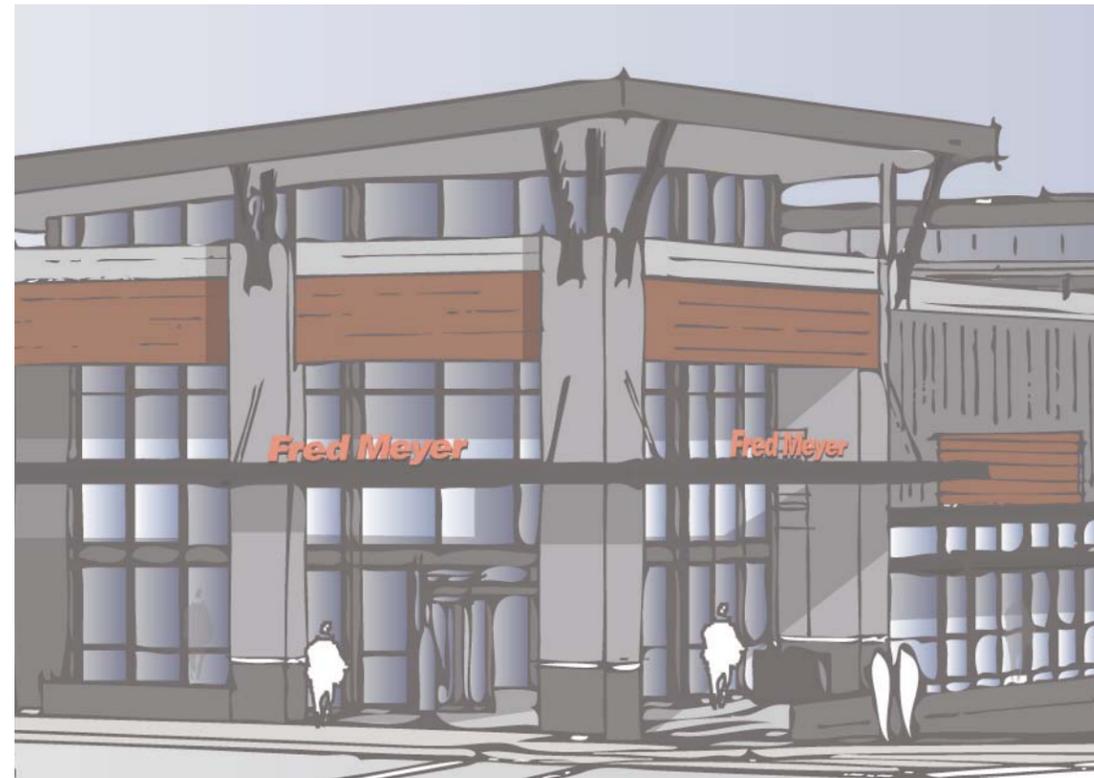


Fred Meyer

**FRED MEYER STORES, INC.
PROPOSED EXPANSION AND REMODEL
STORE #360 STADIUM
100 SOUTHWEST 20TH AVENUE
PORTLAND , OREGON 97209**



**DESIGN ADVICE REQUEST &
PRE-APPLICATION CONFERENCE**

SUBMITTED: 02/10/2011

GROUP
MACKENZIE

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1. PROJECT SUMMARY

Owner/Applicant: Fred Meyer Stores, Inc.
 Contact: Jim Preston
 3800 SE 22nd Avenue
 Portland, OR 97202

Owner's Representative: Group Mackenzie
 1515 SE Water Avenue, Suite 100
 Portland, OR 97214
 503-224-9560

Project Team: Group Mackenzie
 Terry Krause – Architect
 Ryan Schera – Land Use Planner
 Bob Frentress – Civil Engineer
 Brent Ahrend – Traffic Engineer
 Dan Jenkins – Landscape Architect

Site Address: 100 SW 20th Avenue
 Portland, OR 97209

Tax Map/Lot: Store: 1N1E33DC, #600
 Surface Parking Lot: 1N1E33CA, #13800

Site Size: Store: 99,009 SF/2.27 acres
 Surface Parking Lot: 15,000 SF/0.34 acres

Zoning: Store: CXd – Central Commercial, Design Review Overlay
 Surface Parking Lot: RH – High Density Residential

Plan District: Store: Central City (Goose Hollow Subdistrict)
 Surface Parking Lot: Northwest Plan District

Historic District: Surface Parking Lot: Alphabet Historic District

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

2. PROJECT INTRODUCTION

SITE OVERVIEW

The subject site is the existing Fred Meyer property located at the southwest corner of NW 20th Place and West Burnside Street. The site is zoned Central Commercial with a design review overlay (CXd), and is located within the Central City Plan District. The site is located in the Goose Hollow neighborhood and is bounded by residential properties to the north, West Burnside Street to the south, NW 20th Avenue to the east, and NW 20th Place to the west. A small portion of the site includes the surface parking lot located across NW 20th Place. The surface parking area is zoned High Density Residential, and is located within the Northwest Plan District and Alphabet Historic District. Generally, adjacent properties to the north are zoned residential (RH) and properties to the south are zoned commercial (CX).

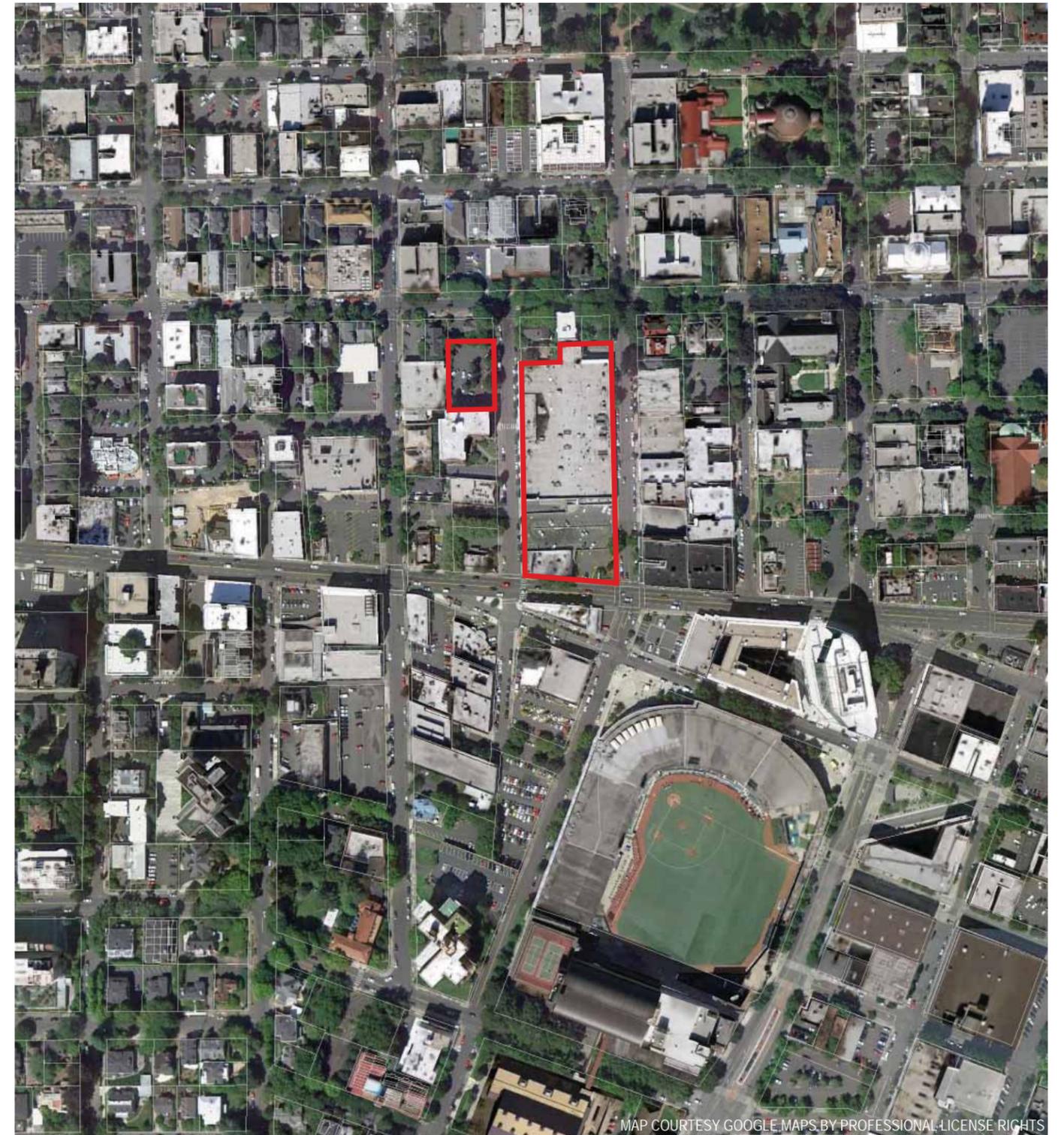
Surrounding Uses

North:	Apartments/Multiplexes
East:	Apartments/Warehouse/Auto Repair
South:	Restaurants/Apartments/PGE Park
West:	Bank/Pharmacy/Apartments/Parking Lots

EXISTING CONDITIONS

The subject site consists of the existing Fred Meyer store, a two-story parking garage, a vacant retail store (formerly Hollywood Video), and the surface parking lot across NW 20th Place. The existing Fred Meyer store consists of approximately 65,789 SF of retail floor space and is positioned along the northern portion of the site. The store is built outward to the north, west, and east property lines covering approximately two-thirds of the lot. Customers enter the store through three main entrances. Entrances are located along NW 20th Place directly across from the surface parking lot, at the southwest corner of the building on the upper parking level, and the lower level of the parking garage.

The other one-third of the site at the southern portion of the property consists of a two-level parking garage and a vacant retail store space. The structured parking garage consists of an upper and lower level. The upper level of parking is at grade with the store, while the lower level of parking is below grade. The lower level also contains an entrance into the store for customers using the lower level of parking. Entrance into the parking garage is gained via four access points. Access to the upper level of parking is gained via the driveway along NW 20th Place. Access to the lower level is gained via the access drives along West Burnside Street and NW 20th Avenue. Including both levels, the parking garage contains a total of 218 parking spaces. The retail building located at the southwest corner of the site is approximately 6,036 SF. The building was formerly a Hollywood Video and is currently vacant.



MAP COURTESY GOOGLE MAPS BY PROFESSIONAL LICENSE RIGHTS
SITE VICINITY MAP

3. PROPOSAL

Fred Meyer is proposing a major renovation and expansion of its existing retail store just north of West Burnside Street between NW 20th Avenue and NW 20th Place. This store has been operating here for decades, and the most recent remodel occurred in 2002. During the last remodel, the adjacent off-site parking lot on the west side of NW 20th Place was upgraded and brought into compliance. Additionally, the exterior of the building was substantially upgraded to also comply with the zoning code in effect at that time, which among other things, included new brick fenestrations, canopies over the pedestrian sidewalks, street-level windows into the store, one renewed entry, and another newly enclosed store entry. The interior finishes of the store were upgraded along with most of the fixturing and merchandising.

The planned expansion would occur to the south of the existing store toward West Burnside Street. This would involve demolition of the existing sloped plate structured parking decks and the abandoned vacant Hollywood Video building on the southwest corner of the site, as well as elimination of the site access to parking from West Burnside Street and NW 20th Place. The below-grade parking would be expanded under the new store expansion with the existing two access and egress points along NW 20th Avenue remaining, along with the existing truck docks and trash enclosure areas.

The new expansion area will include a new store entry adjacent to the transit corner of West Burnside Street and NW 20th Place. Additionally, a partial second floor is planned primarily for employee functions and offices as well as a multi-use community room. To the extent practical, the roof of the new expansion will be a living green roof, a model of sustainable design that will serve many environmental functions including lowering urban heat gain, stormwater management, overall reduction in carbon footprint, and a visual oasis from adjacent structures. The second floor community room will have windows looking out to the green roof, further connecting the community to the benefits of this valuable methodology of environmental design. In addition to the green roof on the new expansion, skylights will be incorporated into the new and existing roof to the extent feasible to maximize day lighting, further reducing the stores on-going energy needs. The store is targeted to be certified as Energy Star rated, far exceeding the energy efficiency standards of the 2010 Oregon Energy Efficiency Code.

Property along the frontage of West Burnside Street and NW 20th Avenue will be dedicated to the City of Portland to achieve compliance with street standards. Additionally, the building will be set back an additional 10 feet for up to 75% of the West Burnside Street frontage in order to comply with the special building lines identified by the Central City Plan District for the West Burnside Corridor between 10th and 21st Avenues.

