



# RIVERPLACE PARCEL 3

DESIGN ADVICE REQUEST PACKET

02.05.2016



Ankrom Moisan



**BRIDGE** Housing

WILLIAMS & DAME



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## OVERVIEW

### PROJECT TEAM

#### DEVELOPER

Bridge Housing

#### DEVELOPMENT CONSULTANT

Williams & Dame

#### ARCHITECT

Ankrom Moisan Architects

#### GENERAL CONTRACTOR

Hoffman Construction

#### CIVIL ENGINEER

Humber Design Group

#### STRUCTURAL

Valar Engineering

#### LANDSCAPE

Lango Hansen Landscape Architects

#### MECHANICAL AND PLUMBING

Interface Engineering

#### ELECTRICAL

Reyes Engineering





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## DAR GOALS

OUR GOALS FOR DESIGN ADVICE REQUEST #1  
ARE TO UNDERSTAND:

CLIENT GOALS

PROGRAM

SITE

DESIGN CONCEPTS

SITE PLAN

MASSING APPROACH

EXTERIOR DESIGN CONCEPTS





## SITE CONTEXT

### ZONING INFORMATION

#### PROJECT LOCATION

**Project Address:** 2095 SW River PKWY Portland, OR 97201  
**Neighborhood:** Portland Downtown  
**Jurisdiction:** Portland / Multnomah

#### PROPERTY INFORMATION

**Lot Size:** 87,636 sq. ft.  
**Building Footprint:** 56,860 sq. ft. (at ground floor)  
69,020 sq. ft. (at parking level)  
**Zoning GSF:** +/-400,000 sq. ft.  
**Base Zone:** CX (Central Commercial)  
**Overlay:** d (Design)  
g - (River General)  
**Plan District:** CC - (Central City)  
**Urban Renewal Area:** North Macadam

#### BASE ZONE DEVELOPMENT STANDARDS

**FAR:** 4:1  
**Bonus FAR:** 3:1  
**Max Coverage:** No limit  
**Max Height:** 150 ft.  
**Setbacks:** 0' from street      0 min.      0 max.  
**Garage Setbacks:** 5'/18'

\*Per easement agreement with adjacent property easement is for light, air, and access

**Min. Landscape Area:** None  
**Ground Floor Window Standards:** Yes  
**Pedestrian Requirements:** Yes  
**Active Floor Area:** SW Moody Ave & SW River Parkway (see maps 510-7)  
**Required Building Lines:** SW Moody Ave & SW River Parkway (see maps 510-6)

#### PARKING AND LOADING REGULATIONS

**Distance to Transit Stop:** 20' ft. from middle of block on SW River Pkwy  
**Loading Requirements:** 1 Standard A or 2 Standard B  
**Parking Sector:** DT6  
**Parking Min:** None  
**Bike Parking:** 1.5/unit (Long Term)    1/20Units (Short Term)

#### CENTRAL CITY - DOWNTOWN DISTRICT

PER MAP 510.3 : Maximum Allowed Building Height 150'

PER MAP 510.2 AND SECTIONS 33.510.210:

FAR	Allowed	Lot Area	Total Allowed
Base	4:1	87,636 x4	350,544 SF
Base+Bonus	3:1	87,636 x7	613,452 SF

#### AREA AND FLOOR HEIGHT BONUSES PER 33.510.200-210

##### 33.510.200 FLOOR AREA RATIOS

- Generally. The maximum floor area ratios for all sites in the Central City plan district are shown on Map 510-2 at the end of this chapter. Floor area ratios greater than shown on Map 510-2 are prohibited unless allowed by Subsections C. through G., below, or by 33.510.210

##### C. Limit on increased floor area.

- Increases in FAR, whether by transfers of floor area or bonus floor area options, of more than 3 to 1 are prohibited.

##### 33.510.210 FLOOR AREA AND HEIGHT BONUS OPTIONS

##### C. Bonus floor area options.

- Residential bonus option.
- In specified areas, proposals that include Residential uses receive bonus floor area. New development and alterations to existing development are eligible for this bonus.
  - In the CX and EX zones outside of the South Waterfront Subdistrict and the North Pearl Subarea, for each square foot of floor area developed and committed as housing, a bonus of 1 sq. ft. of additional floor area is earned, up to an additional floor area ratio of 3 to 1. Sites in the required residential opportunity areas are eligible for this bonus.
  - The additional floor area may be used entirely for housing or partially for nonresidential uses. Projects built under building permits issued after July 1, 1998 may commit up to half of their bonus floor area to nonresidential uses.
  - Residential portions of mixed-use projects using this bonus must be completed and receive an occupancy permit in advance or at the same time as an occupancy permit for any nonresidential portion of the project. The property owner must execute a covenant with the City ensuring continuation and maintenance of the housing by the property owner. The covenant must comply with the requirements of 33.700.060.

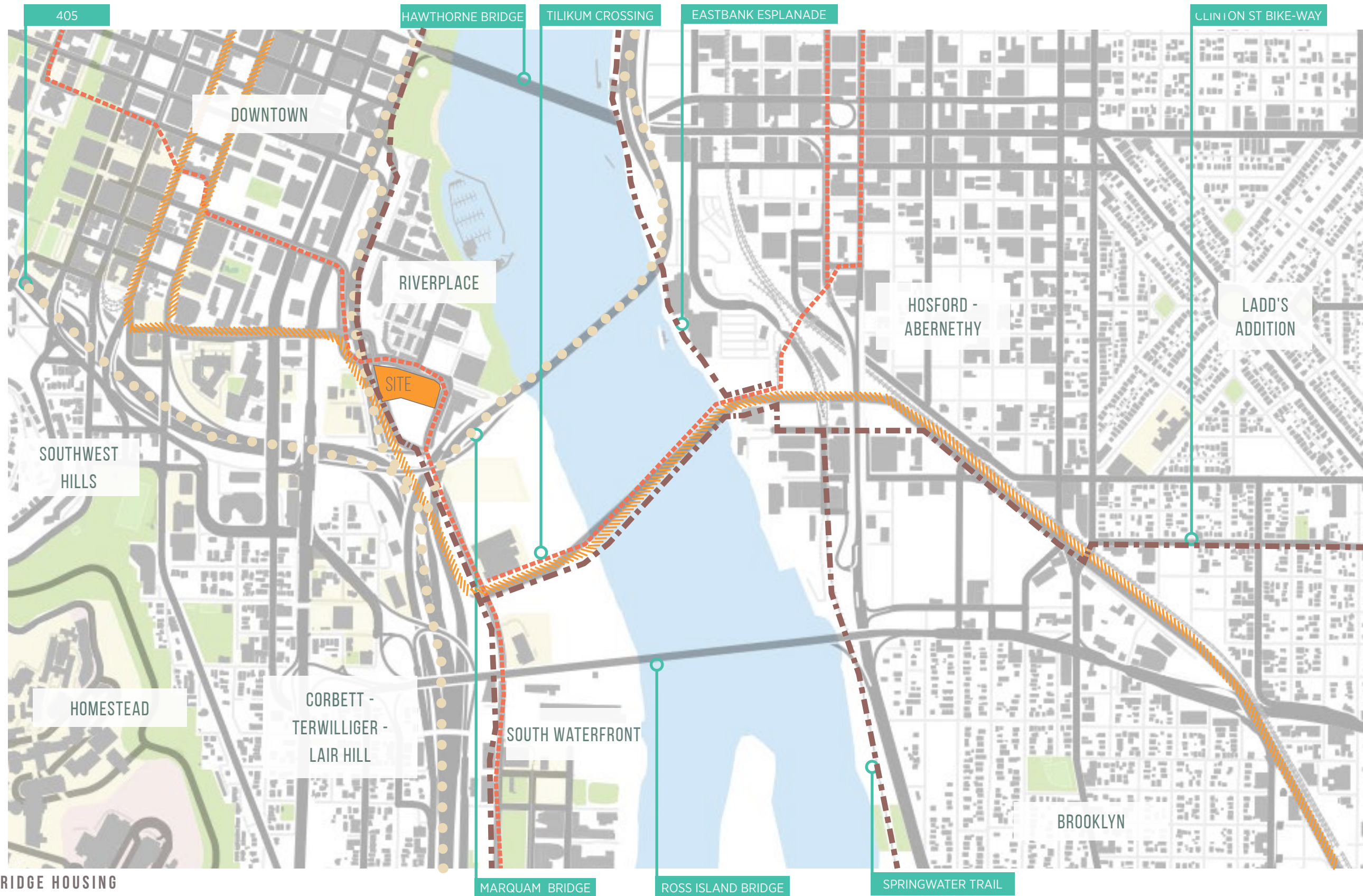


## SITE CONTEXT

### TRANSIT ORIENTED

Transit is visible in every direction on site. Pedestrians, bikes, streetcars, light rail lines, and automobile access are all easily accessed from the site. Directly to the North is the SW River Parkway and Moody Street stop that services all three Portland Streetcar lines. Bike traffic flows on all sides of the site with a dedicated Bike pathway along the west edge aligned with the Orange light rail line. bike lanes run adjacent to the site along SW River parkway and SW Moody Ave. At the east end of SW River Parkway the bike/pedestrian path in Waterfront Park is easily accessed. The Orange light rail tracks are elevated along the west edge of the site.

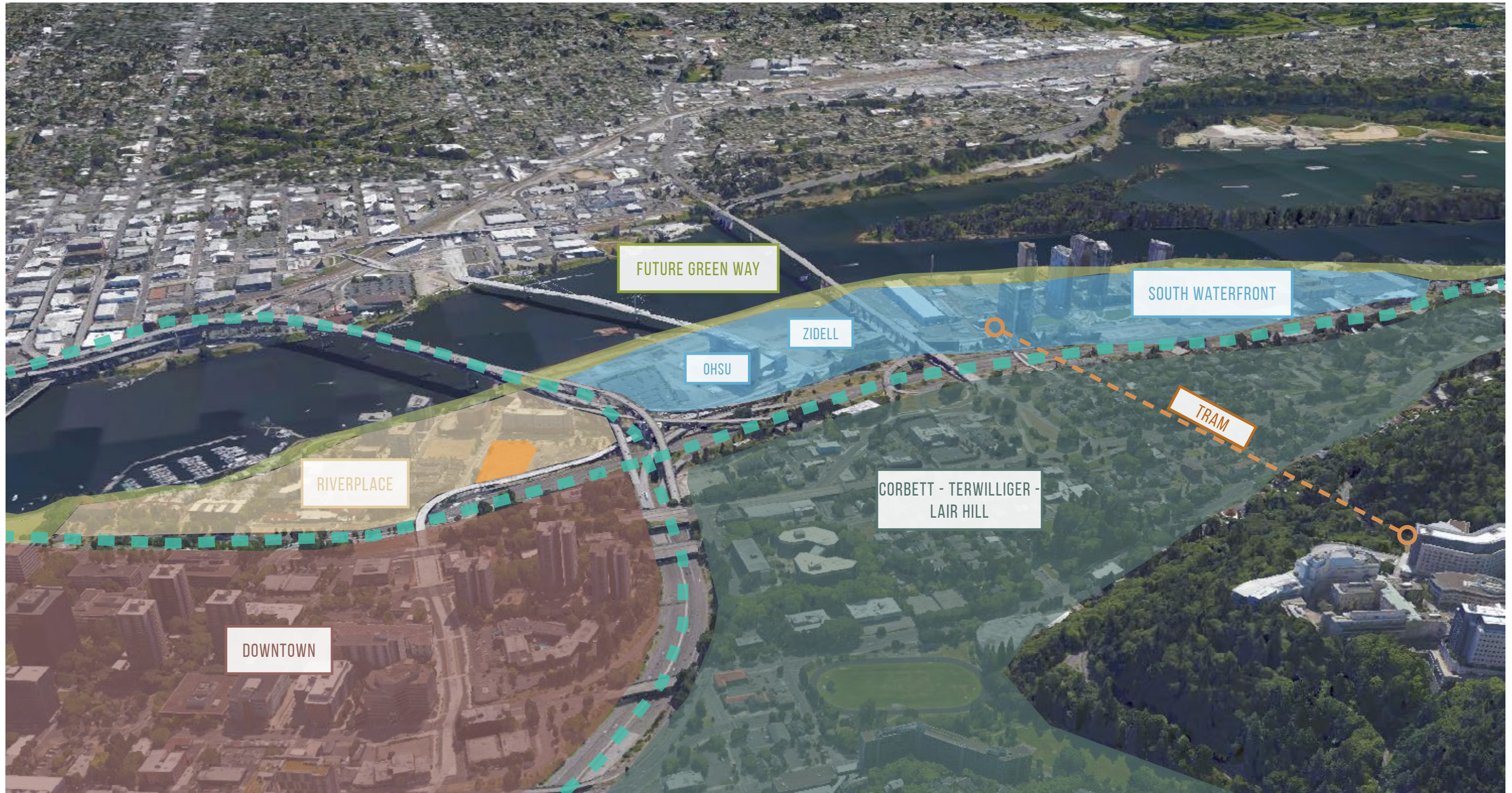
-  SITE BLOCK
-  STREETCAR
-  BIKE PATH
-  MAX LINES
-  FREEWAYS





SITE CONTEXT

NEIGHBORHOOD ZONES





## SITE CONTEXT

### NEW DEVELOPMENT - CHANGING NEIGHBORHOOD

The neighborhood is on the cusp of major future development. Below are just a few of the projects that are on the boards near the Parcel 3 site.



