

Fred Meyer

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



DESIGN ADVICE REQUEST & PRE-APPLICATION CONFERENCE

SUBMITTED: 02/10/2011
RE-SUBMITTED: 04/07/2011
DAR CASE NUMBER: EA 11-112110

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 NW 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

Neighborhood: Northwest District Neighborhood Association

Design Guidelines: Goose Hollow District Design Guidelines



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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 – Goose Hollow SubdistrictGoosehollow District Design Guidelines), and is located within the Central City Plan District. The site is located in the Northwest District 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 226 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.



📍 SITE VICINITY MAP



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Fred Meyer

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MACKENZIE

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 veneer, 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 towards 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/egress driveways remaining along NW 20th Avenue. The southern most driveway will be expanded move approximately 20 feet closer to West Burnside Street, to increase the size of the enclosed trash dock.

The expansion area will include a new store entry adjacent to the corner of West Burnside Street and NW 20th Place, and the creation of a new tenant space at the SE corner of West Burnside and NW 20th Avenue -- suitable for a variety of uses including office, retail or restaurant. 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.

Four feet of property along the frontage of West Burnside Street and NW 20th Avenue will be dedicated to the City of Portland to create a 12 foot ROW which complies 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 Proposed Garage Parking Stalls: 151
Existing Surface Lot (Off-Site) Parking Stalls (Unchanged): 34
Total On-Site/Off-Site Parking Stalls: 191
Total Net Loss of Parking Stalls: 69
Parking Ratio (Stalls/1,000 SF): 1.78/1000 SF
Required Parking: None (Per Central City Plan District)

Bicycle:
Existing Parking Stalls: 20 (4 two loop racks, 5 bikes each rack)
Required/Proposed Long -Term Stalls (1 per 12,000 SF): 9 required/proposed
Required/Proposed Short -Term Stalls (1 per 5,000 SF): 21 required/proposed
Total On-Site Parking Stalls: 30 required/proposed
Parking Ratio (Stalls/1,000 SF): 0.3/1000 SF

BUILDING

Existing Fred Meyer Building Area to Remain: 65,789 SF
Existing Hollywood Video Area to be Eliminated: 6,036 SF
Proposed Fred Meyer Ground Floor Building Area: 30,686 SF
Proposed Fred Meyer Second Story Building Area: 10,679
Total Fred Meyer Building Area: 107,154 SF
Net Increase of Non-Parking (Occupied) Building Area on Site: 34%
Net Basement Level Building Area: 91,982 SF
Netw Tenant Space along West Burnside: 1,661 SF



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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 a 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’s 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. 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 canopy to provide adequate weather protection 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 has been moved away from the southeast corner of the building to provide greater activation of the corner with views into the store. 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, lighting and bike racks. The eastern streetscape is 11 feet below the building finish floor elevation. This frontage is anchored at the southeast corner by a tenant space that is accessed directly from the West Burnside sidewalk. The sidewalk along the frontage of NW 20th Avenue is sheltered by a 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 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 with the exception of a new tenant space located at the SE corner of West Burnside and NW 20th Avenue. 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.



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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 on two of the three elevations will be difficult to meet without some flexibility from the City. Based on preliminary calculations (see Sheet 16), it appears the south (West Burnside Street) and east (NW 20th Avenue) elevations are slightly deficient of meeting the ground floor window requirement. The addition of a tenant space at the SE corner of the site has helped to mitigate this deficiency, but it still remains.

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 a significant portion of the ground floor is devoted to the parking garage, and due to dramatic west to east slope of the site, 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, 75% (147 feet) of the length of the south building façade is proposed to be extended up to the special building line. The remaining 25% (49') 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 5 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 99,009 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 roof expansion will be approximately 36,264 SF of roof area and the green roof will comprise approximately 66.6% (24,152 SF) of the roof, leaving approximately 33.4% (12,112 SF) of impervious roof area. The runoff from the impervious roof areas will be conveyed via rain drains to the vegetated planter boxes 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.



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7. TRAFFIC IMPROVEMENTS

The existing store includes parking under the building with two driveways on NW 20th Avenue, one driveway at the south end of the building on NW 20th Place, and one driveway mid-block on West Burnside Street. All site driveways are full movement. NW 20th Place and NW 20th Avenue are two-lane/two-way streets with on-street parking on both sides. West Burnside Street has two lanes in each direction but no turn lanes. A traffic signal is located at the intersection of West Burnside Street and NW 20th Avenue, with left turns prohibited from West Burnside Street. The intersection of West Burnside Street and NW 20th Place is stop-controlled only on NW 20th Place. Left turns are allowed from West Burnside Street.

NW Everett Street is one-way eastbound, which precludes traffic from traveling west from NW 20th Avenue to NW 20th Place (a counterclockwise direction around the store block). The intersections of NW Everett Street are stop-controlled on NW 20th Place and NW 20th Avenue, although pedestrian crossings are signalized at the east side of each intersection.

The proposed store expansion would extend the existing store south to the edge of West Burnside Street, which would require removal of the driveways to both NW 20th Place and West Burnside Street. Only the existing two driveways on NW 20th Avenue would be available to access the parking under the building. No changes to on-street parking or the small parking lot on the west side of NW 20th Place are proposed with the store expansion. However, the removal of approximately four parking stalls on the west side of NW 20th Avenue is proposed to accommodate freight loading.

Access to the parking garage was a concern that was brought up by both the Northwest and Goose Hollow neighborhood associations. With the closure of the West Burnside Street and NW 20th Place driveways, vehicles arriving from the west on West Burnside Street would need to find alternate access to parking under the building. These vehicles currently are allowed to turn left from West Burnside Street to access the driveway on NW 20th Place. Both neighborhoods requested the that left turns be allowed from east bound W. Burnside St. onto NW 20th Avenue because permitting left turns would allow these vehicles to continue accessing parking under the building. This proposal by the neighborhoods appears to be a reasonable solution and therefore has been incorporated into the design. Left turns are currently prohibited at NW 20th Avenue, however simply allowing left turns to occur from the existing through lane would not cause the intersection to exceed operational standards.

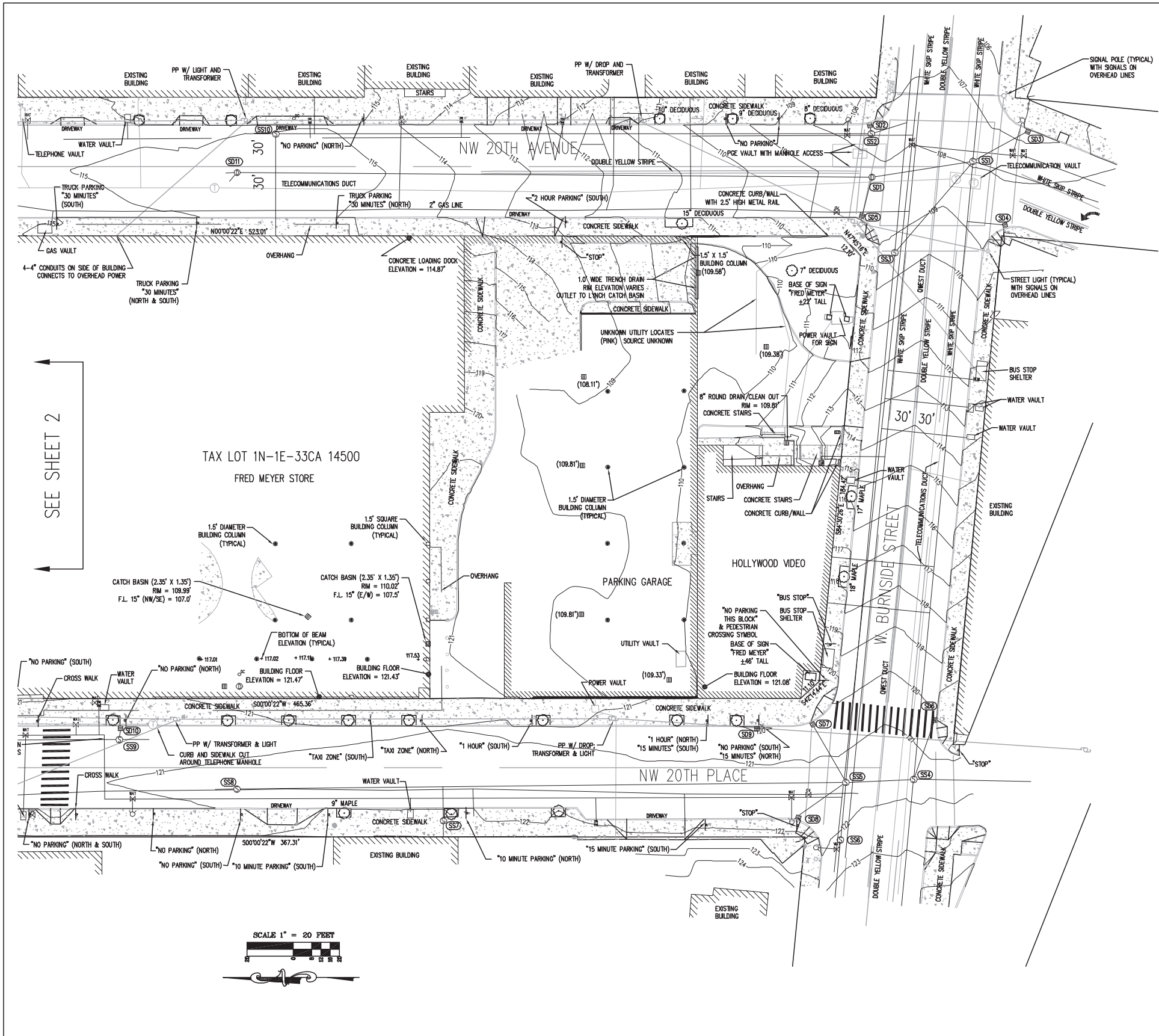
In addition, in order to alleviate queues backing into the SW Morrison Street and NW 20th Avenue intersection, we would recommend removing the four on-street parking spaces and adding a striped right-turn lane to the existing shared through/right lane.

