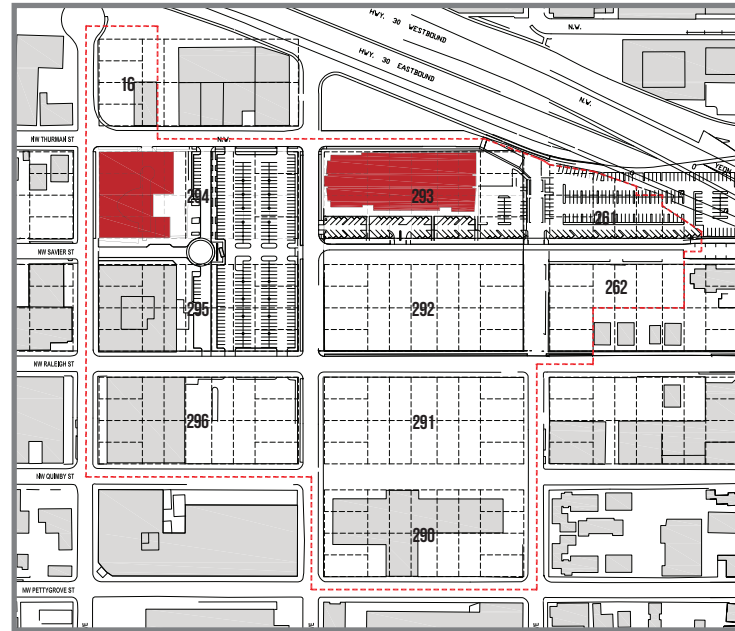

SECTION 7

PHASING OF DEVELOPMENT

33.562.300.D

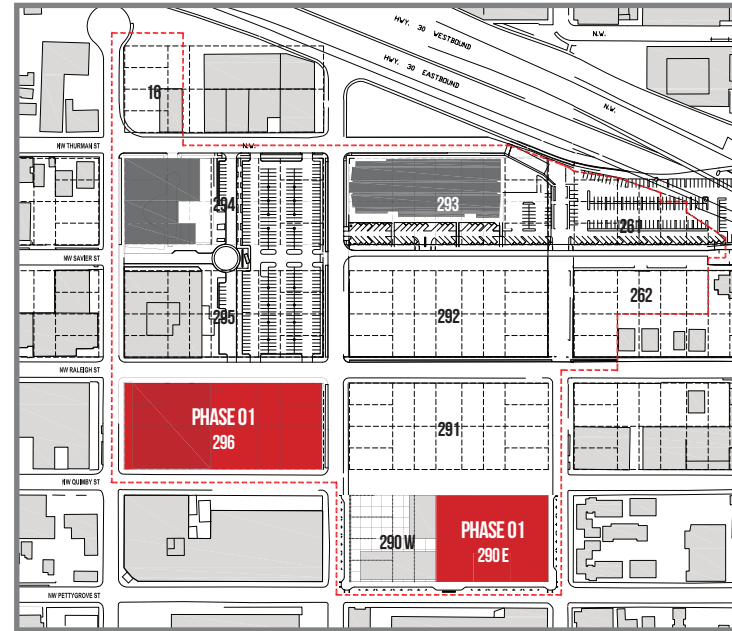
7. Phasing of development. The Northwest Master Plan must include the proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of property awaiting development. In addition, the plan should address any proposed temporary uses or locations of uses during construction periods.

102	MAP 07-1 PHASING OF DEVELOPMENT
103	PHASING OF DEVELOPMENT
104	EXISTING CONDITIONS
105	PHASE 01
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107	PHASE 03
108	PHASE 04
109	PHASE 05



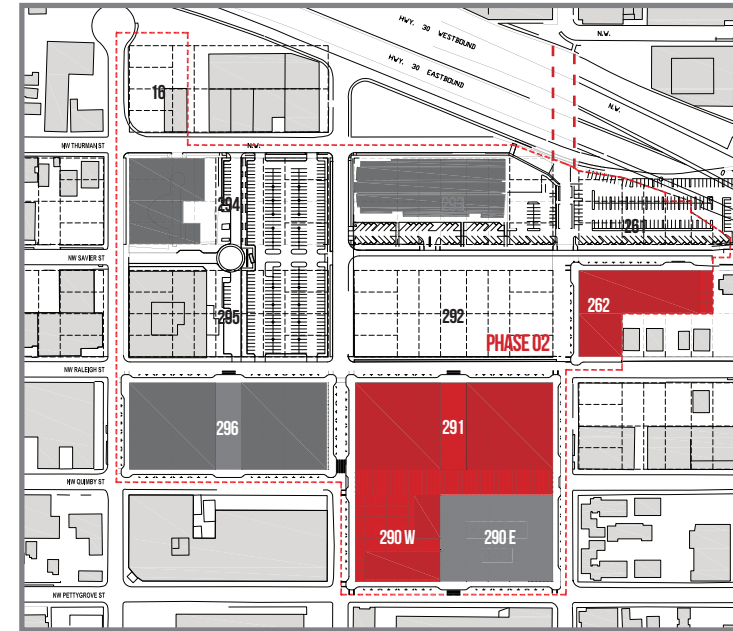
EXISTING CONDITIONS

Con-way is to remain in two of their existing office buildings. Buildings on blocks 295, 296, and 290 may or may not be reused during initial and later phases of development.



PHASE 01

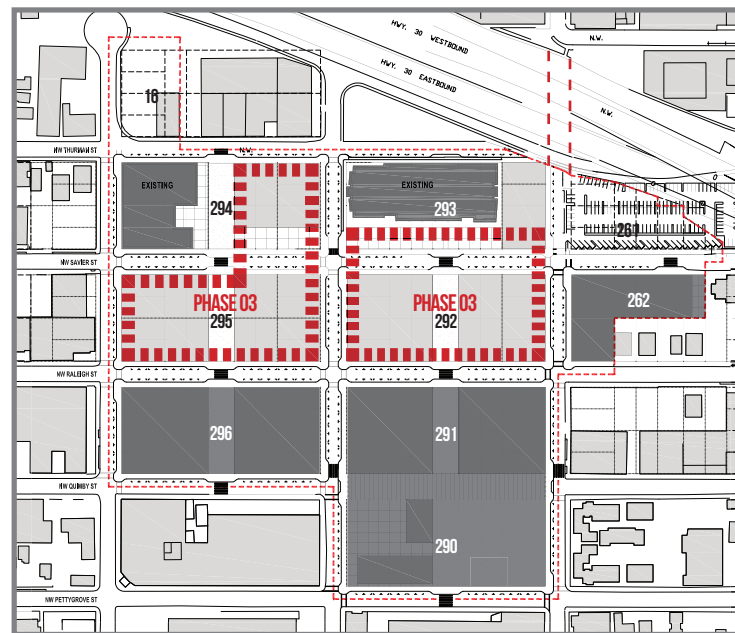
Adaptive re-use of an existing building plus first new catalyst development on Block 296. Demolition of existing truck maintenance building and development of neighborhood park on Block 290 E.



PHASE 02

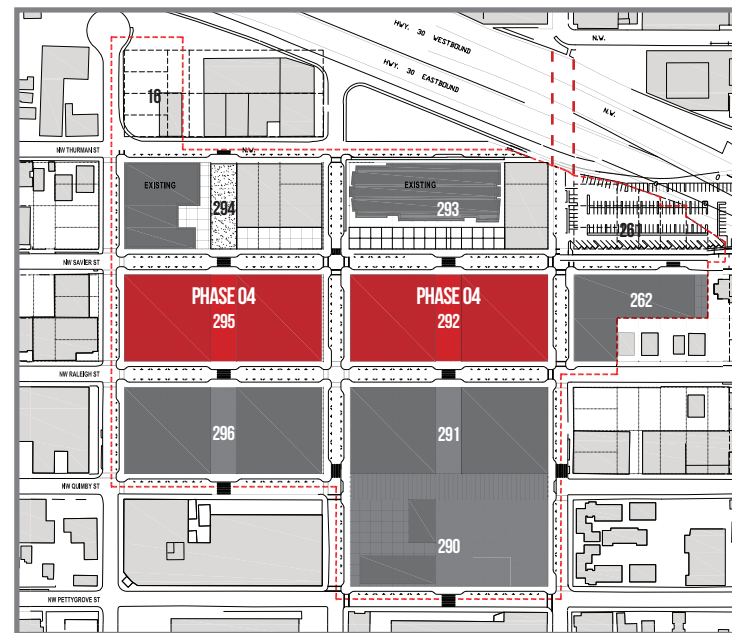
Development of parcels that adjoin the neighborhood park. Development of other fringe parcels. Traffic/street improvements per Section 6.

NOTES: Street improvements are shown to occur in conjunction with each adjacent property.
NW 20th, from NW Upshur to Sawyer, will be improved pursuant to Section 6.



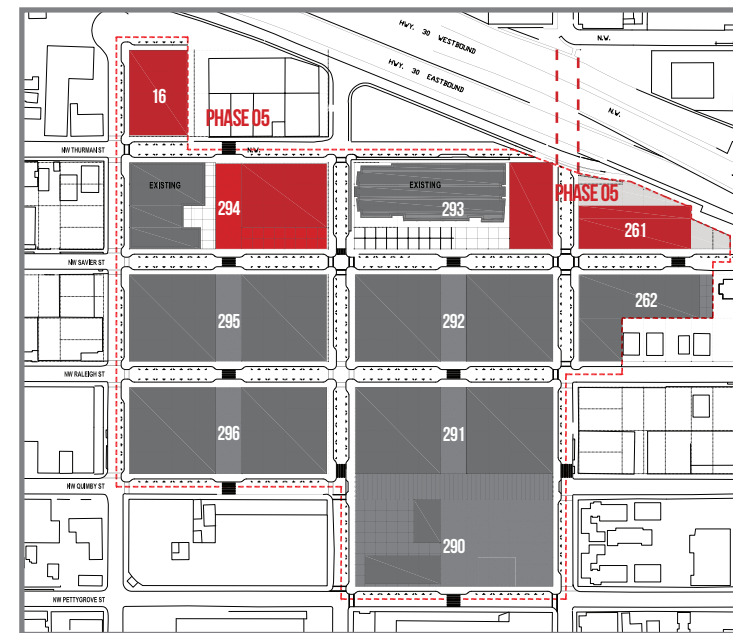
PHASE 03

Underground parking built to replace Con-way's surface lots



PHASE 04

Development occurs over underground garages.



PHASE 05

Parcels at the north end of the property are redeveloped. These could be office or institutional uses due to proximity to freeway.

**MAP 07-1
PHASING OF DEVELOPMENT**

PHASING OF DEVELOPMENT

As described in the **OVERVIEW** to this application, Con-way will sell its vacant properties to a variety of developers in a highly controlled fashion. Neither final design nor construction can occur on any property until the Master Plan is approved. Con-way does not intend to act as a developer on any of its parcels. Development is anticipated to be largely private in nature for both commercial and residential uses. Civic and/or institutional uses, involving public/private partnerships, are also quite possible but will likely be included as a component of larger mixed-use buildings.

Given these parameters, market forces will play a significant role in determining the phasing and timing of the overall development. Market needs, economics and developer capacity will clearly influence the pace and viability of every parcel. As such, Con-way cannot commit to specific plans for the eventual placement, program or timing of any of the individual parcels within the Master Plan boundary, beyond Phase 1. Changes to the phasing approach proposed in this Master Plan do not require an Amendment to the Master Plan.

What Con-way will do, however, is to maintain a controlling position in the sale of all of its properties. Con-way will develop a framework for phasing that is ultimately controlled by the careful selection of developers and staging of acquisitions. The framework will include special development conditions as a part of the sales agreement for each parcel. As a long-term Northwest District neighbor, Con-way has every incentive to attend to the details of each transaction and ensure that each developer is bound to produce the attributes described in this Master Plan.

TIMING

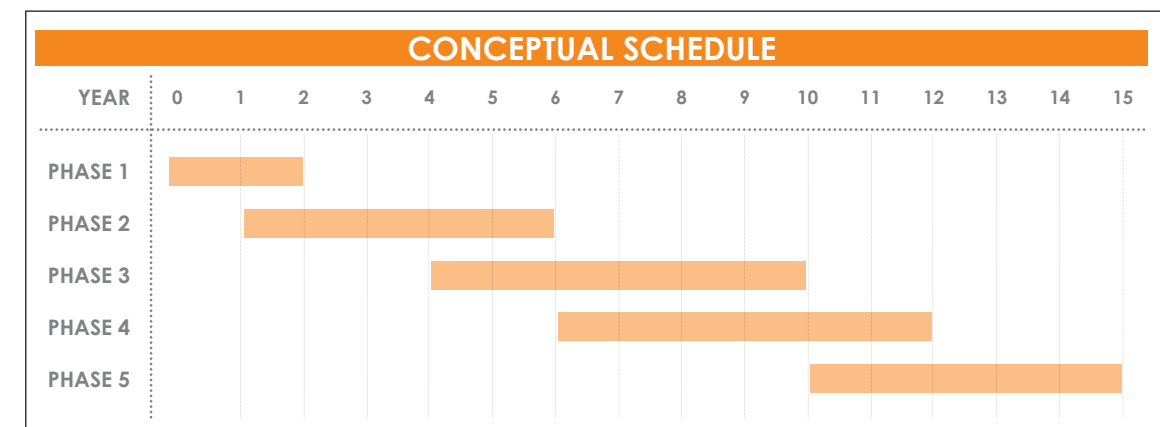
Con-way has publicly placed all of its vacant parcels up for sale (a sales website is available for reference at <http://21nwpx.com/>). Interest from prospective buyers has seen a dramatic increase in the past 12 months. Buyer interest will ultimately determine the pace for acquisition and development, but Con-way expects to sell its properties and enable completion of the overall development within 10-15 years. The graphic below shows the proposed schedule for development of the Master Plan.

Phasing, while not absolute, is expected to occur over five phases as described on the following pages. The earliest phases of development will occur at or near the southern fringes of the plan boundary and progressively work inward and northward from the boundary. Replacement parking for Con-way drives this phasing strategy, saving those parcels that adjoin the current office facilities until last to accommodate replacement parking for Con-way.

INFRASTRUCTURE

There are several infrastructure pieces being addressed that will require continued discussion, analysis and design. These cannot be completed prior to the completion of the Master Plan application process. However, each of the following are addressed and described to the degree they are known within the Master Plan document:

- Transportation system improvements outside of the plan boundaries
- Street and sidewalk improvements within the plan boundaries
- Underground utilities
- Replacement parking for Con-way
- Parks and open spaces
- Streetcar extension
- Green streets
- On-street parking
- Ecodistrict strategies



EXISTING CONDITIONS

The majority of the land area within the plan boundaries consist of paved surface areas designed for parking and truck maneuvering. Six separate buildings exist on the property, two of which are occupied by Con-way.

BUILDINGS

Con-way will continue to own and occupy the existing office buildings (Adtech I and Adtech II) on parcels 293 and 294, thereby maintaining a large, 1,000-person office user within the heart of the mixed-use redevelopment program, during and beyond the development of the overall project. Parcel 293 accommodates a 250,000 sq. foot¹, five-story plus basement office building completed in 1999. Parcel 294 accommodates a 158,000 sq. foot¹, four-story plus basement office building completed in 1988.

Parcel 295 includes a 148,000 sq. foot¹, three-story plus basement building constructed in 1973. Con-way currently leases portions of the building to other tenants. The future of this building will be determined by the development entity that purchases the building. Con-way does not intend to re-develop the building for its own use or for lease purposes.

Parcel 296 includes a 36,000 sq. foot single-story warehouse building constructed in 1952. The site is currently under contract. The concept involves re-purposing this building as a component of a mixed-use project. Details of this project prospect are included in the Appendix.

Parcel 290 includes a 44,000 sq. foot structure, built in 1967, used as a truck service facility. Portions of the building offer interesting interior volumes, but it is unlikely that the building, or portions of it, can be adaptively re-used in a financially viable manner.

Parcel 16 includes a 9,400 sq. foot single-story commercial building constructed in 1948; the building will likely be demolished if, and when, this parcel gets re-developed.

STREETS

A parcel that would extend NW Quimby Street between NW 20th and 21st Avenues is currently private property, owned by Con-way. The parcel is designated as a local street in the Transportation Element of the City of Portland Comprehensive Plan. This parcel will be sold with adjoining parcels and developed as a special street devoted to bicycle and pedestrian use that also allows for service and emergency vehicles.

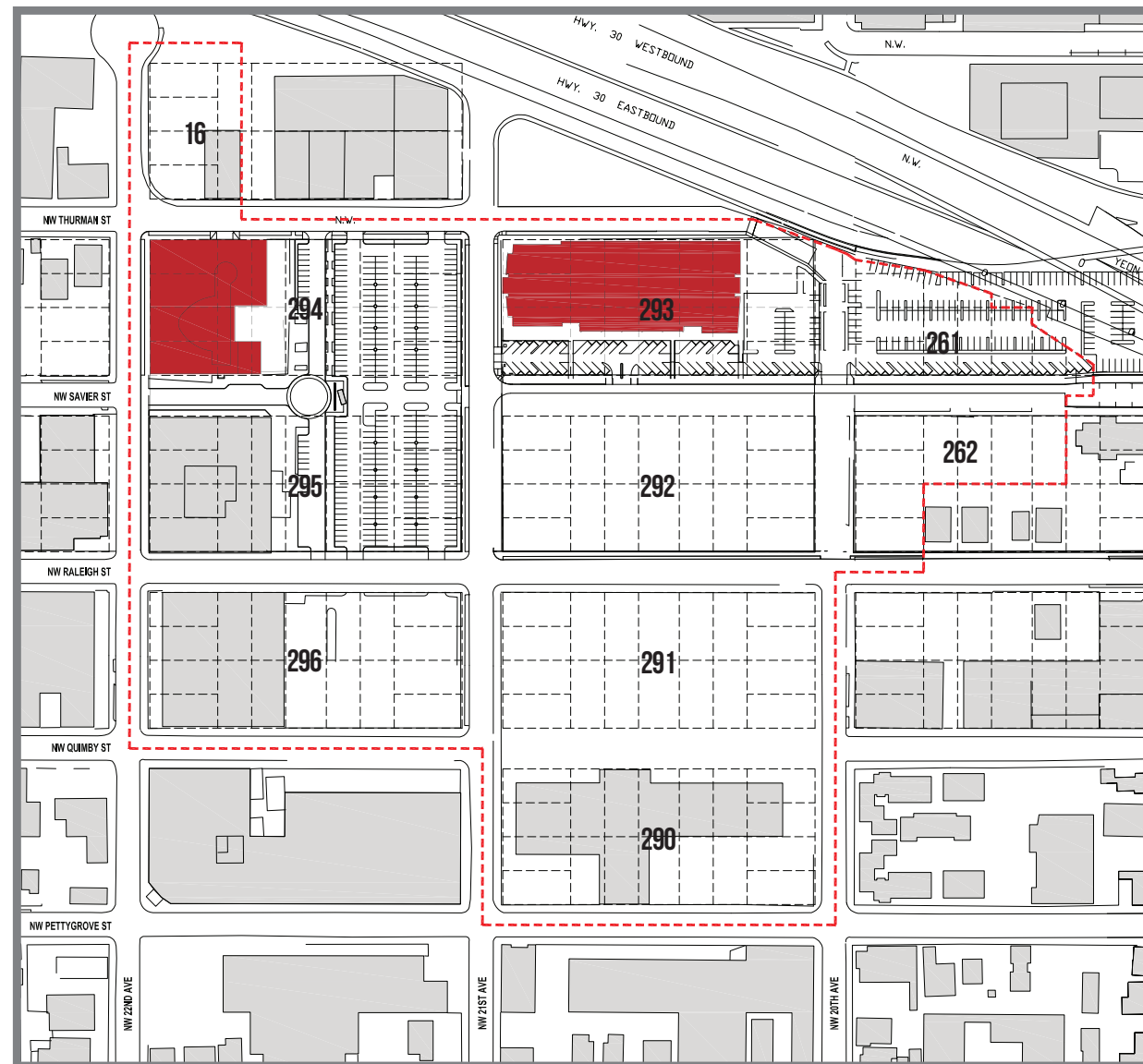
NW Savier Street between 21st and 22nd Avenues does not currently exist as a public street but rather as private property. This block will be restored as a public street/right-of-way (ROW) and re-dedicated to the City, in concert with the development of Blocks 294 and 295.

NW Savier Street between 19th and 21st Avenues exists as a public ROW, but is not fully built out in accordance with PBOT street standards. The blocks will be expanded to meet City street standards, in concert with the development of Blocks 261, 262 and 292. The easternmost portion of NW Savier to NW 19th is outside of the Master Plan boundary. ODOT owns the abutting property to the north, and St. Patrick's Church owns the abutting property to the south.

NW 20th between NW Raleigh and Thurman does not currently exist as a fully improved public street. The street will be improved as part of the preferred option to address traffic congestion at the NW 23rd and Vaughn intersection.

NW 20th between NW Upshur and NW Thurman does not currently exist as a public street but as ODOT ROW beneath the freeway ramps. This street is outside the Con-way Master Plan area. The street will be improved as part of one option to address traffic congestion at the NW 23rd and Vaughn intersection.

