

410 SW HARRISON STREET
Portland, OR

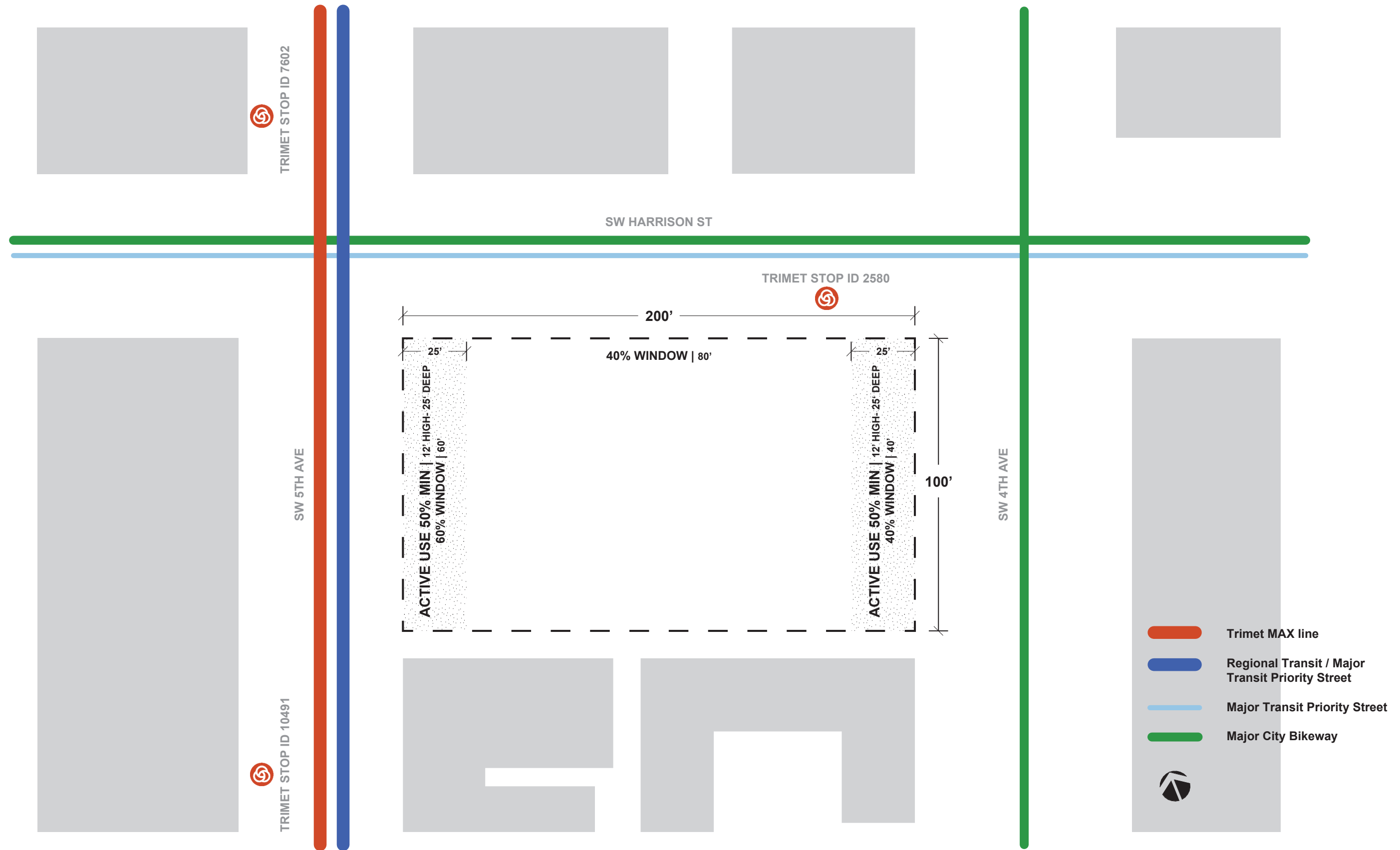
SITE ACCESS

SITE ACCESS EXECUTIVE SUMMARY

The stated goals of establishing the best site access point for the project include:

- **Maximizing Ground Floor Windows / Views into the building to enhance the pedestrian experience and to provide cohesion of ground floor uses, access, and services.**
- **Promote Ground Floor Active Uses by maintaining continuity of pedestrian activity and connection of the ground-level uses with the street.**
- **Create a Vibrant Streetscape by developing visual and physical connections into the buildings' active interior spaces from adjacent sidewalks.**
- **Reinforce and enhance the pedestrian system by maintaining a convenient access route for pedestrian travel, and to protect the pedestrian environment from vehicular movement.**
- **Select a Parking and Loading Access point to the building that will best ensure the safety of pedestrians, bicyclists, and motorists, while avoiding adverse impacts on transit operations to the maximum extent possible.**

ACTIVE USE DIAGRAM



Complies?

Y N ZONING CODE REQUIRED STANDARDS



Requirement: Type A Loading Stall is required per PZC 33.266.310.

Option for an adjustment request to waive the Type A Loading Stall may not be found approvable by PBOT, and the need for a Type A space for the applicant's proposed use is of high importance.

Pursuant to PCC Section 33.266.310.C, and as confirmed by BDS staff, the proposed project will trigger either one Standard A on-site loading space or two Standard B loading spaces. Standard A spaces are at least 35-ft (long) x 10-ft (wide) x 13-ft (height/clearance); Standard B spaces are 18-ft (long) x 9-ft (wide) x 10-ft (height/clearance).

Given the use of the building, it's operations will be severely impaired if only Standard B loading is allowed, even with two stalls. Note that the trucks shown on the diagrams fit the Standard A type stall.



Requirement: Per PZC 33.510.220 and Map 510-8: SW 5th Avenue has an enhanced Ground Floor Window requirements of 60% of the wall area. All other ground level facades that face a street lot line, sidewalk, or right-of-way must have windows that cover at least 40% of the ground level wall area.

Setting 4th Avenue as the access point will allow for 5th Avenue Ground Floor Windows to be maximized.



Requirement: Per PZC 33.510.225 and Map 510-9: SW 4th and SW 5th Avenues have enhanced Ground Floor Active Use requirements,

Setting 4th Avenue as the access point will allow for all Ground Floor Active uses to be met on 4th and maximized on 5th.



Requirement: Per 33.510.263.B.1.a motor vehicle access to any parking area, loading area, or parking structure is prohibited on or along the following streets unless the street listed is the site's only frontage,

a. On Fifth Avenue between NW Irving and SW Jackson Streets.



h. Motor vehicle access to and from any parking area or structure is prohibited along any site frontage that abuts a street with a light rail or street car alignment in it unless entering and exiting the parking area or structure does not result in any motor vehicle traveling onto or across the light rail or streetcar alignment, in which case the access is allowed.



