

# THE PARK OFFICE



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PROJECT TEAM

Owner

Project^ Ecological Development  
413 SW 13th Ave  
Portland, Oregon 97205  
Contact: Tom Cody  
Phone: 503.260.3740

Architect:

THA Architecture  
733 SW Oak St.  
Portland OR, 97205  
Contact: Andrew Schilling  
Phone: 503.227.1254

Structural Engineer:

KPFF Consulting Engineers  
111 SW 5th Ave., Suite 2500  
Portland, OR 97204  
Contact: Anne Monnier  
Phone: 503.227.3251

Landscape Architect:

Lango Hansen Landscape Architects  
1100 NW Glisan #3B  
Portland, OR 97209  
Contact: Jane Hansen  
Phone: 503.295.2437

Civil Engineer

Humber Design Group  
117 SE Taylor Street #202Portland, OR 97214  
Contact: Martha Williams  
Phone: 503.946.6690

## PROJECT INTRODUCTION

The proposed Park Office project will be located on the triangular site at 2030 NW Front Avenue. The site is bounded by Front Avenue, NW 17th Avenue, the BNSF rail line, the abandoned Terminal Street, the abandoned Upshur Street right of way and the Big Pipe access shaft area. The proposal is for two four- to six-story office buildings above a “park” that creates a central garden/plaza, lobby areas, retail spaces, and building amenities. The 270,000 square foot project includes a single level of below-grade parking that will provide up to 1.8 parking spaces per 1000 SF of building area and up to one (1) bike parking space per 1000 square feet of office.

Park Office is envisioned to create a refuge in a historically industrial site that lies at a busy intersection of city street grids, varying uses, transportation modes, and developing neighborhoods. The design is inspired by the rich heritage of the site and surrounding context which has provided much needed docks and warehouses for the city for over a century. The design draws on the historic materials and forms of the area while introducing a restorative landscape as a catalyst for a new kind of creative campus that will provide urban office spaces with profound connections to the natural environment. The two buildings on the campus will be clad in dark brick akin to the weathered brick in the area, with a regular pattern of window openings between brick piers that recall the traditional window dimensions of neighborhood warehouses. Horizontal steel cladding at floor lines evokes the steel structures of the industrial structures and cranes in the area.

Much like the nearby docks do on the Willamette River, Park Office creates an urban eddy along Front Avenue. The nature of this section of the Willamette River is different than the river wall further south. In this area, the river edge is articulate by docks built out into the river with small harbors cut into the shore. The two create areas of refuge and interruptions to the flow which create havens for boats and places to stop and connect to the shore. The articulation of the building masses on the site creates similar eddies where the building steps back from the street and where the plaza offers a place of refuge. On the upper floors, inset decks create “high parks” for refuge or observation, connecting the interior office space to the outside while bringing the outdoors into the building. Finally, the top floor of each building steps back to allow a large occupied eco-roof, pulling the regenerative park to the top of the building as both an amenity as well as a means of storm water control.

The entire ground floor of the project is designed to have open, active, and transparent retail spaces. The lobby entrances face Front Avenue with secondary access to the central park/plaza. The nature of the retail spaces allow for both traditionally sized retail as well as “micro-retail” opportunity, introducing a variety of amenities that can serve the tenants as well as the growing number of residences in the area. The project encourages bike commuting by providing significantly more secure bicycle parking than required, a safe bike path between the building and rail for access, and locker rooms at the ground floor.

The construction schedule for Park Office anticipates excavation to begin in early 2016 and the building to be complete in early 2017.

## Design Input

The project team would like Commission input on three areas:

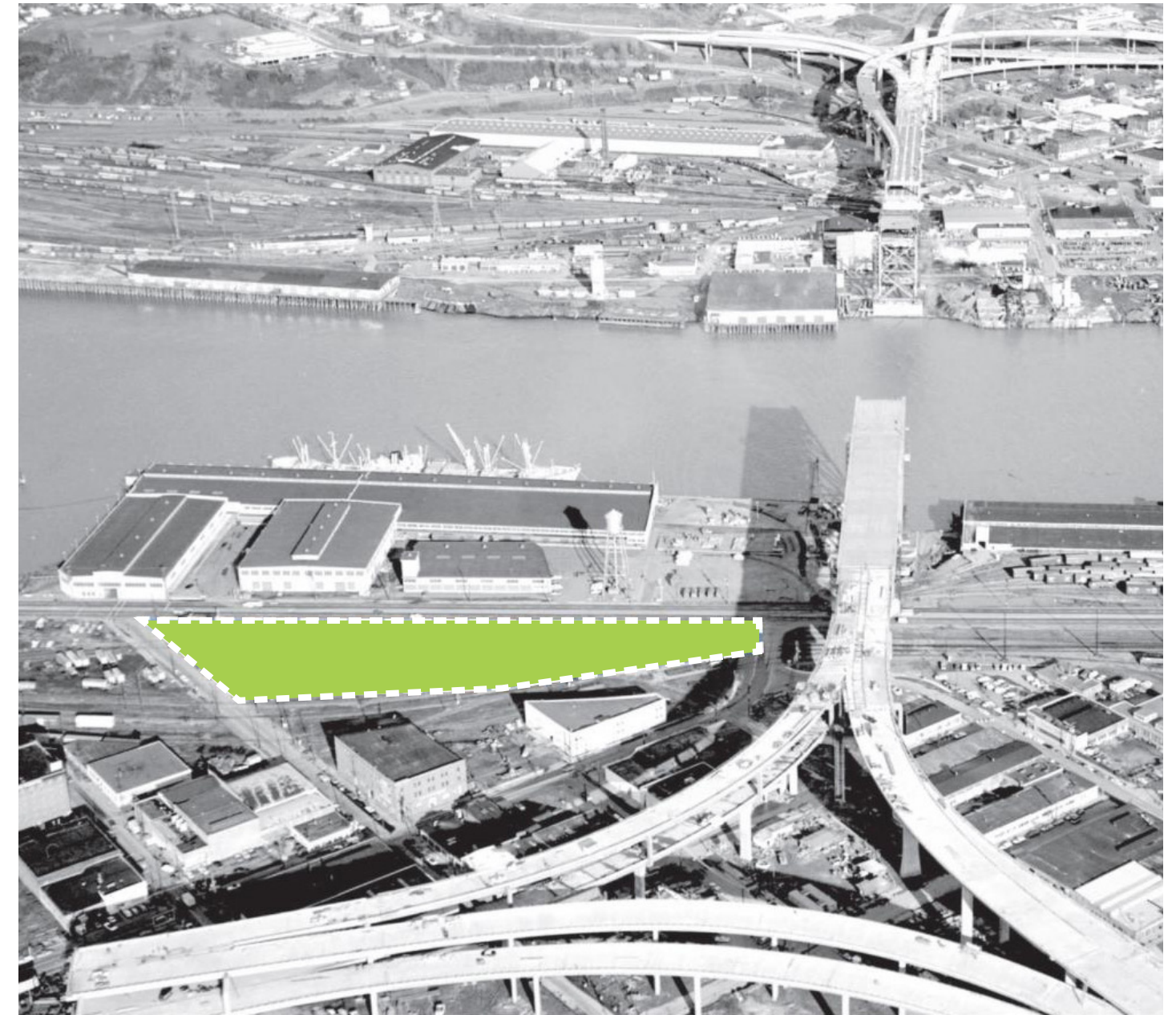
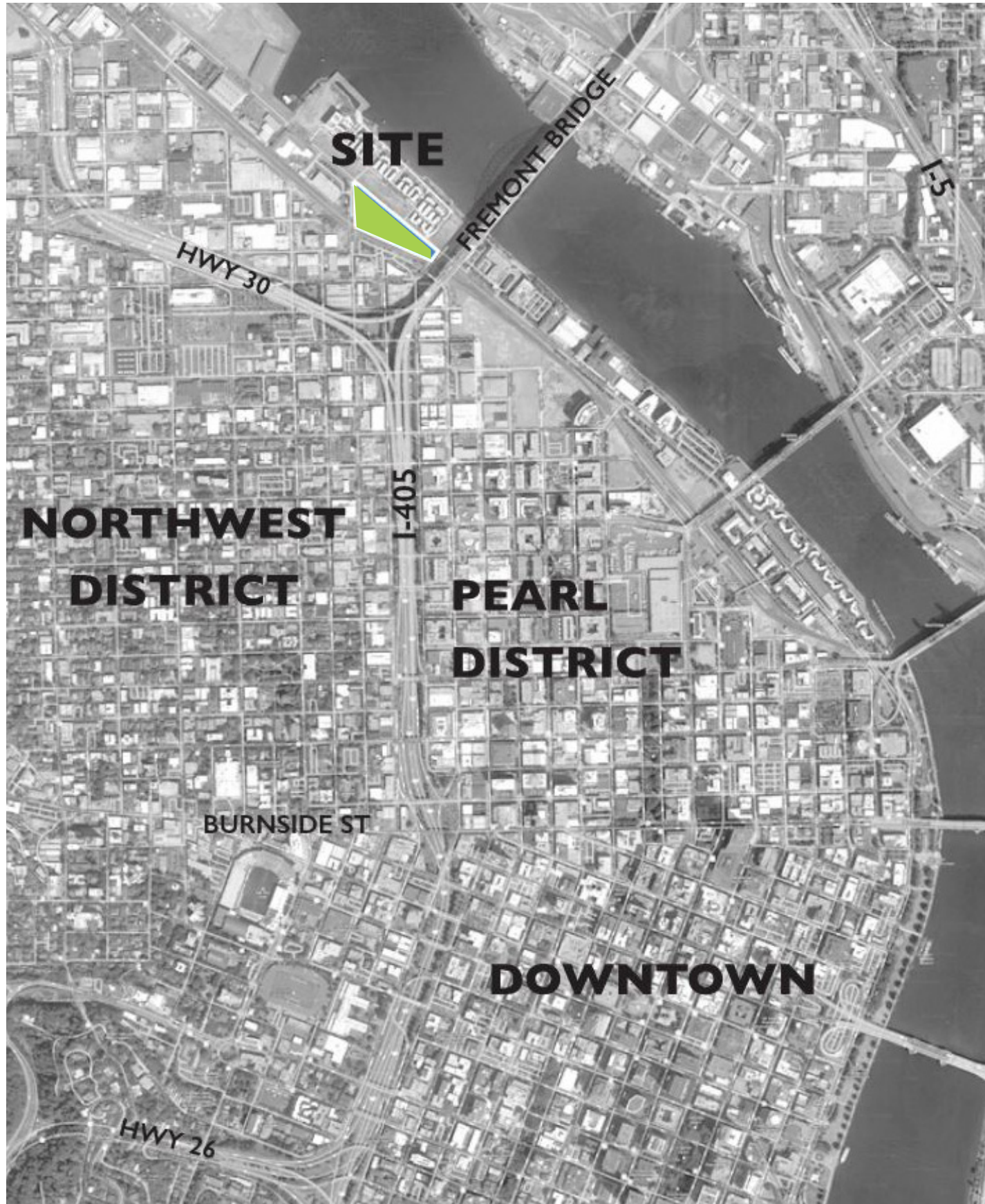
**Respect the Portland Block Structure:** There is a 200’ block created by the new residential projects between Front Avenue and the River, oriented to the river; however, across Front Avenue, blocks are oriented orthogonal to the Pearl District and intersect with Front at various angles and varying intervals. In addition, the project site is also bounded by the BNSF rail as it curves toward the river, introducing both a barrier to the block structure and an additional geometry to the site. The resulting site intersects with these various block grids. The location of the new intersection at NW Front and 16th Avenue hits the site at 2/3 the site length, creating a difficult location to separate two buildings. Instead, the project proposes to create its own 200’ blocks by locating space between buildings in the middle of the site.

**Design Corners That Build Active Intersections:** The location of the central park/plaza in the middle of the site combined with the requirement for vehicles to access the below-grade parking at the NW 16th Avenue intersection means that the corners for the site’s “active intersection” is more focused at the park than at the street intersection. The project will create active building corners by shifting the buildings back in the middle of the site to draw pedestrians into the park/intersection, providing canopy coverage at the corners and creating transparent and open retail opportunities. The ground floor retail along Front Avenue will promote a safe and active pedestrian environment.

**Enhance View Opportunities / Protect Existing View Corridors:** The project site is located at the back of the River District and its view corridors. Those corridors do not extend to the neighborhood beyond the site. Consequently, this project uses the view corridors as opportunities to locate points of refuge and observation to look out towards the river and as points of interest for view from the river. Additionally, the building locates the roof terraces to take advantage of views to the West Hills and potentially towards the river and mountains while also protecting from the noise of the freeway on the Fremont Bridge as the viaduct curves around the site.