8. TRANSIT IMPROVEMENTS

The existing bus stop at the corner of NW 20th Place & W. Burnside St. has a high volume of ridership (bus lines 15, 18 and 20 with stops every 15 minutes) and is significantly used by neighbors and patrons frequenting the store. Based on the feedback received from neighbors of the Goose Hollow and Northwest neighborhoods, the NWDA Transportation Committee and the Goose Hollow Planning Committee 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 neighborhoods proposed the idea of relocating the existing bus stop from the corner to a location mid block between NW 20th Place and NW 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.

Subsequent to the proposal presented by the Northwest and Goose Hollow neighborhoods contact was made with Young Park, Manager of Capital Projects at TriMet regarding the feasibility of consolidating the two bus stops and creating a single mid-block bus stop. On March 16th, 2011 City Staff received a formal recommendation from TriMet requesting the project consider consolidating the two bus stops to a mid-block location approximately 95' to 100' farside of the crosswalk at NW 20th Avenue to provide a safer connection to neighborhood destinations.

This proposal by the neighborhoods and Trimet appears to be a reasonable solution and therefore has been incorporated into the design however the mid-block location is proposed to be 85' farside of the crosswalk at NW 20th Avenue in order to circumvent eliminating any street trees. The new bus stop is proposed to be a standard 4ft.x 12ft. TriMet shelter with the clear panels facing W. Burnside Street in order to protect riders from splashing. For liability purposes the new bus stop is located in the furnishing zone (right-of-way) approximately 2ft. from the curb. The neighborhoods had concerns about transients loitering in the new space, therefore no seating is proposed.



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 (RIM 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

HOGWIRE FENCE LINE

POWER LINE

OVERHEAD WIRE

TELEPHONE LINE

GAS LINE

STORM SEWER LINE

SANITARY SEWER LINE

WATER LINE

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.

NORTHWEST

1815 NW 18th PLACE, SUITE 2090
PORTLAND, OREGON 97209
PH: (503) 848-2179
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URVEYING, INC.

N

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EXISTING CONDITIONS

STADIUM FRED MEYER

PORTLAND

TAX LOTS 13800 AND 14500

DRAWING NO.: 658 TOPO

SCALE: AS NOTED

DRAWING GENERATED BY: L02004

DRAWN BY: CHS

CHECKED BY: SFT

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

SURVEY

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

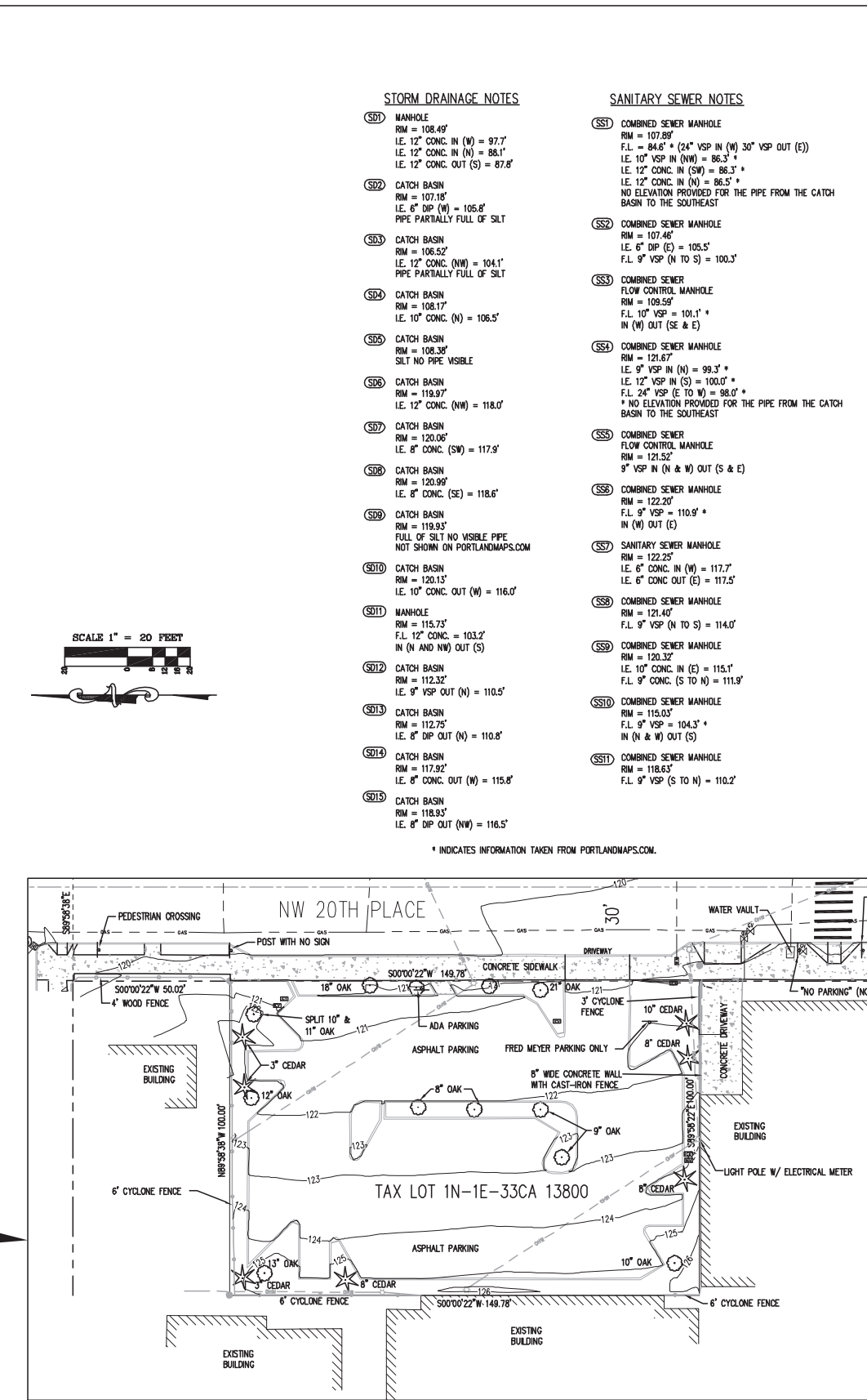
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EA 11-112110
EXHIBIT C-7



SANITARY SEWER NOTES

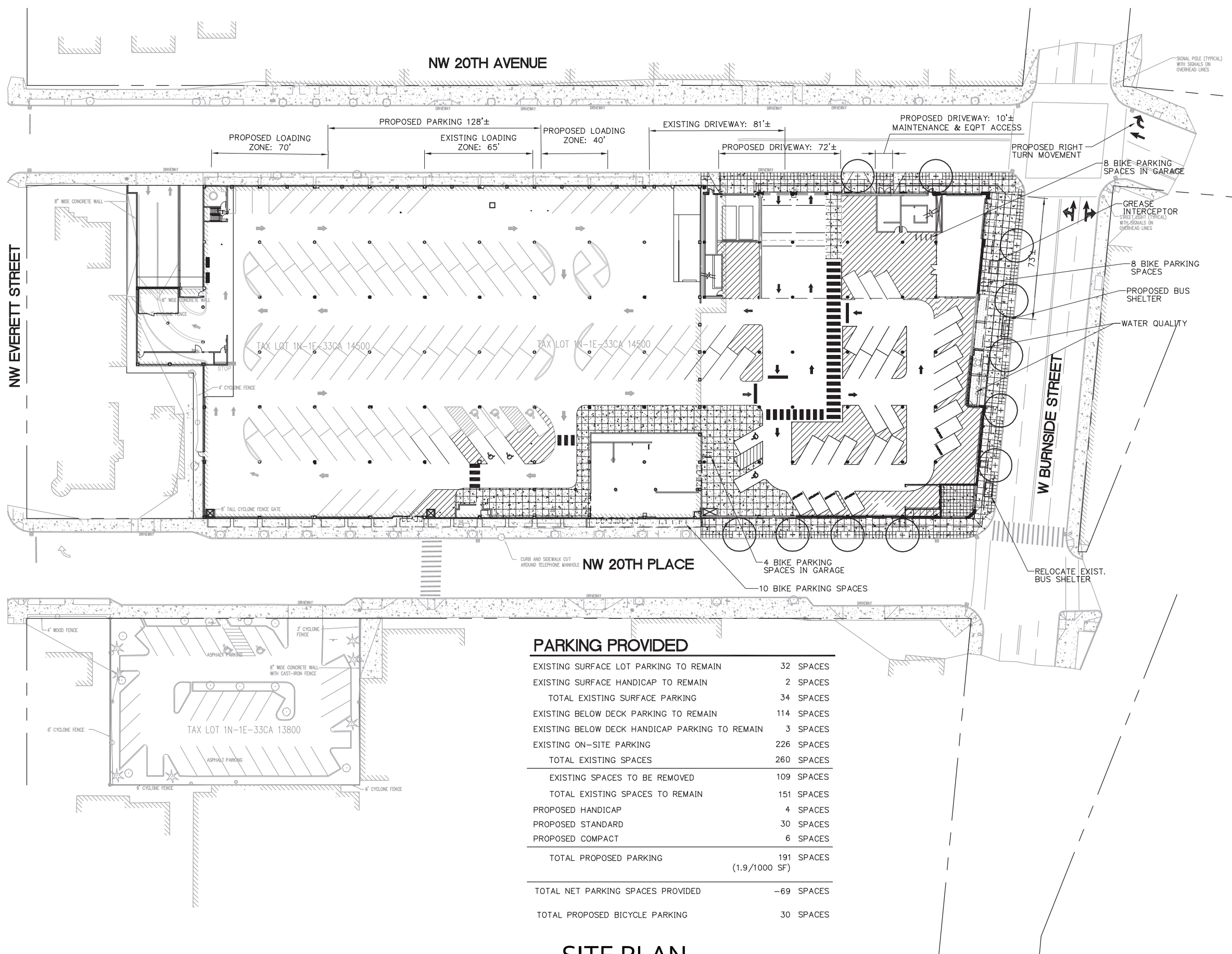
- (S21) MANHOLE
RIM = 108.49'
I.E. 12" CONC. IN (W) = 97.7'
I.E. 12" CONC. IN (N) = 88.1'
I.E. 12" CONC. OUT (S) = 87.8'
- (S22) CATCH BASIN
RIM = 107.18'
I.E. 6" DIP (N) = 105.8'
PIPE PARTIALLY FULL OF SILT
- (S23) CATCH BASIN
RIM = 106.52'
I.E. 12" CONC. (NW) = 104.1'
PIPE PARTIALLY FULL OF SILT
- (S24) CATCH BASIN
RIM = 108.17'
I.E. 10" CONC. (N) = 106.5'
- (S25) CATCH BASIN
RIM = 108.30'
SILT NO PIPE VISIBLE
- (S26) CATCH BASIN
RIM = 119.97'
I.E. 12" CONC. (NW) = 118.0'
- (S27) CATCH BASIN
RIM = 120.06'
I.E. 8" CONC. (SW) = 117.9'
- (S28) CATCH BASIN
RIM = 120.98'
I.E. 8" CONC. (SE) = 118.6'
- (S29) CATCH BASIN
RIM = 119.93'
FULL OF SILT NO VISIBLE PIPE
NOT SHOWN ON PORTLANDMAPS.COM
- (S30) CATCH BASIN
RIM = 120.13'
I.E. 10" CONC. OUT (W) = 116.0'
- (S31) MANHOLE
RIM = 115.73'
F.L. 12" CONC. = 103.2'
IN (N AND NW) OUT (S)
- (S32) CATCH BASIN
RIM = 112.32'
I.E. 9" VSP OUT (N) = 110.5'
- (S33) CATCH BASIN
RIM = 112.75'
I.E. 8" DIP OUT (N) = 110.8'
- (S34) CATCH BASIN
RIM = 117.92'
I.E. 8" CONC. OUT (W) = 115.8'
- (S35) CATCH BASIN
RIM = 118.93'
I.E. 8" DIP OUT (NW) = 116.5'
- (S36) COMBINED SEWER MANHOLE
RIM = 107.69'
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
- (S37) COMBINED SEWER MANHOLE
RIM = 107.46'
I.E. 6" DIP (E) = 105.5'
F.L. 9" VSP (N TO S) = 100.3'
- (S38) COMBINED SEWER
FLOW CONTROL MANHOLE
RIM = 109.59'
F.L. 10" VSP = 101.1' *
IN (W) OUT (SE & E)
- (S39) COMBINED SEWER MANHOLE
RIM = 121.67'
I.E. 9" VSP IN (N) = 99.3' *
I.E. 12" VSP IN (S) = 100.0' *
I.E. 24" VSP (E TO W) = 98.0' *
* NO ELEVATION PROVIDED FOR THE PIPE FROM THE CATCH BASIN TO THE SOUTHEAST
- (S40) COMBINED SEWER
FLOW CONTROL MANHOLE
RIM = 121.52'
9" VSP IN (N & W) OUT (S & E)
- (S41) COMBINED SEWER MANHOLE
RIM = 122.20'
F.L. 9" VSP = 110.9' *
IN (W) OUT (E)
- (S42) SANITARY SEWER MANHOLE
RIM = 122.25'
I.E. 6" CONC. IN (W) = 117.7'
I.E. 6" CONC. OUT (E) = 117.5'
- (S43) COMBINED SEWER MANHOLE
RIM = 121.40'
F.L. 9" VSP (N TO S) = 114.0'
- (S44) COMBINED SEWER MANHOLE
RIM = 120.32'
I.E. 10" CONC. IN (E) = 115.1'
9" CONC. (S TO N) = 111.9'
- (S45) COMBINED SEWER MANHOLE
RIM = 115.03'
F.L. 9" VSP = 104.3' *
IN (N & W) OUT (S)
- (S46) COMBINED SEWER MANHOLE
RIM = 118.63'
F.L. 9" VSP (S TO N) = 110.2'
- * INDICATES INFORMATION TAKEN FROM PORTLANDMAPS.COM.

