

Appeal to Portland Design Commission

~~April 2, 2020~~

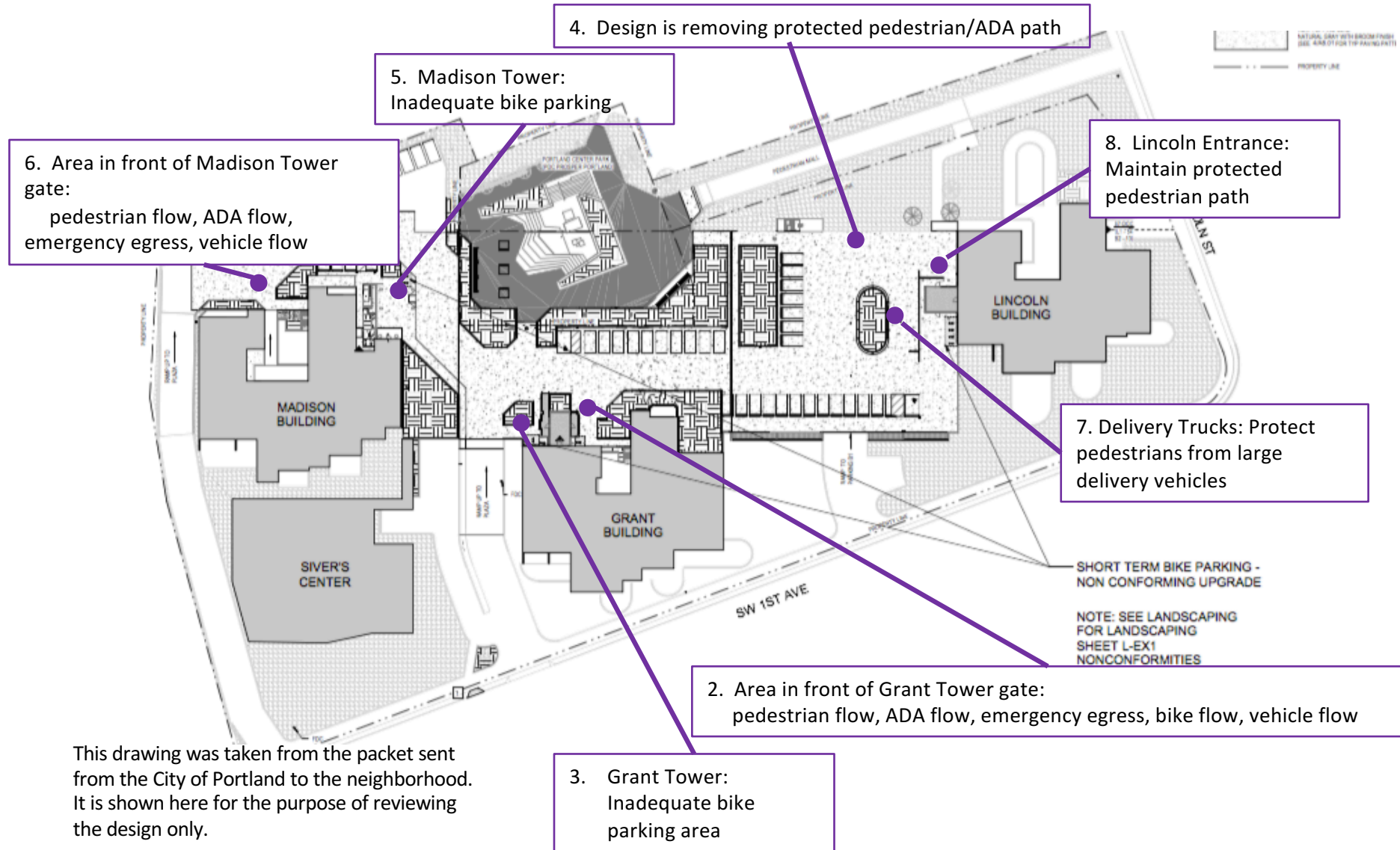
May 21, 2020

LU – 19 – 249975 DZM

Elke Poehling

Map of Issues

- 1. General: insufficient information provided to assess pedestrian flow



This drawing was taken from the packet sent from the City of Portland to the neighborhood. It is shown here for the purpose of reviewing the design only.

Summary of Issues

Issue Number	Location	Issues	Relevant Design Guideline
1	General	Inadequate information provided to assess pedestrian/ADA access and flow on the Plaza	Central City Fundamental Design Guideline. Part II.B and Portland Code 33.120.255 and Oregon Structural Specialty Code 1101 to 1105
2	Area in front of Grant Tower Gate	Area in front of Grant Gate provides insufficient area for all uses: protected pedestrian flow, ADA flow, bicycle flow, loading zone, emergency egress	Central City Fundamental Design Guideline. Part II.B.2, Part II.B.7
3	Grant Tower Short Term Bicycle Parking	Proposed bicycle parking does not provide area for enough spaces, it is not visible, entrance/exit is sized for pedestrians not bicycles, blind exit into vehicular traffic	Bicycle Parking Standards 33.266, Vision Zero
4	Between Lincoln Tower and the Park	Proposed design removes two planters which provide the only protected pedestrian/ADA path between: Grant/Madison Towers and Lincoln Tower, between Grant/Madison Towers and Lincoln Avenue, between Lincoln Tower and the abutting park.	Central City Fundamental Design Guideline. Part II.B.2, Part II.B.4, Part II.B.7
5	Madison Tower Short Term Bicycle Parking	Proposed bicycle parking would block pedestrian path, and is not enough short-term spaces for the 104 living units in Madison Tower. Not obvious there is anywhere within 50 feet walking distance to building entrance that does not block pedestrian/ADA paths.	Bicycle Parking Standards 33.266, Central City Fundamental Design Guideline Part II.B.1
6	Area in front of Madison Tower Gate	Need some feature to ensure vehicles using loading zone cannot block entrance/exit from the gate: protected pedestrian flow, ADA flow, bicycle flow, emergency egress	Central City Fundamental Design Guideline. Part II.B.2, Part II.B.7
7	Delivery Truck Paths	Need clearly designed paths for delivery trucks and pedestrians that will protect pedestrians from these larger vehicles that frequent the plaza	Central City Fundamental Design Guideline. Part II.B.2
8	Area in front of Lincoln Entrance	Need features that will protect the pedestrian path and prevent cars from parking in the area outside the Lincoln entrance	Central City Fundamental Design Guideline Part II.B.1, Part II.B.2

How Did We Get Here?

Garage Town Hall Meeting, March 2018, about 65 people present

Q. Were design variations considered?

A. Better if we can present it as a replacement & repair project. Trying to stay away from design issues, which take more time.

From the beginning, the Plaza reconstruction was presented as a replacement & repair project, with no opportunity for design input from the owners. The stated optimization parameter was **time, not quality**.

July 2019: Meeting Minutes of the APTCA Plaza Restoration Task Force:

“...meeting was called to review design components ... as part of the Design Review, newly required by the City of Portland... that is now holding up the Garage Project”

“As part of the process the city will send a letter to all owners on the proposed work on the plaza. The Plaza Town Hall will be scheduled once the city letter goes out to present the design to the owners and help them understand the process”

The committee saw the design review as a barrier, rather than an opportunity to make things better. The design was submitted to the city before showing the owners. They wanted the ownership to help them overcome the barrier the City of Portland put in front of them. They did not look to the owners as a source of ideas to improve the design.

How Did We Get Here? (continued)

January 13, 2020, Notice of Type II Proposal in Your Neighborhood Design was also displayed in Lincoln Tower lobby.

The design in the lobby gave lots of details about trees. But, other aspects were either unclear or seemed unacceptable: pedestrian flow, equitable ADA access, bicycle parking, vehicle flow. It was not a comprehensive presentation of all uses of the Plaza.

Sent emails to City of Portland expressing concerns about the inadequacies of the proposed design.

February 10, 2020, Notice of Design Approval was sent by City of Portland
Appeal deadline set for February 24, 2020

American Plaza offered to meet to discuss concerns on February 26, 2020 (after the appeal date)

February 20, 2020, submitted appeal to the Portland Design Commission
February 26, 2020, meeting with APTCA Garage Steering Committee

Meeting on the February 26 was a good meeting. It was informative on both sides. But, in the end, no mutually agreeable solution was found:

APTCA Position: we can't change anything

Appellant Position: things need to be changed

Recently, the Association has suggested some improvements to the design to address some of the issues presented in this report. The presentation on the Appeal Date will likely be a review of that New Design, rather than a review of the Original Design, which is in this document.

Issue #1: General. Inadequate information provided to assess pedestrian/ADA flow on the Plaza

Central City Fundamental Design Guideline, Part II.B, Pedestrian Emphasis
Compliance with 33.120.255 Pedestrian Standards
Oregon Specialty Code 1104 Accessible Routes

Details are not given in the proposed design about compliance with these standards. Pedestrian Flow and Protection are not clearly described for assessment.

Open questions include (but are not limited to):

1. What is the designated pedestrian/ADA path between the Madison Tower entrance and the (abutting) park?
2. How will the pedestrian/ADA flow be protected from vehicular traffic?
3. There is a protected pathway along east side of plaza that dead-ends into a planter. How will it connect with the rest of the pedestrian flow?

The overall plan for pedestrian/ADA flow needs to be defined and shown to be compliant

Relevant Sections of Central City Fundamental Design Guidelines

Part II.

A. Portland Personality

B. Pedestrian Emphasis

C. Project Design

D. Special Areas

II.B.1 Reinforce and Enhance the Pedestrian System

II.B.2 Protect the Pedestrian

- Elements to provide separation between pedestrian and vehicular traffic
- Building service areas for large vehicle access should also be located where they will not negatively impact the pedestrian environment.

