



RIVERPLACE PARCEL 3
DESIGN ADVICE REQUEST II PACKAGE

03.28.2016



Ankrom Moisan



WILLIAMS & DAME

DAR | FEBRUARY 18, 2016

SITE DESIGN & ACCESS

SITE CIRCULATION & ACCESS

- Getting around the site
- Entering & Exiting on SW River Pkwy
- Entering & Exiting on SW Moody Ave
- Parking
- Private Street Access

PRIVATE STREET DESIGN

- Pedestrian friendly vehicular access
- Vibrant character
- Engaging and tying two buildings together
- Active ground floor

ADDRESSING THE SUBSTATION

- South Elevation visibility
- Gateway opportunities
- Site connectivity

ELEVATIONS & COMPOSITION

BUILDING MASSING

- Building relationship
- Stepping of building height

EAST BUILDING ELEVATIONS

- Elevation composition
- Ground floor treatment
- Materiality - brick gradient

WEST BUILDING MATERIALS

- Material options
- Dimensionality of pattern

BUILDING PLANS



SITE DESIGN & ACCESS

SITE CIRCULATION & ACCESS

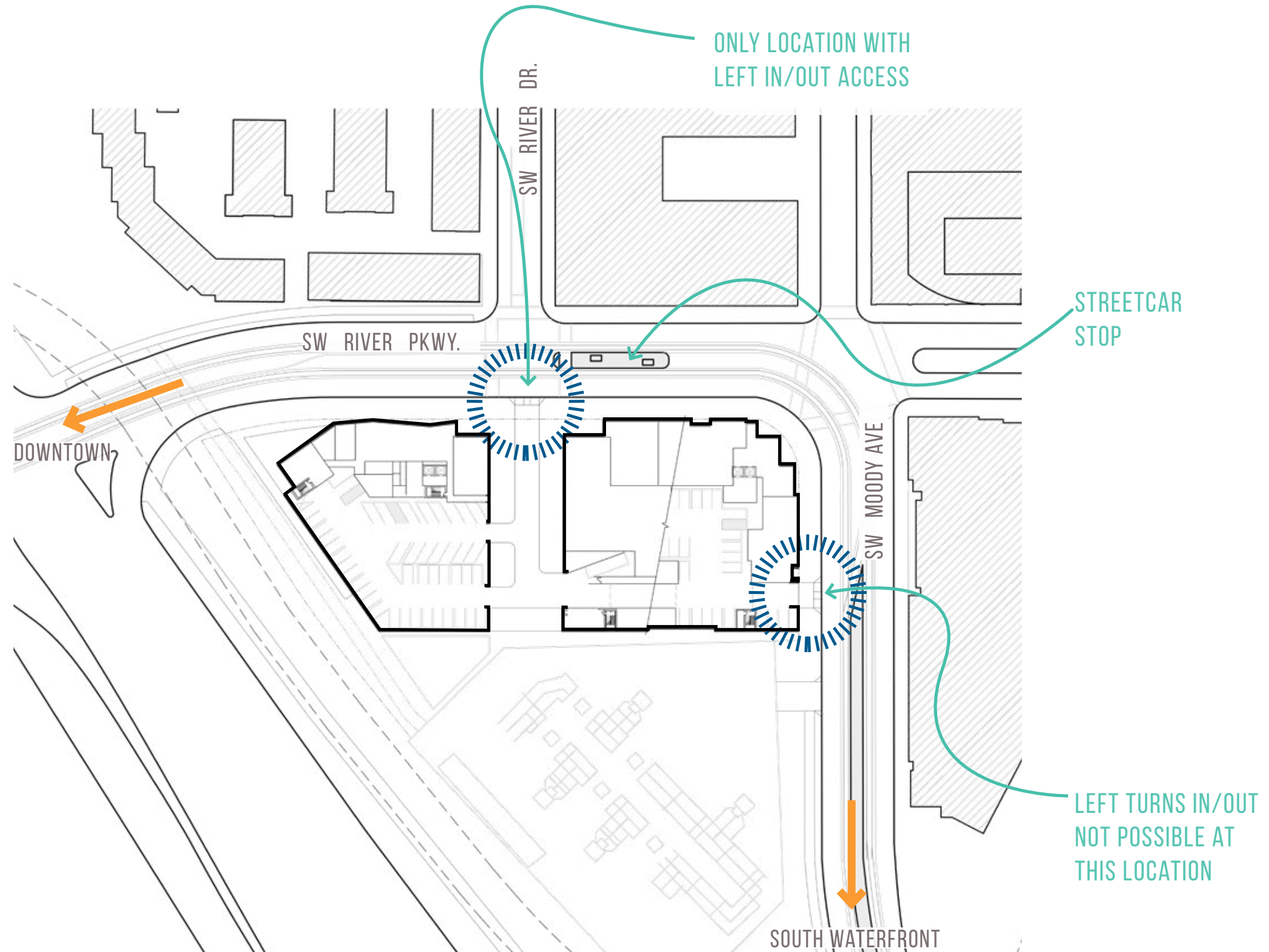
The Portland Streetcar runs along the north and east sides of the site limiting the locations at which an automobile can have access. The only location where an automobile can make a left turn into the site is at the midpoint of the northern edge at the signaled intersection of SW River Drive and SW River Parkway. The southeast corner is the low-point of the site and makes a good secondary entry point to the below grade parking but is limited by being a right-in, right-out only entry.

COMMISSIONER COMMENTS:

- Provide majority and preferably all parking access from southwest access from southwest Moody Ave.

RESPONSE:

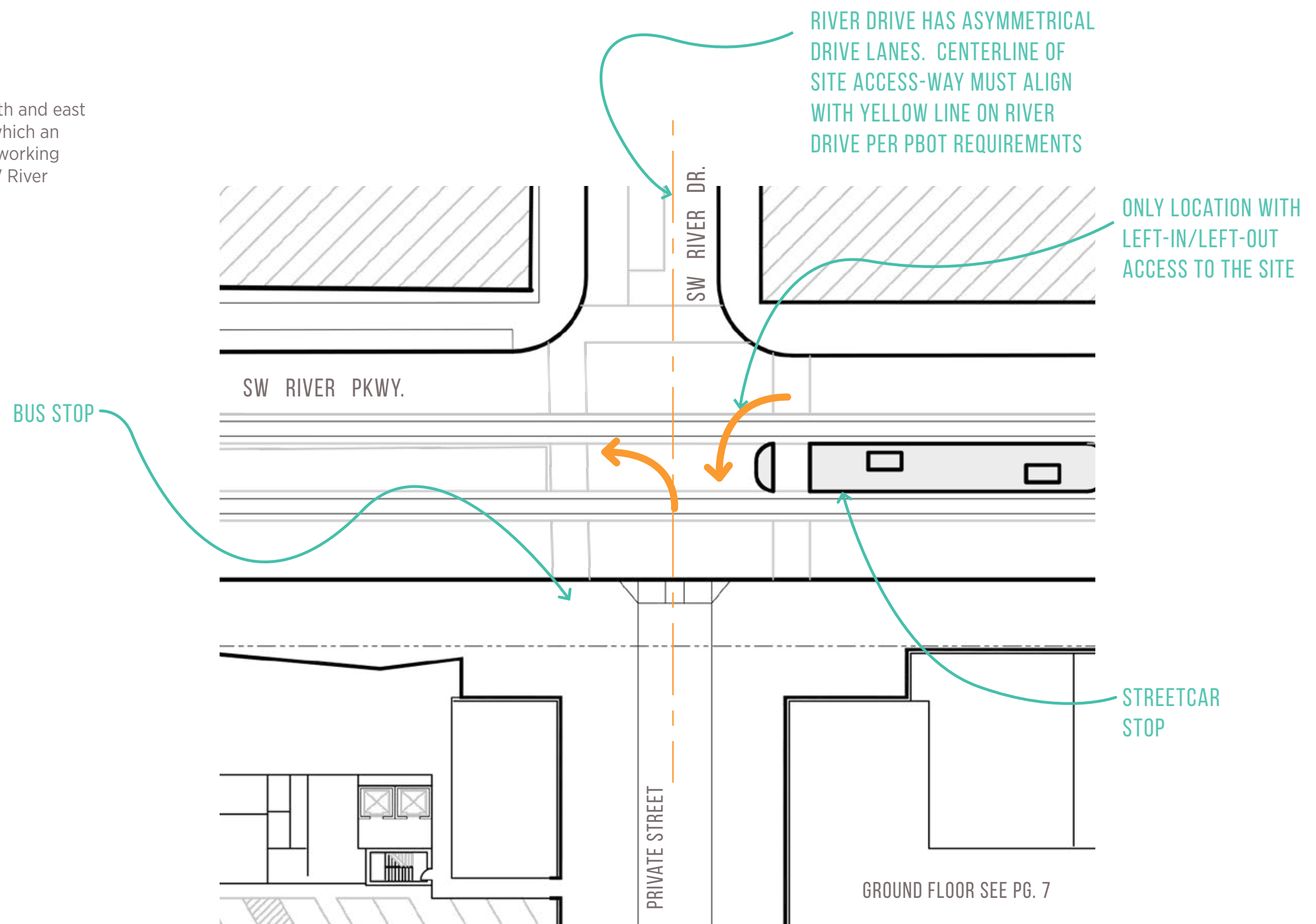
- Because of the complication of the streetcar lines/ stop and vehicle traffic access to the site from along SW River Drive is required.
- A left turn in and out is not possible because of the streetcar line along Moody.
- With some signal adjustments a left turn into the site can be created at the River Drive / River Parkway intersection.
- With limited on-street parking near the site there is a necessity for easy automobile access from all directions to create viable retail space.
- Residential parking load requires two access points and left in and out.



SITE DESIGN & ACCESS

SITE ACCESS - RIVER DRIVE EXTENSION

The Portland Streetcar runs along the north and east sides of the site limiting the locations at which an automobile can have access. We've been working with PDOT to allow left turn access on SW River Parkway.



