



PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Dan Saltzman Commissioner Leah Treat Director

CITY ENGINEER'S REPORT TO CITY COUNCIL FOR AN ABOVE-GRADE ENCROACHMENT PROVIDENCE PARK EXPANSION

Owner/s: Susan Hartnett, City Of Portland
1120 SW 5th Avenue
Portland, OR 97204
503-823-6958; Susan.Hartnett@Portlandoregon.Gov

City Of Portland
1120 SW 5th Ave #1250
Portland, OR 97204-1912

Applicant: Chelsea Grassinger, Allied Works Architecture
1532 SW Morrison St
Portland, OR 97205
503-227-1737; Chelsea@Alliedworks.Com

Mike Golub, Portland Timbers
1844 SW Morrison St
Portland, OR 97205
503-553-5411; Mgolub@Timbers.Com

Site Address: 1844 SW MORRISON ST

Legal Description: TL 800 6.95 ACRES SEE R645766 (R941330531) FOR LEASED
ACCOUNT, SECTION 33 1N 1E; TL 800 / SEE R316785 (R941330530)
FOR MAIN ACCOUNT, SECTION 33 1N 1E

Tax Account No.: R941330530, R941330530, R941330531

State ID No.: 1N1E33DC 00800, 1N1E33DC 00800, 1N1E33DC 00800A1

Quarter Section: 3027

Neighborhood: Goose Hollow, contact planning@goosehollow.org.

Business District: Goose Hollow Business Association, contact Angela Crawford at 503-223-6376. Stadium Business District, contact Tina Wyszynski at Tina.wyszynski@gmail.com

District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Central City - Goose Hollow

Zoning: OSd, Open Space Zone with design overlay

Case Type: DZ, Design Review

Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

DEFINITION OF ENCROACHMENT

All privately owned and maintained above-grade, at-grade and below-grade encroachments in the public right-of-way are subject to Encroachment Review based on the City Policy ENCROACHMENTS IN THE PUBLIC RIGHT-OF-WAY (adopted 1982).

REQUEST

Approval is requested of City Council for an Encroachment in the Public Right-of-Way for an Arcaded Structure over the SW 18th Ave Sidewalk

Summary of Project and Process

Proposal:

Design Review for a 4,000 seat expansion of Providence Park Stadium. The design includes removing the existing covered seating area along SW 18th Avenue and constructing a new 100' tall covered seating and arcade structure. Additional facilities such as balconies, restaurants, bathrooms and kitchen areas are also proposed as a part of this expansion.

The arcaded portion of the addition is also proposed to project approximately 14-feet over the SW 18th Avenue Right-of-Way. This aspect of the proposal is subject to a Major Encroachment Review by the Portland Bureau of Transportation where a recommendation from the Portland Design Commission is required, and ultimate approval by the Portland City Council whom is the Approval Body.

The design utilizes cast in place concrete for the primary structure, textured and colored to have a similar look to the existing facility's concrete material. The ground level frontage of the SW 18th Avenue façade will include square metal mesh material painted black, with gates and fencing designed to match the existing design of Providence Park Stadium. For the upper level frontages, floor to ceiling glass storefront systems will enclose the spaces behind the seating levels. The roof canopy will extend down to the SW 18th Avenue furnishing zone of the Right of Way with a lacework of round steel tubes of varying sizes to create a visually interesting framework expression for the arcade portion of the proposal. The roof will be a translucent fabric material providing some natural light into the stands below, as well as expressing the long curve of the cantilevered structure over the stadium seating.

Because the proposal is for exterior alterations to an existing structure in the design overlay zone, Design Review is required.

Design Review

Review is necessary because the project proposes new construction within a Design Overlay Zone. The Design Review of the Arcaded sidewalk is under a separate but concurrent land use review – LU 17-130903 DZ. On August 3, 2017 the Design Commission approved the proposal and recommended approval of the Major Encroachment with conditions.

Encroachment Review

All privately owned and maintained above-grade, at-grade and below-grade encroachments in the public right-of-way, that are not prohibited, are subject to Encroachment Review [*Encroachments in the Public Right-of-Way*].

Design Commission's Role

Because the proposal is for a Type I encroachment in a City-designated Pedestrian District, the Design Commission is required to review and provide advice on the proposal. The Design Commission will **not** make a decision about the Encroachment Review. The Commission will be briefed about the proposed arcade structure, then forward an advisory recommendation to the City Engineer about the encroachment only. The City Engineer will consider Design Commission comments, as well as public and other City agency comments. The City Engineer will present the Encroachment Review to City Council, who will make the final determination for approval or denial of the encroachment request.

Approval Criteria

In order to be approved, this proposal must comply with the applicable approval criteria of *Encroachments in the Public Right-of-Way*, adopted June 10, 1982. In accordance with Chapter One, Section VI A. 5., the applicable approval criteria for the proposal are listed in:

- Chapter One, Section III – General Policies
- Chapter One, Section V – Downtown Policies
- Chapter One, Section VI – Pedestrian District Policies
- Chapter One, Section VIII – Standards for Encroachment

ANALYSIS

Agency Review: A "Notice of an Encroachment Review Request for an arcade structure over the sidewalk of SW 18th Ave in the Public Right-of-Way" was mailed **May 8th, 2017**. No Agencies have responded with objections or conditions of approval.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on July 17, 2017. Several letters were received:

1. July 7, 2017 letter Scott Schaffer, Goose Hollow Planning Committee Co-Chair; concerns with major encroachment
2. July 11, 2017 email Robert Butler; concerns with major encroachment scale
3. Emailed July 20, 2017 letter [dated June 16, 2017] Michael McHaffy, Ph.D., President Goose Hollow Foothills League; concerns with design
4. July 20, 2017 letter Andrew Chenoweth, opposition to major encroachment
5. July 21, 2017 letter Michael McHaffy, Ph.D., President Goose Hollow Foothills League; request to open additional area within the property to public access
6. July 21, 2017 letter Jeanne McGinnis; opposition to major encroachment and lack of parking
7. August 1, 2017 letter Peter Apanel; concerns with building code, sanitary, life safety and financial feasibility

MAJOR ENCROACHMENT REVIEW APPROVAL CRITERIA

Encroachments into the public right-of-way are regulated by policy included in *Encroachments in the Public Right-of-Way*, adopted by Portland City Council in June of 1982. This policy is intended to provide guidelines for the review of private and public structures in the public

rights-of-way. The document consists of general policy statements and standards for the construction of above-grade, at-grade, and below-grade structures in the public right-of-way. Due to varying importance of the public right-of-way for traffic and pedestrian movements, open space, light and air, and amenities in different parts of the City, four specific district policies are proposed. This project falls within the "City-Wide District".

