



City of Portland, Oregon
Bureau of Development Services
Land Use Services

FROM CONCEPT TO CONSTRUCTION

Dan Saltzman, Commissioner
Paul L. Scarlett, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

MEMORANDUM

Date: February 12, 2016
To: Portland Design Commission
From: Benjamin Nielsen, Development Review, 503-823-7812
Re: EA 15-269535 DA – Bridge Housing / Riverplace Parcel 3
Design Advice Request Summary Memo, February 18, 2016 hearing

Attached is a drawing set for the Design Advice Request for a pair of new buildings—the eastern building a mixed-use retail and market-rate residential at 6-stories and the western building comprising affordable housing at 14 stories, both of which sit upon a level of below-grade structured parking—in the Downtown Subdistrict of the Central City Plan District

Project Summary – The proposal, on an 87,637 square foot lot bounded by SW Harbor Drive, the Harbor Viaduct, and a new recreational pathway to the west, SW River Parkway to the north, SW Moody Avenue to the east, and an electrical substation to the south, includes the following:

- **Zoning.** CXdg – Central Commercial with Design and Greenway, River General overlays.
- **Height.** Western building = 146'-6". Eastern building = 69'-6". Maximum height allowed before bonuses = 150'. Height bonuses allow for up to an additional 45'.
- **FAR.** The base maximum FAR for this site = 4:1. With residential FAR bonuses, additional FAR of 3:1 is earned for a total of 7:1 FAR maximum. The proposal includes approximately 356,005 square feet of above-grade development with an additional 65,120 square feet of structured parking below. A portion of this structured parking, as yet undefined, is included in the total FAR, yielding a total proposed FAR of between 4.1:1 and 4.9:1.
- **Site Design.** Between the two buildings is a paved courtyard and driveway extending south from the intersection of SW River Pkwy and SW River Dr. This driveway/courtyard terminates at a large, planted trellis. A terraced garden at the northwestern corner of the site slopes up to the second story of the western building and connects to the rooftop courtyard on the west side of that building. A large stormwater planter is shown in the southwest corner. Two existing above grade transformer boxes also lie at the southwest edge of the site, and additional utilities appear to be indicated adjacent.
- **Ground Floor.** A lobby and community-serving rooms face SW River Pkwy in the western building. Structured parking for the retail spaces sits behind these spaces. Four retail spaces, stepping down with the site, face River Pkwy in the eastern building. A residential lobby at the structured parking level anchors the corner of River Pkwy and Moody Ave. A bike parking room and garage entrance line the rest of SW Moody.
- **Upper Floors.** Residential and amenity uses, along with rooftop terraces and landscaping, occupy the second story of both buildings. The upper floors are all residential units.
- **Structured Parking.** There are two separate structured parking lots: one at grade in the western building to service the retail uses, and one larger garage below grade spanning the site to serve the residences. Entries to both are provided off of the new courtyard/driveway through the middle of the site, and another entry to the lower garage is provided off of SW Moody Ave.
- **Loading.** One Standard A loading space is required and is provided in the east building off of the courtyard/driveway through the middle of the site.
- **Materials.** Materials are not yet indicated.

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Potential Modifications & Adjustments

- **Adjustment – Parking Access Restricted Street** (33.510.263.G.6.c)
Required: Motor vehicle access to any parking area or structure is not allowed on the streets shown on Map 510-9, which include both SW River Pkwy and SW Moody Ave.
Proposed: Allow parking access from SW River Parkway via a driveway extending south from the intersection of River Parkway and SW River Dr, and allow parking right-in, right-out parking access from SW Moody Ave.

- **Modification #1 – Maximum Building Setbacks** (33.130.215.C.2.e.(6))
Required: Where the site is adjacent to two or more intersecting transit streets, 100% of the length of the ground level street-facing façade of the building must be within the maximum setback (10') on the street with the highest transit classification (SW Moody Ave).
Proposed: Allow a portion of the eastern building in the northeast corner to be set back up to 15'-0".

