FIELD OFFICE

TYPE III Land Use Review Submittal | LU 15-238635 DZM | October 30, 2015

Park Office, LLC HACKER

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PROJECT NARRATIVE

The proposed Field Office project will be located on the triangular site at 2030 NW 17thAvenue. The site is bounded by Front Avenue, NW 17th Avenue, the BNSF rail line, the abandoned Terminal Street, the abandoned Upshur Street right of way and the Big Pipe access shaft area. The proposal is for two five- to six-story office buildings above a “park” that creates a central garden/plaza, lobby areas, retail spaces, and building amenities.

Field Office is envisioned to create a refuge in a historically industrial site that lies at a busy intersection of city street grids, varying uses, transportation modes, and developing neighborhoods. The design is inspired by the rich heritage of the site and surrounding context which has provided much needed docks and warehouses for the city for over a century. The design draws on the historic materials and forms of the area while introducing a restorative landscape as a catalyst for a new kind of creative campus that will provide urban office spaces with profound connections to the natural environment. The two buildings on the campus will be clad in chevroned metal panel akin to the weathered metal warehouses in the area, with an irregular pattern of window openings between piers that recall the traditional window dimensions of neighborhood warehouses.

Much like the nearby docks do on the Willamette River, Field Office creates an urban eddy along Front Avenue. The nature of this section of the Willamette River is different than the river wall further south. In this area, the river edge is articulate by docks built out into the river with small harbors cut into the shore. The two create areas of refuge and interruptions to the flow which create havens for boats and places to stop and connect to the shore. The articulation of the building masses on the site creates similar eddies where the building steps back from the street and where the plaza offers a place of refuge. On the upper floors, inset decks create “high parks” for refuge or observation, connecting the interior office space to the outside while bringing the outdoors into the building. Finally, the top floor of each building steps back to allow a large occupied terrace overlooking the eco-roof, pulling the regenerative park to the top of the building as both an amenity as well as a means of storm water control.

The entire ground floor of the project is designed to have open, active, and transparent retail spaces. The lobby entrances face Front Avenue with secondary access to the central park/plaza. The nature of the retail spaces allow for both traditionally sized retail as well as “micro-retail” opportunity, introducing a variety of amenities that can serve the tenants as well as the growing number of residences in the area. The project encourages bike commuting by providing significantly more secure bicycle parking than required, a safe bike path between the building and rail for access, and locker rooms at the ground floor.

The construction schedule for Field Office anticipates excavation to begin in early 2016 and the building to be complete in early 2017.

SUSTAINABILTY

Field Office will likely pursue a LEED™ Gold certification. To that end, one of the primary design features of the building, the “high parks” and the ecoroof, and provide stormwater mitigation and additional roof insulation. Other sustainable features that will be included in the design or are in consideration include the design of the landscaping to be low-water, native, and restorative, and to provide habitat; a high-performance building enclosure that provides both energy efficiency and acoustic mitigation; a floor plate designed to maximize natural daylight; operable windows for fresh air and connections to nature; and healthy and recycled materials.

PARKING

The 299,000 square foot project would provide up to 1.8 parking spaces per 1000 SF of building area and up to one (1) bike parking space per 1000 square feet of office, which does not trigger a Central City Parking Review.

A very large and visible bike parking room, locker rooms, and “commuter lounge” are planned to promote bike commuting in lieu of passenger vehicles. In addition, parking around the site is located in various areas, frequently under cover, and highly visible. The required bicycle parking is far exceeded by the project goals to provide bike parking ratio of 1:1000 square feet of office.

All vehicle parking is proposed below grade. The parking entrance is accessed by ramp off Front Avenue, and slopes down for on-slab parking under the east building, then further slopes to allow attendant-operated mechanized parking under the west building. The garage is ventilated around the edges. Elevators from both buildings and two sets of egress stairs provide access to the buildings and ground-floor retail.

The proposal is for Growth Parking of 221 total on-slab spaces that can be maximized to 353 by implementing hydraulic parking lift machinery that will be operated by a qualified attendant. The ratios for Growth Parking are based on the needs of both employees and those who come to the building for other reasons, such as retail customers, office visitors, and clients. There would also be limited on street parking designed within the proposed Road Diet plan that would reduce Front Avenue to one east-bound lane and add an east-bound bike lane for a vibrant and accessible ground level activity.

TRANSPORTATION NARRATIVE

The Traffic Study is included in the Appendix.

STORMWATER NARRATIVE

The Stormwater Report is included in the Appendix

Project Information

PRE-APPLICATION COMMENTS

A Pre-Application Conference was held on July 7. The following topics were discussed and are addressed in the application accordingly.

- Public Streets as Private Site: The project proposes to improve areas of adjacent, abandoned Right-of-Ways, including Terminal Street and parts of Upshur Street. To that end, the owner has begun the process of vacating all of Terminal Street; however no building structures are currently proposed within that area in the event that street vacation is not feasible. Because the Upshur Street Right-of-Way creates a corner in the foreground of the project for visitors heading west on Front Avenue or to Front Avenue via 15th Avenue, the project proposes to improve the Upshur Street Right-of-Way as well with low-level landscaping, a pedestrian and bike bath, and a portion of the loading access paving. BES, however, has a large access shaft for the "Big Pipe" within this area. Consequently, the owner and City of Portland are discussing whether all or a portion of Upshur Street should be vacated and/or improved through a lease agreement which should maintain BES access.
- Design Issues:
  - South/"Back" Edge Integrated: Because the project is so visible from all directions, any fencing, landscaping, or other security measures required by ODOT Rail will be part of the Design Review.
  - Loading Spaces: Access to the site is quite restricted by various regulations. The BNSF rail along the SW edge is a significant boundary, and the quite zone associate with the rail line prohibits site access along NW 17th Avenue. There is a long left-turn lane from Front Avenue onto NW 17th Avenue to accommodate possible wait times for the trains which restricts access between the new NW 16th Avenue (on the north side of Front) and NW 17th Avenue. Consequently, previous proposals conducted a traffic study in which PBOT approved site access only from NW 16th Avenue, but which did not look at potential access points for loading east of this intersection. Because it will be difficult and problematic to provide loading access in this location, the project proposes an alternative loading location for which a traffic analysis will be required before PBOT approval.
- "Road Diet", on-street parking, and property dedication: the project desires on-street parking along Front Avenue to support ground-level retail and a vibrant project. There is currently a plan to implement a "Road Diet" east of NW 15th Avenue, and in general PBOT supports its implementation further to the west. The amount of property dedication required to provide on-street parking along Front Avenue without the Road Diet is too significant to be feasible. As a result, the project proposed to dedicate the property and locate the street curb in the appropriate location for the eventual implementation of the Road Diet, but keep both lanes of traffic. An east-bound bicycle lane would not be provided until the Road Diet is in place, but all other elements could be in place with the initial construction.
- Parking/CCPR Issues: the project proposes for all parking to be below grade and will provide less than the 2:1000 GSF ratio which would trigger a Type III Central City Parking Review.
- FAR: the project will propose an increase in the base FAR of 2:1 through bonuses, but will not exceed the maximum 3:1 increase.
- Setbacks: the portion of the project along Front Avenue will meet the requirements of a transit street, but does not need to meet the requirements of a Pedestrian District.

PREVIOUS CONDITIONS OF APPROVAL

LU 13-154170 ZC, Zoning Map Amendment from IH to EXd.

A. All relevant sheets have been labeled.

B. A trip generation letter is included in the appendix.

C. The traffic engineer's signal warrant memo is included in this submission.

NEIGHBORHOOD ASSOCIATION & DESIGN ADVICE REQUEST COMMENTS

The project team met with both the Northwest District Association as well as the Pearl District Neighborhood Association in August. The specific issues addressed how the building mass might better relate to NW 17th Avenue, the proportion of the central plaza park as less of a "right-of-way" and more open to solar access, and whether the geometry of the project should relate to both the city grids in the Pearl District to the south as well as the orientation of NW Front Avenue. Feedback from those meetings as well as from Development Review staff lead to a significant change in the project's massing. In addition, both neighborhoods expressed support for the project's design concept, general scale, and project type. The NWNA sent a follow up letter noting their support and comments.

A Design Advice Request hearing was held on September 10th. The following topics were discussed and are addressed in the application accordingly.

- Project Massing: the commission liked the project massing and how it resolved the intersection of the "city" grid and the "river" grid. They noted that the massing allowed the building to "fold" rather than at abrupt corners in key places.
- Integrated Landscape: the commission liked the parti of landscape as integral to the ground plane and growing up the building mass and the way the landscape illustrates the three phases of a sites restoration – prairie grasses, to ecotone, to more dense forest. The inclusion of the "high parks" received favorable remarks for both the design concept and how they break down the building mass.
- Public Plaza: the commission liked the scale of the plaza along Front Avenue and how the plaza opens to the south to allow better sun exposure. The commission commented the openness of the plaza was key, and how the landscape creates indoor/outdoor areas and protected areas will be important. Little was presented on specific paver materials, but the project intends to include historic cobblestones , which are both remnant on the site and an important part of the evolution of this site.
- Elevation Materiality: two approaches to the elevation design were presented. One, based on the use of brick and weathered steel; and the other based on the use of corrugated or chevroned metal siding in diagonal patterns inspired by the underlying geology of the Columbia Gorge. The commission supported with material direction for the project, but questioned if the diagonal patterns in the metal siding option competed with the massing and high parks.
- Transparency and Birds: The project site is on a path for bird migration. At some corners, the design is very transparent and could confuse birds. The project team will consider how to treat these corners in a way that is sensitive to the protection and conservation of migratory birds.

MODIFICATIONS ANTICIPATED:

At this time, we anticipate requesting modifications to the following:

33.266.310.E	Loading Standards: Placement, Setbacks and Landscaping - No perimeter landscaping along the lot line between the NW Upshur Street vacation and the remaining NW Upshur ROW.

APPROVAL CRITERIA:

Central City Design Guideline Responses are included in this submission

River City Design Guideline Responses are included in this submission

33.808.100 Central City Parking Review: Not necessary

33.805.040.A Adjustments: None requested

33.825.040.B Design Modifications: Itemized above

TRANSPORTATION CODE REQUIREMENTS:

17.28.110.D Garage Entry Gate/Door

Currently, PBOT's transportation code requires the the garage entry door be 20' back from the face of the building. The design commission does not support this requirement and suggested requesting a setback as little as 4'. For this project, the garage entry will be open during all business hours. The project will work with PBOT to propose that the garage entry door be 10' back from the face of the building, as is consistent with the maximum setback requirements for other parts of the ground floor façade, and that the ground floor spaces on either side of the garage provide transparency to allow the area to feel safe and open.

17.28.110	**Driveway Gate**	None Proposed
PPD TRN 10.42	**Garage Entry Warning System**	An audio/visual warning system will be provided.
33.266.310	**Loading**	Field Office proposes 2 Loading Spaces at East Building rear. Access to Loading is from Front Ave, east of 16th St. based on traffic study and with PBOT Approval.
SSC 3202.3.2	**Oriel Windows**	None Proposed
IBC	**Encroachments in the Public Right-of-Way**	None Proposed

PROJECT INFORMATION

Requested Modification Summary

Modification #1

33.266.310.E **Loading Standards: Placement, Setbacks and Landscaping**

Requirement: Loading areas must comply with the perimeter landscaping standard of 5ft to the L2 Standard along lot lines abutting an E zone lot line.

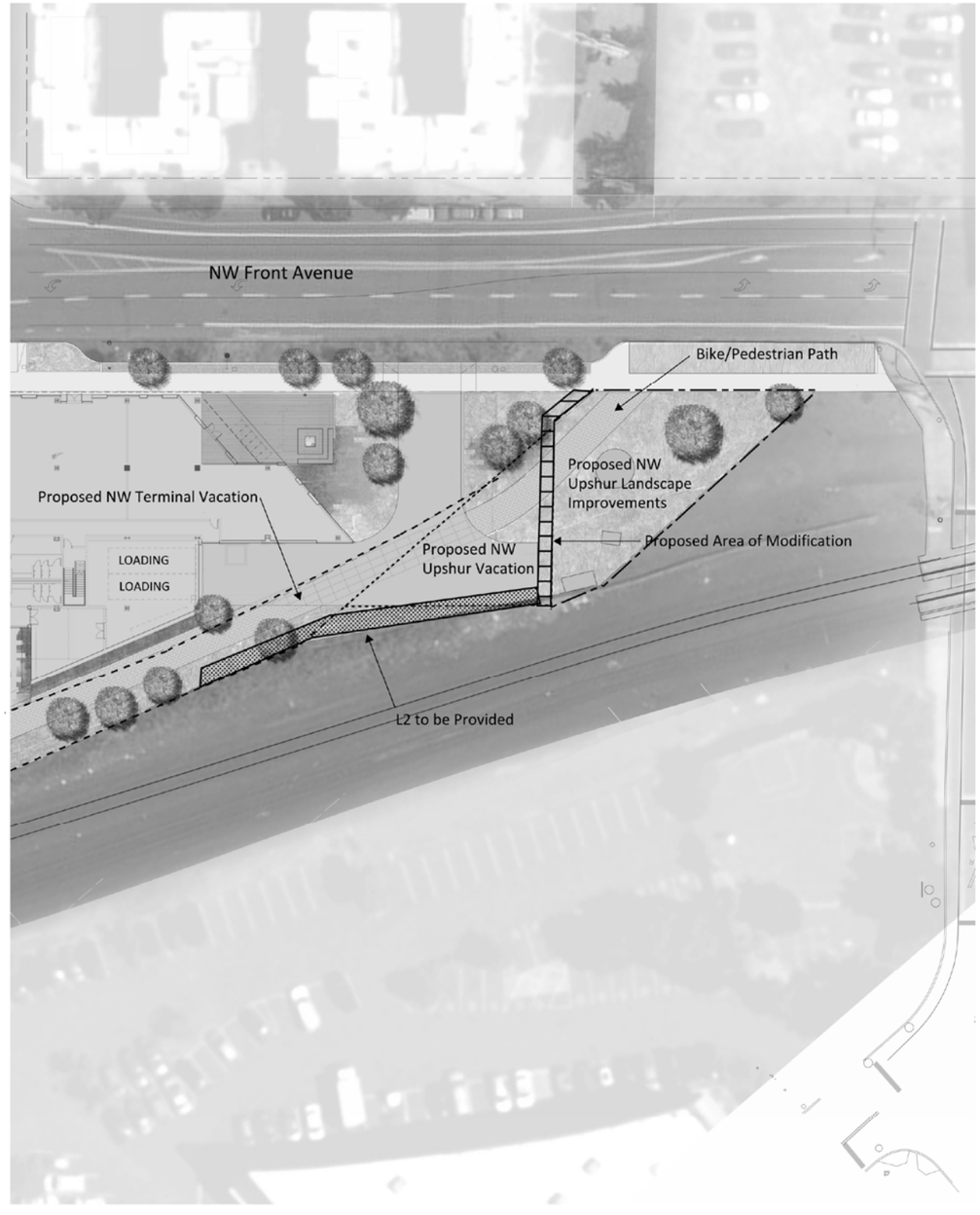
Purpose: The L2 standard is a landscape treatment which uses a combination of distance and low level screening to separate uses or development. The standard is applied where a low level of screening is adequate to soften the impact of the use or development, or where visibility between areas is more important than a total visual screen.

Proposal: The proposal is to include no perimeter screening at the lot line between the proposed vacation of Upshur and the remaining Upshur ROW, but rather for landscaping to be continuous.

The proposed pedestrian and bicycle gateway approach to our site is a paved path that reaches southeast towards NW 15th Avenue, the nearest active ROW to the south of the site.

Our proposal includes the vacation of NW Terminal Street, the partial vacation of NW Upshur, and landscape improvements to the remaining portion of NW Upshur adjacent to our site to allow a continuity in the landscaping to unite the block.

The proposal better meets the design guidelines by allowing the bike/pedestrian path to cross the lot line, and keeping lines of vision and landscape continuity open to encourage use of the path, and promote the safety of its users.



Zoning Code Summary

Property Description

Site Address: 2030 NW 17th Ave
Base Zone: **EX**
Overlay Zones: Central City Plan District (**CCPD**), River District

Base Zone Use Regulations - EX

Requirement	Reference	Standard	Proposal / Notes	Compliance
Allowed Uses	33.140.100.A **Table 140-1	Allowed uses per **Table 140-1	Proposed Uses: Office, Retail Sales and Service	**Complies**
Accessory Uses	33.140.110	Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory uses and all development standards.	Parks and Open Areas, Growth Parking (non-commercial)	**Complies**

Development Standards for Employment Zones and Central City Plan District

Requirement	Reference	Standard	Proposal / Notes	Compliance
Lot Size	33.140.200 33.614.100	Each lot must have a front lot line that is at least 10 feet long. There are no other required minimum lot dimensions for lots in the EX zone.	--	**Complies**
Floor Area Ratio	33.510.200 **Map 510-2	Site Maximum FAR is 2:1 per Map 510-2. ○ Any increases in FAR of more than 3 to 1 are prohibited (whether by transfers of floor area or bonus floor area options) ○ No CC subdistrict bonus applies to this site ○ In EX zones, floor area may be transferred between abutting lots within a site or sites being developed jointly	Note: FAR for CCPD supersedes EX zone 33.140.205 Table 140-3 **Lot Size: 90,441 SF** Allowable Floor Area = 180,882 SF	**Complies**
Floor Area Bonus	33.510.210.C.4	Rooftop garden bonus: 1 square foot of additional floor area. Rooftop gardens must meet the following: ○ The rooftop garden must cover at least 50 percent of the roof area of the building and at least 30 percent of the garden area must contain plants. ○ The property owner must execute a covenant with the City ensuring continuation and maintenance of the rooftop garden by the property owner. The covenant must comply with the requirements of 33.700.060. ○ Note: Proposals that include eco-roofs receive bonus floor area. A proposal may earn bonus floor area for both the eco-roof option and the rooftop gardens option. However, the same square footage may not be counted towards both bonuses.	Eco Roof (30-60%): 1:2 bonus Proposed Eco Roof SF: (40%) 22,424 SF **(+44,848 SF)** Allowable Floor Area = 225,730 SF	**Complies**
	33.510.210.C.8	Locker room bonus: 40 square feet of additional floor area. Locker rooms must meet the following: ○ The locker room facility must include showers, a dressing area, and lockers ○ All tenants of the building must be able to use the locker room facility ○ At least 110 percent of the required long-term bicycle parking for the site must be provided and must meet the standards of 33.266.220.B., Long-Term Bicycle Parking. ○ Note: Bicycle Parking Spaces Required per **Table 266-6: Office = 2 Long Term & 2 Short Term	Locker Room Bonus: 1:40 Proposed Locker Room SF: 1,917 SF **(+76,680 SF)** **Allowable Floor Area = 302,330SF (1:3.34 FAR)** **Proposed Floor Area = 299,056 SF (1:3.30 FAR)**	**Complies**
Height	33.510.205 **Map 510-3	Site Maximum Height is 100’ per **CCPD** Site Height Maximum per base zone EX: 65’ (superseded by CCPD) ○ Increases in height are prohibited if development projects into an established view corridor ○ Open areas on site may be eligible for a height transfer	Proposed Height: 90’ 6”	**Complies**
General Height Bonuses	33.510.210	○ For achieving a bonus FAR of 3:1, a height bonus of 45’ is earned ONLY on sites up to 40,000 SF	No Bonus Height Proposed	**N/A**
Height Standard Allowances	33.140.210.B.1	Projections that are 5’ in diameter or less may rise 10’ above the height limit		**N/A**
	33.140.210.B.2	Equipment & Stair enclosures to be set back 15’ from roof edges that are parallel to street.	*Field Office* does not propose any height allowance for mechanical equipment. Note: Screening of Mechanical Equipment is not required per Map 510-11	**N/A**

Zoning Code Summary

Requirement	Reference	Standard	Proposal / Notes	Compliance
	33.140.210.B.2	Other rooftop mechanical equipment which cumulatively covers no more than 10% of the roof area may extend 10 feet above the height limit. Elevator equip. may extend 16' above height limit.	All equipment falls within the 100' Building Height Limit	**Complies**
Setback Standards	33.130.215 **Figure 140-3 **Appendix C-7 Map **Transit Classifications Map	Minimum Setback Required: None Maximum Setback Required: 10' ○ Max. Building setback standard only applies to a 'transit street' or in a 'Pedestrian District', and to buildings that are enclosed on all sides. ○ Where there is more than one building on the site, the standards apply to the combined ground level, street-facing facades of all of the buildings on the site. ○ At least 50% of the combined ground-level, street-facing facades must be within maximum building setback	Refer to Plan District Standards 33.510.215 Note: Site is *not* within a pedestrian district per Portland Pedestrian Master Plan of 1998 (see **Appendix C-7 Map). Front Ave is defined as a Transit Street (per Portland Maps Transit Classifications Map), therefore Max Setbacks apply only along Front Avenue.	**Complies **Reference Setback Diagram at End of Zoning Summary**
	33.130.215.C.1.d.(1)	○ Where the site is not in a Pedestrian District and where the site is adjacent to one transit street, *Standard 1* must be met on the transit street frontage.	Front Ave is defined as a Transit Street (per Portland Maps Transit Classifications Map), therefore Max Setbacks apply along Front Avenue.	
	33.130.215.C.1.c. (1)	*Standard 1:* At least 50 percent of the length of the ground level street facing facade of the building must be within the maximum setback.	Combined Street Level Façade w/i 10' (Front): 272' Combined Street Level Façade Total (Front): 537' Percent of Prop. Building w/i Max Setback (Front): **51%**	
Required Building Lines	33.510.215 **Map 510-6	No required or special required building lines apply per Map 510-6	--	**N/A**
Building Coverage	33.140.220 **Table 140-3	There is no limit to building coverage per base zone (EX). 100% of site area coverage allowed.	--	**N/A**
Landscaped Areas	33.140.225 **Table 140-3	None required per base zone (EX)	--	**N/A**
Trees	33.140.227 Title 11 11.50.020 11.50.040.B.1 11.50.060.B.2.b	Base zone (EX) exempt from tree preservation & density standards. Street Tree Planting Standards apply if sidewalk includes a 'planting strip'. (Exempt if design of the street will not accommodate Street Tree planting because the planting strip is less than 3 feet wide, there is not a planting strip, or there is insufficient space to add tree wells) Tree Plan is required in conjunction with permit (may be combined with other relevant sheets). One street Tree shall be planted for each 25 linear feet per side of street frontage. Required trees that cannot be planted in the improvement area, can be planted elsewhere in same watershed or a fee may be paid in lieu of planting.	Note: Existing Street Trees along Front Ave are proposed to be replaced to meet Street Improvement Guidelines. Required permit for tree removal to be obtained with demo. Reference Civil & Landscape Plans	**Complies**
Ground Floor Windows	33.140.230.B 33.510.220	In EX zone, all exterior walls on the ground level which are 20' or closer to a street lot line, sidewalk, plaza, or other public open space or right-of-way must have windows at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 ft. above the finished grade. The bottom of the windows must be no more than 4 feet above the adjacent exterior grade. In CCPD, blank walls of buildings are limited in order to promote ground floor windows in a larger number of situations than in the base zone.	Length of Proposed Building w/i 20' (Front Ave): 377' Length of Proposed Window w/i 20' (Front Ave): 226' Area of Elevation w/i 20' (Front Ave): 3,307 SF Area of Window w/i 20' (Front Ave): 1,991 SF **60% Ground Floor Windows**	**Complies**
Required Windows Above the Ground Floor	33.510.221 **Map 510-12	Restrictions apply in areas near the streetcar alignment. No restrictions apply per Map 510-12	--	**N/A**
Screening	33.140.235	Screening is required for unsightly features such as exterior garbage cans and mechanical equipment on ground level.	*Field Office* proposes to house equipment below grade (ie parking level). Refer to 200 series for screening standards	**Complies**
Landscaping and Screening	33.248.020	L1, general landscaping standards are required in EX zones at the land between building and street lot line (per 33.140.240.B.4.). - All landscaping and screening required by Title 33 must comply with all of the provisions of this chapter. - All parking areas must be complete and landscaped prior to occupancy. The installation of any required landscaping may be deferred during the summer or winter months to the next planting season, but never for more than 6 months. All required landscaping must be installed prior to final inspection.	*Field Office* proposes to meet the L1 standard at the street lot line.	**Complies**

Zoning Code Summary

Requirement	Reference	Standard	Proposal / Notes	Compliance
Ground Floor Active Uses	33.510.225 **Map 510-7	Restrictions do not apply per Map 510-7	--	**N/A**
Minimum Active Floor Area	33.510.226 **Map 510-7	Restrictions do not apply per Map 510-7	--	**N/A**
Pedestrian Standards	33.140.240	An onsite pedestrian circulation system must be provided. Standards include connections (6' min wide) between streets and entrances, using hard-surfaced materials with 4" min for elevation changes (requiring curb ramps), and lighting the system for night use. The land between building and lot line is either landscaped to a L1 standard or hard-surfaced. Bicycle parking may be located in this area if hard-surfaced. Refer to 200 series for L1 standards	*Field Office* proposes a pedestrian circulation system meeting standards.	**Complies**
Transit Street Main Entrance	33.140.242	Sites with at least one frontage on a transit street must locate at least one main entrance within 25' of transit street, allow pedestrians to enter/exit, & face the transit street. If site has frontage on more than one transit street, standards must be met on at least one of the transit streets. Main entrance must remain unlocked during regular business hours.	*Field Office* proposes 2 Front Avenue Entrances. *Field Office* West: 16' *Field Office* East: 8'	**Complies**
Exterior Display, Storage and Work Activities	33.140.245 **Table 140-6 33.510.223 ** Map 510-18	Exterior display and storage are not allowed in EX zone. Exterior work activities are allowed in the industrial zones but not the employment zones. All exterior development areas in EX zone must be paved. Restrictions do not apply per Map 510-18	*Field Office* proposes No exterior display and storage Note: Outdoor seating for restaurants and pedestrian-oriented accessory uses, such as flower, food, or drink stands, are exempt from this requirement.	**Complies**
Mechanical Equipment along Streetcar Alignment	33.510.224 **Map 510-11	Restrictions apply in areas near the streetcar alignment. Restrictions do not apply per Map 510-11	--	**N/A**
Required Residential Development Areas	33.510.230 **Map 510-5	Restrictions do not apply per Map 510-5	--	**N/A**
Ground Floor Active Uses	33.510.225 **Map 510-7	Restrictions do not apply per Map 510-7	--	**N/A**
Trucks and Equipment	33.140.250	Regulations for truck and equipment parking apply to business vehicles that are parked regularly at a site. (Regulations do not apply to pick-up and delivery activities, or other services which occur on an intermittent and short-term basis.) Parking of light and medium trucks is allowed in areas that meet the perimeter development standards for parking areas. The areas must be paved. Parking for heavy trucks is not allowed.	*Field Office* proposes no regular Truck and Equipment Parking	**N/A**
Drive-Through Facilities	33.140.255 33.510.240	Drive-through facilities are prohibited in the EX zone. Drive-through facilities are prohibited on the portion of a site within 100 feet of a light rail alignment. In the River District subdistrict, drive-through facilities are prohibited on the portion of a site within 200 feet of a streetcar alignment. Note: No streetcar alignment applies to site	*Field Office* proposes no Drive-Through Facilities	**N/A**
Residential Development	33.140.265	NA	--	**N/A**
Detached Accessory Structures	33.140.270	Uncovered accessory structures are allowed in a street setback. Covered structures are subject to the setbacks of the building.	*Field Office* proposes no Detached Accessory Structures	**N/A**
Fences	33.140.275	In EX zone, within 10 feet of a street lot line, fences that are more than 50% obscuring may be up to 3 ½" feet high and fences that are 50% or less may be up to 8' high. All Fences along other lot lines may be up to 8'. Note: building permit is required for existing fence demo if over 6'.	*Field Office* proposes any fences to comply	**Complies**
Signs	33.130.295	Sign regulations are stated in Title 32, Signs and Related Regulations.	*Field Office* proposes any signs to comply	**Complies**
Superblock Requirements	33.140.310	Developments in the EX zone which are on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks	*Field Office* proposes the vacation of NW Terminal Street and a portion of the NW Upshur ROW adjacent to the site, in the amount of 13,753 SF. Therefore, Superblock requirements must be met. Refer to 33.293.	

Zoning Code Summary

Requirement	Reference	Standard	Proposal / Notes	Compliance
Recycling Areas	33.140.315	Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270 of the Portland City Code, "Businesses and Multifamily Complexes Required to Recycle".	*Field Office* proposes to comply with all waste prevention, recycling and composting requirements. Trash and recycling will be centralized for sorting and pick up.	**Complies**
Superblocks	33.293.030 A	Required walkways, landscaped areas, and plazas. Developments on superblocks must provide walkways, landscaped areas, and public plazas or public atriums with glazed ceilings within the superblock as follows: o At least one public plaza or public atrium must be provided within the superblock equal to 5 percent of the total land area of the superblock, including the area of vacated streets. However, 20,000 square feet is the maximum area that is required for this plaza or atrium. The ratio of the length of the plaza or atrium to the width may not exceed 3 to 1. o The total area of walkways, landscaped areas, public plazas, and public atriums must be at least 50 percent of the total area of the vacated streets within the superblock. This is in addition to any required open area, landscaped area, or pedestrian connections of other chapters of Title 33, and cannot be applied towards meeting the requirements of any height or FAR bonus provision of this Title. o The walkways system must be hard-surfaced, at least 12 feet wide, and unobstructed. o Where the walkway system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement. o The on-site pedestrian and bicycle circulation system must be lighted to a level where the system can be used at night by the employees, residents, and customers. o Walkways must be accessible to bicycles, or an alternative connection for bicycles must be provided.	The plaza is in excess of 25,000 SF and meets proportional requirements. The vacation amounts to13,753 SF. Proposed walkways, landscaped areas, and public plaza greatly exceed this minimum requirement. No public open space FAR bonus is being pursued. Walkway widths, materials, and lighting comply. Reference Civil & Landscape Plans	**Complies**
	33.293.030 B	Location of walkways, landscaped areas, and plazas o Landscaped areas and plazas or atriums may be located anywhere on the site. o Required plazas or atriums must be accessible from an improved walkway and /or public sidewalk. o Walkways must link all buildings to public sidewalks, adjacent superblocks, and nearby transit facilities.	Walkways connect the East and West Buildings, and the plaza to all adjacent public sidewalks.	**Complies**
Retail Sales And Service Uses for Specified Sites in EX Zones	33.510.116 **Map 510-11	Does not apply to site per Map 510-11	--	**N/A**
Demolitions	33.510.242	No restrictions apply	--	**N/A**
Central City Master Plan	33.510.255	A proposed masterplan may be submitted to achieve additional development potential and flexibility for projects in specified areas.	Note: The Central City master plan is an option; it is not a requirement	**N/A**

Parking & Loading Standards

Requirement	Reference	Standard	Proposal / Notes	Compliance
Parking and Loading	33.140.295	Standards are stated in Chapter 33.266, Parking and Loading.	--	--
	33.510.261 **Map 510-8	Proposed Parking: Growth Parking (ie created in conjunction with additions of floor area). In the case of new development, the land use or building permit for the parking must be requested by the time the foundation is complete. The ratios for Growth Parking are based on the needs of both employees and those who come to the building for other reasons, such as customers and clients.	*Field Office* proposes Growth Parking (not commercial) One Level Below Grade Parking: 66,774 SF Gross Building Area, Above Grade: 299,056 SF	**Complies**
	33.266.100	Required & Allowed parking: o Spaces are computed based on primary use: OFFICE o Fees may be charged to users, but commercial parking is Conditional CU[15] o Stacked or valet parking is allowed if an attendant is present	Growth Parking is Allowed	**Complies**

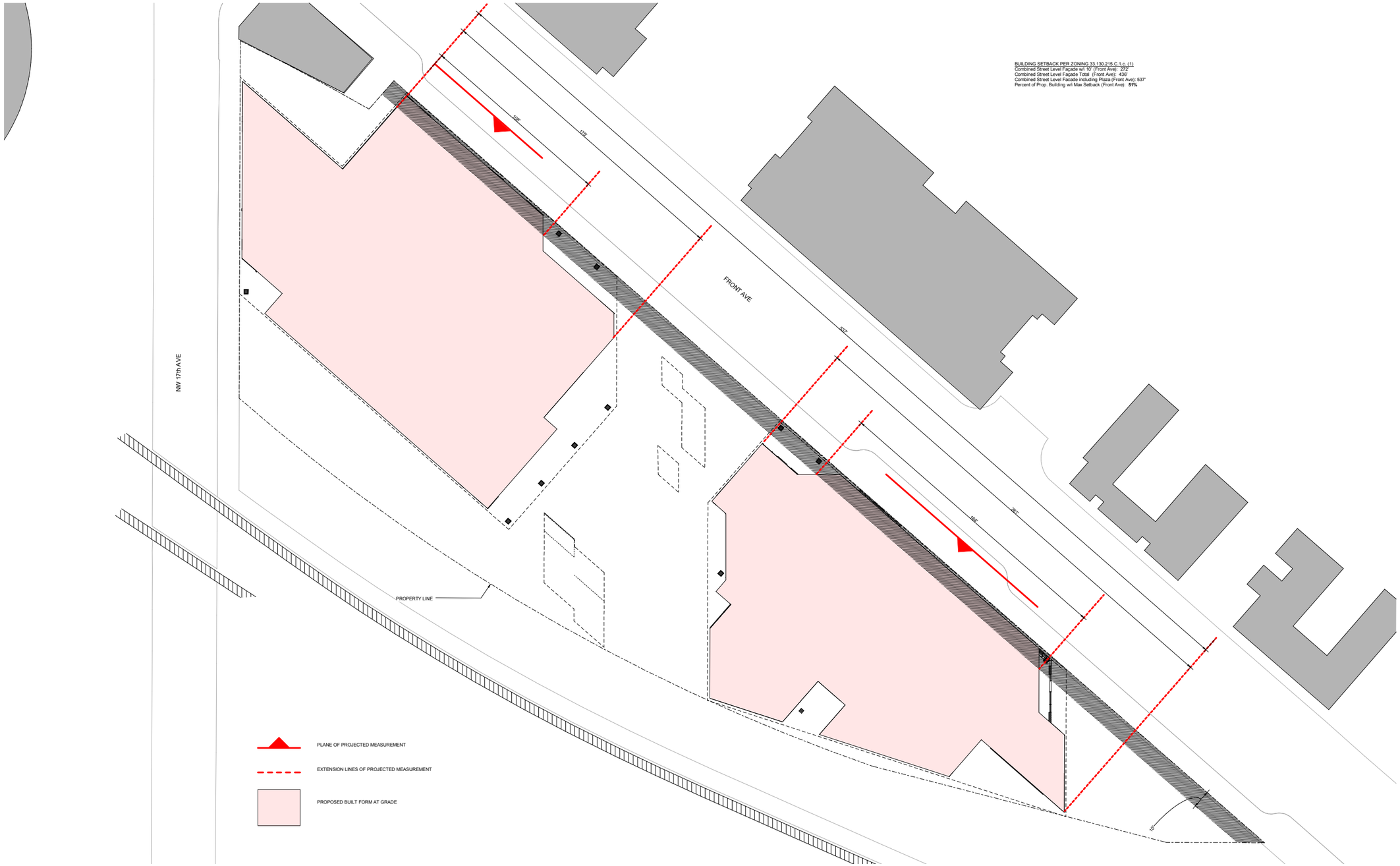
Zoning Code Summary

	33.266.110 **Table 266-1	Minimum Required Parking Spaces: ○ Minimum EX zone per **Table 266-1: None ○ Maximum EX zone per **Table 266-1: 1:400 sq.ft. of General Office area, 1:200 sq. ft. of Retail area ○ For Office Use where there are more than 20 spaces, standards require that 5 spaces or 5% (whichever is less) are reserved for carpool use. These spaces will be the closet to the entrance or elevator, but not closer than those for ADA or exclusive use.	Minimum Parking Spaces: None General Office Area: 290,350 SF (726 Spaces) Retail Area: 8,706 SF (44 Spaces) Maximum Spaces: 774 (superseded by River Dist) See 33.510.265 5% of spaces are dedicated to carpool	**Complies**
	33.266.130 **Table 266-3 **Table 266-4	Development Standards apply to all vehicle areas whether required or excess parking: ○ Allowed on-site location per **Table 266-3: May have vehicle area between the building and one local Service Transit Street, per exception for through Lots and Sites with Three Frontages. ○ Buildings that contain vehicle areas are subject to the building setbacks of the base zone. However, structures that contain vehicle areas where there is no forward ingress and egress from the street are subject to the garage entrance setback of 18'. ○ Frontage standard: no more than 50% of the frontage on the transit street may be used for vehicle areas. ○ Striping and Layouts need to conform to parking dimensions ○ Must be able to enter and exit in a forward motion ○ Parking for disabled persons: Refer to OSSC ○ Refer to **Table 266-4 & **Figure 266-4 for Minimum Parking Space and Aisle Dimensions	*Field Office* to provide Parking Plans	**Complies**
	33.510.265 **Table 510-15 **Table 510-16	Site is in River District Sector 1 (RD-1) per Map 510-8. Office Uses ○ Maximum ratio: 2/1,000GSF of Office Use ○ Allowed: Growth Parking for Office is an Allowed Use ○ Operation: May be operated as either accessory or commercial parking, at all times Operation Reports: Requirements apply to Growth Parking with more than 60 spaces on the site. Applicants must provide reports to the city every 12 months that include: no. spaces, percentage usage, and hours of operation.	Gross Office Area: 290,350 GSF **Maximum Parking Spaces 581** **Spaces Proposed: 221 w/o Mechanized Parking** **353 w/ Mechanized Parking**	**Complies**
	33.510.265.F	○ Applicant must have a signed agreement with the Parking Manager to provide plans of parking area (8 ½ X11) ○ Surface parking larger than 40,000 is subject to CCPR ○ Surface parking prohibited within 100 feet of light rail alignment. ○ Parking Structures restricted where parking occupies more than 50 percent of the gross building area of a structure. ○ Parking access to any parking area or structure is not allowed within 75 feet of a light rail alignment, unless approved through CCPR	*Field Office* to provide Parking Plans Field Office does not propose surface parking No Parking Structure proposed Parking access is not within 75' feet of light rail.	**Complies**
Commercial Parking	33.510.112	Commercial Parking is subject to special regulations in Sections 33.510.261 through .267. Visitor Parking and Undedicated General Parking, as described in Section 33.510.261, are Commercial Parking. The other types of parking are accessory parking, although some of them may operate as commercial parking.	*Field Office* does not propose Commercial Parking	**N/A**
Bicycle Parking	33.266.210 **Table 266-6	Bicycle Parking Spaces Required per **Table 266-6: Office: 2 Long Term & 2 Short Term ○ No bike spaces required for accessory use ○ Short-term parking must meet standards: must be provided in lockers of racks that meet standards of 33.266.200.C, Must be outside a building, at the same grade, with distance of main entrance per **Figure 266-10 ○ Long-term parking must meet standards: must be provided in lockers or racks that meet the standards of 33.266.200.C, located on the site, 50% Covered per 33.266.220.C.5, & in a secure area.	General Office Area: 290,350 SF Retail Area: 8,706 SF Required: Retail: 2 long term, 3 short term Office: 29 long term, 8 short term Proposed: Retail: 20 long term, 12 short term Office: 100 long term, 40 short term	**Complies**

Zoning Code Summary

Loading Standards	33.266.310.C.2.c **Table 266-7	Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of floor area in uses other than Household Living. ○ Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet ○ Forward motion required at entry and exit in CCPD if loading abuts a light rail or streetcar. ○ Loading areas must be paved ○ Loading Areas Setbacks per **Table 266-7	*Field Office* proposes **2 Loading Spaces** at East Building rear. Access to Loading is from Front Ave, east of 16th St. based on traffic study and with PBOT Approval.	**Complies**

Zoning Code Summary



F.A.R. Summary

CALCULATIONS

ABOVE GRADE TOTAL:	**299,056 sf**
SITE AREA:	90,441 sf
BASE FAR:	2:1
BASE AREA:	180,882 sf
TOTAL ROOF AREA:	52,534 sf
ECOROOF AREA:	22,424 sf
% of ROOF THAT IS ECOROOF:	43%

BONUSES

-ECOROOF 1:2 (22,424 sf X 2) =	44,848 sf
-LOCKER ROOMS 1:40 (1,917 X 40) =	76,680 sf
ALLOWABLE FAR:	**302,410 sf**
TOTAL ALLOWABLE FAR:	**3.34 : 1**
TOTAL FAR:	**3.31 : 1**

WEST BUILDING				EAST BUILDING			
T. O. ROOF	*81'*	ECO ROOF: 6,595 sf		*81'*	ECO ROOF: 2,546 sf		
LEVEL 6	*68'*	20,155 sf OFFICE	ECO ROOFS: 7,423 sf	*68'*	16,140 sf OFFICE	ECO ROOFS: 5,860 sf	
LEVEL 5	*55'*	29,312 sf OFFICE		*55'*	23,812 sf OFFICE		
LEVEL 4	*42'*	30,823 sf OFFICE		*42'*	23,708 sf OFFICE		
LEVEL 3	*29'*	29,498 sf OFFICE		*29'*	24,352 sf OFFICE		
LEVEL 2	*16'*	29,170 sf OFFICE		*16'*	23,949 sf OFFICE		
LEVEL 1	*0'*	26,695 sf TOTAL	4,016 RETAIL 22,679 OFFICE	*0'*	21,442 sf TOTAL	4,690 RETAIL 16,752 OFFICE	
				LEVEL P.5	*-10' 10"*		
LEVEL P1	*-17'*						

TOTAL PARKING AREA: 66,774 sf
221 Spaces w/o Mechanized Parking
353 Spaces with Mechanized Parking

PROJECT INFORMATION

Design Guideline Response

Central City Fundamental Design Guidelines

#	Title	Description	Ref.
A	**Portland Personality**		
A1	Integrate the River	*Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop accessways for pedestrians that provide connections to the Willamette River and greenway.* Field Office resolves the geometries of the Pearl District to the west to the River District. The central plaza connects to Riverscape Plaza, and roof terraces and "High Parks" provide views of the river. The location of the lobbies connects the project to 16th Avenue and Riverscape Plaza. The project's central plaza links the two different conditions of the two sides of Front Avenue.	
A2	Emphasize Portland Themes	*When provided, Integrate Portland-related themes with the development's overall design concept.* Field Office will emphasize the natural environment, which is central to the experience of living and working in and around Portland. The site will be a natural arrangement of gardens, and plantings at the ground level. The natural environment will extend into outdoor gardens within the building called "High Parks" and up to the roofs, in the form of both occupiable roof gardens and ecoroofs.	
A3	Respect the Portland Block Structure	*Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ration of open-space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.* The project is located at the collision of many geometries and block patterns. There is a 200' block created by the new residential projects between Front Avenue and the River, oriented to the river; however, west of Front Avenue, blocks are oriented orthogonal to the Pearl District and intersect with Front at various angles and varying intervals. In addition, the project site is also bounded by the BNSF rail as it curves toward the river, introducing both a barrier to the block structure and an additional geometry to the site. The resulting site intersects with these various block grids. The location of the new intersection at NW Front and 16th Avenue hits the site at 2/3 the site length, creating a difficult location to separate two buildings. Instead, the project proposes to create 200' blocks picking up the spacing west of Front Avenue, and locating space between buildings in the middle of the site.	
A4	Use unifying elements	*Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.* The architectural language and materials of the plaza and sidewalk elements use consistent materials of the surrounding context and river, and will unify the different areas of the site. The exterior metal panel, references materials found in this historically industrial area. The use of cobblestones will reveal the site's history and create texture within the plaza.	
A5	Enhance, Embellish and Identify Area	*Enhance an area by reflecting the local character within the right-of-way. Embellish as area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.* Field Office is consistent with the warehouses in the area in both proportion and its industrial material palette. The transition of plant materials across the site will mirror the transition from riverscape to forest fauna from east to west.	
A6	Reuse/Rehabilitate/ Restore Buildings	*Where practical, reuse, rehabilitate, and restore buildings and/or building elements.* There are no existing buildings on the site, but the new buildings recall the warehouses of the district.	
A7	Establish and Maintain a Sense of Urban Enclosure	*Define public rights-of-way by creating and maintaining a sense of urban enclosure.* The east side of the plaza is similar to the scale of the plaza at Riverscape, and the height of the buildings is similar to the surrounding context. Walking through and around the site is consistent with the sense of urban enclosure in the area.	
A8	Contribute to a Vibrant Streetscape	*Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.* The ground-level of the Park Office is highly transparent and the central plaza is scaled for, and open to public enjoyment. The ground-floor active retail spaces are designed to encourage a strong connection between in and out-of-doors. The south side of the site, along the BNSF rail, is designed to encourage pedestrian and bike traffic.	
A9	Strengthen Gateways	*Develop and/or strengthen gateway locations.* The east building is very transparent at its base, and welcoming with high parks on each upper floor. The angle, facing east, creates a gateway from downtown to the industrial area beyond. The west building creates a similar gateway for those coming from the Pearl to the River District neighborhood, with open, transparent spaces.	
B	**Pedestrian Emphasis**		
B1	Reinforce and Enhance the Pedestrian System	*Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement*	

Design Guideline Response

		zone and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks. The paving along the sidewalks, on the path through the plaza, and along the rail will contribute to an enjoyable pedestrian experience. The ample 14-16' setbacks and variation in building setback will provide visual interest along the pedestrian journey. The transparency of the ground floor encourages movement to and through the site and the path along the south encourages bike and pedestrian traffic traveling between Front and 17th Avenues.
B2	Protect the Pedestrian	*Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems and/or service areas in a manner that does not distract from the pedestrian environment.* The location of access to parking and the crosswalk at the intersection of NW Front Ave and NW 16th Avenue will calm traffic and provide pedestrians the opportunity to make safe transitions. On street parking will be integrated with the eventual "road diet." All equipment will be located on the roof or below grade. The street level of the campus is designed to provide ample light and activity.
B3	Bridge Pedestrian Obstacles	*Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.* The active ground floor and plaza will connect pedestrians through and around the site.
B4	Provide Stopping and Viewing Places	*Provide safe, comfortable places where people can stop, view, socialize, and rest. Ensure that these places do not conflict with other sidewalk uses.* Field Office is designed as a campus with an ample plaza to provide space for socializing and public engagement. A large event space opens out to the plaza, and retail tenants with indoor/outdoor presence will be targeted. The plaza landscape will include seating and shelter. Ground-floor transparency will create visual interest for passers-by.
B5	Make Plazas, Parks and Open Space Successful	*Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features, and/or public art to enhance the public open space. Develop locally-oriented pocket parks that incorporate amenities for nearby patrons.* Field Office's entrances are oriented both toward the plaza, where events and retail activities are proposed, and toward the adjacent Riverscape open space and 16th Avenue. High Parks are oriented to face areas of interest, such as the river, Freemont Bridge, and the West Hills. The central plaza creates a special amenity open space for the neighborhood and office tenants.
B6	Develop Weather Protection	*Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.* The buildings step back at the ground level to provide cover, and the central plaza is oriented for sun exposure.
B7	Integrate Barrier Free Design	*Integrate access systems for all people with the building's overall design concept.* The project is fully designed for ADA and universal accessibility where possible.
C	**Project Design**	
C1	Enhance View Opportunities	*Orient windows, entrances, balconies, and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building facades that create visual connections to adjacent public spaces.* The project site is located at the edge of the River District and its view corridors. Those corridors do not extend to the neighborhood beyond the site. Consequently, this project uses the view corridors as opportunities to locate points of refuge and observation at the High Parks to look out towards the river and as points of interest for views from the river. Additionally, the building locates the roof terraces to take advantage of views to the West Hills and potentially towards the river and mountains and also to provide protection from the noise of the freeway on the Fremont Bridge as the viaduct curves around the site.
C2	Promote Quality and Permanence in Development	*Use design principles and building materials that promote quality and permanence.* Field Office proposes to use a variety of materials that promote quality and permanence, such as metal panel, steel, and glass. Its design principles are inspired by the surrounding warehouse, industrial context.
C3	Respect Architectural Integrity	*Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are compatible with the existing building to enhance the overall proposal's architectural integrity* Field Office is all new construction, but is respectful of the historic past of its context.
C4	Complement the Context of Existing Buildings	*Compliment the context of existing buildings by using and adding to the local design vocabulary.* Field Office is consistent with the design vocabulary of the surrounding building context in its industrial past, use of weathered metal panels, and the proportion of its widows.

