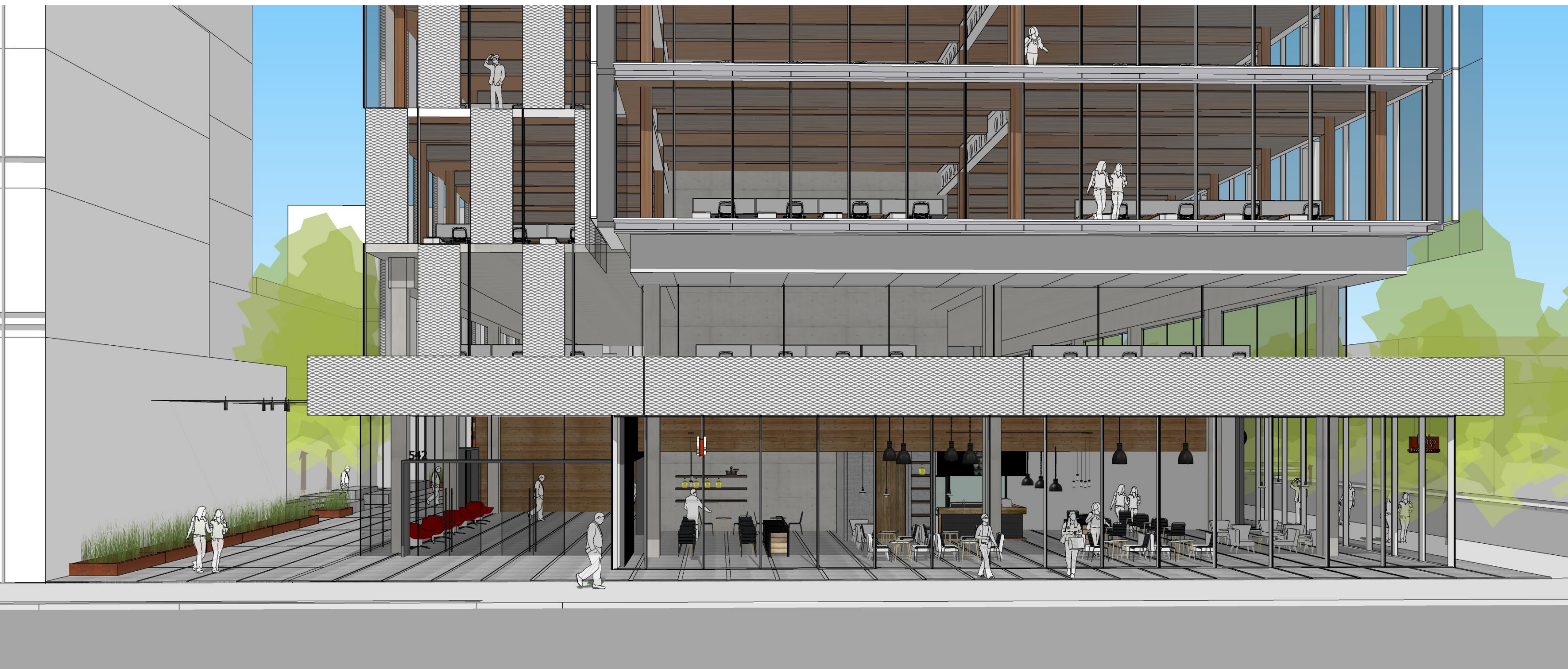




# THE WEATHERLY SITE

January 28, 2019





## CONTENTS

Development Goals

Existing Site

Neighborhood

- character
- transit + amenities

Development Potential

- site requirements

Design Concepts A + B

- plans
- elevations
- program sections + views

Appendix

- zoning matrix
- design guidelines



DEVELOPMENT GOALS /  
DEFINING PROGRAM AND PROJECT METRICS

- Preserve historic Weatherly
- Provide new office and retail uses
- Compliment and enhance the neighborhood fabric
- Activate the street with retail uses and pedestrian access
- Create pedestrian access between buildings
- Provide below grade parking
- Incorporate sustainable strategies, such as Mass Timber (CLT)





EXISTING SITE /

THE WEATHERLY BUILDING  
PROPERTY ID: R150223

|              |           |
|--------------|-----------|
| Total GSF    | 79,597 SF |
| Total FAR SF | 67,240 SF |
| Office       | 59,160 SF |
| Retail       | 8,080 SF  |

|                     |           |
|---------------------|-----------|
| Parking (65 Stalls) | 21,550 SF |
| Regular             | 63        |
| ADA                 | 2         |

PROPERTY ID: R226508570

|                            |          |
|----------------------------|----------|
| Total Site                 | 3,257 SF |
| Total FAR SF               | 6,574 SF |
| Office                     | 3,287 SF |
| Retail                     | 3,287 SF |
| Bollinger & Sons Insurance |          |
| Pour Sports                |          |



