Futureproofing Development in the OMSI District
OMSI Facts

- Founded in 1944 (current site opened in October 1992)
- In the Hosford-Abernathy Neighborhood
- 600 – 800,000 visitors a year
- 18 acres (11 to be developed)
- Private, Non-profit 501(c)3 organization
- 586 parking spaces (surface parking)
- Entire OMSI property is located within the City of Portland’s Greenway Plan boundaries
Guiding Principles

Foundation for great plans and great places. They are “north stars” that shape the strategies, physical plans, and implementation efforts that follow.

Center for Excellence
Community Destination
Center of Sustainability
Revenue Generator
Equity and Inclusion
Future Proofing the OMSI Site

Planning and investment is required to future proof regional infrastructure resources.

The presentation today will reference specific study associated with electricity.
Future Proofing Criteria

a. Prevent Decay
b. Stimulate Flexibility and Adaptability
c. Extend Service Life
d. Fortify
e. Increase Redundancy
f. Reduce Obsolescence
g. Plan Ahead
h. Diversity
i. Be Local and Healthy
j. Consider Life Cycle Benefits
k. Cultural Heritage Policy Documents
l. Promote Understanding
Future Proofing

The OMSI plan acknowledges existing area growth/change potential and,

provides understanding around future power demands on the OMSI site based on density, increased public access and advanced technology and resource demands
Dr. Carl Abbott

History of Central Eastside
1852: Marsh and Mud

Courtesy of Dr. Abbott
1. East Portland: 1861-1891
Industrial satellite and railroad town

- Oregon Central Railroad (1869) becomes Oregon and California Railroad (1872) and builds to Roseburg (1872)
- Depot at Washington Street with ferry service to west side
- Northern Pacific reaches Portland in 1883 and uses ferry to serve west side until first railroad bridge opened in 1889 (Steel Bridge)

Courtesy of Dr. Abbott
1891: East Portland merges with Portland
Working class town of 11,457

East Portland as seen from the west bank in 1886.

(OrHi 000733)
2. Portland’s secondary downtown 1891-1930

- East side population growth
- Bridges + Grand Avenue streetcar connector
- Hotels and commercial blocks: late 1880s to 1910s
- Community facilities: 1920s
- Eastside Businessmen’s Club

Courtesy of Dr. Abbott
East Portland-
Grand Avenue
Historic District

Primary Period of significance:
1883-1915

Secondary period of significance
1916-1930

Courtesy of Dr. Abbott
3. New Market District: 1910-1960

Land fill and second generation buildings +
  Railroad spurs +
    Marine terminal +
      Wholesale markets +
        Warehouses

= Functional equivalent of Northwest Triangle (a.k.a. Pearl District in later manifestation)

Courtesy of Dr. Abbott
Municipal Terminal 2, 1920
Portland Commission of Public Docks

Courtesy of Dr. Abbott
Edward Bennett
Greater Portland Plan 1911

Courtesy of Dr. Abbott
1936 land use

- Pressures for land conversion and glimmerings of urban renewal: 1950s
- Interstate 5: 1966
- Industrial sanctuary policy: 1981
- Proposals to move I-5 inland: 1980s
- OMSI arrives! 1992
- Industrial sanctuary modified: 1993
• Central eastside identified for possible land clearance and redevelopment as early as 1952

Courtesy of Dr. Abbott
Marquam Bridge/I-5

Courtesy of Dr. Abbott
Industrial zoning

1980 Comprehensive Plan Policy 2.14,
Industrial Sanctuaries.

“Provide industrial sanctuaries. Encourage the growth of industrial activities in the city by preserving industrial land primarily for manufacturing purposes.”

Central Eastside Industrial District

Guild’s Lake (Northwest) Industrial District

Swan Island/Mocks Bottom

Rivergate/Columbia River

Courtesy of Dr. Abbott
Core of the CEID in 1981

- Warehouse 42%
- Manufacturing 16%
- Sales 10%
- Food Distribution 9%
- Parking 12%
- Vacant 9%

Courtesy of Dr. Abbott