



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

Amanda Fritz, Commissioner  
Paul L. Scarlett, Director  
Phone: (503) 823-7300  
Fax: (503) 823-5630  
TTY: (503) 823-6868  
[www.portlandoregon.gov/bds](http://www.portlandoregon.gov/bds)

## **STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION**

CASE FILE: LU 13-199812 DZM  
PC # 13-142651  
Glisan Commons Phase II  
REVIEW BY: Portland Design Commission  
WHEN: Thursday December 5, 2013 at 1:30 PM  
WHERE: 1900 SW Fourth Ave., Room 2500A  
Portland, OR 97201

**Bureau of Development Services Staff:**

Chris Caruso 503-823-5747/Chris.Caruso@portlandoregon.gov

### **GENERAL INFORMATION**

**Applicant:** Ben White/Carleton Hart Architecture (503-206-3174)  
322 NW 8th Ave/Portland, OR 97209

**Owners:** Riad Sahli/Reach Development LLC  
4150 SW Moody Ave/Portland, OR 97239  
  
Jaymee Cuti/City Of Portland Housing Bureau  
421 SW 6th Ave Sute 500/Portland, OR

**Site Address:** 604 NE 99TH AVE

**Legal Description:** TL 3100 1.28 ACRES POTENTIAL ADDITIONAL TAX, SECTION 33 1N 2E; TL 3500 0.08 ACRES POTENTIAL ADDITIONAL TAX, SECTION 33 1N 2E; TL 3400 0.08 ACRES POTENTIAL ADDITIONAL TAX, SECTION 33 1N 2E

**Tax Account No.:** R942330810, R942334560, R942334690, R942330810, R942330810

**State ID No.:** 1N2E33AD 03100, 1N2E33AD 03500, 1N2E33AD 03400, 1N2E33AD 03100, 1N2E33AD 03100

**Quarter Section:** 2940

**Neighborhood:** Hazelwood, contact Arlene Kimura at 503-252-9429.

**Business District:** Gateway Area Business Association, contact Fred Sanchez at 503-256-3910.

**District Coalition:** East Portland Neighborhood Office, contact Richard Bixby at 503-823-4550.

**Plan District:** Gateway

**Zoning:** RXd – High-Density Residential with design overlay

**Case Type:** DZM – Design Review with Modifications

**Procedure:** Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:**

The applicant seeks design review approval for a new residential building in the Gateway Plan District. The proposed building will be the second and final phase of the Gateway Master Plan for Glisan Commons which was approved thru LU 12-116420 MS. The building locations, pedestrian connections, parking lot layouts, driveway locations, and interior courtyard locations were all approved as part of the Master Plan. The Phase I building's design was approved thru LU 12-115245 DZ and is currently under construction. The proposal for this Phase II building includes 60 senior housing units in a 6 story building fronting NE 99<sup>th</sup> Avenue with 84 on-site parking spaces (19 of which are for the senior housing units, the remainder are for Phase I uses), some of which are tucked under the building and some of which are on a surface lot. Outdoor areas are provided in the form of a roof deck and shared ground level courtyards. Exterior materials for this Phase II building include exposed concrete (textured and smooth, brick veneer, metal panels, fiber cement lap and panel siding, aluminum storefront, fiberglass windows, and metal railings, screens, and cable trellises.

Modifications being requested include:

1. 33.526.280 Enhanced Pedestrian Street Standards. To allow only 50% instead of 75% of the NE 99<sup>th</sup> Avenue street frontage to meet the standard.
2. 33.248.020 Landscaping and Screening. To not have trees meeting the L2 landscape standard in the NE 99<sup>th</sup> Ave parking wall planter.
3. 33.266.130.G Parking area setbacks and landscaping. To provide alternate landscaping materials and widths along a portion of one of the ADA parking spaces at the south lot line, in place of the required 5 foot wide L3 buffer.
4. 33.266.220.C Standards for all Bicycle Parking. To provide staggered wall-mounted bike racks for 70 bicycles spaced 1'-8" apart and vertically staggered by 6", instead of the required 2' wide spaces.

**Relevant Approval Criteria:**

In order to be approved, this proposal must comply with the criteria of Title 33, Portland Zoning Code. The relevant criteria are:

- |   |                                      |
|---|--------------------------------------|
| ■ 33.825 Design Review                        | ■ Gateway Regional Design Guidelines |
| ■ 33.825.040 Modifications Thru Design Review |                                      |

**ANALYSIS**

**Site and Vicinity:** The subject site for Phases I and II is 62,898 square feet in area. Streets adjacent to the site are NE 100<sup>th</sup> Avenue to the east and NE 99<sup>th</sup> Avenue to the west. The site is flat with no obvious slope. It was originally developed with three single-family homes, one commercial building, and one barn. All the buildings have been demolished and Phase I building, parking and courtyard construction is underway. There are currently sidewalks along portions of NE 99<sup>th</sup> Avenue but none along NE 100<sup>th</sup> Avenue. Both of these street frontages for Phase II will be improved with sidewalks and street trees as required.

Surrounding uses include single- and multi-family residences to the east, north and west, and multi-family residences and retail offices to the south. The Gateway Transit Center and light rail MAX lines are located approximately four-tenths of a mile northwest of the site. Tri-Met bus service is available on NE Glisan Street and NE 99<sup>th</sup> Avenue. The City of Portland's Transportation System Plan (TSP) classifies Northeast 99<sup>th</sup> Avenue as a Neighborhood Collector Street, Transit Access Street, Local Service Bikeway, and City Walkway. Title 33 Zoning Code also classifies NE 99<sup>th</sup> Avenue as an Enhanced Pedestrian Street. Northeast 100<sup>th</sup> Avenue is classified as a Local Service Bikeway. The site is located within the Gateway Pedestrian District.

**Zoning:** The Central Residential (RX) zone is a high-density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

**Land Use History:** City records indicate that prior land use reviews include:

- LU 12-116420 MS – Approval of a Gateway Master Plan for Glisan Commons.
- LU 12-115245 DZ – Design review approval for the Phase I building, parking and courtyard.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed November 14, 2013. The following Bureaus have responded with no issue or concerns:

- Parks Bureau-Urban Forestry
- Water Bureau (Exhibit E-1)
- Fire Bureau (Exhibit E-2)
- Site Development Section of BDS (Exhibit E-3)
- Life Safety Review Section of BDS (Exhibit E-4)
- Bureau of Environmental Services (Exhibit E-5)
- Bureau of Transportation Engineering (Exhibit E-6)

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on November 14, 2013. No written responses been received from either the Neighborhood Association or notified property owners in response to the proposal.

## **DEVELOPMENT STANDARDS**

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit. The applicable standards of the Portland Zoning Code are as follows:

### Primary Uses (Table 120-1)

#### *Development Standard*

Household Living uses as proposed are allowed by right. This standard is met.

### Floor Area Ratios (FAR) (Map 526-3)

#### *Development Standard*

Maximum FAR is 6:1. Minimum FAR 1:1. Bonus options are available on sites with a Master Plan.

*Proposal*

- Proposed FAR for Phase I and Phase II is 2.07:1. No bonuses are being requested. This standard is met.

Maximum Height (Map 526-2)

*Development Standard*

Maximum height is 120 feet. Bonus options are available on sites with a Master Plan.

*Proposal*

- Proposed building height is 76 feet. No bonuses are being requested. This standard is met.

Minimum Density (Table 120-3)

*Development Standard*

Minimum density is 1 unit per 500 SF of site area or 126 units for the full site.

*Proposal*

- Proposed density for Phase II is 60 units. Total housing units on the site for Phase I and Phase II will be 127. The standard is met.

Minimum and Maximum Setbacks (33.120.220, Table 120-3 & 120-4)

*Development Standard*

Minimum 0' on all sides of lot.