Con-way expects to burden the pro-rata share of cost for each street improvement to the properties that front or adjoin the ROW in question. They will require, as a part of sales agreements, that streets and related ROW improvements will be made on a block-by-block basis to coincide with each development project. Efforts to establish an LID for all necessary street improvements are being discussed with PBOT, including the segment of NW Savior to NW 19th outside the Master Plan boundary; however no commitments have been made at this time.



¹Floor areas include the gross square feet of a basement level. See Appendix for floor areas related to FAR.

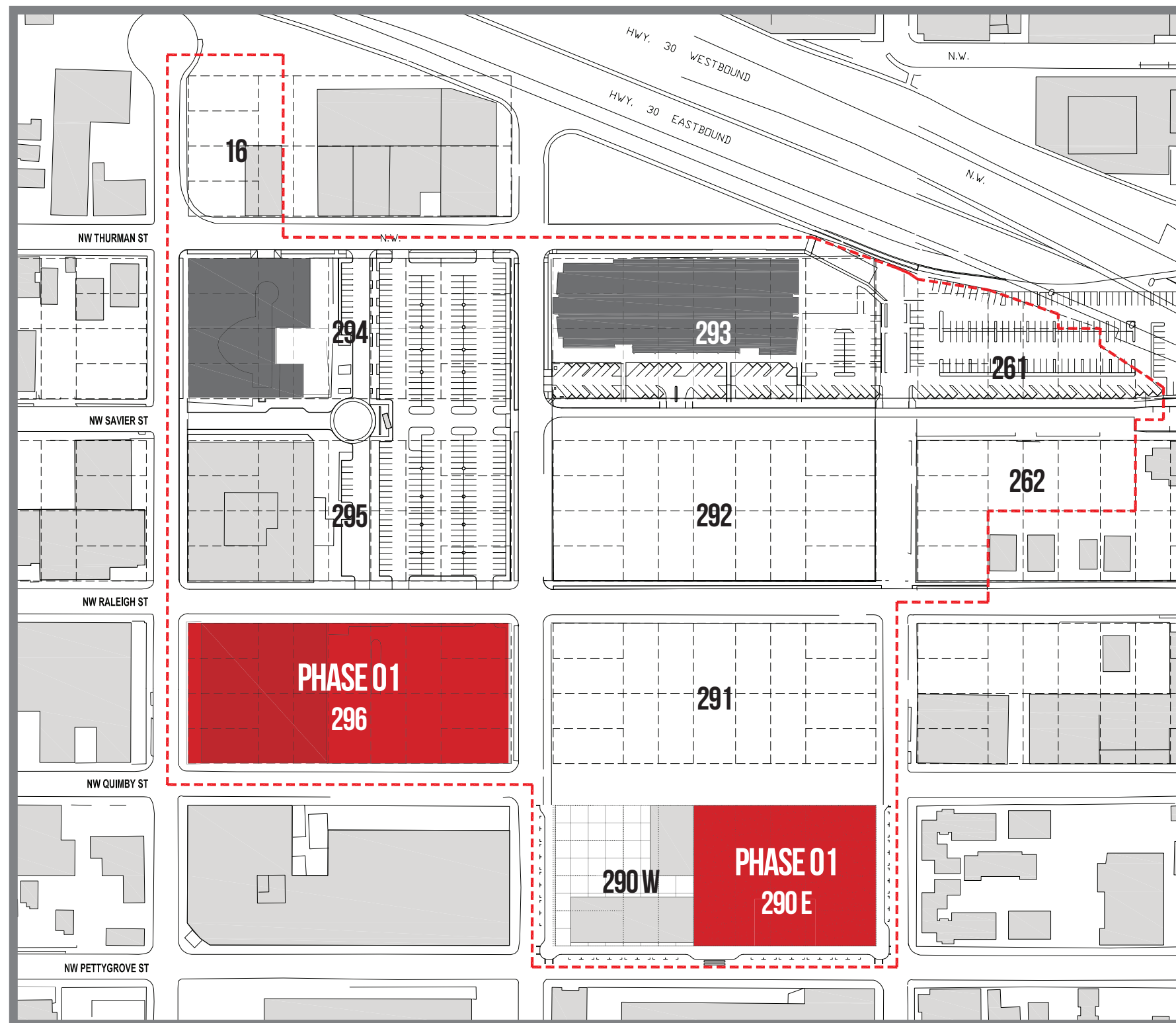
PHASE 01

Con-way is under contract on the sale of Block 296 to a private development entity. The buyer is proposing to re-use the existing warehouse building and convert it to a grocery store as part of a multi-building mixed-use redevelopment of the parcel. They are poised to proceed with design and construction pending a lease commitment from a grocer and completion of the Master Plan process, thereby the reason for its status as Phase 1.

This Phase 1 project is seen by Con-way and neighbors to be highly catalytic. A much-needed grocer in this location will help stimulate development for retail, office and residential projects as well as help promote the proposed densities envisioned in this Master Plan.

Design and development of the Neighborhood Park on Block 290 ~~will also~~ is also intended to happen as part of Phase 01. Con-way hopes to enter into a sale agreement with a buyer for the west parcel on Block 290, within a timeframe that allows design efforts on both parcels to happen simultaneously (see Phase 02).

The easterly portion of Parcel 290 is designated to become a neighborhood park, as described in Section 4 - Site Plan. A Memorandum of Understanding between Con-way and Parks Bureau has been negotiated and expected to be executed prior to adoption of the Master Plan. Negotiations are already underway between Con-way and Parks Bureau on a development agreement that includes aggressive provisions for the timing, design, and construction of the neighborhood park. Both entities have a goal to have the neighborhood park complete and functioning within three years.



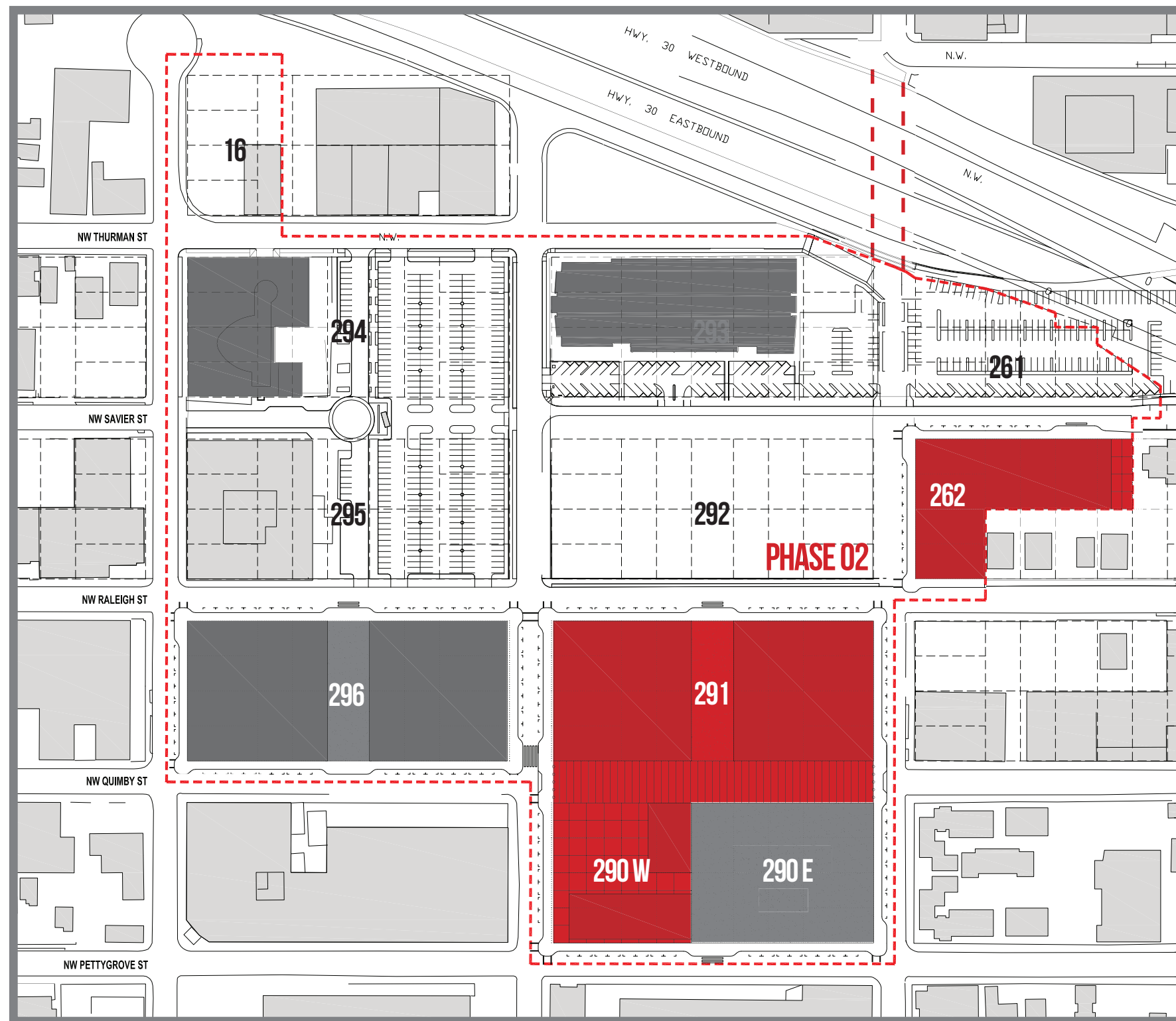
PHASE 02

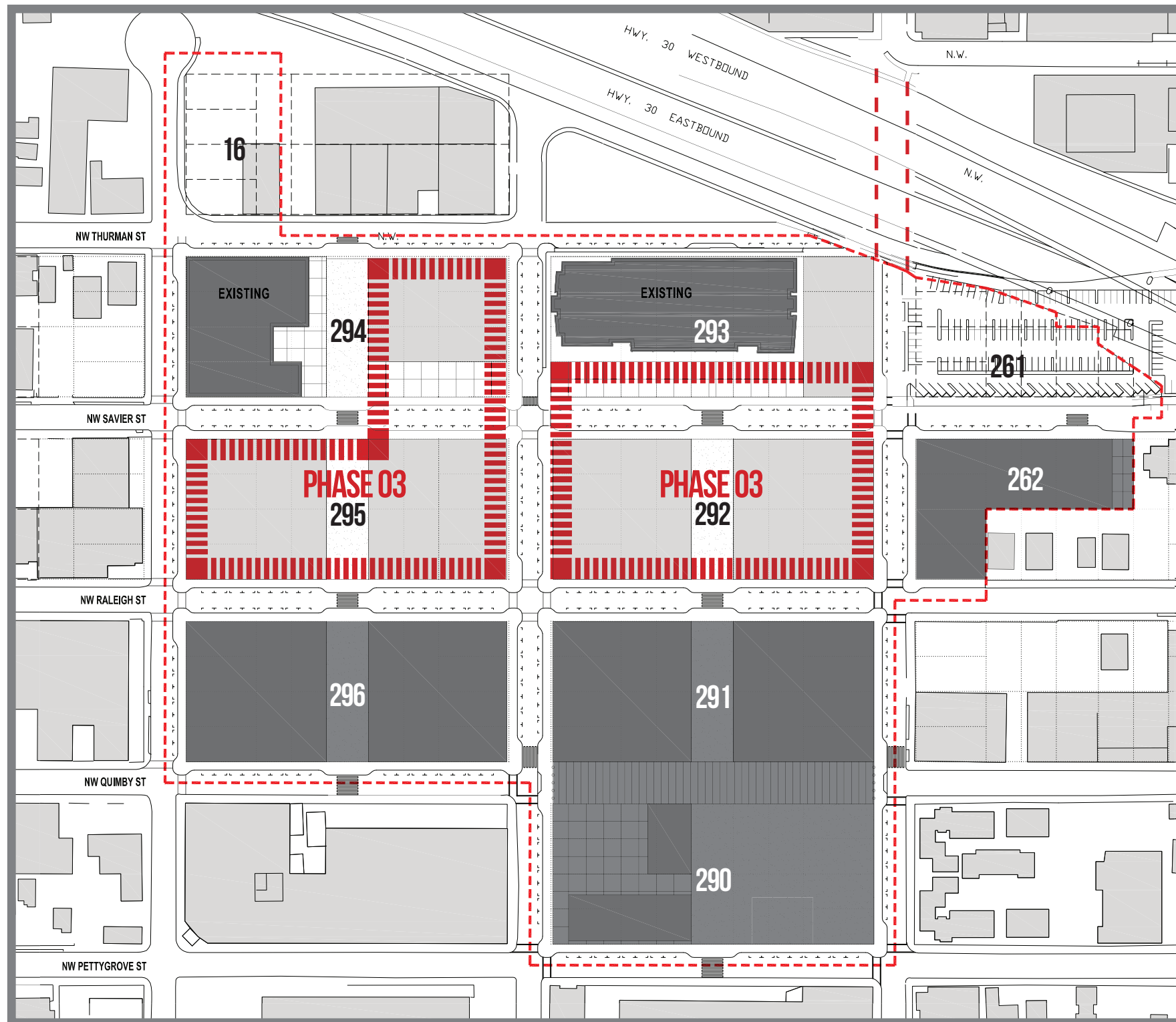
Phase 02 is envisioned to include any or all of the parcels that are on the southern and eastern perimeter of the Master Plan area, including parcels 290, 291, and 262.

As described for Phase 01, all parties are working hard to enable the design and construction of the Neighborhood park/Open Space as soon as possible. Parcels that abut the Neighborhood park would ideally be designed in parallel with the park design effort, but market conditions will dictate whether this happens. Absent a buyer/developer for these abutting parcels, Con-way (along with the Neighborhood Association) will actively participate in the Park's design process to ensure that provisions are made for appropriate transitions between uses.

Interim phase neighborhood square development shall not be subject to Design Review.

Traffic mitigation measures described in Section 6 to begin no sooner than the start of Phase 2 development. Actual construction start for improvements described in Section 6 will be subject to continuing negotiations and discussions with Portland Bureau of Transportation.





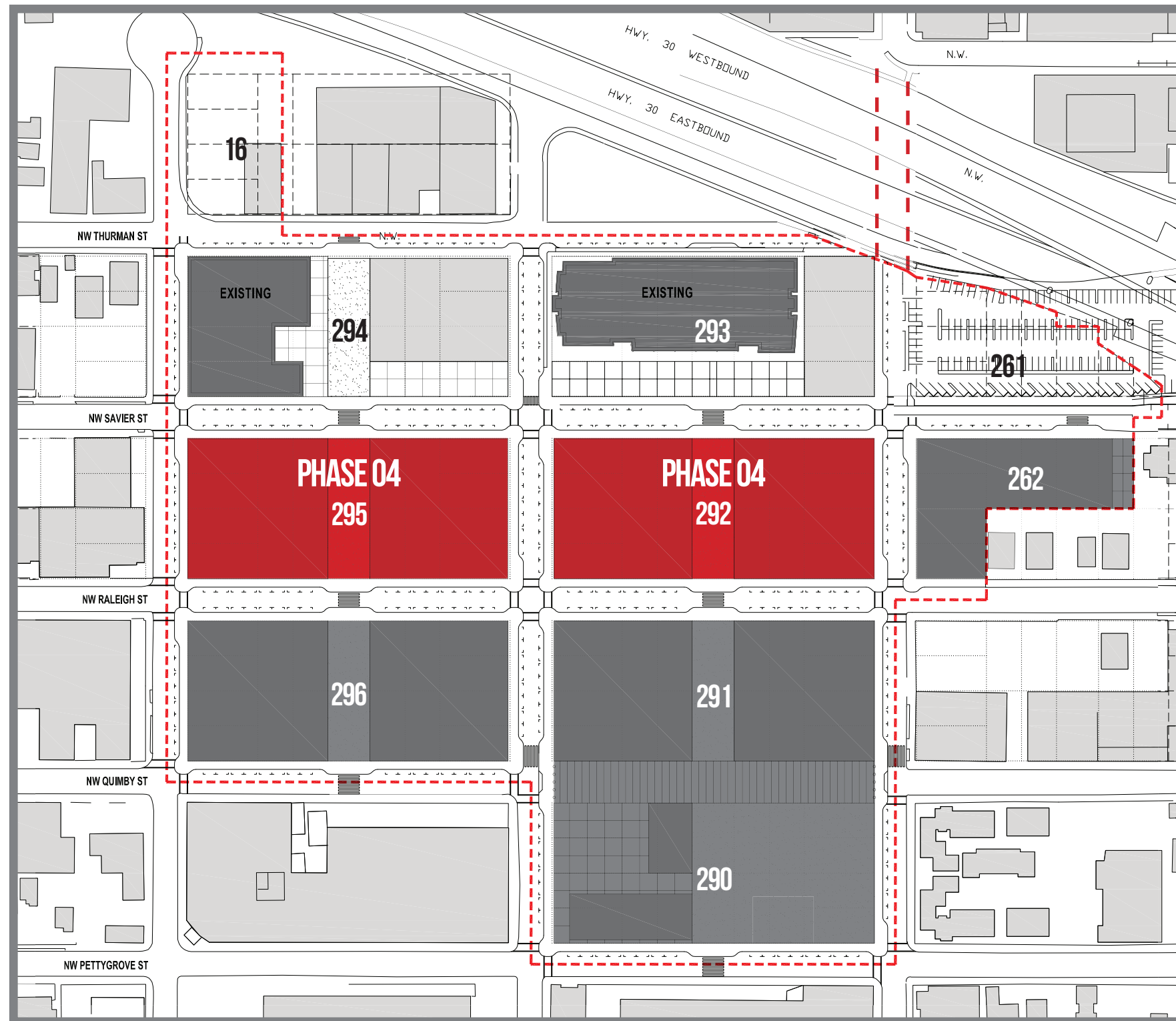
PHASE 03

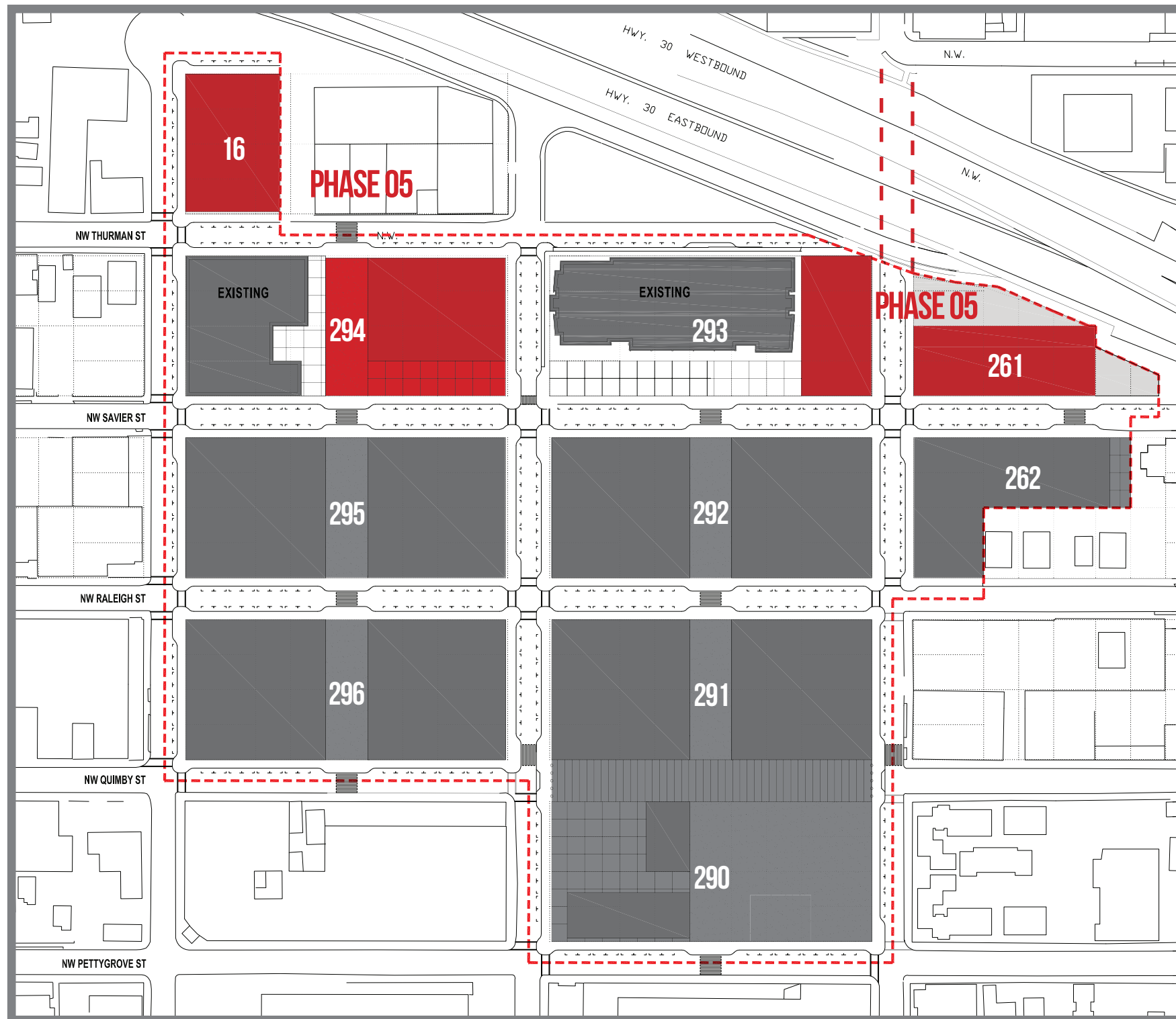
Phase 3 is anticipated to be the underground parking structure(s) that will ultimately replace the surface parking that presently serves Con-way's staff. Parcels 292, 294 and 295 are all candidates for relocating Con-way's parking needs to underground parking structures. No vertical development can happen on these parcels until these underground structures are planned and designed. Ideally, the underground structures can be designed to underlay any immediate or future vertical development (Phase 4).