A breakdown of existing and new parking and building areas are as follows:

PARKING

Vehicle:

Existing On-Site/Off-Site Parking Stalls: 260
Existing Garage (On-Site) Parking Stalls: 226
Existing Garage Parking Stalls to be Eliminated: 109
Total Garage Parking Stalls: 177
Existing Surface Lot (Off-Site) Parking Stalls (Unchanged): 34
Total On-Site/Off-Site Parking Stalls: 211
Parking Ratio (Stalls/1,000 SF): 2/1000 SF

Bicycle:

Existing Parking Stalls: 20 (4 two loop racks, 5 bikes each rack)
Proposed Long -Term Stalls (1 per 12,000 SF): 10 proposed, 9 required
Proposed Short -Term Stalls (1 per 5,000 SF): 40 proposed, 21 required
Total On-Site Parking Stalls: 50 proposed, 32 required
Parking Ratio (Stalls/1,000 SF): 2/1000 SF

BUILDING

Existing Fred Meyer Building Area to Remain: 61,611 SF
Existing Hollywood Video Area to be Eliminated: 6,000 SF (approx.)
New Fred Meyer Ground Floor Building Area: 30,686 SF
New Fred Meyer Second Story Building Area: 10,679 SF
Total Fred Meyer Building Area: 102,976 SF
Net Increase of Non-Parking Building Area on Site: 34%
New Basement Level Building Area: 93,643 SF

4. DESIGN APPROACH

There are several design challenges as well as opportunities inherent with this site. Some of the regulatory factors include the specific guidelines of the Goose Hollow and Central City Plan Districts, the adjacent Historic Alphabet District, and the West Burnside Urban Transit Street requirements. Additionally, there are a variety of contextual influences in the vicinity of the site ranging from historic single-family dwellings, to multi-story apartments, to full urban scale high rise development, as well as a civic sports stadium. There are the actual physical constraints of the existing site itself, including significant grade change along West Burnside Street and the resulting grade different on NW 20th Avenue versus that at NW 20th Place. We have tried to balance the limitations of the challenges while maximizing the opportunities.

In order to further the direction of the design, the project team reached out to both the City and the neighborhood for some initial feedback on some earlier concepts. Based on the feedback from the Early Assistance Meeting that was held with City Staff in November 2010 and the Neighborhood Meeting that was held with the Northwest District Neighborhood Association and the Goose Hollow Neighborhood Association in February 2011 the feedback received from these meetings was incorporated into the drawings and into this narrative.

SITE AND STREETScape

The site is bound on three sides by public streets and is subject to the requirements of the Central City Plan District. There are required right-of-way dedications on NW 20th Avenue and West Burnside Street, as well as a special 10-foot setback (building line) along at least 75% of the West Burnside Street frontage. Additionally, the adjacent grades slope away from the existing building finish floor elevation toward the south, making the southwest corner of the site approximately 16 inches lower than at the existing building southwest corner entry. The slope along West Burnside Street from west to east is severe, making the grade at the southeast corner of the site approximately 11 feet below the existing building finish floor elevation. The design approach for the site and streetscape is to work with the existing grades and provide a pedestrian-friendly environment. This approach led to designing building entrances along NW 20th Place where the grade is closest to the finish floor elevation, locating one entry at the southwest corner of the building where NW 20th Place meets West Burnside Street, compliant with the transit street requirement. This puts a new store entry directly adjacent to the existing TriMet bus stop. However, the requirement for a new entry at the southwest corner has necessitated that the northernmost entry along NW 20th Place be eliminated as a store this small cannot operate with three entries. The sidewalk between the entries along the new expansion area is covered with a continuous canopy to provide adequate weather projection for pedestrians. There are street-level windows into the store along the western street-level pedestrian façade. Along West Burnside Street, the new store entry anchors the west end of the face along with street-level windows into the coffee seating area of the interior. The interior elevator/stair tower anchors the southeast corner of the building. The streetscape between corner elements along West Burnside Street is designed as a pedestrian plaza, as well as stormwater treatment area utilizing a variety of planters, street furniture, water troughs, and lighting and bike racks. This area will have some openings at grade level into the building as well, which at

this elevation; will look into the structured parking garage. The eastern streetscape is 11 feet below the building finish floor elevation. This frontage is anchored at the southeast corner by the interior elevator/stair tower. There are openings at street level into the parking structure on the interior of the building at this level where feasible. The sidewalk along the frontage of NW 20th Avenue is sheltered by a stepped but continuous canopy to provide weather protection for pedestrians, as well as help break down the tall façade to a more pedestrian scale. The vehicular access to the parking garage along NW 20th Place and West Burnside Street are eliminated by the proposed expansion. This means the only access to the daylight basement parking will be along NW 20th Avenue. For this reason, Fred Meyer is seeking approval of a left-turn movement of some sort from east bound West Burnside Street onto NW 20th Avenue to replace the existing left-turn movement from east bound West Burnside Street onto NW 20th Place for access to the structured parking.

BUILDING EXPANSION (INTERIOR)

The proposed expansion will occur at three levels. The basement level will be primarily an extension of the existing daylight basement level parking. This level is subterranean along NW 20th Place and daylights on the eastern third of the West Burnside Street frontage and along NW 20th Avenue. Access to the daylight basement parking will be the two existing access and egress driveways along NW 20th Avenue. The ground level of the expansion will be primarily retail store functions including vestibules, vertical circulation to the parking garage including escalators, cartveyor, elevators and stairs, stock rooms, and retail sales floor, and will tie into the existing sales floor at the same elevation. The new expansion will be designed to utilize day lighting from windows and skylights in the roof for energy efficiency. At the second-story level along the east side of the expansion, there will be employee offices and lunch room, some storage areas, and a community room, all with visual access to the green roof, which will occur over the main sales area and above the second floor area as well.

BUILDING EXPANSION (EXTERIOR)

The concept of the exterior design of the expansion was to develop a new, dramatic, and highly urban presence along West Burnside Street and for the new addition to the south of the existing store. The approach is to emphasize a complementary contrast between the old and the new. One aspect is to let the existing portion of the store that reaches into the neighborhood away from the more urban transit street remain with its more in-context scale, streetscape, and historic materials, colors, and forms. Then, by contrast, the expansion out to the hustle and bustle of West Burnside Street is designed as a more stylized urban approach with dramatic roof forms and bold massing and colors, with more urban materials. The new overlaps the old and the old overlaps the new as a means of unifying the two distinct styles. Elements of the new design, including some of the colors, materials, and roof forms overlap the old at the remodeled existing main entry. Similarly, elements of the old overlap the new such as the design motif of the pilasters, as well as the design of the metal canopy that extends over the sidewalk on all sides of the new expansion. By blending the new over the old and the old over the new this acts as a unifying element which combines the expansion and the existing, while still allowing a contrast of style.

5. CLARIFICATION ON DESIGN ELEMENTS

GROUND FLOOR WINDOWS

Preliminary elevations prepared to date of the street facing façades along NW 20th Avenue, West Burnside Street, and NW 20th Place incorporate ground floor windows whenever possible. Due to the challenges presented by the existing slopes and trying to preserve the daylight basement level parking, compliance with the ground floor window requirement both in length and area will be difficult to meet without some flexibility from the City. Based on preliminary calculations (see Sheets 13-15), it appears the south (West Burnside Street) and east (NW 20th Avenue) elevations are slightly deficient of meeting the ground floor window requirement. In an effort to meet the intent of the ground floor window requirement and to provide additional security, openings into the daylight parking garage have been provided at the southeast corner. Due to structural limitations, additional openings into the parking garage are not able to be provided.

According to code section 33.510.220.C. it is our understanding that projects having more than 50% of their ground level space in uses that are not conducive to windows, such as parking, may request a modification to the ground floor window requirement through design review. Because 56% of the ground floor is devoted to the parking garage, a modification to the ground floor window requirement is anticipated. However, before such a request is formally made, the applicant requests substantive feedback and confirmation from the City.

PROJECTIONS INTO THE SPECIAL BUILDING LINE

On West Burnside Street between 10th and 21st Avenues, a special building line of 10 feet is required from the street lot line of West Burnside Street. In addition, at least 75% of the building façade along West Burnside Street must extend to the special building line. The intent of the special building line is to enhance the urban quality of the central city and to provide pedestrians stopping places. In an effort to comply with this requirement, 81% (159 feet) of the length of the south building façade is proposed to be extended up to the special building line. The remaining 19% of the building façade will be extended up to the street lot line near the southwest corner. Based on initial conversations with City staff, it is our understanding no protrusions are allowed to extend beyond the special building line toward the street lot line. Currently, only minor protrusions (2 to 4 feet) such as canopies, blade signs, and roofs are proposed to extend beyond the special building line. It is not uncommon to see building features such as canopies, blade signs, and roofs project into a setback or into the right-of-way. However, based on the early interpretation provided by City staff, it would appear the minor projections described would trigger a modification through design review. Before such a request is formally made, the applicant requests substantive feedback and confirmation from the City.

6. STORMWATER MANAGEMENT

The total site area is 100,919 SF. The site is currently zoned as Central Commercial with a design overlay (CXd).

The proposed Stadium Fred Meyer expansion is located in an area of combined sewer. A public combined sanitary/storm sewer line runs north along NW 20th Avenue, NW 20th Place, and West Burnside Street. In addition, a 12-inch storm line has been installed in NW 20th Avenue, which connects back into the combined system at the intersection of West Burnside Street and NW 20th Avenue.

Under the existing conditions, the site appears be connected into the adjacent combined sewer lines. The destination of the building downspouts is unknown, but is probably connected to the public combined sanitary/storm sewer line in the adjacent streets. Total impervious area of the existing site is nearly 90% of the site area.

Under redeveloped conditions, the site will contain significantly less asphalt, traditional roofing, and parking surfaces and more pervious areas created by installation of a green roof. Water quality and quantity controls will be provided by use of vegetated planters and installation of green roofs. The public sidewalks along the adjacent public right-of-way will continue to drain to curb inlets and catch basins located in the street. The proposed building expansion will be 35,500 SF and the green roof will comprise approximately 75% of the roof, leaving approximately 8,375 SF of impervious roof area. The runoff from the impervious roof areas will be conveyed via rain drains to the vegetated planter boxes in the southeast corner of the site adjacent to West Burnside Street. Overflow from the green roof areas will by-pass the planter boxes and be discharged directly to the public sewer system.

By installing the green roof, the City's requirement of releasing the developed 25-year runoff event at pre-developed 10-year runoff rates in areas of combined sanitary sewer systems will be met.

7. TRAFFIC IMPROVEMENTS

The existing access to the parking garage along NW 20th Place will be closed with the building expansion, which will limit parking access to NW 20th Avenue. Currently, left turns are allowed from Burnside eastbound to NW 20th Place, but not to NW 20th Avenue (a traffic signal). Access to the parking garage was a concern that was brought up at the neighborhood meeting. In order to allow continued access to the parking garage from W. Burnside, the neighborhood proposed that left turns be allowed from east bound W. Burnside St. onto NW 20th Avenue. This proposal appears to be a reasonable solution and therefore has been incorporated into the design. With an entrance and coffee vendor located at this corner, there are limitations for how much area could be dedicated to the bus stop and shelter.

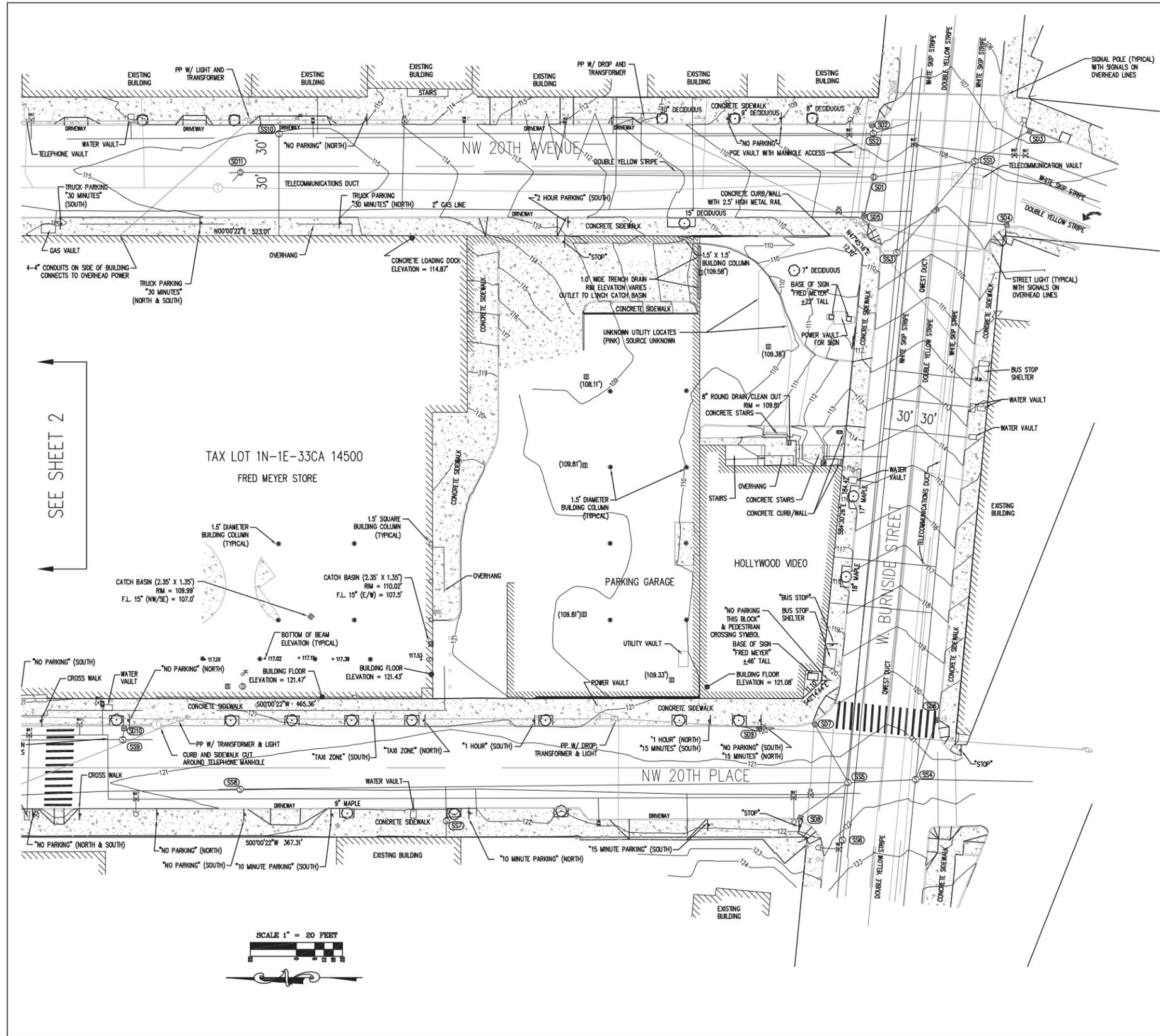
8. TRANSIT IMPROVEMENTS

The existing bus stop at the corner of NW 20th Place & W. Burnside St. has a high volume of ridership (stops every 15 minutes) and is significantly used by neighbors and patrons frequenting the store. Based on the feedback received from neighbors and the NWDA Transportation Committee at the neighborhood meeting the location and design of the existing bus stop creates problems for both people waiting for the bus and for pedestrians walking by or to the store. The existing bus stop is limited in both area and shelter for riders waiting for the next bus. Due to the limited area, riders and pedestrians are constantly avoiding running into each other. To resolve this issue the neighborhood proposed ideas which should be considered by TriMet and the City.