Maximum 10' on Transit Streets or in Pedestrian Districts

*Proposal*

- The maximum building setback is 5'-7 ½" to the transit street (NE 99<sup>th</sup> Avenue). The standard is met.

Building Coverage (33.120.225, Table 120-3)

*Development Standard*

100% of site area.

*Proposal*

- Building coverage for the entire site is 50%. This standard is met.

Connectivity (33.526.250)

*Purpose*

This regulation implements the Gateway Master Street Plan and is reviewed by the Portland Bureau of Transportation (PBOT).

*Proposal*

- PBOT has reviewed the proposal. No new streets are required and sidewalks will be upgraded to City standards. This standard is met.

Pedestrian Standards (33.526.260.B.2.b)

*Development Standard*

The area between an Enhanced Pedestrian Street (NE 99<sup>th</sup> Avenue) must be hardscaped and provide amenities such as benches, trees, planters, kiosks, and/or drinking fountains for every 100 SF of pedestrian area within the setbacks.

*Proposal*

- Benches, planters, and trees are provided as required. This standard is met.

Main Entrances (33.526.270)

*Development Standard*

At least one main entrance to each tenant space and/or lobby must face a public street and must be within 15 feet of the public street.

*Proposal*

- One main entrance to the lobby is within 5'-7 ½" of and faces NE 99<sup>th</sup> Avenue. This standard is met.

Enhanced Pedestrian Street Standards (33.526.280 & Map 526-4)

*Development Standard*

The building must extend to the street lot line for 75% of its length or 75% of the building façade must be within 12 feet of the street lot line and hardscaped for active uses. The ground floor spaces must be specifically designed for active uses.

*Proposal*

- A Modification thru Design Review is requested to allow only 50% of the building frontage to meet this standard.

Ground Floor Windows (33.526.290 & 33.130.230) and

Street-Facing Façades (33.120.232)

*Development Standard*

Portions of buildings in the RX zone that have non-residential development must meet the ground floor window requirements of the CX zone. 50% of the length and 25% of the wall area up to 9 feet above grade must be windows or doors.

*Proposal*

- Windows facing NE 99<sup>th</sup> Avenue meet the standard.

Landscaping (33.120.235 & 33.266)

*Development Standard*

The area between a building and street lot line must be landscaped to L1 standards or paved for pedestrian use. Parking lots are required to have interior and perimeter landscaping.

*Proposal*

- A Modification is requested to allow the area between the front façade parking wall and NE 99<sup>th</sup> Avenue to be landscaped but provide no trees.
- A Modification is requested to have a strip of parking lot perimeter landscaping in front of a portion of one of the ADA parking spaces along the southern lot line be less than 5 feet wide and not landscaped with L3 plants.

Parking (33.526.340 & Table 266-2)

*Development Standard*

There is no minimum required parking or maximum for residential uses. Parking on a lot with three frontages may be located between a primary structure and one Local Service Transit Street.

*Proposal*

- An additional 41 structured parking spaces plus 30 surface parking spaces are being provided in Phase II, bringing the car parking total to 84 spaces. There are also 18 additional parking spaces for Ride Connection. Parking is provided between a primary structure and only one Local Service Transit Street. This standard is met.

Bicycle Parking (33.266.210 & Table 266-6)

*Development Standard*

The project consists of 60 apartments. Bicycle Parking requirements are:

*Proposal*

- |                                 |          |             |
|---------------------------------|----------|-------------|
| ▪ Residential Long-Term Spaces  | 66 req'd | 70 provided |
| ▪ Residential Short-Term Spaces | 3 req'd  | 4 provided  |

A Modification is requested to provide a wall rack system that is spaced 1'-8" apart with a 6" vertical stagger in place of the standard 2'-6" wide bike parking space.

Loading Spaces (33.266.310)

*Development Standard*

One Standard B loading space at least 18 feet long, 9 feet wide and having a clearance of 10 feet is required on site for the Phase II building.

*Proposal*

- One correctly sized loading space is provided on site. This standard is met.

Signs (33.140.300 & Title 32) No signs are proposed for approval in this review.

Street Trees (33.140.305) Street Trees will be provided as required by the City Forester.

**ZONING CODE APPROVAL CRITERIA****(1) DESIGN REVIEW (33.825)****33.825.010 Purpose**

Design Review ensures:

- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

**33.825.055 Design Review Approval Criteria**

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

**Findings:** The site is designated with design overlay zoning (d). Therefore the proposal requires Design Review approval. Because the site is within the Gateway Plan District, the applicable approval criteria are listed in the *Gateway Regional Center Design Guidelines*.

**Gateway Regional Center Design Guidelines**

The Gateway Regional Center is the City of Portland's only designated regional center. The area is envisioned to redevelop into a highly urbanized, pedestrian-oriented center, with an overall built size and scale second only to Portland's Central City.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive,

and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

### **Gateway Regional Center Design Goals**

Ten goals for design review in the Gateway Regional Center have been established to enhance the area's design quality, support its livability, and guide its transition to a pedestrian-oriented, active, urban regional center. They are:

1. Encourage urban design excellence.
2. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Gateway Regional Center as a whole.
3. Provide for a pleasant, rich, and diverse experience for pedestrians.
4. Assist in creating a regional center that emphasizes a mix of active uses and experiences and is safe, lively, and prosperous.
5. Provide for the humanization of the Gateway Regional Center through the promotion of parks, plazas, open spaces, public art, and trees.
6. Integrate and honor the diversity and history of Gateway.
7. Integrate sustainable principles into the development process.
8. Encourage the development of a distinctive character for subdistricts within the regional center, and link them.
9. Encourage and incorporate transit orientation and usage.
10. Enhance the physical and visual linkages between the Gateway Regional Center and adjacent neighborhoods.

*Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.*

**Following are guidelines and findings for those (majority) portions of the project found to be approvable at this time.**

### **A Pedestrian Emphasis**

**A1. Strengthen Relationships Between Buildings and the Street.** Integrate building setback areas with adjacent streets.

**Findings:** The proposed building extends very close to the lot line for much of its major street frontage. The building facade along NE 99<sup>th</sup> Avenue, which is the highest transit classification street and an Enhanced Pedestrian Street, set back from the lot line is integrated into the adjacent streetscape by being paved as an extension of the sidewalks and also by containing planters, a seat wall, and racks for short-term bicycle parking. This allows passersby, residents and visitors to interact with the street-level of the building. There is one main entry from the NE 99<sup>th</sup> Avenue public sidewalk to the ground-floor lobby and it is prominently marked with planters on either side, large clear glazed windows, a dark vertical façade element that goes all the way up to the roof, and a canopy above the doors so it can be easily found by people wanting to enter the building. Additional visual connections between the building and the street are provided by the large clear glazed storefront windows in front of active areas such as the main lobby, lounge, manager's office, and resident computer room. *This guideline is therefore met.*

**A3. Integrate Building Mechanical Equipment and Service Areas.** Incorporate building mechanical equipment and/or service areas in a manner that does not detract from the pedestrian environment.

**B5. Integrate Roofs, Rooftop Lighting, and Signs.** Integrate rooftop components, functions and related screening elements with the building's architecture. Integrate exterior lighting, signs and any related structural equipment at or near the roof with the building's architecture. Orient lighting to highlight the building's architecture.

**Findings for A3 & B5:** Individual air handling units are integrated into the overall window pattern of each elevation and are hidden behind custom-designed metal grilles that will match the color of the adjacent window frame, thereby creating a cohesive design element. Other smaller vents are aligned in a regular pattern on each façade and are painted an accent color so that they present a clear rhythm around the building. There are a few rooftop units and vents as well as a location for a future solar array, all of which are either located near the center of the building or are not tall enough to extend above the parapets. The rooftop equipment placement and heights hide views of them from adjacent properties, from the Phase I units and courtyards, and from nearby public rights-of-way. No exhaust vents will be located at the sidewalk level.

