

OMSI & Clinton Station Area Profiles

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I. Introduction

Planning Process

The Portland to Milwaukie light rail alignment is under construction and will open in 2015. During the summer of 2013, the City of Portland will begin the Inner SE Station Area Planning effort, which will update the vision and long-range plan for the areas around the four new close-in SE Portland light rail stations at OMSI, Clinton, Rhine and Holgate. During this first phase of planning, a series of working group meetings and other public events will be held over the summer to gather community input on the future character of these station areas. During the second phase, starting in the fall, ideas will be refined to create a preferred concept and specific recommendations for implementation.

The OMSI and Clinton Stations are located within the Central City Plan boundary and therefore ideas for those stations developed over the summer will be considered as part of the SE Quadrant Plan, along with the rest of the Central Eastside District of the Central City. Ideas generated for the Rhine and Holgate station areas will be further refined through a process focused on the Brooklyn station areas. Recommendations will be set forth in a Brooklyn Station Areas Plan and forwarded to the City's Comprehensive Plan Update process for implementation.

Purpose of this Document

This document provides background information about the OMSI and Clinton station areas. It is intended to give participants in the station area planning process a common understanding of existing conditions and past planning efforts that may inform this process. A separate "Rhine & Holgate Station Area Profiles" document is also available.

The station area planning effort will focus most heavily on areas within ¼ mile of the light rail stations because of their strong relationship to and potential to be affected by the station. A larger influence area of a ½ mile is also included in order to consider broader relationships between the stations and adjacent neighborhoods, employers and institutions. Most of the existing conditions information presented in this document is for areas within the broader ½ mile radius.



Overview of the Station Areas

Located at the south end of the Central Eastside Industrial District, these stations are in the midst of an industrial area largely characterized by warehouse, distribution and manufacturing uses.

OMSI Station

The OMSI Station will be the first station on the east end of the new bridge crossing the Willamette River. It will be located one block north of SE Caruthers Street near SE Water Avenue. The OMSI station

is also served by the new segment of the Portland Streetcar that runs through the Central Eastside. The Streetcar currently terminates near OMSI, but will become a loop system with the opening of the new bridge.

In addition to industrial uses in the vicinity of the OMSI station, the area includes a number of existing institutional uses that have a regional draw. Nearby uses include OMSI, Portland Opera offices and practice space and the Oregon Rail Heritage Foundation (ORHF). Both the OMSI and Opera properties have room for additional development. The Portland Community College (PCC) CLIMB Center is also located north of the station within a ¼ mile. These uses, and their connection to the rest of the Central Eastside Industrial District, have been identified as part of an “Innovation Quadrant” which is comprised of the Central City’s education and research institutions and also includes PSU and OHSU (South Waterfront and Marquam Hill).



Clinton Station

The Clinton Station will be located on SE Gideon Street, just east of SE 12th Avenue. The new light rail alignment will run alongside the Union Pacific (UP) rail line that transects the area. Existing development immediately surrounding the station is industrial in nature. There are also some large vacant or partially vacant sites, such as the NW Natural site, that are possible redevelopment opportunities. Further beyond the station to the east are the Ladd’s Addition and Clinton residential areas, as well as a growing commercial node at SE Division and 11/12th. Due to the UP rail line and high traffic volumes on 11/12th, access to the Clinton Station from the nearby residential and commercial areas will be challenging. Pedestrian and bicycle improvements, including a new multi-use path connecting to the Clinton bikeway, will occur with the light rail project to help with this situation.

The OMSI and Clinton stations will be accessible from Portland’s Westside via the new light rail bridge, as well as from adjacent residential neighborhoods in SE Portland. Their close-in location along with significant redevelopment potential and large block pattern suggest that opportunities may exist to greatly increase the density of employment uses and jobs within walking distance of light rail.

Questions to consider for the OMSI and Clinton station areas:

- What opportunities exist related to the “Innovation Quadrant” and the new bridge connection between the Central Eastside and the education and research institutions on the Westside of the river?
- What range of uses and intensity of development should be considered in these predominantly industrial station areas?
- How can connections between adjacent residential neighborhoods and business districts to light rail transit be improved?

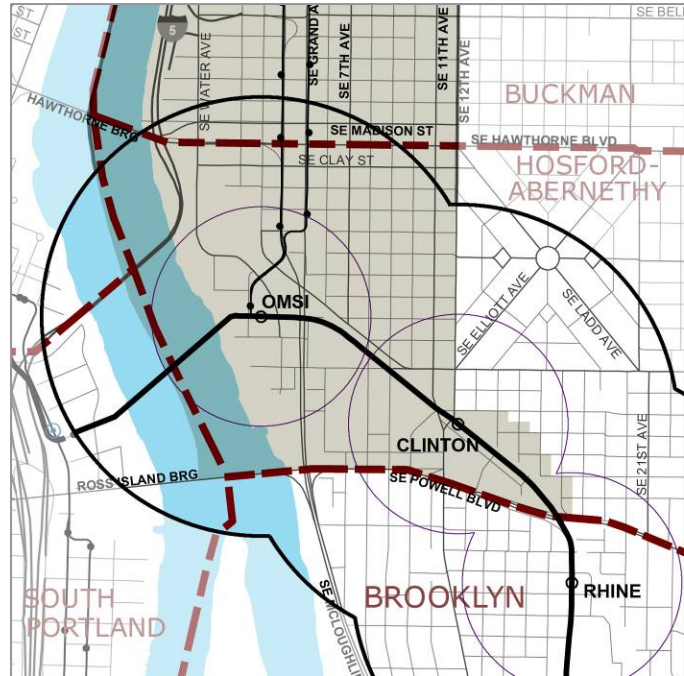
II. Existing Conditions

NOTE: Unless otherwise specified, the “station area” refers to the area within a ½ mile radius of the station.