Option 1: Keep the existing location of the bus stop, however allow for the bus stop/shelter to be incorporated into the store front along W. Burnside St., similar to the Fred Meyer on Hawthorne Blvd. This would provide more area for riders and pedestrians to coexist and more shelter for riders waiting for the next bus.

Option 2: Relocate the existing bus stop from the corner to a location mid block between 20th Place and 20th Ave. By relocating the bus stop to a mid block location there is an opportunity to consolidate bus stops by eliminating the bus stop at the corner of NW 20th Ave. & W. Burnside St. There is even a greater opportunity to incorporate the bus stop/shelter into the pedestrian amenities (benches, canopies, lighting, landscape, etc.) proposed within the required special building line/setback area along W. Burnside St. With the 7 feet of dedication required for the pedestrian corridor and the 10 feet dedicated for pedestrian amenities there is approximately 25 feet from the street curb to the building available to integrate the bus stop/shelter into this area. By relocating the bus stop/shelter to a mid block location the intent of the special building line setback would be better met and would increase the amount of space provided to riders and pedestrians. As well there would be an opportunity to provide more visually interesting and pedestrian scale design elements into the building façade, especially where structural limitations restrict openings into the façade (blank walls).

Each of these options could reasonably resolve the issues with the existing bus stop/shelter location and design. There is even a greater opportunity with Option 2 to integrate urban design elements in the bus stop/shelter location. Both of these options could potentially mean canopies or structures in the right-of-way. It would be beneficial for all stakeholders if the City and TriMet could provide a unified response and constructive feedback on both options.



EXISTING LEGEND

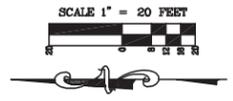
2-6" DECIDUOUS STREET TREE, UNLESS NOTED

FIRE HYDRANT
 WATER METER
 WATER VALVE
 IRRIGATION CONTROL VALVE
 SANITARY SEWER CLEAN OUT
 SANITARY SEWER MANHOLE
 SIGN
 LANDSCAPING LIGHT
 BOLLARD
 MAILBOX
 SIGNAL JUNCTION BOX
 FOUND PROPERTY CORNER MONUMENT
 LYNCH STYLE CATCH BASIN (RM ELEVATION)
 STORM SEWER CATCH BASIN, AS NOTED
 STORM SEWER MANHOLE
 GAS METER
 GAS VALVE
 GUY WIRE ANCHOR
 UTILITY POLE
 POWER VAULT
 POWER JUNCTION BOX
 TELEPHONE/TELEVISION VAULT
 TELEPHONE/TELEVISION RISER

RIGHT-OF-WAY LINE
 BOUNDARY LINE
 PROPERTY LINE
 CENTERLINE
 CURB
 EASEMENT
 HOODWIRE FENCE LINE
 POWER LINE
 OVERHEAD WIRE
 TELEPHONE LINE
 GAS LINE
 STORM SEWER LINE
 SANITARY SEWER LINE
 WATER LINE

SEE SHEET 2

TAX LOT 1N-1E-33CA 14500
 FRED MEYER STORE



NORTHWEST
 1815 NW 189th PLACE, SUITE 2090
 PH: (503) 848-2177 FAX: (503) 848-2179
 EMAIL: nwsurvey@fredmeyer.com

SURVEYING, INC.

EXISTING CONDITIONS

STADIUM FRED MEYER
PORTLAND
 TAX LOTS 1300 AND 1400

DRAWING NO.: 658 TOPO
 SCALE: AS NOTED
 DRAWING GENERATED BY: LUDSON
 DRAWN BY: CHS
 CHECKED BY: SF
PREPARED FOR:
 KROGER NW
 3800 SE 22ND AVE.
 PORTLAND, OR 97213

REVISIONS:
 INITIAL RELEASE 12/23/10
 REVISED 1/26/11

JOB NUMBER: 658
 SHEET: 1 OF 2

NOTES

- 1) THE FIELD SURVEY FOR THIS MAP WAS COMPLETED ON 1/12/11, AND THE FINAL SITE INSPECTION WAS COMPLETED ON 1/28/11.
- 2) ELEVATIONS AND CONTOURS ARE BASED ON CITY OF PORTLAND BENCHMARK NUMBER 40. THE BENCHMARK IS A 4" BRASS DISK IN THE WALL OF THE BUILDING LOCATED AT THE SOUTHEAST CORNER OF WEST BURNSIDE STREET AND NW 21ST AVENUE. IT HAS AN ELEVATION OF 136.43 FEET ON THE CITY OF PORTLAND DATUM.
- 3) THE BASIS OF BEARINGS AND THE PROPERTY BOUNDARY ARE BASED ON FOUND MONUMENTS AND INFORMATION FROM SURVEY NUMBER 55,141 OF THE MULTNOMAH COUNTY SURVEY RECORDS.
- 4) THE UNDERGROUND UTILITIES ARE BASED ON THE MARKINGS PER LOCATE TICKET NUMBER 10221033.

UTILITY STATEMENT

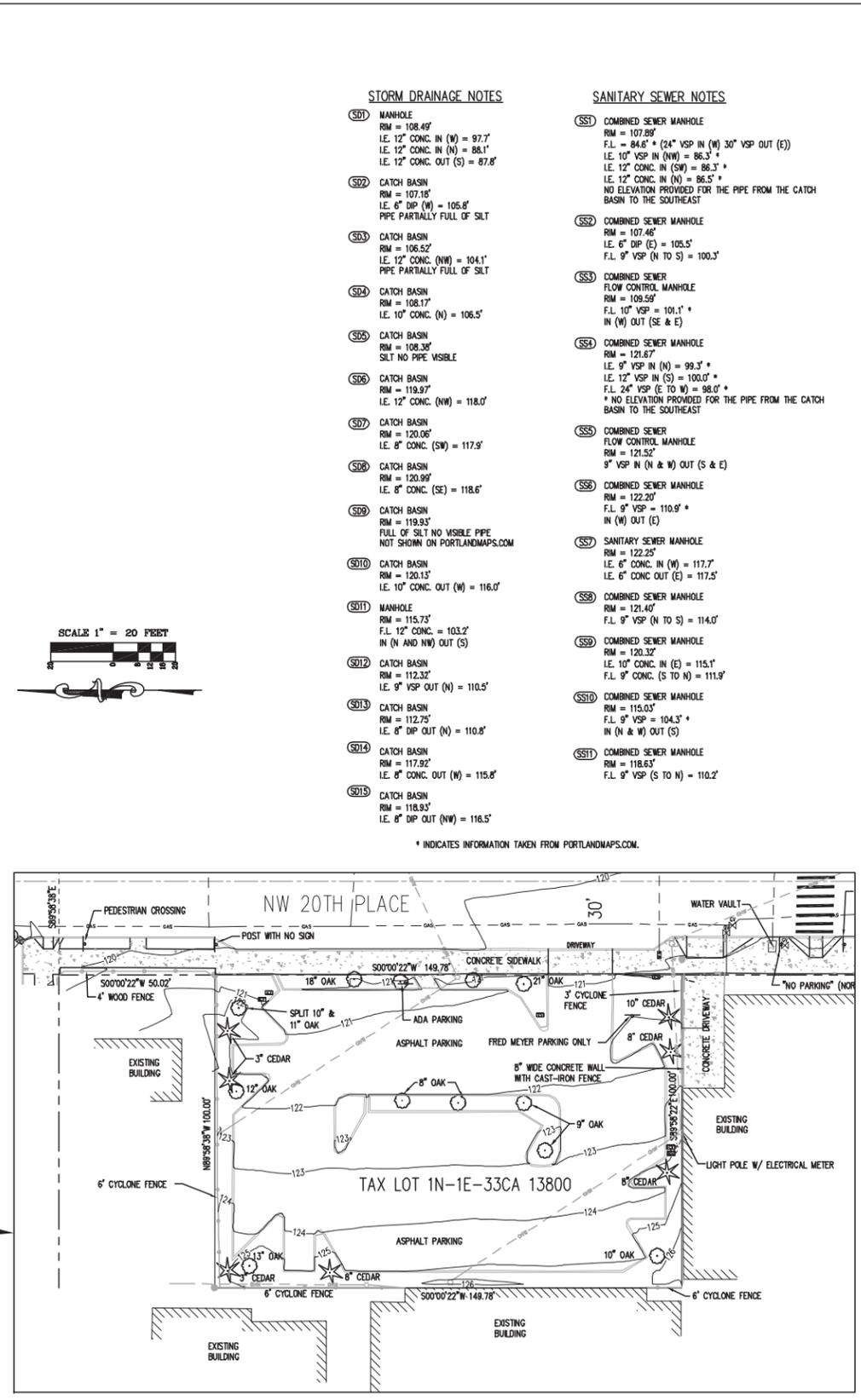
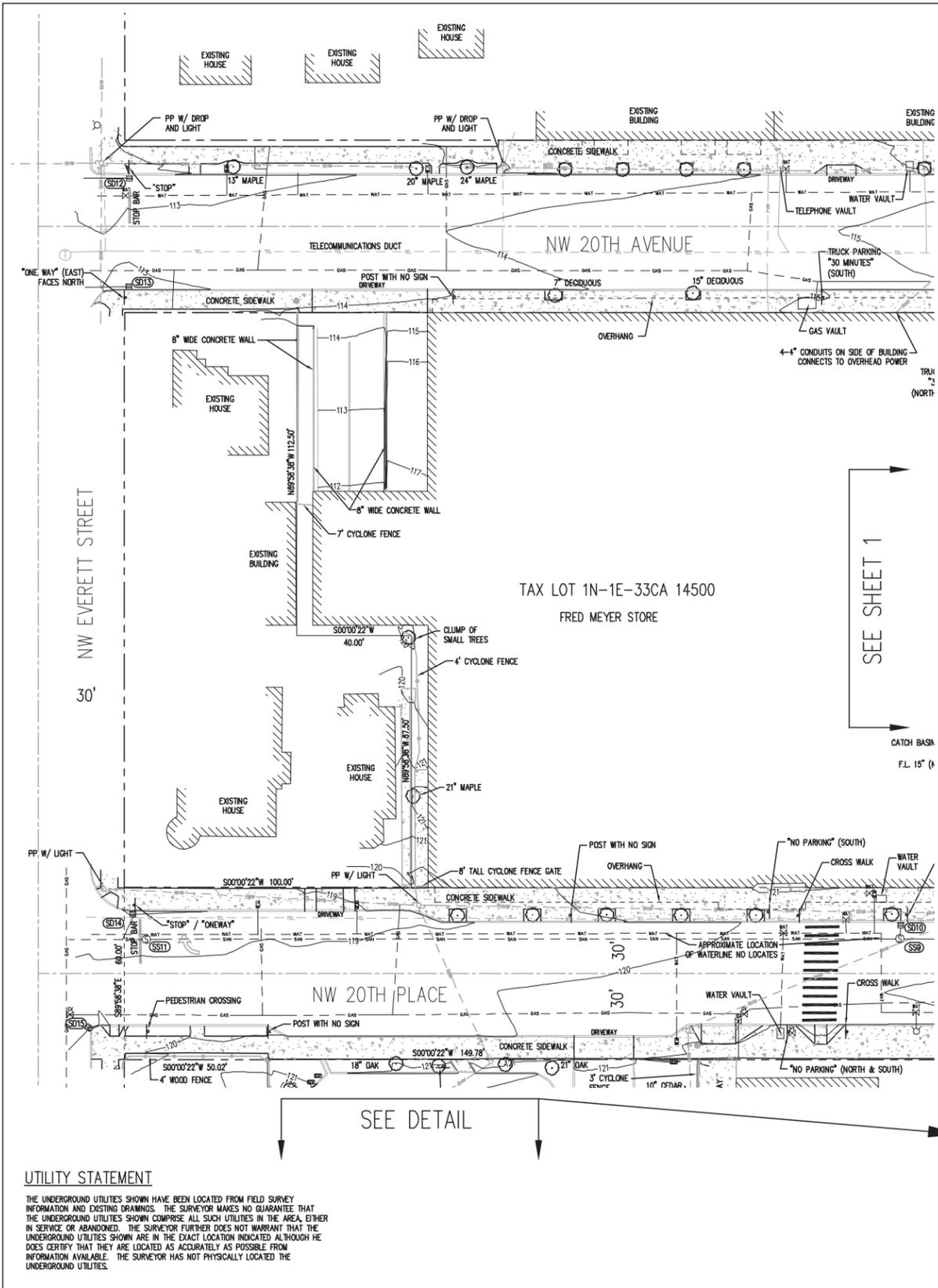
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

