

# DESIGN DRAWINGS

*Oregon Square*

*August 13, 2015*



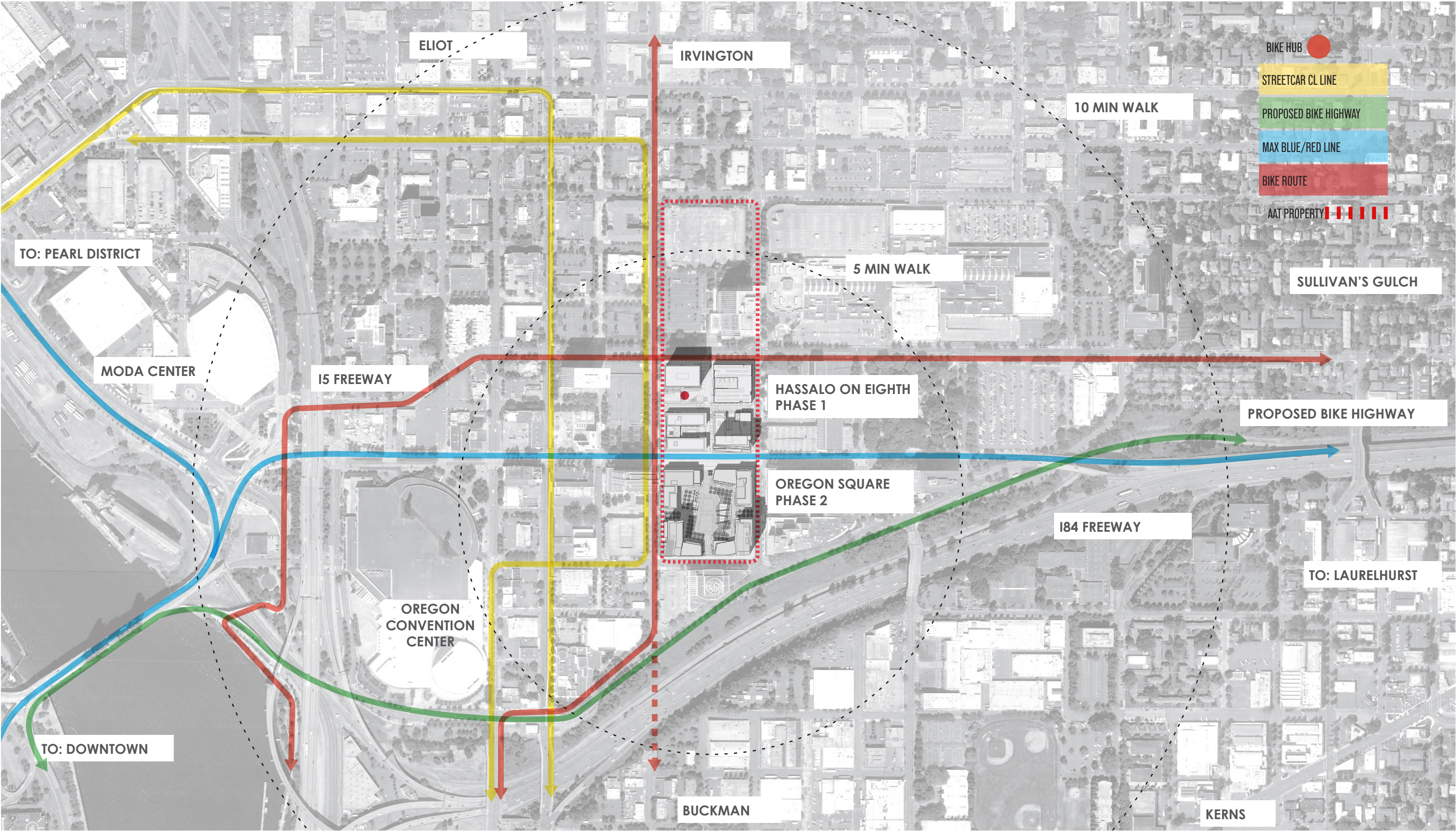


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- 7. Street Elevations*
- 8. Oregon Square Aerials*
- 9. Plaza Development*
- 10. Modifications*

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





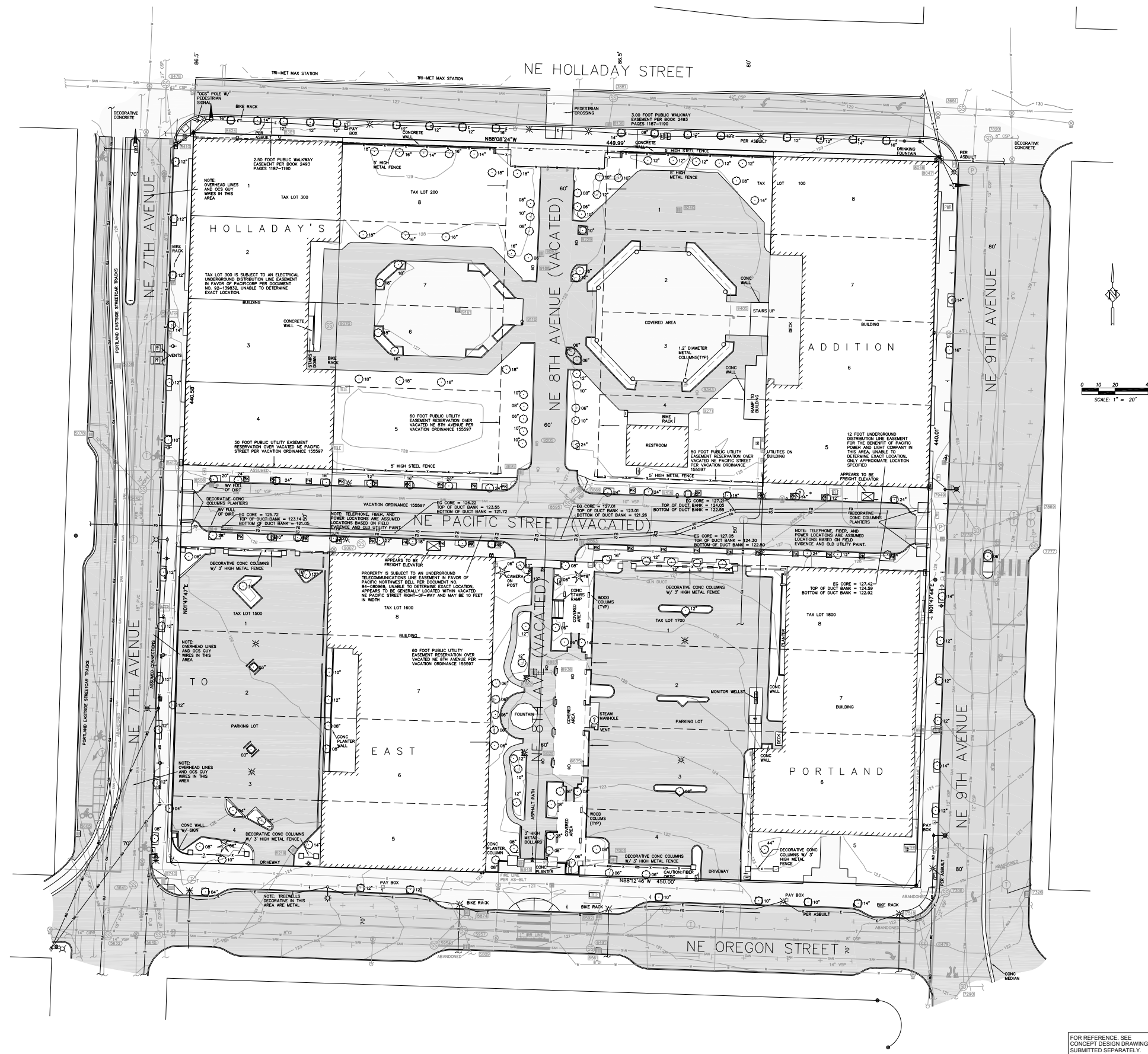
VICINITY - NORTHEAST PORTLAND



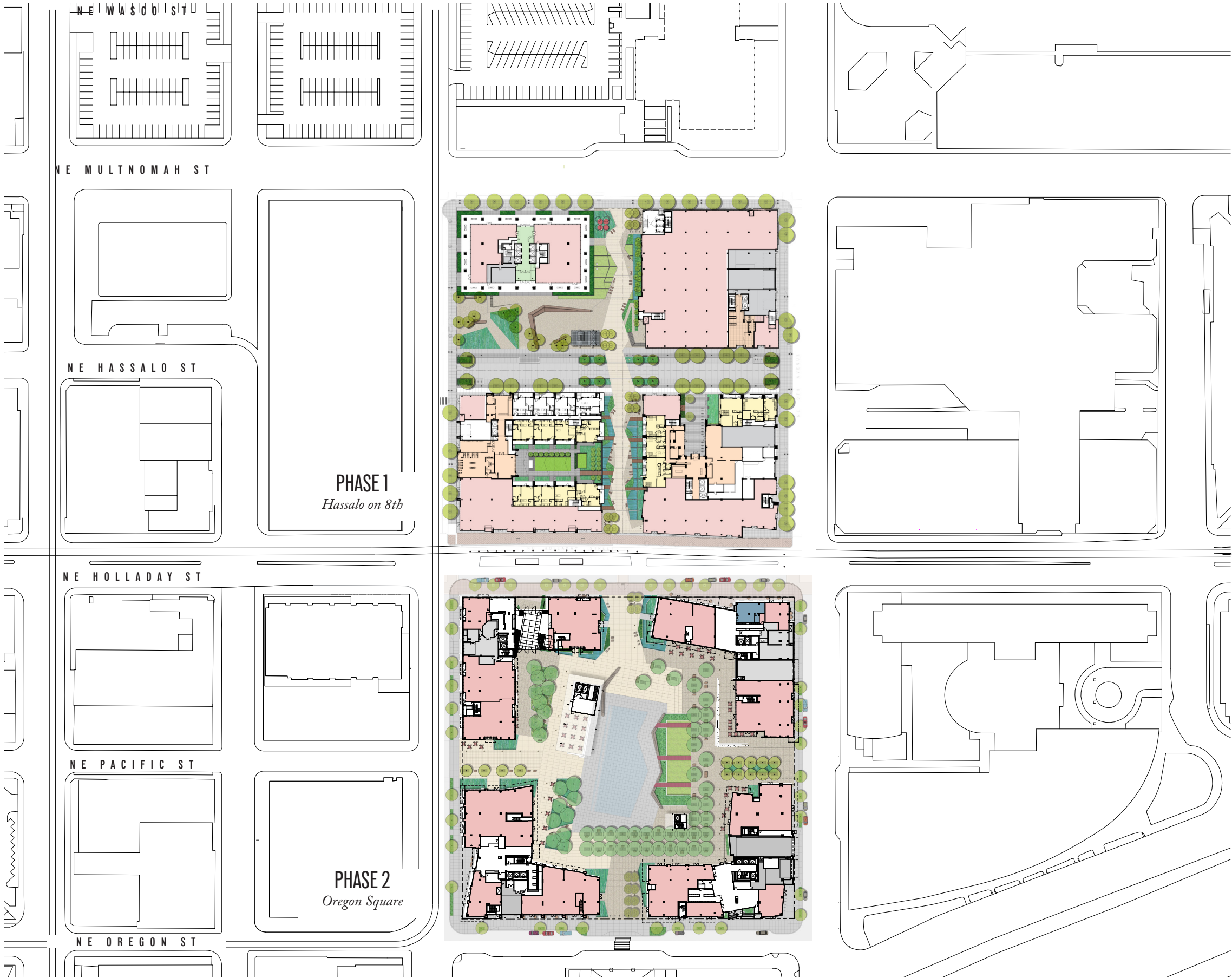


**EXISTING CONDITIONS - AERIAL**



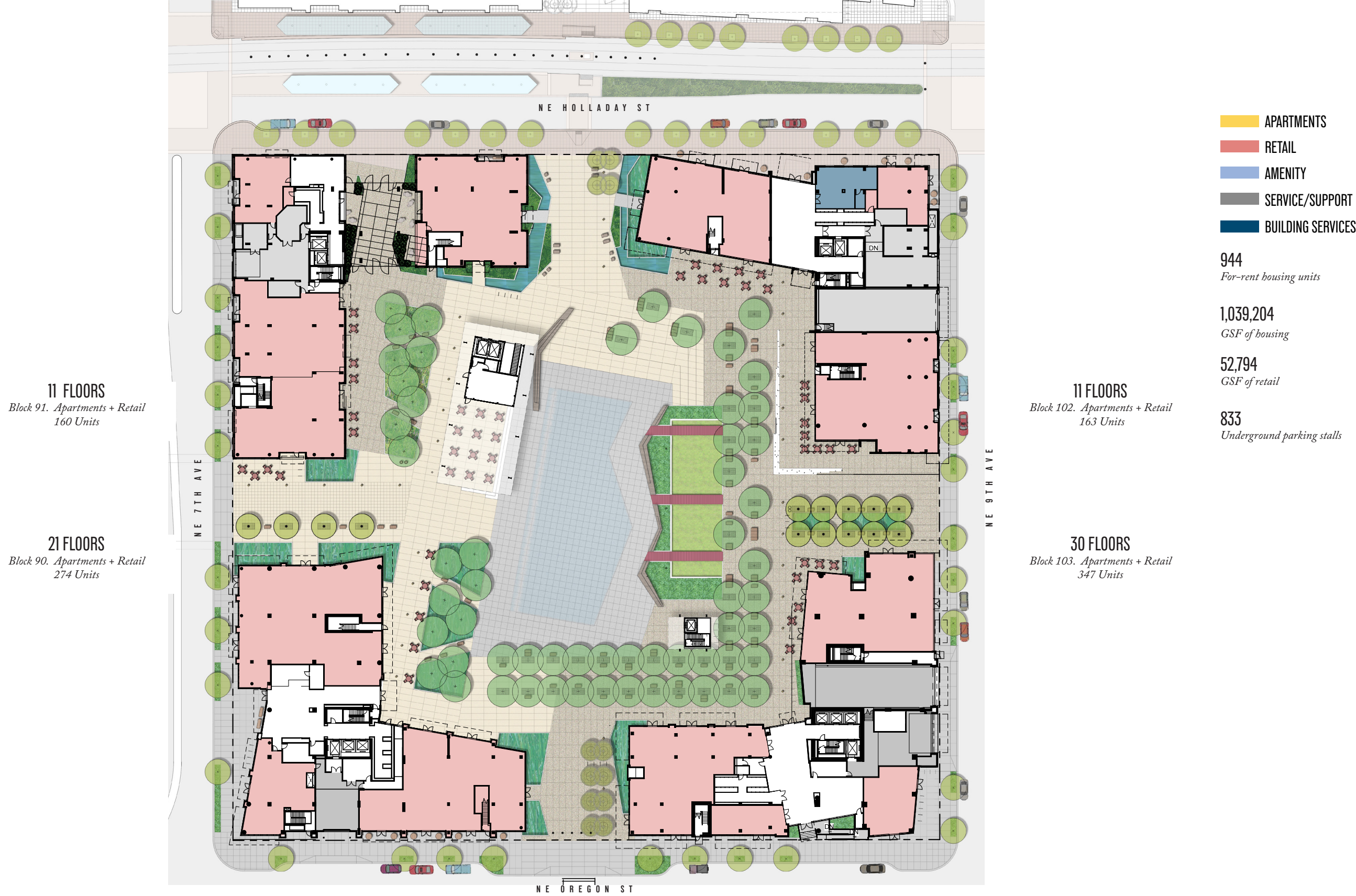


## EXISTING CONDITIONS - SITE PLAN



CONTEXT - DISTRICT SITE PLAN





GROUND FLOOR - OREGON SQUARE





TYPICAL PODIUM - OREGON SQUARE



11 FLOORS  
Block 91. Apartments + Retail  
160 Units

21 FLOORS  
Block 90. Apartments + Retail  
274 Units

11 FLOORS  
Block 102. Apartments + Retail  
163 Units

30 FLOORS  
Block 103. Apartments + Retail  
347 Units

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

944  
For-rent housing units

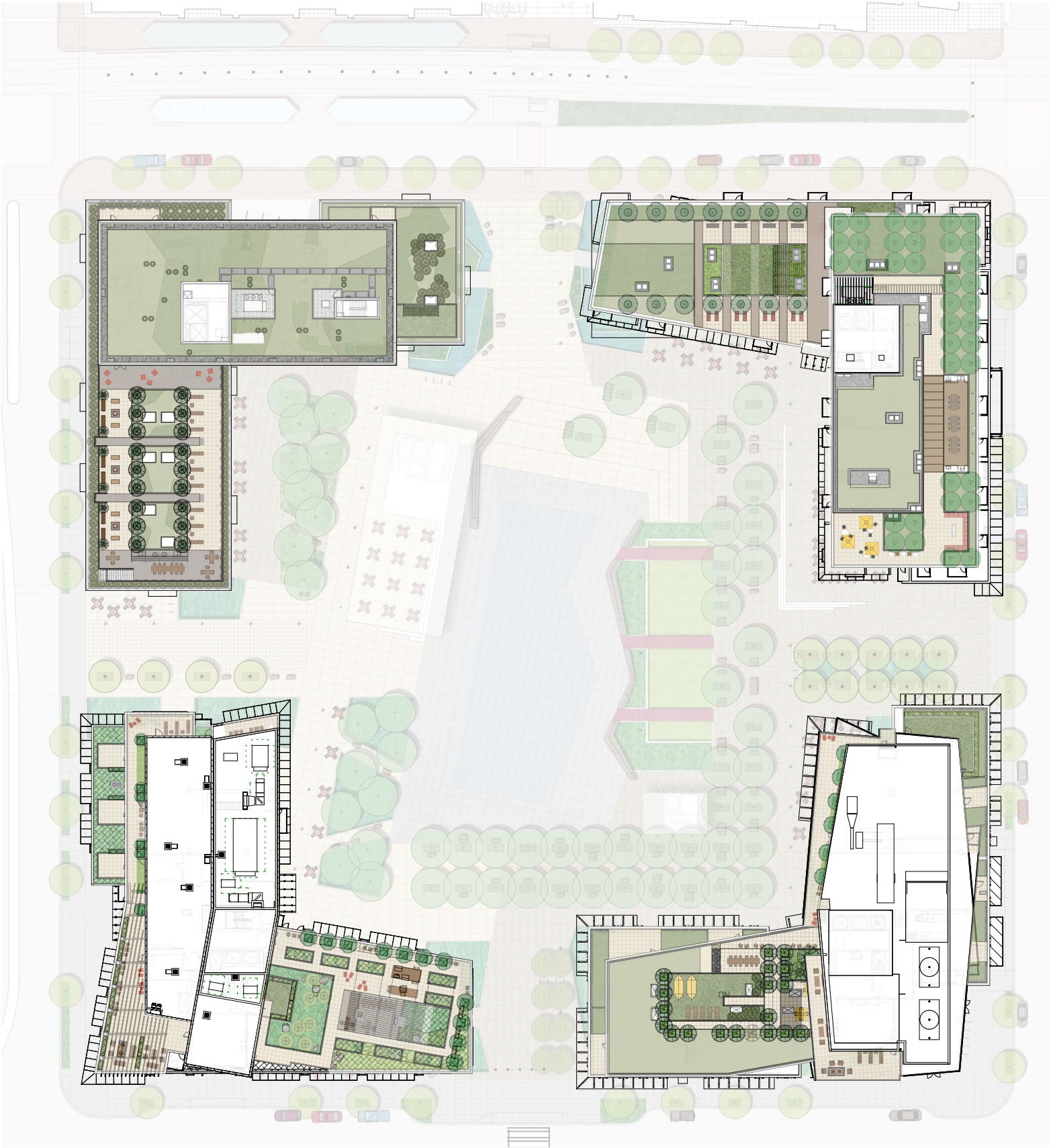
1,039,204  
GSF of housing

52,794  
GSF of retail

833  
Underground parking stalls

TYPICAL TOWER - OREGON SQUARE





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

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

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

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

- APARTMENTS
- RETAIL
- AMENITY
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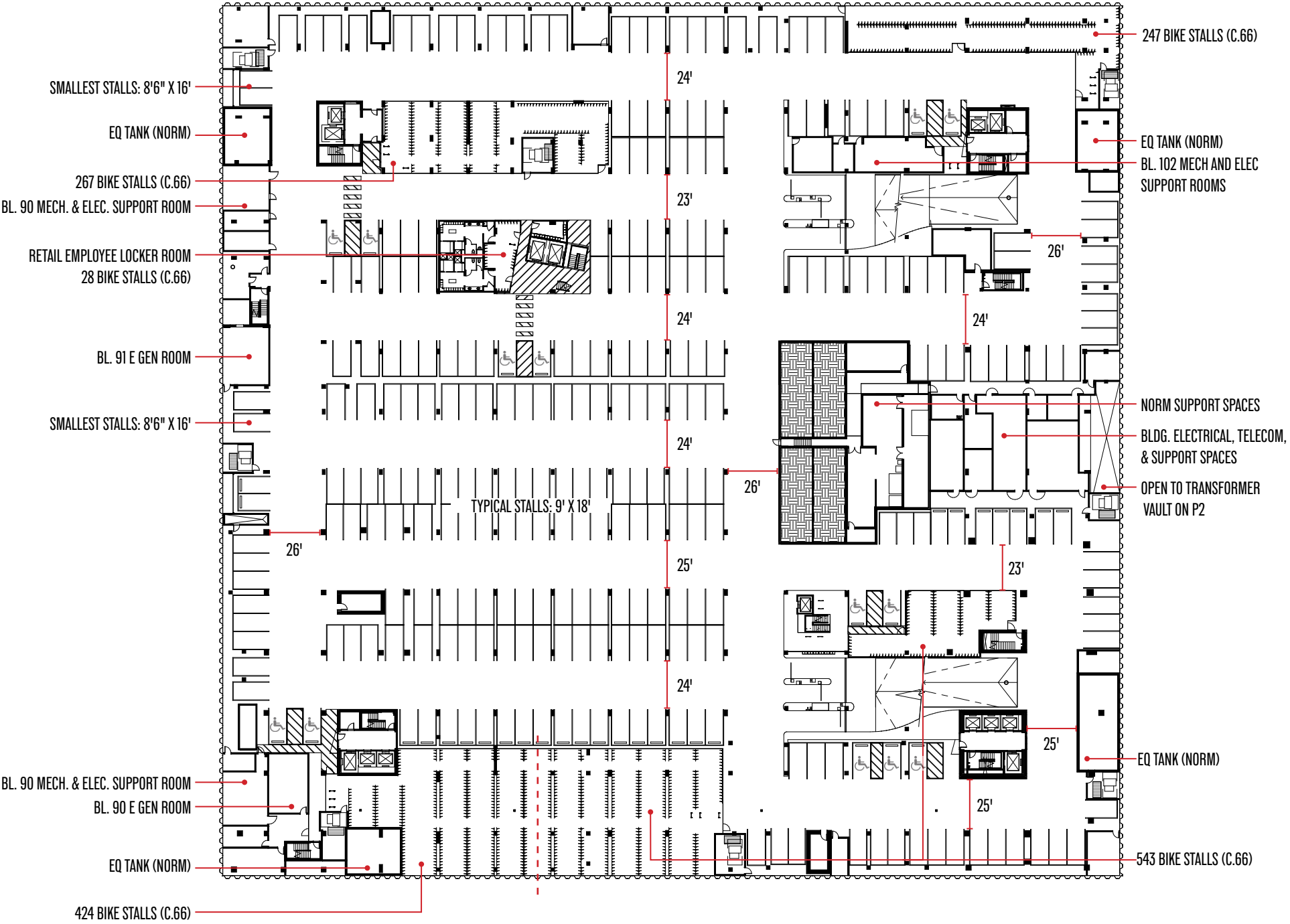
944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*

