



City of Portland Design Commission

Design Advice Request

SUMMARY MEMO

Date: 2/14/2022
To: Maurice Robb, Access Architecture
From: Tanya Paglia, Design Review
Tanya.Paglia@portlandoregon.gov | 503-865-6518
Re: EA 21-107671 DA – 9919 NE Glisan St | Glisan Tower
Design Advice Request Commission Summary Memo – 1/13/2022

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Design Commission at the 1/13/2022 Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: <https://efiles.portlandoregon.gov/Record/14805849/>.

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on 1/13/2022. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Please keep in mind that the formal Type II land use review process [which includes a land use review application, public notification and a Final Decision] must be followed once the Design Advice Request meetings are complete, if formal approval for specific elements of your project is desired.

Please continue to coordinate with me as you prepare your Type II Land Use Review Application.

Encl:
Summary Memo

Cc: Design Commission
Respondents

Commissioners Present. Commissioner McCarter, Commissioner Molinar, Vice-Chair Robinson, Chair Rodriguez, Commissioner Santner, and Commissioner Vallaster. (*Absent: Commissioner Livingston*)

Executive Summary.

- General support for the building's design concept, most of the ground floor programming, massing, and articulation with concerns limited to focused issues.
- Move inactive uses away from street frontages and make north end of west street frontage safe with smaller and activated alcove.
- Materials: Primary cladding, metal panel above the ground floor, supported by all commissioners. Concerns about the durability of both secondary materials proposed for ground floor, the Petrarch engineered stone and the Parklex Prodema wood paneling.
- Create ground floor studies exploring options to strengthen coherency of building's base within itself and with the upper floors.
- The two-story main entrance doesn't fit the design language of the building.
- More landscaping with a decent amount of vertical height at the base of the rear wall would soften the blank, visible base along the property line.
- More usable canopy coverage that protects pedestrians should be added: Less high up and extending further into ROW.
- The drop-off and pick-up needs of residents should be thought-through, especially as it pertains to the needs of seniors with health issues living in the building.

Summary of Comments. Following is a general summary of Commission comments.

Context, Coherency and Ground Floor Uses

- In general, the building is doing a great job of fitting the context in its massing, articulation, primary cladding, and most of the active ground floor.
- Coherency issues still remain, see below.
- Composition of the front of the building (west side) is nicely articulated above the ground floor with asymmetry across the façade working well.
- Ground floor features mostly active uses but is lacking at the north end of the west elevation.
- The food court will be a great addition to the neighborhood.
- Balconies should be added.

North End of Front (west) Elevation

- While most of the proposed ground floor is composed of active uses, the north end of the west side of building features inactive uses (trash, loading, fire pump/water) at the ground floor. These should move away from the street-facing façade.
- This part of the building needs more window area.

- The alcove in front of the fire pump/water room could become a problem area. Reduce or eliminate the alcove, or find ways to activate it, such as adding windows into the active co-working use, etc.
- Mixed feedback about the façade treatment featuring plantings in from of the inactive uses and co-working space – some were supportive, while others were not.
- Some felt co-work space should be articulated to visually group it with the other active use areas (so extend the area currently proposed with wood panel cladding across this frontage rather than changing it).

Unified Base

- The design of the base is not as strong as the upper 7 floors. Clarity of concept is not quite there yet.
- Continue to work on unifying the ground floor to anchor the active façade articulation above the ground floor.
- Create studies to better understand options to boost coherency of base. For instance, experiment with wrapping the area that is currently proposed as stone panel around the entire ground floor to simplify.
- Some commissioners noted the material changes that occur across the base on the street-facing frontages detract from the building's coherency.
- Pay particular attention to avoiding awkward material transitions when turning corners – for instance, at an exposed pilaster, the same material should wrap around the pilaster.

Materials

Note: materials were discussed at the meeting and then a material board was later viewed in-person by each commissioner individually at a later date.

- **Primary cladding:**
 - Metal panel above the ground floor as the building's primary cladding supported by all commissioners.
 - Metal panel noted as a more durable material than other materials that are already in the neighborhood and as livelier than fiber cement.
 - With the cluster of new development in the area, and more likely to come soon, this building's metal panel will serve as a context-setter for future buildings.
 - The metal must be 22 gauge or better to keep from oil-canning.
 - Keep glass at a low reflectivity rate to make less glare when combined with the metal materiality.
- **Secondary materials:**
 - Commissioners had concerns about the durability and permanence of two newer materials proposed for the ground floor as it is a highly trafficked area and will need to hold up to a great deal of activity and direct contact.
 - A suggestion was made that less durable materials should be purchased through a local representative in case replacement panels need to be swapped in. However,

based on the design guidelines a less durable material should not be used due to its degradation over time.

(These comments are a summation of what was stated at the DAR along with comments received from viewing the materials board.)

- *Parklex Prodema* – [Parklex Prodema — Wood Panels for Architecture](#)
 - Significant concerns about durability at the ground level, including the material weathering over time.
 - Unless it is used in protected areas, this material will look shabby after a while in our climate and without extensive maintenance will not be durable.
 - Pairing the faux wood material with real wood highlights its inauthenticity.
 - Strongly urge a different material other than the wood panel.
 - Replacing damaged panels will be expensive.
 - The warmth of the wood tones was appreciated. Consider utilizing other warm material options (like dark bronze) for the ground floor.
 - The mass timber is not truly expressed when wrapped in faux wood panel.
- *Petrarch* – <https://petrarchpanels.com/us/project-portfolio/>
 - Concerns were expressed during the DAR meeting about the durability of this material especially at the ground level of a building at a very busy intersection, including graffiti resistance. The applicant later provided more information along with a material sample to the commissioners noting the material's non-porous surface and how it is much easier to clean than a porous material like brick.
 - Several commissioners commented that they take no exception to the material as the sample appeared durable, however this was not stated unanimously.
 - Commissioners who supported it noted it should be used in a complete way, such as wrapping all sides of a column; or three exposed sides of a pilaster. Detailing of transition from stone to another material should be a proven detail with great performance.

Main Entrance

- Explore options/study the main entrance design.
- The two-story main entrance, as currently designed, doesn't fit the design language of the building.
- The prominence created by a double height expression is good, but the design needs to be better integrated.
- A strong canopy line at the main entrance would help strengthen the main entrance.

Rear Elevation

- The rear (east) elevation will be visible, and the design is generally working including variation in wall plane and windows.

- More landscaping with a decent amount of vertical height at the base of the rear wall would soften the blank, visible base along the property line.
- Concerns that the slot windows used as accents could set a precedent for narrower and narrower windows in the area.
- Balconies should be added.
- Refer to “Unified Base” comments above.

Weather Protection

- More usable canopy coverage that protects pedestrians should be added.
- Canopies up at the height shown don’t do as good a job of weather protection as lower canopies. The canopy height should be dropped (creating a clerestory) and the width should be extended into the ROW to provide meaningful coverage.
- A taller canopy at the main entrance is fine.

Drop-off/Pick-up

- The drop-off and pick-up needs of residents should be thought-through, especially as it pertains to the needs of seniors with health issues living in the building.

Exhibit List

- A. Applicant’s Submittals
 - 1. Petrarch Operation & Maintenance Guide
 - 2. Petrarch Cleaning Instructions
 - 3. Parklex Prodema Information
 - 4. Parklex on Carbon12
 - 5. One Pager on Proposed Materials
- B. Zoning Map
- C. Drawings | 11/19/2021
 - 1. Cover Page
 - 2. Table of Contents
 - 3. Project Summary | Project Team
 - 4. Zoning Code Summary
 - 5. Context: Transportation
 - 6. Context: Public Amenities
 - 7. PRE-APP DESIGN & FEEDBACK
 - 8. Site Context: Area Buildings
 - 9. PRECEDENT IMAGES
 - 10. MASSING SEQUENCE
 - 11. Rendering of Current Design (attached)
 - 12. Renderings of Current Design (attached)

13. Façade Studies
14. Constraints and Opportunities
15. Site Plan (attached)
16. Basement Plan
17. First Floor Plan (attached)
18. Second Floor Plan
19. Typical Upper Floor Plan
20. Eight Floor Plan
21. Roof Plan
22. Open Space Concept
23. Open Space Concept
24. Elevation – West
25. Elevations – North and South
26. Elevation – East
27. Materials
28. Modifications / Adjustments
- D. Notification
 1. Posting instructions sent to applicant
 2. Posting notice as sent to applicant
 3. Applicant's statement certifying posting
 4. General information on DAR process included with e-mailed posting/notice
- E. Service Bureau Comments
 1. PBOT
- F. Public Testimony
 1. Travis Fanucchi, Neighbor, 12/27/2021
 2. Alain Bally, Neighbor, 1/4/2022
 3. K.C. Thiringer, Neighbor, 1/4/2022
 4. Rose Kuhnau, Neighbor, 1/11/2022
 5. Josephine Yett, Neighbor, 1/11/2022
 6. Lin Felton, Neighbor, 1/13/2022
- G. Other
 1. Application form
 2. Pre-Application Conference Summary notes (EA 21-077901 PC), held 9/14/2021
 3. Staff memo to Design Commission, dated 1/6/2022
 4. Attendee Testifier Sheet
 5. Staff Presentation, 1/13/2022
 6. Photo of Material Sample Board
 7. Photo of Material Sample Board

Operation & Maintenance Guide

Petrarch Cladding

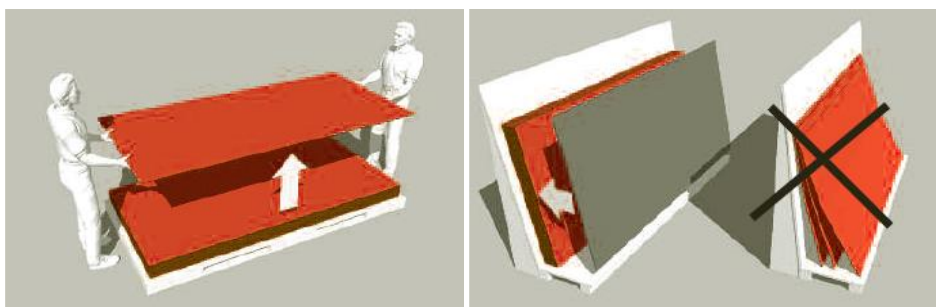
Delivery and Packaging

Most deliveries are made by standard curtain sided lorry unless specific vehicles are requested. All products leaving our works are packed in a manner to ensure safe delivery to site. This entails protection by shrink-wrapping and strapping, and with delivery on suitably sized pallets, frames or crates. These normally contain a maximum of 1200kgs for safe handling on site. It should be noted that it is the customers' responsibility to ensure safe unloading of delivery vehicles.

Site Handling

Petrarch panels must be handled with care in order not to damage the edges and surfaces of the high-quality material. In spite of the excellent surface hardness, the stack weight of Petrarch is a possible cause of damage. Therefore, any form of dirt or dust between the panels must definitely be avoided. Petrarch must be secured against slippage during transport. When loading or unloading, the panels must be lifted. Do not push or pull them over the edge.

When handling Petrarch, panels must be lifted straight up and carried and stored on the edge to avoid damage.



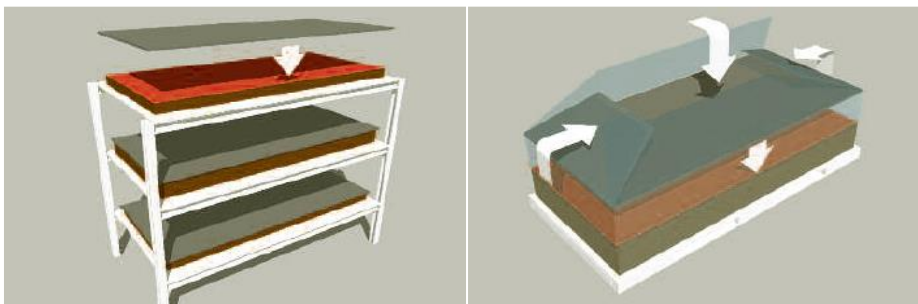
Storage

A suitable storage area will need to be set aside for the pallets, which should be stored on firm, level surfaces and, to avoid contamination, should be sited away from wet or muddy areas.

Storage should be as near as practical to the areas of working in order to minimise handling, damage and waste. Pallets should not be stacked on top of each other. Should it be necessary to store the material on site for any length of time, it should be protected from the elements and the environment.

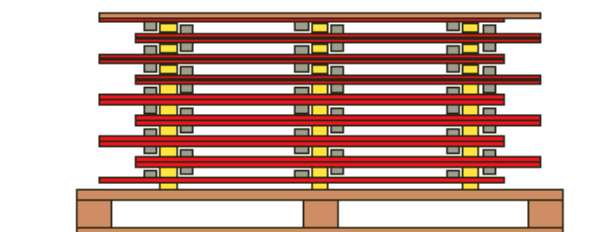
The designer will need to be aware of the manual handling regulations and ensure appropriate lifting equipment is available to unload and move the pallets.

Petrarch must be stacked horizontally on flat, stable supports and supporting panels. The goods must lie completely flat. Cover plates must always be left on the stack. The top cover should be weighted down. After removal of panels, PE films must again be closed over the stack.



The same applies, in principle, for cut-panel stacks. Incorrect storage can lead to permanent deformation of the panels. Petrarch is to be stored in closed rooms under normal climatic conditions, away from damp areas. Climate differences on the two surfaces of a panel are to be avoided.

With pre-installed fastening elements care is to be taken that the climatic effect is uniform on all sides. Use intermediate layers of wood or plastic.



Cleaning

Petrarch is non-absorbent and will not, in normal circumstances, pick up atmospheric dirt. Nevertheless, during fixing or subsequently during building alterations, building site dirt and dust can contaminate the surface. The following lists the most common contaminants and the recommended course of action for cleaning.

Petrarch Cutting Dust

Best removed prior to fixing the panel; wash down the panel using a sponge or brush with hot soapy water and finally wash down with clean water.

Petrarch Drilling Dust

On the occasions when it is necessary to drill the panel on site, it is important to clean down the panel prior to it being installed. This should be done using a sponge or brush with hot soapy water and a final wash down with clean water. If the dust is allowed to collect on the surface, it will be retained by the texture and will subsequently require more vigorous cleaning.

Please note that if the panel has had either a stone sealer or anti-graffiti coating then the above steps are all that should be made. If any further staining occurs please contact us for further information.

Material Safety Datasheet

Petrarch

As of the date of preparation of this document, the foregoing information is believed to be accurate and is provided in good faith. However, no warranty or representation with respect to such information is intended or given.

1. Product Ingredients

Slate and/or Stone, Polyester Resin, Glass fibre, Fire Retardant, Inorganic pigments

2. Physical DATA

Appearance:	Decorative Reconstituted Stone Panel.
Density:	2.2g/cm ³ .
Boiling Point:	N/A
Evaporation Rate:	N/A

For further physical performance data see product brochure

3. Fire & Explosion DATA

Unusual Fire or Explosion Hazard:	None.
Extinguishing Media:	Water, Dry Chemical, or Foam
Special Firefighting Procedures:	None.

4. Health Hazards

a) Summary:	Use of dust extraction equipment may be needed if products are sawn, drilled or sanded in a confined space in order to keep nuisance dust levels to below statutory limits.
Chronic Health Effects:	Acute over-exposure to inhalation of dust may affect lungs. Respiratory irritation, medical conditions generally aggravated by exposure, pre-existing respiratory problems.
b) Signs/Symptoms of Over-exposure	
Inhalation:	Acute over-exposure may cause irritation of the respiratory tract by dust.
Skin Contact:	No known hazard.
Skin Absorption:	No known hazard, mild irritations



Ingestion: Mild discomfort.
Eyes No known specific hazard.

c) First Aid/ Emergency Procedure

Inhalation: Remove to fresh air.
Skin Contact: Was thoroughly with water.
Ingestion: Drink plenty of water.
Eyes: Wash copiously with water.

5. Reactivity Data

Chemical Incompatibilities: None Know.
Conditions to Avoid: None known.
Hazardous Decomposition Products: None known.

6. Spill or Leak Procedures

Procedure for Spill or Leak: Collect dust with vacuum cleaner.
Waste Management: No special procedures.

7. Special Protection Information

Googles: Should be worn when cutting and drilling.
Gloves: Should be worn for handling.
Respirator: Approved respiratory protective equipment should be made available to persons working in concentrations at or above the occupational exposure limit.
Ventilation: Where practical, dust should be controlled by local exhaust ventilation at source.
Medical Considerations for Repair/Maintenance of Contaminated Equipment: None.

8. Special Precautions

Handling/ Storage Panels should be stored on a flat and fully supported surface, clear of the ground and under cover. They should be kept in a dry place and covered. If being transported they should be thoroughly secured to prevent sliding. Panels should be carried on edge and never lifted flat unless supported.

Please note that Petrarch panels weigh up to 22kg/m² and must be handles with due care and safety on site.

Petrarch Cleaning Instruction

Petrarch is non-absorbent and will not, in normal circumstances, pick up atmospheric dirt. Nevertheless, during fixing or subsequently during building alterations, building site dirt and dust can contaminate the surface. The following lists the most common contaminants and the recommended course of action for cleaning.

Petrarch Cutting Dust

Best removed prior to fixing the panel; for standard finish panels, wash down the panel using a sponge or brush with hot soapy water and finally wash down with clean water.

Petrarch Drilling Dust

On the occasions when it is necessary to drill the panel on site, it is important to clean down the panel prior to it being installed. For standard finish panels this should be done using a sponge or brush with hot soapy water and a final wash down with clean water.

Shot-Blasted Panels

For projects where panels have been shot blasted dust can occur on the face of the panels. Once installed in a rain screen application the panels will naturally clean. On other areas such as soffits it is recommended that the installer would wash down the panels prior to handover.

Splashes of Plaster and Concrete

These are most easily removed before the plaster or cement has set. To clean simply hose off with a jet of water and finally wipe down with a clean cloth.

Paints

Again these are best removed when the paint is wet, using the appropriate solvent to the affected area and when softening occurs scrub the affected area with a nylon brush. It may be necessary to repeat this several times before all the paint is removed. Afterwards thoroughly scrub the panel using hot soapy water and rinse with clean water. In no circumstances should paint stripper be used as these can permanently stain the Petrarch.

Tar, Creosote, Grease, Lacquer, Paint

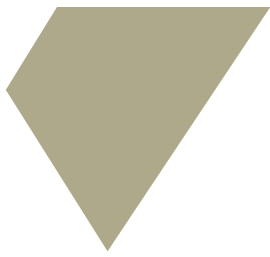
Clean the affected area with an appropriate solvent and if necessary scrub with a nylon brush. Finally wash down with hot soapy water and rinse with clean water.

Pen, Pencil, Crayon

Use hot soapy water and scrub down with a nylon brush, finally rise with clean water.

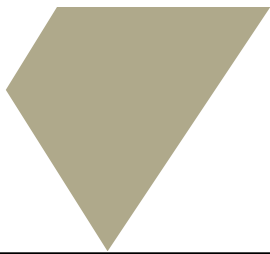
Cleaning Interval after Installation

The location of the building can determine the frequency that cleaning of the cladding panels is required. As a guide this is usually between 2-5 years by a specialist company. It is not recommended to use a high pressure cleaner at close range as this can leave marks on the cladding. It is also not advised to use chemicals other than a mild detergent mixed with warm water when necessary.



Parklex 1000 vs Parklex FACADE

How Everlook® works



Parklex®

Dear Friends

I have been informed by our US distributor Geoff Kahn of Finland Color Plywood Corporation that you would like to know the difference between our old Parklex 1000 and our new Parklex Facade

This new product is manufactured using manufacturing processes and techniques that are different from the processes and techniques used for manufacturing the Parklex 1000 Panels. One of the main differences between Parklex Facade and Parklex 1000 is the chemical composition of the intermediate layers between the [Acrylic/PVDF](#) layer and the wood veneer layer ([Everlook®](#)).

These intermediate layers have been modified in order to create a very strong [chemical bond](#) between the layers. Instead the [physical bond](#) that was utilized in the Parklex 1000 panels, in Parklex Facade all the layers are bonded by covalent bonding. The [covalent bond](#) takes effect at the molecular level and is the strongest method of adhesion between layers of material. The covalent bond occurs under pressure, high temperature and while the intermediate layers are in liquid form. The strength of the bond between the chemical groups involved in the reaction makes it irreversible even in the most extreme weather conditions.

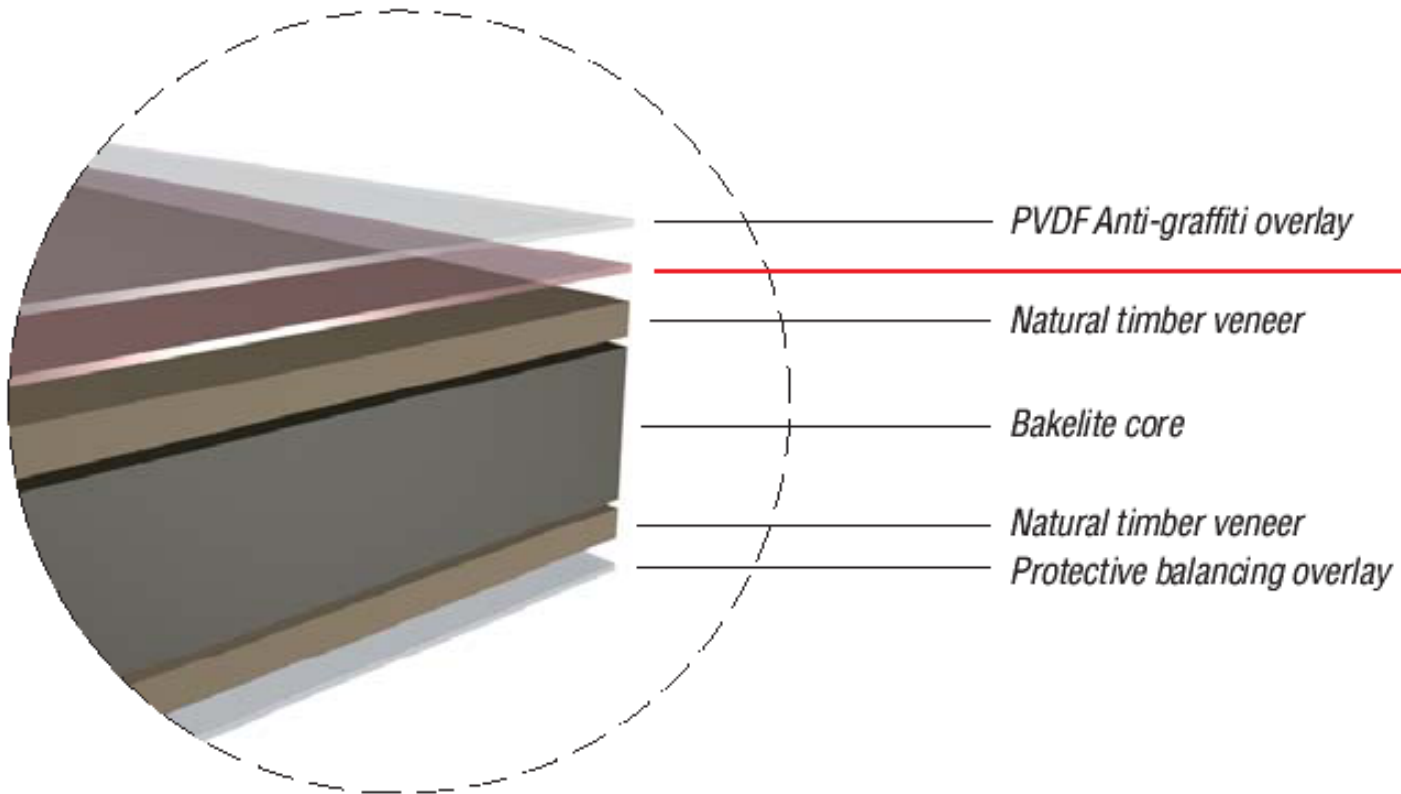
We have, to date, no knowledge of any issues with this new product. Parklex Facade has successfully passed numerous tests. Such tests have been performed in outdoor laboratories, simulating exposure to actual weather conditions. Additionally we have had no claims from the users of this product throughout the world, including locations with extreme climates.

Attached you can find the catalogue we prepared when we launch the new Parklex Facade.

I hope that this explanation convinces and encourages you to specify Parklex Facade in your future projects. Please feel free to contact me directly if you need any additional information.

Regards

Juan Azcue
Business Unit Director



Everlook®

NEXT

ACRYLIC

PMMA-materials (PLEXIGLAS®)

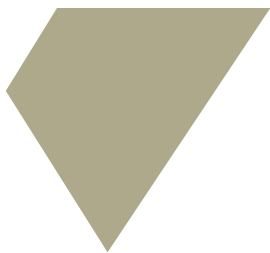
- **PMMA offers an attractive combination of:**
transparency, brilliance, surface hardness and durability
- **PMMA Weather Protection Films have been used for 30 years for exterior topcoat and UV-protection applications:**
 - Decorative films
 - Extruded sheet materials
 - Exterior and interior wall paneling
 - Traffic control signboards
- **limited antisoiling/anti-graffiti/solvent resistance properties of PMMA-films leads to the development of multilayer film systems with PVDF-topcoat**

PVDF

Fluorinated-materials (TEFLON[®])

- **Superior durability/weather resistance**
 - High C-F bonding energy
- **Thermoplastic nature**
- **Excellent chemical resistance**
- **Very good abrasion resistance**
- **Low surface tension; fluorine content twice as high as that of PVF**
 - Antisoiling/anti-graffiti
 - Antifouling/antibacterial
 - Easy to clean
- **Low haze compared to bulk PVDF films**

[NEXT](#)



A **chemical bond** is an interaction between atoms or molecules and allows the formation of polyatomic chemical compounds. A chemical bond is the attraction caused by the electromagnetic force between opposing charges, either between electrons and nuclei, or as the result of a dipole attraction. The strength of bonds varies considerably; there are "strong bonds" such as covalent or ionic bonds and "weak bonds" such as dipole-dipole interactions, the London dispersion force and hydrogen bonding.

From Wikipedia, the free encyclopedia

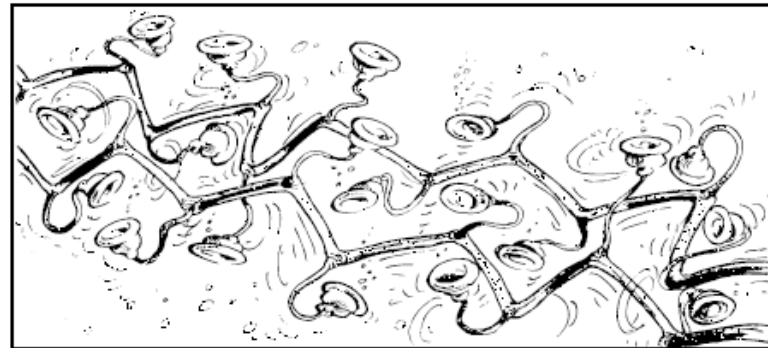
[NEXT](#)

Covalent Bonding during curing of resins.

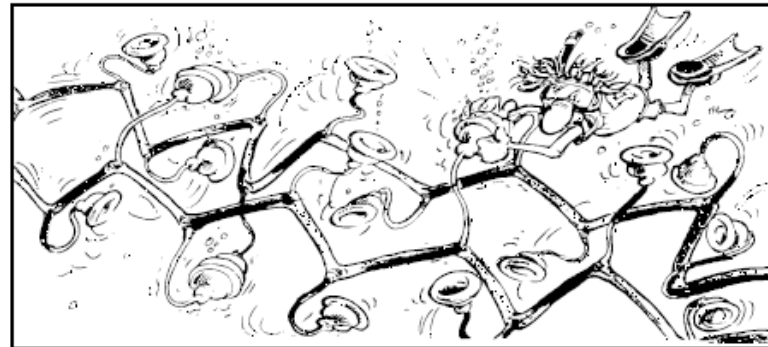
Reactive sites in intermediate layers (Everlook®) are covalently bonded to reactive sites in Acrylic/PVDF films, producing a covalent network.

