

OMSI Central City Master Plan LU 21-115214 CCMS

Summary Memo Findings / Comments, Hearing #1, 081822	RESPONSES	LOCATION of CHANGE
Memo Findings on: MASSING ENVELOPES		
1. Commissioners found that more nuance is needed in the overall building massing envelope proposal.	This comment appears to introduce or refer to those below. Please see responses to Massing Comments 2-4, following.	See below.
2. Design Commissioners found that reductions in maximum heights are needed at Tract C and Tract E to provide greater access to light and air at the South Plaza.	The South Plaza is open to the south and west (to the river) so the plaza will have great access to light and air. However, the maximum heights of Tracts C and E have been reduced to 200 feet from 250 feet to respond to this concern from the Commission.	See updated Tract C and E Maximum Building Envelope diagrams on p. 33
3.a Tract C needs an upper story setback facing the plaza to create a more appropriate scale at the plaza.	A minimum 20' deep upper story setback has been added to the west façade of Tract C.	See updated Tract C Maximum Building Envelope diagram on p. 33
4.a Commissioners spent some time discussing the need for building length restrictions at Tract PCC. When pointed out that there is a 250-foot length restriction, commissioners generally found that to be acceptable. One commissioner suggested that a plaza be placed at the intersection of New and Old Water Avenues to help break up building massing at this tract.	We have edited the PCC Maximum Building Envelope diagram to highlight the 250-foot restriction on façade length that commissioners found acceptable and that was already in the proposal. The massing on the PCC tract will be broken up in any case by the parking and loading entrance, which occurs at the 4-way intersection of New and Old Water Avenues. In addition, a 4-way intersection is not a preferred location for a gathering area, and there are other gathering spaces more appropriately located in the plan area.	See updated PCC Maximum Building Envelope diagram on p. 32
4.b Commissioners also found that building length restrictions should be included on Tract A to allow for more visual connections to the river. One commissioner said the tract should be cut in half.	The maximum building area indicated on Tract A will be broken at ground level by a minimum 40-foot wide and 15-foot clear height pedestrian and vehicular passageway that provides loading and parking access from Old Water Avenue to the interior of the parcel. This driveway was previously shown on the public works plans, but not in the Tract A diagram, so we have added to the Tract A diagram for clarity. The passageway allows loading service for the Pepco Building, OMSI's Turbine Hall, and access to the existing parking lot on Tract A.	See updated Tract A Maximum Building Envelope diagram on p. 32
4.c Commissioners also discussed the idea of restricting tower lengths, though they did not settle on locations or dimensions. On this topic, one commissioner found that the development tracts do need a "fair amount of flexibility" since the tracts are unusually shaped. Staff believes that such standards may be useful (particularly near the South Plaza) and should be proposed in revisions to the master plan.	The proposal had already included wording in the Design Tenets requiring a minimum of 50' between buildings, but we have edited this to be more specific that it also applies to towers. In addition, we have added a design requirement that a minimum 20' wide by 12' deep articulation in the facade must be provided every 250 feet or less.	See updated Design Tenets text on p. 10 and Maximum Building Envelope, p. 26
Memo Findings on: OPEN SPACE NETWORK & WILLAMETTE RIVER		
1.a-c One commissioner remarked that developers will want to have the open space network developed and in place before they build. Another found that the staff recommendation to tie final development of open space O-1 to development of the last building in the district could leave that space unimproved for 50 years or more, which was not 'palatable'. Commissioners determined that they need a clear phasing proposal to respond to from the development team before they can determine that the approval criteria related to open spaces will be met.	Entitled open areas OS-2, -4 and -6, the Tract E/F passages, SE 2nd Plaza, and the upland portion of the South Plaza (part of OS-1) will be delivered with adjacent development. The remainder of entitled open area OS-1 and OS-5 (the waterfront), will be delivered contingent upon funding. Until that time, a fully-functioning greenway amenity is already in place. Entitled open area OS-3, OMSI Plaza, will be delivered contingent upon funding. Until that time, a fully functioning plaza is already in place. Sidewalks within the public right of way will be delivered with public works projects, as shown in the Phasing Diagram.	See updated Phasing text on pp 38-39 and new Open Space Phasing diagram on p. 39
2.a Commissioners found that surface parking should be discouraged, and preferably removed, at Tract A.	The open space on Tract A is oriented to the river and integrated to the upland via open area passageways at the Pepco Building and Bull Run, which bypass and minimize any impact on the open space of the existing parking spaces that are expected to remain in place. The master plan approval criteria does not direct the property owner to remove certain uses; instead it requires a long term framework plan for how the site will redevelop over time. The OMSI master plan area is a developed site with parking needs in the present that will evolve over time.	no change