SURVEY

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL
 FRED MEYER - 360 STADIUM
 PORTLAND, OR

02.10.2011
 PROJECT #2100254.00

Fred Meyer
 GROUP
 MACKENZIE



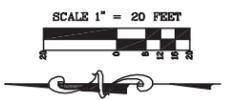
STORM DRAINAGE NOTES

- SD1 MANHOLE
RIM = 108.49'
I.E. 12" CONC. IN (W) = 97.7'
I.E. 12" CONC. IN (N) = 88.1'
I.E. 12" CONC. OUT (S) = 87.8'
- SD2 CATCH BASIN
RIM = 107.18'
I.E. 6" DIP (W) = 105.8'
PIPE PARTIALLY FULL OF SILT
- SD3 CATCH BASIN
RIM = 106.52'
I.E. 12" CONC. (NW) = 104.1'
PIPE PARTIALLY FULL OF SILT
- SD4 CATCH BASIN
RIM = 108.17'
I.E. 10" CONC. (N) = 106.5'
- SD5 CATCH BASIN
RIM = 108.30'
SILT NO PIPE VISIBLE
- SD6 CATCH BASIN
RIM = 119.97'
I.E. 12" CONC. (NW) = 118.0'
- SD7 CATCH BASIN
RIM = 120.06'
I.E. 8" CONC. (SW) = 117.9'
- SD8 CATCH BASIN
RIM = 120.89'
I.E. 8" CONC. (SE) = 118.6'
- SD9 CATCH BASIN
RIM = 119.93'
FULL OF SILT NO VISIBLE PIPE
NOT SHOWN ON PORTLANDMAPS.COM
- SD10 CATCH BASIN
RIM = 120.13'
I.E. 10" CONC. OUT (W) = 116.0'
- SD11 MANHOLE
RIM = 115.73'
F.L. 12" CONC. = 103.2'
IN (N AND NW) OUT (S)
- SD12 CATCH BASIN
RIM = 112.32'
I.E. 9" VSP OUT (N) = 110.5'
- SD13 CATCH BASIN
RIM = 112.75'
I.E. 8" DIP OUT (N) = 110.8'
- SD14 CATCH BASIN
RIM = 117.92'
I.E. 8" CONC. OUT (W) = 115.8'
- SD15 CATCH BASIN
RIM = 118.93'
I.E. 8" DIP OUT (NW) = 116.5'

SANITARY SEWER NOTES

- SS1 COMBINED SEWER MANHOLE
RIM = 107.89'
F.L. = 84.8' * (24" VSP IN (W) 30" VSP OUT (E))
I.E. 10" VSP IN (NW) = 86.3' *
I.E. 12" CONC. IN (SW) = 86.3' *
I.E. 12" CONC. IN (N) = 86.5' *
NO ELEVATION PROVIDED FOR THE PIPE FROM THE CATCH BASIN TO THE SOUTHEAST
- SS2 COMBINED SEWER MANHOLE
RIM = 107.46'
I.E. 6" DIP (E) = 105.5'
F.L. 9" VSP (N TO S) = 100.3'
- SS3 COMBINED SEWER FLOW CONTROL MANHOLE
RIM = 109.59'
F.L. 10" VSP = 101.1' *
IN (W) OUT (SE & E)
- SS4 COMBINED SEWER MANHOLE
RIM = 121.67'
I.E. 9" VSP IN (N) = 99.3' *
I.E. 12" VSP IN (S) = 100.0' *
F.L. 24" VSP (E TO W) = 98.0' *
* NO ELEVATION PROVIDED FOR THE PIPE FROM THE CATCH BASIN TO THE SOUTHEAST
- SS5 COMBINED SEWER FLOW CONTROL MANHOLE
RIM = 121.52'
9" VSP IN (N & W) OUT (S & E)
- SS6 COMBINED SEWER MANHOLE
RIM = 122.20'
F.L. 9" VSP = 110.9' *
IN (W) OUT (E)
- SS7 SANITARY SEWER MANHOLE
RIM = 122.25'
I.E. 6" CONC. IN (W) = 117.7'
I.E. 6" CONC. OUT (E) = 117.5'
- SS8 COMBINED SEWER MANHOLE
RIM = 121.40'
F.L. 9" VSP (N TO S) = 114.0'
- SS9 COMBINED SEWER MANHOLE
RIM = 120.32'
I.E. 10" CONC. IN (E) = 115.1'
F.L. 9" CONC. (S TO N) = 111.9'
- SS10 COMBINED SEWER MANHOLE
RIM = 115.03'
F.L. 9" VSP = 104.3' *
IN (N & W) OUT (S)
- SS11 COMBINED SEWER MANHOLE
RIM = 118.63'
F.L. 9" VSP (S TO N) = 110.2'

* INDICATES INFORMATION TAKEN FROM PORTLANDMAPS.COM



UTILITY STATEMENT
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

NORTHWEST SURVEYING, INC.
1815 NW EVERETT STREET, SUITE 2090
PORTLAND, OR 97105
PH: (503) 848-2127 FAX: (503) 848-2179
EMAIL: nwsurveying@nwsi.com

EXISTING CONDITIONS

STADIUM FRED MEYER

PORTLAND
TAX LOTS 13800 AND 14000

DRAWING NO.: 658 TOPO
SCALE: AS NOTED
DRAWING GENERATED BY: LOGOSH
DRAWN BY: CHS
CHECKED BY: SFF
PREPARED FOR:
KROGER NW
3600 SE 22ND AVE.
PORTLAND, OR 97213

REVISIONS:
INITIAL RELEASE 12/23/10
REVISED 1/26/11

JOB NUMBER
658

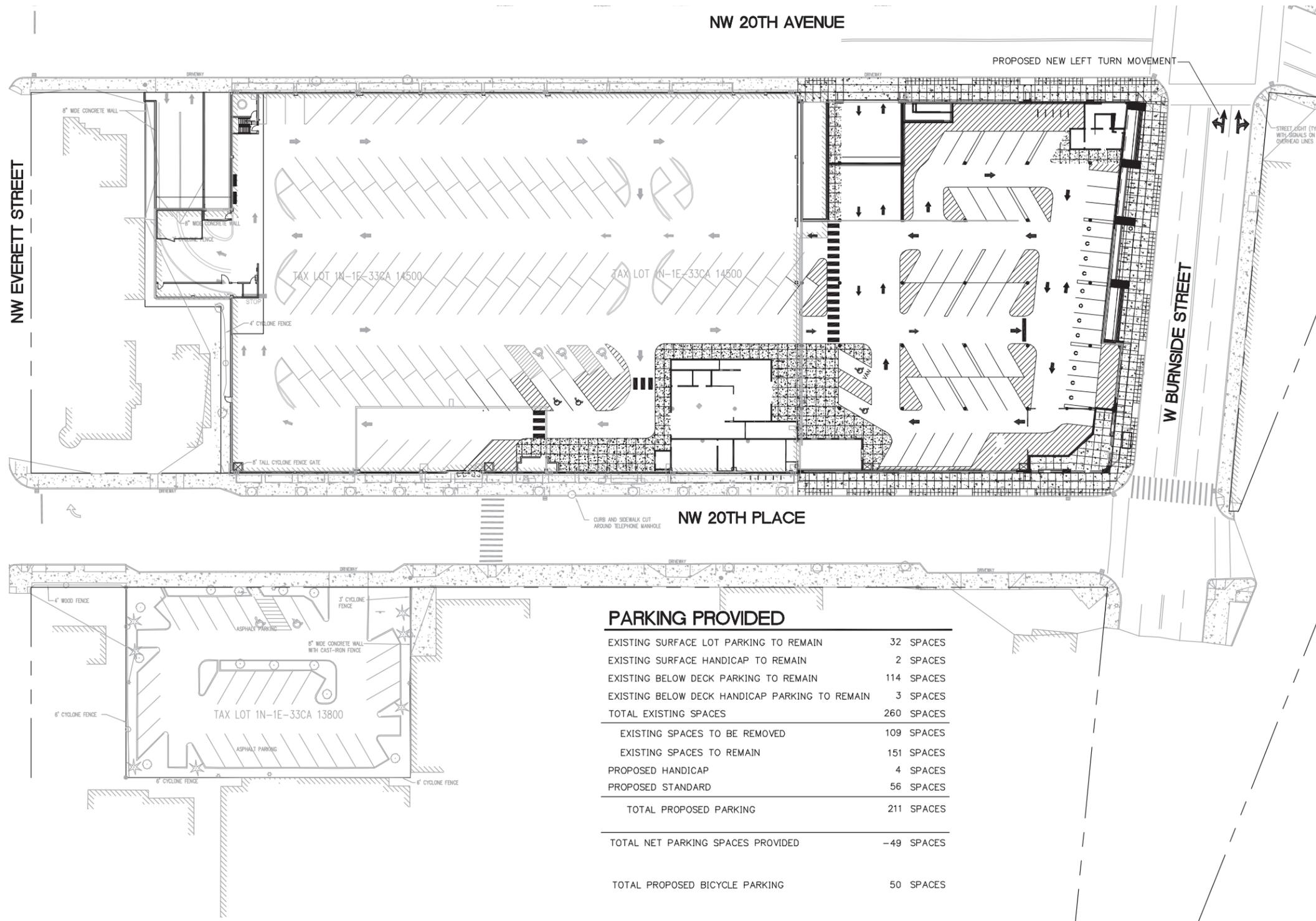
SHEET
2 OF 2

SURVEY

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL
FRED MEYER - 360 STADIUM PORTLAND, OR

Fred Meyer
GROUP
MACKENZIE

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PROJECT #2100254.00



SITE PLAN

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FRED MEYER - 360 STADIUM

PORTLAND, OR

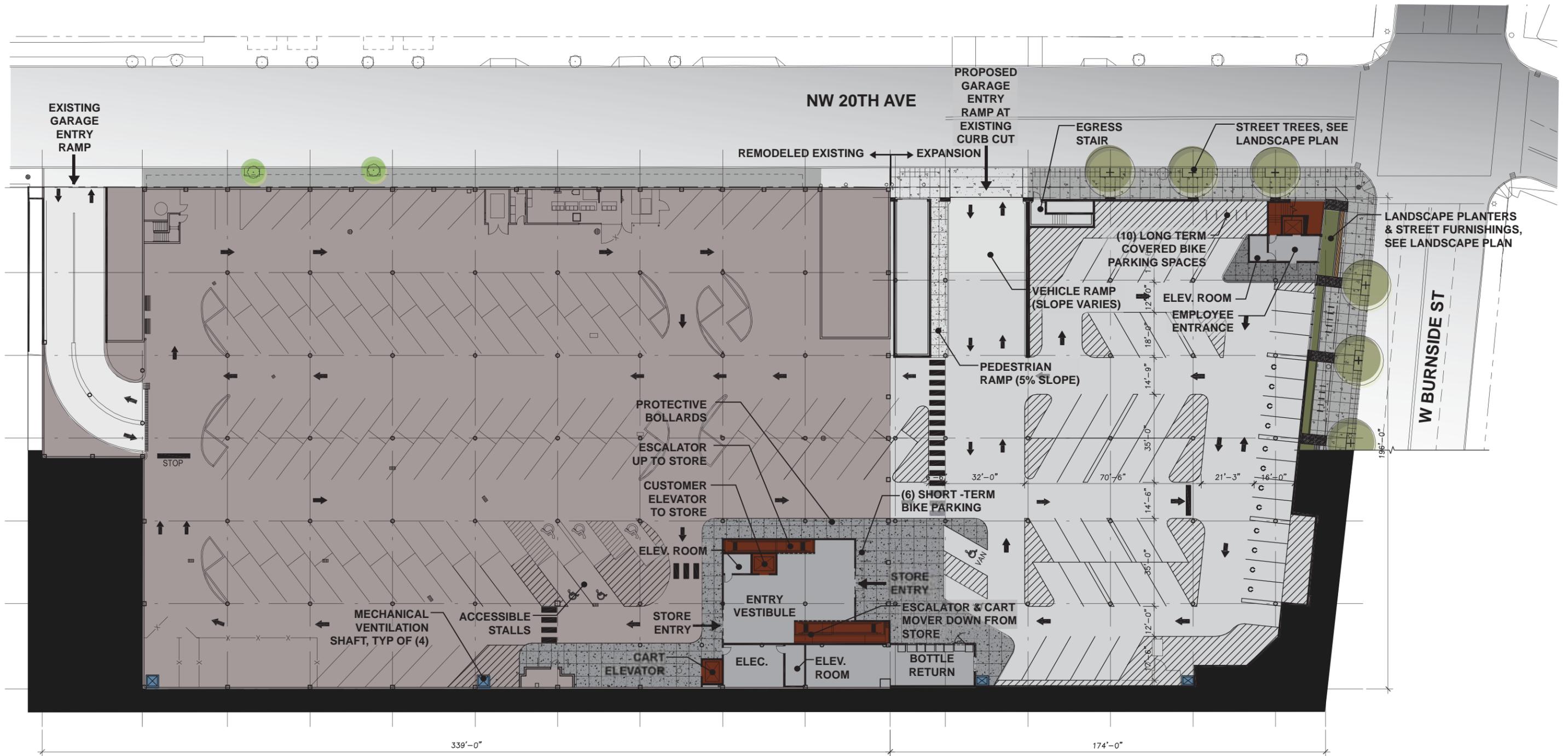


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PROPOSED BICYCLE PARKING DATA:

SHORT-TERM:	40
LONG-TERM COVERED:	10
TOTAL PROPOSED BICYCLE PARKING:	50

PROPOSED PARKING DATA (ON-SITE):

EXISTING:	226
REMOVED:	109
NEW:	60
TOTAL ON-SITE PARKING SPACES:	177
OFF SITE PARKING (TO REMAIN):	34
TOTAL PARKING SPACES (ON/OFF SITE):	211

GARAGE PLAN

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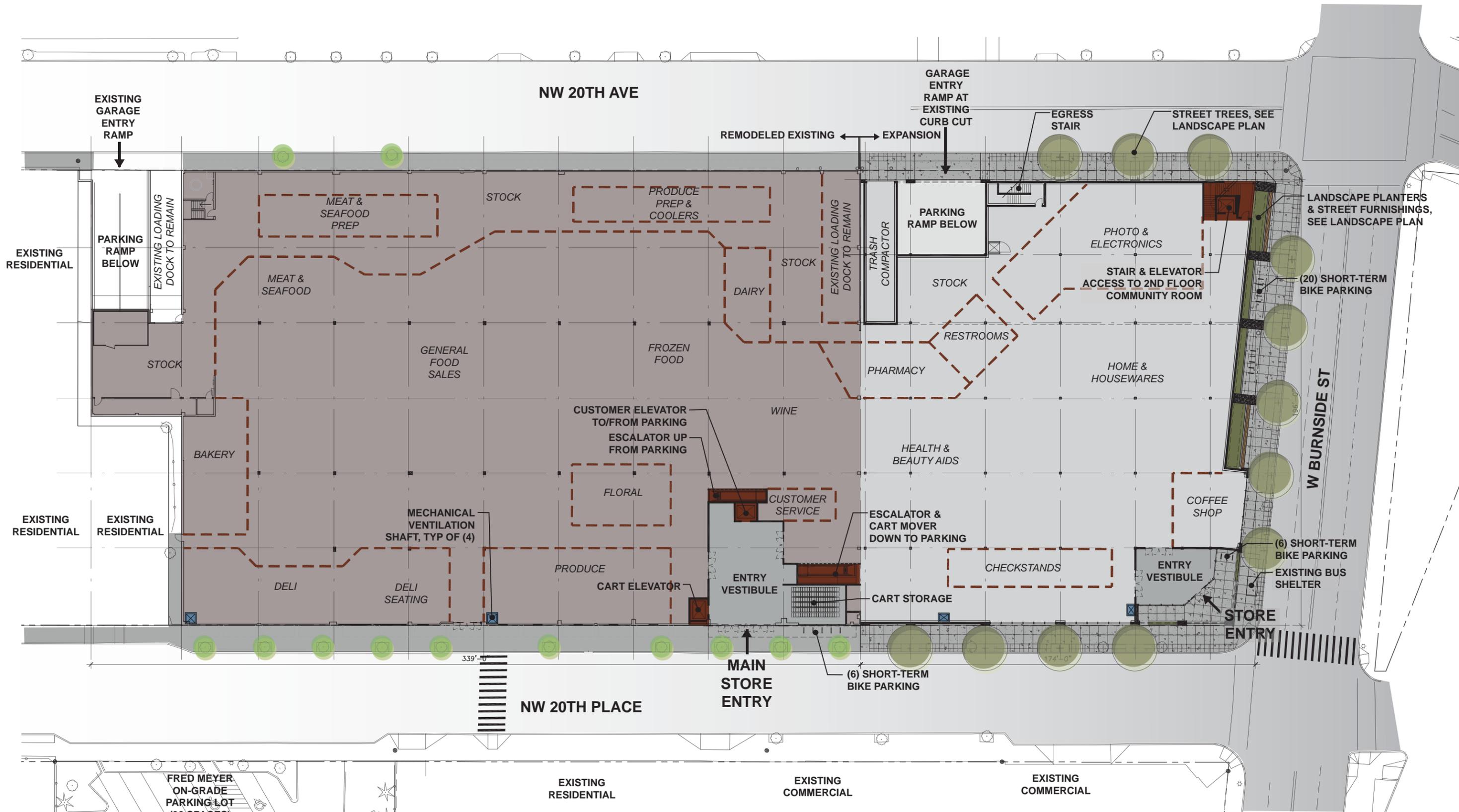


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MAIN FLOOR PLAN

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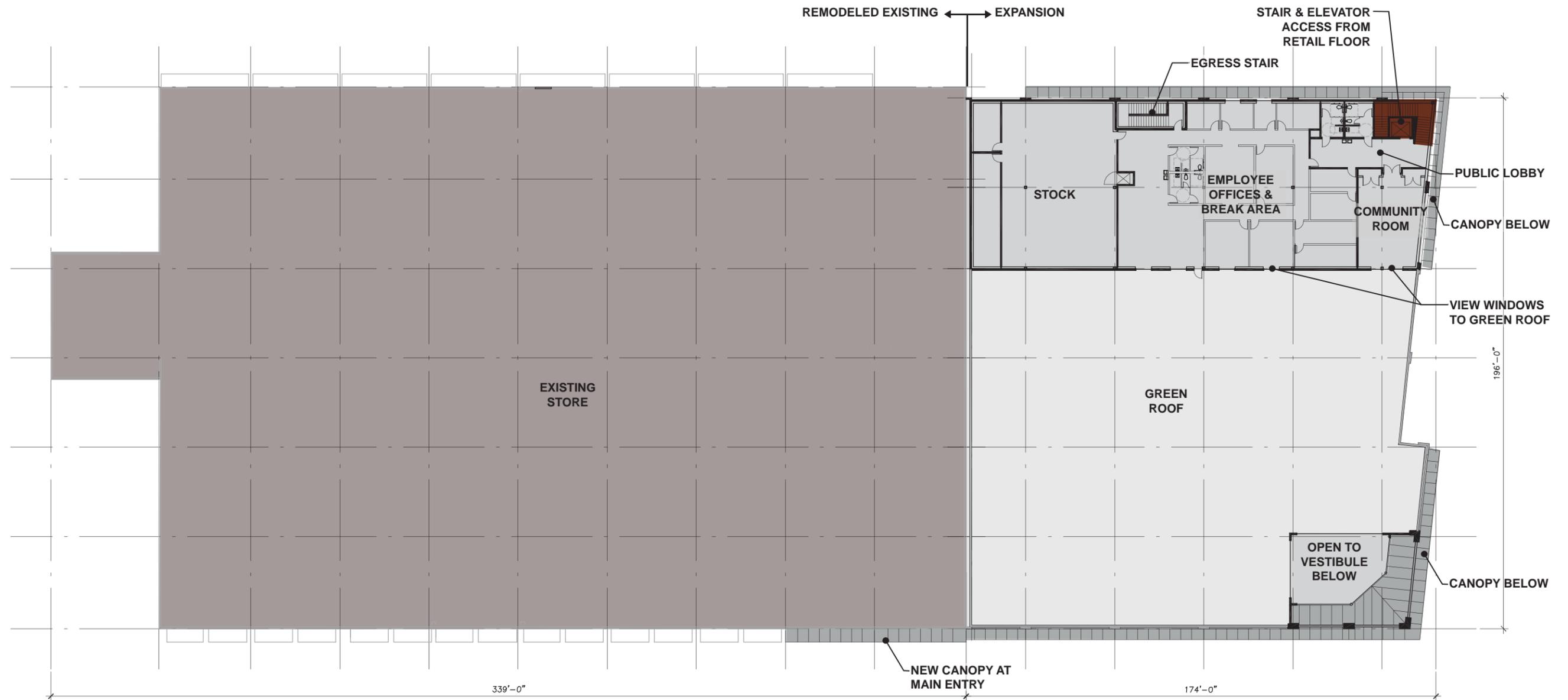


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SECOND FLOOR PLAN

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

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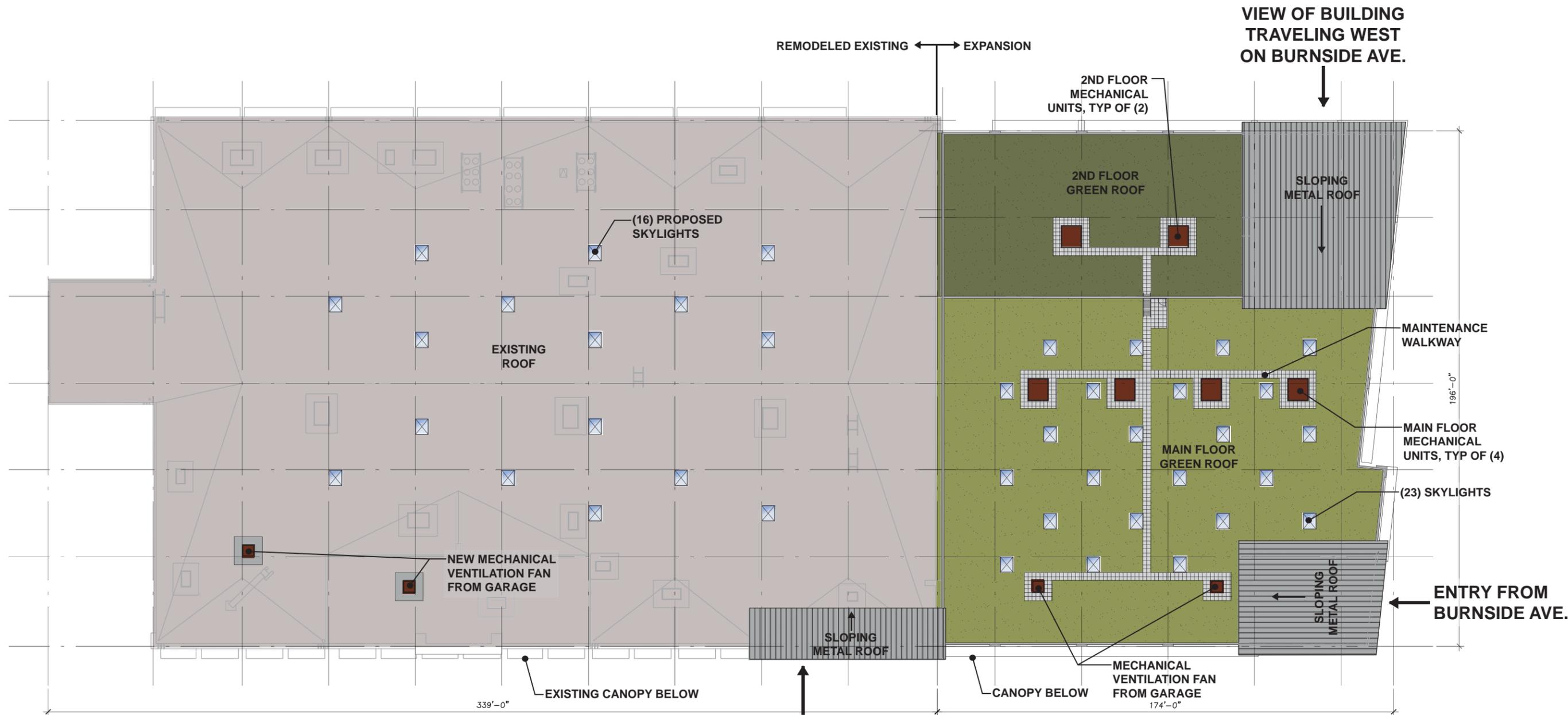


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ROOF AREA DATA (EXISTING):
 PROPOSED STANDING SEAM METAL ROOF: 1,458 SF
 SKYLIGHTS: 480 SF
TOTAL EXISTING ROOF AREA: 62,770 SF

ROOF AREA DATA (EXPANSION ONLY):
 GREEN ROOF: 26,230 SF
 STANDING SEAM METAL ROOF: 6,526 SF
 SKYLIGHTS: 690 SF
 MECHANICAL UNITS: 440 SF
 ACCESS WALKWAYS: 2,274 SF
TOTAL ROOF AREA: 33,500 SF

ROOF PLAN

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PERSPECTIVE VIEW OF SOUTHWEST ENTRY

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PERSPECTIVE VIEW OF SOUTHEAST CORNER