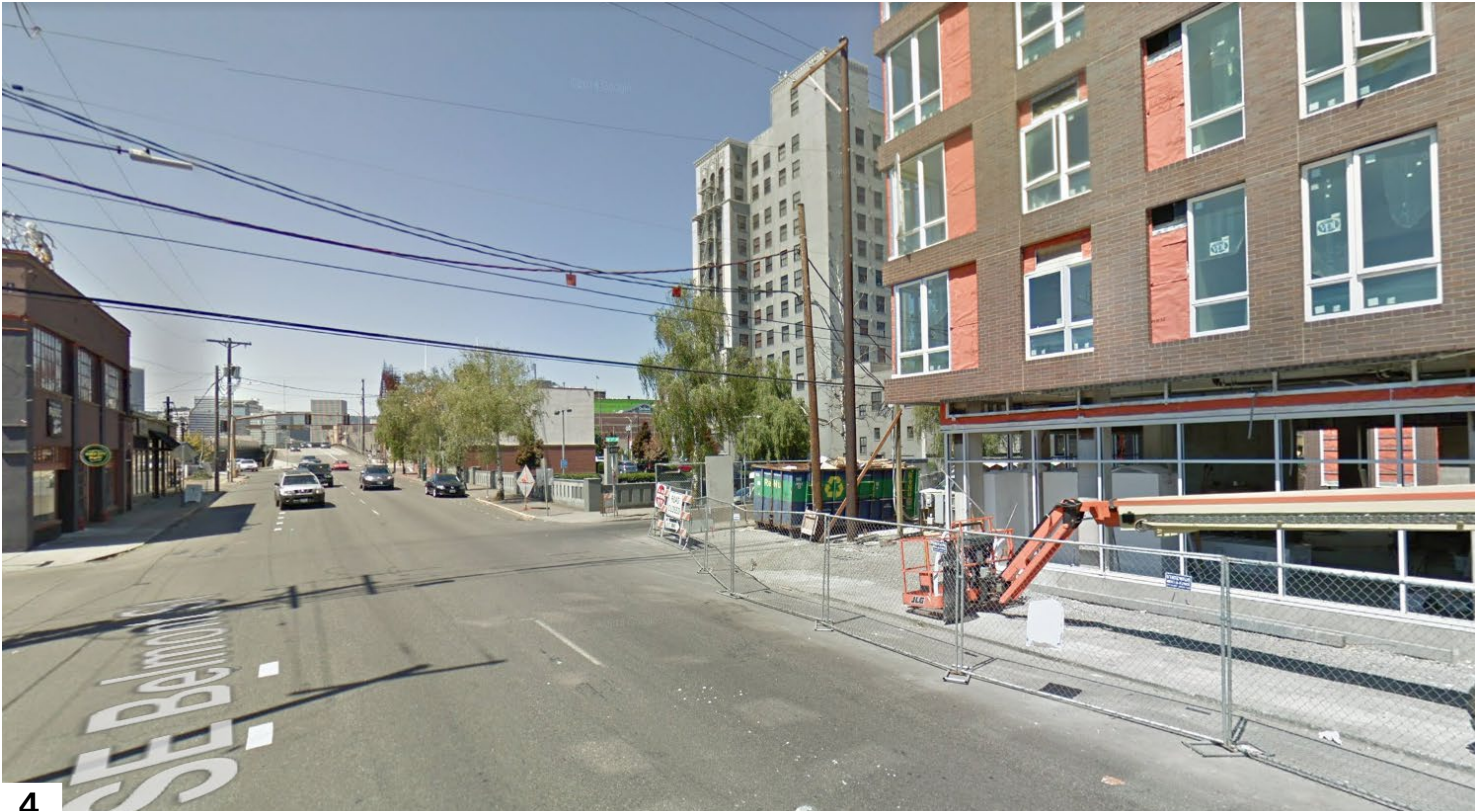
1  
LOOKING SE ON MORRISON



2  
LOOKING SW ON MORRISON



3  
LOOKING NE ON GRAND AVE

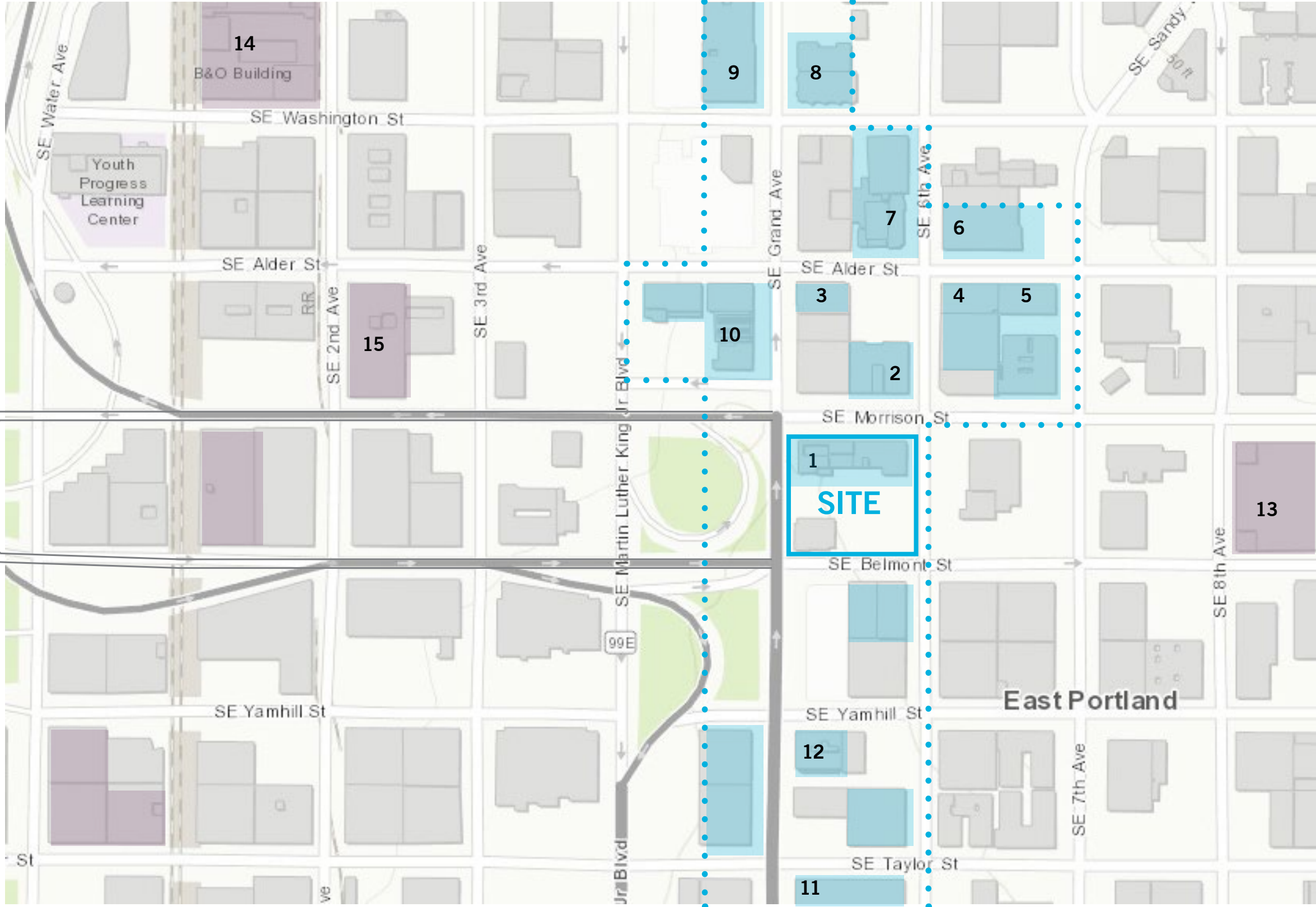


4  
LOOKING W ON BELMONT



NEIGHBORHOOD CHARACTER /  
HISTORIC BUILDINGS

- EAST PORTLAND GRAND AVE  
HISTORIC DISTRICT
- CONTRIBUTING STATUS
- HISTORIC LANDMARKS  
OUTSIDE OF DISTRICT



1 WEATHERLY BUILDING



2 CLIFFORD HOTEL



3 702 SE GRAND AVE



4 100F - ORIENT LODGE



5 CITY WATER OFFICE



6 MULTNOMAH CAMP 77



7 EAST SIDE FUNERAL DIRECTORS



8 BARBER BLOCK, 538 SE GRAND AVE



9 LOGUS BLOCK, 509 SE GRAND AVE



10 WEST'S BLOCK



11 NEUSTADTER BUILDING



12 ARCOA BLDG



13 GRAND CENTRAL PUBLIC MARKET



14 OLYMPIC CEREAL MILL



15 JOHN DEERE BUILDING



## NEIGHBORHOOD CHARACTER / PROPOSED + NEW PROJECTS



550 SE MLK DR, WORKS PROGRESS ARCHITECTS



MODERA BELMONT, SERA ARCHITECTS



ALDER 9, 9 LEVELS, TVS DESIGN



PLATFORM (PH 1), ALLIED WORKS ARCHITECTURE



129 SE ALDER, WORKS PROGRESS ARCHITECTURE



DISTRICT OFFICE, HACKER ARCHITECTS



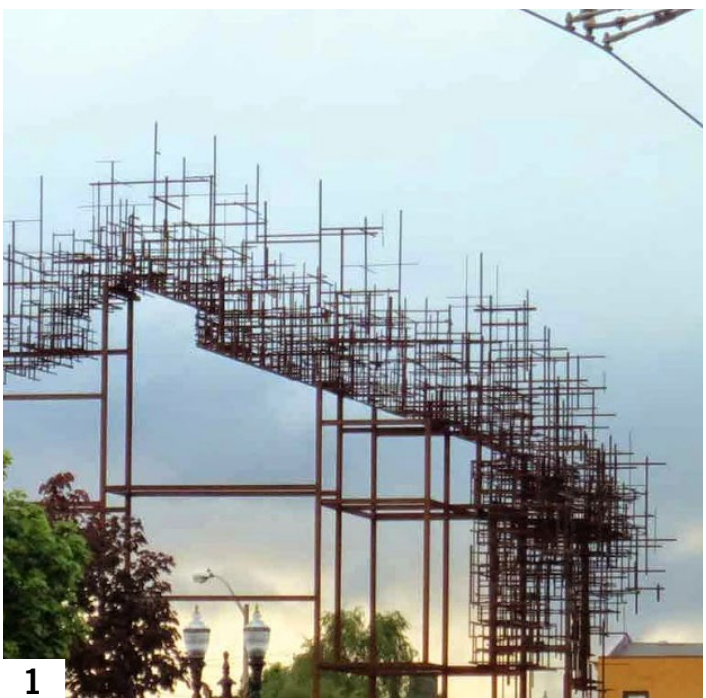
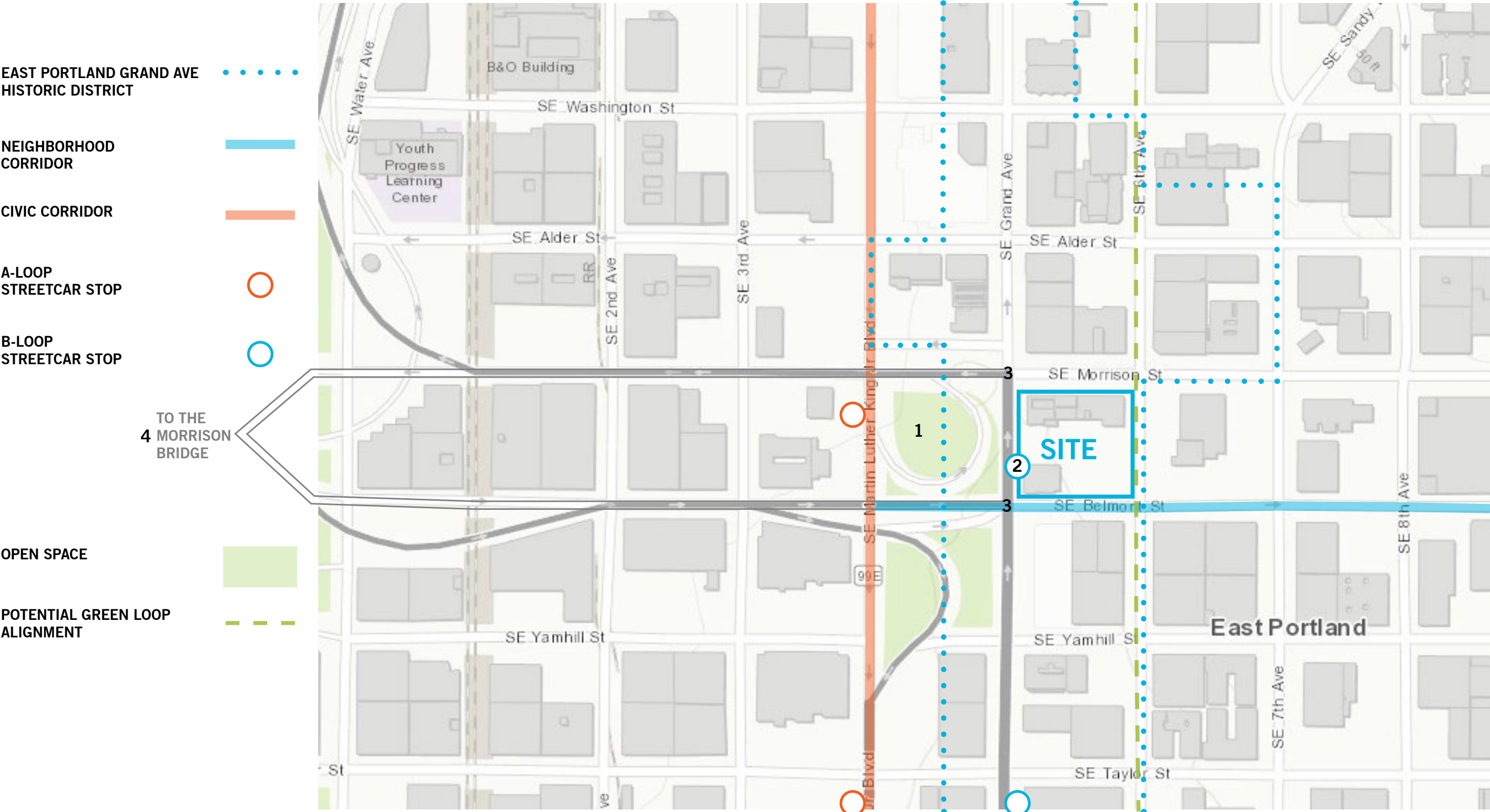
GRAND BELMONT, ANKROM MOISAN ARCHITECTS



## 7 SE STARK, WORKS PROGRESS ARCHITECTURE



NEIGHBORHOOD /  
TRANSIT + AMENITIES



1 INVERSION: PLUS MINUS, LEAD PENCIL STUDIO



2 STREETCAR ALONG GRAND AVENUE



3 MORRISON BRIDGE HEAD

33.510.210 [...] the tallest heights in the Portland region are applied to the Central City to support its role as the region's premier center for jobs, services, and urban living. Other objectives include:

- Locating the tallest building heights along high-capacity transit lines;
- Emphasizing bridgehead locations with taller buildings;
- Ensuring building height compatibility within historic districts.



4 MORRISON BRIDGE



## SITE DIAGRAM/ EXISTING + ZONING

**PROPERTY LINE**

Site Area = 32,470 SF per Due Diligence Report (to be confirmed)

### GROUND FLOOR WINDOWS

60% of Street Frontage must meet Requirements per 33.510.220. Windows/Transparency in 2'-10' zone above grade

## PUBLIC ACCESS

### GROUND FLOOR ACTIVE USE AREA

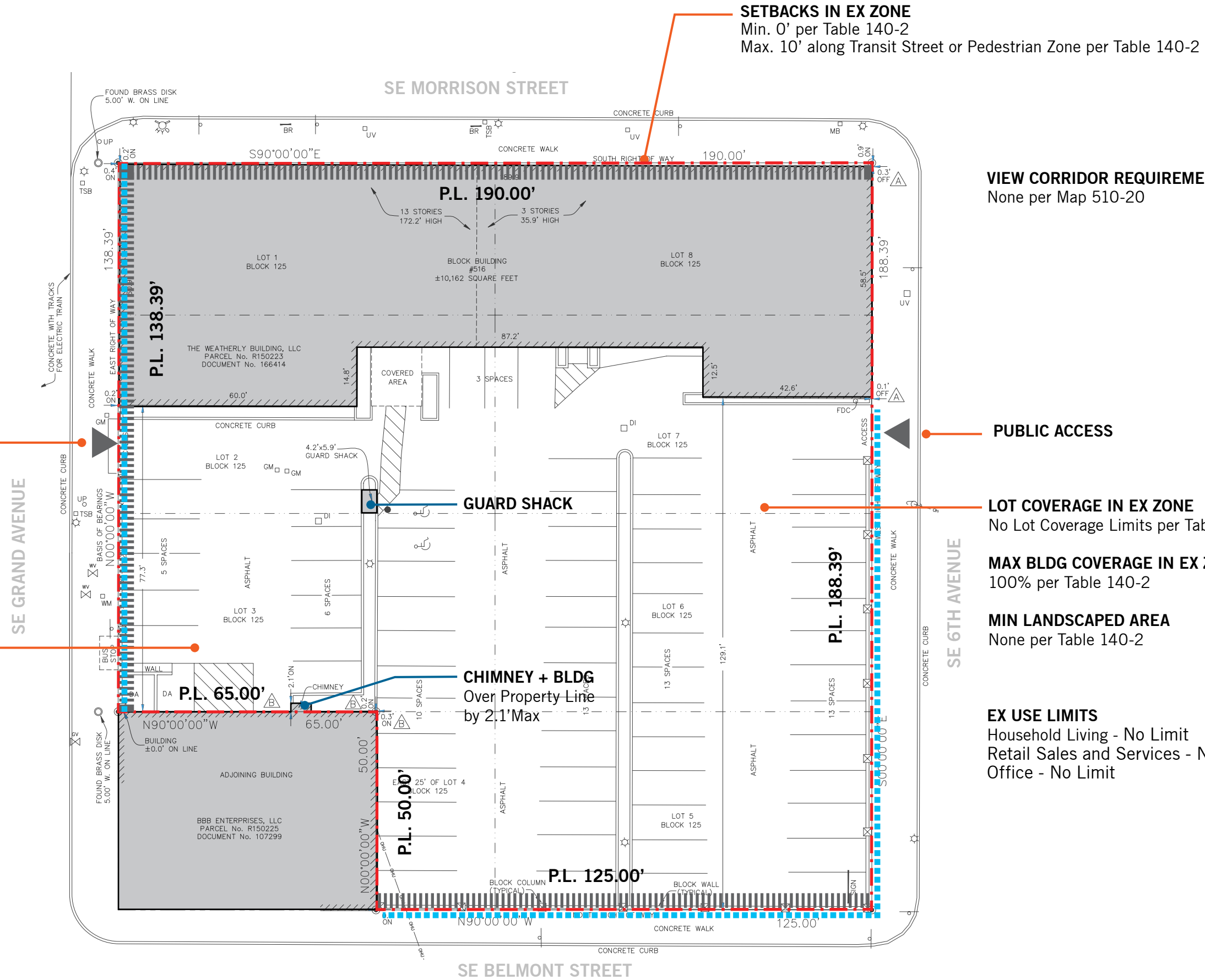
Map 510-9. 50% of Street Frontage must  
meet Requirements per 33.510.225. 12'  
clear height to structure at ground floor.  
Min. Depth = 25'.

## HEIGHT LIMIT

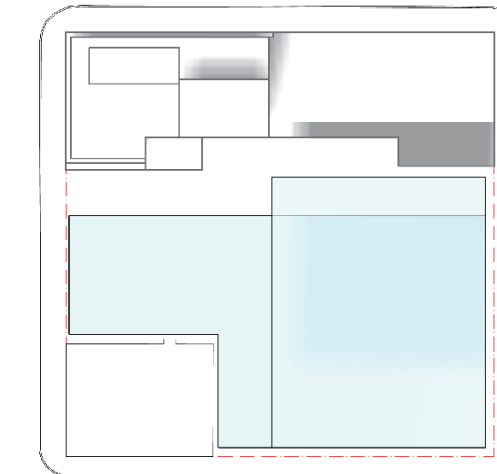
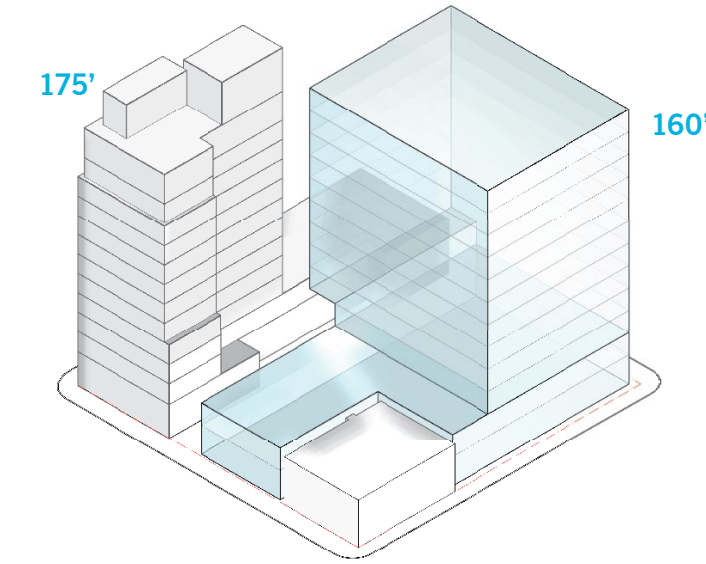
BASE: EX = 65' (33.140 Table 140-2)  
MAX: CC = 160' (33.510 Map 510-3)

**FAR = 2.07**

Parcel Area: 32,470 SF  
Building Area: 67,240 SF

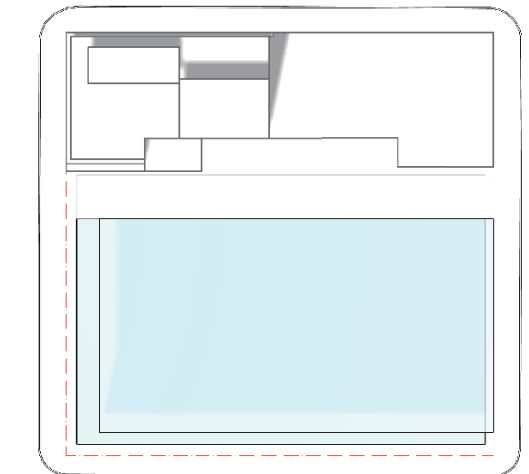
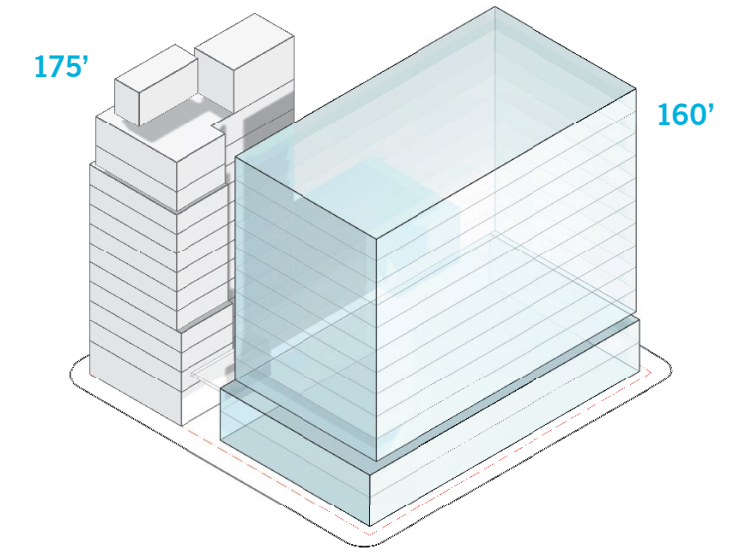


