

USPS Master Plan

DAR #2

EA 19-147114 DA

July 18, 2019



**PROSPER
PORTLAND**

ZGF

USPS Master Plan Study Area



JAMISON SQUARE

NW 9TH AVE

NW LOVEJOY

NW BROADWAY

NW HOYT

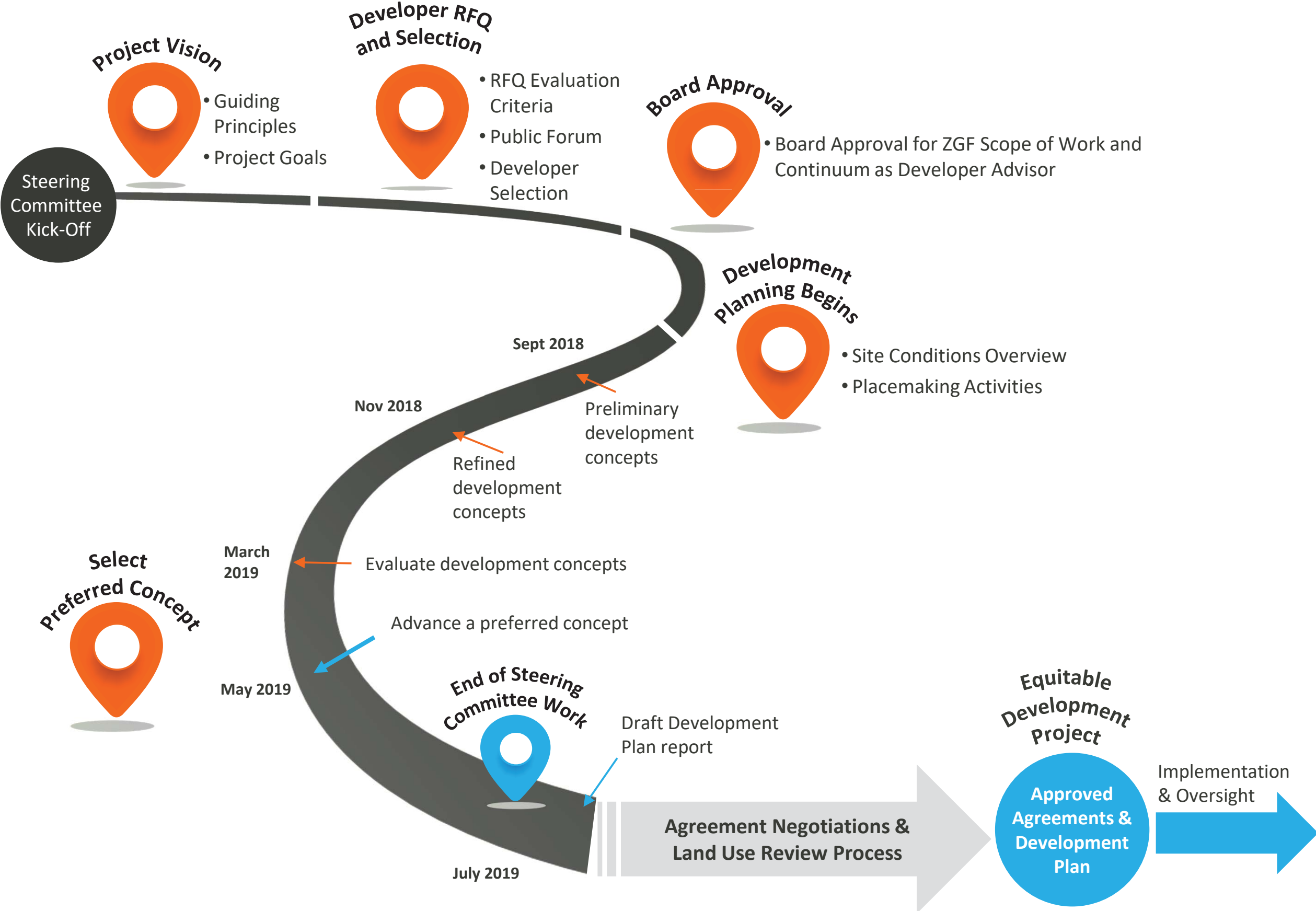
BROADWAY BRIDGE

UNION STATION

GREYHOUND STATION

PNCA

Where We've Been, Where We're Going



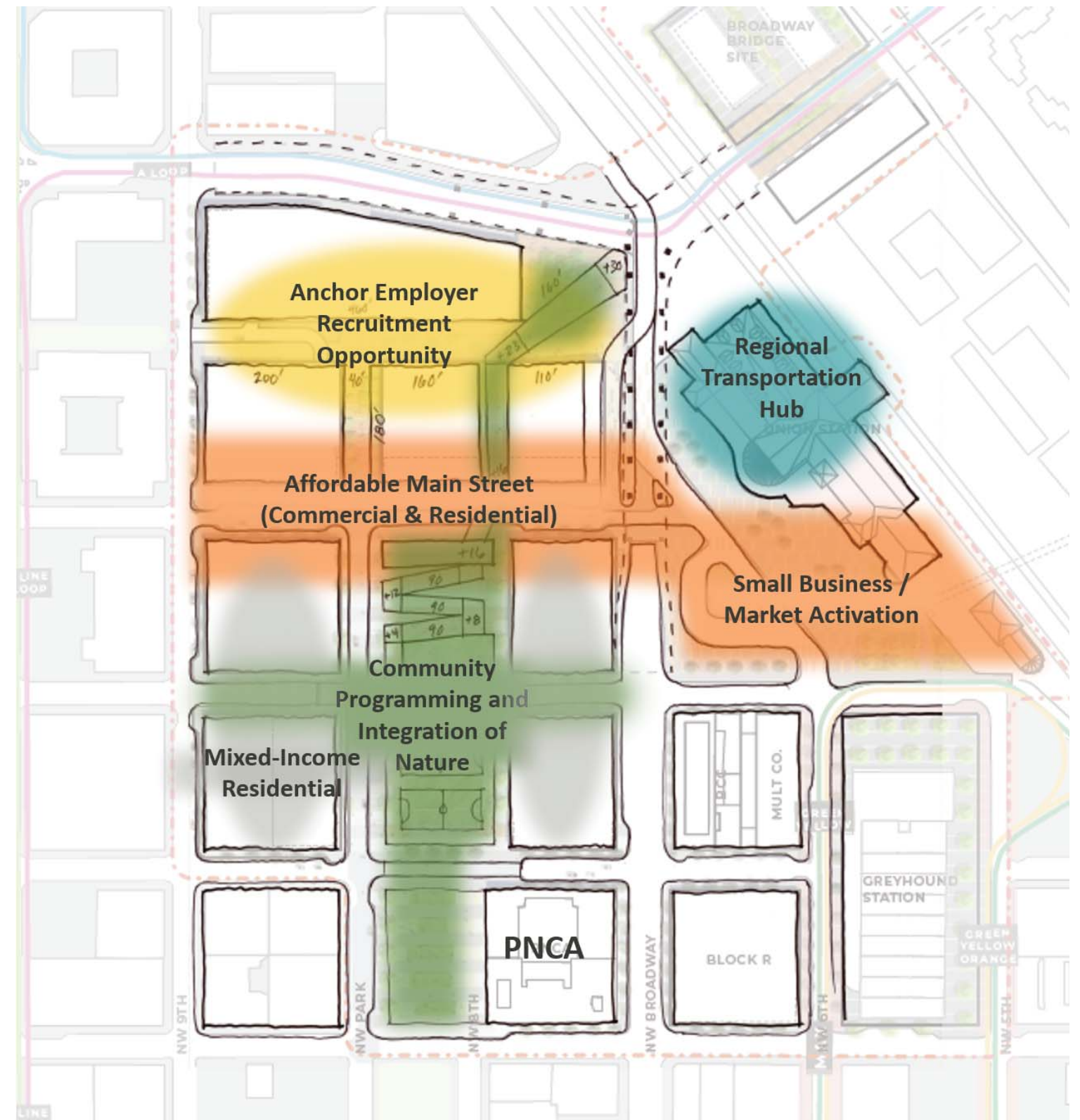
Equitable Design

Principles of Design for Racial & Social Equity

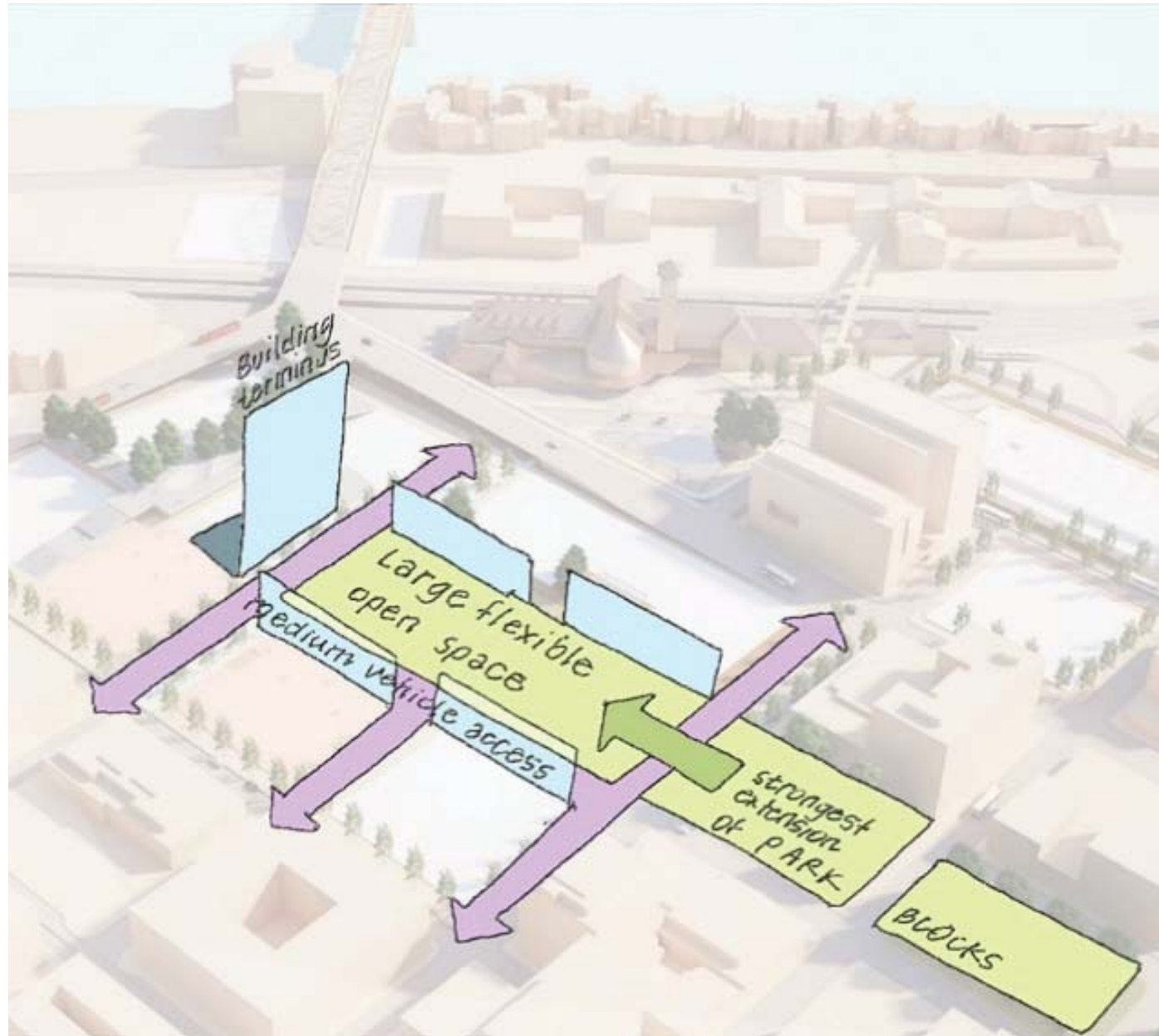
- **Engage and elevate the voices of underrepresented groups** in each phase of planning & design.
- Provide **public spaces to just be**, meaning:
 - Places that don't feel like you need a specific purpose, activity or transaction to be there.
 - Places to sit that don't appear to be connected to a building or a business.
 - Places for groups to gather.
- Create spaces in buildings and within the public realm to **accommodate businesses serving low-income customers**, particularly with respect to food and drink, including:
 - Affordable retail space in buildings.
 - Designated spaces for food carts or other street vendors.
- **Avoid excessive or unnecessary spending on infrastructure** that may limit resources available for other community priorities.

Affordable Housing

- **Multiple Medium Sized Parcels** - Breaking the PHB land into two medium sized parcels allows for flexibility in implementation.
- **Distributed Affordability** - Don't cluster affordable housing parcels in one corner or section of the project area.
- **Integrate and Connect Affordable Housing** - Don't push all the affordable housing to the edges of the site.



Feedback Received



What's Working

- Large gathering area feels **welcoming to all ages and abilities**, fosters a space for community interaction, and seems most flexible for different activities and needs.
- Feels people- and pedestrian-friendly.
- **Connectivity** to the rest of the city, between existing neighborhoods, through the Green Loop, and to Union Station is appealing.
- Utilizing this space for a small business incubator is appealing.
- **Continuation of the Park Blocks** is clear and continues the historic grid.

What's not working:

- Configuring the Park Blocks as a large open space feels unsafe and requires active ground floor uses and programming to work.
- Needs stronger connectivity from open space to Union Station.
- Space feels unorganized and has a lack of identity.

OVERVIEW

1. Open space vision and response to design commission feedback
2. Massing Envelope - how to maintain programmatic flexibility over long term build out?

GREEN LOOP ROUTE options studied

NATURE



Pros

- clear visible path
- gentle slopes
- integration of a variety of green space

Cons

- expensive option
- significant development impact
- difficult to phase

DISCOVERY



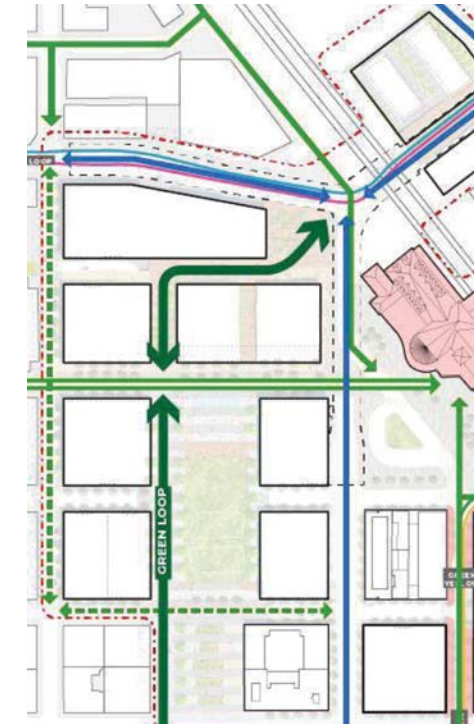
Pros

- mostly at grade
- can happen without development

Cons

- expensive option
- significant development impact
- difficult to phase

PLAY



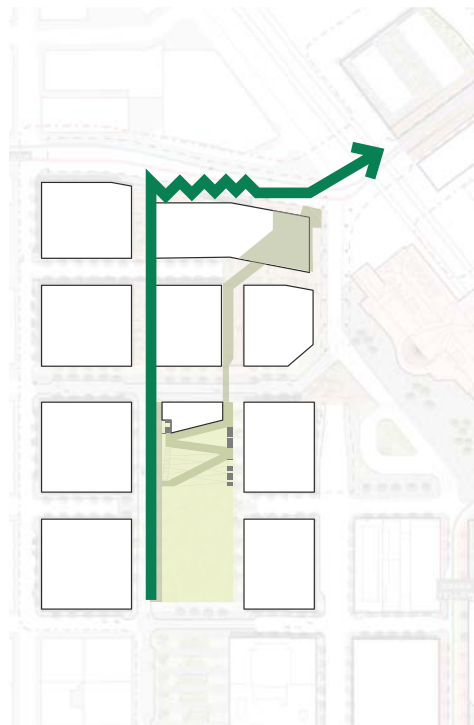
Pros

- most direct connections between points
- can be phased
- activates park and slopes are reasonable

Cons

- the section north of Johnson feels too private and is in shade
- several sites have impact of elevated ramps
- Johnson need to raise 5' to make grades work

