



HOYT STREET PROPERTIES MASTER PLAN

Spencer & Kupper / **boora**

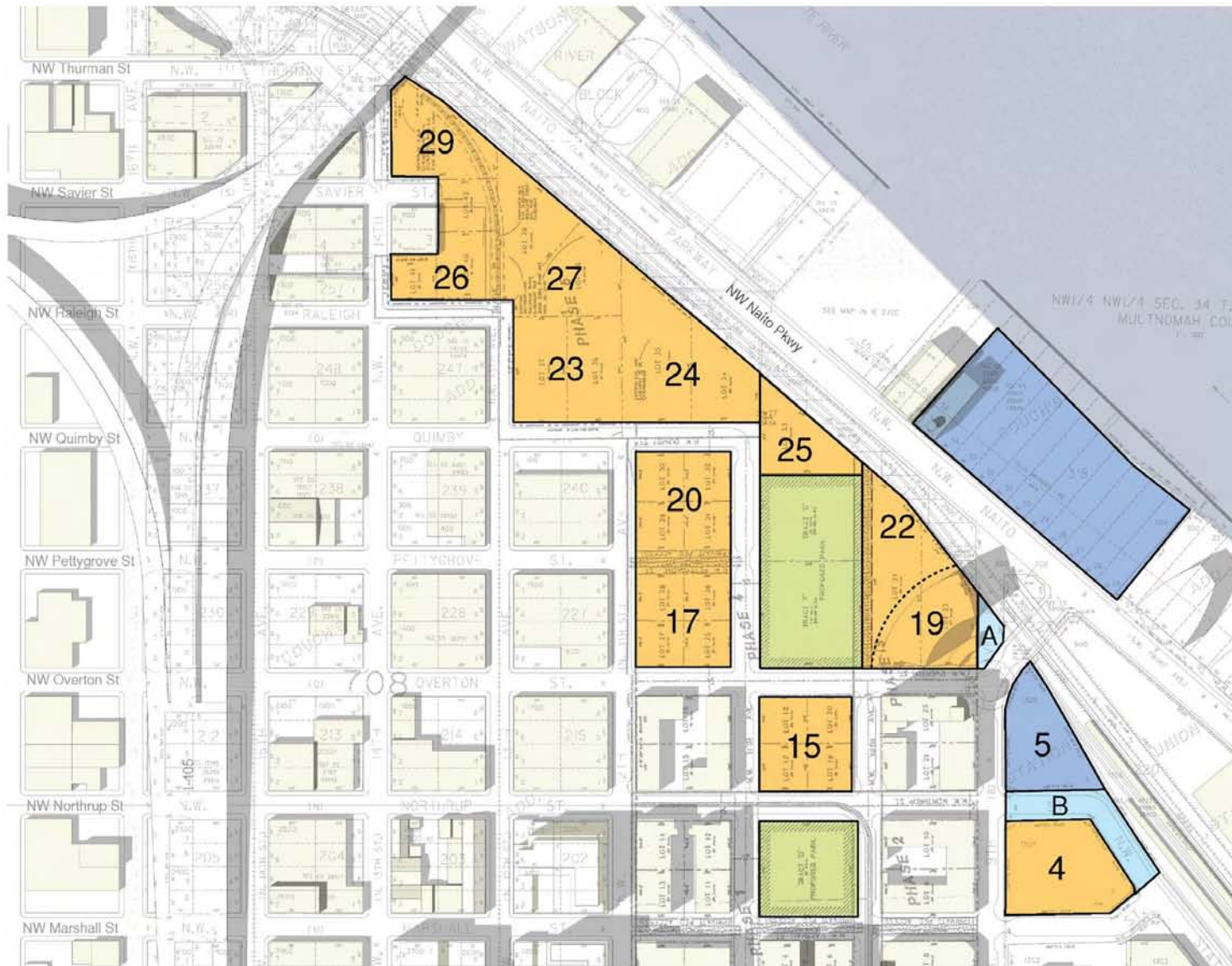
March 3, 2006

HOYT STREET PROPERTIES MASTER PLAN

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Undeveloped parcels currently owned by Hoyt Street Properties are shown in yellow.

Also shown are several other parcels of interest to HSP: Parcel 5 owned by the Portland Development Commission, and several street rights-of-way.



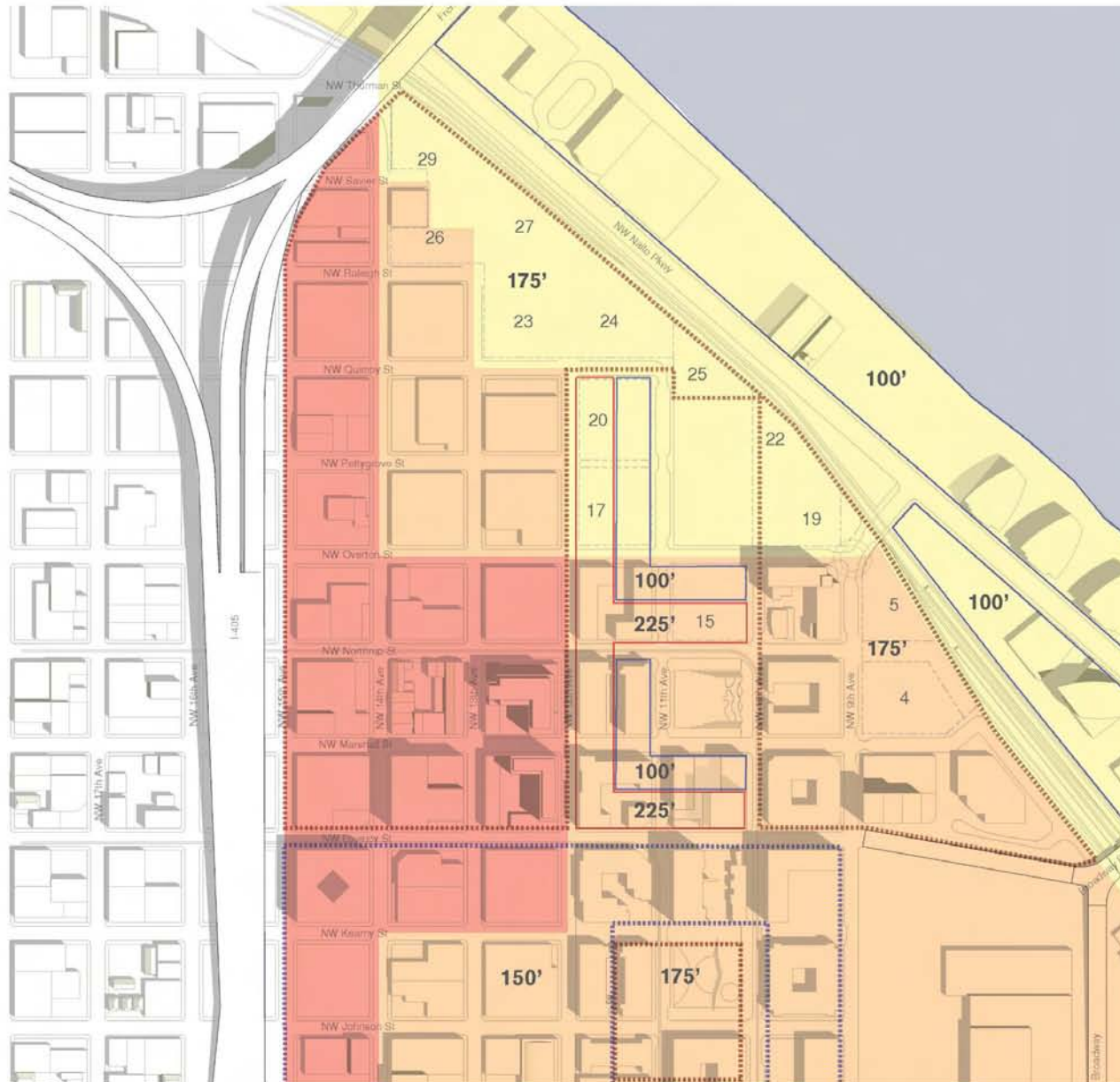
LEGEND

- HOYT STREET
- PDOT
- PDC
- PARKS

Land Holdings

HOYT STREET PROPERTIES MASTER PLAN

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The base zone for the northern portion of the Pearl District is EX(d), which allows a wide variety of residential, employment and commercial uses, subject to design review. This area lies within the Central City Plan District.

The base floor area ratio (FAR) for HSP blocks north of NW Overton is 2:1 - lower than most sites in the central city.

Areas to the south and west have a base FAR of 4:1.

West of NW 12th south of NW Overton and along I-405 the base FAR is 5:1.

An additional 3:1 FAR is available if FAR bonus standards are met.

The maximum base building heights north of NW Lovejoy are 100 feet, with an additional 75 feet available if bonus standards are met.

Special maximum buildings heights apply to blocks to the west and south of Tanner Springs and the community park. A maximum height of 225 feet is permitted on the western portions of blocks to the west of the parks, and on the southern portions of blocks to the south. On portions of these blocks fronting the parks, a maximum height of 100 feet applies. These heights are not subject to bonus allowances.

LEGEND

 FAR 5:1 (8:1 w/ bonus)	 225' MAX HEIGHT
 FAR 4:1 (7:1 w/ bonus)	 100' MAX HEIGHT
 FAR 2:1 (5:1 w/ bonus)	 100' (175' w/ bonus)
	 75' (150' w/ bonus)

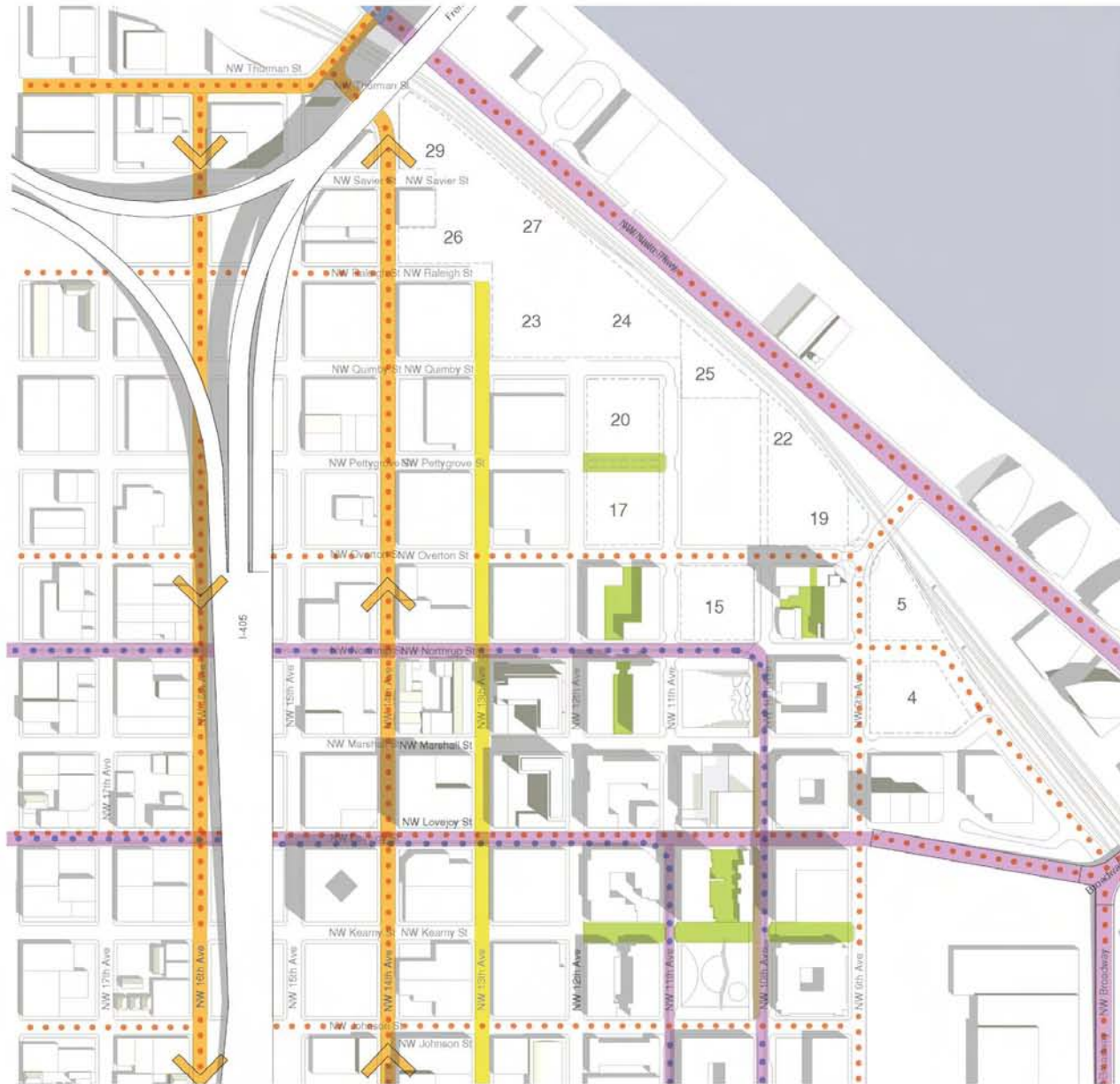
Planning and Zoning Requirements

HOYT STREET PROPERTIES MASTER PLAN

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Street classifications and functions are shown per the River District Right-of-Way Standards adopted in 2004.

