

FIELD OFFICE



PROJECT TEAM

Owner

Park Office, LLC
c/o Project^ Ecological Development
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Portland, Oregon 97205
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Landscape Architect:

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Civil Engineer

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PROJECT INTRODUCTION

The proposed Field 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.

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, **blurring the boundaries with nature**, 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 roof terrace and 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:

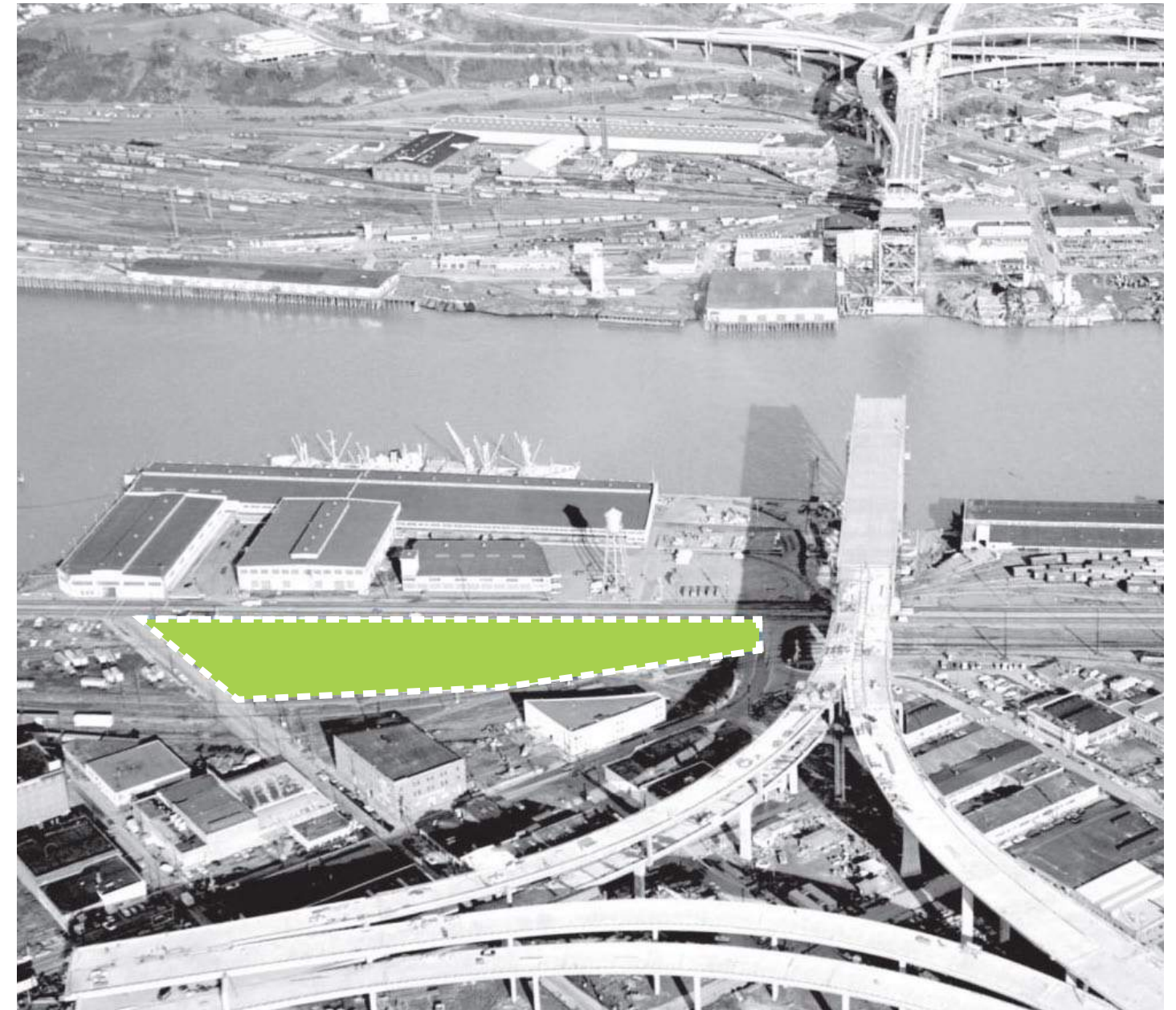
Respect the Portland Block Structure: There is a 200’ block created by the new residential projects between Front Avenue and the River, oriented to the river; however, across Front Avenue, blocks are oriented orthogonal to the Pearl District and intersect with Front at various angles and varying intervals. 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 continue an approximate 200’ rhythm from blocks west of the site, creating an implied block and open space between buildings in the middle of the site. By bringing the “City Grid” from the Pearl District up into the site, this open space broadens to allow better solar access and connections across the site to and from the Riverplace development.

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 vehicular 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. The openness of the park between buildings bridges between the River District views and the Pearl District to the southwest, but do not literally open corridors through the site. Finally, 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 has conducted 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.



PROJECT SITE:
Circa 1971



FRONT AVENUE- LOOKING WEST

(A)



NW 16TH AVENUE- LOOKING NORTH

(B)



FRONT AVENUE- LOOKING EAST

(C)



UPSHUR AVENUE- LOOKING EAST

(D)





