

DESIGN + PROCESS OVERVIEW

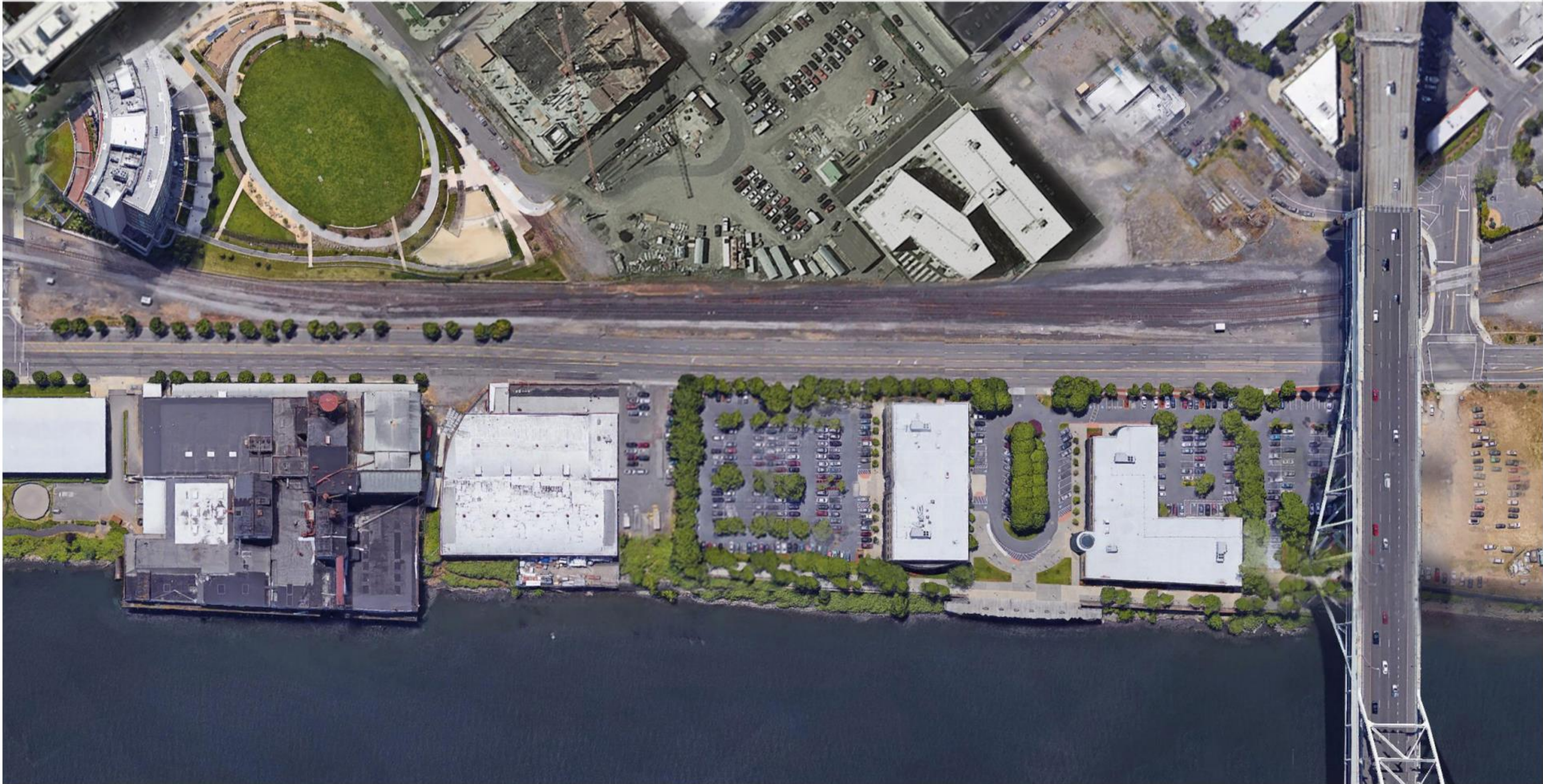
FREMONT APARTMENTS



TVA ARCHITECTS

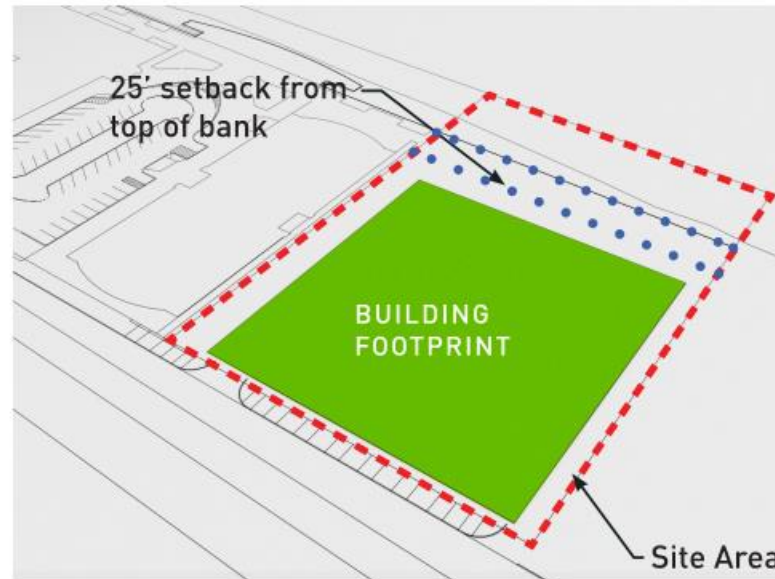
LINCOLN PROPERTY COMPANY LLC

design considerations
basic site overview



design considerations

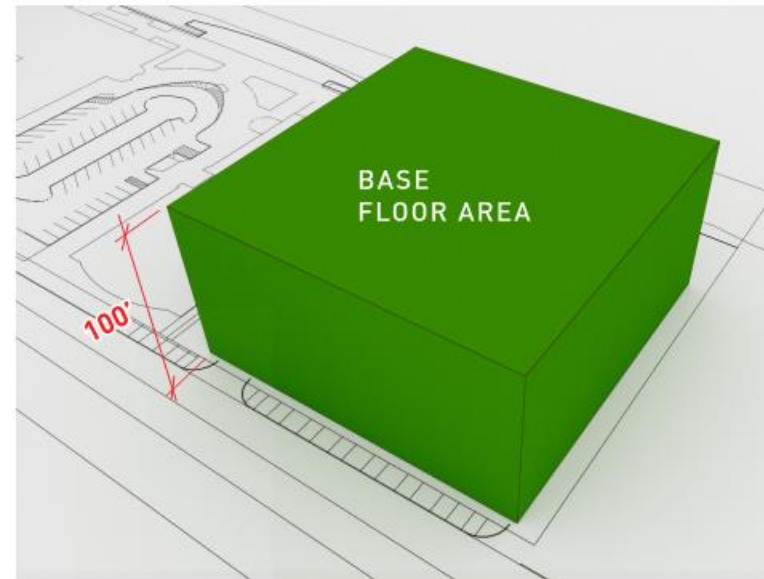
basic site overview



SITE AREA + 72,080 sf

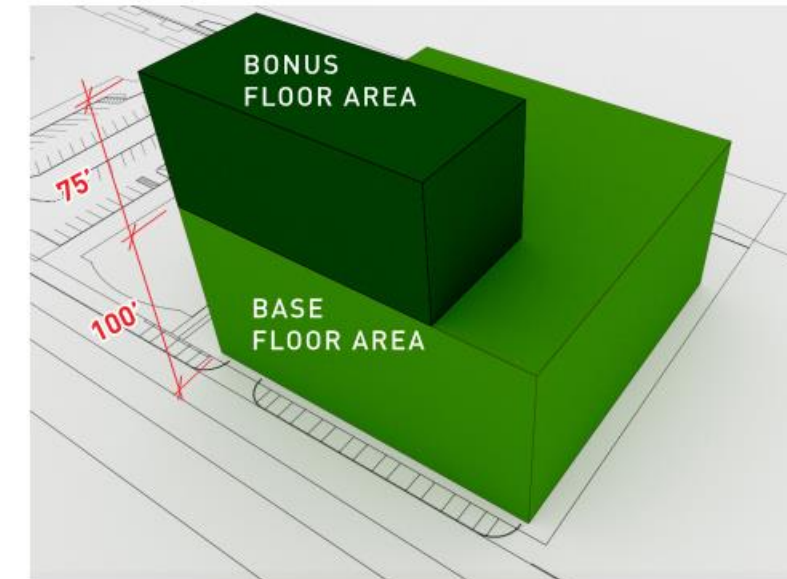
MAXIMUM BUILDING FOOTPRINT = 200' X 200'

GREENWAY SETBACK = 25' from top of bank



BASE F.A.R. = 2:1 = 144,160 sf

- Base floor area must be fully utilized below 100' base height before project is eligible for bonus floor area and bonus height.
- Floors above 100' are limited to 12,500sf
- Facade lengths above 100' are limited to 120', up to 150' by modification



AVAILABLE ADDITIONAL HEIGHT: 75 ft

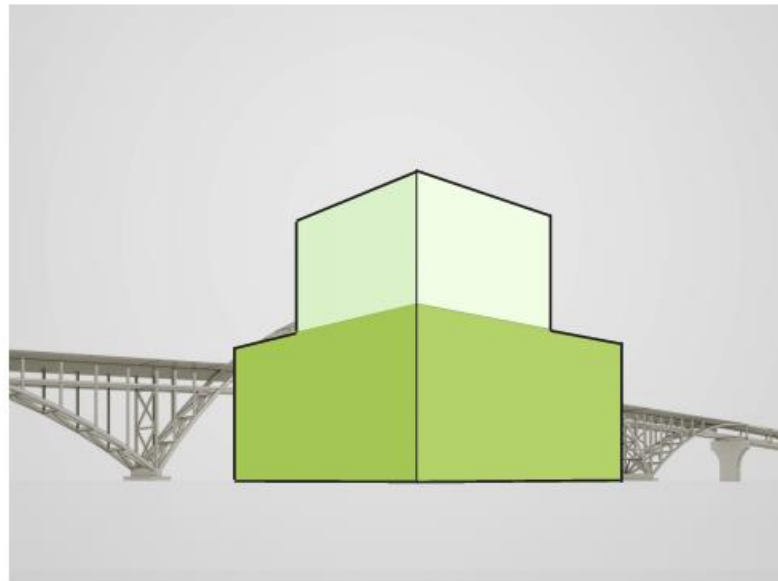
(North Pearl Subarea Height Opportunity Area)