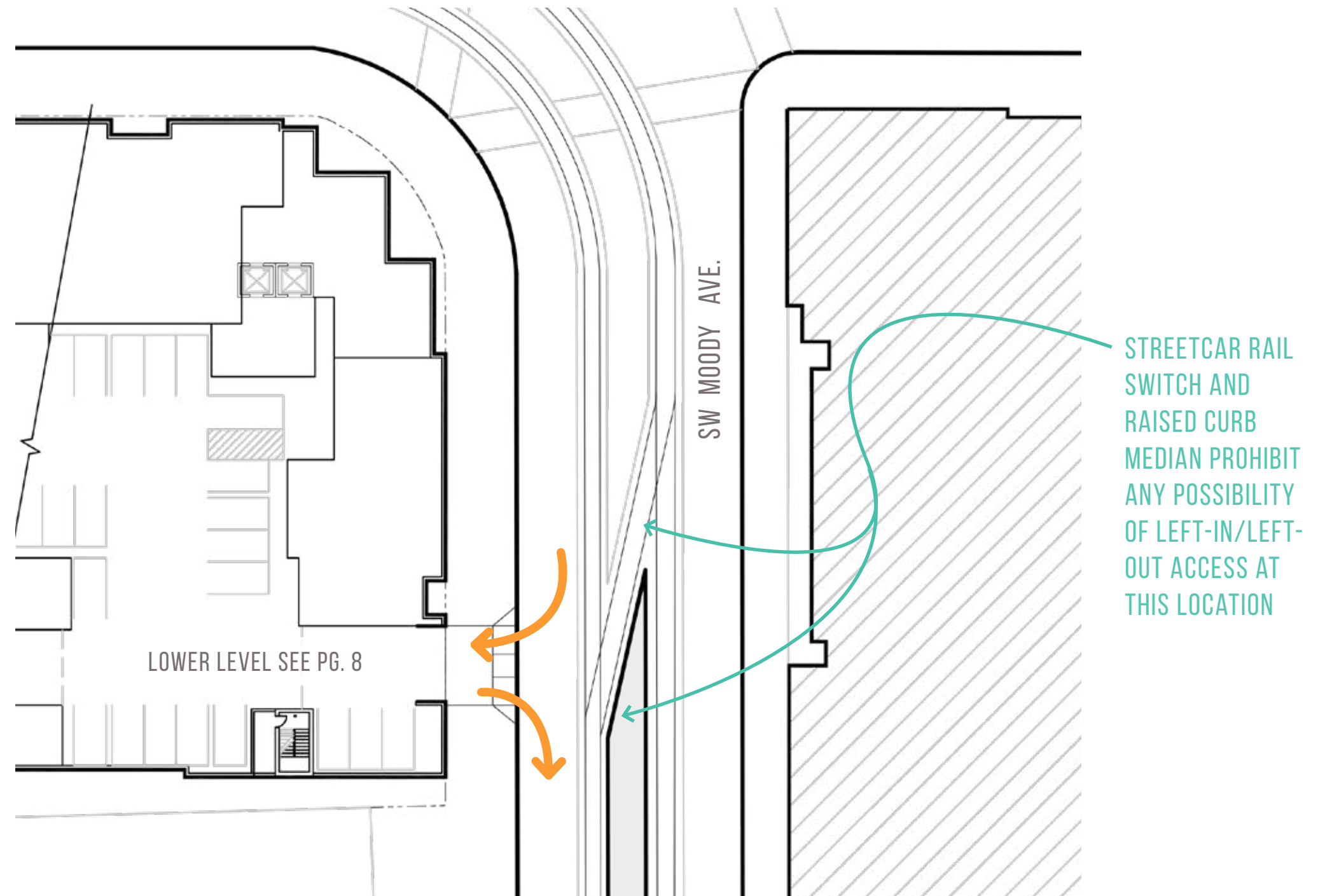
SITE DESIGN & ACCESS

SITE ACCESS - MOODY

Currently the project has a right-in right-out automobile entry off of SW Moody Ave. A left-in is not possible due to the streetcar tracks.

If SW Moody Ave was used exclusively for the automobile access to the project with no available left turn into the site, the logistics of getting to and from the site become very difficult. For example:

- Residents leaving the site to head Downtown would need to travel to South Waterfront. Turn left on SW Curry St. and loop around the block and be heading North on Moody to River Parkway to Downtown.
- Residents arriving from South Waterfront via SW Moody Ave would need to travel into the turnaround at the center of Riverplace. Turn left on River Parkway, then right River drive, drive north to the turnaround, return to River Parkway, head south, turn left and then turn right into the garage at Moody.
- Retail customers would have to follow the same paths to the parking. The building scheme would likely need to be re-designed to allow another below grade level of parking (retail parking would be removed from the private street) and large elevator to service the grocery store, both increasing the costs to the project.



SITE DESIGN & ACCESS

CURRENT AVAILABLE PARKING IN NEIGHBORHOOD

The currently in the Riverplace Neighborhood there is only roughly 75 on street parking stalls. With limited on-street parking near the site there is a necessity for easy automobile access from all directions to create viable retail space.

 ON-STREET PARKING

 PARKING CURRENTLY TAKEN OUT BY CONSTRUCTION ZONE

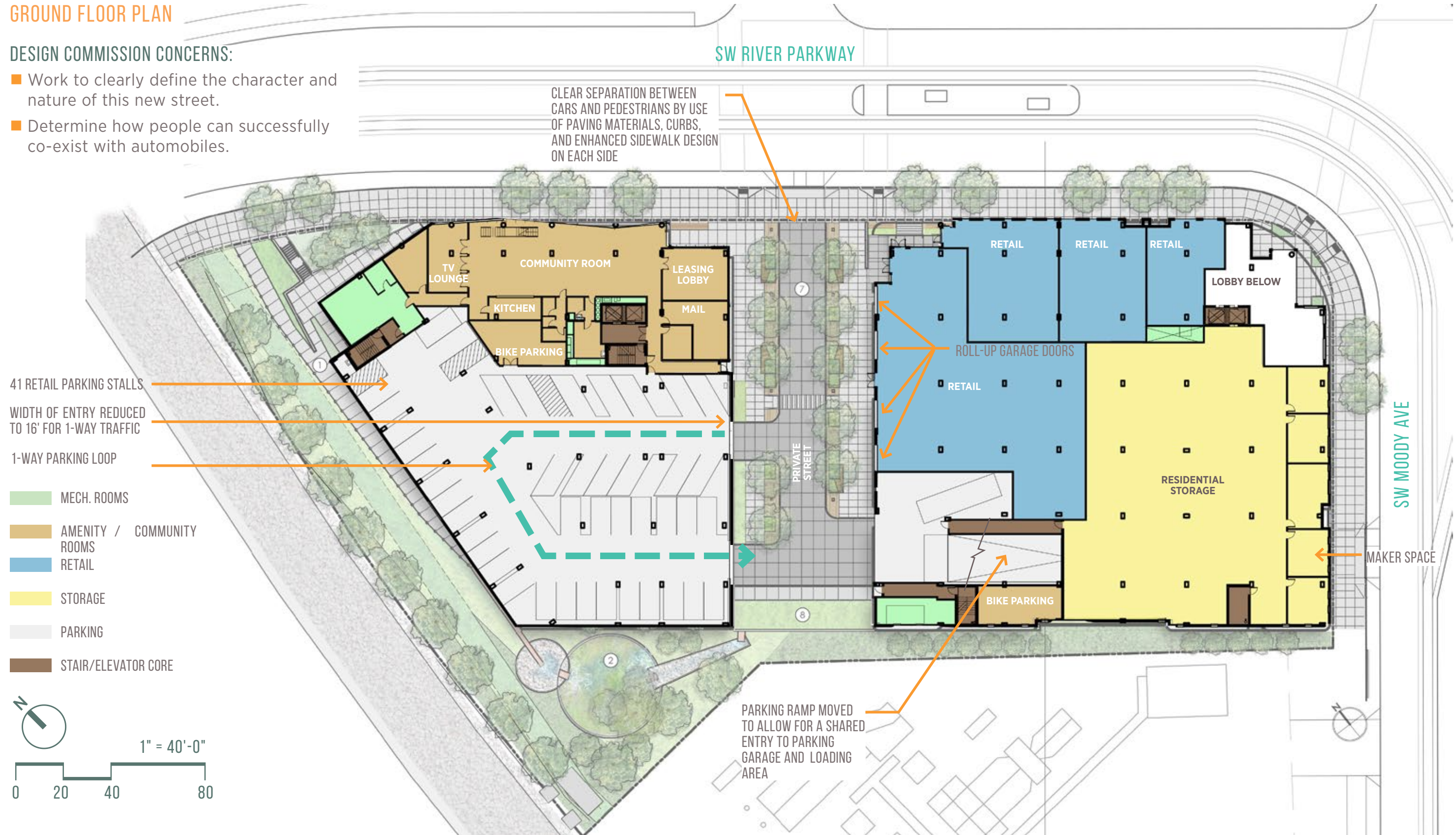


SITE DESIGN & ACCESS

GROUND FLOOR PLAN

DESIGN COMMISSION CONCERNS:

- Work to clearly define the character and nature of this new street.
- Determine how people can successfully co-exist with automobiles.



SITE DESIGN & ACCESS

PARKING FLOOR PLAN

SW RIVER PARKWAY

DOUBLE HEIGHT LOBBY

RETAIL ABOVE

RESIDENTIAL LOBBY

BIKE PARKING

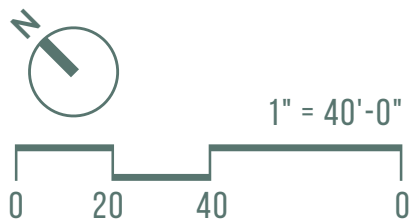
SW MOODY AVE

163 RESIDENTIAL PARKING STALLS

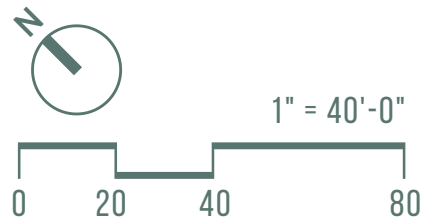
- MECH. ROOMS
- AMENITY / COMMUNITY ROOMS
- PARKING
- STAIR/ELEVATOR CORE

2 WAY CAR RAMP UP

RESIDENTIAL PARKING RIGHT IN RIGHT OUT ENTRY/EXIT



LANDSCAPE PLAN



- ① BIKE RAMP
- ② STORMWATER GARDEN
- ③ PLAY AREA
- ④ AMENITY TERRACE
- ⑤ BIKE BARN
- ⑥ ECO ROOF
- ⑦ ENHANCED STREETScape
- ⑧ TRELLIS SCREEN
- ⑨ AMENITY TERRACE

