

GBD

LAND USE APPLICATION

# WRITTEN NARRATIVE

*Block 37 Apartments*  
*June 16, 2014*

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# WRITTEN STATEMENT

*Block 37 Apartments*

## SITE AND VICINITY

Block 37 is located in the South Waterfront subdistrict to Portland's Central City. The site is situated at the edge of the Willamette River along the Willamette River greenway. Bordering the site to the north is SW Gaines, a special Building Height Corridor, to the south is a "Green Street" along SW Lane alignment, and to the west is SW River Parkway, a parking access restricted. The improvements for the south side of SW Gaines, the east side of SW River Parkway and to the centerline of SW Lane are to be included within the scope of this Design Review Application.

The site improvements and architecture are intended to strengthen the urban fabric of South waterfront by creating pedestrian connection to the greenway, continuing the stormwater treatment expression along Lane, emphasizing the retail corner at Gaines and River Parkway and completing the urban enclosure of the central district.

## ARCHITECTURAL SUMMARY

Block 37 is on a 72,749 SF site and is six stories and comprised of a 267 market-rate apartments, 225 parking stalls and over 7,800 SF of retail. The ground floor has pedestrian-oriented retail and 12 apartments with walk-up style entry stoops. The main entry is located mid-block on SW River Parkway directly aligned with the pedestrian access that cuts through the Ardea to the west with visual connection to the streetcar stop on SW Bond. With parking access limited on SW Lane, since it is a green street, and River Parkway, since it is parking restricted, the garage entry is located on SW Gaines. The ground level of parking is completely enclosed by ground level apartments. A total of 421+ long-term bike parking spaces are provided within the building along with 16 short-term bike racks in the sidewalk furnishing zone. An interior ramp accesses an additional level of below grade parking. Retail is located at both corners on SW Gaines and the corner of SW Lane and River Parkway. Each offers great opportunities for outside dining/café use and enhance access points to the river and the greenway. The building height steps down to the east with terraces providing a gradual transition to the river and the greenway.

The building's simple massing consists of a modified "U" shape that encloses a residential amenity terrace at level two along SW Lane. The articulated building form steps in both horizontal and vertical planes to break down the mass, provide shadow lines, texture and provide visual interest. A club room on the second level facing the greenway provides residents with outdoor living space to enjoy the river view and greenway while activating the greenway and providing "eyes on the park." The ground level building materials consist of clear vision glass, dark brick and metal panel. Upper levels consist of stucco, metal panels and large windows.



# ZONING SUMMARY

	Allowed / Required	Proposed
Zone	CXdg	
Use 33.130.100	Household Living, Retail Sales and Service + more	Conforms – use is Apartment Housing and Retail
Site Area		72,749 SF – land area 59,530 – buildable area
FAR 33.510.200	5:1	Conforms – FAR is 3.79:1 See Technical Exhibits
Height 33.510.205	125' & 75' for first 125' from top of bank	Conforms – Building is 72'
Min. Setback 33.130.215	0'	Conforms
Max. Setback 33.130.215	10' in Pedestrian District	Conforms
Bldg Coverage 33.130.220	No limit	Conforms
Req'd Landscaping 33.130.225	None	Conforms
Req'd Bldg Lines 33.130.230 33.510.215	SW River Parkway - bldg. must extend to lot line along min 75% or commit space to active use	Conforms – Building either extends to lot line or the sidewalk extends to bldg. face.
Grnd Flr Windows 33.130.230 33.510.220	50% of all façade lengths & 25% of ground floor wall area up to 9' above finished grade. This does not apply to residential units	Conforms See Technical Exhibits
Active Use 33.510.225	SW Gaines - 50% of ground floor walls. 12' clear, 25' deep. Uses include retail and residential	Conforms See Technical Exhibits
Parking Restrictions 33.510.225	SW Gaines – vehicle areas not allowed	Conforms
Screening 33.130.235	Garbage and ground level mechanical equipment	Conforms
Ped Reqmts 33.130.240	Connect main entrance to adjacent street and internal areas	Conforms
Ext Display 33.510.240	Display of goods not allowed. Dining is allowed	Conforms
Special Height Corridor 33.510.252	SW Gaines - Portions of buildings within 50' of the centerline limited to 50' – note trees are not req'd	Conforms
Accessways 33.510.252	SW Lane – building to setback min of 30' from centerline of accessway & meet landscaping stds 33.510.215	Modification Requested See Technical Exhibits

Req'd Retail 33.510.252	SW Gaines & River – retail to extend min 25' from corner ea. Direction, 12' clear height, 25' deep	Conforms See Technical Exhibits
Fences 33.130.270	Front: in setback max.3'6" Side: in setback max 8' Rear: < 50% obscuring max 8', > 50% obscuring 3'6"	Conforms
Street Trees 20.40	Required for all development	Conforms
Recycling 33.130.310	Recycling area required for residential and retail	Conforms
Signage Title 32		To be submitted at a later date
Parking-Auto 33.266.130 33.510	Residential: min .33/DU, max. 1.7/DU Retail: no min or max if in structured parking	Conforms Modification Requested for Tandems See Technical Exhibits
Parking-Bikes 33.266.220	Short Term Residential: 1/20 DU Short Term Retail: 2 Long Term Residential: 1.5/ DU Long Term Retail: 2	Conforms See Technical Exhibits
Loading 33.266.310	Two spaces 18'x9'x10 clear or one 35'x10' x13' clear, forward motion and paved	Conforms

## LEED SUMMARY

The project is targeting LEED Silver. Specific strategies that will be used include high performance envelope, on-site stormwater treatment, native landscaping, light-colored roof with filtration rock, access to public transportation and high efficiency MEP systems. Through strategic design, development and construction techniques, Block 37 will strive to earn the necessary credits in order to be certified by the U.S. Green Building Council.

## PREVIOUS CONDITIONS OF APPROVAL

Below is a list of the land use case review that the City of Portland has on record for the site. We do not believe there are any relevant conditions of approval from previous land use reviews on the site.

LU 10-204930 DZGW

EA 13-151841 DA

# DESIGN REVIEW NARRATIVE

*Block 37 Apartments*

# SOUTH WATERFRONT DESIGN GUIDELINES

## SECTION A

# PORTLAND PERSONALITY

### A1 INTEGRATE THE RIVER

#### *Central City Fundamental Design Guideline*

Block 37 is directly adjacent to the Willamette Greenway along its eastern boundary. The river is integrated into the project through the architecture, site development and infrastructure. The river view is of primary importance to the design and greatly influenced the shape in order to maximize views for the residents. The building stair-steps back from the greenway trail in an eroding edge with terraces and landscape planters that soften the built form as it extends towards the greenway and while providing a visual extension of the greenway to the edge of the building. An approximately 8 foot level change between the greenway and the private patios is achieved with gradual landscape terracing. A second level common living room provides residents the opportunity to relax along the river's edge while creating activity and providing "eyes on the park" – effectively expanding the public realm. Additionally, residents will have excellent opportunities to enjoy the river from the many balconies, and the enhanced connections to the greenway right at their doorstep. The pedestrian experience and increased housing opportunities will help to further connect the city with the river.

As a part of the project, the green street along SW Lane will be completed and will provide connection to the new bike and pedestrian trails along the greenway for all of the residents of the district. A large south facing courtyard is accessed off of Lane with a gracious stair that connects to the street bringing greater pedestrian activation.

Lastly, the building's stormwater management system implements on-site filtration while celebrating water. A waterfall funnels the building's stormwater from the second level terrace down to bio-swale filtration ponds on SW Lane that is linked to the river.

### A1-1 CONTRIBUTE TO THE CREATION OF RIVER EDGE VARIETY

#### *South Waterfront Design Guideline*

In addition to the landscape terracing, patios and building form that stair-steps back from the greenway edge, Block 37 provides variety in its overall massing. The two other buildings along the river's edge in South Waterfront District are towers that sit on podiums that fill their blocks. Block 37 does not rise above 75'. This maintains continuity in the pedestrian realm while providing more sunlight and less shadow to Gaines and the greenway trail than a tower form and preserves views for the surrounding towers and hills to the west. The mass is articulating with volumes that project and recede to create a variety.

**A1-2 INCORPORATE ACTIVE USES ALONG THE RIVER***South Waterfront Design Guideline*

Retail along SW Gaines and at the corner at SW Lane serves to strengthen and build upon the pedestrian connection to the greenway. Canopies along the retail facades provide weather protection for pedestrians who are walking to and from the river. The ground floor building face along SW Gaines is setback and the retail on the corner of SW Gaines and the greenway has a large patio that wraps around the corner from Gaines to the greenway. Both moves serve to expand the public realm while providing the opportunity for cafés to spill out onto the sidewalk with tables and chairs further activating not only the greenway but the connection to it.

Walk-up units with stoops along SW Gaines and SW Lane also contribute to activating the sidewalk through the creation of outdoor rooms where residents and sit and people-watch.

Lastly, along SW Lane, a gear room is provided for residents to store and rent paddle boards and kayaks along with a dog and bike repair station. Biking is encouraged with over 400 bike parking spaces being provided. The hardscape connection from SW Lane to the greenway trail will further promote walking, biking and boating.

**A2 EMPHASIZE PORTLAND THEMES***Central City Fundamental Design Guideline***A2-1 RECOGNIZE THE WILLAMETTE RIVER'S MARITIME/NAUTICAL HISTORY AS AN IMPORTANT THEME***South Waterfront Design Guideline*

The project celebrates several Portland-related themes including a vital pedestrian focused streetscape and an emphasis on bicycle transportation. The orientation of the ground-level spaces activate all adjacent streets with retail, front stoops and landscaping along with a pedestrian terrace on the greenway. An active stormwater filtration system expresses the movement of water towards the river through the waterfall from the second level courtyard that connects to bio-swale filtration ponds along SW Lane and the river.

The boardwalks over the filtration ponds at SW Lane harken back to the notion of wood dock structures of the district's maritime past that served to provide connection from the water to land much like the connection the boardwalks provide from the private residences to the Green Street.

**A3 RESPECT THE PORTLAND BLOCK STRUCTURES***Central City Fundamental Design Guideline*

Block 37 aligns with the established grid structure of the South Waterfront neighborhood. The urban building edges along SW Gaines, SW River Parkway and SW Lane come to the lot line in a variety of forms with walk-up front entries to individual apartments and glass expanses of retail storefronts. Each of these expressions provides a strong edge and respects the urban character of the neighborhood while creating opportunities for active pedestrian environments.

