



OMSI **CENTRAL CITY** **MASTER PLAN**

Design Advice Request #1

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OMSI

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1. Introduction

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1.1. Mission, Vision, and Guiding Principles

Mission

The mission of the Oregon Museum of Science and Industry (OMSI) is to inspire curiosity through science learning experiences that are engaging; that foster experimentation and the exchange of ideas; and that stimulate informed action.

OMSI is a private, non-profit 501(c)3 organization that serves over 1 million people annually. Its educational opportunities are delivered through school visits, at satellite locations state-wide, and as a featured attraction in the Portland community. Built around the historic Station L power plant, OMSI's 18.53-acres Portland campus features a planetarium, giant-screen theater, the USS Blueback submarine, five interactive exhibit halls, eight laboratories and other amenities.

Vision

OMSI's Strategic Vision is to ignite an educational transformation, in collaboration with partners, at the intersection of science, technology and design, and weave a thriving and sustainable innovation district into the fabric of Portland that generates opportunities across the Pacific Northwest.

OMSI will secure its future and expand its science-based programming by leveraging its spectacular, underdeveloped riverfront site. OMSI is committed to retaining ownership of its property, granting long-term leases for development that will support the institution's strategically planned growth, assure its financial standing, and cultivate a vibrant presence

in Portland's central eastside. Future tenants will complement OMSI's vision by creating a neighborhood that will promote sustainable growth and market diversity.

OMSI developed this vision concomitant with Portland's 20-year comprehensive plan update and with the input of the local community.

Guiding Principles

To realize this vision, OMSI will apply four guiding principles for campus development. OMSI intends that the new neighborhood, when fully developed, will be a:



...in science learning and teaching as OMSI expands its current programs and creates pathways for learners from diverse backgrounds to develop the skills needed to thrive in the 21st century.



...for public engagement and creative problem solving, using science and technology to understand and design solutions for today's critical global and local issues.



...in its design and as a center for public education through demonstrations of alternative energy systems and techniques, use of innovative and appropriate technologies to solve problems, and opportunities for public dialog on science policy.



...to support OMSI's educational mission and build financial strength.

1.2. Executive Summary and Goals

Executive Summary

This document has been prepared for the first DAR focusing on horizontal planning. Greater detail on the configuration of buildings and other planned development will follow for the second DAR.

This is the third in a series of master plans for OMSI and neighboring properties, prepared in 2014, 2017 and 2019. The purposes of this current master plan are to carry forward ideas and intentions, adapt these to current development realities, and meet approval criteria for a Central City Master Plan.

The 2017 master plan was submitted to the design commission in October 2017 for a Design Advice Review, the feedback from which has been considered in this effort.

During 2018, the Central City 2035 code updates took effect, including adoption of the new Central City Master Plan (CCMP) code in title 33.510.255. OMSI hired developer Gerding Edlen to provide input on markets and financial feasibility and ZGF Architects to evaluate the 2017 master plan relative to the CCMP code and to modify it as needed to comply with the new code and the development feasibility advice.



Goals

The OMSI Central City Master Plan (CCMP) is an opportunity to create an innovative, mixed-use neighborhood that contributes to the overall quality of life and experience in Portland’s Central City and provides an important riverfront open space on the east side. Goals of the CCMP are:

- A mix of land uses, including residential, and commercial development that is integrated with on-going operation and development of OMSI programming to create a unique and vibrant destination.
- An inclusive, equitable and visually stimulating public realm that is pedestrian oriented and capitalizes on the spectacular Willamette Riverfront site, a riverfront education park with Greenway trail, public gathering places, and smaller educational “moments” incorporating OMSI programming.
- More functional riverbank habitat, including shallow water and riparian habitat as appropriate, plus educational access to the water in support of OMSI programming.
- An active transportation emphasis to move bicycles and pedestrians through the site, connecting Tilikum Station and points east and west with multiple north-south connections along the river and through the site.
- Vertical development with a permanence and quality that enriches the skyline and offers human-scale features at the ground floor that will activate the pedestrian realm.
- Active ground-floor uses reflecting the OMSI’s location, Innovation Quadrant and the Central Eastside light industrial zone context.
- Support for sustainable development practices addressing habitat; health and social equity concerns; energy use and production; carbon emissions; and water management strategies.



1.3. Zoning Summary

All properties within the OMSI CCMP Boundary carry a base zone of “EX”. All carry the “d(design)” overlay. Some also carry a base zone of “OS”.

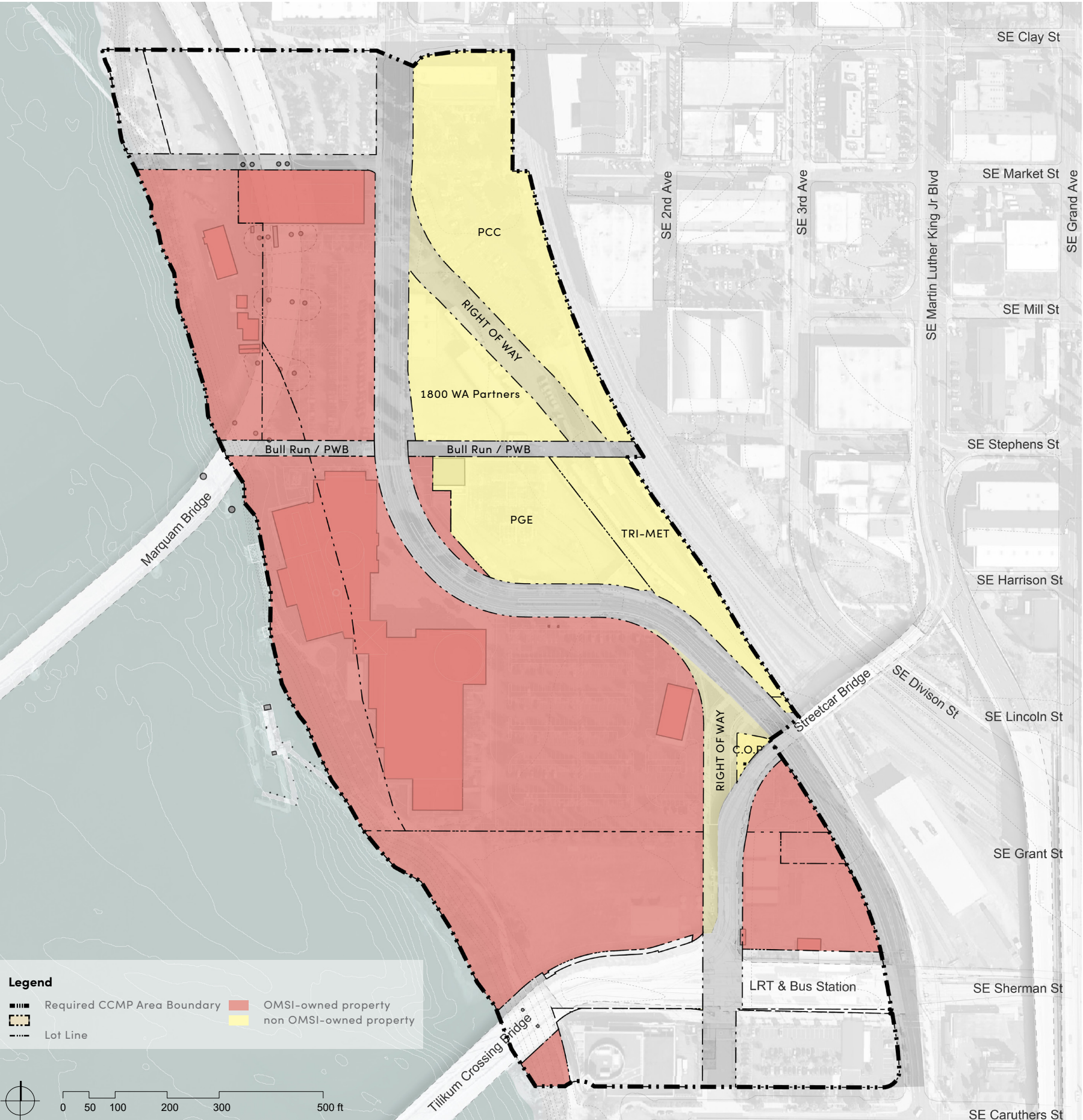
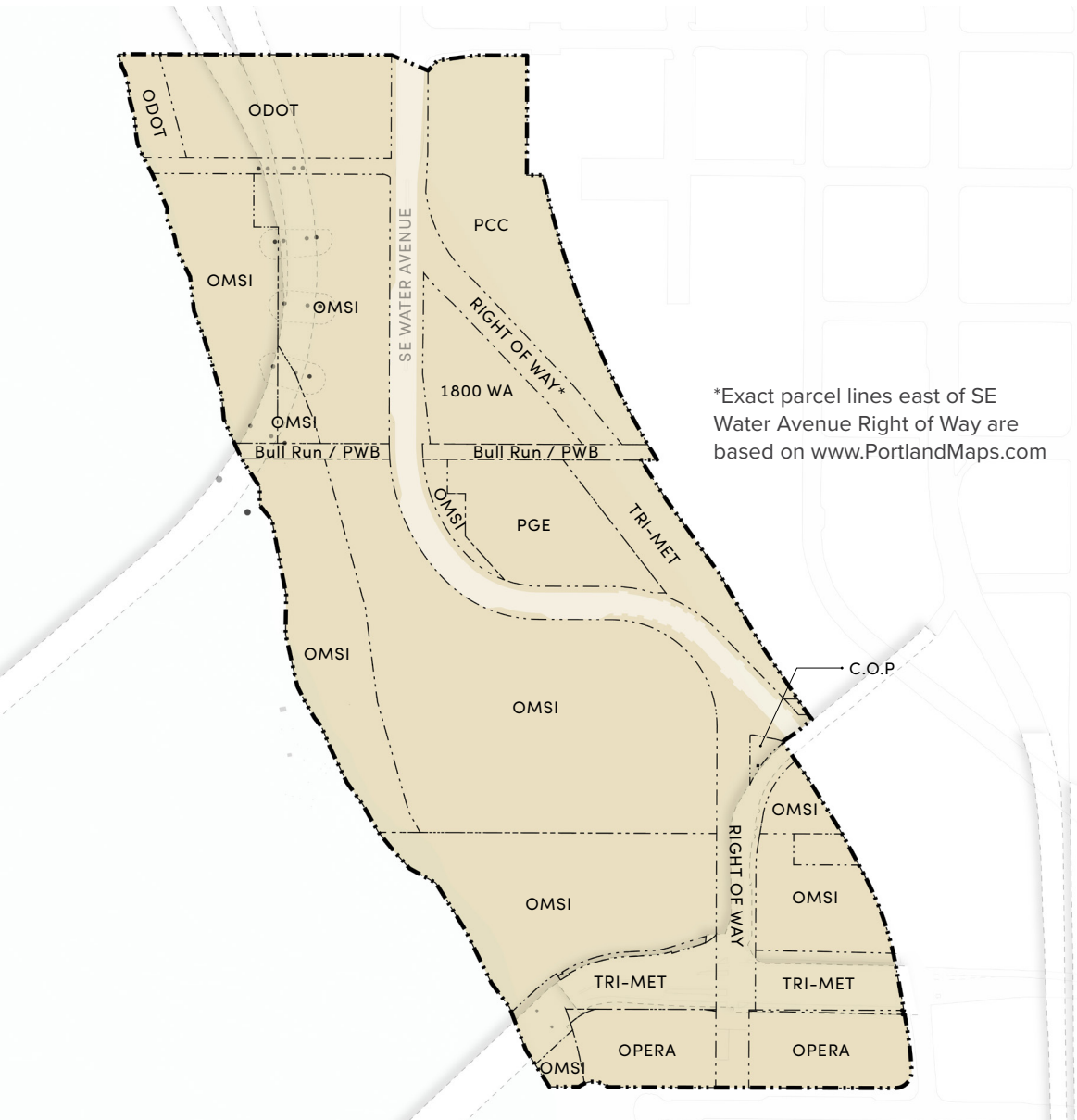
ADDRESS	OWNER	PROPERTY ID	BASE OVERLAY COMBINATION	MAJOR PUBLIC TRAIL DESIGNATION
1 SE Market St	Oregon Museum of Science and Industry (OMSI)	R504993	EXdeg* OSdeg*s OSdeg* OSdg*	YES
2 1701 WI / SE Water Ave	OMSI	R326764	EXdeg* EXdg* OSdeg* OSdg*	NO
3 1701 SE Water Ave	OMSI	R326765	EXdg* EXd OSdg*	NO
4 1945 WI / SE Water Ave	OMSI	R326759	EXdeg* EXdg* OSdeg*	YES
5 1945 SE Water Ave	OMSI	R326758	EXdeg*s EXdeg* EXdg* EXd	YES
6 2201 SE 2 nd PI	OMSI	R247368	EXdeg*s EXdeg* EXdg*	YES
7 SE 2 nd PI	Tri-County Metropolitan Transportation Dist. (TRI-MET)	R657638	EXdeg* EXdg*	YES
8 SE Caruthers St	OMSI	R657639	EXdeg*s EXdeg*	NO
9 1800 SE Water Ave	Water Avenue Associate LLC	R238700	EXdg* EXd	NO
10 1701 WI / SE Water Ave	OMSI	R490515	EXdg*	NO
11 Levy Code 884	Portland General Electric Co.	R326733	EXdg*	NO
12 E Side / SE Water Ave	TRI-MET	R326730	EXd	NO
13 SE 2 nd PI	City of Portland	R640588	EXd	NO
14 SE 2 nd PI	OMSI	R490517	EXd	NO
15 2015 SE 2 nd PI	OMSI	R247369	EXdg* EXd	NO
16 SE 2 nd PI	TRI-MET	R657640	EXdg* EXd	NO



1.4. Boundary Diagram

The Central City 2035 Zoning Code update (33.510.255, Map 510-19) required Central City Master Plan (CCMP) Review for significant development on all of the properties shown within the Required CCMP Area Boundary.

OMSI has engaged all of these property owners to discuss whether they would like to participate in the OMSI CCMP, but presently only properties owned by OMSI can be confirmed.





2. Site Analysis

2.1. Plan Area Context

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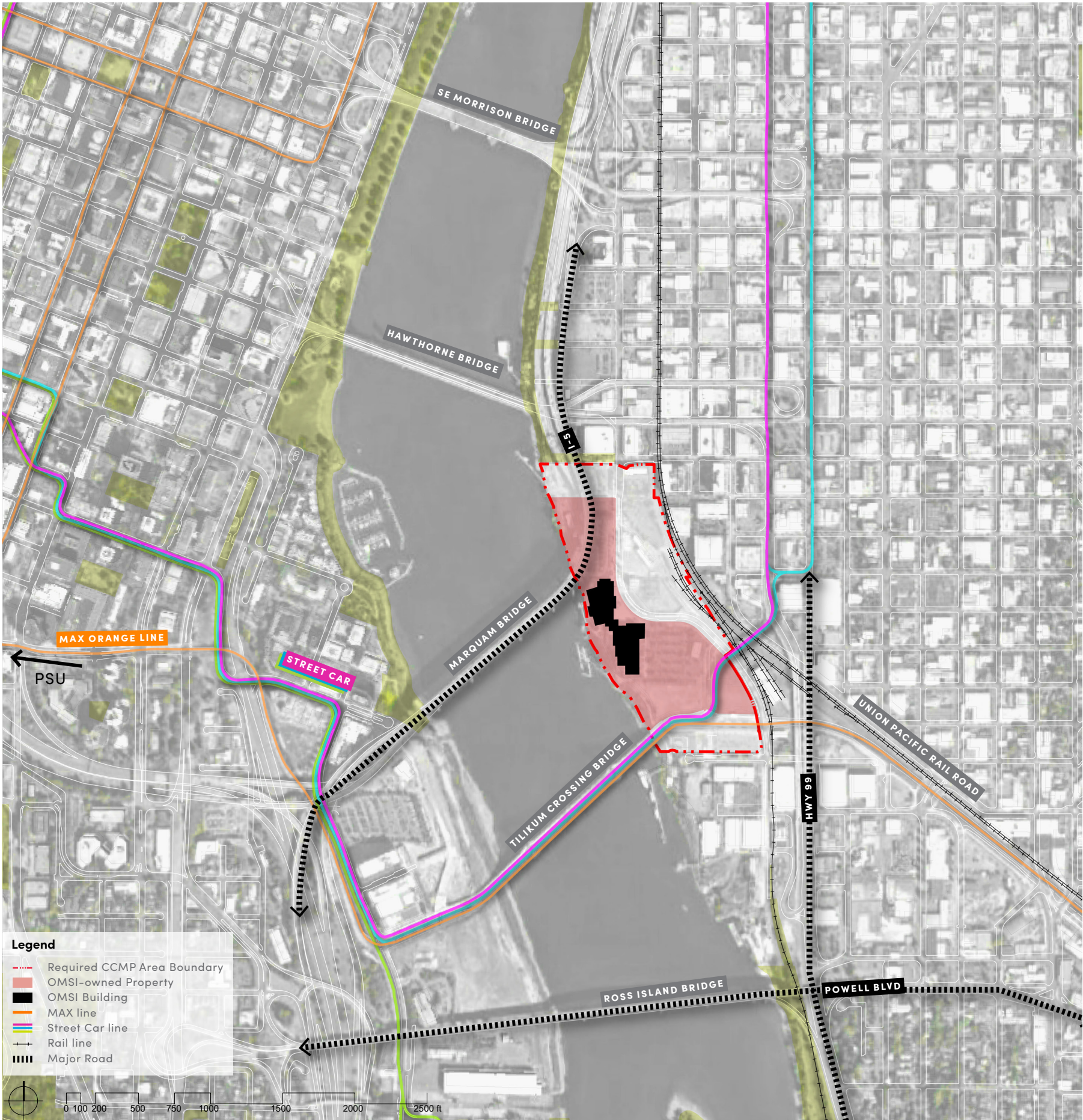
2.2. Site Context

19

2.1. Plan Area Context

Central City Context

The OMSI District is defined spatially by the river to the west, the mainline railroad to the east, and by bridge approaches to the north and south. Within this area, existing buildings comprise the OMSI Turbine and Exhibition Halls, Pepco, the PCC Workforce Training Center, the small PGE substation building, and the Opera buildings. Two features of the District that exert considerable influence on the development framework are the transit station at the Tilikum Crossing and the Marquam Bridge viaduct, carrying Interstate 5. The Greenway Trail is a prominent bicycle and pedestrian transportation route along the western edge. Industrial vehicular traffic passes through the site along SE Water Avenue, which also carries substantial bicycle traffic and, in the morning and evenings, commuters connecting with Highway 99/McLoughlin Boulevard.



SOURCE: <http://gis-pdx.opendata.arcgis.com/search>

2.1. Plan Area Context

Transportation

The OMSI site is well served by existing transit service, with Orange Line light rail, Streetcar, and local bus lines serving the OMSI/SE Water Station at the east end of the Tilikum Crossing Bridge. These transit lines connect OMSI to the South Waterfront, the University District, the Central Business District, Central Eastside, Lloyd District, and southeast Portland neighborhoods and suburbs.

The Willamette River Greenway and Tilikum Crossing Bridge also provide access to regionally significant pedestrian and bicycle pathways. The Greenway follows the riverbank through OMSI's property, terminating at SE Caruthers, where it is diverted inland along city streets to connect with the Springwater Trail adjacent to the entrance of Ross Island Sand & Gravel, at the south end of the District. This route brings many bicycle commuters and recreational riders onto the Greenway Trail and SE Water Avenue.

Direct street connections to the site are limited by the Willamette River to the west and the Union Pacific railroad line to the east. East-west access is located at SE Clay and SE Division Streets, both of which have at-grade crossings of the Union Pacific rail lines. North-South access through the site is provided by SE Water Avenue.