II.B.3 Bridge Pedestrian Obstacles

- An effective and convenient pedestrian network requires connectivity and ease of movement

II.B.4 Provide Stopping and Viewing Spaces

- Provide safe comfortable places where people can stop, view, socialize, and rest.
- Ensure that these areas do not conflict with other sidewalk uses

Relevant Sections of Central City Fundamental Design Guidelines (continued)

Part II.

A. Portland Personality

B. Pedestrian Emphasis

C. Project Design

D. Special Areas

II.B.5. Make Plazas, Parks, and Open Spaces Successful

II.B.6 Develop Weather Protection

II.B.7 Integrate a Barrier-Free Design

- **Incorporating accessibility into building renovation or adaptive reuse projects**
- **Integrate access systems for all people with the building's overall design concept.**

ADA Improvements

It is about equitable access

Oregon Revised Statute 447.241 Standards for renovating, altering or modifying certain buildings: barrier removal improvement plan.

(1) Every project for renovation, alteration or modification of affected buildings and related facilities that affects or could affect the usability or access to an area containing a primary function shall be made to ensure that, **to the maximum extent feasible**, the paths of travel to the altered area ... are readily accessible and usable by individuals with disabilities...

(2) Alterations made to the paths of travel to an altered area may be deemed disproportionate to the overall alteration when the cost exceeds **25 percent of the alteration to the primary function**

I don't believe ADA improvements are even close to 25% of the alteration budget. We need to be removing barriers, to the maximum extent feasible.

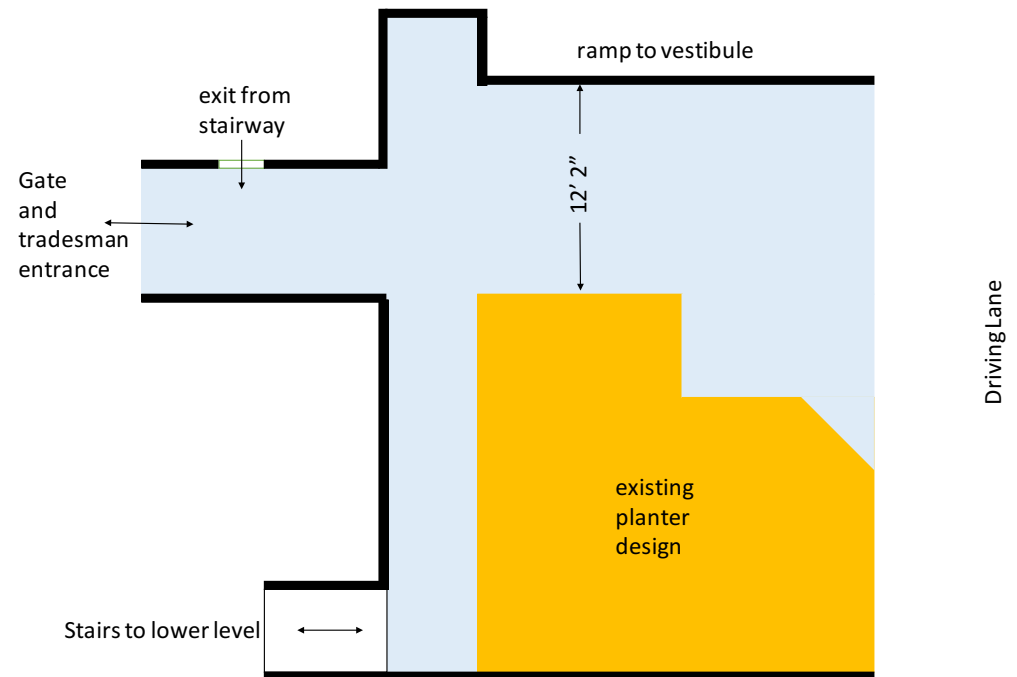
Issue #2: The Area in Front of the Grant Gate

Current uses of the area in front of the Grant gate:

- Secondary loading zone (note: primary loading zone is the garage gate)
- Pedestrian entrance and exit
 - ADA entrance and exit
 - bicycle entrance and exit
 - strollers, carts, etc.
- Emergency medical access (i.e. ambulance)
- Fire/emergency evacuation route

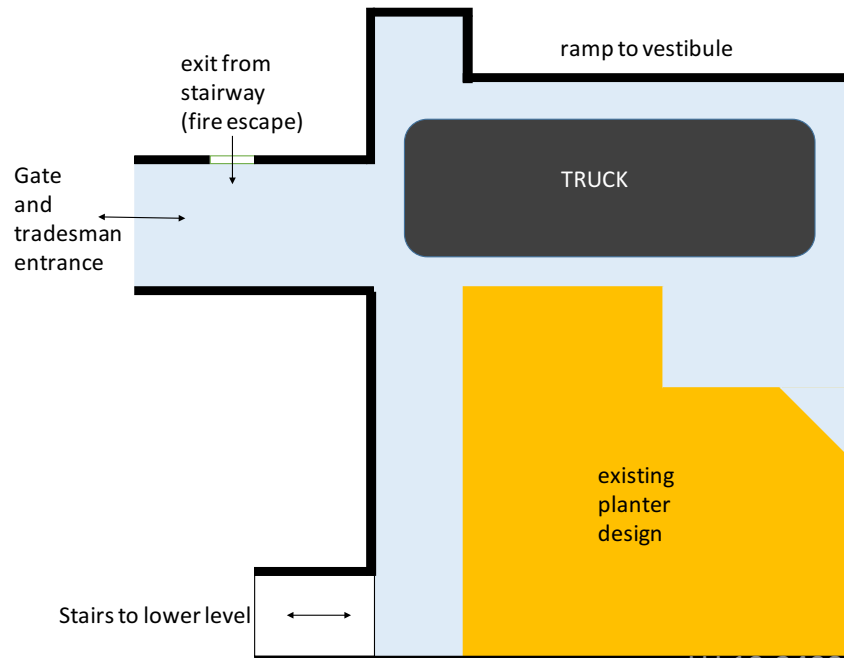
Proposed use to be added:

- Bicycle parking



sketches are for illustration purposes only

This area works well, until someone is using the loading zone...



Driving Lane

Now the >12 foot passage is reduced to below the required 44 inches of a pedestrian path

And, it is definitely NOT a PROTECTED pedestrian path

ISSUE #2

LU 19-249975 DZM Appeal to Design Commission

More Pictures of Loading Zone



This is a common sight

Issue #2: Area in Front of the Grant Gate

Design Does Not Comply with Central City Design Guidelines

II.B.2 Protect the Pedestrian

- Elements to provide separation between pedestrian and vehicular traffic
- Building service areas for large vehicle access should also be located where they will not negatively impact the pedestrian environment.

The design provides no protected path for people using the space: pedestrians, strollers, ADA, bicycles, emergency egress. All of these are uses for which this area was designed, in addition to being a secondary loading zone.

II.B.7 Integrate a Barrier-Free Design

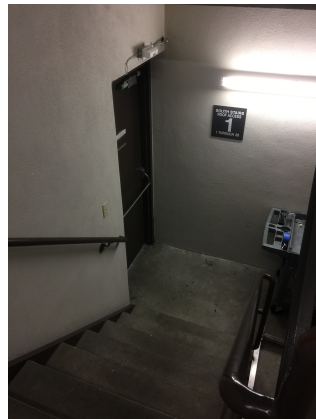
- Incorporating accessibility into building renovation or adaptive reuse projects
- Integrate access systems for all people with the building's overall design concept.

This design not only fails to protect the pedestrian, it also creates a barrier to pedestrians, ADA, bicycles, emergency egress.

Other relevant codes were cited above in Issue #1
Details for Issue#2 and codes are cited on following slides

Fire Exit Discharge

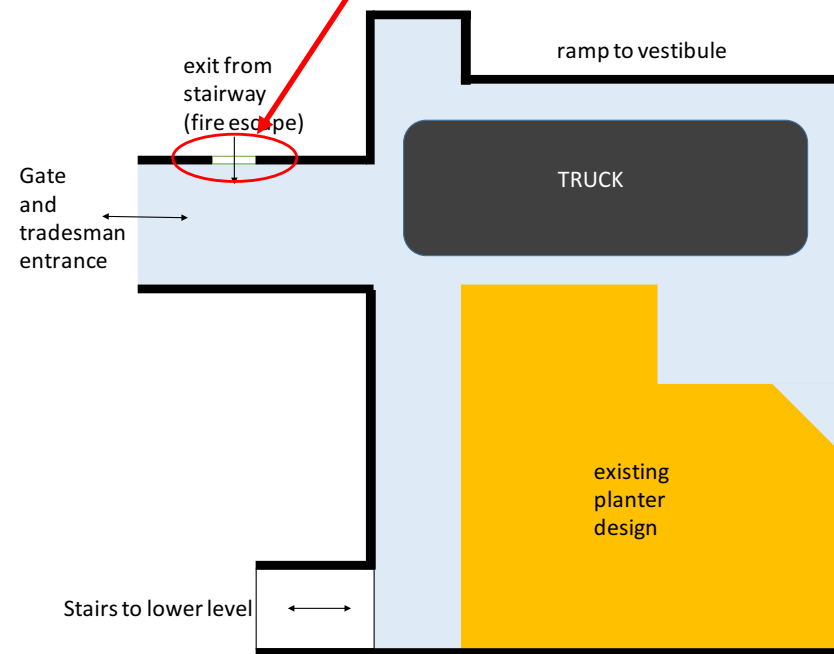
Floors 2 through 26 all have EXIT signs leading to the fire escape stairway shown. The stairway exits into the **area in front of the Grant gate.**



All is well if there is no vehicle.
But, what if there is...



ISSUE #2



OREGON FIRE CODE:

1027.5 Access to a public way: The exit discharge shall provide a direct and unobstructed access to a public way..

...or a safe dispersal area... at least 50 feet away from the building.