Hoyt Street Properties has constructed or is in the process of constructing all required streets identified in the Street Network Plan.



LEGEND

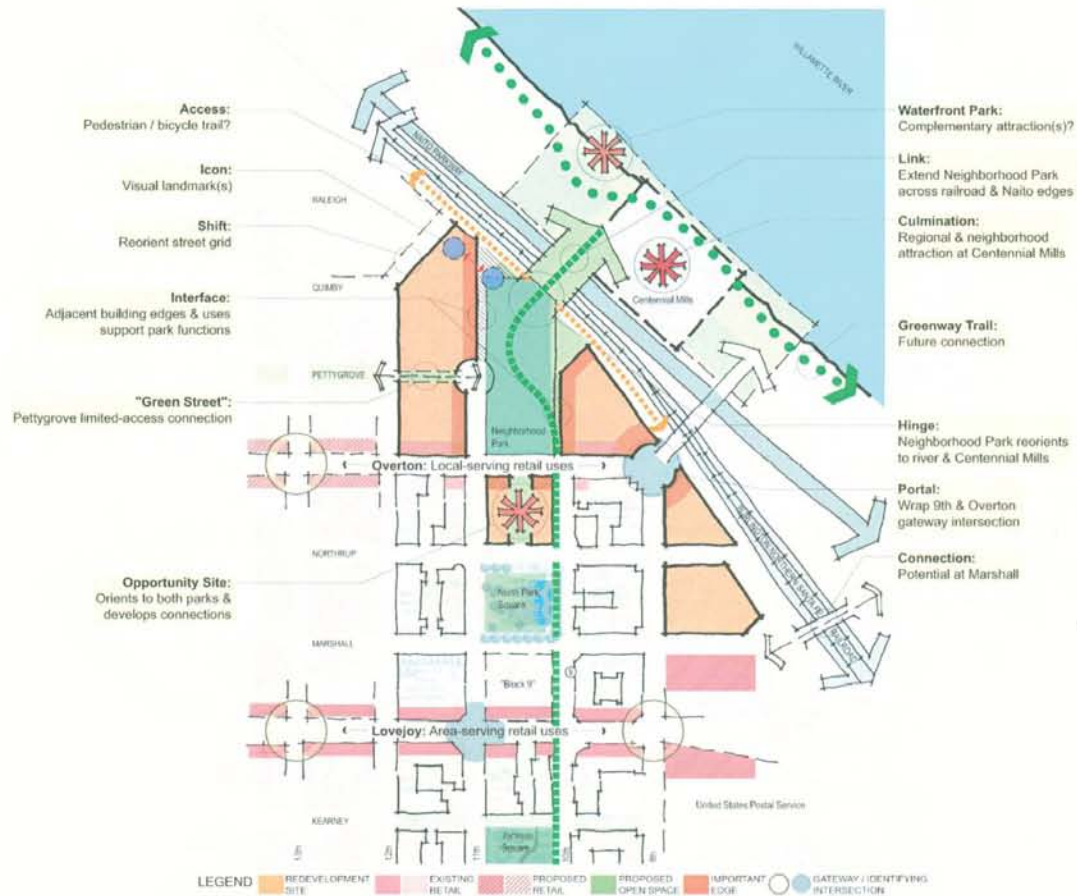
- COMMUNITY MAIN STREET
- URBAN THROUGHWAY
- PEDESTRIAN CONNECTIONS
- BOARDWALK
- COMMUNITY CORRIDOR
- 13TH AVE LOADING DOCKS
- STREETCAR
- CITY BIKEWAY

Transportation Designations

In late 2004, the Bureau of Planning Urban Design Group coordinated a multi-day charette to evaluate opportunities in the Pearl District east of NW 12th Avenue. Participants included city staff, HSP, neighborhood representatives and others.

The draft urban design framework is a result of that work effort.

This master plan was prepared by embracing many of the concepts contained in this draft urban design diagram, and applying more specific knowledge of development program, architectural feasibility, phasing requirements, and construction practice to a broader area.



**NORTH OF LOVEJOY:
CONCEPTUAL URBAN DESIGN FRAMEWORK**

Bureau of Planning
Urban Design Group
March 2005 DRAFT

General Development Program Summary

Approximate Program Elements

Residential Units	1,675 units
Units Meeting Affordability Criteria (minimum)	280 units
Retail/Service Uses	62,000 sf
Employment Uses	359,000 sf
Hospitality/Recreation Uses	295,000 sf
Flex Space Uses	40,000 sf
Parking Spaces	3,000 spaces
Total Program Area	3,608,000 sf
Average Residential Density	165 units/acre
Average Gross FAR Required	7.5:1



LEGEND

-  PUBLIC PARK
-  PUBLIC PLAZA
-  DISTRICT GATEWAY
-  NEIGHBORHOOD GREENWAY
-  CONNECTION THROUGH NORTH END OF DISTRICT
-  BOARDWALK
-  STREET CONNECTIONS

Public Spaces and Connections

HOYT STREET PROPERTIES MASTER PLAN

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This diagram evolved out of HSP's planning process and incorporates many of the features found in the previous urban design framework prepared by the City. This diagram shows one option for the properties north of NW Quimby. Other options will be developed and evaluated.

The urban design and architectural principles are:

- The Neighborhood Park should be expanded, and open to Fremont Bridge, Centennial Mills and future Riverfront Park.
- Views to park and river are highest priority.
- Towers south and west of the Neighborhood Park should be slender and spaced to create view corridors and allow solar exposure.
- The ensemble of elevations fronting the RR/Naito Parkway and Park should have common architectural elements emphasizing transparency.
- Elevations fronting existing streets and adjacent neighborhoods should be contemporary, but be more gritty and contextual.
- A small unifying plaza space north of Raleigh St. provides a development focus and destination.
- Public access with a pedestrian emphasis should extend from the park to the NW Thurman intersection with Naito Parkway.
- Landmark buildings (height and elevation design) should occur on Blocks 15, 17, 20 and 24.
- Structures should have shorter elevations facing the Fremont Bridge to reduce noise impacts.
- Private streets north of NW Quimby and on NW Pettygrove should be visually and functionally different than neighborhood streets.
- Retail/active use emphasis should occur on NW 11th and 13th, NW Overton should be a community retail street.
- Corners should be activated at the ground floor, and flexibility provided for a wide range of possible uses.
- Building massing should step down along NW 13th, and maintain a loading dock character.
- Sustainable development practices should apply to all developments.



Hoyt Street Properties: Conceptual Urban Design Framework

HOYT STREET PROPERTIES MASTER PLAN

Spencer & Kupper / boora

This plan shows anticipated ground floor uses along with existing ground floor uses in surrounding areas.

The plan also indicates overall circulation and the qualities of the pedestrian experiences on streets, nodes and accessways.



LEGEND

- | | | |
|---|---------------------|---------------------------|
| PEDESTRIAN PATHWAY | URBAN STREET NODE | HOTEL / RESIDENTIAL |
| UNIVERSAL STREET | HYBRID STREET NODE | RESIDENTIAL |
| PEDESTRIAN STREET | PARKING / SERVICE | INSTITUTIONAL |
| PEDESTRIAN CORRIDOR | RETAIL / COMMERCIAL | OFFICE / GOV / EDUC / MED |
| CHARACTER STREET | LIVE-WORK | OPEN SPACE |
| BOARDWALK | MIXED USE | CENTENNIAL MILLS |
| LIVE / WORK / COMMERCIAL / RETAIL FOCUS | | HORSE BARN |

Base Case Plan:
Ground Floor Uses

HOYT STREET PROPERTIES MASTER PLAN

Spencer & Kupper / boora

This plan shows an expanded Neighborhood Park opening up to Centennial Mill and a future Riverfront Park.

Continuous pedestrian/bike/service access is provided along all sides of the park, and along the railroad to NW Thurman, ensuring not only accessibility but visibility and "eyes on the park."





The park is lined with active ground floor residential uses with entrances, porches and terraces fronting the park, and flexibly-designed live-work spaces at key corners that can accommodate a wide variety of uses.

A landmark hotel tower with ground floor retail and restaurant spaces occurs on Block 15 at the south end of the park. Pedestrian access is provided mid-block to link the Neighborhood Park to Tanner Springs Park. The boardwalk is continued along NW 10th to a plaza node at the edge of the park.

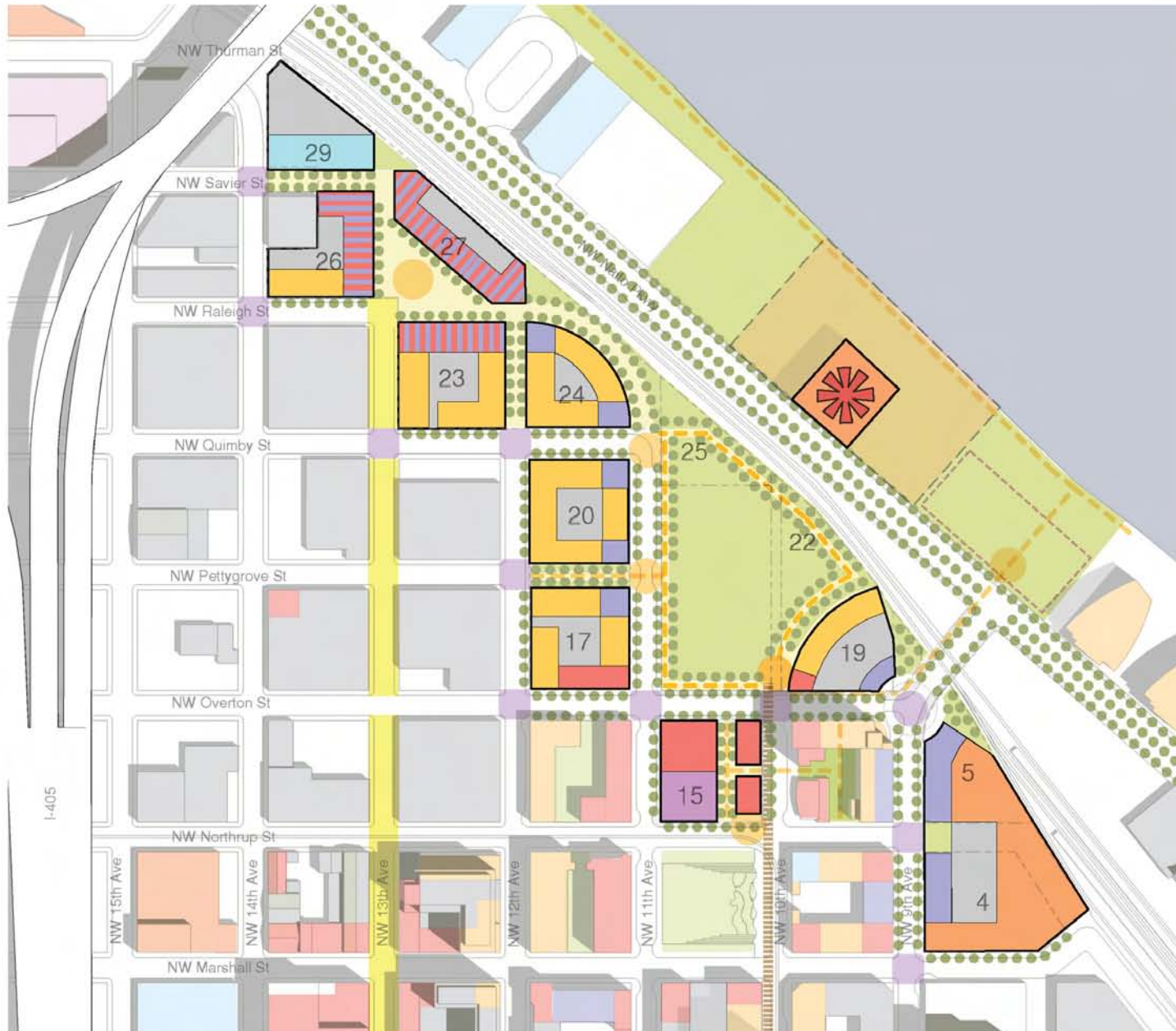
Development of ground floor live/work spaces in Block 5 can complement similar uses in Block 19, The Pinnacle and the Lexis. This intersection becomes a major entry portal for the Pearl District.

A precinct north of NW Quimby is defined by narrow "universal" streets that accommodate autos, pedestrians and all users on distinctly paved streets. NW 13th Avenue is terminated here with a distinctive intersection. Mixed-use spaces define the streets close to the Fremont Bridge.