- Floor area above 100' must be earned through bonus FAR provisions
- Floors above 100' are limited to 12,500sf
- Facade lengths above 100' are limited to 120', up to 150' by modification

design considerations

massing + view

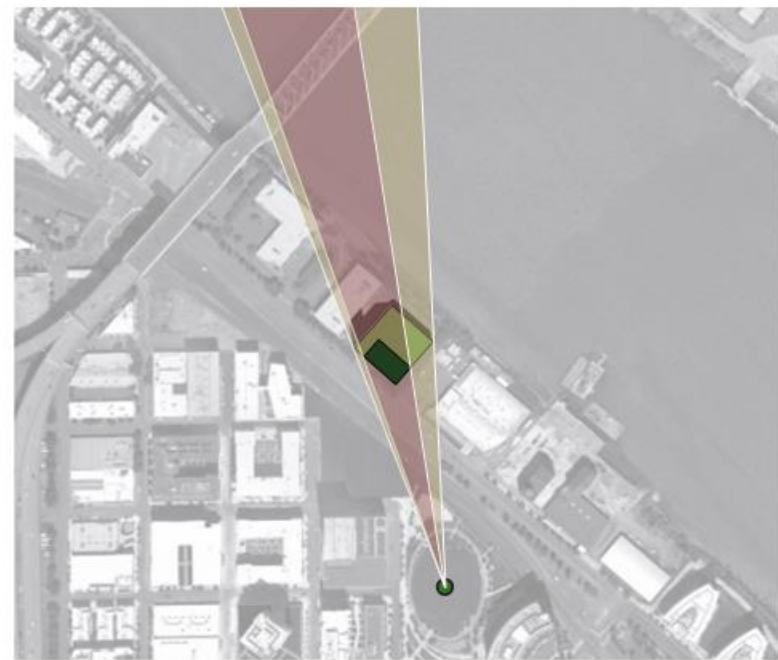
VIEW OBSTRUCTION - CONCEPTUAL MASS 1



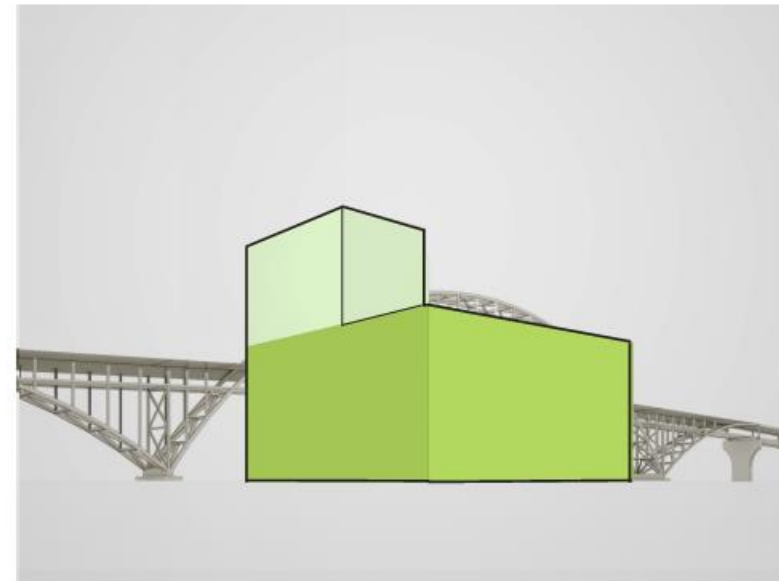
PODIUM - 200'L x 200'W x 100'H

+

TOWER - BAR-SHAPED ALONG WEST EDGE



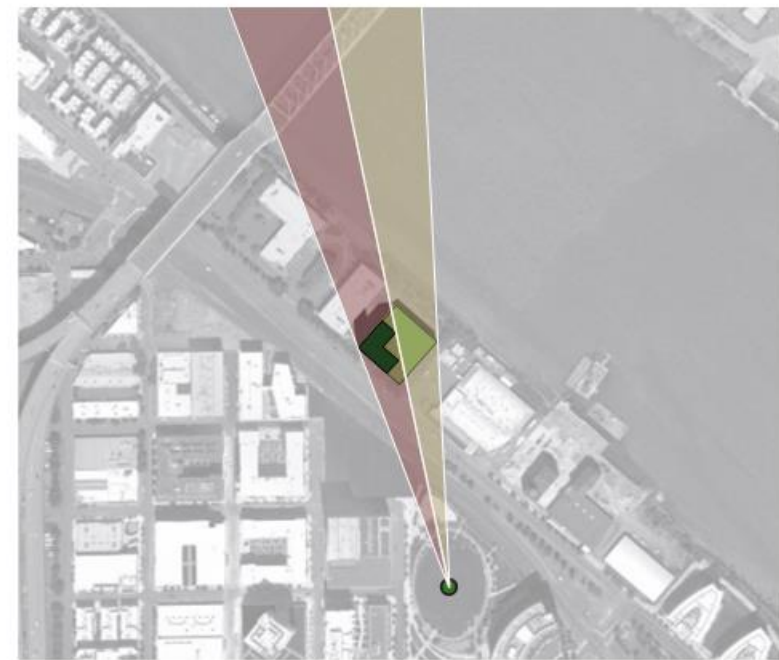
VIEW OBSTRUCTION - CONCEPTUAL MASS 2



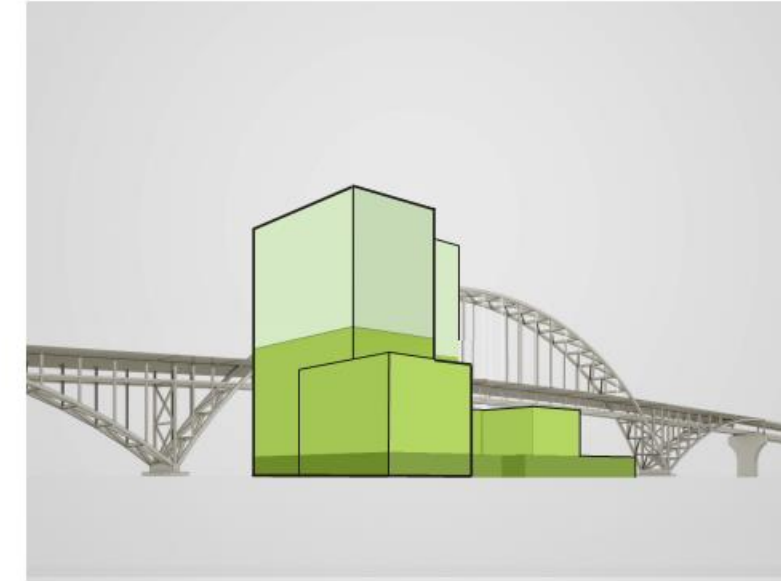
PODIUM - 200'L x 200'W x 100'H

+

TOWER - L-SHAPED @ NORTH CORNER



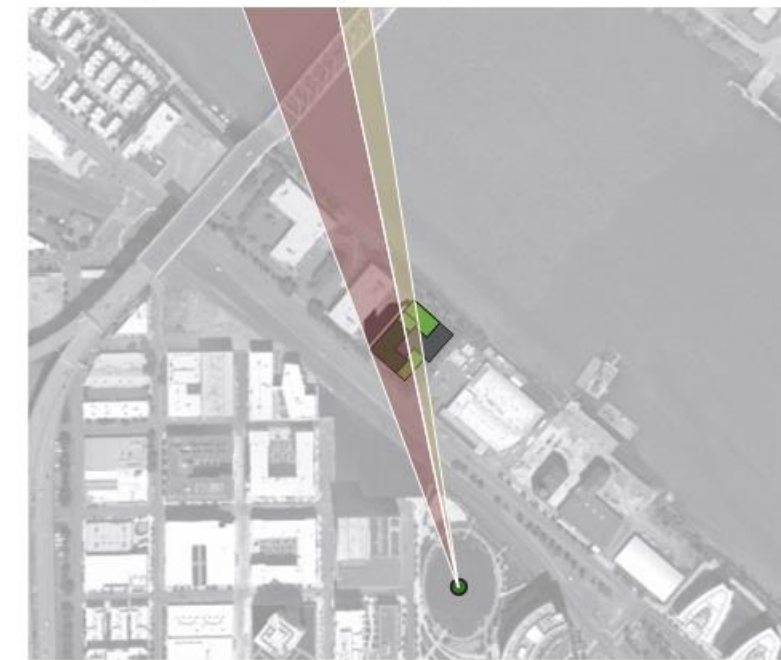
PROPOSED DESIGN



PODIUM - Mass broken down to allow more view to the bridge

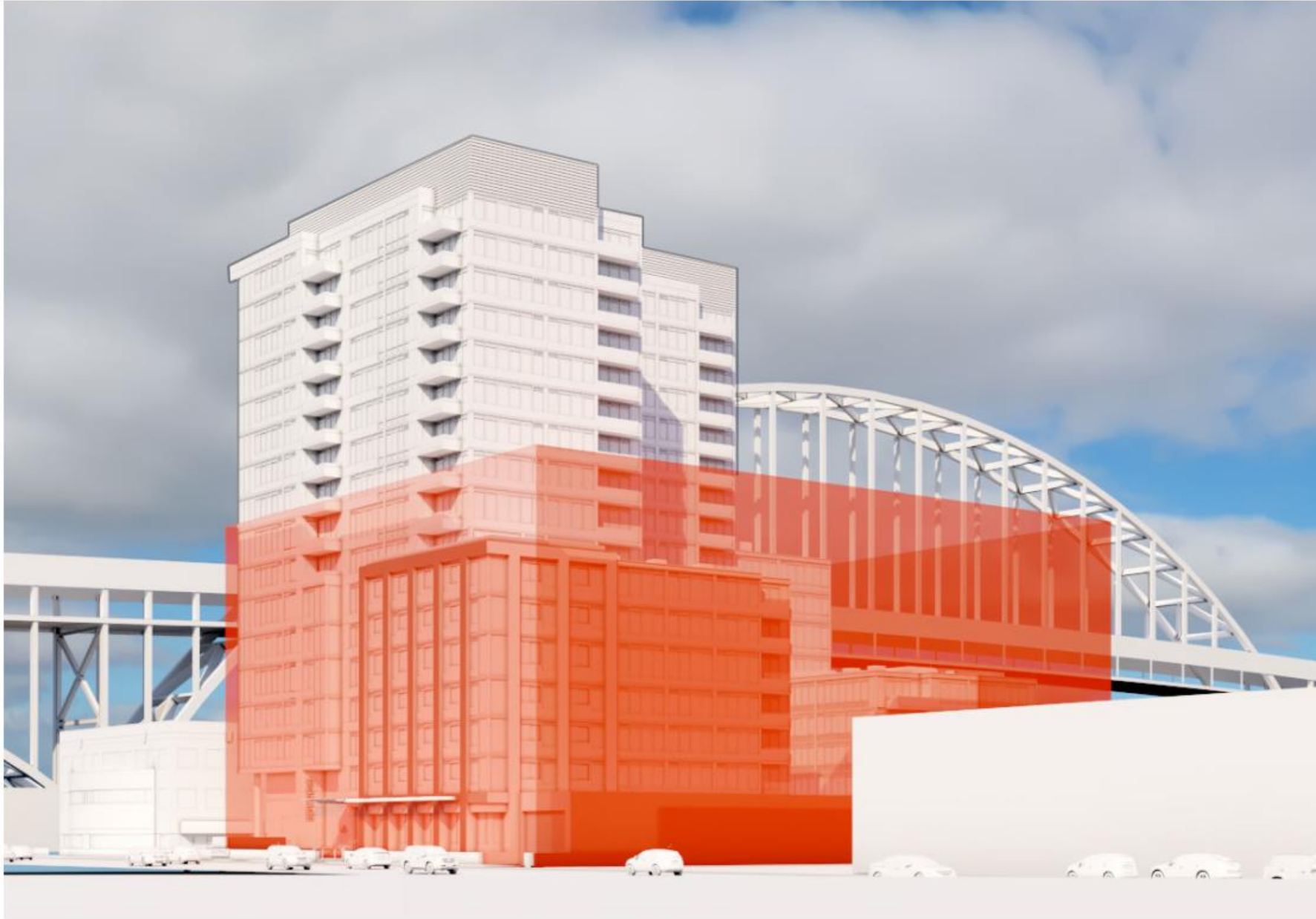
+

TOWER - L-shaped form along Naito provides more view to the bridge



design considerations

massing + view



approved massing versus lower massing study
the basic outline in red shows the potential impact, on views to the bridge in particular, of the 100' base height.

process overview

neighborhood outreach + discussion



PEARL DISTRICT NEIGHBORHOOD ASSOCIATION

planning + transportation committee interface:

August 15, 2017

Presented project to committee.

received neighbor feedback and opinions prior to initial land use hearing.