**A4 USE UNIFYING ELEMENTS***Central City Fundamental Design Guideline*

The unique district lighting, street furniture and public way materials will be used to unify the project and the entire district. The streetcar, aerial tram and greenway trails all serve to connect the district with not only the central downtown district but now the eastside central city as well with the new light rail bridge. Block 37 will further unify the district by completing the urban fabric with a podium that meets the lot line, maintains the cohesive pedestrian scale established by the surrounding tower podiums and by using unifying materials already found in the district – brick, stucco, and metal panel. It is designed to relate to other buildings in the district through simple but bold building forms and coloration as well as landscape treatments at the building perimeter along the sidewalk.

**A4-1 INCORPORATE INDIGENOUS/ECOLOGICAL CONCEPTS IN THE URBAN LANDSCAPE**

*South Waterfront Design Guideline*

**A4-2 INCORPORATE STORMWATER MANagements SYSTEMS IN DEVELOPMENT**

*South Waterfront Design Guideline*

The “green” pedestrian accessway, SW Lane Street, is designed to accommodate a bio-swale as well as a pedestrian link to the greenway trail and the river. All site storm water eventually works its way to this natural treatment element before continuing to the river. A waterfall along the stairs that connect the south courtyard to this green street celebrates rain while carrying storm water to the bio-swales. Non-occupied roof surfaces incorporate artistically assembled filtration rock providing function and visual interest. Plantings along the greenway follow Portland Parks and Recreations’ greenway planting palette to seamlessly blur the line between private and public property while enhancing indigenous habitat. The project is targeting LEED Silver certification. Energy efficiency, a high performance envelope, environmentally sound material selection, native plantings and resource conservation are all integrated into the design.

**A5 ENHANCE, EMBELLISH AND IDENTIFY AREAS**

*Central City Fundamental Design Guideline*

**A5-1 CONSIDER SOUTH WATERFRONT’S HISTORY AND SPECIAL QUALITIES**

*South Waterfront Design Guideline*

An active stormwater filtration system expresses the movement of water towards the river through the waterfall from the second level courtyard that connects to the bio-swales along Lane which eventually serve to help replenish the river. The boardwalks over the bioswales harken back to the notion of wood dock structure that serve to provide connection from the water to land and thus incorporate the maritime/nautical thematic elements into the urban landscape while providing a consistent and unifying element with the boardwalks along Ardea along SW Lane.

The unique district lighting, street furniture and public way materials will be used to unify the project and the entire district. Street tress, stormwater treatment and landscaping are coordinated with the district standards.

**A6 RE-USE / REHABILITATE / RESTORE BUILDINGS**

*Central City Fundamental Design Guideline*

There are no existing structures on the Block 37 site; therefore the guideline does not apply although the restoration of the riverbank and completion of the greenway trail in front of the site meets the spirit of the guideline to restore significant elements in the city.

**A7**     **ESTABLISH AND MAINTAIN A SENSE OF URBAN ENCLOSURE**  
*Central City Fundamental Design Guideline*

Block 37 responds to and reinforces its place within both the existing and the developing urban context of the South Waterfront District. These responses can be seen in a number of gestures. The ground floor extends to the lot lines and creates a strong urban edge. The retail spaces are held back to allow doors to be opened without protruding into the pedestrian way and provides more area for the retail to spill out into the sidewalk. The SW, NW and NE corners are reinforced with retail spaces. The walk-ups along SW Gaines and W Lane provide a comfortable street edge leading to the greenway. In addition, balconies, canopies, lighting and a strong differentiated base serve to articulate the urban edge.

**A8**     **CONTRIBUTE TO VIBRANT STREETSCAPE**  
*Central City Fundamental Design Guideline*

There are two aspects of this project that contribute to the vibrancy of adjacent streetscape. First is the retail along River Parkway and SW Gaines that contribute to the vibrancy of the adjacent streetscape. In addition the ground level is accentuated by the greater height than the floors above. The retail spaces have large amounts of vision glass to connect and energize the street with the activity and provide entries at the corners. With the ground floor building setback, retailers have the opportunity to utilize the building zone of the sidewalk to sidewalk seating. The second contributing factor is the ground level residential interaction with the street. Ground level units have direct interaction with the street via entrance stoops along both SW Gaines and SW Lane. The building's main entry lobby mid-block on SW River Parkway had visual connection to the streetcar stop on SW Bond through the Ardea's pedestrian way. All of these elements will add to the activity of the street and the creation of a place in which to live, work, shop and play.

**A9**     **STRENGTHEN GATEWAYS**  
*Central City Fundamental Design Guideline*

Block 37 is not located at a designated city gateway. However the location of the site within the South Waterfront district sets the areas as a major landmark and gateway as one enters Portland on 1-5. On a smaller scale, the accentuated northwest retail corner entrance will serve as a gateway to the greenway while strengthening the intersection as a retail node.

**SECTION B**

## **PEDESTRIAN EMPHASIS**

**B1**     **REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM**  
*Central City Fundamental Design Guideline*  
**B1-2**   **ENHANCE ACCESSWAY TRANSITIONS**  
*South Waterfront Design Guideline*

Block 37 provides extensions of the planned streets and pedestrian system as well as a strong pedestrian orientation to all adjacent streets. River Parkway has been designated a retail spine that will reinforce the north south pedestrian system through the district. Both building corners at SW Gaines and the corner of SW Lane and River Pkwy are reinforced with retail that accentuates the building's corners and strengthens the retail node at the intersection of SW Gaines and River Parkway encouraging pedestrian movement to the greenway. Connection to the Willamette Greenway, which includes both walking and biking trails, will provide a natural environment experience. The walk-ups along both SW Gaines and SW Lane provide transition from the urban network to the greenway. Sidewalk materials, components and street trees conform to the South Waterfront District Street Plan criteria and standards. Scoring patterns in the paving and thoughtful placement of benches all add to the pedestrian friendly environment. Canopies and well-lit sidewalks further enhance the pedestrian experience. Lastly the project team is working with Portland Parks and Recreation to provide a pedestrian connection to the greenway walking and biking trails from SW Lane.

## **B1-1 FACILITATE TRANSIT CONNECTIONS** *South Waterfront Design Guideline*

River Parkway is not a transit street, however SW Bond and SW Moody, one and two blocks to the west are designated transit streets. The primary retail entrances are oriented to the intersections of SW Gaines and SW Lane offering a convenient pedestrian linkage to the transit streets to the west. The main lobby is located in the center of the block along River Parkway directly across from the pedestrian corridor that cuts through the Ardea providing visual as well as direct connection to the streetcar stop on SW Bond. The site also has a direct connection to the greenway walking and bike paths, which serves as an excellent alternative transit route into downtown.

## **B2 PROTECT THE PEDESTRIAN** *Central City Fundamental Design Guideline*

Along River Parkway curb extensions increase the width of the sidewalk and make for safer pedestrian crossings. Street trees and street furniture placed within the street furniture zone, between the movement zone of the sidewalk and the curb will help create a physical barrier between pedestrians and vehicles. In addition, parallel parking will provide for another layer of protection and maintain a human scale within the right-of-way. Canopies along river Parkway will provide protection from wet weather. Light from the retail storefront, overhead canopies and residential stops will help illuminate the sidewalk and activities while increasing the pedestrian security.

Vehicular access is not allowed along SW River Parkway. The parking garage access is located on the eastern end of Gaines. Locating the garage here versus across from the Atwater's garage entrance maintains one additional on-street parking stall, brings greater visual connection to the retail along the greenway and lessens vehicular conflicts at the intersection with SW Gaines. To address neighbor concerns, minimize vehicular traffic and promote pedestrian access on SW Gaines, the loading is located off of SW Lane. The loading is located on the west portion of the building to limit the area on Lane that loading vehicles can access. The loading area allows a truck to pull all the way into the building so that sidewalk access is not impeded. As the building leases up, loading will be heavily used for apartment move-ins. After lease-up, we would expect



the need for move-in loading to taper off to once a week. Retailers will be encouraged to use the loading space inside the garage. Removeable bollards will be provided on the back side, eastern edge, of the sidewalk along River Parkway.

**B2-1 INCORPORATE OUTDOOR LIGHTING THAT RESPONDS TO DIFFERENT USES**

*South Waterfront Design Guideline*

**C12 INTEGRATE EXTERIOR LIGHTING**

*Central City Fundamental Design Guideline*

The frontages of the project require lighting to accommodate several diverse uses. Lighting for individual residential walk-up entrances along with the building lobby entrance will provide both security and architectural enhancement through downlights integrated into canopies and building overhangs. The retail frontages rely on general street lighting, lighting from the display windows and down lighting in the canopies. Accent lighting is anticipated in association with future retail signage. General pedestrian lighting along the frontages will be in accordance with South Waterfront streetscape standards. In addition, discrete landscape lighting is proposed for the terraces along the greenway to enhance evening connection to the trails. Fire-pits on the second floor common living area will provide both warmth and mood lighting. Finally step lighting will be incorporated into the stairs that connect the south courtyard to SW Lane. All outdoor lighting will be carefully planned to comply with LEED night sky criteria.

**B3 BRIDGE PEDESTRIAN OBSTACLES**

*Central City Fundamental Design Guideline*

The street intersections will include curb extensions to minimize the street crossing distance while also slowing traffic. SW Lane is designed as a Green Street that will have a special emphasis on pedestrian friendliness. As a part of the Willamette Greenway improvements pedestrian and bike connections will be provided at SW Gaines. The project team is currently working with Portland Parks and Recreation to provide both pedestrian and bike connection at the termination of the greenway trail to SW Lane.

**B4 PROVIDE STOPPING AND VIEWING PLACES**

*Central City Fundamental Design Guideline*

The retail frontage along River Parkway will offer numerous places to stop and view into the retail space. The retail frontage is slightly pulled back to provide more space for retailers to spill out on the sidewalk. Street furniture along all streets will provide additional opportunities to stop and appreciate the views to the river. In addition the residential stoops along SW Gaines and SW Lane, greenway terraces, balconies and the common living room along the greenway all provide views to the river encourage interaction and provide eyes on the street. Street furniture and planting walls will provide opportunities for pedestrians to sit and rest. Lastly the waterfall at the south terrace and the bio-swales provide pedestrian interest and variety.

**B5 MAKE PLAZAS, PARKS AND OPEN SPACES SUCCESSFUL**

*Central City Fundamental Design Guideline*

The south courtyard provides residents with common landscape space to relax and socialize in the sun. The courtyard augments the Green Street on SW Lane with a waterfall and gracious stairway that connects the pedestrian system with the greenway trail and the rest of the district. The stoops along SW Lane and Gaines provide additional opportunities for residents to sit and enjoy the sun and watch the people passing by while enlivening the Green Street. The common living room on the second floor along the greenway provides additional opportunities for residents to view the river and activities along the greenway trail. These spaces provide a variety of areas from more active to contemplative and serve to connect the pedestrian environment through the project into the surrounding district.