3) ZIDELL BLOCK 6 - LEVER / GBD  
Office space



1) HYATT HOUSE - SERA  
Hotel



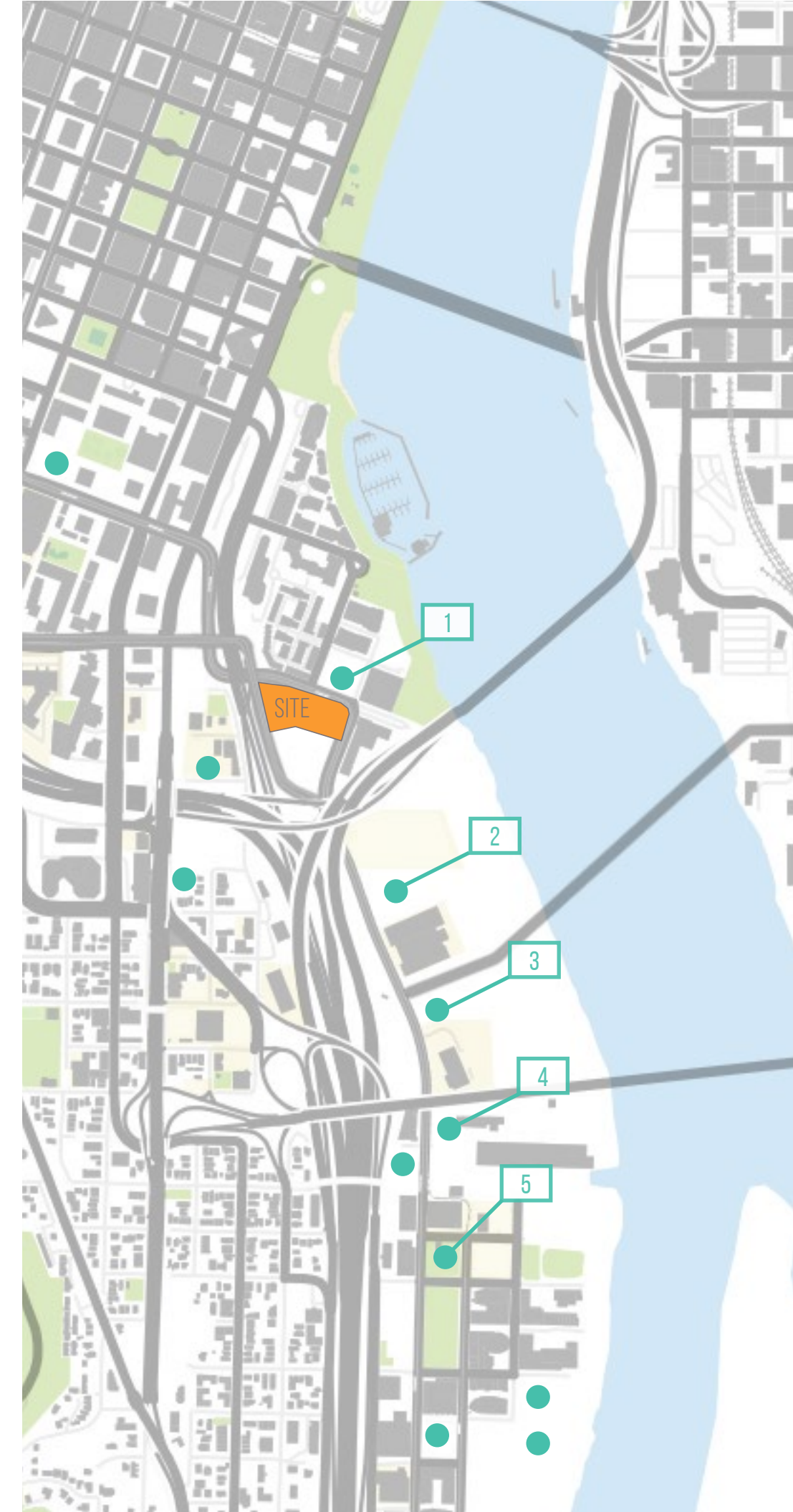
4) ZIDELL BLOCK 4 - LEVER / GBD  
Mixed use apartment building



2) KNIGHT CANCER RESEARCH BUILDING - SRG



5) OHSU CENTER FOR HEALTH AND HEALING SOUTH - ZGF  
Ambulatory care facility and mixed use structure





## SITE CONTEXT

### RIVERPLACE, A DISTINCT NEIGHBORHOOD

The Riverplace district is defined by strong borders including the Willamette River along its east edge. The marina and adjacent park give this unique neighborhood a strong connection to the water. The north end of the neighborhood creates an edge for "the Bowl" that hosts numerous open air public events like the Waterfront Blues Festival.

### LAST PIECE OF THE PUZZLE

Parcel 3 is the last undeveloped Parcel in the neighborhood that will complete the Southern Edge of the neighborhood. The site will form the southern terminus of SW River Drive connecting to the central Riverplace roundabout, park, and waterfront. The site borders and will buffer the neighborhood from significant public infrastructure to the north, including the electrical substation, elevated I-5/I-405 interchanges, and elevated Orange Light Rail Line. All modes of transit whirl about the site with a streetcar stop directly to the south. Movement flows into the neighborhood from downtown on River Parkway around the arch of the site and flows onto South waterfront along Moody Ave.

HOW DO WE COMPLETE THE NEIGHBORHOOD?