Lighting of the building exterior is minimal. There are downlights at the public entries, lights on the roof deck, and single wall-mounted fixtures at each balcony. Additional lighting is provided by ceiling-mounted, shielded fixtures in the covered parking area and within the surface parking lot by pole lights that will match lights being used in Phase I outdoor areas. No light will spill out onto adjacent properties and all lighting will be directed downwards toward the ground, not up into the sky. No signs are proposed at this time. *These guidelines are therefore met.*

## **B Development Design**

**B1. Convey Design Quality and Building Permanence.** Use design principles and building materials that convey quality and permanence.

**B3. Design for Coherency.** Integrate the different parts of a building to achieve a coherent design.

**Findings for B1 & B3:** The proposed building materials include cement board lap and panel siding, composite metal panels, aluminum storefront, fiberglass windows, custom metal grilles, metal balcony railings and fencing, stainless steel cable trellises, standing seam metal roofing, brick veneer, and cast-in-place concrete in a smooth and patterned finish. All of these materials are durable, high-quality items used throughout these types of urban areas and give the building an air of quality and permanence.

The ground level building elements of Glisan Commons Phase II are made up of storefront glazing, a textured concrete wall, low concrete planters and a brick veneer wall that all work together to create a cohesive pattern of human-scaled horizontal modules around the portions of the building that face a public right-of-way or internal walkway. The upper stories are differentiated from the base by the use of different materials such as cement siding and metal panels but are still part of the overall composition through the use of massing shifts, a complementary color palette and small-scale horizontal elements such lap siding and balcony railings. Window shapes are repeated and are vertically stacked which creates another integrated pattern across the building façade. The cement board siding and metal panels break the building walls up into framed rectangular boxes that embrace the recessed balconies. The stair towers and shared common spaces are delineated as strong vertical elements set back from these framed boxes. This projecting and recessed pattern of colored forms is consistently applied around the entire building. This creates a cohesive architectural composition of forms and colors that corresponds to specific interior activities. The use of strong rectangular shapes and a variety of materials also reflects the Phase I building which has a number of similar elements. The two buildings utilize similar materials and forms so that they also work together to form a cohesive composition on the site. *These guidelines are therefore met.*



**B4. Integrate Encroachments.** Size and place encroachments to enhance the pedestrian environment. Where permitted, integrate skybridges that are visually level and transparent toward the middle of the block, where they will be most unobtrusive.

**Findings:** This Phase II building has one line of building overhangs with a canopy between them along NE 99<sup>th</sup> Avenue. These features have been located at the second floor line above the sidewalk and will not impede pedestrian movement. *This guideline is therefore met.*

**B6. Integrate Ecological/Sustainable Concepts.** Integrate ecological/sustainable features or concepts with site and development designs.

**Findings:** The proposal integrates stormwater treatment in the central courtyards and along the south portion of the Phase II building. The Phase II building itself is seeking LEED (Leadership in Energy and Environmental Design) status through a variety of energy and sustainable construction practices. *This guideline is therefore met.*

## **C Context Enhancement**

**C5. Transition to Adjacent Neighborhoods.** Orient the building mass of new development toward the higher-density areas and/or active streets of the regional center.

**Findings:** The main residential entry to the upper floors is located along NE 99<sup>th</sup> Avenue which is the higher transit classification street, thereby requiring the most active spaces along it. The building is oriented toward this main street and away from the adjacent neighbors to the north and east. Building massing is also highest along NE 99<sup>th</sup> Avenue, gradually stepping back and reducing in height as the development continues east toward residential lots. Areas such as the lobby, lounge, shared computer room, and manager's office all face west toward NE 99<sup>th</sup> Avenue while the second story outdoor deck faces the shared interior courtyard. Locating these active uses along the street and toward the interior common spaces removes the most active building functions from neighboring residential lots, thereby reducing potential conflicts. *This guideline is therefore met.*

**C6. Build on View Opportunities.** Incorporate semi-public building spaces to facilitate views to and from public amenities. Develop new buildings to emphasize pedestrian views down streets or corridors at focal points or wayfinding markers.

**Findings:** The development of this Phase II building will complete the approved Gateway Master Plan which includes an east-west, publicly accessible pedestrian walkway through the site from NE 99<sup>th</sup> to NE 100<sup>th</sup> Avenue. The arrangement of the 2 buildings on the site and the new thru walkway help emphasize pedestrian views down the streets by defining a new urban edge in this area. Large ground level windows in the Phase II building provide view opportunities to the west. *This guideline is therefore met.*

## **(2) MODIFICATION REQUESTS (33.825)**

### **33.825.040 Modifications That Will Better Meet Design Review Requirements:**

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related

development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

The following four Modifications are requested:

- 1. Enhanced Pedestrian Street Standards (33.526.280).** To allow only 50% instead of 75% of the NE 99<sup>th</sup> Avenue street frontage to meet the standard.

*Purpose: These regulations enhance and ensure the continuity of the pedestrian environment along key streets in the Gateway plan district. The standards also maintain an urban character along the Enhanced Pedestrian Streets by reinforcing the continuity of pedestrian-oriented, active ground-level uses and strengthening the relationship between those uses and the pedestrian environment. Active uses include but are not limited to: lobbies, retail, residential, commercial, and office. Together with the ground floor window, entrance, and pedestrian standards, the Enhanced Pedestrian Street standards foster an efficient, safe, and interesting route for pedestrians to move through the Gateway plan district.*

*Standard: The building must extend to the street lot line for 75% of its length or 75% of the building façade must be within 12 feet of the street lot line and hardscaped for active uses. The ground floor spaces must be specifically designed for active uses.*

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and

**Findings:** This project will create a more active streetscape in the Gateway Plan District by developing a currently vacant lot with a 60-unit residential building. The ground floor facing NE 99<sup>th</sup> Avenue (an Enhanced Pedestrian Street) and the east-west walkway through the site will be activated by resident areas that include a lounge, main lobby, computer room, and staff offices. Large ground floor windows and full-height interior spaces will allow views from the sidewalks and street into these active areas. One half of the front façade will be finished in brick veneer and will have planters on either side of the door, creating a human-scale to this portion of the building that is carried over to the remaining half of the façade with the use of textured concrete, a planter, and vertical cable trellis system supporting a variety of plants, all of which screen the covered parking located behind the northern half of the front wall. The portions of the building that are set back from the lot line are hardscaped for use by pedestrians while the northern planter is designed as a seat wall for use by passersby to stop, rest, and visit.

The use of textured materials, plants, seating elements, and large storefront windows allow views to active areas, will screen views of parking from the sidewalk, and will enhance the pedestrian environment, allowing this proposal to better meet design guidelines *A1 Strengthen Relationships Between Buildings*

*and the Street, A2 Enhance Visual and Physical Connections, B2 Integrate Ground-Level Building Elements, and C4 Develop Complementary Parking Areas.*

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

**Findings:** The enhanced pedestrian street standards are intended to reinforce the development of pedestrian accessible areas between building walls and public rights-of-way as well as fostering visual connections to active interior spaces. The standards maintain a healthy urban district through the interrelationship of ground-floor building activity and street-level accessible areas. The reduced amount of enhanced pedestrian street area along NE 99<sup>th</sup> Avenue will equally meet the standards through the use of large clear glazed windows in one half of the ground level that have views into active spaces, a seat height planter along the other half, and a mix of textured finishes and plants, all of which visually enhance the urban edge while also providing spaces for pedestrian use along the entire street frontage.

*The criteria are met and this modification request is therefore approvable.*

- 2. Landscaping and Screening (33.248.020).** To provide landscaping between the building and the street along the north half of the NE 99<sup>th</sup> Ave façade per the Ground Floor Window standard as required in 33.526.290.B but to not provide trees in this planter per L2 landscaping requirements.