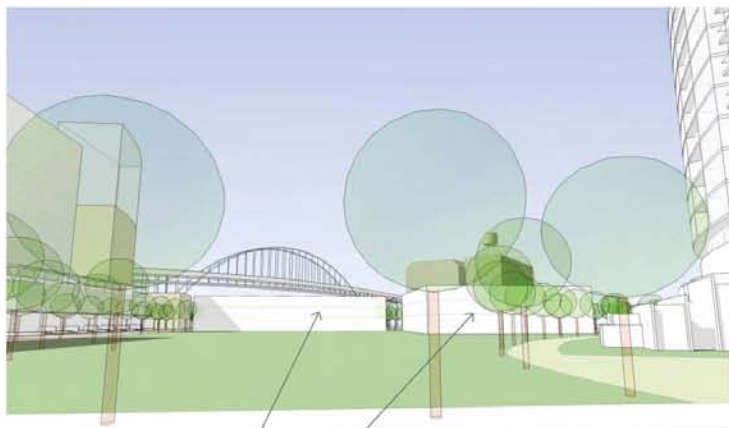
LEGEND

 PEDESTRIAN PATHWAY	 URBAN STREET NODE	 HOTEL / RESIDENTIAL
 UNIVERSAL STREET	 HYBRID STREET NODE	 RESIDENTIAL
 PEDESTRIAN STREET	 PARKING / SERVICE	 INSTITUTIONAL
 PEDESTRIAN CORRIDOR	 RETAIL / COMMERCIAL	 OFFICE / GOV / EDUC / MED
 CHARACTER STREET	 LIVE-WORK	 OPEN SPACE
 BOARDWALK	 MIXED USE	 CENTENNIAL MILLS
 LIVE-WORK / COMMERCIAL / RETAIL FOCUS	 CENTENNIAL MILLS	 HORSE BARN

Enhanced Neighborhood Plan: Ground Floor Uses



I-405



Block 25
Block 22

Massing from Park



Block 25
Block 22

Massing from River

These diagrams compare the Base Case and Enhanced Neighborhood Options, with the primary difference being the future of Blocks 22 and 25.

The upper diagrams show the Base Case viewed from the Park and river with Blocks 22 and 25 retained for development. Heights on these blocks are limited by a view easement to the Fremont Bridge.

Comparison of Options
Base Case Plan



Massing from Park



Massing from River

The lower diagrams show the same views for the Enhanced Neighborhood Option, where Blocks 22 and 25 are incorporated into the Neighborhood Park.

Comparison of Options
Enhanced Neighborhood Plan

HOYT STREET PROPERTIES MASTER PLAN

Spencer & Kupper / boora

Towers are slender and set back from the western and southern edges of the parks. This maximizes solar exposure and provides view corridors between towers.

An ensemble of contemporary, transparent elevations face the park and river, defining a special character for the area.

Elevations that face existing streets and neighborhoods are also contemporary, but reflect a more contextual design.

View corridors along existing streets are maintained: views of the park and views along north-south streets of the Fremont Bridge are emphasized.

Massing diagrams for the Enhanced Neighborhood Plan follow.

LEGEND

- TRANSPARENT
- CONTEXTUAL
- VIEW
- MIXED USE
- RESIDENTIAL
- INSTITUTIONAL
- OFFICE /GOV/
EDUC / MED
- OPEN SPACE
- CENTENNIAL
MILLS

Enhanced Neighborhood Plan: Tower Context and Uses



HOYT STREET PROPERTIES MASTER PLAN

Spencer & Kupper / boora

Parking for Blocks 4 and 5 can be consolidated into one below-grade parking level, and a second above-grade level on Block 4 facing the rail yards. No above-grade parking is needed on Block 5.

Parking for the remainder of the area is similar to the Base Case Plan.



**Enhanced Neighborhood Plan:
Parking Plan**

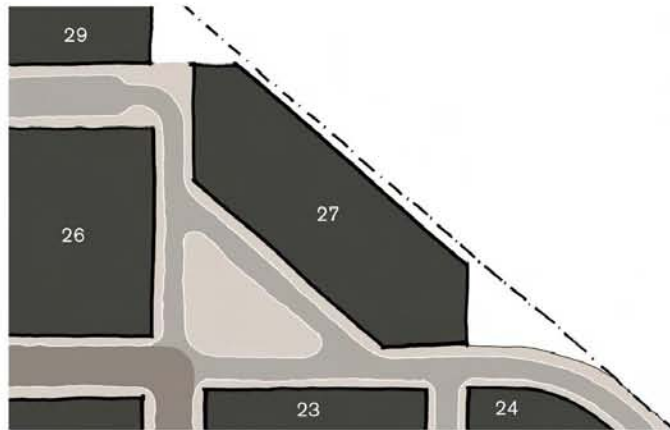


Unifying Open Space

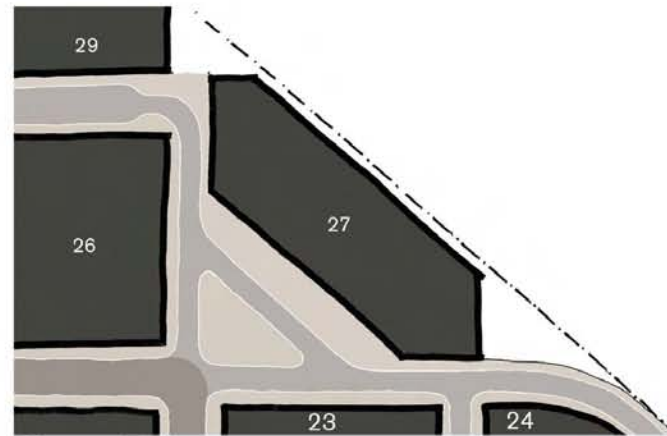
- A small unifying plaza space provides a development focus and destination for the precinct.
- Open space is shielded from railroad and Naito by Block 27. Possible water feature at the plaza would further offset freeway noise.
- The low to mid-rise height of Block 27 allows unobstructed views to the bridge and river beyond from Blocks 23 and 26.
- The plaza terminates the streets with singular unifying space.
- Plaza becomes a focus for active ground uses such as restaurants and retail creating a small retail center and a terminus for the north end of 13th avenue.
- Blocks 27 and 29 are adjacent to the railroad with the potential for above grade parking on the northern face of these blocks.
- May be a green space or hardscape with tree canopy.
- Park Lane is terminated in the open space. Pedestrian and bicycle connections to NW Thurman are made on local streets.



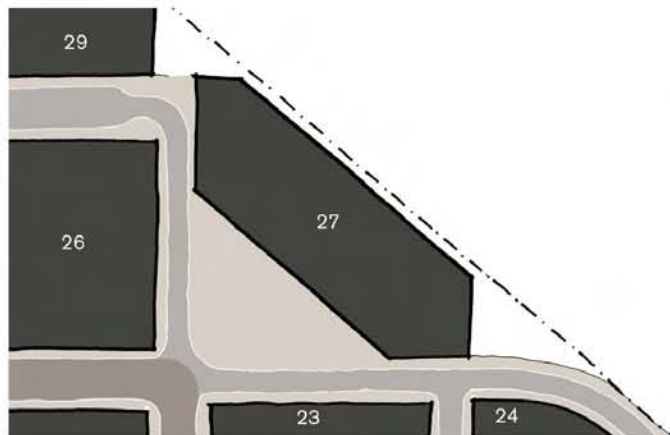
Total Development Area:	1,460,000 SF
Total Site Area:	265,654 SF
Footprint Area:	179,500 SF
Open Space Area:	87,154 SF

**Diagram A**

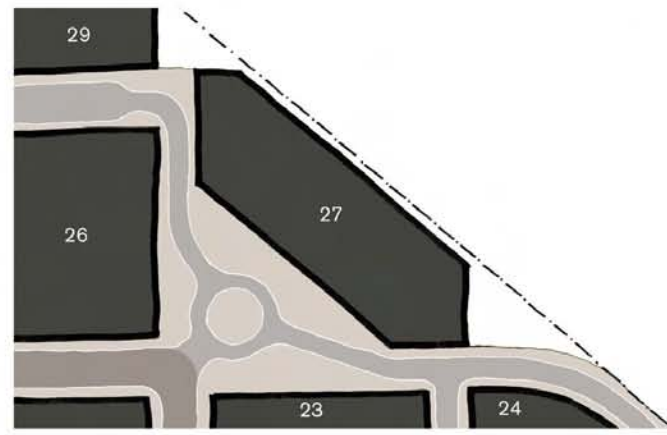
- Vehicular circulation kept close (about 12'-15') to building fronts.
- Unified central plaza space.
- Plaza access from buildings is isolated by vehicle circulation.

**Diagram B**

- Similar to Diagram A except for the presence of a larger pedestrian space in front of Block 27.
- Block 27 is the focus for ground level uses, such as retail and restaurants.

**Diagram C**

- Large pedestrian space in front of Block 27.
- Block 27 is the focus for ground level uses, such as retail and restaurants.
- Vehicle circulation is limited and follows city grid pattern.

**Diagram D**

- Pedestrian space is shared equally among each building. Every block has enlarged outdoor space for ground floor uses, such as restaurant seating.
- Creates unique focal point for plaza.
- Mixes vehicles and pedestrians in a more distributed pattern.

Plaza Circulation Options



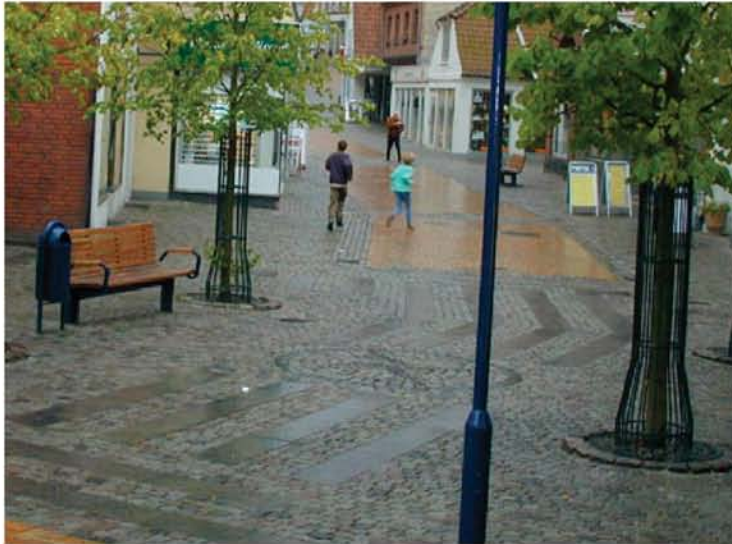
Key Principles:

- These nodes are areas where the universal street network and the boardwalk meet the neighborhood open spaces. These locations are characterized by a rich combination of building corners, multi-use streets, paths and park spaces.
- The concentration of activity that is possible at these areas should be enhanced with generous seating areas, landscaping, public art, traffic calming features and other amenities.
- Flexibly designed corner spaces should encourage small retail/commercial uses at these nodes.



KEY PLAN

Example Images:
Universal Street Nodes & Corners



Key Principles:

- Private streets can be designed to different standards than is required for public streets.
- These streets can give the area a unique aesthetic quality. They also provide a buffer between the city street network and the proposed pathway and Neighborhood Park.
- The width of these streets can be narrower (40'-50') than standard streets, giving the area an intimate spatial quality.
- In the Phase 5 area north of NW Quimby, the streets are seen as "universal streets" in that they mix pedestrian and vehicular traffic in a single zone, without separate sidewalks. Paving material, landscaping and other design elements are emphasized.
- These streets should function as "green streets," which can mitigate storm water runoff.

