

PEARL WEST GBD+THA File # LU 14-137564 DZM Revised June 6, 2014

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**Extended top floor terrace across** east face

Refined brick color to be less black and more silver/metallic

Developed service, parking and bike entrance on 15th. Relocated bike parking to level 1 of garage

Moved face of retail at ground level out to sidewalk. Deleted Loggia.



Integrated penthouse into massing. Back wall of light court changed to metal.

Specified metal color, finish, gauge and pattern to be of high quality and integrate with rest of building

Canopy refined to reinforce connection to main entrance, match vocabulary of district canopies and provide more light to ground floor retail

Provided canopies at all retail entrances





PROJECT INFORMATION

File # LU 14-137564 DZM Revised June 6, 2014

Response to DAR Comments

#### **PROJECT NARRATIVE**

The proposed Pearl West office building will be located on a half block site on NW Irving Street between NW 14th Avenue and NW 15th Avenue. The proposal is for a nine-story building, with approximately 169,000 sf above grade, including eight floors of offices above ground floor service and retail. Three floors of below grade parking are provided to accommodate 150 parking spaces and 16 bicycle parking spaces. The construction schedule of Pearl West anticipates excavation to begin mid June 2014 and building to be completed in December of 2015, with occupancy by February 2016.

#### **Pearl West:**

Pearl West is envisioned as a site specific universal building. It is inspired by the historic warehouse buildings prevalent in the district. These large, full or half block, masonry structures are characterized by regular window openings and subtle changes in surface which emphasize street level and corner conditions as well as modulate the facades. They are universal buildings with proven flexibility, as many have been adapted from warehouses to both housing and offices. Pearl West embodies these characteristics, but unlike these uniformly articulated buildings, it is varied to respond to different views, street character and pedestrian experiences.

Pearl West will be clad in a dark brick, with a regular pattern of openings. The openings are on a ten-foot module reflecting a prevalent office dimension. The brick piers and spandrels which frame the openings reduce their dimension as they go up the building. This creates a denser, more solid building edge at street level to integrate with the pedestrian experience of the historic bearing-wall construction of the neighborhood while opening up the top of the building to views beyond the site. The ground floor is further differentiated from other floors by increasing the depth of the façade. Windows are set 1'-4" feet behind the face of the brick piers at street level to enrich the pedestrian experience, increase sidewalk depth and make space for café tables. The top floor of the building is differentiated by extending the height of the brick opening to incorporate the parapet. Windows at ground level are aluminum storefront. All other windows are factory-finish commercial grade fiberglass.

The building addresses each street differently according to character.

- NW 14th Avenue is a busy north bound arterial, with a gradually improving pedestrian environment. As such, retail entrances are concentrated along its entire length and a public pedestrian entrance to the parking garage is incorporated into the northeast corner. The top of the building is also differentiated along 14th by a covered terrace at the top floor which opens to views of Mt. Hood and the Fremont Bridge.
- NW Irving Street is currently a partially improved pedestrian-only street. It serves as the primary entrance to The Avenue Lofts and the individual townhouses on the north side of that property. The entire length of this side of the building will be activated by retail and the main entrance which is centered on the south façade, opposite the entrance to The Avenue Lofts. As such, a strong connection from the front door at the center of Irving Street to 14th is crucial. A grand canopy 8 feet deep extends from the front door out to 14th and aligns with the pedestrian right-of-way on adjacent blocks. It extends out over the sidewalk on 14th like a marquee to signal arrival. Openings widen at the base of the building along Irving to strengthen connection between the activity of the building and the plaza.
- NW 15th Avenue is the service street for this building. Entrances for cars and loading as well as exhaust for equipment are located on this side of the building which faces the highway. While this is a service street, the building activates it as much as possible by wrapping retail from Irving around the southwest corner.

The north side of Pearl West abuts a lot line running down the center of the block and parti walls of buildings on the two adjacent properties; a one-story metal building on the west and a three-story masonry building on the east. The north wall of Pearl West is set back from the property line 3'-8" to allow 15% opening in the wall and is recessed further in the center to create a light court above the second floor. Pearl West extends north to the property line to match the profile of the neighboring buildings. This extension is clad in metal to match that used on the rest of the building.

The roof is flat and includes screening for all roof-top mechanical equipment, stairs and elevator overruns. This screen is perforated and matches the material and color of metal siding found elsewhere on the building. It aligns with the south wall of the light court which is also clad in metal siding to create a coherent massing and material expression for the building.

#### Improvements on Irving Street:

NW Irving Street has been vacated on this block. The property line for Pearl West runs down the middle of the 60 foot wide vacated right-of-way. The center of the street has been partially improved with panels of historic cobbles set within concrete paving and a row of trees at grade level just inside the north edge of the pedestrian easement.

This project will improve the north half of the right-of-way to respond to the distinct character of the two intersecting streets while creating a unified experience.

- The new design proposes pedestrian use only and no vehicular use except for occasional service and maintenance vehicles. The space is essentially a pedestrian street providing a public easement through the superblock and a small plaza leading to the main entries of the office building and The Avenue Lofts. The narrow, lighted, small-scaled pedestrian street is well-suited for activities such as an outdoor cafe, intimate gatherings, strolling and seating.
- At the east end along NW 14th Avenue, a landscaped curb extension is proposed to improve pedestrian access and discourage people from mistaking the pedestrian only environment for a vehicular street. This extension also creates a protected pull out in front of Pearl West on NW 14th Avenue for taxi and valet parking. At the west end, along NW 15th Avenue, the landscape will increase in presence to include a grouping of trees and the primary stormwater planter. Together, these create a park-like setting which buffers this pedestrian space from the interstate.
- The Pearl West project presents an unusual circumstance and design challenge in that the property limit is the centerline of the vacated NW Irving Street. The development budget cannot support funds to reconstruct the entire space, yet the design assignment clearly calls for consideration of the whole. In the process of design the team learned that residents of The Avenue Lofts prefer to retain their existing site improvements. Further, according to the new BES requirements, any existing paving that is removed and replaced results in greater requirements for vegetative stormwater treatment facilities. This requirement compounds the issue of providing water quality treatment at the low east end, while affording ample space to welcome pedestrians.

The entire space is considered as three small, linked "outdoor rooms" that provide a variety of experiences ranging from urban on the east end to more of a garden experience on the west that buffers the adjacent freeway. The eastern third is strongly oriented to NW 14th, drawing pedestrians from the sidewalk. This area allows for views into the space, and sets up an open, welcoming corridor leading to the entries of both buildings. The east end of the Pearl West project provides for cafe seating beneath the architectural canopy at the building's southeast corner. This end of the space includes built-in benches that face the restaurant.

- The two ends of the pedestrian street are different in function and character, yet are related through the use of materials and furnishings. Two planters with flowering dogwood trees anchor the middle of the space, providing a small entry plaza at both building entrances.
- The pedestrian through-route on the north side of the corridor narrows at the west end in favor of more abundant landscape. The west end has a predominance of landscape planters and trees, including one that treats stormwater from the building's roof. A small, grated steel pedestrian bridge allows for access over the stormwater planter. In addition, a seating element is tucked next to planters that feature a variety of low ornamental flowering shrubs and ground covers.

The proposal retains historic references and cobble panels of The Avenue Lofts while introducing more contemporary materials that compliment the Pearl West office building. A pre-cast concrete, rectilinear "plank" paver provides a refined and contrasting material to the rustic office building brick and the cobbles. Scored concrete paving provides a continuous field that relates back to the paving directly in front of The Avenue Lofts.

Small scale trees and low shrubs provide a green, yet semi-transparent planted buffer between the decks of private residents and the ground level retail.

- The west end of the pedestrian street affords a different microclimate that is a sunnier "outdoor room" than the rest of the space. Therefore, the character of the landscape tends to be more colorful and robust, while providing a buffer to the I-405 freeway environment. The small grated steel pedestrian bridge that passes over a stormwater planter provides an opportunity to engage with the rainwater when it is present.
- The low planters and stormwater flow-through planters are inserted into the geometry of the existing cobble panels. Twin planters at the building's front entry frame a small plaza and provide a degree of symmetry that anchors the center of the space. Low shrubs and highly branched trees are carefully selected to afford surveillance throughout the space. Three narrow, columnar junipers are featured at the west end; while the multi-stem white barked birch and dogwood trees in the central part of the space can be limbed up, allowing for views throughout.
- All of the stormwater planters are required and contained within the project property lines. They will be planted with all-season effect low shrubs and ground covers that withstand periodic inundation. Given that the east end is the low point of the sloping site, the pedestrian street's surface stormwater is treated in a single low planter bisected with a sequence of weirs that will activate the visual environment when it is raining and prevent the depths of the planters from becoming deeper than 24". A small, grated steel pedestrian bridge allows for access over the stormwater planter towards the west end of the system.

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Project Narrative Exhibit C2

### **REQUESTED MODIFICATIONS SUMMARY**

#### **Modification #1**

#### 33.140.210.B.2 Height, Rooftop Mechanical Equipment

Requirement: All rooftop mechanical equipment must be set back at least 15 feet from all roof

edges that are parallel to street lot lines. Elevator mechanical equipment may extend up to 16 feet above the height limit. Other rooftop mechanical equipment which cumulatively covers no more than 10% of the roof area may extend 10 feet

above the height limit.

Purpose: The height limits are intended to control the overall scale of buildings.

Proposal: All exposed mechanical equipment is 10' or less in height. The proposed design

includes provision of a 10-foot high screened area for this mechanical equipment. The setback of the screened area is 15' or greater from all roof edges except for the north wall where it aligns with the exterior wall of the north-facing light-well. This

alignment helps to ingrate the enclosure into the building design.

The roof area described by the screened area exceeds the maximum 10% coverage. The total roof area is 19,600 sq. ft. with 5,900 sq. ft. of screened area with roof coverage of 30%. However, within the screened area is 140 sq. ft. of enclosed stair, 300 sq. ft. of elevator over-run, and 1000 sq. ft. of mechanical equipment. The total area of enclosed space and equipment within the screened area is 1440 sq. ft.

resulting in roof coverage of 7%.

The purpose of the standard is to control the overall bulk of buildings in this zone.

The provision of the screened mechanical area better meets the design guidelines by providing a penthouse that is integrated with the overall design of the building and screens the view of the mechanical equipment from neighboring buildings.

#### **Modification #2**

# **33.140.230 Ground Floor Windows 33.510.220**

Requirement: T

The Ground Floor must have windows for at least 50% of the length of the walls and occupy at least 25 % if the wall area up to 9 feet above the finished grade.

Purpose:

To provide a pleasant and engaging pedestrian environment, continuity of retail uses,

and enhance security for the street level.

Proposal:

Ground Floor Windows and the South and East facades comply with this requirement. Service areas, in particular the Garage Entrance and Loading Dock are aggregated on the west, NW 15<sup>th</sup> Avenue, façade. NW 15<sup>th</sup> Avenue, which faces the I-405 ramp leading to the Fremont Bridge, is the appropriate locations for building service. The west wall has glass for 26% of the length, comprising 27% of the ground floor wall area up to 9' above the curb. Note that the garage doors for both Garage entrance

and the Loading are perforated metal allowing for some visibility and light transmission which will enhance security.

Placing the necessary service on the West side, allows the maximum retail frontage on the East side, which is a better pedestrian environment. As a result the East Façade has Ground Floor Windows along 67% of its length with an area of 57% of the wall.

This proposal better meets the design guidelines because it allows the maximum Ground Floor Windows along the primary pedestrian street.

#### **Modification #3**

#### 33.266.310 Loading Standards, Forward Motion

Requirement:

Two loading spaces are required for buildings with more than 50,000 square feet of floor area. Required loading spaces must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.

Purpose:

To ensure adequate areas for loading for larger uses and developments.

Proposal:

The primary use of the building will be office space with a retail or commercial office tenant occupying the ground floor on the south and east sides.

Pearl West is proposing a single, on grade, loading space fully in compliance with the required dimensions; and, an additional single loading space with a dimension of at least 18 feet long, 9' wide, and with a clearance of 10 ft will be provided at the first below grade parking level. The trash compactor sits adjacent to the compliant loading space. Heavy use of the loading zone is not anticipated because:

- The building is relatively small (given that maximum require number of large loading spaces is 2, regardless of building size)
- The office use of the upper floors will be requiring intermittent and quick
  deliveries of supplies, and daily deliveries of mail and packages, likely from step
  vans and other smaller delivery vehicles, that are not likely to utilize the on-grade
  loading dock.
- Move-in and out will be relatively rare; and, with larger moves, street closure permits on NW 15<sup>th</sup> Avenue are an option.
- A modest amount of retail/commercial space will likely have the most use of the loading dock, but are relatively small totaling less than 9,000 sf.

The on grade single loading space is designed for vehicles to back into, and exit in a forward motion. This movement will be easily accommodated on NW 15<sup>th</sup> Avenues because it is lightly trafficked and used predominantly for service.

This proposal better meets the design guidelines by minimizing the impact of the loading zone on the overall development. The square footage that would otherwise be used to provide a second loading zone or space to turn around is instead devoted to more active uses, namely the retail/commercial uses that will help enliven and put eyes on the street.

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# **ZONING CODE SUMMARY**

### **Property Description**

NW 14<sup>th</sup> and Irving EXd Site Address:

Base Zone:

Overlay Zones: Central City Plan District (CCPD), River District

Requirement	Reference	Standard	Proposal / Notes
Allowed Uses	33.140	Allowed uses per Table 140-1	Office, Retail Sales and Service - complies
Accessory Uses		Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory uses and all development standards.	Commercial, Growth Parking

### **Development Standards for Employment Zones and Central City Plan District**

Requirement	Reference	Standard	Proposal / Notes
Lot Size	33.140.200; see 33.614.100	Standard A: 20,000 sf, as single lot	Complies
Floor Area Ratio	33.140.205, Table 140-3, Map 510-2	Maximum FAR of 3:1 allowed in EX base zone is superseded by the <b>CCPD</b> FAR of 5:1 is allowed before bonuses.	Lot size is 26,000 sf 6:1 = 130,000 sf
Transferred Floor Area		Additional Floor Area transferred	See letter, dated 1/15/204 from City of Portland to Jordan Ramis PC for history of covenants transferring floor area,
		Maximum FAR 8:1 = total available floor area: 208,000 sf Actual floor Area	
Height 33.140.210, Table 140-3, 33.510.205, Map 510-3		65' per base zone, 75' per Central City Plan District	
• Bonus Heights  33.510.210.D, Map 510-3  Site is eligible for general height bonuses. With 3:1 FAR transferred, see above.  Based on a transfer of 3:1 FAR, a height bonus of 45 feet is earned.		Maximum height = 75' + 45' = 120, complies	
• Height Standard – Rooftop Mechanical Equipment  33.140.210.B.2  All rooftop mechanical equipment and enclosures of stairwells that p]provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines Stairwell enclosures and other rooftop mechanical equipment which cumulatively cover no more than 10 percent of the roof area may extend 10 feet above the height limit.		See modification #1	
Setbacks	33.140.215, Table 140-3	No setbacks required per base zone.	Complies
Required Building Lines 33.510.215, Map 510-6 Site is not subject to this standard		Site is not subject to this standard	N/A
Building Coverage	33.140.220, Table 140-3	100% of site area coverage allowed.	Complies

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	Exhibit <b>C4</b>	

# **ZONING CODE SUMMARY**

Landscaped Areas	33.140.225, Table 140-3,	None required per base zone.	N/A
Ground Floor Windows			Complies on East and South Elevations. See Modification #2 for West Elevation
Required Windows Above the Ground Floor	33.510.221, 510-12	Regulation applies to sites in River District only within 200' of Streetcar line.	N/A
Screening	33.130.235	Screening is required for unsightly features such as exterior garbage cans and mechanical equipment on ground level.	N/A - no exterior garbage cans or mechanical equipment at ground level
Ground Floor Active Uses	33.510.225, Map 510-7	Site is not subject to this standard	N/A
Minimum Active Floor Area	33.510.226, Map 510-7	Site is not subject to this standard	N/A
Pedestrian Standards	33.140.240	Connection required between main entrance and the adjacent street.	Complies
Transit Street Main Entrance	33.140.242	Sites with at least one frontage on a transit street where any of the floor area on the site is nonresidential use must locate at least one main entrance within 25' of transit street.	N/A - site is not located on a transit street
Exterior Display, Storage and Work Activities	33.140.245, 33.510.223	Exterior display and storage are not allowed in CX zone. Outdoor eating areas, outdoor markets, entertainment and recreation uses commonly performed outside are allowed.	Complies
Mechanical Equipment along the Portland Streetcar Alignment	33.510.224, Map 510-11	Site is not subject to this standard	N/A
Required Residential Development Areas	33.510.230, Map 510-5	Site is not subject to this standard	N/A
Active Use Areas	Map 510-7	Site is not subject to this standard	N/A
Trucks and Equipment	33.140.250	Regulations for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, or other services at the site which occur on an intermittent and short-term basis.	N/A
Drive-Through Facilities	33.140.255, 33.510.240	Drive-through facilities are prohibited in the Downtown Subdistrict.	N/A
Residential Development	33.140.265.	Development Standards	N/A
Detached Accessory Structures	33.140.270	Maintain separation and privacy to residential lots from non-residential development.	N/A
Fences	33.140.275	Standards apply to walls, fences and screens of all types.	N/A
Nonconforming Development	33.140.290	Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations	N/A
Parking and Loading	33.140.295	Standards are listed in 33.266, Parking and Loading.	See discussion below.
Signs	33.140.300	Standards are listed in Title 32, Signs and Related Regulations	Specific proposals for signs at the retail levels will be deferred and submitted on a tenant by tenant basis in accordance with standards as listed.
Street Trees	33.140.305, 20.40	Street trees are required for new commercial construction or improvements that exceed \$25,000 in value.	Street trees will be provided as required by the City Forester.

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# **ZONING CODE SUMMARY**

Superblocks		Development in the EX zone on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks.	Site includes more than 5000 sf of vacated street: Applies
Required walkways, Landscape areas and plazas	33.293.030		5% = 1,300sf: Vacated right-of-way is \$6000 sf. Plaza is lighted and accessible. Complies
Recycling Areas	33.140.315	Requirements for recycling areas are regulated by the Office of Planning and Sustainability	Proposed development will comply with all standards.

### Parking & Loading Standards

Requirement	Reference	Standard	Proposal / Notes
Parking	Table 2662	Base zone: no minimum parking requirements  Base Zone: maximums apply for retail service: 1/ 200sf, Restaurants 1/75 sf; Medical office: 1/330sf and  General Office 1/ 400 sf	Superseded by below
	Map 510-8	Project is in the RD-2 parking sector.	
Description of Types of Parking	33.510.261.B.1	<b>Growth</b> parking is created in conjunction with additions of non-residential floor area and is provided for employees, customers and clients.	
Parking in the Core Area	33.510.263, Table 510.5 Table 501.6	Growth Parking: Allowed Office: 1.5 per 1000 sf max Retail: 1.5 per1000 sf max	Maximum Parking allowed:  Office: 120,700 sf / 1000 * 1.5 = 180 office stalls  Retail: 8,831 sf / 1000 * 1.5 = 13 retail stalls  Total Maximum allowed: 193 stalls  150 parking spaces provided. Complies
Bicycle Parking	33.266.200	Bicycle parking requirements are based on the primary use.	
	33.266.210,Table 266-6	Long-Term: Office: 1 per 10,000 sf , Retail 2 or 1 per 12000 sf. Short-Term: Office: 1 per 40,000 sf Retail: 2 or 1 per 5000 sf	Long Term  Office 120,700 sf / 10,000 = 13  Retail: 2  Short Term  Office: 120,700 / 40,000 = 4  Retail: 8,831 sf / 5000 = 2  Provided: 50 long-term, 16 short-term
Loading	33.266.300		
• Number and Size of Loading Spaces 33.266.310.C.2.c, Buildings where any of the floor area is in uses other than household living with more than 50,000 sf of floor area require two loading spaces at least 35 ft. long, 10 ft. wide and with a 13 ft. clearance.		One full-size and one reduced space proposed - see Modification # 3	
Forward Motion	33.266.310.F	Loading facilities must be designed so that vehicles enter and exit the site in a forward motion.	One loading space does not allow forward motion - see Modification # 3

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	06	

# F.A.R. SUMMARY

	18,523 sf	Level 9
	18,523sf	Level 8
	18,523 sf	Level 7
	18,523 sf	Level 6
	18,523 sf	Level 5
	18,523 sf	Level 4
	18,656 sf	Level 3
	19,734 sf	Level 2
ABOVE GRADE TOTA	19,734 sf	Level 1
	22,856 sf	Level P1
	22,856 sf	Level P2
BELOW GRADE TOTA	22,856 sf	Level P3

**BUILDING F.A.R.: 6.5** TAL: 169,262 SF / 26,000

**ALLOWED F.A.R.:8** 

TAL: 68,568 SF

	Central City Fundamental Design Guidelines			A6	Reuse/Rehabilitate/ Restore Buildings	Where practical, reuse, rehabilitate, and restore buildings and/or building elements.	
#	Title	Description	Ref.		Restore buildings		
Α	Portland Personality					Not applicable.	
<b>A1</b>	Integrate the River	Not applicable		A7	Establish and Maintain a Sense of Urban Enclosure	Define public rights-of-way by creating and maintaining a sense of urban enclosure.	
A2	Emphasize Portland Themes	When provided, Integrate Portland-related themes with the development's overall design concept.				Pearl West defines the right-of-way by building to the street on 14 <sup>th</sup> and 15 <sup>th</sup> , and to the historic street line on Irving street. At 120 feet to the parapet, it is in scale with the height of the Avenue Lofts to the south.	
		Not provided.				The use of brick masonry and a regular rhythm of generous openings is consistent with the warehouse buildings common in the area.	
A3	Respect the Portland Block Structure	Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ration of open-space to built space.  Adhere superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.		<b>A8</b>	Contribute to a Vibrant Streetscape	Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large	
		Pearl West respects the Portland Block Structure, by building to the historic street line on Irving Street and aligning with the public right-of-way on NW 14 <sup>th</sup> and NW 15 <sup>th</sup> Avenues. Irving Street pedestrian improvements relate to the pedestrian street developments further east on Irving Street, and be consistent with the existing design while providing seating, storm water planting and additional trees masking the freeway to enhance the pedestrian experience.				ground-level windows to reveal important interior spaces and activities.  The ground floor fenestration is recessed to the back of the pier (2') to allow more room for potential café seating. Larger openings on the ground floor enhances the connection between inside and outside, while the center entrance draws people to the center of the Irving Street pedestrian space. Tenant provided south-facing folding doors may open the interior to Irving Street to support an indoor/outdoor café.	
A4	Use unifying elements	Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.		<b>A9</b>	Strengthen Gateways	Develop and/or strengthen gateway locations.	
		Historic coble stone paving, placed on Irving Street when it was converted to a pedestrian street in the 1990's will be retained and reinstalled during the construction of Pearl West. The mix of these cobbles with a complementary paver and new concrete paving matching			g ,	Not applicable.	
		the existing further unifies the ground plane.		В	Pedestrian Emphasis		
		The regular pattern if window openings and the gradually changing expression, from more solid to more open, from street level to top, further unifies the project. The variegated texture of the brick, also references the highly textured masonry of the historic buildings.  The canopy on the south side relates to the canopy on The Avenue Lofts, parent the street as well as expension on buildings throughout the district		B1	Reinforce and Enhance the Pedestrian System	Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed.  Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone and the curb.  Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks	
A5	Enhance, Embellish and Identify Area	across the street as well as canopies on buildings throughout the district. Enhance an area by reflecting the local character within the right-of-way. Embellish as area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.				Pavement pattern on NW 14 <sup>th</sup> and NW 15 <sup>th</sup> Avenues reinforce the sidewalk zones by a scoring pattern emphasizing the pedestrian zone with larger panels in the center, and smaller panels in the building frontage zone and the street furniture zone, which is interspersed with planting areas. On Irving Street, special pavement identifies a clear pedestrian path from street to street, aligned with the north crosswalk.	
		The canopy on the south side extends over the former right-of-way on NW Irving Street (before it was vacated), and intgrates the building into the character of the neighborhood.		В2	Protect the Pedestrian	Protect the pedestrian environment from vehicular movement.  Develop integrated identification, sign, and sidewalk-oriented night-lighting that offer safety, interest, and diversity to the pedestrian.	
						File # III 44 427564 D7M	

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		Incorporate building equipment, mechanical exhaust routing systems and/or service areas in a manner that does not distract from the pedestrian environment.  The proposed changes to Irving Street improve pedestrian safety by bringing the curb out to the edge of the traffic lane at at NW 14th Avenue	В7	Integrate Barrier Free Design	Integrate access systems for all people with the building's overall design concept.  Pearl West is fully accessible.
		to shorten the length of the crosswalk and define the parking zone. A planter in the extension between the crosswalks improves the pedestrian	C	Project Design	
		protection on Irving Street by eliminating the ability for vehicles to jump the curb and access Irving Street.  Service is concentrated on NW 15 <sup>th</sup> Avenue and consolidated, with the Garage entrance and Loading immediately adjacent to minimize pedestrian conflicts.	C1	Enhance View Opportunities	Orient windows, entrances, balconies, and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building facades that create visual connections to adjacent public spaces.
вз	Bridge Pedestrian Obstacles	Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.  Note improvements in the pedestrian crossing on NW 14th Avenue noted			Pearl West's entrance is oriented to the Irving pedestrian street. Additionally, tenant provided large folding doors may open the ground floor tenant space to Irving Street. The 9th floor (top) covered roof terrace is oriented to the east, granting views of Mt Hood and the Freemont Bridge on clear days.
В4	Provide Stopping and	in B2, above.  Provide safe, comfortable places where people can stop, view, socialize,	C2	Promote Quality and Permanence in	Use design principles and building materials that promote quality and permanence.
	Viewing Places	and rest. Ensure that these places do not conflict with other sidewalk uses.		Development	The building exterior is brick, consistent with many of the historic warehouses in the district.
		Benches are proposed to be added in the vacated Irving Street. One is located near NW $14^{\rm th}$ Avenue; oriented east/west to catch the south sun in the morning, another is located to the west, and oriented toward the building entrance and NW $14^{\rm th}$ Street.	С3	Respect Architectural Integrity	Respect the original character of an existing building when modifying its exterior.  Develop vertical and horizontal additions that are compatible with the existing building to enhance the overall proposal's architectural integrity
B5	Make Plazas, Parks and Open Space Successful	Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces.  Where provided, integrate water features, and/or public art to enhance the public open space.  Develop locally-oriented pocket parks that incorporate amenities for nearby patrons.	C4	Complement the Context of Existing Buildings	Not applicable.  Compliment the context of existing buildings by using and adding to the local design vocabulary.
		Pearl West's lobby faces Irving Street, aligned with the entrance to The Avenue Lofts. The pedestrian treatment of Irving Street is proposed to be improved by the addition of planting areas, storm-water planters and seating.			Pearl West is inspired by the historic warehouse buildings of the district. These, often full or half block masonry structures are characterized by regular window openings and subtle changes in surface to modulate the façade. While designed as warehouses, many of these buildings have been successfully adapted to housing and offices, so they present an appropriate model for Pearl West.
В6	Develop Weather Protection	Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.  Pearl West proposes a dramatic canopy, on the south elevation,			The monolithic masonry facade, articulated by subtle changes in pier size and the regular pattern of simple punched window openings tie Pearl West into the historic architectural context. Additionally, the dramatic deep canopy evokes the loading dock canopies of those warehouse
		extending from Irving Street to the Lobby. The 11 foot deep canopy will provide cover for limited outdoor dining and a covered path from the street to the mid-block entrance. Additional smaller canopies on NW 14 <sup>th</sup> and NW 15 <sup>th</sup> street provide protection at retail entrances and bike parking entrance	C5	Design for Coherency	buildings in the neighborhood.  Integrate the different building and design details elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.
ROJECT	Γ INFORMATION				File # LU 14-137564 DZM June 2, 2014