CURING THE MATRIX
(under temperature and pressure)

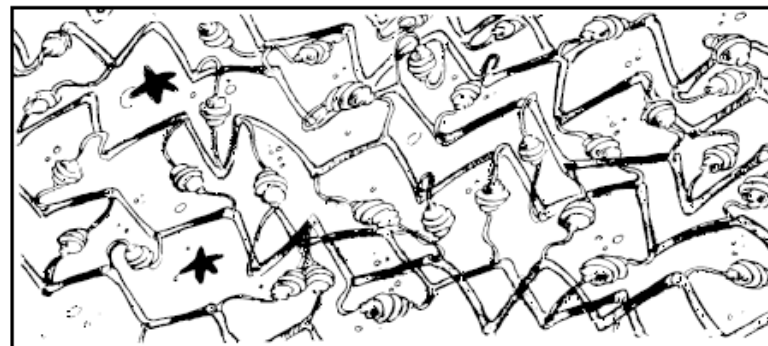
Pre-polymers (with free reactive sites)



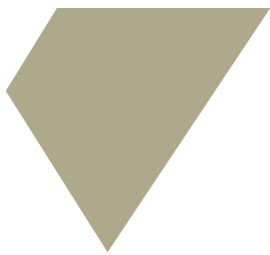
Cure (joining of reactive sites)



Cured polymer



NEXT



A **network solid** or **covalent network solid** is a chemical compound in which the atoms are bonded by covalent bonds in a continuous network. In a network solid there are no individual molecules and the entire crystal may be considered a macromolecule.

From Wikipedia, the free encyclopedia

[NEXT](#)

Covalent Network

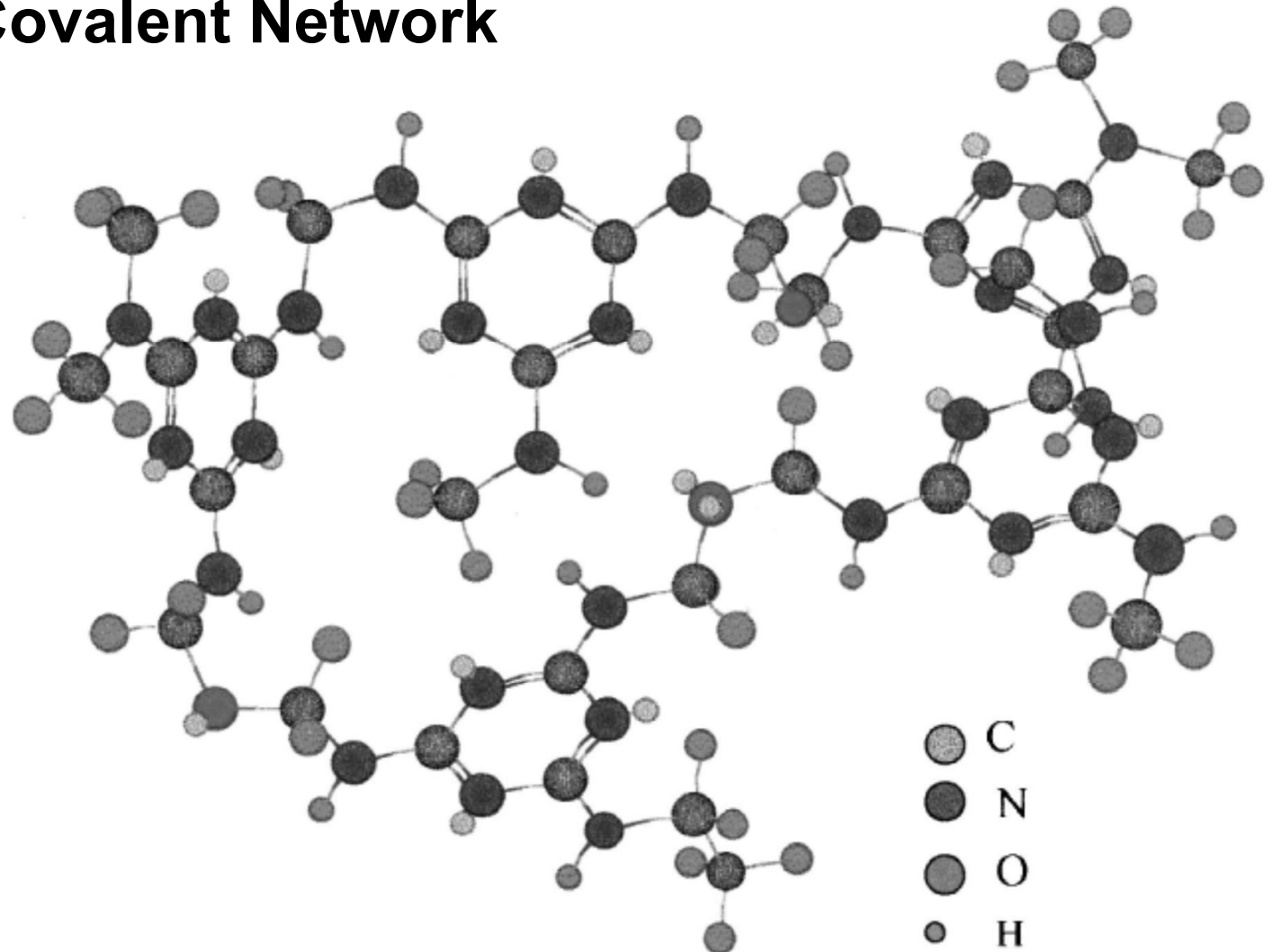
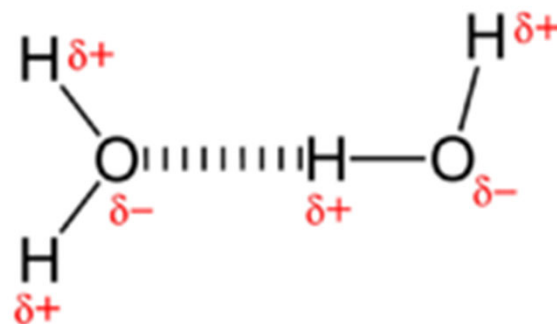


Fig. 1. Example of three-dimensional network obtained with a Melamine Formaldehyde Resin.

Physical adhesion is based on intermolecular forces between stable molecules or macromolecules. These forces, most notably **Van der Waals forces, dipole-dipole interactions** and **hydrogen bonding**, are significantly weaker than either ionic or covalent bonding, but still have a noticeable chemical effect. Intermolecular forces are due to differences in charge density in molecules.

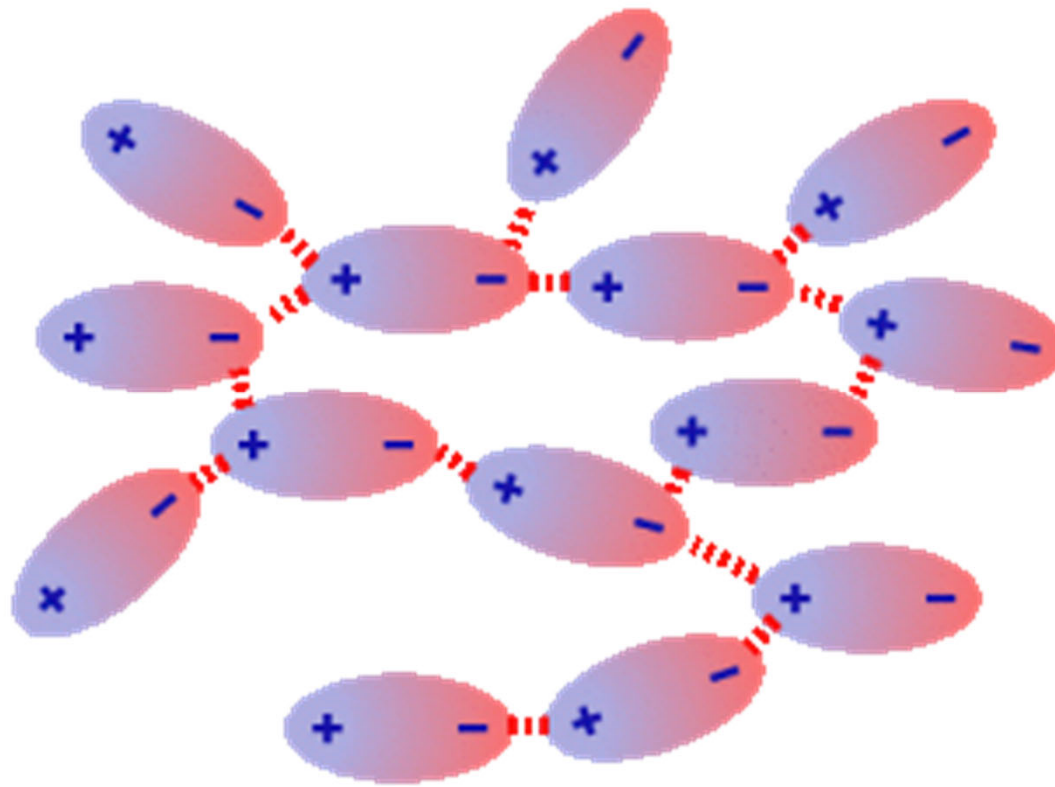


Dipole - Dipole



Hydrogen Bonding

Dipole Network



NEXT

Point
CREDIT UNION



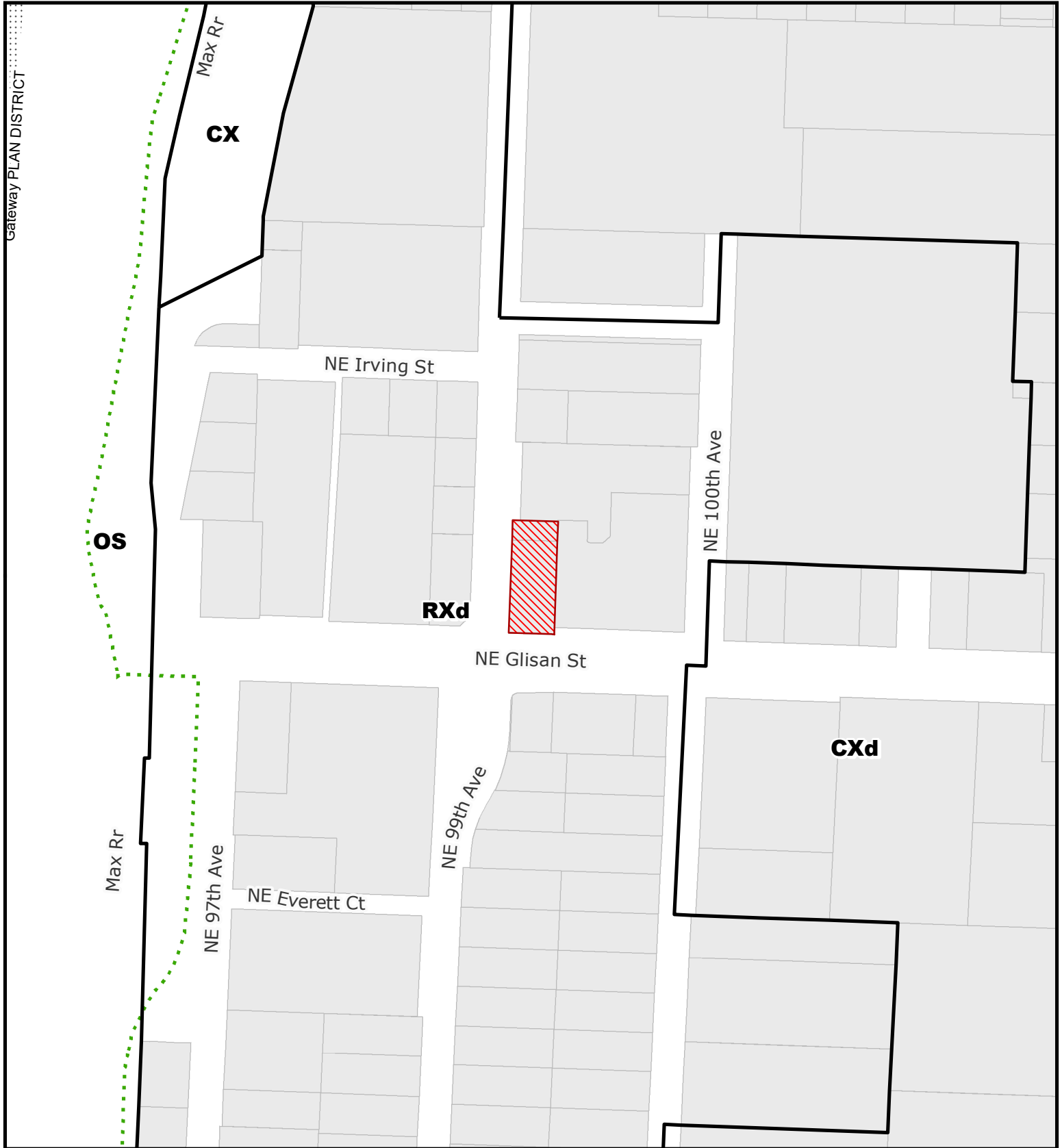
Follow up from DAR

PETRARCH

- Non-porous material means graffiti, dirt, etc. sits on top of surface and can be cleaned with soapy water without leaving residue or fading.

PARKLEX FACADE

- Recently approved by Commission for urban, high-profile projects including:
 - Carbon 12
 - Hyatt Regency
- Examples of other PNW high profile / high quality project utilizing Parklex:
 - UW Life Science Building, by Perkins + Will
 - Western WA University Interdisciplinary Science Building, by Perkins + Will
 - Good Samaritan Hospital, by HGA Architects
 - AC Marriott Bellevue, by Johnson Braund
- Delamination that Commissioner Rodriguez spoke of was with a previous product known as Parklex 1000. That product has since been discontinued. Parklex Façade is a new product with a different manufacturing system. It uses a covalent bond adhesion rather than a physical bond.
- Parklex Façade was introduced 10 years ago and hasn't had a failure to date.
- Parklex utilizes real wood in its composition, making it one of the best options for a real wood cladding system that doesn't have the same maintenance and durability concerns as stained or sealed exterior wood.
- Easily cleanable without leaving residue or fading behind. Carbon 12 utilizes Parklex for the majority of its ground floor cladding, providing a local example of product durability in a dense urban environment.



ZONING



For Zoning Code in effect Post August 1, 2021

GATEWAY PLAN DISTRICT



Site

..... Recreational Trails

File No.	EA 21 - 107671 DA
1/4 Section	2940,3040
Scale	1 inch = 200 feet
State ID	1N2E33AD 3200
Exhibit	B Nov 19, 2021

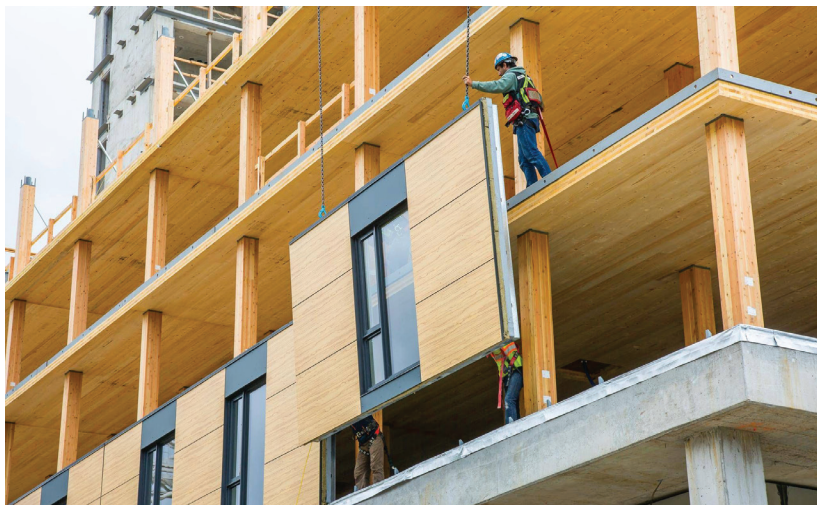


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MASS TIMBER STRUCTURAL SYSTEM



PRE-PANELIZED EXTERIOR WALLS



MASS TIMBER UNIT INTERIORS

PROJECT SUMMARY

GLISAN TOWER
DESIGN ADVICE REQUEST | 11.10.21

PROJECT SUMMARY

On the corner of NE Glisan Street and NE 99th Avenue, Glisan Tower will be an innovative eight-story, mixed-use, multifamily development. The ground floor will activate the street scape through what's planned as a food hall / restaurant incubator space. The project has been awarded tax credits, which will allow all the 105 dwelling units to be subsidized, affordable housing.

A primary innovative feature of Glisan Tower is its use of mass timber, under construction type IV-C of the Building Code. The primary structural system will utilize glulam columns and beams and cross laminated timber (CLT) floor/ceiling panels. These mass timber structural elements will be supplemented by steel brace frames. The uniqueness of this structural approach will be celebrated on both the exterior massing of the building, as well as the experience of the interior spaces. The use of mass timber framing has been proven to sequester carbon from the earth's atmosphere and will contribute to the projects sustainability goals through materiality and biophilic properties.

It's intended that the exterior walls for Glisan Tower be constructed off site in pre-panelized sections, with the cladding installed over the rainscreen furring system. The prefabrication of these walls will allow the majority of the enclosure elements (weather resistive barrier, flashings, windows, etc.) to be installed in a dry and climate-controlled setting. Additionally, this work can be performed concurrently with on site activities, thereby reducing the construction schedule.

Utilizing Type VI-C construction allows the design to expose large sections of the mass timber structure. In this way, the interior spaces, including dwelling units, will benefit from the warmth and texture of exposed wood finishes. It also allows the project to save cost by avoiding the installation of additional finish layers for fire rating.

A high level of sustainability is a primary goal of Glisan Tower. The project will achieve a minimum of LEED Gold certification. In addition to the sustainability of mass timber, innovative and high efficiency MEP systems, such as radiant floor heating, are planned for. The result will be a building that is beautiful, durable, and highly sustainable.

PROJECT TEAM

OWNERSHIP TEAM

C & J Property Development LLC is a partnership between two experienced developers, Curtis Rystadt and Jim Pliska. Curtis, the primary landowner, is a fourth-generation real estate developer with multifamily and complex project experience. His most recent project includes the award-winning Hotel Indigo Downtown Spokane.

PANO, LLC is headed by Robin Smith, a second-generation affordable housing developer with 25 years of experience. She is adept at bringing key partnerships together that bring projects to fruition. Robin specializes in pre-construction activities including community engagement, funding applications, partnership facilitation, and over-all coordination to bring projects through successful financial closings.

Cascade Management, Inc., Led by Dave Bachman, is committed to providing the highest quality of management services to their clients. Management structure is key to the success of their subsidized and affordable portfolio. Cascade Management has built flexibility into its management process to allow each contract to be managed with their client's mission as the motivating factor. With over 29 years of Low Income Housing Tax Credit (LIHTC) Management experience and over 22 years of HUD and Rural Development (RD) experience, their portfolio has expanded to include over 200 affordable and subsidized properties. Many involve mixed funding sources that require extensive knowledge of multiple programs and their regulations.

COMMUNITY PARTNERS

The Ethiopian & Eritrean Cultural Resource Center (EECRC) will provide housing referrals, in an effort to address the large representation of Ethiopian and Eritrean population living in the Hazelwood Neighborhood. Roughly 40% of Portland's 8,000 Ethiopian and Eritrean population call this neighborhood home.

Project Access Now, a healthcare-focused nonprofit, will be referring service and focusing in particular on referrals to the Latinx population, which has also increased its representation in the neighborhood over time.

ACCESS ARCHITECTURE

Access Architecture is an MBE-certified, full service architectural firm founded with the purpose of enriching people's lives through both architectural design and community engagement. Despite opening its doors as recently as 2018, Access has grown to a medium-sized firm with projects in multiple states of various scales and typologies. The firm has leveraged its 95+ years of aggregate experience among its staff to design projects that are sustainable, innovative, healing, and beautiful. The Access team brings depth in designing dense infill, mixed-use projects, and understands how important this project type is to bringing a sense of place and vitality to our beloved urban centers.



ZONING MAP - NTS
 SITE AREA

ZONING CODE SUMMARY

PROJECT LOCATION

PROJECT ADDRESS	9919 NE Glisan Street, Portland, OR
TAX LOT #	1N2E33AD 3200, 1N2E33AD 3300
PROPERTY I.D.	R319651, R319465

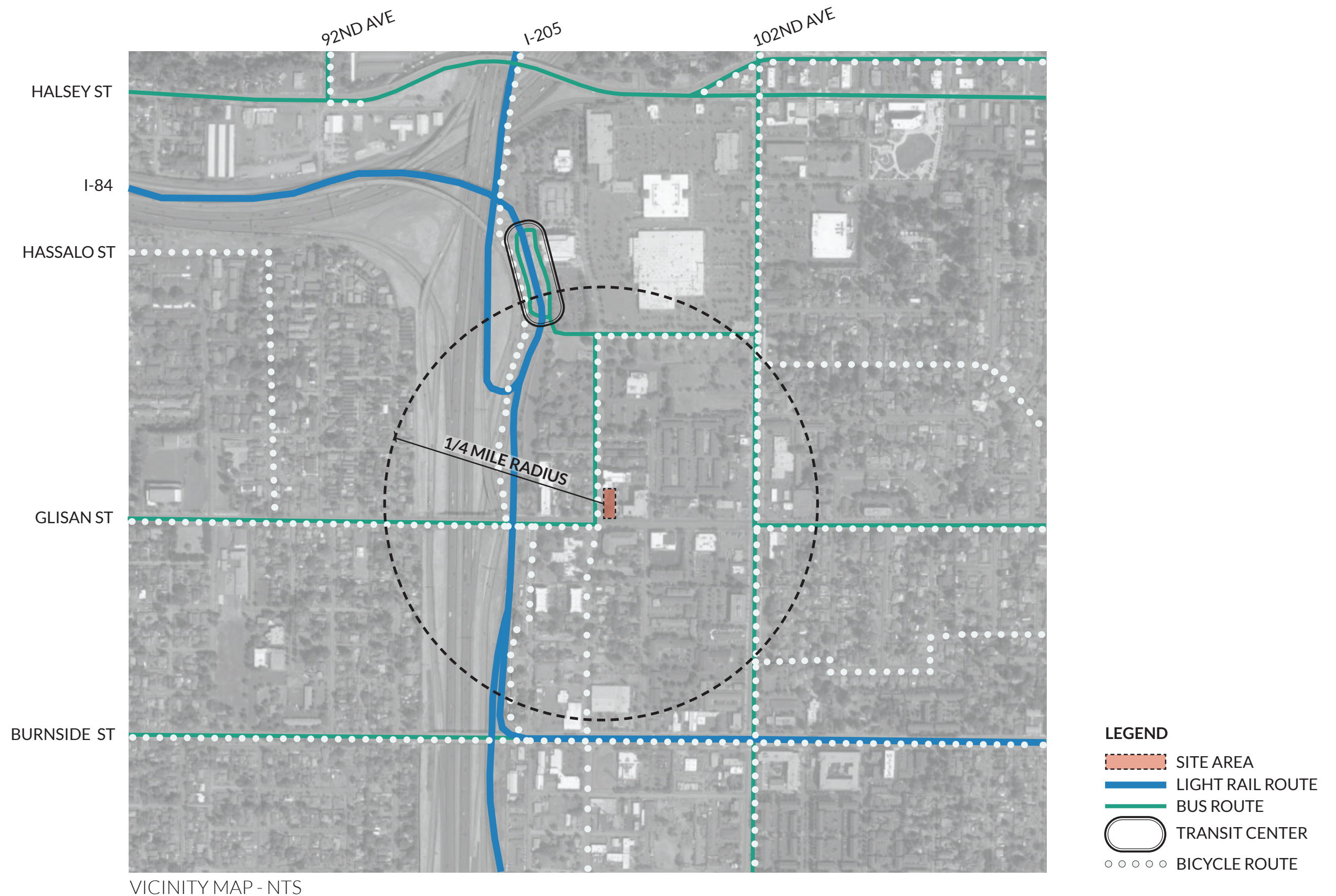
PROPERTY INFORMATION

LOT SIZE	10,356 SF (after ROW dedications)
BUILDING FOOTPRINT	8,671 SF
TOTAL GROSS SF	72,342 SF (excludes basement)
BASE ZONE	RX - Central Residential
OVERLAY	D - Design
PLAN DISTRICT	GA - Gateway Plan District
NEIGHBORHOOD	Hazelwood

DEVELOPMENT STANDARDS

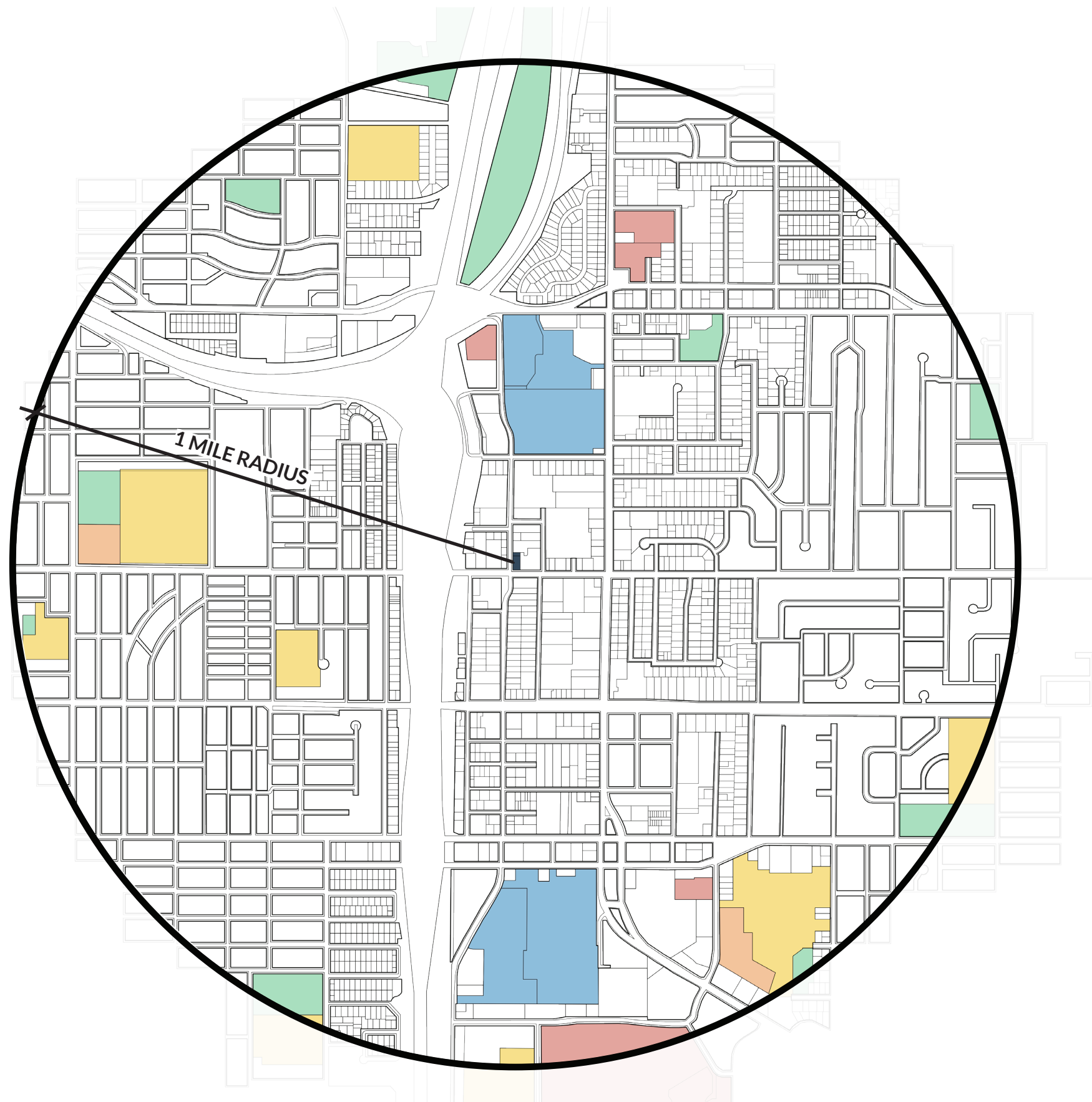
MAX F.A.R.	9:1 (108,630 SF) with affordable housing bonus
MAX COVERAGE	100%
MAX HEIGHT	165 FT
SETBACKS	NE Glisan St: 0 min. 10 ft max. NE 99th Ave: 0 min.
MIN. LANDSCAPE AREA	N/A
GROUND FLOOR	
Glisan St	Windows to cover 40% of ground floor wall area
99th Ave	Windows to cover 25% of ground floor wall area
PEDESTRIAN DISTRICT:	Gateway Regional Center
PARKING REQUIREMENT:	No
BIKE CLASSIFICATION:	City Bikeway
ALLOWABLE USES:	Residential, Limited Commercial

ZONING CODE SUMMARY



URBAN CONTEXT

GLISAN TOWER
DESIGN ADVICE REQUEST | 11.10.21



PUBLIC AMENITIES

GLISAN TOWER
 DESIGN ADVICE REQUEST | 11.10.21



PRE-APP DESIGN CONCEPT

COMMENTS FROM PRE-APP MEETING

1. Loading zone should not front on 99th and should be served off drive aisle.
2. Reduce the size of curb cut and frontage for loading area.
3. Ground level should have more texture and human scale to engage the public realm.
4. Increase the amount and/or size of canopies.
5. Provide more articulation along the western facade.
6. Increase window area on western facade.
7. Show HVAC & venting locations and integration with facade design.
8. Respond to context with materiality.
9. All four sides of building should be intriguing and well articulated.

