



**FRONT17** DESIGN ADVICE REQUEST  
NO. 2  
JANUARY 2015





# application

PROPERTY: 2030 NW 17th AVE, PORTLAND, OREGON  
RE: DESIGN ADVICE REQUEST  
SUBMITTED: SEPTEMBER 5, 2014 (first round)  
RE-SUBMITTED: DECEMBER 29, 2014 (second round)

# project team

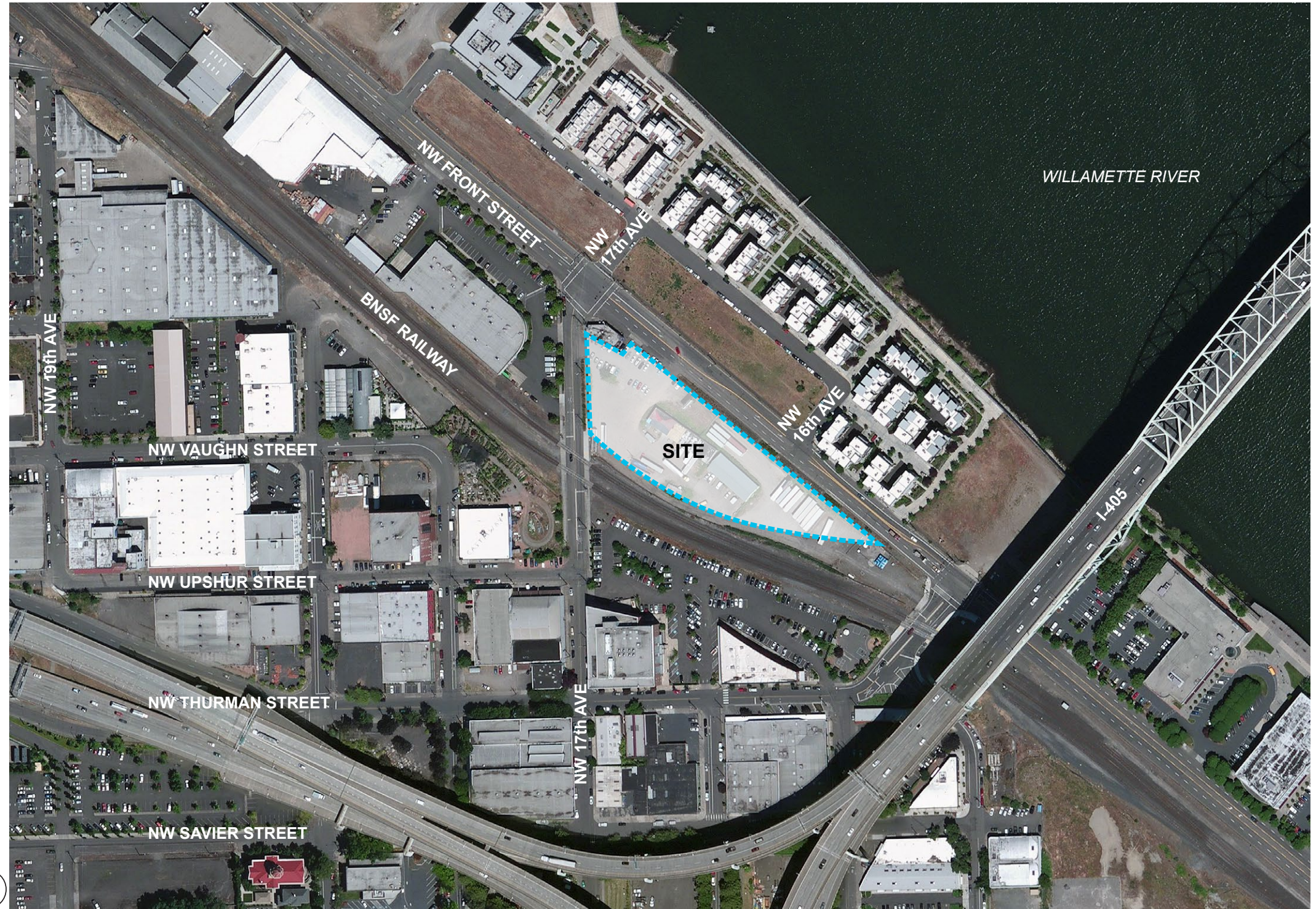
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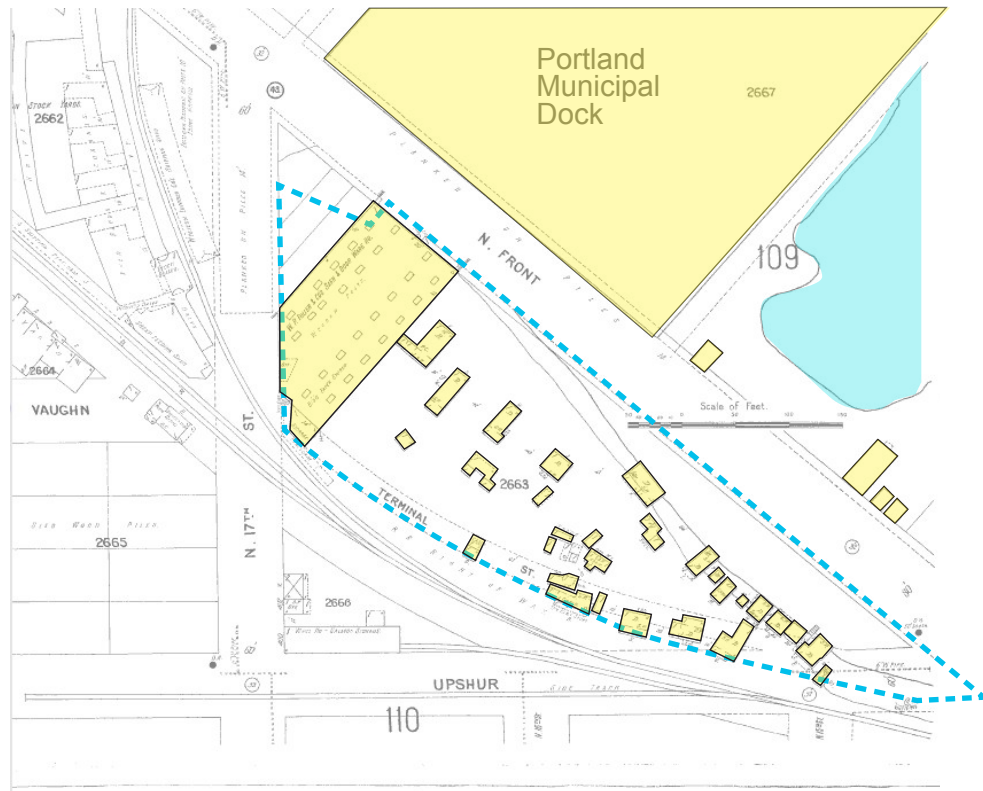
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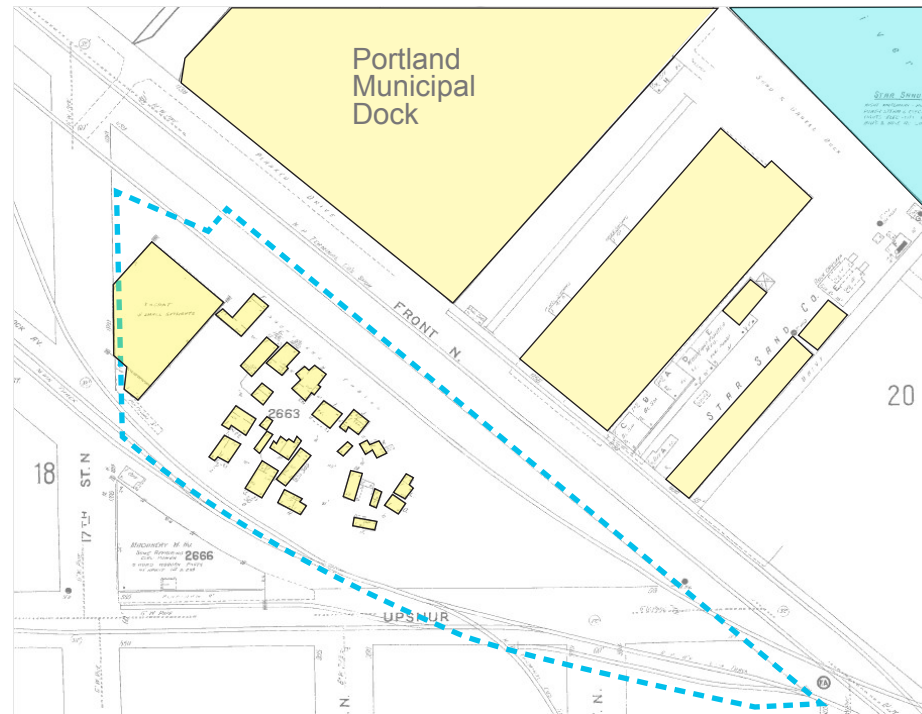