*Intent: The L2 standard is a landscape treatment which uses a combination of distance and low level screening to separate uses or development. The standard is applied where a low level of screening is adequate to soften the impact of use or development, or where visibility between areas is more important than a total visual screen. It is usually applied along street lot lines.*

*Standard: Require materials. The L2 standard requires enough low shrubs to form a continuous screen 3 feet high. The shrubs must be evergreen. In addition trees are required and the number and size are determined by the length of the planted area.*

- A. Better meets design guidelines.** *The resulting development will better meet the applicable design guidelines; and*

**Findings:** The front setback landscaping provides a consistent design element across one half of the façade which softens its impact on the pedestrian environment by concealing the covered parking located behind this wall. The plants are selected to thrive in a narrow planter with a vertical cable trellis that sits within a defined frame so as to not overwhelm the building's design. The variety of plants creates a visually interesting landscaped highlight along the street edge. The planter will be constructed of long-lasting architectural concrete while the cable supports will be stainless steel, adding an additional sense of quality and permanence to the building. The design features and plants along this portion of NE 99<sup>th</sup> Avenue better meet design guidelines A1 *Strengthen Relationships Between Buildings and the Street, B2 Integrate Ground-Level Building Elements, and C4 Develop Complementary Parking Areas.*

- B. Intent of the standard.** *On balance, the proposal will be consistent with the intent of the standard for which a modification is requested.*

**Findings:** The proposed front setback landscape planter promotes the reestablishment of vegetation in this urban area by providing new landscaping along the street edge which creates a pleasant visual experience for pedestrians and residents. The planters create a softer façade along the sidewalk with a variety of plants that will thrive in this narrow space, incorporate a seating amenity, and define the urban edge. Selected plants are non-invasive and can provide a moderate amount of habitat for local animals and insects.

*The criteria are met and this modification request is therefore approvable.*

- 3. Standards for all Bicycle Parking (33.266.220.C).** All 70 bike parking spaces provided in this proposal will be wall-hung in shared bike rooms. The proposed vertical rack system provides spaces that are spaced 1'-8" on center and staggered 6" vertically.

*Purpose: These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.*

*Standard: Bike parking spaces must be 2' wide x 6' long.*

- A. Better meets design guidelines.** *The resulting development will better meet the applicable design guidelines D3 Landscape Features, D7 Blending into the Neighborhood, and D8 Interest, Quality, and Compositions; and*

**Findings:** To better meet design guidelines, a functional and space efficient system that meets the purpose of the standard alleviates floor plan demands, which in turn results in active uses at the street, like the main lobby, lounge, computer room, and office. The proposed bike rack system also allows for more bicycle parking than required which supports bicycle ownership and alternative transportation use among the residents. The proposal better meets design guidelines A1 Strengthen Relationships Between Buildings and the Street, A2 Enhance Visual and Physical Connections, B6 Integrate Ecological/ Sustainable Concepts, and C5 Transition to Adjacent Neighborhoods.

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

**Findings:** All residential units will have access to a bike parking space on their residential floor, meeting the goals of security, convenience and safeguarding. A wall-mounted staggered bike parking system will be installed which allows residents to vertically hang and lock their bicycles, with 6" staggered clearances to adjacent bikes. The specified bike rack system staggers the frames at 20" on center. The 20" on-center separation may be a narrower dimension, but the stagger and allowance for sliding hangers will help assist hanging and locking a bike. Additionally, the loops to which the bikes are hung project out of the wall to further ease hanging and locking a bike. A 5'-0" minimum aisle is still provided behind each bicycle rack. For all of these reasons, and the fact that the project proposes more bike parking than required, the purpose statement is satisfied.

*The criteria are met and this modification request is therefore approvable.*

- 4. 33.266.130.G Parking area setbacks and landscaping.** To provide alternate landscaping materials and widths along a portion of one of the ADA parking spaces on the south lot line in place of the required 5 foot wide L3 buffer.

*Purpose:* The development standards promote vehicle areas which are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. Together with the transit street building setback standards in the base zone chapters, the setback standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

*Standard:* Table 266-5, Minimum Parking Area Setbacks and Landscaping. Lot line abutting an OS or R zone lot line must provide 5 feet of L3 screening.

**A. Better meets design guidelines.** *The resulting development will better meet the applicable design guidelines; and*

**Findings:** The parking lot landscaping along the south lot line, at the ADA parking space that faces an adjacent but separate ownership, runs along the east-west connection walkway through the site. The landscaping will be visible from the new building, the east-west pedestrian walkway through the site, and from the as well as the adjacent lot to the south. Since this is a constrained area, the proposed landscaping is only 1 foot wide and is made up of vertical cable trellises that will support vining plants in place of the required 5 feet of L2 landscaping. The plant materials are selected for this southern exposure and will fill in to screen the ADA parking space from the adjacent property. This design solution of cable trellises and vines creates a visually appealing vertical element between the lots that enhances the area and protects pedestrians from vehicles. The proposal better meets the design guidelines *B2 Integrate Ground-Level Building Elements*, and *C4 Develop Complementary Parking Areas*.

**B. Purpose of the standard.** *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

**Findings:** The proposed strip of cable trellises between the parking area and adjacent lot will create a vertical green buffer that screens vehicles and headlights. The trellises and plants will also protect pedestrians from cars while also reducing the amount of pollution and stormwater runoff from the project site, thereby minimizing the impact of parking on the neighborhood.

*The criteria are met and this modification request is therefore approvable.*

**The following are design guidelines and findings for one area found to be in need of additional design consideration:**

**AREA OF CONCERN #1 – A covered secondary building entry from the covered parking area.**

**A2. Enhance Visual and Physical Connections.** Enhance visual and physical connections between buildings and adjacent sidewalks. Orient semi-public building spaces to the sidewalk and street.

**B2. Integrate Ground-Level Building Elements.** Integrate the different ground-level building elements with the building's architecture.

**C4. Develop Complementary Parking Areas.** Develop, orient and screen parking areas to complement adjacent buildings and the pedestrian environment.

**Findings:** Additional design consideration should be given to creating a safe and weather-protected walkway that goes from the covered parking area to the secondary lobby entry on the south wall. The current proposal has pulled the 2 ADA parking spaces back by 2 feet from the original proposal so the east-west pedestrian walkway is now a generous 8 feet wide through the site where previously it was pinched down to 6 feet. The proposal now shows a 3 foot deep projecting combination canopy and second floor slab that is continuous from the south lobby door to the edge of the building. This will provide some weather protection to people coming from the covered parking area into the building. However, people must still exit the garage through the shared aisle in between the 2 ADA parking spaces. These spaces may be occupied by vehicles whose users may block the aisle at certain times of the day. Also having an exit in between vehicle spaces may not be as safe as a more direct entry from the garage into the east building wall where the building equipment and other service areas are currently located. One possible design solution is to create a direct entry into the building from the parking area. This would require reconfiguring the ground floor uses and may also result in the loss of a few parking spaces. *With additional design consideration, the proposal could meet the applicable Design Guidelines.*

## DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

## CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Glisan Commons Phase II senior housing building with its parking area and outdoor courtyard is a comprehensive design of high-quality materials that will be a significant contribution to the Gateway Regional Center. The strong building massing highlighted by changes in materials, different window planes, and large glazed storefront areas form an interesting building design that is appropriate for this location.

However, there is one area of concern that is critical to meeting three (3) of the Gateway Regional Design Guidelines. This includes the desire to have a covered entry sequence so that residents are protected from the weather and can safely get into the building from the parking structure.