Legend

Required CCMP Area Boundary

OMSI-owned Property

OMSI Building

MAX line

Street Car line

Rail line

Bike routes

Green Loop

Trail

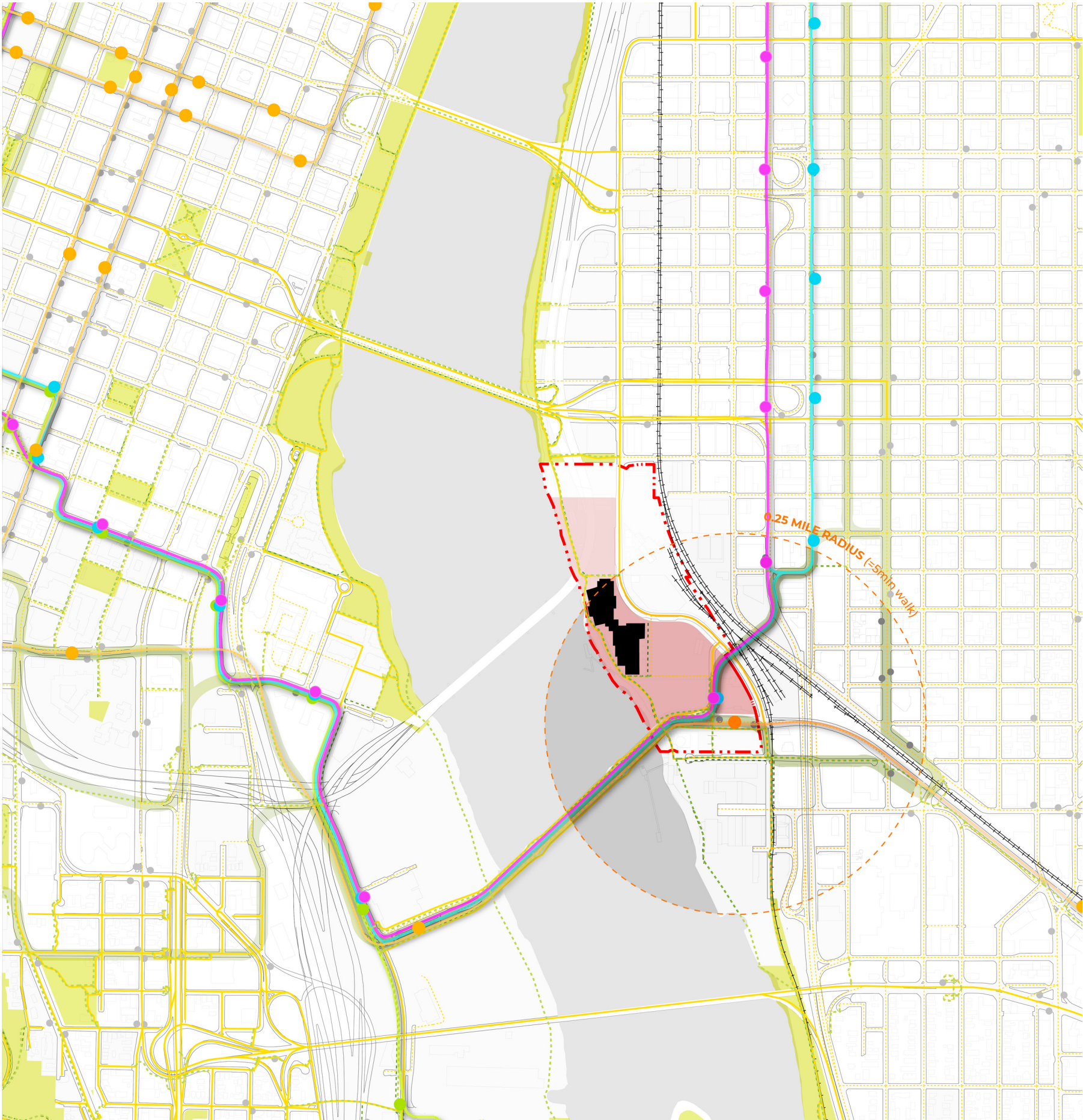
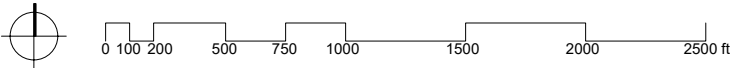
Park trail

MAX stops

Street Car stops

Bus stops

Major Bike routes



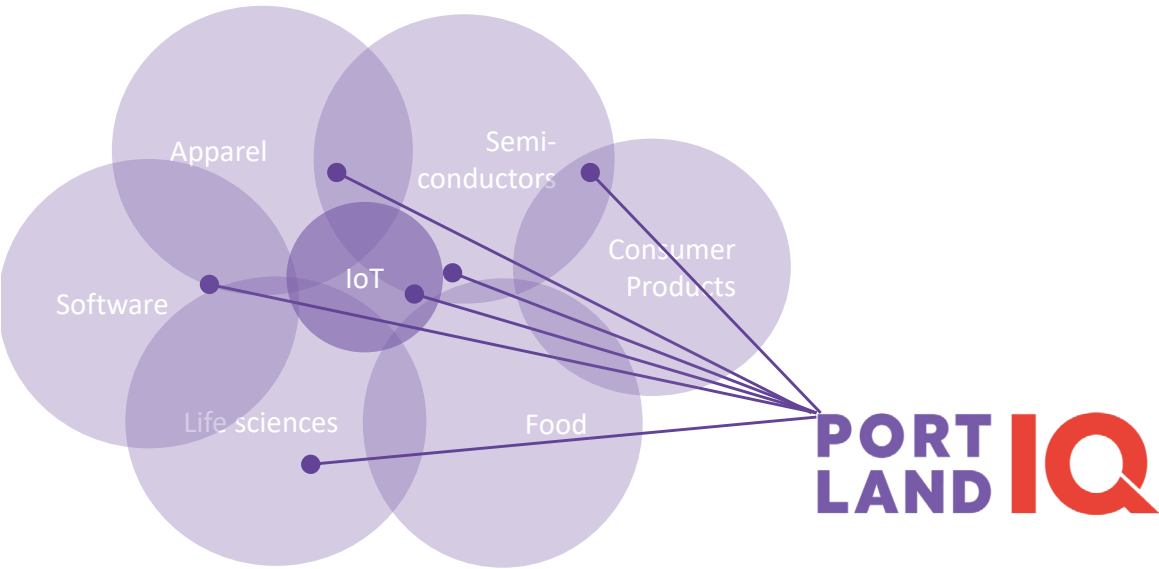
SOURCE: <http://gis-pdx.opendata.arcgis.com/search>

2.1. Plan Area Context

Innovation Quadrant

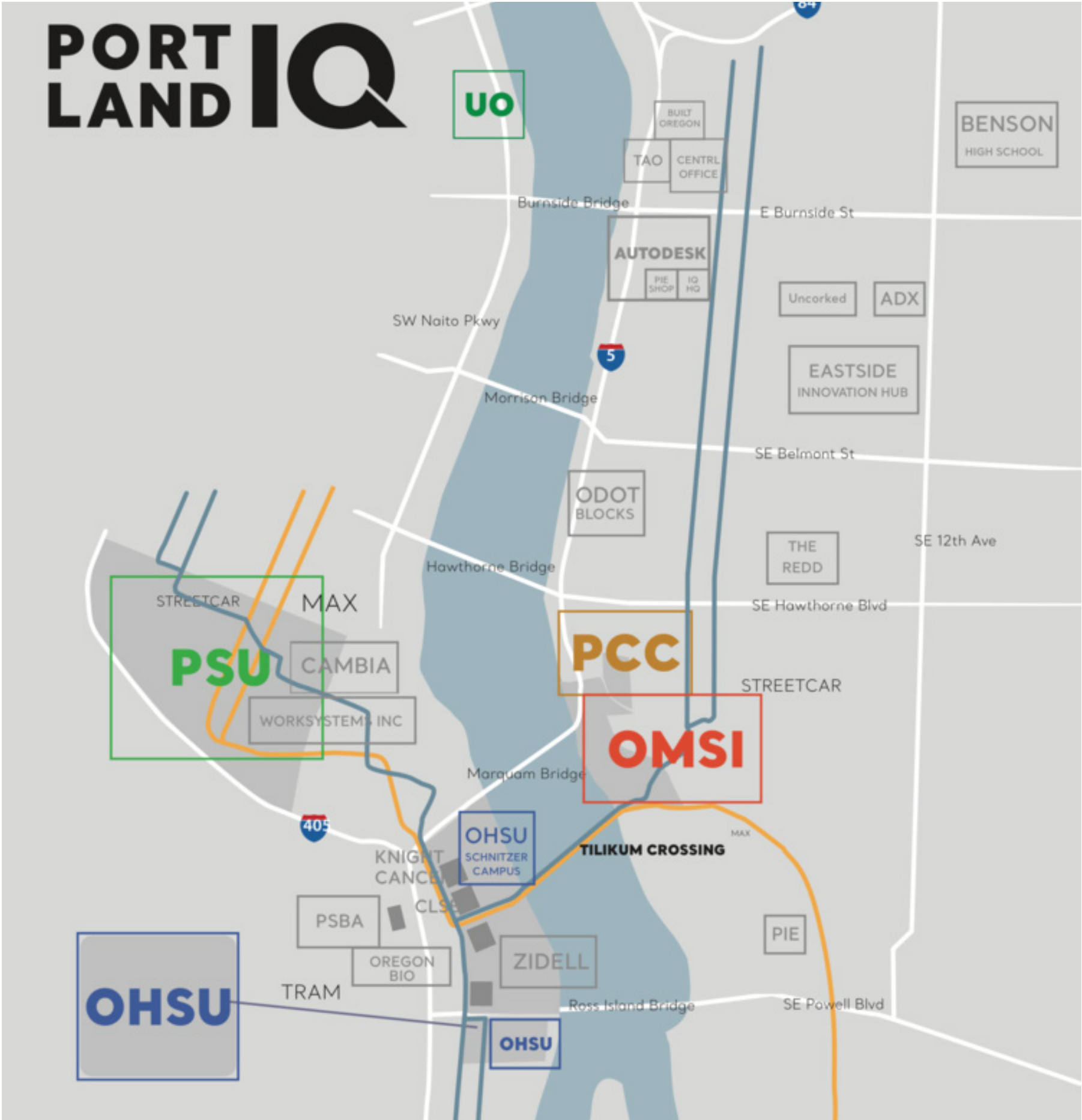
The Portland IQ (Innovation Quadrant) is an emerging innovation district in Portland’s urban core, a geographic area where anchor institutions (OMSI, PSU, OHSU, PCC), companies, and government cluster and connect with startups, incubators, and accelerators to spur investment, job creation, and economic growth. The Portland IQ is the center of gravity for a flourishing innovation ecosystem that attracts talent, entrepreneurs, and investment while propelling Portland, Oregon, to global prominence at the intersection of health, science, technology, and product design.

The first signs of this emerging collaborative ecosystem are already part of Portland, materializing in signature projects like the OHSU Collaborative Life Sciences Building, a joint project among OHSU, Oregon State University (OSU), and PSU located at the Tilikum Crossing bridgehead on Portland’s South Waterfront. This area — fed by bicycle and pedestrian paths, light rail, streetcars, buses, and the Portland Tram — is quickly emerging as a hotbed for life science, medical device, and digital health startups.



IQ Goals

- **ACCELERATE** technology commercialization, innovation, and entrepreneurship
- **ATTRACT** talent and investment
- **BUILD** local workforce pipeline
- **UTILIZE EXPERTISE** of region’s largest health, science, technology and design companies
- **PROMOTE INSTITUTIONAL PARTNERSHIPS** and joint research and development
- **LEVERAGE COMBINED PARTNER RESOURCES** to advocate for and realize shared goals
- **SHOWCASE PORTLAND’S INNOVATION LEADERSHIP** in a tangible, geographic district

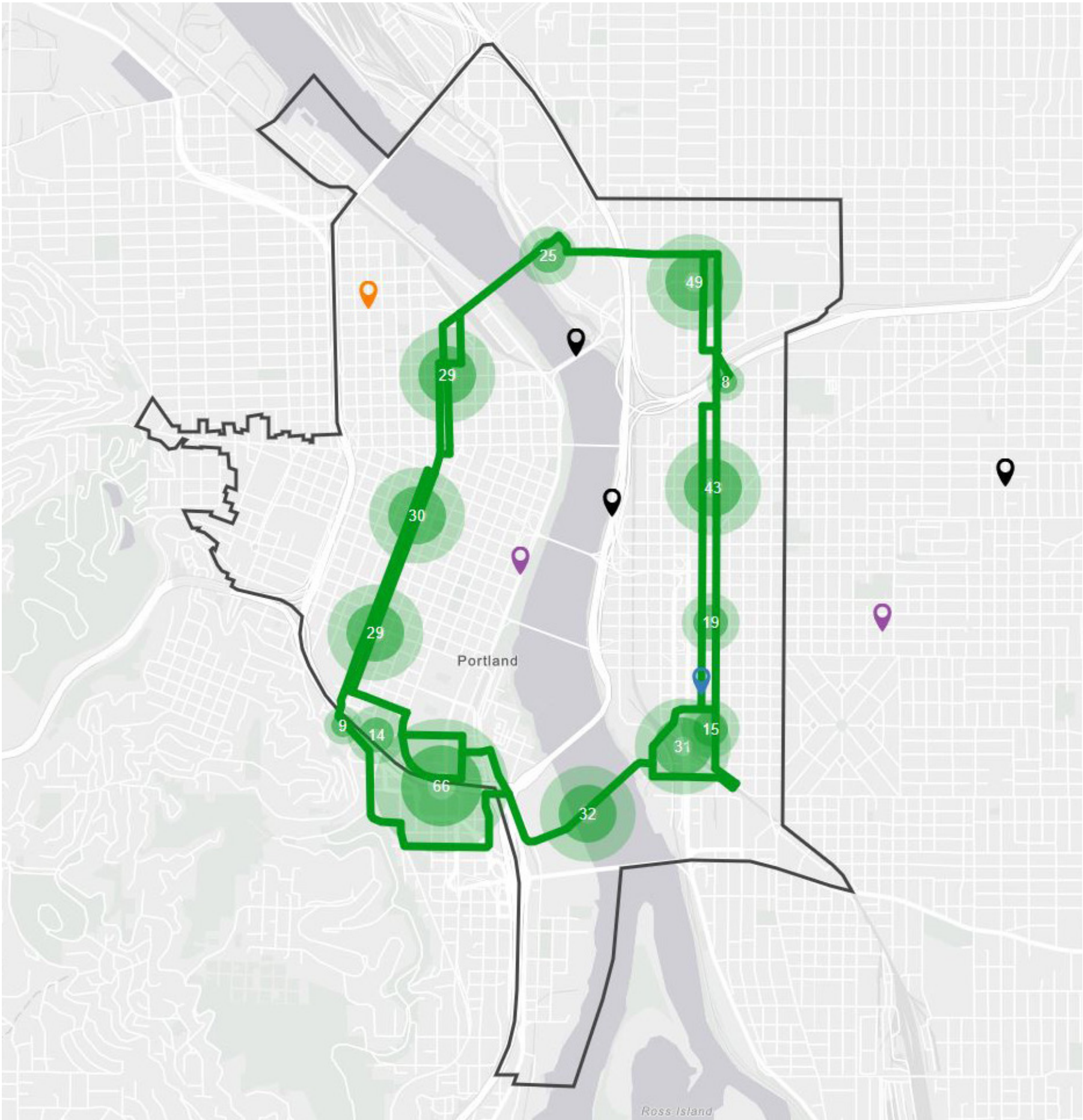


2.1. Plan Area Context

Green Loop

The Green Loop will run through the OMSI neighborhood, connecting the Tilikum Crossing Bridge and transit station with points east via SE Caruthers Street, or with points north and south along the Greenway Trail or the Water Avenue cycle track. From the OMSI area, the Green Loop will run north along SE 6th Avenue.

OMSI will work with the City and district partners to support implementation of a Green Loop Bridge to make a more direct connection to the SE 6th Avenue alignment. A concept for this Bridge is discussed later in this package.

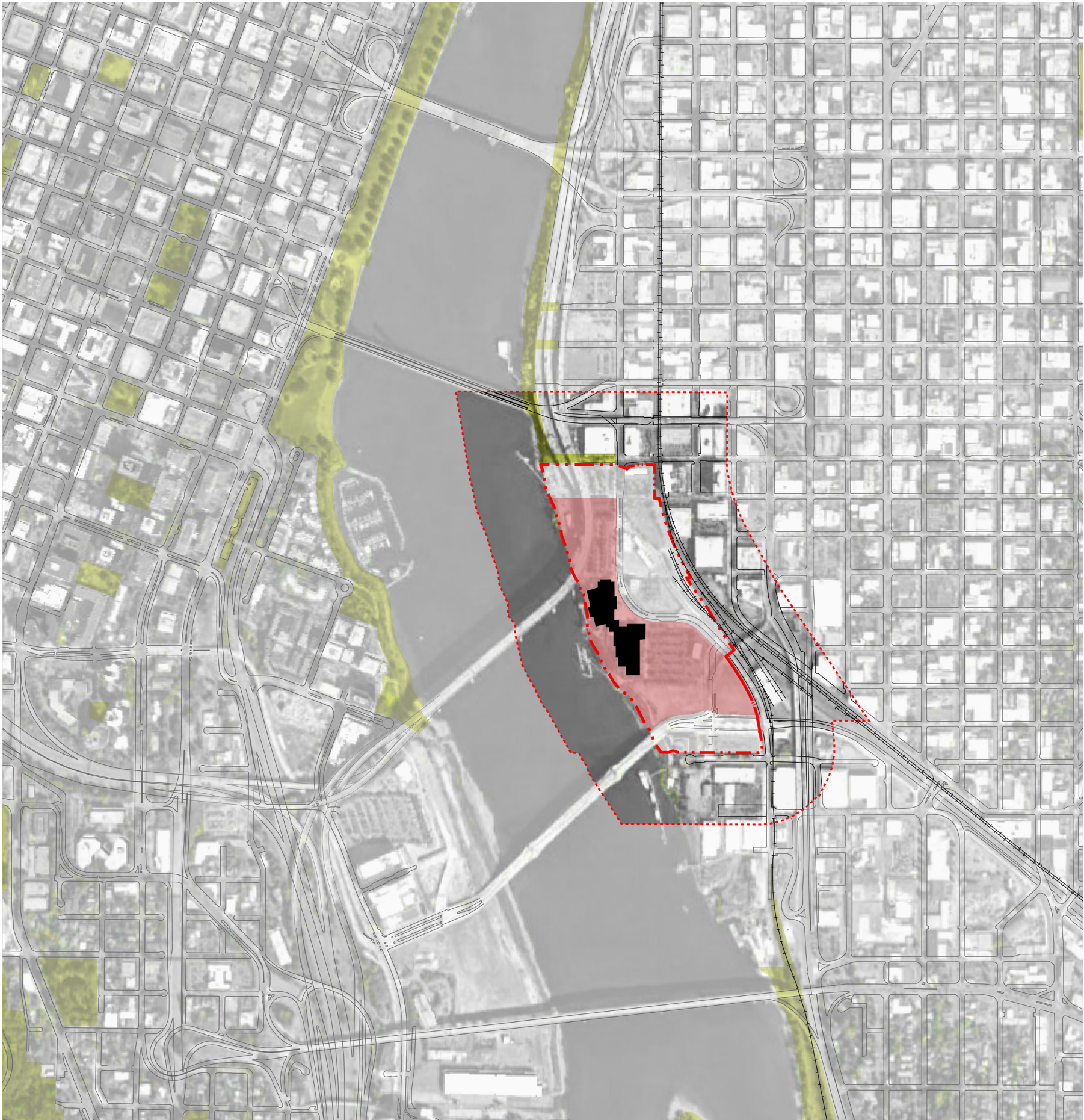
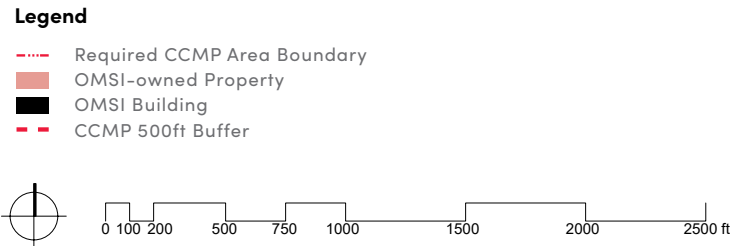