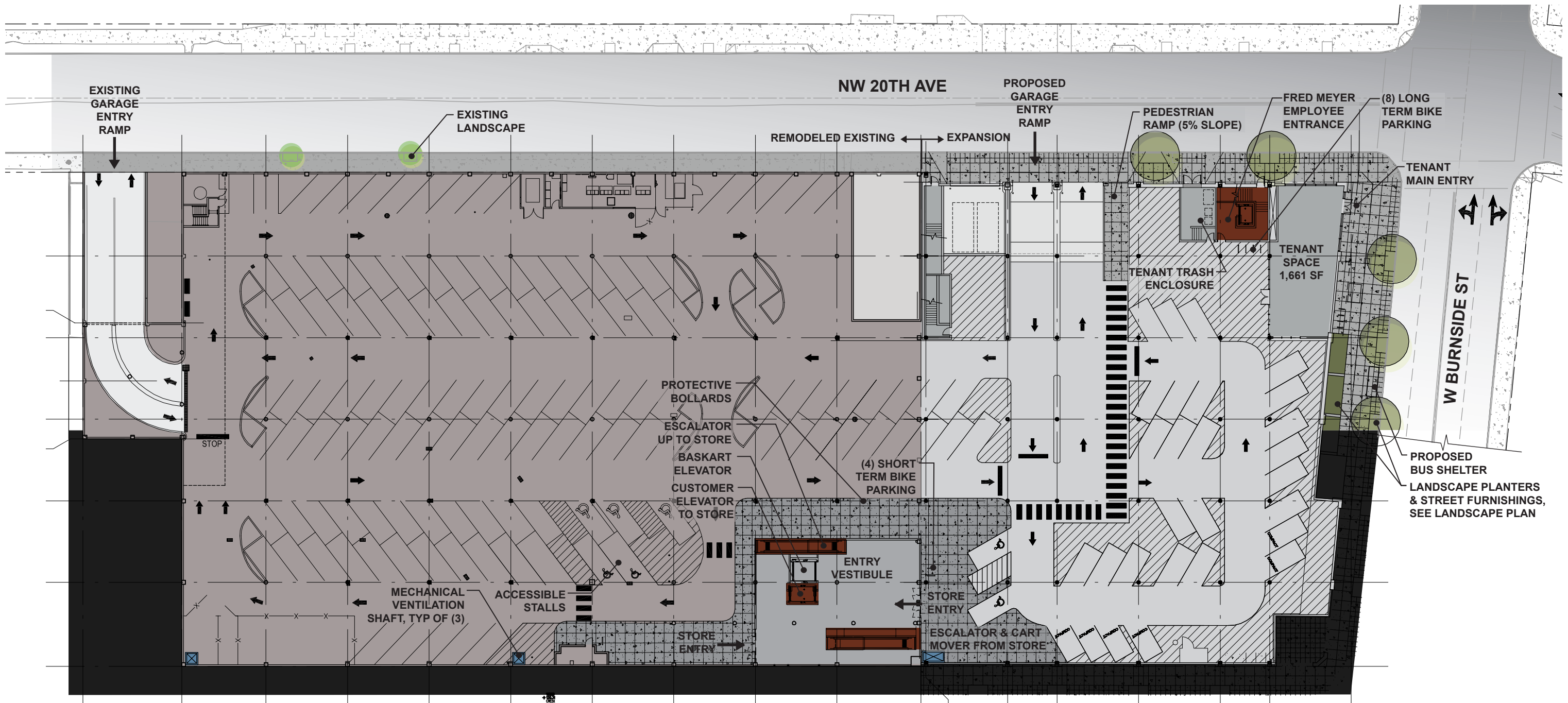
NORTHWEST 1815 NW 16TH PLACE SUITE 2090 BEAVERTON, OR 97006 PH: (503) 848-2127 FAX: (503) 848-2179 EMAIL: nmsurveying@earthlink.com	SURVEYING, INC.														
N S															
EXISTING CONDITIONS															
STADIUM FRED MEYER	OREGON TAX MAP IN-E-33CA														
PORTLAND	TAX LOTS 13800 AND 14500														
DRAWING NO.: 658 TOPD															
SCALE:	AS NOTED														
DRAWING GENERATED BY LD200A															
DRAWN BY:	CMS														
CHECKED BY:	SFF														
PREPARED FOR: KROGER NW 3800 SE 22ND AVE. PORTLAND, OR 97213															
REVISIONS: <table border="1"><tr><td>INITIAL RELEASE</td><td>12/23/10</td></tr><tr><td>REVISED</td><td>1/26/11</td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td>JOB NUMBER</td><td>658</td></tr><tr><td>SHEET</td><td>2 OF 2</td></tr></table>		INITIAL RELEASE	12/23/10	REVISED	1/26/11							JOB NUMBER	658	SHEET	2 OF 2
INITIAL RELEASE	12/23/10														
REVISED	1/26/11														
JOB NUMBER	658														
SHEET	2 OF 2														

SURVEY

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

FRED MEYER EXPANSION AND REMODEL - STORE #0360





PROPOSED BICYCLE PARKING DATA:

SHORT-TERM:	21
LONG-TERM COVERED:	9
TOTAL PROPOSED BICYCLE PARKING:	30

PROPOSED PARKING DATA (ON-SITE):

EXISTING:	226
REMOVED:	109
NEW:	40
TOTAL ON-SITE PARKING SPACES:	157
OFF SITE PARKING (TO REMAIN):	34
TOTAL PARKING SPACES (ON/OFF SITE):	191



DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

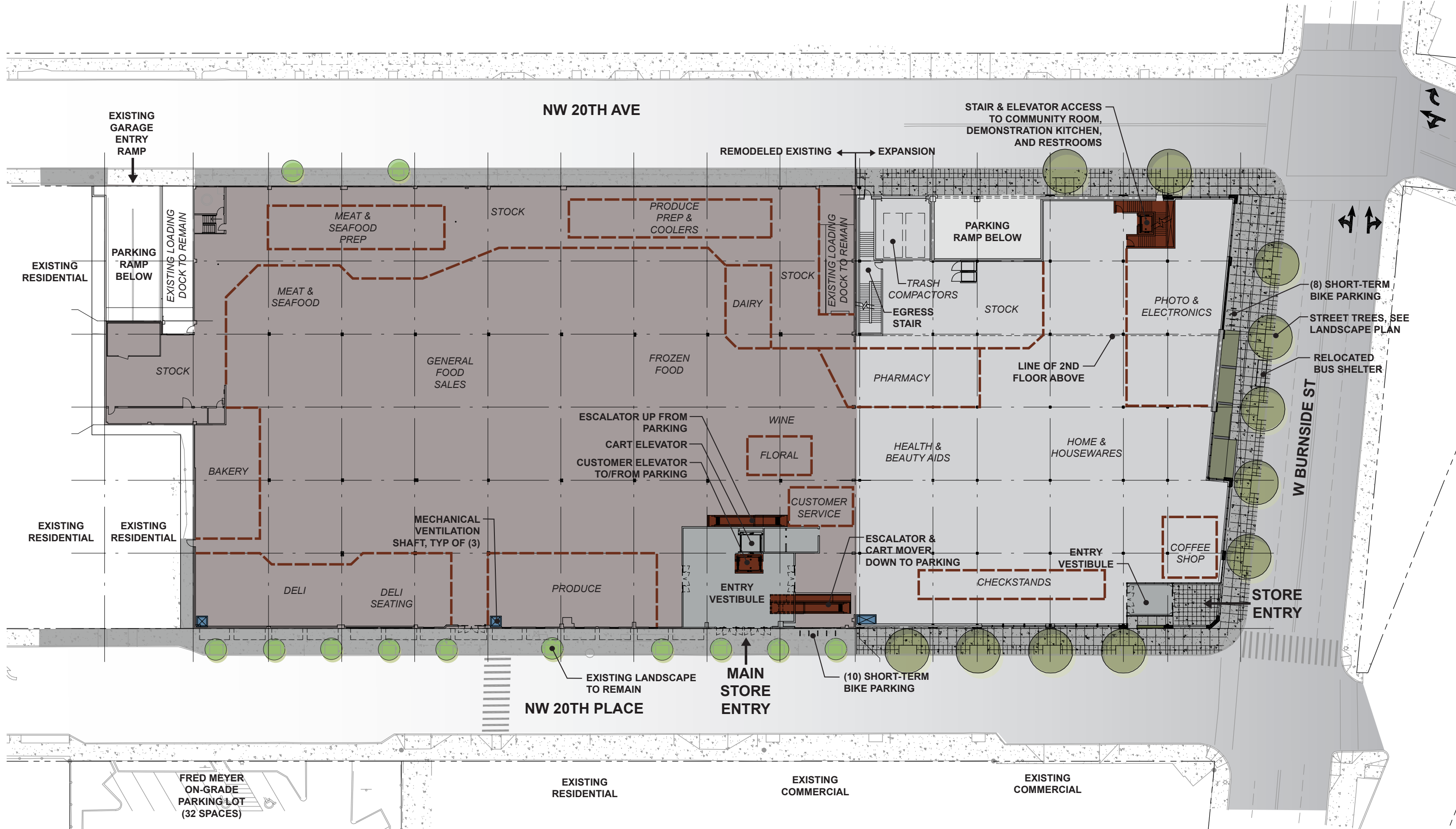
FRED MEYER EXPANSION AND REMODEL - STORE #0360

GARAGE/LOWER LEVEL PLAN



04.07.2011
PROJECT #2100254.00

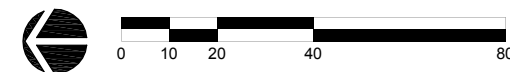




MAIN FLOOR PLAN

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

FRED MEYER EXPANSION AND REMODEL - STORE #0360

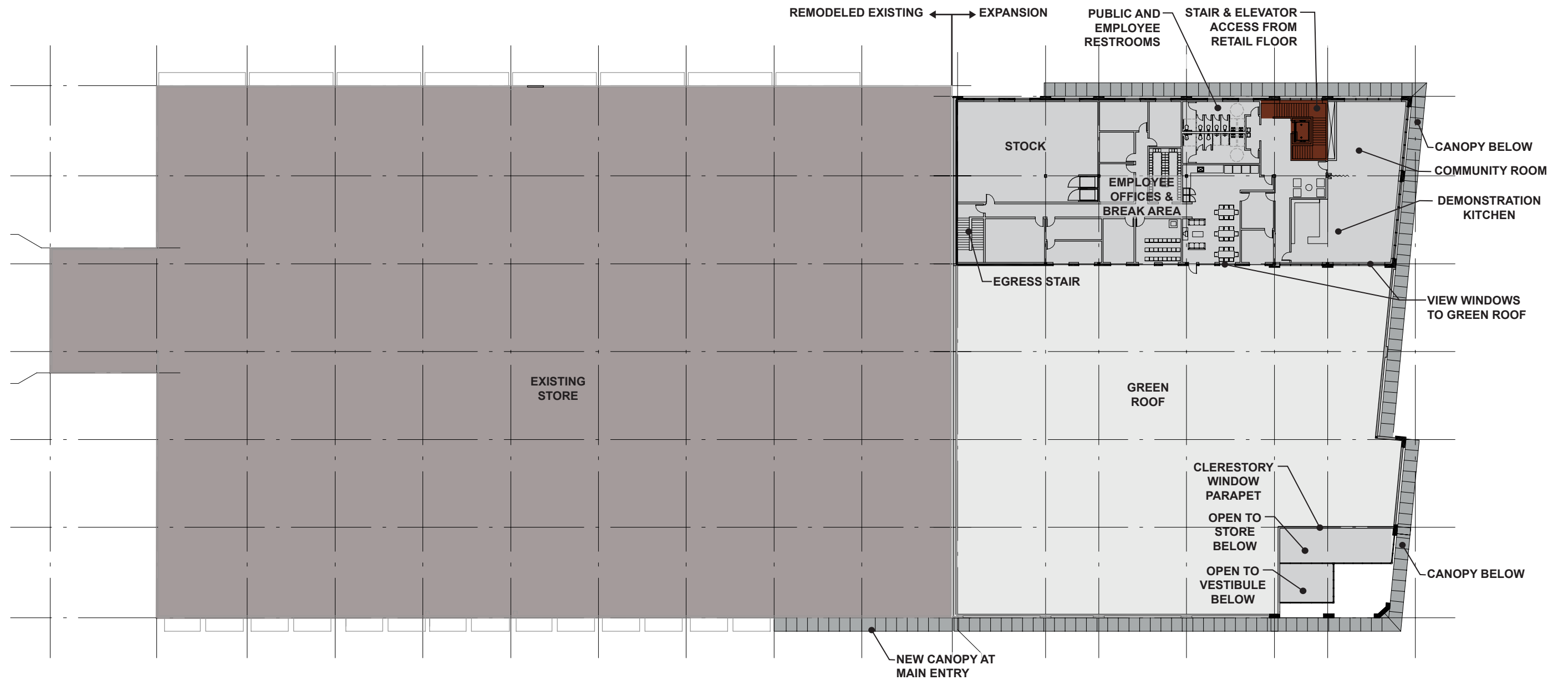


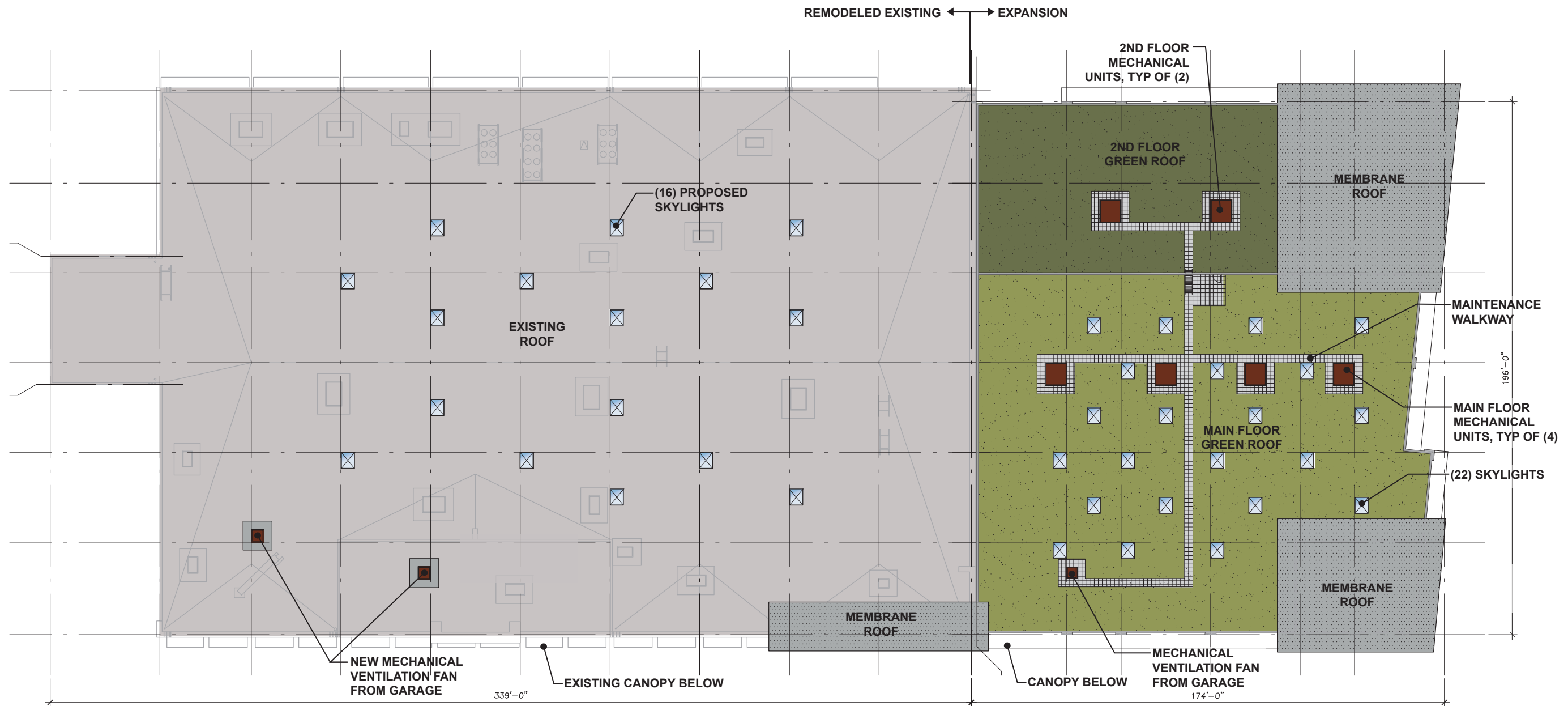
04.07.2011
PROJECT #2100254.00



11

EA 11-112110
EXHIBIT C-11





ROOF AREA DATA (EXISTING):