**B6**     **DEVELOP WEATHER PROTECTION**  
*Central City Fundamental Design Guideline*

The main lobby and retail entrances are protected from the weather with canopies that will mitigate the effects of rain wind, glare, reflection and sunlight on the pedestrian environment. The residential entrances along Gaines and Lane have stoops where the building face is setback and provides protection from the elements.

**B7**     **INTEGRATE BARRIER-FREE DESIGN**  
*Central City Fundamental Design Guideline*

All exterior and interior spaces in the building have been designed for barrier-free access and accessible routes to each apartment and the retail spaces. Six fully accessible units are sprinkled throughout the building in a variety of unit types providing various living options for those who require accessible units. All accessibility elements are well integrated and do not detract from the building's overall design.

**SECTION C**

## **PROJECT DESIGN**

**C1**     **ENHANCE VIEW OPPORTUNITIES**  
*Central City Fundamental Design Guideline*

SW Gaines is a Special building Height corridor that aligns and ends in a Minor Viewpoint. Portions of buildings over fifty feet are required to setback fifty feet of the centerline of SW Gaines. The setback provides visual access to and from the greenway in the east west direction and the lower stature building mass provides greater access to sunlight along the street and the greenway than towers in the district while preserving views for surrounding buildings. The limited height also preserves views for the surrounding towers.

View access along SW Lane is maintained – while portions of the building project 4'6" into the setback, both the Ardea and the Riva have portions that project 4'-6" into the setback as well.

The massing of the building was designed to maximize views to the river and access. Terraces and private stoops are provided along the greenway to take advantage of views and provide eyes on the

park. The common living room on the second level faces the greenway and provides outdoor space for all residents to enjoy the park view.

**C2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT**  
*Central City Fundamental Design Guideline*

The entire development on Block 37 will be constructed of high-quality and durable materials found elsewhere in the district. The base of the building consists of a cast-in-place structural frame clad in aluminum storefront windows, brick and metal canopies. The floors above integrate VPI commercial vinyl windows, stucco, metal panel and glass railings. The large windows are recessed to create texture and shadow while the building form projects for emphasis or recesses to create form breaks and massing variety. As a LEED certified building, the envelope and mechanical systems will be highly energy efficient.

**C3 RESPECT ARCHITECTURAL INTEGRITY**  
*Central City Fundamental Design Guideline*

This guideline is intended to address the rehabilitation or remodeling of existing structures. Since Block 37 is an entirely new development, this guideline does not apply.

**C4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS**  
*Central City Fundamental Design Guideline*

Block 37 responds to and helps define the context of the district. The massing reinforces the podium heights of the surrounding towers and steps back from the greenway providing landscape planting opportunities, balconies and terraces that soften the building edge along the river while following the development pattern of the towers to the north. The walk-up units along both SW Gaines and SW Lane create transitions between the public sidewalk and residences while providing opportunities for residents to landscape, relax and view those passing by similar to many of the surrounding buildings. Several design elements in the project are found in adjacent buildings including ground floor active use and an emphasis on sculptural use of variously textured exterior siding materials found elsewhere in the district.

**C4-1 DEVELOP COMPLIMENTARY STRUCTURED PARKING**  
*South Waterfront Design Guideline*

The two-story structured parking garage is well integrated into the design of the building. The apartment lobby, retail and ground floor residential units wrap the ground level parking along all streets. The second story is below grade. 226 parking stalls are provided for the use of residents. Entry to the parking garage is along SW Gaines since SW River Parkway is a parking access restricted street and SW Lane is a Green Street. The parking garage entrance is located on the east end of Gaines – east of the Atwater's garage entry. This location has been reviewed and approved by both PBOT and BES. The neighborhood has given the project team conflicting direction on their preference for the location of the garage entry. Locating the entry on the east end of Gaines preserves one extra on-street parking stall which are limited in the neighborhood and will be necessary to support the retail at the corner of Gaines and the greenway.

**C5**      **DESIGN FOR COHERENCY**  
*Central City Fundamental Design Guideline*

The overall project uses a coherent palette of materials that are well knit together. The building massing is simple and clear with a strong base expressed in brick and retail areas that with storefront glazing and canopies. The upper floors are clad in stucco contrasted against textural metal panels and large setback windows that provide a coherent rhythm and texture. The massing is broken up with variations in façade depth that serve to emphasis corners. A consistent module of window sizes and panel sizes create coherency in the forms.

**C6**      **DEVELOP TRANSITIONS BETWEEN BUILDINGS AND PUBLIC SPACES**  
*Central City Fundamental Design Guideline*

The river frontage meets this guideline by providing a wraparound retail patio at the corner of Gaines and the greenway along with a series a low cor-ten planter walls, terracing down between the private terraces to the public realm. The frontages along SW Gaines and SW Lane utilize a combination of slightly elevated stoops to define the line between public and private. The River Parkway frontage is primarily retail with immediate access from the public way into the various shops as well as the main building lobby. The main building lobby and the retail entrances have canopies that provide both pedestrian weather connection and transition.

**C7**      **DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS**  
*Central City Fundamental Design Guideline*

The building corners along River Parkway and the corner at SW Gaines and the greenway are reinforced with retail thereby strengthening the retail node at the intersection of SW Gaines and River Parkway while serving to encourage pedestrian movement to the greenway. The primary retail entrances with cantilevered canopies to emphasize them are oriented to intersections and provide convenient pedestrian linkage to the transit streets to the west and the greenway to the east. The greater height at the ground floor serves to accentuate the base of the building while providing retailers with a highly visible location to display merchandise. Finally, sidewalk extensions at the corners provide more space for pedestrian activity, retail seating, viewing and stopping opportunities.

**C8**      **DIFFERENTIATE THE SIDEWALK-LEVEL OF THE BUILDINGS**  
*Central City Fundamental Design Guideline*

The taller ground floor is expressed in brick with retail areas that have storefront glazing and canopies. The frontages along SW Gaines and SW Lane utilize a combination of slightly elevated stoops to define the line between public sidewalk and private entrances. The upper floors are clad in white stucco large windows and metal panel. The base is a dark brick that contrasts with the white stucco on the floors above - further enhancing the differentiation between the ground floor and upper floors.

**C9**      **DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES**  
*Central City Fundamental Design Guideline*

Retail frontage and spaces have been designed to accommodate a variety of uses. The space is designed to be flexible and allow tenants in a variety of sizes and uses. Storefronts are designed to allow flexible location of entrances and easy subdivision of space. Back-of-house support spaces such as restrooms and trash connect to all retail areas which also support easy subdivision of space and finally, shafts have been designed into the spaces to allow for a restaurant to occupy the space on the corner of SW Gaines and River Parkway.

## **C10 INTEGRATE ENCROACHMENTS**

### *Central City Fundamental Design Guideline*

Oriel windows along SW Gaines are designed to breakdown the building's massing along SW Gaines. Similar articulation is used elsewhere in the district. These bays are regular in form and pattern that seamlessly integrating them into the building composition and neighborhood context. There are a series of canopies along River Parkway that extend over the sidewalk which are well integrated into the façade. All of the canopies project and announce primary pedestrian building entrances while adding depth and pattern to the exterior façade. Retail signage is anticipated and planned for the retail canopies and the area directly above the canopies. Signage will be submitted at a later date and will meet title 33 regulations.

## **C11 INTEGRATE ROOFS AND USE ROOF TOPS**

### *Central City Fundamental Design Guideline*

Block 37 has two elevated courtyards on the second level (the roof of the garage). Both combine hardscape and landscape materials. Large landscape planters act as dividers between the public and private areas of the courtyard while also treating all of the storm-water for the project. As the building's mass steps back from the greenway, the adjacent roofs are utilized as terraces. The upper level roof is designed as a flat roof concealed behind a perimeter parapet. There is limited mechanical equipment on the roof, but what is there has been consolidated into one area and is well-screened. The roof itself is covered in a rock pattern that creates texture and interest for those looking at the roof from the surrounding towers. At six stories, the rooftop design has limited skyline impacts and is well integrated with the overall design concept.

The roof will be inspected quarterly as part of the overall roof maintenance plan. It is very unlikely that rocks will be displaced due to their weight, however rocks will be either replaced or moved into their original location if needed. We expect very little weed growth due to no organics on the roof terrace. If weeds are present, they will be removed on a quarterly basis. Any visible debris that accumulates on the roof will be removed.

## **C13 INTEGRATE SIGNS**

### *Central City Fundamental Design Guideline*

## **C13-1 COORDINATE DISTRICT SIGNS**

### *Central City Fundamental Design Guideline*

No specific signage designs are proposed with this application. Potential retail signage and associated accent lighting has been anticipated for integration with the canopies. A building signage program will be developed and well integrated to compliment the architectural integrity of the building while also providing information and way finding.

# **SOUTH WATERFRONT GREENWAY DESIGN GUIDELINES**

## **1 DESIGN A COHESIVE GREENWAY TRAIL SYSTEM**

The building corners along River Parkway and the corner at SW Gaines and the greenway are reinforced with retail thereby strengthening the retail node at the intersection of SW Gaines and River Parkway while serving to encourage pedestrian movement to the greenway. Greenway connection from the trails to SW Gaines will be developed as a part of the Willamette Greenway trail development in 2014. Pedestrian and bike connection to the greenway trails from SW Lane will be developed as a part of this project.

## **2 ADDRESS GREENWAY EDGES**

The building stair-steps back from the greenway trail in an eroding edge with terraces and landscape planters that soften the built form as it extends towards the greenway and while providing a visual extension of the greenway into the edge of the building. A 5 foot level change between the greenway and the private patios is achieved with gradual terraces, grading and integrated plantings that blur the line between public and private.

### **2-1 ADDRESS GREENWAY EDGES**

SW Gaines and SW Lane are designed as “Universal Streets” intended to be biased toward the pedestrian and bicyclist. They incorporate stormwater planters, street furnishings, sidewalk extensions to that calm traffic and visual permeability to the adjacent retail spaces. The frontages utilize a combination of slightly elevated stoops to define the line between public and private. SW Gaines ends in a turnaround cul-de-sac. The north half of the SW Lane accessway will be developed and bollards will restrict vehicle access. Views connections along both streets are enhanced by the building mass stepping back from the right of way.

