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AERIAL PERSPECTIVE FROM NW
LAND USE REVIEW # (LU-20-102914 DZM GW) EXHIBIT APP.42

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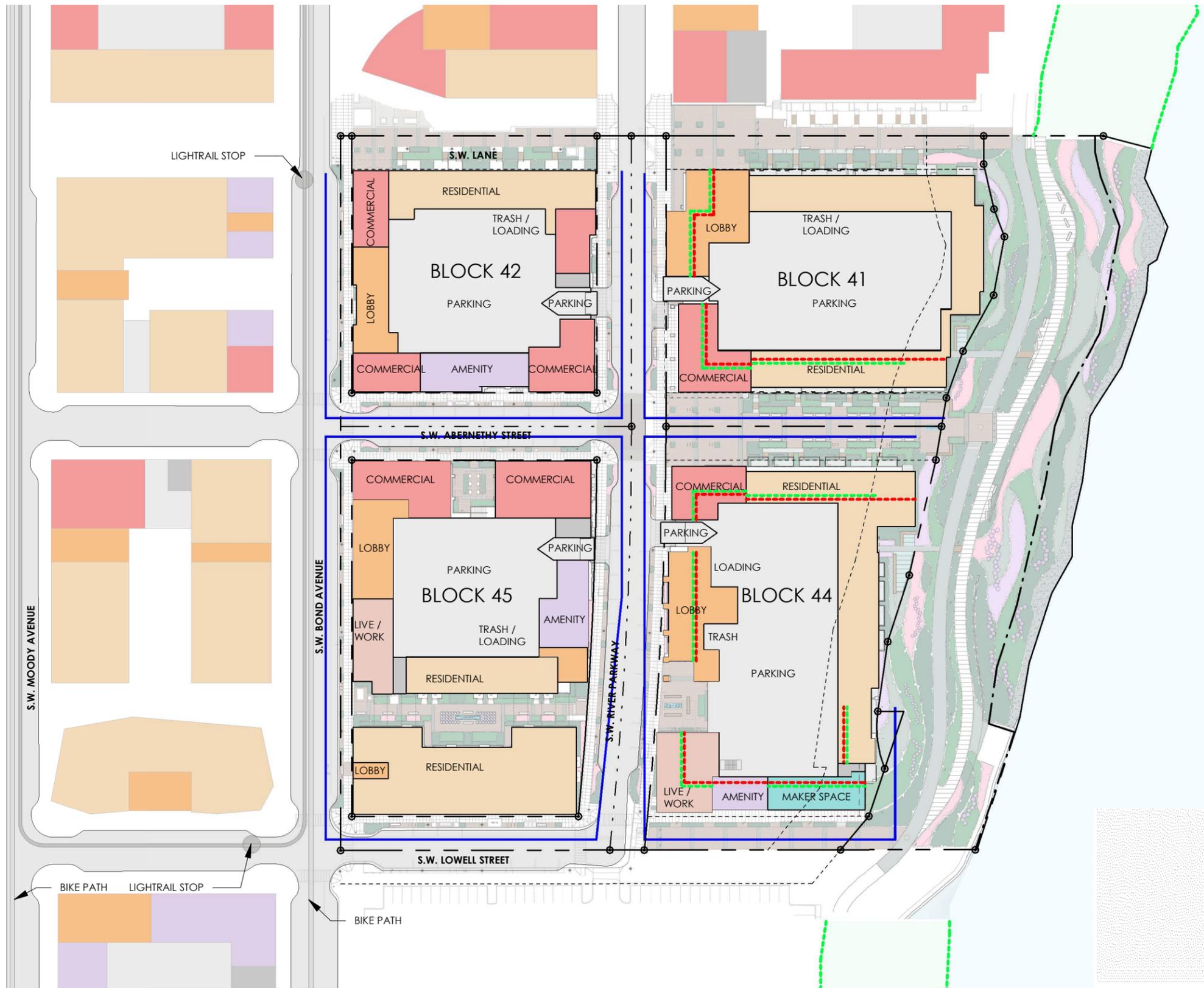
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AERIAL PERSPECTIVE FROM SW
LAND USE REVIEW # (LU-20-102914 DZM GW) EXHIBIT APP.43