Table 1018.2. Minimum passage width = 44 inches

1027.1 General. ... The exit discharge shall not reenter a building.

1005.4 Continuity. The capacity of the means of egress ... shall not be reduced along the path of egress travel until arrival at the public way.

The area outside of the Grant gate is not 50 feet from the building

When a vehicle is in the loading zone, the passage width can be less than 44 inches; the means of egress has been reduced.

Re-entering the building and exiting through the lobby is not allowed.

As designed, this area cannot be used for both a loading zone and a fire exit discharge. The design needs to be changed.

Emergency Medical Response

If a vehicle is blocking path from the gate, can a patient be evacuated through the lobby?

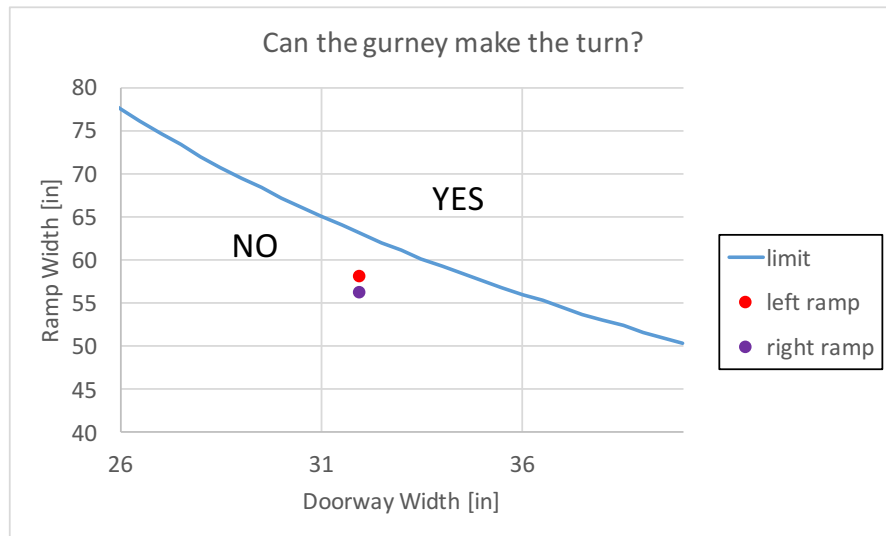
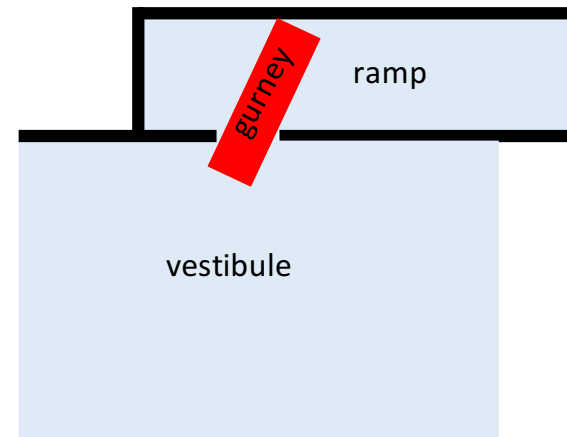
An EMT gurney is 84" X 24".

The vestibule door is 32"

The ramps are

54" (right ramp) and

58" (left ramp)



neglecting the thickness of the doorway

Our current design is comfortably on the NO side of the limit: A gurney cannot make the turn out of the vestibule.

So, the lobby is not a possible alternate route. This is not a legal code, it is just geometry.

In some medical situations (e.g. Stroke) minutes can make a big difference.

The area **outside the Grant gate** is THE way out of Grant Tower for medical response. It needs to be unblocked (Central City Guidelines II.B.7)

Residents' Bikes Entering/Exiting Grant Tower

American Plaza Towers Condominium Association Rules

*7.5.1 Except as reasonably deemed necessary, nothing may be kept on the terrace [unit balcony] except furnishings designed for outdoor use ... **and bicycles.***

*6.1.4 Bicycles must **not** be taken through the **building lobbies...***

What that means...

Bicycles are being stored in living units (they were, even before they were allowed on the balconies).

Grant Tower: the gate area is the **only acceptable** way to get bikes in and out of the buildings from the (main) plaza level of the building.

If the Grant gate is blocked by a car, going through the lobby is not allowed.

To be consistent with its own rules, the Association **needs to redesign** the area in front of the Grant gate **such that** the bicycle route in and out of the building **cannot be blocked by a legally parked vehicle** in the loading zone.

Additional Applicable Codes

ORS 447.241, detailed in Issue #1

2019 Oregon Structural Specialty Code

1105.1 Public Entrances.

In addition to accessible entrances required by Sections 1105.1.1 through 1105.1.7, at least 60 percent of all public entrances shall be accessible.

1104.2 Within a site.

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site.

ADA Exit from the Grant Gate

Inside of the Grant gate there is a ADA door activation button.

You are in wheelchair and you push the button.

You expect to see this.

But, instead you see that.



Would that be OK?

This is NOT a barrier-free design

Would that be OK?

Some people say: "they can just go through the lobby."

Whether there is another route or not, if an exit has an ADA button, a user has the **reasonable expectation** that there will be an unobstructed path away from the building.

It is easy to say "just take the other route" when you don't have to do it with a disability. The alternate path through the lobby has three doors instead of one. One of the doors has no actuator. There is a sharp turn immediately after the manual door and before the ramp. Not everyone can open the door and make turn at the same time.

What does "just take the other route" say about American Plaza.

It says "you are not important,"

It says "you are not really part of the community"

It is marginalizing part of our population

It is institutional prejudice.

Let's stop sending that message. **Lets provide equitable access here and throughout the Plaza.**

In Portland we welcome all types of people to be part of our community. We break down barriers.

Why would we rebuild this barrier after we are already removing it as part of the garage project?

“Just Take the Other Route” is NOT how we do things in Portland



This is on SE Division in Portland

There is an ADA accessible crosswalk.

It would probably be a very convenient loading zone for that building.

Why can't people just use the crosswalk at the next corner?

But, that was not done.

There is parking on that block.

But, this space is protected from someone even accidentally parking in the crosswalk.

“Just take the other route” was NOT spoken here.

Another Example



This is also on SE Division

Two ADA ramps are very close to each other (marked with arrows)

There are two ADA crosswalks because a side street T's into Division at that point
It would be easy to cross the other one, if one was blocked.

It would be easier to cross the side street than to cross Division.

But, "Just take the other route," is NOT spoken here either

More: How Things are Done In Portland

Portland State University

Campus-wide accessibility

Disability Resource Center

TriMet

All busses can kneel and have ramps

MAX stations have ADA ramps

It is about equitable access.

The goal is normalizing disabilities.

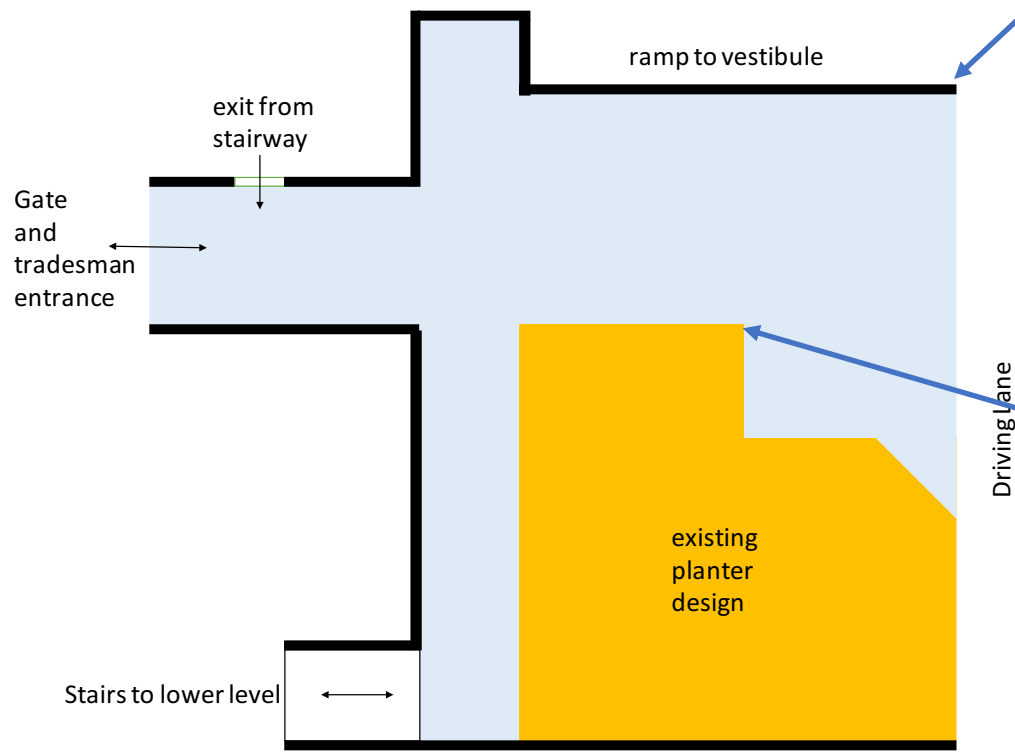
Everyone has value.

Everyone is part of the community

I hope that American Plaza can reflect the good things that are happening around us in Portland.

It is not even a good Loading Zone Design

- Vehicles regularly hit the barriers on the sides of the loading zone.
- This is a poor vehicular flow design
- Even if it was **only** being used as a loading zone, the design should be changed.