2.b They also agreed with the staff recommendation that the building's ground level program be more "transparent and activated" on the west side of Tract A.	The requirement for Ground Floor Active Uses has been wrapped around the southern and lower portion of the western façade of Tract A. OMSI plans an interpretive exhibit in that location.	See updated Ground Floor Active Uses diagram on p. 31
Staff Report dated August 8, 2022, Matrix p.13: Development on Tracts A, C and E will help to provide the active land uses needed to support activity on the riverfront. For this reason, it is important that development on Tract A have some additional active ground floor use facing the river and not just facing Old Water Ave.	Tracts C and E already had ground floor active uses required on the plaza edges of Tracts C and E, so no changes were needed there.	
Staff Report Matrix p. 27 ..."a primary entry zone (as shown on p. 30 Ground Floor Active Uses) should be on the plaza side of development on Tracts C and E and on the river side of Tract A"	Two of the four sides of the Tract C buildable area address the plaza, and while we have not precluded the opportunity for a second main entrance, the intention of the master plan is that there be a main entry placed to support the Central Pedestrian Spine. On Tract E, while the main entry zone has been placed to support the Pedestrian Spine, there is a major architectural passageway that directly addresses the plaza. On Tract A, there is a vehicular and pedestrian passageway that opens the ground floor to the open space, while the southern end of the building at Bull Run is planned to hold an interpretive exhibit. We feel that the adjacent open spaces will be adequately supported on Tracts A, C and E without requiring a second entrance in those locations.	
3.a. In discussing the riverfront, one commissioner noted that the plan is missing a "sense of discovery" and that there are missed opportunities to create a riverfront that would make the OMSI master plan area "exceptional".	The full scope and scale of the open space network knit the river into the upland in a ladder configuration will provide many opportunities to "discover" what's around the next corner or the next path between the river and amenities on Old and New Water Avenues. Please see a new Open Space Network diagram that illustrates this framework more fully.	See new Open Space Network diagram on p. 19
3.b Commissioners would like to see greater detail about the proposed Tribal collaboration and uses on the riverfront.	OMSI's work with the Indigenous community is preparation for a collaborative design effort that will begin following approval of the master plan, and is not part of the preparation of the master plan itself. OMSI's President Erin Graham will provide verbal remarks on this at the next Hearing.	n/a
3.c. Commissioners would also like to see a response to issues raised by Bob Sallinger from Audubon Society of Portland - specifically those related to trees, green infrastructure, ecological restoration, and climate change.	Please see the Ecological Network diagram that highlights how replacement of asphalt and gravel parking lots with new trees and native vegetation, green infrastructure and ecological restoration will turn this brownfield site into a healthier, more resilient landscape. The master plan also responds to the listed approval criteria for a master plan and not other policy objectives that are not part of the approval criteria.	See Ecological Network diagram on p. 51
4. Commissioners agreed with staff recommendations about active ground floor uses facing the river.	See response above for Open Space Network & Willamette River Comment 2.b.	see above
Memo Findings on: PUBLIC REALM		
1. Remarking on the passageway proposed through Tract E, commissioners found that the width is wide enough at 20 feet, but the height is not sufficient, noting that verticality matters more than width.	The discussion at Hearing #1 centered around the proportions of the passageway, concluding with the observation about the ratio of width to height. Establishing a ground floor height of 20' in order to accommodate a 20' high passageway would be inefficient, since likely ground floor uses would not need that much height. Since the passageway bisects the floorplate, using a second floor to achieve a higher passageway would create huge inefficiencies in the second floorplate. To create a passageway section with more established proportions, we have changed the dimensions to 15 feet wide by 15 feet clear height.	See updated Ground Floor Active Uses diagram on p. 31 and updated Tract E Maximum Building Envelope diagram on p. 33
