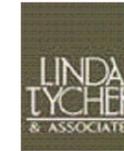


CITY BLOCKS 42 & 45 BY:

LANDSCAPE ARCHITECTURE BY:



ALAMO MANHATTAN BLOCKS CITY BLOCKS

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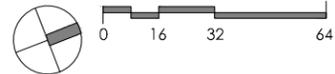
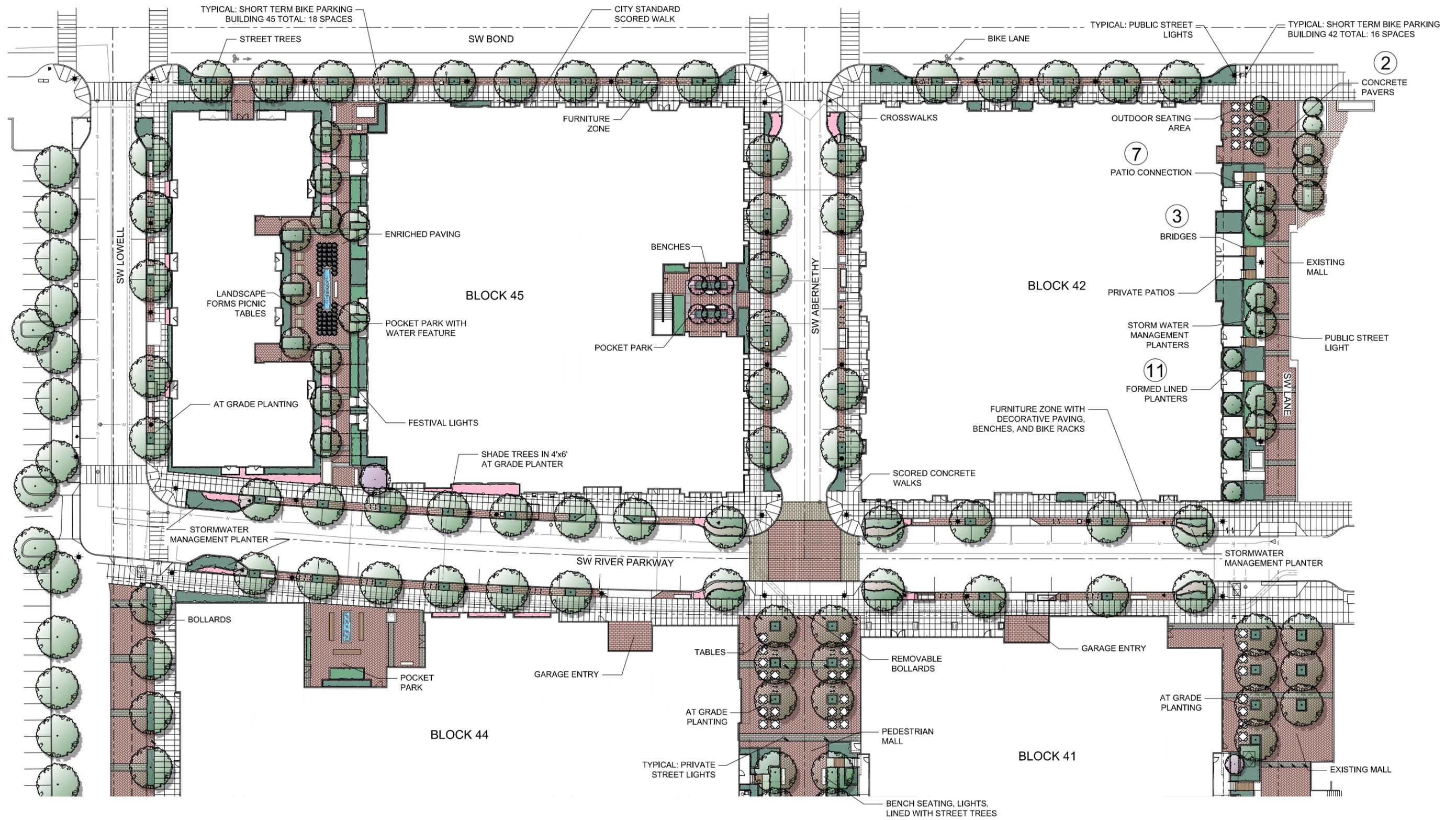
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LANDSCAPE - CITY BLOCKS - B42 & B45

LAND USE REVIEW # (LU-20-102914 DZM GW) EXHIBIT C.104

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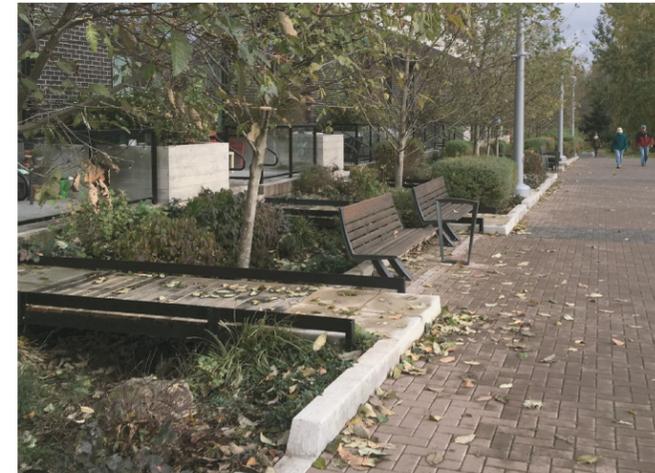
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DECORATIVE PEDESTRIAN LIGHT - SELUX RITORNO ①