### **2-2 ADDRESS ADJACENT OPEN SPACE**

A wraparound retail patio on the corner of SW Gaines and the greenway provides public open space along the building edge and serves to further activate the greenway. The south courtyard provides residents with open space and augments the green street on SW Lane with a waterfall and gracious stairway that provides connection to the greenway trail to the east. The bio-swales reflect the adjacent greenway habitat character and maintain continuity of design along the accessway. The stoops along SW Lane and Gaines provide additional opportunities for residents to sit and enjoy the sun and watch the people passing by while activating the green street. The club room on the second floor along the greenway gives residents a common area to view the river and activities along the greenway trail. These spaces provide a variety of areas from more active to contemplative and serve to connect the pedestrian environment through the project into the surrounding district.

## **2-3 ADDRESS BRIDGES**

Block 37 is not adjacent to any bridges, but it will have limited views to the new lightrail bridge and Ross Island Bridge to the north. The terracing form of the building along the greenway enhances the views to those bridges from the greenway trail.

## **3 INCORPORATE A DIVERSE SET OF GATHERING PLACES**

Block 37's retail patio, terraces, walk-up stoops, balconies, southern courtyard and club room provide a diverse set of both large and small spaces for gathering and play for both the public and residents. The walk-up stoops serve to extend the greenway west while providing residential viewing terraces back to the east. The club room along the greenway provides an overlook to the river and serves as a gathering space for residents while activating the greenway trail. The wrap around retail patio on the corner of SW Gaines and the greenway supports retail spilling out towards the greenway with tables and chairs and providing a place for the public to relax and view the greenway.

## **4 INTEGRATE MATERIALS, STRUCTURES, AND ART**

Sidewalk materials, components and street trees conform to the South Waterfront District Street Plan criteria and standards. Scoring patterns in the paving and thoughtful placement of benches all add to the pedestrian friendly environment.

The boardwalks over the bioswales along SW Lane harken back to the notion of wood dock structures that serve to provide connection from the water to land and thus incorporate the maritime/nautical thematic elements into the urban landscape while providing a consistent and unifying element with the boardwalks along the Ardea's frontage.

General pedestrian lighting along the frontages will be in accordance with South Waterfront streetscape standards. In addition, discrete landscape lighting is proposed for the terraces along the greenway to enhance evening connection to the trails. Fire-pits on the second floor common living area will provide both warmth and mood lighting. Finally step lighting will be incorporated into the stairs that connect the south courtyard to SW Lane. All outdoor lighting will be carefully planned to comply with LEED night sky criteria.

## **5 ENHANCE THE RIVERBANK 6 DESIGN DIVERSE PLANT COMMUNITIES**

The Willamette Greenway Park sits between Block 37 and the riverbank. As a part of the development two rows of stone columns will be placed between the building and the property line to provide both bank and soil liquefaction stabilization. Native landscape plantings will be used throughout the development site. The bio-swales along SW Lane enhance habitat and celebrate the natural environment. Plantings along the greenway will match the planting palette of the Willamette Greenway park. The Bureau of Environmental Services owns and controls the bio-swale between the greenway and the river in front of the property and discourages connection to the river at this location. That being said, greenway access is provided at Gaines that connects to the trails and to river access further north.





# DESIGN ADVICE REQUEST HEARING COMMENTS

*Block 37 Apartments*

The following comments are from the August 1, 2013 D.A.R. Hearing

## **GENERAL**

- This design needs to blur the line between the existing towers and the new economics of development. It has to be done poetically and express a sensibility that these are “badass modern” homes.
- This building requires substantial shifts and has a long way to go to meet stated expectations.

### *Response*

The building’s massing and materials have been greatly simplified. The brick at the ground level provides a strong contrast and clear differentiation between the base of the building and the upper stucco levels. Large rectangular stucco frames on the upper levels accentuate the corners and break up the overall massing – similar to the metal panel frames expressed on the John Ross. Large punched windows painted the match adjacent metal panels create a glassy infill expression between the rectangular stucco frames. The high quality materials are consistent with materials found elsewhere in the district.

## **SW GAINES HEIGHT CORRIDOR MODIFICATION**

- The modification could be approvable if it is demonstrated that the shadow impact on Gaines is no more than a project that conforms to the standards. There was support for the upper floors encroaching as much as proposed.

### *Response*

The shadow impact on Gaines from the building’s massing is no more than a project that conforms to the standards. A sun study will be provided.

## **SW LANE SETBACK MODIFICATION**

- The ground level should conform to the standard. There was support for the upper floors encroaching as much as proposed.

### *Response*

The ground level sets back 30’ from the centerline of Lane. The upper floors project to the property line providing protection from the weather at the residential stoops. A modification is requested for the upper levels.

## **COMPOSITION AND MATERIALS**

- The elevation is confusing. There is a lack of hierarchy. Stick with a primary material and maybe add a secondary. Do more design with fewer materials and moves. The wood is incongruous and odd.
- Celebrate the honesty of forms. Make the building simple and elegant.
- There are massing shifts in plan that do not clearly translate in the volume
- Study proportions – the parapet looks heavy and the base of the second floor is skinny.
- For cement panels to be allowed, they need to be very secondary and minimal.
- Commercial grade vinyl windows are acceptable when bounded by higher quality materials and punched.
- Be clear and systematic with color.

### *Response*

See the response to the general comments above. Cement panels are no longer being used on the project. The building form has been simplified. The parapet height has been reduced and the second floor adjusted. The commercial grade vinyl windows are surrounded by stucco and metal panels and are setback to create a punched expression and shadow lines.

### **CORNERS**

- All corners need to be excellent.
- The commission mostly agreed with public testimony eroding the corner at the Greenway while supporting an urban edge at the ground level. One commissioner supported the corner as proposed.
- The ground level of the building against the Greenway urbanizes the Greenway which is a good thing.
- There was support for making a great corner at Gaines/River but not consensus on this solution. Concern was expressed with the amount of service near the corner, the ground level layout and the upper floors at the corner.

### *Response*

The corner at Gaines and the greenway has been pulled back and eroded. The ground level still creates a strong urban edge. The expression of the corner at Gaines and River is strong and emphasizes the corner in a more dignified expression. The project team is working with PBOT to move the garage entry to the east.

### **RIVER**

- The inclination to have outdoor spaces open up to the river was right. The proposal lacks river connection.
- Show erosion in the building at the river.
- The ground level needs more work – activation, interest and landscape design. Soften the edge
- Would moving the garage entry closer to the greenway create more activity? Build in flexibility for the ground floor units to be converted to future retail. If the club room is next to the second floor courtyard then the courtyard would be activated.
- The ground level units need to be able to accommodate commercial uses.

### *Response*

A common outdoor living room has been added at the second level along the greenway to provide greater connection to the river. The building's massing has been further eroded along this edge providing private terraces and balconies at various levels. The ground level terraces site approx. 5' above the greenway therefore terracing landscape planters transition the building edge to the sloping grade between the building and the greenway. Plantings in this transition space will match the Willamette Greenway trail plantings in order to blur the line between public and private space and while pulling the greenway into the project helping to make the greenway feel larger.

### **GROUND LEVEL**

- The south courtyard is buried with little street connection. It needs a more robust pedestrian level connection.
- Provide canopies. The guidelines encourage weather protection.
- Need good transitions to the Greenway
- The first 30' have to be great

- Concern was expressed with the cor-ten at the touch zone.

### *Response*

The south courtyard provides the residents with a more quiet and contemplative space than the common living room along the greenway. It is meant to feel more private while providing residents with access to the Green Street and greenway. A waterfall takes stormwater down along the stair and connects to the bio-swales in Lane to create greater pedestrian interest. The cor-ten has been eliminated from the project.

### **PARKING**

- The commission supported the parking entry along Gaines, but requested studies for other locations.
- Explore achieving a higher parking ratio

### *Response*

The team has studied and would like to move the garage entry to the east, but needs to work with PBOT to determine if it is possible due to planned filtration planters along the ROW. Putting the garage entry along River parkway, an access restricted street, would require the elimination of either the building entry or the retail space at the corner of Lane which is not supported by the district goals. Putting the garage entry on Lane would bring regular traffic to a pedestrian accessway and would require that the loading move to SW Gaines near the corner so that access to the elevators could be maintained. This option also does not support the goals of the district guidelines.

The team has look at improving parking efficiency, but was not able to do so without adding an additional level below grade which would be cost prohibitive.

### **ROOF**

- Very big concerns with the roof – explore and design it.
- Explore an eco-roof as an option. If it's not green, it has to be designed and beautiful. If using rocks, think about long term maintenance and weeds.

### *Response*

The roof has been designed with a heavily textured rock pattern that provides variety in color, shadow and texture while providing stormwater filtration.

# MAY 15 DESIGN REVIEW HEARING COMMENTS

*Block 37 Apartments*

## **TRANSITIONS ALONG GREENWAY**

Majority of the Commission agreed that more work and room is needed in the transition zone between the building and the greenway trail. Supporting comments included:

- Design of the transition should be more in line with the spirit of the greenway rather than what the code prescribes
- Proximity is a problem
- Leaning towards more breathing room
- Warrants a design response much more compliant with Design Guideline C6 (Develop transitions between buildings and public spaces).
- Should continue the character of what exists to the north, which is up to the design team to interpret for this site.
- Abrupt transition from public to private space
- Proposal lacks compliance with guidelines A1-2 (Incorporate active uses along the river), B1-2 (Enhance accessway transitions ), and B4 (Provide stopping and viewing places)

## **COMPOSITION, MATERIAL, COHESION**

Majority of the Commission agreed the design lacks architectural coherency and the composition should be strengthened. Supporting comments included:

- Appears more graphic than architectural
- Appears more unresolved on greenway side
- South façade along Lane would be improved by removing the 6 unit townhomes
- Use of accent material on upper mass at northeast corner is not consistent with its application elsewhere
- Regarding the brick, there is a muddling of components at the south and east ends. Simplify and strengthen the brick as a base material.
- A lot of texture already and pretty dynamic. Two components should be stronger throughout the building on all facades.
- Provide details for stucco panel attachment (fasteners – countersunk, patched, etc...)

## **MODIFICATION TO HEIGHT ALONG GAINES**

Majority of the Commission agreed to the alternative design that meets the height limit. Presents a challenge with the vocabulary of the building as designed.

## **MODIFICATION TO SETBACK ALONG LANE**

Majority of the Commission agreed that if the Ardea to the west already established projections into 30' setback then they could consider the upper floor projection. If not, they would not be comfortable supporting the Modification as it would set precedent.