A. PEOPLE

The future OMSI and Clinton station areas are home to 930 people and 4,220 people, respectively.¹ The residential areas include parts of Hosford-Abernethy (Ladd’s Addition and Clinton areas) and the Brooklyn Neighborhood.

Compared to SE Portland as a whole, the population in this area is somewhat less diverse, with larger percentages of Whites corresponding with lower percentages of Blacks, Asians and Hispanics.



MAP 1. OMSI and Clinton Station Areas

Residents in both station areas are slightly younger than the average SE Portland resident and slightly more educated. However, the median household income for both areas is less than that of SE Portland as a whole, and the percentages of owner occupancy are also lower.

TABLE 1. Station Area Demographics

	OMSI Station	Clinton Station	SE Portland
Population	930	4,220	150,510
Race*			
White	87%	88%	82%
Black	2%	1%	3%
American Indian	2%	1%	1%
Asian	5%	4%	7%
Hispanic	5%	4%	7%
Median Age	34	34	36
Education – bachelor’s degree or higher	52%	49%	44%
Housing Units	440	2,100	69,900
Median Household Income	\$40,000	\$40,600	\$46,300
Owner Occupied	38%	42%	53%

* Percentages may not sum to 100% due to rounding and an omitted “Other” category.

Source: Census 2010, ACS Population estimates 2009

Community

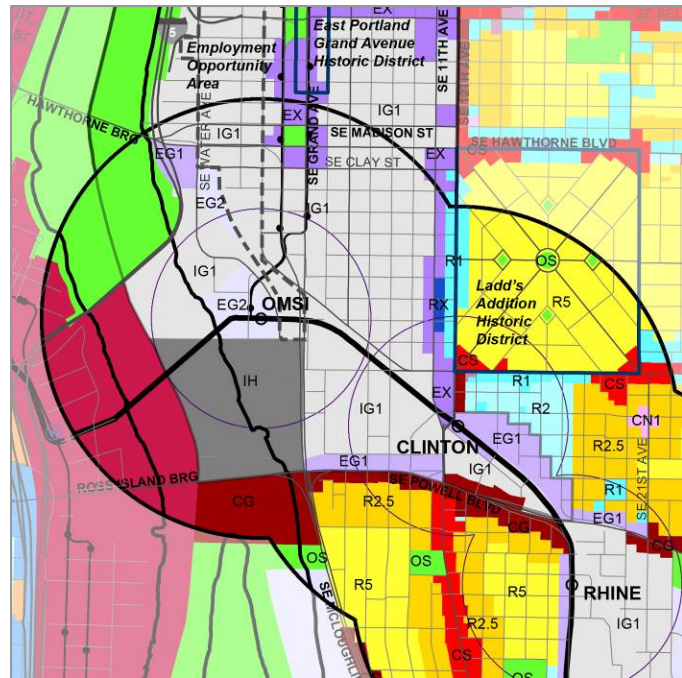
Hosford-Abernethy Neighborhood Development (HAND) represents most of the OMSI and Clinton station areas. Select community and social services include the Willamette Riverkeeper, Division/Clinton Business Association, the Genealogical Forum of Oregon, and the Independent Publishing Resource Center. Select community amenities and attractors include: OMSI, the Portland Streetcar, Portland Opera, Oregon Rail Heritage Center, Willamette Greenway Trail, Abernethy Elementary School, Portland Community College CLIMB Center, and the Clinton Community Garden.

¹ Residents living in the zone of overlap between the two station areas are included in both sets of data; therefore the numbers are not additive. The total number of people living in both areas combined is 4,260.

B. EXISTING ZONING

The immediate areas around the OMSI and Clinton Stations are within industrial and employment zones. As you move farther from the station, there is also a significant amount of residential zoning within ½ mile of the Clinton Station.

The industrial zoned areas with the OMSI and Clinton Station Areas fall within the general industrial (IG1) and heavy industrial zones, which provide land for most types of industrial uses including warehousing and freight movement, wholesale sales, industrial service, and manufacturing. These zones implement the industrial sanctuary policies of the City's Comprehensive Plan. The primary purpose of the industrial sanctuary policy is to "encourage the growth of industrial activities in the city by preserving land primarily for manufacturing purposes". The fundamental notion underlying this policy is to provide for economic diversity and growth and ensure a range of employment opportunities by reserving strategically located portions of the city first and foremost for industrial land uses.