September 19, 2017

Re-presented project to committee.

received specific feedback on activating the Greenway frontage and revising Greenway plans to provide users more width, more direct access to the water's edge.

November 7, 2017

Re-presented project to committee.

Numerous revisions, based on committee input and that of the Design Commission, were reviewed. Per the published meeting minutes "the revisions were well received by the majority of the committee."

December 5, 2017

Re-presented project to committee.

Numerous revisions, based on committee input and that of the Design Commission, was reviewed. Per the published meeting minutes "Most committee members supported the changes and felt the project team had adequately listened to the concerns brought up by the committee and Design Commission. The proposed plaza and restaurant on the north side of the parcel was considered to be a valuable addition to the neighborhood based on its placemaking potential as a public gathering space."

process overview

public hearings + public process

DESIGN COMMISSION + BUREAUS

hearings and process milestones:

November 16, 2016

Pre-Application Hearing Conference

met with BDS staff and bureau representatives

November 28, 2016

Design Review Application Submitted

May 24, 2017

Design Review Application Deemed Complete

June 1, 2017

Design Advice Request Hearing with Design Commission

September 28, 2017

Design Review Hearing 1

November 16, 2017

Design Review Hearing 2

November 30, 2017

Design Review Hearing 3

December 21, 2017

Design Review Hearing 4

With a staff recommendation of approval and a final Commission vote, Design Approval was granted.

evolution through the process

site plan

AT TIME OF DAR HEARING

shared pedestrian/autocourt at NW corner of site

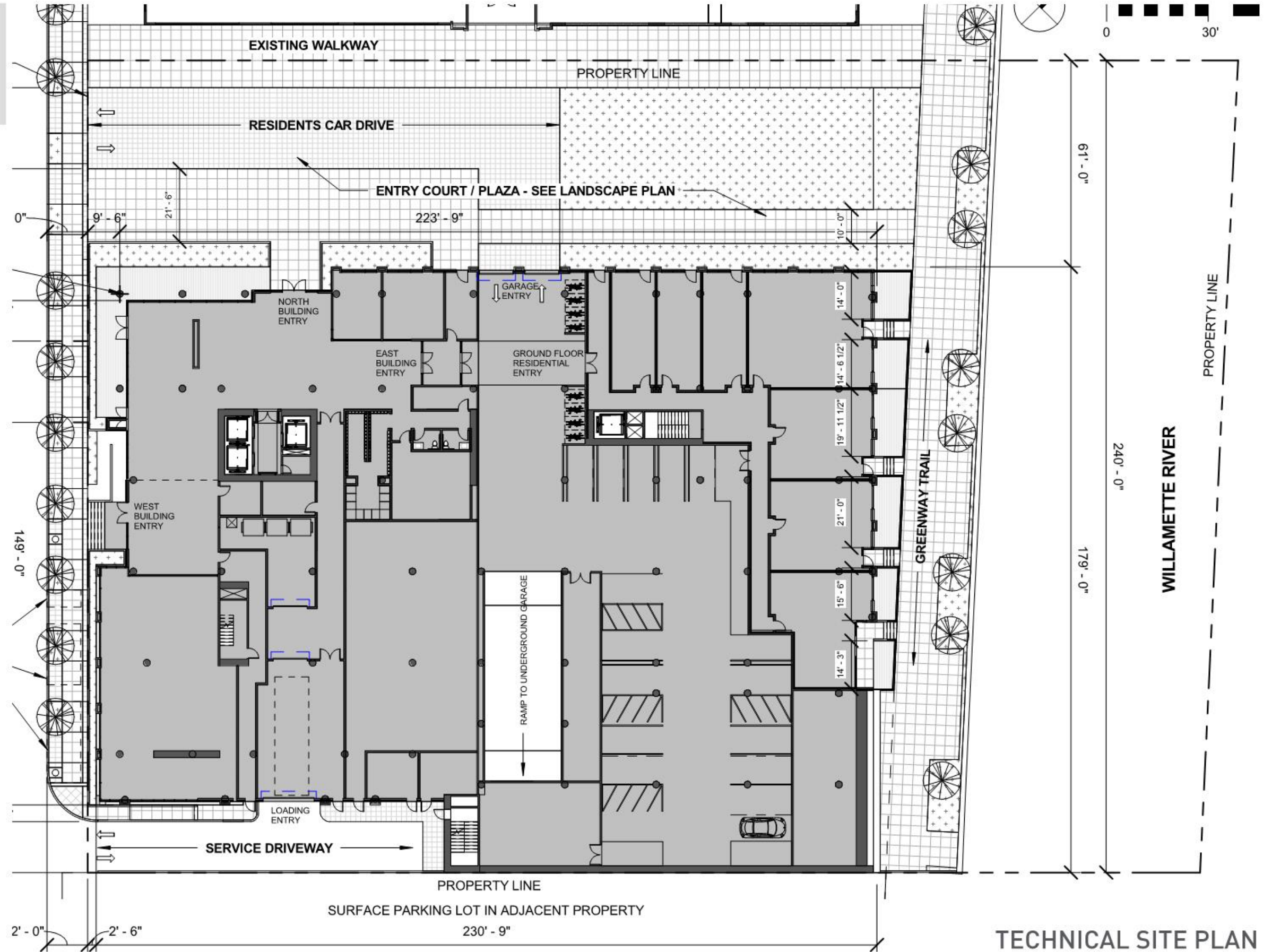
existing greenway configuration and planting to remain

service driveway at southern edge of property

inactive use (mechanical equipment) at SE corner of site on Greenway

seven ground level residential units on north and east facades with private terraces

10' wide pedestrian connection from Naito to Greenway, crossing vehicular entry



TECHNICAL SITE PLAN

evolution through the process

site plan

AT TIME OF APPROVAL

vehicular traffic all located at SE corner of the site to minimize pedestrian interference

completely revised Greenway configuration to create a more engaging pedestrian experience and move trees and benches back from the seawall per PDNA input

active use (short-stay units) at SE corner of site on Greenway with adjacent open space and accommodation of future Greenway connection

major dining facility with outdoor terrace on NE corner of the building, increasing vibrancy, safety, and engagement for the public.

60' wide pedestrian connection from Naito to Greenway in the form of a major multi-purpose space for public use.

special bridge- and river-view feature at the intersection of the plaza and the Greenway



evolution through the process

greenway EXISTING CONDITIONS

the current greenway is bounded on the river side by a series of tree wells that reduce the effective paved width of the trail to 12'-6".

additionally, the trail ends abruptly at the south end of this parcel as the adjacent property is not improved.

discussions with neighbors on the greenway, at the PDNA Planning and Transportation Committee presentations, centered largely around a method to create more opportunity for pedestrians to get to the river's edge by planting trees on the landward side in the new design.



evolution through the process

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evolution through the process

greenway

APPROVED DESIGN

discussions with neighbors on the greenway, at the PDNA Planning and Transportation Committee presentations, centered largely around a method to create more opportunity for pedestrians to get to the river's edge by planting trees on the landward side in the new design.

Opportunities to sit and enjoy the river and the bridge have been added along the Greenway, and the design has involved to create a gathering space at what is currently the end of this section of the trail.

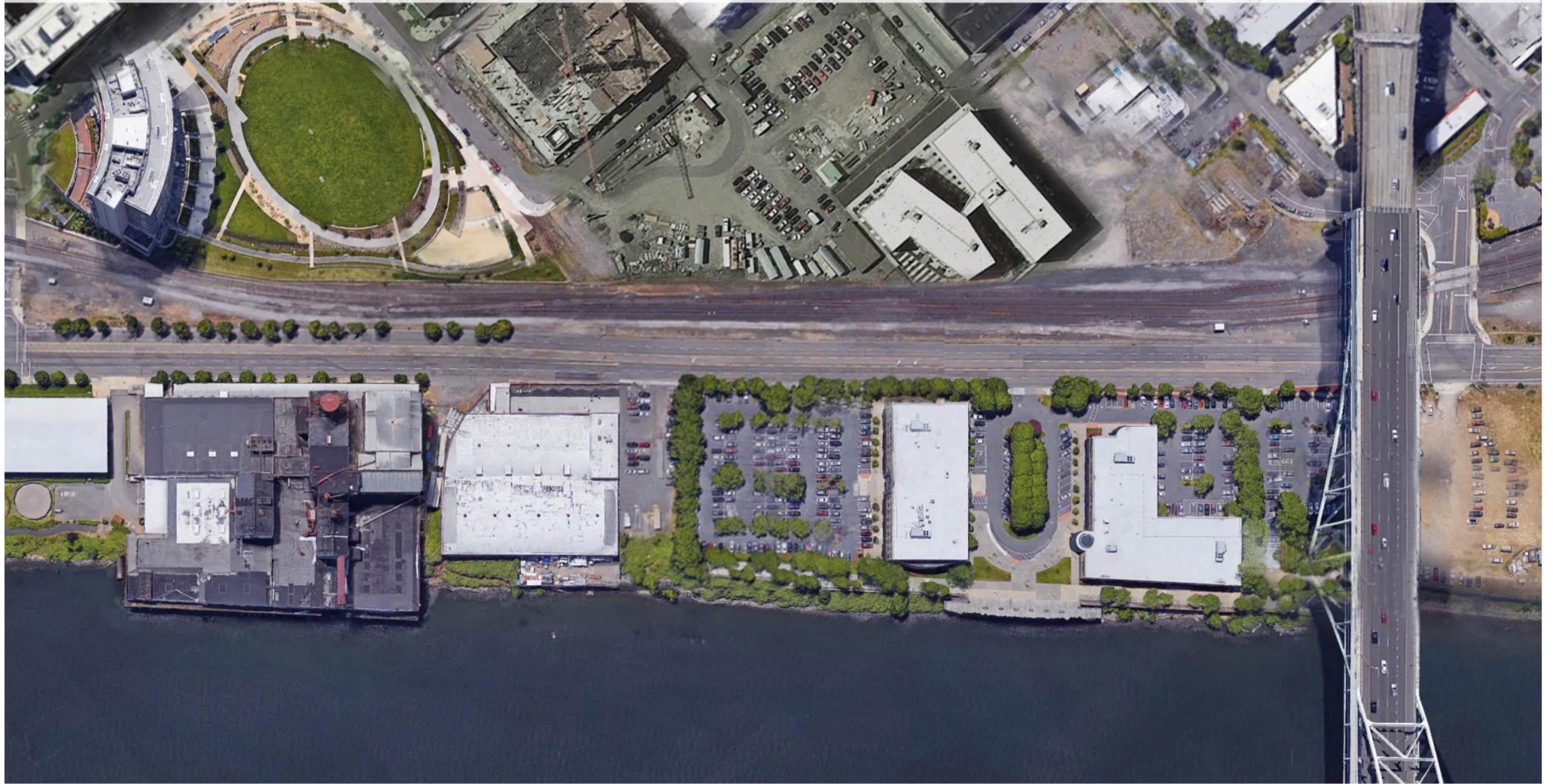
Numerous 'special design features' such as sculptural, permanent seating, provisions for events in the plaza, and changes in elevation between components are intended to increase public enjoyment and interaction.