PARK



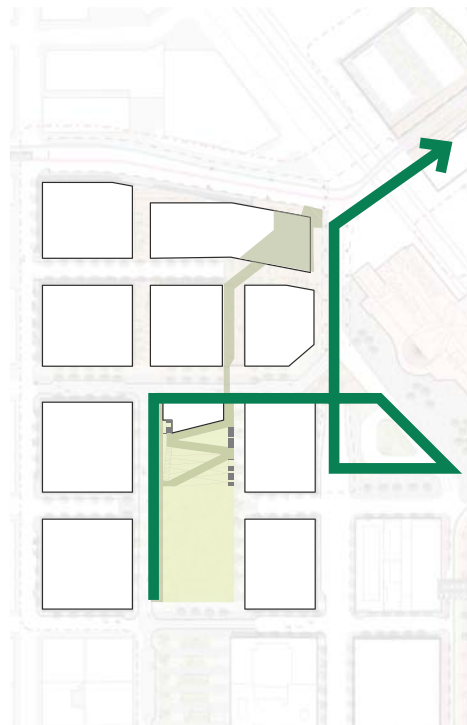
Pros

- mostly at grade
- less impact to USPS development sites

Cons

- north path along Lovejoy ramp is below bridge level, in shade, and requires significant ramping
- Park Ave. is elevated North of Johnson precluding access to Kearney to eastern sites

UNION STATION



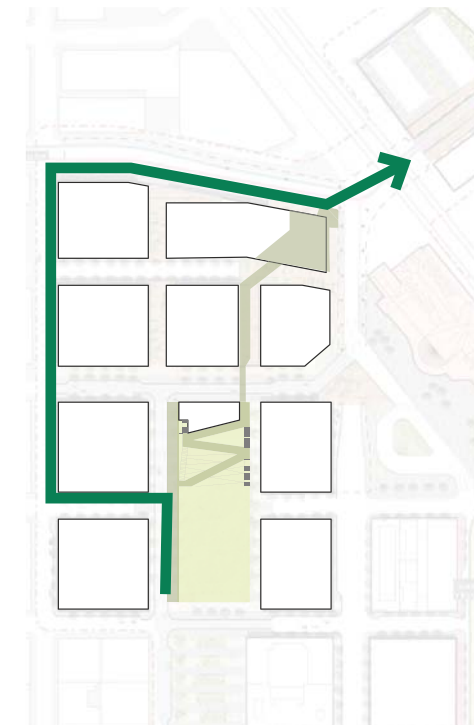
Pros

- entirely follows existing grade
- least impacts on USPS development sites

Cons

- impacts on long term options at Union Station
- Broadway Ramp does not have room for Green Loop
- not a desirable path from experience standpoint

LOVEJOY RAMP



Pros

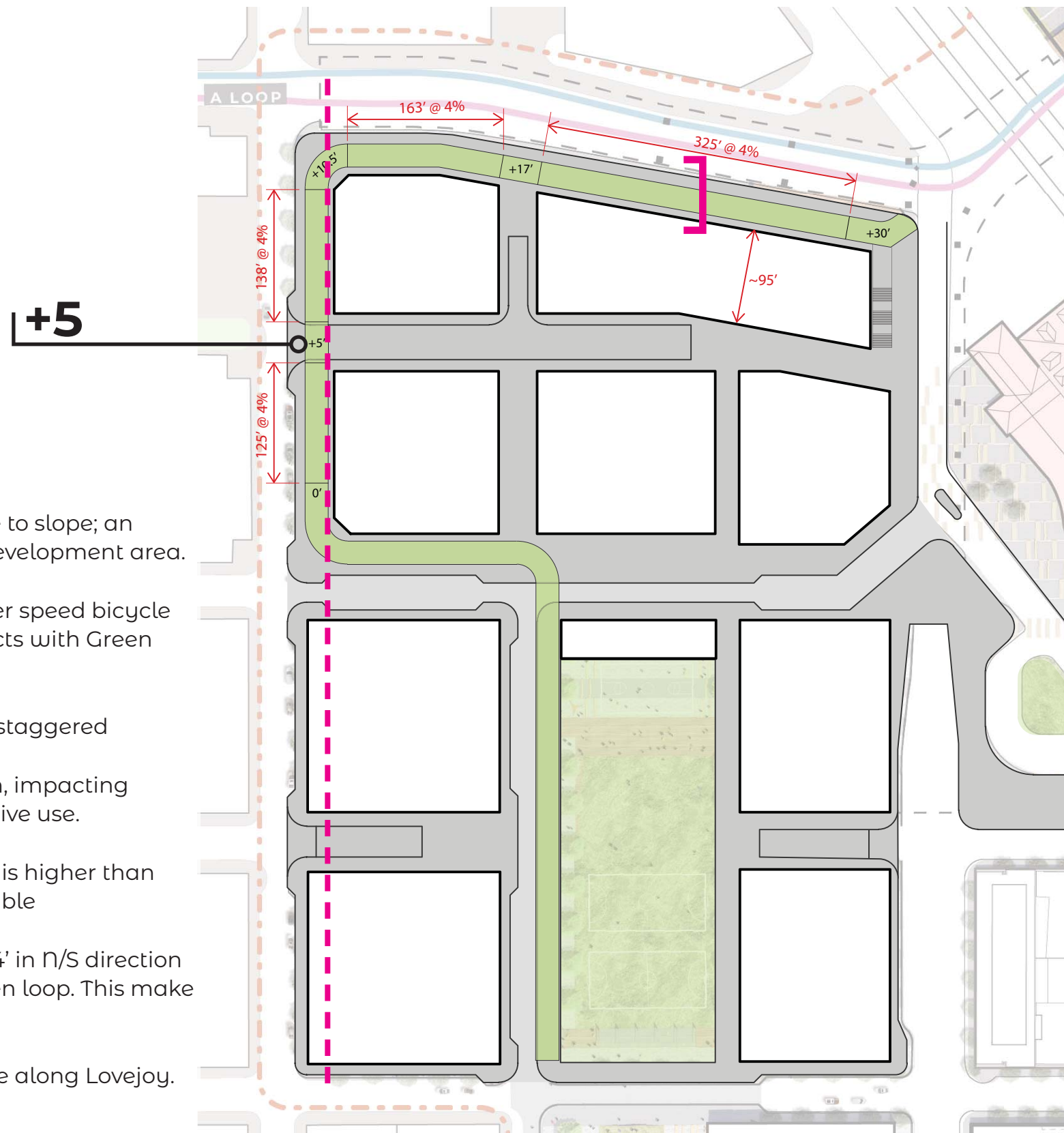
- can be completed without development of USPS site

Cons

- requires awkward ramp configuration at Lovejoy
- impacts all North and West parcels, reducing viability
- limits access to Kearney to make ramps work
- no public benefit or connection to open space

GREEN LOOP ROUTE

DRC Study Recommendation



Concept Challenges:

Kearney Street inaccessible due to slope; an option would be to lose more development area.

Ninth Avenue is already a higher speed bicycle commuting street, which conflicts with Green Loop goals

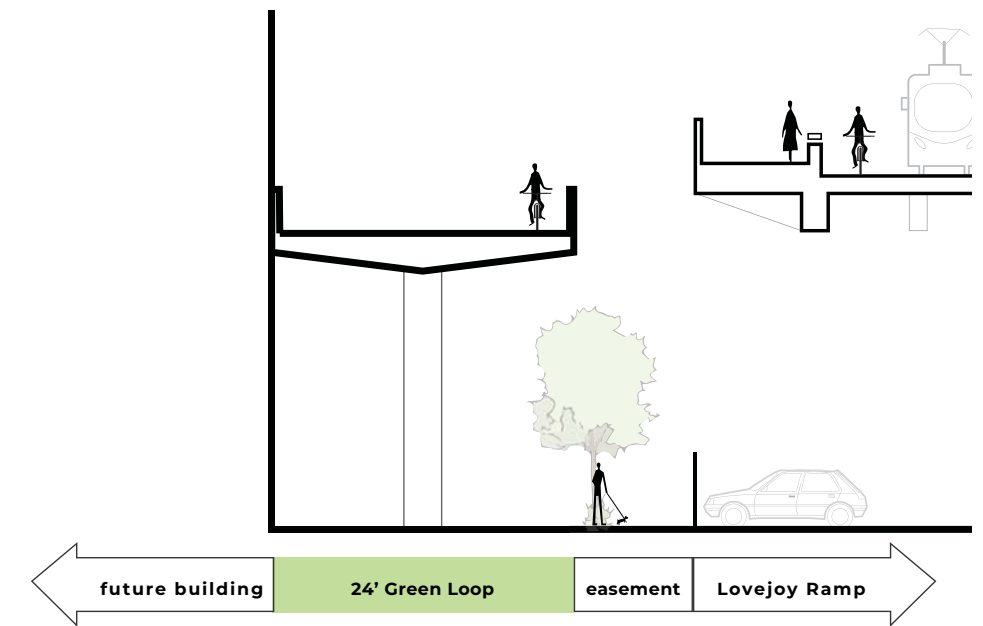
Building facades along 9th are staggered

The green Loop crosses Johnson, impacting pedestrian and ground floor active use.

Secondary ramp along Lovejoy is higher than side walks to keep slope accessible

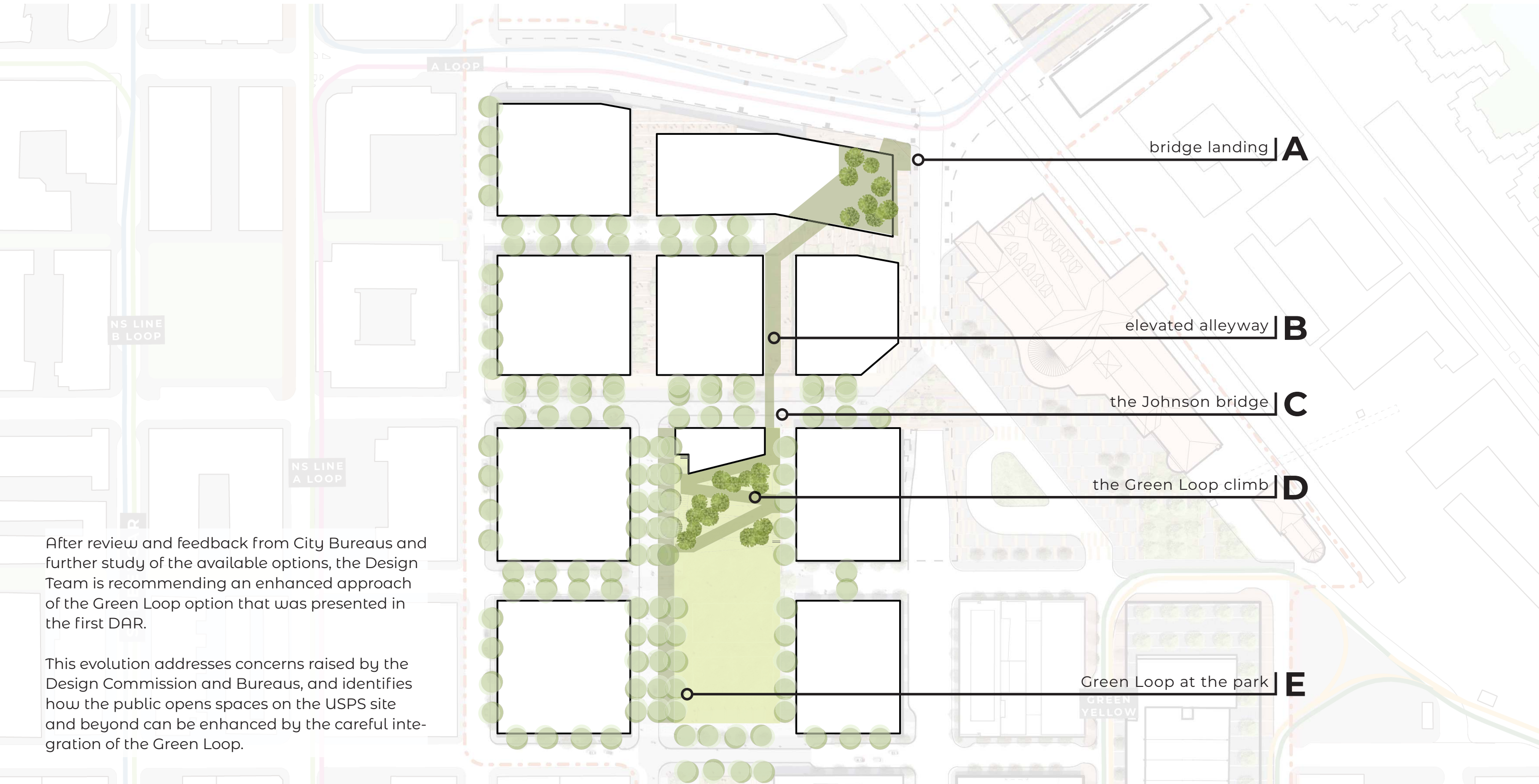
Northern parcels are reduced 34' in N/S direction to allow bridge access and green loop. This make parking extremely inefficient.

Most of the Green Loop in shade along Lovejoy.



CONNECTED OPEN SPACE

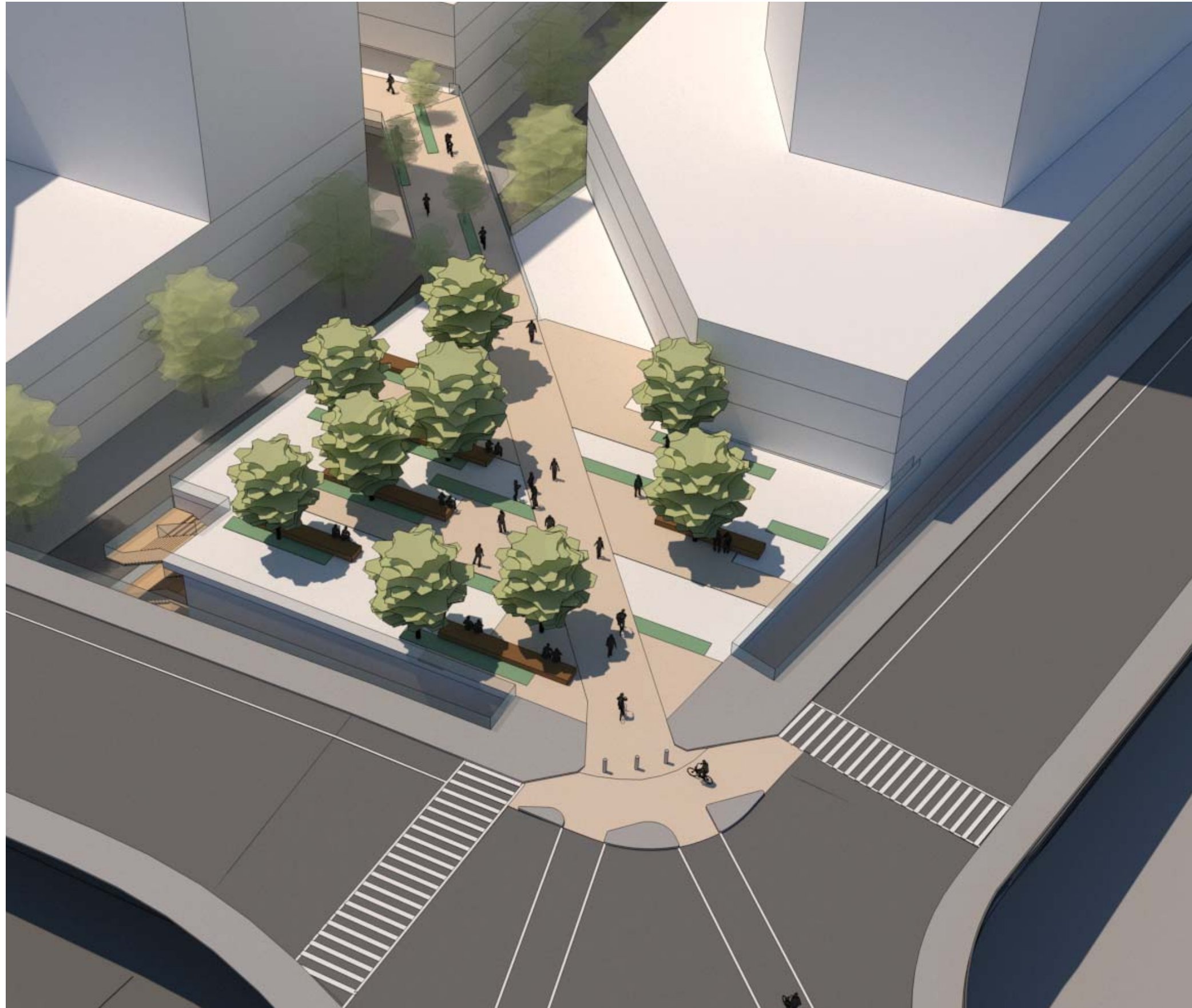
CONNECTED OPEN SPACE



After review and feedback from City Bureaus and further study of the available options, the Design Team is recommending an enhanced approach of the Green Loop option that was presented in the first DAR.