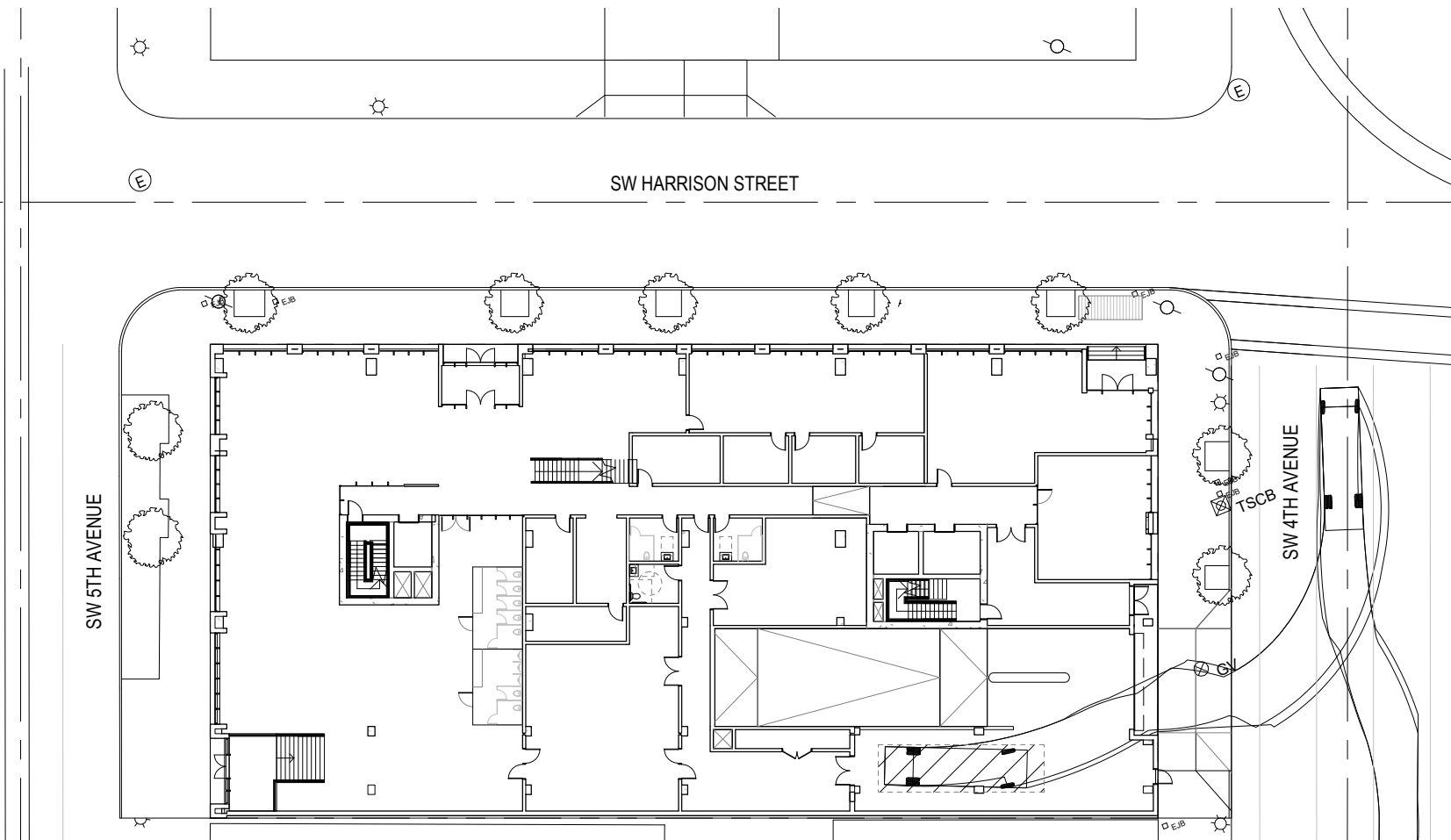
Setting loading off of 4th Avenue will provide the opportunity for loading vehicles to access the site without crossing the light rail alignment and without interfering with the major bus traffic east and west on Harrison.

Although "motor vehicles" does not necessarily include trucks it can be inferred from this requirement that vehicle ingress and egress better meets the intent of the code is from 4th Avenue.



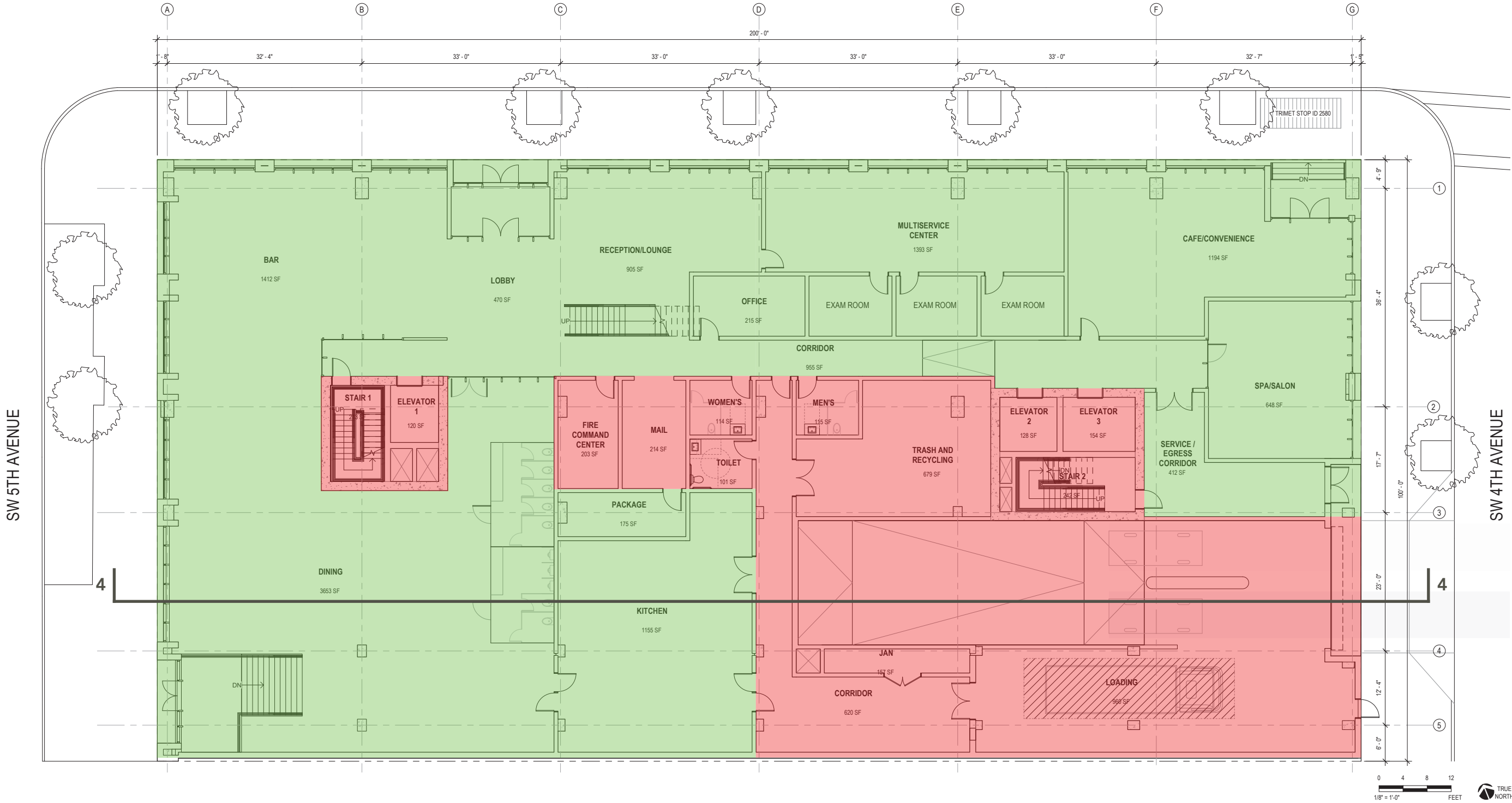
Per PZC Section 33.510.263.B.2.a: motor vehicle access to any parking area, loading area, or parking structure is NOT ALLOWED to or from any of the following streets: (1) Major City Bikeway, (4) Major Transit Priority Street.

Per The City's Transportation System Plan (TSP), SW 4th Avenue is currently classified as a Major City Bikeway and a Local Service Transit Street.



