about flood hazard areas in the master plan area, geotechnical engineering requirements that will apply at the time of building permit application, demolition permit requirements, erosion control requirements, and construction management plan requirements.

Please see Exhibit E.5 for additional details.

The **Bureau of Parks & Recreation—Urban Forestry Division** initially did not recommend approval of the master plan “due to insufficient information provided to adequately demonstrate how the proposal will impact regulated trees. Prior to issuing a recommendation of approval Urban Forestry requires additional information”, including a street tree plan, which should be approved as part of the 30% public works permit plans.

The bureau’s response also noted the types of information required in the tree plan, existing street tree conditions in the master plan area, and street tree protection and preservation requirements.

Please see Exhibit E.6 for additional details.

For the 12/15/2022 hearing, the **Bureau of Parks & Recreation—Urban Forestry Division** responded to revisions with a continued recommendation against of the land use proposal at that time, stating that the “configuration of the ROW as to meet the requirements of the 30% Public Works Permit must be approved before Urban Forestry can give Land Use approval.”

Please see Exhibit H.38 for additional details.

For the 02/16/2023 hearing, the **Bureau of Parks & Recreation—Urban Forestry Division** responded with no objections to the proposal and with information about Public Works Permitting requirements for trees.

Please see Exhibit H.75 for additional details.

The **Life Safety Review Section of BDS** responded with no objections. Please see Exhibit E.7 for details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **July 29, 2022**.

One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- 1) Daniel Yates, President, Portland Spirit Cruises and Events, 07/29/2022, letter with concerns, including concerns about the addition of housing to this area in the Central Eastside creating a burden on the street system and the lack of neighborhood input into the Transportation Impact Study, mischaracterization of the land uses in the area immediately south of the master plan area, and failure to include critical intersections in the study. See Exhibit F.1.

BDS staff forwarded this letter to the Bureau of Transportation and to the applicant to make sure they were aware of these concerns and were able to take steps to resolve them. PBOT staff responded that they are still awaiting revised transportation studies from the applicant team which will include “a lot more information”, and a senior PBOT engineer directed her staff to conduct a time travel analysis on the Water Avenue corridor and to take a closer look at possible impacts to on-street parking to try to answer some of the questions and concerns raised in the letter.

The OMSI applicant team responded with a note that their team will study the issues raised.

- 2) Bob Sallinger, Conservation Director, Audubon Society of Portland, 08/11/2022. Letter with concerns about notification process for the land use hearing, open space issues, tree density, bird-safe building design, dark skies and light pollution, green infrastructure, environmental restoration of the riverfront, and climate resiliency. The letter also cites health and environment policies in the Central City Plan that should be addressed by the master plan. See Exhibit F.2.

A copy of the letter was forwarded to the Design Commission. The Design Commission discussed many of these issues at the initial hearing which was held on August 18, 2022. A summary of their comments and directions to the development team may be found in Exhibit H.5.

- 3) Marah Danielson, Senior Planner, ODOT Development Review Program, 08/15/2022. Letter describing transportation issues within and surrounding the master plan area that need further consideration before ODOT can recommend approval of the master plan. The letter also describes existing ODOT easements in the master plan area. (Duplicate copy received on 08/17/2022.) See Exhibit F.3.

A copy of this letter was forwarded to the Design Commission. Staff notes that these issues should be addressed and resolved in conjunction with the Transportation Impact Study and 30% Public Works Permit process.

- 4) Larry C. Corwin, President of McCoy Group Inc, 08/15/2022. Letter with concerns about the large residential component of the master plan, impacts to ability to serve customers, the effects of increased traffic on freight movements, and safety. The letter requests a “much more formal transportation evaluation” on the effect of development in the master plan area on movement into and out of the area. (Duplicate letter received on 08/19/2022.) See Exhibit F.4.

A copy of this letter was forwarded to the Design Commission. At the initial hearing held on August 18, 2022, the Design Commission found that the level and type of proposed development in the master plan area was appropriate for the zoning and area.

- 5) Congressman Earl Blumenauer, 08/16/2022. Letter in support of the proposal, citing educational and cultural needs, respect of Native American communities and their heritage, and opportunities for economic development, housing, and transportation. See Exhibit F.5.

Staff forwarded a copy of this letter to the Design Commission.

- 6) Herbert J. Fricke, President, AKANA, 08/18/2022. Letter in support citing benefits to Portland and the Portland Native American community, potential for economic growth, new housing, and the opportunity to “bring the indigenous presence back to the Willamette.” See Exhibit F.6.
- 7) Jeremy Takala, Columbia River Inter-Tribal Fish Commission, and Davis Washines, Confederated Tribes and Bands of the Yakama Nation (and Delegates to the Center for Tribal Nations Advisory Council), 08/18/2022. Letter in support, citing creation of a new neighborhood with guiding principles of inclusion, innovation, culture, and science education and noting the project’s dedication to the inclusion of tribal voices and priorities. See Exhibit F.7.

Staff forwarded copies of both Exhibits F.6 and F.7 to the Design Commission. During the initial hearing on August 18, 2022, commissioners commended the development team for working with Indigenous communities and organizations and requested that more information about this process and any preliminary results be included in the master plan documents to help influence the character of future development. See Exhibit H.5 for a summary of those findings.

Testimony received after the initial hearing, which was held on August 18, 2022.

- 8) Chris Eykamp, Chair, Hosford-Abernethy Neighborhood District, dated 10/01/2022 and received 10/04/2022. Letter citing lack of adequate public notice but overall support for the master plan. The letter requests to see more open space beyond minimum requirements, more “climate-friendly commitments”, and more trees. The letter also cites concerns about the 2-way cycle track and constrained transportation access. See Exhibit H.6.

Staff forwarded a copy of this letter to the applicant and notes that public open spaces exceed the minimum required, but only the minimum required are diagrammed as “open space” on pp. 19-23 of the master plan document. Staff proposed conditions of approval related to climate resiliency and trees in the master plan area.

- 9) David McIlroy, Chair, Urban Design Panel Executive Committee, 11/30/2022. Letter in support of the master plan and adjustments, citing maximizing meaningful public open space and connection to the river and shifting of freight movement to the east. See Exhibit H.35.

A copy of this letter was also sent directly to the applicant.

- 10) Kaley Fought, AIA Oregon President, 12/13/2022. Letter in support of the master plan. See Exhibit H.42.

Staff forwarded a copy of this letter to the applicant.

All written testimony was provided to the Design Commission.

Procedural History

- The land use application was filed on December 16, 2021.
- Staff found the land use application to be incomplete on January 15, 2022.
- The applicant requested that the land use application be deemed complete on June 14, 2022. The initial public hearing for the Central City Master Plan Review with concurrent Adjustment Review was scheduled for August 4, 2022.
- The applicant requested that the initial public hearing be rescheduled to August 18, 2022.

- The initial public hearing was held on August 18, 2022. Due to outstanding issues and a staff recommendation of denial, the applicant requested a continued hearing, to be held on October 20, 2022.
- The applicant requested that the continued hearing be rescheduled to December 15, 2022.
- A continued hearing was held on December 15, 2022. With a staff report continuing to recommend against approval, due to outstanding issues with the provision of adequate and timely infrastructure, per service bureau recommendations, the applicant requested that the hearing be further continued to February 2, 2023.
- The applicant requested to reschedule the February 2, 2023 hearing to February 16, 2023, to allow more time for service bureau responses and recommendations of approval.

ZONING CODE APPROVAL CRITERIA

(1) CENTRAL CITY MASTER PLANS (33.510.255)

33.510.255 Purpose

A Central City Master Plan establishes a clear development strategy for significant redevelopment sites in the Central City. Central City Master Plan review is intended to ensure that development on the site will positively contribute to the existing and desired surrounding urban form. The review will result in an urban design framework and layout for the site as a whole, allowing subsequent reviews for individual buildings and other development to focus on materials and façade treatment. A Central City Master Plan is intended to result in the following urban design outcomes:

- A development site that has a strong orientation towards transit and multimodal transportation alternatives;
- A safe and vibrant public realm, supported by active ground floor uses, open space areas and an internal circulation system that provides access to adjacent public rights-of-way and multimodal transportation options;
- A development site that has adequate urban services such as water, stormwater, sewers, and fire-hydrants; and
- Building bulk, height, orientation, and programming that protects public views and preserves light and air within the public realm and is oriented to active and passive public gathering spaces, including public open spaces, transit stations, and the Willamette River.

33.510.255 Central City Master Plan Review Approval Criteria

A Central City Master Plan review will be approved if the review body finds that the following approval criteria have been met. Criteria H.1 through H.11 apply to all Central City Master Plan reviews. Criteria H.12 through H.15 also apply to proposals within the area identified on Map 510-6 as requiring a Central City Master Plan review for residential uses.

Findings: The site is identified on Map 510-19 as a required Central City Master Plan Area; therefore, a Central City Master Plan review is required prior to development of the site. Because the site is subject to a Central City Master Plan review, the approval criteria are listed in 33.510.255.H *Approval Criteria*. Additionally, because the site lies within an area identified on Map 510-6 as requiring a Central City Master Plan review for residential uses, criteria H.12 through H.15 will also apply.

1. The Central City Master Plan is consistent with applicable subdistrict goals and policies of the Central City 2035 Plan;

Findings: See Attached Matrix (Exhibit H.77).

Findings for this criterion are provided in the attached matrix and described per applicable policy. If a subdistrict goal or policy was found to be wholly met, staff noted “YES” in the “Met?” column for that particular goal or policy. Policies and goals that would be met with conditions of approval are noted with “YES w/ COA” in the “Met?” column for that particular goal or policy.

With Conditions of Approval B.1 through B.4, this criterion will be met.

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;

Findings: See Attached Matrix (Exhibit H.77).

Findings for this criterion are provided in the attached matrix and described per applicable guideline. If a guideline was found to be wholly met, staff noted “YES” in the “Met?” column for that particular goal or policy. Guidelines that would be met with conditions of approval are noted with “YES w/ COA” in the “Met?” column for that particular goal or policy.

With Conditions of Approval B.5 through B.7, this criterion will be met.

3. 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;

Findings: The master plan proposes a waterfront education park to extend the entire length of the riverfront within the plan area and incorporating the greenway trail and five scenic overlooks. Additional viewing areas are proposed at the western edge of Tract B and just outside OMSI’s two buildings. The South Plaza proposed for Tract B will be activated by the developments on Tracts C and E, as well as a flexible outdoor education space located outside the southern façade of OMSI’s Exhibition Hall. These open space features will help to further activate the riverfront and be created in addition to the public greenway trail which already runs along and over the river in this area.

Development on Tracts A, C, and E will help to provide the active land uses needed to support activity on the riverfront.

Development on Tract Opera-1 will also help to support the southern riverfront area with indirect support for the plaza in Tract B.

The master plan does not envision redevelopment on the OMSI tract (unlabeled). If redevelopment were proposed to occur on this tract, an amendment to the Central City Master Plan would be required.

Therefore, this criterion is met.

4. 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;

Findings: There are no existing industrial firms or activities within the master

plan boundary.

Within 500 feet of the plan boundary, there are currently nineteen tracts in industrial use (see Development + Land Uses, p. 35), of which nine are severed from the OMSI District by the heavy rail tracks, the Highway 99E viaduct, and an embankment--a significant geographical distance.

The Design Commission found at the initial hearing that physical separation provided by New Water Avenue, existing streets, and the noise insulation requirement of PZC 33.510.252.B would be sufficient to provide buffer and mitigate adverse effects and conflicts, other than those caused by transportation issues, among residential, employment, and industrial uses within and surrounding the district.

The Portland Bureau of Transportation provided the following additional findings for this criterion, which staff recommends adopting:

The traffic study and required street improvements document that there should not be any significant impacts on industrial firms or result in conflicts with industrial activities. The New Water Ave alignment and signalization will remove the existing elbow in Old Water Avenue allowing industrial freight traffic a more direct north/south route through the OMSI district. The uses proposed are allowed by the base zone.

Therefore, this criterion is met.

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;

Findings: There are no public parks located within, or adjacent to, the master plan area.

Therefore, this criterion does not apply.

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;

Findings: The proposed “central spine” and pathway between Tract C and the streetcar station will help to provide easy and safe access from multiple points within the master plan area to the OMSI streetcar, MAX, and bus stations.

The Design Commission finds that development in building footprints adjacent to the transit stations are to be programmed with “primary active uses” along at least 50% of their street frontage facing the transit stations. These uses should help to ensure the creation of an active and safe pedestrian environment at the transit stations.

The Portland Bureau of Transportation also provided concurring recommended

findings in its final bureau response to the master plan proposal (see Exhibit H.74).

Therefore, this criterion is met.

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.

Findings: The OMSI CCMP effectively distributes open areas throughout the plan area. The seven east-west corridors tie the interior to the waterfront education park, which extends the entire length of the riverfront. The greenway trail connects the waterfront education park, and by extension the interior open areas, to locations to the north and south. Connections are blocked to the east by the railroad tracks and embankment. Connections to the west can be made via the Tilikum Crossing Bridge, and, should the Green Loop linear park concept be realized, that park-like feature will extend along its adopted alignment to the east along SE Caruthers Street. An alternative alignment is under consideration, which would extend to the east via a future Green Loop bridge that would touch down in an undetermined location close to the SE 6th Avenue alignment (see Open Space Network p. 19.)

With the exception of the waterfront education park, proposed open spaces are generally designed to be flexible, accommodating a variety of uses and events. The open spaces appear to be adequately sized to serve future residents of the master plan area as well as visitors and passers-through.

Since public access to the proposed open space network is critical to ensuring that open spaces are accessible within the master plan, provide connections to surrounding neighborhoods and open spaces, and to reinforce the master plan's stated objective of prioritizing public access to the river and the proposed waterfront education park, public access easements should be placed on all proposed open spaces and passageways in the master plan area. This includes those that are enumerated on the "Open Area Requirement" page and diagram on pages 20-23; those open spaces and connections that are shown on the "Open Space Network" diagram and described on page 19; the pedestrian and bicycle connections described on page 17, "Multimodal Circulation"; and the minimum 70' x 70' outdoor space near the midpoint of Tracts E and F on the Central Pedestrian Spine, as described on page 29, "Building Setbacks. The conditions of approval, denoted B.4, as written under Criterion 1, Policy 5.CE-5, incorporated herein by reference, will help to ensure that this criterion is fully met.

With Condition of Approval B.4, this criterion will be met.

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;

Findings: The Portland Bureau of Transportation (PBOT) has reviewed the application for its potential impacts regarding the public rights-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

The Traffic Impact Study found that with the recommended improvements, the transportation system will be capable of safely supporting development of the OMSI master plan area, in addition to accommodating the existing uses. The street network proposed for the OMSI master plan area is intended to improve access, safety, and function for users of all modes. The alignment of New Water Avenue separates the Traffic Access Street and Priority Truck Street from the pedestrian-focused center of the master plan area and introduces a new two-way cycle track to provide a separated facility for cyclists moving to and through the area. This new high-quality bike facility will link to the Major City Bikeway on the Tilikum Crossing Bridge and connect the Hawthorne Bridge with the Springwater Corridor Trail to provide a convenient alternate mode for commuters heading to the new developments, uses, and attractions in the master plan area or passing through it to and from all directions. The concept also focuses access to most new development tracts along Old Water Avenue and the Loop Road, to minimize crossings of the two-way cycle track, and to improve the flow of New Water Avenue.

Several pedestrian-only connections will provide access through the district, including the Central Spine connecting the OMSI Station and OMSI's main plaza, and seven east-west pathways that connect to the river. New signalized crossing opportunities of New Water Avenue and the I-5 exit for Water Ave will be provided to improve districtwide circulation and access, enhance safety, and reduce delay for all modes. These signals will be coordinated to optimize the flow of bicyclists along the cycle track in the peak direction. An additional signalized crossing opportunity will be provided at the SE Caruthers Street intersection with SE Water Avenue to enhance the quality and safety of the frequent pedestrian and bicyclist crossings that occur at this intersection between the Major City Walkway and Bikeway routes in each direction. Key improvements are also recommended at off-site intersections to address existing and expected intersection capacity constraints. These improvements are incorporated into the master plan through *Conditions of Approval C.8 and C.9*.