PRE-APP DESIGN AND FEEDBACK

GLISAN TOWER

DESIGN ADVICE REQUEST | 11.10.21



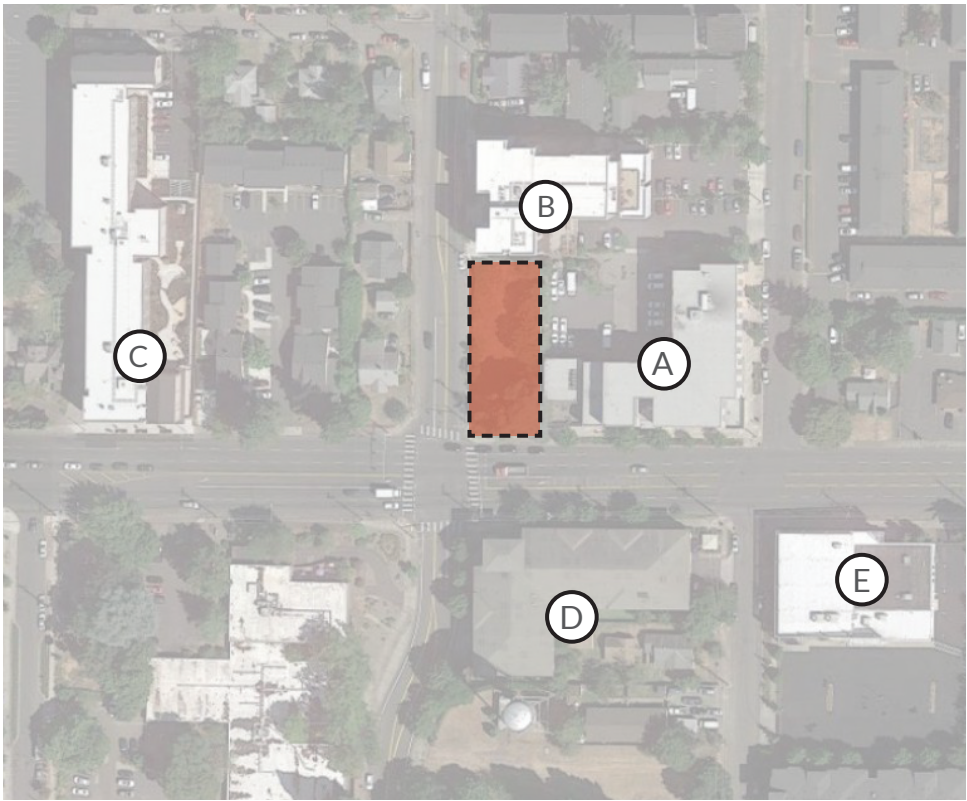
A. GLISAN COMMONS | NE Glisan St & 100th Ave

- Five-story mixed use multifamily
- Materials: Fiber cement lap siding, flush metal panels, aluminum panel accents
- Features: Distinct base, flat roof, accents of color, dynamic window patterning, carving away at massing



B. GILMAN COURT | NE Irving St & 99th Ave

- Six-story multifamily
- Materials: Flush metal panel and fiber cement lap over a concrete base
- Features: Distinct base, flat roof, balconies, emphasis on verticality



KEY PLAN: NTS



C. BURI BUILDING | NE Glisan St & 97th Ave

- Four-story multifamily
- Materials: Brick veneer and fiber cement lap with fiber cement panel and metal panel accents
- Features: Distinct base, flat and gable roofs, carving away at massing, emphasis on building corner



D. GATEWAY PLAZA APARTMENTS | NE Glisan St & 99th Ave

- Four-story multifamily
- Materials: Fiber cement lap, fiber cement board and batten, and brick veneer over a concrete base
- Features: Distinct base, neutral tones, sloped roof, balconies, emphasis on building corner



E. CHURCH OF GRACE | NE Glisan St & 100th Ave

- Two-story commercial Church
- Materials: Metal screen siding, stucco, and window wall
- Features: Dynamic window patterning, decorative screening, exposed structural members

SITE CONTEXT

GLISAN TOWER
DESIGN ADVICE REQUEST | 11.10.21

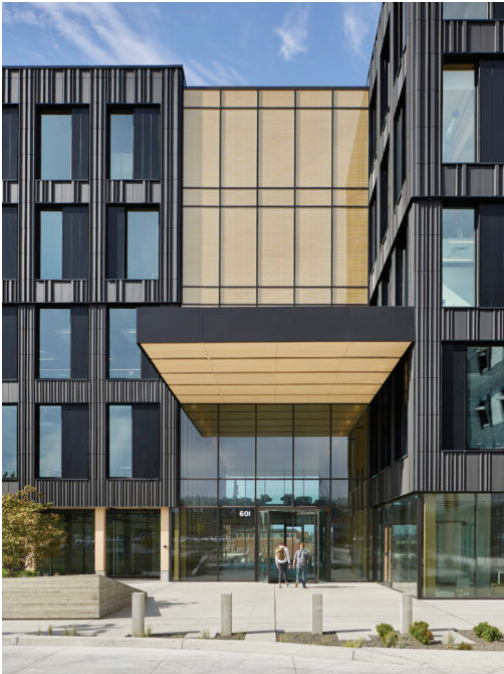


ARTHOUSE
Portland, OR.

Six-story mixed-use multifamily

Materials: Formed metal panels over dark brick & storefront base.

Features: Large floor to ceiling windows with deep reveal punched opening, bisect building massing at circulation corridors with facade recess, distinguished ground floor and upper floors with material and fenestration changes, irregular configuration of windows to enliven the facade.



CATALYST BUILDING
Spokane, WA.

Five-story mixed-use office & classroom

Materials: Formed metal panels over expressed wood and glass base.

Features: Large floor to ceiling windows with irregular configuration to enliven the facade, expression and celebration of mass timber framing at public realms, arcade-like frontage created with structural columns at the exterior.



THE RODNEY
Portland, OR.

16-story mixed-use multi-family

Materials: Smooth panel cladding with exposed concrete column bases.

Features: Large floor to ceiling windows, window patterning dynamically transitions along the height of the building creating a sense of visual progression, contrast of the near white cladding with dark accent panels.



CARBON 12
Portland, OR.

Eight-story mixed-use multi-family

Materials: Formed metal panels with wood veneer panel between windows, heavily articulated storefront.

Features: Mass timber led design with biophillic benefits, treatment of large floor to ceiling windows in groupings to break up facade scale, contrasting color and texture metal siding treatments.



WADAJIR MARKET & RESIDENCES
Tukwila, WA.

Five-story mixed-use multi-family

Materials: Expressed structural wood frame, in-filled with fiber-cement siding over storefront base.

Features: Arcade-like frontage created with structural columns at exterior, expression and celebration of mass timber structural system, irregular spacing of windows within structural grid to contrast the regularity of the grid.



CANOPY HOTEL
Portland, OR.

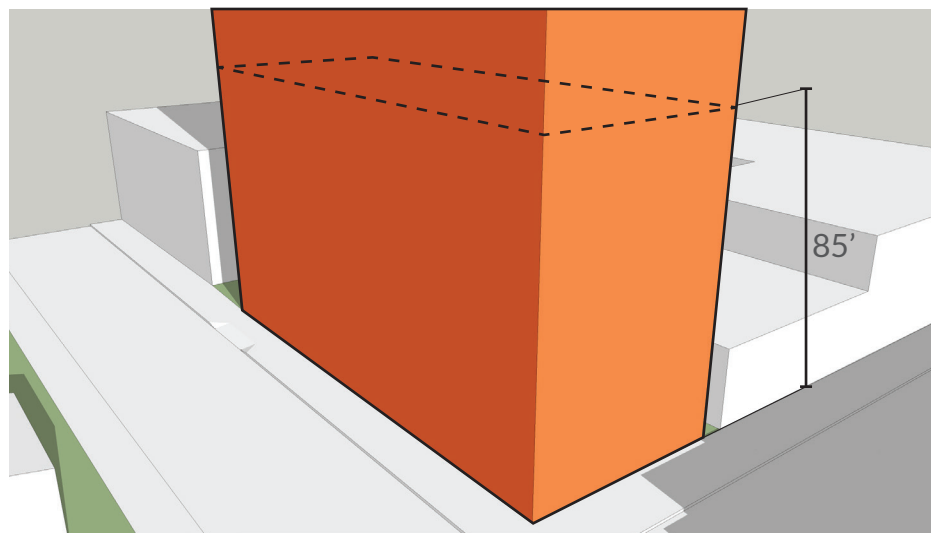
Ten-story mixed-use hotel & retail

Materials: Textured metal panels and flush metal panel between windows over exposed concrete base.

Features: Vertical alignment and grouping of windows enhanced by interstitial space being treated with dark flush metal panel, division of building massing with facade recess, engaging rear facade with limited fenestration, roof top amenity space.

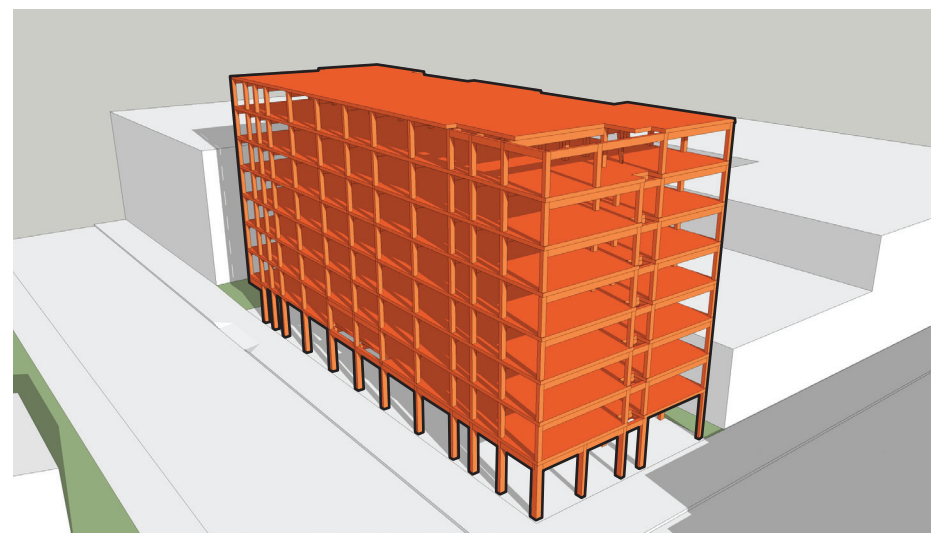
PRECEDENT IMAGES

GLISAN TOWER
DESIGN ADVICE REQUEST | 11.10.21



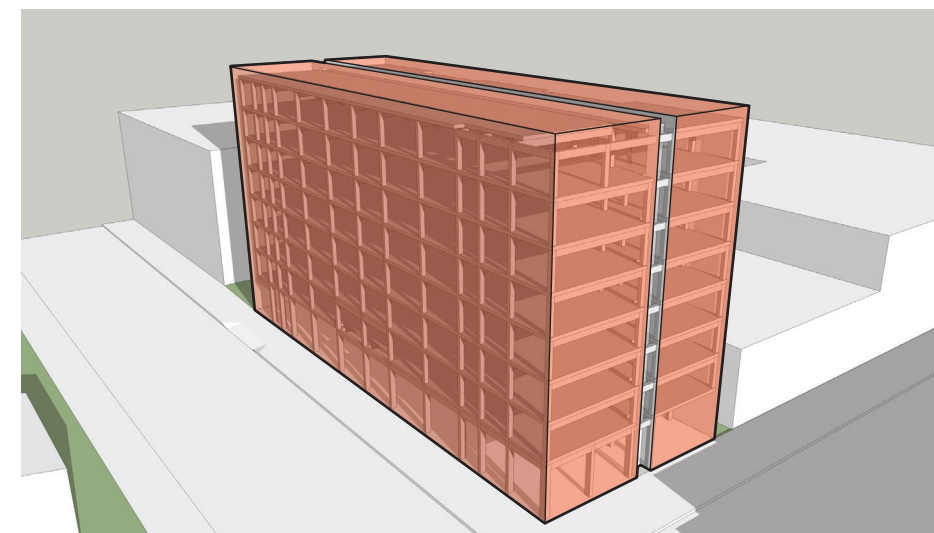
1. MAXIMUM ALLOWABLE MASSING

A high level of density is in alignment with the city's goals for this district, and is vital to project viability. A maximum height of 165' is allowable per code. But due to the limitations of type IV-C construction, the building height will be capped at 85'.



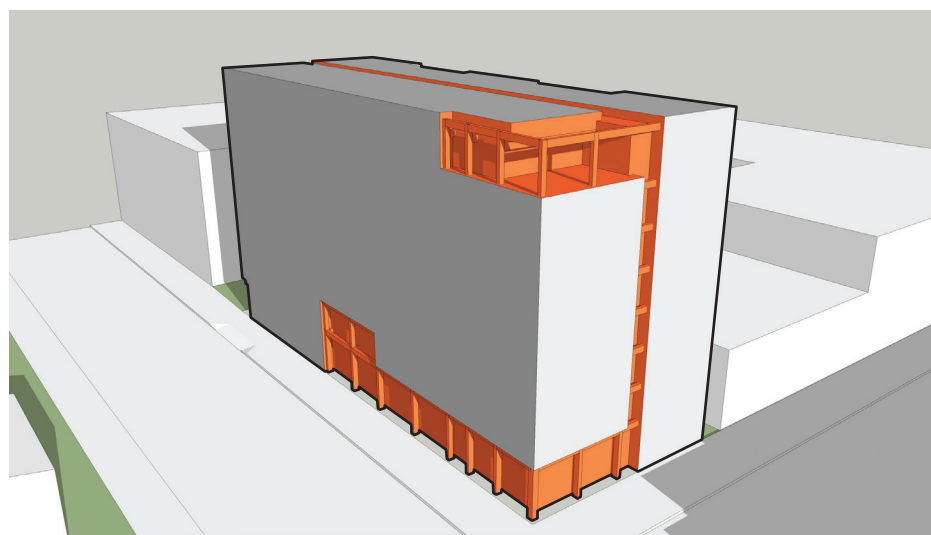
2. PROPOSED MASSING / MASS TIMBER FRAME

Selection of mass timber as the structural system creates design opportunities, construction advantages, and environmental benefits.



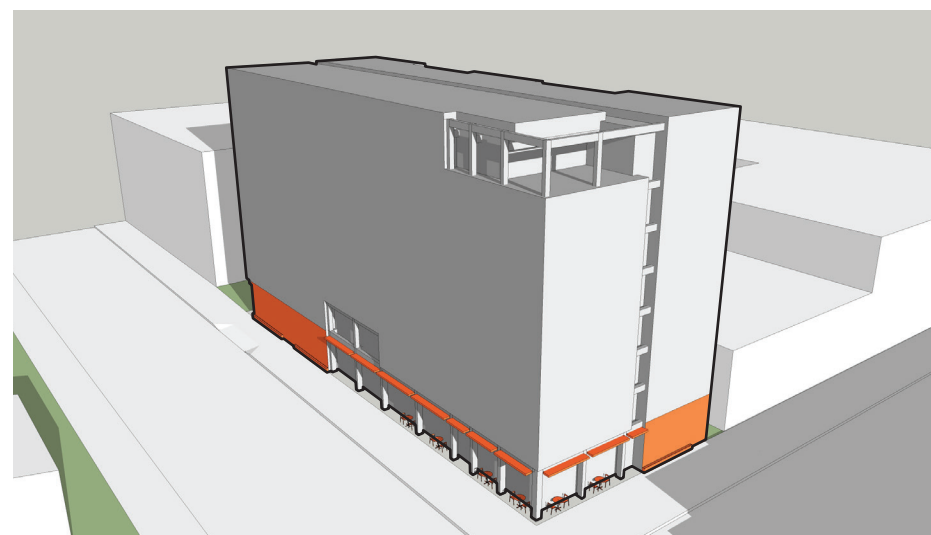
3. SKIN / VOLUMES ADDED TO MASS TIMBER FRAME

The mass timber frame will be wrapped with pre-fabricated exterior walls. The overall mass is segmented into two halves bisected by a circulation corridor expressed on the exterior of the building.



4. CELEBRATION OF THE MASS TIMBER FRAME

At areas where the building program engages the streetscape and broader context, the building skin is pulled back to celebrate the mass timber structural system. This serves to highlight key programmatic areas as well as create an intriguing duality of the natural wood contrasting with the metal siding.



5. ADDITIONAL STREET LEVEL ACTIVATION

The ground floor experience is further enhanced via an additional material change at remaining first floor walls, and the integration of landscape planters, awnings, and outdoor seating.



6. FENESTRATION PATTERNING / FACADE ARTICULATION

Drawing on design language of surrounding context, a playful and dynamic fenestration patterning is overlaid on the west facade, while a more regimented patterning is applied to the smaller south facade.

MASSING SEQUENCE

GLISAN TOWER

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SW CORNER - NE GLISAN ST & NE 99TH AVE

CURRENT DESIGN

GLISAN TOWER
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NW CORNER - NE 99TH AVE



SE CORNER - NE GLISAN ST

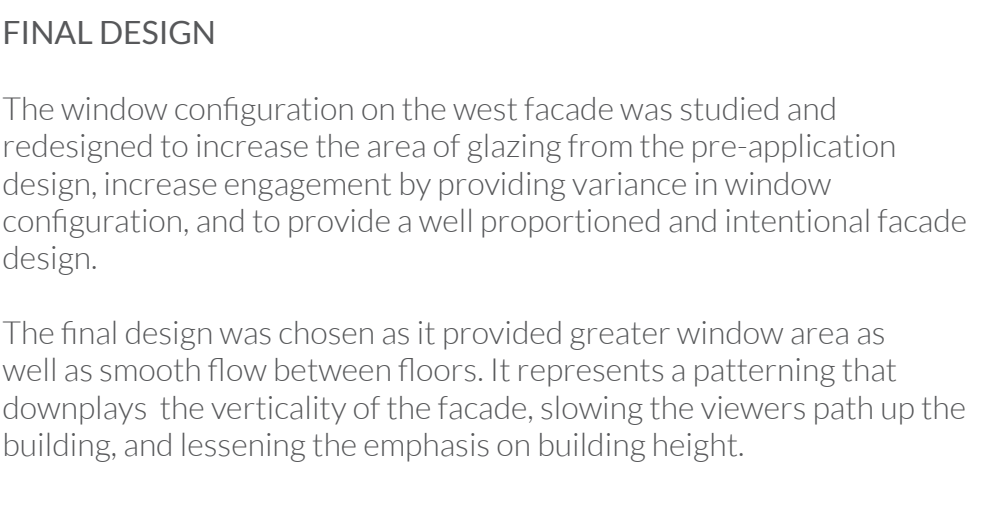


SW CORNER - AERIAL



MAIN RESIDENTIAL ENTRY - NE 99TH AVE

CURRENT DESIGN



FINAL DESIGN

The window configuration on the west facade was studied and redesigned to increase the area of glazing from the pre-application design, increase engagement by providing variance in window configuration, and to provide a well proportioned and intentional facade design.

The final design was chosen as it provided greater window area as well as smooth flow between floors. It represents a patterning that downplays the verticality of the facade, slowing the viewers path up the building, and lessening the emphasis on building height.

FACADE STUDY

CONSTRAINTS

LOT SIZE:

69’ x 174’ with 7’ & 8’ ROW dedications. Maximize use of small footprint to provide efficient affordable housing units at sufficient quantity for project viability.

ZONING CODE:

Design within the parameters set forth by the base overlay and district zoning codes.

NO ALLEY OR SHARED ACCESS TO BUILDING REAR:

Loading & utility must serve off street frontage.

LIMITED FENESTRATION ON NORTH AND EAST FACADES:

Required fire separation distances and glazing percentage limitations restrict glazing area of facades. Increase in FSD would reduce buildable area to prohibitively narrow width.

LIMITED DESIGN COHESIVENESS IN SURROUNDING CONTEXT:

The area is currently a disassociated mixture of single-family houses, apartment complexes, shopping plazas, & office buildings. However, it is also undergoing a transition to a major urban center. The lack of design consensus provides little to construct a contextual response around while still building towards the aspirational urban goals of the area.

OPPORTUNITIES

CORNER LOT:

Allows prominent location for commercial space and high project visibility.

ZONING CODE:

Allows and encourages high density, tall buildings.

TRANSIT PROXIMITY:

Excellent transit score decreases dependency on cars and encourages mass transit and bicycle use.

MASS TIMBER STRUCTURAL SYSTEM:

Building system allows for a novel expression of structure and biophillic experience of visitors and tenants.

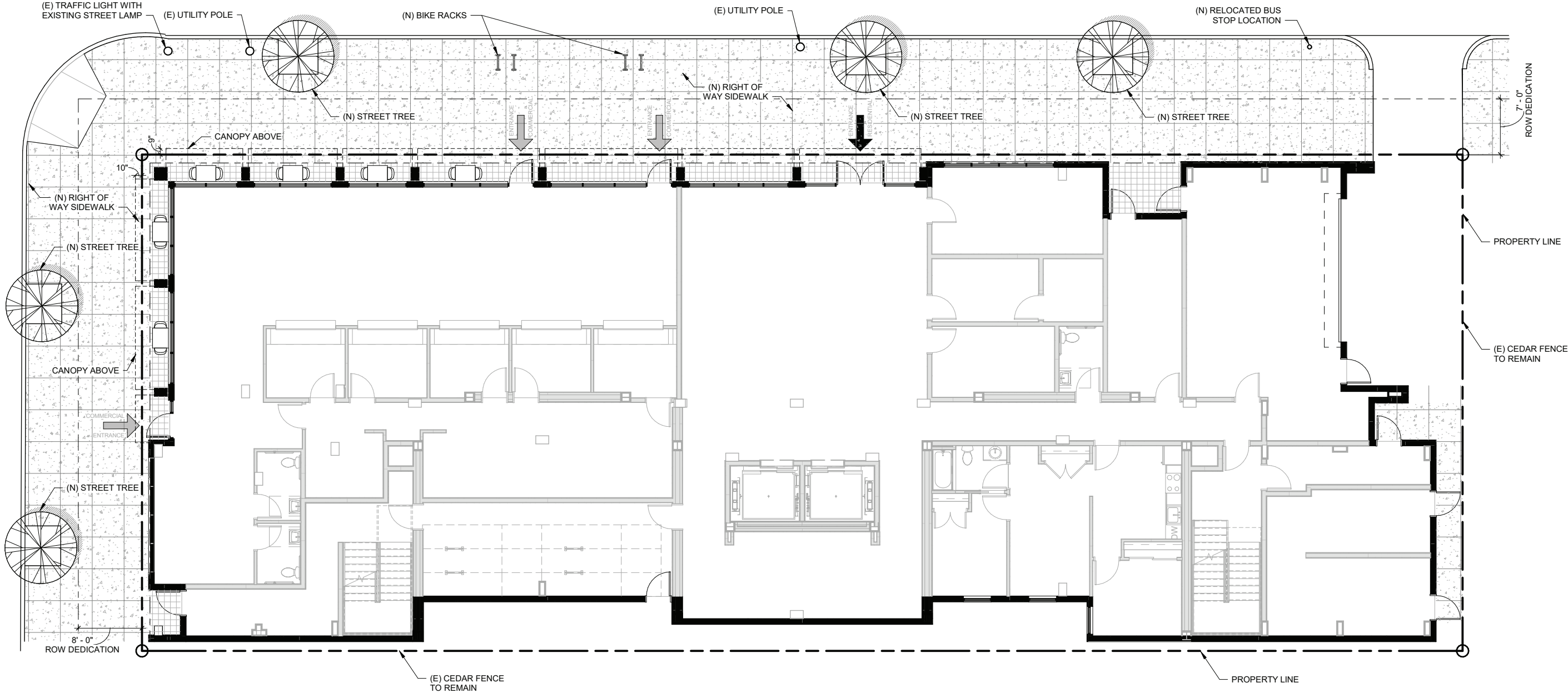
AFFORDABLE HOUSING:

Provide a desperately needed city resource as an engaging building in a vibrant area of city.

