

**Revised CCMS Approval Criteria Matrix – USPS Broadway Corridor Master Plan Area – LU 19-246279 CCMS AD - August 18, 2020**

|   | Criteria   | Met?  | Notes  |
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| 1 | The Central City Master Plan is consistent with the applicable subdistrict goals and policies of the Central City 2035 Plan. |   |  |
|   | Goal 1   | Regional Center   |  |
|   | <i>District Policies: Regional Center</i>  |   |  |
|   | Policy 1.PL-1  | <p><b>Mixed use office center.</b> Support the continued development of a vibrant, mixed-use area with new commercial, retail, office, and creative office opportunities.</p> | <p>Y</p> <ul style="list-style-type: none"> <li>• The proposed master plan will establish the general layout of the former USPS site, including general development block and streets layout. The site is zoned EX (Central Employment) with a Design overlay zone and will remain so. The EX zone allows for most uses including most commercial use such as office and retail, as well as household living. All blocks will allow these uses.</li> <li>• The Portland Housing Bureau intends to develop one or two residential buildings on site which will ensure 24-hour activation of the master plan area; other residential buildings are possible within the master plan area as well.</li> <li>• The ground level will be activated with open space, the Green Loop route through the site, and ground floor active uses which will be concentrated along NW Johnson and around the Park but will be located elsewhere as well. In addition, several buildings will have upper level setbacks thus allowing the potential for outdoor activation at upper levels which will add to the vibrancy of the master plan area.</li> </ul> |

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|  | <p><b>Policy 1.PL-2</b></p> | <p><b>Large site employment opportunity.</b> Encourage redevelopment of large sites to include regional employment opportunities such as a major office campus.</p>  | <p>Y</p> | <ul style="list-style-type: none"> <li>• As noted under 1.PL-1 above, the site is zoned EX which allows for a multitude of uses. The north end of the site does not have at-grade connections to the north due to the existence of a private surface parking lot below the Lovejoy ramp. This results in the north block (#9) to be potentially developed as a single parcel with multiple towers over a base podium connecting the towers. The applicant has established a maximum gross square floor allowance for block 9 at 1,377,150 square feet which allows for the potential for a vertical campus development on this particular block.</li> <li>• Likewise, blocks 7 and 8 may also be developed together as two towers over a base podium with the Green Loop passing between the towers.</li> <li>• In addition, several blocks within the master plan could be developed together, thus establishing an urban campus.</li> </ul> |
|  | <p><b>Policy 1.PL-3</b></p> | <p><b>Tourism, retail and entertainment.</b> Enhance the success of this urban mixed use district, drawing new visitors and supporting attractions, including unique retail, dining, riverfront and entertainment opportunities.</p> | <p>Y</p> | <ul style="list-style-type: none"> <li>• The proposed master plan is generally designed around a central park with an enhanced retail street at its north along NW Johnson Street. NW Johnson is designed to be 80' wide with deep sidewalks (20' on the north and 16' on the south, including the 4' furnishing zones) which will allow for plenty of retail spill-out space along this street. NW Johnson is also wider than typical so as to allow enhanced views of the historic Union Station clock tower. Visitors arriving at Union Station will be welcomed to Portland by this enhanced design of NW Johnson Street.</li> <li>• While the park is not yet designed, a 15' wide path is intended to be provided immediately</li> </ul>  |

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|  |  |   |          | <p>west of blocks 3 and 5, serving as a pedestrian extension of NW 8<sup>th</sup> Avenue; this allows for additional spill-out of the ground floor spaces at blocks 3 and 5.</p> <ul style="list-style-type: none"> <li>In addition, the Green Loop which is envisioned as a linear park, will run from the northeast corner of the site at the bridge ramp connection down through the center of the park. Due to the changing grade at this location and the intended incorporation of the Green Loop into the park, the design of the Green Loop at this location will be unique and is envisioned to be a destination within itself.</li> </ul>   |
|  | <b>Goal 2</b>  | <b>Housing and Neighborhoods</b>  |          |   |
|  | <b><i>District Policies: Housing and Neighborhoods</i></b> |   |          |   |
|  | <b>Policy 2.PL-1</b>                                       | <b>Complete neighborhoods.</b> Enhance bicycle and pedestrian connections between existing parks, as well as future parks. Encourage the development of new public schools to serve the district. | <b>y</b> | <ul style="list-style-type: none"> <li>The Green Loop will provide a direct connection between the bridge connection and the central park, which will serve as the northern terminus for the North Park Blocks. The Green Loop and the Park Blocks (though not always contiguous) continue south to the Portland State University campus.</li> <li>NW Johnson is designed to provide a two-way cycle track and widened sidewalks connecting Union Station to NW Johnson, a City Bikeway and City Walkway. This connection also leads to Jamison Square and the NW 10<sup>th</sup> Avenue boardwalk (one block west of the site) which connects to Tanner Springs Park and The Fields Park.</li> <li>Development of new public schools is neither encouraged nor discouraged through this proposal; however, schools are an allowed use</li> </ul> |

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|  |  |   |   | in the EX zone.  |
|  | <b>Policy 2.PL-2</b>                     | <b>Social services.</b> Encourage development of social services to support vulnerable members of the community and further a more equitable distribution of these services throughout the Central City.  | Y | <ul style="list-style-type: none"> <li>The EX zone allows most community service uses by right; however, short term housing and mass shelters are subject to certain standards or allowed through a Conditional Use review.</li> <li>The EX zone allows Group Living by right; however alternative or post incarceration facilities require a Conditional Use review.</li> <li>There are no prohibitions against social service providers from locating within the master plan area; however, they are not explicitly encouraged with the exception that the Portland Housing Bureau is a partial owner of the site and will be developing at least one parcel within the master plan area.</li> </ul> |
|  | <b>Policy 2.PL-3</b>                     | <b>Housing diversity.</b> Encourage new development, including housing, along Naito Parkway in order to bring more people and activities to the riverfront. Throughout the district, encourage multifamily housing supportive of families and students. | Y | <ul style="list-style-type: none"> <li>The site is not located along Naito Parkway.</li> <li>While residential uses are allowed in the EX zone, they are not intended to predominate or set development standards for other uses in the area. The EX zoning in the master plan area will ensure that the general development within the boundary will be similar in character to existing development throughout the district, including multifamily housing supportive of families and students.</li> </ul>   |
|  | <b>Goal 3</b>                            | <b>Transportation</b>   |   |  |
|  | <b>District Policies: Transportation</b> |   |   |  |
|  | <b>Policy 3.PL-1</b>                     | <b>Optimized street network.</b> Improve pedestrian and bicycle connections across I-405, West Burnside and to major parks. Encourage new pedestrian and bicycle connections to the Willamette River and through large                                  | Y | <ul style="list-style-type: none"> <li>I-405 and West Burnside are each six blocks outside of the master plan area; pedestrian and bicycle improvements to these crossings are not a part of this review.</li> </ul>   |