2.1. Plan Area Context

Neighboring Industrial Activities

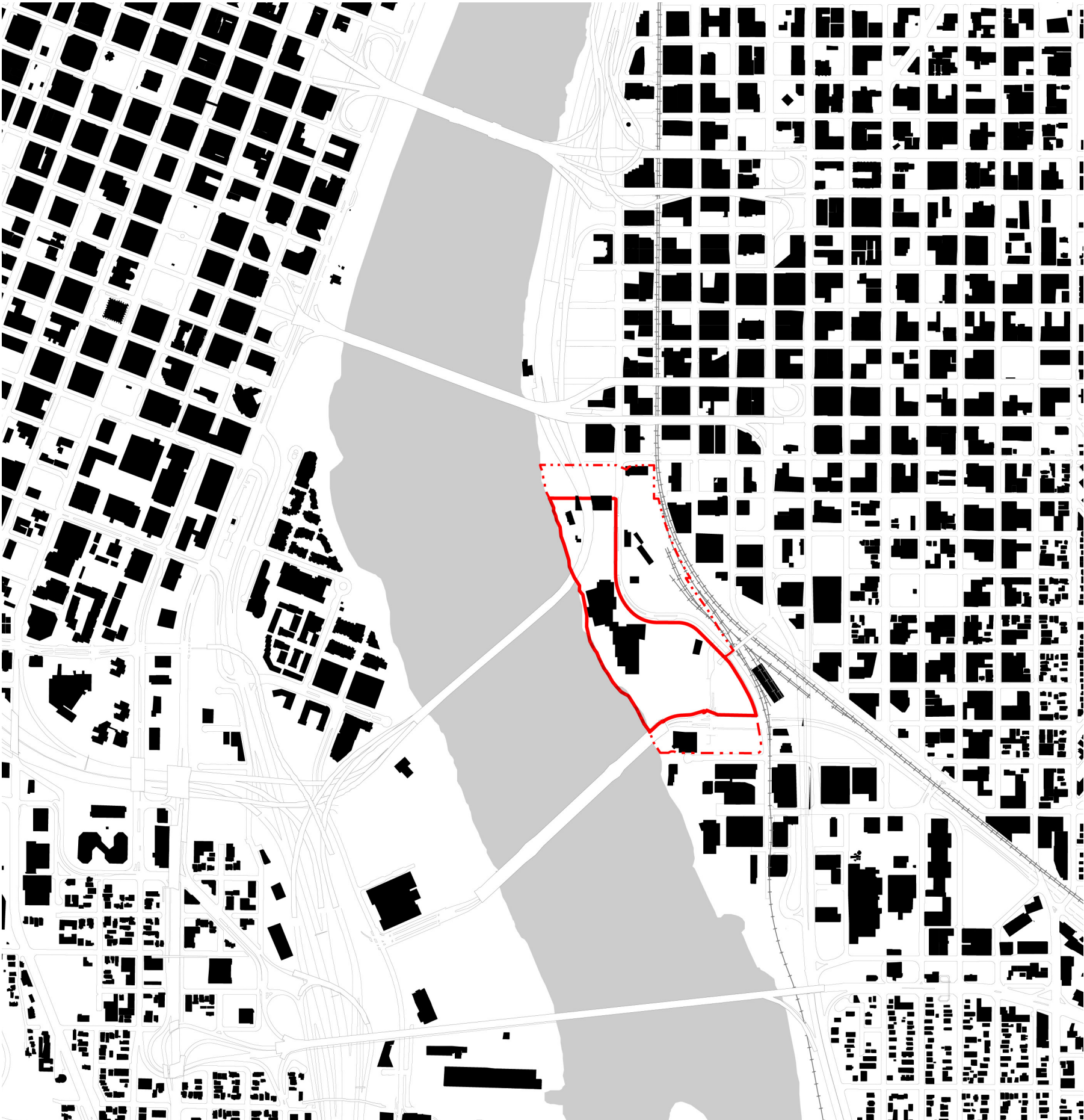
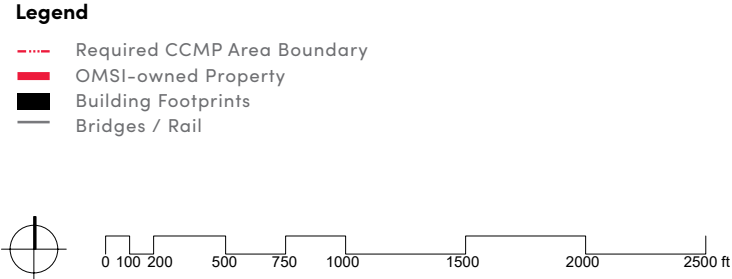
33.510.255.H.4 requires that the proposed uses within the CCMP will not have significant adverse effects on industrial firms or result in conflicts with industrial activities located within the plan boundary or within 500 feet of the plan boundary.

The OMSI team is not anticipating significant conflicts with neighboring industrial activities.



2.1. Plan Area Context

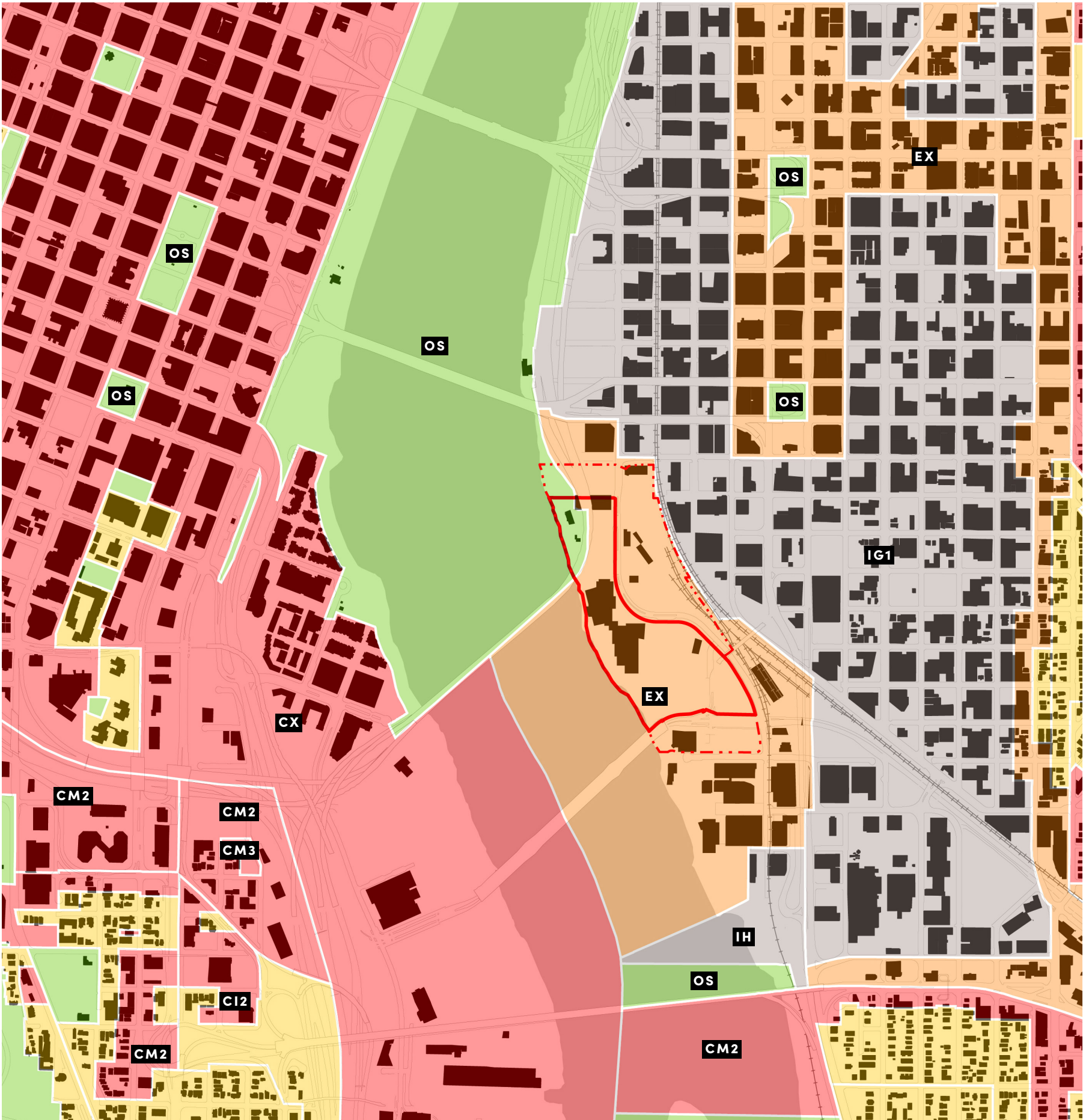
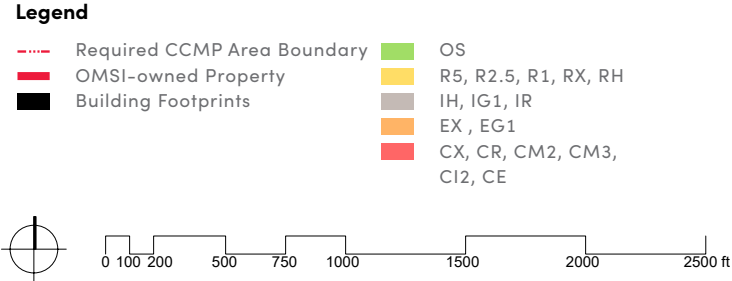
Figure Ground Study



SOURCE: <http://gis-pdx.opendata.arcgis.com/search>

2.1. Plan Area Context

Nearby Zoning



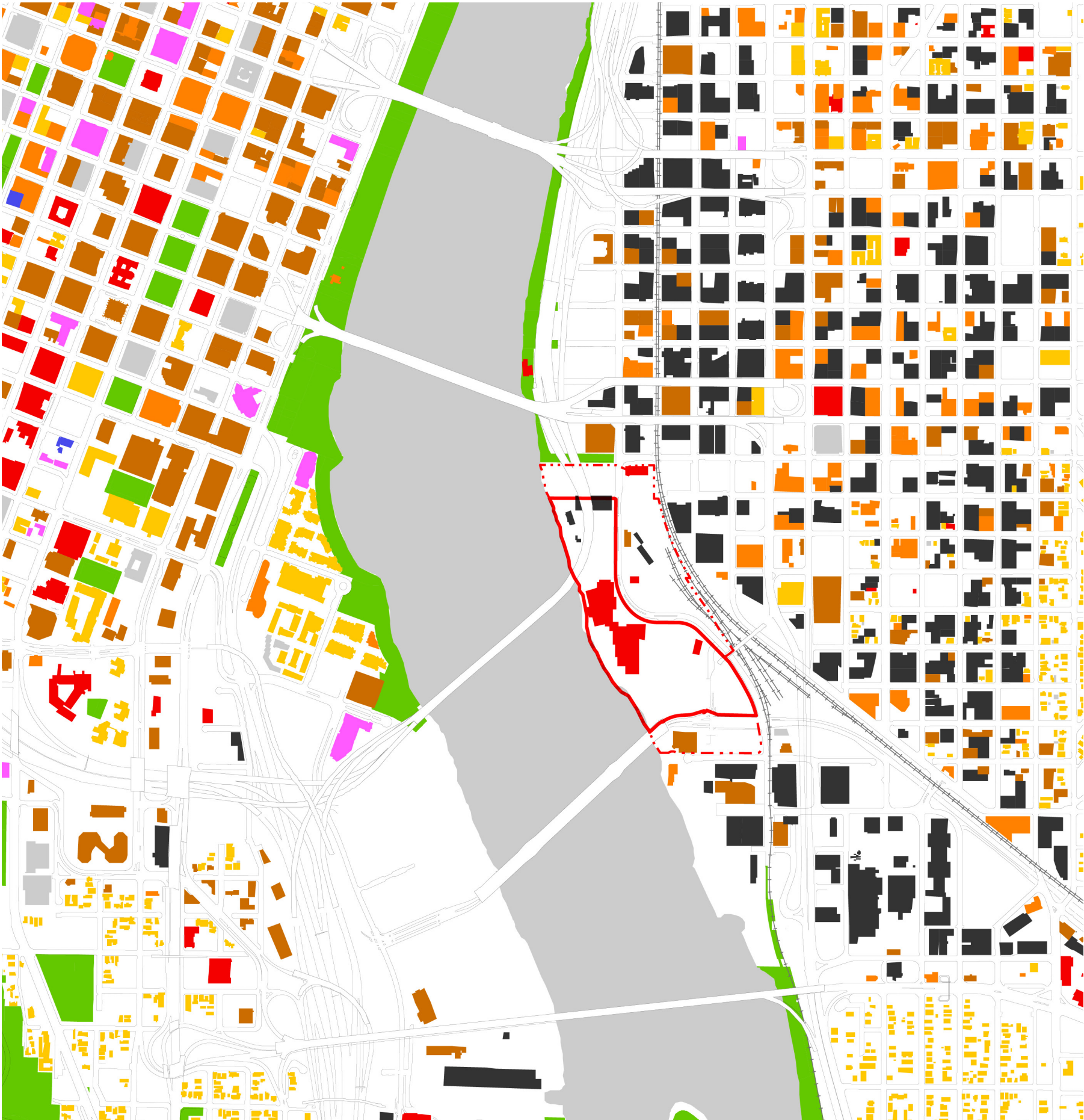
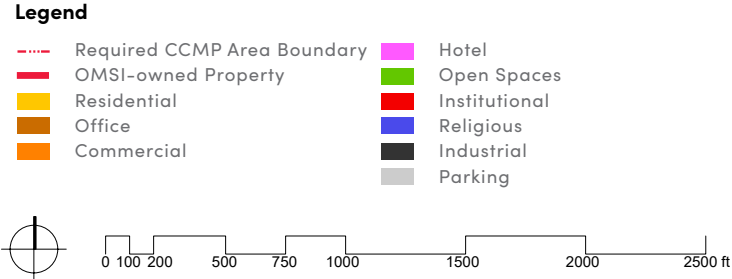
SOURCE: https://www.portlandmaps.com/detail/zoning/-13655531.143201667_5702059.21931761_xy/

2.1. Plan Area Context

Nearby Land Use

The character of the Central East Side district in which the OMSI master plan is located is in transition from its historic role to a future outlined in the City Center 2035 Plan. For almost a century, the Central Eastside was a regional center for manufacturing and warehousing, supported by a vigorous blue-collar workforce. Most of the buildings in the area reflect that era. Some have been repurposed and others have been cleared as distribution centers have moved to freeway locations and manufacturing jobs have declined. OMSI occupies a repurposed PGE Turbine hall and builds museum exhibits in the historic Pepco Building. The PGE Substation across SE Water Avenue is offline and in the process of being decommissioned.

The character and potential of the district changed significantly with completion of Tilikum Crossing and introduction of bus, streetcar and light rail stations at the southern edge of the CCMP site. Besides the visibility and utility of these additions to the site, two new light rail stations to the east and a future Bus Rapid Transit line on SE Division Street can be expected to form the core of a substantial mixed-use district, capitalizing on transit access for both residents and employees.



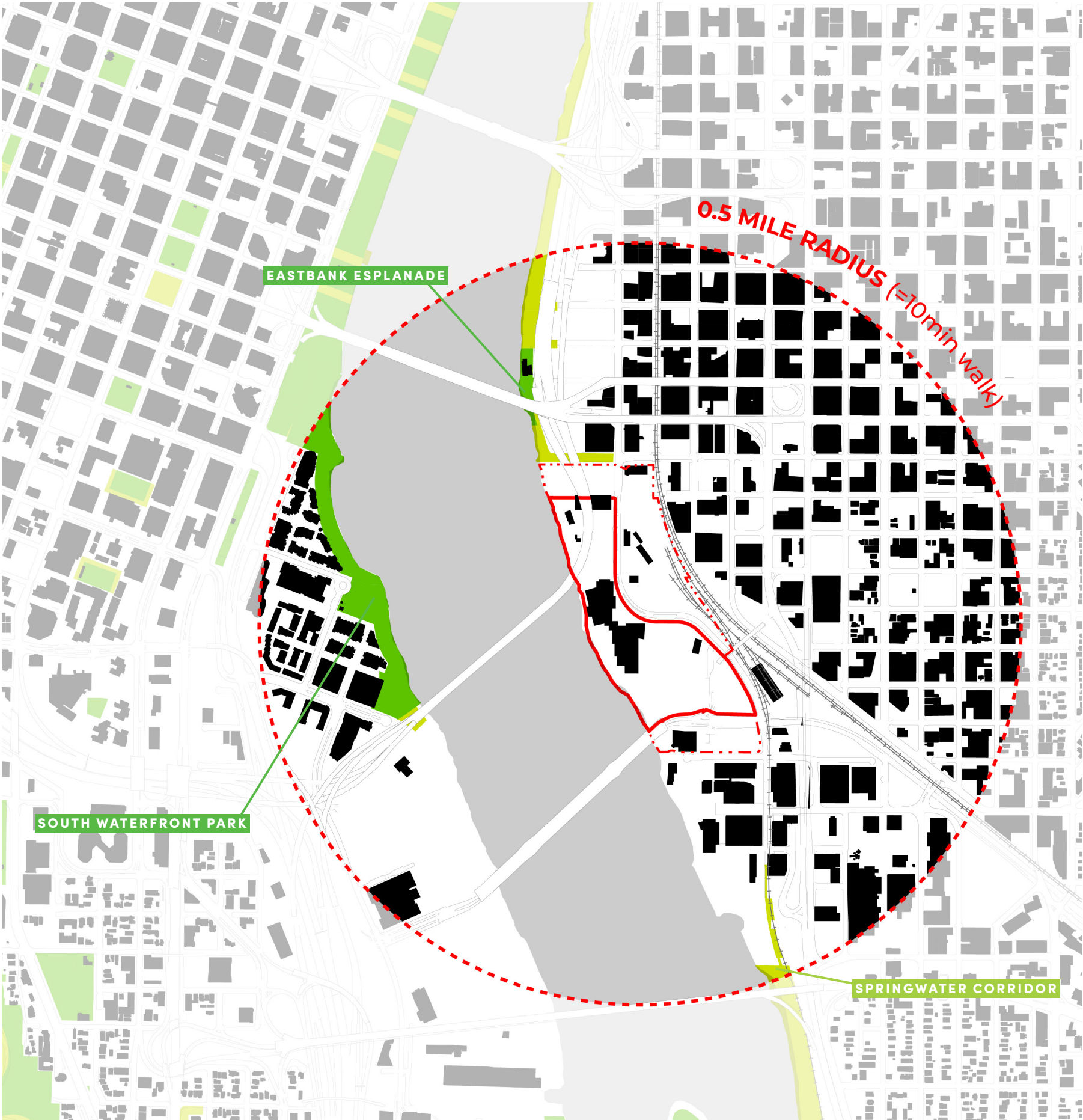
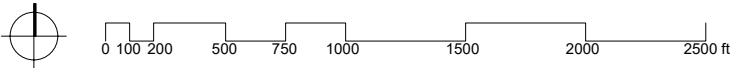
SOURCE: <http://gis-pdx.opendata.arcgis.com/search>

2.1. Plan Area Context

Nearby Parks

Legend

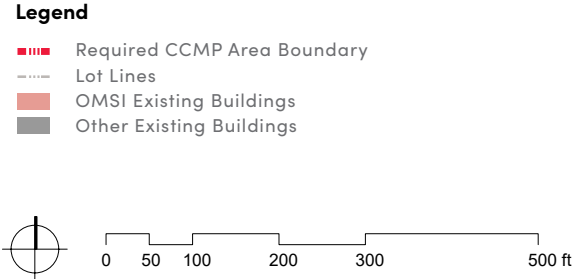
- Required CCMP Area Boundary
- OMSI-owned Property
- Building Footprints
- City of Portland parks
- Other parks & Open Spaces