A major element has been added at the intersection of the new plaza space and the Greenway to take cues from the river and the bridges and to better integrate the River District with the river itself.



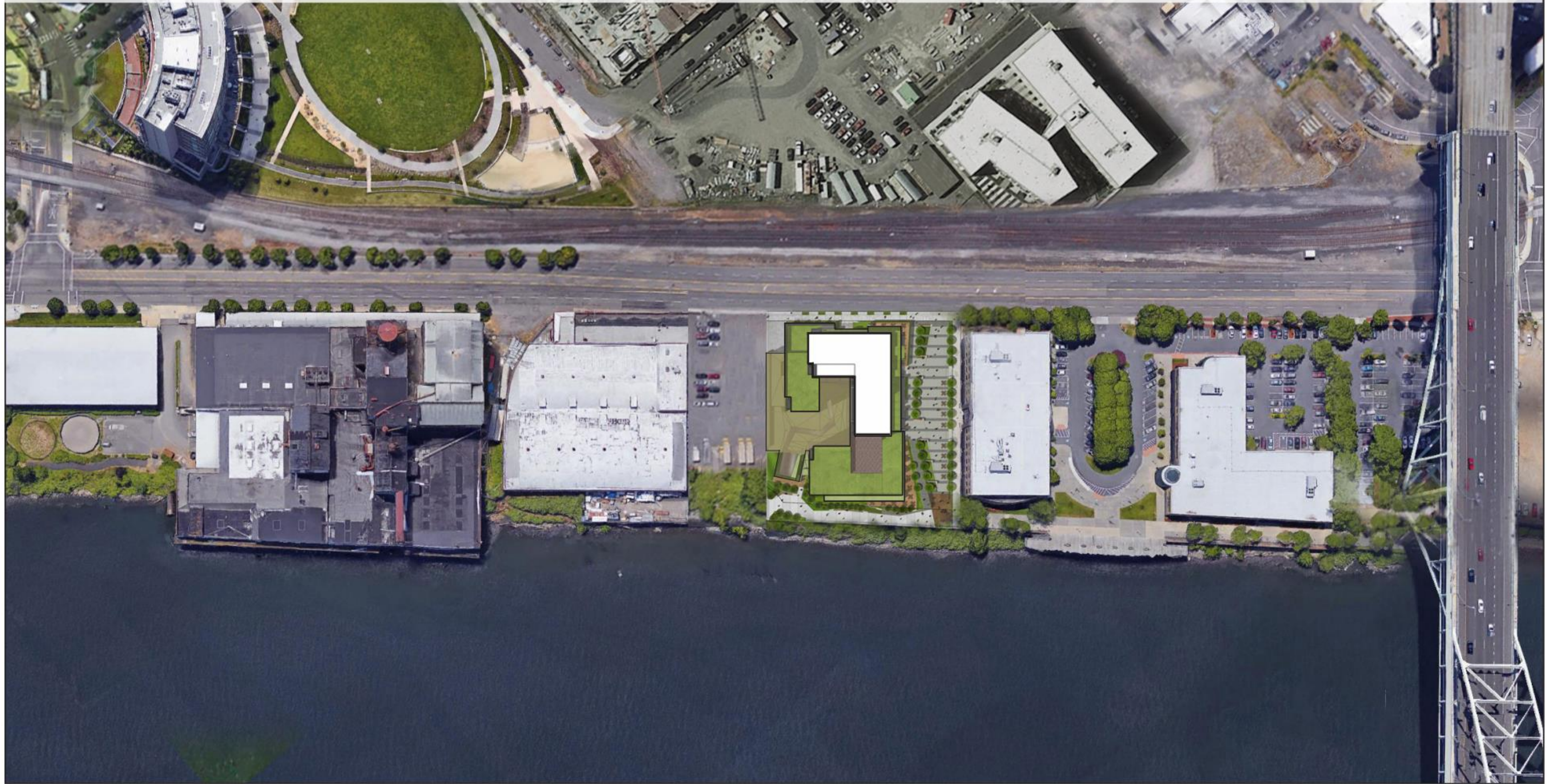
evolution

site plan + context



evolution

site plan + context



evolution

site plan + context



evolution through the process

aerial view

OF APPROVED PROJECT

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evolution through the process

rendered view

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evolution

through the process

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evolution

through the process

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evolution through the process

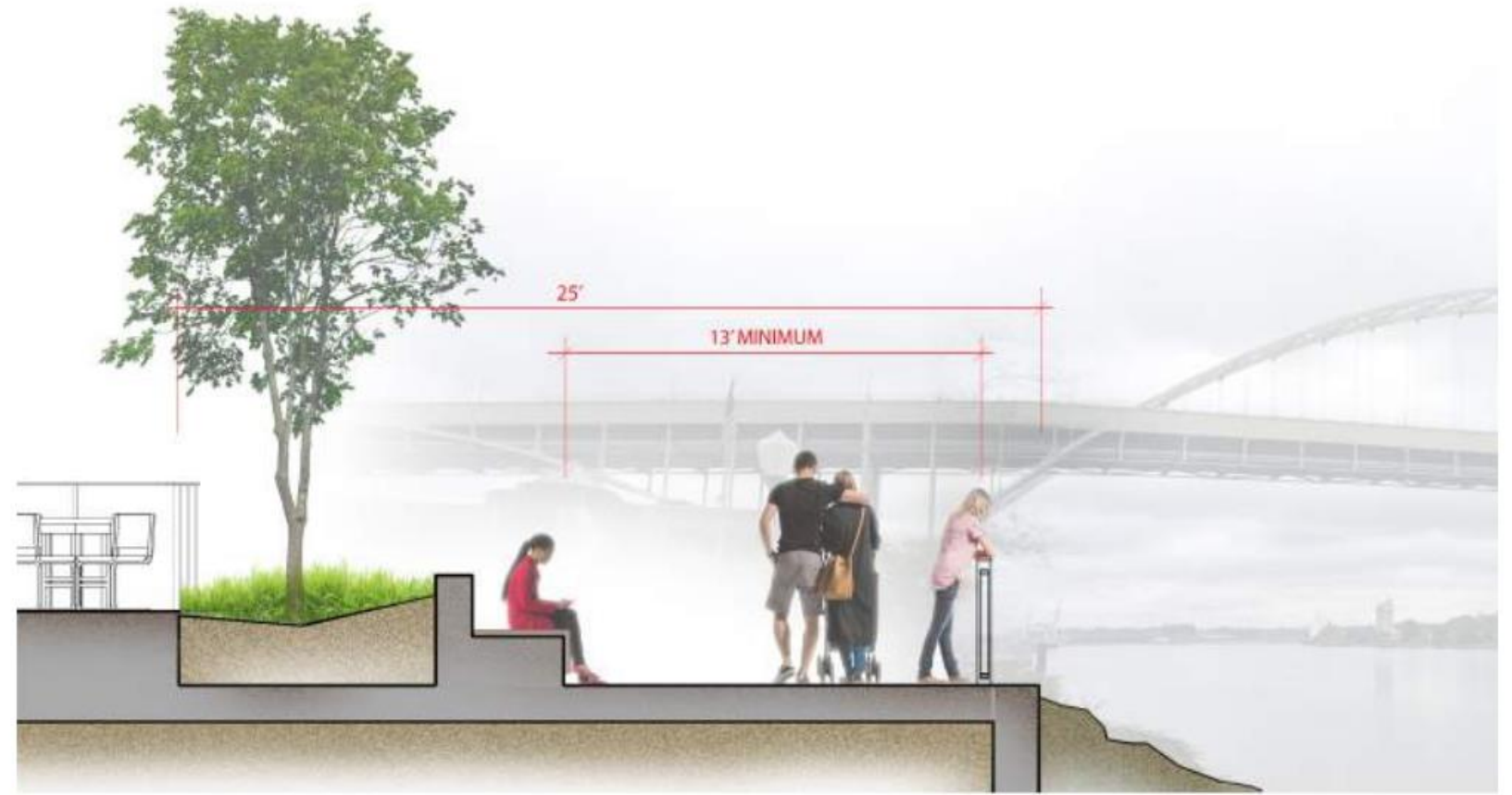
section views

OF APPROVED GREENWAY DESIGN

illustrative cross-sections at Greenway showing widest, narrowest, and average widths.

at the narrowest point, the revised greenway is wider than the existing condition. On average, the new design has an 18'-6" paved width.

trees have been pulled landward of the seawall based on input from the PDNA, to create a more-engaging pedestrian interaction with the river and the views.