## DEVELOPMENT POTENTIAL/ ZONING ENVELOPE



## A PARTIAL BLOCK

|                                |             |
|--------------------------------|-------------|
| Site Area                      | 32,470 SF   |
| Existing Weatherly             | 67,240 SF   |
| Office Building (12 levels)    | 143,865 GSF |
| Parking (3 levels / 78 stalls) | 46,000 GSF  |

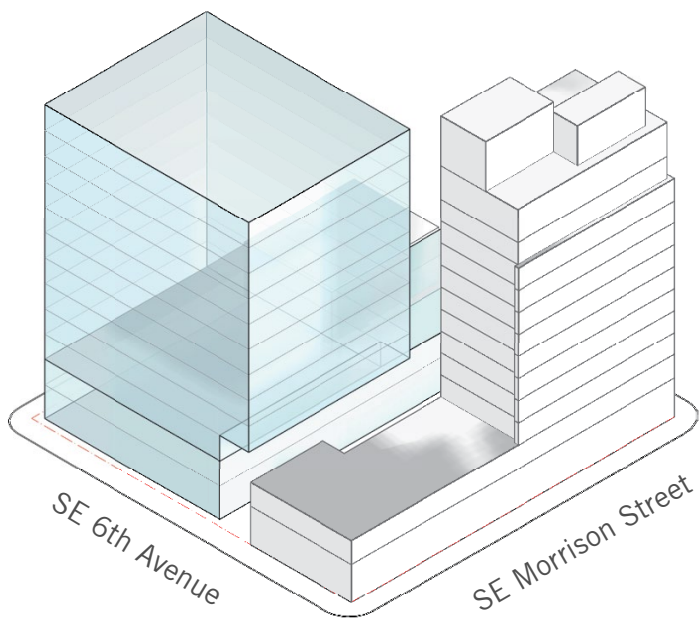
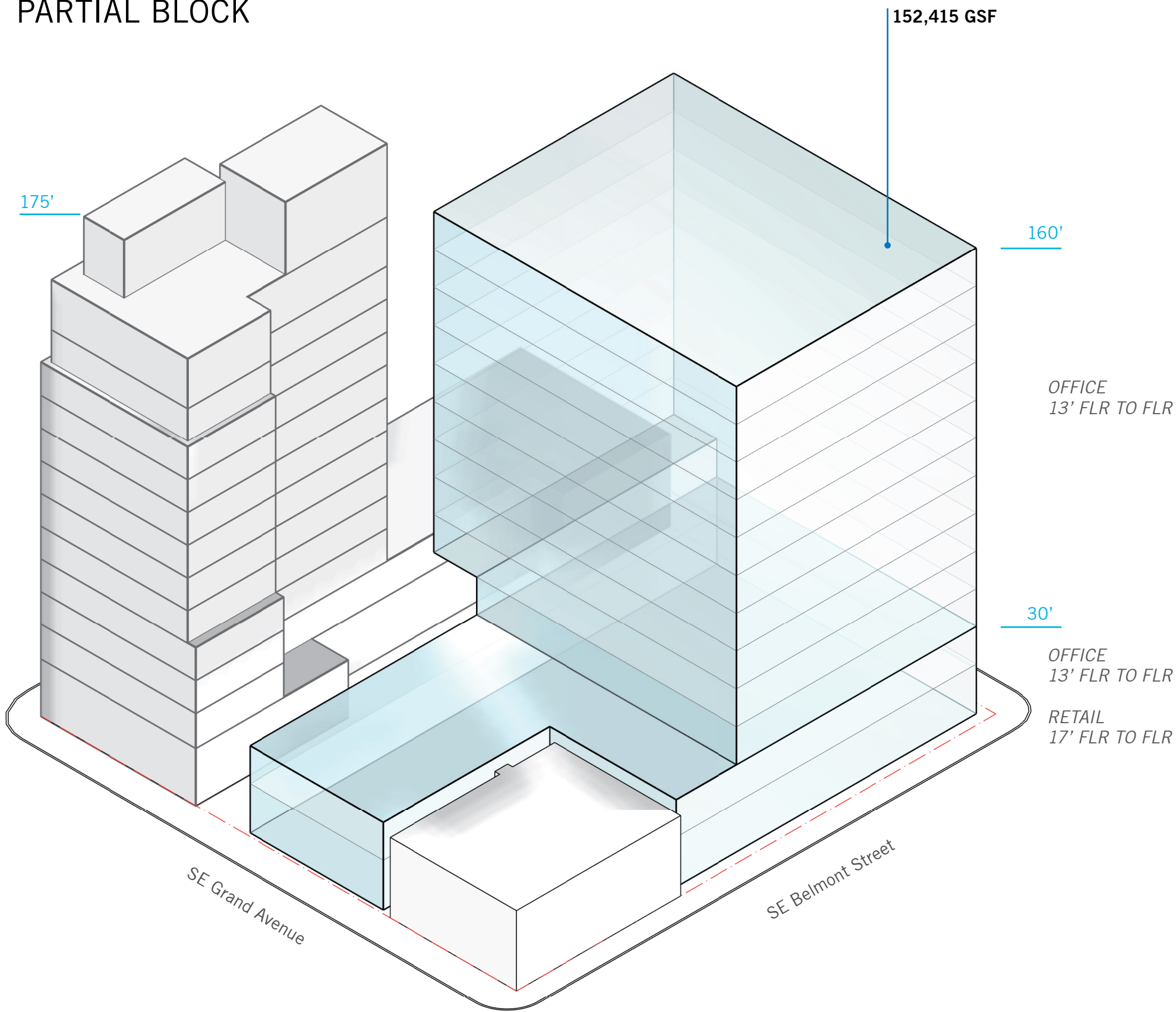


## B FULL BLOCK

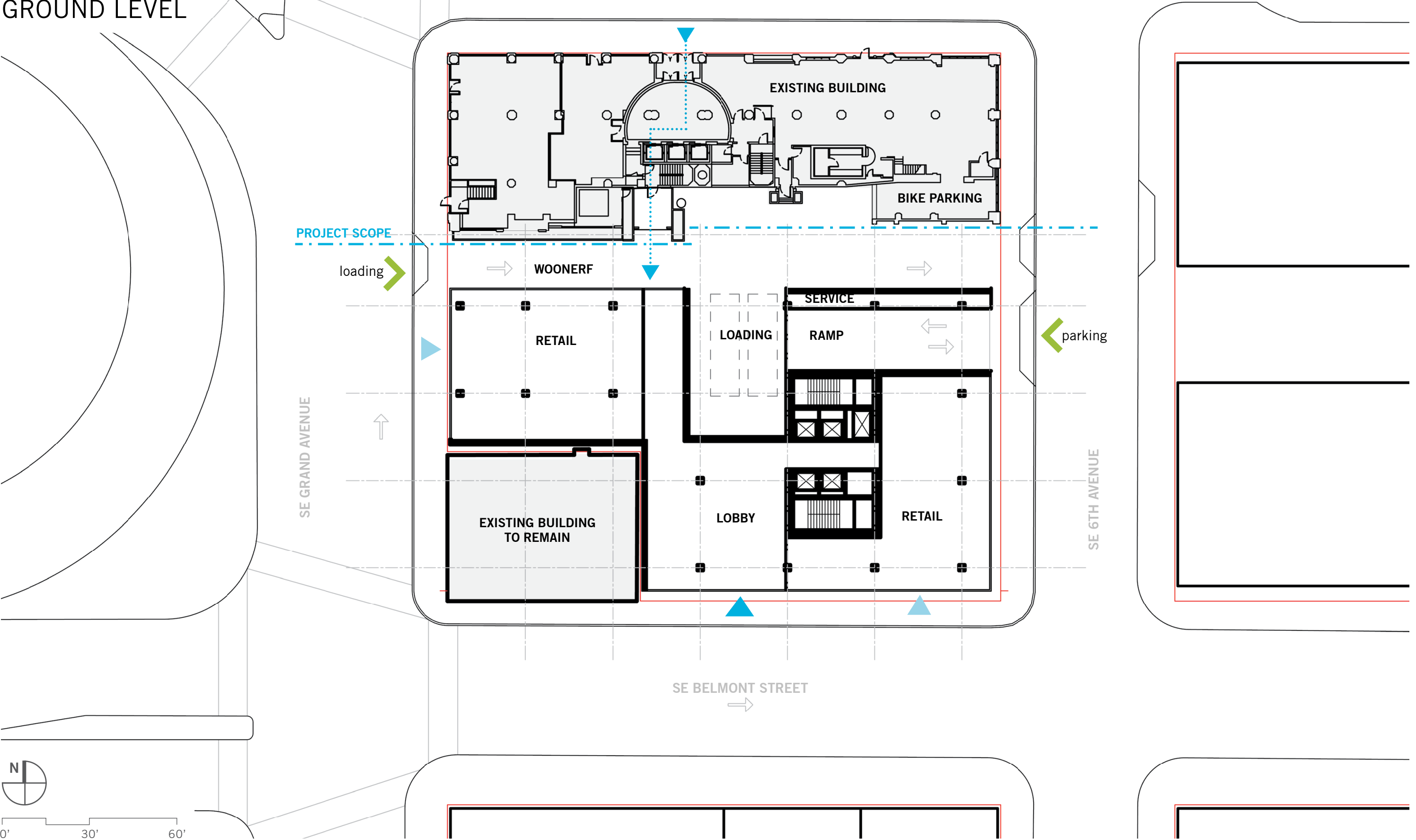
|                                 |             |
|---------------------------------|-------------|
| Site Area                       | 35,727 SF   |
| Existing Weatherly              | 67,240 SF   |
| Office Building (12 levels)     | 201,900 GSF |
| Parking (3 levels / 150 stalls) | 67,000 GSF  |



MASSING / **A**  
PARTIAL BLOCK

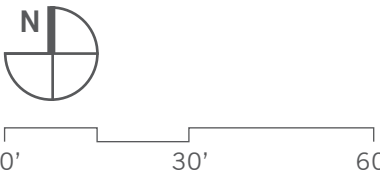
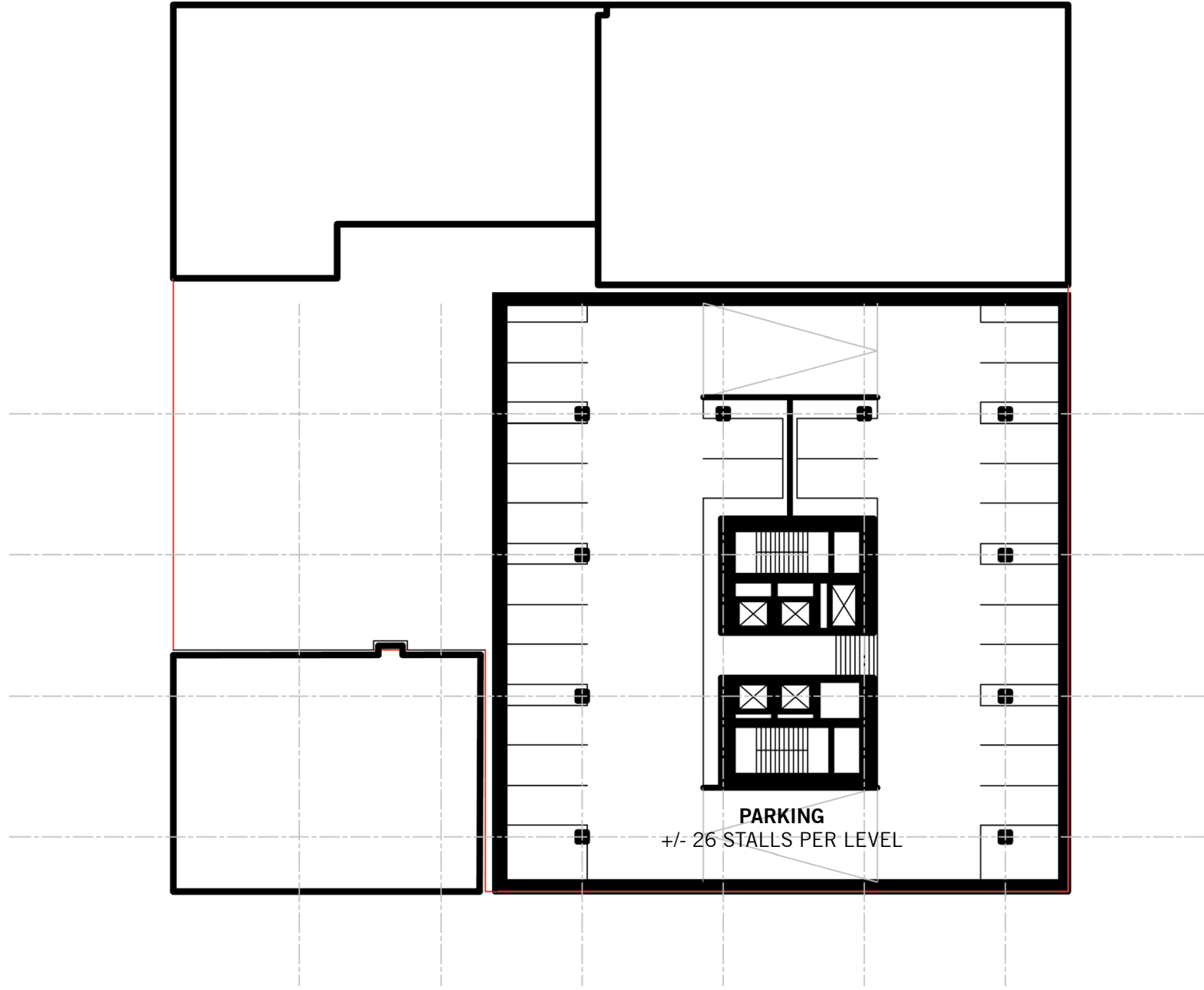


