

WESTERN

WASHINGTON





5TH STREET

ALLEY

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100'-0"



RESIDENTIAL PARKING

300'-0"

PACIFIC HWY



LEVEL 2

WESTERN



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AMENITIES

UTILITY
STAIR 1

TRASH

STAIR 2

STAIR 3
UTILITY

PACIFIC HWY

LEVEL 14

Bonus Height and Bike Parking

Ground Floor Use for 18' Bonus Height

Program	Size (sf)	Commercial	Residential
Shared Parking	11,000	50%	50%
Trash	1,200	50%	50%
Utility	4,650	50%	50%
Retail	5,500	100%	
Lobby	3,100		100%
Leasing	1,450	100%	
Common Area	3,100	50%	50%
Total	30,000	16,925	13,075
		56%	44%

CMU-3 Zoning 105' maximum

Section 4.9.100 - Mixed Use Building Incentives, B
Bonus Height Provision (+18'):

1. At least 50% of the first floor Gross Floor Area must be occupied by nonresidential uses, which may include uses that are accessory to nonresidential uses, and;
2. The cumulative upper-floor Gross Floor Area that is occupied by residential uses, including uses that are accessory to residential uses, is equal to at least 100% of the first floor Gross Floor Area.

Stacking Chart for Total Height

Level	Program	Flr to Flr	Total Height
14	Amenity	12	147.5
13	Amenity and Residential	10.5	
12	Typ Residential	10.5	
11	Typ Residential	10.5	
10	Typ Residential	10	
9	Typ Residential	10	
8	Typ Residential	10	
7	Typ Residential	10	
6	Typ Residential	10	
5	Typ Residential	10	
4	Typ Residential	10	
3	Typ Residential	10	
2	Parking	10	
1	Mixed-use	14	

Oregon Laws 2024, SB 1537 Chapter 110
Section 38, Subsection(4)(g)(B)(i)(ii)(I)(II)

(B) For uses other than cottage clusters, as defined in ORS 197A.420 (1)(c)(D), building height maximums that:
(i) Are in addition to existing applicable height bonuses, if any; and
(ii) Are not more than an increase of the greater of:
(I) One story; or
(II) A 20 percent increase to base zone height with rounding consistent with methodology outlined in city code, if any;

105' + 18' = 123'
123' x 20% = 147.6'

Bike Parking: 0.5 Spaces per Unit

Oregon Laws 2024, SB 1537 Chapter 110
Section 38, Subsection(4)(g)(A)

(A) Requirements for bicycle parking that establish:
(i) The minimum number of spaces for use by the residents of the project, provided the application includes at least one-half space per residential unit; or
(ii) The location of the spaces, provided that lockable, covered bicycle parking spaces are within or adjacent to the residential development;