



# PEARL BLOCK 24 PROJECT INFORMATION & NARRATIVE

GBD

*Design Review Submittal*

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# WRITTEN STATEMENT

*Pearl Block 24*

# ARCHITECTURAL SUMMARY

The North Pearl Block 24 is a 381-unit residential project developed within a unique site located at the northern end of the Pearl district adjacent to Fields Park. The project consists of a 23-story residential tower that engages a concrete podium containing parking that is wrapped with single-loaded residential units on three of the sides. On the southern portion of the podium there is an additional three levels of double loaded housing to complete the composition. The added podium element is separated by the lower podium by a horizontal reveal, and to help break down the massing toward the park and create a cascading effect, the eastmost portion of the housing angles pivots backward in plan to create a terracing relationship to the open space.

The ground level along NW Quimby Street is activated by lobby and support spaces including co-working space. This frontage also provides the only vehicular access to the site for parking, loading and trash. On the southeast corner of the ground level there is a small retail with a dedicated outdoor seating immediately adjacent to the Fields Park. The placement of this retail also takes advantage of an axial view down NW 11<sup>th</sup> street. The project along NW 12<sup>th</sup> Avenue shares a pedestrian easement with the property to the West. This area allows for a pedestrian connection from NW Quimby to NW Raleigh and vice versa. We propose a rich mix of native vegetation, seating, a stormwater feature and access to both the residential lobby and a series of ground level flats with private outdoor terraces. The NW 12<sup>th</sup> Avenue corridor is then resolved with a planned private multi-use garden and recreation space.

Along the north edge, the building fronts the railway alignment. We are bookending this frontage with some residential units but given the activity of this frontage we are pushing the parking along this frontage of the podium. The parking will be screened from view, creating a layered texture of vertical fins, flat metal and the concrete structural frame and tuned placement of opacity to block out vehicle headlights. The integrated screening of the parking runs from the ground to the top of the podium. We are proposing shallow root landscape within an underground easement in a way to create a graphic from above and to soften the edge of the building meeting grade.

The podium lid is highly vegetated and amenitized. It contains various scaled spaces for large and small gatherings. It includes break out areas for the shared community space including shared BBQs and firepits. Unique to this project is a figurative pool and spa which not only creates a desirable place of respite for the residents but also offers a striking visage from above to complete the composition. The tower design flares out to bring daylight into the elevator lobbies and to take advantage of distant views toward the river, the mountains, the city and the fabric of the neighborhood. The vertical reveal at the lobbies helps showcase the slipping in the massing. Completing the massing, the tower steps back to create a shared amenity and outdoor space at the northern edge which is then capped with one level of larger penthouse units. The mechanical equipment and machine rooms are integrated into the silhouette of the form to complete the dynamic composition of the residential tower. The materials are a combination of brick along the ground level of the podium with portions of the podium using cementitious rainscreen punched window composition, while the tower is composed of window wall using metal extrusions and insulated spandrel glass to create an energy efficient and dynamic composition.

*Our current schedule after permit would anticipate an 26-month construction period for occupancy targeting Q3 2025.*

## SITE AND VICINITY

The site for the proposed development is located within the Central City Plan District, and the Pearl Sub district. The site consists of an irregular shaped site of roughly 70,000 square feet, which today is being used for material laydown for the construction site to the west.

The site is bounded by the Union Pacific rail lines to the north and further north the Willamette River. To the east we have a portion of the site set aside for underground utility easement for BES and PGE transmission lines. The BES utility easement wraps around a portion of the North as well. Directly to the east is a portion of The Fields Park and in this particular area there is a dedicated dog park. To the south the site is bounded by NW Quimby Street, which consists of two-way traffic and on-street parking. There is an existing multi-story residential tower with ground level residential amenities and the main entry at the west portion of the frontage. The site is then bounded by NW 12<sup>th</sup> Avenue to the west, which consists of a 25-foot wide public pedestrian/bicycle easement, which includes a vacated portion of NW 12<sup>th</sup> avenue north of Quimby. The minimum width for a multi-use pedestrian/bicycle path is 12-foot clear of any obstructions, with half of the 12-foot being provided by the Holden development under construction directly to the west.