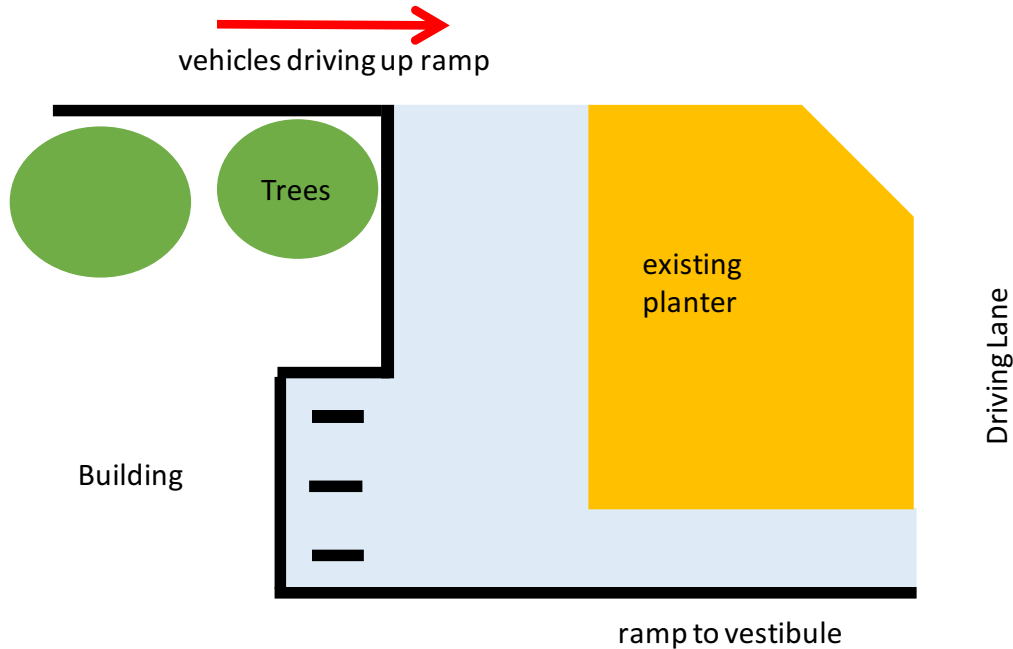


ISSUE #2

LU 19-249975 DZM Appeal to Design
Commission

Issue #3: Grant Tower, Short-Term Bicycle Parking

Current bicycle parking outside of Grant Tower



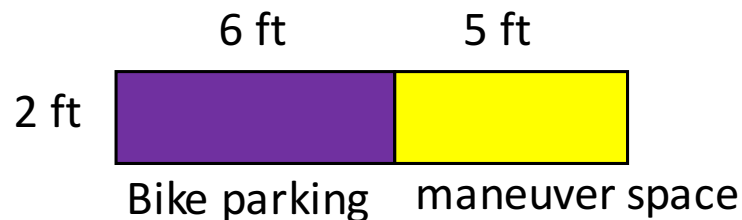
Currently there are 3 racks to the south of the vestibule (opposite side of the vestibule as the gate).

These were installed in 2006.

The plan is to re-install the bike racks and planter the same way.

But, that plan does not meet today's standards (33.266)

Standard Bicycle Parking Space



So, what does that mean
for the exiting design?

A standard bike parking space needs to be 2 ft by 6 ft,

There needs to be 5 ft behind the space for
maneuvering

Needs to be 2 ft (old standard) or 2½ ft (new
standard) wall clearance on the side of the end racks
of an array of racks.

Needs 2½ ft between rack and wall in front of rack.

The parking space needs to be reserved for the bike.

Old Standard (applicable to this design)

Spaces cannot overlap (**min rack spacing = 4 ft**)

New Standard (effective 3/1/2020)

Spaces can overlap 6 inches with space on an
adjacent rack. (**min racks spacing = 3 ft**)

The maneuvering space can be part of the
bicycle/pedestrian flow path.

Reference Figure 33:266-9 As Adopted Bicycle Code Update (with strikeouts),
December 2019

Current Design

The available width where the bike racks are located is 10 feet

Width needed for 3 racks / 6 bikes per old standard (applicable to this design)	$2' + 4' + 4' + 2' = 12$ feet
Width needed for 3 racks / 6 bikes per new standard	$2\frac{1}{2}' + 3' + 3' + 2\frac{1}{2}' = 11$ feet
Available width in the current design	10 feet (not enough for 3 racks / 6 bikes)

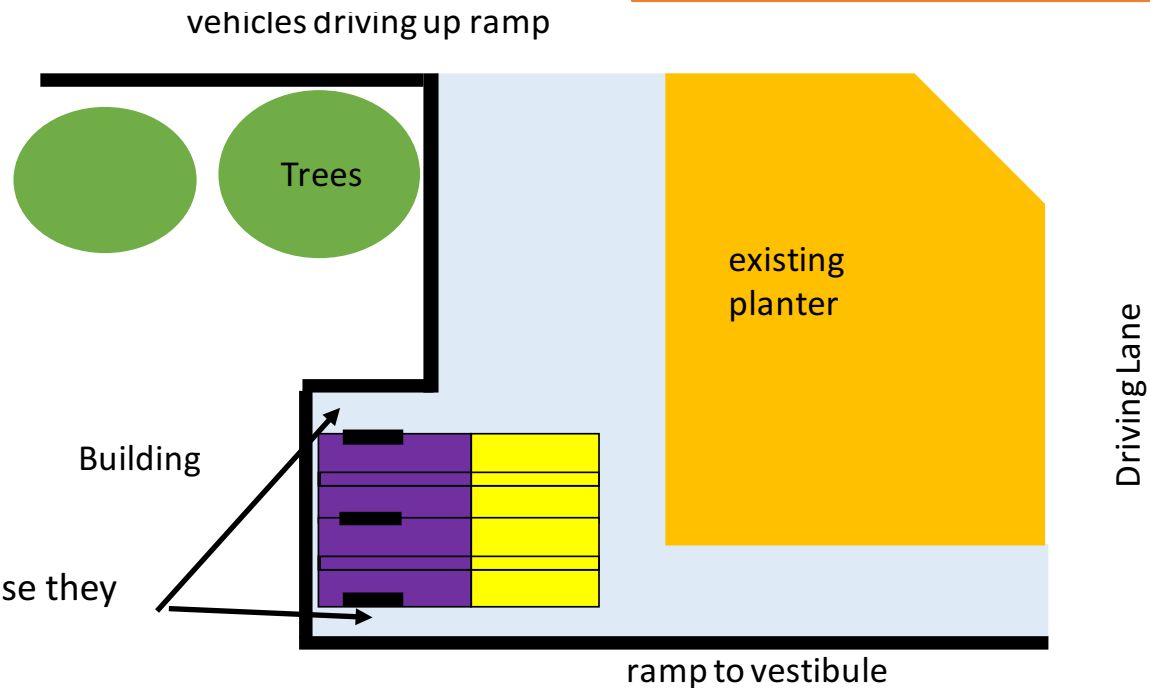
Drawn per the new standard
Only 4 bike spaces fit.

That means that the current design can only accommodate 4 bike parking spaces, even though there are three racks.