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|  |                      | sites and blocks, including the US Post Office site.  |          | <ul style="list-style-type: none"> <li>• The proposed Green Loop connection through the site will provide an improved pedestrian and bicycle connection from the Broadway Bridge to the North Park Blocks and beyond.</li> <li>• The design of NW Johnson Street includes a two-way cycle track and widened sidewalks connecting Union Station to NW Johnson, a City Bikeway and City Walkway. This connection will provide a more direct route for users to access the Union Station pedestrian bridge crossing from the west side of Broadway, thus reducing travel time to the Willamette River waterfront.</li> <li>• Other pedestrian connections are provided throughout the site: along the NW 8<sup>th</sup> Avenue pedestrian connection, along the NW Johnson enhanced retail street, along NW Kearney a which will provide an additional through connection between NW 9<sup>th</sup> Avenue and NW Station Way, along NW Park Avenue, and along NW Irving Street both sides of which will be developed as private driveways with pedestrian access.</li> </ul> |
|  | <b>Policy 3.PL-2</b> | <b>Transit service.</b> Enhance transit service to meet the demands of residents, students, employees and visitors as the district continues to grow. Improve access to transit particularly in the north end of the district and along the riverfront. | <b>Y</b> | <ul style="list-style-type: none"> <li>• For so long, the USPS master plan area has been closed off from providing through connections east-west and north-south for generations. Redevelopment of the site will provide enhanced access to transit stops near the site as people will be able to traverse the site via a variety of pathway options.</li> <li>• As the site is redeveloped and new riders come to live, work, and play here, transit service will be evaluated by Trimet.</li> </ul>  |
|  | <b>Goal 4</b>        | <b>Willamette River</b>   |          |  |

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| <b>District Policies: Willamette River</b> |   |     |   |
| <b>Policy 4.PL-1</b>                       | <b>Pearl urban riverfront.</b> Encourage the development of a distinctly urban riverfront that balances public activities including river transportation, recreation and development with habitat enhancement.  | N/A | This site is not located along the riverfront.  |
| <b>Policy 4.PL-2</b>                       | <b>Watershed health and native species recovery.</b> Enhance watershed health and conditions for native species by replacing invasive, non-native plants with native plants on the river banks between Centennial Mills and McCormick Pier. Improve in-water and riparian habitat complexity and increase flood capacity at Centennial Mills.   | N/A | This site is not located along the riverbanks, nor is it located at Centennial Mills.   |
| <b>Goal 5</b>                              | <b>Urban Design</b>   |     |   |
| <b>District Policies: Urban Design</b>     |   |     |   |
| <b>Policy 5.PL-1</b>                       | <b>NW 13<sup>th</sup> Avenue Historic District and main street.</b> Protect the historic warehouse character and architecturally significant resources within the district. Continue the active character of the street environment north of the historic district by encouraging active uses; adding and maintaining loading docks; and maintaining lower building heights along NW 13 <sup>th</sup> Avenue from NW Davis Street to the north. | N/A | This site is not located within or adjacent to the NW 13 <sup>th</sup> Avenue Historic District.  |
| <b>Policy 5.PL-2</b>                       | <b>Under I-405 repurposing.</b> Support redevelopment of areas under I-405 to create safe, attractive, and engaging spaces.   | N/A | This site is not located adjacent to I-405.   |
| <b>Policy 5.PL-3</b>                       | <b>Street hierarchy and development character.</b> Support the retail/commercial character of NW 11 <sup>th</sup> , 13 <sup>th</sup> , Lovejoy, and Glisan; as well as the flexible character of NW Davis, Flanders, Johnson, Marshall and Pettygrove.  | Y   | <ul style="list-style-type: none"> <li>The site does not intersect with NW 11<sup>th</sup> or 13<sup>th</sup> Avenues or NW Davis, Flanders, Glisan, Marshall, or Pettygrove Streets.</li> <li>The proposed master plan will establish NW Johnson within the master plan area as a special retail/commercial street with its enhanced sidewalk design, ground floor active use</li> </ul> |

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|  |                             |   |                    | <p>requirements, and unique character with views of the Union Station tower, Green Loop bridge, the Park, and the unique extensions of NW Park and 8<sup>th</sup> Avenues north of Johnson.</p> <ul style="list-style-type: none"> <li>The applicant has requested an Adjustment to relocate the requirement to meet the Ground Floor Active Use standard along NW Lovejoy due to Lovejoy being developed with an elevated bridge ramp with maintenance clearance requirements and a private parking lot at grade for the entire length of the site. This Adjustment is further discussed on pages 15-16 of the staff report.</li> </ul>   |
|  | <p><b>Policy 5.PL-4</b></p> | <p><b>Open space network.</b> Require the development of publicly accessible open space at the Centennial Mills and US Postal Service sites as part of redevelopment to provide linkages to street tree canopy and other open spaces.</p> | <p>Y<br/>w/COA</p> | <ul style="list-style-type: none"> <li>Because this site was identified in the Central City Plan District as a master plan site requiring a master plan review per 33.510.255, open space must be provided per 33.510.255.K <i>Open area requirement</i>. This requires at least 20% of the site to be designated open space. Bike and pedestrian accessways may not constitute more than 25% of the required open space (see pages 58, 84, and 85 of the packet). There are also shading requirements disallowing more than 50% and 75% of the required open space to be shaded at certain times and days of the year (see pages 86-87 of the packet).</li> <li>The provided open space just meets the minimum requirement while the ped path calculations indicate these are approaching the maximum allowed. In order to allow the greatest flexibility in the design of the Green Loop, staff suggests that additional open space be provided at the Irving Street open areas. Because Irving Street is to be designed as private driveways with publicly accessible sidewalks, the vehicular</li> </ul> |