PLAN / **A**  
GROUND LEVEL

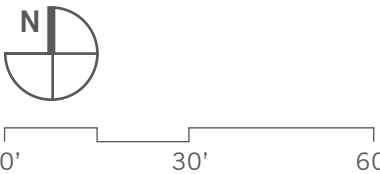
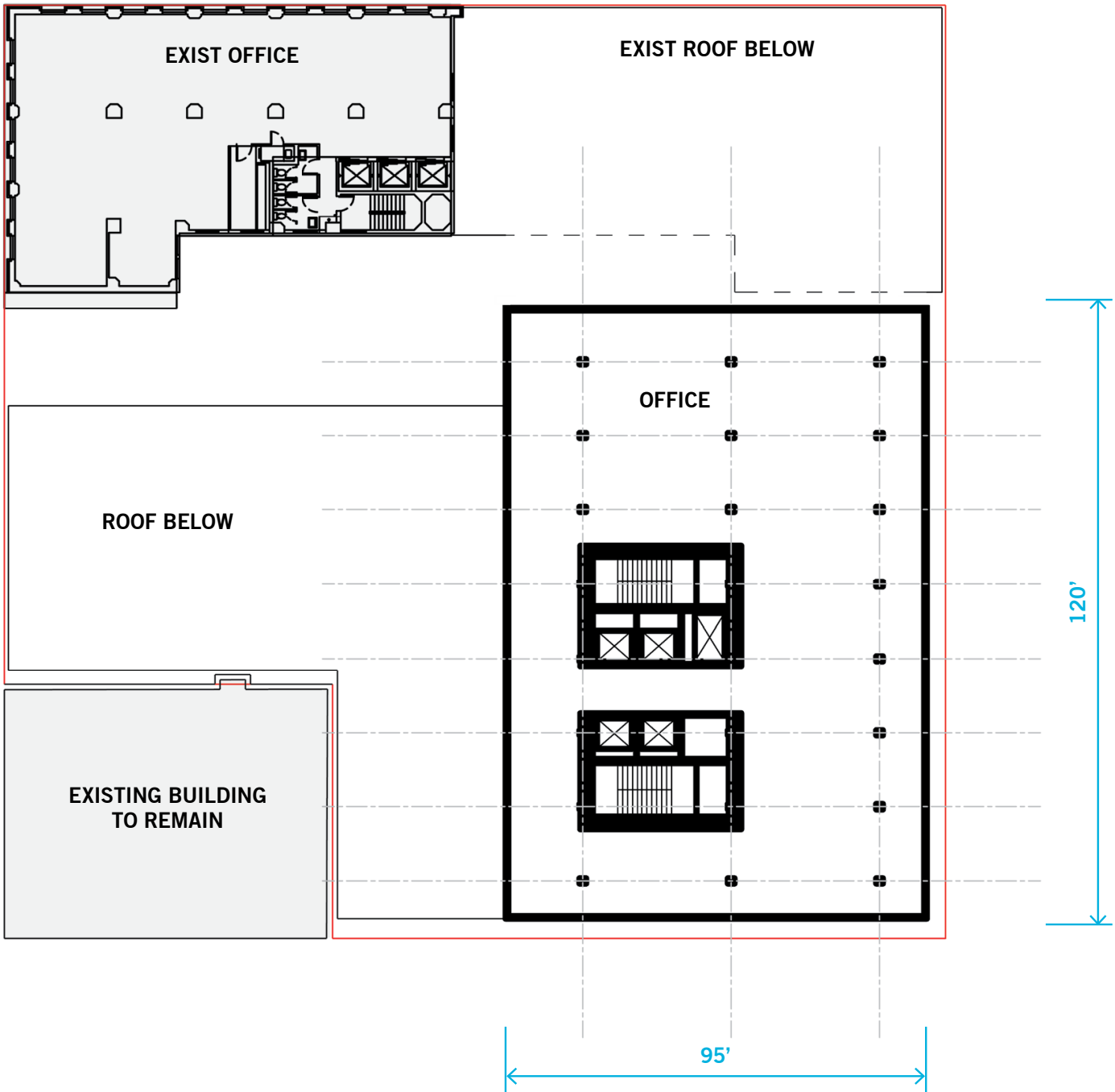




PLAN / **A**  
TYPICAL LEVEL

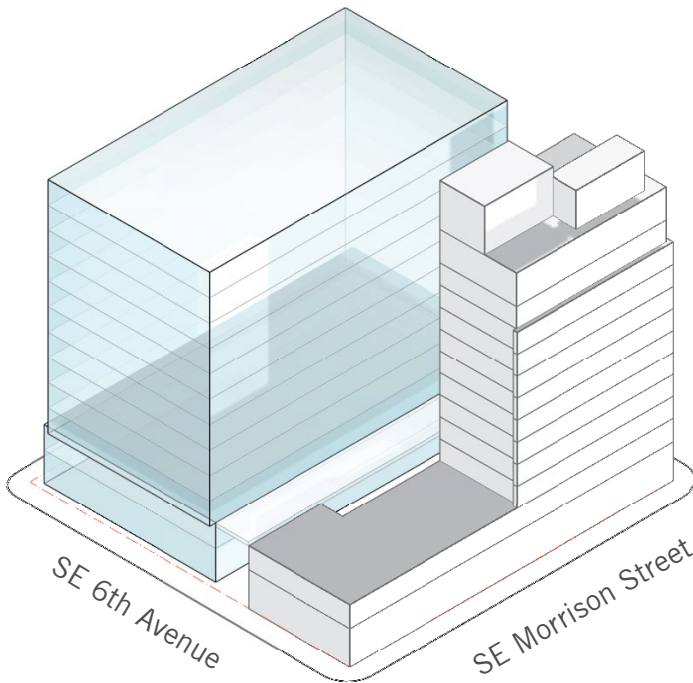
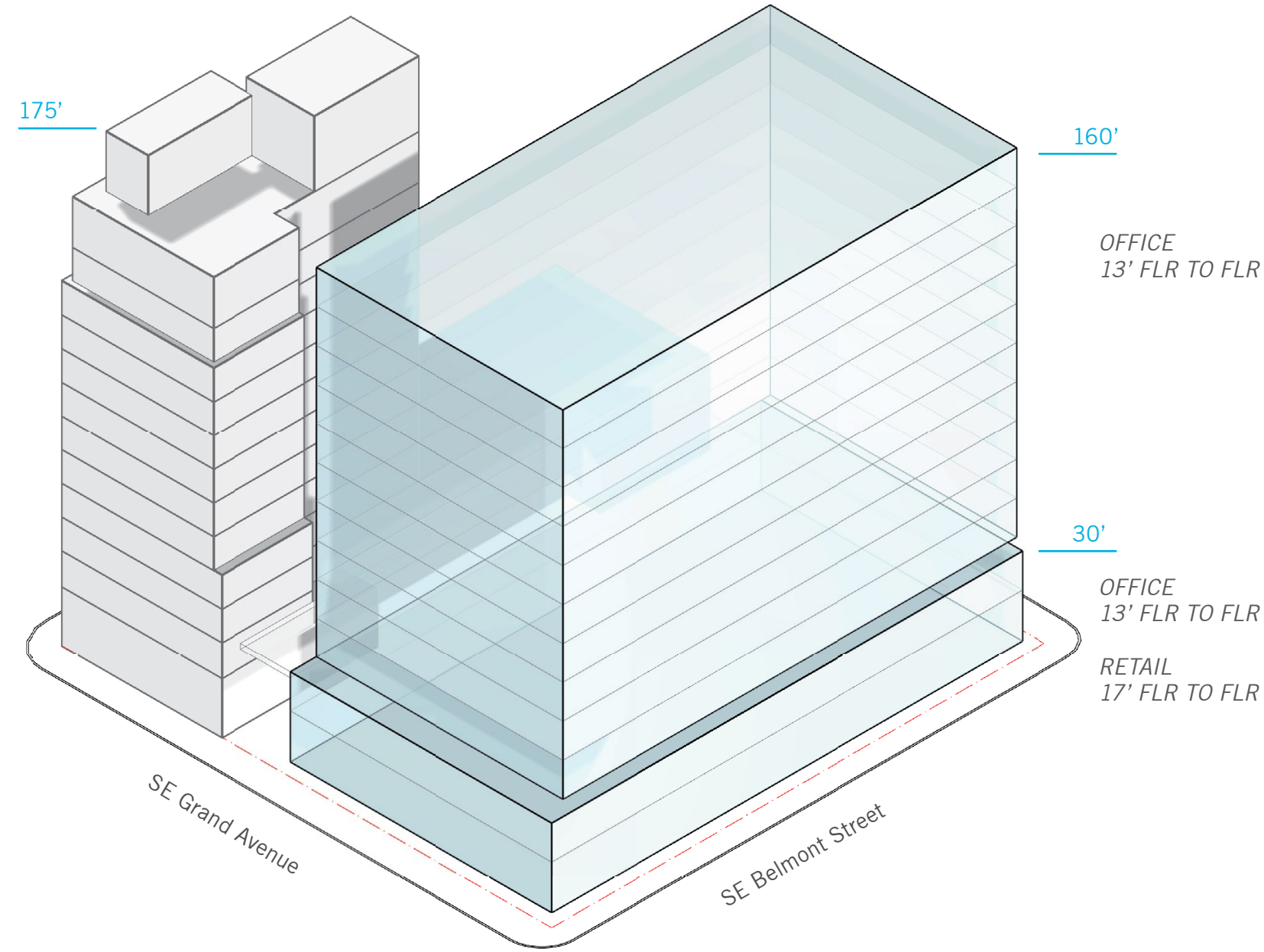