Proposed Encroachments

Design Review for a 4,000 seat expansion of Providence Park Stadium. The design includes removing the existing covered seating area along SW 18th Avenue and constructing a new 100' tall covered seating and arcade structure. Additional facilities such as balconies, restaurants, bathrooms and kitchen areas are also proposed as a part of this expansion.

The arcaded portion of the addition is also proposed to project approximately 14-feet over the SW 18th Avenue Right-of-Way. This aspect of the proposal is subject to a Major Encroachment Review by the Portland Bureau of Transportation where a recommendation from the Portland Design Commission is required, and ultimate approval by the Portland City Council whom is the Approval Body.

The design utilizes cast in place concrete for the primary structure, textured and colored to have a similar look to the existing facility's concrete material. The ground level frontage of the SW 18th Avenue façade will include square metal mesh material painted black, with gates and fencing designed to match the existing design of Providence Park Stadium. For the upper level frontages, floor to ceiling glass storefront systems will enclose the spaces behind the seating levels. The roof canopy will extend down to the SW 18th Avenue furnishing zone of the Right of Way with a lacework of round steel tubes of varying sizes to create a visually interesting framework expression for the arcade portion of the proposal. The roof will be a translucent fabric material providing some natural light into the stands below, as well as expressing the long curve of the cantilevered structure over the stadium seating.

Staff has considered all policies and has addressed only those policies considered applicable to this project. Staff concurs with the applicant's submitted narrative.

CHAPTER ONE: SECTION III. GENERAL POLICIES

- A. *The public right-of-way is an important recourse and the utility of the right-of-way shall not be impaired. The City shall discourage private ownership or use in the public right-of-way.*

Although the stadium is a publicly-owned building that will contain a projection or arcade over the public sidewalk, the sidewalk corridor will be retained and expanded for public circulation. The existing sidewalk is on average 12 feet 9 inches measured from curb to property line. The new sidewalk is on average 14 feet 10 inches and the arcade itself is 11 foot clear. Further the stadium areas above the first floor are largely dedicated to public circulation within the stadium structure. The vertical clearance over the at-grade right of way will be 22 feet 7 inches, and the entire at-grade sidewalk corridor within this vertical clearance will be open to the air, light and space that is currently present along the route. The sidewalk will be open to the east, and to the west the pedestrian will have virtually the same at-grade view angles into the stadium as exist today. The vertical environment will be modified for the pedestrian with the introduction of the arcade which will provide

ample clearance and weather protection through the arcaded roof form. Thus, the proposal complies with this policy.

1. *The public right-of-way provides for the movement of pedestrian and vehicles, and for open space, landscaping, light, air and vistas. As an important public resource, the public right-of-way should not be easily given up for private ownership or use.*

While the stadium encroaches in an arcade over the sidewalk, the private use does not begin until 20 plus feet above the sidewalk. At the sidewalk level, the sidewalk will be enhanced and maintained as a public right of way in an arcaded design with views through the east side of the stadium in the same angles as provided today. The proposed encroachment continues the stadium façade along SW 18th with a sidewalk corridor that is 10 feet clear in width with a vertical clearance of 22 feet 7 inches. The design and views from this corridor are discussed in more detail below.

2. *The street level sidewalks are the primary pedestrian circulation system and encroachments should not be permitted which adversely affect this system.*

As mentioned above the sidewalk corridor will be preserved and protected. Today the corridor is 10 feet clear in width. With this encroachment that width will be maintained. The sidewalk vertical clearance will be 22 feet 7 inches ensuring unfettered pedestrian access along the route. The views into the stadium, as addressed below, will be maintained. The sidewalk corridor will be sheltered under the proposal from the elements and designed in a manner that enhances the safety of the pedestrian experience along SW 18th.

Today, fans can enter and exit the SW 18th sidewalk onto the street and light rail tracks to access the light rail stations and other modes of travel. Tri-Met has indicated that this uncontrolled pedestrian movement creates a safety issue for their operations. The proposed design which creates a protective rail between the street and the sidewalk, routes people to the safe crossings that are signalized at SW Taylor, SW Yamhill and SW Morrison.

As discussed in more detail below, the circulation system will be enhanced and not adversely affected in compliance with this policy.

- B. *As a public resource, encroachments shall only be permitted as part of a project fulfilling a significant public goal of the Comprehensive Plan, the Downtown Plan, or other adopted Plans or Policies. Encroachments must be in conformance with the City objectives for promoting the "Portland Character" as defined by the rivers, parks, vistas, buildings of architectural significance and other important visual images, as defined by the Comprehensive Plan, Downtown Plan, Development Regulations, and Design Guidelines, or other neighborhood or area plans or guidelines.*

In response to this criterion, the applicant reviewed the Pedestrian Emphasis Guidelines of the Central City Fundamental Design Guidelines ("CCFDG") as well as the Goose Hollow District Design Guidelines.

Guideline B-1 of the CCFDG calls for a convenient access route that developed and defines different zones of the sidewalk.

The arcade maintains the existing access route as a direct path of travel along SW 18th to all entrance gates of the stadium. It also maintains the existing connectivity from SW 18th to Morrison and other connecting streets within the grid system. The arcade will respond to this criteria by maintaining the convenient access route and enhancing and defining the different zones of the sidewalk in a manner that is unique to this special design environment. For example, a pedestrian along the newly arcaded sidewalk will be introduced to a few different and defined zones. To the west, one will have a direct view into the activities of the stadium during an event and into the quiet of the stadium when an event is not scheduled, just as they do today. However, the arcaded roof will define the vertical environment for the pedestrian and create a unique walking environment that does not otherwise exist in this particular area of the City. The arcade, as mentioned below, will provide weather protection along this stretch of SW 18th. Where the typical sidewalk section creates a building frontage zone, pedestrian through zone, and furnishing zone and the curb, this design will create a view zone along the building frontage, a pedestrian through zone and a curb zone, all of which maintain a convenient and interesting access route that responds to the unique stadium environment, in compliance with this design guideline.

Guideline B-2 Protect the Pedestrian

The design protects the pedestrian through several methods. First, as mentioned above, the arcade provides weather protection to the pedestrian along the SW 18th stadium façade. Second, the design of the encroachment allows for a barrier between the curb and sidewalk that will prevent the pedestrian from entering SW 18th at unregulated intersections, minimizing conflicts between pedestrians, bikes and MAX trains both before and after games. Third, the arcade will offer a diversity of design for the pedestrian that will bring interest to the sidewalk environment that is not currently present in this area of SW Portland. Lastly, signage and lighting will be integrated in the design in a manner that ensures the safe passage during all hours of the day and clear wayfinding for game and non-game users of this frontage.