4TH AVENUE ACCESS DIAGRAM

SW HARRISON STREET



4TH AVENUE ACTIVE USE PLAN

■ GROUND FLOOR ACTIVE USE ■ NON-ACTIVE USE

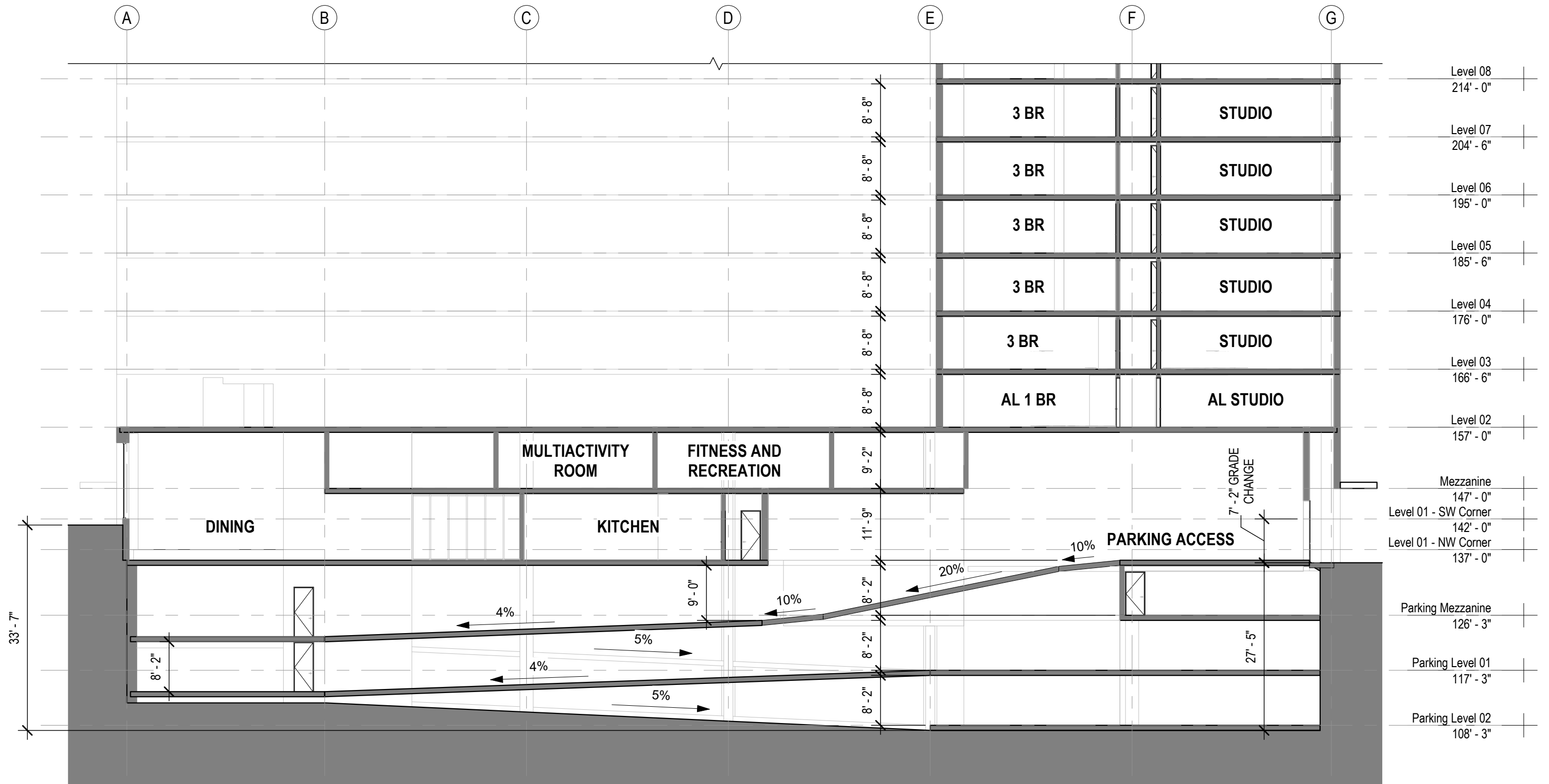
Option #1 - Preferred: 4th Avenue Access



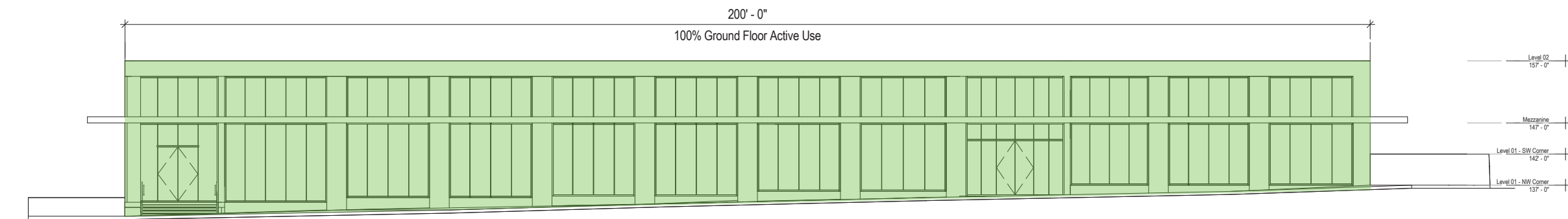
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All rights reserved.

410 SW Harrison Street

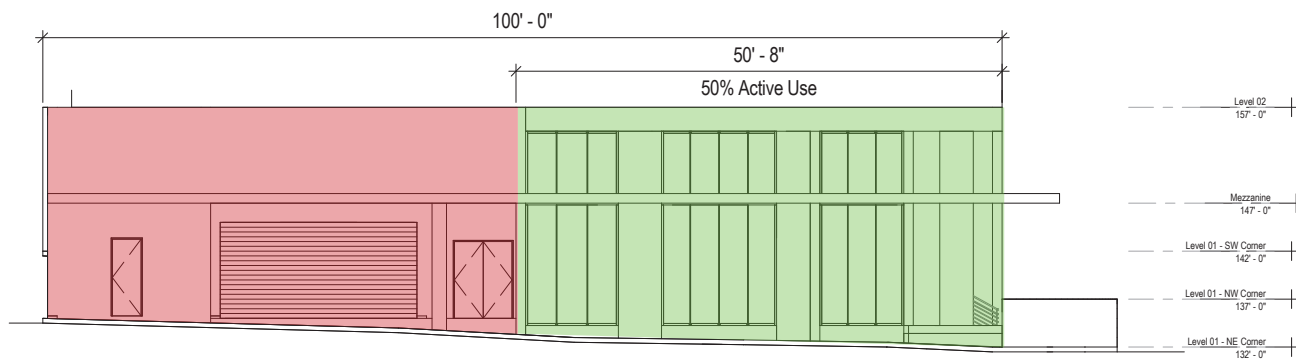
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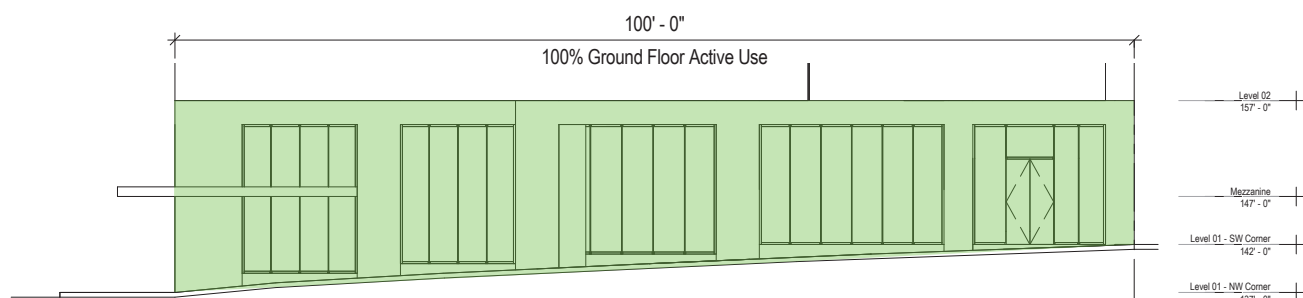
4TH AVENUE ACCESS BUILDING SECTION 4-4 LOOKING NORTH



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

■ GROUND FLOOR ACTIVE USE ■ NON-ACTIVE USE

CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES

This project falls under the Design Review approval criteria as outlined in the Central City Fundamental Design Guidelines. The approval criteria headings and the ways that the proposed development meets these guidelines are listed below. Note that given the limited nature of our Design Advice Request we are limiting the approval criteria responses to those we believe to be most relevant to our question.

A. PORTLAND PERSONALITY GUIDELINES

A.8 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.

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria.

Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria.

B. PEDESTRIAN EMPHASIS GUIDELINES

B.1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM

Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed.

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria. The Harrison facade is the longest and providing transparency along the pedestrian route of travel better meets this criteria.

B.2 PROTECT THE PEDESTRIAN

Protect the pedestrian environment from vehicular movement.

Develop integrated identification, sign, and sidewalk oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian.

PBOT has expressed concern about a 4th Avenue point of access because of vehicular traffic making a "left hook" across a planned future bikeway.

Option #1 - Preferred: 4th Avenue Access



View Looking South Along 4th Avenue



View Looking West Along Harrison Street



View Looking South Along 5th Avenue

B.3 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 project is proposing to consolidate both the loading and parking access into one single location. This is to minimize the amount of traffic crossing the pedestrian ROW.

B.4 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.

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria.

B.6 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 project intends to provide canopies along each frontage, the full extents of which have yet to be determined.

C. PROJECT DESIGN GUIDELINES

C.1 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.

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria.

C.7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS

Use design elements including, but not limited to, varying building heights, changes in facade 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 project proposes to locate all access points under consideration to the middle of each related block. This will allow for the greatest flexibility for the future design of the building corners.

C.8 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.

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria.

C.9 DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES

Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria.

Complies?

Y N ZONING CODE REQUIRED STANDARDS



Requirement: Type A Loading Stall is required per PZC 33.266.310.

Option for an adjustment request to waive the Type A Loading Stall may not be found approvable by PBOT, and the need for a Type A space for the applicant's proposed use is of high importance.