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- RESIDENTIAL
- LIVE / WORK
- COMMERCIAL
- PARKING
- LOBBY
- AMENITY
- SERVICE
- MAKER SPACE

GROUND FLOOR ACTIVE USES (33.510.225)

THIS STANDARD MUST BE MET ALONG AT LEAST 50% OF THE GROUND FLOOR OF WALLS THAT FRONT ONTO A SIDEWALK, PLAZA, OR OTHER PUBLIC OPEN SPACE.

1. DISTANCE FROM FINISHED FLOOR TO BOTTOM OF STRUCTURE MUST BE AT LEAST 12 FEET.
2. THE AREA MUST BE AT LEAST 25 FT. DEEP.
3. ACTIVE USES INCLUDE BUT ARE NOT LIMITED TO: LOBBIES COMMERCIAL, RESIDENTIAL, AND OFFICE.

- ACTIVE USE FACADE ———
- COMPLIANT WITH REQUIRED 25' DEPTH - - - - -
- COMPLIANT WITH REQUIRED 12' CLEAR HEIGHT - - - - -



SCALE: 1" = 100'-0"

SITE CONTEXT / GROUND FLOOR USES

LAND USE REVIEW # (LU-20-102914 DZM GW) EXHIBIT APP.44

Ardea (No Setback)



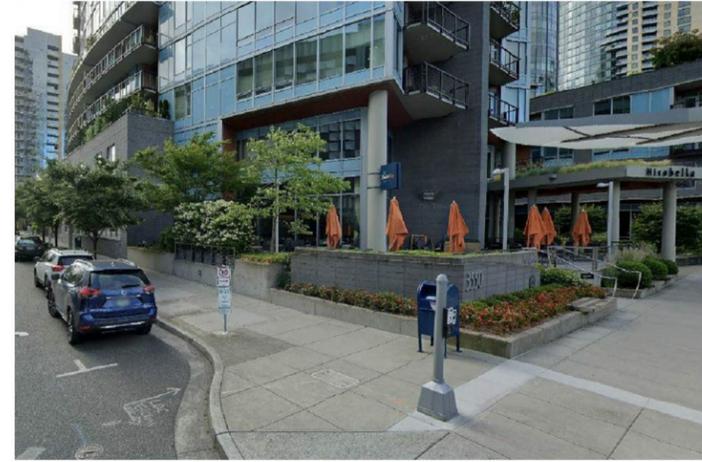
John Ross (No Setback)



Meriwether (No Setback)



Mirabella (No Setback)



Rood Family Pavilion (No Setback)



