



*Received via delivery  
4/11/18 at 4:45 pm  
Council Clerk*

April 11, 2018

Portland City Council  
Attention: Council Clerk  
Portland City Hall  
1221 SW Fourth Avenue  
Portland, OR 97204

**Re: Fremont Apartment Project Design Revisions**

Dear Mayor Wheeler and Members of the City Council:

Lincoln Property Company appreciates the opportunity to present a revised design for the Fremont Apartments project, which we believe responds in a meaningful way to the concerns raised at the last two City Council hearings.

This packet of information showcases numerous design changes that increase the public benefits provided by the project, while retaining the basic design of the project that evolved over the course of a DAR and 4 hearings before the Design Review Commission.

Key changes include:

- The width of the bike/ped trail within the Greenway has been increased so it is now a minimum of 20 feet at its narrowest point – that increase makes it the widest Greenway trail section from South Waterfront to the terminus at Terminal One.
- Additional landscaping was added between the path and the building. This area now measures between 43 feet, 4 inches, and 47 feet, 9 inches from the seawall to building, almost twice the minimum size required by Code, and just about meets the new 50-foot setback standard under Central City 2035.
- A new public plaza has been added at the south end of the project. The plaza is envisioned to work in conjunction with the proposed new art studios to create a robust public arts area.

**tva architects, inc.**

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Robert Thompson, FAIA | Tim Wybenga, LEED AP | Pamela Saftler, AIA, IIDA | Mandy Butler, AIA, LEED AP BD+C

April 11, 2018

Page 2

- The two storefront spaces fronting the southern plaza will be programmed as affordable creative space. We will work with private and public partners to activate these spaces with creative art and will celebrate the history of the Pearl as an arts district.

We thank you, as a team, for your willingness to consider the revised designs that we have prepared for this project and trust that you will see the long history of collaboration with neighbors, staff, and the design commission, the concerted effort to address the items raised by Council, and the great public benefit that this project will provide.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Wybenga". The signature is fluid and cursive, with the first name "Tim" being more prominent and the last name "Wybenga" written in a more compact, connected style.

Tim Wybenga  
Principal-in-Charge  
TVA Architects Inc

## **Executive Summary**

The accompanying materials illustrate the design changes that have been made in response to concerns raised by the Mayor and City Councilors about the Greenway, and other changes to enhance the project's amenities and public benefits.

The Lincoln team has put in many hours since last week's Council hearing brainstorming about how best to address the issues while keeping faith with the basic design parameters that were developed in conjunction with the Design Review Commission and staff during DAR and four DR hearings before the Design Commission.

We hope the City Council will find that this package of modifications meets its expectations, satisfies all relevant Design Guidelines and Code standards, and that it will be prepared to vote in favor of approving the Fremont Place Apartments at its hearing on May 10.

The following discussion is intended to summarize and clarify the design changes illustrated in the accompanying materials.

### **1. Greenway Enhancements**

The increasing the width of the Greenway setback and, most importantly, the bike/ped path within the setback were a key focus of the modifications. While the original proposal satisfied all Code requirements, we recognized that creating a more expansive Greenway than what the Code called for could result in a significant enhancement to the public realm. As illustrated by the attached exhibits, the revised Greenway proposal includes the following changes:

- Our design increases the width between the seawall and the building by 17 feet, 6 inches.
- We accomplished this in part by removing a single vertical bay from the 5-story podium (thereby decreasing building length by 13 feet, 6 inches) and increasing this podium to 6 stories to ensure the building did not lose 10-12 housing units.
- We also moved the building 18 inches toward NW Naito Parkway by eliminating space between the building and the sidewalk and relocating our planters to the building wall.
- These cumulative changes result in the building being set back from the seawall between 43 feet 4 inches and 47 feet, 9 inches.
- We widened the Greenway trail path to 20 feet at its narrowest point, resulting in the widest trail path section along the western side of the River.
- We also included more landscaping between the path and the building, including the restaurant patio area, to buffer diners from trail use.
- Our design directly responds to Portland Parks and Recreation's guidance in the record and replaces the existing seawall guardrail to gain 2 feet, 6 inches of usable Greenway space for bikes and pedestrians.

### **2. New Arts Plaza**

The creation of a second plaza at the southern end of the Greenway is a significant new public amenity. This plaza includes landscaping, seating areas and a raised platform that activates our proposed creative studio space. With the addition of this public space, the project's total open space area will even further exceed the amount required by Code.

### **3. Affordable Creative Space on the Southern Plaza**

We propose to designate the two flexible spaces that face the south plaza as affordable creative studio space. These spaces have large plaza- and Greenway-facing windows that would allow the public to enjoy art being created in the studio spaces and provide a unique public art experience on the site. The connection between the studios and the plaza will be a space for creative interactions between the artists working in the studios and the opportunity for public displays of art and perhaps performances in the plaza.

The Pearl has a long history as an arts district, but rent-levels limit the accessibility of this area for many artists. Designating these spaces as being reserved for artists at reduced rents will make a meaningful contribution to the City's ongoing efforts to preserve and create space for artistic work. We have begun discussions with potential partners for how to plan and program this area to meet the goals described in the Plan for Preserving and Expanding Affordable Arts Space endorsed by the City Council earlier this year.

### **3. Modifications Removed or Reduced**

The approved design included 7 modifications. Many of these arose out of design choices the Commission and the project architects believed were important to allow the project's design to best respond to the iconic nature of this site and its important location adjacent to the River and the Fremont Bridge.

It is not unusual for large buildings, particularly ones that are not on standard-sized City blocks to utilize available modifications as a way to balance competing Design Guidelines and be responsive to the unique features of each site. Moreover, several of the modifications for this project are to development standards the City intends to eliminate as part of Central City 2035.

Nevertheless, the design team has been working with City staff to make several minor adjustments to the design in order to reduce the number and/or extent of the modifications. We believe the revisions may allow for the elimination of three of the seven modifications approved by the Design Review Commission.

Changes include:

- Removing Mod 2 by decreasing amount of bike parking and increasing bike rack size
- Attempting to remove Mod 4 by working with staff to clarify a Code interpretation
- Reducing Mod 5a by encroaching less into the 45-degree angle Greenway setback
- Reducing Mod 5b by decreasing building length to 217 feet, 3 inches between the Greenway and NW Naito Parkway
- Attempting to remove Mod 6 by eliminating space between the building and NW Naito Parkway and seeking a Code interpretation

To the extent that the Council is concerned about the precedent of granting some of these modifications, Council should be aware that the standards requiring modifications for height, certain façade lengths above 100 feet, the plaza requirements and shadow standard, and the 45-degree angle standard will all be eliminated under Central City 2035.



#### **4. A Beneficial Design for an Important Site**

In preparing the Design Revisions, we thought at length about the Design Commission process that led to our previous approval through four Design Review hearings and a DAR.

The Design Commission focused on the building's form, the way the design worked with the site, and on the public benefits the project provides. The Commission felt it was important for the project to be oriented to compliment a view of the Fremont Bridge from the Fields Park, and to provide substantial public open space, exceeding the Code requirements. To accomplish these things, the project's bulk is constrained; the building contains only 82% of the FAR allowed by the Code.

The Commission understood, as this Council does, that the view from the Park of the Bridge is not formally protected. However, a design that compliments this view, to the extent that it is possible for the building to provide, is a public benefit of this design to the City and the Pearl District neighborhood. We agree that designing with the Bridge in mind is an important part of this project and helps it to better meet the Design Guidelines than a project that completely blocks this view. As the Design Commission found, this objective required modifications to some development standards, including the building overall façade length, lengths of facades above 100 feet, and shadows on the plaza area. These modifications are directly relevant to the project's ability to meet Design Guidelines.

#### **5. Future Greenway Enhancements and Affordable Housing**

For Lincoln, this project is important as the first phase of its future redevelopment of the larger riverfront property stretching north to the Fremont Bridge. Over time, Lincoln plans to redevelop the two existing office buildings north of this project site as phases II and III of this project. In anticipation of these future phases, Lincoln has already worked with the neighboring property owner north of the Fremont Bridge to connect the Greenway trail under the Bridge (by dedicating an easement and building a trail connection) between that site and the office buildings. The next phases will continue the robust Greenway treatment to be built in this first phase. Lincoln intends to develop housing as the next phases of this project, which will provide affordable housing through compliance with the Inclusionary Housing program.





# fremont place

2018-04-11  
proposed design revisions





project history

**4**

meetings with PDNA's  
planning + transportation  
committee

**5**

public hearings with the  
design commission

**3**

hearings at city council  
(to date)

**18**

months of entitlements  
process (to date)

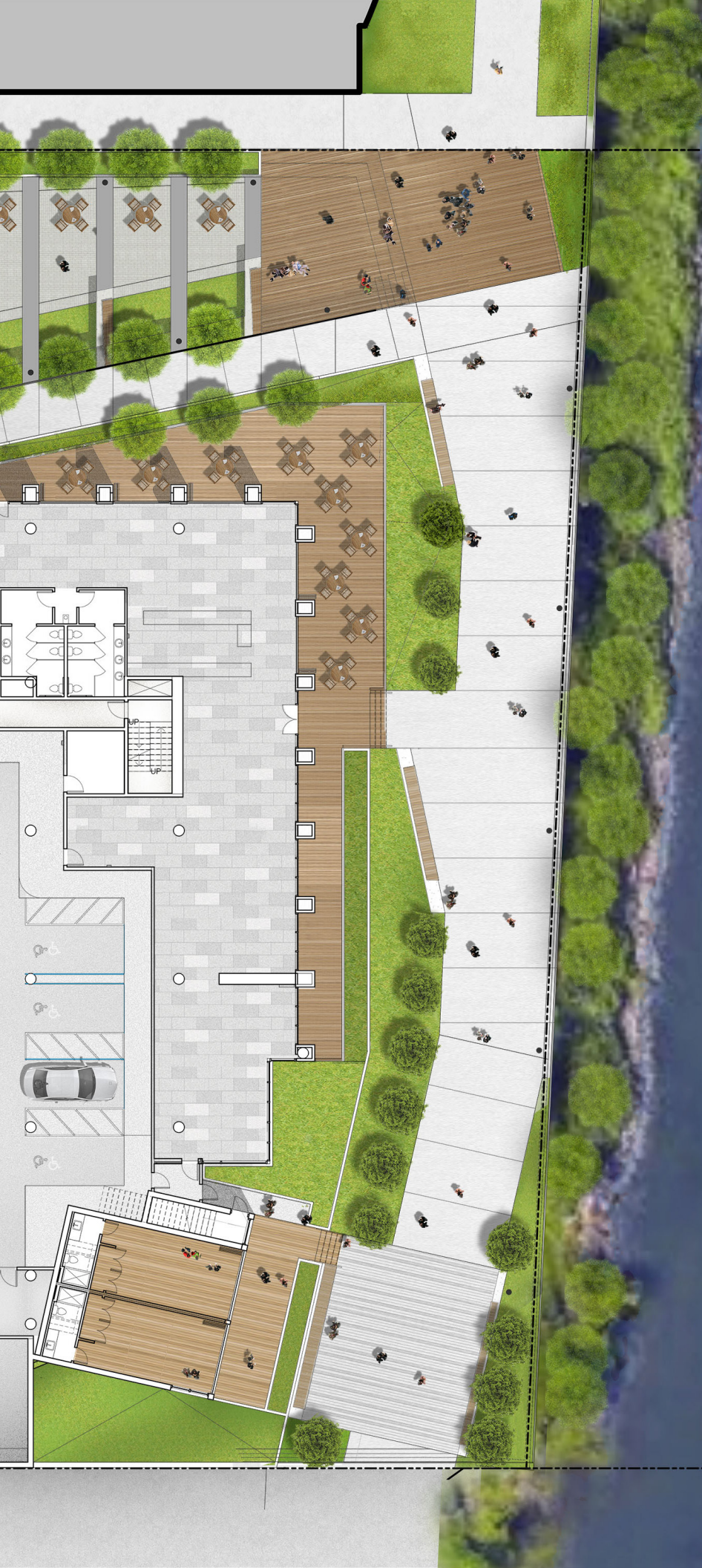


## project overview.

the following pages provide an overview of the proposed design changes, focusing on the primary topics raised by the council:

- distance from the seawall to the building
- width of the greenway path
- building massing
- additional public benefit





distance from the building to the seawall

**17'-6"**

additional width provided by modified design

**20'-0"**

minimum walkway width in modified design

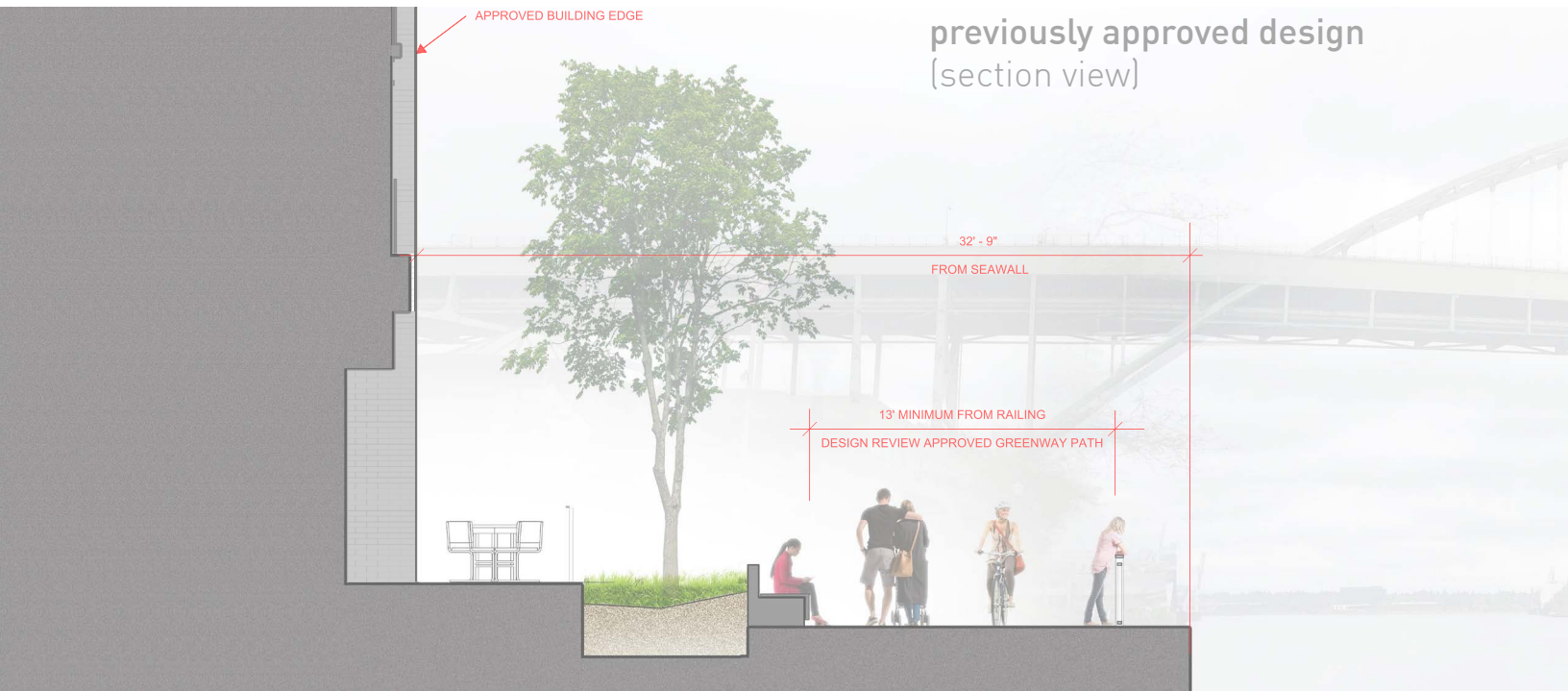
**43'-4"**

closest point of building to seawall in modified design

**cc2035**

the modified design approximates the 50' greenway setback in the cc2035 plan

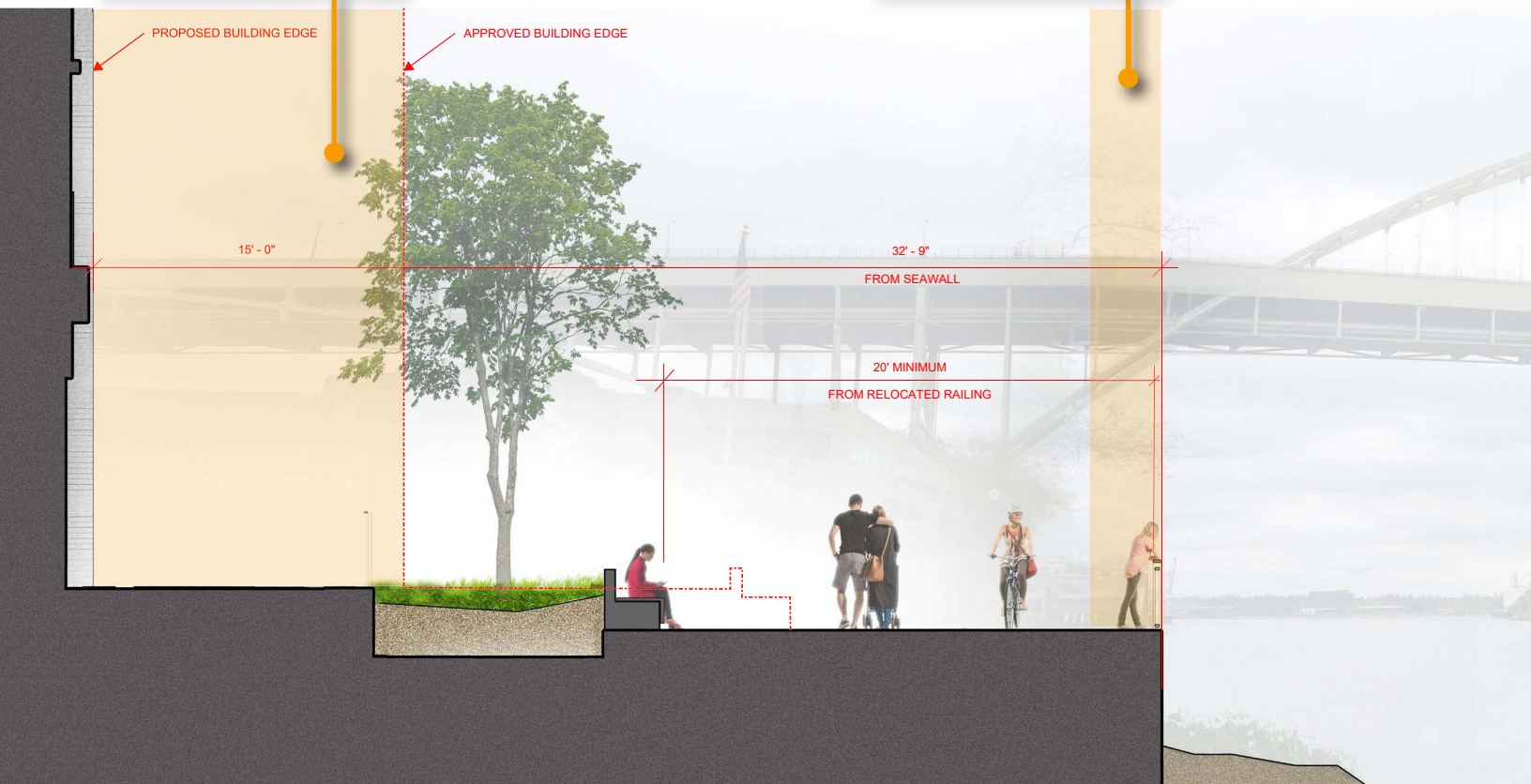




previously approved design  
(section view)

area of additional  
building setback

additional useable  
public space at  
relocated guardrail



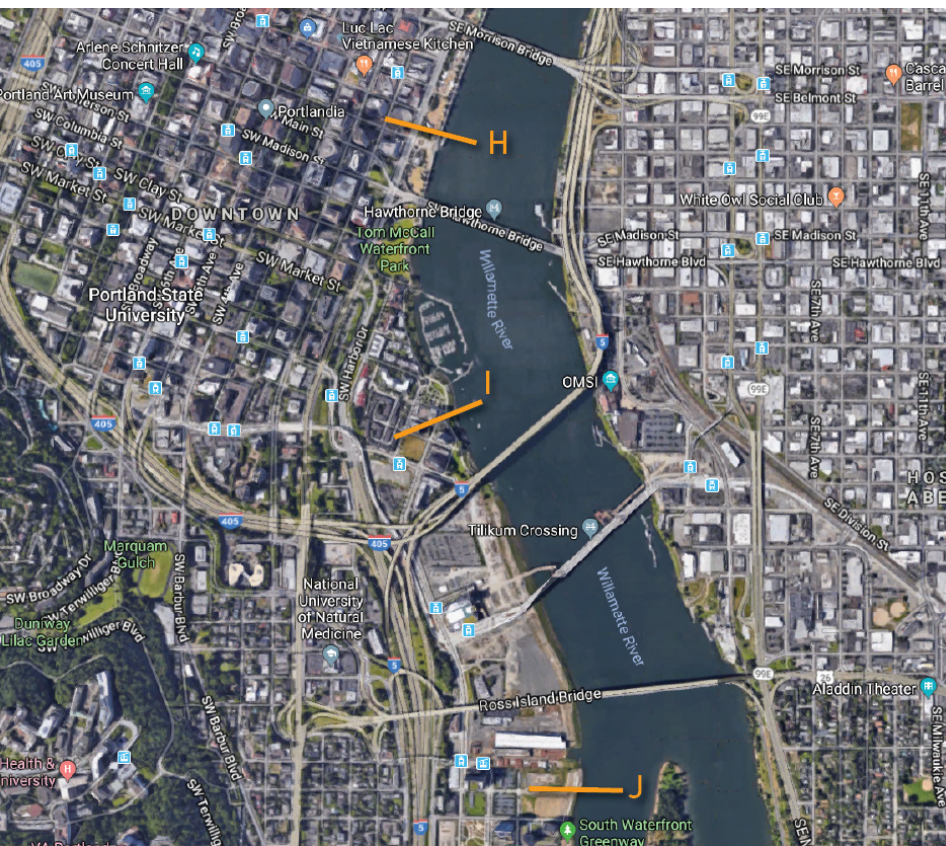
revised section at greenway  
showing a total of 17'-6" of additional  
width from proposed design changes





# greenway path width

at 20', the proposed width for the primary path at fremont place will be wider than any section of the greenway path from south waterfront to terminal one.



A: north of fremont = 18'-6"

B: adjacent existing = 12'

C: centennial mills = 0'

D: waterfront pearl = 18'-2"

E: albers mill = 8'-12'

F: mccormick pier = 8'

G: waterfront park = 18'

H: waterfront park = 18'

I: riverplace = 18'

J: s. waterfront = 10' + 12' asphalt

**FP: fremont place = 20'-0"**







at left:  
previously approved design



## proposed design revisions:

the proposed design revisions approximate the greenway setback in the cc2035 plan





**proposed design revisions:**

the proposed design revisions approximate the greenway setback in the cc2035 plan



**proposed design revisions:**  
revised greenway, looking north





# massing

the building strikes the right balance between providing density in the urban core and celebrating the special features of this site, including the river and the fremont bridge.

**84%**

amount of allowable FAR used in this design

**275**

new housing units in the urban core

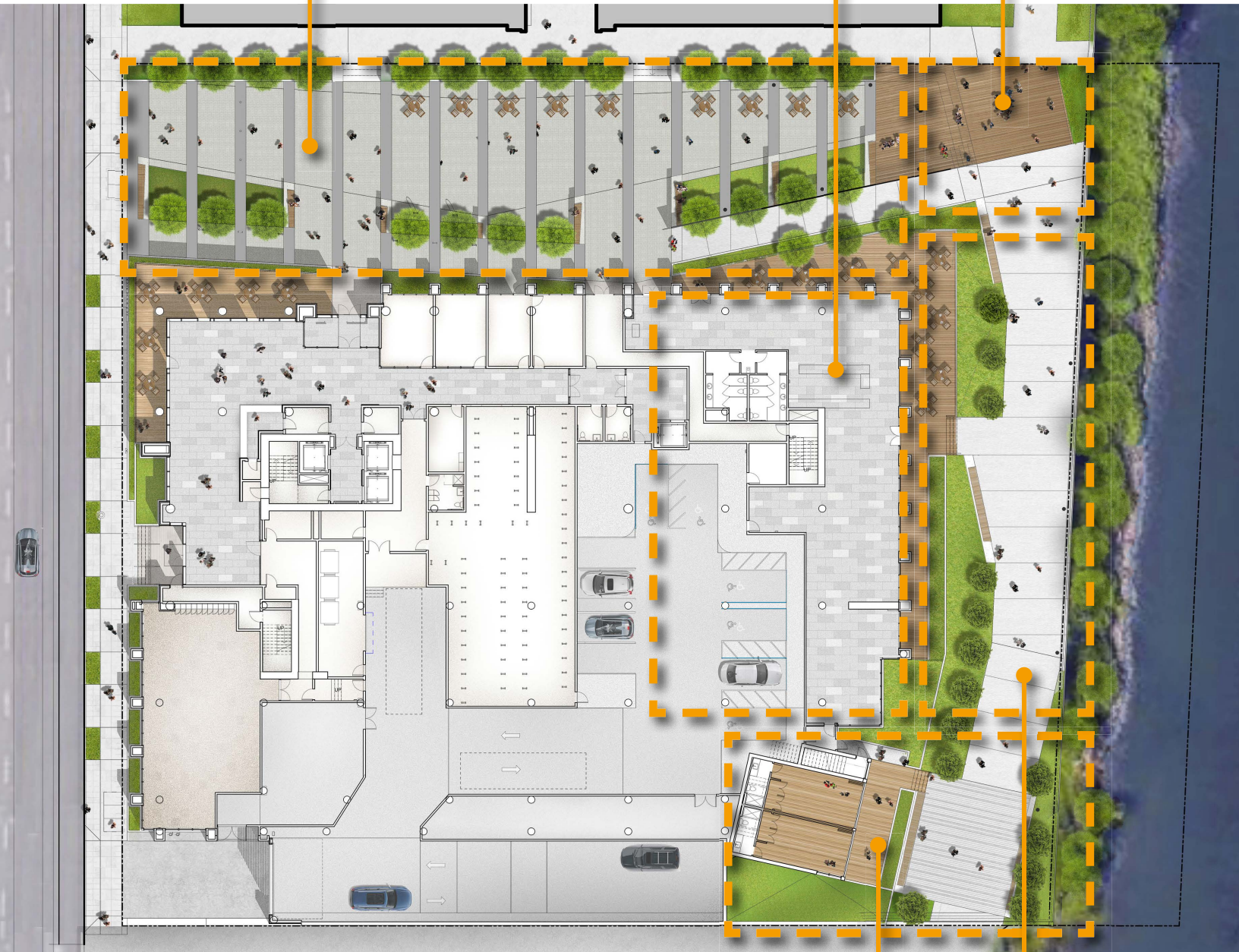




10,000sf multi-use plaza  
between greenway and  
naito parkway

riverfront restaurant/  
retail with wrap  
around terrace

raised riverview  
terrace + bleacher  
seating



## public benefit

this project provides an enormous amount of space with direct public benefit, including nearly three times the code-required amount of plaza space

new plaza +  
affordable art  
space

expanded  
greenway





## a new benefit: space for art

our revised proposal creates two 400sf creative studio spaces with operable window walls to bring art production to the riverfront. a newly expanded plaza will provide additional space for art display and performance.