*While this one issue remains to be resolved, the incorporation of changes described above would allow this proposal to be an appropriate and compatible contribution to the Gateway Plan District.*

## **TENTATIVE STAFF RECOMMENDATION**

(May be revised upon receipt of new information at any time up until the Design Commission decision)

At this time, the following Design Guidelines are not yet met:

- A2. Enhance Visual and Physical Connections.
- B2. Integrate Ground-Level Building Elements.
- C4. Develop Complementary Parking Areas.

Areas of concern remaining include:

1. A covered pedestrian walkway from the structured parking to the south building entry or the rear of the lobby;

***Should design approval issues be resolved prior to the hearing, staff could recommend approval. Should design issues not be resolved and the applicant not request to address design concerns through a continuation of the hearing, staff would recommend denial of the proposed design.***

Staff recommends approval of the following Modifications:

1. 33.526.280 Enhanced Pedestrian Street Standards. To allow only 50% instead of 75% of the NE 99<sup>th</sup> Avenue street frontage to meet the standard.
2. 33.248.020 Landscaping and Screening. To not have trees meeting the L2 landscape standard in the NE 99<sup>th</sup> Ave parking wall planter.
3. 33.266.130.G Parking area setbacks and landscaping. To provide alternate landscaping materials and widths along a portion of one of the ADA parking spaces at the south lot line in place of the required 5 foot wide L3 buffer.
4. 33.266.220.C Standards for all Bicycle Parking. To provide staggered wall-mounted bike racks for 70 bicycles spaced 1'-8" apart and vertically staggered by 6", instead of the required 2' wide spaces.

=====

**Procedural Information.** The application for this land use review was submitted on August 30, 2013, and was determined to be complete on October 14, 2013.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on August 30, 2013.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit A-2.

**Some of the information contained in this report was provided by the applicant.**

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

**This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case.** This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at the Development Services Building, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

**Appeal of the decision.** The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case).**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

**Recording the final decision.**

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208.



The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.

- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

**Expiration of this approval.** An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

**Applying for your permits.** A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the city.

**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

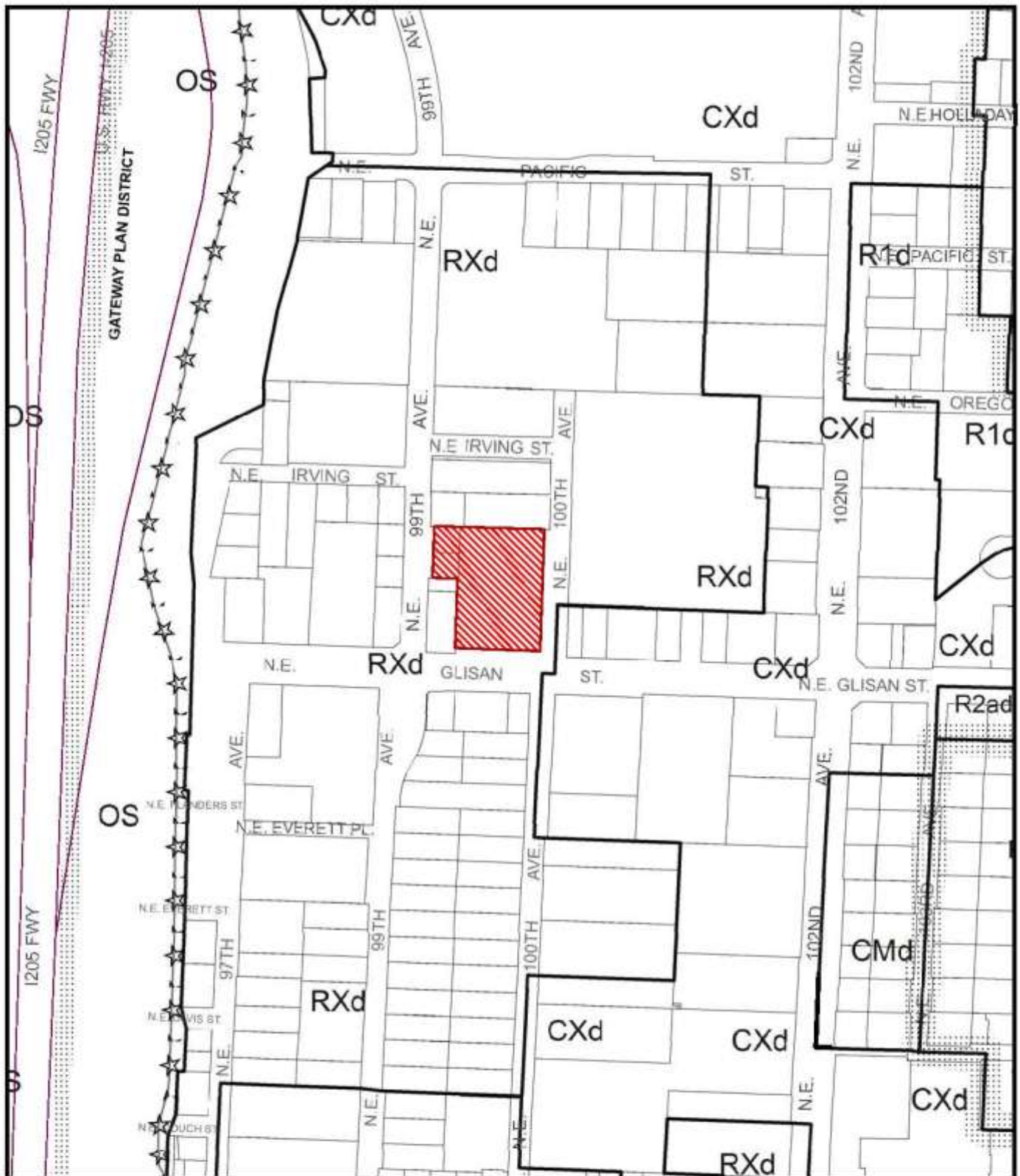
Chris Caruso  
November 25, 2013

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Information
  - 1. Project Information
  - 2. Evidentiary Hearing Waiver
  - 3. Letter to the Hazelwood Neighborhood Association
  - 4. Letter to the East Portland Neighborhood Office
- B. Zoning Map (attached)
- C. Plan & Drawings
  - 1. Site Plan (attached)
  - 2. Existing Conditions Survey
  - 3. Master Plan Diagram
  - 4. First Floor Plan (attached)
  - 5. Second Floor Plan
  - 6. Third Floor Plan

7. Fourth Floor Plan
8. Fifth Floor Plan
9. Sixth Floor Plan
10. Roof Plan
11. First Floor Reflected Ceiling Plan
12. West Elevation
13. South Elevation/Section
14. East Elevation/Section
15. North Elevations
16. East-West Section
17. North-South Section
18. Wall Sections/Enlarged Elevations
19. Wall Sections/Enlarged Elevations
20. Wall Sections/Enlarged Elevations
21. Details
22. Details
23. Details
24. Details
25. West Elevation Perspective (attached)
26. Materials Diagram
27. South Elevation
28. Southeast Elevation (attached)
29. Northeast Elevation
30. Northwest Elevation
31. Phase I Perspective
32. Phase II Perspective
33. Construction Notes
34. Paving and Layout Plan
35. Grading and EC Plan
36. Utility Plan
37. Landscape Layout & Materials
38. Landscape Planting Plans
39. Landscape Details
40. Landscape Details
41. Siding Information
42. Siding & Brick Information
43. Windows & Storefront Information
44. Railings and Topcoat Information
45. Metal Roofing & Garage Insulation Information
46. Walkway Paver Information
47. Parking Lot Pole Light & Wall Light Information
48. Light Column & Light Bollard Information
49. Parking Garage Lighting Information
- D. Notification information:
  1. Request for response
  2. Posting letter sent to applicant
  3. Notice to be posted
  4. Applicant's statement certifying posting
  5. Mailed notice
  6. Mailing list
- E. Agency Responses:
  1. Water Bureau
  2. Fire Bureau
  3. Site Development Section of BDS
  4. Life Safety Review Section of BDS

