



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

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MEMORANDUM

Date: December 4, 2017
To: Carol Gossett - OMSI
From: Benjamin Nielsen, Development Review
503-823-7812
Re: EA 17-243925 DA - OMSI Master Plan
Design Advice Request Summary Memo October 26, 2017

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Attached is a summary of the comments provided by the Design Commission at the October 26, 2017 Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: <http://efiles.portlandoregon.gov/Record/11217431/>.

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on October 26, 2017. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Please keep in mind that the formal Type III land use review process [which includes a pre-application, a land use review application, public notification, a Staff Report and a public hearing] must be followed once the Design Advice Request meetings are complete, if formal approval for specific elements of your project is desired.

Please continue to coordinate with me as you prepare your formal land use application, or if you desire another Design Advice Request meeting with the Commission.

Encl:
Summary Memo

Cc: Design Commission
Respondents

This memo summarizes **Design Commission** design direction provided on October 23, 2017.

Commissioners in attendance on October 23, 2017: Julie Livingston (Chair), Jessica Molinar, Sam Rodriguez, Tad Savinar (Vice-chair), Don Vallaster, David Wark (Honorary Chair)

Key Points:

- The master plan needs guide the district’s public character and architecture to guide development and not just state market conditions. Images shown should be very intentional in describing the intended character.
- The master plan also needs to respond to the greater neighborhood and the greater city. What will make this district unique in the city, and what will tie it into the city?
- There need to be prescriptive standards or guidelines included for development of buildings and the public realm—guidelines for the siting, massing, orientation of buildings and public spaces and for the porosity of the site. Prioritize pedestrians first, everything else second, and finally cars.

Context

- The master plan and proposed development are both very disconnected from the rest of the city and turn their backs on the city to the east of Water Ave and the railroad tracks. While physical, pedestrian connections across the railroad are desirable (albeit difficult or not currently possible), visual permeability from the east into and through the site is critical.
 - The current massing is not regulated and presents a solid wall along Water Ave, forming a real barrier.
 - Views from the Tilikum Bridge through the site to the east are also important.
- The master plan should include design guidelines or principles speaking to the massing, articulation, and materiality of future buildings.
- The stated values of OMSI and the master plan, as opposed to a symbolic or literal representation of OMSI, also need to be represented in the context at all levels.
- The OMSI campus is iconic to the city, especially from the west side. What will the texture of buildings be behind OMSI? It could either be very dynamic, or it could be full of background buildings. Looking at South Lake Union in Seattle—it’s a failure in terms of its character and many of its goals as compared to its plan.

Massing

- Currently-indicated building massing forms a real barrier along SW Water Ave, and development is turning its back on the rest of the Eastside. Orient upper story massing along Water Ave to allow visual connections from east to west to the river as well as spacing for light and air between towers at the ground level pedestrian passageways.
- Tract C2 seems like a very oddly-sized and shaped parcel to have such a tall building massing on it.

Public Space & Pedestrian Circulation

- The pedestrian entry sequence is clear from the south, but what is the sequence from the north? What is the nature of the north intersection and river space?
- It is important that proposed public spaces, streets, and pedestrian walkways maintain their relative locations and sizes. Commissioners thought it was okay that the narrow passageways (aka: green streets) could vary in their location.
- Many of the outdoor areas look very passive. The large public spaces need programming—one idea proposed was that of a permanent outdoor exploration space. Like the pedestrian street network, the open areas should have a hierarchy to them as well, with some of them more park-like and others more programmed.
- The large bus parking space near the Tilikum Plaza should be moved.
- Some commissioners were concerned about the narrow width of the green streets compared to the proposed massing of the adjacent buildings. Developing towers spaced farther apart on lower podiums could help to address this concern.
- There is good differentiation among the street types, and it would be nice to see that same differentiation carry through to the thinking of the pedestrian experience around the district. Clearly diagram the different types of pedestrian movement.

- It would be fantastic to have a truly urban space on our river—there is a big opportunity here to let that happen.