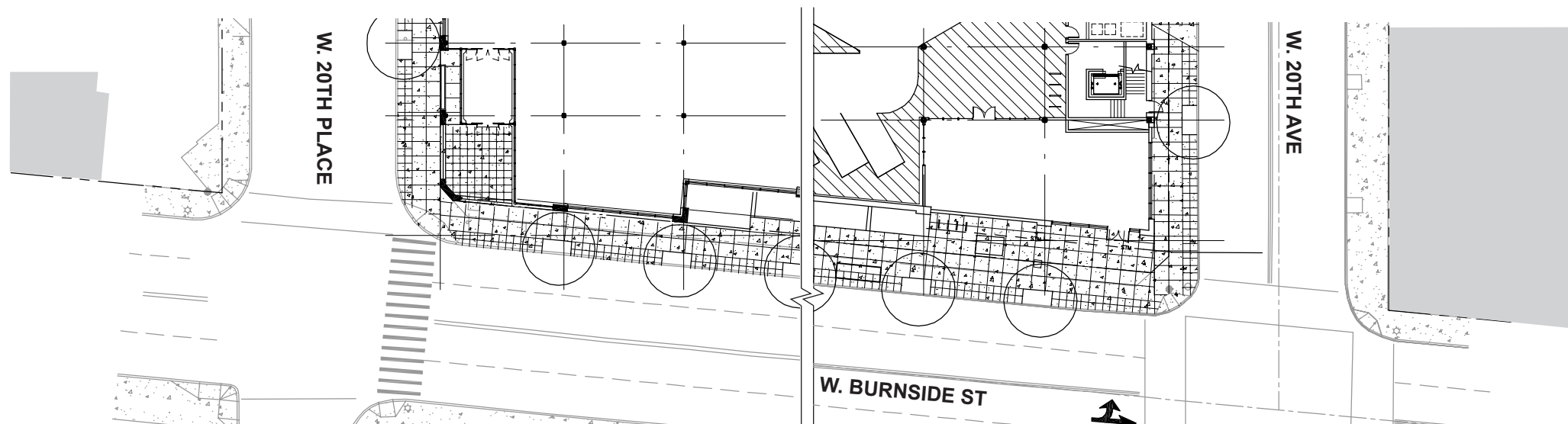
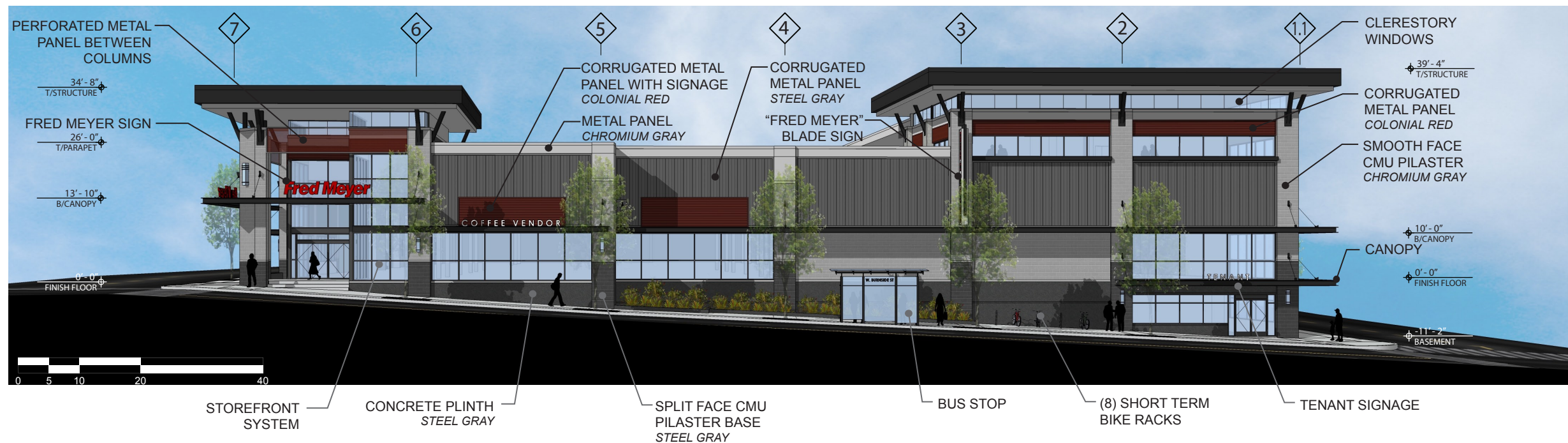
EXISTING ROOF AREA:	62,771 SF
PROPOSED MEMBRANE ROOF:	1,454 SF
SKYLIGHTS:	480 SF

ROOF AREA DATA (EXPANSION):

GREEN ROOF AREA:	24,152 SF
MEMBRANE ROOF:	7,824 SF
SKYLIGHTS:	660 SF
MECHANICAL UNITS:	415 SF
ACCESS WALKWAYS:	1,759 SF
TOTAL ROOF EXPANSION AREA:	34,810 SF
TOTAL PROPOSED IMPERVIOUS AREA:	36,264 SF







SOUTH ELEVATION

DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

FRED MEYER EXPANSION AND REMODEL - STORE #0360



04.07.2011
PROJECT #2100254.00

Fred Meyer
GROUP
MACKENZIE

16

EA 11-112110
EXHIBIT C-16

GROUND FLOOR WINDOW CALCULATIONS

SOUTH:

GROUND FLOOR AREA: 1,761 SF
GROUND FLOOR WINDOW AREA: 525 SF (29.8%)
INCLUDING OPENINGS ABOVE 4'-0": 642 SF (36.5%)

BUILDING LENGTH: 196'-0"
WINDOW LENGTH: 81'-6" (41.6%)
INCLUDING OPENINGS ABOVE 4'-0": 110'-2" (56.2%)

WEST:

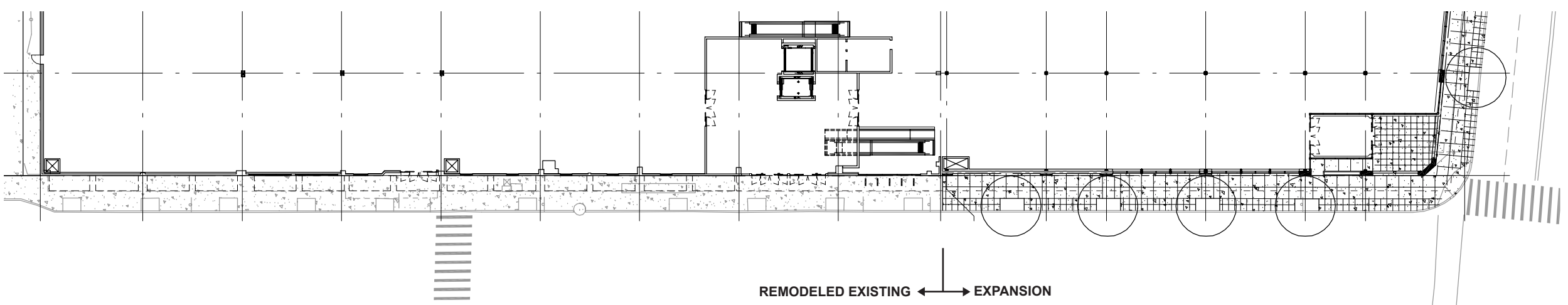
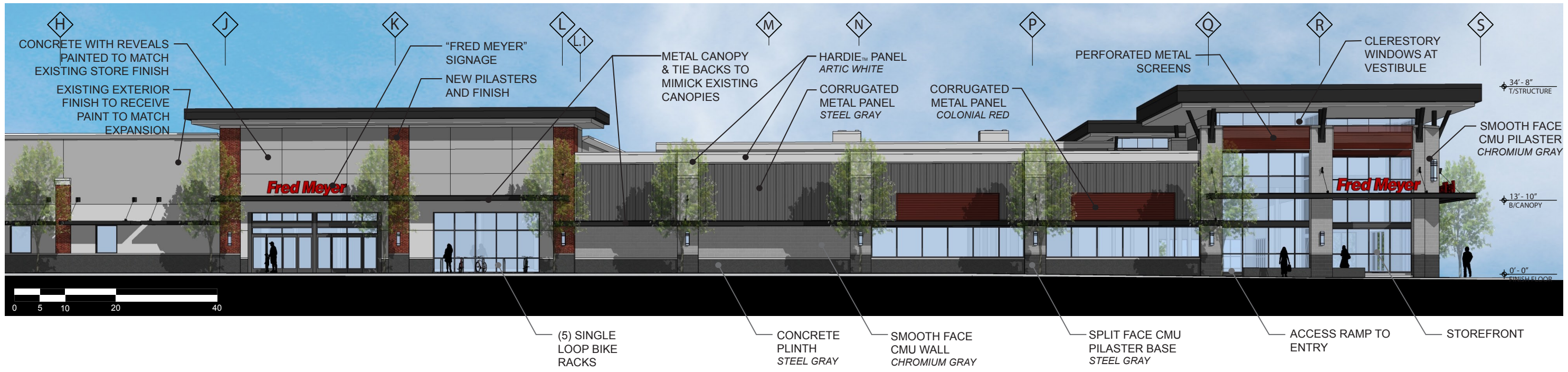
GROUND FLOOR AREA: 1,479 SF
GROUND FLOOR WINDOW AREA: 569 SF (38.5%)

BUILDING LENGTH: 164'-4"
WINDOW LENGTH: 95'-4" (58.0%)

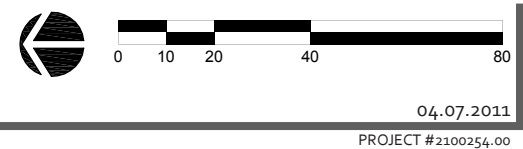
EAST:

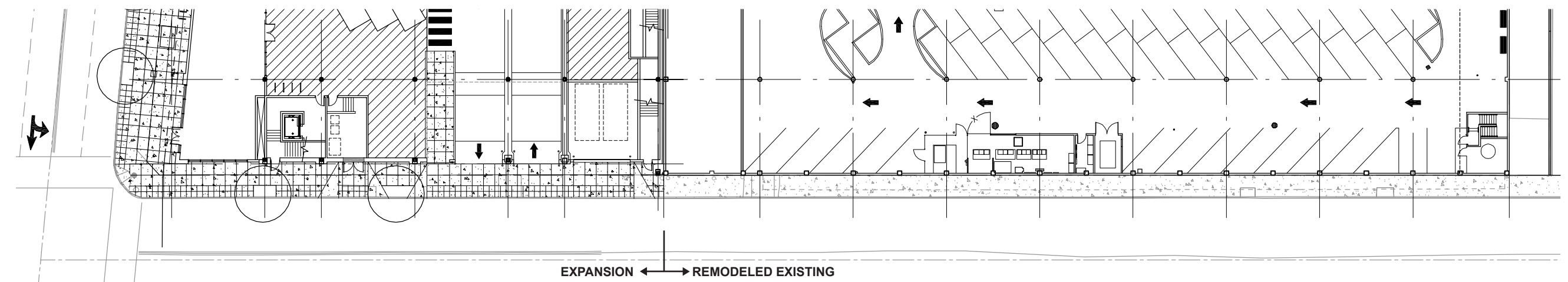
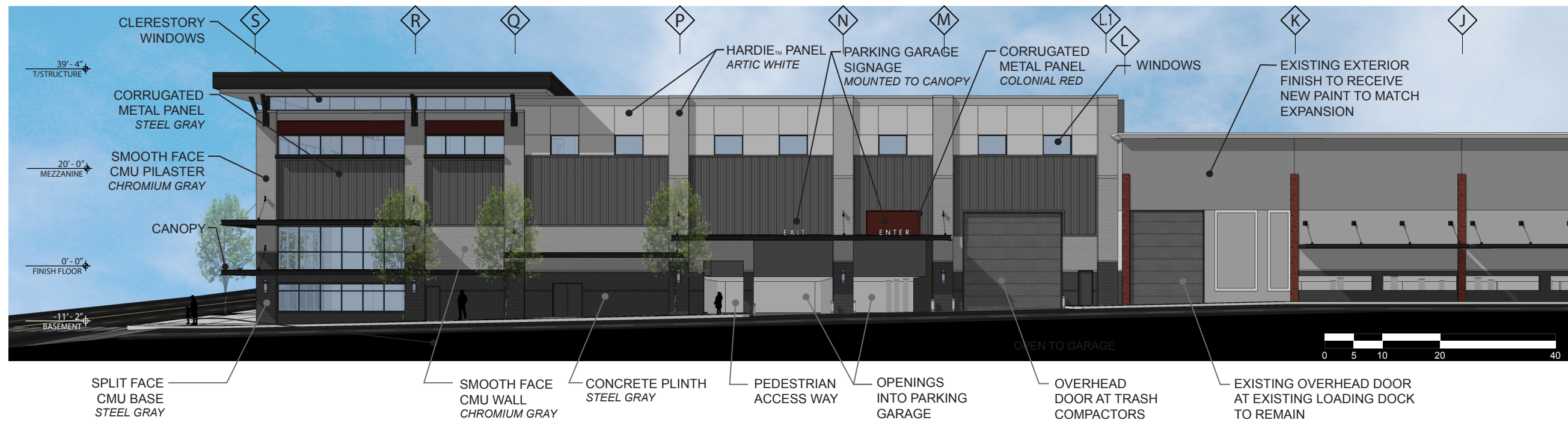
GROUND FLOOR AREA: 1,563 SF
GROUND FLOOR WINDOW AREA: 152 SF (9.7%)

BUILDING LENGTH: 173'-2"
WINDOW LENGTH: 26'-10" (15.5%)



WEST ELEVATION DESIGN ADVICE & PRE-APPLICATION SUBMITTAL FRED MEYER EXPANSION AND REMODEL - STORE #0360

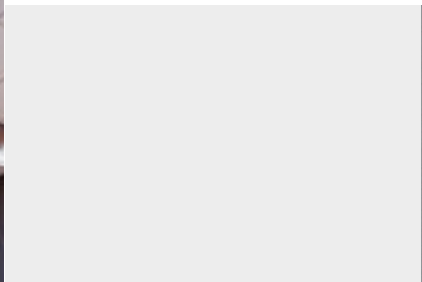




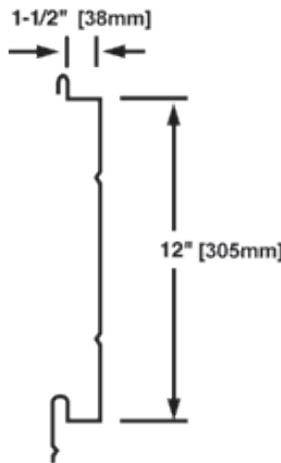


HARDIEPANEL™ REVEAL PANELS

SYSTEM TO BE INSTALLED AT MEZZANINE LEVEL,
ROOF PARAPET, AND TOP OF PILASTERS



ARTIC WHITE

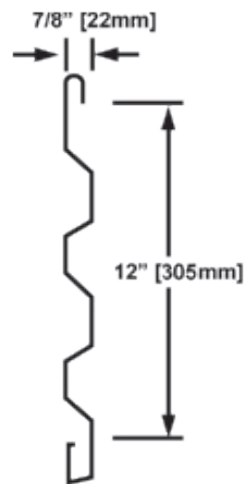


CONCEALED FASTENER METAL PANEL
(Centria IW-11A)

VERTICAL INSTALLATION ON MAIN UPPER
PORTIONS OF FACADE

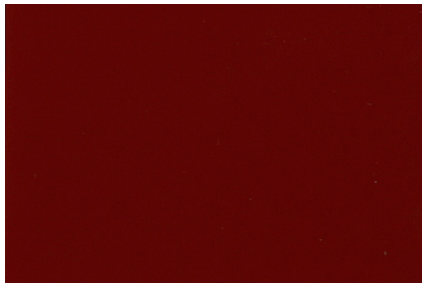


STEEL GRAY



CONCEALED FASTENER METAL PANEL
(Centria IW-60A)

HORIZONTAL INSTALLATION AT ACCENT PANELS

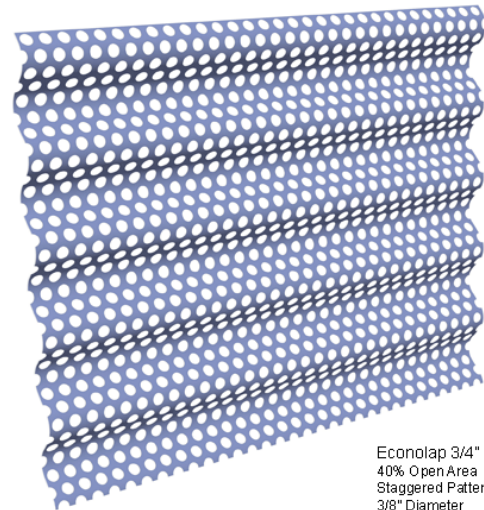


COLONIAL RED



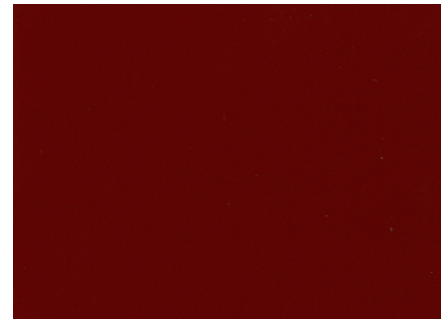
BONNY SLOPE SCHOOL, PORTLAND - USED CS-620, FORMABOND PANELS, & STYLE-RIB



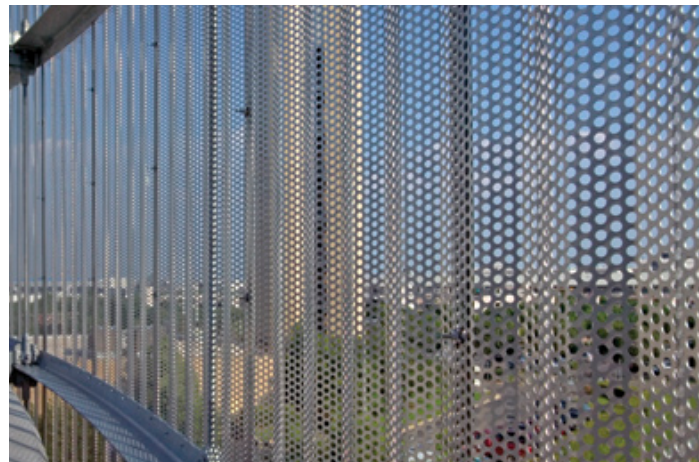


PERFORATED METAL PANEL
(Centria BR5-36)

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



COLONIAL RED
(Entry application)