ROOF - OREGON SQUARE



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

P1

270  
Standard Parking Spaces

13  
Accessible Parking Spaces

P2

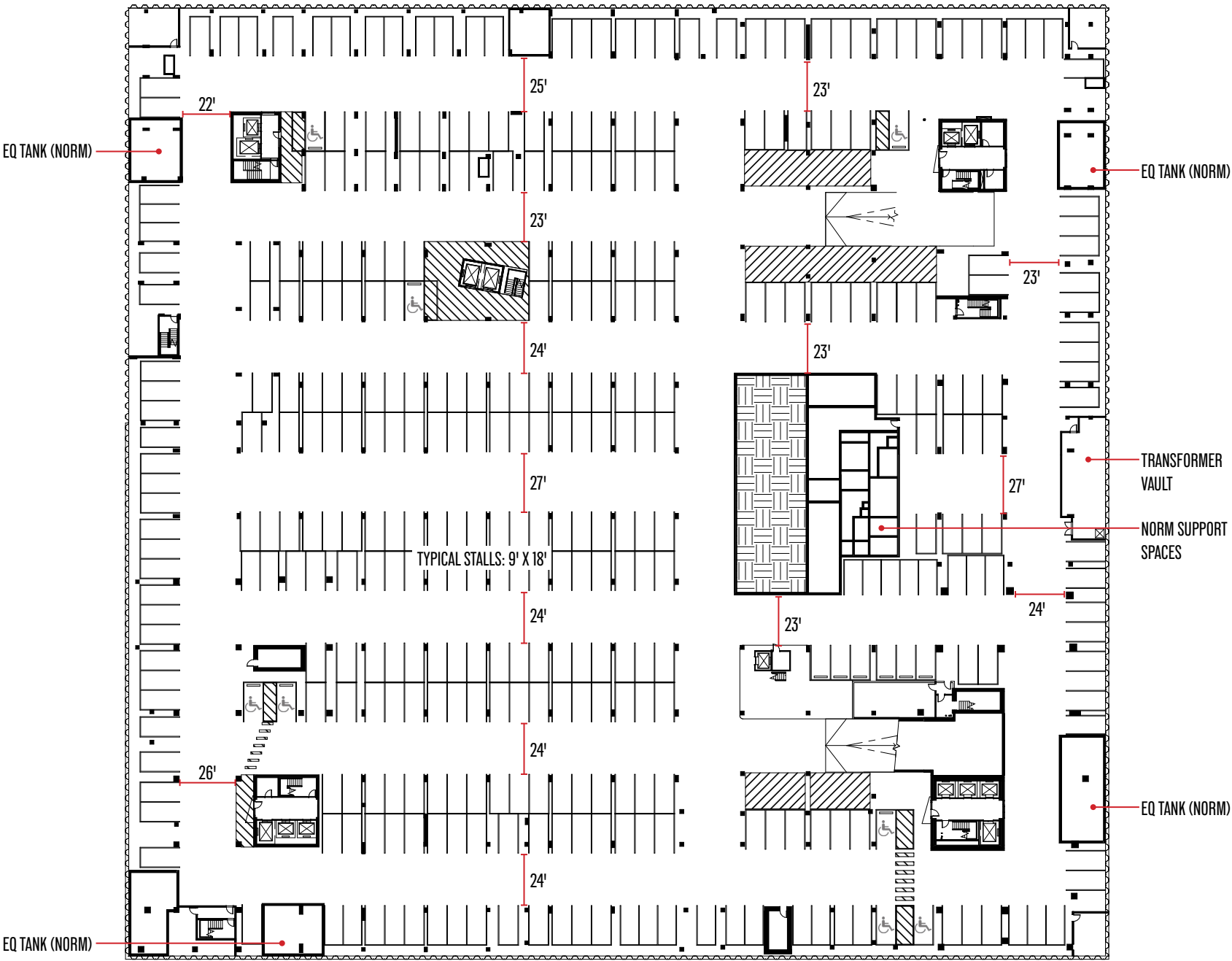
371  
Standard Parking Spaces

8  
Accessible Parking Spaces

P3

165  
Standard Parking Spaces

MASTER PLAN - PARKING P1



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

P1

270  
Standard Parking Spaces

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Accessible Parking Spaces

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371  
Standard Parking Spaces

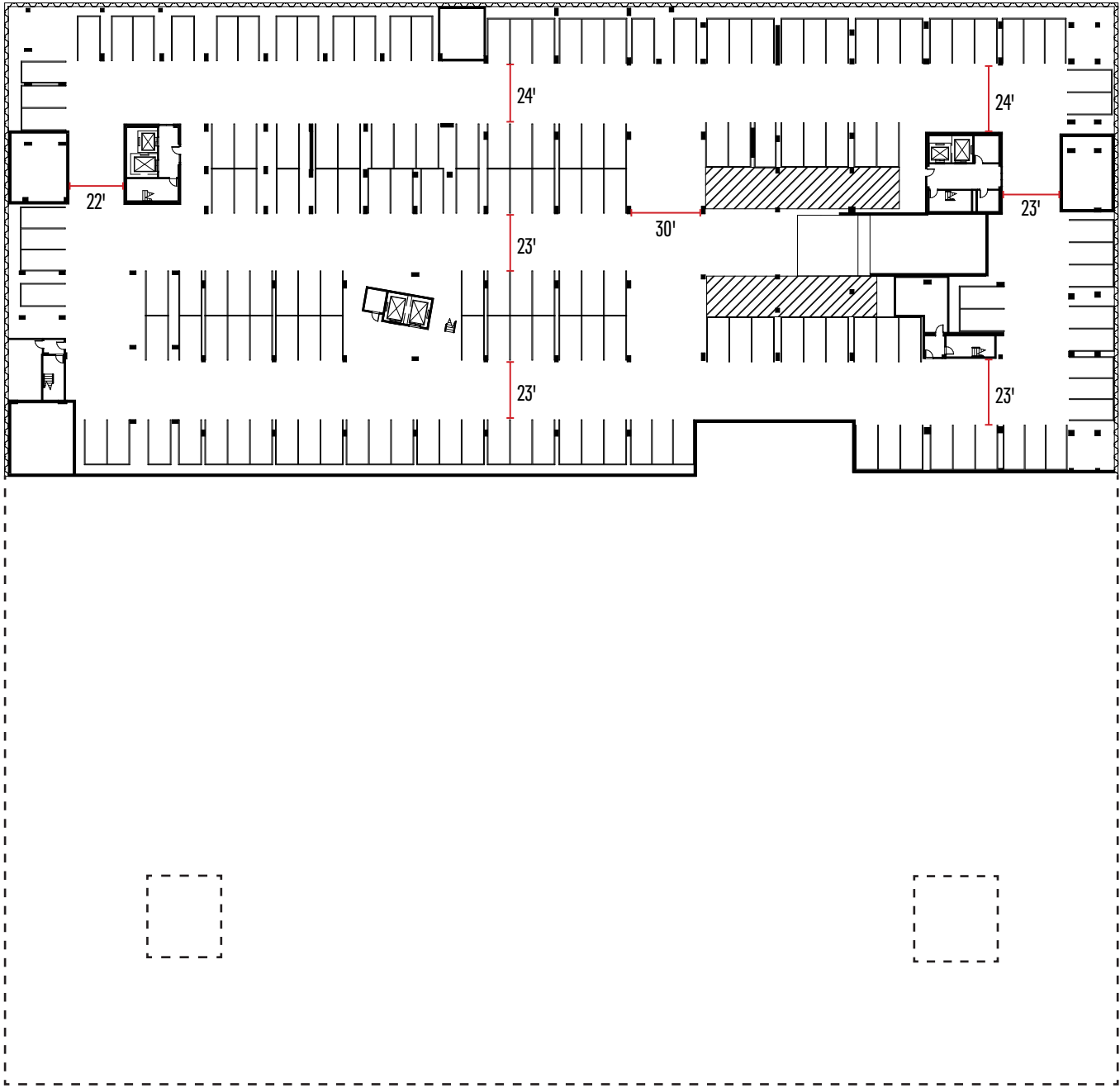
8  
Accessible Parking Spaces

P3

165  
Standard Parking Spaces

MASTER PLAN - PARKING P2





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

P1

270  
Standard Parking Spaces

13  
Accessible Parking Spaces

P2

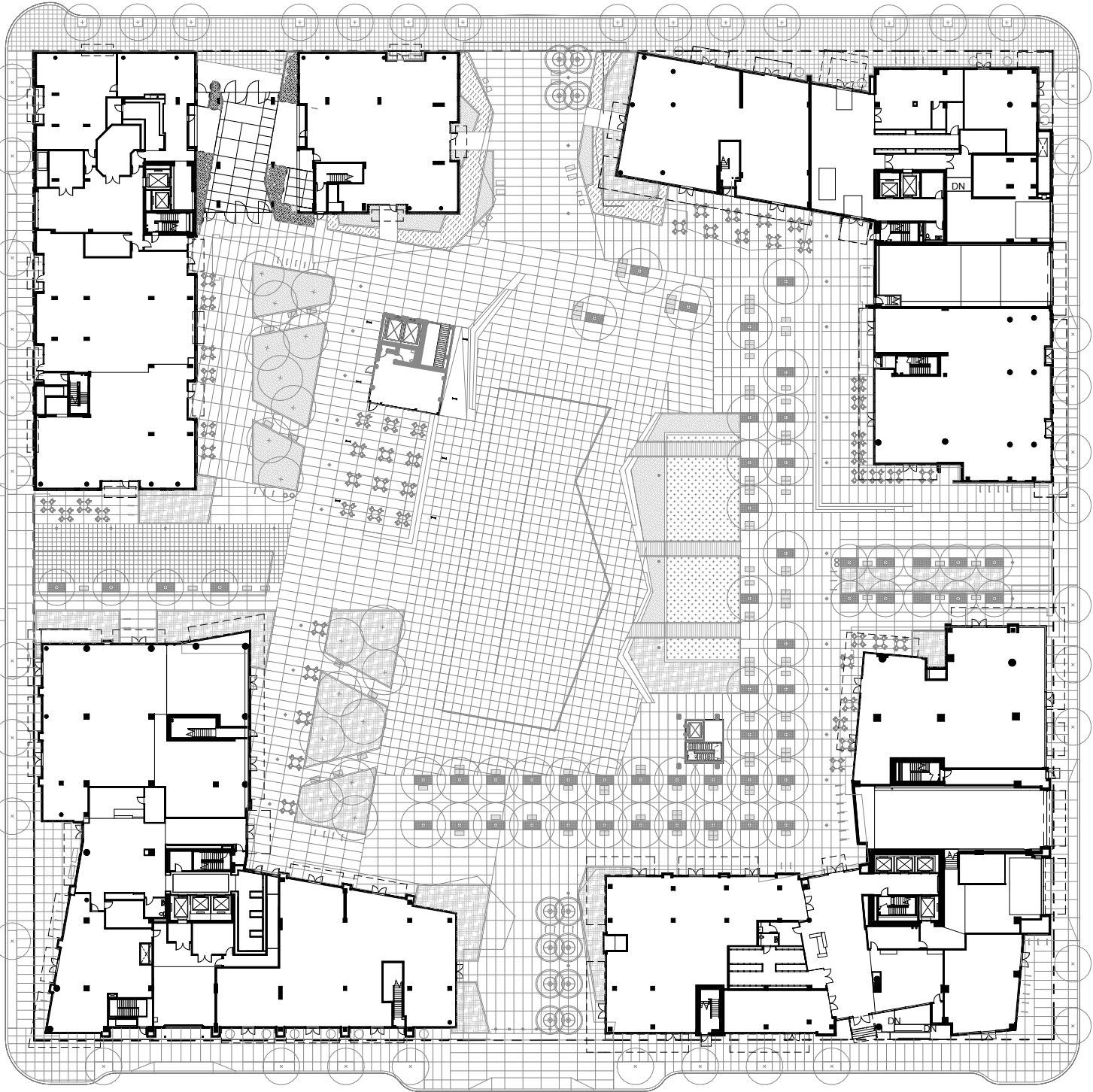
371  
Standard Parking Spaces

8  
Accessible Parking Spaces

P3

165  
Standard Parking Spaces

MASTER PLAN - PARKING P3



BLOCK 91

160  
*For-rent housing units*  
  
13,288  
*NSF of retail*

	REQUIRED	PROPOSED
SHORT TERM RETAIL	3 stalls	16 stalls
LONG TERM RETAIL	2 stalls	9 stalls
SHORT TERM RES.	8 stalls	8 stalls
LONG TERM RES.	240 stalls	265 stalls

26 stalls/274 stalls  
*short term/long term*

BLOCK 90

274  
*For-rent housing units*  
  
13,556  
*NSF of retail*

	REQUIRED	PROPOSED
SHORT TERM RETAIL	3 stalls	10 stalls
LONG TERM RETAIL	2 stalls	9 stalls
SHORT TERM RES.	14 stalls	16 stalls
LONG TERM RES.	411 stalls	422 stalls

26 stalls/431 stalls  
*short term/long term*

BLOCK 102

163  
*For-rent housing units*  
  
10,964  
*NSF of retail*

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

32 stalls/254 stalls  
*short term/long term*

BLOCK 103

347  
*For-rent housing units*  
  
11,209  
*NSF of retail*

	REQUIRED	PROPOSED
SHORT TERM RETAIL	3 stalls	30 stalls
LONG TERM RETAIL	2 stalls	9 stalls
SHORT TERM RES.	18 stalls	18 stalls
LONG TERM RES.	521 stalls	541 stalls

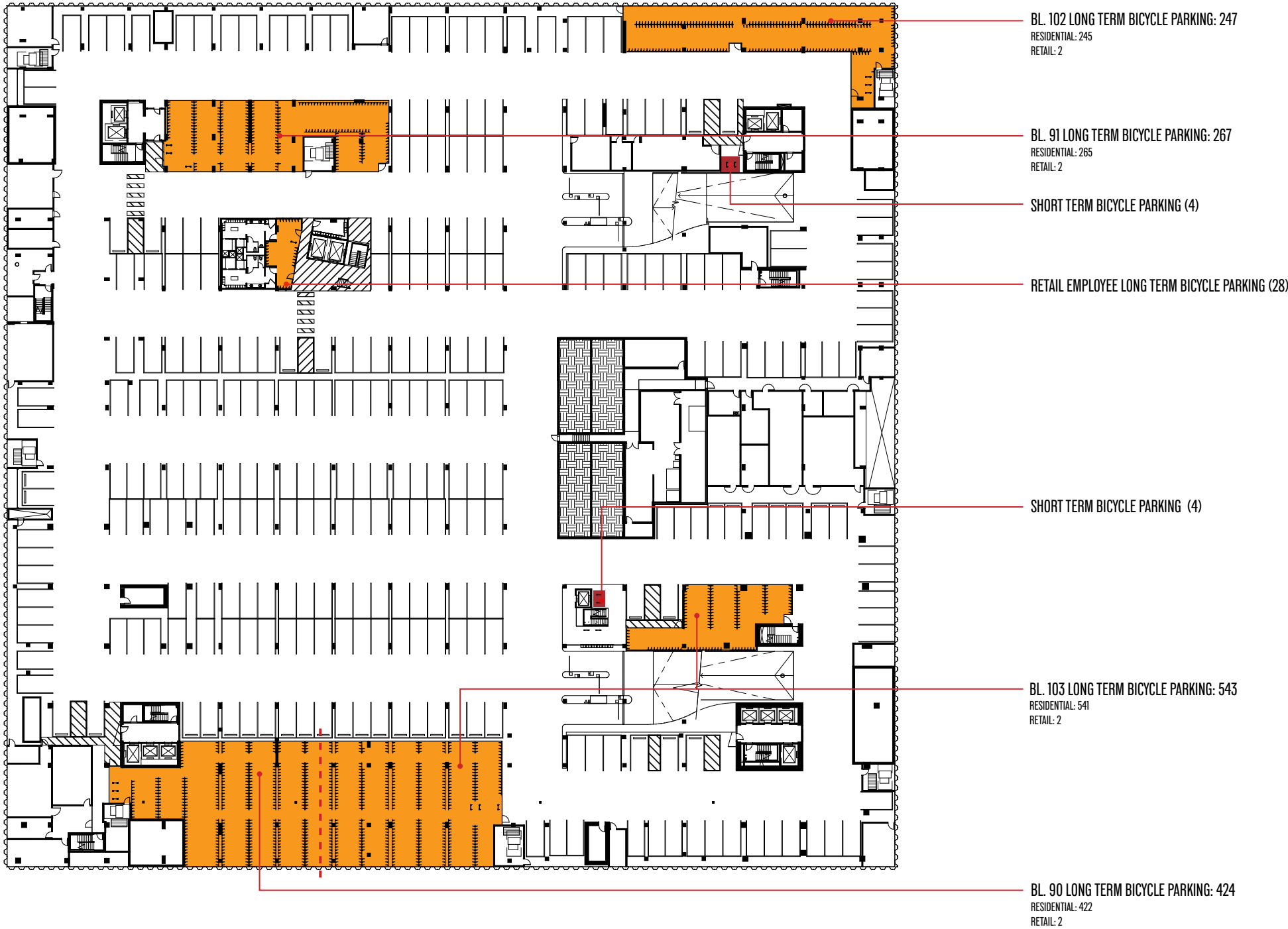
48 stalls/550 stalls  
*short term/long term*