5. Bureau of Environmental Services
6. Bureau of Transportation Engineering and Development Review
- F. Letters: None received
- G. Other
  1. Original LUR Application
  2. Incomplete Letter
  3. Design Advice Request Summary Notes



# ZONING



Site



This site lies within the:  
GATEWAY PLAN DISTRICT

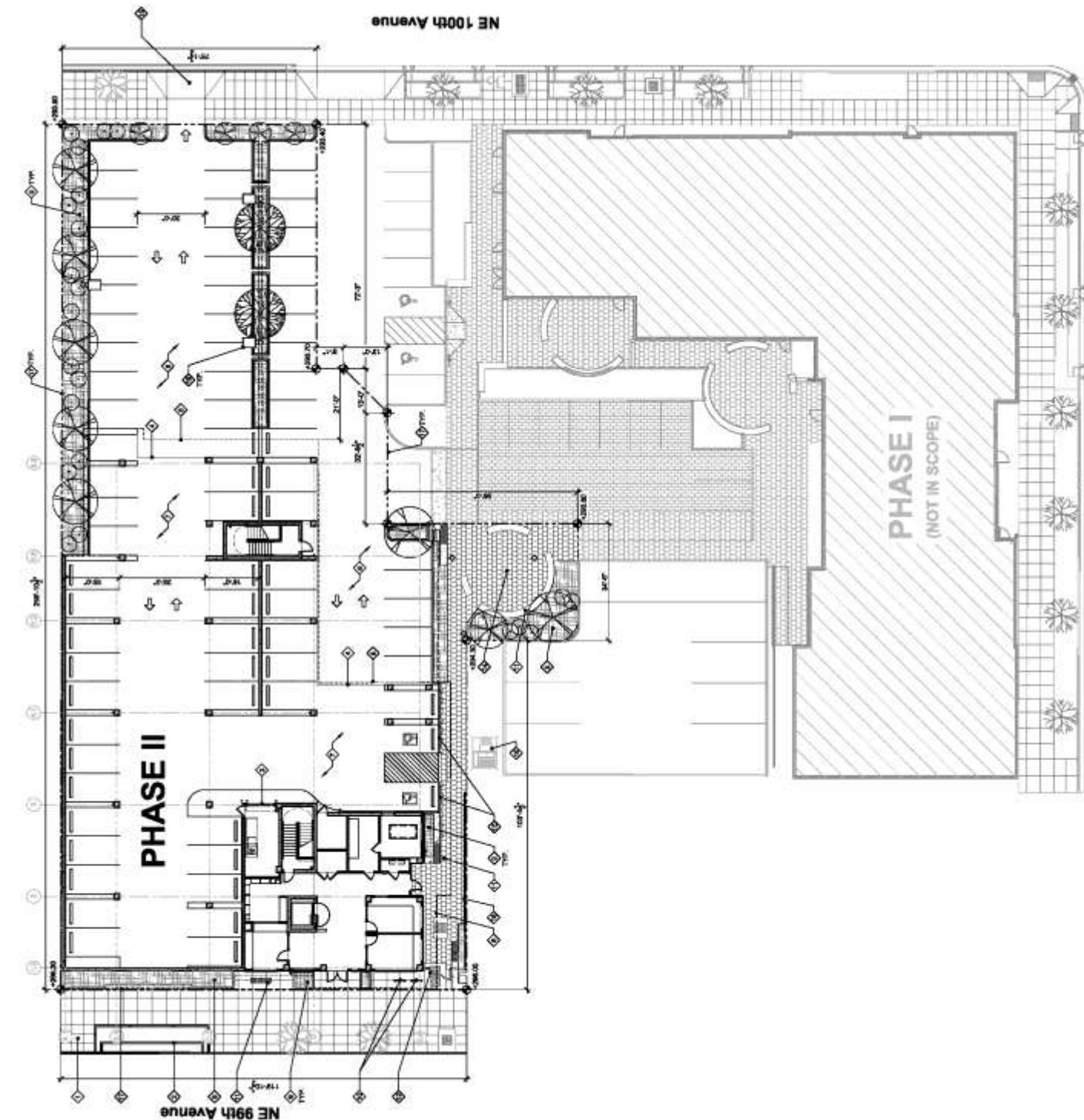
File No. LU 13-199812 DZM  
 1/4 Section 2940.3040  
 Scale 1 inch = 300 feet  
 State\_Id 1N2E33AD 3100  
 Exhibit B (Sep 03, 2013)

# GENERAL NOTES

1. PROJECT SITE IS RELATIVELY FLAT WITH NO SIGNIFICANT GRADE CHANGES.
2. SITE GRADING WILL MEET ALL ACCESSIBILITY DESIGN STANDARDS.
3. ALL HARDSCAPE AND LANDSCAPE WILL SLOPE TO DRAIN AWAY FROM THE FOUNDATION.
4. ALL GRASS WITHIN 5 FT. OF THE BUILDING TO SLOPE IN AWAY FROM THE FOUNDATION.
5. PAVING AREAS TO BE SLOPED A MINIMUM OF 1/4" PER FOOT.
6. LANDSCAPE AREAS TO BE SLOPED A MINIMUM OF 1/2" PER FOOT.
7. SEE LANDSCAPE DRAWINGS FOR COURTYARD/LANDSCAPE LIGHTING.

# KEY NOTES

1. NEW 1/2" 6" SIDEWALK
2. NEW GREEN STREET PLANTER AND STREET TREES
3. OVERHEAD TRUCK ACCESS TO TRASH COLLECTION ROOM
4. CONCRETE/ASPHALT PAVING EDGE
5. PLANTING AREA
6. ASPHALT PAVING AREA
7. CONCRETE PAVING AREA (UNDER BUILDINGS)
8. OUTLINE OF BUILDING ABOVE
9. FINISHED CONCRETE PLANTER
10. (1) SITE MARKER
11. BENCH
12. METAL FENCE WITH GATE
13. CONCRETE LOW WALL
14. SITE PLAZA (SHOWN WITH PHASE I)
15. NEW CURB CUT
16. FENCE LINE (SEE DETAIL LAYOUT)
17. PROPERTY LINE
18. EXISTING TRANSFORMER (SHOWN IN PH. I)
19. PARKING LOT POLL LIGHT FOOTCANDLE



1 SITE PLAN  
SCALE 1/32" = 1'-0"

NE Gilsan Avenue



LU 13-199812 DZM

SITE PLAN

08.29.2013

10.06.2013

11.22.2013

A1.01

GILSAN COMMONS PHASE II  
REACH COMMUNITY DEVELOPMENT  
604 NE 99TH AVENUE | PORTLAND, OREGON

TYPE II DESIGN REVIEW APPLICATION

CARLETON HART ARCHITECTURE  
322 NW 21ST AVENUE, PORTLAND, OREGON 97209  
503.545.2222 | 503.545.9261 | carletonhart.com





CARLETON HART ARCHITECTURE  
505 NW 8TH AVENUE PORTLAND, OREGON 97209  
P 503.243.2555 F 503.243.3261 | carletonhart.com

GUSAN COMMONS PHASE II  
REACH COMMUNITY DEVELOPMENT  
604 NE 99TH AVENUE | PORTLAND, OREGON  
TYPE II DESIGN REVIEW APPLICATION