**Adjustments Anticipated:** At this time, we are anticipating requesting an adjustment to the loading requirements for the building to allow one on-street loading space at the North Building in addition to the required two loading spaces at the South Building. The project is also conducting a traffic study to verify the feasibility of loading access as shown at the south end of the project site. Detail of the specific requests will follow in the application after consultation with the City.

**Proposed Road Diet:** The project intends to dedicate the property required for on-street parking in the location allowed if and when the “Road Diet” is implemented to NW 17th Avenue. The owner would install the correct curb locations, assuming that the lane repainting to remove the second drive line and extend the bike lane toward downtown will wait for installation until continuity can be provided to NW 9th Avenue.



**PARK OFFICE SITE:**  
Circa 1971







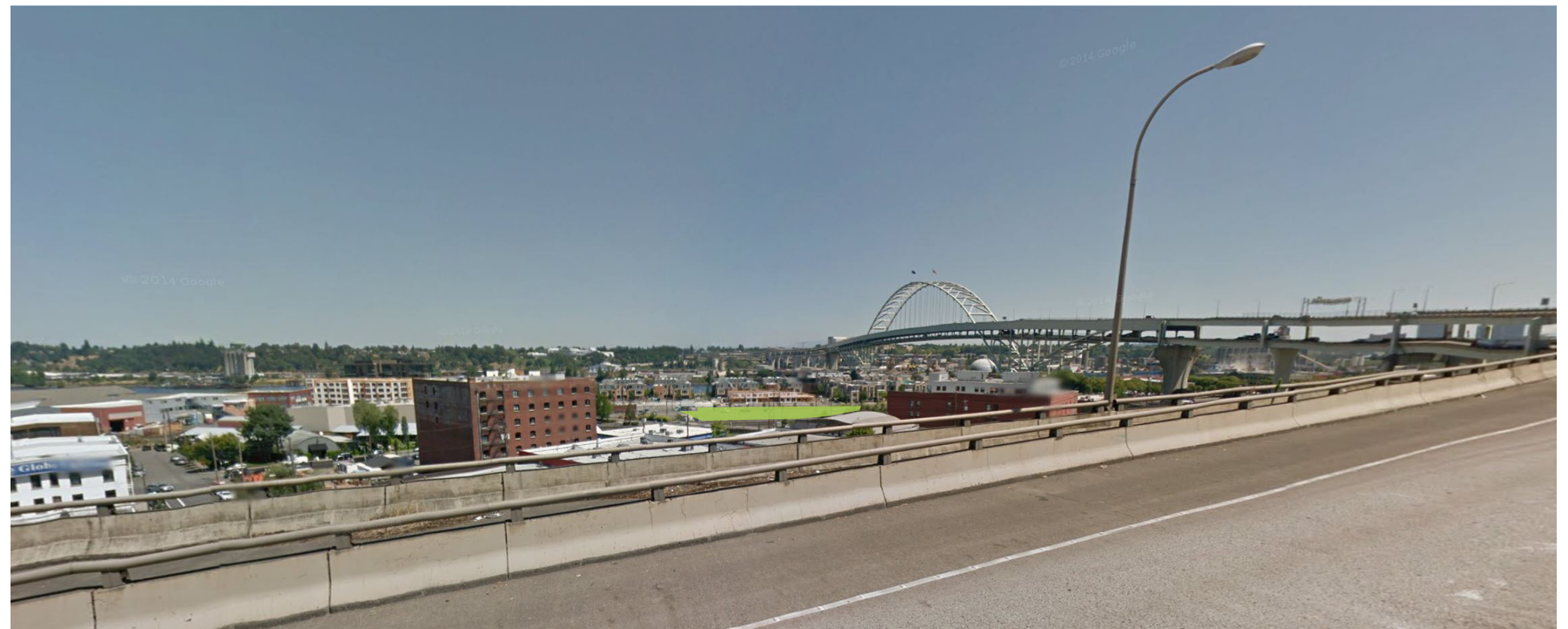
FRONT AVENUE- EAST SIDE



FRONT AVENUE- WEST SIDE

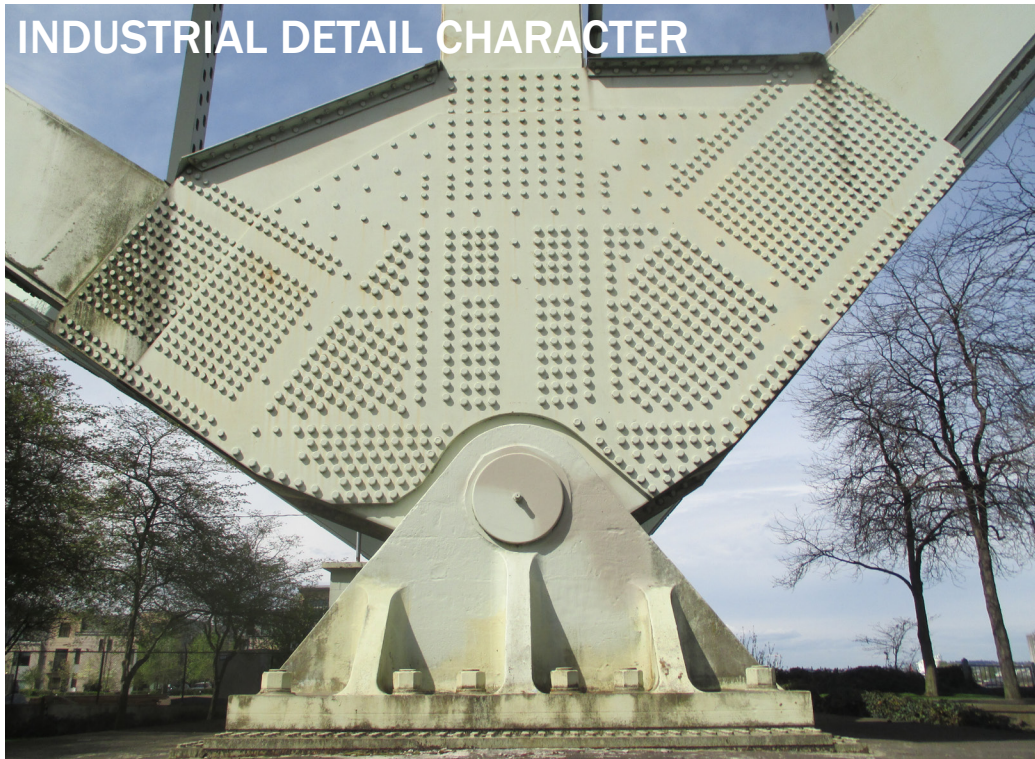


VIEW FROM FREMONT BRIDGE



VIEW FROM EXIT RAMP





INDUSTRIAL DETAIL CHARACTER



NEIGHBORHOOD HISTORY



HISTORIC BRICK



WAREHOUSE GRID



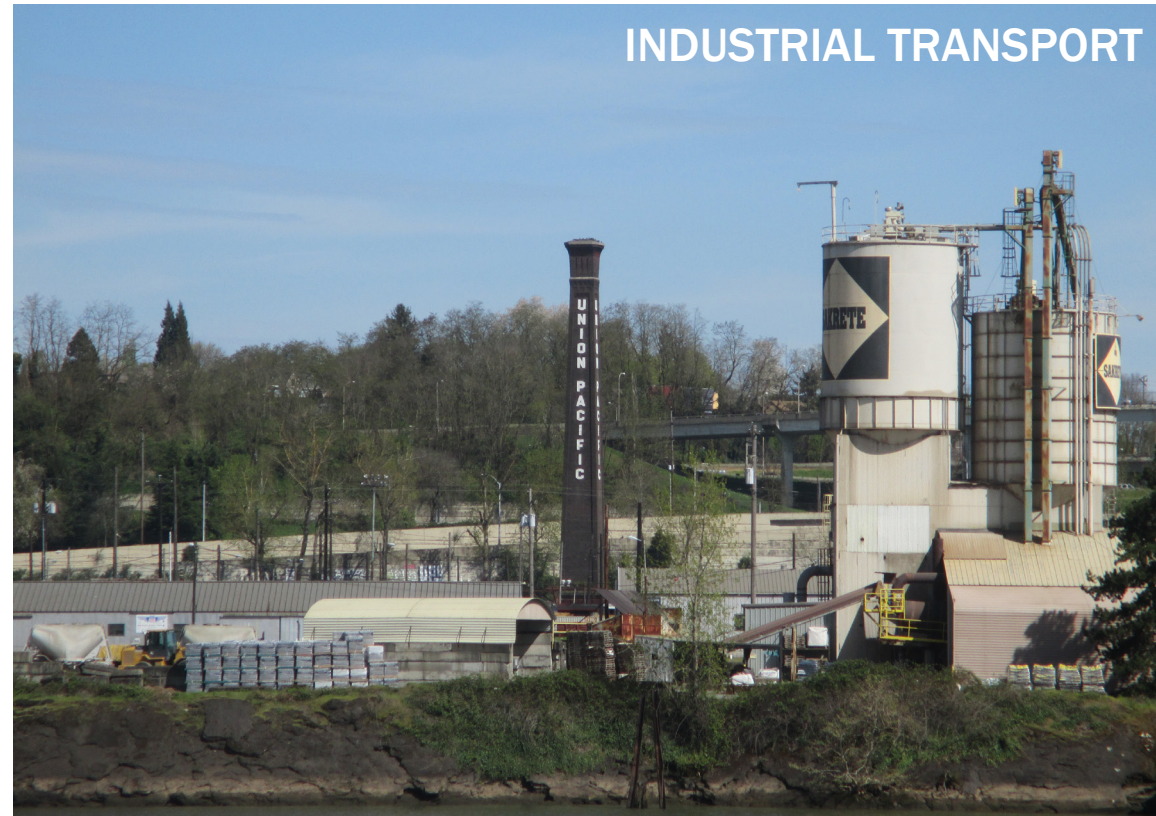
SITE TEXTURE



NATURAL PATINA



**LOCAL LEGENDS**



**INDUSTRIAL TRANSPORT**



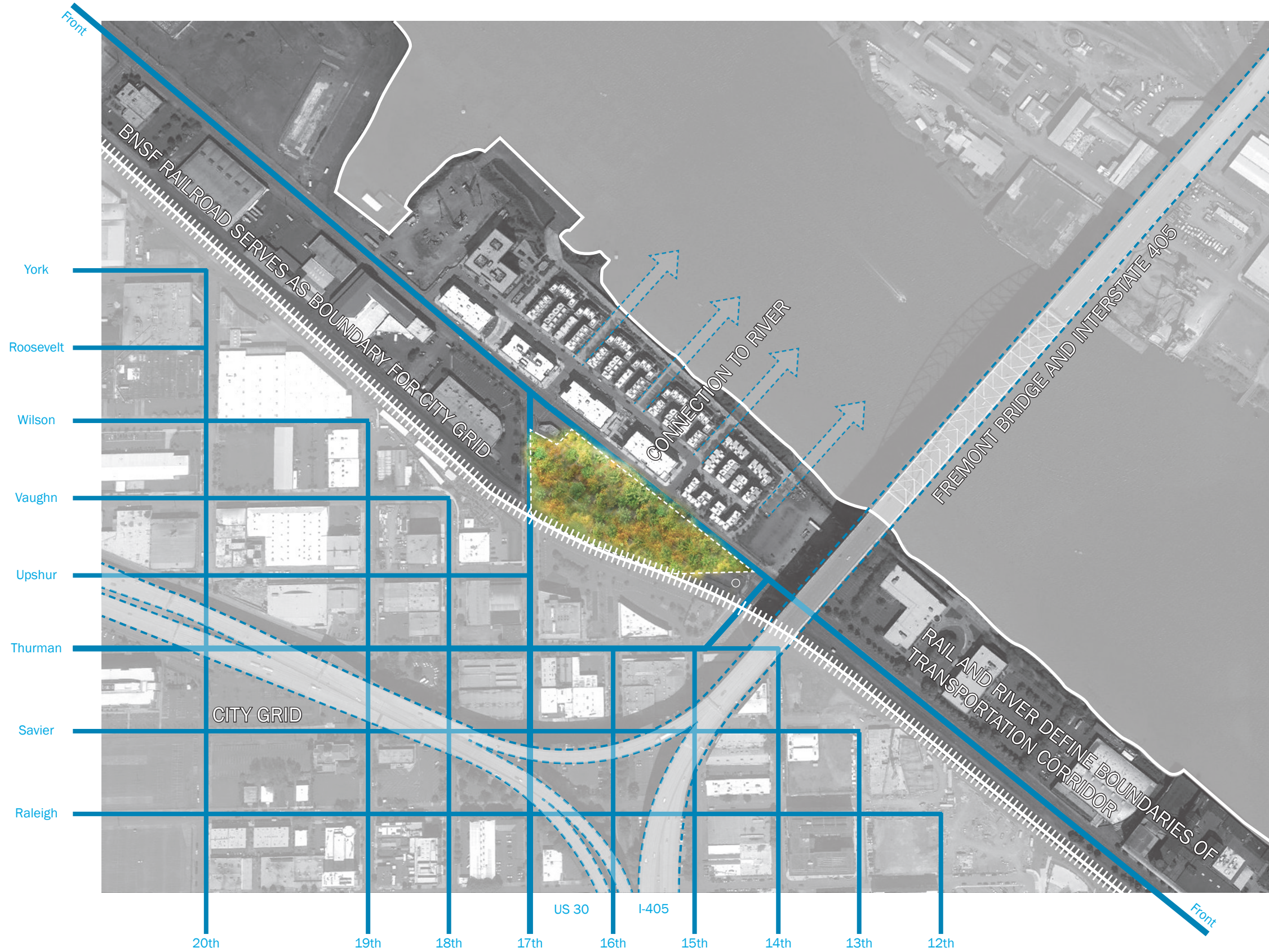