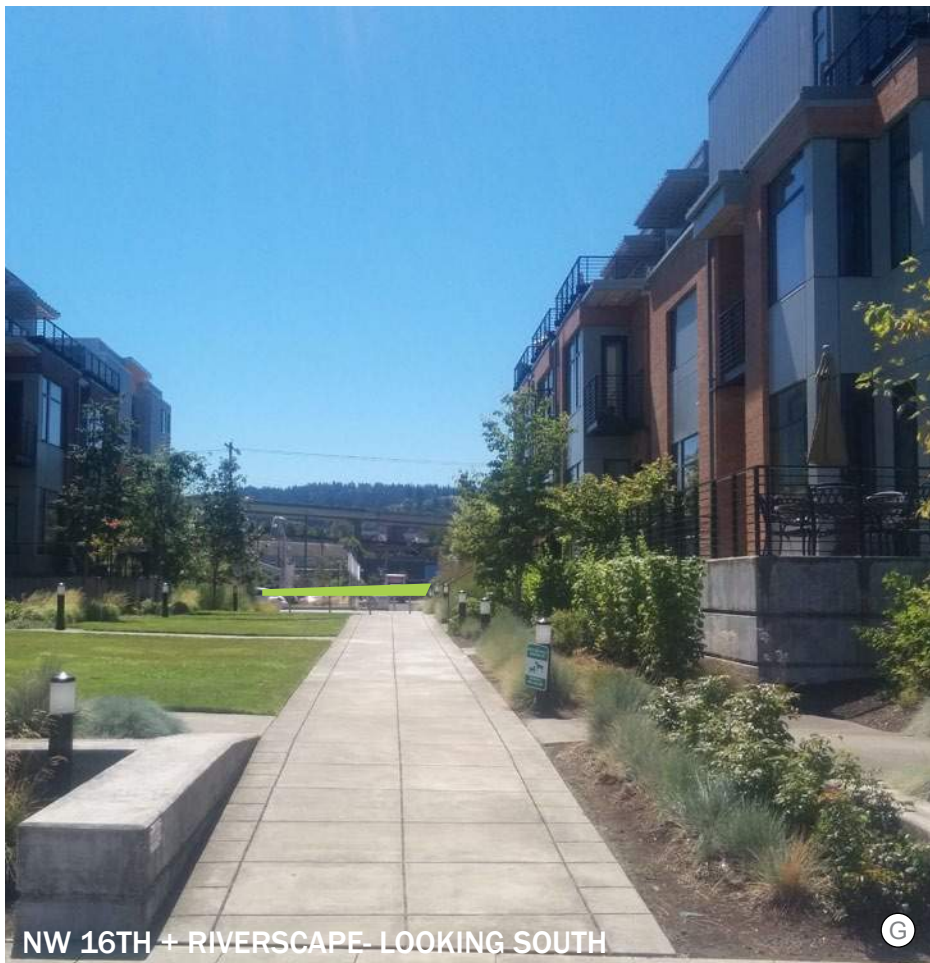
END OF RIVERSCAPE - LOOKING SOUTH

E



RIVERSCAPE- LOOKING SOUTH

F



NW 16TH + RIVERSCAPE- LOOKING SOUTH

G



NW 17TH- LOOKING EAST

H

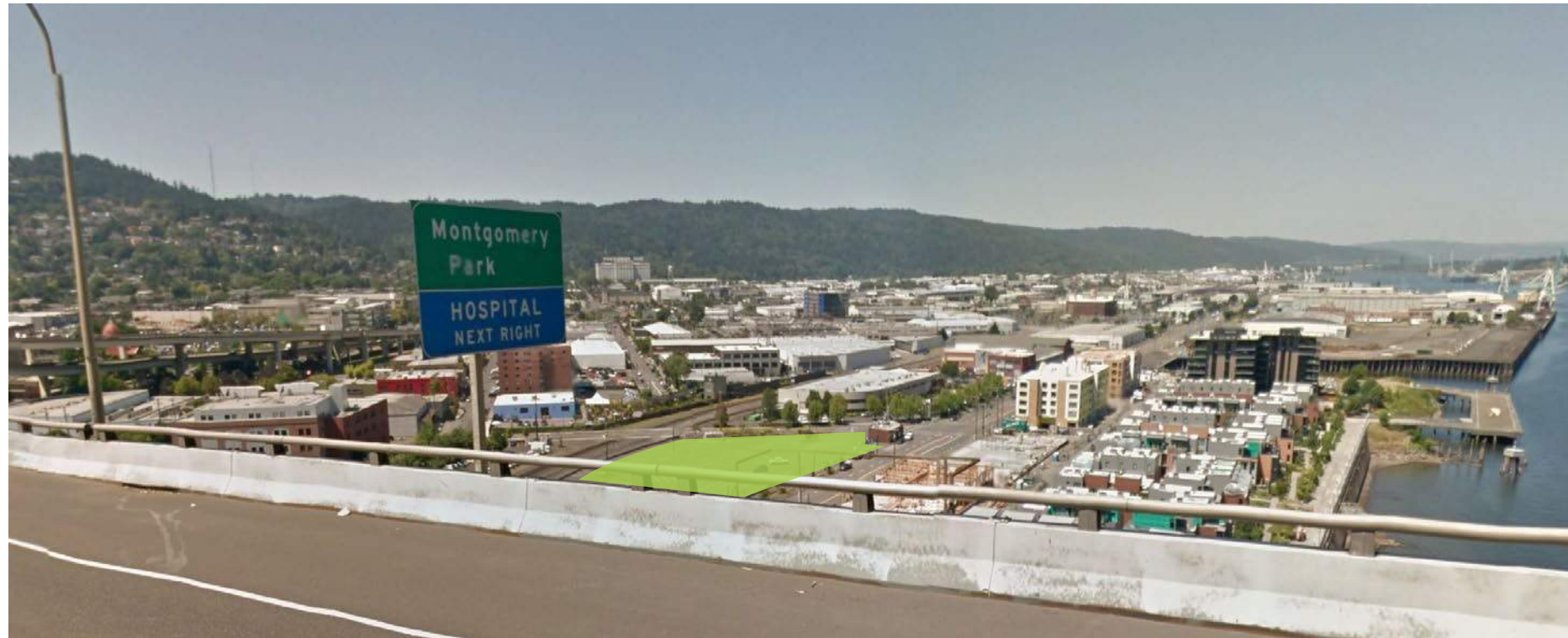




FRONT AVENUE- EAST SIDE



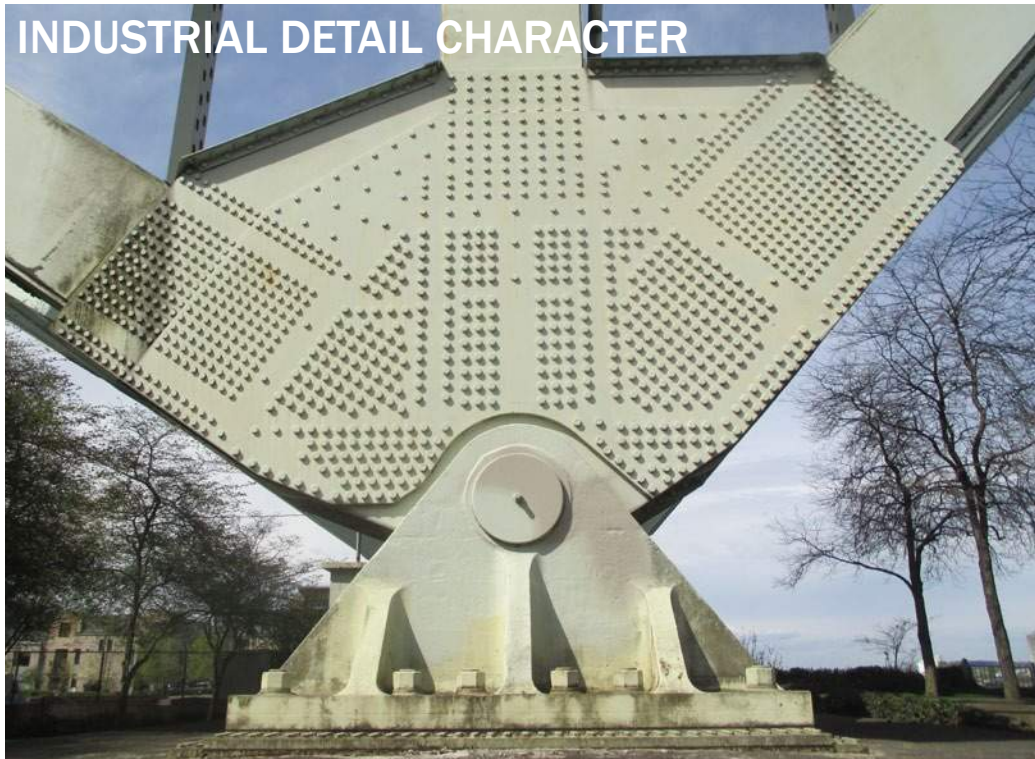
FRONT AVENUE- WEST SIDE



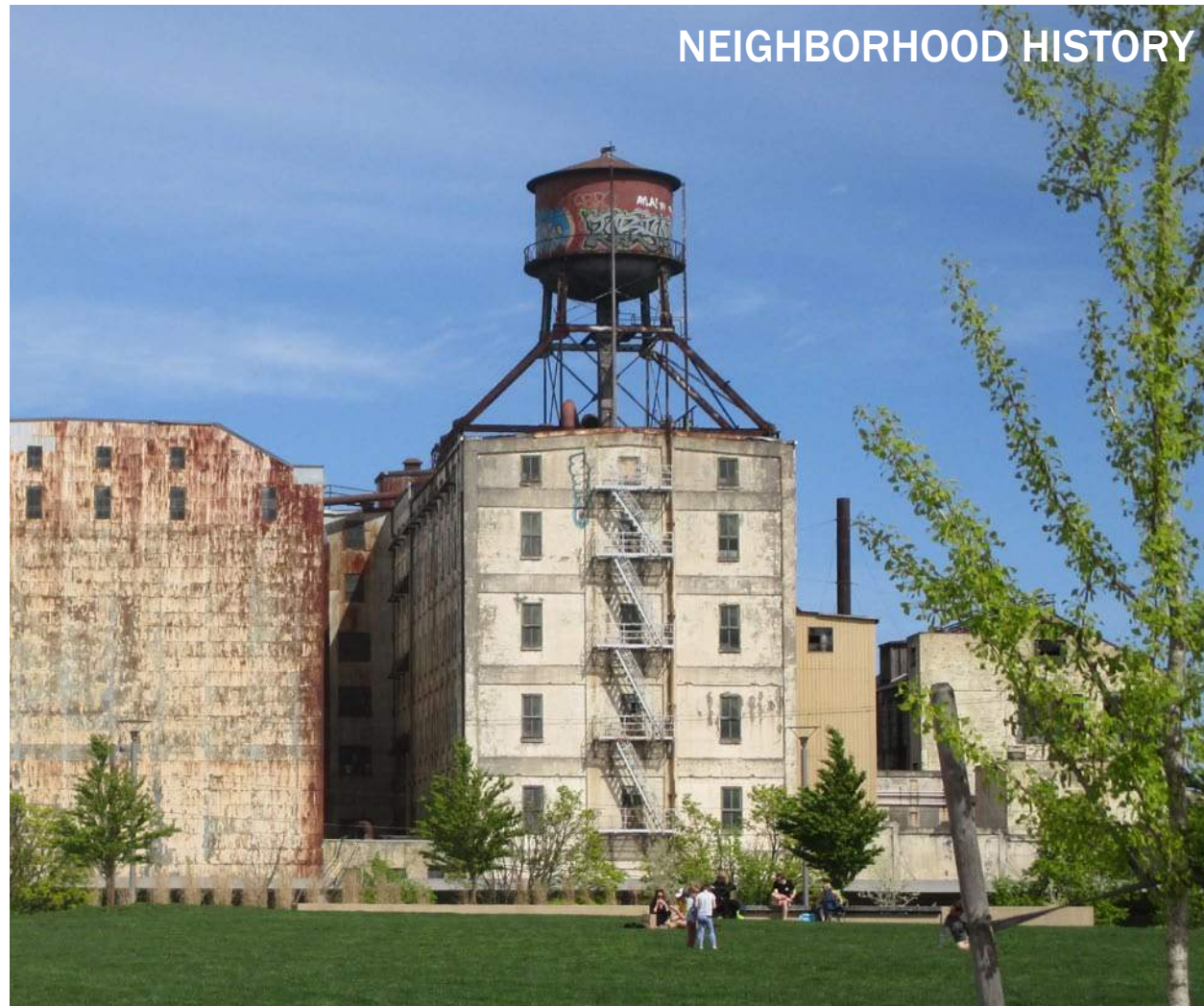
VIEW FROM FREMONT BRIDGE



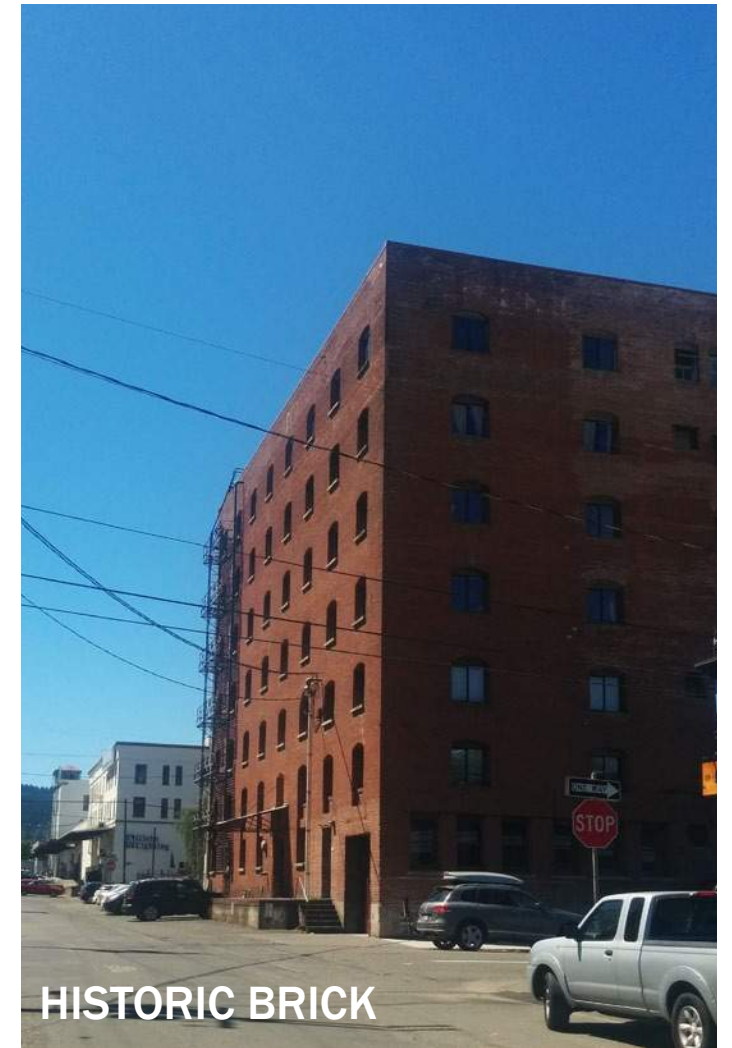
VIEW FROM EXIT RAMP



INDUSTRIAL DETAIL CHARACTER



NEIGHBORHOOD HISTORY



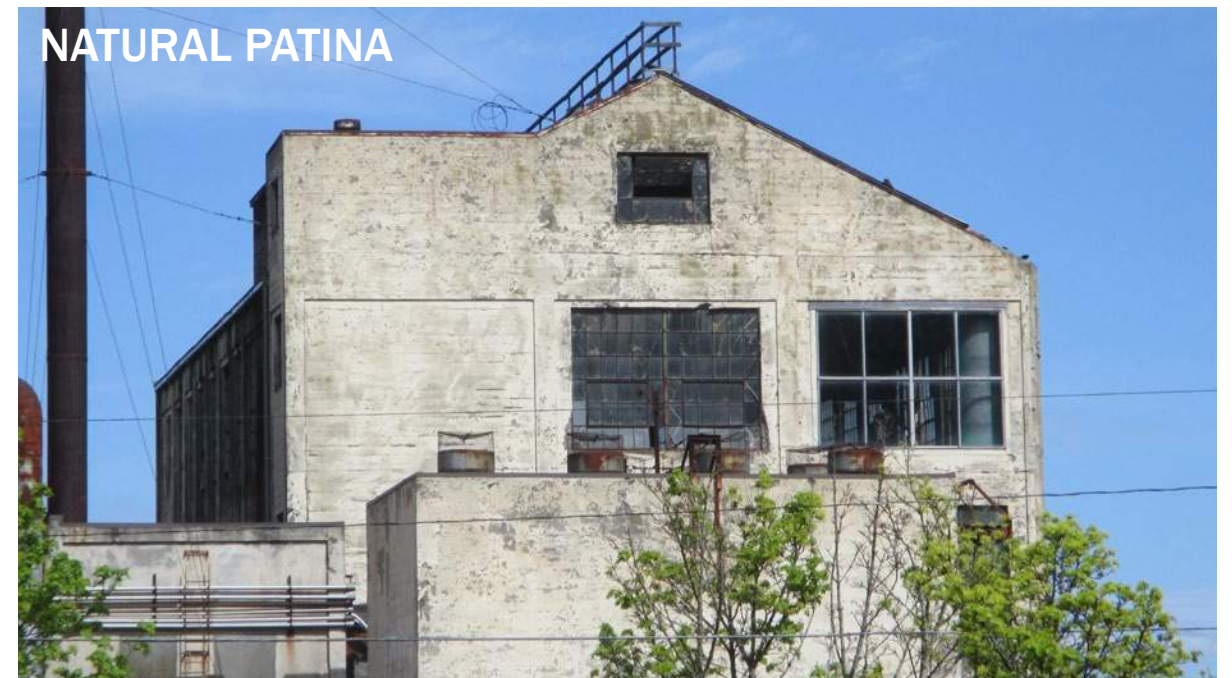
HISTORIC BRICK



WAREHOUSE GRID



SITE TEXTURE



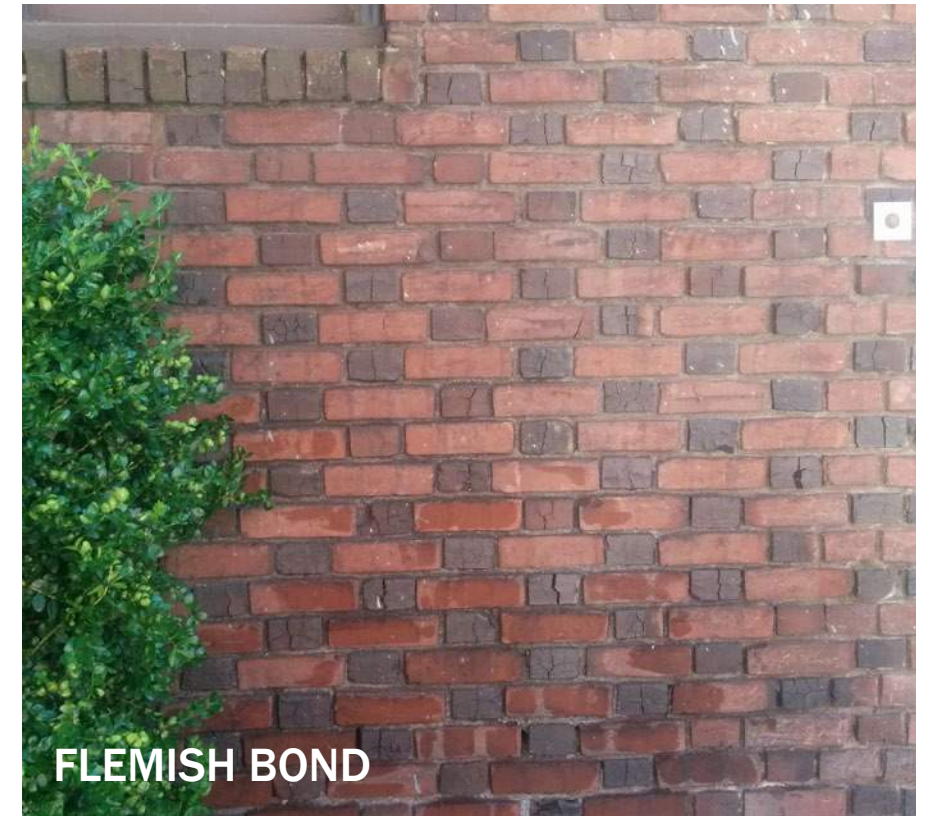
NATURAL PATINA