UNIQUE EDGE CONDITIONS

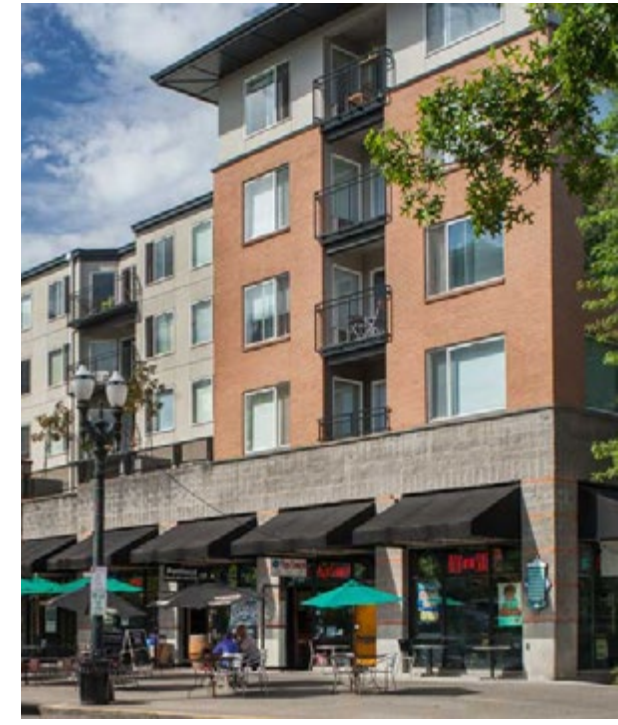
- UNDER CONSTRUCTION
- SITE





SITE CONTEXT

RIVERPLACE - DIVERSITY OF SCALE AND CHARACTER





SITE CONTEXT

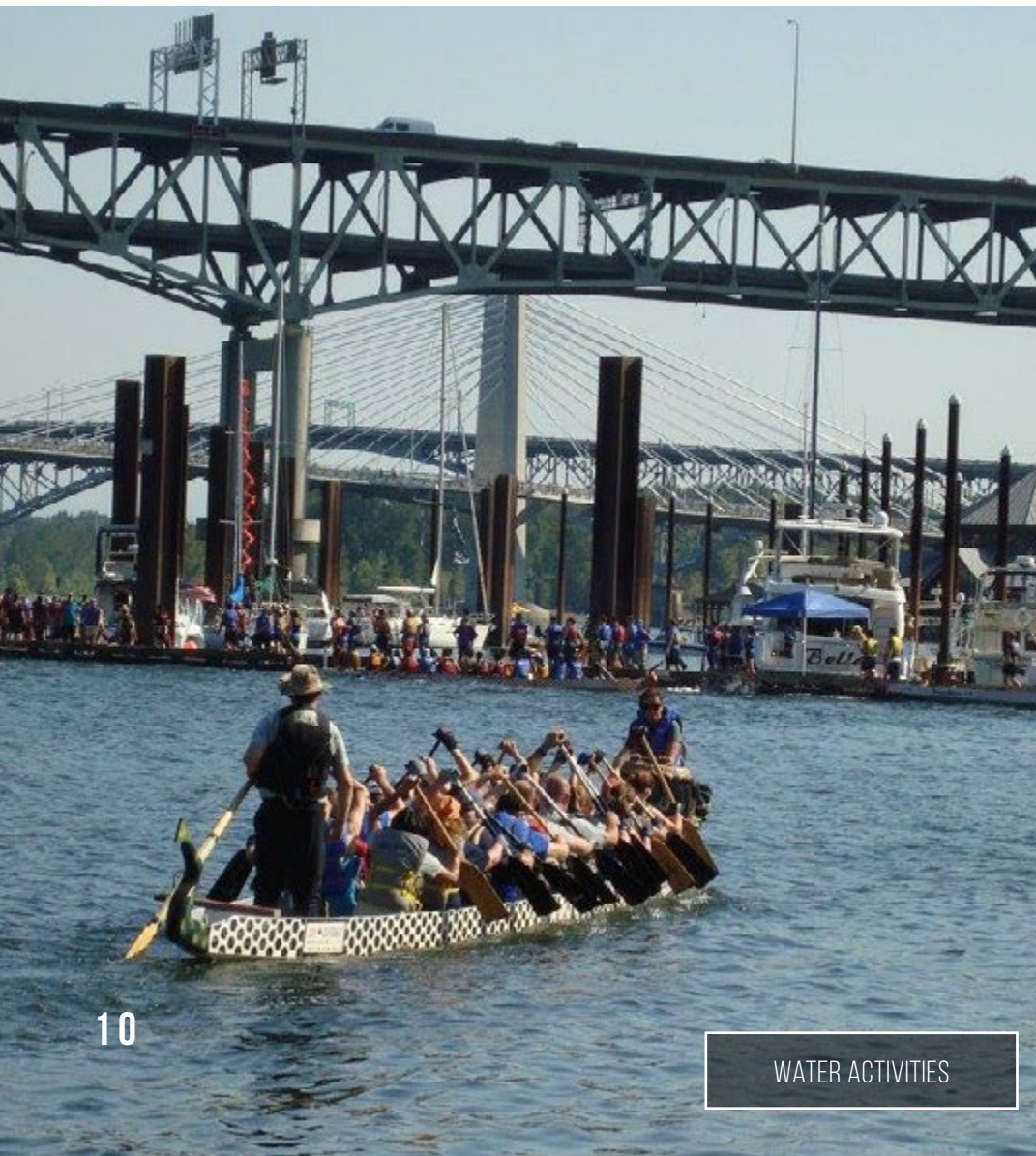


RUNNERS AND BIKERS ON RIVER TRAIL

RIVERPLACE - ACTIVE AND CONNECTED TO THE WATER



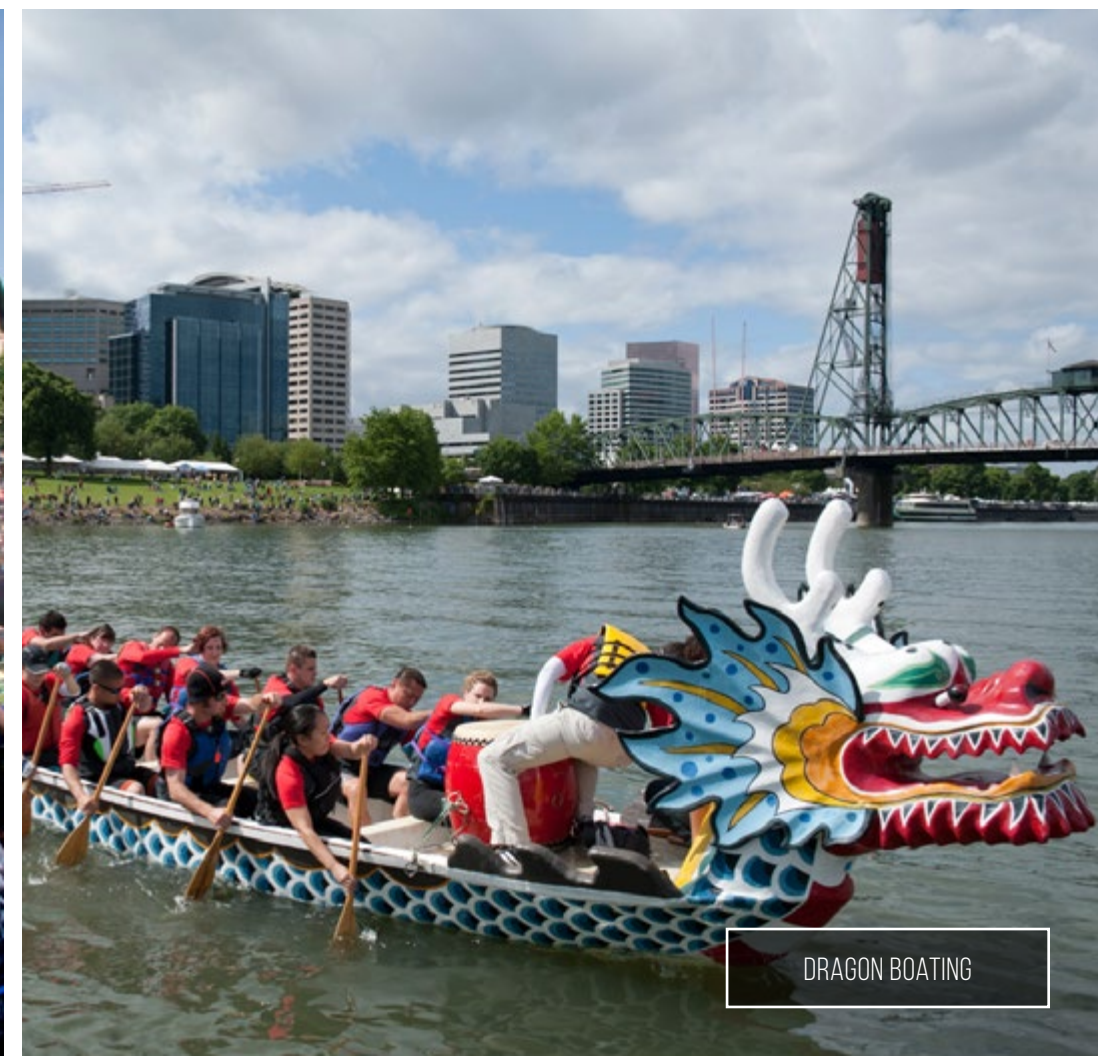
KAYAKERS ON RIVER



WATER ACTIVITIES



PORTLAND BLUE'S FESTIVAL



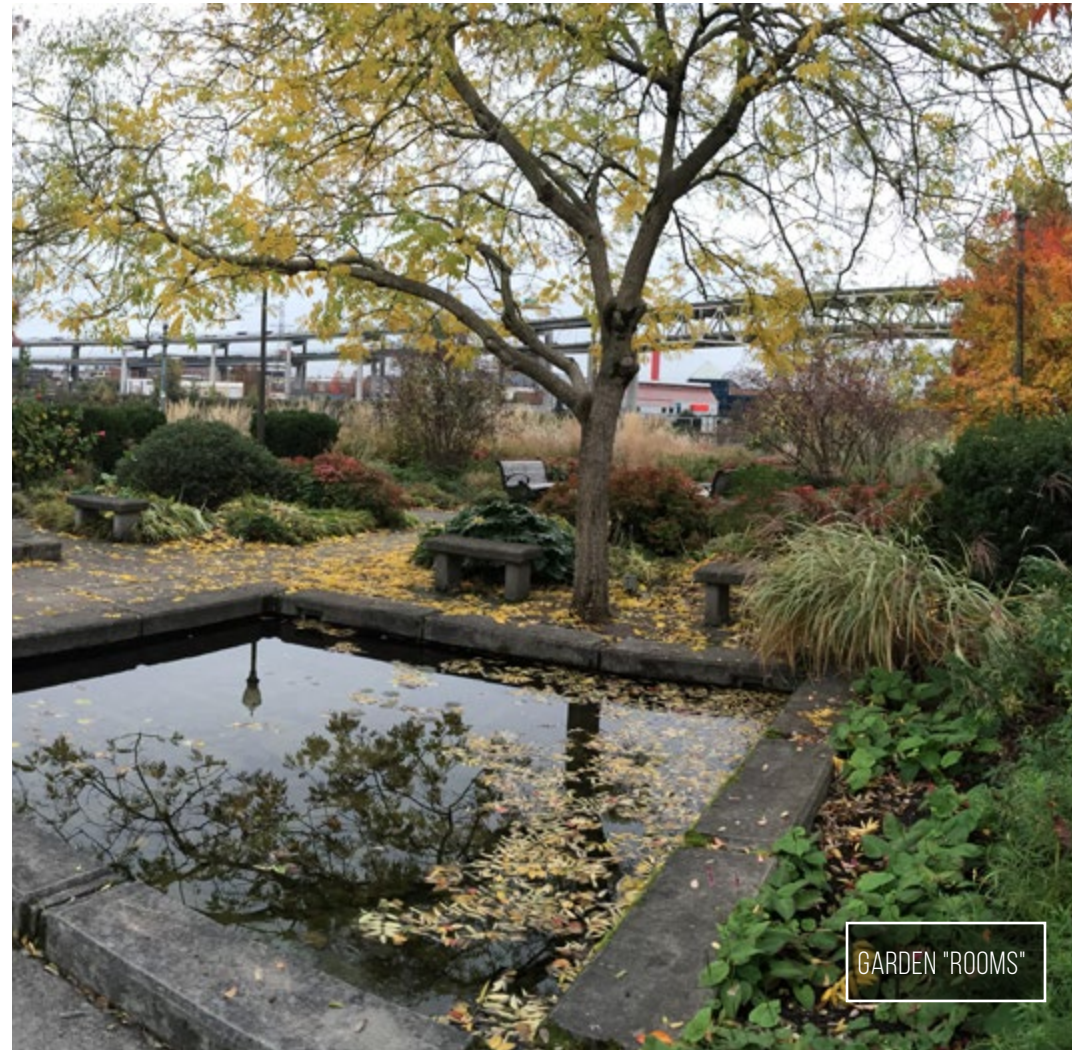
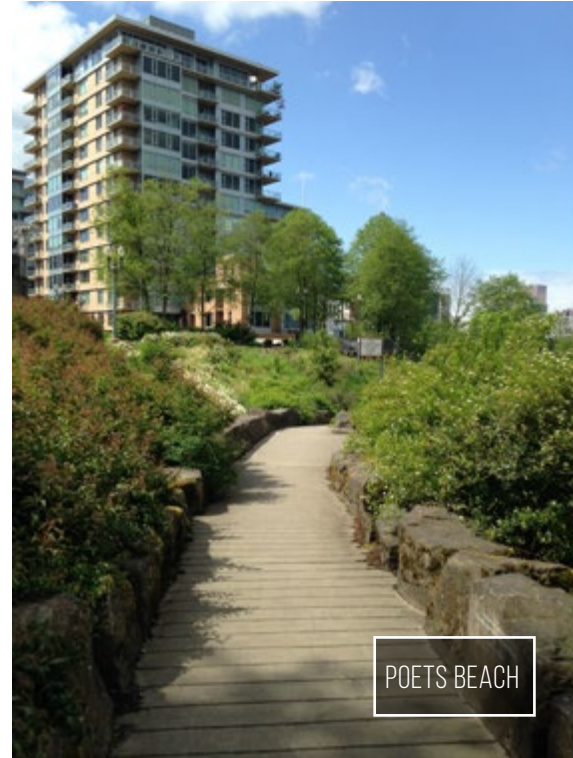
DRAGON BOATING



## SITE CONTEXT

### GARDEN DISTRICT & GREEN EDGE

One distinguishing characteristic of Riverplace as a Garden District is the neighborhood's green edges. The Waterfront Park bounds to the north and east and park-like green spaces run along Harbor way to the west. Parcel 3 embraces the garden theme by providing green spaces along easements, notching, and setbacks at the south and west property lines.





## SITE CONTEXT

### ENERGY & POTENTIAL ENERGY

The northern portion of Riverplace is activated by the Waterfront Park and Trail, the RiverPlace Hotel, Riverplace Marina, and retail shops along the waterfront promenade. Although there is great potential with favorable proximity to transit and retail, many of the existing retail spaces along SW River Drive are largely underperforming. There is a unique opportunity for this project to be the catalyst for the neighborhood—drawing energy south along River Drive and potentially activating underutilized spaces.

 High Energy

 Potential Energy / Under Performing Retail



### GARDEN CIRCLES

If you look at Riverplace from above you will notice a unique pattern of circles dotting the neighborhoods along the western edge of the river. This is formed by a series of vehicular roundabouts, connecting arteries, and circular pathways all gently accented by the lushness of the surrounding green spaces. Parcel3 bookends the circle formed by the roundabout at River and Montgomery.



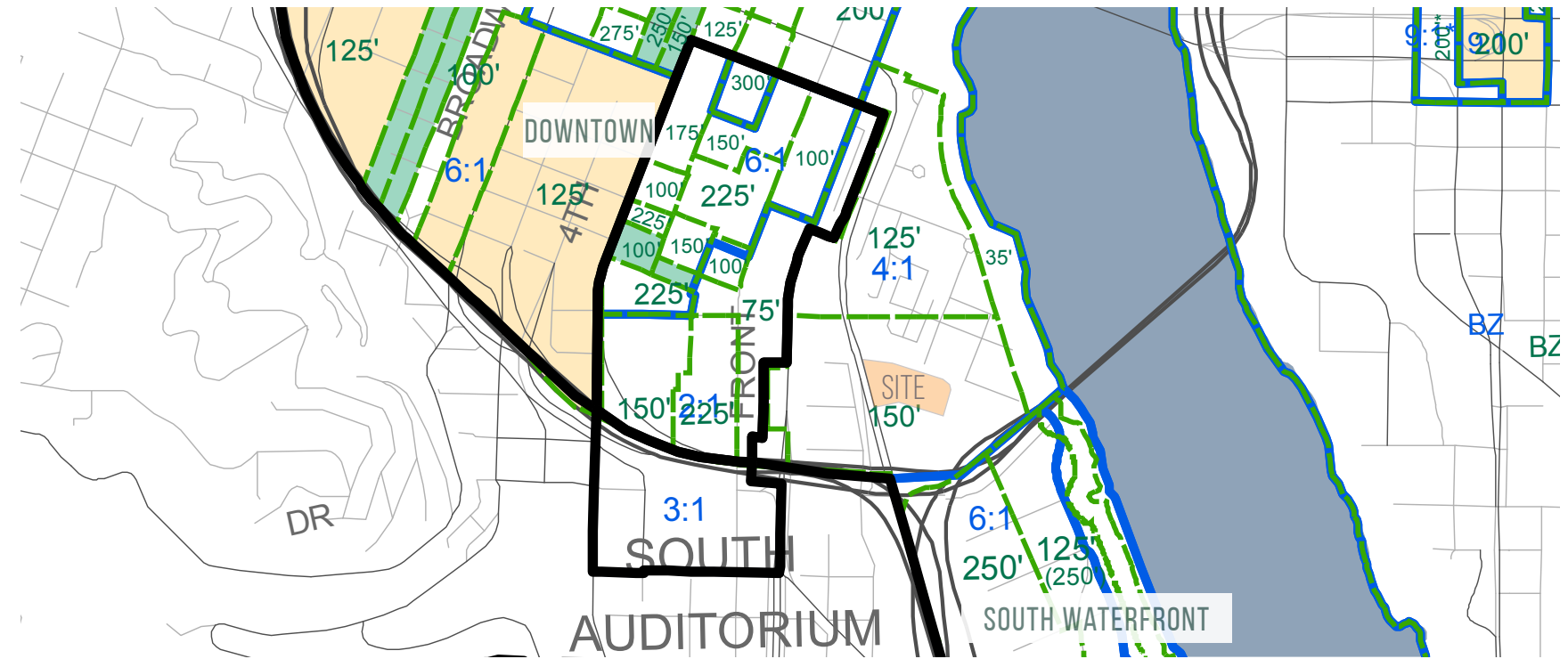


## SITE CONTEXT

### MASSING AND HEIGHT

The Riverplace is a relatively new neighborhood in the history of Portland. The earliest development started at the north end in the 1980s with three- to four-story buildings. In the 1990s large structures were built in the southern portion of the neighborhood that took advantage of the allowable zoning heights of 125 ft. and 150 ft. Walking around the neighborhood right now there is a very dynamic variation in building heights and a unique skyline profile.