**FLEMISH BOND**



**WATERFRONT REMNANTS**



**WAREHOUSE PROPORTIONS**







FUNCTIONAL LANDSCAPE



INDOOR/OUTDOOR:  
CONNECTED LOBBYS  
COMMUNITY SPACE  
GATEWAY TO WATERFRONT



ACTIVITY SPACES

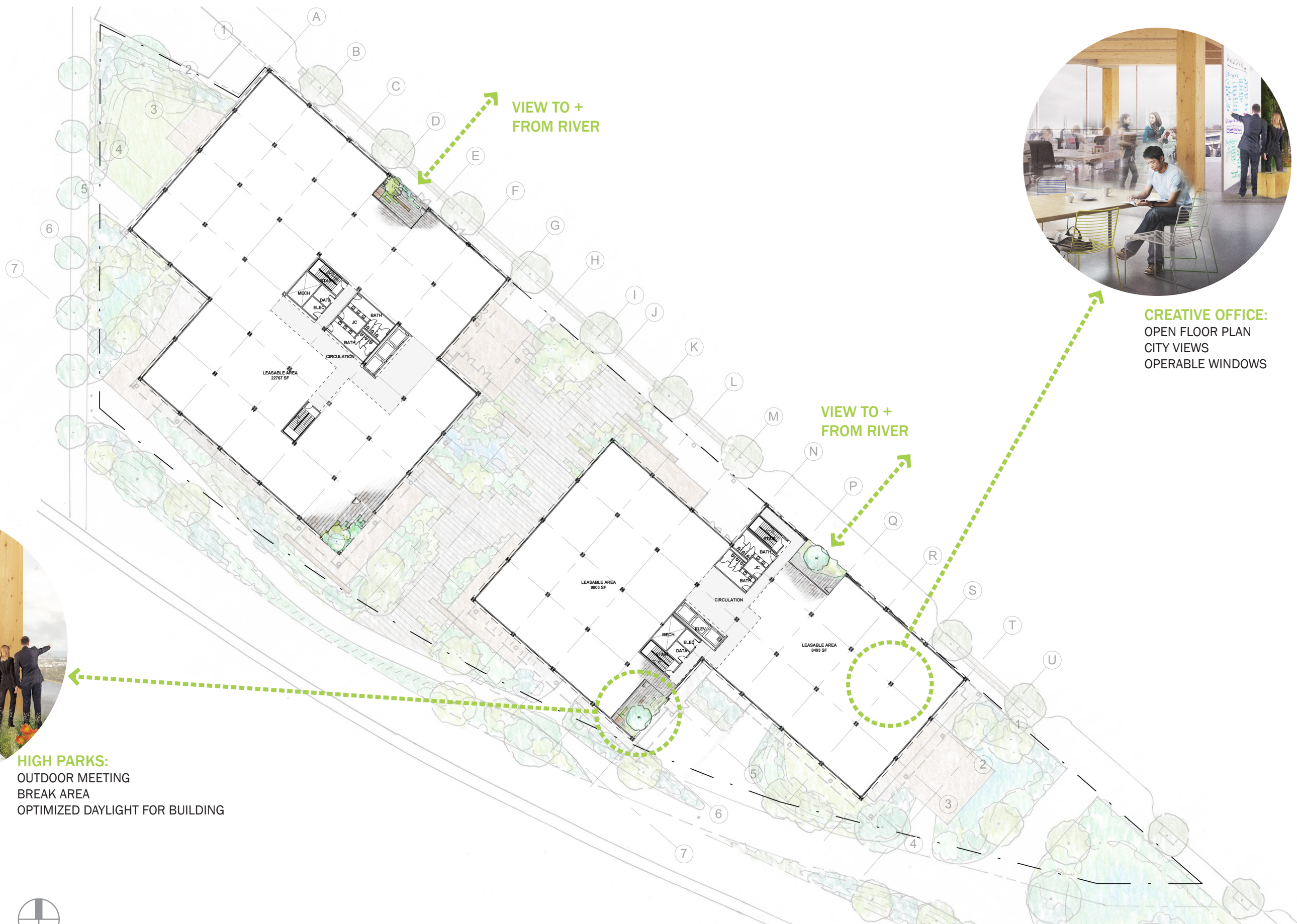


BLURRED EDGES



BIKE PATH



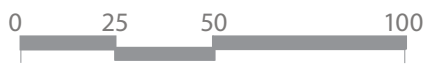


VIEW TO +  
FROM RIVER

VIEW TO +  
FROM RIVER

**HIGH PARKS:**  
OUTDOOR MEETING  
BREAK AREA  
OPTIMIZED DAYLIGHT FOR BUILDING

**CREATIVE OFFICE:**  
OPEN FLOOR PLAN  
CITY VIEWS  
OPERABLE WINDOWS

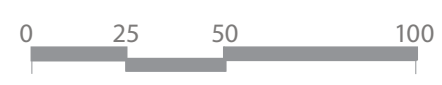




**ROOF GARDENS:**  
 MEDITATION AND RETREAT  
 FRESH AIR CIRCULATION  
 EVENT SPACE