LOCAL LEGENDS



INDUSTRIAL TRANSPORT



FLEMISH BOND



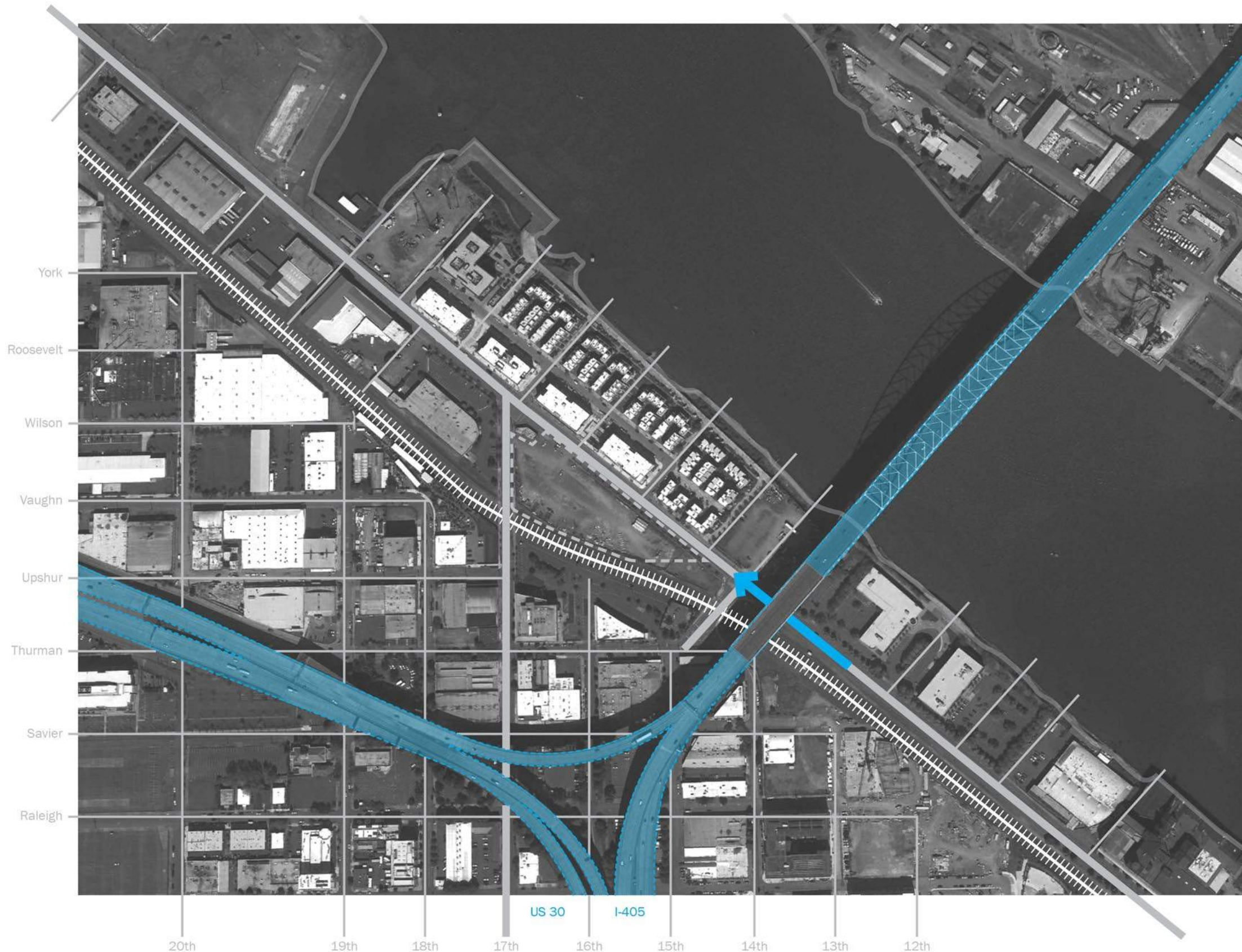
WATERFRONT REMNANTS

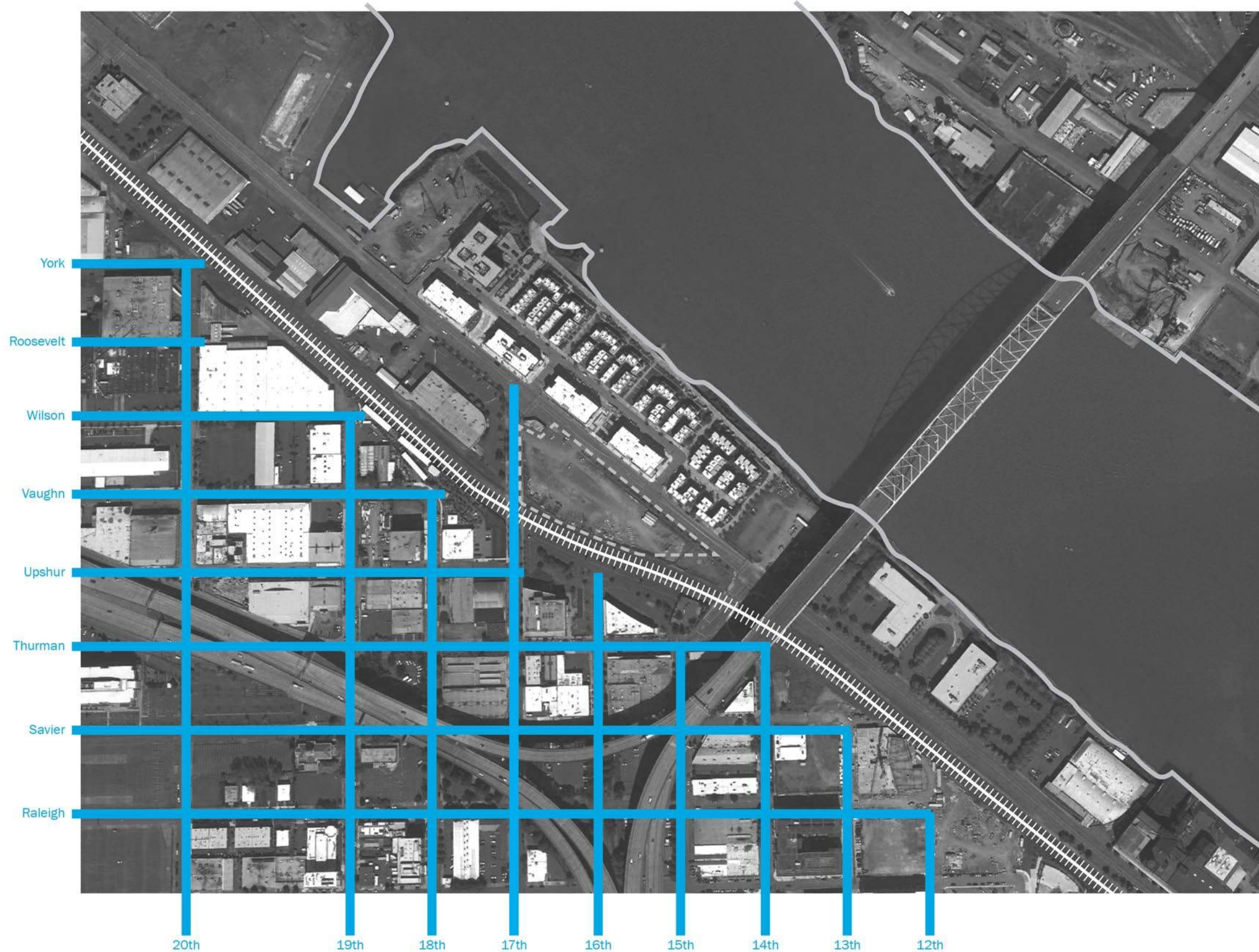


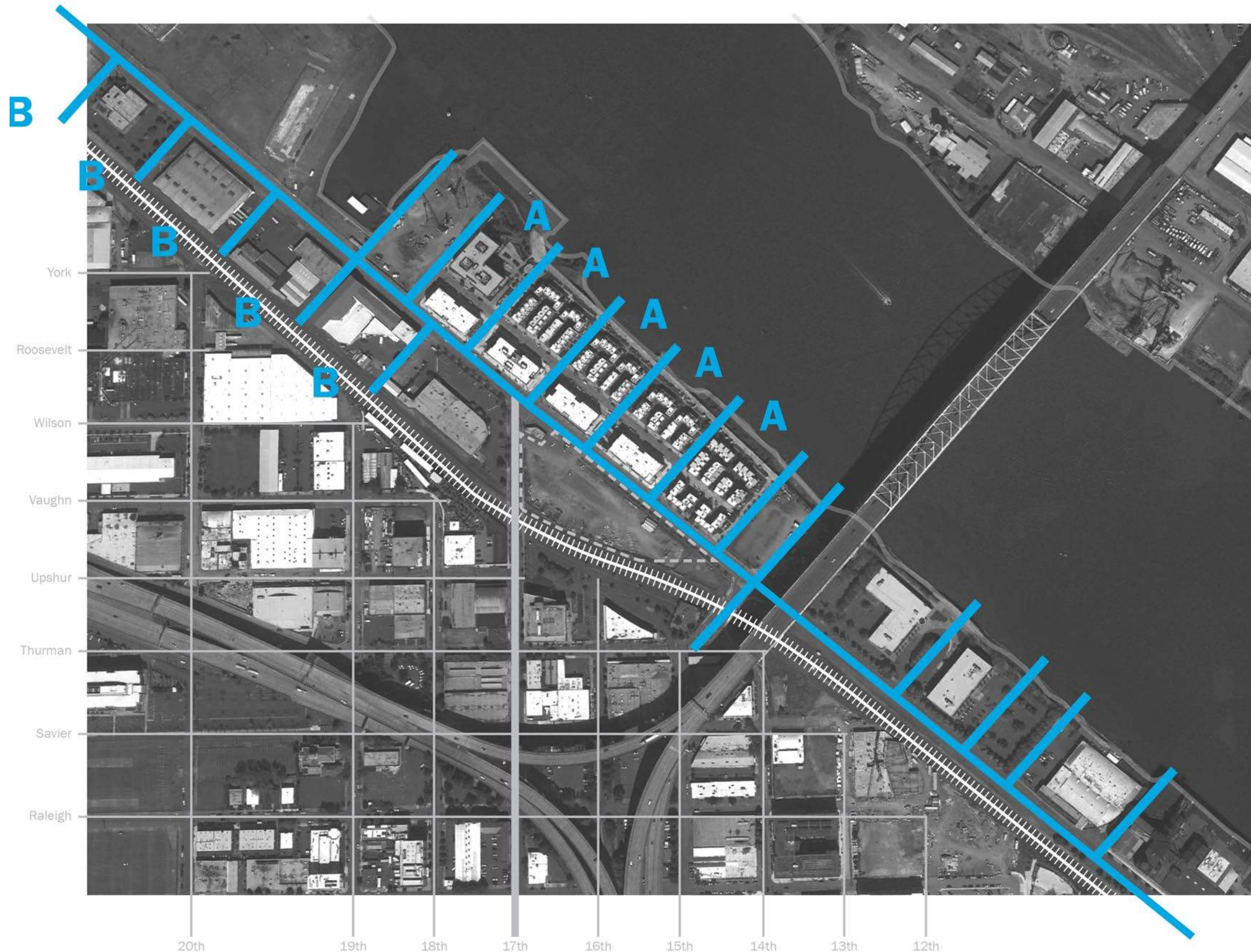
WAREHOUSE PROPORTIONS

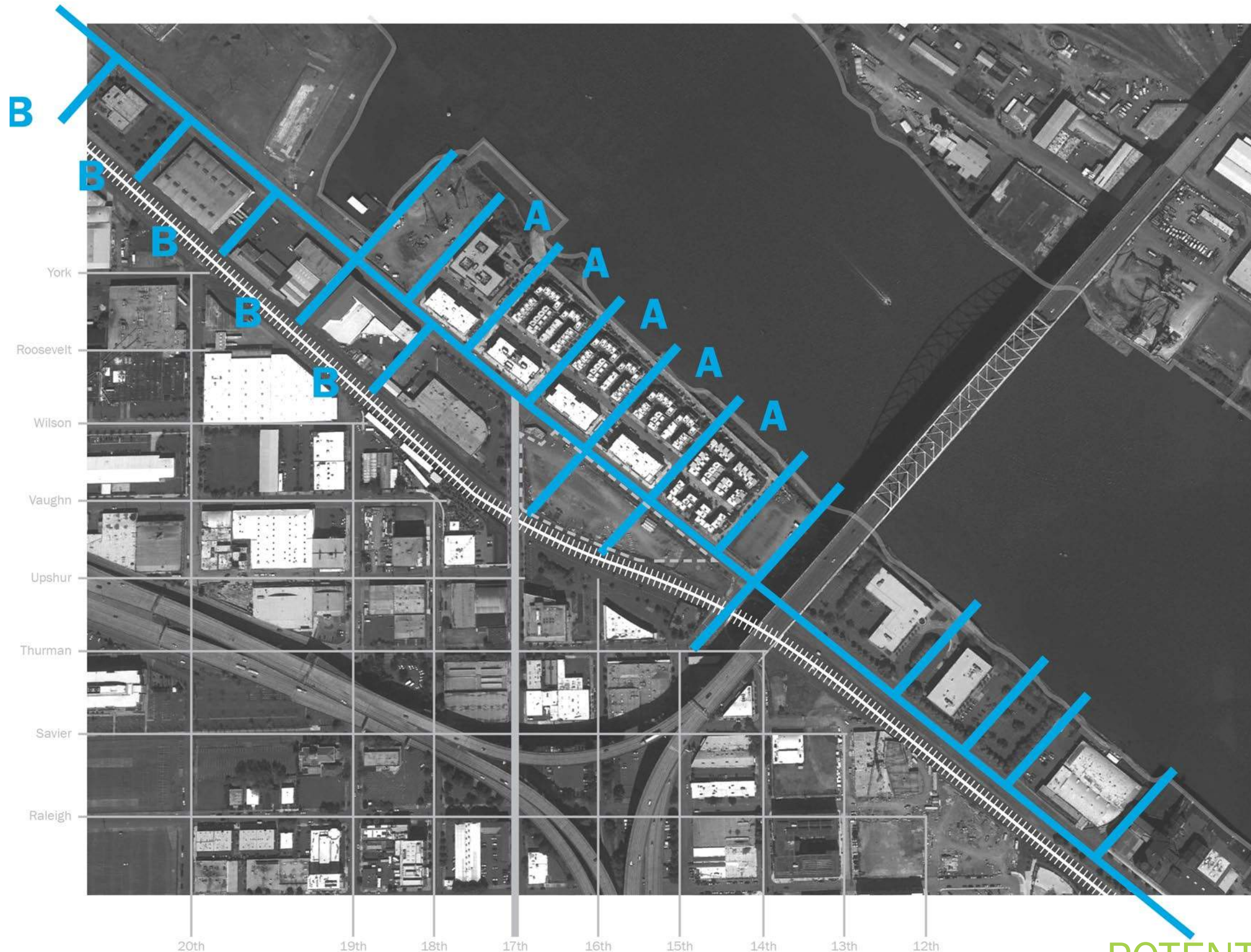
















RESULTANT BUILDING MASSING NOT VIABLE FOR THIS PROJECT TYPE

POTENTIAL:
EXTEND RIVERSCAPE GRID ONTO SITE



ONLY POTENTIAL VEHICLE ACCESS

ONLY POTENTIAL EMERGENCY AND LOADING ACCESS



PBOT RESTRICTS ACCESS PER RAIL/FEDERAL QUIET ZONE



PBOT RESTRICTION FOR LEFT-TURN LANE STACKING



BNSF RAIL AND TERMINAL ST RIGHT-OF-WAY



UPSHUR ST RIGHT-OF-WAY, ACCESS TO BIG PIPE SHAFT