In the larger context of the city, nearby downtown and south waterfront neighborhoods have taller building and higher zoning height limits. There is a sense that buildings rise from the river's edge through the Riverplace Neighborhood into these adjacent neighborhoods.





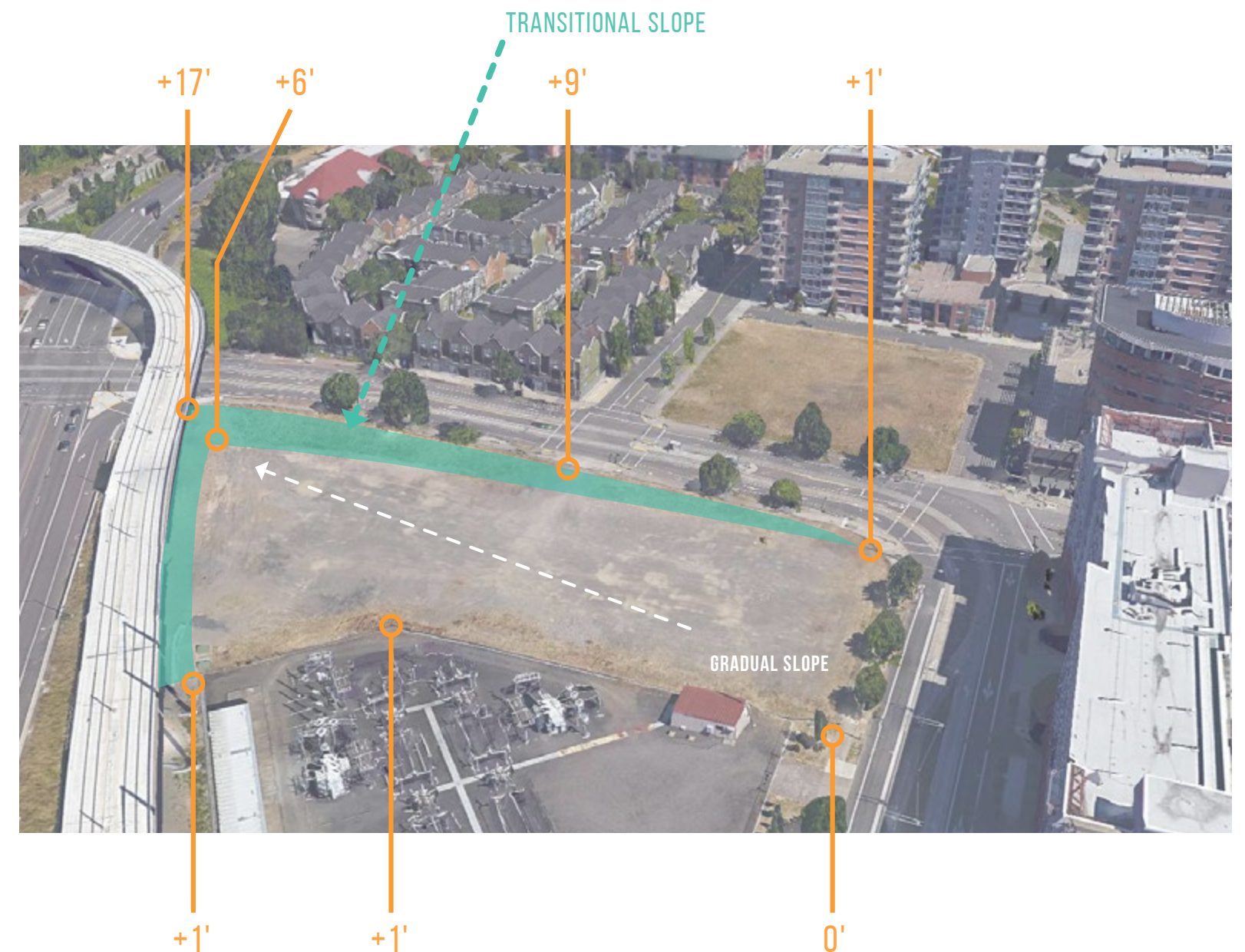
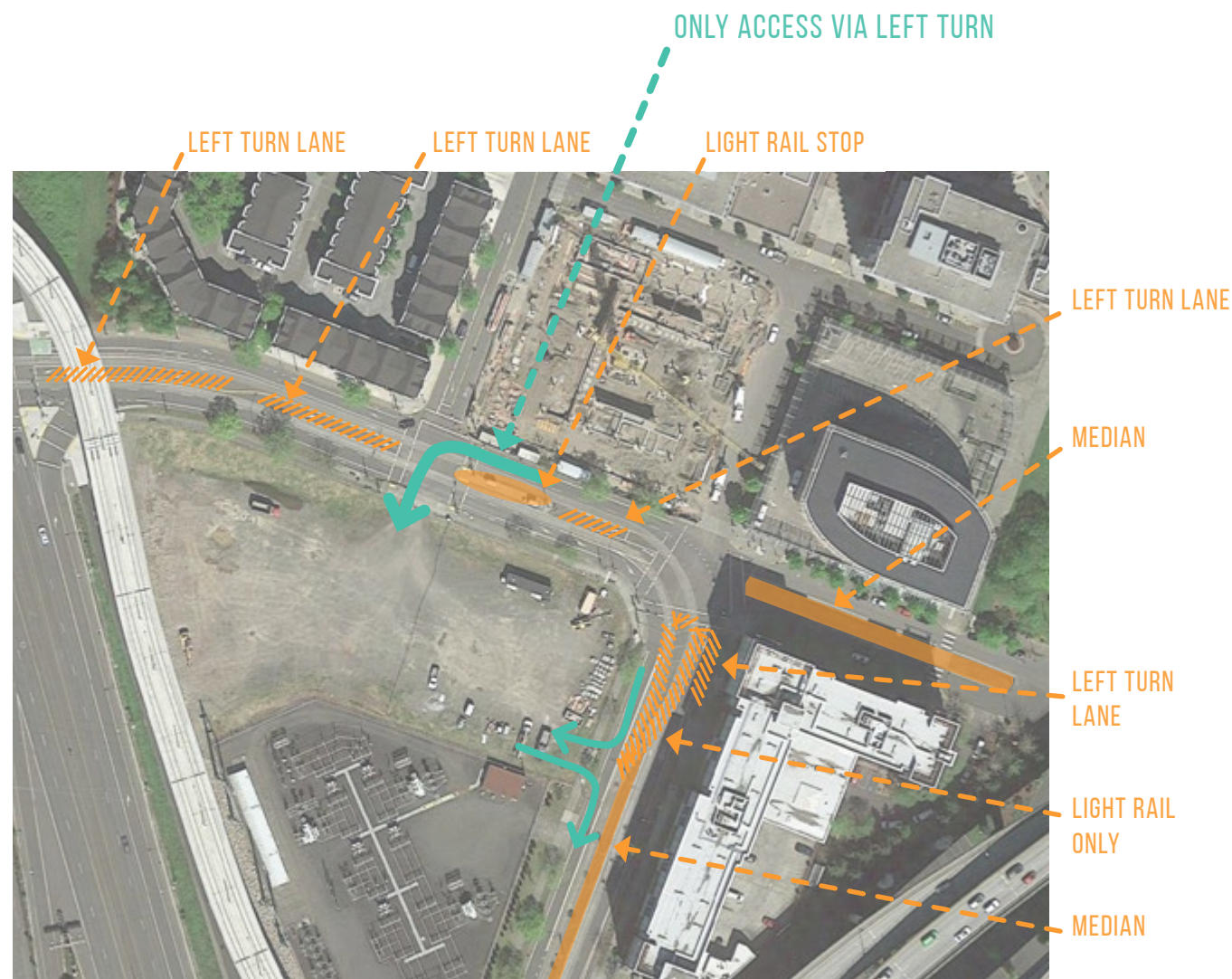
## SITE CONTEXT

### SITE ACCESS

The Portland Streetcar runs along the north and east of the site limiting the locations at which an automobile can access the site. The only location where an automobile can make a left turn into the site is at the midpoint of the north edge at the signaled intersection of SW River drive and SW River Parkway. The south east corner is the low-point of the site and makes a good secondary entry point to the below grade parking but is limited by being a right-in, right-out only entry.

### GRADE DIAGRAM

Current site grading is unusual. The interior of the site is fairly flat with the low point being the SE corner. As you move west, the site rises gradually while the sidewalk rises more dramatically. The north and west edges of the site have steeper grades to make up this grade difference between the site and the sidewalk. The overall grade difference along the sidewalk is 17 ft.