With Conditions of Approval C.8 and C.9, this criterion will be met.

9. The proposed street plan must provide multi-modal street connections to support the surrounding street grid pattern;

Findings: The street network proposed for the OMSI master plan area is intended to improve access, safety, and function for users of all transportation modes. Due to the location of the plan area between the Willamette River and the railroad tracks, there is very little surrounding street grid with which to make connections.

Today the plan area has one street, SE Water Avenue, connecting it through one intersection at the north with SE Clay Street and one at the south with SE Caruthers Street. The plan will maintain the connection at the north end of SE

Water Ave and improve the connection at the south end to better facilitate pedestrian, bicycle, and vehicular trips.

The alignment of New Water Avenue separates the Traffic Access Street and Priority Truck Street from the pedestrian-focused center of the OMSI District and introduces a new two-way cycle track to provide a separated facility for cyclists moving to and through the area. This new high-quality bike facility will link to the Major City Bikeway on the Tilikum Crossing Bridge and connect the Hawthorne Bridge with the Springwater Corridor Trail to provide a convenient alternate mode for commuters heading to the future developments in the master plan area or passing through it to and from all directions.

Therefore, this criterion is met.

10. The plan ensures that there will be adequate and timely infrastructure capacity for the proposed development; and

Findings: Infrastructure phasing plans and applicant findings are provided on pp. 38-43 and p. 59, respectively. Broadly speaking, development within each zone is contingent upon infrastructure capacity within each zone. Also development of infrastructure among zones A, B, and C is dependent upon the previous zone in alphabetical order, limiting building development until each zone's infrastructure is completed. Zone OP stands somewhat alone, with different needs for connecting to the public sewer system. Thus, Zone OP could redevelop before the other zones. Open spaces in Zone OS will generally redevelop with development in the adjacent zones. There is no identified phase for the development of open space O-1 along the river.

Staff finds that the respective infrastructure bureaus have provided recommendations and findings as to how the proposed plans meet this criterion to provide adequate and timely infrastructure for proposed development in the master plan area.

Portland Bureau of Transportation

The Portland Bureau of Transportation (PBOT) finds that adequate and timely transportation infrastructure will be provided in the master plan area, with several conditions that tie the development of public transportation infrastructure to occur no later than the development of specific tracts within the master plan area. Specifically, PBOT recommends conditions of approval for a phasing plan for transportation infrastructure that does not rely on multiple zones and will be simpler and clearer for future reviewers to determine when public street improvements will be required. In the applicant's phasing proposal, they propose to allow Opera parcel to develop independent of New Water. However, if Opera develops and 2nd Ave to Caruthers is no longer available as Major City Bikeway from the Tilikum Crossing Bridge, then the New Water Ave improvements must be in place ahead of the Opera development. These conditions, collectively, are expressed as *Conditions of Approval C.1 through C.6*.

Bureau of Environmental Services

The Bureau of Environmental Services (BES) finds that adequate and timely sanitary sewer infrastructure will be provided to proposed development within the master plan area, per *recommended Conditions of Approval D.1 through D.9*. Specifically:

1. *Proposed Sanitary Routes of Service:* Based on the submitted materials, BES understands that in lieu of constructing a new public pump station and new public sewers, sanitary service will instead be provided to the majority of the master plan area (excluding the Opera tracts) through a franchise-owned system. The franchise sanitary system will consist of a wastewater treatment plant (WWTP) and lift station located on proposed Tract A, a pressure overflow connection from the WWTP to the BES-owned sewer in SE Division Street, a clean water overflow connection to the Willamette River and collection and water reuse pipes located throughout the district. All of this infrastructure will be owned by a franchise utility provider and will not be owned by the City of Portland. The applicant has provided a proposed infrastructure phasing plan with some temporary sanitary connections (described in detail below). However, the permanent disposal location for sanitary service of each tract is as follows:
 - a. *Tracts A-H:* Tracts A-H will discharge sanitary flows to the proposed franchise wastewater treatment plant. See Exhibit C.1 page 41 for the proposed sanitary configuration and connection points for each lot.
 - b. *Existing OMSI Buildings:* The existing OMSI buildings currently discharge sanitary flows through a private pressure system located within the right-of-way. This private system will be removed and the existing buildings will instead discharge sanitary flows to the proposed franchise-owned wastewater treatment plant.
 - c. *Tract PCC:* The existing PCC Climb Center will continue to discharge sanitary flows to the public main in SE Clay Street. However, additional flows from future development on the PCC tract will discharge to the franchise-owned wastewater treatment plant.
 - d. *Tracts Opera-1 and 2:* Due to the location of Opera-1 and 2 on the south side of SE Tilikum Way and the associated light rail tracks, development on the Opera tracts will discharge to the existing public sewer system in SE 2nd Avenue and SE Caruthers Street. This is considered the “Southern Route,” which has capacity issues. Therefore, development on these tracts will be restricted until capacity concerns are resolved.
2. *Sanitary Infrastructure Phasing Plan/Temporary Disposal Locations:* Although the development will ultimately discharge as described above, some lots will have temporary sanitary disposal locations that differ from the locations described above. The applicant has provided a detailed phasing plan (Exhibit C.1 pages 39 and 41) that divides the site into infrastructure zones and describes the proposed temporary and permanent sanitary disposal locations. The phasing plan describes the following:
 - a. Zone A-1 (consisting of Tracts A and D):
 - 1) *Tract A:* Development on Tract A will discharge sanitary flows temporarily to the BES-owned sewer in SE Water Avenue within the frontage of the lot under review. BES will allow this connection temporarily.
 - 2) *Tract D:* Prior to development of Tract D, the applicant will construct the *franchise*-owned sanitary pressure line/overflow

under the railroad right-of-way, connecting to the BES-owned combined sewer in SE Division Street. Tract D will temporarily discharge sanitary flows to the BES-owned sewer in SE Division Street via this pressure line.

- b. Zone A-2 (consisting of New Water Avenue, the franchise-owned WWTP and lift station, and the Tract PCC)
 - 1) *Franchise-owned WWTP and Lift Station:* These will be constructed on Tract A. However, the WWTP will not be operational until Zone B improvements are completed. Until Zone B, all sanitary flows going to the WWTP will discharge to the BES-owned sewer in SE Division Street.
 - 2) *New Water Avenue:* The franchise-owned sewer collection system will be installed under New Water Avenue to connect the WWTP to the overflow connection to the sewer in SE Division (built under Zone A-1).
 - 3) *Tracts A and D:* With completion of Zone A-2 improvements, sanitary disposal from Tract A and D will discharge to the new lift station on Tract A and be pumped to the BES-owned sewer in SE Division Street (this will redirect sewer flows from Tract A to the sewer in Division instead of the sewer in SE Water Avenue).
 - 4) *Existing OMSI Buildings:* Once the franchise-owned lift station is built with Zone A-2, flows from the existing OMSI buildings can be directed there instead of to the public sewer in SE Water Avenue.
 - 5) *Tract PCC:* Sewer flow from new development on the PCC tract (if it occurs prior to Zone B) will be discharged to the lift station on Tract A and pumped to the public sewer in SE Division until the WWTP is functional.
 - c. Zone B (Including Old Water Avenue and Tracts G and H)
 - 1) *Old Water Avenue/WWTP:* The clean water discharge line from the WWTP will be built in Old Water Avenue and the WWTP will be operational.
 - 2) *Tracts G and H:* These tracts cannot develop until the WWTP is operational.
 - d. Zone C (Including Loop Road and Tracts B, C, E, and F)
 - 1) *Loop Road:* New franchise-owned gravity sewer will be extended under the Loop Road.
 - 2) *Tracts B, C, E, and F:* These tracts cannot develop until the WWTP is operational and the franchise-owned gravity sewer has been extended to serve each tract.
 - e. Zone OP (Opera Blocks): The Opera blocks are not reliant on the franchise-owned WWTP. However, they cannot develop until capacity has been increased in the public sewer system available to the lots.
3. Franchise-Owned *Wastewater Treatment Plant Feasibility:* According to the master plan documents, the applicant proposes a franchise-owned

wastewater treatment facility located on Tract A. This system will include franchise-owned sanitary gravity and force mains located in the public rights-of-way throughout the master plan area. The proposed system will also include an overflow connection to the public combined sewer in SE Division Street as well as an outfall to the Willamette River for treated effluent.

- a. In order to demonstrate that this system is feasible and will provide adequate and timely infrastructure to the district, the applicant was required to provide the following prior to master plan approval:
 - 1) Concept Development Plan Approval: Approval of Concept Development (aka 30%) Public Works Permit plans is required with the master plan to demonstrate feasibility of the proposed franchise pipes within public rights-of-way. BES approved the Concept Development plans on 2/2/23.
 - 2) BES Sewer Use Agreement: The proposed overflow connection from the WWTP to the BES-owned sewer in SE Division requires BES approval and a Sewer Use Agreement. BES and the applicant have coordinated on a draft agreement, which is sufficient for the purpose of this master plan review. However, the Sewer Use Agreement must be finalized and in place prior to operation of the WWTP.
 - 3) Railroad Crossing Feasibility: The proposed overflow connection from the WWTP to the BES-owned sewer in SE Division Street will cross under the railroad, which requires permission from all applicable railroad entities. The applicant has submitted a permit to Union Pacific Railroad for the proposed crossing and undergone the first phase of review. Therefore, BES finds this sufficient to demonstrate general feasibility for the proposed crossing.
- b. The following will be necessary in order for the proposed franchise-owned WWTP to be operational and are therefore required conditions of approval of the CCMP:
 - 1) DEQ Permit: The system requires an NPDES permit through DEQ.
 - 2) Franchise Agreement: The proposed non-City sewer system located within City right-of-way must be approved by City Council under a Franchise Agreement. This will be required prior to construction of any franchise utilities within the right-of-way.
4. *Southern Route Sanitary Capacity and Improvements (Opera Blocks)*: The existing public sanitary sewers available to Tracts Opera-1 and 2 ultimately discharge through the Southern Route, which does not have available capacity due to an undersized pipe located downstream under the Union Pacific Railroad tracks (ANS707-ANJ409). There is a BES capital improvement project currently in the planning phase that will increase the capacity of the Southern Route. Currently BES estimates that construction of this project will begin in 2024 or 2025 (note that this is an estimate subject to change). Expansion of development on any parcels proposed to

discharge to the Southern Route will be restricted until BES completes the above-described work to upsize this system. Once the capital work is complete, the Southern Route will have adequate capacity for development on Tracts Opera-1 and 2.

5. *Eastside CSO Tunnel Easements:* The Eastside CSO Tunnel (“tunnel”) crosses under Tracts D and Opera-2 in a 52’ wide Permanent Tunnel Easement to the City of Portland. There is also an 85-foot square Permanent Shaft Easement located on Tract Opera-2. The tunnel is a vital public asset and the easements that cover it are meant to ensure that its integrity is in no way jeopardized by site improvements. The easement does not impact the owner’s ability to construct surface improvements but does prescribe vertical and horizontal clearances from the tunnel within which sub-surface improvements cannot be constructed. These limitations prohibit the construction of foundation elements below a certain depth – and within certain horizontal distances from the outside of the tunnel walls – to preserve the integrity of the tunnel.
 - a. The applicant provided a Memo from KPFF regarding OMSI master plan area Building Excavations and Foundations, which includes a brief description of the restrictions related to the tunnel easement and potential options for accommodating the easement with development. The applicant should be aware that the tunnel easement could impact the scale or layout of development that could occur on Tracts D or Opera-2.
 - b. At the time of design review for development on Tracts D and Opera-2, the applicant must submit information sufficient to demonstrate conceptual feasibility of the proposed development over the CSO Tunnel, to the satisfaction of BES.
 - c. Prior to building permit approvals for development on Tracts D and Opera-2, the applicant must demonstrate to the satisfaction of BES that development will not impact the CSO Tunnel and that conditions of the existing easement granted to BES are met. At the time of building permit review for Tracts D and Opera-2, the applicant must submit documentation showing that all improvements have been designed to transfer a negligible load on the sewer infrastructure and foundation elements will not encroach into the underground easement area. Documentation will likely need to include geotechnical analysis and borings to assess soil conditions on the site, foundation design details showing the CSO easements, and a finite element model showing that loads for the proposed foundations will not be transferred to BES assets (specific submittal items subject to change – please coordinate with BES staff).

The Bureau of Environmental Services (BES) finds that adequate and timely stormwater management infrastructure will be provided to proposed development within the master plan area, per recommended *Conditions of Approval D.10 through D.15*. Specifically:

1. *Public Right-of-Way Stormwater Management:* Per the Preliminary Stormwater Drainage Report from KPFF (dated June 2022) and the submitted Public Works Permit plans, runoff from new or redeveloped impervious area in the public right-of-way will be managed with vegetated

stormwater planters or treatment maintenance holes within the right-of-way. Public stormwater facilities are being reviewed by the City through a Public Works Permit (PWP) in accordance with PCC 17.32.100.

2. *Private Property Stormwater Management:* BES reviewed the Preliminary Stormwater Drainage Report from KPFF (dated June 2022). Per the report, development on each lot will meet Stormwater Management requirements of the Stormwater Management Manual (SWMM) in place at the time of future permit review. However, the anticipated stormwater management plan for private development is that each lot will meet the Central City ecoroof requirement with minimum 60% ecoroof coverage and runoff from non-ecoroof areas will be managed in vegetated storm basins/planters, vegetated swales, or other facilities as allowed per the SWMM. Note that the majority of the project area is exempt from flow control requirements due to the proximity to the Willamette River and adequate capacity in the BES storm system. However, discharge to the storm-only system in SE Clay or the northern portion of Water Avenue must meet flow control requirements.
3. *Public Storm Sewer Extensions and Stormwater Disposal Locations:* To provide an approvable stormwater disposal location for public improvements and private development, the applicant will be required to extend public storm mains throughout the district. Public storm main extensions are being reviewed by the City through a Public Works Permit (PWP) in accordance with PCC 17.32.100.
 - d. *Private Property Stormwater Disposal Locations:* Stormwater from each tract can be discharged to existing or proposed public storm mains as follows (table from the Preliminary Stormwater Drainage Report from KPFF (dated June 2022)):

Table 1: Storm Connections for Tracts

Tract	Storm Main Connection	Infrastructure Zone
A	Old Water Ave or Bull Run	A
B	Greenway	C
C	Loop Rd or Greenway	C
D	Water Ave	A
E	Loop Rd	C
F	Old Water Ave, New Water Ave or Loop Rd	C
G	Old Water Ave or New Water Ave	B
H	Old Water Ave or New Water Ave	B
PCC	Water Ave or New Water Ave	A
OP-1	SE 2 nd Pl or Caruthers St	OP
OP-2	SE 2 nd Pl or Caruthers St	OP

4. *Storm Infrastructure Phasing Plan:* Many of the storm mains needed to provide disposal locations for public and private runoff already exist within the district. However, new storm mains will be constructed in New Water Avenue, the Loop Road, and portions of Old Water Avenue. Exhibit C.1, pages 39 and 40 describe the proposed phasing for stormwater. Storm mains will be extended with roadway improvements described for each infrastructure zone phase. For tracts that do not currently have a stormwater disposal location, the public storm main must be extended prior to development on that tract.
5. *Concept Development Plan Approval:* Approval of Concept Development (aka 30%) Public Works Permit plans is required with the master plan to demonstrate feasibility of the proposed public storm main extensions and

public stormwater facilities. BES approved the Concept Development plans on 2/2/23.