RESULTANT BUILDING MASSING POTENTIAL



PREVIOUS CONCEPT MASSING: ORIENTED TO RIVER, CREATE EDGE TO RIVER DISTRICT



FUNCTIONAL LANDSCAPE



INDOOR/OUTDOOR:
CONNECTED LOBBIES
COMMUNITY SPACE
GATEWAY TO WATERFRONT



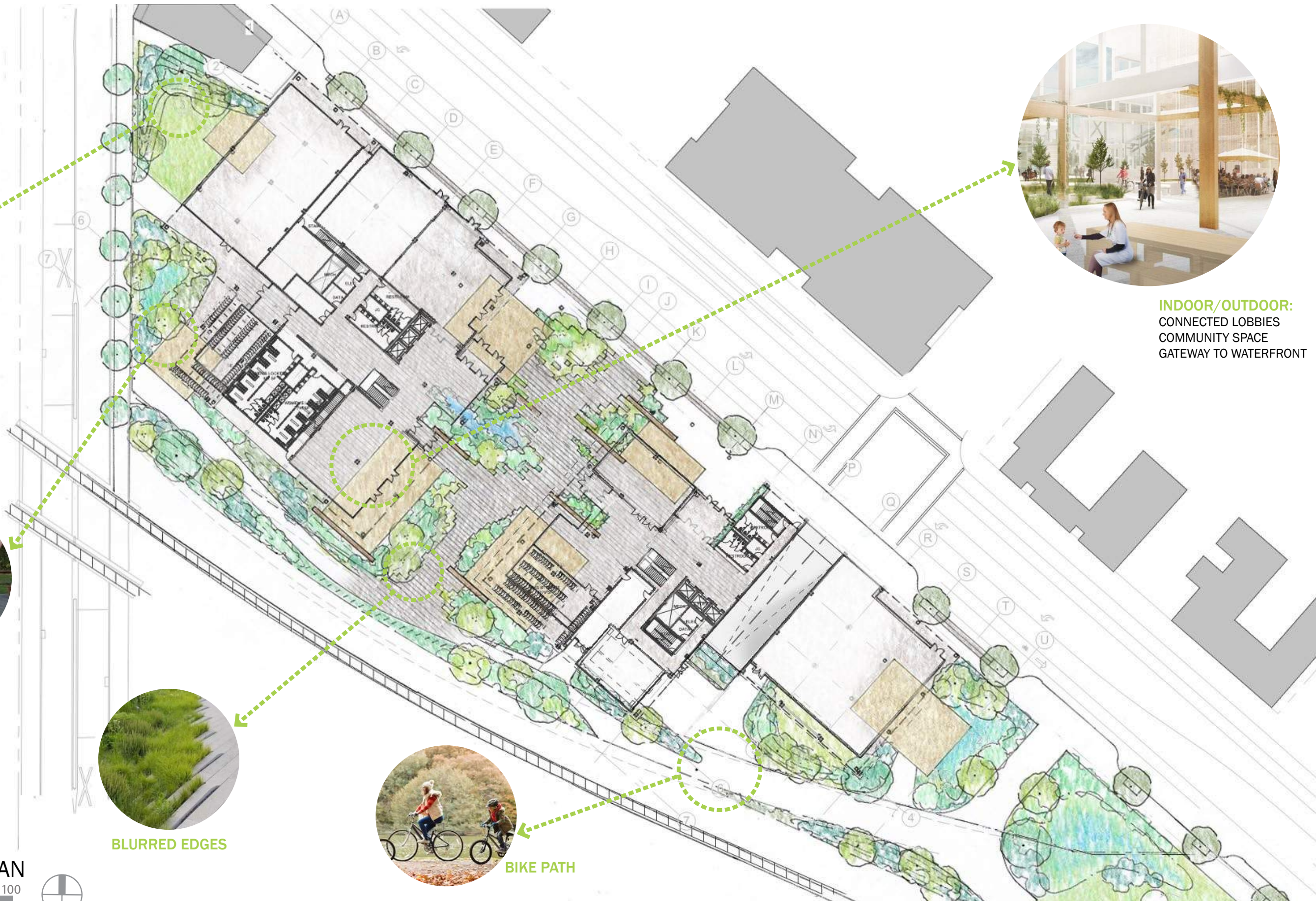
ACTIVITY SPACES



BLURRED EDGES



BIKE PATH



PREVIOUS SITE PLAN





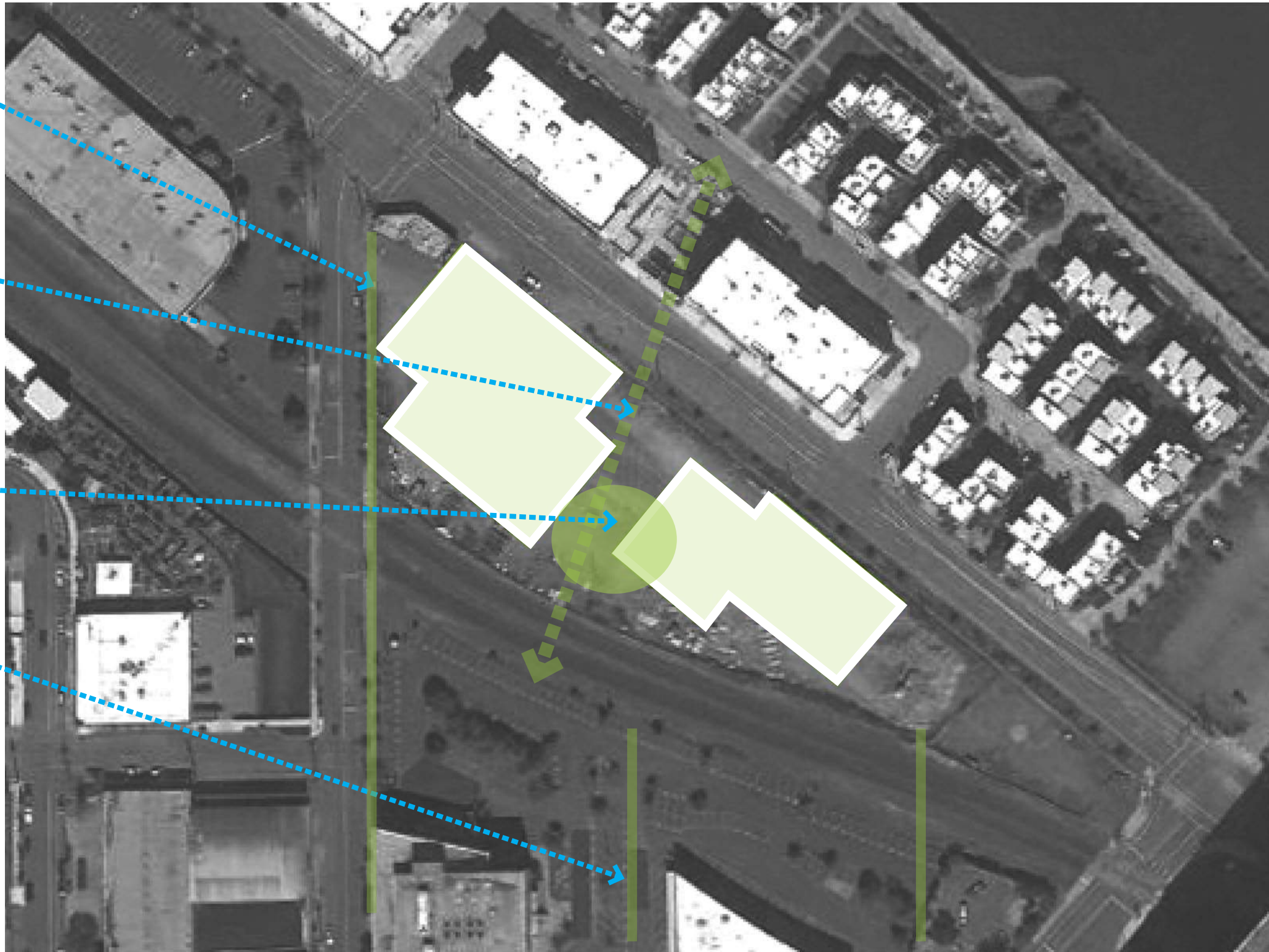
MID-BLOCK PLAZA

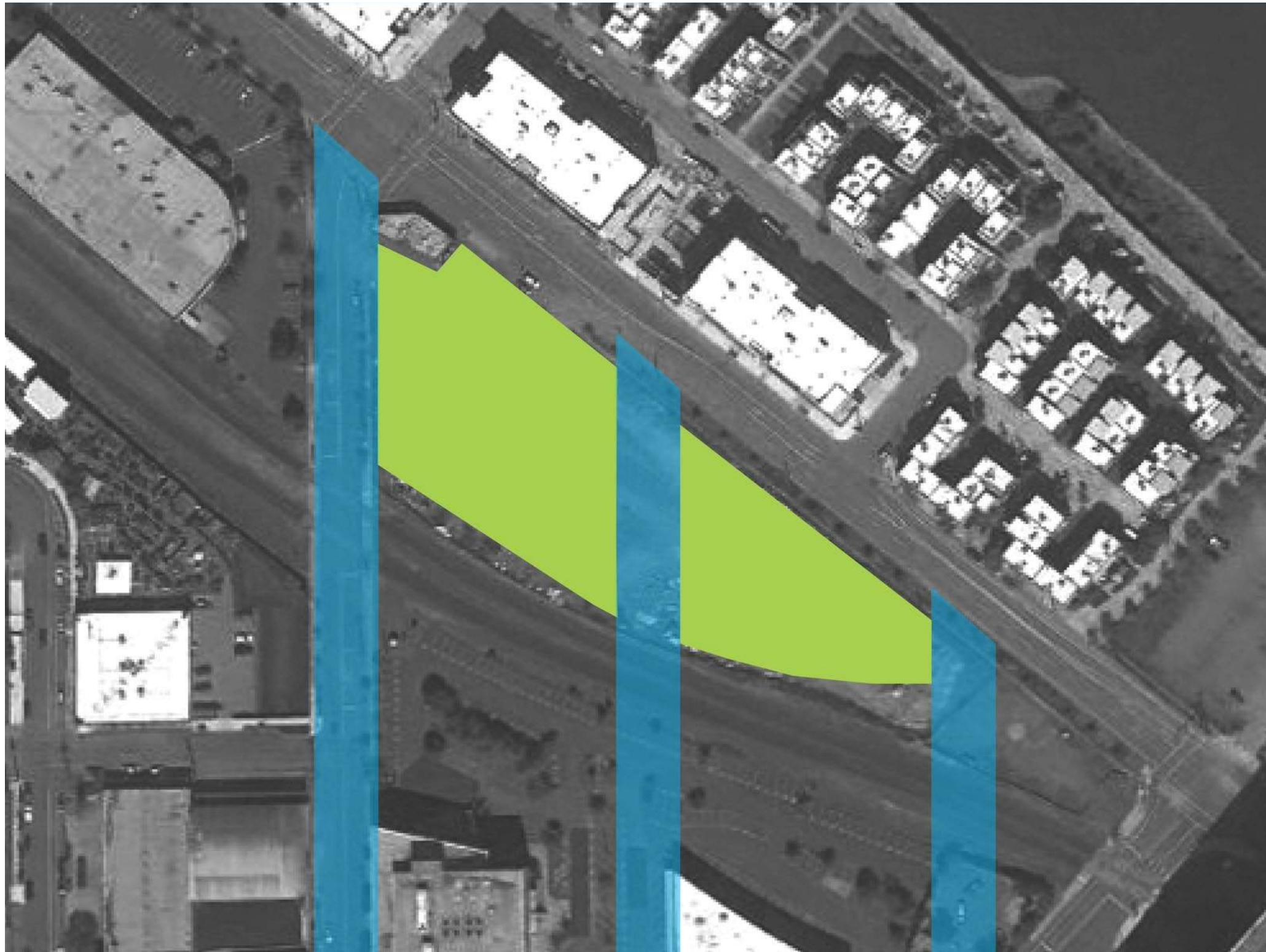
HOW TO ADDRESS
17TH AVE?

VIEWS TO/FROM
RIVERSCAPE
AND RIVER

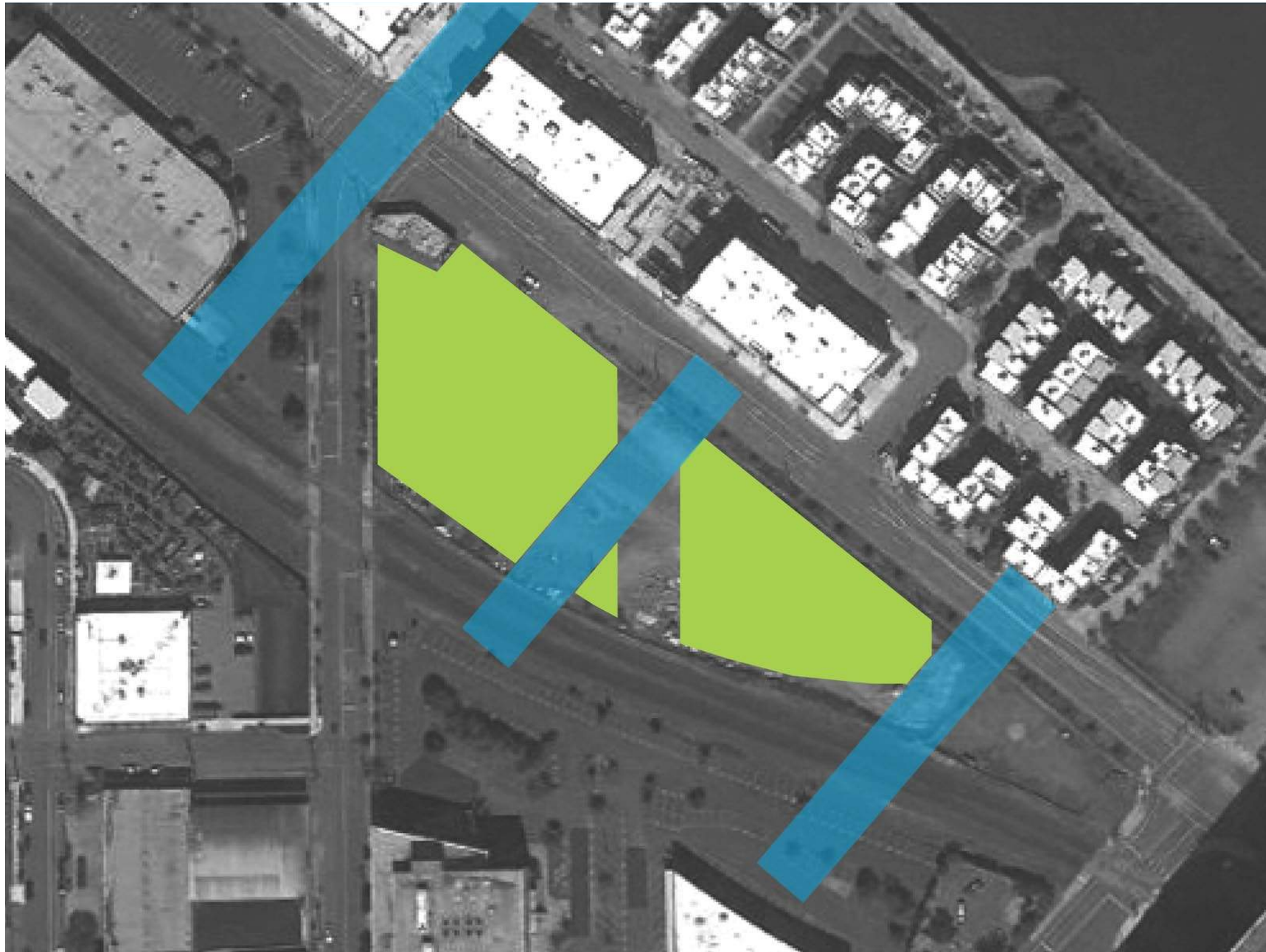
SCALE AND
SOLAR ACCESS
OF THE PARK

WHAT IS THE
INFLUENCE OF
THE CITY +
PEARL DISTRICT
GRIDS?