Surrounding buildings have varying heights with unique edges along the north with the active freight and passenger rail lines, Naito Parkway, Sutton Development and the Willamette river, and then the unique amenity of The Fields Park to the East.

The ground level is focusing residential amenity and support spaces along NW Quimby with the main entry at the SW corner, and the majority of the frontage along NW 12<sup>th</sup> Avenue dedicated to ground level residential units with layers of landscape and private terraces.

The site improvements and architecture will knit a greater sense of community within the North Pearl blocks. The project strives to activate and punctuate the edge of the Pearl district as the fabric of the city transitions toward the Willamette River.

# LOADING AND SERVICE / PARKING

Access to parking, loading and trash and recycling collection will happen through a single curb cut along NW Quimby Street frontage. It is the only frontage where this could occur so consolidating these services through a single entry is in pursuit to minimize the impact to the pedestrian zone.

Parking will be provided for the project within the center of the podium and occurs for three levels above grade and a partial below grade level. The parking and loading area also create spaces for Fire Suppression systems, utility entry locations, and secured bicycle parking. The parking will be mechanically ventilated through louvers integrated into the building facades. Partial passive ventilation of the garage is being integrated into the façade treatment adjacent to Union Pacific Rail lines. The parking garage entry will be equipped with an overhead translucent sectional door which will use access controls for secured residential parking.

Loading, and trash collection will happen within the building or brought to the curb for hauling depending on the agreement with the local hauler.

Transformers are within the building footprint. We have been working with PGE to coordinate proper horizontal and vertical clearances. The transformer room and switchgear are housed in the NW corner at grade.

Short term bicycle parking is distributed throughout the site near entry locations. Long term bicycle parking is distributed within the garage and can be accessed through the garage entry or building entry locations. Additional long-term parking, less than 25% of required is provided within the units as indicated on the plans.

# GREEN BUILDING NARRATIVE

*North Pearl Block 24*

## SUMMARY

North Pearl Block 24 is currently enrolled under the Earth Advantage Multi-family v1 green building certification program working with a third-party vendor (Earth Advantage). Specific strategies that the project will focus on are: energy conservation, water conservation, construction waste recycling, on site stormwater treatment, local and regional materials, indoor air quality, daylighting, biophilic design, and program aspects focused on health and wellness. Through strategic design, development and construction techniques, the proposed Pearl Block 24 will strive to earn the necessary credits in order to be certified GOLD by Earth Advantage.

# DESIGN GUIDELINES

*North Pearl Block 24*

**SECTION A****PORTLAND PERSONALITY****A1 INTEGRATE THE RIVER****A1-1 LINK THE RIVER TO COMMUNITY**

*Link the Willamette River to the community reinforcing the river's significance.*

The massing of the building slips to make a portion of the building recognize the trapezoidal shaped site created by the alignment of Naito parkway running parallel to the river. The building steps back at the 22<sup>nd</sup> floor to create a large terrace that wraps around the building to create outdoor access to the views of the river.

**A2 EMPHASIZE PORTLAND THEMES**

The project celebrates several Portland-related themes including a vital pedestrian focused streetscape and an emphasis on bicycle transportation. The orientation of the ground-level spaces addresses both adjacent streets, and the lush landscape edges and elevated green eco-terraces celebrates the appreciation of the natural environment while creating at the same time places for people to gather. The pushing of the tower to the north and the stepping of the massing adjacent to Fields Park helps creates smaller elements of massing akin to the previous vernacular of the area.