rendering

showing context

existing context

revised building massing

step-down to the river frontage

vibrant Greenway trail design

riverview cafe and terrace

bridge viewing and gathering space

public multi-purpose plaza

height + plan alignment with context



rendering

showing context

existing context

revised building massing

step-down to the river frontage

riverview cafe and terrace

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public multi-purpose plaza

height + plan alignment with context



rendering

showing context

existing context

revised building massing

step-down to the river frontage

consistency of form and setback with existing/adjacent buildings

vibrant Greenway trail design

activated SE corner

riverview cafe and terrace

bridge viewing + gathering space public











DESIGN + PROCESS OVERVIEW

FREMONT APARTMENTS

BASIC INFORMATION ON
PRIMARY APPEAL ISSUES



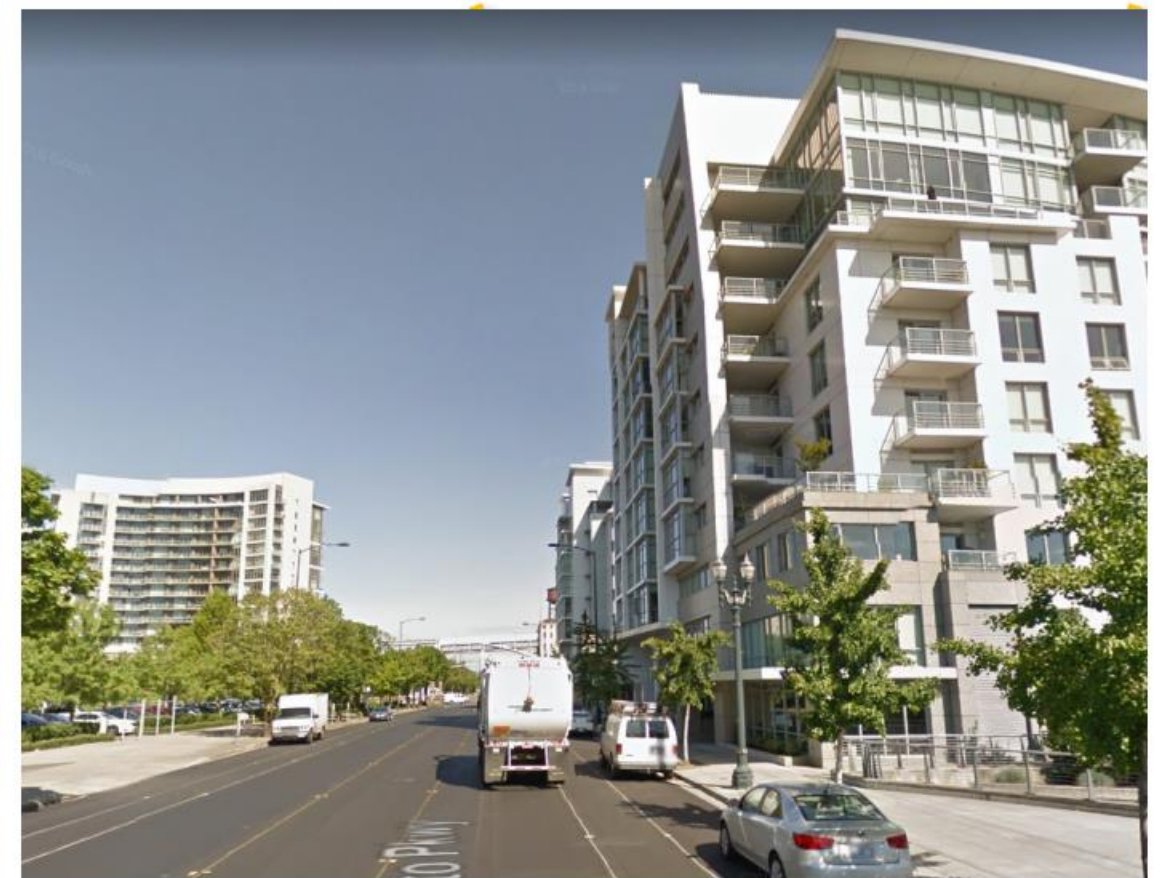
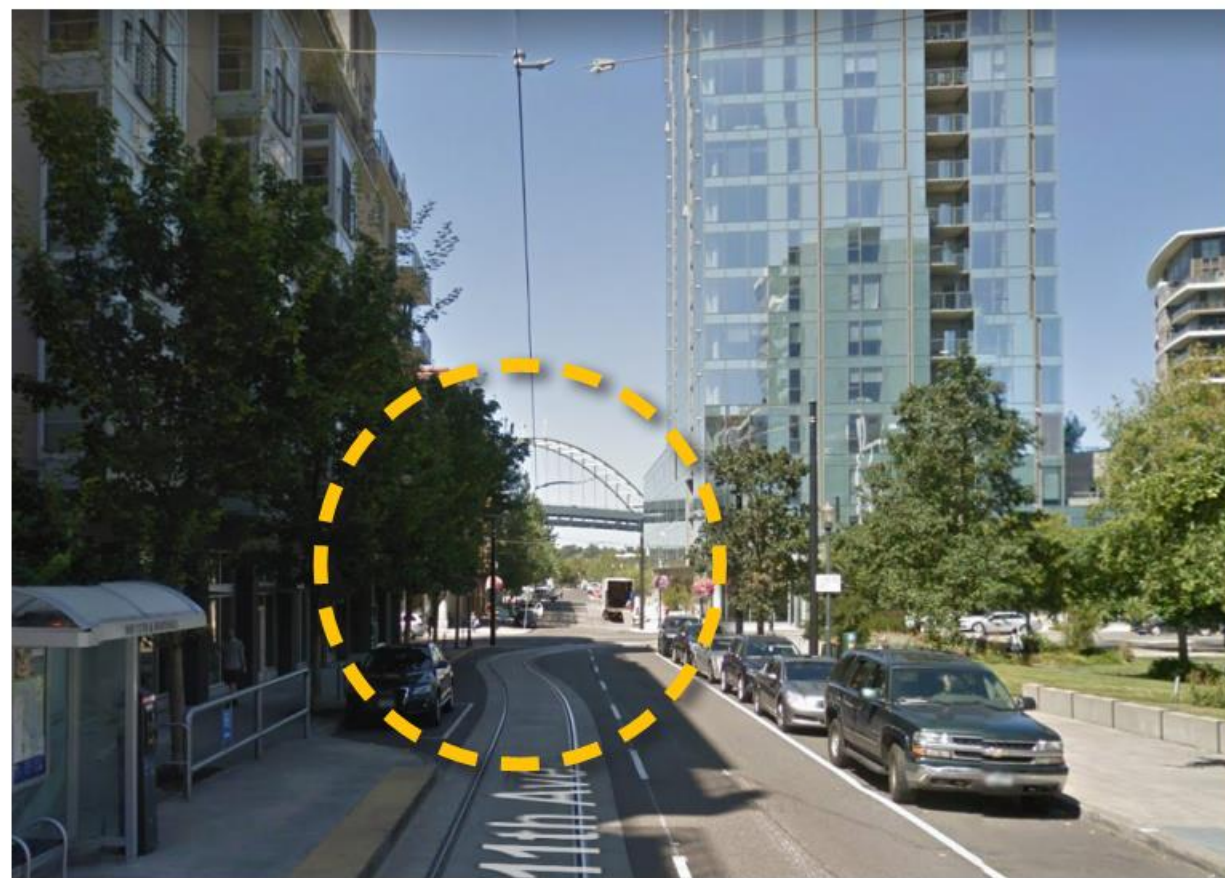
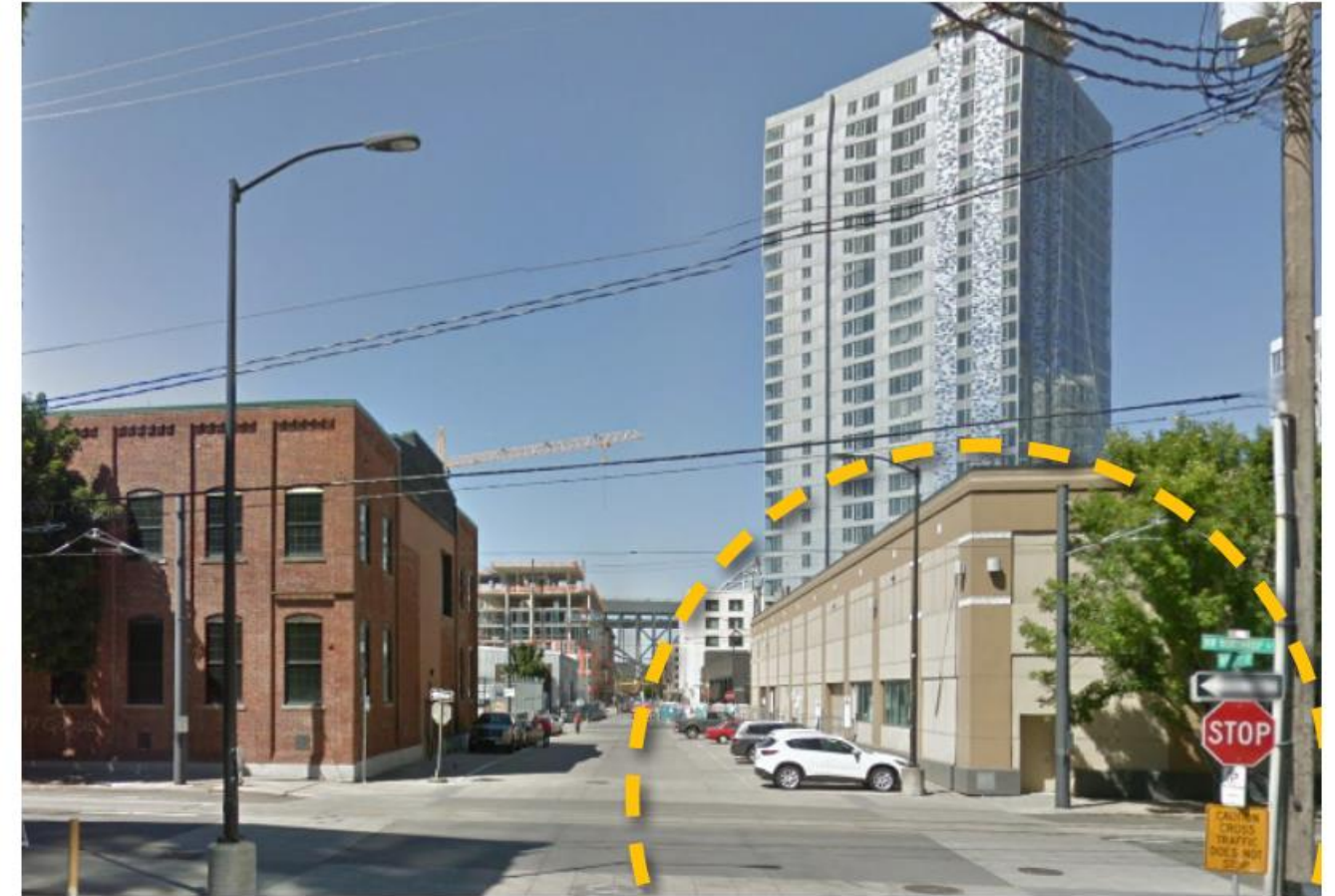
TVA ARCHITECTS