Portland Water Bureau

The Portland Water Bureau supports approval of the OMSI Central City Master Plan contingent upon meeting *Conditions of Approval E.1 through E.6*. New water mains are proposed within proposed new public roads: New Water Avenue and Loop Road, as well as within portions of Old Water Avenue. The developer and schedule of new water main construction is not yet clear. Note that construction by Portland Water Bureau will require the incorporation of adequate time and scheduling to follow City procurement procedures. The new water mains are proposed to tie into the existing 12-inch ductile iron water main running the length of (old) Water Avenue within the project boundaries. Lateral spread predictions in the project area are up to 5 feet. Due to this, all new mains will need to be earthquake resistant pipe. Proposed graywater collections systems are not water infrastructure under the purview of the Portland Water Bureau (PWB) and will be treated as stormwater sewer systems by the PWB for the purposes of plan review.

The Portland Water Bureau notes two findings related to public water infrastructure and PWB-owned land within the master plan area:

- The Portland Water Bureau's agreement to serve the proposed master plan in no way obligates the Portland Water Bureau to any funding required to install the required infrastructure. This includes dedication of current Portland Water Bureau property for public right of way. The applicant shall continue to work with and keep the Portland Water Bureau appraised as future funding is identified and discussed.
- The Portland Water Bureau currently owns property located within the plan area identified as Bull Run. The majority of this property, particularly between existing Water Avenue and proposed New Water Avenue, is required to remain available for construction of the Willamette River Crossing project. Applicant and the City shall continue to work together to stage the construction of New Water Avenue in a manner that will not preclude the Water Bureau's ability to use the entirety of this property for a period of several years at any time in the future to construct the Willamette River Crossing.

With conditions of approval C.1 through C.6, D.1 through D.15, and E.1 through E.6, this criterion will be met.

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.

Findings: Parking access and loading appear to be consolidated into single points of access for each development tract (which appear to be slightly larger than the size of a Portland block, generally, or half block in some instances). Trash and recycling, identified as "back-of-house functions" in the master plan document, will be dealt with in the same locations. Consolidation of these spaces should help to provide space on the remainder of the ground floor of each building footprint for active uses.

The Portland Bureau of Transportation provided concurring recommended findings (Exhibit H.74) and recommended a condition of approval requiring the

location of parking and loading access points shown in the master plan documents to be within 100 feet of their location on the master plan maps and Public Works Concept Plans: “In cases where the service access shares the frontage or plaza with the Spine or possible Green Loop alignment, the generous pedestrian zone will allow thoughtful future design strategies to be implemented in order to minimize conflicts. Parking and loading access points must be within 100-ft of the locations depicted on the Public Works Concept Plans.” This finding, allowing for some flexibility in the location of the parking and loading area, is incorporated into *Condition of Approval C.7*.

With Condition of Approval C.7, this criterion is met.

- 12.** The proposal will not have a significant adverse effect on truck and freight movement;

Findings: The master plan will protect the important freight connection between the Central Eastside and access routes to Highway 99E and Interstate 5 (via the Ross Island Bridge) by creating New Water Avenue, a new Priority Truck Street that bypasses the heart of the new development. 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; signalized and separated turning opportunities to access internal district freight destinations and loading areas; and an alignment that separates truck through-traffic from conflicting with on-street bike facilities and areas with significant pedestrian activity, including OMSI’s student loading and unloading zones (see Exhibit C.1, Vehicular Circulation, p. 11). Only one parking and loading dock access drive is proposed along New Water Avenue, for Tract D, to limit impacts to primary freight movement. The Traffic Impact Study found 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.

Therefore, this criterion is met.

- 13.** City-designated scenic resources are preserved;

Findings: City-designated scenic resources, of which there are four viewpoints within the OMSI master plan area, are located along the bank of the Willamette River. All four viewpoints and their protected view corridors, which aim toward the Willamette River and additional views beyond to the west, will not be impacted by proposed development.

The three southernmost viewpoints are shown adjacent to the proposed conceptual trail alignment on the Open Space diagram (p. 20 of the main master plan document). The northernmost viewpoint (identified as CC-SE13) is located in an area where the master plan proposes laying back the riverbank. Zoning code standards require that the viewpoint be located adjacent to the trail and developed with at least two of the following amenities: a bench, light, sign with information about the view, or telescope directed at the focal features of the view (PZC 33.480.040.A.2.b). The placement of these features may need to be shifted slightly, which can be accommodated via Modification or Adjustment during Design and/or River Review for the trail, during which process(es), the review can also ensure that the ultimate location of these viewpoint amenities retain the view to the Willamette River, South Waterfront,

South Downtown/University District and Downtown skylines, Riverplace Marina, the West Hills, and the Hawthorne and Marquam Bridges (as identified in the Central City 2035 Plan Scenic Resources Inventory).

Therefore, this criterion is met.

- 14.** Proposed residential uses are buffered from potential nuisance impacts from uses allowed by right in the zone; and

Findings: The Design Commission interprets “potential nuisance impacts from uses allowed by right in the zone” to primarily refer to industrial uses that are allowed in the EX zone and properties in the vicinity that are zoned IG1.

The proposed uses do not appear to include any industrial uses within the master plan area itself, which would have the highest potential to impact residential uses in the master plan area. Much of the master plan area is also sufficiently isolated from other parts of the Central Eastside industrial area due to topography, the railroad, 99E viaduct, and the Marquam Bridge, which will help to limit nuisance impacts from existing industrial uses to the east and north of the master plan area.

Commissioners found at the initial hearing that physical separation provided by New Water Avenue, existing streets, and the noise insulation requirement of 33.510.252.B would be sufficient to provide buffer among residential, employment, and industrial uses.

Therefore, this criterion is met.

- 15.** The master plan includes a design, landscape, and transportation plan that will limit conflicts between residential, employment, and industrial uses.

Findings: Commissioners found at the initial hearing that physical separation provided by New Water Avenue, existing streets, and the noise insulation requirement of 33.510.252.B would be sufficient to limit conflicts from noise between residential, employment, and industrial uses.

Additionally, the [Portland Bureau of Transportation](#) provided the following additional findings for this criterion, which staff recommends adopting: “The public works concept plans include two new public streets (New Water Ave and the Loop Road), and a pedestrian/bike path between Tracts E and F that will help to provide separation and limit conflicts between residential, employment, and industrial uses.”

Therefore, this criterion is met.

(2) ADJUSTMENT REQUESTS (33.805)

33.805.010 Purpose

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site.

Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

The following Adjustments area requested:

Three (3) Adjustments are requested to the *Parking and Loading Access Standards* in zoning code paragraph 33.510.263.B.2, to allow parking and loading access from streets where this is not allowed by the zoning code:

1. Allow access to Tract PCC and to Tract D, which provide access from New Water Avenue. The access points at both locations lie on street segments classified as Major City Bikeways.
2. Allow access to Tract A, Tract G, and Tract H, which provide access from Old Water Avenue. The access points at these locations lie on street segments classified as Major City Bikeways.
3. Allow access to Tract Opera-1 and Tract Opera-2, with the access points provided from NE 2nd Place. This segment of NE 2nd Place is classified as a Major City Bikeway.

The standard says motor vehicle access to any parking area, loading area, or parking structure is not allowed from a street classified as a Major City Bikeway. A related standard *prohibits* such access from streets abutting a light rail or streetcar alignment.

Five (5) Adjustments are requested to the *Required Building Lines* standards in zoning code section 33.510.215:

4. 33.510.215.B.2, Standards for sites with frontage on a street shown on Map 510-7; to allow the pattern indicated on the map on page 30 (titled “Required Building Lines”) of the current master plan document. This request asks that portions of tract faces required to meet this standard be allowed to instead meet the requirements of zoning code standard 33.510.215.B.1 at 75% (as required by that standard), 50%, and 0% of the lot line length on the various tracts, as indicated below:
 - a. Tracts with frontage facing “Old Water Ave” between the street’s intersection with the Bull Run (on the north) and the street’s intersection with “New Water Ave” (on the south): Tracts H and F (and the OMSI tract, which is unlabeled);
 - b. Tracts with frontage facing SE 2nd Pl: Tracts C, D, Opera-1, and Opera-2; and,
 - c. The south frontage of Tract C.
5. 33.510.215.B.2, Standards for sites with frontage on a street shown on Map 510-7; to allow the east faces of Tract F, Tract D, and Tract Opera-2 (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet the standard at 50% of the street lot line length, rather than the required 75% lot line length.
6. 33.510.215.B.1, General standard; to allow the street frontages of Tract G, Tract H, and the portion of Tract PCC that face New Water Ave (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet the requirements of zoning code standard 33.510.215.B.2 (providing for landscaped setback areas) at 50% of the street lot line length instead of the general standard.

7. 33.510.215.B.1, General standard; to allow the street frontages of portions of Tract C, Tract E, and Tract F facing the Loop Road (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet the standard for 50% of the length of the lot line rather than the required 75% of the length of the lot line.
8. 33.510.215.B.1, General standard; to allow the street frontages of portions of Tract PCC, Tract B (northeast frontage), Tract Opera-1 (north and south frontages), and Tract Opera-2 (south frontage) (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet 0% of the standard.

The general standard in PZC 33.510.215.B.1 requires new development and major remodels in the EX zone to either have a building that extends to the street lot line along at least 75% of the lot line, or requires the building to extend to within 12 feet of the street lot line along at least 75% of the length of the street lot line, with the space between the building and street lot line designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor’s standard, or developed as stopping places.

The standard in PZC 33.510.215.B.2, which is for sites with frontage on a street shown on Map 510-7, and which can be more succinctly called the “landscaping standard”, similarly requires the building to extend to the street lot line along at least 75% of the length of the street lot line, or it requires that the building be set back at least 6 feet from the street lot line along at least 75% of the length of the street lot line, and the space between the building and street lot line must be landscaped as follows: When the setback area is between 6 and 12 feet wide, at least 50% of the setback must be landscaped with ground cover plants and shrubs. When the landscaped area is 12 feet wide or more, at least 80% of the setback area must be landscaped with ground cover plants and shrubs and contain one tree per 400 square feet of setback area. All plants must be selected from the Portland Tree and Landscaping Manual.

For both standards, exterior walls of buildings designed to meet the requirements of either standard must be at least 15 feet high measured from the finished sidewalk at the building’s edge.

33.805.040 Approval Criteria

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

- A.** Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

Findings: The purpose of the Parking and Loading Access Standards in PZC 33.510.263.B is as follows:

The purpose of the parking and loading access regulations is to ensure the safety of pedestrians, bicyclists, and motorists, to avoid significant adverse impact on transit operations, and to ensure that the transportation system functions efficiently. The regulations require that the access to parking and loading areas be designed so that motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail or streetcar alignment. Parking access shall be designed to avoid adverse impacts on operation and safety of

pedestrian, bicycle, or motor vehicle circulation, and shall not preclude the future construction of facilities such as protected bikeways. A driveway is not automatically considered such an impact. On blocks where transit stations are located, the pedestrian environment on both sides of the streets will be considered and protected.

The Portland Bureau of Transportation (PBOT) provided the following findings in support of this criterion:

PBOT has no objection to granting these Adjustments. Tract D only has frontage on New Water Ave. Tract PCC has limited frontage on SE Clay St and an extensive frontage on New Water Ave where most of the potential new development will occur. New signals at the intersection of Old Water Ave and New Water Ave will provide at least one controlled access point from Tract PCC onto New Water Ave. While Old Water Ave is classified as a Major City Bikeway, once New Water Ave is constructed, it will also be a Major City Bikeway. Protected bike lanes will be provided along both, but potential conflicts with freight and through district traffic will be less on Old Water Ave. Removing the Major City Bikeway classification from Old Water Ave would require a legislative amendment to the City's Transportation System Plan (TSP) which is beyond the scope of this master plan. PBOT recommends a condition of approval (designated C.7) that access points to parking and loading be located within 100-ft of locations shown in the master plan and on the public works concept plan.

For these reasons, the requested Adjustments to the parking and loading access standards equally meet the purpose statement.

The purpose of the Required Building Lines standard in PZC 33.510.215 is as follows:

The required building line standards ensure that buildings in certain parts of the Central City are built to the sidewalk's edge unless landscaping or an extension of the sidewalk is provided. The standards support the street and development character objectives of the Central City 2035 Plan by creating diverse street character, promoting active uses, pedestrian movement, and opportunities for stopping and gathering. Extensions of the sidewalk may incorporate trees, landscape planters, groundcover, and areas for stormwater management between the building and the sidewalk.

Regarding the requested Adjustments to the Required Building Lines standard:

- Adjustment #4 replaces the landscaping standard with the general standard at varying percentages for tracts along Old Water Avenue and SE 2nd Place.
 - On Tract H, the western and southwestern frontages are shown meeting the full extent of the general standard. On the southern frontage of Tract H, this is reduced to 50% of the general standard. On Tract F, the northern frontage is shown as meeting 50% of the general standard. Since Old Water Avenue will be taking on the character of a more urban street with this master plan, with the existing landscaping standard requirements proposed to shift to New Water Avenue, meeting the general

standard will better meet the purpose of the standard. The transition from meeting the full standard to only 50% of the standard within approximately 200 feet of New Water Avenue will also allow for additional sidewalk extensions and plazas to be woven into new development at these tracts, which will equally meet the purpose of the standard.

- For the unlabeled OMSI tract (northeast frontage), this request will still meet the purpose of the standard, as the frontage here is a designated open space in the master plan (open space “O-3”) and is currently developed as a main entry plaza for OMSI, which is heavily used. For this reason, the reduction to 0% of the standard will still equally meet the purpose statement by continuing to provide a large stopping and gathering space for pedestrians.
- On Tract C (eastern frontage), the 75% general standard will be met, but at a distance of more than 12 feet from the street lot line, which is set within the middle of the existing sidewalk here, and will remain here with new development. The additional space between the street lot line and the building at Tract C will be designed as an extension of the public sidewalk, providing for the primary pedestrian connection between the transit station and OMSI plaza. Since this space is devoted to the movement of a large number of pedestrians (and possibly even bikes), allowing for a wide setback from the street lot line will better meet the purpose of the standard.
- A similar situation occurs at Tract C’s south frontage. While the general standard here is proposed to be met at only 50% instead of 75%, the tract boundary is also located more than 12 feet from the street lot line, which is set at the edge of SE Tilikum Way. As on the eastern frontage, the additional space between the street lot line and building will be designed as usable pedestrian space, connecting the Central Spine to the south end of the South Plaza (likely with some landscaping too). This therefore equally meets the purpose of the standard.
- On Tract D (western frontage), the building lines standard is shown at 0%. Although this frontage faces the streetcar station, there is no sidewalk on the station’s east side, and thus, no ability to extend the sidewalk or build to the sidewalk edge. While the purpose of the standard is equally met with this Adjustment, the western edge of Tract D still needs to create a sense of enclosure at the streetcar station. This can be best accomplished during Design Review and working with *the Central City Fundamental Design Guidelines*.
- On Tract Opera-1 (east frontage), allowing the requirement to be reduced to zero will provide for flexibility in designing a new performing arts venue, a civic institution, which will provide for a diverse street character and help to distinguish the building from mixed-use development in the district. Reducing the standard to zero will also allow room for additional setback area to accommodate pedestrians and cyclists, as well as motor vehicles proposed to access parking and loading points in this tract and Tract Opera-2 from SE 2nd Place. Allowing for flexibility for all

these factors will better meet the purpose of the standard, particularly as pedestrian, bike, and vehicular traffic increase on this segment of SE 2nd Place.

- On Tract Opera-2 (west frontage), the request has been revised to apply the general standard at 50% instead of 75%. Although the 75% standard would normally be a desirable outcome in an urban environment, additional space for sidewalk extensions and landscaping would be more desirable here, particularly with this segment of SE 2nd Place serving as host to the Green Loop and also functioning as access points to parking and loading in both Tracts Opera-1 and Opera-2. Consequently, meeting the standard at 50% will allow for more space for these functions, equally meeting the purpose statement.
- Adjustment #5 and Adjustment #6 will meet the purpose of the statement by shifting the zoning code-desired landscaping standard in this area from Old Water Avenue to New Water Avenue, which will serve the same purpose, functioning as a Major City Bikeway, Major City Walkway, and Priority Truck Street, as Old Water Avenue does today. These Adjustments will allow New Water Avenue to maintain the same character desired for the existing SE Water Avenue alignment today.