PLAN / **A**  
PARKING

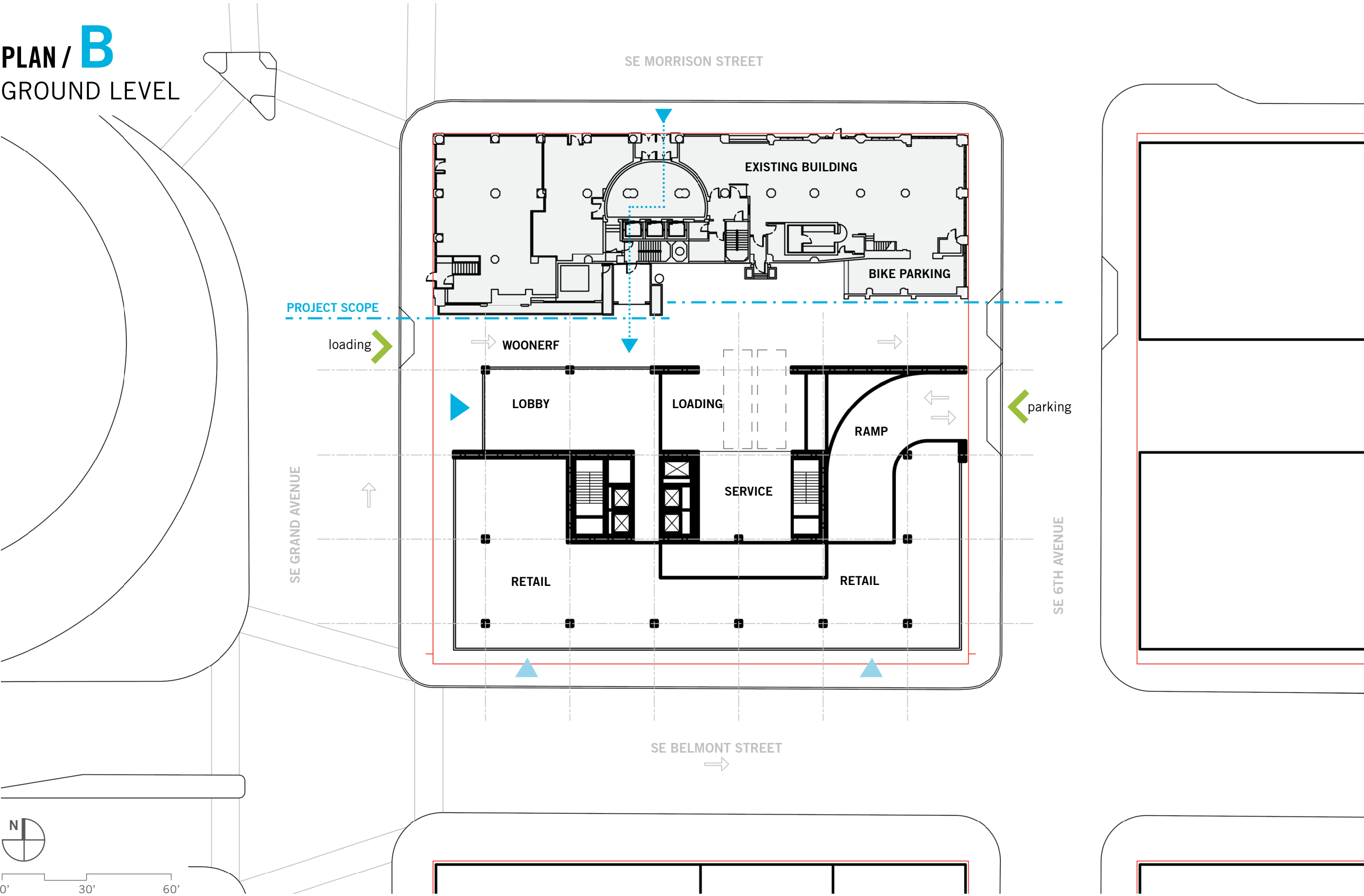




MASSING / **B**  
FULL BLOCK

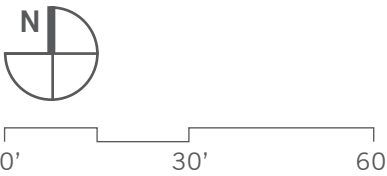
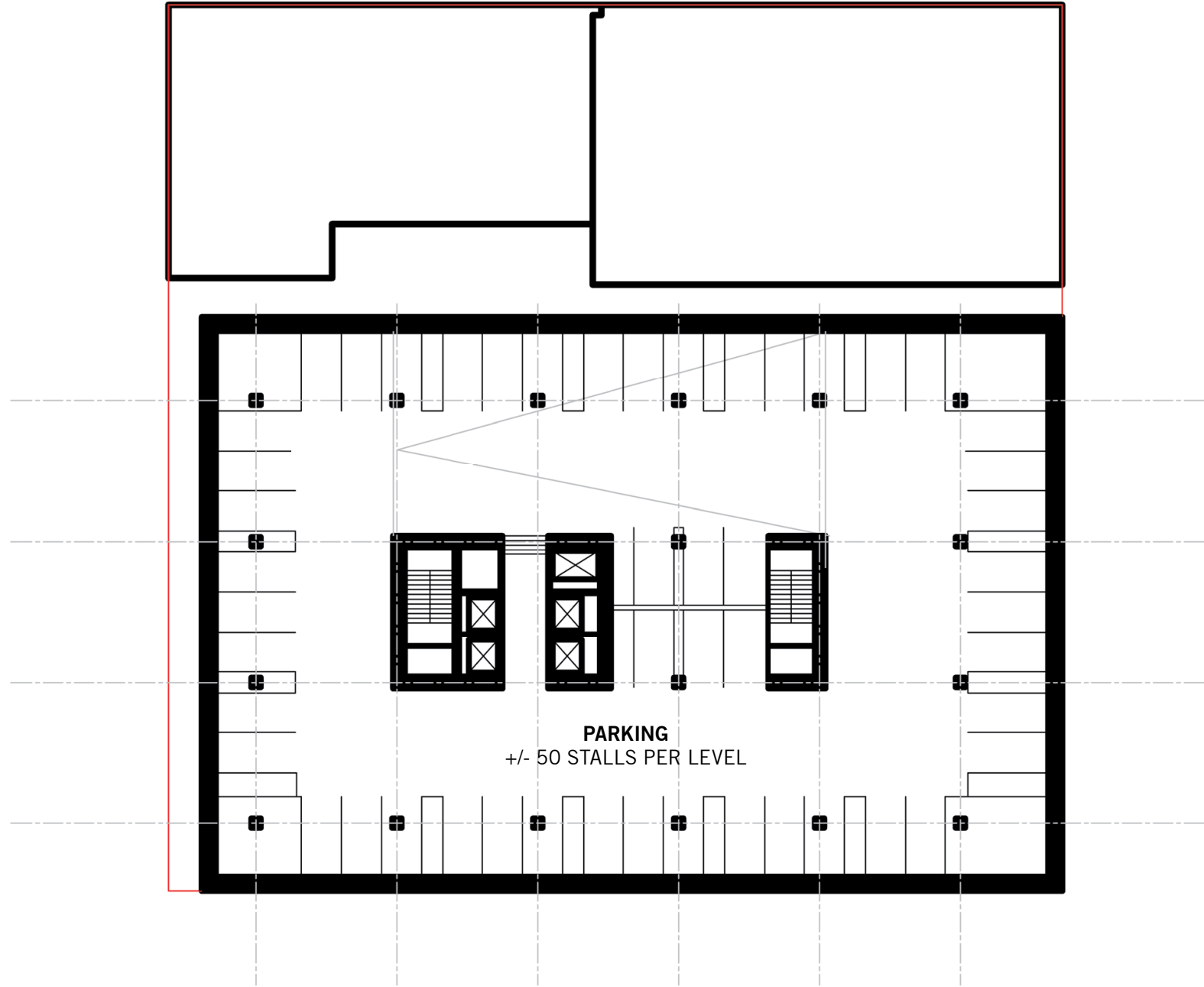


PLAN / **B**  
GROUND LEVEL

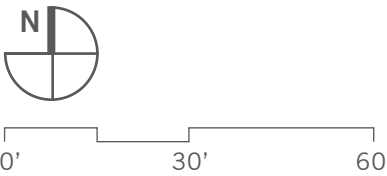
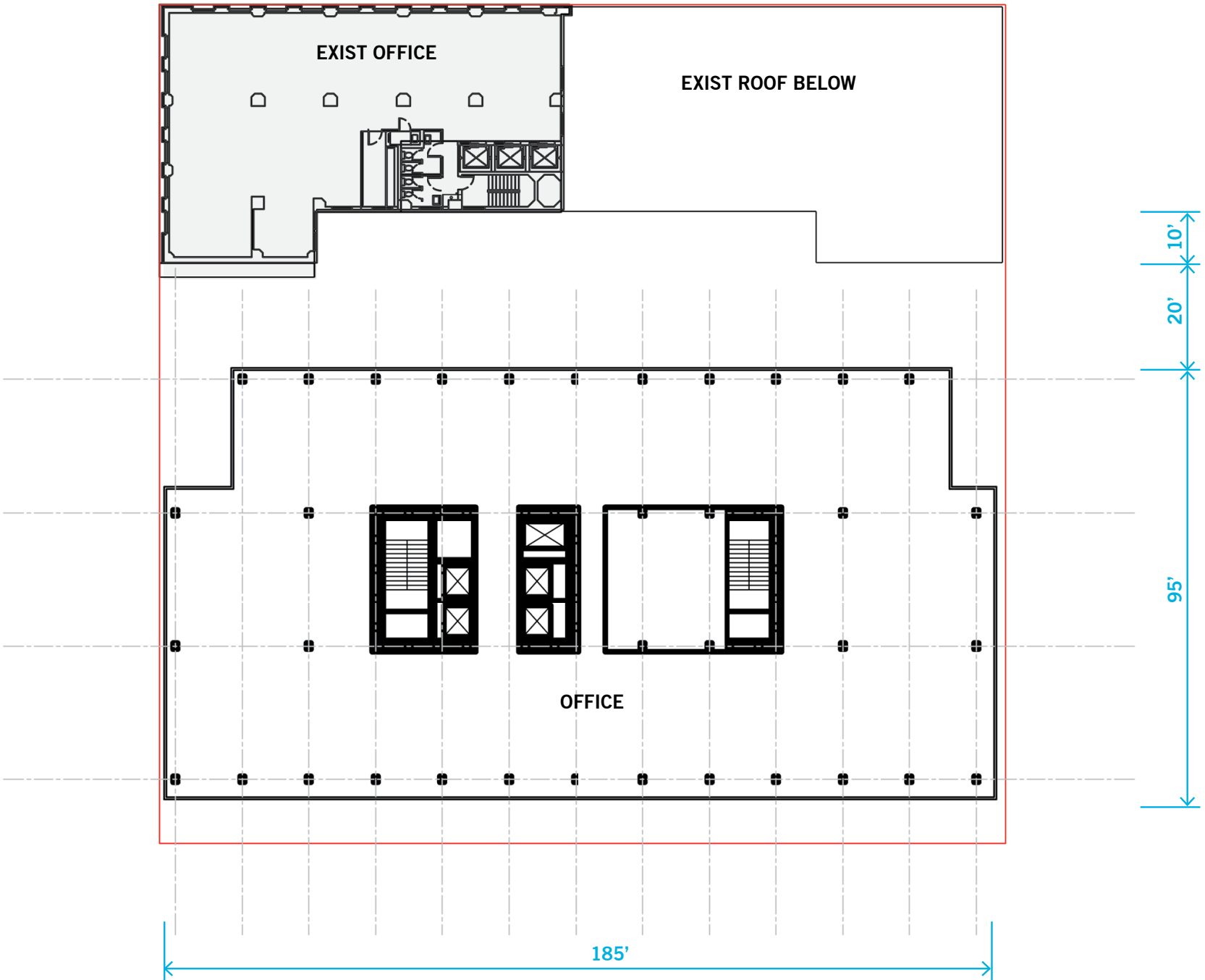