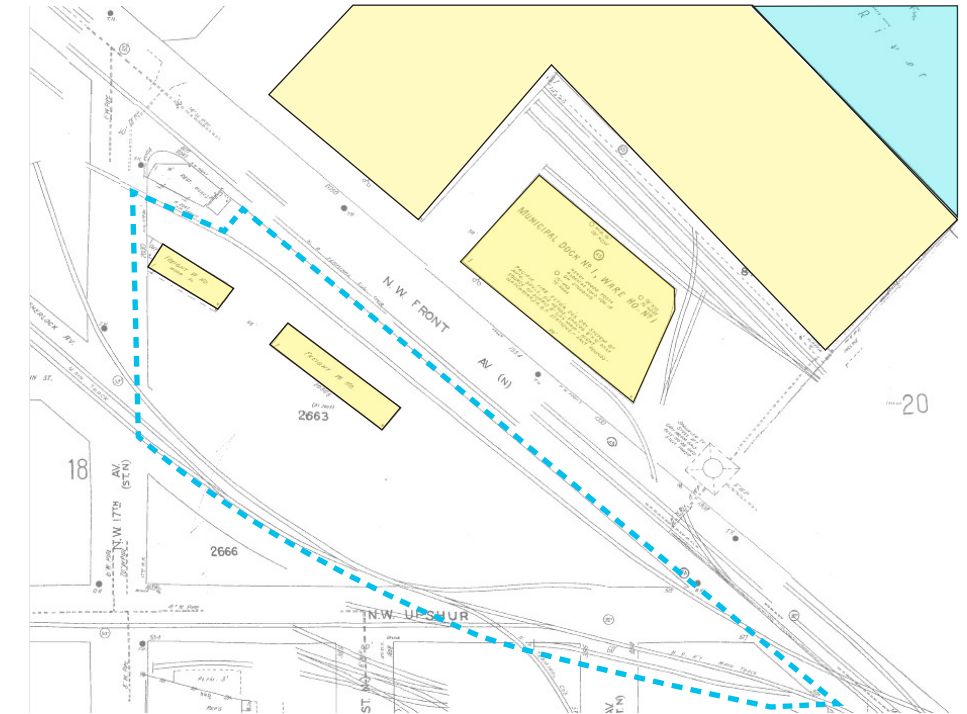
# site history



1900s



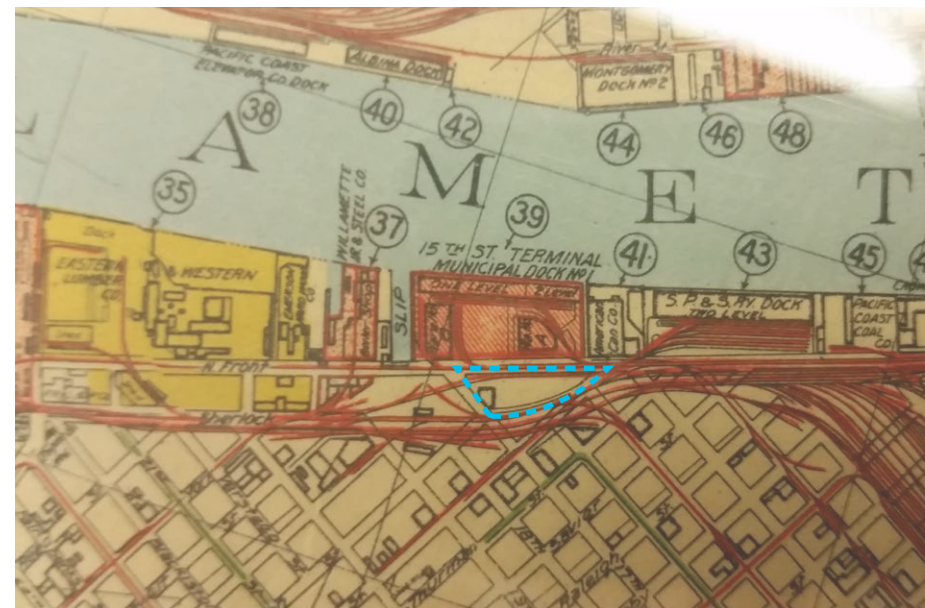
1910s



1950s



1908 Security & Abstract Trust Co. Map



1919 Industrial Map, Commission of Public Docks

## A LEFTOVER WEDGE OF LAND

The site's odd wedge shape was a result of the historic railway geometries and the convergence of the main northwestern rail line and NW Front St at the site's eastern end. NW Front runs parallel to the river, whereas the gridiron is aligned with the cardinal directions. The railway prohibited the extension of the gridiron through the site. At the turn of the 20th century, the 15th Street Portland Municipal Dock was built opposite Front St. Most previous uses of the site appear to be ancillary to the dock.

The site was originally platted into 28 narrow lots with frontage onto Front St, but these lots were apparently never fully developed. Instead, early building on the site consisted of a single story warehouse at its western edge and several small, informal structures, potentially residential in nature. In the 1950s, two narrow warehouses were built to service various truck-transport related businesses. These were demolished in 2013.



# design concept wharf & warehouses



PORTLAND WATERFRONT NW OF BROADWAY BRIDGE (c. 1951)

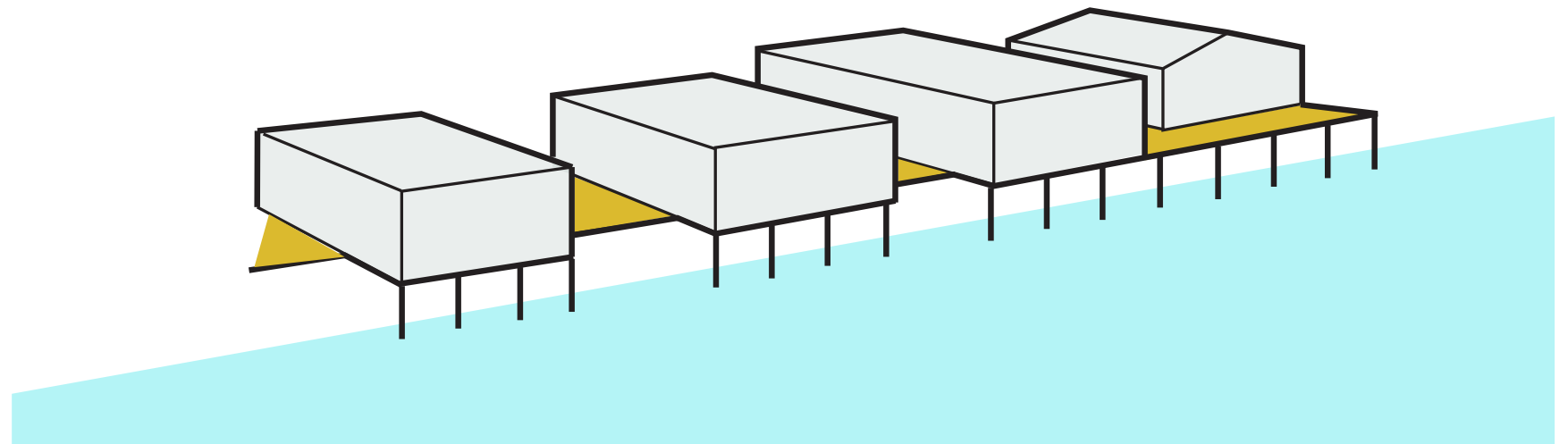


PORTLAND WATERFRONT BETWEEN SW MORRISON & SW HAWTHORNE

## ROWS OF WAREHOUSES ON THE WHARF

The Portland waterfront was long lined with large wharves and warehouse buildings. Prior to upstream flood control measures, the Willamette River was prone to flooding and as a result, prominent structures were built high atop timber pilings. The pilings were sometimes built two stories high to accommodate high water.

The proposed building intends to re-interpret this common riverfront typology by treating a large ground floor podium level as a boardwalk with a series of buildings above.





# DAR 01 comments

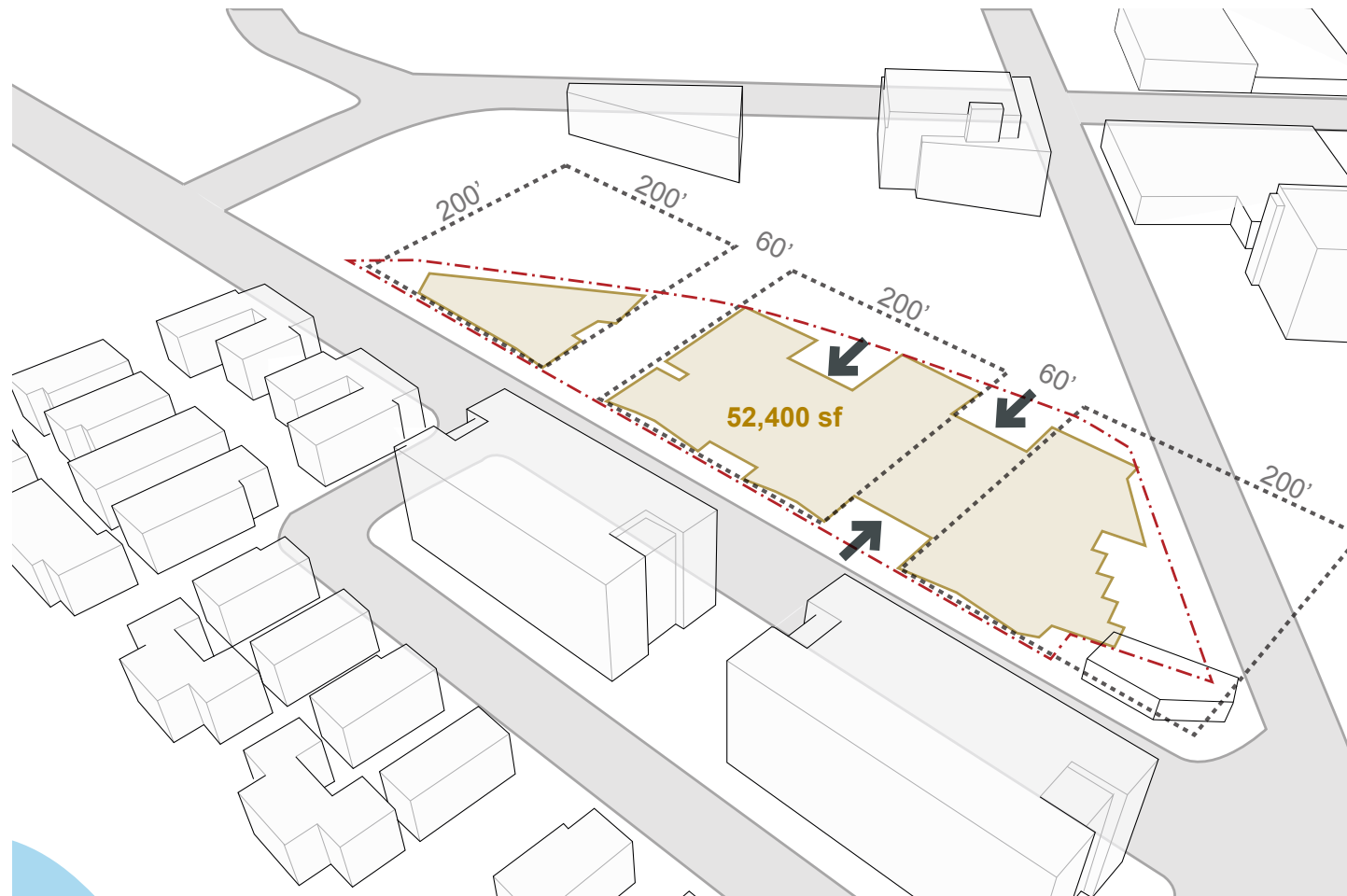
## opportunities for further refinement

- 1) the podium  
interrogate the size and shape,  
respond to contextual urban form,  
develop the railway edge
- 2) the industrial office building  
develop the architecture,  
refine the in-between spaces,  
revisit the surface parking concept
- 3) the architecture  
address the repetition,  
refine the material changes and articulation
- 4) other concerns  
emphasize bicycle use & program areas