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|  |  |  | <p>portion of these driveways should only be as long as they need to be to access parking garage entrances. <b><i>A condition of approval has been added that the open space at the western Irving private street shall be expanded to 50' x 50'. Vehicle access at the east end of Irving shall be extended only as far as is necessary to ensure safe ingress and egress of vehicles in order to maximize open space at the west end of this private street; this shall be demonstrated during the land use review for Blocks 3 &amp; 5. Any less than 50' x 50' would require a Modification.</i></b></p> <ul style="list-style-type: none"><li>• Staff previously suggested that the Park be delivered within a certain number of years from the approval of the Master Plan and that the Park should be subject to a Design Advice Request (DAR) and a Type II Design Review. Portland Parks and Recreation (PP&amp;R), however, has indicated a desire for flexibility with regard to delivery of the Park, recognizing that the Park is integral to the success of the community, but is also dependent on completion of surrounding streets including Johnson and Park Avenue. PP&amp;R has also indicated a willingness to present to the Design Commission and Prosper Portland indicated the intent was to seek a DAR that would include the Park, the Green Loop, and the PNCA Park Block. <b><i>As such, the condition has been revised to require a PP&amp;R Design Advice Request on the Park, Green Loop, and PNCA Park Block with the Design Commission, and that the Park shall meet the requirements of 33.510.255.K.</i></b></li><li>• Lastly, the Green Loop is proposed to be elevated north of Johnson and requires bridging</li></ul> |
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|  |  |  | <p>of block 9, NW Kearney and NW Johnson Streets as well as elevated at the north end of the Park. The applicant indicates that “design of the Green Loop will be a future city-led process, which will determine the specific Green Loop location and improvements.” The general location of the Green Loop is established in this plan; however, the design is yet to be determined, particularly the route through the central park. While portions of the Green Loop will be subject to the Pearl District ROW Standards, this does not include the vertical elements of the Green Loop, some of which are to be located on bridges, podiums, buildings, and potentially on an inclined grade. Because these vertical elements have the significant potential to impact the pedestrian realm, a condition has been added which will allow Design Commission review of the structured elements of the Green Loop, specifically those portions built on bridges, podiums, building, and any walls used to support the Green Loop. <b><i>Therefore, a condition of approval has been added requiring the structured elements of the Green Loop shall be subject to a Type III Design Review in order to ensure their compliance with 33.510.255.K, the approved master plan, and the applicable Central City Plan District design guidelines.</i></b></p> <ul style="list-style-type: none"><li>• Development of designated open areas should be integrated with development on adjacent parcels and should present a unified character. The master plan does not clearly establish which property owners (or agencies) will be responsible for delivery of the Green Loop or other open spaces between buildings; this is defined in Memorandums of Agreement</li></ul> |
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|  |                             |  |          | <p>between the applicant and other City agencies for the Green Loop and the Park. However other open areas, located on private property will presumably be split down the centerlines of those open spaces. Such an approach has created significant challenges in areas like the South Waterfront and the Con-way Master Plan Area. <b><i>As such, a condition of approval has been added that open areas shall be designed for the length and width of the designated open space up to the opposite building footprint line as part of the first land use review for a parcel adjacent to that open space in order to ensure the open area is designed in a comprehensive and coherent manner. This would apply to the open areas between Blocks 6 &amp; 7, between Blocks 7 &amp; 8, between Blocks 1 &amp; 4, and between Blocks 3 &amp; 5. The open areas shall be constructed to the centerline, at a minimum, between each block with the construction of the immediately adjacent block, except at Blocks 7 &amp; 8 which shall be constructed for the full width and length of that open space if that open space is to be built on a podium.</i></b></p> |
|  | <p><b>Policy 5.PL-5</b></p> | <p><b>Historic resources and districts.</b> Encourage the preservation of older and often smaller buildings with historic character.</p> | <p>Y</p> | <ul style="list-style-type: none"> <li>• The existing USPS building was constructed in 1962 and is listed on the City’s Historic Resources Inventory. In 2010, it received a Determination of Eligibility for the National Register of Historic Places. However, it is not a designated historic resource under the City’s regulations, beyond being subject to a 120-day Demolition Delay.</li> <li>• Despite the building’s potential historic merit, the decision to allow the site to be redeveloped as a multi-block mixed-use development with</li> </ul>  |

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|          |  |   |          | new streets and open space will serve several other city goals. Redevelopment of the site will enable the site to strengthen Portland’s smaller block pattern. The introduction of streets and open space through the site will provide better connection to designated historic resources that surround the site including Union Station, the former United States Postal Service building (PNCA), and the Honeyman Hardware Lofts.  |
|          | <b>Goal 6</b>  | <b>Health and Environment</b>   |          |   |
|          | <i>District Policies: Health and Environment</i>   |   |          |   |
|          | <b>Policy 6.PL-1</b>   | <b>High performance large sites.</b> Encourage “high performance areas” that promote energy efficiency, green building technologies, sustainable site design and practices at a neighborhood scale, particularly in areas with large amounts of planned new development such as the US Postal Service site. | <b>Y</b> | <ul style="list-style-type: none"> <li>• With the exception of certain standards specified in this master plan such as heights, FAR, ground floor active use, setbacks, open space requirements, and vehicle access, all future development on the site will be required to meet the codes in effect at that time of design review or permit application submittal, including all Zoning and Building Codes. The current code requires such sustainable building strategies such as bird-safe glazing, ecoroofs, and low carbon building certification; future codes may become even more stringent.</li> <li>• The proposed street layout includes areas for stormwater management, thus providing this tool at the neighborhood scale. Each proposed development will also be required to meet stormwater management requirements at the time of permit.</li> </ul> |
| <b>2</b> | <b>The master plan demonstrates how development will comply with the Central City Fundamental Design Guidelines, as well as any applicable design guidelines specific to the subdistrict the master plan site is located within.</b> |   |          |   |

| Central City Fundamental Design Guidelines |  |                 |   |
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| <p><b>A1</b></p>                           | <p><b>Integrate the River.</b> 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.</p> | <p><b>Y</b></p> | <ul style="list-style-type: none"> <li>• While not located adjacent to the Willamette River, the applicant has shown how improved connections through the site, particularly via NW Johnson Street and up NW 9<sup>th</sup> Avenue, will provide greater connectivity to the River (see pages 76-77). East-west views toward the river are also preserved due to the proposed street layout, which continues the street pattern to the west of the site.</li> <li>• Staff previously noted concerns that the proposed standards for Block 9 which indicate a maximum length for the towers of 250', could block views toward the river up Park and 8<sup>th</sup> Avenues. The applicant has noted that views toward the river up these Avenues are already blocked by existing development including a 14-story building north of Lovejoy and two 10-story buildings north of Naito. As the City continues to grow, additional towers will be constructed between existing towers and the river, potentially blocking existing views to the river and the mountains beyond. The proposed footprints generally maintain the city's established block pattern, with the exception of Block 9 which abuts unique challenges, namely the Lovejoy ramp, and faces a building longer than 200' across Lovejoy. The Master Plan establishes the minimum and maximum limits of future buildings but does not articulate the design of specific buildings which will be addressed in subsequent design reviews. As such, there will be additional opportunities to address appropriate lines of sight on this particular block with the design of the future</li> </ul> |

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|           |   |  |                    | buildings.  |
| <b>A2</b> | <b>Emphasize Portland Themes.</b> When provided, integrate Portland-related themes with the development's overall design concept.   |  | <b>Y</b>           | <ul style="list-style-type: none"> <li>• Specific "Portland" themes as described in the CCFDGs are shown; however, a central concept of the master plan proposal is the integration of the Green Loop through the heart of the site. The Green Loop at this location will have a somewhat unique design due to the changing grade and integration with the park (both yet to be designed), thus the Green Loop emphasizes more modern Portland themes of multi-modal transportation and recreation.</li> </ul>  |
| <b>A3</b> | <b>Respect the Portland Block Structures.</b> Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocs 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. |  | <b>Y<br/>w/COA</b> | <ul style="list-style-type: none"> <li>• None of the proposed blocks exactly match the typical Portland 200' x 200' block pattern; however, minor deviations in this pattern exist within the immediate vicinity west and north. Some of the pedestrian streets to the west have widths of 50' or even 40' though, notably, these pedestrian streets are fronted by buildings generally 4-7 stories tall; where taller buildings exist, significant open space is provided immediately adjacent.</li> <li>• The Park blocks to the south are 100' wide with 60' ROWs on either side. The master plan proposes a 60' NW Park Street vehicular extension with a 190' wide central park, resulting in a width of 170" for blocks 3 and 5. This deviation allows the master plan to meet its minimum open space requirement as it would not be met if the Park was reduced in width unless additional open space was added elsewhere.</li> <li>• The greatest deviation in the typical 200' x 200' pattern is proposed north of Johnson. Staff and the Commission previously noted concerns with</li> </ul> |