Pursuant to PCC Section 33.266.310.C, and as confirmed by BDS staff, the proposed project will trigger either one Standard A on-site loading space or two Standard B loading spaces. Standard A spaces are at least 35-ft (long) x 10-ft (wide) x 13-ft (height/clearance); Standard B spaces are 18-ft (long) x 9-ft (wide) x 10-ft (height/clearance).

Given the use of the building, it's operations will be severely impaired if only Standard B loading is allowed, even with two stalls. Note that the trucks shown on the diagrams fit the Standard A type stall.



Requirement: Per PZC 33.510.220 and Map 510-8: SW 5th Avenue has an enhanced Ground Floor Window requirements of 60% of the wall area. All other ground level facades that face a street lot line, sidewalk, or right-of-way must have windows that cover at least 40% of the ground level wall area.

Setting Harrison Street as the access point will allow for 5th Avenue Ground Floor Windows to be maximized. The requirement for 40% ground floor windows on Harrison will be met and somewhat higher than 4th given the facade's length.



Requirement: Per PZC 33.510.225 and Map 510-9: SW 4th and SW 5th Avenues have enhanced Ground Floor Active Use requirements,

Setting Harrison St. as the access point will allow for all Ground Floor Active uses to be maximized on 4th and 5th.



Requirement: Per 33.510.263.B.1.a motor vehicle access to any parking area, loading area, or parking structure is prohibited on or along the following streets unless the street listed is the site's only frontage,



a. On Fifth Avenue between NW Irving and SW Jackson Streets.



h. Motor vehicle access to and from any parking area or structure is prohibited along any site frontage that abuts a street with a light rail or street car alignment in it unless entering and exiting the parking area or structure does not result in any motor vehicle traveling onto or across the light rail or streetcar alignment, in which case the access is allowed.

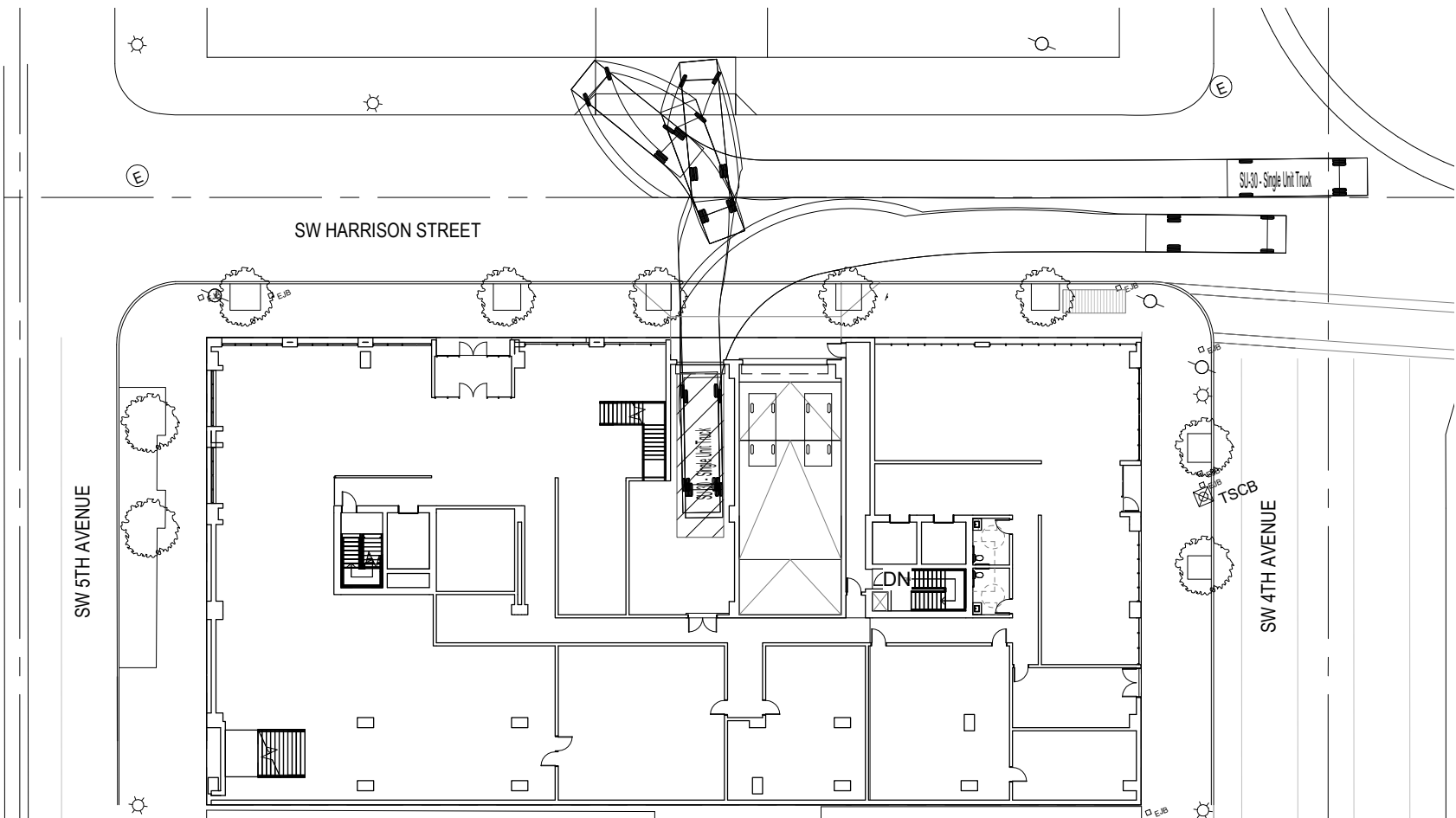
Motor vehicles will not travel onto or across the light rail alignment in 5th Avenue if access is located on Harrison.



Per PZC Section 33.510.263.B.2.a: motor vehicle access to any parking area, loading area, or parking structure is NOT ALLOWED to or from any of the following streets: (1) Major City Bikeway, (4) Major Transit Priority Street.



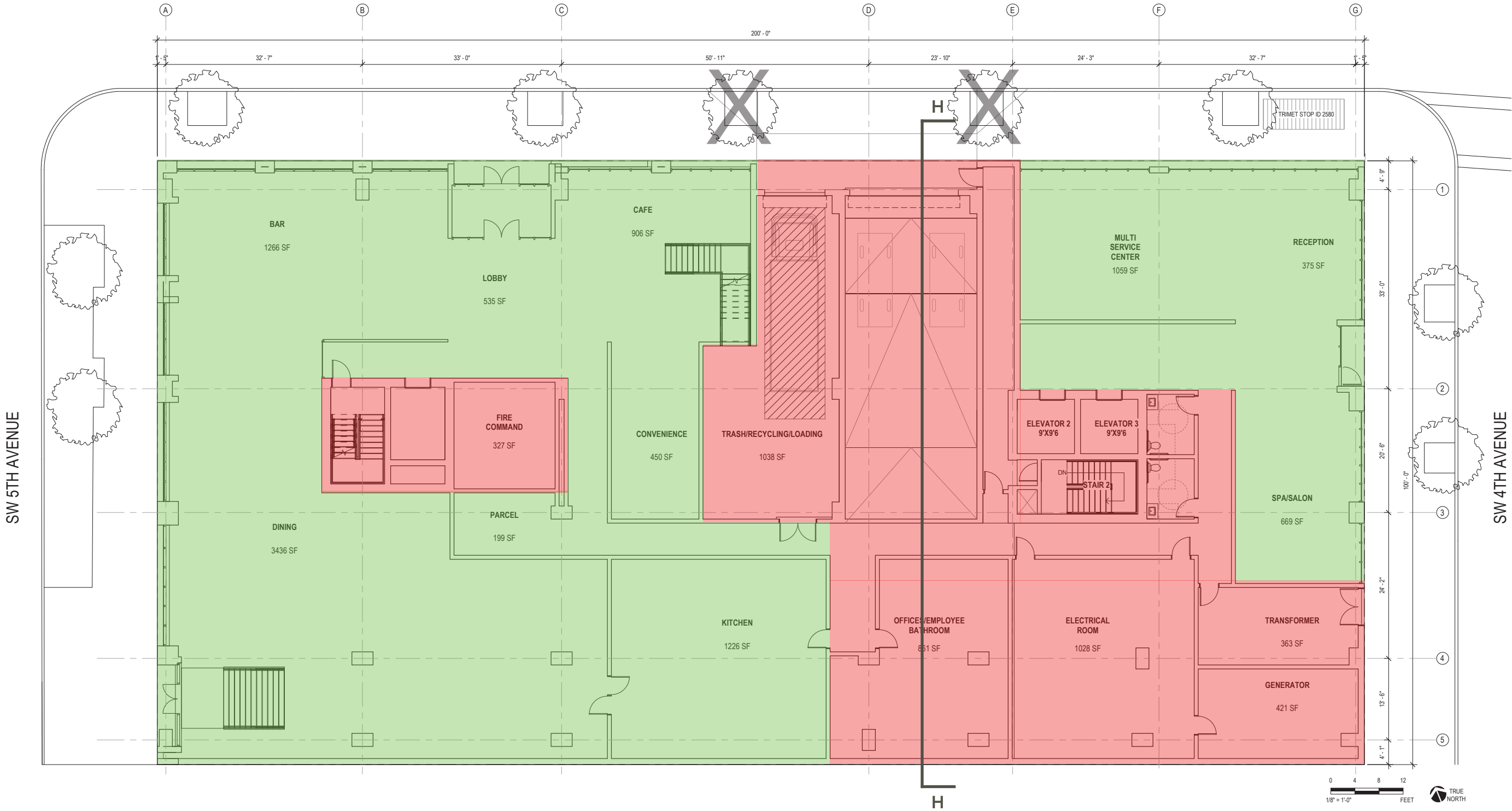
Per The City's Transportation System Plan (TSP), SW Harrison Street is currently classified as both a Major City Bikeway and Major Transit Priority Street.