## **GENERAL COMMENTS RELATED TO THE ITEMS ABOVE AND THE OVERALL DESIGN CONCEPT**

- Lack of regard for the contextual response – why is this specific design in this specific place?
- Modifications should make things better, they are not a get out of jail free card. Where is the betterment in this building to justify the modifications being sought?
- Proposal lacks conformance with the guidelines A5-1 (Consider South Waterfront's history and special qualities), specifically relating to history and art.
- Provide solar access analysis for central courtyard on 2nd floor.
- Retail convertible – acceptable, unless retail is part of the solution to the greenway transition issue.

- Loading on Lane – Removable bollards at the back of the sidewalk is an acceptable solution.
- Vaults – Metal or paver, just not inside the building.
- Garage entry – support for shifting to previous location. PBOT needs to review.
- Rooftop – rock design acceptable





# DESIGN MODIFICATIONS

*Block 37 Apartments*

**MODIFICATION 1****ACCESSWAY**

(33.510.252)

**B.3. Setback**

If the accessway is 60' wide or less, buildings must be setback at least 30 feet from the centerline of the accessway.

**PURPOSE**

Accessways provide physical access and connections to the Greenway trail that provide safe and convenient bicycle and pedestrian connection to and from the greenway trail while contributing to the stormwater management in the district. They also provide visual connection to the greenway and transition from the natural emphasis of the greenway to the urban emphasis of the rest of the district.

**PROPOSAL**

SW Lane is an accessway. The ground floor of the building is setback 30' from the centerline of the accessway. Portions of the upper levels of the building project 4'-6" into the setback.

**APPROVAL CRITERIA:**

- A. The resulting development will better meet the applicable designed guidelines:

At the ground floor, the building is setback 30 feet from the centerline of SW Lane and complies with the standard. Portions of the upper levels of the building project 4'-6" into the setback to provide weather protection, to better integrate lighting and to create variety in the façade, by breaking up massing planes. The purpose of the setback is to provide pedestrian connection to the greenway, stormwater management and view access. The ground level meets the setback requirements and therefore pedestrian connection/access is maintain and enhanced by providing connection to the greenway trail on Park's property which they are not providing, but is being completed by this project. Stormwater management is not only provided but it is celebrated and enhanced with waterfall that carries stormwater from the building to the bioswales along SW Lane. Visual connection in the corridor is not affected by the 4'-6" projection into the setback since both the Ardea and Riva also project 4'-6" into the setback.

- B. On Balance, the proposal will be consistent with the purpose for which a modification is requested.

The proposal is consistent with the desire to provide convenient pedestrian, bicycle and visual connection to the greenway along stormwater management.

**CONNECTION**

The building meets the setback requirements at the ground level and therefore provides pedestrian and bicycle access along SW Lane. In addition, the project is providing connection to the greenway trail Park's property and the expense of the project to complete the access to SW Lane. Since the greenway trail will be completed prior to the completion of Block 37, the trail as currently design ends at the SW Lane alignment but does not connect. Portions of the building's upper floors project 4'-6" into the required setback which does not impact visual connection since both the Ardea and Riva also project 4'-6" into the accessway on their upper floors.

#### STORMWATER MANAGEMENT

The project celebrates the treatment of stormwater along SW Lane with a stormwater waterfall that carries stormwater from the second level courtyard to the bio-swales in the accessway. The bio-swales use natural plantings to treat water as it makes its way to the river. Boardwalks cross the bio-swales to provide connection back to the stoops along SW. Lane. These treatments all work together to provide transition from the natural environment to the built urban form.

**MODIFICATION 2****TANDEM PARKING**

(33.266.130.F.1.a)

For parking areas where an attendant is not always present, each parking space must be accessible without having to move another vehicle.

**PROPOSAL**

There are five parking bays currently designed 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.

**APPROVAL CRITERIA:**

- A. The resulting development will better meet the applicable designed guidelines:

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. On Balance, the proposal will be consistent with the purpose 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.

Additionally, it should be considered that these Tandem stalls are for use on a private residential use 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.

# TECHNICAL EXHIBITS

*Block 37 Apartments*

# REQUIRED BICYCLE PARKING CALCULATIONS

(33.266.220)

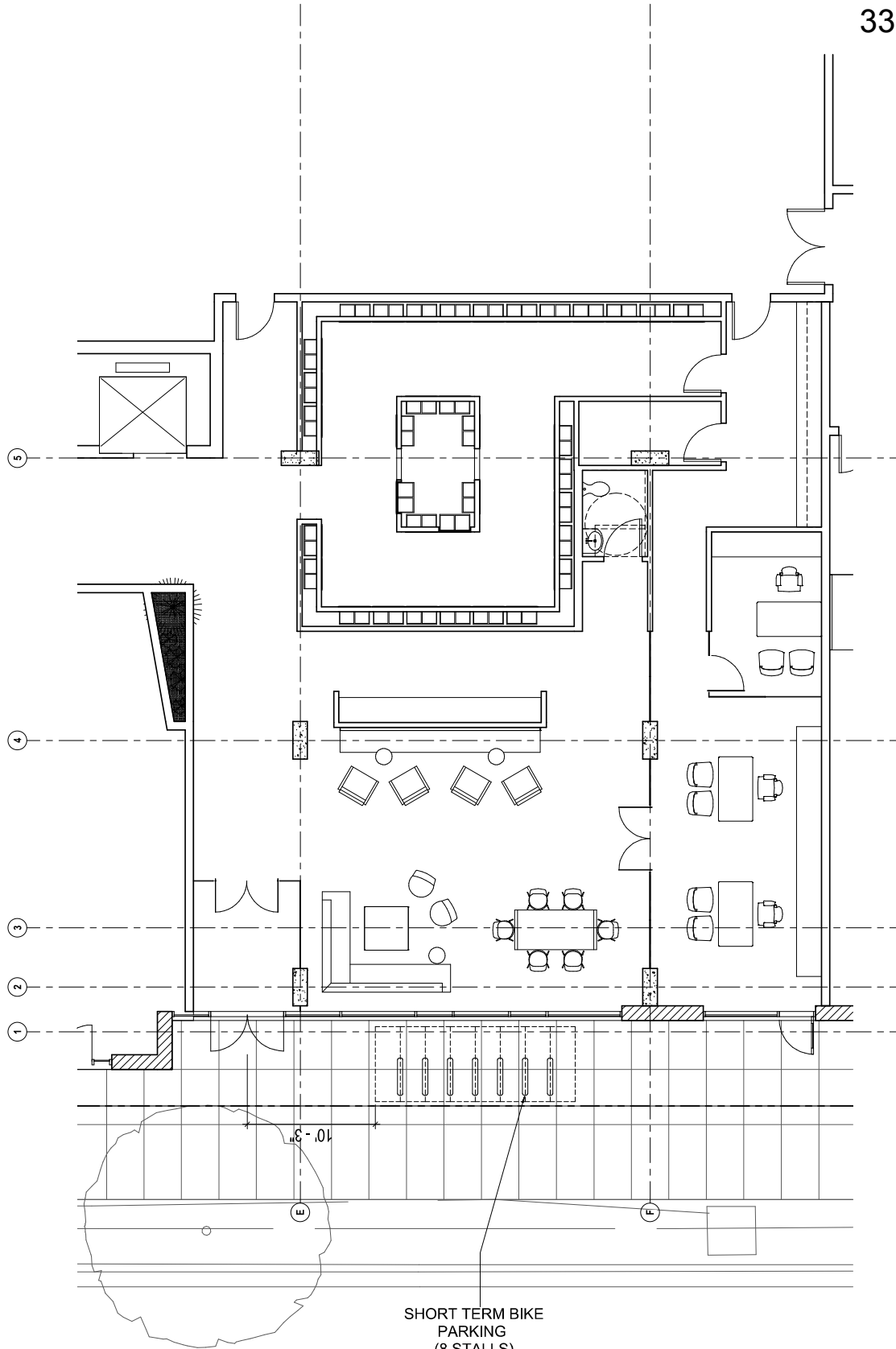
## BICYCLE PARKING REQUIRED COUNTS

USE	AREA (NSF) / UNIT COUNT		LONG-TERM		SHORT-TERM	
			FACTOR	# STALLS	FACTOR	# STALLS
RETAIL-1 (SW / Multnomah)	6193	SF	2 or 1/12,000 sf	2	2 or 1/5,000 sf	2
APARTMENTS (West of Grid 15)	278	CT	1.5/1	417	2 or 1/20	14
PROJECT COMBINED TOTALS:				419		16

APARTMENTS - LONG TERM	REQUIRED:	279	PROVIDED	450
BIKE STALL TYPES & LOCATIONS				
LEVEL-01: Wall-mount vert. rail & hook in unit				19
LEVEL-02: Wall-mount vert. rail & hook in unit				41
LEVEL-03-05: Wall-mount vert. rail & hook in unit (45 each floor)				135
LEVEL-06: Wall-mount vert. rail & hook in unit				42
LEVEL-02-06: Secure Storage Room				213
RETAIL: Long term Required & Provided				2
LEVEL 01: Floor mounted in Garage				2