PEDESTRIAN MALL CONCRETE PAVERS, TWO (2) CONTRASTING COLORS ②



WOOD BRIDGES OVER RAIN GARDENS ③



FOUND ARTIFACTS- PIER POSTS USED AS BOLLARDS ④



12' WIDE ASPHALT BIKE TRAIL ⑤



HEAVY TIMBER BENCH- MARITIME FEEL ⑥



PATIO CONNECTION TO PEDESTRIAN MALL ⑦



NATIVE BASALT STONE BENCH ⑧



CABLE GUARD RAIL ⑨



10' WIDE SCORED CONCRETE PEDESTRIAN TRAIL ⑩



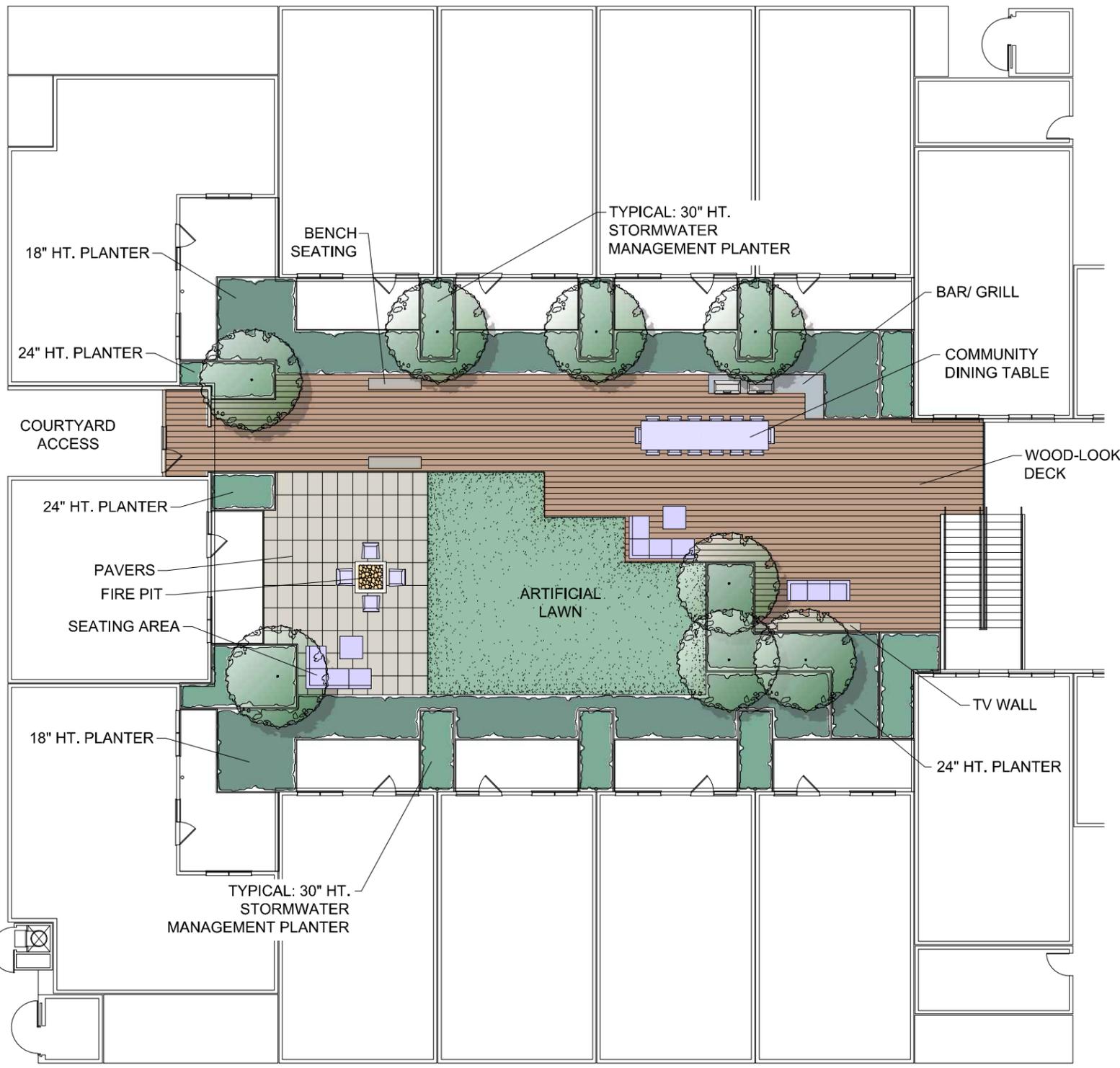
FORM LINED CONCRETE PLANTER ⑪



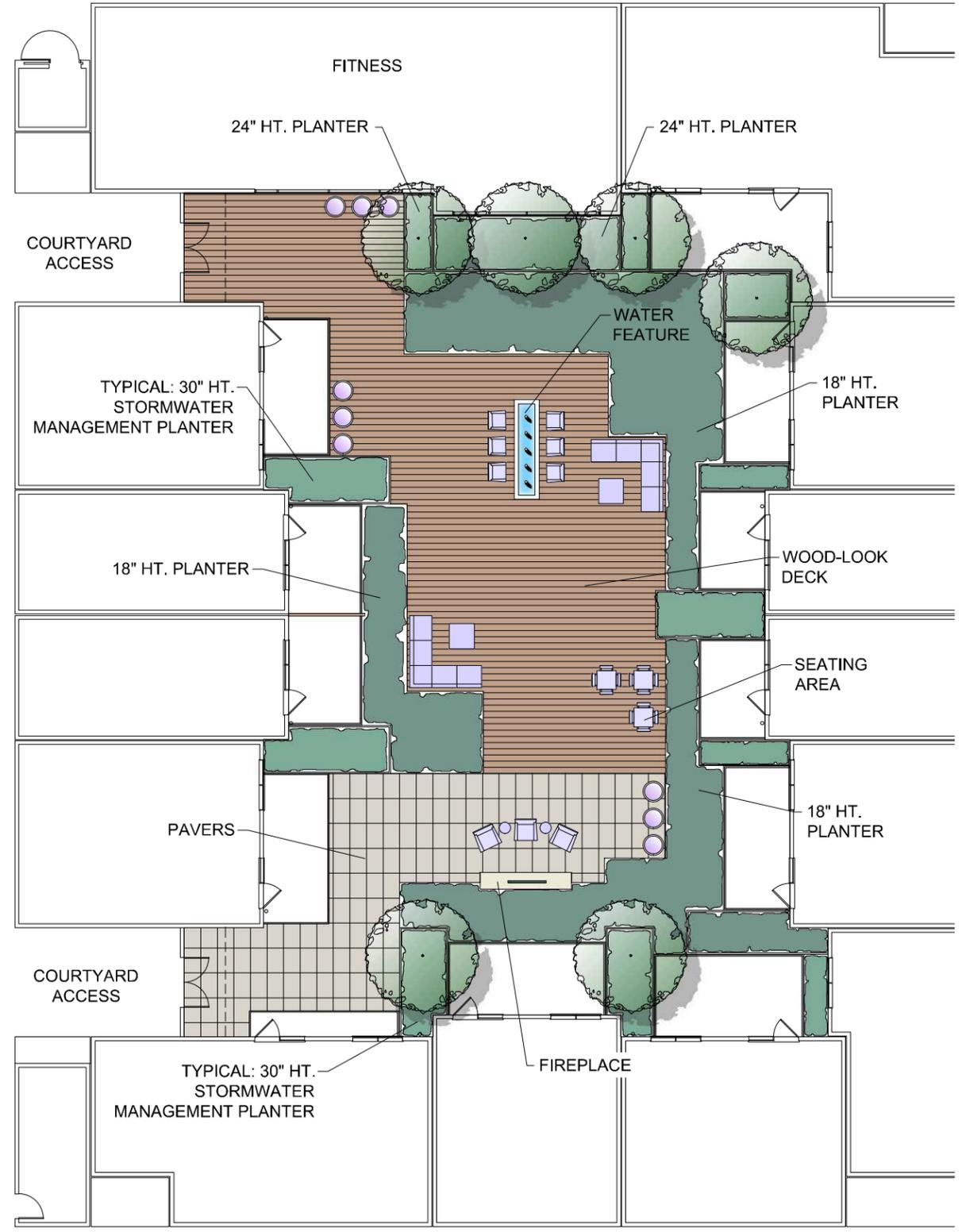
FOUNTAIN AT TERMINUS ⑫

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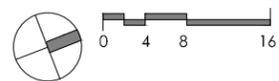
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BUILDING 45

