

**GRAND BELMONT**  
DESIGN ADVICE APPLICATION #2  
EA 15-186957  
SEPTEMBER 21, 2015



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**I. PROJECT OVERVIEW**

**A. Existing Conditions**

The site is located within the East Portland/Grand Ave. Historic District, at the intersection of two major streets and at the base of the Morrison Bridge. The existing rectangular site is currently used principally as a parking lot, with the exception of a Dutch Bros. Coffee cart at the northwest corner that will be removed in order to accommodate this project. The site is bordered to the north by SE Belmont St, a major one-way transportation route heading east. To the west lies SE Grand Avenue, a major transportation route heading north. The recently completed Central Eastside streetcar loop passes directly in front of the site.

The grade rises approximately 2 feet from the northwest corner of the site to the southwest corner. There is less than a 2 foot rise in grade from the east edge of the site to the west edge.

**B. Surrounding Area**

This area of the Central Eastside consists primarily of commercial uses, with a wide variety of building scales. Of the buildings that contribute to the Historic District, the vast majority of them were built between the 1880s and 1920s. Since this period there has been very little new development within the district, but rather a gradual loss of architectural fabric.

More recently, however, there has been a surge of restoration work within the district. A number of new developments are planned or under construction nearby. Most of these new projects are not within the Historic District, but are close enough to be considered influencing factors. These projects include, among others:

- Modera Belmont – 6-story, mixed-use building with 214 residential units
- LOCA – 97,000 square foot mixed-use building with 247 residential units
- 9<sup>th</sup> & Belmont - 6-story, mixed-use building with 105 residential units
- Yard (formerly Block 67) - 21 story mixed-use tower with 276 residential units
- Block 75 – 10 story mixed-use building with office and 69 residential units
- 419 E Burnside – 6 story mixed-use building with 157 residential units
- Industrial Home Building – addition/remodel
- Towne Storage – seismic upgrade and remodel

**C. Program**

Located on a 17,685 square foot site (90'-0" x 196'-6"), the Grand Belmont project is a mixed-use building with approximately 212,000 GSF. The ground floor contains around 7,000 square feet of commercial space, a lobby for the residential tower and back-of-house spaces. Two levels of parking are located on the second and third floors. Floors 4 – 13 contain approximately 190 residential units. On the roof of the thirteenth floor there is an outdoor space for common use and a clubroom.

**II. DESIGN GUIDELINES**

**A1. Integrate the River**

***“Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop access ways for pedestrians that provide connections to the Willamette River and greenway”***

The proposed project mass, balconies, windows, and rooftop terrace is oriented to face the Willamette River & greenway.

**A4. Use Unifying Elements**

***“Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.”***

The streetscape will use typical downtown street elements, such as historic light standards and street trees. The primary material for the skin of this building is brick masonry. This is a material that is found throughout the neighborhood.

**A5. Enhance, Embellish & Identify Areas**

***Embellish an area by integrating elements in new development that build on the area’s character.***

See A4 and A6

**A6-1i. Siting and Building Orientation**

***“Siting and building orientation should be compatible with adjacent buildings and the District’s architectural character. Buildings should be built up to the sidewalk along major arterials and side streets...”***

In common with adjacent buildings the proposed building is oriented to face Grand Avenue and the Willamette River, as well as to the east. The building maintains the traditional pattern of being built up to the sidewalk edge, reinforcing the sense of defensible space with generous expanses of storefront windows. Facing SE Grand Ave. is approximately 7,000 square feet of commercial space.

***“Building entrances should be located in a manner that re-establishes the traditional pattern in the District. Central entries were most common along Grand Avenue. Corner entries were also used along the major arterials and side streets...”***

The residential entrance and lobby is located on SE Belmont St., which is a somewhat less trafficked street (compared with Grand) and already has a pattern of residential lobby entrances. As is typical in the District, there are entrances to the commercial spaces on the corner and at the central position on Grand. These entrances are enhanced with generous canopies.

**A6-1J. Parking**

***“Parking should be located behind buildings on Grand Ave. Parking lots should be accessible from east-west cross streets. Design solutions should reduce visible surface parking along Grand Ave. Parking lots located along King and Grand should provide a sense of edge along the street...”***

Two levels of parking are located on the second and third floors, above the street level, and are articulated with elegantly vertical openings, which have similar proportions to the vertical fenestration in the residential tower. These openings will have fiberglass-framed windows that will match the



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residential windows above. Visibility to the vehicles will be screened with obscure glass at the bottom section of the window.

**A6-1K. Scale, Form and Proportion**

***“The height to width and length relationships of adjacent and nearby buildings should be used as a guide in determining compatibility of new buildings. However, as a rule it is not intended that the height or bulk of buildings be kept below the floor area ratio and height limits permitted by Central City Plan...”***

***Scale, form and proportion, and detailing of the new building should be compatible with adjacent historic buildings and the architectural character of the District...***

***The relationship of voids to solids, the size and relationship of window bays doors, entrance and other architectural elements should be of a scale that and proportion that is visually compatible with the adjacent historic buildings and the district...***

***Maintain cornice and roof line level of adjacent building. Set back taller buildings at the cornice or roof-line level of adjacent buildings...”***

The building has a clearly articulated base (levels 1-3) which relates in scale and proportion to many of the existing buildings in the area. The massing of upper tower portion of the building (floors 4-13) aligns with the base on the three street frontages. The base and the upper portion are differentiated from each other by distinct brick colors, banding and masonry detailing. Vertical cuts in the upper portion of the building create six vertical “towers”. This further breaks-down the scale of the building and helps to create a visual relationship with the nearby Weatherly Building.

The building’s fenestration is characterized by aligned vertical punched openings, as is common in traditional masonry buildings. Details, including brick soldier course banding and precast sills, are also found in notable buildings throughout the District.

Overall, the traditionally symmetrical arrangement of the building is simple, elegant and classic. It is intended to coexist in harmony with the many industrial buildings in the Central Eastside, with their clear forms, durable and simple material palette, and large windows.

The building is 146’–10” tall from the lowest grade to parapet of the 14<sup>th</sup> floor penthouse. This puts it 128’-2” below the maximum zoning height of 275’-0” which can be achieved on this site with housing bonuses. The height of the 13<sup>th</sup> floor parapet, which is the height of the bulk of the building, is 136’-0”.

The nearby Weatherly Building has been cited by staff as an example of a building to reference in this building’s design. The two buildings are similar in height but the Weatherly building has a smaller footprint and a narrower presence on Grand Ave., with the bulk of the building extending along Morrison St. The proposed building by contrast extends along Grand Ave. with a shorter axis along Belmont St. We anticipate that the Weatherly and the proposed building will remain the tallest buildings in the immediate area for sometime and act as gateways to the Central eastside.

The Weatherly Building is a building of it’s time with an emphasis on verticality but still displaying some of the composition elements of an earlier time. We submit that the proposed project is also a product of it’s time and the best homage we can give to the area is to design a well-composed building constructed with durable and time-honored materials.

It is worth noting that the Weatherly Building was an anomaly when constructed in 1928 and remains so to this day. It does not relate to its neighbors in size or use of exterior materials and one can only assume that it was built with the anticipation that soon the Central Eastside would take on a larger role in the commercial life of the City. Sadly the Great Depression intervened and the District has languished to this day.

**A6-1I. Materials**

***“Exterior materials, colors and textures used in new buildings should be visually compatible with adjacent buildings and the District’s architectural character. The use of brick and concrete are encouraged...”***

The proposed construction is post-tensioned concrete (Type IA – Full Sprinkler Protection).

The primary material for the skin of this building is brick masonry. This is a material that is found throughout the neighborhood and has a timeless quality that is appropriate for a contemporary building located within a Historic District. The exact color and type of brick has yet to be determined.

**A6-1m. Rear and Side Walls**

The proposed building is set back from the east property line above the 4<sup>th</sup> floor, to allow the east elevation of the tower to have windows across the entire façade. This results in a building mass that is slender in the east/west dimension.

**A6-1o. Awnings, Canopies and Marquees**

The proposed building has steel-framed canopies at the corner entries, as well as at the residential lobby entrance on Belmont, and the central commercial entrances on Grande. There is a total of approximately 185 linear feet of canopy.

**A9. Strengthen Gateways**

This project is located at a major intersection and gateway from the west. Thousands of people traveling on the Morrison Bridge will pass by the northwest corner of this site on a daily basis. Currently the only tall building in the immediate vicinity is the Weatherly. Together with the Weatherly this building will create a natural gateway to the central eastside. For this reason we believe that this site is worthy of a tall building that compliments but does not imitate the Weatherly. Furthermore, by maximizing the use of storefront glazing at the ground floor, the building will be a welcoming gateway to both pedestrians and motorists, and a vast improvement over the current surface parking lot.

**C5. Design Corners that Build Active Intersections**

Both corners of this project have entry points and canopies to shelter pedestrians. It is anticipated that the future tenants of the commercial spaces will greatly enhance the street life of this area. These corners will help stitch together the existing and future development to the east with the burgeoning street life along SE Grand.

**C7. Promote Permanence & Quality in Development**

The construction of this building (concrete structural system) along with its durable and timeless masonry skin, will ensure that this building will continue to be attractive for many decades to come.