# the podium



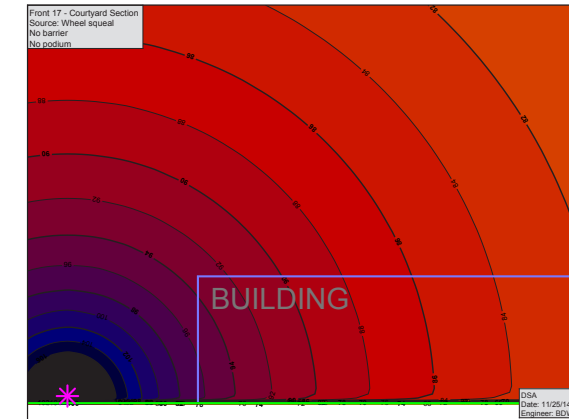
OVERLAY ILLUSTRATING 200' BLOCKS OVERLAID ONTO REVISED PODIUM FOOTPRINT



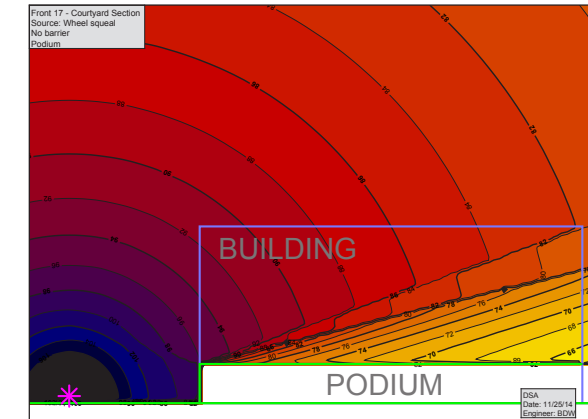
## podium vs 200' block

- podium revised down to 52,400 sf (25% larger than a typical 200x200 block)
- “courts” between multifamily buildings deepened to ~30’ at Front St and ~20’ at Railway

## ACOUSTIC PROFILES OF TYPICAL SOUTH SECTION

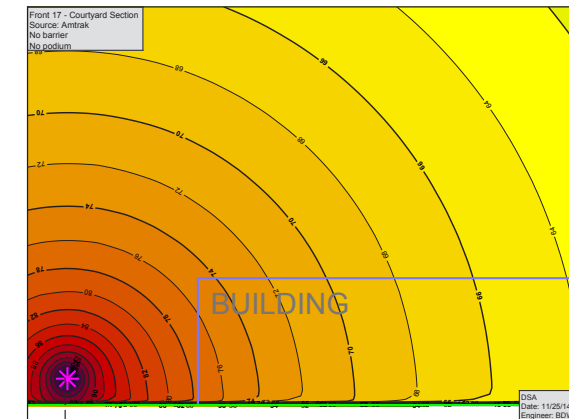


WITHOUT PODIUM

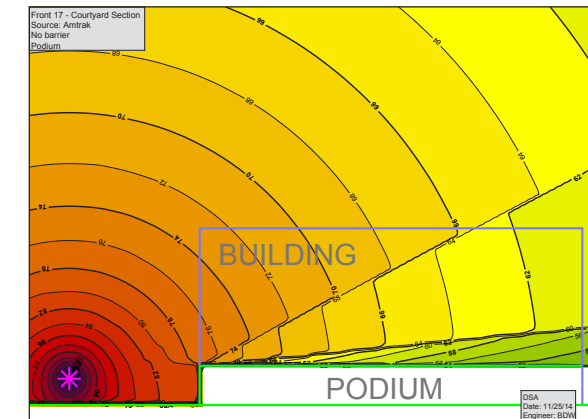


WITH PODIUM

TRAIN WHEEL SQUEAL



TRAIN, TYP. (SOURCE)



AMTRAK TRAIN ENGINE NOISE

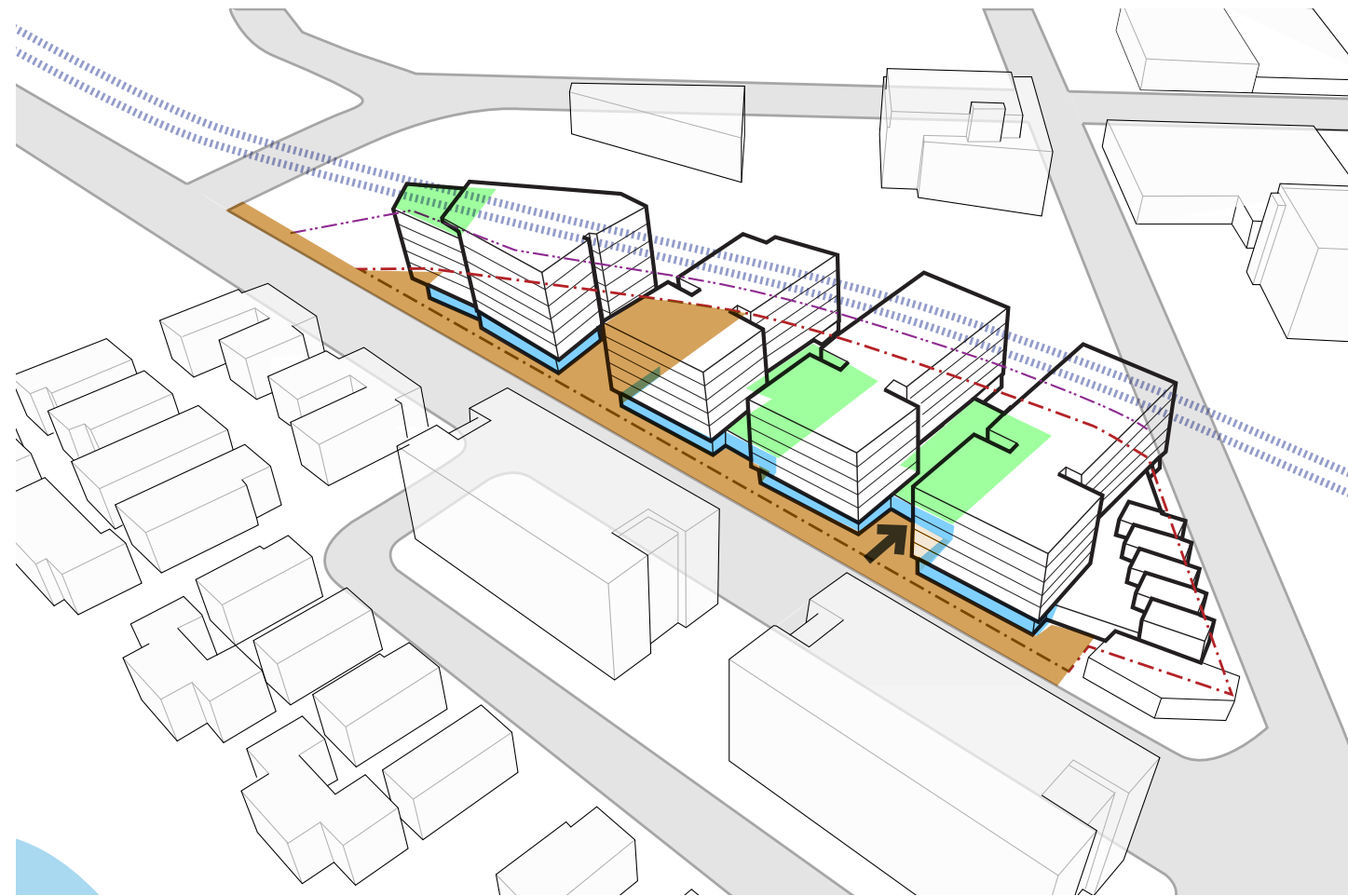
## acoustics

- the podium creates an acoustic buffer for the resident courtyard spaces from train noise
- the podium also reduces the decibel level of incident noise to the majority of apartment spaces in the scheme

(analysis performed by Daly Standlee & Associates)



# the podium



REVISED MASSING FROM NORTHWEST

North

## keep it, but improve its edges

- significantly less cost per parking space = better arch. quality
- maintain retail cluster (no complete break in retail frontage)
- pull back podium edge between buildings for larger public spaces, more facade variation at ground level, smaller
- acoustically better for resident courtyards