CITY GRID AFFECTING THE SITE





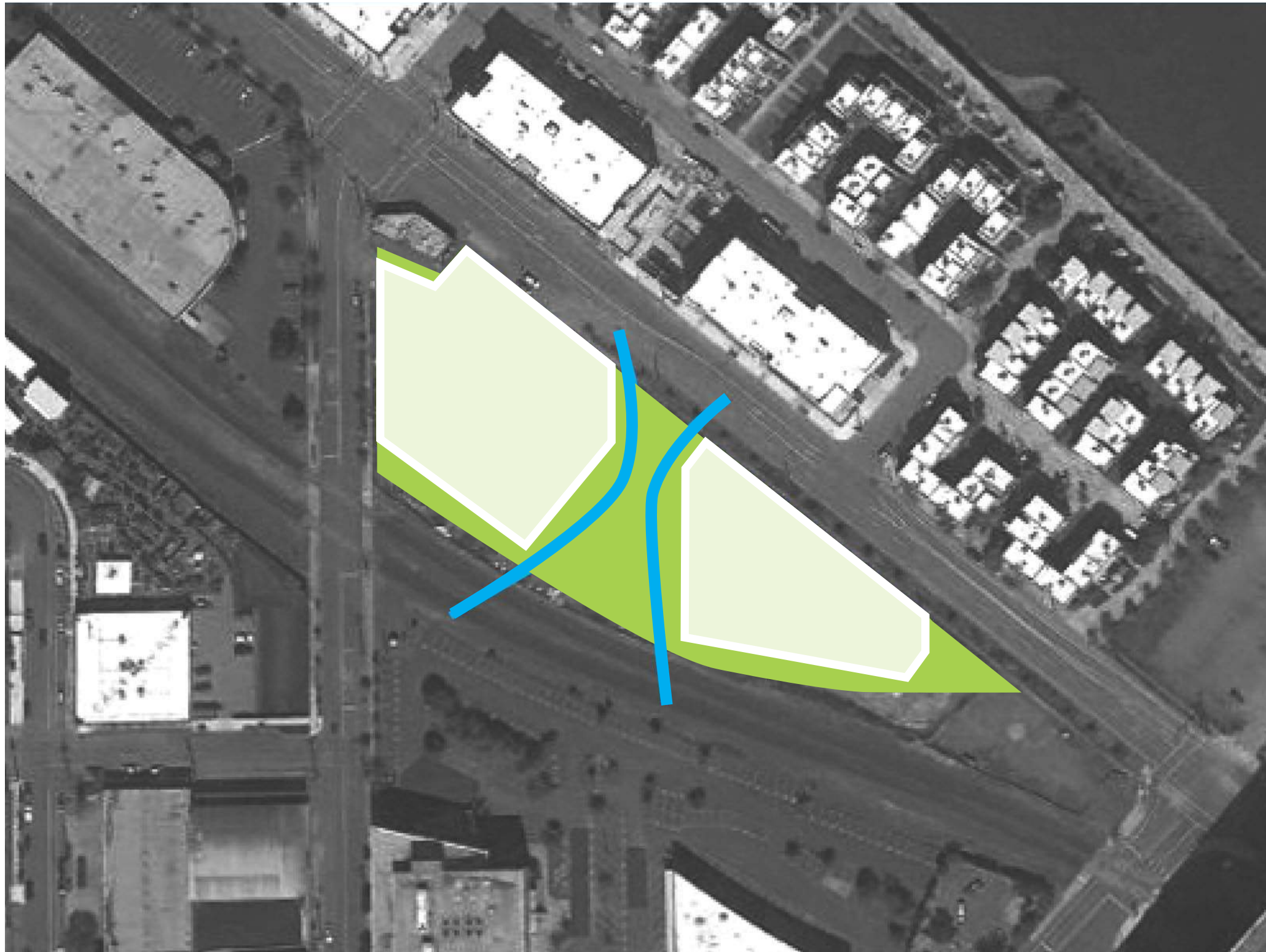
RESULTANT BUILDING MASS POTENTIAL



OPENING SITE LINES



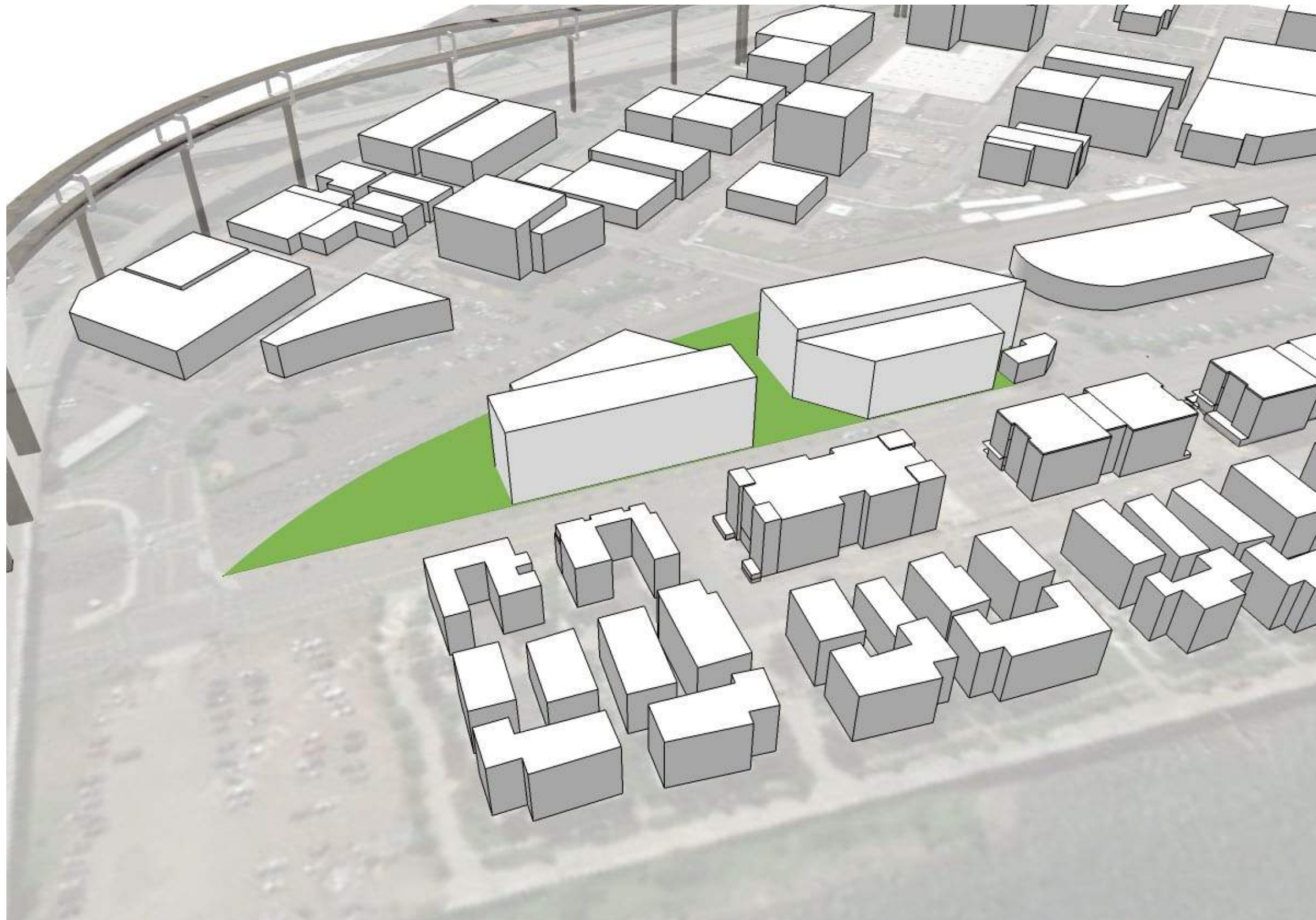
INCREASE SOLAR ACCESS OF PLAZA



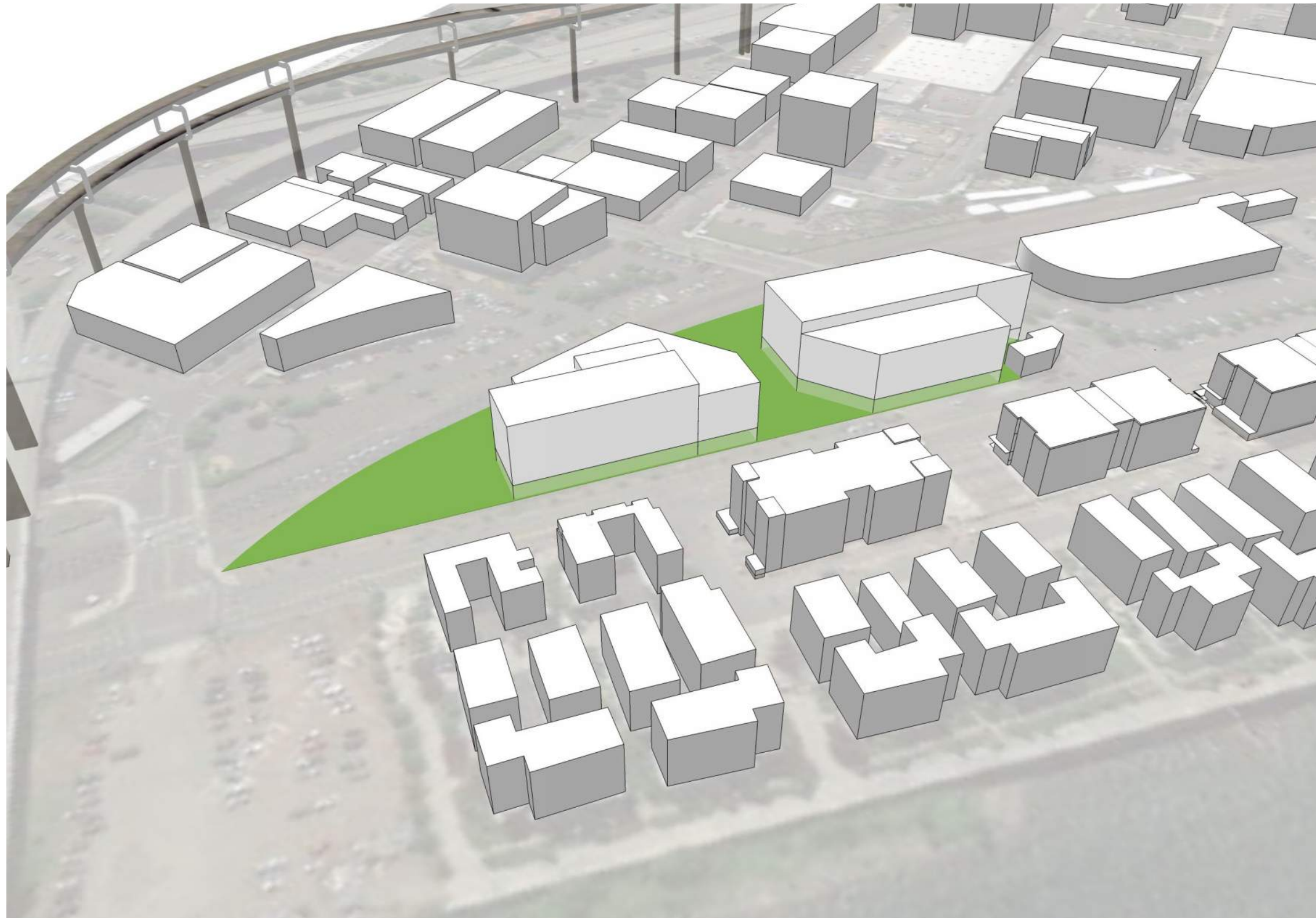
COMPRESSION AND RELEASE BUILDS SUSPENSE AND ENERGY



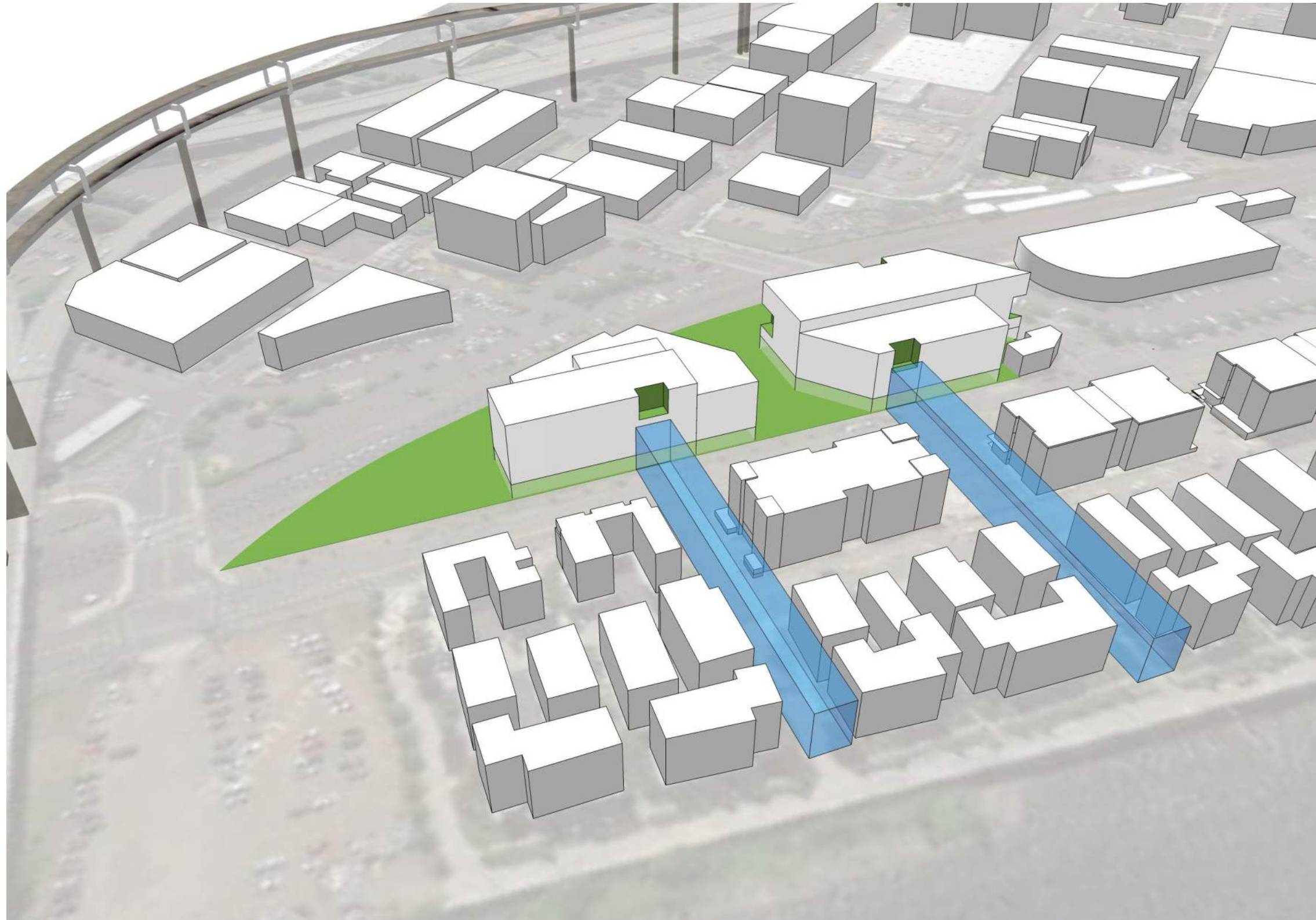
MASSES BEGIN TO SLIDE AND BE CUT BY SITE