This evolution addresses concerns raised by the Design Commission and Bureaus, and identifies how the public opens spaces on the USPS site and beyond can be enhanced by the careful integration of the Green Loop.

CONNECTED OPEN SPACE Broadway Bridge landing



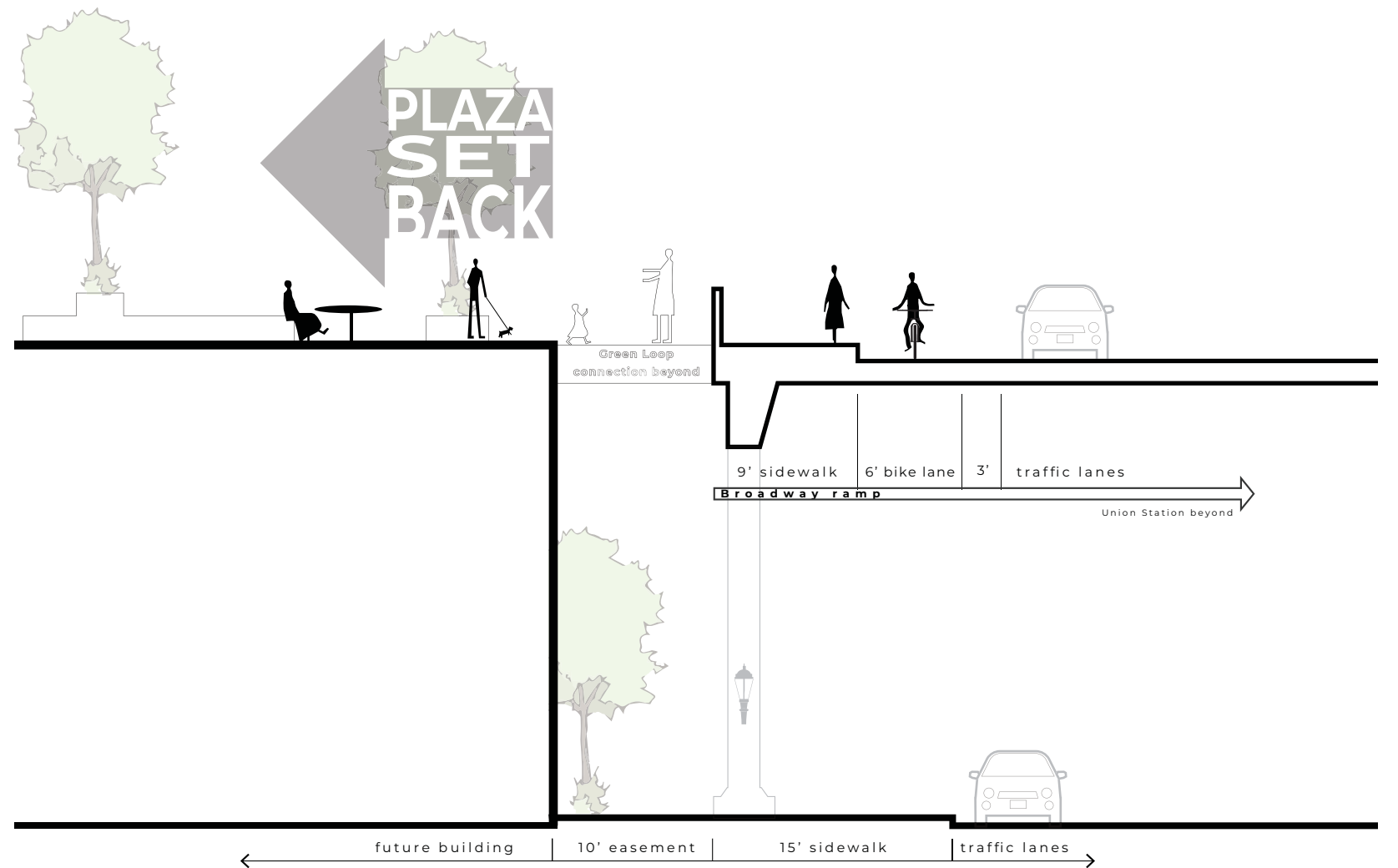
CONNECTED OPEN SPACE Broadway Bridge landing