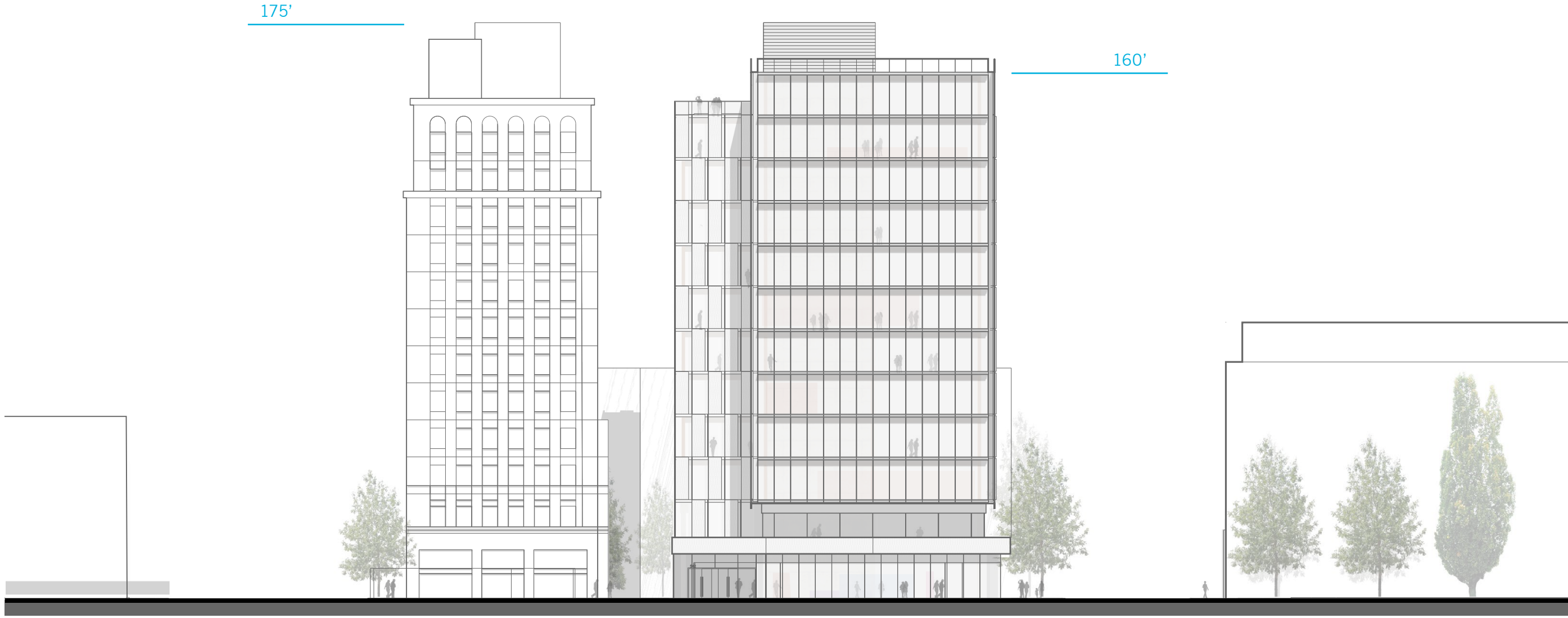
PLAN / **B**  
PARKING



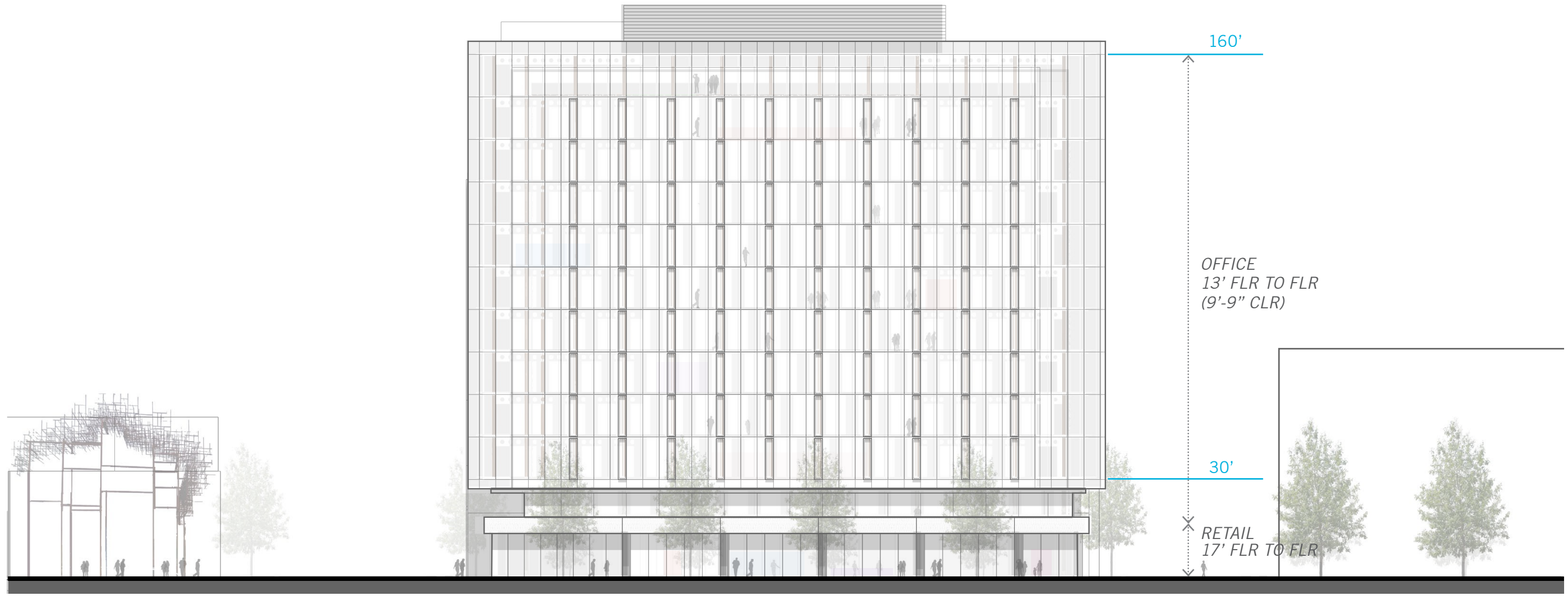
PLAN / **B**  
TYPICAL LEVEL







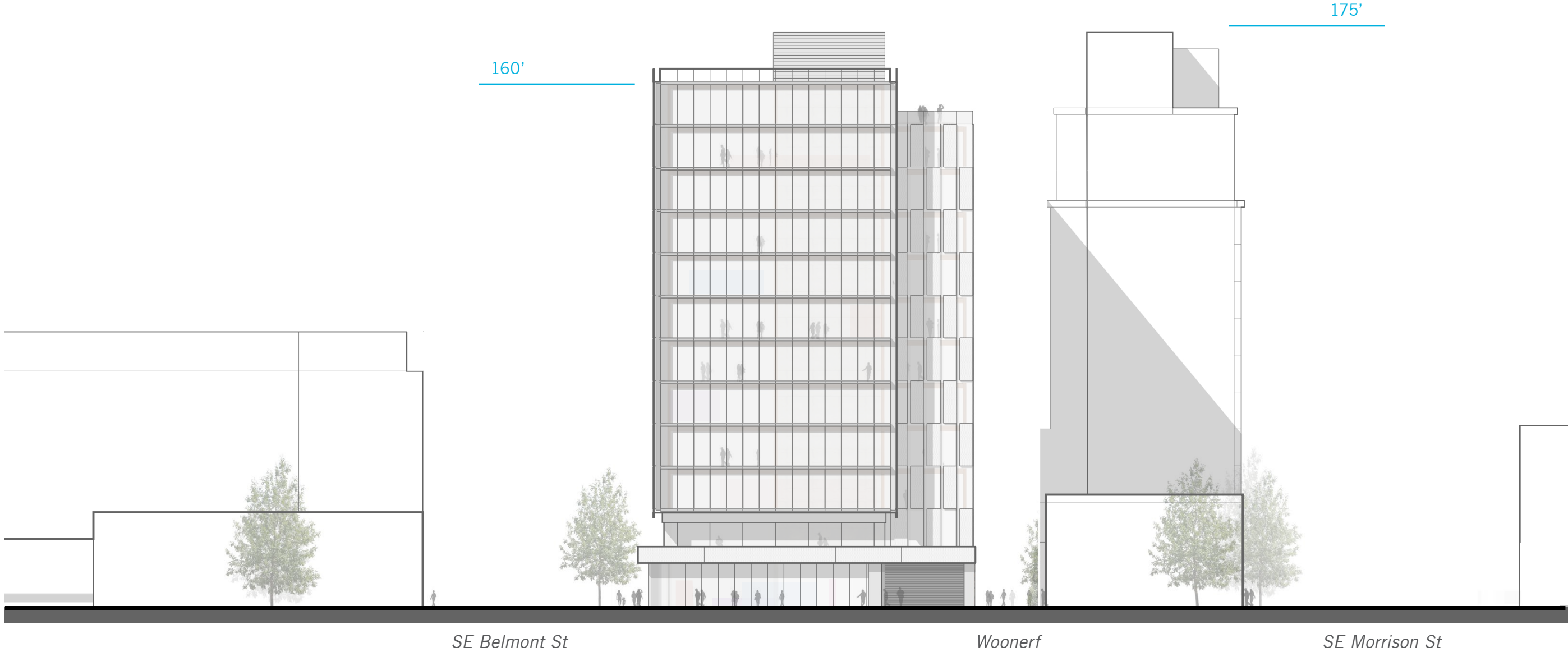
West Elevation  
SE Grand Avenue



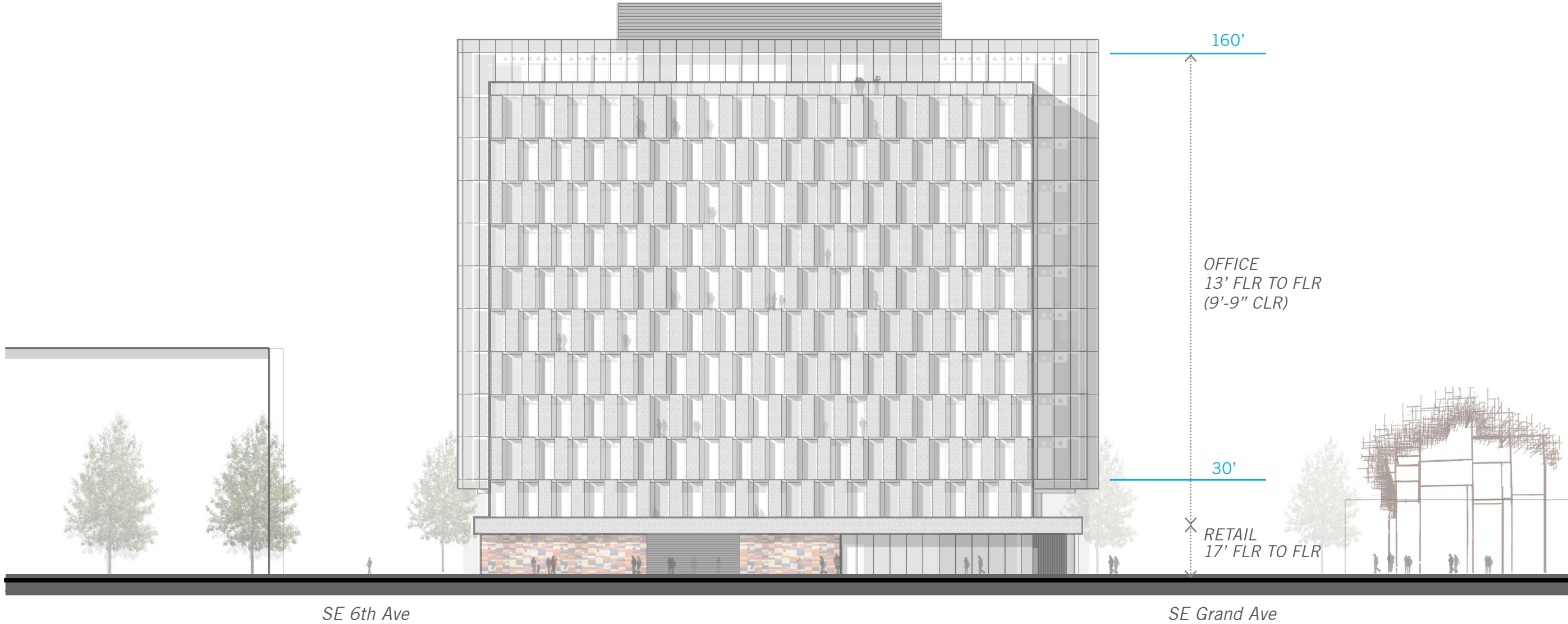
South Elevation  
SE Belmont Street



EXTERIOR ELEVATIONS / **B**



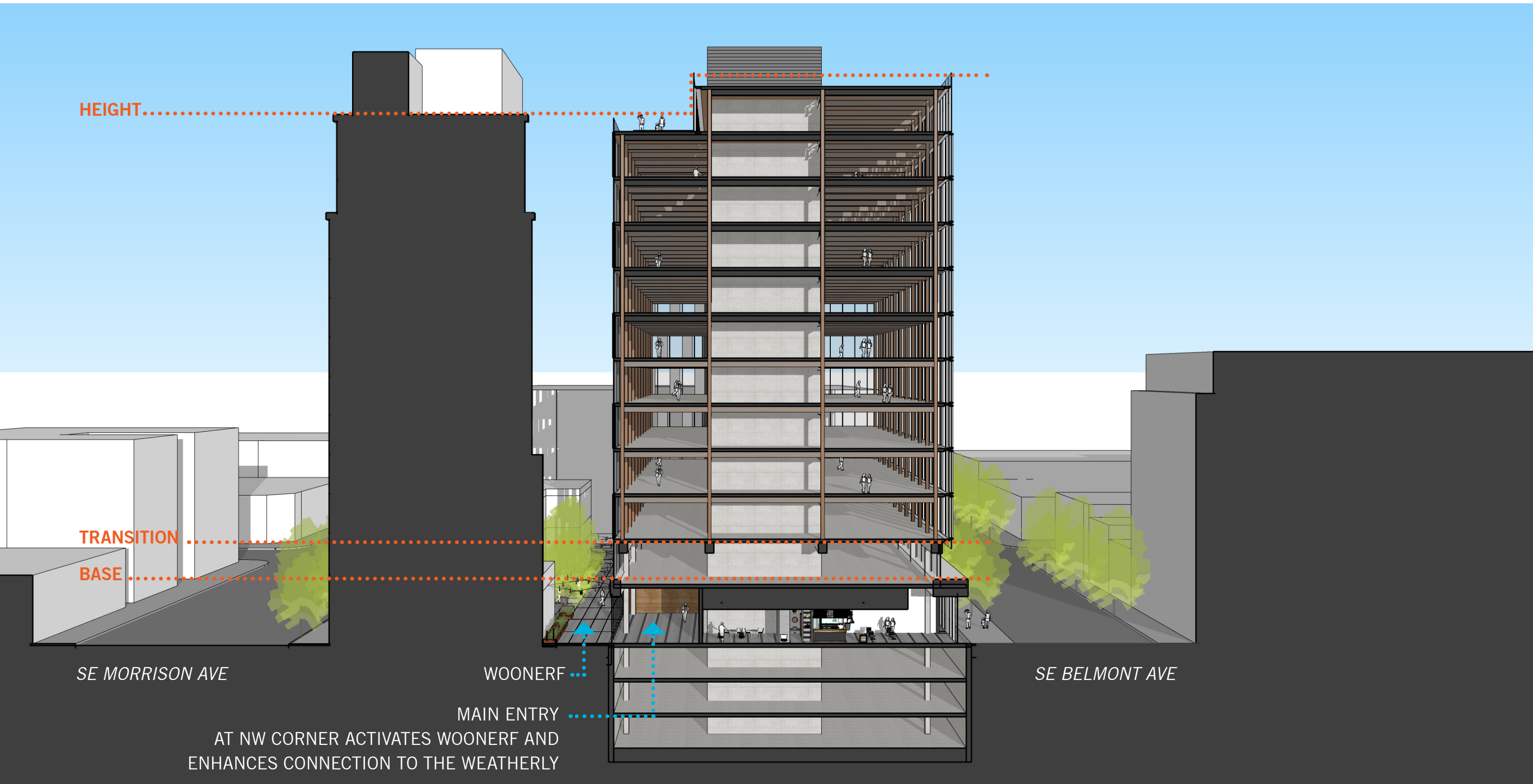
East Elevation  
SE 6th Avenue



North Elevation  
SE Morrison Street / Woonerf



PROGRAM + RELATIONSHIPS /  
N-S SECTION



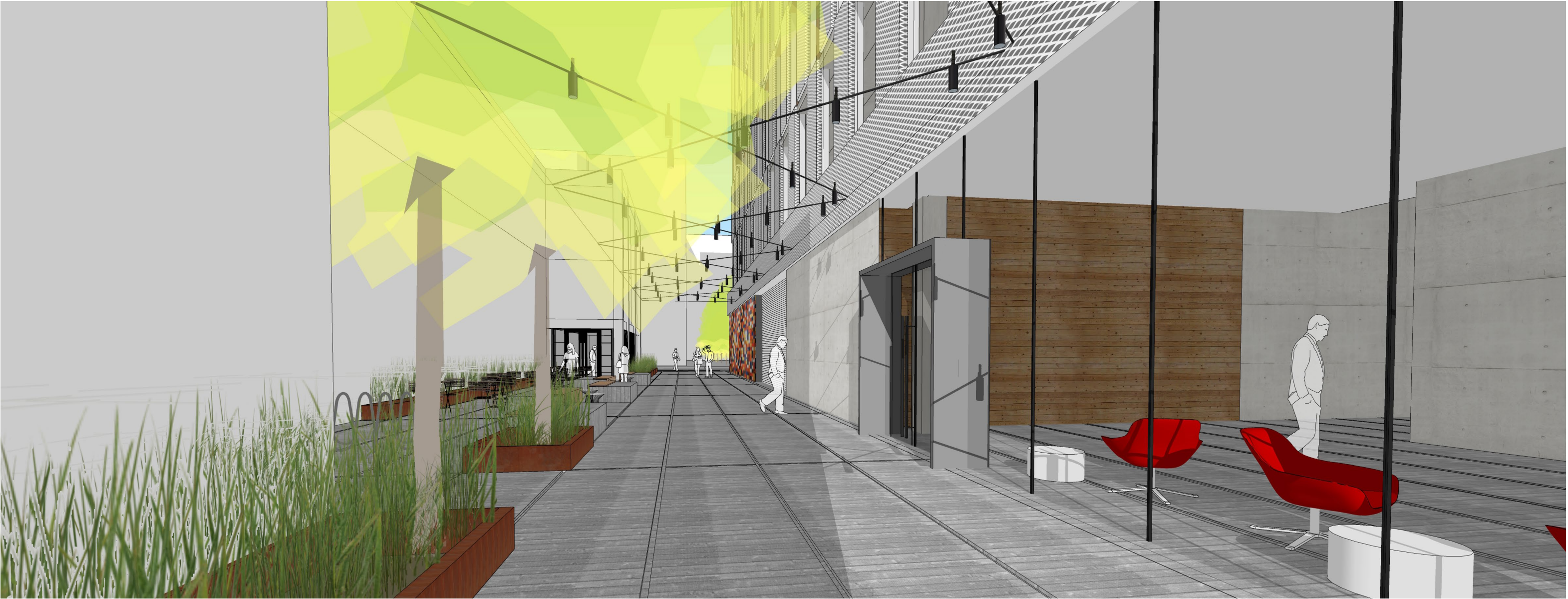
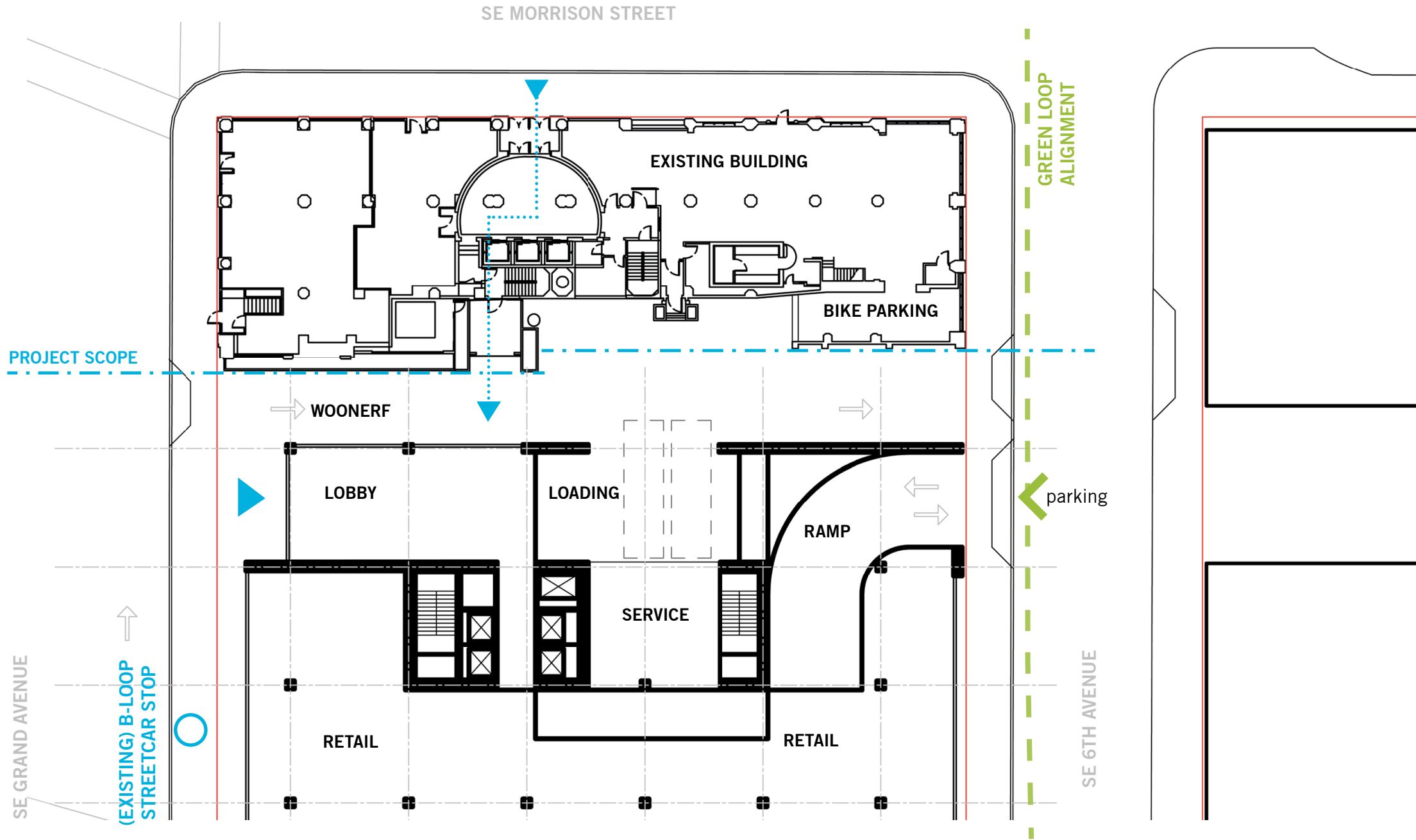
E-W SECTION





# PROGRAM + RELATIONSHIPS / WOONERF

The Woonerf, meaning living street, is a common space shared by vehicular, bicycle, and foot traffic that prioritizes the pedestrian. Using planted areas, pavers and perforated ground surface, art work, specialized lighting and seating elements the Woonerf is an active alleyway connecting the new construction project with the Weatherly.











SOUTHWEST CORNER VIEW







VIEW FROM THE NORTH ALONG GRAND AVENUE



VIEW FROM THE SOUTH ALONG GRAND AVE.



CONCEPT /  
CONTEXT + MATERIAL



The Existing Weatherly  
*detail / scale / exposed function / clear structure*



| EXPOSED STRUCTURE | DETAIL / SCALE / SCREEN |  | TRANSPARENCY |  |
|-------------------|-------------------------|--|--------------|--|
|                   |                         |  |              |  |
|                   |                         |  |              |  |
|                   |                         |  |              |  |
|                   |                         |  |              |  |







APPENDIX / CODE MATRIX

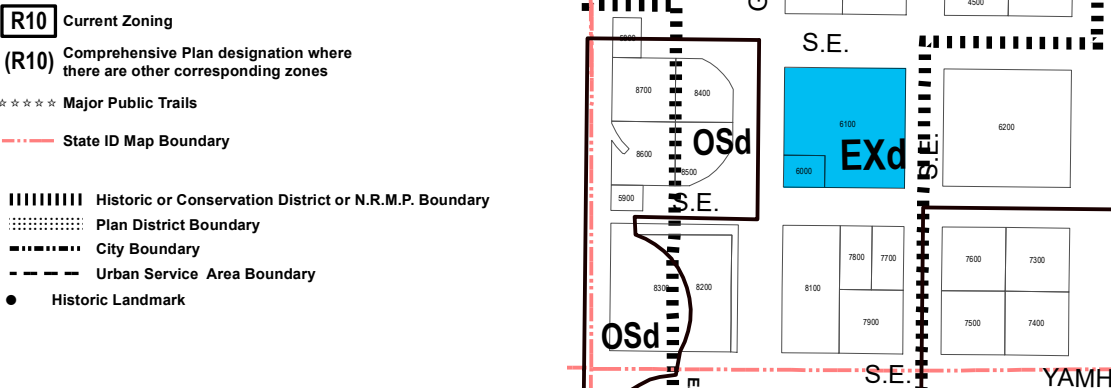
TITLE 33 PORTLAND ZONING

| ZONING                   | REQUIREMENT  | SECTION  | NOTES   |   |
|--------------------------|--|--|---|---|
| Zone                     | EXd<br>Central Employment / design overlay<br>CC - Central City Plan District.<br>GR - East Portland/Grand Avenue Historic District<br>Central Eastside Urban Renewal Area | https://www.portlandmaps.com/<br>CC - 33.510<br>EX - 33.140<br>d - 33.420<br>GR - 33.445   | The intent of the zone is to allow industrial, business, and service uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area. |   |
| FAR                      | 9:1 max. / 3:1 min.  | 33.510.200 / Map 510-2   |   |   |
| Base Height              | 160'   | 33.510.210 / Map 510-3   | tall buildings along transit lines, emphasize bridgehead, compatible with historic  |   |
| Exceptions               | 4' parapets + railings<br>16' elevator equip.* / 10' other mech + stair* **<br>*setback 15' at street facade<br>** 10% max roof coverage                                   | 33.510.210.B.2   | see code section for additional exceptions on solar, chimneys, vents, etc.  |   |
| Building Lines           | 75% of the building edge must extend to street lot line - or - must be within 12' of lot line and have active uses   | 33.510.215 / Map 510-7<br>(no designations on map)   | this applies to at least the first 15' above the finished sidewalk  |   |
| Max. Building Setbacks   | 10' along transit street or pedestrian street  | 33.140.215<br>Table 140-2  | 50% min. of the facade length must be within the max. setback on the main transit street  |   |
| Max. Building Coverage   | 100% of site area  | 33.140.225<br>Table 140-2  | this applies to at least the first 15' above the finished sidewalk  |   |
| Parking                  | no minimum / max. is 2.0 per 1,000 sf<br>8'-6" x 16' stall with 20' aisle  | 33.510.261<br>33.266.130 / table 266-4   | 5% or 5 spaces must be for carpool<br>5 ADA stalls for 150 stalls provided, 98" vert. clr. for vans   |   |
| Parking + Loading Access | 2 stalls 35' x 10', 13' clr.   | 33.510.263<br>33.266.310   | prohibited on Major Transportation Street and along light rail frontage, 10ft setback required  |   |