2. Regarding staff's recommendation to more clearly define the character of public and open spaces within the master plan area and also to create a wayfinding system, commissioners found that the development team should respond with their own proposal for the continued hearing.	The intent of the OMSI Central City Master Plan is that when design of future private and public improvements begins, the district partners, including OMSI, Portland Community College, Portland Opera and Indigenous partners, will collaborate to develop an identity framework for the district. This collaboration, among institutions who have strong traditions of inclusivity and public benefit, will establish guidelines for manifesting the Vision of an inclusive community destination with innovation, culture, the arts, and science learning at its heart. These guidelines will apply to the development of wayfinding, public art, educational and interpretive elements. OMSI has an existing tradition wayfinding elements in the public realm. We do not believe a Condition of Approval is necessary.	See the Open Space Network diagram on p. 19
Staff Report dated August 8, 2022, Matrix p. 34, Discussion of CCFDG A4: Use Unifying Elements: ...staff recommends a COA requiring that a supplemental district character and wayfinding plan be developed and approved through DR. Such a plan should include guidelines for development and placement of works of art, educational exhibits, landscaping treatments, and/or other elements to be placed within public rights of way, open spaces, and on pathways and ideally identifying general locations for major or significant installations. A wayfinding signage system (with allowance for broad interpretation of the term) should also be developed as part of the plan.		
3. The Design Commission also agreed that a more-specific response should be provided to Guidelines A5-4 and A5-5, while retaining flexibility in specific designs and character of these elements.		

Central Eastside Guideline A5-4 Incorporate Public Art Into Development Projects.	The intent of the OMSI Central City Master Plan is that when design of future private and public improvements begins, the district partners, including OMSI, PCC, Portland Opera and Tribal partners, will collaborate to develop an identity framework for the district. This framework will establish guidelines for manifesting the Vision of an inclusive community destination with innovation, culture, the arts, and science learning at its heart. These guidelines will apply to the development of wayfinding, public art, educational and interpretive elements. Public art in all of its forms, including experiential art and interactive exhibits, is anticipated. Development of specific public art installations will be a reflection of the community, the collaborative effort, and the space in which the art will be located. Any publicly-funded projects will meet the 2% for Art commitment, with development of the art and its installation location coordinated with the district identity framework.	See the Open Space Network diagram, p.19 and the Open Space Program + Uses diagram, p. 46 for locations for Public Art.
Central Eastside Guideline A5-5 Enhance the Quality of Public Spaces by Incorporating Water Features	The OMSI CCMP partners agree that water features are an ideal way to enhance the quality of the district’s pedestrian spaces, and that they should not be isolated elements in the urban landscape but rather functionally and visually integrated with the overall design of their setting. In addition, as the founder of visible treatment of stormwater in the nation, OMSI is committed to expressing the treatment of stormwater in a variety of artful shapes and forms. But there is another aspect of water that goes beyond delight, aesthetics and utility. Water is a sacred element to the Indigenous community with whom OMSI will partner in the next phase of design, a resource that has deep spiritual meaning. We respectfully request that site selection and any more specific detail about potential future water features be deferred until the more detailed design process can take place in collaboration with Indigenous partners.	no change
4. One commissioner specifically found that there is a missed opportunity in not identifying the location for the Center for Tribal Nations and more specifically incorporating artwork and cultural programming related to Indigenous cultures in the master plan.	No location for the Center for Tribal Nations has been identified yet. Future collaboration with Indigenous partners will inform any artwork and cultural programming that occurs after the master plan is approved.	See the Open Space Program + Uses diagram, p.46
Memo Findings on: CONTEXT & COMPATIBILITY		
2. One commissioner noted that more housing appeared to be proposed than was indicated at the Design Advice Requests held in the past for the proposal, and he indicated that the appropriate types of amenities would be needed to support that use, as opposed to amenities that would typically support office or other commercial uses.	The proposed open space network includes a variety of amenities that will support residential uses, including active and passive recreation, trails, gathering spaces and a variety of interpretive installations.	See the Open Space Network diagram, p. 19
Memo Findings on: INFRASTRUCTURE		
1. Commissioners generally withheld comments about infrastructure -waiting for recommendations of approval and any conditions from the respective infrastructure bureaus - except to confirm that the general infrastructure framework (specifically the street grid) appeared to be well positioned and laid out within the overall master plan area.	The conceptual public works plans, including the traffic impact study, have been finalized in collaboration with the City infrastructure bureaus and we expect approval by the date of Hearing #2.	See Appendix E and Conceptual Public Works Plans.