MAP 2. OMSI and Clinton Station Area Zoning

Employment zoning also occupies a significant amount of land, particularly in the OMSI Station Area. Most of the employment zoned land falls within the general employment (EG1 and EG2) zones. The general employment zones allow a wide range of uses including industrial and industrial-related uses and some amount of office and retail use. Residential uses are allowed only under limited circumstances. Both station areas also have some Central Employment (EX) zoning, which is a mixed use zone intended for areas in the center of the City that have an industrial character. The EX zone is one of the City's most flexible zones, allowing a wide range of industrial, office, retail and residential uses.

OMSI Station Area

The predominant zoning within ½ mile of the OMSI Station is industrial, which comprises 69 percent of the land area and a total of 141 acres. The OMSI Station Area also contains 33 acres of employment zoned land, which makes up 16 percent of the total area. General employment zoning is most common with 21 acres. There are also close to 12 acres of EX mixed use zoning within a ½ mile of the station, located on the MLK/Grand and 11th/12th corridors. It is worth noting that several of the parcels that are currently zoned industrial near OMSI have a Comprehensive Plan designation of mixed employment. This means the zoning of those parcels could be changed from industrial to employment, allowing a broader range of commercial uses.

Together, the industrial and employment zoning covers 85 percent of the OMSI Station Area. The remaining land in the area includes some single-dwelling and multi-dwelling residential zoning (11%), a small amount of commercial (3%) and open space (2%) zoning.

A small portion of the land within the OMSI station area is in the Central City Plan District’s Employment Opportunity Subarea (EOS). The EOS allows a greater, but still limited, amount of retail, office and industrial office use than is allowed in the industrial zones outside of the subarea. The provisions of the EOS expand opportunities for small manufacturing and creative-service types of uses that thrive in low-cost converted warehouse space in the Central Eastside Industrial District. These growing tenant markets rely on proximity to each other and downtown, low rents, and the Central Eastside’s unique industrial setting.

Clinton Station Area

The predominant zoning within ½ mile of the Clinton Station is residential. Approximately 156 acres, which makes up 50 percent of the land area, are zoned for residential use. The bulk of the residential zoning (132 acres) is single-dwellings located in the Ladd’s Addition and Brooklyn neighborhoods. A smaller amount of multi-dwelling residential (25 acres) is located within a closer proximity to the Clinton Light Rail Station itself.

Industrial and employment zoning are also significant in the Clinton Station Area, covering 40 percent of the land (125 acres), including all of the land directly abutting the station itself.

The remaining land in the Clinton Station Area includes 28 acres (9%) of commercial zoning (primarily along SE Division, SE Powell, and SE Milwaukie), and 5 acres (2%) of open space zoning, capturing the rose garden in Ladd’s Addition and parks within the Brooklyn neighborhood.

TABLE 2. OMSI and Clinton Station Area Zoning Summary*

Zone	OMSI Station Area		Clinton Station Area	
	Acres	% of Total	Acres	% of Total
Industrial				
IG1	122.5	59%	79.6	25%
IH	18.6	9%	17.6	6%
Subtotal	141.1	68%	97.2	31%
Employment				
EG1	8.1	4%	16.2	5%
EG2	13.4	6%	5.2	2%
EX	11.6	6%	6.9	2%
Subtotal	33.1	16%	28.3	9%
Residential: Single-family				
R2.5	6.7	3%	52.4	17%
R5	8.3	4%	79.4	25%
Subtotal	15	7%	131.8	42%
Residential: Multifamily				
R1	6	3%	12.3	4%
R2	.4	<1%	11.4	4%
RX	1.1	1%	1.1	<1%
Subtotal	7.5	4%	24.8	8%
Commercial				
CG	6.3	3%	14	4%
CM	.1	<1%	.1	<1%
CN1	--	--	1	<1%
CS	.7	<1%	12.4	4%
Subtotal	7.1	3%	27.5	9%
Open Space				
OS	4	2%	5.4	2%
TOTAL AREA	207.8	100%	315	100%

* Land in the zone of overlap between the station areas is included in both sets of data; therefore the numbers are not additive. Percentages may not sum to 100% due to rounding.

Source: Portland Bureau of Planning and Sustainability, 2013

C. LAND USE & DEVELOPMENT

General Land Use Pattern

Consistent with the zoning pattern, the immediate station areas are occupied with a predominance of industrial and employment land uses. Notably, the OMSI station area is also home to a number of institutional uses. Within close proximity of the Clinton Station, industrial uses begin to transition to a mix of commercial, multi-family and single family uses within portions of the Hosford-Abernathy (HAND) and Brooklyn neighborhoods.