Design Guideline Response

C5	Design for Coherency	*Integrate the different building and design details elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.* The simple materials palette of Field office recalls the industrial character of the River District. This simple suite of materials is used on the building, street/retail level, and the plaza in a coherent composition, with simple, yet well-constructed, detailing. The simple skin of metal panel and staggered grid of windows are cut strategically by the High Parks.
C6	Develop Transitions Between Buildings and Public Spaces	*Develop transitions between private development and public open space. Use design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.* The lobby entrances are set back to provide protected transitional areas. The plaza reinforces opportunities to transition into and through the building. Landscaping is integrated into the building, creating inside/outside spaces, and ample transition spaces. Large openings reinforce movement into and through the buildings.
C7	Design Corners that Build Active Intersections	*Use design elements including, but not limited to varying the building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs, and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators and other upper floor building access points toward the middle of the block.* The location of the central park/plaza in the middle of the site combined with the requirement for vehicles to access the below-grade parking at the NW 16th Avenue intersection means that the corners for the site's "active intersection" is more focused at the park than at the street intersection. The project will create active building corners by shifting the buildings back at the ground level and with high, transparent glazing in the middle of the site to draw pedestrians into the park/intersection, providing canopy coverage at the corners and creating inviting and open retail opportunities. The ground floor retail along Front Avenue and facing NW 17th will promote a safe and active pedestrian environment. The pedestrian and bike path along the south side also link 17th and Front Avenues and create activity at the building corners.
C8	Differentiate the Sidewalk Level of Buildings	*Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs and large windows.* The ground floor of Field Office is transparent and taller than the upper floors. Strategically located overhangs and canopies protect the pedestrians and differentiate the sidewalk level.
C9	Develop Flexible Sidewalk Level Spaces	*Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.* The site is not currently active, but ground level retail, the plaza, and the scale and openness of the ground-level aspires to bring life to the site. The entrance to parking is separate from the plaza, to protect the plaza from vehicles. The opportunity for micro retail along the building edge will create a variety of scales and uses for the spaces.
C10	Integrate Encroachments	*Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.* None anticipated
C11	Integrate Roofs and Use Rooftops	*Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscape areas to be effective stormwater management tools* Ecoroofs and occupiable roof terraces will be visible from below and afar, as will the "High Parks" scattered across the different levels of the building.
C12	Integrate Exterior Lighting	*Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impact on the skyline at night.* TBD
C13	Integrate Signs	*Integrate signs and their associated structural components with the buildings overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence on the Portland skyline.* *TBD*

River District Design Guidelines

#	Title	Description	Ref.
A	**Portland Personality**		
A1-1	Link the river to the community	*Link the Willamette River to the community reinforcing the river's significance.* The crosswalk at NW 16th Ave will provide pedestrian access to the Willamette beyond. Another crosswalk at NW 17th links through Riverscape to the river as well.	

Design Guideline Response

A3-1	Provide convenient pedestrian linkages	*Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods.* The paving along the sidewalks, through the plaza, and along the rail will contribute to an enjoyable pedestrian experience overall. The ample 14-16' sidewalks and variation in building form and height will provide visual interest along the pedestrian journey.
A5-1-1	Reinforce the identity of the Pearl District Neighborhood	*Reinforce the identity of the Pearl District Neighborhood.* Field Office reinforces the identity of the Pearl District Neighborhood in its reference to warehouses and industrial buildings.
A5-3	Incorporate water features	*Incorporate water features or water design themes that enhance the quality, character, and image of the River District.* Field Office will integrate a water feature into the site plaza design.
A5-4	Integrate works of art	*Integrate works of art or other special design features that increase the public enjoyment of the District.* The rich landscape atmosphere will increase the public enjoyment of the District.
A8-1	Design fences, walls, and gateways to be seen over	*Design fences, walls and gateways located between a building and the sidewalk to be seen over to allow for social interaction.* Not applicable.
A9-1	Provide a distinct sense of entry and exit	*When developing at gateway location, provide a distinct sense of entry and exit that relates to the special qualities of an area.* Entries will pull pedestrians into the plaza, emphasizing the indoor/outdoor nature of Field Office.
B	**Pedestrian Emphasis**	
B1-1	Provide human scale to buildings along walkways	*Provide street human scale and interest to buildings along sidewalks and walkways.* Field Office is designed as a campus with an ample plaza to provide space for socializing, special events, and public enjoyment. A large indoor event space opens out to the plaza, and retail tenants with indoor/outdoor presence will be targeted. The plaza landscape will include seating and shelter. Ground-floor transparency will create visual interest for passers-by.
B5.1	Recognize roles of the Tanner Creek Parks	Not applicable
B5-2	Strengthen the significance of the Classical Chinese Garden	Not applicable
C	**Project Design**	
C1-1	Increase river view opportunities	*Increase river view opportunities to emphasize the River District ambiance.* Field Office resolves the geometries of the Pearl District to the west to the River District. The central plaza connects to Riverscape Plaza, and roof terraces and "High Parks" provide views of the river. The locations of the lobbies connect the project to 16th Avenue and Riverscape Plaza. The project's central plaza links the two different conditions of the two sides of Front Avenue.
C3-1	Integrate parking	*Design parking garage exteriors to visually integrate with their surroundings.* Not applicable.
C9-1	Reduce impact of residential unit garages on Pedestrians	*Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets.* Not applicable.
	Appendix	
2	Public Art	Not anticipated
3	Cobblestones	Field Office proposes the use of cobblestones in recessed outdoor gathering spaces and in parts of the plaza, which amount to 1,840 SF. We estimate that roughly 400 cobblestones are currently on the site.

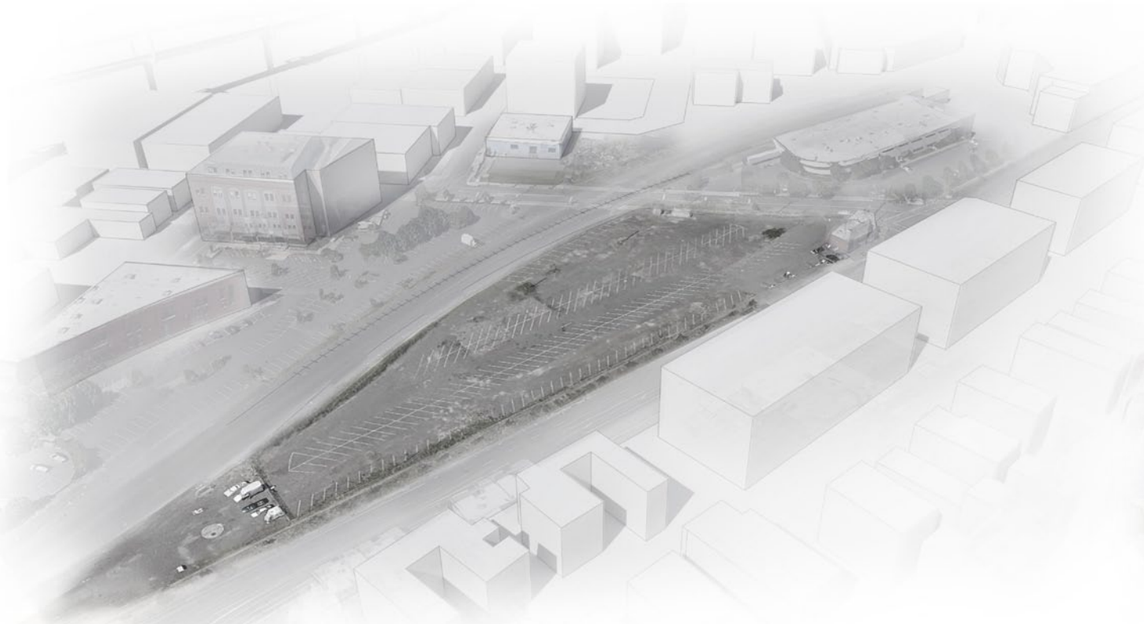
FIELD OFFICE will transform a vacant former industrial site into an urban campus centered around a restorative landscape.

DESIGN CONCEPT

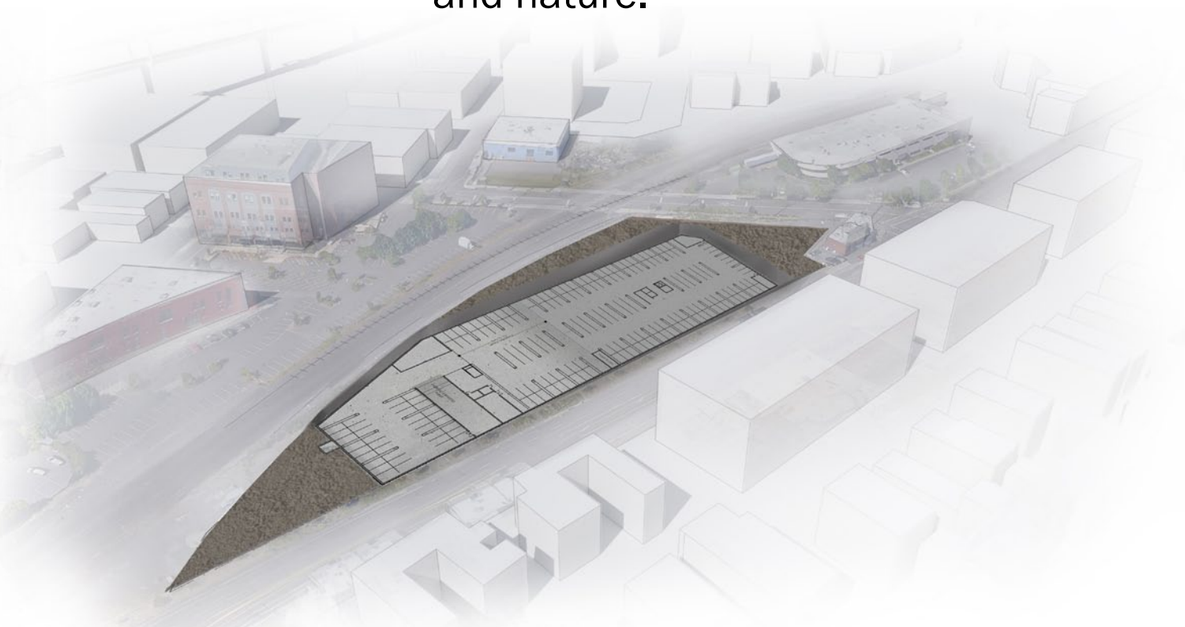
To create a new way of working where people are connected to nature at all times.

DESIGN CONCEPT

The site exists as an industrial island.

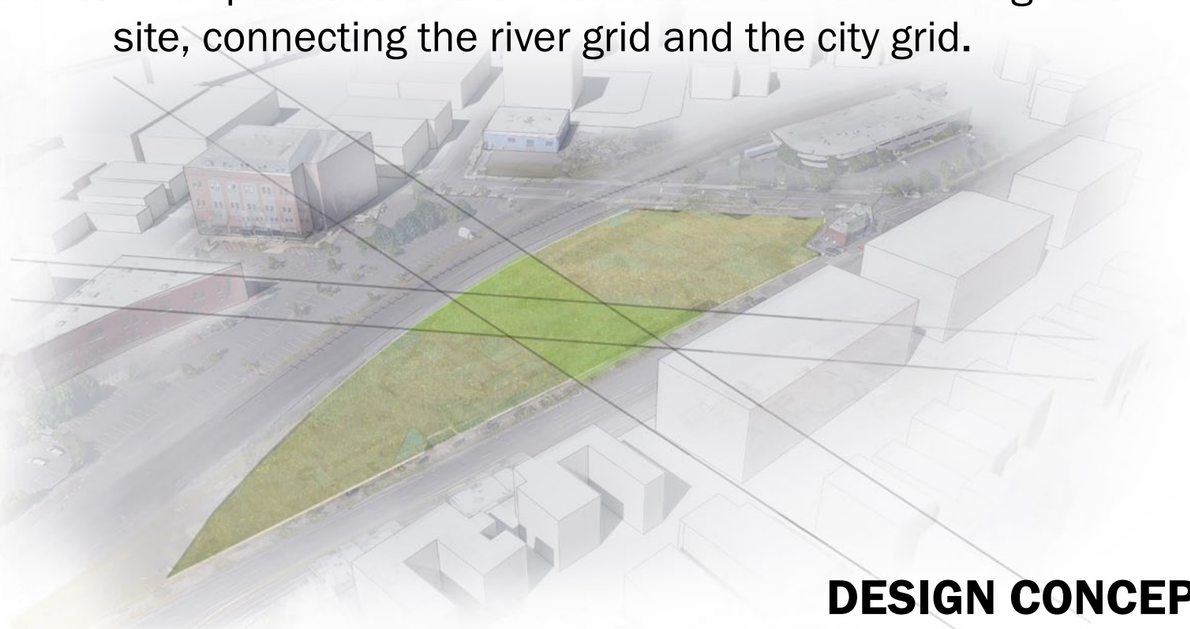


Underground parking opens up the site for people and nature.



The design concept begins with a restored site.

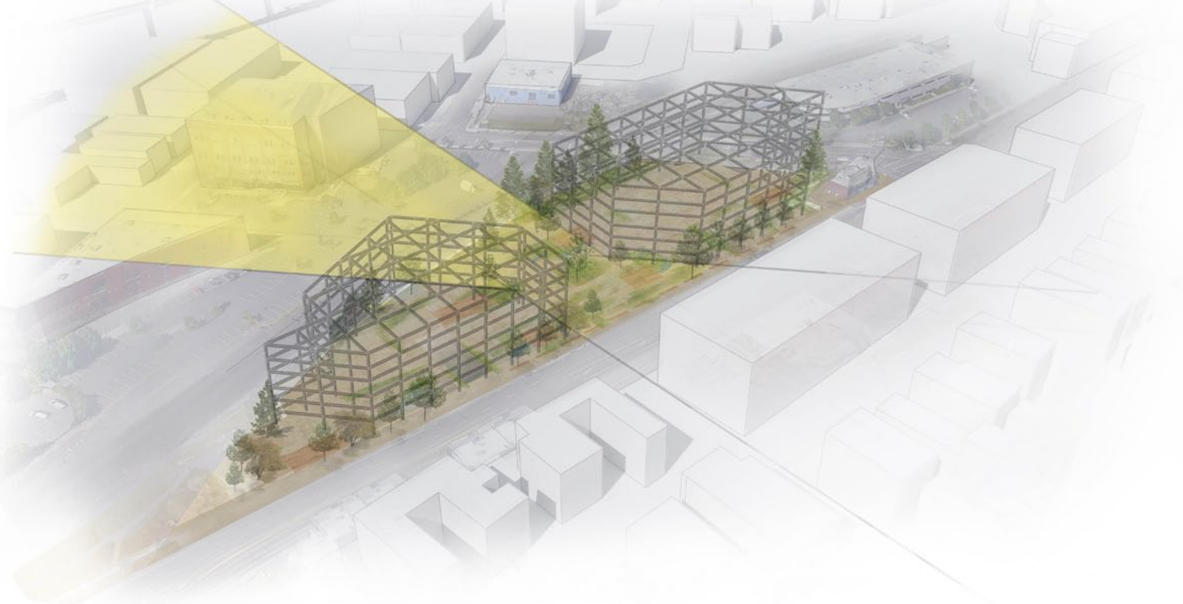
The restoration includes a major public space in the center of the site. This space lies at the intersection of views through the site, connecting the river grid and the city grid.



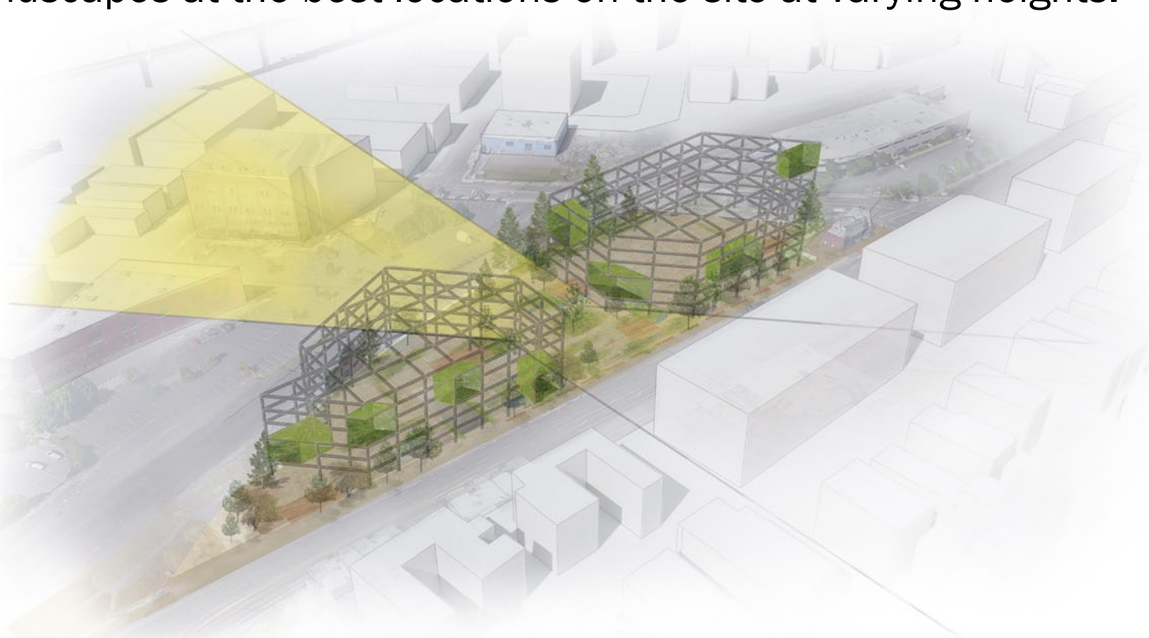
DESIGN CONCEPT

The central outdoor space is oriented to capture the southern sun to create a warm and inviting outdoor space at all times of the year, and to support the growth of a restorative landscape.

The building structure occupies the space between and above the landscape.



The landscape climbs up the buildings, creating elevated landscapes at the best locations on the site at varying heights.



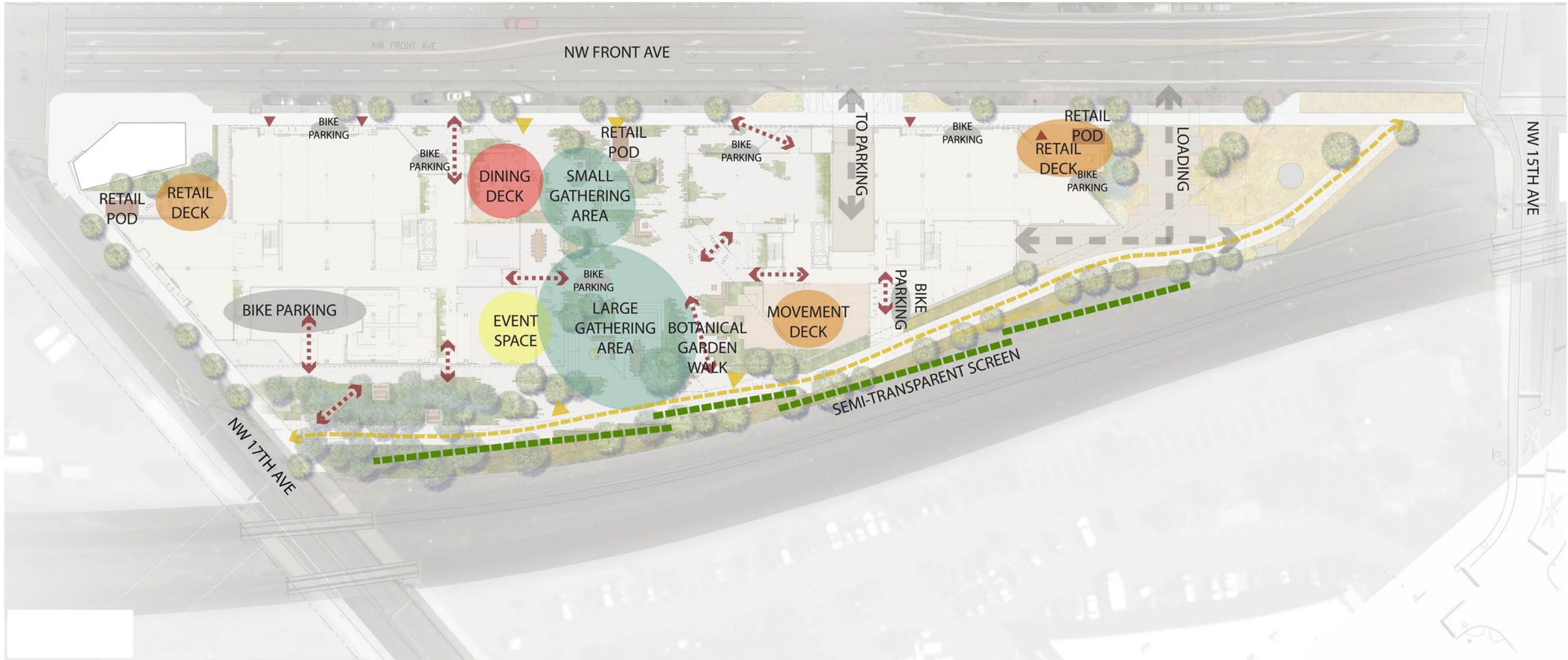
The landscape occupies the roof plane.

DESIGN CONCEPT

The ground plane consists of a landscape of native plantings that moves across the site, inspired by the transition of native plants in the river ecotone, and the natural transition of regeneration from grasses to forest over time.

DESIGN CONCEPT

The landscape design supports activity at indoor-outdoor spaces along the edges.

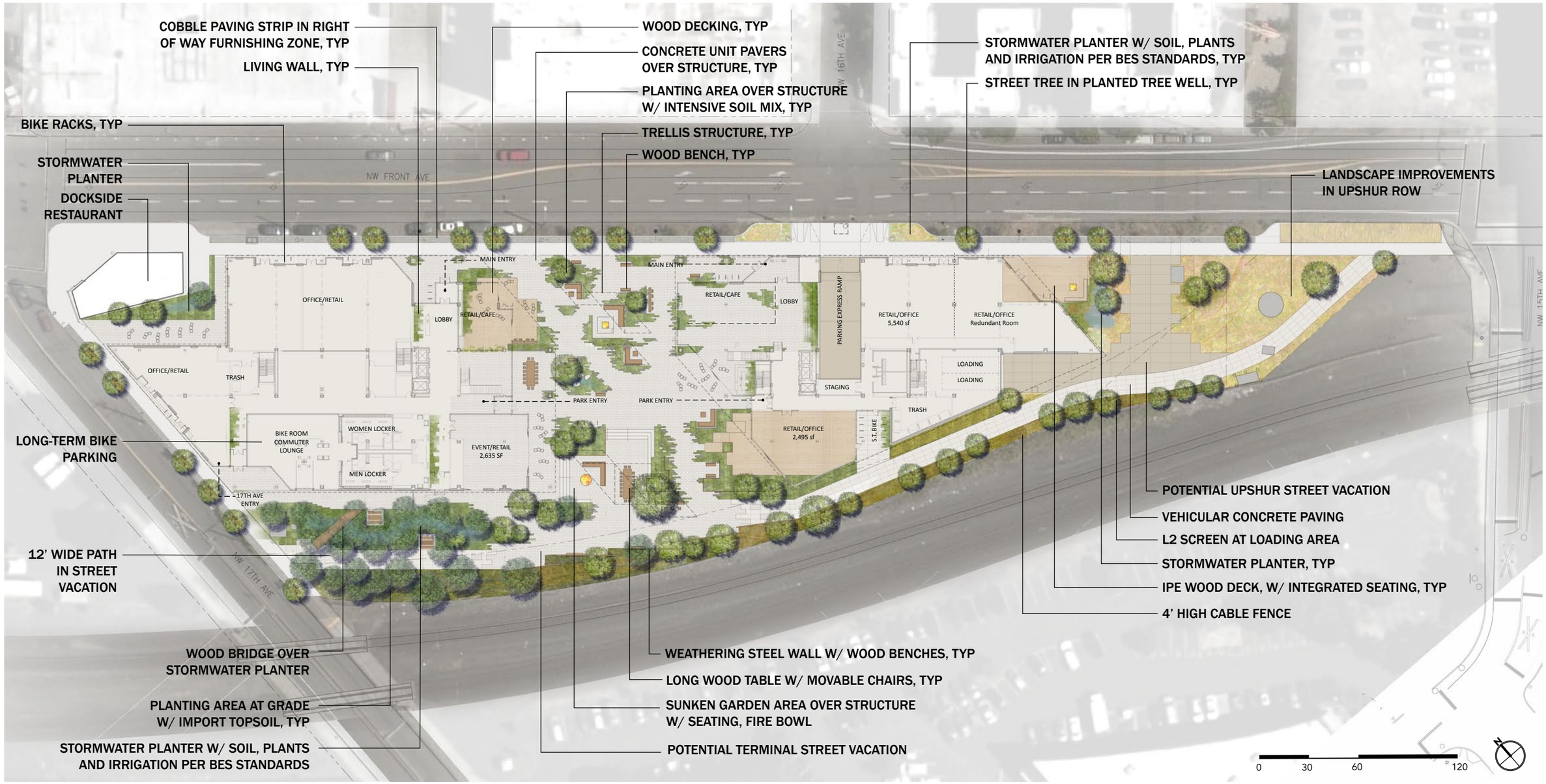


01 PLAN - SITE PLAN DIAGRAM
SCALE : 1" = 60'-0"

0 30 30 120

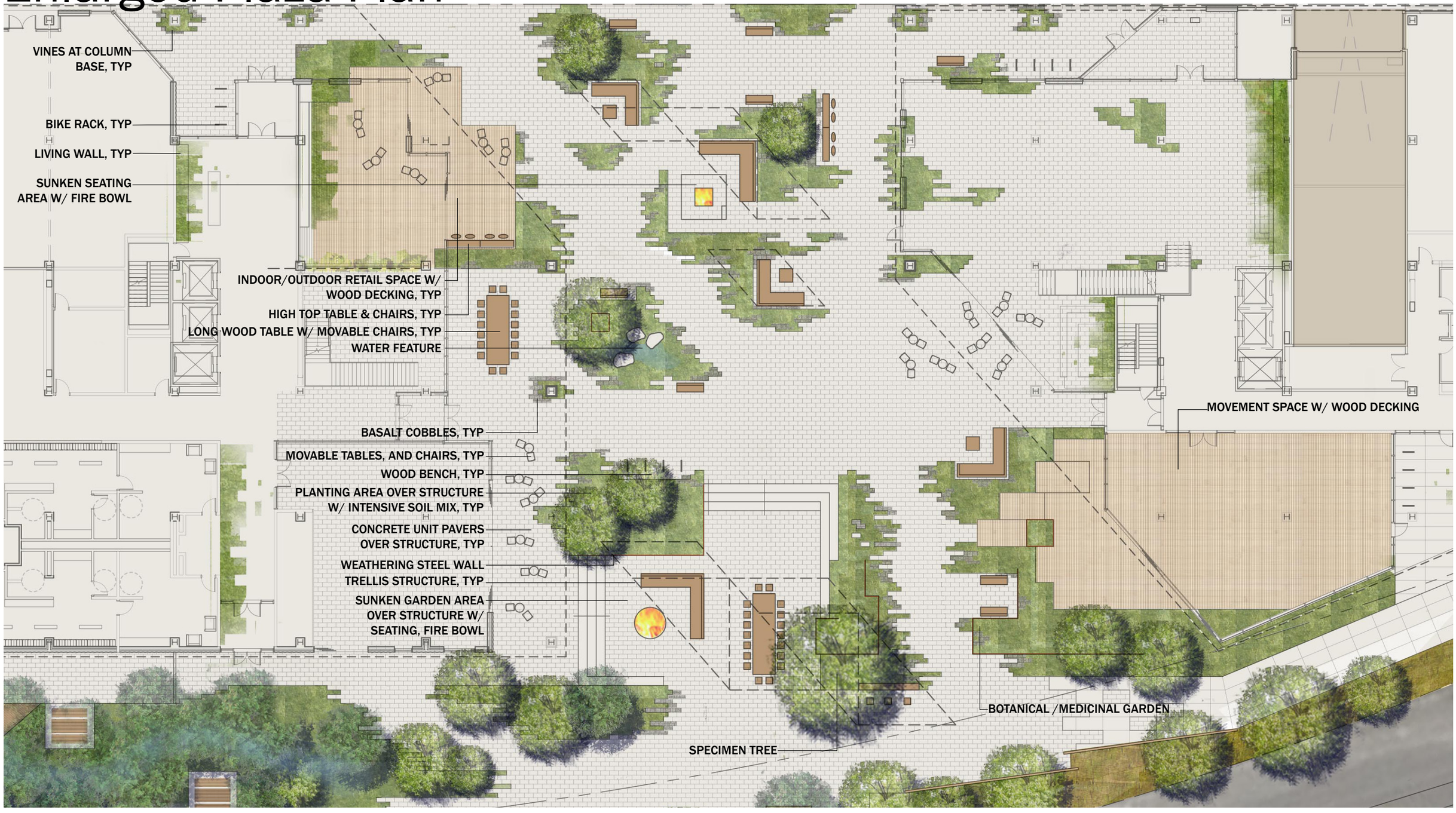
DESIGN CONCEPT

Landscape Plan



01 PLAN - GROUND LEVEL SITE PLAN
SCALE : 1" = 60'-0"

Enlarged Plaza Plan



DESIGN CONCEPT

Ecoroof Plan

01 PLAN - ECOROOF PLAN
SCALE : 1” = 60’-0”

0 30 60 120

SCALE: 1” = 60’- 0”

DESIGN CONCEPT

The combination of site materials is inspired by the natural and manmade materials around the site

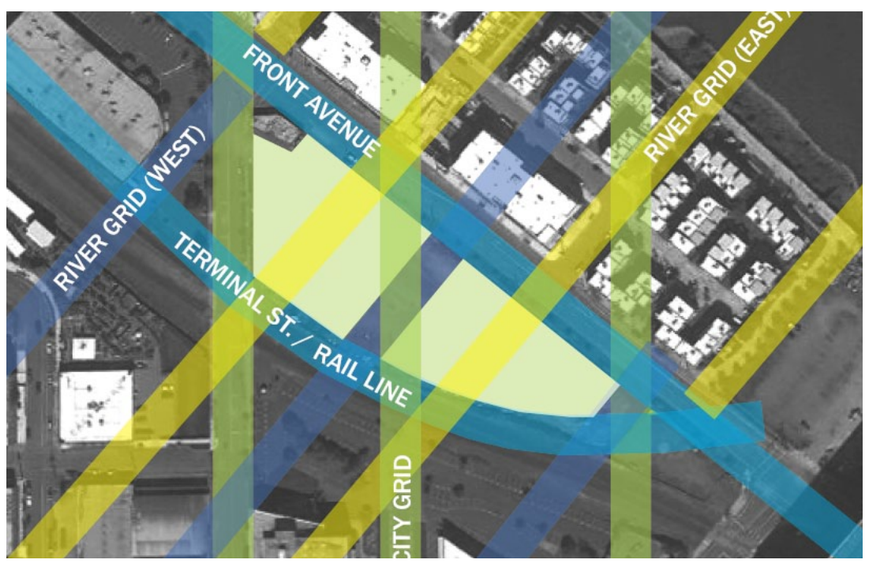
Much of the ground floor is transparent, allowing views through the site in all directions.

RENDERING TO FOLLOW

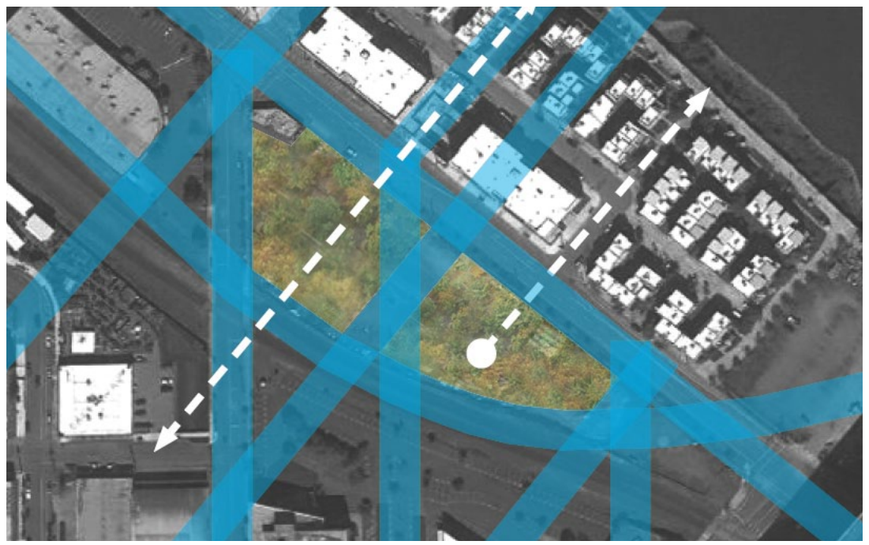
The site lies in a dynamic industrial neighborhood undergoing change. It is an island disconnected from the surroundings by rail lines and street grids.

The massing connects the city grid to the river grid.

The site is intersected by the collision of the river grids and the city grid.



The Riverscape grids manifest in creating views through, to, and from the site, connecting with the river and adjacent open spaces.



DESIGN CONCEPT

The elevation seen first from Front Avenue is skewed to align with the city grid and face Front Avenue.

DESIGN CONCEPT

The river grid and the city grid are connected through the courtyard

RENDERING TO FOLLOW

DESIGN CONCEPT

The buildings meet the street along NW 17th and pull back from the rail line to create a generous pedestrian route leading to the

VIEW FROM WEST

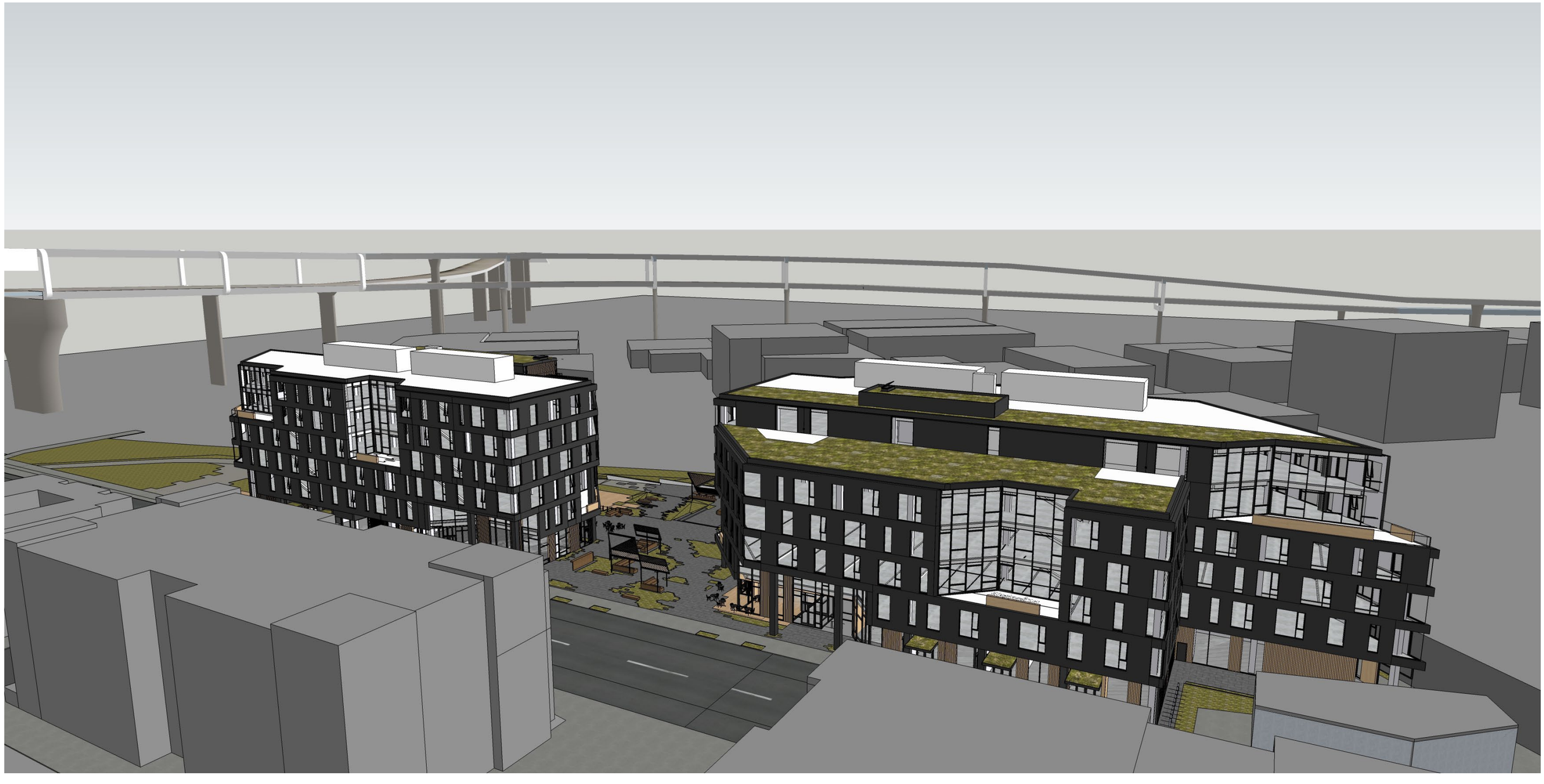
DESIGN CONCEPT

The buildings open to the sun and allow views through the central courtyard, connecting the city grid to the river grid.