SITE DESIGN & ACCESS

PRIVATE STREET PLAN

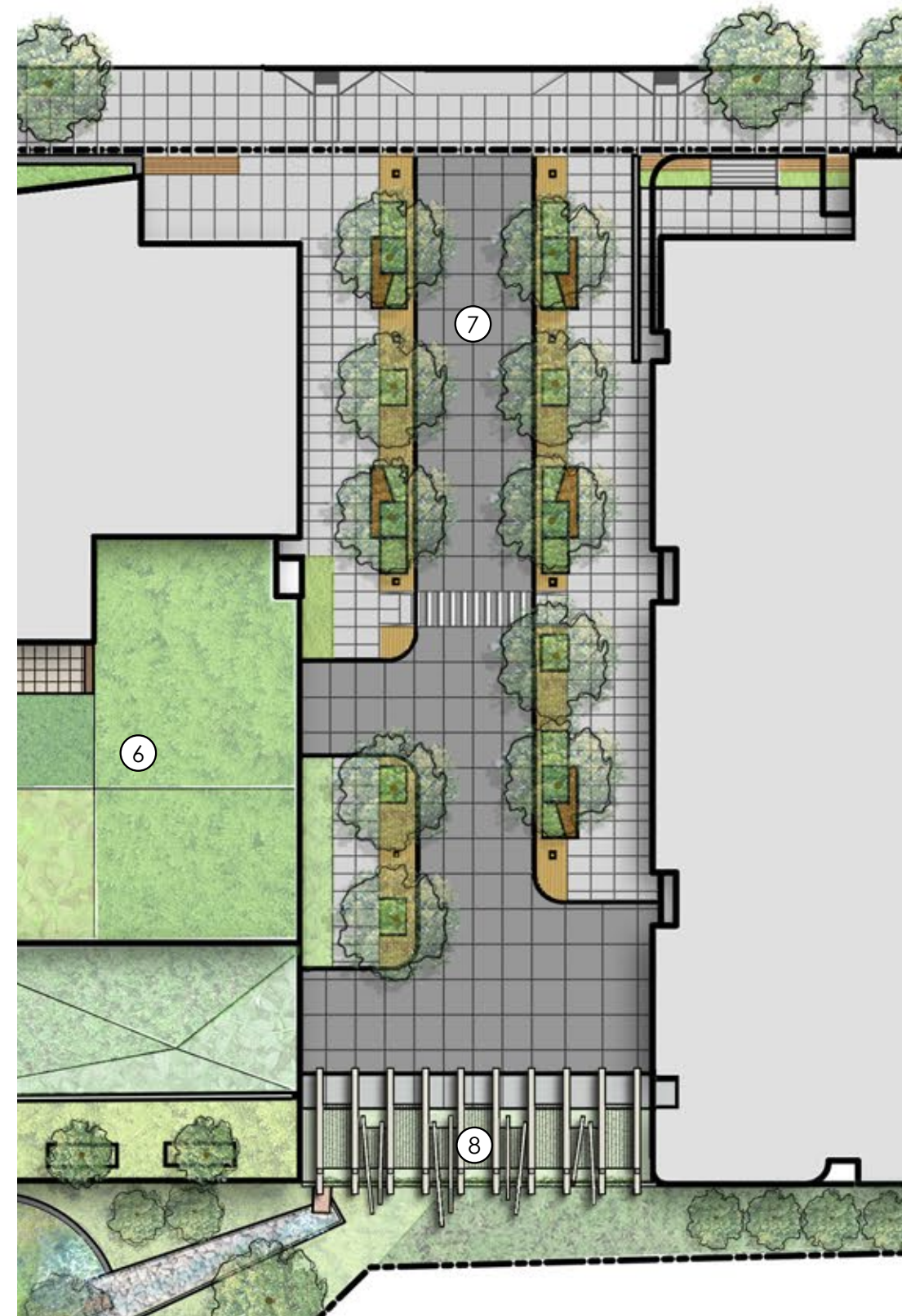
COMMISSIONER COMMENTS:

- Clearly define the character and the nature of this new street.
- Outdoor space is too undefined.
- Needs to be something engaging that contributes to the success and vitality of your project and the neighborhood.
- Serve to help the two buildings relate to each other.

RESPONSE:

- The space is required to be a private access-way into the site.
- The space serves as an extension of River Drive and feels like a street.
- The buildings are different in program, massing, architecture, and the people they serve.
- The private street creates a functional dialogue that allows shared circulation, parking access, and fire truck access.
- The private street creates an architectural dialogue where architecture meets to create a street.
- A 'Trellis Screen' completes the street, ties the buildings together and creates a repeatable pattern that begins to tie the buildings together along the south elevation and introduces a dialogue with the substation and infrastructure to the south.

- ① BIKE RAMP
- ② STORMWATER GARDEN
- ③ PLAY AREA
- ④ AMENITY TERRACE
- ⑤ BIKE BARN
- ⑥ ECO ROOF
- ⑦ ENHANCED STREETSCAPE
- ⑧ TRELIS SCREEN
- ⑨ AMENITY TERRACE



PRIVATE STREET SECTION



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- Serve to help the two buildings relate to each other.

RESPONSE:

- The private street is designed to function as a street with sidewalks on either side.
- Similar to most urban conditions in Portland and Riverplace neighborhood the distinct architectures of the buildings meet at this private street.

PRIVATE STREET - EAST ELEVATION OF THE WEST BUILDING



TRELLIS SCREEN

PARKING EXIT

PARKING ENTRY

PEDESTRIAN ACCESS

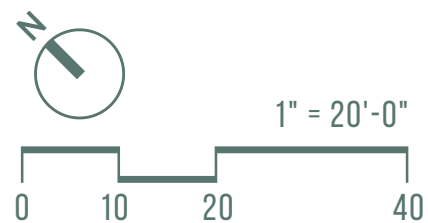
RESIDENTIAL LOBBY

COMMISSIONER COMMENTS:

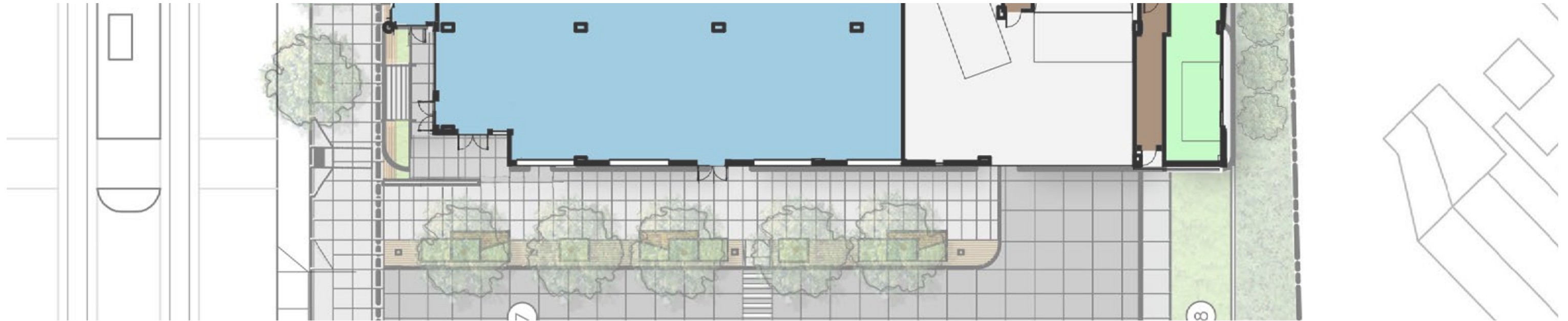
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PRIVATE STREET - WEST ELEVATION OF THE EAST BUILDING



ROLL UP GARAGE DOORS

PARKING ENTRY

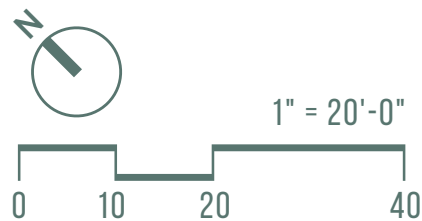
TRELLIS SCREEN

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SITE DESIGN & ACCESS

PRIVATE STREET PERSPECTIVE



SITE DESIGN & ACCESS

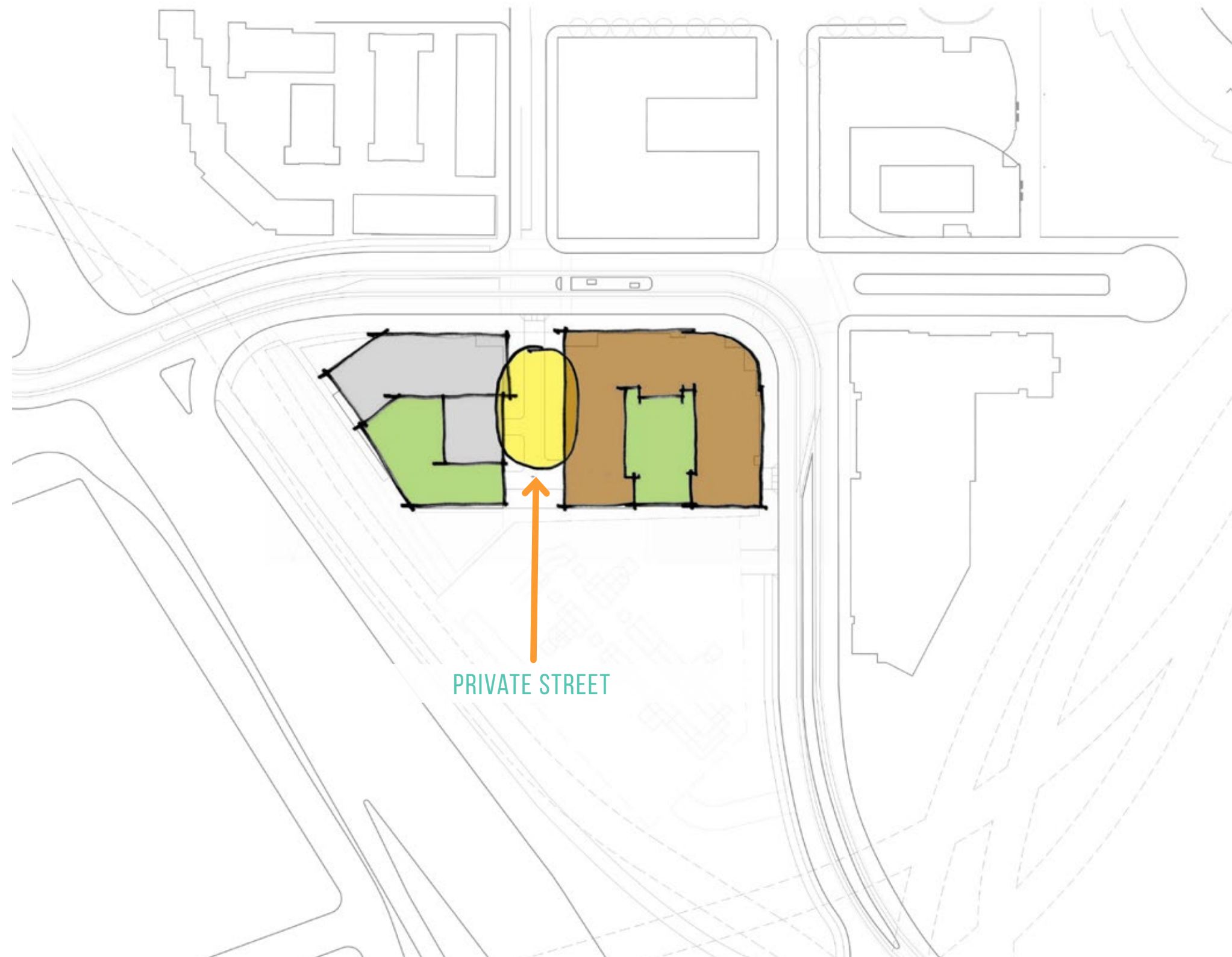
PRIVATE STREET

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- Needs to be something engaging that contributes to the success and vitality of your project and the neighborhood.
- Serve to help the two buildings relate to each other.

RESPONSE:

- The buildings are different in program, massing, architecture and the people they serve. This street allows for a dialogue between buildings.
- An architectural dialogue where architecture meets to create a street.