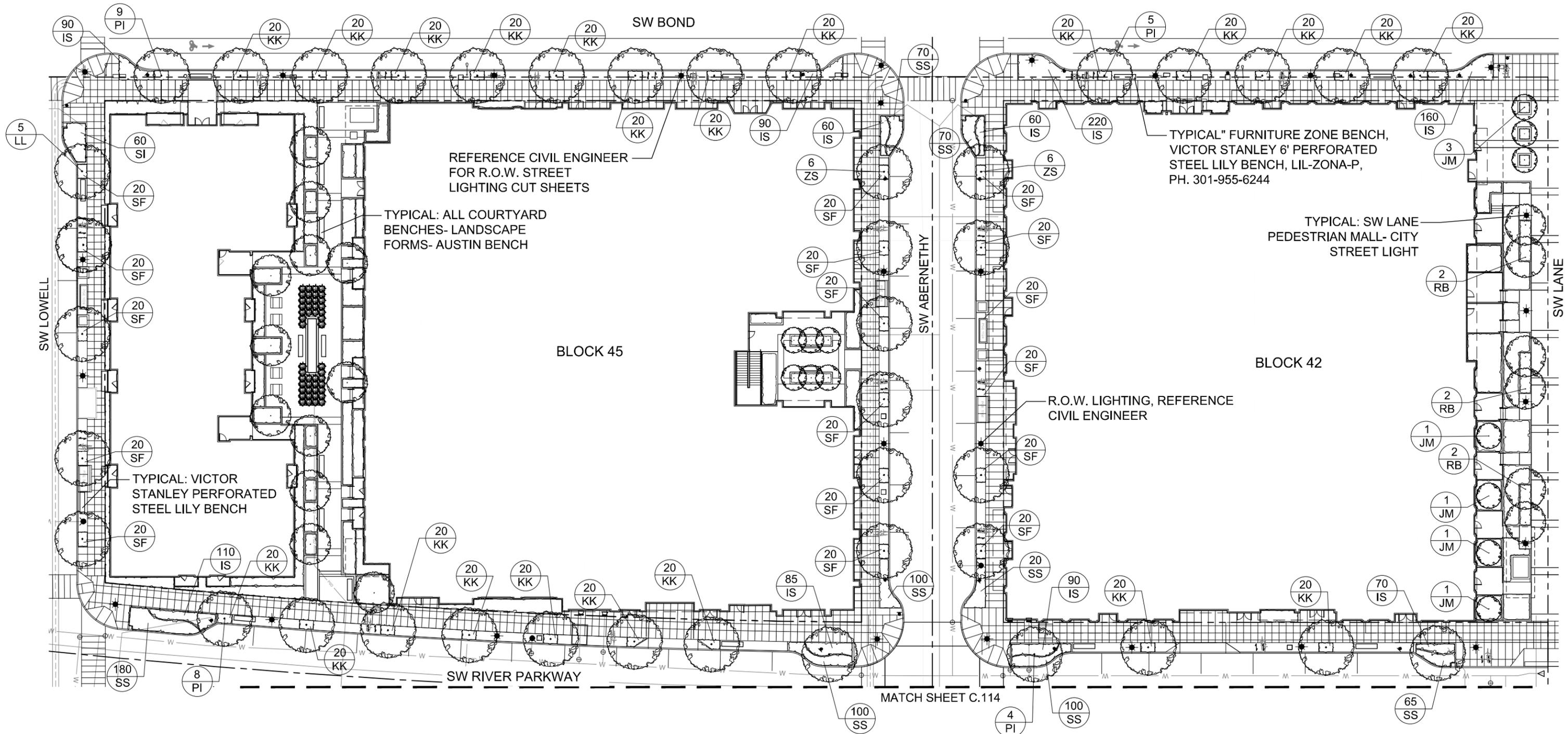


BUILDING 42



LANDSCAPE - ROOF TERRACES 42 & 45

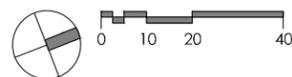
LAND USE REVIEW # (LU-20-102914 DZM GW) EXHIBIT C.108



REFERENCE SHEET C.115b FOR
PLANT CHART AND PLANT IMAGES

LANDSCAPE - R.O.W. PLANTING - CITY BLOCKS- B42 & B45

LAND USE REVIEW # (LU-20-102914 DZM GW) EXHIBIT C.115



LANDSCAPE R.O.W., PEDESTRIAN MALLS, & CITY BLOCKS PLANT LIST IMAGES



Acer palmatum
'Emperor I'



Betula nigra
'Cully'



Parrotia persica



Tilia cordata
'Greenspire'



Zelkova serrata
'Village Green'



Abelia grandiflora
'Edward Goucher'



Buxus sempervirens
'Suffruticosa'