# BIKE PARKING

33.266.220

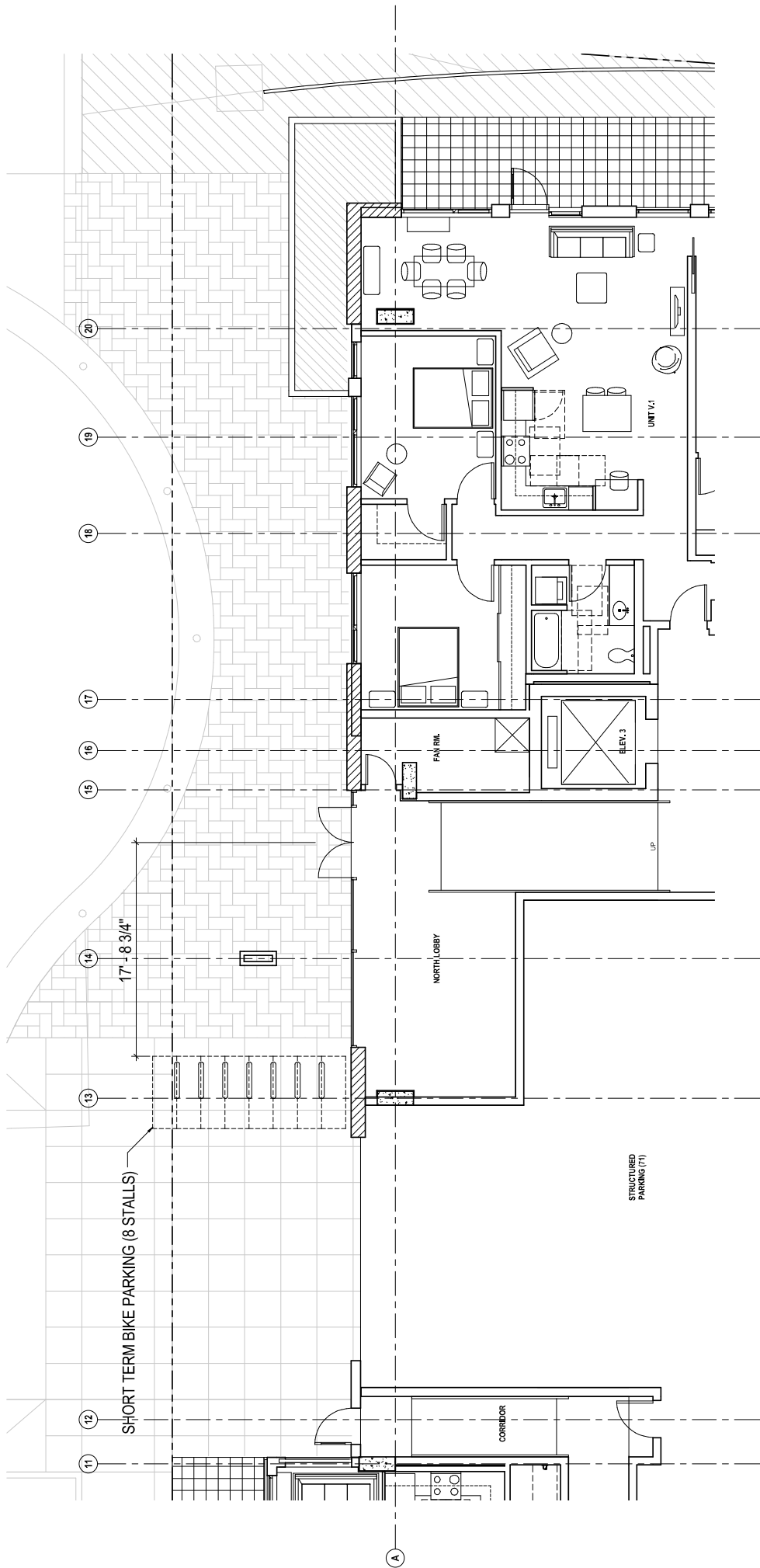


SHORT TERM BIKE  
PARKING  
(8 STALLS)  
SEE MANUFACTURERS  
CUTSHEET

DESIGN REVIEW SHORT TERM BIKE PARKING - WEST

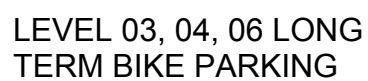
# BIKE PARKING

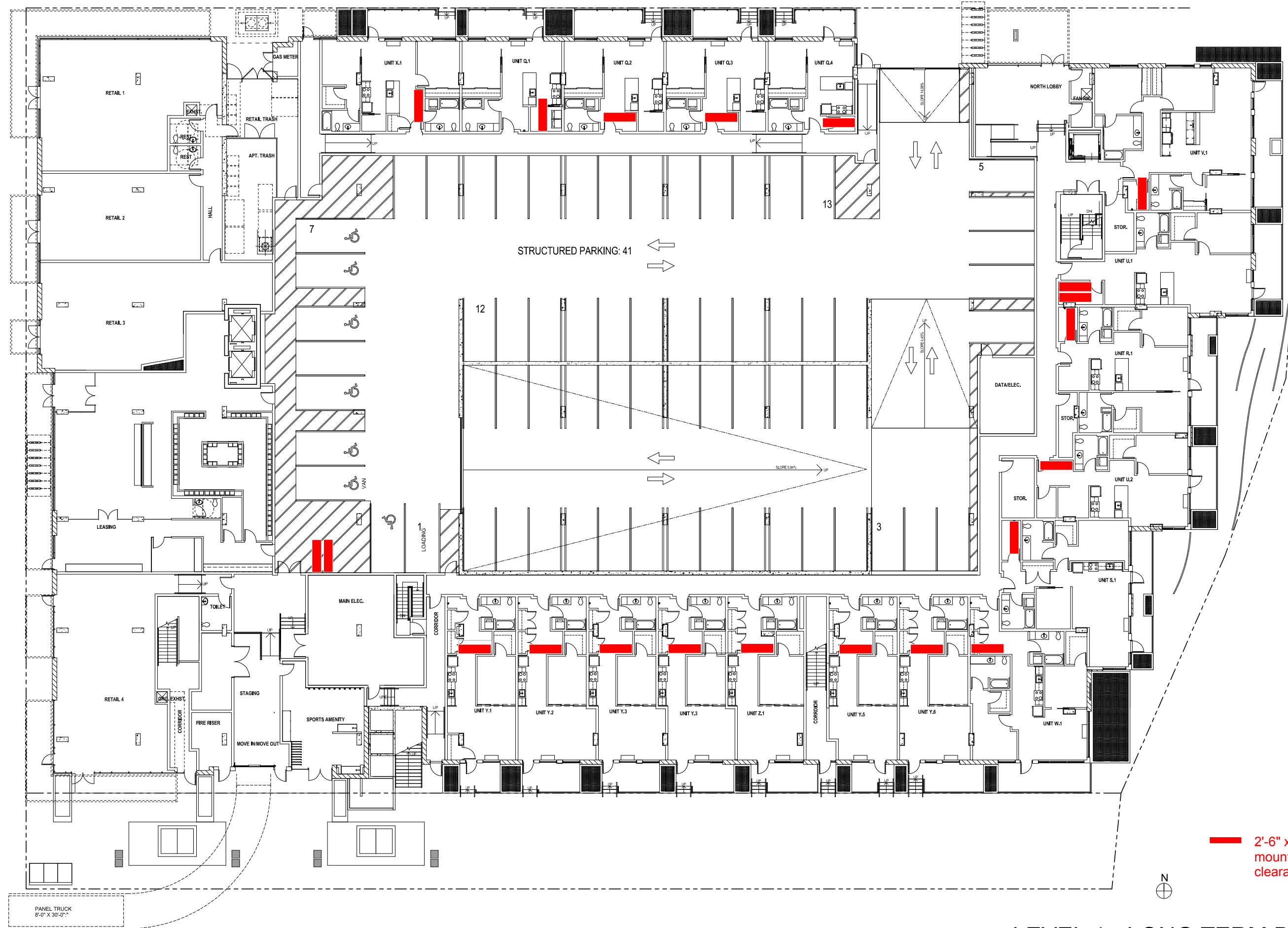
33.266.220





## LEVEL 02 & 05 LONG TERM BIKE PARKING





2'-6" x 8'-8" wall  
mounted nook and  
clearance area

LEVEL 1 - LONG TERM BIKE PARKING



2'-6" x 8'-8" wall  
mounted nook and  
clearance area



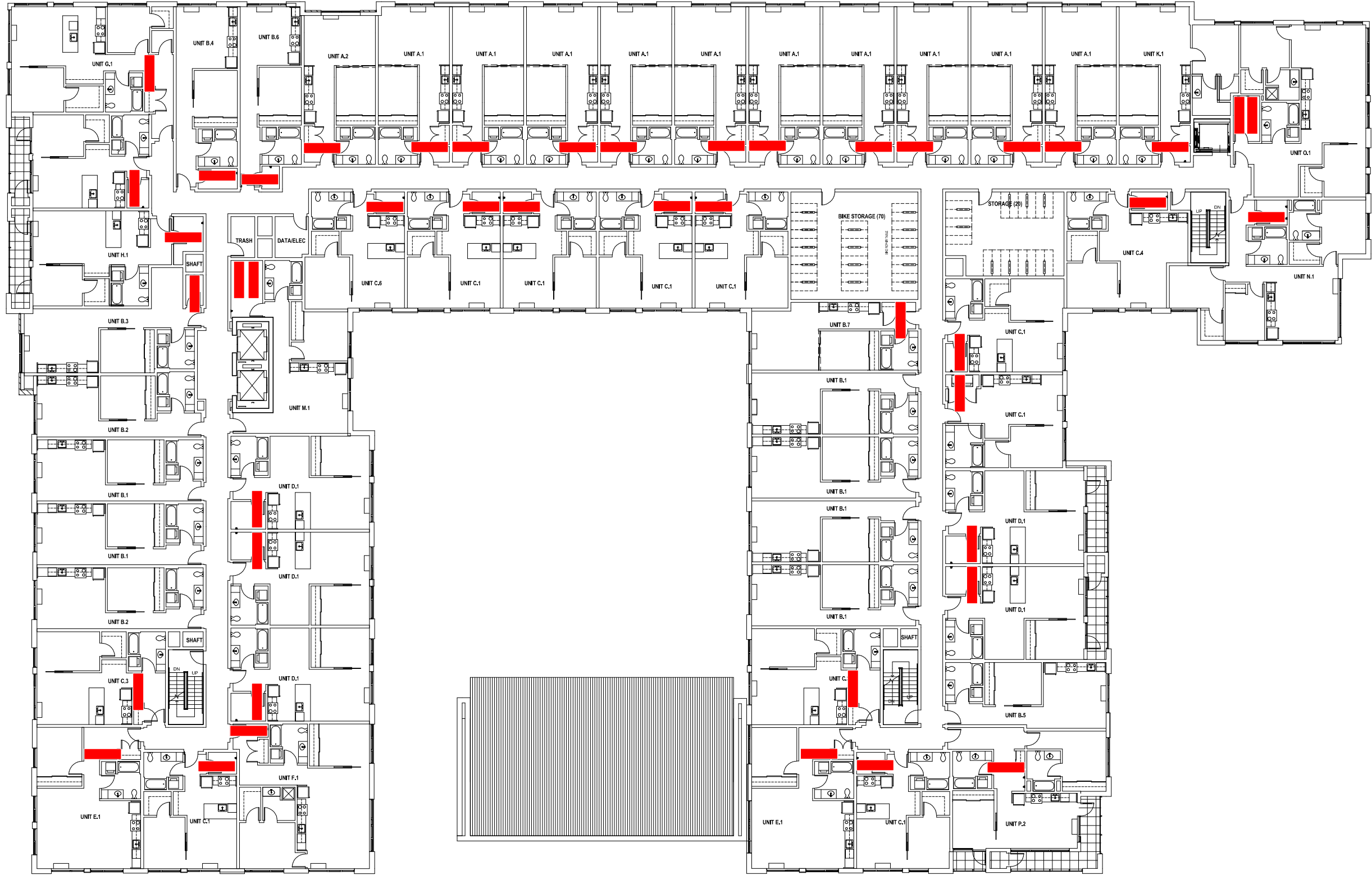
LEVEL 2 - LONG TERM BIKE PARKING



2'-6" x 8'-8" wall  
mounted nook and  
clearance area