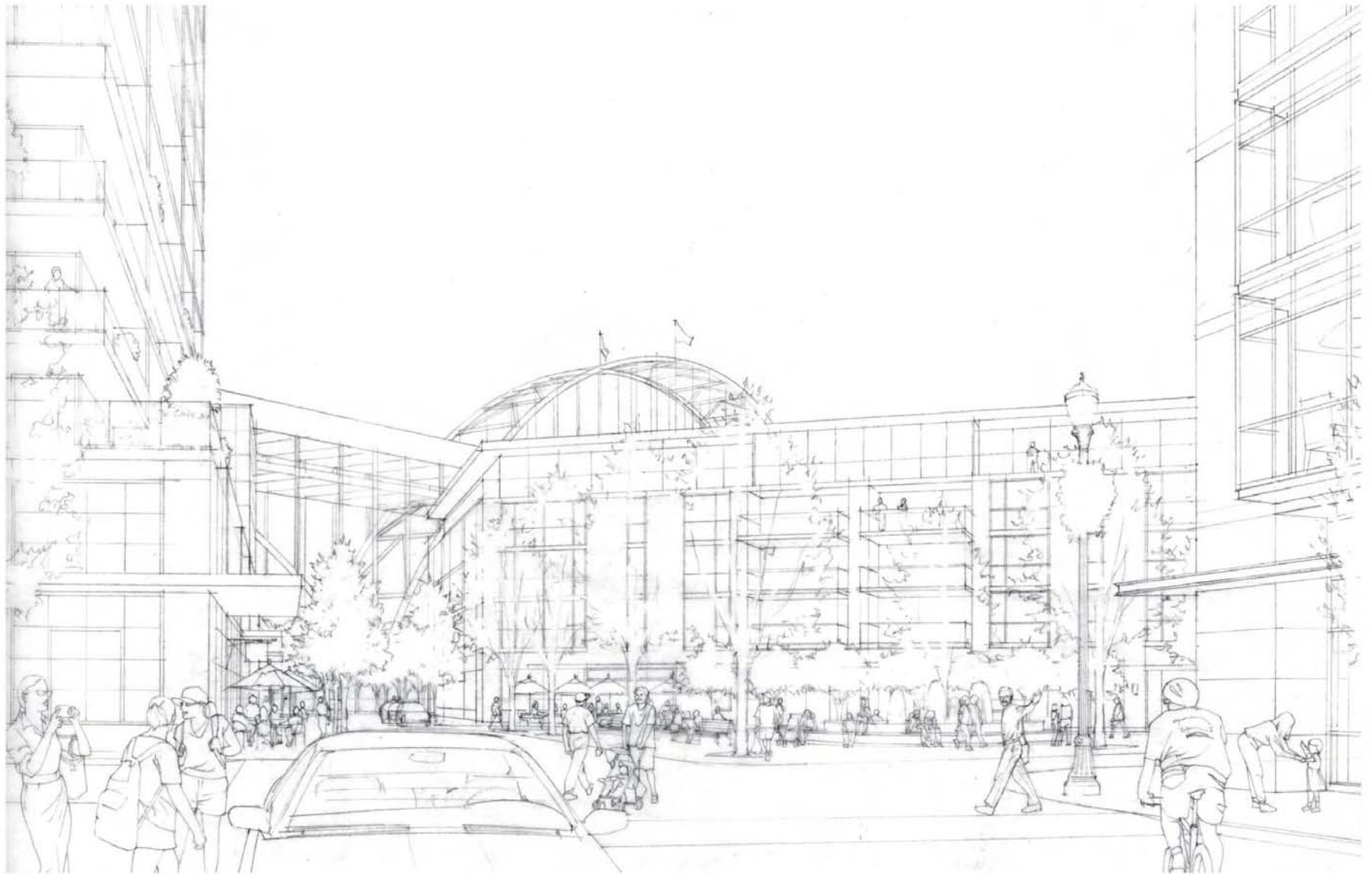


KEY PLAN

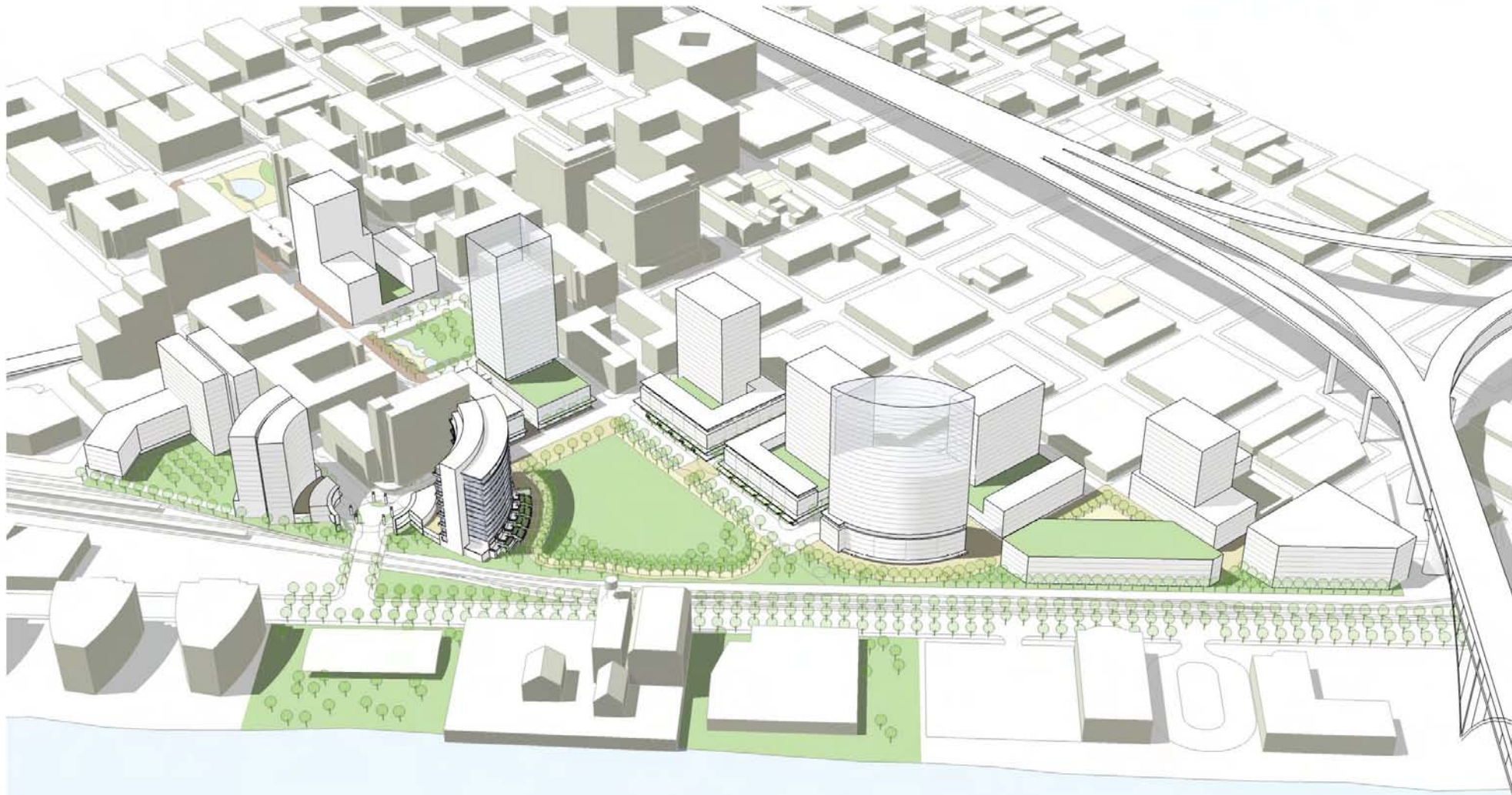
**Example Images:
Universal Streets & Accessways**



View west at NW 11th & NW Raleigh



View north at NW 13th & NW Raleigh



Enhanced Neighborhood Plan:
Massing from Willamette River



Enhanced Neighborhood Plan:
Massing from Pearl District

Actions Items Necessary to Move Forward

Timely approval of Central City Plan District change to FAR and height.

- HSP requires MOU defining schedule and staff commitments
- Resolution of Blocks 22 and 25 dedication for Neighborhood Park.
- Park lane construction with Neighborhood Park
- Contribution to NW 9th Roundabout and quiet zone

Timely support and decision-making on:

- Non-standard street design and approvals
- Approval of Parcel A (9th Ave.) street vacation for Block 19.
- Agreement on NW 9th roundabout design and cost sharing.
- Agreement on NW 9th/Railroad Crossing quiet zone improvements and cost sharing.
- Resolution of acquisition of Block 5 and Parcel B (NW Northrup) street vacation



Phase 1



Phase 2



Phase 3



Phase 4



Phase 5



Phase 6

The following development phasing recommendations refer to HSP blocks and other activities necessary to move construction forward.

Phase 1:

Block 19. Design approvals early 2006. Resolution of right-of-way vacation related to Parcel A. Land partition creating Blocks 19 and 22 completed. Resolution of 9th Street roundabout and quiet zone design and cost sharing. Construction 2007-08.

Phase 2:

Blocks 17 and 20. Possible dedication of Blocks 22/25. Design and design approvals early 2007 based on existing plan district requirements. Resolution of non-standard street design for NW 11 Avenue adjacent to neighborhood park, and park lane improvements. Construction late 2008 in coordination with neighborhood park improvements.

Phase 3:

Blocks 4 and 5. Design and design approvals late 2007 based on existing plan district requirements. Resolve acquisition of Block 5 and complete negotiations on street vacation prior to design. Construction 2008-09.

Phase 4:

Block 15. Design and design approvals mid 2008. Approval of plan district amendments for increased maximum height needed by start of design, mid 2007. Construction 2008-10.

Phase 5:

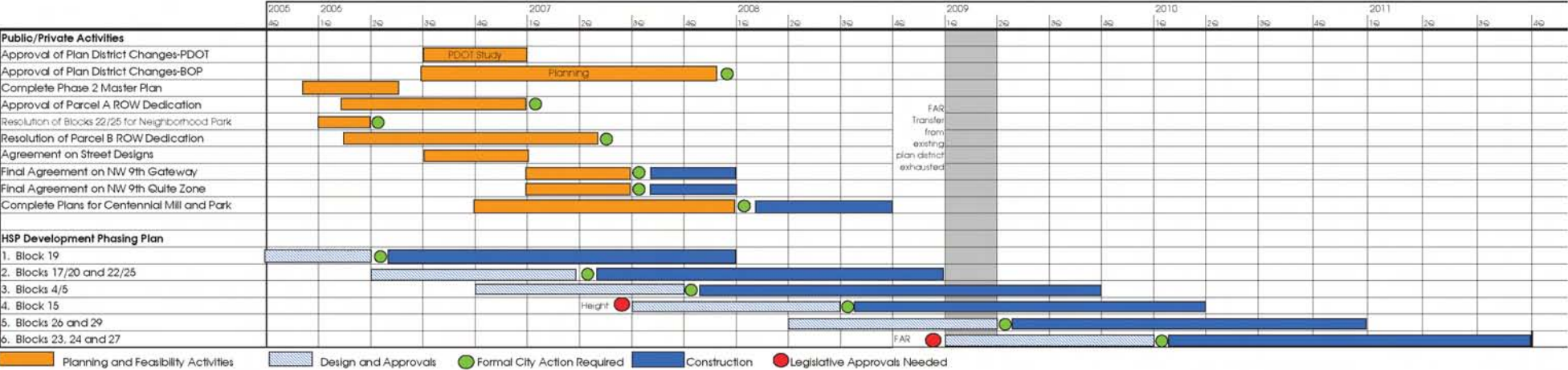
Blocks 26 and 29. Design and design approvals early 2009. Remaining affordable housing obligations addressed in this phase. With this phase, FAR transfers based on existing plan district are exhausted. Construction 2009-10.

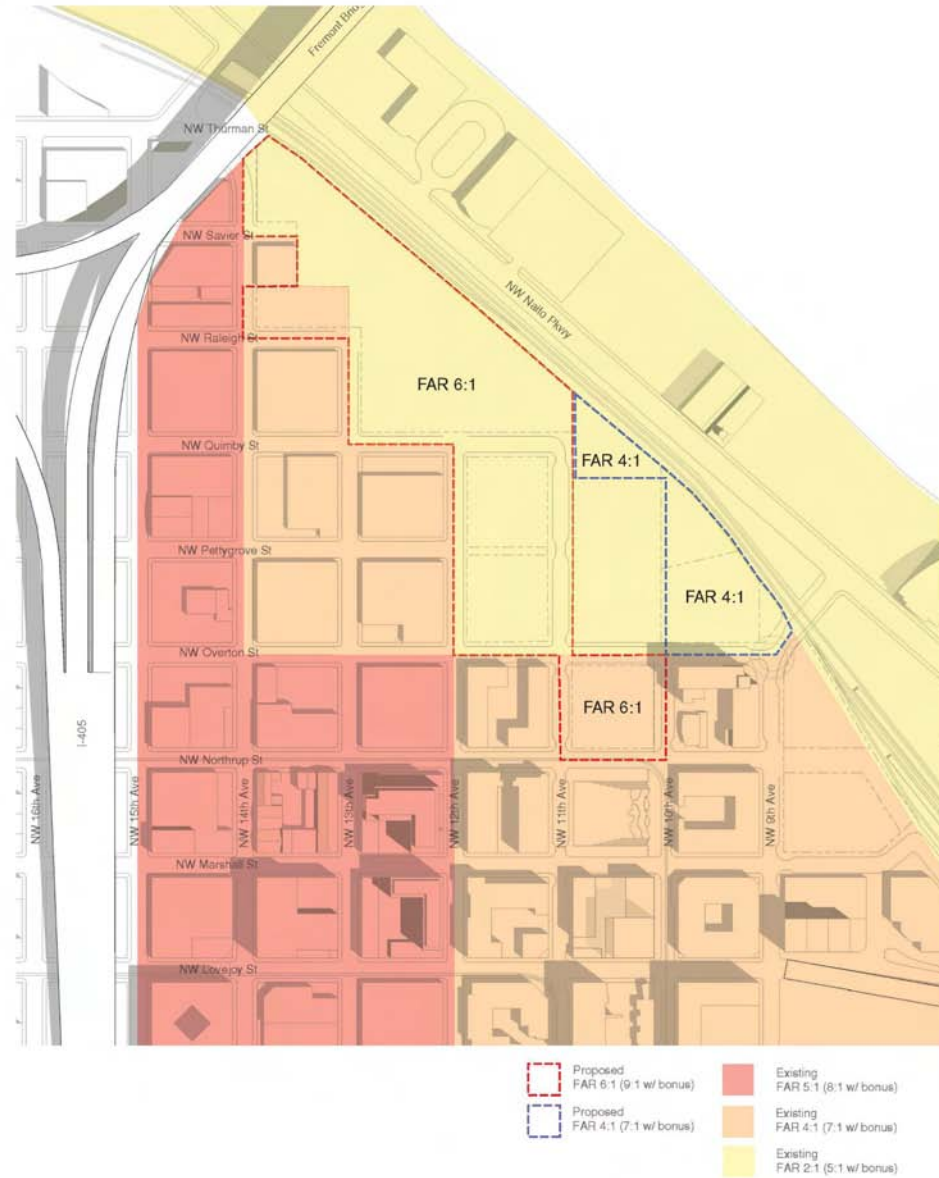
Phase 6:

Blocks 23, 24 and 27. Design and design approvals end 2009. Approval of plan district amendments for increased maximum FAR needed by start of design, end 2008. Construction 2010-11.