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|  |  |  | <p>block 9, which has a potential podium length of 607'-7". While there are no at-grade connections to be made at this block between Kearney and Johnson, the applicant now proposes a maximum podium height of 65', above which towers can rise to 400' with maximum widths of 250' and a required 40' distance between towers; the prior Master Plan proposal indicated a maximum podium height of 100' which the Commission believed was too tall. Staff believes that 65' is more appropriate height, particularly with regard to the podium's impact to the pedestrian realm. Additional mitigation elements are noted later in these findings.</p> <ul style="list-style-type: none"><li>• Lastly, staff and the Commission had previously noted serious concerns about the proposed 40' width between blocks 6 and 7 without any required stepbacks, as each of these buildings have a maximum height of 400'. Precedent images are shown on pages 74-75 indicating the desired character of this pedestrian street however, the buildings in the images shown are of a substantially different scale. At the prior hearing, the Commission suggested 15' stepbacks on Block 6 &amp; 7 to ensure this alley will have a sense of human scale. The applicant has not shown any stepbacks or widening of the Park Avenue Alley but has proposed other methods to encourage activity and provide a human scale to this Alley; these include a specified location for public art within the Alley and a restriction against parking for a depth of 15' from the Alley on Block 6. However, a 15' restriction on parking could still allow less-active areas such as trash rooms and service rooms</li></ul> |
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|  |           |   |   | <p>which would not ensure activation of the alley. Section 5 of the document repeatedly refers to the Park Avenue Alley as an opportunity for maker spaces (see pages 85 and 118). <b><i>To ensure this vision and to mitigate for the deviation from the typical Portland Block Structure, a condition of approval has been added that the building frontages at the Park Avenue Alley shall be designed in such a manner that fosters activity, creates a sense of human scale, and draws people to the open space; this can be accomplished by such means including, but not limited to: provision of leasable active space or small incubator spaces, provision of space for public art mural(s), installation of permanent interactive public art, or other means of activating the frontages facing the Park Avenue Alley.</i></b></p>                      |
|  | <b>A4</b> | <b>Use Unifying Elements.</b> Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas. | Y | <ul style="list-style-type: none"> <li>The proposal includes a mix of street designs, including Kearney which will be designed to River District standards; NW Johnson which is designed as a special retail corridor with widened sidewalks, a cycle track, and alternate paving to reinforce the pedestrian character; NW Park will also be designed as a special curbless street with alternate paving and will accommodate a portion of the Green Loop. The middle section of Johnson Street rises to curb height to continue the sidewalk paving on either side through the street to provide traffic calming and give the sense of a plaza extending across the street. ROW standards reflecting the proposed street character were approved by City Council earlier this year. Deviations from the ROW standards would require a Design Review.</li> </ul> |

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|           |  |  |          | <ul style="list-style-type: none"> <li>The Green Loop running through the heart of the site will unify the USPS Broadway Corridor master plan area with other parts of the city also touched by the Green Loop.</li> </ul>   |
| <b>A5</b> | <b>Enhance, Embellish and Identify Areas.</b> 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. |  | <b>Y</b> | <ul style="list-style-type: none"> <li>The proposal enhances the local character of the area in the following ways: <ul style="list-style-type: none"> <li>By establishing the framework for development of this currently underutilized and impassible site;</li> <li>By providing connections east-west between Union Station and the Pearl District, including to neighborhood parks like Jamison Square and north-south connections between Chinatown and the Pearl District;</li> <li>By greeting the Broadway Bridge at the northeast corner of the site and welcoming pedestrians into the master plan area via the proposed Green Loop route; and</li> <li>By continuing and terminating the North Park Blocks, completing a linear spine that runs south to Portland State University.</li> </ul> </li> </ul> |
| <b>A6</b> | <b>Reuse / Rehabilitate / Restore Buildings.</b> Where practical, reuse, rehabilitate, and restore building and/or building elements.  |  | <b>Y</b> | <ul style="list-style-type: none"> <li>While the existing building does have some architectural merit, the federal government decided that this building no longer served its original federal function and it was sold to the City of Portland. Rather than rehabilitating the building for a new use, the City determined that this site would better meet several other noble goals including providing additional open space, and employment and housing opportunities for the city of Portland; therefore, determining rehabilitation and reuse was impractical.</li> </ul>   |

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|  | <b>A7</b> | <b>Establish and Maintain a Sense of Urban Enclosure.</b><br>Define public rights-of-way by creating and maintaining a sense of urban enclosure. | <b>Y</b><br><b>w/COA</b> | <ul style="list-style-type: none"><li>• As is noted above, the proposed plan includes deviations from the typical 200' x 200' block; in some ways these deviations require mitigation. One mitigation strategy is noted below.</li><li>• The distance between blocks 6 and 7 (40'), which combined with the heights allowed on those blocks (400'), have the potential to overwhelm the desired character of the pedestrian street below. At the first hearing, the Commission suggested 15' stepbacks on Block 6 &amp; 7 to ensure this alley will have a sense of human scale. The applicant has not shown any stepbacks or widening of the Park Avenue Alley but has proposed other methods to encourage activity and provide a human scale to this Alley; these include a specified location for public art within the Alley and a restriction against parking for a depth of 15' from the Alley on Block 6. However, a 15' restriction on parking could still allow less-active areas such as trash rooms and service rooms which would not ensure activation of the alley. Section 5 of the document repeatedly refers to the Park Avenue Alley as an opportunity for maker spaces (see pages 85 and 118). <b><i>To ensure this vision and to mitigate for the deviation from the typical Portland Block Structure, a condition of approval has been added that the building frontages at the Park Avenue Alley shall be designed in such a manner that fosters activity, creates a sense of human scale, and draws people to the open space; this can be accomplished by such means including, but not limited to: provision of leasable active space or small incubator spaces, provision of space for public art mural(s), installation of permanent</i></b></li></ul> |
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|  |           |   |                    | <p><b><i>interactive public art, or other means of activating the frontages facing the Park Avenue Alley.</i></b></p> <ul style="list-style-type: none"> <li>• The greatest deviation in the typical 200' x 200' pattern is proposed north of Johnson. Staff and the Commission previously noted concerns with block 9, which has a potential podium length of 607'-7". While there are no at-grade connections to be made at this block between Kearney and Johnson, the applicant now proposes a maximum podium height of 65', above which towers can rise to 400' with maximum widths of 250' and a required 40' distance between towers; the prior Master Plan proposal indicated a maximum podium height of 100' which the Commission believed was too tall. Staff believes that 65' is more appropriate height, particularly with regard to the podium's impact to the pedestrian realm. The applicant has noted two separate potential public art opportunities at the north side of Block 9; this could be a significant mural through RACC on the north side of the 65' podium or another form of art integrated or located on the western end of Block 9 and/or at the eastern gateway plaza.</li> <li>• The previously proposed minimum distance of 15' between the structure on block 2 and the western edge of block 5 has been increased to 25' as was suggested by the Commission. This revision alleviates prior concerns at this location.</li> </ul> |
|  | <b>A8</b> | <b>Contribute to a Vibrant Streetscape.</b> 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 | <b>Y<br/>w/COA</b> | <ul style="list-style-type: none"> <li>• Pages 44-45 of the packet (Exhibit C-1) show the proposed location of the Ground Floor Active Use (GFAU) standard to NW Johnson, and NW Park and 8<sup>th</sup> Avenues fronting the park (see</li> </ul>   |