MASSES BEGIN TO SLIDE VERTICALLY



MASSES LIFT TO ALLOW GROUND TO FLOW THROUGH



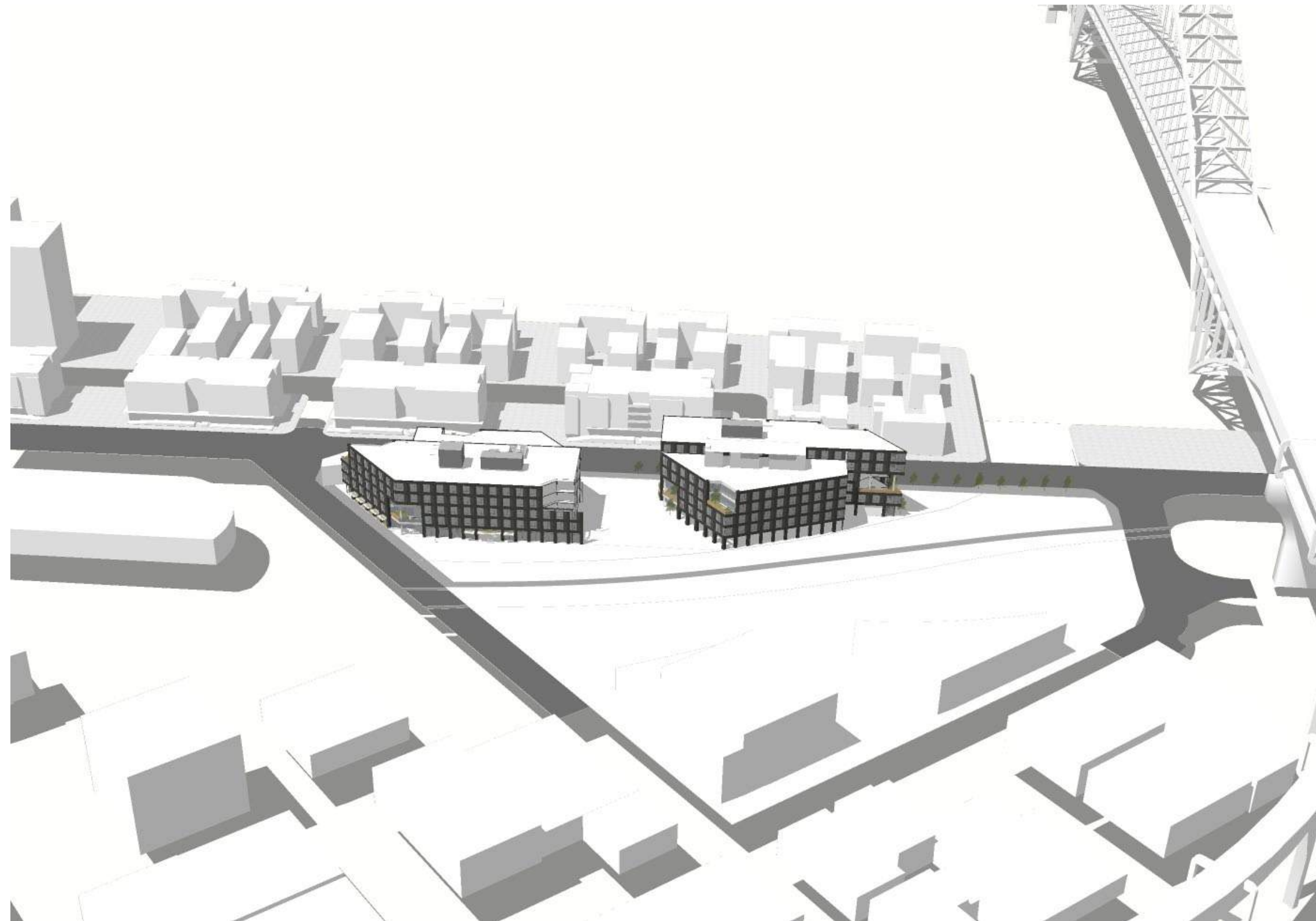
VIEWS TO/FROM RIVER CREATE PLACES FOR LANDSCAPING TO GROW UP MASS



PARKS SPREAD TO ROOFS



MASSING WITH HIGH PARKS AND ROOFS FROM WEST



MASSING WITH HIGH PARKS AND ROOFS FROM RAILS



VIEW FROM PEARL ALONG NW 17TH AVENUE



VIEW AT 17TH AVENUE



VIEW FROM RIVERPLACE LOOKING SOUTH



VIEW FROM FRONT AVENUE LOOKING WEST



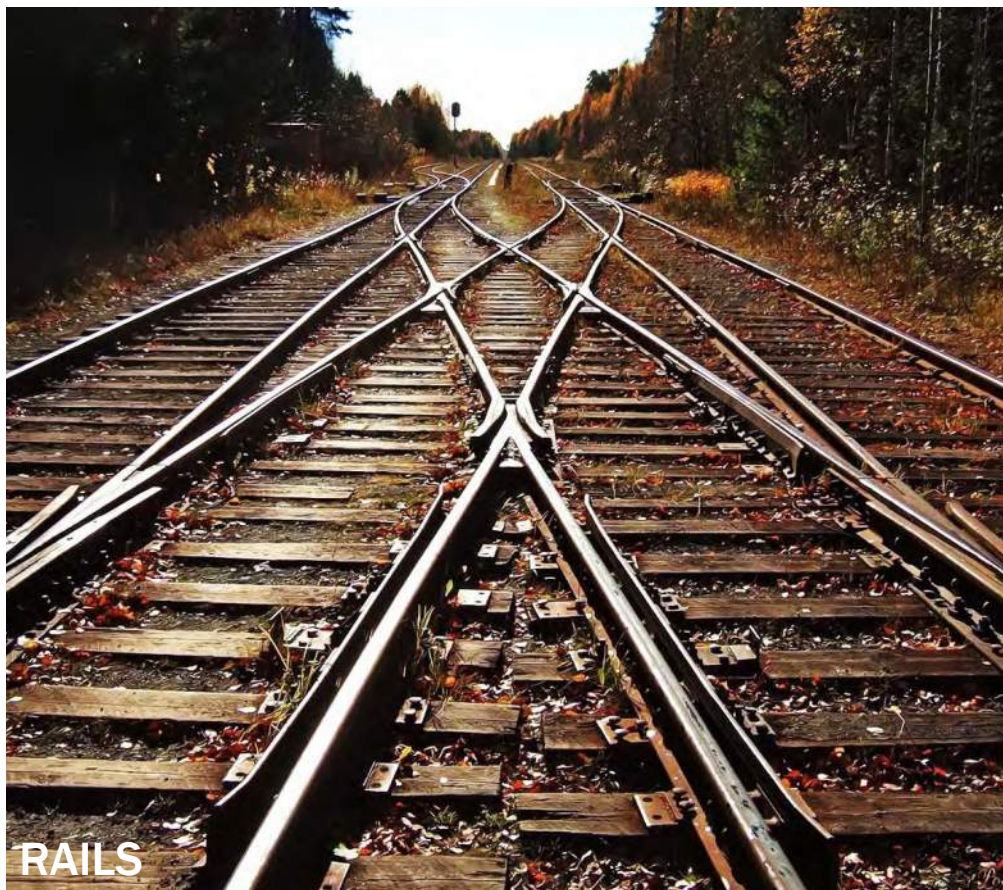
WATER + WIND



DOCKS + PIERS



MOSS + VIEWS



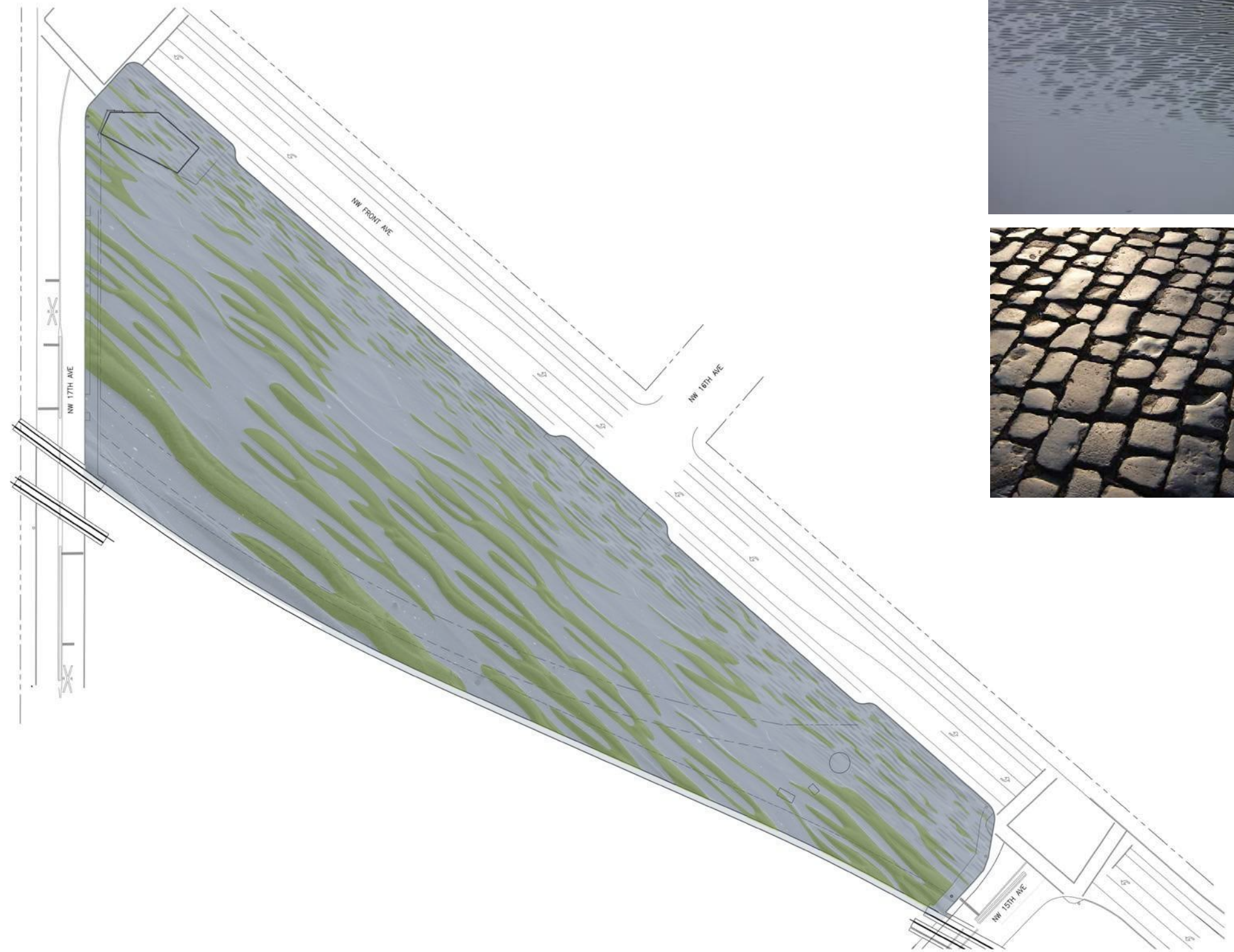
RAILS



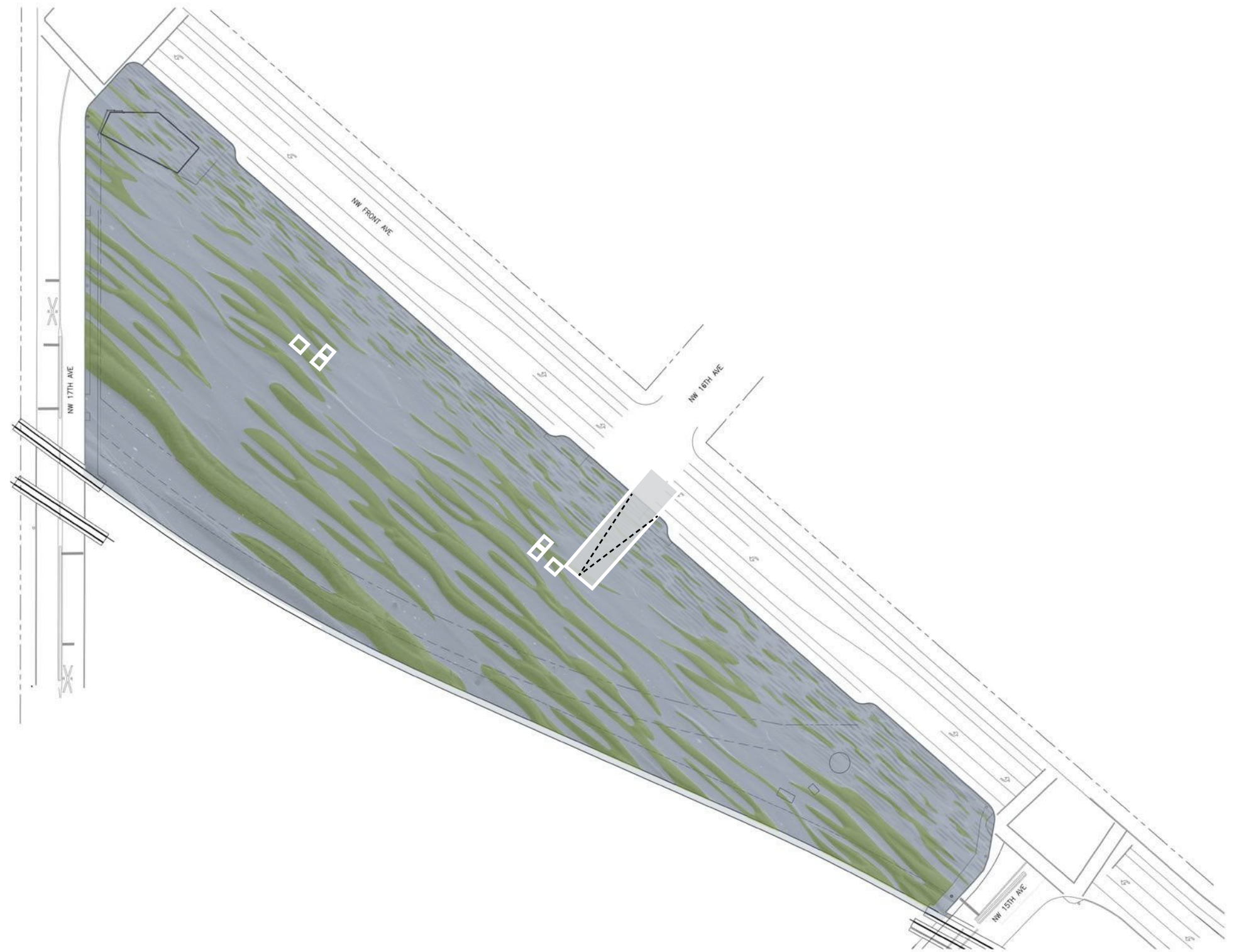
COBBLESTONES



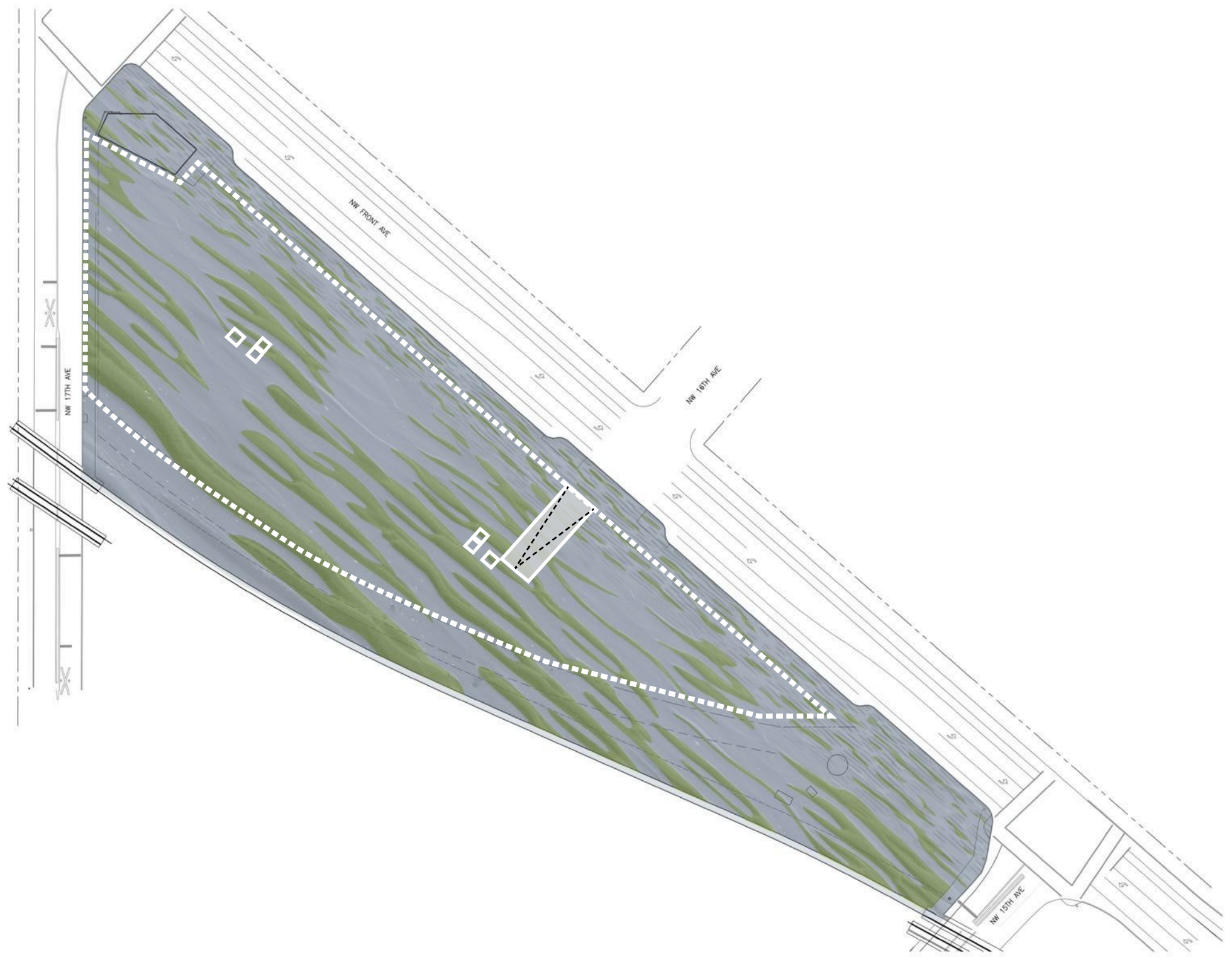
REMNANTS ON SITE



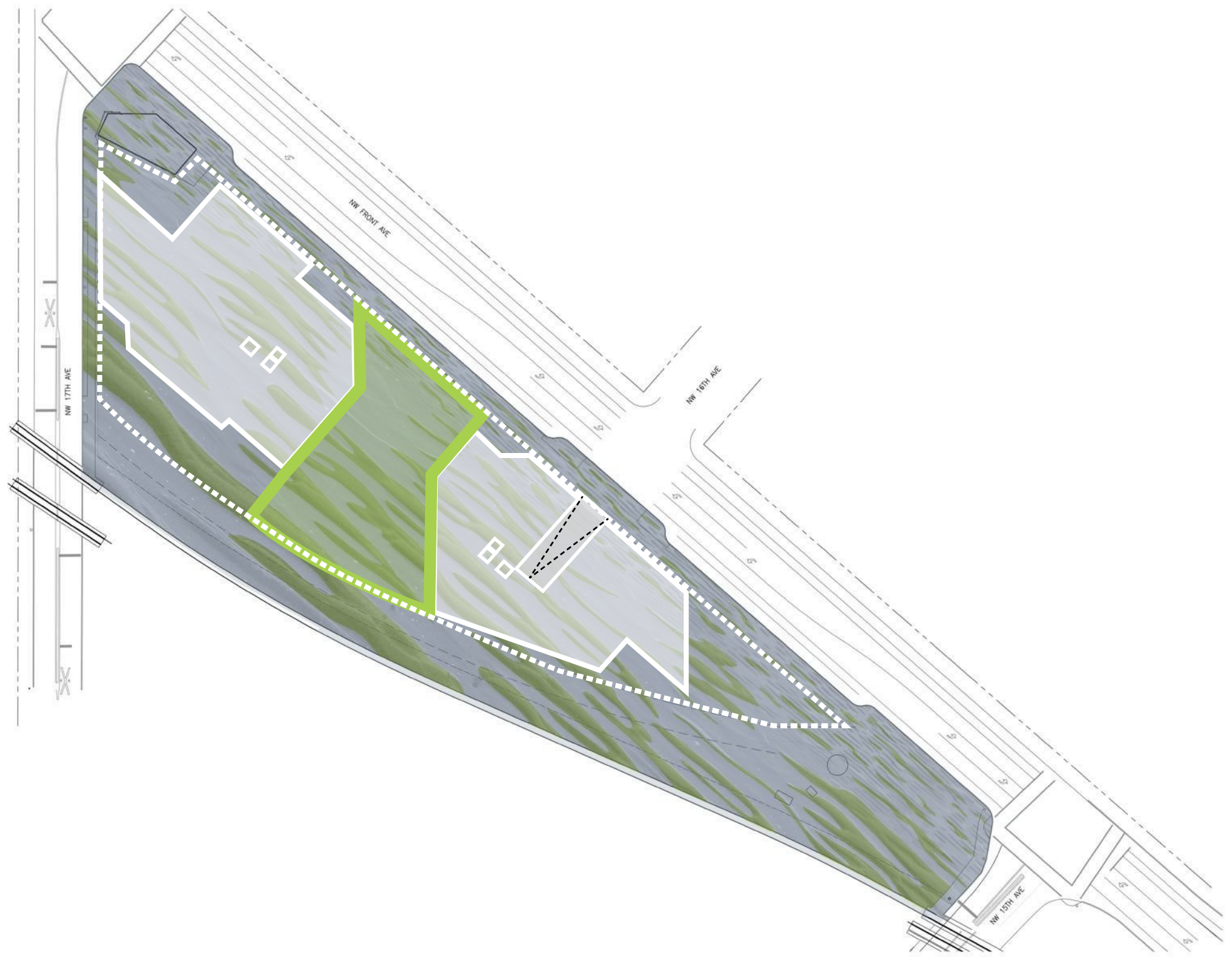
GROUND PLANE AS A FIELD OF LANDSCAPE INSPIRED BY PATTERNS OF RIVER AND WIND



BUILDING ELEMENTS BEGIN TO TAKE FORM WITHIN THE LANDSCAPE



BUILDING ELEMENTS BEGIN TO TAKE FORM WITHIN THE LANDSCAPE

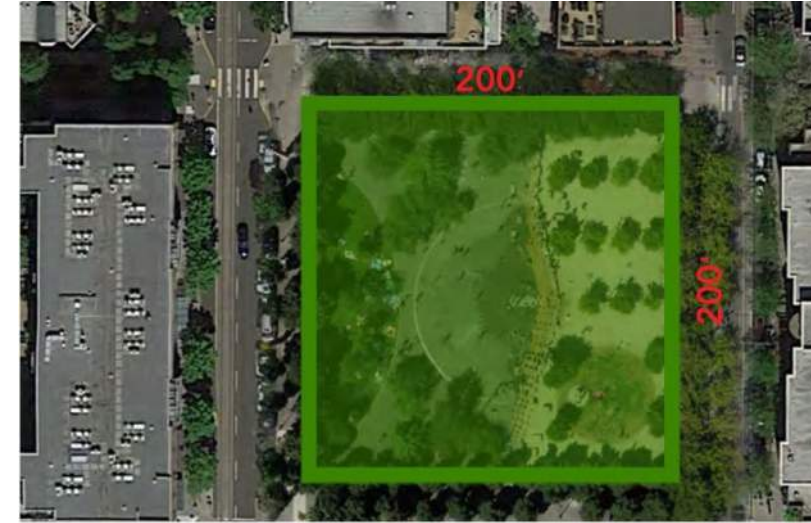


BUILDING WITHIN THE LANDSCAPE - CREATES PLAZA PARK BETWEEN

DIRECTOR PARK



JAMISON SQUARE PARK

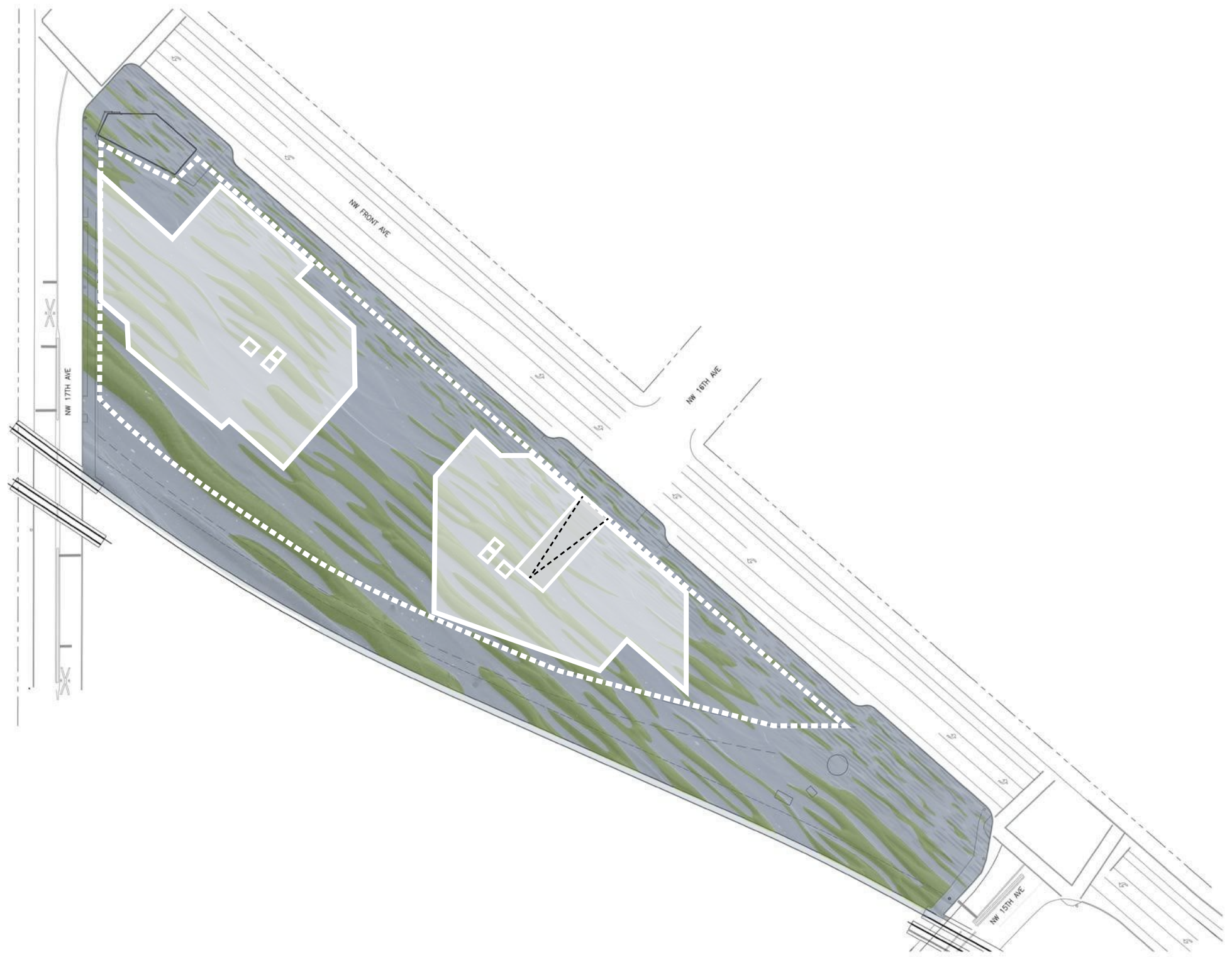


FIELD OFFICE



RIVERSCAPE PLAZA

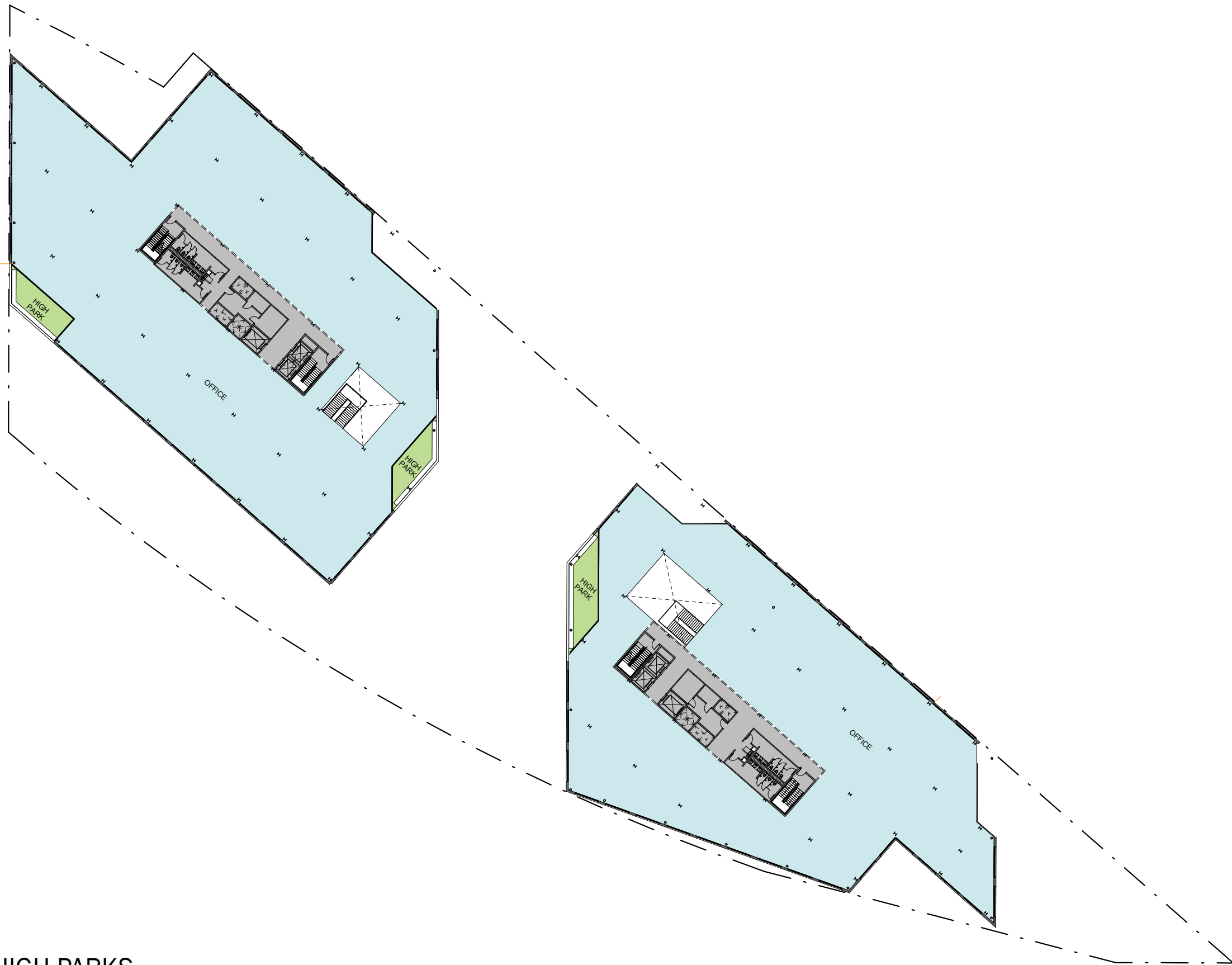




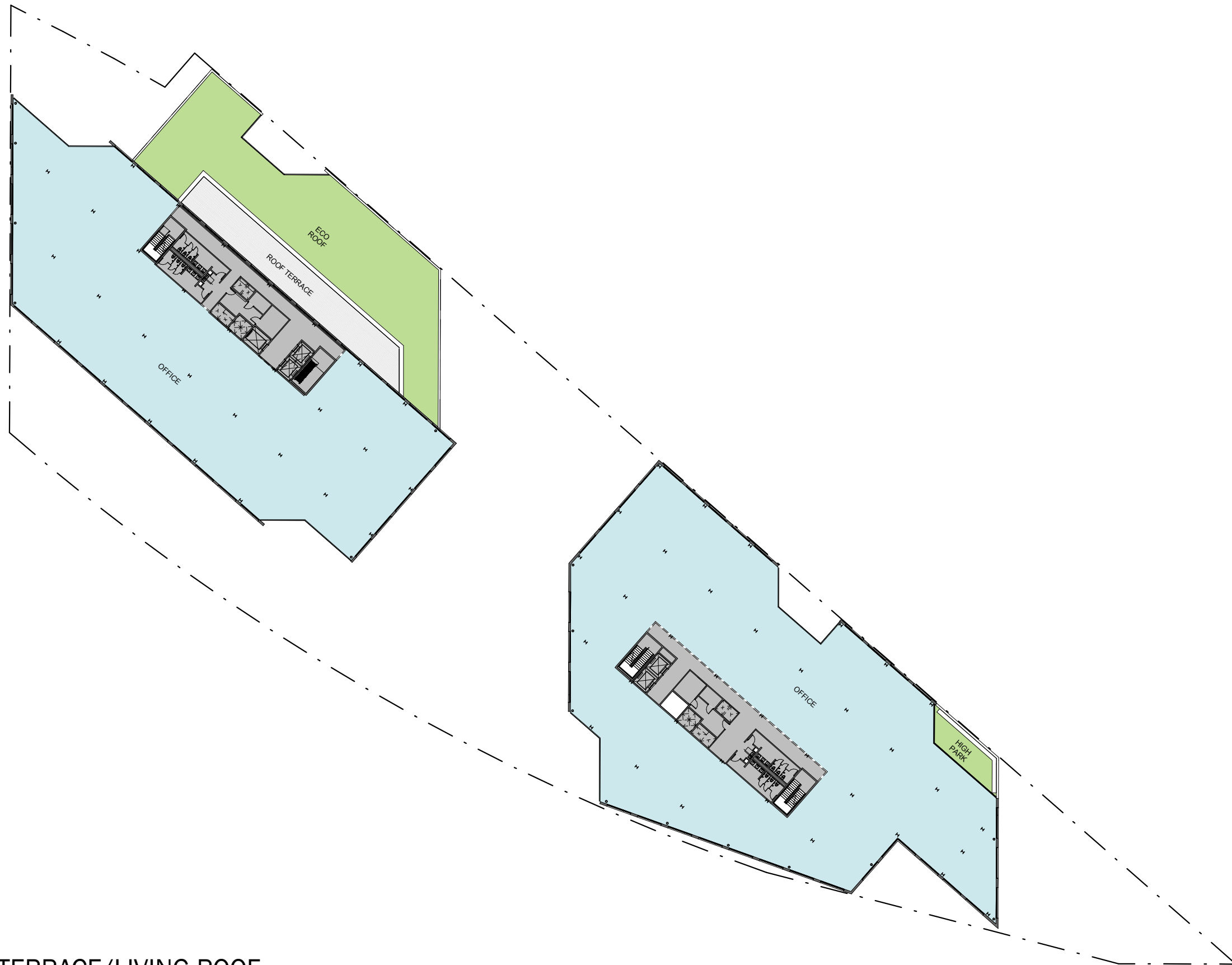
BUILDING WITHIN THE LANDSCAPE



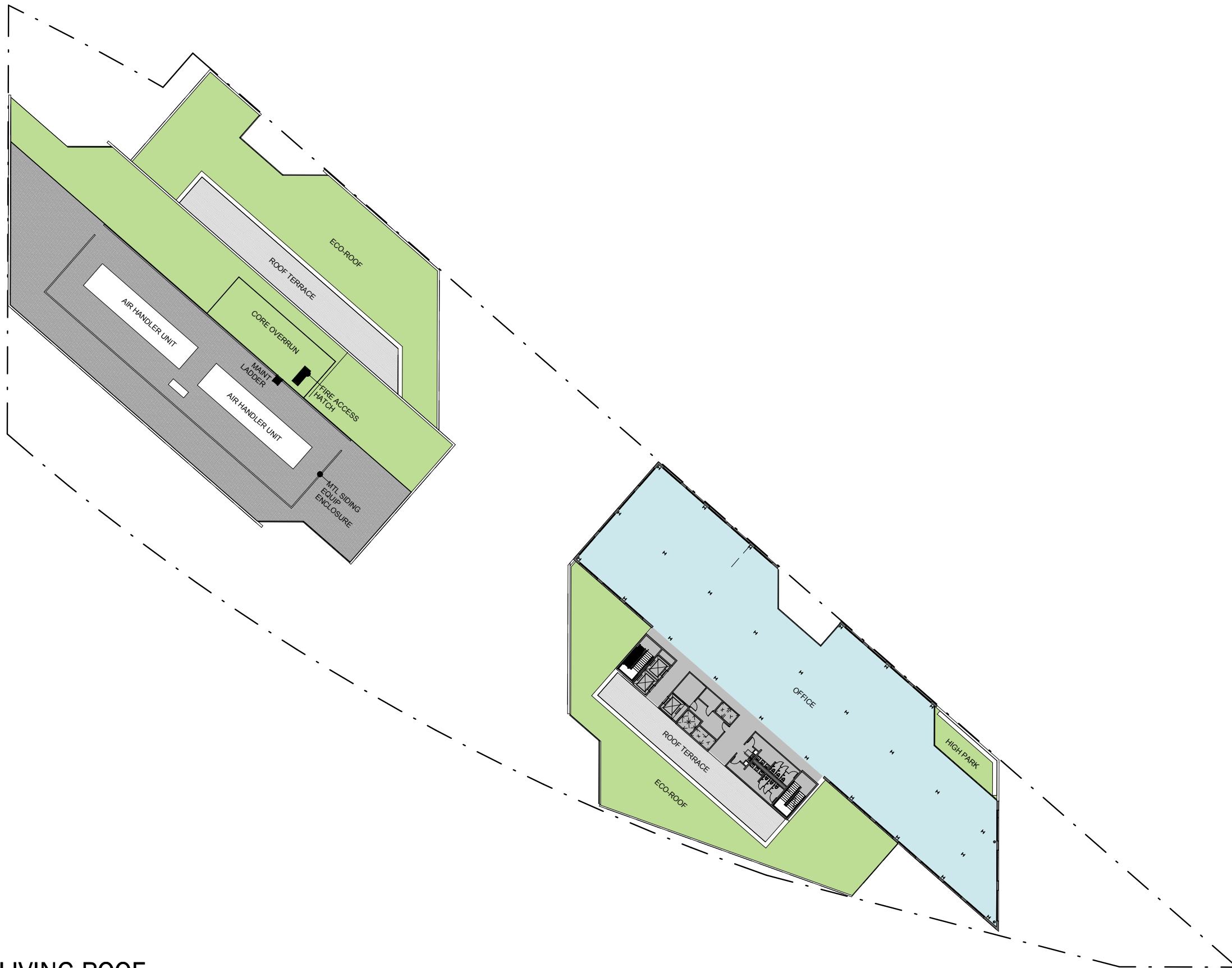