REVISED MASSING FROM SOUTHWEST

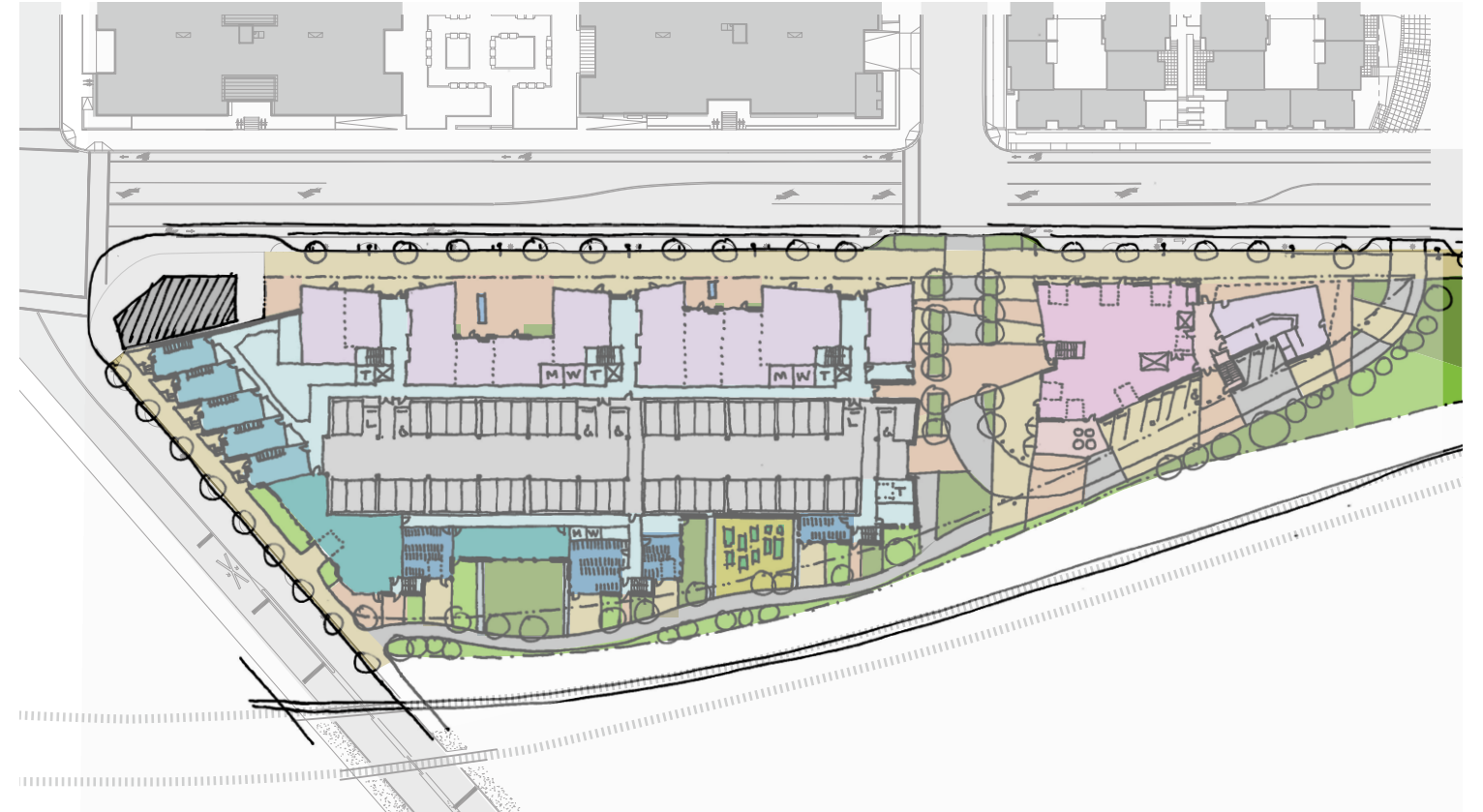
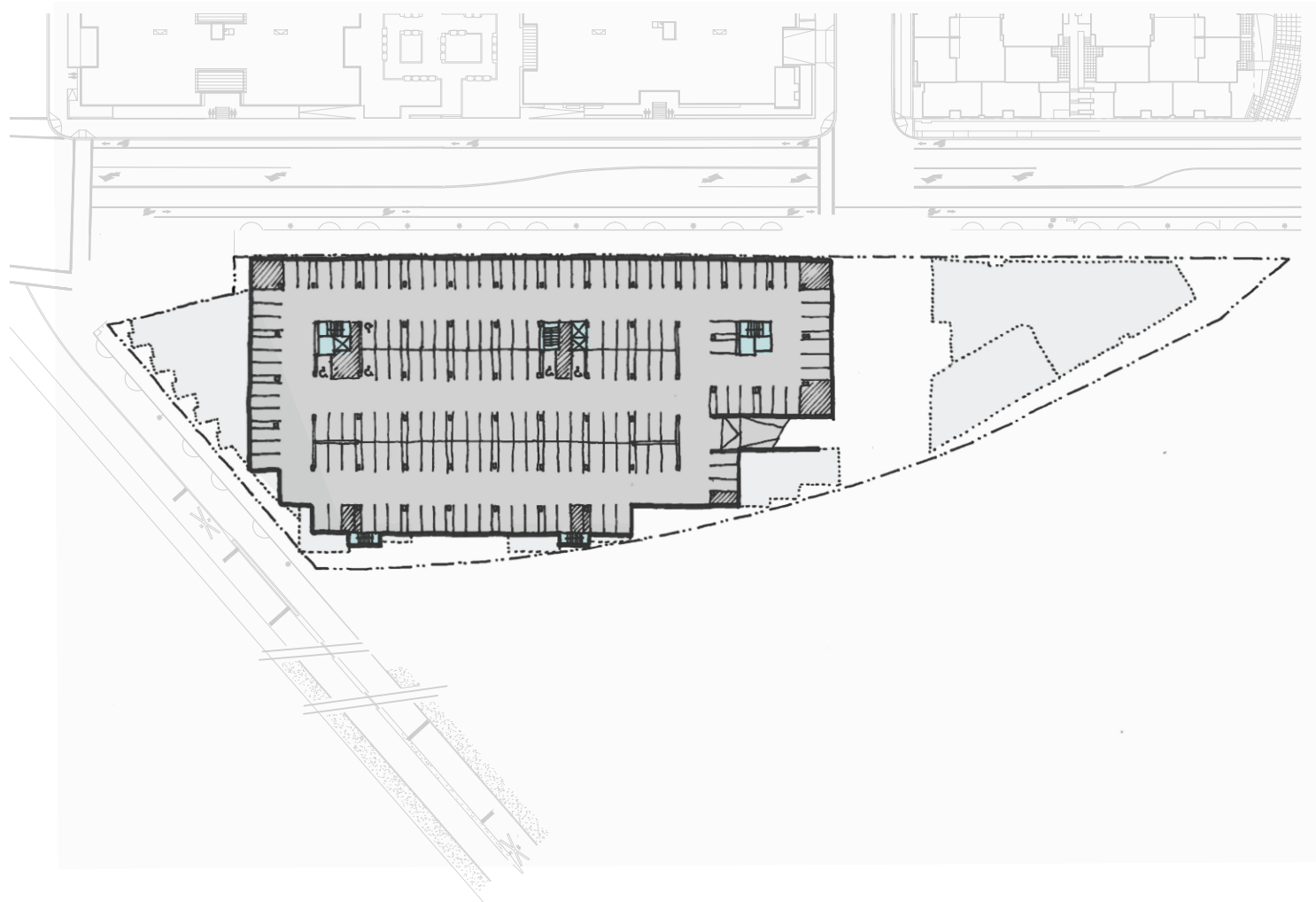
North

## connect to a new path with multiple frontages

- bike path proposed within Terminal St ROW
- locate active community spaces along southern edge
- focus bike parking along southern edge; create active frontages for bike parking areas (secondary front doors)
- push back podium to create finer grain, avoid 'wall' effect



# the podium parking comparison



## subgrade parking

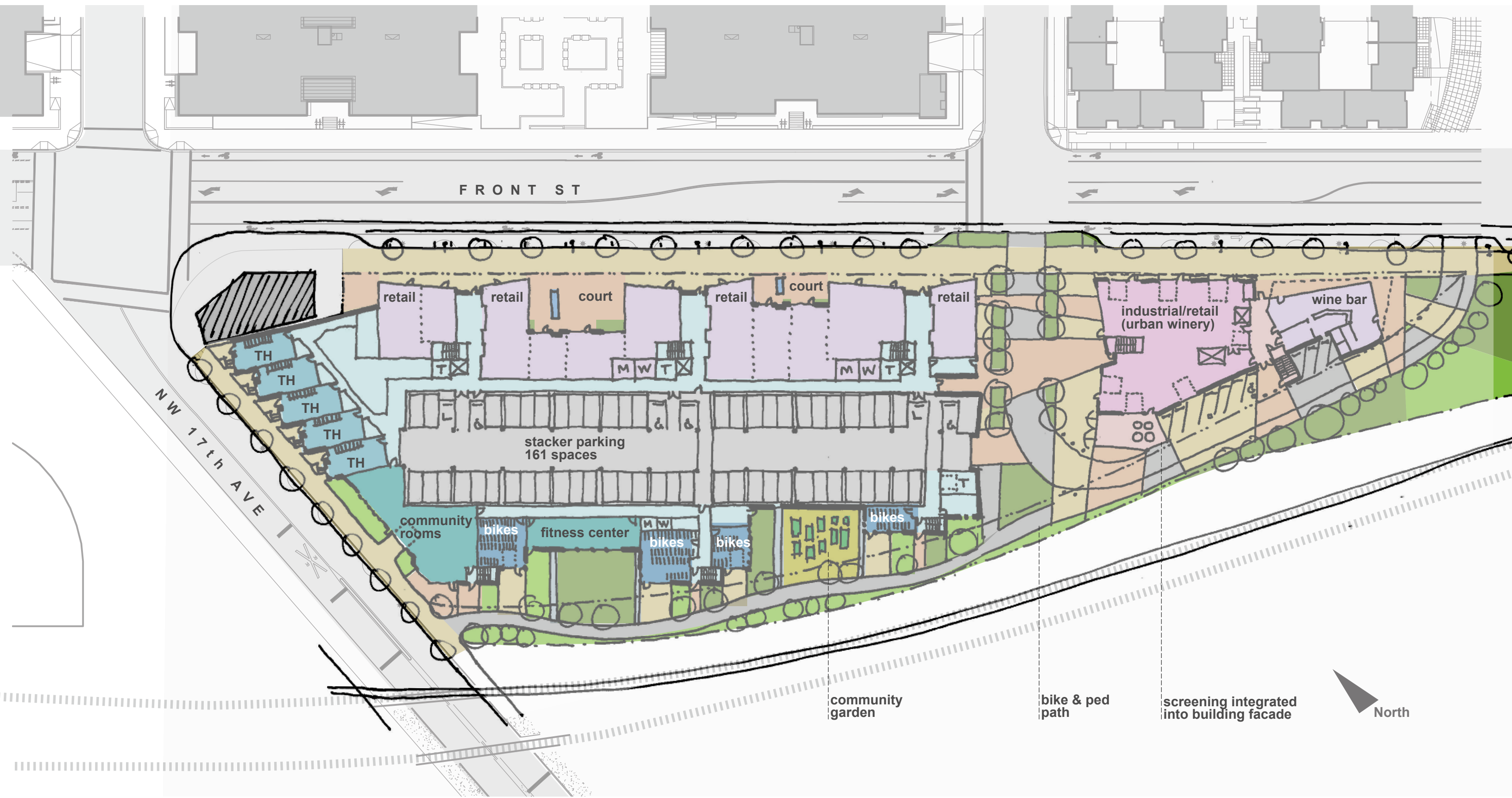
- 171 spaces (single level tray)
- soil challenges, dewatering, retaining wall
- ~\$4 million cost delta vs. stacker
- potential cost mitigation by only going down a partial level (e.g. at Riverplace Apartments), but sacrifices ground level retail

## stacker parking

- 161 spaces (triple automated stacker with shallow pits)
- layout optimized (single row) to reduce podium area and allow for active use programming at railway edge
- enables higher quality architectural treatment
- lower embodied energy & environmental impact



# revised plan ground floor level





# revised plan second floor level





# the podium variety of public, active spaces along Front St.



EAST RETAIL COURT (16' DEEP X 50' WIDE)



WEST RETAIL COURT (28' DEEP X 50' WIDE)

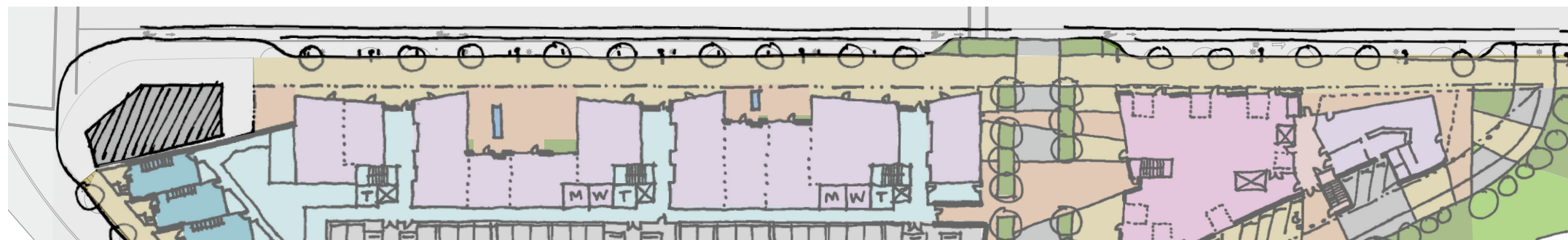




# the podium retail cluster



PERSPECTIVE OF RETAIL FRONTAGE FROM CORNER OF NW FRONT & PRIVATE ACCESS DRIVE/PLAZA



PARTIAL FLOOR PLAN ALONG NW FRONT ST

## establishing a successful retail node

- sufficient nucleus, unbroken active edges
- sheltered overhangs and awnings, formal variety
- outside seating and utilization of the frontage zone
- on-street parking
- generous sidewalk, street trees
- recesses for focused retail activity and 'staying places' (without becoming too leaky)
- generous ceiling height (15-16' clear)



