

USPS Master Plan

DAR #2

EA 19-147114 DA

July 18, 2019



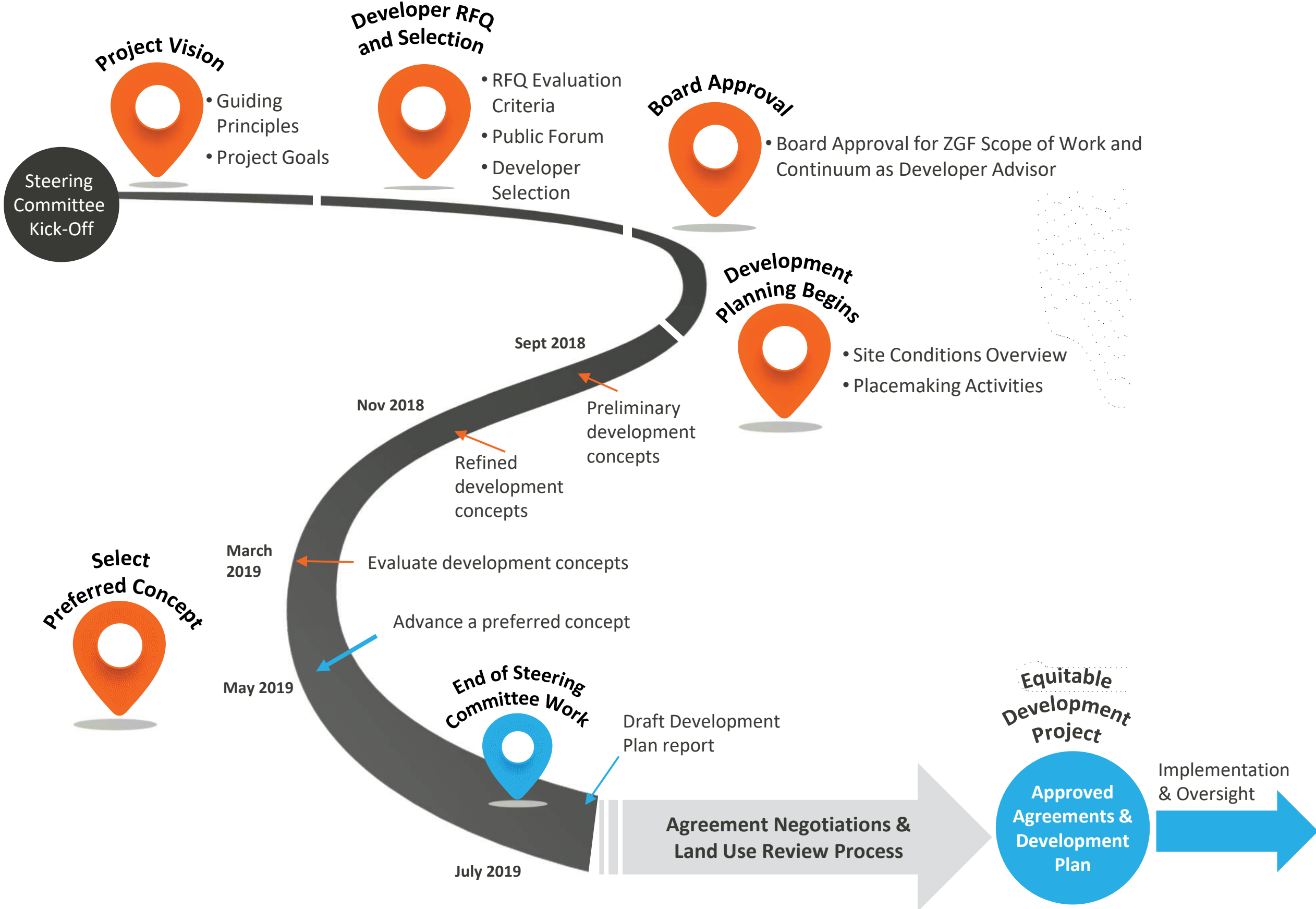
**PROSPER
PORTLAND**

ZGF

USPS Master Plan Study Area



Where We've Been, Where We're Going



Massing Envelope and orientation - how to maintain programmatic flexibility over long term build out?

Open space vision and response to design commission feedback

- 1. Green Loop Alignment**
- 2. Scale and Use of Park**
- 3. Elevated Plaza/Bridge Activation**

MASSING & ORIENTATION

setting the stage with the CCMP

CONSIDERATIONS

- 1 PARCEL SIZE**
- range of sizes
 - some typical PDX block

- 2 BLOCK FLEXIBILITY**
- change of use over time
 - multiple owners
 - design flexibility

- 3 RAMPS / SLOPES**
- limits on access
 - multi level experience
 - maintenance

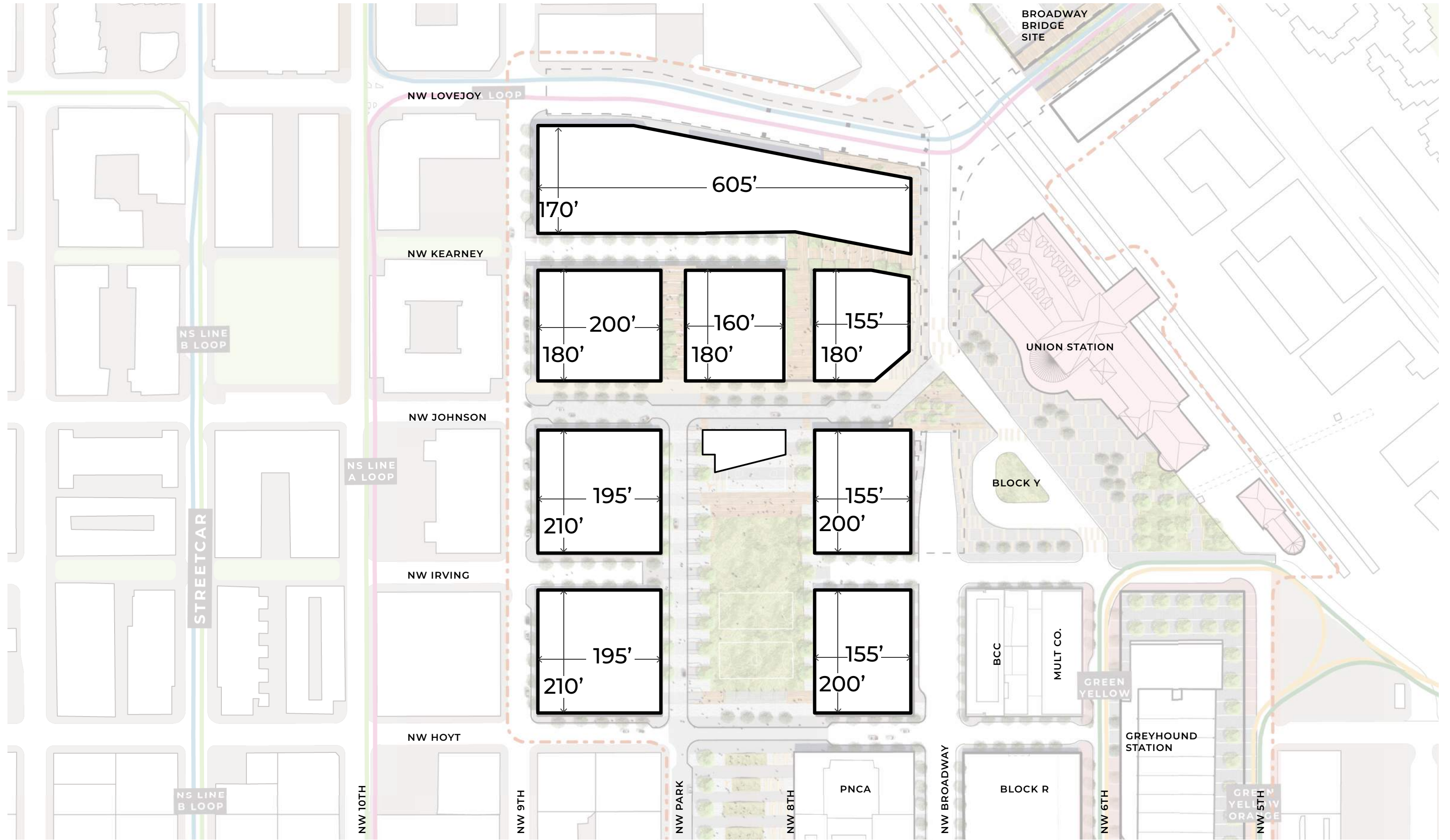
- 4 PARKING**
- clean fill challenges
 - FAR is plentiful

- 5 VIEWS**
- Union Station
 - park blocks
 - mountains, river, west hills
 - city

- 6 OPEN SPACE**
- eyes on the park
 - shading
 - scale

- 7 PHASING**
- parking garage
 - infrastructure
 - access

CENTRAL CITY MASTER PLAN parcel size



FLEXIBILITY



change in use



change in servicing

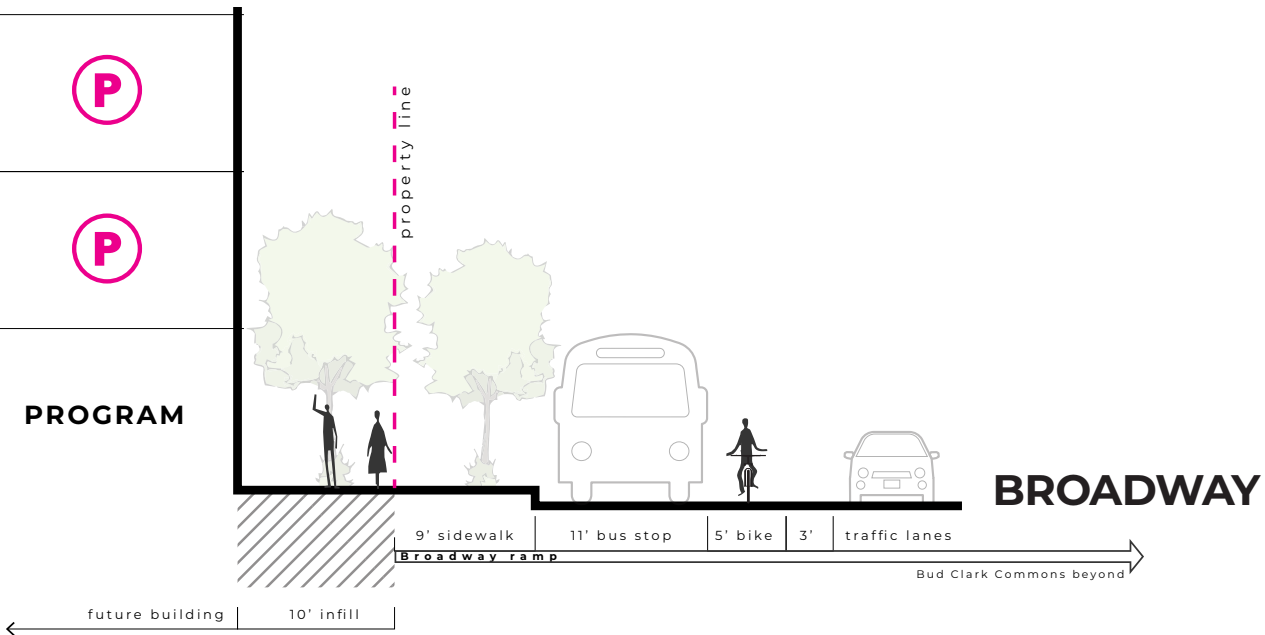


change in design

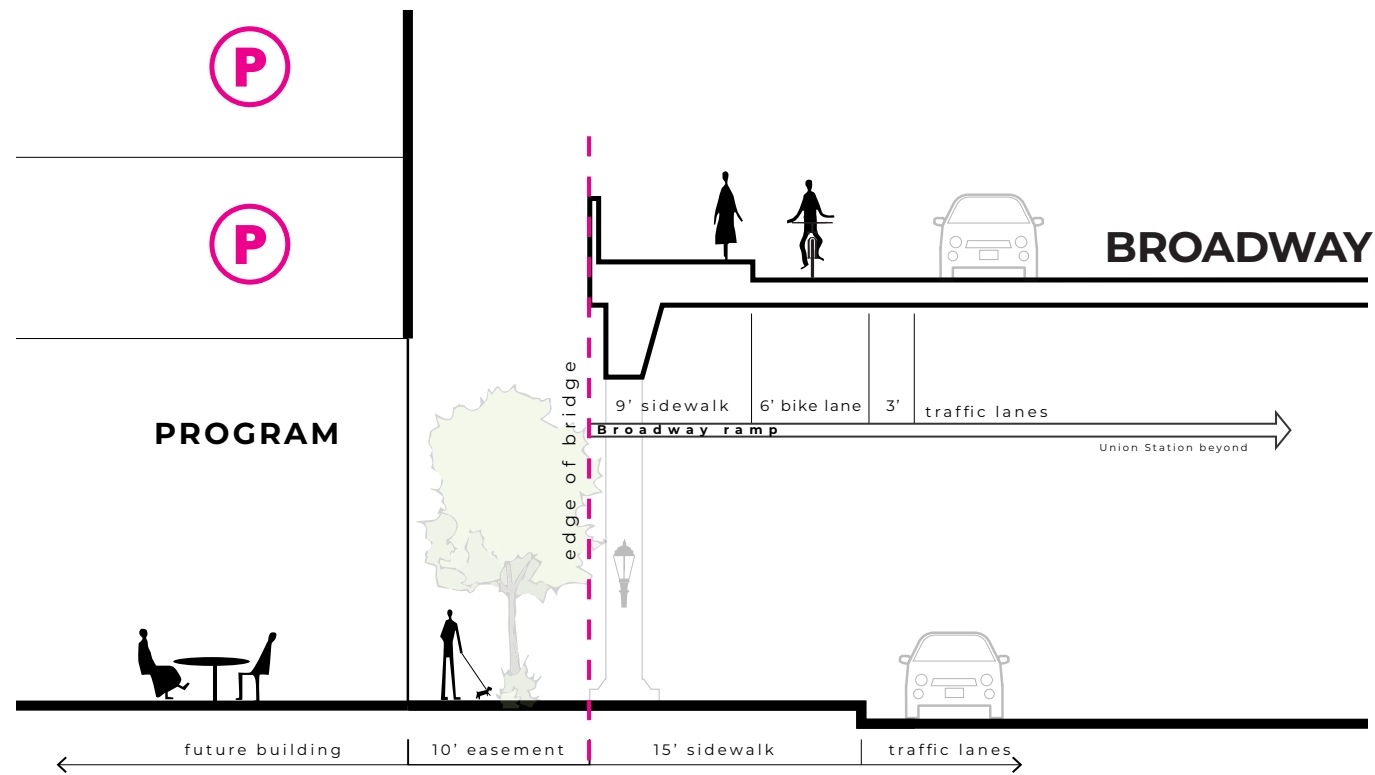
BRIDGE RAMPS / SLOPE



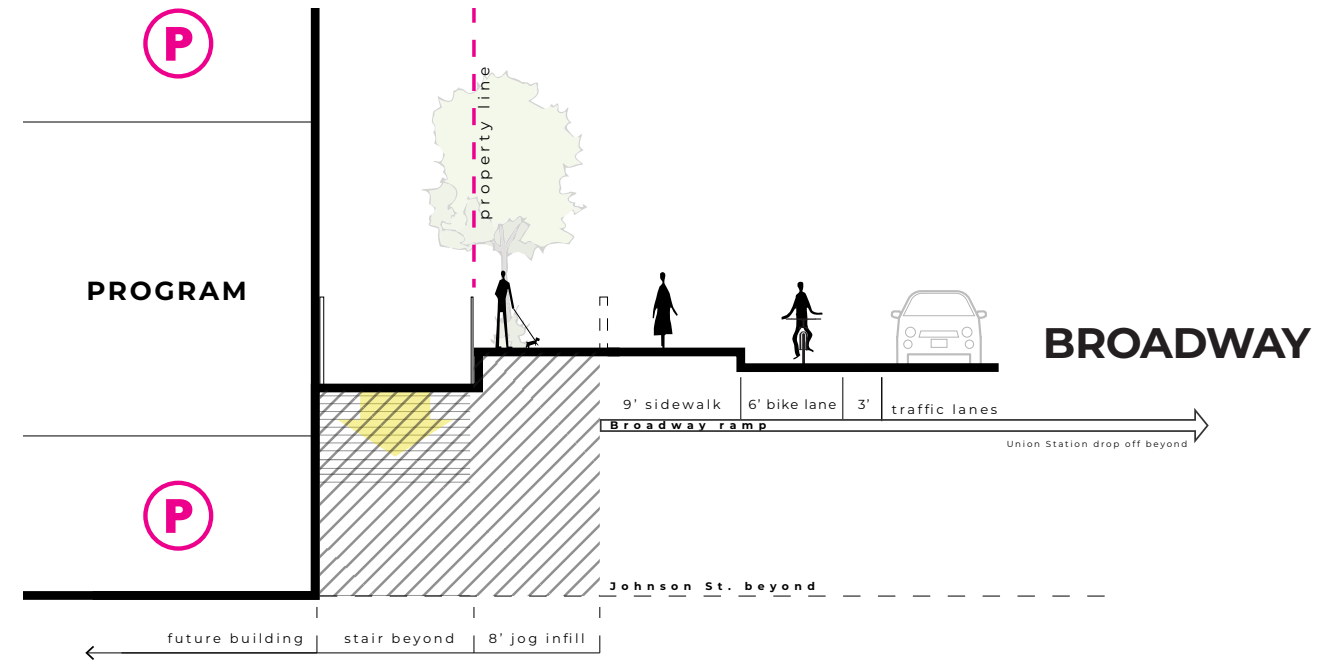
BRIDGE RAMPS 10' maintenance setback conditions