SOURCE: <http://gis-pdx.opendata.arcgis.com/search> & 09/10/2018 PPR Park maps

2.2. Site Context

Aerial: Existing Conditions



2.2. Site Context

Site Photos: Existing Conditions

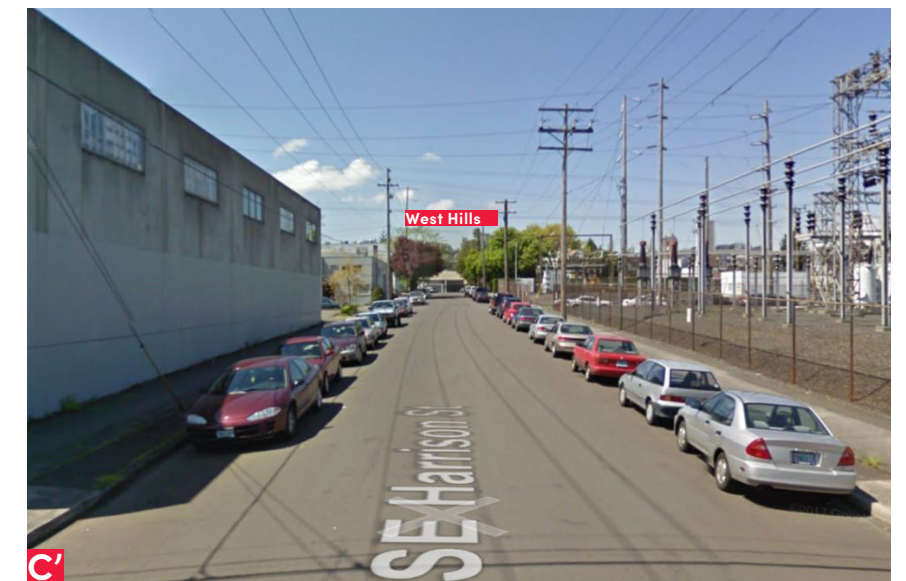
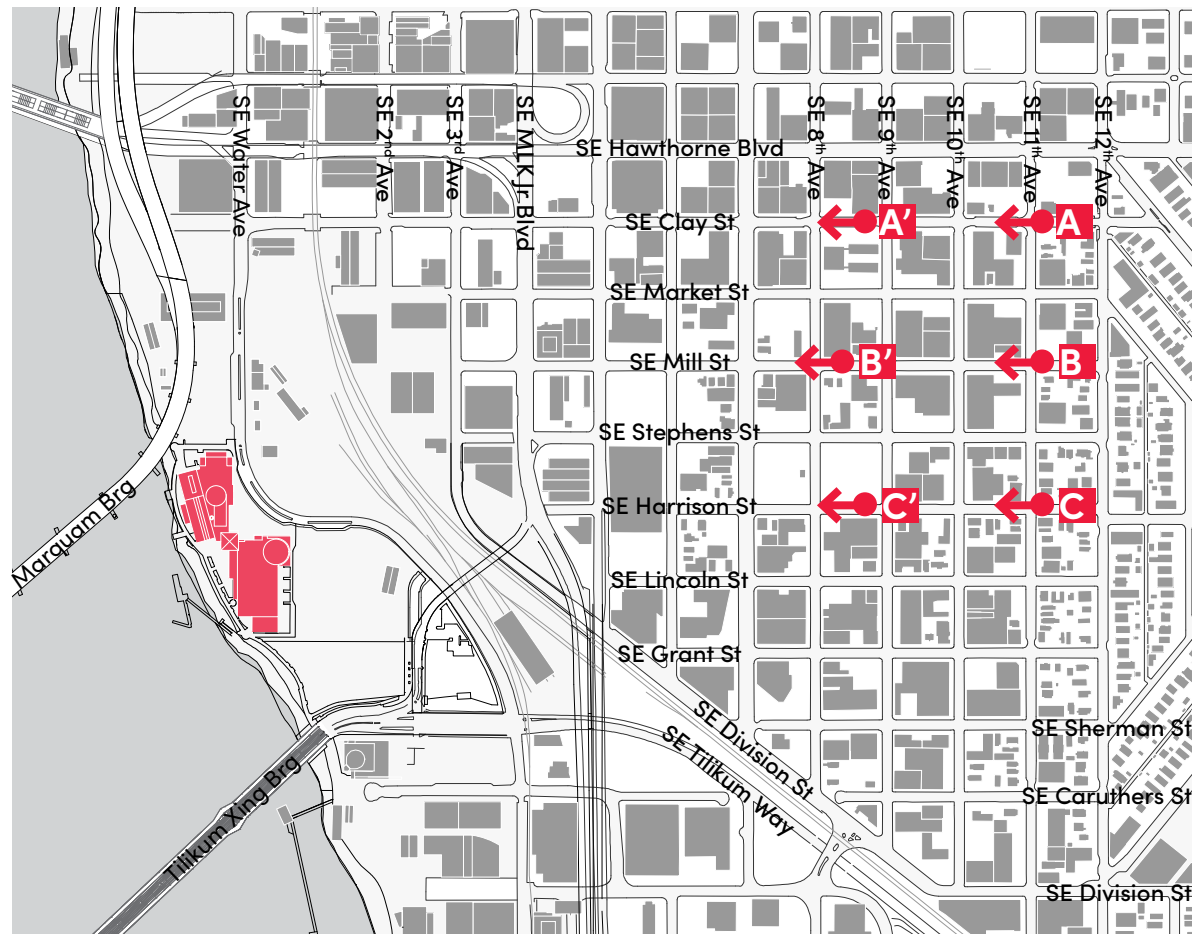


2.2. Site Context

Site Photos: Existing Conditions

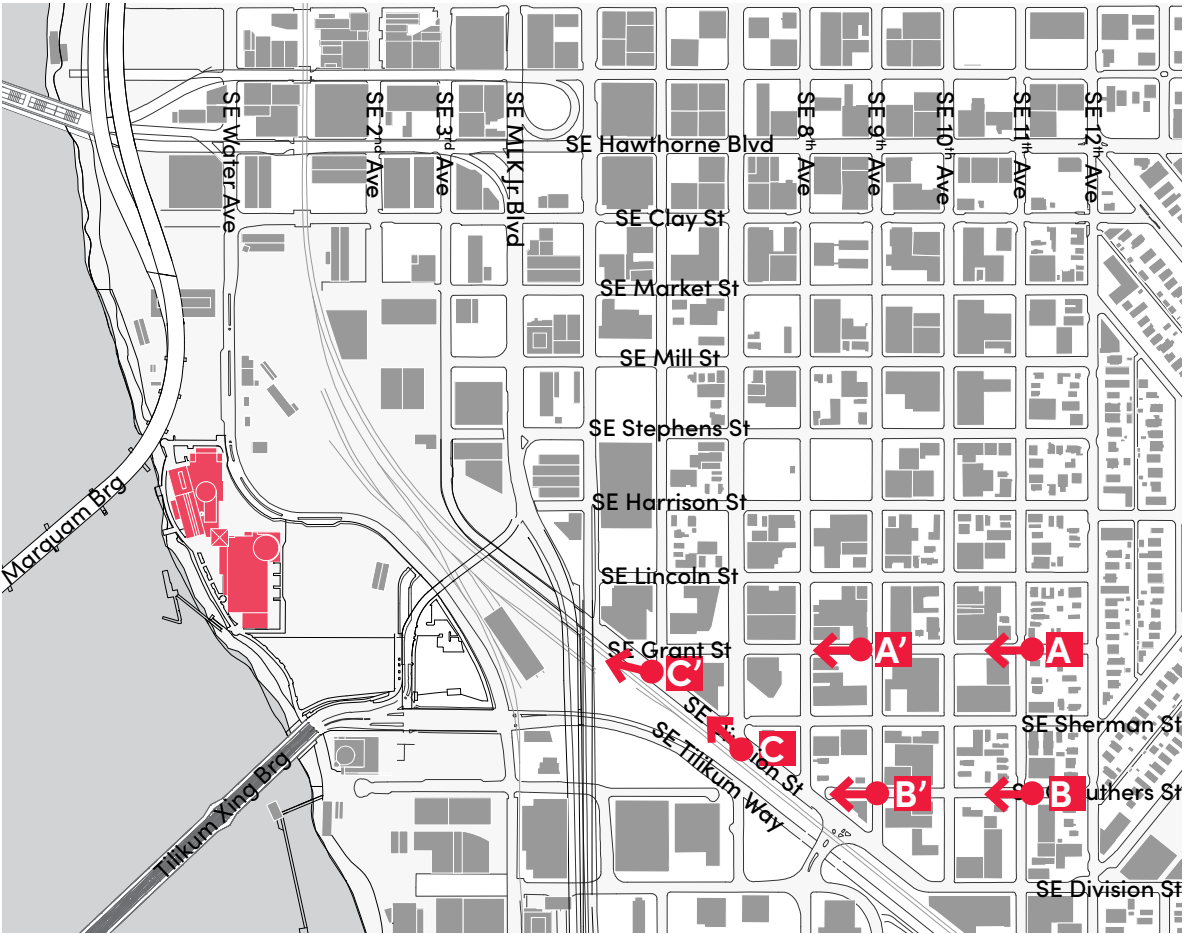


Neighborhood Sightlines from the East



2.2. Site Context

Neighborhood Sightlines from the Southeast



Design View Corridors



2.2. Site Context

Barriers & Challenges

The site of the OMSI CCMP is one of varied character, energy and change. Adjacent bridges are massive in scale, and to an extent contain the site visually on its western edge. The railroad inscribes a wide and immovable boundary to the east, distancing the site from the nearest buildings inland. The configuration of those buildings and of the elevated highway that runs between them is such that views into and across the CCMP site are very limited. Establishment of urban continuity across the rail tracks is very challenging.

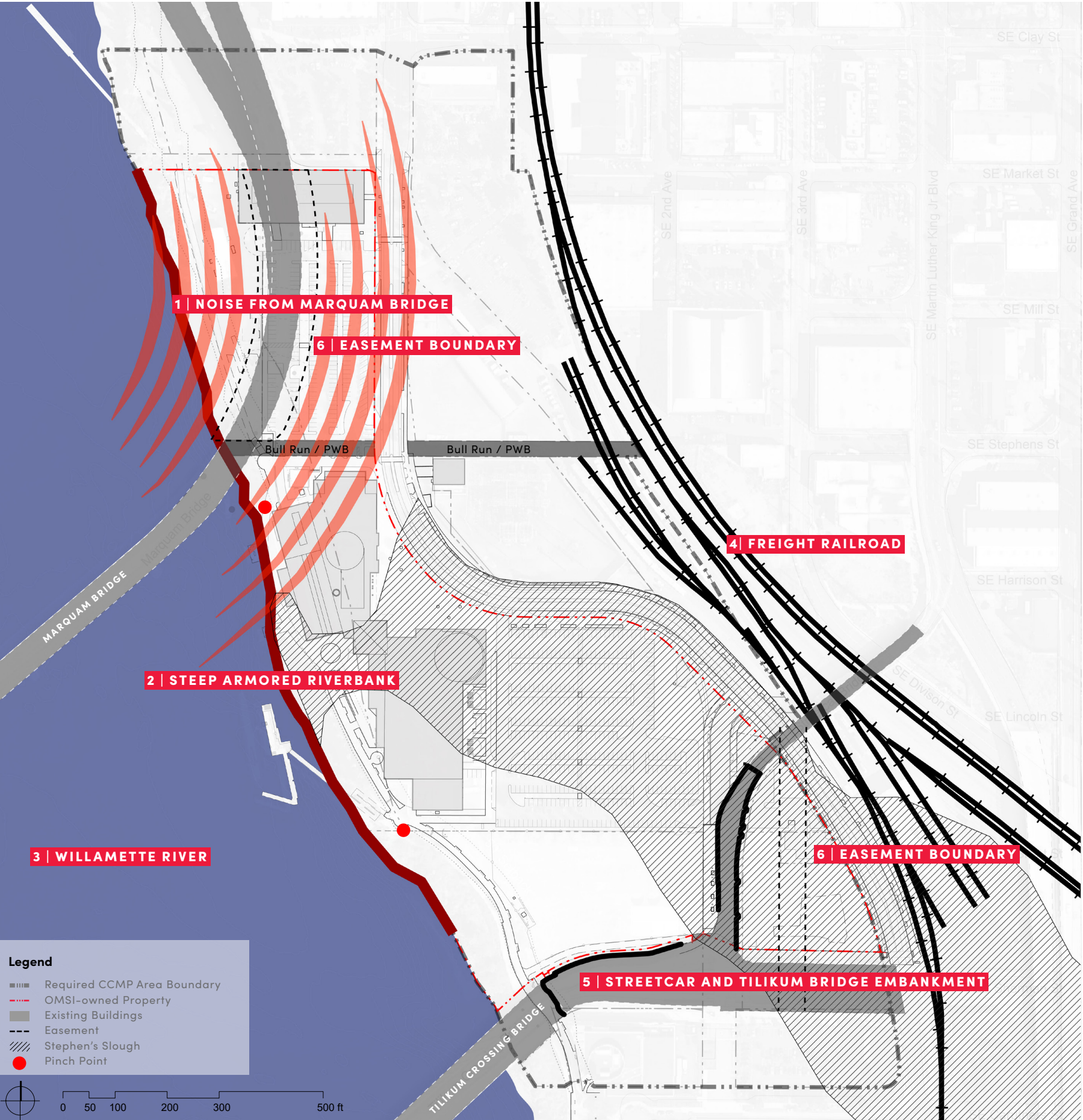
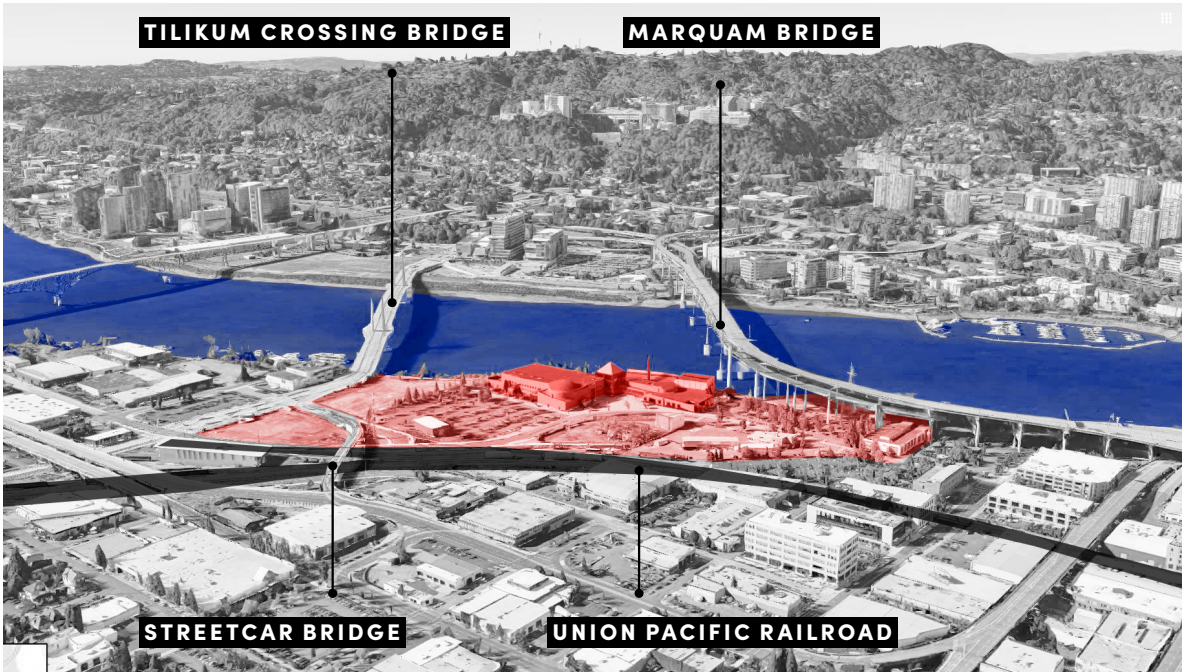
The site is bifurcated at the Bull Run Right-of-Way, located just north of the Turbine Hall, owned by the City of Portland's Water Bureau. The northern campus is heavily impacted by incessant noise from the Marquam Bridge. ODOT holds easements associated with the Marquam Bridge/I-5 Viaduct that further constrain possible development on this property.

Large portions of the southern campus present challenging geotechnical conditions caused by deep layers of sawdust and other industrial debris fill placed in an old watercourse, Stephen's Slough. The City's

Bureau of Environmental Services constructed its Big Pipe in a north-south alignment that runs underneath Tract D of the southern campus. The easement for this pipe greatly constrains footing design for any proposed development on that tract.

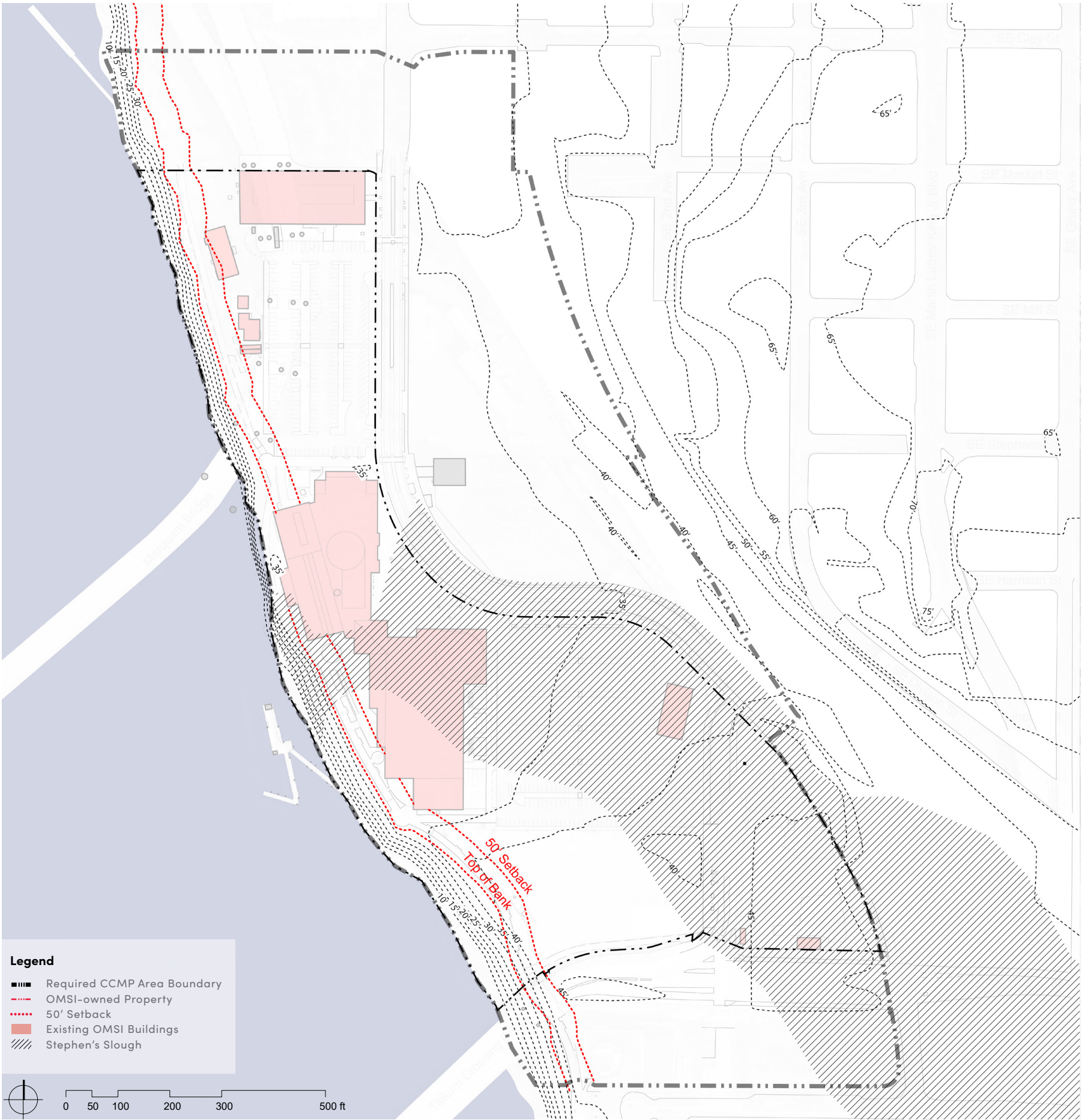
Much of the Willamette riverbank along OMSI is steep, armored with riprap and hosts largely invasive vegetation. However, some portions at the south end are better established with native plants and some invasive plants. The grade change from top of bank (elevation 36) down to water's edge can approach 30 feet from seasonal high to low water.

OMSI's existing buildings, the historic Turbine Hall and the newer Exhibition Hall, are located quite close to the Top of Bank so that the Greenway Trail is pinched in two locations between the steep slope and the buildings. Since the Greenway Trail is deliberately connected to bicycle routes heavily used by commuters, these pinch points produce a safety issue with pedestrians, especially children and those with mobility challenges. While nearby bike lanes are provided, cyclists prefer the most direct route which at this time is the Greenway Trail.