# railway edge

## create a vibrant new path



community room & resident lounge



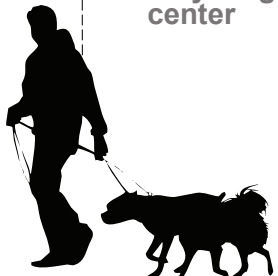
bike parking room



community garden



recycling center



pet-friendly paths & green spaces



continuous safety railing



retail/dining/events plaza



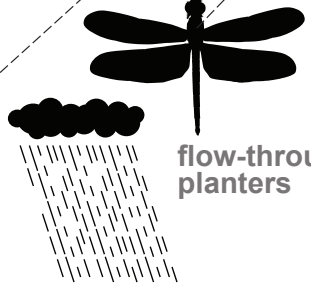
urban winery loading access & parking



creative industrial/office



community fitness center



flow-through planters



tree-lined path

North

### concepts

- play on historic strip tracts
- train engine shed: many small openings



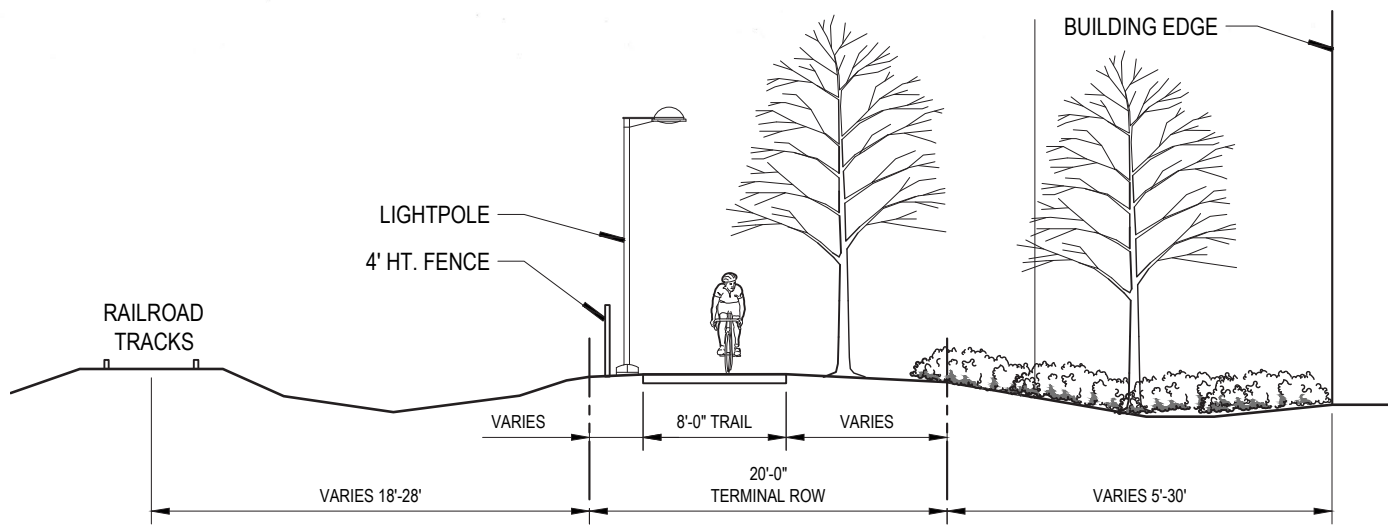
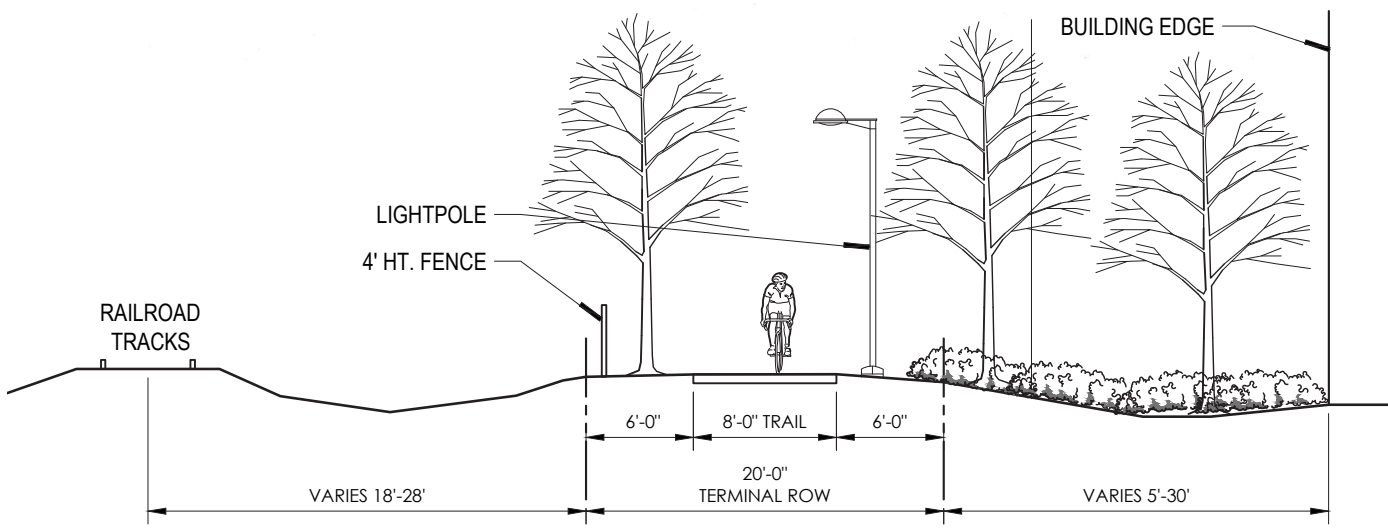
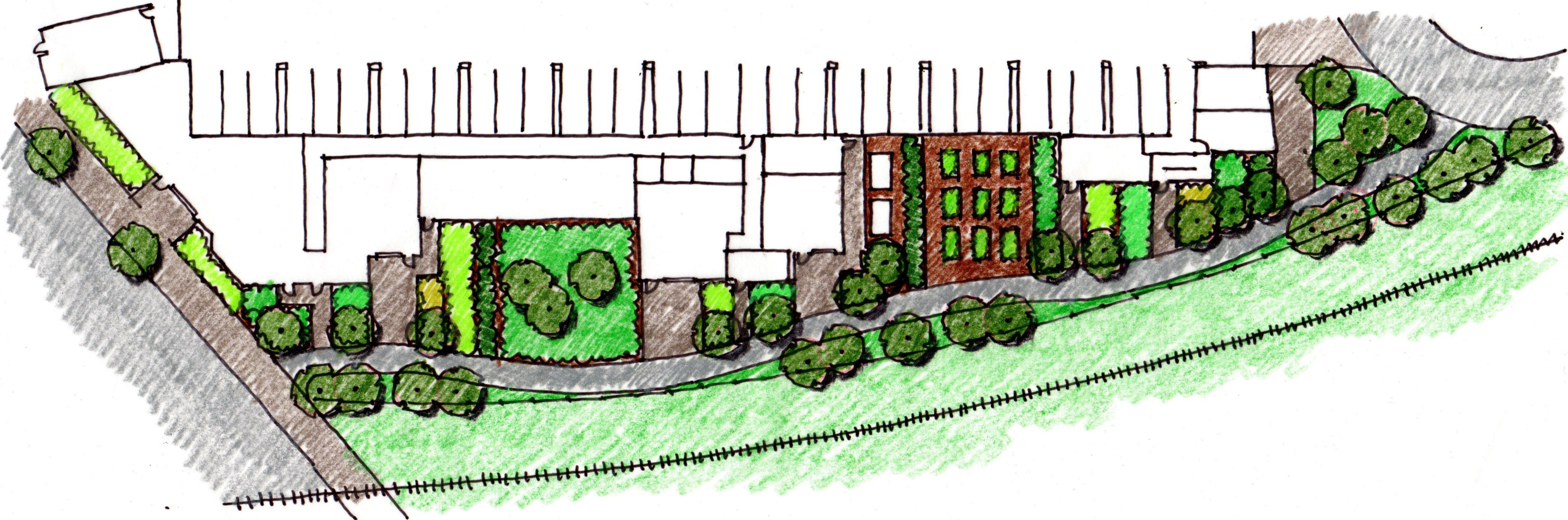
train engine shed



1908 Security & Abstract Trust Co. Map



# railway edge landscape design concept sketch





# railway edge create active outdoor spaces & frontages



ABOVE: WEST RAILWAY COURT W/ BIKE PARKING FRONTAGES AND FITNESS CENTER

LEFT: EAST RAILWAY COURT W/ COMMUNITY GARDEN

BELOW LEFT: PARTIAL PLAN OF RAILWAY EDGE AND PROPOSED BIKE PATH WITHIN THE TERMINAL ST R.O.W.

