

# DESIGN DRAWINGS

*Oregon Square*

*Updated: September 14, 2015*



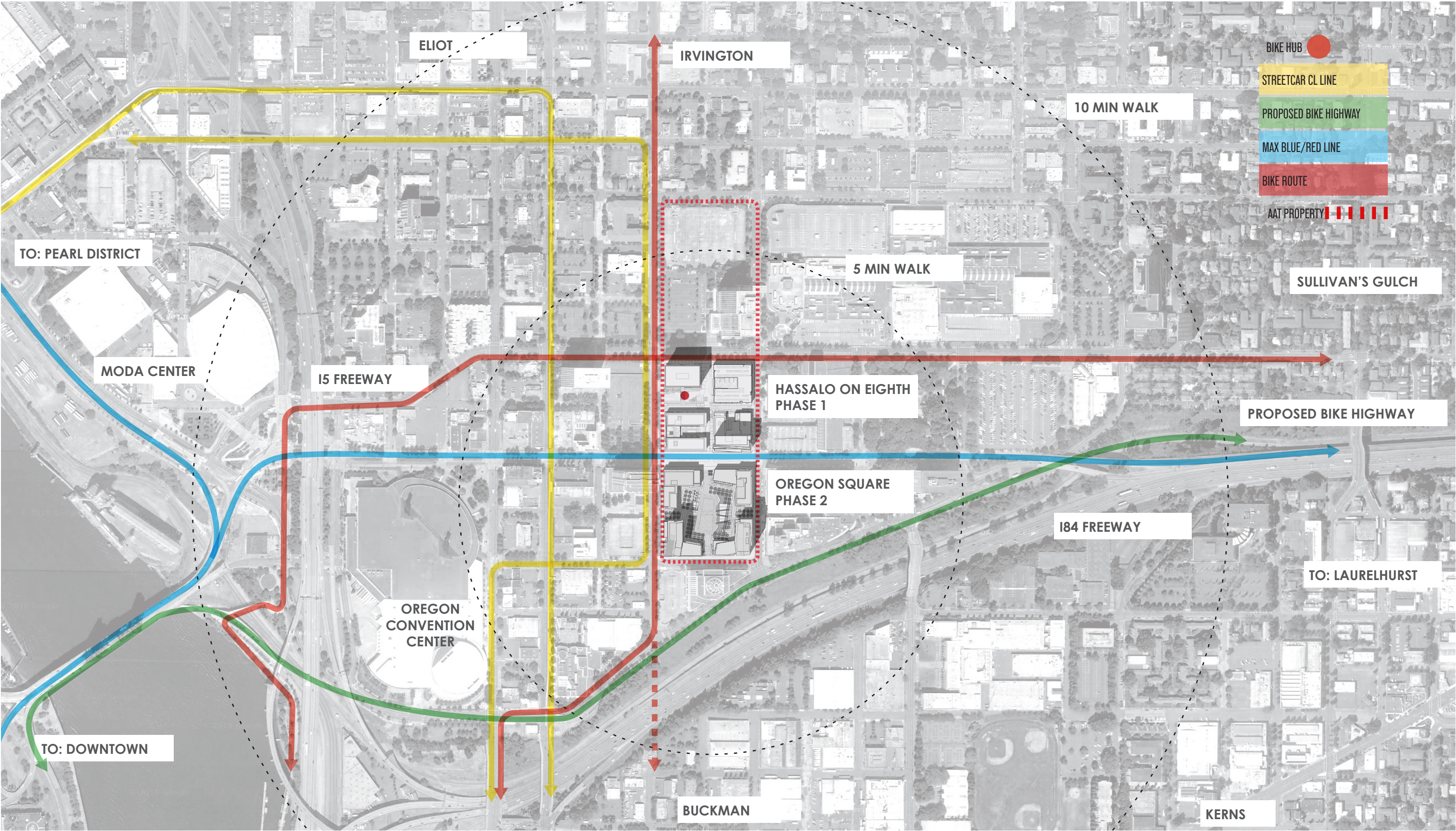


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- 2. Campus Plans – Oregon Square*
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- 9. Plaza Development*
- 10. Modifications*

*This is a vitalization project. It is about what could be, not what once was. We have designed with both the recognition of known best practices and the pursuit of desirable and harmonious newness in urban life. We have embraced principles of sustainability and community planning toward a bold solution that develops a 24 hour community for live, work and play.*





VICINITY - NORTHEAST PORTLAND





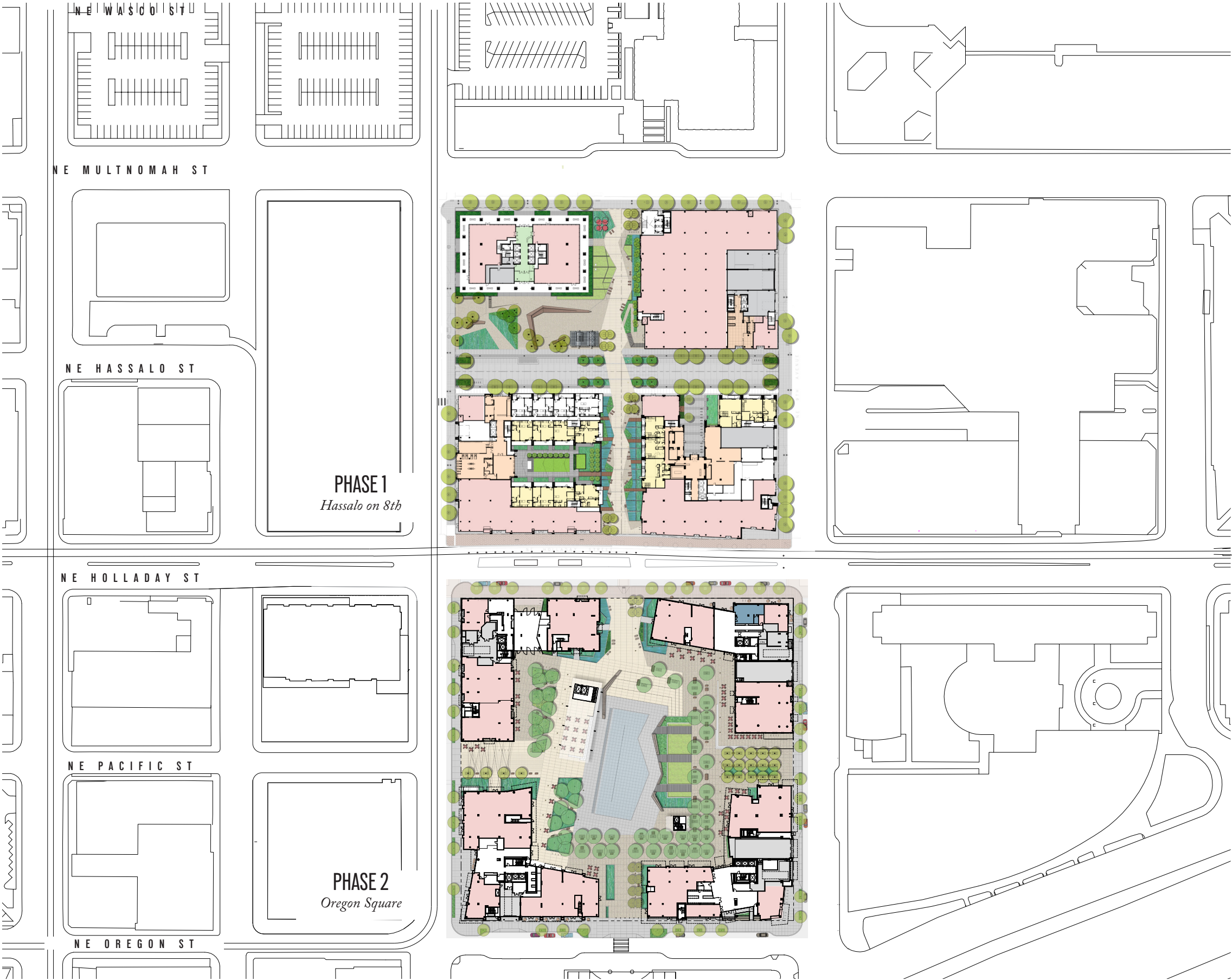
EXISTING CONDITIONS - AERIAL





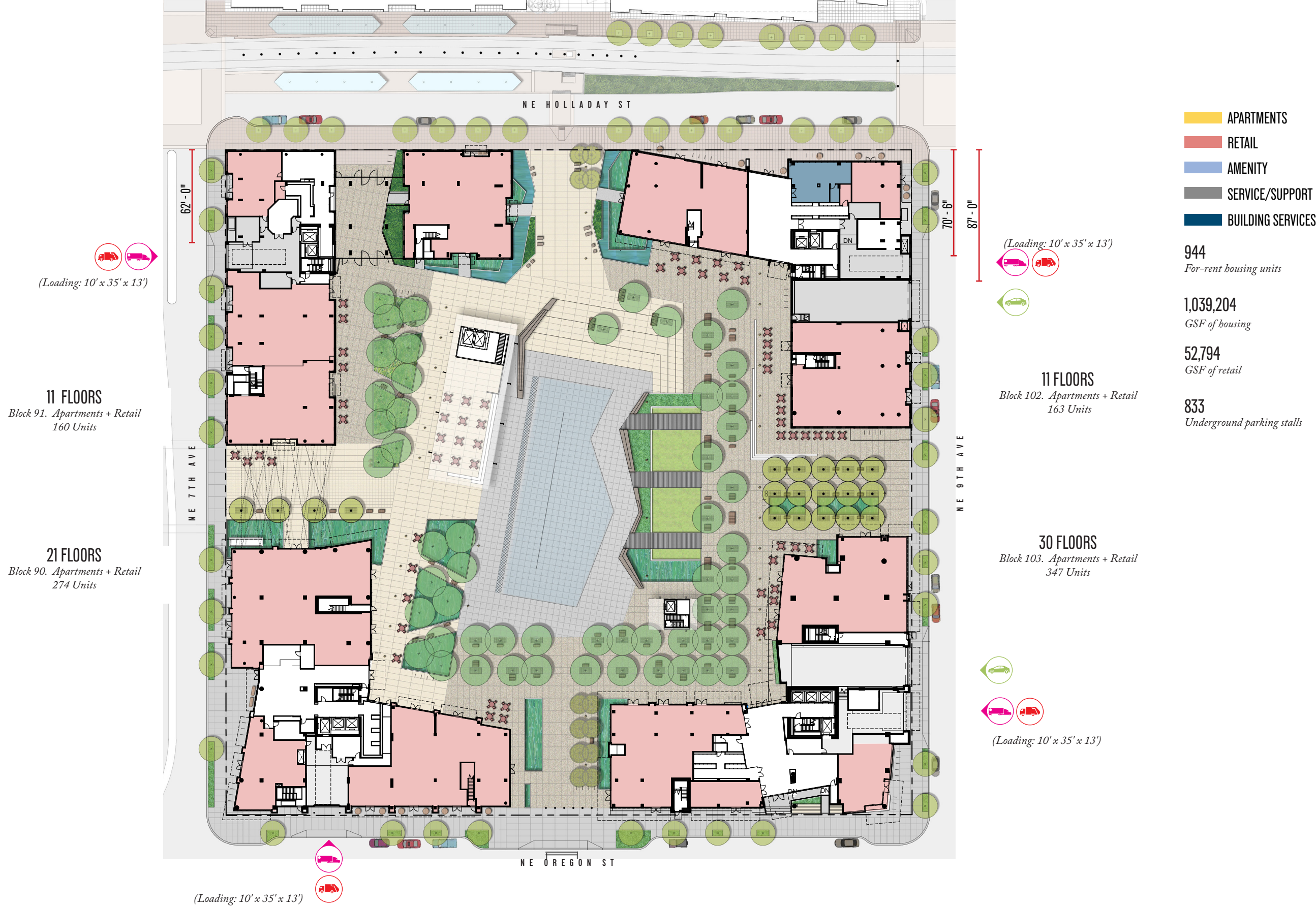
## GBD ARCHITECTS INCORPORATED | PLACE





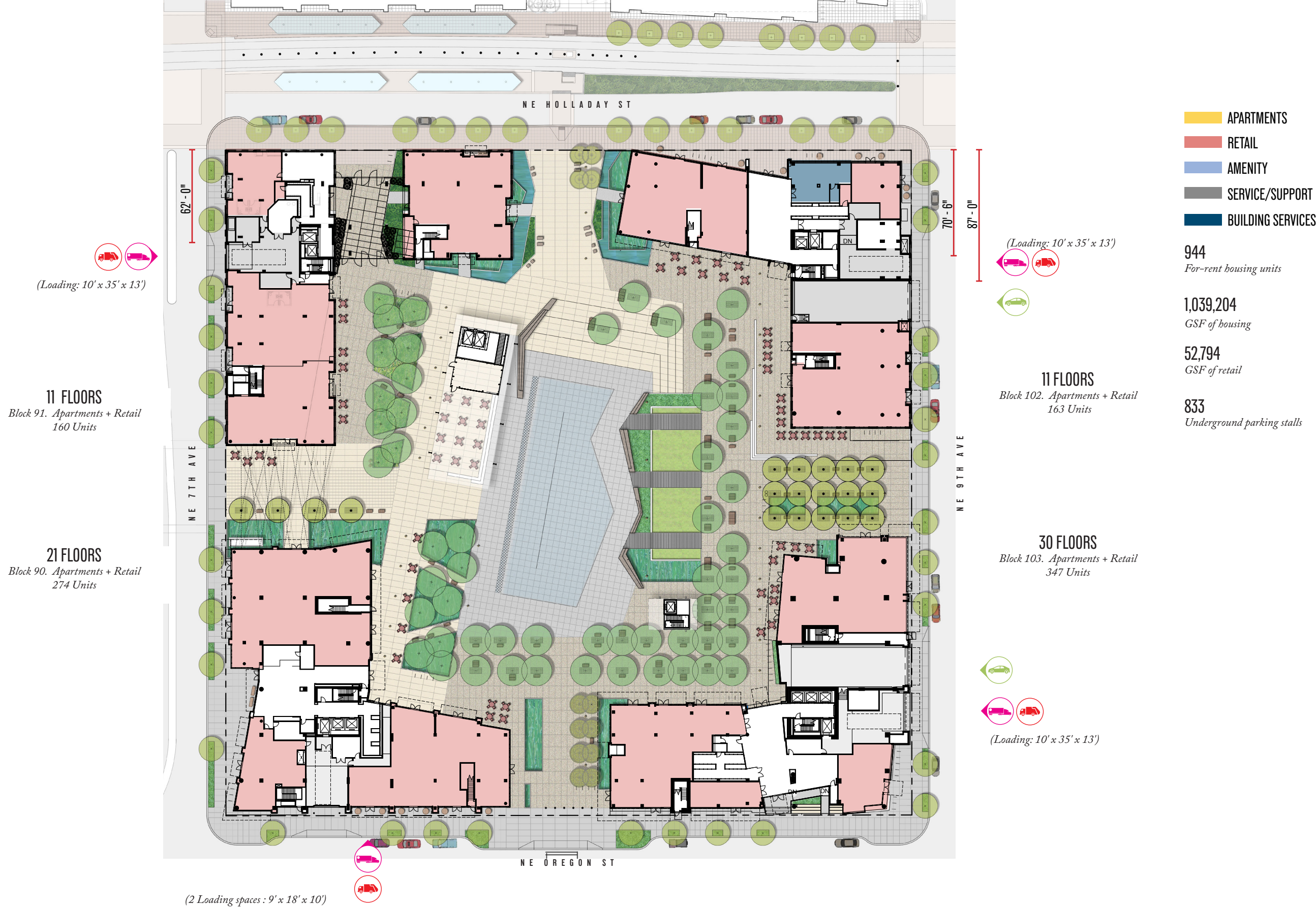
CONTEXT - DISTRICT SITE PLAN





GROUND FLOOR - OREGON SQUARE

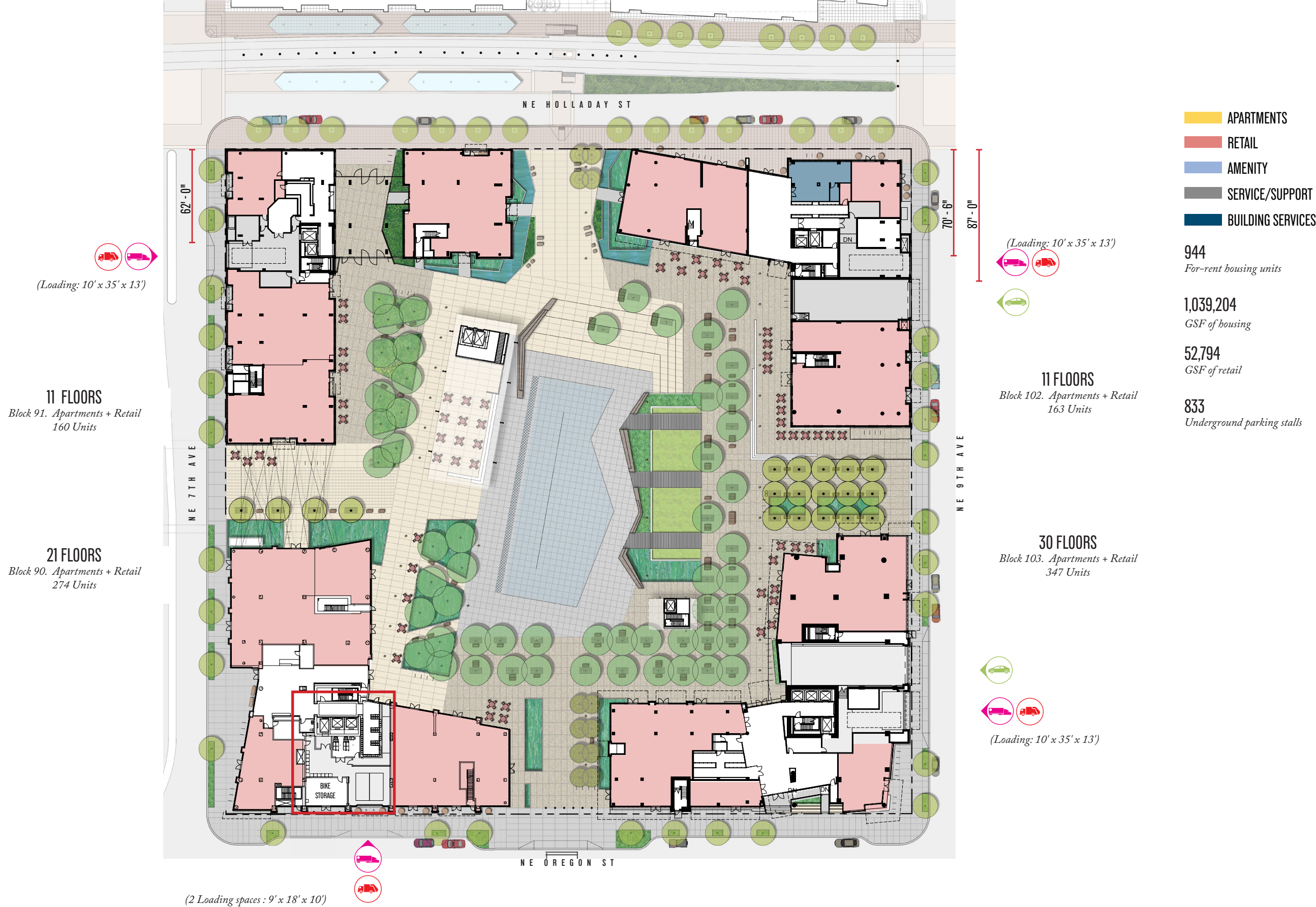




GROUND FLOOR - OREGON SQUARE (PAVILION W RETAIL)







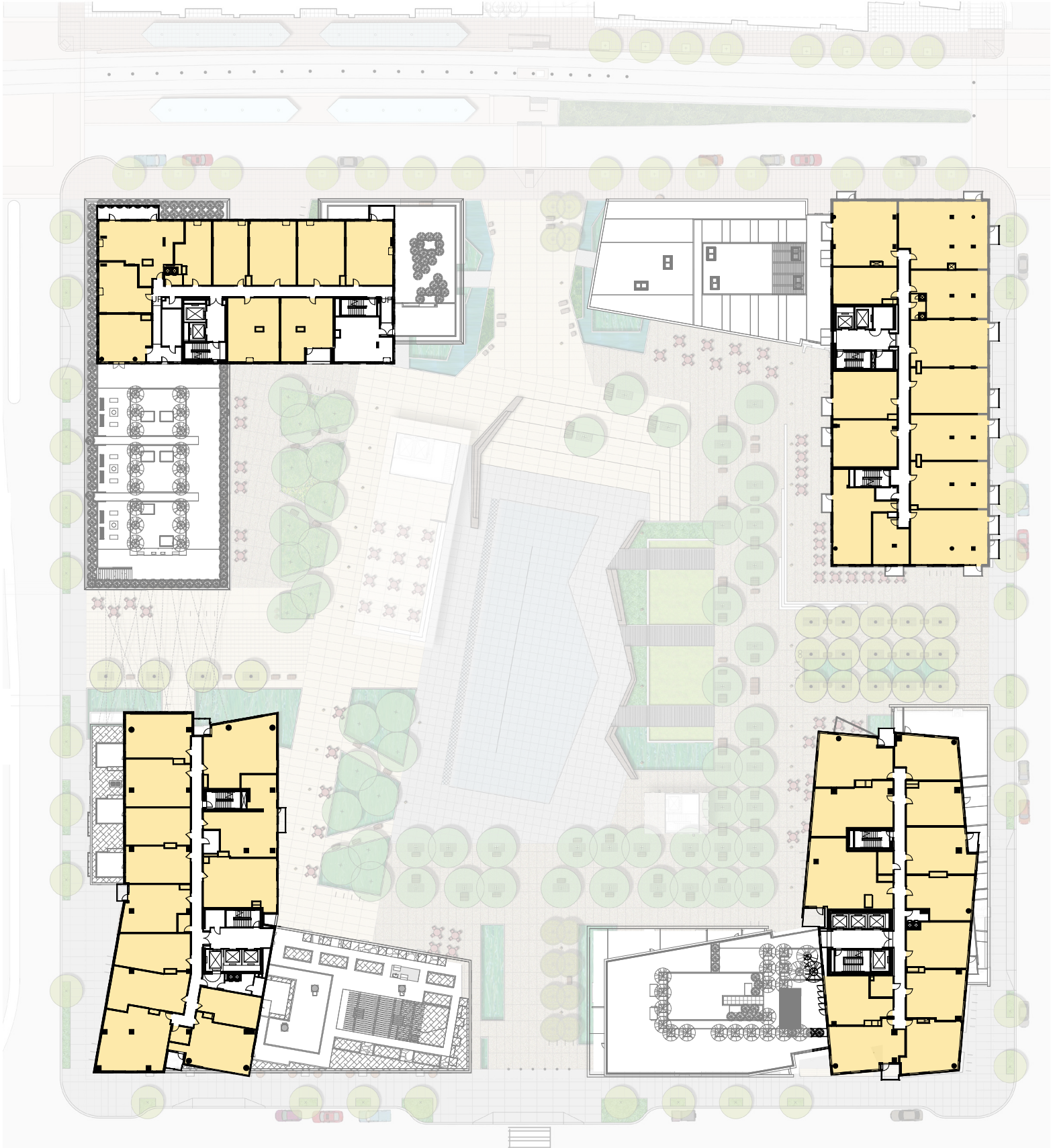
GROUND FLOOR - OREGON SQUARE (BL 90 STUDY)