The signage and lighting will be integrated into the design in a manner that reflects the form and function of the architecture but is also responsive to off-site glare for adjacent neighbors. The signage and lighting plan are not fully developed at this time but will be part of the formal design review for this proposal later this year. The signage design will be subject to a separate Type III design review before the Design Commission.

Guideline B-4 Provide Stopping and Viewing Places

The design inherently incorporates stopping and viewing places but does so in a manner that will preserve other sidewalk uses. The current width of the sidewalk is 12 feet 9 inches. Under this proposal, that width will be expanded to 14 feet 10 inches and the encroachment will be setback 2 feet minimum back from the face of curb, leaving a 10-foot clear through zone. Today that width of through zone allows people to stop and look into the stadium from the sidewalk during an event, even though those views provide filtered access to the pitch. In the current experience, those stopping along the sidewalk do not prevent the movement of other pedestrians along the corridor. With the expanded sidewalk width, the through zone will be maintained and those wishing to continue along the sidewalk should be able to do so, even if others choose to stop take in the view or activity. With the roofed arcade and weather protection, the design may allow people to spend a longer time along the corridor but given the width of the through zone, we do not anticipate any

interference with other pedestrian use of the sidewalk during games or non-game times.

B-5 Make Plazas, Parks and Open Space Successful

This encroachment request orients the public sidewalk to the public open space that contains the stadium in a manner that makes both successful. The arcade design essentially wraps the public way into the stadium and the stadium into the public way. The design reaches over the right of way with a generous vertical clearance of 22 feet 7 inches and touches down lightly 2 feet inside the face of curb, maintaining a minimum 11-foot-wide sidewalk corridor free of any obstructions. This wraps the pedestrian into the stadium both physically and figuratively. The stadium maintains its visible accessibility to SW 18th but the design brings the energy of the stadium out to the curb line and creates a level of interface and intensity along SW 18th that renders the stadium and the sidewalk more successful.

B-6 Develop Weather Protection

The design incorporates comprehensive weather protection. The arcade provides protection for the pedestrian along the sidewalk corridor from rain or intense sun and draws the pedestrian through this protected corridor to the stadium entrances at SW 18th and along SW Morrison.

The Goose Hollow Design Guidelines were adopted in 1996 and the following guidelines seem to be relevant to this proposal:

Guideline A5-1 Strengthen the Identity of the Civic Stadium

This arcade design and expansion will strengthen the identity of Providence Park. As mentioned in the implementing text of this guideline, the arcade will create a sense of enclosure and enhance the sense of entry into the district, while adding to the character of the station area. The arcade will create a unique pedestrian connection that is integrated with the signature design of the roof structure, forming a new sense of entry and character in this area of the district. The enclosure will wrap the stadium into the pedestrian network yet remain transparent, allowing visual access into the stadium environment. The design will certainly create a unique sense of arrival at the stadium and will introduce active uses vertically above the sidewalk and along the building edge. The pedestrian corridors, balconies and stairwells will all be visible from SW 18th creating a vertical wall integrated with pedestrian use which will activate the frontage and create a rich urban enclosure along this eastern frontage.

This is a design proposal with a strong identity which will strengthen both Providence Park and the surrounding character of the station area.

B-1, B1-1, B1-2 Pedestrian Emphasis

These guidelines largely reflect the CCFDG but elaborate on a few concepts special to the Goose Hollow area. Those special emphases are on pedestrian scale, convenient access to transit and interesting building interfaces.

The arcade design is consistent with these directions. The sidewalk environment remains at pedestrian scale. The at-grade arcade is open to the light, air and space to the east and retains the current view angle into the stadium to the west. The eastside tensile façade structure gathers as it touches down near the curb line, creating a structural scale and rhythm that creates the arcade and responds to the pedestrian scale. The eastern façade is punctuated by balconies, stairwells and passageways activated by fans during game day that will enliven the 18th street frontage.

The arcaded walk will also provide a direct and safer connection to the transit area. Today, fans can and do wander across SW 18th at non-regulated crossings when entering and existing the stadium. The arcaded sidewalk is designed to direct these fans to regulated crossings at the SW Morrison, SW Taylor, and SW Yamhill intersections providing direct and safer access to the transit areas.

The Goose Hollow Guidelines also call for outdoor lighting at a human scale, weather protection, and complementary signs, all of which are addressed above under the CCFDG.

- C. *In order to receive City approval for encroachments, an applicant must demonstrate a public benefit which cannot be achieved without the encroachment.*

In addition to the benefits described above under the City plan documents, there are several economic and social benefits delivered by this proposal. First, Peregrine will be privately funding a \$50 to \$55 million expansion to the City's stadium. This will of course add significant capital value to the publicly-owned stadium and inure to the City's benefit for years to come. The expansion will increase public access to the stadium and its events. There are 13,000 Timbers fans on the season ticket waiting list. The expansion will permit 3,812 of these fans to get off the list and into the games. Expanding the stadium from 21,100 seats to 24,192 seats will keep the stadium and the teams competitive with other MLS clubs.¹ By growing the capacity of Providence Park, the Timbers can stay competitive both on the field and in the current and future MLS economic climate.

The stadium is land-locked. The only viable expansion option is to complete the SW 18th Avenue frontage, adding 4 trays of new seats along the eastern touch line. The design calls for a sweeping 120-foot cantilevered roof that accommodates the 4 new vertical trays of seats, creating a wall of fan intensity that completes the internal surround. To accommodate the sweeping roofline, cantilevered roof trusses bear upon and spring from a concrete colonnade structure. Deflection of the steel trusses is controlled by a fine net of steel rods that tension the roof down through the East façade to grade near the curb line on SW 18th, creating both the East façade's visual lattice and the arcade's edge. Thus, the public benefit delivered by this new capacity is literally and physically tied to the design of the encroachment.

This capacity improvement cannot be achieved without the encroachment. The entire right of way, absent the 2 feet from back of curb, must be in the pedestrian arcade to accommodate the engineered system. The encroachment itself does not diminish the right of way. Instead the sidewalk is preserved in total at the ground level with an 11 foot through corridor retained and a vertical clearance of 22 feet 7 inches. The design also enhances the pedestrian experience by providing weather

¹ Red Bull Arena, NY – 25,000 seats; Orlando City Stadium, FL – 25,500 seats; and StubHub Center, LA – 27,000 seats.

protection and preserving the views into the stadium from SW 18th. A trip through the arcade has been designed to feel like a trip into and through the stadium itself. The aerial right of way above the ground floor is similarly designed for pedestrian passage inside the stadium and includes balconies and walkways that activate the façade above the street level.