resident  
roof  
terrace

creative studio  
space and  
public deck

riverfront restaurant/  
retail with wrap  
around terrace

terrace +  
bleacher  
seating



greenway design angled  
for better alignment  
with future development  
to the south

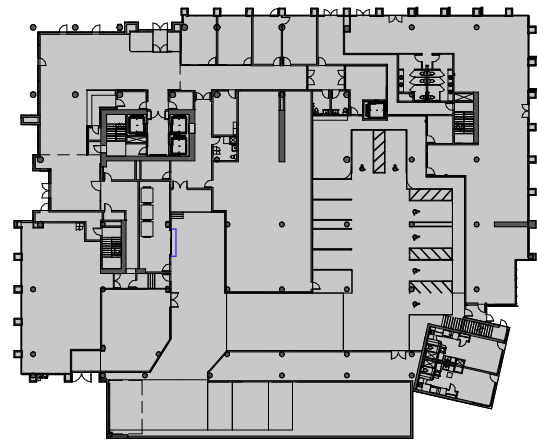
new public  
plaza

## greenway

rendered view showing  
new public plaza, spaces  
for art, and widened  
greenway

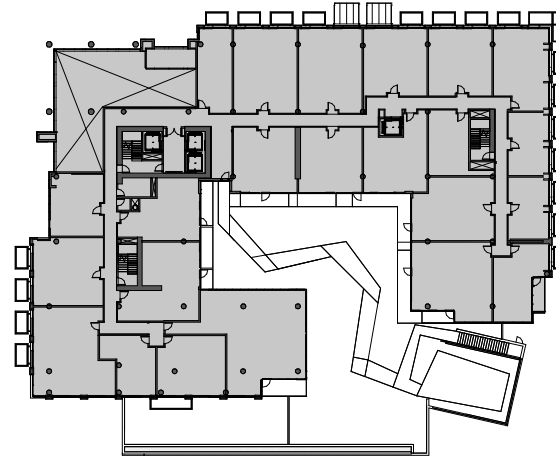
# appendix: additional information

2 **appendix:**  
building FAR diagram by floors



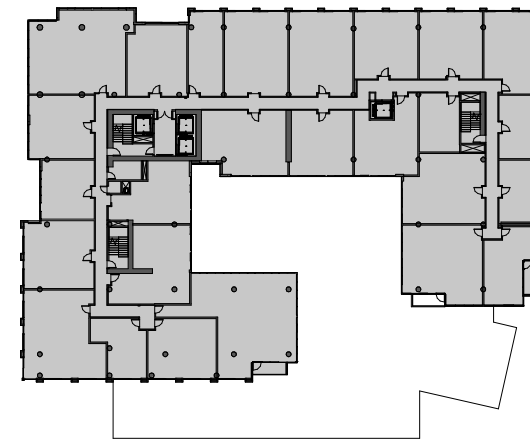
□ FLOOR AREA = 34,119 SF

**LEVEL 01**



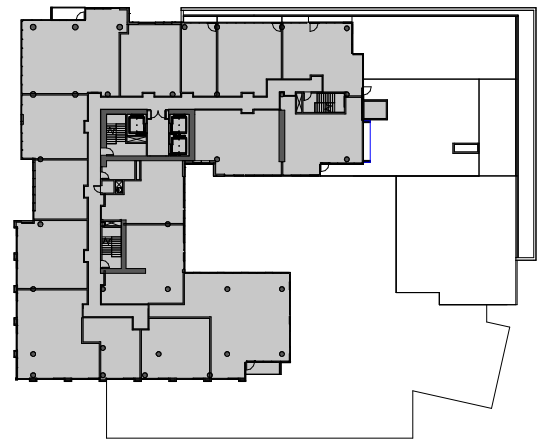
□ FLOOR AREA = 24,446 SF

**LEVEL 02**



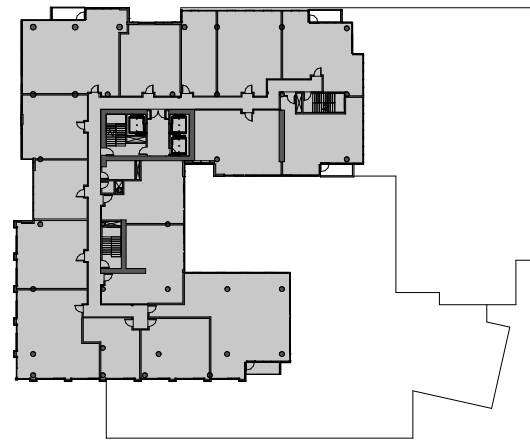
□ FLOOR AREA = 25,285 SF

**LEVEL 03-06**



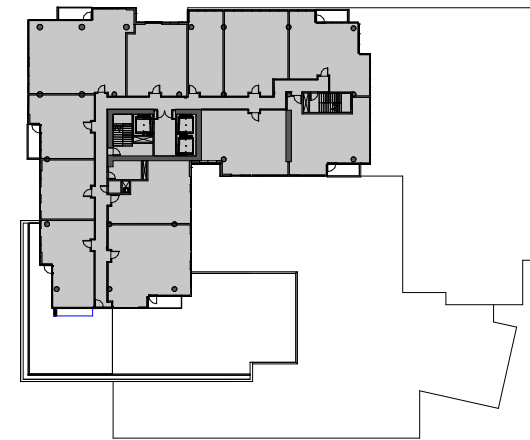
□ FLOOR AREA = 16,835 SF

**LEVEL 07**



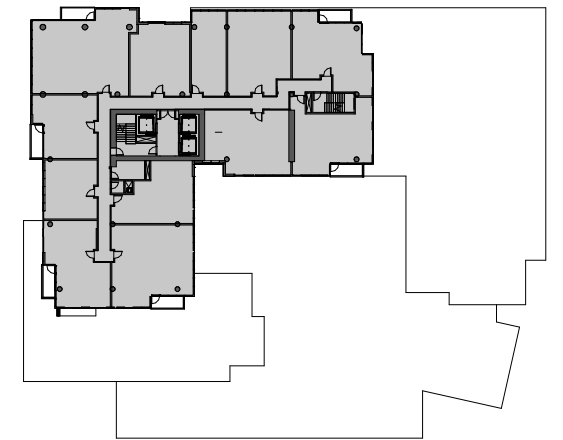
□ FLOOR AREA = 17,013 SF

**LEVEL 08**



□ FLOOR AREA = 12,487 SF

**LEVEL 09**



□ FLOOR AREA = 12,487 SF

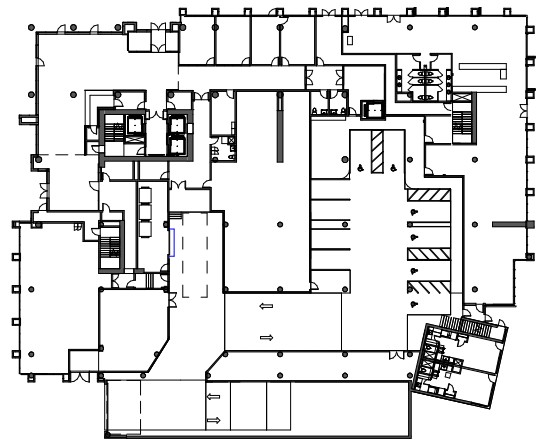
**LEVEL 10-17**

**TOTAL BUILDING GROSS AREA = 305,936 SF**

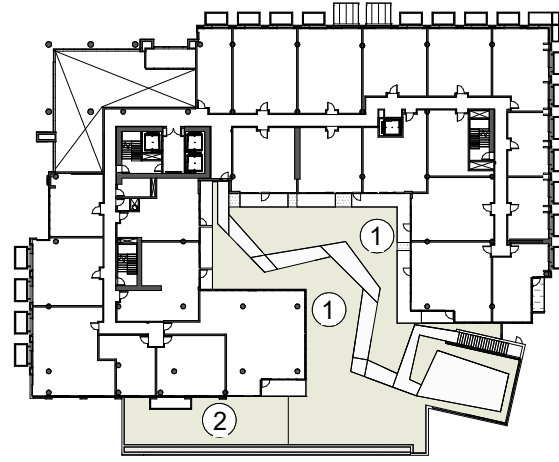
**BUILDING GROSS AREA UNDER 100' HEIGHT (LEVEL 1-9) = 206,040 SF**