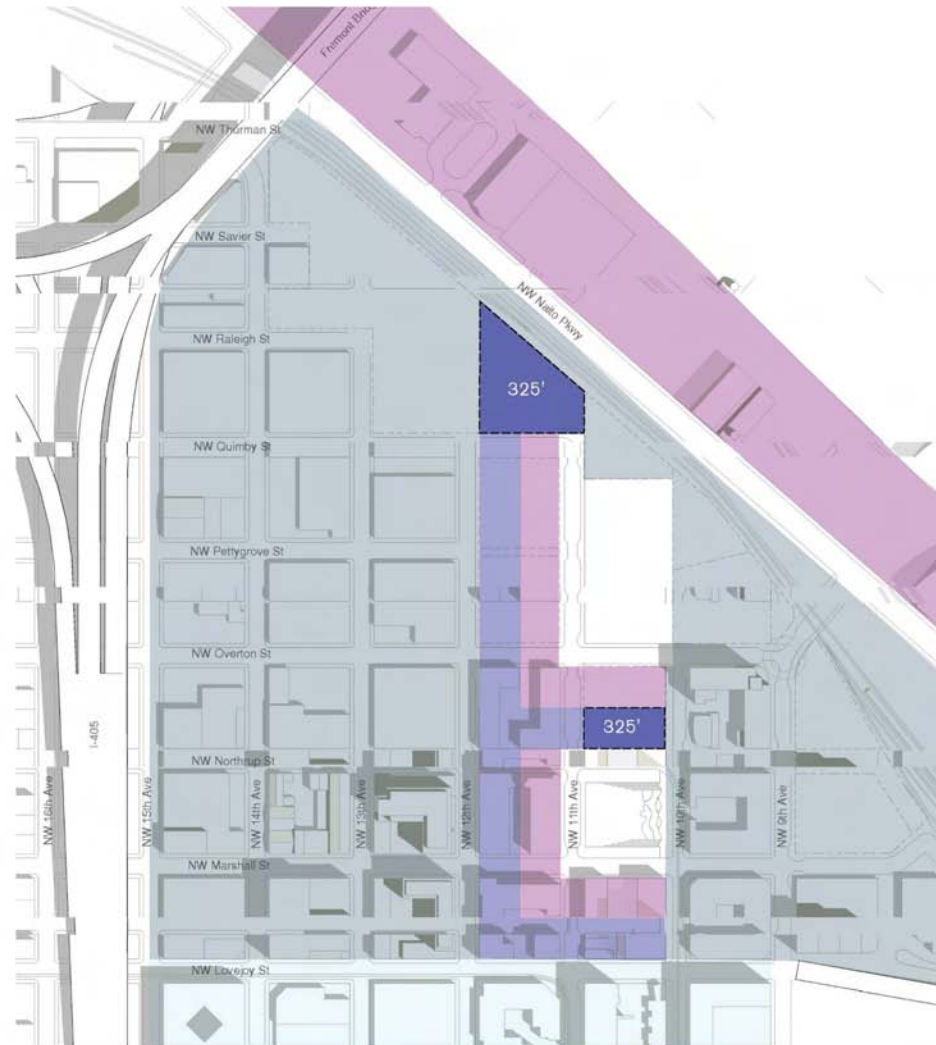
Phasing Diagrams





TIME FRAME FOR HOYT STREET PROPERTIES ACTIVITIES





Proposed FAR Amendments to Map 510-2



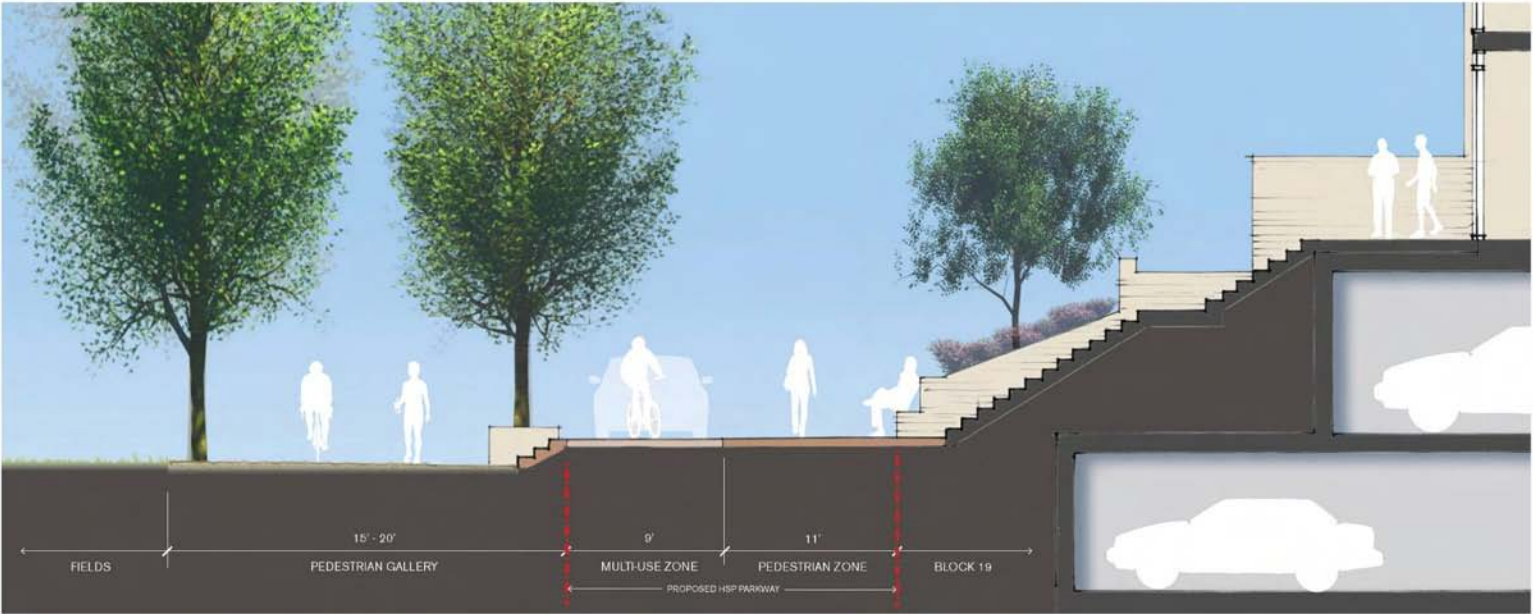
- | | |
|---|---|
|  PROPOSED 325' HEIGHT |  100' HEIGHT (175' w/ bonus) |
|  225' HEIGHT |  75' HEIGHT (150' w/ bonus) |
|  100' HEIGHT | |

Proposed Maximum Height Amendment to Map 510-3

DAR:
Park Lane & Extension
Donations of Blocks 22 & 25 for Community Park



PARK CIRCULATION CONCEPT



Section at Block 19



Section at Block 24



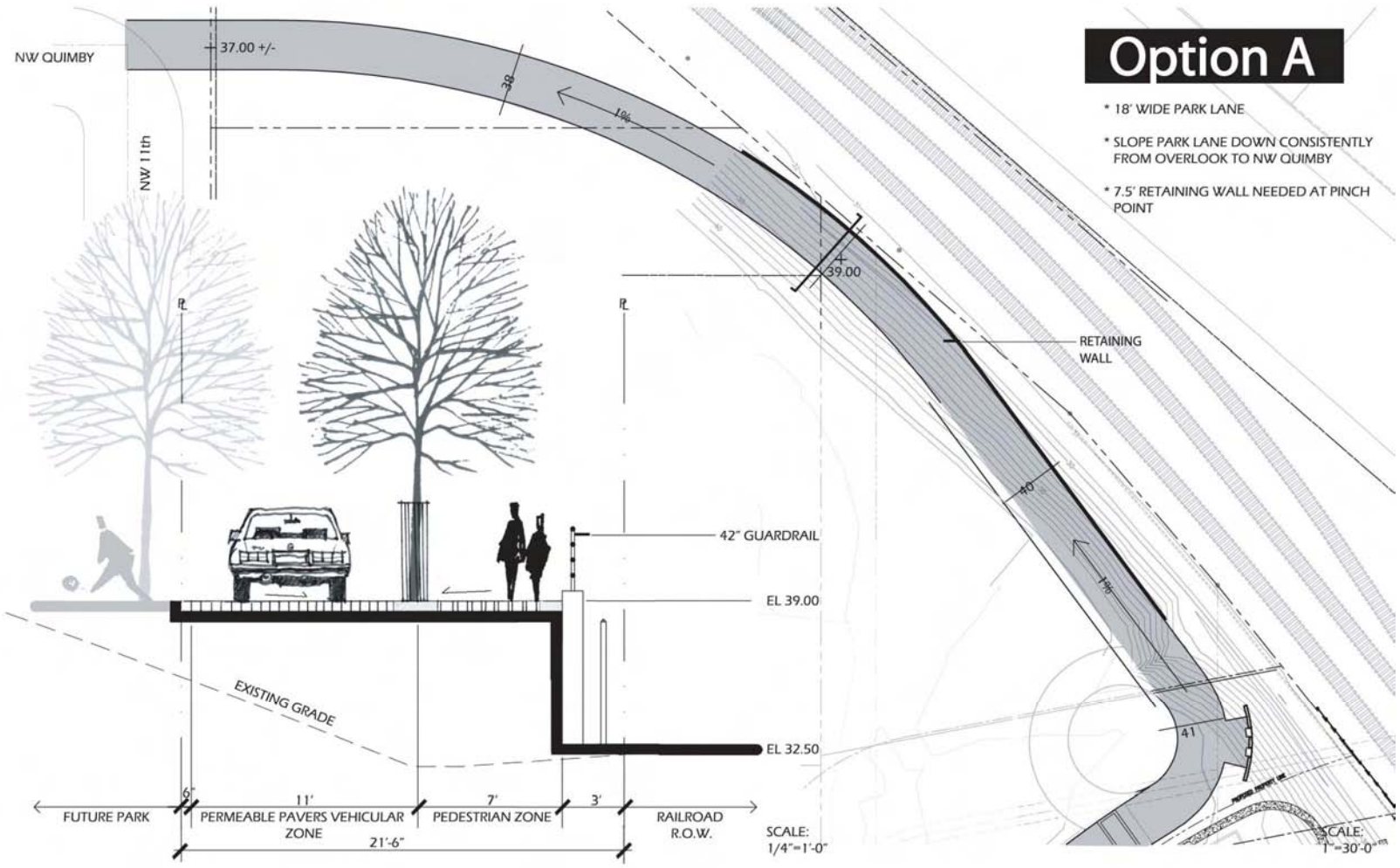
BLOCK 19



PROPOSED HSP PARKWAY (PRIVATE)



PROPOSED NEIGHBORHOOD PARK

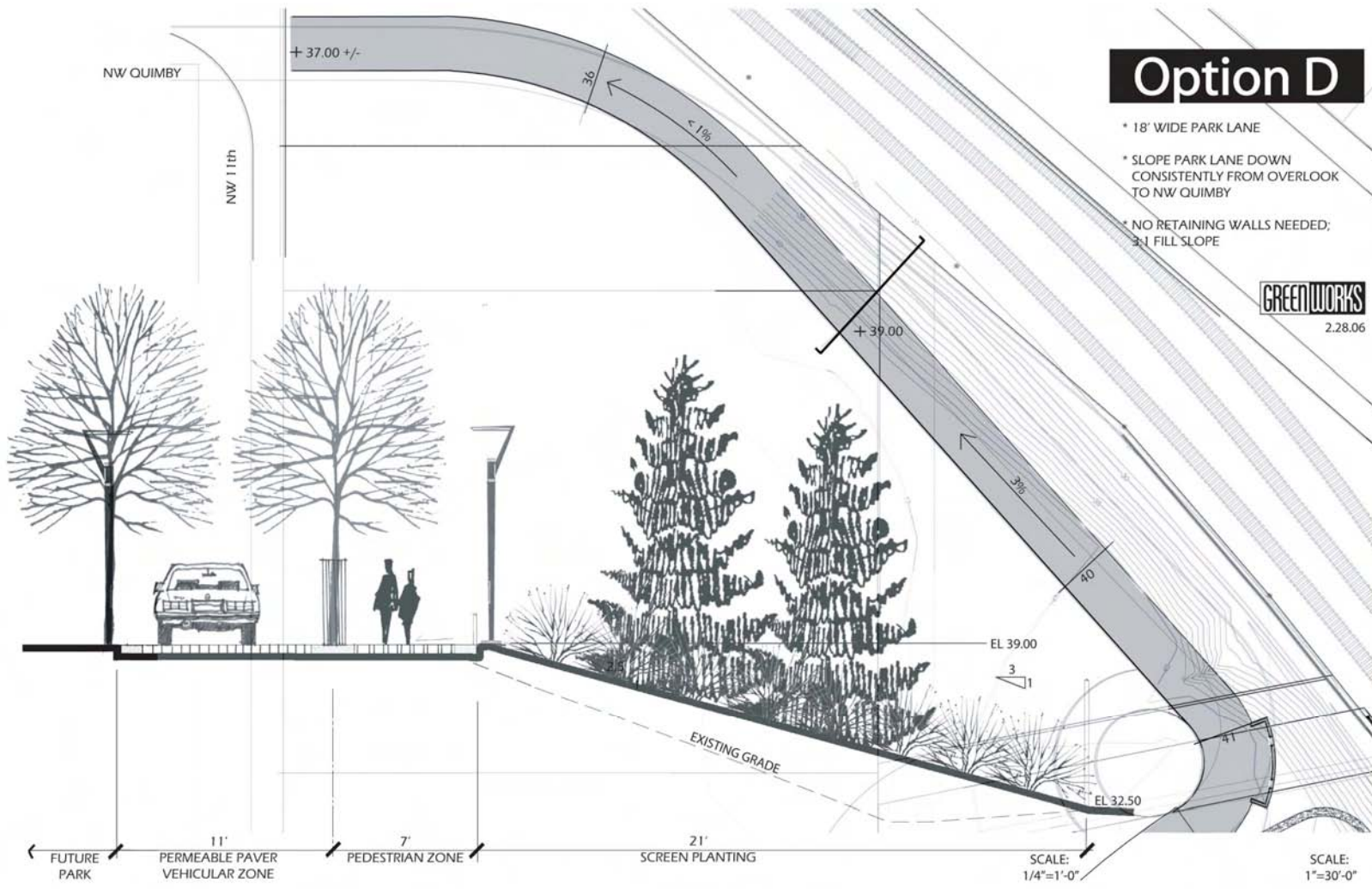


Option A

- * 18' WIDE PARK LANE
- * SLOPE PARK LANE DOWN CONSISTENTLY FROM OVERLOOK TO NW QUIMBY
- * 7.5' RETAINING WALL NEEDED AT PINCH POINT