LONGFELLOW TOWERS, BOSTON

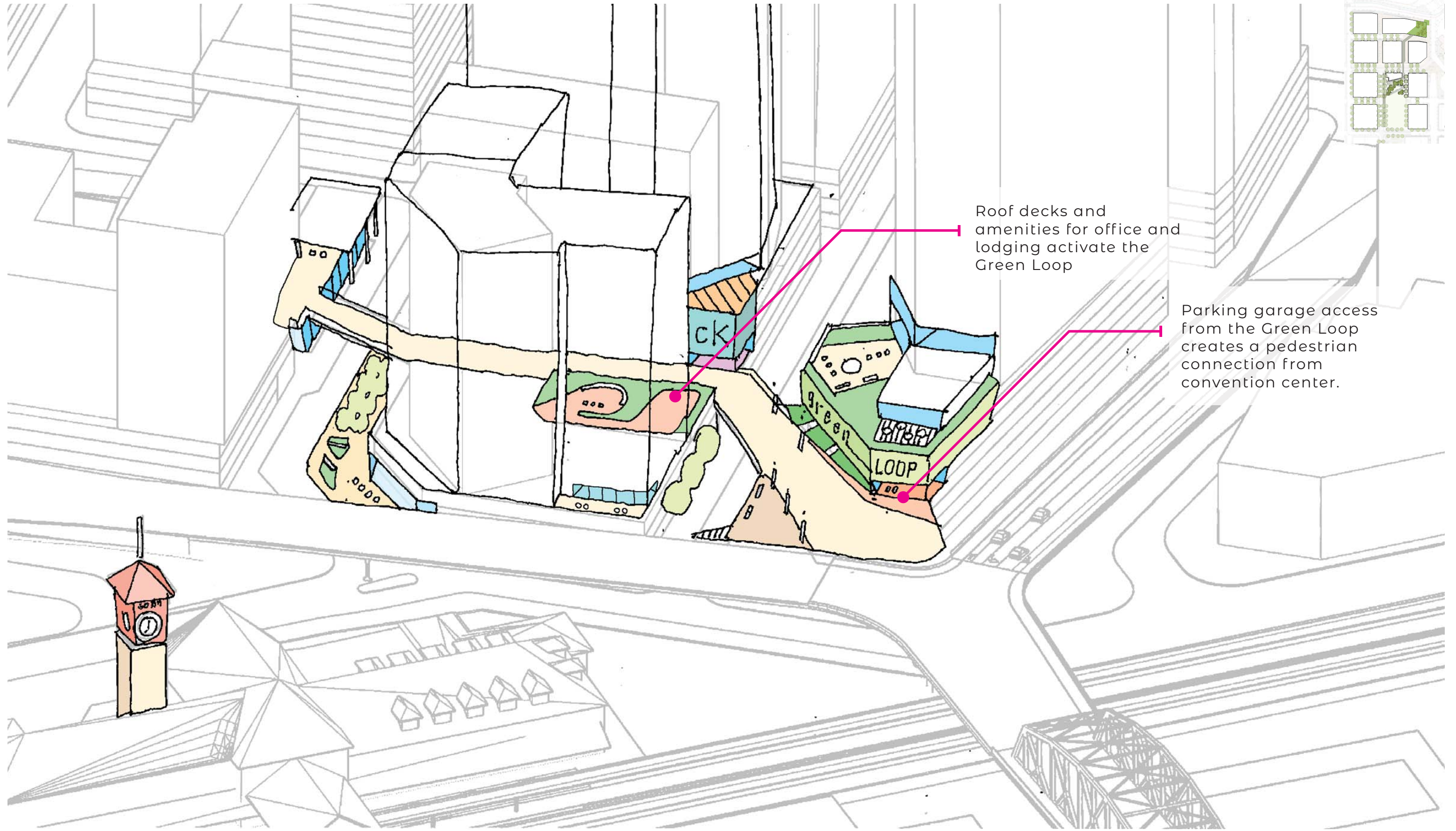


SOCIAL SCIENCES & HUMANITIES BUILDING, UCONN

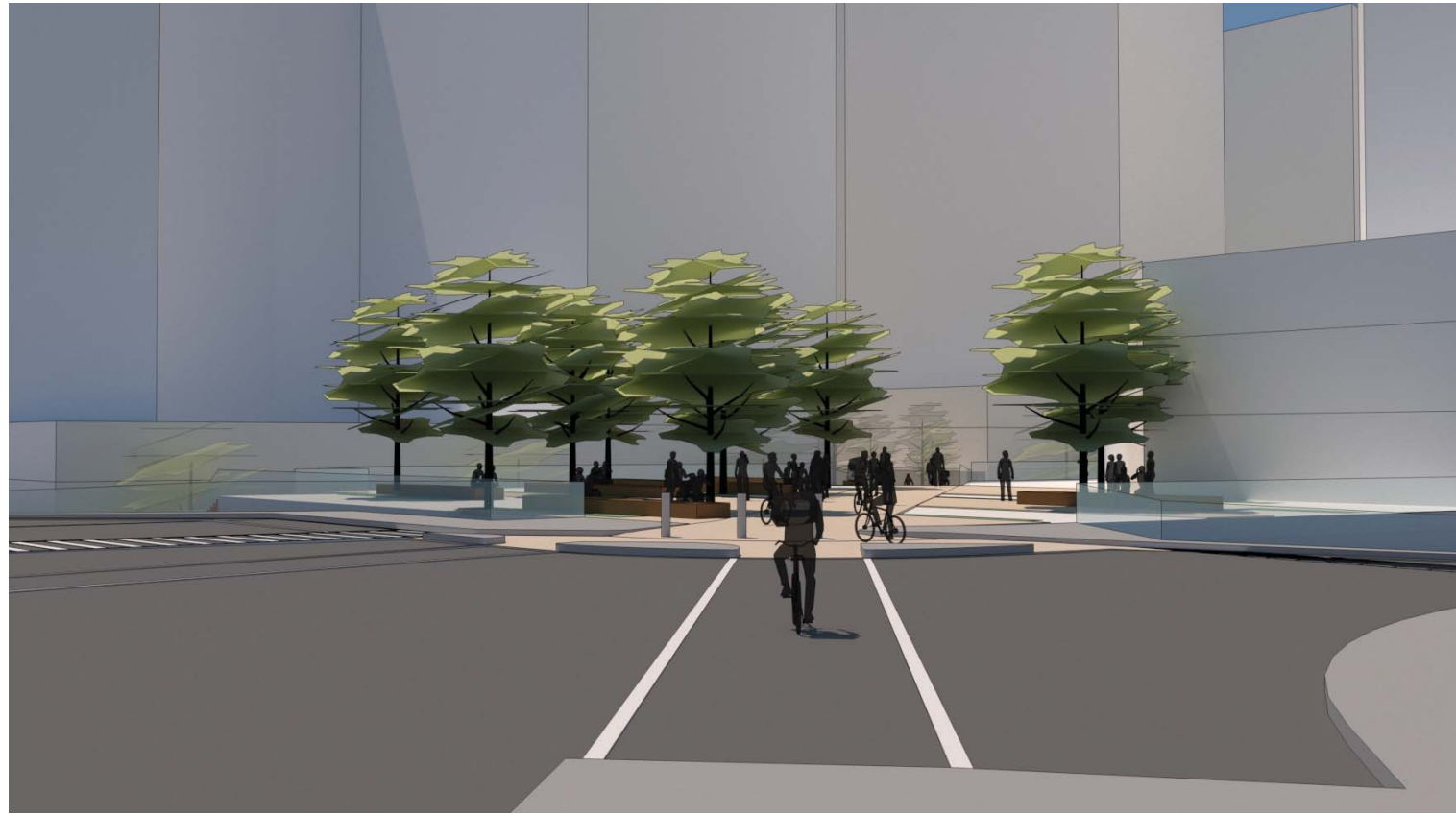


CONNECTED OPEN SPACE

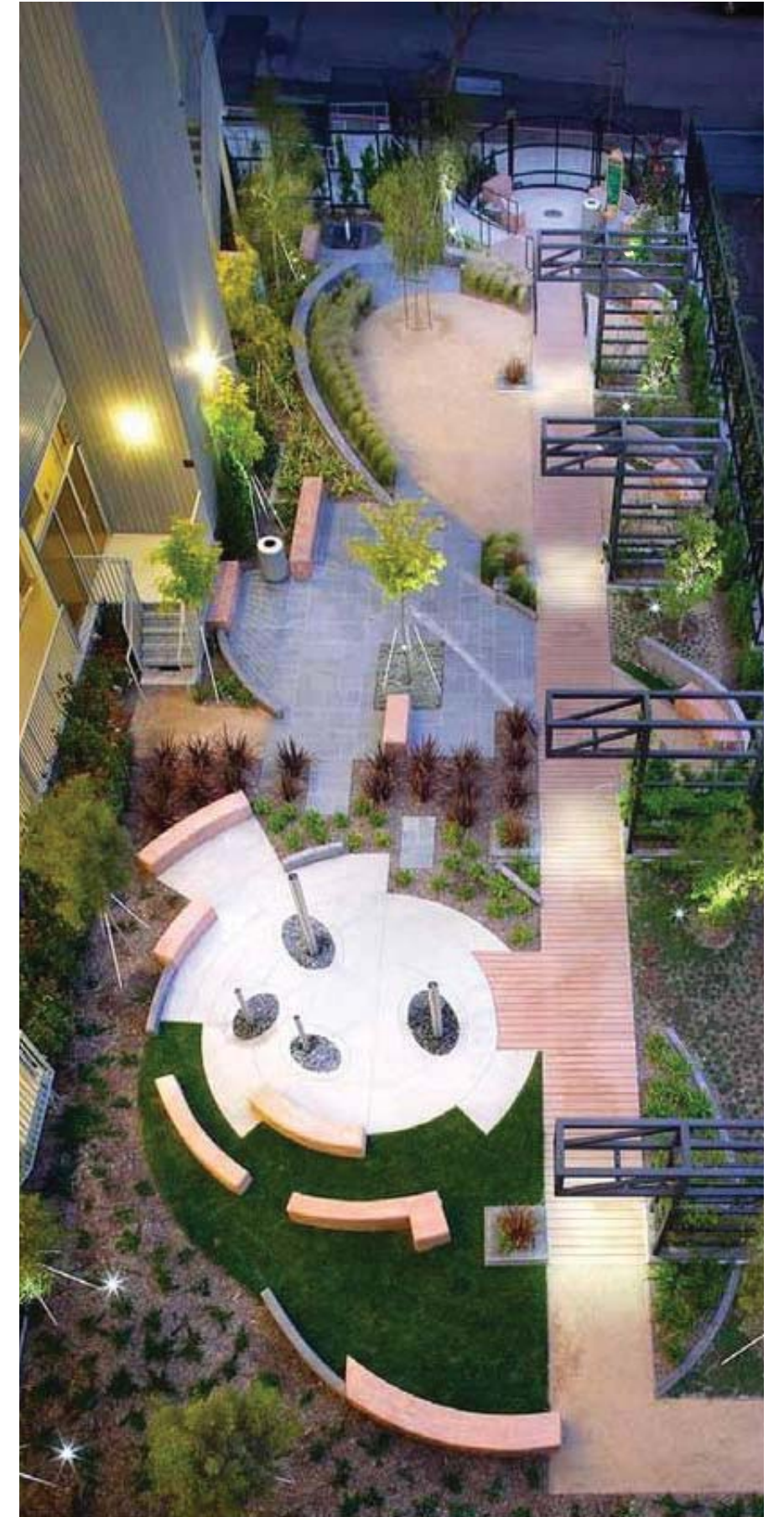
Broadway Bridge landing



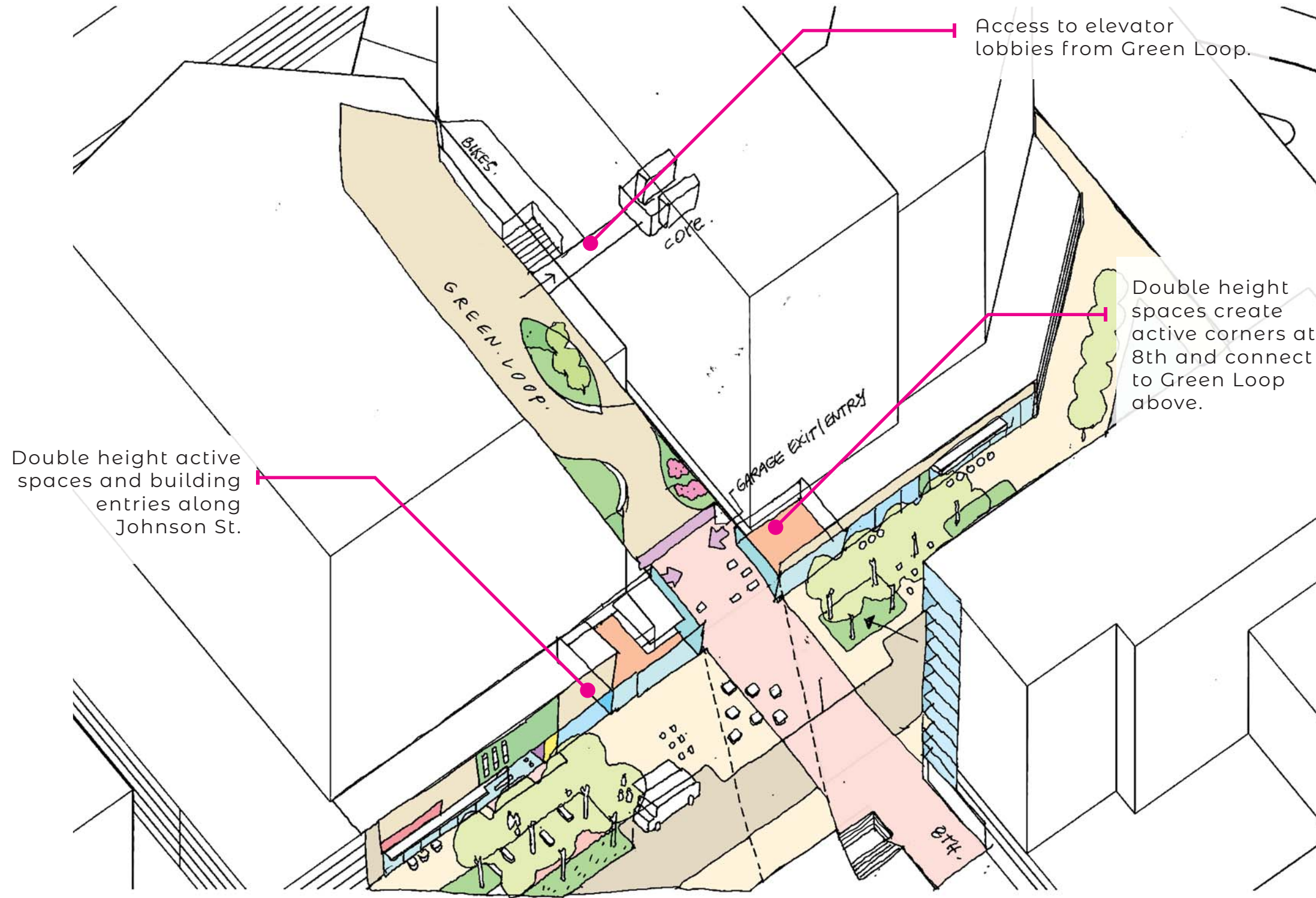
CONNECTED OPEN SPACE Broadway Bridge landing



CONNECTED OPEN SPACE Broadway Bridge landing

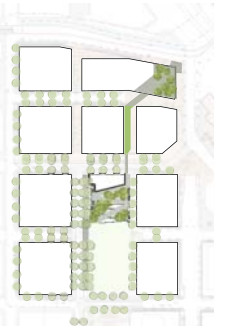
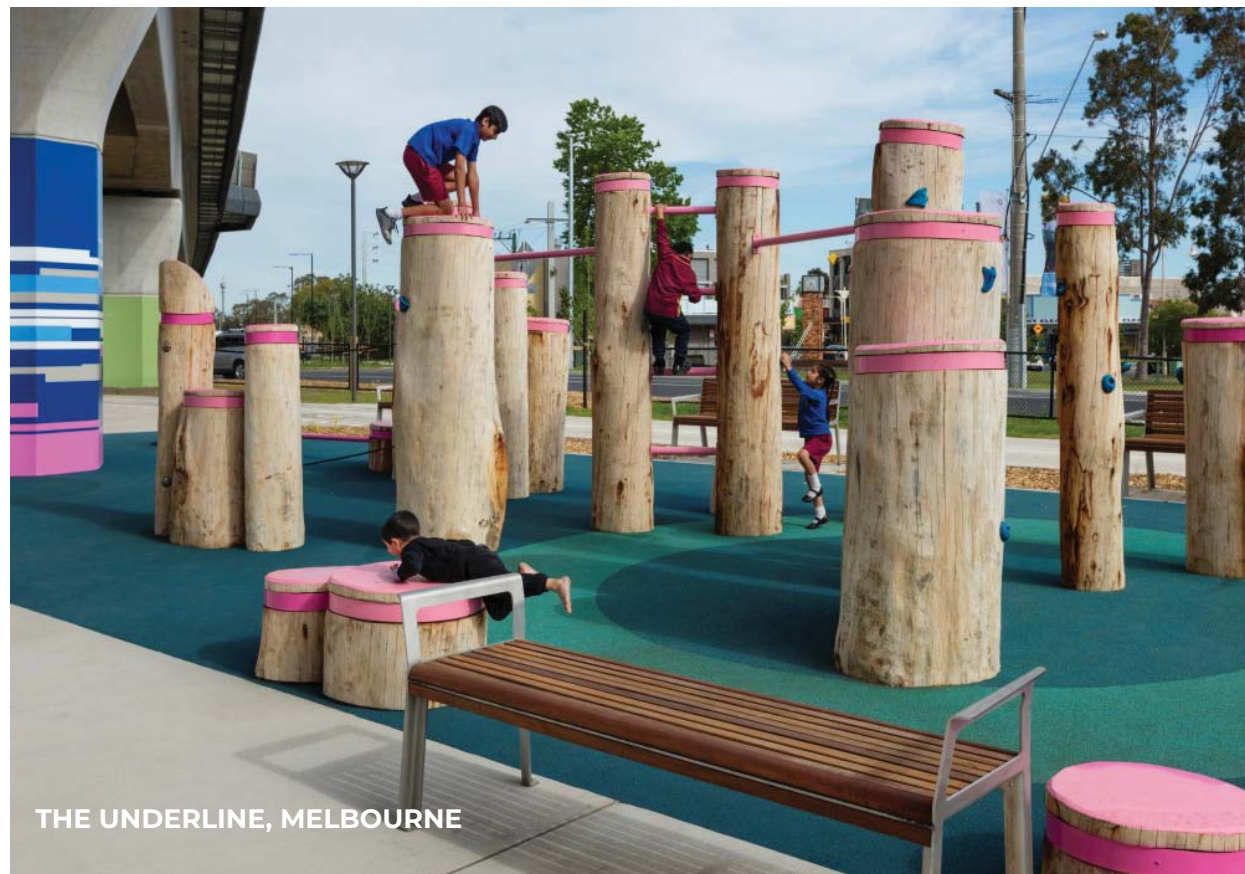


CONNECTED OPEN SPACE elevated alleyway



CONNECTED OPEN SPACE elevated alleyway

B



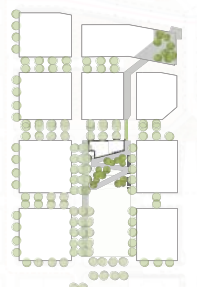
CONNECTED OPEN SPACE the Johnson Bridge



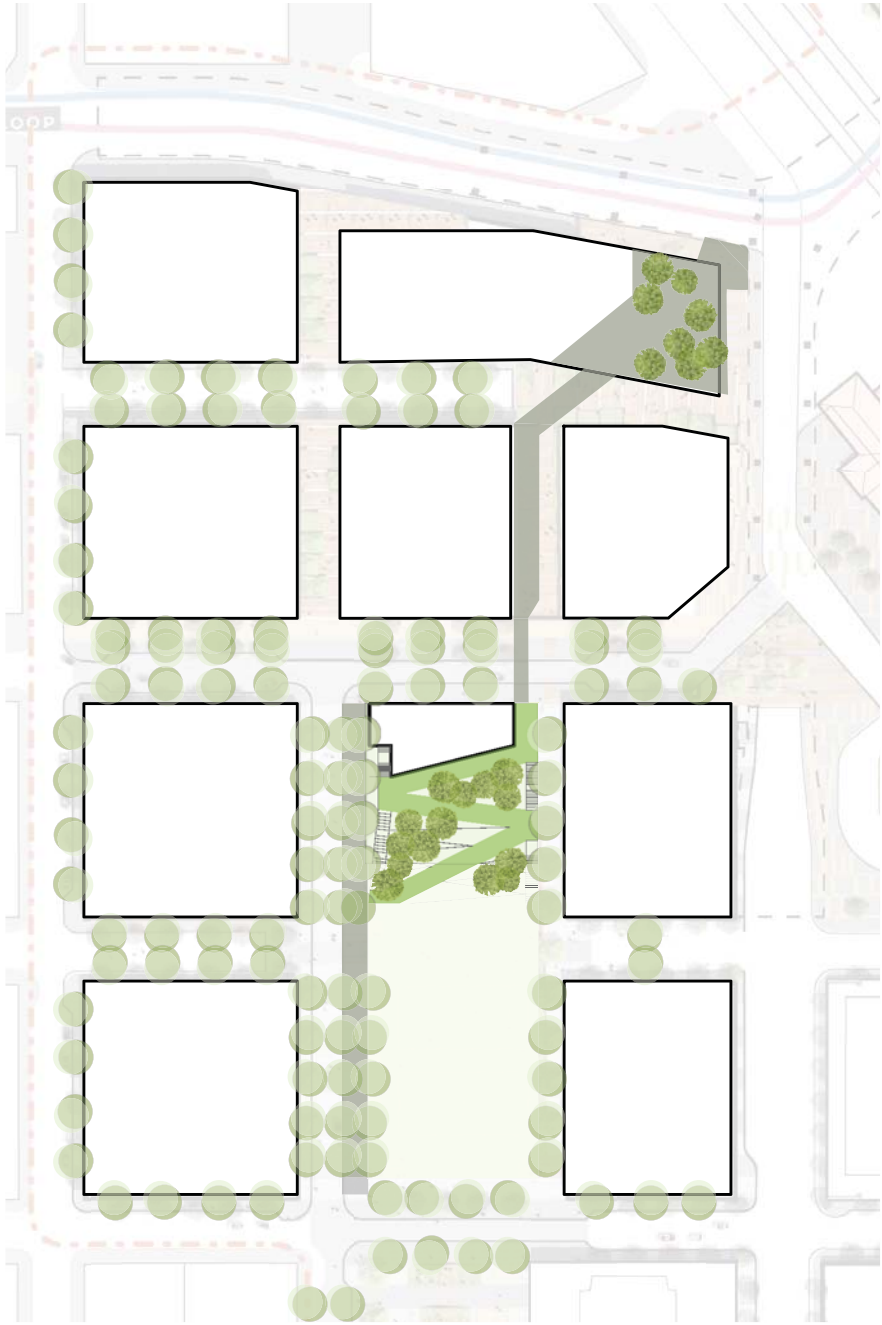
CONNECTED OPEN SPACE the Johnson Bridge



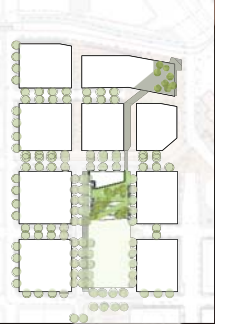
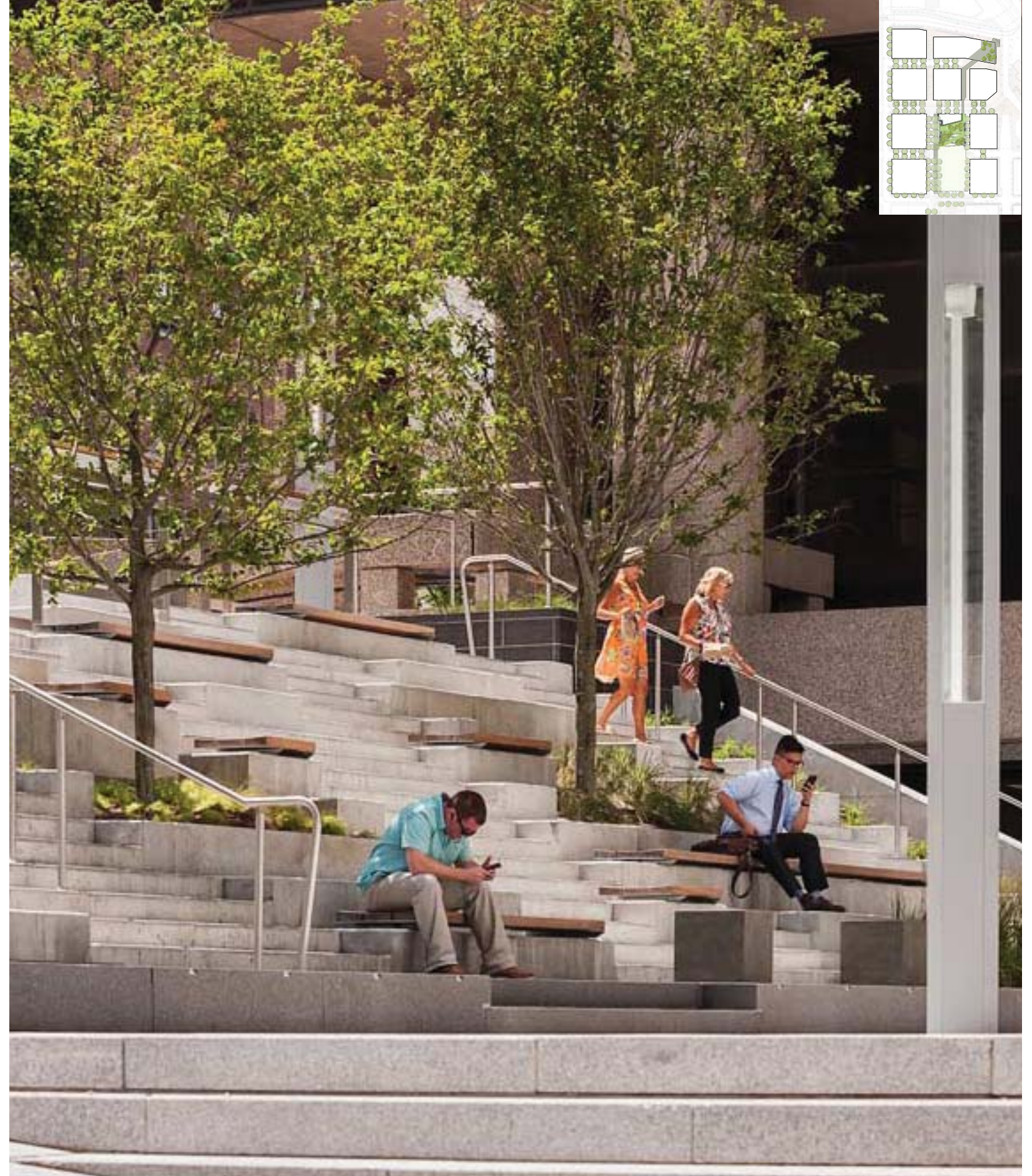
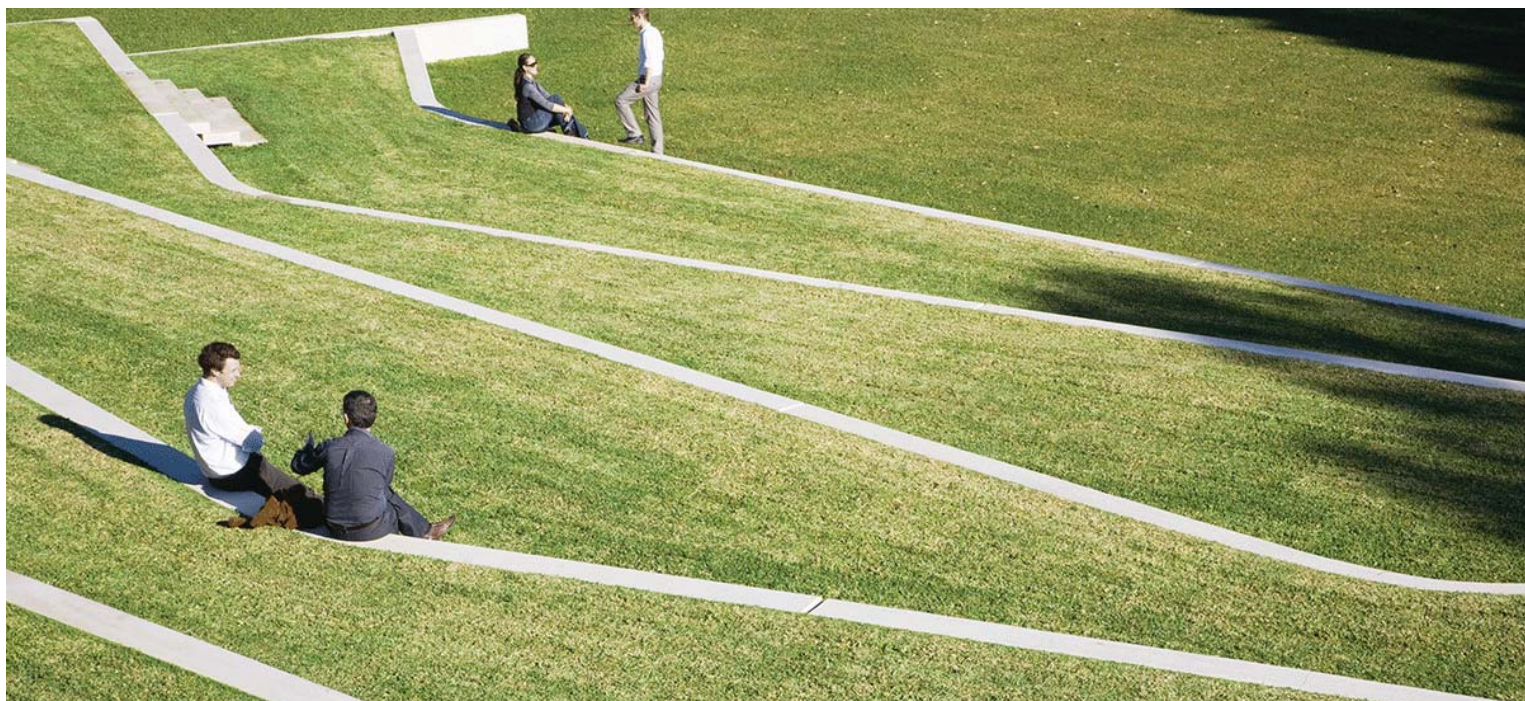
CONNECTED OPEN SPACE the Johnson Bridge