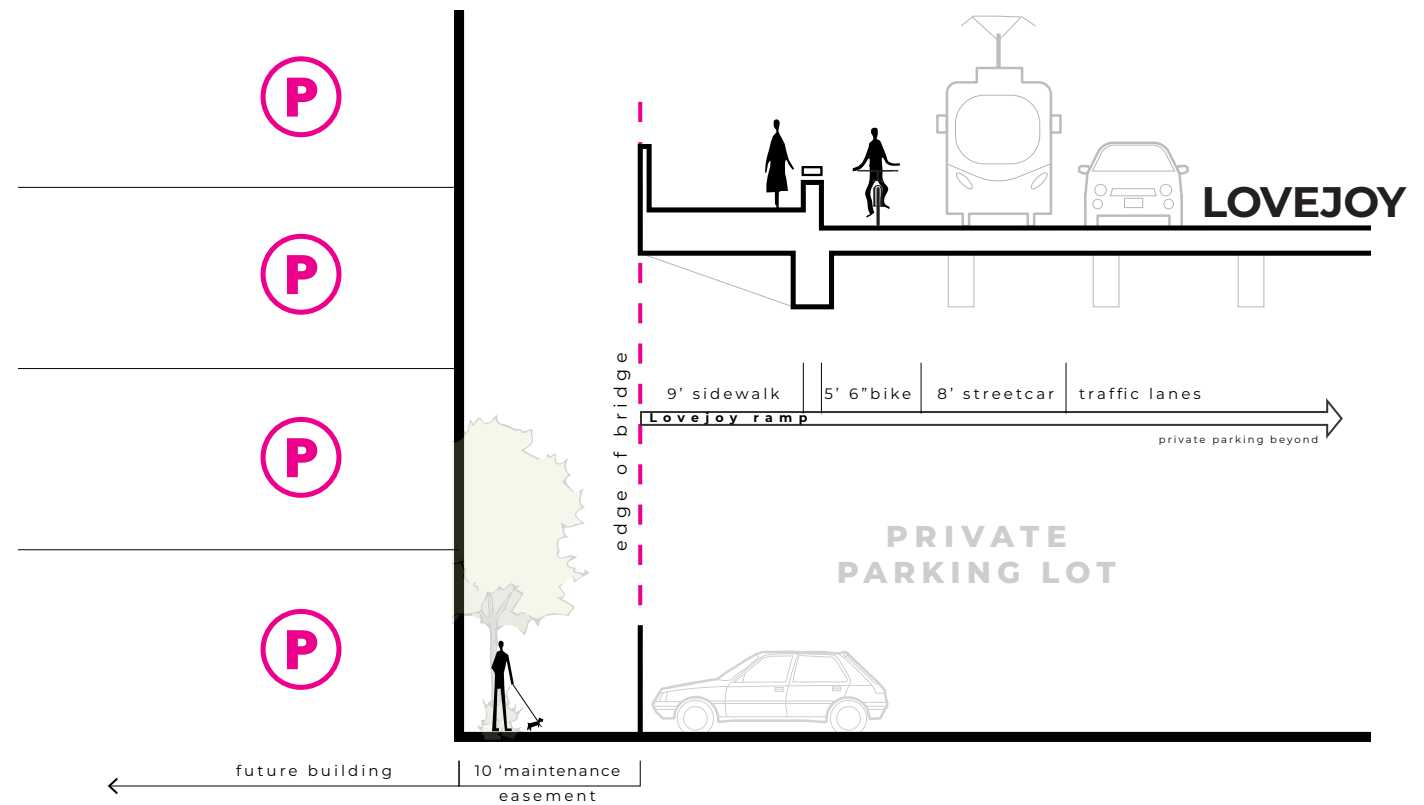
REMOVE RAILING AND EXTEND THE EXISTING



ENGAGE THE ADJACENT OPEN SPACE



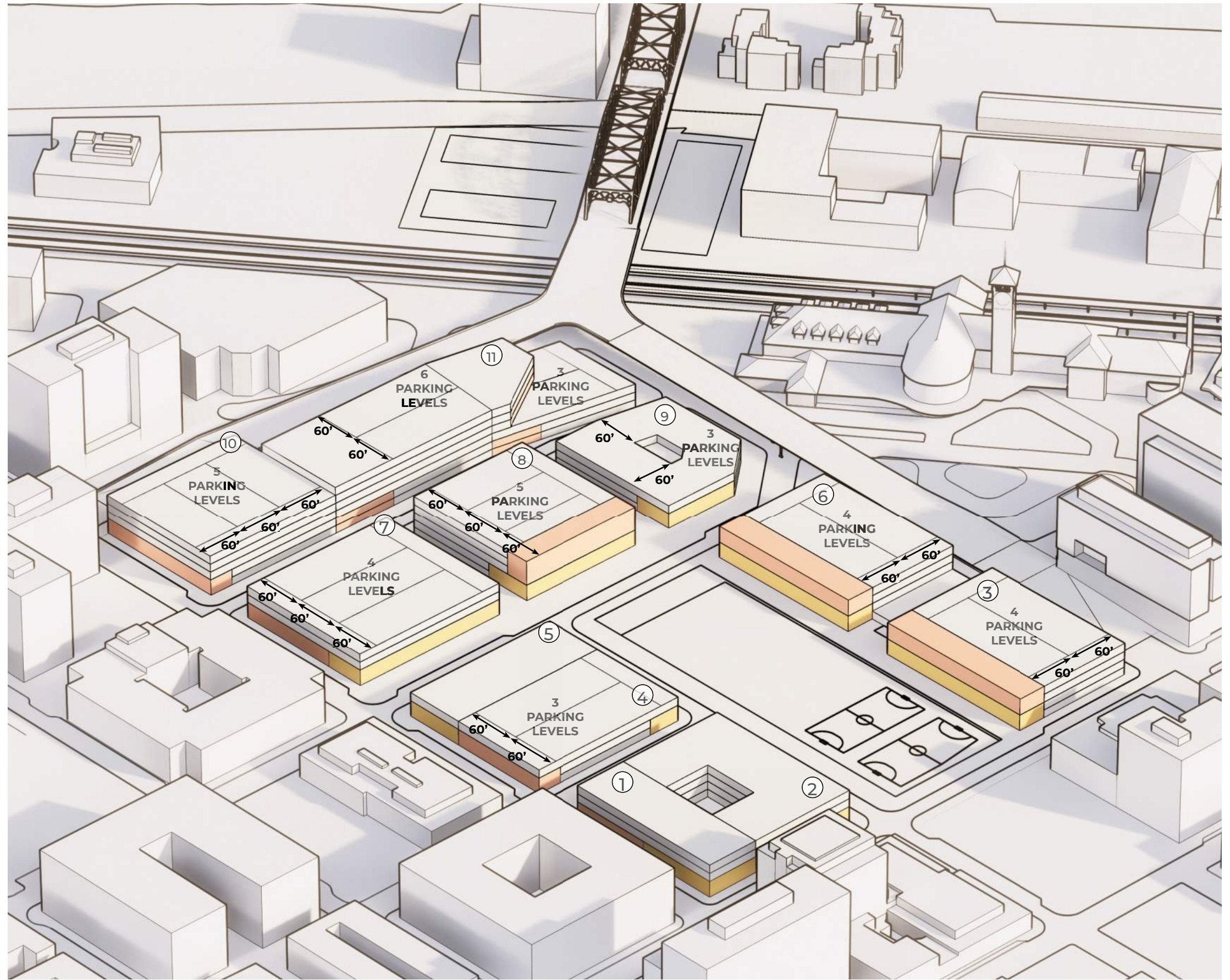
CREATE ACCESS STAIR FROM BRIDGE TO GRADE



CREATE A SECURE ZONE WITH CONTROLLED ACCESS

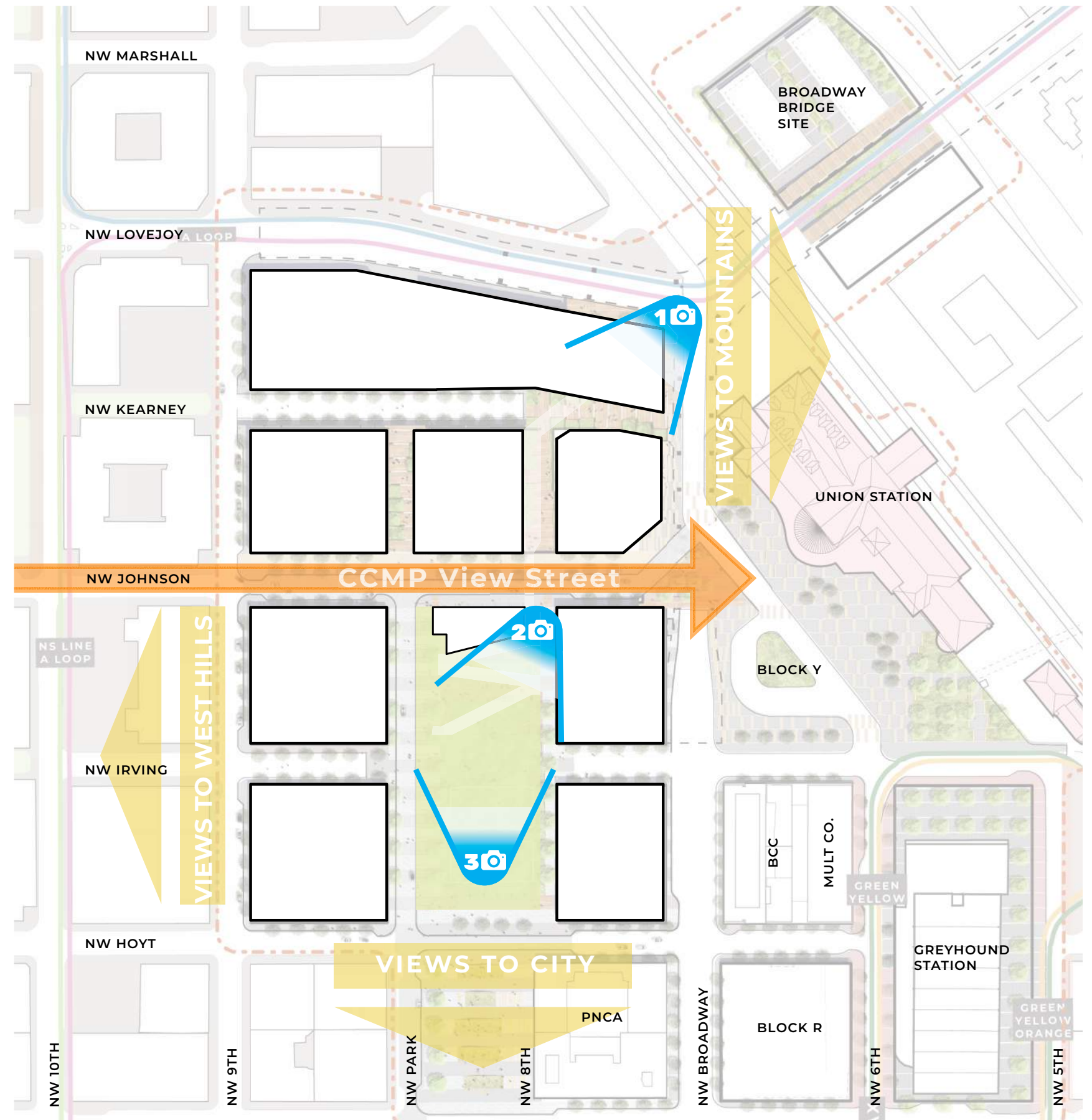
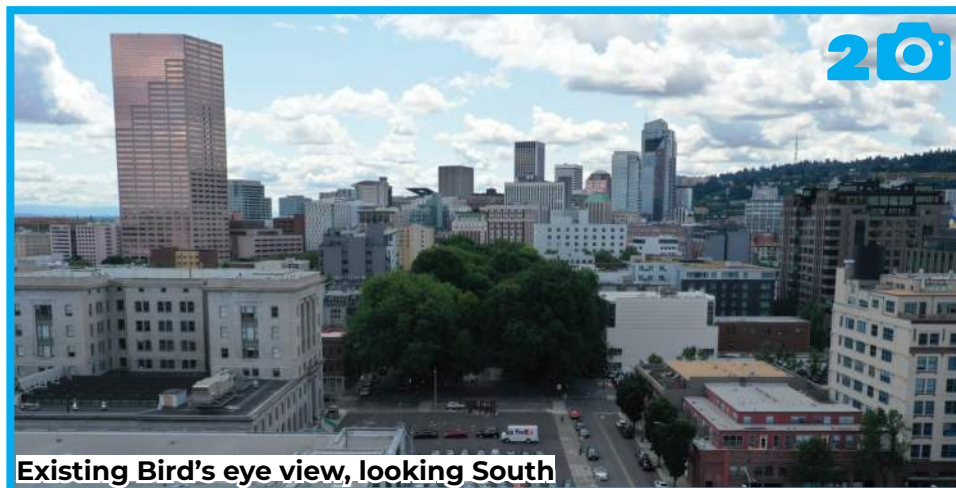
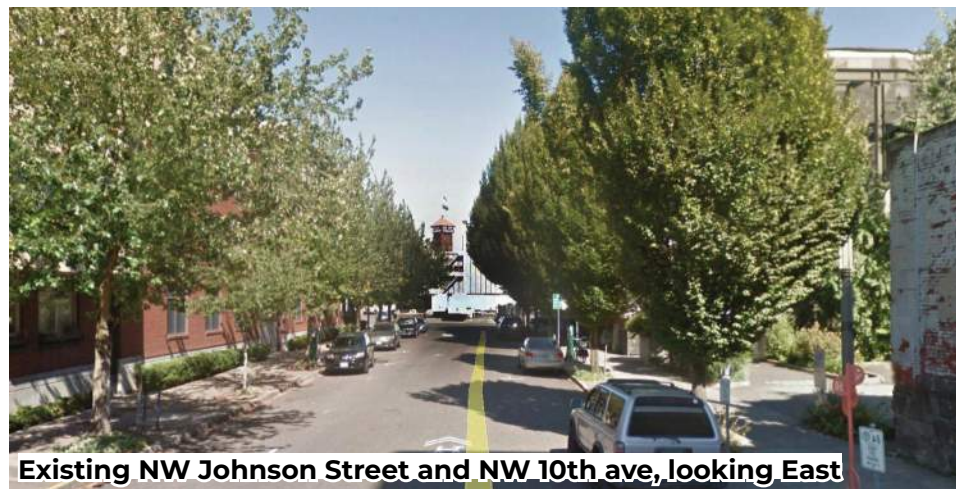
PARKING APPROACH

- GROUND FLOOR ACTIVE USE
- PROGRAMMED SPACE
- PARKING WITH SCREEN / ART



1. Limit parking ratios
2. Avoid subterranean parking
3. Allow for conversion in future

VIEWS preserved, designed & distant



CENTRAL CITY MASTER PLAN concept plan & open space calculation



CENTRAL CITY MASTER PLAN shadow study

MARCH 21ST



JUNE 21ST



SEPTEMBER 21ST



DECEMBER 21ST



12 PM



3 PM

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

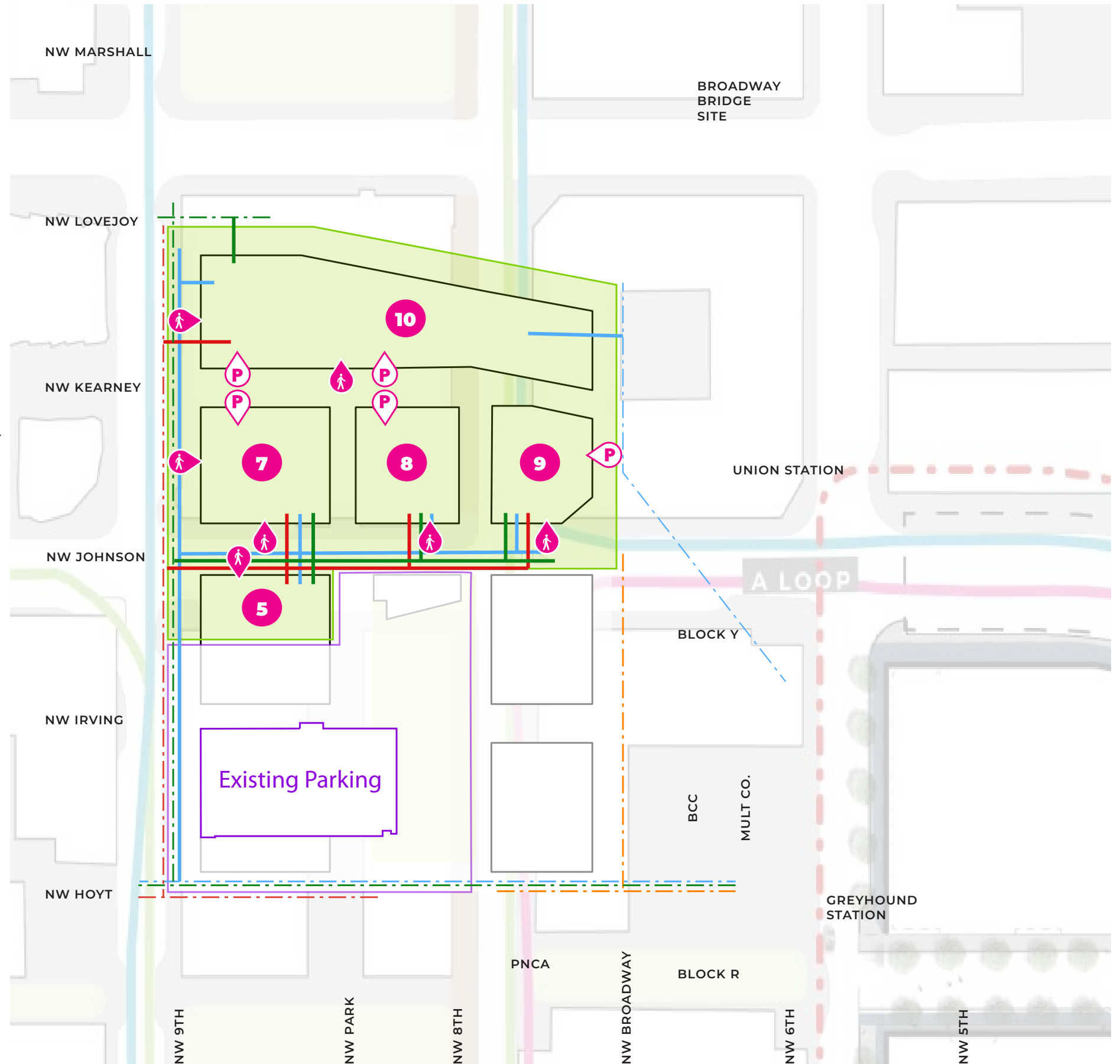
Access: Johnson ROW (new)
 Storm: to Johnson (new)
 Sanitary: to Johnson (new)
 Water: to Johnson (new)
 Demo: Electrical Vault

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

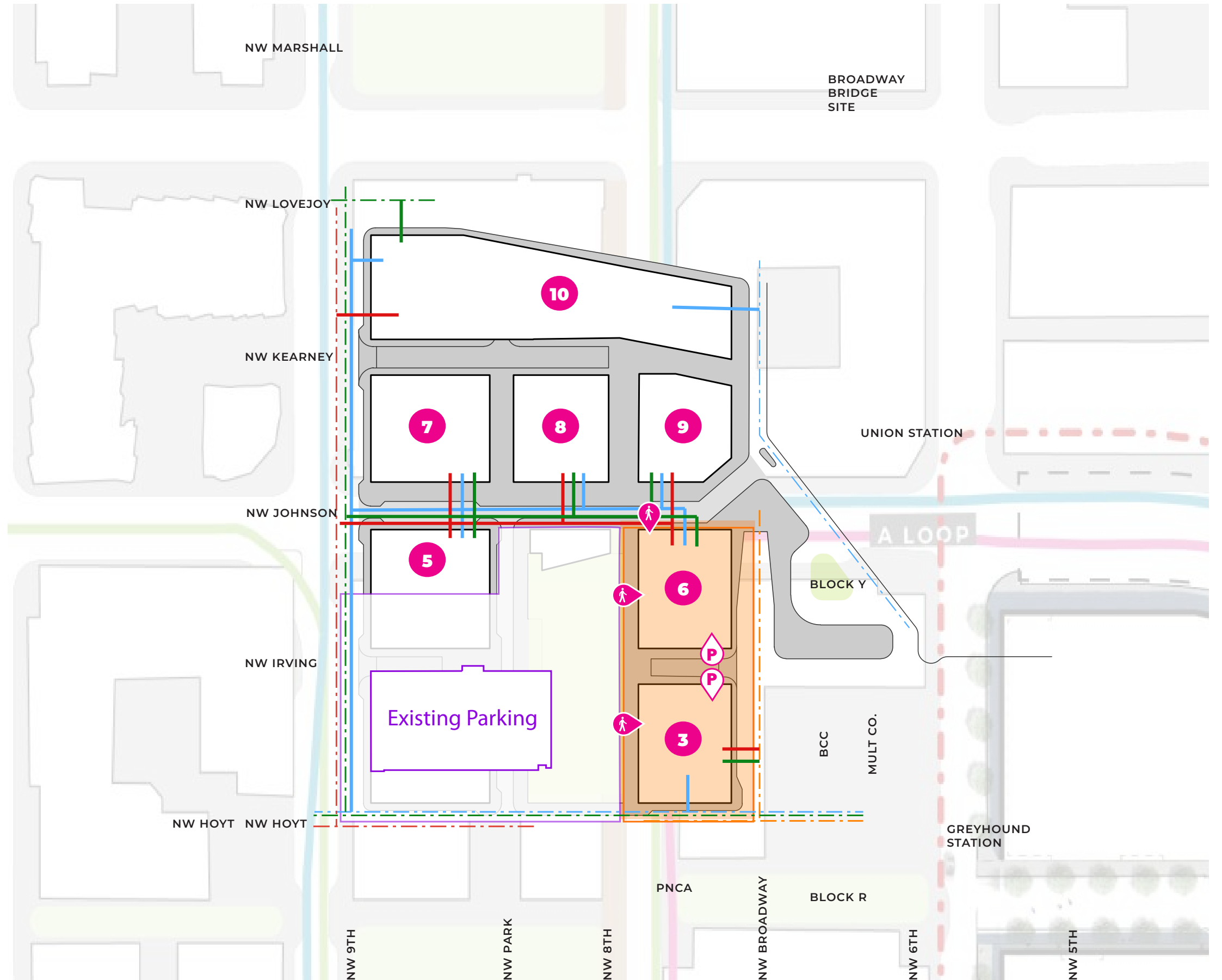
Access: Irving driveway (new) + Johnson ROW (new) + Park pedestrian path
 Storm: to Johnson (new)
 Sanitary: to Johnson (new)
 Water: to Johnson (new)
 Demo: Exiting utilities on Broadway spur