Building & Site Programming

- Placing parking garages at both the north and south entries into the site sets up conflicts with pedestrians at the Bull Run area and the light rail and streetcar stations.
- The large parking garage proposed for Tract D, adjacent to the intersection of two mass transit stations, conflicts with the stated values of the OMSI master plan. It's not that parking cannot be located here, but the edges of any building here need to be lined with active uses.
- The Water Ave edge should be programmed as a “working street” with spaces on the ground floor of buildings for maker or incubator-type uses (approximately 500 to 1000 square feet in size), though also able to accommodate retail uses in the vein of other retail found in the industrial areas in the Central Eastside, and designed with industrial-type features like overhead doors to accommodate loading or to open onto the sidewalk. Traditional retail spaces, which was shown on the images presented, will likely not work here. Water Ave itself should be designed to allow for on-street loading and parallel parking space on the west side of the street like other streets in the industrial area.
- Specific criteria—scale, budget, quality of artist, etc—need to be included for the proposed exterior exhibit/public art areas and outdoor spaces. These should be determined and defined through a public art master plan undertaken with assistance from the Regional Arts and Culture Council.
- Thought should be given to centralizing services within the district.

Exhibit List

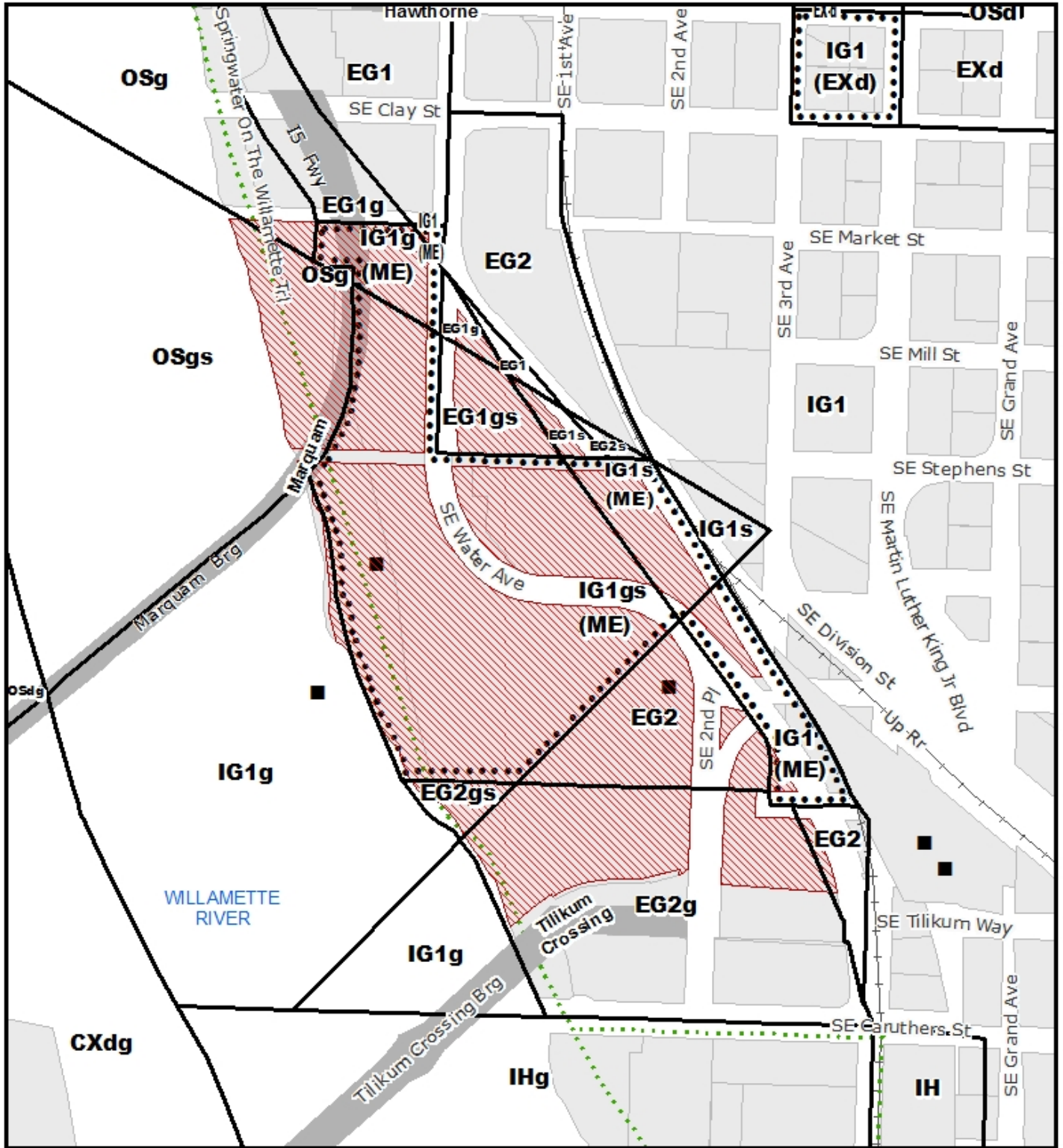
- A. Applicant's Submittals
 1. OMSI Master Plan draft – First Issue: July 28, 2017
 2. OMSI Master Plan – First Issue: September 11, 2017
- B. Zoning Map
- C. Drawings
 - 1-109. See Exhibit A.2. (Exhibits C.18, C.32, C.33, and C.45 attached.)
- D. Notification
 1. Posting instructions sent to applicant
 2. Posting notice as sent to applicant
 3. Applicant's statement certifying posting
 4. General information on DAR process included with e-mailed posting/notice
- E. Service Bureau Comments
 1. Bureau of Transportation
- F. Public Testimony