CONNECTED OPEN SPACE the Green Loop climb



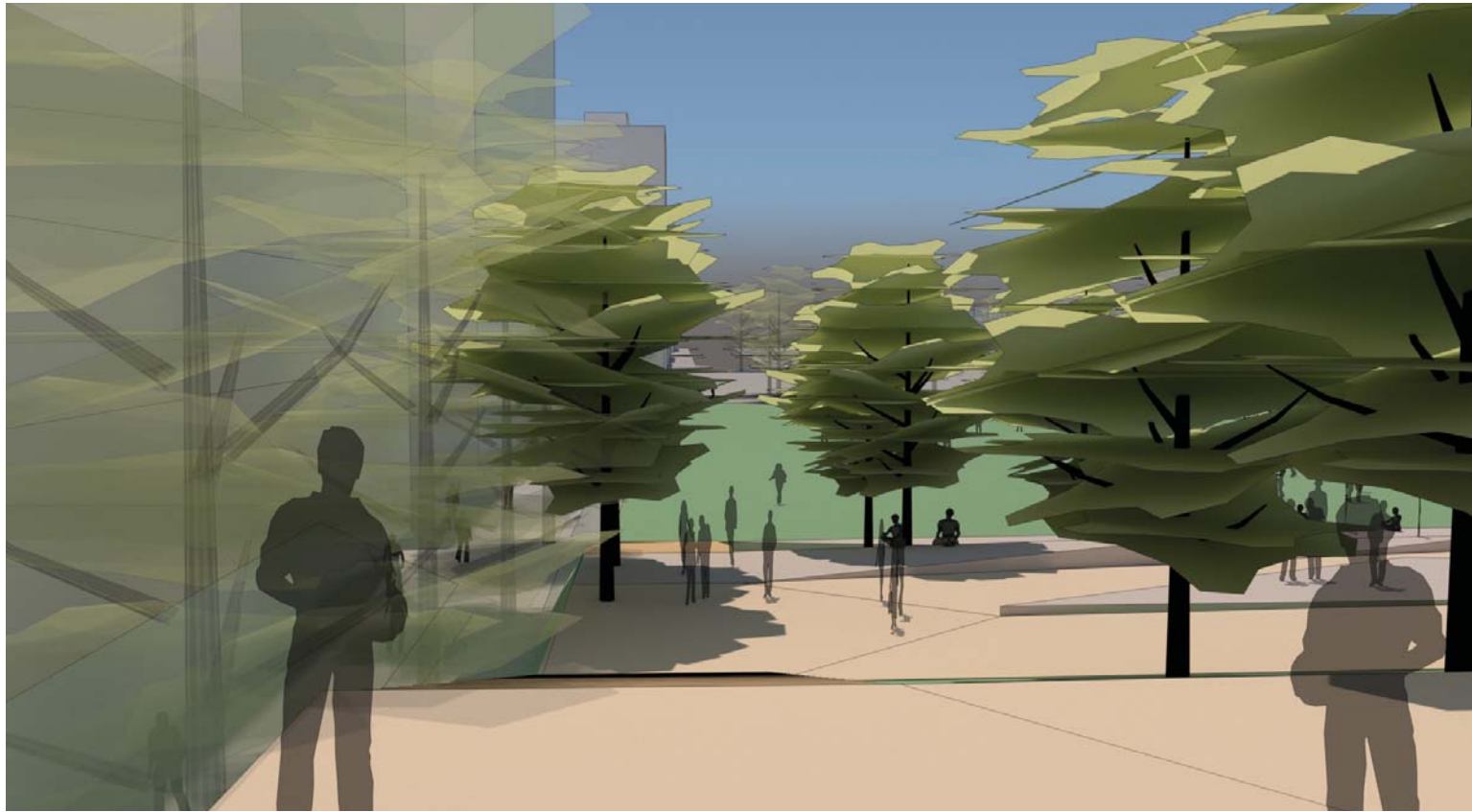
CONNECTED OPEN SPACE the Green Loop climb



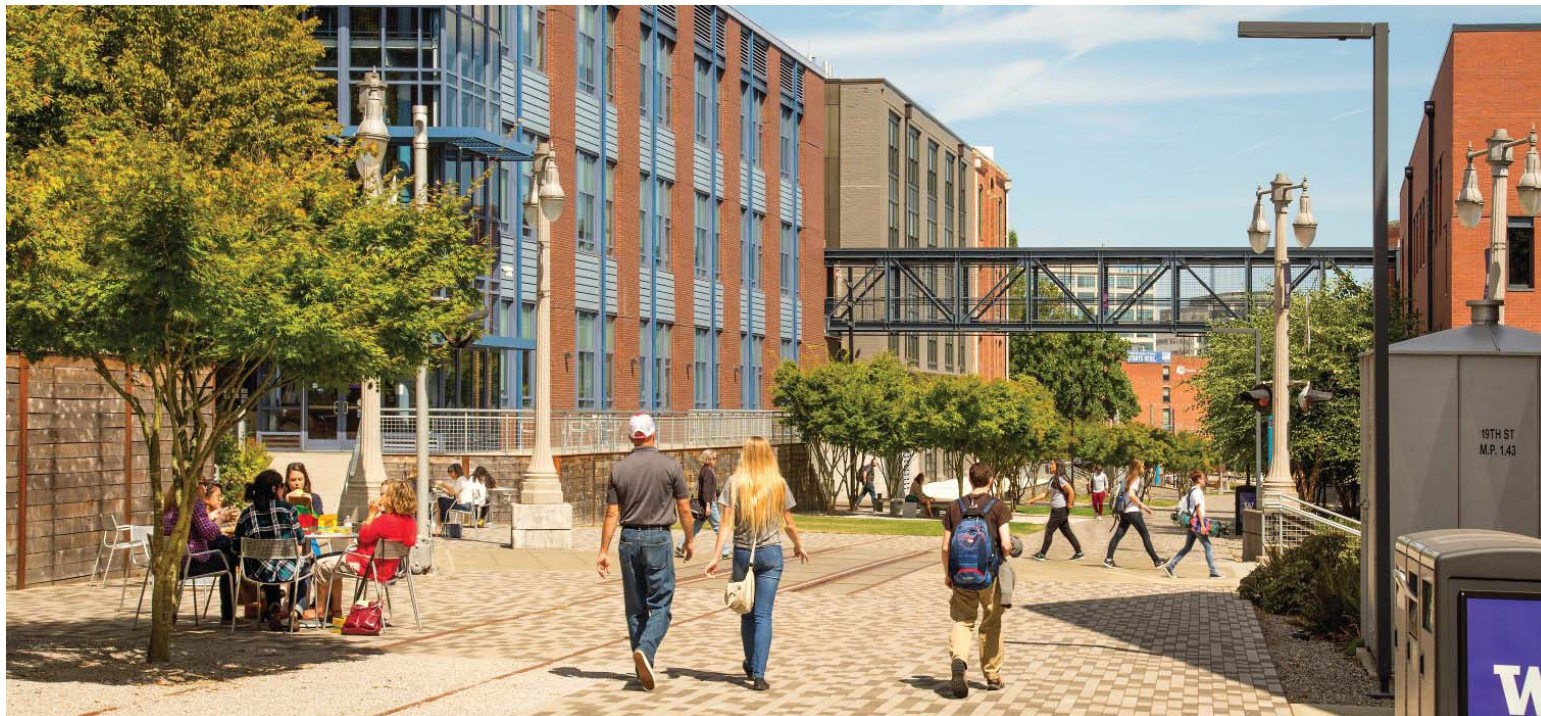
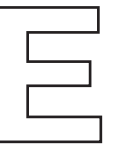
CONNECTED OPEN SPACE the Green Loop climb



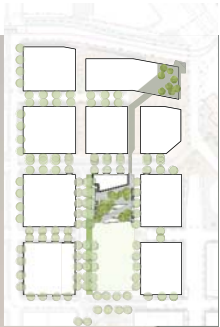
CONNECTED OPEN SPACE the Green Loop climb