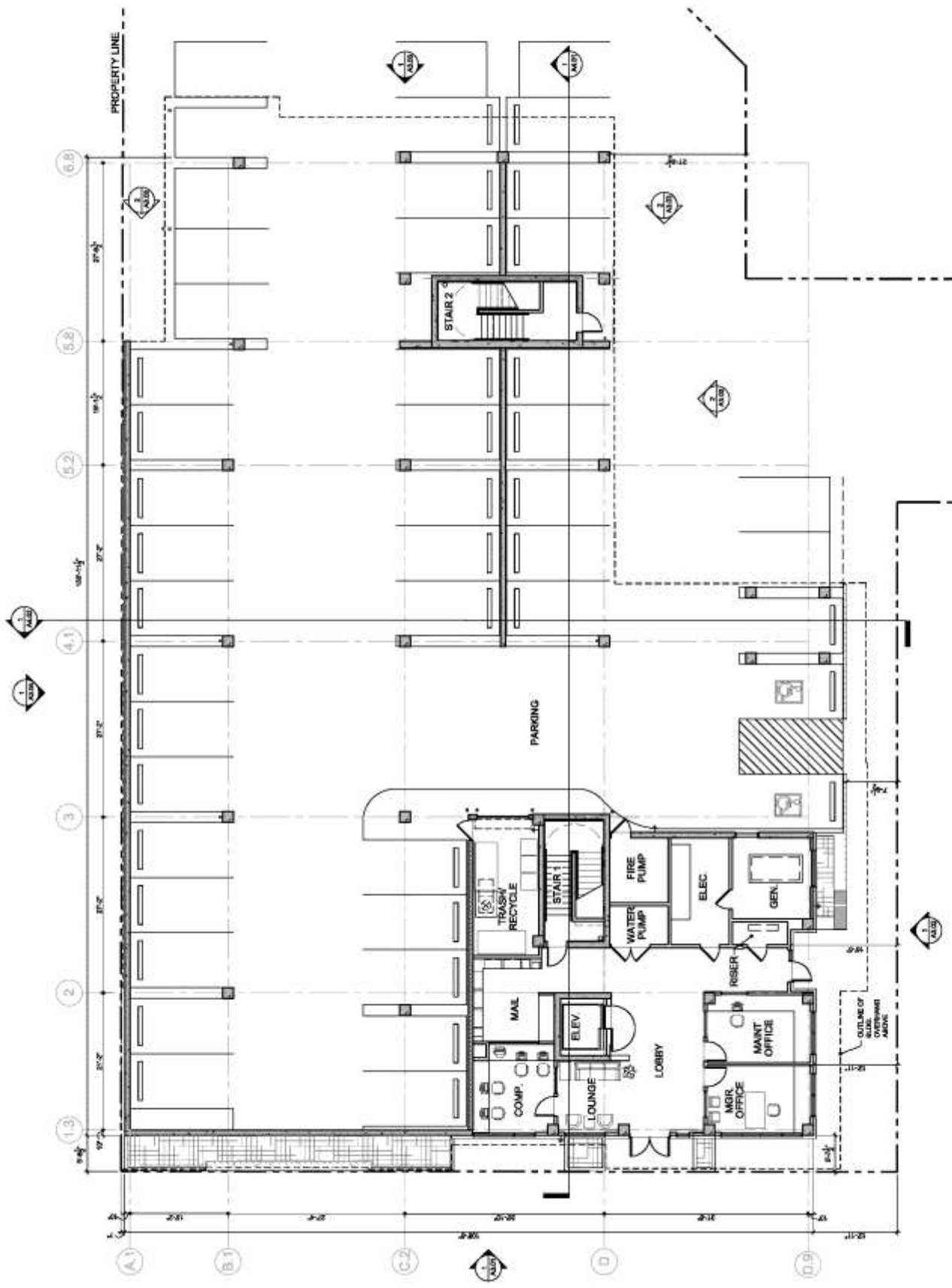
LU 13-199812 DZM

FIRST FLOOR PLAN

08.09.2013

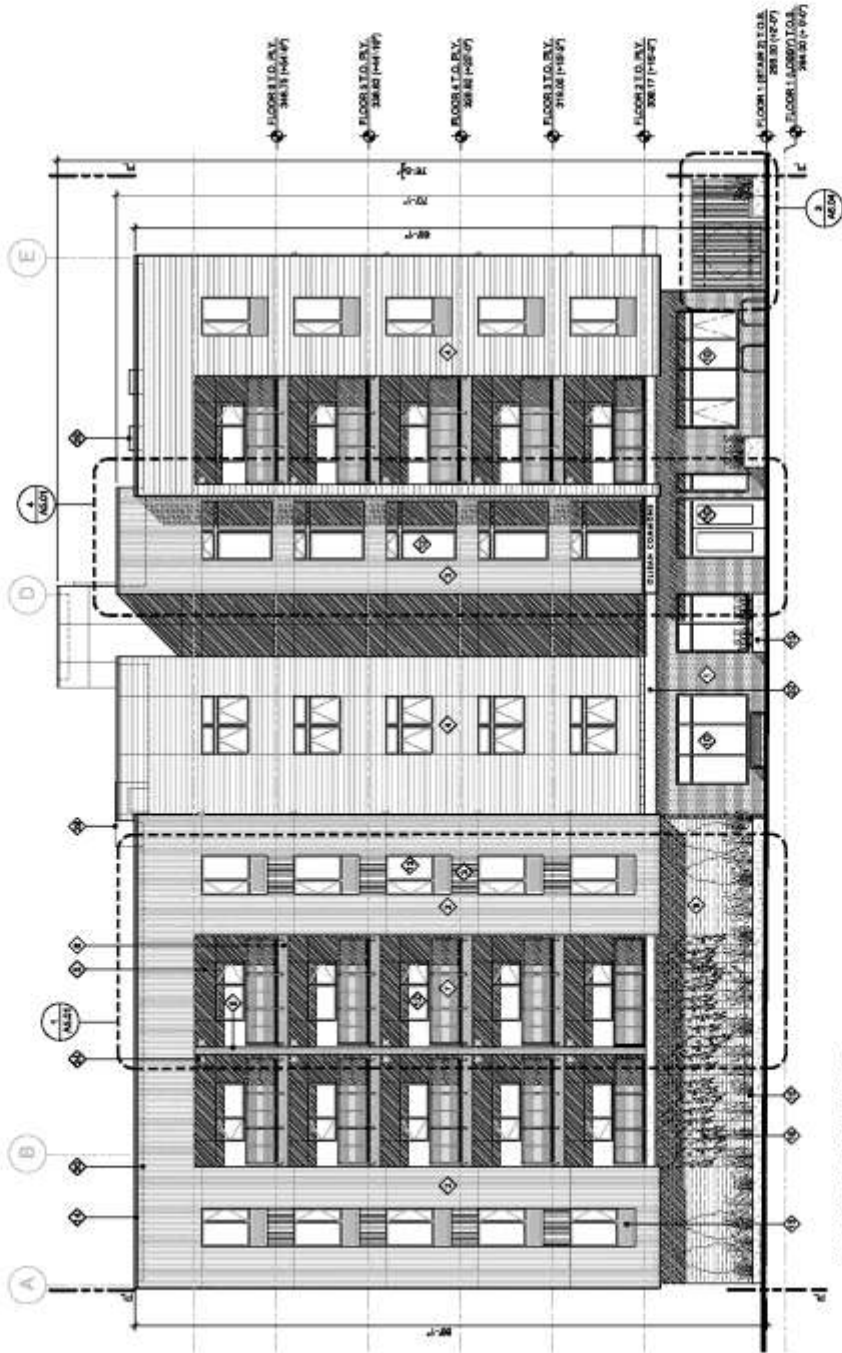
11.22.2013

A2.01



1 FIRST FLOOR PLAN  
SCALE: 1/16" = 1'-0"

GENERAL NOTES	
1.	NOT ALL KEYNOTES USED ON EACH ELEVATION.
2.	SHADE ELEVATIONS FOR REFERENCE ONLY. VERIFY ON CIVIL DRAWINGS.
KEYNOTES	
1	HYMAN BRICK, MEDIUM TEXT - BROWN
2	METAL PANEL, W/4 EXPOSURE - PARCHEMENT
3	METAL PANEL, BROWN W/4 EXPOSURE - DARK BRONZE
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97	FAIRFAX CEMENT PANEL, SIDING - PINKISH - ANTIETIC WHITE
98	FAIRFAX CEMENT PANEL, SIDING - PINKISH - ANTIETIC WHITE
99	FAIRFAX CEMENT PANEL, SIDING - PINKISH - ANTIETIC WHITE
100	FAIRFAX CEMENT PANEL, SIDING - PINKISH - ANTIETIC WHITE