SCALE:
1/4"=1'-0"

SCALE:
1"=30'-0"



Option D

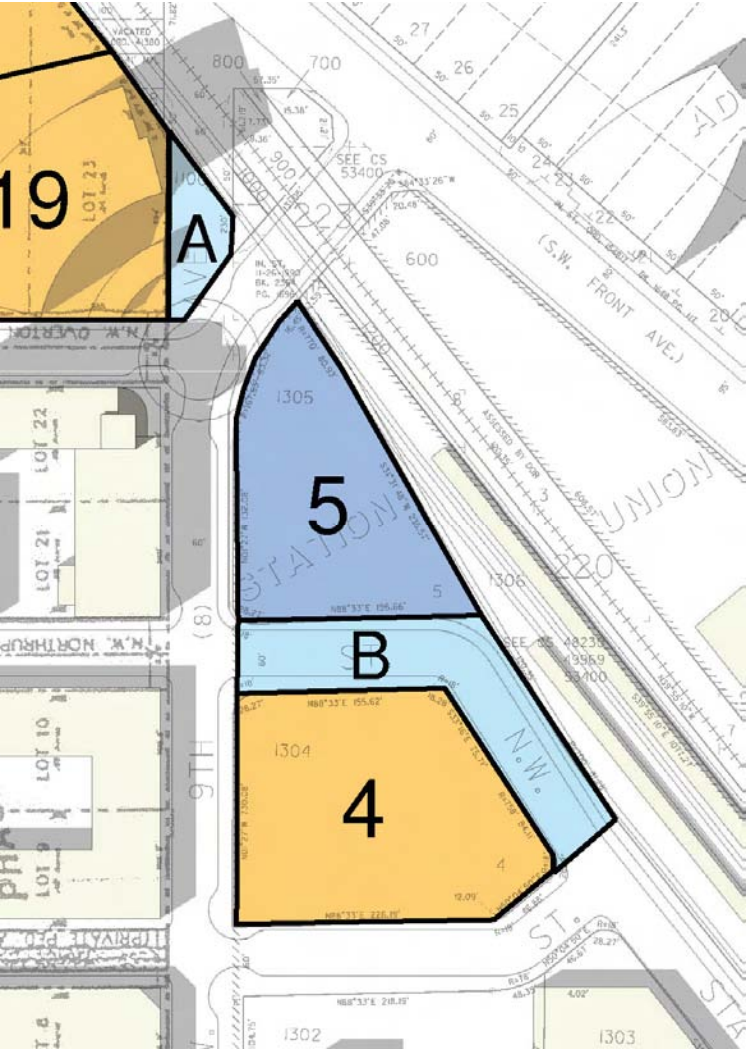
- * 18' WIDE PARK LANE
- * SLOPE PARK LANE DOWN CONSISTENTLY FROM OVERLOOK TO NW QUIMBY
- * NO RETAINING WALLS NEEDED; 3:1 FILL SLOPE

GREENWORKS
2.28.06

← FUTURE PARK 11' PERMEABLE PAVER VEHICULAR ZONE 7' PEDESTRIAN ZONE 21' SCREEN PLANTING

SCALE: 1/4"=1'-0" SCALE: 1"=30'-0"

DAR:
Block 4 and 5 Superblock
NW Northrup Street Vacation



LEGEND

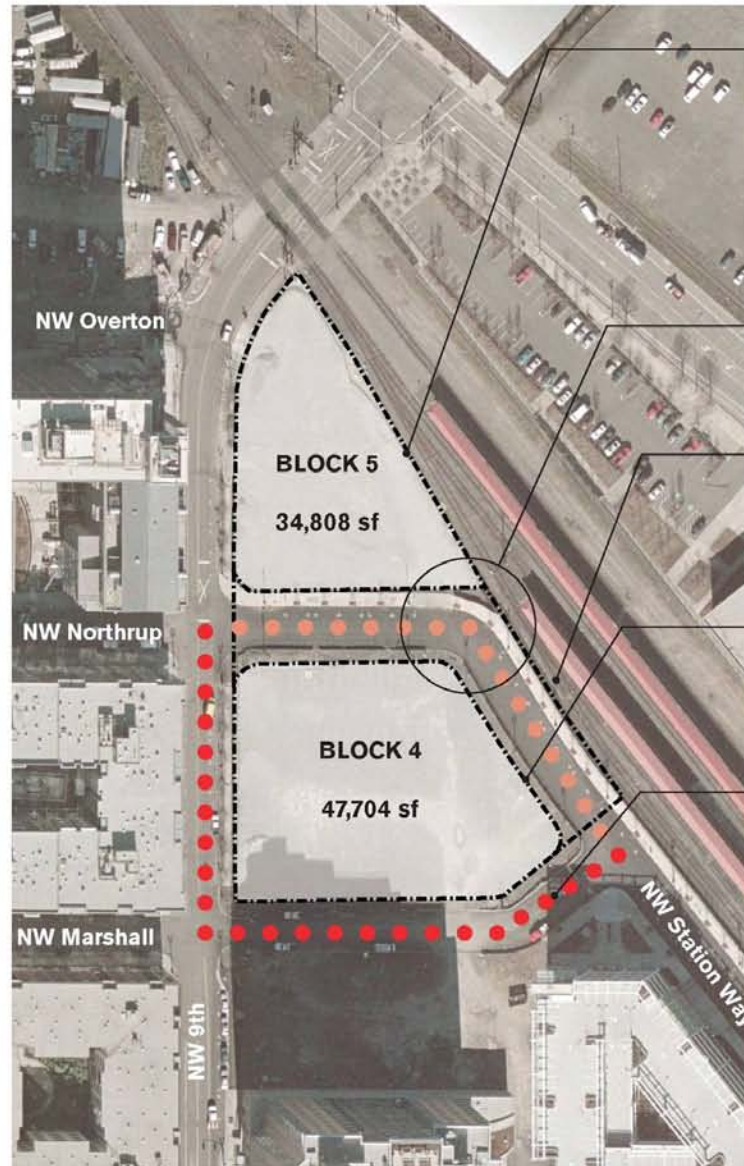
- HOYT STREET
- PDOT
- PDC



Termination of NW Northrup



NW Station Way east of Block 4



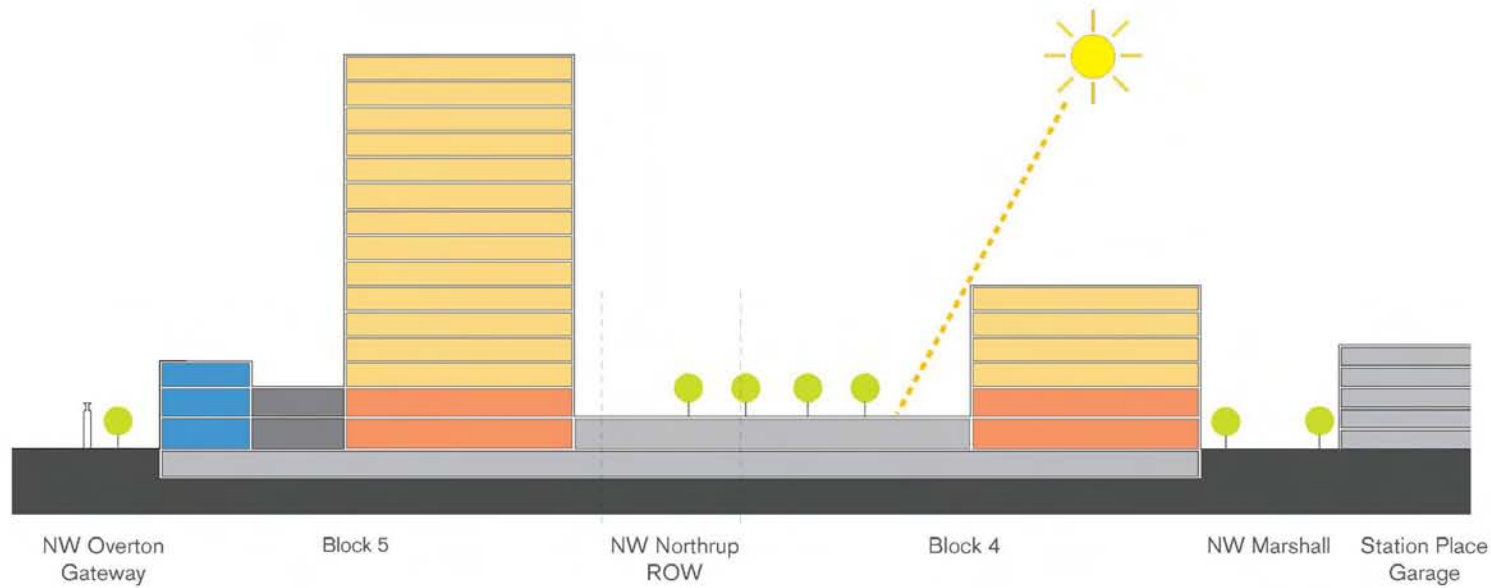
Existing size and configuration of Block 5 does not allow for efficient below-grade parking. Development of Block 5 as an isolated project would likely require above-grade parking.

NW Northrup currently not terminated by an attractive vista.

Proximity of railroad property creates an inactive edge condition. It is unlikely that this street would sustain an active retail, commercial or residential ground floor.

East edge of Block 4 would be the likely location for service and garage access.

Street vacation would not block connection to NW Station Way.