VIEW FROM SOUTH

DESIGN CONCEPT

The landscape breaks down the buildings along Front Avenue, creating the impression that the buildings have been overtaken



VIEW FROM NORTH

DESIGN CONCEPT

Rendering | Looking South through courtyard from Riverscape Plaza across Front Avenue

RENDERING TO FOLLOW

BUILDING VIEW

East Building Skin |across Plaza

BUILDING VIEW

Plaza |Aerial view of Pavilions

RENDERING TO FOLLOW

BUILDING VIEW

East Building|from under Pavilion

BUILDING VIEW

Plaza | View from within landscape

RENDERING TO FOLLOW

BUILDING VIEW

Landscape | Bridge Section

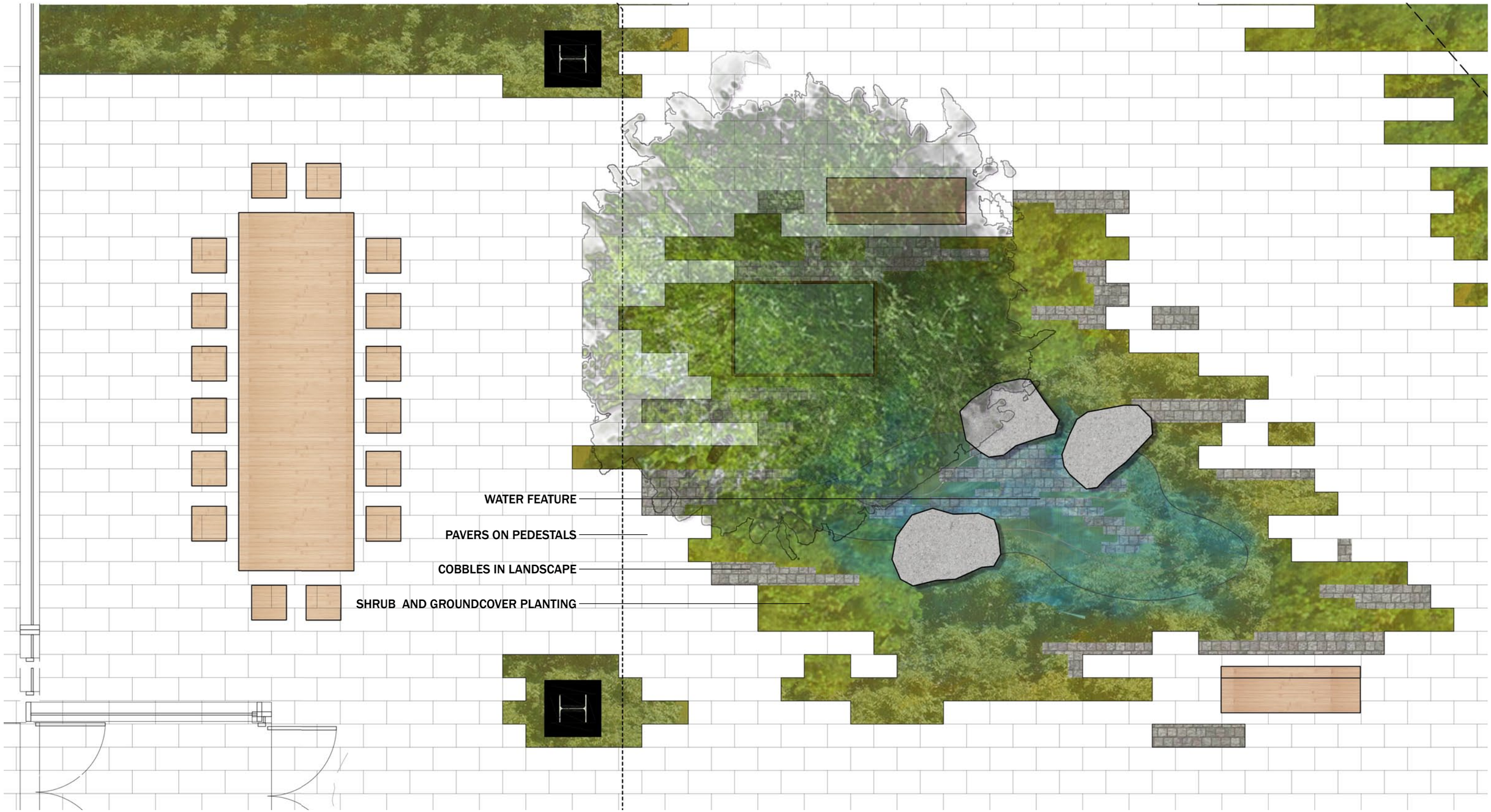
01 SECTION - BRIDGE AT STORMWATER PLANTER
SCALE : 1/16” = 1’-0”

BRIDGE SECTION

Landscape | Front Avenue

LANDSCAPE

Landscape | Section through Plaza

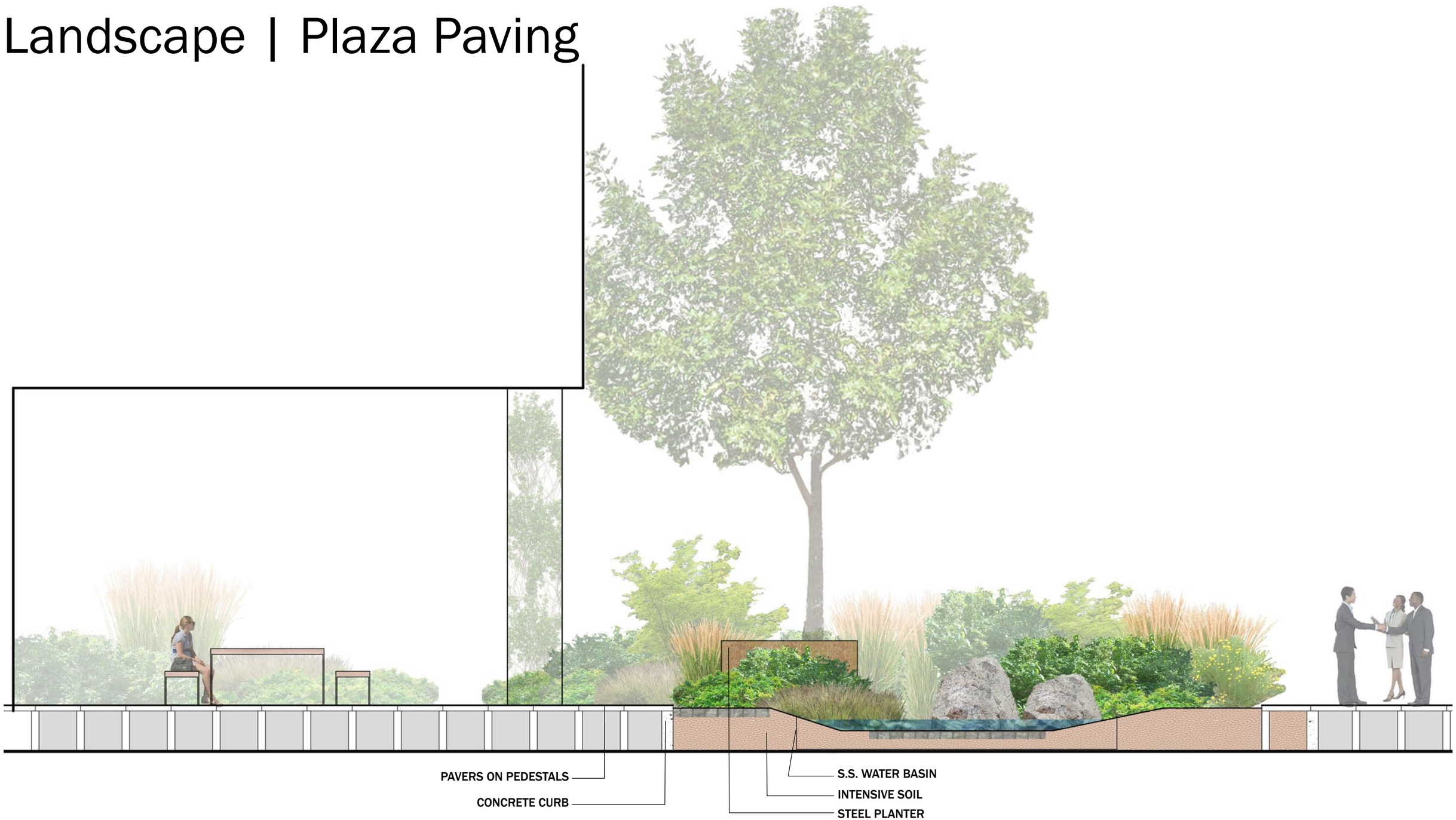


01 PLAN - PLAZA PAVIG / PLANT BED ENLARGEMENT
SCALE : 1/4” = 1’-0”

0 2 4 8

LANDSCAPE

Landscape | Plaza Paving



01 SECTION - PLAZA PAVING / PLANT BED ENLARGEMENT
SCALE : 1/4” = 1’-0”

LANDSCAPE

East Building | Lobby Entry

RENDERING TO FOLLOW

BUILDING VIEW

East Building | Lobby View

BUILDING VIEW

East Building |Stair to High Park

BUILDING VIEW

East Building |Sky Park

UPDATE TO FOLLOW

BUILDING VIEW

Rendering | Looking Northwest along Front Avenue

RENDERING TO FOLLOW

BUILDING VIEW

East Building |from Railroad Tracks

BUILDING VIEW

South Elevation

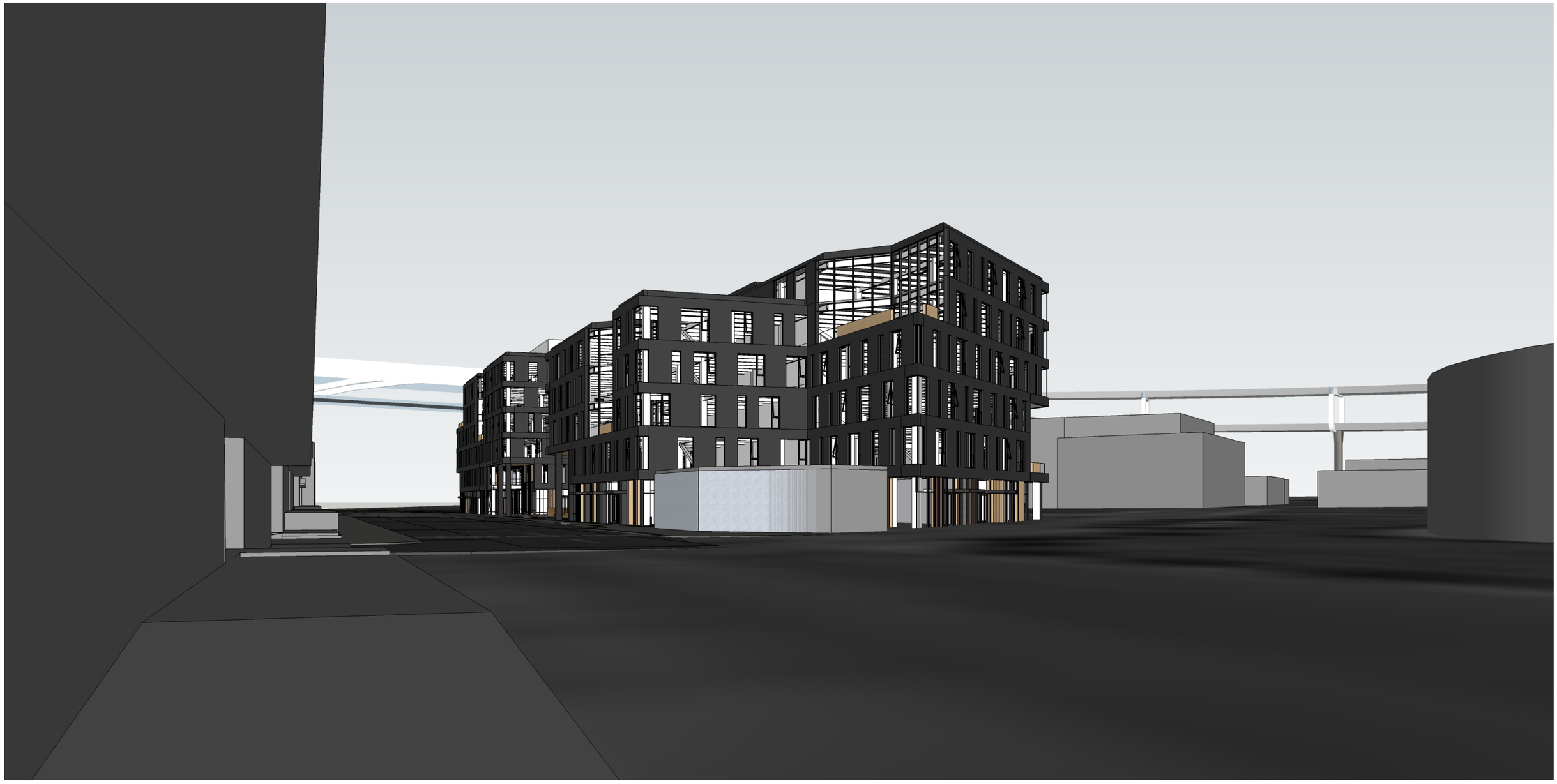
BUILDING VIEW

View from 17th Ave

RENDERING TO FOLLOW

BUILDING VIEW

West Building |at Dockside Restaurant



RENDERING TO FOLLOW

BUILDING VIEW

Rendering | Night view Looking South through courtyard from Riverscape Plaza across Front Avenue

RENDERING TO FOLLOW

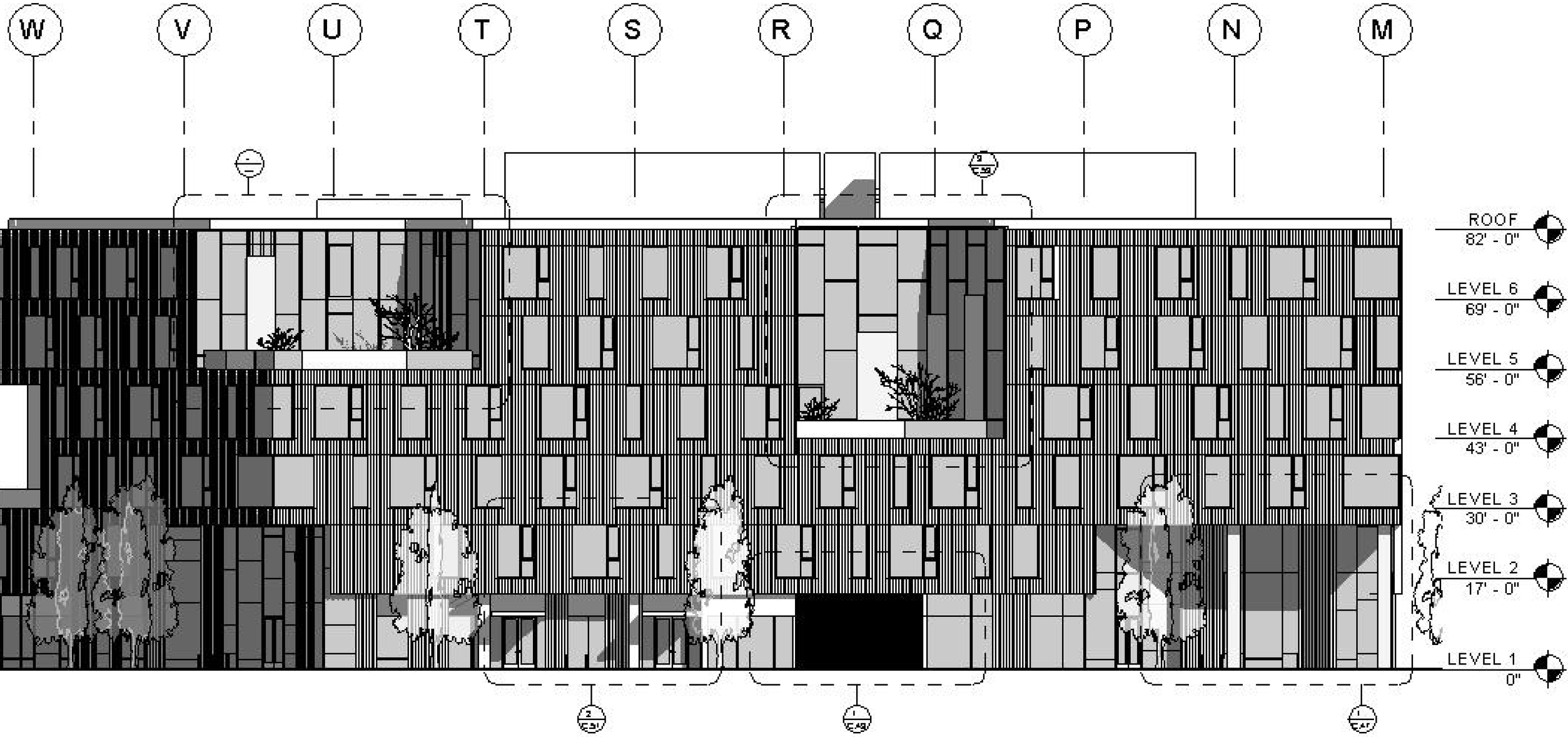
BUILDING VIEW

East Building: East Elevation

0' 5' 10' 20' 40'

ELEVATION

East Building: North Elevation



0' 5' 10' 20' 40'

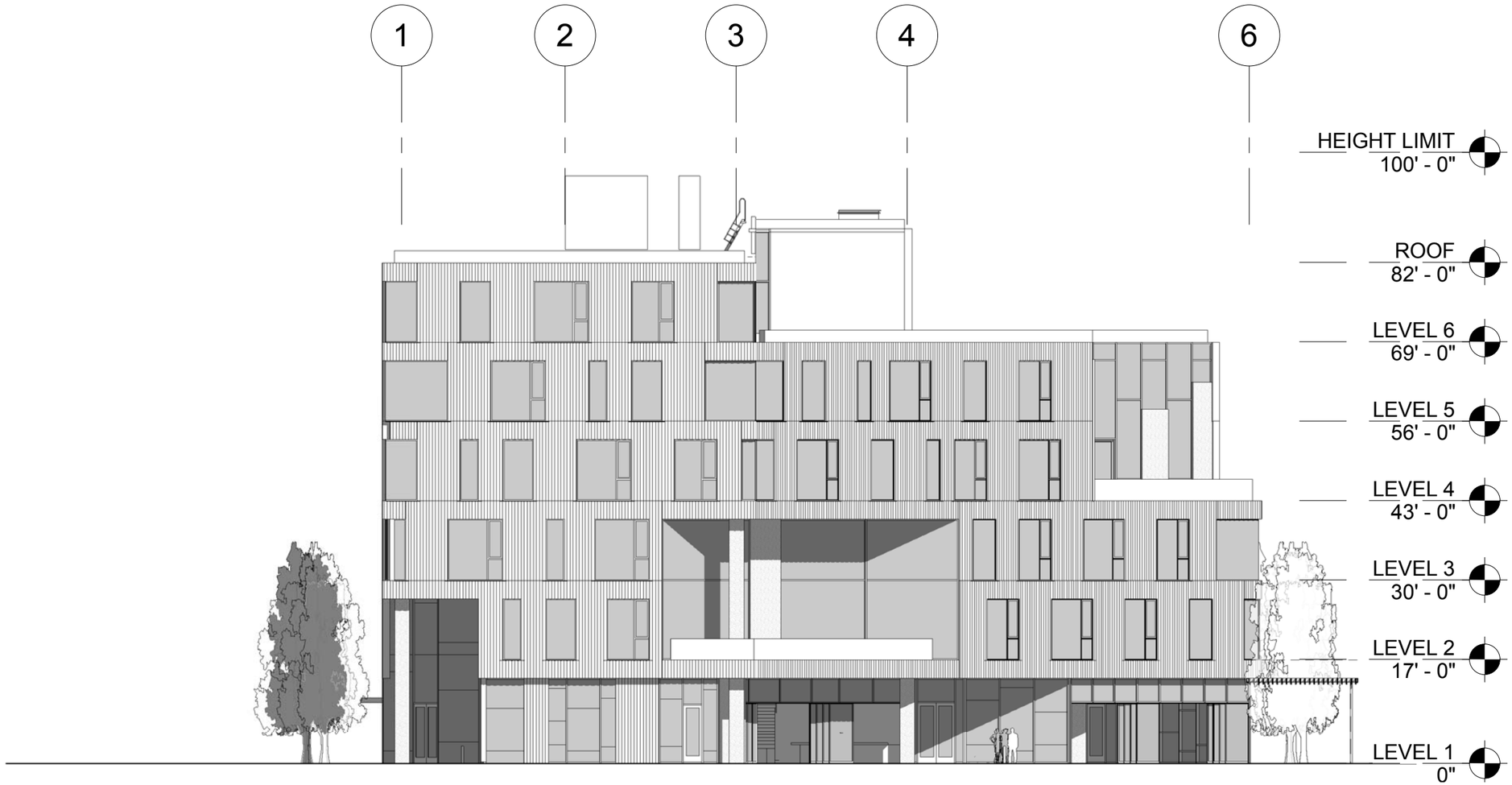
ELEVATION

East Building: South Elevation

0' 5' 10' 20' 40'

ELEVATION

East Building: West Elevation



0' 5' 10' 20' 40'

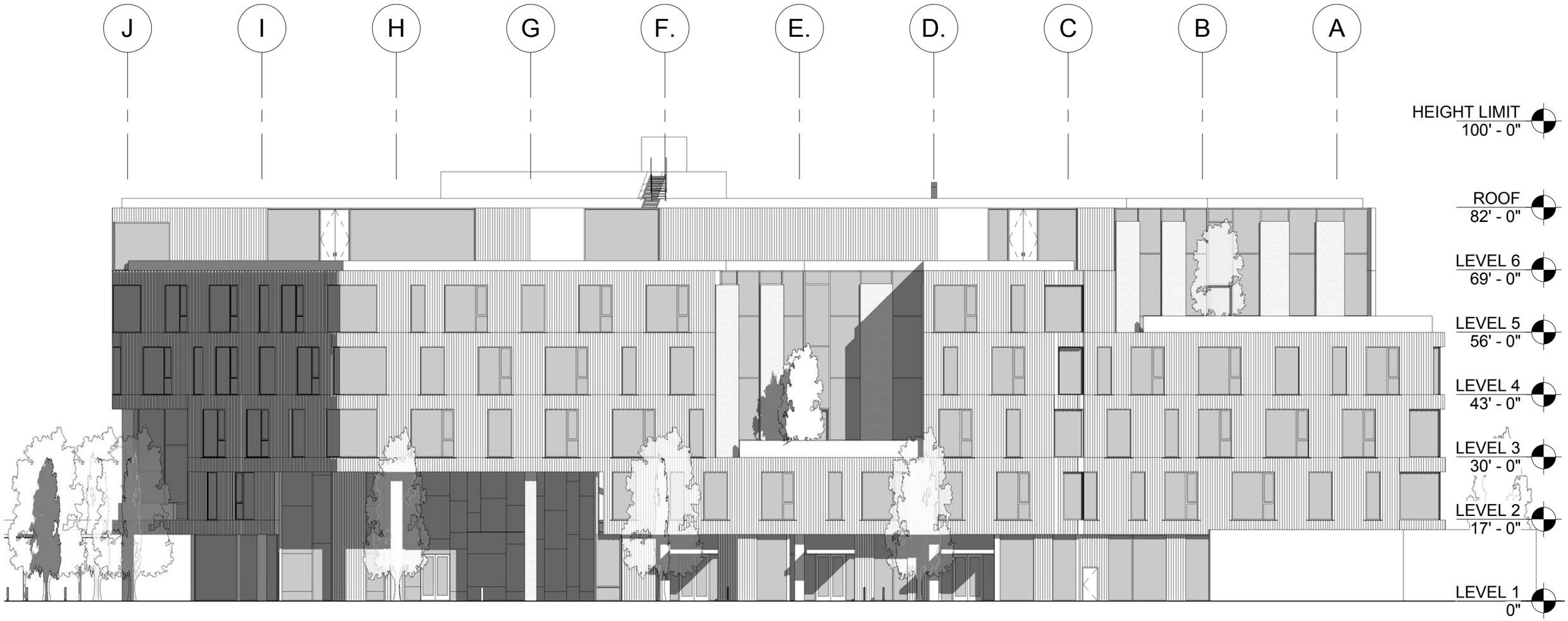
ELEVATION

West Building: East Elevation

0' 5' 10' 20' 40'

ELEVATION

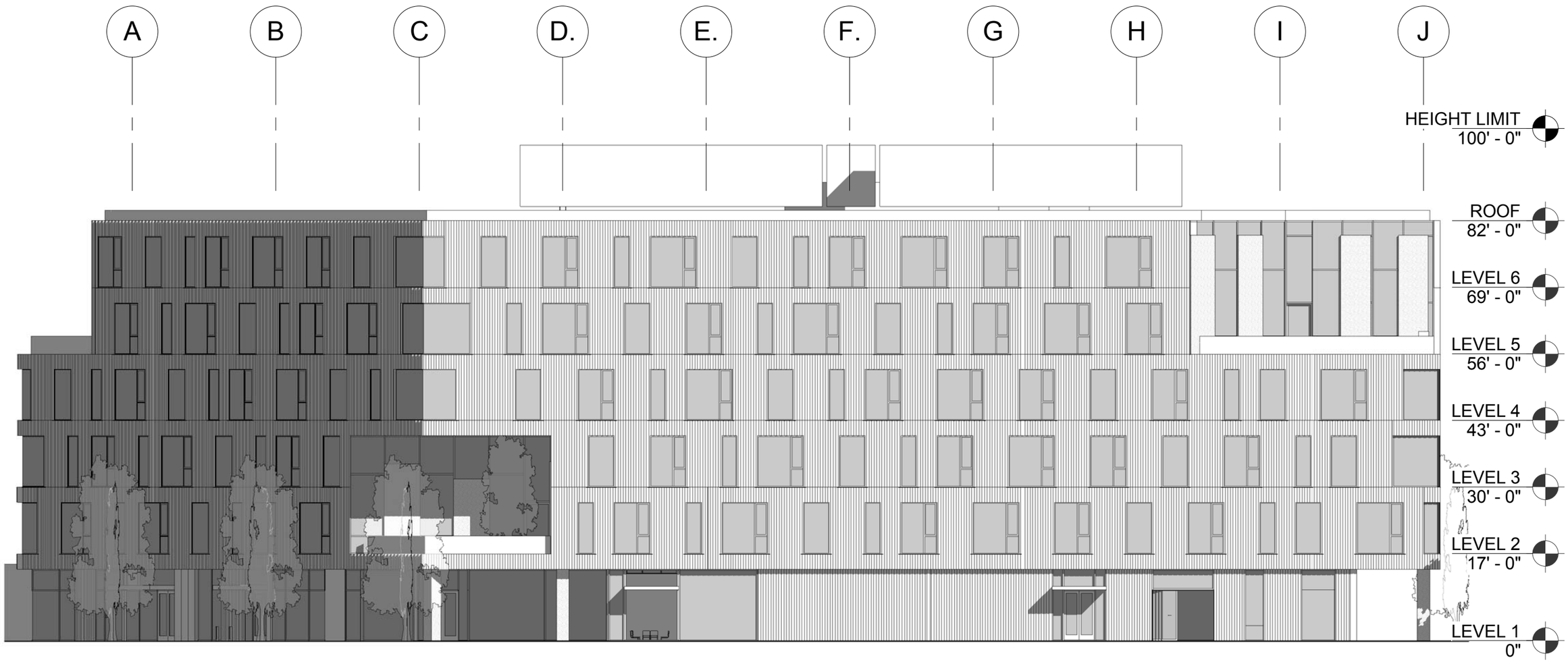
West Building: North Elevation



0' 5' 10' 20' 40'

ELEVATION

West Building: South Elevation



0' 5' 10' 20' 40'

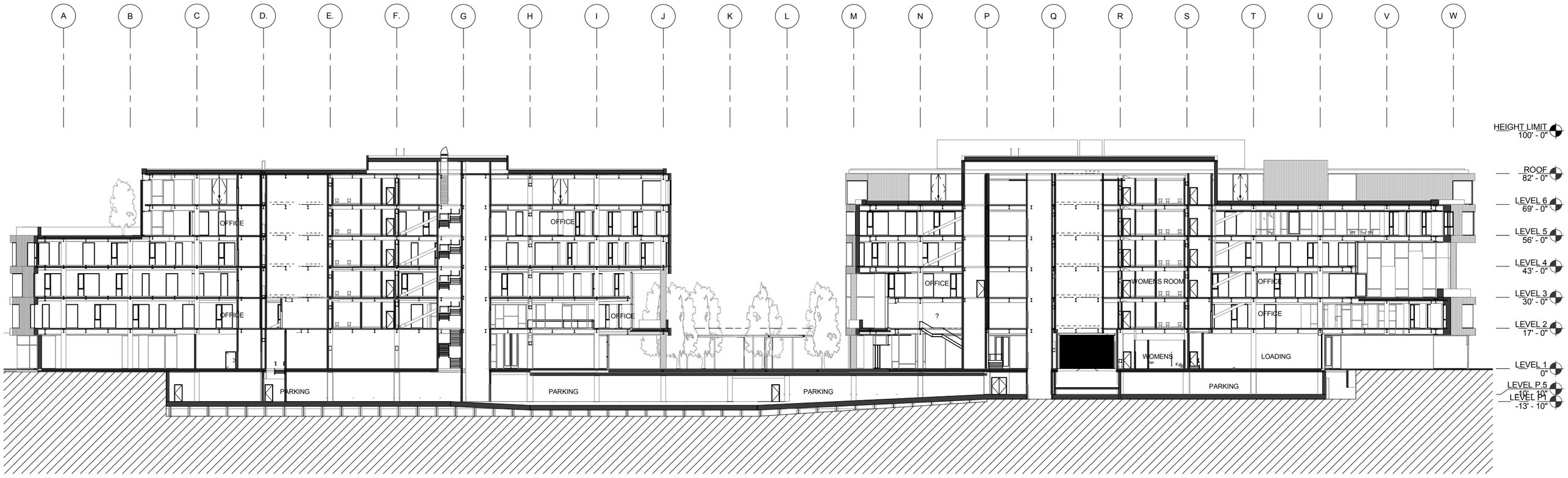
ELEVATION

West Building: West Elevation

0' 5' 10' 20' 40'

ELEVATION

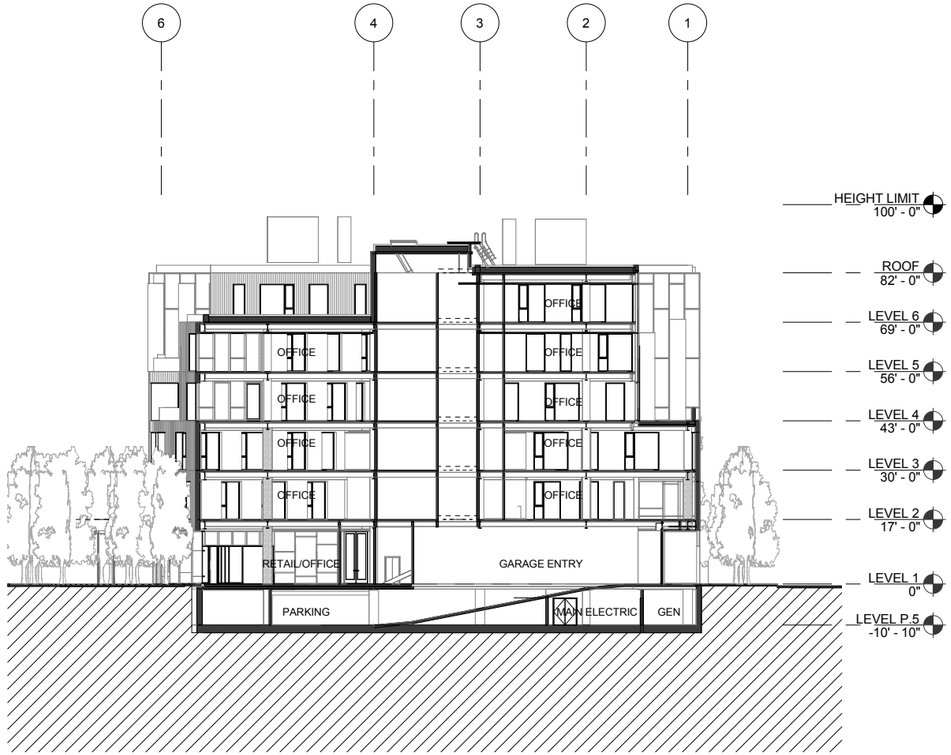
Building Section E-W



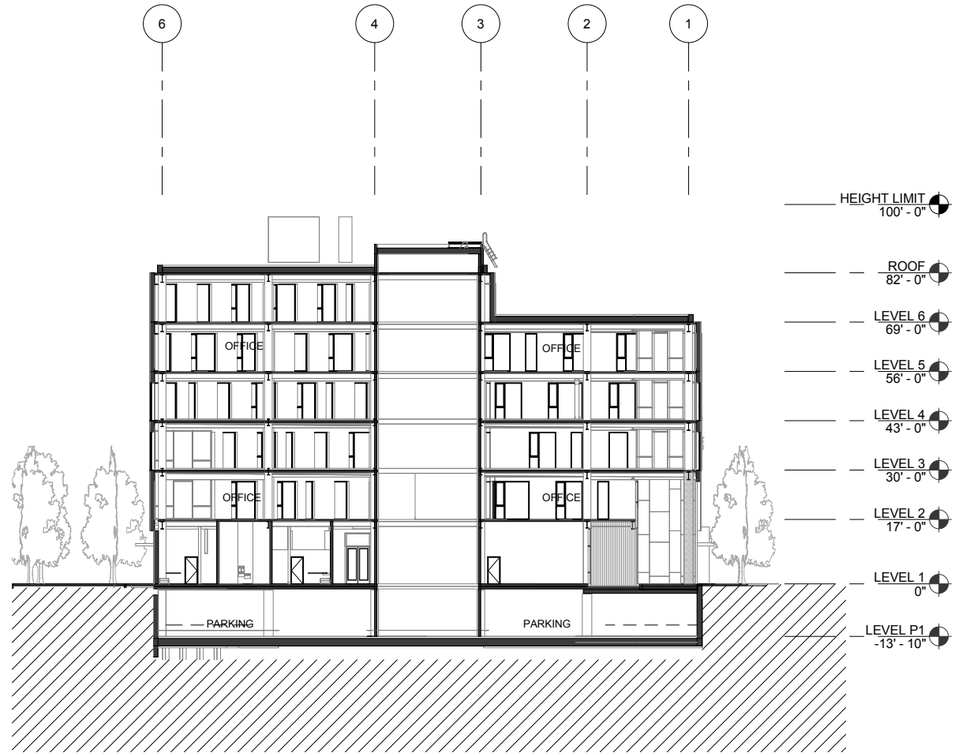
0' 10' 20' 40' 80'

SECTION

Building Section N-S



EAST BUILDING

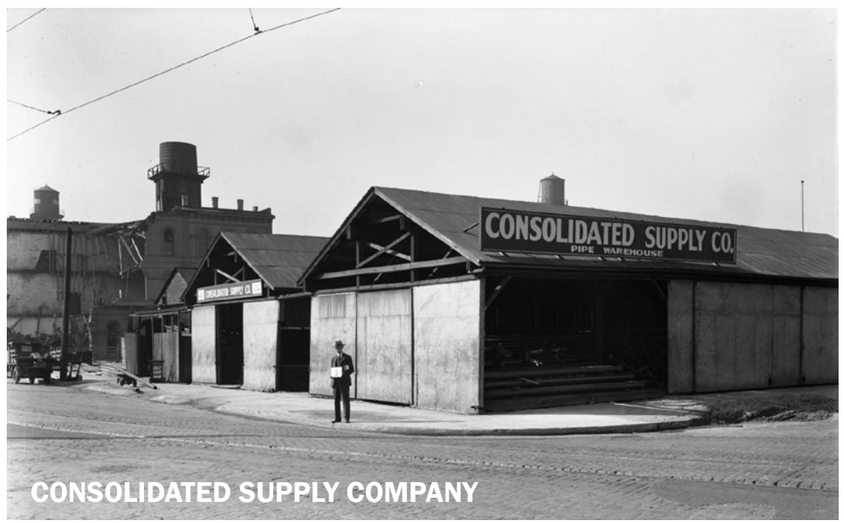


WEST BUILDING

0' 10' 20' 40' 80'

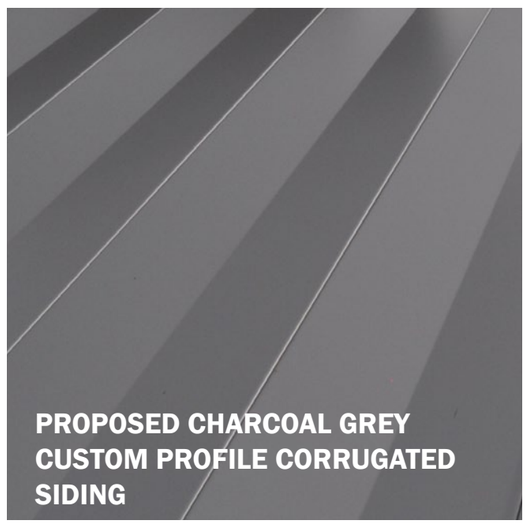
SECTION

The siding material is informed by historical Portland corrugated metal and timber framed warehouses.



CONSOLIDATED SUPPLY COMPANY


TRADITIONAL WEATHERING CORRUGATED STEEL SIDING


PROPOSED CHARCOAL GREY CUSTOM PROFILE CORRUGATED SIDING

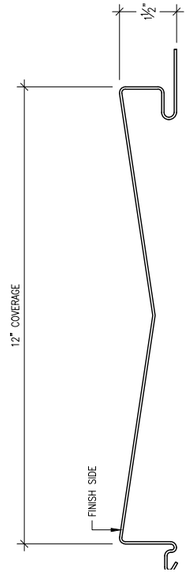
CENTENIIAL MILL CO.


CENTENNIAL MILL INTERIOR TODAY


WEATHERED WOOD-SIDING RECLAIMED FROM NEARBY WAREHOUSES

DESIGN CONCEPT

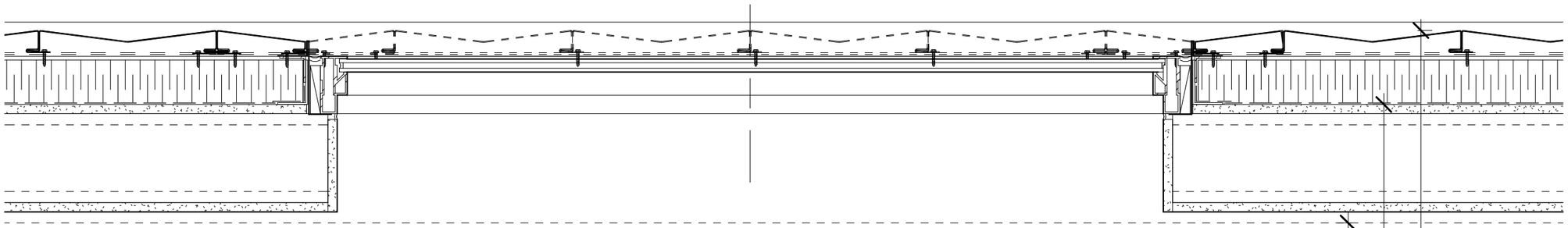
BUILDING DESIGN CONCEPT



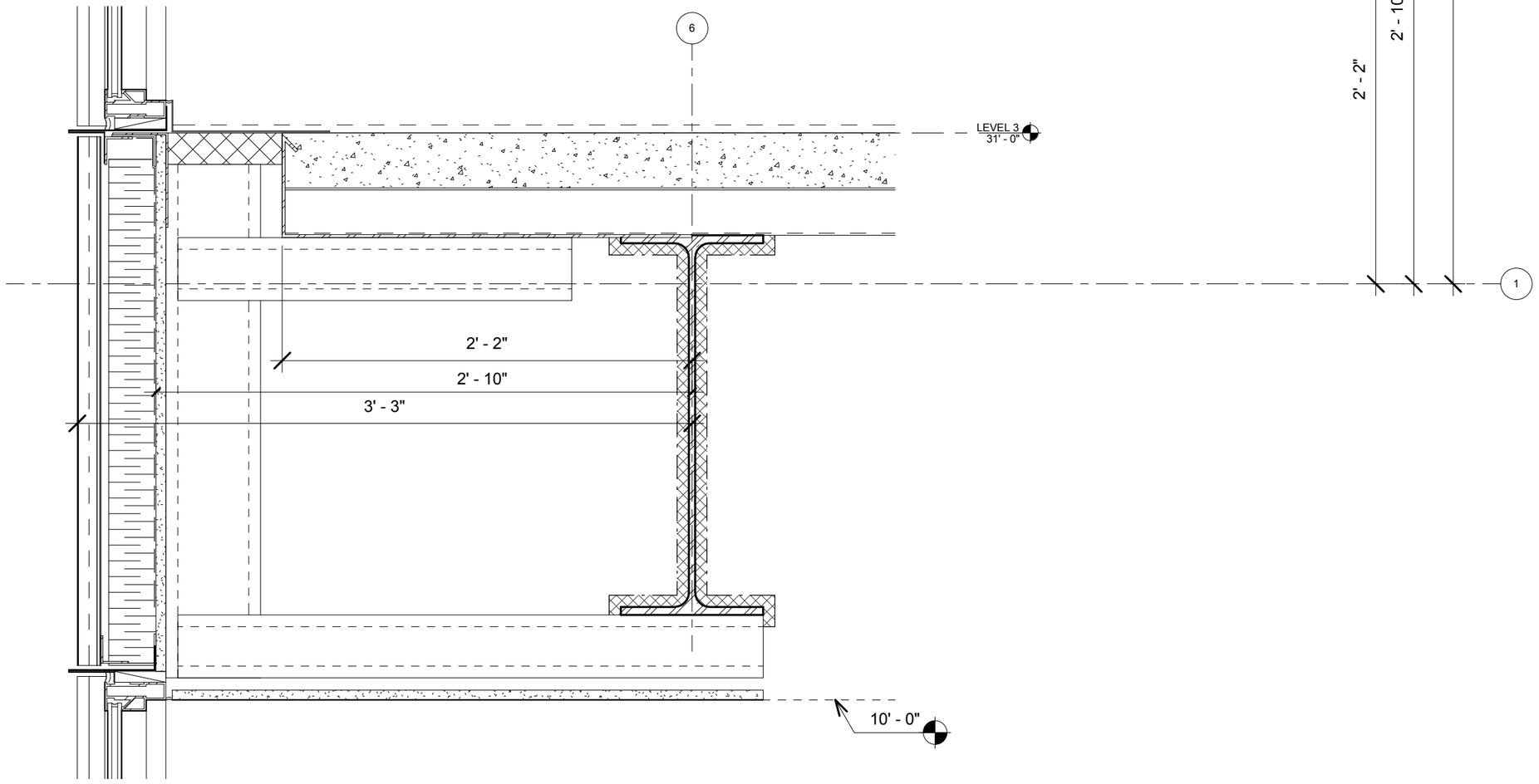
METAL SIDING CONCEPT

REMILLED WOOD SIDING CONCEPT

DESIGN CONCEPT

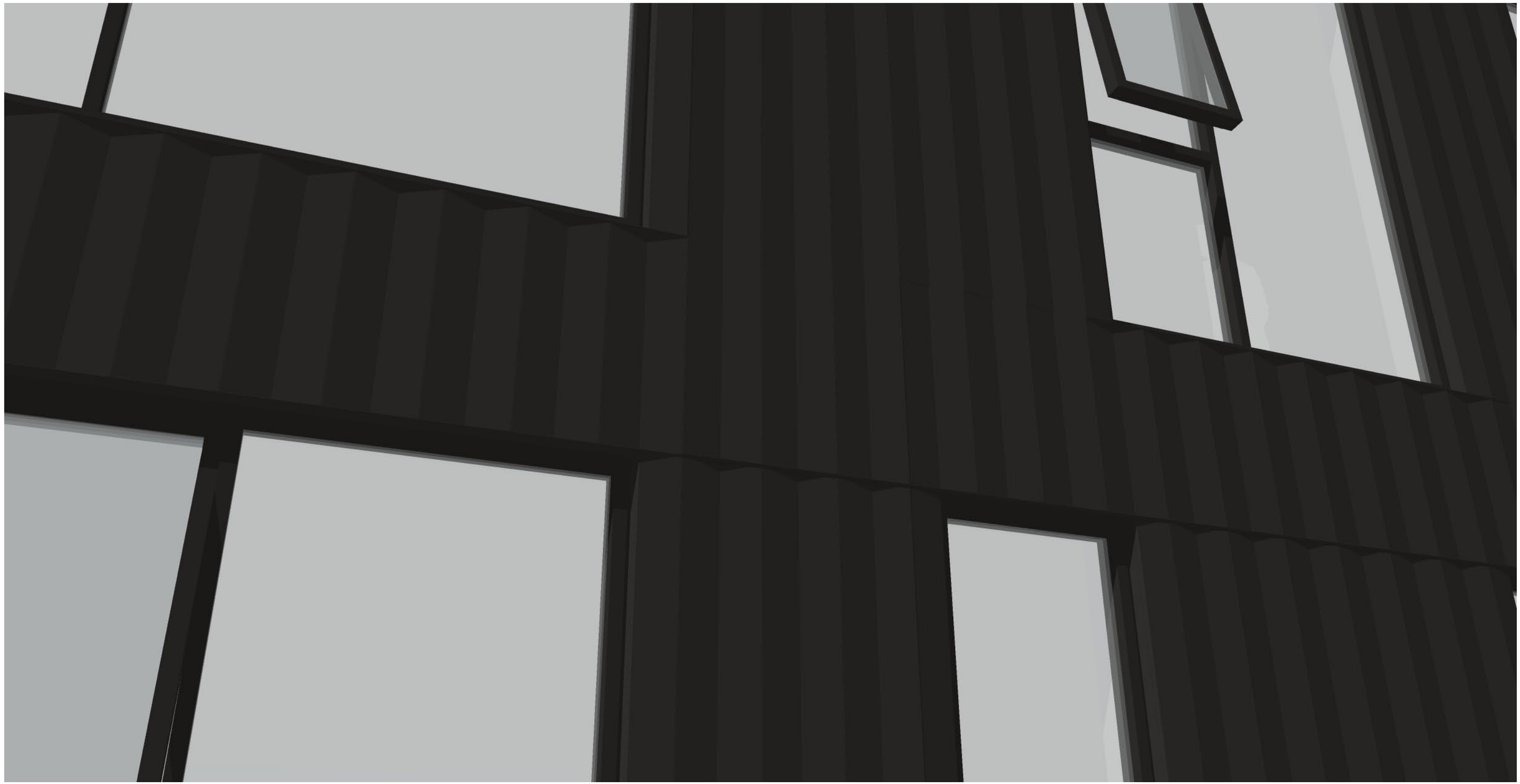


WINDOW PLAN DETAIL | SCALE: 1”=1 1/2”



WINDOW SECTION DETAIL | SCALE: 1”=1 1/2”

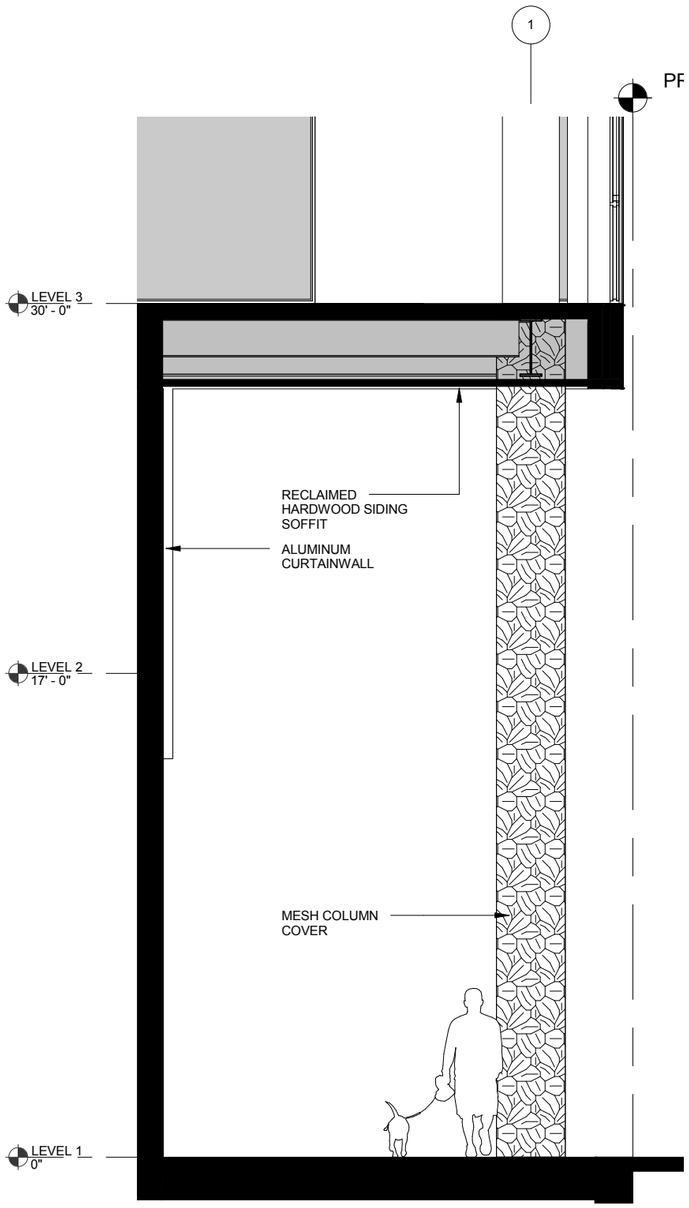
WINDOW DETAIL



CLADDING

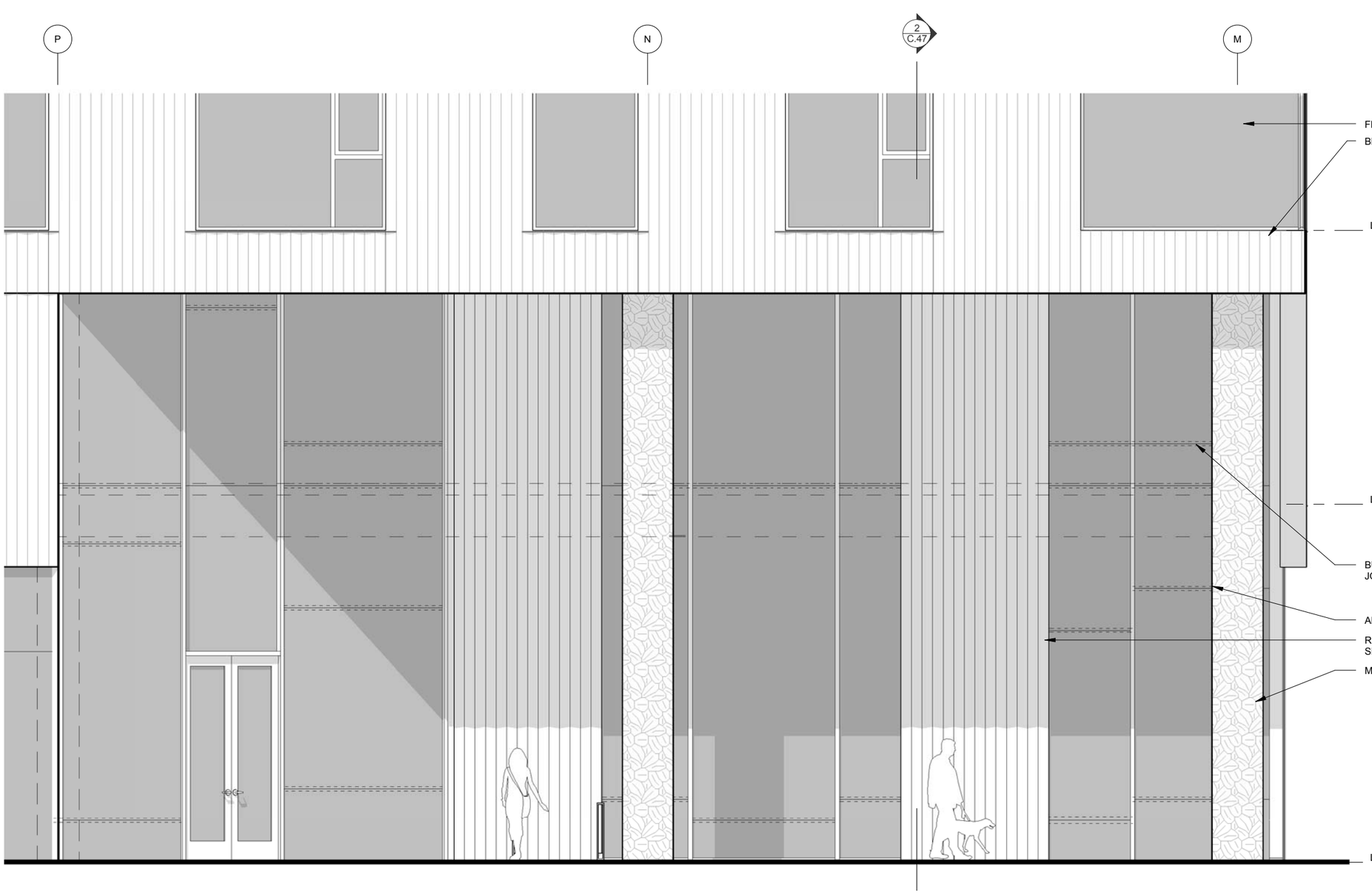
DESIGN CONCEPT

East Building | Enlarged Street Elevations: Lobby Entry



SECTION - MAIN BUILDING ENTRY

0' 1' 2' 5' 10'