Iris sibirica



Trachelospermum
jasminoides



Carex obnupta



Viburnum davidii



Arctostaphylos uva ursi



Mahonia repens



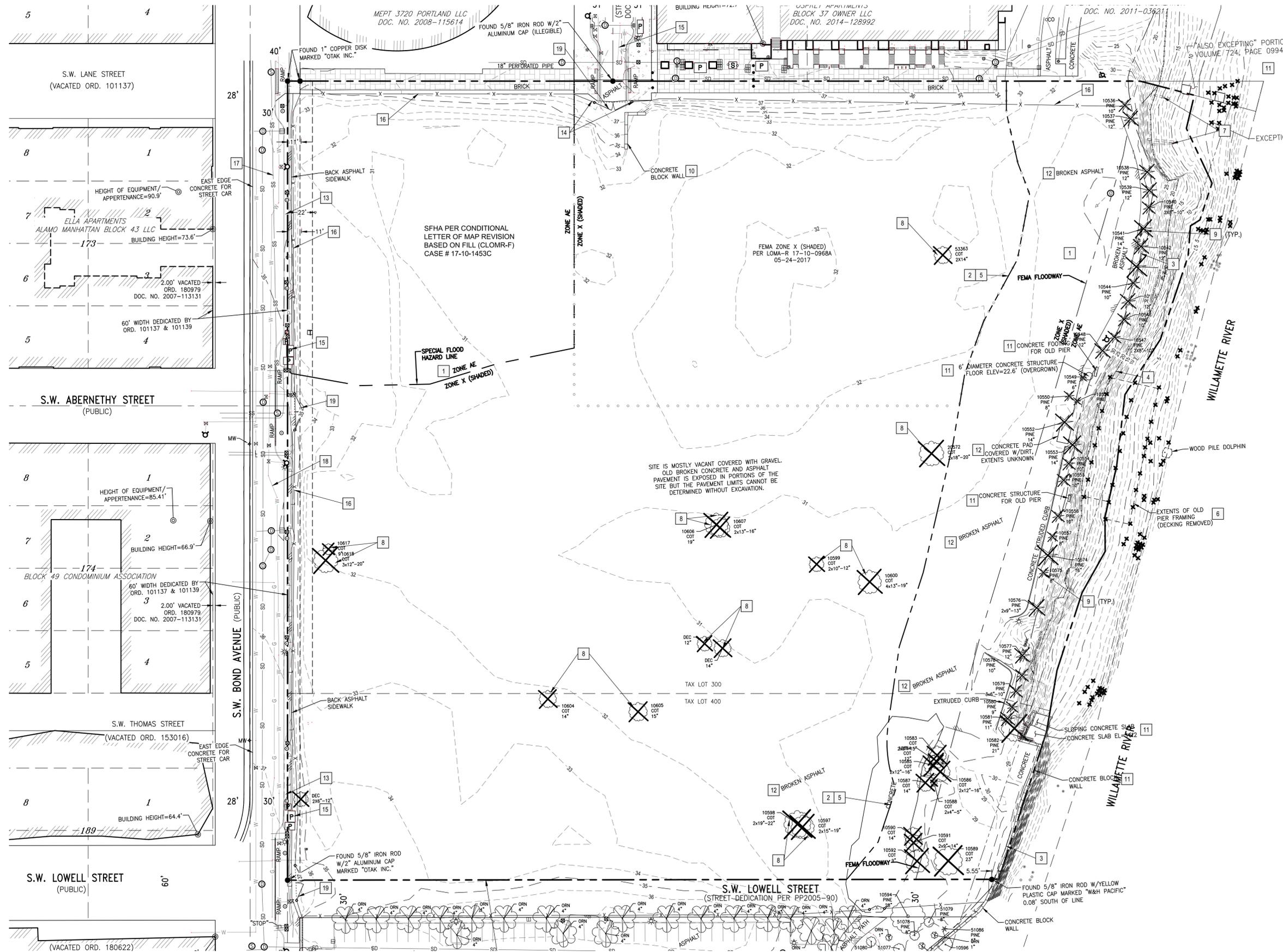
Polystichum munitum

Public R.O.W. - Pedestrian Mall Plant List

Key	Scientific Name	Common Name	SIZE	SPACING
Trees				
RB	Betula nigra 'Cully'	'Heritage' River Birch	3" cal.	Per Plan
PI	Parrotia persica	Persian Ironwood	4" cal.	Per Plan
JM	Acer palmatum 'Emperor 1'	Emperor 1 Japanese Maple	3" cal.	Per Plan
LL	Tilia cordata 'Greenspire'	'Greenspire' Littleleaf Linden	4" cal.	Per Plan
ZS	Zelkova serrata 'Village Green'	'Village Green' Zelkova	4" cal.	Per Plan
Shrubs				
EG	Abelia grandiflora	'Edward Goucher' Abelia	5 gal.	2'-6" o.c.
BW	Buxus sempervirens 'Suffruticosa'	Dwarf English Boxwood	5 gal.	2'-6" o.c.
IS	Iris sibirica	Siberian Iris	1 gal.	12" o.c.
CG	Mahonia repens	Creeping Oregon Grape	1 gal.	12" o.c.
SF	Polystichum munitum	Sword Fern	1 gal.	12" o.c.
DV	Viburnum davidii	David Viburnum	5 gal.	2'-6" o.c.
Ground Cover				
SS	Carex obnupta	Slough Sedge	1 gal.	12" o.c.
KK	Arctostaphylos uva ursi	Kinnikinnick	1 gal.	12" o.c.
CJ	Trachelospermum jasminoides	Confederate Jasmine	1 gal.	12" o.c.

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EXISTING CONDITIONS AND DEMO NOTES

- 1 FEMA 100-YEAR FLOODWAY.
- 2 WILLAMETTE GREENWAY BOUNDARY.
- 3 TOP OF BANK 2002 SURVEY (TYPICAL).
- 4 ORDINARY HIGH WATER (OHW, ELEVATION 18.2).
- 5 LIMITS OF DISTURBANCE FOR BLOCK WORK.
- 6 PILINGS (TYPICAL) TO BE REMOVED.
- 7 EXISTING STORM DRAIN OUTFALLS TO REMAIN.
- 8 TREES WITHIN LIMITS OF DISTURBANCE TO BE REMOVED.
- 9 TREES WITHIN THE GREENWAY TO REMAIN UNDISTURBED.
- 10 CONCRETE SLABS OR STRUCTURES TO BE REMOVED.
- 11 CONCRETE SLABS OR STRUCTURES TO REMAIN.
- 12 THE ENTIRE SITE HAS AREAS OF AC PAVEMENT OR CONCRETE COVERED WITH SOIL AND VEGETATION. EXPOSE AND COMPLETELY REMOVE.
- 13 THE SW BOND AVE PERMANENT IMPROVEMENTS INCLUDING STREET, CURB, AND PUBLIC UTILITIES HAVE BEEN CONSTRUCTED AS PART OF THE WATERFRONT SOUTH NO. 2 DEVELOPMENT AND ARE TO REMAIN UNLESS OTHERWISE NOTED. THE TEMPORARY ASPHALT SIDEWALK ON THE EAST SIDE OF BOND SHALL BE REMOVED AND REPLACED WITH A PERMANENT CONCRETE WALK.
- 14 THE EXISTING STREET IMPROVEMENTS (IN RIVER PARKWAY) ARE TO REMAIN OR TO BE REPLACED IN KIND.
- 15 EXISTING FRANCHISE UTILITIES (PGE, CENTURYLINK, COMCAST, AND NW NATURAL) TO REMAIN.
- 16 EXISTING TEMPORARY FENCE TO BE REMOVED.
- 17 EXISTING 15-INCH SANITARY SEWER PIPE TO REMAIN.
- 18 EXISTING 12-INCH DUCTILE IRON WATER MAIN TO REMAIN.
- 19 EXISTING GATE TO BE REMOVED.

NOTE: ELEVATIONS ARE BASED ON CITY OF PORTLAND DATUM.