**A3 RESPECT THE PORTLAND BLOCK STRUCTURES**

The project sits on an odd shaped parcel defined by a rail line and public right of way which are running parallel to the river, while the other three sides of the property to the East, South and West are defined by the Portland block structure. The tower sits biased along the west edge of the block aligning with surrounding buildings to the south to reinforce the street grid of the area.

**A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES**

*Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods.*

The project has a fortunate opportunity to provide a convenient connection along NW 12<sup>th</sup> avenue, which contains a 12-foot-wide pedestrian easement. This public easement wraps around the west along NW Raleigh creating a convenient connection from Fields Park up to the retail core of Slabtown to the west. This linkage is enhanced through places of rest and lush landscape.

#### **A4 USE UNIFYING ELEMENTS**

The palate of the building materials is simple and cohesive. Brick of a dark and flamed silver look anchor the base of the building, the podium then rests on this base using a mixture of dark and light-colored cementitious material to contrast the dark brick base. The elevated podium element along NW Quimby has a light-colored wrap, which is treated like a tube with the ends infilled of dark materials to give a more macro reading, while the sides are more punctured and filled in with the elements of the darker tone – recalling the color value of the base brick. Two frames are created by the end of the “tube” expression along the West elevation on NW 12<sup>th</sup> Avenue, and step down while running north toward the river. In contrast to the podium elements closer to the ground, the tower is rendered in a pattern of vision glass, spandrel glass and metal panel to give it more reflective and a light rendering yet of similar color value. The tower hits the ground on axis to NW Raleigh. The colors within the tower spandrel elements register to the color palate used in the podium element.

#### **A5 ENHANCE, EMBELLISH, AND IDENTIFY AREAS**

The stepping of the massing and folding back of the upper levels of the podium massing will create a memorable relationship to the park, while the tower with the slipping of the massing creates a reveal to bring light in and spill light out from the lobby spaces.

##### **A5-1 REINFORCE SPECIAL AREAS**

*Enhance the qualities that make each area distinctive within the River District, using the following “Special Area Design Guidelines” (A5-1-1 – A5-1-5).*

##### **A5-1-1 REINFORCE THE IDENTITY OF THE PEARL DISTRICT NEIGHBORHOOD**

*Reinforce the identity of the Pearl District Neighborhood.*

The Pearl District neighborhood has its roots in the industrial and railyard from the past. The use of dark, silver rusticated brick pay homage to the industrial warehouse past. The rail line exposure of the building uses a pattern that creates a layered sense of rail lines and railroad ties providing an architectural screening element to the parking element.

##### **A5-1-2 REINFORCE THE IDENTITY OF THE NORTH PARK BLOCKS AREA**

*Reinforce the identity of the North Park Blocks Area.*

The project does not sit within the North Parks alignment, but the project has taken a strong position to step back and erode the massing to open up sight lines to and from The Fields Park, which is the third park within the trifecta park sequence.

##### **A5-1-3 REINFORCE THE IDENTITY OF CHINATOWN**

*Reinforce the identity of Chinatown.*

The smaller scale details and ground level landscape are of compatible scale to the cast iron proportions and detailing of Chinatown.

##### **A5-1-4 REINFORCE THE IDENTITY OF THE UNION STATION AREA**

*Reinforce the identity of the Union Station Area.*

The project uses a highly developed layering of screening elements along the rail lines as a way to create a vernacular that is an extension of the Union Station area and rail line as experienced by those within passenger trains or moving along this alignment.

**A5-1-5 REINFORCE THE IDENTITY OF THE WATERFRONT AREA**

*Reinforce the identity of the Waterfront Area with design solutions that contribute to the character of the waterfront and acknowledge its heritage.*

The stepping back of the tower massing and the framed views of the river from the upper level of the podium celebrate the presence and adjacency the project has to the river.

**A5-2 EMPHASIZE NW BROADWAY'S BRIGHT LIGHTS**

*Emphasize NW Broadway's bright lights.*

Lighting will be carefully orchestrated on the upper terrace level and ground level to create a subdued and interesting place of movement, rest or contemplation.