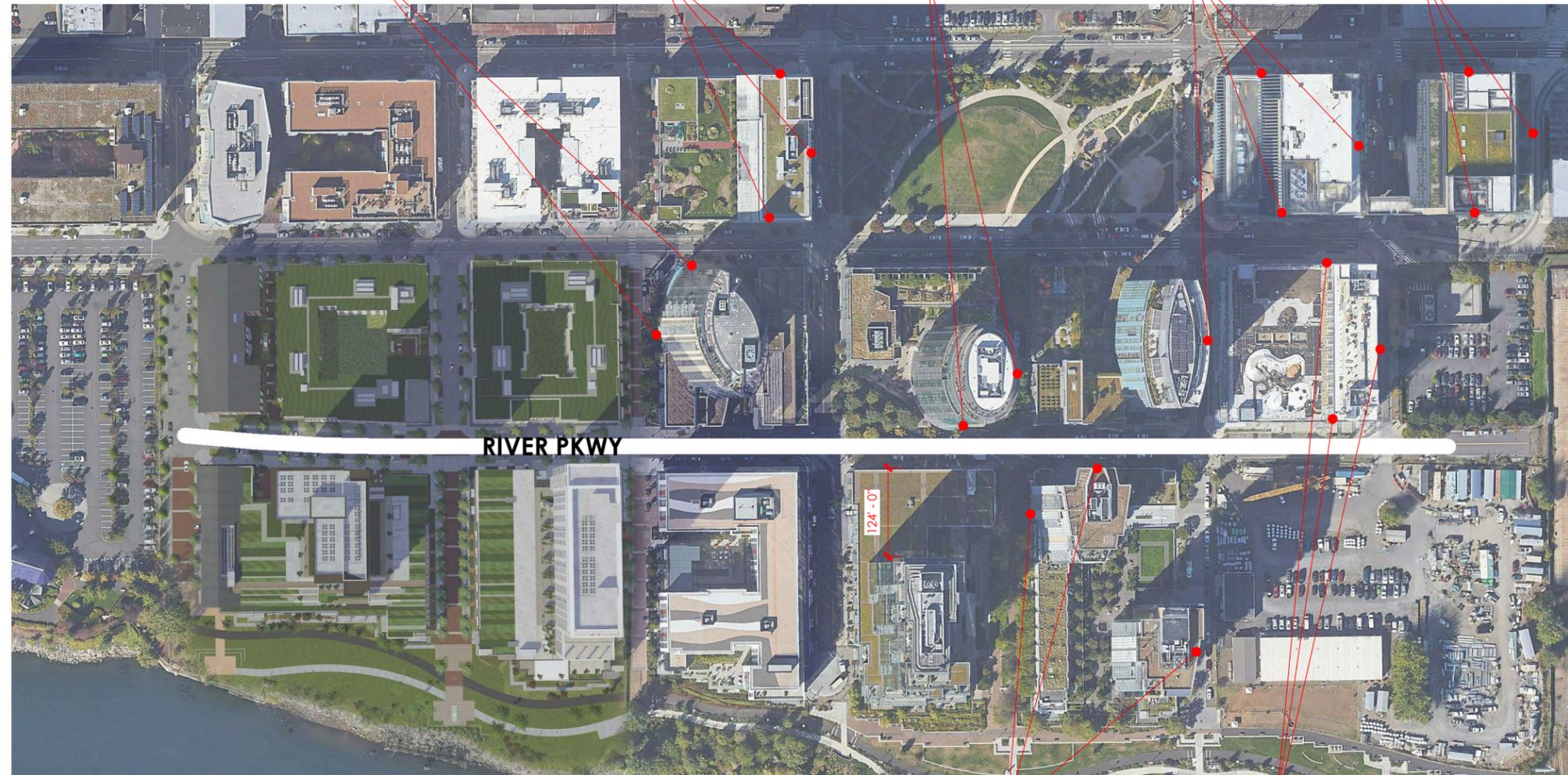
No Setback

No Setback

No Setback

No Setback

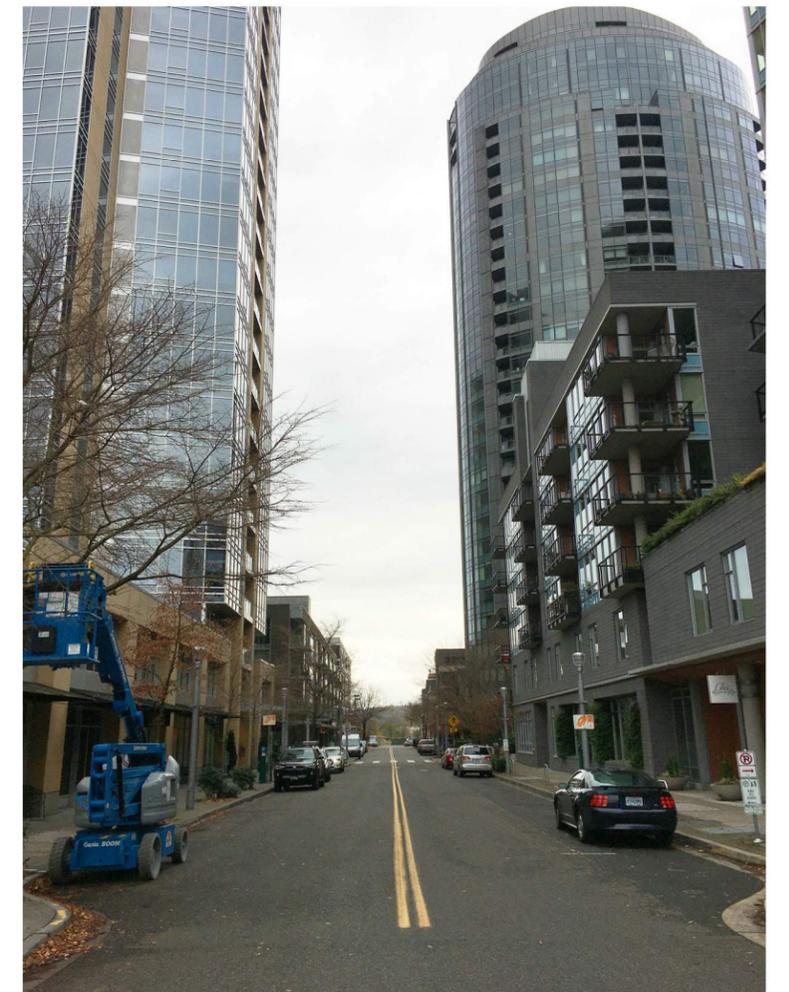
No Setback



No Setback

No Setback

River Pkwy View Corridor



SCALE: 1" = 200'-0"



TANDEM PARKING

(33.266.130.F.1.a)

All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle.

PROPOSAL

We propose to use selected parking bays in the private garages for these blocks as tandem stalls, in that the front stall does not have access to the drive aisle without moving the vehicle behind it adjacent to the aisle. See Parking Plans.