Together, the public benefit realized by the addition of 3,812 new seats, the positioning of the stadium to remain a competitive venue in the larger MLS and the enhancement of the pedestrian corridor demonstrate that the public benefits cannot be achieved without this encroachment.

VII. CITY-WIDE DISTRICT POLICIES

A. General Policies

1. *The intent of any permitted encroachment located in the City, and not in the Downtown, Pedestrian Districts, and the Downtown Retail Core, shall be to preserve and reinforce the stability of the City's neighborhoods, industrial areas and institutional uses, in order to ensure the City's economic vitality and livability, and provide for the public safety. Improvements not substantially consistent with the intent of these goals should be accommodated outside the public right-of-way so as to not adversely impact the sidewalk as the primary pedestrian system.*

The arcade preserves and reinforces the stability of the stadium neighborhood and the Timbers and Thorns teams in a manner that ensures the City's economic vitality and livability, while providing for the public safety. With preservation of the sidewalk corridor, the new, more regulated pedestrian routes across SW 18th and a well-designed and integrated signage and lighting plan, public safety will be enhanced by this proposal as discussed in more detail above.

This expansion plan and arcade directly reinforces the stability of the neighborhood and the Timbers and Thorns organizations. As mentioned in the introduction, the Timbers and Thorns are in a competitive MLS economic environment. Several teams are building new stadiums and selling out stadiums with significantly more capacity than the current Providence Park. By adding 3,812 seats to the stadium, the Timbers and Thorns are positioning the team and the stadium to stay economically competitive amongst its peer organizations. Further, with 13,000 fans on the waiting list, the 3,812 additional seats will enhance the economic vitality of this downtown City stadium. A seat at the game is in high demand adding greatly to the social and urban vitality of this important public asset in the City's core. The teams are playing to sell-out crowds or the largest crowds attending women's soccer matches across the country and doing so repeatedly; this urban energy both pre- and post- game is irreplaceable.

The proposed encroachment design reinforces this urban energy in a thoughtful design that graduates the stadium from a remodeled baseball field to a big-league soccer venue; positioned to bring the game and the City to a competitive level with like organizations and venues that also operate nationally.

B. Building Projections

4. *Building Projections are discouraged and can only be permitted if the following additional conditions are met:*

a. The applicant must demonstrate to the City's satisfaction that the building projection is needed for the economic feasibility of function of the project, and that other alternatives were explored and could not meet the project's needs.

Providence Park is landlocked. The only feasible alternative to add at least 3,812 seats to this stadium is along SW 18th. However, to create the vertical trays, the design requires cantilevered roof trusses that bear upon and spring from a concrete colonnade structure. Deflection of the steel trusses is controlled by a fine net of steel rods that tension the roof down through the east façade to grade near the curb line on SW 18th. This engineering cannot be accomplished using any lesser element of the right of way.

While many architectural teams have attempted to solve this puzzle over the years, Allied was able to design this system to both accommodate the number of needed seats and utilize the right of way in a manner that retains the function of the pedestrian corridor while enhancing the corridor in the unique arcaded design. At the early stages of this project design, the design team met with City staff and leadership to evaluate whether this option was feasible. Based on those discussions, the project team further developed this design and ultimately concluded that this design and its interaction with the public right of way is the only realistic way to meet the project's expansion needs while protecting the design, function and operation of the public right of way.

b. The building projection's clearance over the public right of way shall be 17 feet, 6 inches. A higher clearance can be required by the City, depending on the width and length of the project in order to accommodate clearance for street trees and clearance for maintenance equipment.

The proposed projection maintains a vertical clearance of 22 feet, 7 inches, 5 feet higher than the policy requires. Any public utilities in the sidewalk (Comcast, street lighting) in this location are shown in the Exhibit B. The 22-foot, 7-inch clearance should be sufficient for maintenance purposes.

c. The projection shall avoid excessive blockage of natural sunlight for pedestrians on the sidewalk and avoid dark, tunnel-like appearance.

The arcade is open to the air and light on both the east and west frontages. The arcade is framed by a fine net of steel rods that tension the roof down through the east façade to grade near the curb line on SW 18th. The interior west edge is framed by a transparent screen defining the property line and maintaining views into the stadium from the sidewalk. The design creates a visual corridor that is in all directions open to the light and air as is evident from the plans accompanying this application. The vertical clearance is 22 feet, 7 inches, the horizontal clearance in the through zone is 10 feet and the space between the at-grade columns is 13 feet. All these spaces allow significant light and air to consistently frame the arcade.

d. Columns in the public right of way to support the building projection shall be discouraged.

This policy seems to be directed at columns in the pedestrian area that would impede or restrict pedestrian access. No such columns are proposed here. Instead the structure touches down inside the curb line leaving an 11-foot through zone for pedestrian travel. The engineered design results in a fine net of steel rods at the ground level that do not appear like heavy columns that would impede travel but

instead like a steel net that exist outside of the through zone and maintain visibility to the east. The net helps reinforce the arcade design. For these reasons, the proposal complies with this policy.

D. Policies for At-Grade Encroachments

1. *At-grade encroachments can only be permitted if the applicant demonstrates to the City's satisfaction that the encroachment meets the policies of Chapter One, Sections III and VII of this policy.*

Each of those sections are addressed as required in this narrative.

3. *At-grade encroachments that displace the sidewalk away from the curb line shall maintain a sidewalk width specified in VII.D. below.*

The sidewalk width will be maintained at 14 feet 10 inches in compliance with this policy.

4. *At the discretion of the City Engineer, a five-foot minimum sidewalk may be permitted in other areas of the City.*

The existing sidewalk is on average 12 feet 9 inches. The new sidewalk is on average 14 feet 10 inches and the arcade itself is 10 foot clear in compliance with this policy.

5. *In no case shall a structure be located within two feet of the curb line.*

The only "structure" near the curb line is the steel support for the suspended roof. That structure is 2 feet clear minimum back from the face of curb in compliance with this policy and spaced every 13 feet.

Application Materials and Exhibits

The Encroachment Policy also includes a list of application requirements. Those document requirements are listed below and included in Exhibit B to this narrative.

- A. All applications for encroachments in the public right-of-way subject to this procedure shall include ten sets of the following material:

B.

Ex. B Schematic plans of the proposed structure, with dimensions, at a scale of one inch equals 10 feet, or $1/8" = 1'$, (given the scale of the project, the scale needs to be $1/16" = 1'-0"$ to fit on a single sheet) or a comparable metric scale, and includes:

- a. A plan view of each level; no less than two representative elevations; and transverse and longitudinal sections.