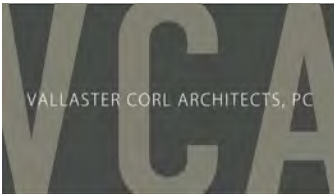
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III. Development Standards EXd

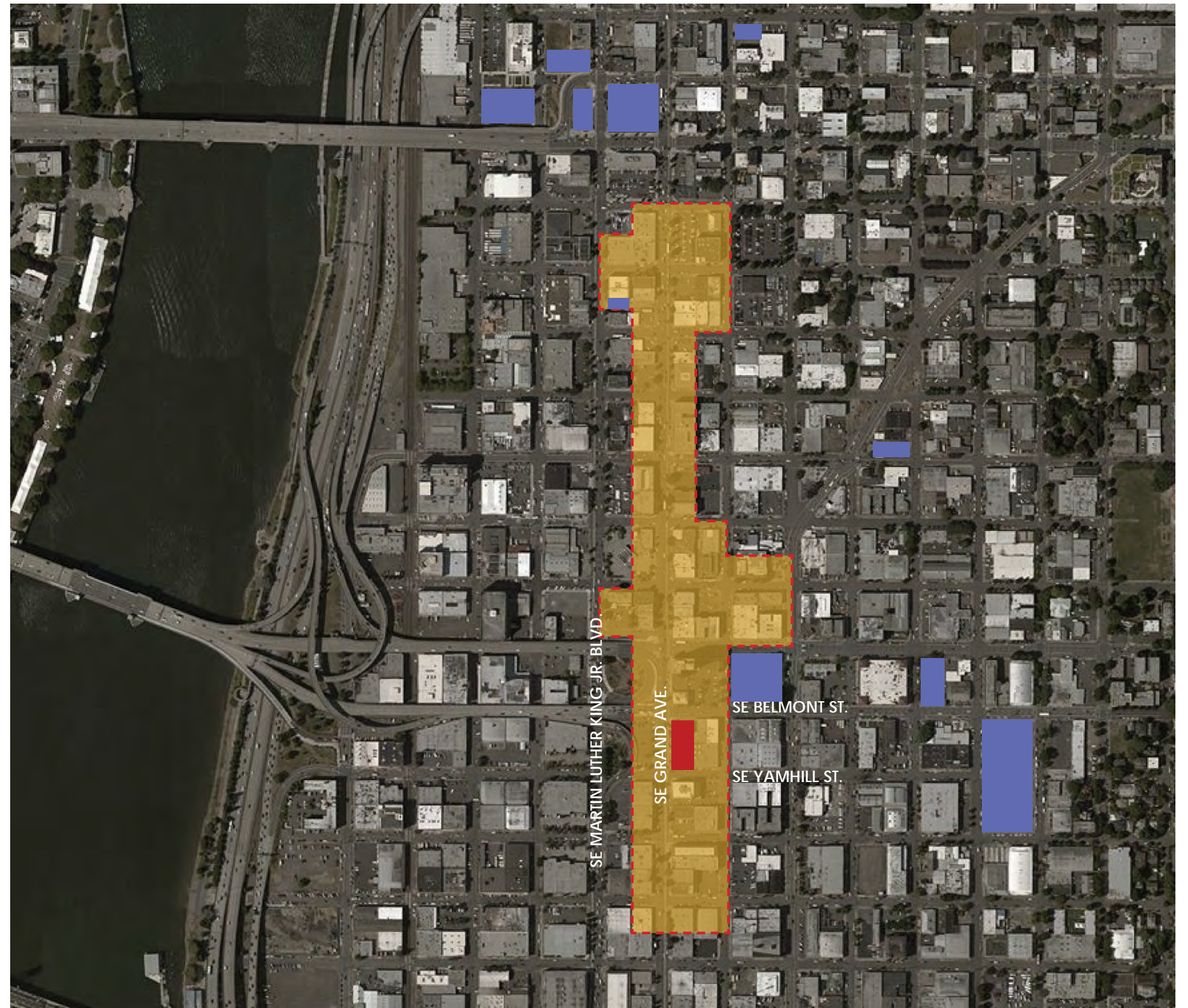
Standard	EXd	Grand Belmont
<b>Maximum FAR</b> [See 33.510.210 Map 510-2 and 33.510.210.C]	9:1  12:1 with residential bonus	11.9 : 1 (212,000 GSF : 17,685 SF site)  Complies
<b>Maximum Height</b> [See 33.130.210 and .120 Map 510-3 and 33.510.210.E]	200 ft.  275 ft. with residential bonus	146'-10" – from lowest grade to top of parapet  Complies
<b>Building Setbacks</b> [33.140.215(B)(1)] Street Lot Line/ Lot line abutting a E zoned lot	0'	Complies
<b>Maximum Building Setbacks</b> [See 33.140.215] Transit Street	10 ft.	Complies
<b>Building Coverage</b> [See 33.140.220]	100% of site area	Complies
<b>Minimum Landscape Area</b> [See 33.140.225]	none	Complies
<b>Ground Floor Windows</b> [See 33.140.230 (B)]	Windows must be at least 50% of the length and 25% of the ground level wall area, of walls up to 9' above finish grade. Does not apply to residential units or parking garages set back 5' and landscaped to L2 standard.	SE Belmont St: 76% length, 64% wall area SE Grand Ave : 82% length, 70% wall area SE Yamhill St: 31% length, 32% wall area  <b>Modification Required</b>
<b>Ground Floor Active Uses</b> [See 33.510.225]	The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The area must be at least 25 feet deep. The street-facing facade must include windows and doors.	Complies
<b>Minimum Active Floor Area</b> [See 33.510.226]	50 percent of floor area in building must be in one or more of the active uses.	Complies
<b>Screening</b> [See 33.140.235]	Garbage and recycling collection areas must be screened from the street.	Garbage and recycling areas are located within building.  Complies

Standard	EXd	Grand Belmont
<b>Required Building Lines</b> [See 33.510.215]	The building must extend within 12' of the street lot line for at least 75% of the lot line. The space between the building and the street lot line must be designed as an extension of the sidewalk.	Complies
<b>Required Parking</b> (See 33.266.110 D)	For sites located less than 1500 feet from a transit station or less than 500 feet from a transit street with 20-minute peak hour service, the minimum parking requirement is .33 spaces per unit.	The Site contains 87 garage parking spaces  Complies
<b>Parking dimensions</b> [Table 266-4]	Parking space: 8'-6" x 16" Aisle: 20' wide	Some parking spaces will have width reduced by columns to 7'- 9". That reduction only happens @ the columns. Once past the columns the spaces will be 8"6" wide per code.  <b>Modification and adjustment required</b>
<b>Required Bicycle Parking</b> [See Table 266-6] LT – long term ST – short term	<u>Residential</u> LT – 1.5 per 1 dwelling unit ST – 1 per 20 dwelling units  <u>Retail</u> LT – 2 ST – 2	Total Required: LT 292, 12 ST  <b>Modification:</b> Eliminate the requirement for short term bicycle parking spaces on site & contribute to the bicycle fund. Modify the vertical bike rack placement from 24" o.c. to 18"o.c
<b>Balcony Encroachment</b> [OSSC 3202.3.2]	Balconies may encroach into the public right-of-way 1-inch horizontally for each 1-inch above 96-inches (8-feet) above finished grade. The maximum encroachment allowed is 48-inches.	Balconies do not encroach into public right-of-way.  Complies
<b>Loading Standards</b> [33.266.310(D)]	For more than 100 dwelling units: (One) Standard A (35' X 10' X 13'H) <b>OR</b> (Two) Standard B (18' X 9' X 10' H)	(Two) Standard B space provided.  Complies