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|    |  | <p>adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.</p> |   | <p>pages 13-15 of the staff report regarding the requested Adjustment). Concentrating required active uses along these frontages will ensure that these are vibrant public realm areas.</p> <ul style="list-style-type: none"> <li>• Page 44 indicates the locations of preferred primary entrances; however, page 45 indicates that the location of potential entries may lie anywhere along the indicated building face. This flexibility is generally appropriate; however, with regard to Block 9 which shows a primary entry at the north end of the Park Avenue Alley, the location of this entrance (or other appropriate treatment) should be required as an appropriate terminus to the Alley if Block 9 is built with a single shared podium. <b><i>As such, a condition of approval has been added that if Blocks 9a and 9b are built with a shared podium, the building frontage located at the terminus of the Park Avenue Alley shall be programmed with either a prominent main entry to the buildings, active retail, or a significant art piece.</i></b></li> </ul> |
| A9 |  | <p><b>Strengthen Gateways.</b> Develop and/or strengthen gateway locations.</p>   | Y | <ul style="list-style-type: none"> <li>• This site is not a specified gateway location per the 1988 Central City map. Nonetheless, as it is located at the intersection of two bridge ramps leading westbound travelers from the east side of the river into Downtown, it is an implied gateway. The proposed elevated plaza shown to meet the bridge ramp intersection will greet westbound travelers and draw them into the park at the heart of the site via the Green Loop. A potential public art opportunity location is also shown at this plaza.</li> <li>• Taller buildings at the north end of the site will mark the bridgehead.</li> </ul>   |

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| B1 | <p><b>Reinforce and Enhance the Pedestrian System.</b></p> <p>Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed.</p> <p>Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb.</p>  | Y          | <ul style="list-style-type: none"> <li>NW Johnson and Kearney Streets are both proposed to be future ROWs. NW Kearney shows 12' sidewalks including furnishing zones and curbs; NW Johnson shows a 16' and 20' sidewalks with furnishing zones and curb.</li> <li>NW Park Avenue will be a public right-of-way. In response to previous comments, the ROW Standards approved earlier this year allow greater flexibility on Park Avenue to allow for Street Seats which will help activate the ground level facing the Park at Blocks 1 and 4. As the park is not yet designed, it is unclear how the 15' easement area on the east will be designed and if it will include leasable frontage zone area; however this pedestrian zone allows for protected pedestrian space adjacent to these buildings and with direct views of the Park.</li> <li>The Green Loop will also provide a convenient pedestrian linkage between the bridge ramps and the southern end of the site. The minimum Green Loop path is 24' wide, as required by PBOT, to allow for pedestrians and wheeled vehicles.</li> </ul> |
| B2 | <p><b>Protect the Pedestrian.</b> 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.</p> | Y<br>w/COA | <ul style="list-style-type: none"> <li>Vehicular traffic is concentrated along NW Park, NW Johnson, and NW Kearney, and limited to dead-end driveways on Irving, with NW 8<sup>th</sup> and NW Park above Johnson limited to pedestrians. NW Park and NW Johnson have special design features such as alternate paving, to signal the emphasis on pedestrian and bicycle traffic. Curb extensions are used on Kearney, Johnson, and Park to further slow traffic.</li> <li>Parking garage and loading access points are concentrated on Kearney and Irving to limit</li> </ul>  |

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|  |                  |  |                 | <p>conflicts with larger trucks. However, Page 54 shows the location and number of vehicular entries and indicates 4 separate entries on Block 9 and one each on Blocks 7 and 8. Because Block 9 may be built with a single parking podium and because Blocks 7 &amp; 8 may be built with a shared podium, vehicular entries could be further limited. <b><i>As such, a condition of approval has been added in order to meet criterion #11, if Blocks 7 &amp; 8 and Blocks 9a &amp; 9b &amp; 9c are developed with shared podiums, reasonable efforts should be made to reduce the number of vehicle entry/exit points for each podium, unless PBOT determines that additional entry/exit access points are necessary; one additional loading access point is allowed for Block 9 to accommodate for USPS truck loading; also, if USPS ceases operation at Block 9, the loading bay(s) shall be converted to a more active use.</i></b></p> <ul style="list-style-type: none"> <li>No information on building lighting, signage, or mechanical equipment was provided as these details will be determined during future design reviews for each building. Technical information provided for the design of NW Park, Johnson, and Kearney show typical lighting standards in the ROWs.</li> </ul> |
|  | <p><b>B3</b></p> | <p><b>Bridge Pedestrian Obstacles.</b> Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.</p> | <p><b>y</b></p> | <ul style="list-style-type: none"> <li>NW Park and NW Johnson have special design features such as alternate paving, to signal the emphasis on pedestrian and bicycle traffic. Curb extensions are used on Kearney, Johnson, and Park to further slow traffic.</li> <li>The Green Loop at this location will be an elevated path descending from the intersection of the bridge ramps down to the park at</li> </ul>  |

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|  |           |  |   | approximately Irving street and will end (on this site) in a curb extension at NW Hoyt Street.   |
|  | <b>B4</b> | <b>Provide Stopping and Viewing Places.</b> Provide safe, comfortable places where people can stop, view, socialize, and rest. Ensure that these places do not conflict with other sidewalk uses.  | Y | <ul style="list-style-type: none"> <li>Approximately 20% of the site is designated as open space, as yet to be designed with regard to programming, landscaping, or seating. All of these spaces are subject to design review, at which time these elements will be considered in greater depth with specific designs. Likewise, future buildings may have elements in their design that allow them to meet this guideline in an as-yet-unknown way.</li> </ul>  |
|  | <b>B5</b> | <b>Make Plazas, Parks, and Open Space Successful.</b> 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. | Y | <ul style="list-style-type: none"> <li>Building elements such as windows and balconies will be addressed on a building-by-building basis in future design reviews.</li> <li>Pages 44-45 show the location of primary entries. These are concentrated along the park frontages, the elevated Green Loop, and NW Johnson Street, which is an enhanced retail street. Potential public art opportunities are noted throughout the site including within the Park, at either end of Johnson, in the Park Avenue Alley, at the elevated plaza at the bridge maps, and as mitigation for the length of Block 9. Specific water features can be proposed during the design reviews for individual buildings and will be in addition to the stormwater planters proposed as part of the Public Works Permits for the street development.</li> <li>Because no below-grade parking is intended to be provided, all parking will be above grade and thus could impact the edges of buildings; this is particularly concerning on frontages overlooking the park and other open areas, including publicly-accessible sidewalks. The previous plan</li> </ul> |