EXISTING CONDITIONS AND DEMOLITION PLAN

LAND USE REVIEW# (LU 20-102914 DZM GW) EXHIBIT C.01



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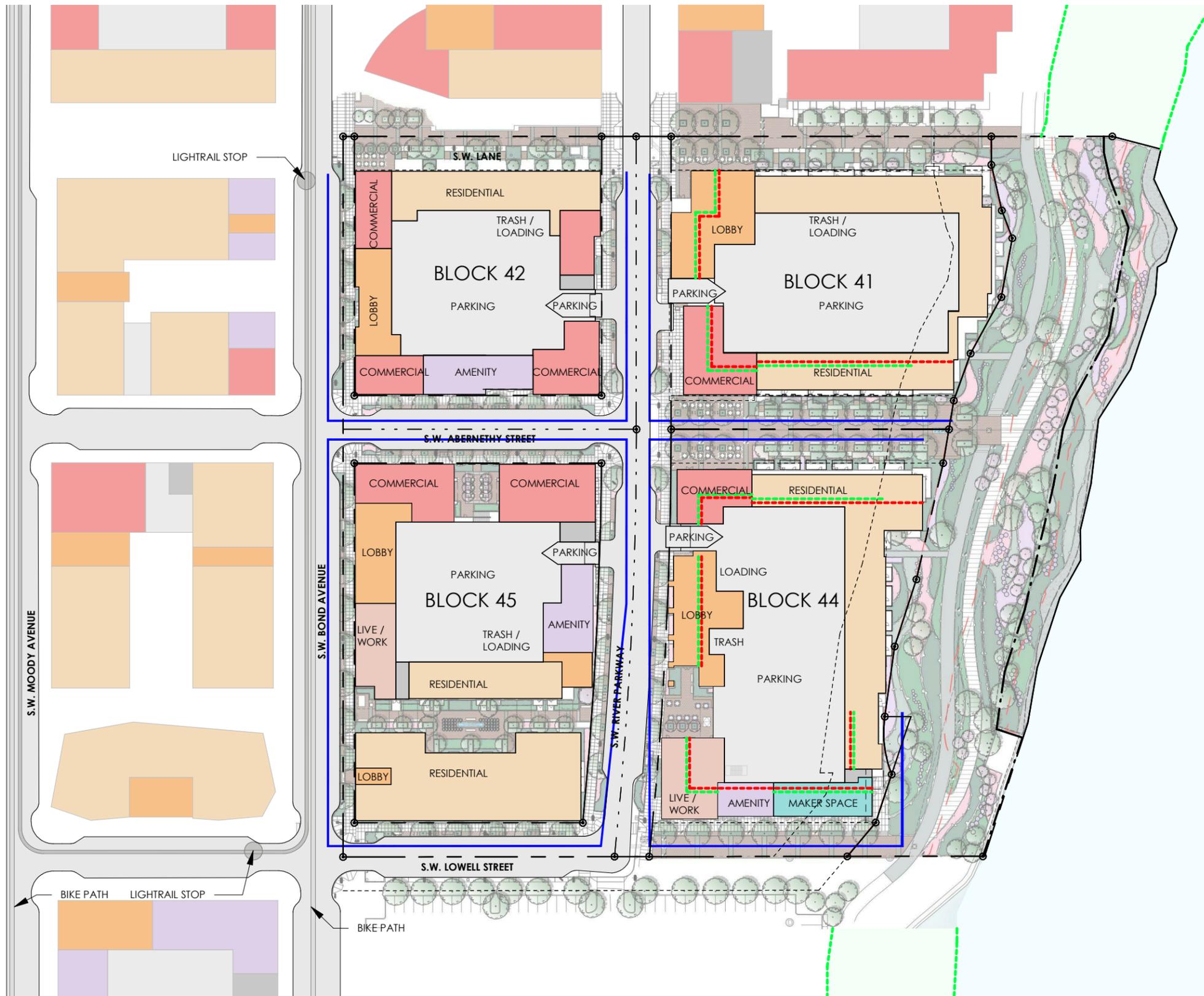


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RESIDENTIAL
LIVE / WORK
COMMERCIAL
PARKING
LOBBY
AMENITY
SERVICE
MAKER SPACE

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"

GROUND FLOOR USES

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

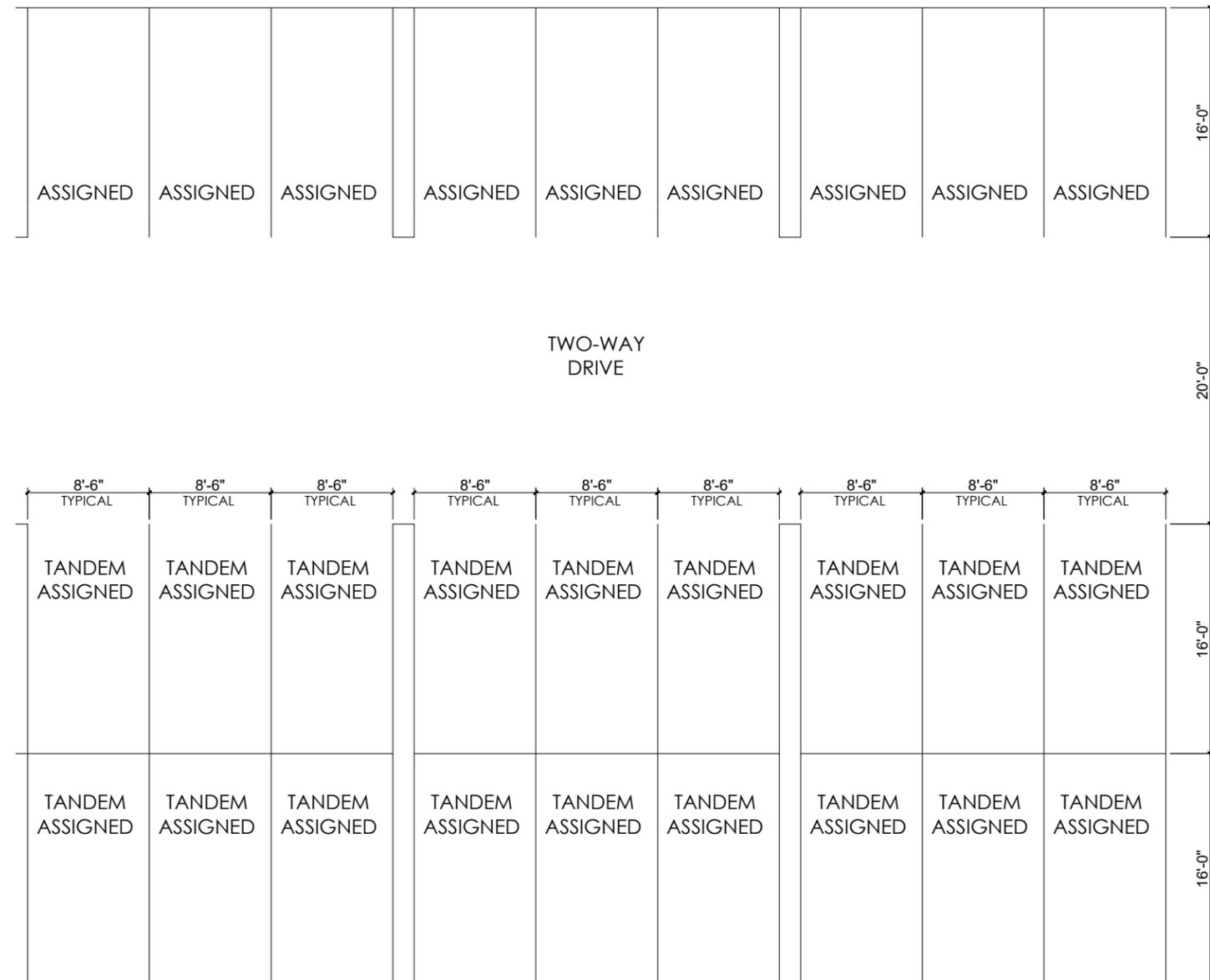
A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified

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

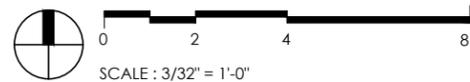
The design of Tandem stalls coincides with sustainable development, particularly for projects within dense urban cores because it is efficient and sensible use of space and land.

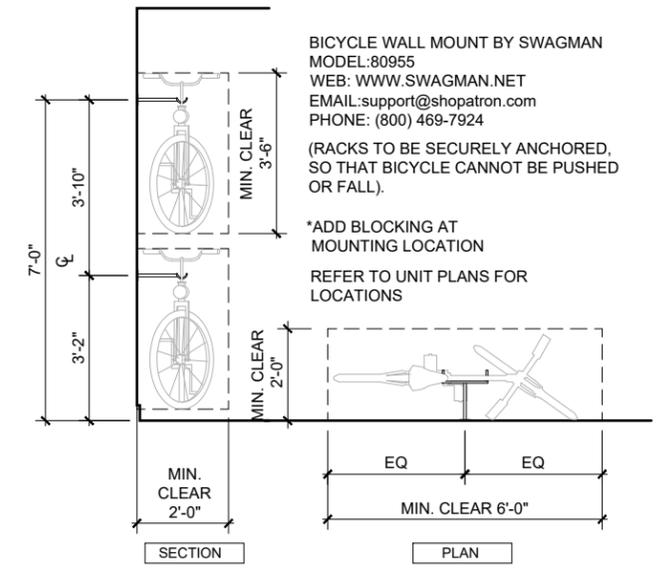
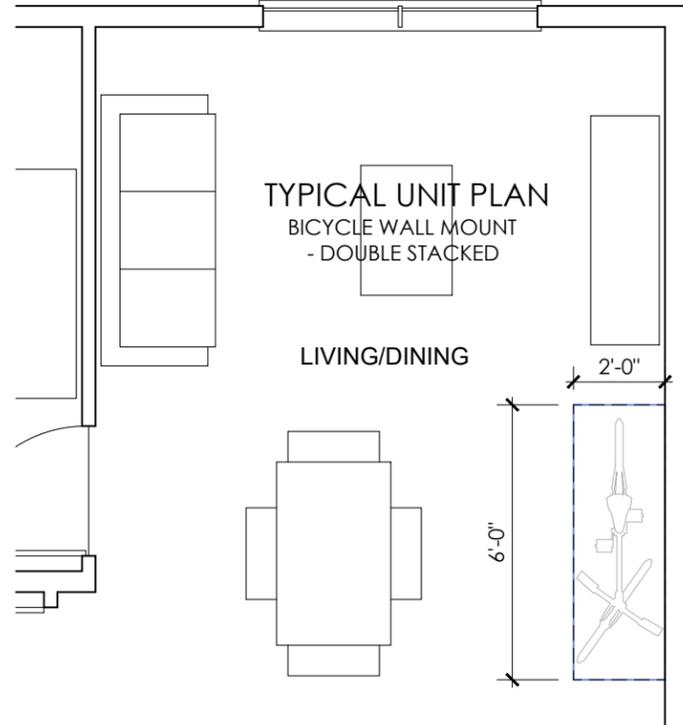
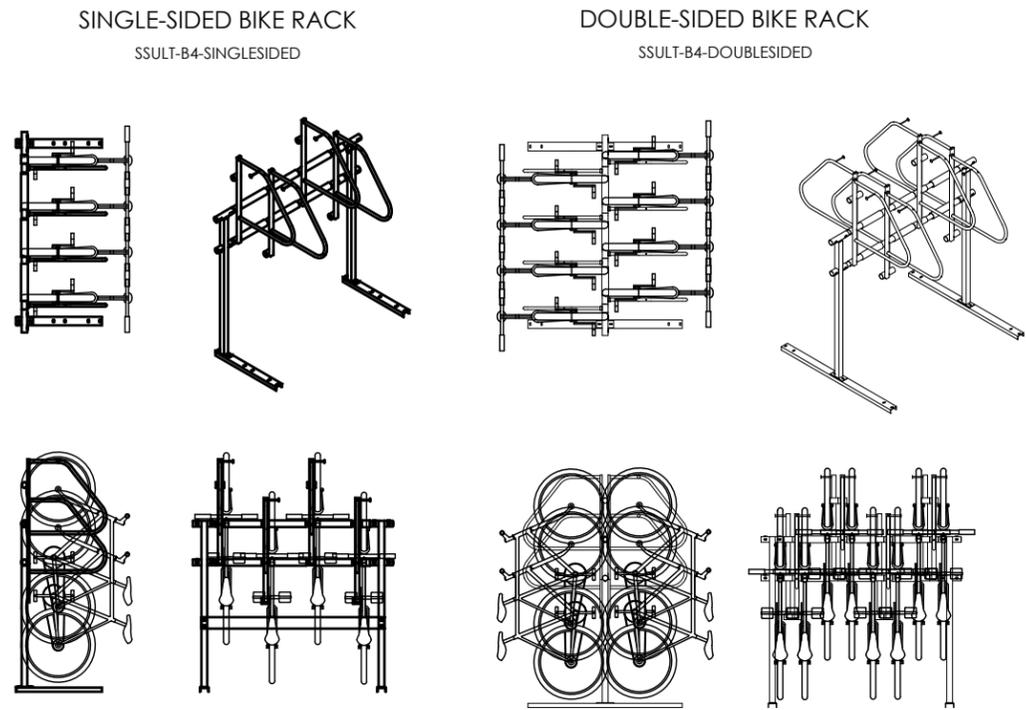
- a. Additionally, it should be considered that these Tandem stalls are for use on a private residential project and each pair of stalls is only intended and practical to be leased "in tandem" to the same unit tenants. Consequently, the tenants of that unit and the tandem stalls are effectively each 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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LONG - TERM TYPICAL BIKE ROOM RACK