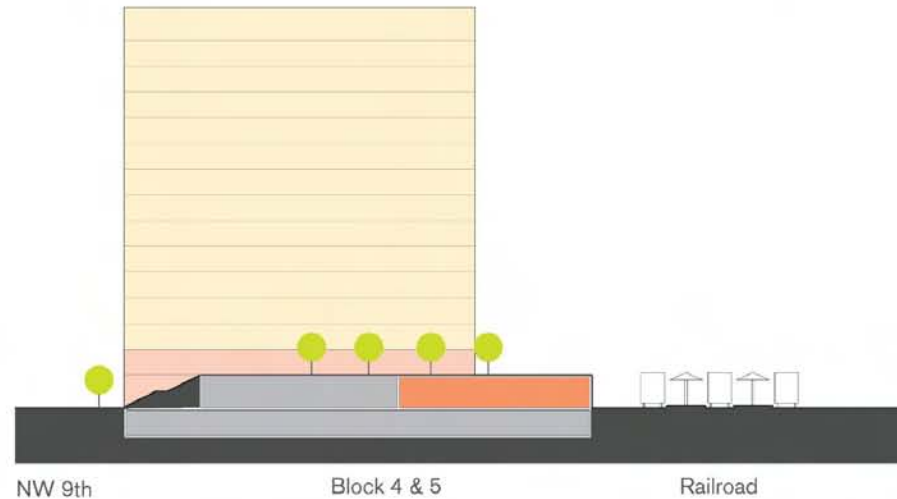


- Residential
- Mixed Use
- Live-Work
- Parking

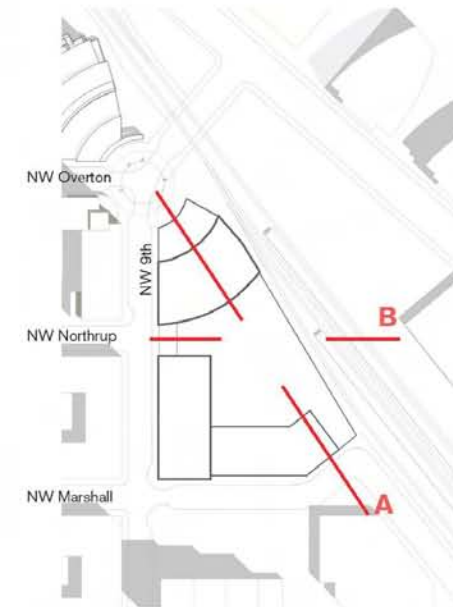
Public Benefit

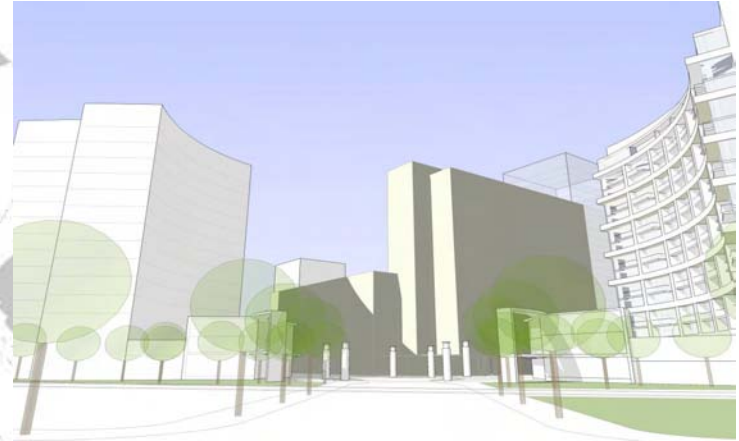
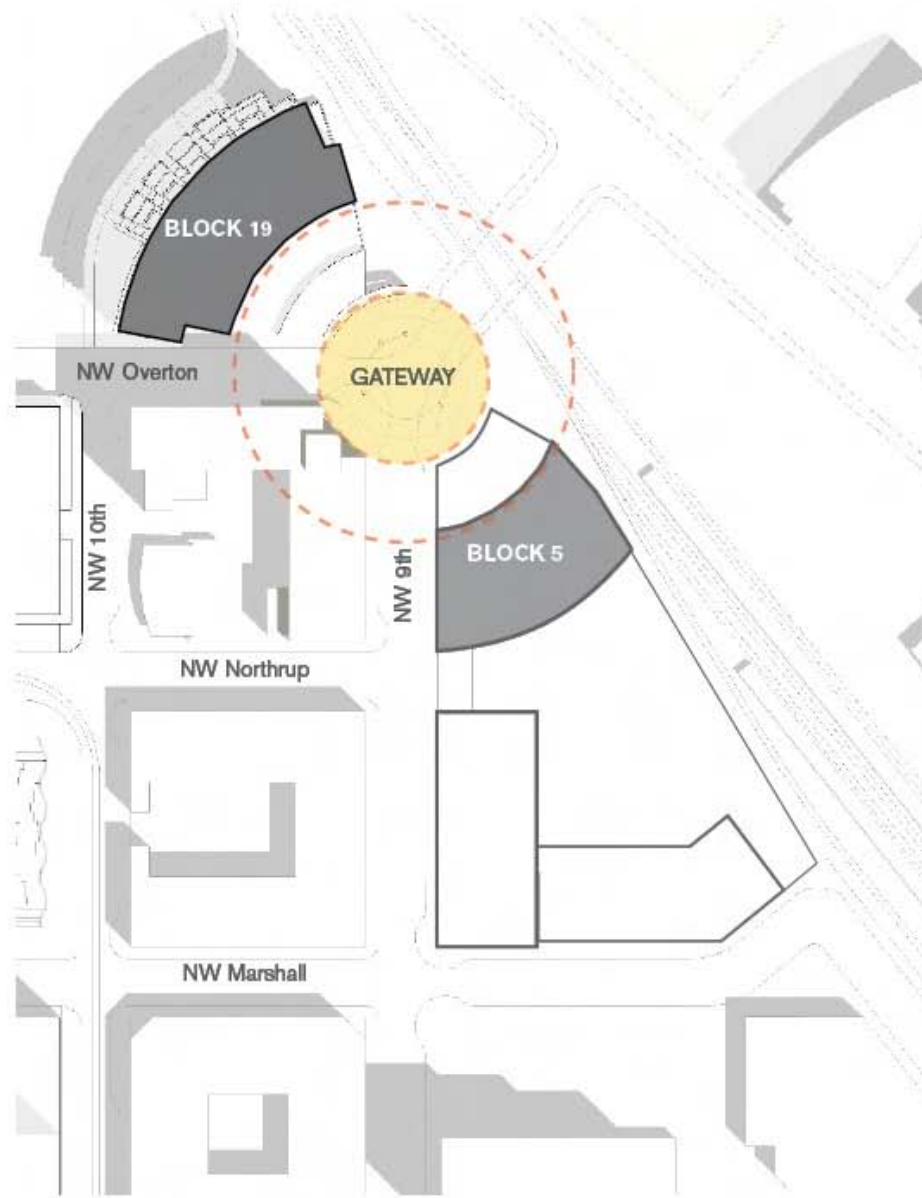
1. Public Plaza
2. Larger floor plate allows for mixed-use:
 - Cinema / Theater
 - PNCA Campus
 - Sports / Fitness
 - Office
 - Institutional
3. Larger mixed-use could better utilize Station Place parking garage.

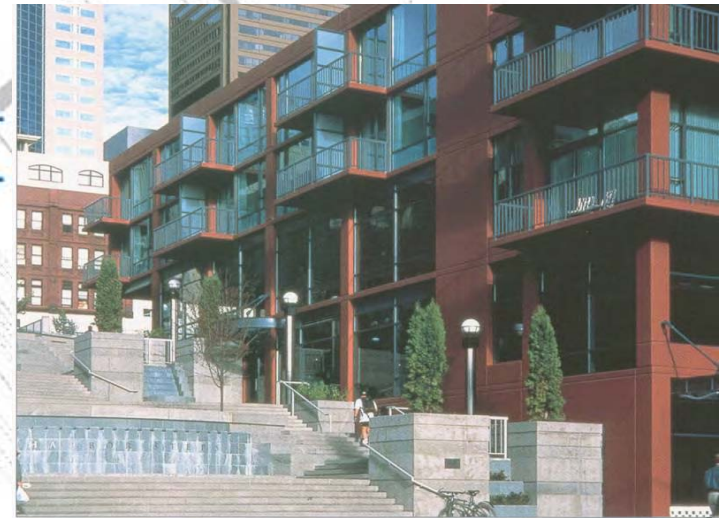
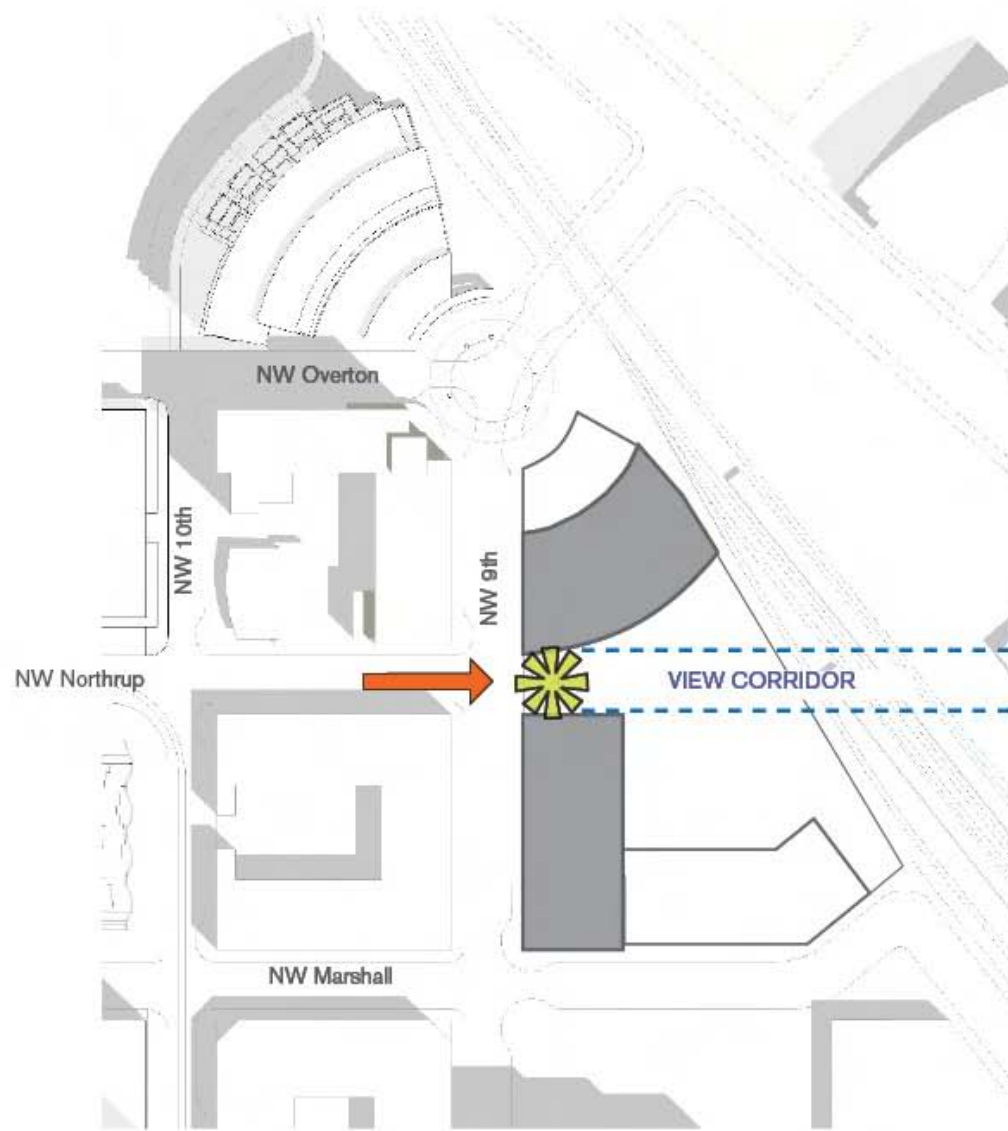
Section A