**3** appendix:  
building FAR bonus diagram by floors

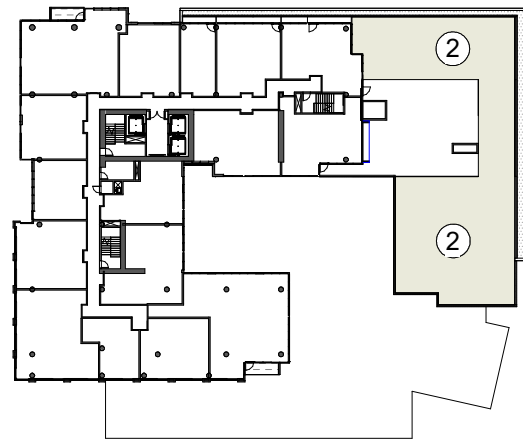


**LEVEL 01**



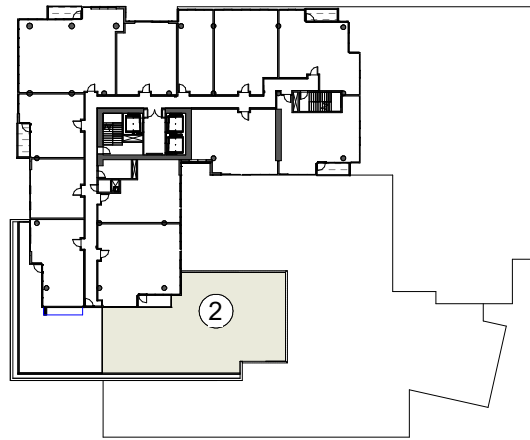
□ Eco Roof = 6,663 SF

**LEVEL 02**



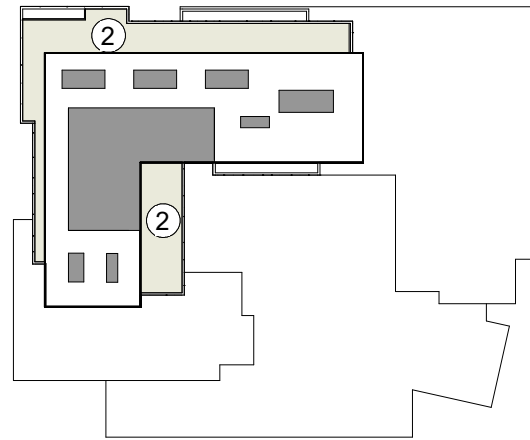
□ Eco Roof = 4,900 SF

**LEVEL 07**



□ Eco Roof = 2,646 SF

**LEVEL 09**



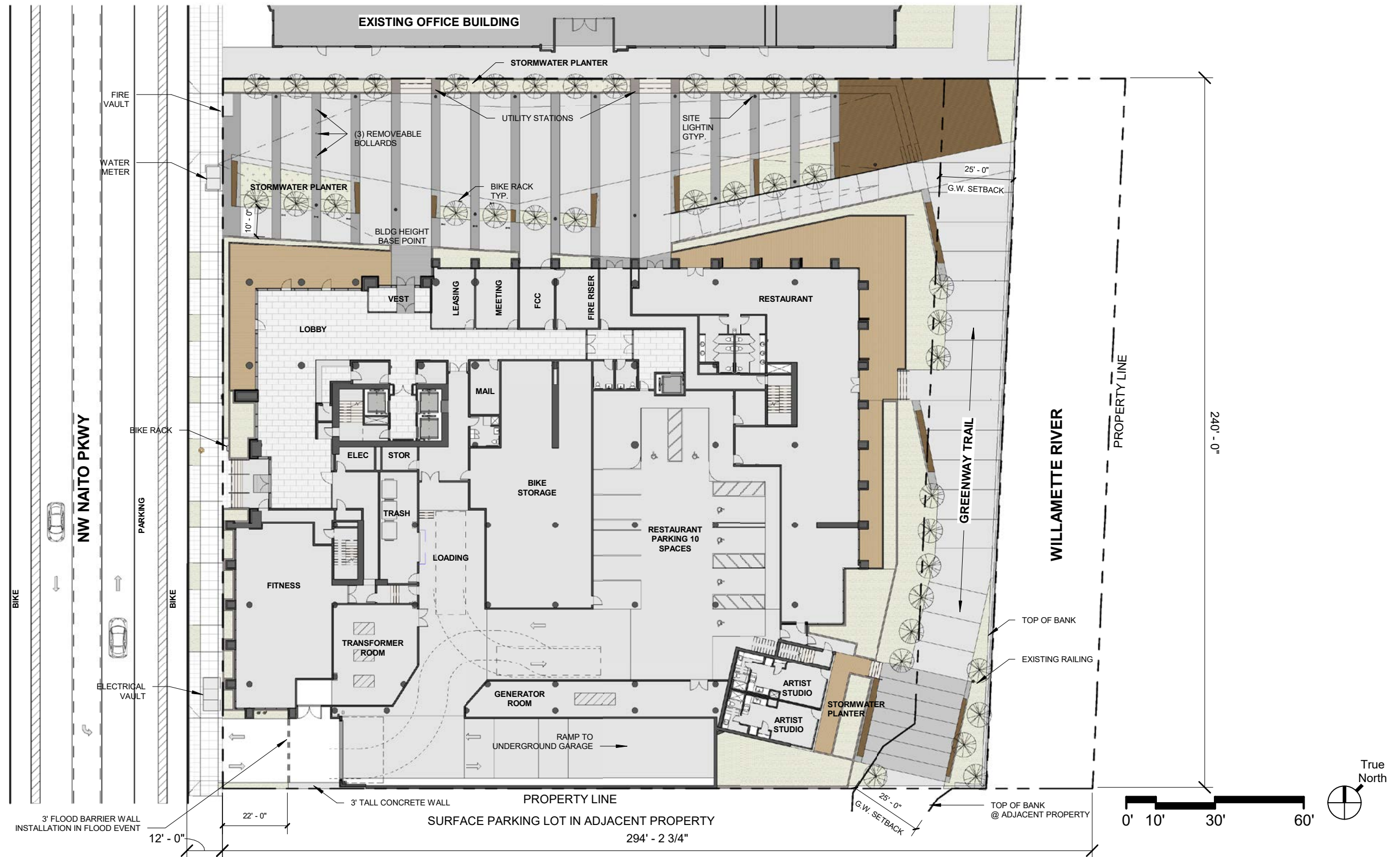
□ Eco Roof (3,207 SF)

**ROOF**

<p>BASE FAR = 144,160 SF          RESIDENTIAL BONUS = 144,160 SF          ECO-ROOF BONUS = 17,416 SF x 2 = <b>34,832 SF</b>          (17,416 SF Eco-roof / 52,252 SF overall roof = 33.3%)          (1 square foot : 2 additional square foot)</p>
<p><b>TOTAL AVAILABLE FAR = 323,152 SF</b></p>
<p><b>TOTAL BUILDING GROSS AREA = 305,936 SF</b></p>
<p><b>BUILDING GROSS AREA UNDER 100' HEIGHT = 206,040 SF</b></p>

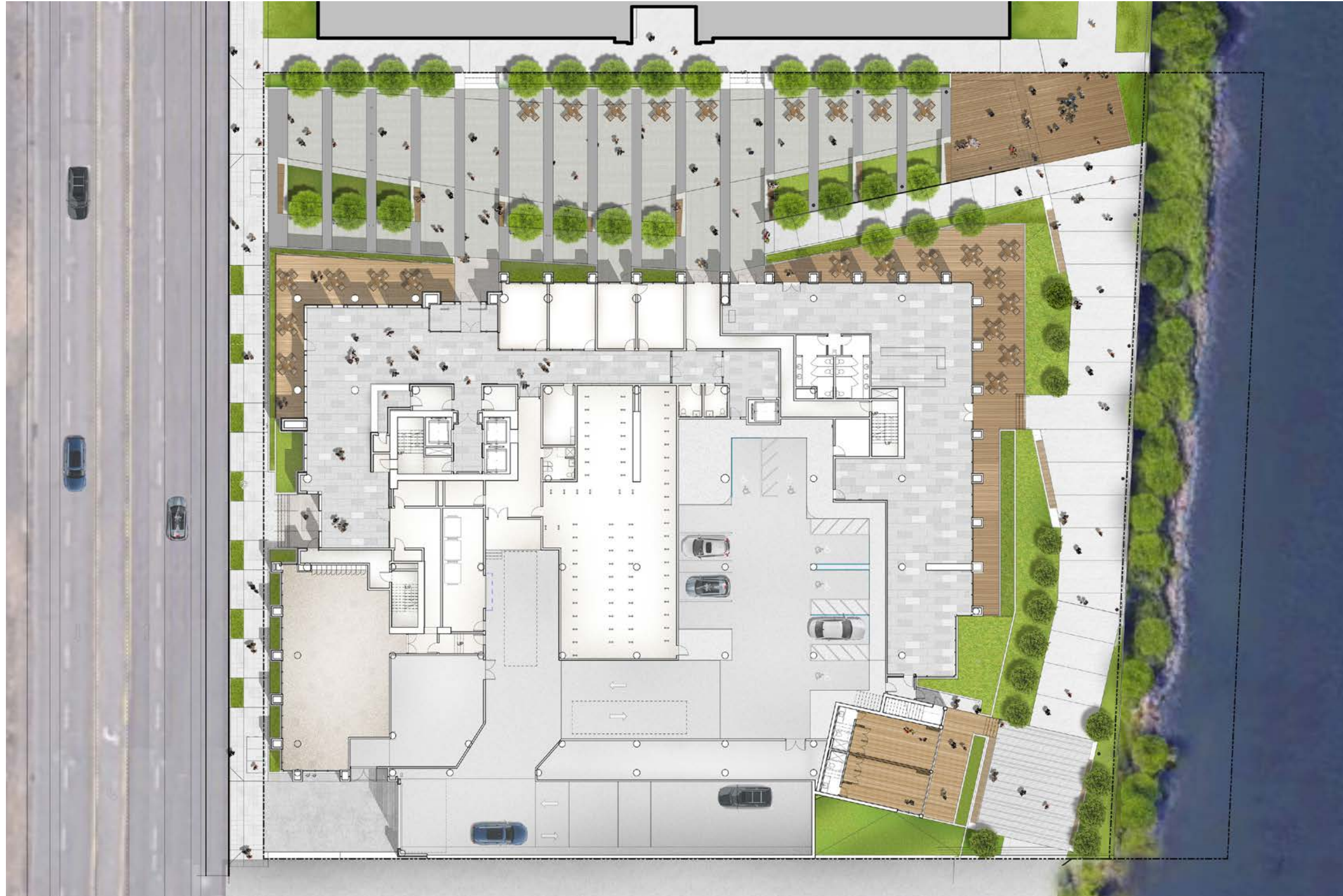
**SEE ECO-ROOF DETAILS ON C.62**

1. INTENSIVE ECO-ROOF ASSEMBLY
2. EXTENSIVE ECO-ROOF ASSEMBLY



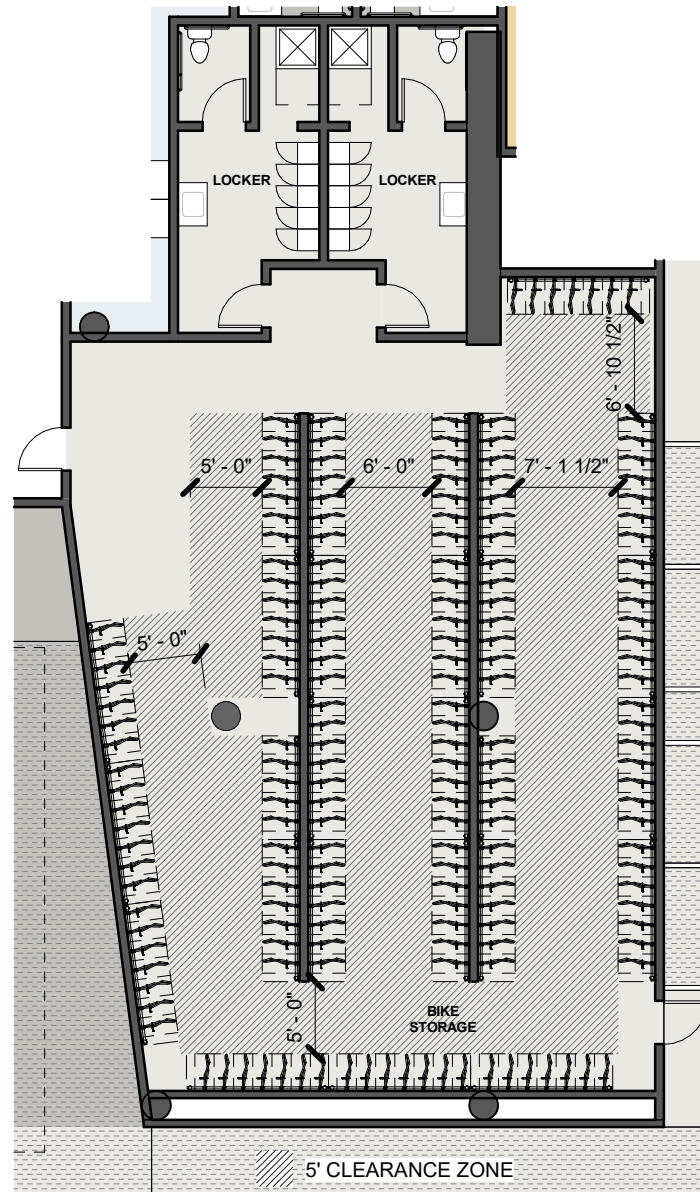


5 **appendix:**  
site plan - rendered



# bike storage reconfiguration: bike racks meet code standard 2'x6'

approved  
(206 BIKES)



**LONG-TERM BICYCLE PARKING**

MULTI-DWELLING = 1.5 SPACE PER 1 UNIT = 275 UNITS X 1.5 = 413 SPACES

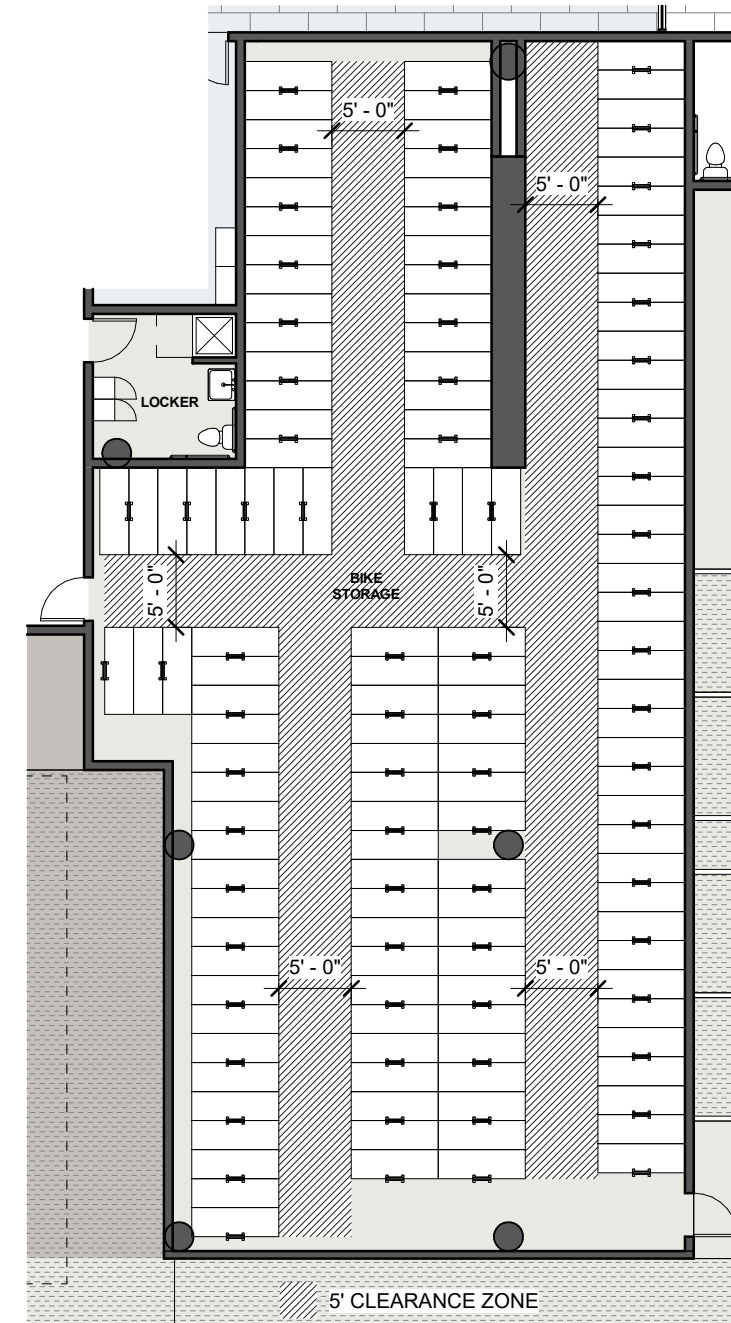
RETAIL SALES AND SERVICE = 1 SPACE PER 12,000 SF = 2 SPACES

**TOTAL REQUIRED = 415 SPACES**

**TOTAL PROVIDED = 275 IN UNITS + 206 IN BIKE STORAGE  
= 481 SPACES @ 1'-4" X 2'-7" SIZE**

**\*\*AT LEAST 110% OF THE REQUIRED LONG-TERM BICYCLE PARKING IS PROVIDED TO QUALIFY FOR LOCKER ROOM BONUS FAR (481 PROVIDED / 415 REQUIRED = 116%)**

proposed  
(140 BIKES)