Parcel 3

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

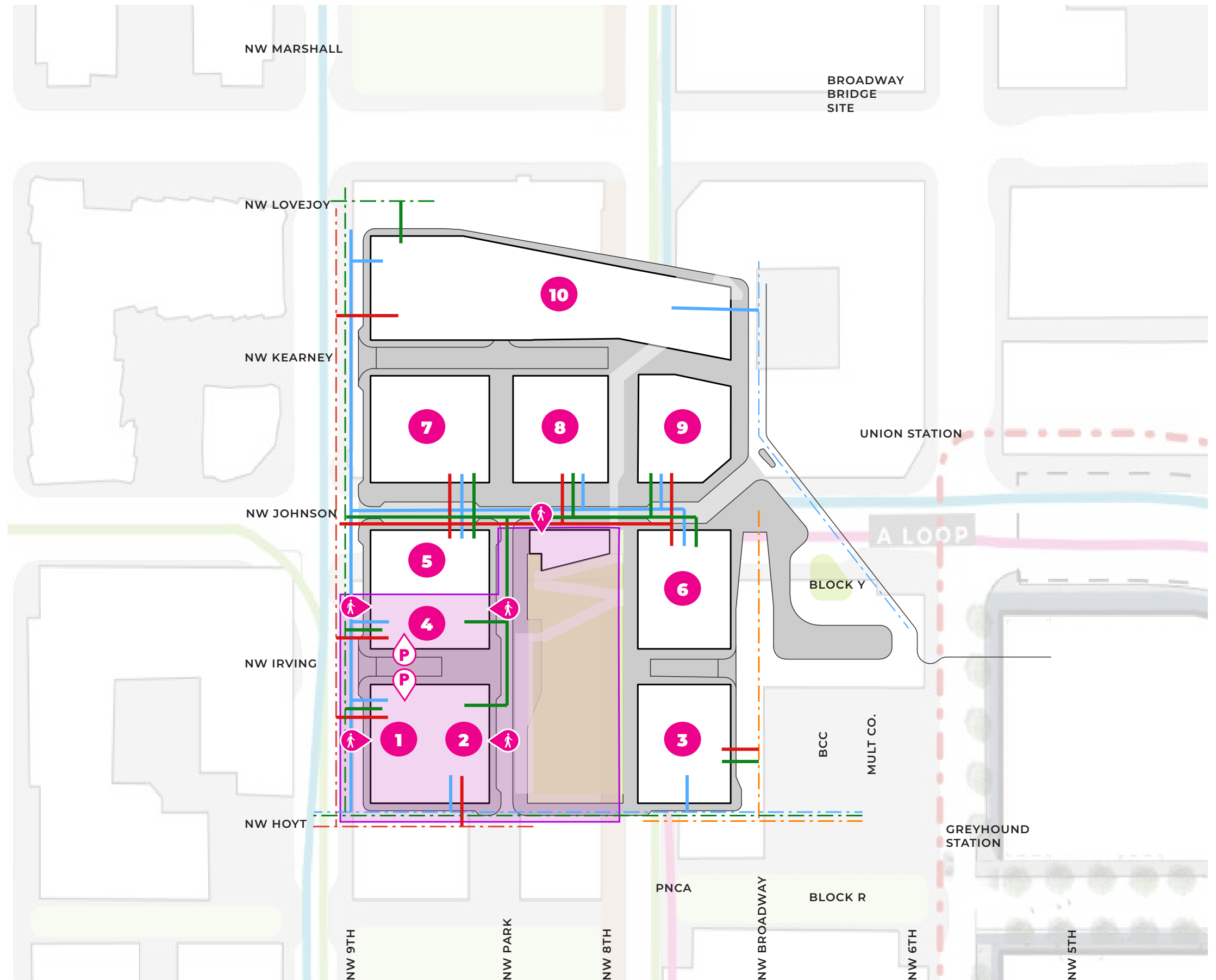
Access: Hoyt (existing)
 Storm: to 9th (existing)
 Sanitary: to 9th (existing)
 Water: to 9th (new)
 Demo: Existing parking structure

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

OPEN SPACE & MASSING

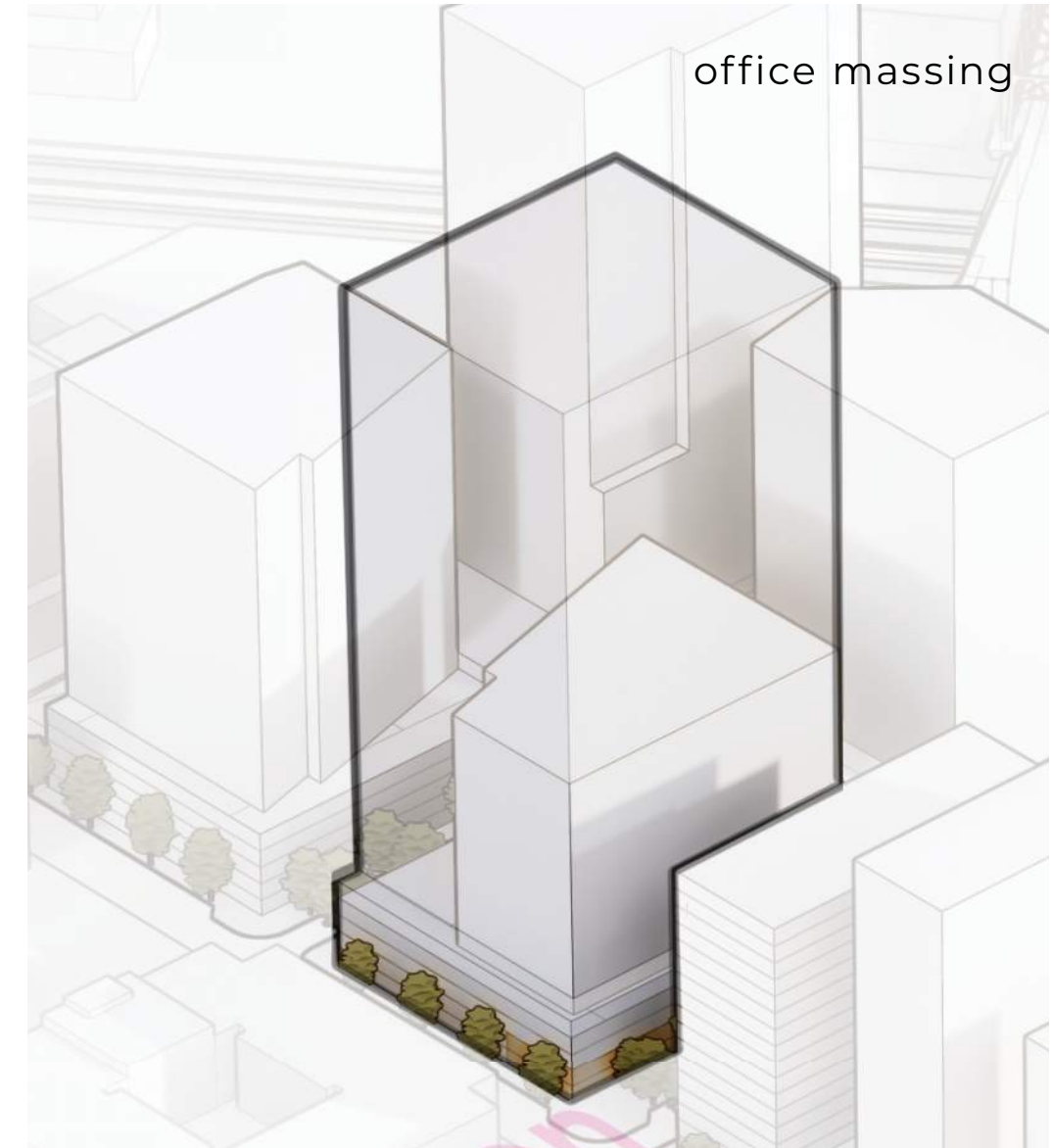
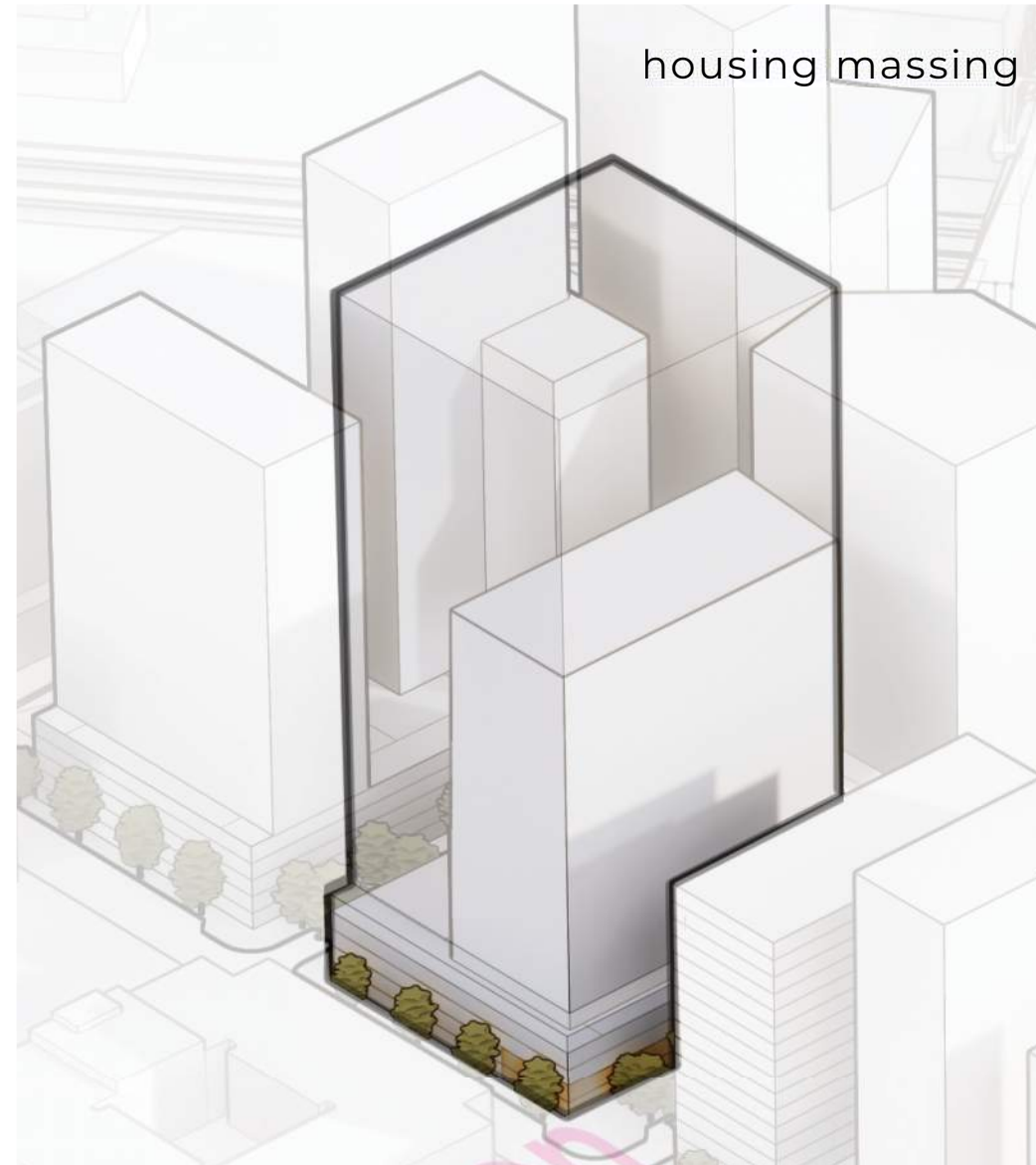
providing massing flexibility for a range of uses

VARIABLES

X = upper length ($P \times 0.85$)

P = parcel length (*varies*)

R = lowest reasonable length (65')

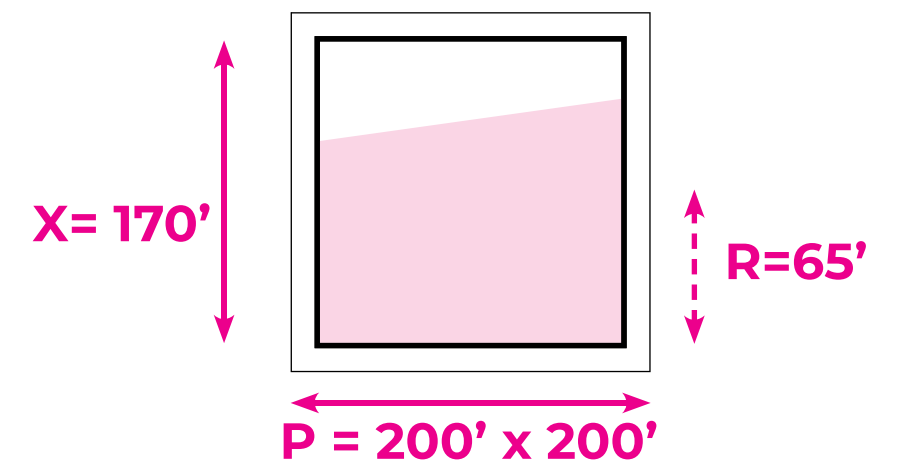
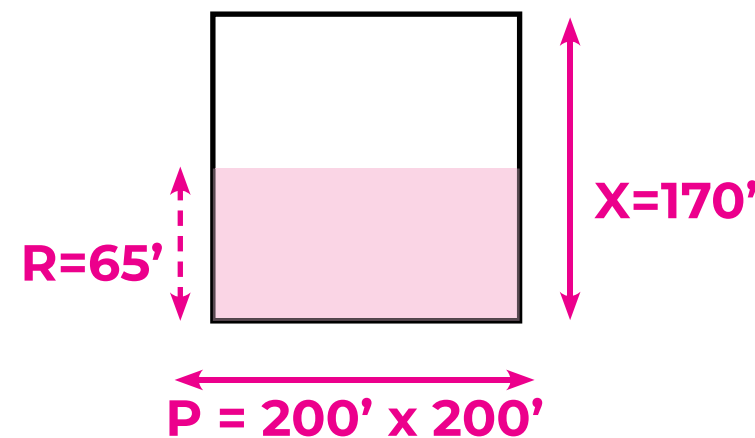


The variables above address the codified 15% variation allowed from the massing envelope included under the master plan.

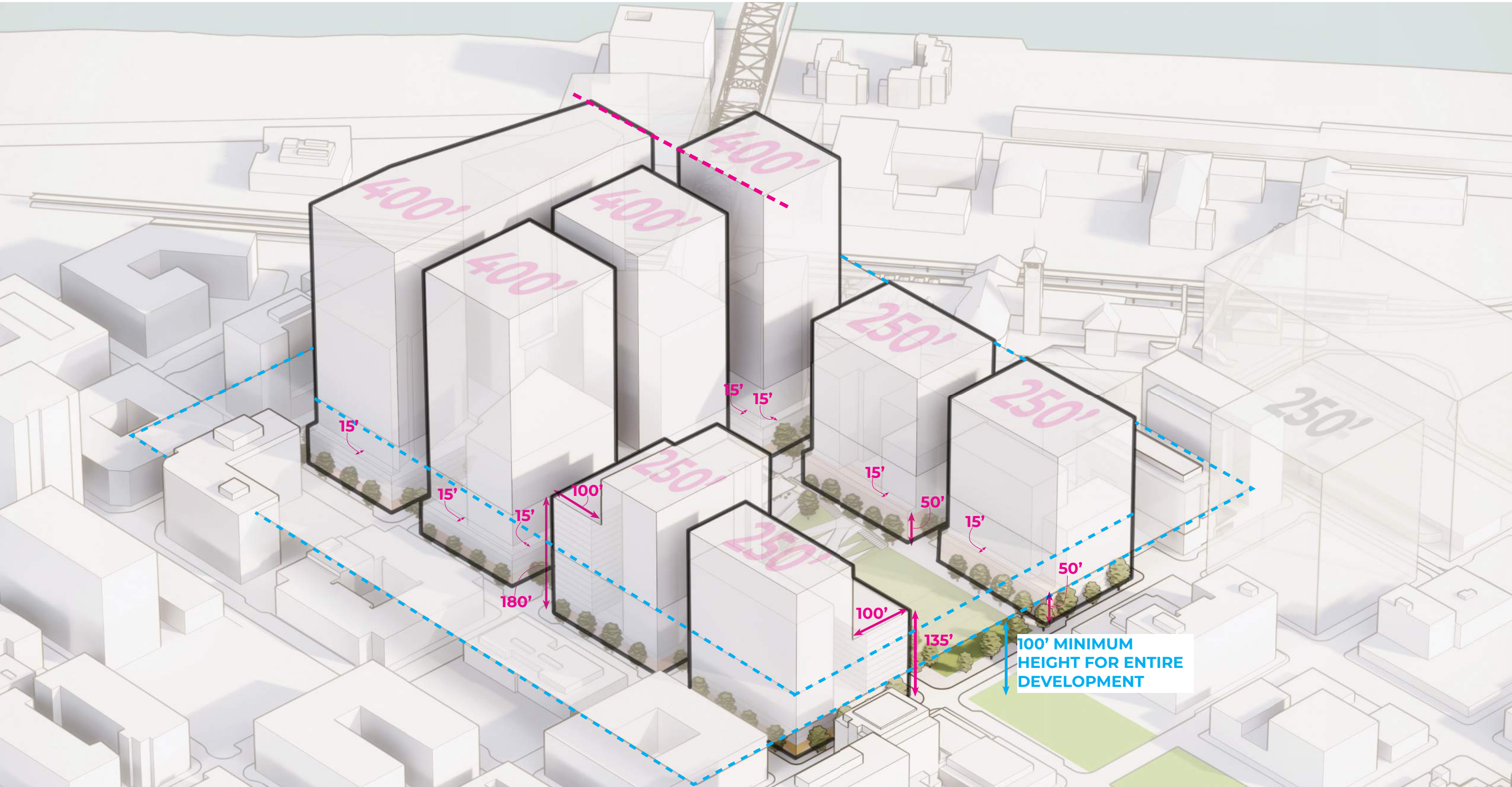
The formula can be applied to all parcel shapes and sizes within the Broadway Corridor.

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.

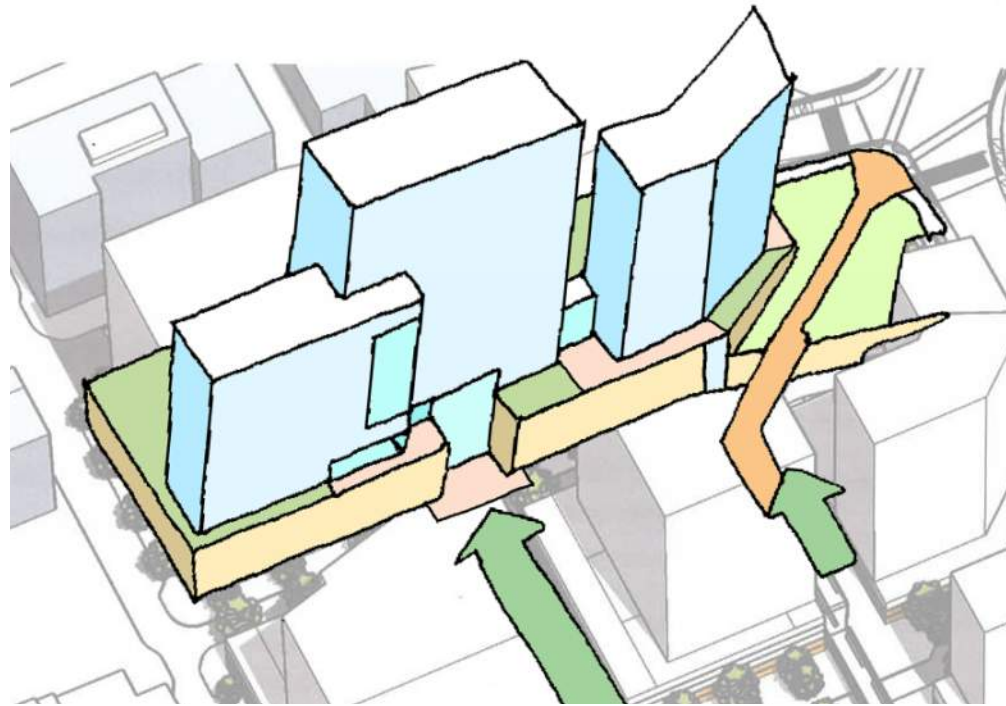


CENTRAL CITY MASTER PLAN massing envelope



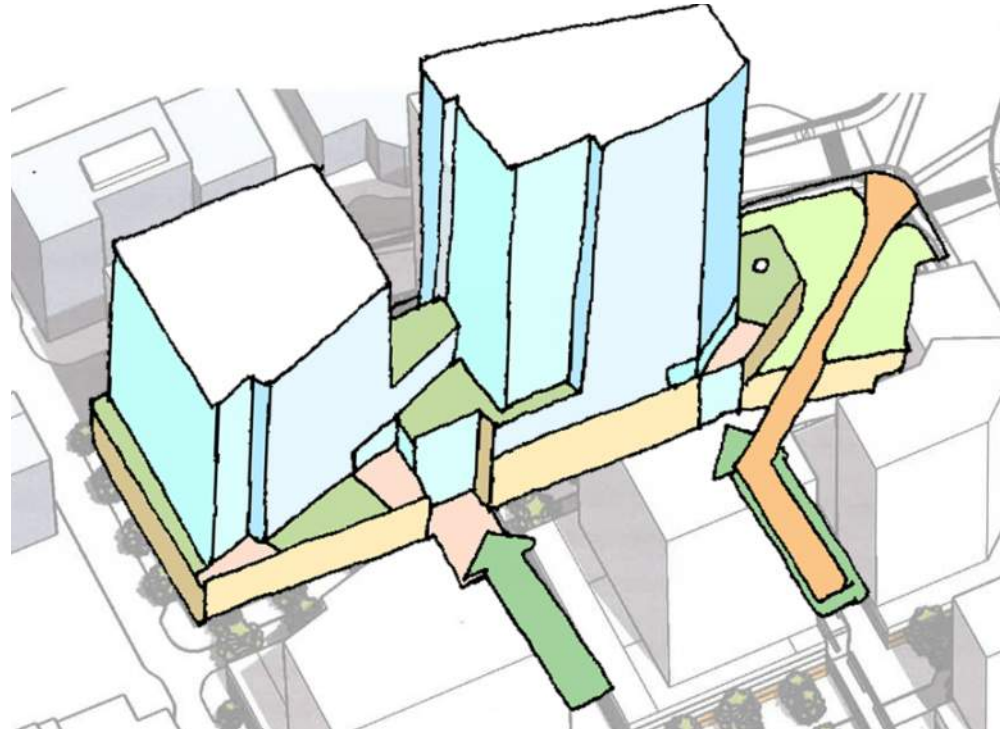
CENTRAL CITY MASTER PLAN north super block