SITE DESIGN & ACCESS

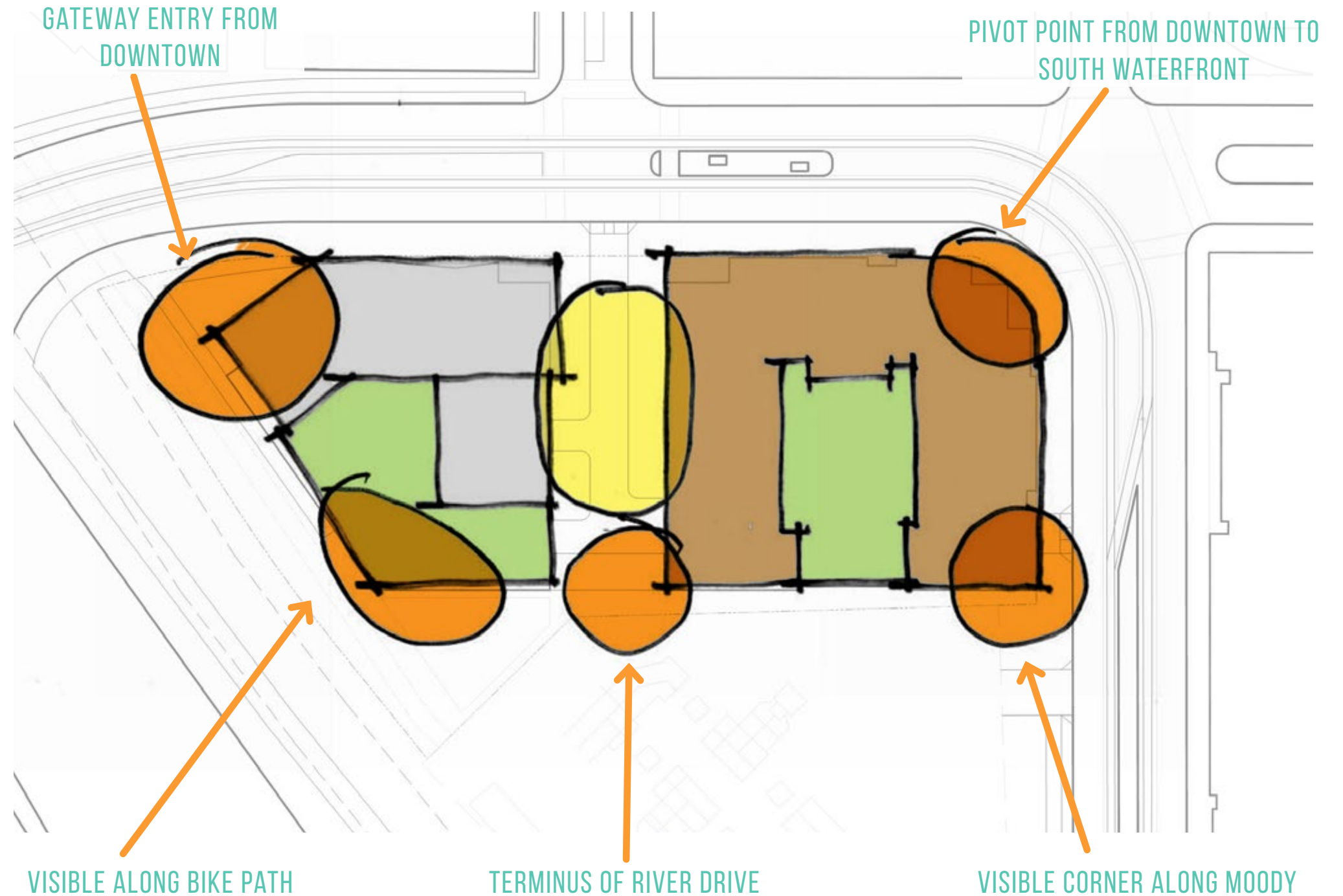
ADDRESSING THE SUBSTATION: VISIBILITY & THE SOUTH FACADE

COMMISSIONER COMMENTS:

- Total gateway - serving as a gateway into downtown from the south.
- South side cannot be an afterthought.
- Opportunity for vertical green elements.
- Turning your back on the substation is not an appropriate solution "embrace the substation".
- Explore the potential to connect the southern termination of the private street with the bike path along the western edge of the site.

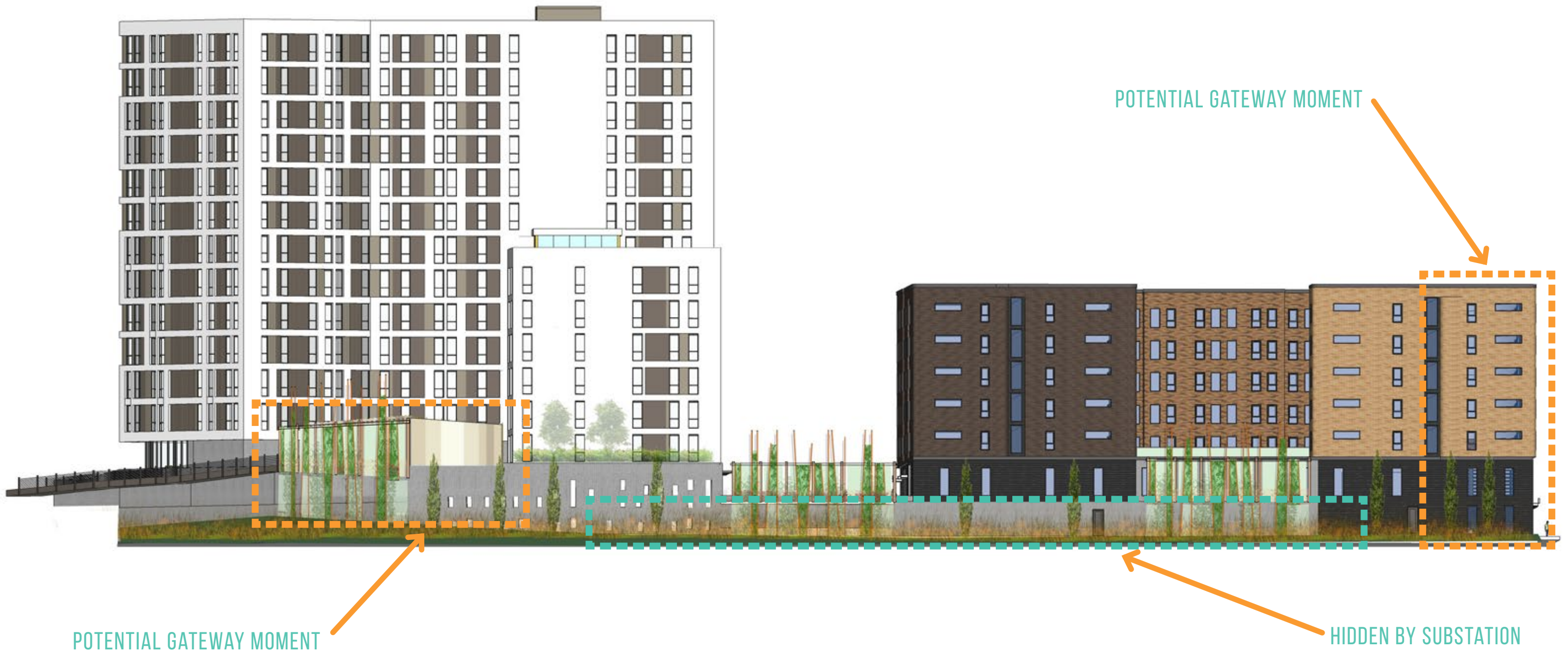
RESPONSE:

- View study to understand visibility from south and locate opportunities to create gateway.
- Develop trellis screen elements inspired by substation construction to connect buildings, create gateways.
- Connecting the bike path is a really intriguing possibility, there would need to be a bridge built to span the grade conditions, cross through light rail property as well as extensive coordination with trimet would be required. The funding available to this affordable project does not allow for connections.



SITE DESIGN & ACCESS

SOUTH ELEVATION VISIBILITY STUDY



SITE DESIGN & ACCESS

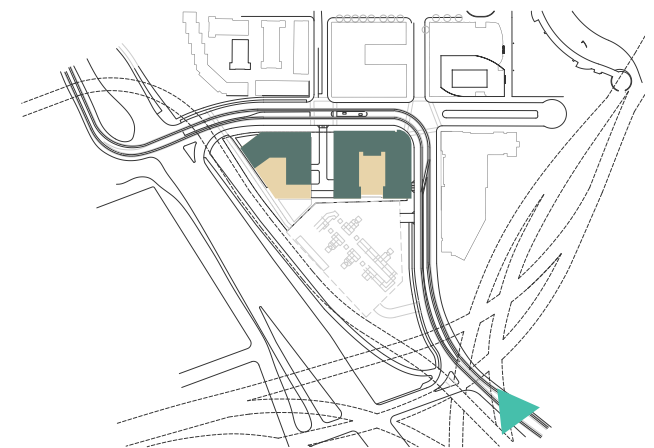
SOUTH ELEVATION VISIBILITY STUDY

SITE IS BEYOND SUBSTATION



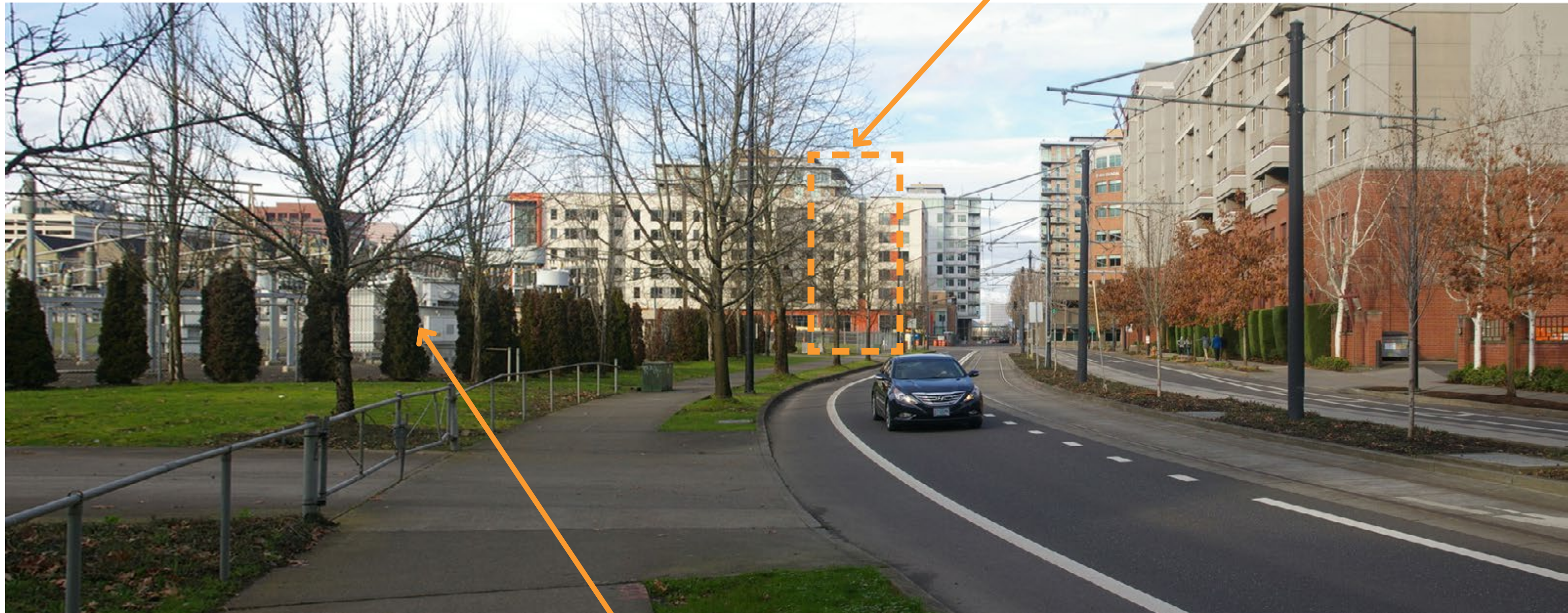
THESE IMAGES ATTEMPT TO ALLOW YOU TO UNDERSTAND HOW YOU APPROACH THE SITE FROM THE SOUTH. THE SITE IS VERY UNIQUE AND COMPLEX, UNDERSTANDING THIS CONTEXT IS BEST DONE IN PERSON.