2.2. Site Context

Topography & Natural Environment





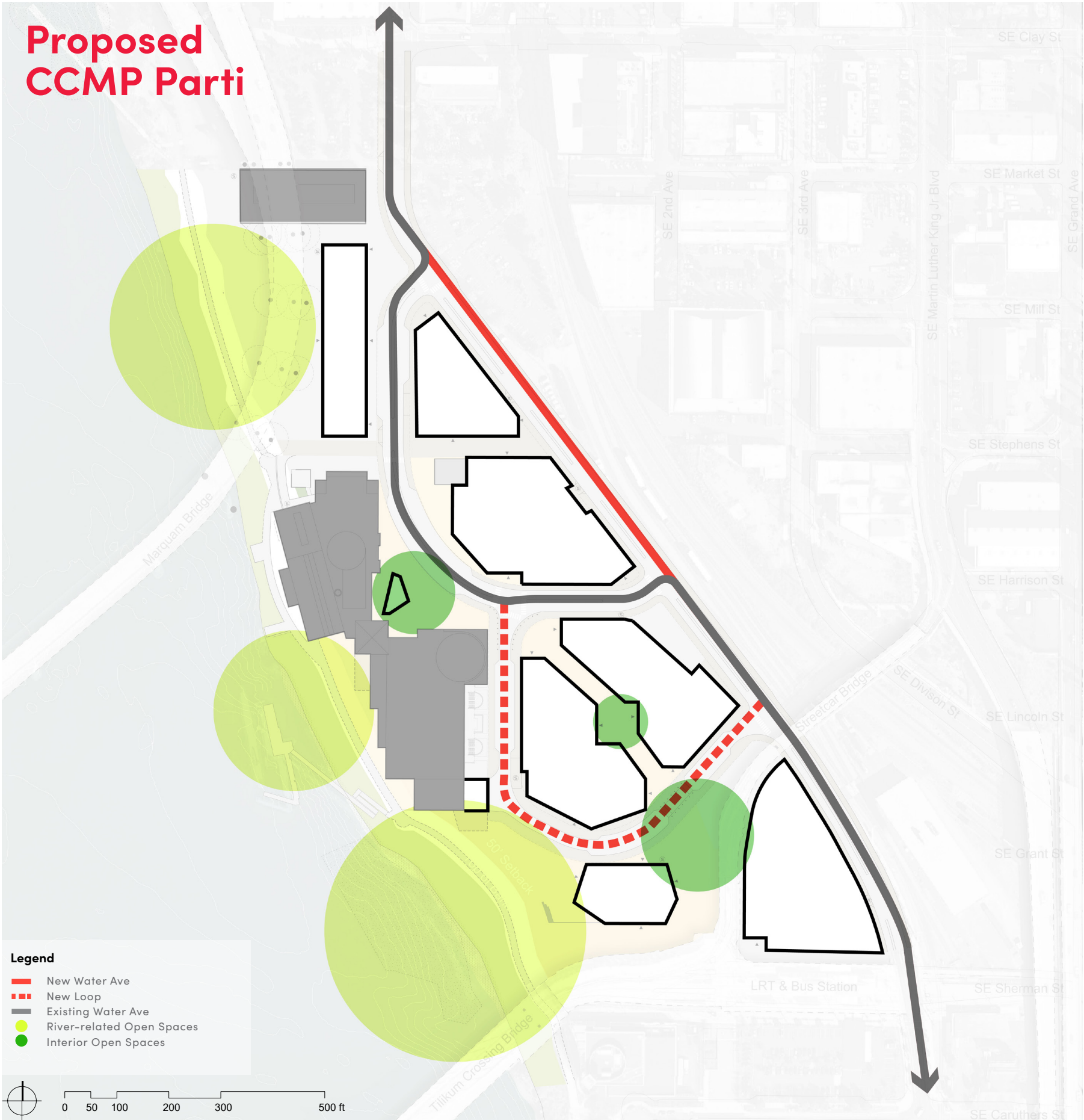
3. Master Plan Concept

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3.1. Development of Parti

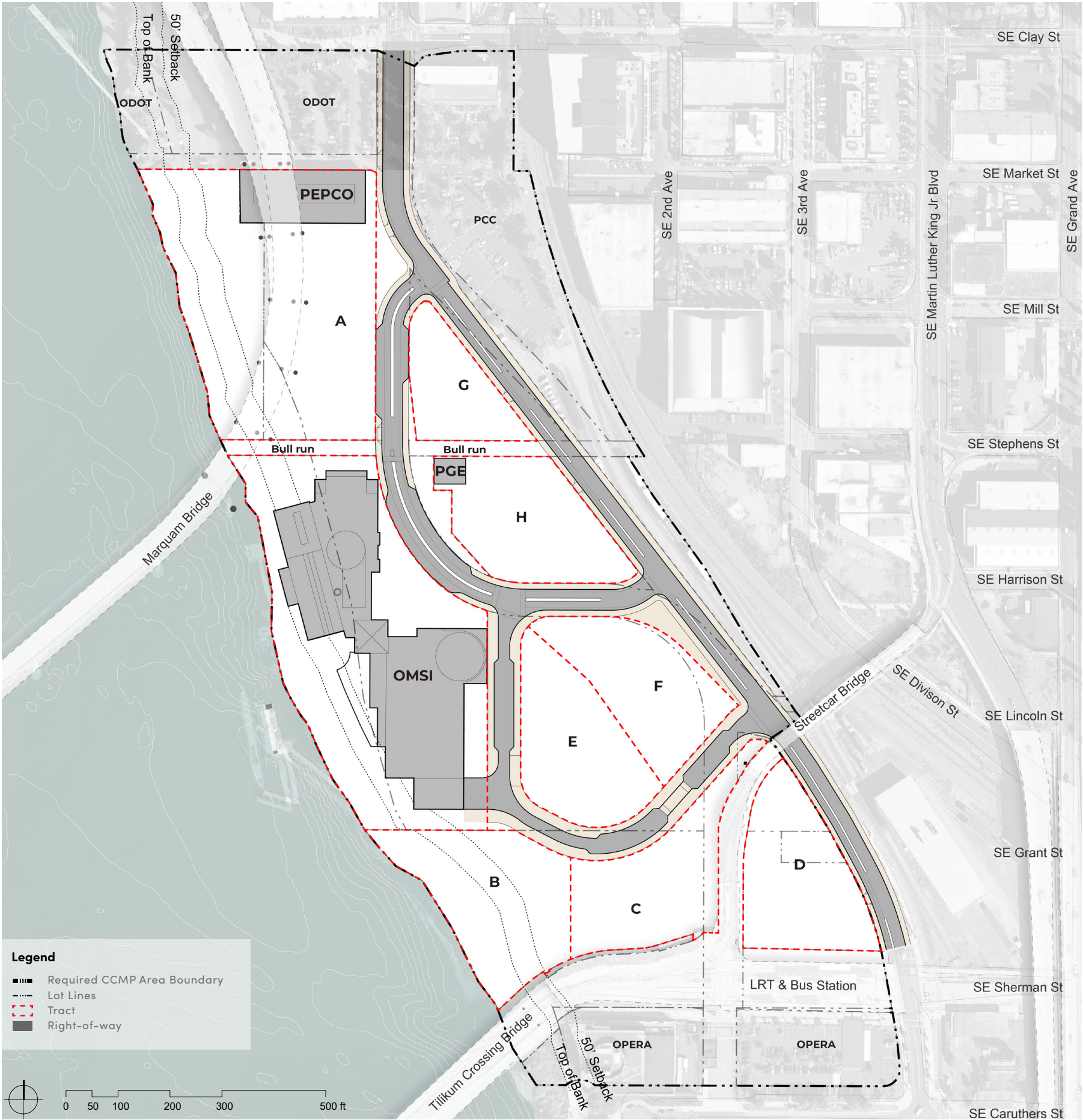
Design Exploration

The project team evaluated the 2017 OMSI Master Plan against CCMP code requirements and relative to feasibility advice from OMSI's developer. Several alternative refinements to the 2017 site configuration were explored responding to characteristics of the natural and urban context, historic block patterns, and OMSI's on-site service and program requirements.



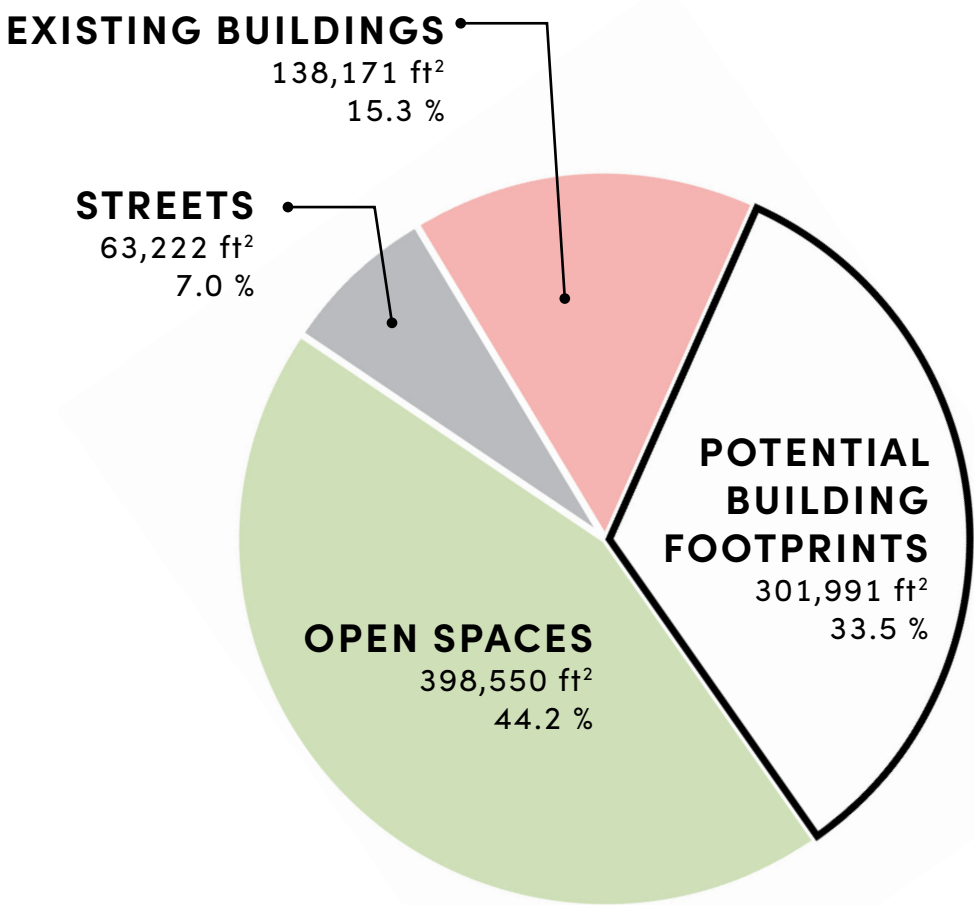
3.2. Site Diagram

Development Tract Boundaries



3.2. Site Diagram

Site Allocation, OMSI Property

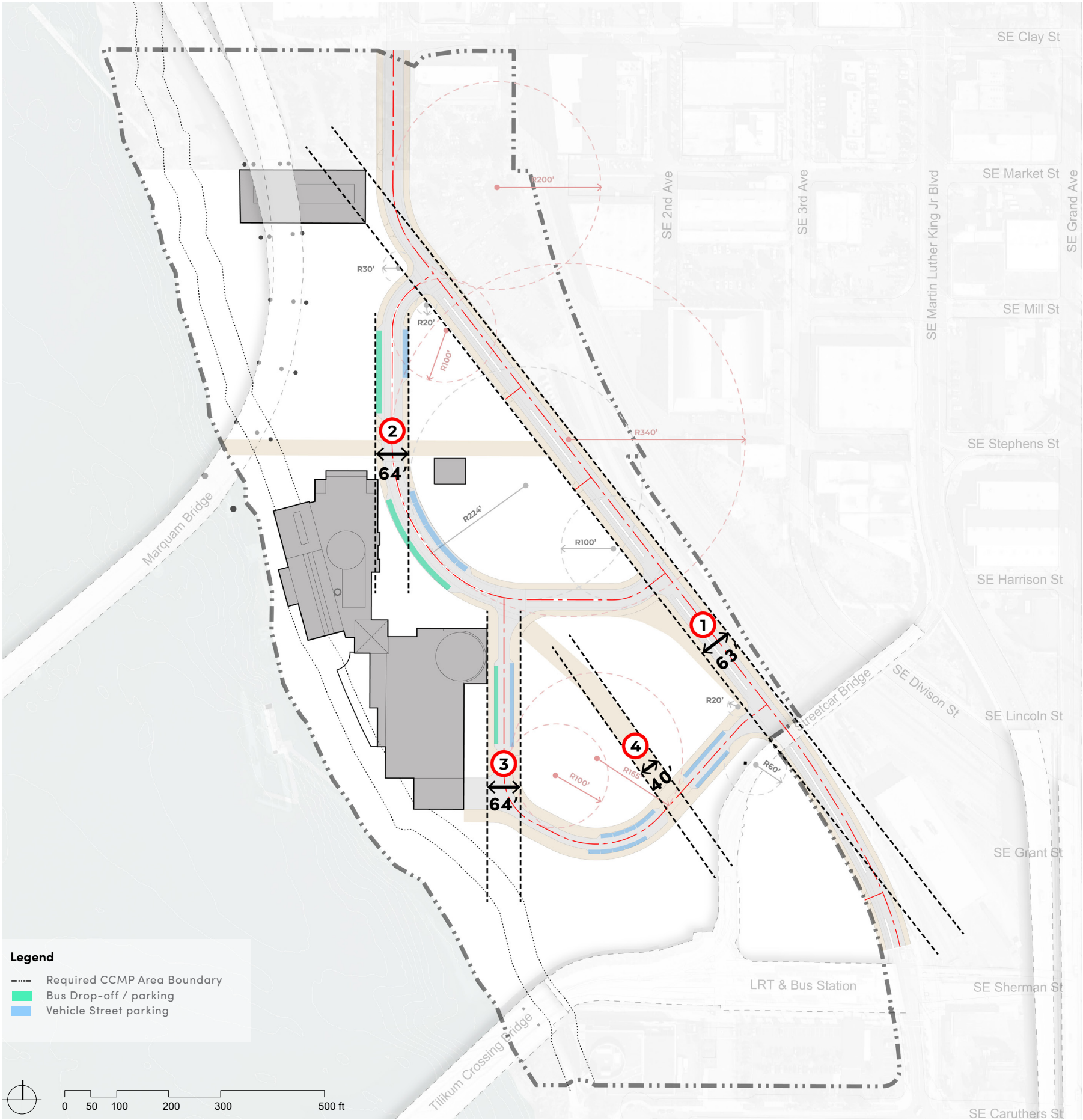


3.2. Site Diagram

Proposed Street Layout

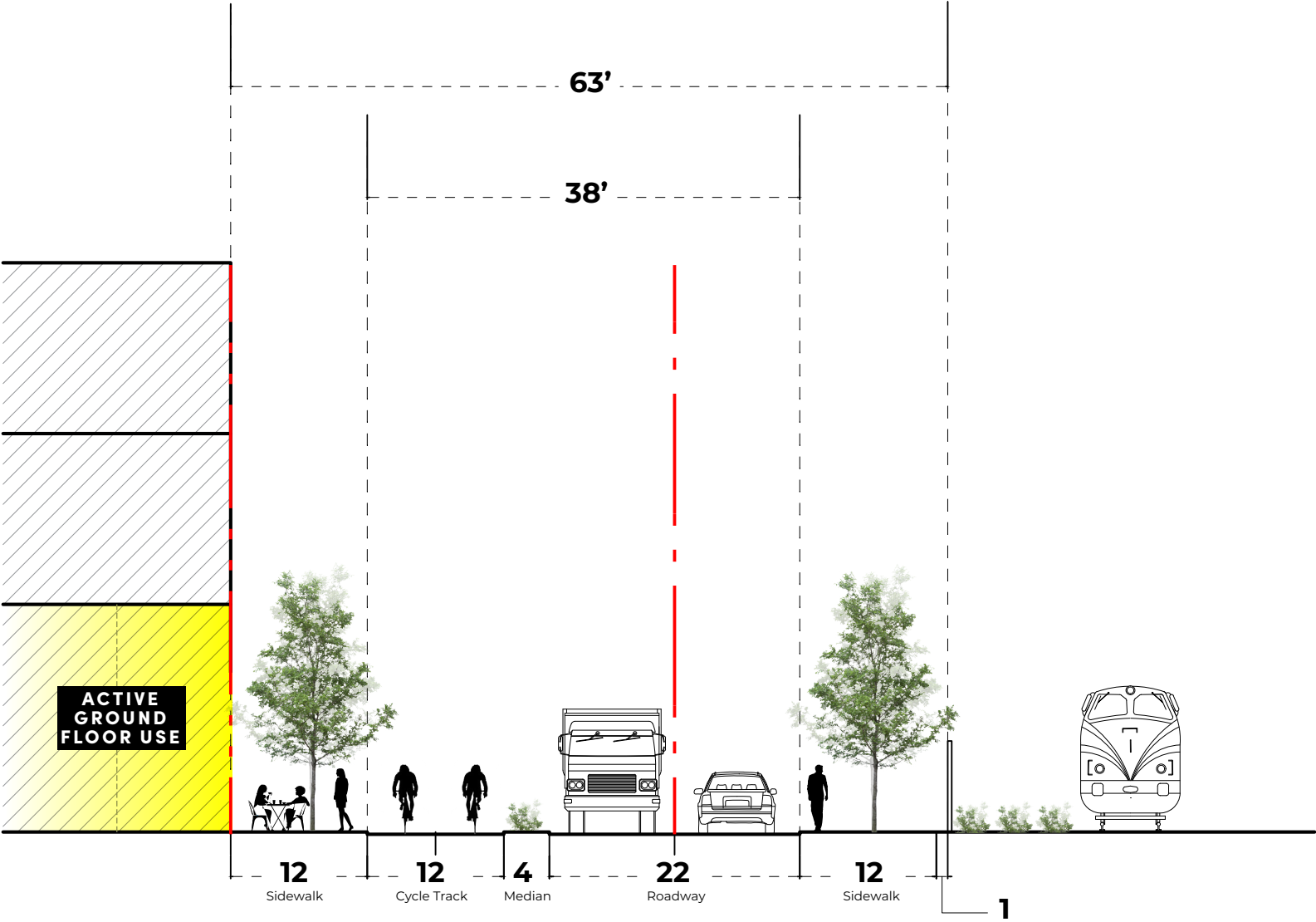
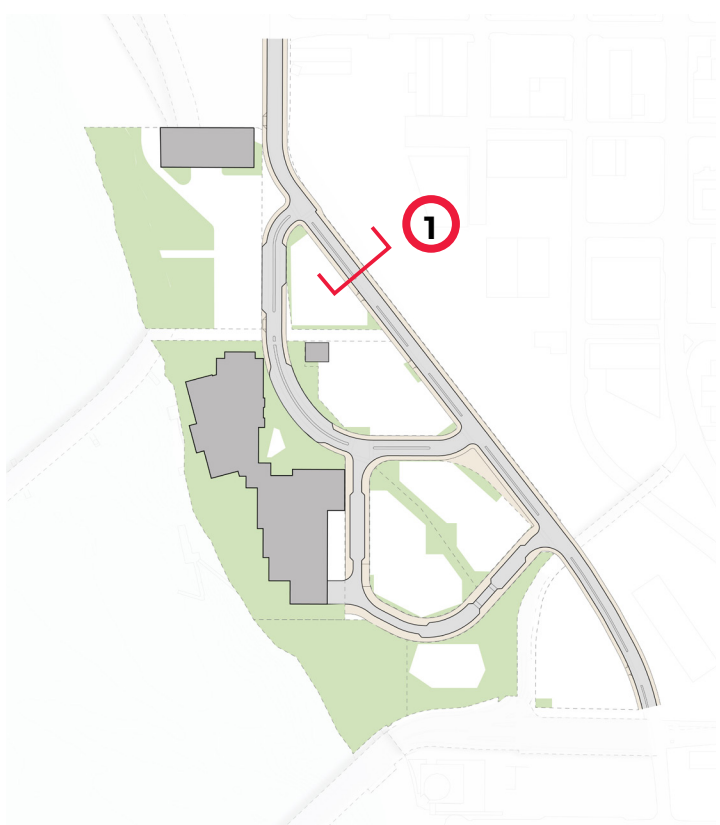
All streets are public except for pedestrian alleys.