SINGLE BAR



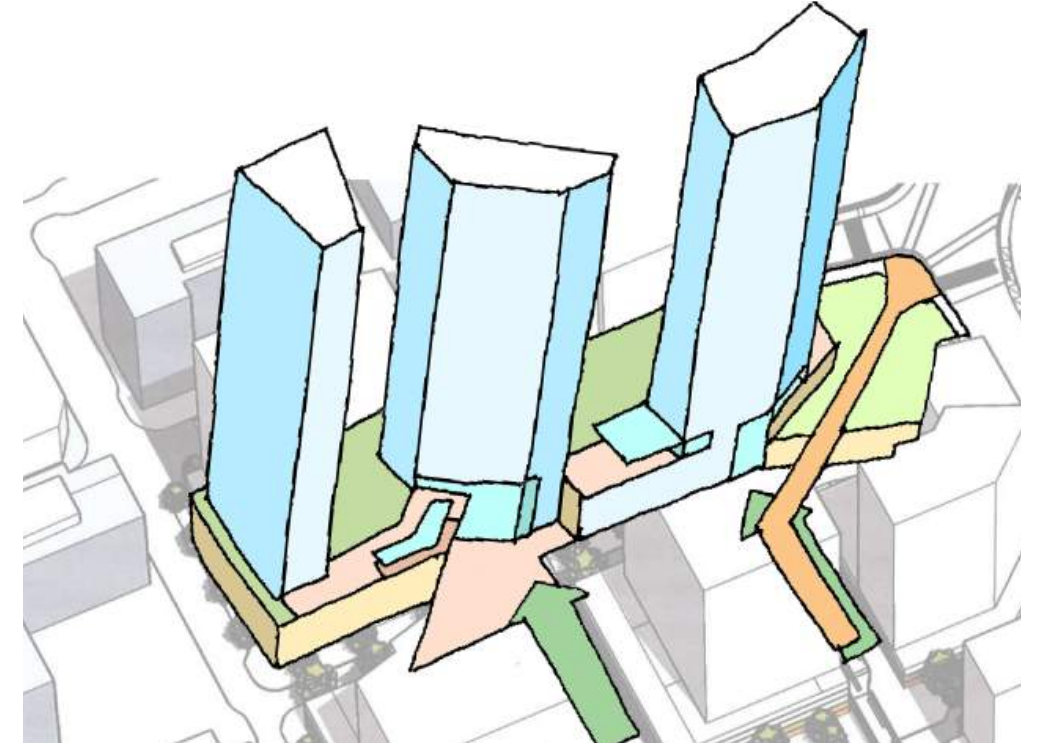
tunnel at terminus

TWO OFFICE TOWERS



building at terminus gap with entry

THREE RESIDENTIAL TOWERS



building at terminus



CONCEPTUAL MASSING SW View

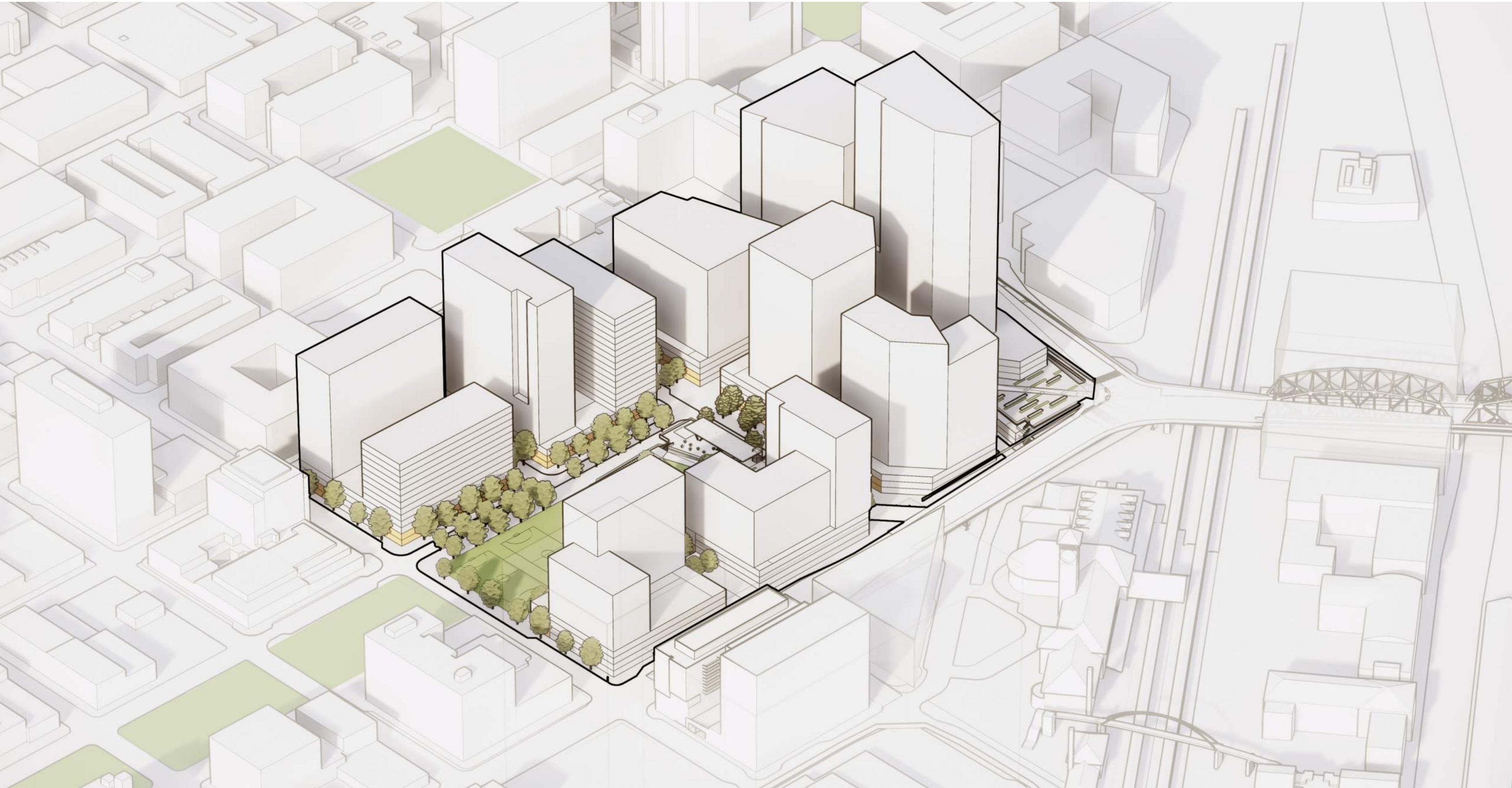
1



CONCEPTUAL MASSING SW View



CONCEPTUAL MASSING SE view



CONCEPTUAL MASSING NE View

1



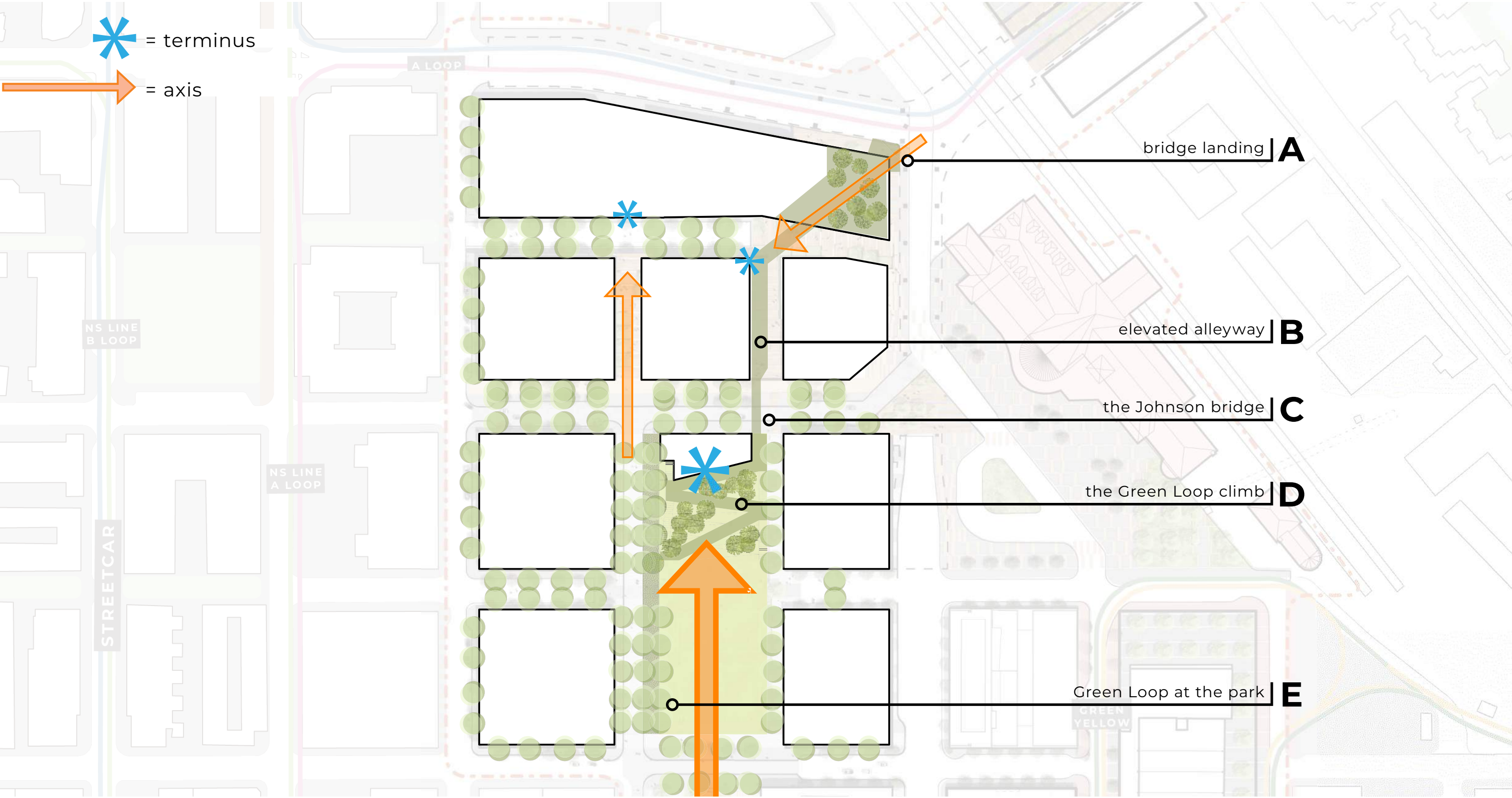
OPEN SPACE & MASSING NE View

Scheme B



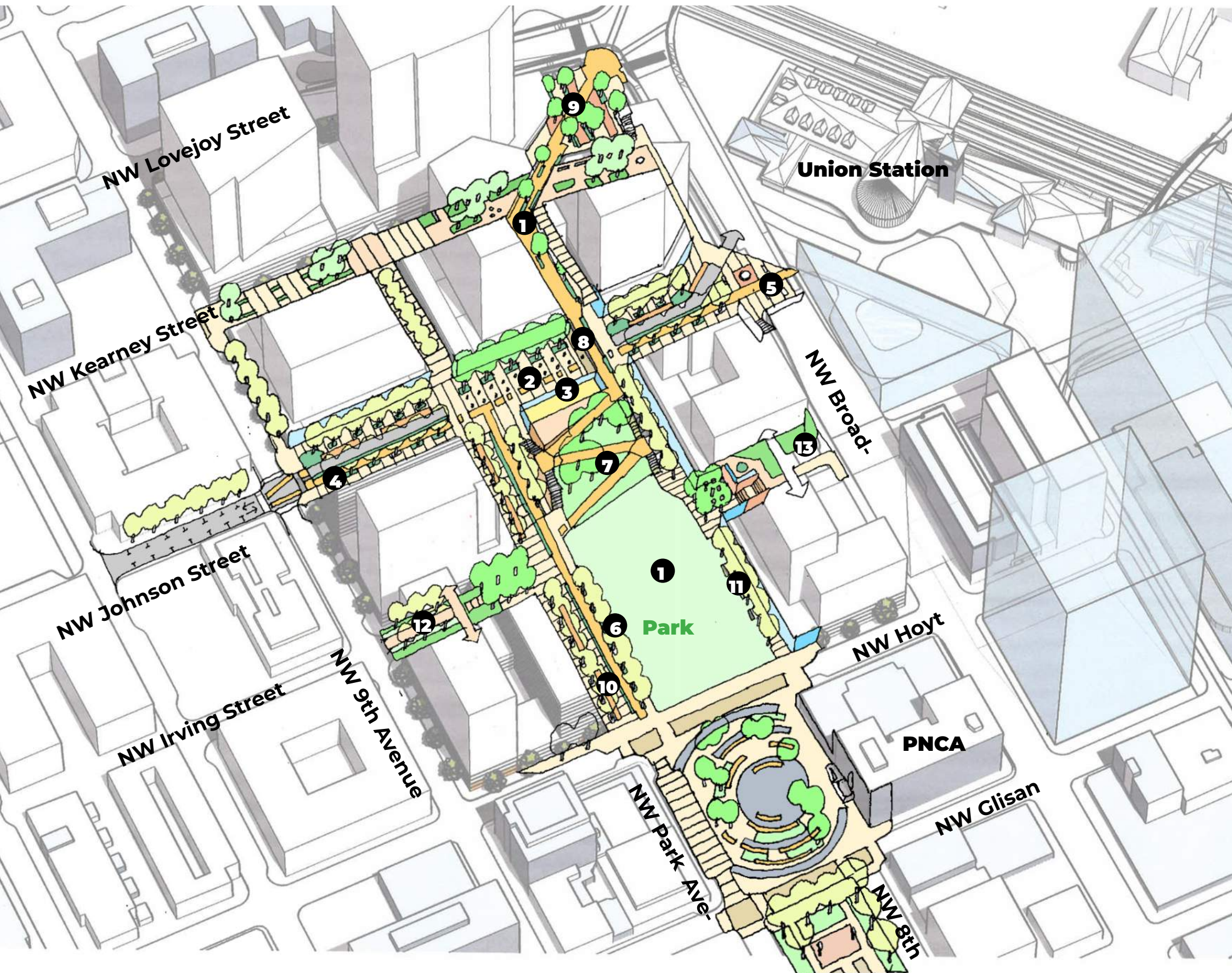
CONNECTED OPEN SPACE

CONNECTED OPEN SPACE



CONNECTED OPEN SPACE

Green Loop at the park



The Park + Green Loop

- 1 The Park and Green Loop comprise of a contiguous landscape and public realm that encompasses three surrounding streets in a curbsless pedestrian prioritized environment spanning from building face to building face and surrounded by activity.

Johnson Street

- 2 Johnson Crossing
 - curbsless pedestrian and micro-mobility priority cross over space connecting the park blocks and green loop to retail street
 - curbsless plaza with flow through circulation fronted by community pavilion that can be programmed and utilized for special events.

- 3 Pavilion

- 4 Johnson Cycle Track
 - continuous grade separated track from NW 9th Ave. to Station Way/Union Station with direct connections to Portland Green Loop

- 5 Johnson Plaza
 - located beneath the Broadway bridge, the pedestrian plaza sits at the nexus of pathways that come together to connect to the front door of Union Station and integrate with future station development

- 6 Green Loop at NW Park

- 7 Green Loop at Park Slope

- 8 Green Loop Bridge

- 9 Green Loop Broadway Court

NW Park Ave.

- 10 Curbsless street with on street parking on west side of street along retail edges

NW 8th Ave.

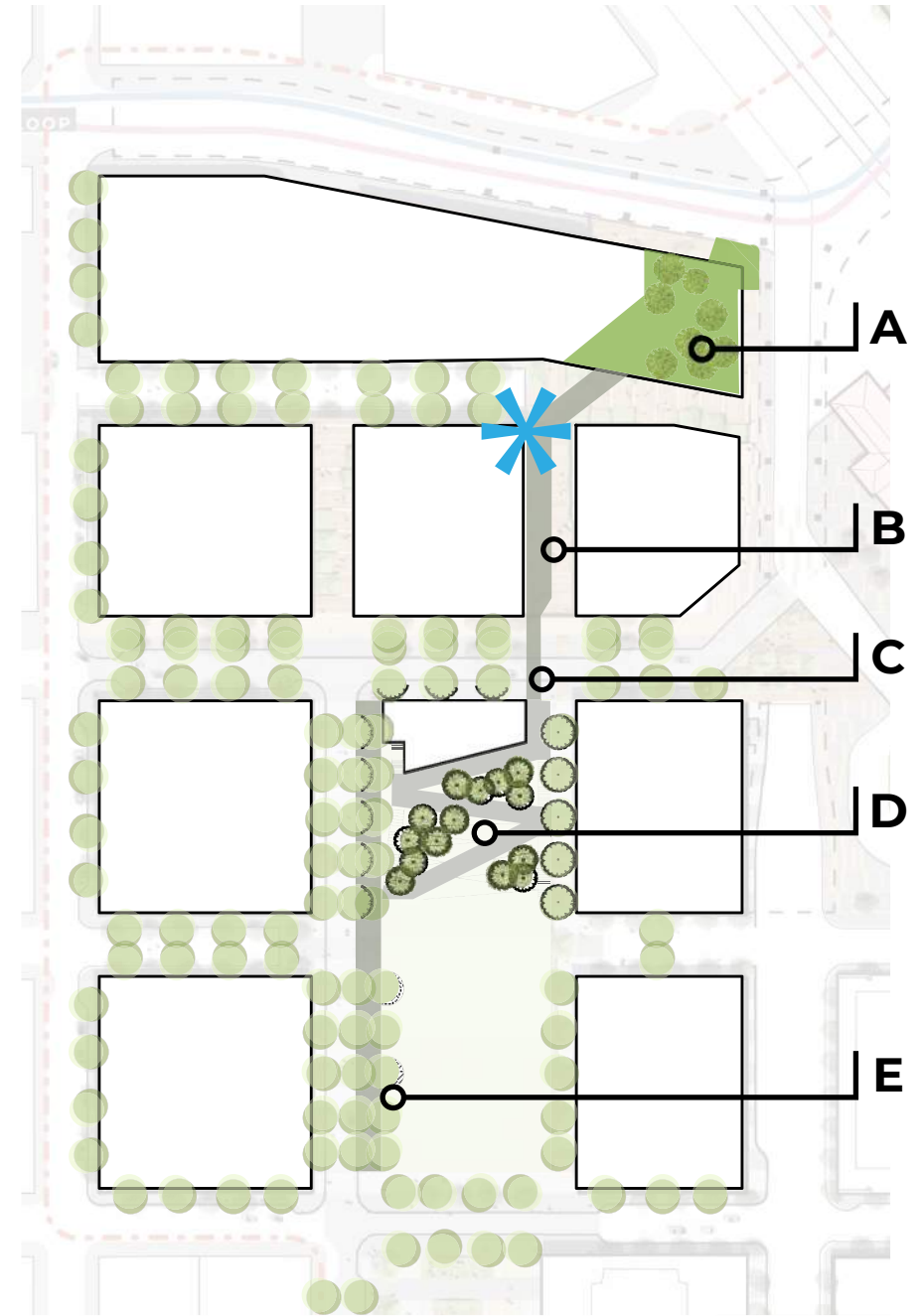
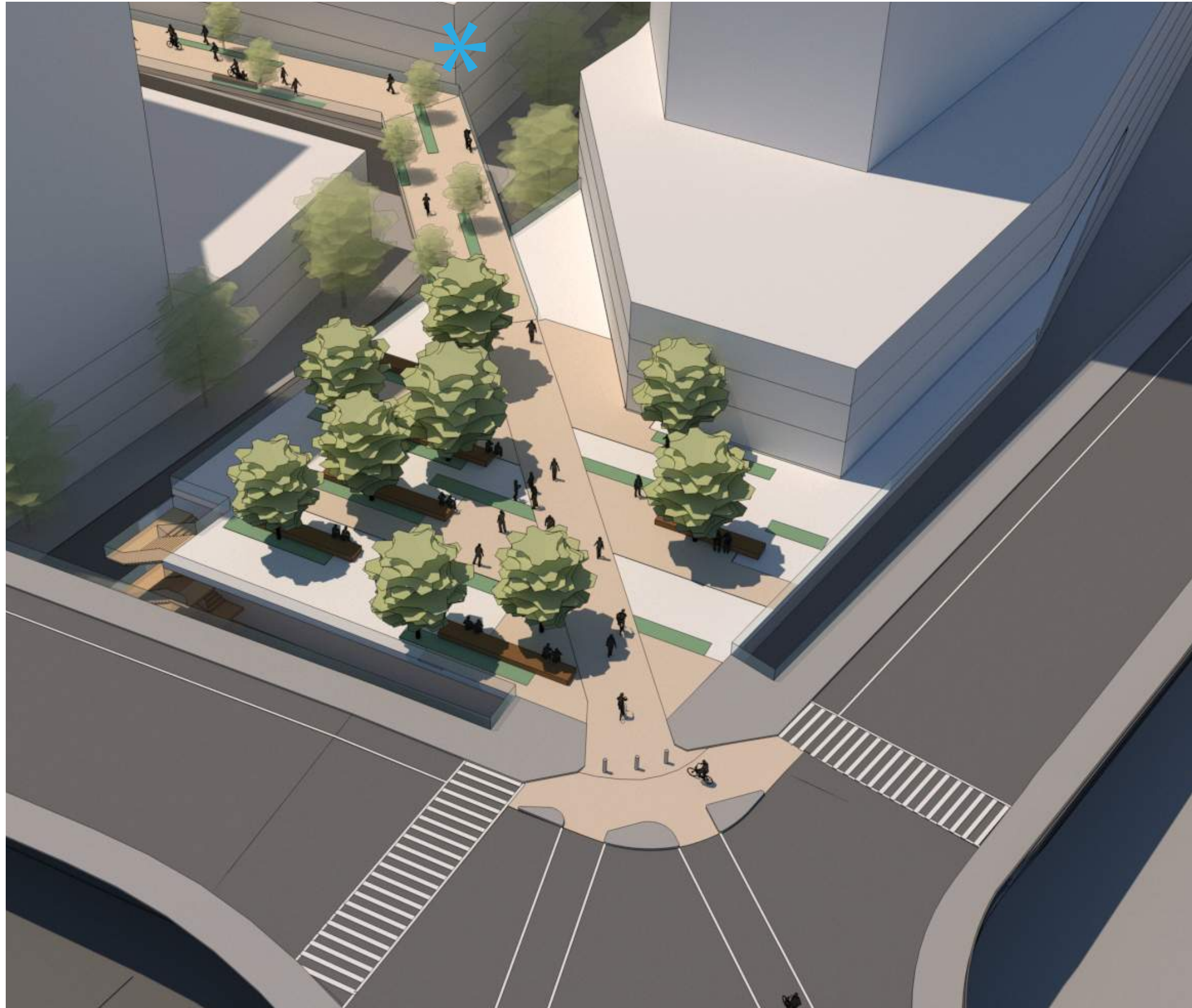
- 11 A pedestrian promenade lined with retail, residential and active uses and integrated with Park design

NW Irving at NW 9th/Park.