		The use of a very limited pallet of materials; a single color of brick masonry, metal panel and glass, and the regular rhythm of "punched" openings bring a calm unity to Pearl West.			The south canopy projects dramatically over the sidewalk on NW $14^{\rm th}$ Avenue, extending west to the building entrance, serving to connect the entrance to the street.
C6	Develop Transitions Between Buildings and	Develop transitions between private development and public open space.	C11	Integrate Roofs and Use Rooftops	Integrate roof function, shape, surface materials, and colors with the building's overall design concept.
	Public Spaces	Use design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public-open space.			Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points.
		The ground floor openings are set back from the face of the masonry piers, creating a deep threshold as a transition between inside and outside. The broad canopy on the south side also contributes to creating an "in-between" zone between building and the Irving pedestrian street.			Develop rooftop terraces, gardens, and associated landscape areas to be effective stormwater management tools
С7	Design Corners that Build Active Intersections	Use design elements including, but not limited to varying the building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs, and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators and other upper floor building access points toward the middle of the block.			Rooftop mechanical equipment is enclosed by a simple rectangular metal screen set back from the south edge of the building approximately 15 feet. The north wall of this screen is coplanar with the metal clad north wall of the light court, integrating the rooftop screen with the overall building composition. The finish on the screen matches the metal color for all exposed metal work (trim, canopies, metal panel, etc.).
		The dramatic canopy on the south side of the building, projecting over the NW 14 <sup>th</sup> Avenue sidewalk, calls attention to the southeast corner of the building and connects it to entrance at the center of the block. The proposed retail space in that corner with its entrance on NW 14 <sup>th</sup> Avenue will bring additional activity to the corner of NW 14 <sup>th</sup> Avenue and NW	C12	Integrate Exterior Lighting	A covered roof terrace occupied the east end of the 9 <sup>th</sup> floor.  Integrate exterior lighting and its staging or structural components with the building's overall design concept.  Use exterior lighting to highlight the building's architecture, being
00	Differentiate the Cidencelle	Irving Street.			sensitive to its impact on the skyline at night.
C8	Differentiate the Sidewalk Level of Buildings	Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs and large windows.			Recessed down lights will illuminate the walkway beneath the ground floor canopy, while the wood ceiling of the 9 <sup>th</sup> Floor terraces will be illuminated to create a warm glow.
		The sidewalk level of Pearl West is differentiated by a higher floor-to- floor, changes in the rhythm of the brick masonry piers resulting in larger openings, and the broad canopy on the south side and smaller canopies	C13	Integrate Signs	Integrate signs and their associated structural components with the buildings overall design concept.
		at retail entrances and public entrances.			Size, place, design, and light signs to not dominate the skyline.
C9	Develop Flexible Sidewalk Level Spaces	Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.			Signs should have only a minimal presence on the Portland skyline.
	Level Spaces	Ground floor space is designed to accommodate retail on the east side, and may be easily divided into multiple tenants. The ground floor space on the southwest corner may be retail space, but is perhaps better suited to professional office space because of its location on pedestrian-only Irving Street.			Tenant supplied blade signs are proposed to be suspended from the retail canopies.
C10	Integrate Encroachments	Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment.	D	Special Areas	Not Applicable

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Not applicable.

PROJECT INFORMATION

	River District Design Guidelines		В	Pedestrian Emphasis	
A	Portland Personality		B1-1	Provide human scale to buildings along walkways	Provide human scale and interest to buildings along sidewalks and walkways.
A1-1	Link the river to the community	Link the Willamette River to the community reinforcing the river's significance.  Pearl West is distant from the river. Not applicable.			The entrances and ground floor windows are set back from the face of the masonry piers several feet, creating recesses and deeper shadow- lines. Canopies at various heights create an appropriate scale for the
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.			street, and a more intimate, protective scale at entrances. The building concept, with wider piers at the ground tapering to narrower piers at the top, creates a more comfortable scale at the street which is enhanced by the highly textured surface of the brick.
		Pearl West will improve Irving Street as a pedestrian environment, strengthening the link with the pedestrian segments of Irving Street to the east. Historic cobblestones will be removed and replaced reinforcing continuity with the history of the neighborhood.	B5.1 B5-2	Recognize roles of the Tanner Creek Parks Strengthen the significance of the Classical Chinese	Not applicable.
A5-1	Reinforce special areas			Garden	
A5-1-1	Reinforce the identity of the Pearl District Neighborhood	Reinforce the identity of the Pearl District Neighborhood.	С	Project Design	
		The simple monolithic masonry building with regular openings, and subtle modulations of proportion and surface, plus the broad canopy on	C1-1	Increase river view opportunities	Not applicable.
		the south evoke the historic warehouses that characterize the Pearl District.	C3-1	Integrate parking	Not applicable.
A5-2	Emphasize NW Broadway bright lights	Not applicable	C9-1	Reduce impact of residential unit garages on Pedestrians	Not applicable.
A5-3	Incorporate water features	Stormwater planters are located at the east end of NW Irving Street near NW $14^{\text{th}}$ Avenue and at the west end where a pedestrian "bridge" connects it to NW $15^{\text{th}}$ Avenue.		Appendix	
A5-4	Integrate works of art	Integrate works of art or other special design features that increase the public enjoyment of the District.	3	Cobblestones	Some cobblestones in Irving street will be removed for excavation related to the construction, and reinstalled as a part of the project.
		The addition of seating in the Irving Street pedestrian way and additional planting will improve the pedestrian environment.			
A8.1	Design fences, walls, and gateways to be seen over	Not applicable			
A9-1	Provide a distinct sense of entry and exit	When developing at gateway location, provide a distinct sense of entry and exit that relates to the special qualities of an area.			

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#### **HISTORIC REVIEW GUIDELINE RESPONSE**

#### **Property Description**

Site Address: NW 14<sup>th</sup> and Irving

Base Zone: EX

Overlay Zones: Central City Plan District (CCPD), River District

### **Description of Proposed Changes**

The Avenue Lofts is a Landmark structure occupying the block between NW 14<sup>th</sup> and NW 15<sup>th</sup>, NW Hoyt and NW Irving. NW Irving is vacated between NW 14<sup>th</sup> and NW 15<sup>th</sup>, and in that vacation the property line was moved the center of the vacated street. The design of Pearl West included improvements of the vacated street for access, storm water management, and to improve the quality of the space. While most of the improvements are on the Pearly West portion of the vacated Irving Street, limited improvements will be made on The Avenue portion of Irving. The improvement consists of the construction of a storm water planter, serving the The Avenue property.

The Storm Water Planter is formed with a concrete retaining wall, which will tie it into the existing concreter paving on the site. The walls extend approximately 16 inches above the finished grade. The will be filled by mixed planting compliant with BES standards and consistent with the planters on the Pearl West property. Altogether, the improvements of the former Irving Street on both parcels will make for a cohesive whole, preserving the existing cobble stones and enhancing the pedestrian experience with better lighting, more vegetation and places to sit.

The following analysis demonstrates that this change existing vacated street does not impact compliance of that property with the zoning requirements.

#### **Historic Review Criteria**

Historic Character	33.846.060 G.1	Retain historic character	Historic Character not impacted by this project	
Record of its time	33.846.060 G.2	Changes should not create a false sense of historic development	New concrete planter wall is distinguished from historic elements	
Historic Changes	33.846.060 G.3	Reflect historic changes	Concrete planter wall is compatible with concrete paving installed in Irving Street in previous construction.	
Historic Features	33.846.060 G.4	Repair rather than replace historic features	Not applicable	
Historic Materials	33.846.060 G.5	Protect historic material	Cobble stone paving, installed with previous project, will be reinstalled as needed, matching current condition.	

Archeological resources	33.846.060 G.6	Protect and pr3serve archeological resources	Not applicable	
Differentiates new from old	33.846.060 G.7	New work should be differentiated from old.	Complies	
Architectural 33.846.060 G.8 New construction should be compatible wit existing		Complies		
Preserve form and integrity 33.846.060 G.9		New construction should be able to be removed without damages to historic resource	Complies	
Hierarchy of 33.846.060 G.10 compatibility		Compatible first with original resource, secondly with adjacent properties and finally with district	Complies	

### **Development Standards for Employment Zones and Central City Plan District**

Requirement	Reference	ence Standard	
Lot Size	33.140.200; see 33.614.100	Standard A: 20,000 sf, as single lot	Compliance not affected.
Floor Area Ratio	33.140.205, Table 140-3, Map 510-2	Maximum FAR of 3:1 allowed in EX base zone is superseded by the CCPD FAR of 5:1 is allowed before bonuses.	No change in compliance
Height	33.140.210, Table 140-3, 33.510.205, Map 510-3	65' per base zone, 75' per Central City Plan District	No change in compliance
Setbacks	33.140.215, Table 140-3	No setbacks required per base zone.	No change in compliance
Required Building Lines	33.510.215, Map 510-6	Site is not subject to this standard	N/A
Building Coverage	33.140.220, Table 140-3	100% of site area coverage allowed.	No change in compliance
Landscaped Areas	33.140.225, Table 140-3,	None required per base zone.	N/A
Ground Floor Windows	ound Floor Windows 33.140.230, 33.510.220 Ground Floor Windows must be at least 50% of the length and 25% of the area up to 9' above grade		No change in compliance
Required Windows Above the Ground Floor	33.510.221, 510-12	Regulation applies to sites in River District only within 200' of Streetcar line.	N/A

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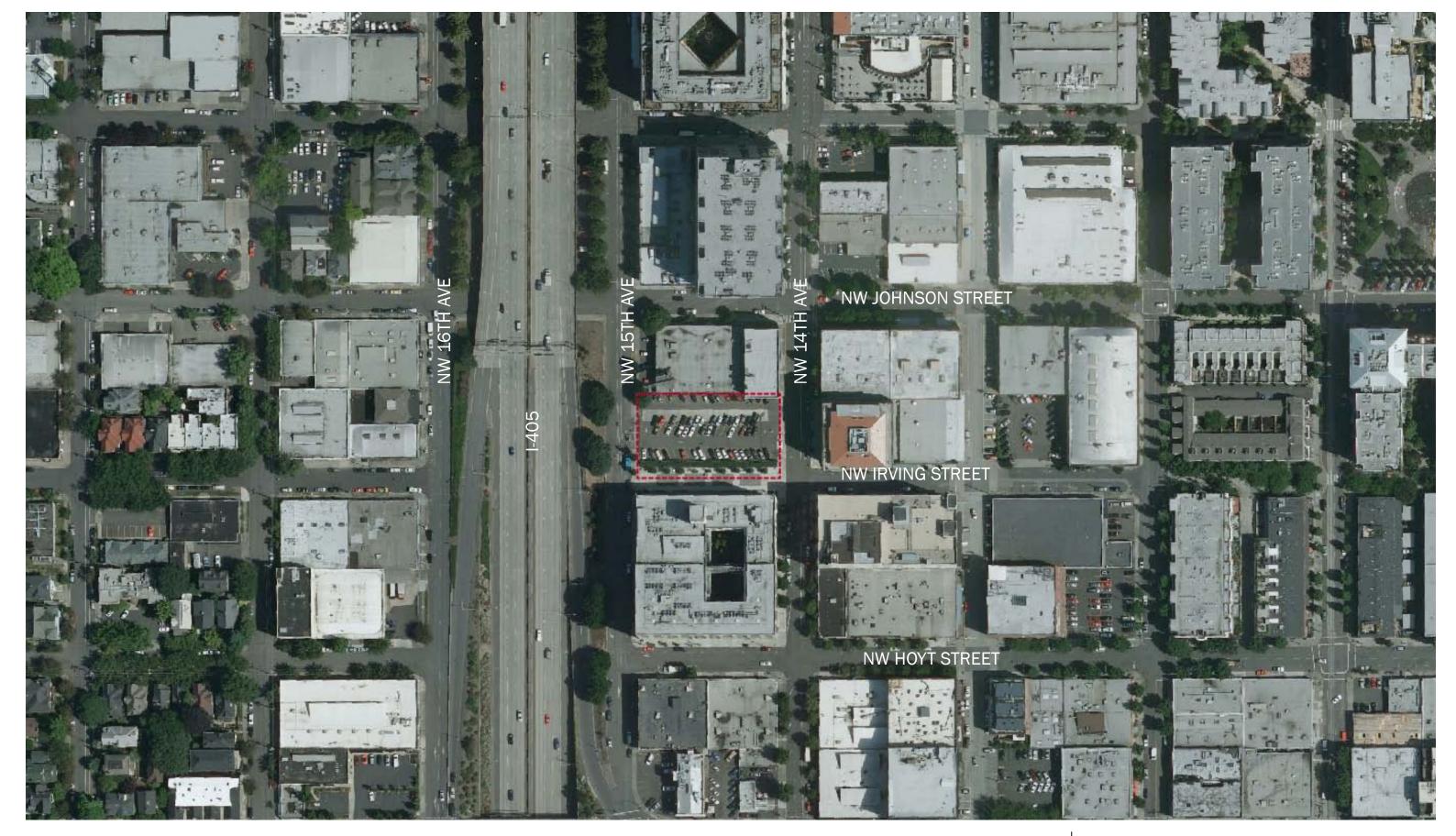
# **HISTORIC REVIEW GUIDELINE RESPONSE**

Screening	33.130.235	Screening is required for unsightly features such as exterior garbage cans and mechanical equipment on ground level.	No change in compliance
Ground Floor Active Uses	33.510.225, Map 510-7	Site is not subject to this standard	N/A
Minimum Active Floor Area	33.510.226, Map 510-7	Site is not subject to this standard	N/A
Pedestrian Standards	33.140.240	Connection required between main entrance and the adjacent street.	No change in compliance
Transit Street Main Entrance	33.140.242	Sites with at least one frontage on a transit street where any of the floor area on the site is nonresidential use must locate at least one main entrance within 25' of transit street.	N/A - site is not located on a transit street
Exterior Display, Storage and Work Activities	33.140.245, 33.510.223	Exterior display and storage are not allowed in CX zone. Outdoor eating areas, outdoor markets, entertainment and recreation uses commonly performed outside are allowed.	No change in compliance
Mechanical Equipment along the Portland Streetcar Alignment	33.510.224, Map 510-11	Site is not subject to this standard	N/A
Required Residential Development Areas	33.510.230, Map 510-5	Site is not subject to this standard	N/A
Active Use Areas	Map 510-7	Site is not subject to this standard	N/A
Trucks and Equipment	33.140.250	Regulations for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, or other services at the site which occur on an intermittent and short-term basis.	N/A
Drive-Through Facilities	33.140.255, 33.510.240	Drive-through facilities are prohibited in the Downtown Subdistrict.	N/A
Residential Development	33.140.265.	Development Standards	N/A
Detached Accessory Structures	33.140.270	Maintain separation and privacy to residential lots from non-residential development.	N/A

Fences	33.140.275	Standards apply to walls, fences and screens of all types.	N/A
Nonconforming Development	33.140.290	Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations	N/A
Parking and Loading	33.140.295	Standards are listed in 33.266, Parking and Loading.	No change in complinace
Signs	33.140.300	Standards are listed in Title 32, Signs and Related Regulations	No change in compliance
Street Trees	33.140.305, 20.40	Street trees are required for new commercial construction or improvements that exceed \$25,000 in value.	No change in compliance
Superblocks	33.140.310	Development in the EX zone on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks.	No change in compliance
Recycling Areas	33.140.315	Requirements for recycling areas are regulated by the Office of Planning and Sustainability	No change in compliance