VIEW FROM MOODY AVE LOOKING NORTH



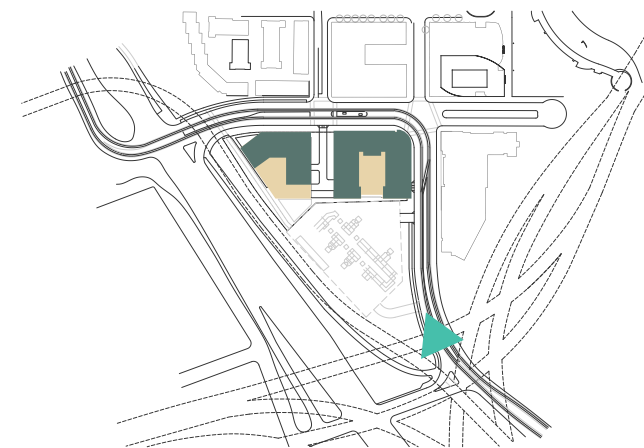
SITE DESIGN & ACCESS

SOUTH ELEVATION VISIBILITY STUDY



VIEW FROM MOODY AVE LOOKING NORTH

SUBSTATION



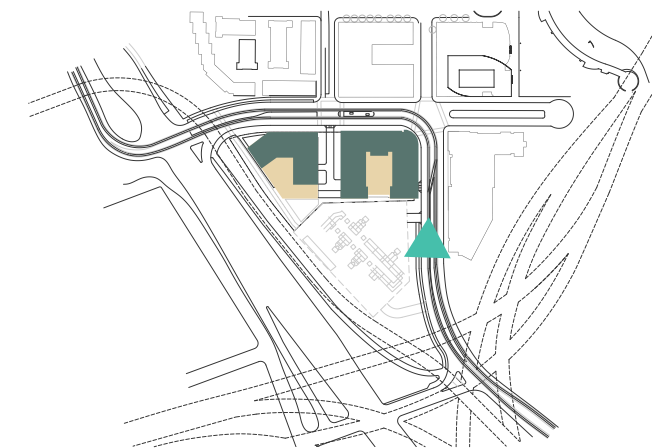
SITE DESIGN & ACCESS

SOUTH ELEVATION VISIBILITY STUDY



VIEW FROM MOODY AVE LOOKING NORTH

SUBSTATION



SITE DESIGN & ACCESS

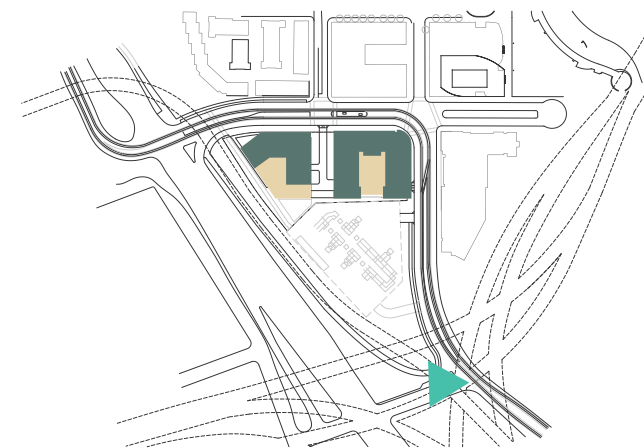
SOUTH ELEVATION VISIBILITY STUDY



VIEW FROM MOODY AVE LOOKING NORTH FROM SOUTHWEST PORTION OF BIKE BATH

BIKE PATH

SUBSTATION



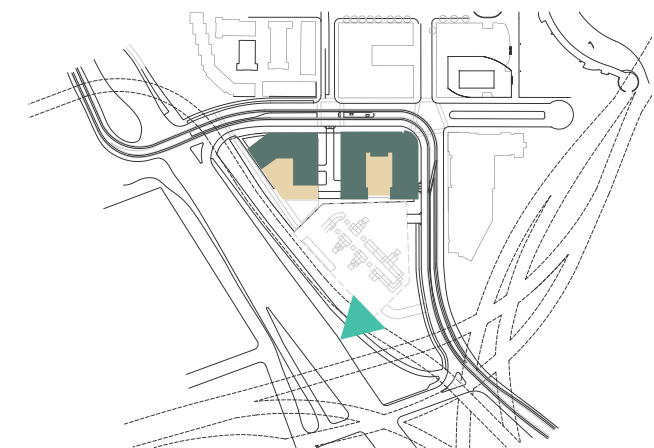
BIKE PATH VISIBILITY



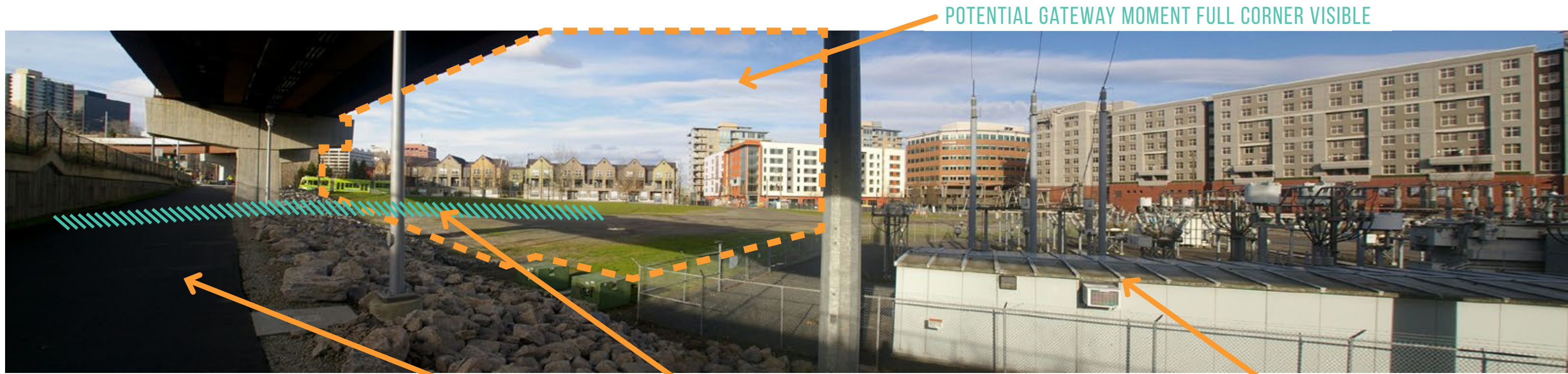
VIEW FROM MOODY AVE LOOKING NORTH FROM WEST PORTION OF BIKE BATH

BIKE PATH

SUBSTATION



BIKE PATH VISIBILITY



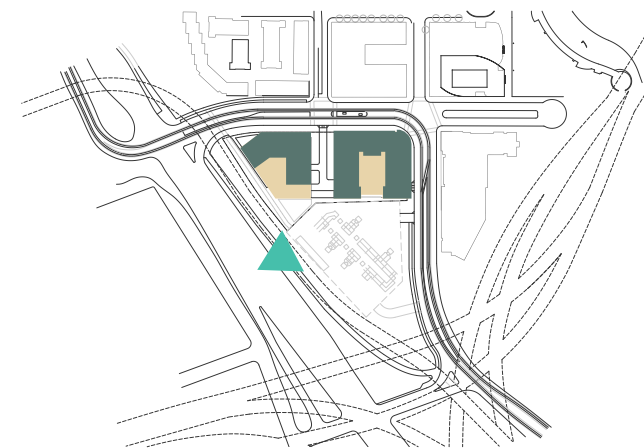
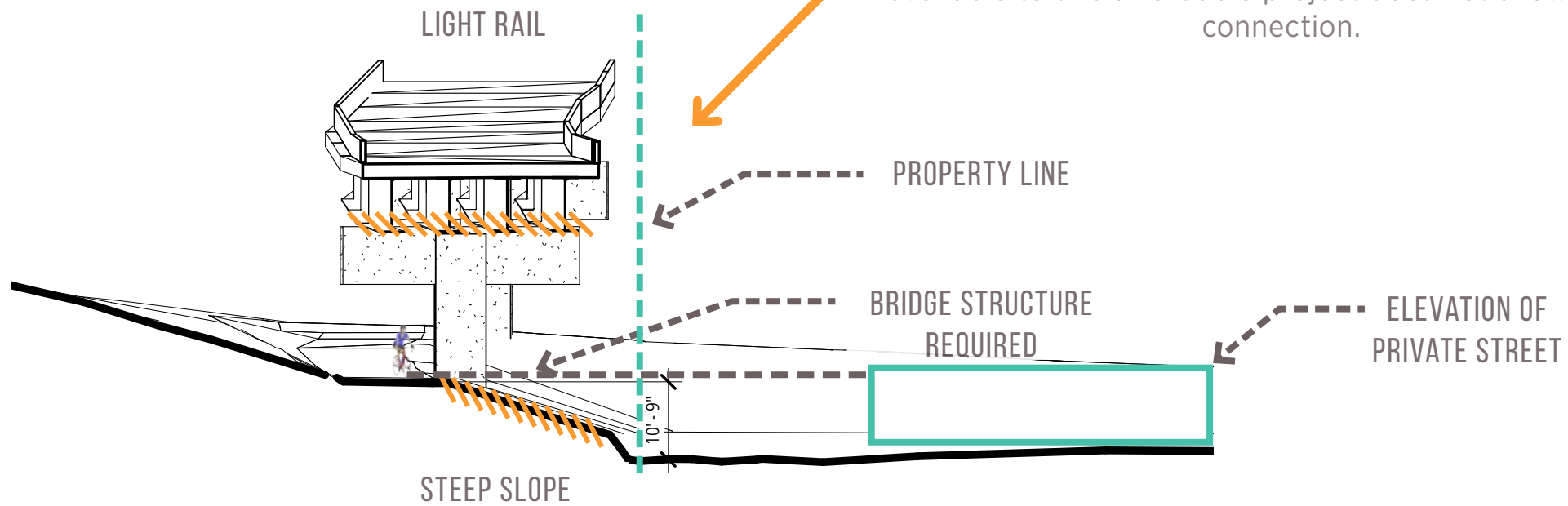
VIEW FROM MOODY AVE LOOKING NORTHEAST FROM WEST PORTION OF BIKE BATH

BIKE PATH

POTENTIAL GATEWAY MOMENT FULL CORNER VISIBLE

SUBSTATION

Potential location of bike connection suggested by commissioners, connecting the bike path is a really intriguing possibility, it would need to build a bridge to span the grade conditions, cross through light rail property. The funding available to this affordable project does not allow for this connection.