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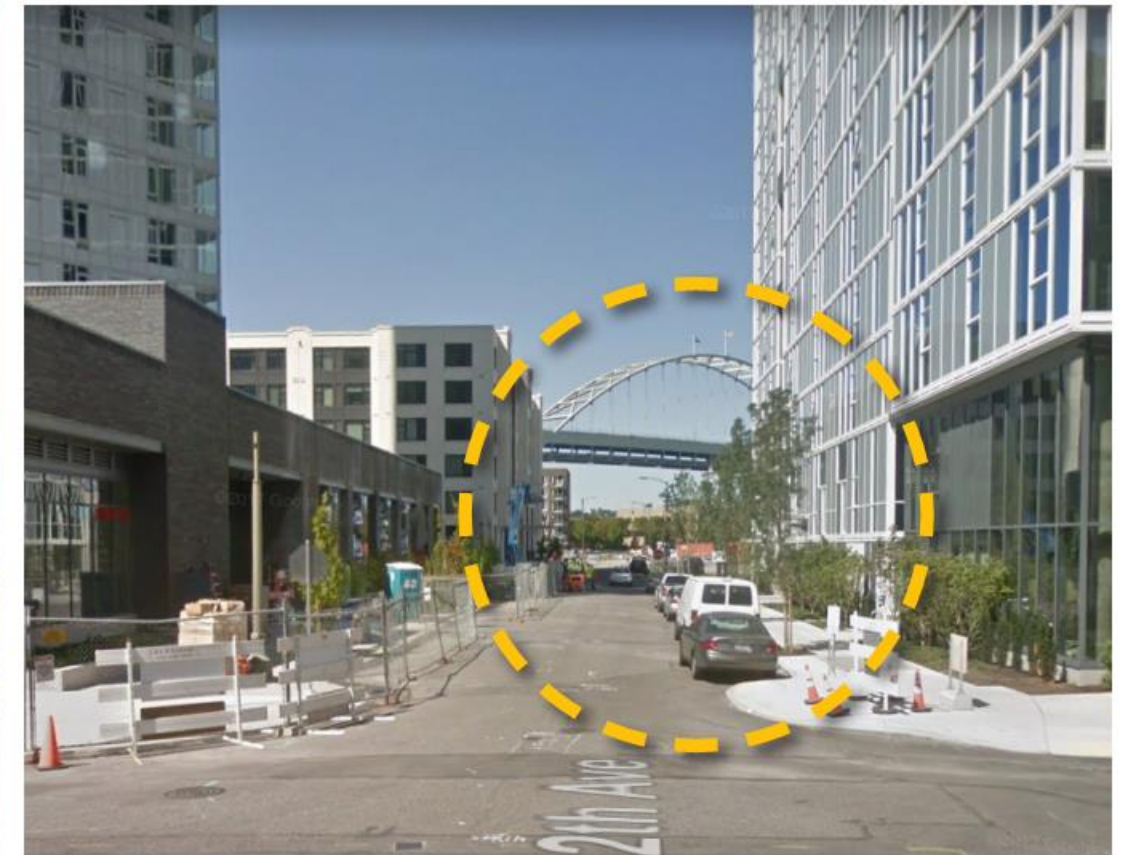
views from the pearl

the view to the Fremont Bridge from Fields Park in particular was considered from the outset of this project, even though there is no requirement to do so. Shown here are views of the bridge from key vantage points in the Pearl and near the site to give better context to the visual relationship between Pearl residents and the bridge.



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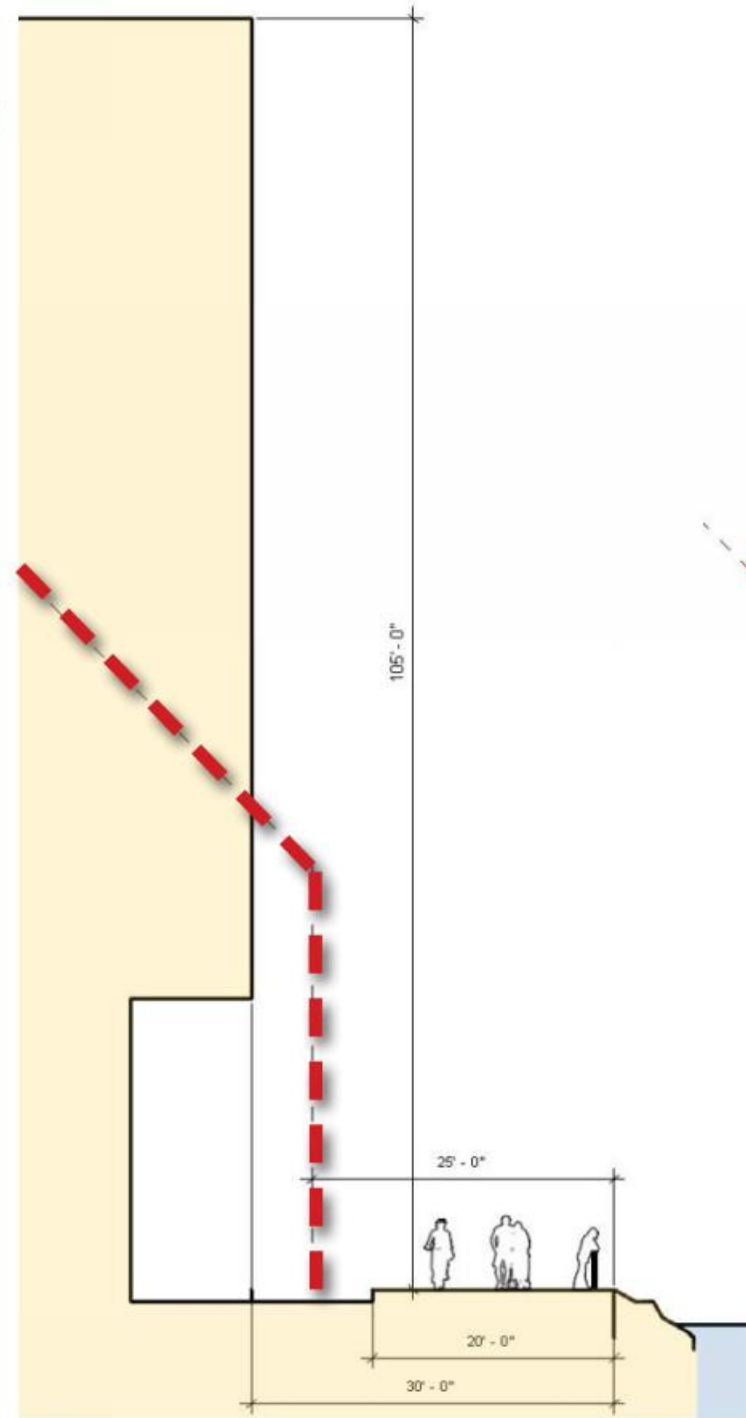
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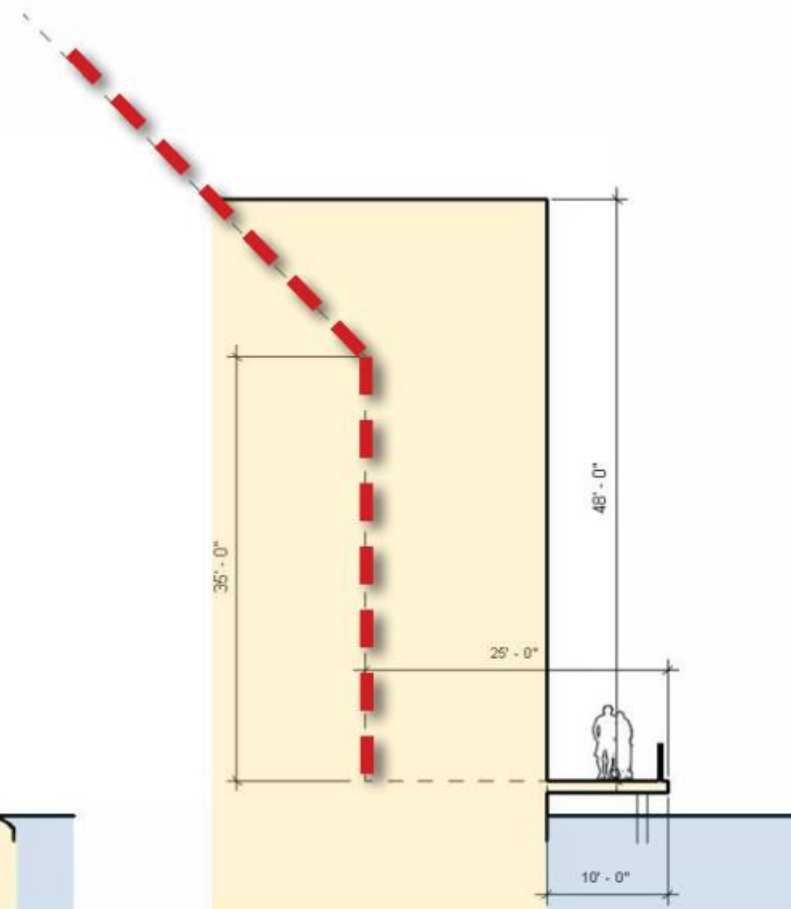


greenway setback

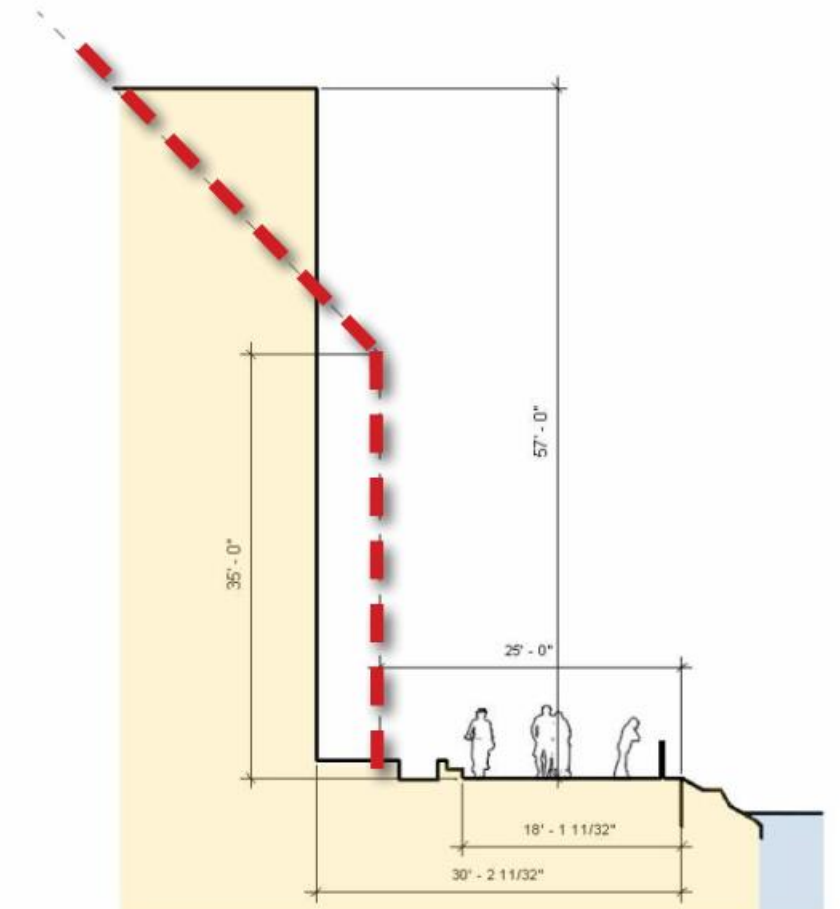
the greenway is required to be 25' wide, which this project carefully maintains and has augmented with a more engaged experience for pedestrians. the issue of building setback is seen here relative to nearby waterfront developments.