CONSTRAINTS & OPPORTUNITIES

NE 99TH AVENUE

NE GLISAN STREET

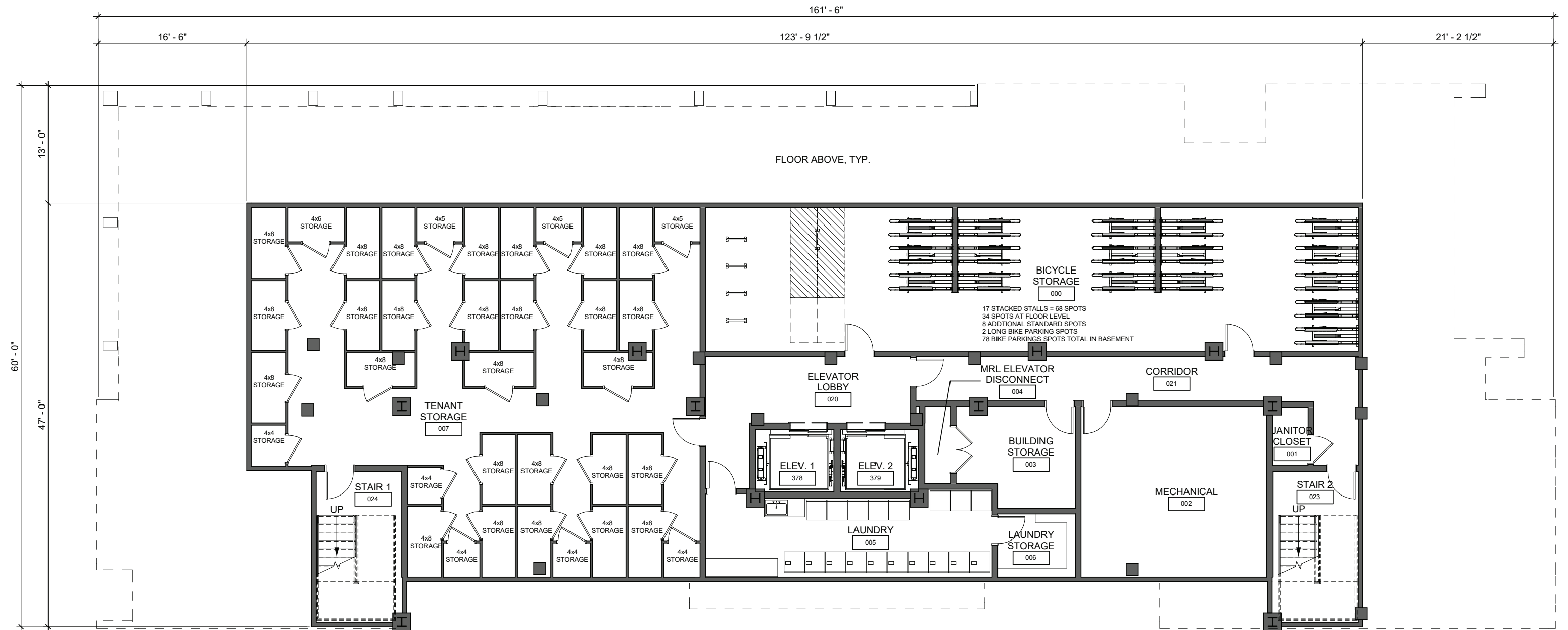


RXD ZONING

RXD ZONING

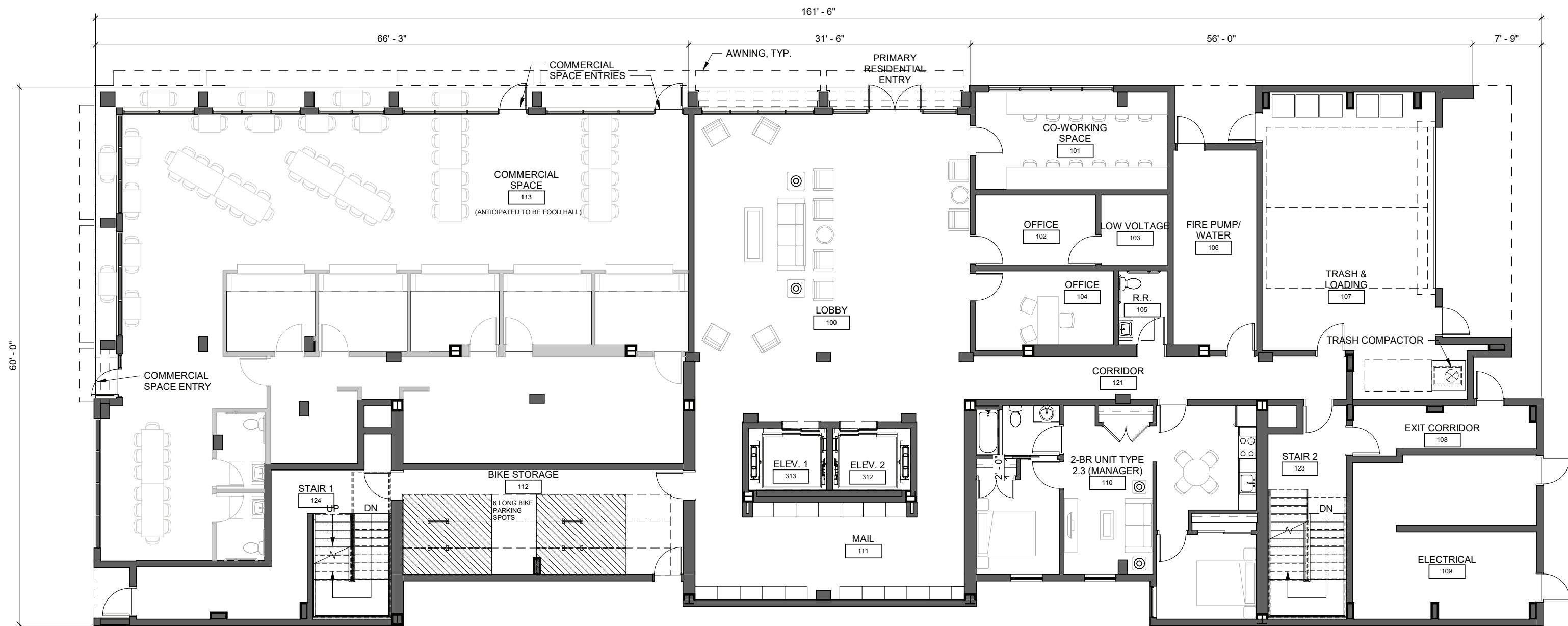
SITE PLAN

GLISAN TOWER
DESIGN ADVICE REQUEST | 11.10.21

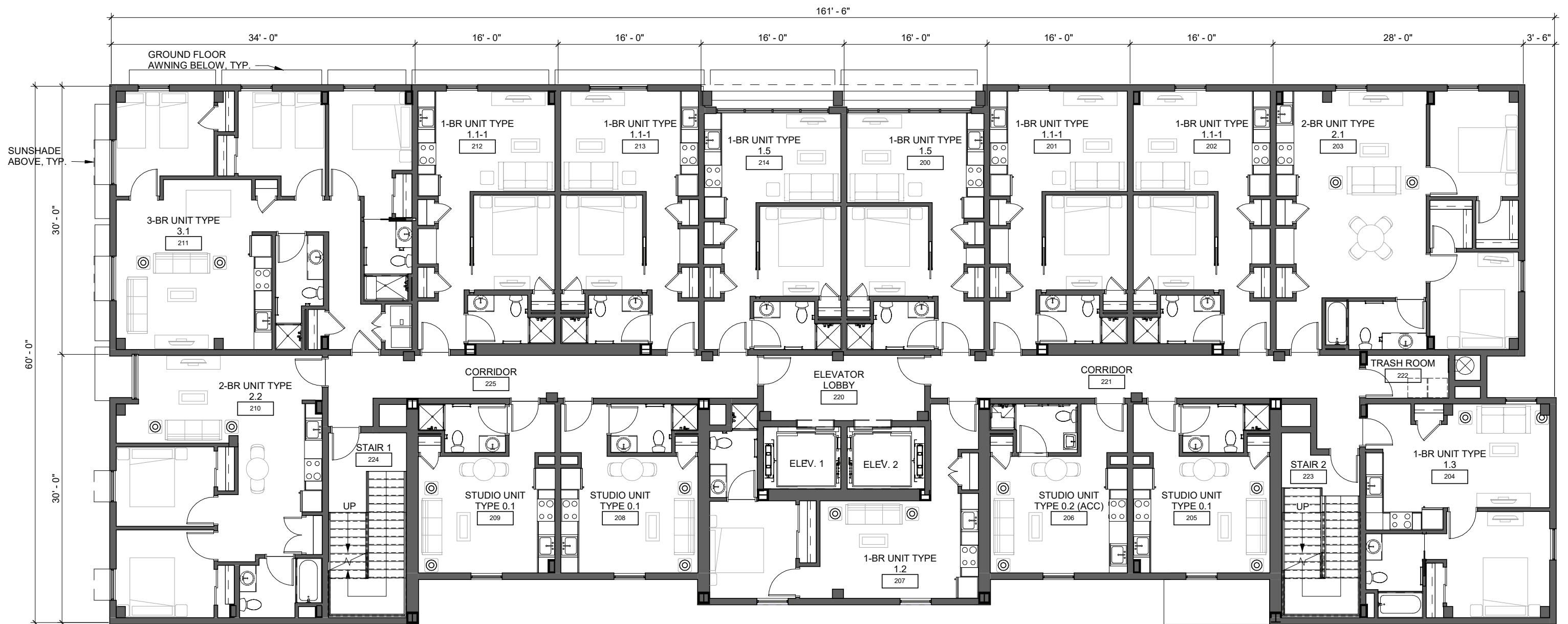


BASEMENT PLAN

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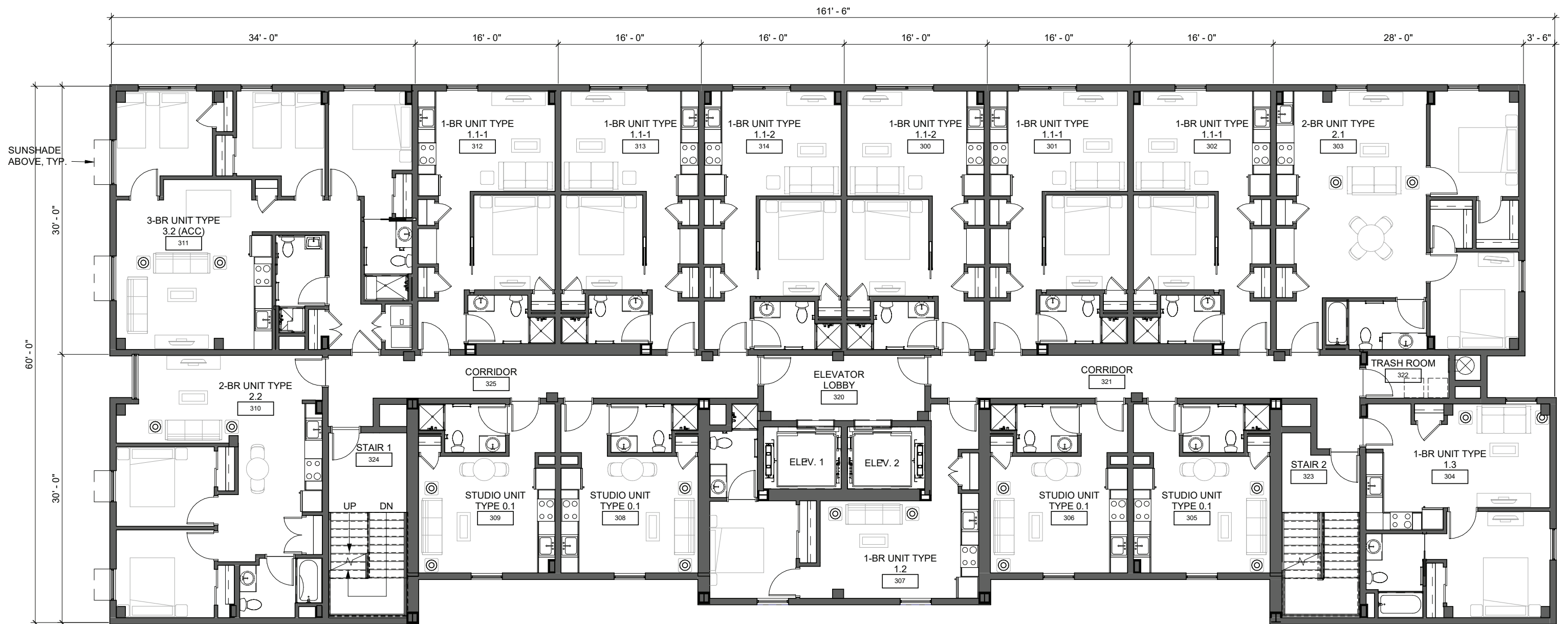


FIRST FLOOR PLAN

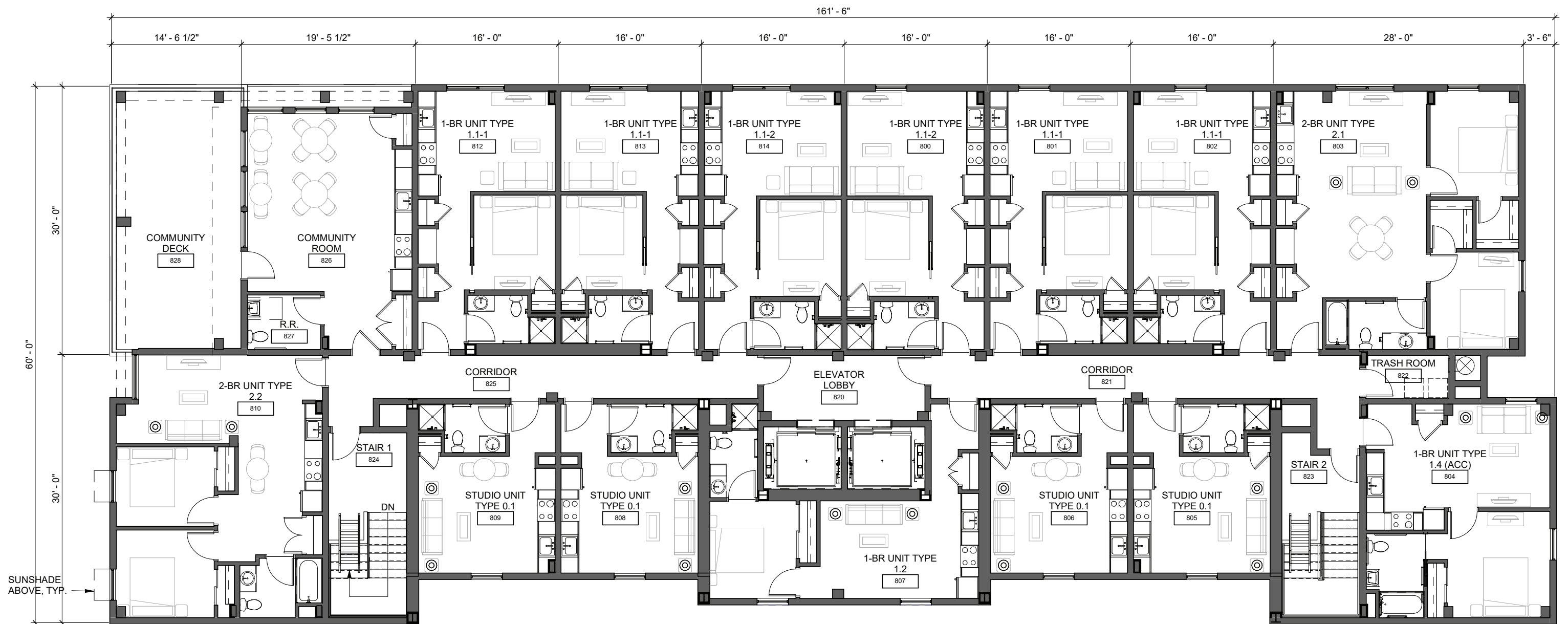


SECOND FLOOR PLAN

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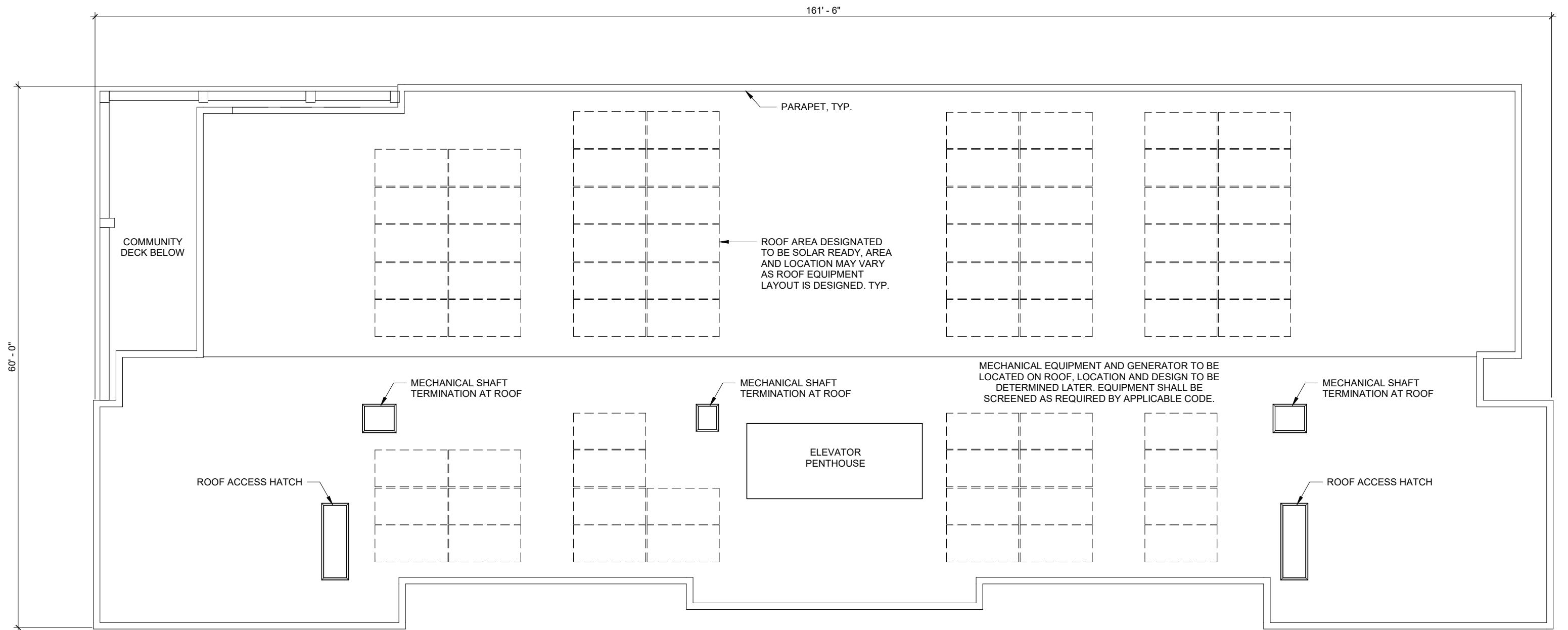


TYPICAL UPPER FLOOR PLAN



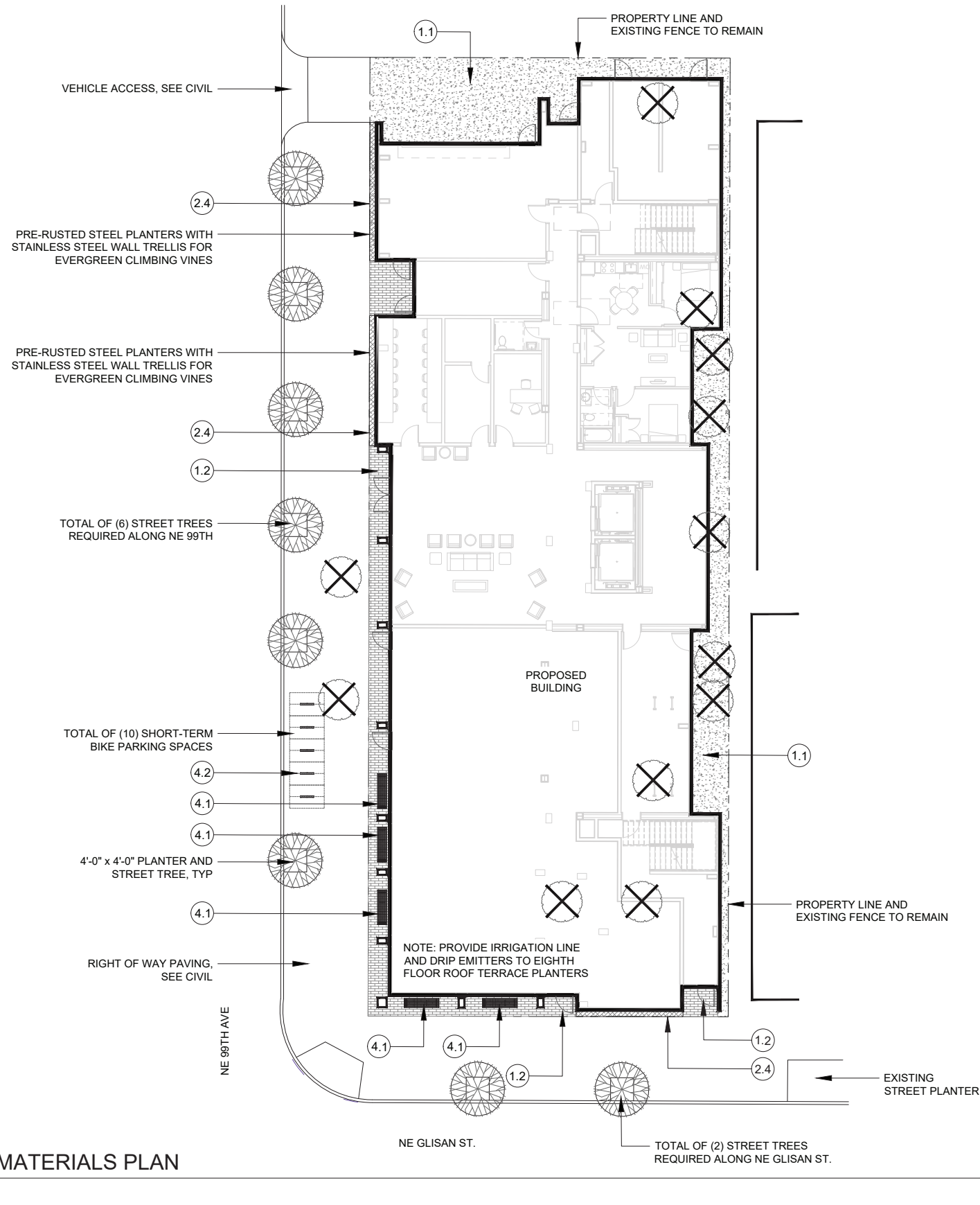
EIGHTH FLOOR PLAN

GLISAN TOWER
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ROOF PLAN

01 MATERIALS PLAN



SITE DETAIL KEYNOTES

		DETAIL/ SHEET	QTY
1.0	PAVING		
	1.1 NEW CONCRETE PAVING	-	1,000 SF
	1.2 UNIT PAVING	-	550 SF
2.0	JOINTING / EDGING		
	2.1 EXPANSION JOINT	-	
	2.2 CONTROL JOINT	-	
	2.3 CONCRETE CURB	-	
	2.4 STEEL PLANTER	-	72 LF
3.0	SITE WALLS		
4.0	SITE FURNISHINGS		
	4.1 BENCH + TABLE SEATING	-	5
	4.2 BIKE RACK	-	5
6.0	PLANTING AND LANDSCAPE SEE LANDSCAPE PLAN		

SITE MATERIALS LEGEND

	TREE TO BE REMOVED
	PROPERTY LINE
	BENCH
	CONCRETE PAVING
	UNIT PAVING
	PLANTING AREA

DEVELOPMENT REGULATION & STANDARDS NOTES

SECTION 4.176 LANDSCAPING, SCREENING, AND BUFFERING

- OVERALL LOT AREA..... 10,357 SF
- REQUIRED MINIMUM..... NONE
- PROVIDED..... 87 SF

- LANDSCAPE PLANS MEETING GENERAL LANDSCAPE STANDARD AND SCREENING WILL BE PROVIDED FOR DESIGN REVIEW.

SECTION 4.171 EXISTING TREES

- TOTAL EXISTING TREES WITH DIAMETER AT BREAST HEIGHT OF SIX INCHES OR GREATER..... 12 TREES
- TREES TO BE PRESERVED..... NONE
- TREES TO BE REMOVED..... 12 TREES

- A TREE PLAN WILL BE PREPARED IN COORDINATION WITH THE ARBORIST REPORT FOR DESIGN REVIEW.

OPEN SPACE CONCEPT



PLANTING PALETTE



1. STREET TREE
Vanessa Persian Ironwood



2. STREET PLANTER
Dwarf Fountain Grass



3. STEEL PLANTERS
Big Blue Lily Turf



4. TRELLIS
Honeysuckle Vine

MATERIALS PALETTE



5. BENCH + TABLE SEATING



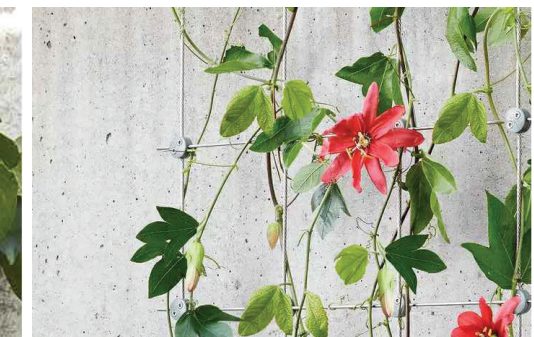
6. DECORATIVE PAVERS



7. SHORT-TERM BIKE PARKING



4. WALL TRELLIS | STAINLESS STEEL



4. WALL TRELLIS | FLOWERING CLIMBING VINES



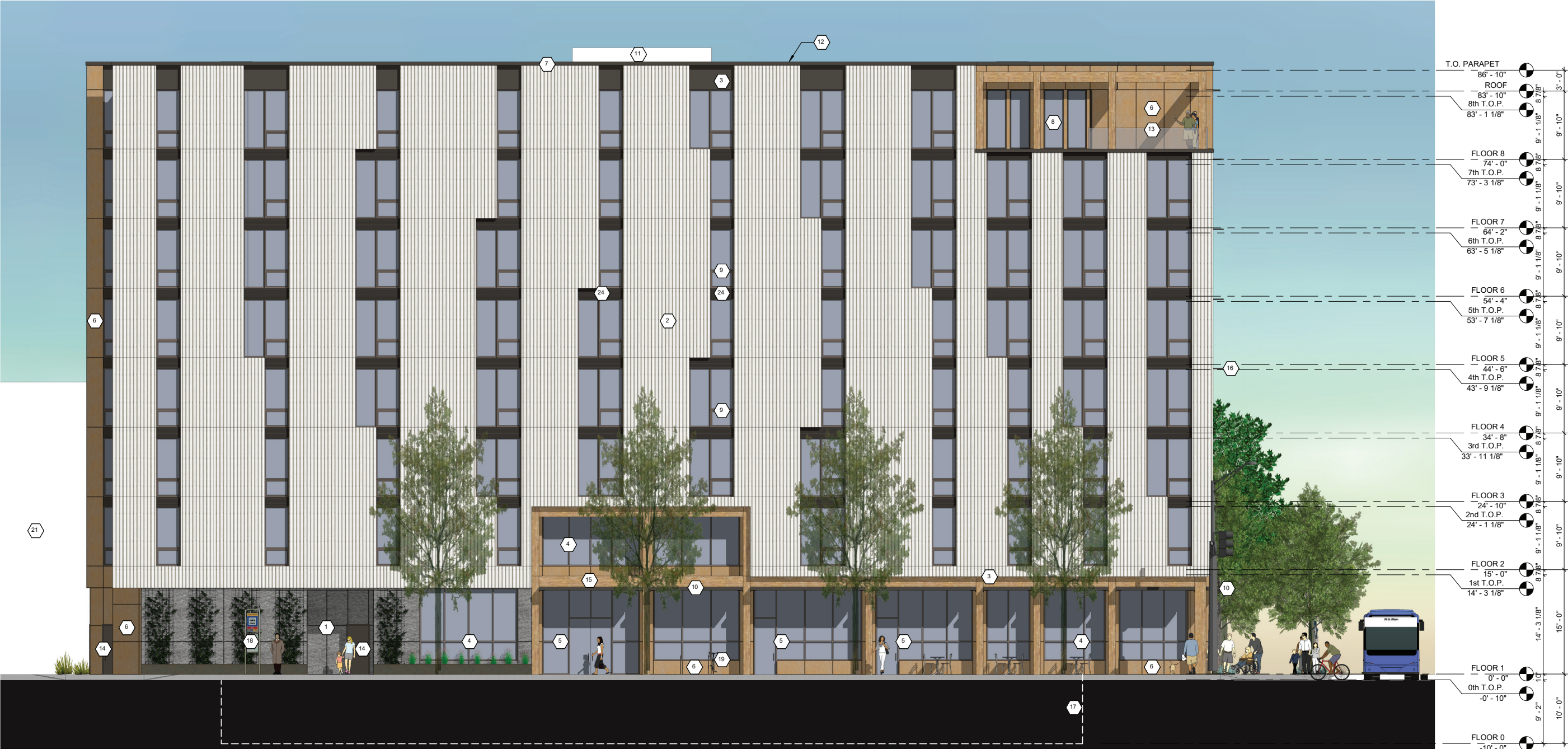
3. PLANTER | ALONG BUILDING EDGE



3. PLANTER | PRE-RUSTED STEEL FINISH

OPEN SPACE CONCEPT

GLISAN TOWER
DESIGN ADVICE REQUEST | 11.10.21



WEST ELEVATION

EXTERIOR ELEV KEYNOTES

NOTE: NOT ALL KEYNOTES MAY BE USED ON ALL SHEETS

- | | | | | | | | |
|---|---|----|---|----|-------------------------------------|----|--|
| 1 | ENGINEERED STONE PANELS, TYP. | 7 | PREFINISHED PARAPET COPING. | 13 | COMMUNITY ROOF DECK | 19 | SHORT TERM BIKE RACK - METAL PIPE HOOP |
| 2 | FORMED METAL PANEL - WHITE, TYP. | 8 | SINGLE FIXED VINYL WINDOW, TYP. | 14 | PAINTED HOLLOW METAL DOOR. | 20 | NEIGHBORING BUILDING |
| 3 | PREFINISHED METAL PANEL - ACORN GRAY, TYP. | 9 | GANGED VINYL WINDOW WITH OPERABLE PORTION, TYP. | 15 | BUILDING SIGNAGE, CHANNEL LETTERING | 21 | NEIGHBORING BUILDING BEYOND |
| 4 | ALUMINUM STOREFRONT SYSTEM, TYP. | 10 | PREFABRICATED METAL CANOPY, TYP. | 16 | SUNSHADE, TYP. | 22 | NEIGHBORING BUILDING IN FOREGROUND |
| 5 | ALUMINUM STOREFRONT SYSTEM WITH DOOR, TYP. | 11 | ELEVATOR PENTHOUSE | 17 | EXTENT OF BASEMENT | 23 | LOADING ZONE OVERHEAD GARAGE DOOR |
| 6 | WOOD VENEER PANELS - COLOR MATCHED TO MASS TIMBER, TYP. | 12 | ROOFTOP EQUIPMENT, SCREEN PER REQUIREMENTS | 18 | BUS STOP | 24 | LOUVERED HVAC VENTING, TYP. |

EXTERIOR ELEVATION NOTES

- A. REFER TO COVER SHEET FOR CLADDING PREFERENCES
- B. DRAWINGS TO NOT REFLECT FINAL SITE GRADING, EXTERIOR DOOR SILL HEIGHTS AT INTERIOR SPACES ABOVE 0'-0" WILL BE MODIFIED ON GRADING PLAN TO BE DEVELOPED.
- C. ALL SIGNAGE TO MEET LOCAL AND STATE REQUIREMENTS.
- D. ALL VENTS NOT SHOWN IN ELEVATIONS, BUT REQUIRED PER MECHANICAL PLANS, TO HAVE PREFINISHED METAL LOUVERS.
- E. REFER TO WALL SECTIONS FOR EXTERIOR WALL ASSEMBLY TYPES.
- F. REFER TO EXTERIOR WINDOW TYPES SHEETS FOR WINDOW SIZES, ELEVATION ABOVE FLOOR, AND GLAZING TYPE FOR EXTERIOR WINDOWS.