**LONG-TERM BICYCLE PARKING**

MULTI-DWELLING = 1.5 SPACE PER 1 UNIT = 275 UNITS X 1.5 = 413 SPACES

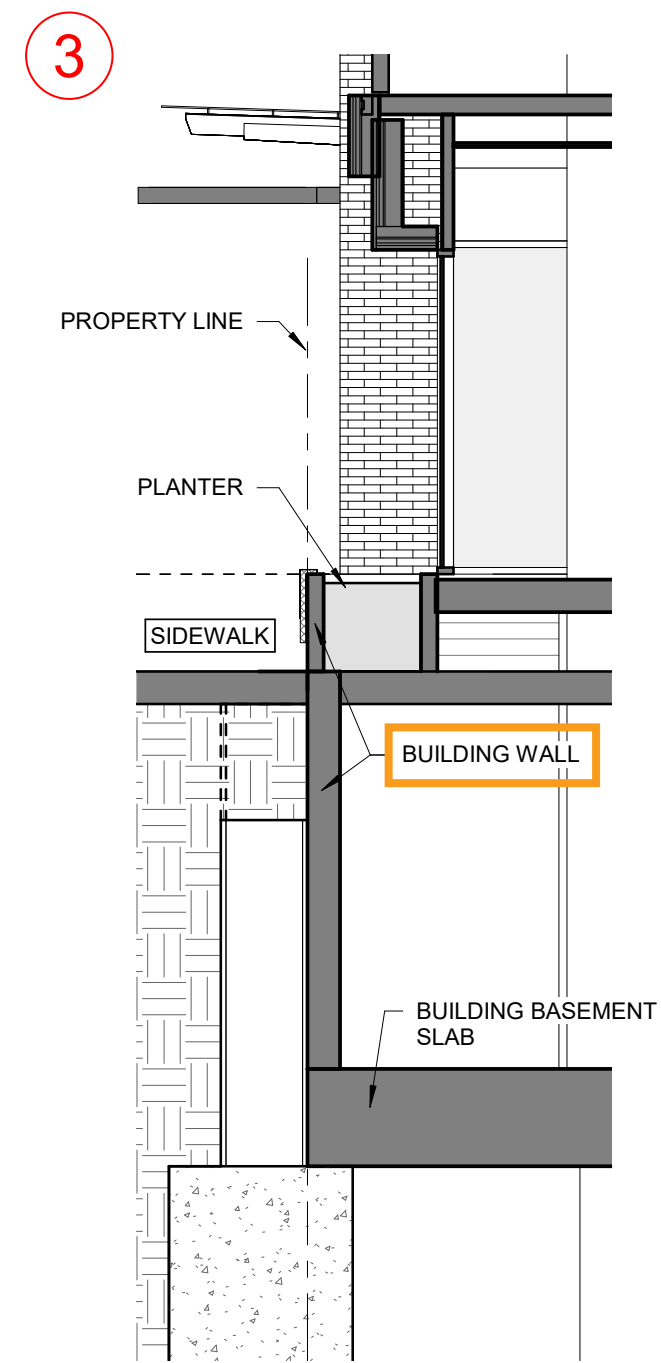
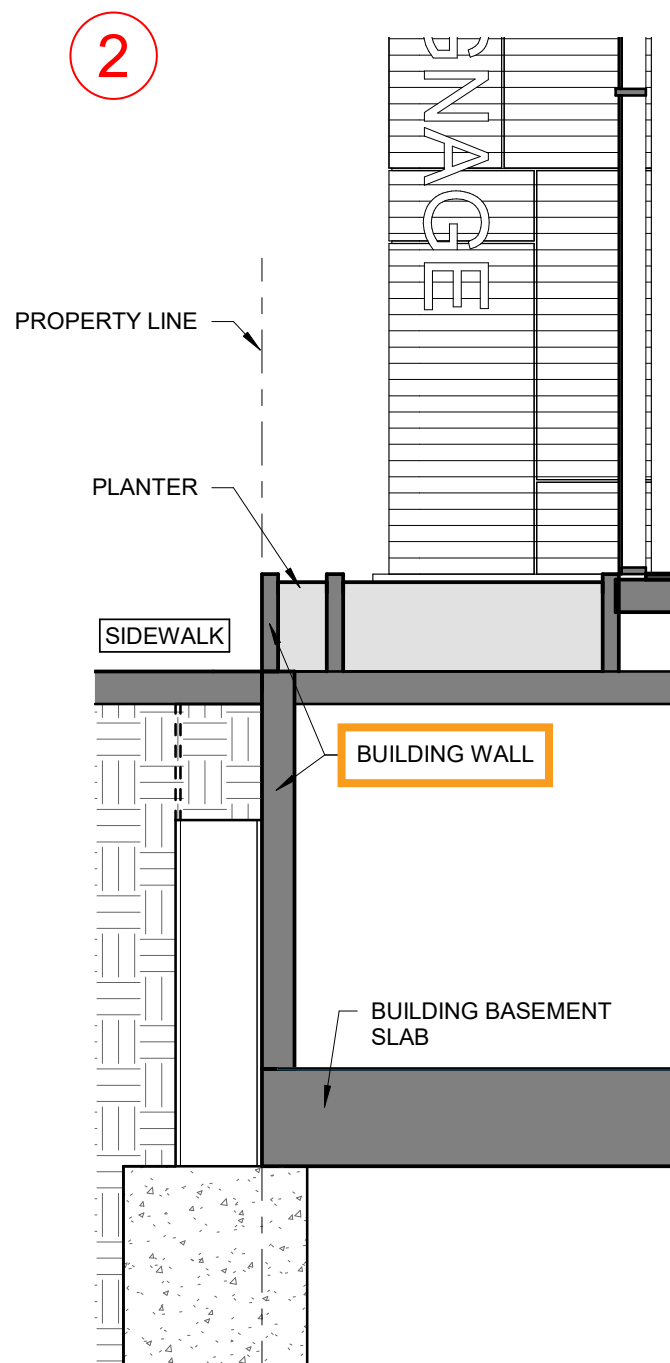
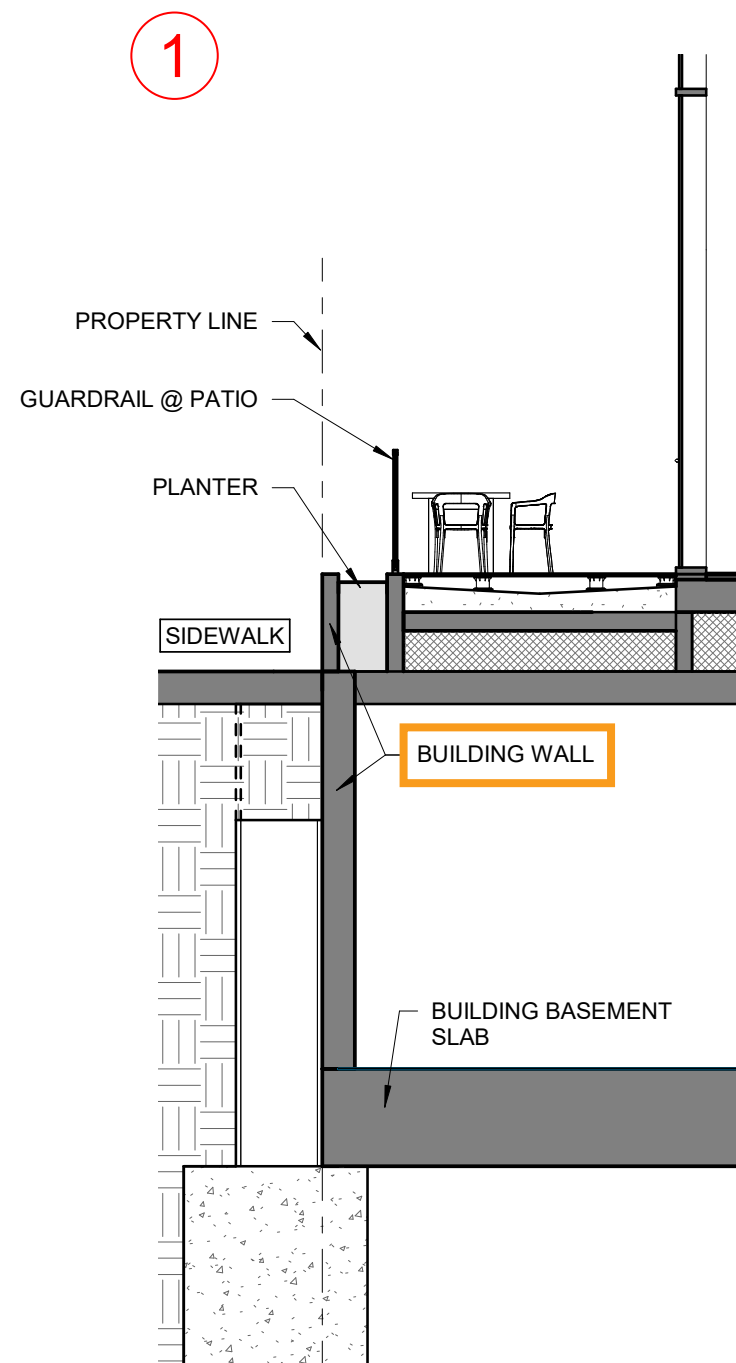
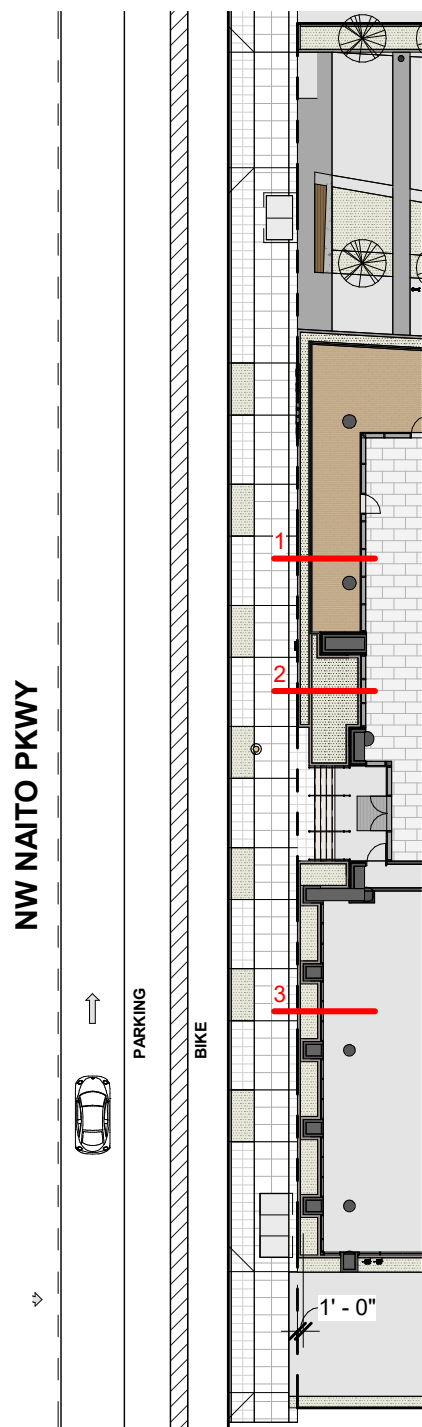
RETAIL SALES AND SERVICE = 1 SPACE PER 12,000 SF = 2 SPACES