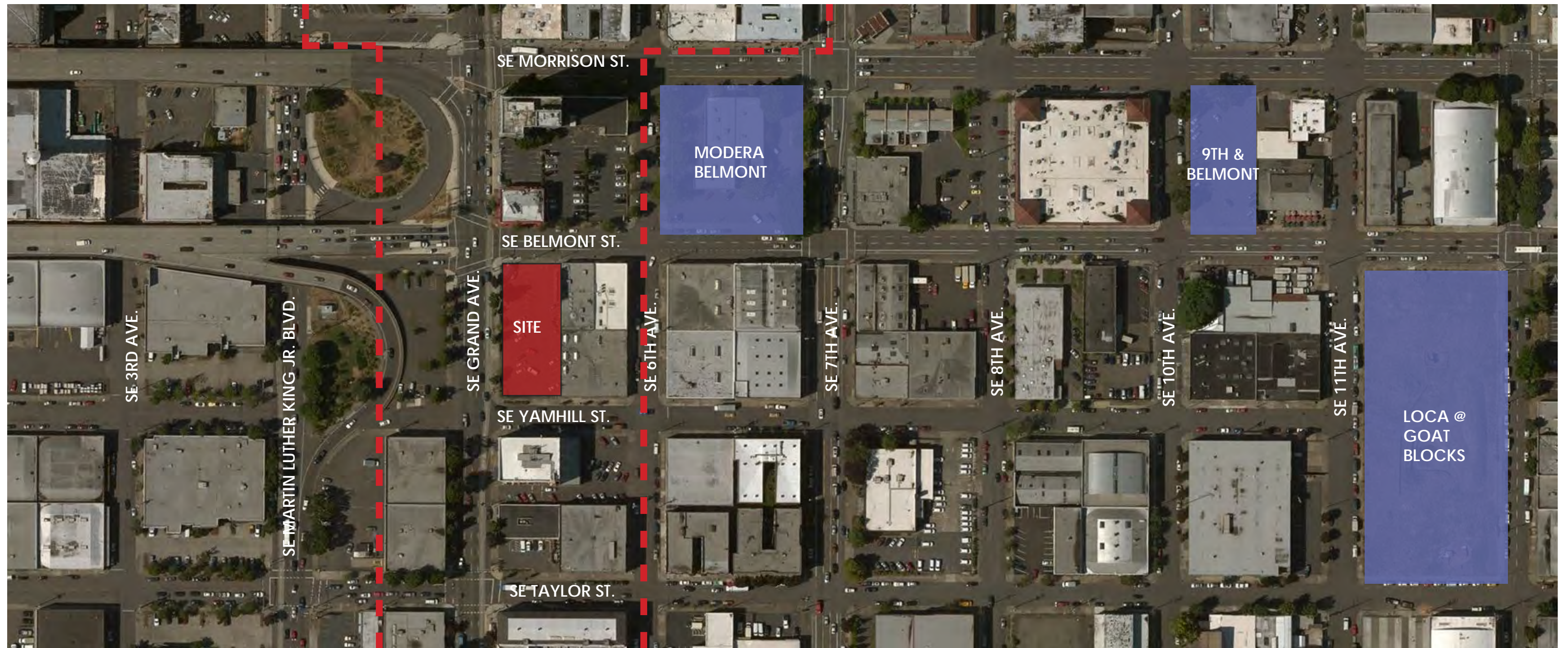


-  NEW DEVELOPMENT
-  HISTORIC DISTRICT
-  SITE



EAST PORTLAND/GRAND AVE. HISTORIC DISTRICT - ESTABLISHED IN 1994





GRAND BELMONT



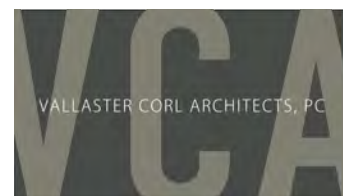
MODERA BELMONT



9TH & BELMONT



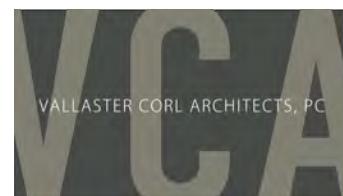
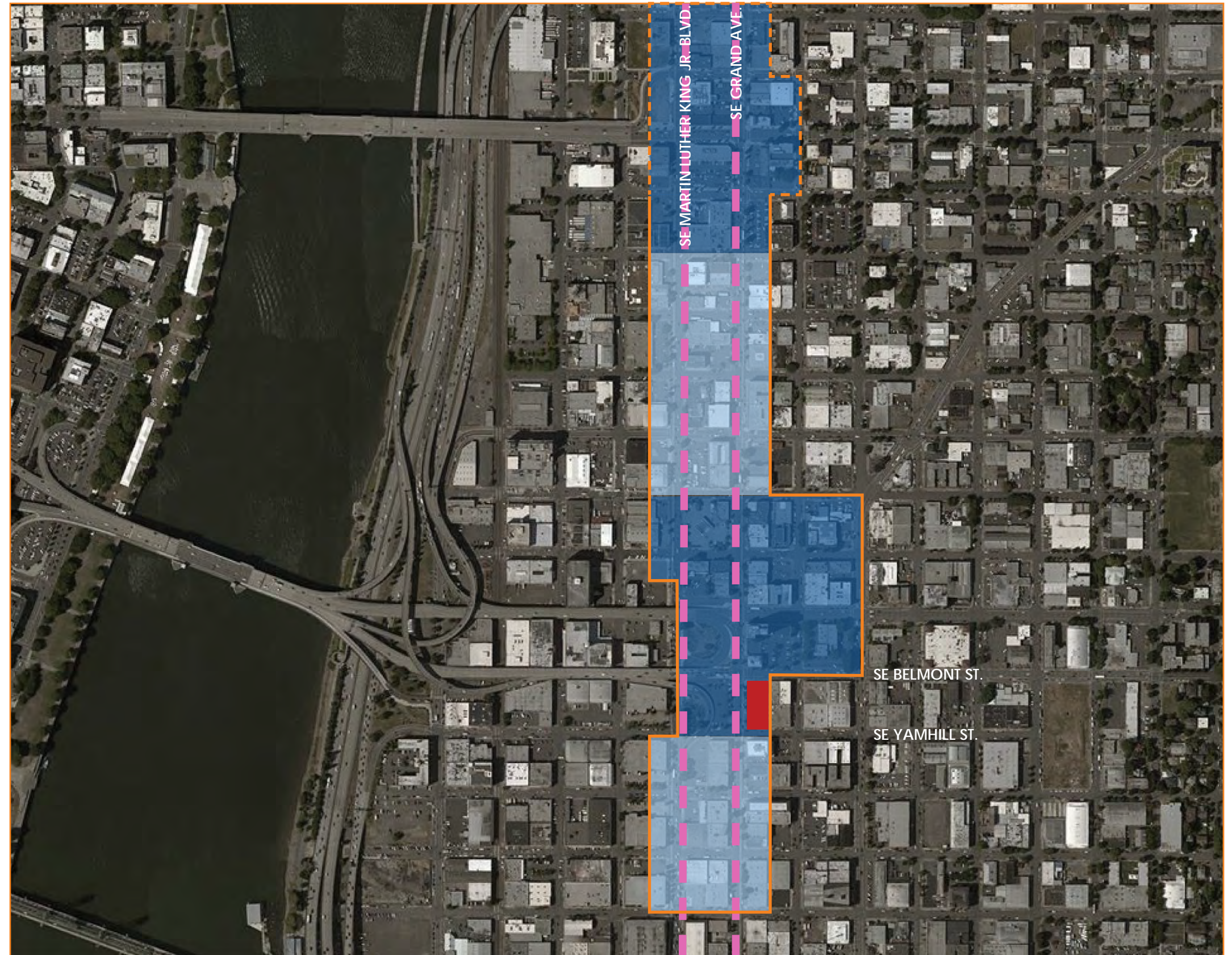
LOCA



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## CONTEXT - PROPOSED NEW DEVELOPMENT

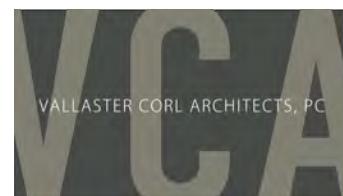
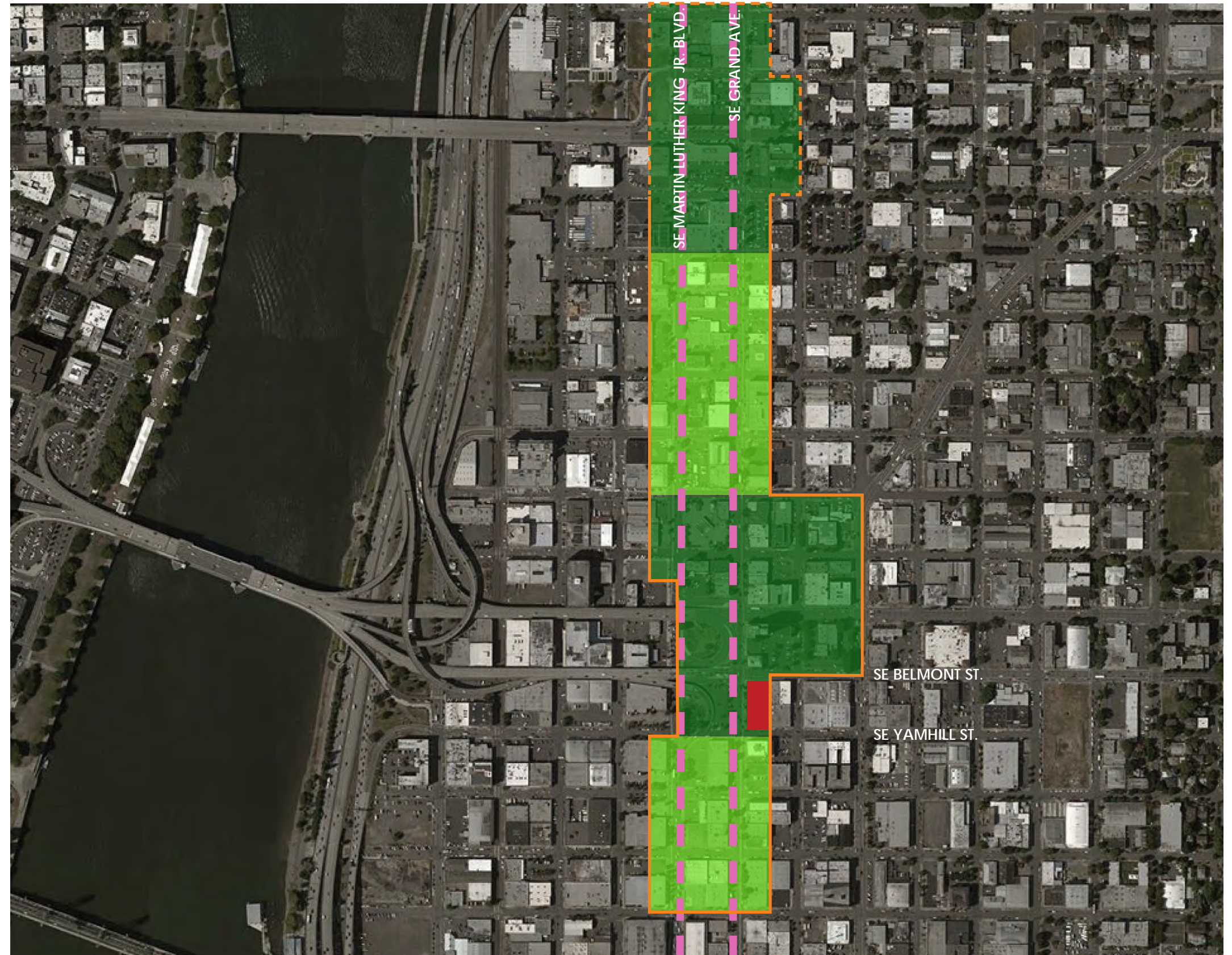