Ex. B A map at a scale of one inch equals 50 feet showing the location, material, and color of the proposed structure; the outlines of all existing or proposed buildings within 400 feet in both directions of the structure; each building's type of occupancy; and all major features of the area.

- Ex. B For Type I skystructures and for all building projections in the form of extensions of floor space over the sidewalk, the applicant shall also submit the following:
- a. A color slide of the location of the proposed structure taken with a standard lens from 200 to 600 feet in both directions along the street the structure would cross on a day when the horizon is clearly visible.
 - b. Ten renderings or copies satisfactory to the City Engineer that accurately represent the appearance of the proposed structure from street level at 200 and 600 feet in both directions from the structure along the street the structure would cross, showing the horizon and all other important elements.
- Ex. B In the case of at-grade encroachments or sidewalk arcades, the applicant shall also submit ten copies satisfactory to the City Engineer of a rendering that accurately represents the structure's appearance from street level.
-

The Portland Design Commission Recommendation and Advice to the City Engineer

On August 3rd, 2017, the Portland Design Commission recommended the City Council **APPROVE the proposed encroachment with the following conditions:**

Approval of drawings Exhibit C.1-C.38, including the following Conditions of Approval:

- A. As part of the building permit application submittal, the following development-related conditions (B through F) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 17-184917 DZ ". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. A Type III Design Review is required for the expansion's sign proposal. The signage submittal must include community-based signage on the south face of the south elevator and stair tower.
- D. Perimeter fencing along the SW 18th Avenue frontage shall reduce the number of pickets by 50% and use only 2"x2" steel mesh screening.
- E. A minimum height of 11'-3" must be maintained from the SW 18th Avenue sidewalk grade to the bottom of the first elevated level seating structure for the full width of the three middle-bay stadium view corridors from SW 18th Avenue.

F. No field changes allowed.

=====

City Engineer's Recommendation: Approval subject to the following conditions:

1. The property owner shall enter into a lease or Inter-Bureau Agreement (IBA) with the City for use of the space(s) in the public right-of-way. The lease/IBA agreement shall be completed prior to the release of the Building Permit for Phase 2 of the Providence Park expansion.
2. The arcade shall be constructed in substantial compliance with the drawings Exhibit C.1-C.38, and the conditions of approval contained in LU 17-184917 DZ.
3. The applicant shall construct the arcade in relation to the public right-of-way improvements and in a manner acceptable to the City of Portland Bureau of Transportation.
4. All areas underneath the arcade shall be open to the public.
5. This encroachment approval is specific to the adjacent land use and is voided if the adjacent approved developments are not constructed. This encroachment approval will expire five years from the date of the approval ordinance if the arcade has not been constructed.

The City Engineer finds that the proposed arcade over the SW 18th Ave sidewalk satisfy the applicable policies contained in the CITY POLICY ENCROACHMENTS IN THE PUBLIC RIGHT-OF-WAY (ADOPTED 1982), and recommends approval of said arcade.



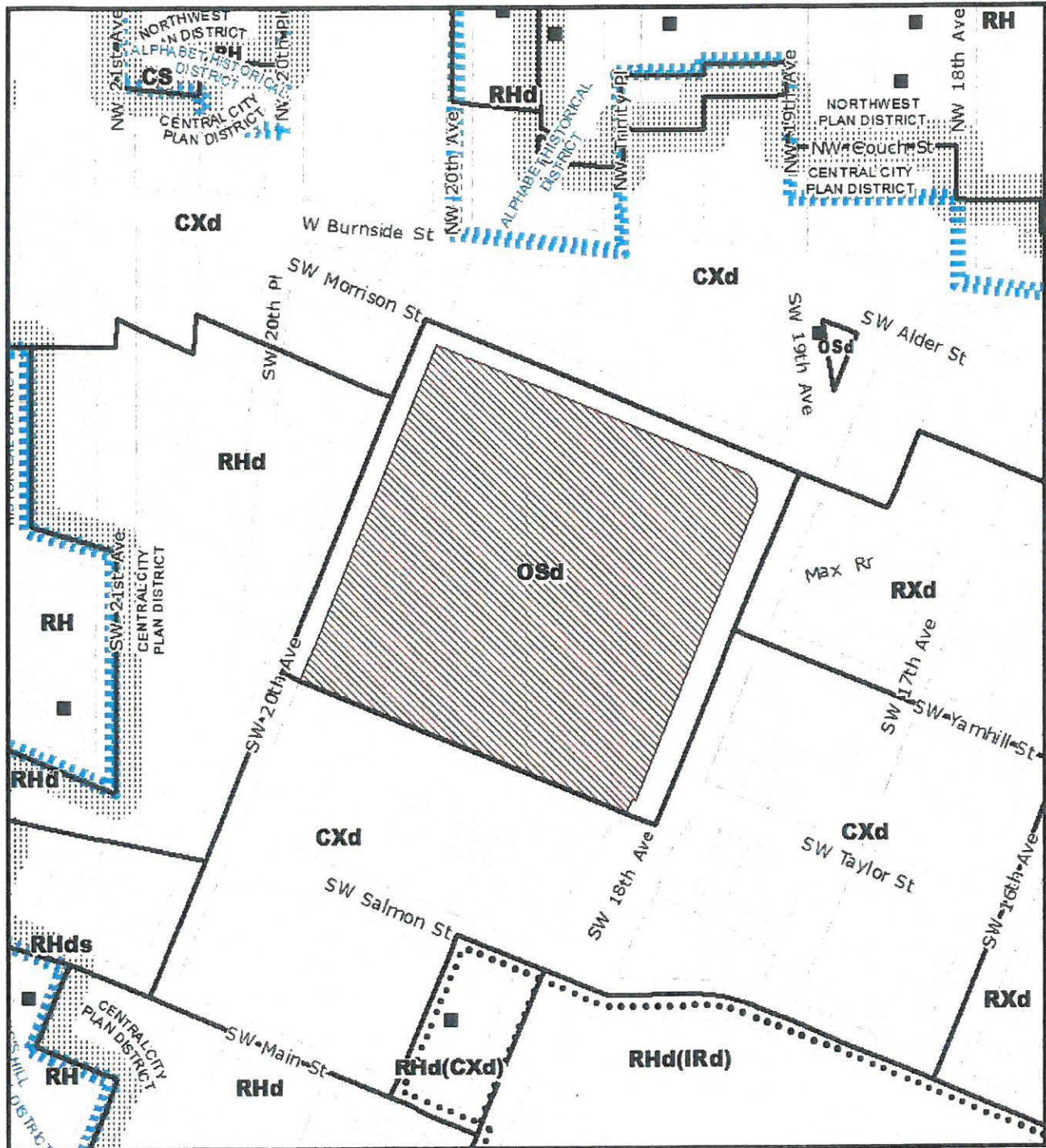
Christine Leon
Transportation DP&T Group Manager