| Bicycle Parking          | office<br>retail<br>restaurant<br>parking  | longterm / short term<br>1 per 1,800 sf / 1 per 20,000 sf (net)<br>1 per 3,800 sf / 1 per 2,700 sf<br>1 per 2,300 sf / 1 per 20,000 sf<br>1 per 10 stalls / none | 33.266.210<br>Table 266-6 for quantities<br>Table 266-7 for space dimensions<br>Figures 266-8 to 266-13 for configurations<br>*from proposed code update  | longterm must be covered<br>shorterm must be within 50' of the main entry |
| Design Review            | historic district is exempt from design review;<br>must do historic resource review per 33.445   | 33.420.045   |   |   |

|                              | REQUIREMENT   | SECTION   | NOTES   |
|------------------------------|---|---|---|
| Windows Ground Floor         | 40% of ground level frontage along a street lot line<br><br>60% of ground level frontage along streets shown on map   | 33.510.220 / Map 510-8<br>Grand (per map)   | from 2'-10' above finished grade / 4' max. sill height views into lobbies, work areas, or entrances (storage, vehicle areas, services, and display cases do not qualify)<br>optional artwork may be requested to comply |
| Windows Abv the Grnd Flr     | 15% of street lot line facades  | 33.510.221 / Map 510-8  | ground flr is wall area up to 10' abv finished grade  |
| Bird Safe Exterior Glazing   | required when facade has 30% glazing or more within the first 60' (measured from the grade adjacent to the facade; and 15' of an ecoroof  | 33.510.223  | 90% of the windows must comply with Portland Bird Safe Windows List   |
| Ground Floor Active Uses     | required 50% of ground floor wall fronting sidewalks, plazas, or public open space<br><br>Standards: 12' min. from F.F. to B.O structure<br>25' deep min.<br>must include windows and doors | 33.510.225 / Map 510-9<br>Grand / Morrison / Belmont<br>(per map)   | Lobbies, retail, commercial, and office (not storage or service)  |
| Ecoroofs                     | new bldgs more than 20,000 sf net must have 100% coverage (slope greater than 25% does not count)   | 33.510.243<br>Bureau of Environmental Services Stormwater Managment Manual's Ecoroof Facility Design Criteria | except up to 40% for mech equip, and required access, housing and clearance; stair + elevator   |
| Low-Carbon Bldgs             | new bldgs more than 50,000 sf net need to register for a green building certification program   | 33.510.244  | program must be approved by the Bureau of Planning and Sustainability   |
| Transit Street Main Entrance | locate main entry along transit street - or - within 25' and 45 degrees angle or less   | 33.140.242<br>Figure 140-6  | program must be approved by the Bureau of Planning and Sustainability   |

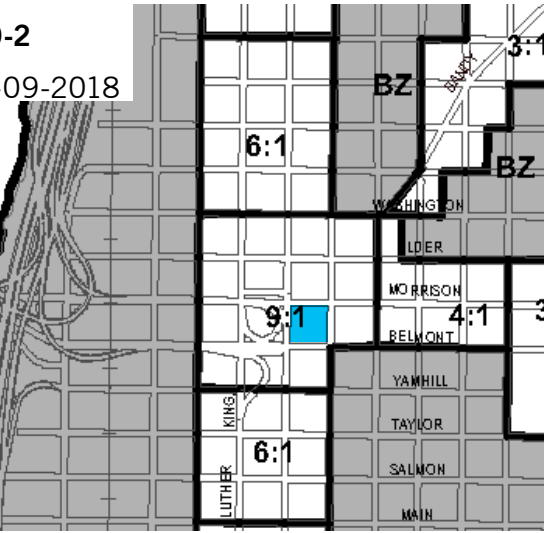
ZONING MAP 3131 NW 1/4 SEC. 02-1S-1E

Latest Revision 07-09-2018



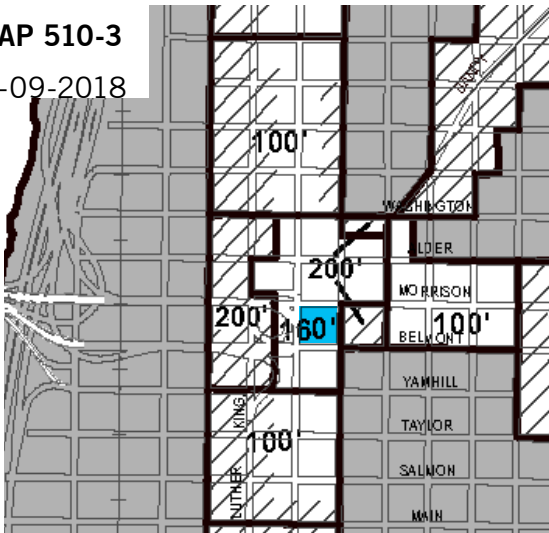
MAX FAR MAP 510-2

Latest Revision 07-09-2018



BASE HEIGHTS MAP 510-3

Latest Revision 07-09-2018





APPENDIX / PRIORITY DESIGN GUIDELINES

CENTRAL CITY (FDG) + EAST PDX GRAND HD

Guidelines referenced in the Pre-Application Conference for New Construction:

MACRO

EAST PORTLAND GRAND HISTORIC DISTRICT GUIDELINES

A6-1i SITING AND BUILDING ORIENTATION

1. In addition to meeting zoning requirements, siting and building orientation should be visually compatible with adjacent buildings and the District's architectural character.

2. Buildings and additions should be built up to the sidewalk along major arterials and side streets. Buildings should front Grand Avenue or Martin Luther King Jr. Boulevard. Setbacks at ground level from major arterials and cross streets are discouraged as they break the traditional development pattern of the District and are counter to establishing a concentrated urban environment.