APPROVAL CRITERIA

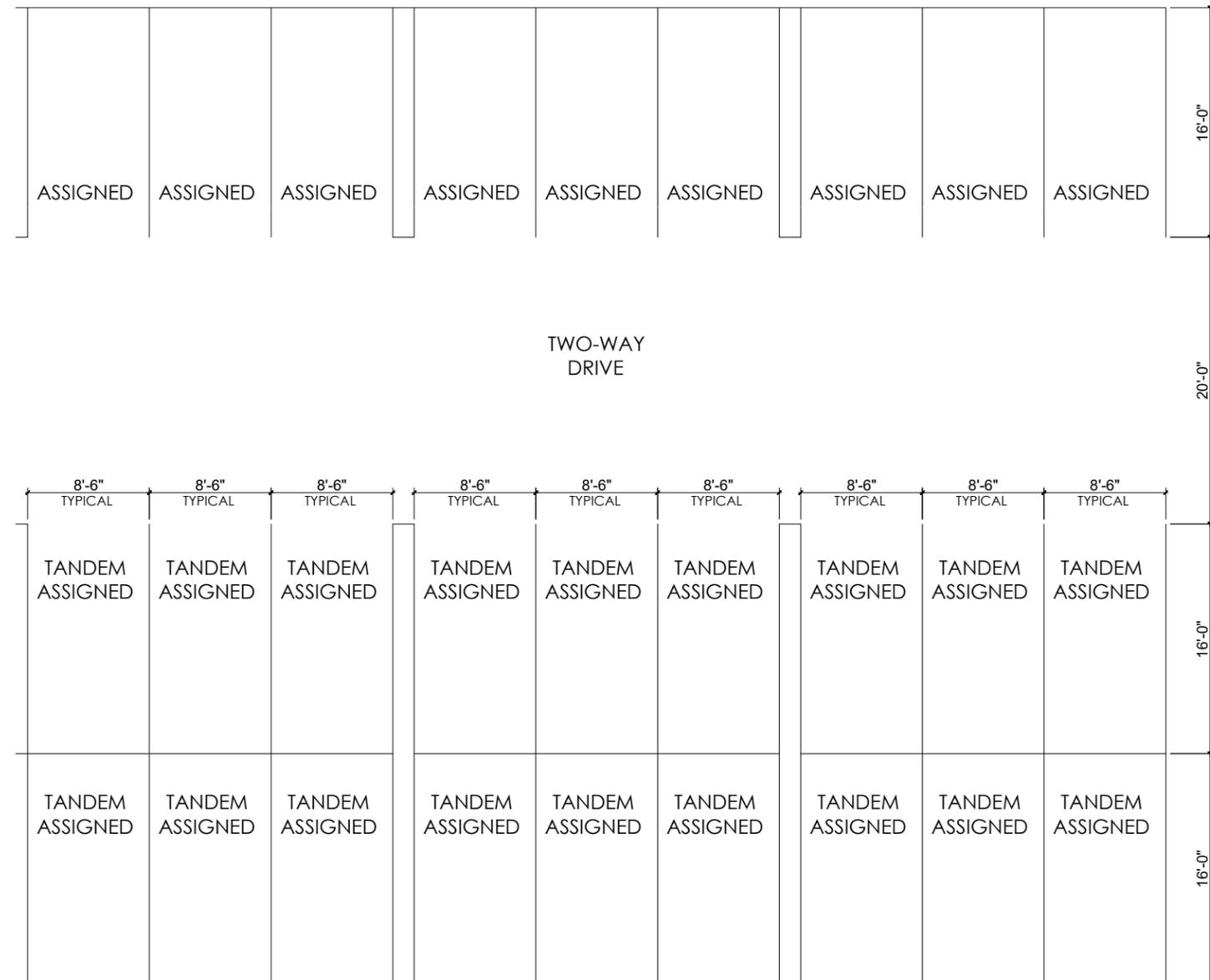
A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified

Tandem stalls support the applicable guidelines in that they allow for greater vehicle density to be parked in smaller amount of developed footprint while also relieving pressure from surface/street, or above grade structured parking that might otherwise be necessary.

B. The proposal will be consistent with purpose of the standard for which a modification is requested

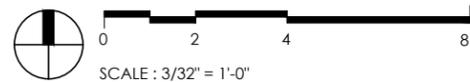
The design of Tandem stalls coincides with sustainable development, particularly for projects within dense urban cores because it is efficient and sensible use of space and land.

- a. Additionally, it should be considered that these Tandem stalls are for use on a private residential project and each pair of stalls is only intended and practical to be leased "in tandem" to the same unit tenants. Consequently, the tenants of that unit and the tandem stalls are effectively each other's full-time attendants and the use of the stalls is not impacted in a substantial manner. The number of Tandem stalls will be significantly less than the 2-bedroom and 1-bedroom unit count and so the buildings easily support "in tandem" use.