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|  |  |  | <p>did not show the locations of parking, as was a required element of the Master Plan. This information is provided on pages 54-55 of the current proposal which show areas where parking is explicitly limited along building frontages. These areas include the ground levels up to 20' vertically for a depth of 25' along the Park and along Johnson, and for a depth of 15' along Kearney, Station Way, the west side of the Park Avenue Alley, and the northern two blocks along NW 9<sup>th</sup>. Above 20', up to 50', parking is limited facing the Park on block 2, 3, 4, and 5. While this implies that parking could be provided at the building edges up to the maximum heights in many locations, such a design would not be approvable. While no parking above grade is always the preferred option, the site has environmental challenges which make this inevitable. The applicant has shown that the most important frontages – the Park and Johnson cannot locate parking at the building edge which will provide greater assurance that these frontages will help foster activation. Staff notes that each future building will be subject to the zoning code in place, which currently requires at least 40% of frontages to be active uses where the more extensive Ground Floor Active Use standard does not apply. The design guidelines requiring a positive pedestrian realm also apply. Therefore, staff notes that in a Central City environment, such as along 9<sup>th</sup> Avenue, Hoyt Street, Broadway, or Kearney Street, parking at the frontages is neither supportable nor appropriate at street frontages and vehicle areas at the ground level should be limited to entry/exit and loading bays. The extent of above-grade parking will again have to</p> |
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|  |           |  |     | be considered in future design reviews. For those areas where parking is allowed at the frontages above 20', creative architecture will be required to ensure that these portions of the exterior walls are of quality design. One form of mitigation could be public art murals as is suggested by the public art opportunity at Block 9.   |
|  | <b>B6</b> | <b>Develop Weather Protection.</b> 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 | <ul style="list-style-type: none"> <li>Because no specific buildings are currently proposed, integrated weather protection will be addressed in future design reviews as the master plan is not intended to address that level of detail per 33.510.255.A <i>Purpose</i>.</li> </ul>   |
|  | <b>B7</b> | <b>Integrate Barrier-Free Design.</b> Integrate access systems for all people with the building's overall design concept.  | N/A | <ul style="list-style-type: none"> <li>Because no specific buildings are currently proposed, integrated barrier-free access will be addressed on a building-by-building basis in future design reviews.</li> </ul>   |
|  | <b>C1</b> | <b>Enhance View Opportunities.</b> 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. | Y   | <ul style="list-style-type: none"> <li>Building elements such as windows, balconies, and building façades will be addressed on a building-by-building basis in future design reviews.</li> <li>Primary entrances are shown to be located facing the central park, the elevated Green Loop, and NW Johnson Street, which is an enhanced retail street.</li> <li>While not a designated scenic view corridor, NW Johnson Street is designed to be 80' wide to provide expansive views of the Union Station clock tower. Buildings on the north side of Johnson will be required to have a 15' setback above 50' to further enhance these views.</li> <li>Staff and the Commission previously noted concerns that the proposed standards for Block</li> </ul> |

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|  |  |  | <p>9 which indicate a maximum length for the towers of 250', could block views toward the river up Park and 8<sup>th</sup> Avenues. The applicant has noted that views toward the river up these Avenues are already blocked by existing development including a 14-story building north of Lovejoy and two 10-story buildings north of Naito. As the City continues to grow, additional towers will be constructed between existing towers and the river, potentially blocking existing views to the river and the mountains beyond. The proposed footprints generally maintain the city's established block pattern, with the exception of Block 9 which abuts unique challenges, namely the Lovejoy ramp, and faces a building longer than 200' across Lovejoy. The Master Plan establishes the minimum and maximum limits of future buildings but does not articulate the design of specific buildings which will be addressed in subsequent design reviews. As such, there will be additional opportunities to address appropriate lines of sight on this particular block with the design of the future buildings. It is further noted that sky views down Park Avenue and 8<sup>th</sup> Avenue are not specifically identified view corridors in need of protection.</p> <ul style="list-style-type: none"><li>• Pages 82 and 83 of the Master Plan denote Block 7 as a significant terminus to the Park Blocks which extend all the way to the Portland State University campus 1.5 miles south. As the Plan states, "Parcel 7 serves a vital role in defining and terminating the view from the park, and should be designed with a sense of permanence and quality expressive of the likely role this site will play as a landmark within the city." In this</li></ul> |
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|  |           |   |     | way, Block 7 has the ability to provide enhanced views to the Park and to provide enhanced views from the Park.  |
|  | <b>C2</b> | <b>Promote Quality and Permanence in Development.</b><br>Use design principles and building materials that promote quality and permanence.  | N/A | <ul style="list-style-type: none"> <li>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.</li> </ul>   |
|  | <b>C3</b> | <b>Respect Architectural Integrity.</b> 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 | <ul style="list-style-type: none"> <li>No alterations are proposed to individual buildings as part of this master plan review.</li> </ul>  |
|  | <b>C4</b> | <b>Complement the Context of Existing Buildings.</b><br>Complement the context of existing buildings by using and adding to the local design vocabulary.  | N/A | <ul style="list-style-type: none"> <li>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.</li> </ul>   |
|  | <b>C5</b> | <b>Design for Coherency.</b> 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 | <ul style="list-style-type: none"> <li>Because no specific buildings are currently proposed, coherency of design elements will be addressed on a building-by-building basis in future design reviews.</li> </ul>   |
|  | <b>C6</b> | <b>Develop Transitions Between Buildings and Public Spaces.</b> 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. | Y   | <ul style="list-style-type: none"> <li>NW Johnson and Kearney Streets are both proposed to be future ROWs. NW Kearney shows 12' sidewalks including furnishing zones and curbs; NW Johnson shows a 16' and 20' sidewalks with furnishing zones and curb. Johnson is designed specifically to enhance the pedestrian environment by providing more space than is typically provided for pedestrian movement and spillover space.</li> <li>NW Park Avenue will be a public right-of-way. In</li> </ul> |

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|  |                  |  |          | <p>response to previous comments, the ROW Standards approved earlier this year allow greater flexibility on Park Avenue to allow for Street Seats which will help activate the ground level facing the Park at Blocks 1 and 4.</p> <ul style="list-style-type: none"> <li>As the park is not yet designed, it is unclear how the 15' easement area on the east will be designed and if it will include leasable frontage zone area; however, this pedestrian zone allows for protected pedestrian space adjacent to these buildings and with direct views of the Park.</li> </ul>  |
|  | <p><b>C7</b></p> | <p><b>Design Corners that Build Active Intersections.</b> 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.</p> | <p>Y</p> | <ul style="list-style-type: none"> <li>Many of the specific design elements noted in this guideline such as changes in façade planes, large windows, awnings, canopies, marquees, and signs will be addressed on a building-by-building basis in future design reviews.</li> <li>However, primary entrances (those that lead to upper floor uses), which are required to be shown as part of the master plan are generally located in the center of the blocks. Secondary entrances, such as those for individual retail spaces can be located generally anywhere else on each block, including at the corners. Blocks 9 and 8 include angled building footprints which will allow the opportunity for interesting and active building corners.</li> <li>The master plan shows the minimum and maximum heights for each block. Minimum height for each block is 100' with the exception of block 2 which has no minimum and block 9c which has a relatively small footprint and includes the bridge ramp plaza. Maximum heights range from 50' at block 2, between 125' and 230' on block 1, 250' on blocks 3-5, and up</li> </ul> |