**A5-3 INCORPORATE WATER FEATURES**

*Incorporate water features or water design themes that enhance the quality, character, and image of the River District.*

The design solution for the stormwater along NW 12<sup>th</sup> is designed to create an animated garden that water flows through within a series of planters and check dams to create emblematic events that recall the nearby river movement. Adjacent to these planters will be places for the public to rest, gather and reflect within the pedestrian only pathway.

**A5-4 INCORPORATE WORKS OF ART**

*Incorporate works of art or other special design features that increase the public enjoyment of the District.*

A multi-purpose open space is being proposed at the northmost corner of the project. The treatment of this space will be a combination of hardscape and softscape which uses a complex pattern of graphics that allow the space to transform for a variety of recreational uses. The space will serve as a terminus to the SW 12<sup>th</sup> Avenue corridor setting up a unique and interesting foreground to the view of the Fremont Bridge.

**A6 RE-USE / REHABILITATE / RESTORE BUILDINGS**

No Existing buildings are on site.

**A7 ESTABLISH AND MAINTAIN A SENSE OF URBAN ENCLOSURE**

The project provides strong and continuous facades along all edges. Each edge is treated in a way specific to the context. The southern edge along NW Quimby is scaled to address the adjacency of the neighboring Vista tower and park. Walk up units create texture and scale to help reinforce the pedestrian nature of the edge. The west edge is layered with texture, landscape, and entries to help reinforce the pedestrian nature of the edge. Furthermore, access to walk up units, a place for the tower to hit the ground to register with the NW Raleigh alignment and the culmination of a pocket park help reinforce the non-vehicular pedestrian connection. The north/east portion along the rail lines is treated with a balance of durability and visual screening. The garage is wrapped on a little over two sides of the property with residential units and where the parking is not concealed by residential units it is screened in a layering of mesh and solid panels to create an abstraction of rail and rail ties. This elevation is also setback for required underground easements. The landscape of this area though not habitable is treated with a graphic quality to be enjoyed by neighboring buildings.

**A8 CONTRIBUTE TO VIBRANT STREETScape**

Through a variety of moves the project is contributing to a vibrant streetscape along the two street frontages. Along NW Quimby we have a retail at the SE corner, adjacent to Fields Park along with an outdoor terrace to spill out into and activate. Along the middle portion we have active lobby, co-work and support spaces with texture and scale. Five (5) stories of residential units rest above bridging over the mostly glass residential lobby which will be well appointment for residents and guests to rest, work or hangout. The NW 12<sup>th</sup> Avenue streetscape will be full of texture and scale through a series of planters, landscape, pathway and Eight (8) ground level walk up units with private terraces. The end of this frontage is anchored by a private open space.

**A8-1 DESIGN FENCES, WALLS AND GATEWAYS TO BE SEEN OVER**

*Design fences, walls and gateways located between a building and the sidewalk to be seen over to allow for social interaction.*

There is a fence along the Northeastern edge of the property. The area contains an easement for BES and PGE and a portion of it is adjacent to the rail line. It is landscaped and is graphically interesting. Then wrapping around the north, the fence will enclose a multi-purpose recreation space for the residents. The porous fencing will give visual access to the space while maintaining security and safety.

**A9 STRENGTHEN GATEWAYS**

Three gateways are present with the design. The gateway at the intersection NW 12<sup>th</sup> and NW Quimby create a gateway to the view toward the river and the pedestrian connection to the retail core to the west. The gateway at the intersection NW 11<sup>th</sup> and NW Quimby is a gateway by reduction. As such it creates an emphasis on the public park space. The third gateway happens along NW Naito. With the tower element pushed north it creates a moment of compression with the development on the river side of NW Naito. In doing so it becomes emblematic as a gateway to the North Pearl and River district.