RETAIL EMPLOYEES  
LONG TERM BICYCLE PARKING - 28 stalls

BIKE PARKING REQUIREMENTS - OREGON SQUARE

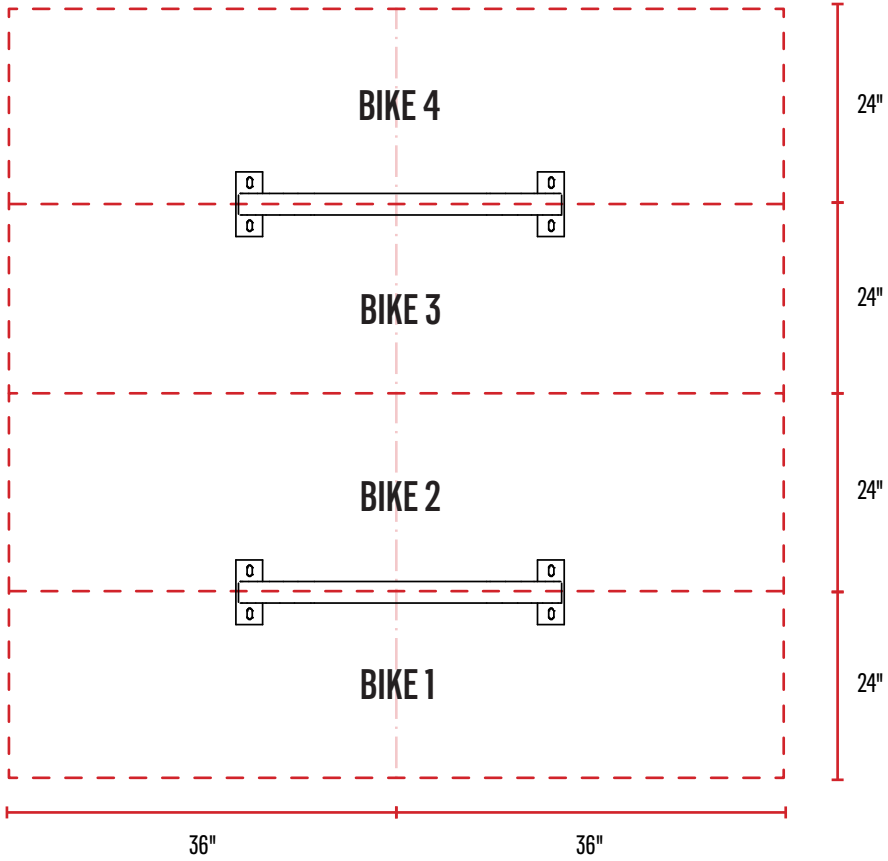


SHORT TERM BIKE PARKING - PLAZA

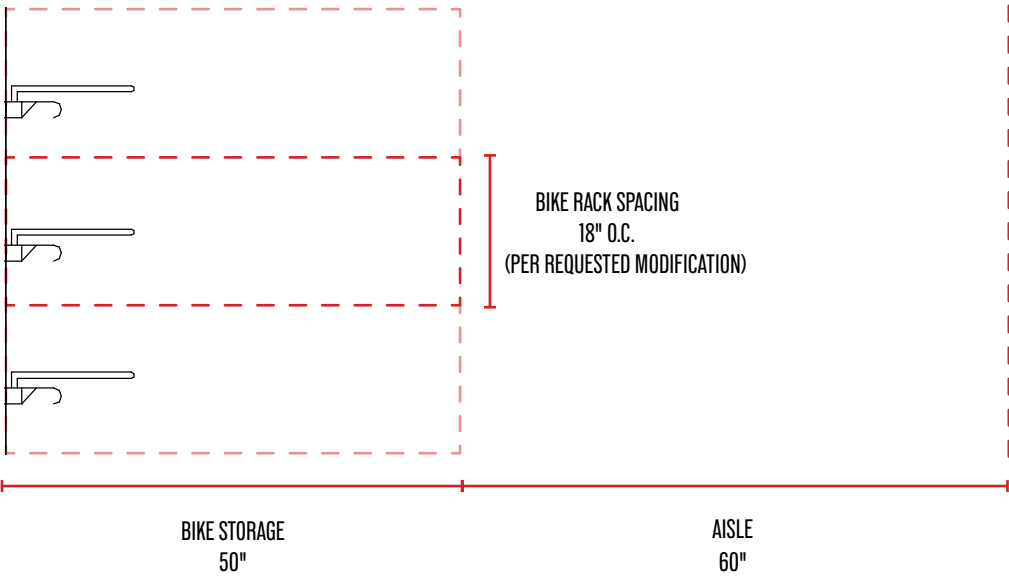


BIKE PARKING - GARAGE LEVEL P1






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



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

BIKE PARKING - CLEARANCE STANDARDS



 Underground Transformer Vault Access Location

MASTER PLAN DIAGRAM: TRANSFORMER LOCATION



GENERATOR LOCATION PLAN - GROUND FLOOR



GENERATOR LOCATION PLAN - PARKING P1





MASTER PLAN DIAGRAM: LOADING/TRASH

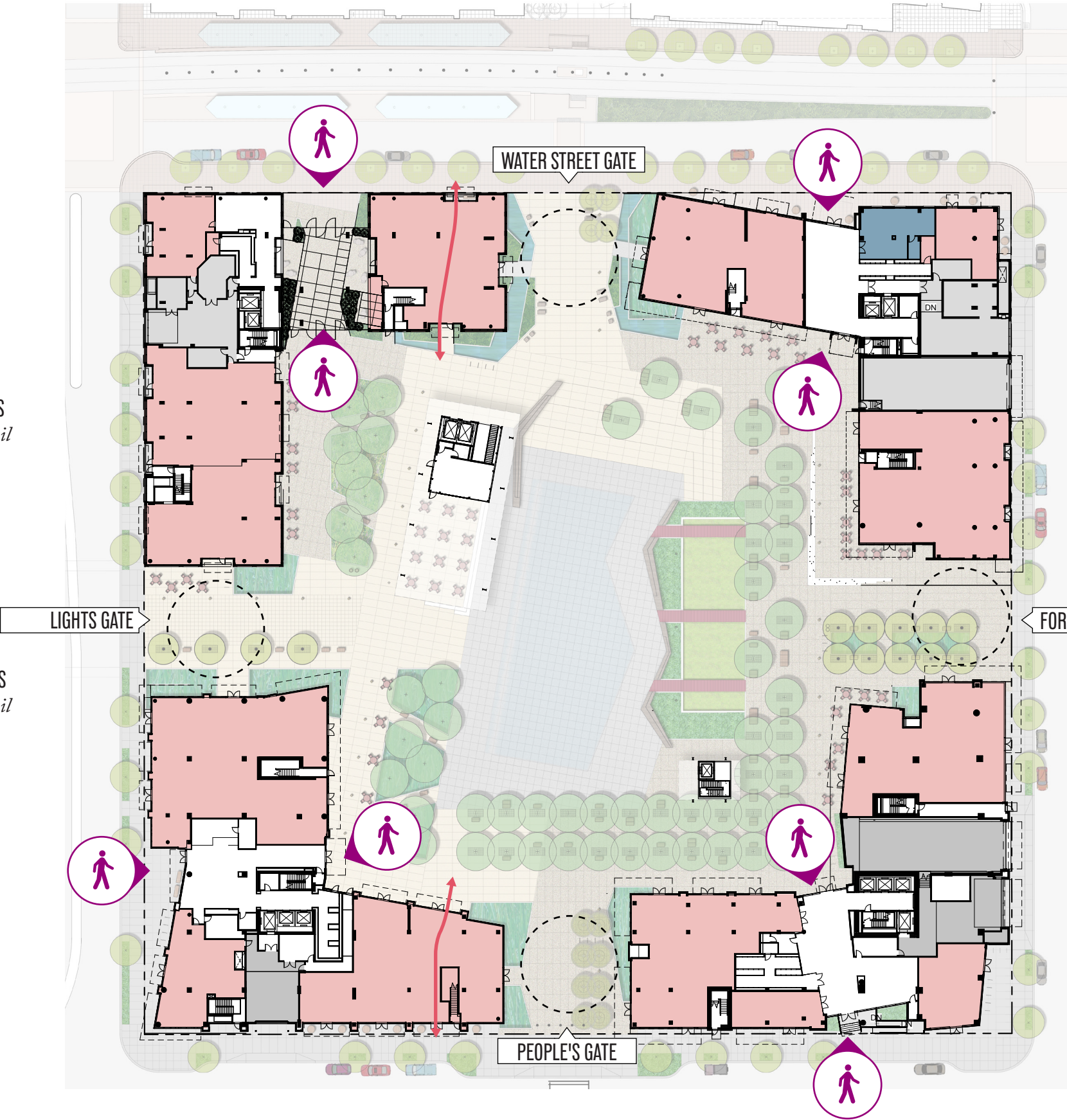


BLOCK 91 - 11 FLOORS  
*Apartments + Retail*  
160 Units

BLOCK 90 - 21 FLOORS  
*Apartments + Retail*  
274 Units

BLOCK 90 - 11 FLOORS  
*Apartments + Retail*  
163 Units

BLOCK 103 - 30 FLOORS  
*Apartments + Retail*  
347 Units



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

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*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
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*Underground parking stalls*

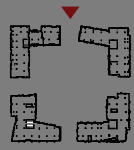
POROSITY - OREGON SQUARE





## 7. STREET ELEVATIONS

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

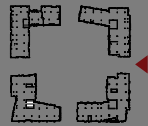


NE 9TH AVE.

NE 7TH AVE.

**HOLLADAY ST  
NORTH ELEVATION**



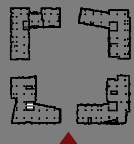


NE OREGON ST.

NE HOLLADAY ST.

9TH AVE  
EAST ELEVATION



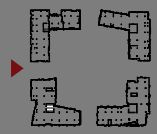


NE 7TH AVE.

NE 9TH AVE.

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





NE HOLLADAY ST.

NE OREGON ST.

7TH AVE  
WEST ELEVATION









NE OREGON ST. **PLAZA  
WEST ELEVATION**











944  
*For-rent housing units*

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*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



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



944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



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



944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



*View of Oregon Square, looking Southwest*



944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



*View of Oregon Square, looking Northeast*







944  
*For-rent housing units*

1,039,204  
*GSF of housing*

52,794  
*GSF of retail*

833  
*Underground parking stalls*



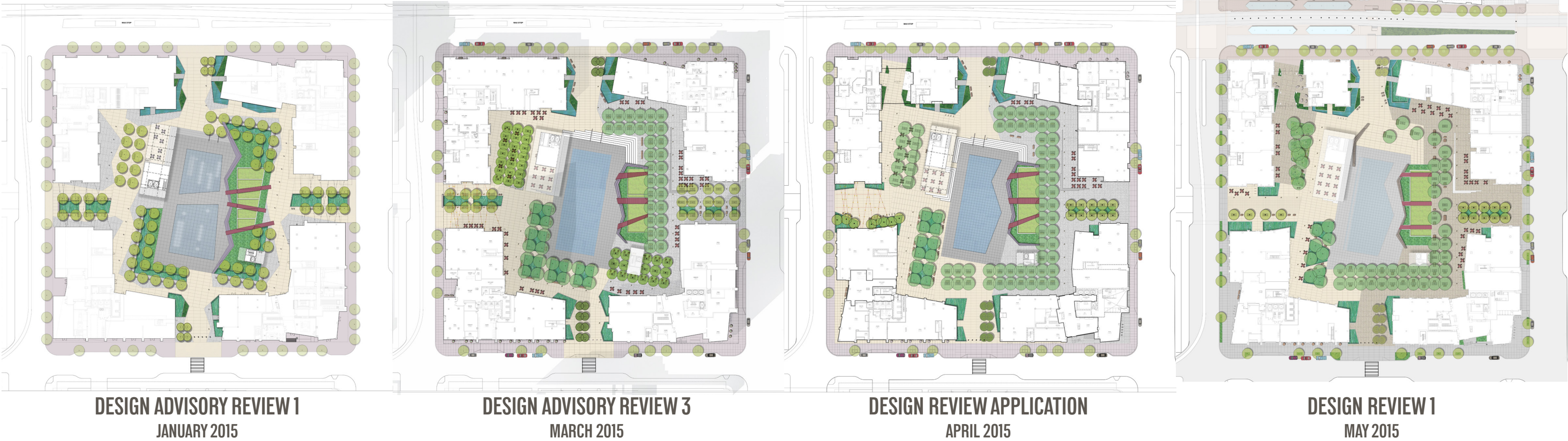
*View of Oregon Square from Water Street*





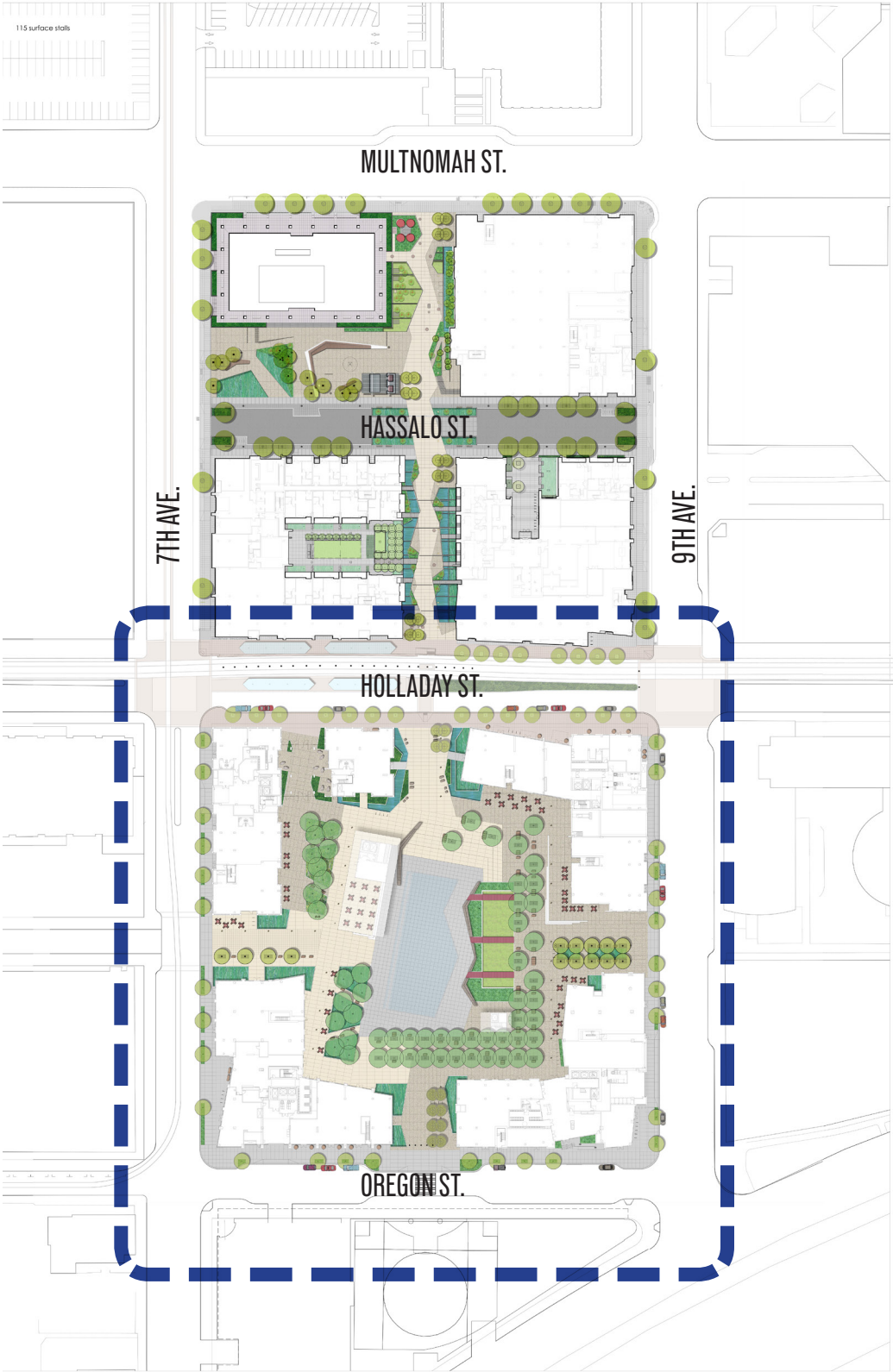
## 9. PLAZA DEVELOPMENT

- 1. Master Plan District Connections*
- 2. Master Plan Goals*
- 3. Plaza Development*
- 4. Site Plans (Phase 1 & Phase 2)*
- 5. Placemaking*
- 6. Circulation Studies*
- 7. Enlarged Sections*
- 8. Perspectives*