- 12 Vehicular entry from 9th to Park Ave. to garages/service with residential court at NW Park for ground floor residential or wrap around retail.

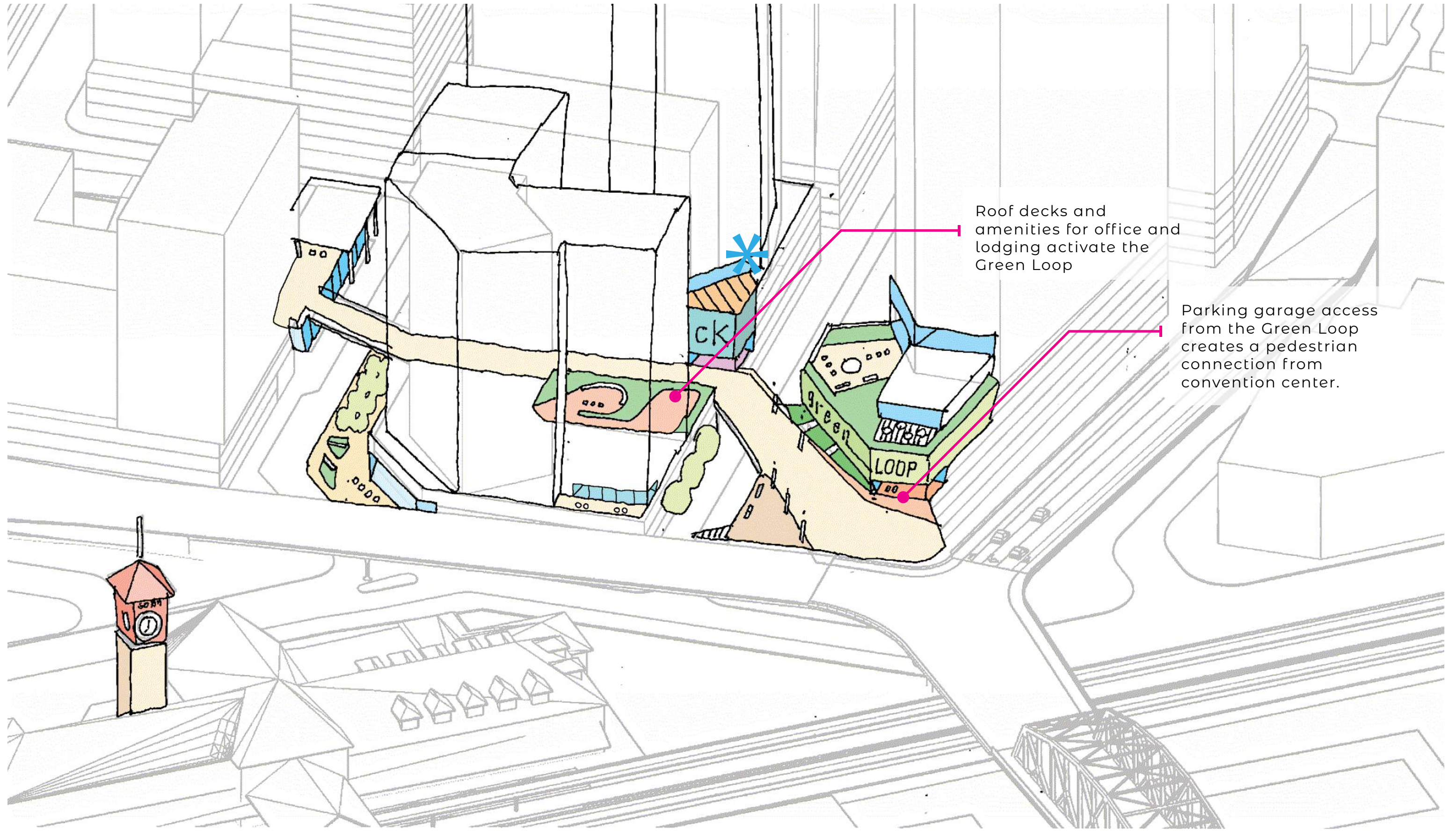
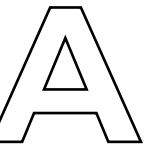
CONNECTED OPEN SPACE Broadway Bridge landing

A



CONNECTED OPEN SPACE






Broadway Bridge landing

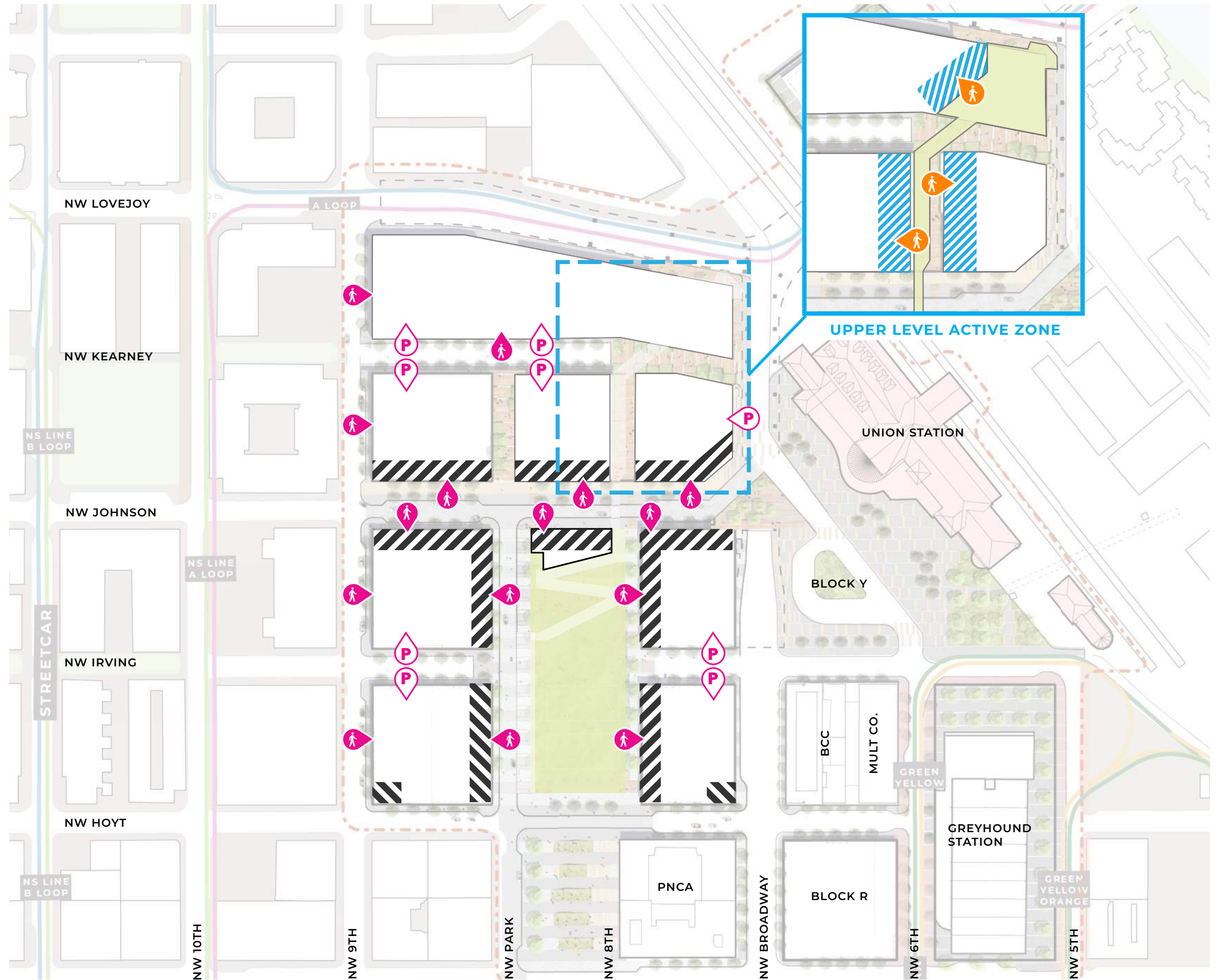


Roof decks and amenities for office and lodging activate the Green Loop

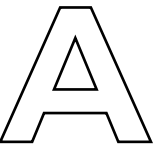
Parking garage access from the Green Loop creates a pedestrian connection from convention center.

CENTRAL CITY MASTER PLAN ground floor active use

-  Required Active Use (50%)
-  2nd Level Activation Zone (25%)
-  Pedestrian Access
-  Pedestrian Access Opportunity
-  Vehicular Access