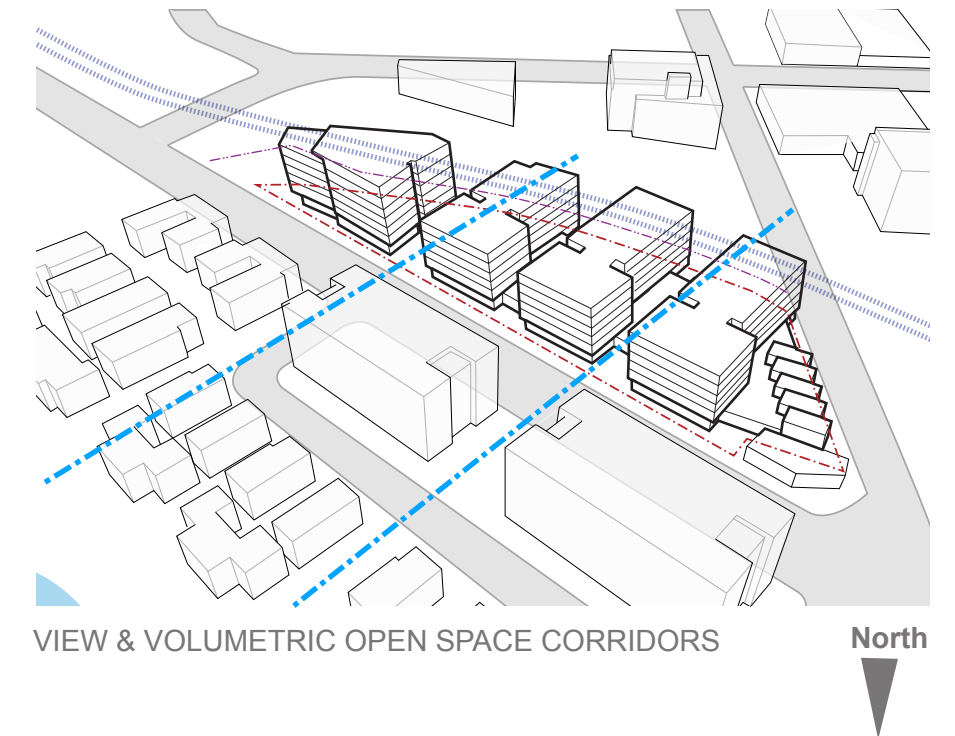




# the podium alignment with open space



VIEW FROM RIVERPLACE TOWNHOMES OPEN SPACE COURT LOOKING BACK TOWARD OPEN SPACE & RETAIL COURT BETWEEN BUILDINGS 1 & 2



VIEW & VOLUMETRIC OPEN SPACE CORRIDORS

North



# the industrial office building urban winery anchor



01 storefront to wine-making



02 flexible work / events space

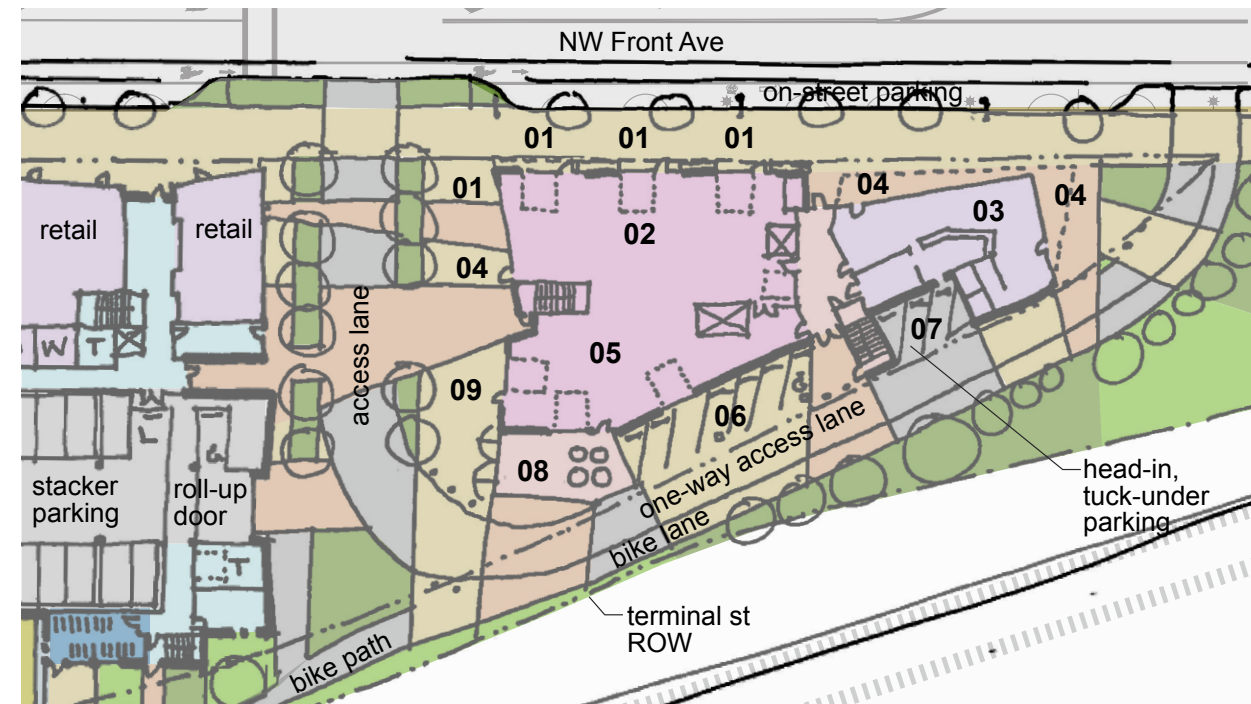


03 bistro / wine bar



04 outdoor seating / dining

## front of house



10 roof deck



05 equipment warehouse



06 deliveries / mobile bottling staging area



07 flexible staging areas



08 secure bike parking



09 flexible patio / access area

## back of house



# the industrial office building a vertical industrial building



THE INDUSTRIAL OFFICE BUILDING FROM NW FRONT ST, WESTBOUND



THE RETAIL SPACE AT THE SOUTHEAST CORNER OF THE INDUSTRIAL OFFICE BUILDING



VIEW TO FREMONT BRIDGE FROM THE PROPOSED ROOF DECK

THE INDUSTRIAL OFFICE BUILDING FROM BETWEEN THE TOWNHOUSE BLOCKS ACROSS NW FRONT ST





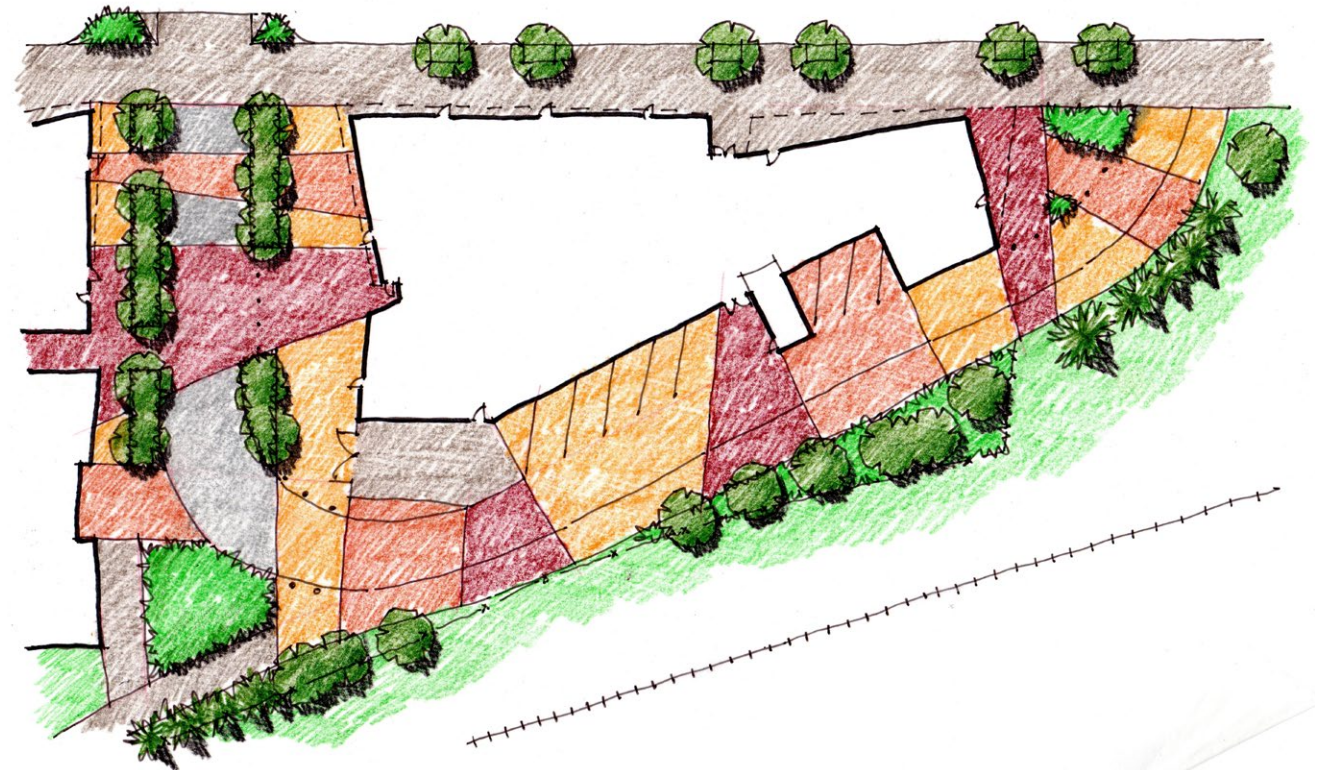
# the industrial office building landscape concept sketches



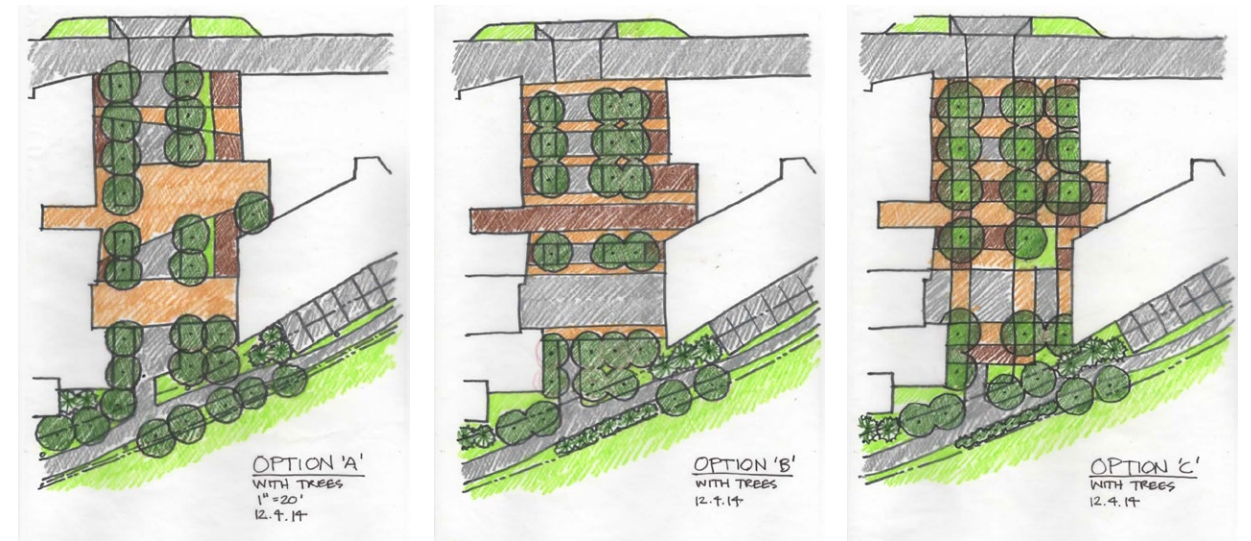
RENDERING OF PLAZA AREA FROM NW FRONT ST



RENDERING OF PLAZA AREA FROM ACROSS 16th AVE



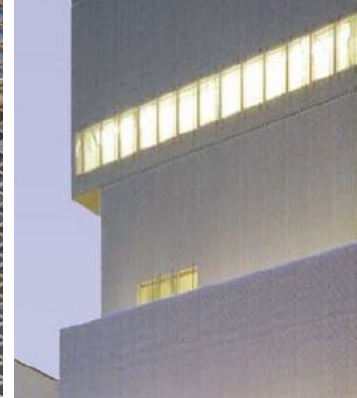
PLAZA PAVING CONCEPT SKETCH - PREFERRED DESIGN



PLAZA PAVING CONCEPT SKETCHES



# the industrial office building cladding



## inspiration



FRONT STREET ELEVATION (northeast)

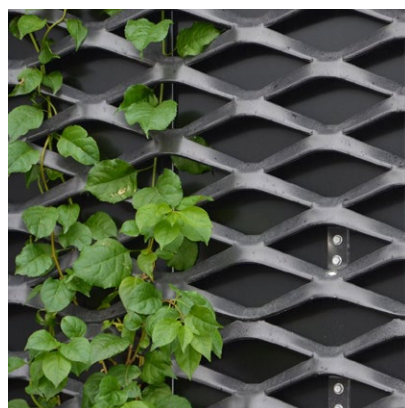


PLAZA ELEVATION (northwest)