**A9-1 PROVIDE A DISTINCT SENSE OF ENTRY AND EXIT**

*When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.*

As mentioned in A9-Strengthen Gateways, the project creates three unique gateways at the river, park and along NW Naito Parkway.

**SECTION B****PEDESTRIAN EMPHASIS****B1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM**

The frontage along NW 12<sup>th</sup> Avenue creates a 12-foot clear pedestrian/bicycle path within an overall 25-foot easement both between the project and neighboring building to the West. By design and easement definition this creates a strong unique pedestrian system that connects to the north at NW Raleigh creating two block faces with pedestrian only system. Deep sidewalks, and a corner enhanced with a lobby to the west and retail to the east help anchor the NW Quimby frontage along with residential living units to put porches and entries along the pedestrian frontage.

**B1-1 PROVIDE HUMAN SCALE TO BUILDINGS ALONG WALKWAYS**

*Provide human scale and interest to buildings along sidewalks and walkways.*

Along NW 12<sup>th</sup> Avenue and along NW Quimby streets, ground level entries and porches help create scale and texture along the building walkways. As well an imagined active lobby and retail help also create scale and vitality.

**B2 PROTECT THE PEDESTRIAN**

All adjacent streets will be developed with new sidewalks and street trees per Pearl District Standards. Exterior louvers and night lighting are well-integrated into the overall composition. Pedestrian canopies are provided at the NE corner adjacent to the garage entry and at the retail. The ground level units along NW 12<sup>th</sup> have overhead weather protection. As well a large entry canopy is provided at the corner of NW 12<sup>th</sup> and NW Quimby Street.

**B3 BRIDGE PEDESTRIAN OBSTACLES**

The building site is unique in that the public edges connect to the surrounding pedestrian network of sidewalks and public access easements. A single curb cut is proposed for the project for access to the parking structure. The single opening for the project will be projected with strobe indicators approved through PBOT.

**B4 PROVIDE STOPPING AND VIEWING PLACES**

The completed 30-foot-wide public easement and 12-foot pathway creates a variety of stopping and viewing places for the pedestrian. Landscape, benches, stormwater feature create places of rest and reflection. The retail at the SE corner also creates an opportunity for outdoor seating that allows viewing opportunities to the Fields Park.

**B5 MAKE PLAZAS, PARKS, AND OPEN SPACE SUCCESSFUL**

Open space along NW 12<sup>th</sup> Avenue will have a rich variety of landscape, pedestrian furniture, scale and texture. Open space at the NW and SE will create public and private plaza spaces at the corners of the project. The pedestrian space along NW 12<sup>th</sup> is treated as a linear plaza space which allows for rest and movement to make connections throughout the neighborhood.

**B5-1 RECOGNIZE THE ROLES OF THE TANNER CREEK PARKS**

*Strengthen and enhance the Tanner Creek Parks as both a neighborhood park system and an extension of the North Park Blocks.*

The meandering linear connection along NW 12<sup>th</sup> Avenue incorporates a stormwater feature to recognize the project context with the Willamette River and Tanner Creek park system. The building massing steps back and creates an acknowledgement to the Fields Park, which is the third park of the Tanner Creek Parks sequence. The retail space creates a hardscape setback from the park to create opportunities for the retail to activate the adjacency to the Field's Park.

**B5-2 STRENGTHEN THE SIGNIFICANCE OF THE CLASSICAL CHINESE GARDEN**

*Strengthen the significance of the Classical Chinese Garden.*

NA – not within 200-feet of Chinese Garden.

**B6 CONSIDER SUNLIGHT, SHADOW, GLARE, REFLECTION, WIND AND RAIN.**

Solar exposure and elevation of building elements have been considered while tuning the envelop and working with the location of vision glass within the interior layouts. A shadow study was also used to locate residential amenity elements in sun where desirable and other opportunities for shade during the hotter times of the year. Outdoor weather protection is provided at the street level and within the elevated private amenity spaces to help make them year-round spaces to be activated and enjoyed.