TYPICAL PODIUM - OREGON SQUARE





**11 FLOORS**  
*Block 91. Apartments + Retail*  
160 Units

**21 FLOORS**  
*Block 90. Apartments + Retail*  
274 Units

**11 FLOORS**  
*Block 102. Apartments + Retail*  
163 Units

**30 FLOORS**  
*Block 103. Apartments + Retail*  
347 Units

- APARTMENTS
- RETAIL
- AMENITY
- SERVICE/SUPPORT
- BUILDING SERVICES

944  
*For-rent housing units*

1,039,204  
*GSF of housing*

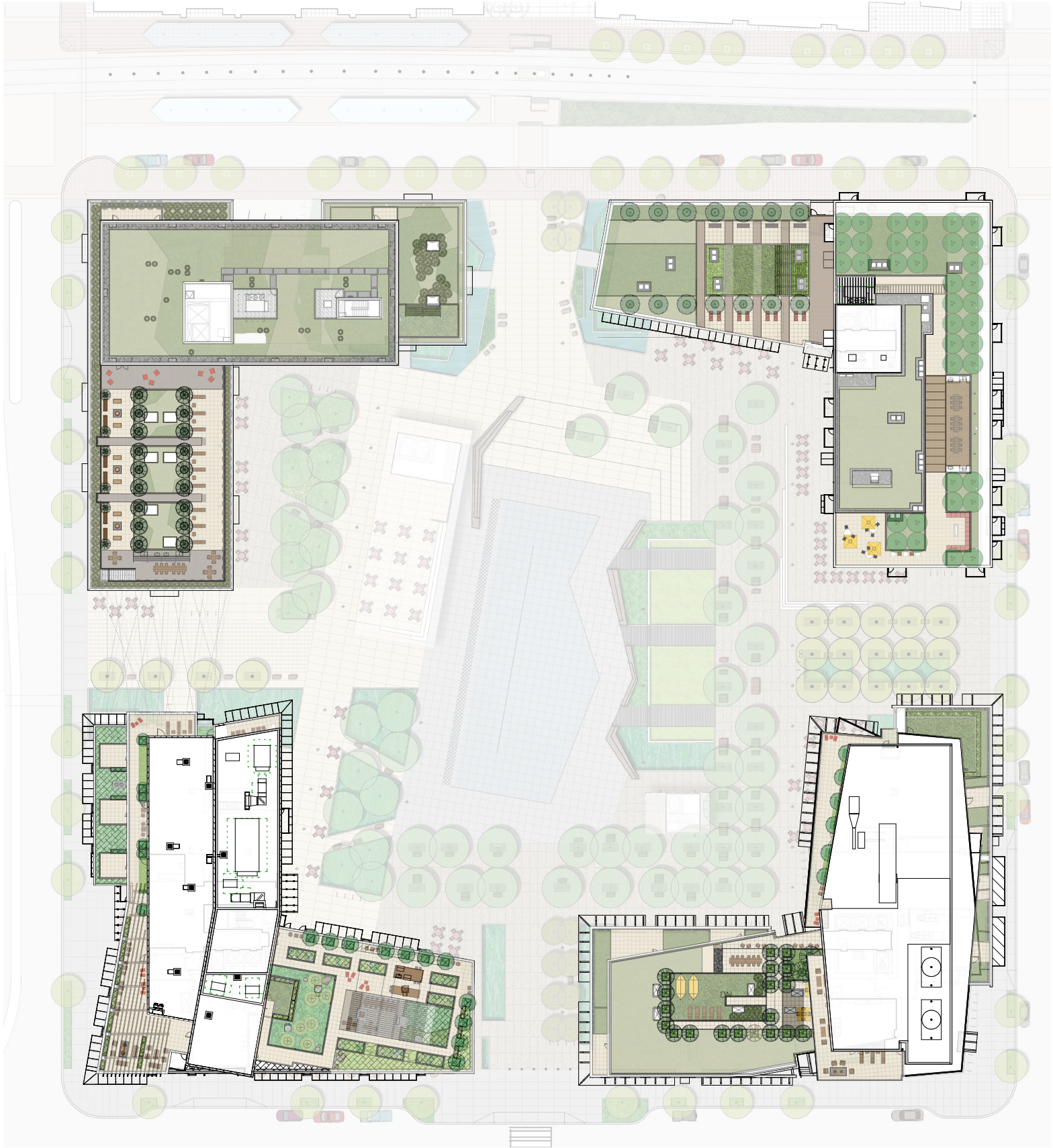
52,794  
*GSF of retail*

833  
*Underground parking stalls*

TYPICAL TOWER - OREGON SQUARE







**11 FLOORS**  
*Block 91. Apartments + Retail*  
160 Units

**21 FLOORS**  
*Block 90. Apartments + Retail*  
274 Units

**11 FLOORS**  
*Block 102. Apartments + Retail*  
163 Units

**30 FLOORS**  
*Block 103. Apartments + Retail*  
347 Units

- APARTMENTS
- RETAIL
- AMENITY
- SERVICE/SUPPORT
- BUILDING SERVICES

**944**  
*For-rent housing units*

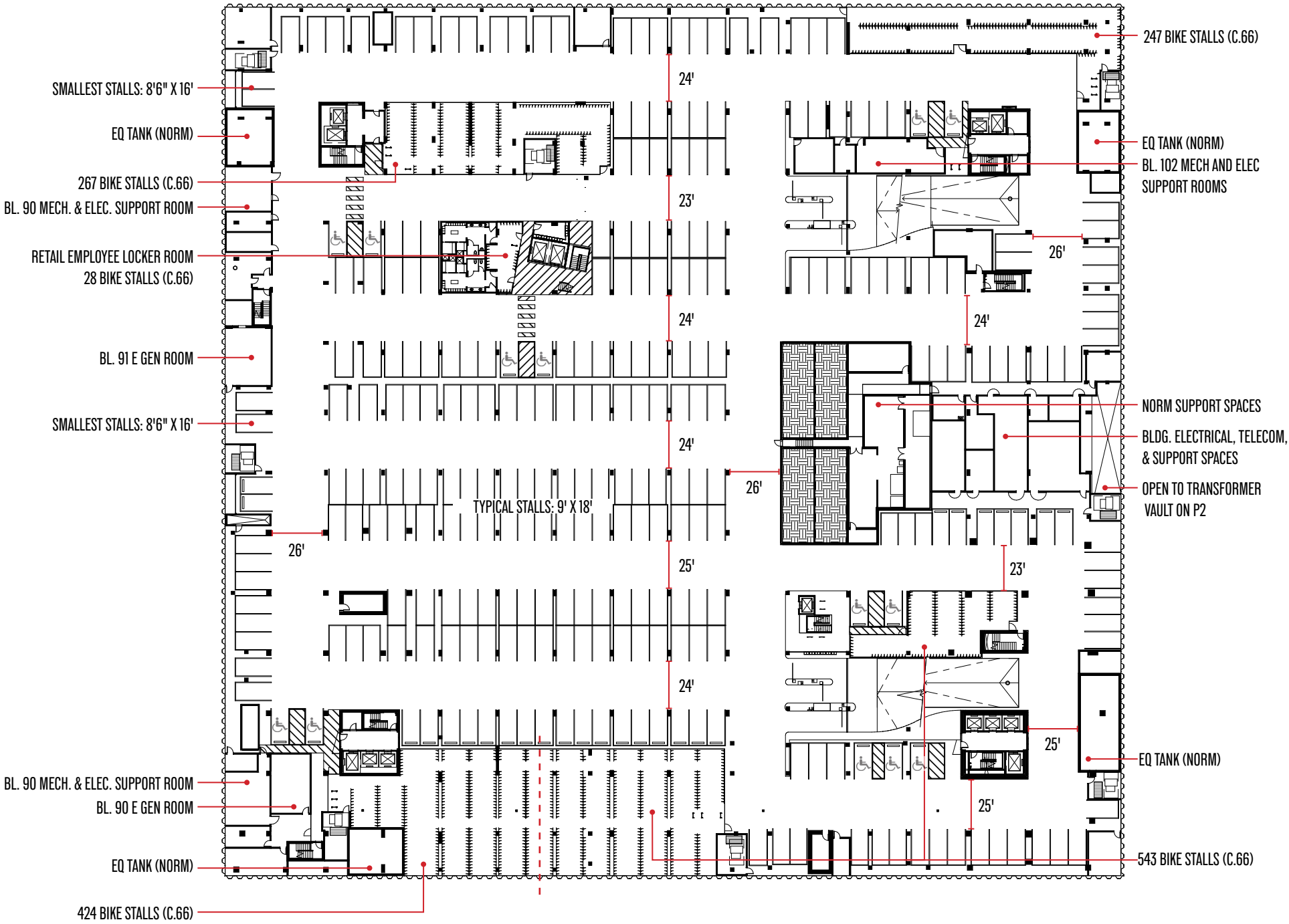
**1,039,204**  
*GSF of housing*

**52,794**  
*GSF of retail*

**833**  
*Underground parking stalls*

ROOF - OREGON SQUARE





	TARGETED PARKING RATIO	TARGETED COUNT (STALLS)	ACTUAL COUNT (STALLS)
RESIDENTIAL	.75 Stalls / Rental Unit	708	645
COMMERCIAL	4/1000 SF	200	182
TOTAL		908	827

P1

270  
Standard Parking Spaces

13  
Accessible Parking Spaces

P2

371  
Standard Parking Spaces

8  
Accessible Parking Spaces

P3

165  
Standard Parking Spaces

MASTER PLAN - PARKING P1



	TARGETED PARKING RATIO	TARGETED COUNT (STALLS)	ACTUAL COUNT (STALLS)
RESIDENTIAL	.75 Stalls / Rental Unit	708	645
COMMERCIAL	4/1000 SF	200	182
TOTAL		908	827

P1

270  
Standard Parking Spaces

13  
Accessible Parking Spaces

P2

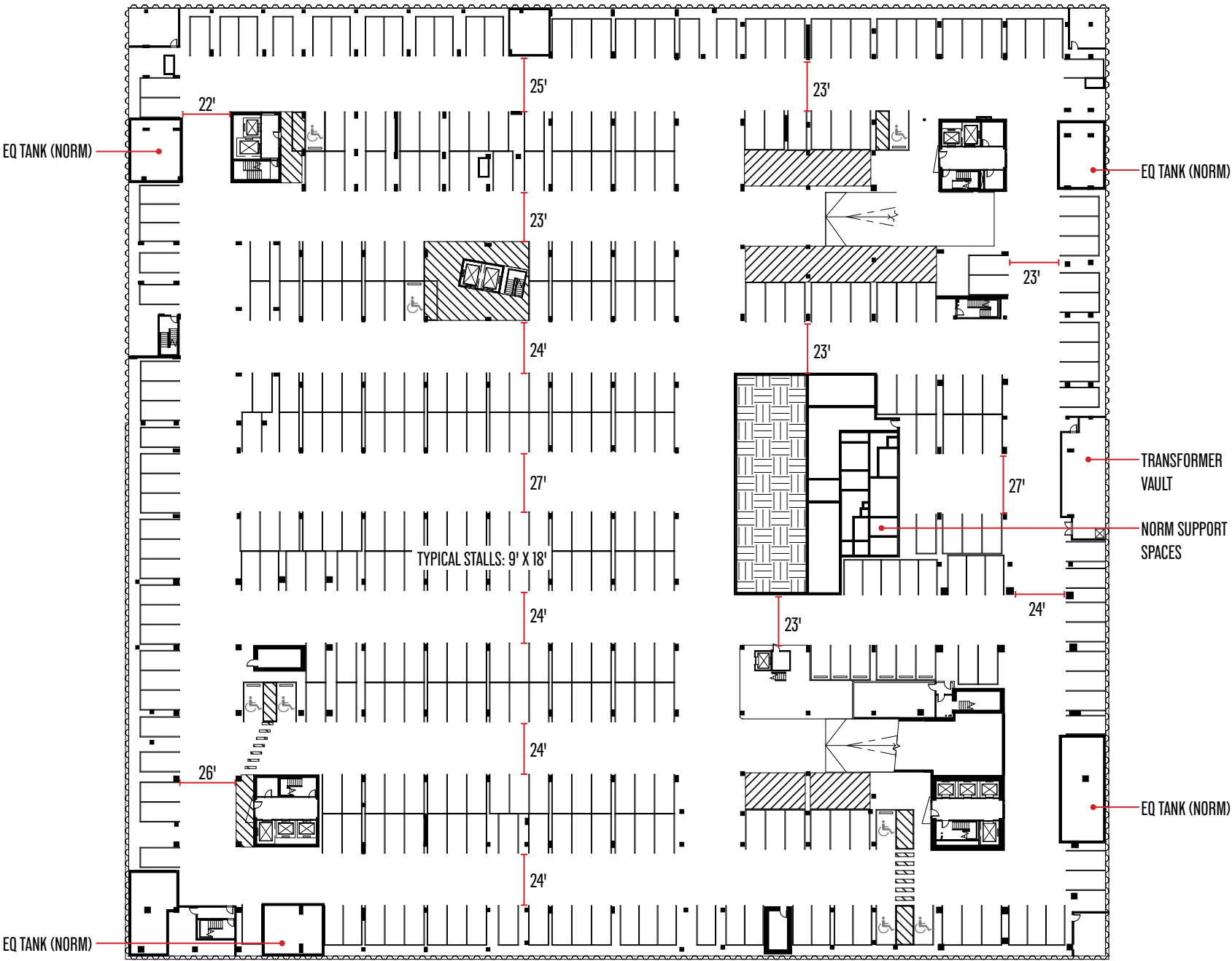
371  
Standard Parking Spaces

8  
Accessible Parking Spaces

P3

165  
Standard Parking Spaces

PARKING P1 (INCL. BOH FOR PAVILION RETAIL OPT.)



	TARGETED PARKING RATIO	TARGETED COUNT (STALLS)	ACTUAL COUNT (STALLS)
RESIDENTIAL	.75 Stalls / Rental Unit	708	645
COMMERCIAL	4/1000 SF	200	182
TOTAL		908	827

P1

270  
Standard Parking Spaces

13  
Accessible Parking Spaces

P2

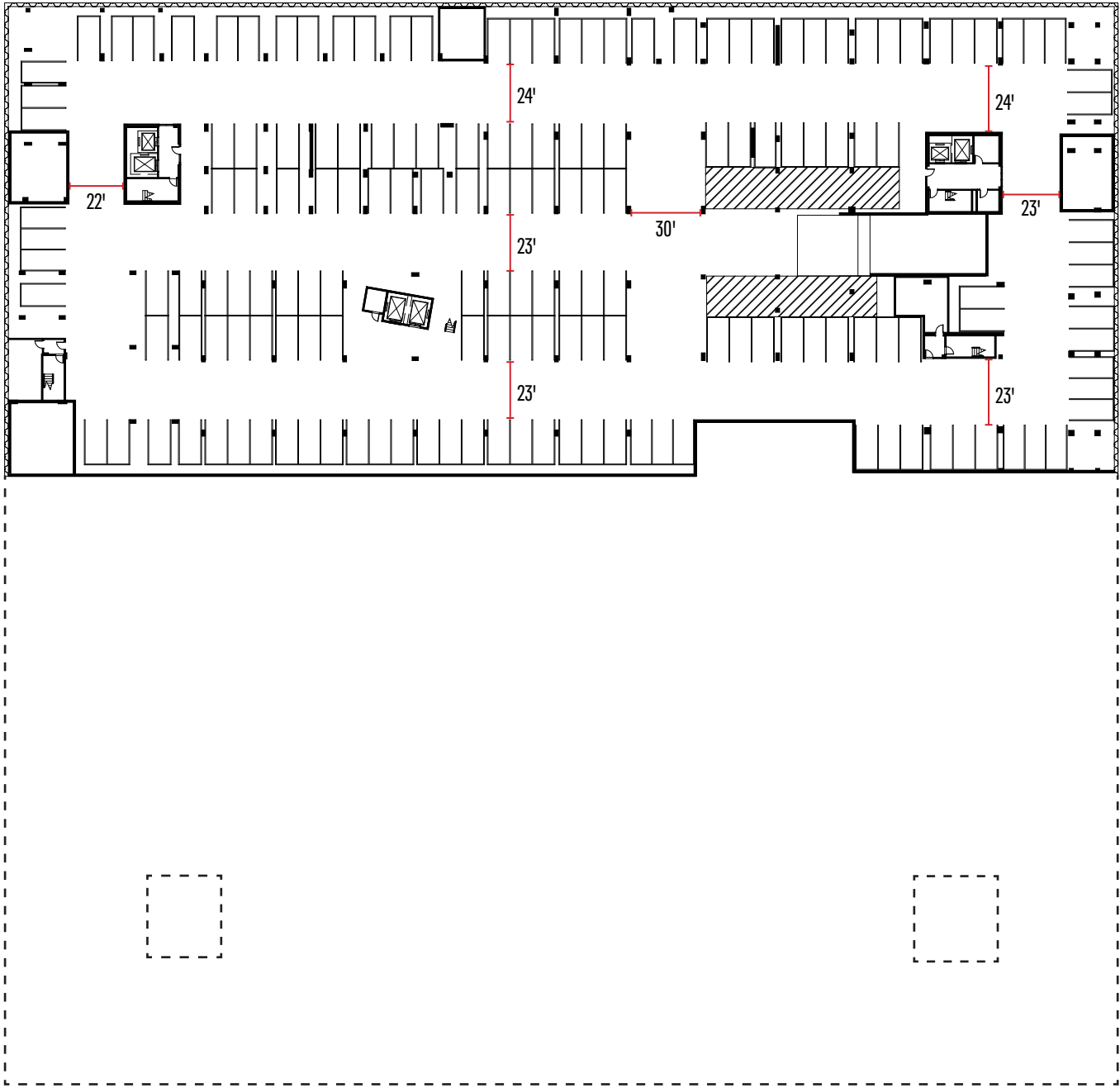
371  
Standard Parking Spaces

8  
Accessible Parking Spaces

P3

165  
Standard Parking Spaces

MASTER PLAN - PARKING P2



	TARGETED PARKING RATIO	TARGETED COUNT (STALLS)	ACTUAL COUNT (STALLS)
RESIDENTIAL	.75 Stalls / Rental Unit	708	645
COMMERCIAL	4/1000 SF	200	182
TOTAL		908	827

P1

270

Standard Parking Spaces

13

Accessible Parking Spaces

P2

371

Standard Parking Spaces

8

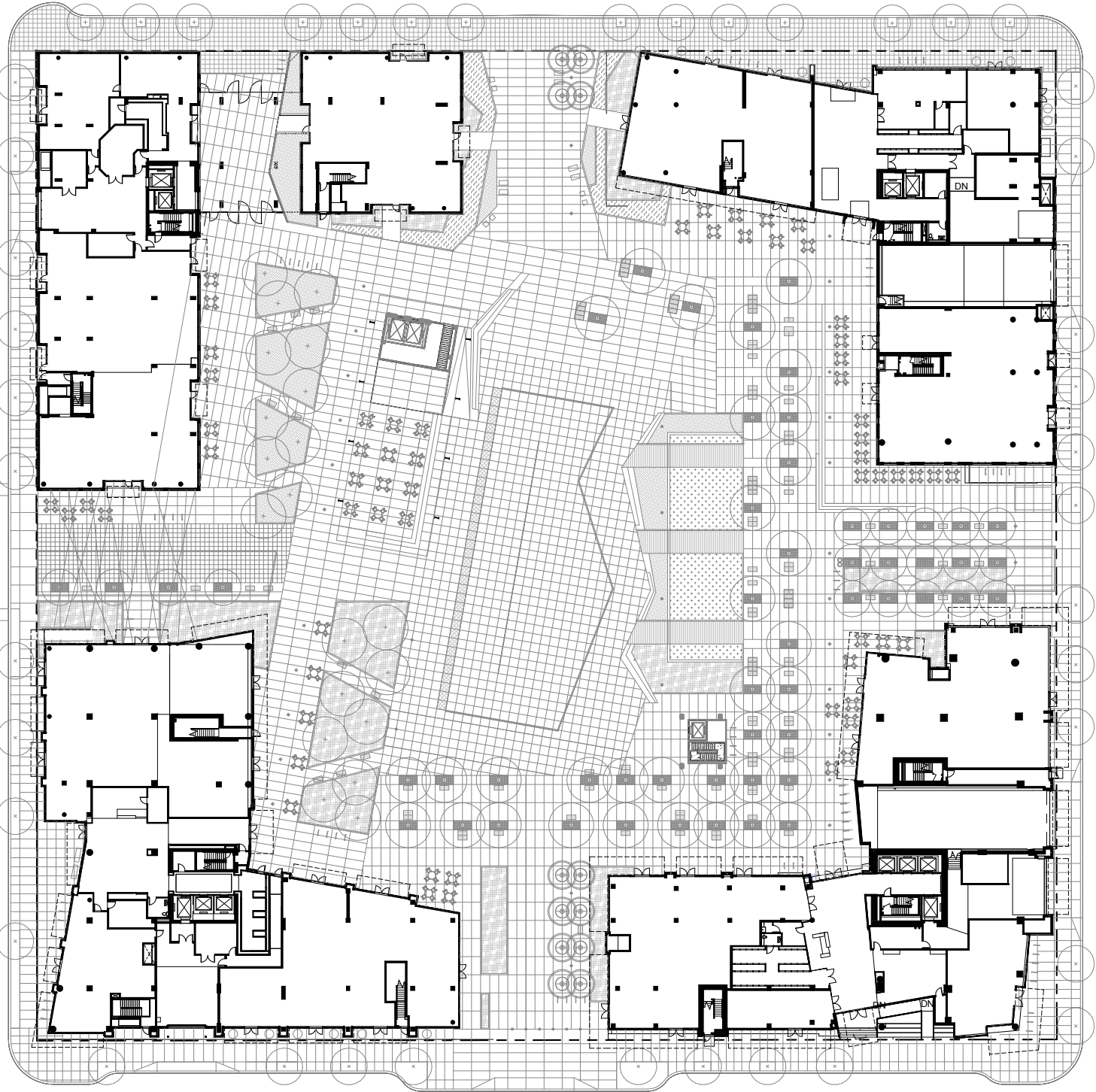
Accessible Parking Spaces

P3

165

Standard Parking Spaces

MASTER PLAN - PARKING P3



BLOCK 91

160

For-rent housing units

13,288

NSF of retail

	REQUIRED	PROPOSED
SHORT TERM RETAIL	3 stalls	12 stalls
LONG TERM RETAIL	2 stalls	9 stalls
SHORT TERM RES.	8 stalls	10 stalls
LONG TERM RES.	240 stalls	265 stalls

22 stalls/274 stalls  
short term/long term

BLOCK 90

274

For-rent housing units

13,556

NSF of retail

	REQUIRED	PROPOSED
SHORT TERM RETAIL	3 stalls	10 stalls
LONG TERM RETAIL	2 stalls	9 stalls
SHORT TERM RES.	14 stalls	14 stalls
LONG TERM RES.	411 stalls	422 stalls

24 stalls/431 stalls  
short term/long term

BLOCK 102

163

For-rent housing units

10,964

NSF of retail

	REQUIRED	PROPOSED
SHORT TERM RETAIL	3 stalls	12 stalls
LONG TERM RETAIL	2 stalls	9 stalls
SHORT TERM RES.	9 stalls	16 stalls
LONG TERM RES.	245 stalls	245 stalls

28 stalls/254 stalls  
short term/long term

BLOCK 103

347

For-rent housing units

11,209

NSF of retail

	REQUIRED	PROPOSED
SHORT TERM RETAIL	3 stalls	28 stalls
LONG TERM RETAIL	2 stalls	9 stalls
SHORT TERM RES.	18 stalls	18 stalls
LONG TERM RES.	521 stalls	541 stalls

46 stalls/550 stalls  
short term/long term

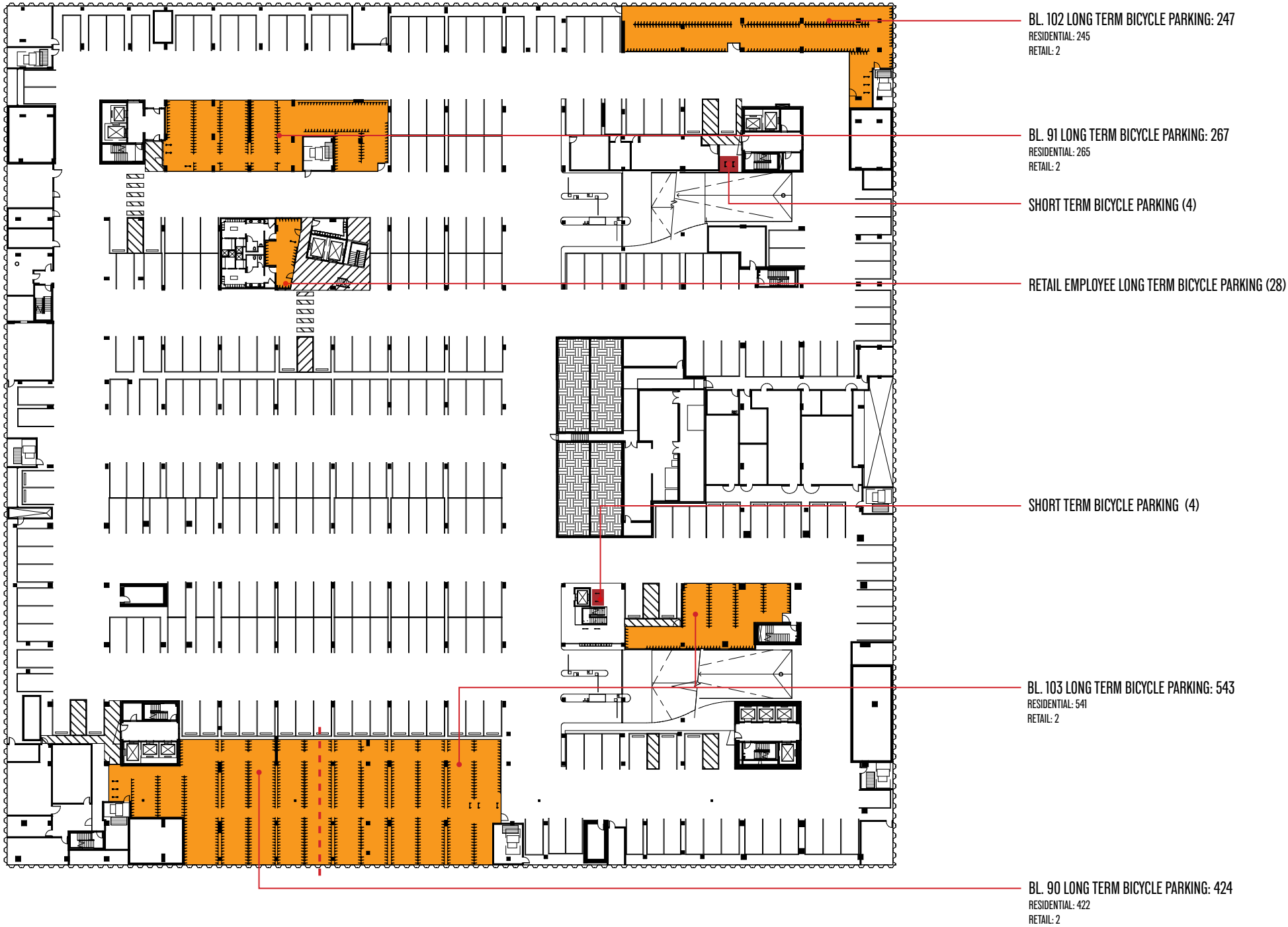
RETAIL EMPLOYEES  
LONG TERM BICYCLE PARKING - 28 stalls

BIKE PARKING REQUIREMENTS - OREGON SQUARE

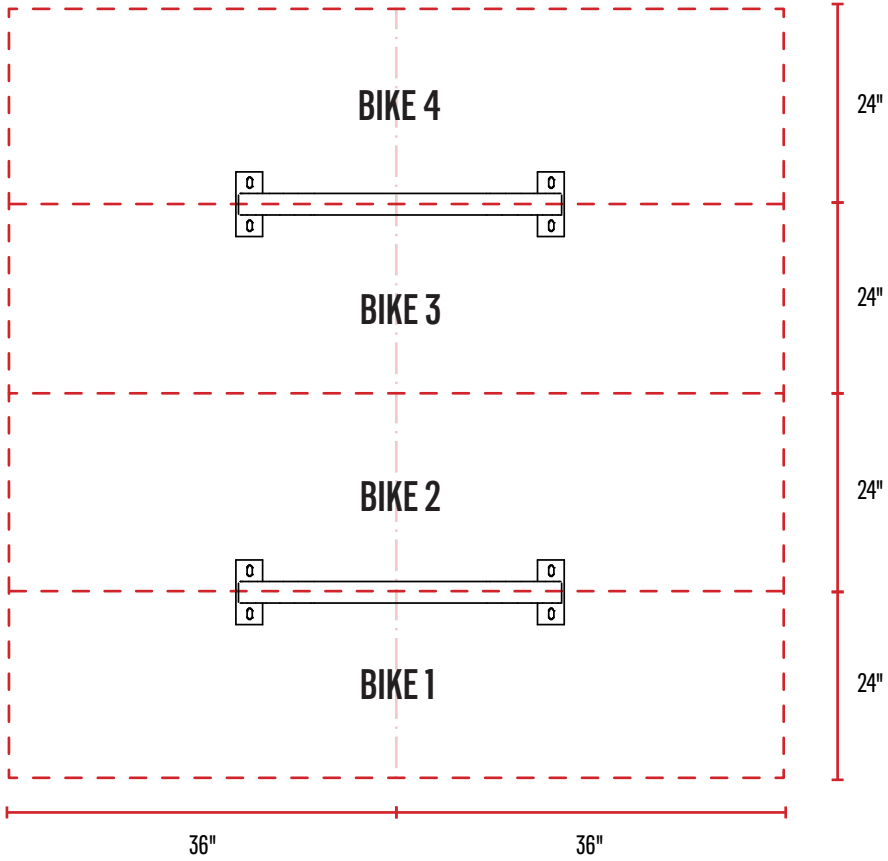




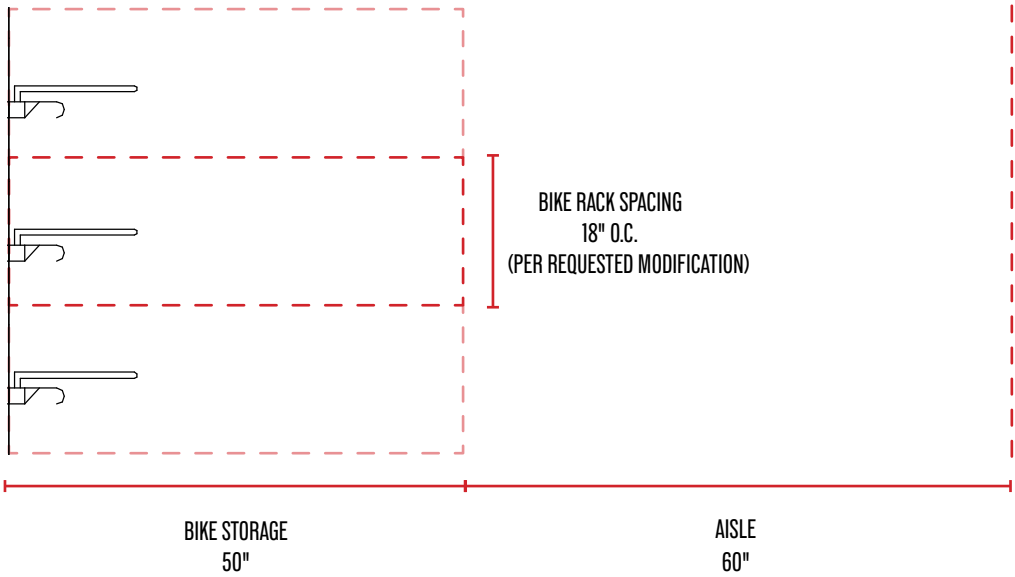
# SHORT TERM BIKE PARKING - PLAZA



BIKE PARKING - GARAGE LEVEL P1



PLAN VIEW - STAPLES (@ PLAZA & GARAGE LEVEL P1)




PLAN VIEW - HIGH DENSITY VERTICAL RACKS (@ GARAGE LEVEL P1)