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SITE CONTEXT

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Vicinity Plan



NW 15th Ave. Facing East



NW 15th Ave. Facing South



NW 13th Ave./NW Irving St. Facing West



On Site Facing South/West



NW 14th Ave. Facing South



NW Irving St. Facing East



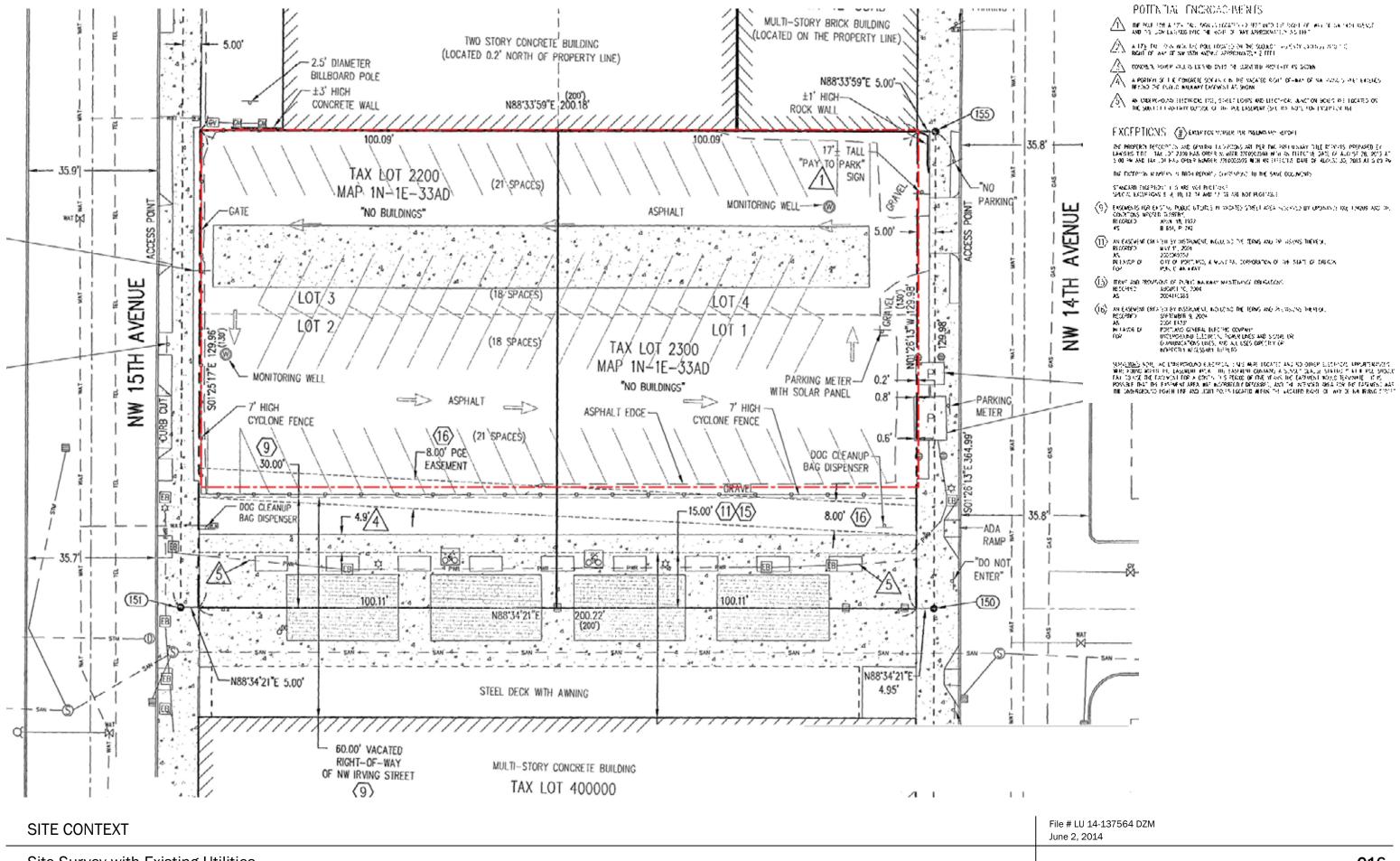
NW Irving St. Facing West

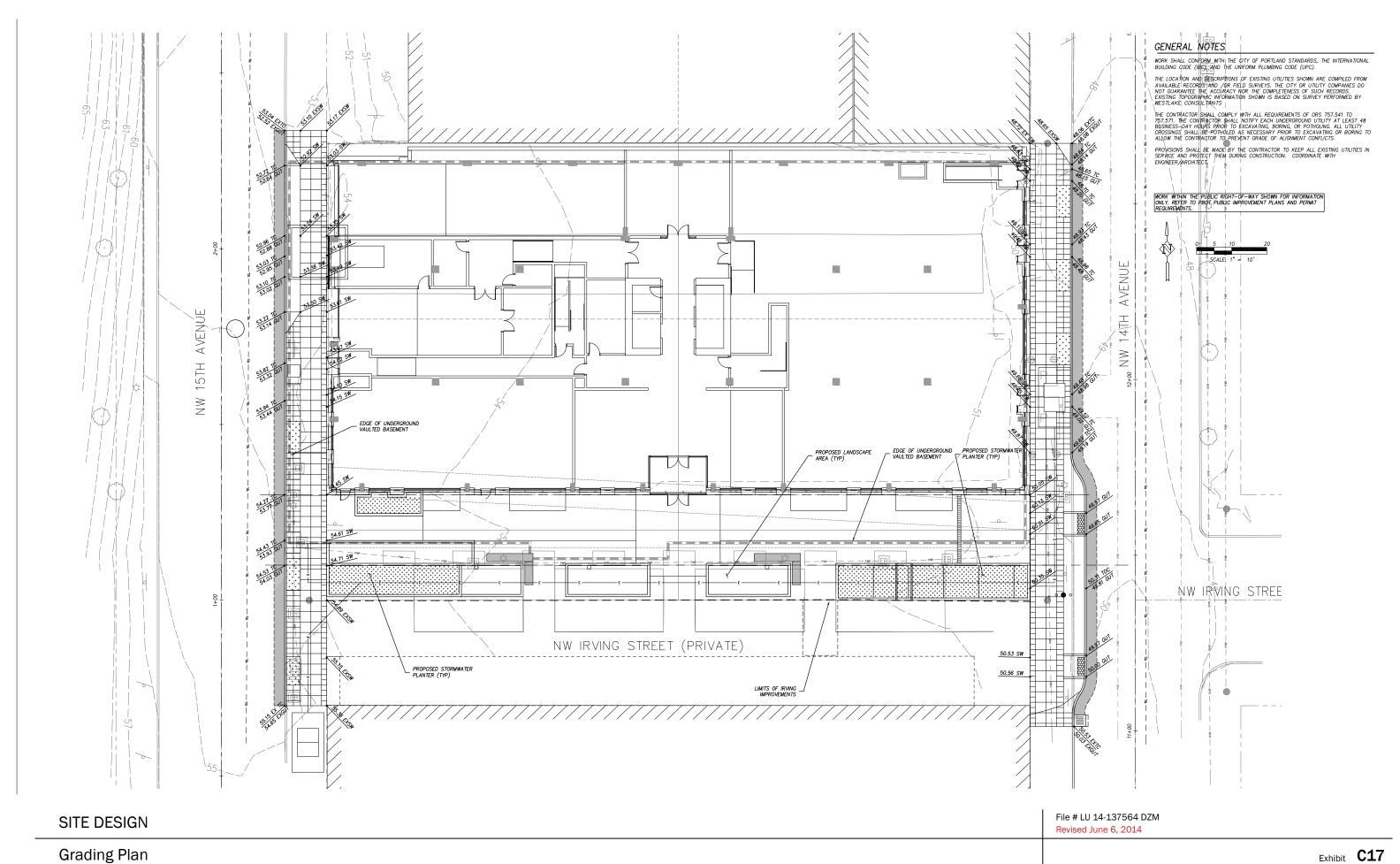


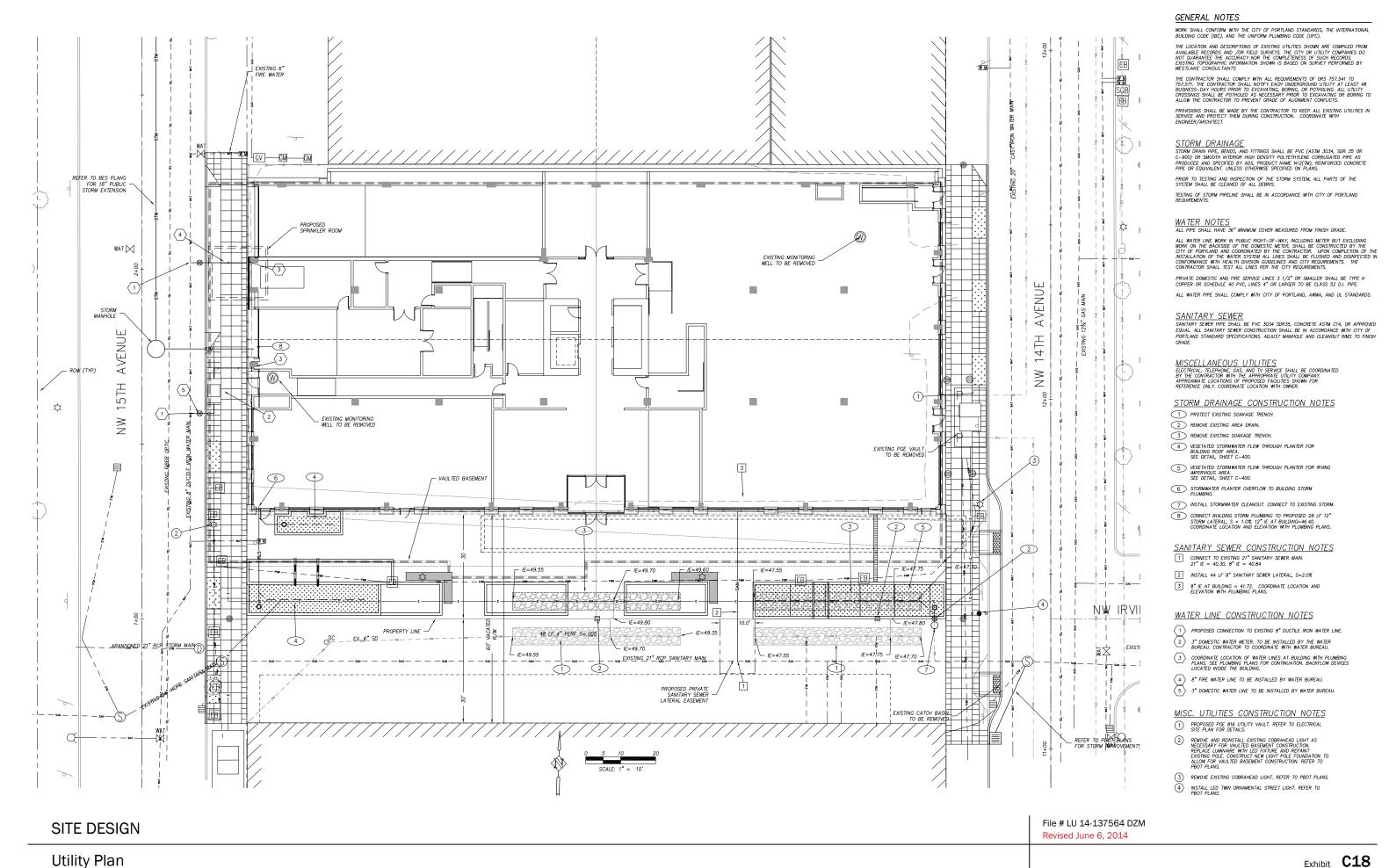
NW Irving St. Facing North

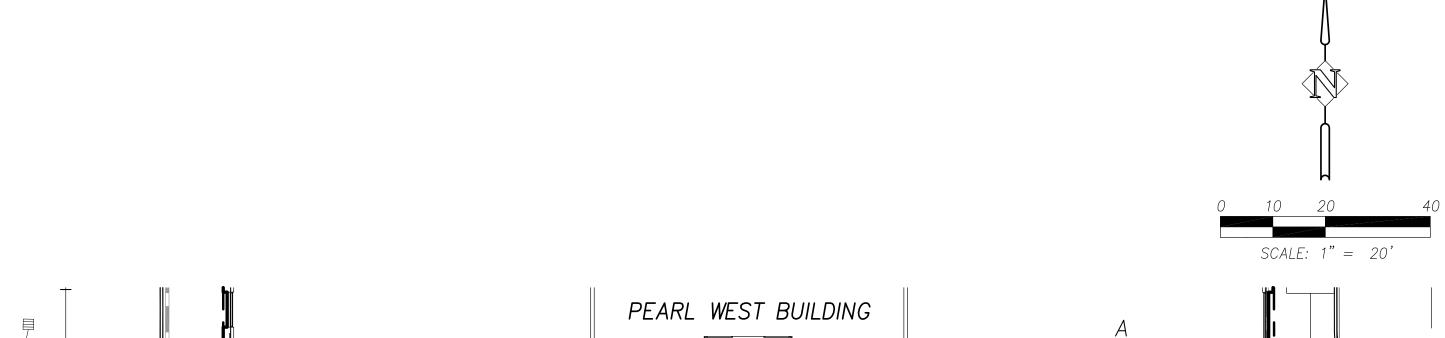


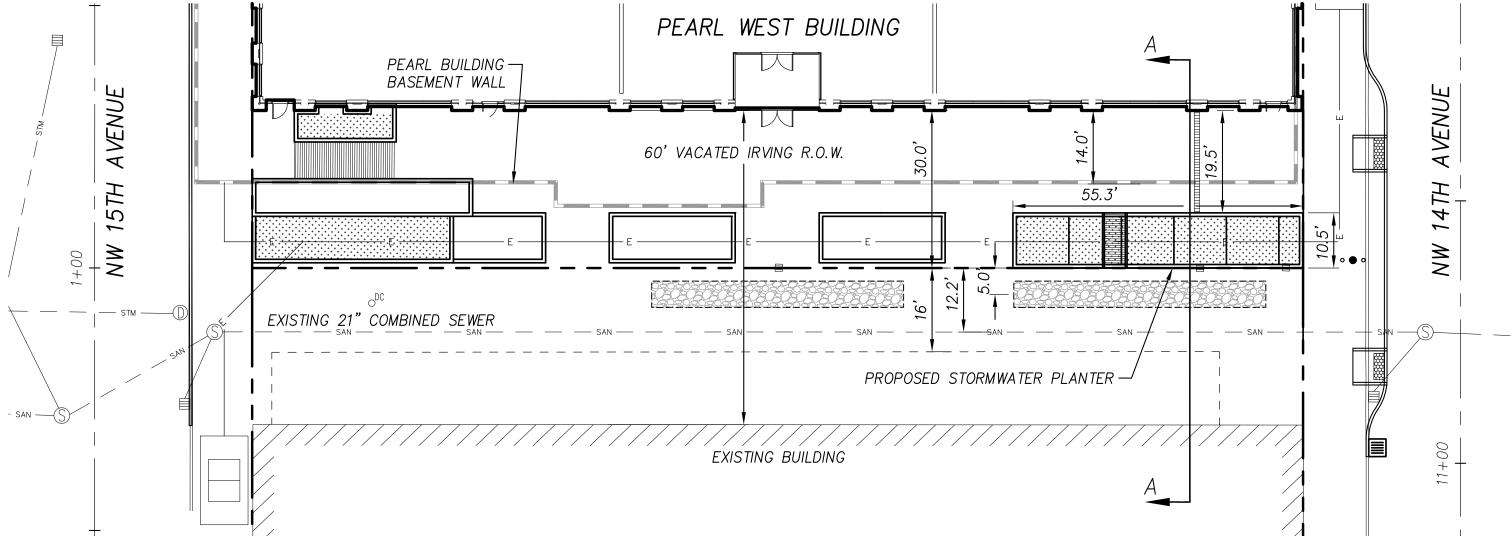
NW Irving St. Facing South/West





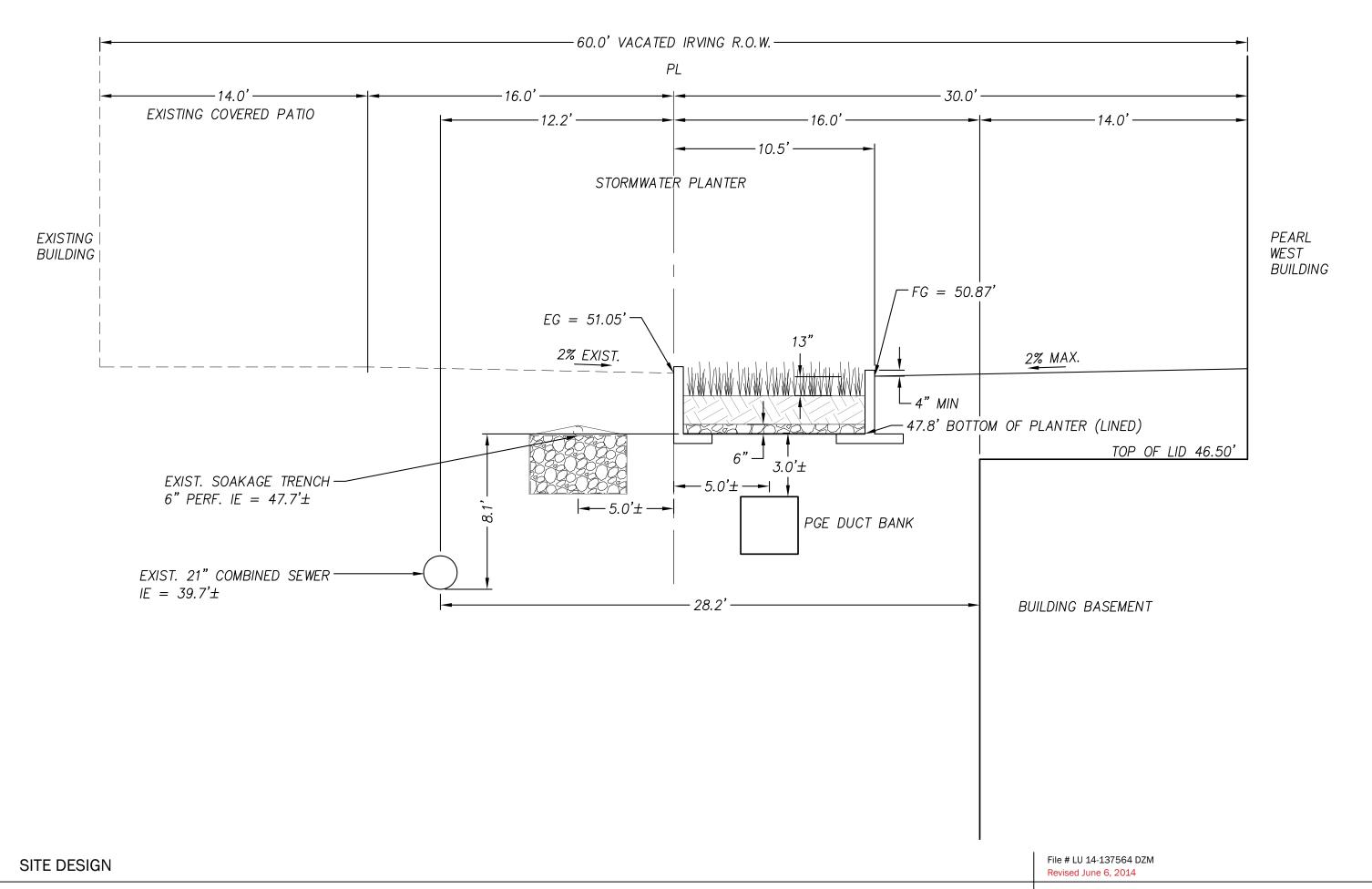




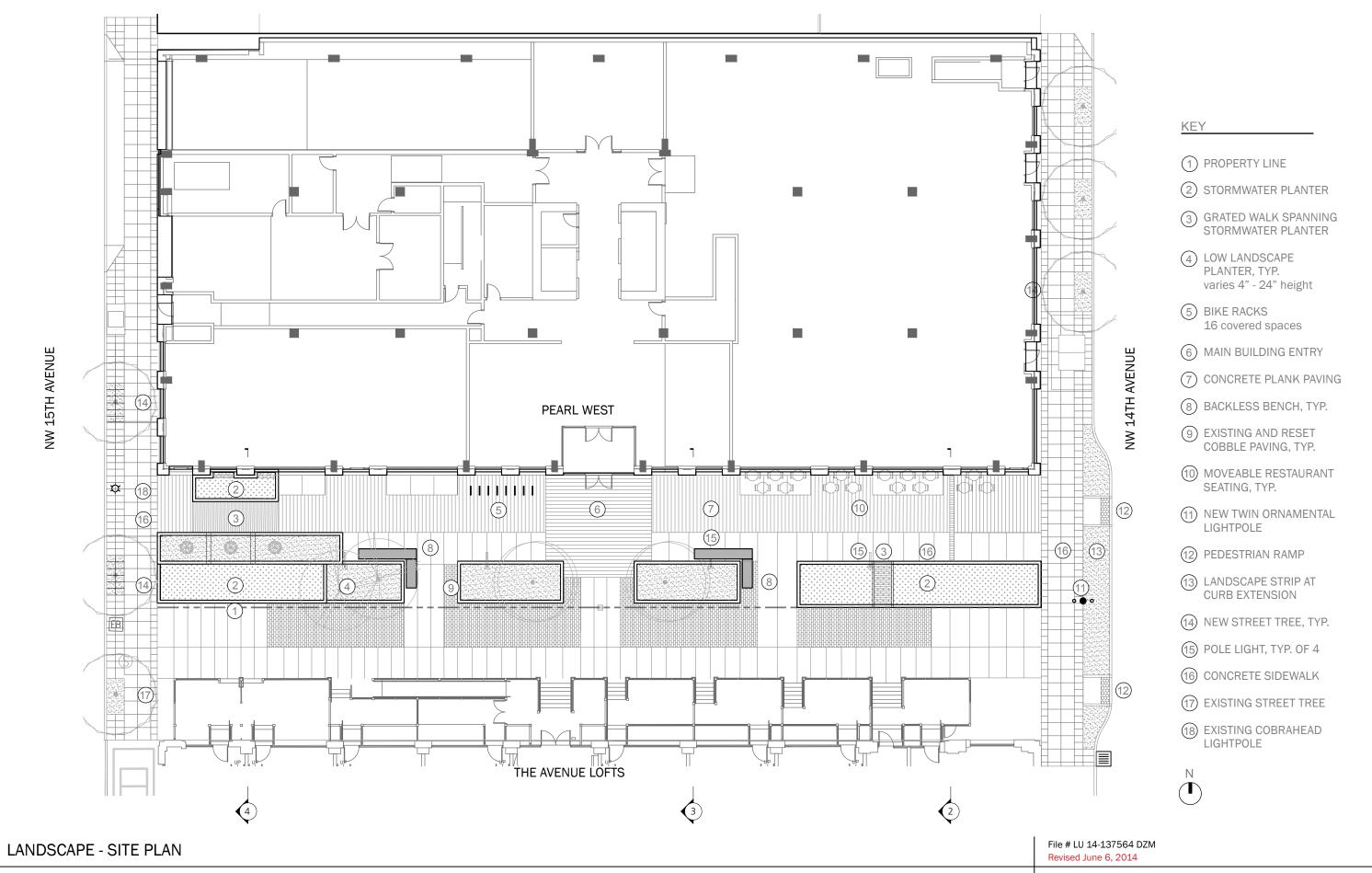


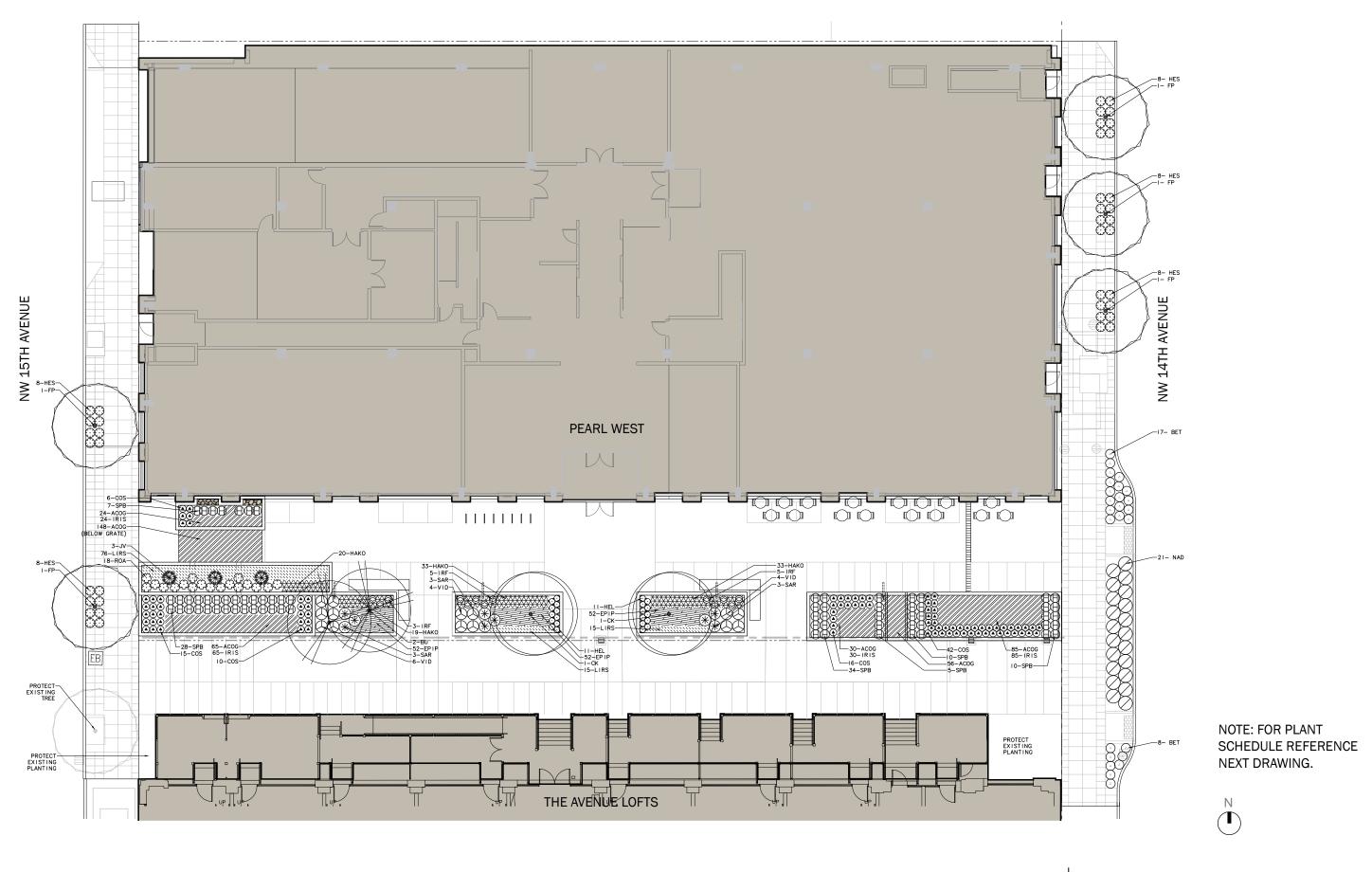
SITE DESIGN

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LANDSCAPE - PLANTING PLAN

File # LU 14-137564 DZM Revised June 6, 2014

SCALE: 1" = 20'-0"

PLANT SCHE	OULE					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING	NOTES
TREES	—BU	BETULA UTILIS JACQUEMONTII	WHITEBARKED HIMALAY, BIRCH	AN 10-12'B&B	AS SHOWN	MULTI-STEM
	-CK	CORNUS KOUSA 'MILKY WAY'	MILKY WAY KOUSA DOGWOOD	3" CAL. B&B	AS SHOWN	STANDARD
	— JV	JUNIPERUS VIRGINIANA 'TAYLOR'	TAYLOR JUNIPER	6' HT. B&B	10' O.C.	
$\left( \cdot \right)$	_FP	FRAXINUS PENNSYLVANICA 'CIMMZAM'	CIMMARON ASH	3" CAL. B&B	AS SHOWN	
SHRUBS/ GRA	ASSES					
(à)	BET	BERBERIS THUNBERGII 'KOBOLD'	KOBOLD JAPANESE BARBERRY	5 GAL. CONT.	30" O.C.	
<b>(A)</b>	cos	CORNUS SERICEA 'KELSEYI'	KELSEY'S DWARF DOGWOOD	I GAL. CONT.	18" O.C.	
$\odot$	HES	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	I GAL. CONT.	24" O.C.	
•	HEL	HELLEBORUS 'IVORY PRINCE'	IVORY PRINCE LENTEN ROSE	I GAL. CONT.	15" O.C.	
	IRF	IRIS FOETIDISSIMA	GLADWYN IRIS	I GAL. CONT.	AS SHOWN	I
$\bigcirc$	NAD	NANDINA DOMESTICA 'GULF STREAM'	GULF STREAM HEAVENLY BAMBOO	5 GAL. CONT.	36" O.C.	
<b>₩</b>	ROA	ROSA AMBER 'FLOWER CARPET'	AMBER CARPET ROSE	5 GAL. CONT.	24" O.C.	
⇔ ⊕	SAR	SARCOCOCCA RUSCIFOLIA	FRAGRANT SWEET BOX	7 GAL. CONT.	36" O.C.	
$\bigoplus$	SPB	SPIRAEA BETULIFOLIA	BIRCH-LEAVED SPIRAEA	2 GAL. CONT.	24" O.C.	
$\bigcirc$	VID	VIBURNUM DAVIDII	DAVID VIBURNUM	7 GAL. CONT.	30" O.C.	
GROUNDCOVE	<u> </u>					
	ACOG IRIS	ACORUS GRAMINEUS 'OGON' IRIS SIBERICA	VARIEGATED SWEET FLAG SIBERIAN IRIS	I GAL. CONT. I GAL. CONT.	12" O.C. 12" O.C.	
	EPIP	EPIMEDIUM X PERRALCHICUM 'FROHNLEITEN'	FROHNLEITEN EPIMEDIUM	I GAL. CONT.	12" O.C.	
	HAKO	HAKONECHLOA MACRA 'AUREOLA'	GOLDEN JAPANESE FOREST GRASS	I GAL. CONT.	15" O.C.	
	LIRS	LIRIOPE SPICATA	CREEPING LILY TURF	I GAL. CONT.	15" O.C.	

LANDSCAPE - PLANTING SCHEDULE

File # LU 14-137564 DZM
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SCALE: NA



Rosa flower carpet at west planters

Taylor juniper at west planters

Jacquemonti birch at west planters

Kousa dogwood at central planters

Winterhazel & Japanese forest grass

Mixed planting at stormwater planters



LANDSCAPE - SOUTH ELEVATION - SECTION 1

File # LU 14-137564 DZM Revised June 6, 2014

Scale: NTS



The Avenue Lofts Terrace Existing Walkway Stormwater Planter Walkway Pearl West





LANDSCAPE - WEST END - SECTION 2

File # LU 14-137564 DZM Revised June 6, 2014

Scale: NTS

Exhibit **C27** 



The Avenue Lofts Terrace Existing Walkway Raised Landscape Planter Walkway Pearl West





LANDSCAPE - ENTRY COURT - SECTION 3

File # LU 14-137564 DZM Revised June 6, 2014

Scale: NTS



The Avenue Lofts Terrace Existing Walkway Stormwater Planter Ornamental Planter Grated Walkway @ Stormwater Planter Pearl West





LANDSCAPE - EAST END - SECTION 4

File # LU 14-137564 DZM Revised June 6, 2014

Scale: NTS



STAINLESS STEEL BIKE RACK



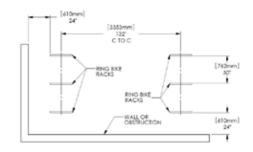
CAST CONCRETE AND STAINLESS STEEL BENCH

Ring® Bike Rack Installation Guide landscapeforms.

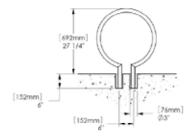
**HANDLE WITH CARE!** Ring's finish can be scuffed by contact with tools, concrete, or other abrasive surfaces. Protect the finish from damage during installation. Use touch-up paint to repair any powder coat finish abrasions.



• Unit ships assembled



Recommended spacing, according to Association of Pedestrian and Bicycle Professionals (APBP)



Side Elevation, showing core drill sizes

#### INSTALLATION:

- VSTALLATION:

  Core drill 3" diameter (minimum) holes 6" deep.

  Prepare the holes for outdoor anchoring cement, such as

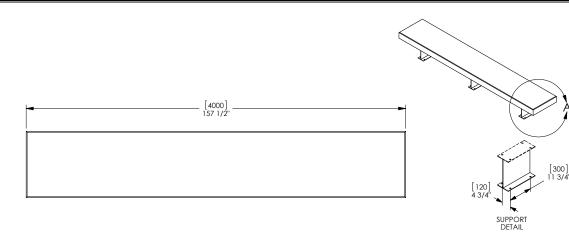
  Kwixset ™ or Super Por-rok \*. Follow the manufacturer's
  instructions for blowing out dust, filling with water,
  scrubbing, and removing excess water.

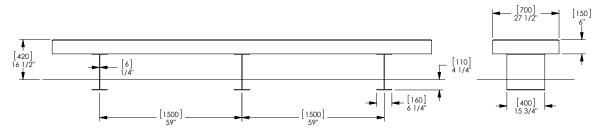
  Place the bike rack back into position and fill the holes
  with anchoring cement.