Con-way has options for where this parking might be located, including any or all of those lots shown within the red dashed lines as illustrated on the adjoining site plan diagram. These garages will need to be designed to accommodate both Con-way's parking needs plus the needs of the development that occurs above-grade on those same lots. Shared parking strategies will help reduce the overall parking inventory that ultimately needs to be constructed.

PHASE 04

Phase 4 is anticipated to include all of the structures that are developed above new (Phase 3) parking facilities. Market conditions may cause these buildings to be developed in close coordination with, and immediately following the parking, or deferred to some future date. Temporary provisions for finishing the at-grade "lids" of the parking structures will need to be made if vertical development above is postponed to some later date.





PHASE 05

Phase 5 is anticipated to include all of the infill development at the north end of the Master Plan boundary—properties that adjoin Con-way's existing office buildings. These developments are likely to be office/employment uses, due to the proximity of the freeway to the north. Current market conditions suggest that new office development is likely to occur during the latter stages of the overall development. However, Blocks 16 and 261 could accommodate vertical development at any time, given they are outside of the potential footprint for Con-way's underground parking structures.

SECTION 5

DEVELOPMENT AND DESIGN STANDARDS AND CRITERIA, PARKS AND OPEN SPACE DESIGN GUIDELINES

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43	MAP 05-1 MAXIMUM HEIGHT
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45	MAP 05-3 RETAIL SALES AND SERVICE - SINGLE USE OVER 20,000 SF
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33.562.300.D

5. Development and design standards and criteria. The Northwest Master Plan must set out how specific development and use proposals will be reviewed, and the standards, guidelines, and approval criteria used to evaluate each proposal. The Northwest Master Plan may include standards that are in addition to or instead of standards in other sections of the Zoning Code. The Northwest Master Plan must address such things as height limits, setbacks, FAR limits, landscaping requirements, parking requirements, entrances, sign programs, view corridors and façade treatments.

Because the Northwest Master Plan is used in the EX zone, design review is required. The Northwest Master Plan must describe how design review will be implemented in the plan area. Generally, the Community Design Guidelines and Community Design Standards will apply; however, the Northwest Master Plan may augment those standards and guidelines for the area covered by the Northwest Master Plan.

NW MASTER PLAN DEVELOPMENT AND DESIGN STANDARDS, PARKS AND OPEN SPACE DESIGN GUIDELINES

The entire Con-way Master Plan property will remain subject to all applicable provisions of the City of Portland Zoning Code, including the base zone regulations, except as follows:

- The alternative design review procedure provided in Chapter 33.218.015 shall not apply;
- Underlying base zone allowed uses for the property zoned IG1 on Block 16 shall be expanded to also include all allowed uses for the EXd zone;
- Parking standards of Chapter 33.266 shall apply except for instances wherein there is a conflict between Con-way parking rations provided in Section 5 of this Master Plan and Chapter 33.266; and in those cases, the Con-way parking ratios provided in Section 5 shall supersede Chapter 33.266 and shall control;
- If conflicts occur between the NW Master Plan and the City of Portland Zoning Code requirements, the requirements of the NW Master Plan shall prevail;
- Interim phase neighborhood square development shall not be subject to Design Review; and
- ~~Existing Con-way surface parking lots~~ **Parcels owned by Con-way** are not subject to non-conforming upgrades per Chapter 33.258.

The following standards and design guidelines apply to all **development proposals** ~~new development~~ and major remodels of existing buildings in the NW Master Plan Area and are in addition to all other applicable sections of the City of Portland Zoning Code, except as outlined above.

Development applications within the NW Master Plan are subject to the requirements of Chapter 33.825-Design Review. The procedures for design review, per Chapter 33.825.025 apply within the NW Master Plan area.

MODIFICATIONS

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process, as provided for in Chapter 33.825.040- Modifications That Will Better Meet Design Review Requirements. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the

following approval criteria are met:

- Better meets design guidelines. The resulting development will better meet the applicable design guidelines; and
- Purpose of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

If the location or configuration of existing buildings make compliance with these standards and guidelines difficult or not possible, the specific standard may be modified or guideline may be waived through Design Review if the review body finds that the applicant has shown that the following approval criteria are met:

- Existing Building Constraints. The existing building to be redeveloped is constrained in such a manner that meeting the standards and guidelines will not be practicable; and
- Purpose of the standard. On balance, the redevelopment proposal will be consistent with the purpose of the standard or guidelines for which a waiver is requested

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NW MASTER PLAN DESIGN STANDARDS

1. MAXIMUM HEIGHT

The maximum building heights allowed are shown on Map 05-01.

2. MAXIMUM AND MINIMUM FLOOR AREA RATIO AND USES

- The maximum floor area ratios for the entire Master Plan area are 3:1 and are shown on Map 05-02.
- Floor area ratios may exceed 3:1 on individual sites through floor area transfer options described in Standard 4 below.

- 2.C. The minimum floor area ratios for all individual blocks except 290 are 1.5:1. The term "block" for purposes of this Master Plan shall mean the numbered land parcels shown on Map 01-1.
- 2.D. The total new retail sales and service uses within the NW Master Plan area shall not exceed 150,000 square feet of net building area.
- 2.E. The total new commercial office uses within the NW Master Plan area shall not exceed 450,000 square feet of net building area. New office uses shall be allowed in addition to Con-way's current use, as indicated on Map 02-1.

3. RETAIL SALES AND SERVICE USES ON BLOCK 296

The following standards apply in addition to the requirements of Section 33.562.110.

- 3.A. One retail sales and service use exceeding 20,000 square feet is allowed within the NW Master Plan Area on Block 296 as long as the following conditions are met:
 - 3.A.1. The single use shall not exceed 40,000 square feet of net building area;
 - 3.A.2. The single use must be a supermarket as defined in title 33.910.030; and
 - 3.A.3. The block containing the single use supermarket must be the site shown on Map 05-03.
- 3.B. The single use on block 296 is permitted to transition to other uses in the future without amending the NW Master Plan provided that the single use space on block 296 is subdivided into multiple spaces. Each single retail use shall be no larger than 20,000 square feet of net building area.
- 3.C. The single use supermarket may be transferred to another block if the original single use is demolished or reconfigured as described in Section 3.B. If transferred, Section 3.A.1 and 3.A.2 shall be met. The approval process described in ~~Section 8(b)~~ Chapter 33.562.300.F shall be used in order to approve the transfer of the single use to another block within the Master Plan area.
- 3.D. If a single use supermarket is not proposed for block 296, the requirements of Standard 3 do not apply.

4. TRANSFER OF FLOOR AREA WITHIN THE NW MASTER PLAN AREA¹

In the NW Master Plan Area, floor area may be transferred between sites. The sites are not required to be abutting; however, both the sending site and the receiving site must be located within the NW Master Plan Area. Floor area transfers are subject to the following:

- 4.A. Buildings on each site may not exceed the height limit established for that site by the regulations of this Master Plan;
- 4.B. The property owners must execute a covenant with the City that is attached to and recorded with the deed of both the sending and receiving sites reflecting the respective increase and decrease of potential floor area. The covenant must meet the requirements of 33.700.060.

5. NEIGHBORHOOD FACILITIES WITHIN THE NW MASTER PLAN AREA²

- 5.A. Purpose. This regulation encourages creation of facilities to serve those who live and work in the NW Master Plan Area. These facilities are necessary elements of a neighborhood.
- 5.B. Standards. In the NW Master Plan Area, floor area used for specified neighborhood facilities is not counted towards maximum FAR for the NW Master Plan area. The specified neighborhood facilities are public schools, public community centers, daycare facilities for children, public libraries and full service bike stations. To qualify for this provision, the following requirements must be met:
 - 5.B.1. Schools. Floor area to be used for public schools does not count towards maximum FAR if the school will be operated by or for a public school district.
 - 5.B.2. Daycare. Floor area to be used for daycare facilities for children does not count towards maximum FAR.
 - 5.B.3. Libraries. Floor area to be used for public libraries does not count towards maximum FAR if the library will be operated by the Multnomah County Library or does not charge membership fees.
 - 5.B.4. Public community centers. Floor area to be used for community centers does not count towards maximum FAR. Public community centers are not for exclusive use by residents of a site and their guests.

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¹ Adapted from Central City Plan District, South Waterfront Subdistrict 33.510.200.G.

² Adapted from Central City Plan District, North Pearl Subdistrict 33.510.200.I.

- 5.B.5 Full service bike stations. Floor area up to 2,500 square feet per station to be used for full service bike stations does not count towards maximum FAR. Full service bike stations provide a wide range of amenities, including secure indoor bicycle parking, ADA-compliant showers, restrooms, lockers, bicycle self-repair stand with tools, and public transit information. Access is open to the public, or may be limited to members and users can choose from a range of membership options ranging from daily to annual plans.
- 5.B.6. All facilities. All neighborhood facilities must meet the following:
- 5.B.6.a. The floor area of the facility must be reserved for the exclusive use of the neighborhood facility for at least 20 years from the date a certificate of occupancy is issued for the qualifying floor area. No uses other than those listed in this subsection are allowed.
- 5.B.6.b. The applicant must document that there is a binding agreement with an operator for each facility. This documentation must be submitted with the application for design review;
- 5.B.6.c. The property owner must execute a covenant with the City which is attached to and recorded with the deed of the site. The covenant must ensure that the owner will reserve the floor area as specified in 5.B.6.a; and
- 5.B.6.d. The covenant must comply with the requirements of Section 33.700.060.
- 5.B.6.e. In the event that the neighborhood facility is no longer operational for a period of at least 12 months due to loss of funding or other economic factor, then the property may be used for another permitted use other than a neighborhood facility. Prior to using the property for a non-neighborhood facility, the property owner will provide documentation to the City that demonstrates that the facility has not been used as a neighborhood facility for a minimum of 12 months and the City will then abandon the covenant and shall promptly record documentation releasing the covenant so that the covenant no longer runs with the land.

6. REQUIRED BUILDING LINES³

- 6.A. Purpose. Required building lines are intended to enhance the urban quality of the NW Master Plan Area.

³ Adapted from 33.510.215, Central City Plan District.

- 6.B. Sites and development subject to the building line standard. Sites subject to this standard are shown on Map 05-4.
- 6.C. Building line standards. ~~New development~~ **Development proposals** and major remodeling projects, along a frontage containing a required building line, must comply with this standard. ~~Primary ground floor exterior walls of buildings, designed to meet the requirements of this paragraph, must be at least 16 feet high on average.~~ The building must extend to the street lot line along at least 75 percent of the lot line. ~~This standard shall not preclude compliance with Design Guideline 1.B—Vary the Footprint and Façade Plane of Buildings to Create a Diversity of Building Forms and Urban Spaces.~~

7. SPECIAL REQUIRED GROUND FLOOR RETAIL SALES, SERVICE, OR NEIGHBORHOOD FACILITY USES AND SETBACKS ON NW 21ST AVENUE⁴

- 7.A. Purpose. This requirement ensures that Retail Sales, Service, or Neighborhood Facility uses are developed along NW 21st Avenue; these uses activate and enrich the public realm. The requirement specifically focuses on Retail Sales and Service uses because they generate more activity and interaction within the public realm than do other active ground floor uses, and help to establish and reinforce a lively and vibrant public realm along NW 21st Avenue.
- 7.B. Where this regulation applies. This regulation applies to the areas shown on Map 05-5. **Development proposals** ~~New development~~ or major remodeling on the portion of a site within the areas shown on Map 05-5 must meet the standards of this subsection.
- 7.C. Standards. Buildings must be designed and constructed to accommodate Retail Sales and Service uses, or Neighborhood Facilities as described in Standard 5. This standard must be met along at least 75 percent of the ground floor walls, as depicted on Map 05-5. Ground floor wall areas include the exterior wall areas up to 12 feet above the finished grade.
- 7.D. Areas designed to accommodate Retail Sales and Service or Neighborhood Facilities uses must meet the following standards:
- 7.D.1. The distance from the finished floor to the bottom of the structure above must be at least 16 feet. The bottom of the structure above includes supporting beams;
- 7.D.2. The area must be at least 50 feet deep, measured from the street facing façade (building services, vertical shafts, and underground garage

⁴ Adapted from 33.510.252.D Central City Plan District, South Waterfront.

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entrances may intrude up to 10 percent of the required area into this minimum dimension);

- 7.D.3. At least 75 percent of the area of the ground floor wall area must be windows and doors;
- 7.D.4. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standard of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and
- 7.D.5. Parking is not allowed in the ground floor areas designed to meet the standards of this subsection.

8. STANDARDS ON STREETS AND OPEN SPACES⁵

- 8.A. Purpose. These regulations reinforce the continuity of the pedestrian-oriented environment, provide a pleasant, rich and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, and also help to maintain a healthy urban district with architectural elements or improvements that provide visual interest and interrelate with the pedestrian environment.
- 8.B. Where these regulations apply. These regulations apply to sites shown on Map 05-6.
- 8.C. Required windows above the ground floor. When above-grade buildings are proposed, windows must cover at least 35 percent of the area of the required façade above the ground floor wall area. This requirement is in addition to any required ground floor windows. Ground floor wall areas include all exterior wall areas up to 12 feet above grade.
- 8.D. Ground floor active use standard. In order to accommodate active uses that include but are not limited to residential, retail, lobbies, commercial, office, schools and colleges, community service, religious institutions, daycare, community centers, and libraries, the ground floor of buildings (when proposed) must be designed and constructed as follows. This standard must be met along at least 50 percent of the ground floor of walls in designated sites, per Map 05-6. Areas designed to accommodate active uses must meet the following standards:
 - 8.D.1. The distance from the finished floor to the bottom of the structure above must be at least 16 feet. The bottom of the structure above includes supporting beams;

⁵ Expands on 33.562.240 that currently applies only to main streets and streetcar within the Northwest Plan District, to streets, squares, parks and open spaces throughout the Master Plan area. Incorporates active use definitions from 33.510.226 minimum active floor area for streetcar alignments in the Central City Plan District.

- 8.D.2. The area must be at least 25 feet deep, measured from the façade; and
- 8.D.3. At least 35 percent of the ground floor wall area must be windows and doors.
- 8.E. Private entrances and terraces facing pedestrian accessways. Areas to provide for stairs, stoops, and other private entrance features are permitted within a pedestrian accessway up to a depth of 10 feet. The area shall be delineated at the boundary with the accessway by including a low fence, wall, hedge, or similar feature
- 8.F. Buildings. The top floor of all buildings taller than 75 feet shall be setback a minimum of 5 feet.
- 8.G. When above-grade buildings are not proposed, architectural elements or improvements must be provided so that they create visual interest and are inter-related with the pedestrian environment.

9. PARKING STANDARDS

The following outline describes the parking strategy for the Con-way Master Plan. Con-way will utilize parking standards and a reduction of maximum parking requirements over the life of the Master Plan to control parking in the neighborhood. The maximum parking requirements will reduce as transit, paid on-street parking and complementary land uses are constructed within the Master Plan area.

The strategy recognizes that in early phases of development parking ratios will be higher in order to reflect the existing level of transit service and relatively low amount of surrounding development. As more transit service is provided, and as the district matures with more complementary development, maximum parking ratios are reduced. The maximum parking ratio "tiers" reflect parking standards now in effect in several Central City districts. The sources of the standards are noted in footnotes. These tiered standards apply to districts that have very high transit service, high density mixed use development and paid on-street parking; conditions that are not currently found in the NW Master Plan district. Threshold actions and activities are identified that will trigger moving from one standard tier to another.

- 9.A. Proposed Parking Standards. The following parking standards are proposed for the NW Master Plan area. Three levels of maximum parking standards are identified, and threshold activities are defined that will trigger enforcement of the next level of standards. The more restrictive parking standards (levels 2 and 3) reflect standards that currently apply to other areas of the Central City that have mixed uses, high densities, paid on-street parking, and excellent transit service. For any uses not referenced below, the Standards of Chapter 33.266 apply.
 - 9.A.1. Base Parking Level 1—~~Reflects Existing Conditions.~~ **These standards improve upon the existing regulations.** These will be the parking standards for the Master Plan area until thresholds for Level 2 are met:

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1. MAXIMUM HEIGHT
2. MAXIMUM AND MINIMUM FLOOR AREA RATIO AND USES
3. RETAIL SALES AND SERVICE USES
4. TRANSFER OF FLOOR AREA WITHIN THE NW MASTER PLAN AREA
5. NEIGHBORHOOD FACILITIES WITHIN THE NW MASTER PLAN AREA
6. REQUIRED BUILDING LINES
7. SPECIAL GROUND FLOOR RETAIL SALES AND SERVICE, OR NEIGHBORHOOD FACILITY USES AND SETBACKS ON NW 21ST AVE
8. STANDARDS ON STREETS, SQUARES, PARKS, AND OTHER OPEN SPACES
9. PARKING STANDARDS
10. SQUARE STANDARDS

Phase 1 Parking Standards

Minimum requirements for all uses: None

Maximum parking standards:

All Office at 2.5 stalls per 1,000 SF

All Retail at 2.5 stalls per 1,000 SF

All Housing at 1 stall per unit

- 9.A. 2. Parking Level 2 - Based on Lloyd District Standards. These will automatically become the parking standards for the Master Plan area when the following occurs:

Thresholds for Level 2 – each of the following must be in place:

- (a) A binding commitment to construct streetcar,
- (b) Operation of streetcar will commence in one year,
- (c) The City has installed meters for paid on-street parking.

Phase 2 Parking Standards

Minimum requirements for all uses: None

Maximum parking standards:

All Office at 2.0 stalls per 1,000 SF

All Retail at 2.0 stalls per 1,000 SF

All Housing at 1 stall per unit

- 9.A. 3. Parking Level 3 - Based on River District 2 (CCTMP) Ultimate parking standards. These will automatically become the parking standards for the Master Plan area when the following occur:

Threshold for Level 3 - each of the following must be met:

- (a) A binding commitment to construct Con-way replacement parking garage,
- (b) Operation of the parking garage will commence in one year.

Phase 3 (Final) Parking Standards

Minimum requirements for all uses: None

Maximum parking standards:

All Office at 1.5 stalls per 1,000 SF

All Retail at 1.5 stalls per 1,000 SF

All Housing at 1 stall per unit

- 10.B Development of the square and associated development projects shall comply with the ground plane dimensional requirements shown on Map 05-6.1.

- 10.C Ground plane connection between the square and neighborhood park shown on Map 05-6.1 shall be a minimum of 30-feet-wide, and if included within a building, shall have a clear height of at least 25 feet.

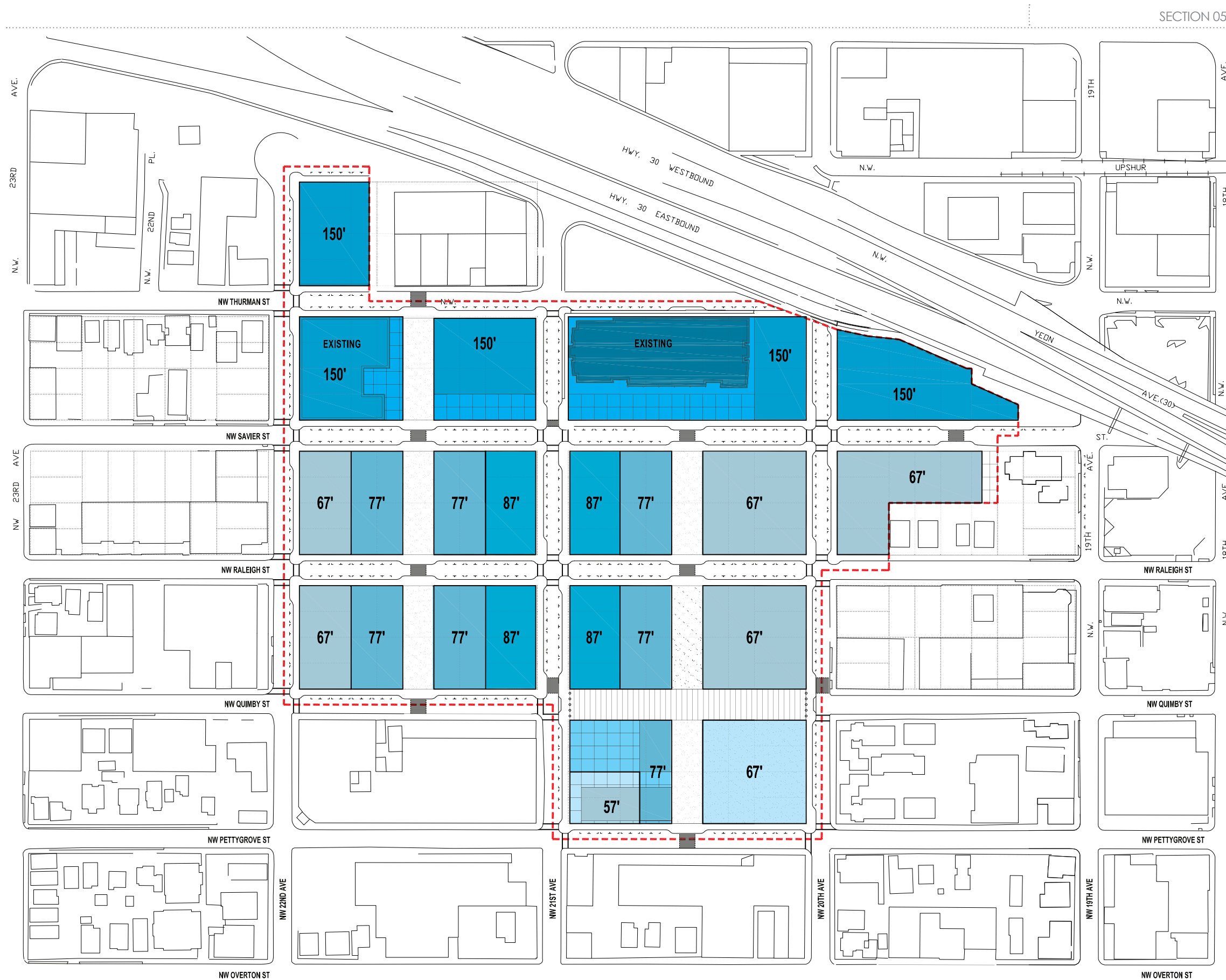
- 10.D A public access easement shall be required for the square and ground plane connection shown on Map 05-6.1.