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MAXIMUM HEIGHTS - PER CENTRAL CITY PLAN DISTRICT





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FLOOR AREA RATIOS - PER CENTRAL CITY PLAN DISTRICT

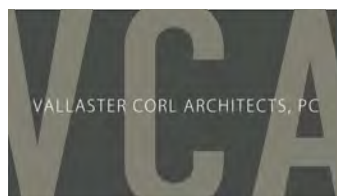
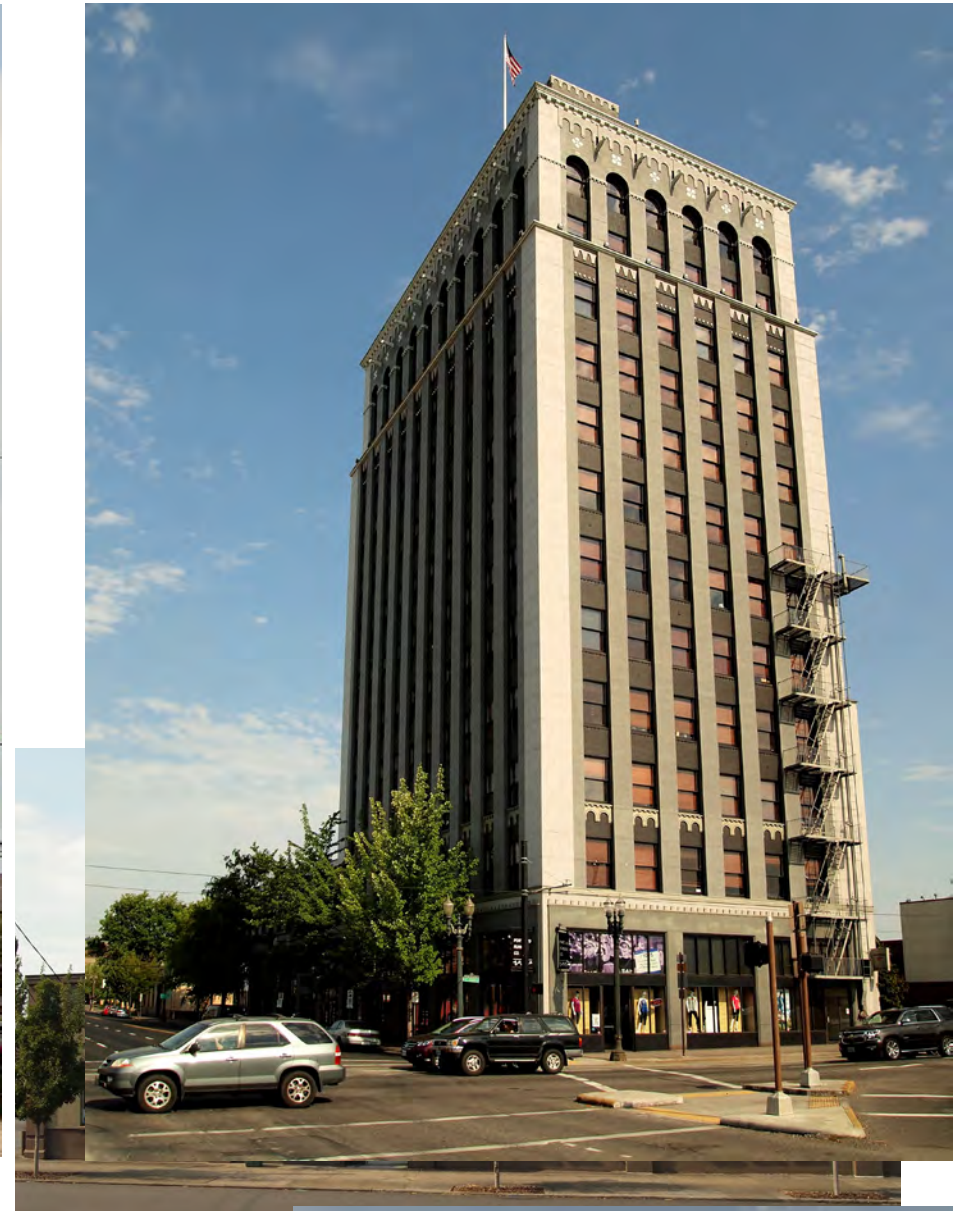




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CONTEXT - VIEWS OF PROJECT SITE





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CONTEXT - WEATHERLY BUILDING





REJUVENATION



538 SE ASH ST



TOWNE STORAGE



JOHN DEERE PLOW COMPANY



522 SE BELMONT



OLYMPIC MILLS COMMERCE CENTER



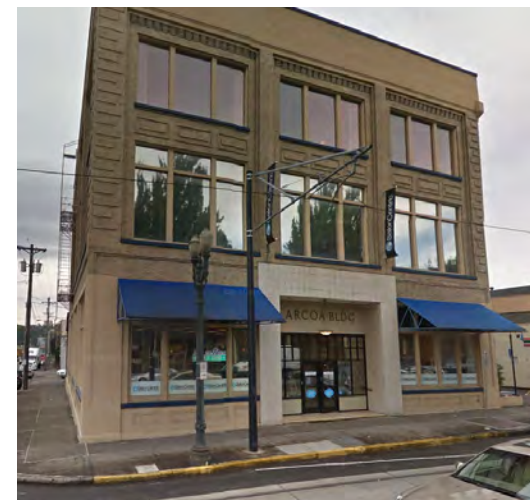
512 SE SALMON



521 SE TAYLOR



LIPMAN WOLFE WAREHOUSE

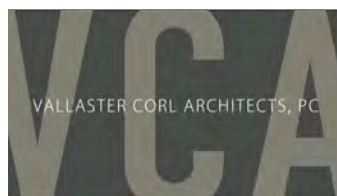


ARCOA BLDG.