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



SMOOTH FACE CMU

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



SPLIT-FACE CMU

FULL-SIZE BRICK AT PILASTER BASE

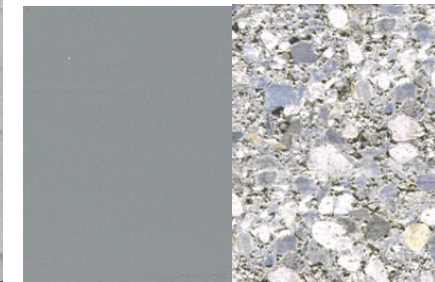


CONCRETE WITH SMOOTH FINISH AND
VERTICAL REVEALS

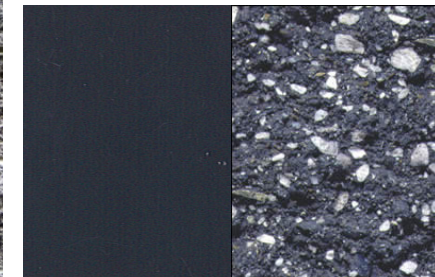
STEM WALL BASE MATERIAL



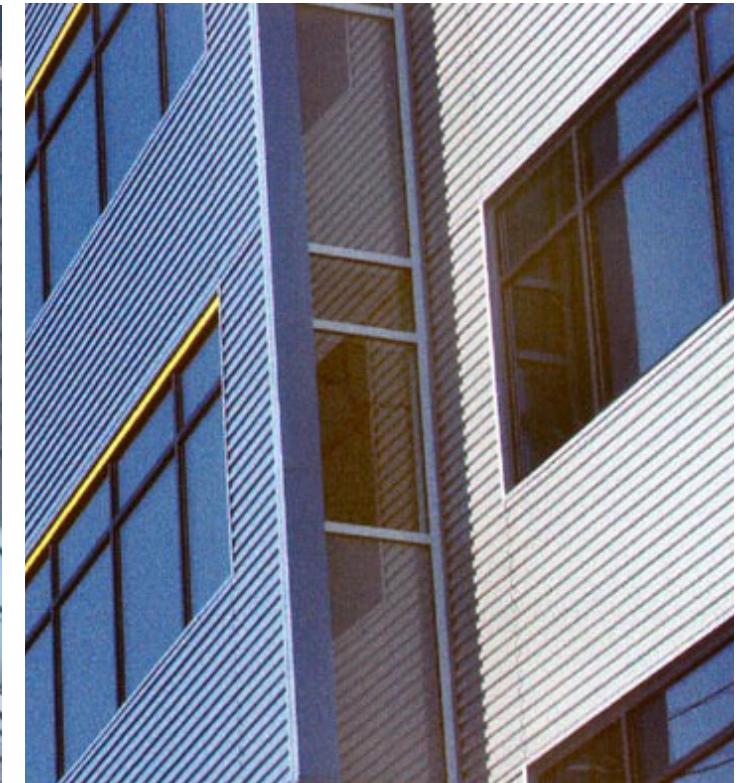
CHARCOAL FINISH
TO MATCH STEEL
GRAY PAINT



NATURAL FINISH
TO MATCH
CHROMIUM GRAY
PAINT



CHARCOAL FINISH
TO MATCH STEEL
GRAY PAINT



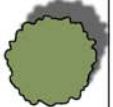

PRECEDENT IMAGES




DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

FRED MEYER EXPANSION AND REMODEL - STORE #0360



PLANT MATERIAL SCHEDULE

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

SYMBOL	NOTE
	TREES (CON'T)
	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

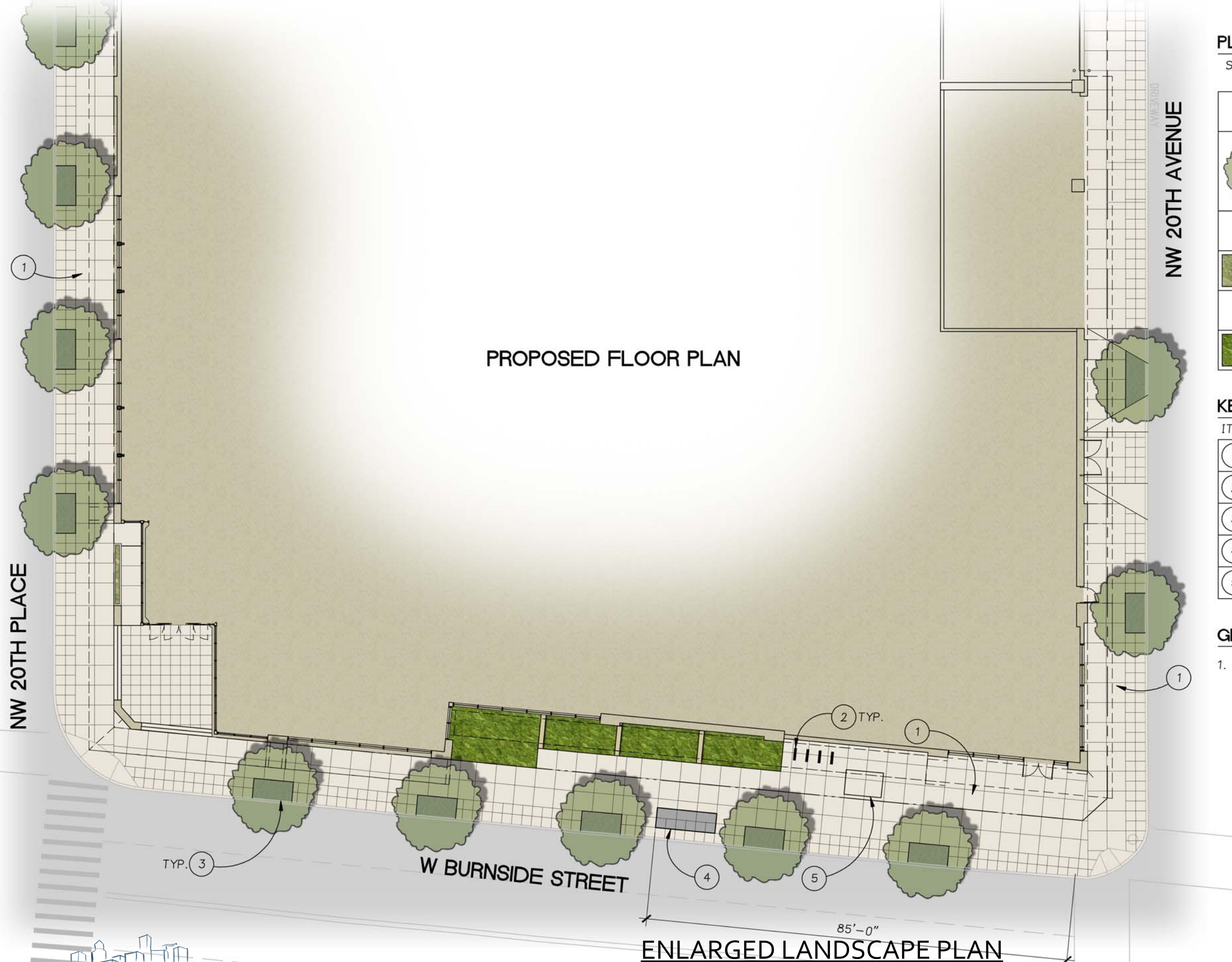
DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

FRED MEYER EXPANSION AND REMODEL - STORE #0360





Fred Meyer

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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

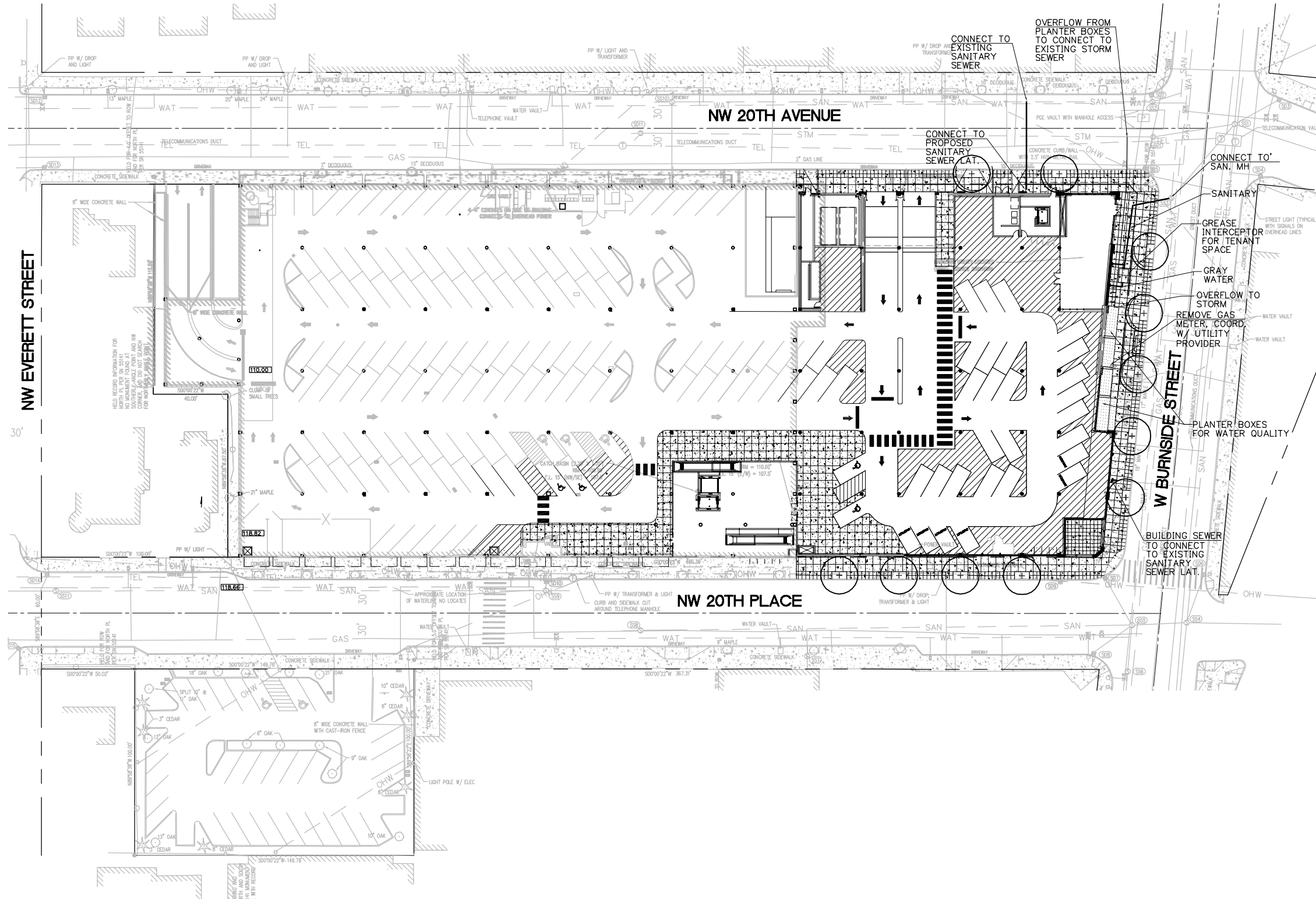
KEY NOTES

ITEM	NOTE
1	NEW CONCRETE SIDEWALK
2	BIKE RACK
3	4'(w)x8'(l) TREE WELL WITH GRATE
4	NEW BUS SHELTER
5	GREASE INTERCEPTOR, SEE SITE UTILITY PLAN