ELEVATION - MAIN BUILDING ENTRY

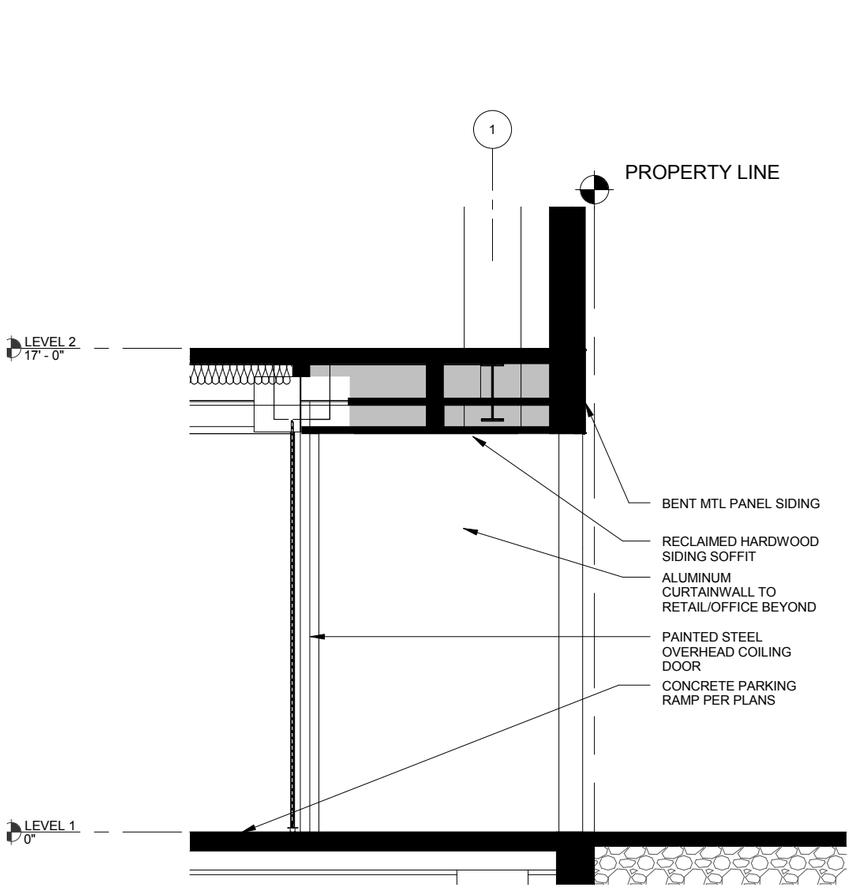
0' 1' 2' 5' 10'

ENLARGED ELEVATIONS

East Building | Lobby Entry

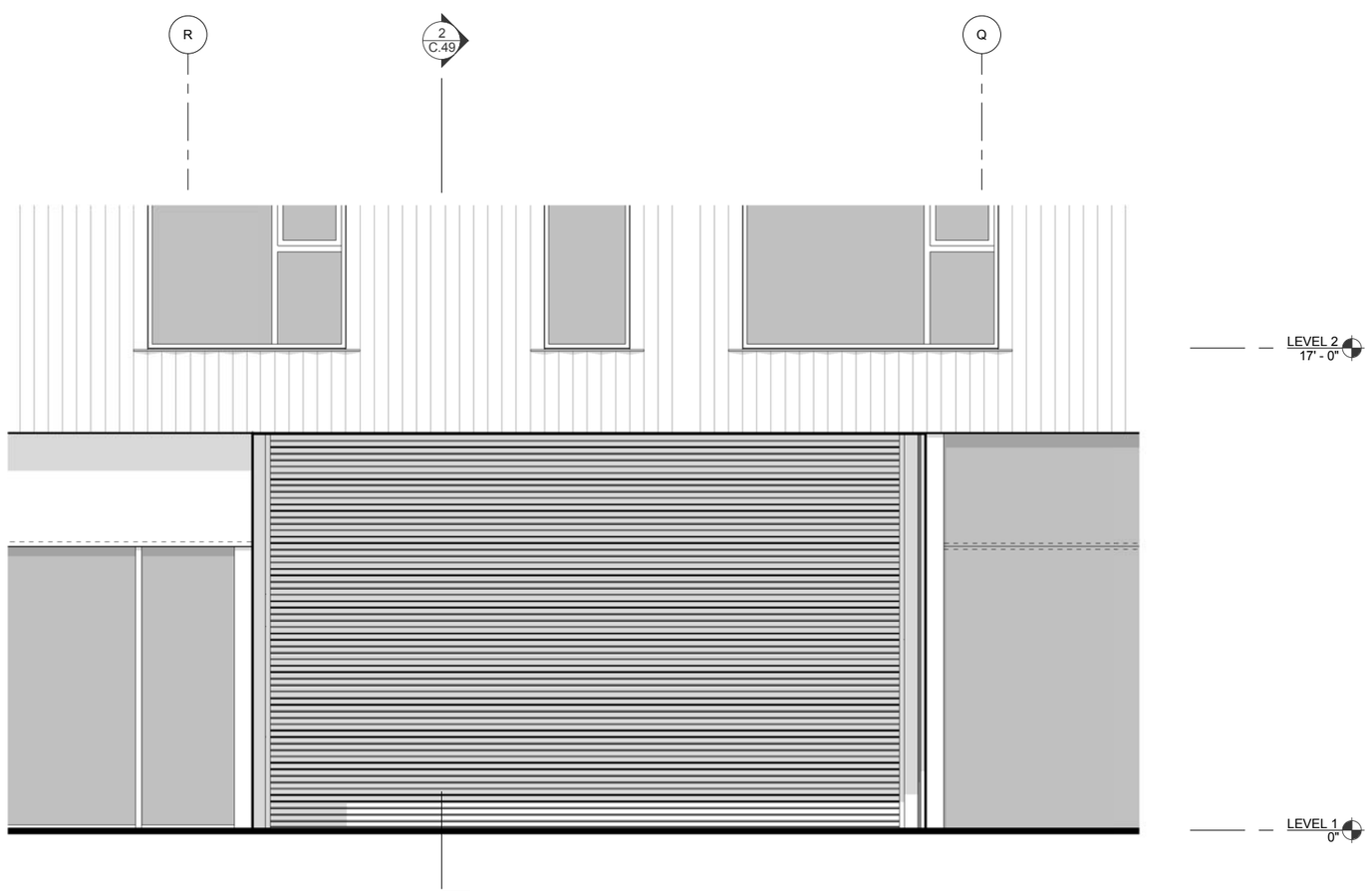
ENLARGED ELEVATIONS

East Building | Enlarged Street Elevations: Parking Entry



SECTION AT PARKING GARAGE ENTRY

0' 1' 2' 5' 10'



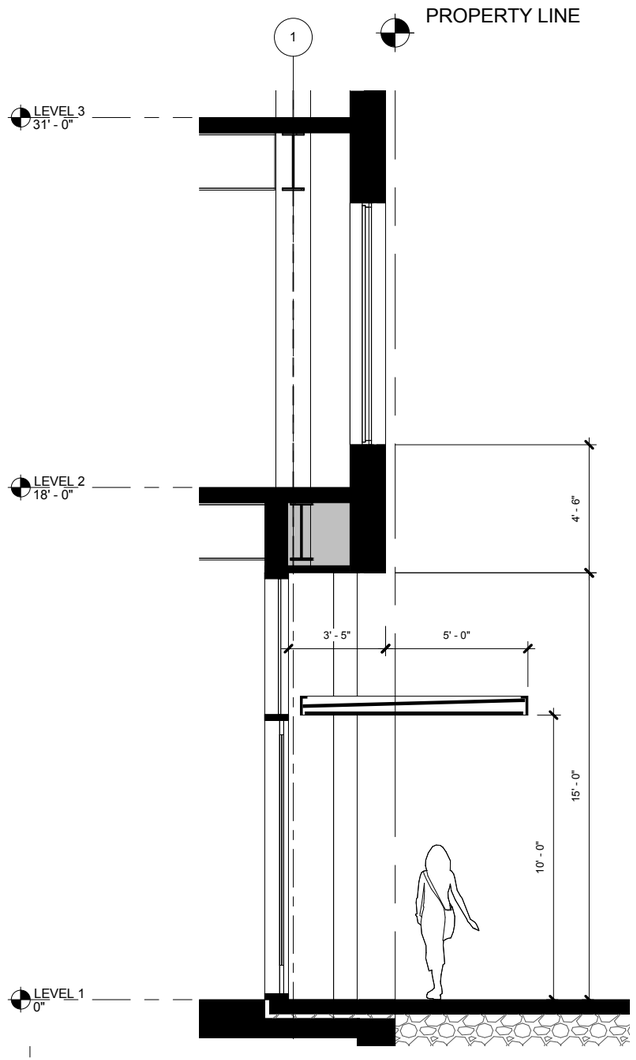
ELEVATION AT PARKING GARAGE ENTRY

0' 1' 2' 5' 10'

East Building | Parking Entry

ENLARGED ELEVATIONS

East Building | Enlarged Street Elevations: Retail Entry



SECTION - TYPICAL STOREFRONT ENTRY AND CANOPY

0' 1' 2' 5' 10'

ELEVATION AT TYP STOREFRONT ENTRY CANOPY

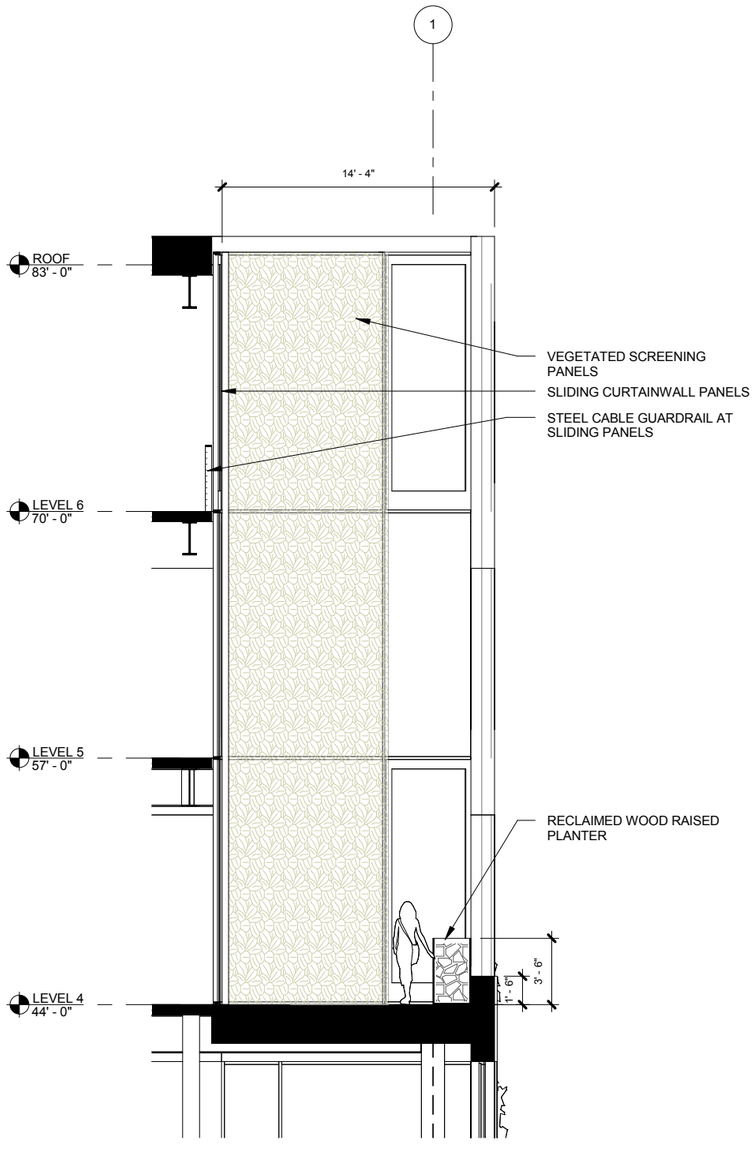
0' 1' 2' 5' 10'

ENLARGED ELEVATIONS

East Building | Enlarged Street Elevations: Retail Entry

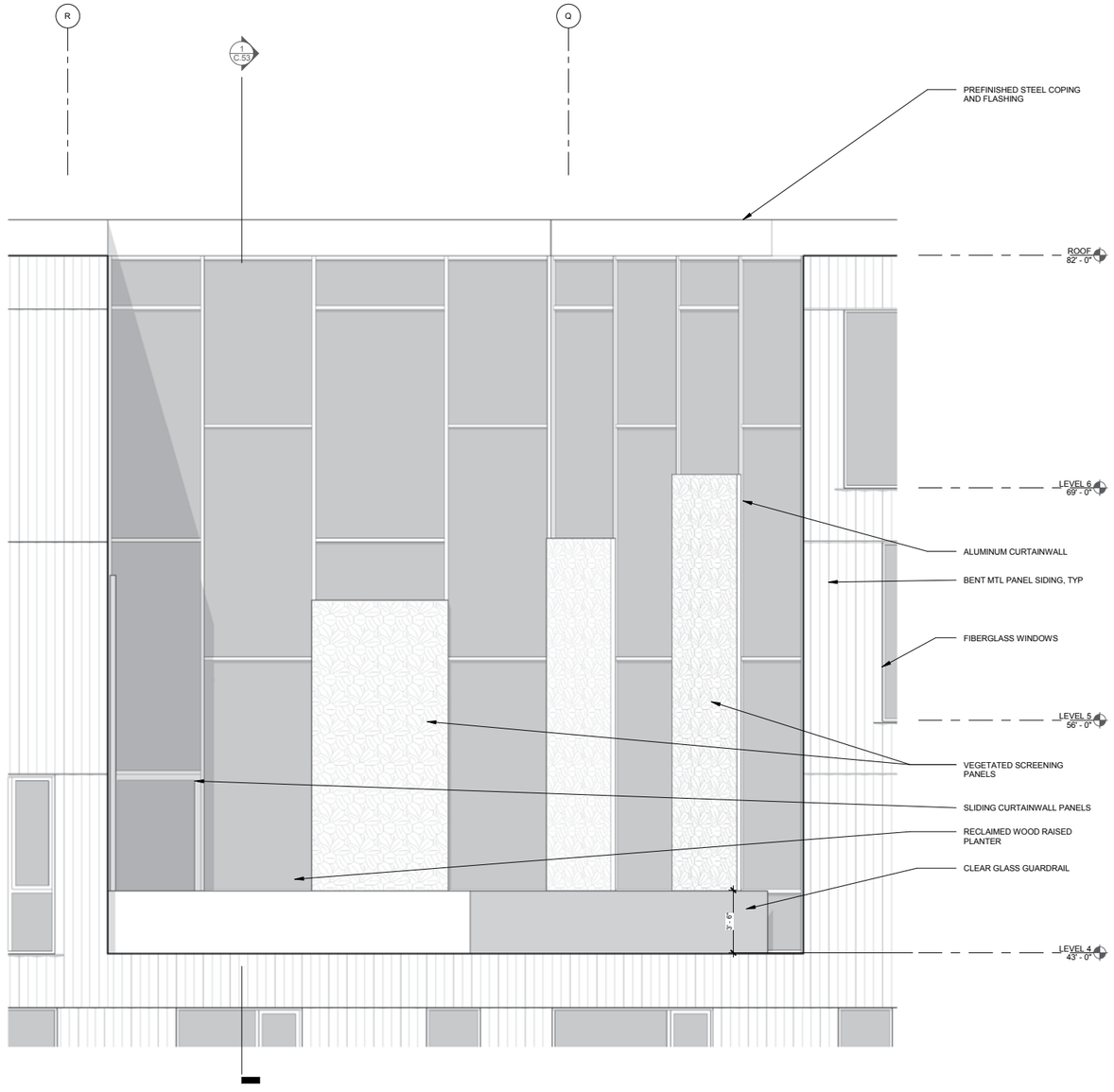
ENLARGED ELEVATIONS

East Building | Enlarged Street Elevations: High Park



SECTION AT HIGH PARK

0' 2' 4' 8' 16'



ELEVATION HIGH PARK

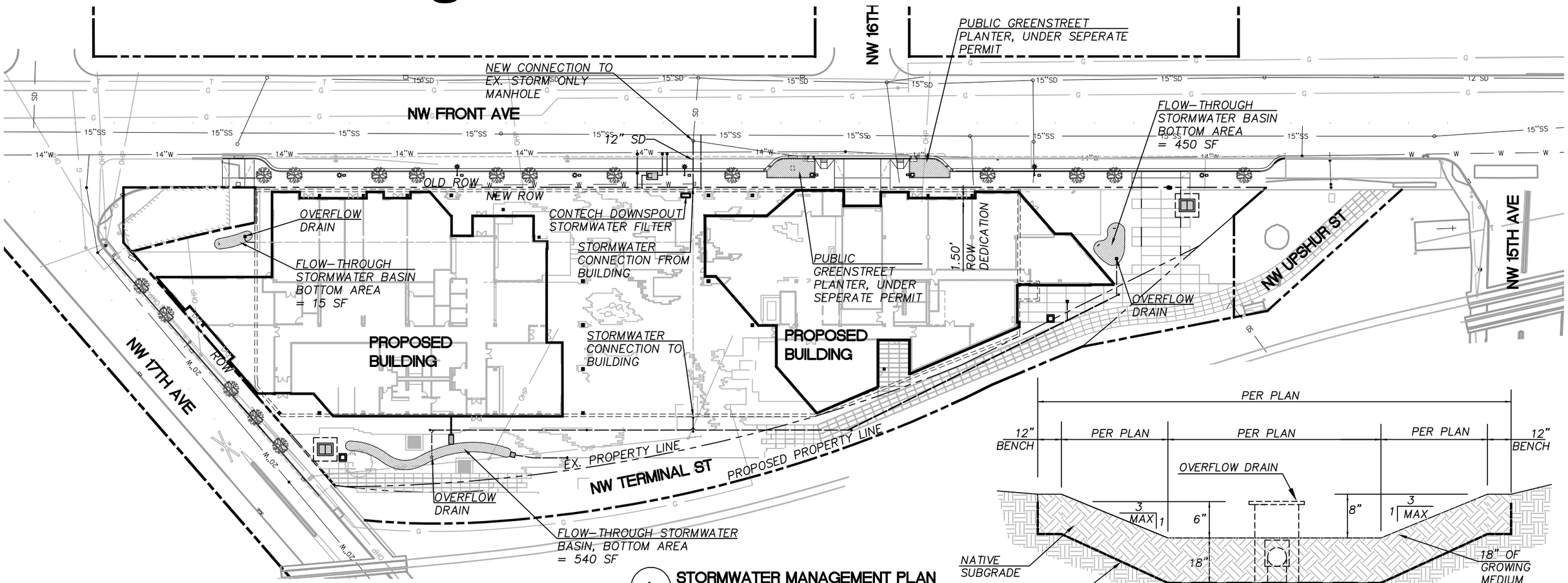
0' 2' 4' 8' 16'

ENLARGED ELEVATIONS

East Building | Enlarged Street Elevations: High Park

UPDATE TO FOLLOW

Stormwater Management Plan



1 **STORMWATER MANAGEMENT PLAN**
SCALE: 1"=60'

NOTES:

1. VEGETATION PER LANDSCAPE PLANS.
2. GROWING MEDIUM SHALL BE A SAND/LOAM/COMPOST 3-WAY MIX A PER SPECIFICATIONS
3. IMPERMEABLE LINER SHALL BE 30 MIL MINIMUM.
4. CONNECT PERFORATED PIPE TO SOLID PIPE DOWNSTREAM OF AREA DRAIN.
5. PROVIDE WATERTIGHT PENETRATION THROUGH IMPERMEABLE LINER FOR OUTFLOW FROM AREA DRAIN.
6. CONSTRUCT ROCK PAD AT PIPE OUTFALL TO PREVENT EROSION.

1 **STORMWATER FLOW-THROUGH BASIN**
NTS

STORMWATER NARRATIVE

PRIVATE SITE:

WATER QUALITY & WATER QUANTITY

WATER QUALITY CONTROL IS MET WITH 1,005 SF OF FLOW-THROUGH BASIN AND 26,300 OF ECOROOF. THE BASINS ARE SIZED TO TREAT ALL 74,606 SF OF NEWLY CONSTRUCTED IMPERVIOUS AREA. WATER QUANTITY CONTROL IS NOT REQUIRED FOR A STORM-ONLY CONNECTION WHICH DRAINS TO WILLAMETTE RIVER.

DISPOSAL

INFILTRATION IS NOT POSSIBLE DUE TO BELOW GRADE PARKING GARAGE COVERING ENTIRE SITE AND SHALLOW GROUNDWATER. ALL RUNOFF FROM THE SITE WILL BE PIPED TO THE 15" STORM-ONLY SEWER PIPE IN NW FRONT AVE. THE PROJECT WILL FALL UNDER CATEGORY 3 OF THE STORMWATER DISPOSAL HIERARCHY.

PUBLIC STREET IMPROVEMENTS:

WATER QUALITY & WATER QUANTITY

STORMWATER MANAGEMENT IS REQUIRED FOR THE IMPROVEMENTS TO THE PUBLIC SIDEWALKS IN THE PUBLIC RIGHT OF WAY ON NW FRONT AVE. TWO GREENSTREET FLOW THROUGH PLANTERS WILL MANAGE NEW IMPERVIOUS AREA CONSTRUCTED ON NW FRONT AVE. THE EXISTING STORMWATER DRAINAGE FOR THE RIGHT OF WAY WILL BE PROTECTED DURING CONSTRUCTION.

DISPOSAL

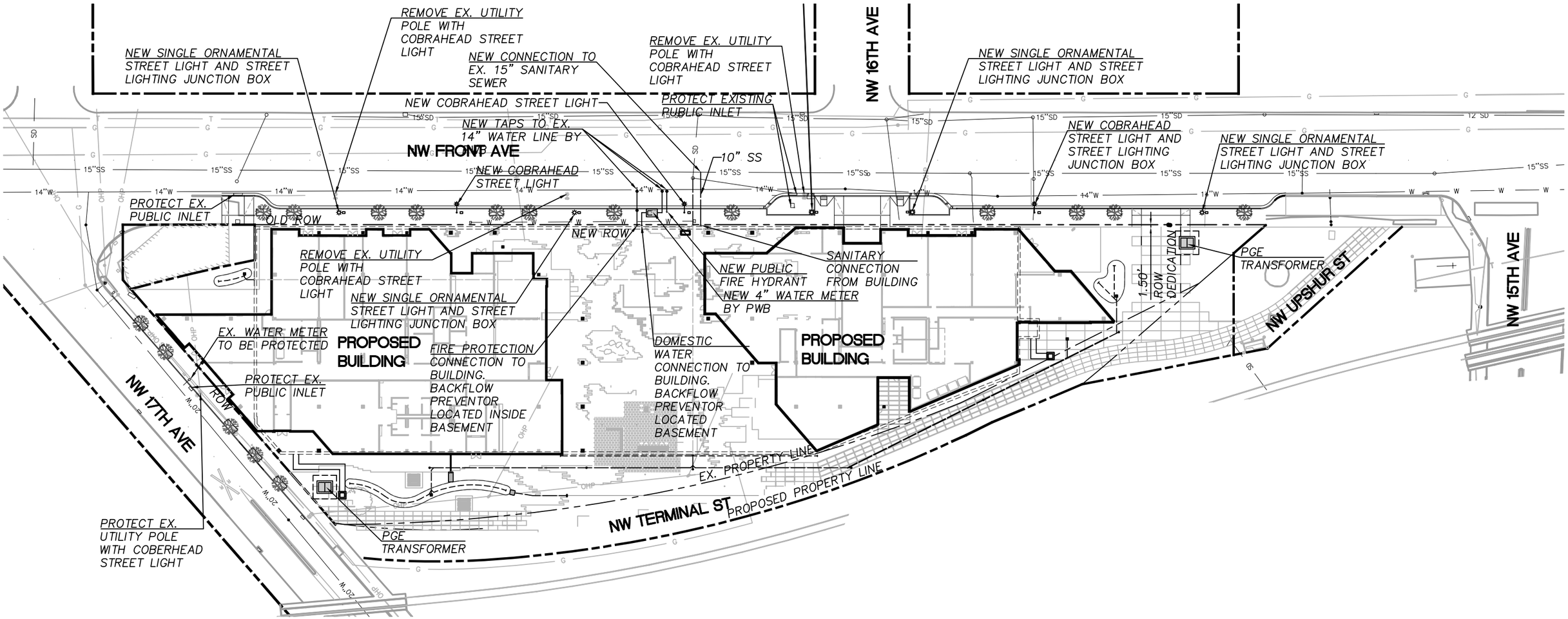
DISPOSAL FOR THE GREENSTREET FLOW-THORUGH PLANTERS WILL BE TO THE PUBLIC 15" STORM-ONLY SEWER IN NW FRONT AVE.

GRAPHIC SCALE
0 60 120
1 inch = 60 ft.

STORMWATER PLAN

REQUIRED CONDITION OF APPROVAL B & C - CASE FILE LU 13-154170 ZC

Utility Plan

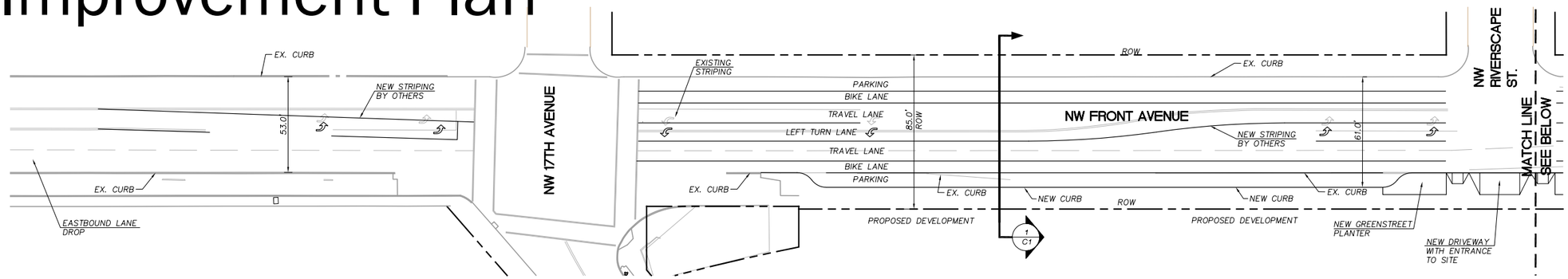


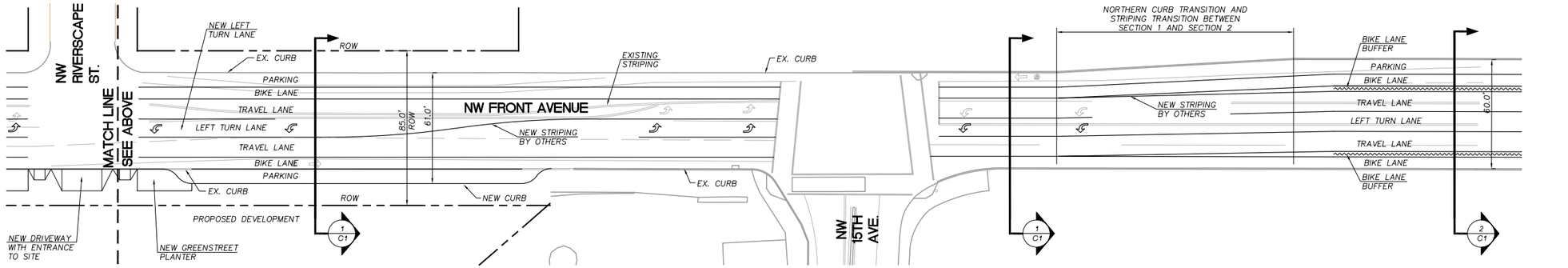
1 **UTILITY PLAN**
SCALE: 1"=60'

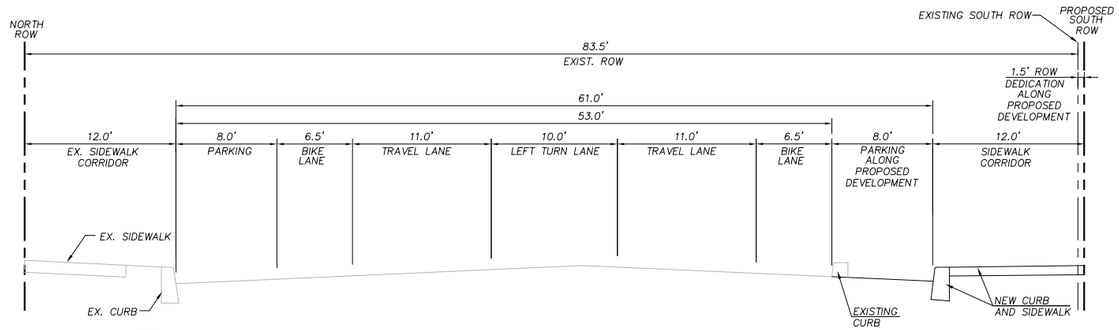
GRAPHIC SCALE
0 60 120
1 inch = 60 ft.

UTILITY PLAN

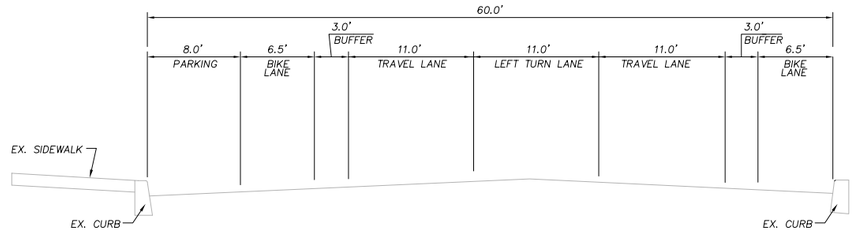
Row Improvement Plan







1 NW FRONT AVENUE - STREET SECTION (NW 17TH AVE. TO EAST OF NW 15TH AVE)
NTS

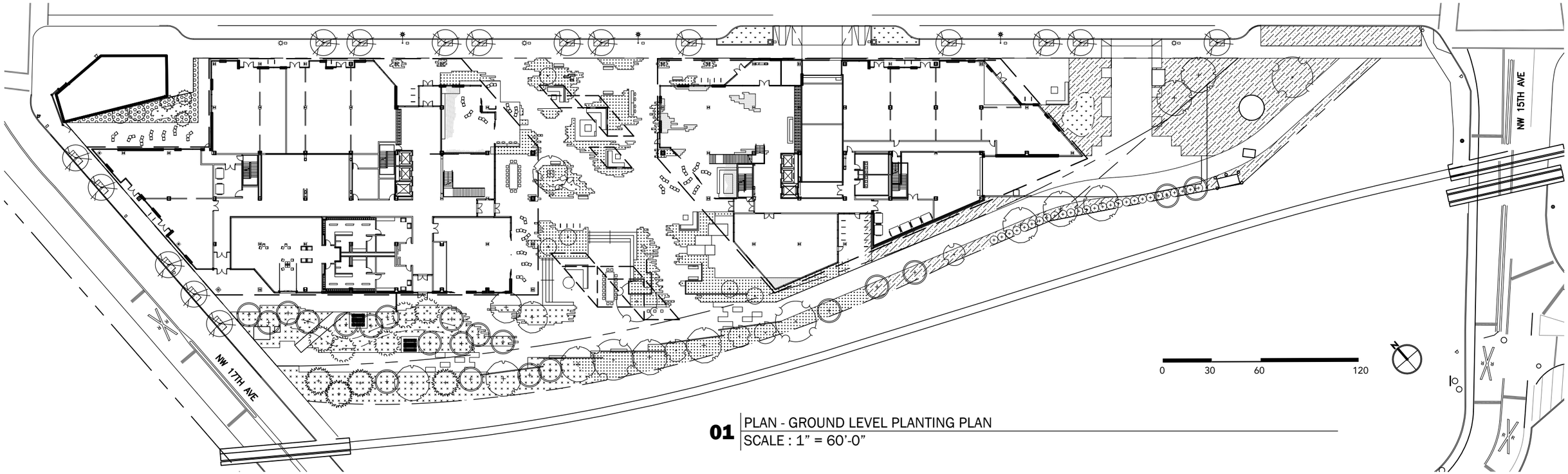


2 NW FRONT AVENUE - STREET SECTION (EAST OF NW 15TH TO NW 9TH AVE)
NTS

GRAPHIC SCALE
0 30 60
1 inch = 30 ft.

REQUIRED CONDITION OF APPROVAL B & C - CASE FILE LU 13-154170 ZC

Ground Level Planting Plan



01 PLAN - GROUND LEVEL PLANTING PLAN
SCALE : 1" = 60'-0"

PLANT SCHEDULE

SYMBOL	ABBR	BOTANICAL NAME	COMMON NAME	SIZE/COND	SPACING	
TREES						
	AC	Acer circinatum	Vine Maple	7' HT, B&B	as shown	
	AG	Acer macrophyllum	Big Leaf Maple	3" CAL., B&B	as shown	
	AM	Arbutus menziesii	Pacific Madrone	1.5" CAL., B&B	as shown	
	AR	Alnus rubra	Red Alder	3" CAL., B&B	as shown	
	PM	Pseudotsuga menziesii	Douglas Fir	5-6' HT., B&B	as shown	
	QG	Quercus garryiana	Oregon White Oak	3" CAL., B&B	as shown	
	QP	Quercus phellos	Willow Oak	2.5" CAL., B&B	as shown	
	TM	Tsuga mertensiana	Mountain Hemlock	8' HT., B&B	as shown	
	TP	Thuja plicata	Western Red Cedar	8' HT., B&B	as shown	*

SHRUBS					
	MEADOW	Anaphalis margaritacea	Pearly Everlasting	#1/CONT.	
		Aquilegia formosa	Red Columbine	#1/CONT.	
		Arctostaphylos uva-ursi	Kinnikinnik	#1/CONT.	*
		Aster sp.	Aster	#1/CONT.	
		Deschampsia cespitosa	Tufted Hair Grass	#1/CONT.	
		Elymus glaucus	Blue Wildrye	#1/CONT.	
		Epilobium angustifolium	Fireweed	#1/CONT.	
		Festuca occidentalis	Western Fescue-grass	#1/CONT.	
		Myrica californica	California Wax Myrtle	#5/CONT.	*
		Penstemon cardwellii	Penstemon	#5/CONT.	
	ECOTONE	Amelanchier alnifolia	Western Serviceberry	#5/CONT.	*
		Aruncus sylvester	Goat's Beard	#2/CONT.	
		Cornus canadensis	Bunchberry	#1/CONT.	
		Dicentra formosa	Western Bleeding Heart	#1CONT.	
		Gaultheria shallon	Salal	#2/CONT.	*
		Mahonia nervosa	Dull Oregon Grape	#2/CONT.	*
		Oemleria cerasiformis	Indian Plum	#5/CONT.	*
		Polystichum munitum	Western Sword Fern	#2/CONT.	
		Ribes sanguineum	Red Flowering Currant	#5/CONT.	
		Rhododendron occidentale	Western Azalea	#5/CONT.	
		Tellima grandiflora	Fringecup	#2/CONT.	
		Trillium ovatum	Western Trillium	#1/CONT.	
		Vaccinium ovatum	Evergreen Huckleberry	#2/CONT.	
		Vancouveria hexandra	Inside Out Flower	#2/CONT.	

SHRUBS					
	FOREST CANOPY	Amelanchier alnifolia	Western Serviceberry	#5/CONT.	*
		Gaultheria shallon	Salal	#5/CONT.	*
		Oemleria cerasiformis	Indian Plum	#5/CONT.	*
		Polystichum munitum	Sword Fern	#5/CONT.	
		Rhododendron occidentale	Western Azalea	#5/CONT.	
	STORM WATER FACILITY	Cornus sericea	Redtwig Dogwood	#2/CONT.	
		Iris douglasii	Douglas Iris	#1/CONT.	
		Juncus effusus	Common Rush	#1/CONT.	
		Mahonia repens	Creeping Oregon Grape	#1/CONT.	*
		Ribes sanguineum	Red Flowering Currant	#2/CONT.	
		Spiraea densiflora	Subalpine Spiraea	#2/CONT.	
		Spiraea betulifolia 'Tor'	Birchleaf Spiraea	#2/CONT.	
	INDOOR PLANTS	To be determined			
⊕	L2 SCREEN	Rhamnus frangula	Alder Buckthorn	#5/CONT.	

* Denotes plant species with botanical or medicinal value

PLANTING NOTES:

1. FOR PLANTING AREAS OVER STRUCTURE - INTENSIVE SOIL MEDIUM: PHILLIPS SOIL PRODUCTS INTENSIVE BLEND B4. SATURATED DENSITY = 73 LBS/C.F.

0 30 60 120

SCALE: 1" = 60'- 0"

LANDSCAPE

Ecotone/Woodland Plants

MAHONIA NERVOSA
DULL OREGON GRAPE

POLYSTICHUM MUNITUM
WESTERN SWORD FERN

ACER CIRCINATUM
VINE MAPLE

CORNUS CANADENSIS
BUNCHBERRY

AMELANCHIER ALNIFOLIA
WESTERN SERVICEBERRY

VACCINIUM OVATUM
EVERGREEN HUCKLEBERRY

SALAL
GAULTHERIA SHALLON

DICENTRA FORMOSA
WESTERN BLEEDING HEART

TELLIMA GRANDIFLORA
FRINGECUP

RIBES SANGUINEUM
RED FLOWERING CURRANT

RHODODENDRON OCCIDENTALE
WESTERN AZALEA

ARUNCUS SYLVESTER
GOATS BEARD

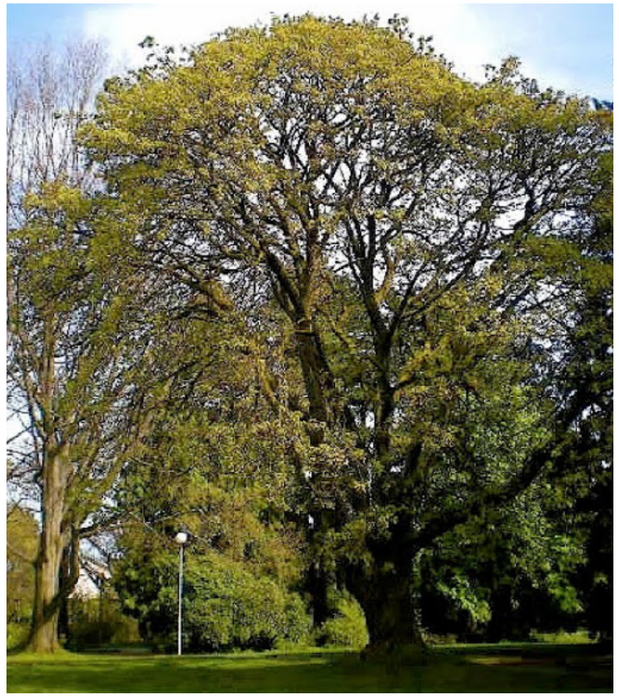
TRILLIUM OVATUM
WESTERN TRILLIUM

OEMLERIA CERASIFORMIS
INDIAN PLUM

VANCOUVERIA HEXANDRA
INSIDE OUT FLOWER

Trees

QUERCUS GARRYANA
OREGON WHITE OAK

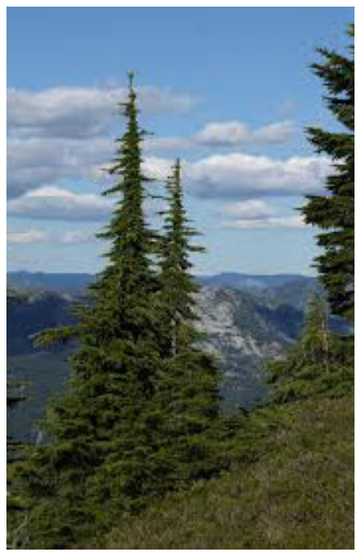


ACER MACROPHYLLUM
BIGLEAF MAPLE

PSEUDOTSUGA MENZIESII
DOUGLAS FIR

THUJA PLICATA
WESTERN RED CEDAR

ARBUTUS MENZIESII
PACIFIC MADRONE



TSUGA MERTENSIANA
MOUNTAIN HEMLOCK

ACER CIRCINATUM
VINE MAPLE

RHAMNUS PURSHIANA
CASCARA

ALNUS RUBRA
RED ALDER

LANDSCAPE

Stormwater Plants

CORNUS SERICEA
REDTWIG DOGWOOD

IRIS DOUGLASII
DOUGLAS IRIS

MAHONIA REPENS
CREEPING OREGON GRAPE

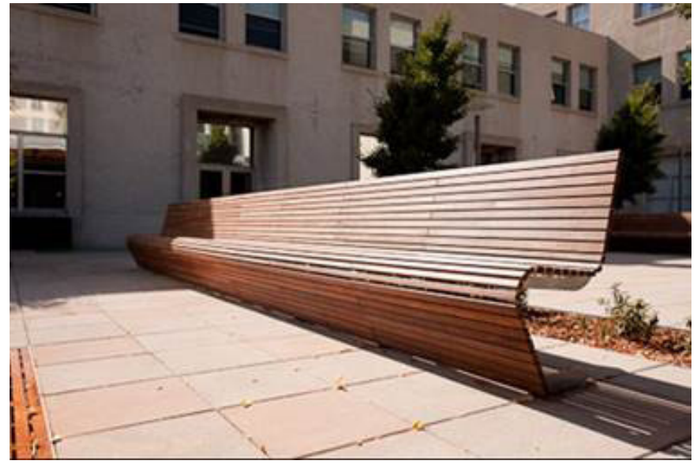
SPIRAEA BETULIFOLIA 'TOR'
BIRCHLEAF SPIRAEA

SPIRAEA DENSIFLORA
SUB-ALPINE SPIRAEA

RIBES SANGUINEUM
REDFLOWERING CURRANT

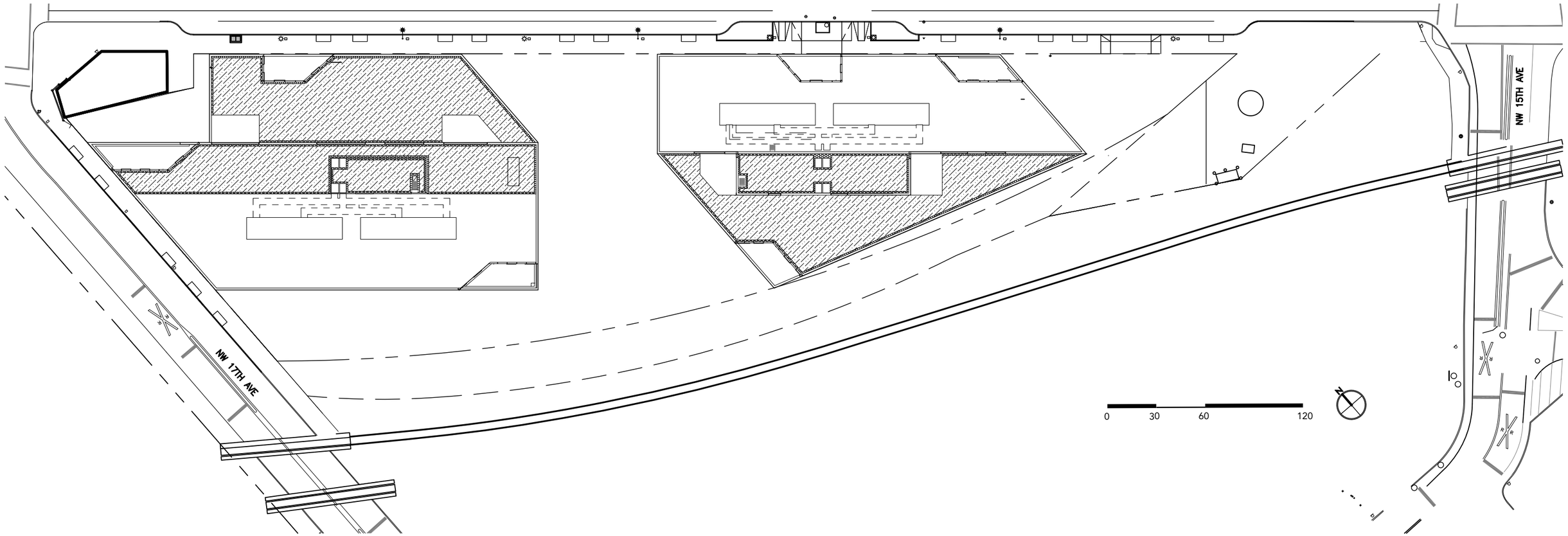
JUNCUS EFFUSUS
COMMON RUSH

Site Furnishings



DESIGN INTENT

Ecoroof Planting Plan



01 PLAN - ECOROOF PLANTING PLAN
SCALE : 1” = 60’-0”

ECOROOF PLANT SCHEDULE

SYMBOL	ABBR	BOTANICAL NAME	COMMON NAME	APPLICATION	AREA
	ECOROOF	Sedum album 'Coral Carpet' Sedum cauticolum Sedum ellacombianum Sedum hybridum 'Czar's Gold' Sedum kamtschatium Sedum middenorffianum diffusum Sedum rupestre Sedum sexangulare Sedum spurium Sedum spurium 'Roseum' Sedum spurium 'Voodoo' Sedum stefco	Coral Carpet Stonecrop Stonecrop Stonecrop Czar's Gold Sedum Stonecrop Middenorffianum Stonecrop Stonecrop Tasteless Stonecrop Caucasian Stonecrop Red Caucasian Stonecrop Two Row Stonecrop Stonecrop	Sedum Tile Blend	21,741 SF VEGETATION (91%) 2,045 SF BALLAST (9%) 23,786 SF TOTAL ECOROOF
	BALLAST: 2" CLEAN ROUND RIVER ROCK				

ECOROOF NOTES:

1. ECOROOF TO BE IRRIGATED BY SUBSURFACE, FULLY AUTOMATIC IRRIGATION SYSTEM CONSISTING OF ROTARY TYPE NOZZLES.
2. EXTENSIVE SOIL MEDIUM: HYDROTECH EXTENSIVE LIGHTTOP SOIL MEDIA SATURATED DENSITY = 70-90 LBS/C.F.
3. SEE ECOROOF DETAILS FOR SOIL DEPTHS.