**Escofet.** Levit Backless Bench, 158" length, Surface Mount **Product Drawing** 

landscapeforms•

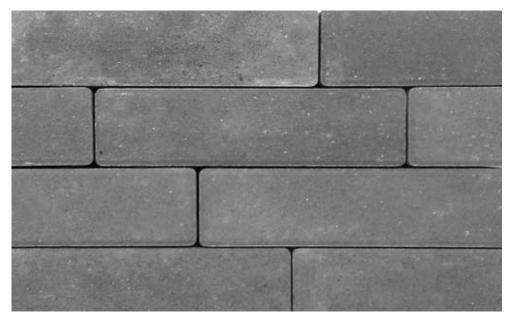
www.landscapeforms.com Ph: 800.521.2546





File # LU 14-137564 DZM

Revised June 6, 2014



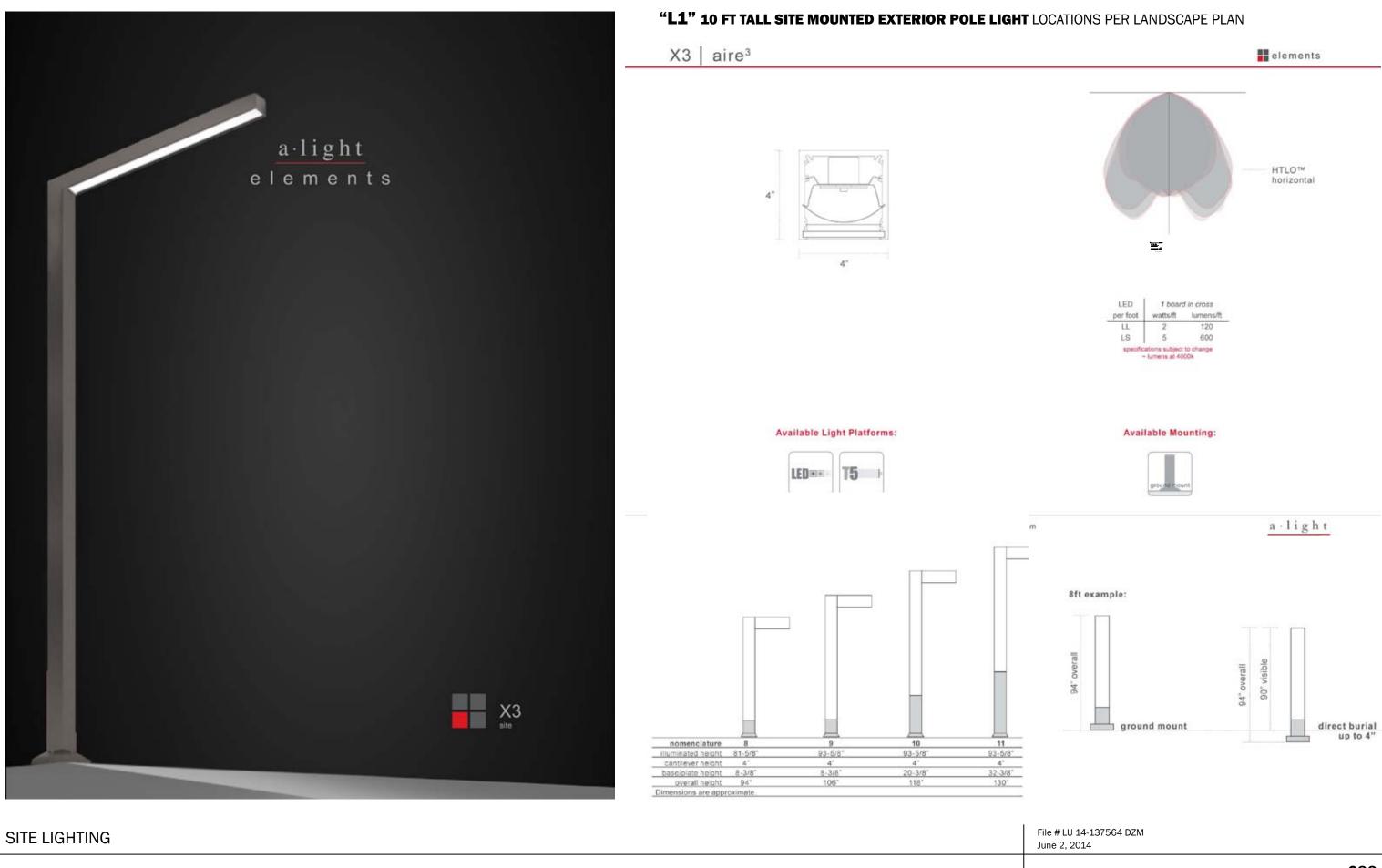
CHARCOAL CONCRETE PLANK PAVING

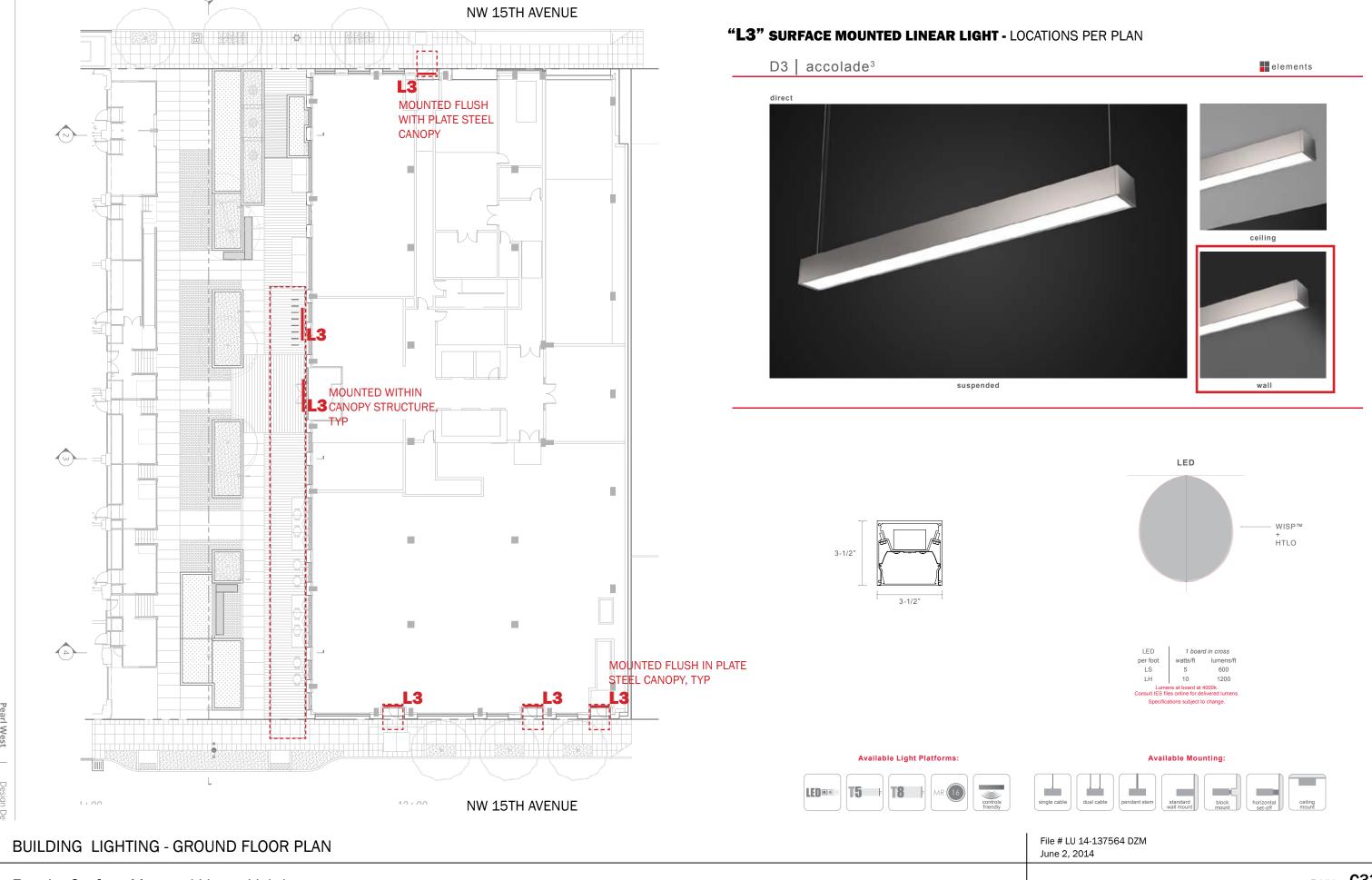


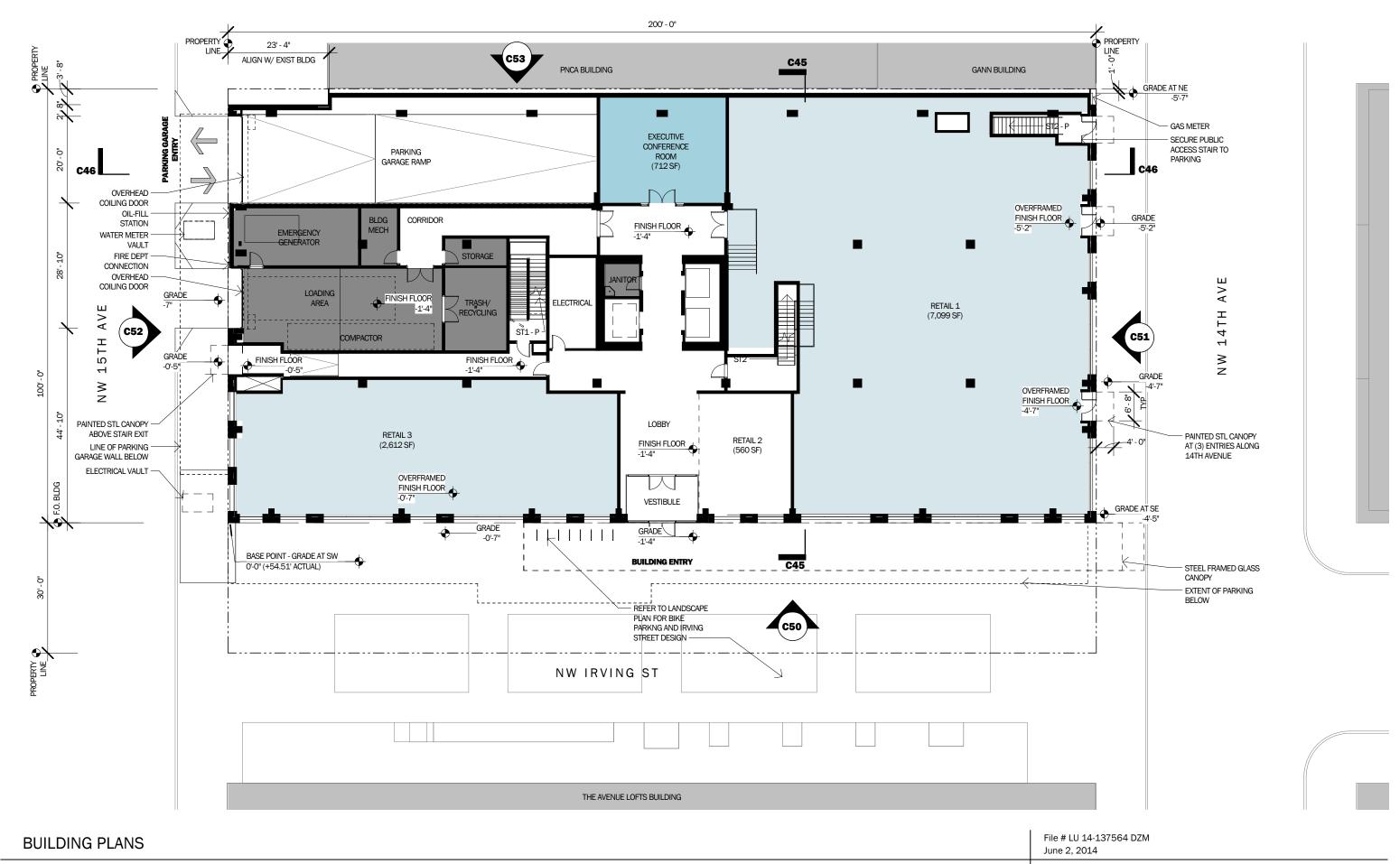
EXISTING AND RESET COBBLE PAVING



METAL GRATING

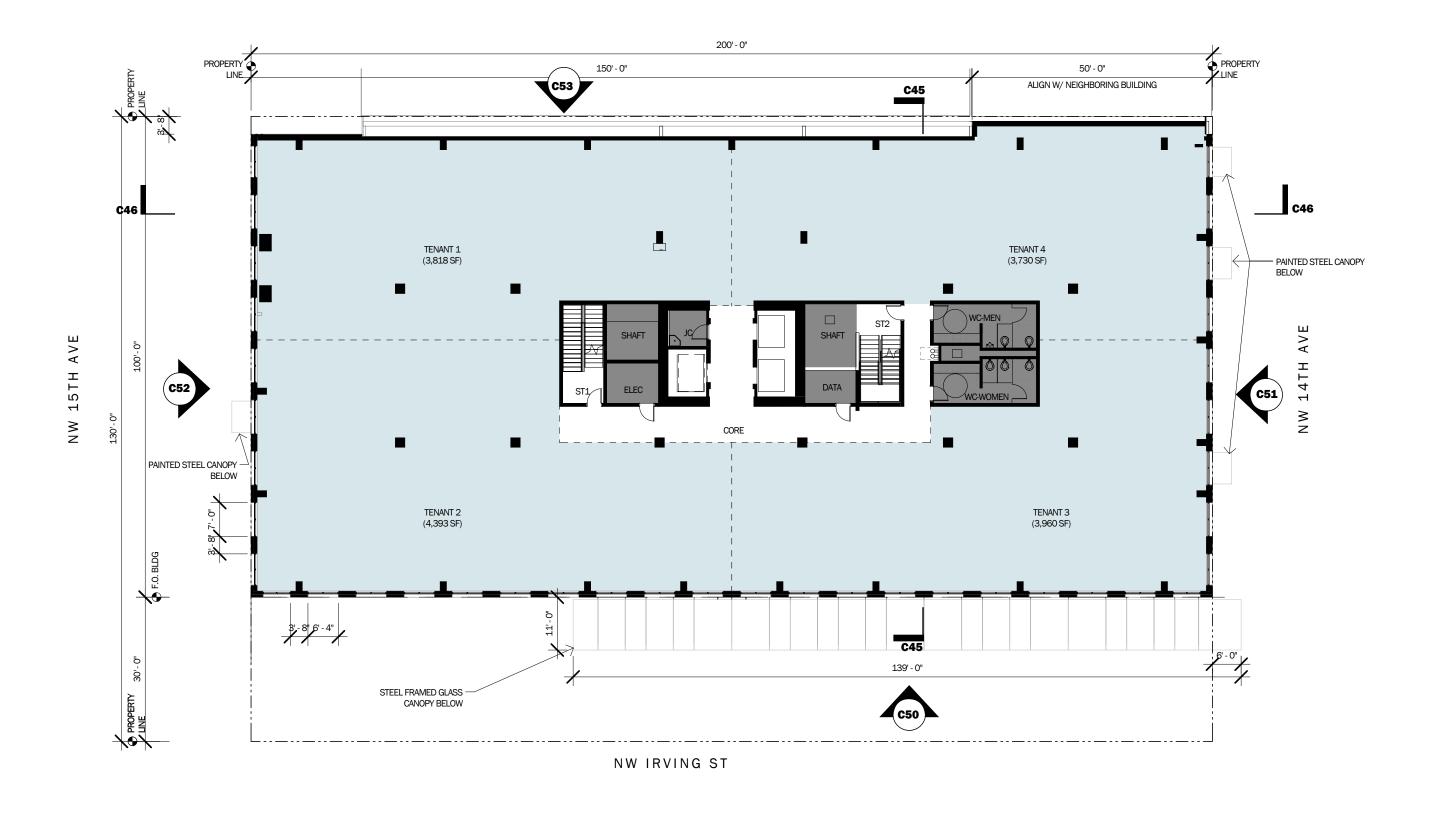






Level 1 Plan

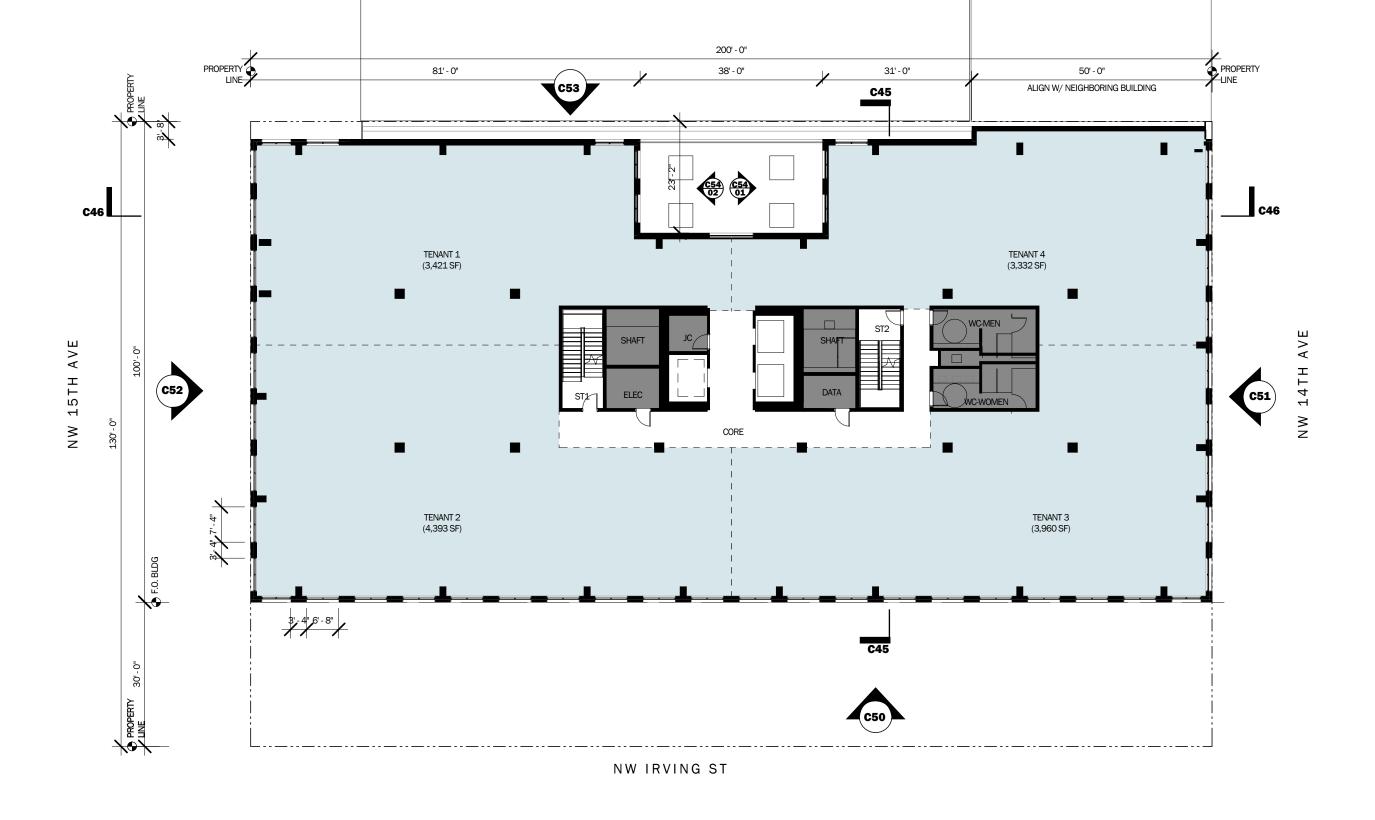
Exhibit C34



THE AVENUE LOFTS BUILDING

BUILDING PLANS

File # LU 14-137564 DZM
June 2, 2014



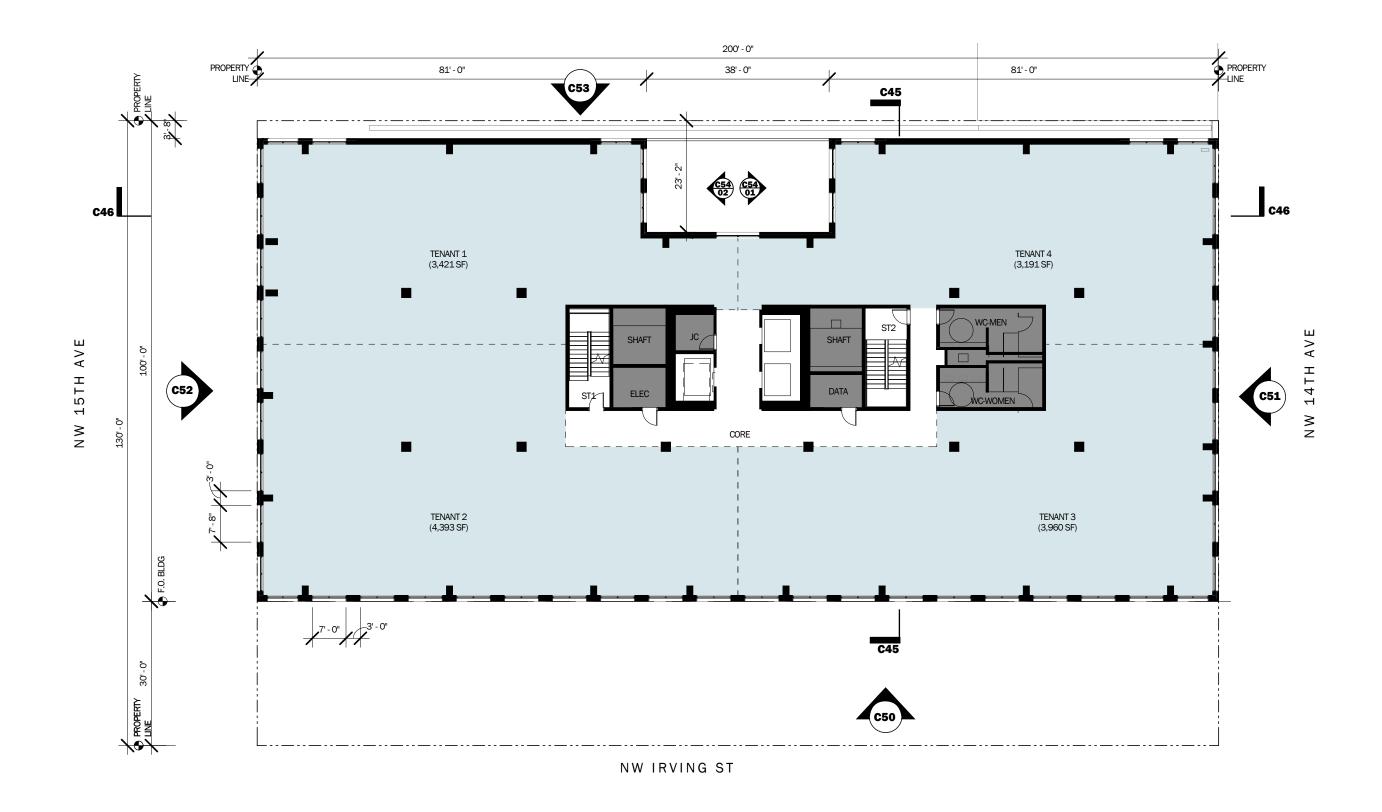
THE AVENUE LOFTS BUILDING

**BUILDING PLANS** 

File # LU 14-137564 DZM June 2, 2014

Level 3 Plan

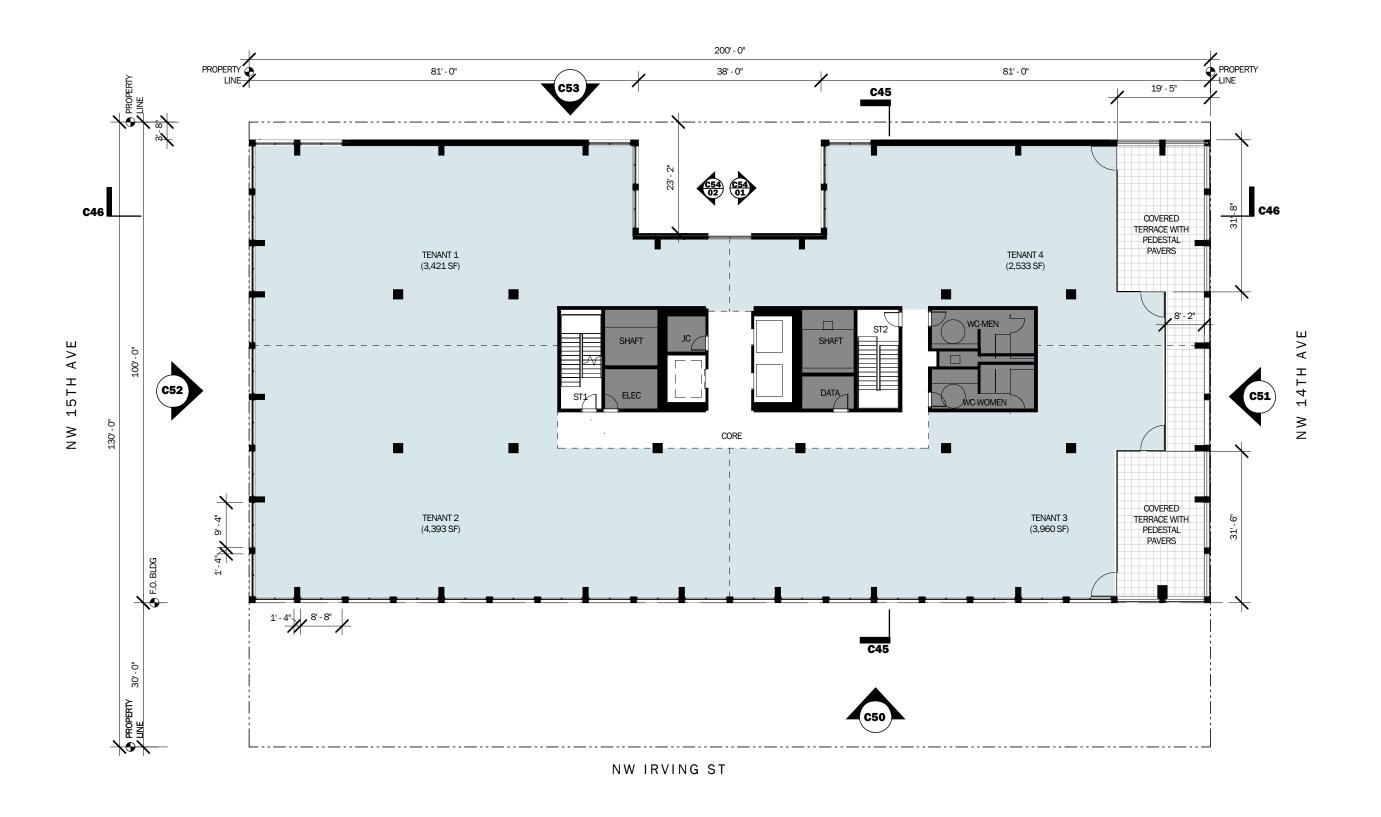
0 5' 10' 20



NEIGHBORING BUILDING

BUILDING PLANS

File # LU 14-137564 DZM
June 2, 2014



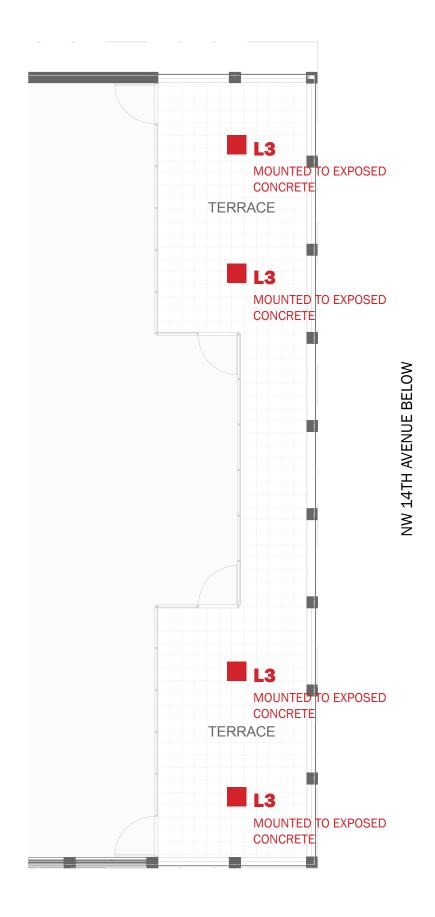
NEIGHBORING BUILDING

BUILDING PLANS

File # LU 14-137564 DZM
June 2, 2014

Level 9 Plan

0 5' 10' 20'



# "L2" CEILING MOUNTED DOWN LIGHT - LOCATIONS PER PLAN

# Finch Flush Mount Ceiling



Clean lines and edge-lit LED light guide technology combine in this ultra-slim modern flush mount that is just two inches deep. Round includes 30 watt, 1950 net lumen, 3000K LED. Square includes 20 watt, 1200 net lumen, 3000K LED. Dimmable with low-voltage electronic dimmer.