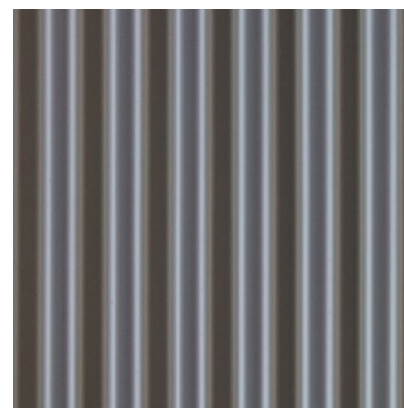
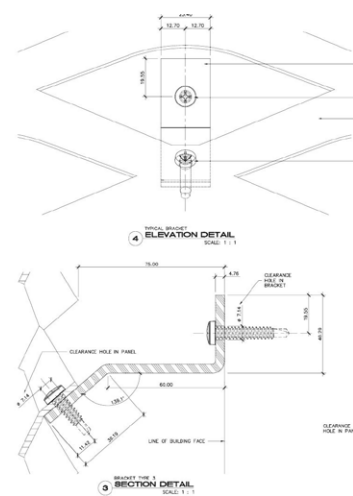


TERMINAL STREET ELEVATION (south)

## elevations



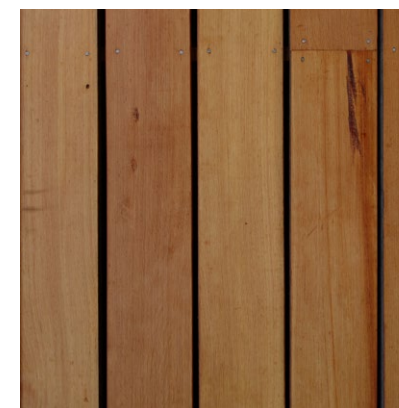
EXPANDED METAL SIDING  
(large-format)



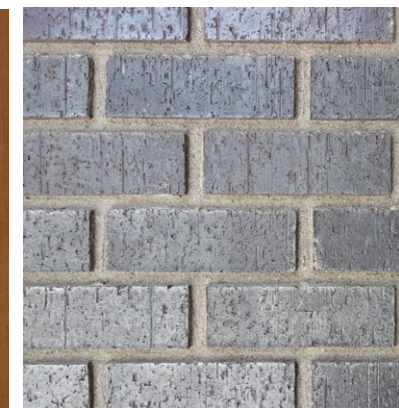
ROLLED METAL SIDING  
(corrugated profile)



ROLLED METAL SIDING  
(chevron profile)



CEDAR RAINSCREEN  
(soffits & seams)



IRONSPOT BRICK  
(ground floor)

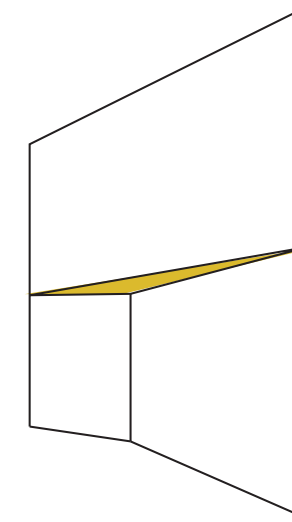


# the architecture exterior cladding concept

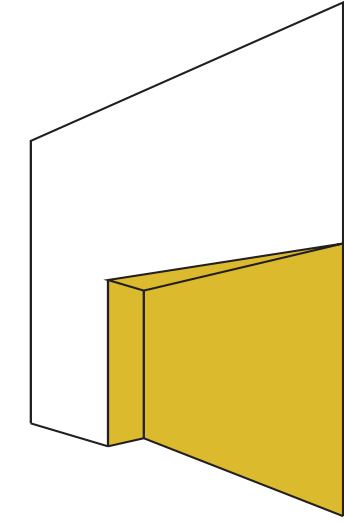


## INSPIRATION:

- REVEAL THE INNER LAYER BEHIND THE SHELL
- ANALOGY TO NEW LIFE IN THE AREA OUT OF THE INDUSTRIAL PAST



FOLDING IN

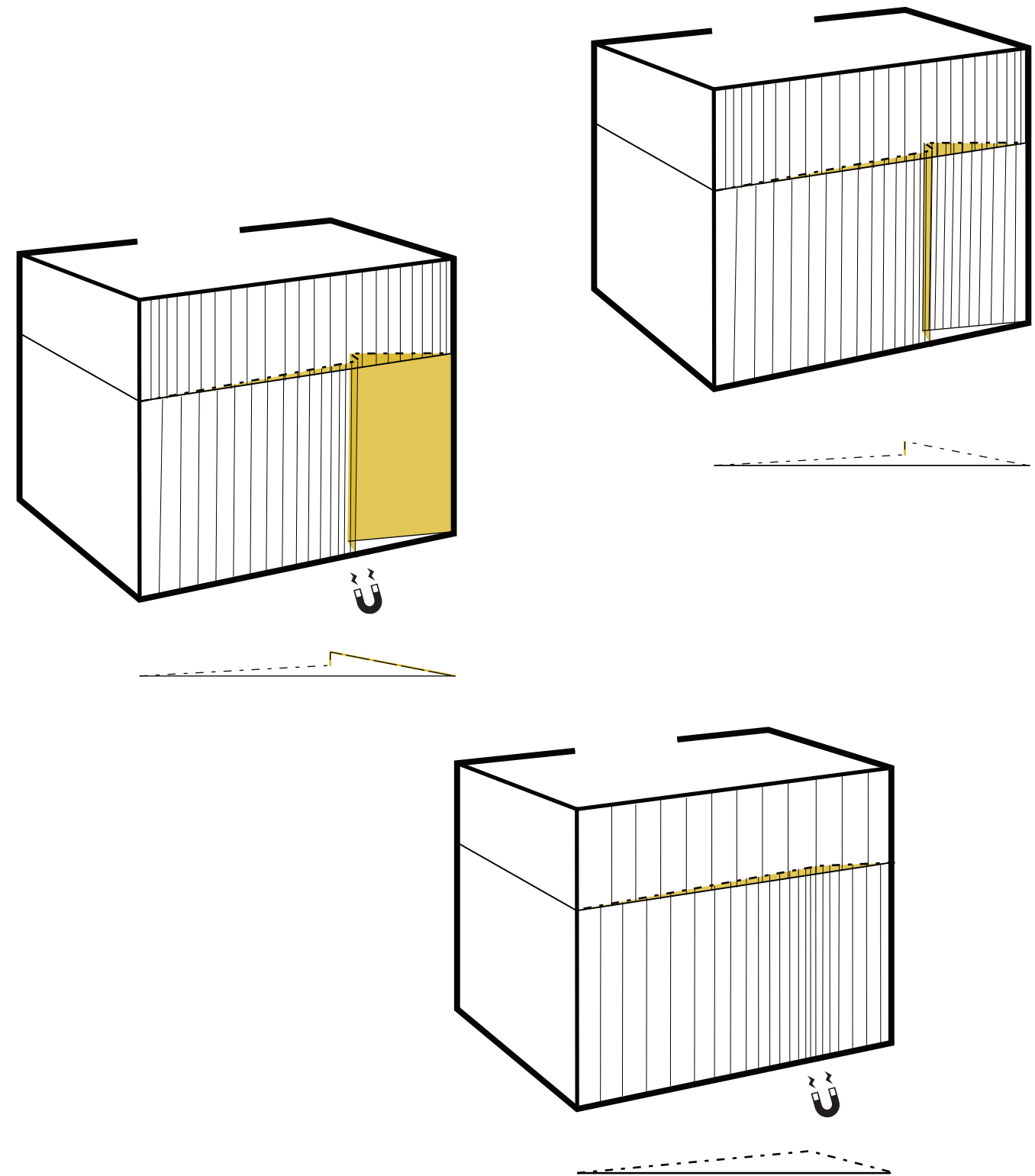
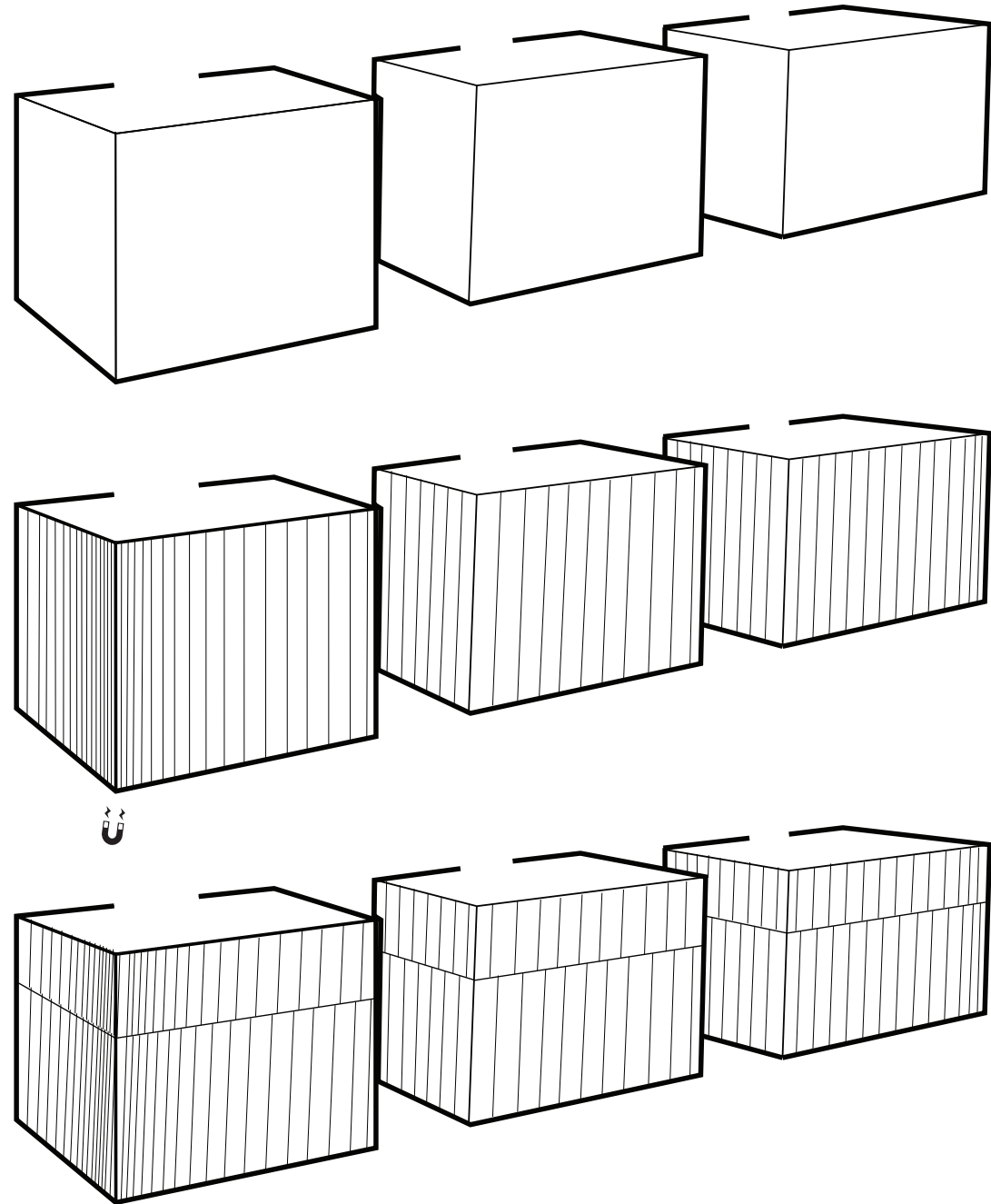