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|            |   |  |            | to 400' on blocks 6-9. While the massing diagram on page 24 appears to show many buildings at the same height, this diagram represents the minimum and maximums and the actual building heights will vary within these ranges.   |
| <b>C8</b>  | <b>Differentiate the Sidewalk-Level of Buildings.</b><br>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        | <ul style="list-style-type: none"> <li>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.</li> </ul>   |
| <b>C9</b>  | <b>Develop Flexible Sidewalk-Level Spaces.</b> Develop flexible spaces at the sidewalk level of buildings to accommodate a variety of active uses.  |  | Y          | <ul style="list-style-type: none"> <li>The requirement for Ground Floor Active Uses along NW Johnson and the park frontages ensures that this guideline is met on substantial portions of the site. The remainder of the site not shown to require this standard will be subject to the Ground Floor Windows standard which will also help to ensure activation of other frontages within the master plan area.</li> <li>Because no specific buildings are currently proposed, the design of flexible sidewalk level spaces will be addressed on a building-by-building basis in future design reviews.</li> </ul> |
| <b>C10</b> | <b>Integrate Encroachments.</b> Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent. |  | Y<br>w/COA | <ul style="list-style-type: none"> <li>The specific design of the Green Loop will be addressed in a future design review.</li> <li>The Green Loop is proposed to be elevated north of Johnson and requires bridging NW Kearney and NW Johnson Streets. The applicant indicates that "design of the Green Loop will be a future city-led process, which will determine the specific Green Loop location and improvements." The general location of the Green Loop is established in this plan; however,</li> </ul>  |

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|            |   |     |  | <p>the design is yet to be determined. While portions of the Green Loop will be subject to the Pearl District ROW Standards, this does not include the vertical elements of the Green Loop, some of which are to be located on bridges, podiums, buildings, and potentially on an inclined grade. Because these vertical elements have the significant potential to impact the pedestrian realm, a condition has been added which will allow Design Commission review of the structured elements of the Green Loop, specifically those portions built on bridges, podiums, building, and any walls used to support the Green Loop. <b>Therefore, a condition of approval has been added requiring the structured elements of the Green Loop shall be subject to a Type III Design Review in order to ensure their compliance with 33.510.255.K, the approved master plan, and the applicable Central City Plan District design guidelines.</b></p> |
| <b>C11</b> | <b>Integrate Roofs and Use Rooftops.</b> 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 | <ul style="list-style-type: none"> <li>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.</li> </ul>         |  |
| <b>C12</b> | <b>Integrate Exterior Lighting.</b> 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 | <ul style="list-style-type: none"> <li>Because no specific buildings 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.</li> </ul> |  |
| <b>C13</b> | <b>Integrate Signs.</b> Integrate signs and their associated  |     | <ul style="list-style-type: none"> <li>Because no specific buildings are currently</li> </ul>  |  |

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|   |  | 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      | proposed, the design of each future building's signage will be addressed on a building-by-building basis in future design reviews.   |
| <b>River District Design Guidelines</b> |  |  |          |  |
| <b>A1-1</b>                             | <b>Link the river to the community.</b> Link the Willamette River to the community reinforcing the river's significance.   |  | <u>Y</u> | <ul style="list-style-type: none"> <li>While not located adjacent to the Willamette River, the applicant has shown how improved connections through the site, particularly via NW Johnson Street and up NW 9<sup>th</sup> Avenue, will provide greater connectivity to the River (see pages 76-77). East-west views toward the river are also preserved due to the proposed street layout, which continues the street pattern to the west of the site.</li> </ul>  |
| <b>A3-1</b>                             | <b>Provide convenient pedestrian linkages.</b> Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods. |  | Y        | <ul style="list-style-type: none"> <li>While not located adjacent to the Willamette River, the applicant has shown how improved connections through the site, particularly via NW Johnson Street and up NW 9<sup>th</sup> Avenue, will provide greater connectivity to the River (see pages 76-77).</li> <li>Development of the USPS site, as proposed in the master plan, will significantly improve pedestrian connections in the neighborhood across a 14-acre area that has to-date closed to through access. East-west connections will be improved by providing new streets along Kearney and Johnson as well as pedestrian crossings via Irving. The north-south connection will also be improved with the Green Loop and the extension of NW Park Avenue and the park blocks.</li> </ul> |
| <b>A5-1</b>                             | <b>Reinforce Special Areas.</b> Reinforce the identity of the Pearl District Neighborhood. Reinforce the identity of the North Park Blocks. Reinforce the identity of  |  | Y        | <ul style="list-style-type: none"> <li>The Pearl District is commonly known as an arts district due to the prevalence of art galleries and First Thursday events. Page 44 of the Master</li> </ul>   |

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|  |             | Chinatown. Reinforce the identity of the Union Station Area. Reinforce the identity of the Waterfront Area with design solutions that contribute to the character of the waterfront and acknowledge its heritage. |     | <p>Plan, denotes locations for potential public art opportunities, including in the Park Avenue Alley which was previously referenced as the Park Avenue Art Alley. Art is also noted to potentially be located at the park, at either end of Johnson, at the elevated bridge ramp plaza and at the north side of block 9.</p> <ul style="list-style-type: none"> <li>• The proposal reinforces the identity of the North Park Blocks by continuing the park blocks up through the center of the site and serving as the terminus for the entire stretch of the Park Blocks from Portland State University.</li> <li>• The proposal reinforces the identity of the Union Station Area by establishing Johnson as a wide street intended to highlight views toward the Union station clock tower. In addition, NW Johnson is intended to be a pedestrian-oriented retail street, generally aligned with the main entry to the station, and will greet people arriving to the city by train.</li> <li>• The site is not located in Chinatown or along the Waterfront.</li> </ul> |
|  | <b>A5-2</b> | <b>Emphasize NW Broadway's Bright Lights.</b> Emphasize NW Broadway's bright lights. *This guideline is to be applied to projects on sites located adjacent to or within 100 feet of Broadway.                    | N/A | <ul style="list-style-type: none"> <li>• Because no specific buildings are currently proposed, the design of each future building's lighting and signage will be addressed on a building-by-building basis in future design reviews.</li> </ul>  |
|  | <b>A5-3</b> | <b>Incorporate water features.</b> Incorporate water features or water design themes that enhance the quality, character, and image of the River District.  | Y   | <ul style="list-style-type: none"> <li>• While this guideline will be primarily addressed on a building-by-building basis in future design reviews, the master plan does include areas of stormwater management to ensure proper drainage of the proposed streets.</li> </ul>  |
|  | <b>A5-4</b> | <b>Integrate works of art.</b> Integrate works of art or other  |     | <ul style="list-style-type: none"> <li>• Page 44 of the Master Plan, denotes locations</li> </ul>  |

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|      |  | special design features that increase the public enjoyment of the District.  | Y          | for potential public art opportunities, including in the Park Avenue Alley which was previously referenced as the Park Avenue Art Alley. Art is also noted to potentially be located at the park, at either end of Johnson, at the elevated bridge ramp plaza and at the north side of block 9.   |
| A8-1 |  | <b>Design fences, walls, and gateways to be seen over.</b><br>Design fences, walls and gateways located between a building and the sidewalk to be seen over to allow social interaction. | N/A        | <ul style="list-style-type: none"> <li>Because no specific buildings are currently proposed, the design of each future building's fencing (if proposed) will be addressed on a building-by-building basis in future design reviews.</li> </ul>  |
| A9-1 |  | <b>Provide a distinct sense of entry and exit.</b> When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.    | Y          | <ul style="list-style-type: none"> <li>This site is not a specified gateway location per the 1988 Central City map. Nonetheless, as it is located at the intersection of two bridge ramps leading westbound travelers from the east side of the river into Downtown, it is an implied gateway. The proposed elevated plaza shown to meet the bridge ramp intersection will greet westbound travelers and draw them into the park at the heart of the site via the Green Loop. The plaza is also noted as a potential public art opportunity location.</li> <li>Taller buildings at the north end of the site will mark the bridgehead.</li> </ul> |
| B1-1 |  | <b>Provide human scale to buildings along walkways.</b><br>Provide human scale and interest along sidewalks and walkways.  | Y<br>w/COA | <ul style="list-style-type: none"> <li>Staff and the Commission previously noted concerns with block 9, which has a potential podium length of 607'-7". While there are no at-grade connections to be made at this block between Kearney and Johnson, the applicant now proposes a maximum podium height of 65', above which towers can rise to 400' with maximum widths of 250' and a required 40' distance between towers; the prior Master Plan proposal indicated a maximum podium height of</li> </ul>   |