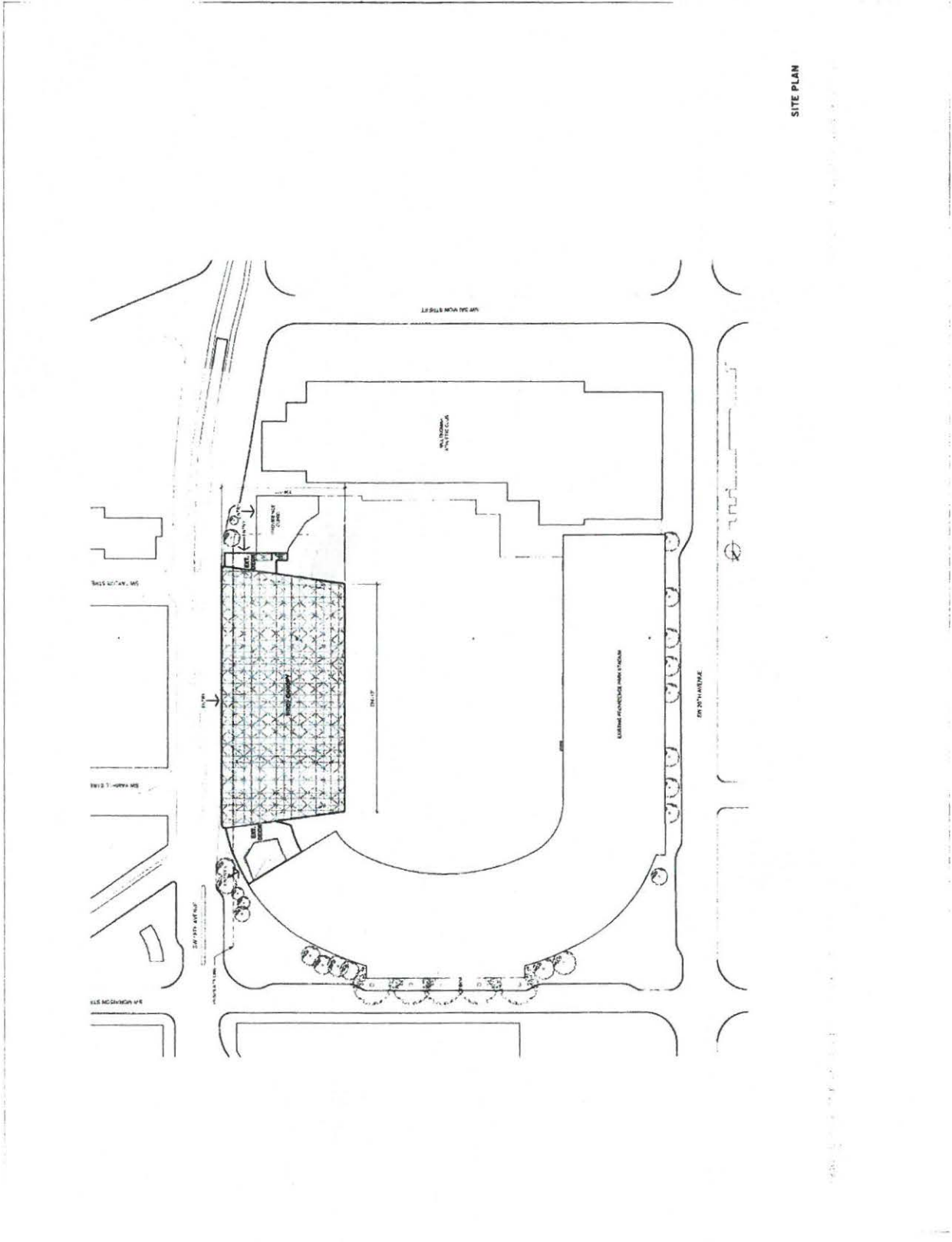
9/16/17.
Date



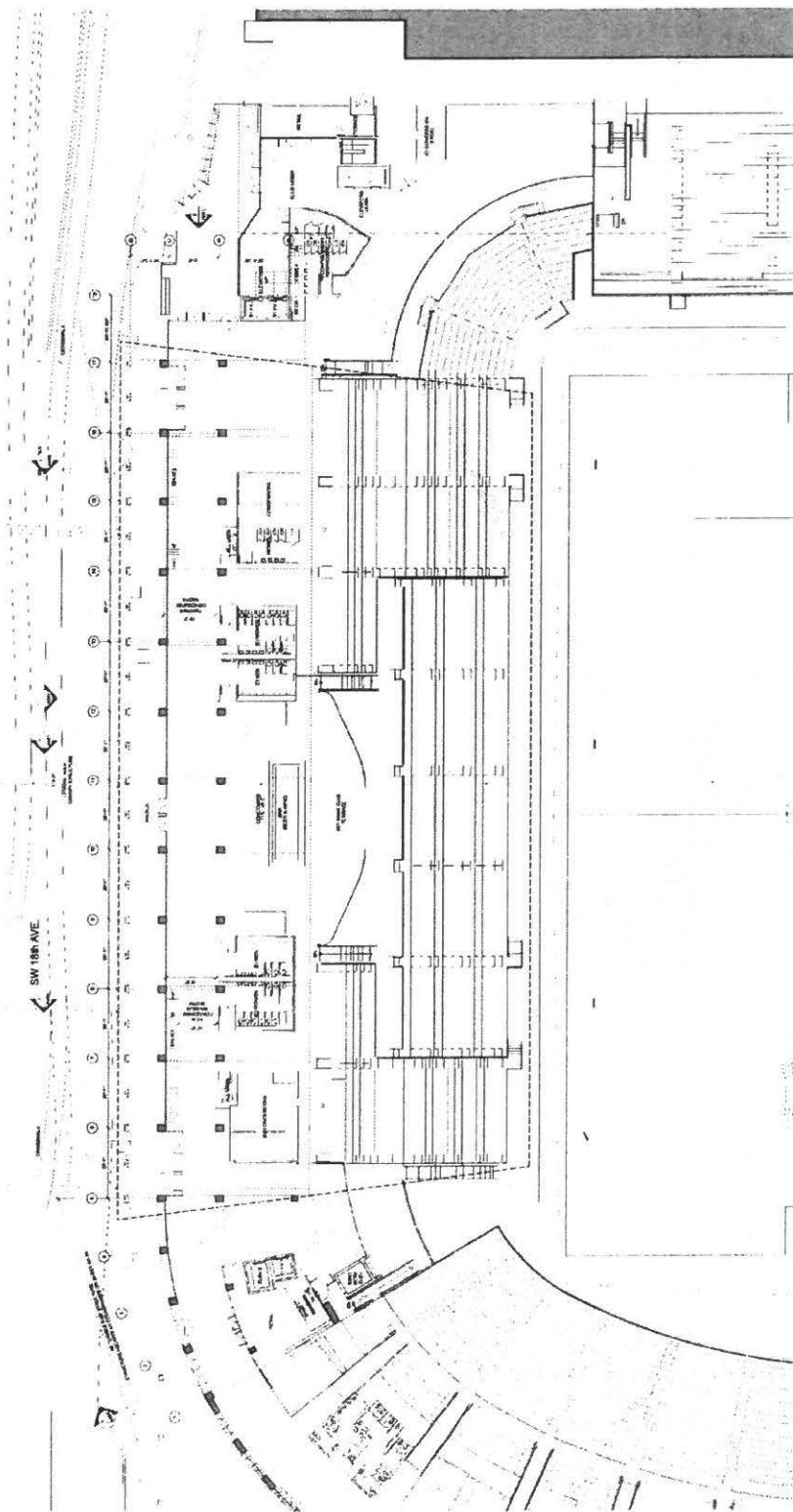
Kurt Krueger, P.E.
Supervising Engineer

9/14/17
Date



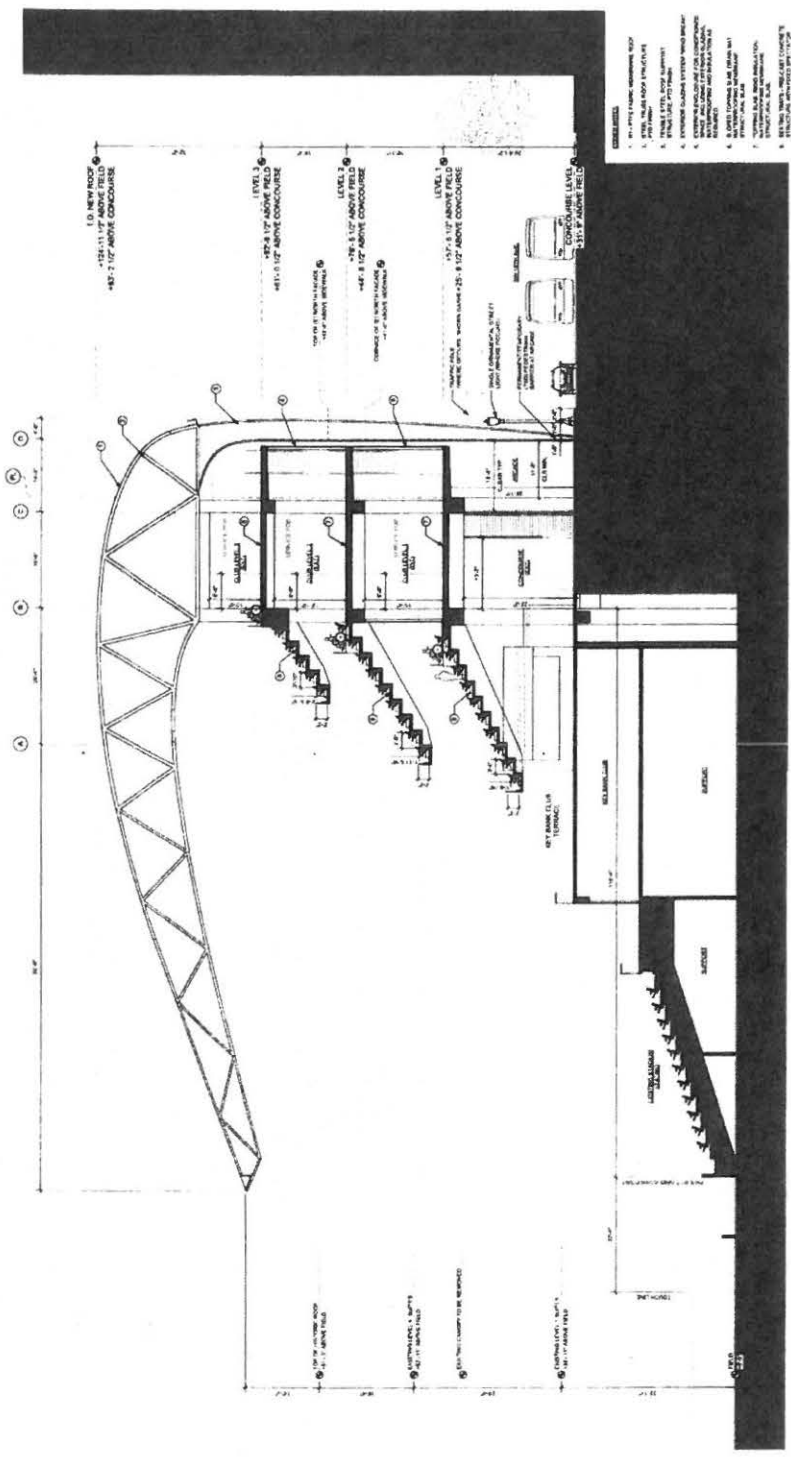


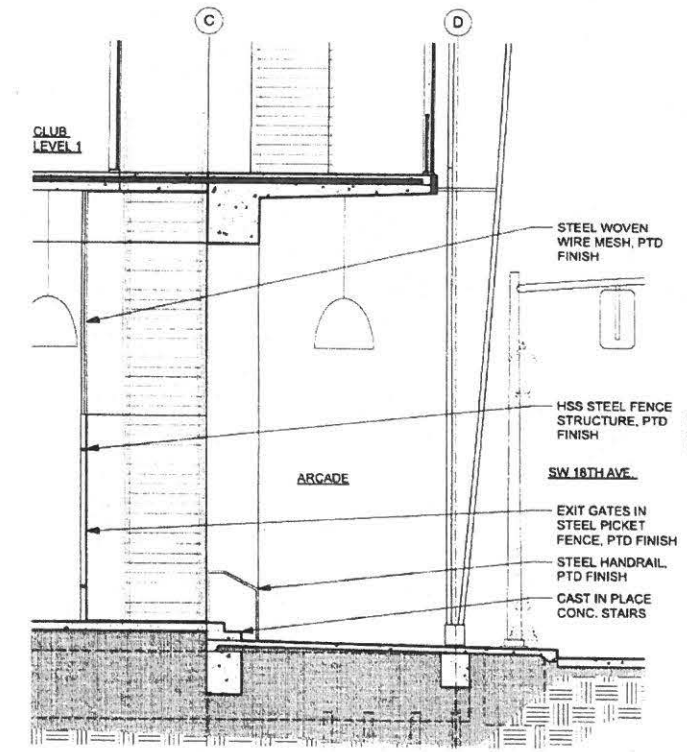
SITE PLAN