BIKE PARKING - CLEARANCE STANDARDS





 Underground Transformer Vault Access Location

MASTER PLAN DIAGRAM: TRANSFORMER LOCATION



GENERATOR LOCATION PLAN - GROUND FLOOR



GENERATOR LOCATION PLAN - PARKING P1

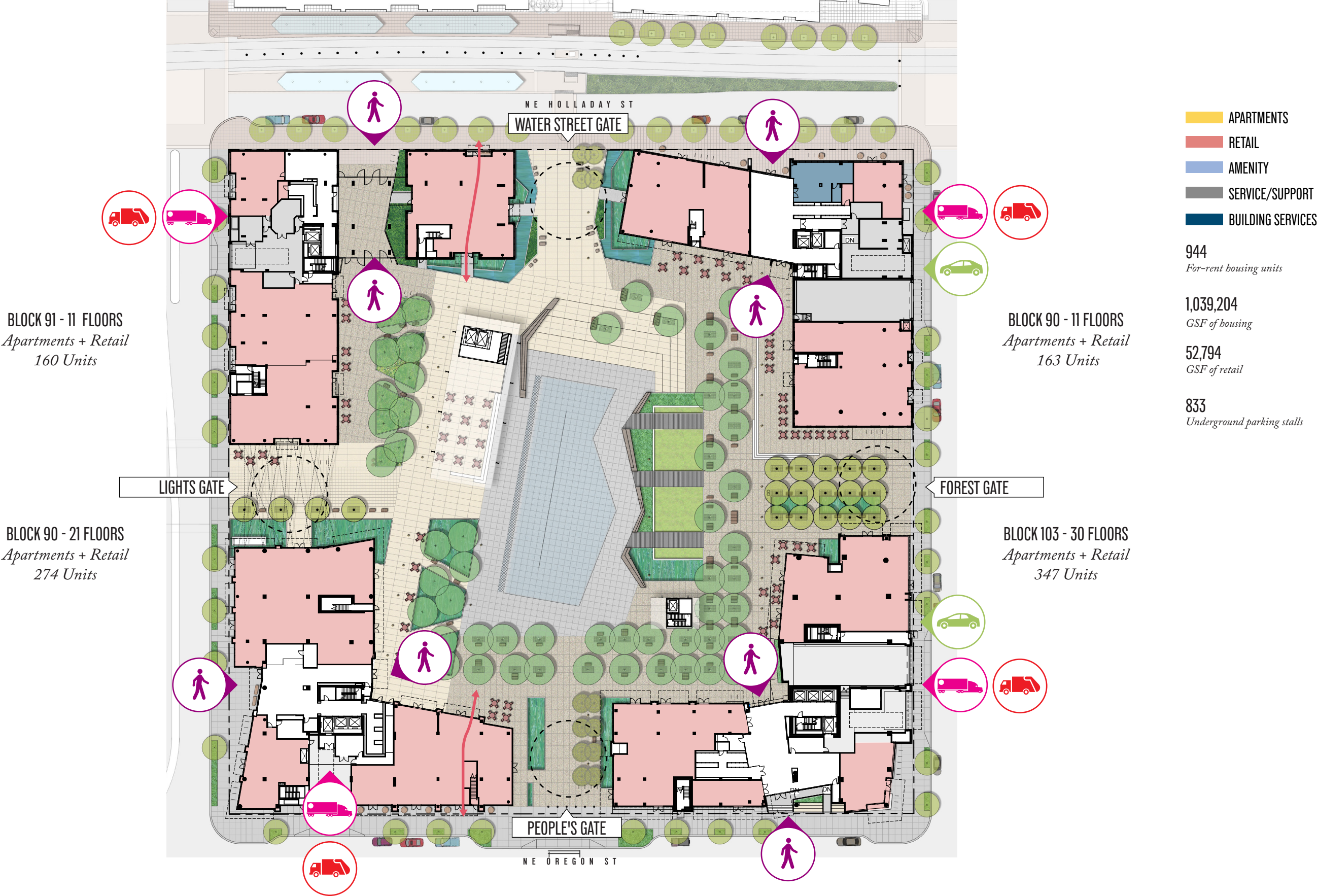




MASTER PLAN DIAGRAM: LOADING/TRASH







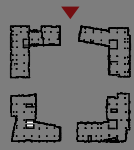
POROSITY - OREGON SQUARE



## 7. STREET ELEVATIONS

- 1. North Elevation - NE Holladay St.*
- 2. East Elevation - NE 9th Ave.*
- 3. South Elevation - NE Oregon St.*
- 4. West Elevation - NE 7th Ave.*
- 5. North Elevation - Plaza*
- 6. East Elevation - Plaza*
- 7. South Elevation - Plaza*
- 8. West Elevation - Plaza*



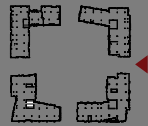


NE 9TH AVE.

NE 7TH AVE.

**HOLLADAY ST  
NORTH ELEVATION**



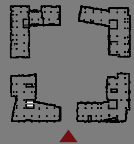


NE OREGON ST.

NE HOLLADAY ST.

9TH AVE  
EAST ELEVATION





NE 7TH AVE.

NE 9TH AVE.

**OREGON ST**  
**SOUTH ELEVATION**







NE HOLLADAY ST.

NE OREGON ST.

**7TH AVE**

**WEST ELEVATION**



















944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



*View of Oregon Square, looking South  
(Rendering by MIR)*



944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



*View of Oregon Square, looking West  
(Rendering by MIR)*



944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



View of Oregon Square, looking Southwest



944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



*View of Oregon Square, looking Northeast*





944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



*View of Oregon Square from Water Street*







## 9. PLAZA DEVELOPMENT

*1. Comments to Address: Post DR I*

*2. Overall Quality*

*- Massing Disposition*

*- Material Choices*

*- Bridges*

*a. Materials*

*b. Railing Option*

*3. Pavilion Documentation*

*- NW Pavilion*

*- SE Pavilion*

*4. Portals & Plaza Edges*

*5. Art*





# COMMENTS TO ADDRESS - POST DR I

## Overall Quality

*Move ten floors from block 90 to be spread between 91 and 102.*

*GBD: A series of shadow studies, quantifying the shadow impact of displacing 5 floors (option 2) and 10 floors (option 3) of program from the SW (Block 90), have been included. We have measured that this massing shift results in a 2.5% and a 5% increase in solar access, for Option 2 and Option 3 respectfully, to the square over the course of the year. With the current massing proposed there will always be sun in the plaza whether we shift massing or not. We recognize that a shadow will track through the NE corner of the plaza during a small portion of time during the winter and spring Equinoxes. Given other site influences of tower separation for privacy, access and preservation of views and adjacencies of buildings we believe keeping the program where presented is the best solution to the development that does not compromise the quality or pleasure of the proposed plaza.*

*Bridges over stormwater (too narrow, feel temporary, get rid of guardrails)*

*GBD: The bridges have been updated to be 10' wide and made of cast-in-place concrete. We have updated these bridges; see landscape pages for details (guard rail only on North side of each bridge) The guardrail is shown on one side only without intermediates.*

## NW and SE Pavilions

*Integrate into buildings?*

*GBD: We are now showing a no-retail solution for the NW canopy; we believe the elevator locations help give the plaza and circulation a sense of safety and security. “If one pavilion goes away, both should go away”. We have included a view from the plaza side entry for Block 103 to illustrate the relationship of the surrounding landscape, transparent pavilion and the ample distance from the building entry. We also believe the public coming and going from the plaza through these well designed pavilions creates a ceremonial element to the open space and retail experience.*

## Portals and Plaza edges

*Critical that building corners/portal edges are active and visible from streets*

*GBD: The plaza design has been updated to respond to these concerns; please see Landscape section for more information. The East gate has increased the density of trees, and the south and west gates have pulled stormwater facilities away from the building to let pedestrians get closer to the retail frontage.*

## Art

*Concern about lack of follow through for art; need to incorporate art now (may affect placement of plaza elements); need to hire an artist; budget of \$4–5 million for a project of this scale*

*GBD: Our clients have chosen an artist to commission and work with the team to collaborate and integrate with the site design and urban solution. The artist has begun brainstorming scale, location, and sense to the piece of art. The piece will be kinetic and will use light to create greater presence during the evening. The lighting will help develop the pieces as a beacon to the convention center and from the development to the north helping develop the knuckle of pedestrian circulation throughout the district. We would like to condition our approval on the work we are engaged in and finalize with staff.*





DESIGN REVIEW #1 - PLAZA DESIGN





DESIGN REVIEW #2 - REVISED PLAZA DESIGN



ALLEE TREES

BLACK TUPELO



GROVE TREES

CAROLINA SILVERBELL



CHANCELLOR LINDEN



CORRIDORS

CRAPE MYRTLE



GATES

FOREST GREEN OAK



STREET TREES

COLUMNAR ZELKOVA



STORM GARDENS & N.O.R.M. (NATURAL ORGANIC RECYCLING MACHINE)

SLOUGH SEDGE



DWARF TUFTED HAIRGRASS



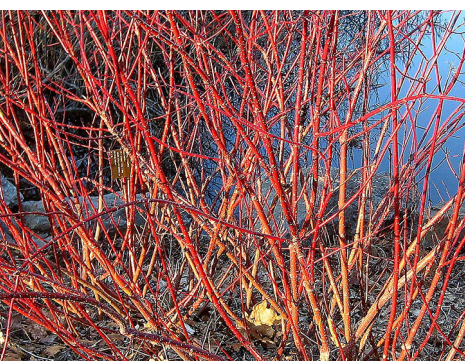
SPREADING RUSH



DWARF VIRGINIA SWEETSPIRE



RED TWIG DOGWOOD



JUNCUS BALTICUS



WATER STREET PLANTING

SOFT RUSH



BOWLES' GOLDEN SEDGE



JAPANESE RUSH



GARDENS

'CAESAR'S BROTHER' SIBERIAN IRIS



AUTUMN MOOR GRASS



FEBRUARY GOLD NARCISSUS



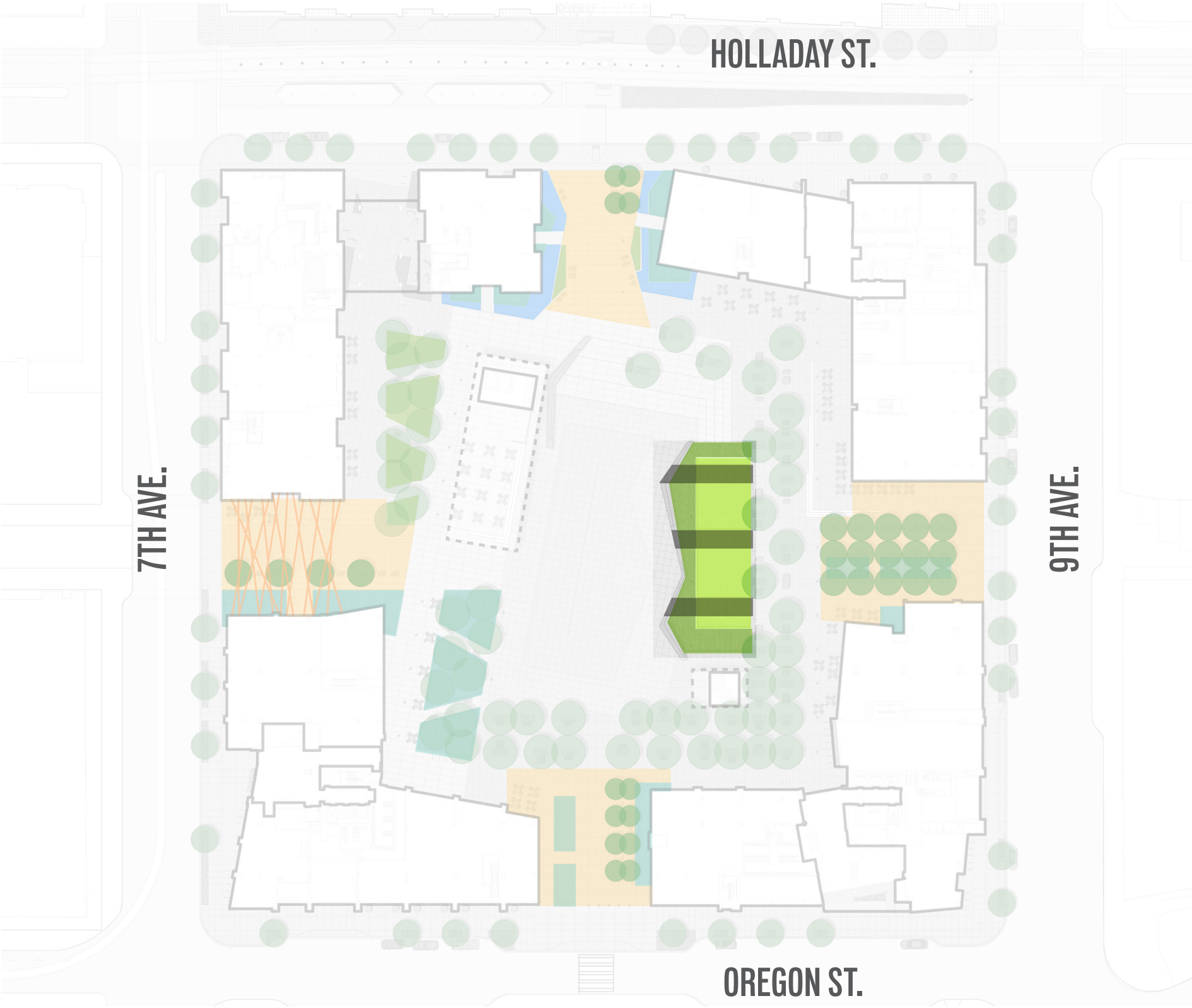
PLACEMAKING: PLANTING PALETTE





- A. ENTRY GATES**
  - A1. WATER STREET GATE (SEE FOLLOWING PAGES FOR ADDITIONAL DOCUMENTATION)
  - A2. FOREST GATE (SEE FOLLOWING PAGES FOR ADDITIONAL DOCUMENTATION)
  - A3. PEOPLE'S GATE (SEE FOLLOWING PAGES FOR ADDITIONAL DOCUMENTATION)
  - A4. LIGHTS GATE (SEE FOLLOWING PAGES FOR ADDITIONAL DOCUMENTATION)
- B. CANOPIES**
- C. TREE ALLEE**
- D. STORM GARDENS**
- E. TREE GROVES**
- F. N.O.R.M. (NATURAL ORGANIC RECYCLING MACHINE)**
- G. REFLECTING POOL**





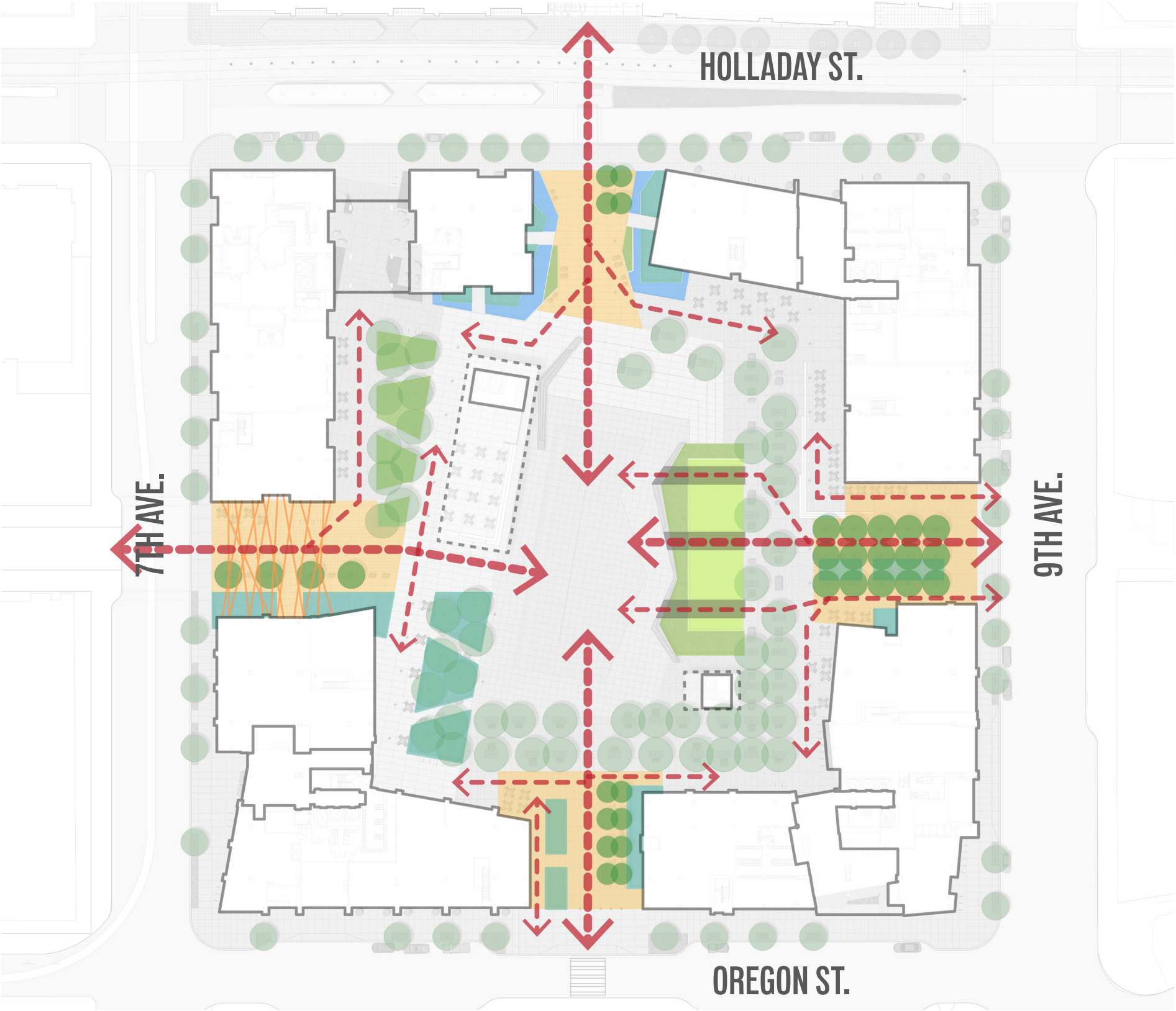
THE BRIDGE CROSSINGS OF THE N.O.R.M. HAVE BEEN EXPANDED TO A WIDTH OF 10', AND ARE BETTER ALIGNED WITH THE MAIN FLOWS FROM AND TOWARDS THE EAST.

THE MATERIAL FOR THE BRIDGES HAS BEEN REVISED TO BE CAST-IN-PLACE CONCRETE, AND A MORE SCULPTURAL GUARD RAIL WILL BE ATTACHED ON THE NORTH SIDE OF EACH BRIDGE ONLY. AS IN PHASE 1, THE BRIDGES WILL INCLUDE A TOE-KICK RAILING FOR ADDITIONAL SAFETY.



BRIDGES AT N.O.R.M.



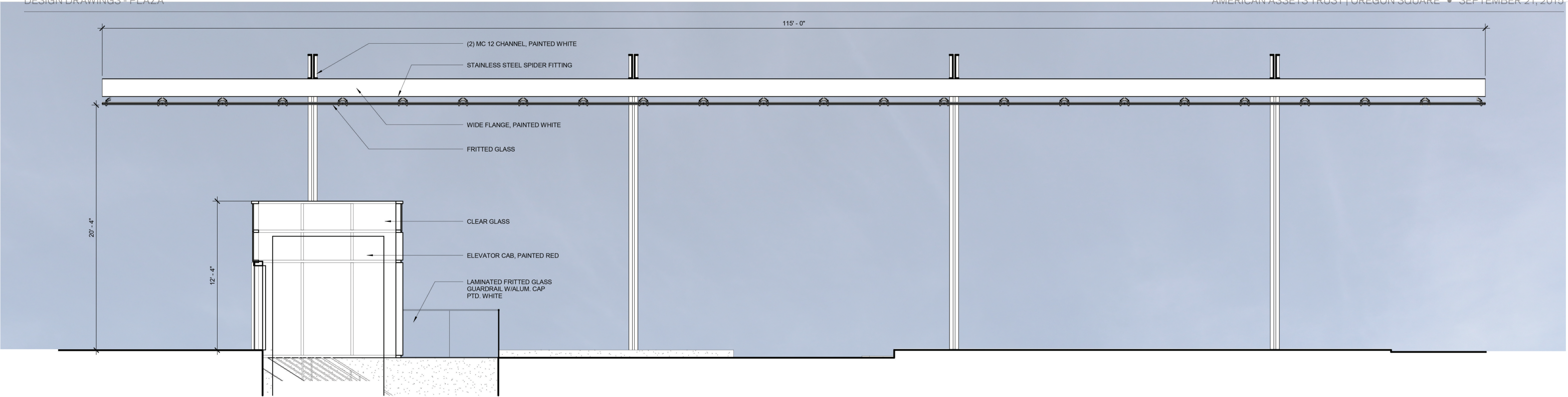


THE ARTICULATION OF THE GATES IS BASED ON CREATING A COHESIVE EXPERIENCE OF ENGAGEMENT WITH THE SQUARE THROUGH DESIGN ELEMENTS AND MATERIALS, WHILE RECOGNIZING THE DIFFERENT ADJACENCIES AND CONNECTIONS TO THE DISTRICT.

THE GATES PROVIDE A COHESIVE COLLECTION OF EXPERIENCES, WHICH ARE DIFFERENT IN THEIR CHARACTER, YET INTEGRATED INTO A LANGUAGE THAT BRINGS UNITY TO THE DESIGN.

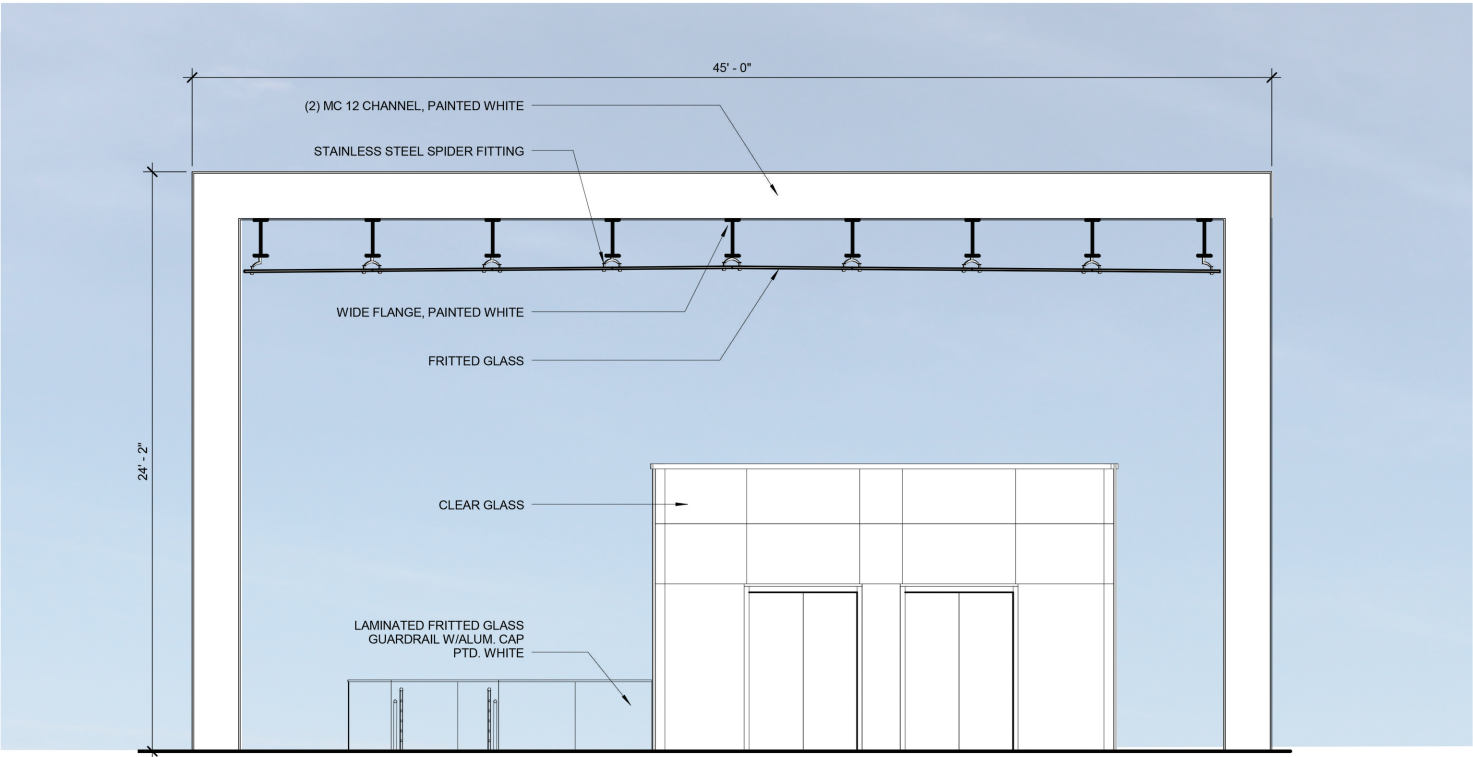
GATES AND CIRUCLATION PATTERN





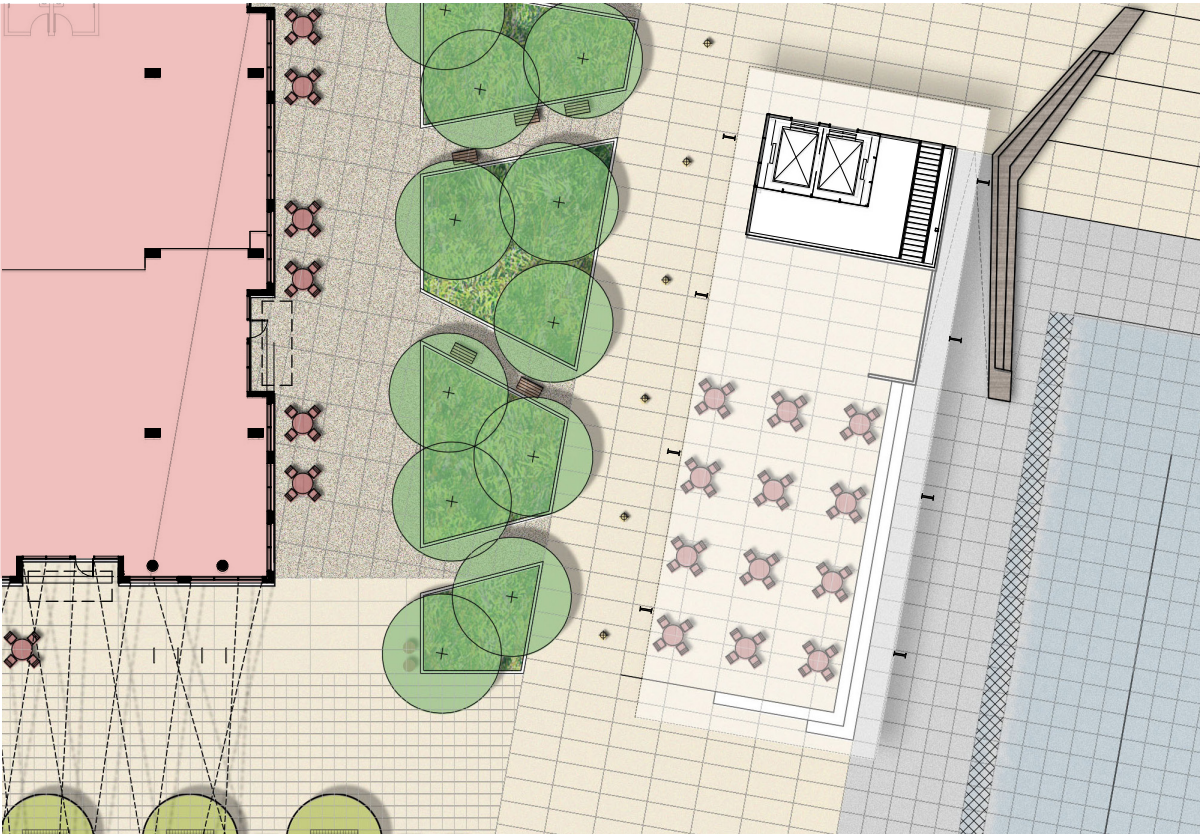
1 PLAZA LEVEL ACCESS STAIR WITHOUT RETAIL

1/4" = 1'-0"



