



City of Portland Design Commission

Design Advice Request

SUMMARY MEMO

Date: January 7, 2022
To: Dave Otte, Holst Architects
From: Tim Heron, Design / Historic Review Team
(503) 823-7726, tim.heron@portlandoregon.gov
Re: EA 21-105638 DA – Hollywood Transit Center HUB Housing
Design Advice Request Commission Summary Memo – December 16, 2021

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Design Commission at the **December 16, 2021 Design Advice Request**. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: <https://efiles.portlandoregon.gov/record/14751646>.

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on **December 16, 2021**. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Please keep in mind that the formal Type 3 land use review process [which includes a land use review application, public notification, and a Final Decision] must be followed once the Design Advice Request meetings are complete, if formal approval for specific elements of your project is desired.

Please continue to coordinate with me as you prepare your Type 3 Land Use Review Application.

Encl:
Summary Memo

Cc: Design Commission
Respondents

Executive Summary

- The Design Commission confirmed that this site is an ideal location for high-density affordable housing that should maximize the floor area and height allowed by this Zone at the Hollywood Plan District Transit Center.
- The Design Commission was also unanimous that the proposed building footprint and massing was extremely challenging to consider before critical transportation infrastructure demands are successfully resolved with the Portland Bureau of Transportation [PBOT] and Portland Parks and Recreation [PPR]. Specifically, the NE 42nd Avenue street vacation process, the multi-model access to and from NE Halsey Street to the Transit Station and I-84 pedestrian bridge, the Paseo concept, and required regional trail access to the Sullivan's Gulch Trail.
- The Design Commission was unanimous that the current L-shaped parti concept for the building, particularly in relation to the shared driveway, the outdoor area, and proposed inactive ground floor uses, would be unsafe, uninviting and create a hostile pedestrian environment.

Commissioners present: *Chair Livingston, Vice-Chair Sam Rodriguez, Commissioner Santner, Commissioner McCarter, and Commissioner Vallaster. Commissioner Robinson provided written comments. Commissioner Molinar was absent.*

Summary of Comments. Following is a general summary of Commission comments by design tenet. Please refer to the attached Community Design Guidelines matrix for a summary of the concept's response to future approval criteria.

CONTEXT / QUALITY & RESILIENCE

Applicable [Portland Citywide Design Guidelines](#): 01-03, 07-09

1. Site and Phased Development

1. NE 42nd Avenue Street vacation and Replat for 3 lots

- Lot configuration and general concept of preserving building land for future NE Halsey Street fronting lot – proposed at 100'x100'
 - Building “rear” L-shaped housing first triggers Modifications
 - **33.130.215 Setbacks/ 33.415.320 Maximum Building Setback, required maximum of 10' for 70% of the building frontage; proposed at 130' setback for 70% of the building frontage**
 - **33.415.200 Required Ground Floor Active Use, required 25%, proposed 0%**
 - Future 100' x 100' lot constructability and interim design questions
- Commissioners agreed it was hard to talk about the Three Tenets [Context, Public Realm and Quality and Resilience] when there are so many large-scale issues that need to be resolved and would ultimately affect massing and public realm advice for this proposal.
 - Commission expressed serious concern that the building massing, driven by non-Zoning Code required boundary conditions [Census Tract/ Zip Code/ Difficult to Development Area], creates a critically flawed pedestrian experience, utilitarian and inactive ground floor uses, and unsafe outdoor area conditions for future residents and the public.
 - Commissioners also noted that the concept of preserving a future parcel would also depend on ensuring ground floor active spaces fronting the proposed outdoor area and shared driveway were provided.
 - Commission agreed that too many factors are undetermined and unmitigated at this time for consideration of a Modification request to these standards.

- The associated Modification requests to the Zoning Code do not appear to A - Better meet the applicable Design Guidelines, B - Be consistent with the Purpose Statement of the standard being modified, and C - Provide mitigation for the impact, [approval criteria listed in 33.825.040.A-C].

2. Required Public Recreation Trail access to Sullivan’s Gulch Regional Trail, PZC 33.272

- **Currently required from existing private property**
 - **See attached Zone Map, Sullivan’s Gulch Concept Plan images, Portland Park and Recreation letter**
- **Proposed 14’ wide path east of Transit Station stairs/ ramps may be too narrow**
 - **Would also serve TriMET and possibly BES maintenance vehicles for large sewer line adjacent to railroad**
- The Commission unanimously supported PBOT and PPR concerns and strongly encouraged further design development and coordination with both bureaus and BDS Staff before returning for a second DAR with the Design Commission.
- The second DAR should include the full site design to discuss the full development potential, particularly the required and successful access to the Sullivan’s Gulch Trail, the Hollywood Transit Center, and the I-84 pedestrian bridge crossing.