0 30 60 120

SCALE: 1” = 60’- 0”

LANDSCAPE

Meadow and Ecoroof Plants

DESCHAMPSIA CESPITOSA
TUFTED HAIR GRASS

FESTUCA OCCIDENTALIS
WESTERN FESCUE-GRASS

ELYMUS GLAUCUS
BLUE WILDRYE

ANAPHALIS MARGARITACEA
PEARLY EVERLASTING

EPILOBIUM ANGUSTIFOLIUM
FIREWEED

ARCTOSTAPHYLOS UVA-URSI
KINNIKINNICK

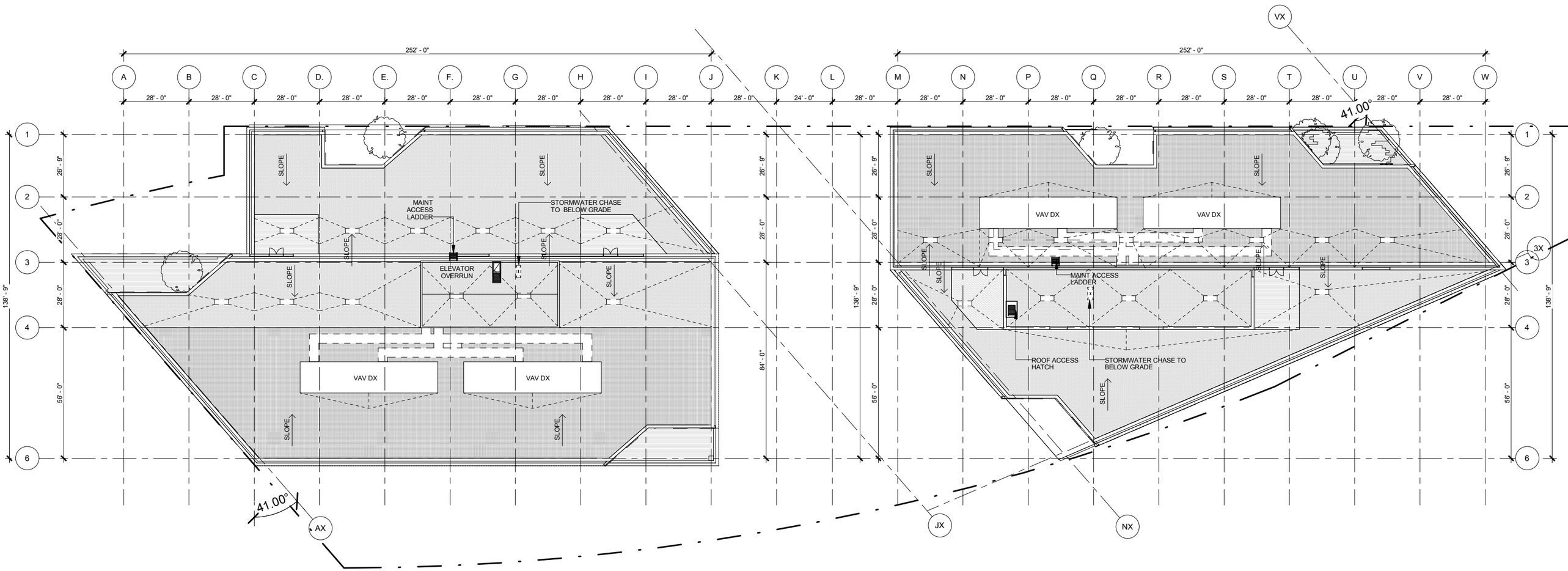
MYRICA CALIFORNICA
CALIFORNIA WAX MYRTLE

ASTER SP.
ASTER

AQUILEGIA FORMOSA
RED COLUMBINE

PENSTEMON CARDWELLII
PENSTEMON

Ecoroof Roof Drainage Plan

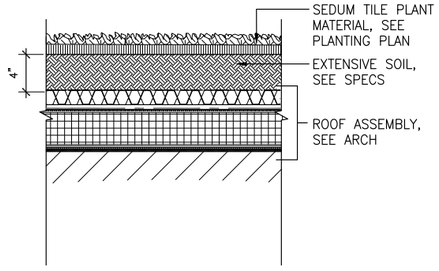


0' 10' 20' 40' 80'

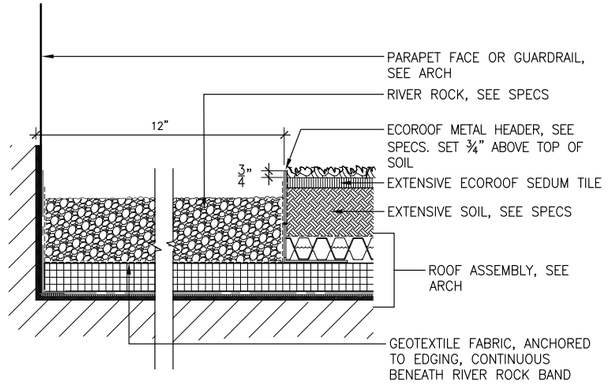
N

ECOROOF

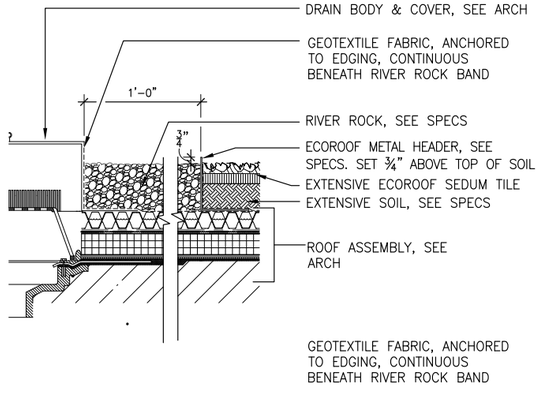
Ecoroof Details



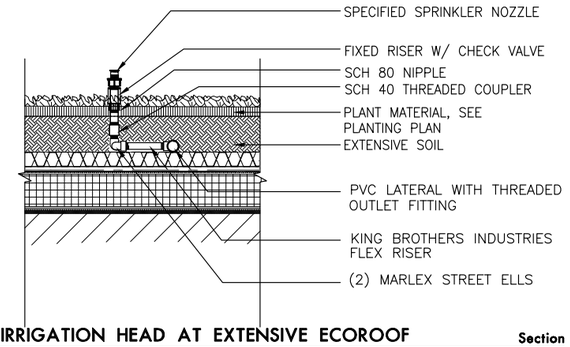
1 EXTENSIVE ECOROOF Section
SCALE: 1 1/2" = 1'-0"



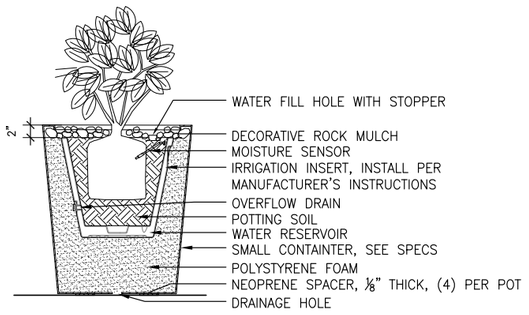
2 EXTENSIVE ECOROOF AT EDGE Section
SCALE: 1 1/2" = 1'-0"



3 EXTENSIVE ECOROOF AT DRAIN BODY Section
SCALE: 1 1/2" = 1'-0"

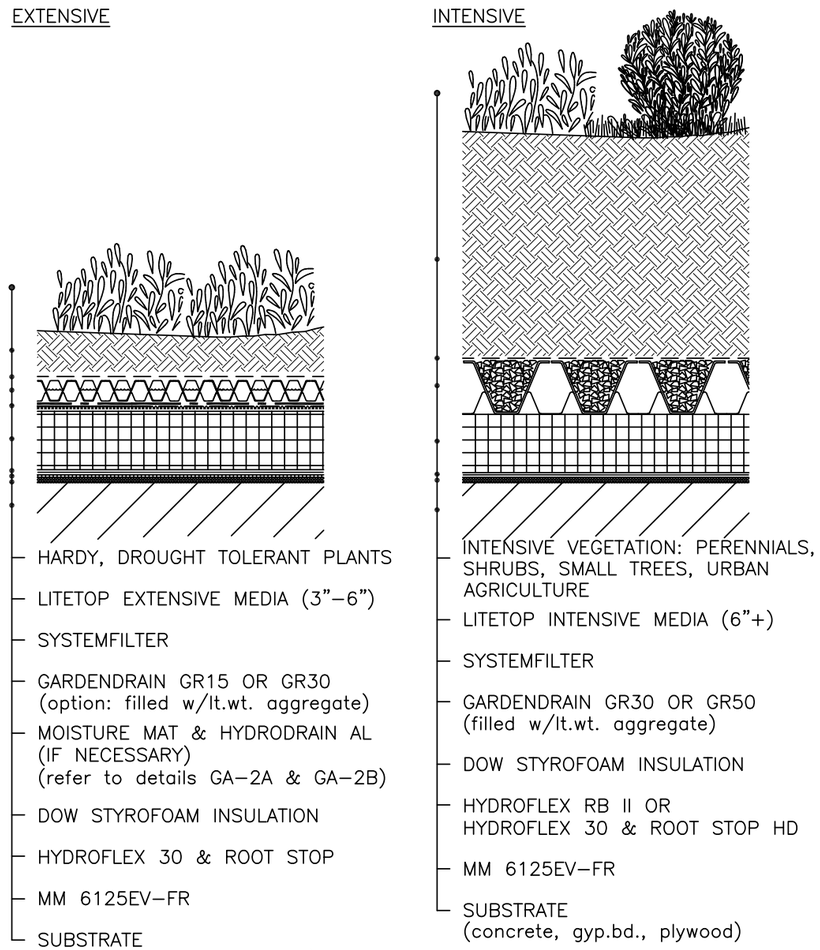


4 IRRIGATION HEAD AT EXTENSIVE ECOROOF Section
SCALE: 1 1/2" = 1'-0"



5 PLANTER AT ROOF TERRACE Section
SCALE: 1" = 1'-0"

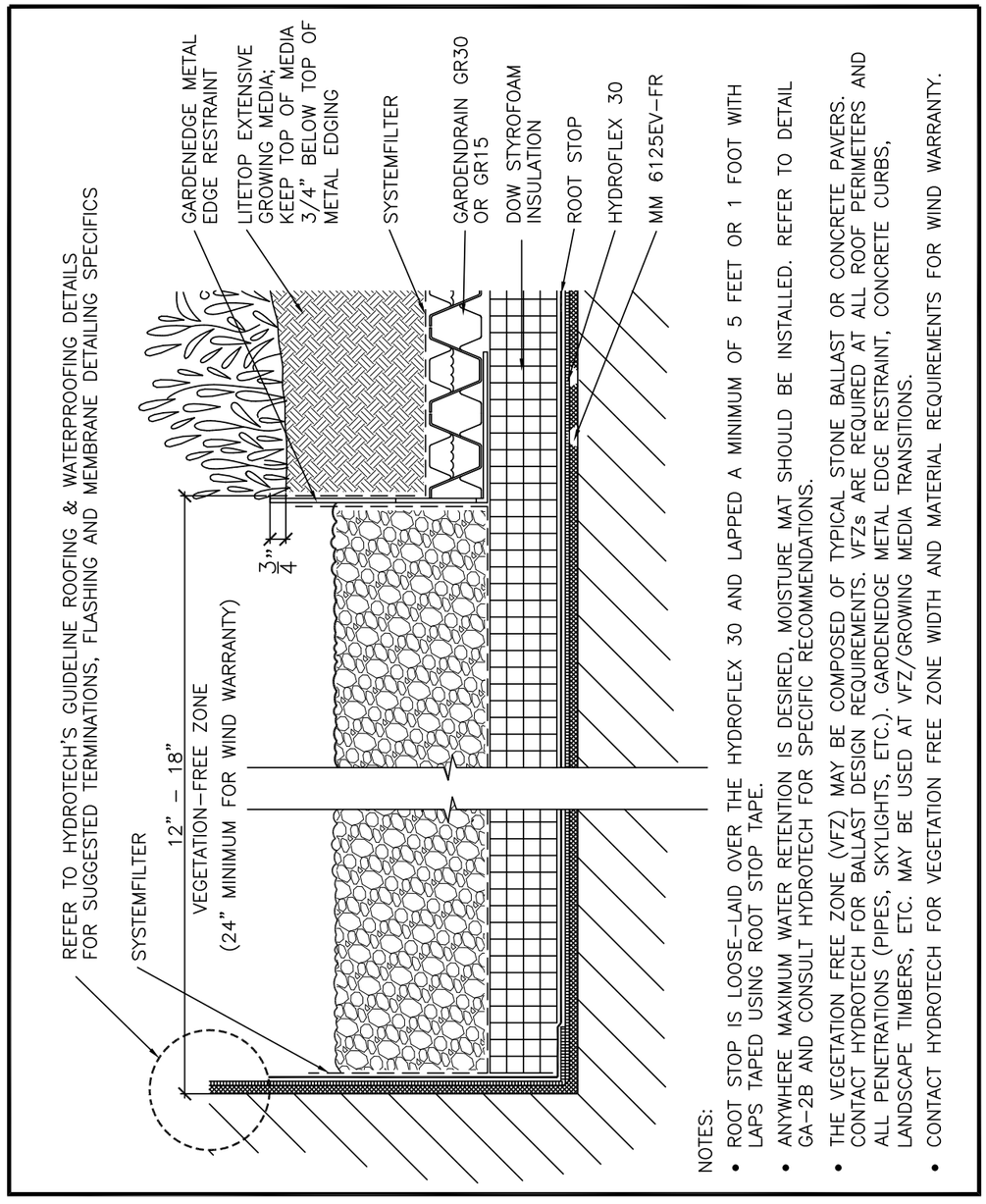
Ecoroof Details



NOTES:
- ADDITIONAL COMBINATIONS OF GARDEN ROOF ASSEMBLY COMPONENTS ARE POSSIBLE TO FIT SPECIFIC PROJECT REQUIREMENTS.
- CONSULT HYDROTECH FOR VARIATIONS ON ABOVE ASSEMBLIES.

HYDROTECH GARDEN ROOF ASSEMBLY
AMERICAN HYDROTECH, INC.

TYPICAL STANDARD GARDEN ROOF ASSEMBLIES EXTENSIVE AND INTENSIVE	
NO SCALE	GA–1A



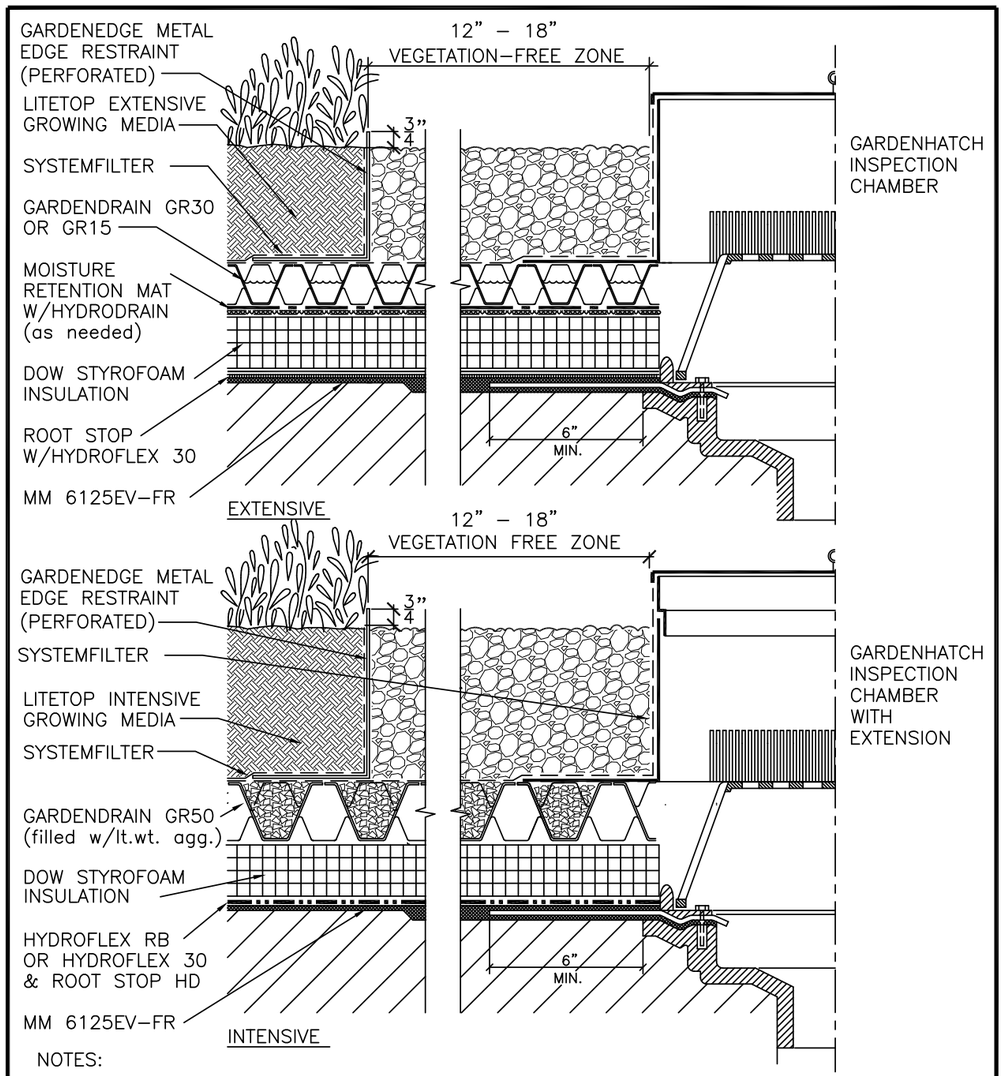
NOTES:
- ROOT STOP IS LOOSE–LAID OVER THE HYDROFLEX 30 AND LAPPED A MINIMUM OF 5 FEET OR 1 FOOT WITH LAPS TAPED USING ROOT STOP TAPE.
- ANYWHERE MAXIMUM WATER RETENTION IS DESIRED, MOISTURE MAT SHOULD BE INSTALLED. REFER TO DETAIL GA–2B AND CONSULT HYDROTECH FOR SPECIFIC RECOMMENDATIONS.
- THE VEGETATION FREE ZONE (VFZ) MAY BE COMPOSED OF TYPICAL STONE BALLAST OR CONCRETE PAVERS. CONTACT HYDROTECH FOR BALLAST DESIGN REQUIREMENTS. VFZs ARE REQUIRED AT ALL ROOF PERIMETERS AND ALL PENETRATIONS (PIPES, SKYLIGHTS, ETC.). GARDENEDGE METAL EDGE RESTRAINT, CONCRETE CURBS, LANDSCAPE TIMBERS, ETC. MAY BE USED AT VFZ/GROWING MEDIA TRANSITIONS.
- CONTACT HYDROTECH FOR VEGETATION FREE ZONE WIDTH AND MATERIAL REQUIREMENTS FOR WIND WARRANTY.

HYDROTECH GARDEN ROOF ASSEMBLY
AMERICAN HYDROTECH, INC.

TYPICAL EXTENSIVE GARDEN ROOF TERM. DETAIL (i.e. WALL, CURB, PIPE) (STANDARD WATER RETENTION)	
NO SCALE	GA–2A

LANDSCAPE

Ecoroof Details



NOTES:

- REFER TO MM6125–FR GUIDELINE DETAILS FOR MEMBRANE DETAILING SPECIFICS
- GARDENHATCH INSPECTION CHAMBER DIMENSIONS:
  - CHAMBER: 11" AND 18" SQUARE WITH 4" FLANGE (ALL SIDES ON BOTH SIZES)
  - CHAMBER HEIGHT: 4–3/4"
  - EXTENSION HEIGHTS: 1", 3", 8–1/2" (2 EXTENSIONS, MAXIMUM)

HYDROTECH

GARDEN ROOF ASSEMBLY

AMERICAN HYDROTECH, INC.

TYPICAL GARDENHATCH DETAIL AT ROOF DRAIN

NO SCALE	GA–4

Decking Cut Sheets

DIADEM®-150

Extensive green roof system

#810101

Technical Data Sheet

Green up the roof!

Multilayered, extensive green roof system. System components: VLU-300 mechanical protection layer, DiaDrain-25H flow-delay retention board, VLF-150 filter layer, SEM growing media.
The system has been approved to ENV 1187 Standard and EN 13501-5 Standard (Fire classification of construction products and building elements. Classification using data from external fire exposure to roofs tests)

Saturated weight: approx. 150 kg/m2; Structure height: approx. 12 cm

Dim.	DIADEM®-150
Thickness	cm	~12
Saturated weight	kg/m²	~150
Material requirement	m²/m²	~1,15
Coverage rate	h/m²	0,3

Reviewed: 2014-07-10 13:45:03

Specifications are subject to change without notice.

Lakeside Lumber

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Hardwood Decking

- Western Red Cedar
- Hardwood
- Fir T & G Flooring
- Composite & Cellular PVC
- Deck Accessories

IPE

IPE Decking

GALLERY PHOTOS: 1, 2, 3, 4

(pronounced E - pay) A very hard and durable dark brown wood, which will fade to a silvery gray over time if left untreated. To retain original brown color, an oil product with ultra violet inhibitors should be applied every two to three years. IPE is available raw or pre-stained.

IPE Decking Installation Tips (PDF - 179 KB)

Grade	*Sizes*
S4S	1" x 4" 1" x 6" 5/4" x 4" 5/4" x 6" 2" x 2" 4" x 4"

Red Balau Decking

Yellow Balau Decking

Meranti Red Balau Decking

GALLERY PHOTOS: 1

Meranti Yellow Balau Decking

1" x 4" Red Meranti Tongue & Groove

Batu Tongue & Groove

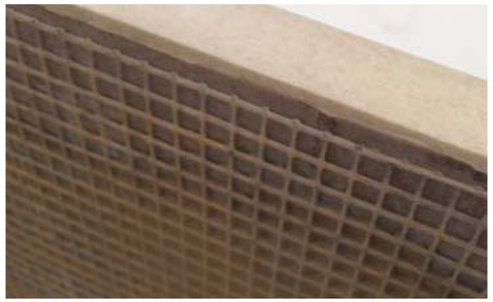
Meranti / Red Balau / Yellow Balau Decking Installation Tips (PDF - 166 KB)

LANDSCAPE

Decking Cut Sheets

E_DECK: COMPONENTI DEL SISTEMA - *E_DECK: SYSTEM COMPONENTS*

1 GRES PORCELLANATO EVO_2/E™ CON RETE PLUS™
EVO_2/E™ PORCELAIN STONEWARE WITH PLUS™ MESH



PER ULTERIORI DETTAGLI E SPECIFICHE TECNICHE RIGUARDANTI LA RETE PLUS™, PREGO CONTATTARE IL PROPRIO REFERENTE COMMERCIALE MIRAGE® O LA DIVISIONE ENGINEERING MIRAGE®.

MIRAGE® RACCOMANDA L'UTILIZZO DELLA RETE PLUS™ DI SICUREZZA SU TUTTE LE LASTRE DEL PIANO DI CALPESTIO SOPRAELEVATO.

MIRAGE® È RESPONSABILE SOLO IN CASO DI FORNITURA DEL SISTEMA NEL COMPLETO, PERTANTO COMPRESE LE LASTRE CON APPLICATA LA RETE PLUS™.

FOR FURTHER DETAILS AND THE TECHNICAL SPECIFICATIONS FOR PLUS™ MESH, PLEASE CONTACT YOUR MIRAGE® DEALER OR THE ENGINEERING DIVISION AT MIRAGE®.

MIRAGE® RECOMMENDS THE USE OF PLUS SAFETY MESH ON ALL THE SLABS OF THE RAISED FLOORING SURFACE.

MIRAGE® IS ONLY RESPONSIBLE IF IT SUPPLIES A COMPLETE SYSTEM, THEREFORE INCLUDING THE SLABS WITH PLUS MESH ATTACHED.

2 KIT MIRAGE® E_DECK - *MIRAGE® E_DECK KIT*

A PROFILI ALLUMINIO - *ALUMINIUM JOISTS*

PROFILI IN ALLUMINIO RINFORZATO A TRE CAVITÀ CON DENTI E CAVITÀ, SULLA SUPERFICIE SUPERIORE, APPOSITAMENTE DIMENSIONATI PER I COMPONENTI DELLA STRUTTURA.

THREE CAVITY JOISTS IN STRENGTHENED ALUMINIUM WITH TEETH AND CAVITY, ON THE UPPER SURFACE, SPECIFICALLY SIZED FOR THE STRUCTURE COMPONENTS.

PROFILI ALLUMINIO *ALUMINIUM JOISTS*	LUNGHEZZA *LENGTH*	LARGHEZZA *WIDTH*	ALTEZZA *HEIGHT*
	3000 mm 120"	**70 mm 2³/₄"**	**30 mm 1¹/₄"**

B GUARNIZIONI - *SEALS*

GUARNIZIONI IN EPDM NERO CON PROFILO AD "H" ASIMMETRICA DI LUNGHEZZA 3 METRI E SUPERFICIE LISCIA.

SEALS IN BLACK EPDM WITH AN ASYMMETRICAL "H" SECTION IN 3-METRE LENGTHS AND A SMOOTH SURFACE.

La guarnizione viene fornita già inserita nelle apposite cavità dei profili in alluminio del Kit E_DECK.

The seals are supplied already fitted into the specific cavities on the aluminium joists of the E_DECK KIT.

GUARNIZIONI *SEALS*	LARGHEZZA *WIDTH*	ALTEZZA *HEIGHT*
	10 mm 1/2"	**5 mm 1/4"**

C CROCINI - *SPACERS*

DISTANZIALI IN POLIPROPILENE REALIZZATI AD-HOC PER DEFINIRE TRA LE LASTRE EVO_2E™ UNA FUGA DI 4 MM.

SPECIALLY DESIGNED POLYPROPYLENE SPACERS TO GUARANTEE A 4MM GAP BETWEEN EVO_2E™ SLABS.

I distanziali sono forniti già inseriti in buste, all'interno del Kit E_DECK.

The spacers are supplied packed in bags in the E_DECK KIT

CROCINI *SPACERS*	LARGHEZZA *WIDTH*	ALTEZZA *HEIGHT*
	10 mm 1/2"	**5 mm 1/4"**

CONTENUTO KIT - *KIT CONTENTS*		DATI IMBALLO KIT - *KIT PACKING DATA* NA - SI - SD 30x120 NA 19,7x120	
PROFILI ALLUMINIO *ALUMINIUM JOISTS*	**4 pz/pcs**	**SUPERFICIE/KIT** *SURFACE / KIT*	**4,5 m²/KIT**
		PESO/KIT *WEIGHT/ KIT*	**19 kg**
CROCINI *SPACERS*	**40 pz/pcs**	**KIT / PALLET**	**54 KIT**
		m² / PALLET	**243 m²/ PALLET**

DIMENSIONI KIT E_DECK - *E_DECK KIT DIMENSION:* 130x70x3200 mm / *5'¼"x 2¾"x 128"*

3 SUPPORTI - *SUPPORTS*

SUPPORTI PER PAVIMENTAZIONI SOPRAELEVATE REGOLABILI IN ALTEZZA, PROVVISTI DI TESTA IN BI-MATERIALE CON FINITURA IN GOMMA ANTIRUMORE E ANTISCIVOLAMENTO.

ADJUSTABLE-HEIGHT SUPPORTS FOR RAISED FLOORING, COMPLETE WITH A HEAD IN BI-MATERIAL AND A RUBBER FINISH TO PREVENT NOISE AND SLIPPING.

SUPPORTI *SUPPORTS*	DIAMETRO BASE *BASE DIAMETER*	DIAMETRO TESTA *HEAD DIAMETER*	*ALTEZZA *HEIGHT*
	205 mm 8¹/₄"	**70 mm 2³/₄"**	**MAX 300 mm MAX 12"**

SUPPORTI m² KIT MIRAGE® E_DECK *SUPPORTS m² MIRAGE® E_DECK KIT*
3,5 pz/pcs

4 ACCESSORI - *ACCESSORIES*

A MUTE

TAPPETINO PER SUPPORTI CON FUNZIONE DI ISOLAMENTO ACUSTICO E COME PROTEZIONE PER LO STRATO IMPERMEABILIZZANTE, REALIZZATO IN MATERIALE ISOLANTE ESPANSO MODIFICATO A CELLE CHIUSE AD ALTA DENSITÀ.

MAT FOR SUPPORTS PROVIDING ACOUSTIC INSULATION AND PROTECTION FOR THE MOISTURE BARRIER, MADE IN HIGH DENSITY MODIFIED CLOSED-CELL INSULATION FOAM.

MUTE	DIAMETRO BASE *BASE DIAMETER*	ALTEZZA *HEIGHT*
	205 mm 8¹/₄"	**3 mm 1/8"**

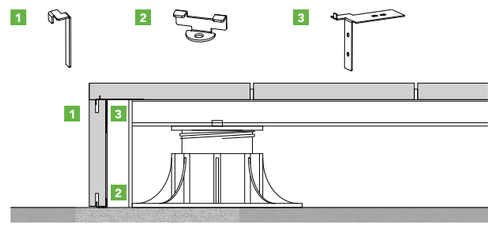
B FERMO LATERALE - *LATERAL RESTRAINT*

FERMO PER LE LASTRE, DA UTILIZZARE NEL PERIMETRO.

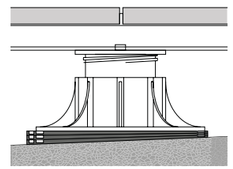
RESTRAINT FOR THE SLABS TO USE AROUND THE PERIMETER.

FERMO LATERALE *LATERAL RESTRAINT*	LARGHEZZA *WIDTH*	ALTEZZA *HEIGHT*
	32 mm 1¹/₄"	**15 mm 5/8"**

C CHIUSURA LATERALE CON LASTRA EVO_2/E™
LATERAL CLOSURE WITH EVO_2/E™ SLAB



D CORRETTORE DI PENDENZA - *SLOPE CORRECTORS*



PER CORREGGERE LA PENDENZA DEL SOTTOFONDO. PER UN'OTTIMALE DRENAGGIO DELL'ACQUA, MIRAGE RACCOMANDA UNA PENDENZA MINIMA DEL 1-2%.

TO CORRECT THE SLOPE OF THE SUBSTRATE. FOR A BETTER WATER DOWNFLOW, MIRAGE RECOMMENDS A SLOPE OF THE FLOOR OF 1-2%.

CORRETTORE DI PENDENZA *SLOPE CORRECTORS*	PENDENZA *SLOPE*
	Pendenza 1% - 2% - 3%. Utilizzabili anche insieme. *1% - 2% - 3% slope. Also usable combined.*

Decking Cut Sheets

FORMATI E COLORI - *SHAPES AND COLOURS* — SIGNATURE

Artic
SI 01

shadevariation v2 SLIGHT

30x120 / 12"x48"
RD SQ ⊟ 20 mm ¾"

60x60 / 24"x24"
DT SQ ⊟ 20 mm ¾"

Havana
SI 04

shadevariation v2 SLIGHT

30x120 / 12"x48"
RD SQ ⊟ 20 mm ¾"

60x60 / 24"x24"
DT SQ ⊟ 20 mm ¾"

Dakota
SI 05

shadevariation v2 SLIGHT

30x120 / 12"x48"
RD SQ ⊟ 20 mm ¾"

60x60 / 24"x24"
DT SQ ⊟ 20 mm ¾"

RD: Radiale - *Radiale*

shadevariation v1 UNIFORM — **V1:** Aspetto uniforme *Uniform appearance*

shadevariation v2 SLIGHT — **V2:** Lieve variazione *Slight variation*

shadevariation v3 MODERATE — **V3:** Moderata variazione *Moderate variation*

shadevariation v4 HIGH — **V4:** Forte stonalizzazione *Substantial variation*

FORMATI E COLORI - *SHAPES AND COLOURS* — SUNDECK

Origin
SD 01

shadevariation v2 SLIGHT

30x120 / 12"x48"
RD SQ ⊟ 20 mm ¾"

60x60 / 24"x24"
RD SQ ⊟ 20 mm ¾"

Classic
SD 02

shadevariation v2 SLIGHT

30x120 / 12"x48"
RD SQ ⊟ 20 mm ¾"

60x60 / 24"x24"
RD SQ ⊟ 20 mm ¾"

Spirit
SD 03

shadevariation v2 SLIGHT

30x120 / 12"x48"
RD SQ ⊟ 20 mm ¾"

60x60 / 24"x24"
RD SQ ⊟ 20 mm ¾"

RD: Radiale - *Radiale*

shadevariation v1 UNIFORM — **V1:** Aspetto uniforme *Uniform appearance*

shadevariation v2 SLIGHT — **V2:** Lieve variazione *Slight variation*

shadevariation v3 MODERATE — **V3:** Moderata variazione *Moderate variation*

shadevariation v4 HIGH — **V4:** Forte stonalizzazione *Substantial variation*

LANDSCAPE

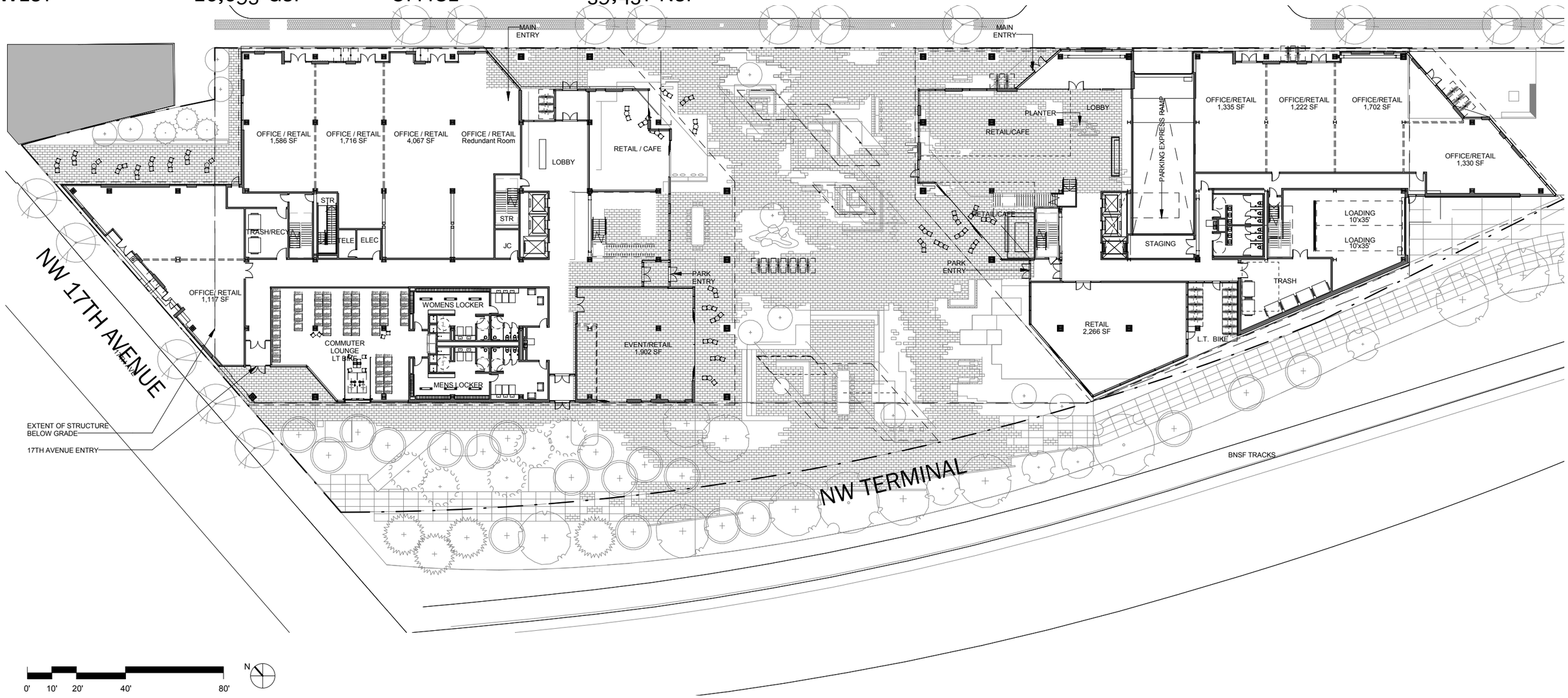
Level 1

GROSS AREA:

EAST	21,442 GSF
WEST	26,695 GSF

NET AREA:

RETAIL	8,706 NSF
OFFICE	39,431 NSF



SITE PLAN

REQUIRED CONDITION OF APPROVAL B & C - CASE FILE LU 13-154170 ZC

FLOORPLAN

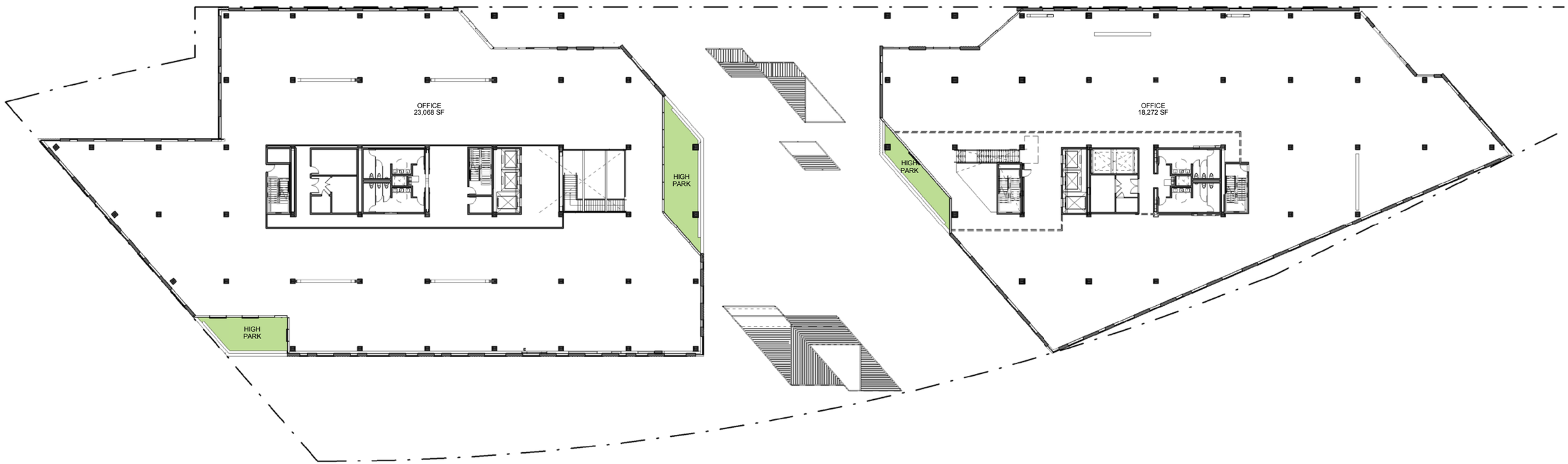
Level 2

GROSS AREA:

EAST	23,949	GSF
WEST	29,170	GSF

NET AREA:

OFFICE	48,718	NSF



0' 10' 20' 40' 80'

N

FLOOR PLAN

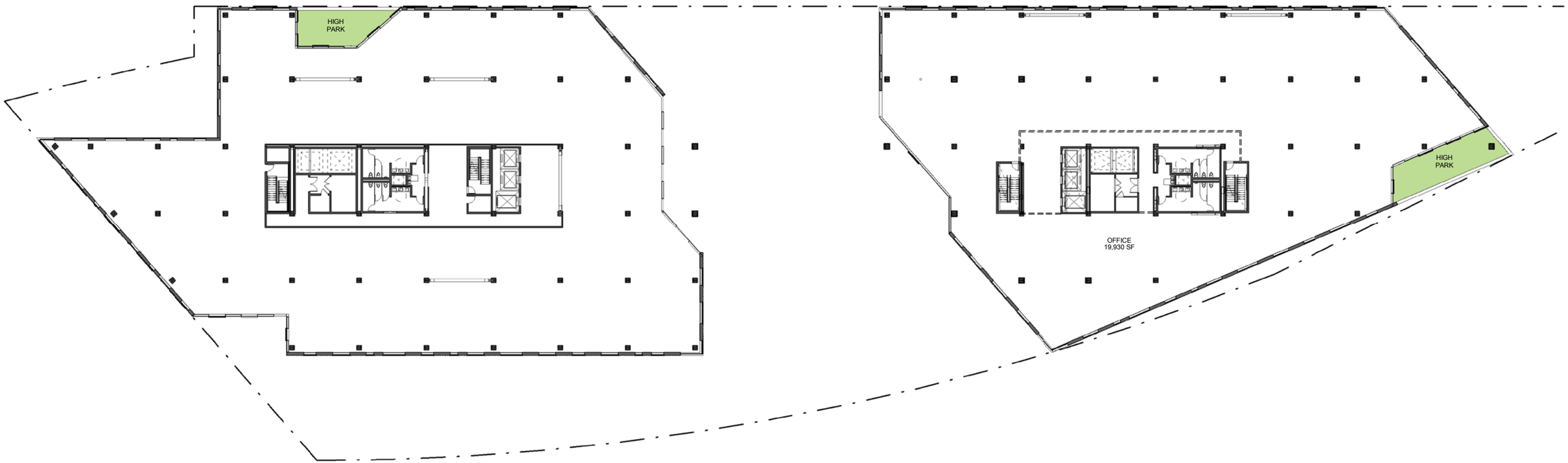
Level 3

GROSS AREA:

EAST	24,352	GSF
WEST	29,498	GSF

NET AREA:

OFFICE	50,022 NSF



0' 10' 20' 40' 80'

N

FLOOR PLAN

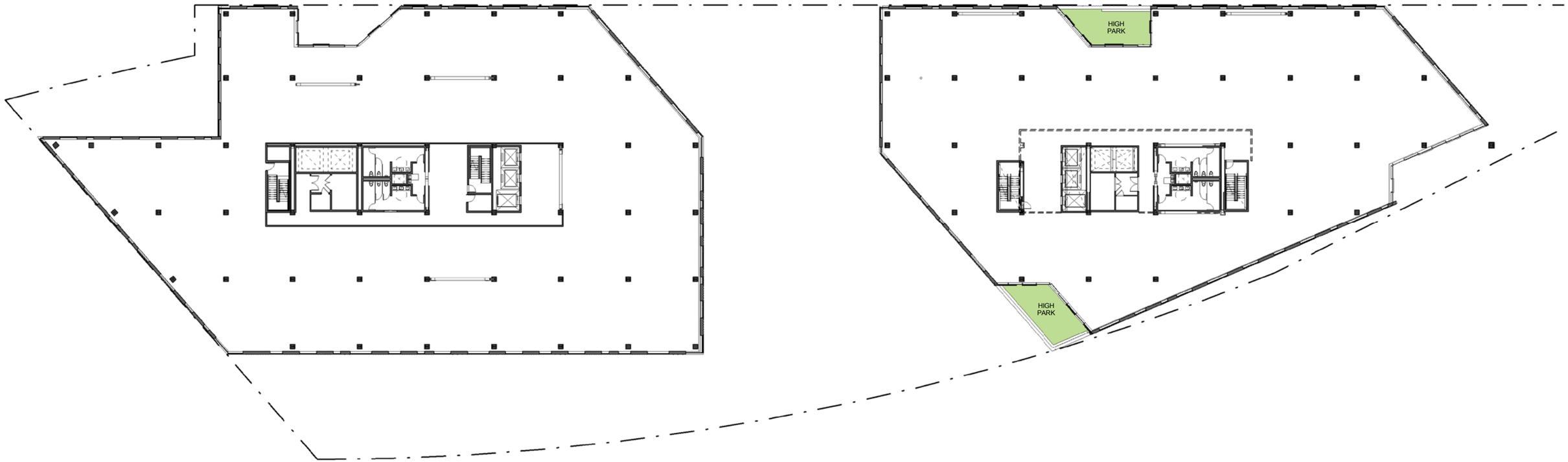
Level 4

GROSS AREA:

EAST	23,708	GSF
WEST	30,823	GSF

NET AREA:

OFFICE	50,665 NSF



0' 10' 20' 40' 80'

