



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

REVISED 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 January 9, 2014 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
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 Suite 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 99th 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 smooth and board-formed concrete, 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 99th 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 99th 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 spaced 1'-6" apart and vertically staggered by 6", instead of the required 2' wide spaces and to provide 50 long-term bike spaces instead of the required 66.

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 100th Avenue to the east and NE 99th 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 99th Avenue but none along NE 100th 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 99th Avenue. The City of Portland's Transportation System Plan (TSP) classifies Northeast 99th Avenue as a Neighborhood Collector Street, Transit Access Street, Local Service Bikeway, and City Walkway. Title 33 Zoning Code also classifies NE 99th Avenue as an Enhanced Pedestrian Street. Northeast 100th 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 99th 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 99th 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 99th 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 Facades (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 99th 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 99th Avenue to be landscaped but provide no L2 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 landscaped with climbing vines in place of L3 landscaping.

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 | 50 provided |
| ▪ Residential Short-Term Spaces | 3 req'd | 4 provided |

A Modification is requested to provide a wall rack system for the majority of bikes that is spaced 1'-6" apart with a 6" vertical stagger in place of the standard 2'-0" wide bike parking space; and to reduce the total number of long-term spaces from 66 to 50.

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.

A Pedestrian Emphasis

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

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.

Findings for A1 & A2: The proposed building extends very close to the lot line for much of its primary street frontage. The building facade along NE 99th Avenue, which is the highest transit classification street and an Enhanced Pedestrian Street, while set back a few feet from the front lot line is integrated into the adjacent streetscape by being paved as an extension of the sidewalks and also by the placement of planters, a seat wall, and racks for short-term bicycle parking between the building wall and the public sidewalk. This allows passersby, residents and visitors to interact with the street-level of the building through a variety of seating and protected paved areas.

There is one main entry from the NE 99th 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 the doors can be easily identified by people wanting to enter the building. A weather-protected walkway is provided from the covered parking area to the secondary lobby entry on the south wall. This entry sequence is marked by vertical cable trellises with vines as well as pavers that continue the pedestrian walkway into the parking garage. This east-west walkway is eight feet wide through the site and physically connects the interior site spaces to the adjacent sidewalks. 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, all of which are oriented to the sidewalks and street. *These guidelines are 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 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 majority of rooftop equipment is 24" or less in height and will be hidden behind the parapets. The one larger piece of equipment is set back 39 feet from the front lot line and 23' and 28' from the respective building sides so this unit will not be visible from the walkways or surrounding properties. 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 second floor deck, and single wall-mounted fixtures at each unit balcony. Additional lighting is provided by ceiling-mounted, shielded fixtures in the covered parking area and within the surface parking lot by pole lights and bollards that will match lights being used in Phase I's outdoor areas. The selected fixtures and their locations have been selected by the applicant to minimize light impacts on adjacent properties. 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.

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

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

Findings for B1, B2 & B3: The proposed building materials include cement board lap and panel siding, composite metal panels with stiffener rods, aluminum storefront, fiberglass windows, custom metal grilles, metal balcony railings and fencing, stainless steel cable trellises, standing seam metal roofing, and cast-in-place concrete in a 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 board-formed textured concrete wall that wraps around the entire ground level, a concrete slab edge, canopies, cable trellises, and low concrete planters that all work together to create a cohesive pattern of human-scaled

horizontal modules around all sides of the building's ground level. Textured concrete is used as the ground floor base, wherever it is visible on the outside of the building, creating a consistent material pattern for the building mass to sit on. The canopies and concrete slab edges align with each other and the bottoms of the upper story box elements, creating a clear delineation between the first floor and the upper stories. The upper stories are further differentiated from the textured concrete base by the use of cement siding and metal panels. The consistent massing shifts as they relate to materials and colors around the building create a very cohesive composition of attached boxes and recessed planes. Roof decks have matching railing and concrete wall patterns on the north and south facades while balconies have cable railings in a matching material.