SITE CONTEXT

CURRENT SITE PHOTOS

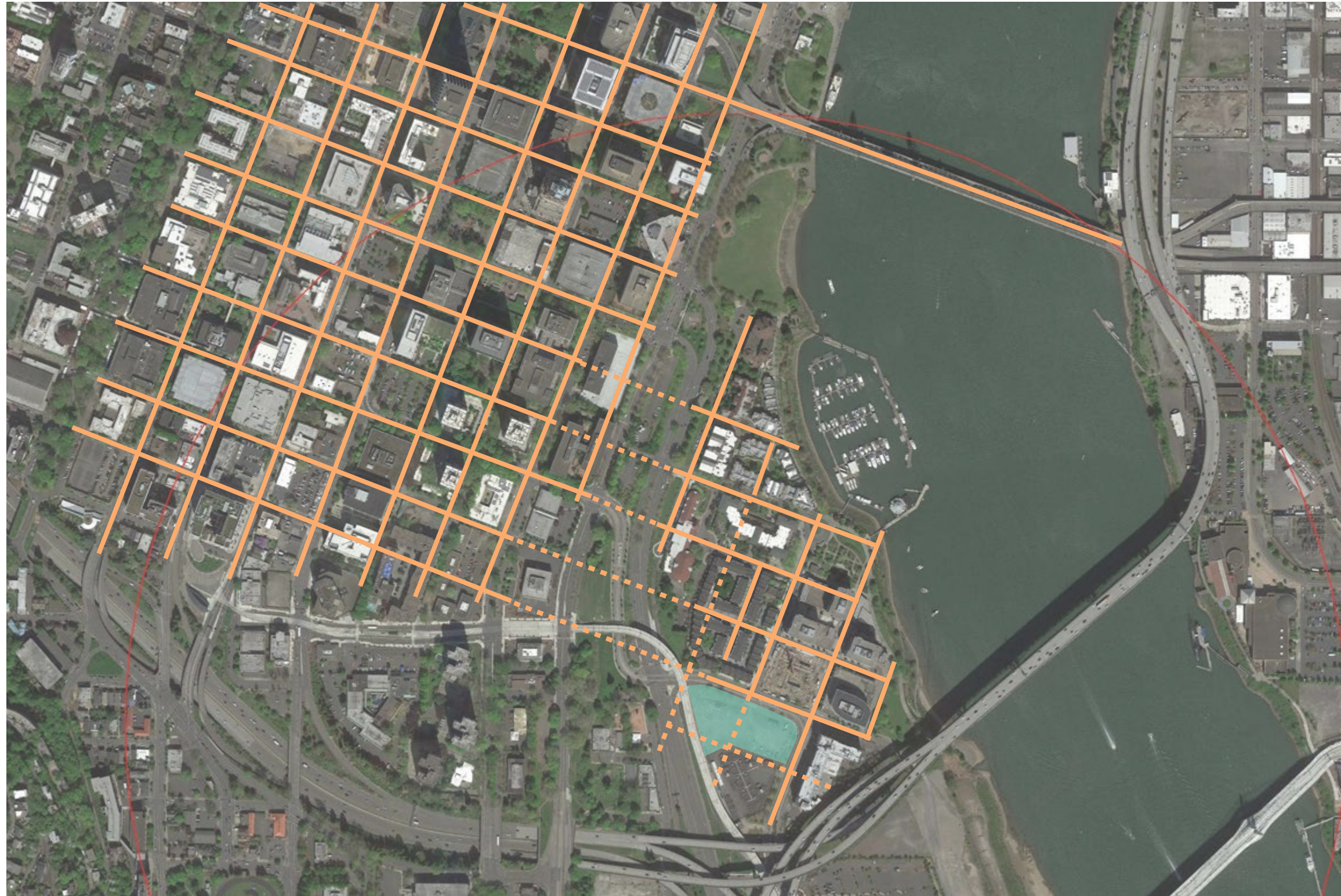




## SITE CONTEXT

### CONTINUING THE GRID

Like most of the central city of Portland, Riverplace is informed by the 200 ft. x 200 ft. block grid aligned to SW downtown. Parcel 3 is a large block with the north, east, and a portion of the south property lines aligned with this grid. Parcel 3 is not a Superblock per the zoning definition because there has never been any ROW vacation on the site. SW River drive runs perpendicular to the long northern edge of the site and if SW River Drive were to extend through the site two parcels that relate to the 200 ft. x 200 ft. grid would be created.





## FROM THE SKETCHBOOK

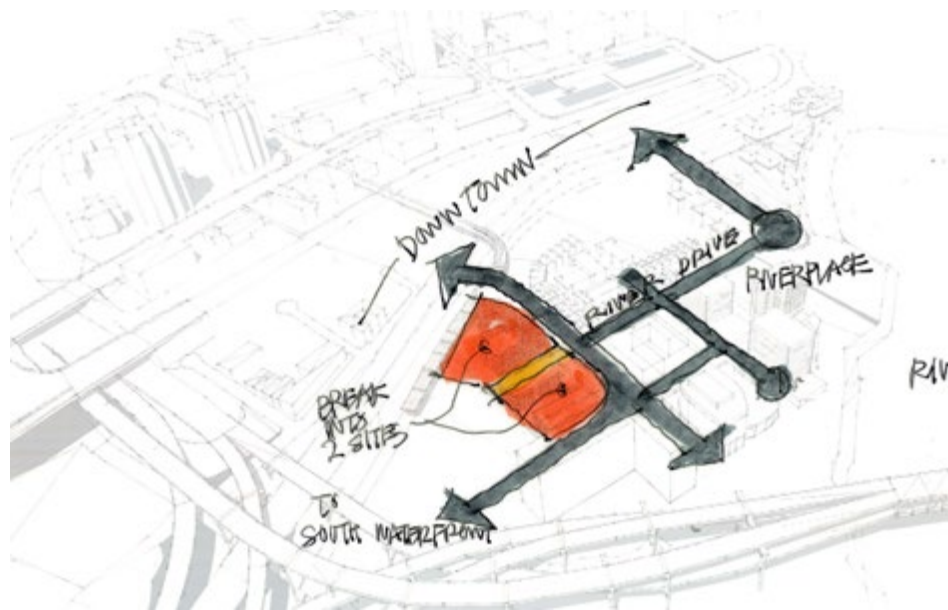
### HOW DID WE GET HERE?

#### GOALS:

- Primary Goal to create 200 affordable homes
- Mixed-incomes from very low to 60% median income
- Balance the remainder of the site with a Mixed-use apartment geared to workforce residents
- Provide retail space with parking to fulfill remaining needs of the Riverplace neighborhood

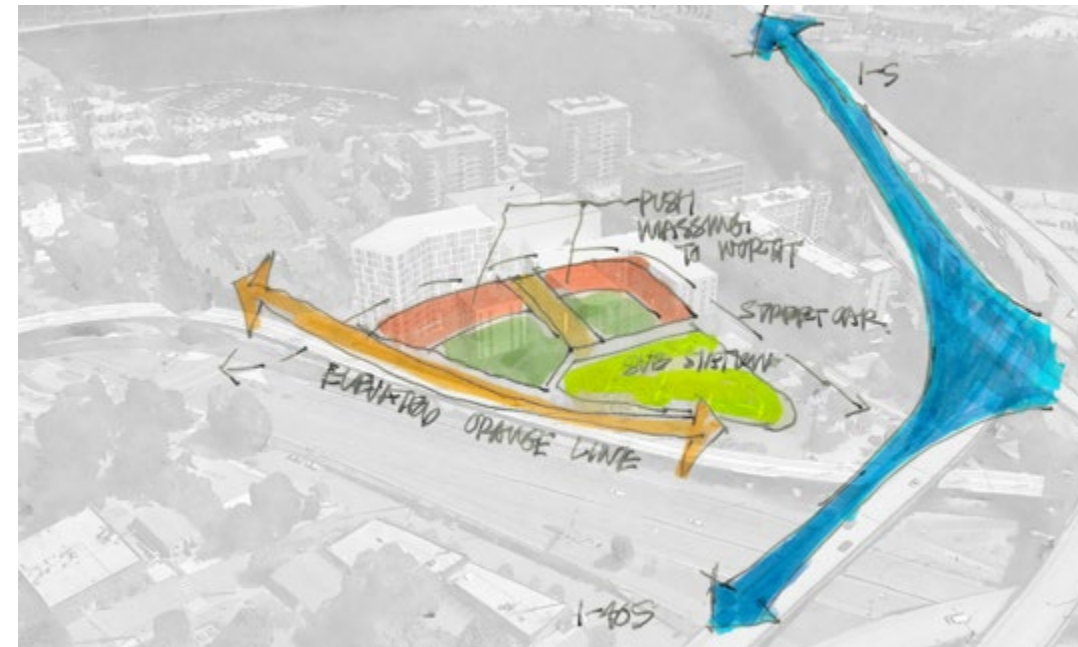
#### DIVIDED THE SITE

- To connect to the city
- To align to the city
- To connect to the neighborhood
- To allow access to the site by cars, fire trucks, air, light
- To scale to the city



### COMPLETE THE NEIGHBORHOOD

- Create the southern urban edge
- Activate the ground level with Retail space to serve neighborhood
- Terminus of River drive
- Created buffer to the South (trains, flying cars, and electricity)
- Respond to the edge conditions of the site
- Push massing to the north away from Sub-Station, overhead freeways, and light rail noise

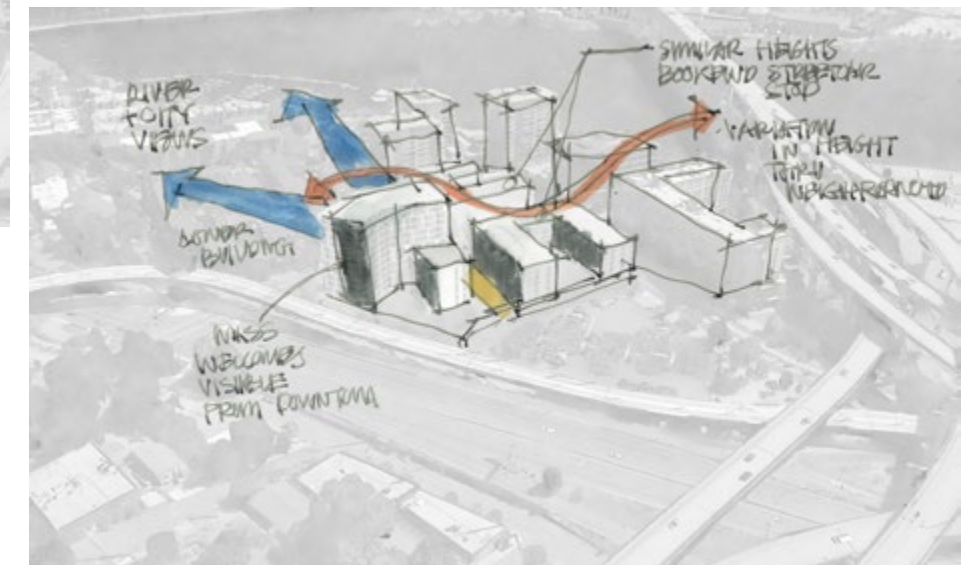


### WE CREATED DIFFERENT BUILDINGS

- To respond to program
- Fit in diversity of Riverplace massing
- Fit in diversity of Riverplace architecture
- Respond to ground floor
  - East urban active, transparent, porous
  - West nurturing, natural, transparent, safe

### CREATE DIFFERENT MASSING

- To respond to program
- 200 units of affordable housing (prime goal)
- 160 market rate housing
- Required height to create 200 units on 1 site
- Take advantage of views
  - Pull away from south
  - Push activity to north edges



### CREATE EFFICIENT PARKING

- A single plate that serves both structures
- Minimizes entries and ramps
- Keep out of sight