ELEVATIONS



NORTH ELEVATION

EXTERIOR ELEV KEYNOTES

NOTE: NOT ALL KEYNOTES MAY BE USED ON ALL SHEETS

- | | | | |
|---|---|----|---|
| 1 | ENGINEERED STONE PANELS, TYP. | 7 | PREFINISHED PARAPET COPING. |
| 2 | FORMED METAL PANEL - WHITE, TYP. | 8 | SINGLE FIXED VINYL WINDOW, TYP. |
| 3 | PREFINISHED METAL PANEL - ACORN GRAY, TYP. | 9 | GANGED VINYL WINDOW WITH OPERABLE PORTION, TYP. |
| 4 | ALUMINUM STOREFRONT SYSTEM, TYP. | 10 | PREFABRICATED METAL CANOPY, TYP. |
| 5 | ALUMINUM STOREFRONT SYSTEM WITH DOOR, TYP. | 11 | ELEVATOR PENTHOUSE |
| 6 | WOOD VENEER PANELS - COLOR MATCHED TO MASS TIMBER, TYP. | 12 | ROOFTOP EQUIPMENT, SCREEN PER REQUIREMENTS |

- | | |
|----|-------------------------------------|
| 13 | COMMUNITY ROOF DECK |
| 14 | PAINTED HOLLOW METAL DOOR. |
| 15 | BUILDING SIGNAGE, CHANNEL LETTERING |
| 16 | SUNSHADE, TYP. |
| 17 | EXTENT OF BASEMENT |
| 18 | BUS STOP |



SOUTH ELEVATION

EXTERIOR ELEVATION NOTES

- A. REFER TO COVER SHEET FOR CLADDING PREFERENCES
- B. DRAWINGS TO NOT REFLECT FINAL SITE GRADING. EXTERIOR DOOR SILL HEIGHTS AT INTERIOR SPACES ABOVE 0'-0" WILL BE MODIFIED ON GRADING PLAN TO BE DEVELOPED.
- C. ALL SIGNAGE TO MEET LOCAL AND STATE REQUIREMENTS.
- D. ALL VENTS NOT SHOWN IN ELEVATIONS, BUT REQUIRED PER MECHANICAL PLANS, TO HAVE PREFINISHED METAL LOUVERS.
- E. REFER TO WALL SECTIONS FOR EXTERIOR WALL ASSEMBLY TYPES.
- F. REFER TO EXTERIOR WINDOW TYPES SHEETS FOR WINDOW SIZES, ELEVATION ABOVE FLOOR, AND GLAZING TYPE FOR EXTERIOR WINDOWS.

ELEVATIONS



EAST ELEVATION

EXTERIOR ELEV KEYNOTES

NOTE: NOT ALL KEYNOTES MAY BE USED ON ALL SHEETS

- | | | | |
|---|---|----|---|
| 1 | ENGINEERED STONE PANELS, TYP. | 7 | PREFINISHED PARAPET COPING. |
| 2 | FORMED METAL PANEL - WHITE, TYP. | 8 | SINGLE FIXED VINYL WINDOW, TYP. |
| 3 | PREFINISHED METAL PANEL - ACORN GRAY, TYP. | 9 | GANGED VINYL WINDOW WITH OPERABLE PORTION, TYP. |
| 4 | ALUMINUM STOREFRONT SYSTEM, TYP. | 10 | PREFABRICATED METAL CANOPY, TYP. |
| 5 | ALUMINUM STOREFRONT SYSTEM WITH DOOR, TYP. | 11 | ELEVATOR PENTHOUSE |
| 6 | WOOD VENEER PANELS - COLOR MATCHED TO MASS TIMBER, TYP. | 12 | ROOFTOP EQUIPMENT, SCREEN PER REQUIREMENTS |

- | | | | |
|----|-------------------------------------|----|--|
| 13 | COMMUNITY ROOF DECK | 19 | SHORT TERM BIKE RACK - METAL PIPE HOOP |
| 14 | PAINTED HOLLOW METAL DOOR. | 20 | NEIGHBORING BUILDING |
| 15 | BUILDING SIGNAGE, CHANNEL LETTERING | 21 | NEIGHBORING BUILDING BEYOND |
| 16 | SUNSHADE, TYP. | 22 | NEIGHBORING BUILDING IN FOREGROUND |
| 17 | EXTENT OF BASEMENT | 23 | LOADING ZONE OVERHEAD GARAGE DOOR |
| 18 | BUS STOP | 24 | LOUVERED HVAC VENTING, TYP. |

EXTERIOR ELEVATION NOTES

- A. REFER TO COVER SHEET FOR CLADDING PREFERENCES
- B. DRAWINGS TO NOT REFLECT FINAL SITE GRADING. EXTERIOR DOOR SILL HEIGHTS AT INTERIOR SPACES ABOVE 6'-0" WILL BE MODIFIED ON GRADING PLAN TO BE DEVELOPED.
- C. ALL SIGNAGE TO MEET LOCAL AND STATE REQUIREMENTS.
- D. ALL VENTS NOT SHOWN IN ELEVATIONS, BUT REQUIRED PER MECHANICAL PLANS, TO HAVE PREFINISHED METAL LOUVERS.
- E. REFER TO WALL SECTIONS FOR EXTERIOR WALL ASSEMBLY TYPES.
- F. REFER TO EXTERIOR WINDOW TYPES SHEETS FOR WINDOW SIZES, ELEVATION ABOVE FLOOR, AND GLAZING TYPE FOR EXTERIOR WINDOWS.

ELEVATIONS

GROUND LEVEL | PEDESTRIAN REALM



STONE PANEL

A highly textural stone panel cladding system will be used as the primary ground floor material. In addition to its durability, the stone is a key component to creating a palette of natural materials that draws inspiration from local ecology.



STOREFRONT SYSTEM

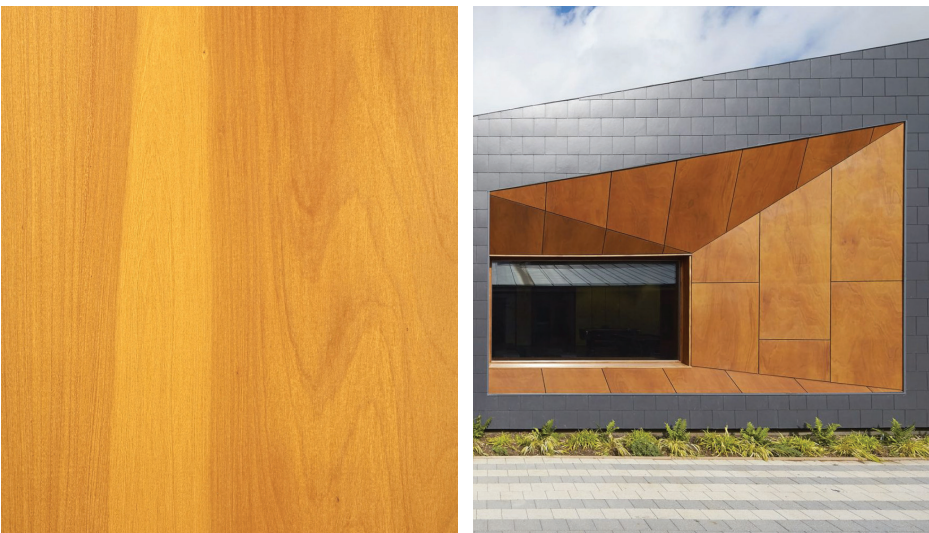
Aluminum and glass storefront framing will provide a high level of connection between street scape and building interior. This connection will further enhance the pedestrian experience and contribute to active urban corridors on both frontages.

GROUND LEVEL + UPPER FLOORS



EXPOSED MASS TIMBER

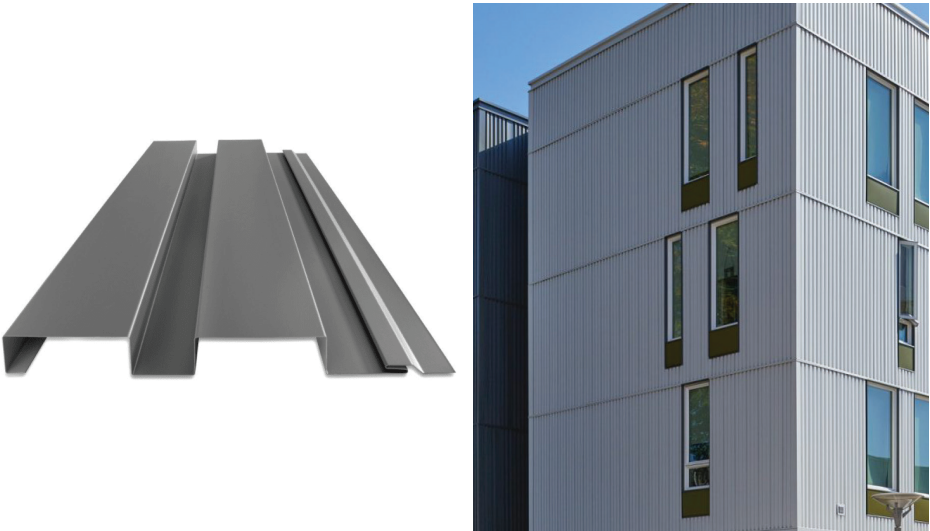
At areas where the public realm will engage with the building program (ground floor commercial, building entrances, roof terrace, etc), the mass timber structural system will be revealed and celebrated. It’s natural richness in texture will enhance the pedestrian experience in a way that’s unique to the project.



WOOD VENEER PANELS

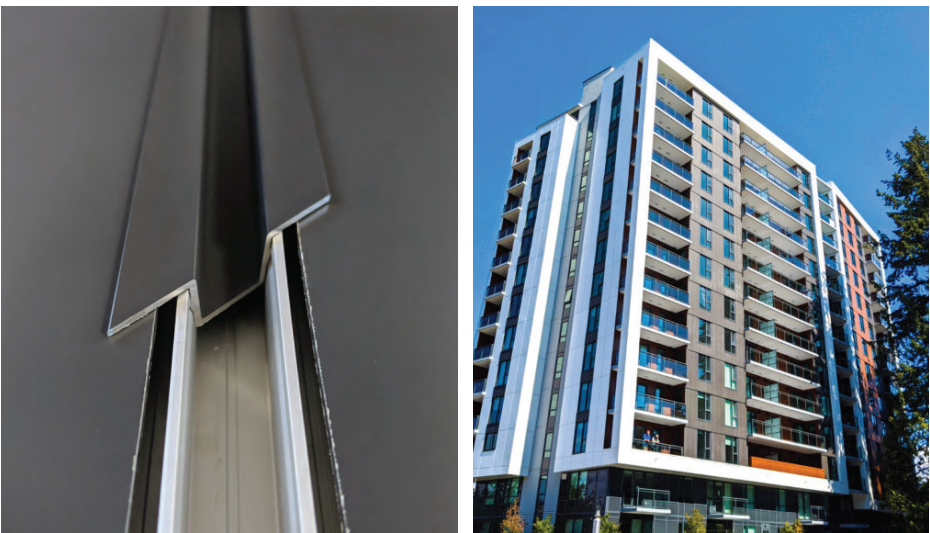
As a way to further accentuate the massing carve outs at exposed mass timber elements, real wood veneer panels will be used as a backdrop / secondary material. These panels will be color matched to the mass timber, creating a simple but refined material palette.

UPPER FLOORS



FORMED METAL PANEL

Looking to precedents in both the immediate context as well as recently approved buildings within the city, formed metal panels will provide texture and visual interest to the upper floors of the building. It’s lighter weight will allow exterior walls to be pre-panelized and craned into place.



SMOOTH METAL PANEL

Smooth metal panels juxtaposing the formed panels will serve as visual breaks in texture, and will tie into the vertical fenestration patterning.

EXTERIOR MATERIAL CONCEPTS

MODIFICATIONS & ADJUSTMENTS

VAULT:

Utility vault to be located in the public right of way. Depending on size, it may be located either less than 2 feet from the curb line or the inner edge of the opening at the side walk may be closer than 3 feet to the property line (24.65.010)

DRIVE AISLE:

Drive aisle is roughly 11'-3" in width. A property with 76 ft to 100 ft of frontage requires a driveway width of 9 ft minimum and a maximum of 30 ft. Frontage for the proposed building is 161 ft. (17.28.110) Adjustment may be needed for forward pulling loading zone, per pre-app meeting.

ANTICIPATED MODIFICATIONS / ADJUSTMENTS



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

Date: 12/20/2022

To: Maurice Robb, Access Architecture

From: Tanya Paglia, Land Use Services, Tanya.Paglia@portlandoregon.gov

RE: Design Advice Request posting for EA 21-107671 DA

Dear Maurice Robb:

I have received your application for a Design Advice Request (DA) at 9919 NE Glisan St. Your case number is given above. The first meeting with the Design Commission is scheduled for **1/13/2022**. I am the planner handling your case, and can answer any questions you might have during the process.

You are required to post notice on the site of your proposal 20 days before the hearing. The information below will help you do this. I am also enclosing instructions for making the required posting boards and the notice that should be placed on the signs.

- A. You must post one of these signs adjacent to each street frontage on the site:
 - NE 99th Ave
 - NW 20th Ave
- B. These signs must be placed within 10 feet of the street frontage line, and must be visible to pedestrians and motorists. You may not post in the public right-of-way.
- C. Because the meeting with the Design Commission for your case is scheduled for 1/13/2022 you must post the notice by 12/24/2021, 20 days before the hearing.
- D. A certification statement is enclosed, which you must sign and return. The statement affirms that you posted the site. It also confirms your understanding that if you do not post the notice by the date above, your hearing will be automatically postponed. You must return this statement to us by 12/30/2021, 14 days before the hearing.
- E. You should not remove the notice before the meeting, but it must be taken down within two weeks after the meeting. You may want to save the posting boards to use for the required site posting during the Type III land use review.

Encls: Posting Notice
Statement Certifying Posting
Additional Instructions for Posting Notice Signs

cc: Application Case File

Design Advice Request

Glisan Tower

CASE FILE	EA 21-107671 DA		
WHEN	Thursday, 1/13/2022 @ 1:30 PM <i>(This is the hearing start time –see Commission agenda for estimated project start time.)</i>		
WHERE	ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/design-commission		
HOW	TO COMMENT: Follow instructions on the Design Commission agenda <u>or</u> email the planner at tanya.paglia@portlandoregon.gov		
REVIEW BY	Design Commission		
PROCESS	A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review		
PROPOSAL	DAR for Glisan Tower, a proposed eight-story, mixed-use affordable housing development with 105 dwelling units and ground floor commercial space on a site located on the corner of NE Glisan Street and NE 99th Avenue in the Gateway Plan District. The building will be composed of a mass timber frame wrapped with prefabricated exterior walls clad with metal panels. The building includes an eighth-floor community room and outdoor deck for residents, and loading located on the north side of the building, accessed from NE 99th Ave.		
REVIEW APPROVAL CRITERIA	Gateway Regional Center Design Guidelines		
SITE ADDRESS	9919 NE Glisan St		
ZONING/ DESIGNATION	RXd – Central Residential with Design Overlay Gateway Plan District		
APPLICANT(S)	Maurice Robb, Access Architecture	OWNER(S)	Curtis Rystad, C & J Property Development LLC
QUESTIONS? BDS CONTACT	Tanya Paglia, City Planner (503) 865-6518 / tanya.paglia@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th Ave, Suite 5000, Portland, OR 97201		

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ການແປພາສາ ຫຼື ການອະທິບາຍ
Письменный или устный перевод | Traducere sau Interpretare | 번역및통역 | الترجمة التحريرية أو الشفوية | Письмовий або усний переклад



503-823-7300



BDS@PortlandOregon.gov



www.PortlandOregon.gov/bds/translated

TTY: 503-823-6868
Relay Service: 711

ACCESS ARCHITECTURE *MAURICE ROBB*
500 W 8TH ST., STE 115B VANCOUVER, WA 98660

DATE: _____

TO: Tanya Paglia | tanya.paglia@portlandoregon.gov
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING

Case File EA 21-107671 DA

This certifies that I have posted notice on my site. I understand that the meeting with the Design Commission is scheduled for **1/13/2022** at 1:30PM, and that I was required to post the property at least 20 days before the hearing.

The required number of poster boards, with the notices attached, were set up on _____(date). These were placed adjacent to each street frontage so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than 12/30/2021, 14 days before the scheduled meeting. I also understand that if I do not post the notices by 12/24/2021, or return this form by 12/30/2021, my meeting will automatically be postponed.

In addition, I understand that I may not remove the notices before the meeting, but am required to remove them within two weeks of the meeting.

Signature

Print Name

Address

City/State/Zip Code

Additional Instructions for Posting Notice Signs

Layout:

The overall board must be printed at its full 18-inch by 24-inch size. Templates for the 18-inch by 24-inch board are provided in Adobe Illustrator, Adobe InDesign, and PDF formats.

Place an image of your proposal, preferably a rendering or an elevation, on the left side of the 18-by-24-inch sign board. Make the image as large as possible without covering any of the blue background of the board and leaving enough room for the posting notice text. Place the posting notice text provided by the city planner on the right side of the board. The posting notice text is provided in PDF format by the city planner for easy insertion/attachment the sign template; it should be inserted at its full 8.5-inch by 11-inch size. See the example image on the following page for reference.

Materials:

Your local sign manufacturer will have a variety of options available, but for environmental reasons we recommend corrugated plastic because it can be recycled. Corrugated plastic is sold under many trade names. It is an extruded twin wall plastic-sheet product produced from high-impact polypropylene resin with a similar make-up to corrugated cardboard and is ideally suited for outdoor signage. It can be direct printed or will accept pressure sensitive adhesive graphics. The sign must be printed in color.

Installation:

Signs may be attached to an existing building or structure, or mounted on posts, stakes, a fence, or other reasonable and sturdy structure that is fully accessible to the public.

Mounting Height:

To ensure that your sign is displayed at the correct height, the top of the sign when mounted should be no higher than 60" inches above grade and free from any obstruction. The bottom of the sign must be at least 24" above the ground.

An example image of the posting board layout is provided below:



NOTICE OF PUBLIC HEARING



Type III Land Use Review

LOT 5 STATION PLACE

CASE FILE LU 20-015504-DUM-AU

WHEN THURSDAY, SEPTEMBER 24, 2020 @ 1:30 PM

(Plan to be hearing start time - last Design Commission agenda for collected project start time.)

WHERE ONLINE: Link to hearing is available at www.portlandoregon.gov/bds/dcagenda

HOW TO TESTIFY: Follow instructions on the Design Commission agenda or email the planner at Benjamin.Nelson@portlandoregon.gov.

REVIEW BY DESIGN COMMISSION

LINE USE DESIGN REVIEW WITH MODIFICATIONS & ADJUSTMENT REVIEW

REVIEW TYPE Design Review with Modifications and Concurrent Adjustment Review for a proposed history commercial building consisting of ground floor retail, dining, housing and parking spaces, and 2 short stories of structured parking located behind existing 15 parking spaces. Above the ground floor retail and parking, 7 stories of office are proposed with large windows at the top and the floor that are cut into the main building massing. Vehicle access to parking and loading is proposed off Van Ness Street. These modifications are requested only to allow the height of the building facade above 100' in height to be up to 100' long, one to allow long term bike parking access to be up to 100' and the use to be the ground floor access to be up to 100' Northrup Street.

PROPOSAL

REVIEW CRITERIA

• Central City Fundamental Design Guidelines

• Street Design Guidelines

• 22.025.040, Other approved criteria (Subsequent Request)

• 22.025.040, Modifications that will better meet design review requirements

RTS ADDRESS 100 2nd Ave S 100 Northrup St

ZONING CMU - Central Commercial and Design Overlay

DEMINATION Central City Plan District - Pearl Subdistrict

FURTHER INFO Available online at www.portlandoregon.gov/bds/dcagenda or contact the planner listed below at the Bureau of Development Services.

DESIGN REVIEW CITY PLANNER Benjamin Nelson, City Planner

CONTACT 503.823.1900 / Benjamin.Nelson@portlandoregon.gov

PROJECT INFORMATION 100 2nd Ave S 100 Northrup St, Portland, OR 97201

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Design Advice Request

Glisan Tower

CASE FILE	EA 21-107671 DA		
WHEN	Thursday, 1/13/2022 @ 1:30 PM <i>(This is the hearing start time –see Commission agenda for estimated project start time.)</i>		
WHERE	ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/design-commission		
HOW	TO COMMENT: Follow instructions on the Design Commission agenda <u>or</u> email the planner at tanya.paglia@portlandoregon.gov		
REVIEW BY	Design Commission		
PROCESS	A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review		
PROPOSAL	DAR for Glisan Tower, a proposed eight-story, mixed-use affordable housing development with 105 dwelling units and ground floor commercial space on a site located on the corner of NE Glisan Street and NE 99th Avenue in the Gateway Plan District. The building will be composed of a mass timber frame wrapped with prefabricated exterior walls clad with metal panels. The building includes an eighth-floor community room and outdoor deck for residents, and loading located on the north side of the building, accessed from NE 99th Ave.		
REVIEW APPROVAL CRITERIA	Gateway Regional Center Design Guidelines		
SITE ADDRESS	9919 NE Glisan St		
ZONING/ DESIGNATION	RXd – Central Residential with Design Overlay Gateway Plan District		
APPLICANT(S)	Maurice Robb, Access Architecture	OWNER(S)	Curtis Rystad, C & J Property Development LLC
QUESTIONS? BDS CONTACT	Tanya Paglia, City Planner (503) 865-6518 / tanya.paglia@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th Ave, Suite 5000, Portland, OR 97201		

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ການແປພາສາ ຫຼື ການອະທິບາຍ
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503-823-7300



BDS@PortlandOregon.gov



www.PortlandOregon.gov/bds/translated

TTY: 503-823-6868
 Relay Service: 711

ACCESS ARCHITECTURE *MAURICE ROBB*
500 W 8TH ST., STE 115B VANCOUVER, WA 98660

DATE: 12/23/21

TO: Tanya Paglia | tanya.paglia@portlandoregon.gov
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING

Case File EA 21-107671 DA

This certifies that I have posted notice on my site. I understand that the meeting with the Design Commission is scheduled for **1/13/2022** at 1:30PM, and that I was required to post the property at least 20 days before the hearing.

The required number of poster boards, with the notices attached, were set up on 12/23/21 (date). These were placed adjacent to each street frontage so that they were visible to pedestrians and motorists.

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In addition, I understand that I may not remove the notices before the meeting, but am required to remove them within two weeks of the meeting.



Signature

Maurice Robb

Print Name

500 W. 8th Street, Suite 115b

Address

Vancouver, WA 98660

City/State/Zip Code



PORTLAND BUREAU OF TRANSPORTATION

1900 SW Fourth Ave., Suite 5000 Portland, OR 97201 503-823-5185

Fax 503-823-7576 TTY 503-823-6868 www.portlandoregon.gov/transportation

Jo Ann Hardesty Commissioner Chris Warner Director

PBOT – Development Review Design Advice Request (DAR) Response

Date: December 23, 2021

To: Maurice Robb, ACCESS ARCHITECTURE
360-326-1221, mauricer@access-arch.com

From: Michael Pina, PBOT Development Review
503-823-4249, michael.pina@portlandoregon.gov

Case File: EA 21-107671

Location: 9919 NE GLISAN ST

R#: R319465, R319651

Proposal: DZ HEARING - Eight-story, mass timber, affordable housing development with ground floor commercial space. Stormwater is anticipated to be managed through an onsite drywell.

The following is in response to the applicant's Design Advice Request, submitted November 19, 2021.

KEY ISSUES

Driveway Location and Maneuvering: The applicant has rotated the on-site loading area 90 degrees since original EA submission. PBOT is supportive of this design as it reduces the curb cut, provides more space to street trees and furniture, and allows vehicles to enter and exit the site in a forward motion. With the loading space as shown, an Adjustment to waive the forward motion requirement is not required. However, formal Design review submission shall include turning movements demonstrating a Standard B sized vehicle is able to exit the site in forward motion.

Driveway Width: The submittal indicates a driveway width of 11-ft 3-in, which is below the 20-ft minimum width set forth in the NEW Driveway code, which goes into effect January 1, 2022. (For more details on these changes, please refer to the following link: [190604 | Portland.gov](https://www.portlandoregon.gov/transportation/article/190604)).

Overall PBOT is supportive of a narrower driveway as mentioned above, however the operation of a driveway less than standard would require a Driveway Design Exception (DDE) to be reviewed and approved prior to support of land-use application. More information can be found on PBOT's website here: <https://www.portlandoregon.gov/transportation/article/655804>

Awning and Canopy Projection: PBOT is supportive of the recessed corner façade which supports the larger proposed canopies. Formal application materials will need to demonstrate portions which project into the public Right-of-Way (ROW) complies with PBOT's Encroachment Policy section D.3. The proposed canopies appear to meet the Encroachment Policy, however, cannot be verified. For more information see section 1.3 (page 44) of PBOT's Encroachment Policy, found here: <https://www.portlandoregon.gov/transportation/article/409066>.

Vault in the Right-of-Way: The submittal mentions a vault placed in the ROW, however one is not shown on site plan drawings (pg. 15 and 22). PBOT reviews exclusive use utility vaults (UVE) within the public ROW (Administrative Rule/TRN-8.13). Prior to proposing any utility vault within the public ROW, the applicant must first explore any option to locate the transformer/vault on private property. It appears that a vault could be placed within the drive aisle of the loading area along the northside of the proposed building. This will need to be clarified at time of formal design review. See Pre-Application comments EA 21-077901 for more information on the process.