The building's massing shifts also step down in height from the front of the site to the rear so that the boxes on either side of the building's three main sections all align with each other. 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 similar finish materials, namely a concrete base, cement lap siding and metal siding. The two buildings work together to form a cohesive composition on the site. *With the exception of the material shift of metal to cementitious lap siding at the white projecting boxes, these guidelines are met.*

The use of cementitious lap siding as a primary exterior material, particularly on projecting elements with exposed corners, raises concerns over the durability of the material over the long-term. The siding will be exposed to more weather than if it was on a recessed plane or bounded by other materials. While the overall massing and pattern of projecting and recessed elements creates a coherent building form, the switch between metal siding on the tan boxes and lap siding at the white boxes is materially inconsistent, creating large areas of lap siding that make the metal siding seem like a secondary material that occurs on a primary form. The desire would be to have the metal siding be used as a primary material on the primary forms. *With Condition of Approval B requiring the white boxes to be finished in metal panel of the same type and installation as the tan boxes, these guidelines could be 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 99th Avenue. These features have been located at the second floor line above the sidewalk and will not impede pedestrian movement. The front planters and interior courtyard benches are all located outside of major walking paths. *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

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

Findings: A majority of parking for Phase II is tucked underneath the building with additional parking in a surface lot located behind the building. Concrete side and end walls plus cable trellis landscaping will screen views of the tuck-under parking from the interior walkways and the two adjacent streets. A solid concrete wall with an above-ground planter that contains a variety of plants plus cable trellising will hide views of the tuck-under parking from the NE 99th Avenue sidewalk. The surface parking lot will have perimeter landscaping around it that will screen views of cars as well. An existing evergreen laurel hedge along the north property line will be retained for a portion of the site and incorporated into the required L3 perimeter landscaping. This will help buffer views of cars for residents in the neighboring apartment building. The parking is accessed from NE 100th Avenue, a residential street without appreciable traffic. *This guideline is therefore met.*

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 99th 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 99th 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 99th 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. The board-formed texture of the first floor concrete north wall will provide some visual interest in this area while also blocking views of cars parked beneath the building. Second floor decks are screened with sections of solid wall to provide some privacy for neighbors to the north. *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 99th to NE 100th Avenue. The arrangement of the two 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 99th 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 99th 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. The entire front façade will be finished in board-formed concrete and will have smooth concrete 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 another larger planter with more vertical cable trellising 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 99th 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 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 99th 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 99th 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). Thirty of the fifty 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'-6" on center and staggered 6" vertically. Only 50 long-term spaces will be provided instead of the 66 required by the standard.

Purpose: Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at the site for several hours, a secure and weather-protected place to park bicycles. The intent is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.

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 and there must be 1.1 long-term spaces per dwelling unit.

A. Better meets design guidelines. *The resulting development will better meet the applicable 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; 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, as well as additional unit living space. The proposed bike rack system and floor spaces allows for adjustable bicycle parking which supports bicycle ownership and alternative transportation use among the residents. The proposal better meets design guidelines

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 units will have access to a bike room on each 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 18” on center. The 18” 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 and several spaces are also provided on the floor for ease of use. The population of 55 and older residents allows for a slight reduction of the number of bike spaces as it is not expected that every resident will have a bicycle. The purpose statements are satisfied with the proposed bike room layout.

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 plus pavers that match the courtyard walkways creates a visually appealing vertical and horizontal element between the lots that visually enhances the area and buffers 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.

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. While the overall massing and pattern of projecting and recessed elements creates a coherent building form, the switch between metal siding on the tan boxes and lap siding at the white boxes is materially inconsistent, creating large areas of lap siding that make the metal siding seem like a secondary material that occurs on a primary form. *With Condition of Approval B requiring the white boxes to be finished in metal panel of the same type and installation as the tan boxes, the project would be a nice addition to the area.*

TENTATIVE STAFF RECOMMENDATION

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

Staff recommends approval of Phase II of the Glisan Commons development in the Gateway Plan District, as shown in Exhibits C1-C50, to contain the following elements:

- 60 senior housing units in a 6 story building.
- 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 including a roof deck, balconies, and shared ground level courtyards.
- Exterior materials of smooth and board-formed concrete, metal panels, fiber cement lap and panel siding, aluminum storefront, fiberglass windows, and metal railings, screens, and cable trellises.

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 99th 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 99th 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 30 bicycles spaced 1'-8" apart and vertically staggered by 6", instead of the required 2' wide spaces; and to provide 50 spaces instead of 66.

Staff recommends approval of the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (A through B) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 12-115245 DZM". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The white box elements shown on the renderings are to be finished in white metal cladding that matches the material and installation details used on the tan box elements.

=====

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).