The request to reduce the standard to 50% of the lot line length rather than 75% of the lot line length will likely have a negligible effect here in terms of meeting the purpose of the standard. Additionally, Design Review will be required for each development, including the area between the public sidewalk and future buildings, and the additional flexibility in design will actually serve to benefit that process and better reflect the character of the master plan area.

- Adjustment #7 reduces the length of the lot lines which must meet the standard to 50% from 75% on the tracts indicated above. The applicants indicate that this space will still be developed as extensions of the sidewalk and devoted to active uses. As with the previous adjustments, additional sidewalk space would be beneficial in these areas, equally meeting the purpose of the standard, and ultimately the design of these spaces can be properly evaluated and refined through Design Review of the adjacent buildings.
- Adjustment #8 reduces the length of various lot lines which must meet the standard, as described above, to construct buildings which meet 0% of the general standard.
 - For Tract B (northeast frontage), development on the proposed tract will be a large-scale pedestrian plaza with few to no buildings. Since this space is dedicated as pedestrian, stopping, and gathering space, likely with some landscaping, and since it contributes to diversity along the district's street system, the purpose of the standard is equally met.
 - For Tract Opera-1 (north and south frontages), allowing the requirement to be reduced to zero will provide for flexibility in designing a new performing arts venue, a civic institution, which will provide for a diverse street character and help to distinguish the building from mixed-use development in the district, equally meeting the purpose of the standard.

- For Tract Opera-2 (south frontage), reducing the standard to zero could allow space for landscaping to help buffer possible residential development on this tract from industrial uses and industrially zoned land to the south. To best meet the purpose of the standard, this space should allow for a combination of landscaping and extensions of the sidewalk devoted to active uses. This can be established with a condition of approval, and the ultimate combination of the two can be evaluated against the Central City Fundamental Design Guidelines as part of the Design Review for future development on the site. For these reasons, the purpose of the statement is equally met.
- For Tract PCC, the portion of the tract shown as meeting 0% of the frontage is small and confined to the narrowest point on the site at the very south of the tract. Since buildings are unlikely to be built here, this area should be devoted to either landscaping or, if at the southern portion of a building, it may also be developed as an extension of the sidewalk with devoted to active uses. This can also be established with a condition of approval, with the ultimate design of the area being evaluated during Design Review for new development on that portion of the site. For these reasons, the purpose of the standard is equally met.

With Condition of Approval C.7, this criterion will be met.

- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

Findings: The areas where Adjustments are requested are located in the EX base zone and in either the Design overlay zone or both the Design and River General overlay zones—all within the Central City Plan District.

The “desired character” of the area is defined by PZC 33.910 as: “The preferred and envisioned character (usually of an area) based on the purpose statement or character statement of the base zone, overlay zone, or plan district. It also includes the preferred and envisioned character based on any adopted area plans or design guidelines for an area. Therefore, the desired character can be defined as follows:

The character statement of the EX zone: “This zone implements the Central Employment map designation of the Comprehensive Plan. The zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area. The development standards are intended to allow new development which is similar in character to existing development.

The purpose of the Design overlay: “The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city’s evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional

design standards and design guidelines that: build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change; contribute to a public realm that encourages social interaction and fosters inclusivity in people’s daily experience; and promotes quality and long-term resilience in the face of changing demographics, climate and economy.”

The purpose of the River General overlay: “The River General overlay zone allows for uses and development that are consistent with the base zoning and allows for public use and enjoyment of the riverfront.”

The purpose of the Central City Plan District: “The Central City plan district implements the Central City 2035 Plan. The regulations address the unique role the Central City plays as the region’s premier center for jobs, health and human services, tourism, entertainment and urban living. The regulations encourage a high-density urban area with a broad mix of commercial, residential, industrial and institutional uses, and foster transit-supportive development, pedestrian and bicycle-friendly streets, a vibrant public realm and a healthy urban river.”

The desired character is also defined by the preferred and envisioned character of the *Central City 2035 Plan*, *Central City Fundamental Design Guidelines*, and the *Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan* (Central Eastside design guidelines).

The Central City 2035 Plan (CC2035 Plan) “envisions a prosperous, healthy, equitable and resilient central city, where people collaborate, innovate, and create a more vibrant future together” (Vol. 1, p. 14). The plan elaborates, noting “the Central City is more than just a center for commerce. It is an incubator of civic culture and action...home to myriad venues, historical and cultural assets, public spaces, and recreational attractions” (Vol. 1, p. 18). The plan also envisions “a 21st-century urban riverfront that supports the health of both wildlife and people” (Vol. 1, p. 20), and by “considering the street network in terms of [their] different roles, the Central City’s most accessible public spaces can become a more varied, rich and inclusive set of great places for more people” (Vol. 1, p. 21).

The CC2035 Plan specifically envisions development of the Green Loop as “a key element of the city’s active transportation network and Citywide Greenway System” that “will offer thousands of people an easy and safe way to walk, jog or bike the Central City.” Furthermore, the plan envisions that this “urban promenade will promote healthier lifestyles and connect people to amenities and each other” while linking other neighborhoods, parks, and attractions “to each other and the rest of Portland. Finally, it will attract people of all ages and abilities from throughout the region to enjoy safe, green and active recreation” (Vol. 1, p. 22).

Finally, CC2035 envisions a resilient city “that can better respond to forces outside its control,” including economic downturns, natural disasters, and climate change (Vol. 1, p. 23).

The Central City Fundamental Design Guidelines document envisions a district that “emphasizes a livable, walkable, urban community that focuses on the Willamette River” (p. 1).

The Central Eastside design guidelines document envisions a district that will “capitalize on and emphasize its unique assets in a manner that is respectful, supportive, creative, and compatible with the area as a whole” and which celebrates “its eclectic mixture of building types and uses.... The objective is to encourage urban design excellence within the context of the Central Eastside environment, in a manner that allows for flexibility and change” (pp. 3 & 4).

Adjustment requests numbers 1, 2, and 3 will serve to provide consolidated parking and loading access to entire development tracts, leaving the remainder of the tract faces free to accommodate active ground level uses that will help to create and support an active and vibrant pedestrian environment, which is consistent with the desired character for the area.

Adjustment requests numbers 4, 5, 6, 7, and 8, which have the effect of rearranging or reducing the required building setback standards on the site, and considering the two conditions of approval required in Criterion 1, will have the effect of creating a vibrant urban environment that is conducive to pedestrian and bicycle use and that is walkable with an eclectic mixture of buildings and open spaces of varying scales. This will be consistent with the desired character for the area.

Therefore, this approval criterion is met.

- C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: Eight Adjustments are proposed in total.

The overall purpose of the EX zone is to allow “mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area. The development standards are intended to allow new development which is similar in character to existing development.”

Because the master plan area is so large, at approximately 34 acres, the effects of the requested Adjustments will be distributed rather than concentrated in a small area. Proposed Adjustments to the parking and loading standards propose accent points that for nearly all cases, at least 100 feet or more apart. Adjustments to the required building lines standards will generally result in a distinct but cohesive district of urban, mixed-use development, and the extra space will between buildings will help to facilitate a wide mix of uses and reducing potential conflicts among them. Staff can find no instance where granting the Adjustments will result in a district that is not consistent with the overall purpose of the EX zone.

Therefore, this approval criterion is met.

D. City-designated scenic resources and historic resources are preserved; and

Findings: There are no city-designated historic resources on this site. City-designated scenic resources are located along the Willamette River in the master plan area and are not affected by the proposed Adjustments.

Therefore, this criterion is met.

E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

Findings: Because there were no impacts identified in the findings, *this criterion does not apply.*

F. If in an environmental zone, the proposal has a few significant detrimental environmental impacts on the resource and resource values as is practicable;

Findings: This master plan area is not within an environmental zone.

Therefore, this criterion does not apply.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33, including and not limited to Floor Area Ratio, Height, and bonus provisions, can be met or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

As noted under the Land Use History section above, there are some previous conditions of approval which will need to be considered during future land use and permit reviews.

This approved Central City Master Plan is vested in the Zoning Code regulations that were in effect when this complete land use review application was submitted. Future land use review applications (including subsequent applications for individual buildings or other development) that are reliant on this approved Master Plan are vested in the Zoning Code in effect when this approved Master Plan application was submitted.

Amendments to this approved Central City Master Plan are vested in the amendment process in effect at the time the Central City Master Plan application was submitted but amended elements are subject to the Zoning Code in effect at the time of the amendment application submittal.

This vesting will be limited to the timeframe covered by the Central City Master Plan per 33.510.255.J. Duration.

CONCLUSIONS

The Design Commission finds that the proposed OMSI Central City Master Plan meets the approval criteria with conditions. The Design Commission also finds that the eight (8) proposed Adjustments meet the relevant approval criteria and merit approval.

TENTATIVE STAFF RECOMMENDATION

(May be revised upon receipt of new information at any time to the Design Commission decision)

Staff recommends approval of the [Central City Master Plan Review](#) for the proposed Oregon Museum of Science and Industry (OMSI) Central City Master Plan proposal in the Central Eastside Subdistrict of the Central City Plan District.

Staff recommends approval of the requested eight (8) [Adjustments](#):

[Approval of three \(3\) Adjustments to the *Parking and Loading Access Standards in zoning code paragraph 33.510.263.B.2*](#), to allow parking and loading access from streets where this is not allowed by the zoning code:

1. Allow access to Tract PCC and to Tract D, which provide access from New Water Avenue. The access points at both locations lie on street segments classified as Major City Bikeways.
2. Allow access to Tract A, Tract G, and Tract H, which provide access from Old Water Avenue. The access points at these locations lie on street segments classified as Major City Bikeways.
3. Allow access to Tract Opera-1 and Tract Opera-2, with the access points provided from NE 2nd Place. This segment of NE 2nd Place is classified as a Major City Bikeway.

[Approval of five \(5\) Adjustments to the *Required Building Lines standards in zoning code section 33.510.215*](#):

4. [33.510.215.B.2, Standards for sites with frontage on a street shown on Map 510-7](#); to allow the pattern indicated on the map on page 30 (titled “Required Building Lines”) of the current master plan document. This request asks that portions of tract faces required to meet this standard be allowed to instead meet the requirements of zoning code standard 33.510.215.B.1 at 75% (as required by that standard), 50%, and 0% of the lot line length on the various tracts, as indicated below:
 - a. Tracts with frontage facing “Old Water Ave” between the street’s intersection with the Bull Run (on the north) and the street’s intersection with “New Water Ave” (on the south): Tracts H and F (and the OMSI tract, which is unlabeled);
 - b. Tracts with frontage facing SE 2nd Pl: Tracts C, D, Opera-1, and Opera-2; and,
 - c. The south frontage of Tract C.
5. [33.510.215.B.2, Standards for sites with frontage on a street shown on Map 510-7](#); to allow the east faces of Tract F, Tract D, and Tract Opera-2 (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet the standard at 50% of the street lot line length, rather than the required 75% lot line length.
6. [33.510.215.B.1, General standard](#); to allow the street frontages of Tract G, Tract H, and the portion of Tract PCC that face New Water Ave (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet the requirements of zoning code standard 33.510.215.B.2 (providing for landscaped setback areas) at 50% of the street lot line length instead of the general standard.

7. 33.510.215.B.1, General standard; to allow the street frontages of portions of Tract C, Tract E, and Tract F facing the Loop Road and the south frontage of Tract C (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet the standard for 50% of the length of the lot line rather than the required 75% of the length of the lot line.
8. 33.510.215.B.1, General standard; to allow the street frontages of portions of Tract PCC, Tract B (northeast frontage), Tract Opera-1 (north and south frontages), and Tract Opera-2 (south frontage) (as indicated on page 30 of the master plan document, titled “Required Building Lines”) to meet 0% of the standard.

All approvals per Exhibits C.1 through C.23, which are signed, stamped, and dated xx/xx/2023, and per the following recommended conditions:

- A. As part of the final Central City Master Plan document, the following conditions (B through E) must be incorporated within the document.
- B. The following Land Use conditions:
 1. Ground floor residential dwelling units and accessory residential spaces, such as community rooms, fitness rooms, bike parking, leasing offices, etc., but excluding lobbies, shall be prohibited on the frontages of Tracts C and E that face the South Plaza. Necessary back-of-house uses should be placed on other facades.
 2. For development of open spaces designated as OS-3, OS-5, and the Central and North sections of OS-1 in the master plan:
 - a. Permits for these open spaces shall be issued no later than the permit issuance of development requiring Central City Master Plan Review approval, as described in zoning code section 33.510.255.B, that occurs on the last remaining undeveloped tract within the master plan area. The development of these open spaces shall be complete before the completion of development on the last remaining undeveloped tract within the master plan area.
 - b. The City acknowledges that design and permitting of improvements proposed in the master plan in infrastructure zones OS-1 and OS-5 within the 50-foot Greenway setback are subject to state and federal review and approval. OMSI and other relevant applicants shall use all reasonable efforts to secure the federal and state approvals to permit development of OS-1 and OS-5 before any development requiring Central City Master Plan Review approval, as described in zoning code section 33.510.255.B, is permitted on the last remaining undeveloped tract within the master plan area. However, if the state or federal approval process is delayed and compliance with this condition is jeopardized, the timeline for completion of OS-1 and OS-5 may be extended through a Type II Central City Master Plan amendment.
 3. Development of the open space/pedestrian connection on the eastern half of Bull Run shall be completed with the development of the latter of Tracts G and H, and the open space/pedestrian connection on the western half of the Bull Run shall be completed with the development of Tract A. If revisions are needed to these spaces, they may be made through a Central City Master Plan Review amendment using the Type II procedure.
 4. Public Access Easements:

- a. Pathways for pedestrian, bicycle, and shared bike/ped connections, including the Greenway Trail, as shown on page 17 of the master plan (Exhibit C.1), shall be subject to public easements allowing public access at all times as though these were rights-of-way. These public access easements shall comply with Portland Bureau of Transportation requirements.
 - b. The proposed South Plaza on Tract B and Waterfront Education Park, which together comprise the required open area designated “O-1” in the master plan, shall be subject to public easements allowing public access in alignment with Title 20 Section 20.12.210, Hours of Park Closure. These public access easements shall be subject to review and approval by Portland Parks and Recreation and shall consider OMSI programming objectives for these areas.
 5. An amendment to the Central City Master Plan to establish an identity framework for the district shall be approved prior to the application of the first building permit for development requiring Central City Master Plan Review approval, as described in zoning code section 33.520.255.B. The identity framework shall include wayfinding elements, educational and interpretive elements, public art (in all its forms), and water features, and will help to manifest the vision of an inclusive community destination with a unique identity imbued with innovation, culture, arts, and science learning. The amendment shall use the Type II procedure. A Design Advice Request with the Design Commission shall be held before applying for the Central City Master Plan Review for the amendment.
 6. At least one entry per building, providing access to active ground floor uses, in accordance with Condition of Approval B.2 and the types of uses listed in zoning code section 33.510.225.A, in buildings on Tracts C and E shall be placed on facades which face the South Plaza.
 7. Buildings in areas shown in the master plan as having the Ground Floor Active Use designation shall meet the standards of zoning code section 33.510.225.C.
- C. The following Bureau of Transportation conditions:
1. New Water Ave may be constructed under a separate public works permit or as a Capital Improvement Project (CIP) if the applicant and the City can come to mutual agreement on the terms of the CIP implementation. If constructed as a CIP, the applicant shall provide the required dedications of the applicant’s property prior to beginning the construction of New Water Ave. If constructed under a separate public works permit, the applicant must provide the required dedications of applicant’s property and a financial guarantee prior to building permit approval for any new development on all Tracts. If constructed as a CIP, and the applicant does not own a portion of land necessary to construct New Water Avenue within the required right of way and is not able to acquire the third-party land within the New Water Avenue right of way using commercially reasonable efforts, the City will acquire the land through existing methods of acquisition in order to complete construction of New Water Avenue and timely facilitate development under the Central City Master Plan.
 - a. The applicant shall make the following signalization improvements or contributions, as listed below, to New Water Avenue if approved by the City Traffic Engineer:

- The Applicant shall signalize the New Water Avenue/Old Water Avenue/PCC driveway.
 - b. The Applicant shall make a proportionate share contribution equal to 40% of the total cost of the signal modifications/signal reconstruction of SE Water/SE Clay Street as detailed in the OMSI Central City Master Plan Traffic Impact Study, Appendix F, Table 29, dated November 2022, authored by DKS Associates.
 - c. The construction of New Water Avenue must include the following improvements if approved by the City Traffic Engineer, UPRR, and ODOT Rail:
 - The Applicant shall make a proportionate share contribution equal to 50% of the estimated cost for signalization of SE Water Avenue-4th Avenue/SE Caruthers Street, a proportionate share contribution equal to 10% of the estimated cost for reconfiguration of bicycle facilities and motor vehicle travel lanes on Caruthers east of SE Water Avenue-4th Avenue and a proportionate share contribution equal to 15% of the estimated cost for reconfiguration of bicycle facilities and motor vehicle travel lanes on 4th Ave south of SE Caruthers Street to accommodate the signal design, as described in the OMSI Central City Master Plan Traffic Impact Study, Appendix F, Table 29, dated November 2022, authored by DKS Associates.
 - d. The Applicant shall make a proportionate share contribution equal to 10% of the estimated cost of the following signal as detailed in the OMSI Central City Master Plan Traffic Impact Study, Appendix F, Table 29, dated November 2022, authored by DKS Associates, if approved by ODOT and the City Traffic Engineer:
 - Signalization of the SE Water Avenue/SE Yamhill St-I-5 offramp intersection and additional traffic control measures including queuing detection and/or advanced warning to alert main line traffic for potential delays/queues on the off ramp. At time of implementation, a Traffic Control Evaluation must be submitted for approval to ODOT Region 1 Traffic Engineer and the State Traffic Engineer.
2. The construction of New Water Avenue must be completed prior to building permit approval for any development requiring Central City Master Plan Review approval, as described in zoning code section 33.510.255.B on all Tracts except for A and D. If any segment of New Water Avenue construction is not complete prior to building permit approval for such development on any tract other than Tracts A and D, the City and the Applicant shall review the circulation and access plan and submit a revised schedule for completion of New Water Avenue to PBOT for review and approval prior to building permit approval.
3. Prior to design review approval for Tracts G, H, and F the applicant must receive approval of 30% public works plans for Old Water Avenue. As a condition of building permit approvals for Tracts G and H, the applicant must provide required dedications and a financial guarantee for the reconstruction of Old Water Ave. The construction of Old Water Avenue must include signalization of New Water Avenue/Old Water (South) intersection unless the signal has already been constructed or is incorporated into the construction of

New Water Avenue or does not meet signal warrants. The signal, if constructed, must be approved by the City Traffic Engineer.

4. Prior to design review approval for Tracts C, E and/or F, the applicant must receive approval of 30% public works plans for Loop Road. As a condition of building permit approvals, the applicant must provide required dedications and a financial guarantee for the construction of the Loop Road.
 5. Prior to building permit approval for development requiring Central City Master Plan Review approval, as described in zoning code section 33.510.255.B on Opera 1 and/or Opera 2, New Water Avenue must be constructed. In addition, the applicant must receive approval of 30% public works plans for frontage improvements to SE Caruthers and SE 2nd Ave prior to design review approval. As a condition of building permit approvals, the applicant must provide required dedications and a financial guarantee for the SE 2nd Ave and SE Caruthers frontage improvements. If any segment of New Water Avenue construction is not complete prior to building permit approval for development requiring Central City Master Plan Review approval, as described in zoning code section 33.510.255.B on Opera 1 or Opera 2, the City and the Applicant shall review the circulation and access plan and submit a revised schedule for completion of New Water Avenue to PBOT for review and approval prior to building permit approval.
 6. The width of all right-of-way dedications may vary up to a maximum of 10% in the final design, but in no case would a variation in the area of dedication require a Central City Master Plan amendment.
 7. Parking and Loading access must be within 100-ft of the locations shown on the public works concept plans. The final location of access to parking and loading shall be a condition of land use design approval for each Tract and shall be substantially consistent with the areas for parking and loading approved in the Central City Master Plan, (Exhibit C.1, Proposed Vehicular Circulation, p.11).
 8. The Applicant shall make a proportionate share contribution equal to 10% of the total cost of improvements on OR 99E to mitigate sight distance concerns for the northbound 99E ramp to Woodward, as detailed in the OMSI Central City Master Plan Traffic Impact Study, Appendix F, Table 29, dated November 2022, authored by DKS Associates, by 2040. Improvements must be approved by ODOT and are anticipated to include installation of queue warning signs and replacement of existing signing.
 9. The Applicant shall make a proportionate share contribution equal to 10% of the total cost, as detailed in the OMSI Central City Master Plan Traffic Impact Study, Appendix F, Table 29, dated November 2022, authored by DKS Associates, to provide a Traffic Control Evaluation must be prepared to determine the appropriate traffic control measure at SE 8th Avenue and Woodward Street and, upon approval of the traffic control measures, construct those improvements under a separate public works permit, by 2032. ODOT and PBOT will scope the evaluation.
- D. The following Bureau of Environmental Services conditions:
1. Development as approved under this master plan for Opera-1 and Opera-2 will be prohibited until BES completes a Capital Improvement Project to upsize the

downstream sewer system to provide adequate capacity for future development, unless otherwise approved by BES.

2. The private sanitary system located within the public right of way and serving the existing OMSI buildings must be decommissioned in conjunction with, and no later than Zone B right-of-way improvements, unless otherwise approved by BES.
3. When the franchise-owned sanitary pipe (installed with Zone A-2 improvements) is made available within the frontage of Tract A, any temporary connections from Tract A to the BES-owned sewer system must be rerouted to the new franchise-owned sanitary system.
4. Development requiring Central City Master Plan approval (as described in zoning code section 33.510.255.B) on Tracts B, C, E, F, G, and H cannot discharge sanitary flows permanently or temporarily to the BES public sewer system unless otherwise reviewed and approved by BES.
5. If a franchise-owned wastewater treatment plant is no longer proposed, an amendment to this master plan, limited to meeting infrastructure-related criteria, processed through the Type II procedure, will be necessary to demonstrate compliance with BES standards for sewage discharge.
6. Prior to operation of the franchise-owned wastewater treatment plant:
 - a. The applicant and BES must finalize a Sewer Use Agreement in order to allow flow from the franchise-owned wastewater treatment plant to the BES-owned sewer system, to the satisfaction of BES.
 - b. The applicant must receive all necessary permit approvals from the Oregon Department of Environmental Quality for the wastewater treatment plant and associated discharge to the Willamette River.
7. Prior to installation of any franchise-owned utilities, the applicant shall be required to have an approved franchise agreement with the City.
8. Prior to building permit approvals for development on Tract D and Opera-2, the applicant must demonstrate that conditions of the existing easement granted to BES are met, including that all improvements have been designed to transfer a negligible load on the sewer infrastructure and foundation elements will not encroach into the underground easement area. Coordinate with BES to determine specific requirements at the time of development.
9. At the time of design review for development on Tract D and Opera-2, the applicant must submit information sufficient to demonstrate conceptual feasibility of the proposed development over the CSO Tunnel, to the satisfaction of BES.
10. Related to public stormwater improvements in New Water Avenue, for development requiring Central City Master Plan Review approval (as described in zoning code section 33.510.255.B):
 - a. Prior to design review approval on Tracts A, G, H, F, D, PCC and Opera-2, BES will require approved 30% engineered plans.

11. Related to public stormwater improvements in Old Water Avenue, for development requiring Central City Master Plan Review approval (as described in zoning code section 33.510.255.B) on Tracts F, G and H:
 - a. Prior to design review approval, BES will require approved 30% engineered plans for the Public Works Permit.
 12. Related to public stormwater improvements in the Loop Road, for development requiring Central City Master Plan Review approval (as described in zoning code section 33.510.255.B) on Tracts C, E, and F:
 - a. Prior to design review approval, BES will require approved 30% engineered plans for the Public Works Permit.
 13. Related to public stormwater improvements in SE Caruthers and SE 2nd Avenue, for development requiring Central City Master Plan Review approval (as described in zoning code section 33.510.255.B) on Tracts Opera-1 and Opera-2:
 - a. Prior to design review approval, BES will require approved 30% engineered plans for the Public Works Permit.
 14. Prior to building permit approval for each development project that connects to a storm sewer that requires extension through a Public Works Permit, BES will require approved Public Works Permit engineering plans and a financial guarantee for the storm main extension.
 15. Prior to certificate of occupancy for each development project that connects to the storm sewers that require extension through a Public Works Permit (or other process), the relevant storm sewer extension(s) must be completed to the satisfaction of BES.
- E. The following Water Bureau conditions:
1. The PWB-owned parcel labeled Bull Run is required to remain available for construction of the Willamette River Crossing and for its long-term protection and maintenance. This parcel shall be kept clear of below- and above-ground utilities (including the private water reuse system), stormwater facilities, structures, lighting, and large vegetation, except that the portion of Bull Run within the 50' greenway setback may include ecological restoration of the riverbank, including large vegetation and a short overlook, subject to PWB approval prior to CCMP design review approval. Utility pipes and conduit will be permitted to cross where the New Water Ave intersects the PWB-owned property.
 2. No Public Works Permit or PBOT Capital Improvement project shall be approved for New Water Avenue without the prior consent of the Portland Water Bureau.
 3. No building permits will be issued for Tracts G and H without prior approval by the Portland Water Bureau to in order to ensure a minimum 30-foot clear area is maintained along the north and south sides of the Bull Run property to accommodate construction of the future Willamette River Crossing project.
 4. Any agreement or MOU between the parties that dedicates the Bull Run property for right of way purposes prior to construction of the Willamette River Crossing will reserve the rights of the Portland Water Bureau to use the dedicated Bull Run property in the future to construct and maintain the Willamette River Crossing. The Water Bureau shall not be required to pay any

acquisition fee for use of the Bull Run property before or after a right of way dedication.

5. The phasing of the right of way dedications for the new roads relative to water infrastructure construction must be determined. If water infrastructure is constructed in current or previously dedicated right of way, the Water Bureau will construct the water infrastructure. If water infrastructure is constructed prior to the dedication of the related right of way, then the applicant will construct the water infrastructure.
6. The Portland Water Bureau's agreement to serve the proposed master plan in no way obligates the Portland Water Bureau to any funding required to install the required infrastructure. This includes dedication of current Portland Water Bureau property for public right of way.

=====

Procedural Information. The application for this land use review was submitted on December 16, 2021, and was determined to be complete on June 14, 2022.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on December 16, 2021.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit (Exhibit G.2) Unless further extended by the applicant, **the review period will expire on: June 14, 2023.**

Some of the information contained in this report was provided by the applicant. As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case. This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Any new written testimony should be emailed to **Benjamin Nielsen** at Benjamin.Nielsen@portlandoregon.gov. If you cannot email comments and must mail comments via USPS mail, your comments to the Design Commission can be mailed c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

Please note regarding USPS mail: USPS mail is only received a couple times a week, and testimony must be received before the close of the record. Therefore, please mail testimony well in advance of the hearing date.

If you are interested in viewing information in the file, please contact the planner listed on this decision. The planner can provide information over the phone or via email. Please note only digital copies of material in the file are available for viewing. A digital copy of the Portland Zoning Code is available on the internet at <http://www.portlandoregon.gov/zoningcode>.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. This Staff Report will be posted on the Bureau of Development Services website. Look at www.portlandonline.com. On the left side of the page use the search box to find Development Services, then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,789.00 will be charged (one-half of the BDS LUS application fee for this case, up to a maximum of \$5,789.00).**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services website: <https://www.portlandoregon.gov/bds/article/411635>. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

Recording the final decision.

If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the city.

The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Benjamin Nielsen
February 10, 2023

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittals
 1. Table of Ownership & Zoning
 2. Central City Master Plan Land Use Review
 3. Appendices
 4. Supplemental Application Signatures
 5. Revised Central City Master Plan Land Use Review, dated June 2022 and received 06/10/2022
 6. Revised Appendices A-E, received 06/10/2022
 7. Revised Appendices F-J, received 06/10/2022
 8. TriMet letter of support for master plan, dated 06/03/2022 and received 06/10/2022
 9. Water Avenue Associates, LLC letter of support for master plan, dated 01/25/2022 and received 06/10/2022
 10. Portland General Electric letter of support for master plan, dated 06/01/2022 and received 06/10/2022
 11. Revised OMSI Central City Master Plan Land Use Review, dated June 2022 and received 07/28/2022
 12. Revised Appendix I, Requested Adjustments, received 08/02/2022
- B. Zoning Map (attached)

C. Plan & Drawings

1. Central City Master Plan Land Use Review document (Exhibit H.49) (p. 12, Proposed Streets, p. 30, Required Building Lines, and p. 45, Master Plan Illustrative attached)
2. Appendix A: Memorandum re: OMSI CCMP Building Excavations and Foundations (Exhibit H.52)
3. Appendix B: Shadow Studies (Exhibit H.53)
4. Appendix C: Summary Memos from EA 19-137711 DA (Exhibit H.54)
5. Appendix D: OMSI CCMP Plan Area: Table of Prior Land Use Decisions (Exhibit H.55)
6. Appendix E-1: Concept Public Works Plans for Central City Master Plan Land Use Review (Exhibit H.56)
7. Appendix E-2a: OMSI CCMP Sight Distance plans (Exhibit H.57)
8. Appendix E-2b: OMSI CCMP Turning Movements plans (Exhibit H.58)
9. Appendix E-2c: Conceptual Tree Removal & Protection Plan (Exhibit H.59)
10. Appendix E-2d: Draft Lighting Analysis Memorandum (Exhibit H.60)
11. Appendix E-3: Preliminary Stormwater Drainage Report (Exhibit H.61)
12. Appendix E-4: OMSI CCMP Environmental Site Investigation Summary (Exhibit H.62)
13. Appendix E-5a: WWTP and Reuse Overall Plan (Exhibit H.63)
14. Appendix E-5b: Sanitary Sewer Demand Calculations (Exhibit H.64)
15. Appendix E-5c: UP Railroad Pipeline Crossing (Exhibit H.65)
16. Appendix E-5d: OMSI District Recycled Water System Memorandum of Understanding (Exhibit H.66)
17. Appendix E-6a: Infrastructure Zone A-1 Improvements (Exhibit H.67)
18. Appendix E-6b: Utility Phasing Plans (Exhibit H.68)
19. Appendix F: Revised Transportation Impact Study (Exhibit H.69)
20. Appendix G: Conceptual Tree Plan (Exhibit H.70)
21. Appendix H: Street Vacation Petition (Exhibit H.71)
22. Appendix I: Requested Adjustments (Exhibit H.72)
23. Appendix J: Top of Bank Survey (Exhibit H.73)

D. Notification information:

1. Request for response
2. Posting letter sent to applicant
3. Notice to be posted
4. Applicant's statement certifying posting
5. Mailed notice
6. Mailing list

E. Agency Responses:

1. Bureau of Environmental Services
2. Bureau of Transportation Engineering and Development Review
3. Water Bureau
4. Fire Bureau
5. Site Development Review Section of BDS
6. Bureau of Parks, Forestry Division
7. Life Safety Review Section of BDS

F. Letters

1. Daniel Yates, Portland Spirit, 07/29/2022, letter with concerns
2. Bob Sallinger, Audubon Society of Portland, 08/11/2022, letter with concerns
3. Marah Danielson, ODOT Development Review, 08/15/2022, letter with concerns and request for continuance
4. Larry Corwin, McCoy Group, 08/15/2022, letter with concerns
5. Congressman Earl Blumenauer, 08/16/2022, letter in support
6. Herbert J. Fricke, AKANA, 08/17/2022, letter in support

7. Jeremy Takala, Columbia River Inter-Tribal Fish Commission, and Davis Washines, Confederated Tribes and Bands of the Yakama Nation, 08/18/2022, letter in support