## FROM THE SKETCHBOOK

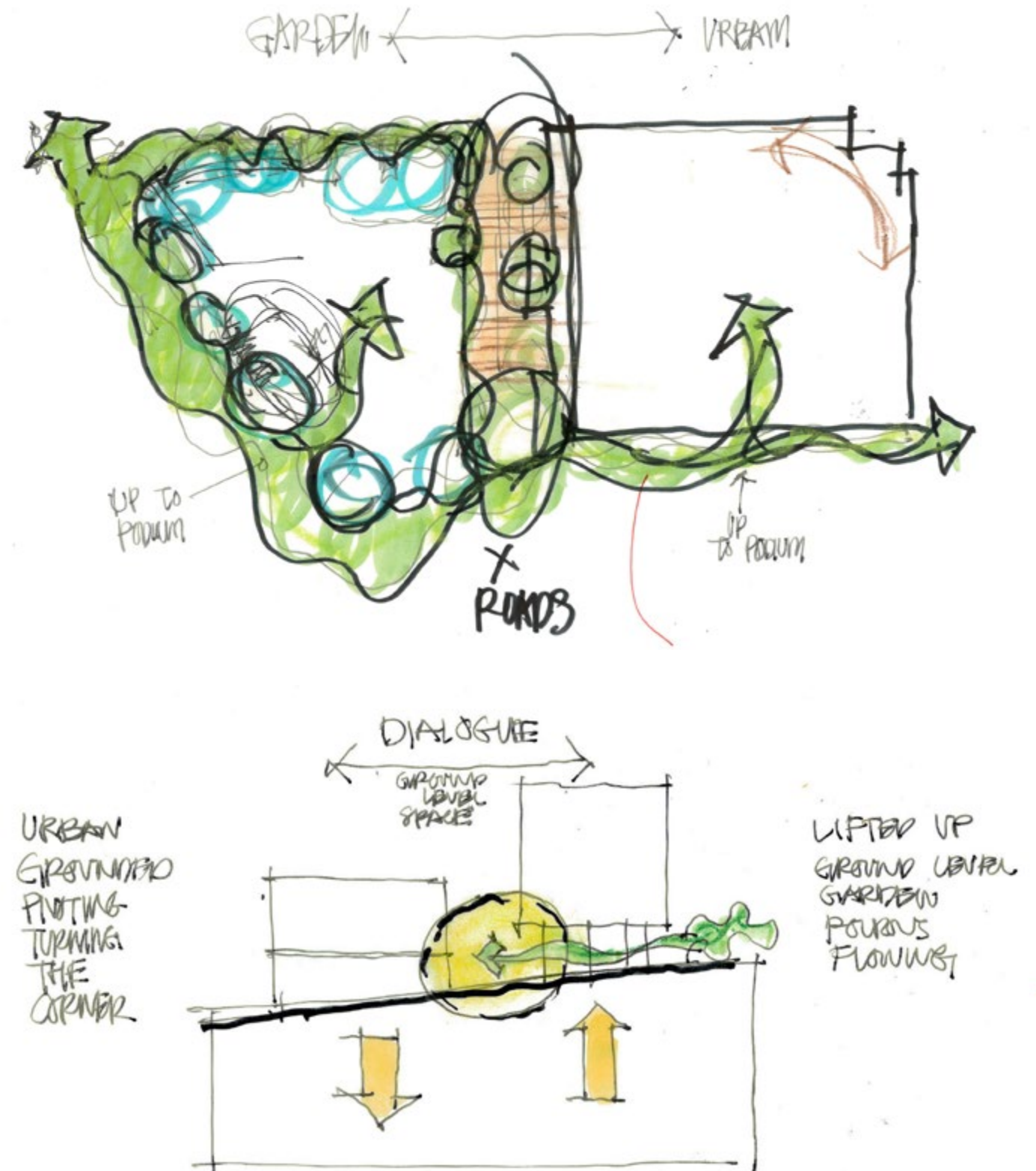
### BALANCE — THOUGHTFUL, AUTHENTIC, FLUID, VIBRANT

We all work on achieving balance—between work life and personal life, comfort and adventure, movement and respite, individual and collective. Home represents a place where we embrace all the facets of daily life in a space that is both safe and inspiring.

The concept of BALANCE for Parcel 3 acknowledges both the affordable and market rate buildings and the needs of end users that will bring this project to life.

As a gateway to South Waterfront and to downtown, this multi-modal site offers easy access to the river and to the city by bike, by train, by bus, by kayak, or by car. To juxtapose the fundamentally active, urban nature of the project, the design team is introducing lush landscaping to create a garden feel for residents and community members craving green space.

Visually and programmatically, a balance between urbanity and nature creates unique public and personal spaces. By designing two buildings that engage residents and community in different ways—both in turn supporting connection and introspection— it becomes easy to achieve a healthy lifestyle.







AERIAL LOOKING SOUTHWEST





AERIAL LOOKING SOUTHEAST





VIEW LOOKING SOUTHWEST FROM INTERSECTION OF SW RIVER PARKWAY AND SW MOODY AVE





VIEW LOOKING SOUTHEAST FROM INTERSECTION OF SW RIVER PARKWAY AND SW RIVER DRIVE



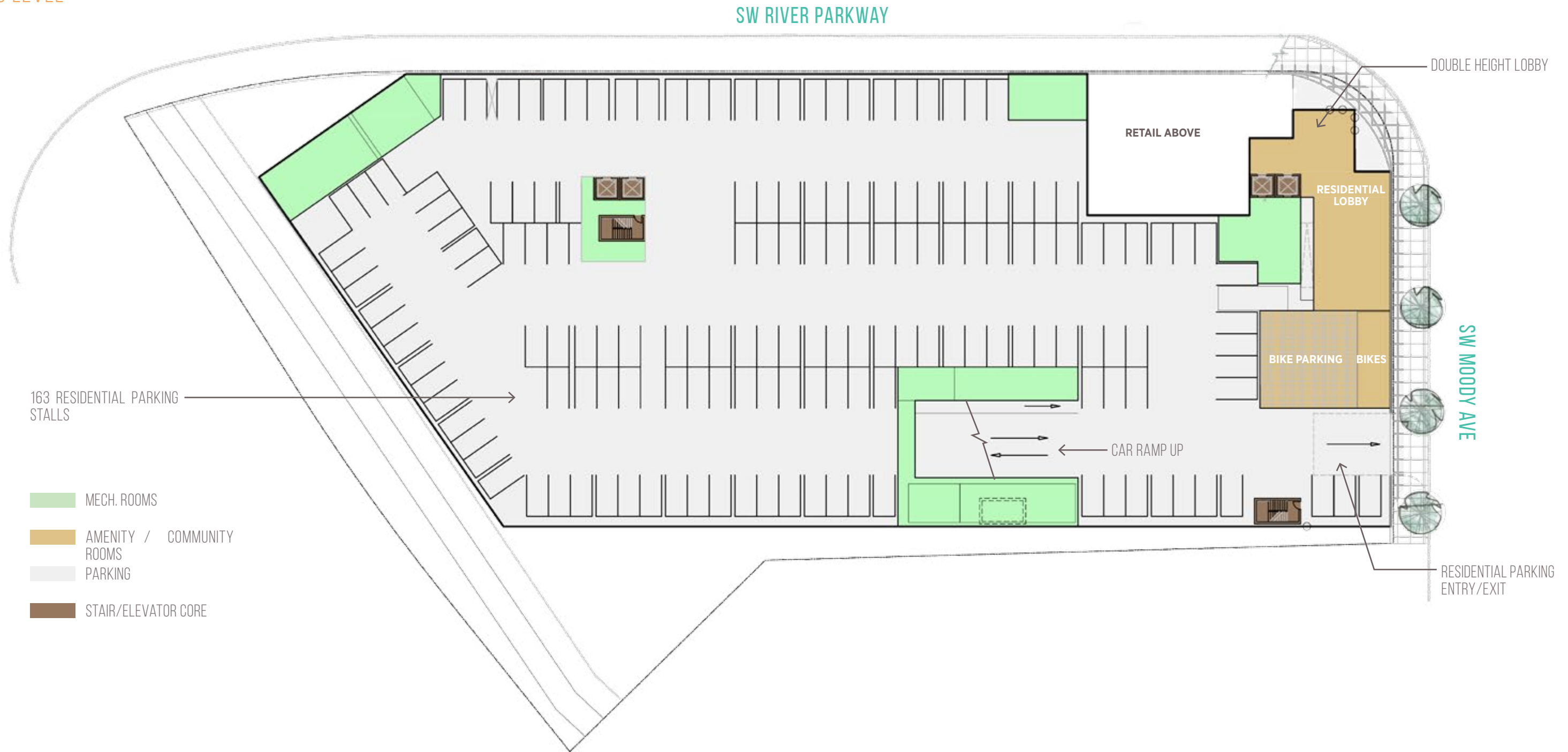


VIEW LOOKING NORTHEAST FROM ELEVATED MAX LINE



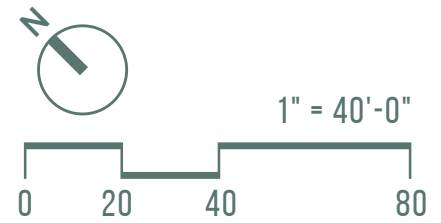
PLANS, ELEVATIONS, & SECTIONS

PARKING LEVEL



163 RESIDENTIAL PARKING STALLS

- MECH. ROOMS
- AMENITY / COMMUNITY ROOMS
- PARKING
- STAIR/ELEVATOR CORE





PLANS, ELEVATIONS, & SECTIONS

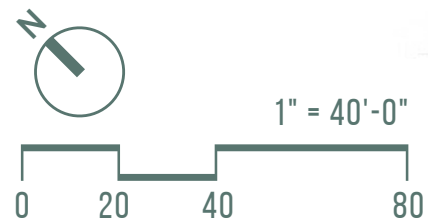
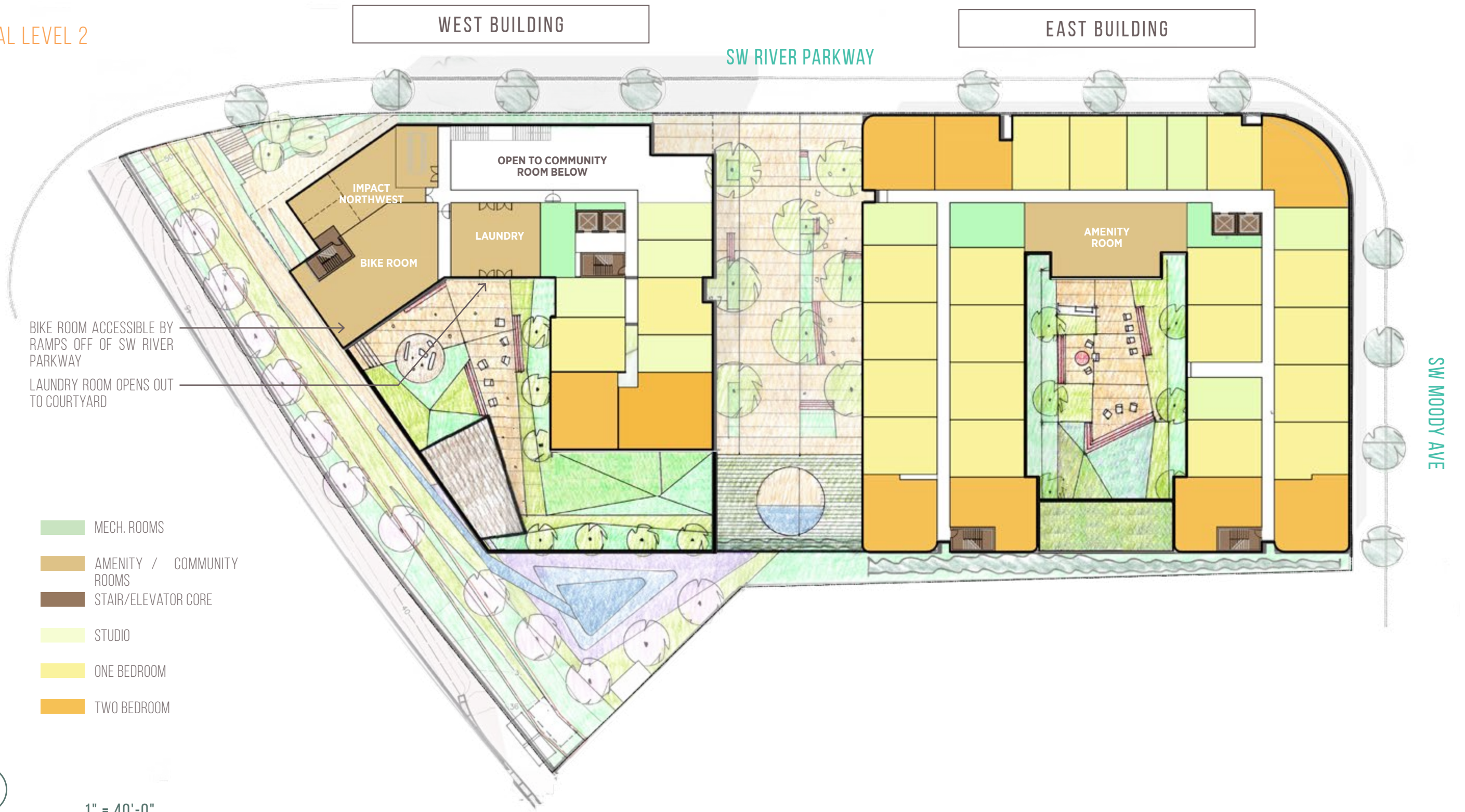
GROUND FLOOR