[Received before the hearing:]

 1. Richard Samuels, 10/25/2017, request for additional info and comments
There was no public testimony at the hearing.

[Received after the hearing:]

 2. Kate Merrill & Brad Malsin, CEIC, 11/14/2017, letter supporting proposal
- G. Other
 1. Application form
 2. Staff Memo to Design Commission – dated 10/19/2017
 3. Staff Presentation to Design Commission – dated 10/26/2017
 4. Applicant's Presentation to Design Commission – 10/26/2017



ZONING



THIS SITE LIES WITHIN THE:
 CENTRAL CITY PLAN DISTRICT
 CENTRAL EASTSIDE SUBDISTRICT

- Site
- Historic Landmark
- Bridge
- Recreational Trails

File No.	EA 17-243925 DA
1/4 Section	3230
Scale	1 inch = 300 feet
State ID	1S1E03D 300
Exhibit	B Sep 25, 2017

03.2

Project Narrative

The OMSI Master Plan is unique to the characteristics of the OMSI campus and the development opportunities evident by the land configuration adjacency to the Willamette River, the OMSI Station and Water Avenue. The Master Plan vision as detailed in this chapter outlines a strategy that creates a safe and vibrant public realm, supported by active ground floor uses, open space areas and community/event spaces. Detailed phasing and massing studies can be found in Chapter 4.

The OMSI Master Plan identifies a range of themes and design elements that unify the district and create a campus environment focused on OMSI. Design elements include streets, sidewalks and pedestrian accessways, street furnishings and landscaping, the Willamette riverfront and associated open spaces, stormwater management features, smaller public spaces and squares, building massings and design. OMSI programs, exhibits, art and events will extend from the current building to these public places throughout the district, and into significant lobby and other building spaces when opportunities arise. Signage and wayfinding will further unify and help define the district.

The OMSI Master Plan area is unique because it doesn't connect to the surrounding block structure. The area fronts the Willamette River to the west, the main rail lines to the east, and the MAX/Light rail lines to the south. SE Water Avenue is the only link to adjacent districts to the north and south. The Master Plan defines a series of blocks or tracts based on OMSI's development objectives and the unique conditions of the site. The initial phase maintains SE Water Avenue's existing alignment and creates development tracts by creating a new loop street linking properties east and south of the OMSI building to Water Avenue. These



Figure 3.2 - Proposed site plan identifying four enlargement areas (North Riverfront, OMSI Gateway Plaza, Tilikum Plaza and Central Spine)

04.1.1 Phasing - Phase 1

The Master Plan defines a series of blocks or tracts based on OMSI's development objectives and the unique conditions of the site. Phasing is shown on Figures 4.1.1.A and 4.1.2.A. The initial phase, Phase 1, maintains SE Water Avenue's existing alignment and creates tracts B and C by creating a new private loop street linking properties east and south of the OMSI building to Water Avenue. These tracts are further divided by pedestrian accessways that create parcels of various sizes and unique shapes. Tracts A and D remain as they are currently configured.