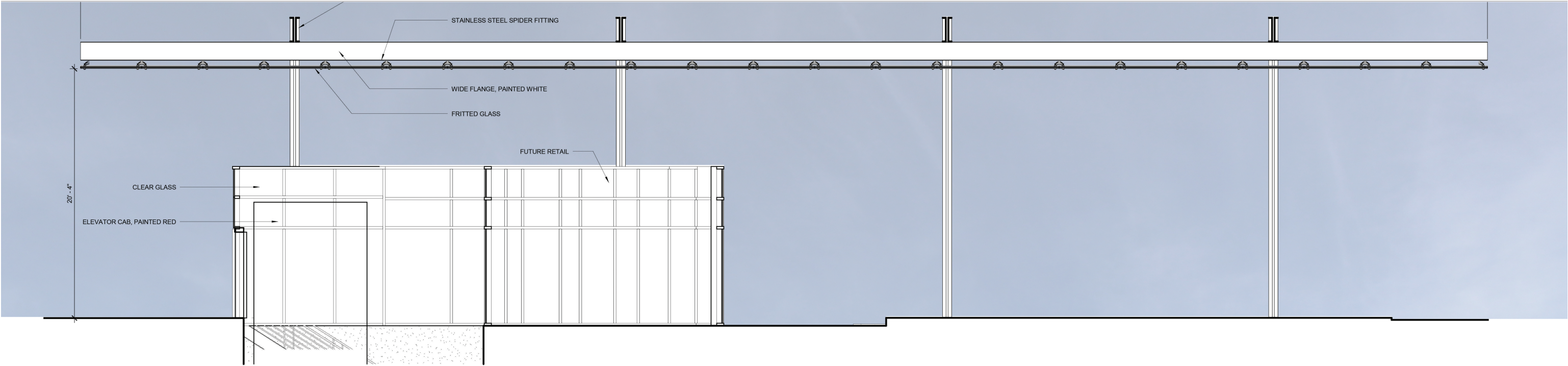
2 PLAZA LEVEL ACCESS STAIR WITHOUT RETAIL

1/4" = 1'-0"



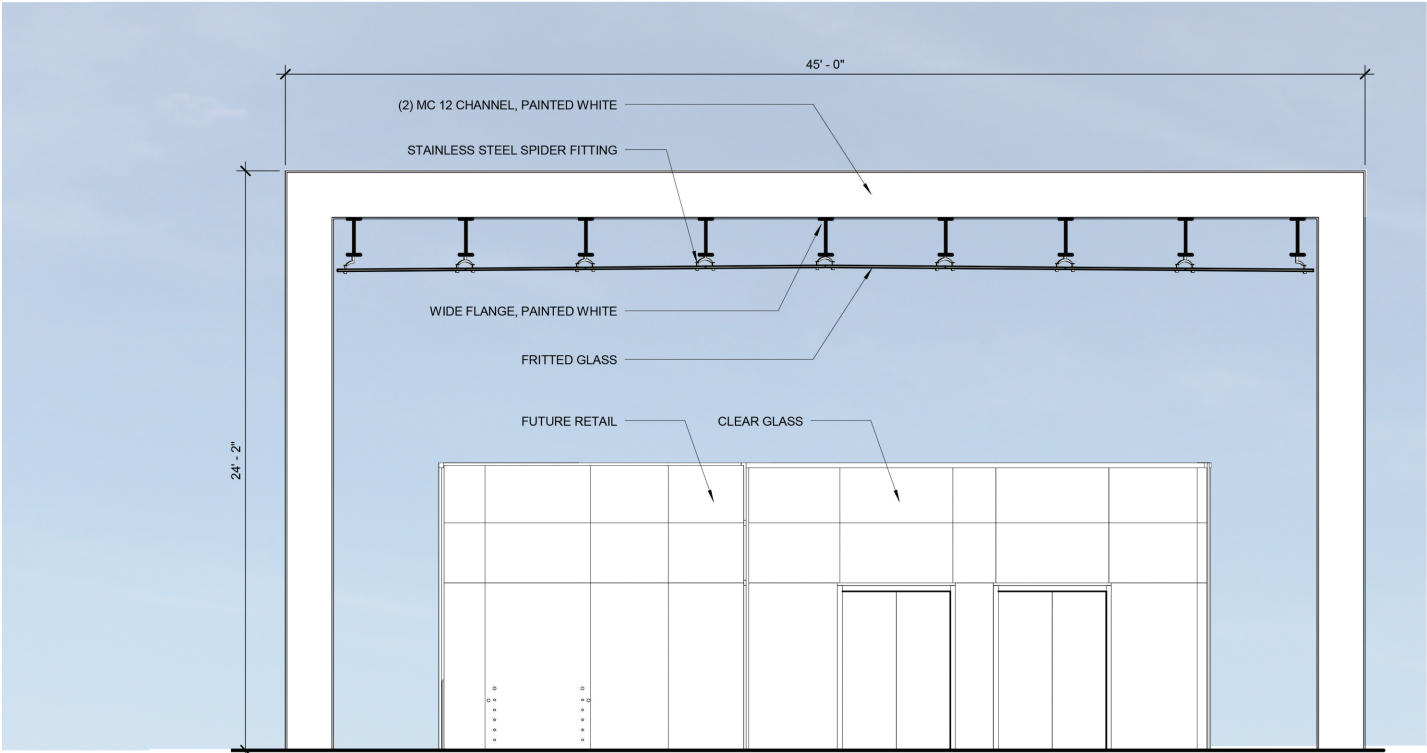
MAIN PAVILION - W/O RETAIL





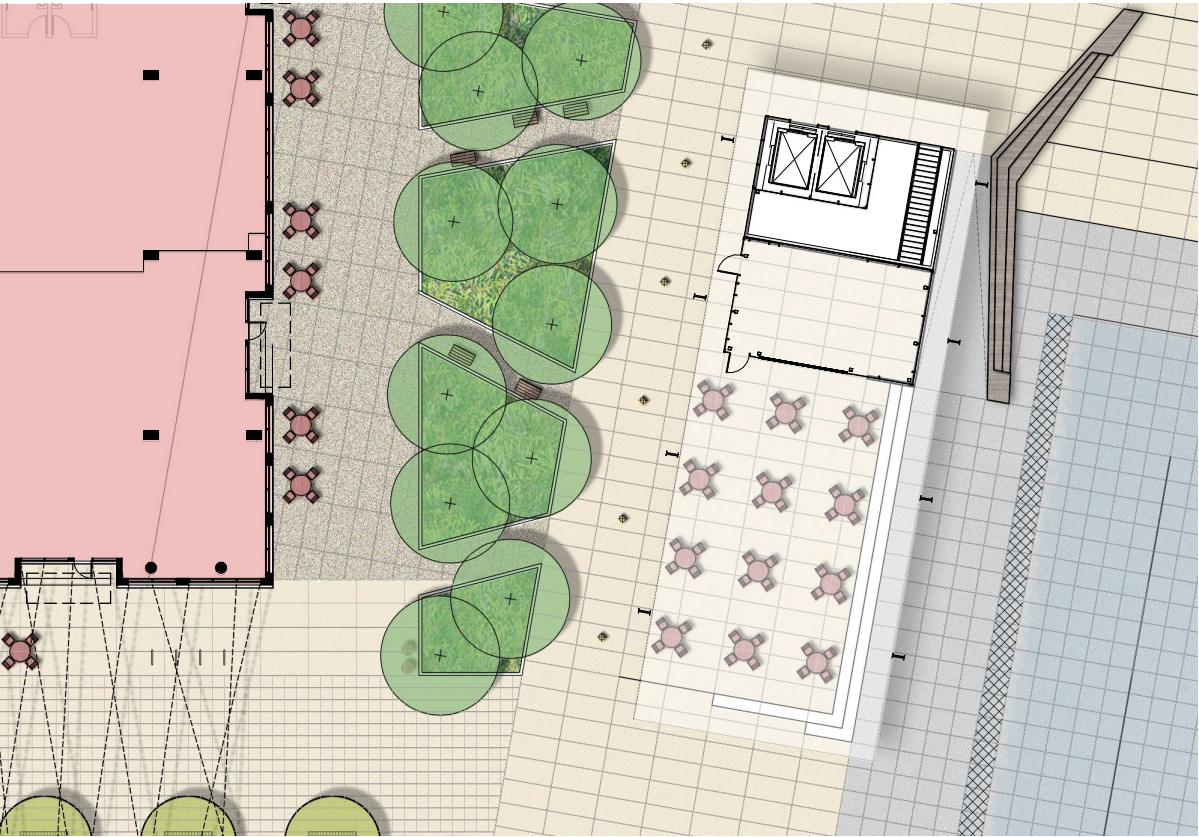
1 PLAZA LEVEL ACCESS STAIR WITH RETAIL

1/4" = 1'-0"



2 PLAZA LEVEL ACCESS STAIR WITH RETAIL

1/4" = 1'-0"



*Note: BOH for Pavilion retail, in this scheme, is located on Parking level 1.*





MAIN PAVILION W/O RETAIL (ELEVATOR CABS @P1)

*Elevators will be staged on the P-1 level, and will only be visible on the plaza level when called.*



MAIN PAVILION W/O RETAIL (ELEVATOR CABS @ PLAZA LEVEL)

*Elevators will be staged on the P-1 level, and will only be visible on the plaza level when called.*

MAIN PAVILION - W/O RETAIL





MAIN PAVILION W/ RETAIL (ELEVATOR CABS @P1)

*Elevators will be staged on the P-1 level, and will only be visible on the plaza level when called.*



MAIN PAVILION W/RETAIL (ELEVATOR CABS @ PLAZA LEVEL)

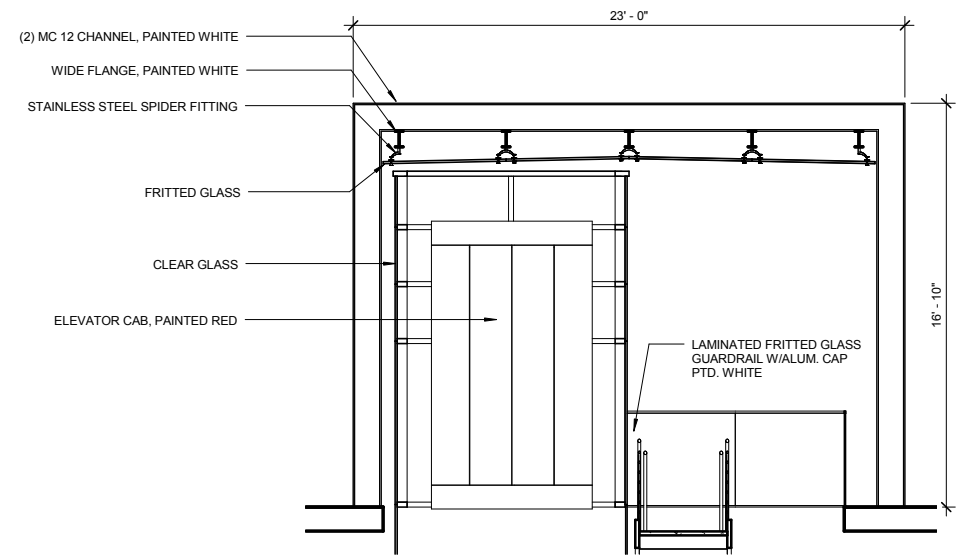
*Elevators will be staged on the P-1 level, and will only be visible on the plaza level when called.*

MAIN PAVILION - WITH RETAIL



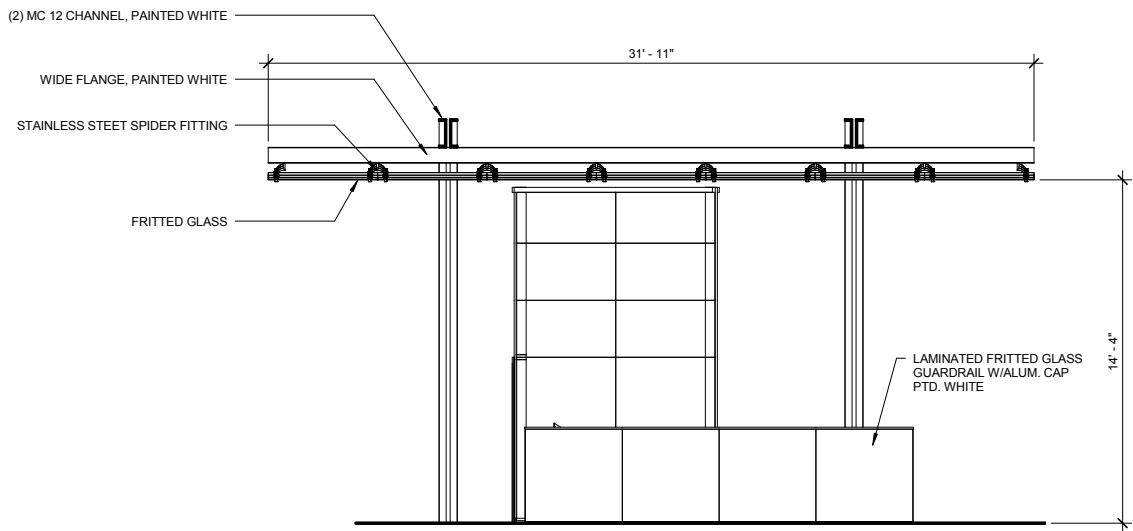






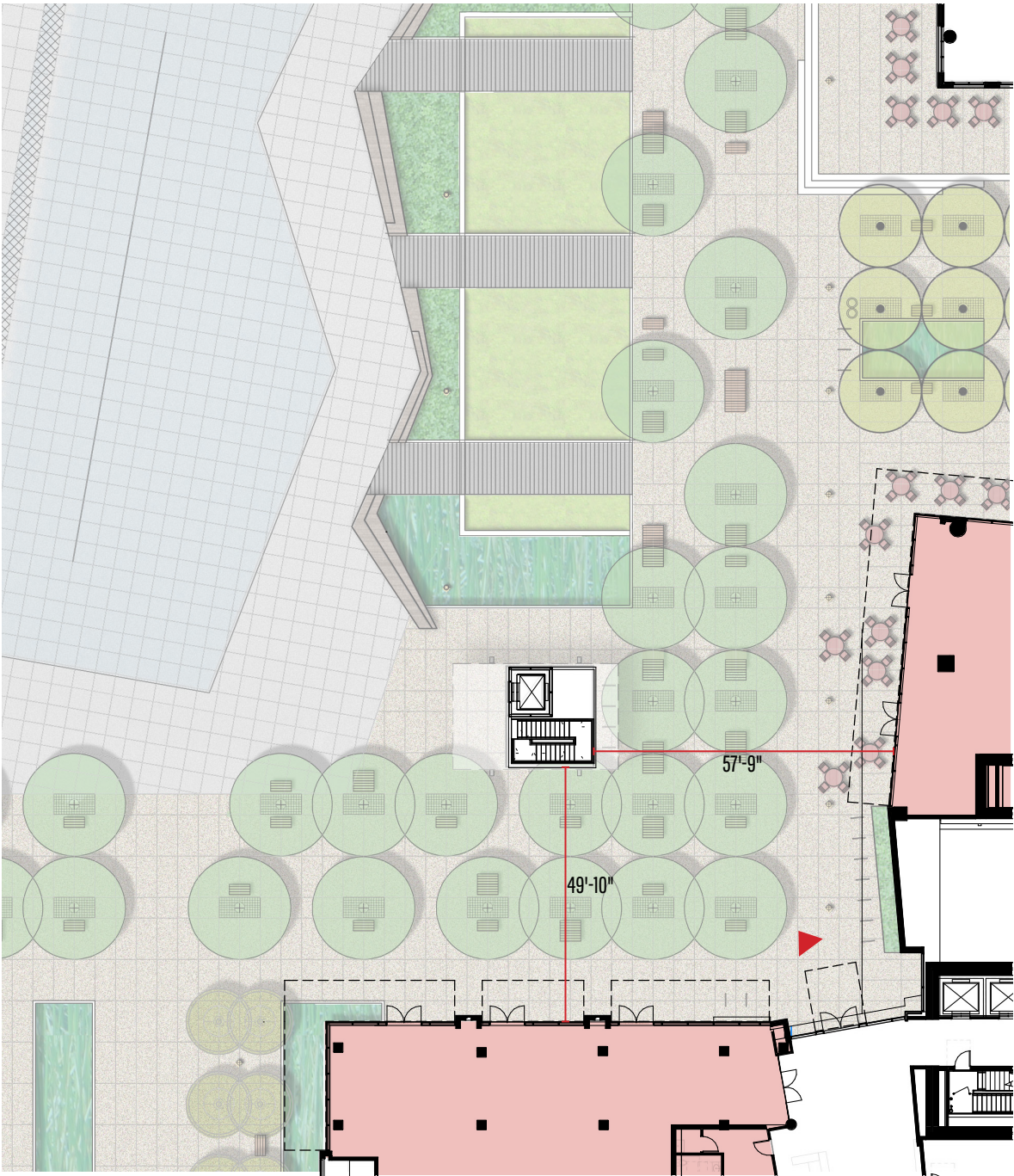
1 PLAZA LEVEL ACCESS STAIR

1/4" = 1'-0"



2 PLAZA LEVEL ACCESS STAIR

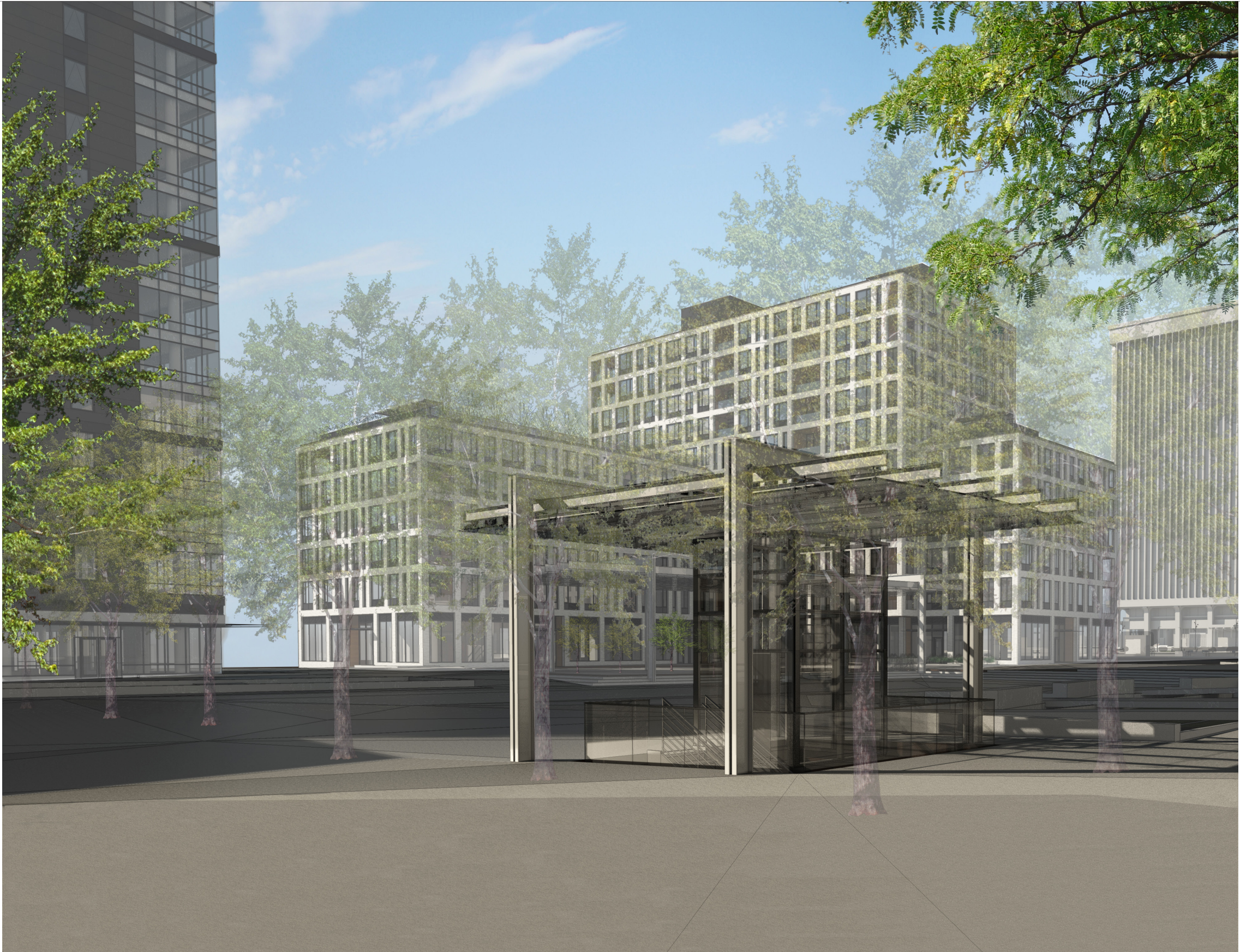
1/4" = 1'-0"



ELEVATOR PAVILION PLAN

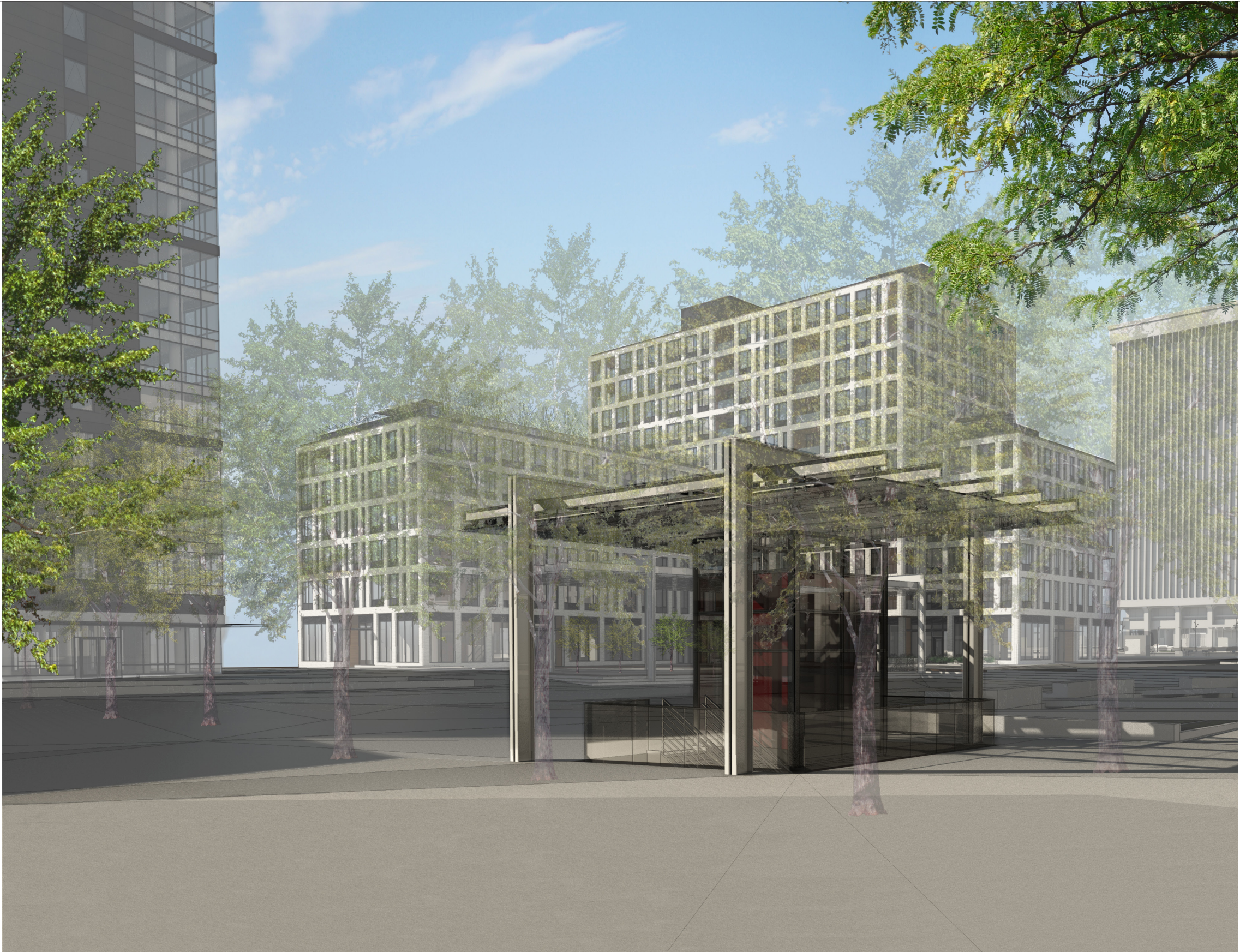
ELEVATOR PAVILION





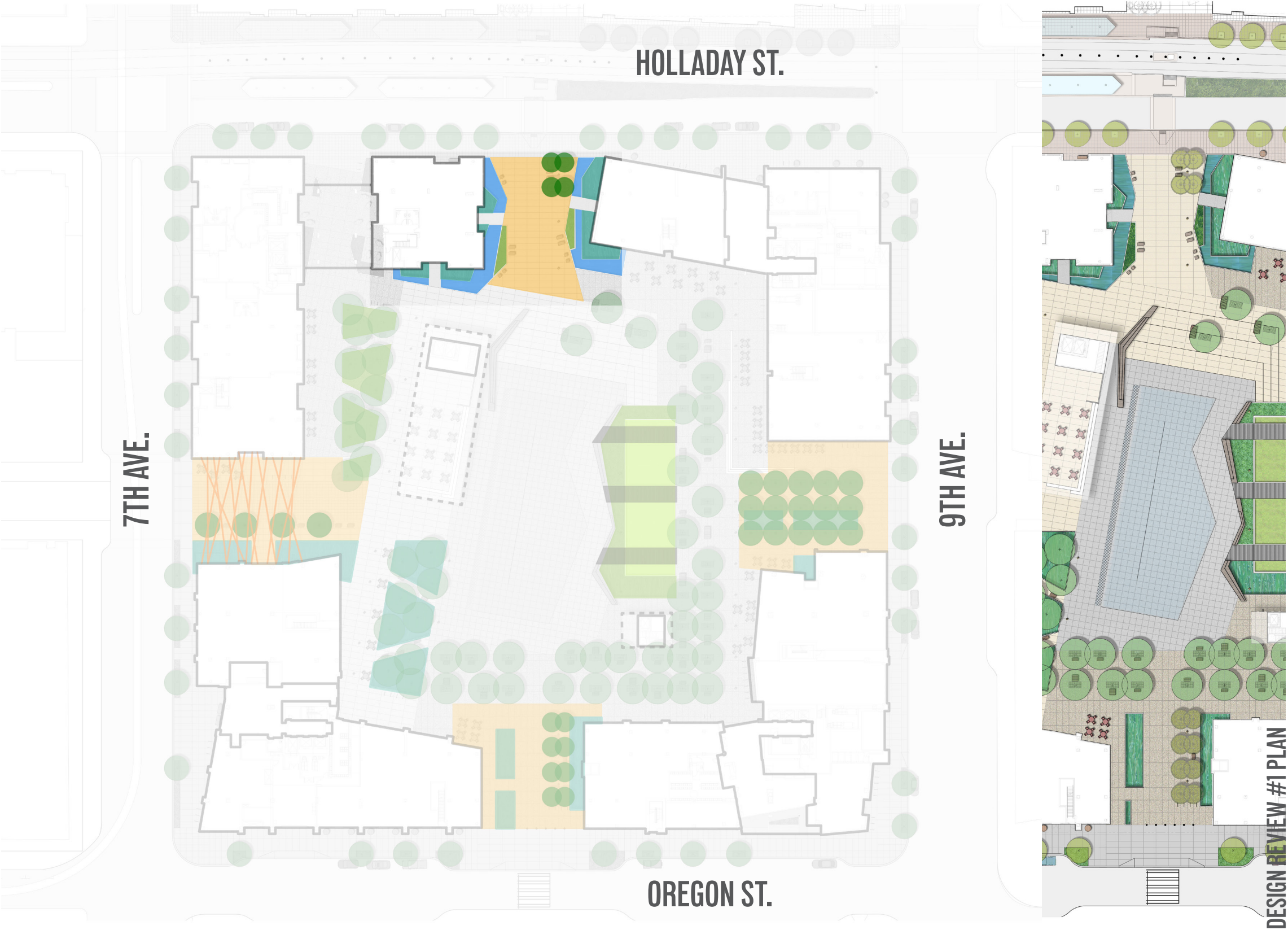
ELEVATOR PAVILION - CABS @ P1 LEVEL





ELEVATOR PAVILION - CABS @ PLAZA LEVEL





THE NORTH GATE IS AN EXTENSION OF THE WATER STREET ELEMENT FROM PHASE 1, CONTINUING THE LANGUAGE OF WATER RESERVOIRS, STORM WATER PLANTERS, PLANTED AREAS AND FURNISHINGS ALONG AN OPEN CENTRAL CORRIDOR.