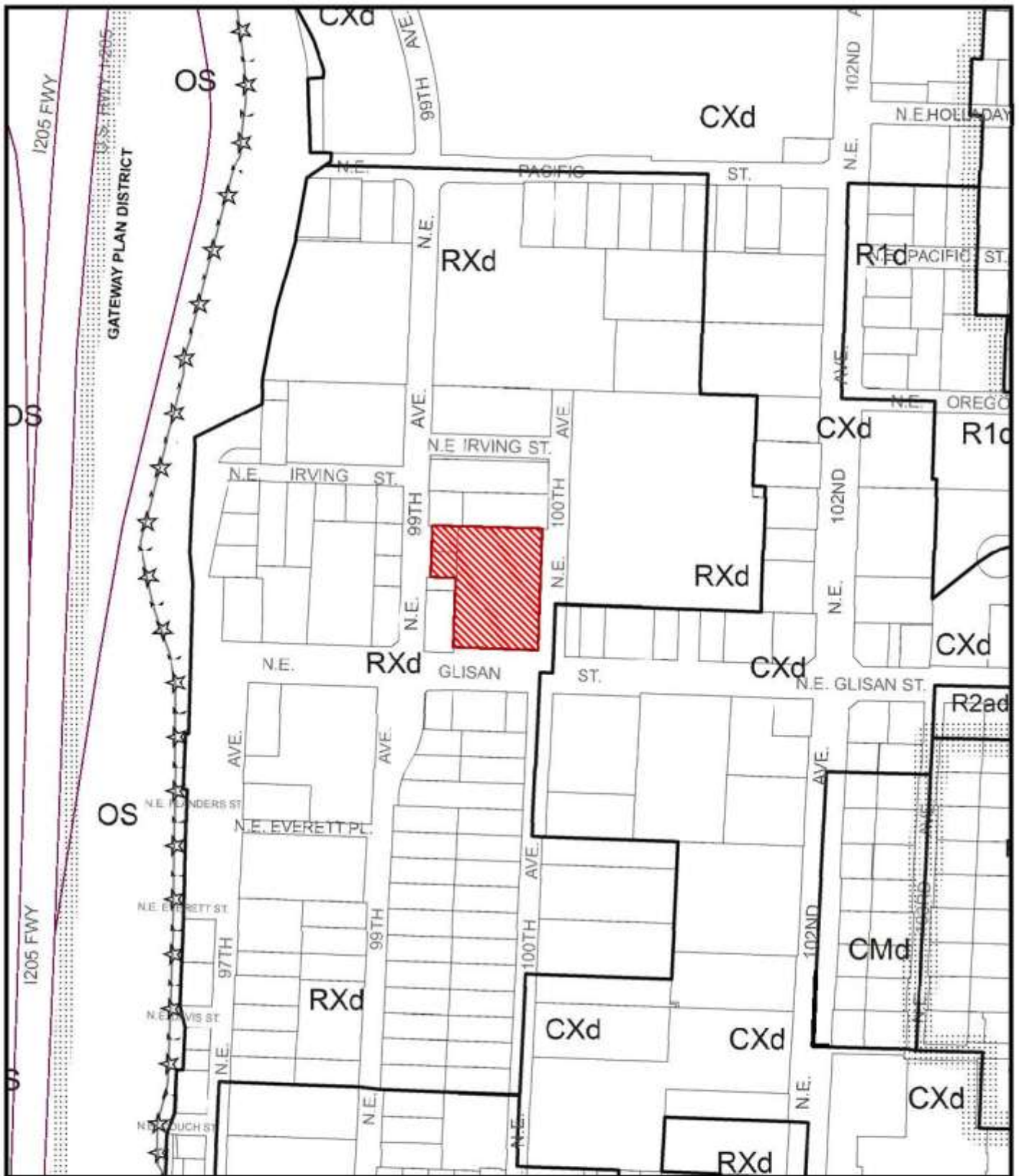
Chris Caruso
January 2, 2014

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
 - 5. Drawing Set, December 5, 2013
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Site Plan (attached)
 - 2. Master Plan Diagram
 - 3. First Floor Plan (attached)
 - 4. Second Floor Plan
 - 5. Third Floor Plan
 - 6. Fourth Floor Plan
 - 7. Fifth Floor Plan
 - 8. Sixth Floor Plan
 - 9. Roof Plan
 - 10. First Floor Reflected Ceiling Plan
 - 11. West Elevation
 - 12. South Elevation/Section

13. East Elevation/Section
14. North Elevations
15. East-West Section
16. North-South Section
17. Wall Sections/Enlarged Elevations
18. Wall Sections/Enlarged Elevations
19. Wall Sections/Enlarged Elevations
20. Details
21. Details
22. Details
23. Details
24. West Perspective (attached)
25. Materials Diagram
26. South Perspective
27. Southeast Perspective (attached)
28. Northeast Perspective
29. North Perspective
30. Northwest Perspective
31. Southeast Perspective
32. Phase I 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. Windows & Storefront Information
43. Railings and Topcoat Information
44. Metal Roofing & Garage Insulation Information
45. Walkway Paver Information
46. Site Lighting 1 Plan
47. Light Column & Light Bollard Information
48. Parking Lot Pole Light & Wall Light Information
49. Parking Garage Lighting Information
50. Canopy Downlight 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
4. Staff Memo, November 25, 2013
5. Staff Report, December 5, 2013
6. Staff PowerPoint, December 5, 2013
7. Hearing Summary Notes, December 16, 2013
8. Staff Memo, January 2, 2014
9. Staff Report, January 2, 2014
10. Staff PowerPoint, January 9, 2013