3. Development along Martin Luther King Jr. Boulevard should be in harmony with and compatible in design and orientation with Grand Avenue.

4. Building entrances should be located in a manner that re-establishes the traditional pattern in the District. Central entries were the most common along Grand Avenue. Corner entries were also used along the major arterials and side streets. Where buildings were oriented on the side streets, central, corner and off-center entries were common.

4a. On Grand, main central entries are encouraged, but some flexibility should be allowed for main corner entries where they are found to be compatible with the District.

4b. On Martin Luther King Jr. Boulevard, corner and central entries on the boulevard are encouraged. For buildings fronting the boulevard, main entries on cross streets or on the interior of the block are discouraged.

A6-1j PARKING

1. Parking should be located behind buildings on Grand Avenue or Martin Luther King Jr. Boulevard.

2. Parking lots should be accessible from the east-west cross streets, Third and Sixth Avenues.

3. Design solutions should reduce visible surface parking along Grand Avenue and along Martin Luther King Jr. Boulevard.

4. Parking lots located along King and Grand should provide a sense of edge along the street with a gateway, compatible fence, masonry wall or arcade located adjacent to the sidewalk.

A6-1k SCALE AND PROPORTION

1. The scale, form, proportion, and detailing of the new building or addition should be compatible with adjacent historic buildings and the architectural character of the District. The relationship of voids to solids, the size and relationships of window bays, doors, entrance and other architectural elements should be of a scale and proportion that is visually compatible with the adjacent historic buildings and the District.

2. New buildings should maintain the cornice and roof lines of adjacent historic buildings. This may be accomplished by setting back the taller building at the cornice or roof-line level of the adjacent buildings.

3. Rooftop additions should meet all of the above guidelines for scale and proportion and should be designed to have minimal visual impact on the original facades of the buildings either through simple or subdued detailing, through setbacks from the facades and/or simplicity of form and

massing. Rooftop additions are discouraged if the size, scale, form or detailing of the proposed addition strongly compromise the integrity of the original building.

4. 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. The critical consideration is the compatibility of the scale, proportion and form of the new building and the impact of such elements as shadows on the District's character.

5. Along King Boulevard and Grand Avenue blank walls, architectural decoration or ornament is strongly discouraged on street facades in place of windows.

CENTRAL CITY FUNDAMENTAL 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 accessways for pedestrians that provide connections to the Willamette River and greenway.

A3 RESPECT THE PORTLAND BLOCK STRUCTURES

Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where 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.

A6 RE-USE, REHABILITATE, RESTORE BUILDINGS

Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

A7 ESTABLISH AND MAINTAIN A SENSE OF URBAN ENCLOSURE

Define public rights-of-way by creating and maintaining a sense of urban enclosure.

A9 STRENGTHEN GATEWAYS

Develop and/or strengthen gateway locations.

B5 MAKE PLAZAS, PARKS & 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.

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 façades that create visual connections to adjacent public spaces.

C3 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.

C4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS

Complement the context of existing buildings by using and adding to the local design vocabulary.

MID

EAST PORTLAND GRAND HISTORIC DISTRICT GUIDELINES

A6-1L MATERIALS, COLORS, TEXTURES

1. Exterior materials, colors and textures used in new buildings should be visually compatible with adjacent buildings and the District's architectural character.

2. The use of traditional materials such as brick and concrete are encouraged. The use of non-traditional metal, wood and plastic as major exterior surfaces is discouraged.

A6-1O AWNINGS, CANOPIES AND MARQUEES

1. Awnings, Canopies, and Marquees should enhance the character-defining features of the building.

2. Awnings, Canopies, and Marquees should orient to the building's main entry.

3. Two-story awnings, extremely long horizontal awnings and highly unusually shaped awnings were not part of the traditional character of the District and generally are not in harmony with the District.

CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES

A4 USE UNIFYING ELEMENTS

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

A8 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 ground-level windows to reveal important interior spaces and activities.

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.

B2 PROTECT THE PEDESTRIAN

Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

B3 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.

B7 INTEGRATE BARRIER-FREE DESIGN

Integrate access systems for all people with the building's overall design concept.

C2 PROMOTE PERMANENCE & QUALITY IN DESIGN

Use design principles and building materials that promote quality and permanence.

C5 DESIGN FOR COHERENCY

Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

C7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS

Use design elements including, but not limited to, varying 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.

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.

C10 INTEGRATE ENCROACHMENTS

Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

MICRO

EAST PORTLAND GRAND HISTORIC DISTRICT GUIDELINES

A6-1Q SIDEWALK IMPROVEMENTS

1. When repairs are made in the vicinity of stamped sidewalk details, all intact details (even those with minor hairline cracks or flaws) should be preserved. This includes the names and dates of streets, addition names, parks, and names of contractors.

2. When possible wheelchair ramps should be located to avoid stamped details at sidewalk intersections.

3. When curb repairs are made, original horse rings or other such attachments should be reset in place. When original rings are badly damaged or missing, they should be replaced at their original spacing.

4. Maintain glass blocks installed in sidewalks

A6-1R STREETS

1. Existing evidence of cobblestone streets should be retained.

2. Where streets are being rebuilt and the historic cobblestone paving has, in the past, been removed or covered over the rebuilt street should include details that use cobblestones. Where practical, and with the prior approval of the appropriate highway or street authority, cobblestone paving supports the district.

A6-1S STREET LIGHT STANDARDS AND PUBLIC UTILITY FEATURES.

1. Portland's historic twin-ornamental lighting fixtures should be retained and whenever existing street lighting is upgraded, twin-ornamentals should be installed.

2. Original public utility features, such as water meter covers, manhole covers and hydrants should be retained."

A6-1T STREET EMBELLISHMENTS

1. Street embellishments, such as historic markers, grates around trees and garbage receptacles, should be chosen to emphasize the historic character of the District.

2. Street embellishments should be consistent through the District. If the design of such features as the grates around street trees is changed, it should be changed District-wide.

3. If one or more street trees must be replaced, they must be replaced with a tree of the appropriate species as identified in the City Forester's listing of street trees."

CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES

A2 EMPHASIZE PORTLAND THEMES

When provided, integrate Portland-related themes with the development's overall design concept.

A5 ENHANCE, EMBELLISH & IDENTIFY AREAS

Enhance an area by reflecting the local character within the right-of-way. Embellish an 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.

B4 PROVIDE STOPPING AND VIEWING PLACES

Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

B6 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.

C9 DEVELOP FLEXIBLE SIDEWALK LEVEL SPACES

Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

C11 INTEGRATE ROOFS AND USE ROOFTOPS

Integrate roof function, shape, surface materials, and colors with the building's overall design concept. 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. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

C12 INTEGRATE EXTERIOR LIGHTING

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 sensitive to its impacts on the skyline at night.

C13 INTEGRATE SIGNS

Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.



APPENDIX / PRE-APPLICATION CONFERENCE RECOMMENDATIONS

|  |   |  |  |  |   |
|--|---|--|--|--|---|
| Summary of Planner response comments from Pre-Application Conference:  | Staff notes concerns with the façade step-back at the 3rd level along NE Grand Avenue. This step-back is not appropriate in the Historic District. However, any step-back from the street can be done at higher levels to help reduce massing.  | <b>2c. Green loop along NE 6th Avenue</b><br>Note the location of the green loop along the East frontage of the building may impact the proposed loading arrangement.  | <b>3h Ecoroofs (33.510.243)</b><br>Applies to all roof areas, additional project information is needed.  | <b>5 GENERAL DESIGN ITEMS TO NOTE</b><br><br><b>a Building Materials</b><br>High quality, durable building materials that respond to the context of the surrounding area or district, are expected. (Guidelines C2 and C4)<br><br><b>b Ground Level Materials</b><br>Materials at the ground floor should be durable enough for use adjacent to public sidewalks, such as brick and masonry. (Guideline C2))<br><br><b>c Ground Level Weather Protection</b><br>Pedestrian weather protection should be provided.. (Guidelines B6)<br><br><b>d Loading and Parking Door Materials</b><br>Integrate doors with the architecture. (Guidelines C5 and B2)<br><br><b>e Vents/Louvers &amp; Mechanical</b><br>Vents to roof are preferable. If wall mounted should be integrated into the window openings. Mechanical units should be organized and screened. (Guidelines B2, C5, C11)<br><br><b>f Gas &amp; Electric Meters</b><br>Located inside the building to minimize impact. Gas regulators on the exterior should be integrated and/or screened within the facade. (Guidelines B2, C2, C5)<br><br><b>g Exterior Lighting</b><br>To be integrated into overall concept and ensure safe pedestrian conditions at adjacent sidewalks and open spaces onsite. Exterior lighting should not impact the skyline at night. (Guidelines B2, C4, C5, C8, C11)<br><br><b>h Signs</b><br>To be appropriately sized and incorporate district-appropriate materials (Guidelines A7, C4, C8, C13) | <b>6 COORDINATION WITH OTHER AGENCIES</b><br><br><b>a Transportation (PBOT)</b><br>- Utility transformers to be located underground or within the adjacent right of way if no opportunities exit on-site outside of building.<br>- Garage entrance setback from property line will require a design exception from PBOT if doors are located less than 20' from property line. Historic Resource Review supports garage doors to be located no more than 5' from building facade.<br>- Oriel windows or projecting bays are subject to the window projects into public row standards A-D. Exceptions to standards E-G may be requested.<br><br><b>b Environmental Services (BES)</b><br>- Stormwater management must be submitted with Historic Resource Review application.<br><br><b>c Fire/Life Safety</b><br>- Preliminary life safety meeting is encouraged to occur before Historic Resource Review approval.<br>- Glazing and energy calculations are encouraged to be done prior to submitting proposal for Historic Resource Review. |
| <b>1 HISTORIC RESOURCE REVIEW PROCESS</b><br><br>[Comments related to the seismic upgrade of the Weather Building, a historic resource are deferred to a separate DAR]   | Staff suggests looking at the relationship of the proposal with newer buildings to the east and south of the subject site.<br><br><b>- Exterior Materials and Colors</b><br>No materials previously included. Brick and concrete are encouraged, metal is discouraged.<br><br><b>- Building Entrances</b><br>Staff suggests that the primary entrance be relocated to Grand Avenue where central entries were the most common in order to meet the guidelines<br><br><b>- Active Uses</b><br>Provide active uses on all three sides of the building along SE Grand, SE Grand and SE 6th Ave, as well as along the pedestrian alley to better respond to the guidelines.<br><br><b>- Signage, Lighting</b><br>Any sign and lighting should be visually compatible to the character of the building and the District.<br><br><b>- Canopies</b><br>Canopies help orient pedestrians to the building's main entry and retail entries. They should be compatible with the character of the proposed building as well as the character of the District.<br><br><b>- Mechanical Units</b><br>Avoid visual clutter of mechanical equipment by integrating them on the roof top. | <b>3 SPECIFIC DEVELOPMENT STANDARDS TO NOTE</b><br><br><b>3a FAR and FAR Bonuses (33.510.205)</b><br>The maximum FAR for this site is 9:1. Maximum FAR may be increased via FAR transfer or earned via bonus. Please provide information on proposed FAR.<br><br><b>3b Height (33.510.210)</b><br>Subject site is not eligible for additional height, max allowable is 160'-0". Minor projections are allowed to extend above base heights shown on Map 510-3.<br><br><b>3c Required Building Lines (33.510.215)</b><br>This standard must be met along SE Grand Ave and SE Belmont St.<br><br><b>3d Ground Floor Windows (33.510.220)</b><br>Along SE Grand Ave 60% of ground level wall area is required Along other street elevations, including ped alley, 40% of ground level wall area is required.<br><br><b>3e Windows Above the Ground Floor (33.510.221)</b><br>Applies to all street facing facades of the building above ground level, since site is within 200' of streetcar alignment.<br><br><b>3f Bird-Safe Exterior Glazing (33.510.223)</b><br>Applies to the project, including areas above landscaped roof terraces.<br><br><b>3g Ground Floor Active Uses (33.510.225)</b><br>Applies to a minimum of 50% ground floor of walls that front onto a sidewalk, plaza, or other public spaces, including on SE Grand, SE Belmont, and SE 6th Ave. | <b>3i Low-Carbon Buildings (33.510.244)</b><br>Registration, though not necessarily certification, through specified green building programs is required to be fulfilled and documentation provided at time of land use application and at permitting.<br><br><b>3j Transit Street Main Entrance (33.140.242)</b><br>Standard applies along SE Grand Ave, SE Morrison St, SE Belmont Street since they are classified as Transit Access Streets.<br><br><b>3k. Parking and Loading (33.266)</b><br>Parking: no minimum parking required.<br><br>Bicycle Parking: to be based on square footage provided. For the office space a minimum of 5 short term and 20 long term bike parking spaces are required.<br><br>Loading: Based on total square footage proposed, potential to coordinate with PBOT and BDS to provide loading on pedestrian alley to allow more active uses on SE Belmont and SE 6th Ave.<br><br><b>3l Transportation and Parking Demand Management (33.266.410)</b><br>Site is except from TDM plan requirements.<br><br><b>3m Models of proposal in the CCPD</b><br>Prelim 3D massing model in context requested prior to DAR meeting and is required to be submitted with the Design Review application, and at time of permitting. |  |   |
| <b>2 SPECIFIC HISTORIC RESOURCE REVIEW ISSUES</b><br><br><b>2a Alterations to the Weatherly Building</b><br>The Weatherly is a contributing resource in the East Portland/Grand Avenue Historic District. Alterations to the Weatherly Building, including seismic upgrade, will be considered by the Historic Landmarks Commission. It is confirmed that removal of the one bay at the low part of the Weatherly Building along SE 6th Avenue is not intended and will not happen.<br><br><b>2b New Mixed-Use Building</b><br>The Weatherly is acknowledged as the most prominent building in the district and the design of the proposed building is expected to be deferential while not attempting to compete with the Weatherly Building. |   |  |  |  |   |