- **Modification #2 – Ground Floor Windows Standard** (33.130.230.B)
Required: In the CX zone, all exterior walls on the ground level which face a street lot line, sidewalk, plaza, or other public open space or right-of-way must meet the general window standard, which is: The windows must be at least 50% of the length and 25% of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. The bottom of the windows must be no more than 4 above the adjacent exterior grade.
Proposed: On the western building: 18% of the ground floor length on the courtyard-facing elevation. On the eastern building: 31% of the ground floor length on the courtyard-facing elevation and 35% of the ground floor length on the east elevation (facing SW Moody Ave). Window areas have not yet been calculated but may require modification as well.

- **Modification #3 – Transit Street Main Entrance** (33.130.242)
Required: For portions of a building within the maximum building setback at least one main entrance for each nonresidential tenant space on the ground floor must either...face the transit street or be at an angle of up to 45 degrees from the transit street, measured from the property line.
Proposed: Allow the doors in the second retail space from the west in the eastern building to face a sidewalk extension at a 90-degree angle from the transit street.

- **Modification #4 – Required Building Lines** (33.510.215)
Required: The building must extend to the street lot line along at least 75 percent of the lot line, or the building must extend to within 12 feet of the street lot line for 75 percent of the lot line. Map 510-6 has required building lines along SW River Parkway and SW Moody Avenue for the entire length of the lot lines along both streets.
Proposed: Allow portions of the western building to be set back more than 12 feet at the northwest and northeast corners, and allow portions of the eastern building to be set back more than 12 feet at the northwest and northeast corners.

DAR Discussion Items – Staff has identified the following potential areas of discussion for the February 18th DAR hearing:

1. Site Design.

- The driveway extension of SW River Dr seems logically placed. Does the proposed street design appear to be a successful shared pedestrian/vehicular space that contributes to the vibrancy of the Central City and the streetcar alignment? Please provide comments, too, about the large trellis structure at its termination. An urban approach to this space is important.

- Given the Greenway Review approval criteria and CCFD Guidelines A1, A3, & B1, are there opportunities for additional connections through the site and to the recreational trail along SW Harbor Drive?
- Are the stormwater planter and utility boxes at the southwest corner of the site appropriately placed?
- Please provide comments about the courtyards atop both buildings' plinths.

2. Building Massing.

- Are the building wall erosions at the northeast corner, the intersection with SW River Drive, and the northwest corner appropriate and successful?
- Are the orientations of the massing on the upper floors of both buildings appropriate, given the constraints of the site?

3. Ground Floor Active Uses.

- Are the retail spaces and residential lobbies properly located?
- The residential lobby for the eastern building extends south for over 50' along SW Moody Ave, and beyond that, bike parking and vehicular parking areas front the street. Locating retail uses farther south seems challenging. How far south should active uses extend along SW Moody Avenue? Is the bike parking along SW Moody acceptable? Is the Ground Floor Windows Standard modification here approvable?
- Active ground floor uses extend south for about 60' on the western building and over 100' on the eastern building along the private driveway. Should active uses extend further south in this area?
- Are parking entries and parking areas appropriately located?

4. Elevations & Composition.

- Please comment on the façade composition and patterning of the two distinct buildings and their relationship with each other.
- Please comment on how the balconies on the eastern building are working within the overall composition.

5. Materials Discussion.

- Materials are not yet indicated in the drawings, aside from color variations. Please provide guidance to the applicants on appropriate material choices. Are the color choices and patterns working so far?

Approval Criteria

The Design Review approval criteria are the Central City Fundamental Design Guidelines. The Modifications approval criteria are listed in Section 33.825.040 of the zoning code. The Adjustment approval criteria are listed in Section 33.805.040 of the zoning code. The Greenway Review approval criteria are the Willamette Greenway Design Guidelines, Appendix C.

Please contact me with any questions or concerns.

Attachments: Central City Fundamental Design Guidelines
(<https://www.portlandoregon.gov/bps/34250>)

Central City Fundamental Design Guidelines Matrix

Willamette Greenway Design Guidelines, Appendix C
(<http://www.portlandoregon.gov/bps/article/59067>)

Willamette Greenway Design Guidelines Matrix