PLANS, ELEVATIONS, & SECTIONS

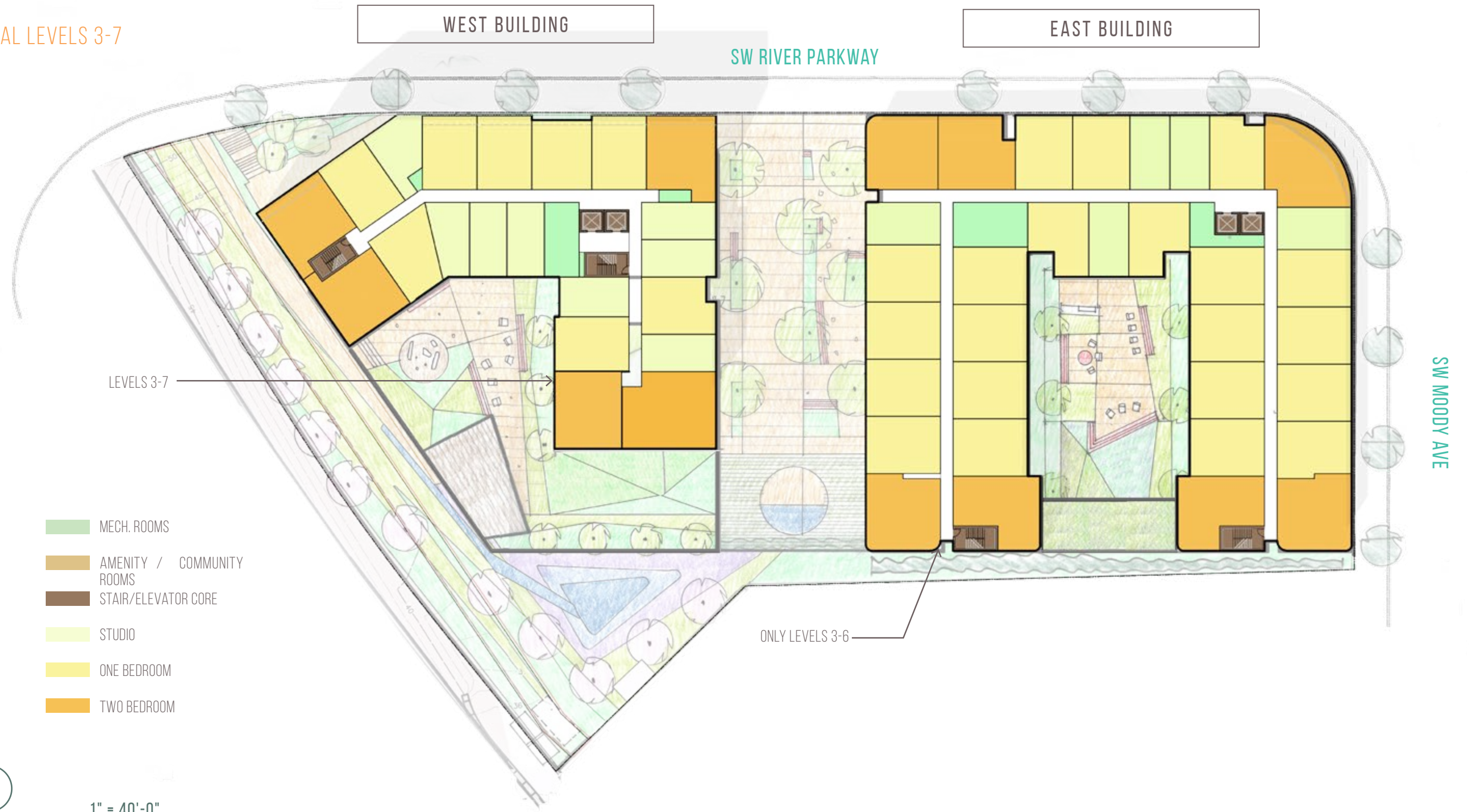
TYPICAL LEVEL 2





PLANS, ELEVATIONS, & SECTIONS

TYPICAL LEVELS 3-7



SW MOODY AVE

SW RIVER PARKWAY

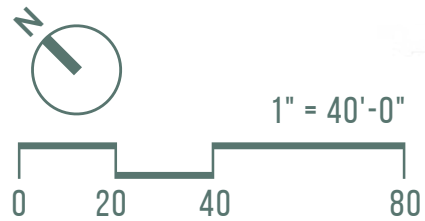
WEST BUILDING

EAST BUILDING

LEVELS 3-7

ONLY LEVELS 3-6

- MECH. ROOMS
- AMENITY / COMMUNITY ROOMS
- STAIR/ELEVATOR CORE
- STUDIO
- ONE BEDROOM
- TWO BEDROOM





PLANS, ELEVATIONS, & SECTIONS

WEST BUILDING TYPICAL LEVELS 8-14

WEST BUILDING

EAST BUILDING

SW RIVER PARKWAY

SW MOODY AVE

ROOF BELOW

UPPER ROOF TERRACE AND LAUNDRY ROOM AT LEVEL 8 ONLY

- MECH. ROOMS
- AMENITY / COMMUNITY ROOMS
- STAIR/ELEVATOR CORE
- STUDIO
- ONE BEDROOM
- TWO BEDROOM



1" = 40'-0"





LANDSCAPE

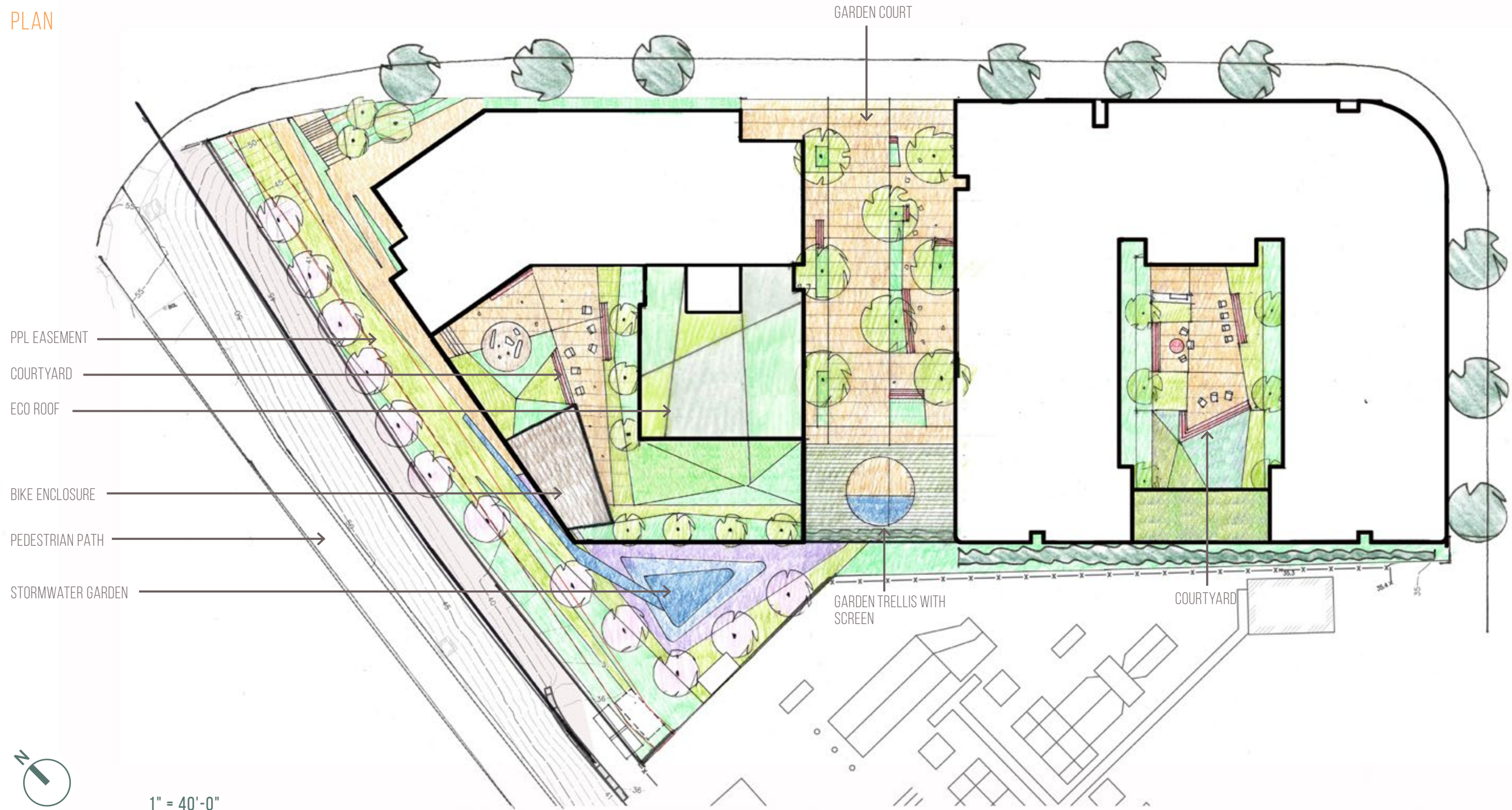


THE SITE DESIGN IS A LANDSCAPE IN MOTION, REFLECTING THE MULTI MODES OF TRANSPORTATION THAT SURROUND THE SITE. A DYNAMIC LANDSCAPE UNFOLDS WITH FILTERED VIEWS TO THE HILLS BEYOND AND A GARDEN COURT THAT LINKS WATER TO THE FOREST.



# LANDSCAPE

## PLAN



1" = 40'-0"