SITE DESIGN & ACCESS

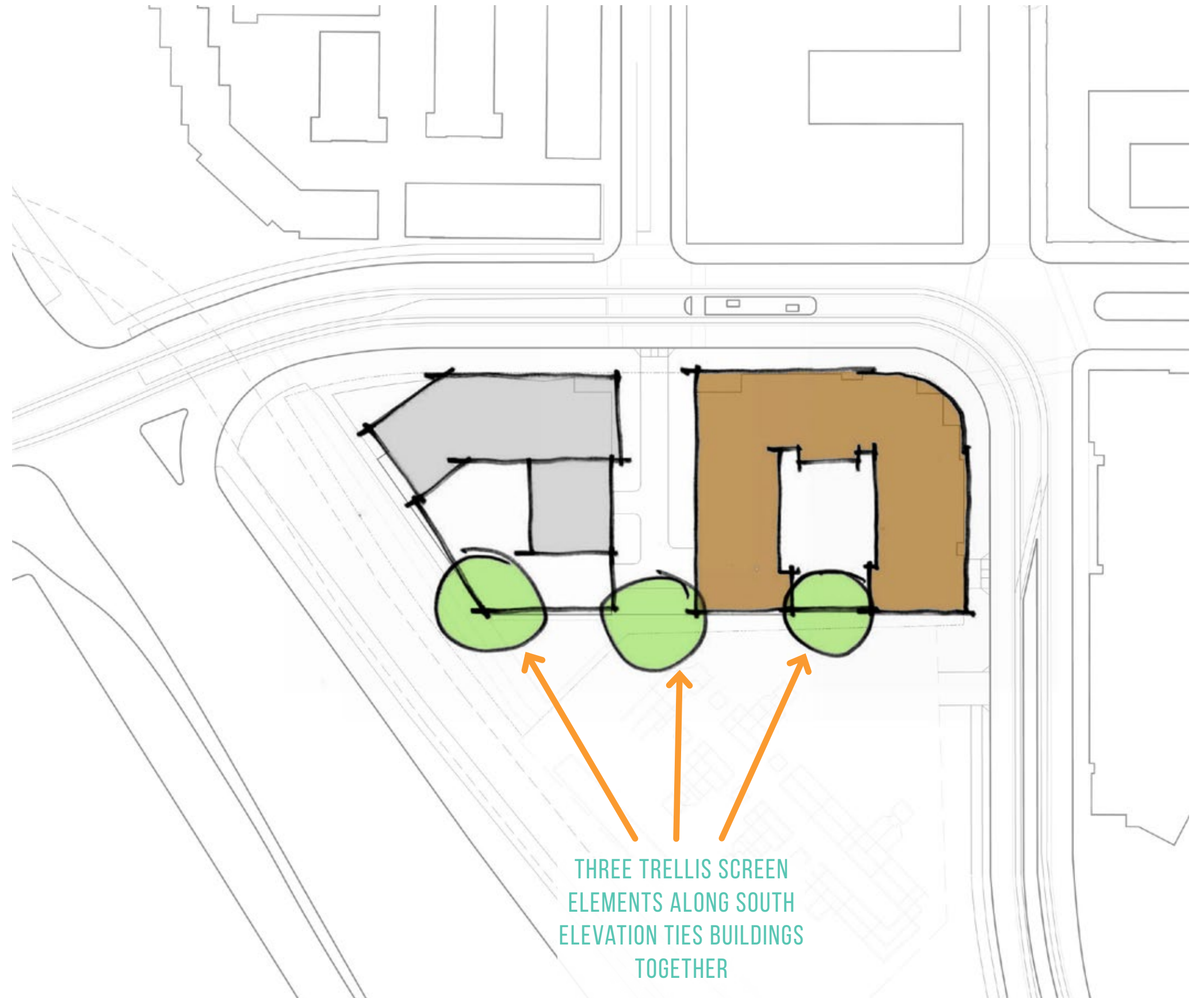
GREEN ELEMENTS

COMMISSIONER COMMENTS:

- Total gateway - serving as a gateway into downtown from the south.
- South side cannot be an afterthought.
- Opportunity for vertical green elements.
- Turning you back on the substation is not an appropriate solution "embrace the substation".

RESPONSE:

- Develop trellis screen elements inspired by substation construction to connect buildings, create gateways.



SITE DESIGN & ACCESS

SOUTH ELEVATION





VIEW LOOKING NORTHEAST FROM BIKE PATH

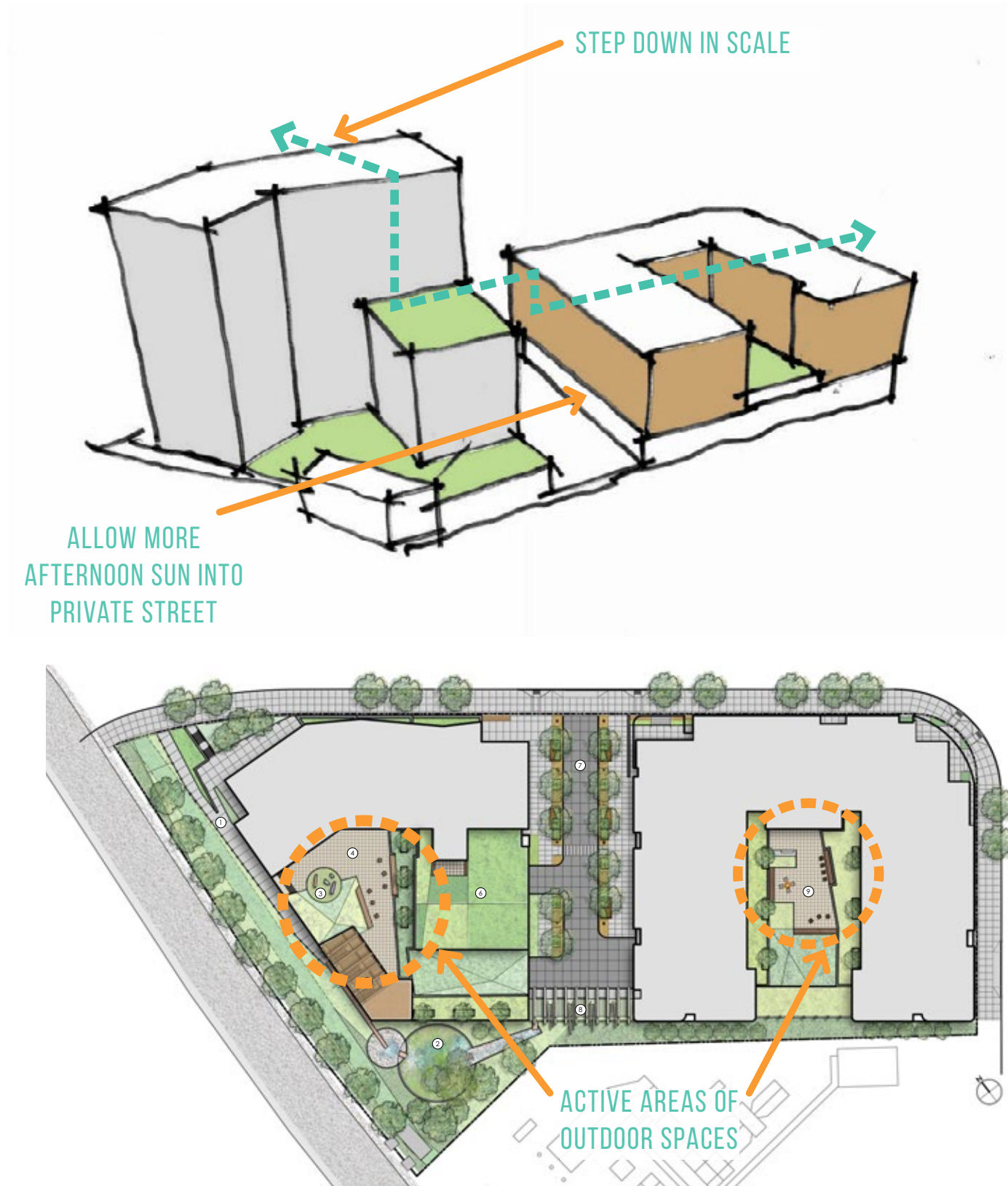
MASSING

COMMISSIONER COMMENTS:

- What is the relationship between the two buildings?
- Are there shared elements that are going to tie the buildings together?
- East building is turning it's shoulder towards the private street.
- East wing of the West building feels tacked on.

RESPONSE:

- Like most of the Portland Central City we have divided the parcel into 200' blocks with a street separating them. The buildings are different in program, massing, architecture and the people they serve. This difference fits the scale of the context where one or multiple different buildings typically fill out a block, avoiding mega project scale.
- Landscape design, internal street and vertical trellis screens that address the substation to the south create a dialogue between the buildings and the context.
- Because the buildings are different, the longer wing of the East Building creates a more dynamic internal street.
- The active outdoor spaces on the podiums are pushed to the north creating separation from the substation additional outdoor space adjacent to the substation is not desirable.
- The East wing of the West Building is pulled back to allow more afternoon light into the internal street. It is taller than the East Building, stepping down in scale and addressing the internal street.



ELEVATIONS & COMPOSITION

SOUTH ELEVATION

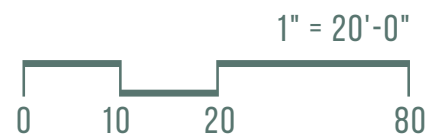
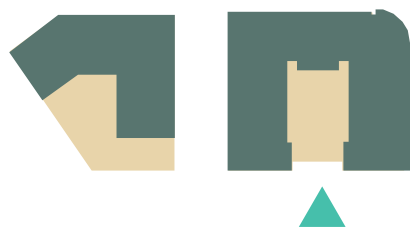
COMMISSIONER COMMENTS:

- The East building should be calmed down
- The northeast corner of the East Building could be a very successful, nice urban experience, but one Commissioner recommended working on the geometries of this corner, which seemed a little awkward.
- Canopies will be important to include along the ground floors.
- Regarding balconies, there was agreement that the East Building needs more.
- Commissioners were very skeptical of the proposed brick gradations on the East Building and recommended pursuing a simpler brick concept.

RESPONSE:

- Number of window types have been simplified, accentuating the curve of the facade.
- The northeast corner has been refined to create a strong reading of entry for the apartments.
- Canopies have been added at all major ground floor entries and other locations so that pedestrians will not have long distances to traverse without weather protection.
- Applied decks have been removed and replaced with recessed decks.
- The number of decks have been increased by 4 decks.
- The brick gradient has been further developed and simplified.