CLIFFORD APARTMENTS

## CONTEXT - NEARBY BUILDINGS



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THE HENRY CONDOMINIUMS



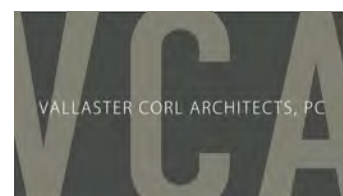
SOUTHPARK SEAFOOD BUILDING



THE ELIZABETH CONDOMINIUMS



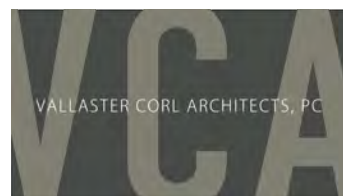
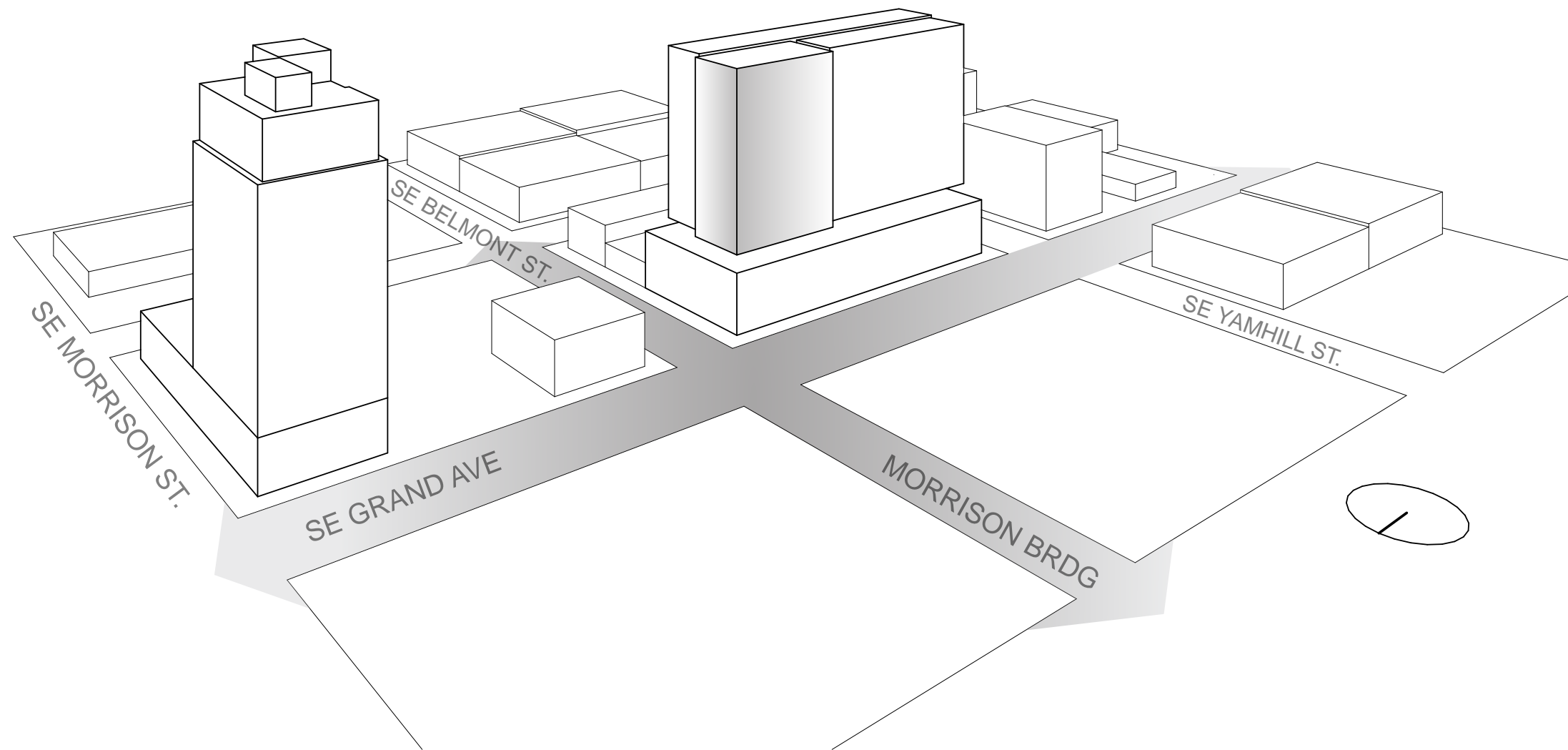
THE GREGORY LOFTS



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## EXAMPLES OF ABOVE GRADE PARKING

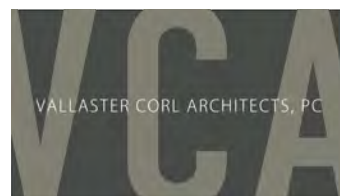
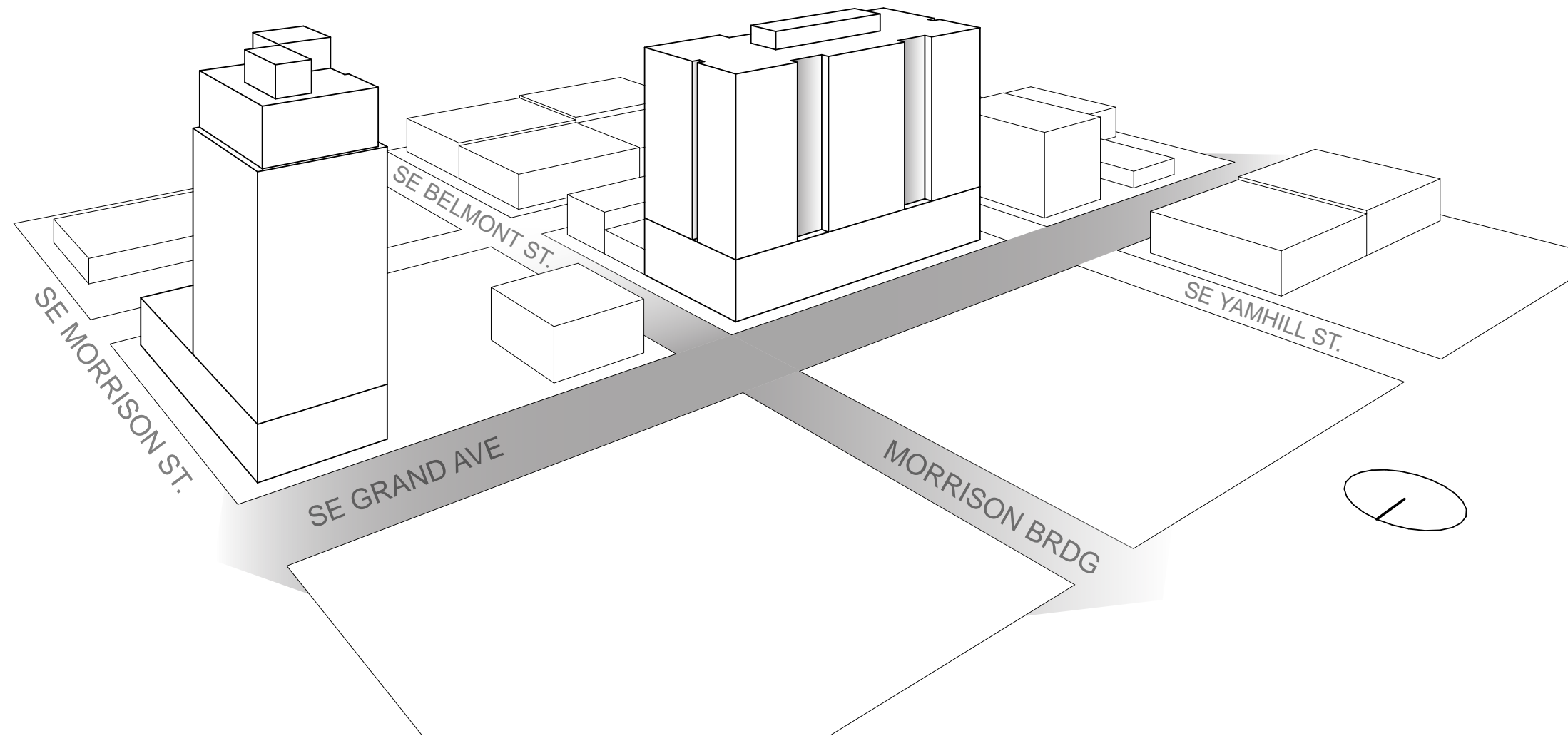




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**DAR #1 - MASSING DIAGRAM**

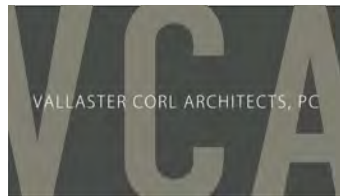




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**DAR #2 - MASSING DIAGRAM**