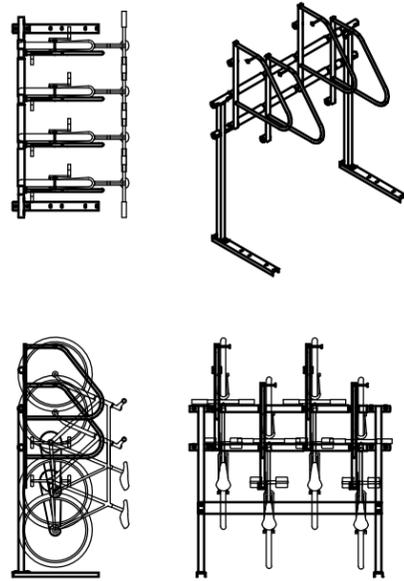
TANDEM PARKING

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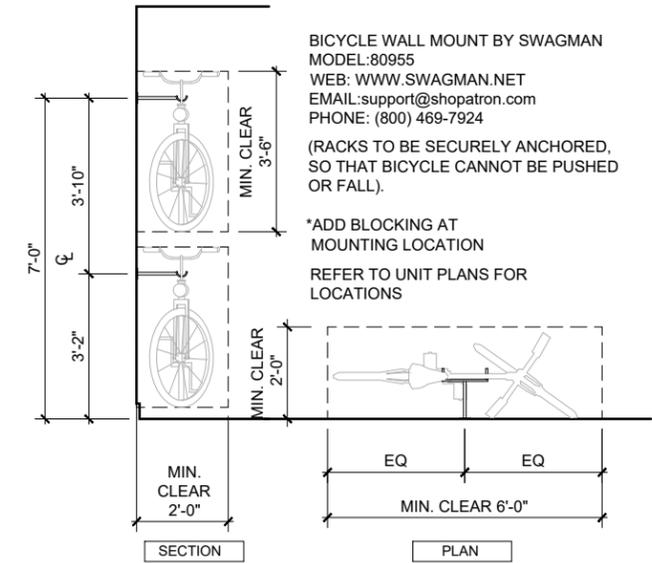
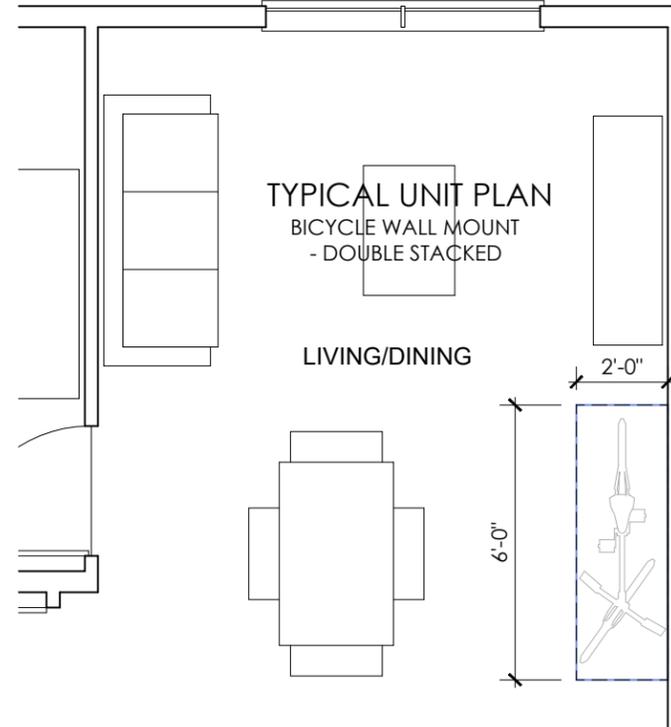
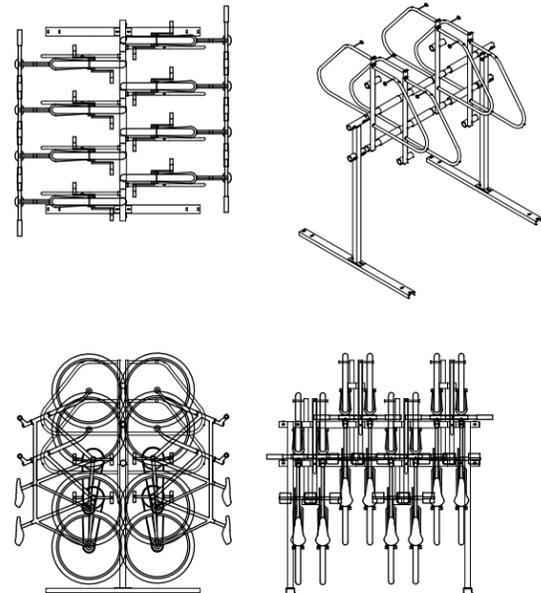
SINGLE-SIDED BIKE RACK

SSULT-B4-SINGLESIDED



DOUBLE-SIDED BIKE RACK

SSULT-B4-DOUBLESIDED



LONG - TERM TYPICAL BIKE ROOM RACK

BICYCLE PARKING STANDARDS

(33.266.220.c.3.b.)