OMSI Station

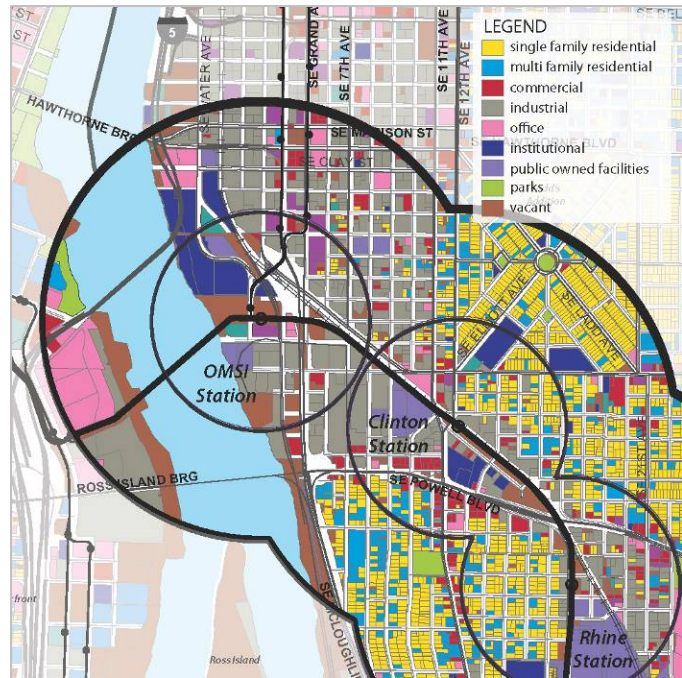
The area immediately around the OMSI Station contains a mix of institutional/visitor attractor uses such as OMSI, the Oregon Rail Heritage Center, Portland Opera, PCC CLIMB Center, and Portland Spirit, as well as more industrial manufacturing uses such as McCoy Millwork, Gamblin Artist Colors and Sustainable Northwest Wood. Although the area to the south of the station is zoned for heavy industrial uses (IH), a batch plant operated by Ross Island Sand and Gravel is the only true heavy industrial use in this area.

Predominant land uses within a ¼ mile of the station are industrial, which make up 34 percent of the land area. Institutional uses, which include OMSI and PCC, are also significant at 16 percent of the land area. Notably, 27 percent of the land area is vacant, which suggests there may be a significant amount of development potential in the area, particularly on sites owned by OMSI and Portland Opera located to the north and south of the station platform. There are also a number of large surface parking lots associated with OMSI, PCC, and the Holman building that potentially could be redeveloped in the future.

Clinton Station

The immediate Clinton station is located is somewhat of an island framed by the Union Pacific and MAX rail alignments to the north/northeast, Powell Boulevard to the south, and Milwaukie Avenue to the west. The lands immediately adjacent to the station itself contain the logistics facility for the Portland Fire Bureau, Stacy and Witbeck's light rail construction staging facility, and a few small parcels with small one story employment uses. TriMet owns a thin elongated parcel of land between Gideon Street and the new light rail station. North of the station, across the Union Pacific rail right-of-way are lands that transition from industrial uses directly next to the rail, to a multi-family and then single family land use pattern heading toward SE Division.

Predominant land uses within a ¼ mile of the Clinton Station are residential, which make up 30 percent of the land area when counting both single and multi-family uses residential uses. Commercial uses are also significant at 27 percent. Combined, industrial, public owned facilities and utilities make up 22



MAP 3. OMSI and Clinton Station Area Land Use

Note: This map may not reflect recent acquisitions and demolitions that have occurred as part of the PMLR project.

percent of the land area. It should be noted that the NW Natural site is shown in the public owned/utilities category, whereas the City of Portland Fire Bureau logistics site is shown as institutional. There are a number of properties near the Clinton Station that are or soon will be available for redevelopment. Specifically, the parcels owned by Stacy Witbeck and TriMet located immediately adjacent to the station will be available for redevelopment once rail construction is complete. There are also a number of properties to the west of Milwaukie and Division (discussed below) that are a short walking distance from the station and which could be developed now or soon after light rail construction is completed in this area.

Powell Triangle

Between the OMSI and Clinton stations is a large area of the Central Eastside framed by Powell Boulevard to the south, Division Street to the north/northeast, McLoughlin Boulevard to the west and Milwaukie Avenue to the east. For the purposes of this discussion, this area is being called the “Powell Triangle,” although it is worth noting that the area is part of the Central Eastside Industrial District and does not have a specific designation beyond that.

This area is largely developed with industrial land uses; however, there are a number of large sites within this area are potential redevelopment sites. The largest industrial operator in this area is Darigold which has a large facility in the center of this subarea and which wraps another smaller, but still sizable parcel that once was home to Land of Lakes. This area also contains a largely vacant property owned by NW Natural located across Milwaukie Ave from the Clinton station, as well as a number of redevelopment parcels south of SE Division where pre-existing structures were demolished to make way for the new light rail alignment.

The southern boundary of this area along Powell Boulevard contains a strip of commercial retail uses such as a night club, veterinary clinic, gas station, fast food restaurant and two sites that are vacant or contain vacant buildings. Some of these sites could be considered redevelopable.