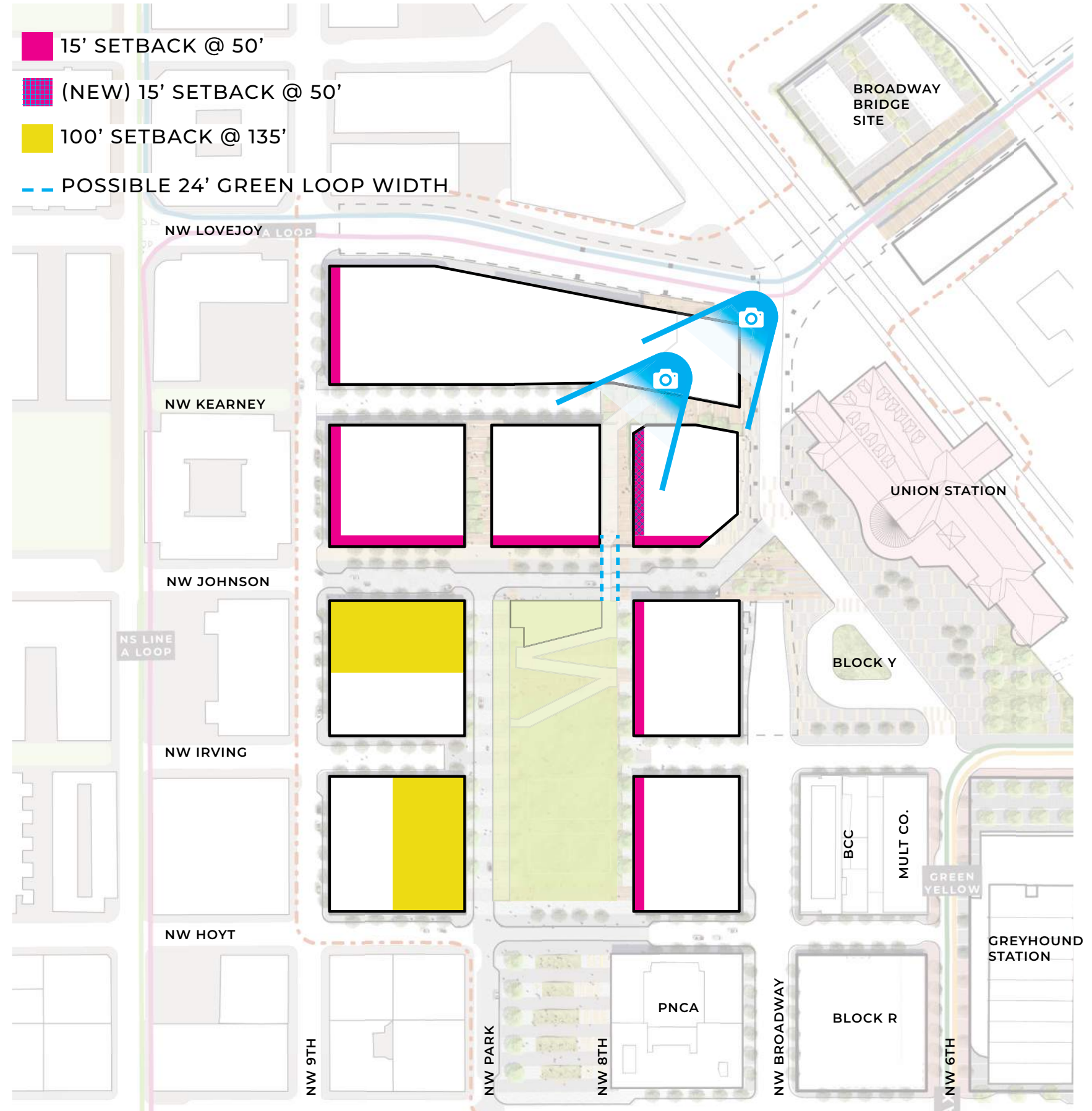


CONNECTED OPEN SPACE Broadway Bridge landing



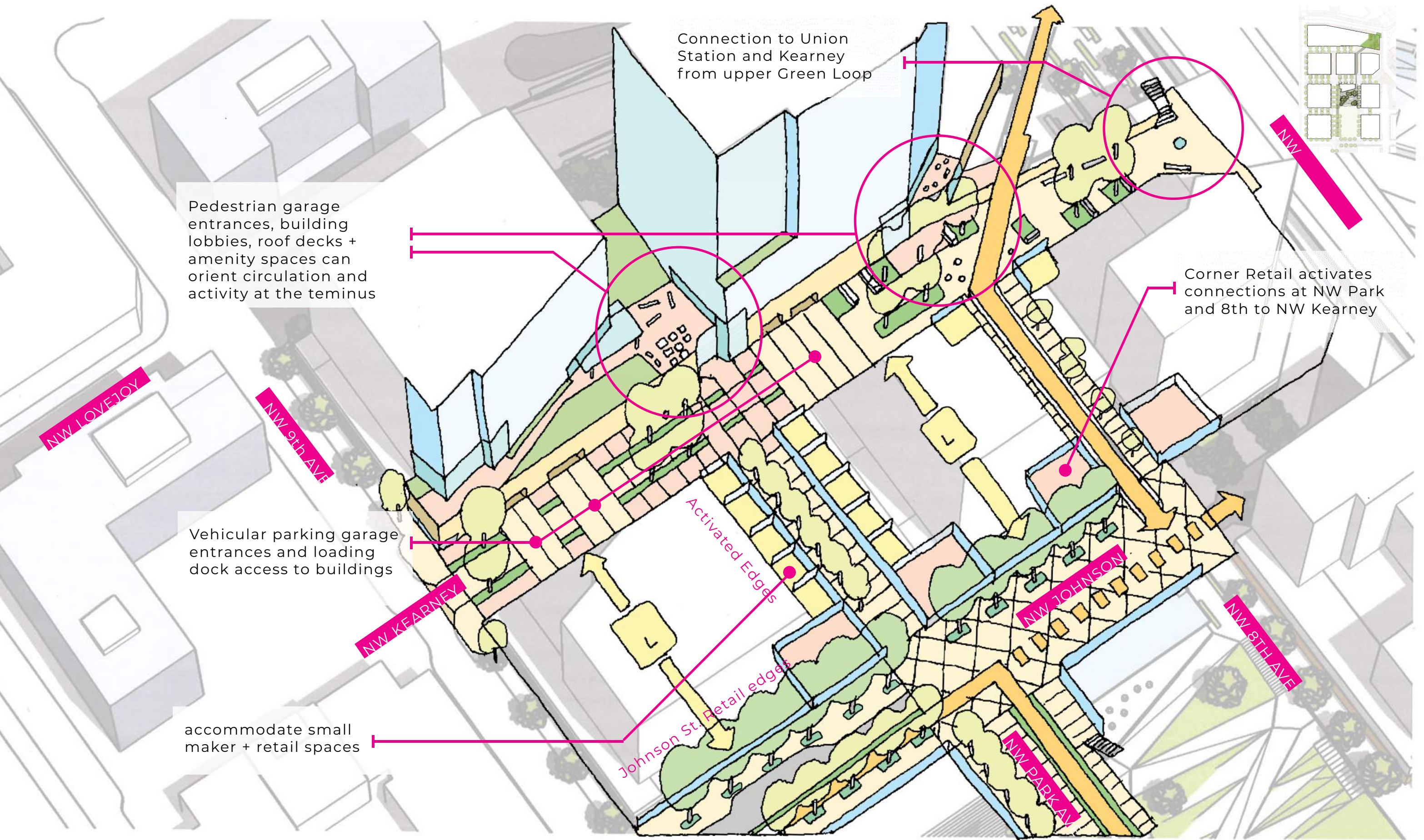
GREEN LOOP SETBACK staff comment

B



KEARNEY ACTIVATION

B

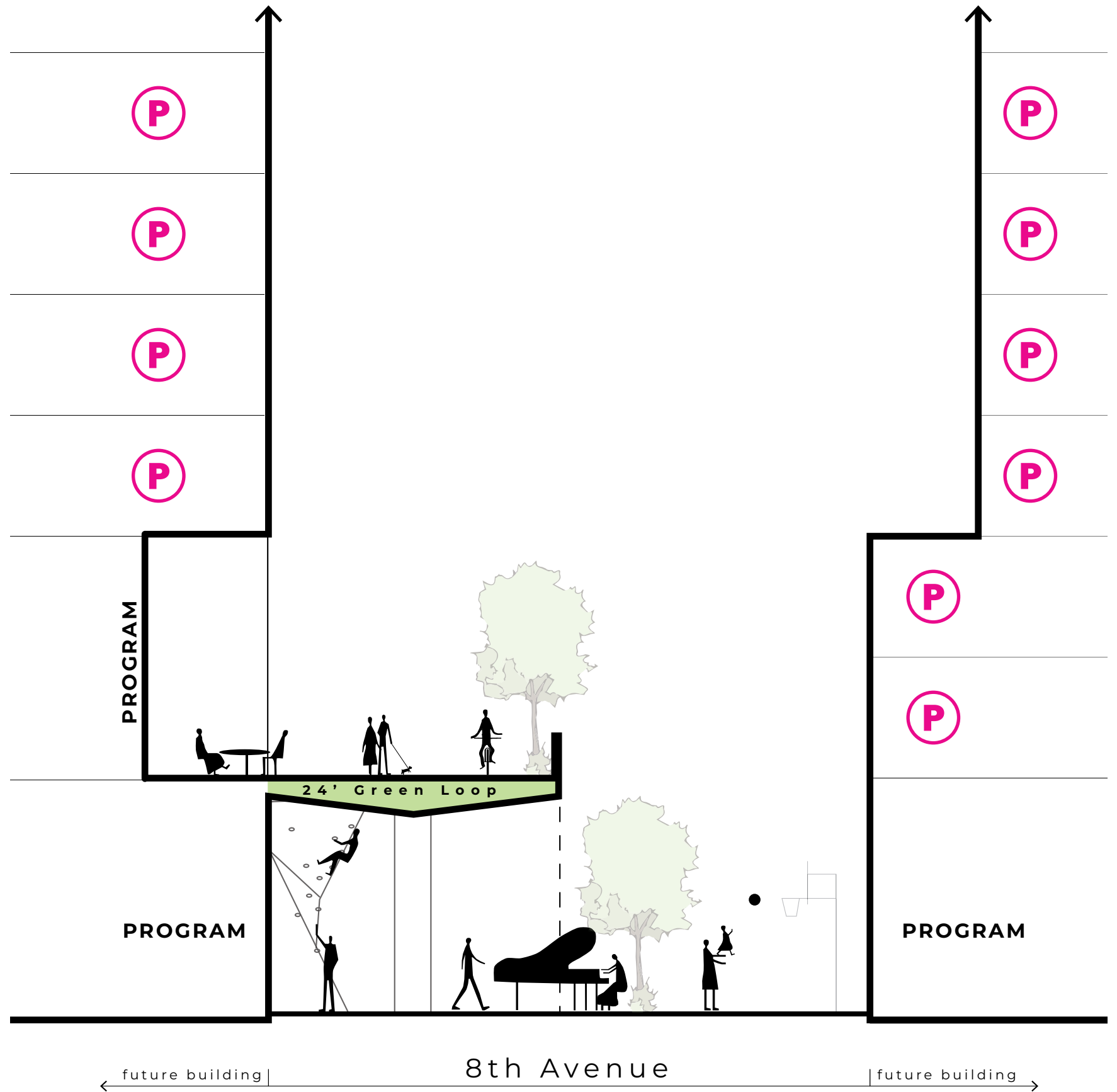


CONNECTED OPEN SPACE elevated alleyway

B

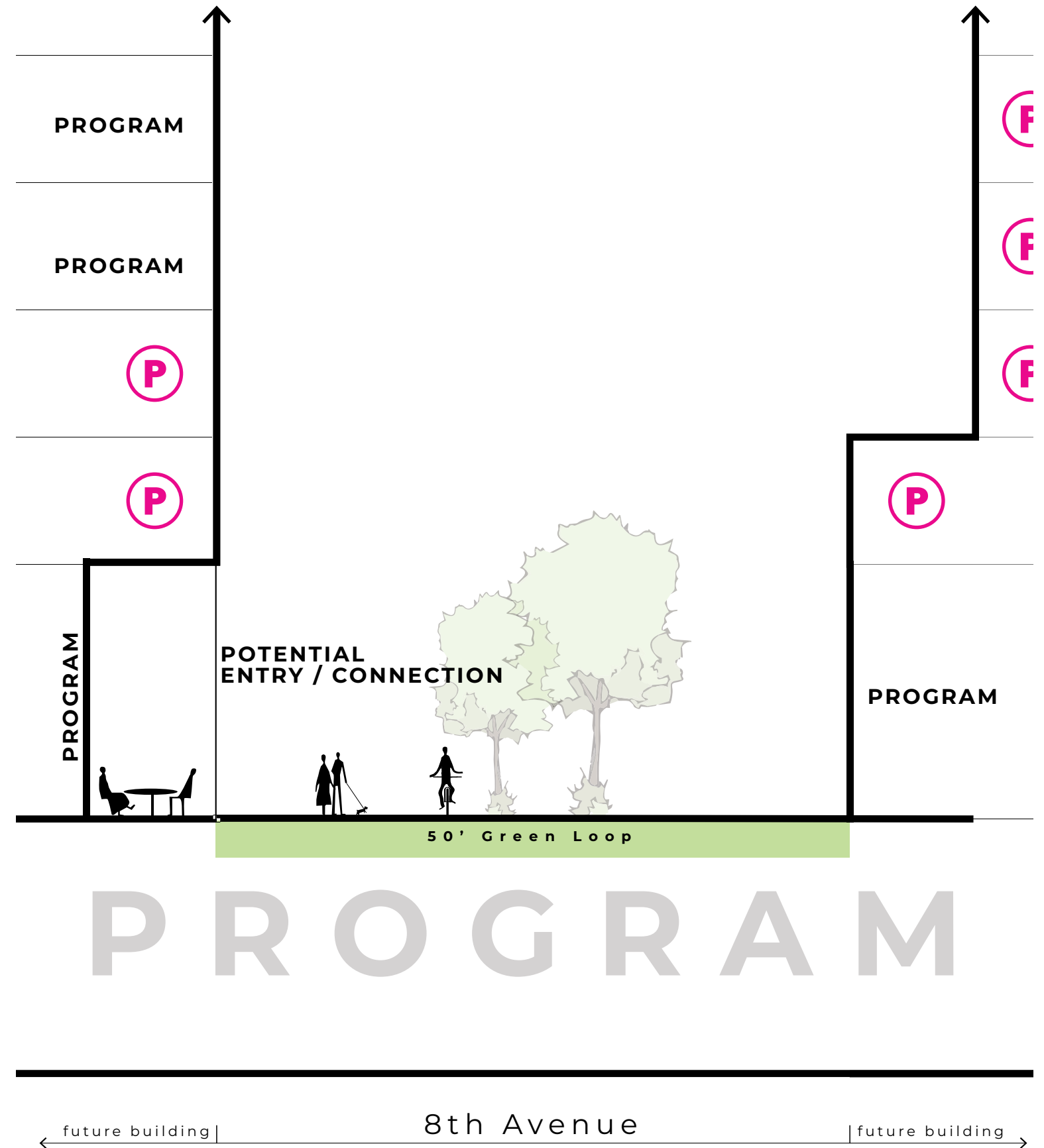
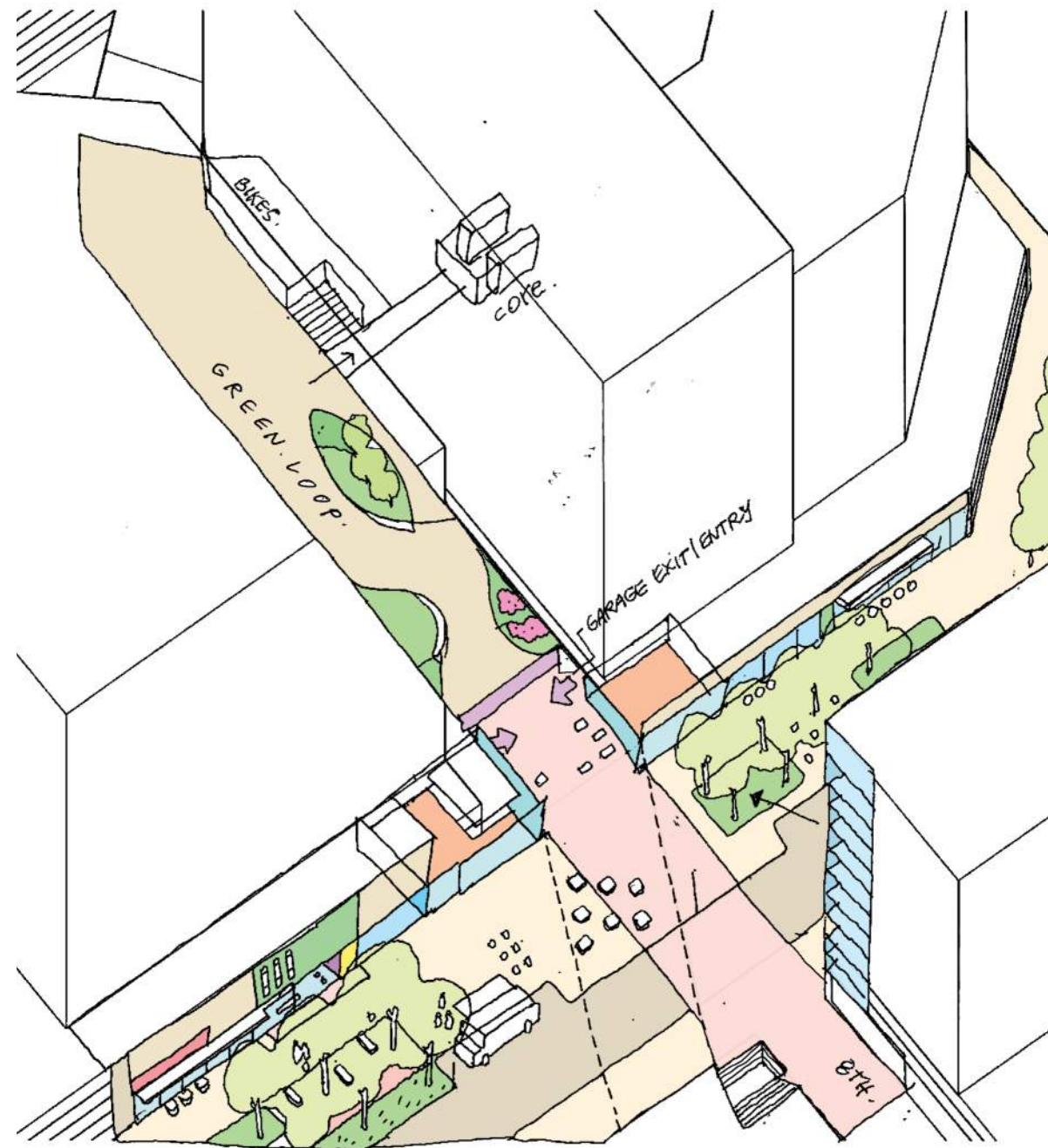


THE UNDERLINE, MELBOURNE

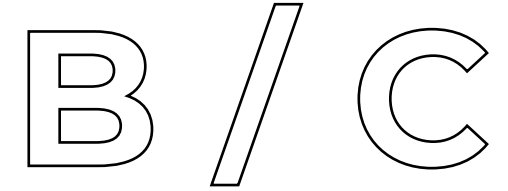


CONNECTED OPEN SPACE podium 8th Ave

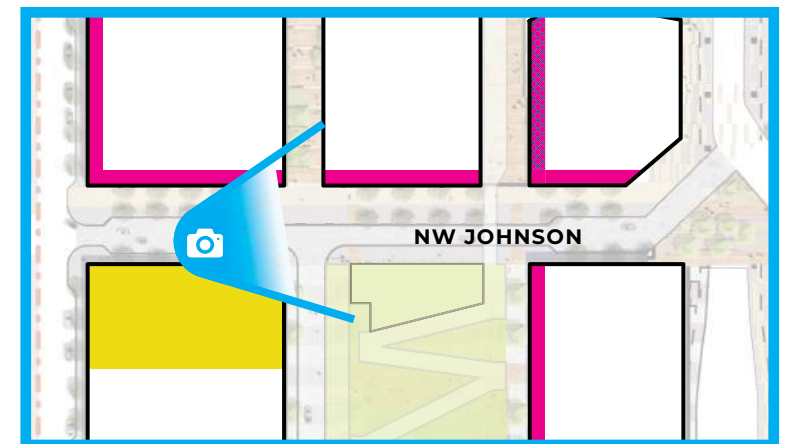
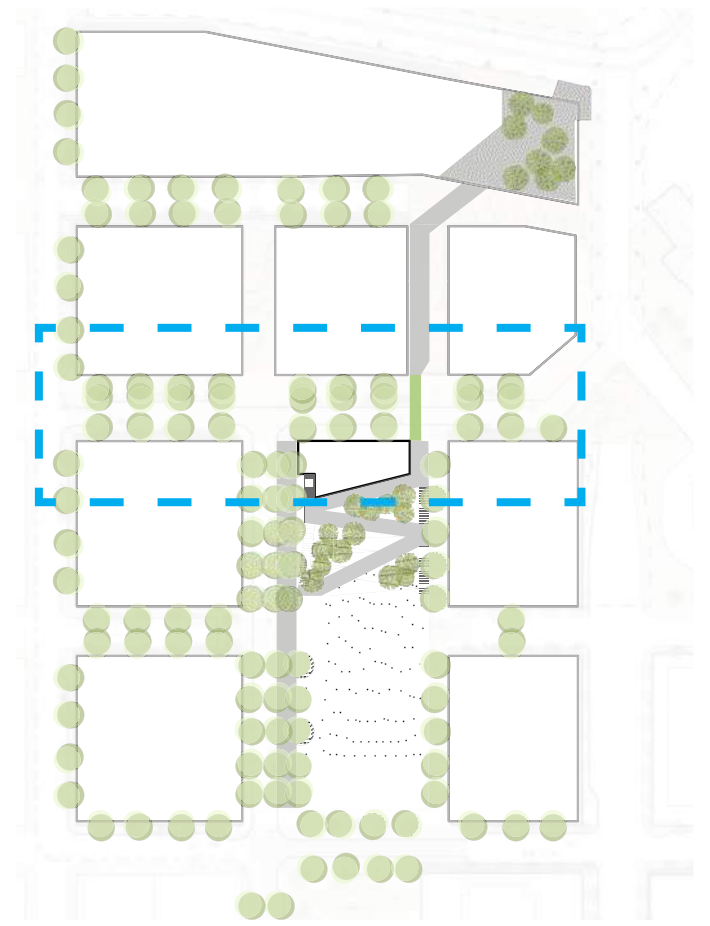
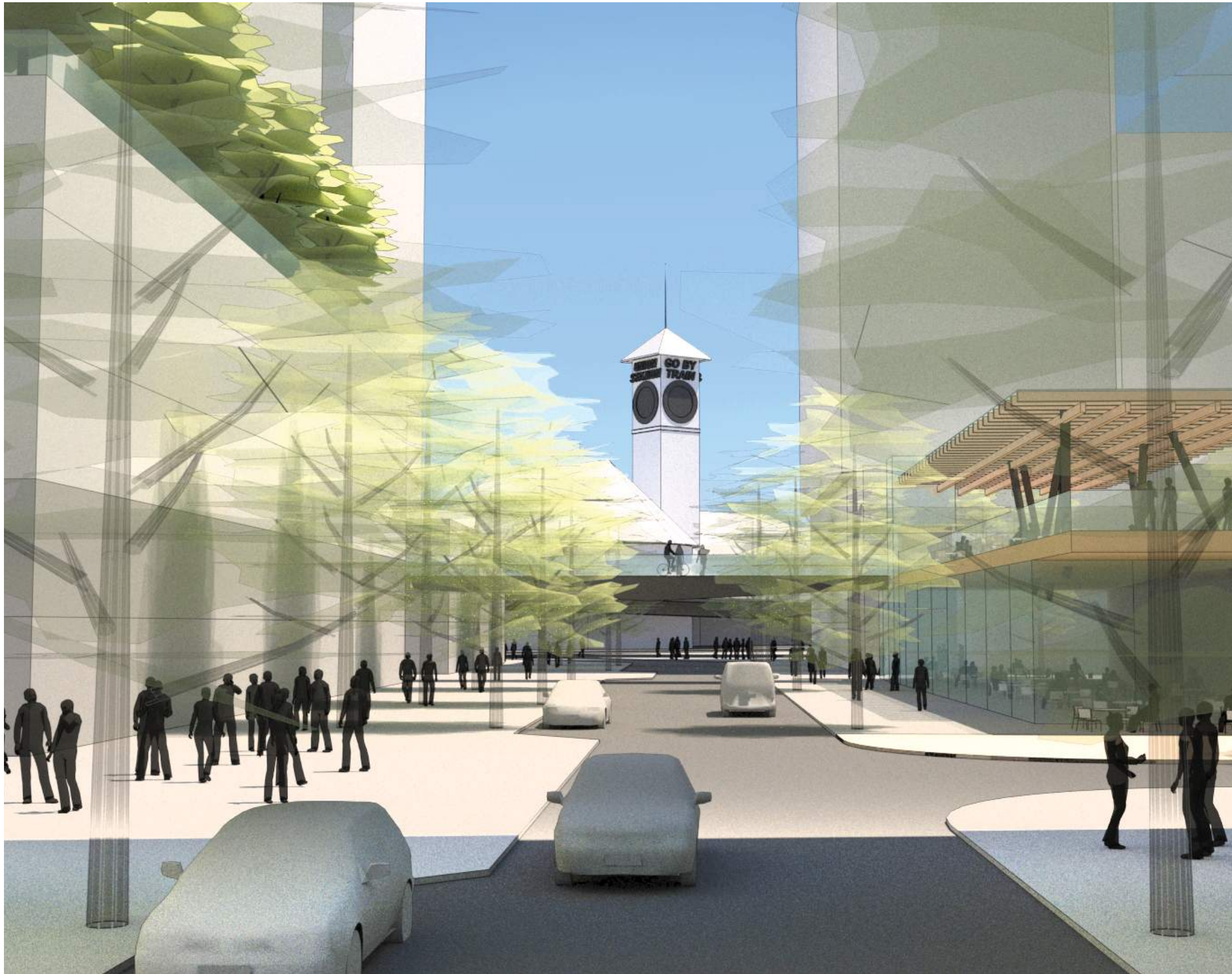
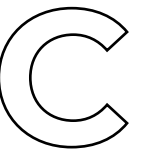
B



CONNECTED OPEN SPACE the Johnson Bridge



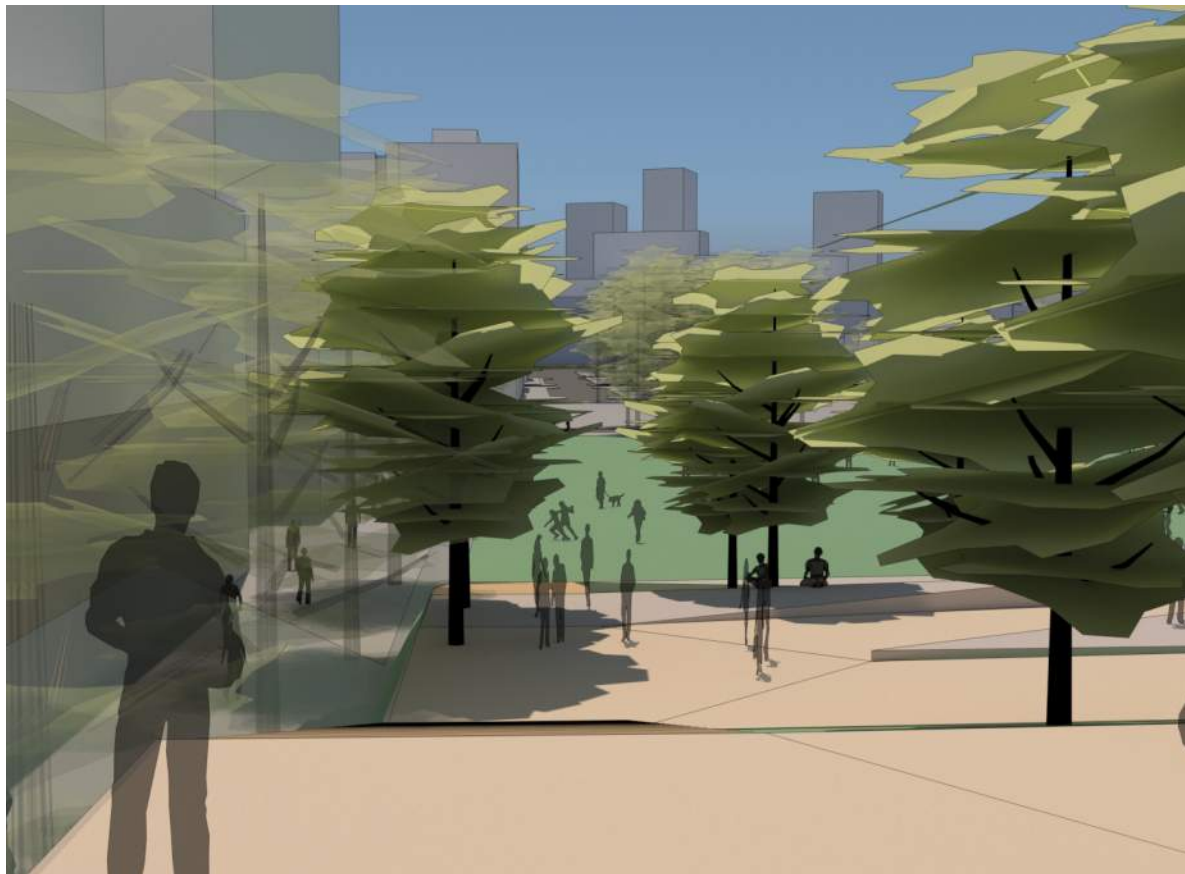
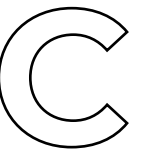
CONNECTED OPEN SPACE the Johnson Bridge



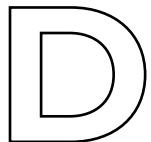
BUILDING SETBACKS ALONG NW JOHNSON

- 15' SETBACK @ 50'
- (NEW) 15' SETBACK @ 50'
- 100' SETBACK @ 135'

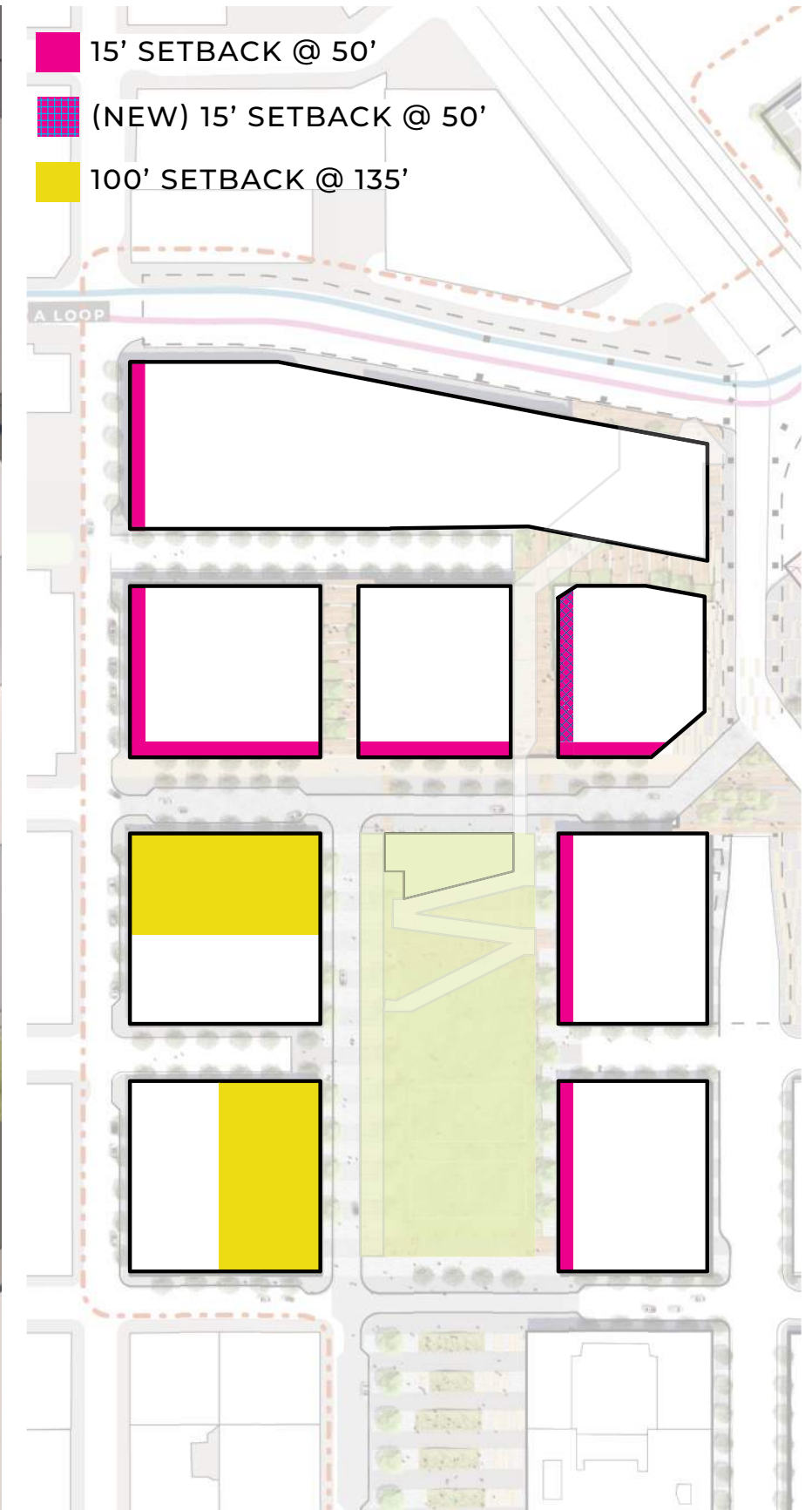
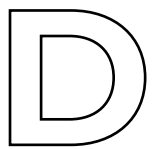
CONNECTED OPEN SPACE the Johnson Bridge