...3. Bicycle racks. The Portland Bureau of Transportation maintains a handbook of racks and siting guidelines that meet the standards of this paragraph. Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:

- a. The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;
- b. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. See Figure 266-11; and
- c. The rack must be securely anchored.

PROPOSAL

For the long-term parking provided in the garage, we are proposing to use a vertical rack system with staggered rack heights (Dero ultra space saver vertical racks). This rack model is listed under the City of Portland Bike Parking Guide as pre-approved model that provide 2 points of contact with the bike wheel 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. The proposal includes the recommended 60" access aisles width, with the racks anchored to the structural slab of the garage. 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, as per manufacturer's recommendation.

For the long-term parking provided in the units, we are proposing a wall rack system that is excluded from the 2 points of contact with the bike wheel and frame and the use of a U-lock through the rack, the wheel, and the frame. This type of long-term bike storage is already in a secured private space so security for the rack is no longer necessary.

APPROVAL CRITERIA

- A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified

LONG - TERM TYPICAL TENANT UNIT RACK

The proposed solution meets the intent of providing sufficient space, access and security. 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 room intended for use by residents and tenants. 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.

- B. The proposal will be consistent with purpose of the standard for which a modification is requested

The proposed design for the bicycle parking is consistent with intent of the zoning code desire to provide safe and accessible bicycle parking for its long-term bike riders. The primary design strategy is to create long term bicycle parking rooms that are easily accessible, usable and safe for our tenants and occupants. The rooms have been located in a variety of locations for convenient access from the garage and from units at floors above and are located in locked rooms to keep the tenants and their equipment safe. The rack system proposed is easy to use and will help keep tenants' bicycles organized and safe.

- a. The proposal meets the intent of the zoning code.

PARKING ACCESS

(33.510.267.F.6.b.)

...b. Parking access on other streets. New motor vehicle access to any parking area or structure is not allowed on the streets shown on Map 510-9.

Map 510-9 shows that access on SW River Parkway is only granted under adjustments procedures.

PROPOSAL

For this development, we propose to locate along SW River Parkway all the parking access points for the 4 blocks. Due to the constraints on other streets surrounding the proposed buildings, SW River Parkway is the only street that provides adequate parking access.

On Block 41 and Block 44, SW River parkway is the only street that provides frontage for those building, all other streets are pedestrian access only or designs with active uses that will not work with parking access.

It's a similar case for Block 42 and Block 45, SW Lane is a pedestrian accessway, SW Abernethy is the main active street, SW Lowell is all residential, leaving SW River Parkway as the only possible option for the parking access.

APPROVAL CRITERIA

A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified.

Moving the parking access to SW River Parkway on this case will equal the purpose of the regulation since these buildings sit on dense urban environment. Parking access on busy streets is common on this type of neighborhoods and by locating the access points away from the middle streets in the four blocks, the pedestrian links through the blocks is preserved better.

A study on turning lanes and access to gates on the parking access was provided to BPOT where it shows that impact to pedestrian and vehicular traffic is minimal on SW Parkway.

B. If in a residential, CI1, or IR zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, I, or CI2 zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area.

Criteria does not apply.

C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone.

Only one adjustment is being requested.