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PERFORATED METAL PANEL BETWEEN COLUMNS
 STOREFRONT SYSTEM
 FLOATING FRED MEYER SIGN
 METAL PANEL CHROMIUM GRAY
 CORRUGATED METAL PANEL WITH SIGNAGE COLONIAL RED
 SMOOTH FACE CMU PILASTER CHROMIUM GRAY
 CLERESTORY WINDOWS
 CANOPY
 "FRED MEYER" BLADE SIGN
 CORRUGATED METAL PANEL STEEL GRAY
 METAL PANEL CHROMIUM GRAY
 CORRUGATED METAL PANEL COLONIAL RED
 BUTT-GLAZING WINDOWS AT STAIRWAY
 CONCRETE PLINTH STEEL GRAY
 SPLIT FACE CMU PILASTER BASE STEEL GRAY
 LANDSCAPE PLANTER WITH BUILT-IN BENCH
 BIKE RACKS
 PERFORATED METAL LIGHT BOX
 OPENINGS INTO PARKING GARAGE

GROUND FLOOR WINDOW CALCULATION (SOUTH):
 GROUND FLOOR AREA: 1,760 SF
 GROUND FLOOR WINDOW AREA: 450 SF (25.6%)
 INCLUDING OPENINGS INTO GARAGE: 610 SF (34.7%)

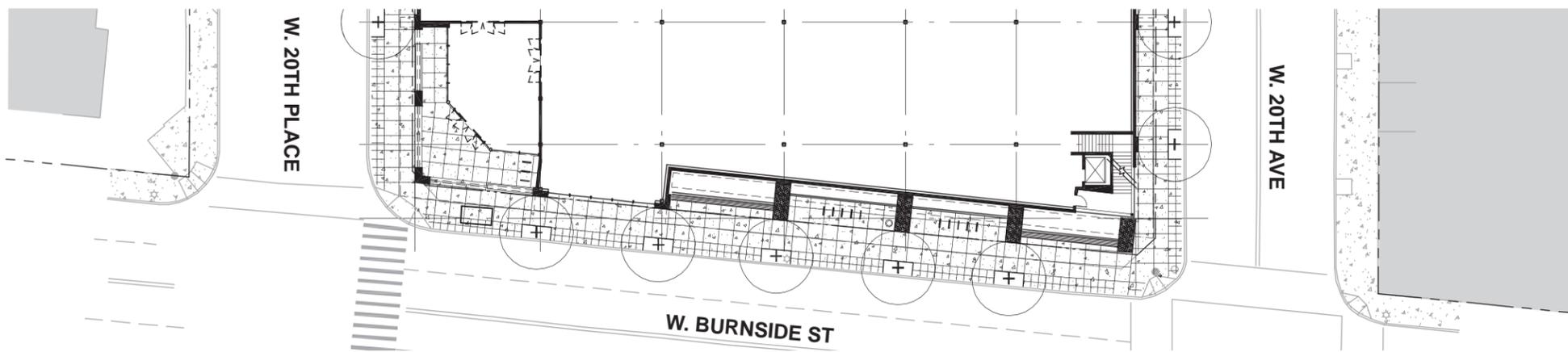
BUILDING LENGTH: 196'-0"
 WINDOW LENGTH: 69'-0" (35.4%)
 INCLUDING OPENINGS INTO GARAGE: 110'-0" (56.4%)

GROUND FLOOR WINDOW CALCULATION (WEST):
 GROUND FLOOR AREA: 1,479 SF
 GROUND FLOOR WINDOW AREA: 566 SF (38.3%)

BUILDING LENGTH: 164'-4"
 WINDOW LENGTH: 94'-0" (57.2%)

GROUND FLOOR WINDOW CALCULATION (EAST):
 GROUND FLOOR AREA: 1,091 SF
 GROUND FLOOR WINDOW AREA: 77 SF (7%)
 INCLUDING OPENINGS INTO GARAGE: 222 SF (20.3%)

BUILDING LENGTH: 173'-6"
 WINDOW LENGTH: 14'-0" (8%)
 INCLUDING OPENINGS INTO GARAGE: 42'-0" (24.2%)



SOUTH ELEVATION

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PORTLAND, OR

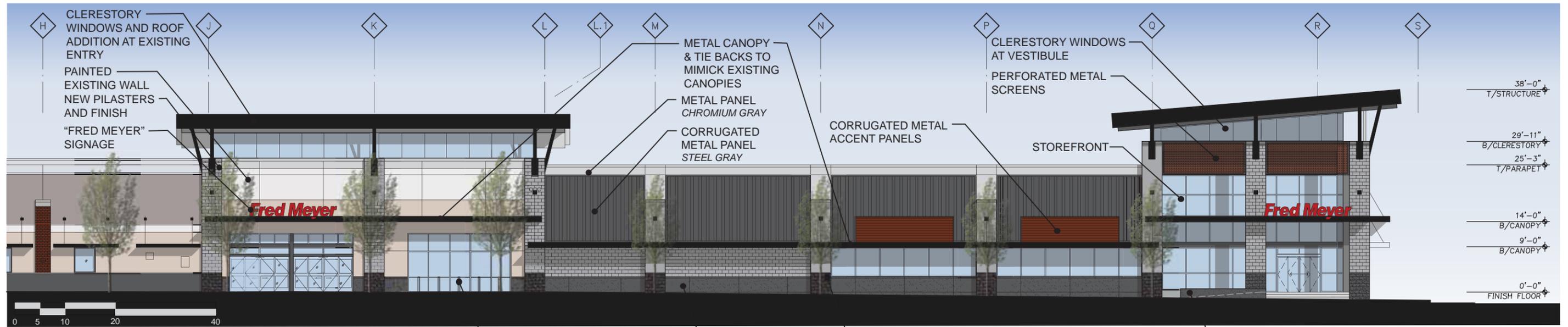


02.10.2011

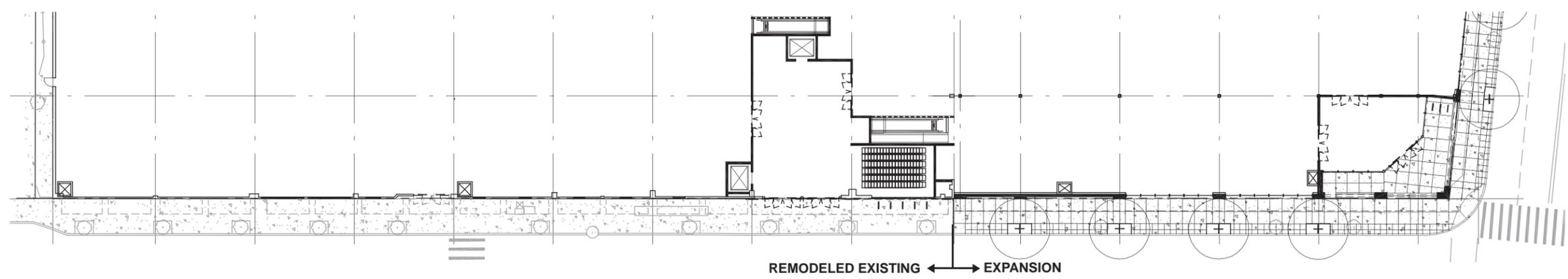
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CLERESTORY WINDOWS AND ROOF ADDITION AT EXISTING ENTRY
 PAINTED EXISTING WALL NEW PILASTERS AND FINISH
 "FRED MEYER" SIGNAGE
 METAL CANOPY & TIE BACKS TO MIMICK EXISTING CANOPIES
 METAL PANEL CHROMIUM GRAY
 CORRUGATED METAL PANEL STEEL GRAY
 CORRUGATED METAL ACCENT PANELS
 CLERESTORY WINDOWS AT VESTIBULE
 PERFORATED METAL SCREENS
 STOREFRONT
 BIKE RACKS
 CONCRETE PLINTH STEEL GRAY
 SPLIT FACE CMU PILASTER BASE STEEL GRAY
 ACCESS RAMP TO ENTRY



WEST ELEVATION

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

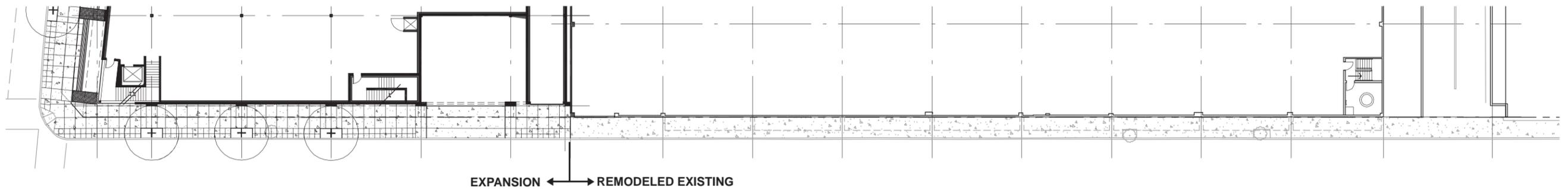
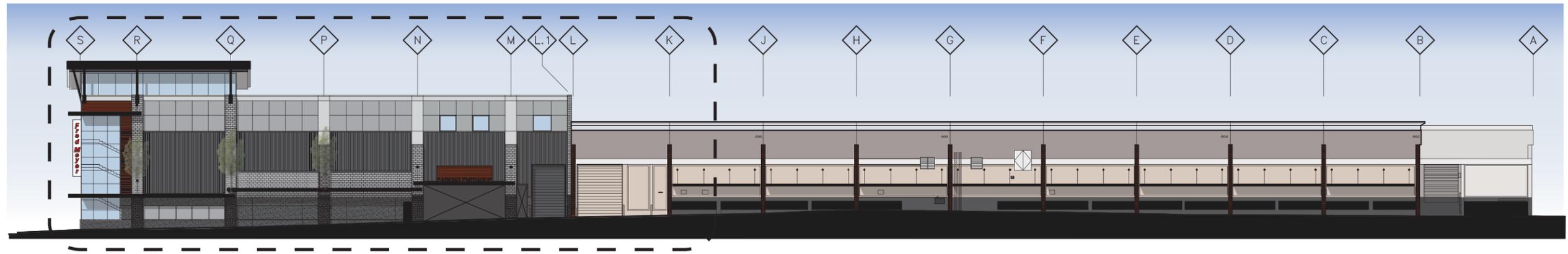
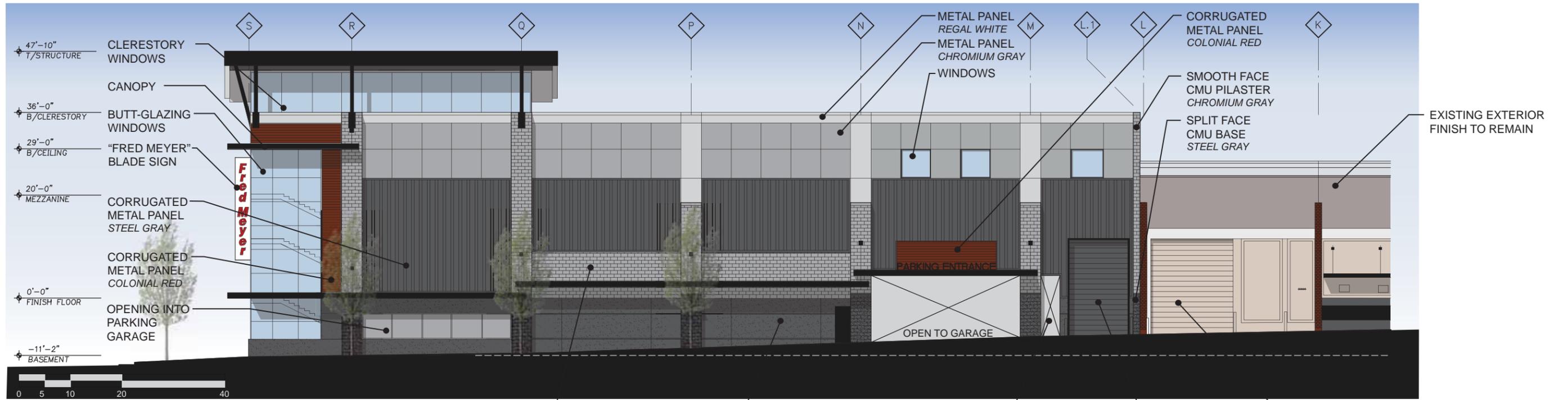
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EAST ELEVATION

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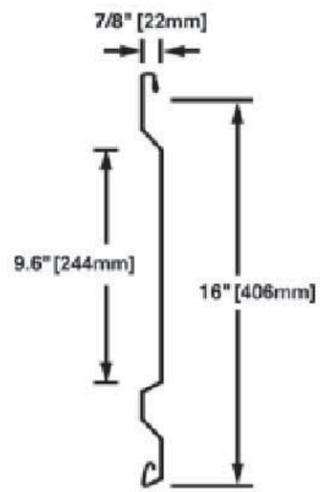


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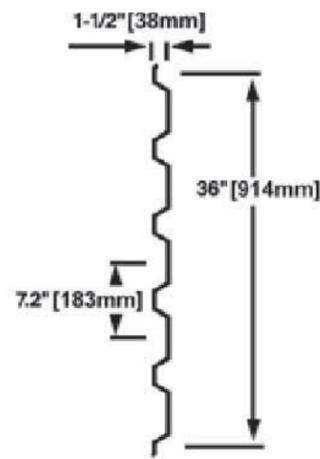
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CONCEALED FASTENER PANEL
(Centria CS-610)
HORIZONTAL APPLICATION AT TOP OF EXTERIOR WALLS. LARGER PANEL APPLICATION ON EAST ELEVATION.