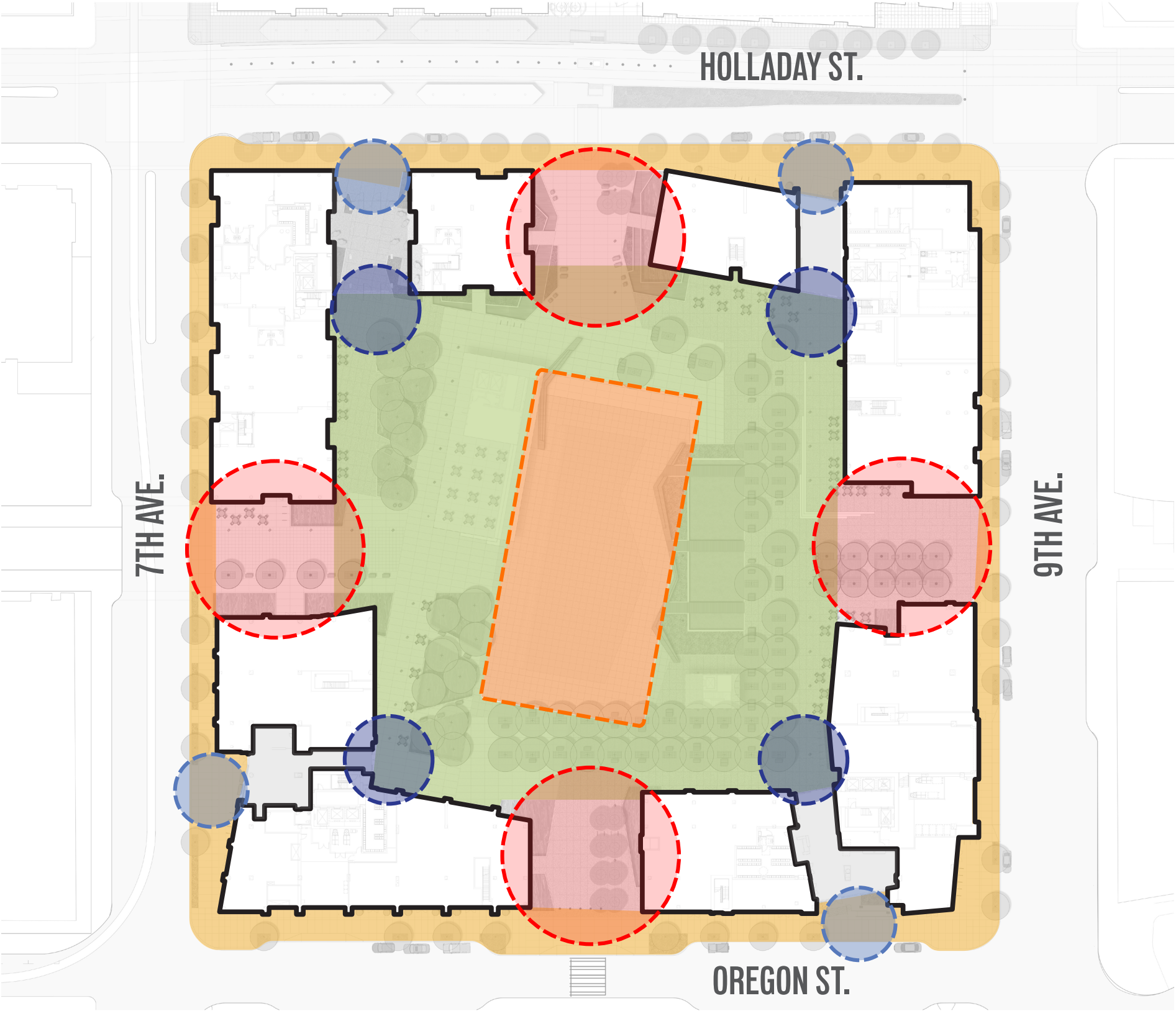
PLAZA DESIGN EVOLUTION





PHASE 2: SITE PLAN

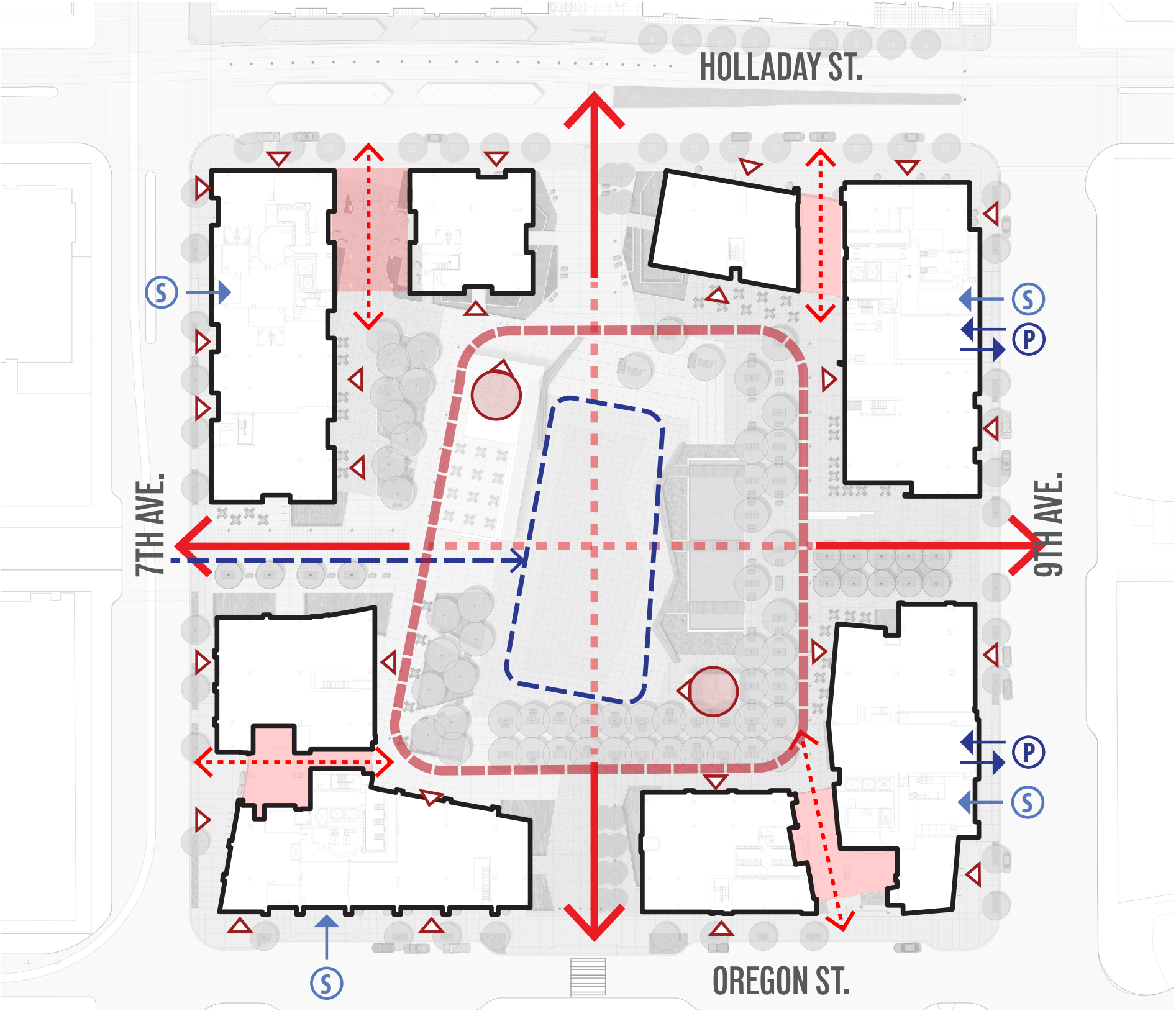




- SIDEWALKS
- ENTRY GATEWAYS
- BUILDING LOBBIES
- OUTDOOR VESTIBULES
- GREEN CORRIDOR
- CENTRAL SPACE

PLACEMAKING: ZONES



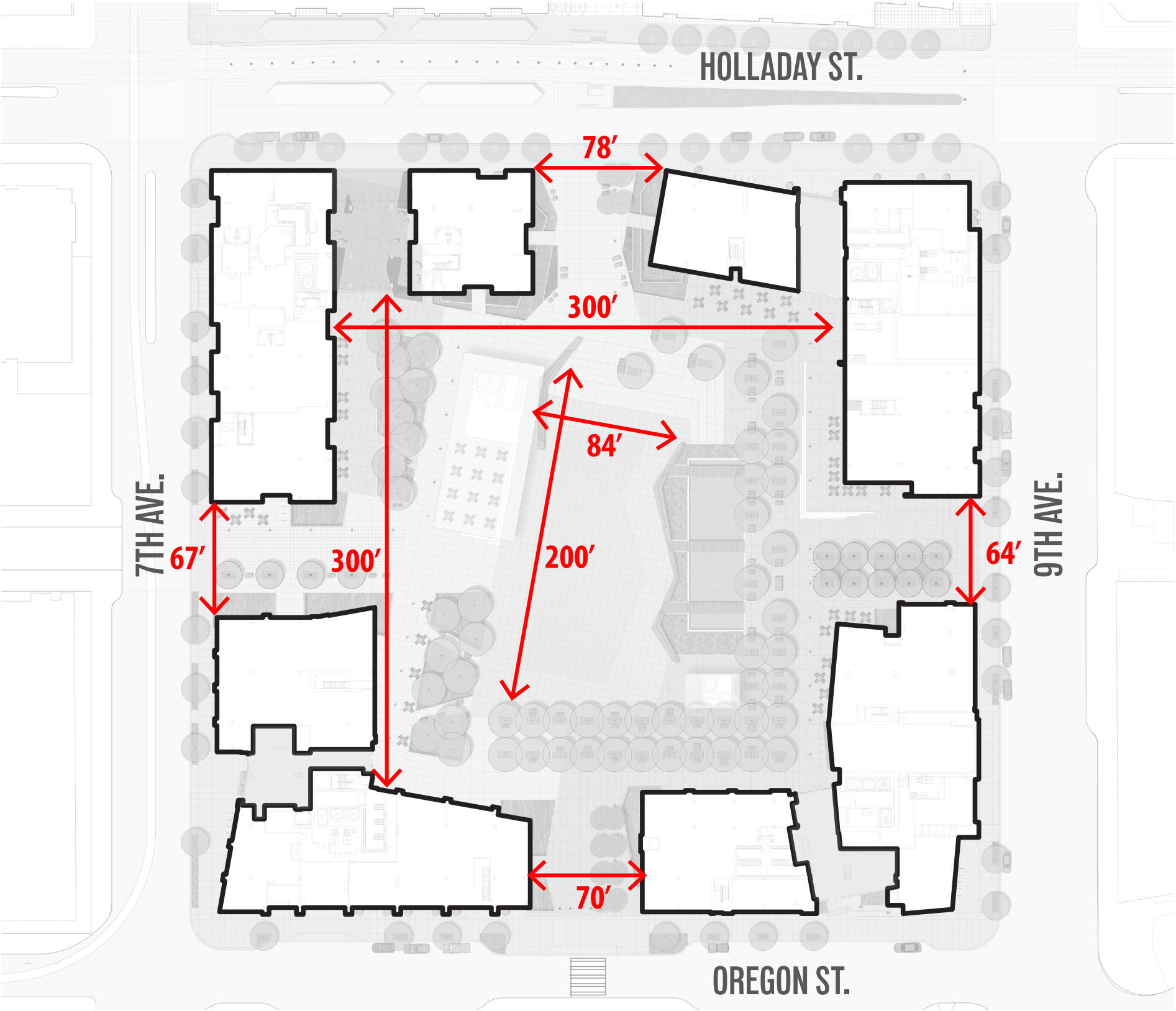


- ENTRY GATEWAYS
- GROUND FLOOR POROSITY
- LOBBY ACCESS
- PROMENADE
- PARKING GARAGE ACCESS
- LOADING AND SERVICE
- LIMITED VEHICULAR ACCESS
- PEDESTRIAN CONNECTION TO GARAGE

PEDESTRIAN CIRCULATION  
VEHICULAR CIRCULATION

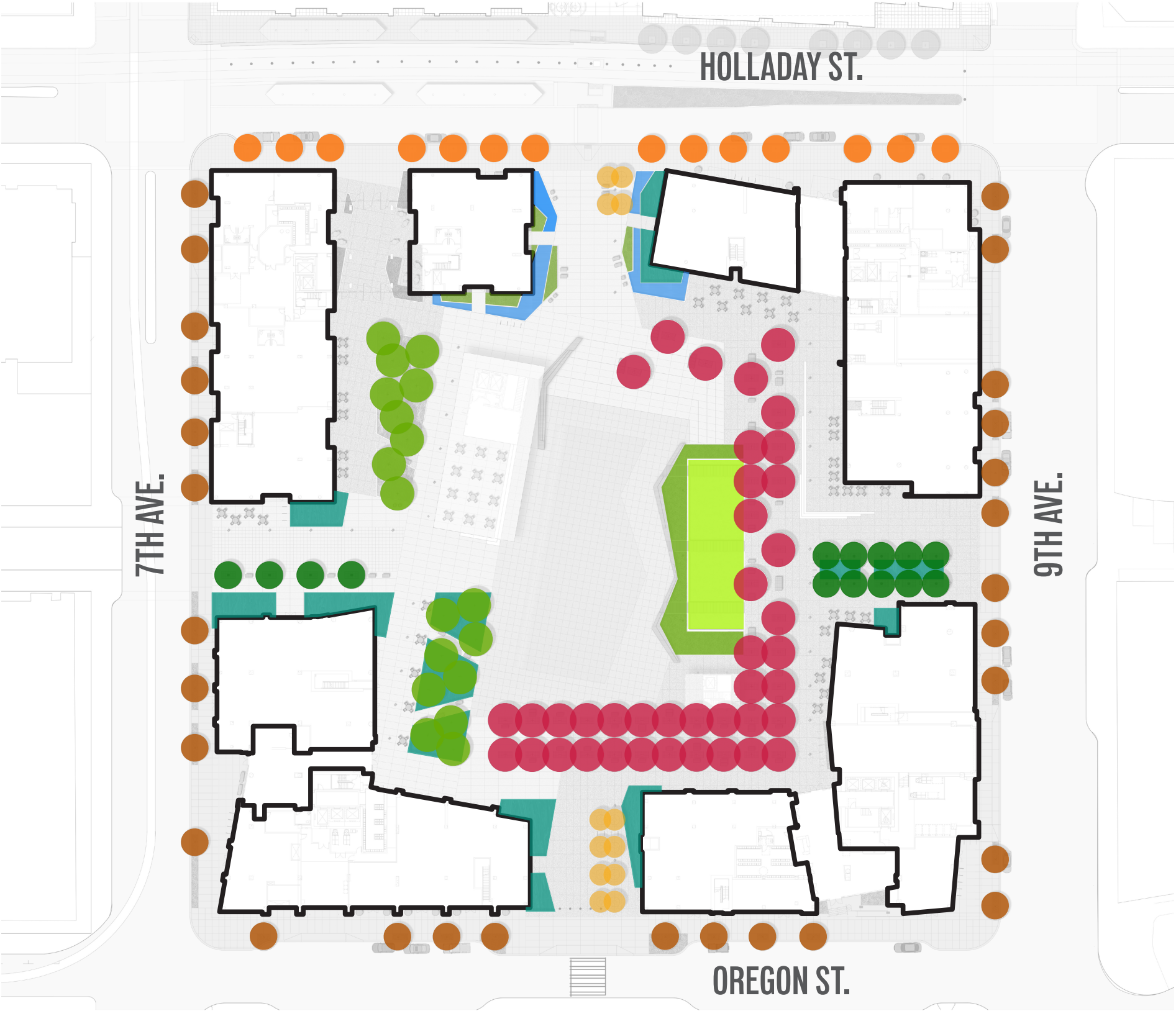
PLACEMAKING: ACCESS





- A. 18,735 SQ. FT. CENTRAL OPEN SPACE
- B. 8,958 SQ. FT. WATER FEATURES
- C. 7,875 SQ. FT. STORM GARDENS
- D. 5,220 SQ. FT. ARCHITECTURAL CANOPY
- E. 2,885 SQ. FT. NORM WETLAND
- F. 4,826 SQ. FT. GARDENS
- G. 127 TREES (14 EXISTING)





TREES:

ALLEES

GROVES

GATES

CORRIDORS

EXISTING

STREET

PLANTING:

WATER STREET

GARDENS

N.O.R.M. (NATURAL ORGANIC RECYCLING MACHINE)