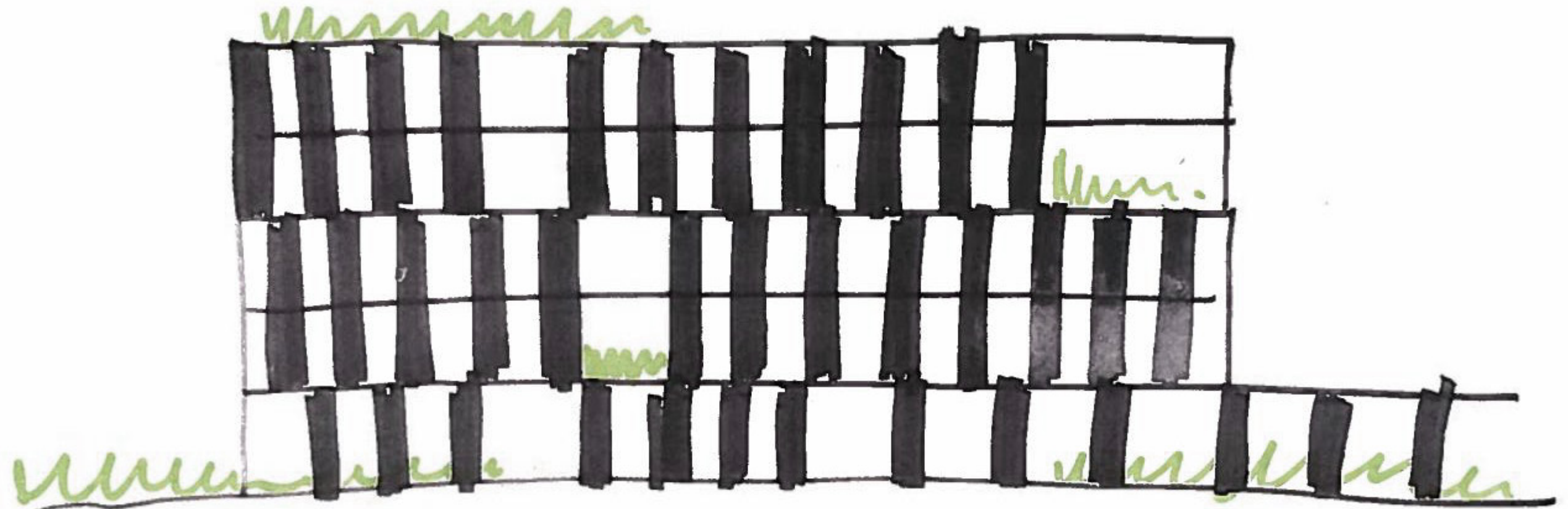


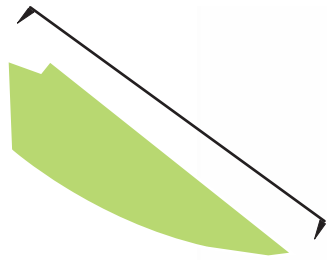
**ECO ROOF:**  
 REDUCED HEAD ISLAND EFFECT  
 HOST FOR NATIVE SPECIES  
 LOCAL GRASSES AND SUCCULENTS





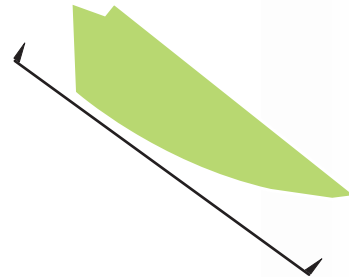






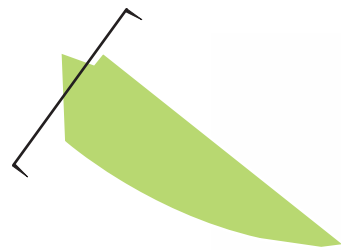
Front Ave Elevation

ROOF	76' - 0"
LEVEL 6	64' - 0"
LEVEL 5	52' - 0"
LEVEL 4	40' - 0"
LEVEL 3	28' - 0"
LEVEL 2	16' - 0"
LEVEL 1	0' - 0"
LEVEL P1	-12' - 6"

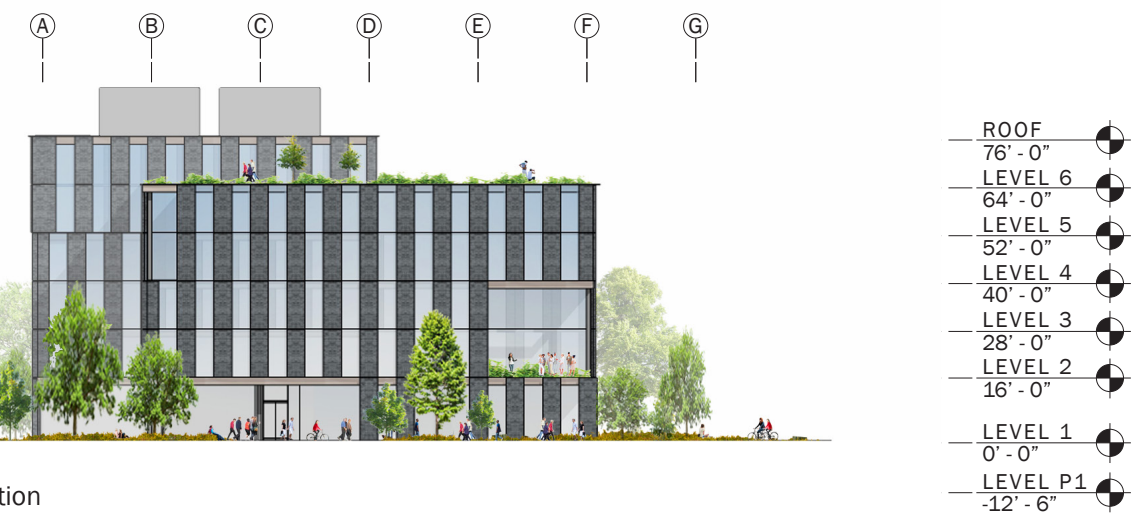
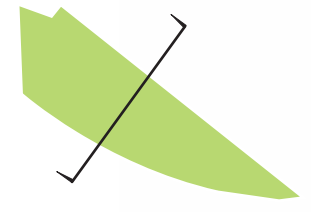


Railroad Elevation

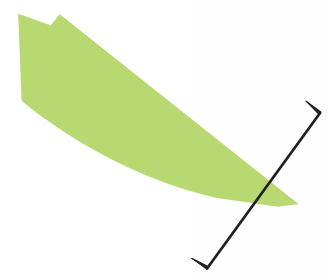
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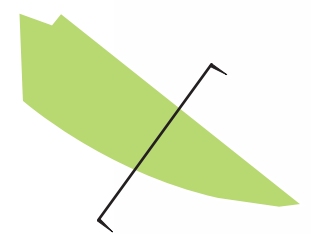
17th Street Elevation