## INSTALLATION

This product can mount to either a 4" square electrical box with round plaster ring or an octagonal electrical box (not included).

## WEIGHT

5.11lb / 2.32kg ±

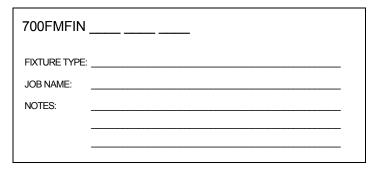
#### ORDERING INFORMATION

700FMFIN SHAPE OR SIZE	FINISH	LAMP
R ROUND	Z ANTIQUE BRONZE	-LED830 LED 3000K 80 CRI 120V
S SQUARE	S SATIN NICKEL	-LED830-277 LED 3000K 80 CRI 277V



F 847.410.4500

Tech Lighting, L.L.C.



2.1"

53 mm

53 mm

12" 305 mm

12.7" 323 mm



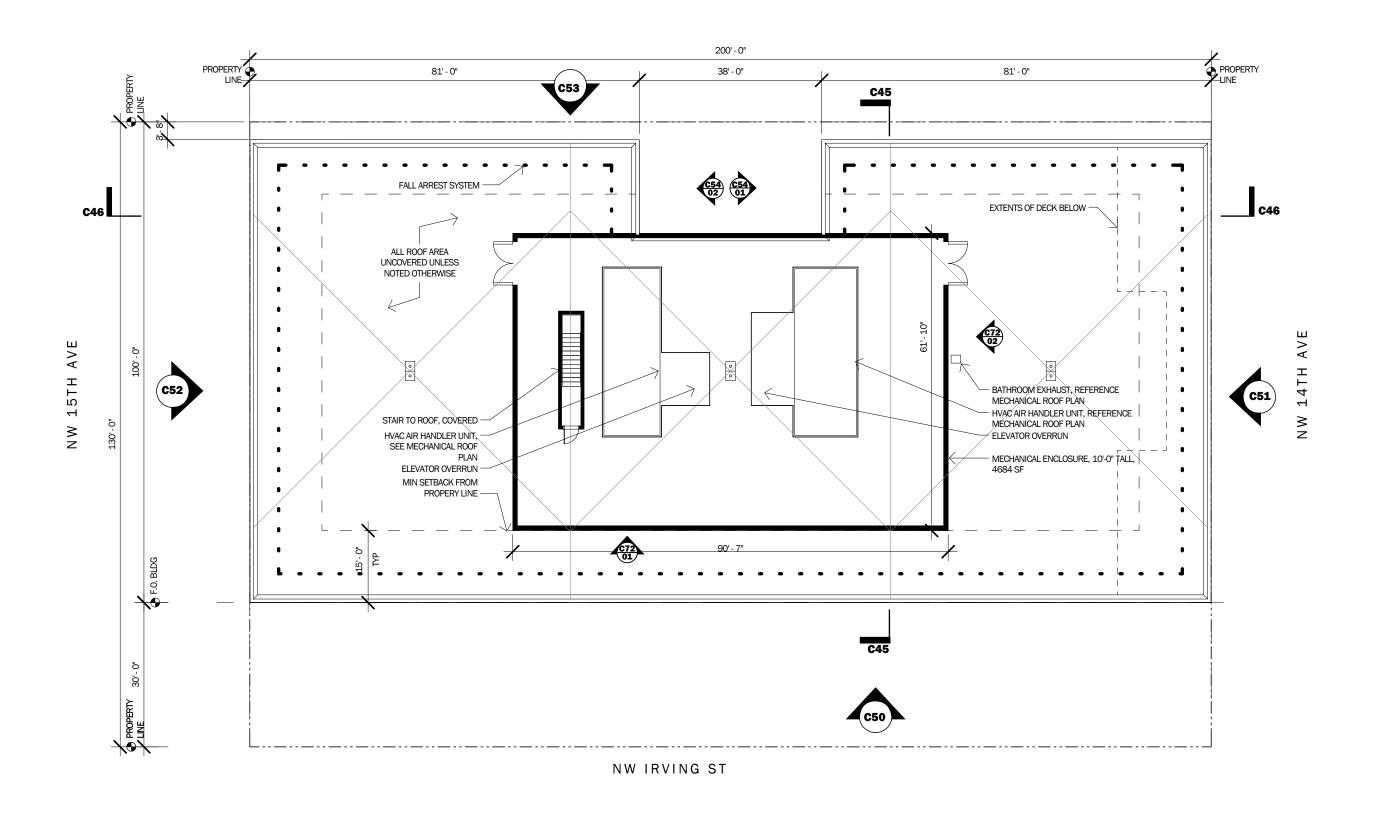
©2014 Tech Lighting, L.L.C. All Rights Reserved. The "Tech Lighting" graphic is a registered trademark of Tech Lighting, L.L.C. Tech Lighting reserves the right to change specifications for product improvements without notification.

BUILDING LIGHTING - 9TH FLOOR TERRACE PLAN

File # LU 14-137564 DZM June 2, 2014

**Exterior Ceiling Mounted Fixture** 

Exhibit C39

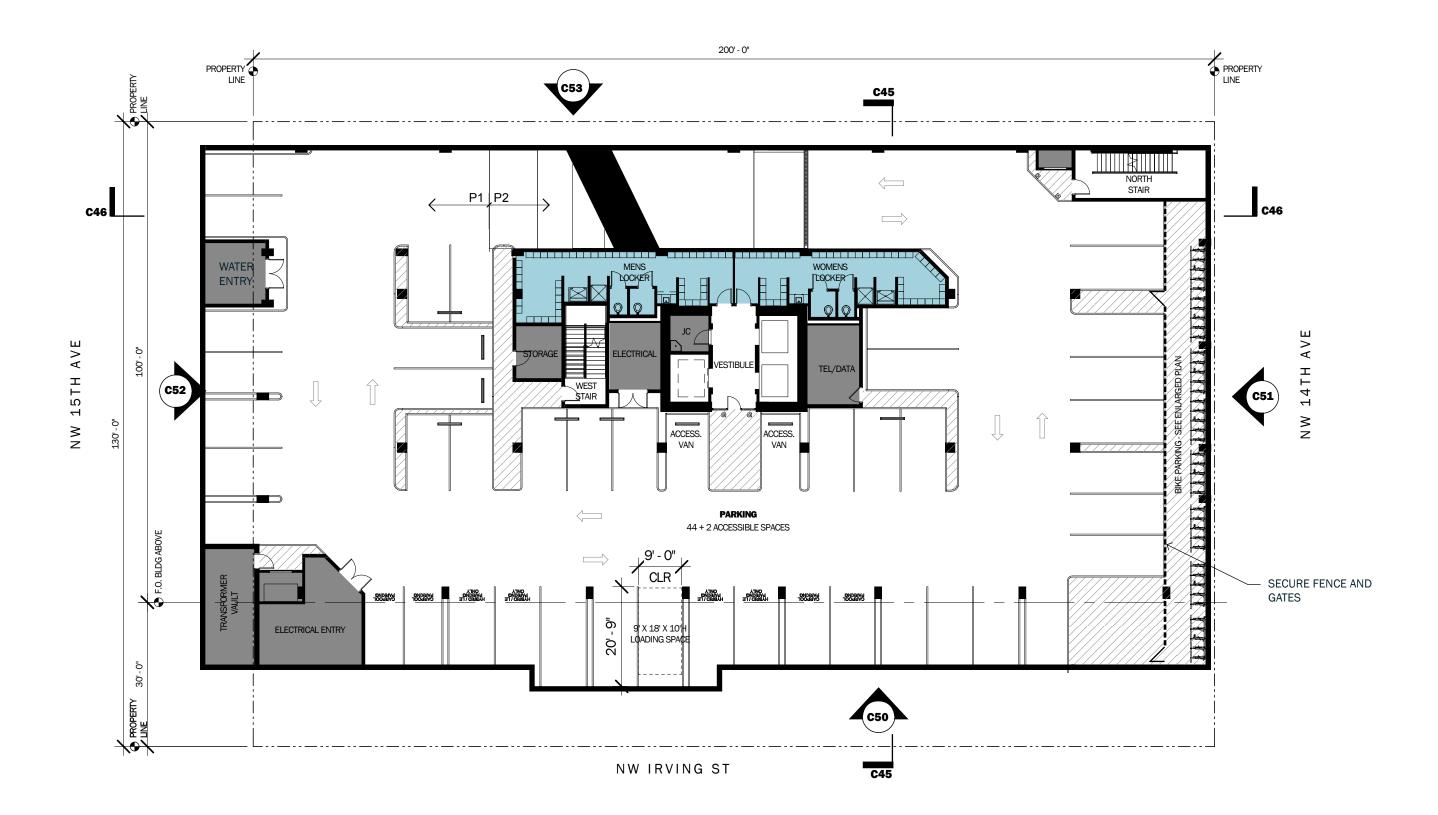


**BUILDING PLANS** 

File # LU 14-137564 DZM June 2, 2014

Roof Plan

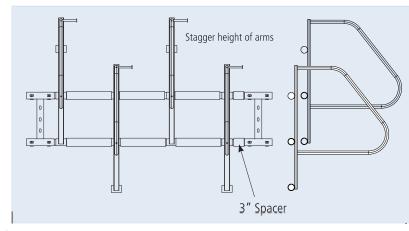
0 5' 10' 20'



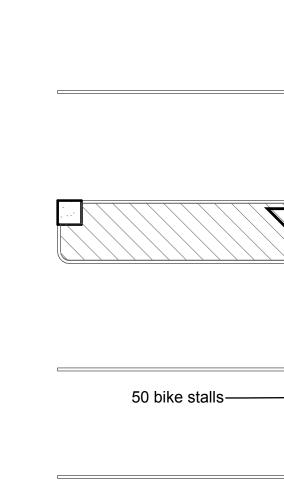
**BUILDING PLANS** 

File # LU 14-137564 DZM June 2, 2014

0 5' 10' 20'



03 LONG-TERM BIKE PARKING RACK NTS



PARTIAL PLAN - LONG-TERM BIKE PARKING
| SCALE : 1/8" = 1'-0"



04 LONG-TERM BIKE PARKING RACK
NTS

PARTIAL PLAN - LOCKER ROOM
SCALE: 1/16" = 1'-0"

MEN'S LOCKER-

MAIN ELEC. ROOM

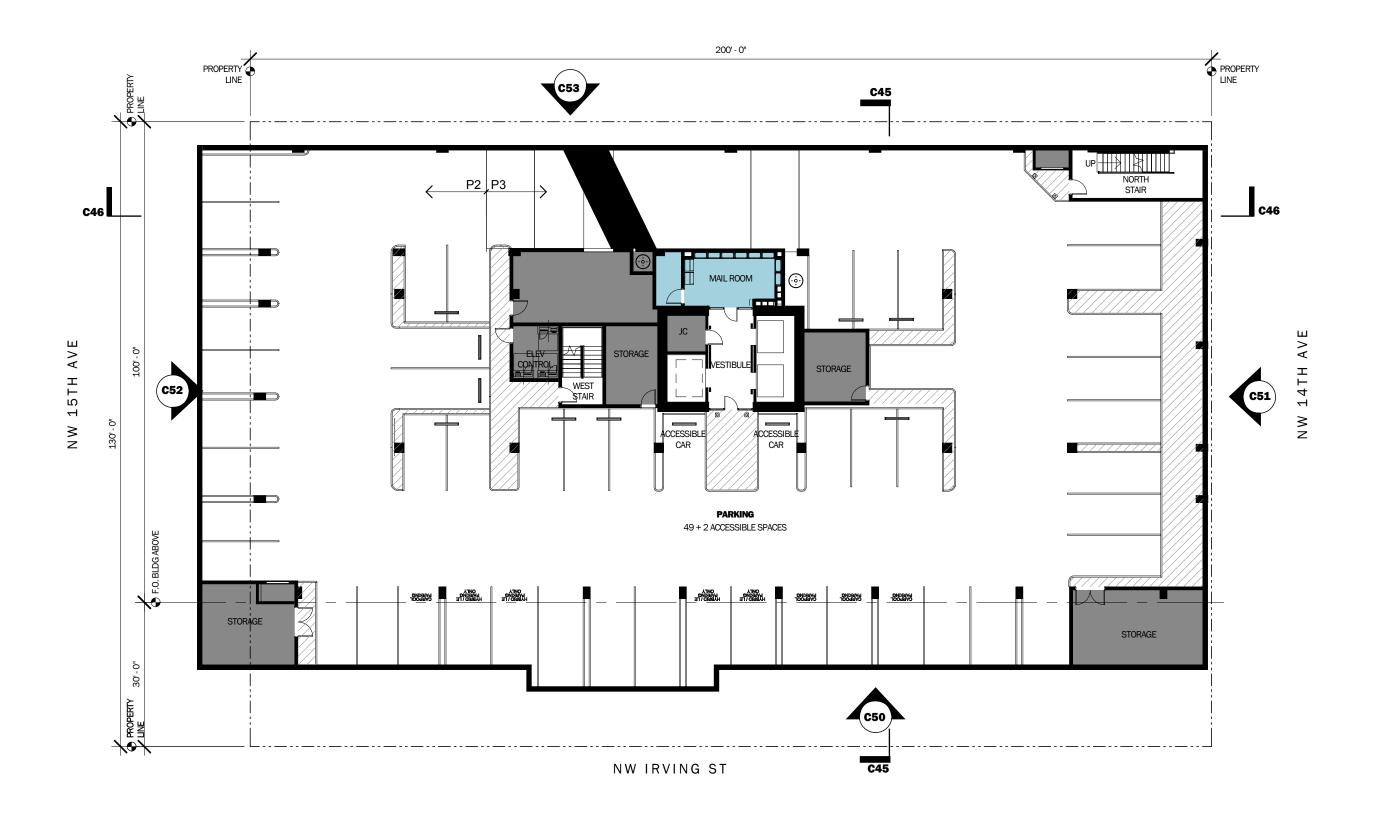
> ADA VAN

WOMEN'S LOCKER—

ADA CAR TEL/ DATA ROOM

LONG-TERM BIKE PARKING DETAILS

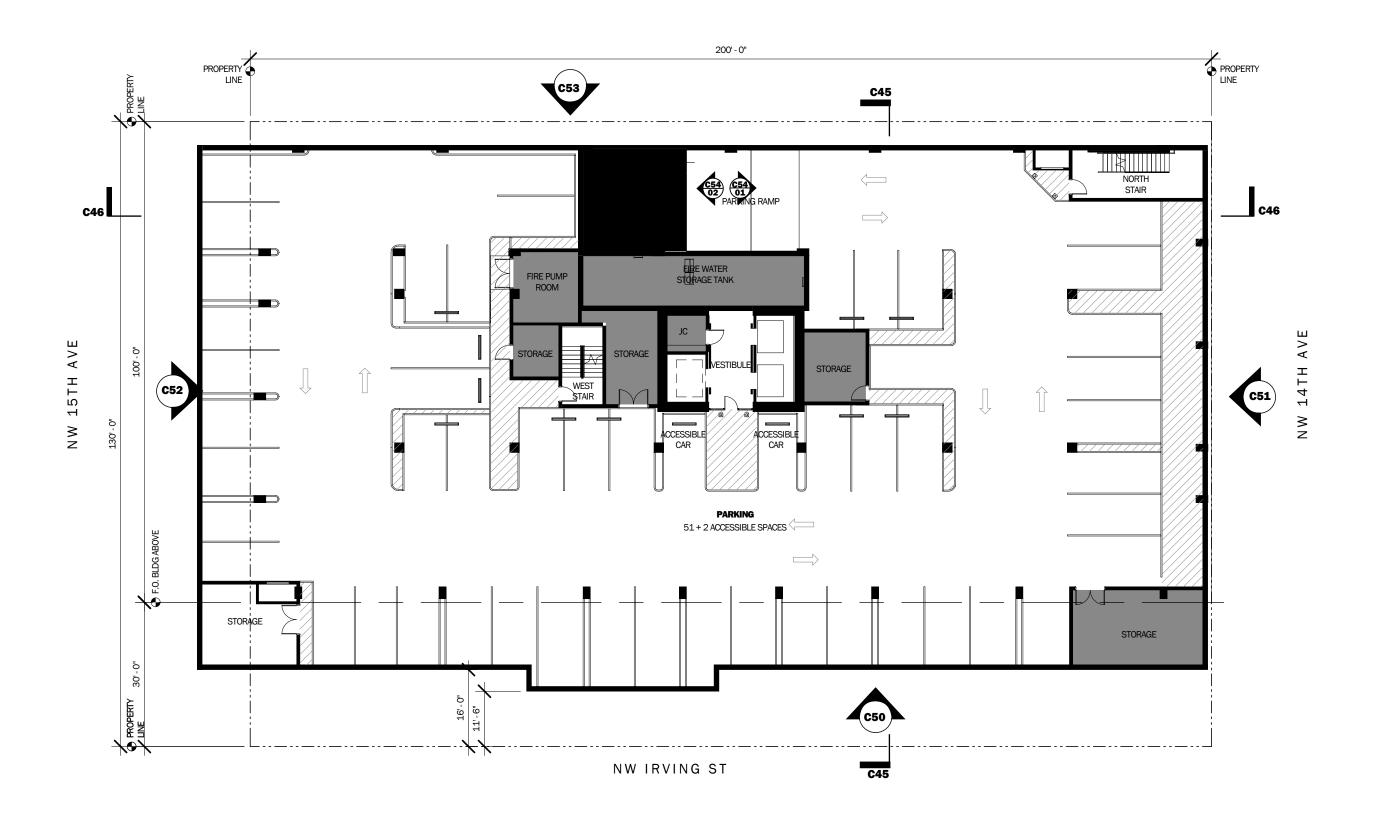
File # LU 14-137564 DZM June 2, 2014



**BUILDING PLANS** 

File # LU 14-137564 DZM June 2, 2014

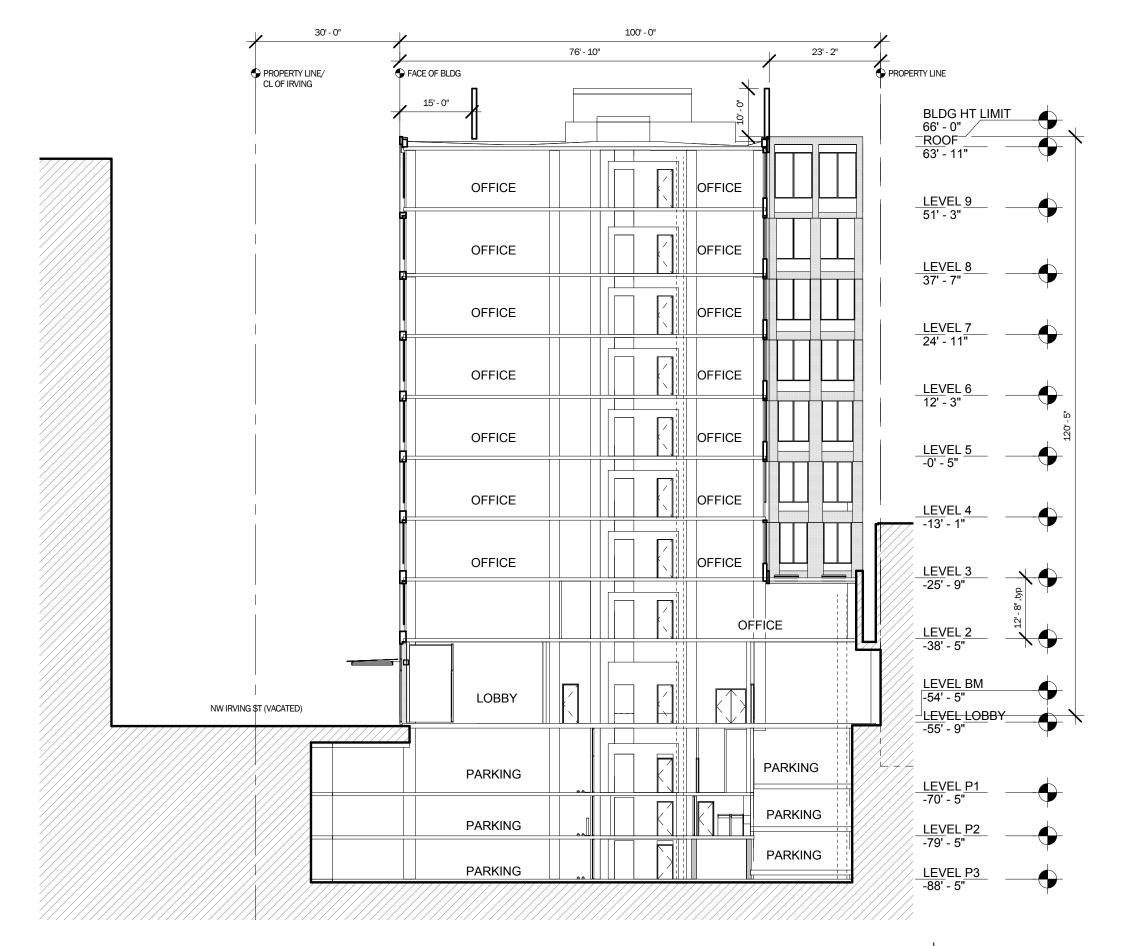
0 5' 10' 20



**BUILDING PLANS** 

File # LU 14-137564 DZM June 2, 2014

0 5' 10'

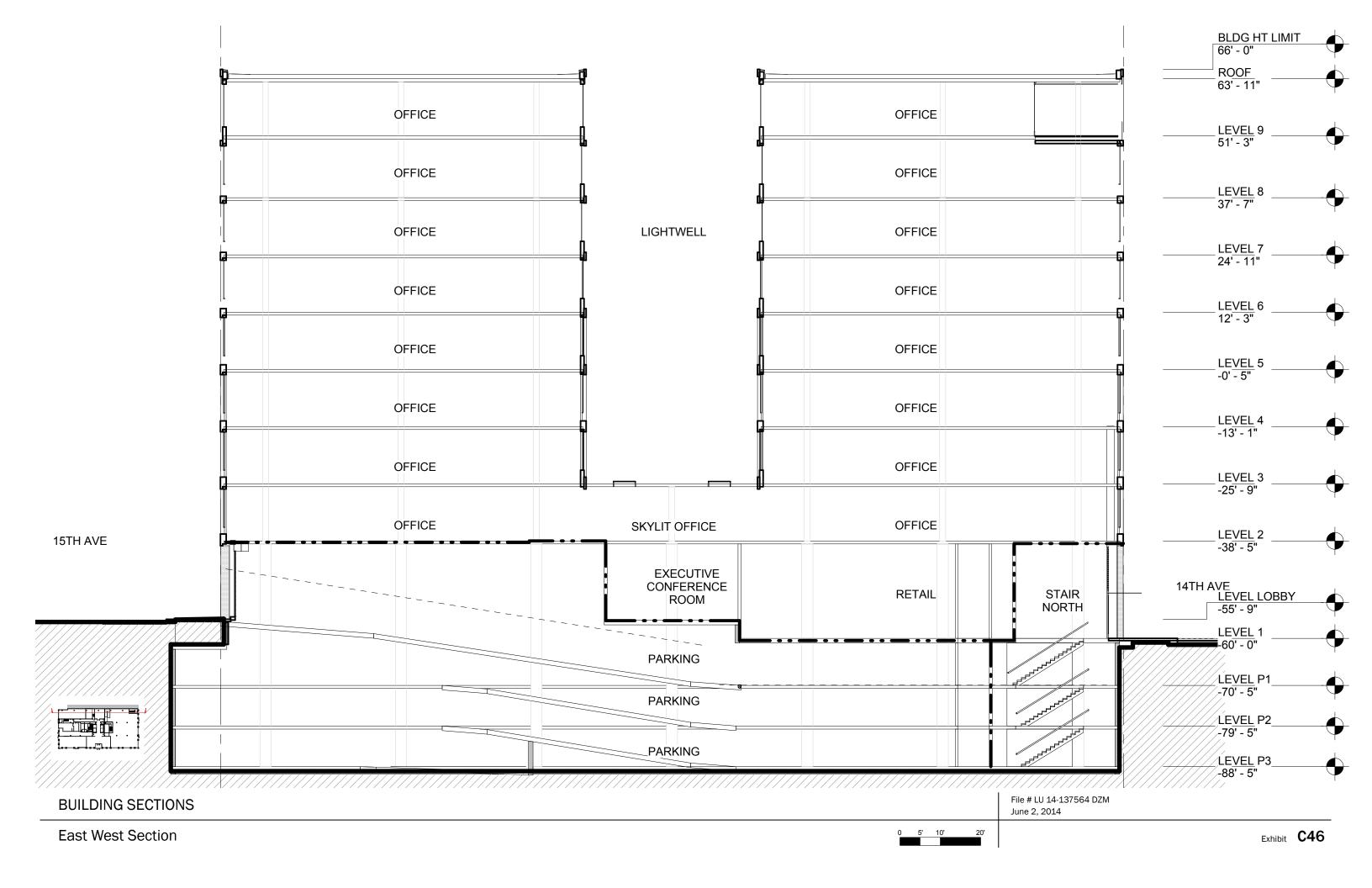




**BUILDING SECTIONS** 

File # LU 14-137564 DZM June 2, 2014

Julie 2













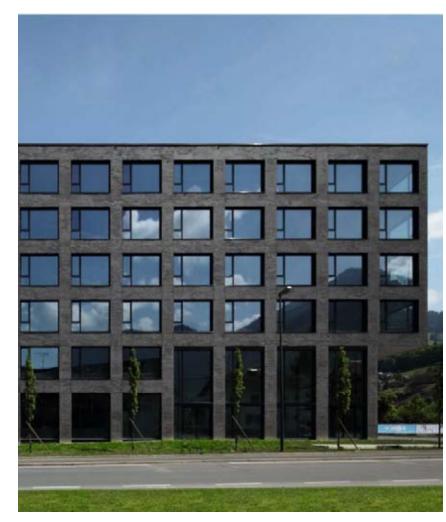
BUILDING DESIGN

File # LU 14-137564 DZM June 2, 2014





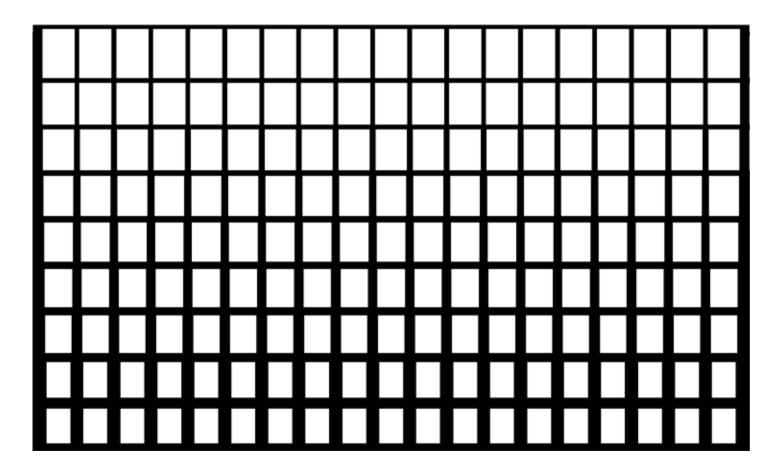




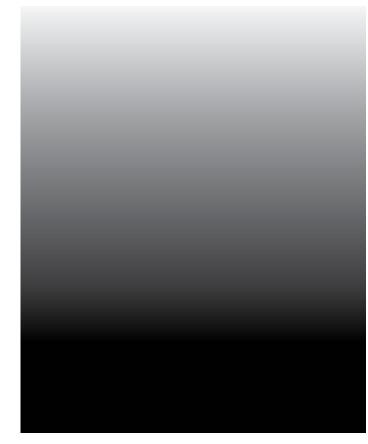


BUILDING DESIGN

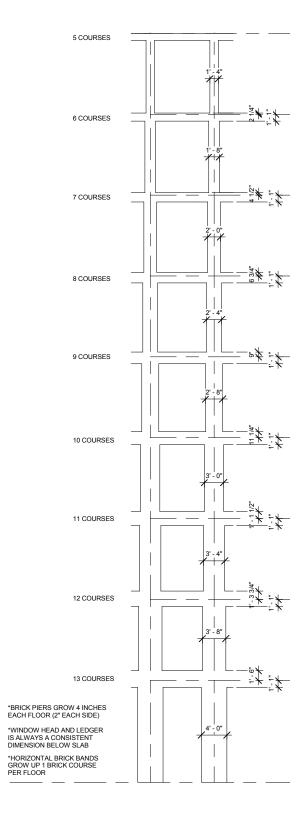
File # LU 14-137564 DZM June 2, 2014



Conceptual elevation of brick facade lightening towards sky.