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1. MAXIMUM HEIGHT
2. MAXIMUM AND MINIMUM FLOOR AREA RATIO AND USES
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9. PARKING STANDARDS
10. SQUARE STANDARDS

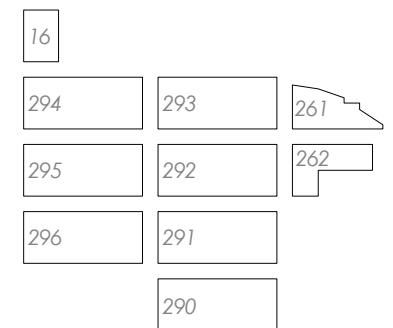
10. SQUARE STANDARDS

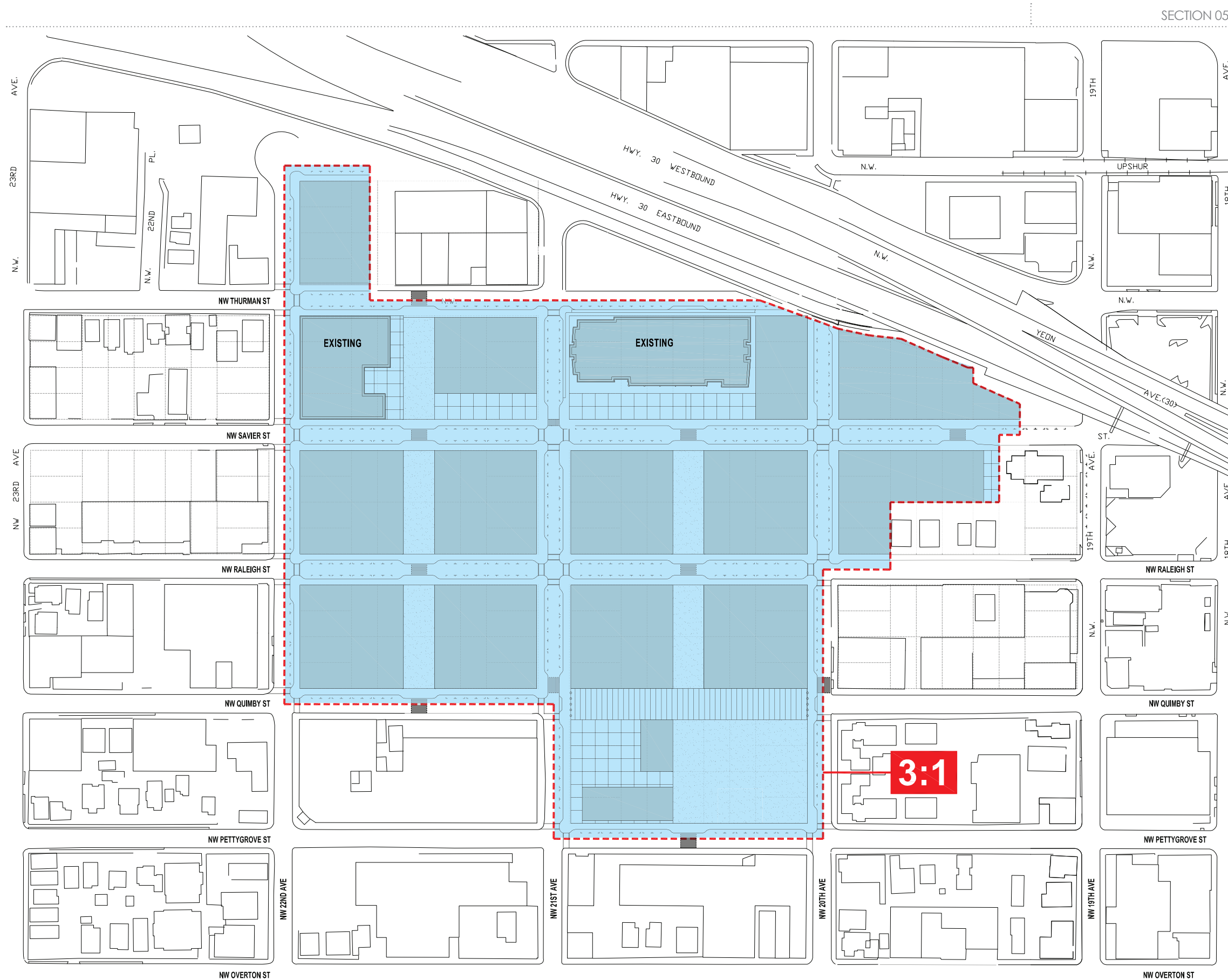
- 10.A Purpose. The square shall be a significant, iconic urban place, framed by active buildings, and connected to nearby, open spaces.



MAP 05-1
MAXIMUM HEIGHT

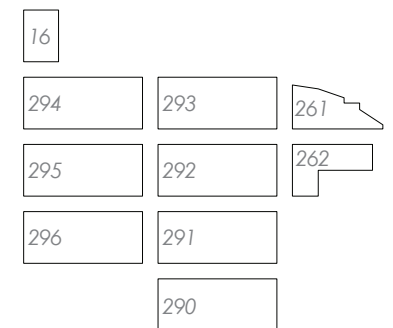
REFERENCED IN STANDARD 1:
MAXIMUM HEIGHT

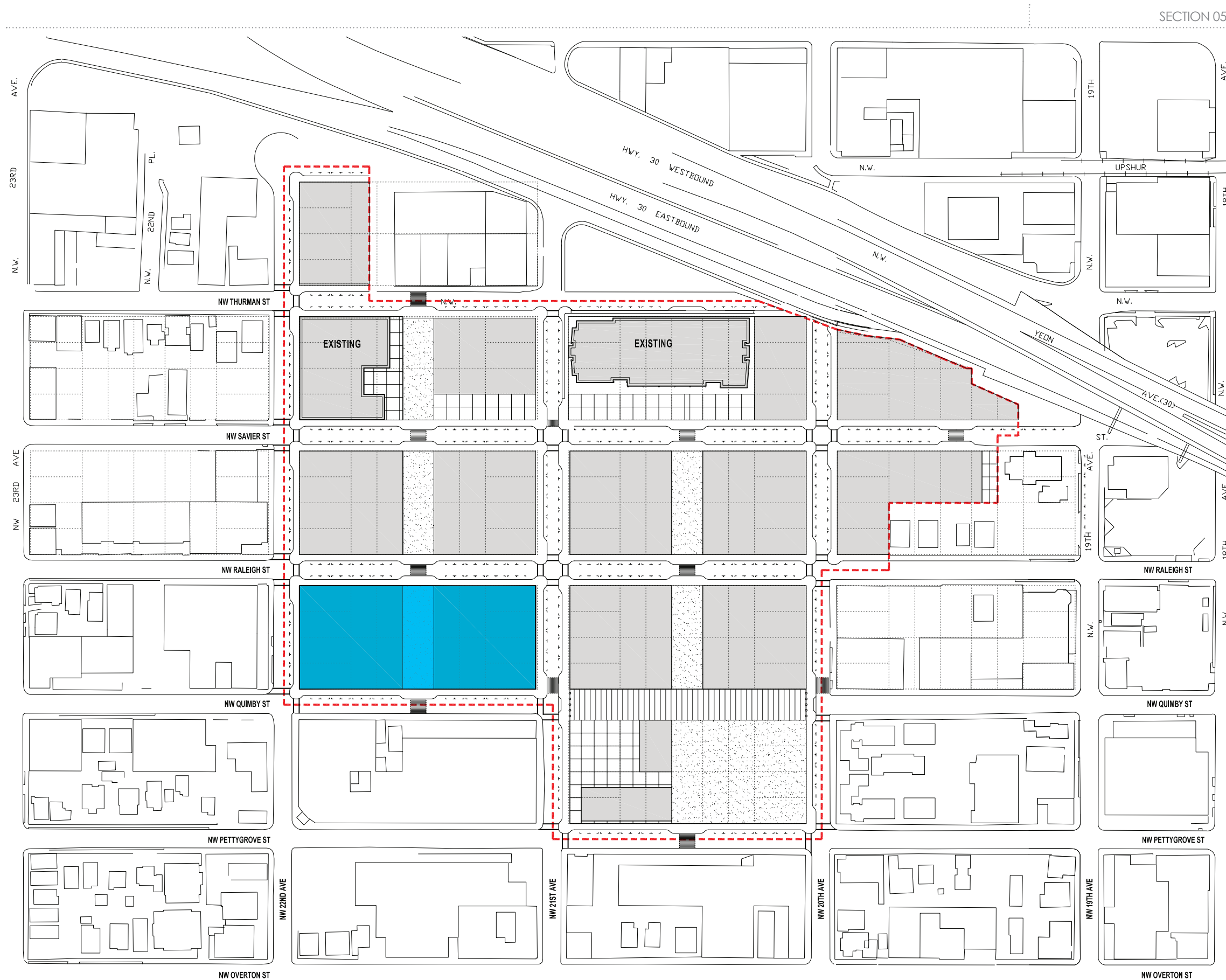




MAP 05-2
MAXIMUM FLOOR
AREA RATIO

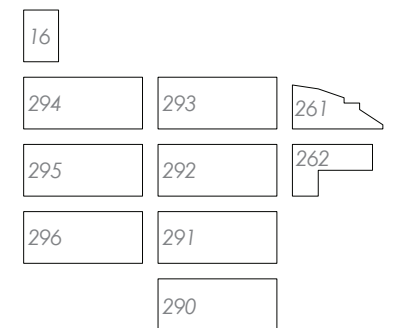
REFERENCED IN STANDARD 2:
MAXIMUM AND MINIMUM FLOOR
AREA RATIO AND USES

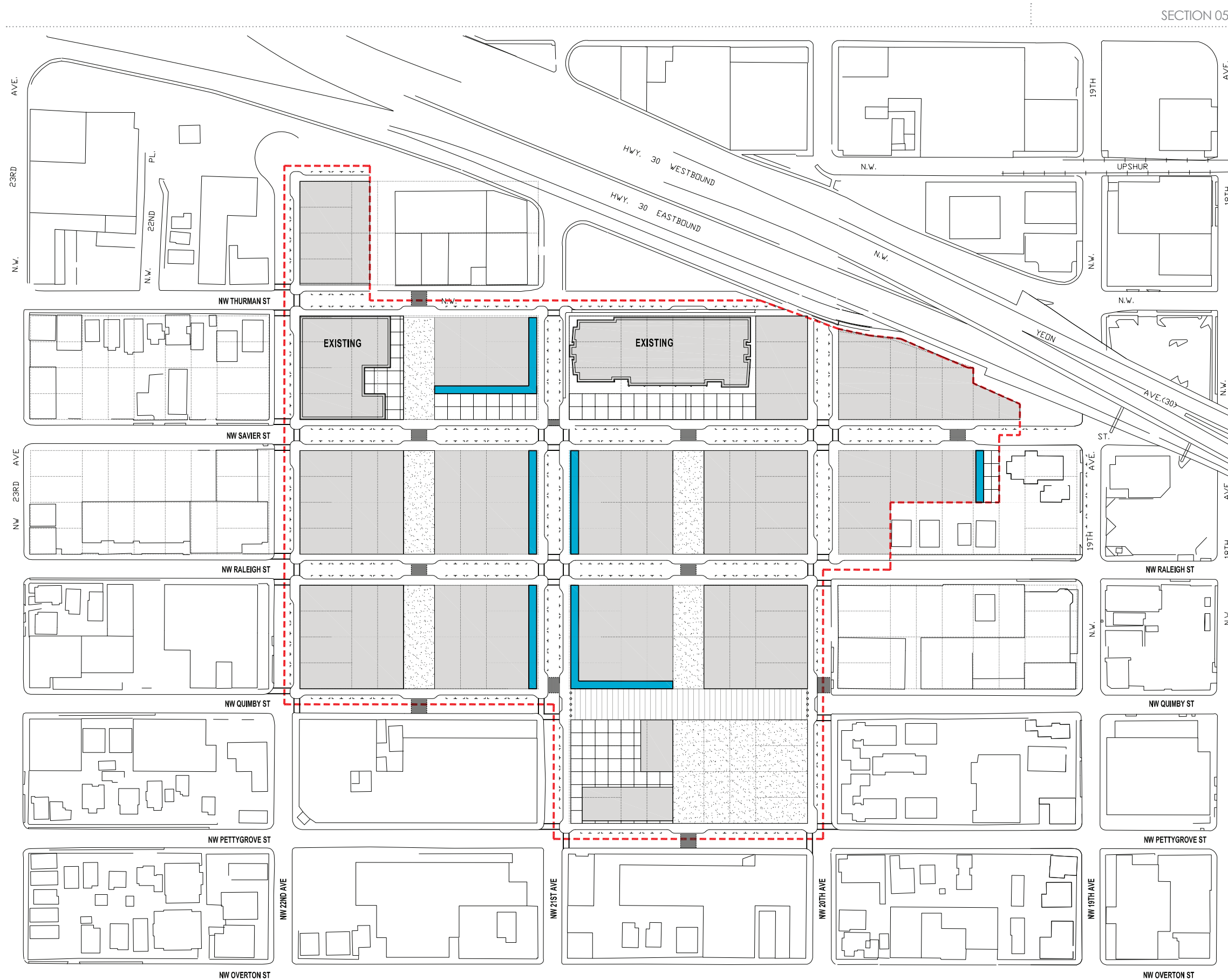




MAP 05-3
RETAIL SALES AND
SERVICE - SINGLE USE
OVER 20,000 SF

REFERENCED IN STANDARD 3:
RETAIL SALES AND SERVICE USES

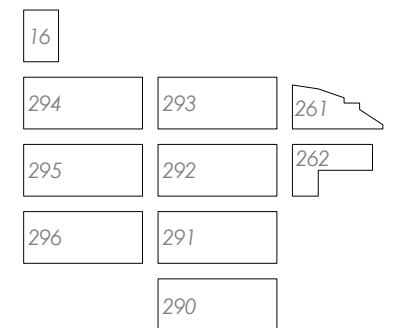


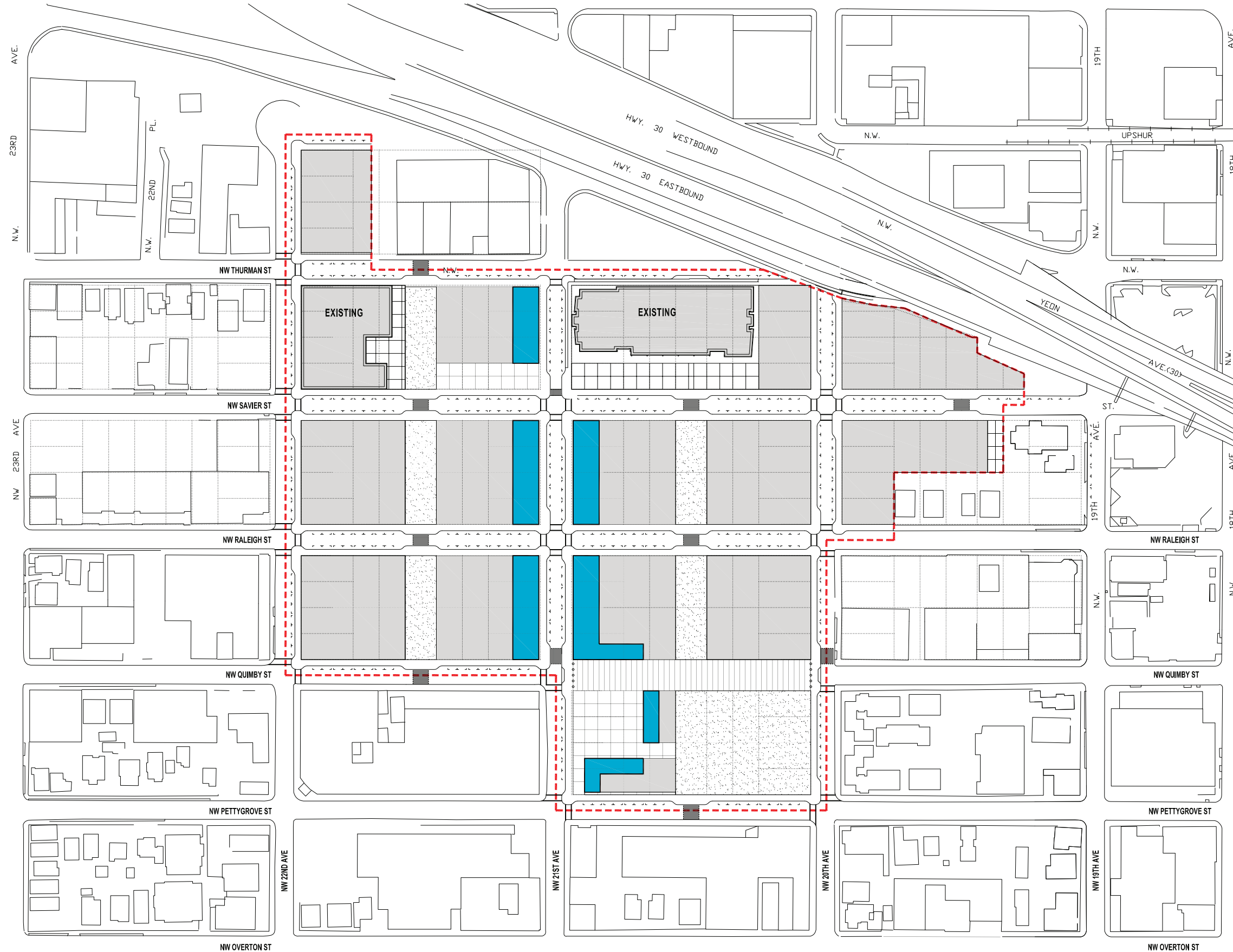


MAP 05-4
REQUIRED BUILDING LINES

**REFERENCED IN STANDARD 6:
REQUIRED BUILDING LINES**

Required building lines will apply to any buildings planned as part of a park Master Plan that front NW 21st Avenue or a public square.