HARRISON STREET ACCESS DIAGRAM

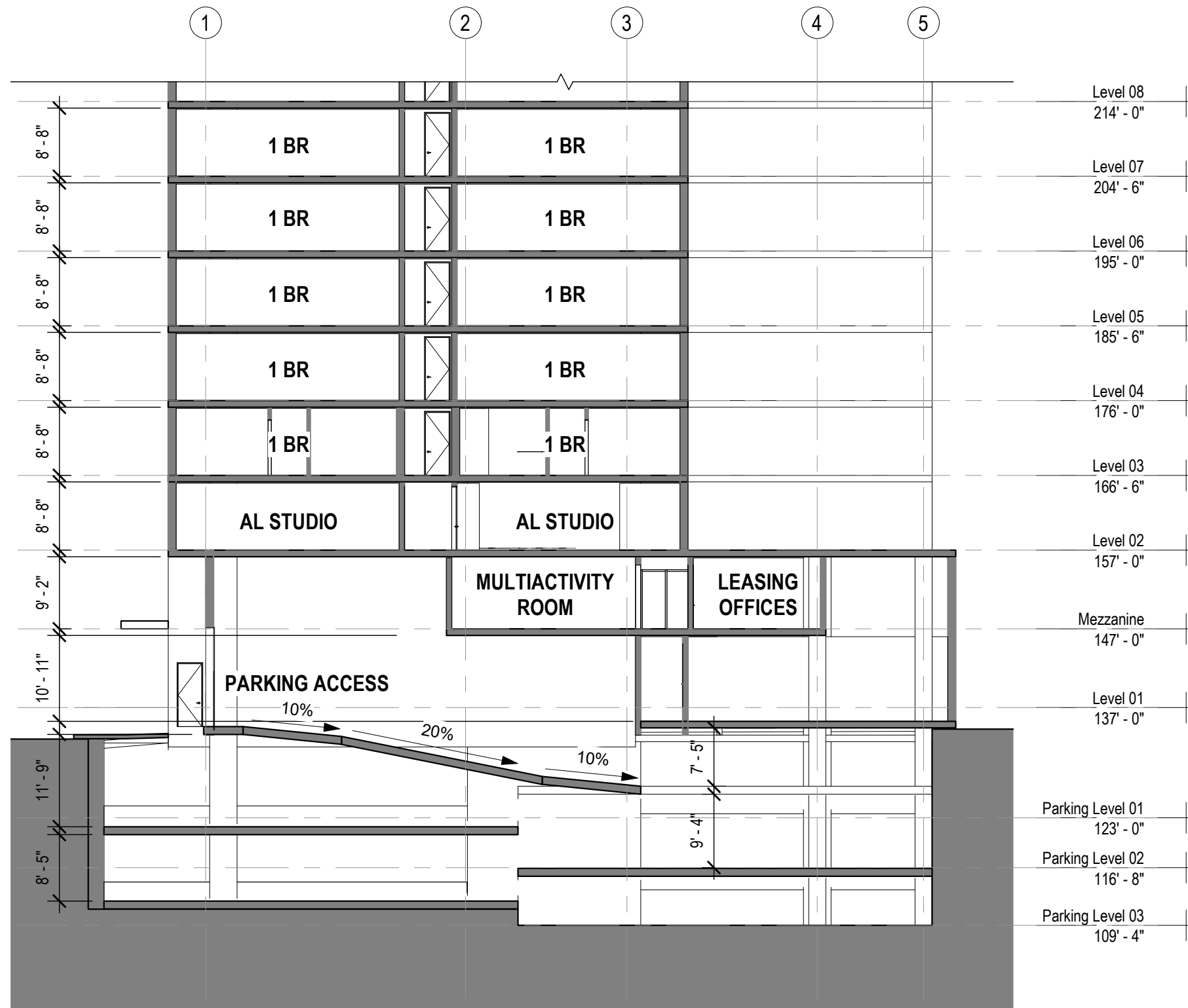


SW HARRISON STREET

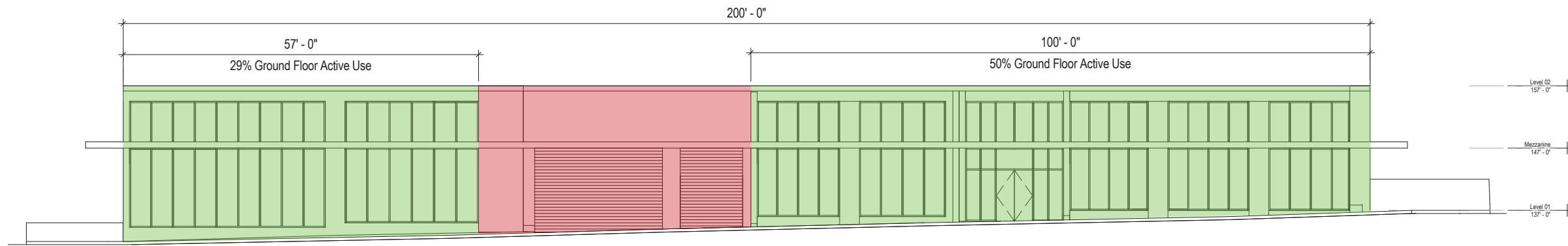


HARRISON STREET ACTIVE USE PLAN

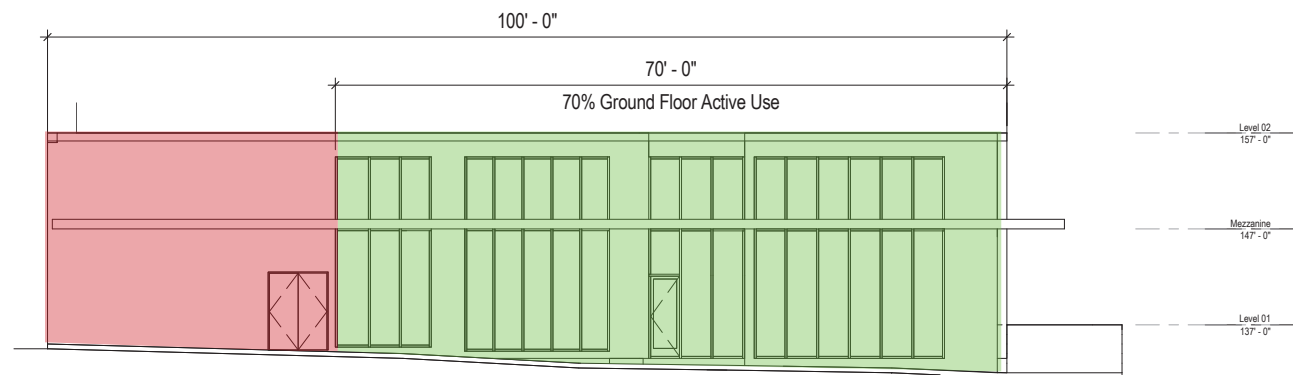
■ GROUND FLOOR ACTIVE USE ■ NON-ACTIVE USE



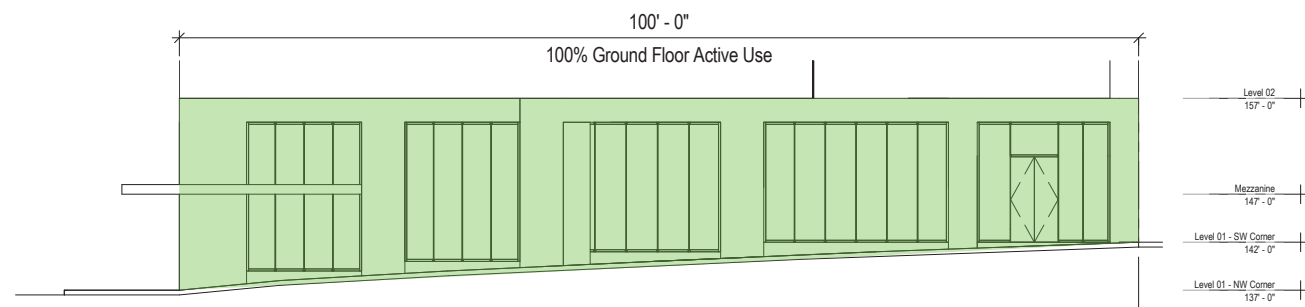
HARRISON STREET ACCESS BUILDING SECTION H-H LOOKING EAST



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

■ GROUND FLOOR ACTIVE USE ■ NON-ACTIVE USE

CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES

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A. PORTLAND PERSONALITY GUIDELINES