THE SPACIOUS ENTRY ACKNOWLEDGES THE MAIN AXIS CONNECTING OREGON SQUARE TO THE MAX LINE, AND THE NORTH OF THE DISTRICT BEYOND.

THERE WERE NO CHANGES FROM THE DESIGN REVIEW #1 SOLUTION FOR THIS PARTICULAR GATE.

ENTRY GATES : WATER STREET GATE (NORTH)





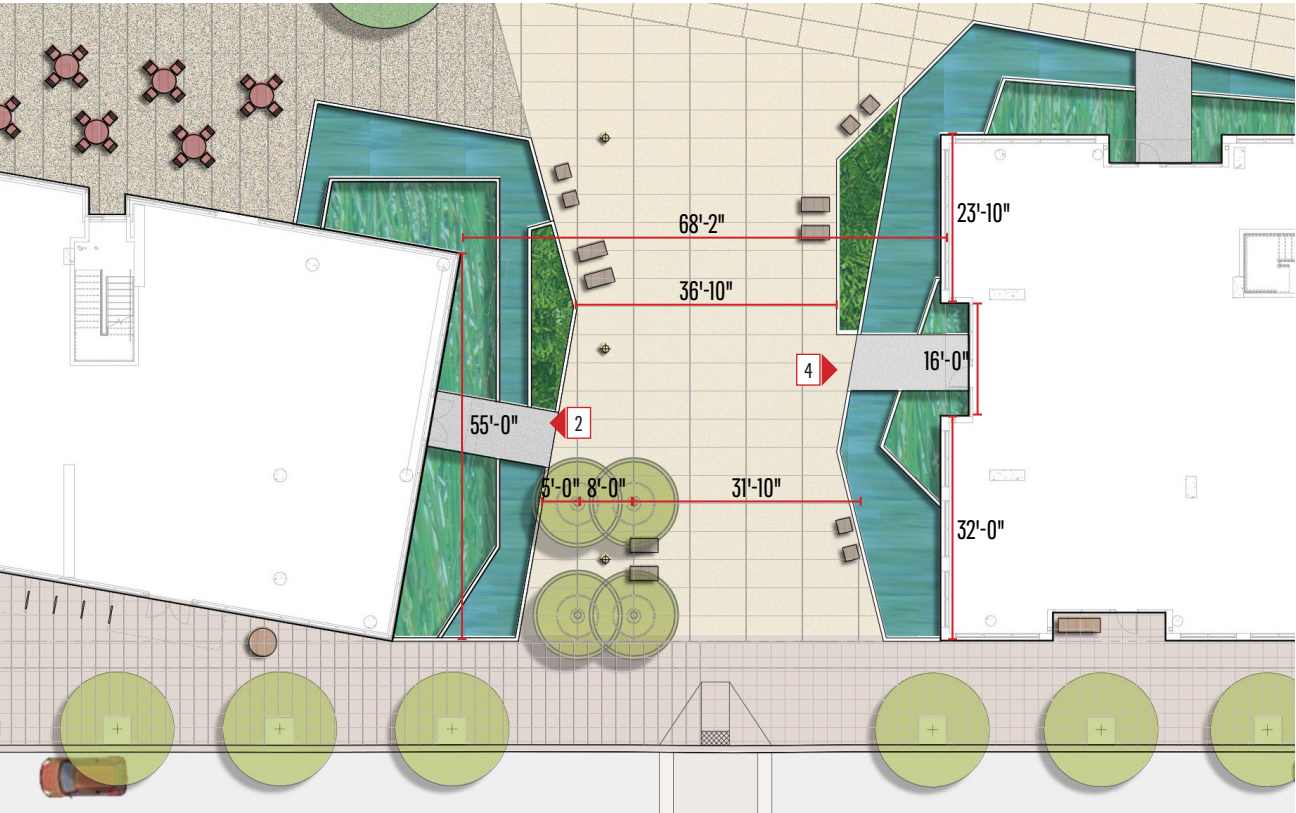
1. ENLARGED ELEVATION - WATER STREET GATE



VIEW LOOKING SOUTH INTO THE WATER STREET GATE



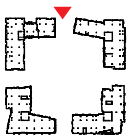
2. BL. 102 - WEST ELEVATION



3. ENLARGED PLAN - WATER STREET GATE

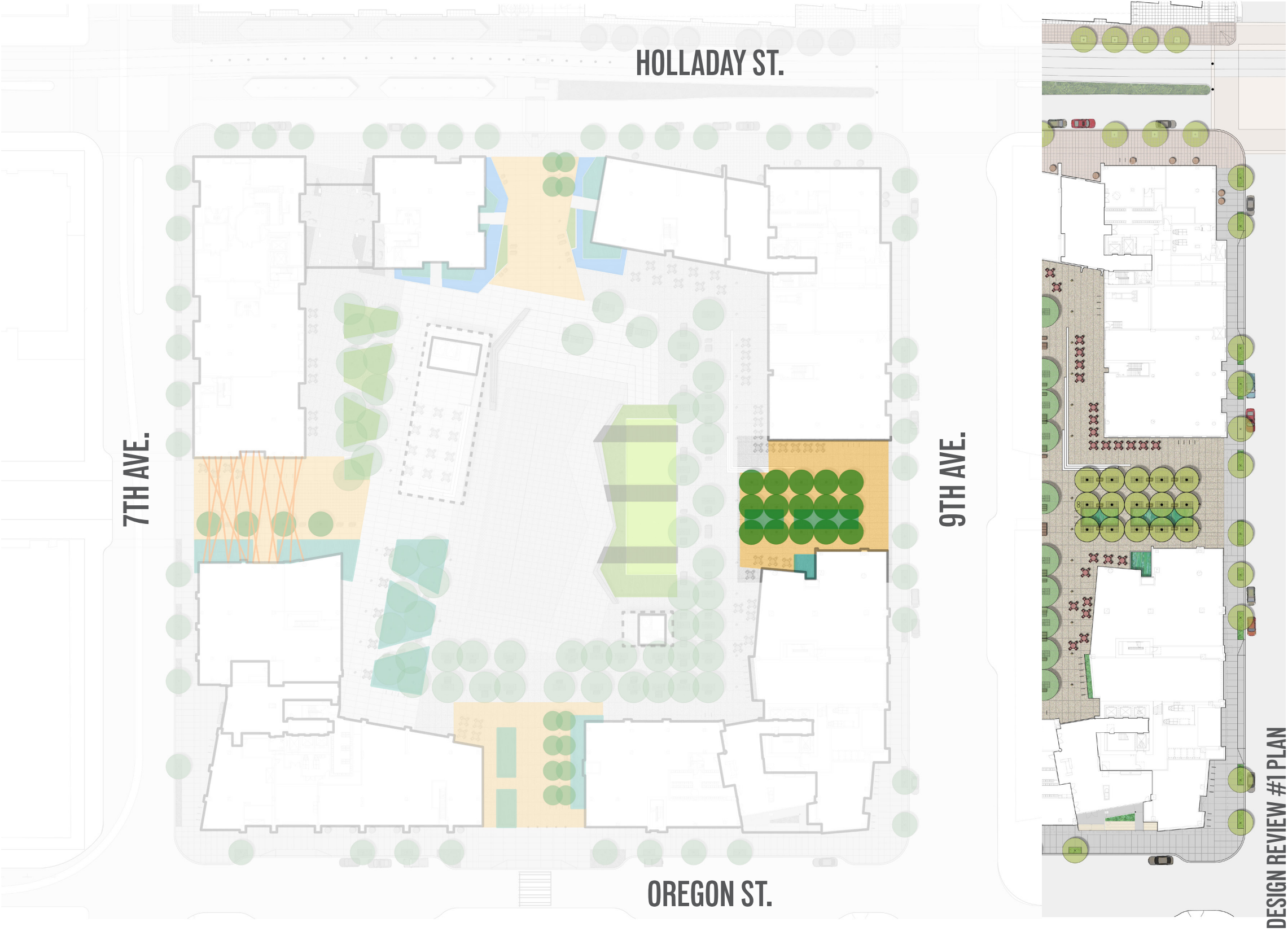


4. BL. 91 - EAST ELEVATION



# A1: WATER STREET GATE





WITH ADDITIONAL SPECIMENS TO INCREASE THE TREE DENSITY, THE REVISED DESIGN OF THE EAST GATE TAKES A STRONGER STAND TOWARDS CREATING A SENSE OF COVER AND EMPHASIZE THE PEDESTRIAN CORRIDORS.

THE STORMWATER PLANTERS AT THE CENTER OF THE SPACE ALLOW FOR THE BUILDING FRONTS TO BE OPEN TO PEDESTRIAN TRAFFIC AND SPILLOUT ZONES.

ENTRY GATES : FOREST GATE (EAST)





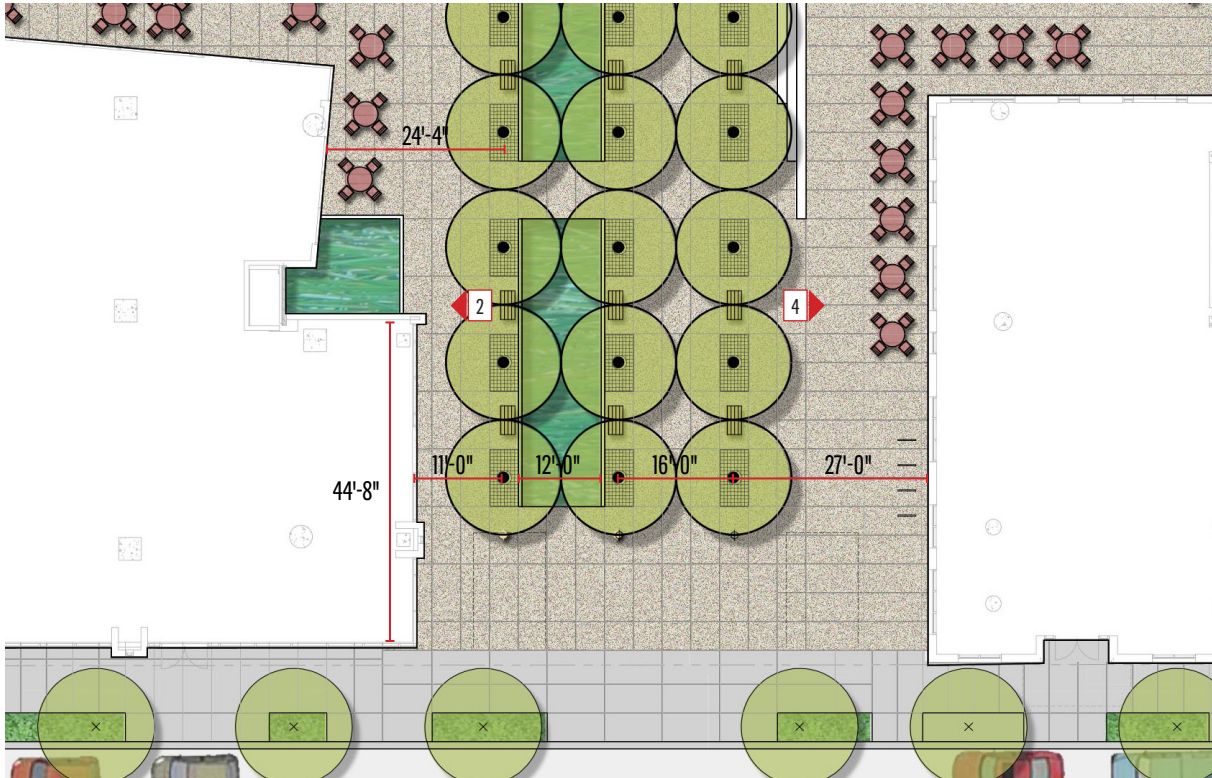
1. ENLARGED ELEVATION - FOREST GATE



VIEW LOOKING WEST INTO THE FOREST GATE



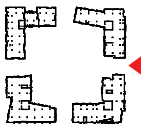
2. BL. 103 - NORTH ELEVATION



3. ENLARGED PLAN - FOREST GATE

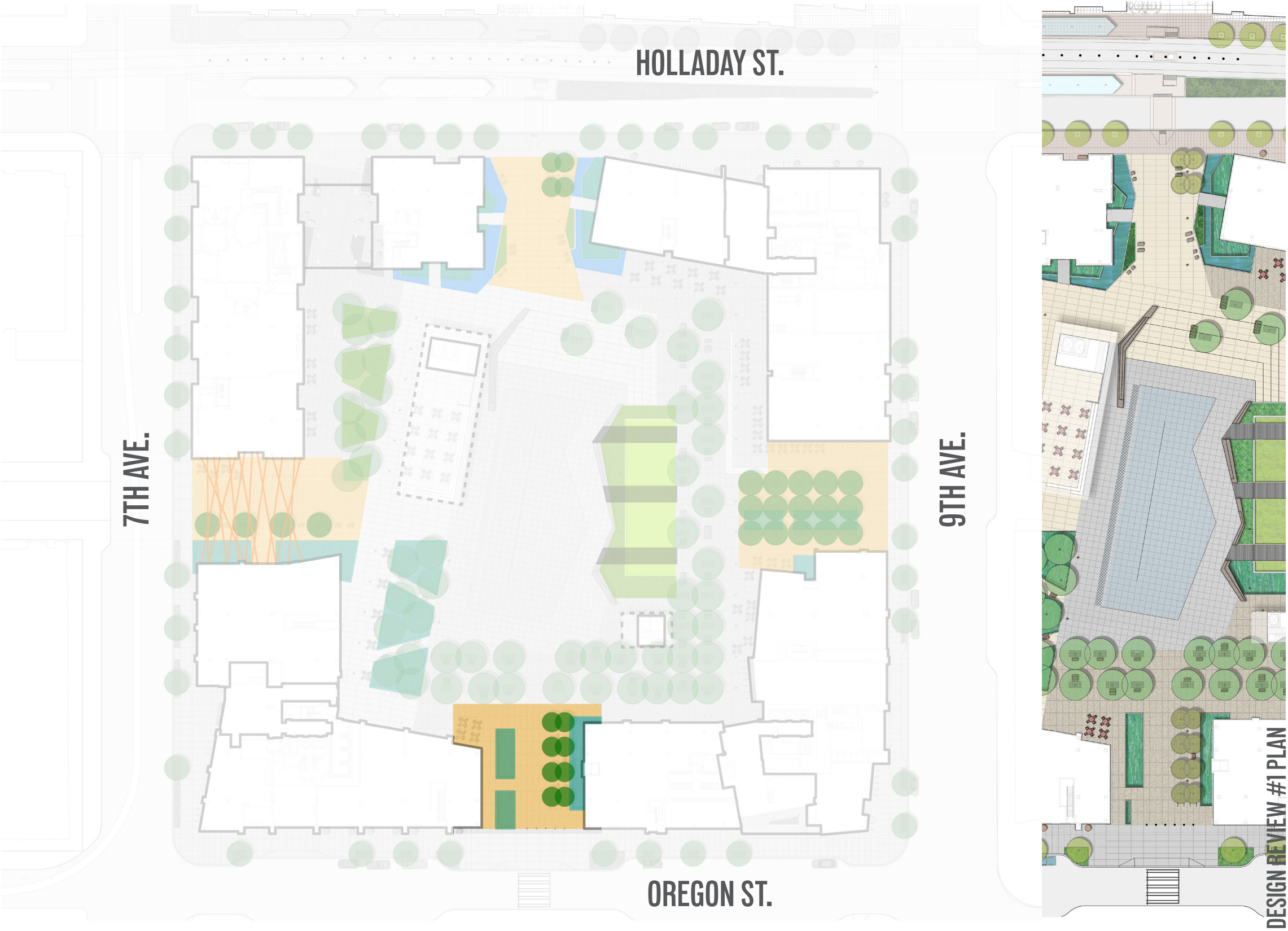


4. BL. 102 - SOUTH ELEVATION



A2: FOREST GATE





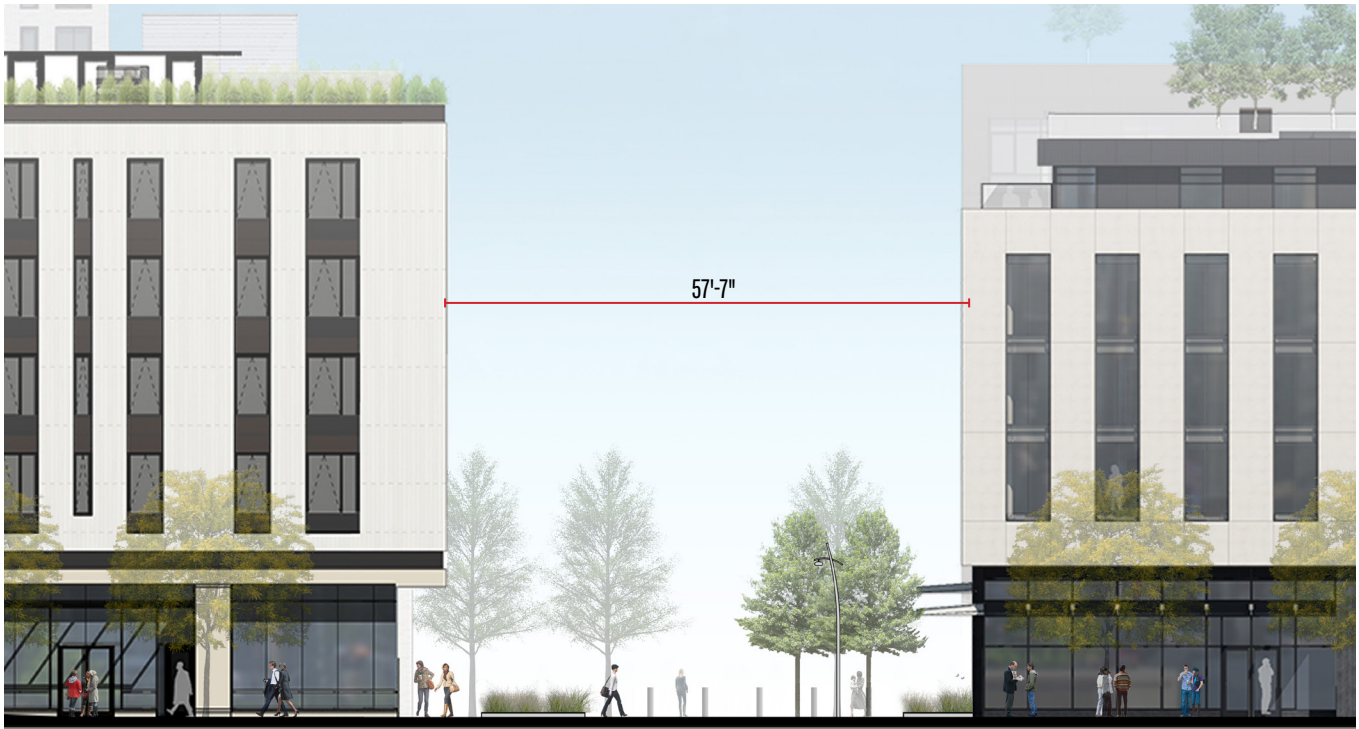
THE ADJUSTMENT ON THE SOUTH GATE USES A VARIANT ARRANGEMENT OF THE SAME ELEMENTS -STORM WATER PLANTERS, TREES AND FURNISHINGS- INCORPORATING A MORE PEDESTRIAN SCALE WHILE ALLOWING FOR SERVICE VEHICLE ACCESS.

THE STORM WATER PLANTERS ON THE WEST SIDE ARE NOW DETACHED, ALLOWING FOR DIRECT ACCESS TO THE BUILDING RETAIL FRONT AND CORNERS.

THE DESIGN OF THE STORM WATER PLANTERS HAS ALSO BEEN SIMPLIFIED IN ITS LINES.

ENTRY GATES : PEOPLE’S GATE (SOUTH)





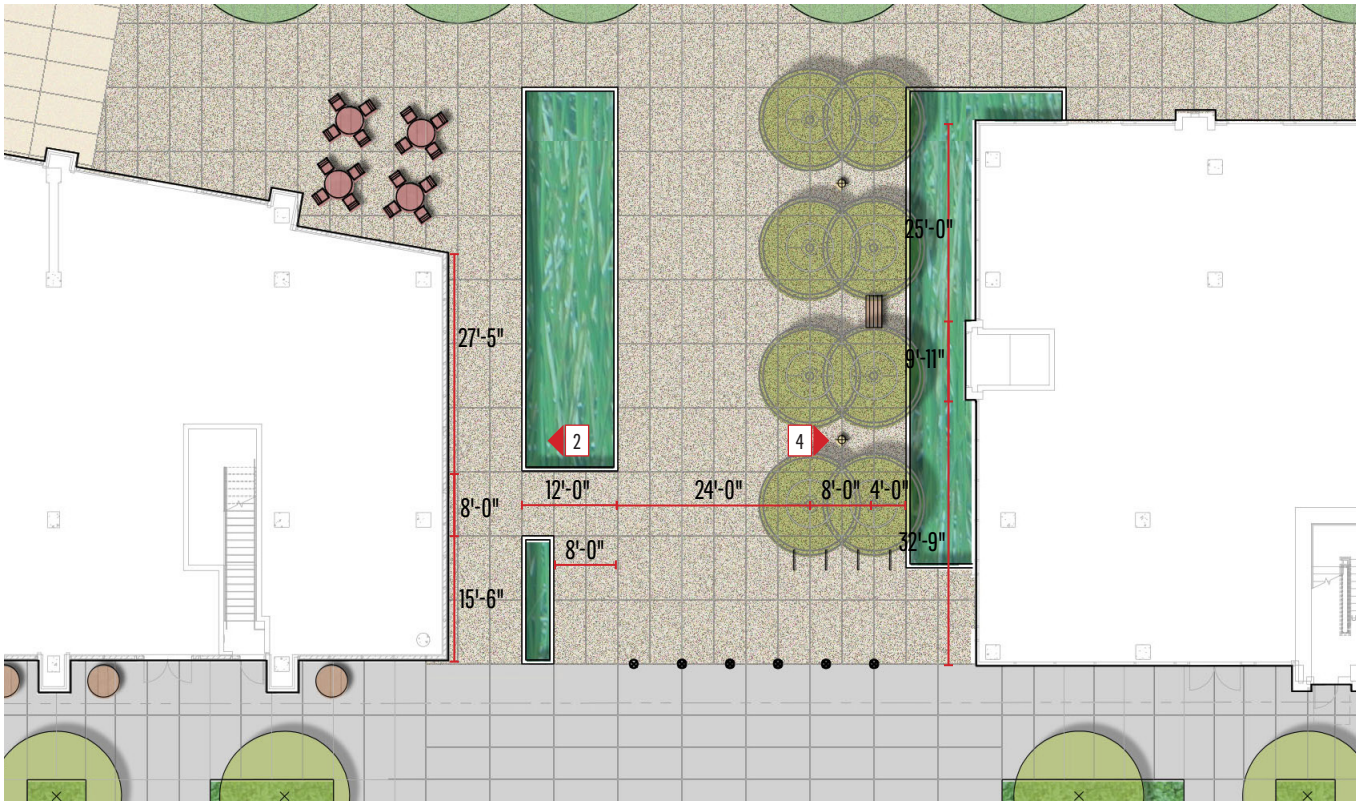
1. ENLARGED ELEVATION - PEOPLE'S GATE



VIEW LOOKING NORTH INTO THE PEOPLE'S GATE



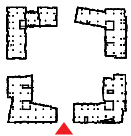
2. BL. 90 - EAST ELEVATION



3. ENLARGED PLAN - PEOPLE'S GATE

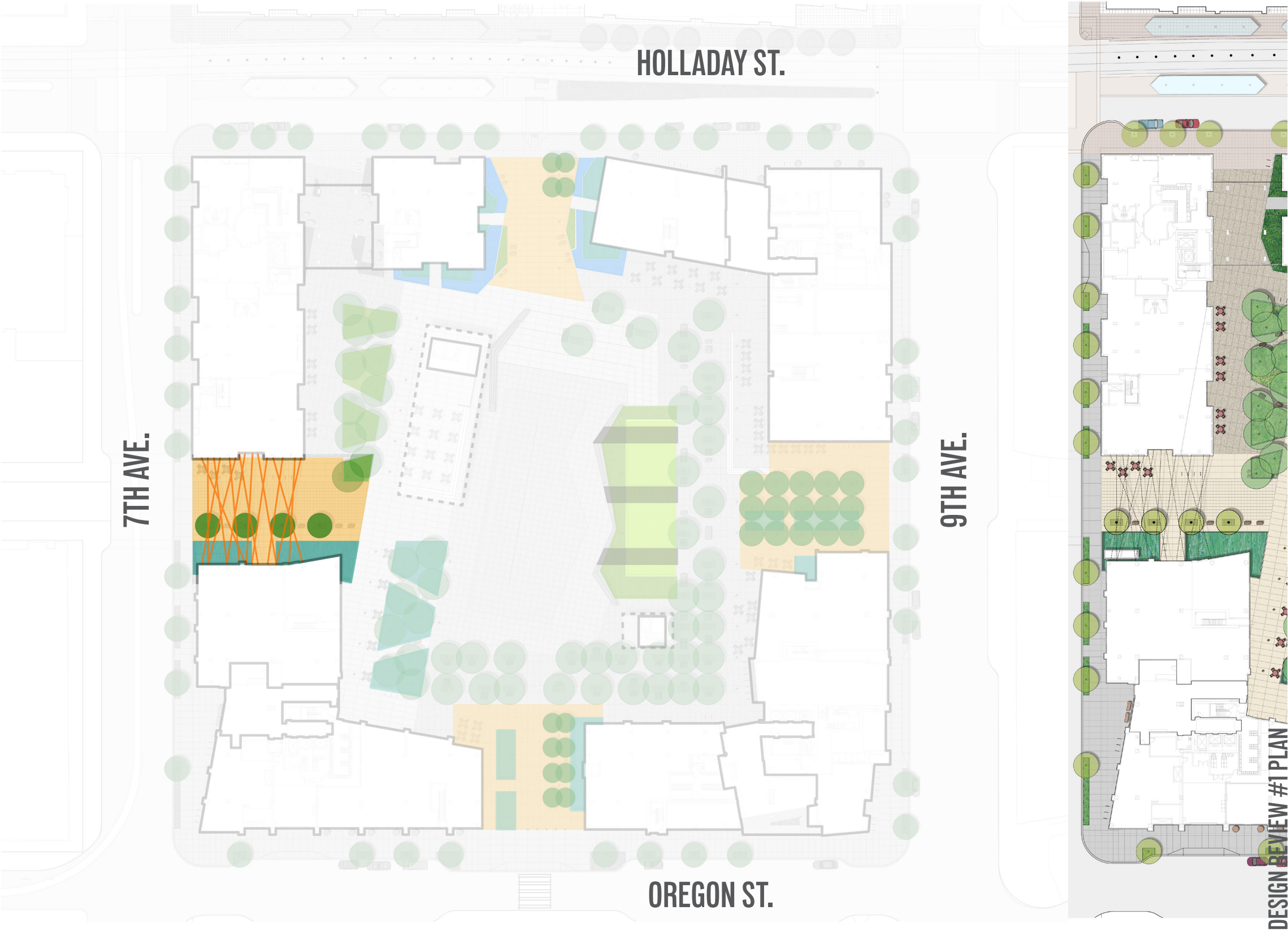


4. BL. 103 - WEST ELEVATION



A3: PEOPLE'S GATE





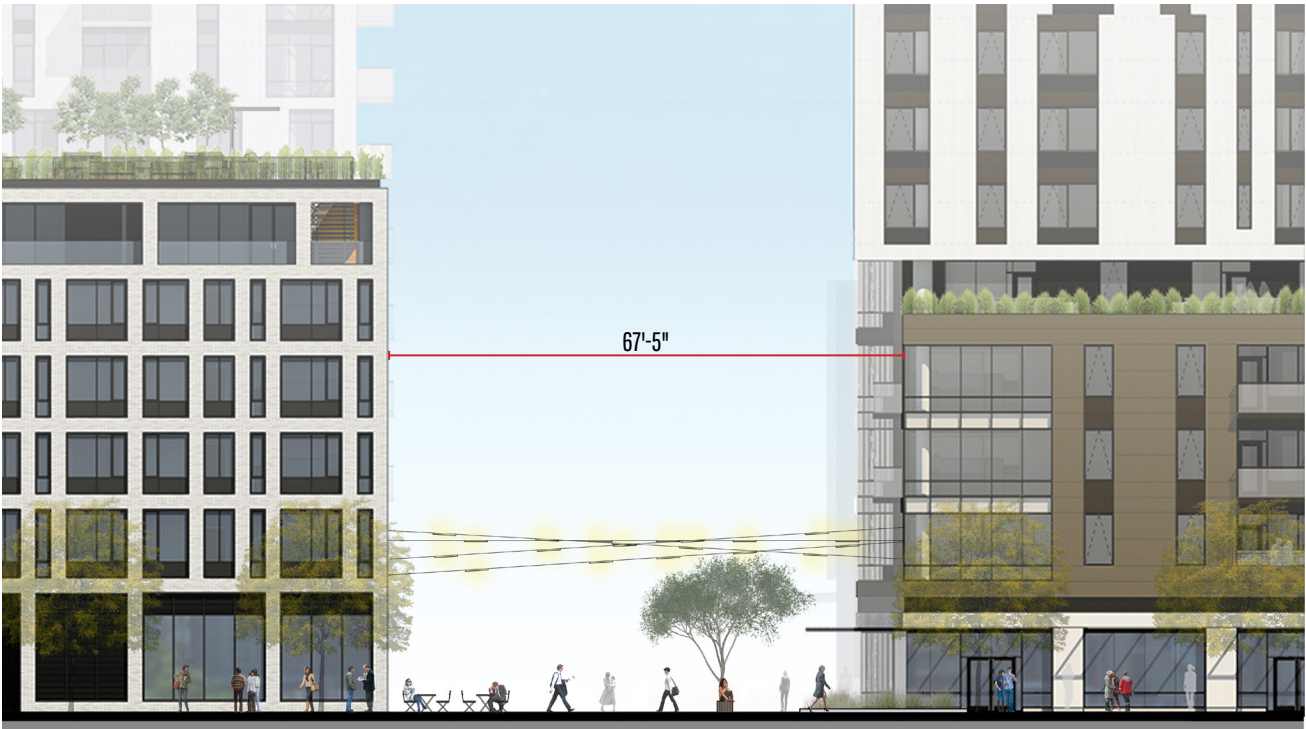
THE LIGHTS GATE RETAINS A SENSE OF AMPLITUDE TO ACKNOWLEDGE THE CONNECTION OF THE SQUARE WEST TOWARDS THE CONVENTION CENTER.