FIGURE 1. OMSI Station Area Land Use (¼ mile)

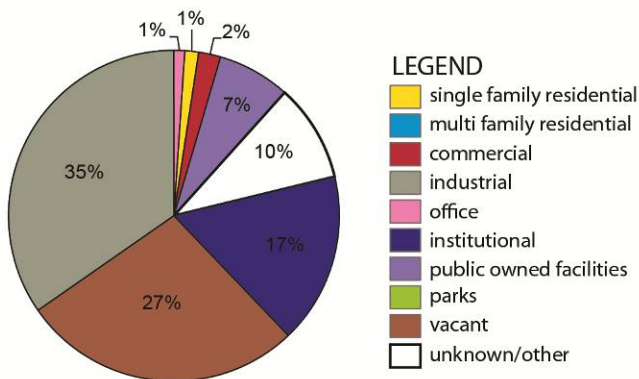
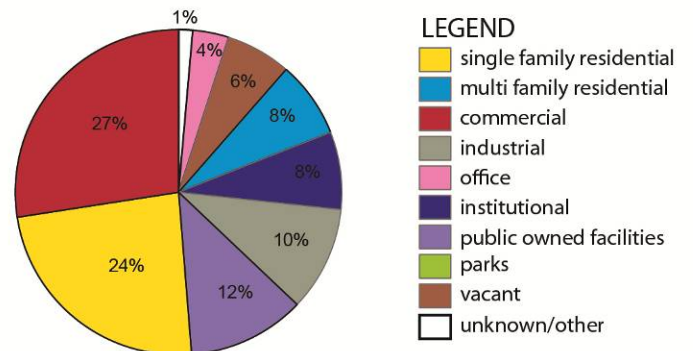


FIGURE 2. Clinton Station Area Land Use (¼ mile)



D. EMPLOYMENT

Industrial sanctuary policies implemented in the Central Eastside Industrial District, as well as the designation of the Central Eastside as a Freight District in the Transportation System Plan, have contributed to the OMSI and Clinton station areas primarily industrial employment composition and character. While recent shifts in employment trends in the Central Eastside indicate that the district is transitioning to play more of an incubator role in the Central City and citywide economy, industrial employment remains strong and continues to be the predominant employment type, nearly 48 percent of total employment, in the OMSI and Clinton station areas. There are a total of 8,835 jobs at 646 firms within ½ mile of the OMSI and Clinton stations.²

OMSI Station Area

Employment in the OMSI station area is predominantly industrial. Utilities, construction, manufacturing, wholesale, transportation and warehousing make up almost 50 percent of total employment (3,442 jobs). Multiple entertainment destinations in the OMSI Station area serve as the major employers for jobs in the entertainment and food services sector group which accounts for 11 percent of total employment in the station area. Knowledge based and creative firms (e.g., professional and technical services, software and information, real estate and management of companies) are most strongly represented in the OMSI station area compared to other inner southeast stations areas. Knowledge based and creative firms account for approximately 12 percent of total employment (785 jobs). There are a total of approximately 6,900 jobs in the OMSI station area at 406 businesses.

TABLE 3. OMSI and Clinton Station Area Employment by Industry Group

NAICS Codes	Industry Group	OMSI		Clinton	
		Jobs	% Total	Jobs	% Total
22,23	Utilities and Construction	1,375	20%	785	16%
31-33	Manufacturing	946	14%	641	13%
42, 48-49	Wholesale, Transportation and Warehousing	1,121	16%	667	14%
71,72	Entertainment and Food Services	777	11%	630	13%
51,52,53,54,55	Knowledge Based and Creative	785	11%	461	10%
61, 62	Education and Medical	345	5%	453	9%
44-45	Retail	171	2%	418	9%
56,81,92	Other	1,373	20%	776	16%
	Total	6,892	100%	4,832	100%

Source: Oregon Employment Department. Quarterly Census of Employment and Wages, 2011. Portland Bureau of Planning and Sustainability, 2013.