ZONING



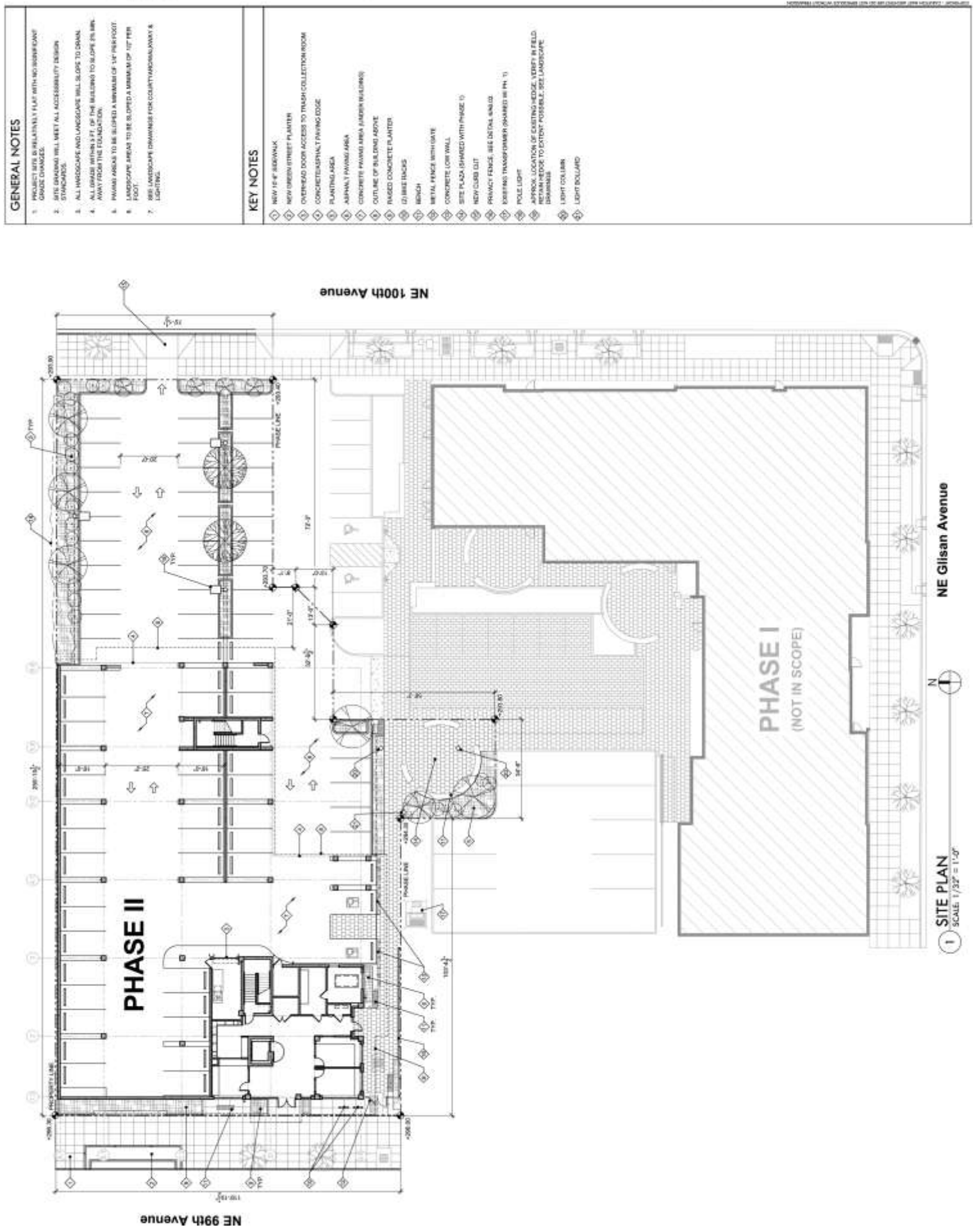
Site



NORTH

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)