From: [Travis Fanucchi](#)
To: [Paglia, Tanya](#)
Subject: Comment on Glisan Tower - Case File EA 21-107671
Date: Monday, December 27, 2021 9:03:49 PM

Dear Tanya Paglia:

I live near where this projected building will be and am pleased to hear about new housing and commercial space in the neighborhood. My only concern about this project is the severe shortage of parking in the neighborhood. While I understand the city wants to nudge people into using cars less, the reality is that there is a high density of housing and cars in the area. I do not see parking being available onsite for this projected building.

One possible remedy for the parking shortage that would definitely help is if your bureau would coordinate with PBOT and urge Tri-Met to open the gate to the Park-And-Ride lot entrance on NE Irving St near 99th Ave. I have never seen this gate open. Opening sections 19 and 20 of this Tri-Met lot would be a monumental help.

It might also be extremely helpful if your bureau could convince PBOT to create a permit parking area for 99th Ave and Irving St, with perhaps a 2-hour limit for those without residential permits. I predict the only substantial opposition to Glisan Tower to be on the basis. Please pass on my suggestions to the developer, PBOT and Tri-Met if you can. Thank you.

Sincerely,
Travis Fanucchi

--

Travis Fanucchi
9817 NE Irving St Apt 213
503-889-6381
fanucchi.travis@gmail.com

From: [Alain Bally](#)
To: [Paglia, Tanya](#)
Subject: EA 21-107671 DA – Glisan Tower
Date: Tuesday, January 4, 2022 12:12:53 PM

As a 6 year resident of the adjacent Gilman Court, I'm interested in the project and would like to be added to any future notifications. I'll attend the hearing virtually if I can but I'd like to share a few comments. I want to preface this by stating I'm not opposed to creating new housing on this site. It's consistent with the surrounding neighborhood and it's what the site and the City need.

[The rendering](#) on the Access Architecture site suggests that the new building will be at least 2 stories taller than Gilman Court directly to the North. This will throw the Southside of the Gilman Court permanently in shadow. While I understand the developers desire to maximize unit count, perhaps the design could be limited to 6 floors or modified to be slightly higher on the Glisan St frontage and staircase down towards the N. At the very least I'd like to see a shadow study.

Is there going to be any parking associated with the building? This area is already grossly under-parked with residents competing for the existing spaces. Those cars parked on the street are broken into so frequently that folk in my building are either giving up their cars or moving. This is a daily occurrence. I'm sure you know that Hazelwood and specifically the area around the Gateway Transit Center have been more heavily impacted by crime and the issues surrounding the unhoused than all but a few of the cities' neighborhoods. I don't just want this project to make things worse. Mindful and thoughtful design modifications early in the process can do a lot to alleviate some of those impacts.

What is going to happen to the Trimet #19 stop directly in front of the site during and after construction? I know it's going to have to be moved but where?

What kind of ground-floor commercial is being contemplated?

Who is going to manage the property? Is this going to be another REACH development?

What is the proposed timeline after it goes through review?

and finally, is any of the recent Homeless Bond money going to support this project?

Respectfully,
Alain Bally

--

"Make things better by making better things." - Seth Godin

From: [kara thiringer](#)
To: [Paglia, Tanya](#)
Subject: 9919 NE Glisan
Date: Tuesday, January 4, 2022 4:16:40 PM

Hi Tanya,

I was wondering about the parking lot for the proposed building at 9919 NE Glisan. I hope there will be adequate parking for this 105 unit structure. I live at 737 NE 99th and not only is street parking scarce already, 99th and Glisan is congested all the time and a high crash zone. Even if 1/2 the people take public transportation it is going to add strain to a already very strained area.

Sincerely,
K.C. Thiringer

Sent from my iPad

From: [Rose K.](#)
To: [Paglia, Tanya](#)
Cc: [Blumenauer, Earl](#)
Subject: New Construction at 99th and NE Glisan
Date: Tuesday, January 11, 2022 11:50:23 AM

Greetings,

My name is Rose Kuhnau. I am a resident of the Hazelwood community within Portland. I just saw a planning commission meeting notice posted on the fence at the corner of NE 99th and Glisan. It states there is a meeting on Jan 13 re: development of property at that location.

I am here to say that I oppose any construction that isn't of benefit to the residents of the new construction as well as the community as a whole. Here are some concerns I want passed along to the commission overseeing this project as well as the Thursday meeting members.

1. Currently and grandfathered in are approximately 700 apartment units from NE 101th to NE 98th (east to west) and from NE Everett Ct to NE Irving (north to south).
2. The lot in question is smaller than any of the other lots where recent multiunit housing has been constructed. Yet the height is being increased by some 20 feet.
3. There is no designation for parking for this development. Underground parking for residents and their guest would be encouraged by developers. Currently there is no street parking for the new complex since the roads to the south and the west are designated "No Parking" zones. There is no road access to this new building on the east and north sides since there is already two six story apartment complexes standing.
4. The roads to the south and west of complex have recently been designated with signage stating "high collision corner". Please check with police, fire and ambulance statistics re: hazards occurring at the corner of NE Glisan and 99th Ave.
5. There are only 8 resident parking spots at the new Buri bldg. apartments on the corner of 98th and NE Glisan. There are approximately 159 units in that building. There is no street parking and limited access for emergency services.
6. Ride Connection has a parking lot for some of their vehicles as well as it's main office at 9955 NE Glisan attached to the new construction address.

These are a few of our concerns as residents of this community for some 7 years. We are overcrowded with residents. At Gilman Ct. apartments live approximately 60 older adults. On a regular basis there is no parking for emergency service vehicles, care providers, family, transportation vehicles to shopping and doctor appointments, the mailman nor deliveries.

We need the commission to deny the permit process of any new building in our neighborhood without open meetings and the input of all residents. If I hadn't seen the posting on the fence, I never would have known about the meeting on Thursday. I am a Peer Support Specialist, Qualified Mental Health Assoc, Vice Chair of the Or. Consumer Advisory Council for the Or Health Authority. I am here to state loud and proud..... "Nothing about us without us". Our community cannot withstand another 114 unit complex built without appropriate infrastructure for all of the city's residents. This area

has 2 entrances and 2 exits to major freeways. We are at capacity. Please give this message to whoever will understand this major dilemma.

Respectfully,
Rose Kuhnau

From: [JOSI YETT](#)
To: [Paglia, Tanya](#)
Subject: [User Approved] Glisan Tower case # EA21-107671 DA
Date: Tuesday, January 11, 2022 1:50:06 PM

Hello Tanya,

My name is Josephine Yett. I live at 400 NE 100th Ave Unit 404, Portland, OR 97220. I am writing in regard to a mailing I received regarding the Design Advice request for the proposed Glisan Tower.

I 100% oppose this design and proposal to build an affordable housing complex with 8 stories and 105 dwellings in addition to commercial space with no available parking. This would completely over burden the existing residents allowance for on street parking and add additional congestion to an already over burdened and high crash intersection at NE 99th and Glisan. (There is an existing traffic sign indicating that it is a high crash intersection) I have owned a property in this neighborhood for 4 years, and have to endure this intersection on a daily basis. It is awful.

In addition, there are 2 new, recently built affordable housing buildings within a block of this proposed dwelling, one with 159 units and the other with 67 units, for a total of 226 units, all with no available off street parking! This is unfair to the family dwellings that already were established in this neighborhood.

Also, 8 stories would be a complete eyesore for this area. There are still many freestanding houses which are needed to keep this area balanced. I would invite you to go spend some time at the intersection of NE 122nd and Burnside to see how negative of an impact a similar structure has caused a neighborhood. Besides looking out of place, it has created an unsafe atmosphere of sketchy people loitering outside the building and trashed filled street and sidewalks. I no longer feel safe driving this route, much less use the intended bike route littered with glass and needles.

I am pleading for you to reconsider this horrible idea of a project. This neighborhood has already gone downhill enough in the 4 years I have lived here. It has become very unsafe with trash pollution, theft and shootings. I don't feel safe walking to the Max transit center or to the Fred Meyer for shopping. The quality of life has already been taken away from the neighborhood. Please make it a better place, not worse.

Sincerely, Josephine Yett

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From: [Lin Felton](#)
To: [Paglia, Tanya](#)
Subject: Glisan Tower - general comment
Date: Thursday, January 13, 2022 4:34:10 PM

Dear Tanja,

Glisan Tower:
General comment.

As the city goes forward with the project, please do so with pedestrian safety and resident's livability in mind.

Today, January 13, 2022 - one person died after being struck by a car at Glisan and the on ramp to I -205, mere blocks from the site.

The Vision Zero map for incidents since 2010 has 15 people injured walking since 2010 at the site and within nearby blocks.

<https://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=5385b143768c445db915a9c7fad32ebe>

Given the above, please fund pedestrian/bike safety projects in the area as 105 dwelling units and an unknown number of people are added to an already proven unsafe pedestrian area.

It would also be helpful if the back of Fred Meyer's was re-opened instead of having a dead zone between the MAX line and the grocery store. (IVR 464445) Or at least a creative, positive use could be found for the dead zone of parking spaces that is now the area between the MAX line and what was the Fred Meyer's west entrance. No one parks on the back side of the Davita dialysis office. Right now the area says, we are hunkering in, closing our doors. It just doesn't quite say, pedestrian, transit friendly, enjoy the neighborhood.

It would be helpful with a project that uses roughly 4,700,000 in public funds to consider public safety solutions and livability solutions for the surrounding area that will be home to future residents.

Kind Regards,

Lin



City of Portland, Oregon - Bureau of Development Services

1900 SW Fourth Avenue • Portland, Oregon 97201 | 503-823-7300 | www.portland.gov/bds



Early Assistance Application

FOR INTAKE, STAFF USE ONLY

Date Rec _____ by _____

LU Reviews Expected _____

☐ Required ☐ Optional

Y N Unincorporated MC
Y N Flood Hazard Area (LD & PD only)
Y N Potential Landslide Hazard Area (LD & PD only)
Y N 100-year Flood Plain
Y N DOGAMI

File Number: _____

Appt Date/Time: _____

Qtr Sec Map(s) _____ Zoning _____

Plan District _____

Historic and/or Design District _____

Neighborhood _____

District Coalition _____

Business Assoc _____

Neighborhood within 400/1000 ft _____

**APPLICANT: Complete all sections below that apply to the proposal. Please print legibly.
Email this application and supporting documents to: LandUseIntake@portlandoregon.gov**

Development Site

Address _____ Cross Street _____ Site Size/Area _____

Tax account number(s) R _____ R _____ R _____

Adjacent property in same ownership R _____ R _____ R _____

Short Project Description:

include proposed stormwater disposal methods. Attach additional sheets for a more detailed description, if needed.

Design & Historic Review (New development: give project valuation. Renovation: give exterior alteration value) \$ _____

APPLICANT: Select an Early Assistance Type and check boxes for desired meeting/written notes options:

Early Assistance Type	City Reviewers	On-line MS Teams meeting & written notes provided ¹	No meeting, written notes provided
<input type="checkbox"/> Pre-application Conference² required for Type III and IV land use reviews	BDS Land Use Services, Transportation, Environmental Services, Water, Parks, others as needed	<input type="checkbox"/>	
<input type="checkbox"/> Design Advice Request² Public Zoom meeting or written notes only with Design Commission or Historic Landmarks Commission	BDS Land Use Services and Design Commission or Historic Landmarks Commission		
<input type="checkbox"/> Early Assistance - Zoning and Infrastructure Bureaus (including initial bureau responses for street vacations)	BDS Land Use Services, Transportation, Environmental Services, Water, Parks	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Early Assistance - Zoning Only	BDS Land Use Services	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Pre-Permit Zoning Plan Check <input type="checkbox"/> 1-2 housing units <input type="checkbox"/> All other development	BDS Land Use Services		<input type="checkbox"/>
<input type="checkbox"/> Public Works Inquiry for 1-2 housing units No land use review or property line adjustment expected	Transportation, Environmental Services, Water		<input type="checkbox"/>

¹Where a meeting is optional, an additional fee applies for the meeting in addition to written notes. Please see the Land Use Services fee schedule for detailed fee information: www.portland.gov/bds/documents/land-use-services-fee-schedule.

²Public notice (email and internet posting) provided for Pre-application conferences and Design Advice Requests.

Applicant Information For Early Assistance options that include a meeting, indicate who should be invited by BDS staff. A legible email address must be provided. Include separate sheet for additional names if needed.

PRIMARY CONTACT, check all that apply ☐ Applicant ☐ Owner ☐ Other _____
Invite to MS Teams Meeting?: ☐ Yes ☐ No
Name _____ Company _____
Mailing Address _____
City _____ State _____ Zip Code _____
Day Phone _____ email _____

Check all that apply ☐ Applicant ☐ Owner ☐ Other _____
Invite to MS Teams Meeting?: ☐ Yes ☐ No
Name _____ Company _____
Mailing Address _____
City _____ State _____ Zip Code _____
Day Phone _____ email _____

Check all that apply ☐ Applicant ☐ Owner ☐ Other _____
Invite to MS Teams Meeting?: ☐ Yes ☐ No
Name _____ Company _____
Mailing Address _____
City _____ State _____ Zip Code _____
Day Phone _____ email _____

**Please submit this application via email with the following materials to
LandUseIntake@portlandoregon.gov:**

- ☐ Written project description
- ☐ Site plans drawn to a measurable scale, with scale and scale bar identified
- ☐ Building elevations drawn to a measurable scale (if appropriate), with scale and scale bar identified

Once the application is received, staff will contact you regarding payment and scheduling a date and time for your meeting.

Questions to be discussed:

Please include on a separate sheet of paper all questions you wish to be addressed.

Note:

1. Only material submitted with the original application will be addressed by City staff; we are unable to address any additional material that is submitted after the application is received.
2. For some proposals, such as those using the Community Design Standards, you will receive more detailed information if you provide full-sized plans.
3. Estimates for System Development Charges (SDCs) are not be provided at Early Assistance Meetings. Refer to SDC information on the BDS website.
4. Plans examiners do not participate in Early Assistance meetings and they do not provide written comments. For life/safety and building code questions, consult with a plans examiner in the Permit Center or schedule a Life Safety Preliminary Meeting (www.portland.gov/bds/documents/life-safety-preliminary-meeting-request-packet).

Following a pre-application conference, the summary report with web links to forms and handouts will be e-mailed to you. If you prefer to receive paper copies, please check this box. ☐



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

BDS – Land Use Planner Response

Pre-Application Conference

Date: October 26, 2021

To: Jean Hester, Conference Facilitator
503-8263-7783, Jean.Hester@portlandoregon.gov

From: Tanya Paglia
503-865-6518, Tanya.Paglia@portlandoregon.gov

File No.: 21-077901

Location: 9919 NE GLISAN ST

Tax Account: R319465, R319651

State ID Number: 1N2E33AD 03300, 1N2E33AD 03200

Proposal: A Pre-Application Conference to discuss development of an eight-story multi-dwelling residential development consisting of 105 units total, with commercial space on the ground level. No off-street parking is proposed. Two Type B loading spaces are proposed with access from NE 99th.

The information provided at the conference and included in this response is based on the information you provided prior to and at the conference and reflects regulations in effect at the time of the conference. This response provides information and guidance only. It is preliminary in nature and based on the information the applicant provided to BDS staff. It is neither a land use review nor a final decision regarding this project. References are to the Portland Zoning Code available online at www.portlandonline.com/zoningcode.

Zoning:

- **Base:** RXd, Central Residential base zone (33.120 Multi-Dwelling Zone) with Design Overlay
- **Overlay(s):** Design Overlay Zone (33.420)
- **Plan District:** Gateway Plan District (33.526)
- **Pattern Area:**
- **Pedestrian District:** Gateway Pedestrian District
- **Streets:** Adjacent streets are classified as follows:
 - NE Glisan St is classified as a District Collector, Transit Access Street, City Bikeway, Major City Walkway in a Pedestrian District, Truck Access Street, Major Emergency Response, and Neighborhood Main Street for Design.
 - NE 99th Ave is classified as a Neighborhood Collector, Transit Access Street, City Bikeway, City Walkway in a Pedestrian District, Local Service for Freight, Minor Emergency Response, and Community Corridor for Design.
- **Transit:** Considered “close to transit”
- **Corridors:** NE Glisan is a designated Civic / Neighborhood Corridor
- **Neighborhood Plan:** Outer Southeast Community Plan and Hazelwood Neighborhood Plan

A. KEY ISSUES AND REQUIREMENTS

The following issues and requirements have been summarized for the applicant to pay special attention to as they may impact the proposed project.

1. Design Overlay Options

- a. **Design Standards Track.** The proposal is not eligible to use the non-discretionary design standards track based on the thresholds in Section 33.420.050.
- b. **Design Review Track.** A Type III Design Review will be required per Table 825-1 of Section 33.825.025. Submittal requirements can be found below in Section D below.
 - Please also note that affordable housing projects may choose a Type II Design Review procedure if at least 50% of the total number of dwelling units on the site are affordable to those earning no more than 60% of the area median income for 30 years or an affordability level established by Title 30. In addition, this option is only available for projects receiving funds, or a commitment of funds, from a government agency, as indicated in Title 30. Privately funded affordable projects cannot utilize this option.
 - If a Type II procedure is chosen, the applicant must provide a letter from the funding agency certifying that the development meets the affordability requirement and any administrative requirements of the Portland Housing Bureau, and a Design Advice Request is required (see Section 33.730.050.B). The application for Design Review may not be submitted before the required Design Advice Request is held.
 - To request a certification letter from the Portland Housing Bureau, please email inclusionary-housing@portlandoregon.gov to initiate the process.
- c. **Neighborhood Contact Requirement (33.420.030).** For proposals in the Design Overlay Zone that will add at least 10,000 square feet of net building area to a site, the neighborhood contact steps of 33.705.020.C., Neighborhood Contact III, are required. This requirement must be completed 14 days before submitting a Design Review application (or building permit for projects utilizing the Design Standards). Additional information on the requirements of Neighborhood Contact III requirements at portland.gov/bds/neighborhood-contact.

2. Land Use Processes

- a. **Design Review Approval Criteria.** The applicable approval criteria are the Gateway Regional Center Design Guidelines and can be found at portlandoregon.gov/designguidelines.
- b. **Additional Reviews.** Additional reviews can be requested in addition to the Design Review. The development standards are expected to be met, however, if one cannot be met, a *Modification* or *Adjustment* review can be requested:
 - A *Modification* review may be requested for site-related standards (such as setbacks, size of loading spaces) that are not met.
 - An *Adjustment* review may be requested as part of the design review for use-related development standards (such as floor area ratios, number of loading spaces, number of parking spaces) that are not met.

All additional reviews should be listed on the land use application, the respective fees paid, and a response supplied to the additional approval criteria listed in the relevant Portland Zoning Code Chapters.
- c. **Other Approval Criteria.** May apply if Modifications (Section [33.825.040](#)) or Adjustments (Section [33.805.040](#)) to development standards are requested.
- d. **Fee(s).** Current fee(s) for land use reviews can be found at [Land Use Services Fee Schedule](#).

- e. **Design Advice Request Recommended.** A Design Advice Request (DAR) is strongly recommended before the Design Commission. The items noted in Section 3 below would be potential topics of discussion at the DAR meeting. Please refer to the *DAR Information Sheet* for process details and submittal requirements at portland.gov/bds/zoning-land-use/documents/design-advice-request-information-sheet.
- f. **Guide to Design Review.** You are encouraged to review the Guide to the Design Review Process prepared by the Design Commission, which provides guidance and expectations of the Design Review process. The guide can be found on the Design Commission webpage at portland.gov/bds/design-commission/about.
- g. **Certificate of Compliance.** Approval of a Design Review allows for the proposed work to be built. The expectation is that the building permit will reflect the project (including the details) that was approved. To ensure this, a Certificate of Compliance will be required at the time of building permit as indicated in a condition of approval. The Certificate of Compliance form can be found at portland.gov/bds/documents/certificate-compliance-design-and-historic-resource-review-approvals.

3. Design Review Issues to Address

This preliminary feedback is based on the information in the Pre-Application Conference submittal.

a. Context

- Emerging context. Note the emerging context of the neighborhood and provide a study in the Design Review submittal. There are many recently built buildings that are, together with existing development, forming an area context with which the new building should have a dialogue.
- Materials.
 - Metal plank siding on upper floors – In this area metal is not generally a primary cladding material but an accent material. More prevalent materials in the area include brick and fiber cement lap with metal used more sparingly as a secondary material. With the Design Review submittal, please provide a context study that shows how the proposed design's vertical, flat, metal materiality works within the neighborhood design language.
 - Stone panel for portion of ground floor – Stone panel isn't a common material and thus a material sample should be included with the design review submittal. There should be a plane change where the material changes from storefront system to stone panel. You may also want to consider a different ground floor material given its lack of use in the district.
 - Mass Timber – As the proposed building is of mass timber construction, consider ways to expose the wood as part of the building's design.
- Bus Stop. An existing bus stop located on NE 99th Ave will be situated directly in front of the proposed building. As you work with TriMet to determine whether the bus stop can be relocated, consider how the bus stop and the building frontage that ends up adjacent to the bus stop interact. The area adjacent to the bus stop should be given special consideration and should include amenities such as weather protection, benches and lighting.
- Non-Street Facing Facades.
 - North frontage – Consider the north façade to be a visible elevation given the abutting building's south courtyard along 99th Ave.

- East frontage – Also consider the east façade to be a visible elevation. While it is an interior frontage that is not street adjacent, vantage points through the abutting property's parking lot from the pedestrian realm along NE 100th Ave will be there for the long-term as the parking lot is part of a recently built development. It will be a highly visible façade and thus any blank areas should be buffered. Consider including trees and other site-obscuring vegetation to soften this side of the building.

Refer to Gateway Regional Center Design Guidelines: *A1 Strengthen Relationships Between Buildings and the Street; A2 – Enhance Visual and Physical Connections; B1 – Convey Design Quality and Building Permanence; B6 – Integrate Ecological / Sustainable Concepts; C2 – Enhance Gateway Locations; C5 – Transition to Adjacent Neighborhoods;*

b. Public Realm

- Ground Floor Activation. Continue to develop and maximize the ground floor glazing and active uses behind it, especially on corners. The commercial ground floor use at the corner of NE Glisan St and NE 99th Ave is an appropriate response at this corner, and the ground floor is well served with active uses. The north end of the west façade features a large “dead zone” with loading, trash and the fire/pump/water spaces all ganged together. Find ways to move these and/or minimize their length along the building's street facing façade.
- Character and Human scale. The building must provide for a pleasant, rich, and diverse experience for pedestrians which should include human scale adjacent to the sidewalk. The proposal presented has a ground floor that is too sterile and flat. Adding more texture, details, human scale and character can be accomplished in a number of ways. Some potential options include:
 - Planar shift – creating planar shifts where there are material changes, etc.
 - Bulkheads – adding bulkheads below ground floor windows would create more ground level texture (bulkheads should be between 18 and 24" from the ground).
 - Benches – with bulkheads, benches could be added along the ground level.
 - Canopies – adding a series of canopies below the transom level would add more human scale and visual interest to the ground floor.
 - Entries – celebrate entries with various design considerations, as these are the places residents pass through on a daily basis.

The upper floors are also too flat, with the long 99th façade in particular needing to be broken up. Potential ways to alleviate the condition include:

- Window-wall Ratio. The window to wall ratio above the ground floor is too opaque on the west elevation with small windows across a large façade. Larger or more windows are needed to break-up the façade and increase the activation on that side of the building.
 - Planar shift – encompassing substantive changes in plane to break-up a lengthy, flat frontage.
 - Window punch – a visible change in depth at the windows is needed (at least 4" change between plane of façade and the windows).
 - Mechanical – the building mechanical should not reduce the amount of glazing which is already lacking. Understand all mechanical needs early to be cohesive with building skin.
- Balconies, terraces, and roof decks. Outdoor amenities above the ground floor are supported by the design guidelines and the Design Commission. Such features not only

increase livability tremendously for building residents, but they also contribute a great deal to the public realm in activating street frontages and providing eyes on the street. Given this building's long frontage along NE 99th Ave, they would break up that very long, flat wall, adding richness and activation to the elevation.

- **Building Entrances.** Main entrances should be prominent, interesting, and transit-oriented. The building's entrances, and its main residential entry in particular, should be articulated in a fashion that makes them more prominent, and more generous weather protection should be provided over each door.
- **Ground level weather protection.** Pedestrian weather protection should be provided. While small canopies are shown over entries, weather protection should be provided for a majority of both street frontages, including generous canopy coverage over all entries.
- **Gas & Electric Meters.** Locate gas and electric meters inside the building to minimize their impact. Gas regulators may be placed on the building's exterior and should be well integrated and, ideally, screened within the façade.
- **Signs.** Signs should be sized appropriately for the building, the district and the pedestrian realm and should incorporate district-appropriate materials.

Refer to Gateway Regional Center Design Guidelines: *A1 Strengthen Relationships Between Buildings and the Street; A2 Enhance Visual and Physical Connections; A3 – Integrate Building Mechanical Equipment and Service Areas; B2 Integrate Ground-Level Building Elements; B3 – Design for Coherency; B5 – Integrate Roofs, Rooftop Lighting, and Signs; C1 Provide Opportunities for Active Uses at Major Street Intersections; C2 Enhance Gateway Locations; C5 Transition to Adjacent Neighborhoods; and C6 – Build on View Opportunities.*

c. Quality & Permanence

- **Building materials.** High quality, durable building materials (building skin, storefronts, windows, doors, canopies, signs, etc.), that respond to the context of the surrounding area or district, are expected. At the ground level facing pedestrian areas, provide robust materials that ensure longevity.
 - If metal panel is used, a minimum 18 gauge or 22 gauge with backing may be supportable. Efforts should be made to keep the design simple with a cohesive composition. Great attention should be given to the quality of the seams and details whenever panelized cladding with many joints are used.
 - Materials at the ground floor should be durable enough for use adjacent to public sidewalks, such as brick and masonry.
- **Loading and parking door materials.** Integrate these doors with the architecture. Solid doors with translucent glazing are a supportable option. If ventilation is needed, perforated doors with solid panels located to screen car lights and views into parking/loading areas is a supportable alternative.
- **Vents/Louvers & Mechanical.** Consider how mechanical equipment and venting will be integrated early in the design process. Vents through the roof are preferable. If wall mounted on the facade, vents/louvers should be integrated into the windows openings. The code guide specific to the screening of dryer vents can be found at portlandoregon.gov/bds/article/726141. Associated mechanical units should be organized

and screened. Think ahead about potential need for air conditioning in the age of climate change and heatwaves to find an integrated solution and avoid retrofit later.

- Exterior Lighting. Exterior lighting should be integrated into the building's overall concept and ensure a safe pedestrian condition along the adjacent sidewalk and within open spaces on the site. Exterior lighting can be used to highlight the building's architecture, however, should not impact the skyline at night.