N

FLOOR PLAN

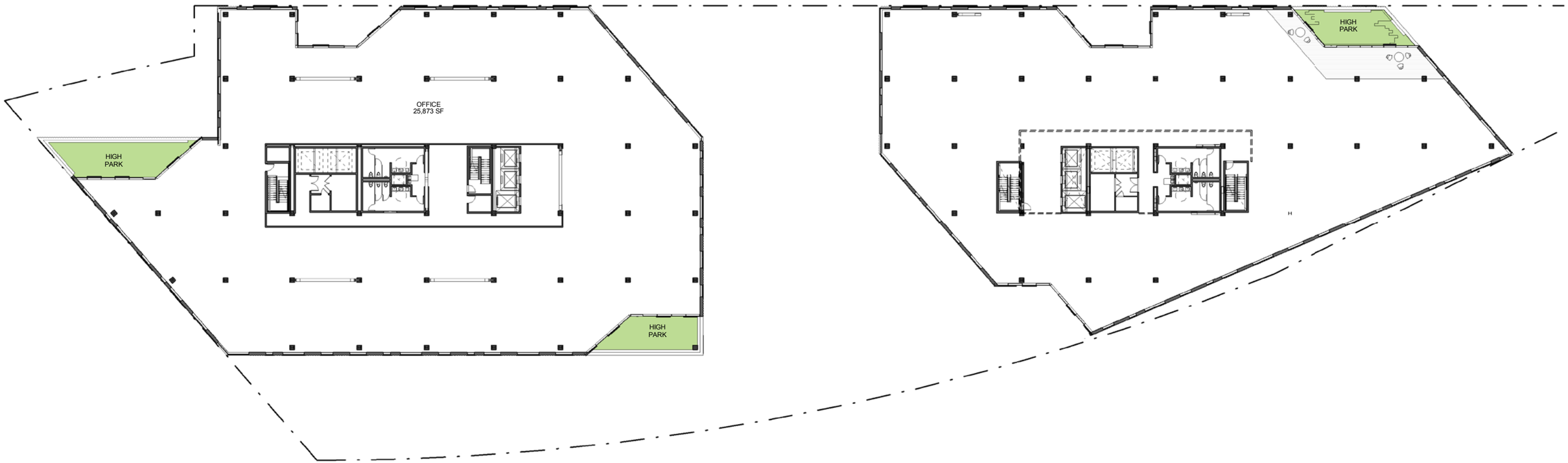
Level 5

GROSS AREA:

EAST	23,812	GSF
WEST	29,312	GSF

NET AREA:

OFFICE	49,411	NSF



0' 10' 20' 40' 80'

N

FLOOR PLAN

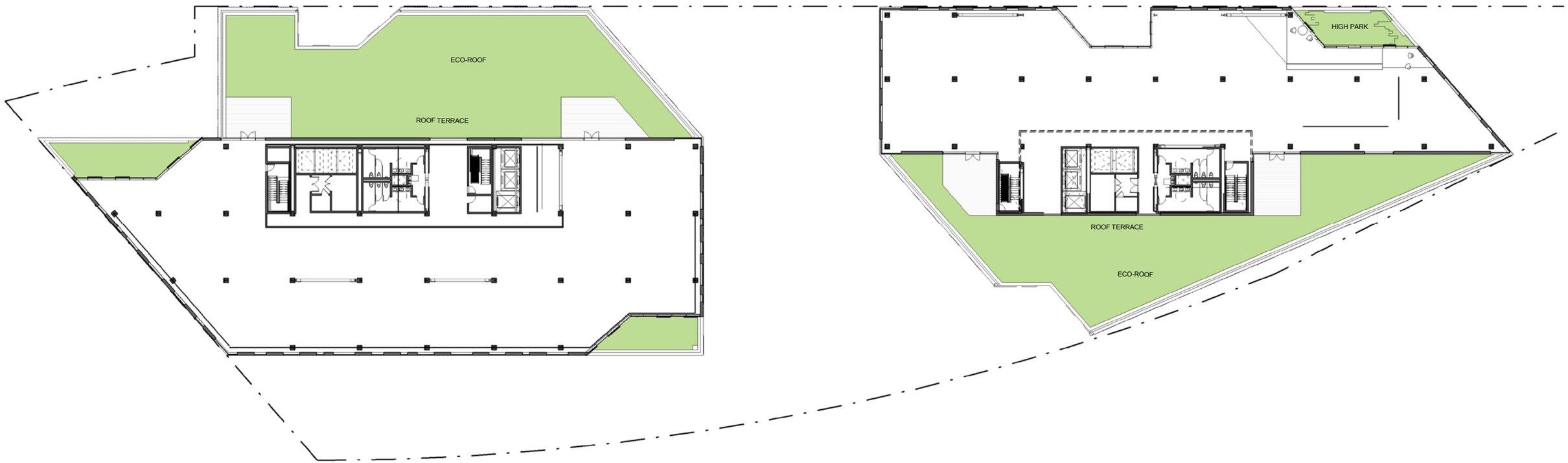
Level 6

GROSS AREA:

EAST	16,140 GSF
WEST	20,155 GSF

NET AREA:

OFFICE	32,719 NSF



0' 10' 20' 40' 80'

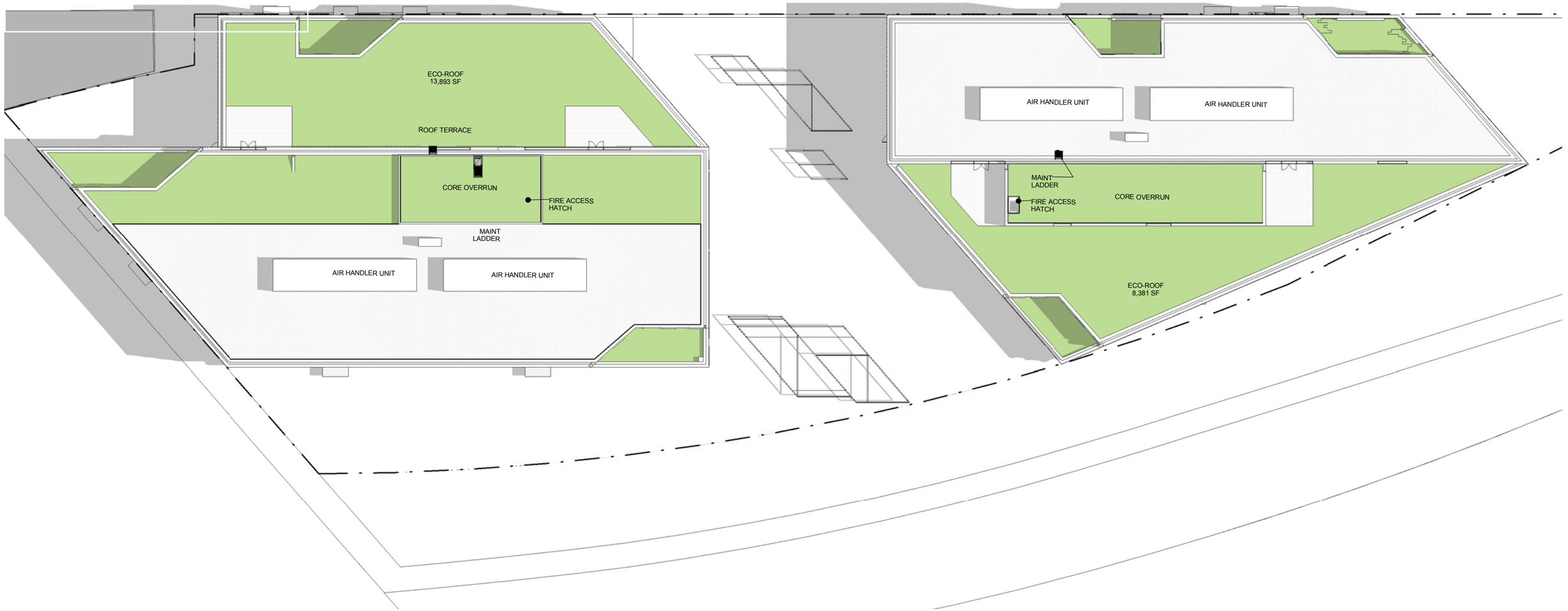
N

FLOOR PLAN

Roof

GROSS AREA:

EAST	23,557 GSF
WEST	29,023 GSF



0' 10' 20' 40' 80'

N

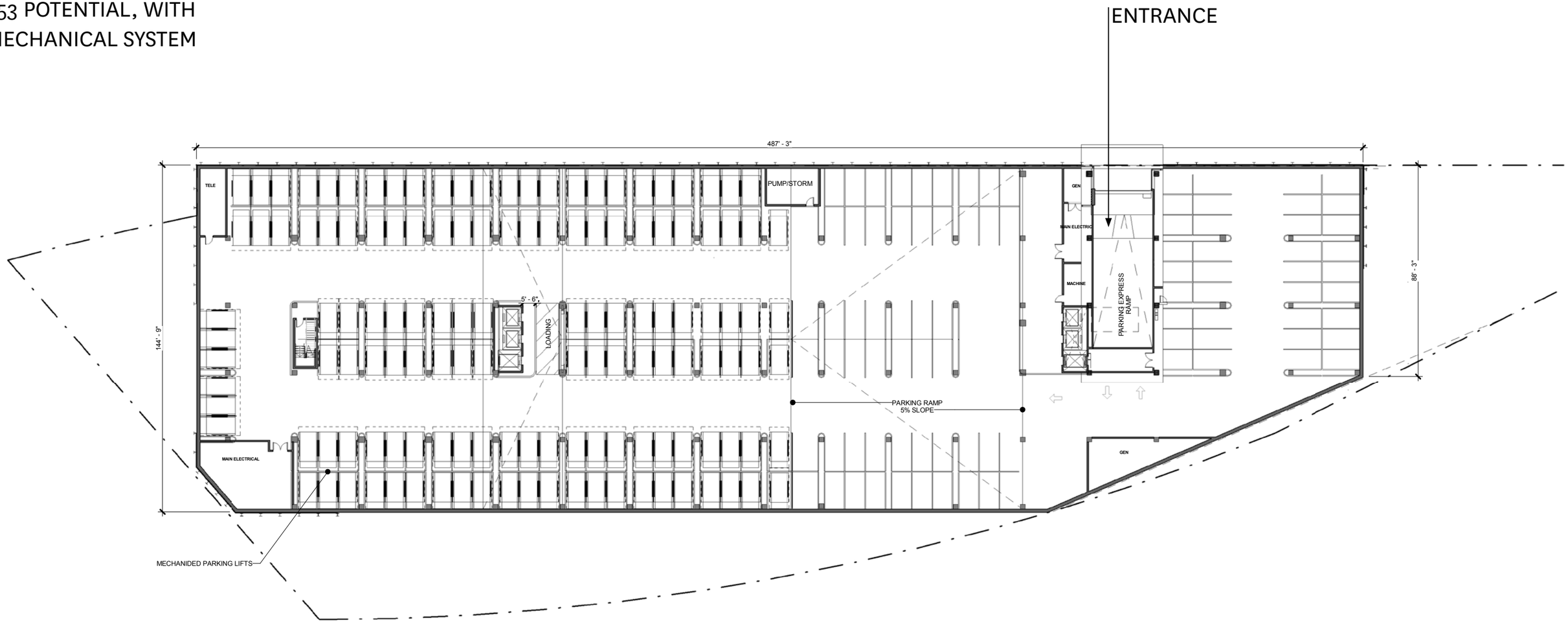
FLOOR PLAN

Parking

SUMMARY

221 SPACES TOTAL

353 POTENTIAL, WITH
MECHANICAL SYSTEM

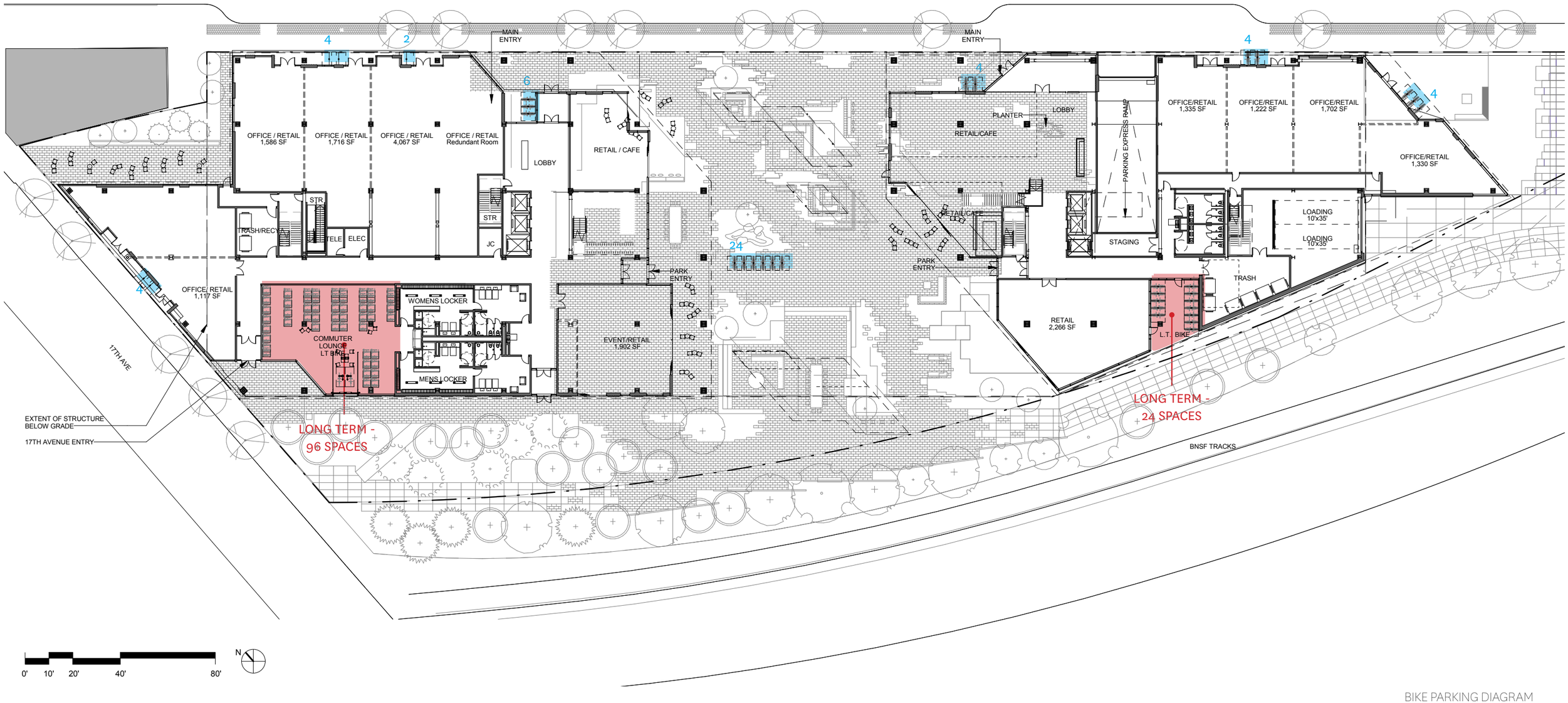


0' 10' 20' 40' 80'

N

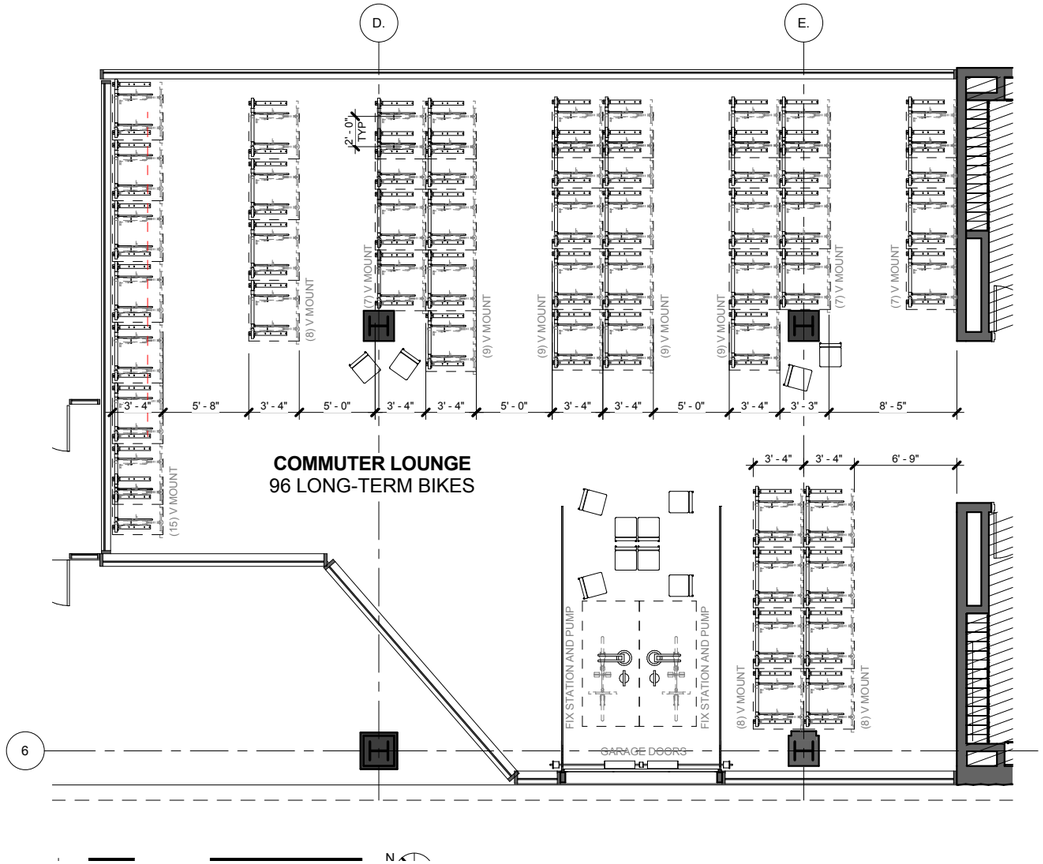
FLOOR PLAN

Bike Parking

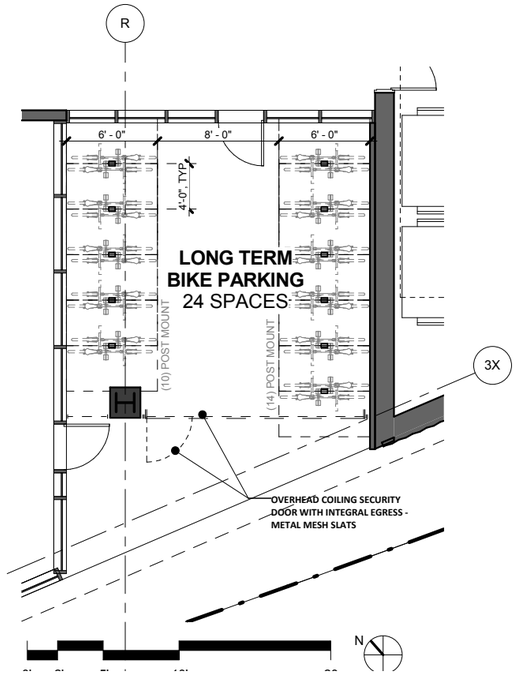


BIKE PARKING DIAGRAM

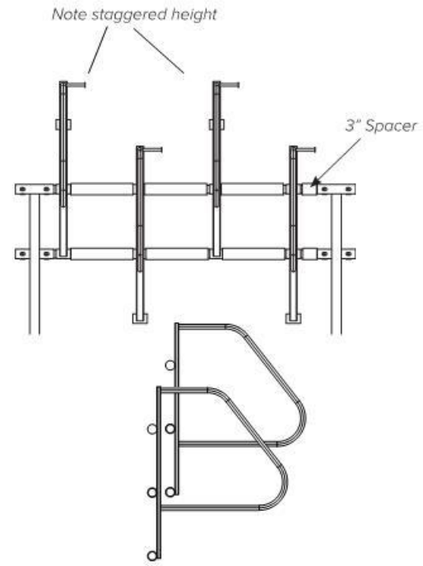
Bike Parking Plans



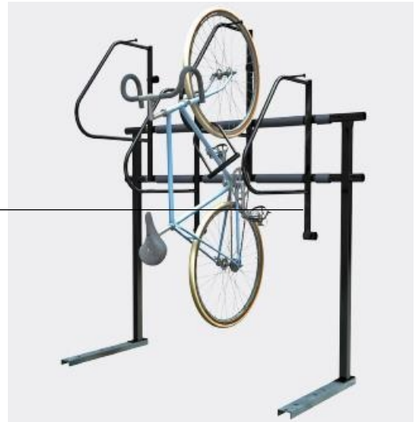
01 PLAN - WEST BUILDING BIKE ROOM
SCALE : 1" = 10'-0"



02 PLAN - EAST BUILDING BIKE ROOM
SCALE : 1" = 10'-0"

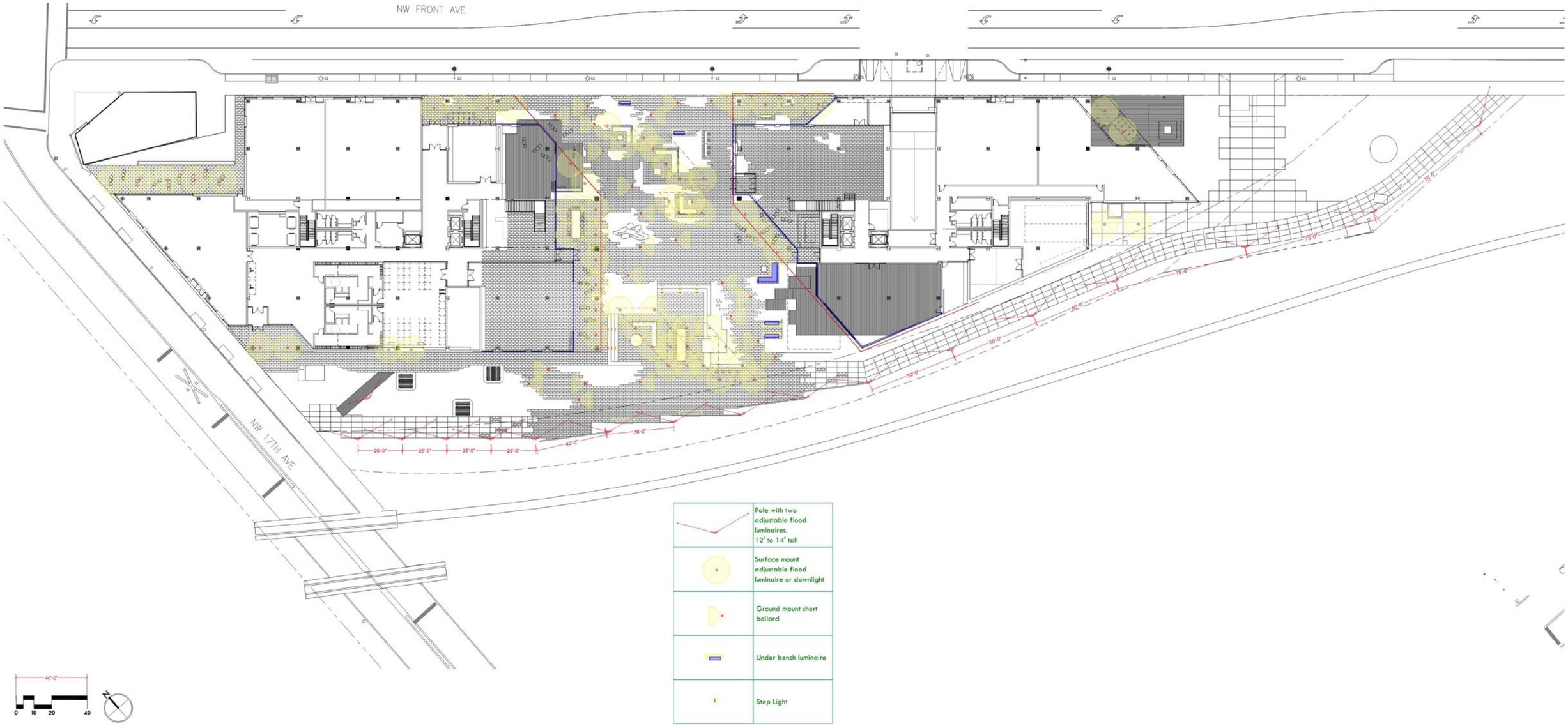


03 LONG-TERM BIKE PARKING RACK
NTS



04 LONG-TERM BIKE PARKING RACK
NTS

LONG-TERM BIKE PARKING DETAILS



SITE LIGHTING PLAN

rubicon

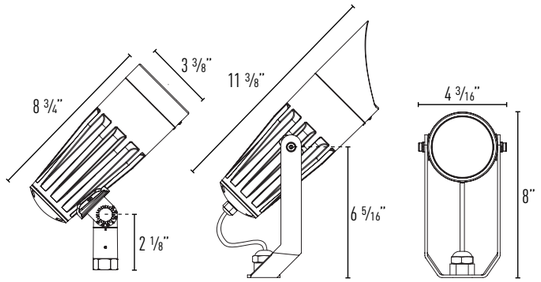
IVT704

Rubicon™ Floodlight Bullet

JOB NAME		CATALOG NUMBER	
NOTES		TYPE	

IVT704K

IVT704Y



Shown with GS45

SPECIFICATION:
Example: IVT704KL2827-FLBL

	SERIES
IVT704K	Rubicon Floodlight Knuckle Mount
IVT704Y	Rubicon Floodlight Yoke Mount
	LUMENS / WATTAGE
L1	1500lm / 21W
L2	2000lm / 29W
	CCT / CRI
827	2700K / 82 CRI
927	2700K / 90 CRI
830	3000K / 82 CRI
930	3000K / 90 CRI
835	3500K / 82 CRI
841	4100K / 82 CRI
	OPTICS
-SP	15° Spot
-NF	25° Narrow Flood
-FL	40° Flood
	FINISH
BL	Black textured matte
B1	Bronze textured matte
B2	Bronze satin low gloss
WH	White matte
CC	Custom color RAL code [1]
	ACCESSORIES
-GS45	45° Cutoff Directional Shield

Notes:
1. Custom powder coat finishes available, consult factory. Minimum order quantity apply.

ACCESSORIES:
Luminaire will accommodate up to (2) accessories, no holder required.

	FILTER MEDIA
PFL2-80	Linear Spread Lens
PFL4-80	Solite Lens
PFL6-1H80	60x10 Horizontal
PFL6-1V80	60x10 Vertical
PFL9-3H80	90x30 Horizontal
PFL9-3V80	90x30 Vertical
PFL16B-80	Black Hex Louver

Consult factory for color filters

Catalog Number	System Wattage *	Delivered Lumens **	Efficacy
IVT704L1	21W	1500lm @ 3000K / 82 CRI	71 LPW
IVT704L2	29W	2000lm @ 3000K / 82 CRI	69 LPW

* System wattage include driver and LED module consumption.
** Delivered lumen output will vary depending on CCT, CRI and optic selection.

FEATURES
- Die-cast 6061 architectural grade aluminum
- Quick access to optical assembly via one hex screw and quarter-turn lens cover
- Dual-layer powder coat UV stabilized for durability
- Universal input 120-277V 50/60Hz
- Knuckle or yoke mount standard with ½" NPS to J-box (by others)

LED LIGHT ENGINE
- Deep recessed COB LED provides single point source beam control
- 2 Step MacAdam (2SDMC)
- 2700K, 3000K, 3500K and 4100K / 82 CRI
- 2700K and 3000K / 92 CRI
- 50,000 hours average rated life at 70% output

OPTICS
- Spot 15°, Narrow Flood 25° and Flood 40°
- Field interchangeable optics and filter media
- Optional media for various distributions, including diffuse, horizontal and vertical spread

ELECTRICAL SYSTEM
- 120-277V Input
- ELV Reverse phase dimming, 120V only
- Over voltage, over current and short circuit protection. Auto recovery
- This product complies with IEEE C62.41 for surge endurance up to 2.5KV. Additional surage protection recommended. Damage from power surge is not covered by warranty

HARDWARE
Stainless steel screws are flush mounted. Set of allen keys included.

MOUNTING
Knuckle Mount
- Integral knuckle provides 150° vertical aiming and 360° horizontal rotation. Hex screw ensures precise aiming.

Yoke Mount
- Heavy duty yoke provides 180° vertical aiming and 360° horizontal rotation. Hex screw ensures precise aiming.

FINISH
Aluminum 6061 available in black textured matte, bronze textured matte, bronze satin low gloss or white matte. RAL colors available by special order. Consult factory.

DIRECTIONAL SHIELD
Directional shield provides 45° cutoff. Specify at the end of part number. Factory installed.

LISTING / WARRANTY
- ETL Listed to US and Canadian standards for wet locations
- 5-Year Intense LED Limited Warranty
- IP66 Rated

ASSEMBLED IN THE USA

Intense Lighting | 3340. E La Palma Ave. | Anaheim, CA 92806 | **Phone:** 1.800.961.5321 | **Fax:** 1.800.961.5322 | www.**intenselighting**.com
Note: Specifications and dimensions subject to change without notice.

intense LIGHTING

rubicon

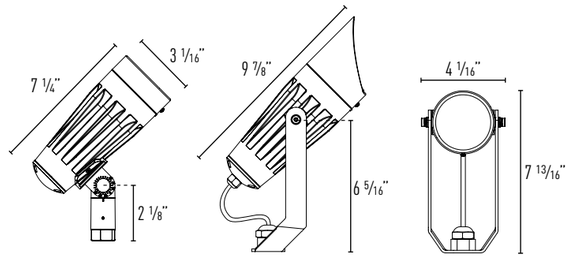
IVT702

Rubicon™ Mini Floodlight Bullet

JOB NAME		CATALOG NUMBER	
NOTES		TYPE	

IVT702K

IVT702Y



Shown with GS45

SPECIFICATION:
Example: IVT702KL2827-FLBL

	SERIES
IVT702K	Rubicon Mini Floodlight Knuckle Mount
IVT702Y	Rubicon Mini Floodlight Yoke Mount
	LUMENS / WATTAGE
L1	850lm / 10W
L2	1000lm / 14W
	CCT / CRI
827	2700K / 82 CRI
927	2700K / 90 CRI
830	3000K / 82 CRI
930	3000K / 90 CRI
835	3500K / 82 CRI
841	4100K / 82 CRI
	OPTICS
-SP	12° Spot
-NF	24° Narrow Flood
-FL	40° Flood
	FINISH
BL	Black textured matte
B1	Bronze textured matte
B2	Bronze satin low gloss
WH	White matte
CC	Custom color RAL code [1]
	ACCESSORIES
-GS45	45° Cutoff Directional Shield

Notes:
1. Custom powder coat finishes available, consult factory. Minimum order quantity apply.

ACCESSORIES:
Luminaire will accommodate up to (2) accessories, no holder required.

	FILTER MEDIA
PFL2-71	Linear Spread Lens
PFL4-71	Solite Lens
PFL6-1H71	60x10 Horizontal
PFL6-1V71	60x10 Vertical
PFL9-3H71	90x30 Horizontal
PFL9-3V71	90x30 Vertical
PFL16B-71	Black Hex Louver

Consult factory for color filters

Catalog Number	System Wattage *	Delivered Lumens **	Efficacy
IVT702L1	10W	850lm @ 3000K / 82 CRI	85 LPW
IVT702L2	14W	1000lm @ 3000K / 82 CRI	71 LPW

* System wattage include driver and LED module consumption.
** Delivered lumen output will vary depending on CCT, CRI and optic selection.

FEATURES
- Die-cast 6061 architectural grade aluminum
- Quick access to optical assembly via one hex screw and quarter-turn lens cover
- Dual-layer powder coat UV stabilized for durability
- Universal input 120-277V 50/60Hz
- Knuckle or yoke mount standard with ½" NPS to J-box (by others)

LED LIGHT ENGINE
- Deep recessed LED provides single point source beam control
- 2 Step MacAdam (2SDMC)
- 2700K, 3000K, 3500K and 4100K / 82 CRI
- 2700K and 3000K / 92 CRI
- 50,000 hours average rated life at 70% output

OPTICS
- Spot 12°, Narrow Flood 24° and Flood 40°
- Field interchangeable optics and filter media
- Optional media for various distributions, including diffuse, horizontal and vertical spread

ELECTRICAL SYSTEM
- 120-277V Input
- ELV Reverse phase dimming, 120V only
- Over voltage, over current and short circuit protection. Auto recovery
- This product complies with IEEE C62.41 for surge endurance up to 2.5KV. Additional surage protection recommended. Damage from power surge is not covered by warranty

HARDWARE
Stainless steel screws are flush mounted. Set of allen keys included.

MOUNTING
Knuckle Mount
- Integral knuckle provides 150° vertical aiming and 360° horizontal rotation. Hex screw ensures precise aiming.

Yoke Mount
- Heavy duty yoke provides 180° vertical aiming and 360° horizontal rotation. Hex screw ensures precise aiming.

FINISH
Aluminum 6061 available in black textured matte, bronze textured matte, bronze satin low gloss or white matte. RAL colors available by special order. Consult factory.

DIRECTIONAL SHIELD
Directional shield provides 45° cutoff. Specify at the end of part number. Factory installed.

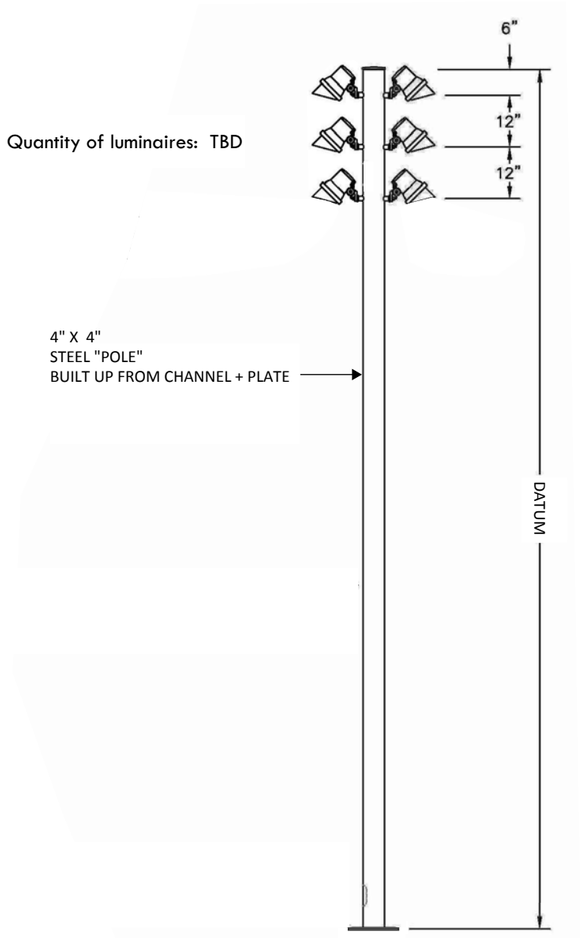
LISTING / WARRANTY
- ETL Listed to US and Canadian standards for wet locations
- 5-Year Intense LED Limited Warranty
- IP66 Rated
- DLC Listed (3000K / 82 CRI, 3500K and 4100K - 120V only)

ASSEMBLED IN THE USA

Intense Lighting | 3340. E La Palma Ave. | Anaheim, CA 92806 | **Phone:** 1.800.961.5321 | **Fax:** 1.800.961.5322 | www.**intenselighting**.com
Note: Specifications and dimensions subject to change without notice.

intense LIGHTING

EXTERIOR COLUMN MOUNTED
LARGE FLOOD

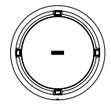


LIGMAN LIGHTING USA

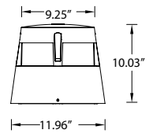
LUMINAIRE SPECIFICATION

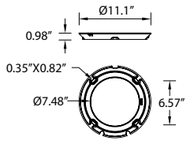
Head Office: Tel: 503-645-0500
7144 NW Progress Ct Fax: 503-645-8100
Hillsboro, Oregon 97124
www.ligmanlightingusa.com

IP67 : Suitable for Wet Locations
IK10 : Impact Resistant (Vandal Resistant)

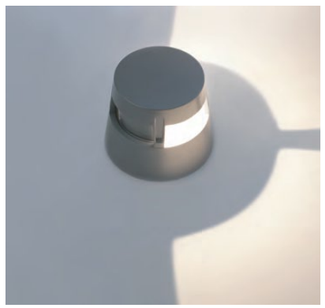


Top view





Mounting detail



UVR-70283

Veranda pillar light LED

A top range of above ground guide lights with light distribution options from one, two or four sectors. Designed for use in shopping, pedestrian and park areas with a selection of low voltage, energy saving compact fluorescent and metal halide lamps as well as LED's. Main characteristics are low glare and the limited maintenance concept when using LED's. This product has a standard 'touchable dome' ideally suited for spaces that are used by the general public. The luminaires have a high quality LED source with low energy consumption and long service life 60,000 – 80,000 Hrs.

Body and frame constructed in low copper content die-cast aluminum with high corrosion resistance. Fasteners in grade 316 stainless steel. Power is provided through a single PG11 watertight cable gland and 1.2m / 4ft of Outdoor Submersible #18/3 SOOW 600V power cable. Durable silicone rubber gasket and clear glass lens.

Physical Data
Length: 11.96"
Height: 10.03"
Weight: 12.8 lbs

Lamp
☐ 8w - 185lm - White - LED

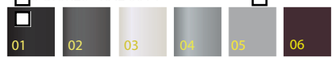
LED Color (Please Specify)
☐ W27 - 2700K
☐ W30 - 3000K
☐ W40 - 4000K

Voltage (Please Specify)
☐ 120V
☐ 277V
☐ Other _____

Options (Please Specify)

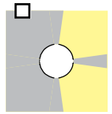
Color (Please Specify)

☐ 01-Black - RAL 9011
☐ 03-White - RAL 9003
☐ 05-Matt Silver - RAL 9006
☐ 06-Bronze - RAL 6014
☐ 02- Dark Grey - RAL 7043
☐ 04 - Metallic Silver - RAL 9006
☐ 07- Custom - RAL _____



Mounting Accessories

☐ Anchor Bolt Kit



EXTERIOR LIGHTING CUT SHEETS

Recessed wall luminaires with directed light

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:

Housing: Constructed of die-cast aluminum with integral wiring compartment. Mounting tabs provided. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

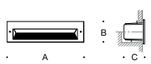
Enclosure: One piece die-cast aluminum faceplate. Clear tempered glass; .125" thick, machined flush to faceplate surface. Faceplate is secured by two (2) flush, socket head, stainless steel captive screws threaded into stainless steel inserts in the housing casting. Continuous high temperature, molded silicone rubber gasket for weather tight operation.

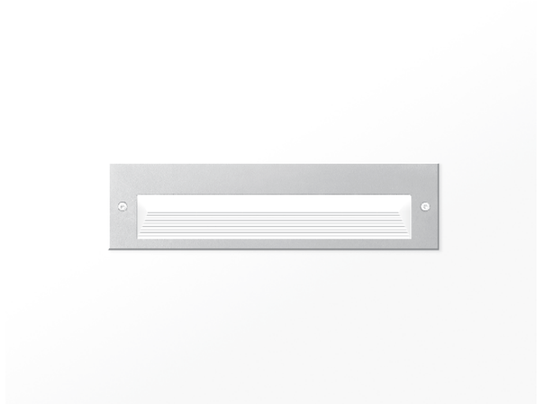
Electrical: 5.6W LED luminaire, 7.5 total system watts, -25° C start temperature. Integral 120V through 277V electronic LED driver, 0 -10V dimming. The LED and driver are mounted on a removable plate for easy replacement. Standard LED color temperature is 3000K (available in 4000K; add suffix K4).
Note: Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

UL listed for US and Canadian Standards, suitable for wet locations and for installation within 3 feet of ground. IC rated. Protection class: IP65.

Luminaire Lumens: 155
Tested in accordance with LM-79-08



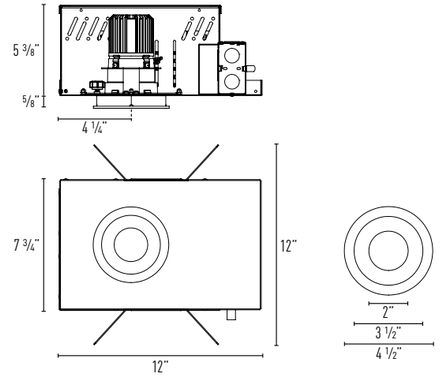


		Lamp	A	B	C
2382 LED	ADA	5.6 W LED	6⅝	2¾	3¼

BEGA-US 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com

MXDRTR / MXT-RTRD302

MX LED Lensed Downlight - Wet Location



Ceiling Cut Out: 4 ⅛"

Catalog Number	System Wattage [1]	CCT / CRI [2]	Delivered Lumens [1]	Lumens Per Watt
MXT-RTRD302BL030-CR	10W	3000K / 82 CRI	790lm	79
MXT-RTRD302BL130-CR	15W	3000K / 82 CRI	1100lm	73

[1] System Wattage include driver and LED Module consumption.
[2] CCT / CRI Multipliers
2700K / 82 CRI (x0.92), 2700K / 92 CRI (x0.74), 3000K / 82 CRI (x1.0), 3000K / 92 CRI (x0.8), 3500K / 82 CRI (x1.07), 4100K / 82 CRI (x1.08), Crisp White 3000K (x0.85), Class A 3500K (x0.96)

LED LIGHT ENGINE
- 2700K, 3000K, 3500K and 4100K / 82 CRI
- Class A - 3500K, provides color points with a combined GAI and CRI metric
- Crisp White - 3000K, vibrant whites and naturally saturated, warm colors combined with high CRI
- 2700K and 3000K / 92 CRI (R9 Value = 59)
- 2 Step MacAdam (2 SDMC)
- LED mounted to die-cast / extruded aluminum heat sink
- 50,000 hours average rated life at 70% output

ELECTRICAL SYSTEM
- Power factor >.9, 50/60Hz
- Multiple dimming drivers available
- This product complies with IEEE C62.41 for surge endurance up to 2.5KV. Additional surge protection recommended. Damage from power surge is not covered by warranty.

HOUSING
Heavy duty black powder coated 18 gauge steel frame. Standard plaster frame accommodates ⅝" ceiling thickness, consult factory for thicker ceilings.

TRIM SPECIFICATION
High quality trims are die-cast using A380 aluminum and finished with durable powder coat available in black or white. Architectural, discrete polished self flange or painted white flange options available.

INSTALLATION
Housing types include IC Air-Tight, CCEA (Chicago Plenum), or Non-IC Rated (must specify). Non-IC rated housings must be kept at a minimum of 3" away from insulation. Butterfly brackets are compatible with C-channel, adjustable bar hangers (14"-25") and EMT. C-channel is recommended for T-bar ceilings. Bar hangers must be ordered separately. Max. ambient temperature: 131°F (55°C).

EMERGENCY BACKUP
Remote test switch included. Emergency driver operates LED load of up to 7.0 Watts at a nominal 450 lumens for a minimum of 90 minutes.

LISTING / WARRANTY
- 10 Year Intense LED Limited Warranty
- ETL listed to US and Canadian standards for wet locations
- (-AIC Only) Air-Tight Certified ASTM E283
- (-AIC Only) ETL listed for direct contact w/ insulation
- (-CP Only) CCEA Chicago Plenum

JOB NAME		CATALOG NUMBER	
NOTES		TYPE	

Trim Specification:

Example: MXT-RTRD302W-SFL13012-SL

SERIES	
Lensed Downlight	**MXT-RTRD302**
REFLECTOR FINISH	
Black / Self Flanged	**B-SF** [1]
Black / Self Flanged White	**B-SFW** [1]
White / Self Flanged	**W-SF** [1]
WATTAGE	
10 Watts	**L0**
15 Watts	**L1**
CCT / CRI	
2700K / 82 CRI	**27**
2700K / 92 CRI	**279**
3000K / 82 CRI	**30**
3000K / 92 CRI	**309**
3500K / 82 CRI	**35**
4100K / 82 CRI	**41**
Class A 3500K	**CA35**
Crisp White 3000K	**CW30**
OPTIC	
12° Spot	**12**
24° Narrow Flood	**24**
36° Flood	**36**
50° Wide Flood	**50**
LENS	
Solite	**-SL**
Clear Tempered	**-CR**
Frosted	**-FR**

Housing Specification:

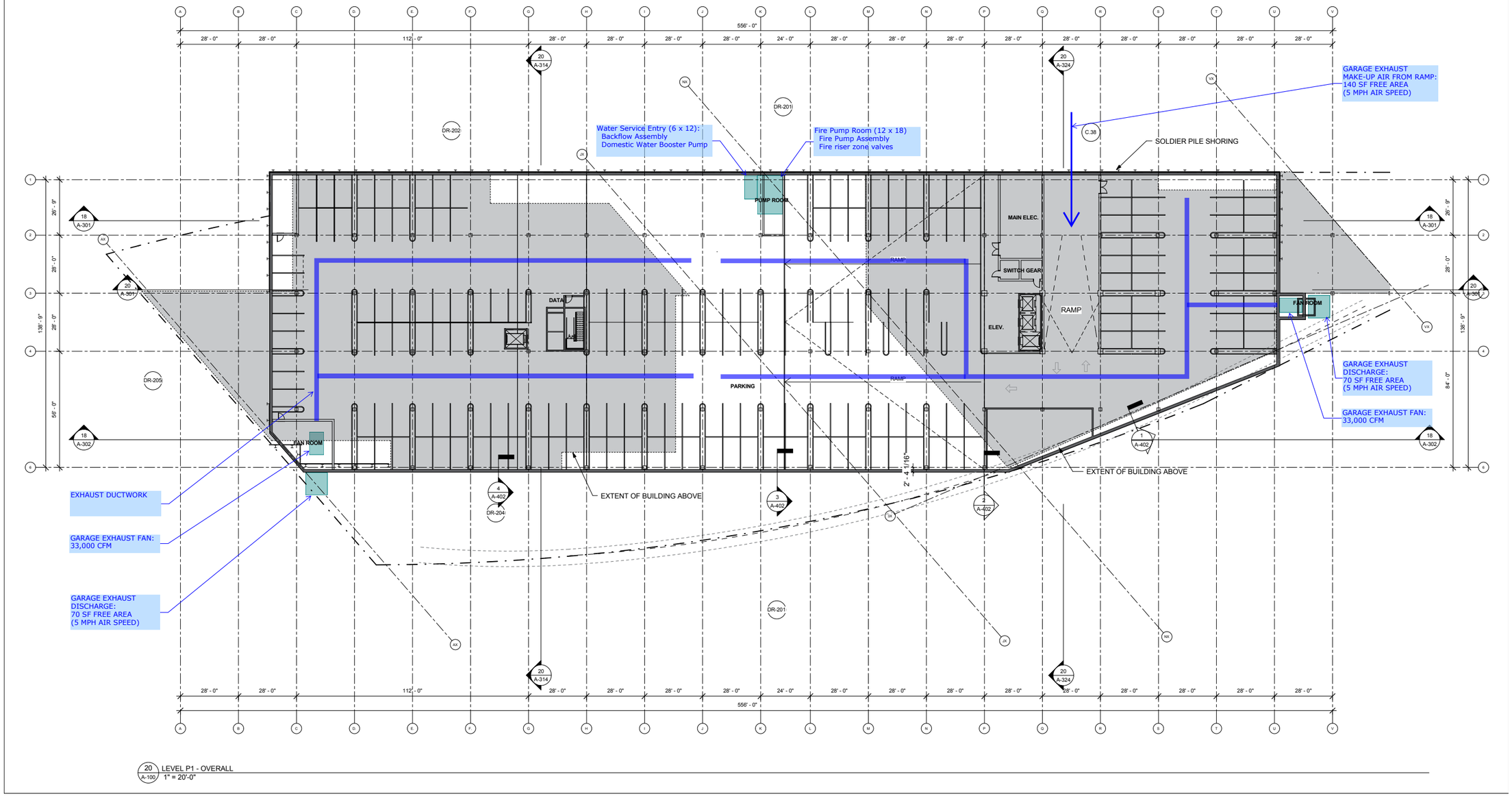
Example: MXDRTR-ICL1

SERIES	
Non-IC LED	**MXDRTR-NC**
Air-Tight IC LED	**MXDRTR-IC**
CCEA LED	**MXDRTR-CP**
WATTAGE	
10 Watts	**L0**
15 Watts	**L1**
DIMMING	
Non-Dimming	blank
ELV Dimming	**DELV** [2]
0-10V Dimming 10%	**D10**
eldoLED 0-10V 1%	**ED10V1**
eldoLED 0-10V 0.1%	**ED10V01**
Lutron Hi-Lume® 1%	**LUT1**
Lutron EcoSystem® 1%	**LUT**
eldoLED DALI 1%	**EDALI1**
eldoLED DALI 0.1%	**EDALI01**
VOLTAGE	
120V	blank
277V	**27**
ACCESSORIES	
Emergency Backup	**-EM** [3]
C-Channel Bar Hangers	**-I100**
Flat Bar Hangers	**-I200**
Wood Joist Bar Hangers	**-I400**

Notes:
1. Special order finishes available, consult factory
2. Available in 120V only
3. Access above ceiling required

MX DOWNLIGHT L/M-BB14-15 P-3

Intense Lighting, LLC | 3340. E La Palma Ave. | Anaheim, CA 92806 | **Phone:** 1.800.961.5321 | **Fax:** 1.800.961.5322 | www.**intenselighting**.com
Note: Specifications and dimensions subject to change without notice.