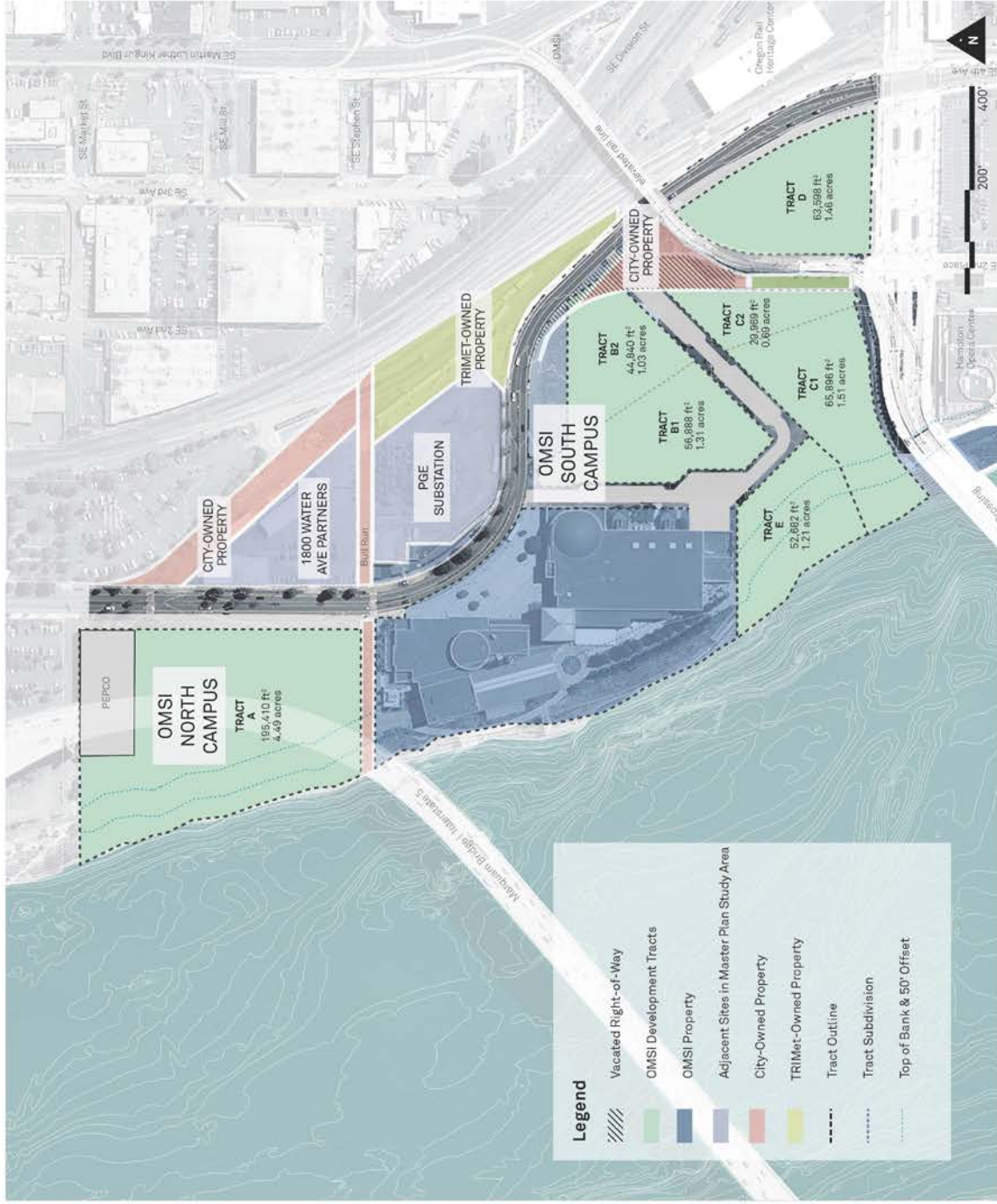


Figure - 4.1.1.A - Phase 1 Plan

OMSI Master Plan

04.6.3 Site Elevations

Max FAR