STORM GARDENS

PLACEMAKING: VEGETATION



ALLEE TREES

BLACK TUPELO



GROVE TREES

CAROLINA SILVERBELL



CHANCELLOR LINDEN



CORRIDORS

CRAPE MYRTLE



GATES

FOREST GREEN OAK



STREET TREES

COLUMNAR ZELKOVA



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

SLOUGH SEDGE



DWARF TUFTED HAIRGRASS



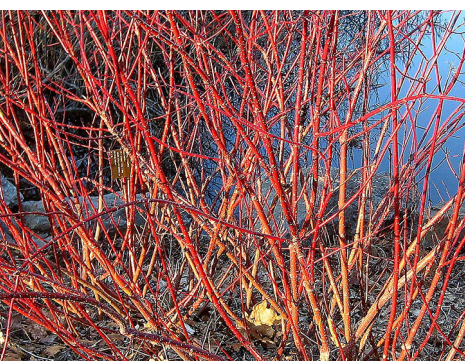
SPREADING RUSH



DWARF VIRGINIA SWEETSPIRE



RED TWIG DOGWOOD



JUNCUS BALTICUS



WATER STREET PLANTING

SOFT RUSH



BOWLES' GOLDEN SEDGE



JAPANESE RUSH



GARDENS

'CAESAR'S BROTHER' SIBERIAN IRIS



AUTUMN MOOR GRASS



FEBRUARY GOLD NARCISSUS



PLACEMAKING: PLANTING PALETTE





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





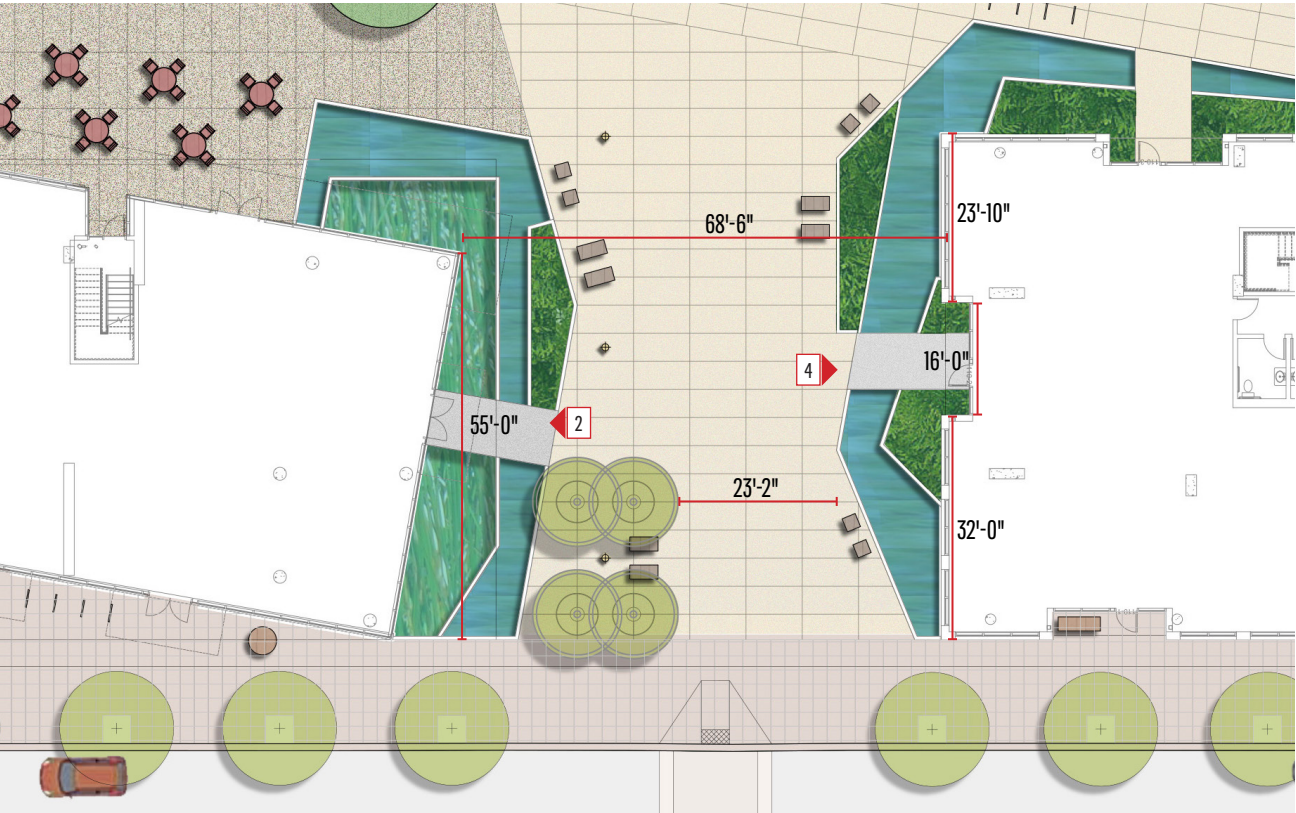
1. ENLARGED ELEVATION - WATER STREET GATE



VIEW LOOKING SOUTH INTO THE WATER STREET GATE



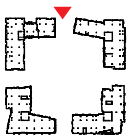
2. BL. 102 - WEST ELEVATION



3. ENLARGED PLAN - WATER STREET GATE



4. BL. 91 - EAST ELEVATION



A1: WATER STREET GATE





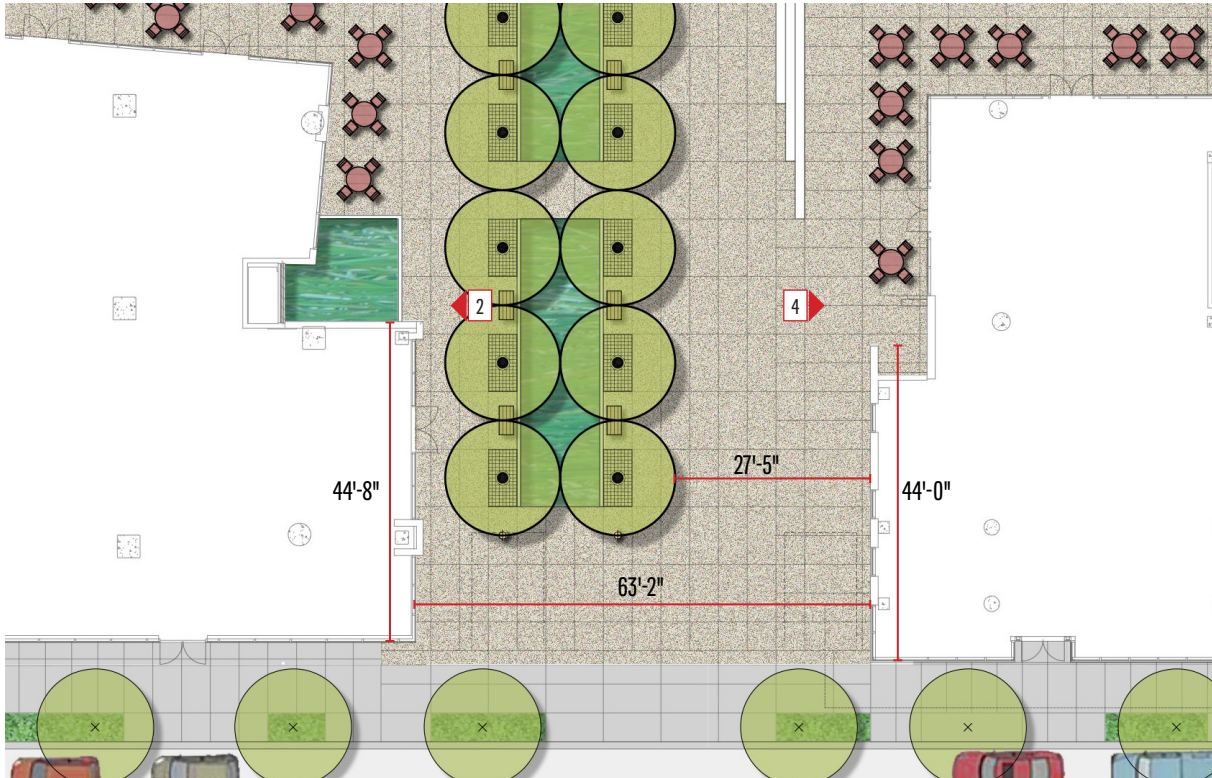
1. ENLARGED ELEVATION - FOREST GATE



VIEW LOOKING WEST INTO THE FOREST GATE



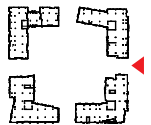
2. BL. 103 - NORTH ELEVATION



3. ENLARGED PLAN - FOREST GATE

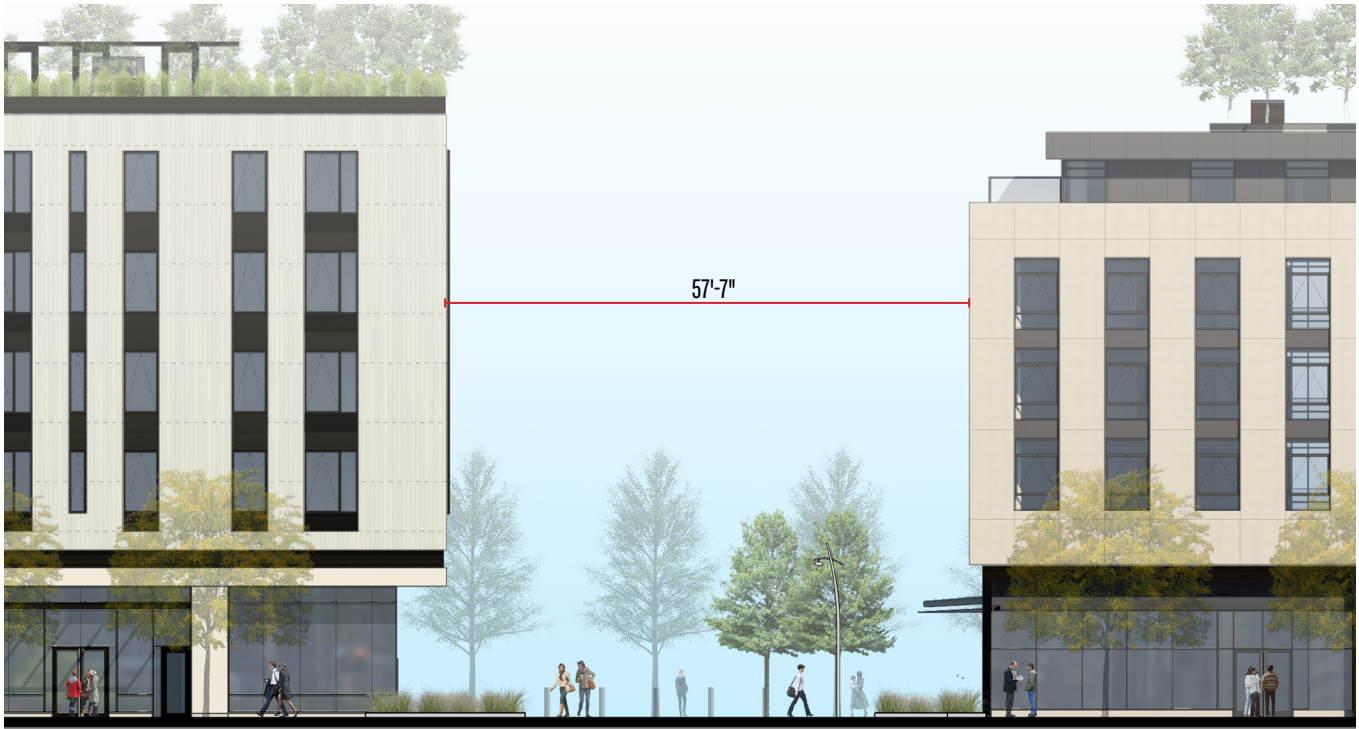


4. BL. 102 - SOUTH ELEVATION



A2: FOREST GATE





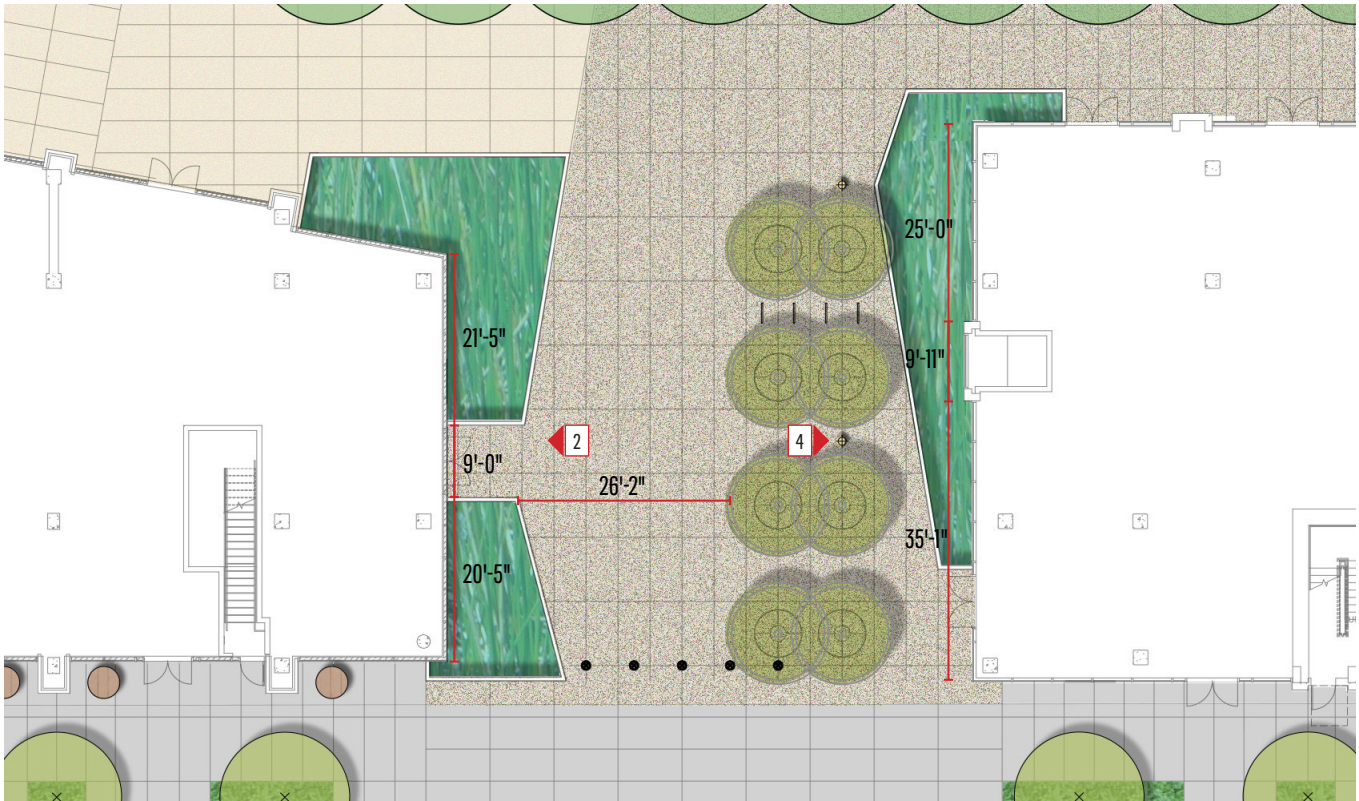
1. ENLARGED ELEVATION - PEOPLE'S GATE



VIEW LOOKING NORTH INTO THE PEOPLE'S GATE



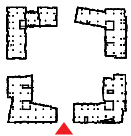
2. BL. 90 - EAST ELEVATION



3. ENLARGED PLAN - PEOPLE'S GATE



4. BL. 103 - WEST ELEVATION



A3: PEOPLE'S GATE





1. ENLARGED ELEVATION - LIGHTS GATE

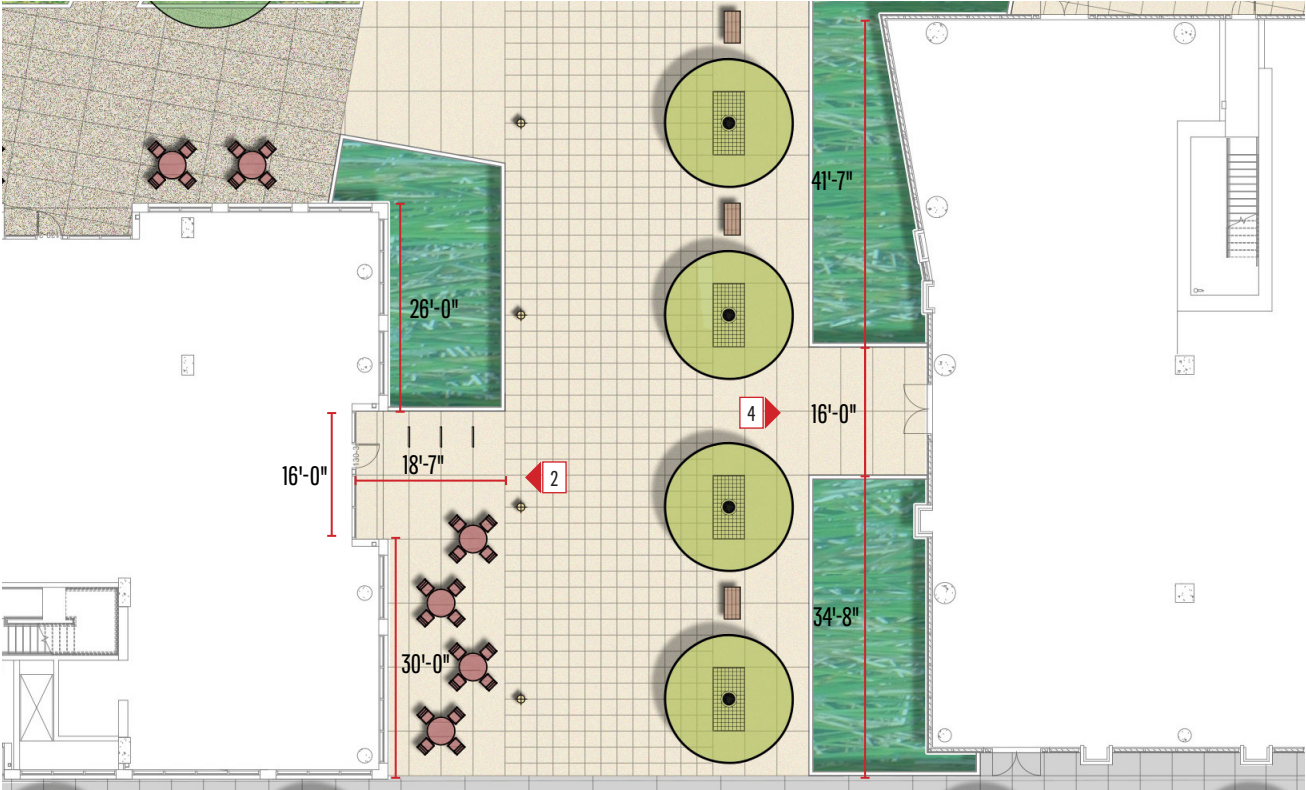


VIEW LOOKING EAST INTO THE LIGHTS GATE



2. BL. 91 - SOUTH ELEVATION

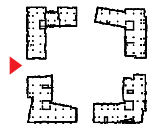
1/8" = 1'-0"



3. ENLARGED PLAN - LIGHTS GATE

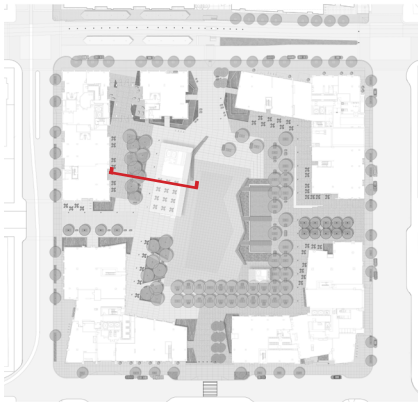
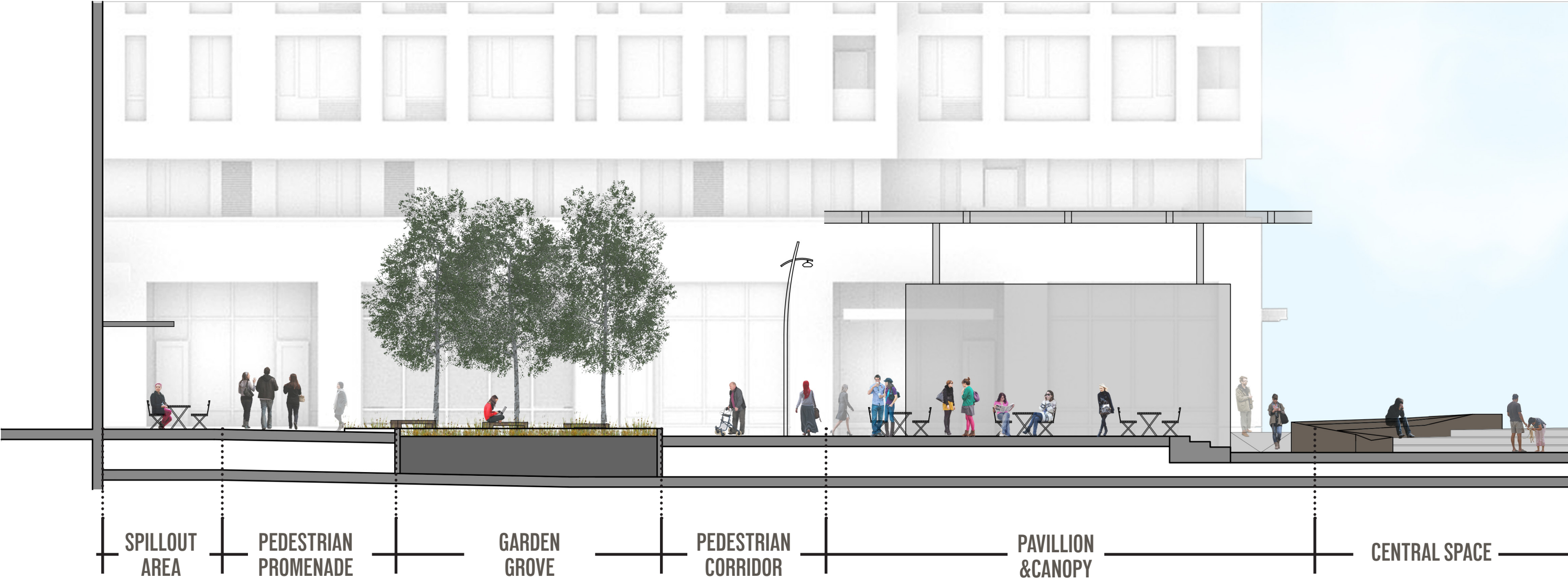


4. BL. 90 - NORTH ELEVATION



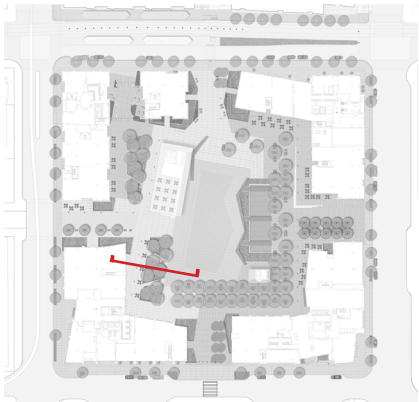
A4: LIGHTS GATE





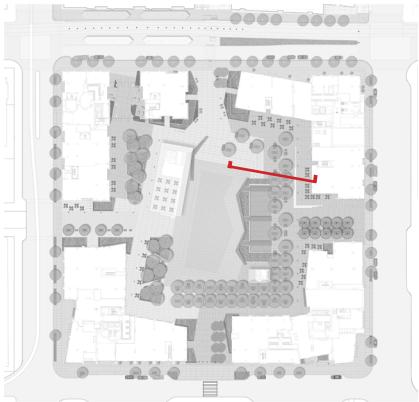
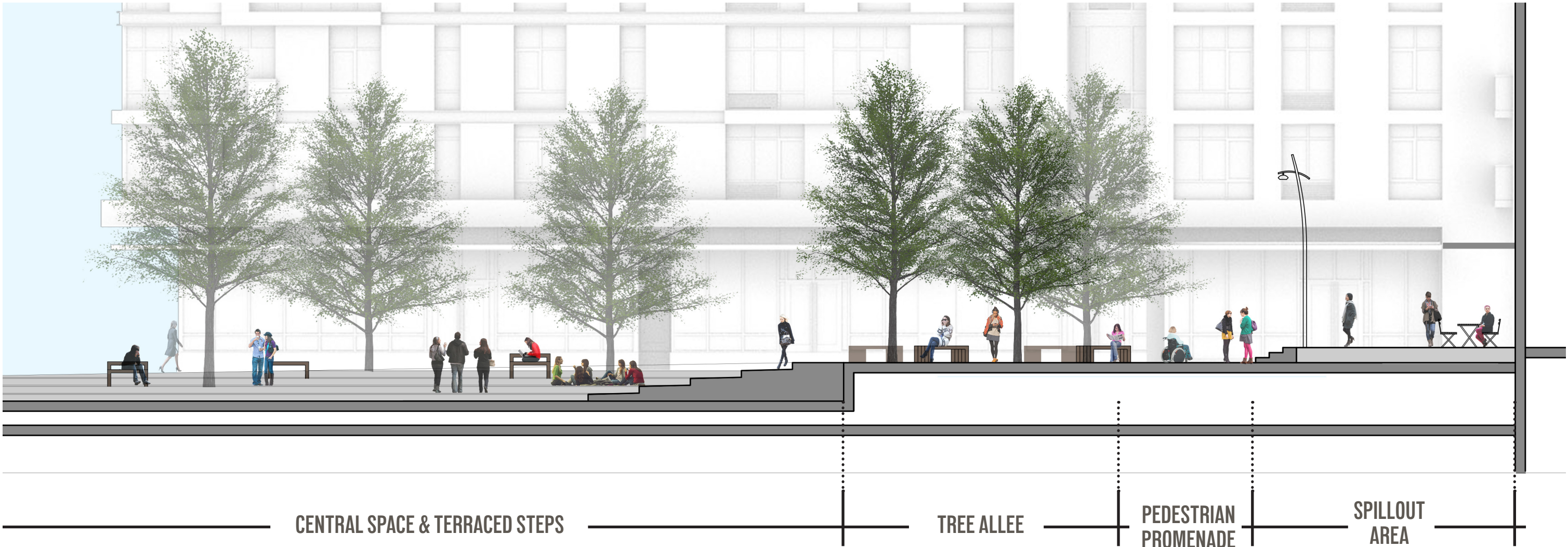
**SITE SECTION 1**





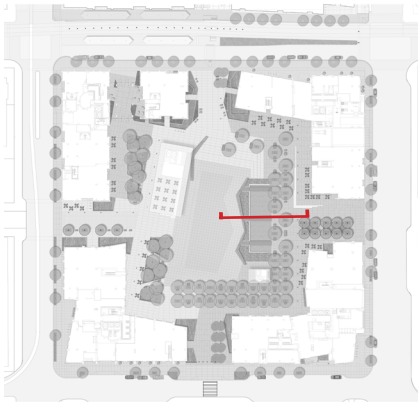
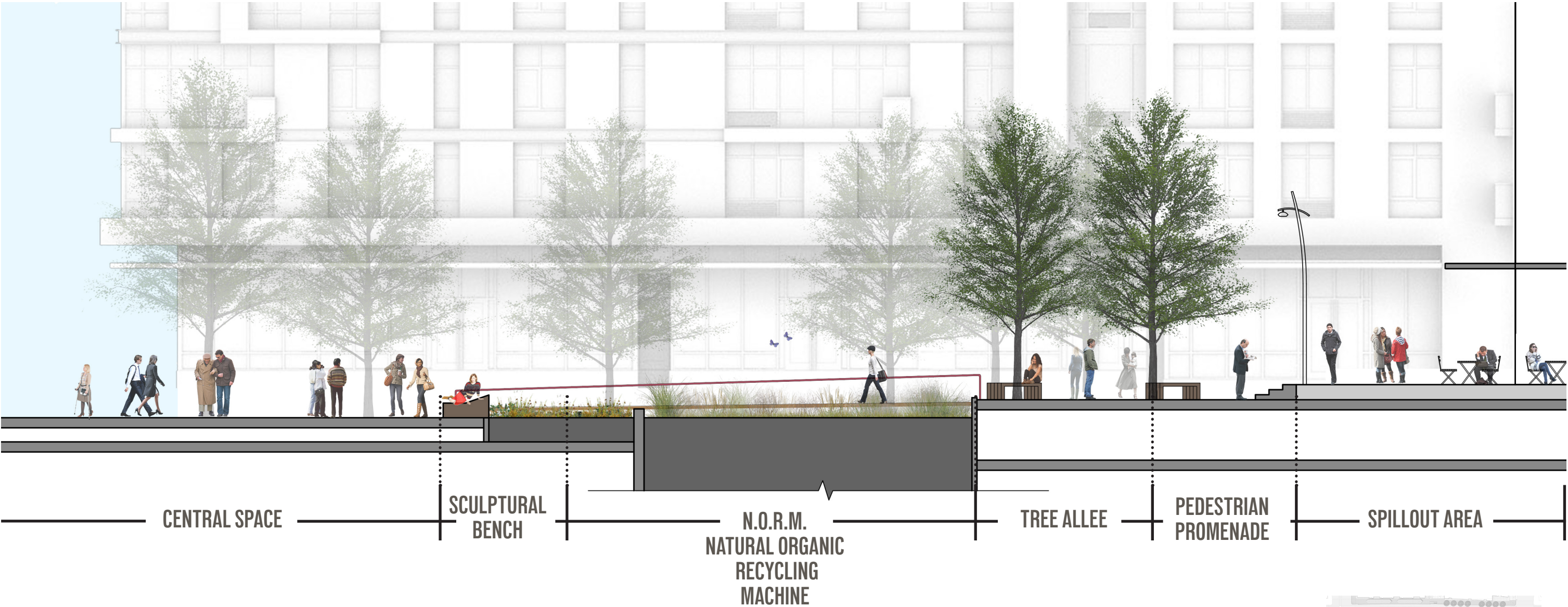
SITE SECTION 2