20 A-100 LEVEL P1 - OVERALL
1" = 20'-0"

P1 MECHANICAL PLAN

Job Name/Location:

Date:

PO No.:

Architect:

Engr:

Rep:
(Company)

Tag #:

For: ☐ File ☐ Resubmit ☐ Approval ☐ Other _____

GC:

Mech:
(Project Manager)

ARUN504DTE4
Multi V™ IV Heat Pump
42.0 Ton Outdoor Unit

(a) ARUN169DTE4[1]
(b) ARUN169DTE4[1]
(c) ARUN169DTE4

LG Life's Good

Performance:

Cooling Mode:

Nominal Capacity (Btu/h)	504,000
Power Input[2] (kW)	36.78

Heating Mode:

Nominal Capacity (Btu/h)	567,000
Power Input[2] (kW)	37.89

Nominal Capacity is outside the scope of AHRI Standard 1230 and based on the following conditions:
Indoor: 80°F DB / 67°F WB
Outdoor 95°F DB
Indoor: 70°F DB
Outdoor 47°F DB / 43°F WB

Electrical:

	(a) ARUN169DTE4[1]	(b) ARUN169DTE4[1]	(c) ARUN169DTE4
Power Supply (V/Hz/Ø)	460/60/3	460/60/3	460/60/3
MOP (A)	50	50	50
MCA (A)	35.8	35.8	35.8
Rated Amps (A)	31.7	31.7	31.7
Compressor A (A)	16.2	16.2	16.2
Compressor B (A)	12.9	12.9	12.9
Fan (A)	2.6	2.6	2.6

Piping:

	(a) ARUN169DTE4[1]	(b) ARUN169DTE4[1]	(c) ARUN169DTE4
Refrigerant Charge (lbs)	23.6	23.6	23.6
Liquid Line[3] (in, OD)	5/8	5/8	5/8
Vapor Line[3] (in, OD)	1-1/8	1-1/8	1-1/8

Standard Features:

- HiPOR (high pressure oil return)
- Smart Oil Control
- Capable of Split Frame Defrost
- Night Quiet Operation
- Fault Detection and Diagnosis

Required Accessories:

☐ ARCNN21 (frame connector Y-branch)
☐ ARCNN31 (frame connector Y-branch)

Optional Accessories:

☐ Air Guide (8-12 ton outdoor units) - PRAGX3S0 (6 required)
☐ Hail Guard Kit - ZHGDKA04A (3 required)
☐ Low Ambient Baffle Kit for 8-14 Ton ODU's - ZLABKA03A (3 required)**
****(Cooling range with kit is -9.9°F to +122°F.)**

Operating Range:

Cooling (˚F DB)**	14-122
Heating (˚F WB)	-13 - 61

Unit Data:

Refrigerant Type	R410A
Refrigerant Control	EEV
Max Number of Indoor Units[4]	64
Sound Pressure[5] dB(A)	64.3
Net Unit Weight (a) + (b) + (c) (lbs)	672 + 672 + 672
Shipping Weight (a) + (b) + (c) (lbs)	705 + 705 + 705
Communication Cable[6] (No x AWG)	2 x 18
Heat Exchanger Coating	GoldFin™

Compressor:

Compressor Type	High Side Shell (HSS) DC Scroll
Compressor Quantity	6
Oil/Type	PVE/FVC68D

Fan:

Type	Propeller
Quantity (a) + (b) + (c)	6
Motor/Drive	Brushless Digitally Controlled/Direct
Air Flow Rate (a) + (b) + (c) (CFM)	30,600

Notes:

1.ARU*145****/ARU*169**** frames are ONLY for use in large capacity triple frame combinations. They cannot be used as standalone models or in a dual frame combination. These frames ARE NOT interchangeable with ARU*144****/ARU*168**** single frame models.
2.For AHRI ratings, refer to the AHRI website http://www.ahridirectory.org.
3.For main pipe segment size, refer to the LATS Multi V tree diagram.
4.The combination ratio must be between 50-130%.
5.Sound Pressure levels are tested in an anechoic chamber under ISO Standard 3745 for the combination of outdoor units.
6.All communication cable to be minimum 18 AWG, 2-conductor, stranded, shielded and must comply with applicable local and national code. Cables terminate at each frame.
7.Nominal data is rated 0 ft above sea level, with 25 ft of refrigerant line per indoor unit and a 0 ft level difference between outdoor and indoor units. All capacities are net with a combination ratio between 95-105%.
8.Power wiring cable size must comply with the applicable local and national code. Cables terminate at each frame.
9.The voltage tolerance is 414-528V.

Inverter
Intertek
AHRI CERTIFIED™ www.ahridirectory.org
Variable Refrigerant Flow (VRF) Multi-Split AC and HP AHRI Standard 1230

Job Name/Location:

ARUN504DTE4
Multi V™ IV Heat Pump
42.0 Ton Outdoor Unit

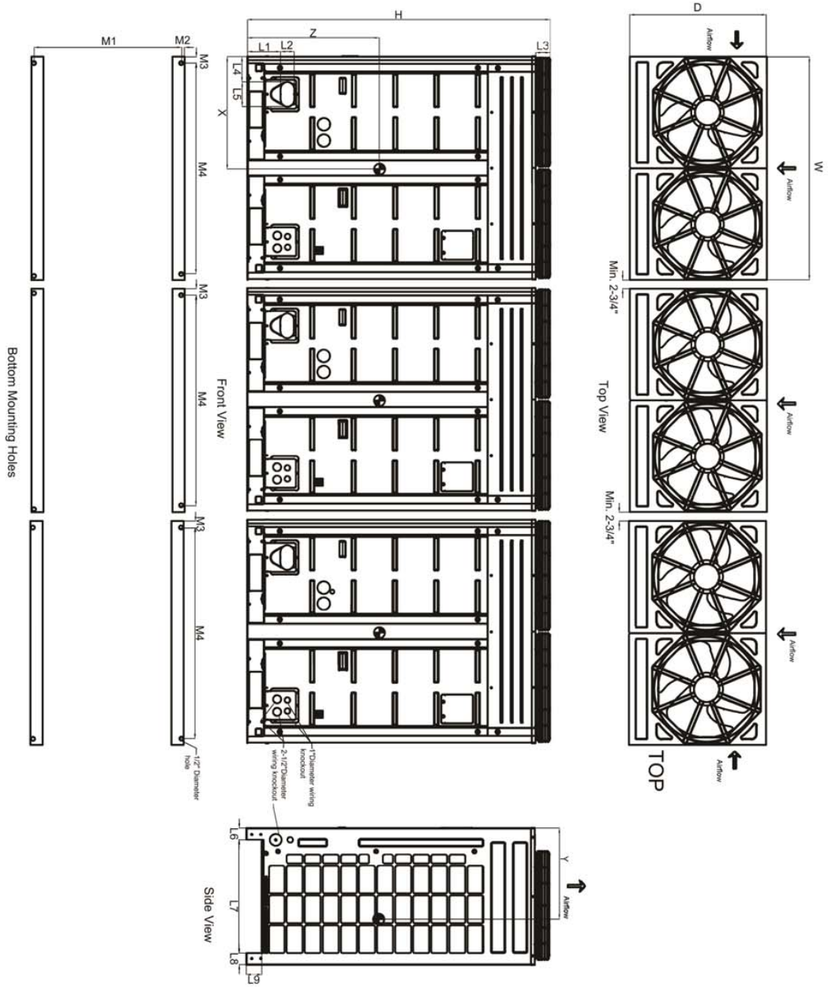
(a) ARUN169DTE4[1]
(b) ARUN169DTE4[1]
(c) ARUN169DTE4

LG Life's Good

Tag #:

Date:

PO No.:



Note - All dimensions have a tolerance of ± 0.25 in.
⊕ = Center of Gravity

Z	Y	X
29-7/8"	21-9/16"	24-3/4"

Center of Gravity

M4	M3	M2	M1	L9	L8	L7	L6	L5	L4	L3	L2	L1	H	D	W
43-3/8"	2-5/8"	7/16"	29-1/16"	3-5/16"	2-9/16"	24-3/16"	2-9/16	5-3/8"	5-1/2"	3-1/8"	2-15/16"	7-1/4"	66-1/8"	29-15/16"	48-13/16"

PRODUCT DETAILS

MECHANICAL EQUIPMENT CUT SHEETS

Performance	
Quantity	1
Volume (CFM)	8,000
External SP (in. wg)	2
Total SP (in. wg)	2
Operating Power (hp)	5.07
Start-Up Power (hp)	5.07
Fan RPM	1664
Max Fan RPM	1,885
Oper. Frequency (Hz)	60
Elevation (ft)	108
Start-up Temp.(F)	70
Operating Temp.(F)	70

Fan Configuration	
Construction Type	PermaLock
Size	22
Class	I
Arrangement	10
Rotation	CW
Discharge Position	UB
Spark Resistance	None
Scroll Material	Steel
Wheel Material	Steel
Inlet Cone Material	Steel
Pedestal Material	Steel

Equipment Weights	
Fan (LMD)(lb)	325
Motor/Drive (lb)	135
Accessories (lb)	4

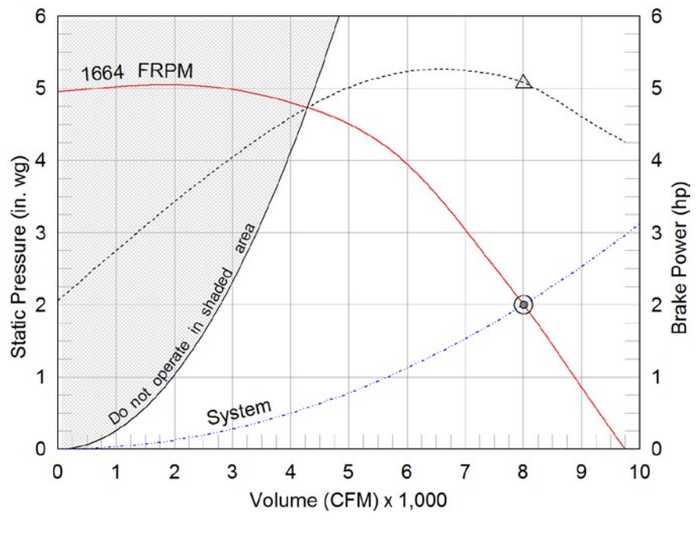
Misc Fan Data	
FEG	85
Outlet Velocity (ft/min)	2,807
Static Efficiency (%)	52
Tip Speed (ft/min)	9,696

Motor and Drives	
Motor Supplier	Greenheck
Size (hp)	7 1/2
RPM	1725
Enclosure	ODP
Voltage	460
Cycle	60
Phase	3
Frame Size	213T
Max Frame Size	256
Location	Centered
Pulley Type	Constant
Drive Loss (%)	3.9
Drives	Multiple
Drive Service Factor	1.5

Model: 22-CSW-AF-21-10-I-75

Series 21 Airfoil Single Width

Operating Performance



△ Operating Bhp point
○ Operating point at Total SP
● Operating point at External SP
Fan curve
System curve
Brake horsepower curve

Sound Power by Octave Band

Sound Data	62.5	125	250	500	1000	2000	4000	8000	LwA	dBA	Sones
Inlet	92	90	92	90	85	81	75	70	91	80	31
Outlet	102	95	94	89	87	83	76	71	92	81	37

LwA - A weighted sound power level, based on ANSI S1.4
dBA - A weighted sound pressure level, based on 11.5 dB attenuation per octave band at 5 ft- dBA levels are not licensed by AMCA International
Sones - calculated using AMCA 301 at 5 ft

GREENHECK
Building Value in Air.

Printed Date: 10/17/2015
Job: 15-1257 - Park Office
Mark: Restroom Exhaust

Model: 22-CSW-AF-21-10-I-75

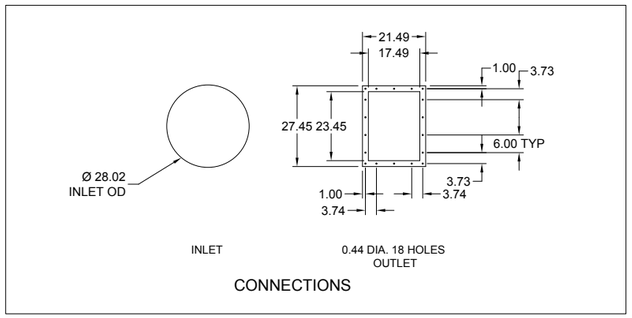
Series 21 Airfoil Single Width

Standard Construction Features:

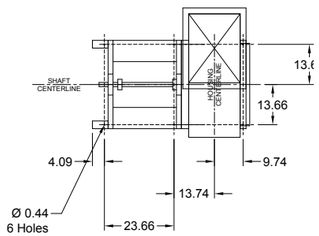
HOUSING: Series 21 class I and II fans feature Perma-Lock construction on sizes 7-49 and continuously welded housing on sizes 54-73 and all class III fans - Inlet collars on Arr. 1, 9, 10 - Punched outlet flange standard (except for downblast - DB) on class I and II sizes 33-73 and all class III fans - All structural steel parts phosphatized and coated with Permatector BEARINGS, SHAFT, AND WHEEL: Heavy duty, self-aligning ball or roller pillow block bearings - Polished, solid steel shafts - Welded centrifugal wheel

Selected Options & Accessories:

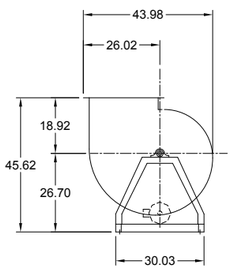
NEMA Premium Efficient Motor - meets NEMA Table 12-12
Motor with Class B Insulation
Coated with Permatector, Concrete Gray-RAL 7023, Fan and Attached Accessories
Bearings - L(10) Life of 80k Hours
Housing - PermaLock
Wheel - Airfoil
Inlet Connection - Slip Fit
Outlet Connection - Outlet Flange, Punched
Fasteners - Standard



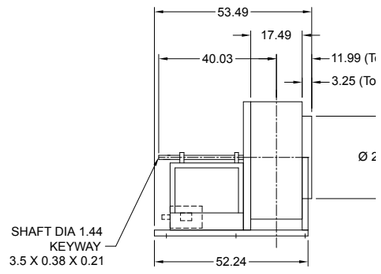
CONNECTIONS



FAN FOOTPRINT



SIDE VIEW



END VIEW

*SIDE VIEW IS VIEWED FROM DRIVE SIDE

*FANS ARE SUBJECT TO ±.125 INCH TOLERANCE
*DUE TO CONTINUAL IMPROVEMENTS DIMENSIONS MAY CHANGE

Notes: All dimensions shown are in units of in.

CAPS 4.18.1634 \\pae-engineers.com\Projects\2015\15-1257.00 - Park Office\06 Mechanical\Cut Sheets\15-1257 - Park Office.gfcj

GREENHECK
Building Value in Air.

Printed Date: 10/17/2015
Job: 15-1257 - Park Office
Mark: Restroom Exhaust

AMCA

AMCA Licensed for Sound and Air Performance. Power rating (BHP/kW) includes transmission losses.

Greenheck Fan Corporation certifies that the model shown herein is licensed to bear the AMCA Seal. The ratings shown are based on tests and procedures performed in accordance with AMCA Publication 211 and AMCA Publication 311 and comply with the requirements of the AMCA Certified Ratings Program. Performance certified is for installation type B: Free inlet, Ducted outlet. Performance ratings do not include the effects of appurtenances (accessories). Power ratings (BHP/kW) include transmission losses. The sound power level ratings shown are in decibels, referred to 10-12 watts calculated per AMCA Standard 301. The A-weighted sound ratings shown have been calculated per AMCA International Standard 301. Values shown are for inlet Lwi, LwiA, and outlet Lwo, LwoA sound power levels for installation type B: Free inlet, Ducted outlet. Outlet ratings include the effects of duct end correction.

Signal Warrant Memo

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: October 12, 2015 Project #: 19122

To: Jennie Tower & Bob Haley, PBOT
Jonathan Ledesma, Park Office, LLC

From: Julia Kuhn
Project: 17th and Front
Subject: Preliminary Traffic Signal Warrant Analysis – Revised

In 2013, a zone change from heavy industrial (IH) to Central Employment (EXd) was approved by the City of Portland for the property located between NW 17th Avenue and NW 15th Avenue on the south side of NW Front Avenue. Per the 2013 Hearings Officer Decision for the zone change (LU 13-154170 ZC), the potential for a traffic signal at the NW 16th Avenue/NW Front Avenue must be analyzed once development is projected to exceed 300 weekday PM peak hour trips. This memorandum provides a preliminary analysis of the signal warrants.

PROJECT BACKGROUND

Park Office, LLC., is proposing development of the subject property with occupancy expected in 2017. The development will be predominantly office with ground floor retail. Access to a parking garage within the building will be provided at the NW 16th Avenue/NW Front Avenue intersection. Truck only access is proposed between NW 16th and NW 15th Avenues.

TRIP GENERATION AND DISTRIBUTION

Based on information provided by the project architect, the development will include 264,350 square feet of office space and 11,592 square feet of retail. We calculated the potential trip generation using the rates included in *Trip Generation* (Institute of Transportation Engineers, 9th Edition). No accounting was made for internalization of trip-making nor for increased levels of walking and cycling that are likely to occur given the site's location within the Central City and the nearby residential developments.

Table 1. Estimated Trip Generation

Land Use	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Office	710	264,350	2,916	412	363	49	394	67	327
Retail	826	11,592	514	11	7	4	31	14	17
Total		275,942	3,430	423	370	53	425	81	344

The Lancaster study for the zone change assumed that 40 percent of the trips are to/from the west and 60 percent to/from the east. This appears to be a reasonable assumption of trip distribution. Based on the volumes shown in Table 1, this would equate to 138 northbound left-turns and 206 northbound right-turns leaving the site garage at the NW 16th Avenue/NW Front Avenue intersection in the weekday PM peak hour.

TRAFFIC VOLUMES ON NW FRONT AVENUE

In support of the zone change, Lancaster Engineering conducted weekday AM and PM peak hour counts at the NW 15th, NW 16th, and NW 17th Avenue intersections along NW Front Avenue in 2013. In lieu of collecting new traffic counts in late August 2015 when traffic volumes may reflect vacation schedules, we applied the 2013 traffic volumes in the warrant analysis. Lancaster's 2013 traffic study applied an annual growth rate of one percent to the intersections for use in analyses of the zone change. To provide a conservative analysis, we applied a 1.5 percent annual growth rate for a total of 6.14 percent growth in volumes measured in 2013. Please note that even if the volumes were increased by 3 – 5 percent per year, the results summarized in this memorandum would not change.

TRAFFIC SIGNAL WARRANT ANALYSIS

Based on the projected traffic volumes and estimated trip generation of the building, we conducted a traffic signal warrant analysis at the NW 16th Avenue/NW Front Avenue intersection. Per the Manual on Uniform Traffic Control Devices (MUTCD) and ODOT's Analysis Procedures Manual (APM), a traffic signal is not warranted at this location. Because the northbound approach includes a separate left-turn lane and right-turn lane, the analysis focuses only on the left-turn volume. There is ample capacity for the right-turn movement, and therefore the volume in the right-turn lane is not included in the analysis (as outlined in the APM).

Even using the year 2027 traffic volumes shown in the Lancaster study combined with the Park Avenue LLC development, the resultant traffic volumes would not warrant a traffic signal at this location. Appendix A includes the analysis worksheets.

CONCLUSIONS

Based on the information presented in this memorandum, a traffic signal is not forecast to be warranted at the NW 16th Avenue/NW Front Avenue intersection. Further, our preliminary analyses indicate that the intersection will operate acceptably with stop control on the NW 16th Avenue approaches when the office is occupied in 2017. Please let us know if you need any additional information.

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Project #: 19122
Project Name: Front Avenue
Analyst: jak
Date: 9/11/2015
File: H:\proj\le\19122 - NW 16th and Front Office Building\excel\[19122 signal warrant based on lancaster 2027 volumes.xls]Data Input
Intersection: 16th/Front
Scenario: 2017 based on lancaster

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	N/A	N/A
#4	Pedestrian Volume	Yes	No
#5	School Crossing	N/A	N/A
#6	Coordinated Signal System	N/A	N/A
#7	Crash Experience	No	-
#8	Roadway Network	N/A	N/A

Analysis Traffic Volumes

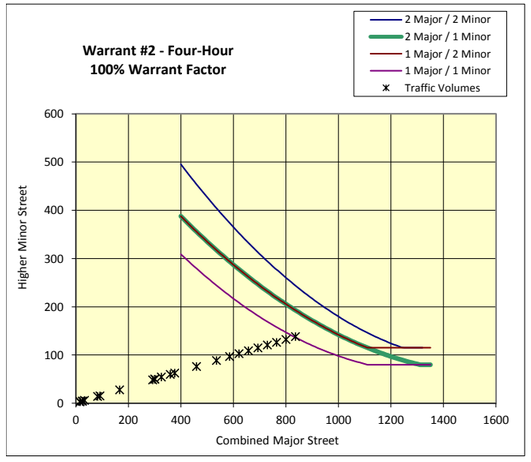
Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
4:00 PM	5:00 PM	421	416	138	0
2nd	Highest Hour	403	398	132	0
3rd	Highest Hour	385	380	126	0
4th	Highest Hour	367	363	120	0
5th	Highest Hour	349	345	114	0
6th	Highest Hour	331	327	108	0
7th	Highest Hour	313	309	103	0
8th	Highest Hour	295	291	97	0
9th	Highest Hour	269	266	88	0
10th	Highest Hour	232	229	76	0
11th	Highest Hour	189	187	62	0
12th	Highest Hour	181	179	59	0
13th	Highest Hour	164	162	54	0
14th	Highest Hour	152	150	50	0
15th	Highest Hour	152	150	50	0
16th	Highest Hour	147	146	48	0
17th	Highest Hour	84	83	28	0
18th	Highest Hour	46	46	15	0
19th	Highest Hour	42	42	14	0
20th	Highest Hour	17	17	6	0
21st	Highest Hour	13	12	4	0
22nd	Highest Hour	13	12	4	0
23rd	Highest Hour	8	8	3	0
24th	Highest Hour	8	8	3	0

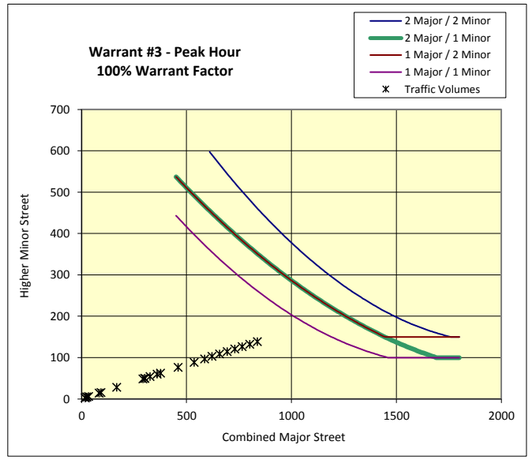
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	no
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	87%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	87%
Minor Street: 8th-Highest Hour / Peak Hour	70%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	**No**
	B	750	75	3	No	
80%	A	400	120	4	No	**No**
	B	600	60	7	No	
70%	A	350	105	6	No	**Yes**
	B	525	53	9	Yes	





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	384	32	49	372	138	206
Future Volume (Veh/h)	384	32	49	372	138	206
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	427	36	54	413	153	229
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			463		966	445
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			463		966	445
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		43	63
cM capacity (veh/h)			1098		268	613

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	463	54	413	153	229
Volume Left	0	54	0	153	0
Volume Right	36	0	0	0	229
cSH	1700	1098	1700	268	613
Volume to Capacity	0.27	0.05	0.24	0.57	0.37
Queue Length 95th (ft)	0	4	0	81	43
Control Delay (s)	0.0	8.4	0.0	34.8	14.3
Lane LOS		A		D	B
Approach Delay (s)	0.0	1.0		22.5	
Approach LOS				C	

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Truck Loading Memo

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: August 24, 2015 Project #: 19122

To: Jennie Tower & Bob Haley, PBOT
Jonathan Ledesma, Park Office, LLC

From: Julia Kuhn

Project: 17th and Front

Subject: Truck Loading Access

In 2013, a zone change from heavy industrial (IH) to Central Employment (EXd) was approved by the City of Portland for the property located between NW 17th Avenue and NW 15th Avenue on the south side of NW Front Avenue. Lancaster Engineering prepared a traffic study in support of the zone change that assumed access would only be provided to the site at the NW 16th Avenue/NW Front Avenue intersection. Park Avenue, LLC., is proposing development of the site that identifies garage access at NW 16th Avenue as well as truck only access between NW 16th and NW 15th Avenue. This memorandum provides information in support of this request.

PROJECT BACKGROUND

Park Office, LLC., is proposing development of the subject property with occupancy expected in 2017. The development will be predominantly office with ground floor retail. Access to a parking garage within the building will be provided at the NW 16th Avenue/NW Front Avenue intersection. Truck only access is proposed between NW 16th and NW 15th Avenues.

TRUCK LOADING ACTIVITY

We obtained information from the project team regarding the use of the truck loading access. Park Avenue, LLC., expects the primary use of the access will be associated with the occasional move-in and move-out of office and retail tenants throughout the course of the building's operation as well as occasional freight delivery associated with furniture upgrades, equipment procurement, etc.

Regular deliveries such as those made by smaller delivery trucks like FedEx and UPS will be directed to use either the on street parking/loading spaces or use the below-grade parking structure (approach is aligned with 16th Ave). No access will be provided to these smaller delivery vehicles at the truck only access.

FILENAME: H:\PROJFILE\19122 - NW 16TH AND FRONT OFFICE BUILDING\REPORT\PRELIMINARY TRUCK LOADING MEMO AUGUST 24.DOCX

Further, Park Avenue, LLC., does not anticipate daily or weekly use for the proposed loading approach related to other deliveries associated with the retail uses because the tenant spaces are small (i.e., between 500 and 1,000 square feet per use) and as such any loading activities (other than initial move-in/move-out activities) would utilize either on street parking or the below-grade garage at NW 16th Avenue. At this time the project is not expected to lease to a major tenant (e.g., grocer, national retailer) that could require periodic deliveries via larger trucks.

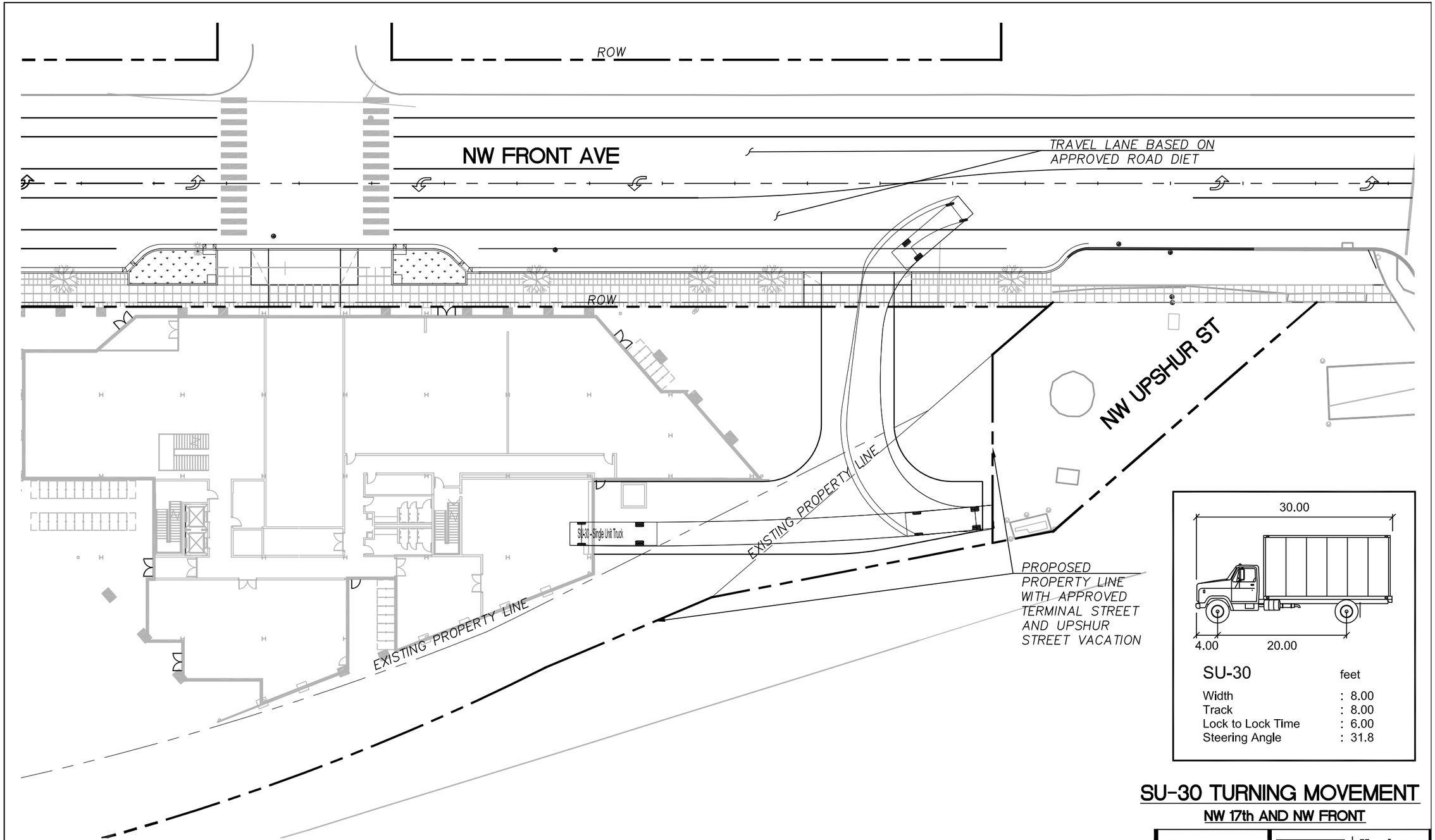
TRAFFIC VOLUMES ON NW FRONT AVENUE

In support of the zone change, Lancaster Engineering conducted weekday AM and PM peak hour counts at the NW 15th, NW 16th, and NW 17th Avenue intersections along NW Front Avenue in 2013. To avoid conducting new traffic counts in late August when traffic volumes may reflect vacation schedules, we reviewed the 2013 traffic volumes and applied 1.5 percent annual for a total of 6 percent growth in volumes measured in 2013. Please note that even if the volumes were increased by 3 – 5 percent per year, the results summarized in this memorandum would not change. Based on the information provided by Lancaster Engineering, NW Front Avenue carries less than 400 vehicles per hour per direction during the weekday PM peak hour and less than 300 per hour per direction during the weekday AM peak hour in the vicinity of the truck loading access. Even in the year 2027, the Lancaster study forecast that NW Front Avenue would carry less than 450 non-site vehicles per hour per direction during either peak period. These volumes are far below the capacity of the roadway.

CONCLUSIONS

Based on the information provided by the project team, the use of the truck loading access would generate a minimal number of trips on a given week. Therefore, no impacts to NW Front Avenue are anticipated associated with its use.

Please let us know if you need any additional information.



SU-30	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.00
Steering Angle	: 31.8

SU-30 TURNING MOVEMENT

NW 17th AND NW FRONT

GRAPHIC SCALE

0 30 60

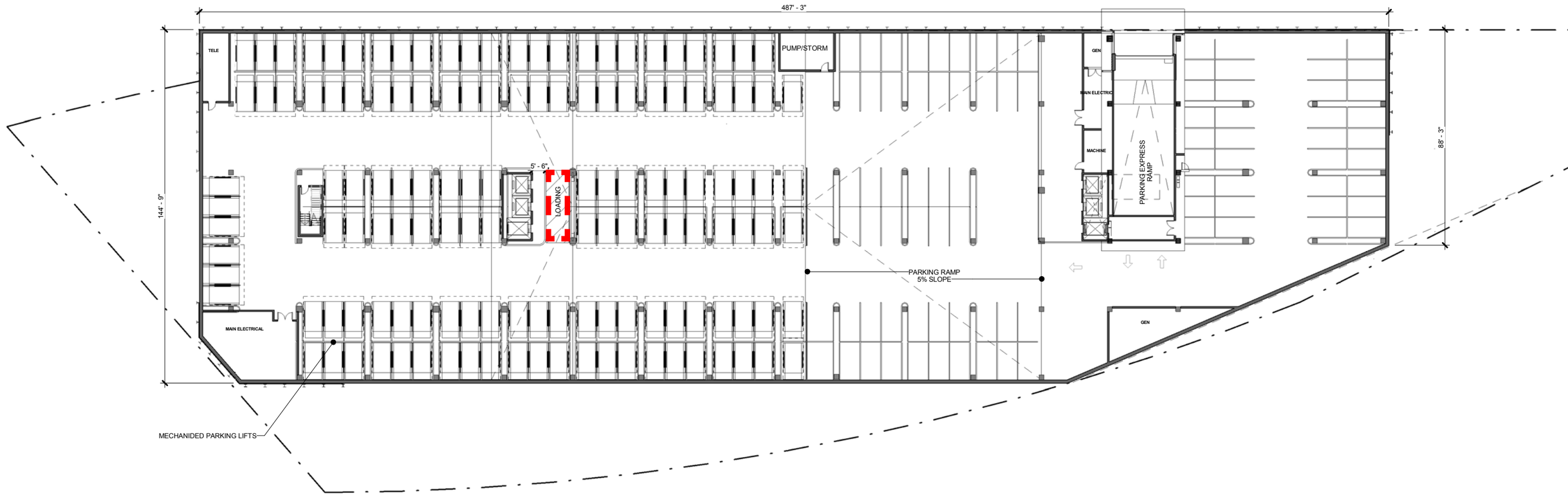
1 inch = 30 ft.

PROJECT NO.:	THA003
DRAWN BY:	KAM
DESIGN BY:	KAM
REVIEWED BY:	MSW
DATE:	2015-10-09

Humber Design Group, Inc.
117 SE Taylor Street
Suite 202
Portland, OR 97214
(503) 946-9260
www.hdgpdx.com

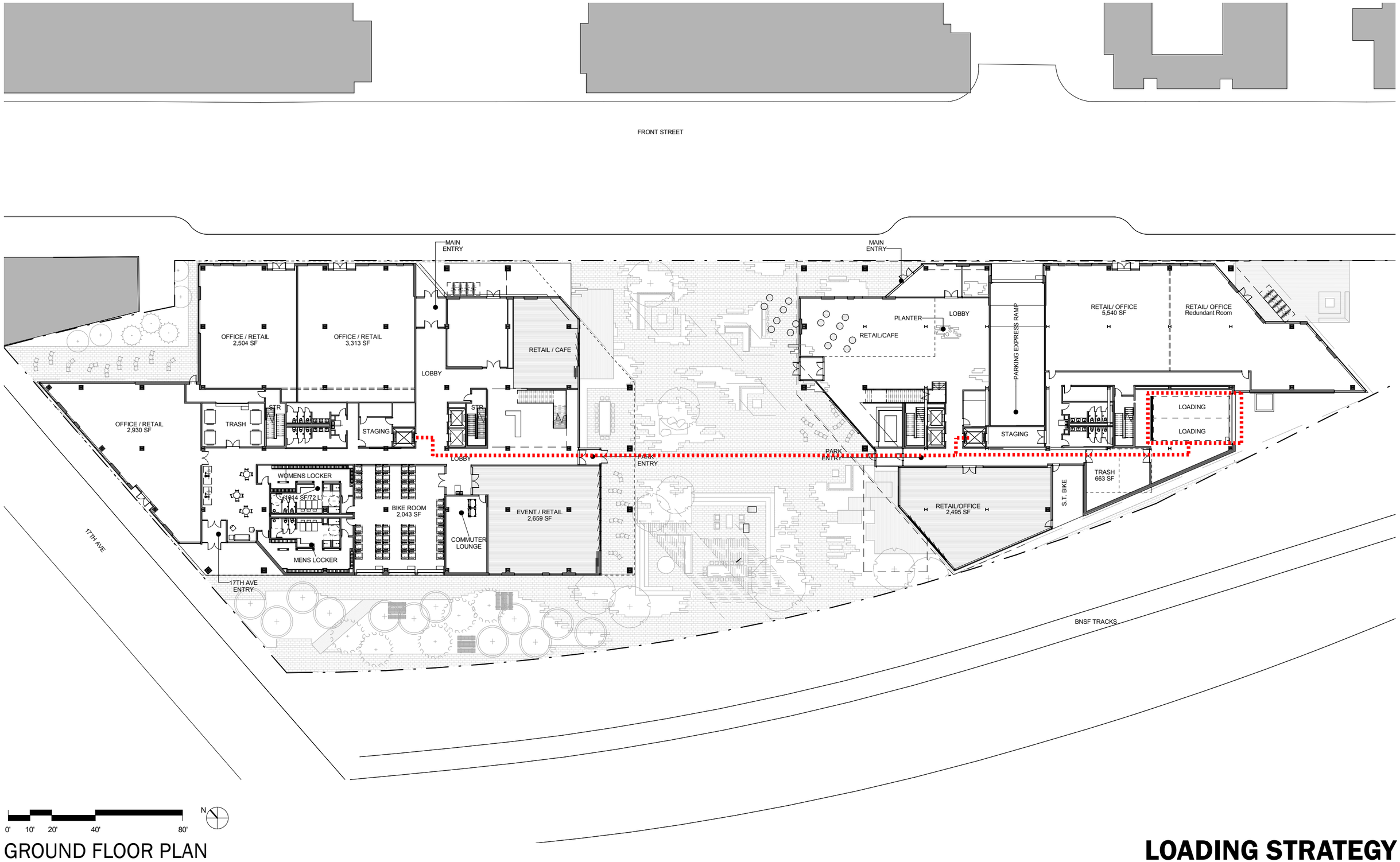
LOADING TURNING ANALYSIS

LOADING ACCESS ANALYSIS



PARKING PLAN

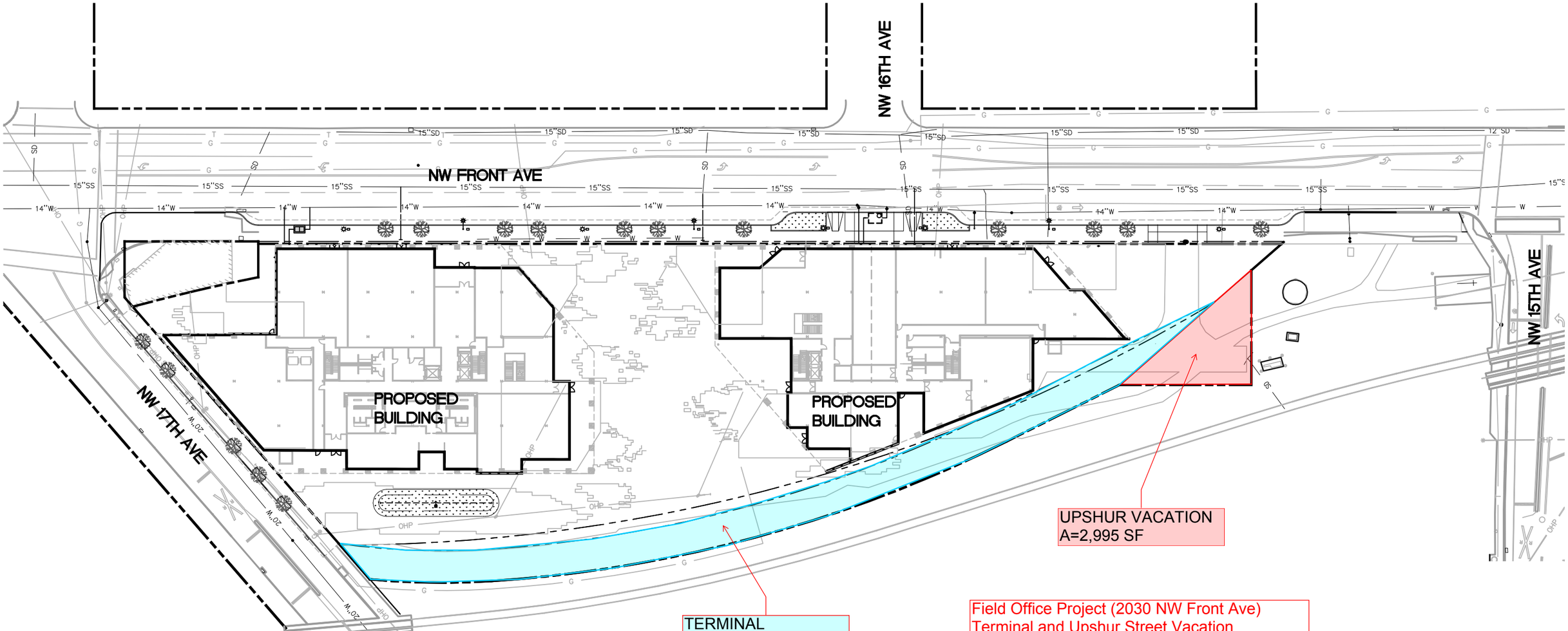
LOADING STRATEGY



GROUND FLOOR PLAN

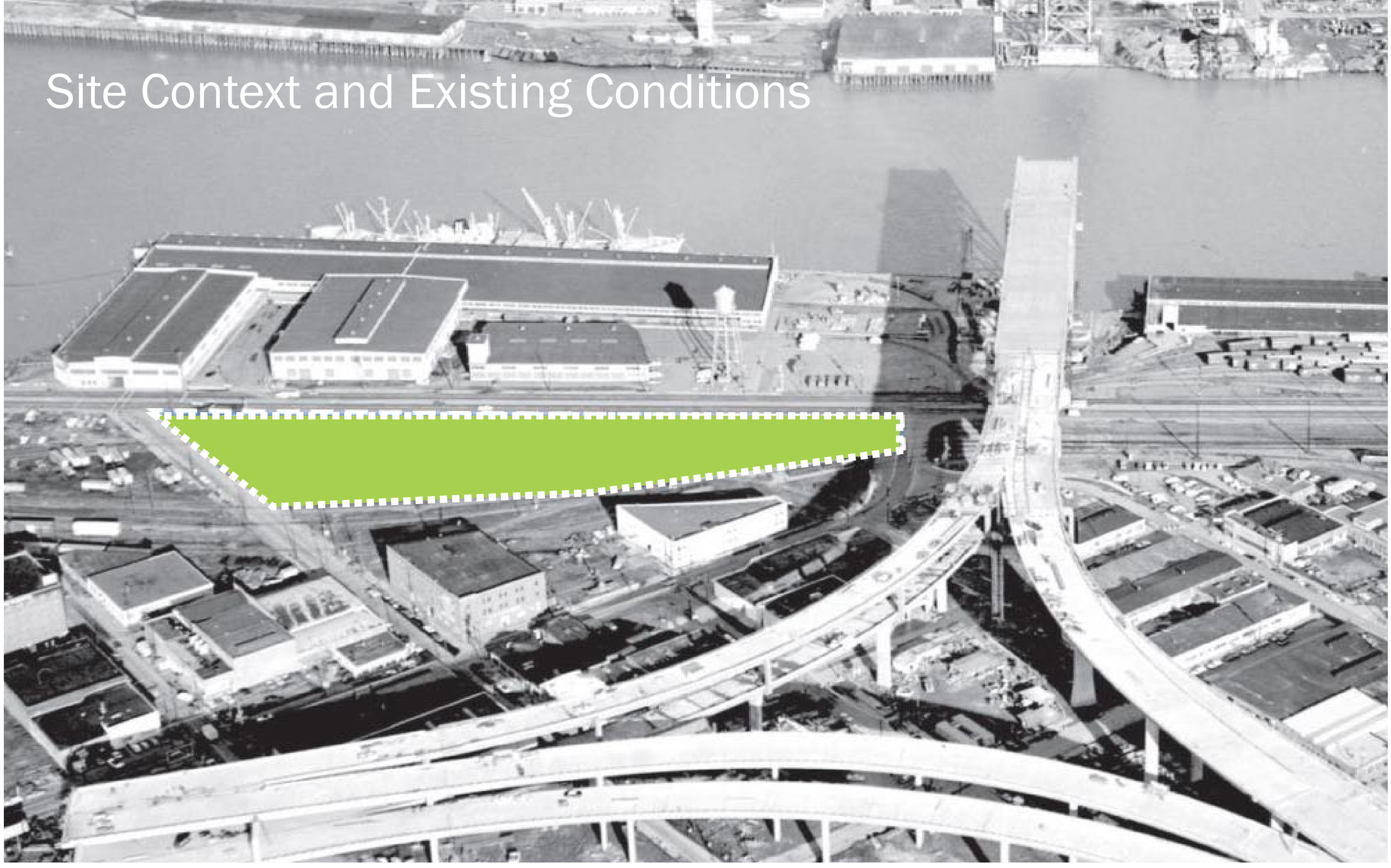
LOADING STRATEGY

Street Vacation Proposal



STREET VACATION

Site Context and Existing Conditions



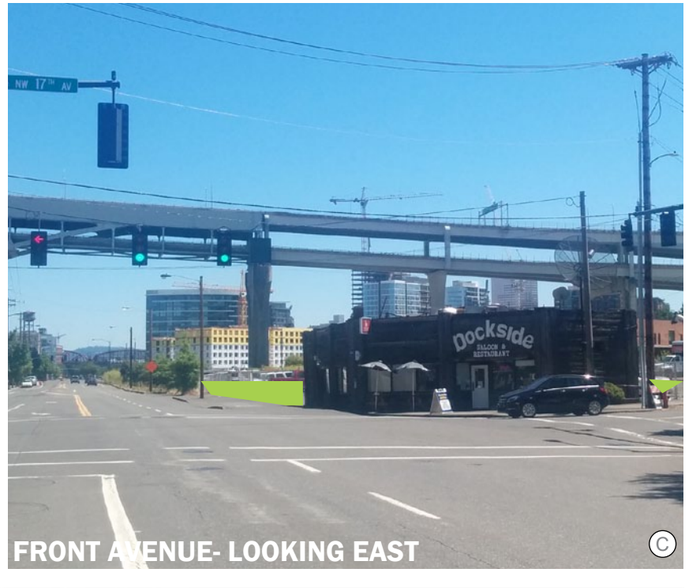
CONTEXT IMAGE CIRCA 1971

VICINITY PLAN

SITE CONTEXT

FRONT AVENUE- LOOKING WEST (A)