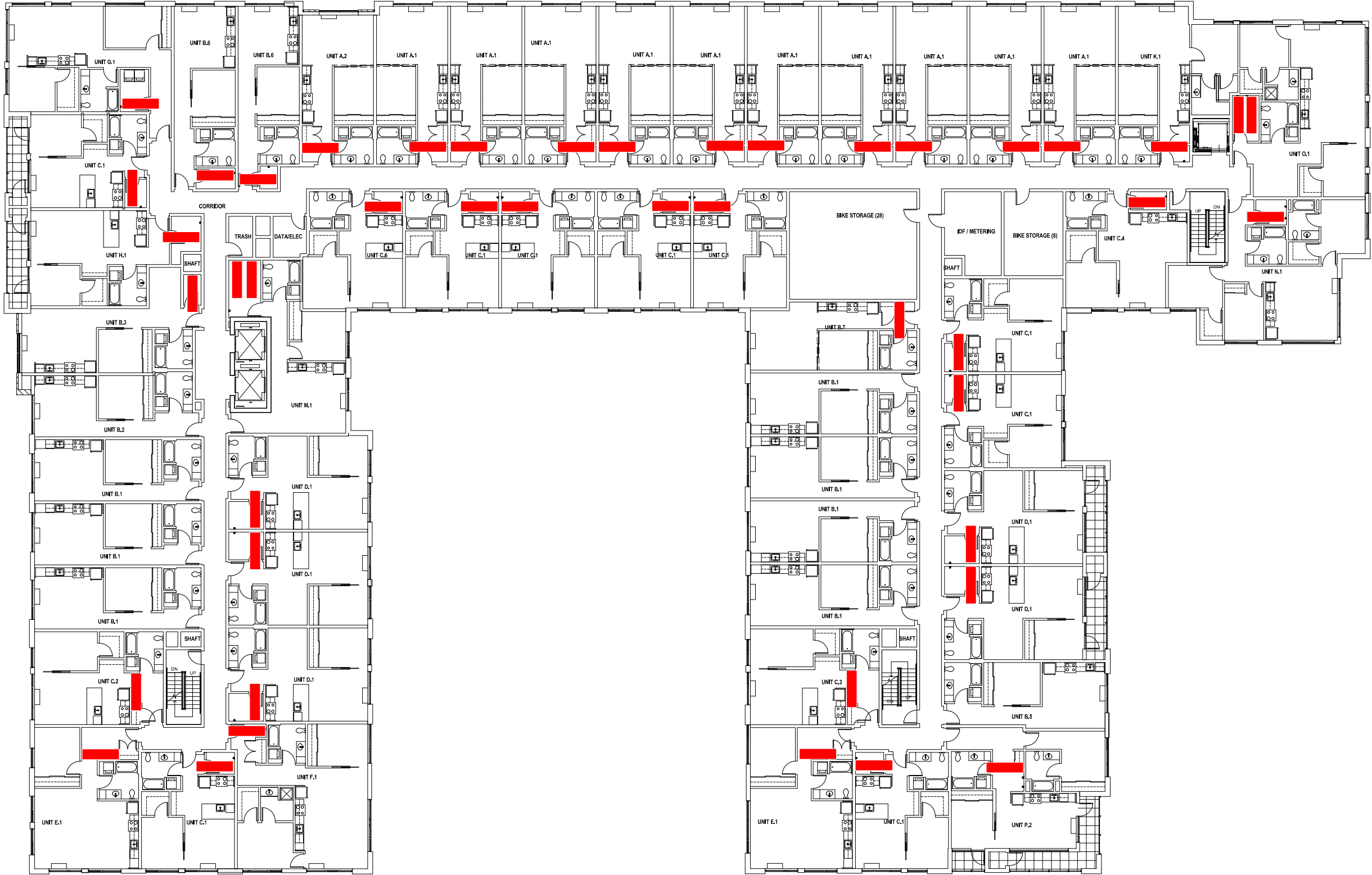
LEVEL 3 - LONG TERM BIKE PARKING



2'-6" x 8'-8" wall  
mounted nook and  
clearance area



LEVEL 4 - LONG TERM BIKE PARKING



2'-6" x 8'-8" wall  
mounted nook and  
clearance area



LEVEL 5 - LONG TERM BIKE PARKING

BIKE PARKING  
33.266.220



2'-6" x 8'-8" wall  
mounted nook and  
clearance area

## LEVEL 6 - LONG TERM BIKE PARKING<sup>N</sup>



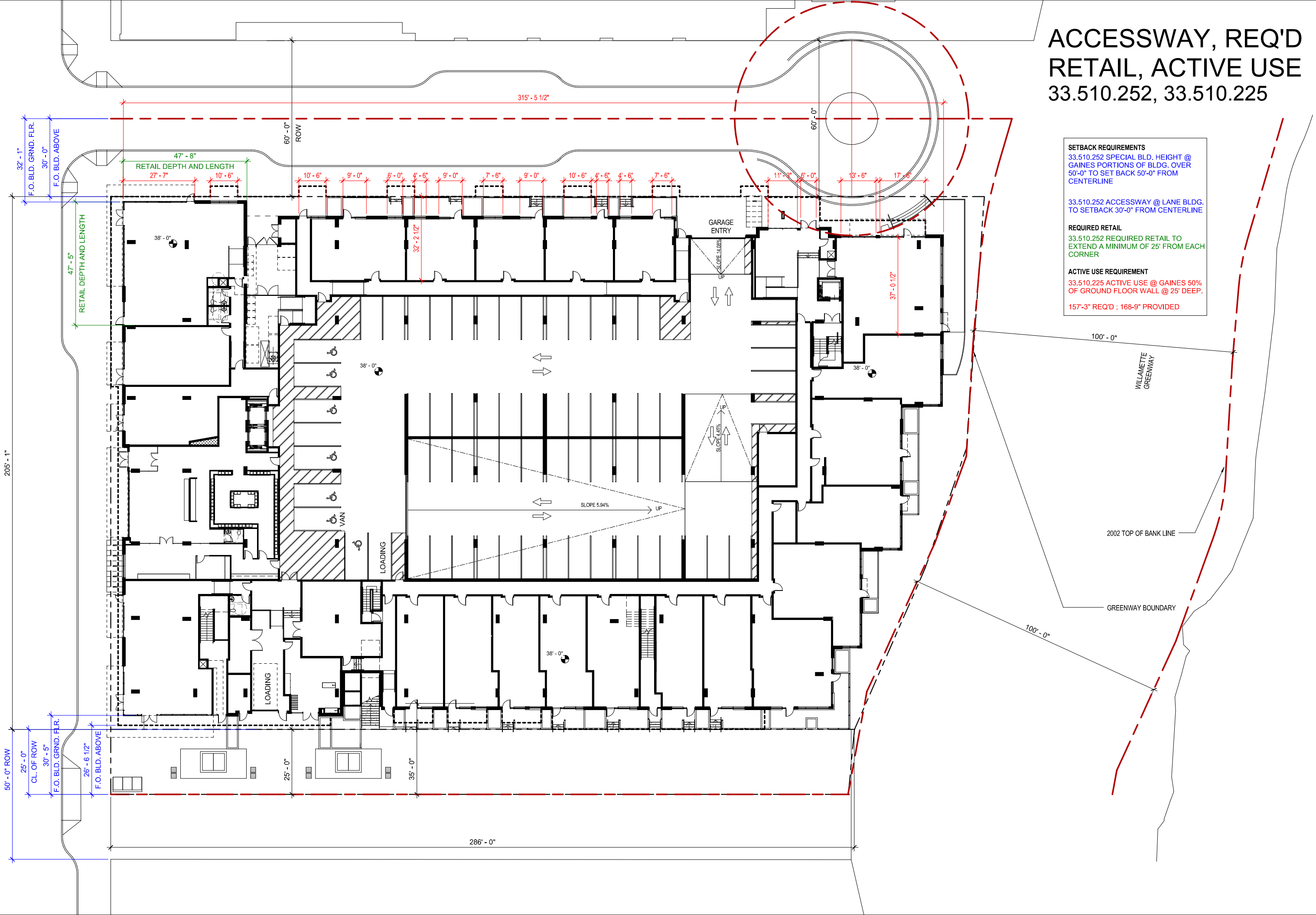
ACCESSWAY, REQ'D  
RETAIL, ACTIVE USE  
33.510.252, 33.510.225

**SETBACK REQUIREMENTS**  
33.510.252 SPECIAL BLD. HEIGHT @ GAINES PORTIONS OF BLDG. OVER 50'-0" TO SET BACK 50'-0" FROM CENTERLINE