G. Other

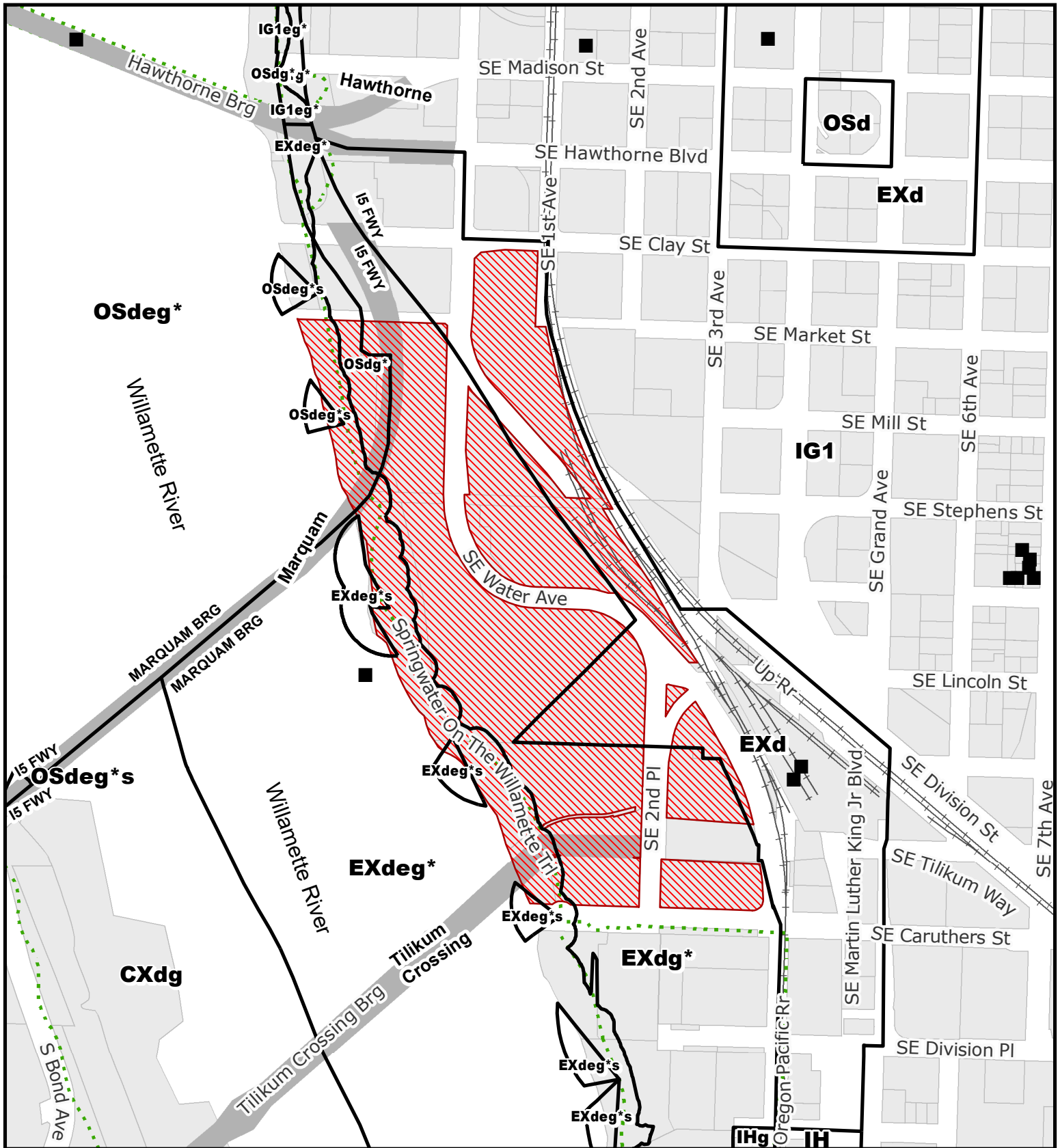
1. Original LUR Application
2. Signed Request for an Evidentiary Hearing and Waiver of Right to a Decision within 120 Days, received 12/21/2021
3. Incomplete Application Letter, dated 01/15/2022
4. Applicant's request to deem application complete, received 06/14/2022
5. Approval criteria matrix for Criteria 1 and 2, dated 08/05/2022
6. Original Staff Report, dated 08/05/2022
7. Staff Memo to Design Commission, dated 08/11/2022

H. Hearing

1. Staff Presentation to Design Commission, 08/18/2022
2. Testimony Sign-up Sheet for August 18, 2022 hearing
3. Revised Transportation Impact Study, dated 08/2022 and received 08/18/2022
4. Revised Transportation Impact Study Appendix, received 08/18/2022
5. Summary Memo from August 18, 2022 hearing, 09/02/2022
6. Letter from Chris Eykamp, Hosford-Abernethy Neighborhood District, 10/04/2022
7. Revised Transportation Impact Study, dated 10/2022 and received 10/07/2022
8. Modified Limits of Initial Road Improvements plan, 10/20/2022
9. Revised Transportation Impact Study Appendix, 10/21/2022
10. Revised OMSI Central City Master Plan Land Use Review, dated 12/2022 and received 11/21/2022
11. Response Matrix, dated 12/2022 and received 11/21/2022
12. Appendix A: Memorandum re: OMSI CCMP Building Excavations and Foundations, dated 10/28/2021 and received 11/21/2022
13. Appendix B: Shadow Studies, dated 06/2022 and received 11/21/2022
14. Appendix C: Summary Memos from EA 19-137711 DA, received 11/21/2022
15. Appendix D: OMSI CCMP Plan Area: Table of Prior Land Use Decisions, dated 06/2022 and received 11/21/2022
16. Appendix E: OMSI Public Works Permit Comment Log Response, 11/21/2022
17. Appendix E-1: Concept Public Works Plans for Central City Master Plan Land Use Review, 11/21/2022
18. Appendix E-2a: OMSI CCMP Sight Distance plans, 11/21/2022
19. Appendix E-2b: OMSI CCMP Turning Movements plans, 11/21/2022
20. Appendix E-2c: Conceptual Tree Removal & Protection Plan, 11/21/2022
21. Appendix E-2d: Draft Lighting Analysis Memorandum, dated 11/19/2021 and received 11/21/2022
22. Appendix E-3: Preliminary Stormwater Drainage Report, dated 11/2022 and received 11/21/2022
23. Appendix E-4: OMSI CCMP Environmental Site Investigation Summary, dated 11/29/2021 and received 11/21/2022
24. Appendix E-5a: WWTP and Reuse Overall Plan, 11/21/2022
25. Appendix E-5b: Sanitary Sewer Demand Calculations, dated 12/3/2021 and received 11/21/2022
26. Appendix E-5c: UP Railroad Pipeline Crossing, 11/21/2022
27. Appendix E-5d: Draft OMSI District Recycled Water System Memorandum of Understanding, 11/21/2022
28. Appendix E-6a: Infrastructure Zone A-1 Improvements, 11/21/2022
29. Appendix E-6b: Utility Phasing Plans, 11/21/2022
30. Appendix F: Revised Transportation Impact Study, dated 11/2022 and received 11/21/2022
31. Appendix G: Conceptual Tree Plan, 11/21/2022

32. Appendix H: Street Vacation Petition, dated 10/19/2022 and received 11/21/2022
33. Appendix I: Requested Adjustments, 11/21/2022
34. Appendix J: Top of Bank Survey, dated 04/15/2022 and received 11/21/2022
35. Letter from David McInay, Chair, Urban Design Panel Executive Committee, 11/30/2022
36. BES response to revisions to the master plan documents, 12/02/2022
37. PBOT response to revisions to the master plan documents, 12/07/2022
38. Urban Forestry response to revisions to the master plan documents, 12/08/2022
39. Approval criteria matrix for Criteria 1 and 2, dated 12/09/2022
40. Staff memo to the Design Commission, dated 12/09/2022
41. Revised Staff Report to the Design Commission, dated 12/09/2022
42. Letter from Kaley Fought, AIA Oregon President, dated 12/09/2022 and received 12/13/2022
43. Recommended Conditions by topic with criteria – staff memo, sent 12/15/2022
44. Staff Presentation to the Design Commission, 12/15/2022
45. Applicant's Presentation to the Design Commission, 12/15/2022
46. Typical Street Sections, 12/22/2022
47. New Water Ave – Plan, 12/22/2022
48. Caruthers St – Plan, 12/22/2022
49. Revised OMSI Central City Master Plan Land Use Review, dated 02/2023 and received 01/31/2023
50. Updates to CCMP Document table, received 01/31/2023
51. Portland Water Bureau response, dated and received 01/31/2023
52. Appendix A: Memorandum re: OMSI CCMP Building Excavations and Foundations, dated 10/28/2021 and received 02/01/2023
53. Appendix B: Shadow Studies, dated 06/2022 and received 02/01/2023
54. Appendix C: Summary Memos from EA 19-137711 DA, received 02/01/2023
55. Appendix D: OMSI CCMP Plan Area: Table of Prior Land Use Decisions, dated 06/2022 and received 02/01/2023
56. Appendix E-1: Concept Public Works Plans for Central City Master Plan Land Use Review, dated 01/31/2023 and received 02/01/2023
57. Appendix E-2a: OMSI CCMP Sight Distance plans, 02/01/2023
58. Appendix E-2b: OMSI CCMP Turning Movements plans, dated 11/08/2022 and received 02/01/2023
59. Appendix E-2c: Conceptual Tree Removal & Protection Plan, dated 01/31/2022 and received 02/01/2023
60. Appendix E-2d: Draft Lighting Analysis Memorandum, dated 11/19/2021 and received 02/01/2023
61. Appendix E-3: Preliminary Stormwater Drainage Report, dated 01/2023 and received 02/01/2023
62. Appendix E-4: OMSI CCMP Environmental Site Investigation Summary, dated 11/29/2021 and received 02/01/2023
63. Appendix E-5a: WWTP and Reuse Overall Plan, dated 01/31/2023 and received 02/01/2023
64. Appendix E-5b: Sanitary Sewer Demand Calculations, dated 12/3/2021 and received 02/01/2023
65. Appendix E-5c: UP Railroad Pipeline Crossing, received 02/01/2023
66. Appendix E-5d: OMSI District Recycled Water System Memorandum of Understanding, received 02/01/2023
67. Appendix E-6a: Infrastructure Zone A-1 Improvements, received 02/01/2023
68. Appendix E-6b: Utility Phasing Plans, dated 11/21/2022 and received 02/01/2023

- 69. Appendix F: Revised Transportation Impact Study, dated 11/2022 and received 02/01/2023
- 70. Appendix G: Conceptual Tree Plan, dated 01/31/2023 and received 02/01/2023
- 71. Appendix H: Street Vacation Petition, dated 10/19/2022 and received 02/01/2023
- 72. Appendix I: Requested Adjustments, dated 12/2022 and received 02/01/2023
- 73. Appendix J: Top of Bank Survey, dated 04/15/2022 and received 02/01/2023
- 74. PBOT response, dated and received 02/03/2023
- 75. Bureau of Parks & Recreation – Urban Forestry Division response, dated and received 02/09/2023
- 76. Bureau of Environmental Services response, dated and received 02/09/2023
- 77. Approval criteria matrix for Criteria 1 and 2, dated 02/10/2023
- 78. Email correspondence



ZONING



For Zoning Code in effect Post August 1, 2021

CENTRAL CITY PLAN DISTRICT
CENTRAL EASTSIDE SUB DISTRICT

- Site
- Historic Landmark
- Recreational Trails

File No.	LU 21 - 115214 CCMS AD
1/4 Section	3230
Scale	1 inch = 400 feet
State ID	1S1E03D 500
Exhibit	B July 13, 2022

Proposed Streets

A stepped hierarchy of public streets: a Priority Truck Street paralleling the rail to the east, a Neighborhood Main Street serving the interior, and Local Service Traffic Streets providing access to destinations in the southern plan area.

Street Hierarchy

The OMSI CCMP proposes a stepped hierarchy of streets to support a thriving, mixed-use district while facilitating existing freight and commuter traffic. The primary road is New Water Avenue, a Priority Truck Street on the eastern perimeter of the plan area, which introduces a new two-way cycle track to provide a separated facility for cyclists moving to and through the area. This new high-quality bike facility will link to the Major City Bikeway on the Tilikum Crossing Bridge, and connect the Hawthorne Bridge with the Springwater Corridor Trail to provide a convenient alternate mode for commuters heading to new opportunities in the OMSI District or passing through it from all directions.

Old Water Avenue is a quieter, slower neighborhood street in the center of the district, and the Loop Road is an internal circulation route to serve locations interior to the site.

Half-street improvements are planned for SE Caruthers St to widen the sidewalk along Opera 2 to 12 feet and bring it up to current code requirements.

Following approval of this CCMP, the Transportation System Plan will be amended to relocate the Major City Bikeway designation that currently exists on SE Water Avenue (changed to Old Water Avenue in this document) to New Water Avenue.

Circulation Concept

The basic circulation concept is a non-orthogonal grid of connected streets:

- New Water Avenue will serve as a Priority Truck Street and Traffic Access Street for all district and adjacent users and will be the most direct and convenient route for through traffic. A grade separated two-way cycle track will be integrated along the west side of the roadway.
- Old Water Avenue will serve as a Local Service Traffic Street for OMSI's main entrance as well as active, mixed-use development on adjacent tracts; it will also accommodate access to parking garages and loading for fronting buildings. A grade separated two-way cycle track will extend toward OMSI along the north and east legs of Old Water Avenue to bike parking areas.
- The Loop Road will extend local vehicular access to the district's southern tracts and serve OMSI's loading dock. No formal bike lanes are proposed along the Loop Road.

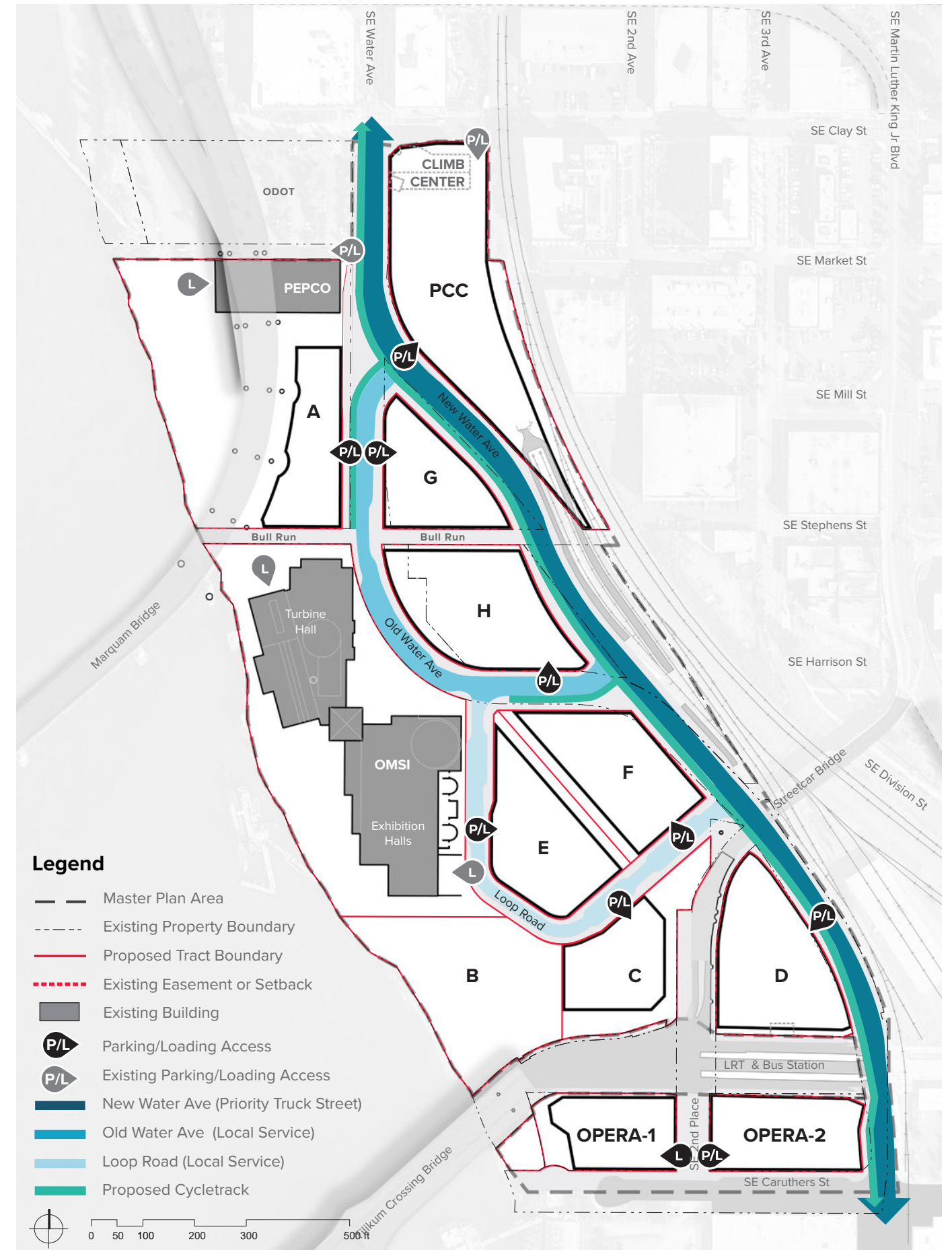
- SE Caruthers will serve as a Local Service Traffic Street and provide access to both Portland Opera tracts and the greenway trail, in addition to the existing uses on the south side of the street.