D. City-designated scenic resources and historic resources are preserved.

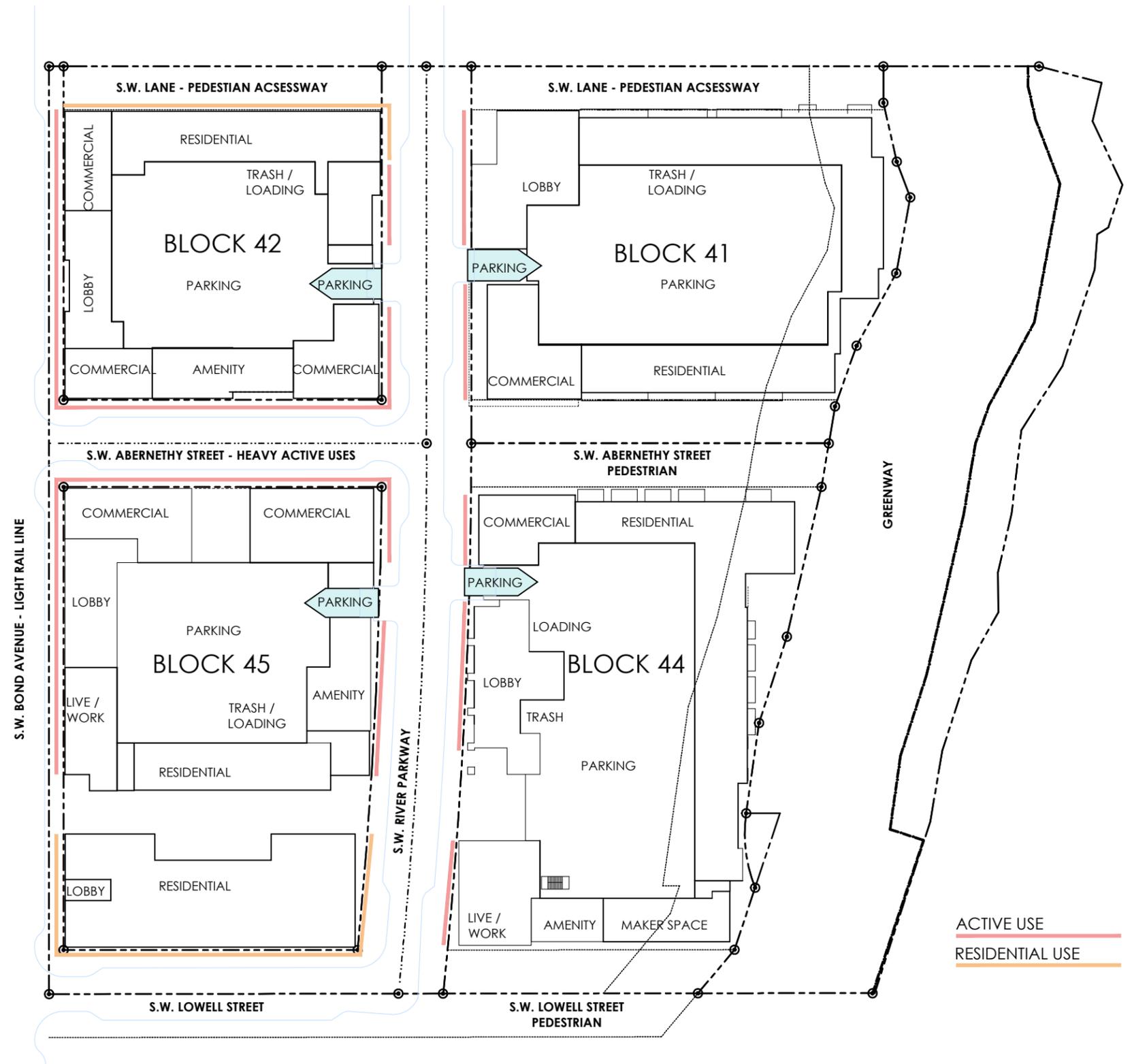
Criteria does not apply.

E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

See response on criteria A.

F. If in an environmental zone, the proposal has a few significant detrimental environmental impacts on the resource and resource values as is practicable;

Criteria does not apply.



PARKING ACCESS

ADJUSTMENT 1 - PARKING ACCESS