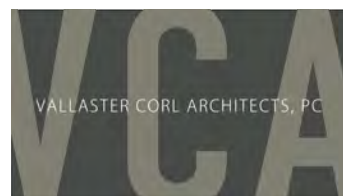




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**DAR #1 - WEST ELEVATION**

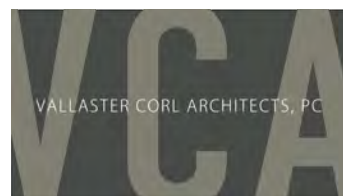
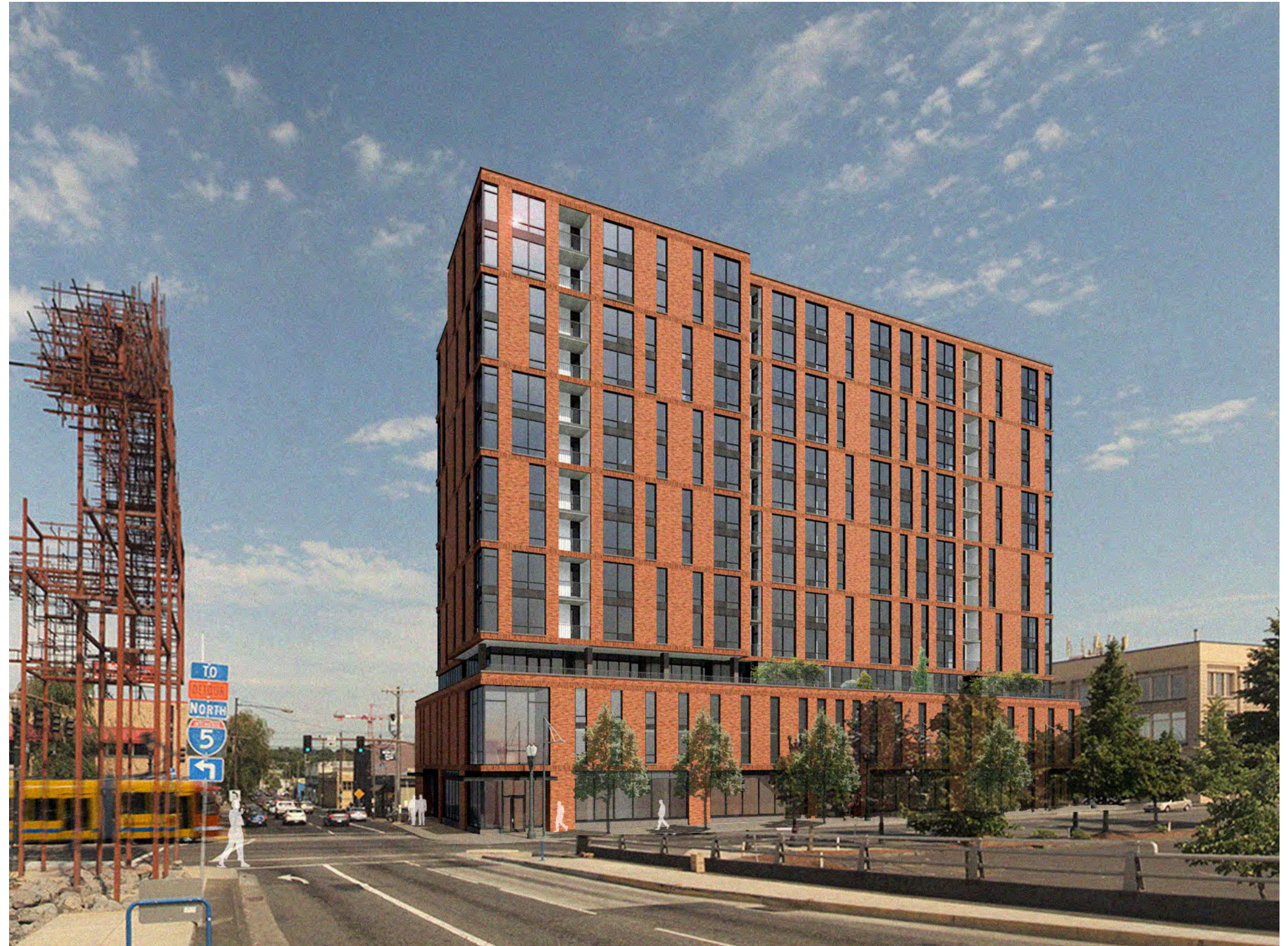




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**DAR #2 - WEST ELEVATION**

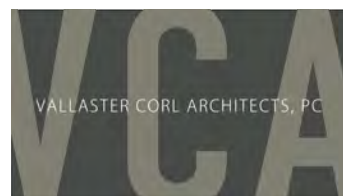




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**DAR #1 - VIEW FROM MORRISON BRIDGE**

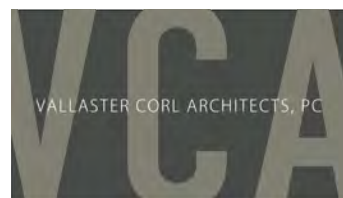




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**DAR #2 - VIEW FROM MORRISON BRIDGE**





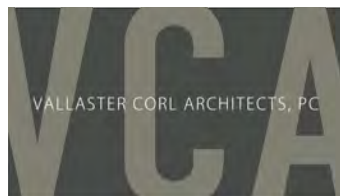
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**DAR #1 - VIEW FROM N/W**





DAR #2 - VIEW FROM N/W



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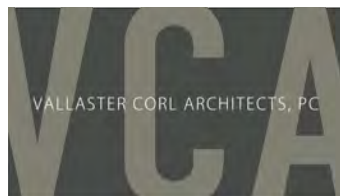




DAR #1 - VIEW FROM S/W



DAR #1 - VIEW FROM N/E



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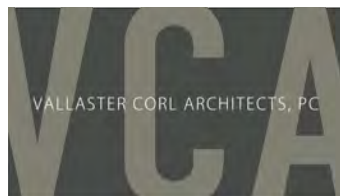




DAR #2 - VIEW FROM S/W

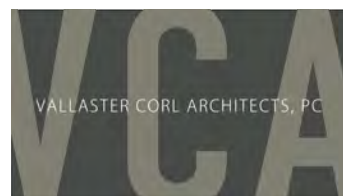
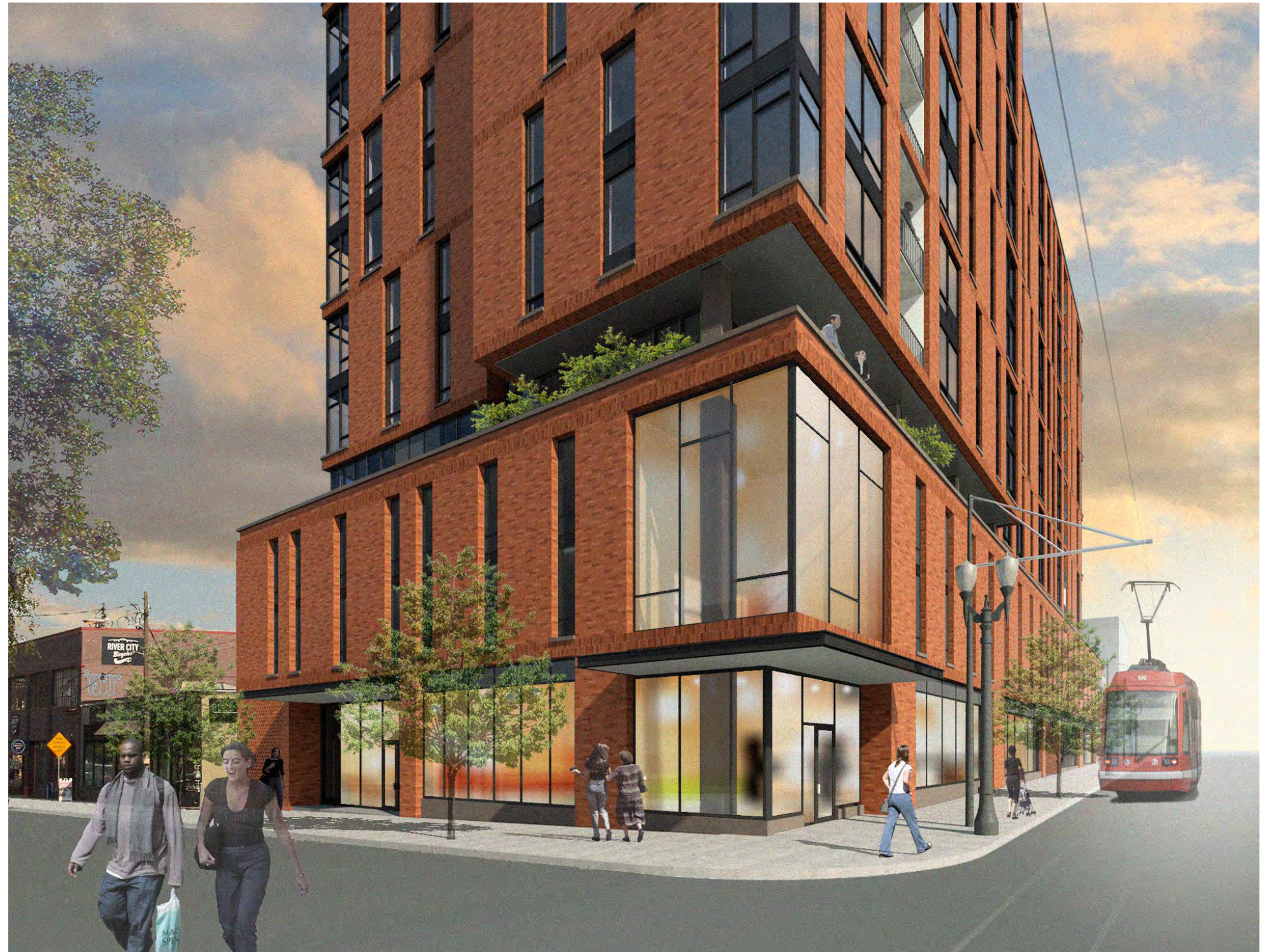


DAR #2 - VIEW FROM N/E



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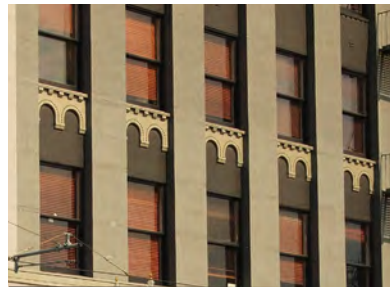
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**DAR #1 - VIEW FROM CORNER OF SE GRAND & SE BELMONT**

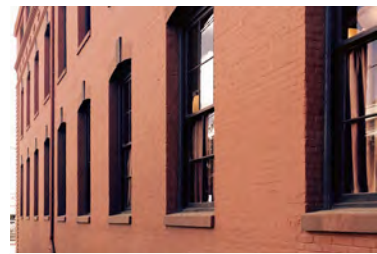




SOLDIER COURSE BRICK BANDING



WINDOWS GROUPED VERTICALLY



CONCRETE SILL



COMMERCIAL STOREFRONT



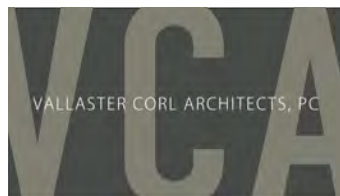
STEEL CANOPY



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DAR #2 - VIEW FROM CORNER OF SE GRAND & SE BELMONT