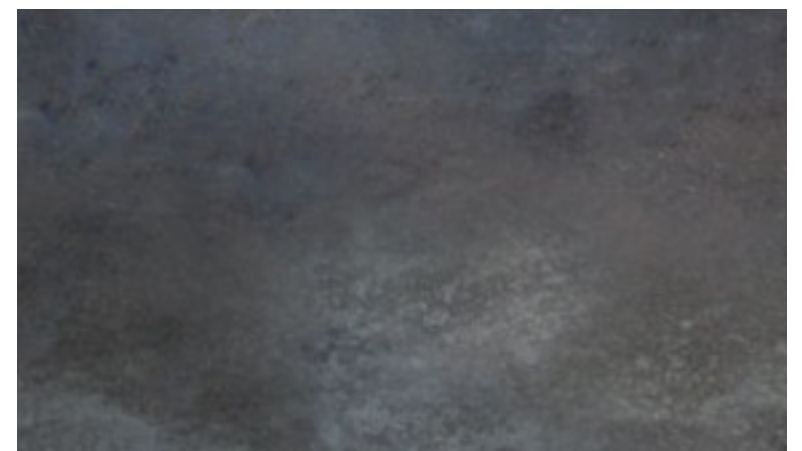
Plaza North Elevation



15th Street Elevation

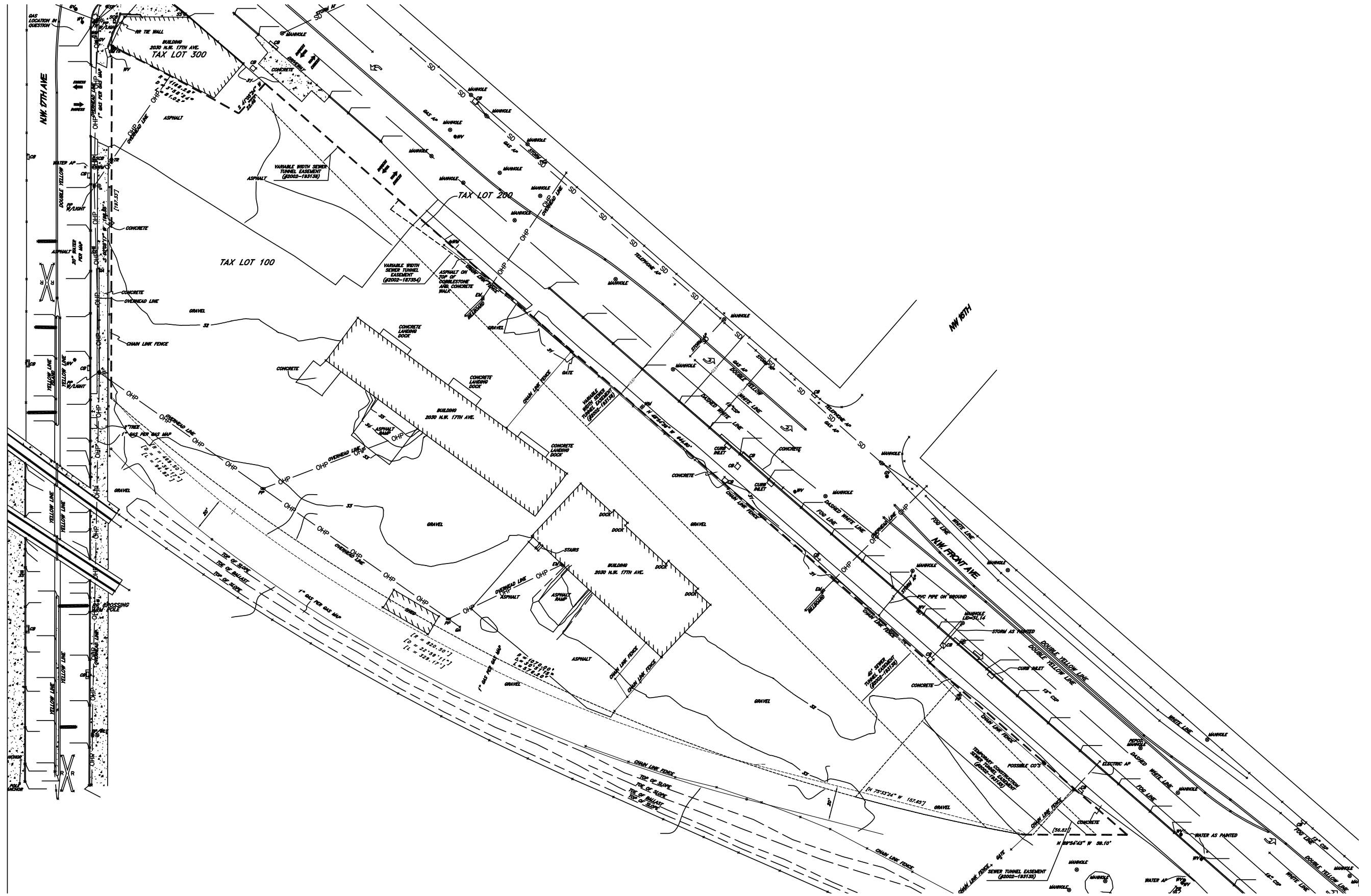


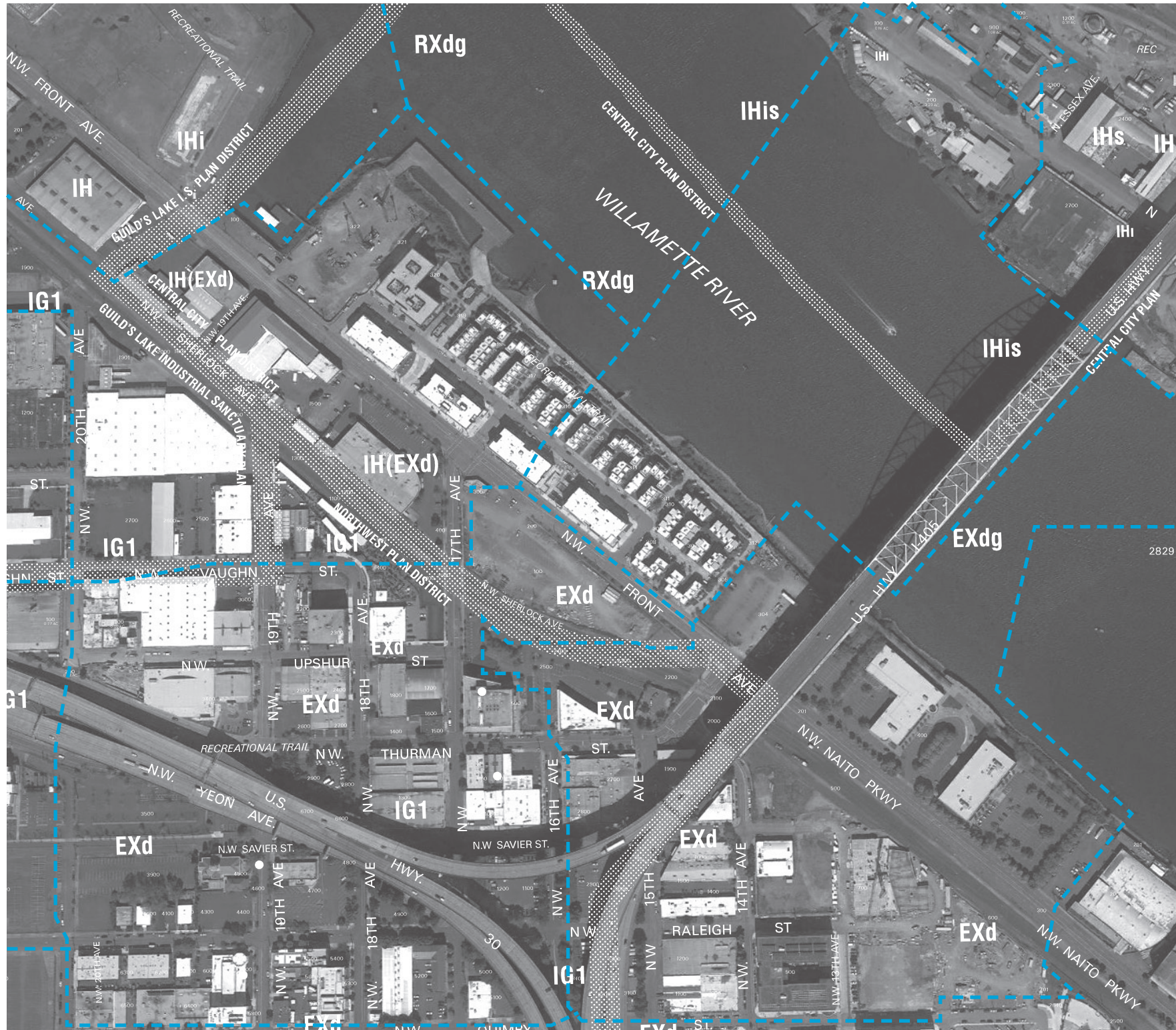
Plaza South Elevation











**Property Description**

**Site Address:** 2030 NW 17th Ave 97209  
**Property ID:** R298562  
**Base Zone:** EX (Central Employment) zone 33.140  
**Overlay Zones:** d (Design Overlay) 33.420  
**Plan District:** CCPD (Central City) 33.510  
**Sub District:** River District 33.510.020  
**Lot:** 1-28 TL 100  
**Zoning Map:** 2828  
**Neighborhoods:** NW District Association, Pearl District Business Association, Neighbors West/Northwest District Coalition, Pearl District Business Association, Overlook

<p><b>Retail Sales &amp; Service Uses for Specified Sites in EX</b></p> <p>Density, Floor Area Ratios (FAR) Floor Area and Height Bonus Options</p>	<p><b>Allowed Uses</b></p> <p>All proposed Uses allowed per Table 140-1 No Req's per Map 510-6 No req'd min lot dims for EX zone FAR 2:1 per map 510-2 (CCPD) FAR bonus: Eco-Roof (10-30%)-1:1, Eco-Roof (30-60%)-1:1, Eco-Roof (60%+)-1:3, Roof Garden-1:1, Daycare-1:3 Locker Room-1:40 Site Maximum Height is 100'</p> <p><b>Height Setbacks</b></p> <p>No requirements</p> <p><b>Required Building Lines</b></p> <p>Does not apply per Map 510-11</p> <p><b>Building Coverage</b></p> <p>No Limits</p> <p><b>Landscaped Areas</b></p> <p>None Req'd</p> <p><b>Trees</b></p> <p>EX exempt</p> <p><b>Ground Floor Windows</b></p> <p>50% of the length, 25% of the ground level wall up to 9 