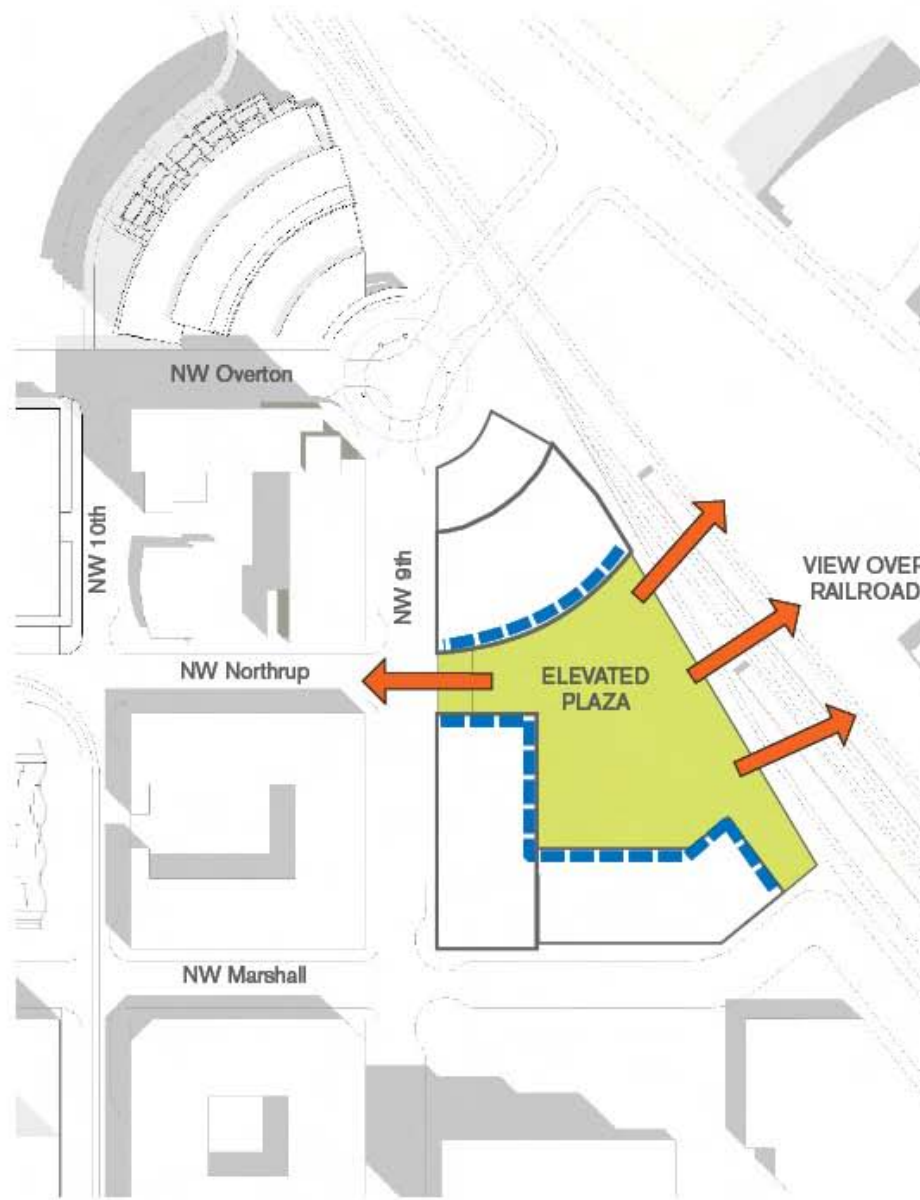


Section B

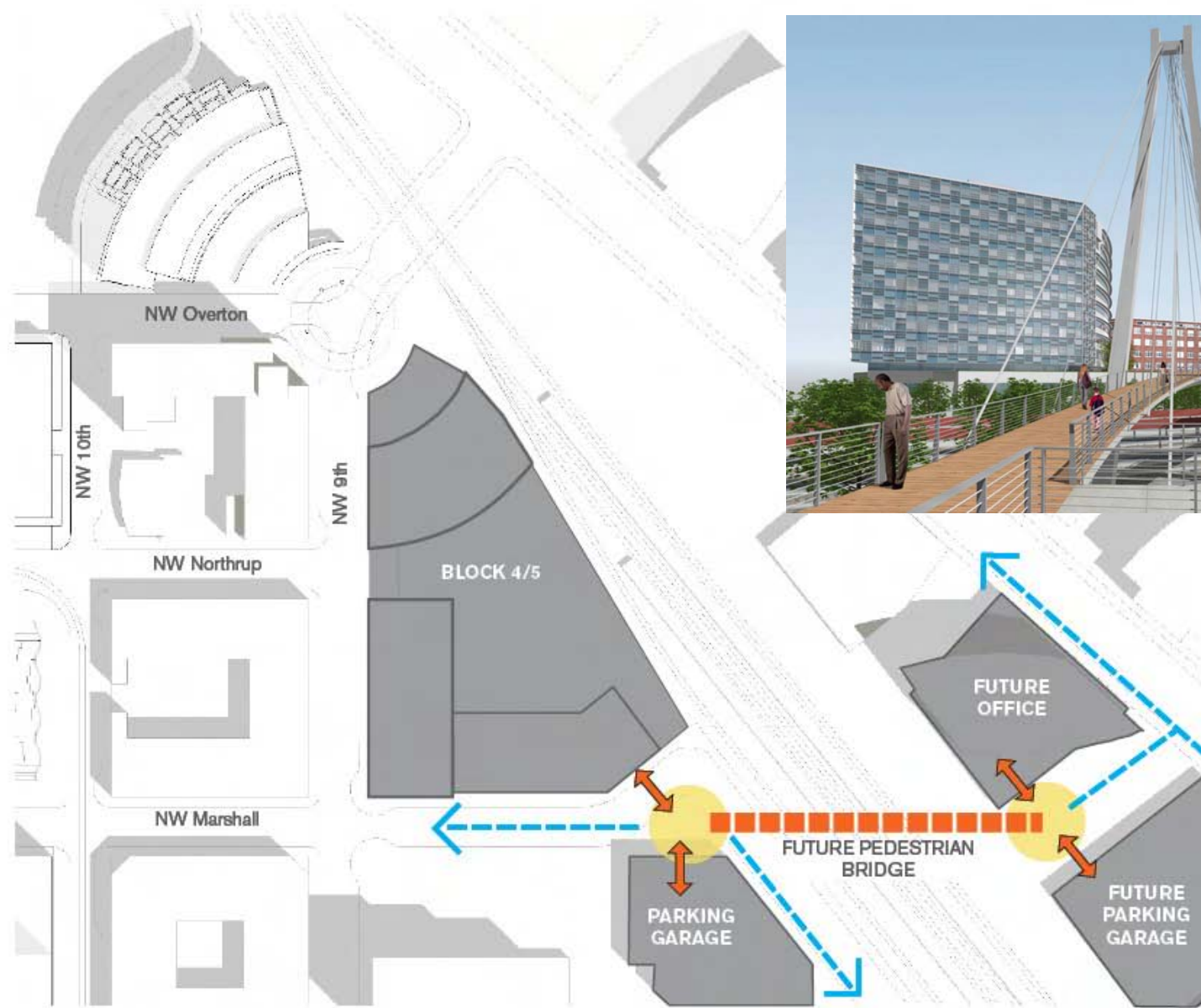




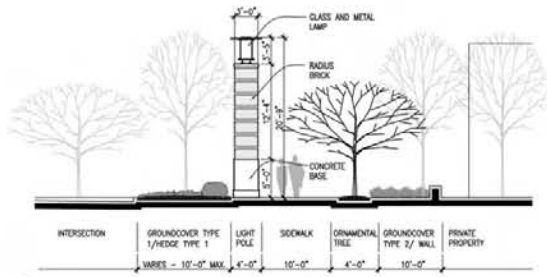




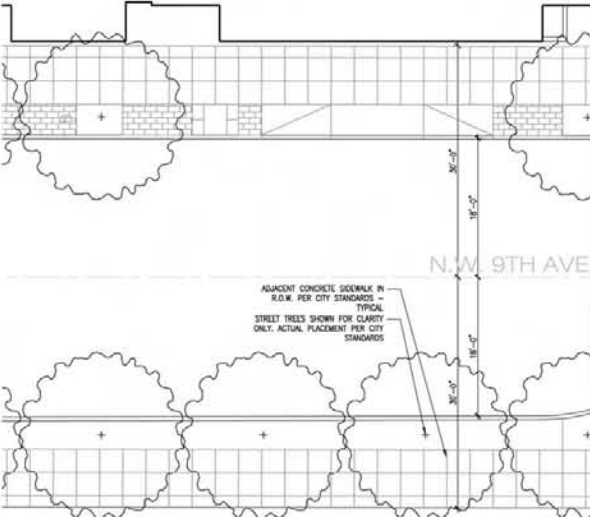
VIEW OVER RAILROAD



DAR:
NW 9th Avenue Gateway
Roundabout Option



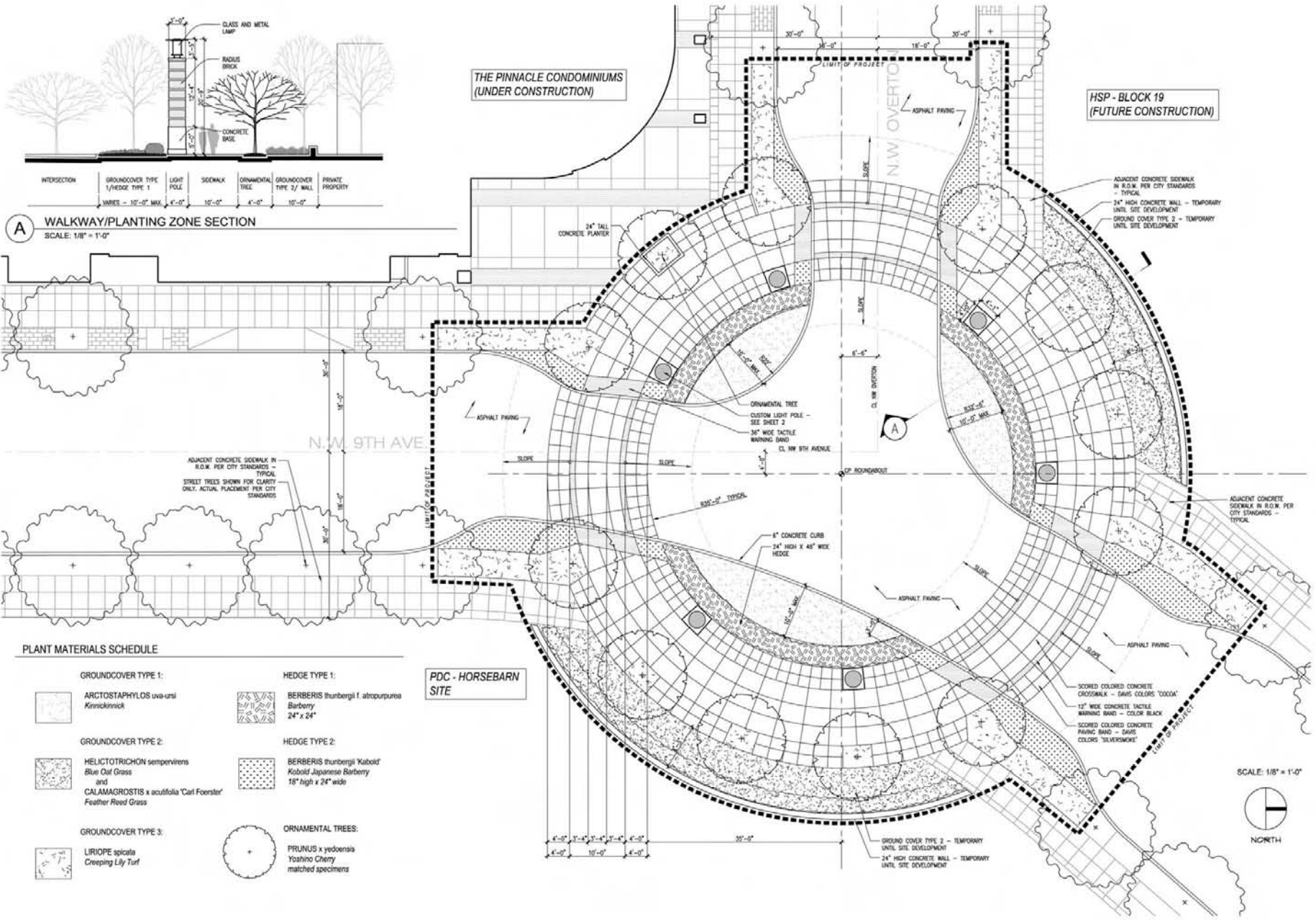
A WALKWAY/PLANTING ZONE SECTION
SCALE: 1/8" = 1'-0"



PLANT MATERIALS SCHEDULE

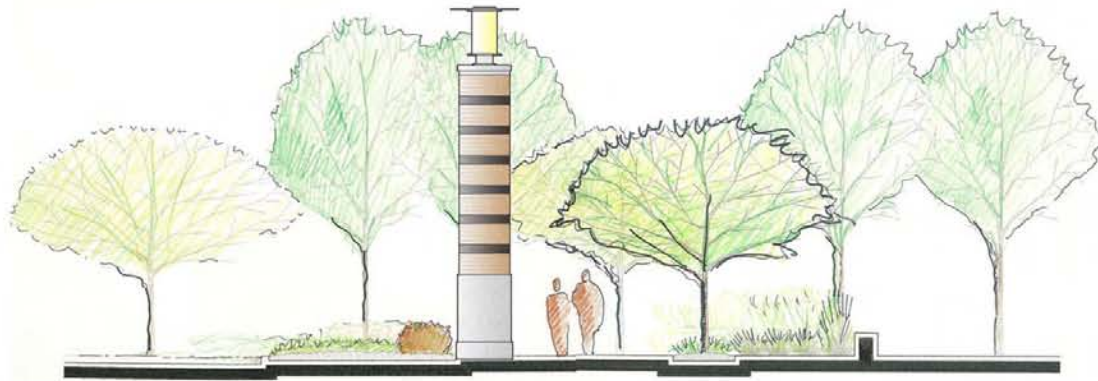
<p>GROUND COVER TYPE 1:</p> <p>ARCTOSTAPHYLOS uva-ursi Kinnikinnick</p>	<p>HEDGE TYPE 1:</p> <p>BERBERIS thunbergii f. atropurpurea Barberry 24" x 24"</p>
<p>GROUND COVER TYPE 2:</p> <p>HELICTOTRICHON sempervirens Blue Owl Grass and CALAMAGROSTIS x acutifolia 'Carl Foerster' Feather Reed Grass</p>	<p>HEDGE TYPE 2:</p> <p>BERBERIS thunbergii 'Kobold' Kobold Japanese Barberry 18" high x 24" wide</p>
<p>GROUND COVER TYPE 3:</p> <p>LIRIOPE spicata Creeping Lily Turf</p>	<p>ORNAMENTAL TREES:</p> <p>PRUNUS x yedoensis Yoshino Cherry matched specimens</p>

PDC - HORSEBARN SITE



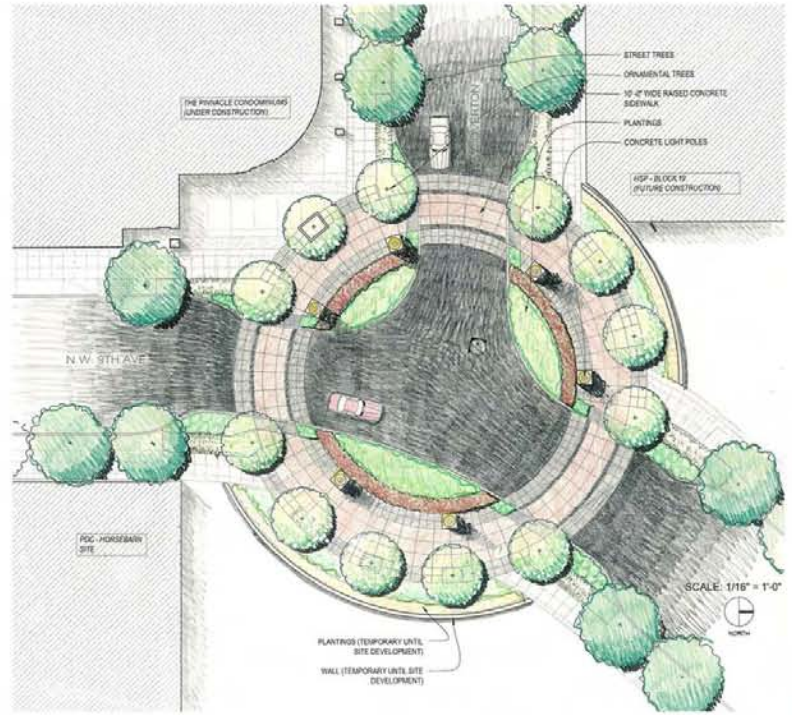
SCALE: 1/8" = 1'-0"





INTERSECTION | GROUNDCOVER TYPE 1 / HEDGE TYPE 1 | POLE LIGHT | SIDEWALK | ORNAMENTAL TREE | GROUNDCOVER TYPE 2 / WALL | PRIVATE PROPERTY

A WALKWAY/PLANTING ZONE SECTION
SCALE: 1/4" = 1'-0"



1 ILLUSTRATIVE PLAN
SCALE: 1/16" = 1'-0"



Crimson Barbary



Feather Reed Grass



Kinnikinnick



Kobold Barbary



Creeping Lily Turf



Blue Oat Grass



Yoshino Cherry



Tactile Warning Band