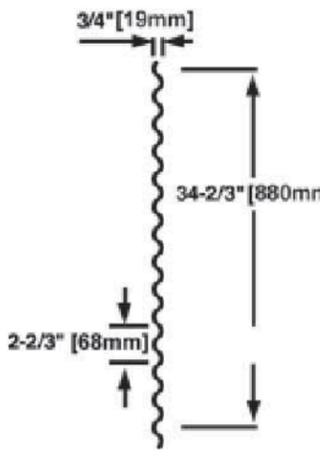
CHROMIUM GRAY



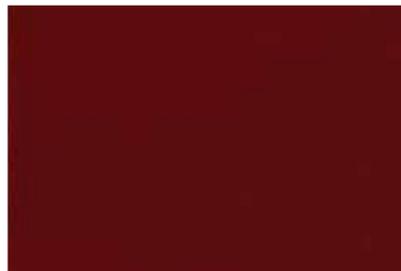
EXPOSED FASTENER PANEL
(Centria BR5-36)
VERTICAL INSTALLATION ON MAIN UPPER PORTIONS OF FACADE



STEEL GRAY



EXPOSED FASTENER PANEL
(Centria Econolap 3/4")
HORIZONTAL INSTALLATION FOR ACCENTS AT WINDOW OPENINGS



COLONIAL RED

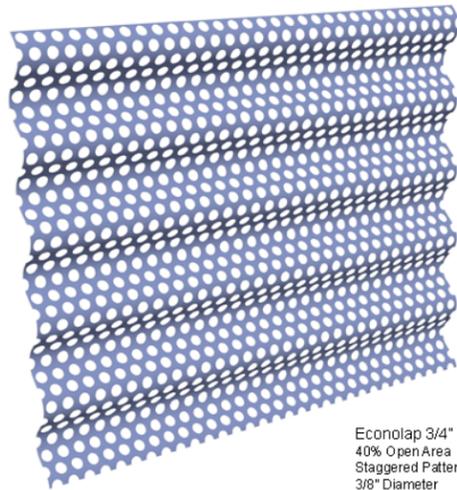


BONNY SLOPE SCHOOL, PORTLAND - USED CS-620, FORMABOND PANELS, & STYLE-RIB



MATERIALS

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL



Econolap 3/4"
40% Open Area
Staggered Pattern
3/8" Diameter
9/16" Spacing
STANDARD

PERFORATED METAL PANEL
(Centria BR5-36)

HORIZONTAL APPLICATION AT PARKING
GARAGE OPENINGS AND SOUTHWEST
ENTRYWAY. (40% OPEN AREA)

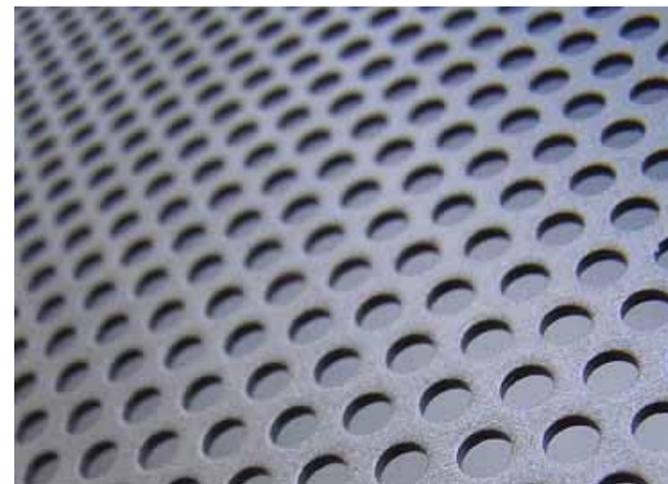


COLONIAL RED
(Entry application)

CHROMIUM GRAY
(Parking garage)



OPTIONAL MATERIAL



PERFORATED METAL PANEL
(Western Group, 1/4" Round, 40% Open)

FRAMED SCREENS AT PARKING GARAGE
OPENINGS



STAINLESS STEEL
FINISH



SMOOTH FACE CMU

FULL-SIZED BRICK AT PILASTER APPLICATION
VENEER BRICK FINISH WITHIN MAIN BAYS



NATURAL FINISH
TO MATCH
CHROMIUM GRAY
PAINT



SPLIT-FACE CMU

FULL-SIZE BRICK AT PILASTER BASE

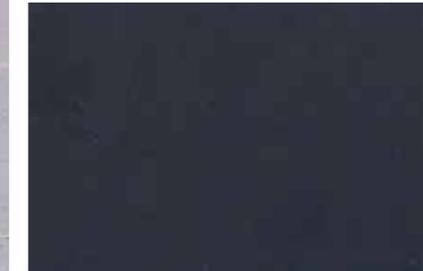


CHARCOAL FINISH
TO MATCH STEEL
GRAY PAINT



CONCRETE WITH SMOOTH FINISH AND
VERTICAL REVEALS

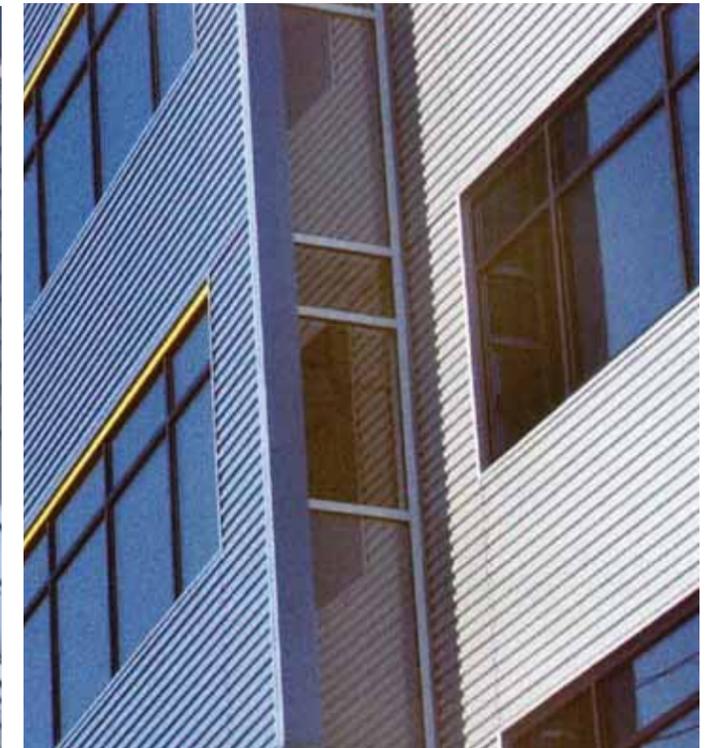
STEM WALL BASE MATERIAL



CHARCOAL FINISH
TO MATCH STEEL
GRAY PAINT

MATERIALS

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL



PRECEDENT IMAGES

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

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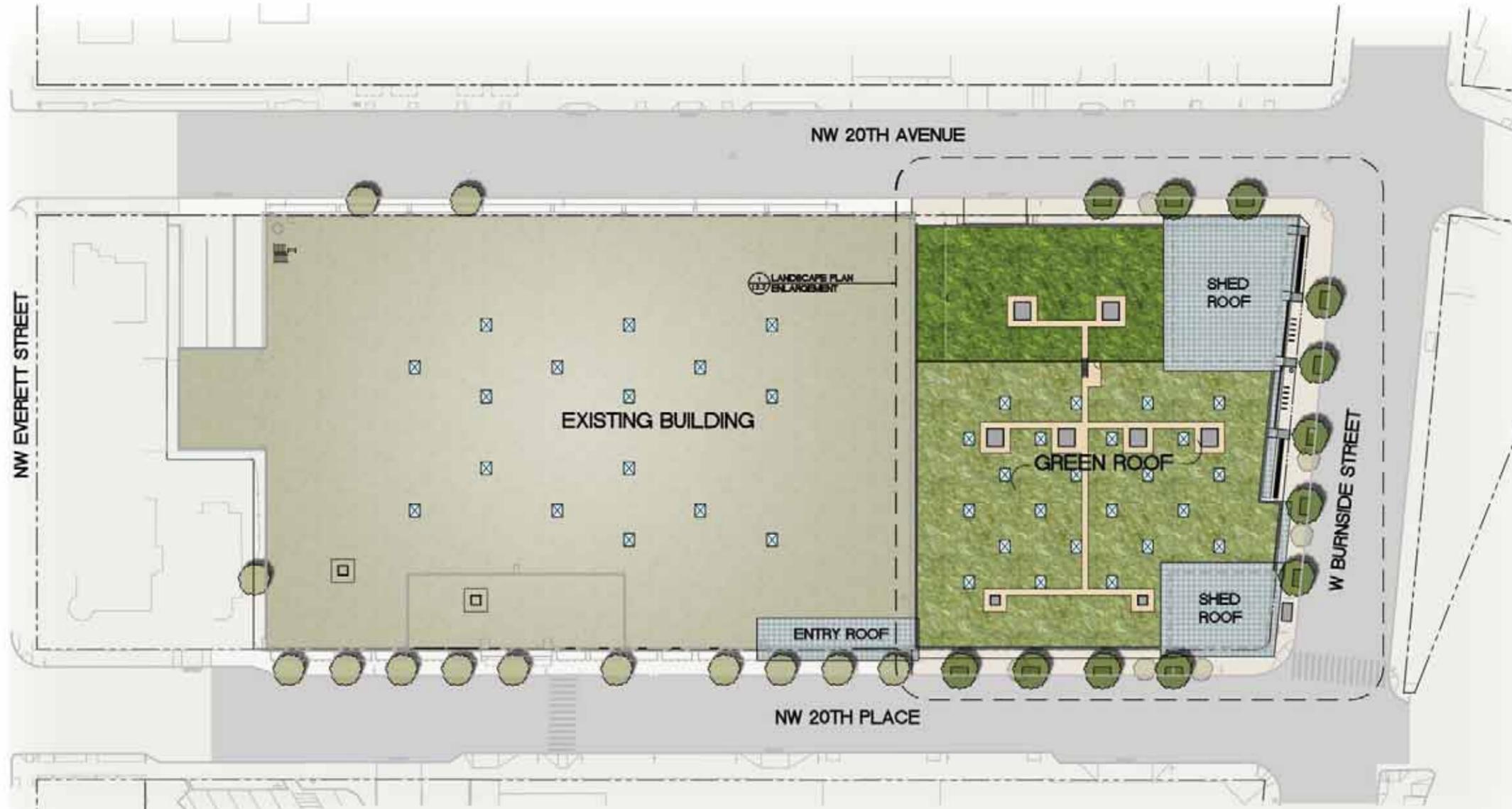
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PLANT MATERIAL SCHEDULE

SYMBOL	NOTE
	TREES
	STREET PER CITY OF PORTLAND URBAN FORESTRY STANDARDS
	EXISTING TREE TO REMAIN

SYMBOL	NOTE
	TREES (CONT)
	EXISTING TREE TO BE REMOVED
	STORMWATER (GREEN ROOF)
	PLANT MIX 1 - PER CITY OF PORTLAND BUREAU OF ENVIRONMENTAL SERVICES STANDARDS
	PLANT MIX 2 - PER CITY OF PORTLAND BUREAU OF ENVIRONMENTAL SERVICES STANDARDS