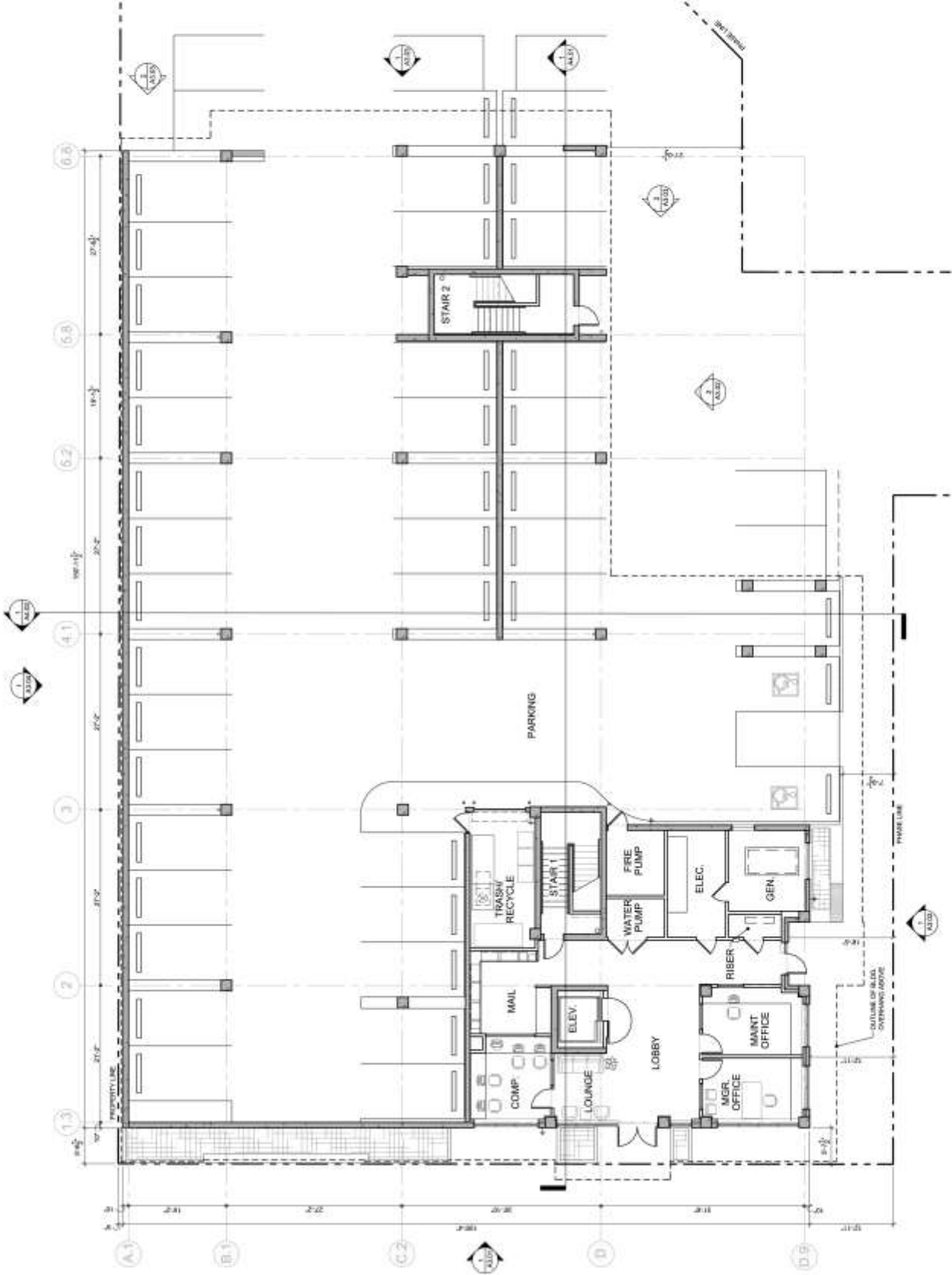
CARLETON HART ARCHITECTURE
323 NW 8TH AVENUE, PORTLAND, OREGON 97208
503.243.2282 | 503.243.3267 | carletonhart.com

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

FIRST FLOOR PLAN

LU 13-199812 DZM

12.20.2013



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



LU 13-199812 DZM

WEST PERSPECTIVE



GLISAN COMMONS PHASE II

PORTLAND, OREGON

12.20.2013



CARLETON HART
ARCHITECTURE



SOUTHEAST PERSPECTIVE



GLISAN COMMONS PHASE II

PORTLAND, OREGON



CARLETON HARTY
ARCHITECTURE

12.20.2013

LU 13-199812 DZM