**B7 INTEGRATE BARRIER-FREE DESIGN**

All spaces in the building have been designed for barrier-free access and including accessible routes to each apartment. Vertical circulation via public elevators provides barrier free route from below grade to above grade areas.

**SECTION C****PROJECT DESIGN****C1 CONSIDER VIEW OPPORTUNITIES**

Outdoor spaces are created on the top of the podium at Level 4 to take advantage of distant views through the city, giving framed views toward the river and bridges. The elevated amenity terrace located on the North and East edges take advantage of views of distant mountains, the river and portions of the city.

**C1-1 INCREASE RIVER VIEW OPPORTUNITIES**

*Increase river view opportunities to emphasize the River District ambiance.*

The stepping back of the podium massing and the placement of the tower creates greater separation with neighboring buildings to give greater light and air between structures. The slenderness of the tower in the east-west direction allows for greater views around the development.

**C2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT**

The use of durable materials is being used for the project including brick at the ground level and durable cementitious rainscreen application at the upper levels of the podium and a unitized window wall system at the tower enclosure.

**C3 RESPECT ARCHITECTURAL INTEGRITY**

The building architecture is developed in response to the site given constraints while developing an interested and understated design. The podium is developed by stacking program and through a reveal at the fourth floor allows the upper podium massing to fold east to open up views toward the Fields Park. The tower is fractured and creates a pleat along the south elevation to help break down the tower massing. Interest is created in folding the tower to tune views and to create the integration of eroding the massing along the north elevation in recognition of the river.

The brick base helps anchor the building while the contrasting envelopes of the lower podium elements create a frame that then repeats and steps down when moving north. The tower sits above the podium except at the Raleigh Street axis where it touches the ground. The use of a few and yet similar materials along with a strong massing concept helps unify the structure.

**C3-1 INTEGRATE PARKING**

*Design parking garage exteriors to visually integrate with their surroundings.*

The parking is wrapped with residential on the south, the west and a portion of the north and east. The podium which contains the parking is adjacent to the rail lines and for that reason was not considered for residential use. This area has a layering of screening elements to conceal the parking from view. The play of the layers of the screening creates interest and complexity to the elevations that will not feel sedate or boring.

**C4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS**

The boxed elements on the west elevation of the podium are tuned to align with the massing wings of the Holden project currently under construction. At the ground level between these two buildings is a shared pedestrian access easement where the landscape and hardscape work together to create a unified space. The SE corner of the podium steps back in response to the Fields Park.

**C5 DESIGN FOR COHERENCY.**

The clear organization of the building massing and program is cohesive and reinforced by the limited use of materials to create a cohesive architectural solution. The simple play of greys and whites add contrast and overt simplicity.

**C6 ESTABLISH A GRACEFUL TRANSITION BETWEEN BUILDINGS AND PUBLIC SPACES**

Canopies, courtyards, setbacks and changes in materials help transition between public/private and public spaces. Overhead canopies and landscaped edges help create transitions between public/private and public spaces.

**C7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS.**

Corners and intersections are addressed with glazing. Retail with outdoor terrace addresses the intersection at the Fields Park. The glass corner of the lobby addresses the intersection of NW 12<sup>th</sup> and NW Quimby. Other corners are addressed with open space and ample landscaping. Building corners work together to create unique urban relationships to the context of the built and open space.

**C8 DIFFERENTIATE THE SIDEWALK LEVEL OF THE BUILDINGS.**

The sidewalk levels of the buildings have been differentiated by a combination of design elements. The ground level lobby and commercial space have full height storefront windows with integrated canopies, brick and concrete pilasters with adjacent landscaped areas. The sidewalk along NW Quimby Street has a fall of 6-feet from the east to the west. The spaces within the building will step with the grade to create unique relationship between the finish floor and sidewalk level. All units are also accessed from a corridor and ramp system within the building. The grade along NW 12<sup>th</sup> Avenue is relatively flat, but by use of a layer of landscape and private outdoor spaces creates a differentiation between public and private spaces. All units are also accessed from a corridor system within the building.