CONNECTED OPEN SPACE Green Loop at the park

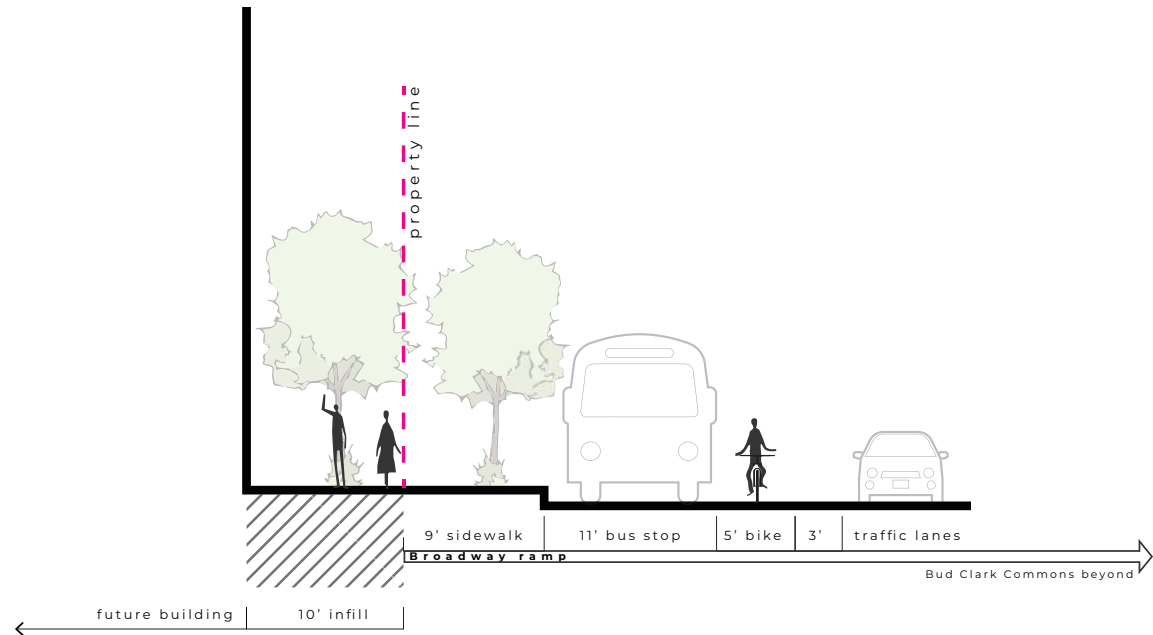


CONNECTED OPEN SPACE Green Loop at the park

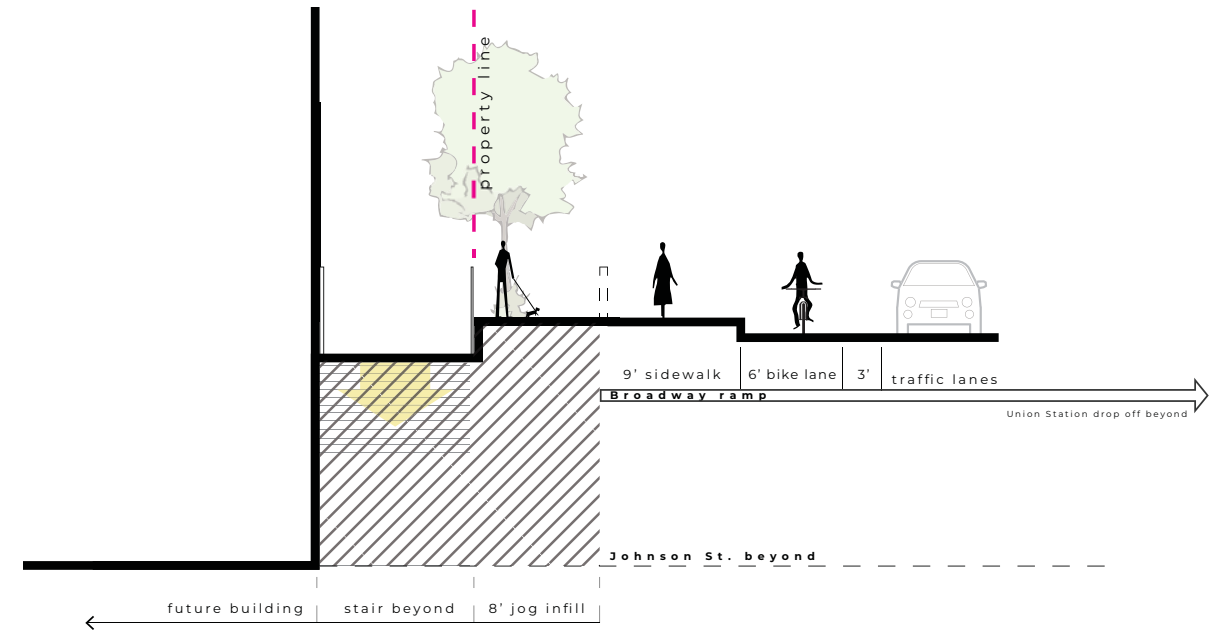


10' MAINTENANCE SETBACK CONDITIONS

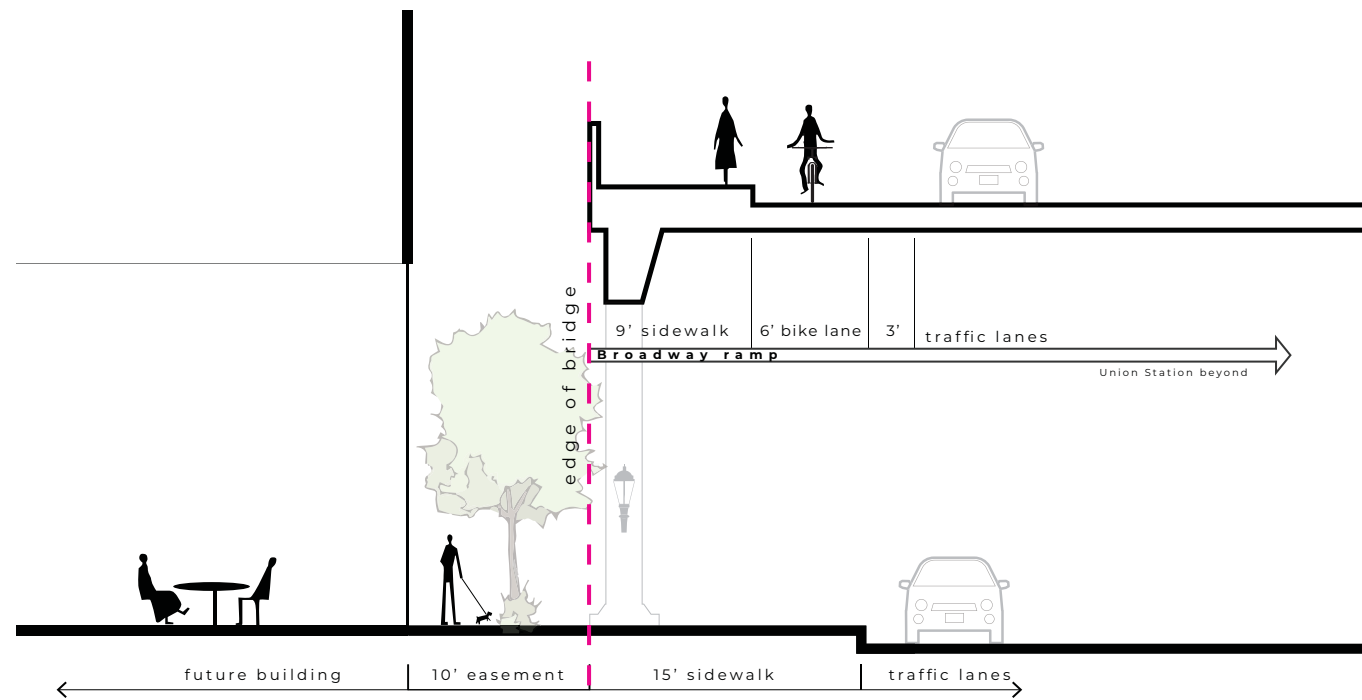
10' MAINTENANCE SETBACK CONDITIONS



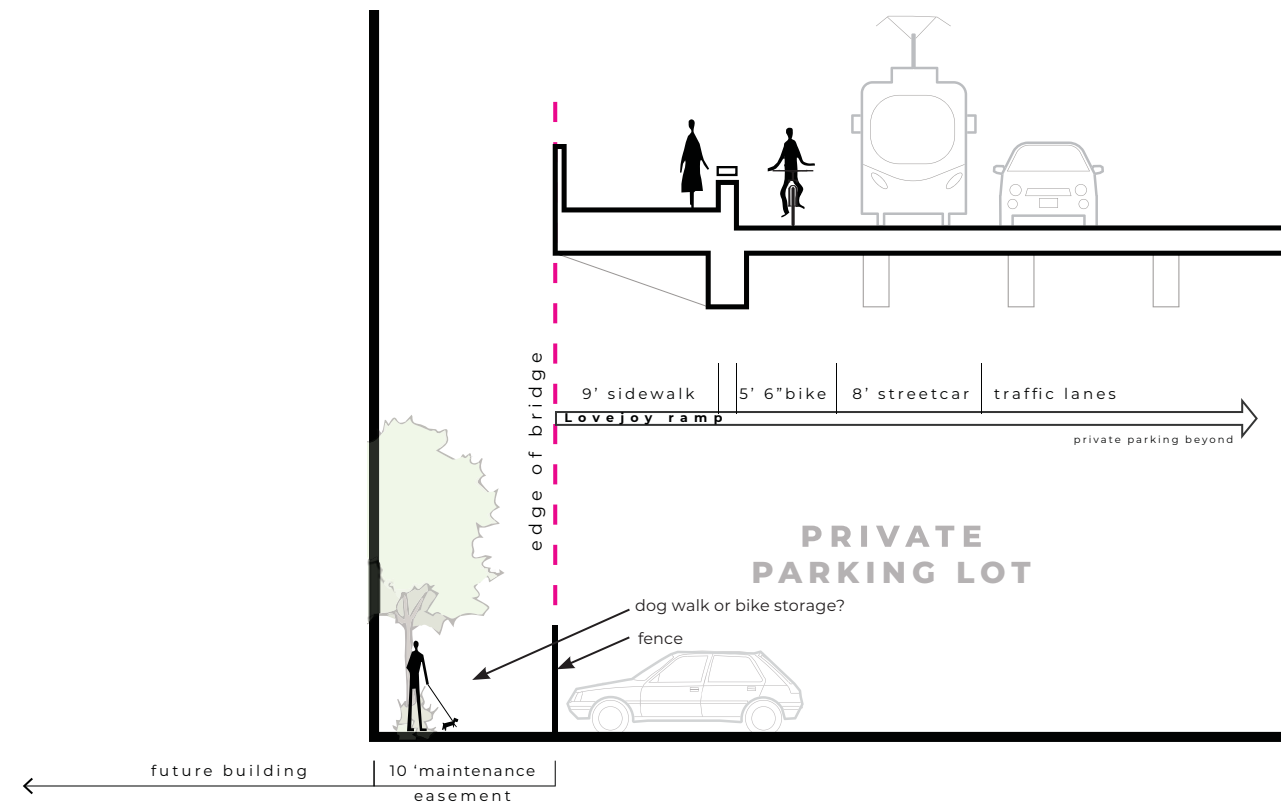
FILL AND EXTEND THE EXISTING SIDEWALK



CREATE ACCESS STAIR FROM BRIDGE TO GRADE



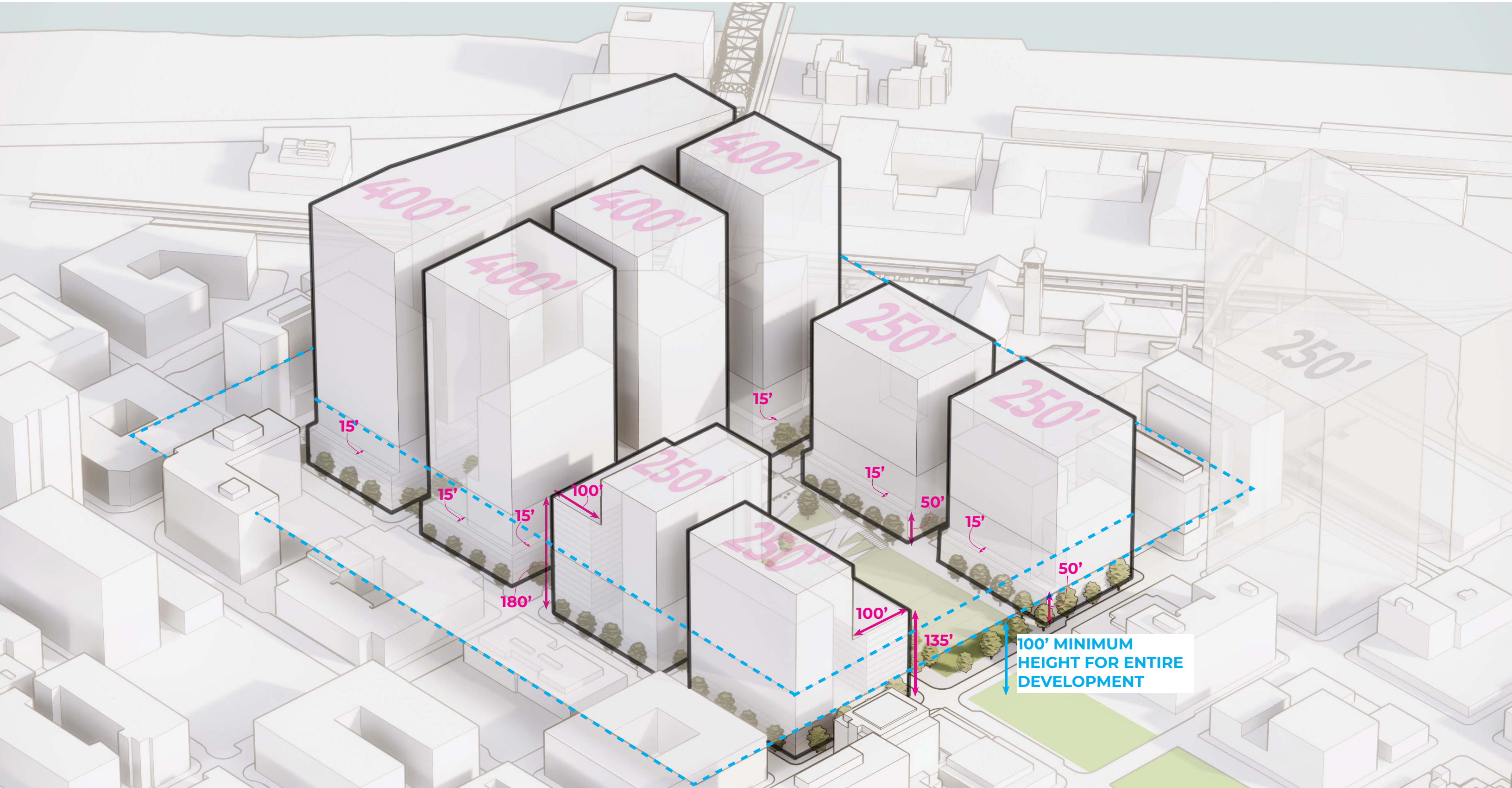
ENGAGE THE ADJACENT OPEN SPACE



CREATE A SECURE ZONE WITH CONTROLLED ACCESS

OPEN SPACE & MASSING

CENTRAL CITY MASTER PLAN massing envelope



OPEN SPACE & MASSING SW View

Scheme A



OPEN SPACE & MASSING SE view

Scheme A



OPEN SPACE & MASSING NE View

Scheme A



OPEN SPACE & MASSING NW View

Scheme A



OPEN SPACE & MASSING

providing massing flexibility for a range of uses

VARIABLES

X = maximum frontage length ($P \times 0.85$)

P = parcel length (*varies*)

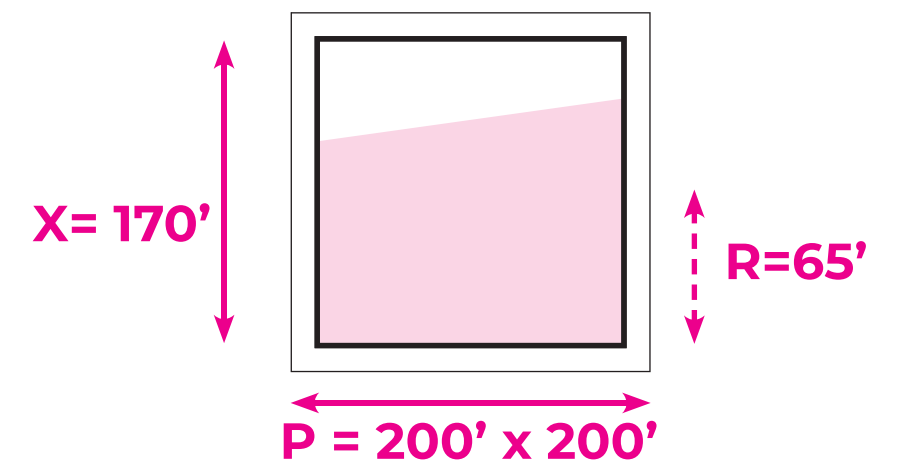
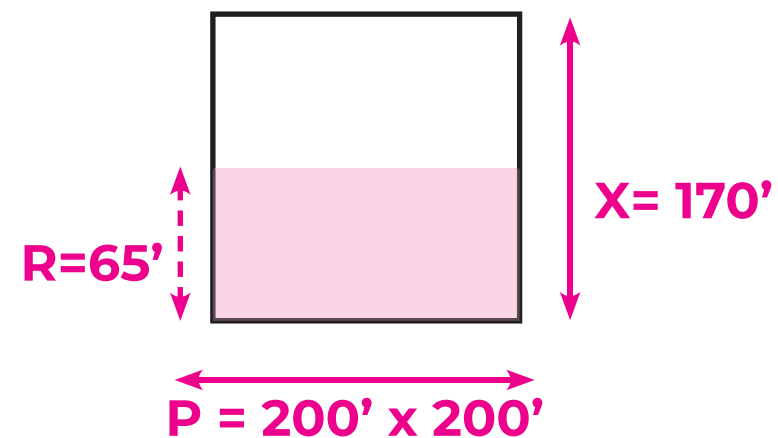
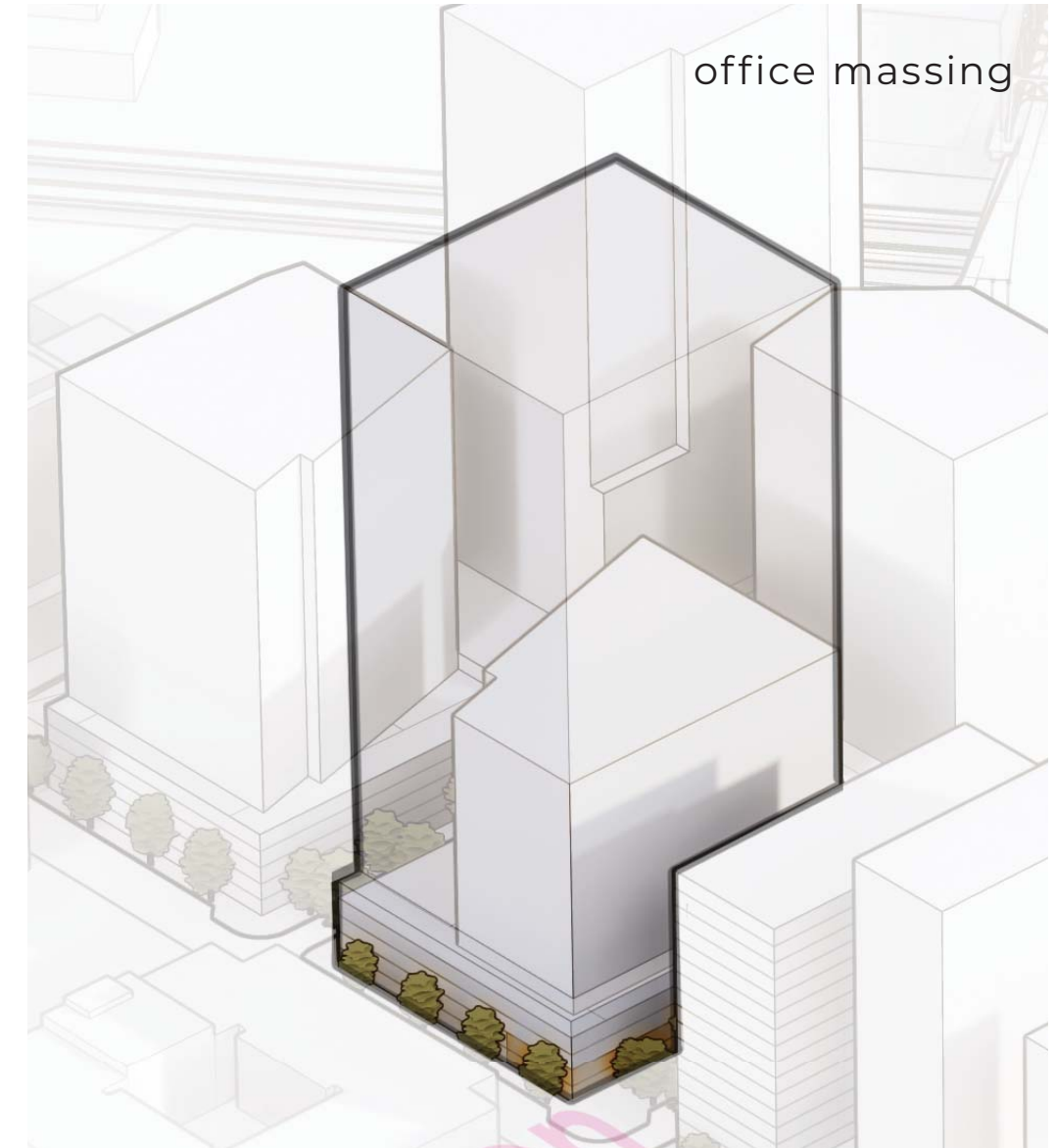
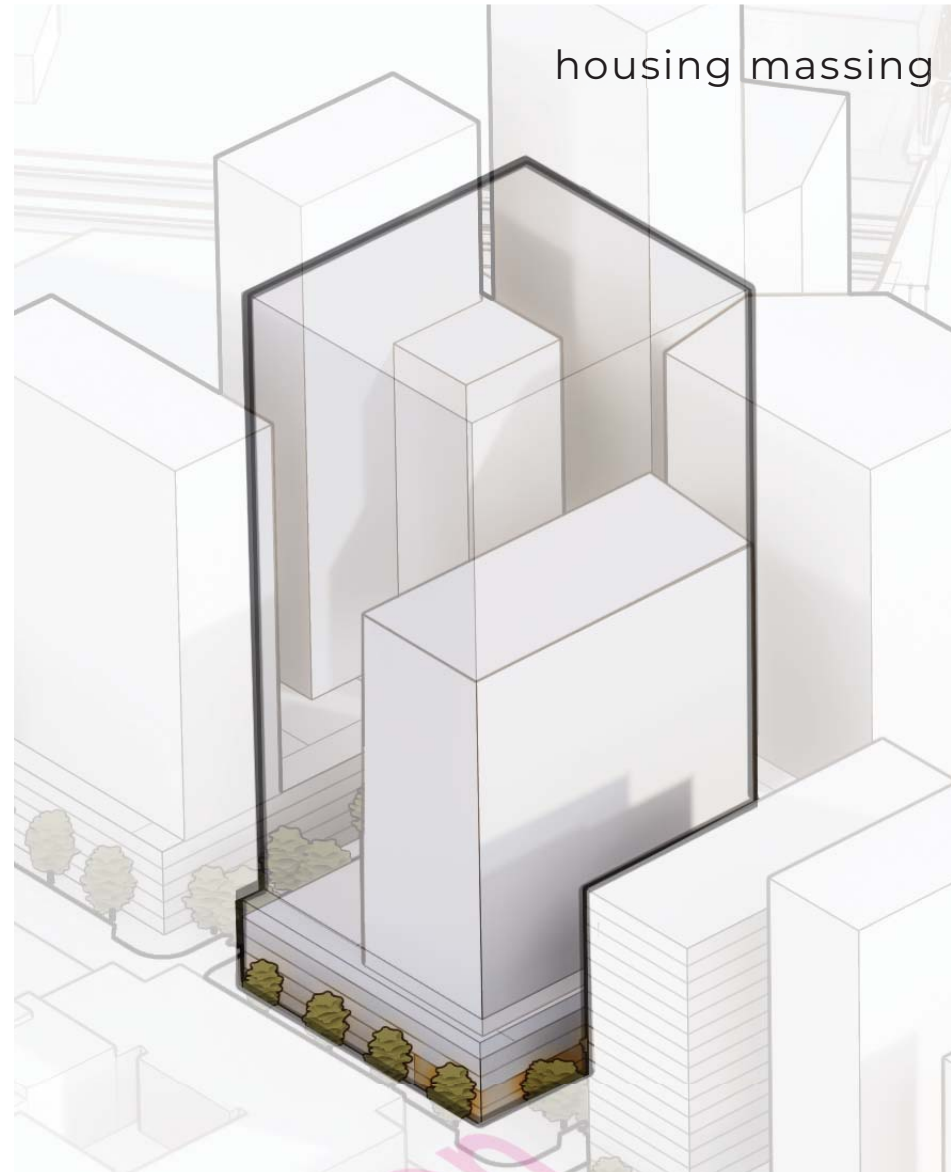
R = shortest reasonable frontage length (65')