Conceptual illustration of facade lightening towards sky.



TYPICAL BRICK PIER TAPERING DIAGRAM

**BUILDING DESIGN** 

File # LU 14-137564 DZM June 2, 2014

Facade Concept

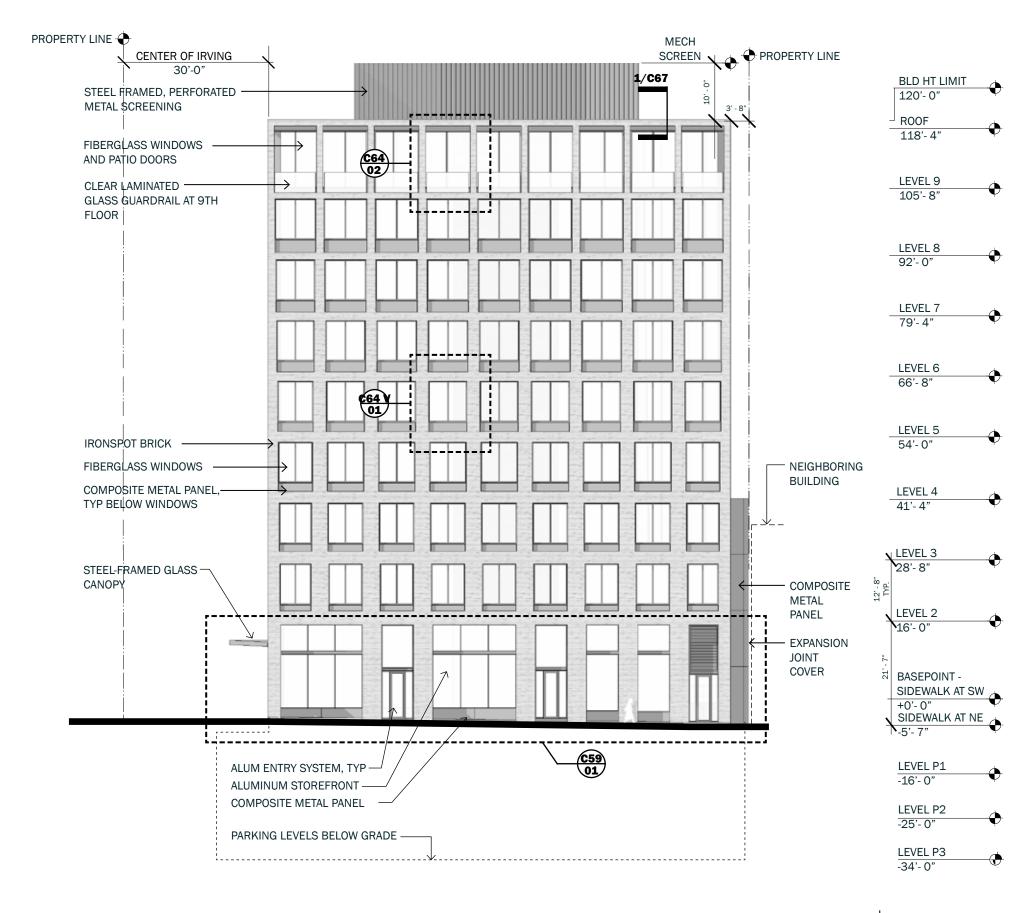
Exhibit **C49** 

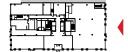


South Elevation - Irving Street

0 5' 10' 20'

Exhibit **C50** 

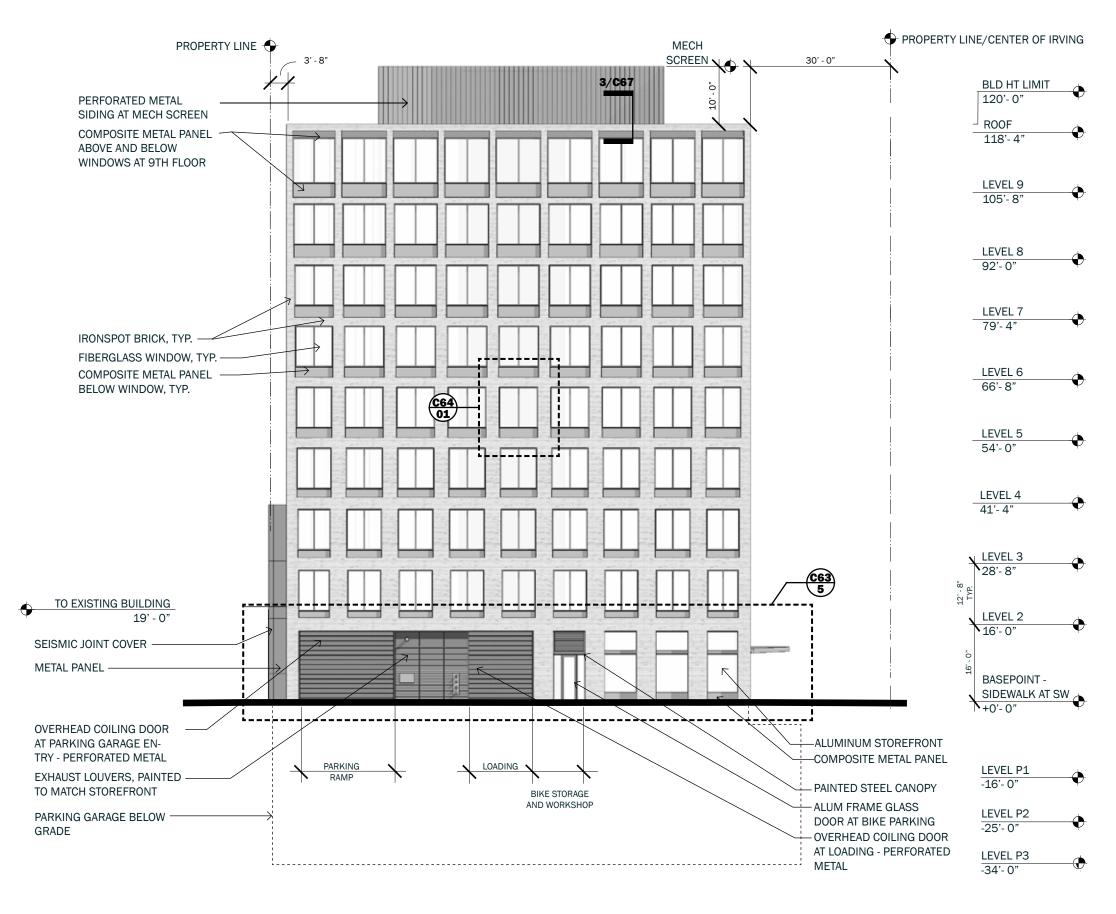




**BUILDING ELEVATIONS** 

File # LU 14-137564 DZM June 2, 2014

0 5' 10' 2'

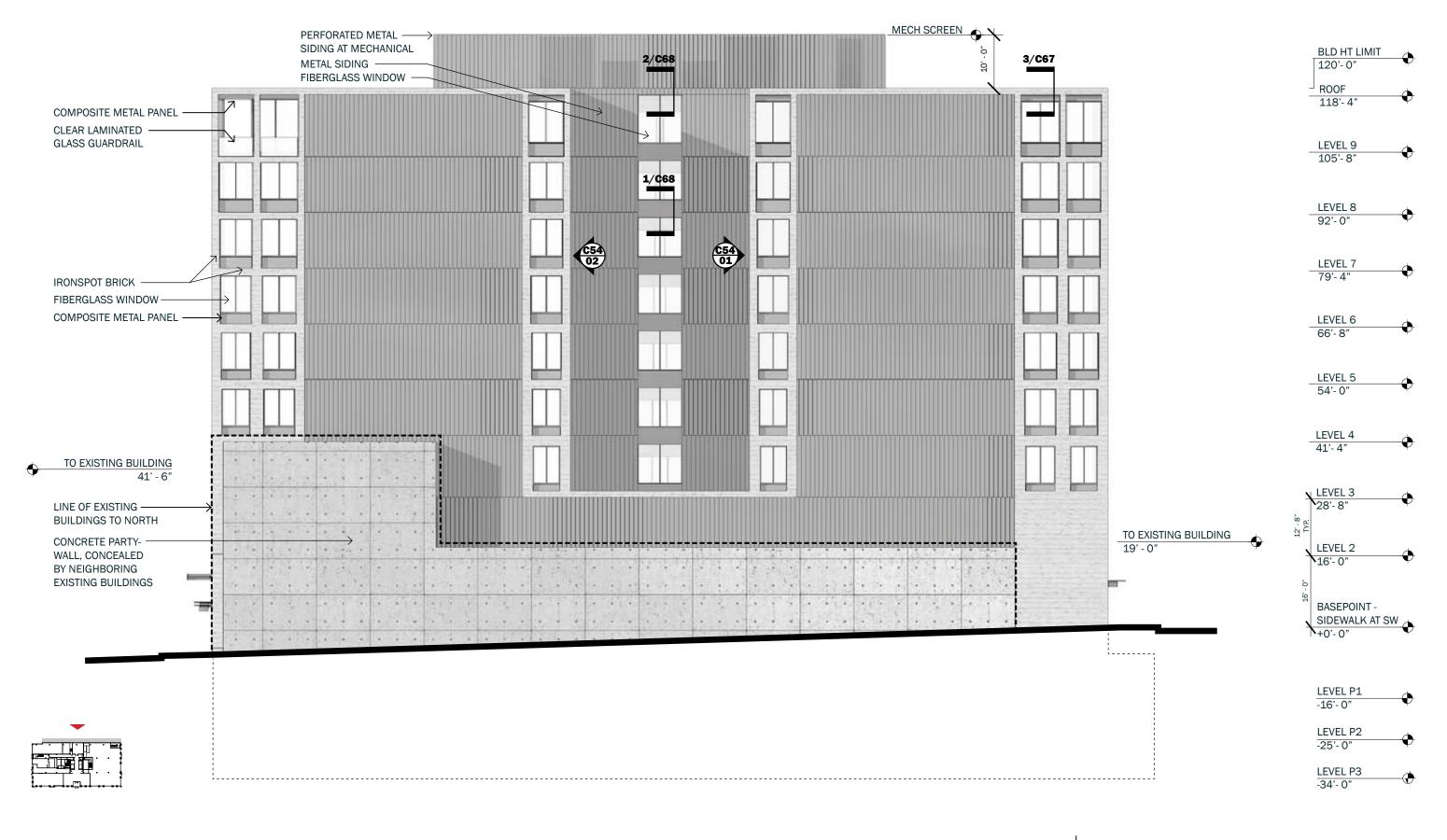




**BUILDING ELEVATIONS** 

File # LU 14-137564 DZM June 2, 2014

0 5 40 00

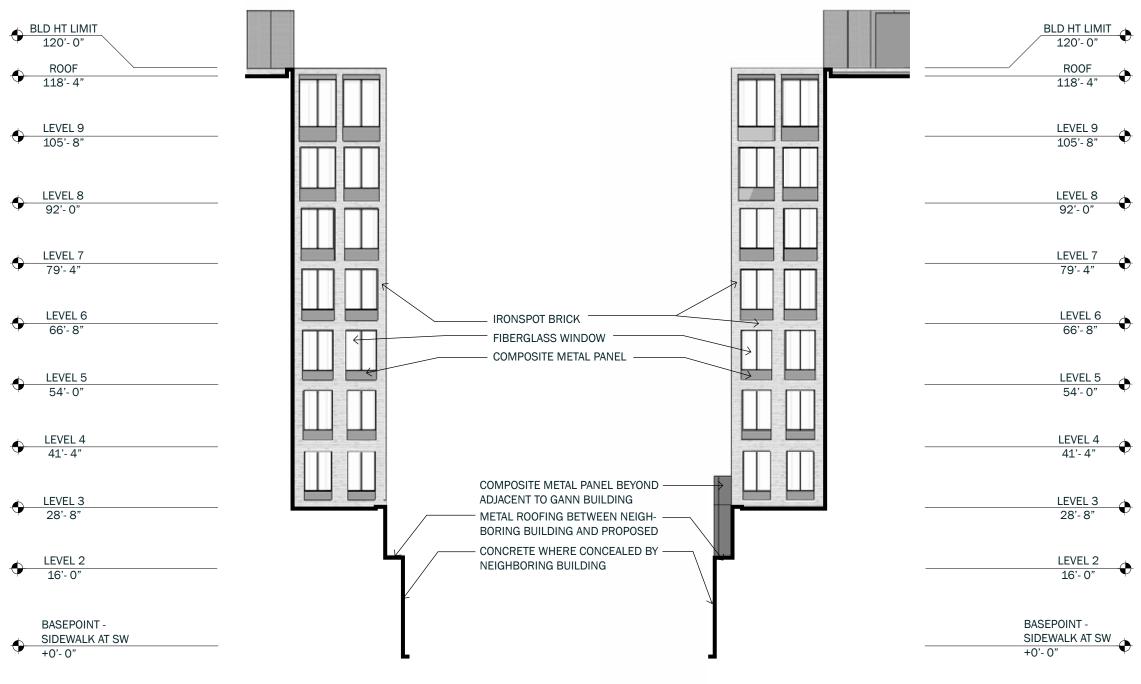


**BUILDING ELEVATIONS** 

File # LU 14-137564 DZM June 2, 2014

North Elevation

0 5' 10' 20'



**01** EAST FACING LIGHTWELL ELEVATION

**02** WEST FACING LIGHTWELL ELEVATION

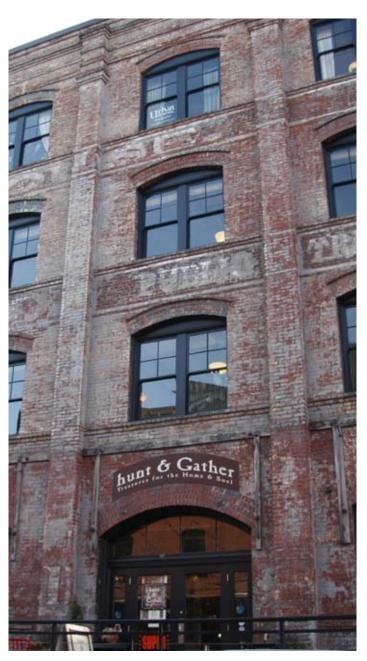
**BUILDING ELEVATIONS** 

File # LU 14-137564 DZM June 2, 2014

0 5' 10'







HISTORIC BRICK



CONCEPTUAL RENDERING





TEXTURED, IRRIDESCENT BRICK

BUILDING INSPIRATION

File # LU 14-137564 DZM June 2, 2014

Materials of Context and Inspiration

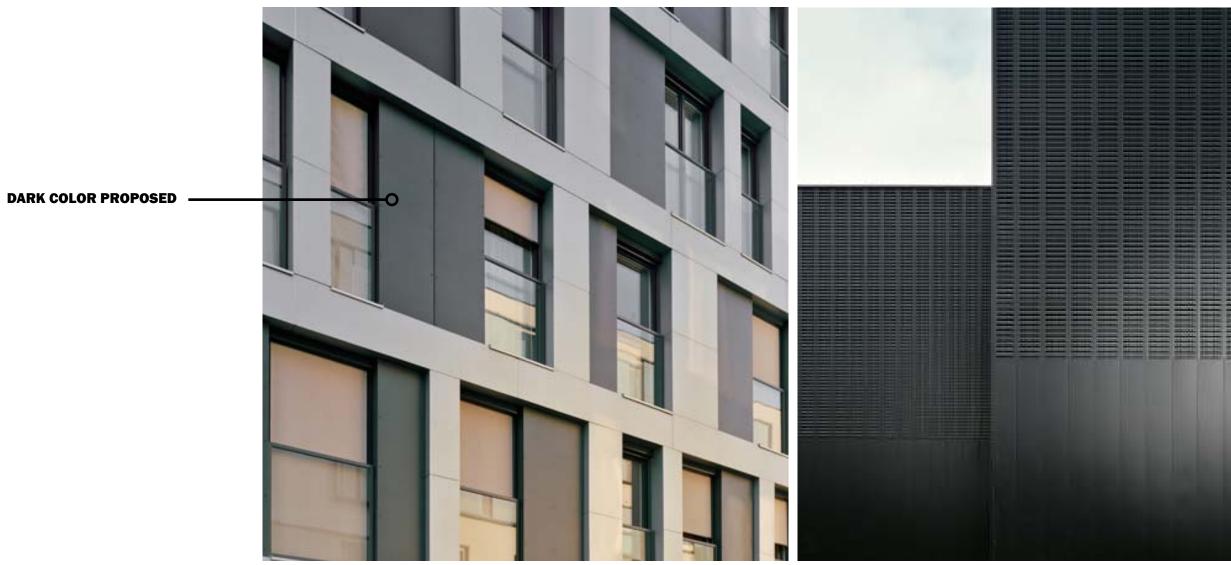
Exhibit **C55** 



IRONSPOT BRICK PRECEDENT IMAGES



**BRICK -** Scraped, Manganese Ironspot Brick, Norman Size. Dark, iridescent brick with heavy scraped texture provides rich variation through shadow and reflection.



**METAL PANEL -** Kynar-finished, composite metal panel. Large panels with minimal joints. Dark grey or black, matte finish, to match fiberglass windows

**PERFORATED METAL PANEL PRECEDENT IMAGES** - Paneling at lightwell, mechanical screening, and overhead doors at loading and parking entry.

BUILDING DESIGN

File # LU 14-137564 DZM
June 2, 2014



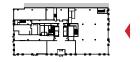


FIBERGLASS WINDOW SYSTEM PRECEDENT IMAGES



**FIBERGLASS WINDOWS -** Factory-finshed black frames, with clear, Lo-E coated glass insulated units. Cascadia Windows 400 Series, or similar.

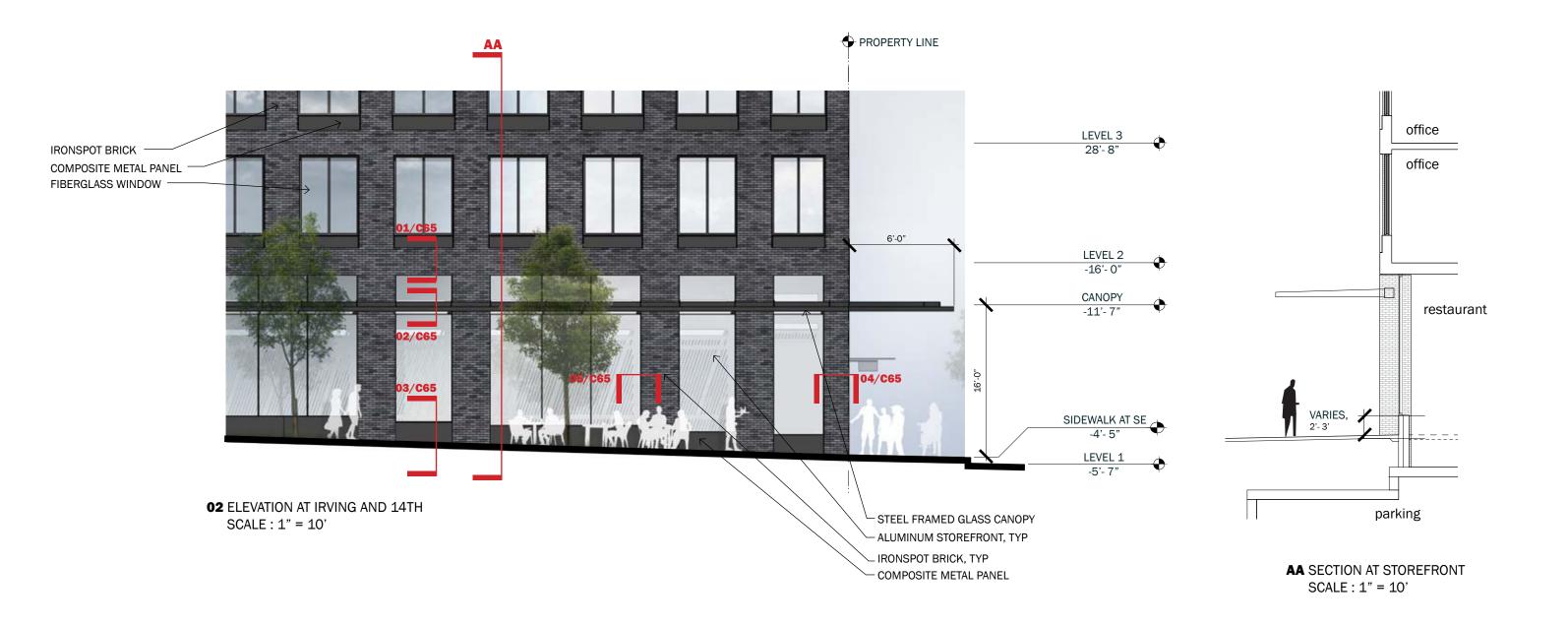




**ENLARGED STREET ELEVATION** 

File # LU 14-137564 DZM June 2, 2014

34.10 2, 202

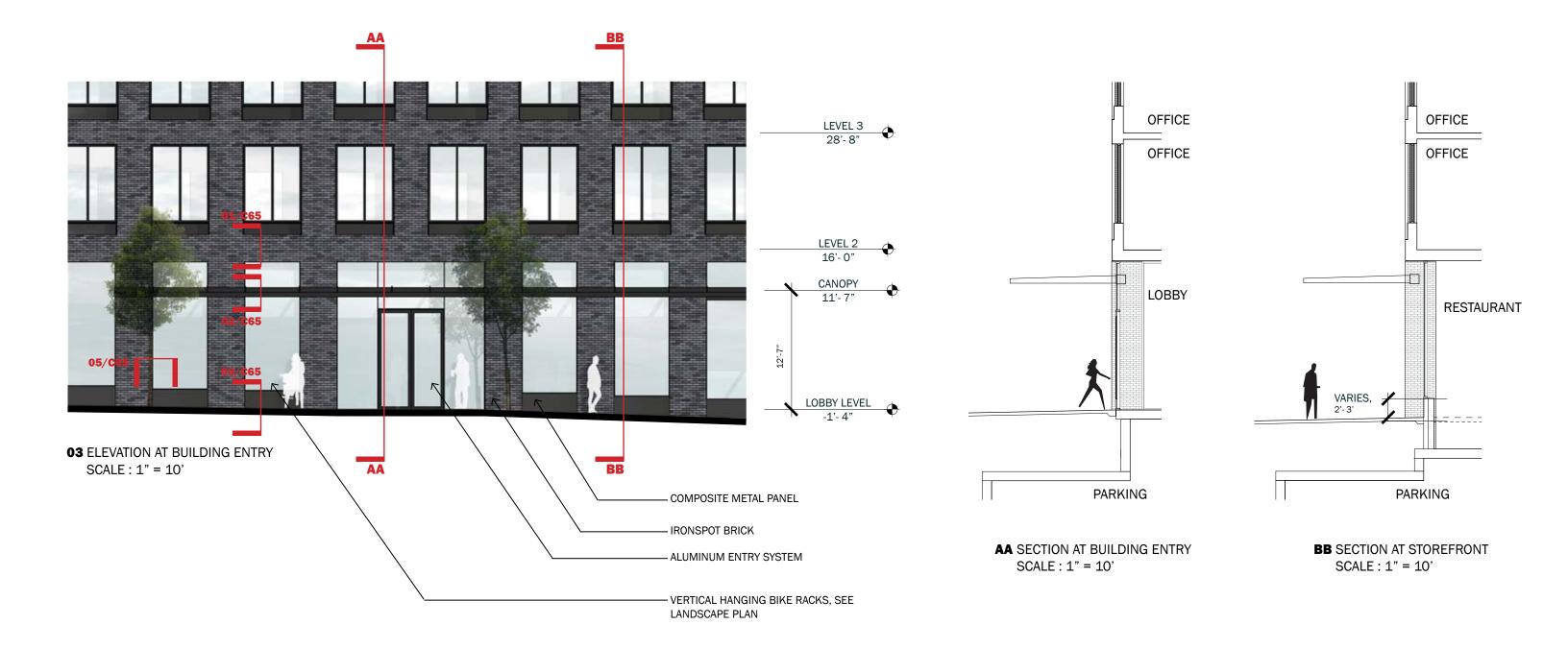




**ENLARGED STREET ELEVATION** 

File # LU 14-137564 DZM June 2, 2014

June 2, 201





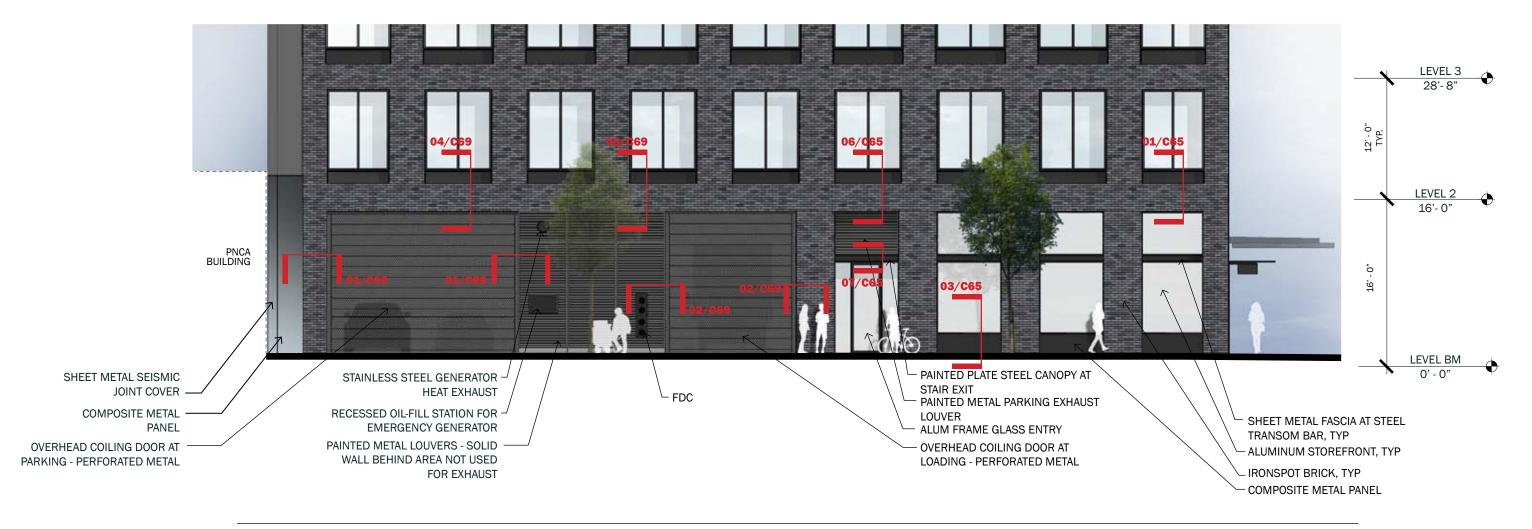




ENLARGED STREET ELEVATION

File # LU 14-137564 DZM June 2, 2014

0 2'6" 5' 10'