BY REMOVING THE STORM WATER PLANTER ON THE NORTH SIDE OF THE GATE, THE EDGES AND CORNERS OF THE BUILDING MAINTAIN A BETTER CONNECTION TO THE PEDESTRIAN SPACE AND FLOW OF VISITORS.

THE EMPHASIS ON THE OVERHEAD LIGHTS WILL CREATE A FESTIVE SENSE OF ANNOUNCEMENT AND ARRIVAL TO THE SQUARE.

ENTRY GATES : LIGHTS GATE (WEST)





1. ENLARGED ELEVATION - LIGHTS GATE

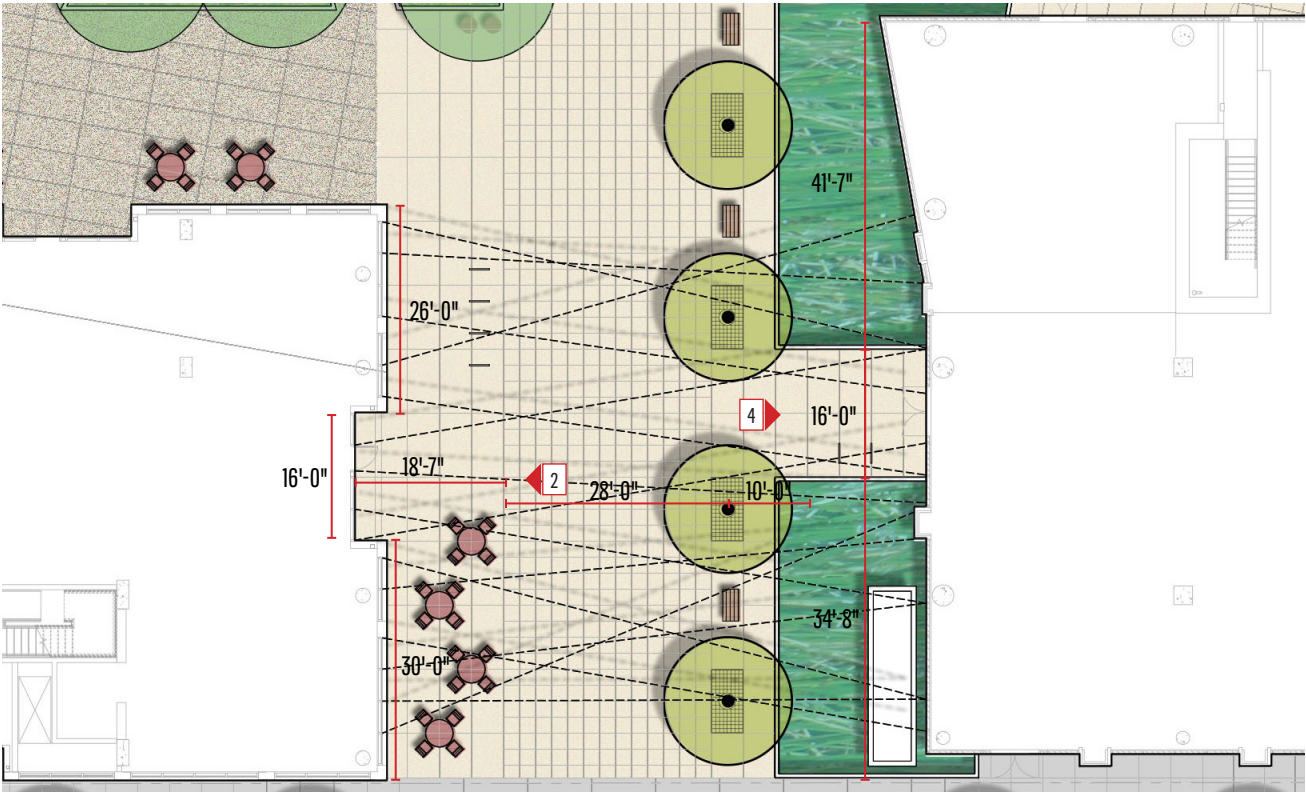


VIEW LOOKING EAST INTO THE LIGHTS GATE



2. BL. 91 - SOUTH ELEVATION

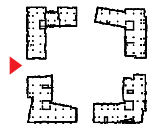
1/8" = 1'-0"



3. ENLARGED PLAN - LIGHTS GATE

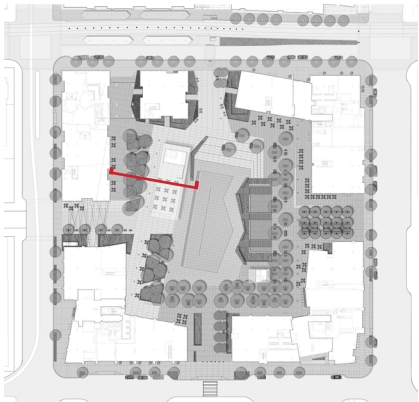
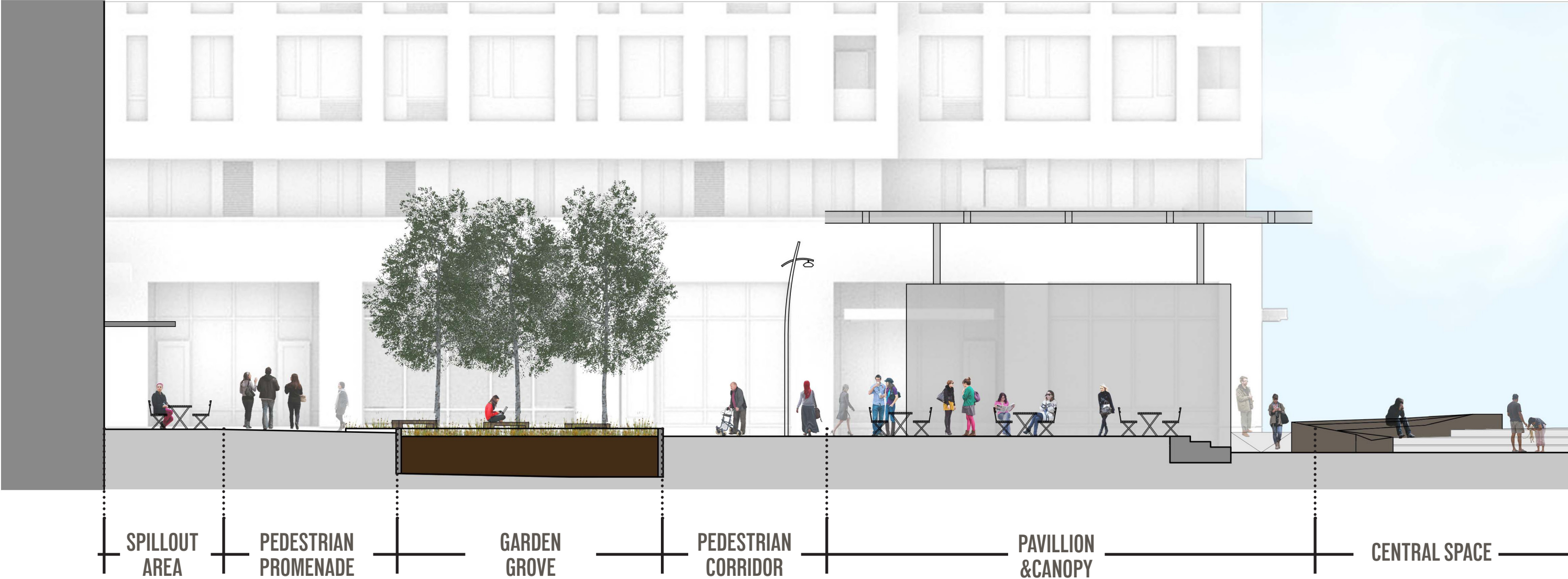


4. BL. 90 - NORTH ELEVATION



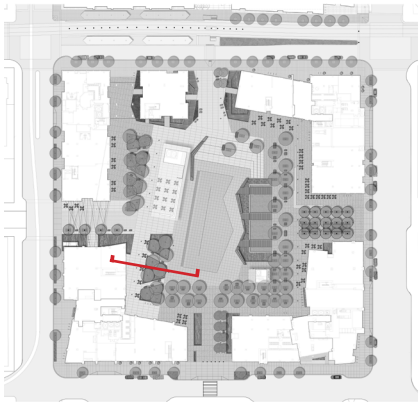
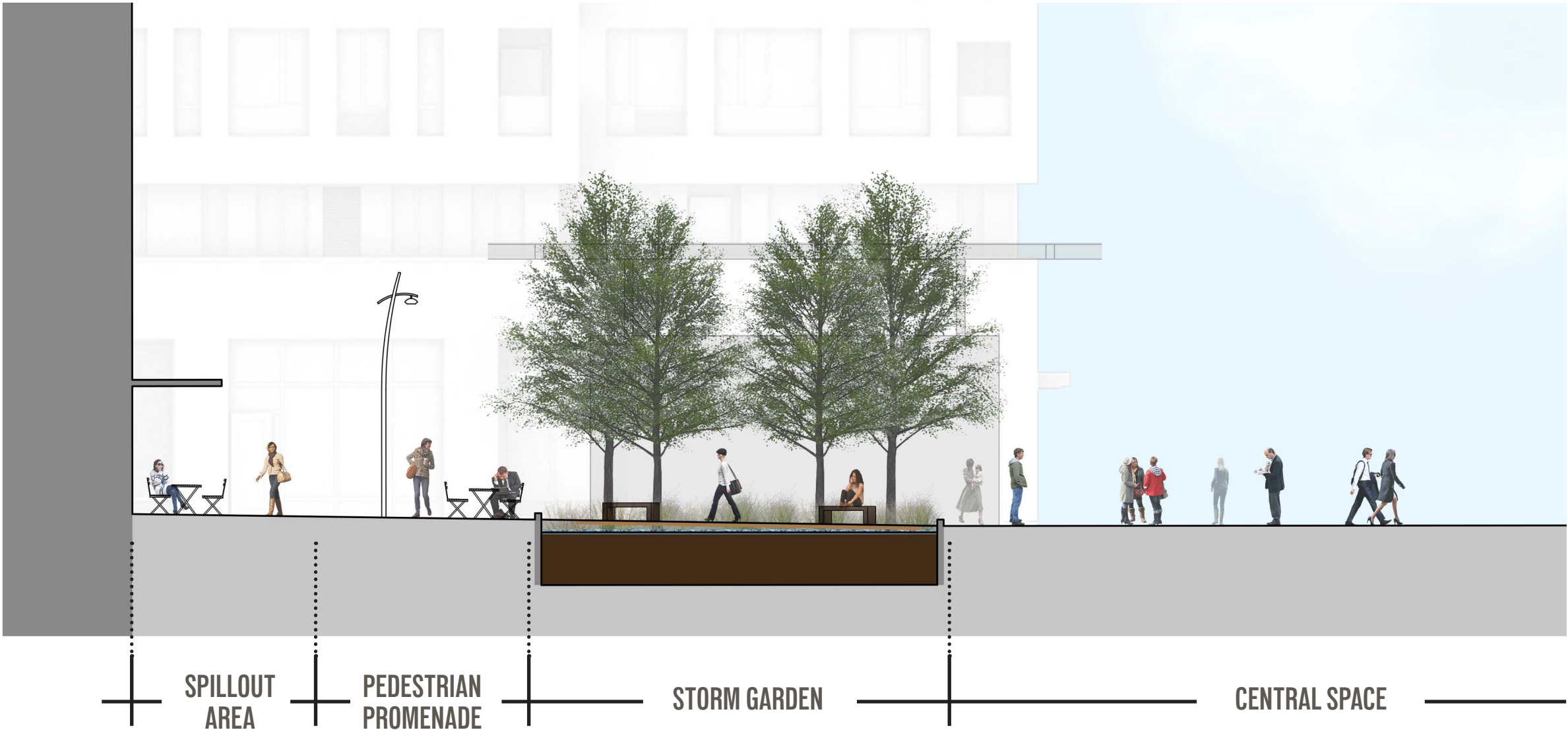
A4: LIGHTS GATE





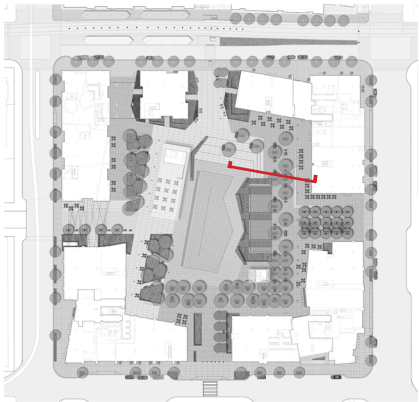
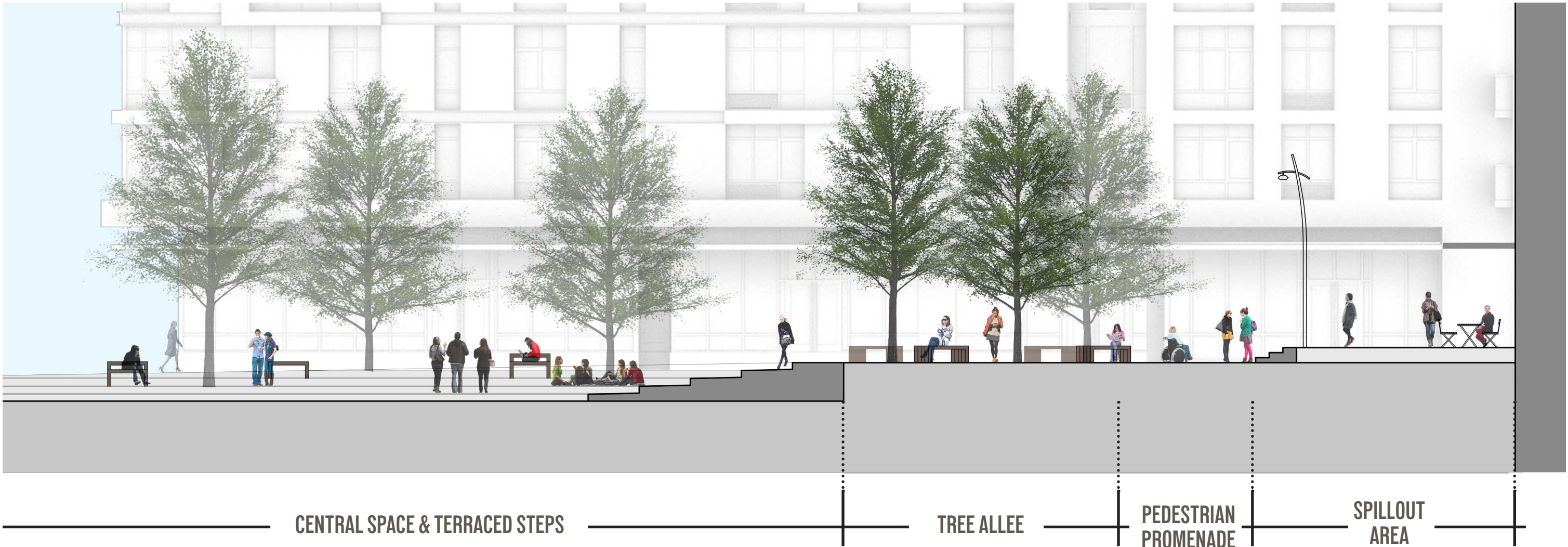
**SITE SECTION 1**





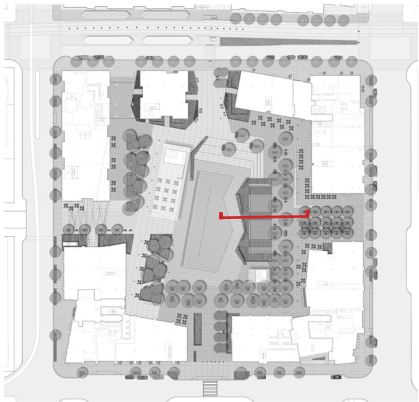
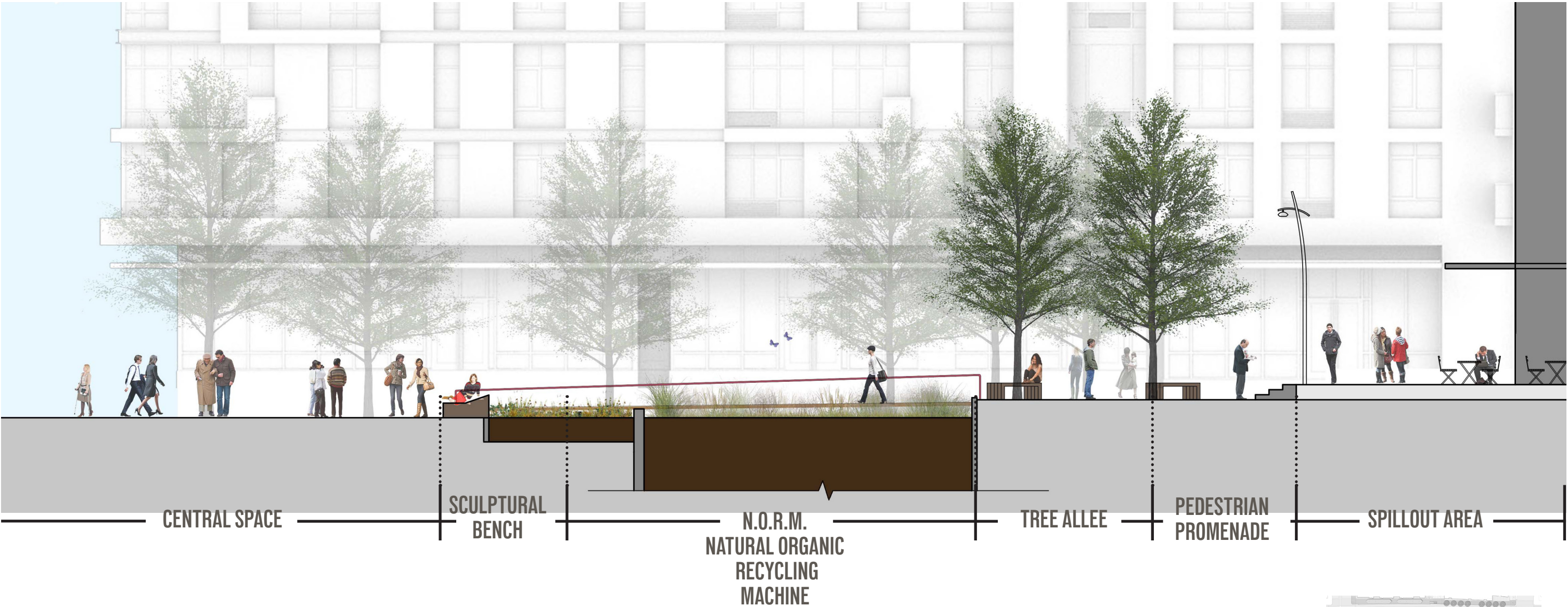
SITE SECTION 2





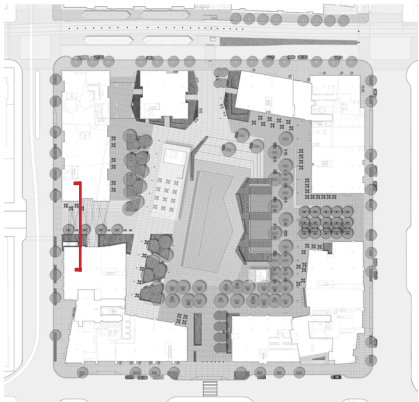
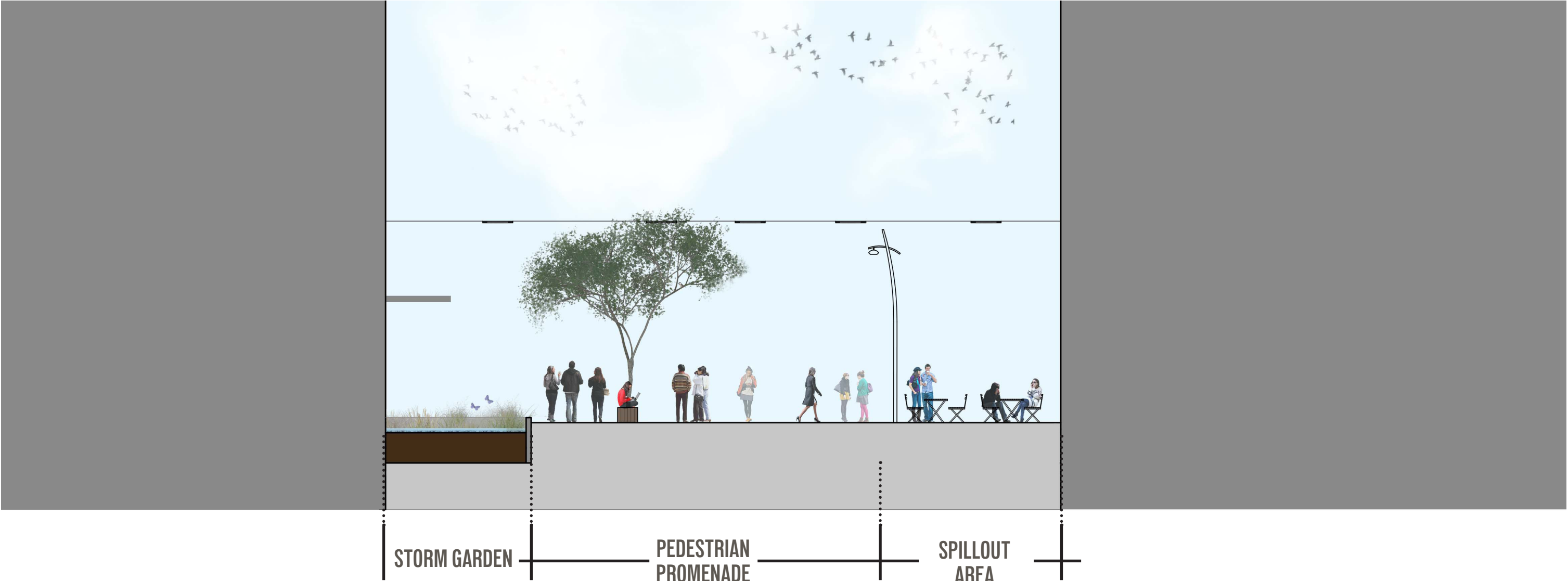
**SITE SECTION 3**