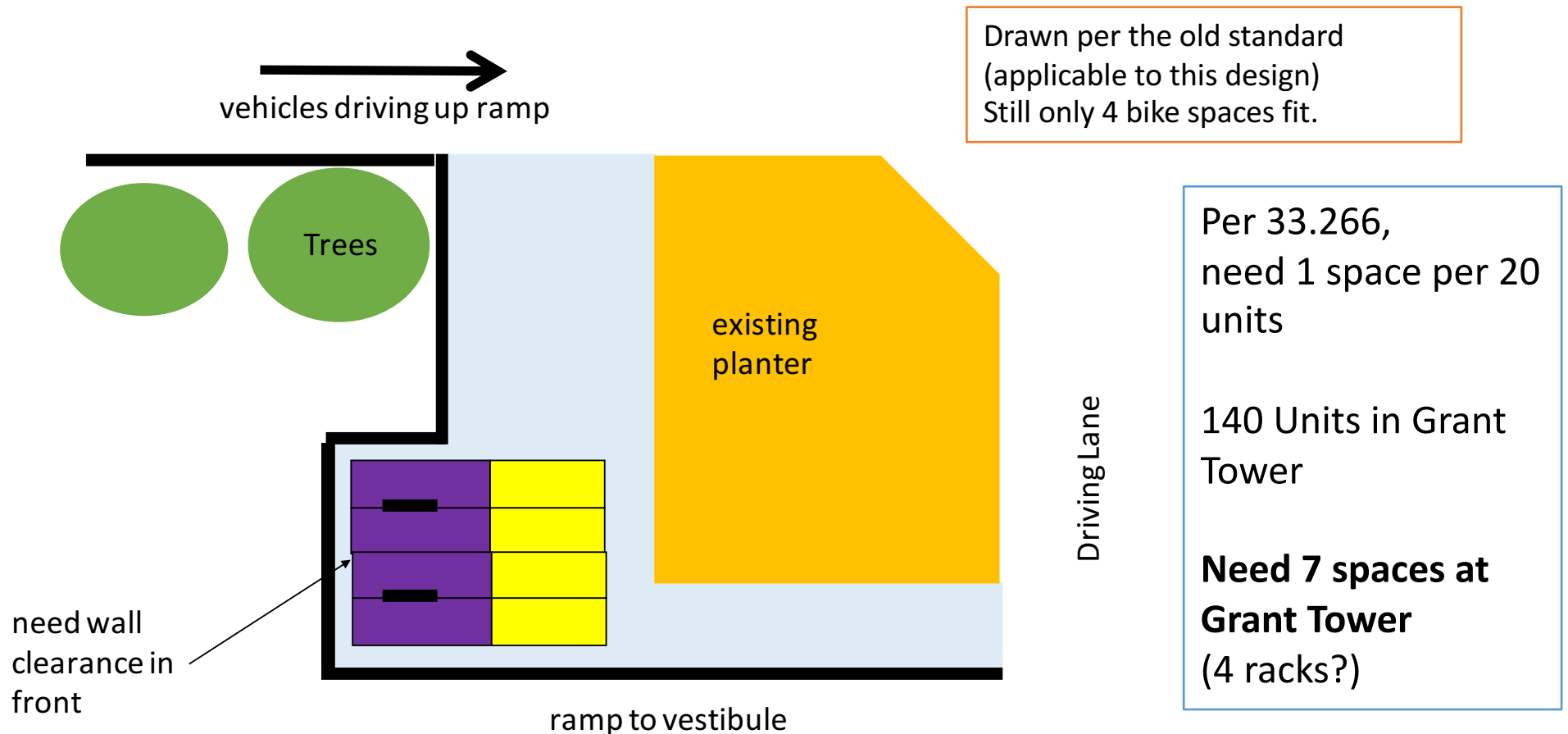
4 standard bike spaces

This is the best we can do, even if we adopt the more lenient new standard

cannot use these areas because they are less than $2\frac{1}{2}$ ft wide

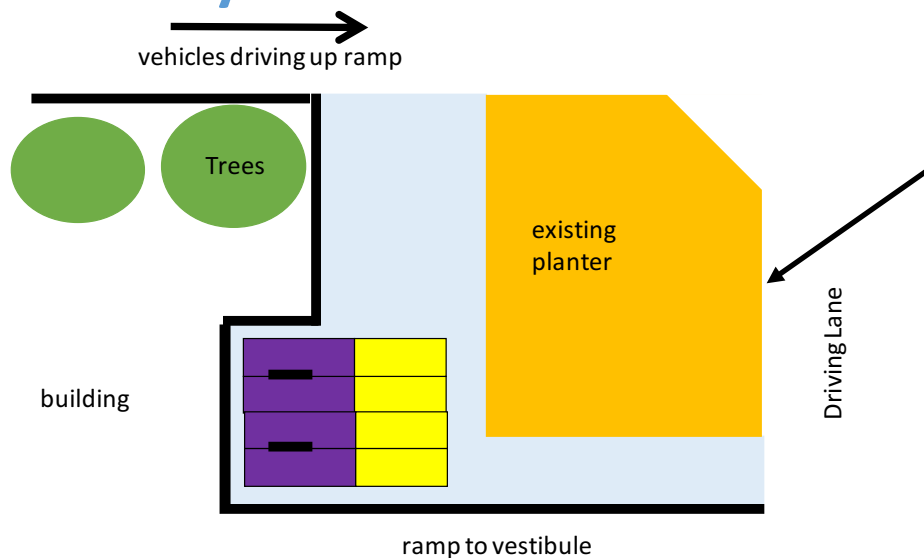


The area can be redesigned with 2 racks to fit 4 bikes (why buy 3 racks?)



So, this area is insufficient. We need more racks somewhere else.
And, there are other things wrong with the current design...

Visibility



view from the driving lane

Updated Bicycle Parking Guidelines (adopted Dec 2019) 33.266.210

*Short Term bicycle parking is located in publically available, **highly visible** locations that serve the main entrance of the building. (old standard just says “visible”)*

The current location is not “highly visible”, arguably not even “visible.”

These racks were installed in 2006 with the expressed intent of being non-visible.

Times have changed. Portland does not hide bike racks anymore.

American Plaza, itself, now allows residents to put bikes on their balconies.

Per code, we need to bring bike racks into the open.

The land usage design of the Plaza needs to be changed: bring the racks into the open

City of Portland, Portland Bureau of Transportation
Revised Bicycle Code
Ordinance 189784
Adopted December 2019

Section I:

Goal: 25% of all trips are made by bicycle by 2030

Enhance security standards to prevent bike theft

Accommodate a variety of types of bicycles and people of all abilities

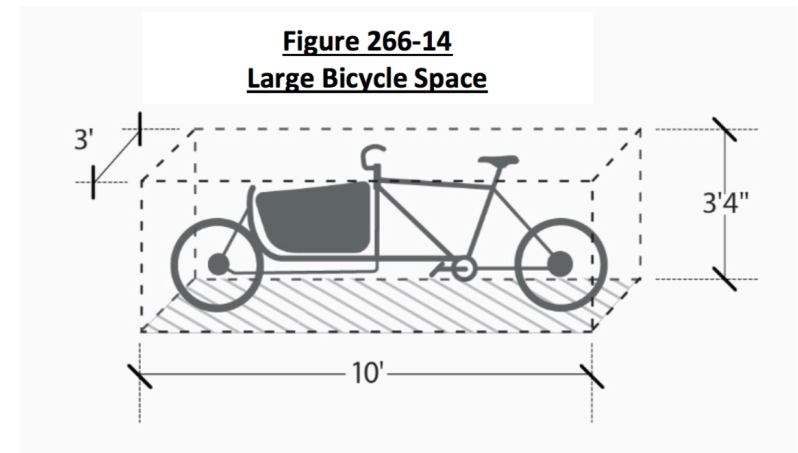
Section II:

Design for Active Living: Encourage development and building and site design that promotes a healthy level of physical activity in daily life.

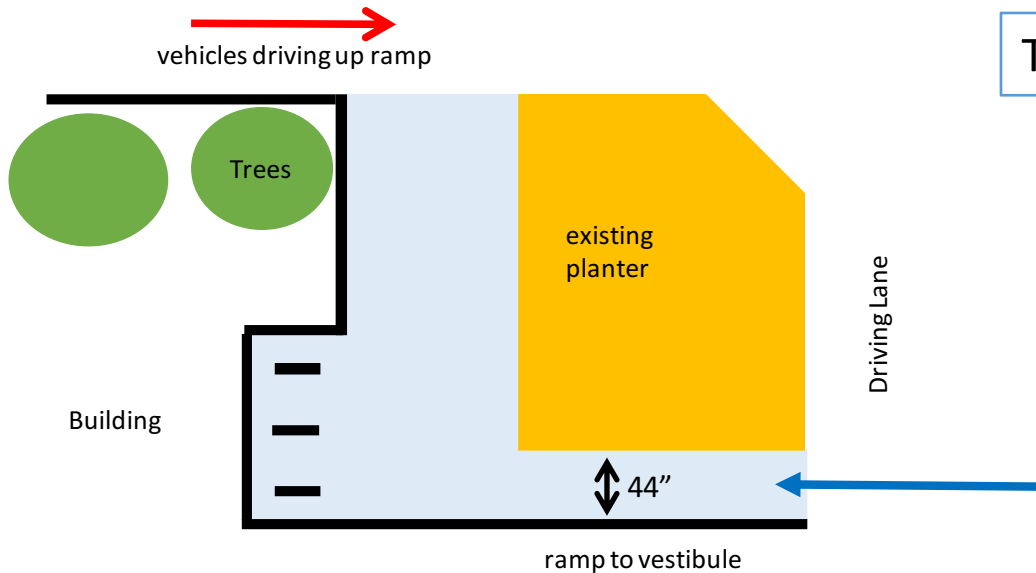
*33.266.210 Bicycle parking is in areas that are reasonably safeguarded from theft and accidental damage. The standards allow for a **variety of bicycle types**, including but not limited to standard bicycles, tricycles, hand cycles, tandems, electric motor assisted cycles, and cargo bikes.*

Table 266-7. Space for Larger Bikes: 10 ft X 3 ft (plus room for clearance)

Current bike parking area outside Grant Tower does not allow for larger bicycle types or allow for expansion.
Design should be made with these large bikes, security, and future expansion in mind.



Access to Existing Bike Parking Area is Not Designed as a Bike Path



This is a poor flow design for bicycles



This passageway is 44" wide (minimum width for a protected pedestrian path) too narrow for bicycle access.

Minimum recommended width for a 1-way bike lane is 48"
Recommended width is 60" (smallest size I could find on any City of Portland website)

This passage should be wider, if bikes are to be parked in this area.

Safety (Blind Exit)

vehicles driving up ramp

- 2-way traffic, so cars will be on right side of ramp
- moving faster than in parking lot
- not expecting a bike to exit
- cannot see bike (trees and building)

Vision Zero:

Let's design this area to be safe before someone gets hurt.

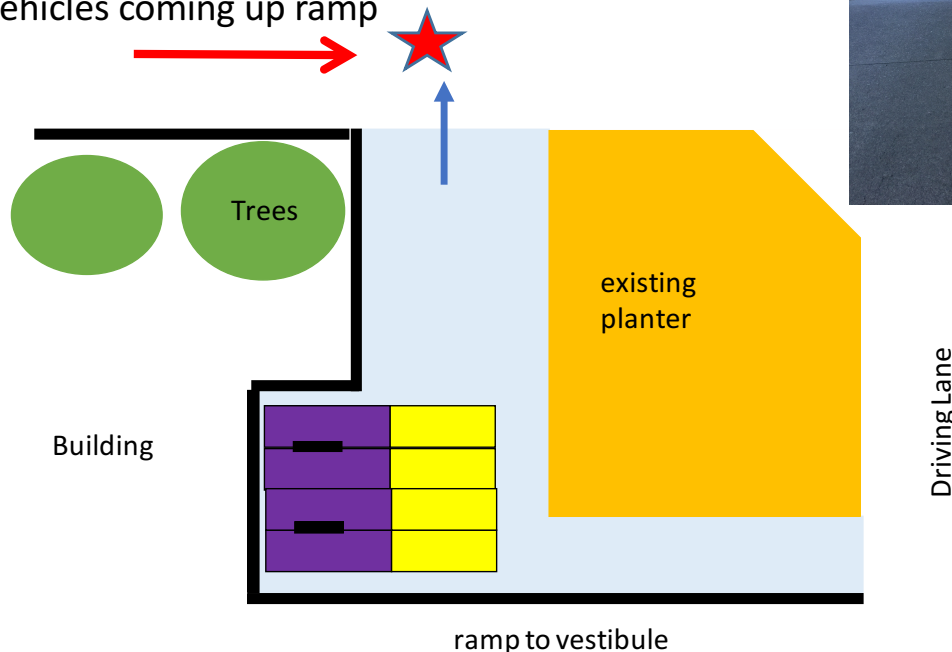
If this area is used for bike parking, the design needs to be changed

cars coming up ramp

- cannot see bikes exiting

what drivers see

vehicles coming up ramp



bikes exiting parking

- cannot see cars (trees and building)