**C9 CREATE FLEXIBLE SIDEWALK-LEVEL SPACES.**

The building spaces step with the sidewalk creating interest in the elevation and the entrance points. By maintaining access from within the building allows the exterior access points to remain flexible and create a deliberate threshold between public and private spaces adjacent to the sidewalk.

**C9-1 REDUCE THE IMPACT OF RESIDENTIAL UNIT GARAGES ON PEDESTRIANS**

*Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets.*

The garage has been wrapped with active ground level uses, residential units, and the upper levels the elevated garage is wrapped on the South and West edges. The angled north facing edge abuts the active rail lines and in this area we are using a layer of upturned crash walls, metal panels, and deep vertical fins to obscure the headlights and the contents of the garage. The treatment of this façade is done in an expressive way to play off the movement and industrial nature of the rail line vernacular.

**C10 GIVE SPECIAL DESIGN ATTENTION TO ENCROACHMENTS.**

The canopies, encroach into the public right of way. They are well integrated into the building and are intended in all instances to add depth and pattern to the exterior of the building. The canopies also signal hierarchy in the streetscape, whether for private residents, retail, or the main entry to the building.

**C11 INTEGRATE ROOFS AND USE OF ROOF TOPS**

The overall project has layers of eco-roofs and terraces for rest and gathering. The large roof level of the podium at level 4 integrates eco-terraces to create outdoor space for small and large gatherings. Also integrated into the roof is a striking round water element that is a combination of a recreation pool and spa for the residents. The roof level of the podium at level 8 along NW Quimby and the roof level of the tower integrate eco-roofs into their surfaces. All vegetated and eco-terraces are seen as a cohesive graphic when seen from above. The terrace space provides furniture, planters, overhead protection and ambient lighting for flexibility in time of day and seasonal use. The spaces allow the occupants to take advantage of views toward the river, city, the mountains and the west hills. Careful attention is paid to the silhouette and roofline of the building to sculpt the skyline of the North Pearl and River District. The tallest portion of the mechanical penthouse is set by the elevators serving the rooftop. The screening around the mechanical equipment is set at the height to conceal the equipment. Those different heights are then tied together to create a cohesive and sloping enclosure wrapped in a fine perforated box rib panel. The sloped connection between the high and low point creates a more sculpted shape to the mechanical penthouse.

**C12 INTEGRATE EXTERIOR LIGHTING**

The project will integrate the limited exterior lighting.

**C13 INTEGRATE SIGNS**

Signage is not included in this application and will come in under separate permit.

# ZONING

## *Pearl Block 24*

Site Address	NW 11 <sup>th</sup> and 12 <sup>th</sup> and NW Quimby
Legal Description	COUCHS ADDIOTION BLOCK 245&260 TL 709
Tax Account Number(s)	R657531
Zoning Map	<a href="#">2828</a>
Base Zone	EXd
Allowed Uses/Proposed Uses	High density commercial, light industrial, institutional and residential uses (33.130.100 Table 130-1)
Plan District	Central City / Pearl Sub District
Urban Renewal Area	River District
FAR	5:1 (33.510.200 Map 510-2); 8:1 with bonuses
Maximum Height	100' base Height, 410' maximum height on western portion of the site. (33.510.210; Map 510-3; Map 510-20)
Bonus Height	Residential Bonus target area (Map 510-4)
Required Building Lines	Not Applicable (Map 510-7)
Parking Sector	Sector 1 (Map 510-10)

# DESIGN MODIFICATIONS

*North Pearl Block 24*

## **MODIFICATION #1 REQUIRED BUILDING LINES 33.510.215**

- B.1** In the RX, CX and EX zones areas not shown on Map 510-7, new developments and major remodels must meet one of the following standards:
- B.1.a.** The building must extend to the street lot line along at least 75 percent of the lot line; or
- B.1.b.** The building must extend to within 12 feet of the street lot line along at least 75 percent of the length of the street lot line. The space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor stands, or developed as “stopping places”.