OVERALL LANDSCAPE PLAN

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PORTLAND, OR

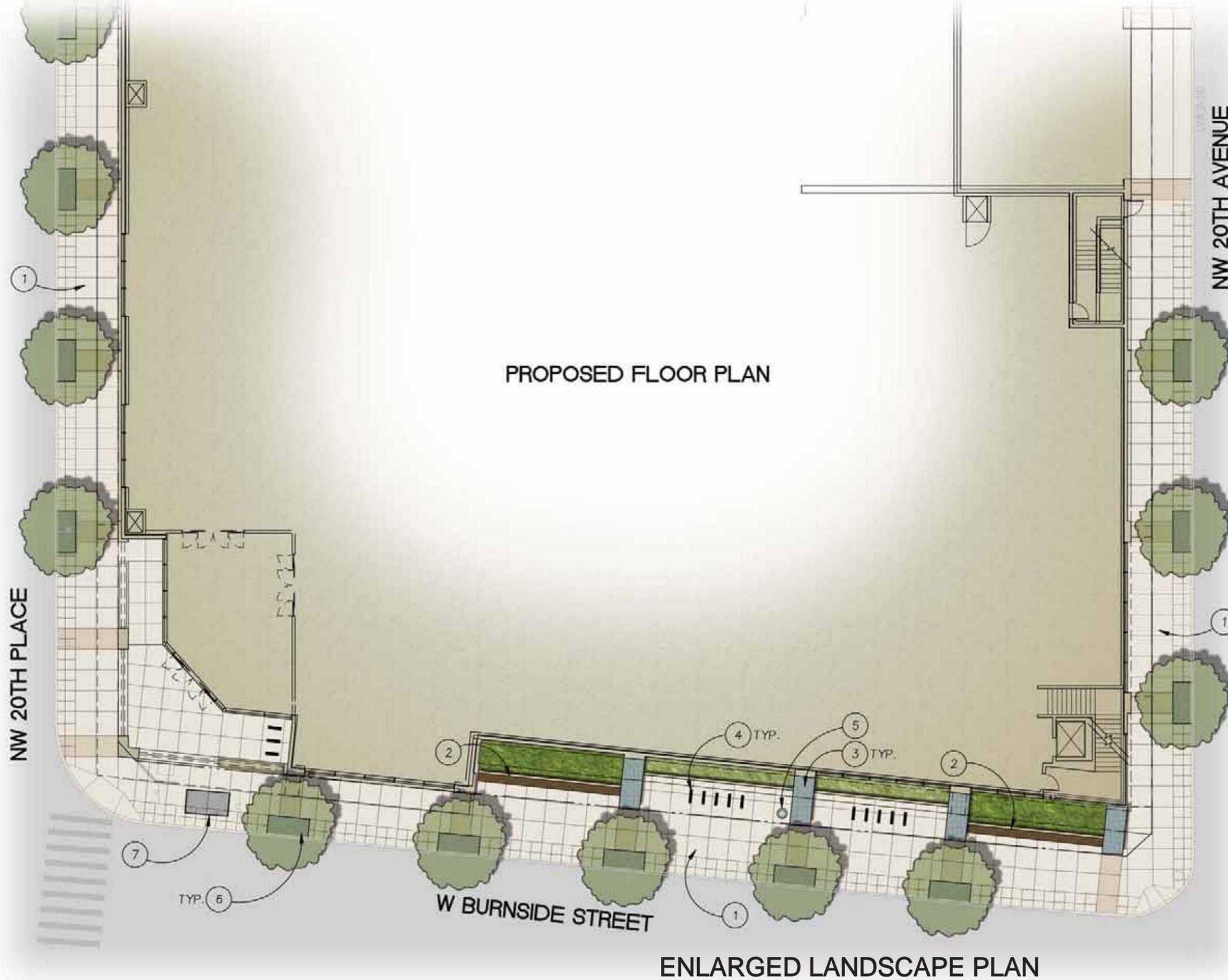


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PLANT MATERIAL SCHEDULE

SYMBOL	NOTE
TREES	
	STREET PER CITY OF PORTLAND URBAN FORESTRY STANDARDS
SHRUBS/GRASSES	
	TBD
STORMWATER (STREETSCAPE)	
	PLANTER MIX - PER CITY OF PORTLAND BUREAU OF ENVIRONMENTAL SERVICES STANDARDS

KEY NOTES

ITEM	NOTE
1	NEW CONCRETE SIDEWALK
2	CONCRETE WALL WITH INTEGRATED WOOD BENCH
3	PERFORATED METAL SEAT W/ INTEGRAL LIGHTING (MATERIAL TO MATCH ARCHITECTURE)
4	BIKE RACK
5	TRASH RECEPTACLE
6	4'(w)x8'(l) TREE WELL WITH GRATE
7	EXISTING BUS SHELTER

GENERAL NOTES

1. FULLY AUTOMATIC IRRIGATION SYSTEM TO BE INSTALLED TO MAINTAIN ALL LANDSCAPE MATERIAL.

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PORTLAND, OR

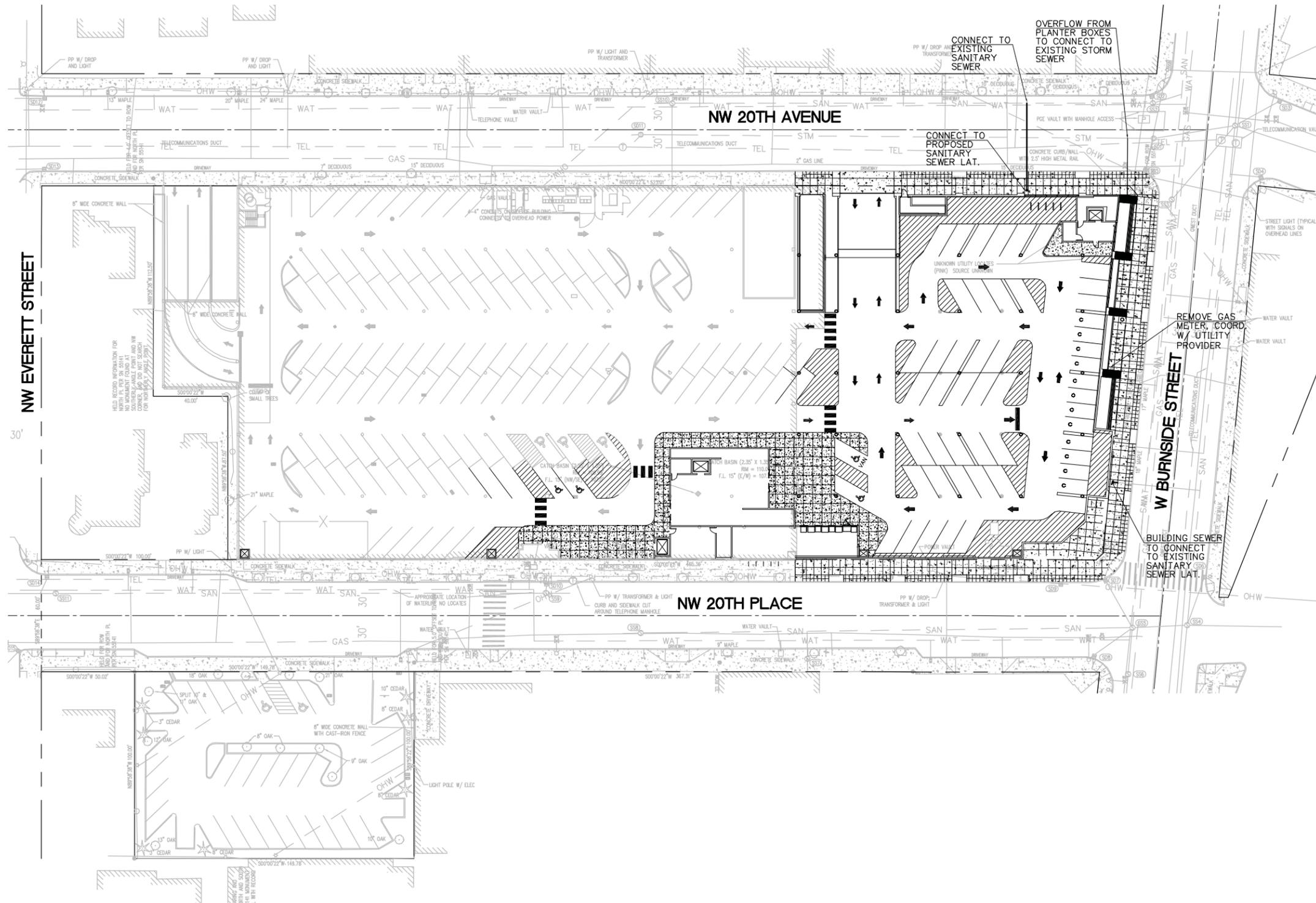


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SITE UTILITY PLAN

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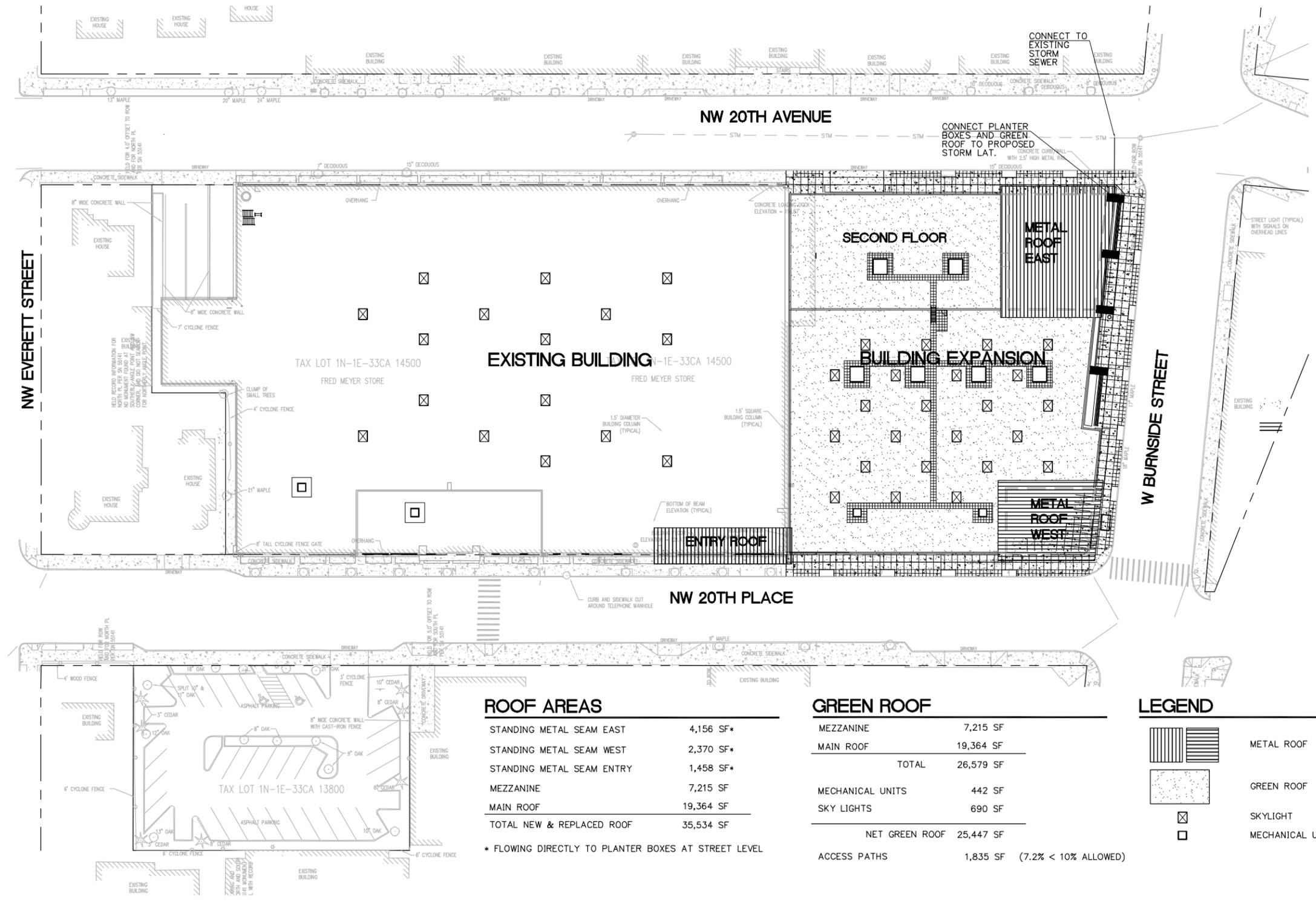
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ROOF AREAS

STANDING METAL SEAM EAST	4,156 SF*
STANDING METAL SEAM WEST	2,370 SF*
STANDING METAL SEAM ENTRY	1,458 SF*
MEZZANINE	7,215 SF
MAIN ROOF	19,364 SF
TOTAL NEW & REPLACED ROOF	35,534 SF

* FLOWING DIRECTLY TO PLANTER BOXES AT STREET LEVEL

GREEN ROOF

MEZZANINE	7,215 SF
MAIN ROOF	19,364 SF
TOTAL	26,579 SF
MECHANICAL UNITS	442 SF
SKY LIGHTS	690 SF
NET GREEN ROOF	25,447 SF
ACCESS PATHS	1,835 SF (7.2% < 10% ALLOWED)

LEGEND

	METAL ROOF
	GREEN ROOF
	SKYLIGHT
	MECHANICAL UNIT

STORMWATER MANAGEMENT PLAN

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

FRED MEYER - 360 STADIUM

PORTLAND, OR



02.10.2011

PROJECT #2100254.00



feasible. However, the required 10 foot setback from the proposed building wall would not be met due to the tight constraints of the urban environment. To meet the constraints, a liner is proposed to meet the setback requirements. When the liner was prescribed by the Stormwater Manual, potential for infiltration was lost. Therefore, the site meets category 4 and flows directly to combined sewer systems.

3. DESIGN ASSUMPTIONS

Conveyance system:

- 1) Rational Method used
- 2) 10yr/24hr design storm
- 3) $T_c=5$ minutes
- 4) Intensity: 10 year storm at Portland International Airport
- 5) Mannings $n=0.013$
- 6) $c=0.9$ for all impervious surface
 $c=0.2$ in landscaped areas
- 7) Software used: COP PAC V1.2 (2008)
- 8) Field-measured infiltration rate from geotechnical report is 0.25 inches per hour per PAC
- 9) CN of 61 for green roof
- 10) CN of 80 for predeveloped conditions
- 11) CN of 98 for impervious areas.

4. ANALYSIS

Table 1

Catchment Facility Table

Catchment/ Facility ID	Source (roof/road/other)	Impervious Area (sf)	Ownership (private/public)	Facility Type	Facility Size (sf)	Curve #
Exist	Predeveloped	35,534	Private		N/A	80
Impervious Roof	Non green roof	10,087	Private	Vegetated planter	320	98
Green Roof	Green roof	25,447	Private	Green roof	25,447	65

PAC output is provided on the following pages.

5. ENGINEERING CONCLUSIONS

The storm drainage system has been designed by using the simplest methods, primarily impervious roof areas being routed to the planters. The green roof will be collected and routed to a discharge point which bypasses the planters. Water quality treatment and detention has been provided by means of green roofs, and by planters sized by the Presumptive Approach Calculator. The 25-year redeveloped discharge to the combined sewer is less than the predeveloped 10-year runoff from the site.