**SITE SECTION 3**



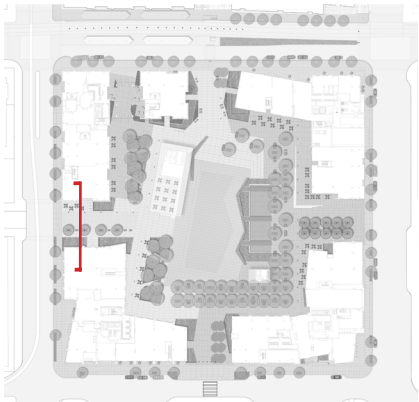
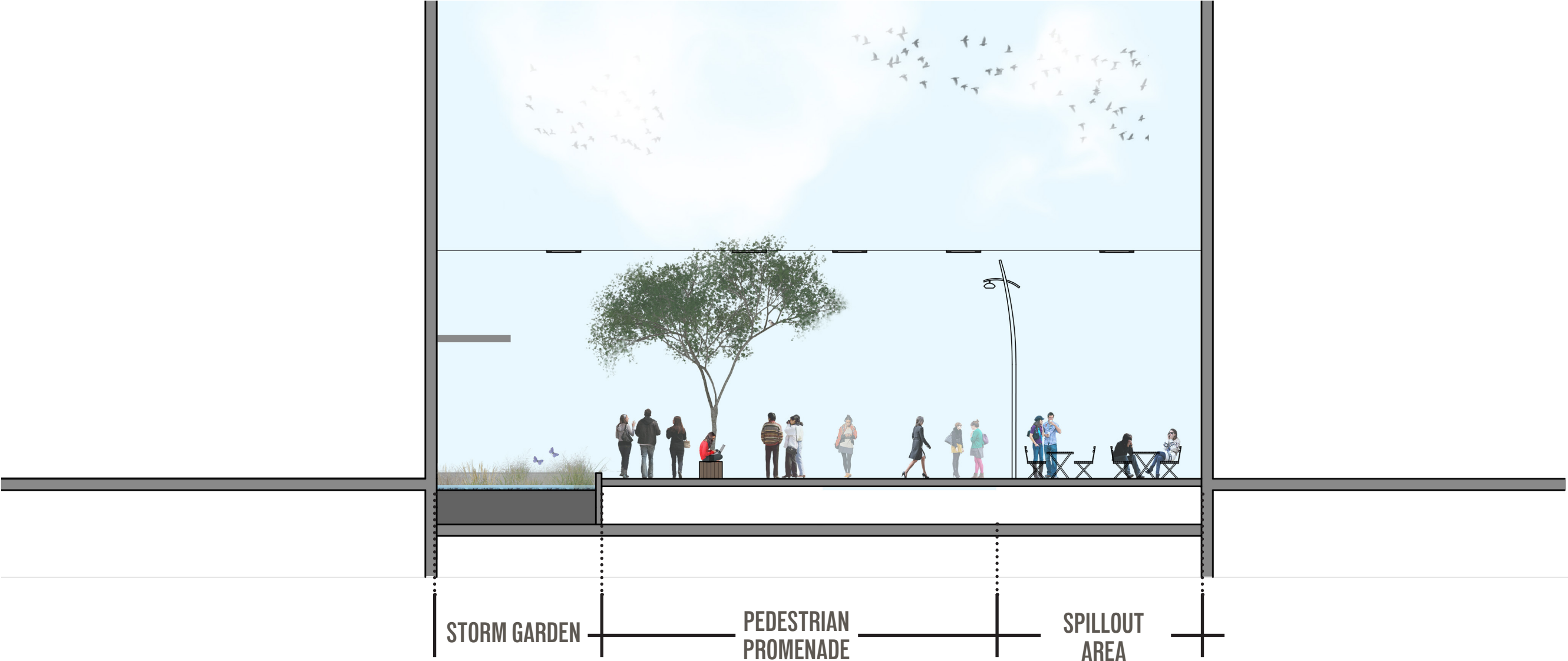


SITE SECTION 4









SITE SECTION 5





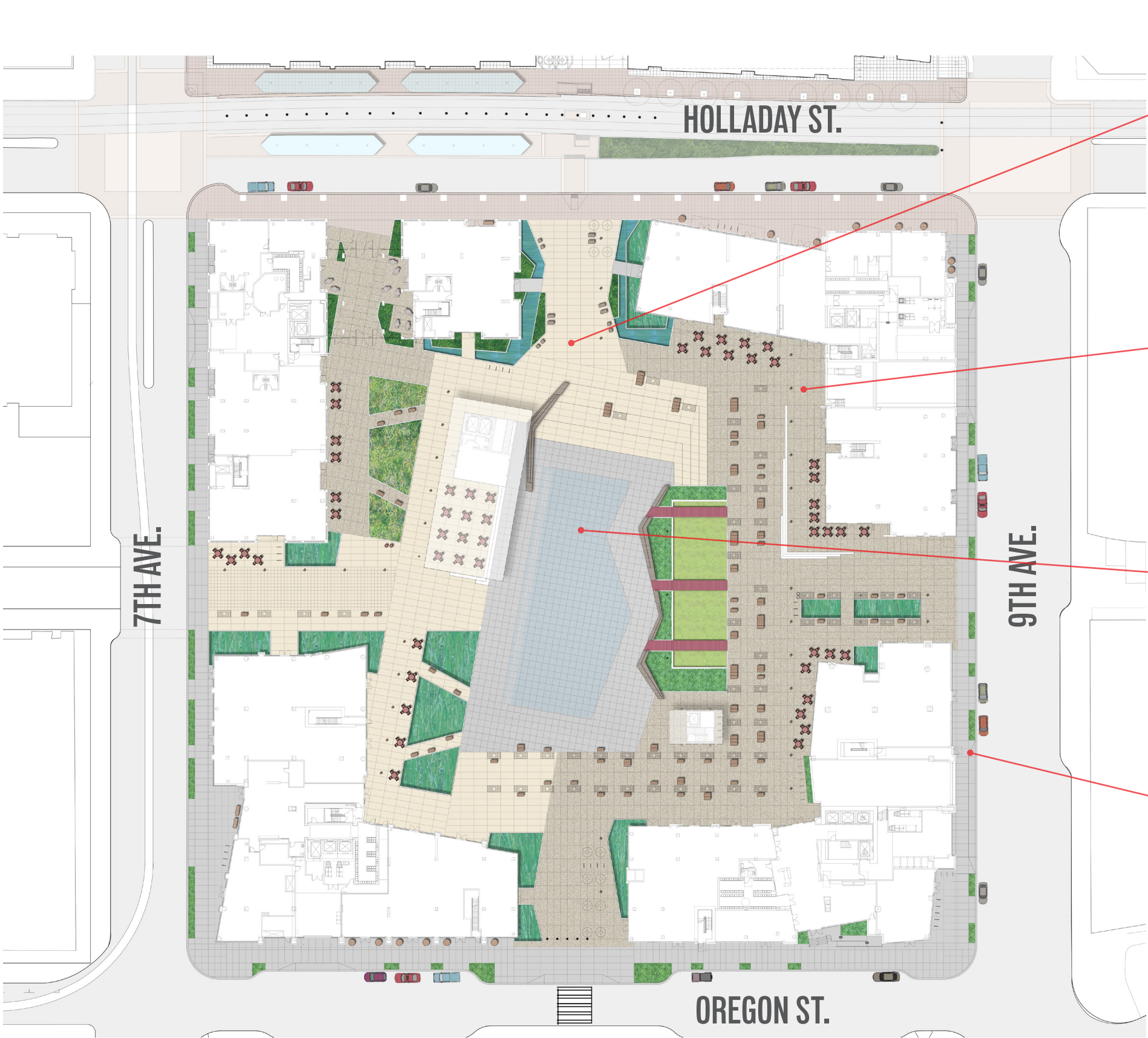
PERSPECTIVE





PERSPECTIVE





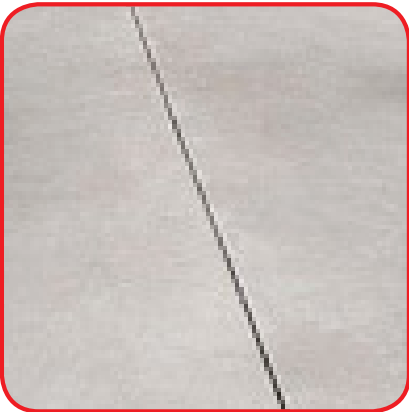
C.I.P. CONCRETE PAVING  
TYPE 1  
STANDARD FINISH  
INTEGRAL COLOR:  
50% SANDSTONE  
50% SILVERSMOKE



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



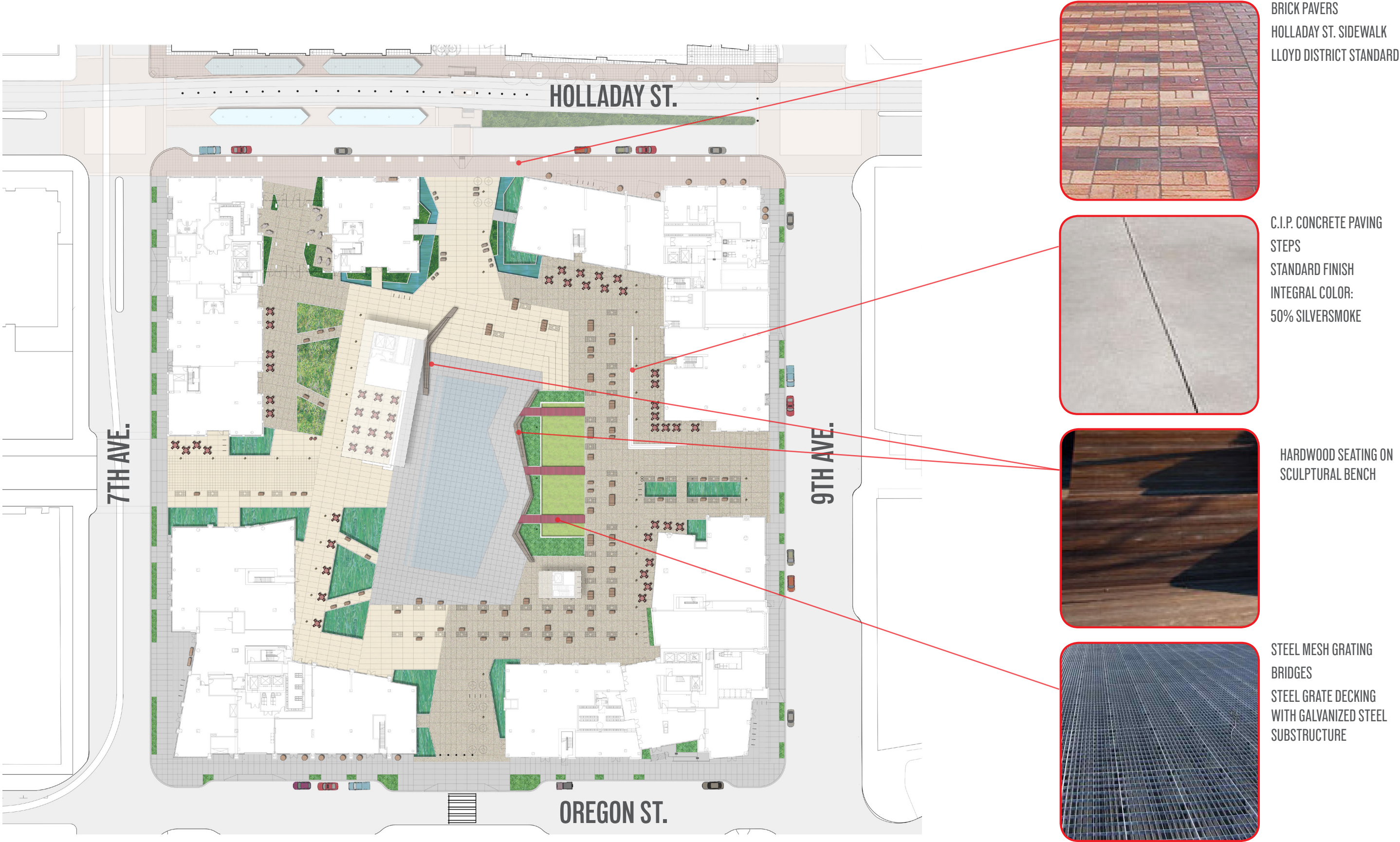
STONE PAVING  
CENTRAL WATER FEATURE  
2" THICK STONE WITH  
THERMAL FINISH



C.I.P. CONCRETE PAVING  
SIDEWALKS  
STANDARD FINISH

MATERIALS





MATERIALS





■ WATER STREET RECLINER CHAIR



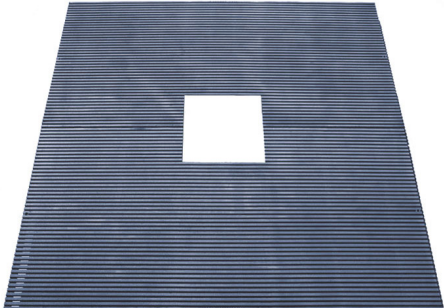
□ HARDWOOD BENCHES



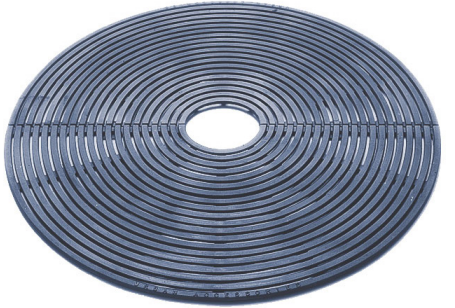
● TRASH RECEPTACLE



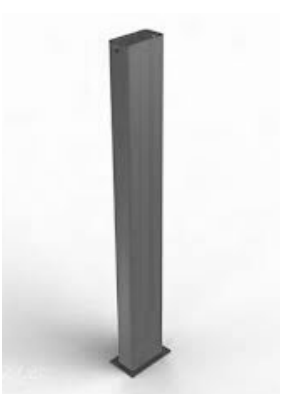
■ TREE GRATE- TYPE 1



● TREE GRATE- TYPE 2



■ COLLAPSIBLE BOLLARD

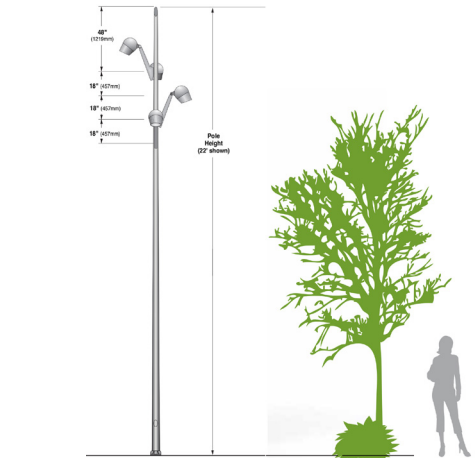
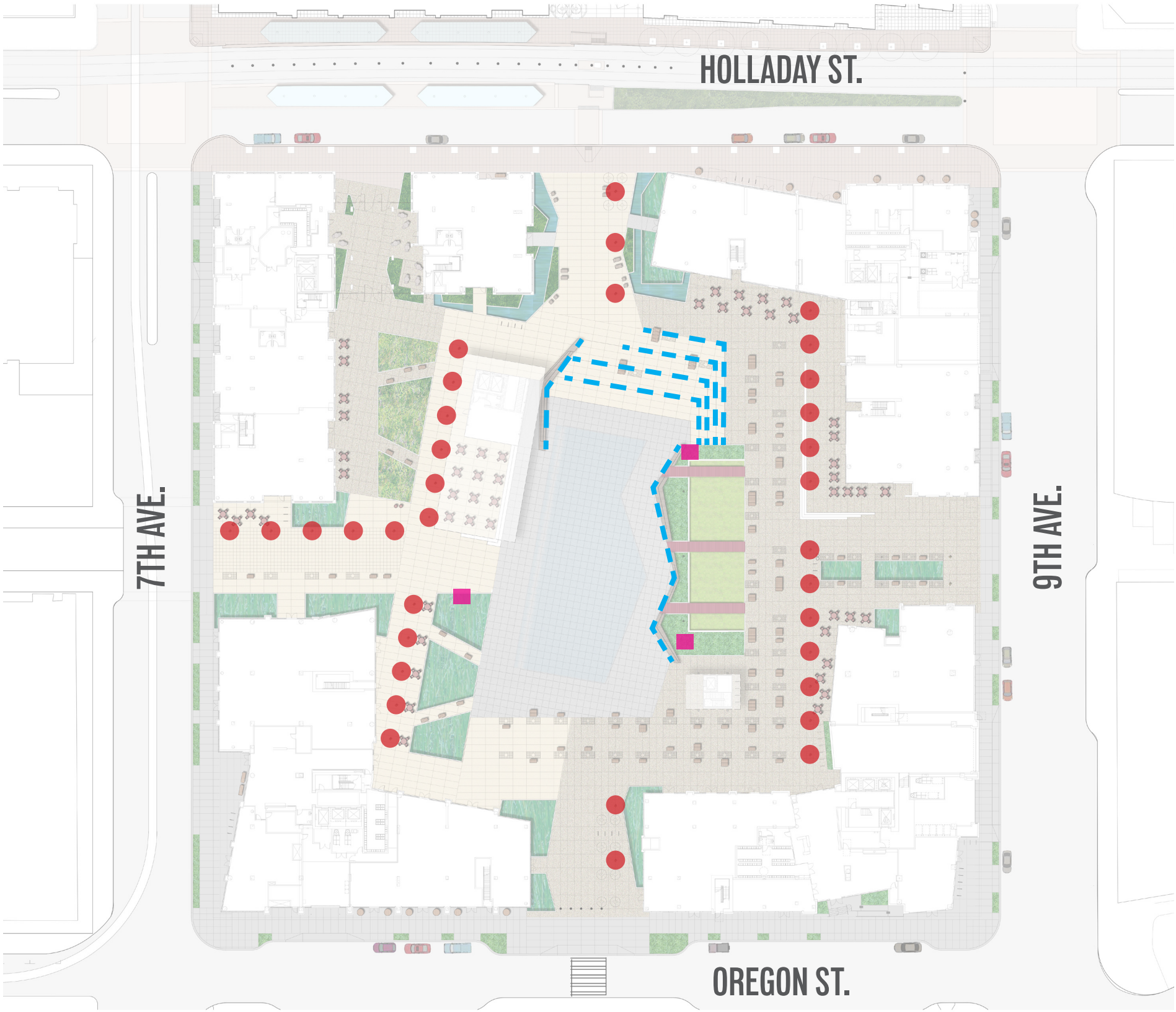


■ BIKE RACK

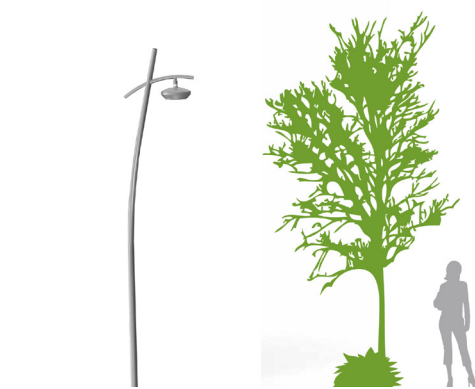


FURNISHINGS

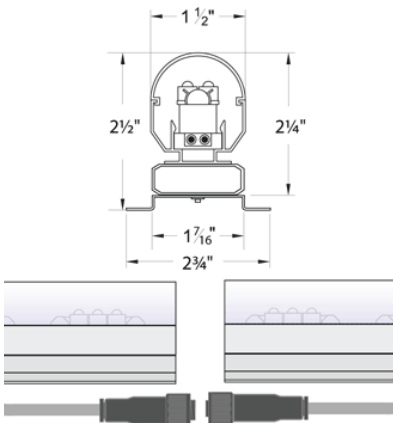




**MAST FLOOD LIGHT: BUILDING 700 PLAZA**



**PEDESTRIAN LIGHT: WATER STREET**



**STRIP LIGHTING - SCULPTURAL BENCH & STEPS**



# LIGHTING CONCEPTS







## 10. MODIFICATIONS

- 1. Standards for all bicycle parking*
- 2. Forward motion loading*
- 3. Height of roof top access and mechanical equipment*
- 4. Portland Office of Transportation Encroachment Review*



MODIFICATION #1

STANDARDS FOR ALL BICYCLE PARKING

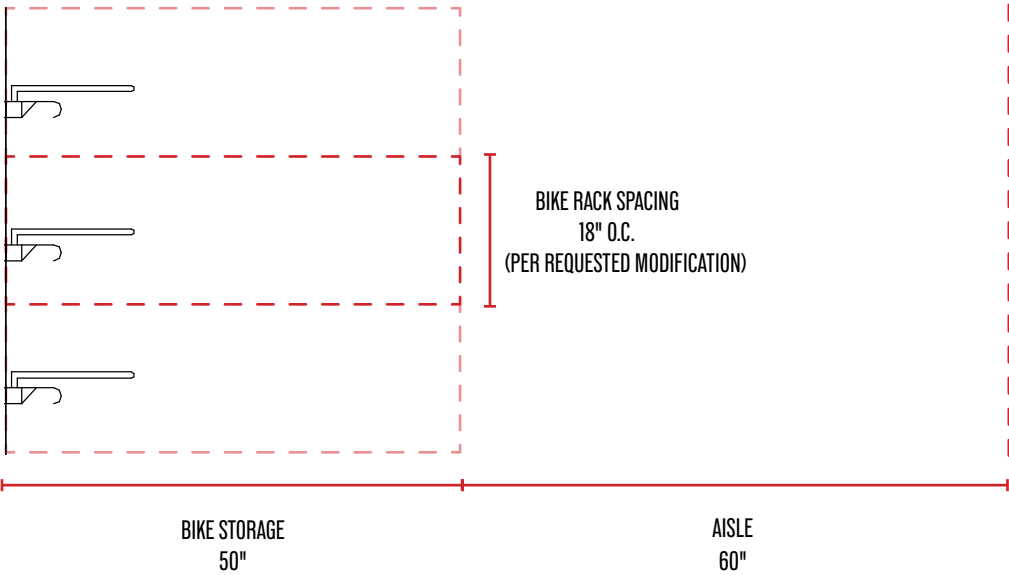
(33.266.220.C.3.b.)