### **PROPOSAL:**

Although the property frontage along NW Quimby extends 290 feet, the site is flanked by two easements to the west and east of the property that total 50 feet (30 feet for PGE & BES easements at east and 20 feet west for the ped/bike easement). The remaining 240-foot frontage is occupied by a façade wall that is well articulated to breakup the mass and provide a comfortable experience at the street level, while maintaining legible important points in the building. At the main entrance, the façade is pushed back by about 8'-8" to allow for a legible entry area, and to provide relief from the sidewalk. This entry recess is separated from the sidewalk with a narrow landscape planter, creating a more private and protected area for the residents. The articulation of pilasters landing at the sidewalk creates areas along the lobby that are recessed by approximately 2 feet from the property line. These areas include planters to provide a more pleasant experience for the public realm and are complementary to the area.

Given the above-mentioned conditions, the required building lines along NW Quimby fall short of the required 75%, (217'-6") where the building meets the property line. The project currently meets the requirement for approximately 42.4% only, therefore a Modification is requested.

### **APPROVAL CRITERIA:**

- A. The resulting development will better meet the applicable design guidelines:

The purpose of the guideline is to ensure that buildings in certain parts of the Central City are built to the sidewalk's edge unless landscaping or an extension of the sidewalk is provided. The resulting development will better meet the intent of the applicable design guideline by strengthening the character objectives, creating a diverse street character, especially with the addition of several planters with a diverse planting scheme along the building edges which will enhance the pedestrian experience and the overall neighborhood character.

- B. On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested:

On balance, allowing for shallow recesses along the property line, filled with a rich variety of plantings along NW Quimby does not diminish the effectiveness or intent of the standard. In fact, we believe this design will further enhance the sidewalk and urban experience along the street, creating a diverse pedestrian experience while enhancing the urban quality and character.

### **SEE DRAWING APPENDIX FOR SUPPORTING ATTACHMENTS - MODIFICATION 1**

**MODIFICATION #2**  
**PARKING SPACE AND AISLE DIMENSIONS**  
**33.266.130.F.2**

**F.2** Parking spaces and aisles must meet the minimum dimensions contained in Table 266-4

**Table 266-4**

For stalls at 90 degrees, the minimum stall width is 8 ft. 6 in. and depth 16 ft.

**PROPOSAL:**

The proposal currently includes a total of 6 stalls, out 299 stalls in total, on Levels P1 and 1 that fall below the minimum width requirements from Table 266-4 – they are currently 8 ft. 0 in. wide by 16 ft. deep. Although this area does not have a minimum parking requirement, it is the goal of the project team to provide as many stalls as possible. Due to the program and structural constraints of the building, a few stalls have had to be reduced by 6 inches in width. The project therefore ends up having 3 stalls at Level 1 and 3 stalls at Level P1, that don't comply with the requirements.

Given the above-mentioned conditions, the required size for the 6 parking stalls fall short by 6 inches in width. The project currently meets the requirement for the remaining 293 stalls, therefore a Modification is requested.

**APPROVAL CRITERIA:**

C. The resulting development will better meet the applicable design guidelines:

The purpose of the guideline is to promote vehicle areas that are safe and promote safe circulation within the parking area. The resulting development will better meet the intent of the applicable design guideline by ensuring a safe area for the residents to keep their vehicles. Further, the additional 6 stalls, along with the remaining 293 stalls (299 total), promote a safer environment for the neighborhood and residents.

D. On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested:

On balance, allowing for the 6 smaller stalls reduces the burden on the public realm. Additionally, the smaller stall size does not reduce the safety of the circulation within the parking area.

**SEE DRAWING APPENDIX FOR SUPPORTING ATTACHMENTS - MODIFICATION 2**