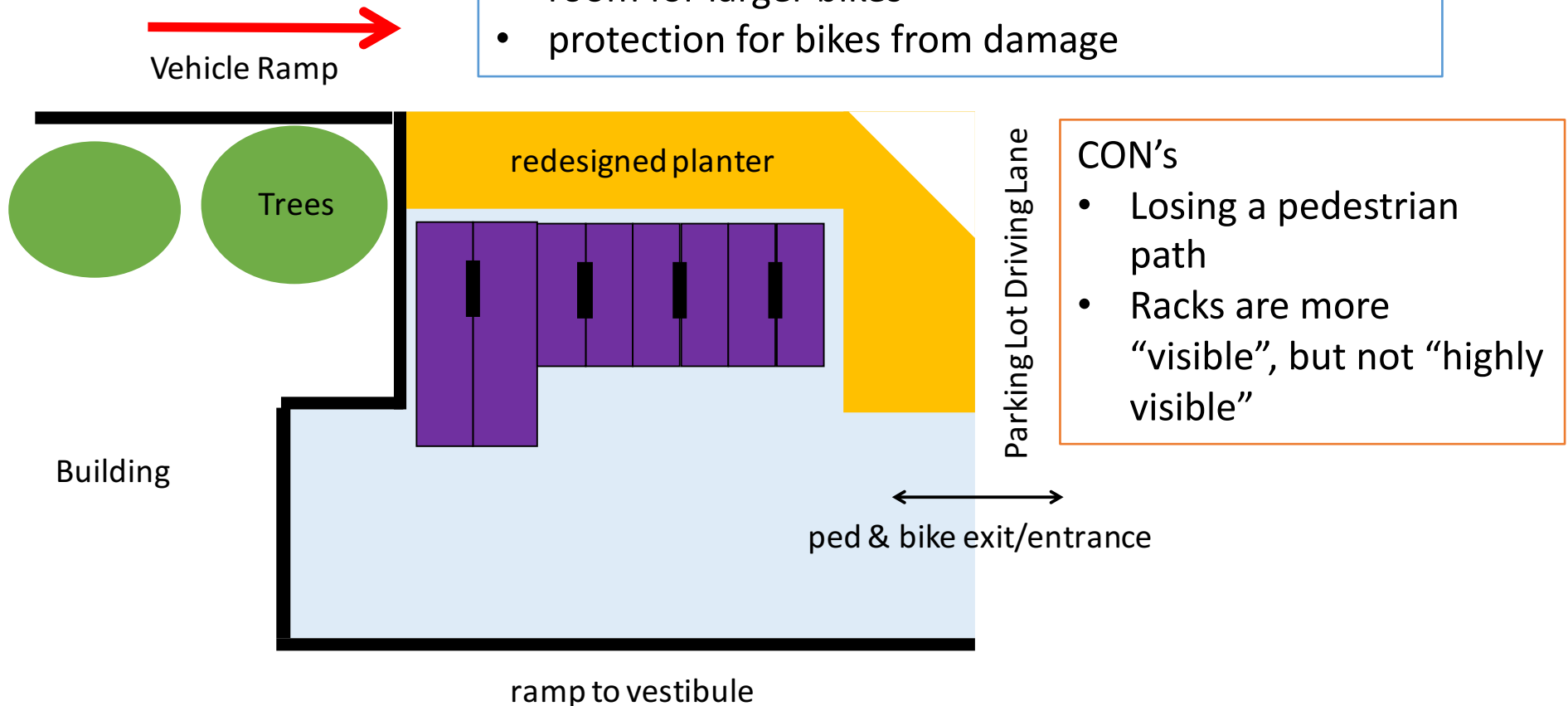
what bike riders see

Possible Solution to Issue #3

Redesign the area with bicycle parking in mind

PRO's

- easy entrance/exit for bikes and pedestrians
- slow moving vehicles at exit
- more visible
- room for larger bikes
- protection for bikes from damage



CON's

- Losing a pedestrian path
- Racks are more "visible", but not "highly visible"

Another Possible Solution to Issue #3

Find another location for the short-term bike parking

✓ Remember, we will need more racks anyway

Updated Bicycle Parking Standards 33.266.220

Short Term bicycle parking ... must be within 50 feet of the main entrance to the building as measured along the **most direct pedestrian access route**. (Note: same requirement in both new and old standards)

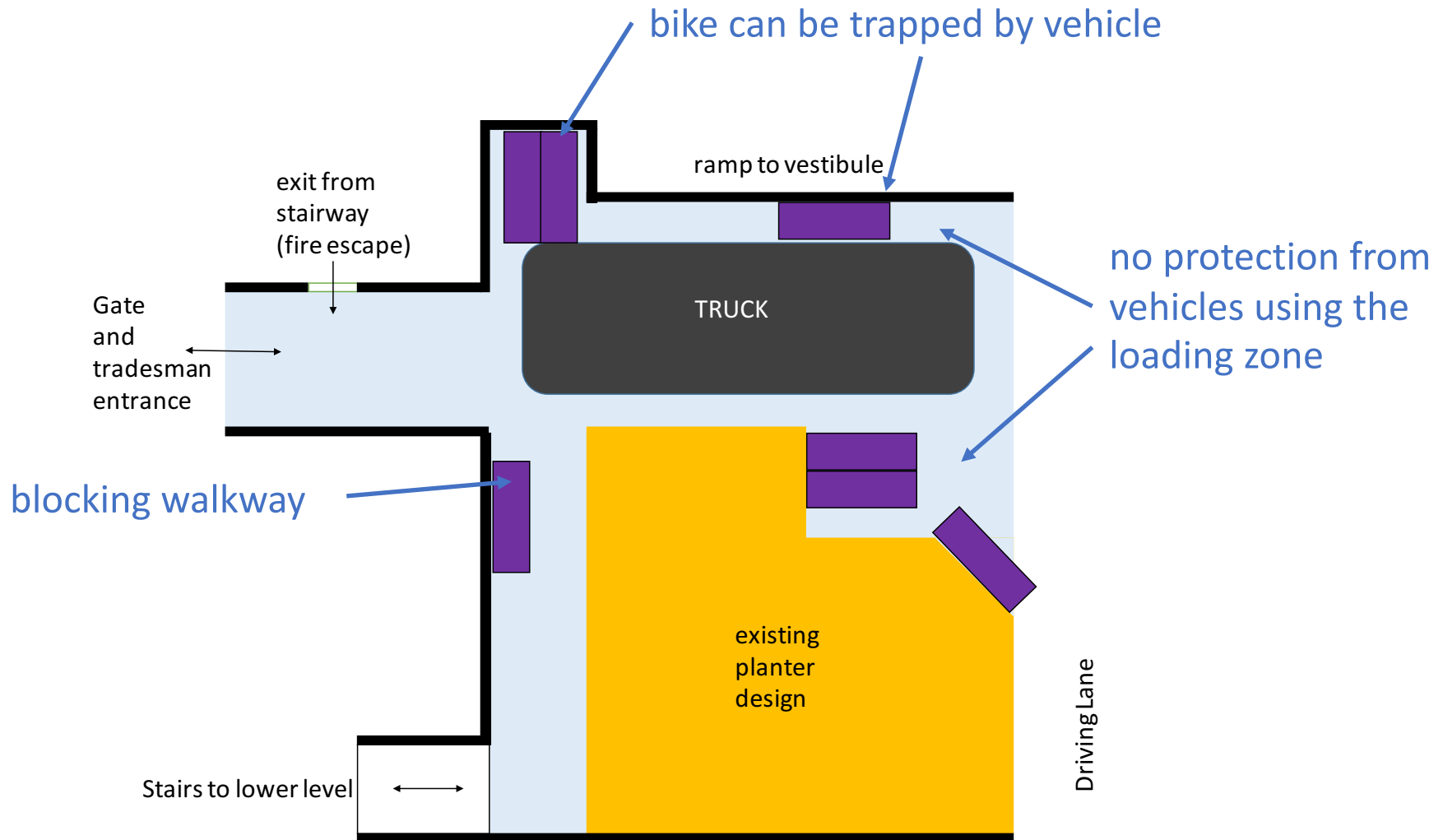
And, the location must allow reasonable protection from damage.

In front of the Grant gate seems like the best (only?) plan for more bike racks:

- One can argue that either the vestibule or the gate is the main entrance (the gate certainly gets more use). Either way, bike racks in the area in front of the Grant gate would be **within 50 feet of both entrances**.
- They would be **highly visible**.
- They would be **well lit**.
- They would be **safer** and **more secure** than a dark corner behind a planter.
- The **flow** in and out is **easier and safer** (as long as the path is not blocked by a vehicle in the loading zone).

How can bike racks be installed in front of the Grant Gate?

There seems to be many possibilities, until we consider that the area is also being used as a loading zone.