The variables above address the codified 15% variation allowed from the massing envelope included under the master plan. The formula can be applied to all parcel shapes and sizes within the Broadway Corridor.

Height on any building parcel can flex between 100' minimum and the maximum height of 250' or 450'.

Building frontage is measured by composite building length - regardless of setback from the parcel line.

Metrics provide opportunity for a variety of building configurations, massings and floor plates common to different uses.



CENTRAL CITY MASTER PLAN

approval documents

CENTRAL CITY MASTER PLAN streets and right of way

- Public Right of Way
- Public Access Easements (No Vehicles)
- Private Driveway (public bike and pedestiran access)

Approval Criteria 6:

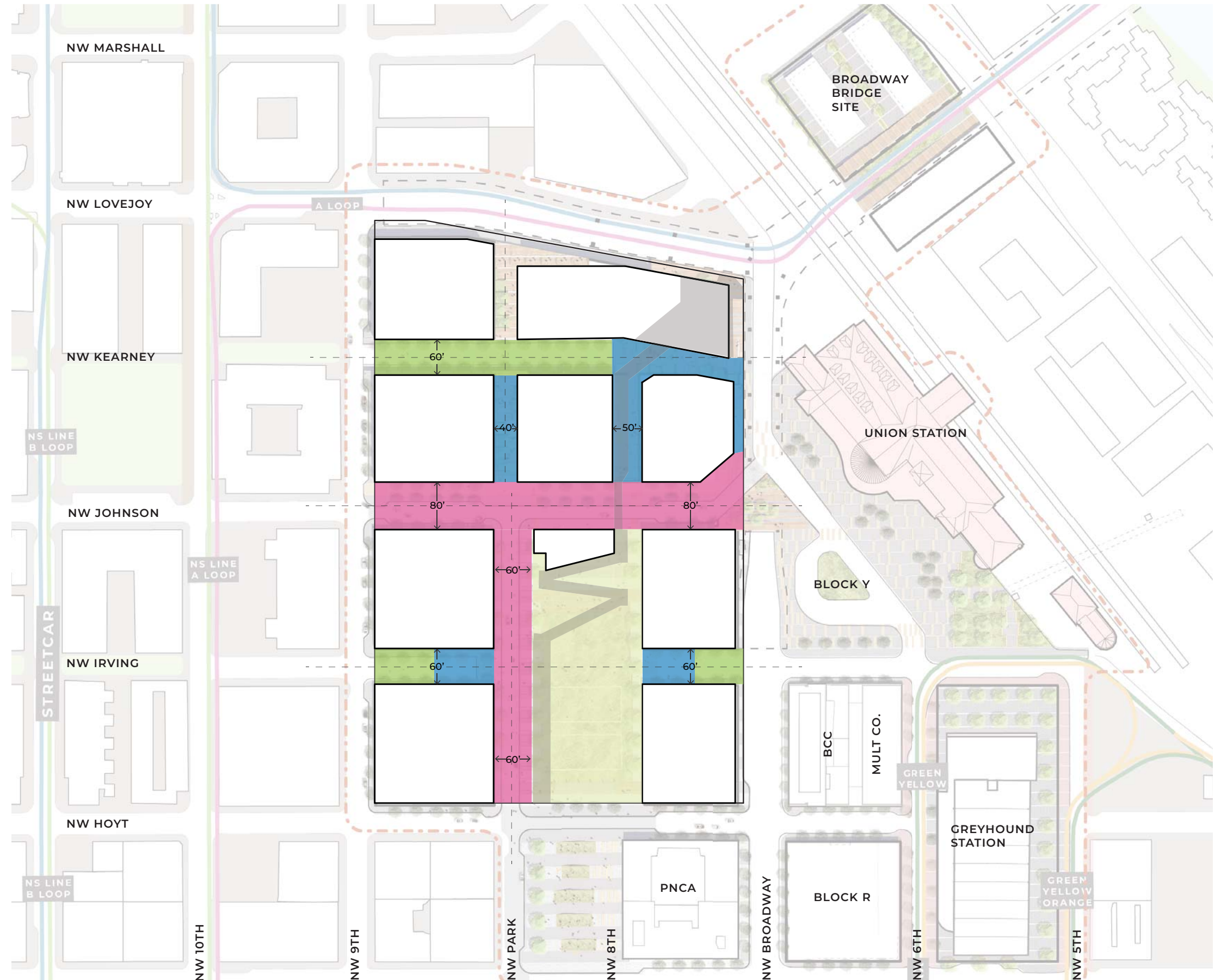
The master plan demonstrates that easy and safe access will be provided to transit stations located within or immediately adjacent to the master plan boundary, and any buildings located immediately adjacent to a transit station include ground floor uses that create an active and safe pedestrian environment throughout the day, evening, and week.

Approval Criteria 8:

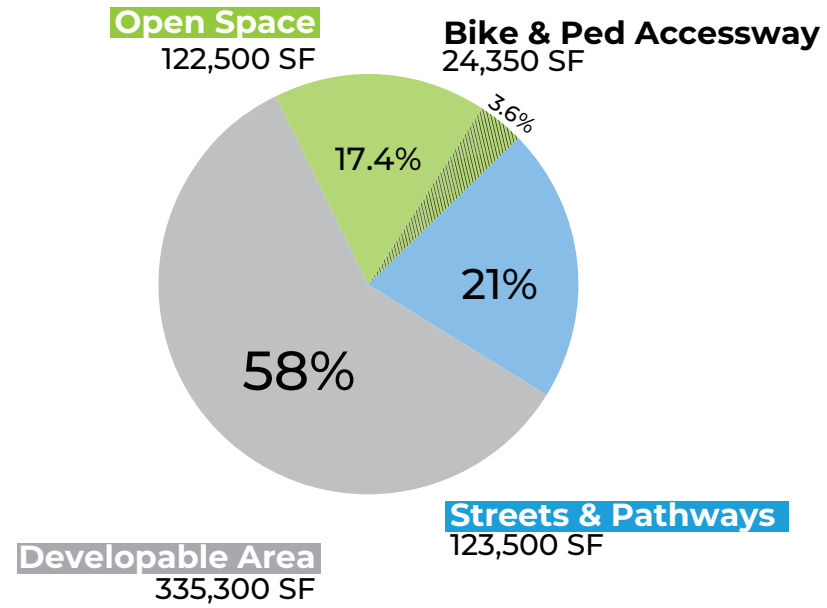
The transportation system is capable of supporting the proposed uses in addition to the existing uses in the plan area.

Approval Criteria 9:

The proposed street plan must provide multi-modal street connections to support the surrounding street grid pattern.






CENTRAL CITY MASTER PLAN concept plan & open space calculation



CCMP Open Area Requirements:

1. Minimum of 20% of Master Plan area must be devoted to open area.
2. At least 20,000 sf of the required open area must be designated parks or plazas. At least one park/plaza must allow a 50' x 50' square to fit entirely within it.
3. Bike and pedestrian accessways may not constitute more than 25% of required open space.

CENTRAL CITY MASTER PLAN ground floor active use

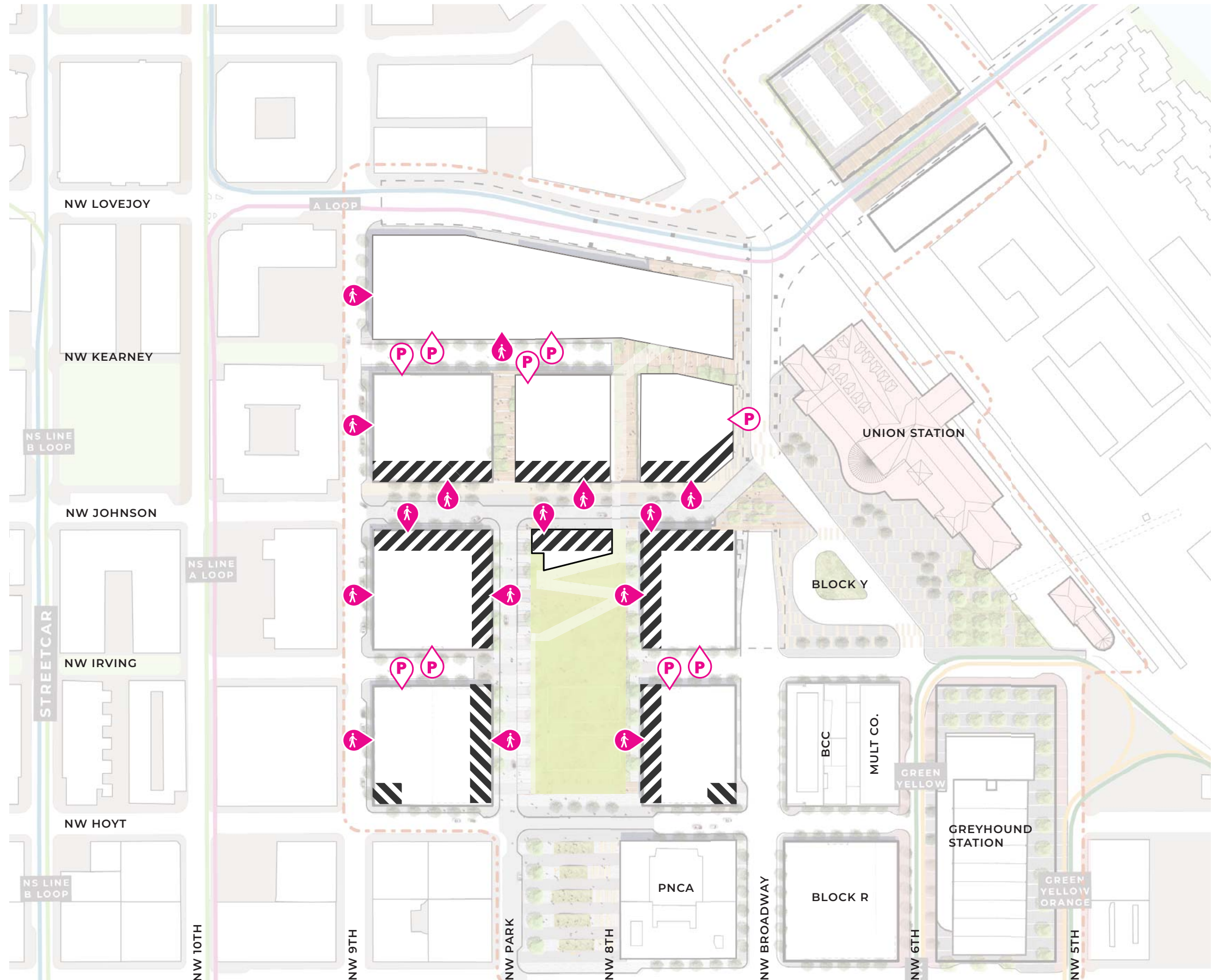
-  Required Active Use (50%)
-  Pedestrian Access
-  Vehicular Access

Approval Criteria 5:

The master plan demonstrates that development within the plan boundary will establish an overall building orientation through massing, the location of entrances, and the location of ground floor uses that result in an edge that embraces adjacent public park rather than creating an abrupt edge between the plan area and parks, and ensures that development within the plan boundary will not excessively shade the adjacent park.

Approval Criteria 11:

The master plan demonstrates that, to the extent practical and feasible, inactive uses, such as, but not limited to, parking and access, loading, and trash and recycling are shared or consolidated, with the goal of activating the pedestrian environment.