GENERAL NOTES

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





SITE UTILITY PLAN

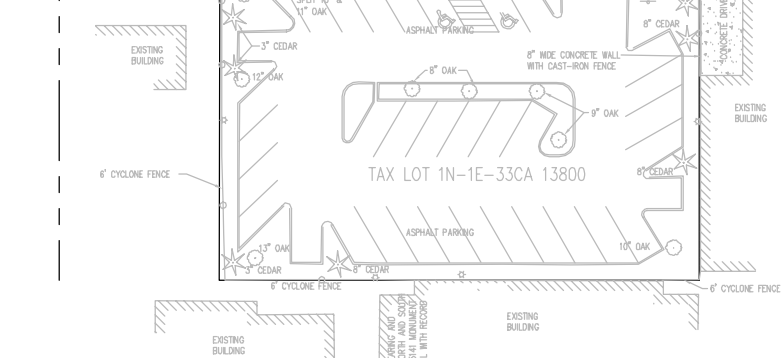
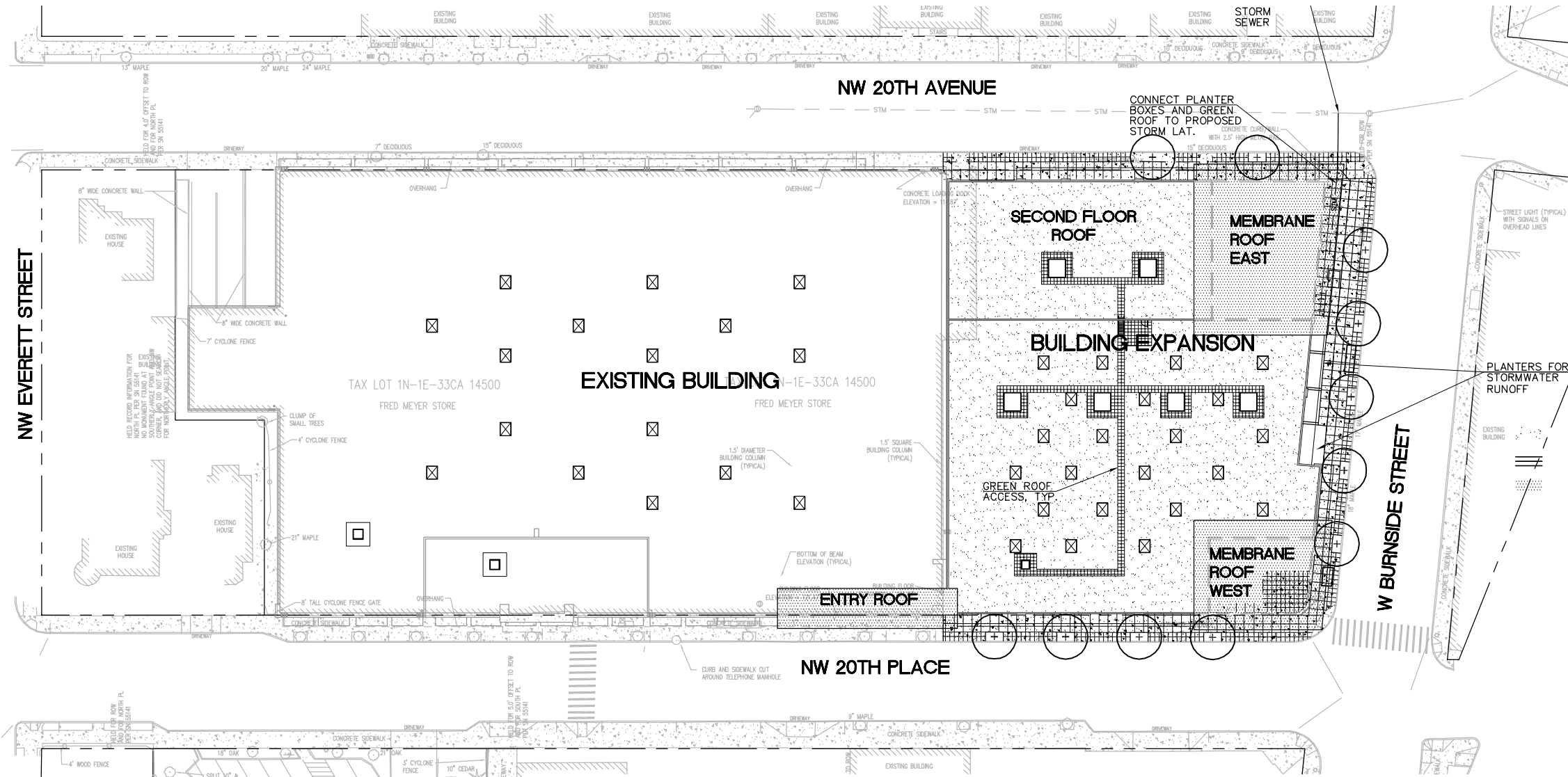
DESIGN ADVICE & PRE-APPLICATION SUBMITTAL

FRED MEYER EXPANSION AND REMODEL - STORE #0360



04.07.2011
PROJECT #2100254.00





EXPANSION ROOF AREAS

IMPERVIOUS (MEMBRANE)	4,891 + 2,933 = 7,824 SF*
LOWER ROOF AREA	19,717 SF
2ND STORY ROOF	7,269 SF
MECHANICAL UNITS	415 SF
SKY LIGHTS	660 SF
ACCESS PATHS	1,759 SF
NEW IMPERVIOUS AREA (MEMBRANE ROOF) AT EXISTING/MAIN ENTRY	1,454 SF
TOTAL NEW ROOF AREA	36,264 SF
TOTAL IMPERVIOUS AREA	12,112 SF (33.4%)
TOTAL GREEN ROOF AREA	25,152 SF (66.6%)

* FLOWING DIRECTLY TO PLANTER BOXES AT STREET LEVEL

GREEN ROOF

2ND STORY ROOF	7,269 SF
MAIN ROOF	19,717 SF
TOTAL	26,986 SF
MECHANICAL UNITS	415 SF
SKY LIGHTS	660 SF
ACCESS PATHS	1,759 SF (6.8% < 10% ALLOWED)
NET GREEN ROOF	25,152 SF

LEGEND

	MEMBRANE ROOF
	GREEN ROOF
	SKYLIGHT
	MECHANICAL UNIT

1. STORMWATER MANAGMENT PLAN: PROJECT OVERVIEW AND DESCRIPTION

The site of the proposed Stadium Fred Meyer expansion is located in northwest Portland at NW Burnside and bounded by NW 20th Place and NW 20th Avenue. See maps below.



SITE AREA MAP
N.T.S.


VICINITY MAP
 N.T.S.

The total site area is 99,009 square feet. The site is currently zoned as central commercial with a design overlay (CXd).

The project consists of first removing the former Hollywood video store building and above grade parking structure adjacent to West Burnside. The building floor plate of Fred Meyer will be extended southward to the setback lines adjacent to West Burnside. Parking under the building will be provided under the proposed building expansion.

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. 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 and NW 20th Avenue.

Under the existing conditions, the site appears be connected into the adjacent combined sewer lines. The destination of the existing building downspouts is not known, 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.

GROUP MACKENZIE
Since 1960

RiverEast Center, 1515 SE Water Ave, #100, Portland, OR 97214

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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 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 36,264 square feet and the green roof will comprise approximately 66% of the roof, leaving 12,112 square feet of impervious roof area. Impervious roof runoff will be conveyed via rain drains to the vegetated planter boxes in the southern frontage zone of the site adjacent to West Burnside. The planters will be provided with a perforated underdrain pipe as well as an overflow, both of which will drain to the storm sewer system in NW 20th Avenue.

2. METHODOLOGY

The planters are designed in accordance with the City of Portland “Stormwater Management Manual,” August 2008, using the Presumptive Approach Calculator (PAC). The roof expansion was first run through the PAC calculator assuming predeveloped conditions (CN of 80) to determine the predeveloped flow rate from the site. Next the green roof areas were routed through the PAC using a CN of 61 (allowed per City Stormwater Manual) to determine the flow rate from the green roof. Finally, the remaining impervious roof areas were routed through the PAC to determine the size of the vegetated planter basins required for water quality treatment. The peak runoff from the green roof was added to the peak runoff from the vegetated planters to ensure that the 25-year developed flow rate was at or below the predeveloped 10-year flow rate to meet the design criteria for connections to combined sewers.

Planters are considered to provide sufficient treatment of stormwater runoff when planted with approved plants and when amended soil is used to an appropriate depth. Stormwater runoff will enter the planter box and disperse, allowing for settling and filtration of pollutants through the amended soil, as well as nutrient uptake through roots and biological action to occur as the water percolates through the planter soil. The planter is proposed to be provided with a liner since it will not have 10 feet of horizontal separation from the proposed building walls. In addition, an infiltration test as required by the 2008 stormwater manual was performed and the tests came back at 0.25 inches per hour using the City of Portland BES encased falling head test method. A summary of the infiltration tests prepared by Pacific Geotechnical has been included in this report.

A printout of the PAC outputs is included in the stormwater report. The data for the proposed vegetated planter received a “PASS” for pollution reduction (treatment).

By using this approach, no stormwater runoff is expected to leave the site up to the 25-year event at levels in excess of the predeveloped 10-year runoff.

Pipe sizing has been prepared to meet the City of Portland standards, using the Rational Method for the 10-year storm event.

Disposal Hierarchy: The City of Portland prefers on-site infiltration for storm events where soils meet the preferred criteria of greater than 2 inches per hour; soils with this infiltration rate were not found on the site. Nonetheless, some infiltration would be

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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	36,264	Private		N/A	80
Impervious Roof	Non green roof	12,112	Private	Vegetated planter	320	98
Green Roof	Green roof	24,152	Private	Green roof	24,152	61

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.