NW 16TH AVENUE- LOOKING NORTH (B)

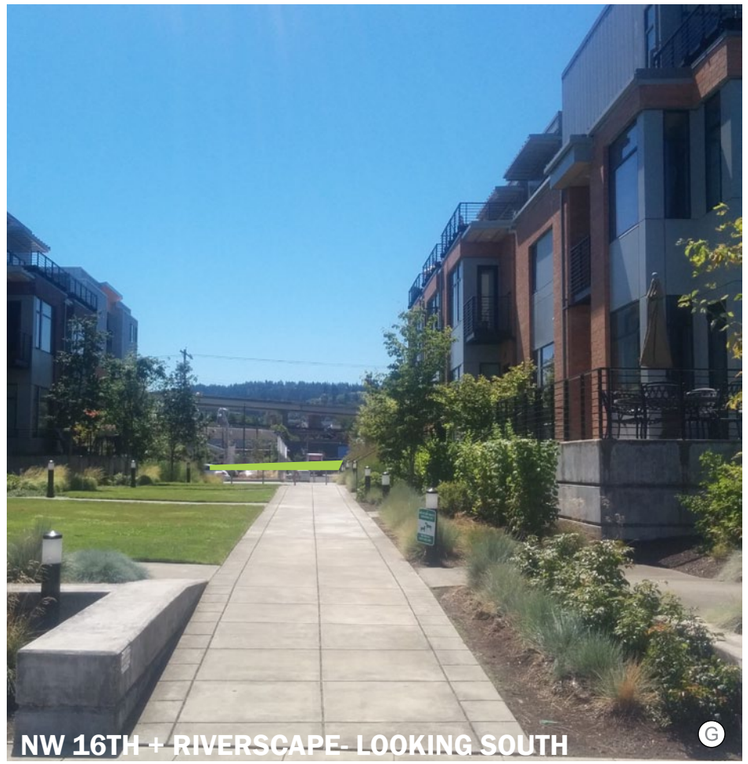


FRONT AVENUE- LOOKING EAST (C)

UPSHUR AVENUE- LOOKING EAST (D)

CONTEXT IMAGES

SITE CONTEXT



CONTEXT IMAGES

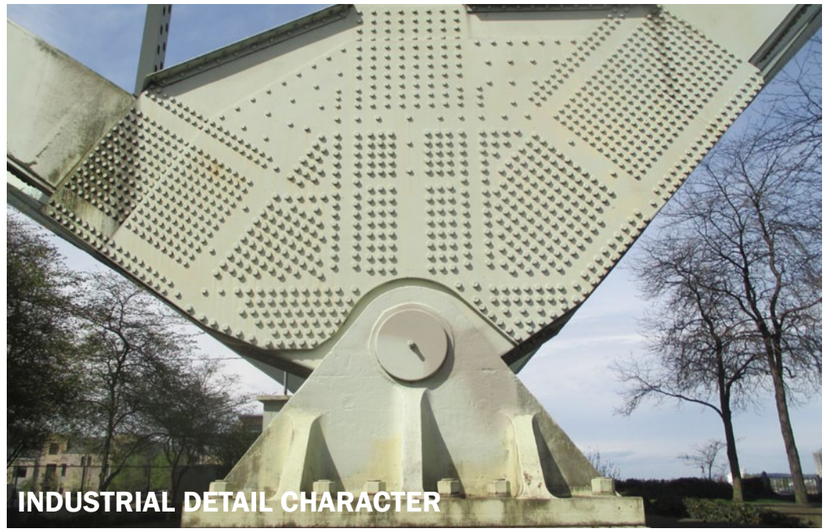
SITE CONTEXT

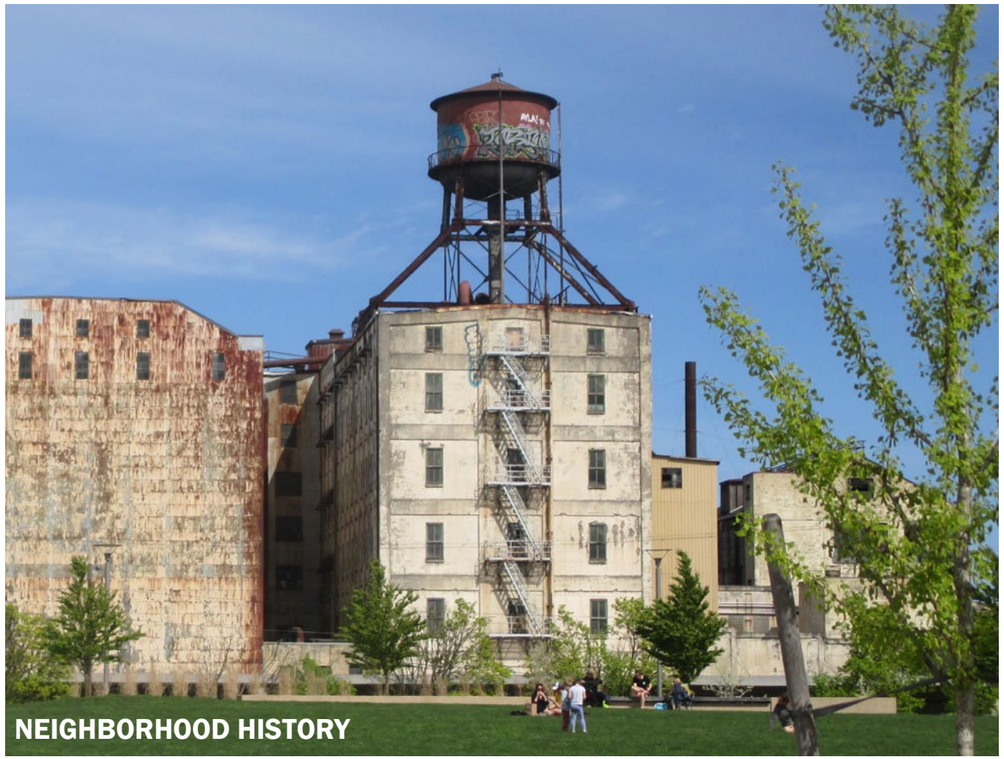
FRONT AVENUE- EAST SIDE

FRONT AVENUE- WEST SIDE

CONTEXT IMAGES

SITE CONTEXT





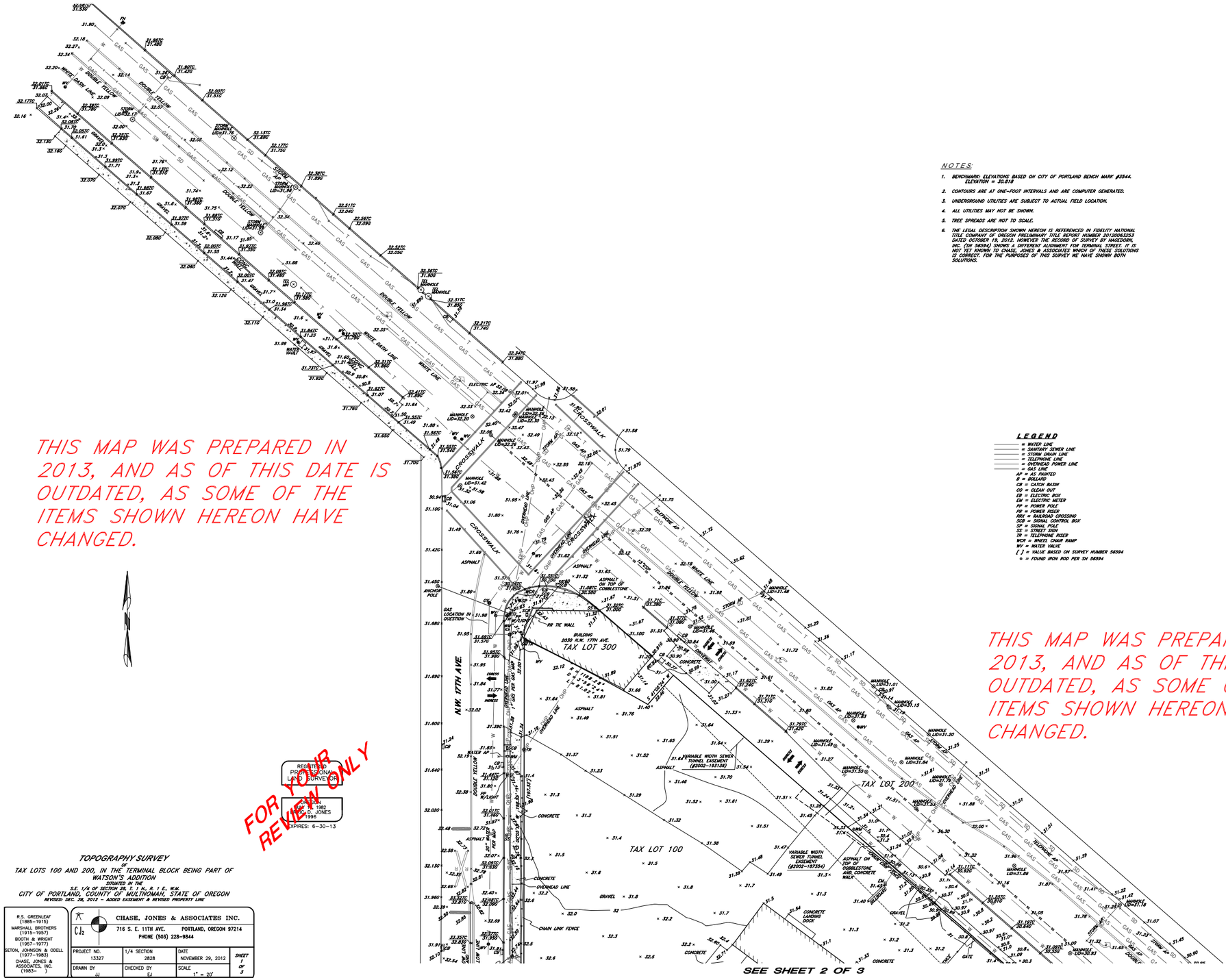
CONTEXT IMAGES

SITE CONTEXT

CONTEXT IMAGES

SITE CONTEXT

Topographic Survey



THIS MAP WAS PREPARED IN 2013, AND AS OF THIS DATE IS OUTDATED, AS SOME OF THE ITEMS SHOWN HEREON HAVE CHANGED.

NOTES:

1. BENCHMARK: ELEVATIONS BASED ON CITY OF PORTLAND BENCH MARK #3544. ELEVATION = 30.818
2. CONTOURS ARE AT ONE-FOOT INTERVALS AND ARE COMPUTER GENERATED.
3. UNDERGROUND UTILITIES ARE SUBJECT TO ACTUAL FIELD LOCATION.
4. ALL UTILITIES MAY NOT BE SHOWN.
5. TREE SPREADS ARE NOT TO SCALE.
6. THE LEGAL DESCRIPTION SHOWN HEREON IS REFERENCED IN FIDELITY NATIONAL TITLE COMPANY OF OREGON PRELIMINARY TITLE REPORT NUMBER 201209&253 DATED OCTOBER 19, 2012. HOWEVER THE RECORD OF SURVEY BY HAGEDORN, INC. (CN 56594) SHOWS A DIFFERENT ALIGNMENT FOR TERMINAL STREET. IT IS NOT YET KNOWN TO CHASE, JONES & ASSOCIATES WHICH OF THESE SOLUTIONS IS CORRECT. FOR THE PURPOSES OF THIS SURVEY WE HAVE SHOWN BOTH SOLUTIONS.

LEGEND

- = WATER LINE
- = SANITARY SEWER LINE
- = STORM DRAIN LINE
- = TELEPHONE LINE
- = OVERHEAD POWER LINE
- = GAS LINE

AP = AS PAINTED
B = BOLLARD
CB = CATCH BASIN
CO = CLEAN OUT
EB = ELECTRIC BOX
EM = ELECTRIC METER
PP = POWER POLE
PR = POWER RISER
RRX = RAILROAD CROSSING
SCB = SIGNAL CONTROL BOX
SP = SIGNAL POLE
SS = STREET SIGN
TR = TELEPHONE RISER
WCR = WHEEL CHAIR RAMP
WV = WATER VALVE
[ ] = VALUE BASED ON SURVEY NUMBER 56594
◦ = FOUND IRON ROD PER SN 56594

THIS MAP WAS PREPARED IN 2013, AND AS OF THIS DATE IS OUTDATED, AS SOME OF THE ITEMS SHOWN HEREON HAVE CHANGED.

FOR YOUR REVIEW ONLY

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JULY 11, 1982 DAVID D. JONES 1996
EXPIRES: 6-30-13

TOPOGRAPHY SURVEY
TAX LOTS 100 AND 200, IN THE TERMINAL BLOCK BEING PART OF WATSON'S ADDITION
SITUATED IN THE S.E. 1/4 OF SECTION 28, T. 1 N., R. 1 E., W.M. CITY OF PORTLAND, COUNTY OF MULTNOMAH, STATE OF OREGON
REVISED DEC. 28, 2012 - ADDED EASEMENT & REVISED PROPERTY LINE

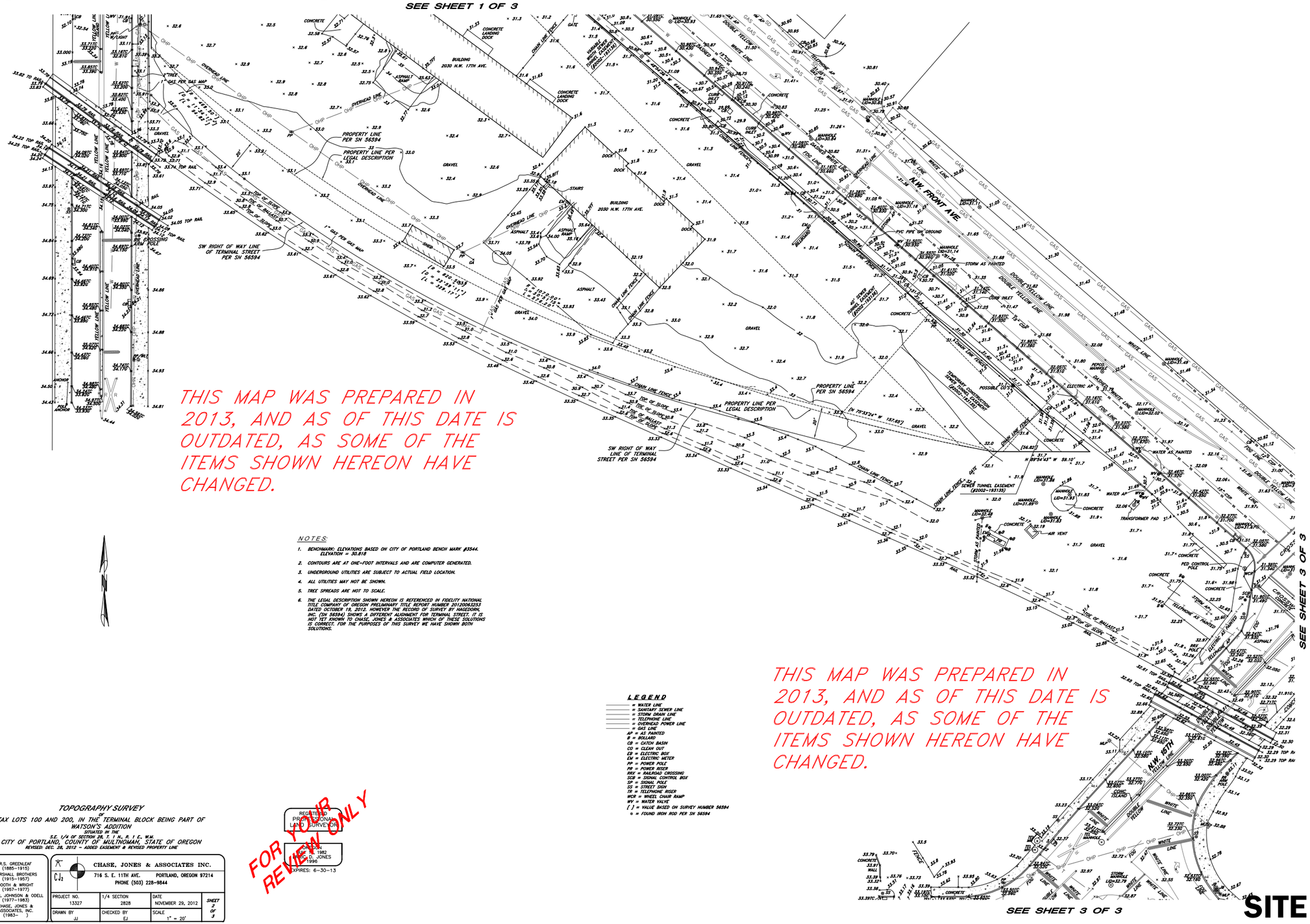
R.S. GREENLEAF (1885-1915)
MARSHALL BROTHERS (1915-1957)
BOOTH & WRIGHT (1957-1977)
SETON, JOHNSON & ODELL (1977-1983)
CHASE, JONES & ASSOCIATES, INC. (1983-)

CHASE, JONES & ASSOCIATES INC.
716 S. E. 11TH AVE. PORTLAND, OREGON 97214
PHONE (503) 228-9844

PROJECT NO.	1/4 SECTION	DATE	SHEET
13327	2828	NOVEMBER 29, 2012	1 OF 3
DRAWN BY: JJ	CHECKED BY: EJ	SCALE: 1" = 20'	

SITE CONTEXT

Topographic Survey



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NOTES:

1. BENCHMARK: ELEVATIONS BASED ON CITY OF PORTLAND BENCH MARK #3544. ELEVATION = 30.818
2. CONTOURS ARE AT ONE-FOOT INTERVALS AND ARE COMPUTER GENERATED.
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5. TREE SPREADS ARE NOT TO SCALE.
6. THE LEGAL DESCRIPTION SHOWN HEREON IS REFERENCED IN FIDELITY NATIONAL TITLE COMPANY OF OREGON PRELIMINARY TITLE REPORT NUMBER 20120063253 DATED OCTOBER 19, 2012. HOWEVER THE RECORD OF SURVEY BY HAGEDORN, INC. (SN 56594) SHOWS A DIFFERENT ALIGNMENT FOR TERMINAL STREET. IT IS NOT YET KNOWN TO CHASE, JONES & ASSOCIATES WHICH OF THESE SOLUTIONS IS CORRECT. FOR THE PURPOSES OF THIS SURVEY WE HAVE SHOWN BOTH SOLUTIONS.

LEGEND

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- = SANITARY SEWER LINE
- = STORM DRAIN LINE
- = TELEPHONE LINE
- = OVERHEAD POWER LINE
- = GAS LINE

AP = AS PAINTED
B = BOLLARD
CB = CATCH BASIN
CO = CLEAN OUT
EB = ELECTRIC BOX
EM = ELECTRIC METER
PP = POWER POLE
PR = POWER RISER
RRX = RAILROAD CROSSING
SCB = SIGNAL CONTROL BOX
SP = SIGNAL POLE
SS = STREET SIGN
TR = TELEPHONE RISER
WCR = WHEEL CHAIR RAMP
WV = WATER VALVE
[ ] = VALUE BASED ON SURVEY NUMBER 56594
● = FOUND IRON ROD PER SN 56594

THIS MAP WAS PREPARED IN 2013, AND AS OF THIS DATE IS OUTDATED, AS SOME OF THE ITEMS SHOWN HEREON HAVE CHANGED.

TOPOGRAPHY SURVEY
OF
TAX LOTS 100 AND 200, IN THE TERMINAL BLOCK BEING PART OF WATSON'S ADDITION
SITUATED IN THE
S.E. 1/4 OF SECTION 28, T. 1 N., R. 1 E. W.M.
CITY OF PORTLAND, COUNTY OF MULTNOMAH, STATE OF OREGON
REVISED: DEC. 28, 2012 – ADDED EASEMENT & REVISED PROPERTY LINE

R.S. GREENLEAF (1885–1915)
MARSHALL BROTHERS (1915–1957)
BOOTH & WRIGHT (1957–1977)
SETON, JOHNSON & ODELL (1977–1983)
CHASE, JONES & ASSOCIATES, INC. (1983–)

CHASE, JONES & ASSOCIATES INC.
716 S. E. 11TH AVE. PORTLAND, OREGON 97214
PHONE (503) 228-9844

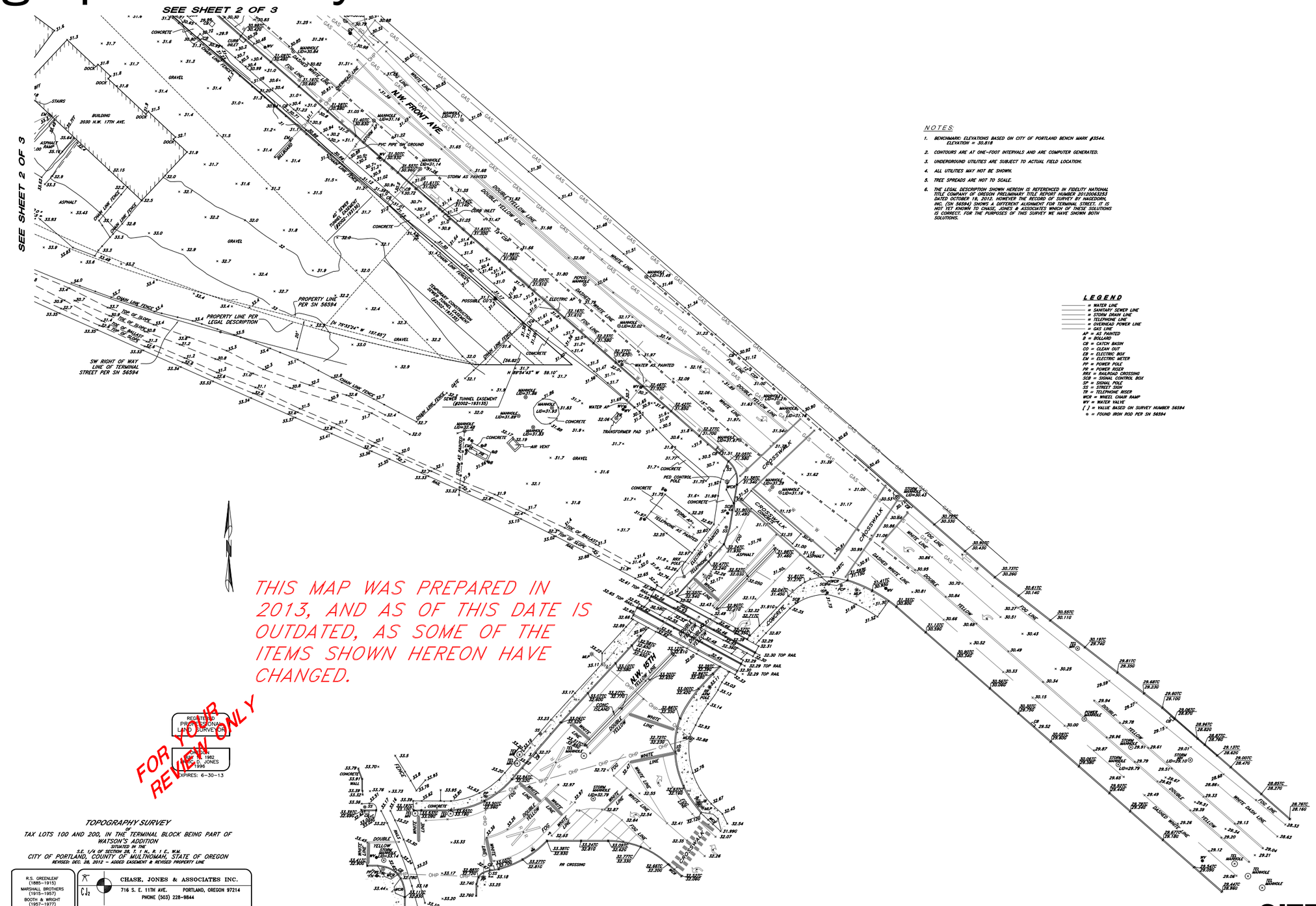
PROJECT NO.	1/4 SECTION	DATE	SHEET
13327	2828	NOVEMBER 29, 2012	2 OF 3
DRAWN BY: JJ	CHECKED BY: EJ	SCALE: 1" = 20'	

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JULY 16, 1982 ERIC D. JONES 1996
EXPIRES: 6-30-13

FOR YOUR REVIEW ONLY

SITE CONTEXT

Topographic Survey



NOTES:

1. BENCHMARK: ELEVATIONS BASED ON CITY OF PORTLAND BENCH MARK #3544. ELEVATION = 30.818
2. CONTOURS ARE AT ONE-FOOT INTERVALS AND ARE COMPUTER GENERATED.
3. UNDERGROUND UTILITIES ARE SUBJECT TO ACTUAL FIELD LOCATION.
4. ALL UTILITIES MAY NOT BE SHOWN.
5. TREE SPREADS ARE NOT TO SCALE.
6. THE LEGAL DESCRIPTION SHOWN HEREON IS REFERENCED IN FIDELITY NATIONAL TITLE COMPANY OF OREGON PRELIMINARY TITLE REPORT NUMBER 351200632253 DATED OCTOBER 19, 2012. HOWEVER THE RECORD OF SURVEY BY HAGGERTY, INC. (SN 56594) SHOWS A DIFFERENT ALIGNMENT FOR TERMINAL STREET. IT IS NOT YET KNOWN TO CHASE, JONES & ASSOCIATES WHICH OF THESE SOLUTIONS IS CORRECT. FOR THE PURPOSES OF THIS SURVEY WE HAVE SHOWN BOTH SOLUTIONS.

LEGEND

- w = WATER LINE
- ss = SANITARY SEWER LINE
- sd = STORM DRAIN LINE
- t = TELEPHONE LINE
- oh = OVERHEAD POWER LINE
- g = GAS LINE
- AP = AS PAINTED
- B = BOLLARD
- CB = CATCH BASIN
- CO = CLEAN OUT
- EB = ELECTRIC BOX
- EM = ELECTRIC METER
- PP = POWER POLE
- PR = POWER RISER
- RRX = RAILROAD CROSSING
- SCB = SIGNAL CONTROL BOX
- SP = SIGNAL POLE
- SS = STREET SIGN
- TR = TELEPHONE RISER
- WCR = WHEEL CHAIR RAMP
- WV = WATER VALVE
- ( ) = VALUE BASED ON SURVEY NUMBER 56594
- ⊕ = FOUND IRON ROD PER SN 56594

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JULY 9, 1982
CHASE D. JONES
1996
EXPIRES: 6-30-13

TOPOGRAPHY SURVEY
OF
TAX LOTS 100 AND 200, IN THE TERMINAL BLOCK BEING PART OF WATSON'S ADDITION
SITUATED IN THE
S.E. 1/4 OF SECTION 28, T. 1 N., R. 1 E., W.M.
CITY OF PORTLAND, COUNTY OF MULTNOMAH, STATE OF OREGON
REVISED: DEC. 28, 2012 - ADDED EASEMENT & REVISED PROPERTY LINE

R.S. GREENLEAF (1885–1915)
MARSHALL BROTHERS (1915–1957)
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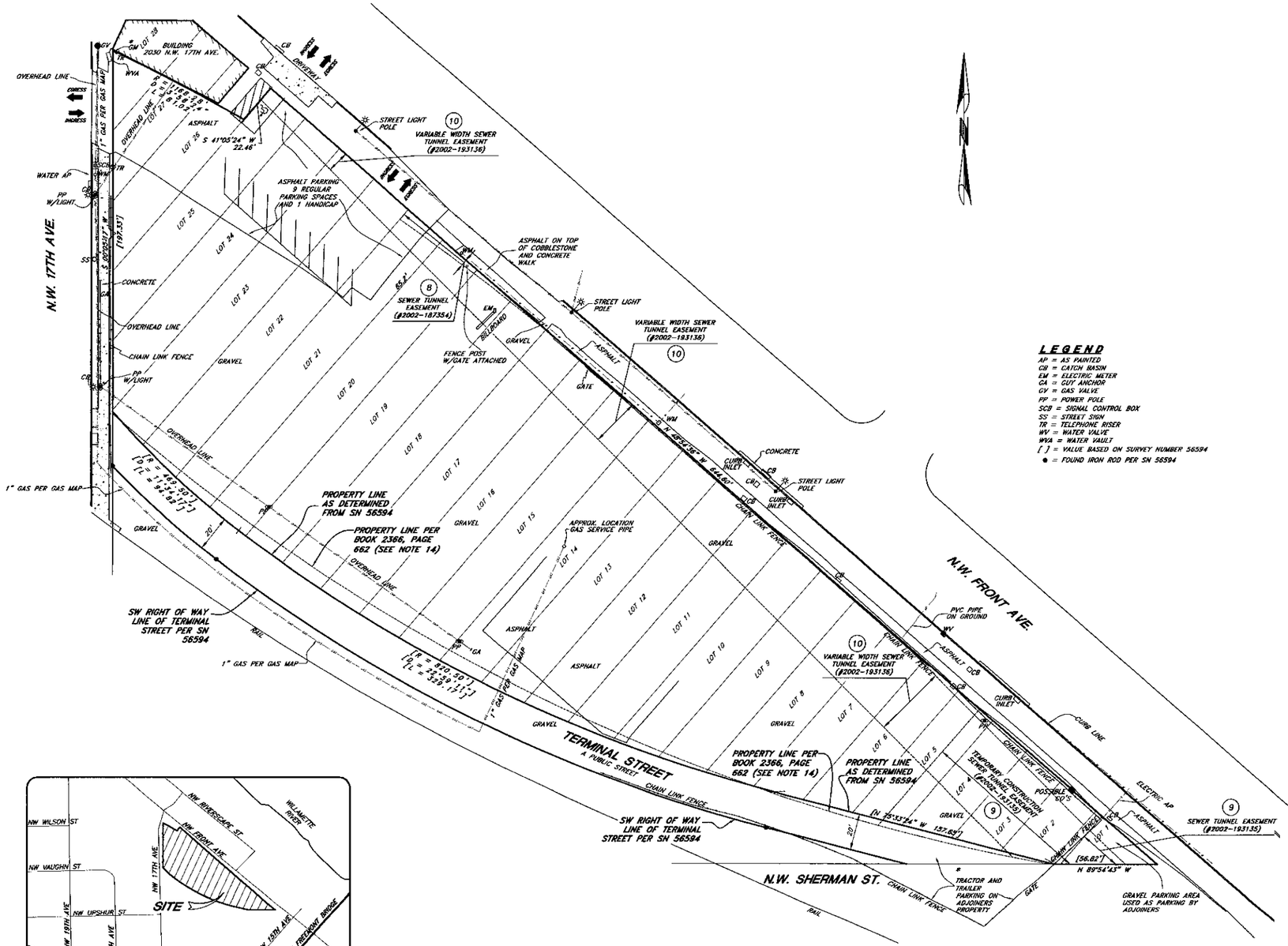
SETON, JOHNSON & ODELL (1977–1983)
CHASE, JONES & ASSOCIATES, INC. (1983–)

CHASE, JONES & ASSOCIATES INC.
716 S. E. 11TH AVE. PORTLAND, OREGON 97214
PHONE (503) 228-9844

PROJECT NO.	1/4 SECTION	DATE	SHEET
13327	2828	NOVEMBER 29, 2012	3 OF 3
DRAWN BY: JJ	CHECKED BY: EJ	SCALE: 1" = 20'	

SITE CONTEXT

Site Survey With Existing Utilities



0' 30' 60' 90'

LEGEND

AP = AS PAINTED
CB = CATCH BASIN
EM = ELECTRIC METER
GA = GUY ANCHOR
GV = GAS VALVE
PP = POWER POLE
SCB = SIGNAL CONTROL BOX
SS = STREET SIGN
TR = TELEPHONE RISER
WV = WATER VALVE
WVA = WATER VAULT
[ ] = VALUE BASED ON SURVEY NUMBER 56594
● = FOUND IRON ROD PER SN 56594

LEGAL DESCRIPTION:

LOTS 1 THROUGH 28, TERMINAL BLOCK BEING A PART OF WATSON'S ADDITION TO THE CITY OF PORTLAND, IN THE CITY OF PORTLAND, COUNTY OF MULTNOMAH AND STATE OF OREGON. EXCEPTING THEREFROM THAT PORTION CONVEYED TO TERRY PETERSON AND FREDERICK FRIEDLE IN DEED RECORDED APRIL 10, 2009 AS FEE NUMBER 2009-048724.

THE PROPERTY DESCRIBED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN THE FIRST AMERICAN TITLE COMPANY OF OREGON PRELIMINARY TITLE REPORT NUMBER NCS-678486-OR1 DATED JUNE 25, 2014.

SCHEDULE B - EXCEPTIONS:

8) SEWER TUNNEL EASEMENT RECORDED OCTOBER 18, 2002 AS FEE NUMBER 2002-187354; AFFECTS SUBJECT PROPERTY, PLOTTED.
9) SEWER EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT RECORDED OCTOBER 25, 2002 AS FEE NUMBER 2002-193135; AFFECTS SUBJECT PROPERTY, PLOTTED.
10) SEWER TUNNEL EASEMENT RECORDED OCTOBER 25, 2002 AS FEE NUMBER 2002-193136; AFFECTS SUBJECT PROPERTY, PLOTTED.

NOTES AND COMMENTS:

1) THE ADDRESS OF THE SUBJECT PROPERTY PER THE TITLE REPORT IS: 2030 NW 17TH AVENUE, PORTLAND, OREGON.
2) VEHICULAR ACCESS TO PUBLIC RIGHT-OF-WAYS IS ALONG N.W. FRONT AVE. AND N.W. 17TH AVE.
3) ALL BUILDING LOCATIONS ARE AT GROUND LEVEL. NO BASEMENT LOCATIONS MEASURED. ALL BUILDING AREAS SHOWN HEREON ARE OF THE FOOTPRINT ONLY.
4) THERE ARE NO VISIBLE WATER RETENTION AREAS, ON THE SUBJECT PROPERTY.
5) THIS PROPERTY IS IN ZONE - X, OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBERS 41018J0087E AND 41018J0091E, WHICH BOTH HAVE AN EFFECTIVE DATE OF OCTOBER 19, 2004.
6) LAND AREA = 2.13 ACRES OR 92,963 SQUARE FEET, MORE OR LESS. (THE LAND AREA IS BASED ON THE LEGAL DESCRIPTION IN THE TITLE REPORT REFERENCED HEREON. SEE NOTE 13.)
7) THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITION.
8) THERE IS NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION AND/OR RIGHT OF WAY CHANGES, EXCEPT AS SHOWN.
9) THERE IS NO OBSERVABLE EVIDENCE THAT THE SITE HAS BEEN USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
10) SURVEY BASED ON FIRST AMERICAN TITLE COMPANY OF OREGON PRELIMINARY TITLE REPORT NUMBER NCS-678486-OR1 DATED JUNE 25, 2014.
11) THERE IS 1 HANDICAP STRIPED PARKING STALL AND 9 REGULAR STRIPED PARKING STALLS ONSITE AT THE TIME OF THE FIELD SURVEY. THE STRIPING IN THE GRAVEL IS NOT SHOWN HEREON OR INCLUDED IN THIS PARKING COUNT.
12) * DENOTES POSSIBLE ENCROACHMENT.
13) THE LEGAL DESCRIPTION IN THE REFERENCED TITLE REPORT IS SHOWN HEREON AND IS IN AGREEMENT WITH THE RECORD OF SURVEY BY HAGUDORN, INC. (SN 56594).
14) PRIOR DEEDS UTILIZE A METES AND BOUNDS DESCRIPTION FIRST CREATED BY WILSEY HAM FOR THE DEED RECORDED AT BK 2366 PG 662, RECORDED NOV 30, 1990. NO SURVEY OF THAT DESCRIPTION WAS RECORDED, AND SUPPORTING DATA FOR THAT DESCRIPTION WAS REQUESTED FROM WILSEY HAM BUT NONE IS AVAILABLE. THE WILSEY HAM DESCRIPTION DOES NOT REFERENCE ESTABLISHED MONUMENTS IN NW FRONT AVE OR NW 17TH ST. TWO WEEKS PRIOR TO THE RECORDING OF THE PLAT OF TERMINAL BLOCK, THE DEED AT BK 68, PG 300, RECORDED APR 24, 1883, ESTABLISHED THE BOUNDARY BETWEEN THE RAIL RIGHT-OF-WAY AND THE REMAINDER PARCEL WHICH BECAME TERMINAL BLOCK.

CERTIFICATION:

TO: 2030 NW 17TH INVESTORS LLC, AN OREGON LIMITED LIABILITY COMPANY, FIRST REPUBLIC BANK AND FIRST AMERICAN TITLE INSURANCE COMPANY OF OREGON:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 7(A), 7(B)(1), 8, 11(A), 16, 17, AND 18 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 24, 2014.

Erric D. Jones — July 31, 2014
ERRIC D. JONES — DATE
PLS 1996

ALTA/ACSM LAND TITLE SURVEY
OF
LOTS 1-25 AND PORTIONS OF LOTS 26-28, TERMINAL BLOCK
WATSON'S ADDITION
SITUATED IN THE
S.E. 1/4 OF SECTION 28, T. 1 N., R. 1 E., W.M.
CITY OF PORTLAND, COUNTY OF MULTNOMAH, STATE OF OREGON

REGISTERED PROFESSIONAL LAND SURVEYOR
Erric D. Jones
OREGON JULY 16, 1982 ERRIC D. JONES 1996
EXPIRES: 6-30-15

R.S. GREENLEAF (1885-1915)
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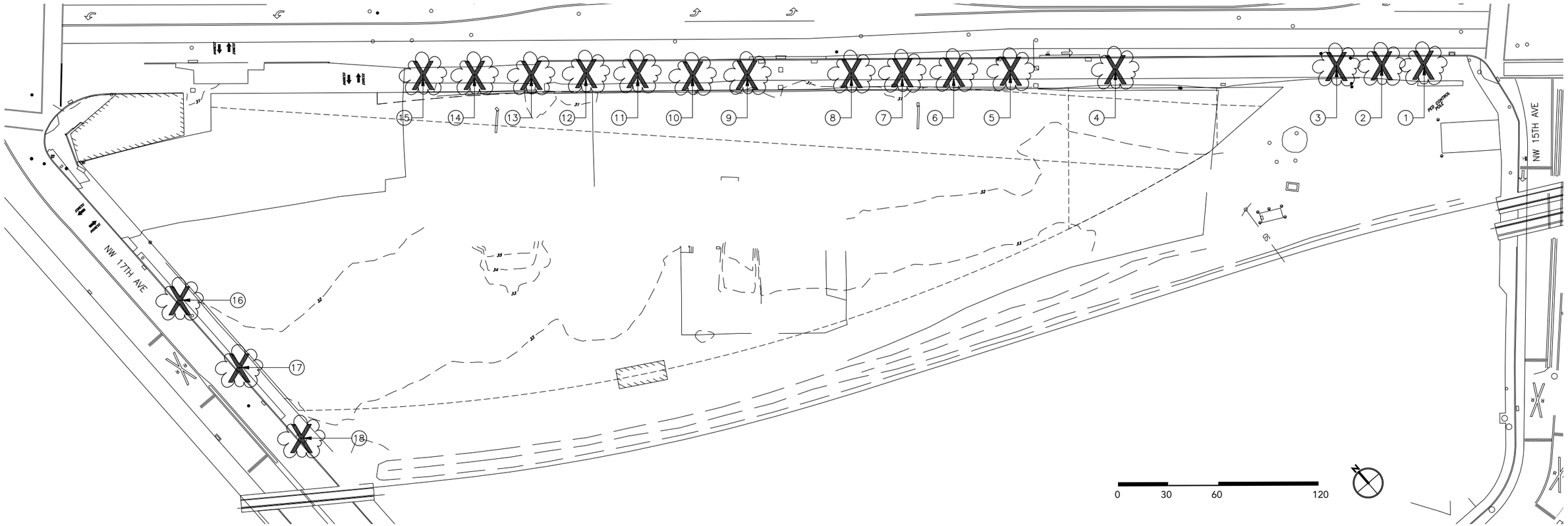
CHASE, JONES & ASSOCIATES INC.
716 S. E. 11TH AVE. PORTLAND, OREGON 97214
PHONE (503) 228-9844

PROJECT NO.	1/4 SECTION	DATE
13717	2828	JULY 23, 2014
DRAWN BY: JJ	CHECKED BY: EJ	SCALE: 1" = 30'

SITE CONTEXT

Existing Street Tree Plan



01 PLAN - EXISTING STREET TREE PLAN
SCALE : 1” = 60’-0”

TREE REMOVAL LEGEND

EXISTING DECIDUOUS TREE

EXISTING DECIDUOUS TREE, TO BE REMOVED

TREE REMOVAL NOTES:

1. FROM THE EARLY ASSISTANCE APPOINTMENT RESPONSE SUMMARY: CONDITIONS OF APPROVAL: STREET TREE PLANTING STANDARDS: IF EXISTING TREES ARE REMOVED, REPLACEMENT TREES ARE REQUIRED, (1) 2.5" TREE REQUIRED FOR EACH TREE REMOVED, OR (1) TREE EVERY 25' AS PER TITLE 11 REQUIREMENTS.
2. DUE TO THE REALIGNMENT OF NW FRONT AVENUE, A TOTAL OF (18) EXISTING STREET TREES WILL BE REMOVED. AS A PART OF THIS PROJECT, (16) NEW STREET TREES ARE PROPOSED.
3. SEE PLANTING PLAN FOR REPLACEMENT STREET TREE LOCATIONS.
4. PER THE SURVEY SHOWN ABOVE, THERE ARE NO EXISTING ONSITE TREES.

0 30 60 120

SCALE: 1” = 60’- 0”

TREE INVENTORY TABLE

#	TREE SPECIES (Botanical Name - Common Name)	SIZE	STATUS
1	Quercus - Oak	2" CAL	TO BE REMOVED
2	Quercus - Oak	3" CAL	TO BE REMOVED
3	Quercus - Oak	2" CAL	TO BE REMOVED
4	Quercus suber - Cork Oak	4" CAL	TO BE REMOVED
5	Quercus suber - Cork Oak	4" CAL	TO BE REMOVED
6	Quercus suber - Cork Oak	4" CAL	TO BE REMOVED
7	Quercus suber - Cork Oak	4" CAL	TO BE REMOVED
8	Quercus suber - Cork Oak	4" CAL	TO BE REMOVED
9	Quercus suber - Cork Oak	3" CAL.	TO BE REMOVED
10	Quercus phellos - Willow Oak	3" CAL	TO BE REMOVED
11	Quercus phellos - Willow Oak	3" CAL	TO BE REMOVED
12	Quercus phellos - Willow Oak	3" CAL	TO BE REMOVED
13	Quercus phellos - Willow Oak	2" CAL	TO BE REMOVED
14	Quercus phellos - Willow Oak	3" CAL	TO BE REMOVED
15	Quercus phellos - Willow Oak	4" CAL	TO BE REMOVED
16	Maakia amurensis - Amur maakia	3" CAL	TO BE REMOVED
17	Maakia amurensis - Amur maakia	3" CAL	TO BE REMOVED
18	Maakia amurensis - Amur maakia	3" CAL	TO BE REMOVED

SITE CONTEXT