ft</p> <p><b>Required Windows Above the Ground Floor</b></p> <p>No req's per Map 510-6</p> <p><b>Screening &amp; Pedestrian Standards</b></p> <p>To meet standards L1 standards</p> <p><b>Transit Street Main Entrance</b></p> <p>Locate one entrance 25' from street</p> <p><b>Exterior Display, Storage and Work Activities</b></p> <p>Not allowed in EX</p> <p><b>Trucks and Equipment</b></p> <p>Must be paved</p> <p><b>Drive-Through Facilities</b></p> <p>Prohibited in EX</p> <p><b>Residential Development</b></p> <p>NA</p> <p><b>Detached Accessory Structures</b></p> <p>Allowed</p> <p><b>Fences</b></p> <p>In EX zone 50% or less obscuring may be up to 8' high</p> <p><b>Parking and Loading</b></p> <p>No parking required per EX, 2 loading spaces req'd</p> <p><b>Commercial Parking</b></p> <p>NA</p> <p><b>Signs</b></p> <p>Per Title 32</p> <p><b>Superblock Requirements</b></p> <p>NA</p> <p><b>Recycling Areas</b></p> <p>To comply to BPS standards</p> <p><b>Exterior Display &amp; Storage</b></p> <p>No Restrictions per Map 510-12</p> <p><b>Mechanical Equipment along Streetcar Alignment</b></p> <p>No Restrictions per Map 510-11</p> <p><b>Ground Floor Active Uses</b></p> <p>No Restrictions per Map 510-7</p> <p><b>Minimum Active Floor Area</b></p> <p>No Restrictions per Map 510-7</p> <p><b>Required Residential Development Areas</b></p> <p>No Restrictions per Map 510-5</p> <p><b>Demolitions</b></p> <p>No Restrictions Apply</p> <p><b>Central City Master Plan</b></p> <p>Not Required</p>
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