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|  |  |  | <p>100' which the Commission believed was too tall. Staff believes that 65' is more appropriate height, particularly with regard to the podium's impact to the pedestrian realm.</p> <ul style="list-style-type: none"><li>• Lastly, staff and the Commission had previously noted serious concerns about the proposed 40' width between blocks 6 and 7 without any required stepbacks, as each of these buildings have a maximum height of 400'. Precedent images are shown on pages 74-75 indicating the desired character of this pedestrian street however, the buildings in the images shown are of a substantially different scale. At the prior hearing, the Commission suggested 15' stepbacks on Block 6 &amp; 7 to ensure this alley will have a sense of human scale. The applicant has not shown any stepbacks or widening of the Park Avenue Alley but has proposed other methods to encourage activity and provide a human scale to this Alley; these include a specified location for public art within the Alley and a restriction against parking for a depth of 15' from the Alley on Block 6. However, a 15' restriction on parking could still allow less-active areas such as trash rooms and service rooms which would not ensure activation of the alley. Section 5 of the document repeatedly refers to the Park Avenue Alley as an opportunity for maker spaces (see pages 85 and 118). <b><i>To ensure this vision and to mitigate for the deviation from the typical Portland Block Structure, a condition of approval has been added that the building frontages at the Park Avenue Alley shall be designed in such a manner that fosters activity, creates a sense of human scale, and draws people to the open space; this can be</i></b></li></ul> |
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|  |             |   |            | <p><i>accomplished by such means including, but not limited to: provision of leasable active space or small incubator spaces, provision of space for public art mural(s), installation of permanent interactive public art, or other means of activating the frontages facing the Park Avenue Alley.</i></p>  |
|  | <b>B5-1</b> | <p><b>Recognize the roles of the Tanner Creek Parks.</b> Strengthen and enhance the Tanner Creek Parks as both a neighborhood park system and an extension of the North Park Blocks.</p>  | <b>Y</b>   | <ul style="list-style-type: none"> <li>• The proposal will provide enhanced connections to the Tanner Creek Parks by providing additional north-south and east-west connections through the site that will ease access to Jamison Square and the parks north, particularly with the extension of the North Park Blocks.</li> <li>• While not-yet-designed, the proposed park could make explicit reference to Tanner Creek as historically a creek ran along the southern edge of the site.</li> </ul>  |
|  | <b>B5-2</b> | <p><b>Strengthen the significance of the Classical Chinese Garden.</b> This guideline is to be applied to projects on sites located adjacent to or within 200 feet of the garden and visible from the garden within 400 feet.</p> | <b>N/A</b> | <ul style="list-style-type: none"> <li>• The site is more than 400' from the Chinese Classical Garden.</li> </ul>   |
|  | <b>C1-1</b> | <p><b>Increase river view opportunities.</b> Increase river view opportunities to emphasize the River District ambiance.</p>  | <b>Y</b>   | <ul style="list-style-type: none"> <li>• The proposed footprints generally maintain the city's established block pattern, with the exception of Block 9 which abuts unique challenges, namely the Lovejoy ramp, and faces a building longer than 200' across Lovejoy. Staff previously noted concerns that the proposed standards for Block 9 which indicate a maximum length for the towers of 250', could block views toward the river up Park and 8<sup>th</sup> Avenues. The applicant has noted that views toward the river up these Avenues are already blocked by existing development including a 14-story</li> </ul> |

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|          |  |  |     | <p>building north of Lovejoy and two 10-story buildings north of Naito. As the City continues to grow, additional towers will be constructed between existing towers and the river, potentially blocking existing views to the river and the mountains beyond. The Master Plan establishes the minimum and maximum limits of future buildings but does not articulate the design of specific buildings which will be addressed in subsequent design reviews. As such, there will be additional opportunities to address appropriate lines of sight on this particular block with the design of the future buildings.</p> |
|          | <b>C3-1</b>  | <b>Integrate parking.</b> Design parking garage exteriors to visually integrate with their surroundings.   | N/A | <ul style="list-style-type: none"> <li>Because no specific buildings are currently proposed, the design of each future building's garage exterior will be addressed on a building-by-building basis in future design reviews.</li> </ul>   |
|          | <b>C9-1</b>  | <b>Reduce the impact of residential unit garages on pedestrians.</b> Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets. | Y   | <ul style="list-style-type: none"> <li>Due to the scale of the proposed development, garage access is concentrated generally into single points of access for all users, thus there will not be any garages serving individual residential units. These shared garages are limited to only NW Irving and NW Kearney Streets.</li> </ul>  |
| <b>3</b> | Development on lots with river frontage incorporates elements that activate the riverfront, such as open areas, trails, accessways, and active land uses that encourage public use and enjoyment of the riverfront.            |  | N/A | This site does not have river frontage.  |
| <b>4</b> | The proposed uses will not have significant adverse effects on industrial firms or result in conflicts with industrial activities located within the plan boundary or within 500 feet of the plan boundary.                    |  | N/A | No industrial firms or activities are within 500 feet.   |
| <b>5</b> | 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 |  | Y   |  |

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|    | 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.   |            | See pages 8-9 of the staff report.                    |
| 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.  | N/A        | See page 9 of the staff report.                       |
| 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.  | Y<br>w/COA | See pages 9-12 of the staff report.                   |
| 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. | Y<br>w/COA | See <u>pages 4-5</u> and page 12 of the staff report. |
| 9  | The proposed street plan must provide multi-modal street connections to support the surrounding street grid pattern.  | Y          | See pages 12-13 of the staff report.                  |
| 10 | The plan ensures that there will be adequate and timely infrastructure capacity for the proposed development.   | Y<br>w/COA | See pages 4-6 and page 13 of the staff report.        |
| 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.   | Y<br>w/COA | See pages 13-14 of the staff report.                  |
| 12 | The proposal will not have a significant adverse effect on truck and freight movement.  | N/A        | Not applicable on this site (OMSI only).              |

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| <b>13</b> | City-designated scenic resources are preserved.   | <b>N/A</b> | Not applicable on this site (OMSI only). |
| <b>14</b> | Proposed residential uses are buffered from potential nuisance impacts from uses allowed by right in the zone.  | <b>N/A</b> | Not applicable on this site (OMSI only). |
| <b>15</b> | The master plan includes a design, landscape, and transportation plan that will limit conflicts between residential, employment, and industrial uses. | <b>N/A</b> | Not applicable on this site (OMSI only). |