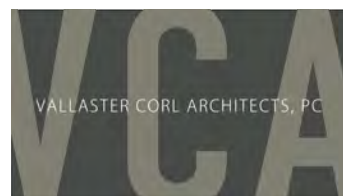




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**DAR #2 - RED BRICK VERSION**

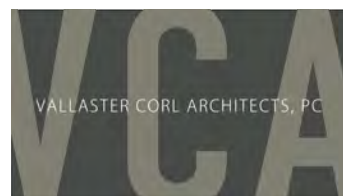




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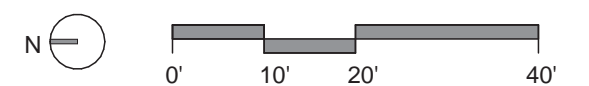
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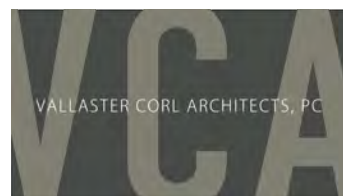
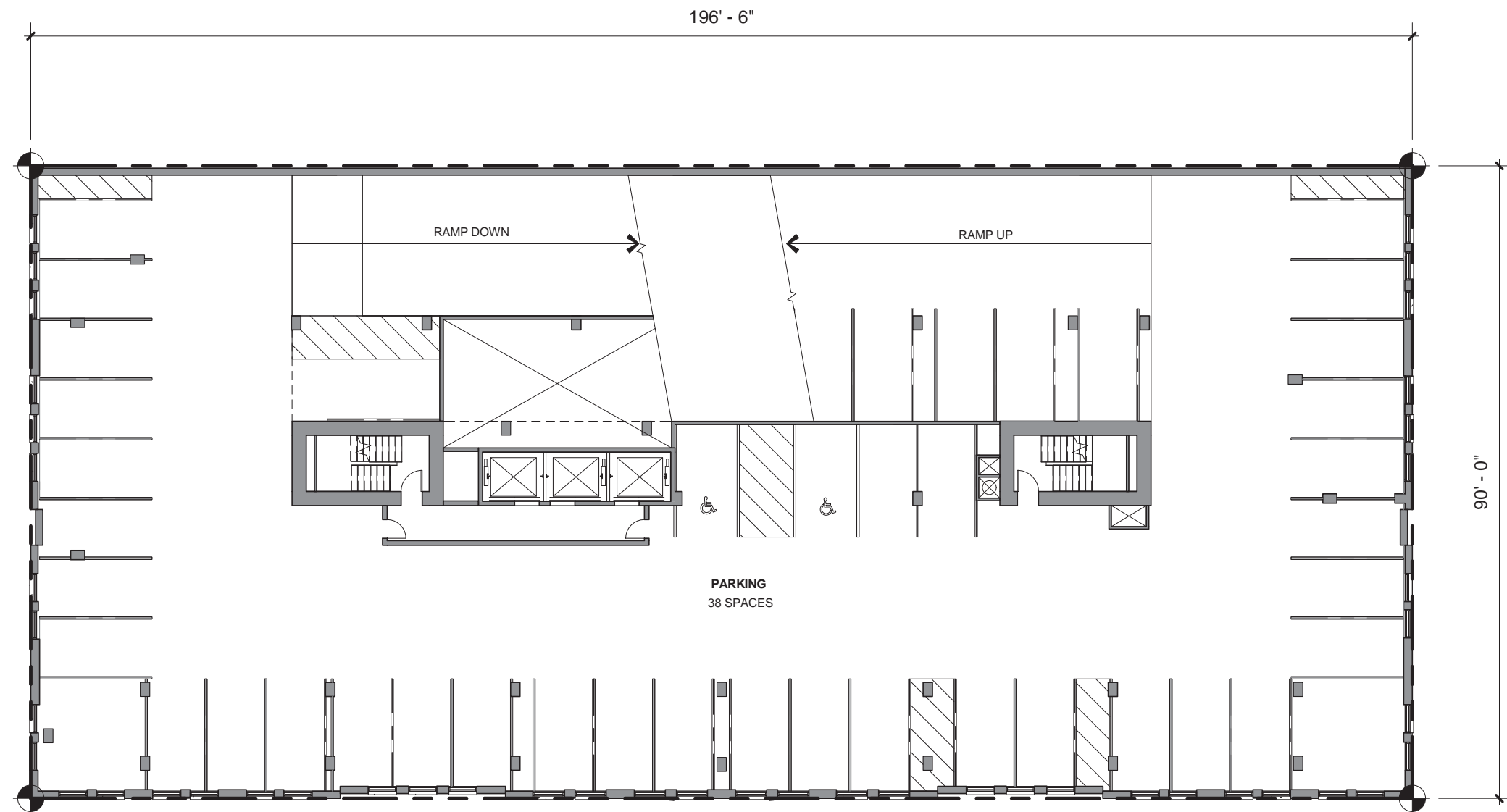


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**SITE PLAN**

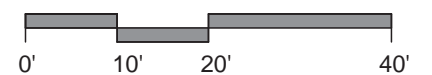




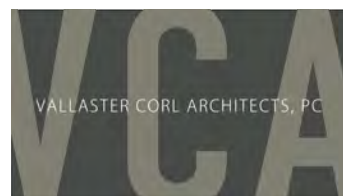
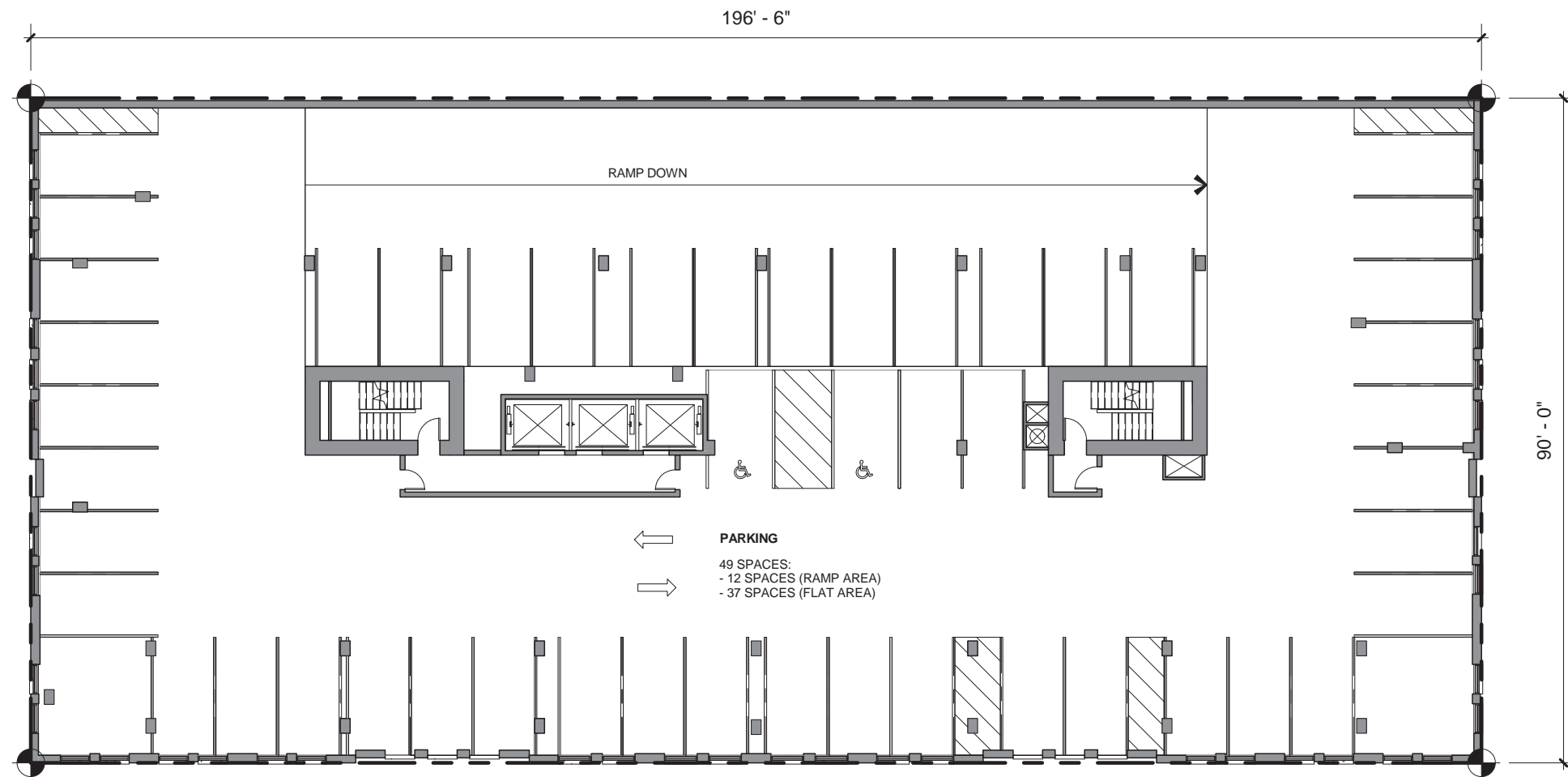