**TOTAL REQUIRED = 415 SPACES**

**TOTAL PROVIDED = 275 IN UNITS + 140 IN BIKE STORAGE  
= 415 SPACES @ 2' X 6' SIZE**

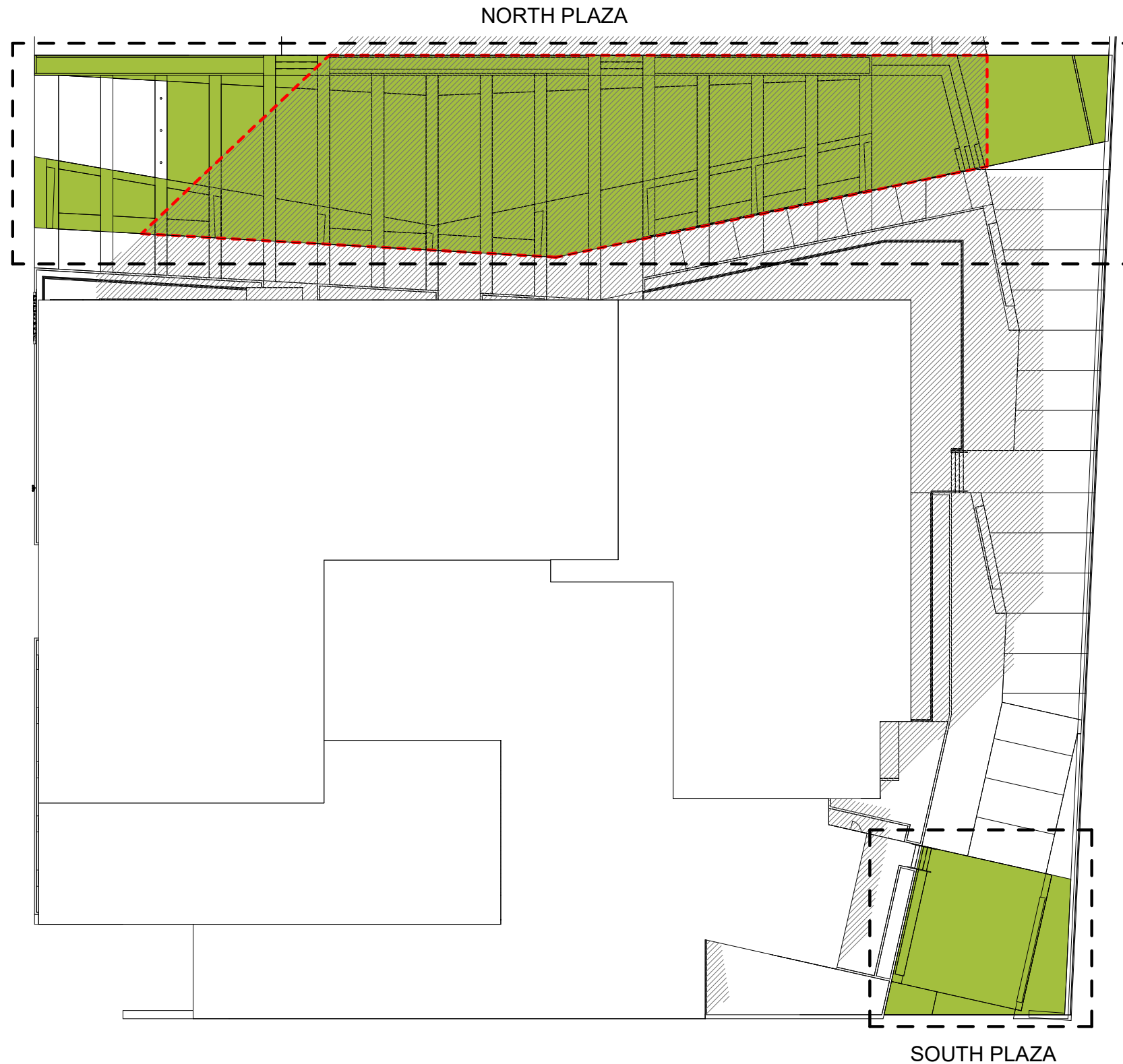


# Naito pakway frontage revisions: removes 18" between property line and building edge



building wall sits along the property line -  
no unpaved land between building edge and sidewalk that requires L1 landscape treatment

# shadow standard based on required plaza area & additional south plaza



- PLAZA AREA
- SHADOW AT 12PM ON APRIL 21
- PLAZA AREA IN SHADOW

## SHADOW AT 12PM ON APRIL 21

REQUIRED OPEN AREA = 9,624 SF  
(provided 22,557 sf)

REQUIRED PLAZA / PARK = 4,812 SF  
(provided 11,815 sf)

REQUIRED SINGLE PLAZA = 2,406 SF  
(north plaza is 10,235 sf as a single plaza)

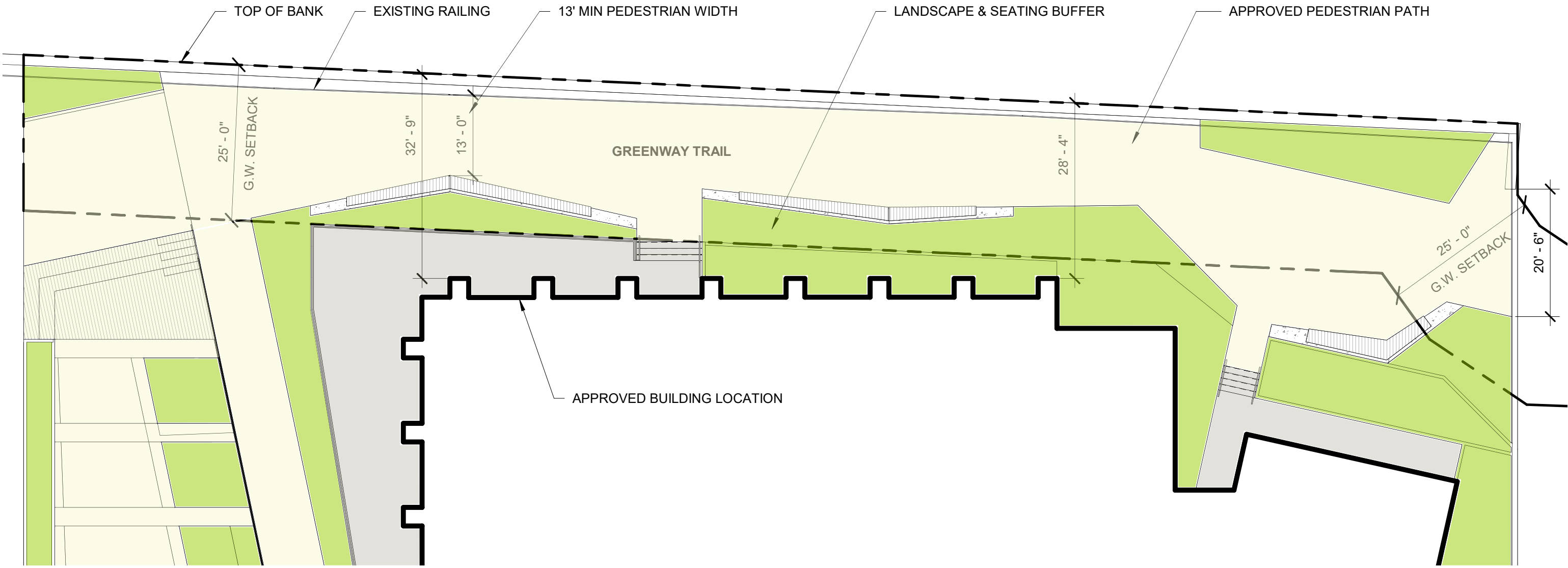
### REQUIRED MINIMUM SUN (50%) IN PLAZAS = 2,406 SF

**NORTH PLAZA IN SUN = 2,195 SF**

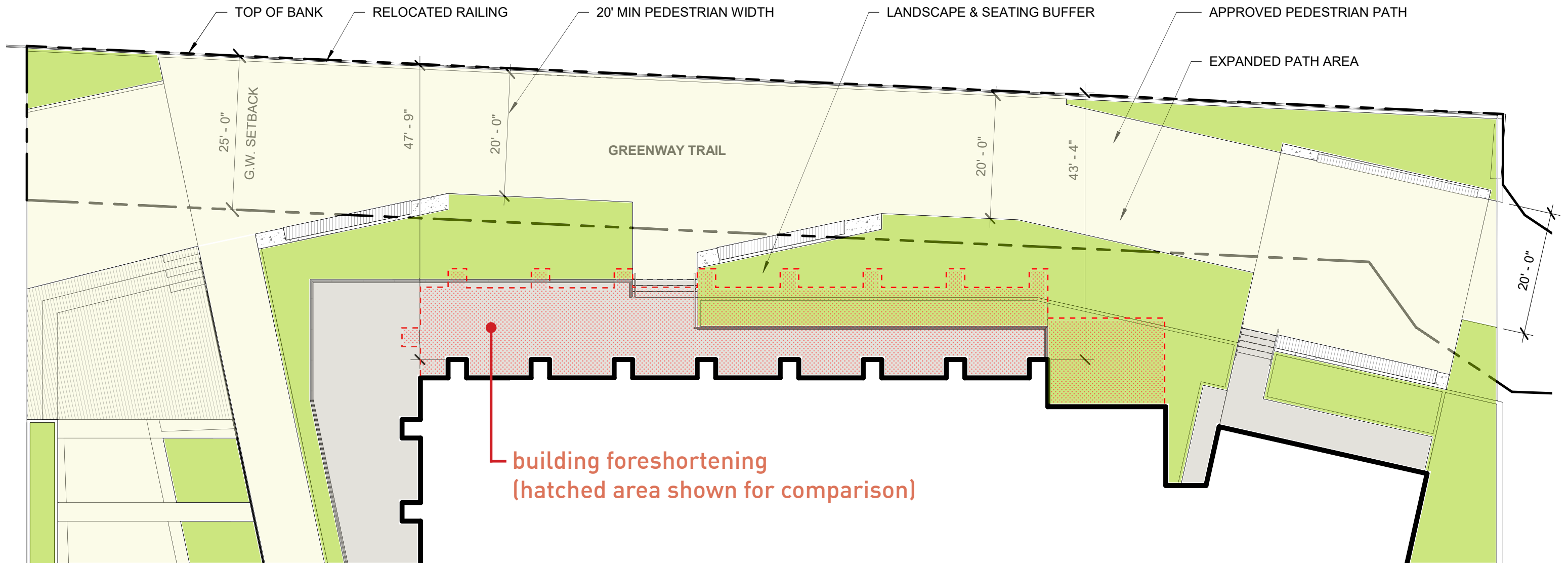
**SOUTH PLAZA IN SUN = 1,580 SF**

**TOTAL PLAZA AREA IN SUN = 3,775 SF (78%)**

previously approved design (plan view):



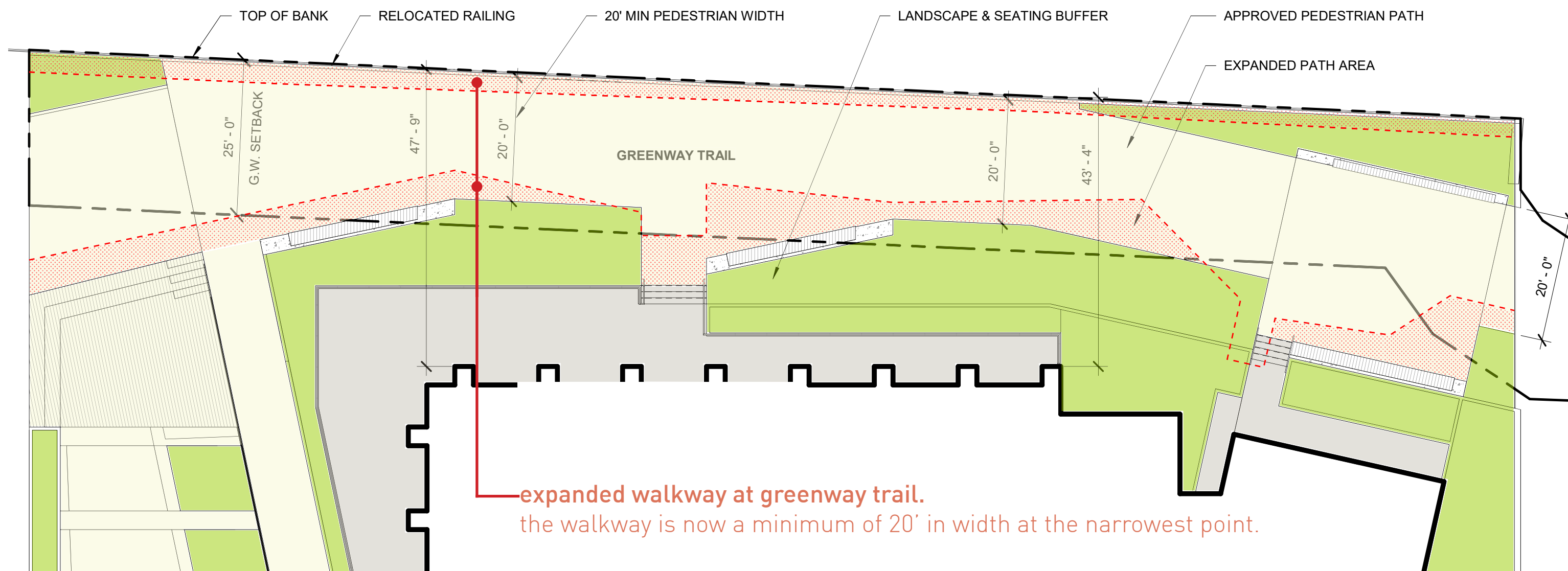
proposed design revisions (plan view):





the proposed design changes will provide a paved width of 20' minimum. this dimension exceeds all of the recent development to the north of the Fremont Bridge