33.266.220.C.3.b.

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

PROPOSAL:

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



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



MODIFICATION #2

FORWARD MOTION LOADING

(33.266.310.F.2.)

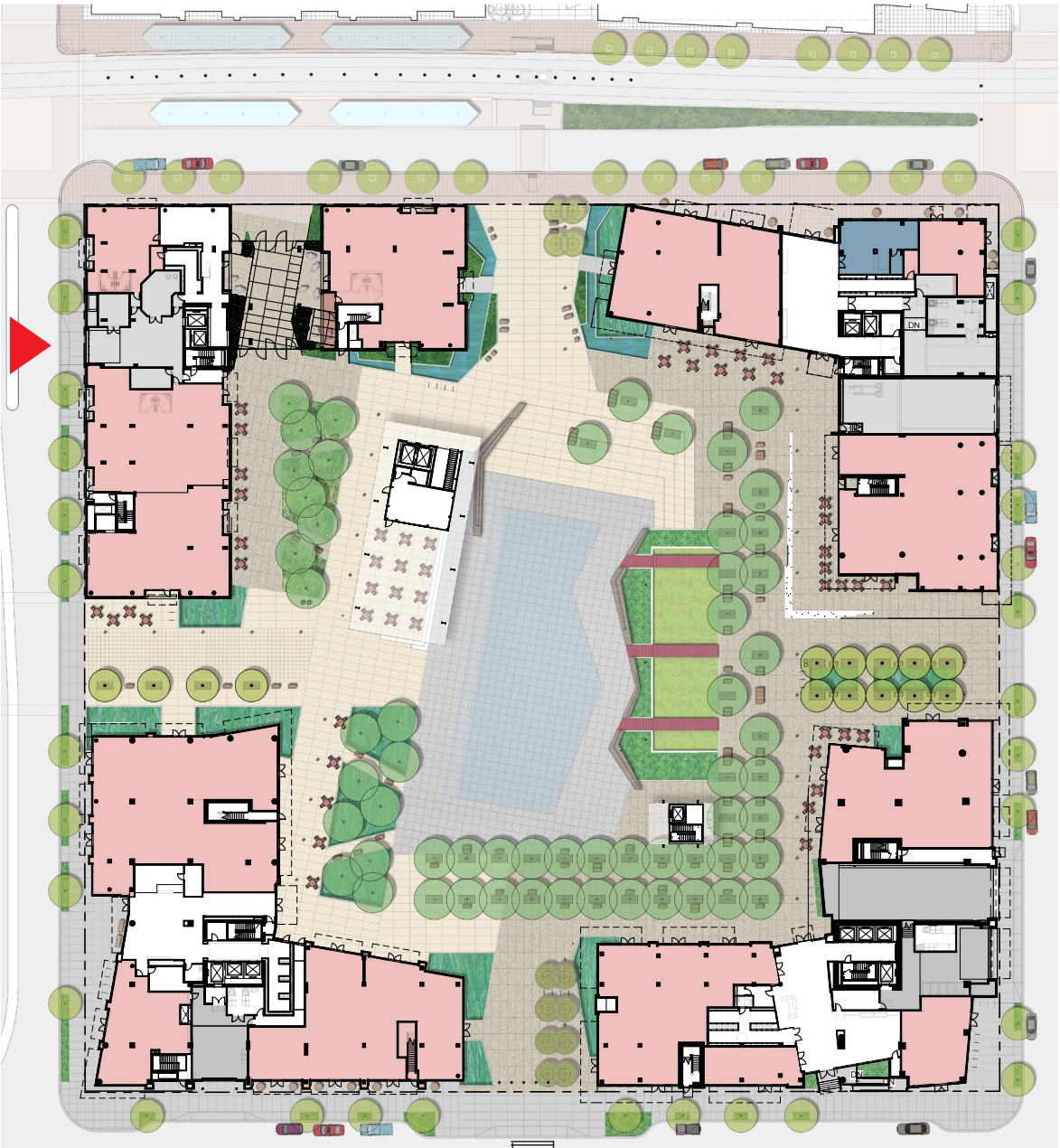
33.266.310.F.2.

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

PROPOSAL:

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

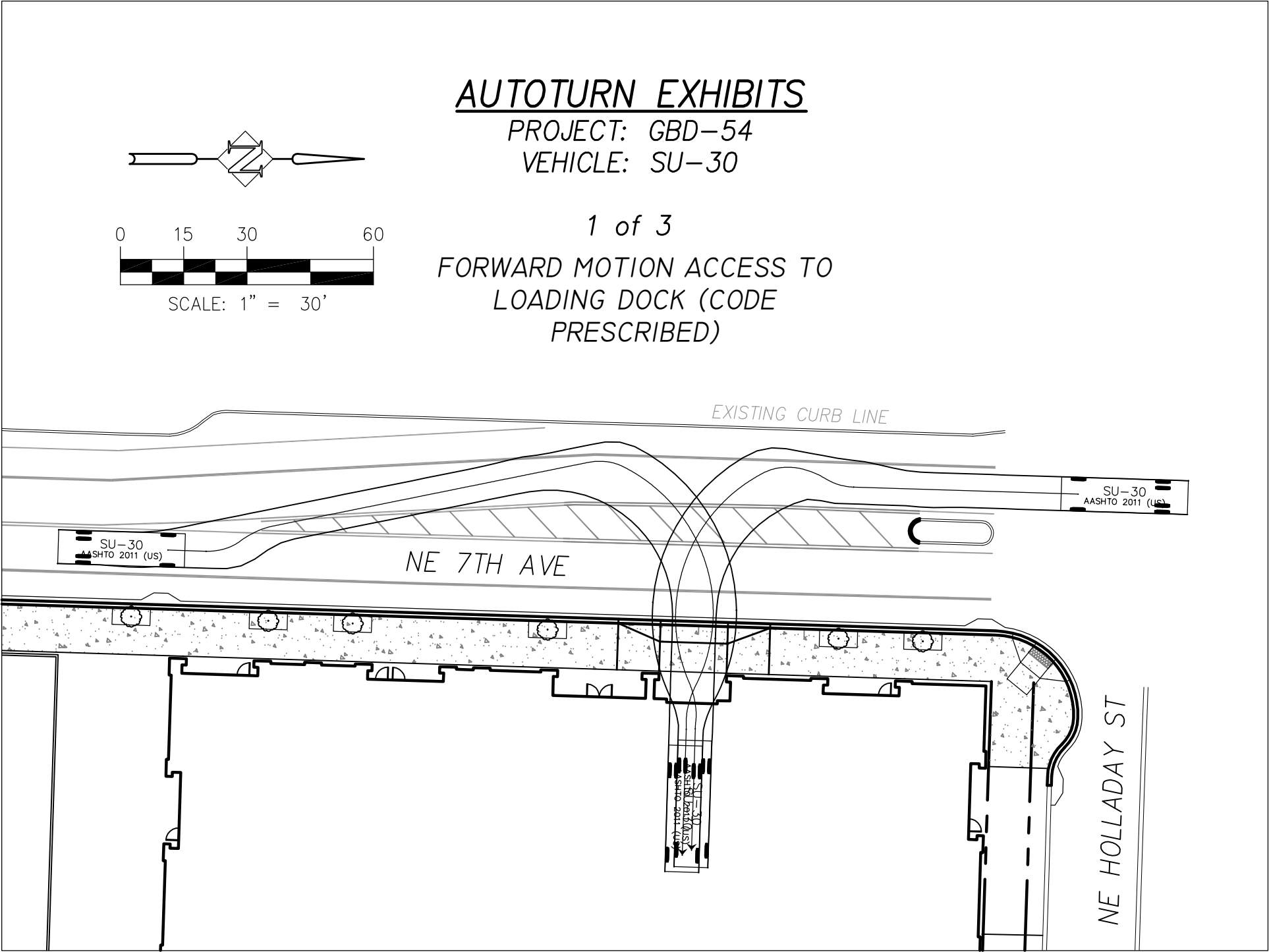
Access to the loading space is proposed to be accomplished by allowing trucks to back in to the loading space from the northbound lane. The attached loading diagrams showing the maneuvering clearances for an SU-30 truck demonstrate that the turn radius and maneuvering clearances required for forward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



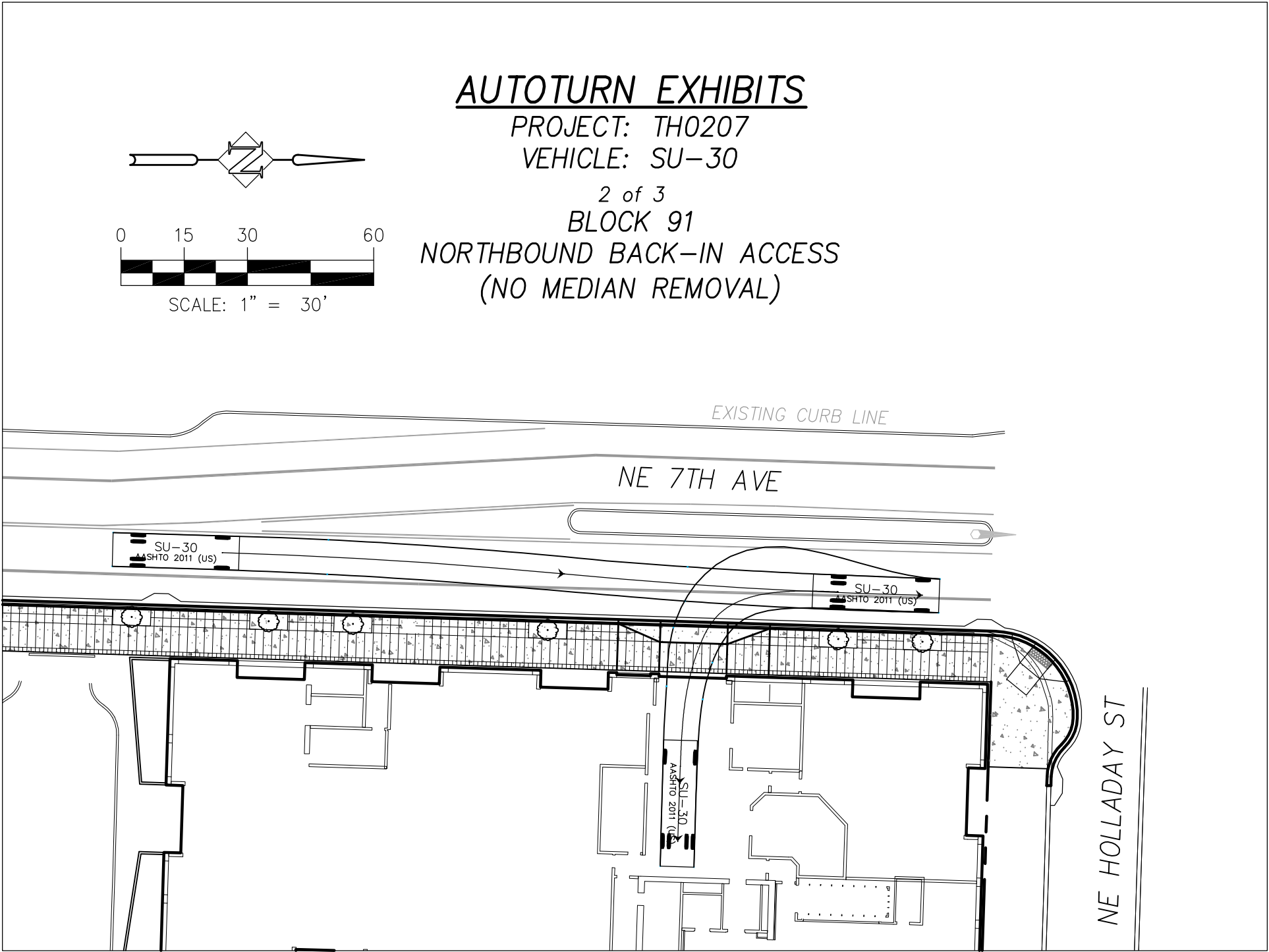
OREGON SQUARE - GROUND FLOOR PLAN  
NTS

MODIFICATION #2





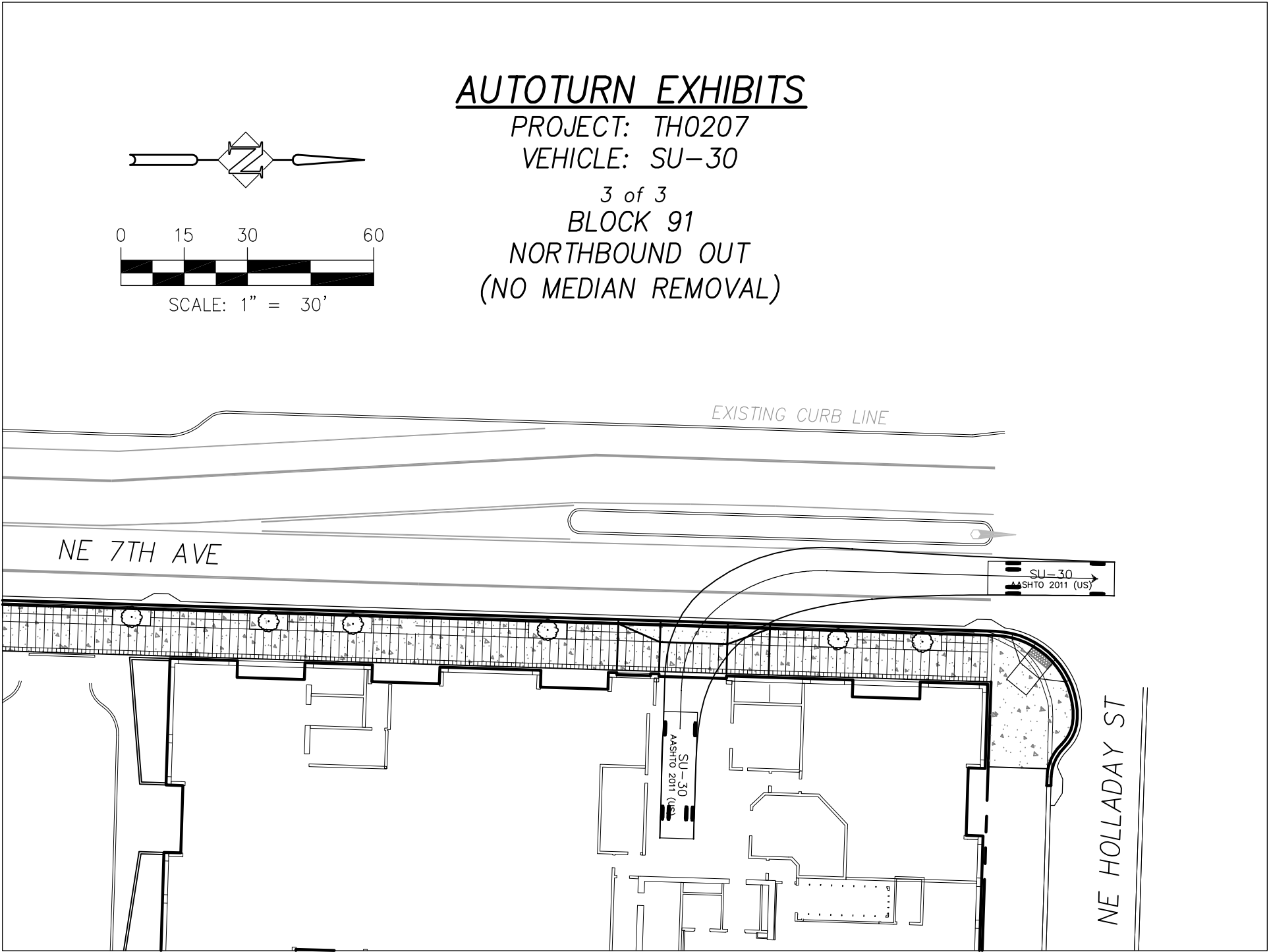














MODIFICATION #3

HEIGHT OF ROOF TOP ACCESS AND MECHANICAL EQUIPMENT.

(33.130.210 .B.2.)

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

**PROPOSAL:**  
Block 103 has a maximum allowed height of 325' based on the allowable 250' height in this zone, plus 75' of bonus height due to residential use. Currently the parapet is located at elevation 447'-6", and the back of walk elevation at the highest building corner (the corner of NE 9th ave and vacated NE Pacific) is 128', putting the building parapet at 319'-6", below the maximum height.  
The roof mechanical equipment and mechanical rooms are currently 11'-8" minimum from the roof edge on the east side (NE 9th Ave frontage), and 2,995 sf (23% of the overall roof area) of the rooftop mechanical equipment/mechanical rooms exceed the 325' height. These rooms are 9'-6" above the limit at access rooms and mechanical rooms, and the cooling towers (394 sf of the 2,995 sf) are 14' above the height limit. The percentage of equipment in excess of the height limit compared to the overall roof area is higher than the required 10% because the tower narrows and terraces back as it approaches the roof, leaving a smaller roof footprint, and thus denser mechanical equipment set closer to the roof edge. Instead of enlarging the overall roof plate to increase the distance from the roof edge to the equipment and to decrease the percentage of the roof equipment relative to the overall roof area, we propose adding a screen around the roof, set back as close as 4'-0" from the roof edge at the south elevation, and 6'-0" at the east elevation, to screen the equipment. The screen will meet the 325' height at its low side, and will extend up to 14' above the height limit at its high side (the south side, NE Oregon Street frontage). While the screen exceeds the height limitations, it enhances the character and architecture of the building, capping the tower with an integrated architectural element that screens both the elevator and mechanical appurtenances that comply with the height restrictions and those that do not comply, mitigating the visual impact of all roof equipment.