A.8 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.

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria.

Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities

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B. PEDESTRIAN EMPHASIS GUIDELINES

B.1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM

Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed.

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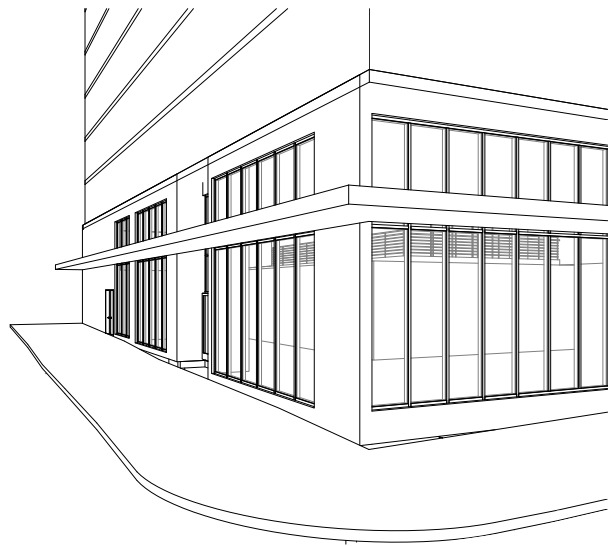
B.2 PROTECT THE PEDESTRIAN

Protect the pedestrian environment from vehicular movement.

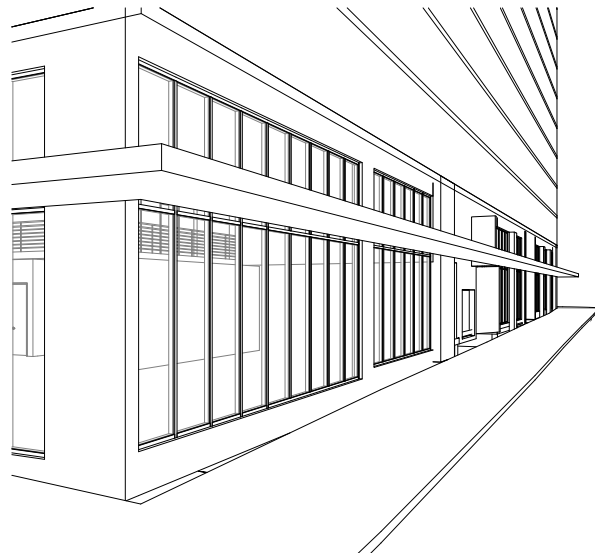
Develop integrated identification, sign, and sidewalk oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian.

PBOT has expressed concern about a 4th Avenue point of access because of vehicular traffic making a "left hook" across a planned future bikeway.

Option #2 - Alternate: Harrison Street Access



View Looking South Along 4th Avenue



View Looking West Along Harrison Street



View Looking South Along 5th Avenue

B.3 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 project is proposing to consolidate both the loading and parking access into one single location. This is to minimize the amount of traffic crossing the pedestrian ROW.

B.4 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.

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria.

B.6 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 project intends to provide canopies along each frontage, the full extents of which have yet to be determined.

C. PROJECT DESIGN GUIDELINES

C.1 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.

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C.7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS

Use design elements including, but not limited to, varying building heights, changes in facade 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 project proposes to locate all access points under consideration to the middle of each related block. This will allow for the greatest flexibility for the future design of the building corners.

C.8 DIFFERENTIATE THE SIDEWALK-LEVEL OF BUILDINGS

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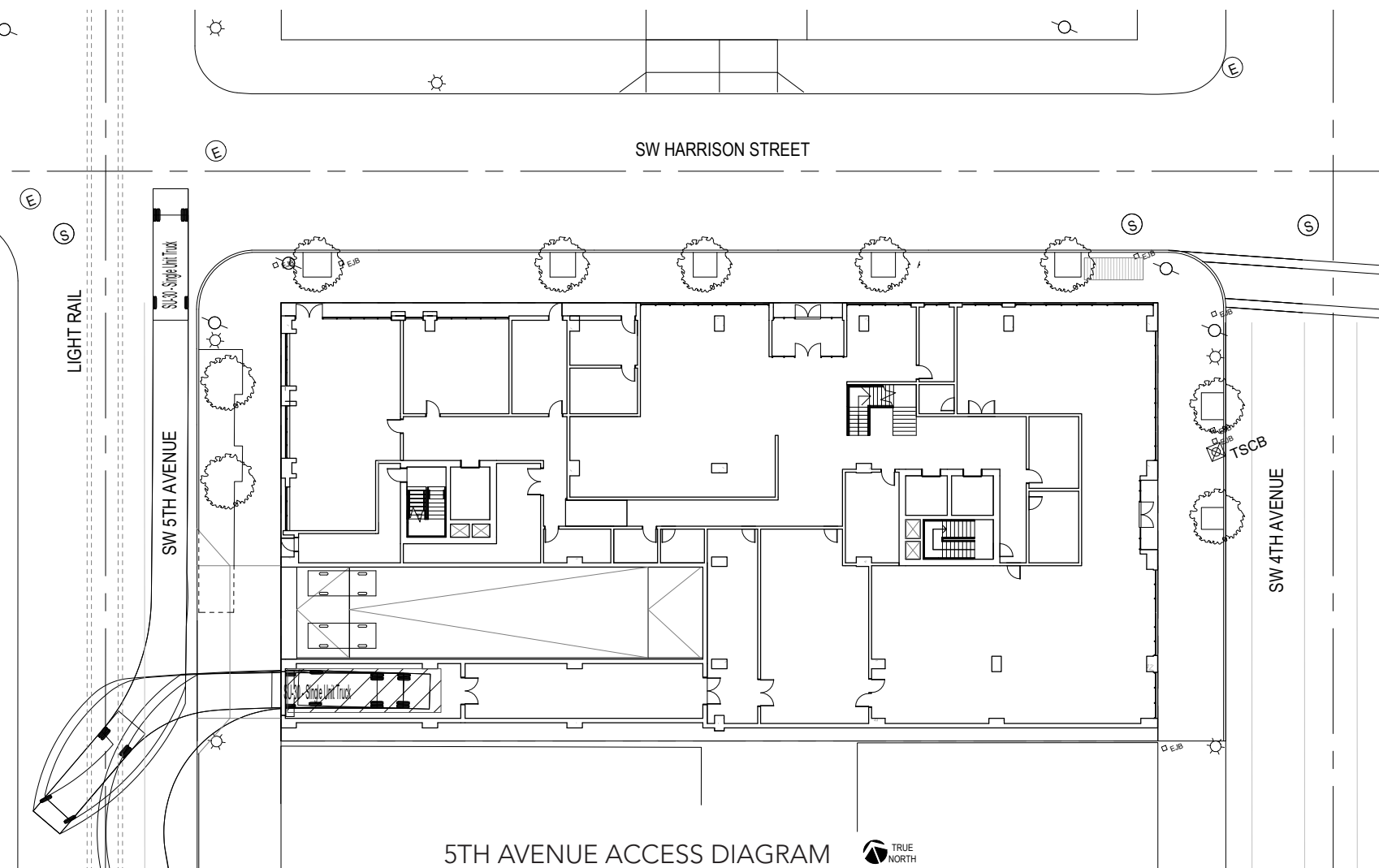
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C.9 DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES

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Option #2 - Alternate: Harrison Street Access



5TH AVENUE ACCESS DIAGRAM



Complies?