SITE SECTION 4





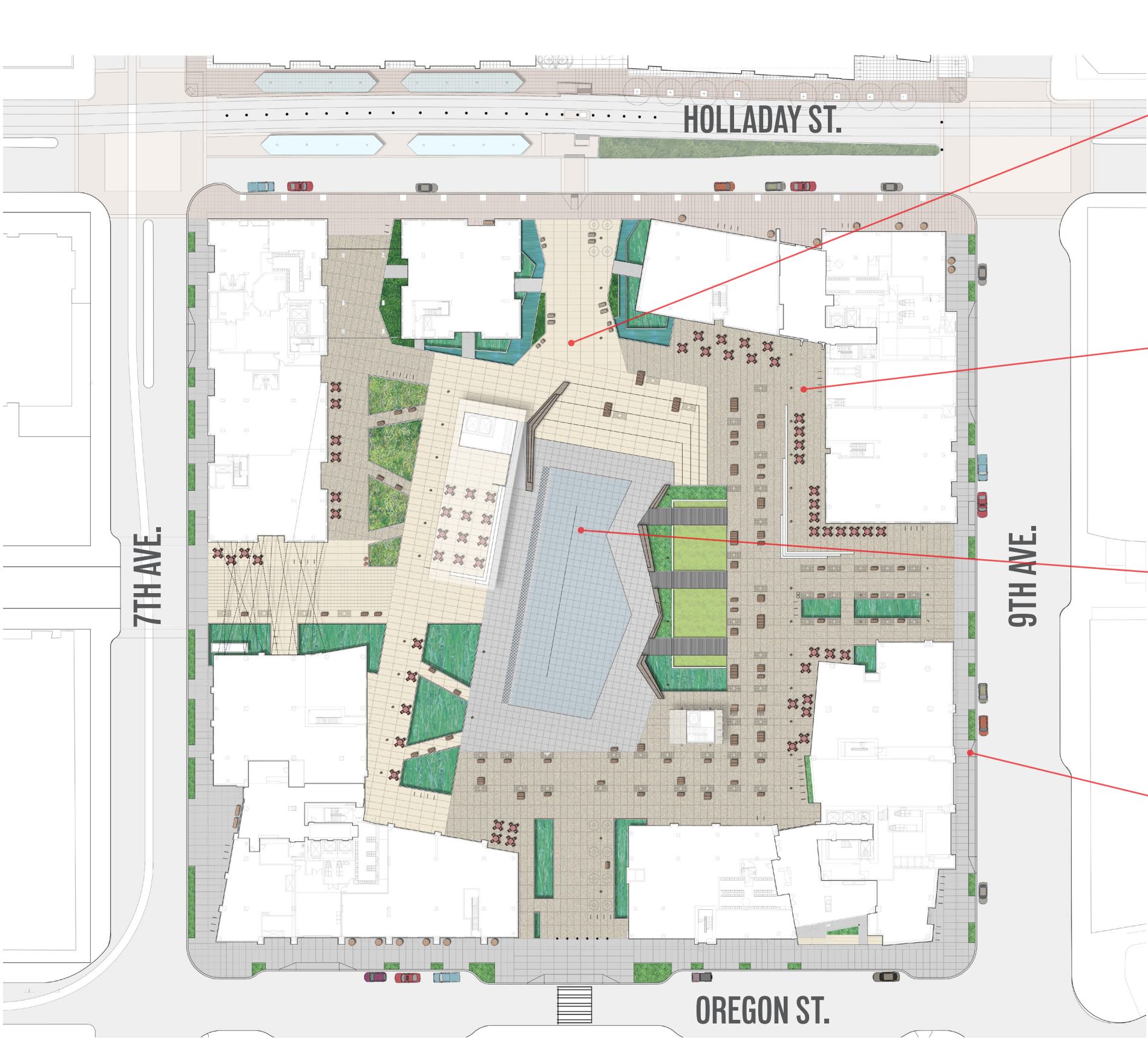
SITE SECTION 5





PERSPECTIVE





C.I.P. CONCRETE PAVING  
TYPE 1  
STANDARD FINISH  
INTEGRAL COLOR:  
50% SANDSTONE  
50% SILVERSMOKE



C.I.P. CONCRETE PAVING  
TYPE 2  
EXPOSED AGGREGATE FINISH  
INTEGRAL COLOR:  
100% SANDSTONE  
GREY GRANITE AGGREGATE



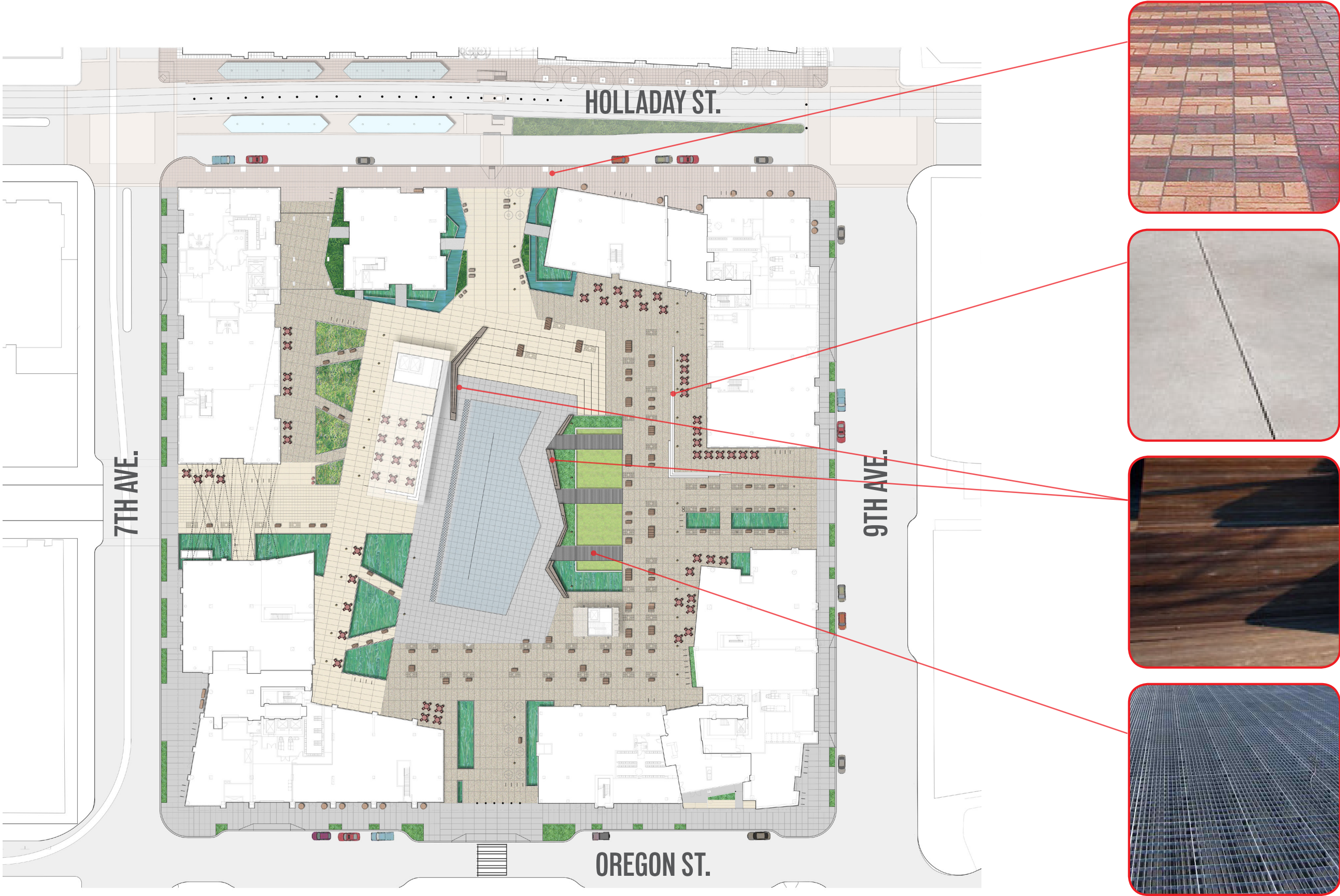
STONE PAVING  
CENTRAL WATER FEATURE  
2" THICK STONE WITH  
THERMAL FINISH



C.I.P. CONCRETE PAVING  
SIDEWALKS  
STANDARD FINISH

MATERIALS





BRICK PAVERS  
HOLLADAY ST. SIDEWALK  
LLOYD DISTRICT STANDARD

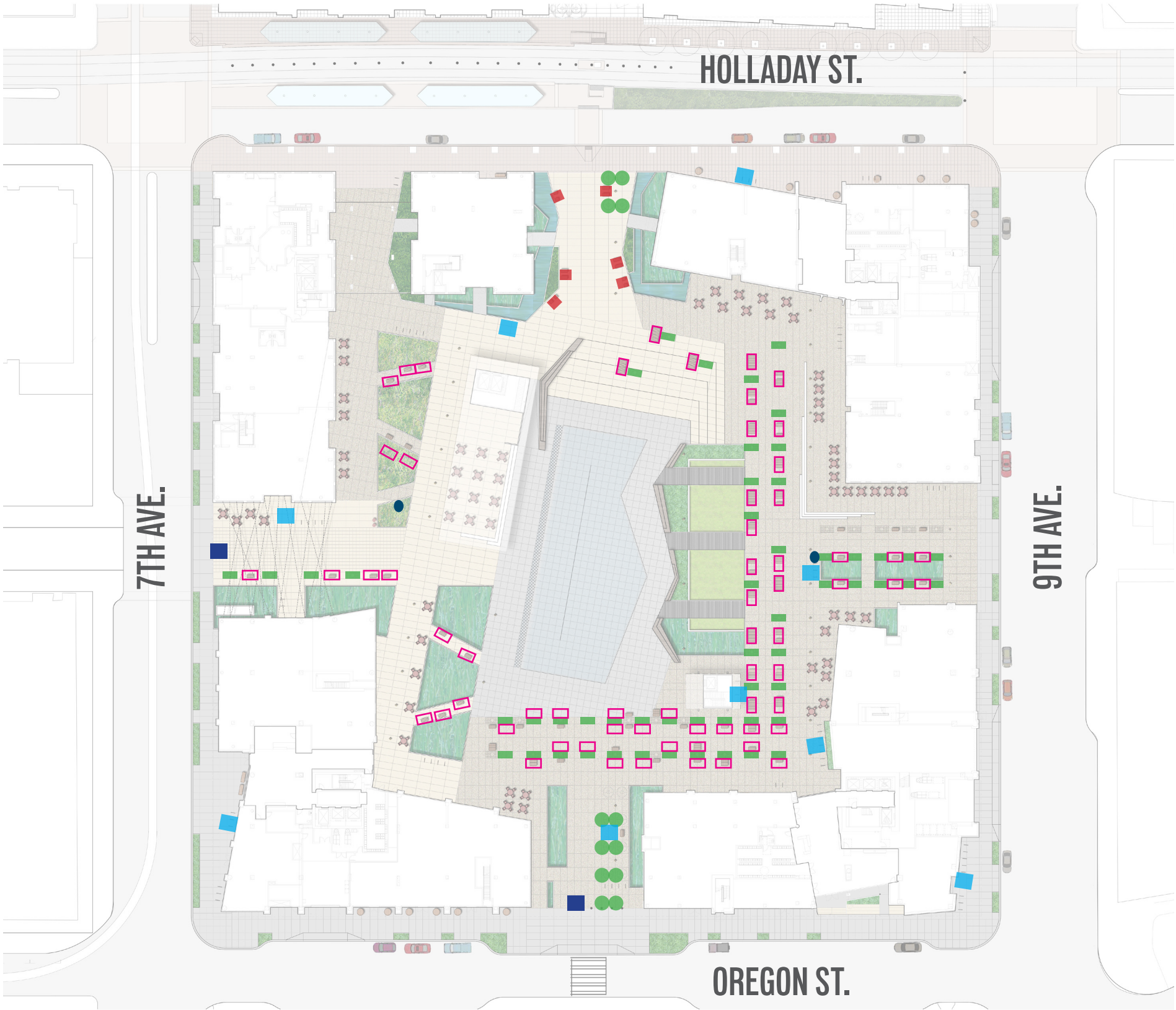
C.I.P. CONCRETE PAVING  
STEPS  
STANDARD FINISH  
INTEGRAL COLOR:  
50% SILVERSMOKE

HARDWOOD SEATING ON  
SCULPTURAL BENCH

STEEL MESH GRATING  
BRIDGES  
STEEL GRATE DECKING  
WITH GALVANIZED STEEL  
SUBSTRUCTURE

MATERIALS





■ WATER STREET RECLINER CHAIR



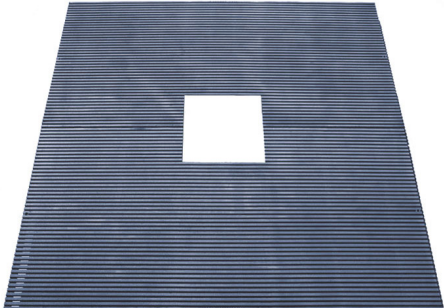
□ HARDWOOD BENCHES



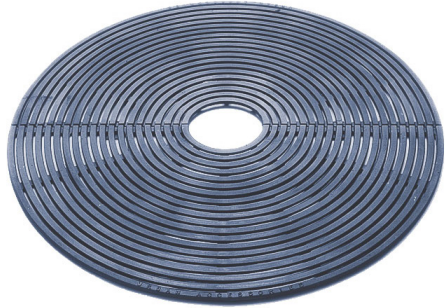
● TRASH RECEPTACLE



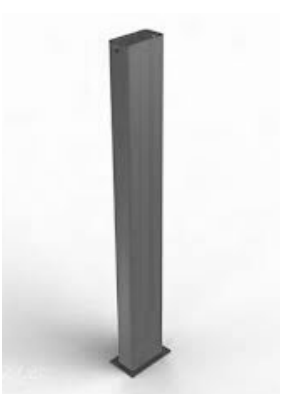
■ TREE GRATE- TYPE 1



● TREE GRATE- TYPE 2



■ COLLAPSIBLE BOLLARD



■ BIKE RACK


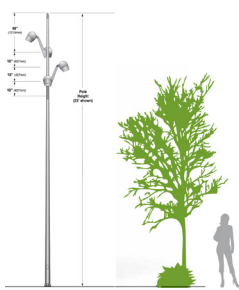



FURNISHINGS


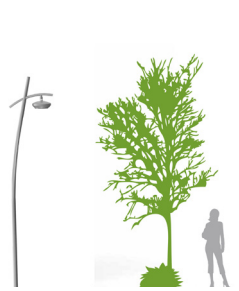





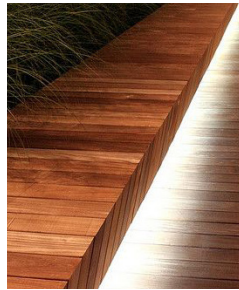
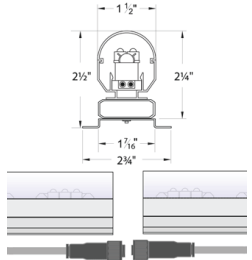
(Loading: 10' x 35' x 13')





 MAST FLOOD LIGHT: BUILDING 700 PLAZA




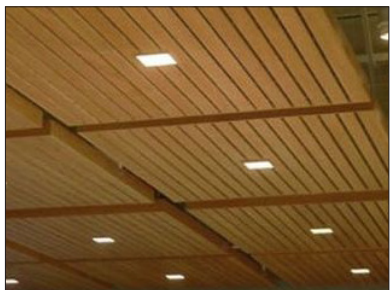
 PEDESTRIAN LIGHT: WATER STREET




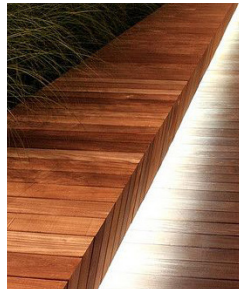
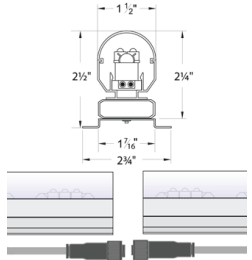
 4' SURFACE MOUNT LINEAR LED




 LINEAR GROUND



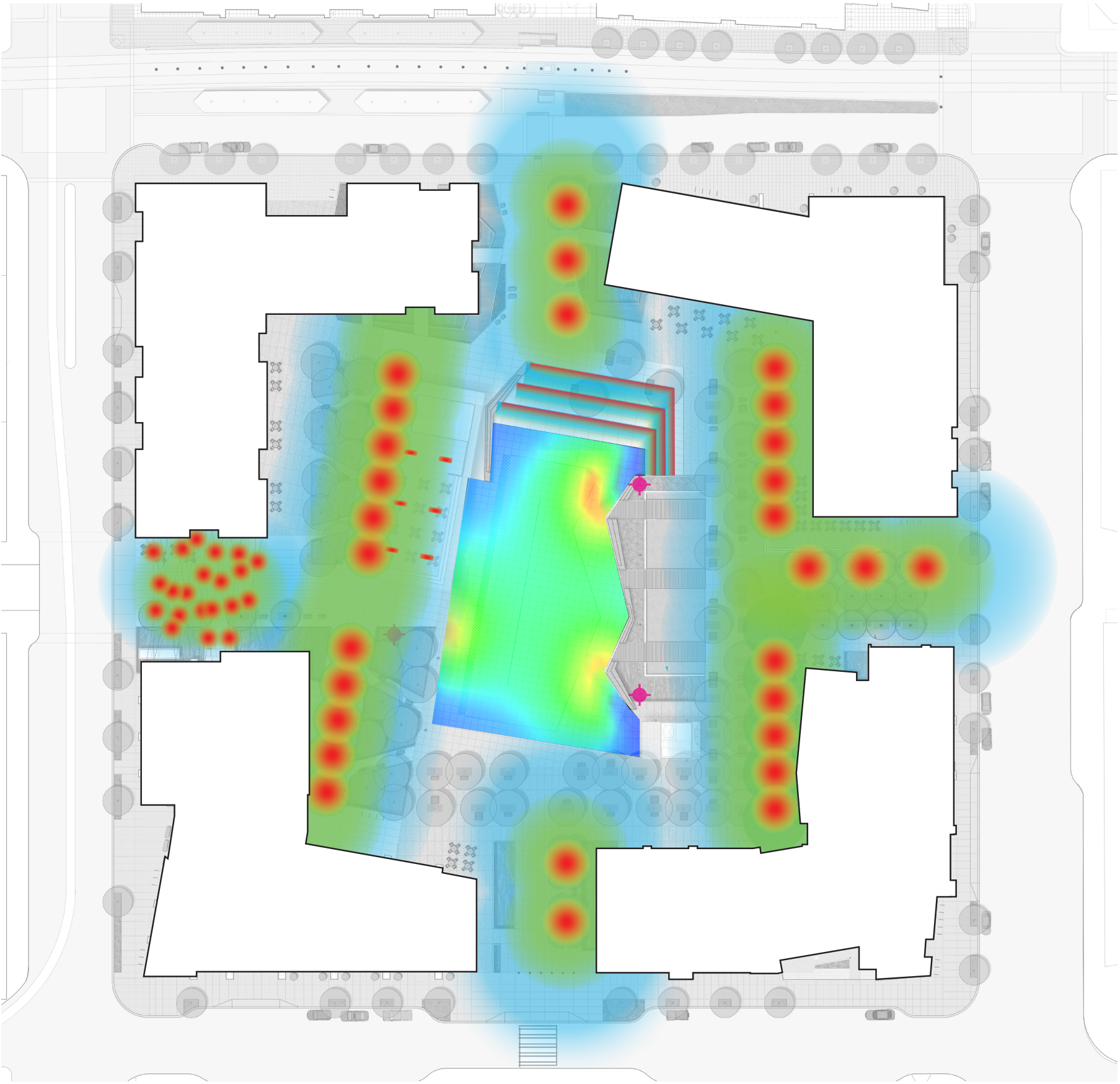
 6" SQUARE DOWNLIGHT



 STRIP LIGHTING - SCULPTURAL BENCH & STEPS

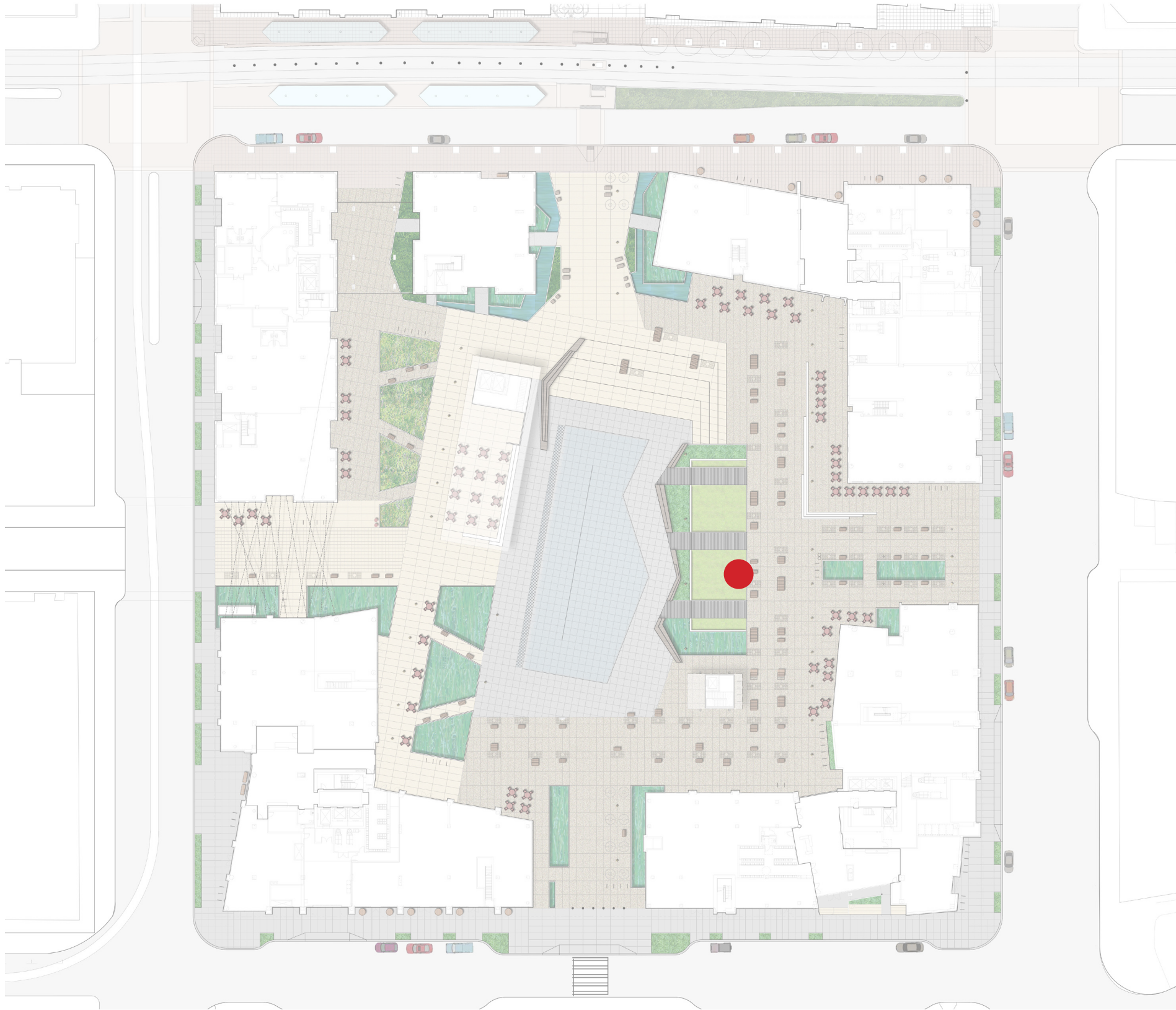
LIGHTING CONCEPTS





PHOTOMETRIC DIAGRAM





ARTIST: JEFFERY LAUDENSLAGER

ART DIRECTION







## 10. MODIFICATIONS

- 1. Standards for all bicycle parking*
- 2. Forward motion loading*
- 3. Height of roof top access and mechanical equipment*



MODIFICATION #1

STANDARDS FOR ALL BICYCLE PARKING

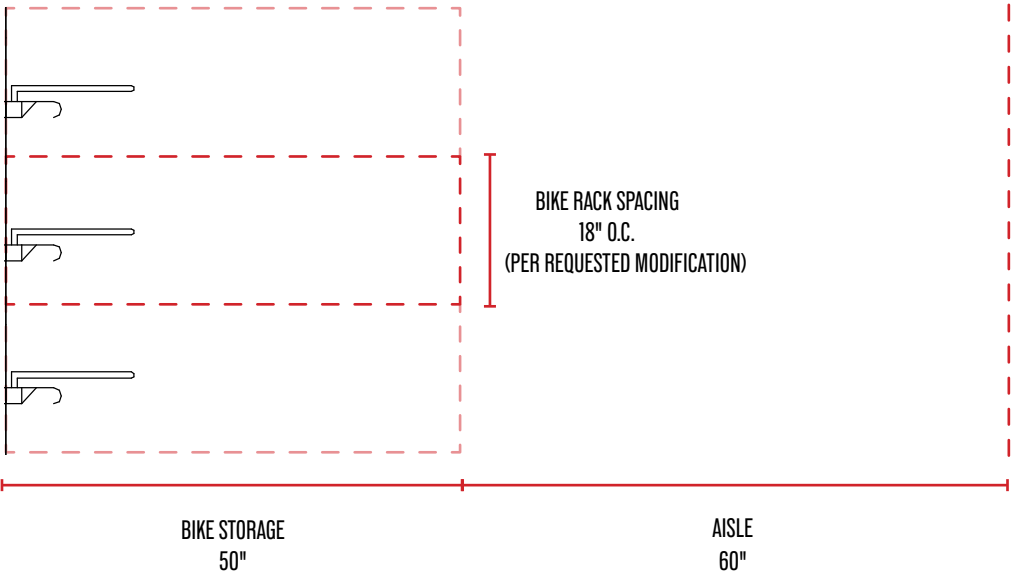
(33.266.220.C.3.b.)

33.266.220.C.3.b.

General Standard: A space 2 feet by 6 feet must be provided for each required bicycle parking space.

PROPOSAL:

We are proposing to use either a stacking rack with an assisted lift for the upper rack (Urban Racks articulating racks) or a vertical rack system with staggered rack heights (Urban Racks high density vertical racks), or a combination of both; both rack models are listed under the City of Portland Bike Parking Guide as pre-approved models that provide 2 points of contact with the bike when and frame, allow use of a U-lock through the rack, the wheel, and the frame, and may be used by bikes with mounted fenders without damaging fenders. We are providing 60” access aisle width for the vertical racks and a manufacturer recommended 84” aisle width for the stacking racks. Both kinds of racks will be anchored to the structural slabs in the garage in a centrally located shared bicycle hub. The City of Portland Bicycle rack handbook indicates that these racks must be used with a 24” per bike spacing, but the manufacturer suggests that 18” spacing is adequate. We request a modification to allow the vertical storage racks to be staggered on the wall at an 18” OC spacing, and the 60” aisle will start 48” from the wall – an 18” x 48” footprint per vertical rack. We believe this spacing has been approved elsewhere by the City of Portland, and even at 18” there is adequate room for access to locks. These racks are proposed to be used for long-term storage in a central controlled-access bike storage hub intended for use by residents and tenants of the Oregon Square project, and the bike storage room will be monitored by security. Because these racks will be used by residents and tenants, it can be assumed that they will have some familiarity with the rack systems and therefore the more generous 24” spacing required by the City of Portland guidelines is not required, and the manufacturer recommended 18” spacing is sufficient. We intend to maintain the 24” x 72” required footprint for short term bike parking available to the public, and if we use the stacking racks anywhere in the project, we will maintain the 24” spacing per bike, understanding that the 18” spacing, while approved by the manufacturer, does not provide adequate clearance for securing a bike lock



PLAN VIEW - HIGH DENSITY VERTICAL RACKS (@ GARAGE LEVEL P1)



MODIFICATION #2

FORWARD MOTION LOADING

(33.266.310.F.2.)

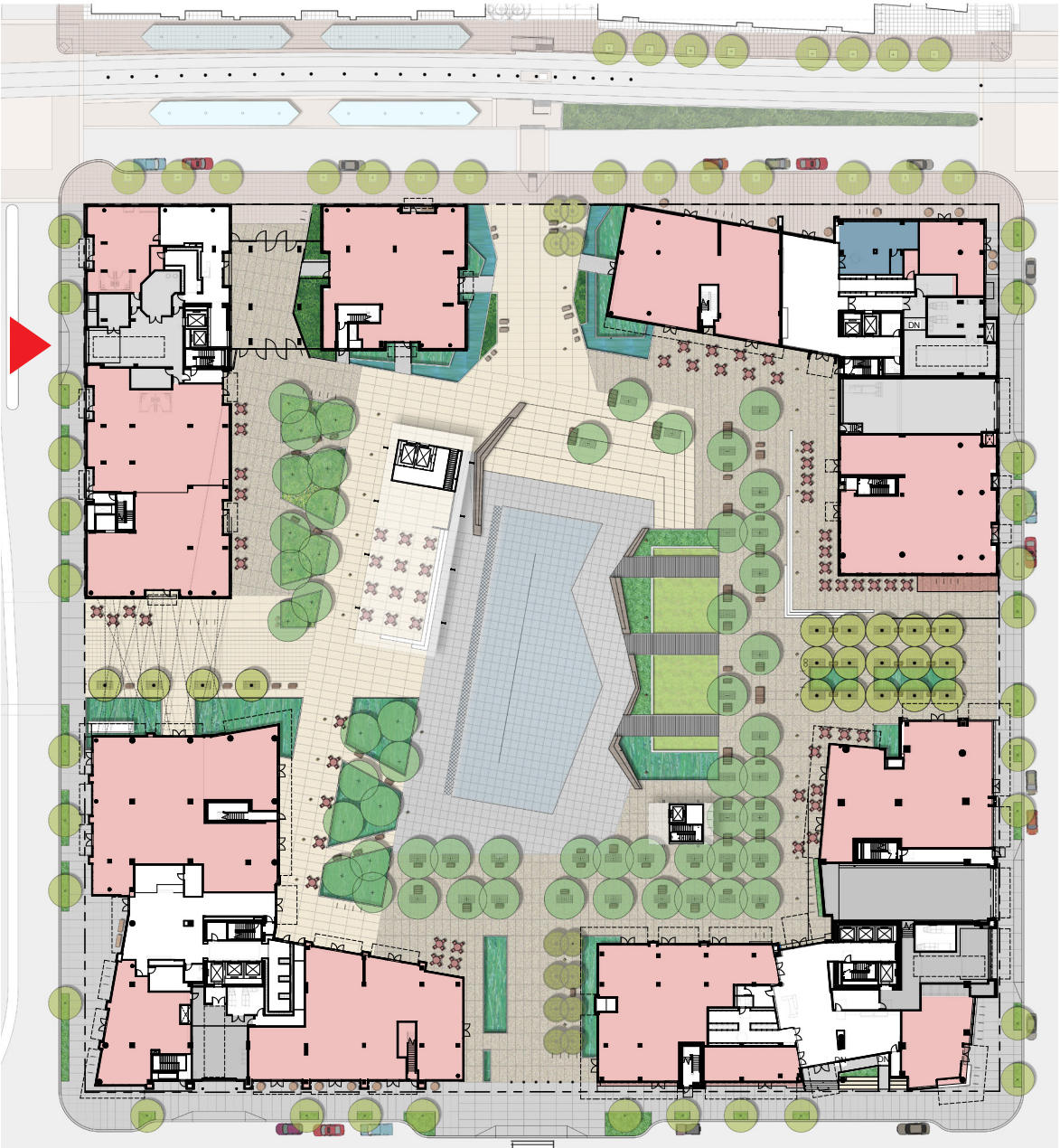
33.266.310.F.2.