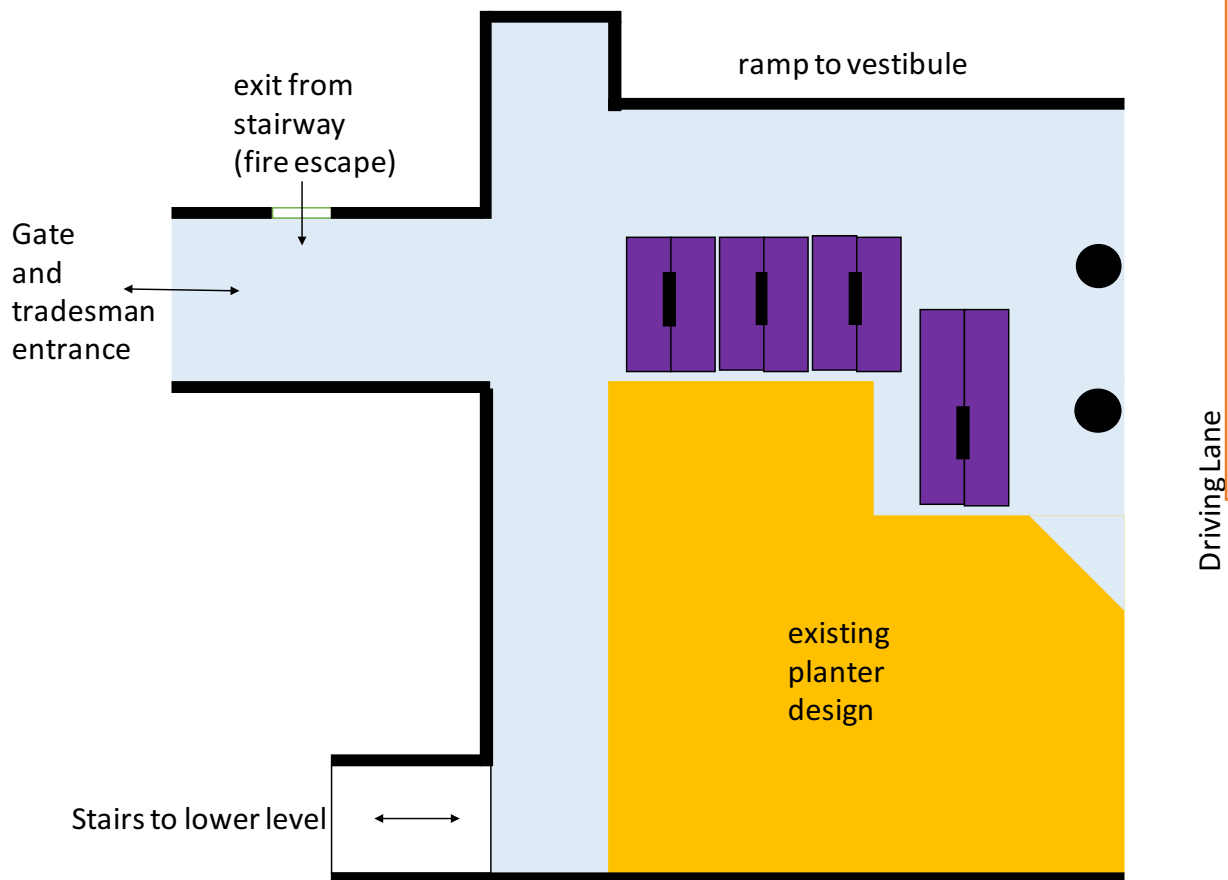


ISSUES #2 & #3

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Possible Solution to Issues #2 and #3

- Move loading zone to an existing parking space
- Put bike parking in place of old loading zone



Pro:

- Easy to design and implement
- Room for larger bikes

Cons:

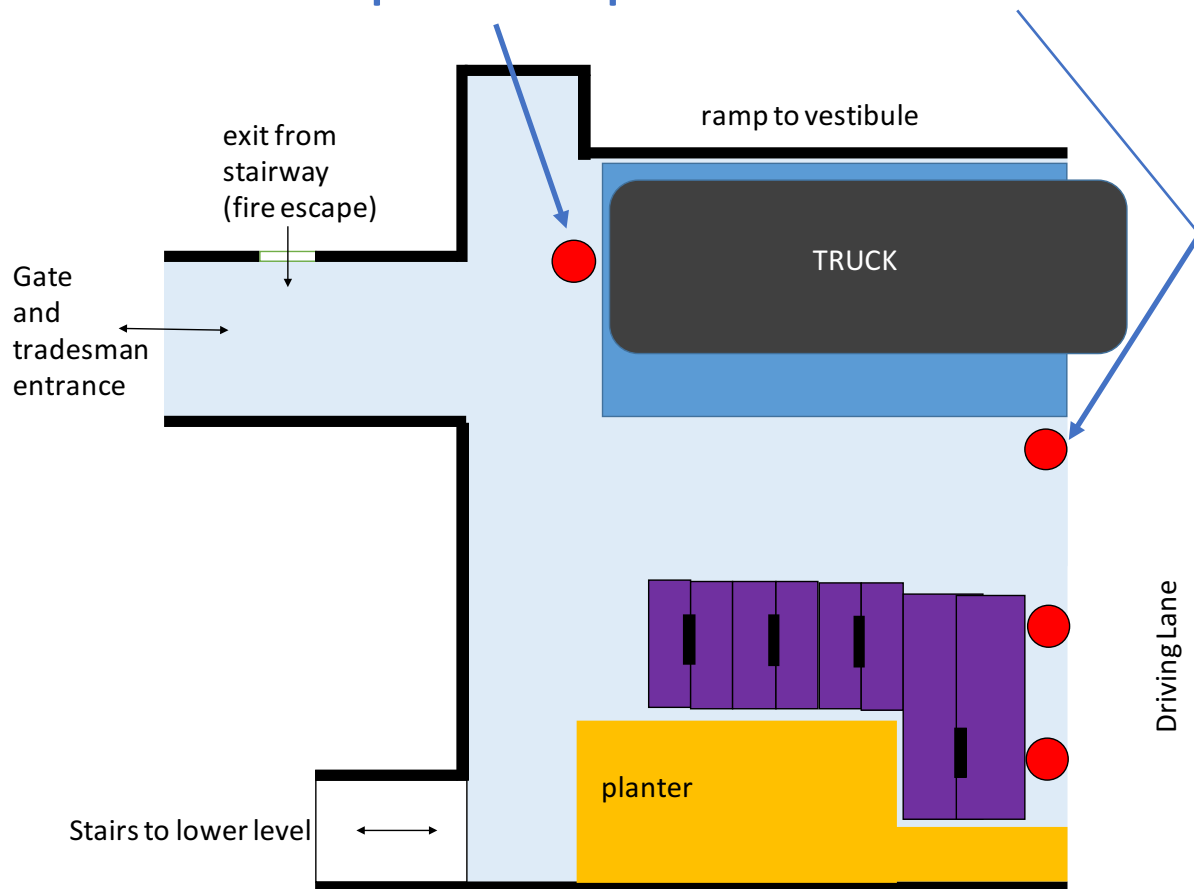
- Less convenient and less safe to transport items from car into building.
- Likely very unpopular with Grant Tower residents (they like their loading zone)

Another Possible Solution to Issues #2 and #3

Redesign planter to accommodate all uses of the space in front of the Grant gate

Note: Need some sort of **physical barrier** to prevent vehicles from pulling too far into loading zone, or too far to the side.

Otherwise the pedestrian path could still be blocked.



PRO's

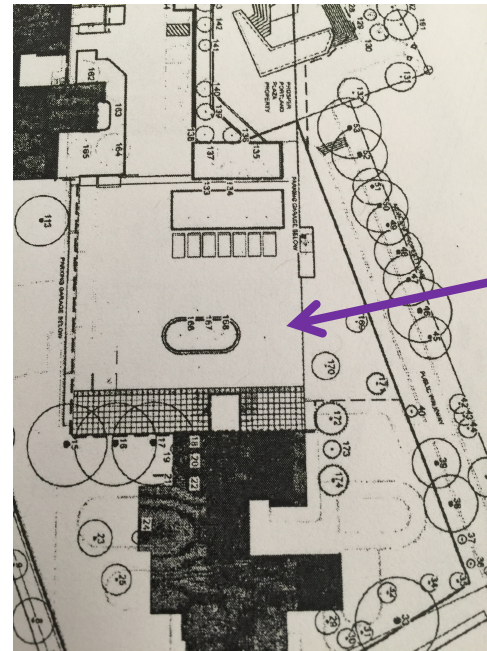
- all uses of the space are accommodated
- room for expansion

CON's

- lose some planter area

Issue #4: Protected Pedestrian Path and Socializing Location being Removed by the Proposed Design

These two planters are NOT in the design proposed by American Plaza.
And, that is a problem...



This drawing was taken from the packet sent from the City of Portland to the neighborhood. It is shown here for the purpose of reviewing the design only.

These Planters Are Part of The Protected Pedestrian Flow



Note:

- Potential alternate path via the park and city walkway has stairs,
- Not ok for people with disabilities, strollers, bikes, etc.

These planters protect part of the only protected pedestrian/ADA path,

1. between the park and Lincoln Tower.
2. between Grant, Madison Towers and Lincoln Tower
3. between Grant, Madison Towers and Lincoln Ave (without stairs)

Eliminating this path is contrary to **Central City Fundamental Design Guidelines, Section II.B.2, Protect the Pedestrian.**

And, **33.120.255** requires pedestrian connection between abutting streets and other buildings and other activities within the site

And, it is contrary to **Oregon Structural Specialty Code 1104.2** and **ADA 206.2.2** *At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.*

Socializing Area

And, those planters are near the lawn where dogs do their business.
This is a socially important location for residents to congregate with their dogs.
The planters enable the dog owners to safely watch their dogs on the lawn, while their backs are to traffic in the parking lot.

Removing the planters is contrary to Section II.B.4 of the Central City Fundamental Design Guidelines Provide **safe** comfortable places where people can **stop, view, socialize, and rest.**



ISSUE #4

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Pedestrian/ADA Path Needs to be Barrier-Free

- Sometime in the history of APTCA, the space between the planters became a short-term car parking area (see pictures below).
- Sometimes cars are blocking the path.