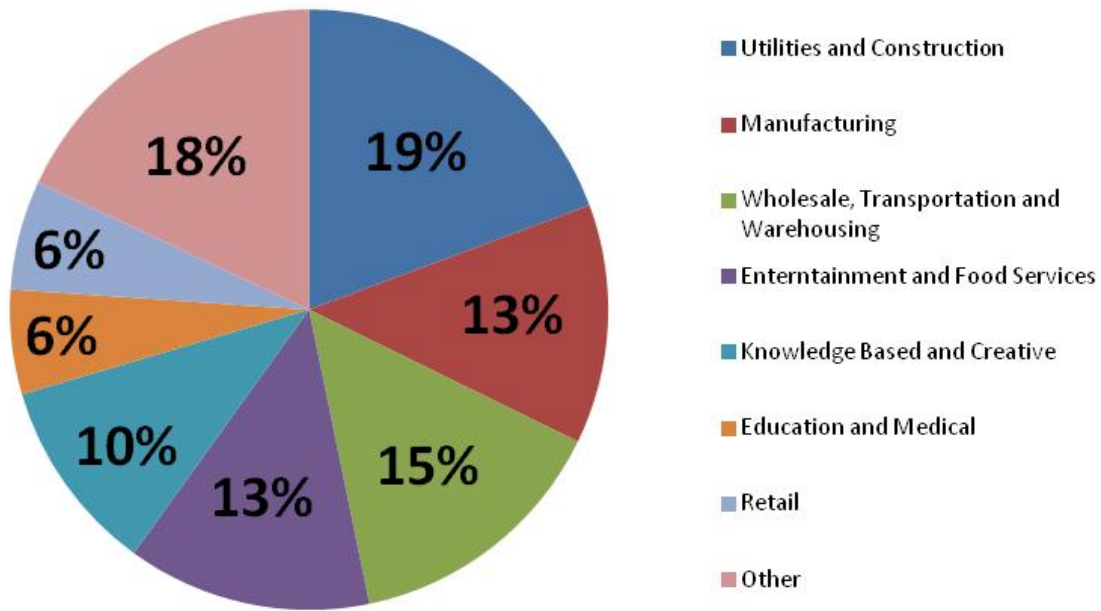
Clinton Station Area

The Clinton station area generally has lower employment densities than the OMSI station area and accounts for 4,832 jobs at 474 businesses. Notably, 78 percent of all businesses in the Clinton station area have fewer than ten employees compared to 69 percent in the OMSI station area. The higher share of small business in the Clinton station area can be attributed to a heavier presence of retail and food service business along commercial corridors in this station area. Employment in the Clinton area is also

² Due to the close proximity of PMLRT station areas to each other there is significant overlap in the ½ mile analysis areas. Total employment for all four station areas is 12,874. Disaggregation of data to the individual station area includes overlap and does not account for double counting between station areas.

predominantly industrial. Utilities, construction, manufacturing, wholesale, transportation and warehousing make up almost 43 percent of total employment (2,093 jobs).³

FIGURE 3. OMSI and Clinton Station Areas Employment



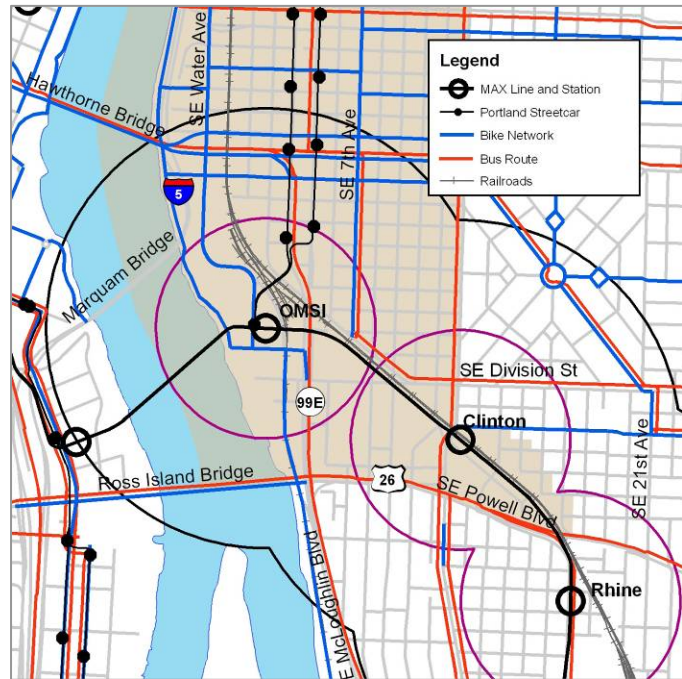
³ Source: Oregon Employment Department. Quarterly Census of Employment and Wages, 2011.

E. TRANSPORTATION

Existing Transportation Network Summary

The OMSI and Clinton station areas are bisected by two highways: State Highway 99E (McLoughlin Blvd and the MLK/Grand couplet) and US Highway 26 (Powell Blvd). Because these highways provide access to I-5 at points north and west, the area is significant for regional traffic access. Locally, SE Water Avenue provides primary vehicle access to the OMSI station, while 11th and 12th Avenues provide the primary vehicle access to and from the Clinton station. SE 7th Avenue, SE Division Street and SE Division Place provide local access to both station areas.

The Central Eastside is designated as a Freight District. This means that all streets within the boundary should be designed to accommodate the movement of larger vehicles. The Union Pacific Railroad (UPRR) rail line runs through the area and serves an important freight function, moving goods to and from the Brooklyn Intermodal Rail Yard.



MAP 4. Transportation Network

TriMet bus lines 4, 31, 32, 33, and the Portland Streetcar are within ¼ mile of the OMSI station. Lines 4, 6, 33 and the Streetcar provide all-day service, while lines 31 and 32 are PM peak only. The Clinton station area is served by bus lines 4, 9, 17, 19, 66 and 70. Line 66 is PM peak hour only; the other lines provide all day service.

The Springwater Corridor provides regional bicycle and pedestrian access to the OMSI station area. The Hawthorne and Ross Island Bridges have bike/pedestrian facilities that serve the surrounding area from across the Willamette River. SE 7th Avenue is the primary bicycle access to the north and the Central Eastside. To the south, an overpass at SE 9th Avenue provides bike/ped access across SE Powell as an alternative to the Milwaukie/Powell intersection. From the east, SE Clinton Street, SE Harrison, and SE Ladd provide access to adjacent residential areas and commercial corridors.

Deficiencies

There is often congestion at the Powell/99E interchange ramps, and at the Powell and Milwaukie intersection. Access from Powell, particularly for left turning vehicles, is difficult, especially during peak travel times. Similarly, the UPRR tracks and Powell present a significant barrier to north-south circulation.