1 WEST ELEVATION  
SCALE 1/16" = 1'-0"

EXTERIOR ELEVATION

08.29.2013

10.03.2013

11.22.2013

LU 13-199812 DZM

A3.01

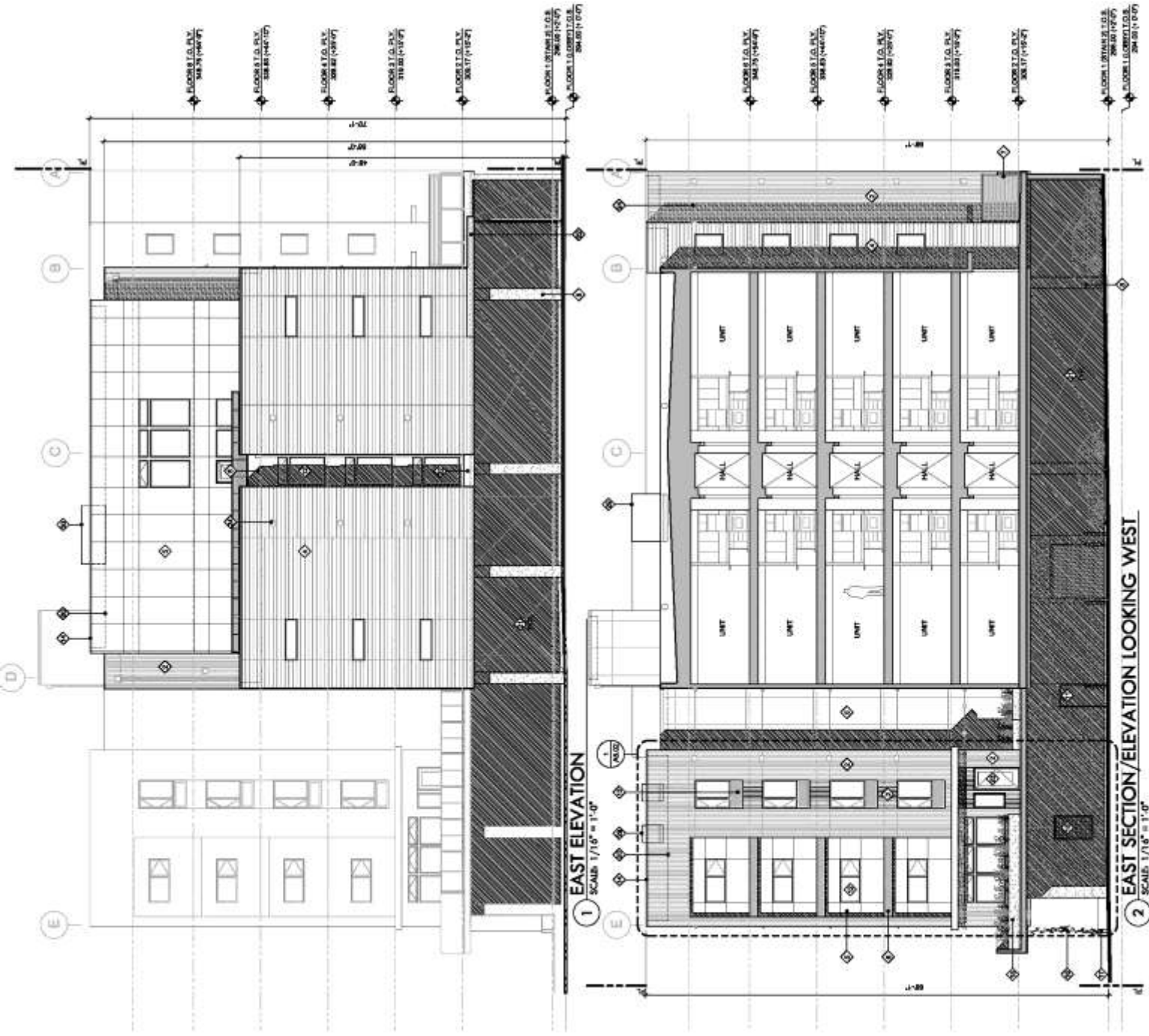
GLISAN COMMONS PHASE II  
REACH COMMUNITY DEVELOPMENT  
604 NE 99TH AVENUE | PORTLAND, OREGON

TYPE II DESIGN REVIEW APPLICATION

CARLETON HART ARCHITECTURE  
352 NE 8TH AVENUE PORTLAND, OREGON 97209  
503.544.2255 | 503.544.2261 | carletonhart.com







GENERAL NOTES	
1.	NOT ALL KEYNOTES USED ON EACH ELEVATION.
2.	GRADE ELEVATIONS FOR REFERENCE ONLY. VERIFY ON GROUND.
KEYNOTES	
1	MORRIS BRICK, MASON TEXT - BROWN
2	METAL PANEL, W/4" EXPOSURE - MATCHMENT
3	METAL PANEL, BROWN W/4" EXPOSURE - DARK BROWN
4	FEWER CONCRETE LAP BROWN PIERCE - ARCHITECT WHITE
5	FRESH CHERRY PANEL, BROWN PIERCE - BROWN BLUE
6	FRESH CHERRY PANEL, BROWN PIERCE - CHESTNUT BROWN
7	4" BROWN ALUMINUM VINYL IN HORIZONTAL B.S. CARLIS
8	CONCRETE COLUMN
9	CLIP, CONCRETE IN BOARD FORM TEXTURE
10	DARK WINDOW ALUMINUM WITH PIERCE WINDOW AND HANGERS
11	FOLLOW METAL CORNER
12	PREGLASS WINDOW, TYP. U.G.A.
13	PUMP WITH ARCHITECTURAL GRILLS, TYP.
14	PREPARED METAL CAP FLASHING, TYP. SEE S&M
15	CLIP, CONCRETE RAISED PLASTER
16	STAINLESS STEEL CABLE TROLLEY
17	4" W/4" CONCRETE WALL
18	PREPARED METAL COVER
19	CONCRETE WALL WITH CONTINGENT JOINTS
20	LINE OF ROOF SECTION
21	OPEN TO PARKING GARAGE
22	METAL PANEL, BROWN
23	PREGLASS DOOR WITH FULL LITE
24	PREPARED METAL VENT CAP, SEE DETAIL S&M
25	PREPARED METAL SCUPPERS & DOWNSPUTS
26	BROWN WALL
27	OVERHEAD COLLARS DOOR
28	GUARDRAIL AT ROOF DECK
29	OUTLINE OF ROOF TOP MCH. EQUIP.
30	OUTLINE OF ROOF DECK FOR ROOF WATER

CARLETON HART ARCHITECTURE  
325 NW 6TH AVENUE, PORTLAND, OREGON 97209  
503.248.2222 | 503.248.2221 | carletonhart.com

GLISAN COMMONS PHASE II  
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604 NE 99TH AVENUE | PORTLAND, OREGON  
TYPE III DESIGN REVIEW APPLICATION

EXTERIOR ELEVATION

08.29.2013  
10.09.2013  
11.22.2013

LU 13-199812 D2M

A3.03