SOUTH ELEVATION - BEFORE



ELEVATIONS & COMPOSITION

EAST ELEVATION

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EAST ELEVATION - BEFORE



ADDED BALCONIES

EXPRESS THE
DOUBLE HEIGHT
LOBBY SPACE



ELEVATIONS & COMPOSITION

NORTH ELEVATION

DESIGN COMMISSION CONCERNS:

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NORTH ELEVATION - BEFORE



SIMPLIFY THE
STOREFRONT

ADDED
CANOPIES

ADDED
BALCONIES

30



KEY PLAN



SITE ELEVATION

ELEVATIONS & COMPOSITION

WEST ELEVATION

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WEST ELEVATION - BEFORE



SIMPLIFY THE
STOREFRONT

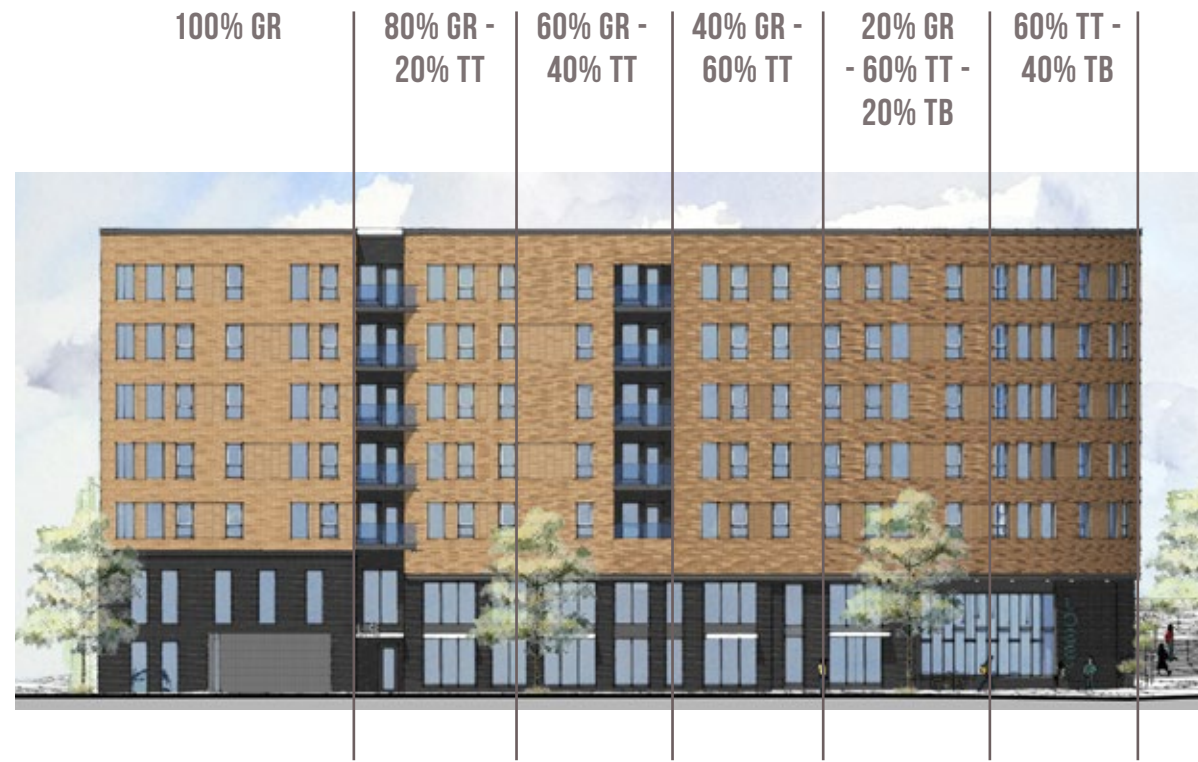
ADDED
CANOPIES

ADDED
BALCONIES



ELEVATIONS & COMPOSITION

BRICK GRADIENT DIAGRAM - BRICK BLEND MIX



EAST ELEVATION



NORTH ELEVATION

GOLDENROD (GR)

BLEND

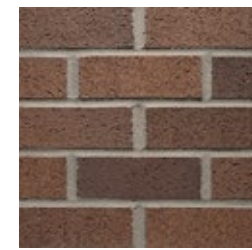
TAN TERRA (TT)

BLEND

TEAL BROWN (TB)

BLEND

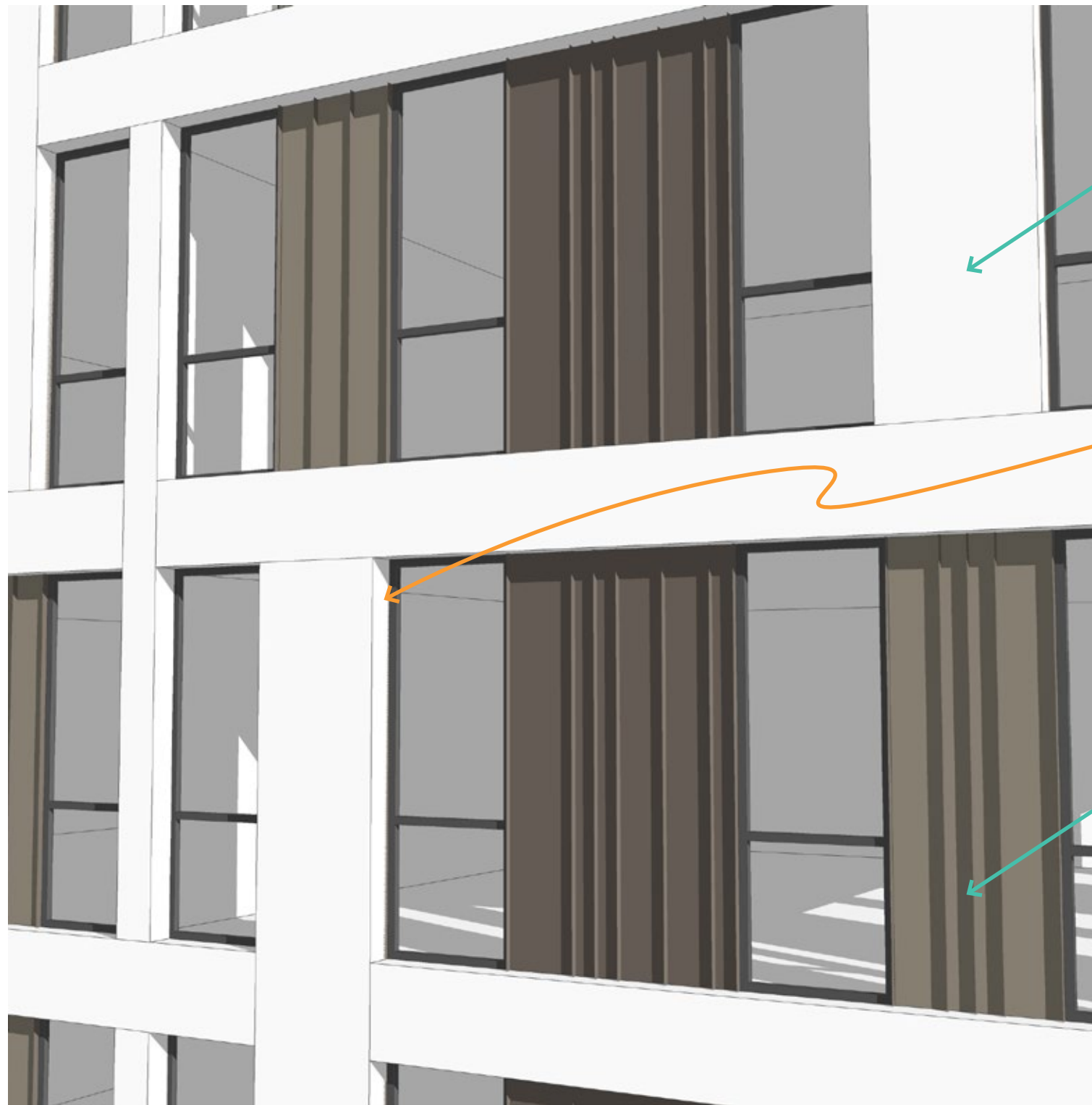
MAUNA LOA (ML)





VIEW LOOKING SOUTHWEST FROM INTERSECTION OF SW RIVER PARKWAY AND SW MOODY AVE

WEST BUILDING | FACADE PANEL OPTIONS



A

WHITE "GRID" - APPROX. 35% OF FACADE

OPTION 1

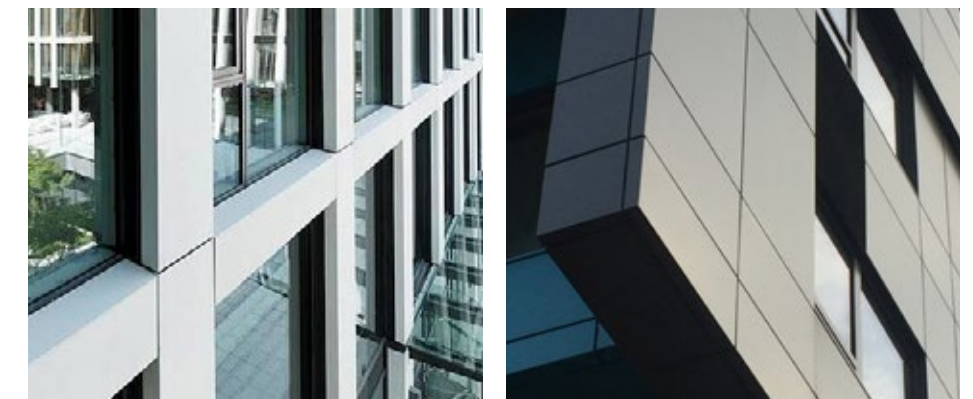
Prefinished composite metal panel. (Alucobond or similar)

OPTION 2

GFRC panel system (Taktl or Rieder FiberC)

OPTION 3

Composite resin panel system (Trespa Meteon or similar)



8" +/- RETURN (TYP.)

B

RECESSED COLOR PANELS - APPROX. 65% OF FACADE

OPTION 1

Prefinished standing seam metal panel- 2 colors varying width (Morin B-12 button punch or similar)