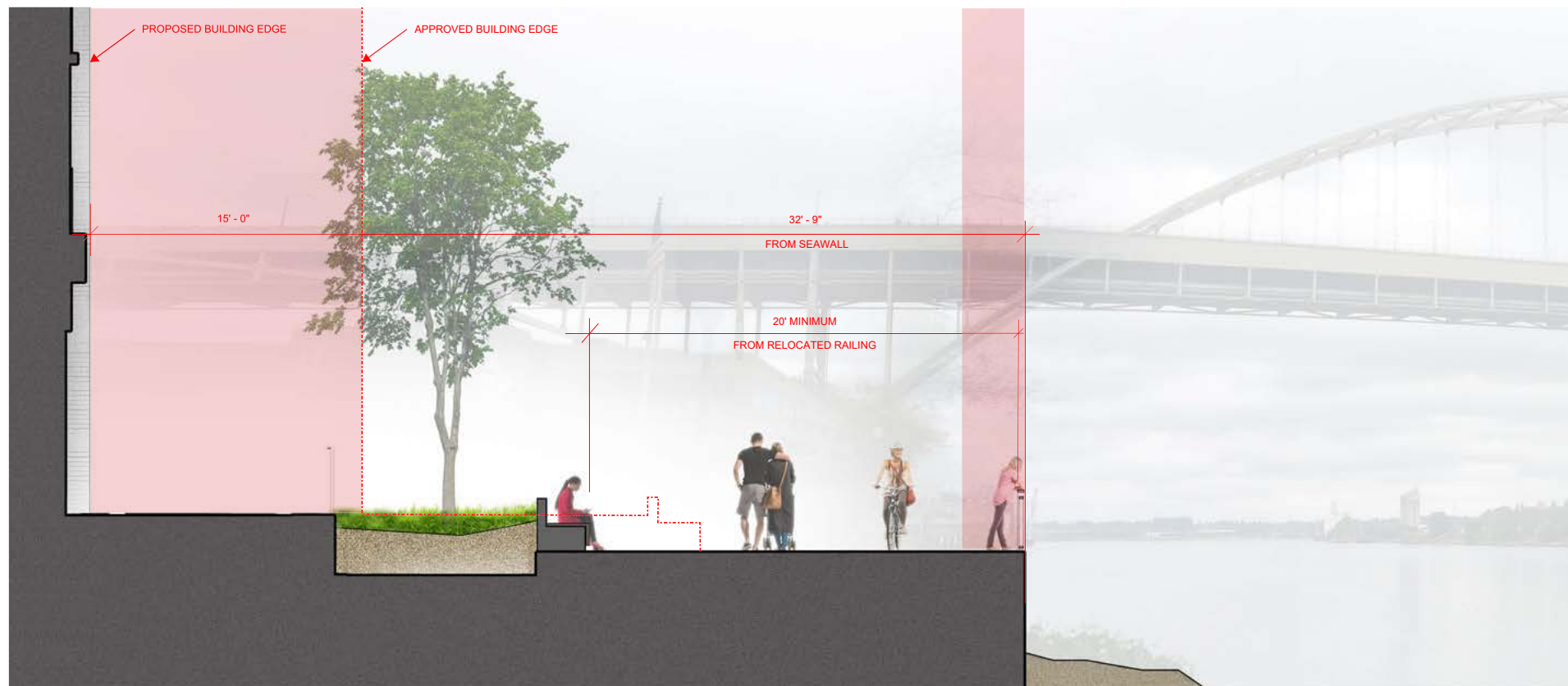
### proposed design revisions (plan view):



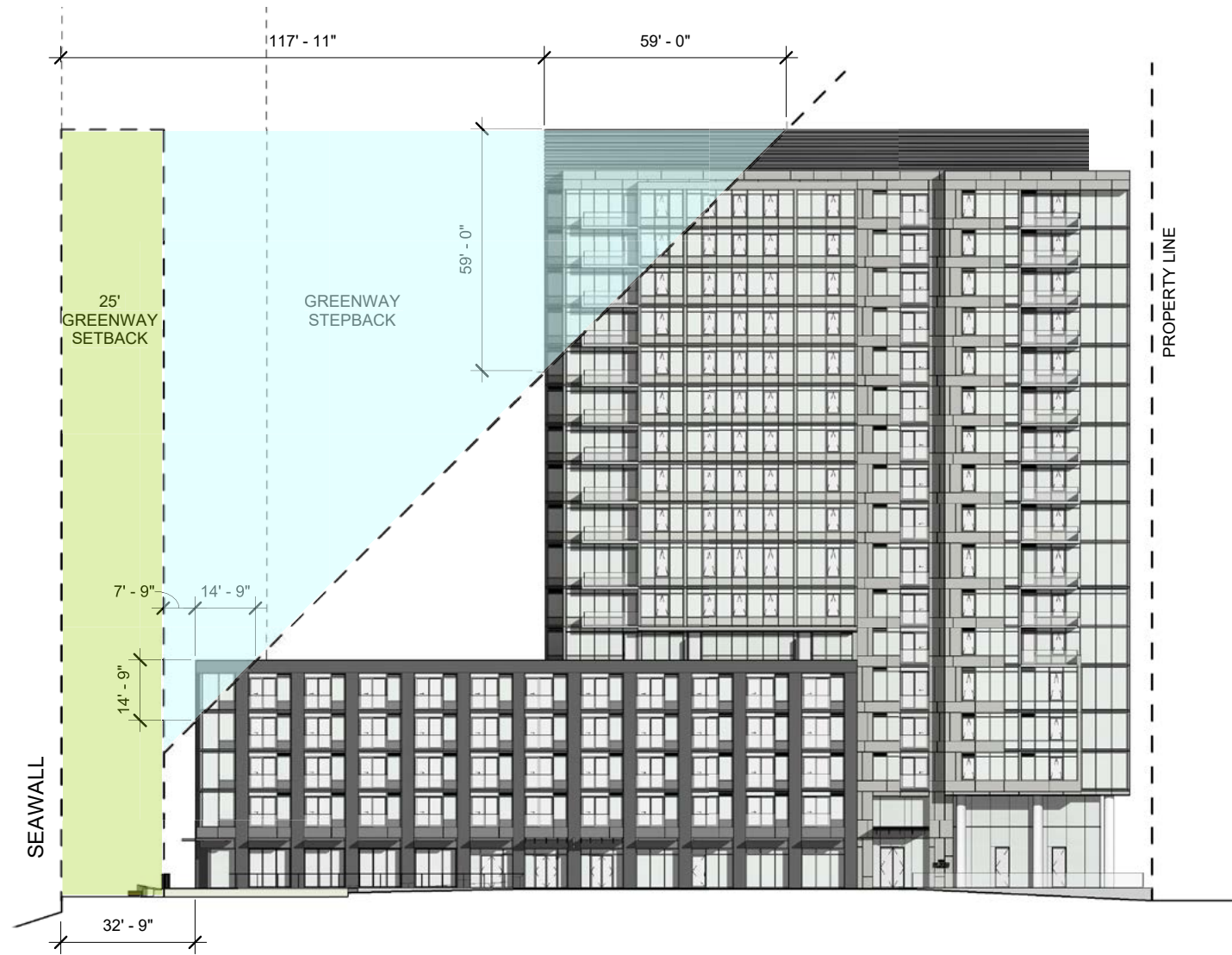
12 **appendix:**  
greenway section comparison



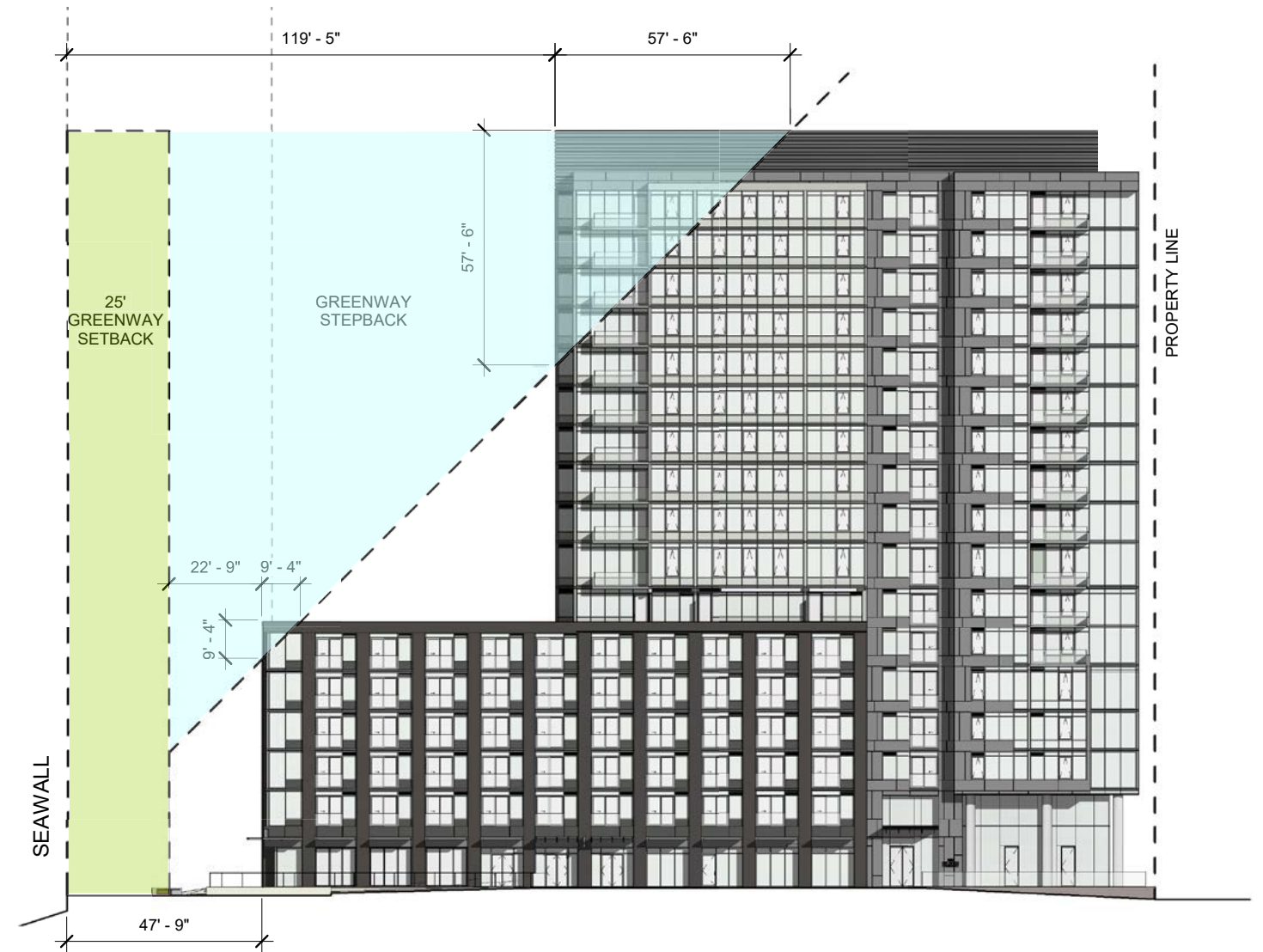
previously approved design (section view):



proposed design revisions  
(section view)



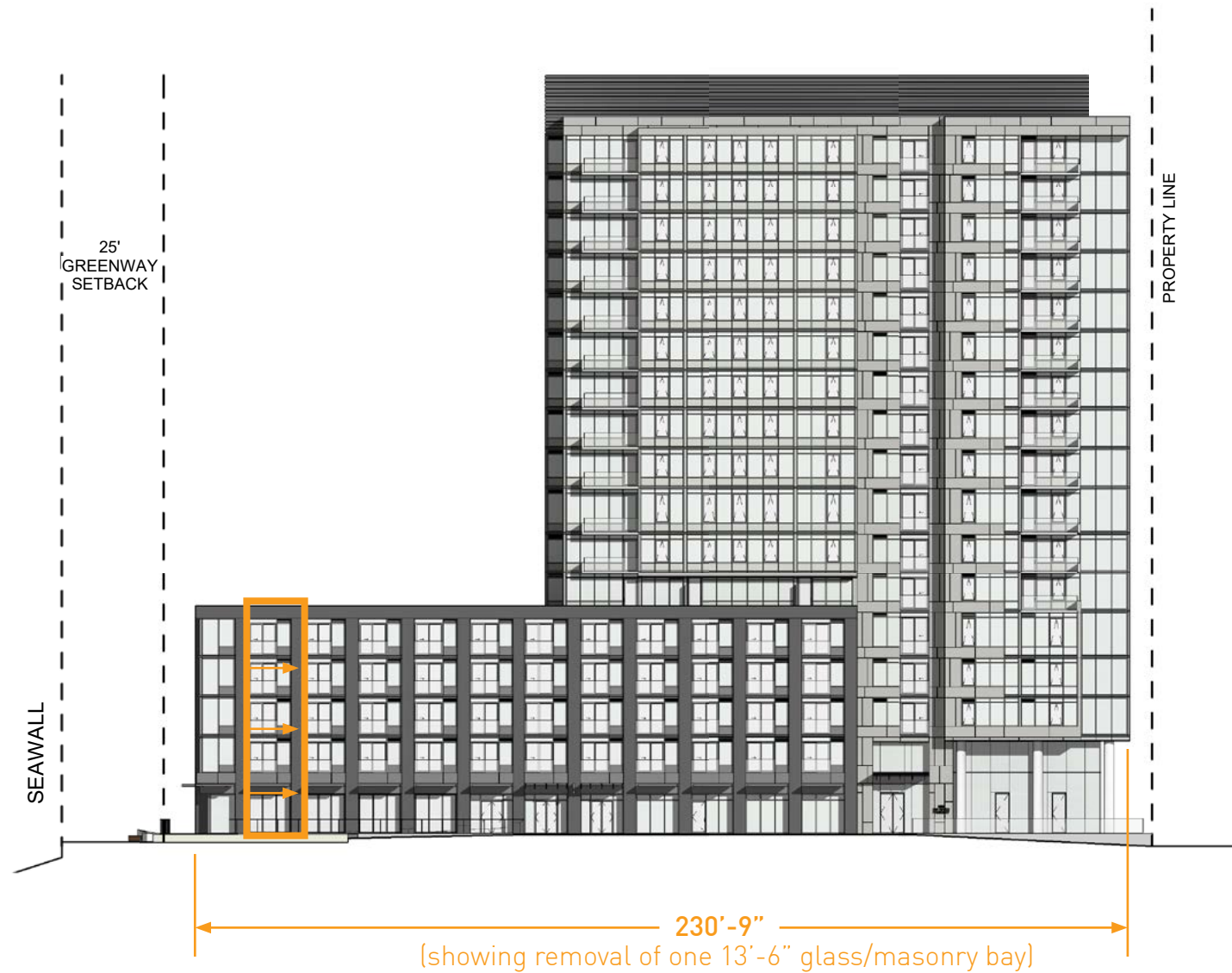
previously approved design (north elevation)