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**LEVEL 2**



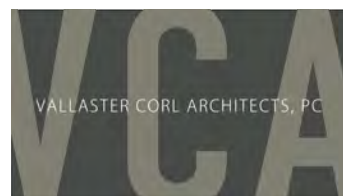
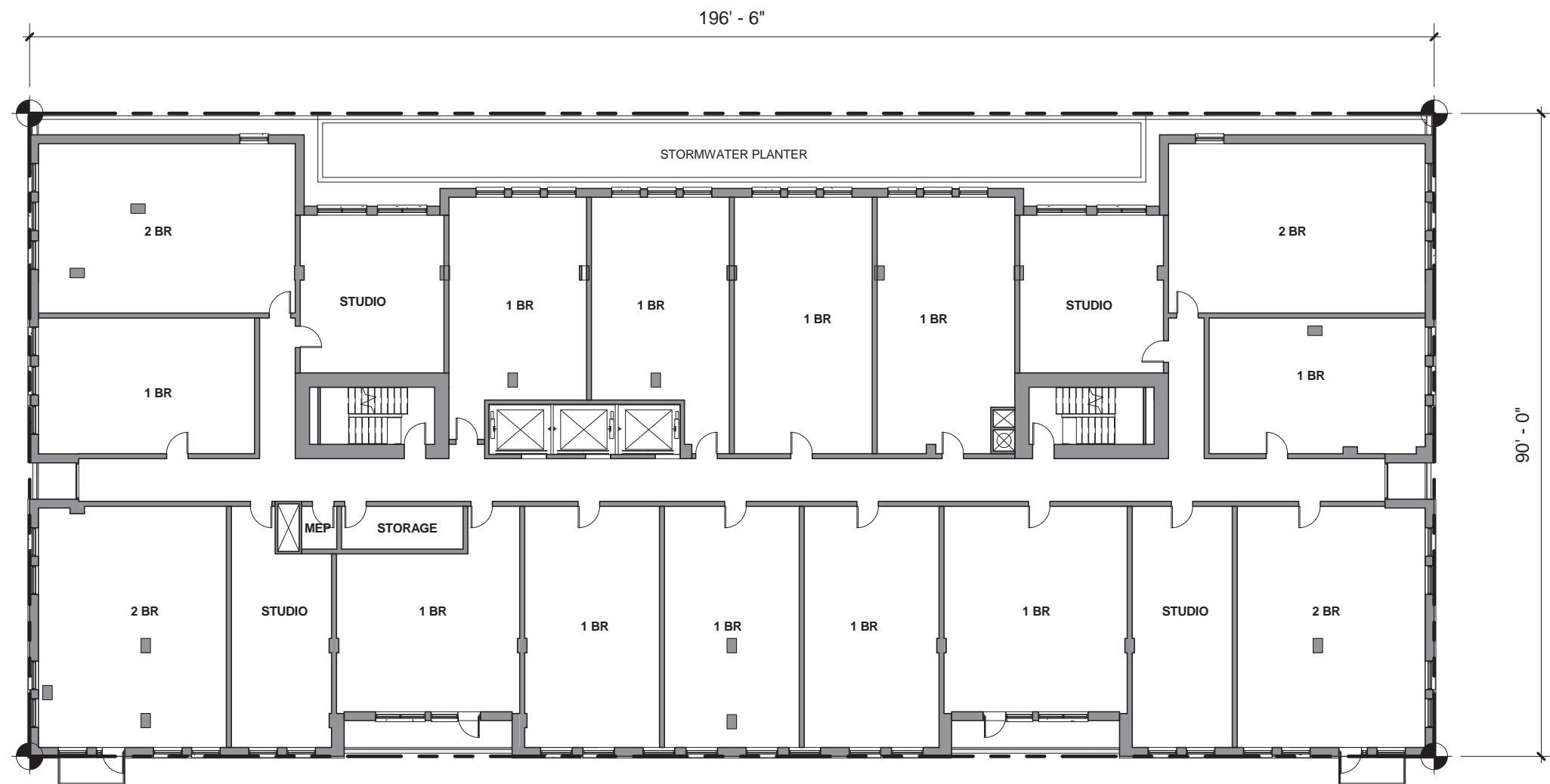




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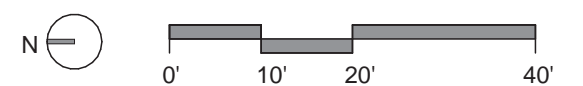
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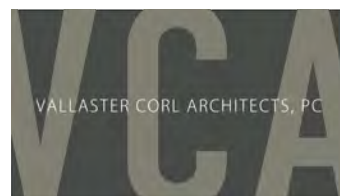


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**LEVEL 4**

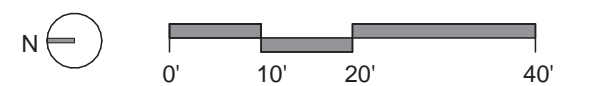




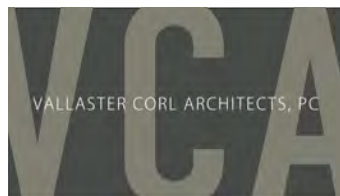
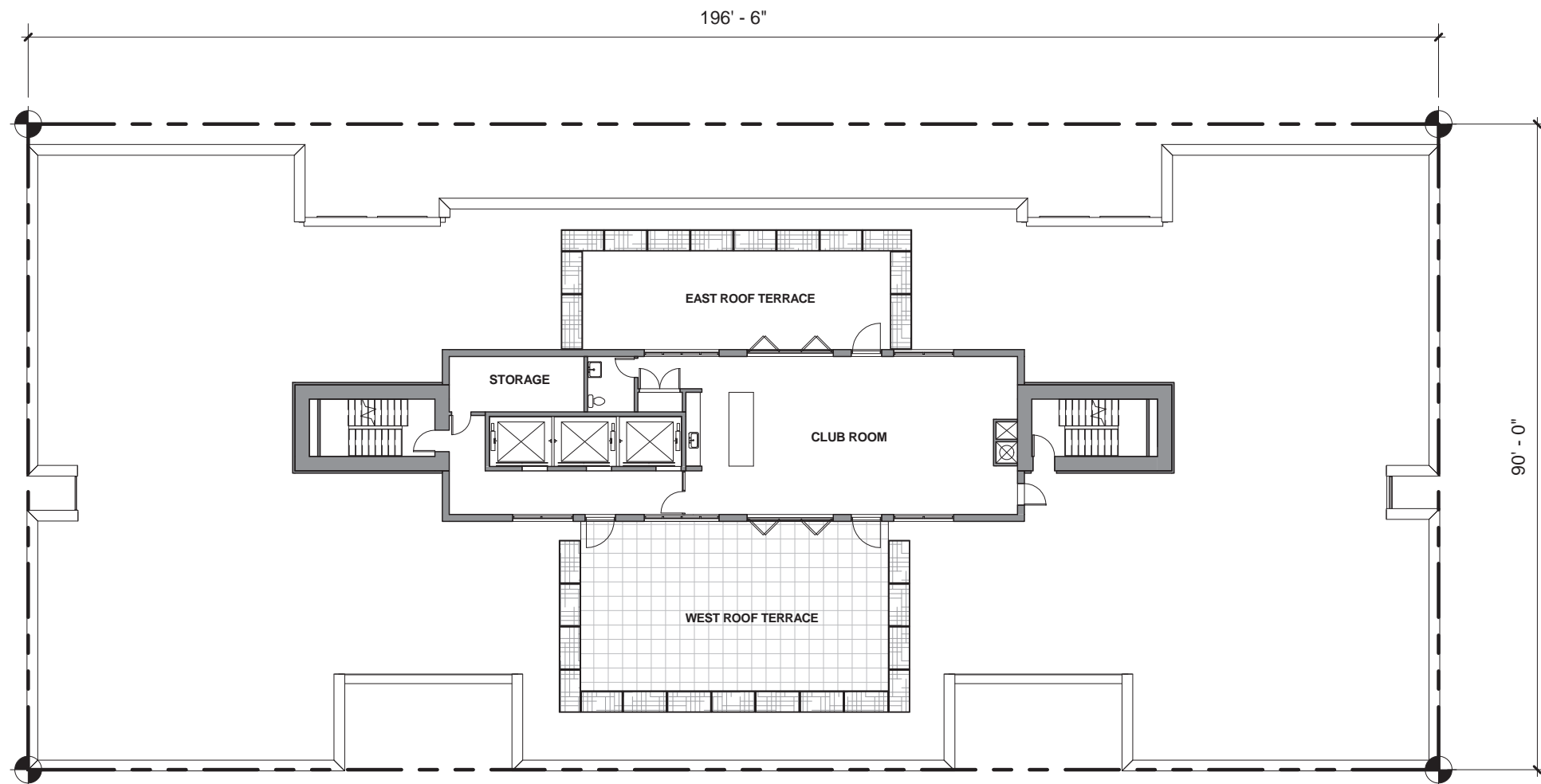


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**TYPICAL TOWER PLAN - LEVELS 5-13**







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**LEVEL 14**