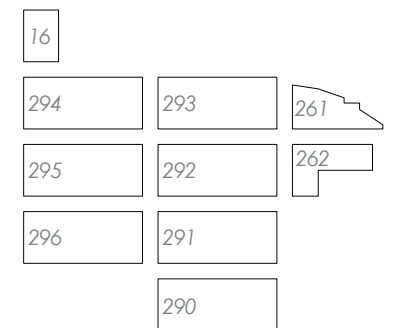


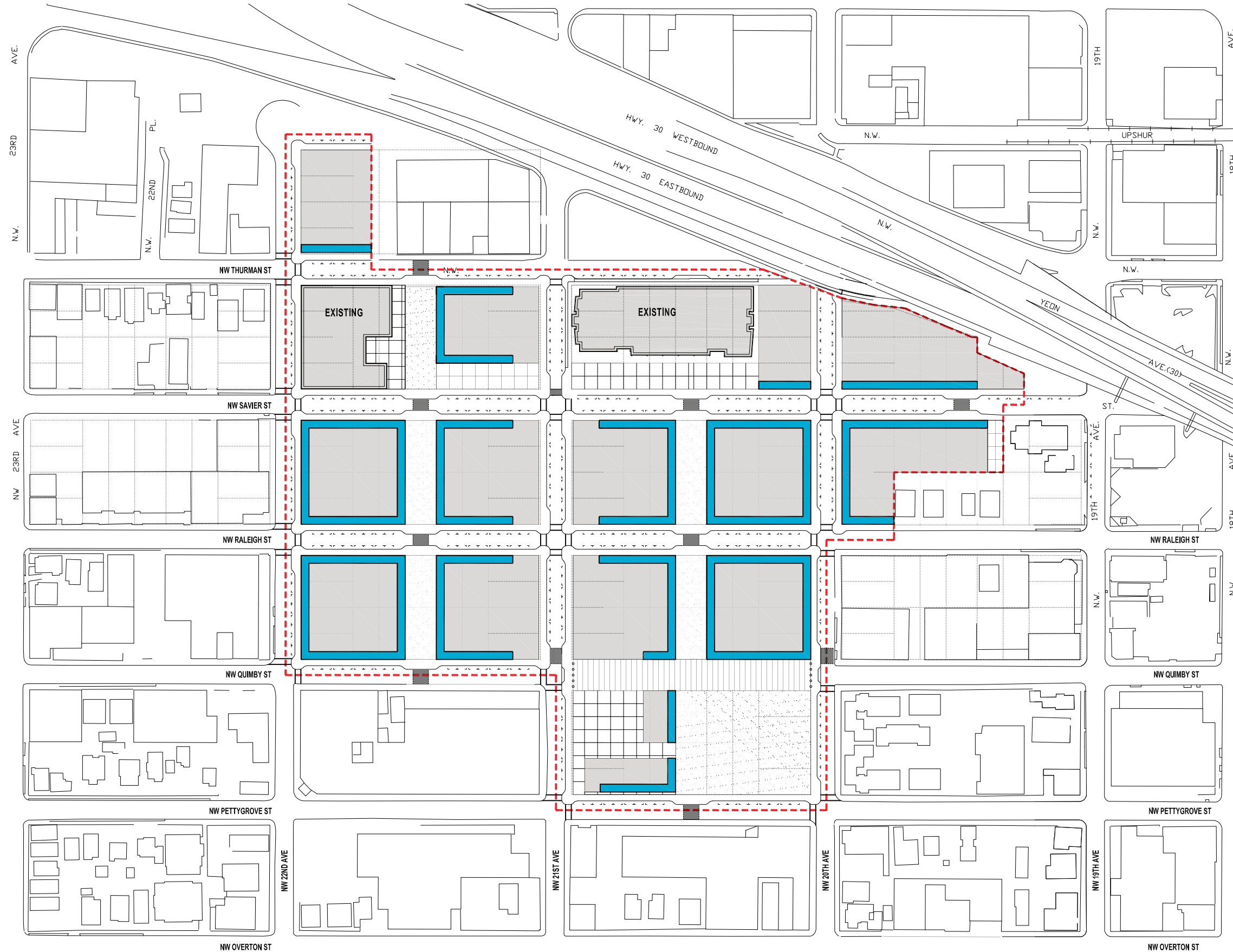


MAP 05-5
 REQUIRED GROUND FLOOR
 RETAIL SALES, SERVICE, OR
 NEIGHBORHOOD FACILITY
 USES

**REFERENCED IN STANDARD 7:
 SPECIAL REQUIRED GROUND
 FLOOR RETAIL SALES, SERVICE, OR
 NEIGHBORHOOD FACILITY USES AND
 SETBACKS ON NW 21ST AVENUE**

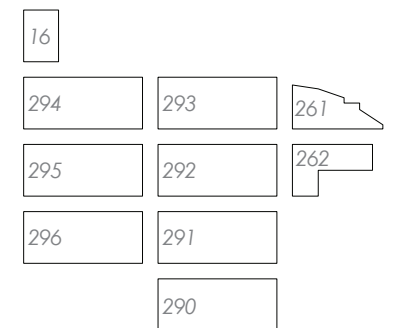
*Ground Floor Retail and Neighborhood
 Facility Requirement will apply to any
 buildings planned as part of a park
 Master Plan that front NW 21st Avenue or
 a public square.*

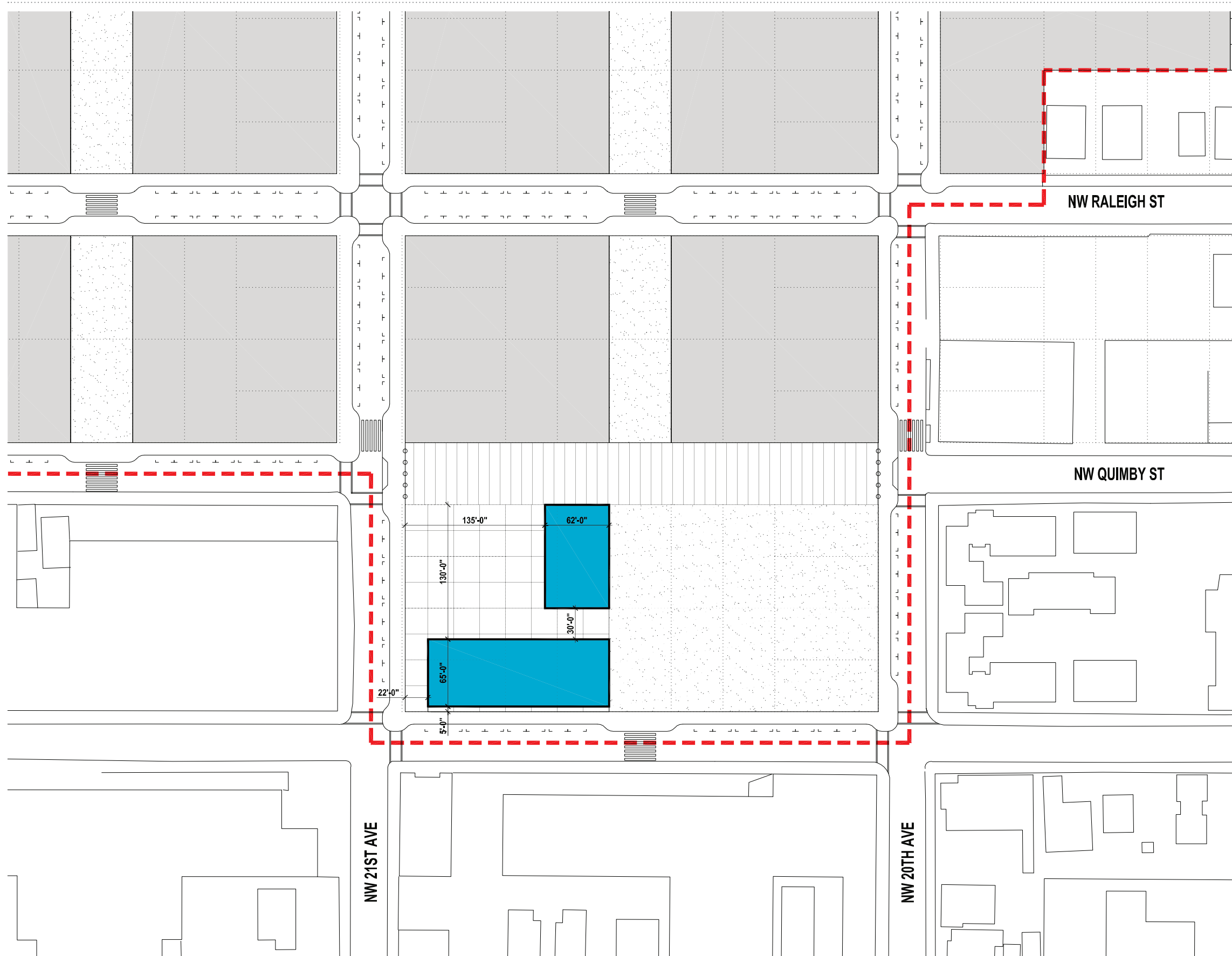




MAP 05-6
STANDARDS ON STREETS,
SQUARES, PARKS, AND
OTHER OPEN SPACES.

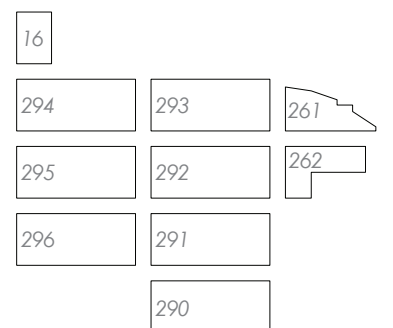
**REFERENCED IN STANDARD 8:
STANDARDS ON STREETS,
PARKS, AND OTHER OPEN SPACES**





MAP 05-6.1
GROUND PLANE
DIMENSIONAL
STANDARDS.

**REFERENCED IN STANDARD 8:
STANDARDS ON STREETS, SQUARES,
PARKS, AND OTHER OPEN SPACES**



NW MASTER PLAN DESIGN GUIDELINES

INTRODUCTION

The existing Community Design Guidelines, along with these new seven (7) Con-way Master Plan design guidelines, are the applicable approval criteria for Design Review. Design guidelines are mandatory approval criteria that must be met as part of design review and historic design review. They inform developers and the community as to what issues will be addressed during the design review process. The guidelines state broader concepts than typical development standards in order to provide flexibility to designers, yet they are requirements.

Applicants are responsible for explaining, in their application, how their design meets each applicable guideline.

The design review process is flexible. It is intended to encourage designs that are innovative and appropriate for their locations. For this reason design guidelines are qualitative statements. Unlike objective design standards, there are typically many acceptable ways to meet each design guideline. Examples of how to address specific guidelines are included in this section for each design guideline. It is not the City's intent to prescribe any specific design solution through the design guidelines.

During the design review process, the review body must find that the proposal meets each of the applicable design guidelines. Proposals that meet all applicable guidelines will be approved; proposals that do not meet all of the applicable guidelines will not be approved.

If the review body approves the proposed design, they may add conditions to their approval to ensure the proposal's compliance with the guidelines. If the review body does not approve the proposed design, they would prefer that the applicants revise the design to address deficiencies rather than have the city impose a specific solution through conditions. They may find that such action is necessary to better achieve the goals for design review.

In some cases, a design guideline may be waived during the design review process. An applicable guideline may be waived as part of the design review process when the proposed design better meets the goals of design review than would a project that had complied with the guideline. If a waiver is requested, the applicants must explain, in their application, how the goals of design review are better met in the proposed design than would be possible if each guideline being considered for waiver was followed. Allowing the waiver of one or more guidelines during the design review process reflects the City's concern that the design guidelines not become a rigid set of requirements that stifle innovation. See page 37 for approval criteria, when waiving guidelines for existing buildings.

GOALS OF DESIGN REVIEW:

1. Encourage urban design excellence;
2. Integrate urban design and preservation of our heritage into the development process;
3. Promote the development of diversity and areas of special character within the district;
4. Establish an urban design relationship between the district and the Northwest District as a whole;
5. Provide for a pleasant, rich and diverse experience for pedestrians;
6. Assist in creating a 18-hour district which is safe, humane and prosperous; and
7. Ensure that **development proposals are new development is at a human scale and that they relate it relates** to the scale and desired character of its setting and the Northwest District as a whole.

DESIGN GUIDELINE INDEX

1. PROVIDE HUMAN SCALE TO BUILDINGS AND EDGES ALONG SIDEWALKS, SQUARES AND PEDESTRIAN ACCESSWAYS
2. DEVELOP BUILDING EDGE VARIETY ADJACENT TO PARKS, PEDESTRIAN ACCESSWAYS AND GREENSTREETS
3. DEVELOP WEATHER PROTECTION
4. DEVELOP BUILDINGS THAT ARE APPROPRIATELY SCALED TO THE NEIGHBORHOOD. FAÇADES SHOULD BE WELL ARTICULATED AND OFFER DIVERSITY IN VOLUME AND FORM ALONG THE STREET EDGE
5. PROVIDE TRANSITIONS BETWEEN THE PUBLIC AND PRIVATE REALMS WHEN RESIDENTIAL STRUCTURES ABUT STREETS, PARKS AND PEDESTRIAN ACCESSWAYS
6. INTEGRATE HIGH-QUALITY MATERIALS AND DESIGN DETAILS THAT ARE IN LINE WITH THE CHARACTER OF THE SURROUNDING NEIGHBORHOOD
7. PROVIDE PRIVATE OPEN SPACES THAT ARE WELL INTEGRATED WITH ADJACENT DEVELOPMENT, ACT AS GATHERING PLACES DESIGNED TO ADAPT TO A VARIETY OF ACTIVITIES, ARE LINKED TOGETHER AND TO OTHER NEARBY OPEN SPACES, ARE ACCESSIBLE TO THE PUBLIC AND PROVIDE DISTINCTIVE NEIGHBORHOOD IDENTITY

GUIDELINE 1:

PROVIDE HUMAN SCALE TO BUILDINGS AND EDGES ALONG SIDEWALKS, SQUARES AND PEDESTRIAN ACCESSWAYS¹

BACKGROUND

In order to reinforce and enhance the pedestrian realm in the NW Master Plan District, buildings and edges have a responsibility to contribute to pedestrian comfort and enjoyment. Buildings and edges adjacent to walkways should provide human scale and relationships which support pedestrian needs and interests. This can be accomplished with appropriate building configuration, details, proportions, materials, and activities, and by breaking up large elevations into smaller areas.

In particular, door, window and wall treatments adjacent to pedestrianways should relate and contribute to pedestrian interest and enjoyment. Large expanses of mirrored glazing and blank flat walls are discouraged due to their impersonal character. Variation and sensitive detailing, related to the pedestrian environment, is especially encouraged within building bases. Ground floors should be prominent at the street level, with ceiling heights that are taller than the floors above. Porches and balconies are particularly encouraged. These elements provide human scale, allow for interaction between residents and passers-by, and allow for informal surveillance of the street.

In areas where vehicles are allowed (such as parking, loading, mews and driveways) use interesting architectural elements, consistent paving patterns, landscaping and site furnishings to soften the edge where they abut open spaces and to create multi-use areas that are pedestrian friendly.

¹Derived from the North Pearl District design guidelines

GUIDELINE 1.A: PROVIDE HUMAN SCALE AND INTEREST TO BUILDINGS AND EDGES ALONG SIDEWALKS, SQUARES AND PEDESTRIAN ACCESSWAYS.

GUIDELINE 1.A: PROVIDE HUMAN SCALE AND INTEREST TO BUILDINGS AND EDGES ALONG SIDEWALKS SQUARES AND PEDESTRIAN ACCESSWAYS.

This Guideline may be accomplished by:

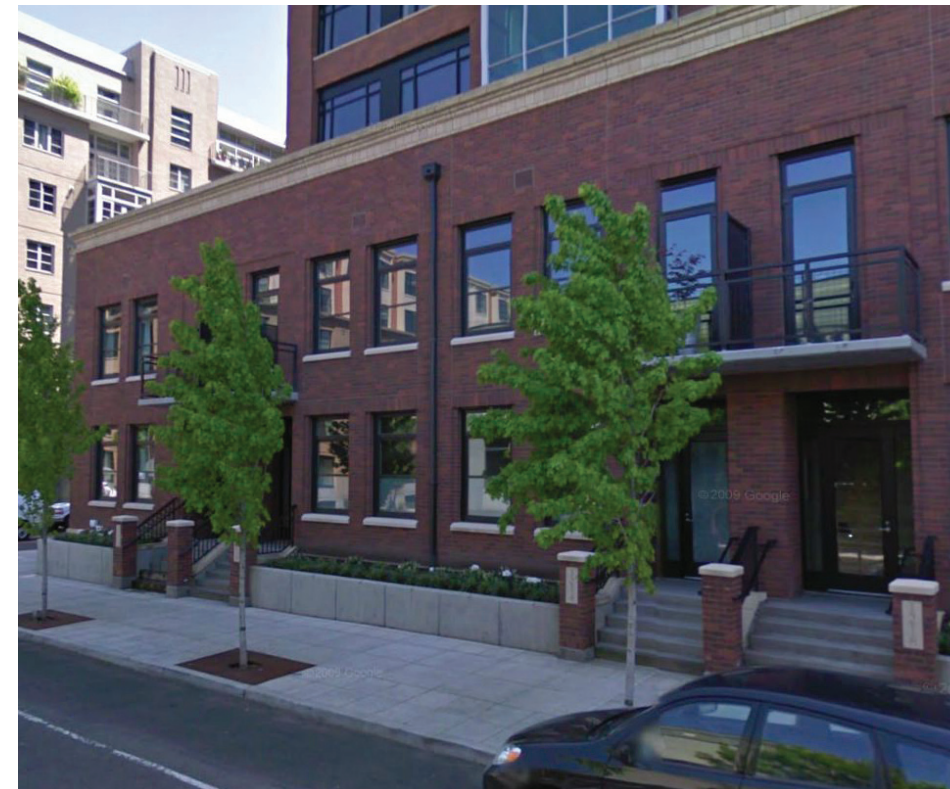
- 1.A.1 **Where retail is incorporated, create an active outdoor environment** by providing street furniture outside of ground floor retail, such as tables and chairs, signage and lighting, as well as large windows and balconies to encourage social interaction.



A fine-grained pedestrian environment is created by providing outdoor seating and large windows to its ground floor retail. Tall ground floor ceiling heights as well as a differentiated brick color add prominence to the ground level. Residential balconies offer some weather protection and articulation

This Guideline may be accomplished by:

- 1.A.2 Providing stoops, windows, and balconies within the ground floors of residential buildings.



This building façade achieves interest by having at least three layers, each differentiated by more than three feet in depth.

- The three layers are:
1. The inset building entrance
 2. The large windows
 3. The balconies / stoops



Large windows, ceiling heights, balconies, private porches, and stoops along ground floor residential units allow social interaction between residents and passersby

GUIDELINE 1.A: PROVIDE HUMAN SCALE AND INTEREST TO BUILDINGS AND EDGES ALONG SIDEWALKS SQUARES AND PEDESTRIAN ACCESSWAYS.

This Guideline may be accomplished by:

- 1.A.3. Articulating building façades with human scale elements and activity.



These building incorporates many human-scale elements, including large windows, canopies, street furniture, signage, lighting, and low plants.

This Guideline may be accomplished by:

- 1.A.4. Incorporating human-scaled **design** details at the ground floor **and enhanced pedestrian experience in the street environment.**



Weather protection, signage, street trees, and on-street parking all contribute to a human-scaled experience at the ground floor

GUIDELINE 1.A: PROVIDE HUMAN SCALE AND INTEREST TO BUILDINGS AND EDGES ALONG SIDEWALKS SQUARES AND PEDESTRIAN ACCESSWAYS.

This Guideline may be accomplished by:

- 1.A.5. Softening the edge and creating strong visual connections where public open spaces abut private streets, parking areas and other private urban spaces.



Portland's Director Park, where paving materials and furnishings extend from the plaza into the public right-of-way, helping to blur the urban edges.

This Guideline may be accomplished by:

- 1.A.5. Softening the edge and creating strong visual connections where public open spaces abut private streets, parking areas and other private urban spaces.



A well-designed urban edge to this parking lot at Portland's EcoTrust headquarters allows for multiple uses and activities to occur during the week.

GUIDELINE 2: DEVELOP URBAN EDGE VARIETY ADJACENT TO PARKS, PEDESTRIAN ACCESSWAYS AND GREENSTREETS²

BACKGROUND

Many different qualities and opportunities exist along the Pedestrian Accessways and Parks within the NW Master Plan Area. Developing edge variety within ~~development proposals~~ ~~new development~~ will make these spaces some of the most lively and enjoyable within the district. Building mass and/or edges should express a diversity of building forms to avoid the creation of a "wall" along accessways and parks.

Buildings should be programmed with ground floor active uses that contribute to the public realm.

Active ground floor uses and articulation of these building façades with human-scale elements will contribute to the diversity and variety of these edges, strengthening the livelihood of these open spaces.

Building elements, such as bay windows, balconies, roof terraces, awnings or large windows with locations for plants (such as in window boxes or on window sills), are encouraged to create a human scale at the lower levels of buildings.

In areas where vehicles are allowed (such as parking, loading, mews and driveways) use interesting architectural elements, consistent paving patterns, landscaping and site furnishings to soften the edge where they abut open spaces and to create multi-use areas that are pedestrian friendly.

GUIDELINE 2: PROGRAM USES ON THE GROUND LEVEL OF BUILDINGS ADJACENT TO PARKS, ACCESSWAYS AND GREENSTREETS THAT ACTIVATE AND EXPAND THE PUBLIC REALM. DESIGN THE LOWER STORIES OF BUILDINGS TO INCLUDE ELEMENTS THAT ACTIVATE USES AND ADD VARIETY AND

²Derived from the South Waterfront design guidelines

GUIDELINE 2:
PROGRAM USES ON THE GROUND LEVEL OF BUILDINGS ADJACENT TO PARKS, ACCESSWAYS AND GREENSTREETS THAT ACTIVATE AND EXPAND THE PUBLIC REALM. DESIGN THE LOWER STORIES OF BUILDINGS TO INCLUDE ELEMENTS THAT ACTIVATE USES AND ADD VARIETY AND INTEREST TO THE BUILDING FAÇADES.

INTEREST TO THE BUILDING FAÇADES.

This Guideline may be accomplished by:

- 2.1. Configuring the building's mass to be perpendicular to the park,



This is the end of one wing of the Tanner Place Condominiums in the River District. Narrower sections of the building face the pedestrian accessway to the south, reducing the overall mass of the building facing the pedestrian and bicycle-only environment. This plan layout would produce a dynamic set of building façades facing the open space and would also create opportunities for semi-public outdoor spaces, such as the entry courtyard to the right.

pedestrian accessway, or greenstreet.