Y N ZONING CODE REQUIRED STANDARDS

Requirement: Type A Loading Stall is required per PZC 33.266.310.

Option for an adjustment request to waive the Type A Loading Stall may not be found approvable by PBOT, and the need for a Type A space for the applicant's proposed use is of high importance.

Pursuant to PCC Section 33.266.310.C, and as confirmed by BDS staff, the proposed project will trigger either one Standard A on-site loading space or two Standard B loading spaces. Standard A spaces are at least 35-ft (long) x 10-ft (wide) x 13-ft (height/clearance); Standard B spaces are 18-ft (long) x 9-ft (wide) x 10-ft (height/clearance).

Given the use of the building, it's operations will be severely impaired if only Standard B loading is allowed, even with two stalls. Note that the trucks shown on the diagrams fit the Standard A type stall.

Requirement: Per PZC 33.510.220 and Map 510-8: SW 5th Avenue has an enhanced Ground Floor Window requirements of 60% of the wall area. All other ground level facades that face a street lot line, sidewalk, or right-of-way must have windows that cover at least 40% of the ground level wall area.

Setting 5th Avenue as the access point will not allow for the 60% Ground Floor Windows requirements to be met along the 5th Avenue facade.

Requirement: Per PZC 33.510.225 and Map 510-9: SW 4th and SW 5th Avenues have enhanced Ground Floor Active Use requirements,

Setting 5th Avenue as the access point will allow for all Ground Floor Active uses to be met on 4th and 5th.

Requirement: Per 33.510.263.B.1.a motor vehicle access to any parking area, loading area, or parking structure is prohibited on or along the following streets unless the street listed is the site's only frontage,

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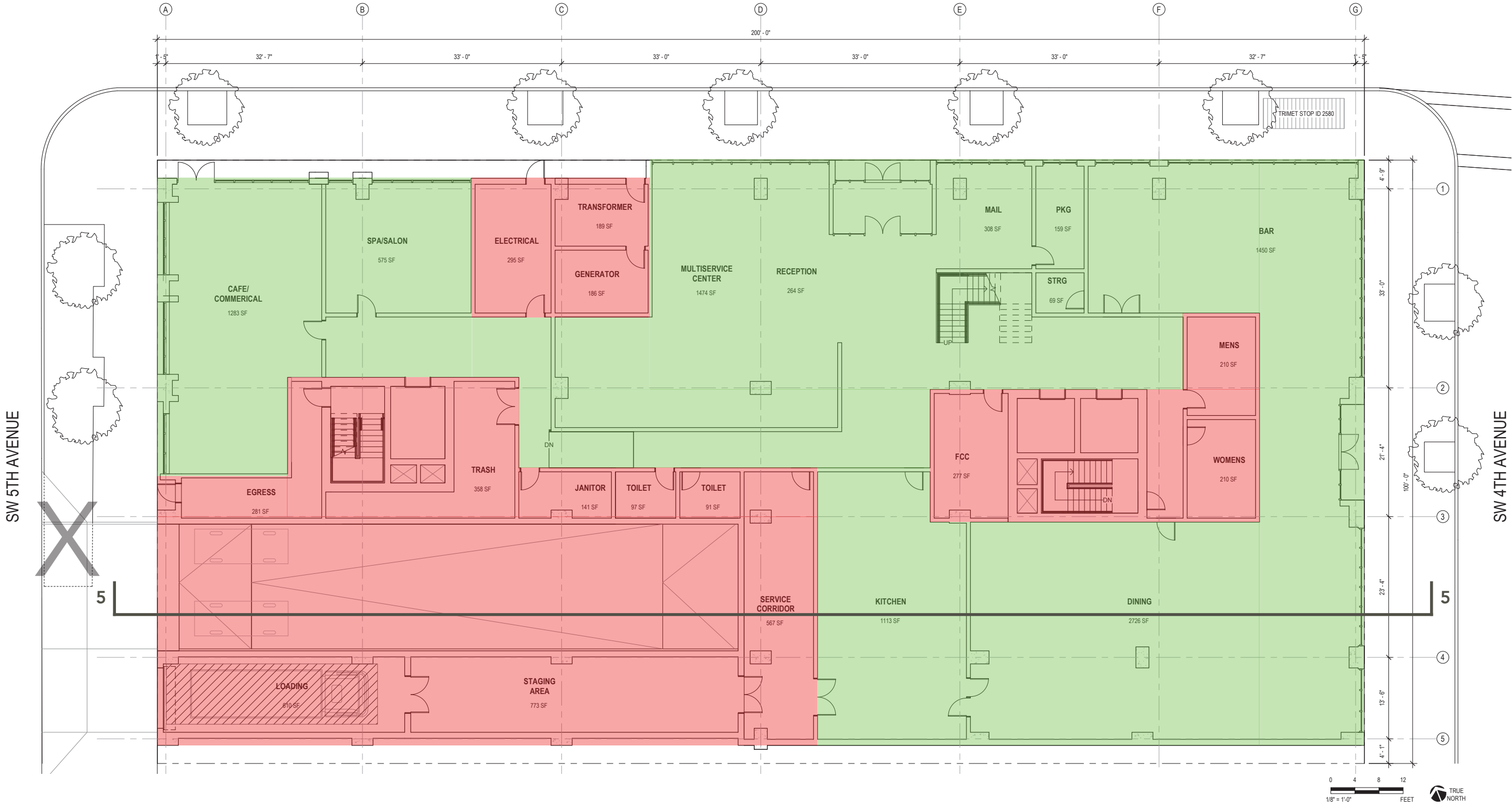
h. Motor vehicle access to and from any parking area or structure is prohibited along any site frontage that abuts a street with a light rail or street car alignment in it unless entering and exiting the parking area or structure does not result in any motor vehicle traveling onto or across the light rail or streetcar alignment, in which case the access is allowed.

Setting loading off of 5th Avenue will result in loading vehicles crossing the light rail alignment in 5th Avenue while accessing the site.

Per PZC Section 33.510.263.B.2.a: motor vehicle access to any parking area, loading area, or parking structure is NOT ALLOWED to or from any of the following streets: (1) Major City Bikeway, (4) Major Transit Priority Street.

Per The City's Transportation System Plan (TSP), SW 5th Avenue is currently classified as a City Bikeway and a Regional Transit / Major Transit Priority Street.