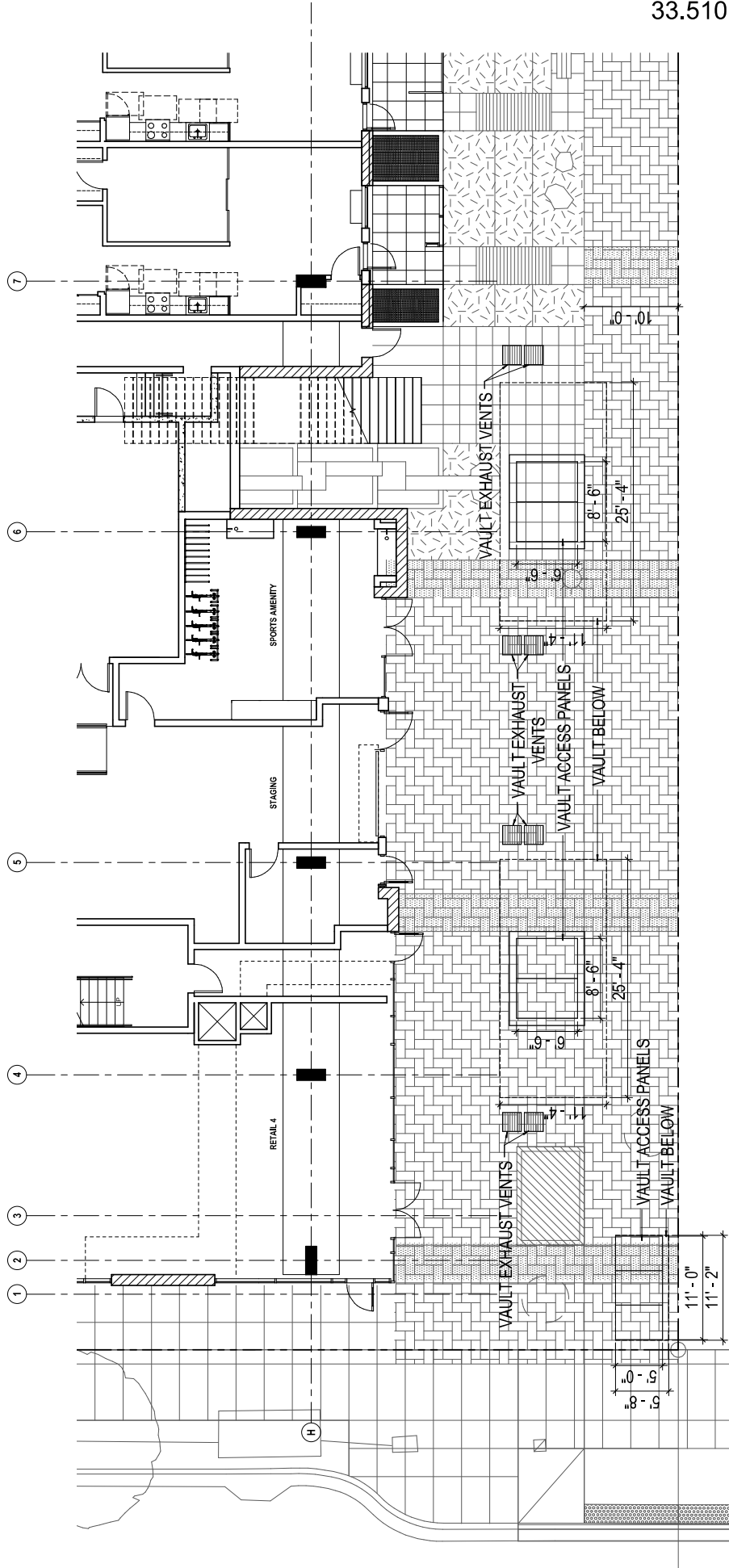
**33.510.252 ACCESSWAY @ LANE BLDG. TO SETBACK 30'-0" FROM CENTERLINE**

**REQUIRED RETAIL**  
33.510.252 REQUIRED RETAIL TO EXTEND A MINIMUM OF 25' FROM EACH CORNER

**ACTIVE USE REQUIREMENT**  
33.510.225 ACTIVE USE @ GAINES 50% OF GROUND FLOOR WALL @ 25' DEEP.  
157'-3" REQ'D ; 168'-9" PROVIDED







Revised - 2014 June 11

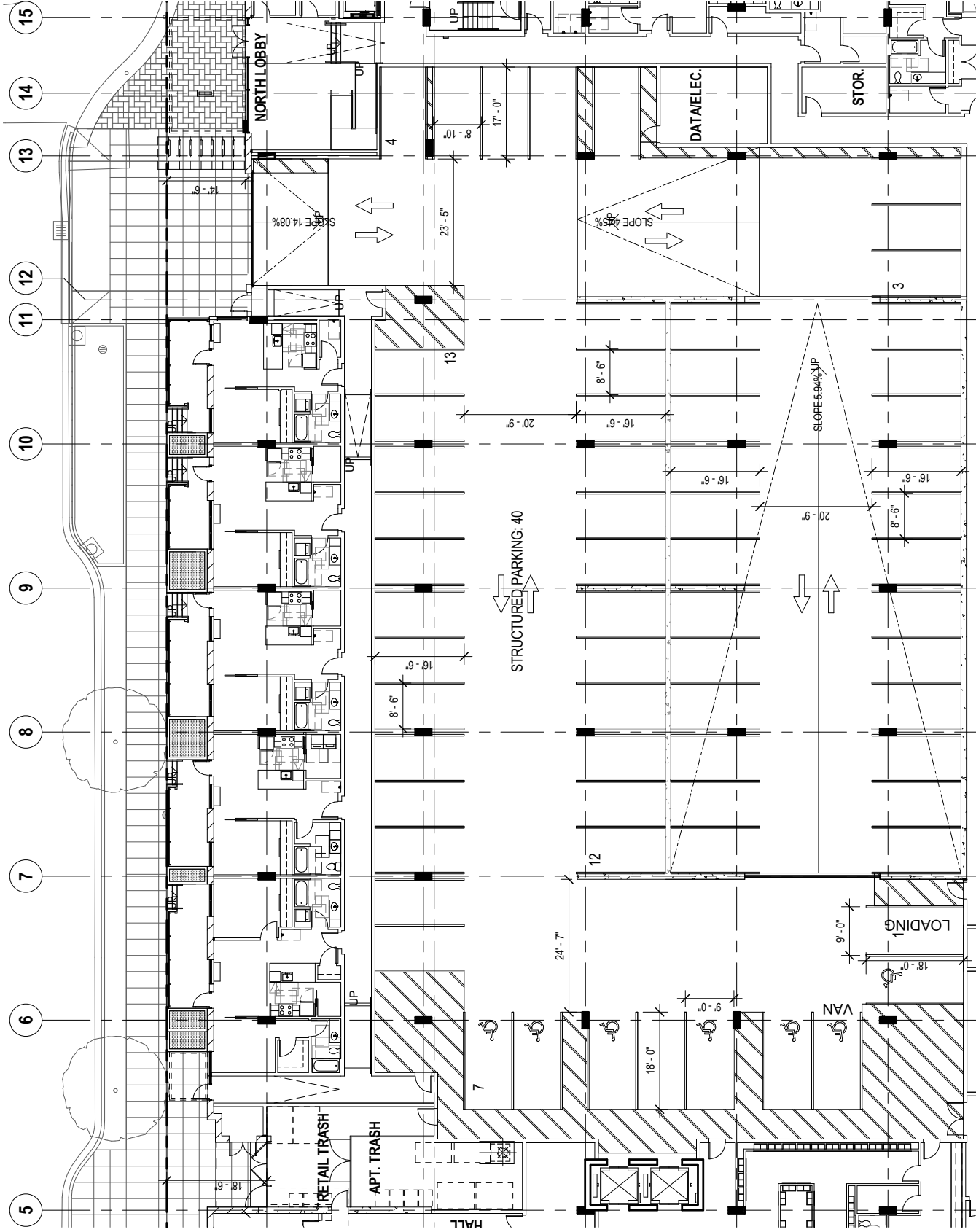
MACK URBAN, LLC

SITEWORK & PARKING & USE								HOUSING & RESTAURANT											
	Site	Sitework	Parking	Parking	Patio	Balcony	Use		Flr-Flr	Bldg	Housing	Housing	Housing	Housing	Amenity	Retail	Retail Trash	Bikes	
	GSF	GSF	GSF	Stalls	GSF	GSF			Hgt '	GSF	GSF	NSF	Effic.	Units	GSF	GSF	GSF		Comments
P 01			51,225	183			PARKING		11	51,225									48 tandem parking stalls
1ST FLR	72,749	13,416	15,400	42	3085		PRKNG/HSNG/RET		16	56,248	26,759	14,879	56%	17	499	7,831	525		
2ND FLR					12543	95	HOUSING		10.5	47,757	47,757	38,305	80%	52	3,129			36	Bikes in addition to those in units.
3RD FLR					1498	303	HOUSING		10.5	46,482	46,482	40,972	88%	55				47	
4TH FLR						396	HOUSING		10.5	46,432	46,432	40,952	88%	55				36	
5TH FLR					6397	301	HOUSING		10.5	37,970	37,970	32,734	86%	44				47	
6TH FLR						301	HOUSING		10.5	37,970	37,970	32,734	86%	44				36	
TOTALS	72,749	13,416	66,625	225	23,523	1,396			68.5	324,084	243,370	200,576	82%	267	3,628	7,831	525	202	

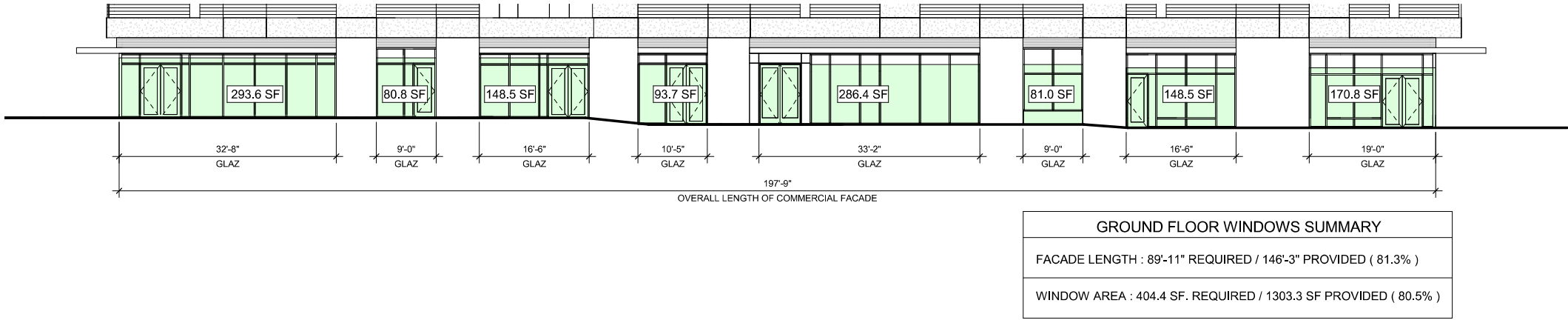
1. Amenity SF included in housing GSF/NSF.
2. Loading SF is included in Housing GSF/NSF.
3. Retail SF does not include retail trash SF.
4. Enclosed balcony storage included in GSF/NSF.
5. Exterior balcony not included in GSF/NSF.
- 6
7. One bike hook provided for each unit except for shotgun units.
8. [not used]
9. [not used]
10. [not used]
11. [not used]
12. [not used]

ZONING SUMMARY	
Site Area	72,749
Max. FAR	6
Actual FAR	3.79
Max. GSF	436,494
Actual GSF	324,084
FAR GSF	275,362
FAR Delta	161,132
MAX Height	250'
Actual HT.	68.5
Bikes Req'd	417.0
PARKING	
Parking Ratio	0.84
SF/Stall	296

UNIT SUMMARY	
SHOTGUN	114
1 BEDROOM	73
1 BEDROOM +	49
2 BEDROOM	11
2 BEDROOM/ 2 BA	17
3 BDRM	3
TOWNHOME	0
(3 BEDROOM)	
TOTAL	267



GROUND FLOOR  
WINDOWS  
33.130.230, 33.510.220



3 West - SW RIVER PKWY  
3/32" = 1'-0"



2 South - SW LANE  
3/32" = 1'-0"



1 North - SW GAINES  
3/32" = 1'-0"

# STORMWATER MANAGEMENT PLAN

*Block 37 Apartments*

Not included, refer to April 29, 2014 submittal.