- 1 New Water Avenue
- 2 Old Water Avenue
- 3 Loop Road
- 4 Central Spine



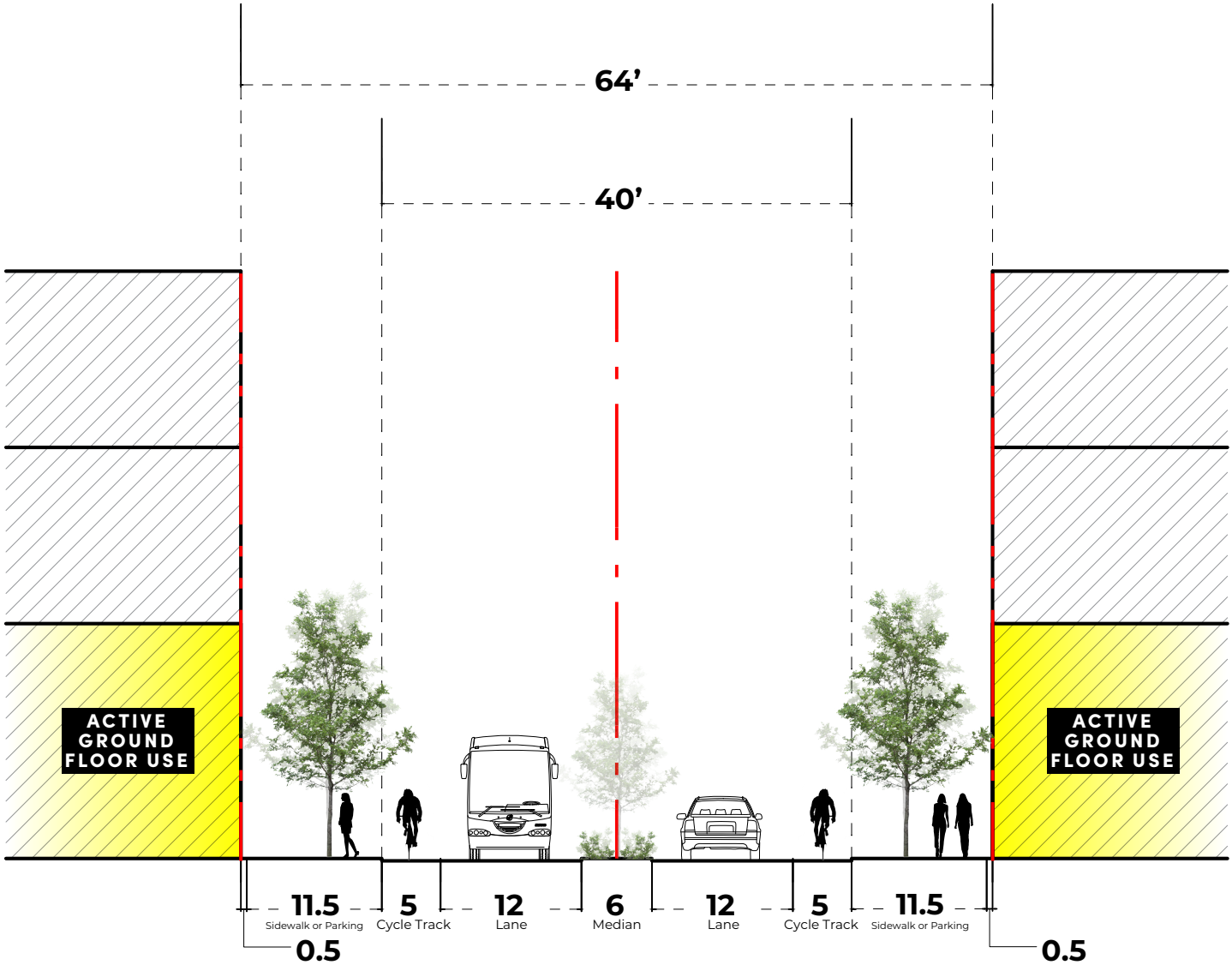
3.2. Site Diagram

Proposed Street Layout - New Water Avenue



3.2. Site Diagram

Proposed Street Layout - Old Water Avenue

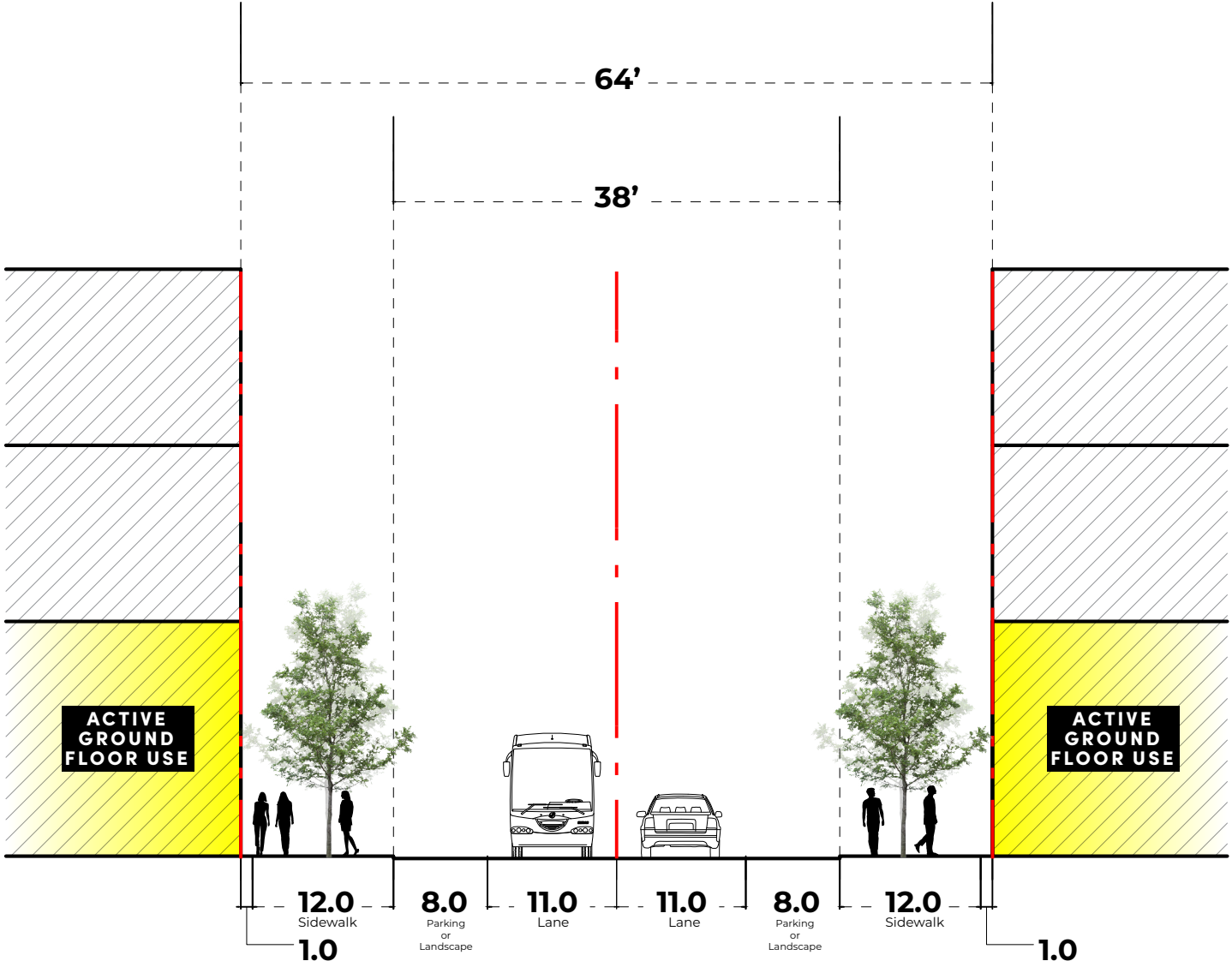
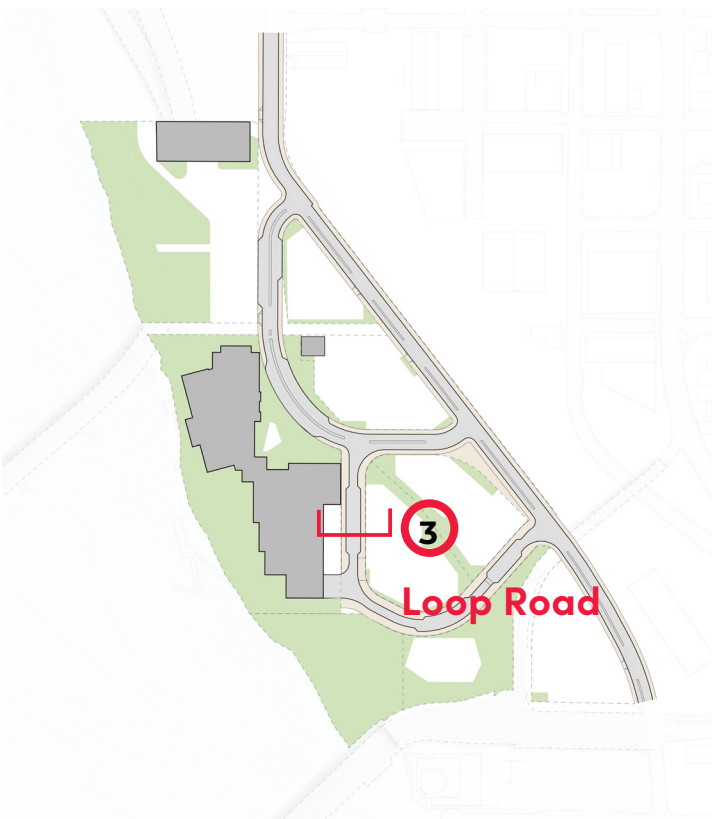