There is a significant gap in the pedestrian and bicycle network between the Clinton station area and destinations west towards the river. Currently, bicyclists and pedestrians bound for the Springwater Corridor, the Eastbank Esplanade, and the Hawthorne Bridge use SE Division Place. Division Place is also a major truck route which presents potential conflicts between modes.

New with Portland-Milwaukie Light Rail

- **Light Rail Service.** The Portland to Milwaukie light rail project is under construction, and will open in September 2015.
- **SE Water Ave.** The recently completed realignment of SE Water Avenue includes new bike lanes and a direct connection with SE 4th Avenue and the Springwater Trail. The “old” Water Avenue right-of-way has been renamed SE 2nd Place and will be reconstructed as a pedestrian and bicycle plaza with local property access to adjacent development sites.
- **UPRR Crossing.** The project will reconstruct 8th/9th/Division Place crossings of the UPRR rail line into one consolidated intersection between 8th and 9th.



MAP 5. New Circulation

- **Clinton to Caruthers Multi Use Path.** New bike lanes on 17th Avenue will connect over Powell with a reconstructed pathway on the north side of Powell and directly with SE Gideon. At SE 12th and Gideon, the Clinton Street bikeway will connect with a new multiuse path adjacent to the light rail alignment to SE 8th Avenue. From 8th, the route will connect to advisory bike lanes on a newly-improved SE Caruthers to the Springwater Corridor. This new street will separate bike traffic bound for the Springwater Corridor and Eastbank Esplanade from truck traffic, which will remain on Division Place.
- **Bus routing.** With the opening of light rail, some bus lines will be rerouted to use the new transit bridge. Westbound buses will turn off Powell at SE 9th and connect to the transitway at 7th and Division Place. Eastbound buses will exit the transitway at SE 7th and Division Place and continue on a bus-only route adjacent to the light rail alignment between 9th Avenue and Milwaukie Avenue.
- **Completion of Streetcar Loop.** The Central Loop Streetcar line will access the new bridge via a reconstructed SE 2nd Place and operate in a full two-way loop around the Central City.
- **Rail Crossings Quiet Zone.** A Quiet Zone is a railroad segment that has adequate safety improvements at crossings to allow for trains to pass without sounding their horns. The City of Portland is working to redesign the UPRR rail crossings at 8th/9th/Division Pl and 11th/12th Avenues so that those crossings are eligible for a Quiet Zone designation. The City has submitted the request to the Federal Railroad Administration for official Quiet Zone designation.

F. RIVER/NATURAL RESOURCES

Natural resource and river access issue within the OMSI and Clinton station areas (north of Powell) will be addressed as part of the combined Central City 2035, SE Quadrant and River Plan / Central Reach planning process. Natural resource and river access issues within the Rhine and Holgate station areas (south of Powell) will be addressed as part of the River Plan / South Reach planning process, expected to begin in 2015.

Watershed Health

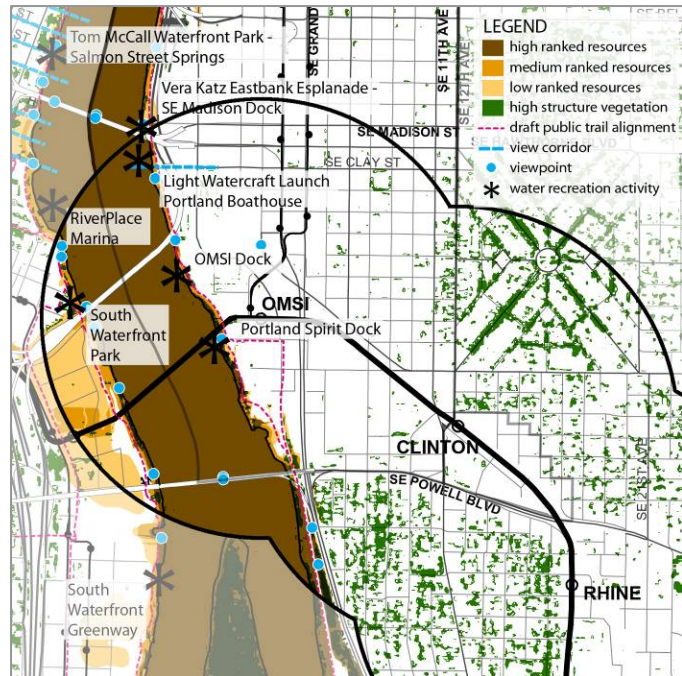
The most prominent natural resource in the OMSI and Clinton station areas is the mainstem of the Willamette River. The Lower Willamette River provides the primary migration corridor for Endangered Species Act (ESA) listed Chinook, coho, and chum salmon, and steelhead and bull trout, to the Columbia River. These fish depend on clean, cool water and shallow areas for resting and feeding during migration. There is an important shallow water area and beach south of the Hawthorne Bridge, in the vicinity of the Light Watercraft Launch. It is one of only a few shallow water areas along the Central Reach of the Willamette River.

Vegetation on the river banks, even in a narrow strip, is important for watershed health. Native plant species generally provide a broader suite of benefits than non-native plants; however plants of all types, including invasive species, provide important functions for fish and wildlife. The river banks in the OMSI and Clinton station areas generally have a narrow strip of vegetation—a mix of native and non-native vegetation—between the river and the top of bank, and are impacted by development, fill and hardening.