OPTION 2

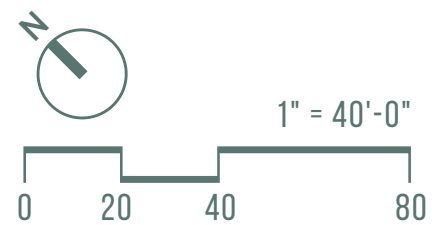
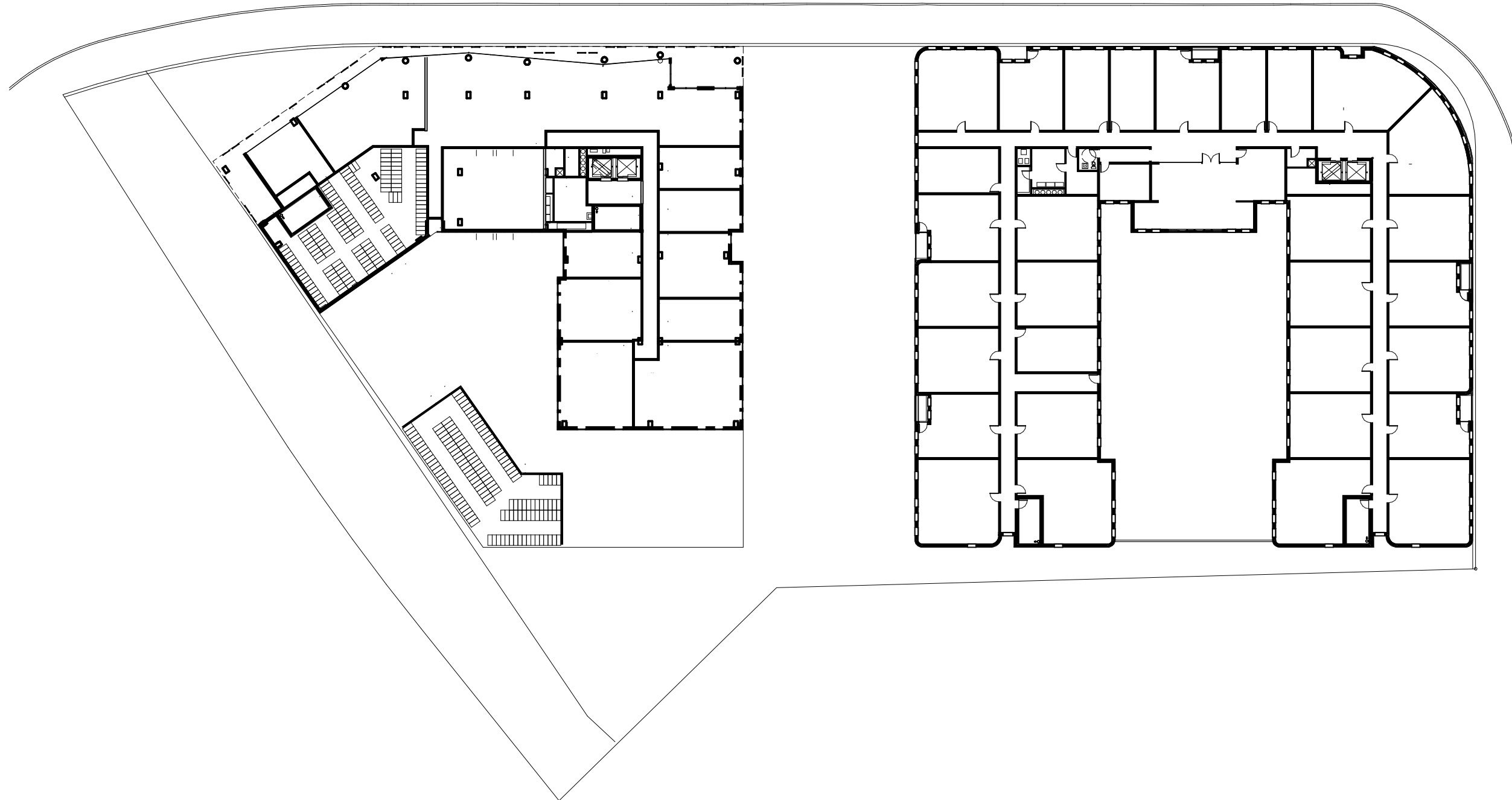
Corrugated metal panel - 2 colors

(Morin Integrity series panels, varying profiles i.e. The Abigail)



WEST BUILDING

EAST BUILDING

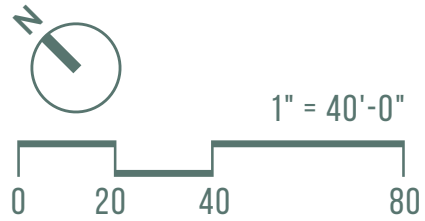
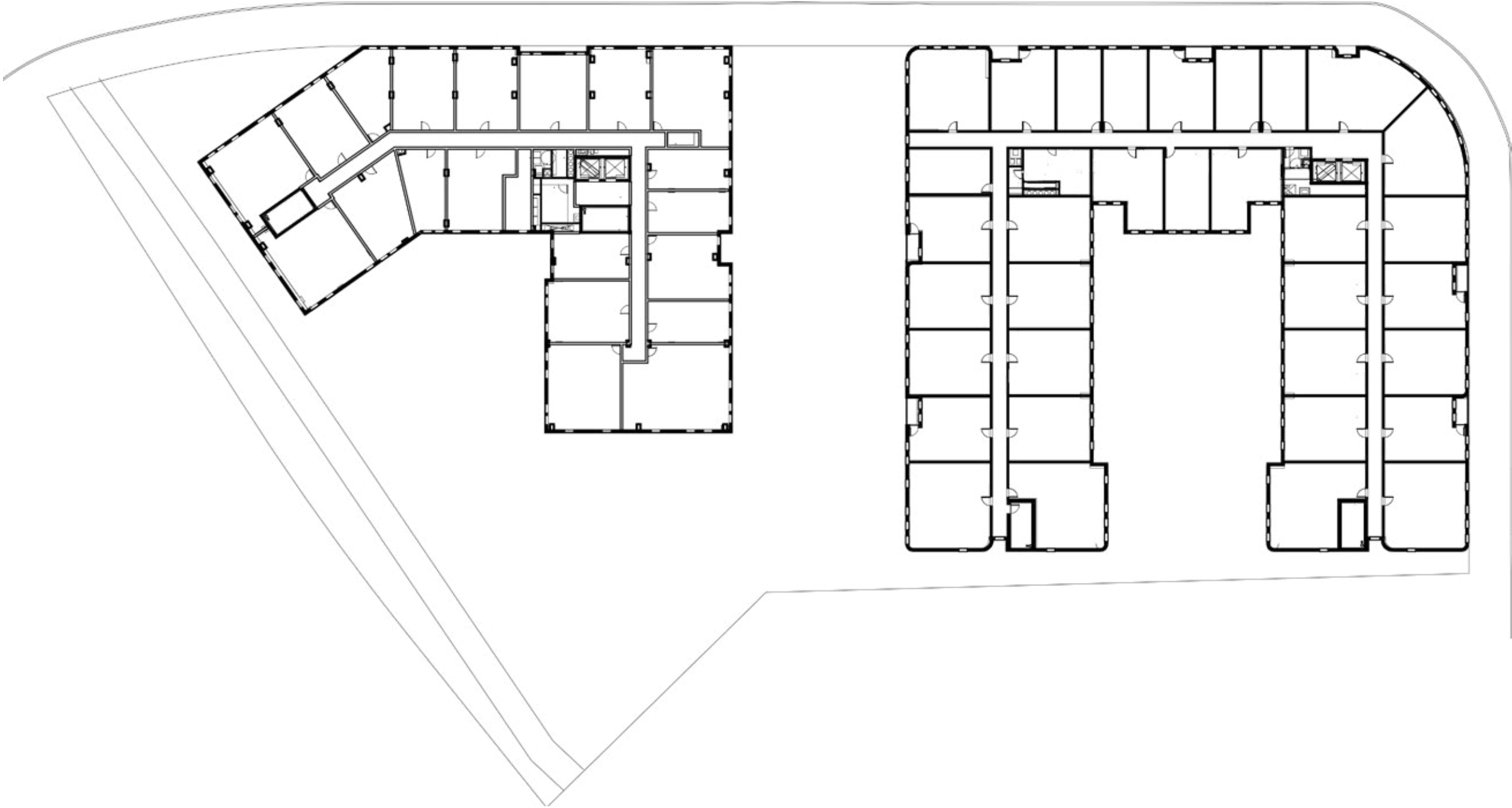


WEST BUILDING

EAST BUILDING

LEVELS 3-7

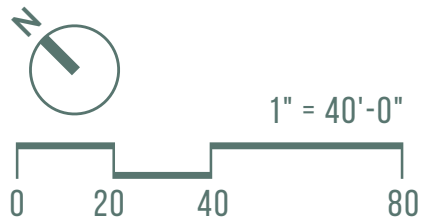
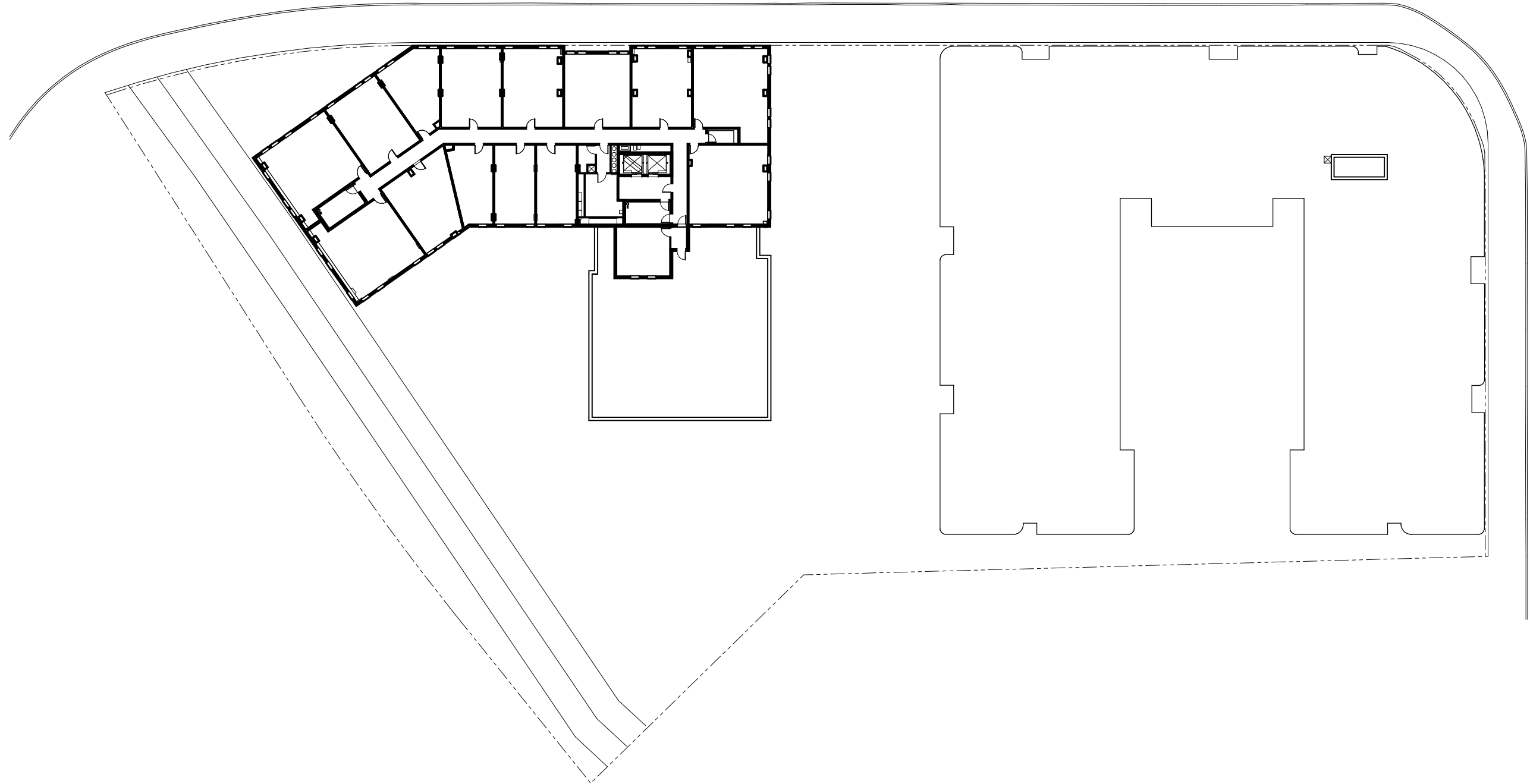
LEVELS 3-6



WEST BUILDING

EAST BUILDING

LEVELS 8-14





PORTLAND	SEATTLE
OFFICE	OFFICE
6720 SW MACADAM	117 S MAIN
SUITE 100	SUITE 400
PORTLAND, OR	SEATTLE, WA
9 7 2 1 9	9 8 1 0 4
503.245.7100	206.576.1600
ANKROMMOISAN.COM	