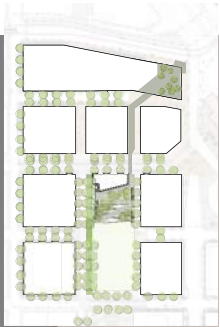
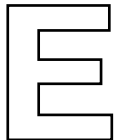
CONNECTED OPEN SPACE the Green Loop climb



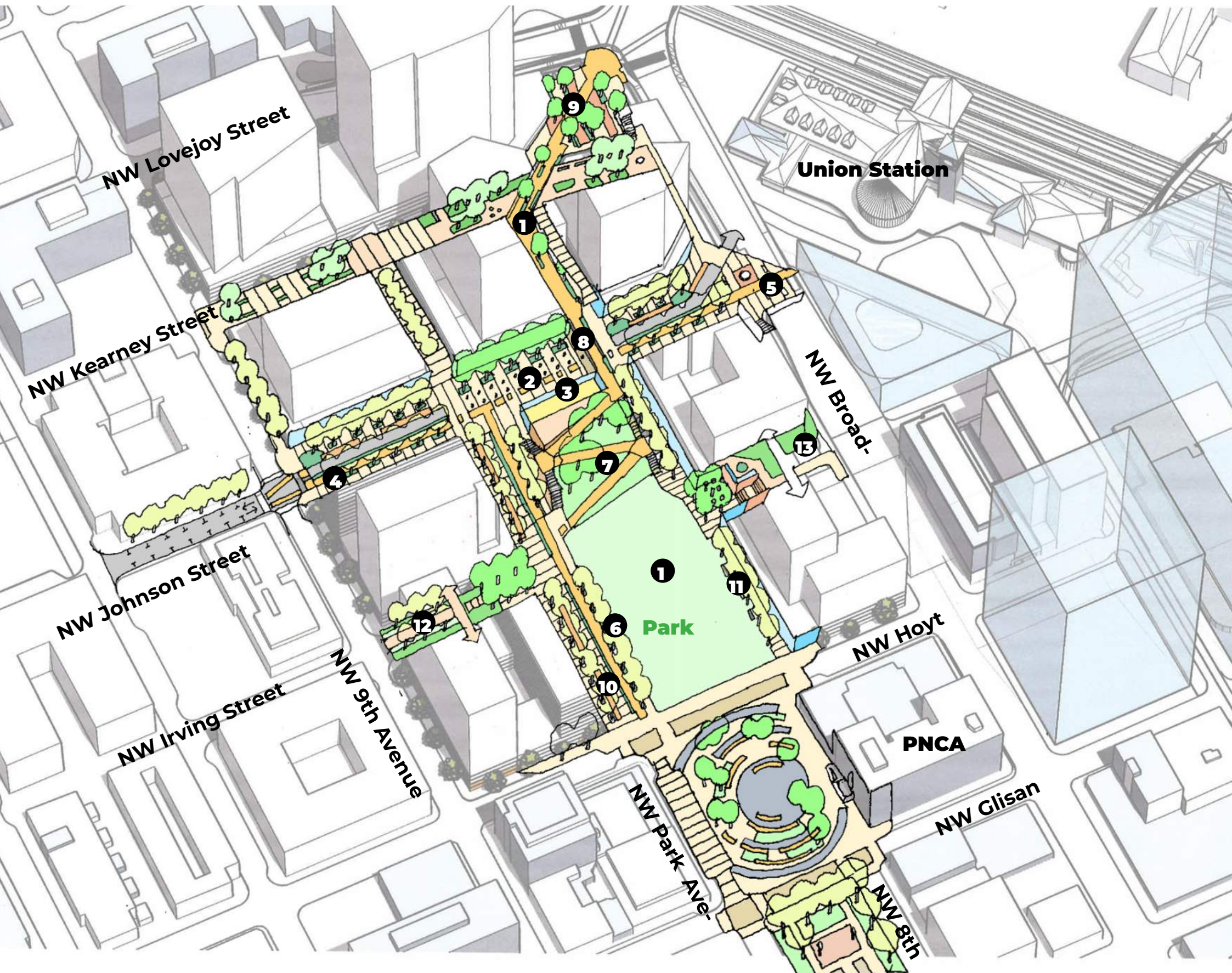
CONNECTED OPEN SPACE the Green Loop climb



CONNECTED OPEN SPACE Green Loop at the park



OPEN SPACE CONCEPT



The Park + Green Loop

- 1 Extension of Park Blocks and Green Loop Ramp

Johnson Street

- 2 Johnson Crossing
- 3 Pavilion
- 4 Johnson Cycle Track
- 5 Johnson Plaza
- 6 Green Loop at NW Park
- 7 Green Loop at Park Slope
- 8 Green Loop Bridge
- 9 Green Loop Broadway Court

NW Park Ave.

- 10 Curbless street with on street parking

NW 8th Ave.

- 11 A pedestrian promenade

NW Irving at NW 9th/Park.

- 12 Vehicular entry

ISSUES FOR DISCUSSION

1. IS THE **MASSING** APPROACH APPROPRIATE?
2. DOES THE REVISED **OPEN SPACE** APPROACH ADDRESS THE COMMISSION'S CONCERNS?
3. IS THE **PHASING** APPROACH APPROPRIATE?
4. IS THE **PARKING** APPROACH CLEAR?

Garage

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



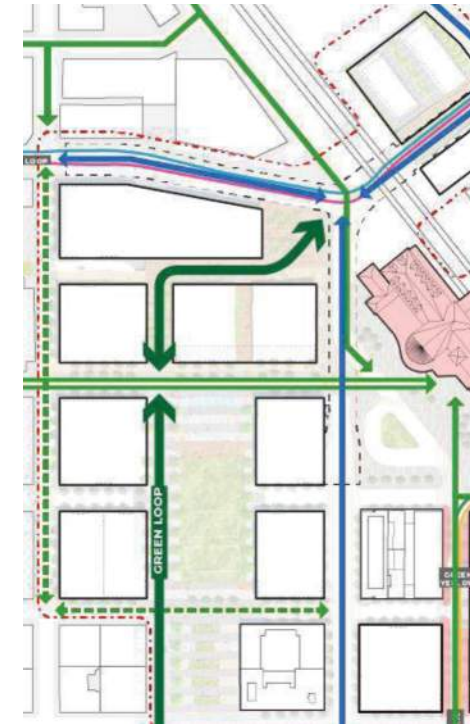
Pros

- mostly at grade
- can happen without development

Cons

- expensive option
- significant development impact
- difficult to phase

PLAY



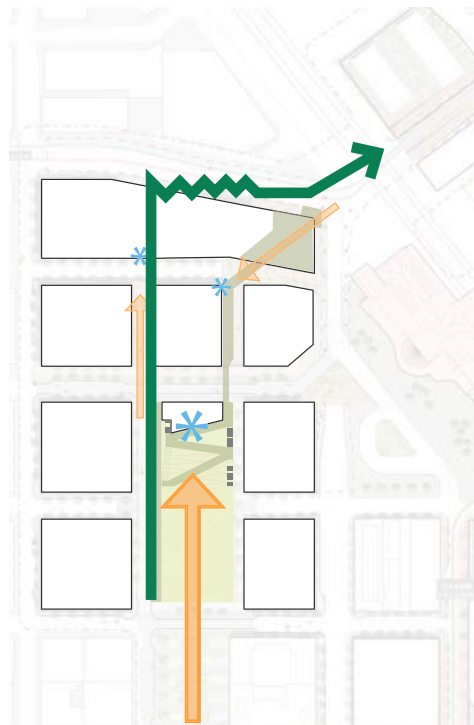
Pros

- 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



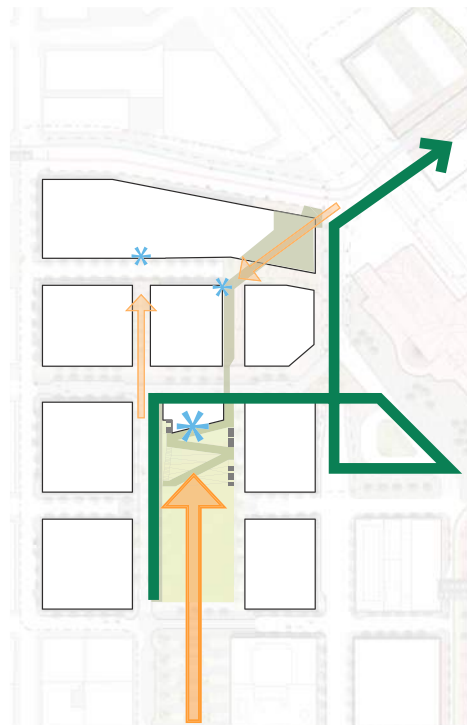
Pros

- 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



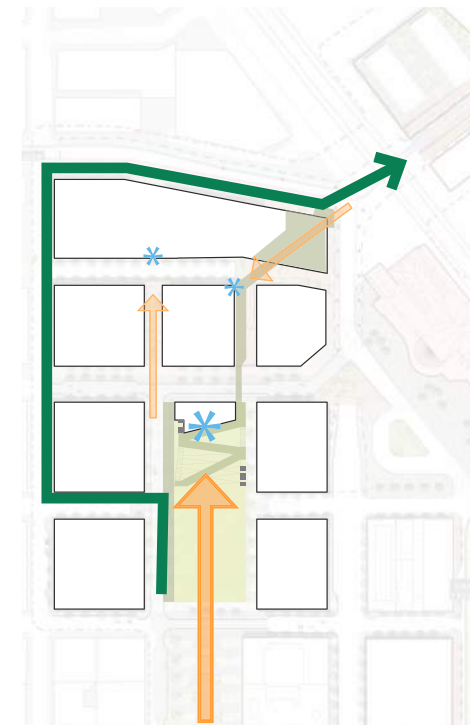
Pros

- 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



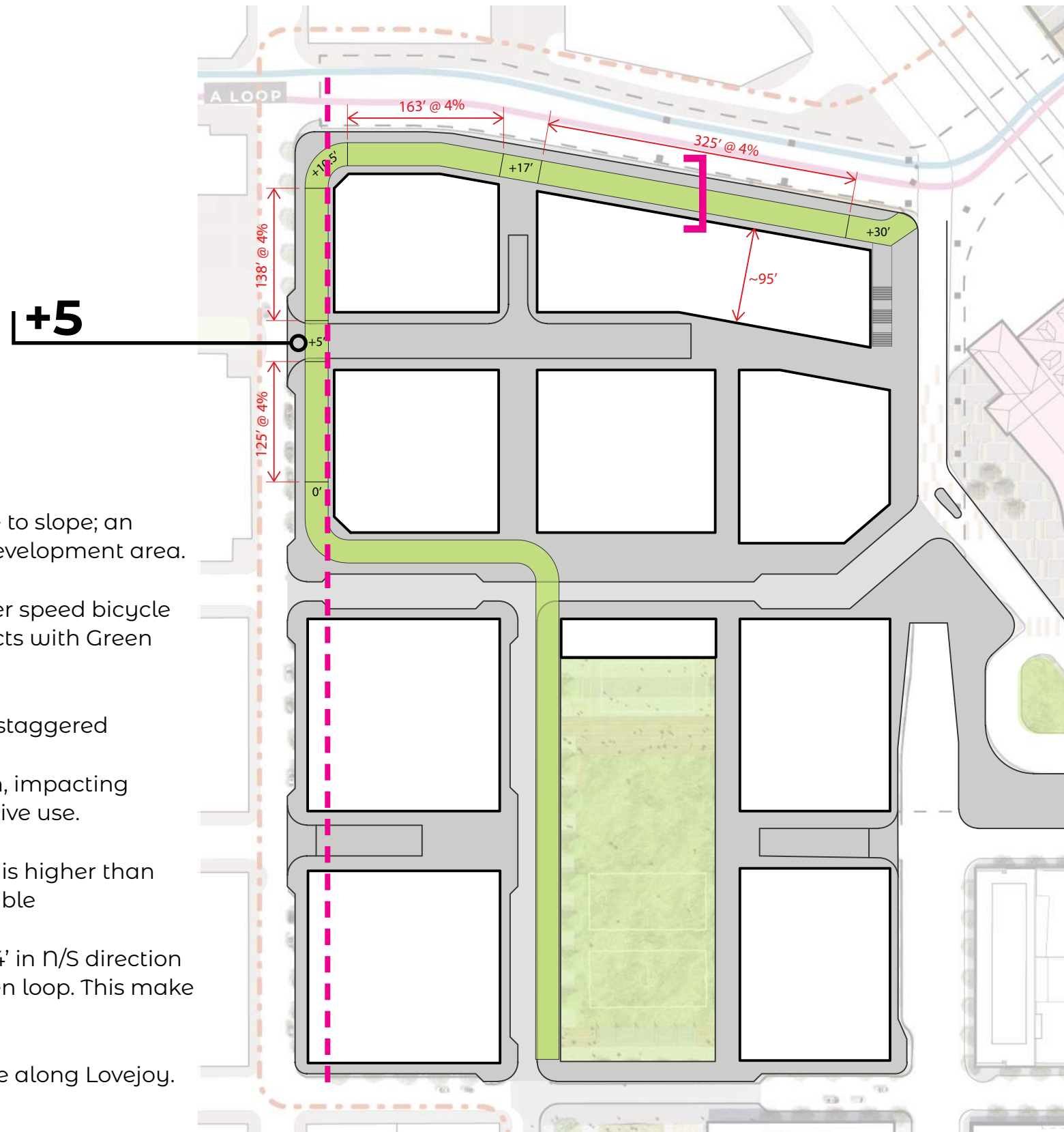
Pros

- 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

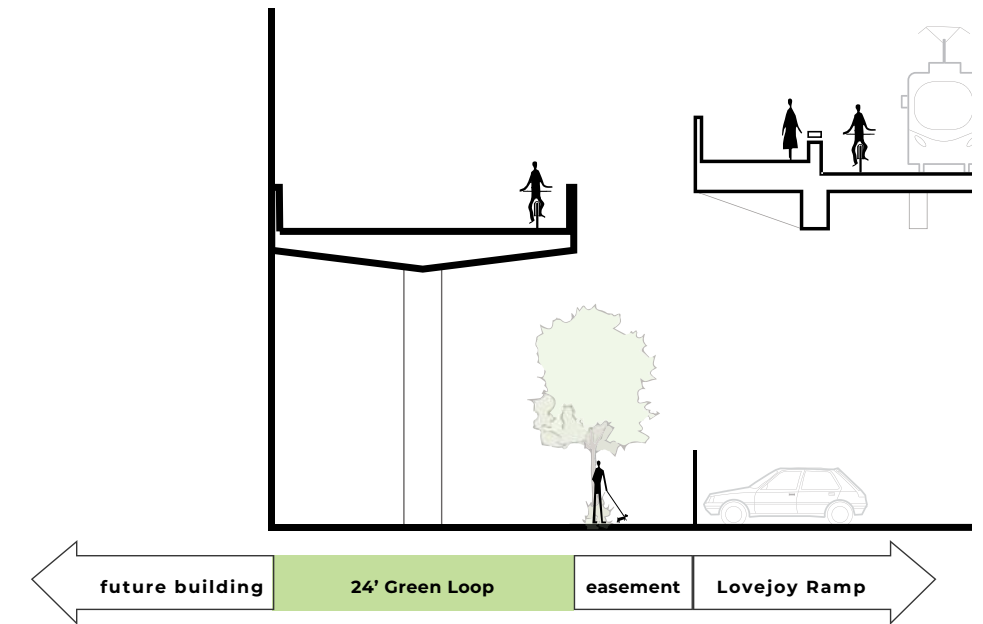
Building facades along 9th are staggered

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

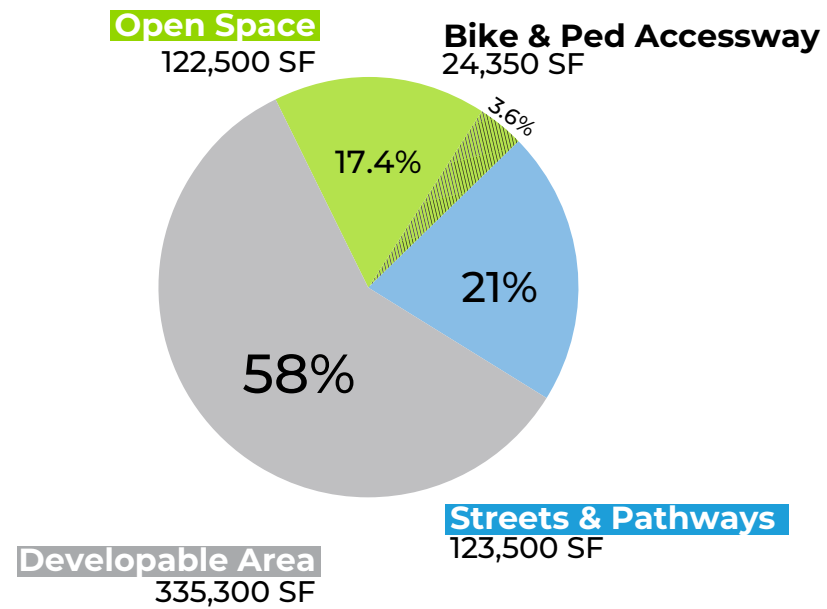
Secondary ramp along Lovejoy is higher than side walks to keep slope accessible

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.