Intersections

- Where the north end of Old Water Avenue intersects New Water Avenue will be a signalized four-way intersection (PCC's entry will be modified to align). Through movements for the cycle track will be protected and prioritized, with southbound and northbound turn lanes on New Water Avenue. Southbound left turns from New Water Avenue into the PCC Tract will occur within the through travel lane and will not be protected.
- Where the south end of Old Water Avenue intersects New Water Avenue will be a signalized 3-way intersection. Through movements for the cycle track will be protected and prioritized with southbound and northbound turn lanes on New Water Avenue.
- Where the Loop Road intersects New Water Avenue will be a one-way outbound (eastbound) stop-controlled intersection. Inbound (westbound) traffic will be open to bicyclists only via a contraflow bike lane.
- The design concept for the intersection of SE Water Avenue and SE Caruthers Street is under study. Preliminarily, it is anticipated to maintain stop control at the SE Caruthers approaches. A southbound right-turn lane will be provided along SE Water Avenue to accommodate vehicle queuing for the cycle track and pedestrian crossings without backing up traffic into the signalized rail crossing intersection.

Cycle Track

- To avoid conflicts with the cycle track, no curb cuts for parking or loading are planned on New Water Avenue except for Tract D, which has no other option for vehicular access.
- Traffic signals on New Water Avenue will be coordinated to optimize the flow of bicyclists along the cycle track in the peak direction.
- Cycle track spurs will provide families and others access to OMSI without riding alongside vehicular traffic in the street or among pedestrians along the greenway trail.



Master Plan Illustrative

At right is an illustration of one scenario of how the CCMP framework might be developed in the future. The improvements illustrated along the waterfront are conceptual only, as are the building footprints. However, the rights-of-way illustrated reflect the proposals in the conceptual public works plans.



Eastbank Crescent

Potential habitat restoration project by the City of Portland. Greenway trail, overlook and possible habitat improvements are shown as if project will proceed. If not, trail will be designed according to requirements of PZC 33.272 and riverbank will be restored with native vegetation according to the requirements of PZC 33.475.



Note: Language that is revised from the 12/15/2022 staff report may be found in purple text.

	Criteria	Met?	Findings	Recommended Conditions of Approval
1	The Central City Master Plan is consistent with the applicable subdistrict goals and policies of the Central City 2035 Plan.	YES	See below for findings for individual, relevant Central Eastside policies.	
	Goal 1 Regional Center			
	Next generation industrial/employment sanctuaries.			
IC	<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> <p>Policy 1.CE-1</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>	
IC	<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 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,</p>	

				<p>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>	<p>N/A</p> <p>This policy does not apply since the master plan area is not located on a major mixed-use corridor.</p>	
M T		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>	<p>YES</p> <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 pedestrians along the Greenway Trail.</p>	
			<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>	<p>N/A</p> <p>Does not apply. The subject site is not located within the Clinton Station Area.</p>	
M PR			<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>	<p>YES</p> <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 employment uses, such as small-scale manufacturing and industrial/creative office spaces.</p>	
IC		<p>Policy 1.CE-4</p> <p>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.</p>	<p>YES</p> <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>		

OS PR		<p>Policy 1.CE-5</p>	<p>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.</p>	<p>YES w/ COA</p>	<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 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>RECOMMENDED CONDITION OF APPROVAL: This policy would be better met by ensuring that the portions ground floors of buildings developed on Tract C and Tract E that face the proposed South Plaza on Tract B contain uses to further activate and enliven this new open space. To that end prohibiting residential dwelling units and associated accessory residential spaces, such as common areas, fitness rooms, bike parking, leasing offices, and the like, which generally have no engagement with the public spaces outside of buildings, and limiting necessary back-of-house uses to the smallest possible areas of these facades, would better help to meet this policy. This issue is addressed in Condition of Approval B.1.</p>	<p>RECOMMENDED CONDITION OF APPROVAL B.1:</p> <p>Ground floor residential dwelling units and accessory residential spaces, such as community rooms, fitness rooms, bike parking, leasing offices, etc., but excluding lobbies, shall be prohibited on the frontages of Tracts C and E that face the South Plaza. Necessary back-of-house uses should be placed on other facades.</p>
		<p>Goal 2</p>	<p>Housing and Neighborhoods</p>			
OS T		<p>Policy 2.CE-1</p>	<p>Complete neighborhoods. Ensure access to essential public services such as parks and open spaces, schools, and community centers.</p>	<p>YES w/COA</p>	<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</p>	<p>RECOMMENDED CONDITION OF APPROVAL B.2:</p> <p>For development of open spaces designated as OS-3, OS-5, and the Central and North sections of OS-1 in the master plan:</p> <ul style="list-style-type: none"> a. Permits for these open spaces shall be completed no later than the permit issuance of development requiring Central City Master Plan Review approval, as described in

				<p>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> <p>Of particular importance to creating complete neighborhoods is the phasing of the development of open spaces within the master plan area. The master plan indicates that open spaces labeled OS-2, OS-4, OS-6, and the pedestrian passage between Tracts E and F will be delivered with adjacent development. Development of the South Plaza (southern portion of OS-1, in Tract B) will occur in conjunction with development of Tracts C and E. The timing of the development of these specific open spaces is sufficient to meet the needs of developing a complete neighborhood in the OMSI master plan area.</p> <p>RECOMMENDED CONDITIONS OF APPROVAL: Other open areas, though, are not given specific timelines in the master plan, and these are equally as important to the development of a complete neighborhood (in addition to meeting zoning code development standards in some instances). The master plan document states that OS-3, OS-5, and the remainder of OS-1 will be “delivered contingent upon funding.” However, the master plan development standards in 33.510.255.K require, at a minimum, that trees meeting the standard be planted in these areas. Thus, to fully meet this criterion and the zoning code development standards, development of these open spaces must be completed no later than development of the last remaining tract in the master plan area.</p> <p>The applicant team and Design Commission both raised concerns about potential state and federal regulatory hurdles that may delay reviews for development of these open space tracts at the 12/15/2022 hearing. These concerns are addressed within the condition of approval, allowing for an extension of the timeline for completion of these open spaces through a Type II master plan amendment if needed.</p> <p>The last important piece of the open space and pedestrian network that is not labeled but serves as an important pedestrian connection in the master plan area is the land atop the “Bull Run” lots. This area should be developed in conjunction with adjoining tracts, in the same way as OS-2 and OS-4. Thus, staff recommends a condition of approval requiring development of</p>	<p>zoning code section 33.510.255.B, that occurs on the last remaining undeveloped tract within the master plan area. The development of these open spaces shall be complete before the completion of development on the last remaining undeveloped tract within the master plan area.</p> <p>b. The City acknowledges that design and permitting of improvements proposed in the master plan in infrastructure zones OS-1 and OS-5 within the 50-foot Greenway setback are subject to state and federal review and approval. OMSI and other relevant applicants shall use all reasonable efforts to secure the federal and state approvals to permit development of OS-1 and OS-5 before any development requiring Central City Master Plan Review approval, as described in zoning code section 33.510.255.B, is permitted on the last remaining undeveloped tract within the master plan area. However, if the state or federal approval process is delayed and compliance with this condition is jeopardized, the timeline for completion of OS-1 and OS-5 may be extended through a Type II Central City Master Plan amendment.</p> <p>RECOMMENDED CONDITION OF APPROVAL B.3:</p> <p>Development of the open space/pedestrian connection on the eastern half of Bull Run shall be completed with the development of the latter of Tracts G and H, and the open space/pedestrian connection on the western half of the Bull Run shall be completed with the development of Tract A. If revisions are needed to these spaces, they may be made through a Central City Master Plan Review amendment using the Type II procedure.</p>
--	--	--	--	---	---

				<p>the eastern half of Bull run be completed with the development of Tracts G and H, and the western half be completed with the development of Tract A.</p> <p>The applicant points out that it is also important to consider that the Bull Run lots are owned by the City and not by private entities, such as OMSI, which may cause delays in development of these important spaces, and recommends that allowances be made to allow development of these spaces to occur after development on their respective tracts. Staff believes, however, that design and permitting of these spaces should begin earlier in the process, rather than delaying development of these spaces to after development of the adjacent buildings. Since the Bull Run open space/pedestrian connection is not part of the required open space in the master plan area, revisions to the plan may be made through a Type II master plan amendment.</p>	
IC		Policy 2.CE-2	<p>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.</p>	<p>YES</p> <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>	
		Goal 3	Transportation		
T PR		Policy 3.CE-1	<p>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.</p>	<p>YES</p> <p>The Portland Bureau of Transportation (PBOT) has reviewed the application for its potential impacts regarding the public rights-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.</p> <p>The Traffic Impact Study found that with the recommended improvements, the transportation system will be capable of safely supporting development of the OMSI master plan area, in addition to accommodating the existing uses. The street network proposed for the OMSI master plan area is intended to improve</p>	

				<p>access, safety, and function for users of all modes. The alignment of New Water Avenue separates the Traffic Access Street and Priority Truck Street from the pedestrian-focused center of the master plan area and introduces a new two-way cycle track to provide a separated facility for cyclists moving to and through the area. This new high-quality bike facility will link to the Major City Bikeway on the Tilikum Crossing Bridge and connect the Hawthorne Bridge with the Springwater Corridor Trail to provide a convenient alternate mode for commuters heading to the new developments, uses, and attractions in the master plan area or passing through it to and from all directions. The concept also focuses access to most new development tracts along Old Water Avenue and the Loop Road, to minimize crossings of the two-way cycle track, and to improve the flow of New Water Avenue.</p> <p>Several pedestrian-only connections will provide access through the district, including the Central Spine connecting the OMSI Station and OMSI's main plaza, and seven east-west pathways that connect to the river. New signalized crossing opportunities of New Water Avenue and the I-5 exit for Water Ave will be provided to improve districtwide circulation and access, enhance safety, and reduce delay for all modes. These signals will be coordinated to optimize the flow of bicyclists along the cycle track in the peak direction. An additional signalized crossing opportunity will be provided at the SE Caruthers Street intersection with SE Water Avenue to enhance the quality and safety of the frequent pedestrian and bicyclist crossings that occur at this intersection between the Major City Walkway and Bikeway routes in each direction.</p>	
T IC		Policy 3.CE-2	Freight system. Enhance freight movement in and through the district and maintain and improve access to and from the district and regional freeway system.	<p>YES</p> <p>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 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</p>	

				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.	
T PR		Policy 3.CE-3	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> <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 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>	
OS		Policy 3.CE-4	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>YES</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</p>	

				<p>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 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. <i>The trail itself—and particularly the mixing zones adjacent to the overlooks—are planned to be designed using strategies to encourage wheeled users to ride slowly or dismount, including but not limited to: non-linear alignments, grade changes, pavement changes, furnishings, and signage.</i></p>	
		Goal 4	Willamette River		
IC WR		Policy 4.CE-1	<p>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.</p>	<p>YES</p> <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>	

M PR OS	Policy 4.CE-2	<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>	YES w/ COA	<p>Tract Opera-1 is intended to be a performing arts center oriented to the river. The master plan states that the South Plaza on Tract B will be privately-owned and managed, but open to the public when not hosting an event (see related condition of approval under Policy 5.CE-5 requiring a public access easement on this plaza). 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>Tract A also faces the river, albeit viewed from underneath the Marquam Bridge, and separated by a surface parking lot which could remain in place following development on the tract. 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 Design Commission deliberated on whether active ground floor uses should also be required to face the river on this tract, but found that, given these separations, that such uses need not be required through the master plan but should be considered during Design Review.</p> <p>The open space system proposed along the riverfront, including the South Plaza and trail and overlook improvements and additions will serve to increase people’s enjoyment of the river.</p> <p>RECOMMENDED CONDITION OF APPROVAL: This policy would be better met by ensuring that the portions ground floors of buildings developed on Tract C and Tract E that face the proposed South Plaza on Tract B contain uses to further activate and enliven this new open space. To that end prohibiting residential dwelling units and associated accessory residential spaces, such as common areas, fitness rooms, bike parking, leasing offices, and the like, which generally have no engagement with the public spaces outside of buildings, and limiting necessary back-of-house uses to the smallest possible areas of these facades, would better help to meet this policy. This issue is addressed in Condition of Approval B.1.</p>	<p>RECOMMENDED CONDITION OF APPROVAL B.1:</p> <p>Ground floor residential dwelling units and accessory residential spaces, such as community rooms, fitness rooms, bike parking, leasing offices, etc., but excluding lobbies, shall be prohibited on the frontages of Tracts C and E that face the South Plaza. Necessary back-of-house uses should be placed on other facades.</p>
WR	Policy 4.CE-3	<p>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</p>	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</p>	

			shallow water areas. Restore in-water, riparian and upland habitat and increase flood capacity at the Eastbank Crescent.		<p>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			
		Policy 5.CE-1	<p>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.</p>	N/A	The master plan area is not located within the East Portland Grand Avenue Historic District. Therefore, this policy does not apply.	
M PR		Policy 5.CE-2	<p>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.</p>	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 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.</p>	

					Additionally, ground floor active uses are proposed to extend throughout the master plan area, with minimum frontage amounts mapped on p. 31. This will help to ensure that the master plan has a safe and vibrant environment.	
		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	The master plan area is not located within Clinton Station area. Therefore, this policy does not apply.	
M OS		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	<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 in size, if slightly larger, relative 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. 29). Lower height maximums are proposed for development tracts near the river, reflecting the master plan’s concept of stepping down towards the river and open spaces associated with it.</p> <p>Additionally, a 20-foot deep upper story setback (effective at 50 feet of height) has been added to the west side of Tract C to further step down to, and better relate to the scale of, the South Plaza at Tract B. The master plan also indicates that minimum heights of exterior walls of buildings shall be at least 15 feet clear from the adjacent sidewalk grade to the underside of the ceiling or soffit, effectively establishing a minimum building height that roughly corresponds to the scale of single-story warehouses within the Central Eastside.</p> <p>Building massing is further restricted on the longest development tract—Tract PCC—with a building length restriction of 250 feet, which will help to maintain an urban form and block configuration more consistent with that found in the rest of the Central Eastside. A related guideline is proposed for Tract A, which will require a minimum 40-foot wide by 15-foot tall passageway through the tract which will provide vehicular and pedestrian access through the tract to the river as well as</p>	