Refer to Gateway Regional Center Design Guidelines: *A3 – Integrate Building Mechanical Equipment and Service Areas; B1 – Convey Design Quality and Building Permanence; B2 – Integrate Ground-Level Building Elements; B3 – Design for Coherency; B5 – Integrate Roofs, Rooftop Lighting, and Signs; B6 – Integrate Ecological / Sustainable Concepts.*

4. Applicable Development Standards

- a. **Development standards that will apply to the project.** These include, but are not necessarily limited to, those from the following chapters in the Zoning Code (Title 33) and other City codes available online at portland.gov/code/33.
- 33.825 Design Review
 - 33.526 Gateway Plan District - development standards in the plan district may supersede those in the base zone and chapters below.
 - 33.420 Design Overlay Zone
 - 33.266 Parking and Loading
 - 33.258 Nonconforming Upgrades - interior or exterior improvements to a site totaling more than \$306,300 requires up to 10% of the project cost must be spent toward bringing the site into conformance with identified zoning code standards. The Relief and Recovery ordinance adopted by Council in July 2021 waives this requirement for the following projects until March 23, 2023:
 - Daycare uses
 - Affordable housing projects when 50% of dwelling units are under 60% median family income or as defined by Title 30
 - Community Service uses
 - Retail Sales and Services uses with a valuation of under \$1,000,000
 - 33.248 Landscaping and Screening
 - 33.245 Inclusionary Housing - applies to new development with 20 or more dwelling units.
 - 33.120 Multi-Dwelling Zone RXd, Central Residential base zone with Design Overlay
 - Title 32 Sign Code – signs over 32 SF in size in the Design Overlay zone require Design Review.
 - Title 11 Tree Code – Exemptions for tree density and preservation of this Title only apply to private trees on properties zoned IH, on sites with more than 85% building coverage, and sites less than 5,000 SF in area.
- b. **Specific Development Standards to note for this project.** Reference the code section for the exact language as this is not intended to be comprehensive.
- Enhanced Pedestrian Street Standards. Both NE Glisan St and NE 99th Ave are designated as Enhanced Pedestrian Streets in the Gateway Plan District which has special standards for required building lines and ground floor active uses (33. 33.526.280 / Map 526-4).
 - Ground floor active uses. At least 50 percent of the ground floor frontages must have active ground floor uses or be designed and constructed to accommodate such uses.

- Required Building Lines. On both of the street frontages, the building must extend to the street lot line along at least 75 percent of the lot line; or the building must extend to within 12 feet of the street lot line for 75 percent of the lot line and the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes or vendor's stands.
- Loading Standards.
 - Forward motion. Outside the Central City plan district. Outside the Central City plan district, loading facilities generally must be designed so that vehicles enter and exit the site in a forward motion (266.310.F.1).
 - Number of loading spaces. Based on the preliminary information included in the PC materials (105 dwelling units and less than 20,000 square feet of floor area in uses other than Household Living) the requirement for this site will be one of the following:
 - One loading space meeting Standard A or two loading spaces meeting Standard B are required (33.266.310.C.1.c)
 - A Modification could be requested a part of the Land Use review to provide spaces that are smaller than required. If requesting either an Adjustment or Modification to loading, please work closely with PBOT and BDS review staff prior to your Land Use submittal. PBOT review times for loading Adjustments and Modifications can take longer than the typical Land Use timeline.
- Height. The site is located in the Gateway plan district and height limits for the plan district supersede the base zone. For this site, the height limit is 120' (33.526.210 / Map 526-2).
- Density/FAR. The site is located in the Gateway plan district and FAR limits for the plan district supersede the base zone. For this site, the FAR is 6:1 (33.526.220 / Map 526-3) with the maximum increase in FAR whether by transfers or bonuses being 3:1 (33.526.220.D), thus the maximum FAR that can be achieved is 9:1.
- Entrances. For sites located in Gateway, at least one main entrance for each nonresidential tenant space on the ground floor must meet the standard of this section (33.526.270).
- Ground Floor Windows. For a building with more than one street frontage, the frontage that faces the highest transit street classification must have windows that cover at least 40 percent of the ground floor wall areas that are 20 feet or closer to a street lot line or a publicly-accessible plaza. On the other frontage, facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area (33.526.290.B).
- Minimum Required Bicycle Parking. City Council adopted new bike parking standards that went into effect on March 2, 2020. There are new standards for the minimum number of spaces required and additional development standards for size, location, racking, signage, accessibility, and electricity. For multi-dwelling development, long-term and short-term bicycle parking spaces are based on the number of units and on whether the project is in Bike Parking Area A or B per Map 266-1. (33.266.200)
- Bicycle Parking Development Standards (33.266.210).
 - Bicycle Parking Space, Maneuvering Area, and Clearance Dimensions. Required bike parking spaces must meet the minimum requirements for spacing as shown in Table 266-7. The standard required bicycle space is 2 feet wide, 6 feet long and 3 feet 4 inches tall. There must be at least 5 feet behind all bicycle parking spaces to allow room for bicycle maneuvering. Where short-term bicycle parking is adjacent to a public sidewalk, the maneuvering area may extend into the right-of-way. A wall clearance of 2

feet 6 inches must be provided. The area devoted to bike parking must be paved with racks meeting the requirements of 33.266.210.C.2.

- Alternative Spacing Requirements. Alternative Spacing Requirements for horizontal, vertical and stacked bicycle parking spaces are allowed as described in 33.266.C.3 and Table 266-7.
- Long-term bicycle parking. Long-term bike parking must meet the standards of 33.266.210.C and D including location and security and standards. Long-term bike parking may be provided in one or more of the following locations: within a building, including on the ground floor or on individual building floor; on-site, including in parking areas and parking structures; and/or in a residential dwelling unit. All long-term bicycle parking must be covered. Where covered bicycle parking is not within a building or locker, the cover must be permanent, impervious, and the cover must project out a minimum of 2 feet beyond the bicycle parking spaces on the portion of the structure that is not enclosed by a wall. Long-term bicycle parking for residential uses must be provided in one of the following: a restricted access, lockable room or enclosure, designated primarily for bicycle parking; a bicycle locker; or in a residential dwelling unit meeting the standards of 33.266.210.D.1.a(4).

For projects that require 20 or more long-term bicycle parking spaces, additional standards apply. At least 30 percent of spaces must be in a horizontal rack, or on the lower level of a stacked bicycle parking rack. At least 5 percent of spaces must accommodate a larger bicycle space, placed in a horizontal rack (see Figure 266-14). At least 5 percent of spaces must have electrical sockets accessible to the spaces and each electrical socket must be accessible to horizontal bicycle parking spaces.

- Short-term bicycle parking. Short-term bike parking must meet the standards of 33.266.210.C and E. All short-term bicycle parking spaces must be on-site, outside a building. They must be at the same grade as the sidewalk or at a location that can be reached by an accessible route. For a building with one main entrance, the bicycle parking must be within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route (see Figure 266-15). For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route (see Figure 266-16).

5. Coordination with Other Agencies

a. Transportation (PBOT)

- Utility Transformers. Locate utility transformers underground. They should be within the adjacent right-of-way if no opportunities exist on-site outside of the building. Consult with the utility providing electrical service. Also consult with Portland Bureau of Transportation (PBOT) if within the right-of-way. Please note, PBOT has a review process for locating private use utility vaults in the public right-of-way, known as Utility Vault Exclusive Use for Development (UVE). Information can be found at portland.gov/transportation/development/utility-vault-permitting-and-leasing-development. The submittal of the Utility Plan is required for PBOT to recommend that a Land Use application can be deemed complete.
- Garage entrance setback from property line. A “Driveway Design Exception” (DDE) by PBOT will be required for garage entry doors to be located less than 20’ from the property line to ensure that queuing in the ROW is minimized. The Design Review process supports garage doors to be located a no more than 5’ from the building façade. A DDE application should be submitted to PBOT as soon as possible before the Land Use Review submittal

since the DDE must be completed prior to issuance of a land use review decision. The application and information can be found at portlandoregon.gov/transportation/77521

- Oriel Windows. Projecting bays (aka oriel windows) are subject to the Window Projections into Public ROW standards. Note standards A through D must be met. However, exceptions to standards E through G can be requested through the Design Review. The code guide for these standards can be found at portlandoregon.gov/bds/article/68600. A Modification fee is required for Staff to consider these exceptions.
- Loading. If Modifications or Adjustments to loading standards are contemplated, you must reach out early and coordinate with both PBOT and Design Review staff ahead of the land use submittal. PBOT may require a Traffic Scope Approval and Loading Demand Study which both need to occur before the land use submittal for consideration of loading Modifications or Adjustments. More information can be found at portland.gov/transportation/development/traffic-impact-studies.
- Public Works Permit – If PBOT requires a 30% Public Works Permit approval before their recommendation on a Design Review, it should be noted that such approvals can often take longer than the land use process. Therefore, you are highly encouraged to initiate the Public Works Permit process before you submit the Design Review.

b. Environmental Services (BES)

- Stormwater Management. Stormwater management information, including infiltration tests, utility plans, stormwater facility designs, and site landscaping, must be submitted with the Design Review application. BES needs to review these elements early to ensure there are no issues that could affect the building size, location, or site design.

c. Fire / Life Safety

- Preliminary Life Safety Meeting. A separate, preliminary life safety meeting is beneficial to identify critical life safety and building code related issues early in the process so the Design Review proposal can incorporate those critical issues. This meeting is encouraged before the Design Review approval. More information and the application can be found at portland.gov/bds/documents/life-safety-preliminary-meeting-request-packet.
- Glazing and Energy Calculations. If large amounts of glazing are proposed, it is highly encouraged that energy calculations are done prior to submitting the proposal for your Design Review, in case the design is affected by energy code requirements.

d. Electrical Services

- Information for properties served by PGE can be found at portlandgeneral.com/construction/electric-service-requirements
- Information for properties served by Pacific Power can be found at pacificpower.net/working-with-us/builders-contractors/electric-service-requirements.html
- Please note that the service requirements included in these links may not cover all requirements associated with your project. Applicants should contact the PGE Service Coordinator at 503-736-5450 or the Pacific Power Business Center at 888-221-7070 to identify issues that are specific to your project and to coordinate electric service requirements.
- PGE requires minimum clearances from electric wires, conductors and cables. Please be aware of these clearances by calling PGE at 503-736-5450. More information on PGE minimum clearance can be found at portland.gov/bds/documents/why-you-should-respect-portland-general-electrics-power-line-clearances

- e. **Urban Forestry** – Projects that require street tree preservation and planting should reach out to Urban Forestry early in the concept design phase to understand the requirements and process.
- f. **Housing Bureau (PHB)** – Projects that trigger Inclusionary Housing (new buildings with 20 or more dwelling units or alterations to existing buildings that add 20 or more dwelling units) or choose to voluntarily comply with the requirements of Chapter 33.245 in order to obtain bonus FAR or density, should contact the Portland Housing Bureau at 503-823-9042 or inclusionary-housing@portlandoregon.gov. Additional information regarding the City's Inclusionary Housing program is available online at the following link: portland.gov/phb/inclusionary-housing.

B. QUESTIONS RAISED AT THE MEETING

1. **There is a bus stop located at the NW corner of the site, adjacent to the proposed curb cut for trash and loading. Can this bus stop be relocated?**

This falls under the jurisdiction of TriMet. Per PBOT's response:

TriMet manages the location and operation of bus stops, which are reviewed and incorporated into the Public Works permit. If the applicant would like to discuss potential options for the stop specifics, the applicant is encouraged to contact Michelle Wyffels at WyffelsM@trimet.org. For temporary closures of this stop during construction, contact foc@trimet.org.

2. **How are Neighborhood meeting requirements being met in light of Covid-19 closures?**

See Portland Zoning Code section 33.705.020.C, where the following Neighborhood contact III steps are outlined: Notification, Sign, Online Access, Meeting, Required Information. Regarding the meeting, it is noted in section 33.705.020.C.4 that "Meetings held between March 8, 2020 and January 1, 2024 may be held remotely using online video conferencing technology. The selected technology must have a phone-in option available to those without access to a computer or mobile device." Please see this code section for more details on Neighborhood contact requirements.

3. **Please confirm any right-of-way dedications that will be required for this site.**

Please refer to PBOT's response.

C. PREVIOUS LAND USE REVIEWS

As part of your application, address relevant conditions of approval from previous land use reviews on the site and discuss the current status of compliance. Below are the relevant land use case reviews that the City of Portland has on record for the subject site:

- [EA 19-216217 PC](#) – Pre-application conference for an 8-story mixed-use building
- [LU 82-100066](#) (Ref File #: MCF 63-82 PA)
- [LU 64-100193](#) (Ref File #: MCF 55-64 ZC) – Rezoning from R-7 to A-1-B.
- [LU 57-100235](#) (Ref File #: MCF 155-57 ZC) – Rezoning from R-7 to C-3.

D. SUBMITTAL REQUIREMENTS FOR LAND USE REVIEWS

This list identifies the materials you must submit for your Land Use application to be considered complete. For additional details, see Zoning Code Section [33.730.060](#).

GENERAL

- Digital submittal required.
- For final drawings (C Exhibits) and Appendix set (APP Exhibits):
 - Use 11"x17" format

- Leave a 1.5"x5" blank space at the bottom right corner for Staff to add the case number, exhibit number and stamp.
- Conduct a thorough review before submitting your drawing packet.
- Review all color quality in submittal to ensure it accurately represent the colors intended.
- When returning for a 2nd hearing, revisions to the prior submittals should be illustrated and clearly marked in a side-by-side comparison.

PROJECT INFORMATION & NARRATIVE

- Land Use Review application form
- Project team and project cost
- Project description
- Zoning summary
- Response to guidelines/approval criteria (Word doc.)
- Modifications and Adjustments requests & approval criteria responses (Word doc.)
- Response to DAR (narrative)
- Technical Reports - Stormwater Loading Analysis, Queuing Study, etc.

DRAWINGS

"C" Exhibits should represent proposed development/alterations, be at an architectural or engineering scale and use 11"x17" format:

- Title Page
- Table of Contents
- Site Plan
- Floor and Roof Plans - roof plan should show all rooftop elements, including mechanical
- Elevations - B/W and color, and without shade or shadows, include material key, street-facing elevations in their immediate context, including adjacent buildings
- Building Sections - Include some depicting relationships to adjacent buildings
- Enlarged Details - windows/doors, storefronts, canopies, balconies, signage, and their attachments, etc., control joints, seismic joints, and other visible construction details
- Materials / Colors - clearly identify each building material by name
- Landscape Plans
- Lighting Plans
- Civil Plans
- Cut Sheets - only pertinent product info like type, finish, color, dimensions

SUPPORTING INFORMATION

Appendix ("APP" Exhibits) should include information that supports the drawings and use 11"x17" format:

- Renderings - day and night in context, must be simple and not enhanced marketing-type images, avoid dramatic lighting effects
- Context - plan area, urban (3-block radius), site
- Sightlines - sightline drawings from relevant vantage points
- Material Photos & Examples
- Massing & Design Concept
- Miscellaneous Diagrams - FAR, ground floor windows, clear vs. spandrel panels, height, Modifications, Adjustments, etc.
- Responses to DAR (diagram)

DIGITAL MODEL

Design Review proposals in the Central City plan district that include new development or changes in the bulk of an existing building are required to submit a three-dimensional digital model with the Design Review application. The digital files required include:

- Sketch up Model (.skp File)
- 3-D Model plugged into Google Earth (.kmz File)

E. NEIGHBORHOOD NOTIFICATION

When you apply for a:

Type III Land Use Review, all property owners within 400 feet, and all neighborhood associations and recognized organizations within 1,000 feet of your site will receive notification of your proposal.

Type II Land Use Review, all property owners within 150 feet, and all neighborhood associations and recognized organizations within 400 feet of your site will receive notification of your proposal.

- The site is located within the neighborhood association of Hazelwood, contact Arlene Kimura at arlene.kimura@gmail.com
- The site is located within 400/1,000 feet of None/Montavilla, contact Dylan Peerenboom at dylan@montavillapdx.org neighborhood association.
- The site is located within the district neighborhood coalition of East Portland Community Office, contact at 503-823-4550.
- The site is located within the business association of Gateway Area Business Association, contact at gabapdxboard@gmail.com
- Contact information for neighborhood associations, neighborhood district coalitions, and business associations is available at www.portlandonline.com/oni/search/.

F. SUBMITTAL – LAND USE REVIEWS & PERMITS

Land Use Reviews and other LUS applications:

When you are ready to submit a land use review application, please see the BDS Website at <https://www.portland.gov/bds/zoning-and-land-use-during-covid-19> for current submittal requirements. Currently, we are accepting electronic land use applications via email at LandUseIntake@portlandoregon.gov. A Land Use Services technician will contact you with instructions for providing payment for emailed applications.

Permits:

When you are ready to submit a permit, please see our website for updated information on how to apply for permits at portland.gov/bds/apply-and-pay-your-permits-during-covid-19.



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

Design Advice Request

DISCUSSION MEMO

Date: 1/6/2022
To: Portland Design Commission
From: Tanya Paglia, Design & Historic Review Team
503-865-6518 | Tanya.Paglia@portandoregon.gov
Re: EA 21-107671 DA – Glisan Tower
Design Advice Request Memo – January 13, 2022 Meeting

This memo is regarding the upcoming DAR on 1/13/2022 for Glisan Tower. The following supporting documents are available as follows:

- Drawings, Guideline matrix and other documents – accessed here:
<https://efiles.portlandoregon.gov/Record/14757816/>

Note, Commissioners who requested hard copies will receive the drawing set by courier.

I. PROGRAM OVERVIEW

Design Advise Request (DAR) for Glisan Tower, a proposed eight-story, mixed-use affordable housing development with 105 dwelling units and ground floor commercial space on a site located on the corner of NE Glisan Street and NE 99th Avenue in the Gateway Plan District. The building will be composed of a mass timber frame wrapped with prefabricated exterior walls clad with metal panels. The building includes an eighth-floor community room and outdoor deck for residents, and loading located on the north side of the building, accessed from NE 99th Ave.

Notes:

- This project intends to go through a Type II Design Review procedure rather than a Type III procedure, so the land use review will be processed at the staff level and this project would not come before the Design Commission unless appealed. A project has the option to go through a Type II Design Review procedure if at least 50% of the total number of dwelling units on the site are affordable to those earning no more than 60% of the area median income for 30 years or an affordability level established by Title 30, and if the project is receiving funds, or a commitment of funds, from a government agency, as indicated in Title 30. Privately funded affordable projects cannot utilize this option.
- Both NE Glisan St and NE 99th Ave are designated as Enhanced Pedestrian Streets in the Gateway Plan District

II. DEVELOPMENT TEAM BIO

Architect	Maurice Robb Access Architecture
Owner's Representative	Curtis Rystad C & J Property Development LLC
Project Valuation	\$15,000,000

III. FUTURE DESIGN REVIEW APPROVAL CRITERIA:

- Gateway Regional Center Design Guidelines
- Potentially 33.825.040, Modifications that will better meet design review requirements

IV. POTENTIAL MODIFICATION

Subject to the following approval criteria:

- A. The resulting development will better meet the applicable design guidelines; and
- B. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested

Following Modification may be requested:

- Modification to the Forward Motion Requirement of Loading Standard (33.266.310.F): to allow the loading facilities to be designed in a way where vehicles may not be able to enter and exit in a forward motion.

V. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS

Staff advise you consider the following among your discussion items on January 13, 2021:

1. **North End of Front (west) Elevation.** Overall, the building's ground floor is very well served with active uses, including a large commercial space at the corner of NE Glisan St and NE 99th Ave that is an appropriate response to this busy corner. Yet the north end of the front (west) façade features a large "dead zone". This includes trash, loading, fire pump/water uses which are typically challenging to activate. Staff is interested in commission feedback on the treatment given to these areas: engineered stone panel cladding with plantings in front. Additionally, the north end of this frontage includes a co-working space that, while being an active use and having a glazed storefront system facing the sidewalk, also includes plantings in front of it that visually groups it with the inactive area of the frontage. Staff also notes moving the fire pump/water room away from the front of the building and extending the co-working space further north along the frontage would be a great improvement to further activate the ground level of the building along the sidewalk. Finally, the alcove in front of the fire pump/water room could be better activated/utilized.

Refer to Gateway Regional Center Design Guidelines: *A1 Strengthen Relationships Between Buildings and the Street; A2 Enhance Visual and Physical Connections; A3 – Integrate Building Mechanical Equipment and Service Areas; B2 Integrate Ground-Level Building Elements; B3 – Design for Coherency; B5 – Integrate Roofs, Rooftop Lighting, and Signs; C1 Provide Opportunities for Active Uses at Major Street Intersections; C2 Enhance Gateway Locations; C5 Transition to Adjacent Neighborhoods; and C6 – Build on View Opportunities.*

2. **Unified Base.** As proposed, the base of the building features a jarring change in materials at the ground floor of its two street facing frontages. On the west elevation, facing NE 99th Ave, the more prevalent material is real wood veneer panels with a shift to engineered stone panels at the north end of the frontage. On the south elevation, facing NE Glisan St, the same two materials each occupy approximately half of the frontage. Given the interesting and complex expression of the building above the ground level, staff finds the shift in materials at the base distracting and notes that a unified base would be stronger and more coherent. Staff would also like the commission to weigh in on whether the shift to planters along both frontages is also detracting from coherency.

Refer to Gateway Regional Center Design Guidelines: *A1 Strengthen Relationships Between Buildings and the Street; B1 – Convey Design Quality and Building Permanence; B2 – Integrate Ground-Level Building Elements; B3 – Design for Coherency; C5 – Transition to Adjacent Neighborhoods.*

3. **Main Entrance.** The building's main entrance is made prominent by a double-height expression which brings the wood-colored elements and storefront glazing up into the second floor where they sit in front of two second floor housing units. Having the double-height main entrance visually centered on the west elevation creates a sense of symmetry at the base of the building. With the building above being asymmetrical, creating a symmetrical entrance could be considered visually dissonant and staff would like the commission to weigh in on whether the two elements could successfully co-exist. It should also be noted that the symmetrical nature of the entrance is thrown off by the material shift discussed in "2" above.

Refer to Gateway Regional Center Design Guidelines: *A1 Strengthen Relationships Between Buildings and the Street; A2 – Enhance Visual and Physical Connections; B1 – Convey Design Quality and Building Permanence; B2 Integrate Ground-Level Building Elements; B3 – Design for Coherency; B6 – Integrate Ecological / Sustainable Concepts; C2 – Enhance Gateway Locations; C5 – Transition to Adjacent Neighborhoods.*

4. **Materials.** The proposed building will have a mass timber frame. Above the ground floor, the building will be prefabricated exterior walls clad with formed- and smooth- metal panels. At the ground level materials proposed include aluminum storefront systems, prefabricated metal canopies, real wood veneer panels color matched to the mass timber, and highly textured engineered stone panels.

Unity: As noted in item "2" above, the material changes that occur across the base at the ground floor on the building's street-facing frontages detract from the building's coherency.

Context: The proposed building's primary cladding would be formed metal panel. The immediate neighborhood has many recently built buildings that are, together with existing development, forming an area context with which the new building should have a dialogue. In this area metal is not generally a primary cladding material but an accent material. More prevalent materials in the area include brick and fiber cement lap with metal used more sparingly as a secondary material. However, as the context continues to evolve, the proposed building's materiality could be part of the change occurring in the neighborhood design language.

Quality and permanence: Staff would like commissioners to indicate whether they find the proposed materials to be of sufficient quality and permanence, and particularly the proposed ground level materials.

Refer to Gateway Regional Center Design Guidelines: *A1 Strengthen Relationships Between Buildings and the Street; A2 – Enhance Visual and Physical Connections; B1 – Convey Design Quality and Building Permanence; B6 – Integrate Ecological / Sustainable Concepts; C2 – Enhance Gateway Locations; C5 – Transition to Adjacent Neighborhoods.*

5. **Rear Elevation.** The back of the building, the east façade, will be a visible elevation. While it is an interior frontage that is not street adjacent, vantage points through the abutting property's parking lot from the pedestrian realm along NE 100th Ave will be there for the long-term as the parking lot is part of a recently built development, thus it will remain a highly visible façade. The applicant has done a good job of varying the wall plane and materials and including windows to ensure it is not a large, flat, fortress-like façade. However, staff would like the commission to weigh in on whether the blank lower levels need a vegetative buffering and whether the inclusion of extremely narrow slot windows fits the area context.

Refer to Gateway Regional Center Design Guidelines: *A1 Strengthen Relationships Between Buildings and the Street; A2 – Enhance Visual and Physical Connections; B1 – Convey Design Quality and Building Permanence; B6 – Integrate Ecological / Sustainable Concepts; C2 – Enhance Gateway Locations; C5 – Transition to Adjacent Neighborhoods.*

EA 21-107671 DA – Glisan Tower

ATTENDEES - TESTIFIERS IN RED (subject to change)

FIRST NAME	LAST NAME	EMAIL	ADDRESS	CITY	ZIP	ARE YOU ATTENDING FOR:	WOULD YOU LIKE TO TESTIFY	FOR OR AGAINST	TESTIFIED	DID NOT TESTIFY
Ann-Marie	Keyes	amkeyes@gmail.com	400 NE 100th Ave # 312	Portland	97220	YES	NO	N/A		
David	Burnett	davidb@access-arch.com	500 W 8th Street, Ste 115B,	Vancouver	98660	YES	N/A	FOR		
Jacob	Loeb	info@montavilla.net	19 SE 78th Ave	Portland	97215	YES	NO	N/A		
Jackie	Buckley	jackieb@access-arch.com	500 W 8th Street, Ste 115B	Vancouver	98660	YES	N/A	N/A		
Jason	Havelka	jason@summitengineeringllc.com	30 E 33rd St #50322	Eugene	97405	YES	NO	FOR		
JAMES	PUCKETT	jpuckett@spaceagefuel.com	15455 SE Thornton Drive	Oak Grove	97267	YES	NO	FOR		
Mary	Diehl	marychildersdiehl@gmail.com	9837 NE Irving St, Apt 311	Portland	97220	YES	NO	AGAINST		
Sasha	Frenkel	sashaf@access-arch.com	500 W 8th St Ste 115B	Vancouver	98660	YES	NO	FOR		
Tobias	Ramirez	scengus@gmail.com	5454 NW 132nd Ave	Portland	97229	YES	NO	FOR		
Yonas	Kassie	yonask@eecrc.org	1515 SE 122nd Ave # 1509A	Portland	97233	YES	N/A	FOR		



City of Portland
Design Commission

Design Advice Request

EA 21-107671 DA

Glisan Tower

1/13/2022

Staff Presentation

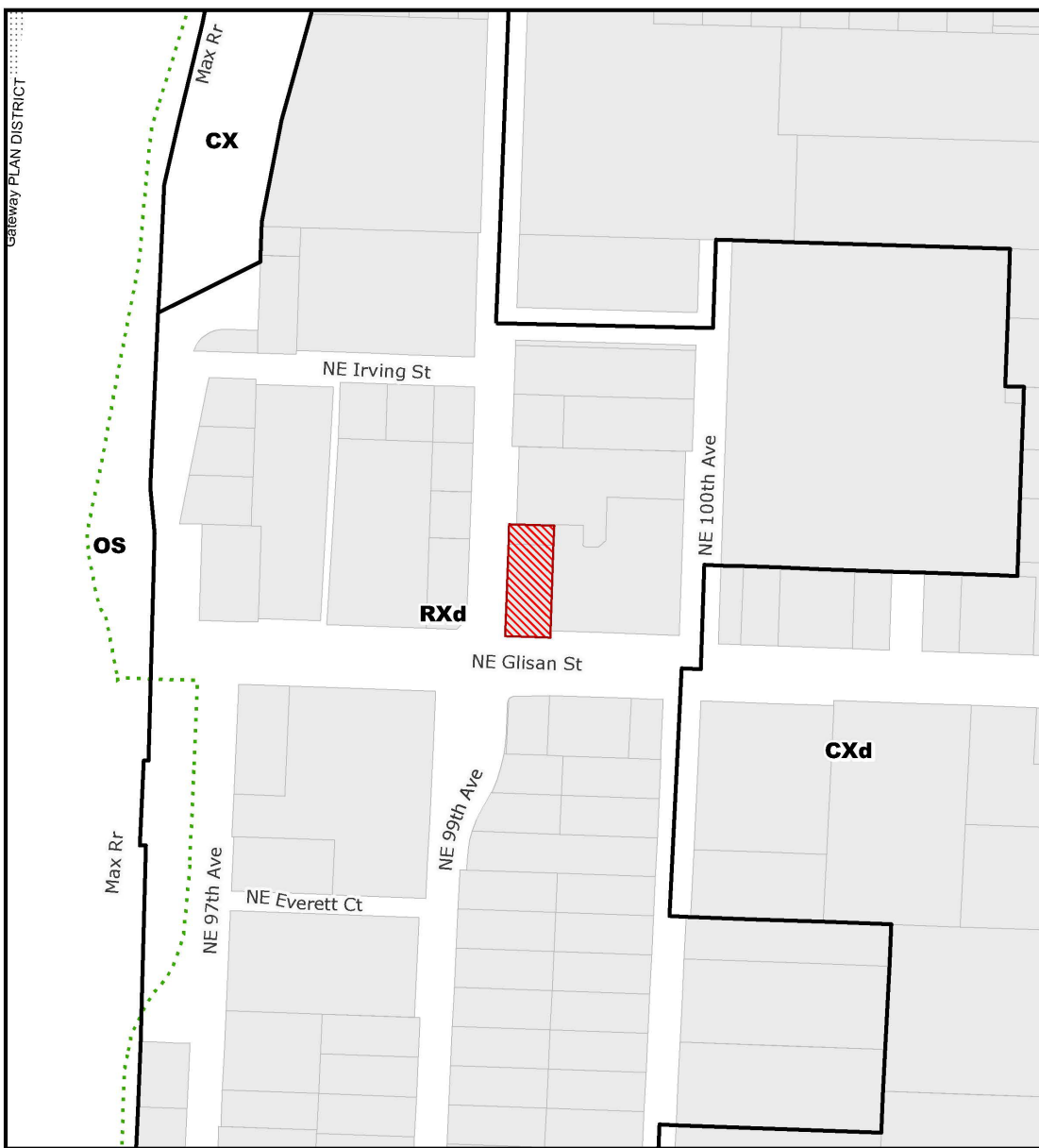
Staff Introduction

Applicant Presentation

Staff Discussion Topics

Public Comments

Commission Discussion



ZONING ↑
NORTH
For Zoning Code in effect Post August 1, 2021
GATEWAY PLAN DISTRICT