This Guideline may be accomplished by:



This building on the north end of Jamison Square park in Portland's Pearl District steps down toward the south. The larger volumes are biased toward the north. This allows the building to scale down to a human scale as it gets closer to the public realm.

**GUIDELINE 2:
PROGRAM USES ON THE GROUND LEVEL OF BUILDINGS ADJACENT TO PARKS, ACCESSWAYS AND GREENSTREETS THAT ACTIVATE AND EXPAND THE PUBLIC REALM. DESIGN THE LOWER STORIES OF BUILDINGS TO INCLUDE ELEMENTS THAT ACTIVATE USES AND ADD VARIETY AND INTEREST TO THE BUILDING FAÇADES.**

2.2. Articulating the façade plane to step down to the open space.

This Guideline may be accomplished by:

2.3. Programming the ground floor of buildings along the open space with



Active ground floor uses, such as those along this accessway, strengthen the sense of public ownership and activity of the public realm.



Active uses, such as this restaurant's outdoor seating area will help to establish important transitions between open spaces and more active streets, contributing to the movement and liveliness of the district.

active uses, especially at intersections with public streets.

This Guideline may be accomplished by:



This image shows an "eyes on the street" approach toward the public right-of-way. Windows, balconies, and stoops are all oriented toward the open space, and a clear demarcation of private and public spaces is included.

**GUIDELINE 2:
PROGRAM USES ON THE GROUND LEVEL OF BUILDINGS ADJACENT TO PARKS, ACCESSWAYS AND GREENSTREETS THAT ACTIVATE AND EXPAND THE PUBLIC REALM. DESIGN THE LOWER STORIES OF BUILDINGS TO INCLUDE ELEMENTS THAT ACTIVATE USES AND ADD VARIETY AND INTEREST TO THE BUILDING FAÇADES.**

- 2.4. Providing stoops, windows, balconies and decks facing the open space while defining private and public uses.

This Guideline may be accomplished by:



5. This image is of a landscaped pedestrian accessways in the South Waterfront. The swale and movement paths on either side give an indication of a stormwater design that could be developed within pedestrian accessways.

- 2.5. Developing stormwater management facilities within the pedestrian accessways.

This Guideline may be accomplished by:

- 2.6. Providing a range of pedestrian experiences, ranging from more passive greenways to more active pedestrian corridors.



6. This image is of a hardscaped pedestrian street. Although trees and plants are integrated into the street design, the focus is on hard surfaces. These allow people to walk, bike, and move around freely. This also offers space for tables, chairs, and other amenities to spill out into the public right of way, activating the street.

GUIDELINE 3: DEVELOP WEATHER PROTECTION³

BACKGROUND

The design of buildings and their relationships to the sidewalk environment are critical factors in the development of an active and vital pedestrian environment. This relationship is enhanced when the effects of environmental factors such as rain, wind, glare, shadow, reflection, and sunlight on pedestrian movement are engaged in the design process. Developing buildings with sidewalk-level façades that balance the different aspects of these environmental factors strengthens the pedestrian environment.

The size and placement of building elements such as awnings, arcades, trellises, recessed windows or entries, and landscaping contribute to the successful engagement of environmental factors at the sidewalk-level of a building. **Awnings and canopies should be integrated with the design of the building, that serve to enhance the retail environment below.** In addition, at higher building elevations, the incorporation of exterior sun-shading components that respond to different façade orientations can significantly reduce a building's overall energy costs. The successful integration of these and other building elements with the building's design concept provide weather protection for the pedestrian, enhance the character of the building, and add to the overall diversity of neighborhood development.

This guideline **is intended to** must be met over all windows and doors required in Standard 7.D.3 8.C.1.d, and over all commercial, office or multi-family housing entrances within the NW Master Plan area. The guideline may be met by recessing entrances or providing awnings, canopies or other structures that provide weather protection.

GUIDELINE 3: 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.

³Adapted from the Central City Fundamental Design Guidelines B.6

GUIDELINE 3: 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.

This guideline must be met over all windows and doors required in Standard 8.C.1.d, and over all commercial, office or multi-family housing entrances within the NW Master Plan area. The guideline may be met by recessing entrances or providing awnings, canopies or other structures that provide weather protection.

This Guideline may be accomplished by:

- 3.1. Incorporating comprehensive weather protection.

This section of canopy is only part of the entire system that has been designed into the overall concept of Union Station. This canopy not only provides complete rain protection at the main entrance to the building, but it also creates deep shade in the summer and has incorporated hanging flower baskets.



This Guideline may be accomplished by:

- 3.2. Providing weather protection at and near building access points.



This trellis at the Starbucks coffee shop on Pioneer Courthouse Square acts as a transition from the outdoors into the building, and vice versa. On the eastern side of the building (inset images) the trellis provides an excellent framework for the growth of vines. The vines provide different types of weather protection depending on the season; the upper image was taken in the summer, while the lower image was captured in the winter.



GUIDELINE 3: 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.

This Guideline may be accomplished by:

- 3.3. Incorporating multifunctional weather protection.

These two examples of different awning systems (at the South Park Restaurant on the top, and at the Brewery Blocks below) provide weather protection for the different seasons.



GUIDELINE 4: DEVELOP BUILDINGS THAT ARE APPROPRIATELY SCALED TO THE NEIGHBORHOOD. FAÇADES SHOULD BE WELL ARTICULATED AND OFFER DIVERSITY IN VOLUME AND FORM ALONG THE STREET EDGE⁴

BACKGROUND

Northwest Portland is made up of blocks that contain multiple buildings with small footprints placed close together. Certain portions of this neighborhood are built to much higher densities than others. The Con-way Master Plan seeks to build to density levels consistent with the highest density levels of the neighborhood. These high-density areas of the NW Plan District neighborhood are a diverse patchwork of buildings at various heights and densities. Block faces in the neighborhood are extremely varied, with multiple buildings along each block face, providing a wonderfully diverse urban environment. The goal for the Northwest Master Plan area is to have buildings that contribute to this existing character, but are modern and contemporary in form and functionality. This guideline gives examples of how this can be achieved.

A quarter-block massing language is predominant in the majority of larger, high-density, residential buildings that exist in the NW neighborhood, which contributes strongly to the rich human scale of the neighborhood. New buildings are to be designed to be consistent with this massing language where possible. Where buildings are larger than a quarter-block (100 feet) in length, use multi-dimensional design features to break up any large façade surfaces that face the street. There are several design features or approaches that can be used to accomplish this, including, but not limited to: balconies, bay windows, changes in material, changes in façade plane of at least 3 feet to create multiple façade elements, and limiting any single flat façade plane to approximately 50 feet in any direction. These same design features are encouraged in the make-up of quarter-block façades but critical in larger façades.

Integrate the different building and design elements including, but not limited to, construction materials, roof, entrances, as well as window, doors, signs and lighting systems to achieve a coherent composition.

Suggested ways to accomplish this include:

1. Developing coherent compositions (using similar building façade elements

throughout the various components—parking, retail, tower, etc.);

2. Integrating existing buildings into new building compositions;
3. Developing an integrated strategy at the sidewalk level of the project (e.g., Portland's Pacwest Tower has rounded corners on the building's base and tower; other sidewalk elements: canopies);
4. Incorporating unifying elements (e.g., Mackenzie Lofts has an industrial character at all levels of the building composition);
5. Integrating different building volumes with similar materials; and
6. Using a common system of building forms.

GUIDELINE 4: DEVELOP BUILDINGS THAT ARE APPROPRIATELY SCALED TO THE MOST DENSE AREAS OF THE NEIGHBORHOOD. FAÇADES SHOULD BE WELL ARTICULATED AND OFFER DIVERSITY IN VOLUME AND FORM ALONG THE STREET EDGE.

⁴New guideline specific to the NW Master Plan

GUIDELINE 4: DEVELOP BUILDINGS THAT ARE APPROPRIATELY SCALED TO THE NEIGHBORHOOD. FAÇADES SHOULD BE WELL ARTICULATED AND OFFER DIVERSITY IN VOLUME AND FORM ALONG THE STREET EDGE.

This guideline may be accomplished by:

- 4.1. Develop buildings with a maximum floor plate size of 10,000 square feet, resulting in at least two buildings per block face.



These housing buildings in Northwest Portland are each developed on parcels that are roughly one-quarter block in size. The result is a street edge that contains multiple buildings, and lots of visual diversity.

In principle, this guideline can be met by designing building façades along full block (200 ft) faces that reflect a quarter block vernacular; at least two distinctive elevation compositions. Distinction between elevations may be achieved with different heights, materials, fenestration patterns, setbacks and separation, or other significant design features that accomplish the same goals.

This guideline may be accomplished by:

- 4.2. Provide a series of multiple, narrow, and deep spaces along streets in order to guarantee diversity along a block face.

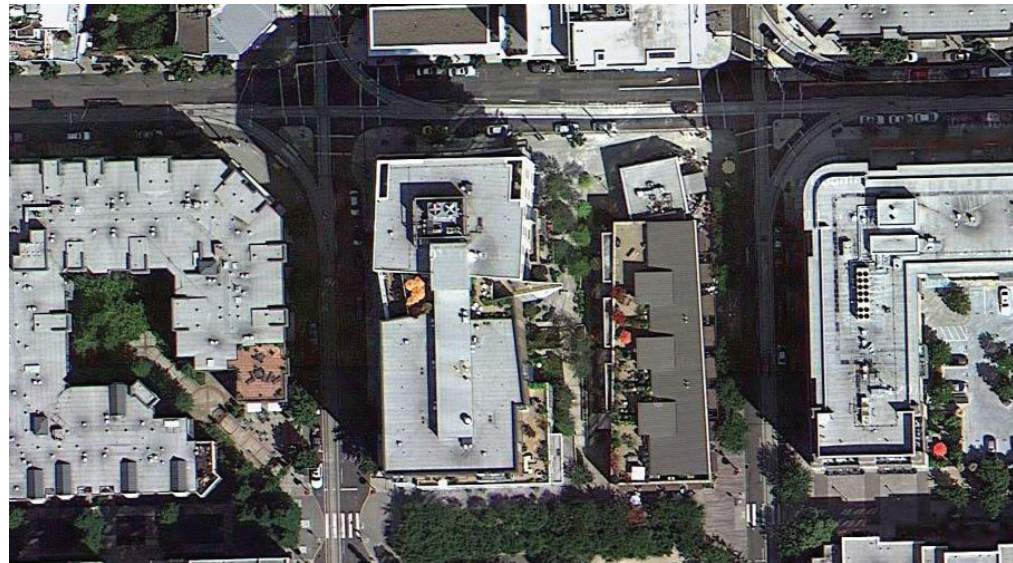


This building in southeast Portland takes up a full city block face, but has multiple narrow retail storefronts to help create diversity and interest along the street.

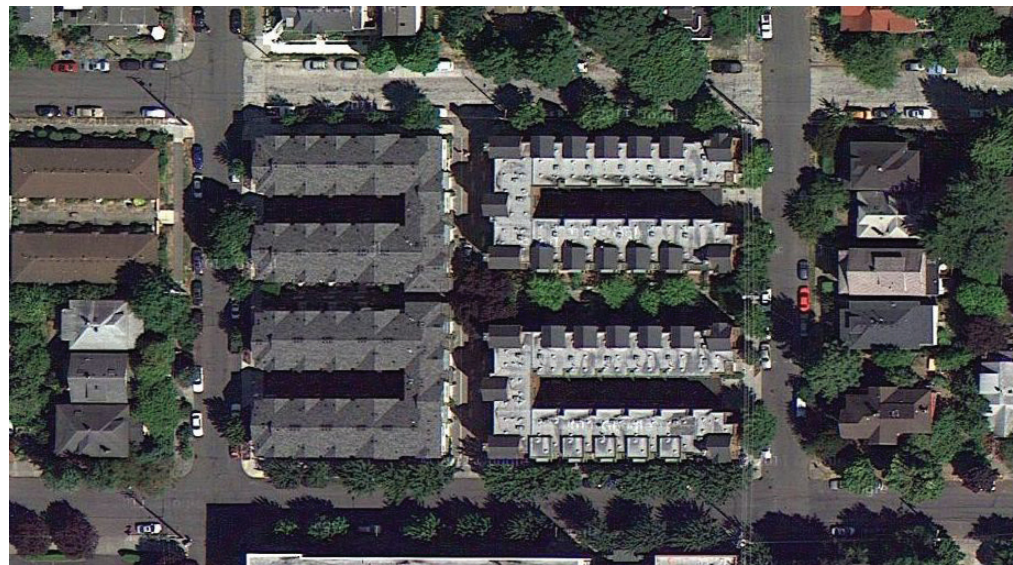
GUIDELINE 4: DEVELOP BUILDINGS THAT ARE APPROPRIATELY SCALED TO THE NEIGHBORHOOD. FAÇADES SHOULD BE WELL ARTICULATED AND OFFER DIVERSITY IN VOLUME AND FORM ALONG THE STREET EDGE.

This guideline may be accomplished by:

- 4.3. Provide a series of publicly accessible courtyards or accessways that cut through large developments.



This large development in Portland's Pearl district is an appropriate response for a large building project. The development is split up into multiple buildings, and public accessways in between buildings allow for inter-block connectivity and interest.



This row-house development in southeast Portland is an appropriate response for developments that are only housing. Central courtyards provide access for units and help to break up the building, allowing it to blend into the neighborhood.

This guideline may be accomplished by:

- 4.4. Breaking up buildings with façades longer than 100' into multiple building volume configurations. Different building volumes can be articulated through different building materials, colors, heights, or setbacks from the property line.



This is one large development that has been successfully articulated as different building volumes. The buildings are articulated using different heights, as well as a change in materials.

GUIDELINE 4: DEVELOP BUILDINGS THAT ARE APPROPRIATELY SCALED TO THE NEIGHBORHOOD. FAÇADES SHOULD BE WELL ARTICULATED AND OFFER DIVERSITY IN VOLUME AND FORM ALONG THE STREET EDGE.

This Guideline may be accomplished by:

- 4.5 Using divisions inherent to the building type to break up potentially monolithic building forms with horizontal plane and façade shifts.



The designers of this residential development have used projecting bays to accentuate the divisions between individual dwelling units as well as a series of planters and seating ledges. The cumulative effect of this technique results in an undulating façade plane, offering lots of visual texture.

This can also be accomplished by limiting single planes of the building to human dimensions, less than 50 feet in any direction.

This Guideline may be accomplished by:

- 4.6 Using bay windows and balconies at upper levels to break up building mass and provide eyes on the street.



Bay windows and balconies at upper levels help articulate the façade and break up the scale of the building. Different materials are used to express these parts of the buildings and make them special.

GUIDELINE 4: DEVELOP BUILDINGS THAT ARE APPROPRIATELY SCALED TO THE NEIGHBORHOOD. FAÇADES SHOULD BE WELL ARTICULATED AND OFFER DIVERSITY IN VOLUME AND FORM ALONG THE STREET EDGE.

This Guideline may be accomplished by:

- 4.7 Creating urban spaces such as alleys, gardens, courtyards by allowing breaks in the building volume to reach the ground plane. Allowing these spaces to connect to a network of streets and pedestrian passageways.



This courtyard serves as a semi-private entry for the rowhouses along the courtyard.



The mid-block connection in this image functions as a loading dock during the day, and an outdoor seating patio for an adjacent restaurant at night.

This Guideline may be accomplished by:

- 4.8 Along the NW 21st Avenue Main street and at public squares, a strong street-wall condition is desired to provide continuity to the street and to accommodate outdoor activities related to uses within ground floor spaces. Ground floor setbacks of at least 5 feet accommodate these outdoor activities.



5' setbacks on the ground floor can accommodate a variety of activities, such as these outdoor dining tables, while still allowing for pedestrian movement on the sidewalk.

GUIDELINE 4: DEVELOP BUILDINGS THAT ARE APPROPRIATELY SCALED TO THE NEIGHBORHOOD. FAÇADES SHOULD BE WELL ARTICULATED AND OFFER DIVERSITY IN VOLUME AND FORM ALONG THE STREET EDGE.

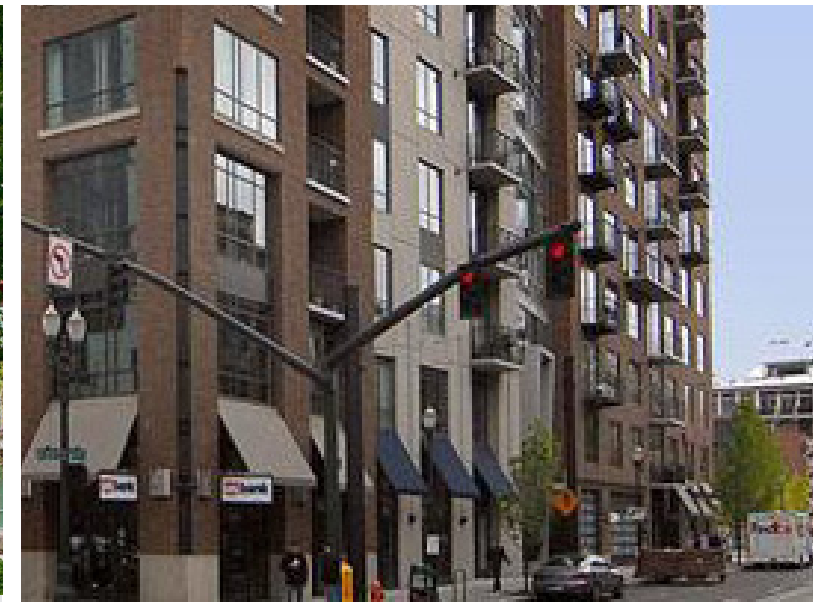
This is one large development that has been successfully articulated as different building volumes. The buildings are articulated using different heights, as well as a change in materials.



This building is broken up into multiple volumes by stepping the building back from the property line and lowering the scale at the street edge.



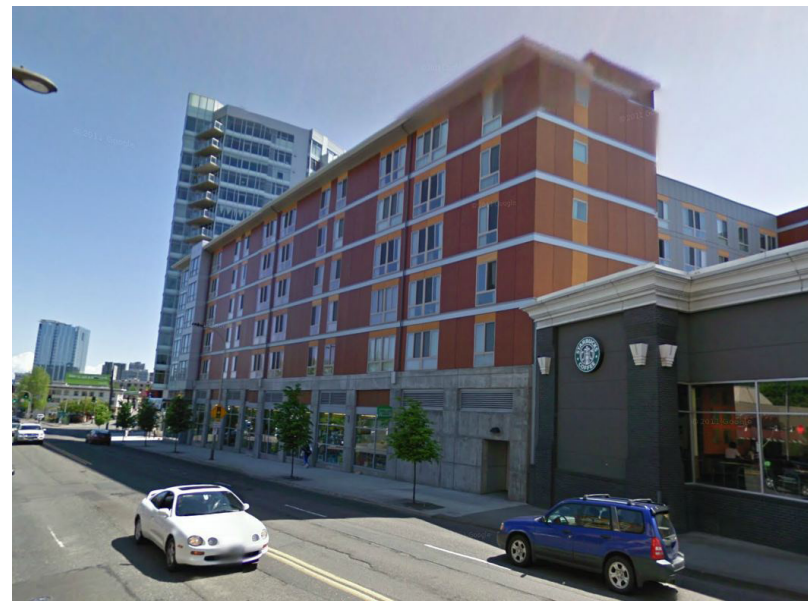
This building is broken up into distinct parts with a change in materials, color, and depth in the façade.



YES



This building uses all cold and unnatural materials. The depth of the façade is covered up with metal panels so that the building reads as a flat façade.



This building façade is very flat, and offers little texture or visual diversity.



This development is meant to look like multiple buildings that were designed over time, although they were designed and built at the same time.

NO

GUIDELINE 5: PROVIDE TRANSITIONS BETWEEN THE PUBLIC AND PRIVATE REALMS WHEN RESIDENTIAL STRUCTURES ABUT STREETS, PARKS AND PEDESTRIAN ACCESSWAYS⁵

BACKGROUND

The relationships of residential only uses to the sidewalk grade and to the property line are important in establishing zones that are public and zones that are private. The public and private realms should be clearly defined via the following:

Where the first floor of a structure is a residential use, that floor should be raised above the sidewalk grade and set back from the property line to allow for the delineation of the public and private realms. The height of the first floor above the sidewalk should be approximately 3 feet, or enough to adequately delineate between public and private realms. Care should be taken on sloped sites to ensure the relationship between the first floor and sidewalk at the front and rear of the site does not create blank wall conditions. The setback from the property line can vary from 4 - 15 feet to accommodate stairs, stoops and other entrance features where living units can be accessed from the streets, parks and pedestrian accessways. Where it isn't practical to raise the first residential floor level above the sidewalk grade, the setback should be used for providing a landscaped buffer, low fence, wall, hedge or similar feature to create the delineation between public and private realms.

Implementation of this guideline should not conflict with the requirements of 2010 Oregon Structural Specialty Code, the Federal Fair Housing Act, Oregon State Statutes (ORS Chapter 659a) and ICC/ANSI A117.1-2003. If conflicts with any of these requirements arise, conformance with this guideline shall be waived.