Memo Findings on: ADJUSTMENT REQUESTS		
1. Commissioners had little time to discuss the proposed Adjustments, but they did not indicate disagreements with the recommendations in the staff report.	We concur and have updated the CCMP proposal, so no Conditions of Approval are needed.	See updated Required Building Lines diagram, p. 30
Staff Report dated August 8, 2022 discussion of Required Building Line Adjustment Request #4, p. 24: a. At the Opera2 tract, the general Required Building Line standard on western façade would better be applied at 50%; and at the Opera2 tract, the eastern façade should retain the landscape standard		

Staff Report Findings Not Already Addressed Above	RESPONSES	LOCATION of CHANGE
Staff Report dated August 8, 2022 discussion of 33.510.255 CCMP Criteria 6, p. 15: Suggested Condition of Approval that the 50% active use standard shall apply along the western frontage of Tract D, extending from the light rail station to as far north as the length of the streetcar station in order to support the Station.	Physical connection of the streetcar station to the future Tract D building is not anticipated because the platform is separated from the potential future façade of Tract D by a physical space (a maintenance easement for the bridge), a line of catenary poles, and fencing. Also, the passenger waiting area is in the middle of the station, between tracks, not on the edge adjacent to the future building. The primary entrance zone of the Tract D parcel is located adjacent to the streetcar station, and could extend to the north to some distance, as in a lobby configuration. We have changed the Ground Floor Active Use diagram to reflect this possibility.	See updated Ground Floor Active Uses diagram, p. 31
Staff Report dated August 8, 2018 discussion of CCMP 33.510.255 Criteria 3, p. 14: suggested Condition of Approval requiring that development that occurs on the OMSI tract and faces the river and/or South Plaza shall have at least 50% ground floor active frontage along the redevelopment's river- and plaza-facing frontage.	No new development on the OMSI tract is contemplated in the CCMP. If such a project were to be proposed in the future, the tract lies in the design overlay zone, so future design review could take up the issue of riverfront activation. We believe a Condition of Approval within the CCMP is unnecessary.	no change
Staff Report dated August 8, 2022, Matrix discussion of Policy 3.CE-4 Reduce Trail Conflicts: Suggested Condition of Approval worded as "Any development related to the greenway trail should serve to reduce conflicts between pedestrians and bicycles."	The language of the proposed Condition of Approval is unclear and not in the form of a condition. We request clarified wording of the Condition of Approval to: "Any development in the master plan area that triggers Greenway Review will be designed to reduce conflicts between pedestrians and bicycles in the manner contemplated under the CCMP."	n/a
Staff Report dated August 8, 2022, Matrix discussion of CCFDG C9: Suggestion of a Condition of Approval requiring a minimum 12' high finished floor to bottom of structure height used in areas that have a Ground Floor Active Use designation.	The CCMP proposal had previously stated that the exterior walls of buildings must be at least 15 feet high measured from the finished sidewalk at the building's edge. We have clarified the intent of this statement in a manner that will exceed the 12' minimum height suggested in the proposed Condition, so the Condition will not be necessary.	See updated Required Building lines diagram, p. 30