SOUTH ELEVATION

WEST BUILDING

EAST BUILDING



BIKE RAMP UP TO COURTYARD

OPENING IN FACADE TO PARKING

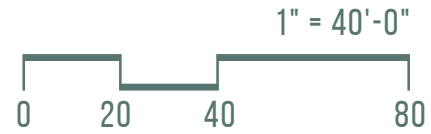
GARDEN TRELLIS WITH SCREEN

ACCENT PANEL

RECESSED NOTCHES FOR ACCENT LIGHTING



KEY PLAN





EAST ELEVATION

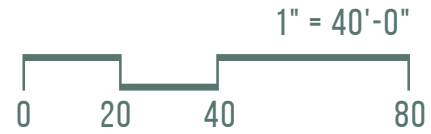
EAST BUILDING



RESIDENTIAL PARKING ENTRY    BRICK FACADE WITH COLOR GRADIENT    RESIDENTIAL LOBBY    ACCENT BALCONIES



KEY PLAN





NORTH ELEVATION

EAST BUILDING

WEST BUILDING



RESIDENT LOBBY

RETAIL THAT STEPS DOWN WITH SITE

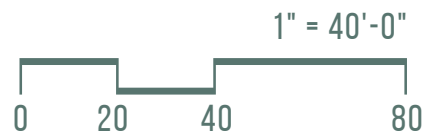
GARDEN TRELLIS WITH SCREEN

ACCENT WALL AT RESIDENTIAL LOBBY

TERRACED GARDEN WITH BLEACHER SEATING



KEY PLAN





DRIVE AISLE ELEVATIONS

EAST BUILDING



ACCENT BALCONIES

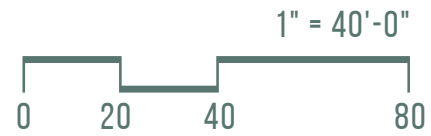
GARAGE DOORS  
FOR RETAIL

LOADING DOCK

GATE TO RESIDENTIAL  
PARKING RAMP



KEY PLAN





DRIVE AISLE ELEVATION

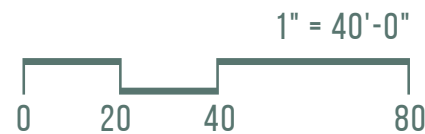
WEST BUILDING



GARDEN TRELLIS WITH SCREEN    RESIDENTIAL COURTYARD    RETAIL PARKING ENTRY    RESIDENTIAL LOBBY



KEY PLAN





WEST ELEVATION

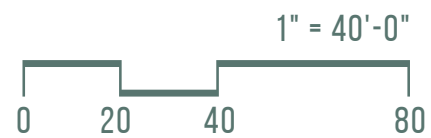
WEST BUILDING



TERRACED GARDEN WITH BLEACHER SEATING

BIKE RAMP

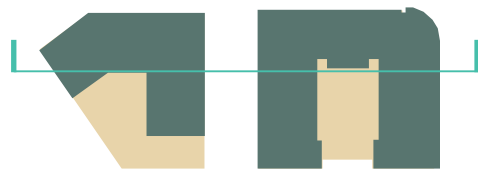
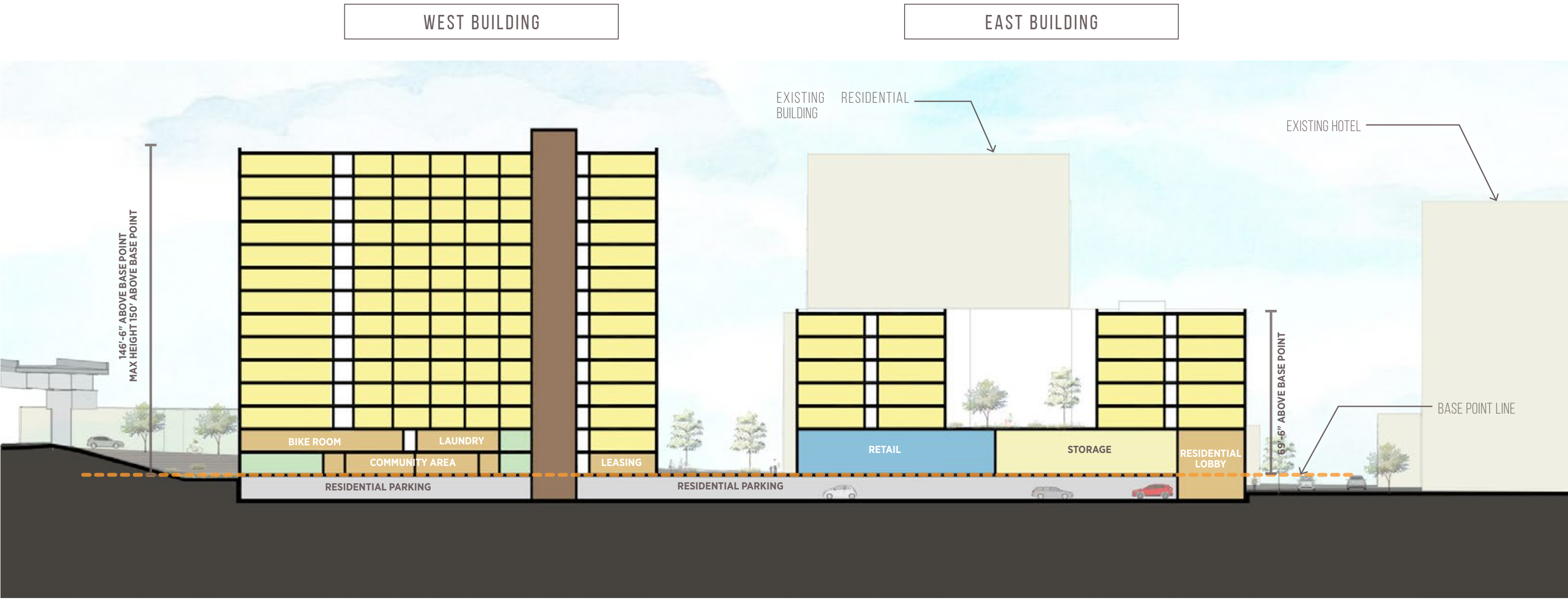
BIKE ENCLOSURE



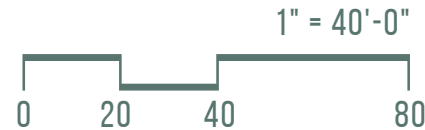


PLANS, ELEVATIONS, & SECTIONS

EAST BUILDING AND WEST BUILDING - EAST WEST SECTION



KEY PLAN



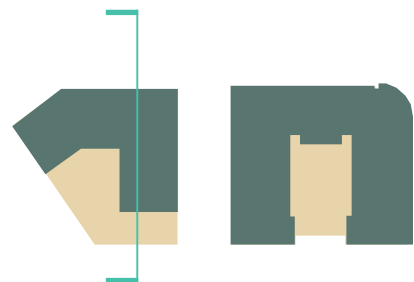
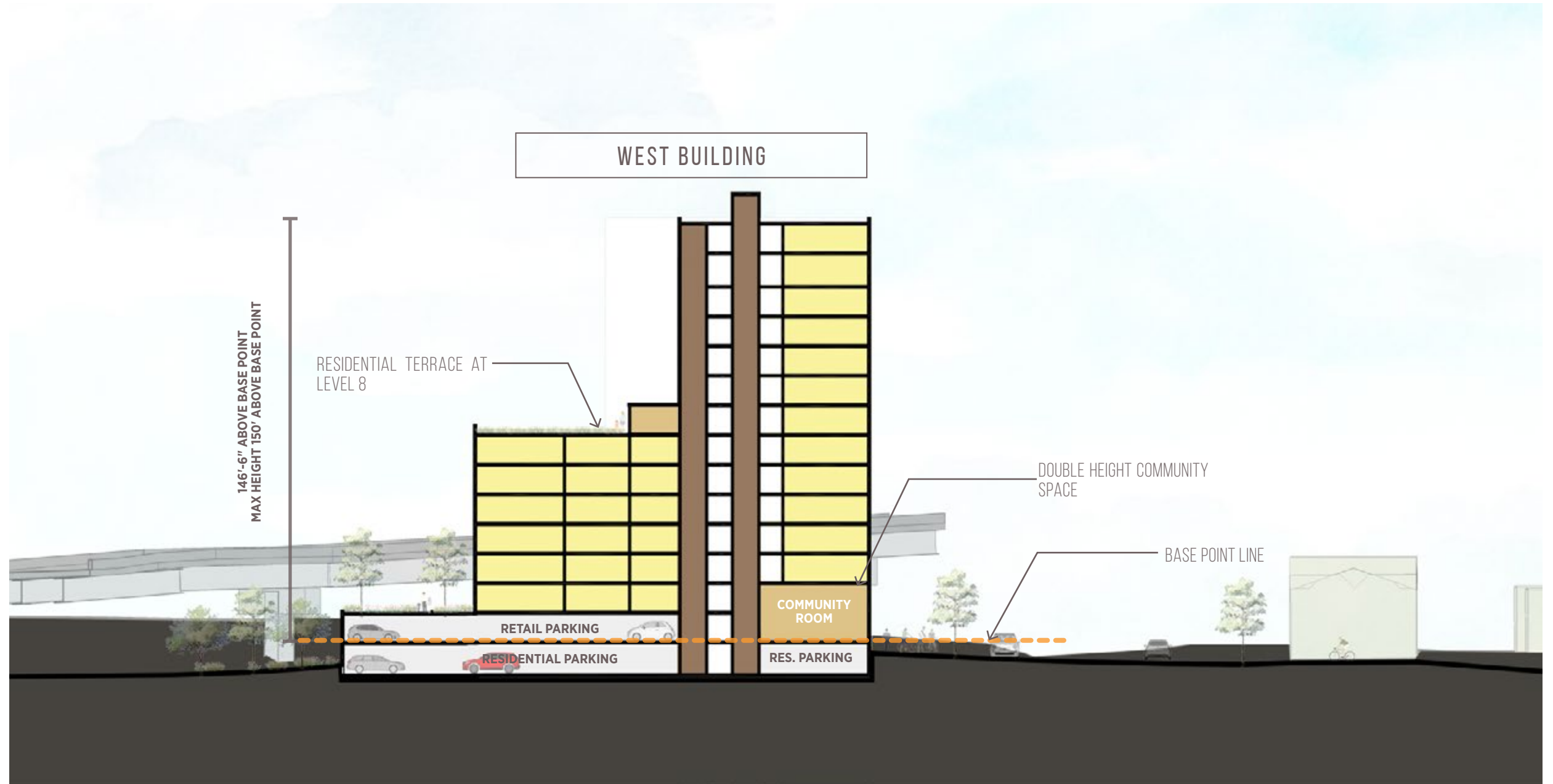
- |  |  |
|--|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> UNITS              | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> MECH. ROOMS        |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span> PARKING         | <span style="display:inline-block; width:15px; height:15px; background-color:tan; border:1px solid black;"></span> AMENITY / COMMUNITY ROOMS |
| <span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> STAIR/ELEVATOR CORE | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> RETAIL                   |



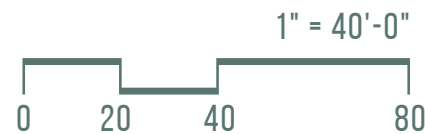
PLANS, ELEVATIONS, & SECTIONS

WEST BUILDING - NORTH SOUTH SECTION

- MECH. ROOMS
- AMENITY / COMMUNITY ROOMS
- RETAIL
- UNITS
- PARKING
- STAIR/ELEVATOR CORE



KEY PLAN





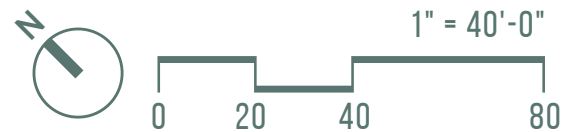
PLANS, ELEVATIONS, & SECTIONS

EAST BUILDING - NORTH SOUTH SECTION

- RESIDENTIAL STORAGE
- MECH. ROOMS
- AMENITY / COMMUNITY ROOMS
- RETAIL
- UNITS
- PARKING
- STAIR/ELEVATOR CORE



KEY PLAN



SITE SECTION



# PROGRAM



## RIVERPLACE - PARCEL 3

### WEST STRUCTURE (Affordable Housing Units and Amenities; Retail Parking; Shared Residential Parking)

Floor	Floor-to-Floor Height	Top of Floor Level
14	10.00'	187.00'
13	10.00'	177.00'
12	10.00'	167.00'
11	10.00'	157.00'
10	10.00'	147.00'
9	10.00'	137.00'
8	10.00'	127.00'
7	10.00'	117.00'
6	10.00'	107.00'
5	10.00'	97.00'
4	10.00'	87.00'
3	10.00'	77.00'
2	10.00'	67.00'
1	12.00'	57.00'
0	11.00'	45.00'

Floor	Total Gross Area per Floor (w/o exterior space)	Parking Area				Retail	Amenity	Housing	
		Vehicle Parking Area	Vehicle Spaces req'd	Bike Parking S.F.	Long Term Bike Spaces Req'd			Short Term Bike Spaces Req'd	Gross Residential Area (Not including MEP)
Roof (not occupied)	0								
14th floor	11420							11200	14
13th floor	11420							11200	14
12th floor	11420							11200	14
11th floor	11420							11200	14
10th floor	11420							11200	14
9th floor	11420							11200	14
8th floor	11890						450	11220	14
7th floor	15850							15510	21
6th Floor	15850						200	15310	20
5th Floor	15850							15510	21
4th Floor	15850							15510	21
3rd Floor	15850						200	15310	20
2nd Floor	11865			1660			2965	6820	8
Ground Floor	23540	12570		2700	313.5	14	6920		209 units
Parking *	30810	27350	82						
<b>TOTAL</b>	<b>225875</b>	<b>39920</b>		<b>4360</b>		<b>0</b>	<b>10735</b>	<b>162390</b>	<b>209 units</b>

\* Parking Level is shared between both towers: Area indicated is estimated at 50% of total gross parking area.

\*\* Net area is calculated as sum of estimated Gross Leasable Areas per unit.

### EAST STRUCTURE (Market Rate Units and Amenities; Retail; Residential Storage; Shared Residential Parking)

Floor	Floor-to-Floor Height	Top of Floor Level
6	10.00'	110.00'
5	10.00'	100.00'
4	10.00'	90.00'
3	10.00'	80.00'
2	10.00'	70.00'
1	10.00'	60.00'
0	15.00'	45.00'
0	11.00'	34.00'

Floor	Total Gross Area per Floor (w/o exterior space)	Parking Area				Retail	Amenity	Housing	
		Vehicle Parking Area	Vehicle Spaces req'd	Bike Parking S.F.	Long Term Bike Spaces Req'd			Short Term Bike Spaces Req'd	Gross Residential Area (Not including MEP)
Roof (not occupied)									
6th Floor	26660							25960	33
5th Floor	26660							25960	33
4th Floor	26660							25960	33
3rd Floor	26660							25960	33
2nd Floor	26660						1740	24220	30
Ground Floor	27940			1720	243	8	12050		162 units
Parking *	34310	27300	81	1930			2670		
<b>TOTAL</b>	<b>195550</b>	<b>27300</b>		<b>3650</b>		<b>12880</b>	<b>16460</b>	<b>128060</b>	<b>162 units</b>

\* Parking Level is shared between both towers: Area indicated is estimated at 50% of total gross parking area.

\*\* Net area is calculated as sum of estimated Gross Leasable Areas per unit.

<b>TOTAL GROSS SF</b>	<b>421425</b>
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