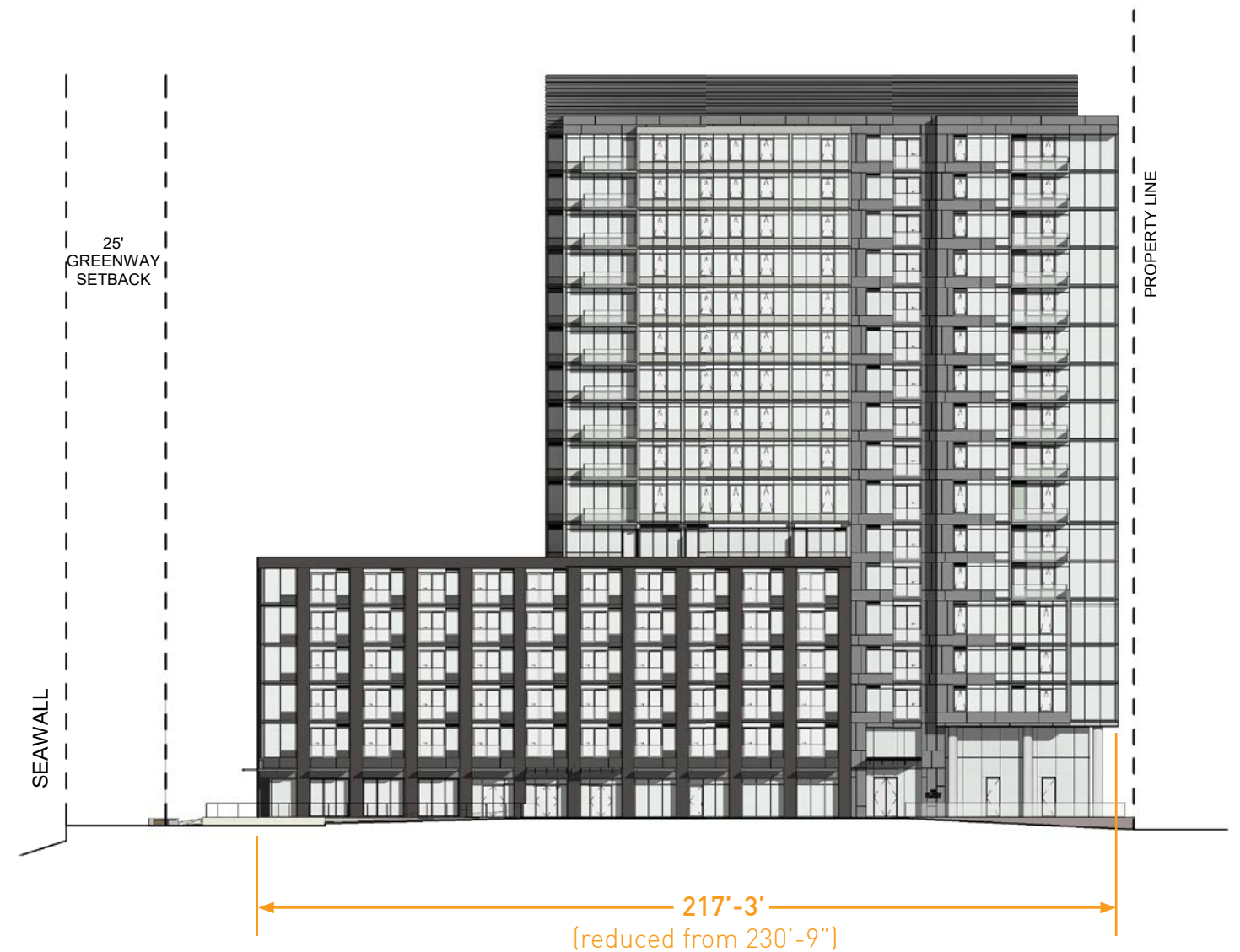
proposed design revisions (north elevation)



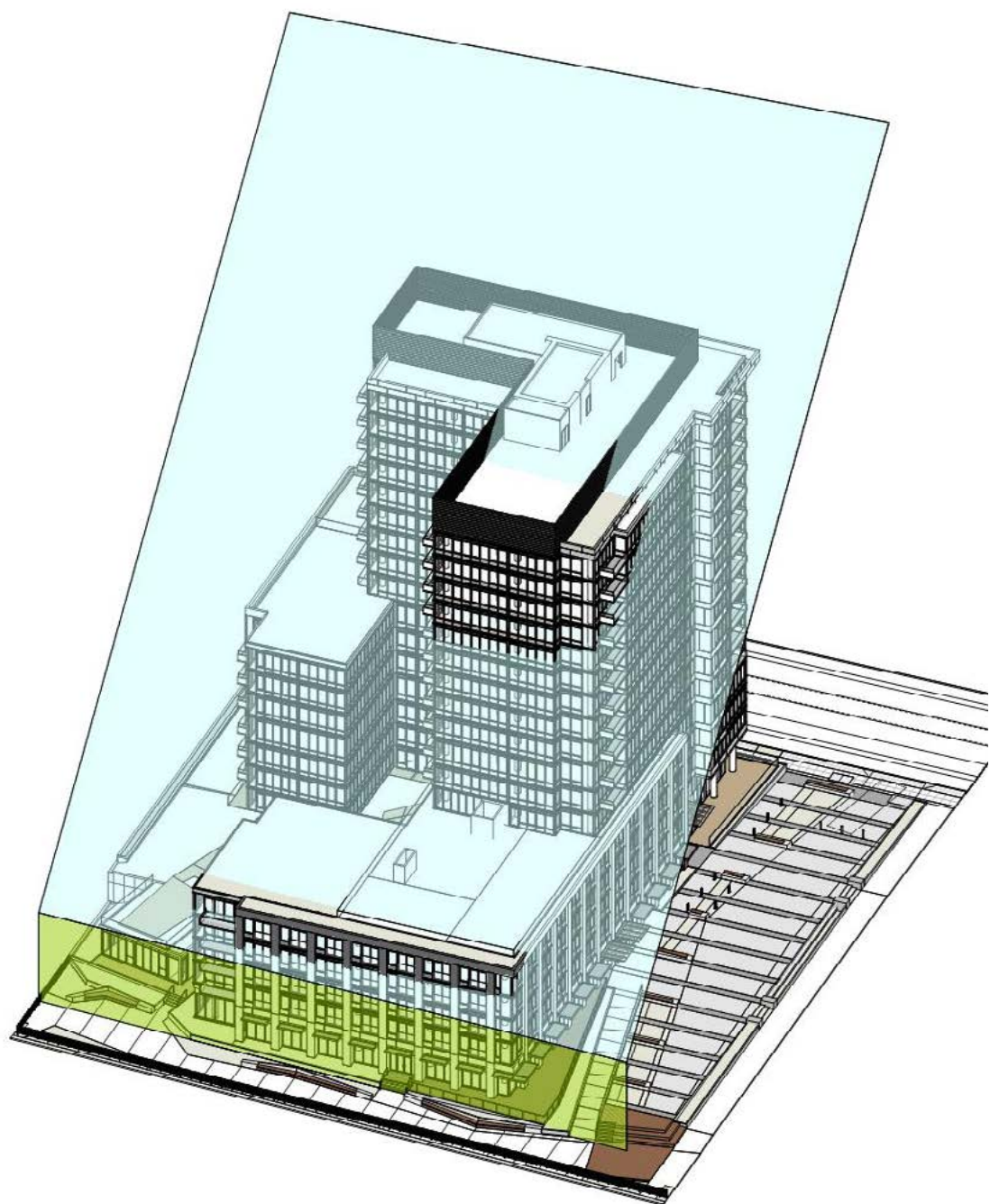
# dimension: building maximum length between greenway & naito



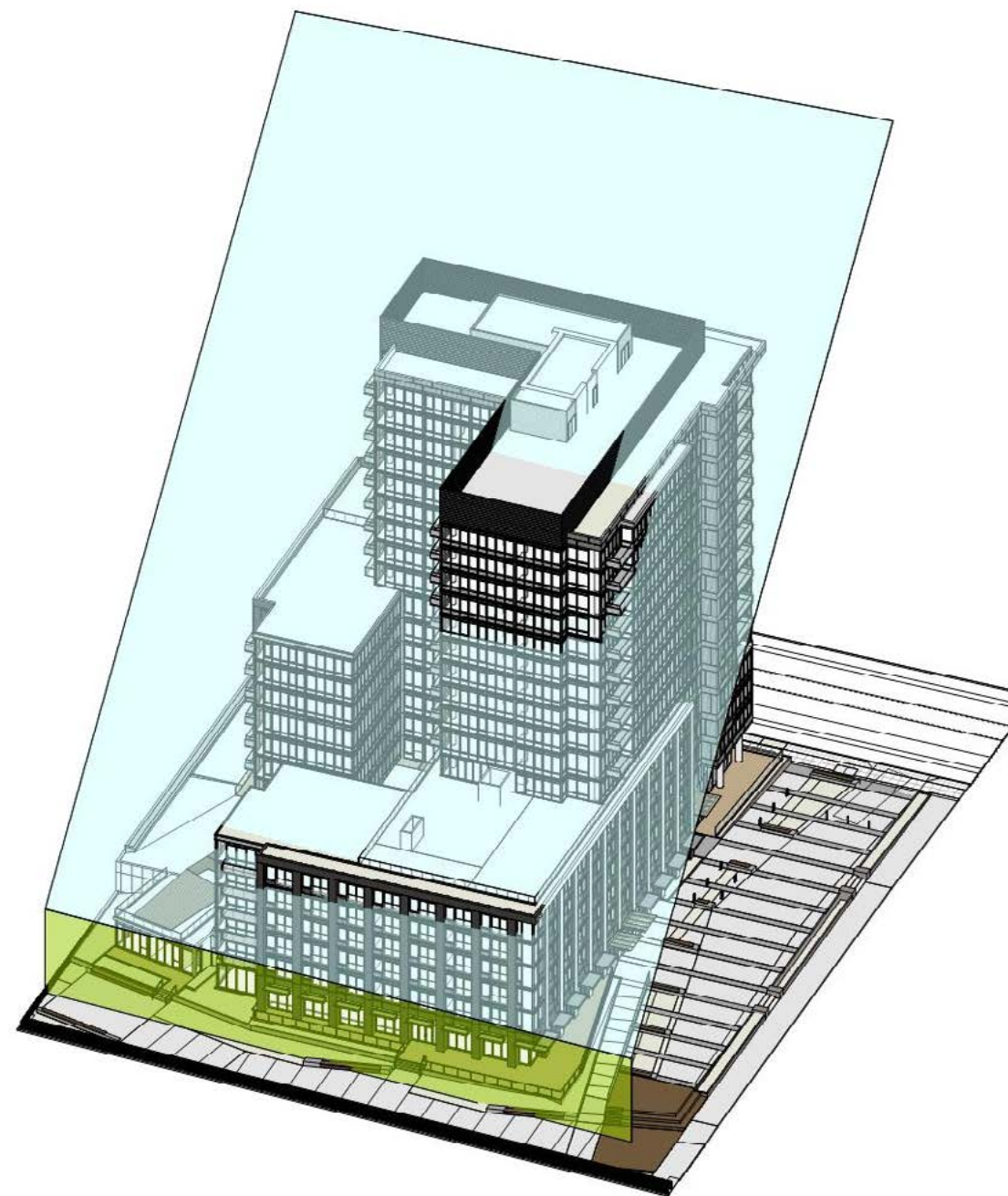
previously approved design (north elevation)



proposed design revisions (north elevation)



previously approved design



proposed design revisions



**CC2035 plan setback rendering with proposed design (aerial view):**  
the revised design approximates the CC2035 plan 50' setback