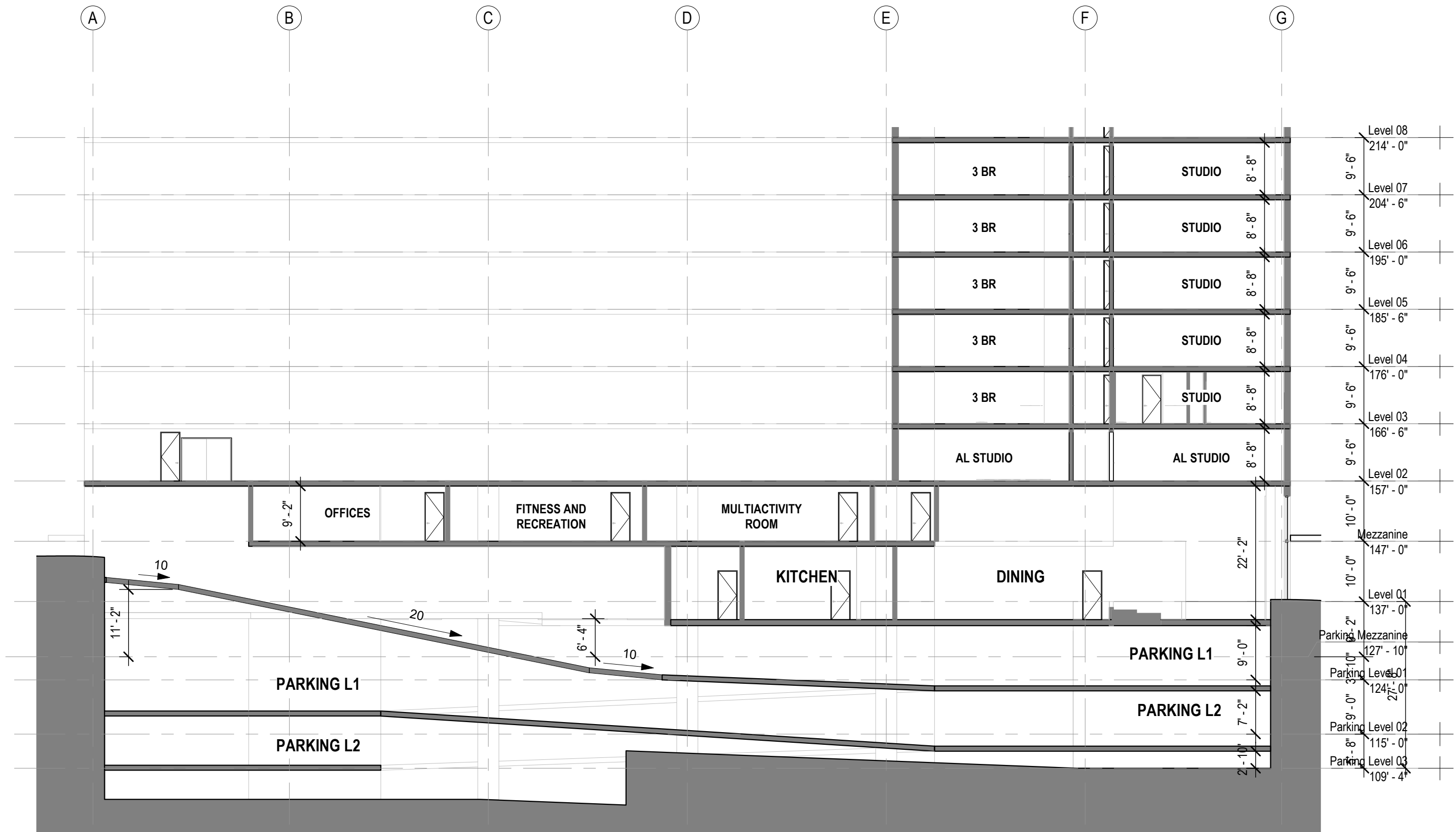
SW HARRISON STREET



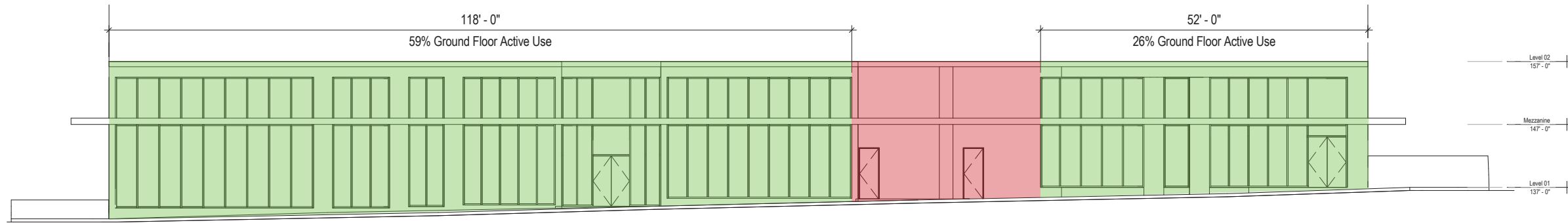
5TH AVENUE ACTIVE USE PLAN

■ GROUND FLOOR ACTIVE USE ■ NON-ACTIVE USE

Option #3 - Least Preferred: 5th Avenue Access



5TH AVENUE ACCESS BUILDING SECTION 5-5 LOOKING NORTH



NORTH ELEVATION

CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES

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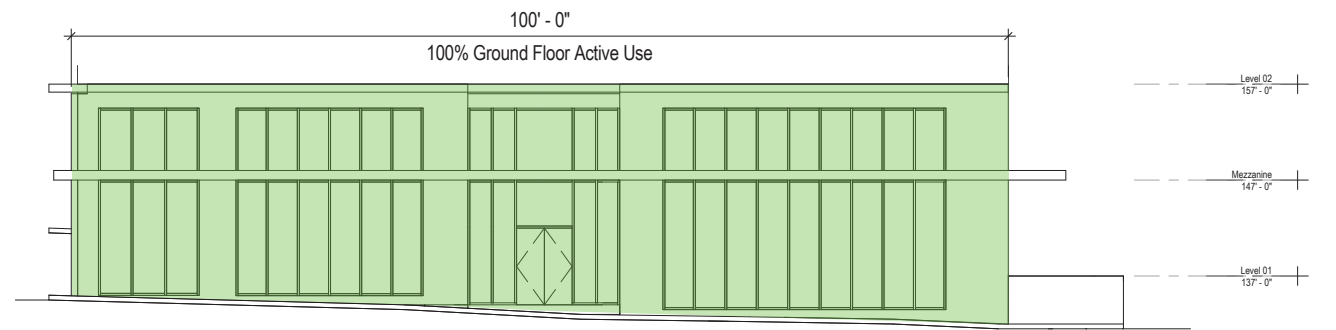
Integrate building setbacks with adjacent sidewalks to increase the space for potential public use.

Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks.

By minimizing the amount of "opaque" service frontage and isolating it to the least critical elevation, a 4th Avenue access location best meets this criteria.

Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities

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EAST ELEVATION

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B.1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM

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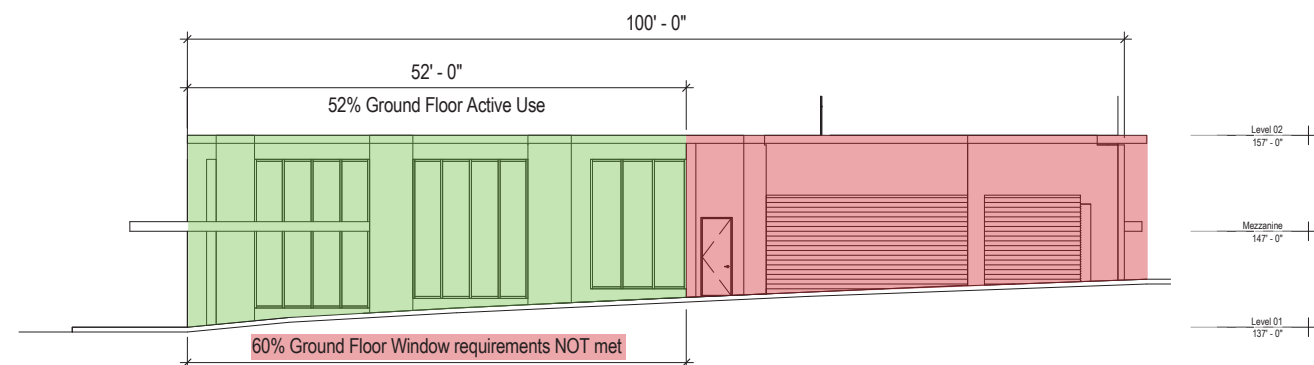
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Develop integrated identification, sign, and sidewalk oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian.

PBOT has expressed concern about a 4th Avenue point of access because of vehicular traffic making a "left hook" across a planned future bikeway.



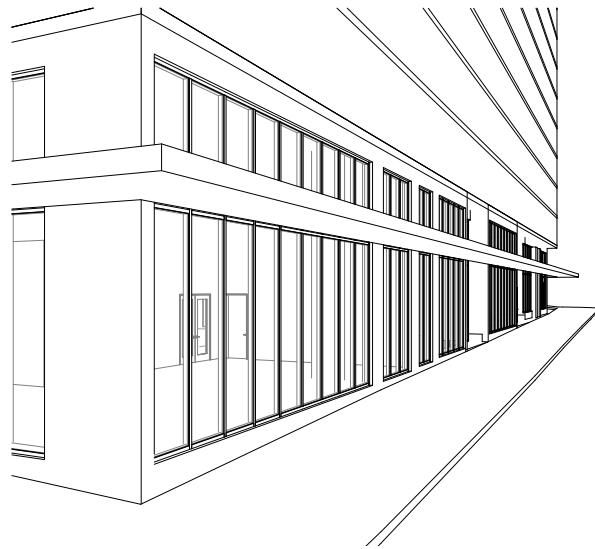
WEST ELEVATION

■ GROUND FLOOR ACTIVE USE ■ NON-ACTIVE USE

Option #3 - Least Preferred: 5th Avenue Access



View Looking South Along 4th Avenue



View Looking West Along Harrison Street



View Looking South Along 5th Avenue

B.3 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 project is proposing to consolidate both the loading and parking access into one single location. This is to minimize the amount of traffic crossing the pedestrian ROW.

B.4 PROVIDE STOPPING AND VIEWING PLACES

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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 project intends to provide canopies along each frontage, the full extents of which have yet to be determined.

C. PROJECT DESIGN GUIDELINES

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Option #3 - Least Preferred: 5th Avenue Access