3.2. Site Diagram

Proposed Street Layout - Loop Road

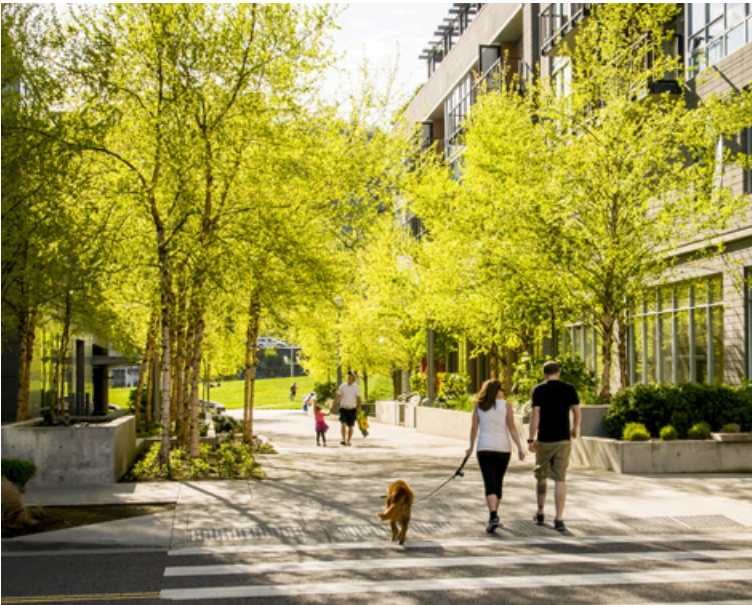


Pearl District. Portland

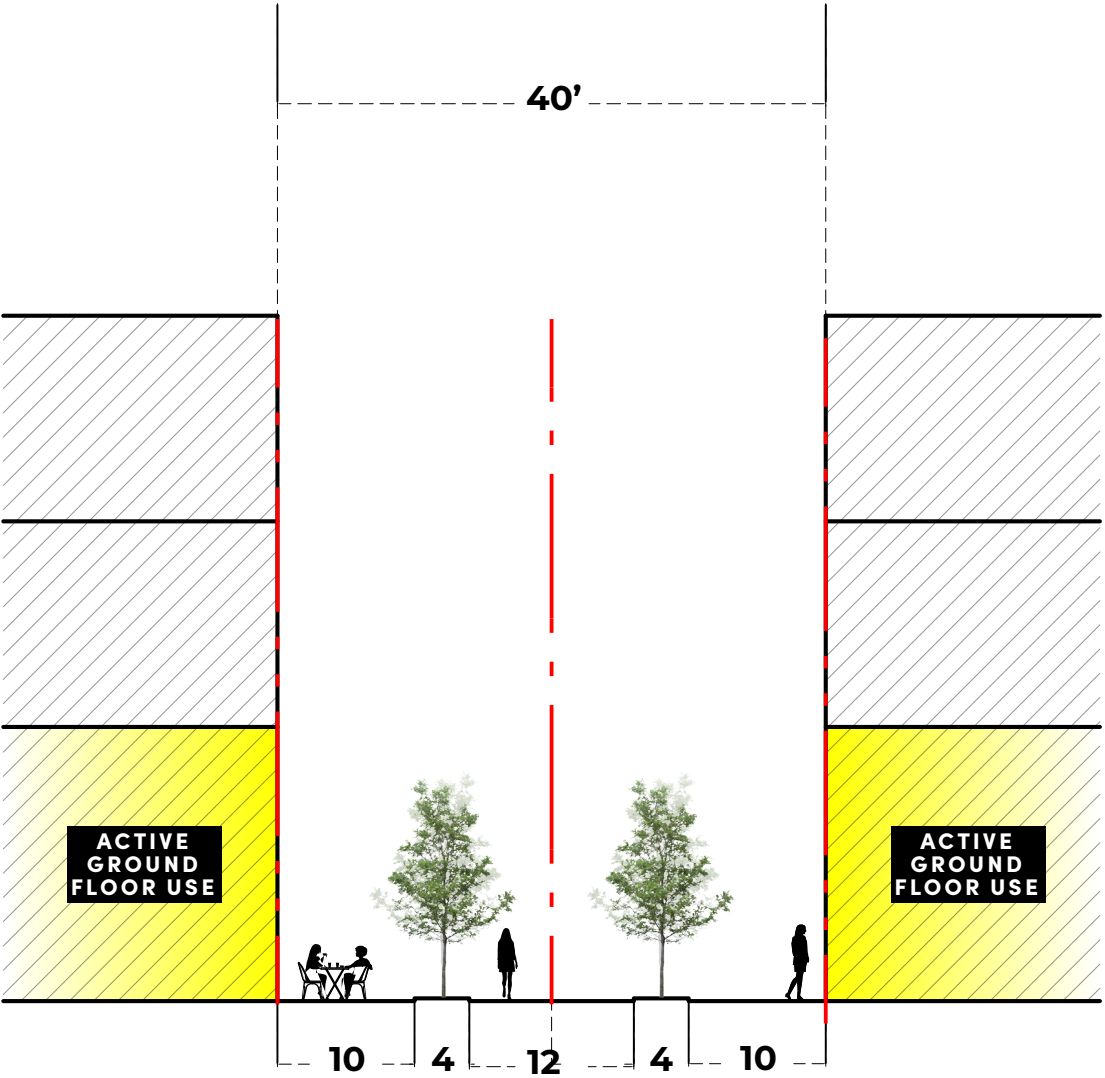


3.2. Site Diagram

Proposed Street Layout - Central Spine

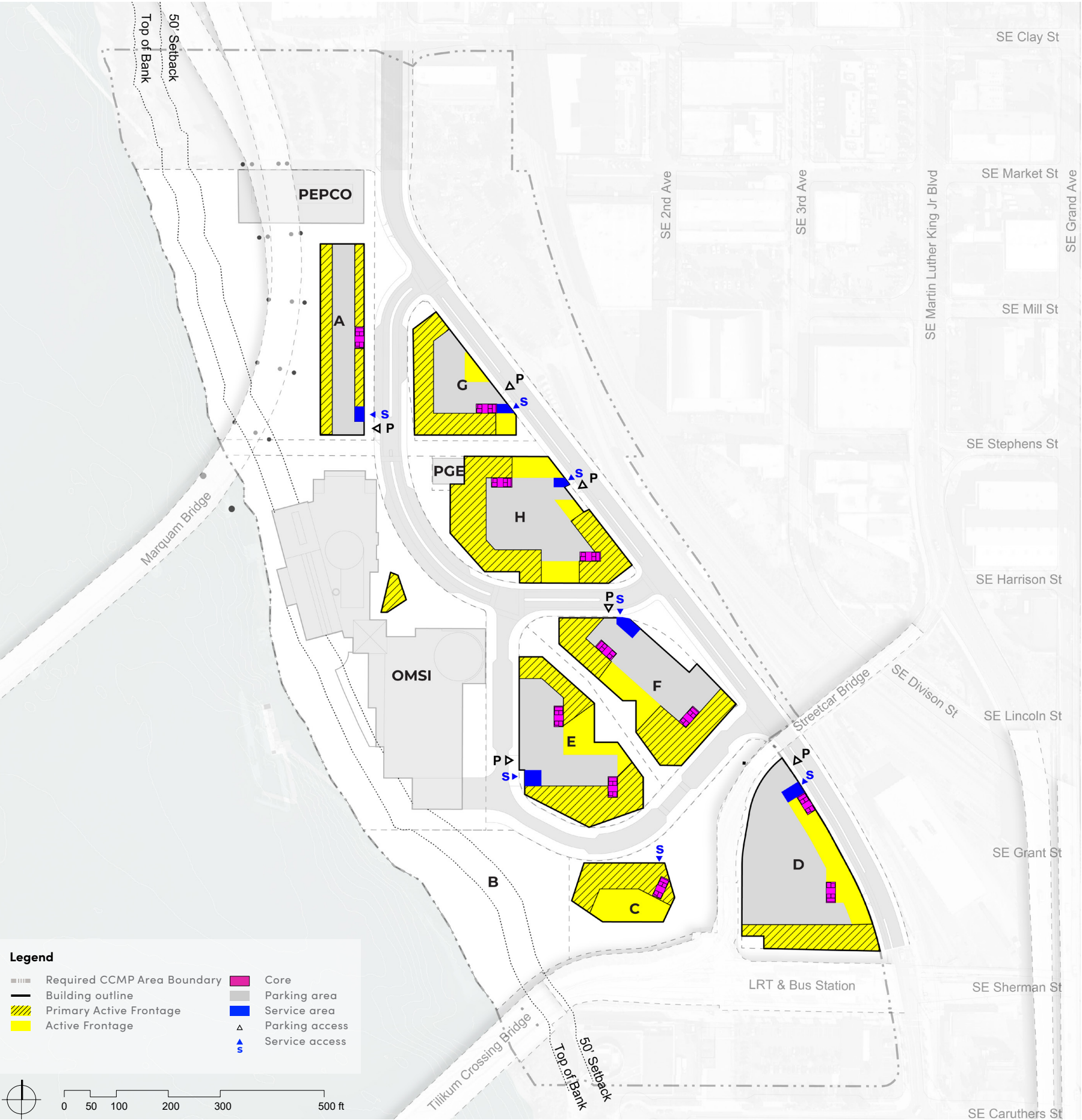


Mirabella Portland Condominium Tower. Mayer Reed

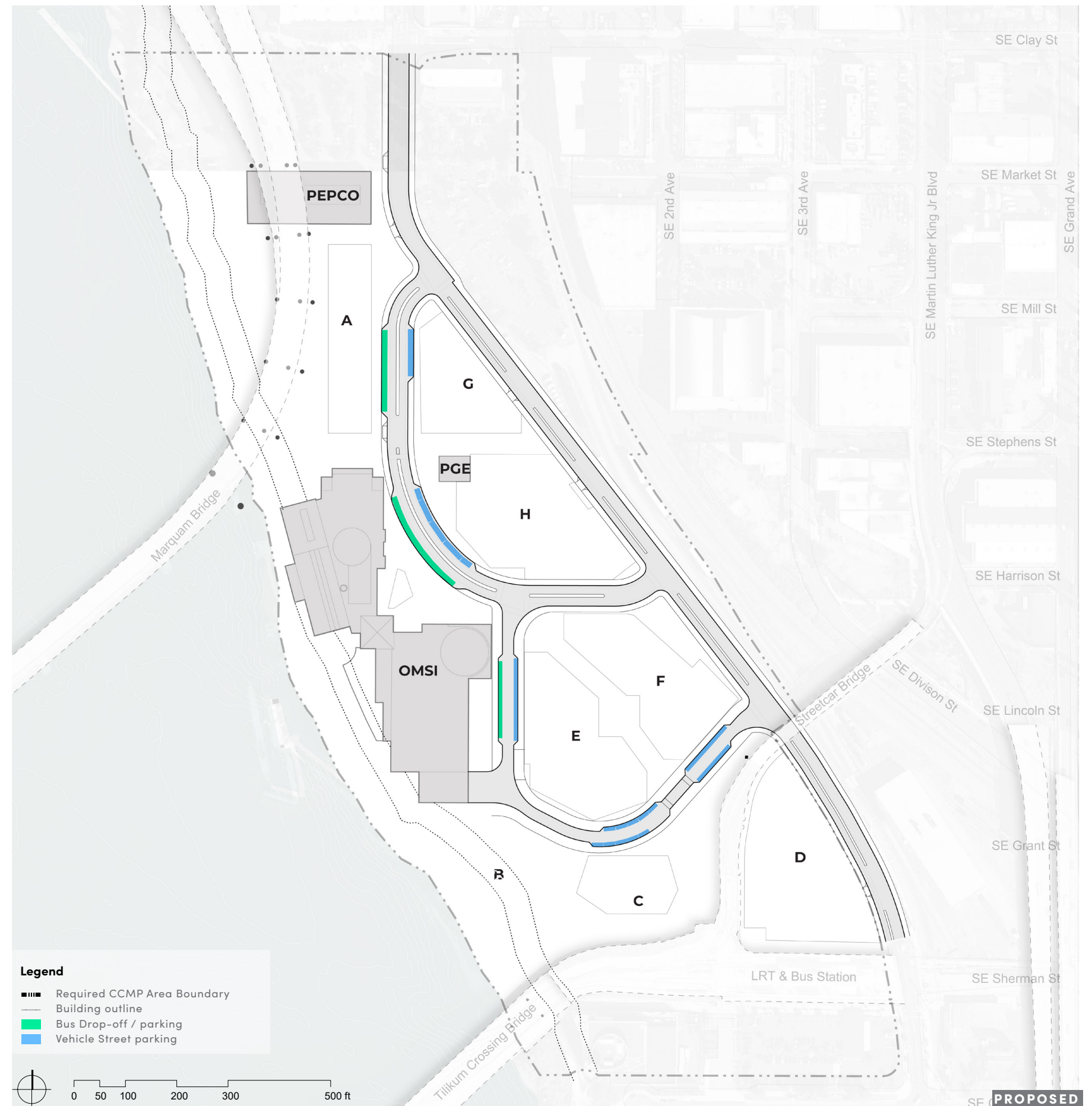


3.2. Site Diagram

Active Frontage, Parking & Service Access



Street Parking Before / After

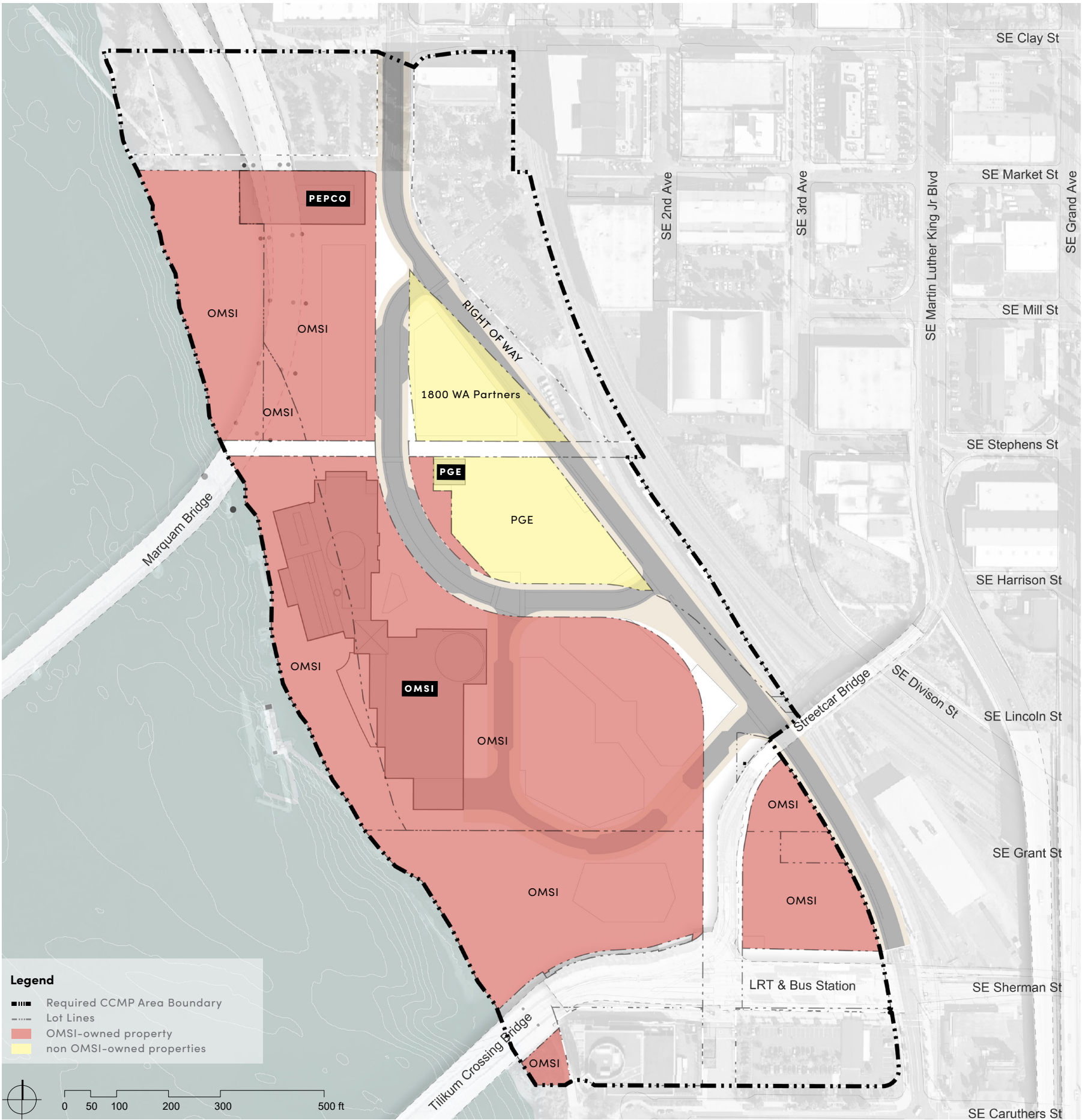


3.2. Site Diagram

Base FAR Diagram

SITE BOUNDARY	BASE FAR	TOTAL DEV SF	(-) EXISTING BLDG	TOTAL NEW DEVELOPMENT SF, BASE FAR
OMSI-owned	807,167 ft²	2.0	1,614,334 ft²	249,720 ft²
1800 WA / PGE	118,852 ft²	2.0	237,704 ft²	5,972 ft²

1,596,346 ft²

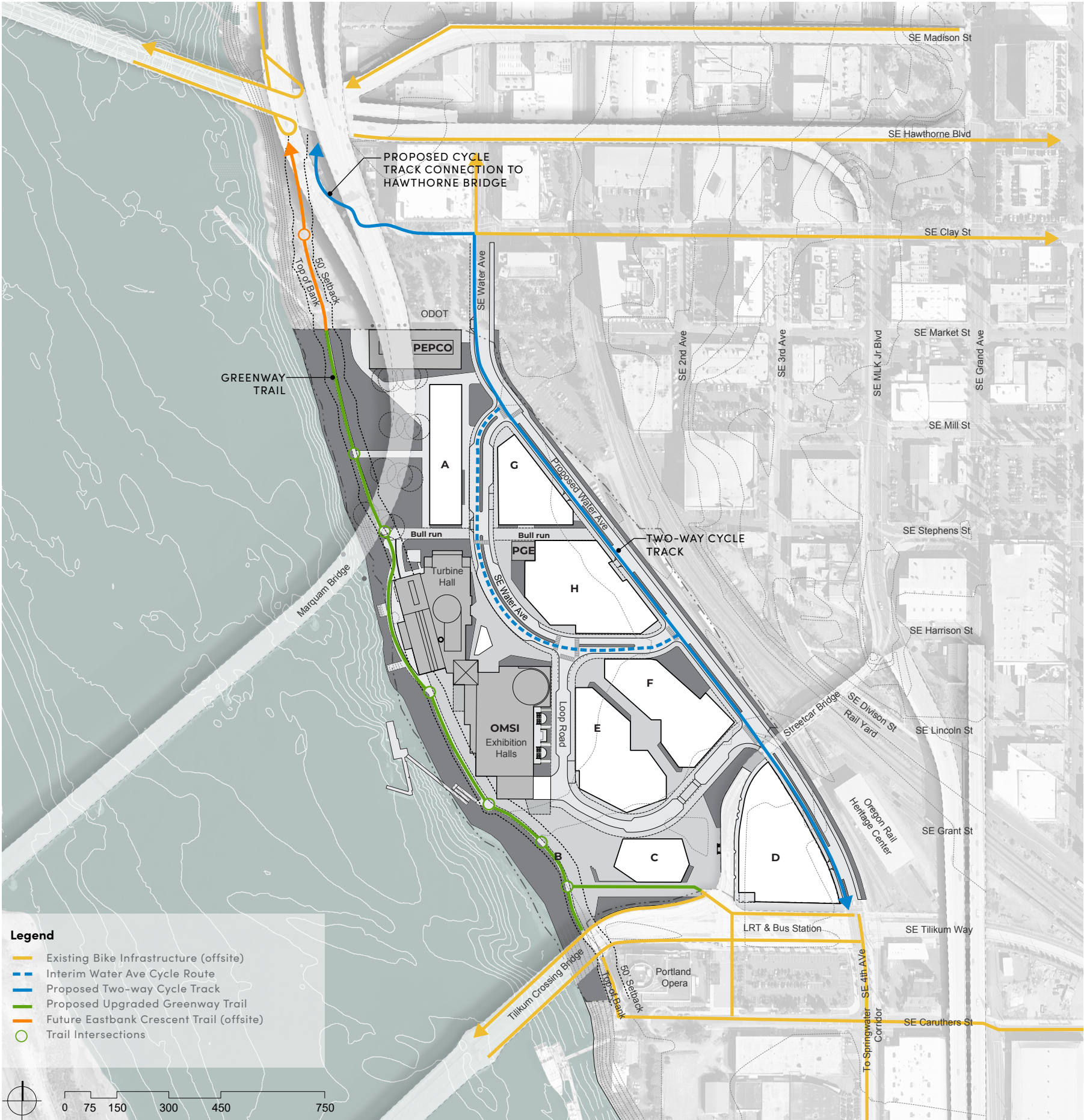


3.2. Site Diagram

Circulation concept

Bicycle Circulation

- Commuter cyclists, whose primary goal is to move efficiently through the district, will be encouraged to use Water Avenue.
- A key feature is a new two-way cycle track located on the west side of the new Water Avenue.
- New off-site improvements at the Hawthorne Bridgehead were proposed in the Eastbank Crescent Plan to help re-route cyclists onto Water Avenue and the cycle track.
- The Willamette Greenway Trail is an opportunity to enjoy a slower bike ride along the waterfront at safe speeds that are compatible with pedestrians sharing the trail.



3.2. Site Diagram

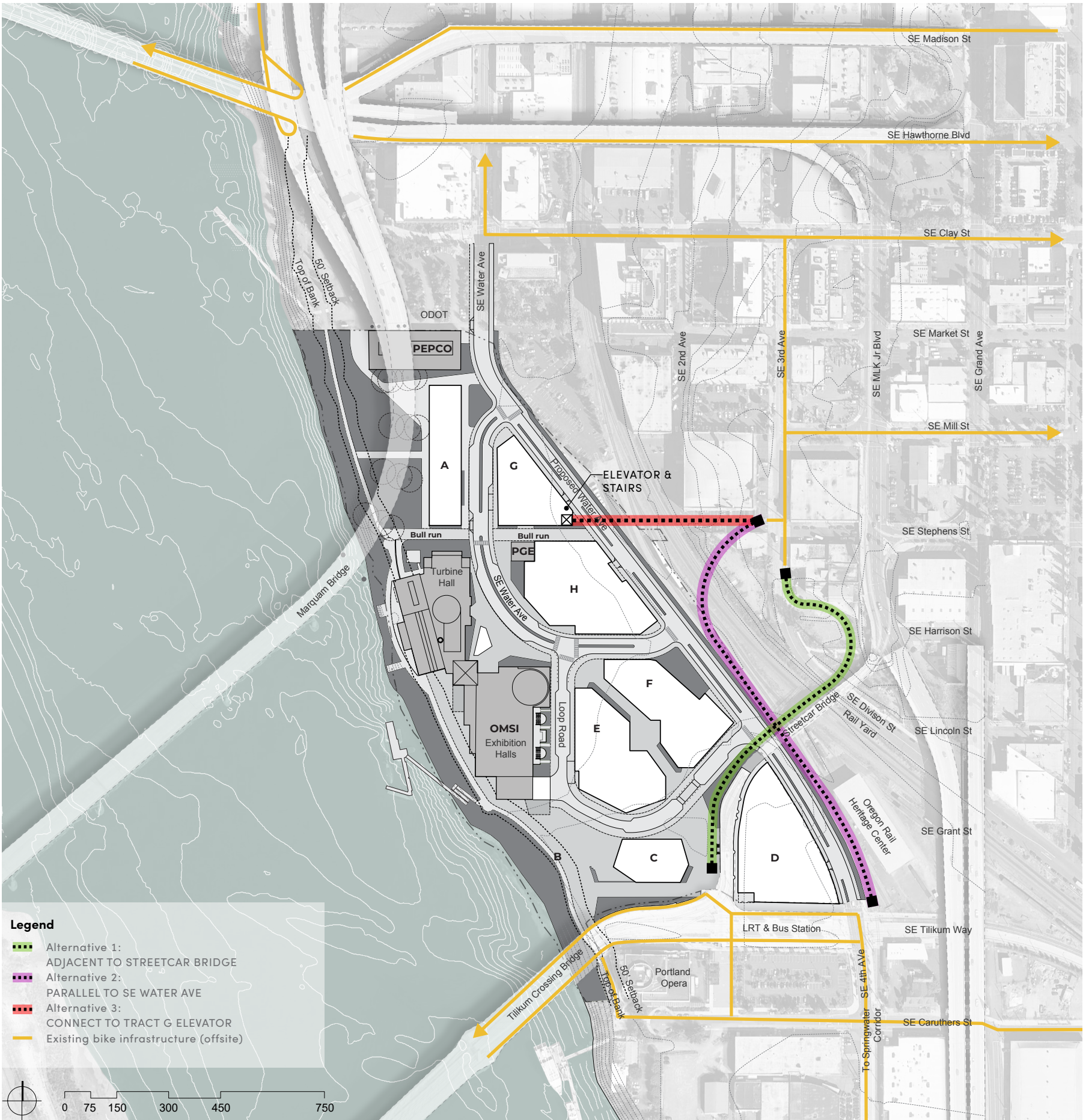
Circulation concept

Green Loop Bridge Options

- The Green Loop is intended to be a leisure, urban linear park that encircles the central city linking attractions, nodes, active storefronts, open spaces, streets, bridges and parks.
- Connection to the Green Loop is a very desirable component of the master plan; studies are underway to understand what the best connections will be.
- Three preliminary alternatives being examined connect over the freight rail lines into SE Portland to SE 6th Avenue Green Loop alignment via SE Mill Street.
- One bridge alternative is adjacent to the streetcar bridge, landing south of the OMSI district close to the transit center and Tilikum Bridgehead.
- Another bridge alternative lands at the east end of the transit center near the Water Avenue intersection.
- A third bridge alternative is to provide a shorter span with a more direct connection over the freight lines; this alternative would necessitate a public elevator as part of a mixed-use development project on the west side.
- No matter the location, the bridge could be iconic, artful and designed to become an architectural landmark that reinforces the OMSI District brand.



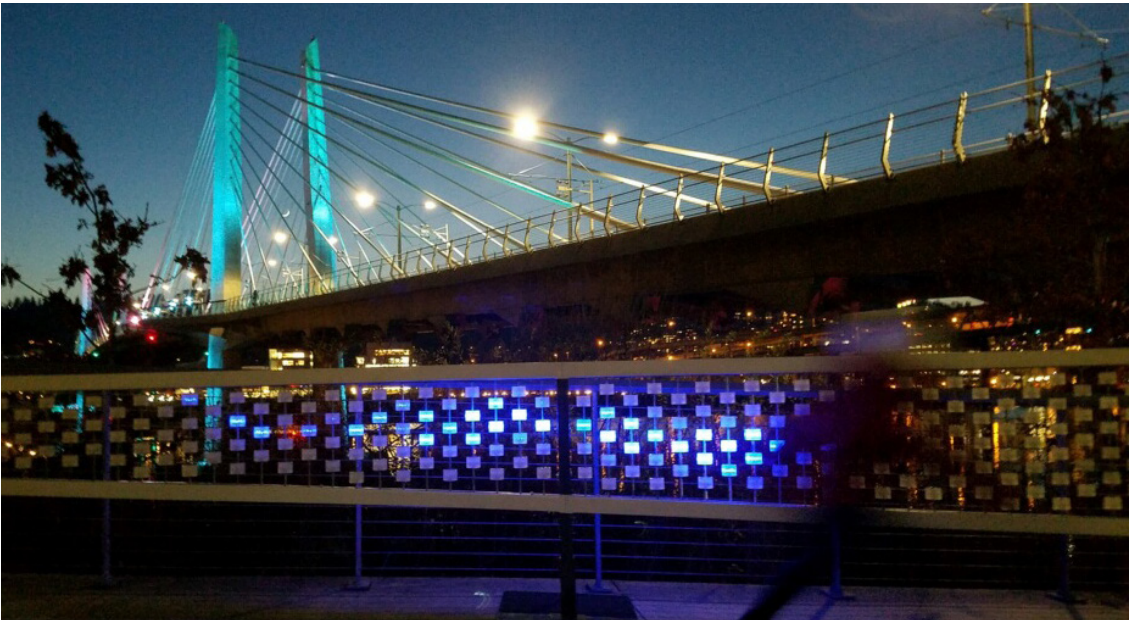
Byens Bro - Foot & Cycle Bridge, Odense, Denmark (Gottlieb Paludan Architects)



3.3. Public Realm Plan

Open Space Framework

- OMSI's vision is to create a series of vibrant, inviting plazas and pedestrian-oriented outdoor spaces that host events, interpretive displays, public art, play opportunities, and outdoor classrooms.
- Plazas will become multi-use flexible gathering places for programming events so that educational content can be exported outside the museum walls.
- Programmed events that will occupy many locations in the OMSI District include the annual Makers Fair and the Portland Winter Lights Festival.
- A prominent potential master plan feature is a flexible, programmable plaza south of the OMSI building framed with new multi-story development with active ground floors and podiums; the OMSI Gala could be relocated here. Music, performances and festivals will be hosted here.
- Along the pedestrian street will be opportunities for a farmer's market, art shows or maker displays.
- OMSI's entry plazas on the east and west will flank the museum's pass-through lobby; Special events, parties and festivals will be located in these spaces.
- Three semi-private, flexible covered spaces next to the building will be programmed by OMSI as outdoor classroom, "pop-up" play and display spaces.
- A strong vision for the district is to establish a series of "green fingers," that knit the district together with landscape elements to support clean water and habitat.
- OMSI's bioswales are reported to be the birthplace of the green infrastructure movement that has spread nationwide across the country. These green spaces will support a variety of vegetation typologies, demonstrate treatment of stormwater and include nature play opportunities.