 Site
 Recreational Trails

File No.	EA 21 - 107671 DA
1/4 Section	2940,3040
Scale	1 inch = 200 feet
State ID	1N2E33AD 3200
Exhibit	B Nov 19, 2021

Location

Gateway Plan District

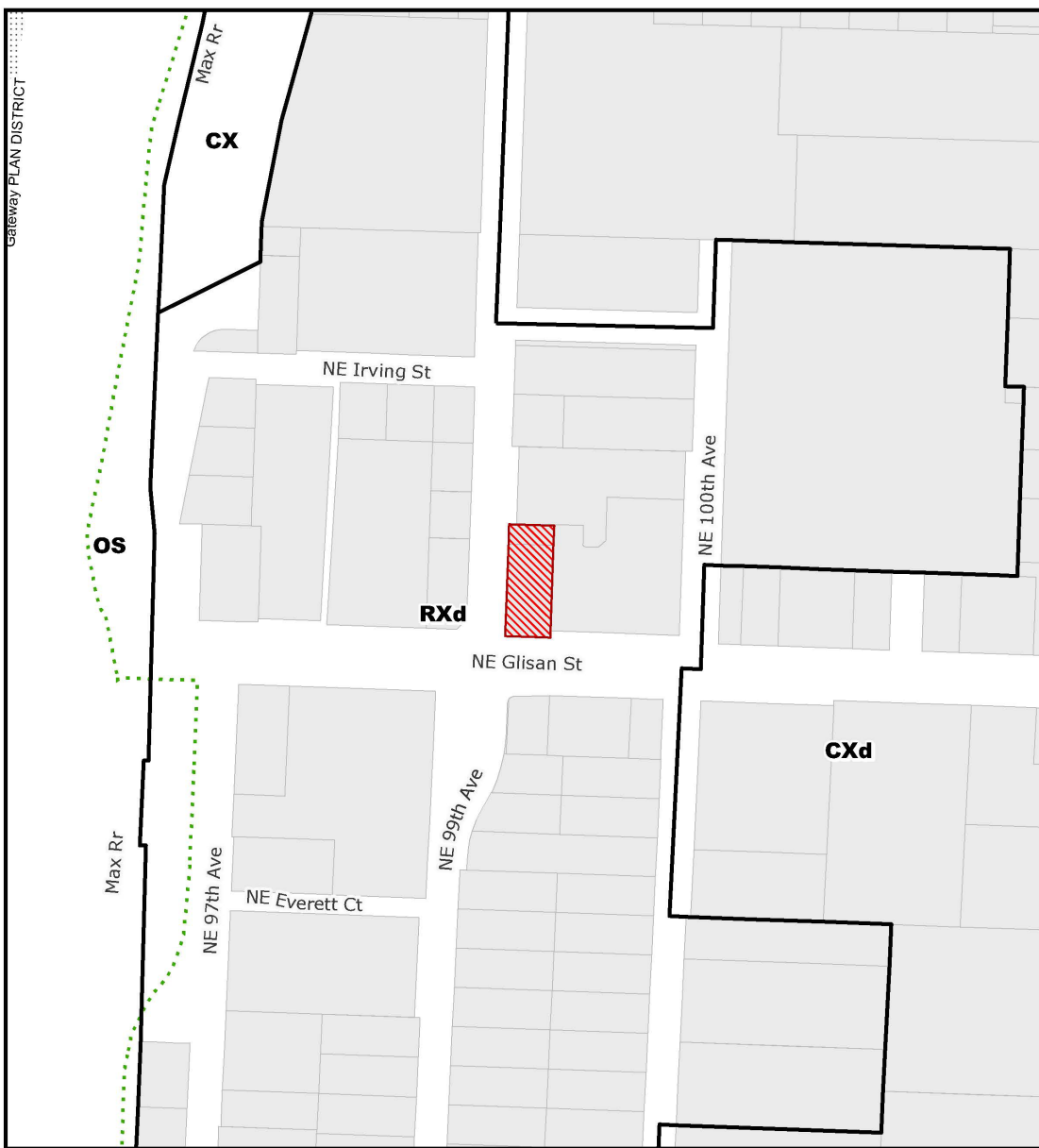
Approval Criteria for Future Design Review

Gateway Regional Center Design Guidelines

PZC 33.825.040 – Modifications That Will Better Meet Design Review Requirements

Site Area:

10,356 SF



ZONING 
 For Zoning Code in effect Post August 1, 2021
 GATEWAY PLAN DISTRICT

 Site
 Recreational Trails

File No.	EA 21 - 107671 DA
1/4 Section	2940,3040
Scale	1 inch = 200 feet
State ID	1N2E33AD 3200
Exhibit	B Nov 19, 2021

Zoning

Base Zone:

RXd, Central Residential, Design Overlay

Floor Area Ratio:

Base: 6:1 (Map 526-3); Max with bonus: 9:1

Proposed: ~7:1

Height:

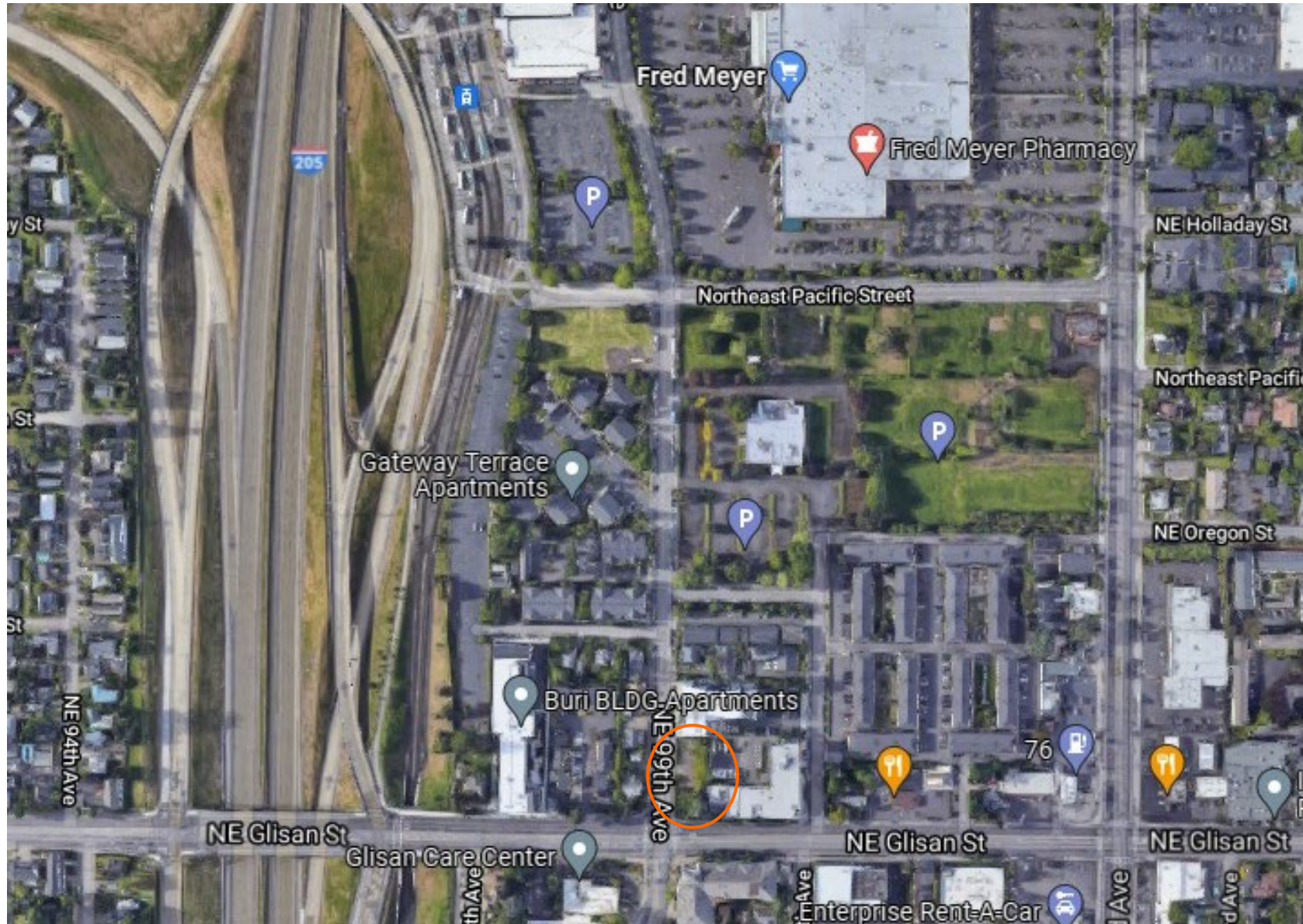
Base: 120' (Map 526-2); Max with bonus: 165'

Proposed: 86'-10"

Parking:

Required: 0 (affordable housing exception 33.266.110.D)

Proposed: 0



Context

EA 21-107671 DA G5



Looking north down NE 99th Ave



Looking south down NE 99th Ave



Looking east down NE Glisan St



Looking west down NE Glisan St



Back of site seen from NE 100th Ave

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Memo Topics:

1. North End of Front Elevation
2. Unified Base
3. Main Entrance
4. Materials
5. Rear Elevation

Staff Introduction

Applicant Presentation

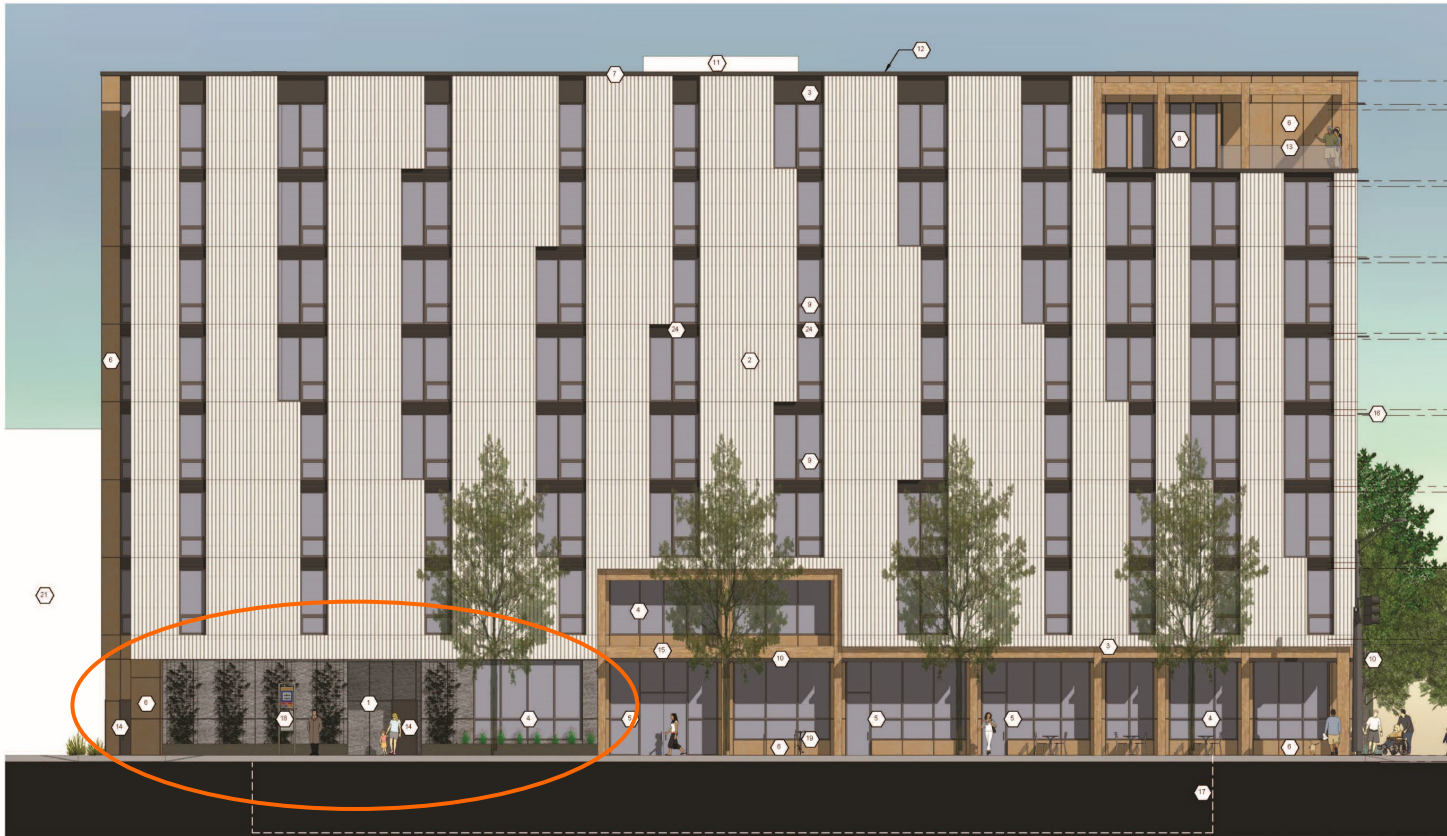
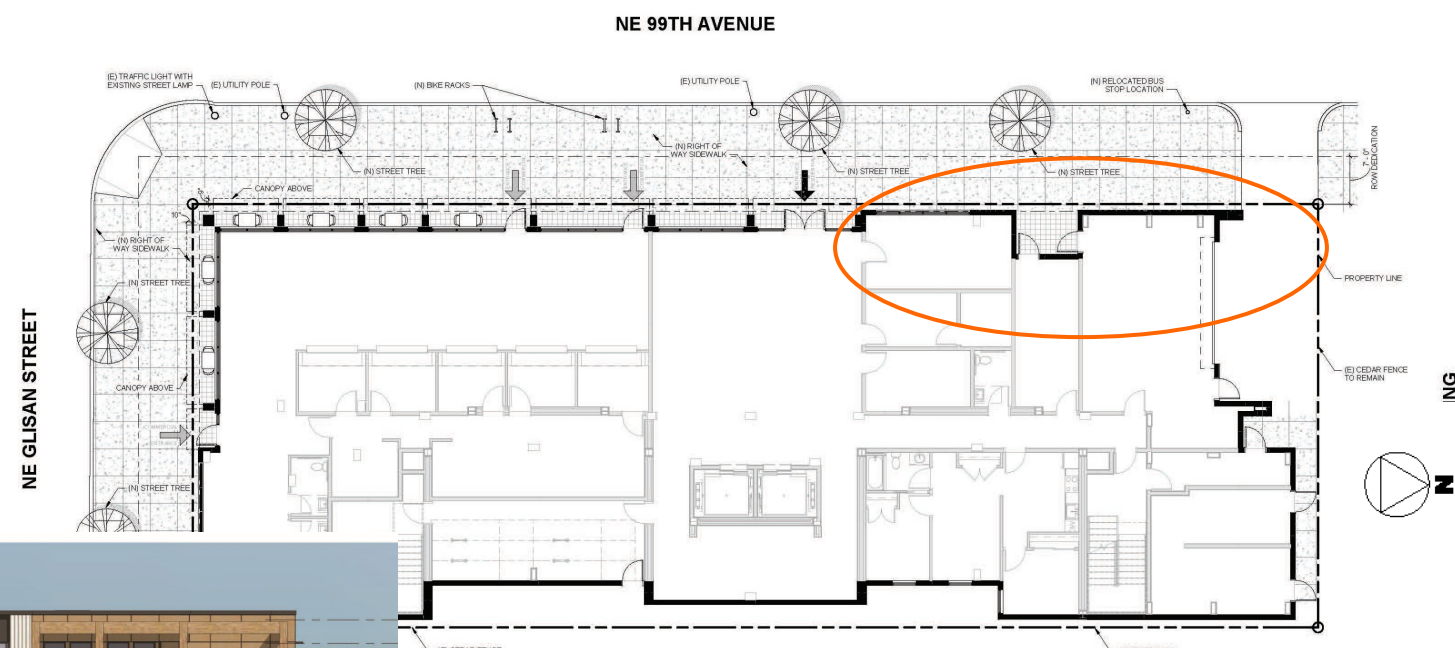
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Topic #1 – North End of Front (west) Elevation's Ground Floor:

- Trash, loading, fire pump/water uses
- Co-working space visually grouped with inactive uses
- Alcove in front of pump/water room



WEST ELEVATION



STONE PANEL

A highly textural stone panel cladding system will be used as the primary ground floor material. In addition to its durability, the stone is a key component to creating a palette of natural materials that draws inspiration from local ecology.

Topic #2 – Unified Base:

- Shift in materials and change to planters detracting from coherency
- Simpler base needed given interesting and complex expression of the building above



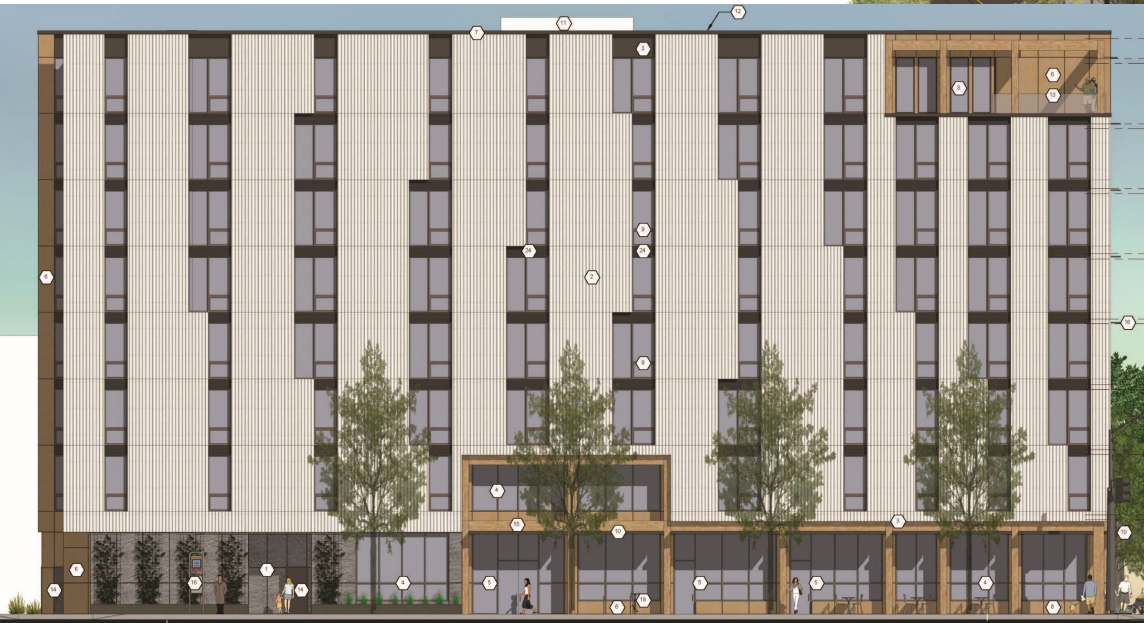
NW CORNER - NE 99TH AVE



SE CORNER - NE GLISAN ST



MAIN RESIDENTIAL ENTRY - NE 99TH AVE

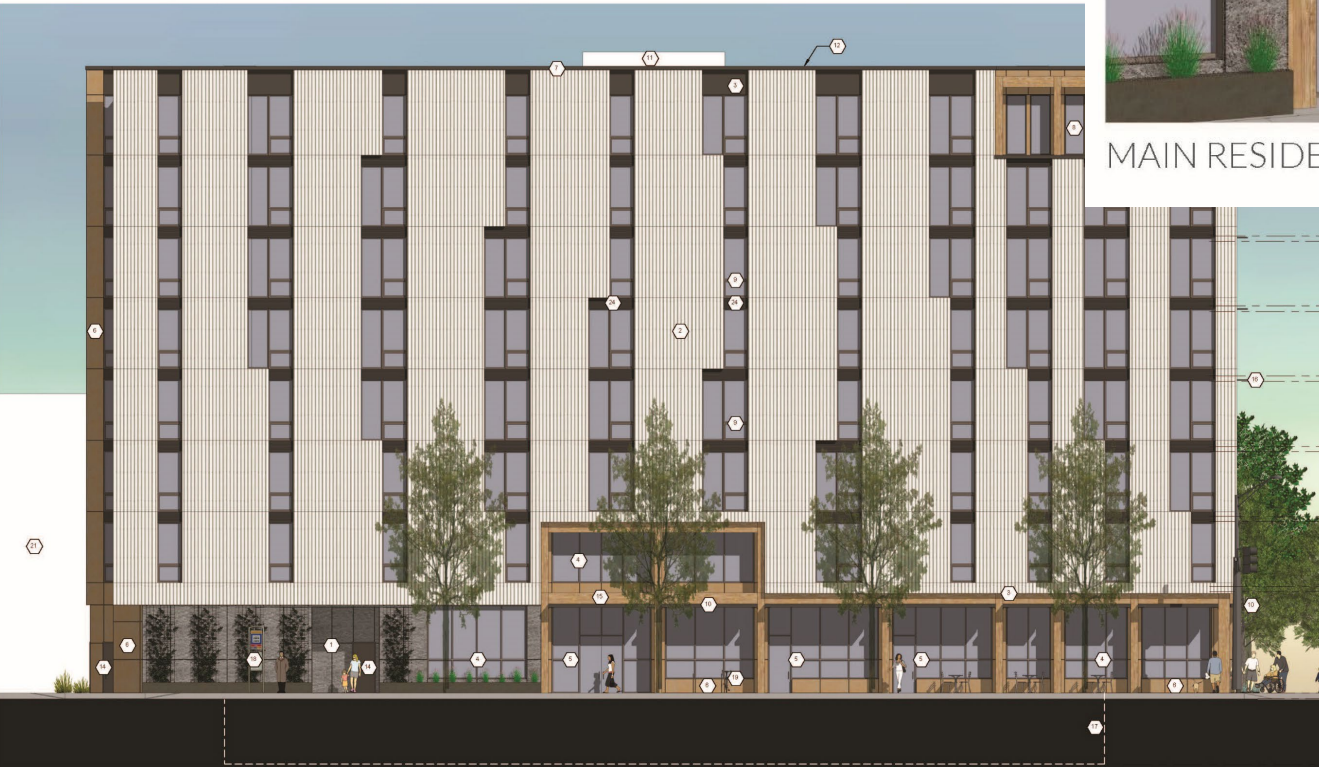


Topic #3 – Main Entrance:

- Double-height main entrance visually centered on the west elevation creates a symmetrical base that clashes with the highly asymmetrical building above



MAIN RESIDENTIAL ENTRY - NE 99TH AVE



WEST ELEVATION

Topic #4 – Materials:

- Unity – ground floor materials change
- Context – metal as primary vs accent
- Quality & Permanence – less common materials at base in particular

GROUND LEVEL | PEDESTRIAN REALM



STONE PANEL

A highly textural stone panel cladding system will be used as the primary ground floor material. In addition to its durability, the stone is a key component to creating a palette of natural materials that draws inspiration from local ecology.



STOREFRONT SYSTEM

Aluminum and glass storefront framing will provide a high level of connection between street scape and building interior. This connection will further enhance the pedestrian experience and

GROUND LEVEL + UPPER FLOORS



EXPOSED MASS TIMBER

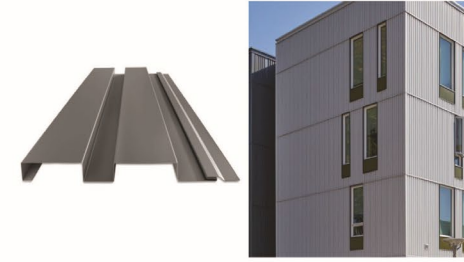
At areas where the public realm will engage with the building program (ground floor commercial, building entrances, roof terrace, etc), the mass timber structural system will be revealed and celebrated. It's natural richness in texture will enhance the pedestrian experience in a way that's unique to the project.



WOOD VENEER PANELS

As a way to further accentuate the massing curve outs at exposed mass timber elements, real wood veneer panels will be used as a backdrop / secondary material. These panels will be color matched to

UPPER FLOORS



FORMED METAL PANEL

Looking to precedents in both the immediate context as well as recently approved buildings within the city, formed metal panels will provide texture and visual interest to the upper floors of the building. It's lighter weight will allow exterior walls to be pre-panelized and craned into place.



SMOOTH METAL PANEL

Smooth metal panels juxtaposing the formed panels will serve as visual breaks in texture, and will tie into the vertical fenestration patterning.



Topic #5 – Rear Elevation:

- Interior elevation, but highly visible
- Ground level landscape buffer needed?
- Slot windows appropriate?



Staff Introduction

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Staff Discussion Topics

Public Comments

Commission Discussion

Staff Introduction

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Public Comments

Commission Discussion

GLISAN TOWER

Follow up from DAR

PETRARCH

- Non-porous material means graffiti, dirt, etc. sits on top of surface and can be cleaned with soapy water without leaving residue or fading.

PARKLEX FACADE

- Recently approved by Commission for urban, high-profile projects including:
 - Carbon 12
 - Hyatt Regency
- Examples of other PNW high profile / high quality project utilizing Parklex:
 - UW Life Science Building, by Perkins + Will
 - Western WA University Interdisciplinary Science Building, by Perkins + Will
 - Good Samaritan Hospital, by HGA Architects
 - AC Marriott Bellevue, by Johnson Braund
- Delamination that Commissioner Rodriguez spoke of was with a previous product known as Parklex 1000. That product has since been discontinued. Parklex Façade is a new product with a different manufacturing system. It uses a covalent bond adhesion rather than a physical bond.
- Parklex Façade was introduced 10 years ago and hasn't had a failure to date.
- Parklex utilizes real wood in its composition, making it one of the best options for a real wood cladding system that doesn't have the same maintenance and durability concerns as stained or sealed exterior wood.
- Easily cleanable without leaving residue or fading behind. Carbon 12 utilizes Parklex for the majority of its ground floor cladding, providing a local example of product durability in a dense urban environment.



SW CORNER - NE GLISAN ST & NE 99TH AVE

CURRENT DESIGN



PARKLEX FAÇADE, GOLD

PETRARCH

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SW CORNER - NE GLISAN ST & NE 99TH AVE

CURRENT DESIGN



Access Architecture
300 W 10TH STREET, STE 1100, VANCOUVER, BC V6P 4R1