LONG - TERM TYPICAL TENANT UNIT 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

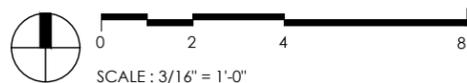
The proposed solution meets the intent of providing sufficient space, access and security. This spacing has been approved elsewhere by the City of Portland, and even at 18" there is adequate room for access to locks. These racks are proposed to be used for long-term storage in a central controlled-access 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.

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MODIFICATION 2 - TYPICAL BICYCLE PARKING RACKS

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.

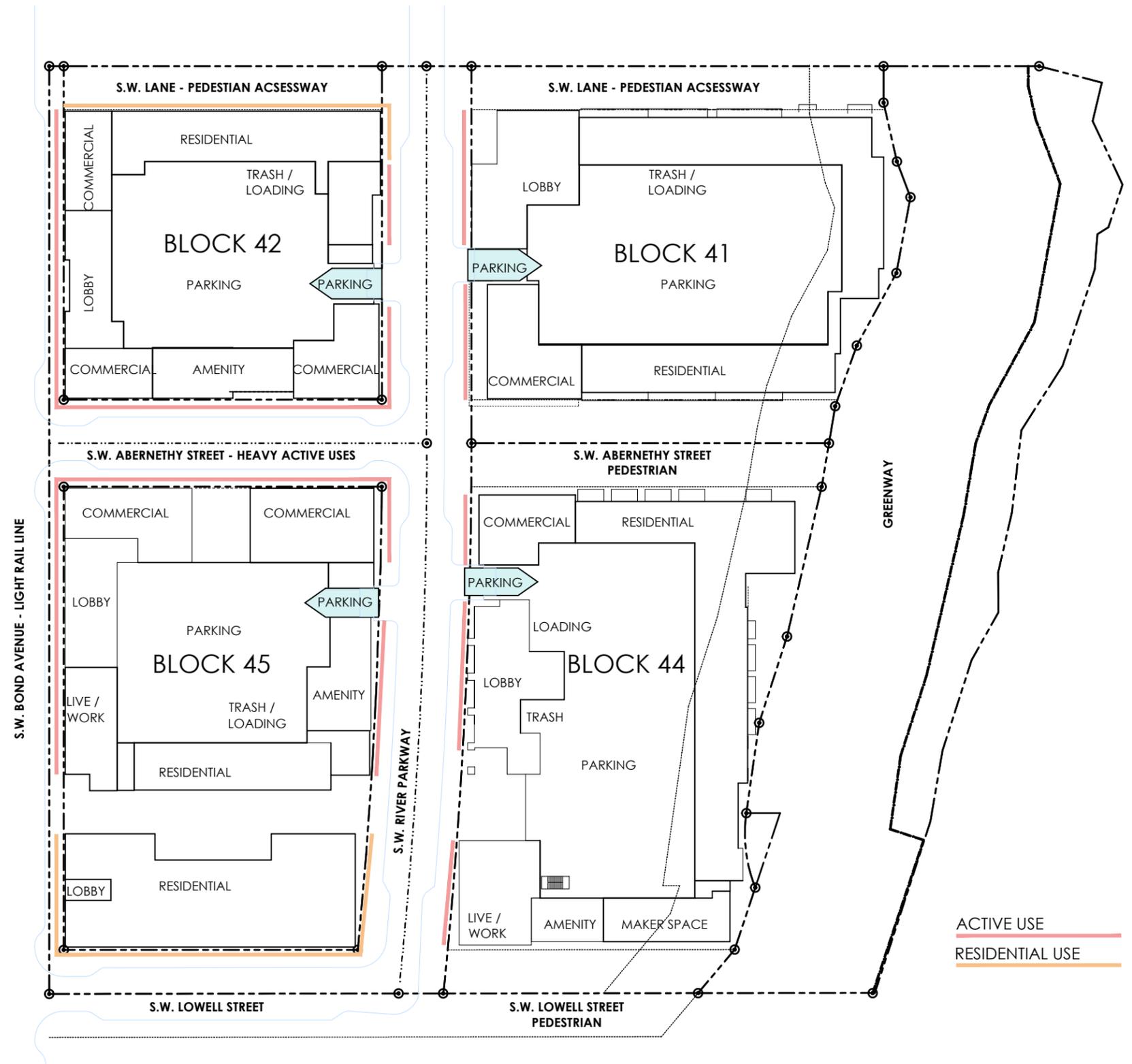
Criteria does not apply.

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