Knetic De Light, Winter Light Festival, Portland, OR (Mayer/Reed, Photo: Adam Pond)



3.3. Public Realm Plan

Open Space Framework



Open Space Precedent: Armentieres Square, France (Atelier des Paysages Bruel Delmar)



Open Space Precedent: Bat Yam, Isreal (Derman Verbakel Architecture)



Open Space Precedent: Pennoyer Street, Portland, OR (Mayer/Reed; Photo: Bruce Forester)



Internal Pedestrian Spine Precedent: Chophouse Row, Seattle, WA (Graham Baba Architects/SKL Architects)

3.3. Public Realm Plan

Open Space Riverfront

- OMSI's waterfront holds an unmatched potential to become the most vibrant destination on the east side of Portland; with so much access, it's destined to become a hub of activity on the river.
- Discovery, innovation and interpretation goals will be achieved through engaging, first-hand sensory experiences along the river.
- As a science and industry museum, OMSI's waterfront is rich with river-related themes and immersive experiences that will create a variety of welcoming and educational opportunities open to the public.
- From north to the south, the waterfront offers a gradient of episodic experiences, from passive to active, ranging from river restoration, habitat and nature-based themes to social gathering places and a vibrant, urban waterfront.
- The site enables a wide variety of activities ranging from dining and use by individuals to classes, hands-on experiments and large public events and partnerships with other organizations.

NORTH REACH:

River Health & Ecology

- River health and ecology are stewardship themes that focus on urban habitat, native plants and wildlife and human's role in the environment; an elevated walkway perpendicular to the greenway trail will provide prospect out over the river.

CENTRAL REACH:

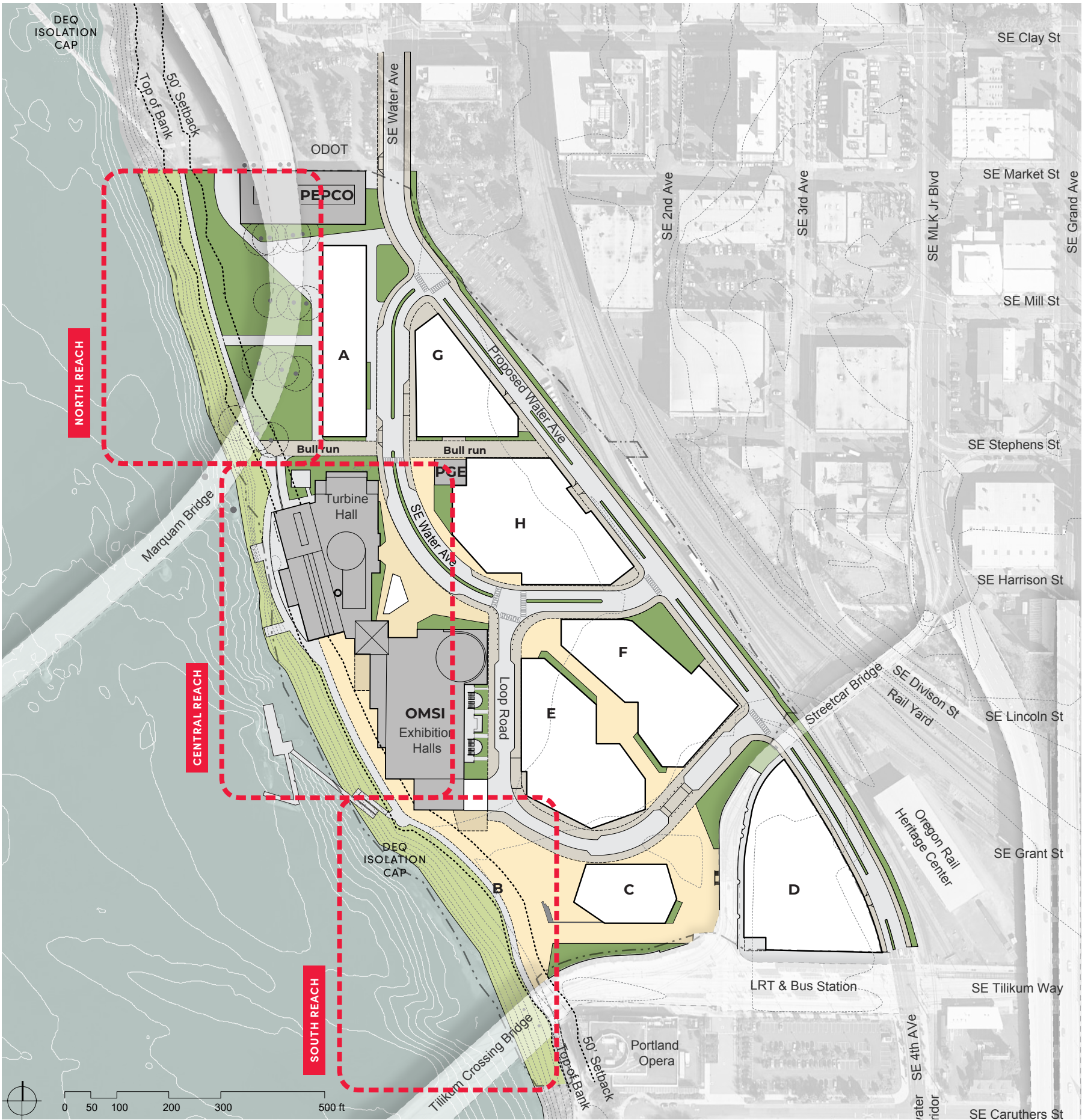
Science & River-Related Industry

- Science and industry interpretive themes will be expressed through increased programming and displays once the greenway becomes more pedestrian-oriented.
- Trail widening, bike calming, elevated decks and seating areas will be improved for OMSI programs, events and dining.
- River access will include places for scientific measurement and hands-on experimentation; the existing dock will provide access to the submarine and jet boats, a kayak launch and on-water classroom deck.

SOUTH REACH:

Active Urban Waterfront

- The potential south plaza could host events, children's water play, special programming and a range of activities offers a unique destination; the waterfront edge will include a variety of seating opportunities.
- A key master plan feature will be a grated deck that extends out over the water to enhance the space and experience of the location where the city has designated a public viewpoint.



3.3. Public Realm Plan

Open Space Riverfront



North Reach Precedent: Hunter's Point, Queens, NY (SWA)



Central Reach Precedent: City Deck, Green Bay, WI



South Reach Precedent: Brooklyn Bridge Park, Brooklyn, NY (MVVA)



Central/South Reach Precedent: The River Cafe, New York, NY

3.3. Public Realm Plan

View Points

- A key objective of the OMSI master plan is to connect people to the river.
- Remarkable views to the river, downtown, and bridges support OMSI's vision as an experiential educational park on the waterfront.
- Two west-facing city scenic resources are designated on the OMSI waterfront, and adjacent to OMSI's north and south property lines.
- Additional viewpoints are proposed to optimize themes of ecology and riverbank restoration, science and industry and social gathering within the three reaches of OMSI's 1600 ft. long shoreline.



Marquam Bridge, Portland, OR (Photo: ZGF)



Tilikum Crossing Bridge, Portland, OR (Photo: Mayer/Reed)



3.4. District Intergration / Distinction

How does this MP help to integrate, yet also distinguish, the district in the context of the greater Central City?

Integration

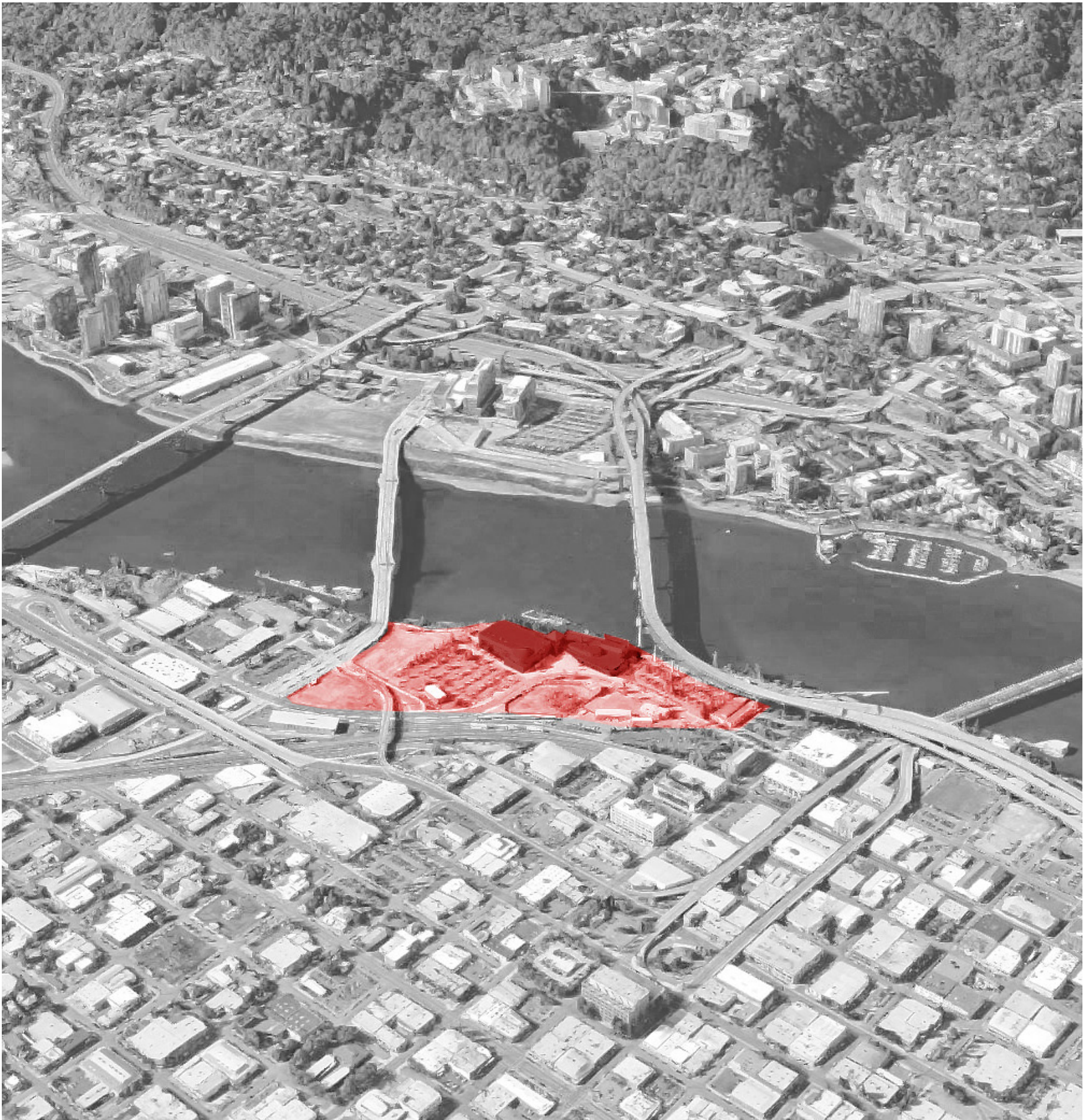
The new OMSI neighborhood will fill a void in the urban fabric of the inner Central Eastside, embracing and activating the high-capacity transit station with dense, mixed-use development that will reflect an industrial and innovation-related character. Existing Water Avenue will be strengthened, with active ground floor uses lining both sides of a pedestrian-oriented street. A pedestrian-oriented Central Spine will provide a direct connection between OMSI Station and OMSI's front door. The Green Loop will pass through the site, linking thousands of cyclists and pedestrians with the river, OMSI, new mixed-use development and the transit station.

Building heights will step down from east to west to embrace the existing Turbine and Exhibition Halls and the river. The skyline created by the building towers will be permeable. On the ground, the Greenway Trail and a cycle track on New Water Avenue will knit the OMSI district to its neighbors and points beyond. Connections to the Hawthorne and Tilikum Crossing bridges will be simple to locate, and access to both the Green Loop and cycle track networks will also facilitate active transportation connections to the east.

OMSI intends to activate the western frontages of the existing Turbine and Exhibition Halls with small educational and social interventions to embrace the Greenway Trail. A potential plaza between the Tilikum Crossing bridge and the Exhibition Hall could provide a gathering place on the east bank of the Willamette, easily accessible via transit from the park-deficient east side of the City.

Distinction

The OMSI development will be distinct because it will not try to duplicate the historic Portland grid on its narrow, curved, constrained site. To try to duplicate the grid on this riverine site would create oddly shaped left-over spaces. Rather, the tracts of this neighborhood will take an organic form more resonant of pre-Jeffersonian urban areas than the rest of Portland. The new towers will create an interesting skyline that contrasts with the lower massing of the surrounding Central Eastside fabric. The new density will take a form different from other transit-oriented development in Portland, one that reflects the industrial and innovation-based character of the area.



3.4. Character of the District

How does the proposed plan express the desired character of the district?

The OMSI District will be alive day and night with learning activity. The pedestrian- and bicycle-friendly neighborhood will integrate the natural and built environments and serve as a community destination. OMSI programs, exhibits, art and events will manifest outside of its buildings in inclusive or interactive temporary, seasonal or permanent installations.

A public waterfront park dedicated to education will extend along the OMSI riverbank in a synthesis of habitat, climate resiliency and scientific programming goals. A potential plaza open to the public could anchor the south end of the neighborhood, providing a riverfront destination not available anywhere else on the east side of the Willamette.

The neighborhood will form the heart of an emerging District within the Central Eastside that is a forum for the exchange of ideas and creative expression; where scientists, makers, artisans, engineers and inventors from diverse backgrounds and cultures work, live and play. Active ground floor uses emphasizing maker spaces of all sorts will bring these endeavors into public view.



Portland Winter Light Festival Lantern Parade Debut. Mayer / Reed

3.5. Preliminary Infrastructure

Sewer

- Public sewer does not extend into the district.
- A new public lift station will be required to allow for gravity sewers to be installed throughout the district.
- Potential district waste water treatment facility to treat a portion of the sewage as an educational component and generate treated graywater for applicable district uses.

Legend

S

S

Existing Private Sanitary Sewer Gravity Main

S

S

Existing Public Sanitary Sewer Gravity Main

MH

Existing Public Manhole

Sanitary Sewer Gravity Main

Sanitary Sewer Force Main

MH

Manhole

LS

Lift Station

Wastewater Treatment

OMSI OMSI Central City Master Plan

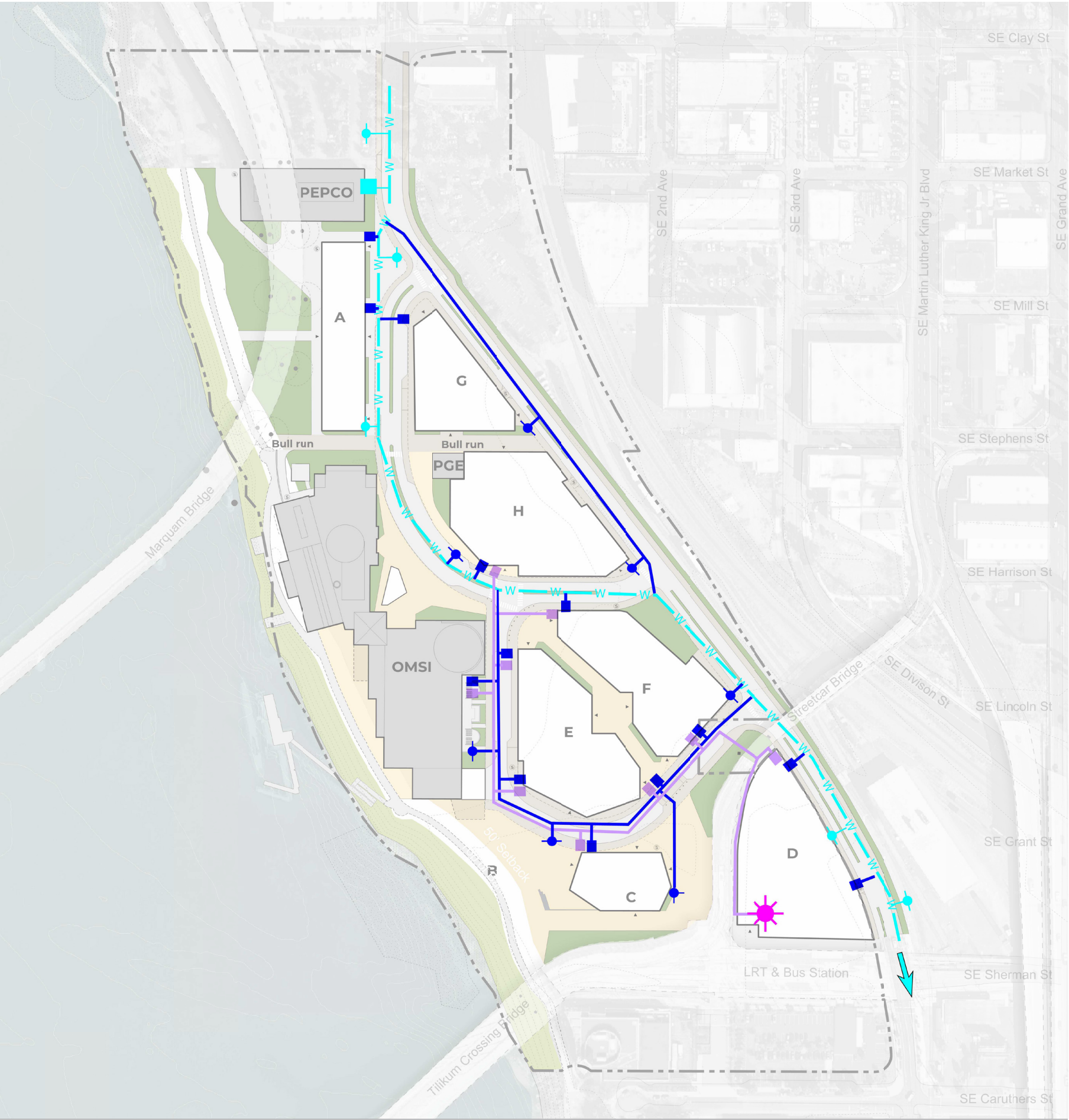
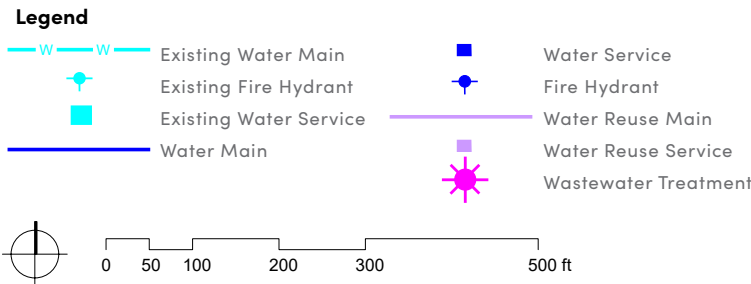
Design Advice Request #1
May 23, 2019

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3.5. Preliminary Infrastructure

Water

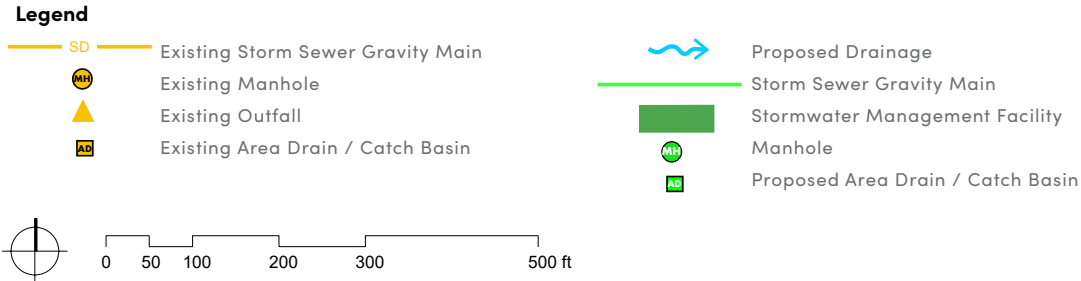
- New water mains shall be constructed along new roadways to serve development throughout the district.
- A separate graywater distribution main will be extended to a portion of the district to serve non-potable demands.
- Fire hydrants will be added to provide fire safety.



3.5. Preliminary Infrastructure

Stormwater

- Existing outfalls and portions of existing public conveyance system will be reused where viable.
- All runoff from new roadway and plaza improvements will be treated through vegetated facilities or other acceptable measure before entering public storm main.
- Vegetated storm facilities in the roadway and plaza areas will be integrated to the overall landscape design for the district.





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