GUIDELINE 5: PROVIDE TRANSITIONS BETWEEN THE PUBLIC AND PRIVATE REALMS WHEN RESIDENTIAL STRUCTURES ABUT STREETS, PARKS AND PEDESTRIAN ACCESSWAYS

⁵New guideline specific to the NW Master Plan

GUIDELINE 5: PROVIDE TRANSITIONS BETWEEN THE PUBLIC AND PRIVATE

This guideline may be accomplished by:

- 5.1. Changing the relationship of residential structures to finished grade .



The entrance to this townhouse project is several feet above the sidewalk grade; a clear demarcation of private and public spaces is achieved. The entrance is also setback from the property line so that a stair and stoop can lead to the entrance, attractive landscaping at the sidewalk edge can be incorporated, and access to a lower level unit can be provided.

This guideline may be accomplished by:

- 5.2 Setbacks for residential structures fronting streets and parks.



The example described for 5.1 shows how a modest setback can define the public and private spaces. In this example, the front elevation is set back from the property line creating space for a small terrace and landscaping. The entryway is further setback creating a generous landing area and weather protection. The low wall and landscaping along the sidewalk edge further defines the public and private spaces.

GUIDELINE 6: INTEGRATE HIGH-QUALITY MATERIALS AND DESIGN DETAILS⁶

BACKGROUND

High-quality exterior materials help establish a sense of permanence and contribute to an enjoyable pedestrian experience within the public realm. These materials should be carefully and artfully detailed in the composition of building façades. There are preferred materials **and** those that are discouraged. Discouraged materials are not prohibited but allowed only in limited locations as secondary materials away from façades that face street frontages and open spaces.

Special attention to well-crafted detailing may allow discouraged materials to meet this guideline in limited locations.

Preferred materials for exterior cladding include natural materials, such as wood and stone. Other preferred materials for exterior cladding include brick, metal panels, pre-cast concrete, stucco and tiles. Wood-clad, steel and aluminum assemblies are preferred for storefront systems and building entrances. Stone, masonry and cementitious tiles are preferred for exterior paving systems. For window systems, high-quality wood, wood-clad, fiberglass and metal systems are preferred. If vinyl windows are proposed they must be commercial-grade and detailed in a careful manner that visually differentiates the window from surrounding trim elements or adjoining siding materials.

Discouraged materials for exterior cladding include plain concrete block, unfinished concrete, corrugated metal, plywood and sheet pressboard (sheet pressboard is fiber cement siding that is more than six-inches-wide). Residential-grade vinyl windows are discouraged for all window applications.

Foundation materials, where exposed, may be unfinished concrete or honed concrete block—when the foundation material is not revealed for more than 3 feet.

New exterior cladding materials are constantly being developed. Where new materials are proposed, they should be consistent with the characteristics described in this section for preferred materials.

The following pages demonstrate how these materials, both preferred and discouraged, might be used and detailed in a capacity that meets this guideline and, where they don't meet this guideline.

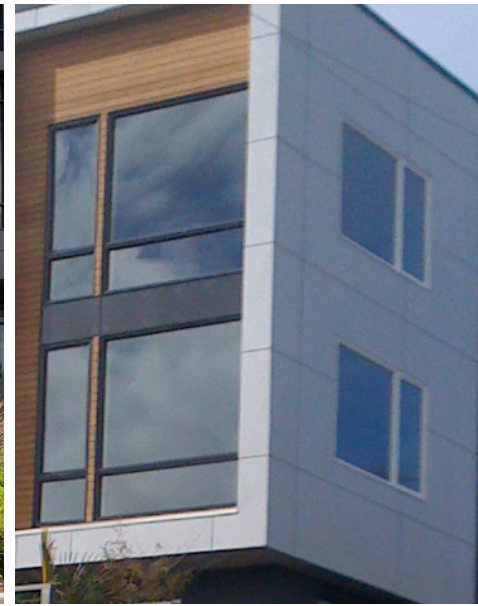
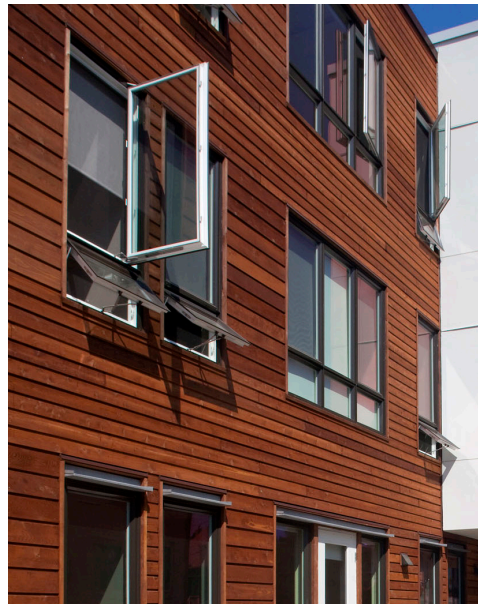
⁶New guideline specific to the NW Master Plan, partially adapted from Community Design Standards.

GUIDELINE 6: INTEGRATE HIGH-QUALITY MATERIALS AND DESIGN DETAILS

GUIDELINE 6: INTEGRATE HIGH-QUALITY MATERIALS AND DESIGN DETAILS THAT ARE IN LINE WITH THE CHARACTER OF THE SURROUNDING NEIGHBORHOOD

This guideline may be accomplished by:

6.1. Using the following materials in an appropriate manner:



YES



NO

BRICK

Brick should be well detailed. Window and door openings should be appropriately scaled. Bricks should not span across a large opening without an appropriately scaled spandrel, lintel or arch. Use of "jumbo" brick should be avoided except where scale can be shown to be appropriate to the overall façade.

WOOD SIDING

Wood should be real, and should be stained as opposed to painted. Windows in wood siding should offer depth and be neatly trimmed. Rough textured wood and trim boards should be avoided. Outside corners should be mitered or trimmed with metal. Avoid vertical timboards at outside corners.

METAL PANEL

Metal panel should be detailed to offer layers and depth to the façade. Flat façades with flat windows are not desired.

FIBER CEMENT SIDING

Fiber cement siding should be detailed to offer layers and depth to the façade. Flat façades with flat windows are not desired.

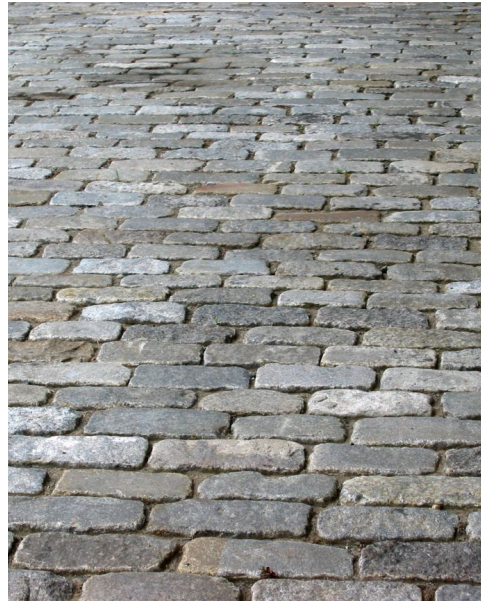
STUCCO

Stucco should be used as a simple, textural building material that can be painted to meet design intent.

GUIDELINE 6: INTEGRATE HIGH-QUALITY MATERIALS AND DESIGN DETAILS THAT ARE IN LINE WITH THE CHARACTER OF THE SURROUNDING NEIGHBORHOOD

This guideline may be accomplished by:

6.1. Using the following materials in an appropriate manner:



STONE / STAINED CONCRETE

Stone should be well detailed and used to represent mass in a building. Matching stacked stone with vinyl windows is not desired.

WINDOWS

Wood windows are preferred over metal windows at the ground floor levels of buildings.

PAVING MATERIALS

Paving materials should have variety and texture, while providing for universal accessibility. Large areas of asphalt paving are not desired.

CORRUGATED METAL

Corrugated metal should be used as a building accent material, but should not cover large expanses of façade.

STOREFRONTS

Storefronts should be substantial and well detailed.

OPEN SPACE DESIGN GUIDELINES

GUIDELINE 7A: PROVIDE PRIVATE OPEN SPACES THAT ARE WELL INTEGRATED WITH ADJACENT DEVELOPMENT, ACT AS GATHERING PLACES DESIGNED TO ADAPT TO A VARIETY OF ACTIVITIES, ARE LINKED TOGETHER AND TO OTHER NEARBY OPEN SPACES, ARE ACCESSIBLE TO THE PUBLIC AND PROVIDE DISTINCTIVE NEIGHBORHOOD IDENTITY.

BACKGROUND

Given the urban context of this neighborhood, several different types of public parks and private open spaces open to the public are proposed within the Con-Way Master Plan development area. These spaces consist of a public neighborhood park, a square, a pocket park, building forecourts and three multi-block pedestrian accessways. As a framework, these spaces will be well-integrated with development and provide distinctive neighborhood identity. They will become gathering places that are programmed to adapt to a variety of activities in this park-deficient part of the city. They will link to other open spaces, parks and green streets within the Northwest and Pearl District neighborhoods, and add new public pedestrian connectivity to the district.

See Map 05-07 showing the Con-way Master Plan area and the relations to surrounding parks and recreation facilities, and Map 05-08 showing the open space elements.

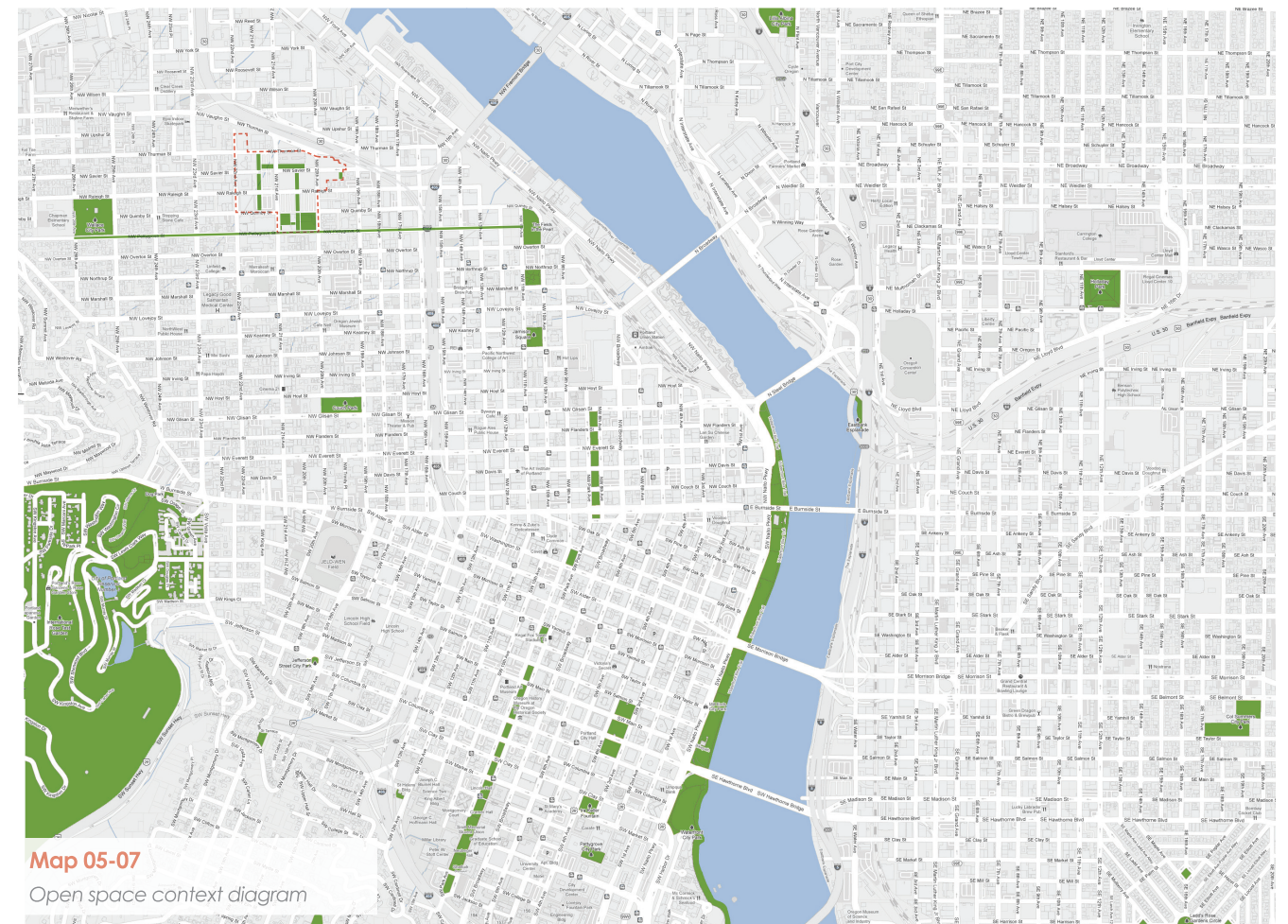
NEIGHBORHOOD PARK AND PUBLIC-SQUARE

This large site located between NW 21st and 20th Avenues north of NW Pettygrove St. This two block area creates a new public open space at a "seam" between the new and existing development. This location is seen as both a neighborhood asset and strong catalyst for private re-development of the Con-way properties to the north, adjacent warehouses and properties outside the Con-Way Master Plan area on the south and west. The public space site is located on NW Pettygrove, a city-designated Green Street.

The neighborhood park and square are located on Block 290. The eastern portion of the site will be developed by Portland Parks and Recreation as a public neighborhood park. The park will be primarily green space situated in an urban neighborhood, with an emphasis on passive uses, family activities and landscape elements. Flexible covered spaces may also be included in the park.



A heavily landscaped open space that invites engagement and activity



Map 05-07

Open space context diagram



Map 05-09

Open space and massing diagram

The western portion of the site will be developed privately as a square open to the public. The square will be an urban hardscape space that provides for everyday use, a variety of neighborhood activities, a farmer's market, outdoor seating and dining associated with adjacent developments and programmed events in all seasons. This space will be formed by mixed-use buildings as an urban framework to activate the square, particularly at the ground level.

These blocks also abut the adjacent 60' wide parcel that extends NW Quimby between NW 20th and 21st Ave. as an east/west accessway or potential "Festival Street." This parcel is designated as a local street. Final design is subject to BDS Design Review and approval by the Portland Bureau of Transportation. This accessway will offer pedestrian and bicycle connectivity and possible service or emergency access. If it is programmed as a "Festival Street" the majority would be likely paved with flexible hardscape that supports or extends the park and square activities. This space will be included in the programming and design efforts for the public park.

In lieu of BDS Design Review, a public process, including extensive outreach led by **done in conjunction with** Portland Parks and Recreation, will determine the programming of uses and activities, concepts and design of the neighborhood park. **Depending on available funding, the neighborhood park will either be constructed by Portland Parks and Recreation or by a private developer driving Phase 1.** Con-way will undertake a developer solicitation/design process, closely coordinated with the parks design process, for the square and related development. **A successful square will require a close public/private partnership for development, programming and maintenance.** Map 05-09, Open Space and Massing Diagram, on page 72 illustrates an overall concept for the square and neighborhood park.

PRIVATE PEDESTRIAN ACCESSWAYS OPEN TO THE PUBLIC

Together with public sidewalks, the pedestrian accessways form a linked circuit of walkable open spaces within the Con-way Master Plan area. They will provide enhanced, connecting pedestrian experiences that are currently lacking in the neighborhood.

New pedestrian accessways break down the superblocks in a north/south direction throughout the Con-Way properties. Although the accessways will be privately developed and owned as part of the site development, they will be offered for public use through permanent access easements.

The north/south pedestrian accessways will provide the ability to enter the inner portions of the privately developed blocks, whether they are commercial uses, townhomes, and mixed-use, work/live spaces at the ground floor. The accessways will have continuously paved walkways and seating areas, ornamental lighting, bicycle parking and landscape or garden elements.

Stormwater run-off from adjacent buildings and paved hardscape may be treated in the accessways, adding a seasonal displays and effects. In addition, the accessways may have works of art or small water features. Special signage will create identity and convey the appropriate uses of the accessways. Shade trees and ornamental plantings will be an important part of the pedestrian accessways, adding a distinguished identity and character. There may be variation in design from block to block, depending on the adjacent ground floor uses. The accessways will be privately maintained by adjacent properties.

BUILDING FORECOURTS

The existing parking lot and open space on the south side of the Con-way office building on block 293 presents an interesting opportunity to become a more active and pedestrian-oriented building forecourt. Generally open to the public use, the space can function as drop-off and pedestrian entries to the building, along with some handicapped parking and short term parking for deliveries. The space will have special paving, ornamental lighting, seating areas with furnishings and landscape improvements. It may also have a water feature, stormwater treatment areas and/or public art.

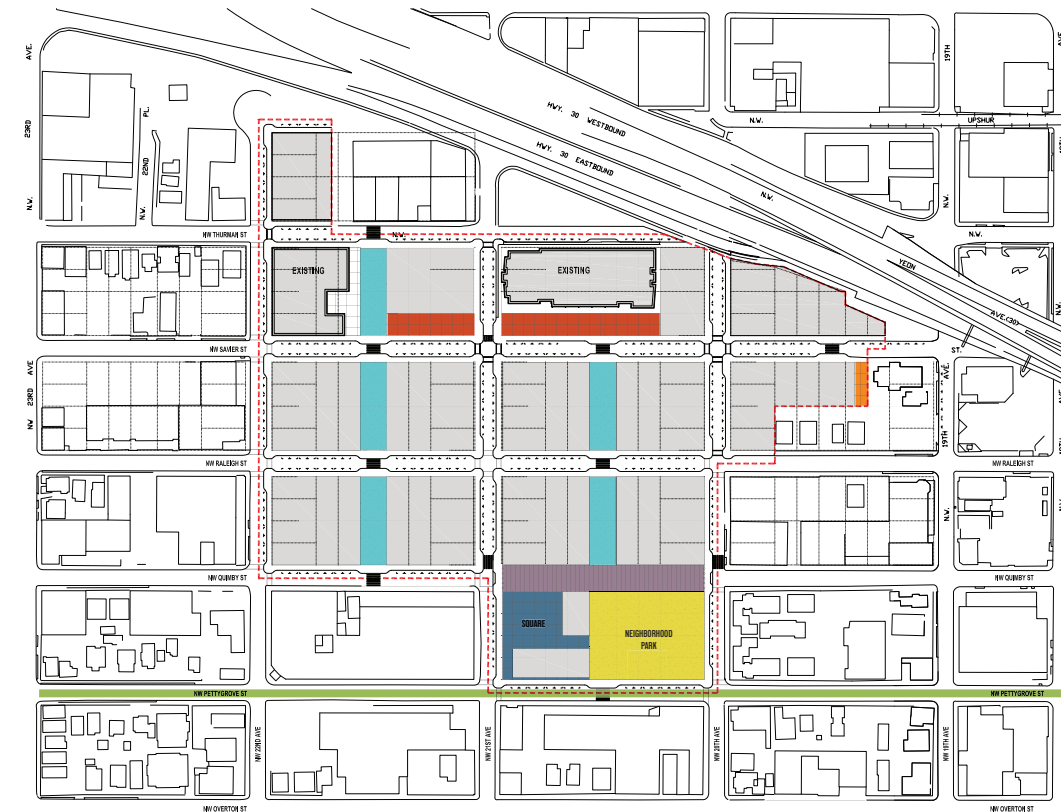
This building forecourt element is planned to extend along the southern edge of block 294, providing a linkage between Con-way's two existing office buildings and the north/south pedestrian accessways. Functions, materials and details will be similar to the planned forecourt on block 293.

POCKET PARK

A small pocket park is proposed west of St. Patrick's Church. This space will give the historic structure some "breathing room" and provide opportunities for informally programmed activities organized primarily by adjacent development, the church or neighborhood. The pocket park will be part of a negotiation regarding ownership and maintenance with the adjacent development and church.

See Map 05-08 which shows the conceptual open space plan for the Master Plan area.

GUIDELINE 7: PROVIDE PRIVATE OPEN SPACES THAT ARE WELL INTEGRATED WITH ADJACENT DEVELOPMENT, ACT AS GATHERING PLACES DESIGNED TO ADAPT TO A VARIETY OF ACTIVITIES, ARE LINKED TOGETHER AND TO OTHER NEARBY OPEN SPACES, ARE ACCESSIBLE TO THE PUBLIC AND PROVIDE DISTINCTIVE NEIGHBORHOOD IDENTITY.



MAP 05-8
OPEN AREAS MAP



GUIDELINE 7B: SQUARE—DESIGN THE SQUARE TO BE A SIGNIFICANT ICONIC URBAN PLACE AND INCLUDE COMMERCIAL FOCAL POINTS AS ADJACENT USES.