Protected pedestrian and ADA paths cannot be designed such that they can be blocked by a legally parked car.

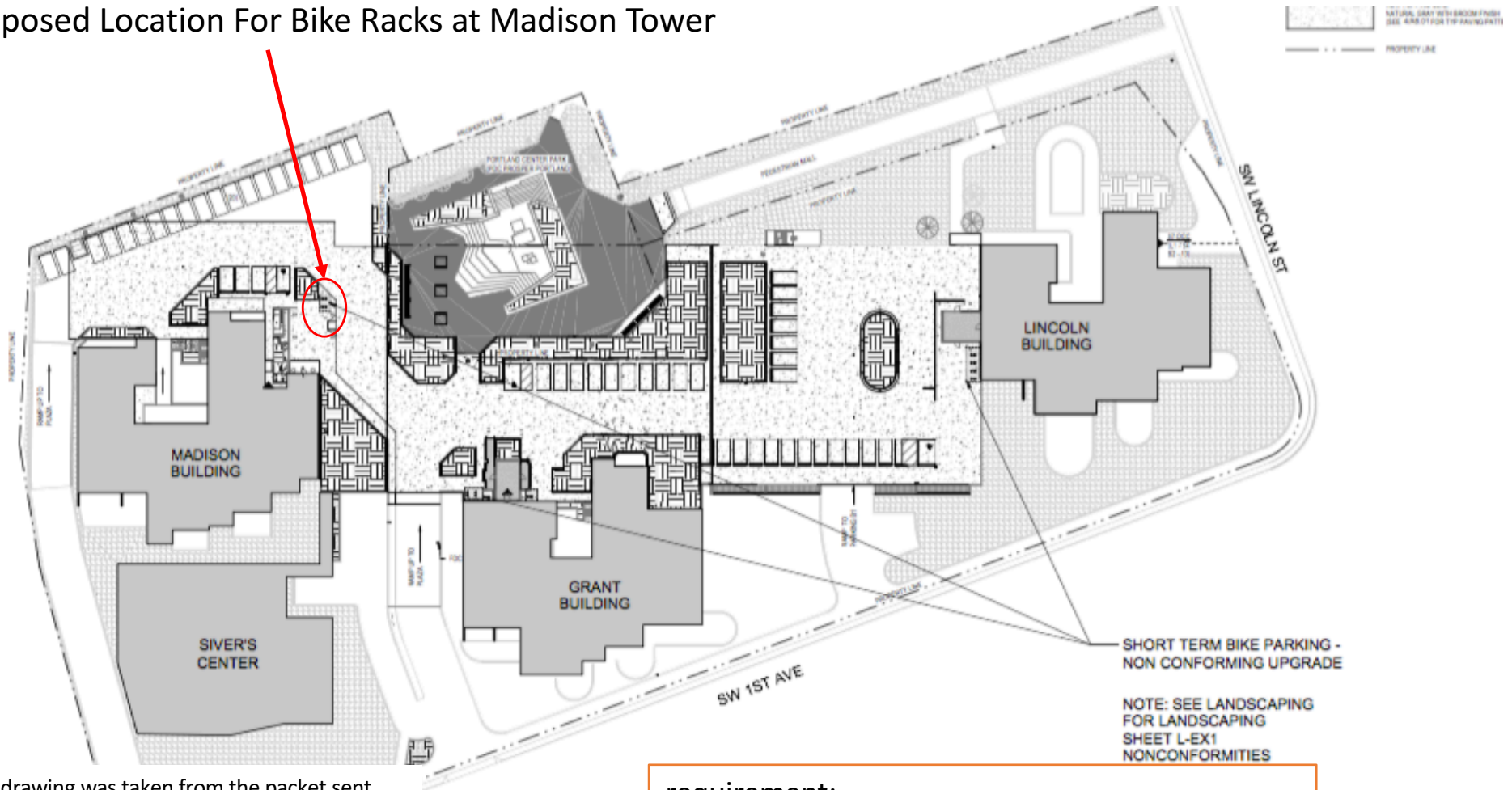
Even if the planters are put back into the design, another physical barrier needs to be placed to prevent cars from parking in the protected pedestrian path.

The planters, by themselves, do not adequately protect the path.



Issue #5 Madison Tower Short Term Bicycle Parking

Proposed Location For Bike Racks at Madison Tower



This drawing was taken from the packet sent from the City of Portland to the neighborhood. It is shown here for the purpose of reviewing the design only.

requirement:

1 space / 20 units

104 units in Madison Tower

5.2 bike parking spaces (round up or down?)

Proposed Location For Bike Racks at Madison Tower



- Bike rack location in proposed design is the protected pedestrian path from the visitor parking to the vestibule.
- Also, it has a curb. Bike parking approach must be at the same grade or have a ramp (Bicycle Parking Guidelines 33.266).

This location cannot work

Madison Tower Short Term Bike Racks

The pictures below show how much area is needed to put 6 bike spaces in front of Madison Tower: 4 spaces between the pillars, 2 spaces to the left of the pillars.

Not obvious that there is any place to put required 6 bike spaces (particularly larger bikes) outside of Madison Tower, which will not compromise other uses, unless American Plaza changes the design of this area:

- Pedestrian right-of-way
- ADA access
- Ability to enjoy the water feature
- Bicycle access to the racks

Need to verify there is enough space for ALL uses, before approving the design



Possible Solution to Issue #5

- Remove water feature.
- Put short-term bicycle parking in its place

PRO's

- simple solution

CON's

- likely very unpopular with Madison Tower residents (they like their fountain)
- loss of pedestrian stopping and sitting area



Another Possible Solution for Madison Bike Parking (Issue #5)

Redesign 2nd parking space as protected bike parking
(1st space is planned for ADA parking)



Redesign wall/planter to allow a direct path from ADA parking and short term bike parking to building entrance



Without wall/planter redesign, walking path to building entrance is > 50 feet (too far)
With wall/planter redesign, walking path to building is < 50 feet (in code)
(Bike Parking Guidelines 33.266)

Issue #6: Loading Zone and Gate of Madison Tower



- Madison Tower also has a gate, a fire exit, an ADA button, and a loading zone.
- It seems less likely that a vehicle in the loading zone will block its gate.
- But, the pedestrian and vehicle paths should be designed so that blockage can't happen. (passive barriers?)

Note: Lincoln Tower's gate exits to a pedestrian area. Should be ok. Except, see Issue #8

Issue #7 Protecting the Pedestrian from Larger Vehicles

- Ordering items online for delivery has become very popular.
- Delivery trucks are now a common sight on the Plaza: UPS, Safeway, FedEx, etc.
- These are larger vehicles than the plaza was designed for.
- This is likely the reason that the square planters in Issue #4 were removed (allowing more turning space for large delivery trucks).
- But, it is harder for larger trucks to see pedestrians than cars.
- Unobstructed and protected pedestrian paths are more important than ever, not less.
- **Somehow the design needs to accommodate BOTH large delivery trucks AND protecting the pedestrian.**

Central City Fundamental Design Guidelines. II.B.2 Building service areas for large vehicle access should also be located where they will not negatively impact the pedestrian environment.



Madison Tower



Grant Tower



Lincoln Tower

Issue #8 Area in Front of Lincoln Entrance

The current design shows this area as empty. Planters and benches are not shown at all. If they can do so, cars will drive and park in this area.

Pedestrian/ADA path in front of Lincoln Tower needs to be defined and protected by permanent barriers, to prevent cars from driving or parking in the area



Recommendation: Do NOT approve this design until these issues are adequately addressed

Issue Number	Location	Issues	Relevant Design Guideline
1	General	Inadequate information provided to assess pedestrian/ADA access and flow on the Plaza	Central City Fundamental Design Guideline. Part II.B and Portland Code 33.120.255 and Oregon Structural Specialty Code 1101 to 1105
2	Area in front of Grant Tower Gate	Area in front of Grant Gate provides insufficient area for all uses: protected pedestrian flow, ADA flow, bicycle flow, loading zone, emergency egress	Central City Fundamental Design Guideline. Part II.B.2, Part II.B.7
3	Grant Tower Short Term Bicycle Parking	Proposed bicycle parking does not provide area for enough spaces, it is not visible, entrance/exit is sized for pedestrians not bicycles, blind exit into vehicular traffic	Bicycle Parking Standards 33.266, Vision Zero
4	Between Lincoln Tower and the Park	Proposed design removes two planters which provide the only protected pedestrian/ADA path between: Grant/Madison Towers and Lincoln Tower, between Grant/Madison Towers and Lincoln Avenue, between Lincoln Tower and the abutting park.	Central City Fundamental Design Guideline. Part II.B.2, Part II.B.4, Part II.B.7
5	Madison Tower Short Term Bicycle Parking	Proposed bicycle parking would block pedestrian path, and is not enough short-term spaces for the 104 living units in Madison Tower. Not obvious there is anywhere within 50 feet walking distance to building entrance that does not block pedestrian/ADA paths.	Bicycle Parking Standards 33.266, Central City Fundamental Design Guideline Part II.B.1
6	Area in front of Madison Tower Gate	Need some feature to ensure vehicles using loading zone cannot block entrance/exit from the gate: protected pedestrian flow, ADA flow, bicycle flow, emergency egress	Central City Fundamental Design Guideline. Part II.B.2, Part II.B.7
7	Delivery Truck Paths	Need clearly designed paths for delivery trucks and pedestrians that will protect pedestrians from these larger vehicles that frequent the plaza	Central City Fundamental Design Guideline. Part II.B.2
8	Area in front of Lincoln Entrance	Need features that will protect the pedestrian path and prevent cars from parking in the area outside the Lincoln entrance	Central City Fundamental Design Guideline Part II.B.1, Part II.B.2

CONCLUSION