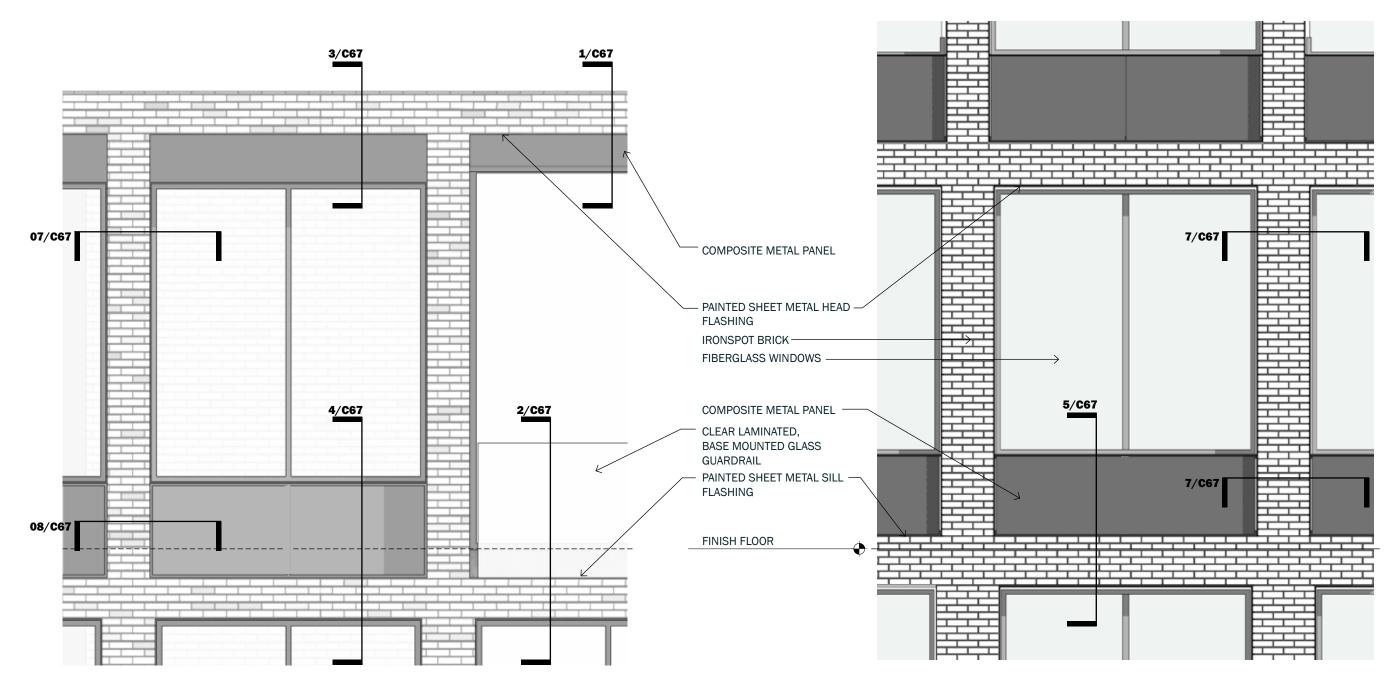
**05** ELEVATION AT IRVING AND 15TH SCALE: 1" = 10'



**ENLARGED STREET ELEVATION** 

File # LU 14-137564 DZM June 2, 2014

June 2, 2014



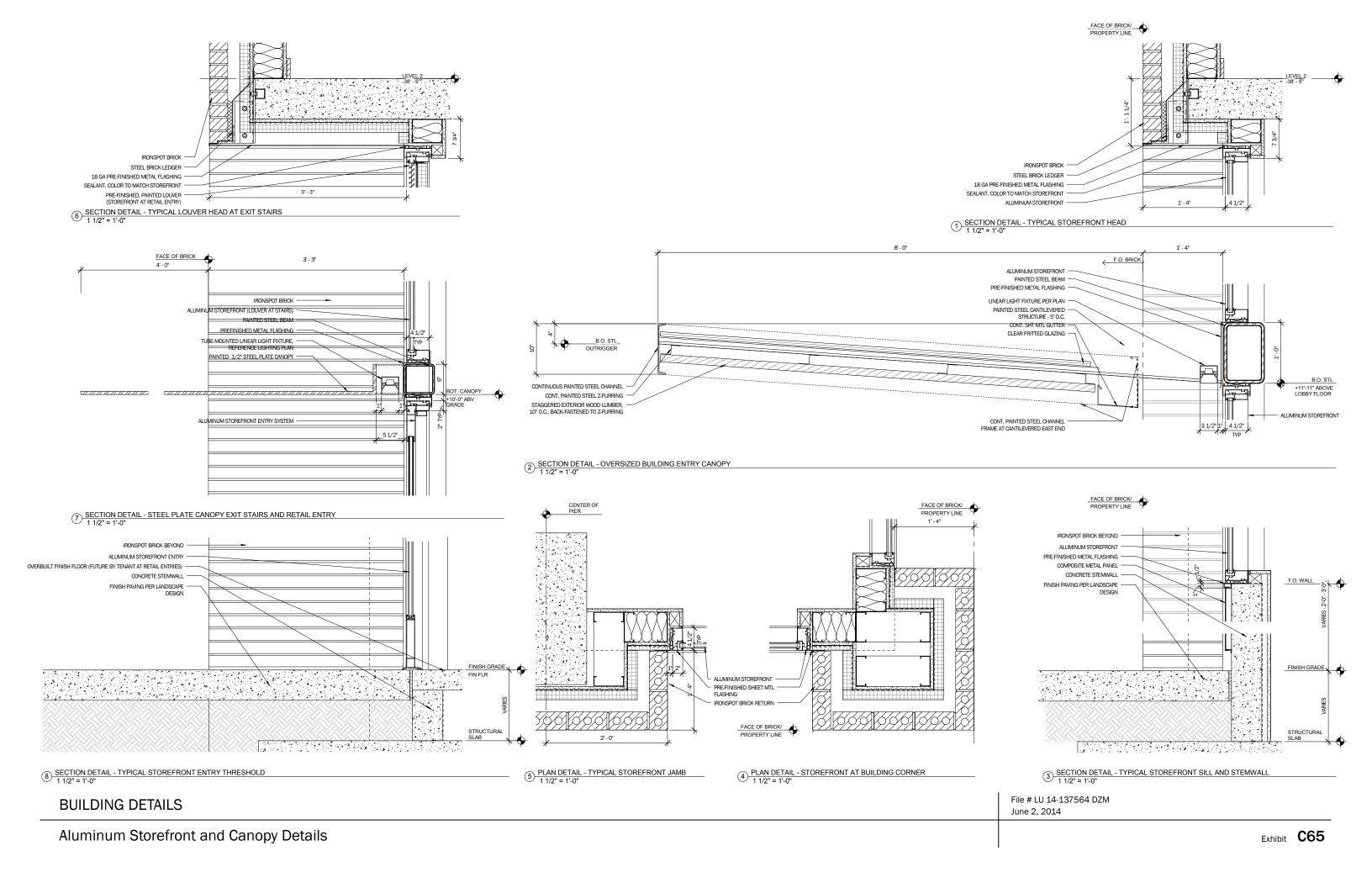
**02** ELEVATION OF 9TH FLOOR WINDOW AND BALCONY SCALE: NTS

**01** ELEVATION OF TYPICAL FLOOR WINDOW SCALE: NTS

File # LU 14-137564 DZM **ENLARGED ELEVATION** 

Typical Facade Fenestration

June 2, 2014



**SCALE 3" = 1'-0"** 

DETAILS

BASIC FRAMING DETAILS (FRONT - Outside Glazed)

MAY, 2012

EC 97911-43

[451T-VG-106]

SILL

MAY, 2012 EC 97911-43 TRIFAB® VG 451/451T

ENTRANCE FRAMING (FRONT)

39 DETAILS

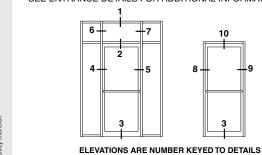
SCALE 3" = 1'-0"

CAD Details - **ENTRANCE** (TF451) = TF\_VG\_451\_Ent-Center--CAD.zip (TF451T) = TF\_VG\_451T\_Ent-Center--CAD.zip

# TRIFAB® VG 451 FRAMING INCORPORATING KAWNEER® "190" DOORS.

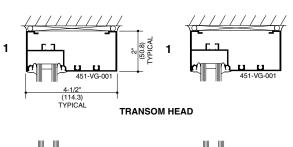
### DOOR FRAMING NON-THERMAL ONLY

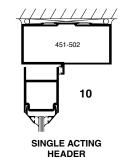
**NOTE:** OTHER TYPES OF KAWNEER DOORS MAY BE USED WITH THIS FRAMING SYSTEM. SEE ENTRANCE DETAILS FOR ADDITIONAL INFORMATION.



451-VG-019 451-VG-019 6 TRANSOM JAMBS 7

Transom area for both double or single acting doors with glass surround. Jambs above transom bar are routed out to accept glass holding insert.





451-081 450-500 10 DOUBLE ACTING

HEADER

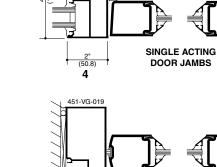
451-VG-019

450-022 451-VG-022 2 451-S02 2 451-S02 450-500

**BOTTOM RAIL** 

Optional Bottom Rail Sweep

SINGLE ACTING



451-VG-019

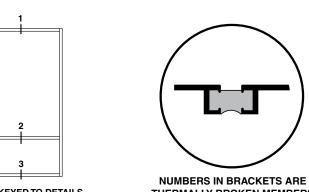
2° (50.8)
4

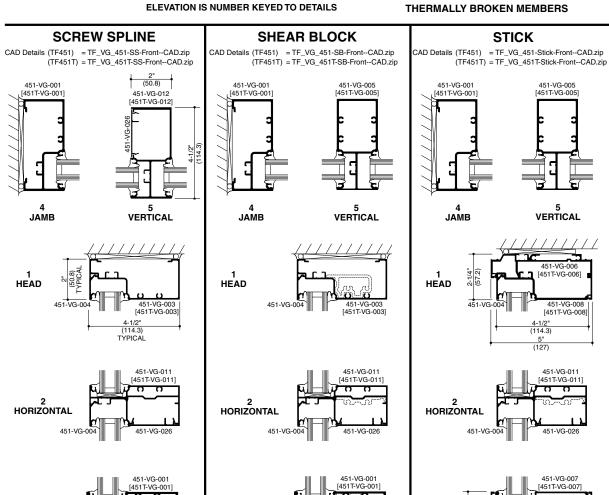
451-VG-0

DOUBLE ACTING

451-VG-019
451-VG-019
451-VG-019
451-VG-019
9

KAWNEER
AN ALCOA COMPANY





\*See Page 35 for Thermal Flashing and Optional High Performance Flashing Kawneer reserves the right to change configuration necessary for product improvement.

© Kawneer Company, Inc., 2012

2

3

BUILDING DETAILS

KAWNEER

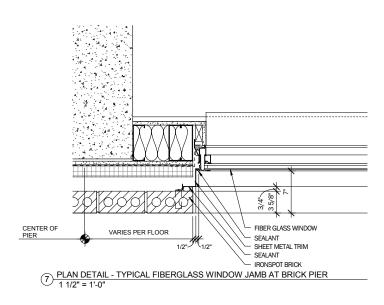
\*See Page 35 for Thermal Flashing and

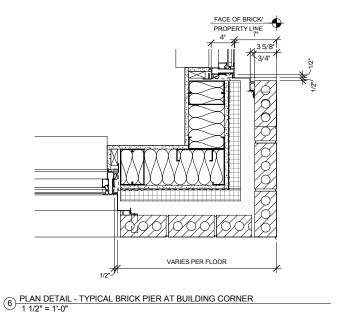
Optional High Performance Flashing

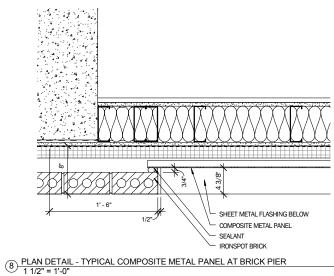
SILL

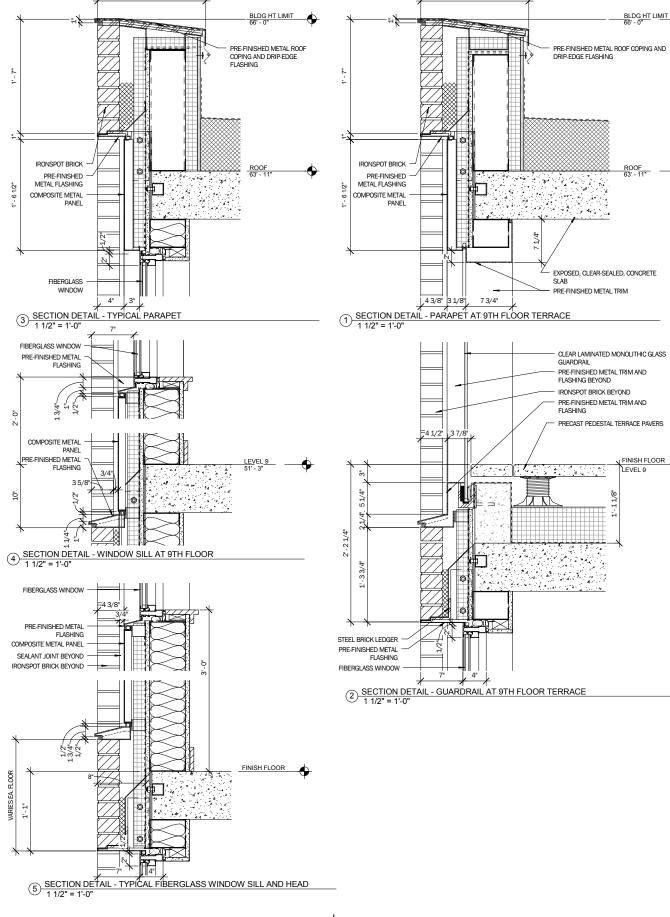
File # LU 14-137564 DZM June 2, 2014

SILL





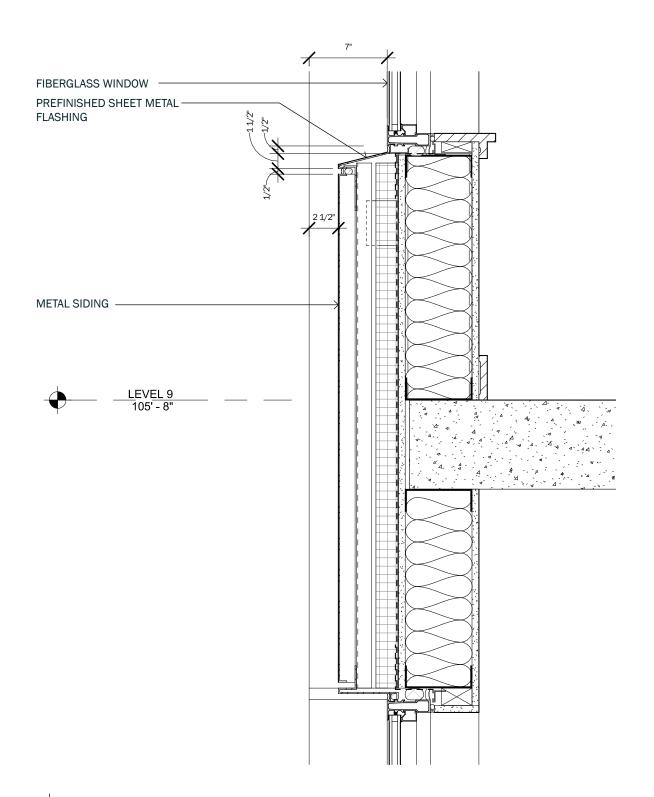


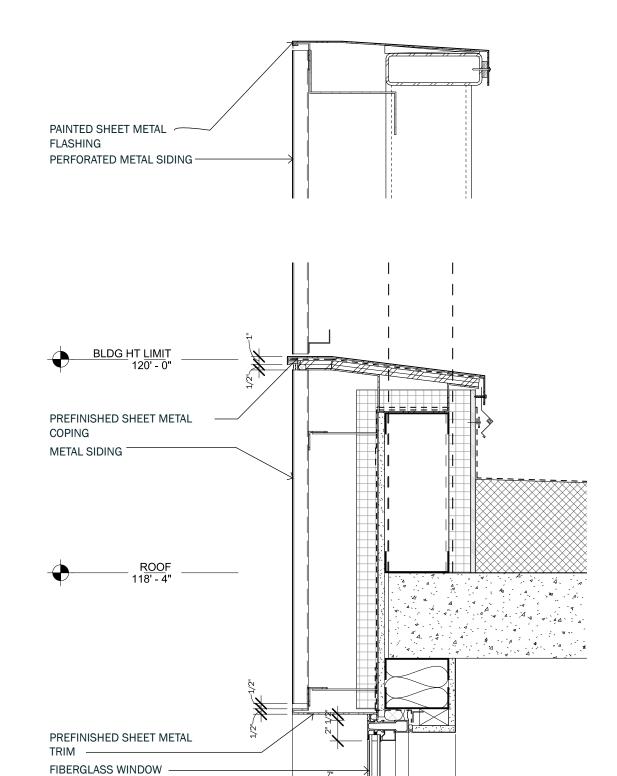


**BUILDING DETAILS** 

File # LU 14-137564 DZM June 2, 2014

BLDG HT LIMIT





SECTION DETAIL - TYPICAL WINDOW AT LIGHTWELL NORTH WALL SCALE : 1 1/2" = 1'-0"

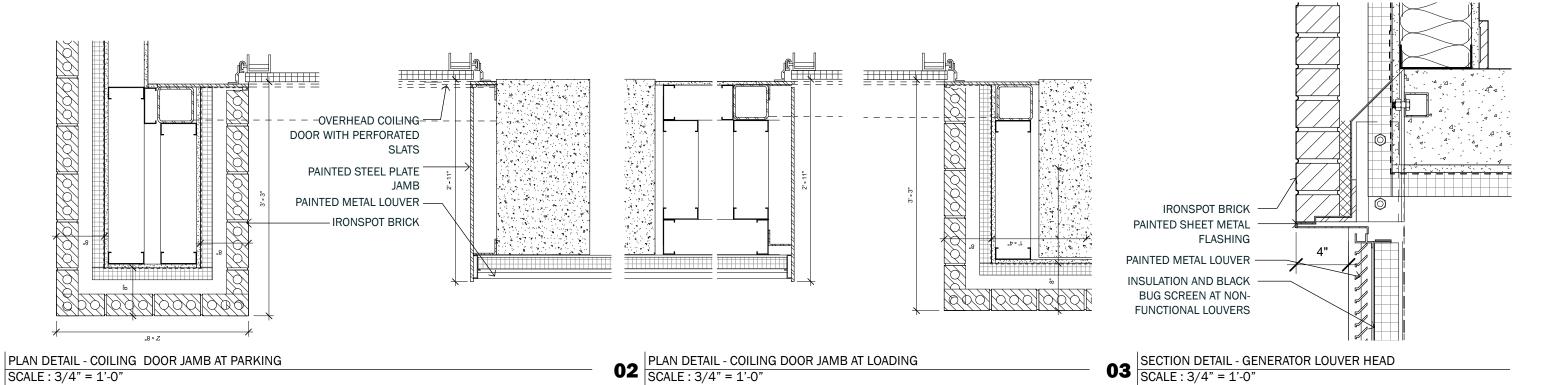
**02** | SECTION DETAIL - PERFORATED MECHANICAL SCREEN AND METAL SIDING BELOW SCALE : 1 1/2" = 1'-0"

**BUILDING DETAILS** 

File # LU 14-137564 DZM June 2, 2014

Metal Siding Details

Exhibit **C68** 



IRONSPOT BRICK
PREFINISHED METAL FLASHING
COMPOSITE METAL SOFFIT
COMPOSITE METAL PANEL FASCIA

OVERHEAD COILING DOOR AND HOUSING
- PERFORATED PAINTED STEEL SLATS,
PAINTED STEEL HOUSING

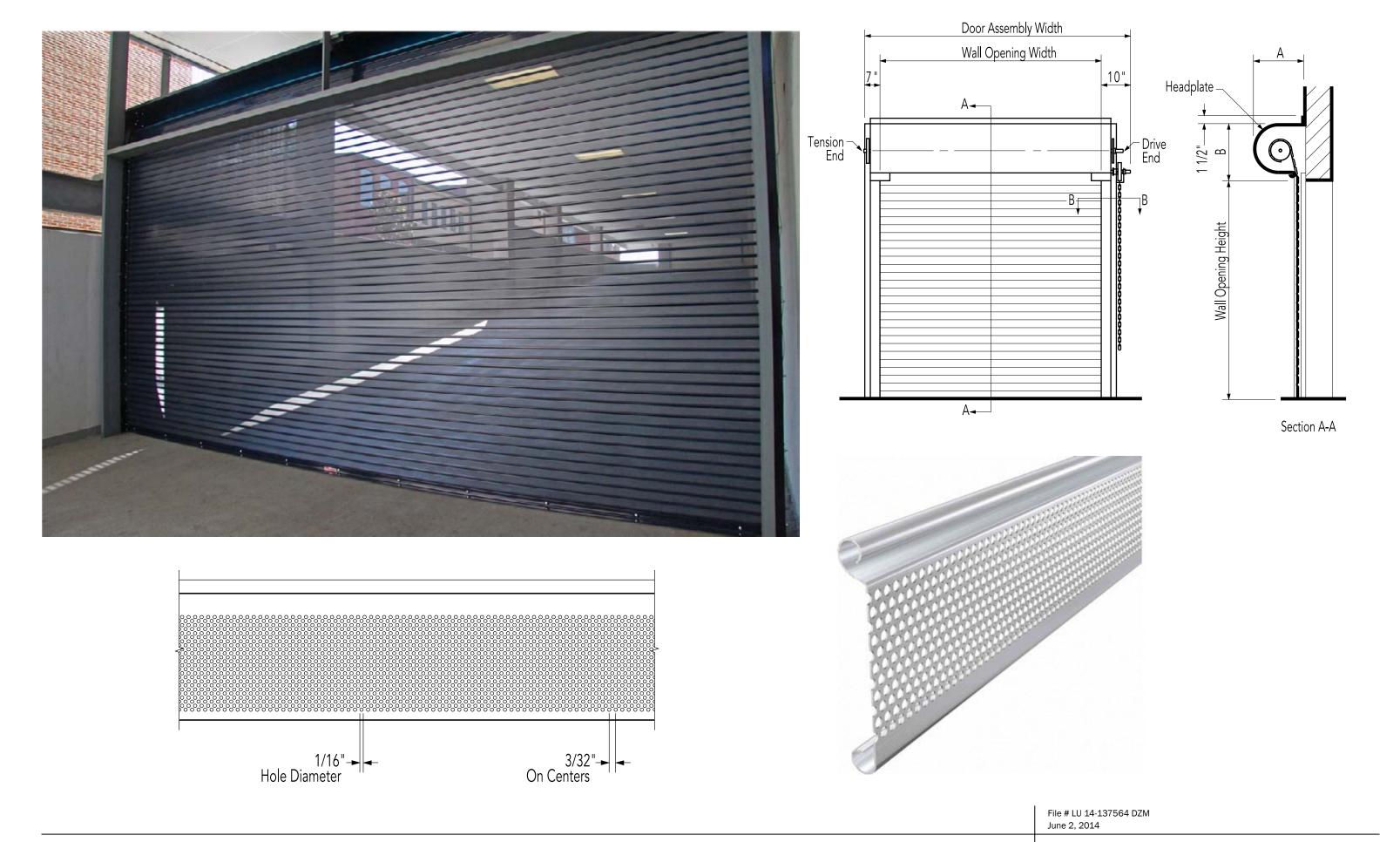
25/8"

3'-3"

SECTION DETAIL - OVERHEAD COILING DOOR HEAD SCALE: 1 1/2" = 1'-0"

**BUILDING DETAILS** 

File # LU 14-137564 DZM June 2, 2014





511 SOUTH 7TH STREET

DELANO MN 55328 **Phone: 763.972.2981**Fax: 763.972.2911

www.industriallouvers.com ilinfo@industriallouvers.com

# **MODEL 1516**

#### STANDARD CONSTRUCTION

Frame and blades to be 1-3/8" deep .063 extruded aluminum 6063 alloy.