GROUND FLOOR PLAN



UPPER FLOOR PLAN + HIGH PARKS



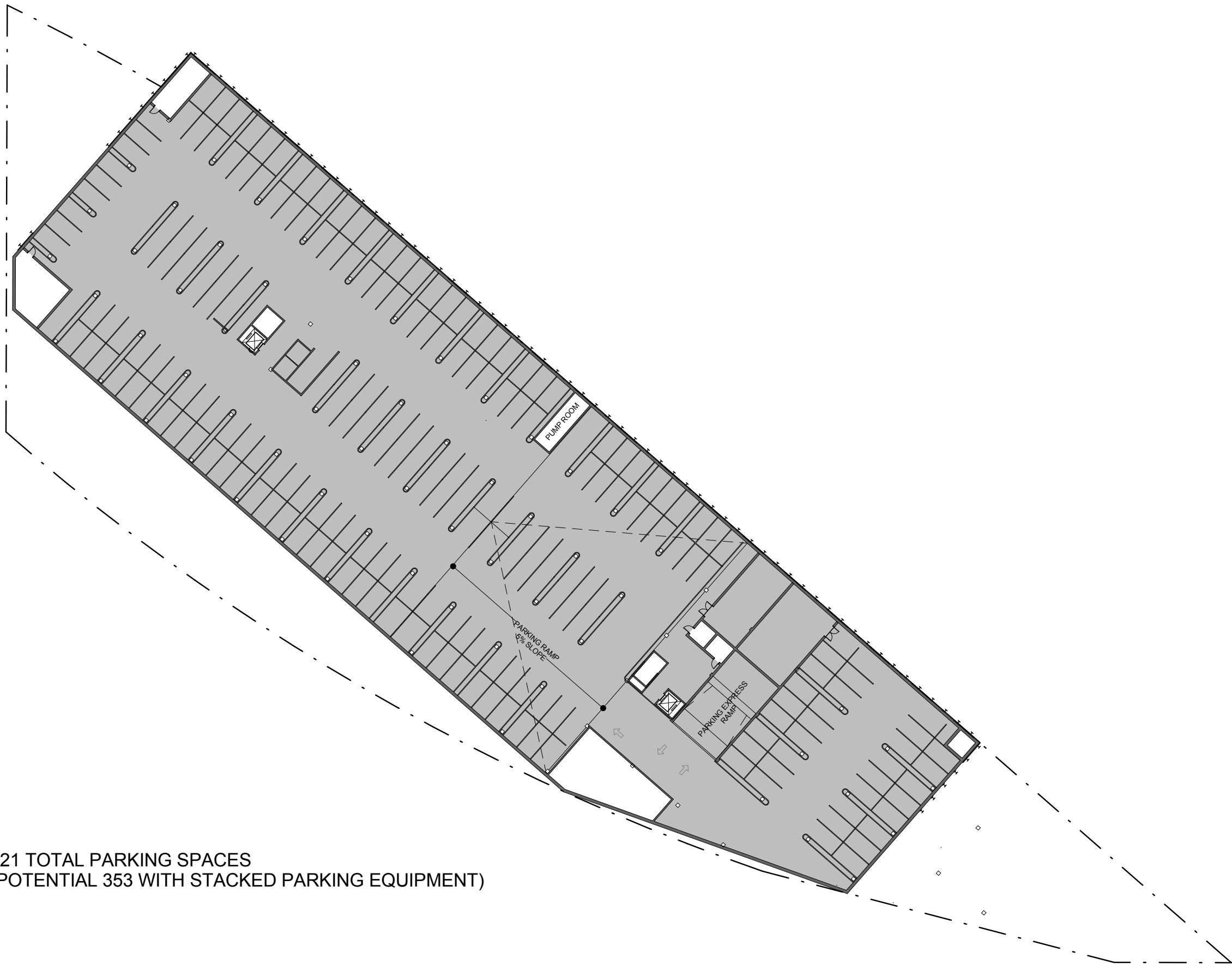
UPPER FLOOR PLAN + TERRACE/LIVING ROOF



ROOF PLAN + TERRACE/LIVING ROOF



ROOF PLAN



221 TOTAL PARKING SPACES
(POTENTIAL 353 WITH STACKED PARKING EQUIPMENT)

BELOW-GRADE PARKING + UTILITIES

West Building (North)										East Building (South)									Project Totals									
Level	Exterior Gross SF	Interior Gross Area (IGA)*	Ext-Int efficiency	Major Vertical Penetrations	Net Area (IGA-vert)	Floor Common Area**	Building Amenity	Retail (usable)	Office (usable)	Exterior Gross SF	Interior Gross Area (IGA)*	Ext-Int efficiency	Major Vertical Penetrations	Net Area (IGA-vert)	Floor Common Area**	Building Amenity	Retail (usable)	Office (usable)	Exterior Gross SF	Interior Gross Area (IGA)*	Major Vertical Penetrations	Floor Common Area**	Building Amenity	Retail (usable)	Office (usable)	Roof Area	Height	
1	26,537	26,313	99%	1,503	24,810	6,703	3,917	3,538	10,652	23,036	22,593	98%	1,117	21,476	7,693	1,530	6,441	5,812	49,573	48,906	2,620	14,396	5,447	9,979	16,464		16.0'	
2	29,185	27,885	96%	1,264	26,621	2,331			24,290	23,368	22,008	94%	1,221	20,787	2,841			17,946	52,553	49,893	2,485	5,172			42,236		13.0'	
3	29,166	27,979	96%	981	26,998	1,819			25,179	23,653	23,093	98%	991	22,102	2,278			19,824	52,819	51,072	1,972	4,097			45,003	-266	13.0'	