WATERFRONT PEARL - 1310 NW NAITO PKWY



ALBERS MILL - 1200 NW NAITO PKWY

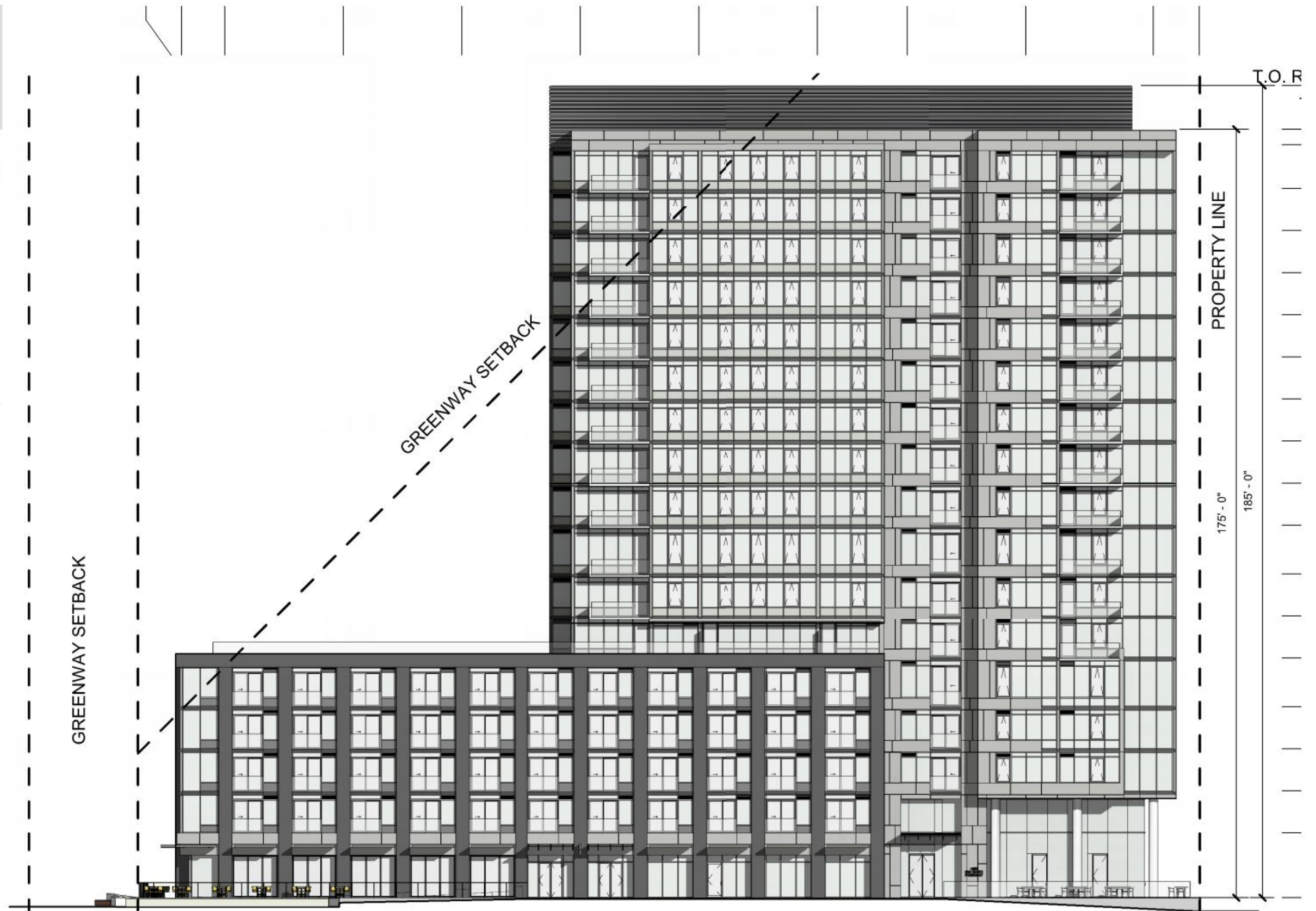


PROPOSED FREMONT APARTMENTS

greenway setback

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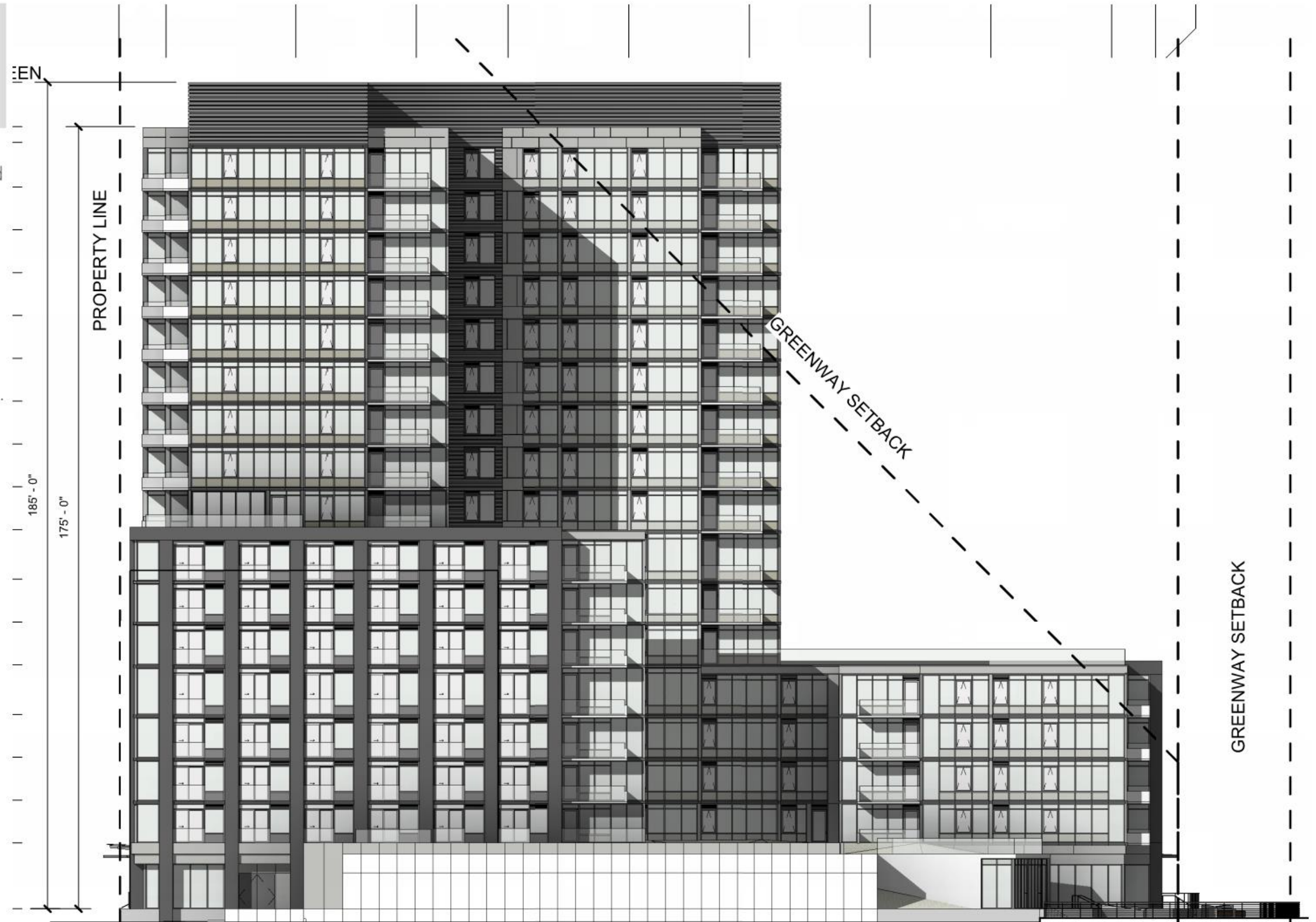
the greenway is not directly parallel to the approved building's facade, so the condition changes. the diagram at right provides a general view of the approved building relative to the 45 degree setback.



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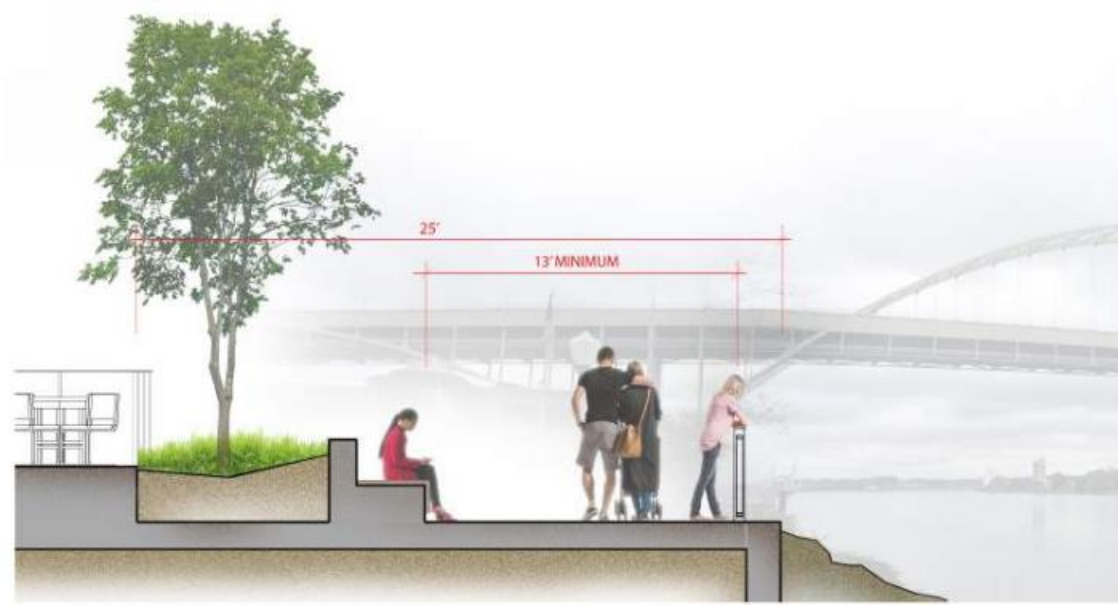
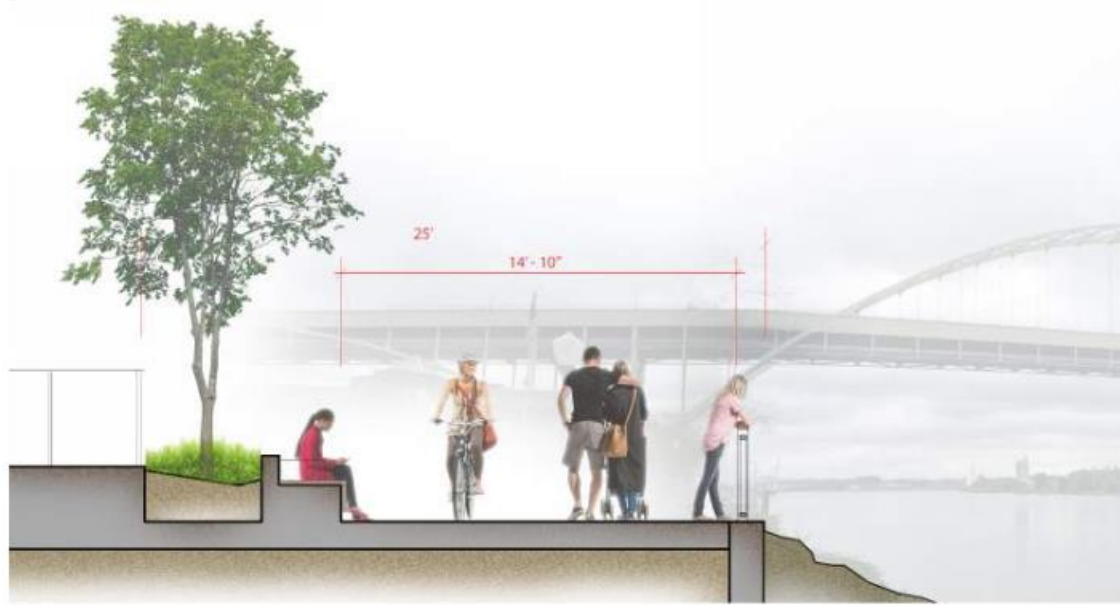
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greenway