CENTRAL CITY MASTER PLAN phasing

PHASE 1

Parcel 10

Access: Kearney driveway (new) + 9th (existing)
 Storm: to Lovejoy (existing)
 Sanitary: to 9th (existing)
 Water: to 9th + to existing in Station Way

Parcel 9

Access: Station Way (existing) + Johnson ROW (new)
 Storm: to Johnson (new)
 Sanitary: to Johnson (new)
 Water: to Johnson (new)

Parcel 7

Access: Kearney driveway (new) + Johnson ROW (new)
 Storm: to Johnson (new)
 Sanitary: to Johnson (new)
 Water: to Johnson (new)

Parcel 5

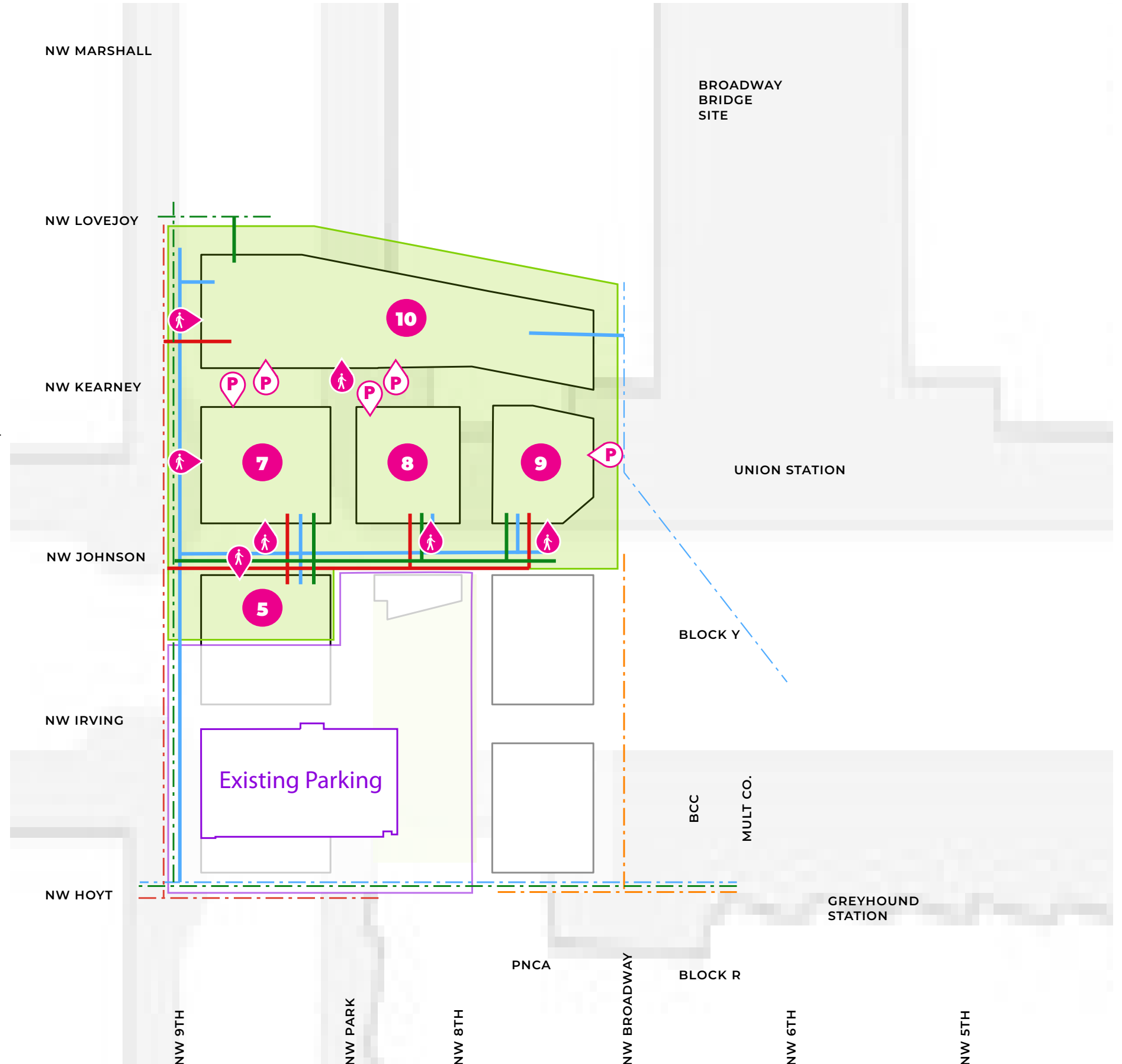
Access: Johnson ROW (new)
 Storm: to Johnson (new)
 Sanitary: to Johnson (new)
 Water: to Johnson (new)
 Demo: Electrical Vault

Parcel 8

Access: Kearney driveway (new) + Johnson ROW (new)
 Storm: to Johnson (new)
 Sanitary: to Johnson (new)
 Water: to Johnson (new)

Notes:

1. During Phase 1 development, interim activation can occur on southern portion of the site, including use of the existing parking garage.
2. Existing BES easement in line with Park on parcel 10 to be removed.



Legend

- EXISTING WATER LINE
- NEW WATER LINE
- EXISTING STORM LINE
- NEW STORM LINE
- EXISTING SS LINE
- NEW SS LINE
- EXISTING COMBINED STORM/SS LINE

CENTRAL CITY MASTER PLAN phasing

PHASE 2

Parcel 6

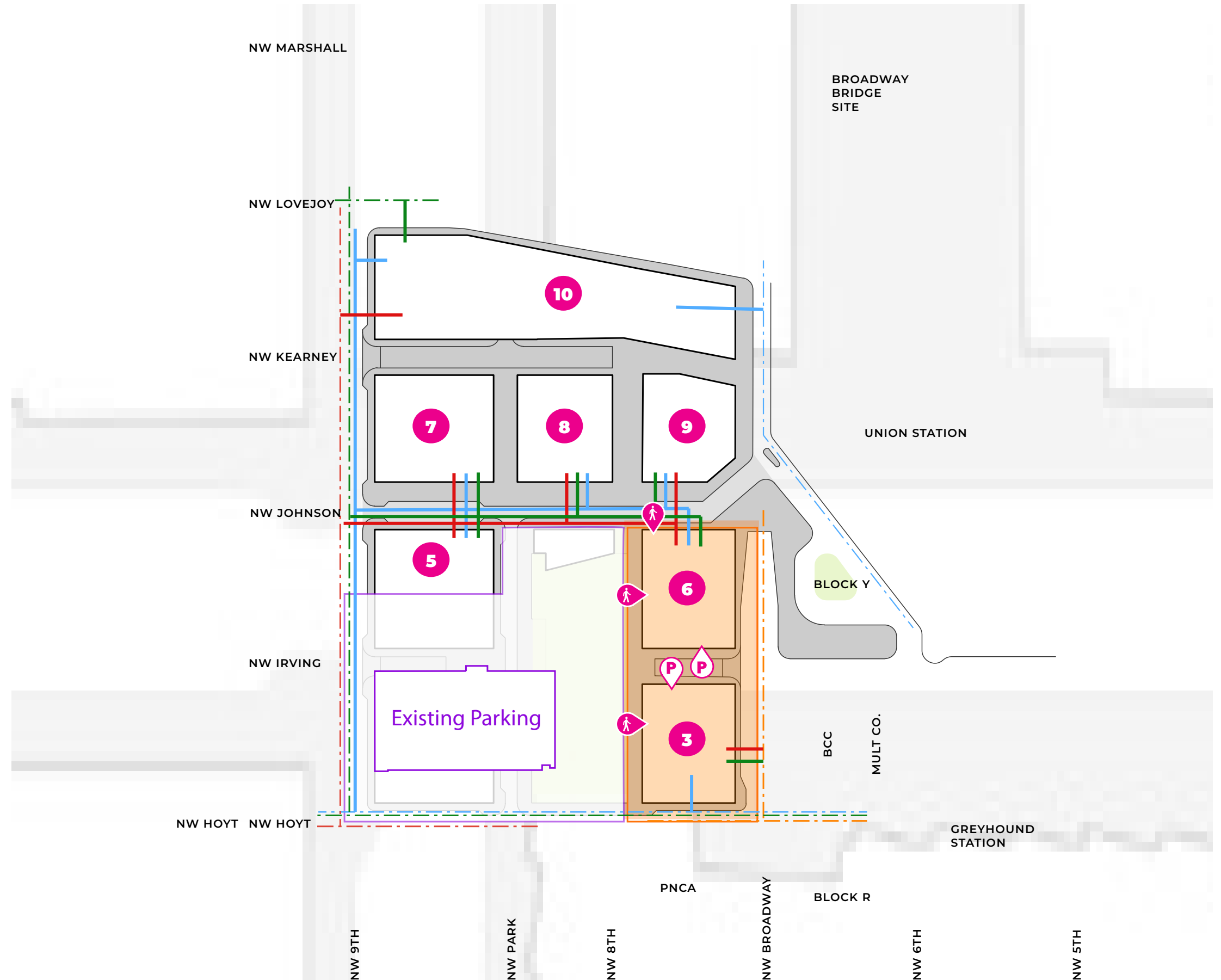
Access: Irving driveway (new) + Johnson ROW (new) + Park pedestrian path
 Storm: to Johnson (new)
 Sanitary: to Johnson (new)
 Water: to Johnson (new)
 Demo: Existing utilities on Broadway spur

Parcel 3

Access: Irving driveway (new) + Park pedestrian path
 Storm: to Broadway (combined)
 Sanitary: to Broadway (combined)
 Water: to Hoyt (existing)
 Demo: Existing utilities on Broadway spur

Legend

- EXISTING WATER LINE
- NEW WATER LINE
- EXISTING STORM LINE
- NEW STORM LINE
- EXISTING SS LINE
- NEW SS LINE
- EXISTING COMBINED STORM/SS LINE



CENTRAL CITY MASTER PLAN phasing

PHASE 3

Parcel 4

Access: Irving driveway (new) + Park Ave (new)
 Storm: Irving (new)
 Sanitary: to 9th (existing)
 Water: to 9th (new)
 Demo: Existing parking structure

Parcel 1

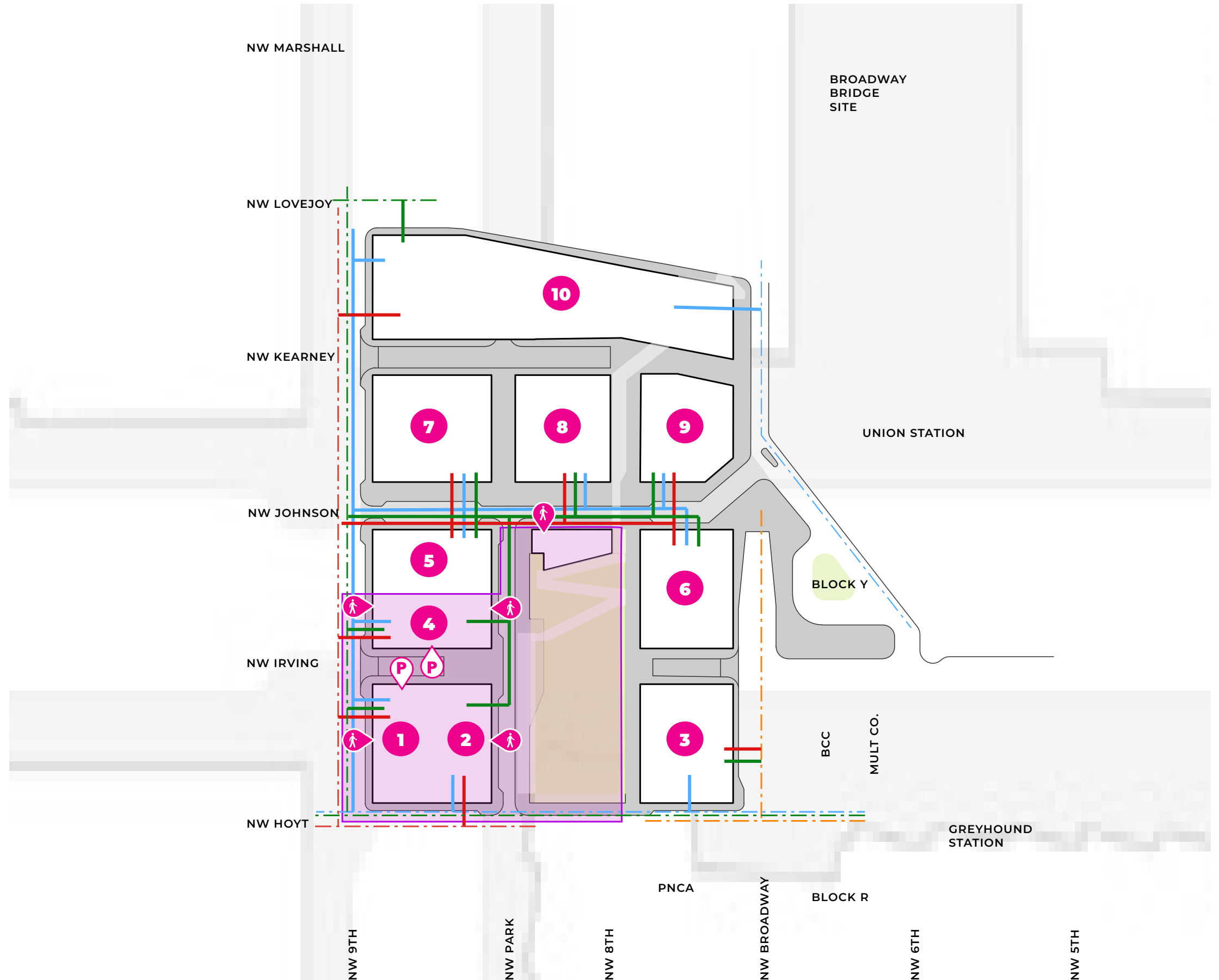
Access: Hoyt (existing)
 Storm: to 9th (existing)
 Sanitary: to 9th (existing)
 Water: to 9th (new)
 Demo: Existing parking structure

Parcel 2

Access: Irving driveway (new) + Park Ave (new)
 Storm: to 9th (existing)
 Sanitary: to Hoyt (existing)
 Water: to Hoyt (existing)
 Demo: Existing parking structure

Legend

- EXISTING WATER LINE
- NEW WATER LINE
- EXISTING STORM LINE
- NEW STORM LINE
- EXISTING SS LINE
- NEW SS LINE
- EXISTING COMBINED STORM/SS LINE



CENTRAL CITY MASTER PLAN shadow study

12 PM

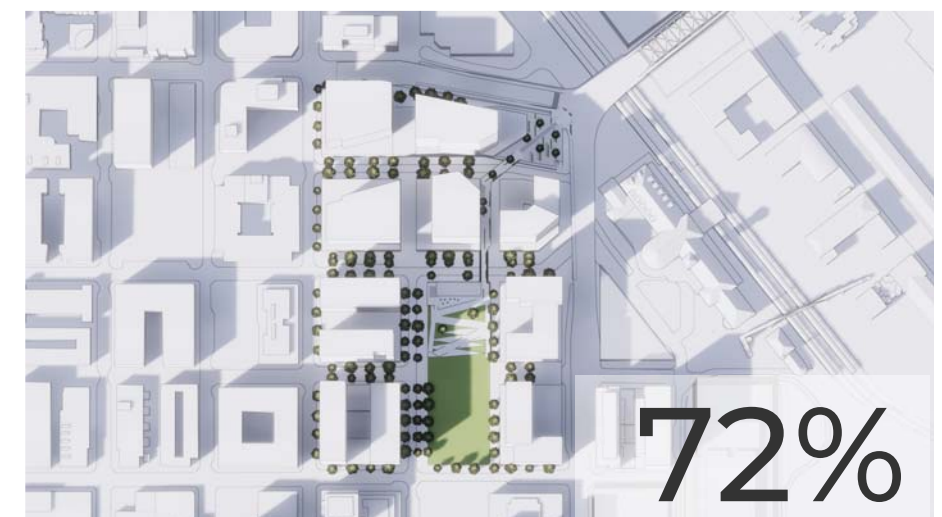
3PM

MARCH 21ST



JUNE 21ST

SEPTEMBER 21ST



Approval Criteria 5:

The master plan demonstrates that development within the plan boundary will establish an overall building orientation through massing, the location of entrances, and the location of ground floor uses that result in an edge that embraces adjacent public park rather than creating an abrupt edge between the plan area and parks, and ensures that development within the plan boundary will not excessively shade the adjacent park.