1/2" mesh .063 flattened expanded aluminum bird screens in a removable extruded aluminum frame.

Finish to be mill.

#### **INSTALLATION**

Model 1516 should be installed in accordance with manufacturers recommended attachment method and in accordance with state and federal building codes.

#### WARRANTY

All materials and workmanship are warranted for a period of 1 year from date of completion.

#### **MAINTENANCE**

None required.

#### FEATURE

- All sizes are custom fabricated to meet project requirements.
- High free area.
- Glazing frame.
- Narrow profile.
- Clip angles for installation.
- All welded assembly.

#### **OPTIONAL ACCESSORIES**

Many optional accessories to the basic design are available at an additional cost. They include:

- Extended sill flashing
- Flanged frames of various sizes
- Hinged access panels
- Subframes
- Continuous perimeter angles
- Visible or invisible mullions for multiple section requirements.
- Anodized, Baked Enamel or Kynar finish

Please contact the factory for other special requirements.

#### SUGGESTED SPECIFICATIONS

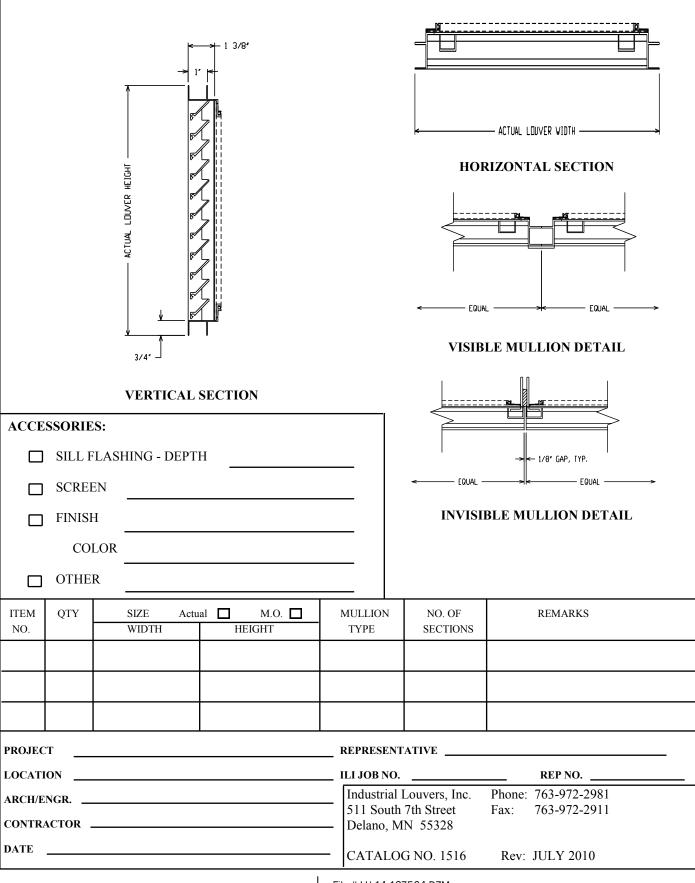
Furnish and install where indicated on the drawings ILI extruded aluminum Model 1516 louvers as manufactured by Industrial Louvers, Inc., Delano, MN. Frames and blade thickness are to be .063" extruded aluminum 6063 alloy. Sill and jamb frames shall be continuously welded and caulked to help prevent water penetration to interior wall construction. Blades are attached by means of all-welded construction and are support by a .063 aluminum channel at the interior of the louver.

The louvers shall have a minimum of 9.67 sq. ft. (60%) free area on a 48 inch x 48 inch louver.

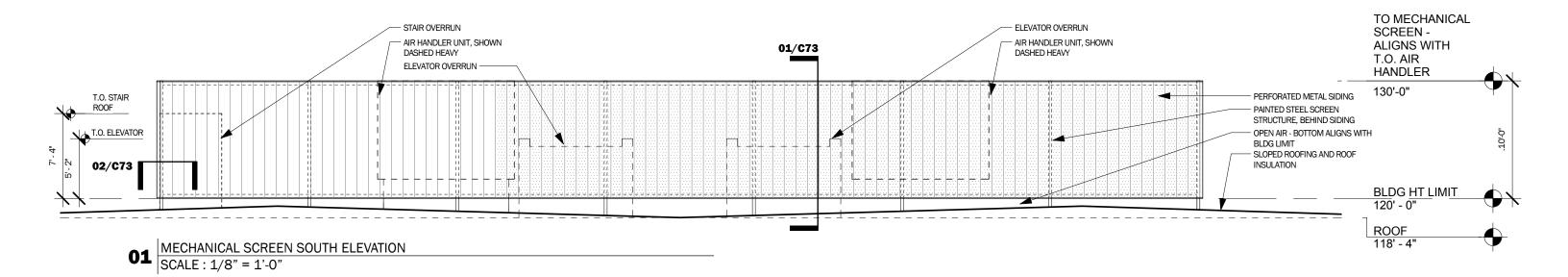
CATALOG NO. 1516

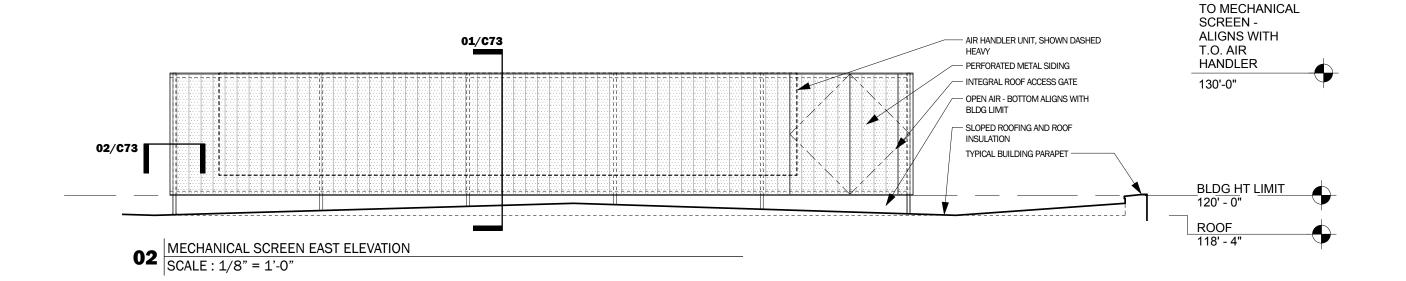
Rev: JULY 2010

## **MODEL 1516**



File # LU 14-137564 DZM June 2, 2014



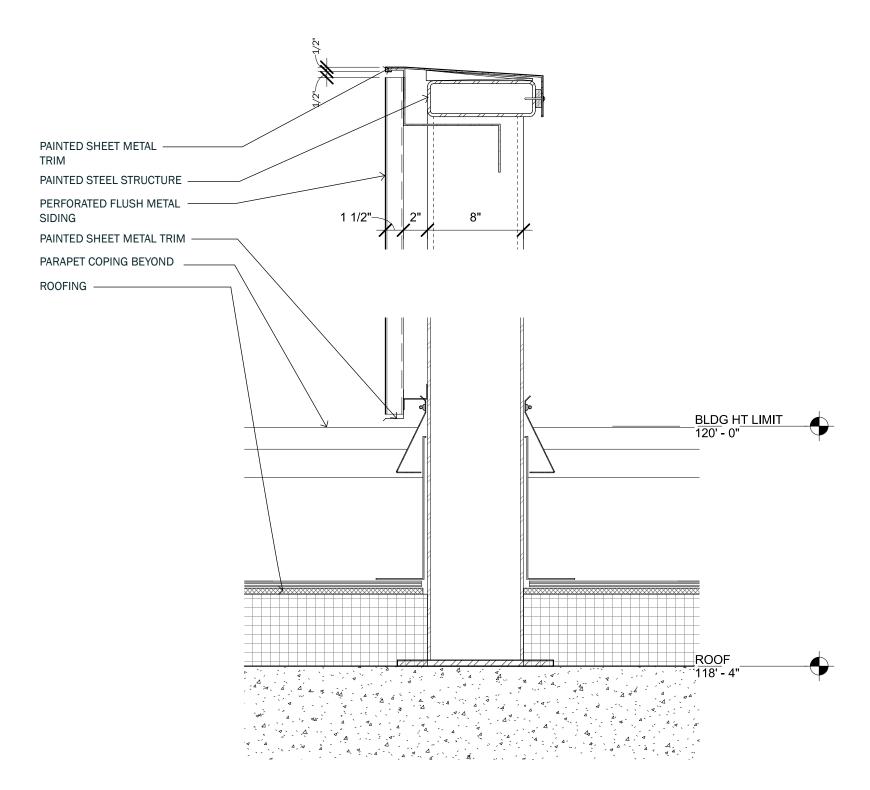


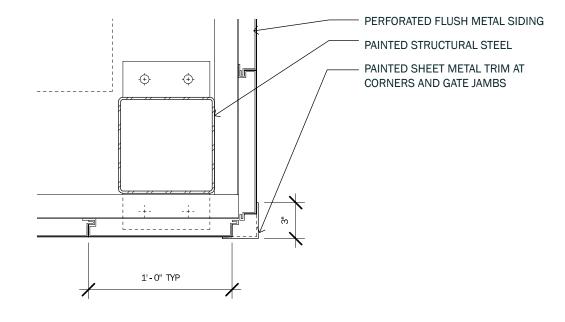
BUILDING ELEVATIONS

File # LU 14-137564 DZM
June 2, 2014

Rooftop Mechanical Screen

Exhibit C72





MECHANICAL SCREEN SECTION DETAIL
SCALE: 1 1/2" = 1'-0"

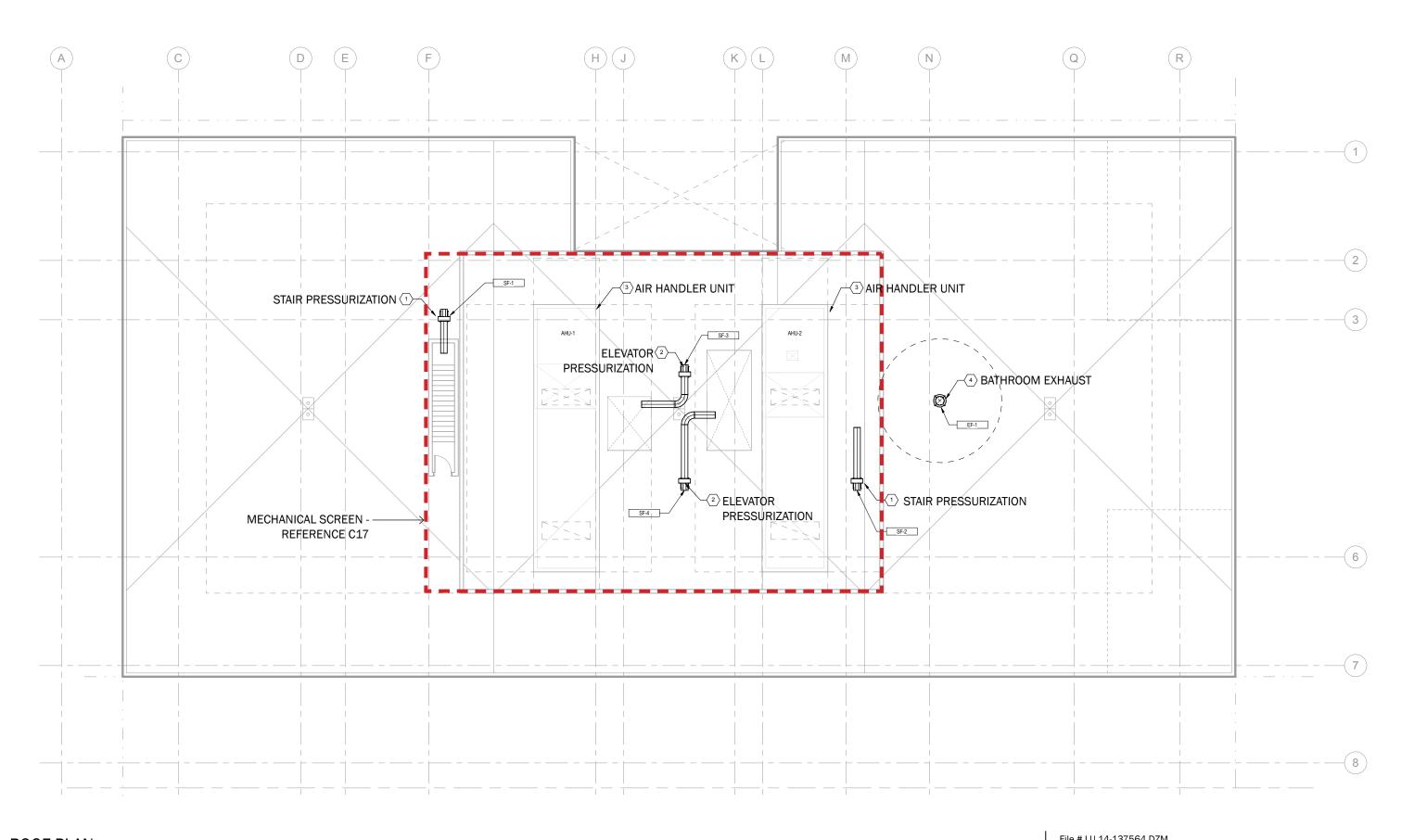
**02** MECHANICAL SCREEN PLAN DETAIL SCALE: 1 1/2" = 1'-0"

**BUILDING DETAILS** 

File # LU 14-137564 DZM June 2, 2014

Rooftop Mechanical Screen

Exhibit C73



ROOF PLAN - File # LU 14-137564 DZM June 2, 2014

Rooftop Equipment Locations Exhibit C74



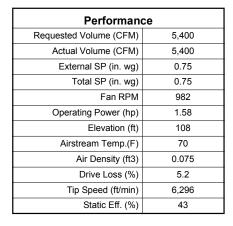
**Printed Date:** 5/2/2014 Job: Peal West Office Building

Mark: EF-1

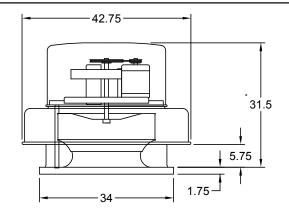
Model: GB-240HP-20

Belt Drive Centrifugal Roof Exhaust Fan

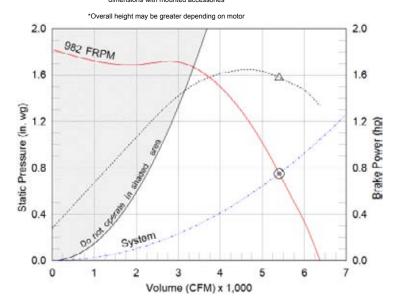
Dimensional							
Quantity	1						
Weight w/o Acc's (lb)	136						
Weight w/ Acc's (lb)	140						
Max T Motor Frame Size	184						
Roof Opening (in.)	26.5 x 26.5						



Motor	
Motor Mounted	Yes
Size (hp)	2
V/C/P	460/60/3
Enclosure	ODP
Motor RPM	1725
Windings	1
NFC FLA* (Amps)	3.4



Reference assembly view drawings for actual dimensions with mounted accessories



	Operating Bhp point
0	Operating point at Total SP
	Operating point at External SP
	Fan curve
	System curve
	Brake horsepower curve

### **Sound Power by Octave Band**

Inlet 78 81 83 78 75 77 69 64 82 71 19.2	Sound Data	62.5	125	250	500	1000	2000	4000	8000	LwA	dBA	Sones
	Inlet	78	81	83	78	75	77	69	64	82	71	19.2

#### Notes:

All dimensions shown are in units of in..
\*FLA - based on tables 150 or 148 of National Electrical
Code 2002. Actual motor FLA may vary, for sizing thermal

Code 2002. Actual motor FLA may vary, for sizing thermal overload, consult factory.

LwA - A weighted sound power level, based on ANSI S1.4 dBA - A weighted sound pressure level, based on 11.5 dB attenuation per Octave band at 5.0 ft - dBA levels are not licensed by AMCA International

Sones - calculated using AMCA 301 at 5.0 ft

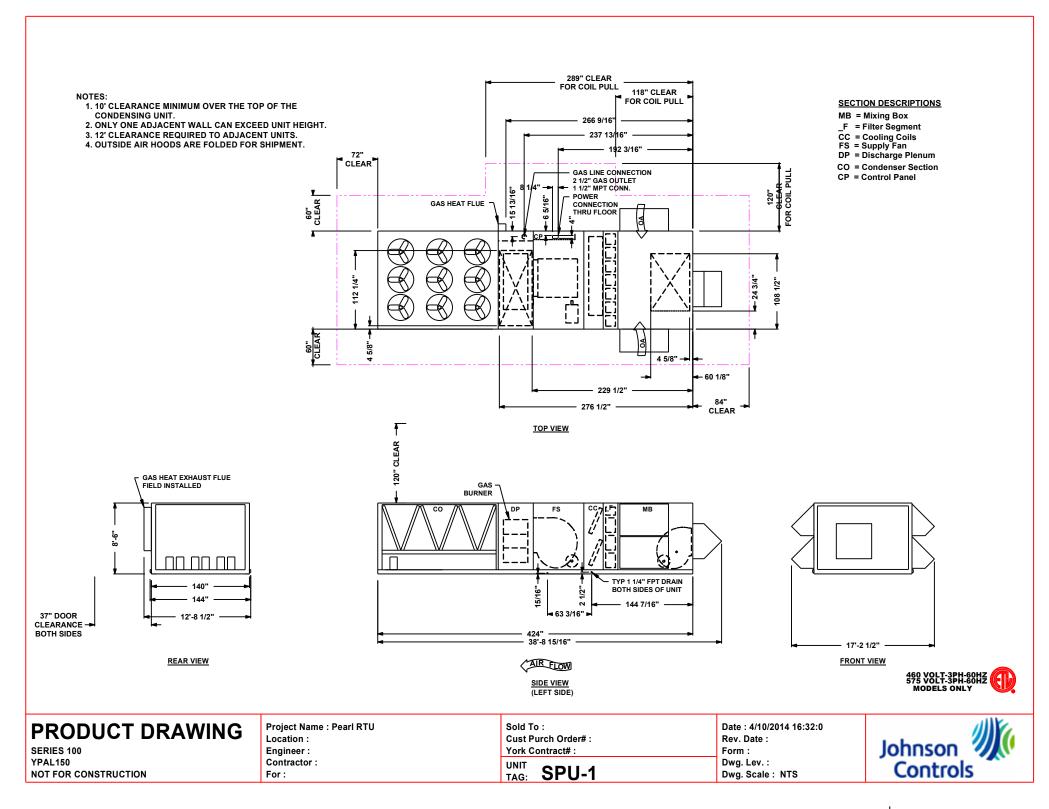


CAPS 4. W3: 12200struction\Projects\700 OR Majors\7749 Pearl West\060 Engineering\Equipment Data\Mechanical\Fans\Peal West Office Building.gRajge 1 of 3

**BUILDING EQUIPMENT** 

File # LU 14-137564 DZM June 2, 2014

Rooftop Mechanical Equipment



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Printed Date: 4/28/2014 Job: Peal West Office Building Mark: SF-1&2 (Stairwell Pressure)

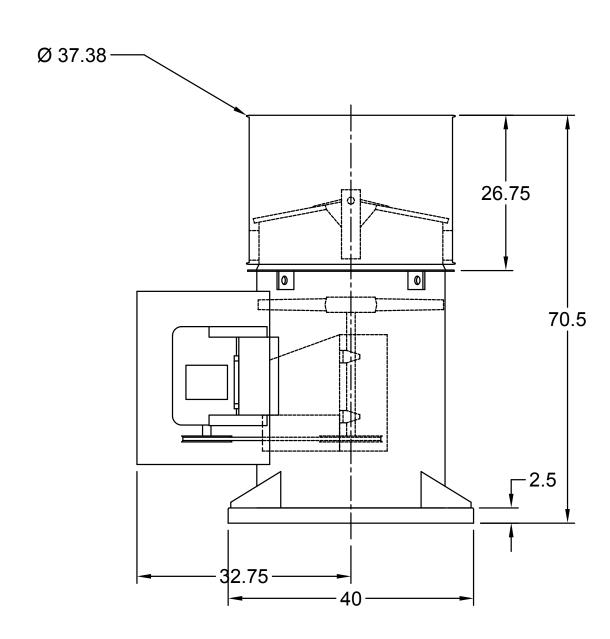
GREENHECK
Building Value in Air.

Printed Date: 4/28/2014 Job: Peal West Office Building Mark: SF-3&4 (Elevator Pressure)

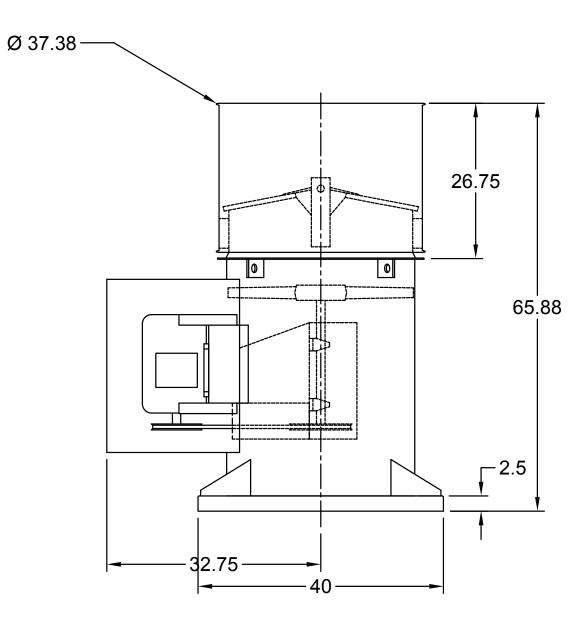
Model: TBI-FS-5H30-150

Medium Pressure Axial

Model: TBI-FS-4H30-100 Medium Pressure Axial



Notes: All dimensions shown are in units of in.



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CAPS 4. W3:\t2260struction\Projects\700 OR Majors\7749 Pearl West\060 Engineering\Equipment Data\Mechanical\Fans\Peal West Office Building.gRajge 3 of 8

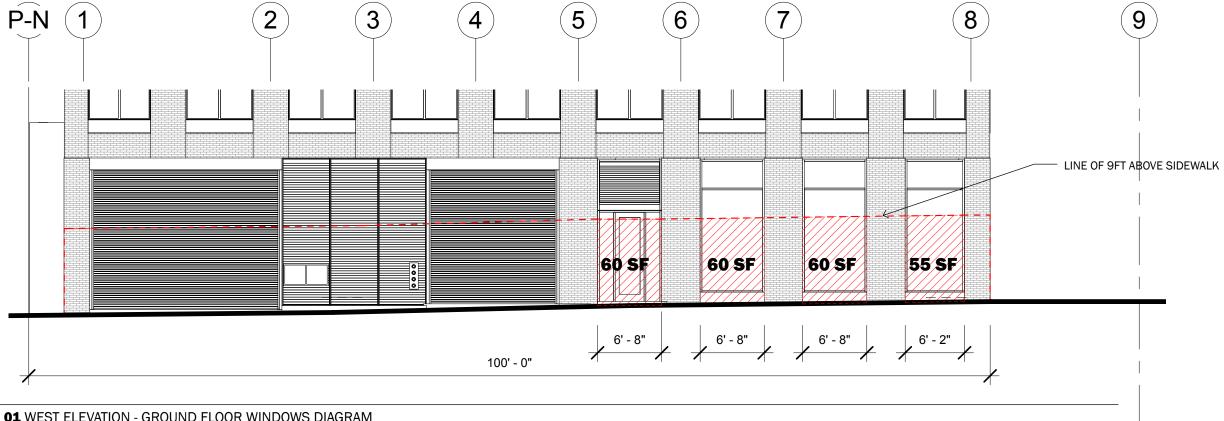
CAPS 4. W3:\t220struction\Projects\700 OR Majors\7749 Pearl West\060 Engineering\Equipment Data\Mechanical\Fans\Peal West Office Building.gRajge 7 of 8

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Exhibit C77

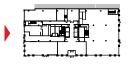


**01** WEST ELEVATION - GROUND FLOOR WINDOWS DIAGRAM SCALE: 1" = 10'

TOTAL WALL LENGTH: 100'-0" TOTAL WINDOW WALL LENGTH: 26'-2"

% **OF LENGTH : 26**%

TOTAL WALL AREA UP TO 9': 967 SF WINDOW AREA UP TO 9': 235 SF % AREA GLAZED: 27%



**GROUND FLOOR WINDOWS ELEVATION** 

File # LU 14-137564 DZM Added June 6, 2014



View of building from southeast along 14th Ave.

View of building from northeast along 14th Ave.



View of Irving St. and building from 13th Ave.

View of Irving St. and building from 14th Ave.



View of Irving St. and main canopy from 14th

View of building entry at mid-block



View of Irving St. and building from west along I-405



View of Irving St. landscape and building entry



View of building from northwest along I-405