width: total + paved

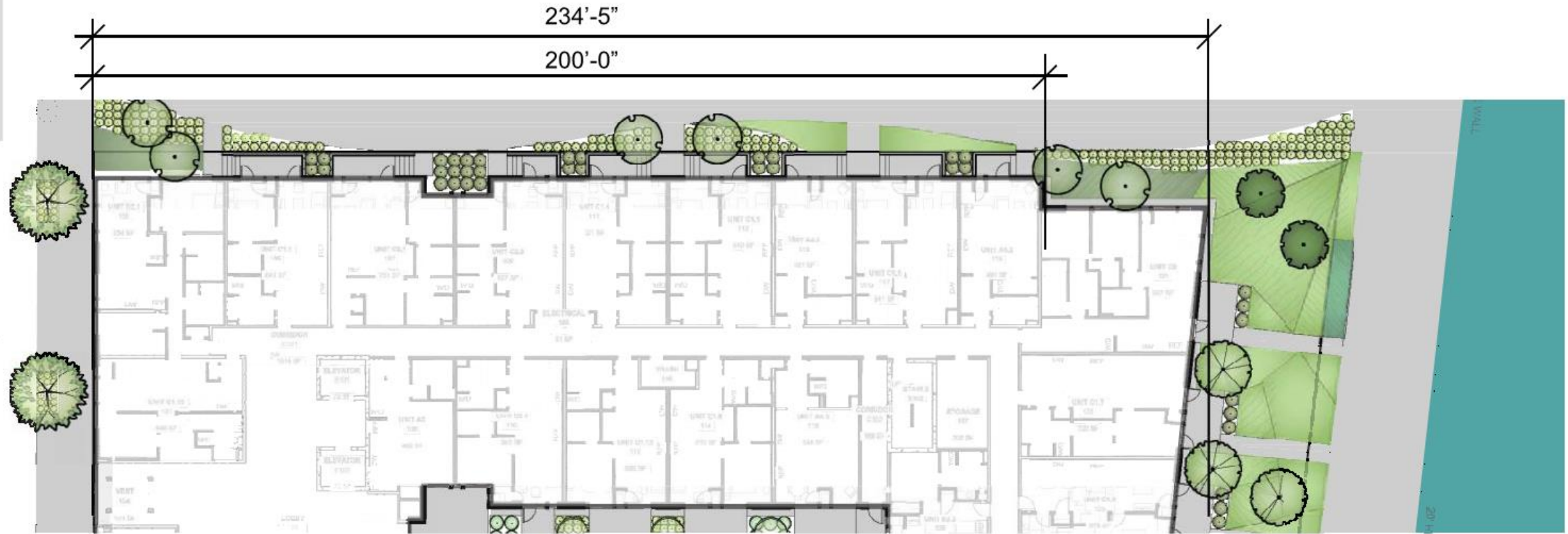
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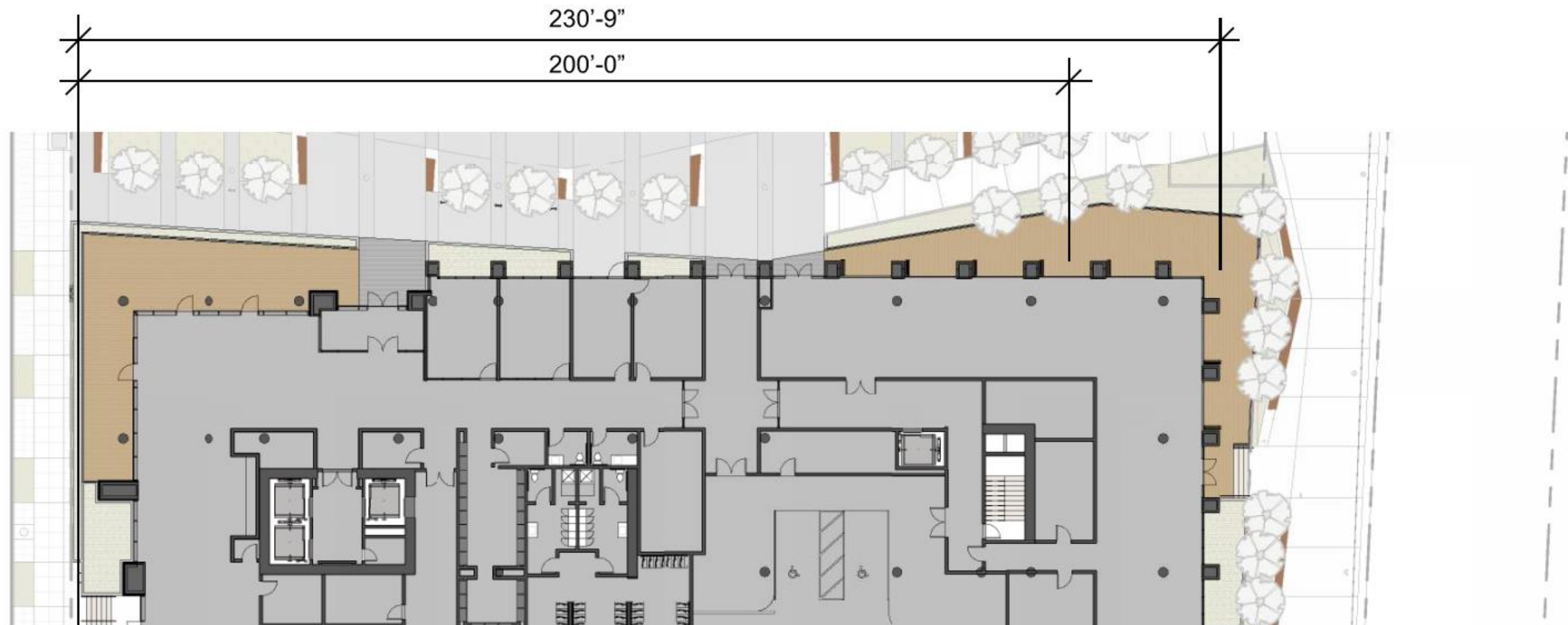
dimensional mods: tower + base

one significant consideration in the approval of the modifications to the plan dimensions for the podium (overall building length) and the tower floors (meaning floors above the base height of 100'), is that these modifications were driven not for the benefit of the developer but specifically to create a massing for the building that would have the least impact on the views from across Naito Parkway.

Additionally, there is clear, recent precedent for this modification. The diagram at right shows the approved building ground floor plan as well as a plan of the recently-approved and constructed Bridgetown Lofts project, also adjacent to the Fremont Bridge and the Greenway.



BRIDGETOWN LOFTS - 1850 NW FRONT AVE



dimensional mods podium + tower

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specifically, as can be seen in the diagram at right, the shift in grid between the Pearl District and the Willamette/Naito frontage (which is approximately 41 degrees) allows us to use the geometry of the tower, with the modification to the dimensional standard, to place building area in a place that has the least impact on the view lines from the Pearl.



landscape standards at naito

landscape modifications to the project were required due to peculiarities of the site and one other was created through the iterative process with the design commission.

along Naito Parkway, standard street trees can not be provided in the PBOT prescribed location due to the presence of a shallow, quite large, regional natural gas main (24" diameter)

at the south end of the parcel, staff noted that a 'driveway' condition requires a landscape standard with dimensional criteria that can not be met here. The driveway condition exists due to a request of the Design Commission to move the garage entry to the east by two masonry bays:



bike facility

building + dining staff

the approved bicycle/locker facility for this mixed-use facility consists of one shower and one toilet per gender, in a room that is calculated at 380 sf.

this facility was included for the use of building staff and for the staff of the food hall, parking attendants, etc.

with new dedicated bike lanes on a reconfigured Naito Boulevard as well as an improved Greenway, we believe this to be an important feature of the approved building.



roof screen architectural integration

substantial time was spent through the design process and in interactions with the Design Commission, staff, and the PDNA Planning and Transportation Committee on both the intent to simplify the massing of this building which has so many constraints as well as to make it consistent with its Pearl District high-rise neighbors.

the integration of the roof screen with the massing of the building provides a visually cleaner rooftop, especially considering that there are much taller buildings in close proximity to this building. The increased footprint of the mechanical space at the tower rooftop also helps the design and engineering team to minimize equipment on the lower, more visible rooftops.



zoning criteria a5-3: "water features"

This guideline encourages projects to "incorporate water features or water design themes that enhance the quality, character, and image of the River District. This guideline may be accomplished by:

- 1) Using water features as a focal point for integrated open spaces
- 2) Taking cues from the river, bridges, and historic industrial character in the design of structures and/or open space
- 3) Integrating stormwater management in to the development"

The approved project places the focus of two major public spaces (the revised Greenway and the new plaza space) on access to the river and to the river itself, taking all major cues from the river and the bridge. These features clearly enhance the quality, character, and image of the River District and will serve as a major amenity to residents of the Pearl District in particular.

Architecturally, the project takes cues from the historical character of the nearby waterfront mills (Albers and Centennial Mills), and the project has fully-integrated stormwater facilities.



zoning criteria

a5-4: works of art

This guideline encourages projects to “Integrate works of art of other special design features that increase the public enjoyment of the District.”

The approved project includes many special design features for public enjoyment, among them:

- a special terrace feature which raises pedestrians above the greenway for a better vantage point of the river, the bridges, and the grain elevator. the stepped seating here can also be used for small-scale performances, lectures, etc.
- a multi-use plaza space that provides a large-scale accessway to the river but which also can serve as a venue for special events. this plaza has been designed with power hook-ups for festival tents and vendors and has also been designed as a pleasant and engaging space during non-special event times.