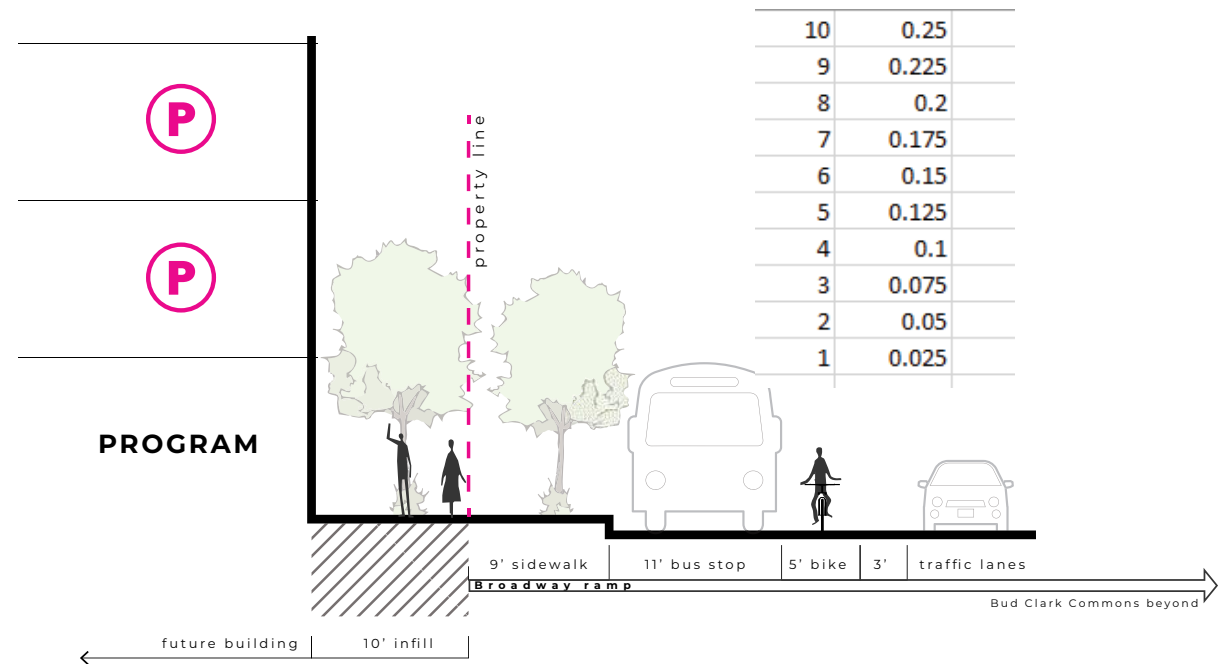
CENTRAL CITY MASTER PLAN concept plan & open space calculation



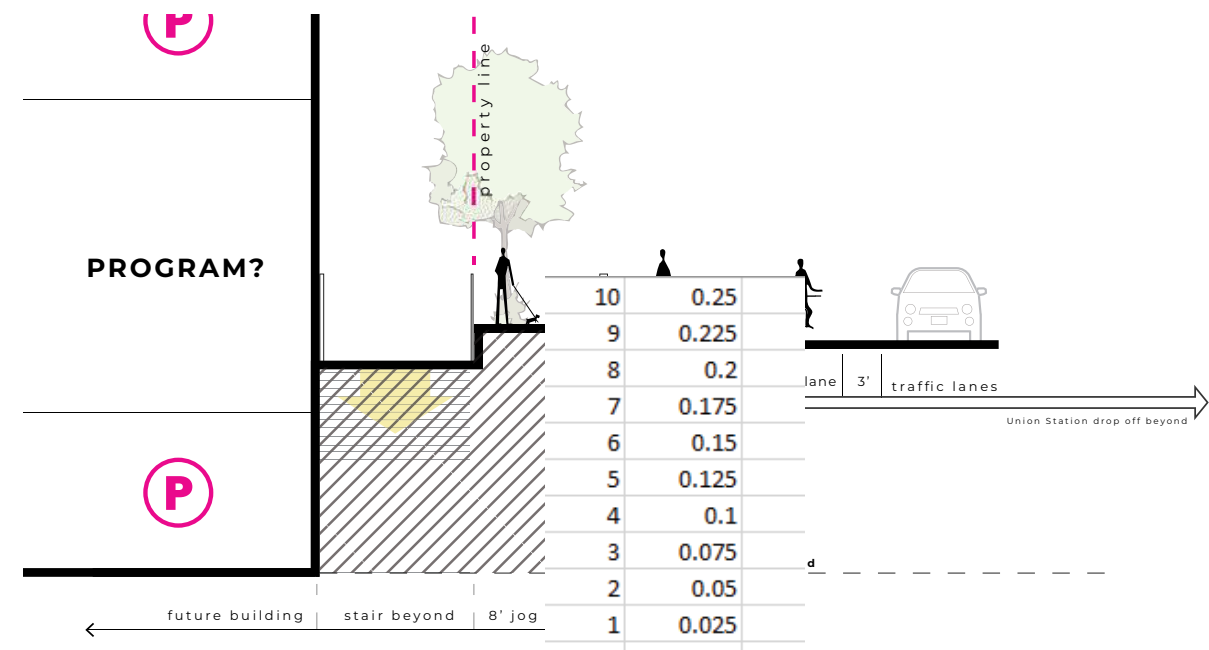
CCMP Open Area Requirements:

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.

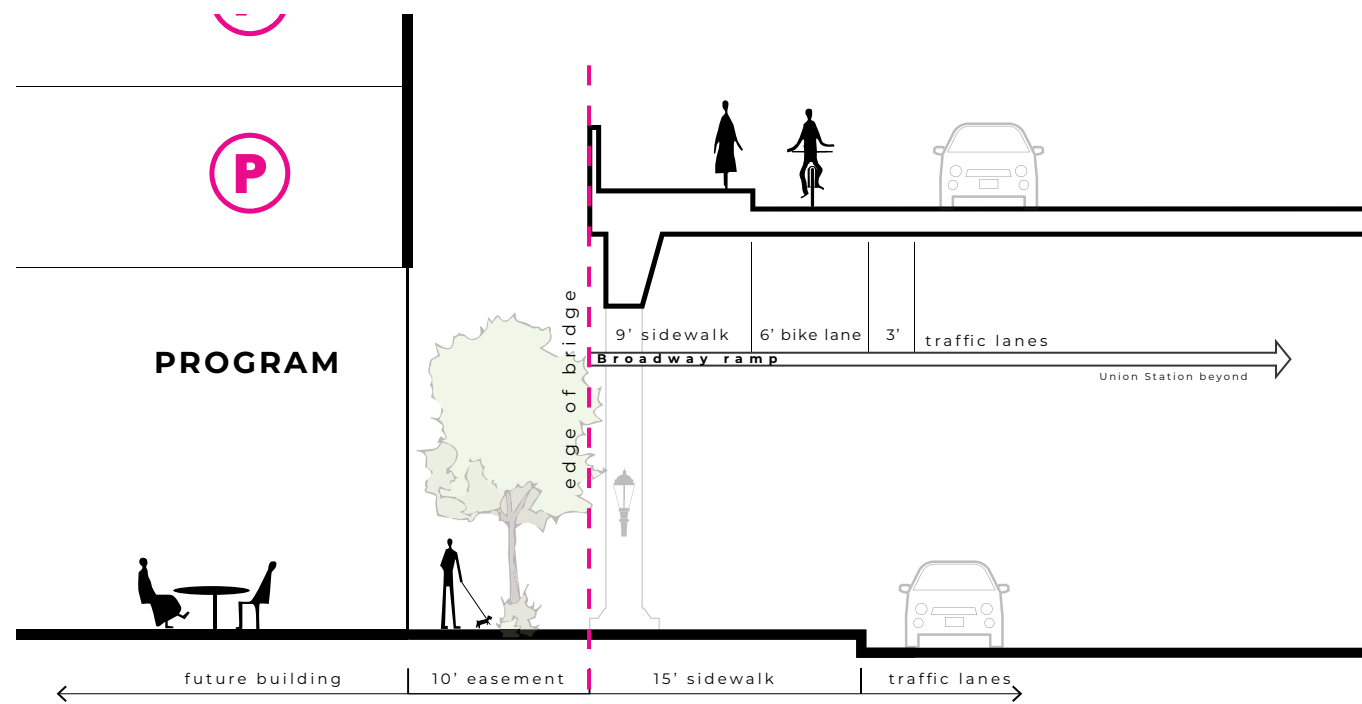
10' MAINTENANCE SETBACK CONDITIONS



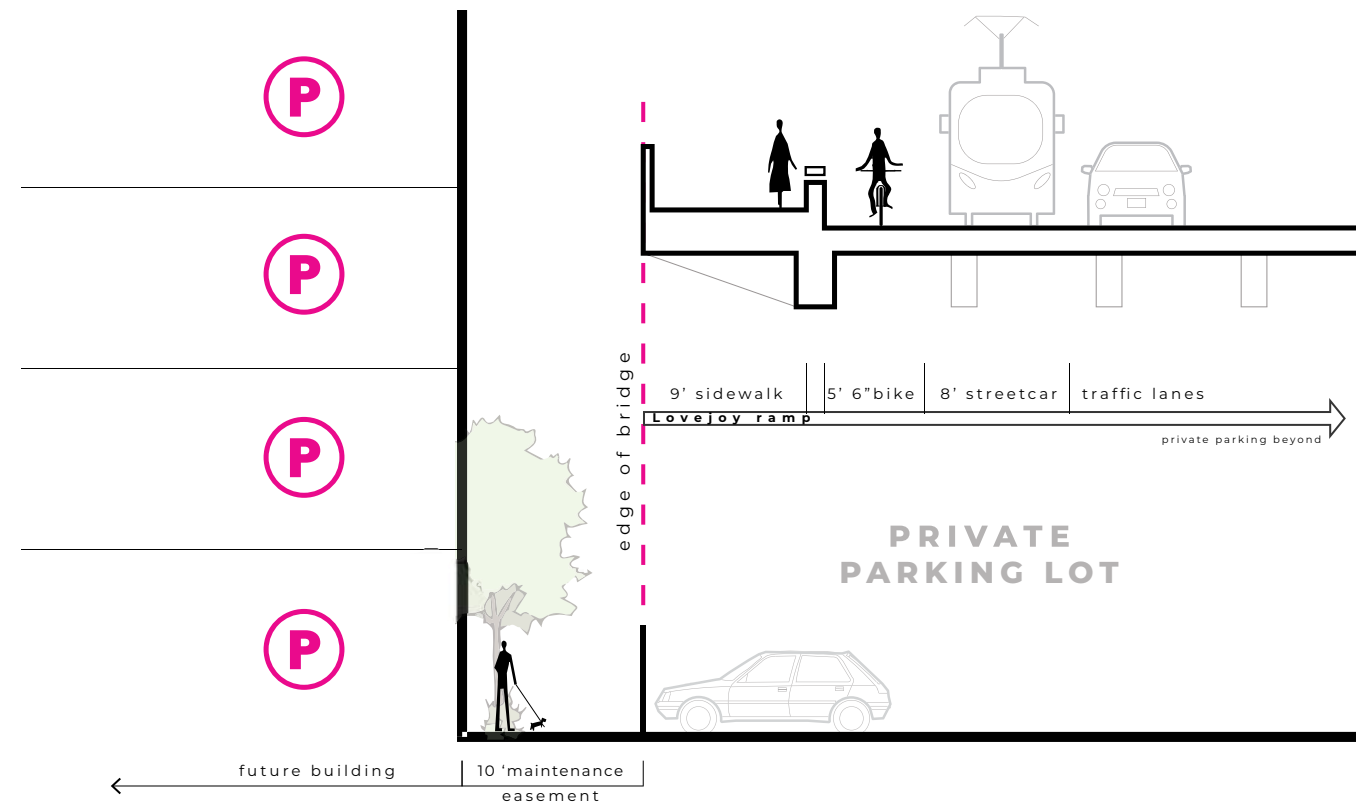
REMOVERAILINGANDEXTENDTHEEXISTINGSIDEWALK



CREATE ACCESS STAIR FROM BRIDGE TO GRADE



ENGAGE THE ADJACENT OPEN SPACE



CREATE A SECURE ZONE WITH CONTROLLED ACCESS

OPEN SPACE & MASSING SE view

Scheme B



OPEN SPACE & MASSING NW View

Scheme B



CONCEPTUAL MASSING NW View

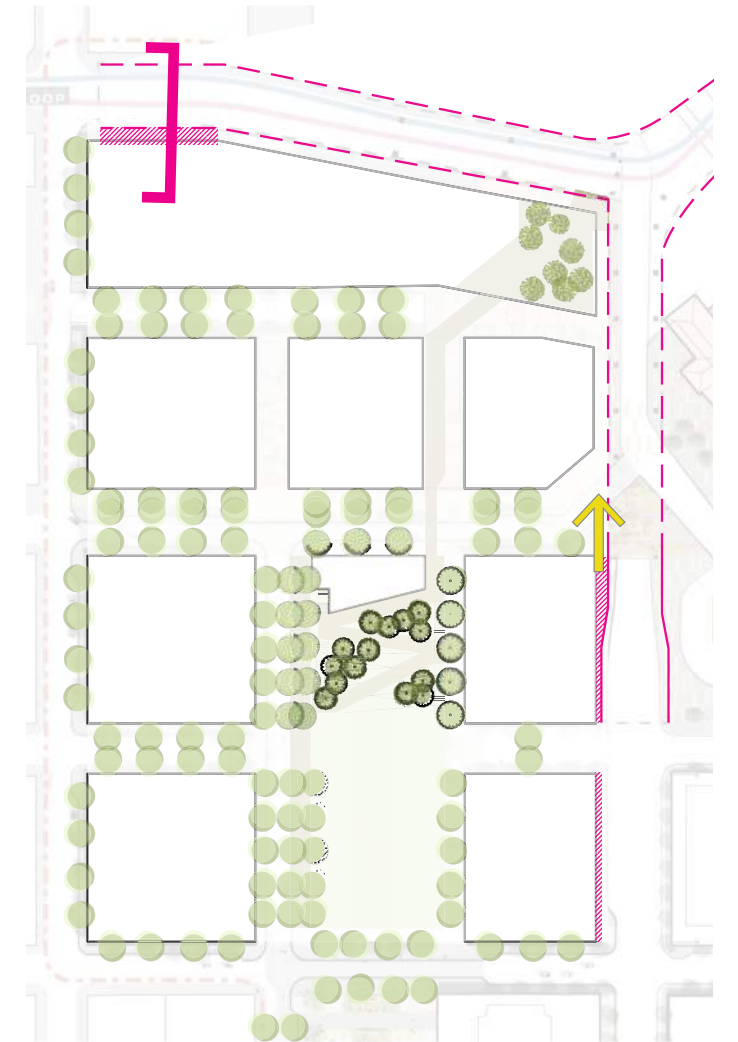
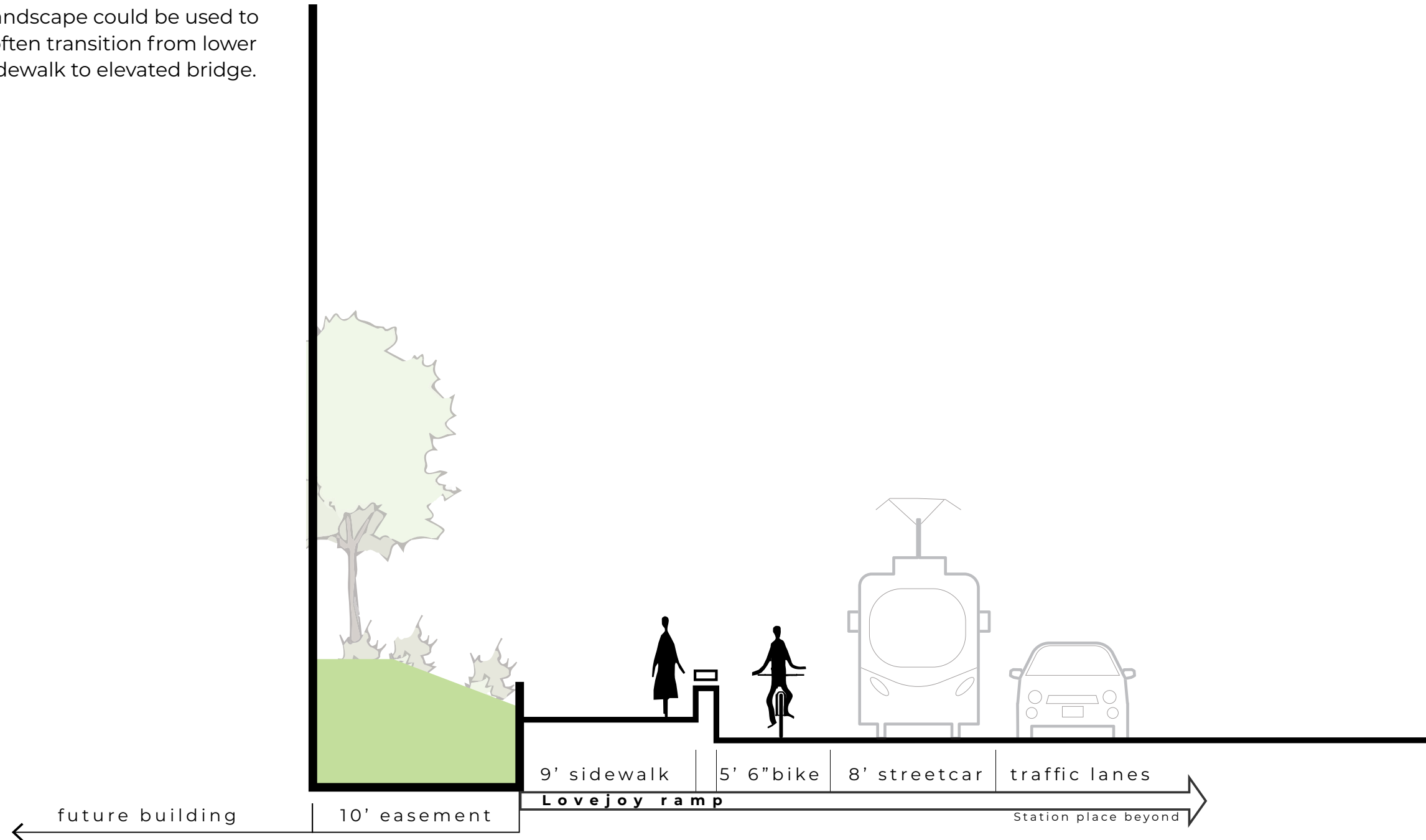


WALK THE PERIMETER Lovejoy ramp lower



WALK THE PERIMETER Lovejoy ramp lower

Landscape could be used to soften transition from lower sidewalk to elevated bridge.



edge of bridge above

stair

proposed infill

CENTRAL CITY MASTER PLAN streets and right of way

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

Approval Criteria 6:

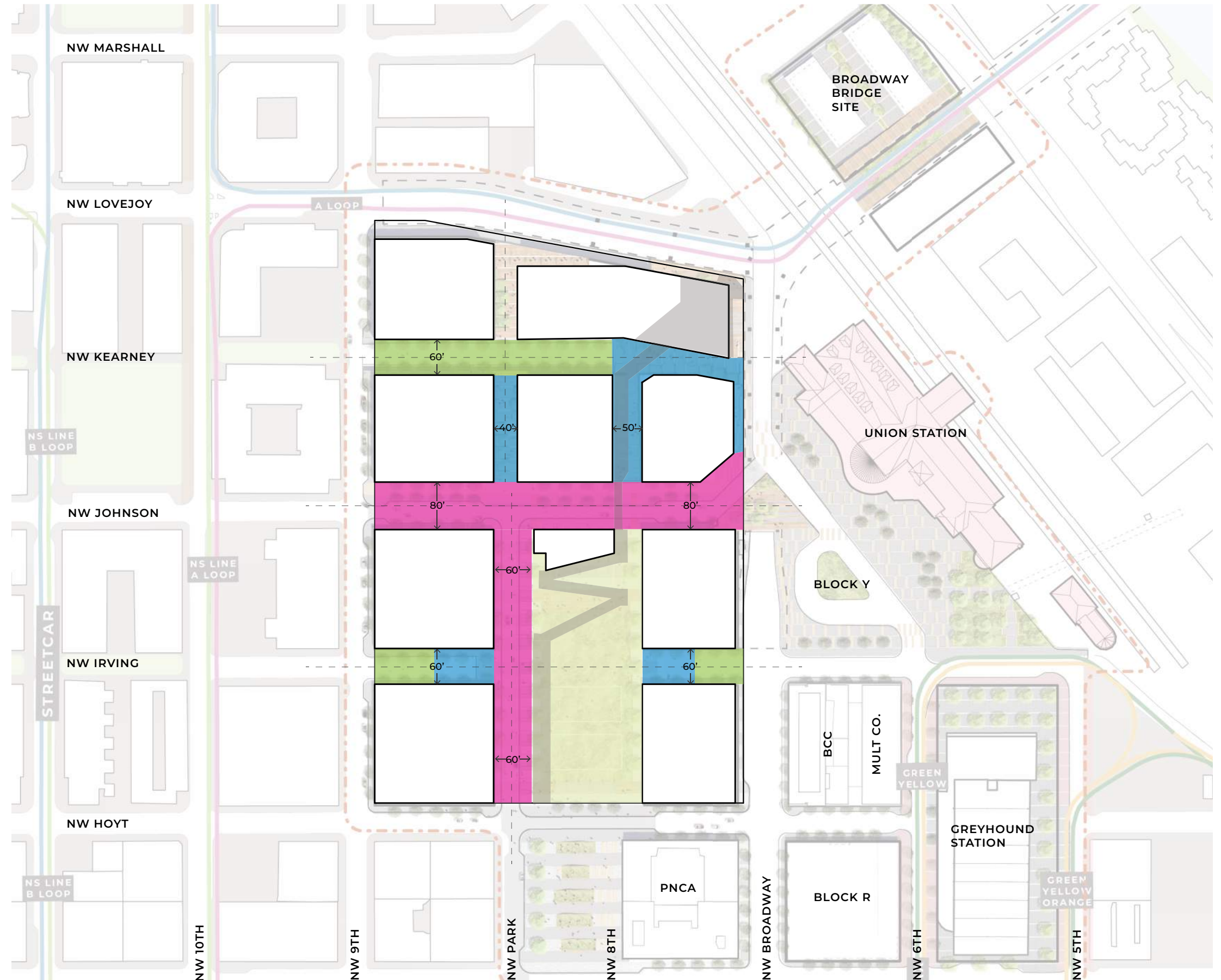
The master plan demonstrates that easy and safe access will be provided to transit stations located within or immediately adjacent to the master plan boundary, and any buildings located immediately adjacent to a transit station include ground floor uses that create an active and safe pedestrian environment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

Approval Criteria 8:

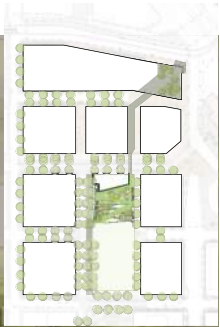
The transportation system is capable of supporting the proposed uses in addition to the existing uses in the plan area.

Approval Criteria 9:

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



CONNECTED OPEN SPACE the Green Loop climb



CONNECTED OPEN SPACE Green Loop at the park