4	28,290	27,728	98%	981	26,747	1,811			24,936	23,313	22,778	98%	991	21,787	1,767			20,020	51,603	50,506	1,972	3,578			44,956	1,216	13.0'	
5	19,539	19,009	97%	981	18,028	1,813			16,215	23,290	22,726	98%	991	21,735	1,899			19,836	42,829	41,735	1,972	3,712			36,051	8,774	13.0'	
6										15,885	15,630	98%	920	14,710	2,160			12,550	15,885	15,630	920	2,160			12,550	26,944	13.0'	
R																										15,885		
Total	132,717	123,204					3,917	3,538	101,272	132,545	122,597					1,530	6,441	95,988	265,262	257,742	11,941			5,447	9,979	197,260	52,553	81.0'
									108,727									103,959										

* Interior Gross Area (IGA) is estimated until exterior enclosure is designed
italics indicate estimated area

** Floor Common Area includes Base Building Circulation

270,000 Target area
 for 30% eco roof 16,291
 Ground Pl. Garden: 37,888



Site Area:	90,441	FAR (Base)	180,882
Base FAR:	2:1		
Base area ³ :	180,882		
Potential Bonuses:		Bonus Needed	84,380
Eco-Roof (10-30%):	1:1	Eco Roof @ 31%	16,291 1:2 bonus 32,583
Eco-Roof (30-60%):	1:2	LockerRM	1,552 1:40 bonus 62,080
Eco-Roof (60%+):	1:3	Total Bonuses Provided	94,663
Locker Room:	1:40	total FAR:	3.05
		Excess FAR:	10,283



FRONT AVENUE STREET ELEVATION



PEARL DISTRICT ELEVATION



17TH AVENUE ELEVATION



15TH AVENUE ELEVATION