				<p>additional views between the river and Old Water Ave.</p> <p>A similar but smaller, pedestrian-only passageway is proposed through Tract E to connect the South Plaza directly to the Central Spine between Tracts E and F. This is described as a minimum 15' x 15' public throughway that will be “welcoming, activated, safe, and articulated with architectural features so it is a prominent feature in the building façade”, which aligns with deliberations and findings of the Design Commission at the 12/15/2022 hearing.</p> <p>The master plan narrative response has further been revised to include provisions to provide for space, light, and air between multiple buildings on a site and for portions of buildings exceeding 50 feet in height, which is consistent with Design Commission deliberations and findings on the issue at the 12/15/2022 hearing.</p>	
OS	Policy 5.CE-5	<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 w/COA</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>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> <p>RECOMMENDED CONDITIONS OF APPROVAL: Since public access to the proposed open space network is critical to both the character and experience of the district and the fulfillment of this approval criterion, and to reinforce the master plan’s stated objective of prioritizing public access to the river and the proposed waterfront education park, public access easements</p>	<p>RECOMMENDED CONDITION OF APPROVAL B.4:</p> <p>Public Access Easements:</p> <ol style="list-style-type: none"> Pathways for pedestrian, bicycle, and shared bike/ped connections, including the Greenway Trail, as shown on page 17 of the master plan (Exhibit C.1), shall be subject to public easements allowing public access at all times as though these were rights-of-way. These public access easements shall comply with Portland Bureau of Transportation requirements. The proposed South Plaza on Tract B and Waterfront Education Park, which together comprise the required open area designated “O-1” in the master plan, shall be subject to public easements allowing public access in alignment with Title 20 Section 20.12.210, Hours of Park Closure. These public access easements shall be subject to review and approval by Portland Parks and Recreation and shall consider OMSI programming objectives for these areas.

				should be placed on all proposed open spaces and passageways in the master plan area. This includes those that are enumerated on the “Open Area Requirement” page and diagram on pages 20-23; those open spaces and connections that are shown on the “Open Space Network” diagram and described on page 19; the pedestrian and bicycle connections described on page 17, “Multimodal Circulation”; and the minimum 70’x70’ outdoor space near the midpoint of Tracts E and F on the Central Pedestrian Spine, as described on page 29, “Building Setbacks. The Conditions of Approval denoted B.4 will help to ensure that full public access is allowed, with allowance for use of some of these spaces by OMSI to accommodate specific programming objectives that also serve to satisfy Central Eastside policies.	
IC		Policy 5.CE-6 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.	YES	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. 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.	
		Historic Resources and Districts			
IC		Policy 5.CE-7 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.	YES	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.	
		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	N/A	No historic main streets run through the master plan area.	

			as important streets for commerce and employment.			
		Goal 6	Health and Environment			
IC		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 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.	YES	<p>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 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>	
IC PR		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.	YES	<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. 51.)” Trees will be required to be planted in all required open spaces at no less than the amount specified, per the same standard. The master plan does not specify a different number of trees to be planted.</p> <p>The master plan narrative states: “Street trees in a diversity of 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>Tree canopy will also be part of the system of public roads in the master plan area, as indicated in Exhibit C.2. These trees, in addition to those placed on individual development sites, will serve to enhance they overall tree canopy in the master plan</p>	

					area.	
	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.		YES	See below for findings for individual, relevant Central Eastside policies.	
WR		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	<p>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 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>	
IC		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>	
M		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	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 space than the typical Portland block.	

M PR	A4	<p>Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.</p>	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>RECOMMENDED CONDITION OF APPROVAL: While these features will help to unify the development among the individual development tracts, additional features placed within the public rights-of-way, open spaces, and pathways, should also be developed that help to connect and unify different areas within the master plan area. Additionally, while the Design Commission finds that a vision for the framework of these features is described in the master plan document on p.19, Open Space Network (Exhibit C.1), additional work should be done to develop unifying elements including wayfinding elements, educational and interpretive elements, public art (in all its forms), and water features. These should help to manifest the master plan’s vision of “an inclusive community destination with a unique identity” imbued with “innovation, culture, arts, and science learning” as described in Condition of Approval B.5.</p>	<p>RECOMMENDED CONDITION OF APPROVAL B.5: An amendment to the Central City Master Plan to establish an identity framework for the district shall be approved prior to the application of the first building permit for development requiring Central City Master Plan Review approval, as described in zoning code section 33.520.255.B. The identity framework shall include wayfinding elements, educational and interpretive elements, public art (in all its forms), and water features, and will help to manifest the vision of an inclusive community destination with a unique identity imbued with innovation, culture, arts, and science learning. The amendment shall use the Type II procedure. A Design Advice Request with the Design Commission shall be held before applying for the Central City Master Plan Review for the amendment.</p>
PR	A5	<p>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.</p>	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 of how OMSI has animated the public spaces adjacent to its existing facility with educational installations, industrial public art, and institutional branding.”</p> <p>RECOMMENDED CONDITION OF APPROVAL: While the master plan includes references to these elements, they are broadly</p>	<p>RECOMMENDED CONDITION OF APPROVAL B.5: An amendment to the Central City Master Plan to establish an identity framework for the district shall be approved prior to the application of the first building permit for development requiring Central City Master Plan Review approval, as described in zoning code section 33.520.255.B. The identity framework shall include wayfinding elements, educational and interpretive elements, public art (in all its forms), and water features, and will help to manifest the vision of an inclusive community destination with a unique identity imbued with innovation, culture, arts, and science learning. The amendment shall use the Type II procedure. A Design Advice Request with the Design Commission shall be held before applying for the Central City Master Plan Review for the amendment.</p>

				<p>conceptual. Specific enhancements and embellishments to the master plan area (and the general type and location of these) are not identified or described for rights-of-way and other publicly-accessible spaces that would help to reflect the local character. Additionally, while the Design Commission finds that a vision for the framework of these features is described in the master plan document on p.19, Open Space Network (Exhibit C.1), additional work should be done to develop unifying elements including wayfinding elements, educational and interpretive elements, public art (in all its forms), and water features. These should help to manifest the master plan’s vision of “an inclusive community destination with a unique identity” imbued with “innovation, culture, arts, and science learning” as described in Condition of Approval B.5.</p> <p>The master plan area’s character will be further embellished and special features identified along with new buildings and associated exterior development that will be evaluated through the Design Review process.</p>	
IC	A6	Reuse / Rehabilitate / Restore Buildings. Where practical, reuse, rehabilitate, and restore building and/or building elements.	YES	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.	
M	A7	Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.	YES	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.	
PR	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 and large ground-level windows to reveal important interior spaces and activities.	YES	Generally, the proposed master plan shows that active uses will face primary pedestrian routes through the master plan area, supplementing existing code requirements. This guideline will be best and most fully addressed during Design Review for individual building proposals.	
M	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.	
PR	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	YES	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.	

		furniture zone, movement zone, and the curb.		Proposed street sections indicate different sidewalk zones, and all streets are proposed to include sidewalks that are at least 12 feet wide.	
T	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.	YES	<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> <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>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. <i>Additional mitigation for the mixing of vehicles, pedestrians, and bikes on this small but significant segment of the Green Loop, includes signage, alternative routes, and, most helpful of all, concentrating the accessways in the southern portion of the plaza.</i></p> <p><i>Staff had initially posited that additional mitigation would be</i></p>	

				<p>needed in the form of additional building setbacks on Tracts Opera-1 and/or Opera-2 to maintain the same amount of pedestrian and bicycle space as exists currently on this Green Loop segment to compensate for the addition of a driveway on SE 2nd Place. The Commission deliberated on this issue and determined that parking and loading movements could safely co-exist with pedestrian and bicycle movements in this area without the need for additional setbacks on either tract.</p> <p>The remainder of this guideline will be fully addressed during Design Review for individual building proposals.</p>	
T		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.	<p>YES</p> <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>	
PR		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.	<p>YES</p> <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> <p>The master plan also indicates that there be significant breaks in building planes—20 feet wide by 12 feet deep—every 250 feet on long building facades. These breaks could serve to provide additional areas off public sidewalks for stopping and viewing places. These spaces will be more fully evaluated during Design Review of individual buildings.</p>	
PR OS		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.	<p>YES w/ COA</p> <p>With the exception of development on Tract Opera-1 (and existing development at OMSI), “primary entry zones” are not shown as being oriented towards the site’s open spaces (note that the term “primary entry zones” is not defined in the master plan document or zoning code). The locations of lobbies, windows, and balconies will be determined during individual Design Reviews for proposed buildings.</p> <p>PROPOSED CONDITION OF APPROVAL: With a condition of approval that at least one entry per building, providing access to active ground floor uses, in accordance with Condition of Approval B.2 and the types of uses listed in zoning code section 33.510.225.A, in buildings on Tracts C and E shall be placed on facades which face the South Plaza, this guideline will be better</p>	<p>RECOMMENDED CONDITION OF APPROVAL B.6: At least one entry per building, providing access to active ground floor uses, in accordance with Condition of Approval B.2 and the types of uses listed in zoning code section 33.510.225.A, in buildings on Tracts C and E shall be placed on facades which face the South Plaza.</p> <p>RECOMMENDED CONDITION OF APPROVAL B.5: An amendment to the Central City Master Plan to establish an identity framework for the district shall be approved prior to the application of the first building permit for development requiring Central City Master Plan Review approval, as described in zoning code section 33.520.255.B. The identity framework shall include wayfinding elements, educational and interpretive elements, public art (in all its forms), and water features, and will help to</p>

				met. Public Art and water feature locations are also not clearly addressed in the master plan. Placing these in plazas and important open spaces will help to fully meet this guideline. Conditions of approval specified for Guidelines A5-4 and A5-5, incorporated herein by reference, will suffice to ensure this guideline is fully met.	manifest the vision of an inclusive community destination with a unique identity imbued with innovation, culture, arts, and science learning. The amendment shall use the Type II procedure. A Design Advice Request with the Design Commission shall be held before applying for the Central City Master Plan Review for the amendment.
		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 Purpose.	
T		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.	
M OS		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 Purpose.	
		C4	Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.	N/A 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. 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.	

		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	Because no specific buildings are currently proposed, coherency of design elements will be addressed on a building-by-building basis in future Design Reviews.	
		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	This guideline will be best addressed during Design Review for individual building proposals.	
		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	This guideline will be best addressed during Design Review for individual building proposals.	
		C8	Differentiate the Sidewalk-Level of Buildings. 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.	N/A	Because no specific buildings are currently proposed, design 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.	
PR		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	The master plan indicates areas of ground floor active use, which include programs that will generally encourage and accommodate a variety of active uses. RECOMMENDED CONDITION OF APPROVAL: While this guideline will be more fully addressed during Design Review for individual building proposals, this guideline will be more fully met by adopting by Condition of Approval (B.7) ensuring that the Ground Floor Active Use standards in the zoning code (33.510.255.C) are applied for portions of the master plan area mapped as ground floor active use areas on p.31 of the master plan document (Exhibit C.1).	RECOMMENDED CONDITION OF APPROVAL B.7: Buildings in areas shown in the master plan as having the Ground Floor Active Use designation shall meet the standards of zoning code section 33.510.225.C.
		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	N/A	No encroachments are proposed.	

			block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.			
		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.	
		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	Park Blocks. Orient building entrances, lobbies, balconies, terraces, windows, and active use areas to the Park Blocks. 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. 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. In the North Park Blocks, strengthen the area's role as a binding element between New China / Japantown and the Pearl District.	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.	

		boundary down to the waterfront. Strengthen connections to North Macadam by utilizing a related system of right-of-way elements, materials, and patterns.			
		<p>D3</p> <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.	
		<p>D4</p> <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.	
IC		<p>A2-1</p> <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	<p>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 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</p>	

					reflection of this primary theme.	
		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.	
T		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.	
PR		A5-4	Incorporate Works of Art. Incorporate works of art into development projects.	YES w/ COA	<p>The master plan document states on p.52, Special Urban Design Considerations: “The intent of the OMSI Central City Master Plan is that public art in all its forms will celebrate the Vision of the district. When design of future private and public improvements begins the district partners, including OMSI, PCC, Portland Opera and Tribal partners, will collaborate to develop an identity framework for the district. This framework will establish guidelines for manifesting the Vision of an inclusive community destination with innovation, culture, the arts, and science learning at its heart. Public art in all of its forms, including experiential art and interactive exhibits, is anticipated. Development of specific public art installations will be a reflection of the community, the collaborative effort, and the space in which the art will be located. Please see page 46 for zones identified as likely locations for public art. Any publicly-funded projects will meet the 2% for Art commitment, coordinated with the district identity framework.”</p> <p>Building upon this, the Design Commission finds that a condition of approval (Condition of Approval B.5) requiring an amendment to the Central City Master Plan that incorporates this “identity framework”, of which Public Art shall be a part, is needed to fully meet this guideline.</p>	RECOMMENDED CONDITION OF APPROVAL B.5: An amendment to the Central City Master Plan to establish an identity framework for the district shall be approved prior to the application of the first building permit for development requiring Central City Master Plan Review approval, as described in zoning code section 33.520.255.B. The identity framework shall include wayfinding elements, educational and interpretive elements, public art (in all its forms), and water features, and will help to manifest the vision of an inclusive community destination with a unique identity imbued with innovation, culture, arts, and science learning. The amendment shall use the Type II procedure. A Design Advice Request with the Design Commission shall be held before applying for the Central City Master Plan Review for the amendment.
PR		A5-5	Incorporate Water Features. Enhance the quality of public spaces by incorporating water features.	YES w/ COA	The master plan document states on p. 63: “The emphasis in the OMSI CCMP is on connecting the OMSI District with its frontage along the Willamette River, the original water feature. It	RECOMMENDED CONDITION OF APPROVAL B.5: An amendment to the Central City Master Plan to establish an identity framework for the district shall be approved prior to the

				<p>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 aquatic feature that defines the site and will serve to make the riverfront open space network enjoyable, the Design Commission finds that 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>The master plan does not provide specific information about proposed water feature locations, sizes, or possible designs. The development team has, however, provided a statement regarding water features in the master plan document, p.63 (Exhibit C.1): “Upland water features are also a way to enhance the quality of the district’s pedestrian spaces. These should not be isolated elements in the urban landscape but rather functionally and visually integrated with the overall design of their setting. In addition, as the founder of visible treatment of stormwater in the nation, OMSI is committed to expressing the treatment of stormwater in a variety of artful shapes and forms. But another aspect of water that goes beyond delight, aesthetics and utility its character as a sacred element to the Indigenous community. OMSI will partner with Indigenous groups after approval of the CCMP, in the next phase of design, to scope and site potential upland water features in situ.” These ideas should be further developed in an amendment to the master plan to fully address this guideline, as described in Condition of Approval B.5.</p>	<p>application of the first building permit for development requiring Central City Master Plan Review approval, as described in zoning code section 33.520.255.B. The identity framework shall include wayfinding elements, educational and interpretive elements, public art (in all its forms), and water features, and will help to manifest the vision of an inclusive community destination with a unique identity imbued with innovation, culture, arts, and science learning. The amendment shall use the Type II procedure. A Design Advice Request with the Design Commission shall be held before applying for the Central City Master Plan Review for the amendment.</p>
	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</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</p>	

		<p>other means, when single-story buildings are set back from the property line.</p> <p>Do not set buildings back from the property line within the East Portland Grand Avenue Historic District.</p>		reviews.	
	A9-1	<p>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.</p>	N/A	The master plan area does not lie along the historic Sandy River Wagon Road.	
PR	B3-1	<p>Reduce the Width of Pedestrian Crossings. Where possible, extend sidewalk curbs at street intersections to narrow pedestrian crossings for a safer pedestrian environment.</p>	YES	The conceptual street network has been designed using narrower cross-sections and pedestrian refuge areas at both bicycle and vehicle crossings.	
	B6-1	<p>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.</p>	N/A	This guideline will be best addressed during Design Review for individual building proposals.	
T	C1-1	<p>Integrate Parking. Integrate parking in a manner that is attractive and complementary to the site and its surroundings.</p> <p>Design parking garage exterior to visually respect and integrate with adjacent buildings and environment.</p>	YES	<p>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.</p> <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	<p>Integrate Signs.</p>	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.	