General Standard: Forward motion loading: In the Central City plan district, loading facilities that abut a light rail or streetcar alignment must be designed so that vehicles enter and exit the site in a forward motion.

PROPOSAL:

The Block 91 proposed loading facility meets the proscribed minimum dimensions of 10’w x 35d’ x 13’h and is accessed off of NE 7th Ave, which abuts the streetcar line running in the north-south direction. The streetcar rails occupy the southbound lane (the west side of the street), which is currently separated from the northbound lane by a concrete median. Block 91 only has two street frontages, NE Holladay and NE 7th Ave. NE Holladay is fortified by the Max station and is a dedicated “Green Street”, making it inappropriate for service functions. Block 91 fronts the central pedestrian plaza to the east and south; this plaza only sees vehicular traffic during emergencies or during special events; it is not available for daily or regular service activities. For this reason a drive-through loading bay, allowing forward motion when entering and leaving, is infeasible. The NE 7th Ave frontage is the only remaining frontage available for loading, and this can only be accomplished by reverse-motion access and forward motion exiting.

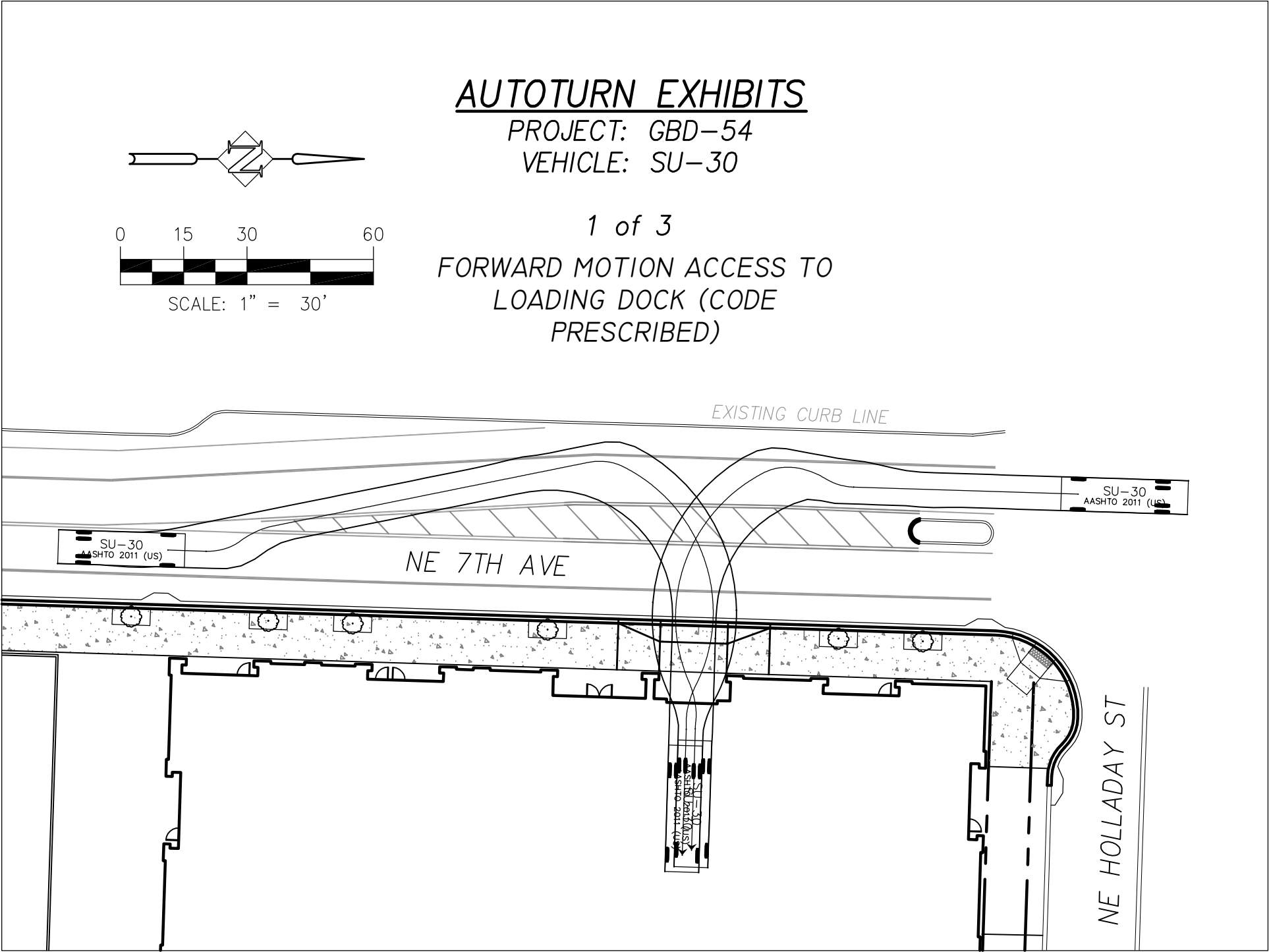
Access to the loading space is proposed to be accomplished by allowing trucks to back in to the loading space from the northbound lane. The attached loading diagrams showing the maneuvering clearances for an SU-30 truck demonstrate that the turn radius and maneuvering clearances required for forward motion access (illustration 1 of 3) are more disruptive to southbound traffic and the streetcar rail alignment than reverse motion loading, and will require removal of the existing median. Forward motion loading requires a northbound truck to swing wide into the southbound lane to access the loading dock, while reverse-motion loading (illustration 2 of 3) from the northbound lane requires a 2 point turn within the northbound lane, with no disruption to the southbound traffic or streetcar. Illustration 3 of 3 shows that forward motion exiting from the loading dock into either the northbound or southbound lanes is not disruptive to traffic flowing in the opposite direction. We request that a modification be granted to allow reverse-motion access to the loading dock on NE 7th Ave.



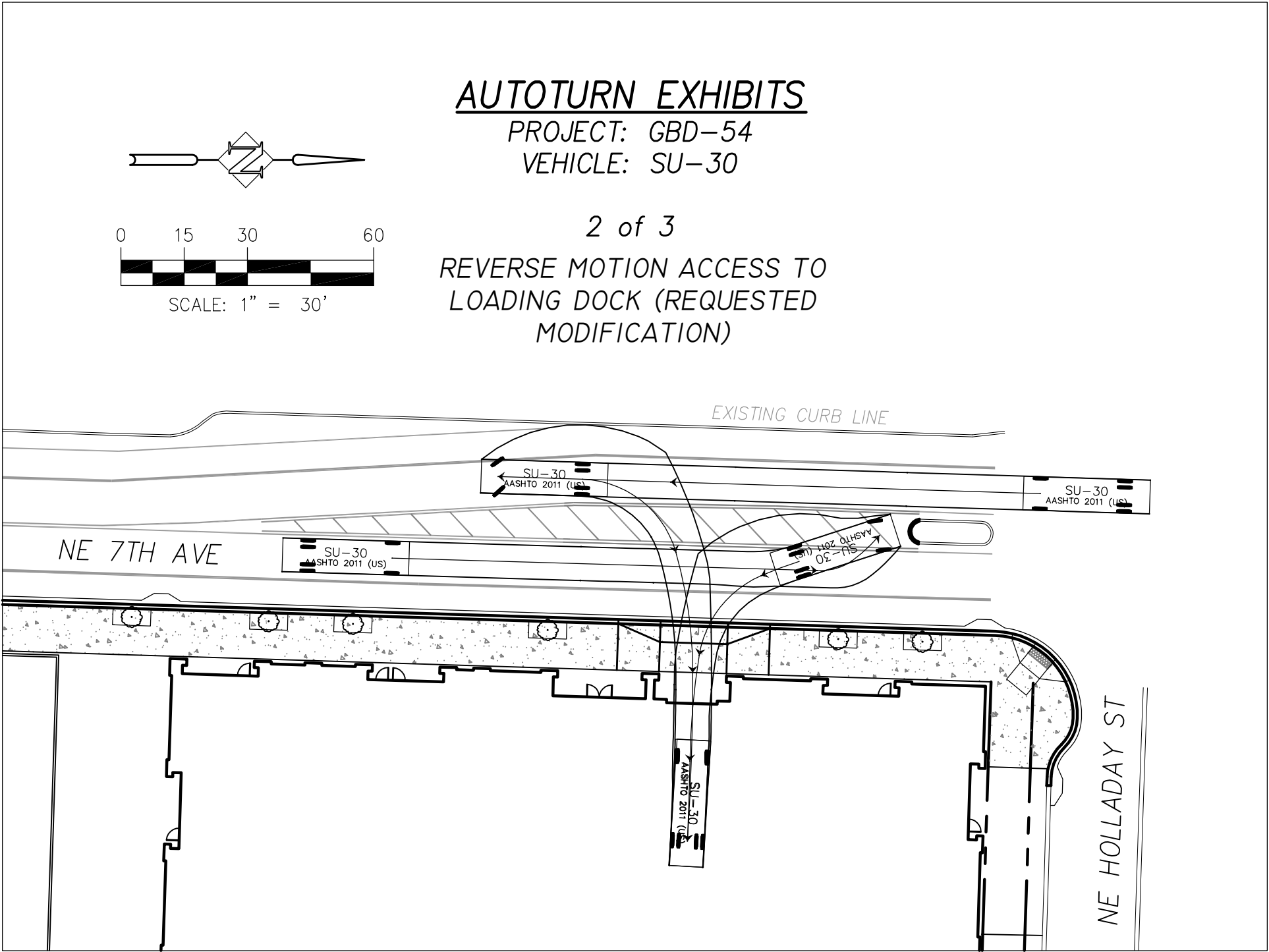
OREGON SQUARE - GROUND FLOOR PLAN  
NTS

MODIFICATION #2





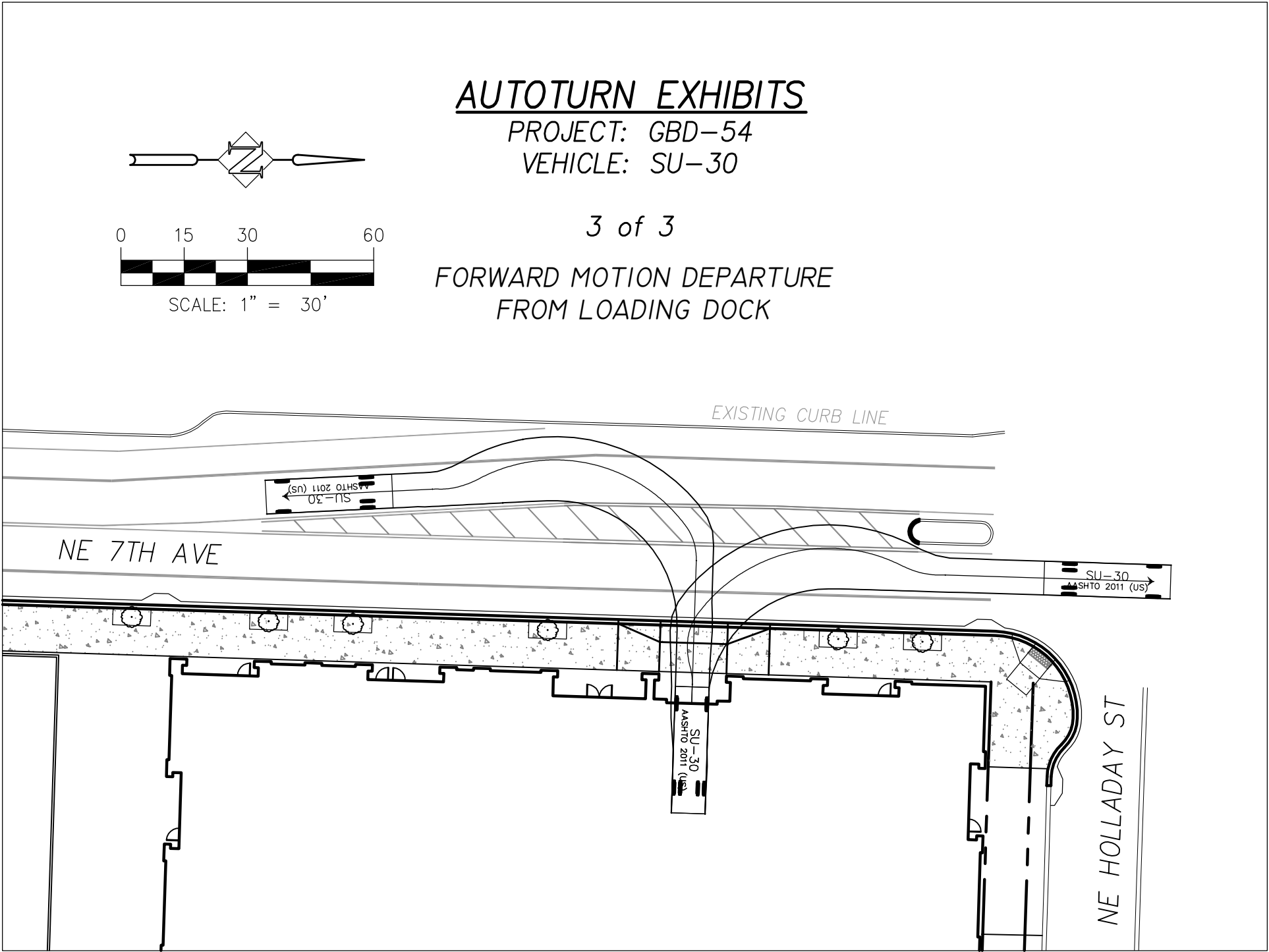




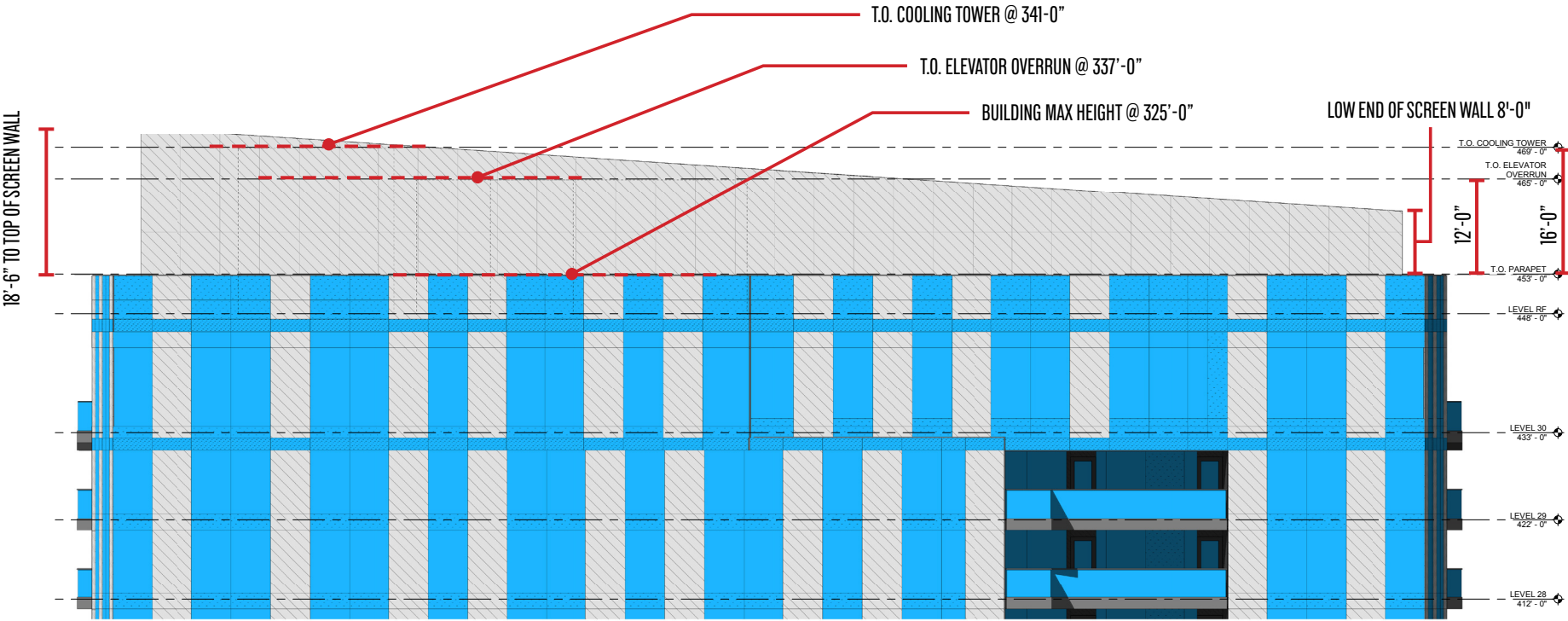




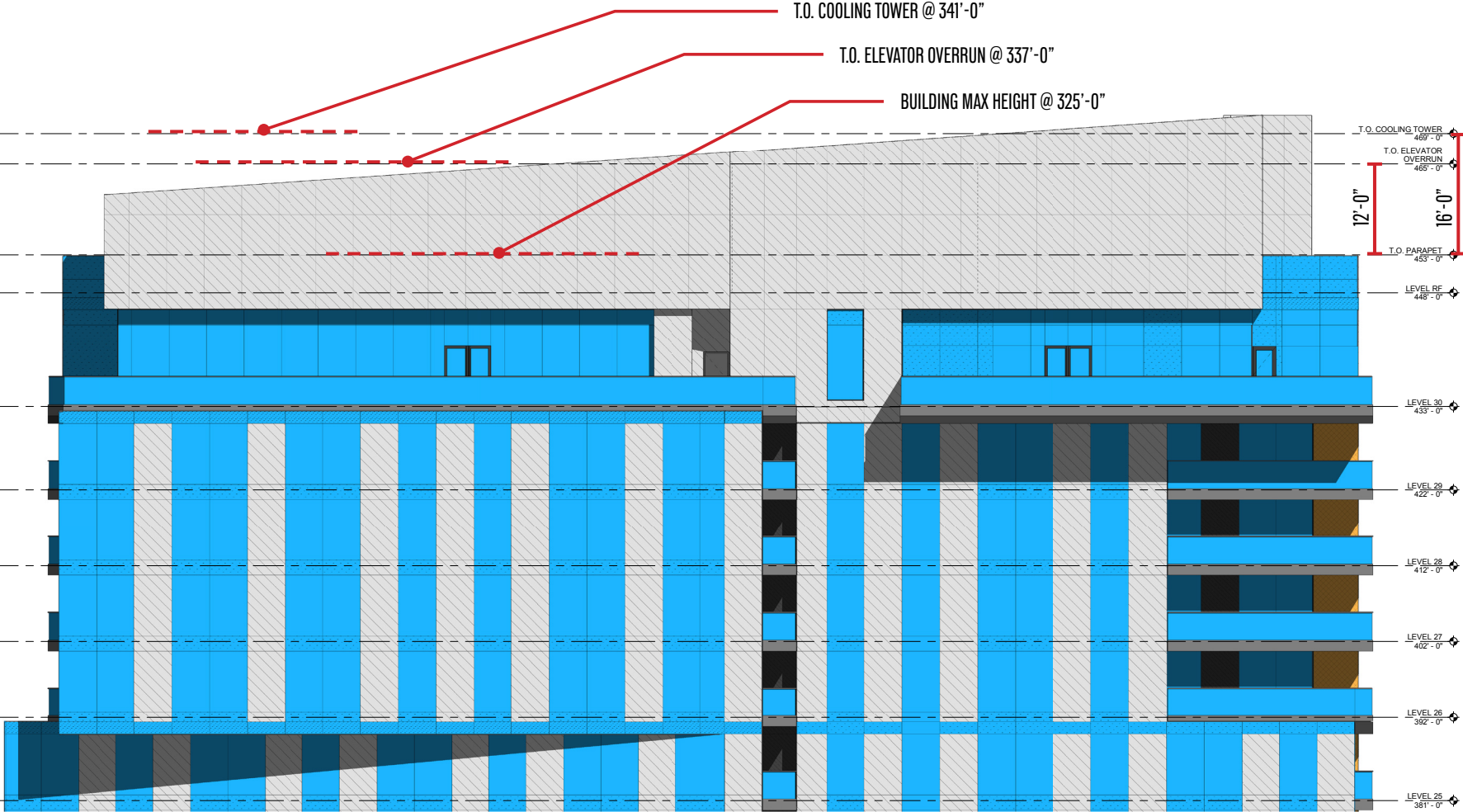








EAST ELEVATION



WEST ELEVATION

# MODIFICATION #3



MODIFICATION #3

HEIGHT OF ROOF TOP ACCESS AND MECHANICAL EQUIPMENT.

(33.130.210 .B.2.)

33.130.210 .B.2.  
General Standard: Roof top elevator mechanical equipment may extend up to 16 feet above the height limit, and other roof top mechanical equipment or roof access stairwells must be set back at least 15 feet from roof edges that parallel street lot lines. Mechanical and roof access equipment that occupies up to 10% of the roof area may extend up to 10' above the height limit.

**PROPOSAL:**  
Block 103 has a maximum allowed height of 325' based on the allowable 250' height in this zone, plus 75' of bonus height due to residential use. Currently the parapet is located at elevation 453'-0" (325'-0"), and the back of walk elevation at the highest building corner (the corner of NE 9th ave and vacated NE Pacific) is 128', putting the building parapet at 325'-0", the maximum height.

The roof mechanical equipment and mechanical rooms are currently 11'-8" minimum from the roof edge on the east side (NE 9th Ave frontage), and 2,888 sf (23% of the overall roof area) of the rooftop mechanical equipment/mechanical rooms exceed the 325' height. These rooms are 12'-0" above the limit at access rooms and mechanical rooms, and the cooling towers (394 sf of the 2,888 sf) are 16'-0" above the height limit. The percentage of equipment in excess of the height limit compared to the overall roof area is higher than the required 10% because the tower narrows and terraces back as it approaches the roof, leaving a smaller roof footprint, and thus denser mechanical equipment set closer to the roof edge. Instead of enlarging the overall roof plate to increase the distance from the roof edge to the equipment and to decrease the percentage of the roof equipment relative to the overall roof area, we propose adding a screen around the roof, set back as close as 4'-0" from the roof edge at the south elevation, and 3'-2" at the north elevation, to screen the equipment to appear an extension of the building below. The screen starts at 8'-0" above the 325' height at its low side, and will extend up to 18'-6" above the height limit at its high side (the south side, NE Oregon Street frontage). While the screen exceeds the height limitations, it enhances the character and architecture of the building, capping the tower with an integrated architectural element that screens both the elevator and mechanical appurtenances that comply with the height restrictions and those that do not comply, mitigating the visual impact of all roof equipment.

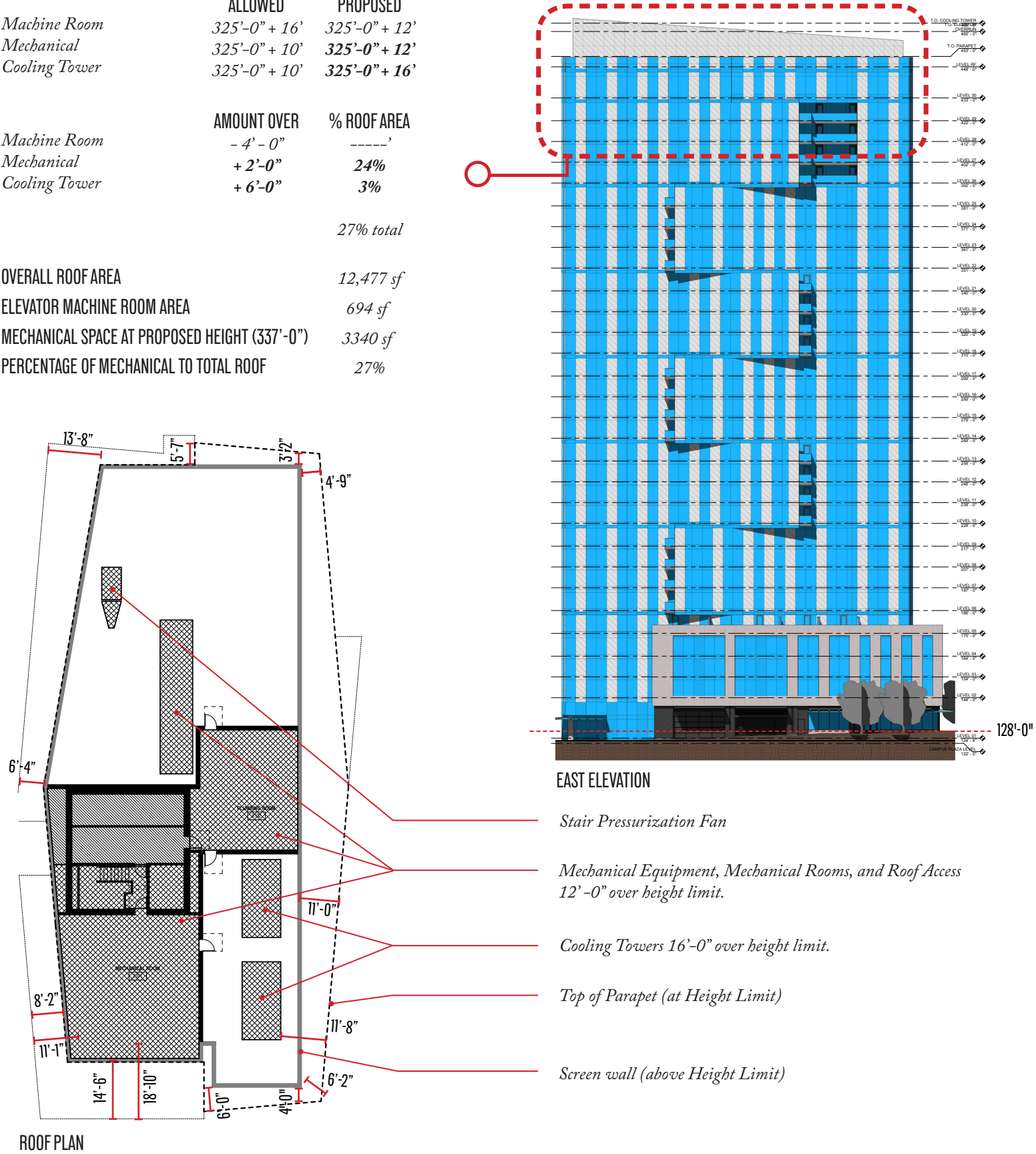
	ALLOWED	PROPOSED
Machine Room	325'-0" + 16'	325'-0" + 12'
Mechanical	325'-0" + 10'	325'-0" + 12'
Cooling Tower	325'-0" + 10'	325'-0" + 16'

	AMOUNT OVER	% ROOF AREA
Machine Room	- 4' - 0"	-----'
Mechanical	+ 2'-0"	24%
Cooling Tower	+ 6'-0"	3%

	27% total
OVERALL ROOF AREA	12,477 sf
ELEVATOR MACHINE ROOM AREA	694 sf
MECHANICAL SPACE AT PROPOSED HEIGHT (337'-0")	3340 sf
PERCENTAGE OF MECHANICAL TO TOTAL ROOF	27%



MODIFICATION #3