CUTTING IN





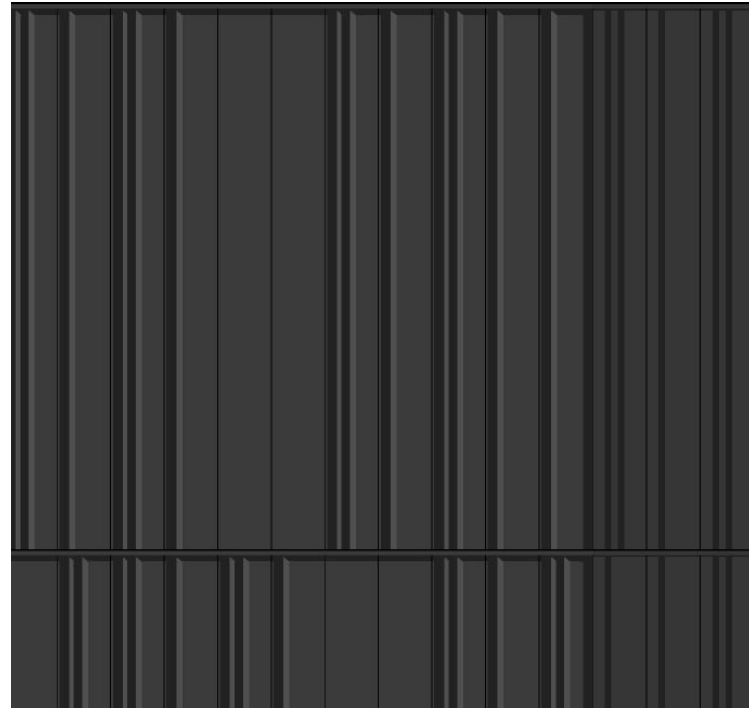
# multifamily facades articulation paradigms



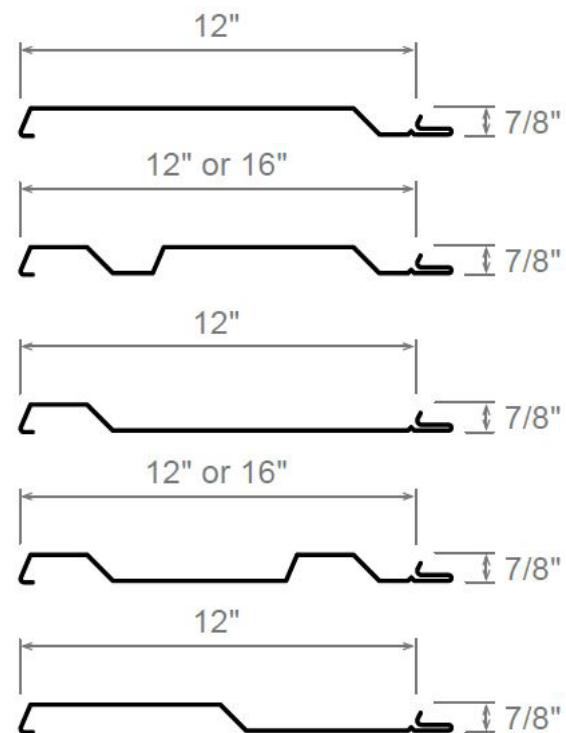


# cladding

## cool material



**Steel Standing Seam** (Duranar Graphite Gray, 5 panel types, staggered pattern)



## warm material



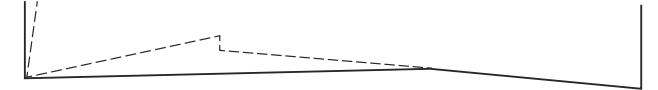
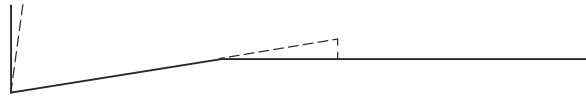
**Okoskin** (147 mm, sandstone, 45 deg angle, hat channel furring max 24" o/c)



PARTIAL ELEVATION STUDY



# facades variation at front st



BUILDING 3 AT NW FRONT ST

BUILDING 2 AT NW FRONT ST

BUILDING 1 AT NW FRONT ST



# facades okoskin focused at courts and active edges



PERSPECTIVE LOOKING SOUTHEAST ALONG NW FRONT ST



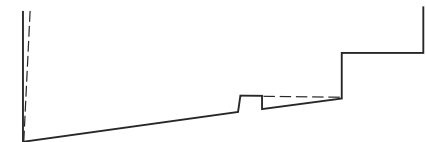
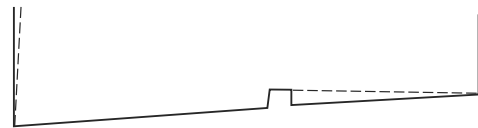
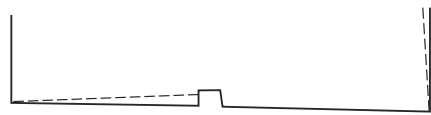
DIAGRAM ILLUSTRATING OKOSKIN AT NW FRONT ST ELEVATION FOCUSED AROUND WEST RETAIL COURT



PERSPECTIVE LOOKING NORTHWEST ALONG NW FRONT ST



# facades variation at terminal st



BUILDING 1 AT NW TERMINAL ST

BUILDING 2 AT NW TERMINAL ST

BUILDING 3 AT NW TERMINAL ST



# facades overall elevations

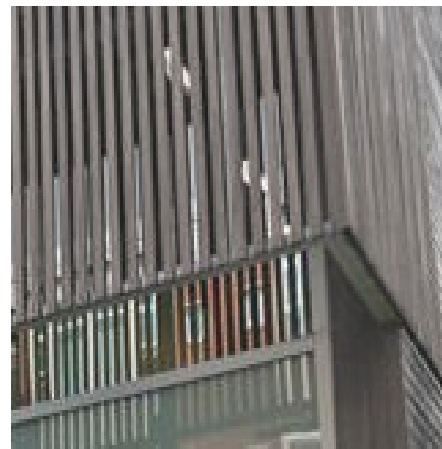


ELEVATION ALONG NW FRONT ST



ELEVATION ALONG NW TERMINAL STREET

## additional exterior palette



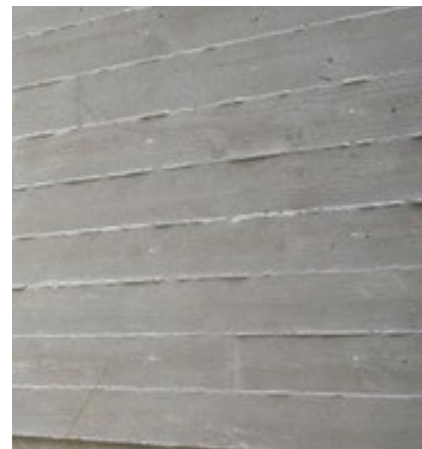
WEATHERED WOOD SCREEN



IRONSPOT BRICK



BLACK ALUMINUM  
STOREFRONT



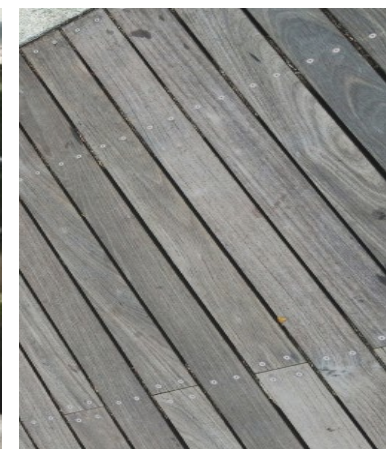
CAST CONCRETE



BLACK VINYL WINDOW  
SYSTEM



POWDERCOATED  
BLACK RAIL



WEATHERED  
HARDWOOD DECKING

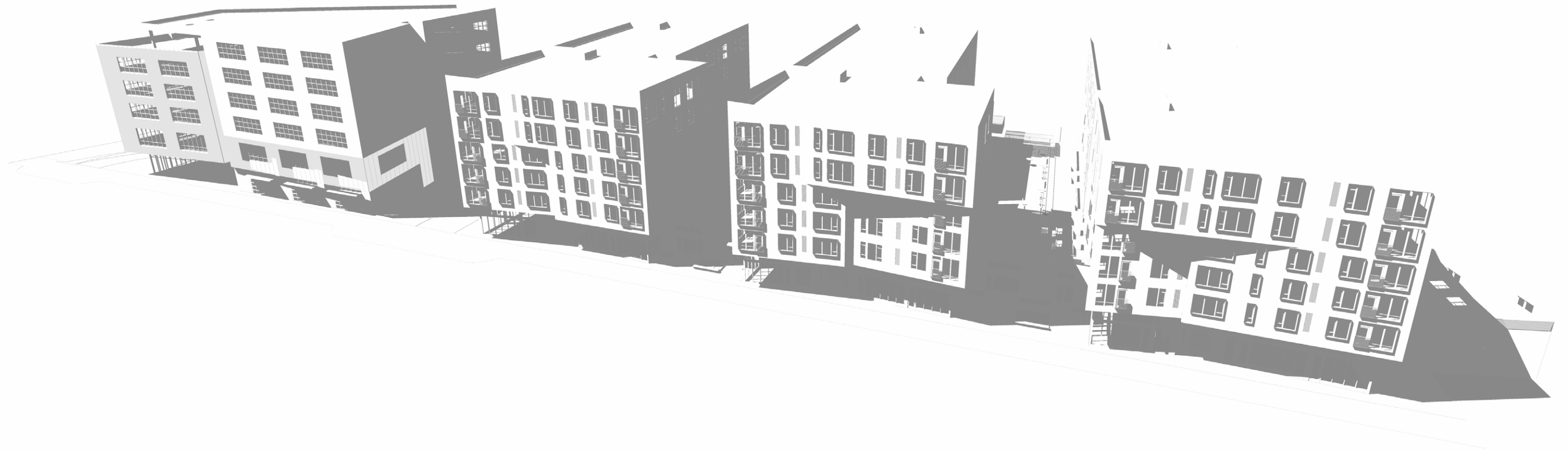


**facades** rowhouses at NW 17th



ROWHOUSES FROM NW 17TH AVE





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