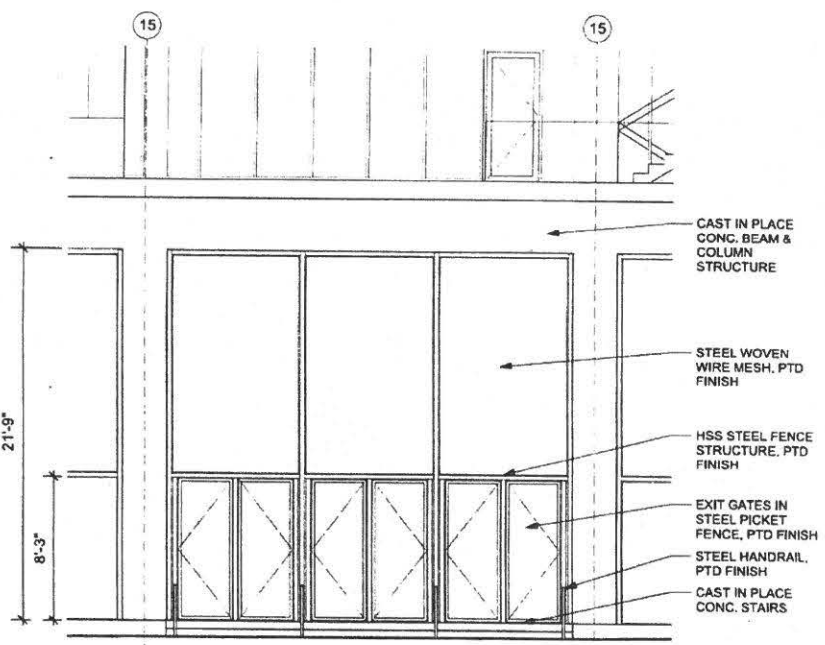
CONCOURSE FLOOR PLAN

PROVIDENCE PARK STADIUM





ENLARGED SECTION: ARCADE / CONCOURSE EXIT



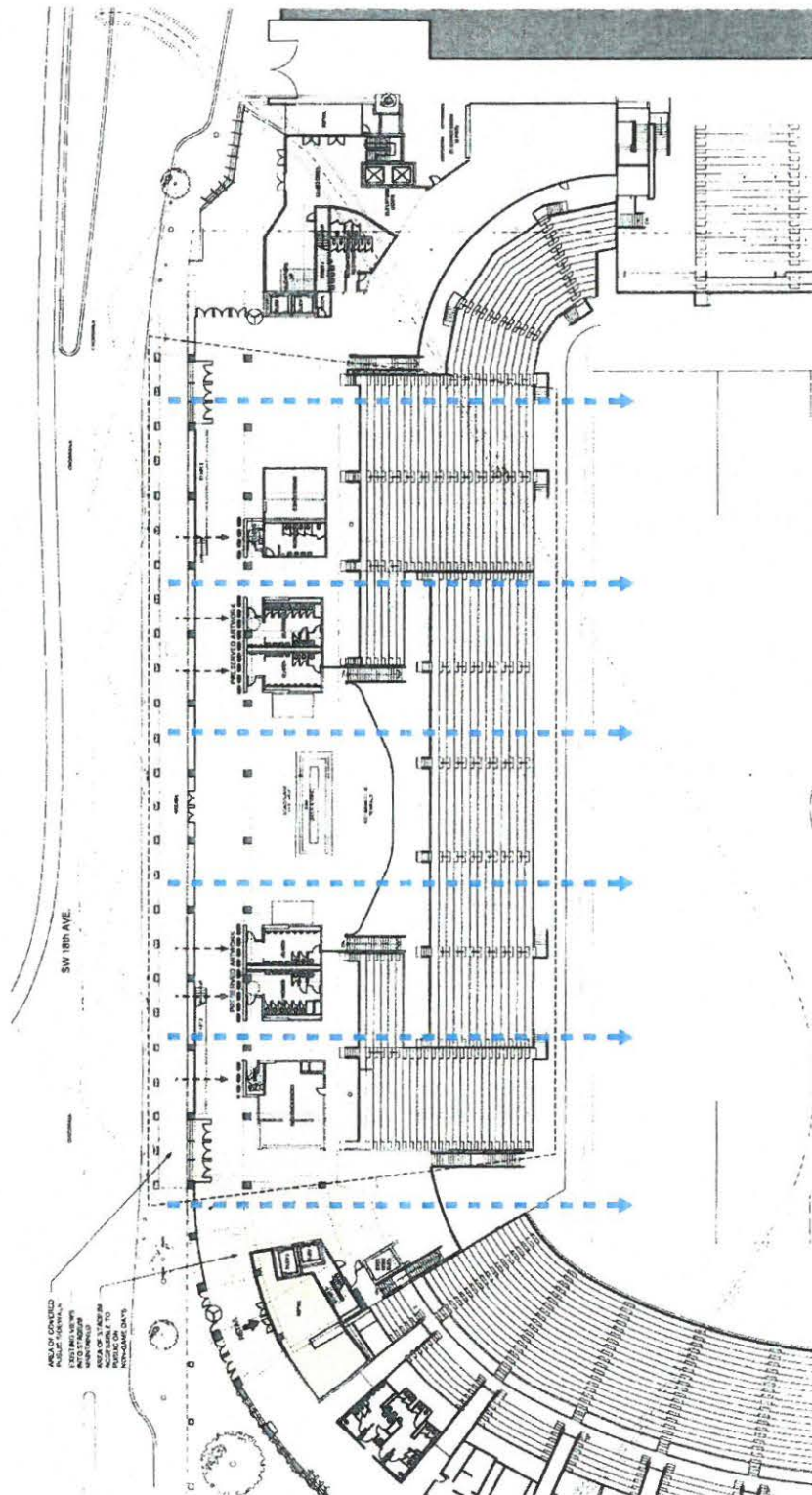
2 ENLARGED ELEVATION: PICKET FENCE @ ARCADE / CONCOURSE EXIT

SCALE: 3/16"=1'-0" 0 1 5

ENLARGED FENCE ELEVATION

PROVIDENCE PARK STADIUM EXPANSION
ARCHITECTURAL DRAWING

ARCHITECT: [illegible]
DATE: 08/01/17



PUBLIC AMENITIES DIAGRAM



SW 18TH AVE ARCADE

PHOTO: D-173, 08/01/17, 11:40 AM, B. W. © 2017



VIEW FROM SW MORRISON AND 18TH