BACKGROUND

The design of the square and related development will be undertaken privately in collaboration with the public design process for the neighborhood park managed by Portland Parks & Recreation, and with participation by neighborhood representatives and the public in general. All applicable design standards and design guidelines described earlier in this section will apply to buildings associated with the square. More detailed design guidelines for design of the square itself include:

- 7.B.1 Provide architectural context around the north and west sides of the perimeter of the square. Activate the square with active ground floor uses that offer opportunities such as outdoor dining from private establishments that adjoin the square.
- 7.B.2 Provide ground level sight lines and a mid-block pedestrian access from the square NW 21st Avenue into the neighborhood park square. Design transparent ground floor spaces when buildings are located along NW 21st Avenue so that pedestrians on the street can see into the square.
- 7.B.3 Mass adjacent buildings to enclose the square and to optimize solar exposure. Provide weather protection on the south and west sides of the buildings.
- 7.B.4 If possible, provide additional commercial space and/or multi-family housing at the upper levels of the surrounding development, to help put "eyes" on the square.
- 7.B.5 If/when commercial uses such as cafes are located on the second floors, provide balconies for outdoor dining to activate the square from the upper levels.
- 7.B.6 Design the square to be flexible and to support commerce, activities, and events such as farmers/public markets, dining, fairs, art shows, and small musical performances, etc.
- 7.B.7 Consider opportunities for neighborhood facilities such as

schools, libraries, meeting places, full service bike station and community centers to abut the square and provide for 18 hour activity.

- 7.B.8 Design the square as a simple and flexible urban space; include high quality furnishings and materials particularly at the ground plane. The square should be appropriately sized for the activities and functions envisioned in the space but should be at least 16,000 sq. feet in size, with no dimension less than 100 feet.
- 7.B.9 Incorporate elements that evoke the history of the neighborhood such as a water feature or public art to give identity to the square.
- 7.B.10 Provide landscape elements consisting primarily of shade trees, possibly including low shrubs and ground covers that allow for surveillance and security.
- 7.B.11 Provide furnishings such as lighting, trash containers, fixed benches, movable tables and chairs, bollards and planters.
- 7.B.12 Design the eastern edge of the site square so that it is well integrated with the neighborhood park.
- 7.B.13 Provide for universal accessibility.
- 7.B.14 Provide public access easements for the square.
- 7.B.15 In the event that construction of the square significantly lags construction of the neighborhood park, interim improvements shall be allowed. Interim improvements include activities and treatments, such as demolition, grading, seeding, installing temporary paving, allowing public access and the like. Phase 1 improvements are to be mutually agreed upon by Con-way, property owner, and Portland Parks and Recreation. Phase 1 improvements, as described above, shall not be subject to Design Review and shall be allowed outright on the square.

GUIDELINE 7B: SQUARE—DESIGN THE SQUARE TO BE A SIGNIFICANT ICONIC URBAN PLACE AND INCLUDE COMMERCIAL FOCAL POINTS AS ADJACENT USES.



A market in an active public square



Concept images for a public square



Activity at multiple levels



Activity at the ground floor.

GUIDELINE 7.C: NW QUIMBY PARCEL

PROVIDE A MULTI-USE STREET AND OPEN SPACE THAT LINKS THE NEIGHBORHOOD PARK AND SQUARE TO THE SOUTH AND DEVELOPMENT TO THE NORTH, AND SERVES PRIMARILY AS A PEDESTRIAN AND BICYCLE CONNECTION.

BACKGROUND

A parcel that would extend NW Quimby Street between NW 20th and 21st Avenues is currently private property and owned by Con-way. The parcel is designated as a local street in the Transportation Element of the City of Portland Comprehensive Plan.

Portland Parks and Recreation will engage in a comprehensive Master Planning process to design the neighborhood park and develop design concepts for the Quimby parcel. The design of this parcel will be important in that it is envisioned to have special qualities that allow it to successfully link the neighborhood park and square to the south with private development to the north. Design improvements proposed for the Quimby parcel are subject to BDS Design Review and approval by the Portland Bureau of Transportation.

Based on the traffic analysis conducted for the Master Plan and on the desire to carefully integrate the Quimby parcel with design of a neighborhood park and adjacent development, through pedestrian and bicycle access is the priority transportation function for the parcel. The following design guidelines will be used during the parks Master Planning process, and follow-up design activities, to guide specific design proposals for the Quimby parcel:

- 7.C.1 Provide through pedestrian and bicycle connections between NW 21st and 20th.
- 7.C.2 Provide emergency and service access as needed to adjacent developments.
- 7.C.3 As needed, provide access to building entrances and pedestrian accessways to the north of the parcel.

- 7.C.4 Provide transitions to hard and landscape elements included in the neighborhood park to the south of the parcel.
- 7.C.5 Provide public access easements.
- 7.C.6 Accommodate underground public utilities as needed.
- 7.C.7 Provide a location for a flexible festival street to host a farmers market, art walk or other programmed neighborhood events.
- 7.C.8 Design the festival street to reflect the character of the potential square on the west end as well as the neighborhood park on the east end.

GUIDELINE 7.C: NW QUIMBY PARCEL

PROVIDE A MULTI-USE STREET AND OPEN SPACE THAT LINKS THE NEIGHBORHOOD PARK AND SQUARE TO THE SOUTH AND DEVELOPMENT TO THE NORTH, AND SERVES PRIMARILY AS A PEDESTRIAN AND BICYCLE CONNECTION.

GUIDELINE 7.D: PEDESTRIAN ACCESSWAYS—
PROVIDE A NETWORK OF PEDESTRIAN
ACCESSWAYS THAT, TOGETHER WITH PUBLIC
GREENSTREETS AND BUILDING FORECOURTS,
FORM A SPECIAL PEDESTRIAN CIRCUIT OR
NETWORK OF CONNECTED OPEN SPACES
IN THE NEIGHBORHOOD, IN ADDITION TO
PROVIDING PEDESTRIAN ACCESS TO ADJACENT
DEVELOPMENT.

BACKGROUND

Provide for pedestrian accessways that are privately owned but open to the public. Pedestrian accessways are located mid-block between NW 20/21st and NW 21/22nd. See Map 05-08.

- 7.D.1 Design pedestrian accessways as mid-block linear greens and pedestrian walkways that provide continuous informal green open spaces helping to reduce the scale of large blocks
- 7.D.2 Design pedestrian accessways so that the distance between building elevations is generally 60 feet. Pedestrian accessways should be accessible to the public through public access easements that are generous (for example, 40 feet wide) and extend continuously between public streets to the north and south.
- 7.D.3 Single north-south pedestrian pathways within an accessway should be large enough to accommodate shared bicycle and pedestrian traffic (for example, 16 feet wide).
- 7.D.4 Design the character of pedestrian accessways east of NW 21st to extend elements of the neighborhood park north to the forecourt of the Con-way office building. Residential uses are expected to be the predominant adjacent uses.

- 7.D.5 Design these accessways to include paved walkways, fixed seating, lighting, benches and bollards.
- 7.D.6 Include landscape elements such as shade trees, low shrubs and ground covers. Consider opportunities for gardens
- 7.D.7 Consider bioswales or places for stormwater treatment from adjacent private development.
- 7.D.8 Express the character of pedestrian accessways west of NW 21st to reflect the variety of commercial, office and residential uses expected as adjacent uses along the accessways, and design to accommodate a variety of activities.
- 7.D.9 Design the entries to the accessways with signage and to be welcoming to the public.
- 7.D.10 Connect the pedestrian accessways with designated crosswalks at mid-block on the local east/west streets.



A successful pedestrian accessway in the South Waterfront



Quiet recreation



A pedestrian accessway.

GUIDELINE 7.D: PEDESTRIAN ACCESSWAYS—PROVIDE A NETWORK OF PEDESTRIAN ACCESSWAYS THAT, TOGETHER WITH PUBLIC GREENSTREETS AND BUILDING FORECOURTS, FORM A SPECIAL PEDESTRIAN CIRCUIT OR NETWORK OF CONNECTED OPEN SPACES IN THE NEIGHBORHOOD, IN ADDITION TO PROVIDING PEDESTRIAN ACCESS TO ADJACENT DEVELOPMENT.



Places to sit.

**GUIDELINE 7.E: BUILDING FORECOURTS—
PROVIDE BUILDING FORECOURTS ON
SPECIFIC BLOCKS THAT SERVE AS MULTI-
USE OUTDOOR SPACES OPEN TO THE
PUBLIC.**

BACKGROUND

Provide for building forecourts shown on Map 05-08 that are privately owned but open to the public.

- 7.E.1 Create a building forecourt by re-designing the existing parking lot at the northeast corner of NW 21st and Savier on block 293 as a multi-use private outdoor space.
- 7.E.2 Design a building forecourt at the northwest corner of NW 21st and Savier on block 294 as a continuation of the forecourt planned for block 293.
- 7.E.3 Design the character of the pedestrian-oriented spaces with limited drop-off and parking for delivery vehicles, as a terminus for the north/south pedestrian accessways, as a link between the two existing Con-way office buildings, and to feature paved spaces for building entries and outdoor seating.
- 7.E.4 Include special lighting, furnishings and landscape elements.



Treating rainwater at the building entrance through gardens.

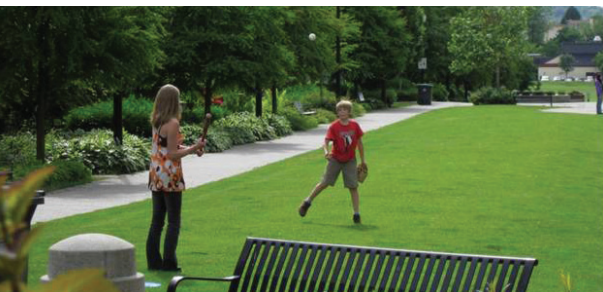


Art that encourages interaction and engagement.

GUIDELINE 7.E: BUILDING FORECOURTS—PROVIDE BUILDING FORECOURTS ON SPECIFIC BLOCKS THAT SERVE AS MULTI-USE OUTDOOR SPACES OPEN TO THE PUBLIC.



Capturing and treating rainwater.



Casual play

GUIDELINE 7.F: POCKET PARK—PROVIDE LAND FOR A SMALL POCKET PARK WEST OF ST. PATRICK'S CHURCH

- 7.F.1 Design the space to give the historic church some "breathing room" and to provide opportunities for informally programmed activities organized primarily by adjacent development, the church or neighborhood.
- 7.F.2 Design of this pocket park shall be in collaboration with St. Patrick's Church.

GUIDELINE 7.F: POCKET PARK—PROVIDE LAND FOR A SMALL POCKET PARK WEST OF ST. PATRICK'S CHURCH



A small park that uses water, trees, and provides seating.

DESIGN PRINCIPLES FOR NEIGHBORHOOD PARK

PROVIDE A NEIGHBORHOOD PARK DESIGNED AS A GREEN SPACE IN AN URBAN NEIGHBORHOOD; INTEGRATE THE PARK WITH THE SQUARE, ADJACENT STREETS AND ABUTTING DEVELOPMENT.

BACKGROUND

The primary public open space within the Con-way Master Plan area is a 2.75 acre site located between NW 21st and 20th Avenues north of NW Pettygrove St. This open space is composed of three elements:

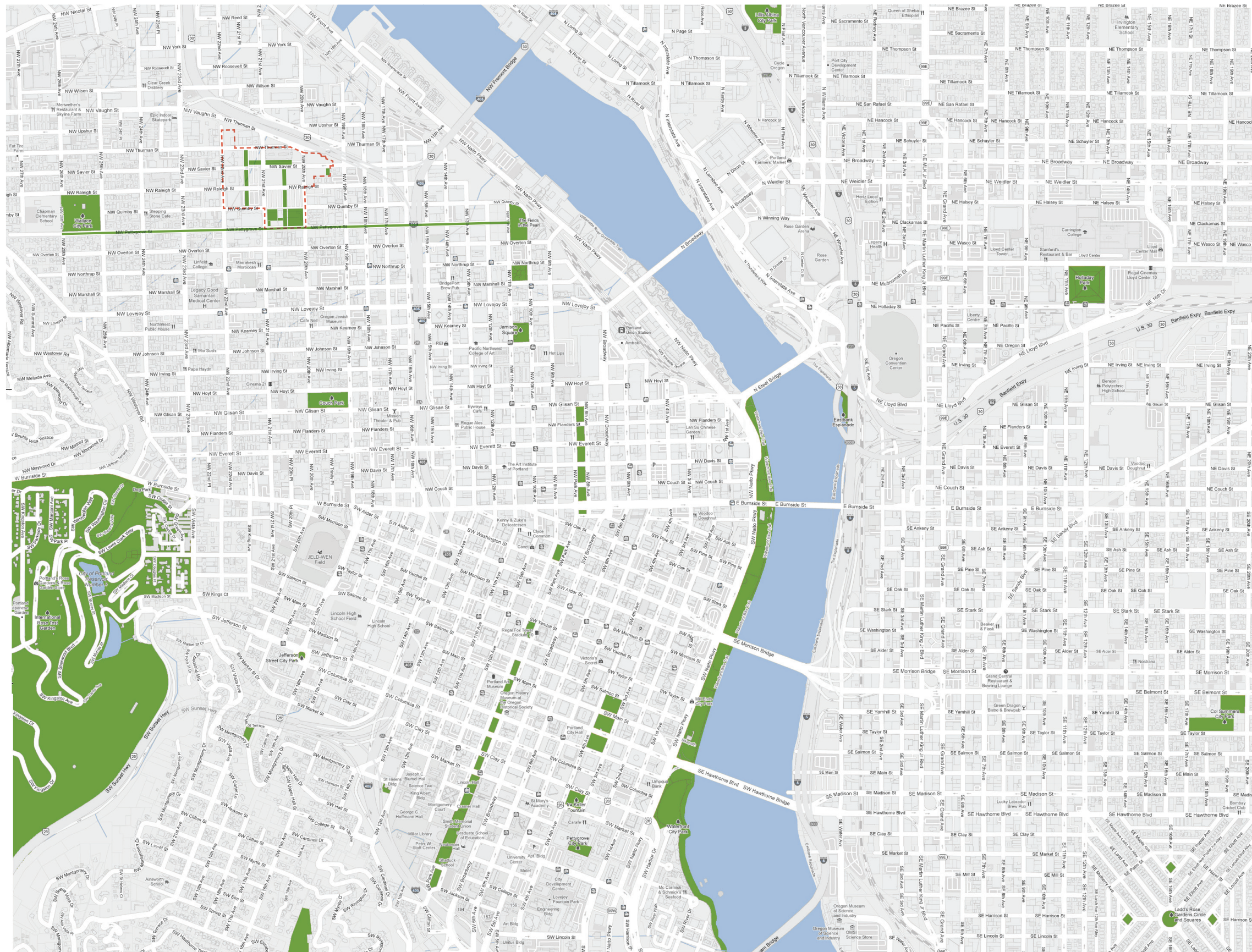
1. The eastern portion of the site will be ~~owned and developed by Portland Parks and Recreation~~ as a public neighborhood park. The park will be primarily green space situated in an urban neighborhood; ~~with an emphasis on passive uses, family activities and landscape elements.~~ The design principles described below apply specifically to the neighborhood park.
2. The western portion of the site will be developed by Con-way and a development partner as a square open to the public, with private development to the north and west of the square.
3. The 60' wide parcel that extends NW Quimby between NW 20th and 21st Ave. as an east/west accessway or potential "Festival Street." This parcel is designated as a local street. Final design is subject to design review and approval by the Portland Bureau of Transportation. This accessway will offer pedestrian and bicycle connectivity and possible service or emergency access.

A public process including extensive outreach ~~led by~~ **done in collaboration with** Portland Parks and Recreation will determine the ultimate programming of uses and activities, concepts and design of the neighborhood park. The following Design Principles will help to inform that master planning process, but should not be considered absolute design criteria or design requirements.

1. Design the park as primarily green space situated in an urban neighborhood that is attractive to a broad range of ages and abilities.
2. Consider flexible elements such as seating areas, lawn areas and

informal areas for passive recreation or games.

3. Consider a variety of places to rest, linger and oversee activities in the park.
4. Consider tree canopy over a portion of the park, or at perimeter locations.
5. Provide lighting throughout the park for safety and security.
6. Integrate design of the neighborhood park with the Square, NW Pettygrove Greenstreet and the NW Quimby parcel.
7. Consider all aspects of sustainability in the design and operation of the park.
8. Collaborate with the design of private development so that the neighborhood park appropriately connects with adjacent building entrances, ground level active uses, and terraces and balconies around the perimeter of the park.
9. Work with private development of adjacent commercial and/or residential buildings to optimize solar exposure in the park.



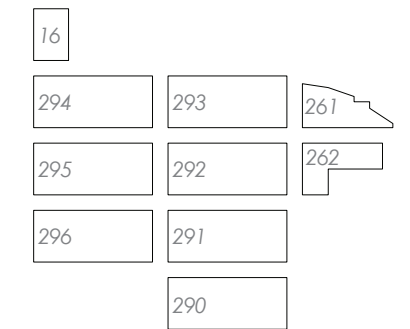
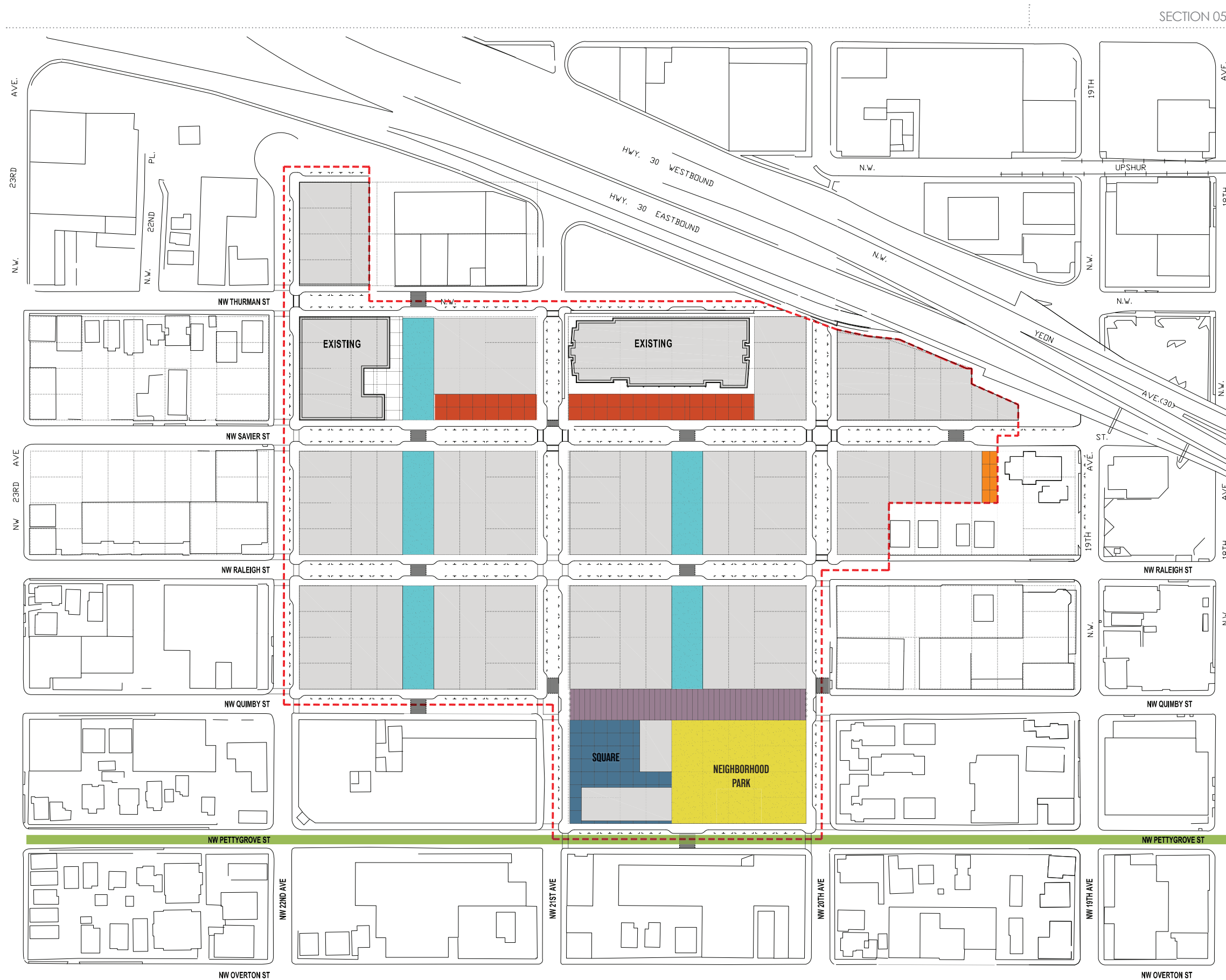
This diagram shows the Con-way property, and how it sits in relation to other parks and open spaces throughout the city.

NW Pettygrove is currently envisioned as a "green street" by the city of Portland, helping link Wallace Park in Northwest Portland to The Fields Park in the Pearl District.

The Con-way site abuts this green street on one block face. The proposed open spaces are shown in green.

MAP 05-7
OPEN SPACE
CONTEXT DIAGRAM

- POCKET PARK
- NEIGHBORHOOD PARK
- CITY DESIGNATED GREEN STREET
- PEDESTRIAN ACCESSWAY
- BUILDING FORECOURT
- SQUARE
- QUIMBY ST PARCEL



MAP 05-8
OPEN SPACE PLAN





MAP 05-9
OPEN SPACE &
MASSING DIAGRAM