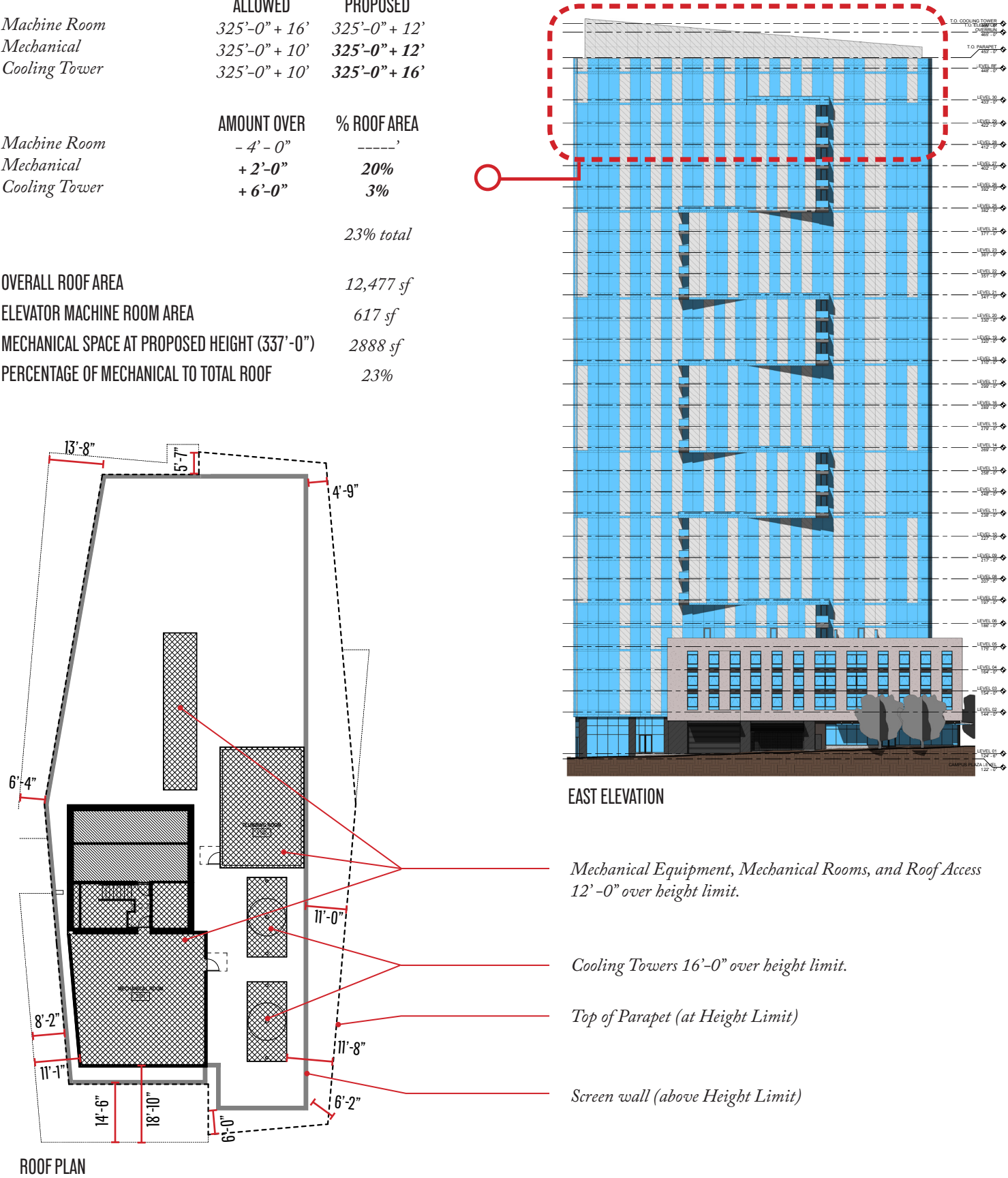
	ALLOWED	PROPOSED
Machine Room	325'-0" + 16'	325'-0" + 12'
Mechanical	325'-0" + 10'	325'-0" + 12'
Cooling Tower	325'-0" + 10'	325'-0" + 16'

	AMOUNT OVER	% ROOF AREA
Machine Room	- 4' - 0"	-----'
Mechanical	+ 2'-0"	20%
Cooling Tower	+ 6'-0"	3%

	23% total
OVERALL ROOF AREA	12,477 sf
ELEVATOR MACHINE ROOM AREA	617 sf
MECHANICAL SPACE AT PROPOSED HEIGHT (337'-0")	2888 sf
PERCENTAGE OF MECHANICAL TO TOTAL ROOF	23%



MODIFICATION #3



MODIFICATION #3

HEIGHT OF ROOF TOP ACCESS AND MECHANICAL EQUIPMENT.

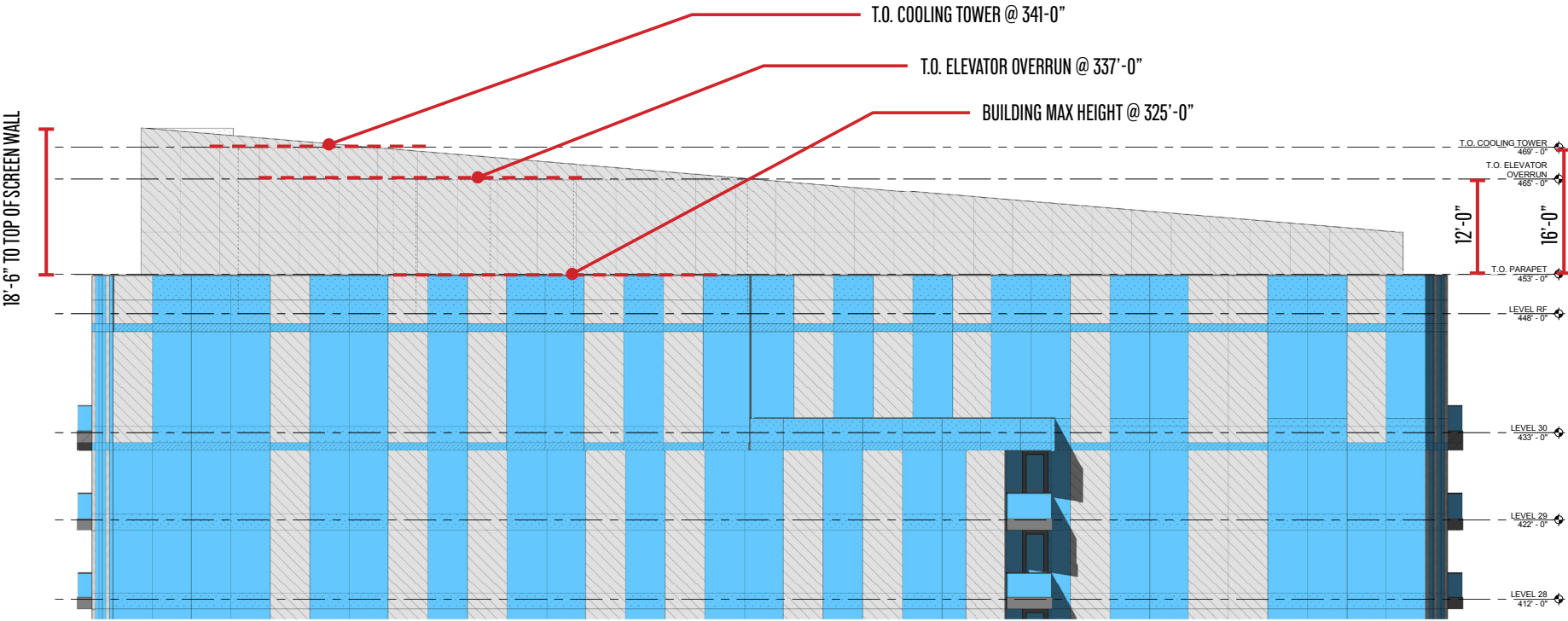
(33.130.210 .B.2.)

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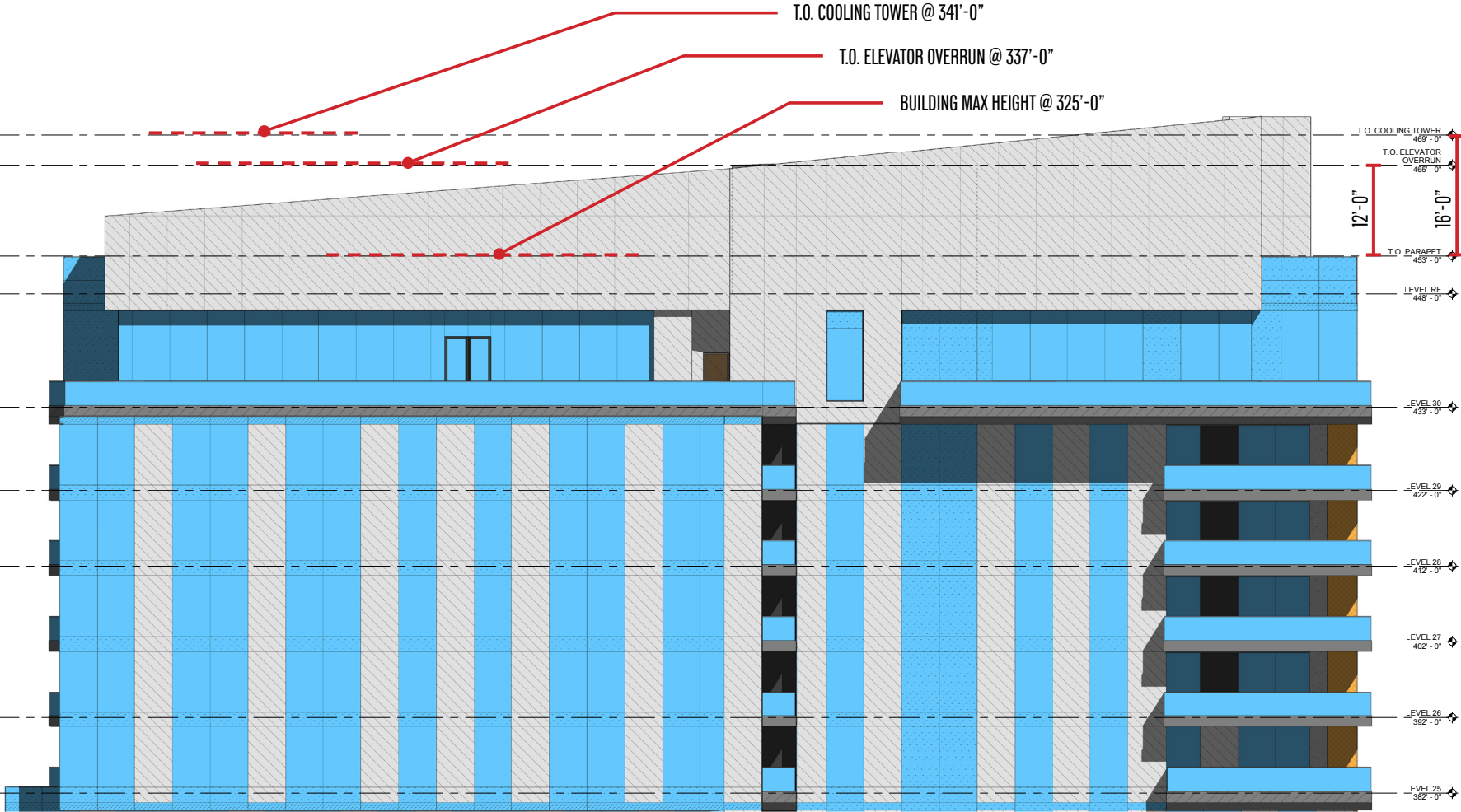
PROPOSAL:

Block 103 has a maximum allowed height of 325’ based on the allowable 250’ height in this zone, plus 75’ of bonus height due to residential use. Currently the parapet is located at elevation 447’-6”, and the back of walk elevation at the highest building corner (the corner of NE 9th ave and vacated NE Pacific) is 128’, putting the building parapet at 319’-6”, below the maximum height.

The roof mechanical equipment and mechanical rooms are currently 11’-8” minimum from the roof edge on the east side (NE 9th Ave frontage), and 2,995 sf (23% of the overall roof area) of the rooftop mechanical equipment/mechanical rooms exceed the 325’ height. These rooms are 9’-6” above the limit at access rooms and mechanical rooms, and the cooling towers (394 sf of the 2,995 sf) are 14’ above the height limit. The percentage of equipment in excess of the height limit compared to the overall roof area is higher than the required 10% because the tower narrows and terraces back as it approaches the roof, leaving a smaller roof footprint, and thus denser mechanical equipment set closer to the roof edge. Instead of enlarging the overall roof plate to increase the distance from the roof edge to the equipment and to decrease the percentage of the roof equipment relative to the overall roof area, we propose adding a screen around the roof, set back as close as 4’-0” from the roof edge at the south elevation, and 6’-0” at the east elevation, to screen the equipment. The screen will meet the 325’ height at its low side, and will extend up to 14’ above the height limit at its high side (the south side, NE Oregon Street frontage). While the screen exceeds the height limitations, it enhances the character and architecture of the building, capping the tower with an integrated architectural element that screens both the elevator and mechanical appurtenances that comply with the height restrictions and those that do not comply, mitigating the visual impact of all roof equipment.



EAST ELEVATION



WEST ELEVATION

MODIFICATION #3



MODIFICATION #4

PORTLAND OFFICE OF TRANSPORTATION  
ENCROACHMENT REVIEW

(Code Guide ENB - 15.51)

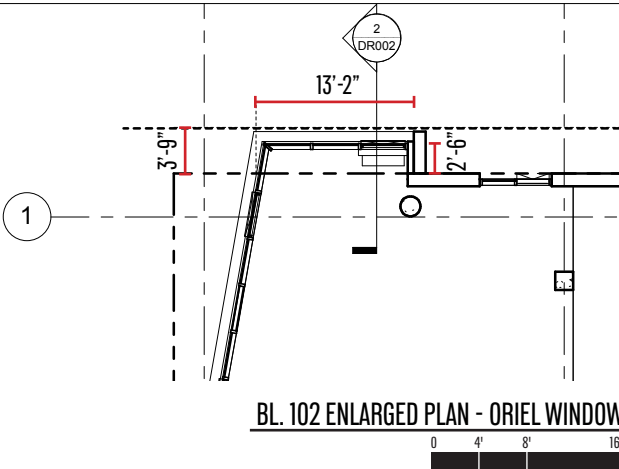
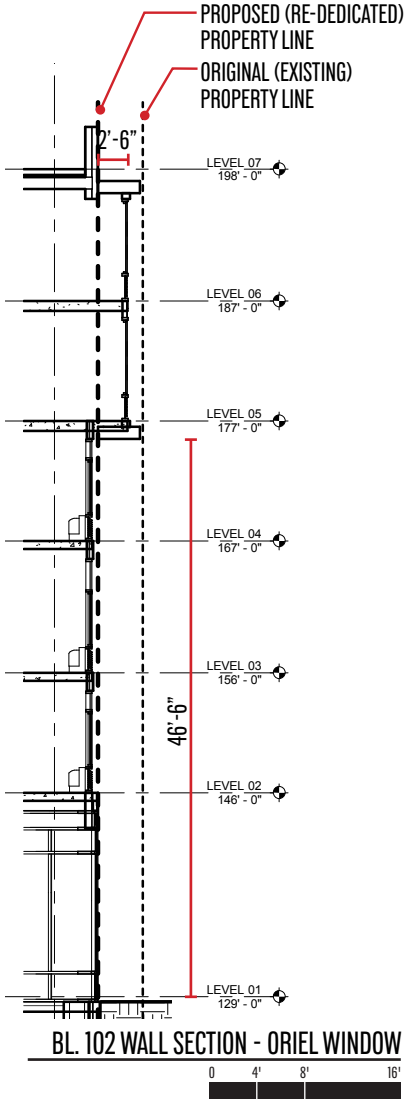
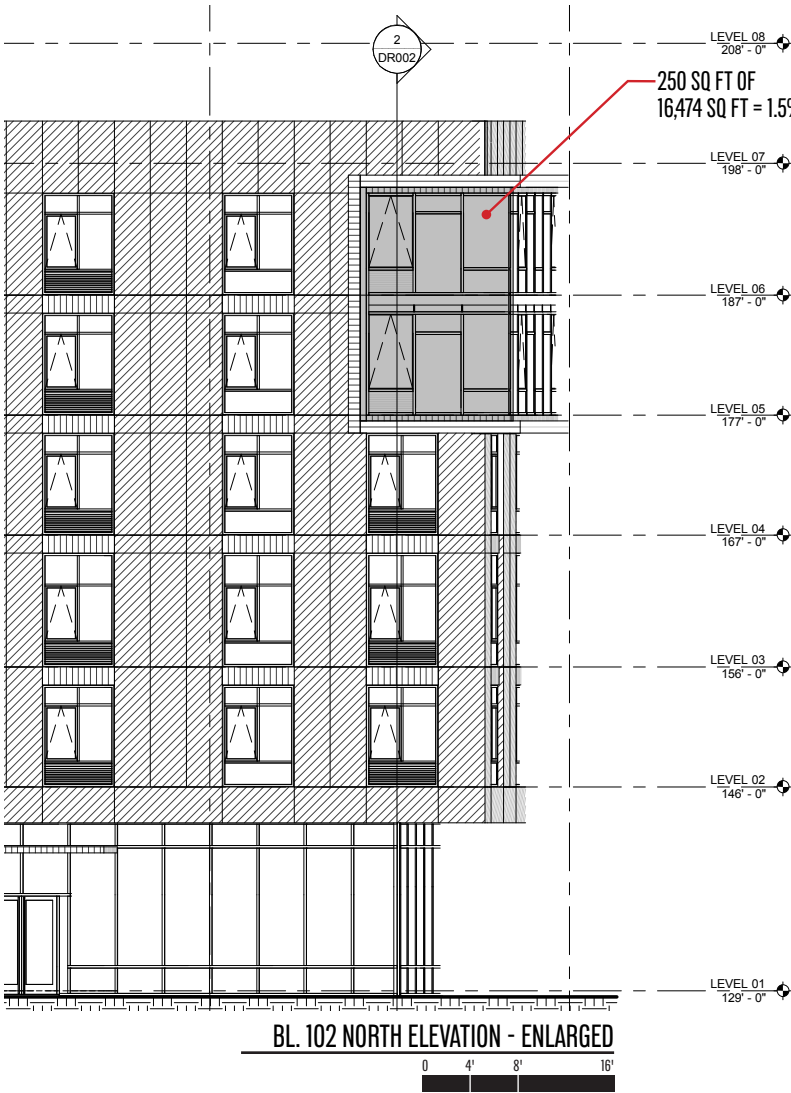
Building projections into the right of way must meet the standards identified in the code interpretation guide.

PROPOSAL:

Block 102 has a projecting oriel window at the northwest corner, which is the northeast corner of the intersection of NE Holladay and the vacated NE 8th ave. The window starts 46'-6" above grade and projects 2'-11" from the building line, while the cornice, sill and east surround project 3'-9" beyond the building line. The length of the projection beyond the building line is 13'-2". It should also be noted that the projection is within the existing building line, but the project is re-dedicating a 3'-9" zone back to the City at NE Holladay, making this window a projection into the right-of-way once the re-dedication is complete.

City of Portland Bureau of Transportation has issued a code guide governing encroachments in the Public Right of Way (ENB-15.51) which allows these projections provided they comply with OSSC/IBC Section 3202.3, Encroachments 8' of more above grade. Per this guide, and the cited OSSC chapter, "Over 8' above grade, one inch of encroachment is allowed for each additional inch of clearance above 8', with a maximum allowable encroachment of 4'." Additionally, there is Code Guide issued June 1, 2005 regarding topic "Window Projections Into Public Right-of-Way - IBC/32/#1". This guide was issued by BDS in cooperation with PBOT and Planning and Zoning, and requires the following:

- a. **Projection.** Maximum projection of 4 feet into right-of-way, including trim, eaves, and ornament: *Complies*
- b. **Clearance.** Clearance greater than 8' are allowed to have 1" of projection for each 1" of clearance above 8': *Complies*
- c. **Area.** Maximum width of any single window which projects into public right-of-way is 50% of its building wall length: *Complies*
- d. **Wall Length.** Maximum width of any single window which projects into public right-of-way is 50% of its building wall length: *Complies*
- e. **Window Area.** Minimum of 30% window area at the face of the projecting window element. Projections greater than 2 feet 6 inches must have windows at all sides. Required side windows must be a minimum of 10% of side walls: *Complies. The projecting oriel window element projects 2'-6" into right-of-way and exceeds 30% glazed.*
- f. **Width.** Maximum width of 12 feet for each projecting window element. **When approved through design review,** the width may vary provided the area of all windows on a wall which project into public right of way does not exceed 40% of the wall's area and the width of any single projecting window element does not exceed 50% of its building wall's length: **Modification Requested for length.** *Length of projecting window is 13'-2", and is the only projecting window on the north building wall. The length is set by the location of the building corner (the projecting window wraps the corner) and the exterior brick module and window patterns. If modification is approved, the projecting window will not exceed 40% of the wall area and the width of the projecting window element will not exceed 50% of the building wall's length.*
- g. **Separation.** Minimum separation of 12 feet measured from other projecting window elements on the same elevation or plane of wall: *Complies*



MODIFICATION #4