The Willamette River is also part of the Pacific Flyway and is utilized by more than 200 resident and migratory bird species. Shorebirds and waterfowl use shallow water areas and exposed sand and mud. Waterfowl and gulls use the vegetated shoreline along the river. Peregrine falcon nest on Willamette River bridges and perch on pilings and buildings.

Water quality is an issue of the Lower Willamette River. The river does not meet water quality standards for bacteria, mercury, dioxin, temperature and various other toxics and heavy metals. Oregon Water Quality Index values from 2001 to 2010 for the Lower Willamette River in Portland have been fair and the trend is steady. High in-stream temperatures during the summer months are of concern for migrating anadromous salmonids.

Landscaped areas and individual street trees provide watershed functions including cleaning and cooling the air and water, capturing greenhouse gases, capturing and uptaking stormwater, reducing energy demand and providing wildlife habitat. Resident and migratory songbirds, raptors and hummingbirds use mature tree canopy and other street trees, patches of vegetation and landscaped areas. The OMSI Station Area is lacking in high structure vegetation—tall trees—due to the nature of the development in



MAP 6. Natural Resources and River Access

the area. The Clinton Station Area contains more high structure vegetation, predominately in the residential areas.

Access to the River

There are several opportunities to access the Willamette River in the OMSI Station Area. The Springwater Corridor bike and pedestrian trail, which connects to the Eastbank Esplanade, runs through the station area providing people the opportunity to traverse north and south along the river's edge. There is a viewing platform adjacent to the river in front of OMSI which allows people to step off the trail and spend time viewing the river, downtown, and the Marquam and Hawthorne bridges.

Physical access to the river is available at the Portland Spirit and OMSI docks, and Light Watercraft boat launch. The Portland Spirit dock provides access to private boat tours of the river, and the Light Watercraft boat launch can be used by the public for small boat access (e.g. canoe or kayak).



III. Previous Planning

A sizeable amount of planning work has already been done in the area and these efforts will provide a starting point for station area planning discussions. These plans include older neighborhood plans as well as more recent station area plans, including work by TriMet, Metro and numerous student projects.

Emerging Themes

1. **Capitalize on the Innovation Quadrant Concept.** Enhance collaboration between area academic institutions, workforce development providers, and private industry.
2. **Develop Strong Gateways and Landmarks.** To different degrees, both station areas suffer from a lack of visibility from major thoroughfares.
3. **Promote Industrial & Commercial Employment Growth.** Provide new opportunity and vitality; protect the industrial sanctuary and freight movement.
4. **Redevelop Existing Buildings.** Some existing building stock is interesting and suitable for reuse
5. **Preserve Existing Residential Stock & Develop Density Near Stations.** Provide needed density, affordability, and diversity around stations with transitions down to existing lower density areas. Residential development is needed to provide 24/7 vibrancy and “eyes on the street” near stations. Initiatives to improve owner occupancy should also be explored.
6. **Reduce Conflicts between Residential & Industrial Uses.** Noise, smells, parking and loading conflicts are just some of the conflicts which need to be addressed.
7. **Create a Place the Community Can Be Proud Of.** Start with a clear vision of how the new stations will fit into the surrounding neighborhoods and reflect the areas’ identity and history in station design.
8. **Develop Strong, Clear Connections for Bicycles and Pedestrians.** Whether providing access to station areas; the river and Greenway; across Powell; or over the UPRR tracks, strong, clear connections can stitch area neighborhoods back together and better connect them to local amenities.
9. **Simplify the Grid.** The area’s street grid is broken, confusing, and difficult to navigate by any mode
10. **Implement a Parking Strategy.** Neighborhood street parking needs to be protected and the area’s employee/customer parking needs accommodated. Unmanaged commuter and visitor street parking should be discouraged.
11. **Green Station Areas.** Landscaping, tree planting, sustainable building development and stormwater management should be incorporated into station area design.
12. **Increase Zoning Flexibility.** To attract developers and allow the type of mixed, diverse uses typically associated with TOD development, zoning must be made more flexible.

TABLE 4. Selected Previous Planning

Plan, Author	Year
Hosford-Abernethy Neighborhood Action Plan, <i>City of Portland</i>	1988
Brooklyn Neighborhood Plan, <i>City of Portland</i>	1991
OMSI Master Plan, <i>ZGF Architects</i>	2008
OMSI Design Studio, <i>U. of Oregon Students</i>	2009
Clinton Street MAX Visioning: Urban Design Workshop, <i>PSU Students</i>	2009
Portland to Milwaukie LRT Station Area Best Practices Assessments & Recommendations, <i>Metro</i>	2009
Clinton & Rhine MAX Station Visioning: Urban Design Workshop, <i>PSU Students</i>	2010
PMLRT: Conceptual Design Report, <i>TriMet</i>	2010
Portland-Milwaukie Light Rail: Possibilities Project, <i>TriMet</i>	2011
DIY: Employment-Based Transit Oriented Development, <i>U. of Oregon Students</i>	2011
Clinton Station Development Opportunity Study, <i>TriMet; Metro</i>	2011