3. L-shaped concept for shared driveway and outdoor area plaza

- **Triggers Modifications to Pedestrian Standards and Transit Street Main Entrance**
 - ***33.130.240 Pedestrian Standards, required raised surface or separated by bollards, if more than to 16 parking spaces to NE Halsey, and***
 - ***33.130.242 Transit Street Main Entrance, requires max 25’ and face within 45 degrees of NE Halsey to proposed 100’ and not facing Halsey***
- Commission was unanimous with critical concerns that the proposed design, specifically the adjacent inactive ground floor uses, vehicle access, exterior loading, and related Modification requests made this parti extremely flawed. Significant redesign should be considered.
 - The associated Modification requests to the Zoning Code do not appear to A - Better meet the applicable Design Guidelines, B - Be consistent with the Purpose Statement of the standard being modified, and C - Provide mitigation for the impact [approval criteria listed in 33.825.040.A-C].
- One Commissioner commented that the 120’- tall shear wall adjacent to the pedestrian path with bike parking at the ground floor is not a human scale, is not active and at this early stage it looks like it will feel unsafe.

2. Massing and Articulation

- a. L-shape building created due to “Difficult to Develop Area” boundaries for anticipated funding for affordable housing**
- **Current design assumes NE 42nd Avenue ROW street vacation, but also blocks potential alternative access to Sullivan’s Gulch Trail, possibly also BES**

- Commission was unanimous with critical concerns that the proposed massing design, specifically the L-shaped condition driven by a DDA boundary is not applicable to the Zoning or the Approval Criteria for this area. The inactive ground floor uses, the shared driveway vehicle access, exterior loading, and related Modification requests made this part extremely flawed. Significant redesign will be necessary.
- One Commissioner commented that 120'-tall shear wall adjacent to the pedestrian path with bike parking at the ground floor is not a human scale, is not active and at this early stage it looks like it will feel unsafe.
- A minority of the Commission did express support that the L-shape massing, once the transportation infrastructure is successfully resolved, could be successful with creative massing articulation and sculpting.

b. Sculpting/ Articulation opportunities

- **While height and FAR are allowed, the building massing and articulation can be manipulated to better respond to Area Context**
- Commission was unanimous that consideration of the L-shaped building massing was extremely challenging to review without the critical transportation infrastructure more resolved.
- Commission agreed that given the size and scale of this building proposal to maximize the Zoning allowed height and floor area at this prominent Hollywood Plan District Transit Center location, significant building sculpting and articulation would be critical to avoid flat walls at any elevation. Further development of massing shifts and articulation of the façade planes is critical.
- Commissioners expressed support of the massing and articulation strategies of the 2020 NE Multnomah Street apartments, a smaller scale residential project comparatively, but similar challenges given the southern frontage along I-84 and Union Pacific Railroad.

PUBLIC REALM

Applicable [Portland Citywide Design Guidelines](#): 04-06

3. Outdoor/ Common Area requirement

a. Required Outdoor Area not met, triggers Modification

- ***Modification 33.130.228 Required Outdoor Areas, for sites larger than 20,000 SF, 48 SF of outdoor area per unit is required, or 9,648 SF; 8,700 SF proposed***
- Commission was unanimous that the Required Outdoor Area per the Zoning Code is a critical feature for any new development, especially a development with 200+ proposed units that will house many more than 200 residents. Meeting this standard will be critical.
- One Commissioner noted this project unfortunately creates a negative relationship with the pedestrian path and right of way. The massing contributes to this as do proposed uses on the ground floor.
 - The associated Modification request to the Zoning Code did not appear to A - Better meet the applicable Design Guidelines, B - Be consistent with the Purpose Statement of the standard being modified, and C - Provide mitigation for the impact [approval criteria listed in 33.825.040.A-C].

b. Courtyard design represents 1/3 of the outdoor area requirement

- **Adjacent to proposed inactive ground floor uses**
- **Loading spaces proposed within required outdoor area**
- **Adjacent to future development site**
- Commission was unanimous that ground floor parking and trash services fronting the required outdoor area was a critical flaw and would not meet the required approval criteria.
 - Similarly, the proposed loading spaces within the required outdoor area calculation would not meet the requirement for Required Outdoor Area, as well as not meet the related Design Guideline approval criteria.
- Commissioners noted that the community room, or at least one of the community rooms, would be better placed adjacent to the outdoor area proposed.
- One Commissioner noted the temporary "land bank" open space is a good feature, however - locating an open space next to building services will greatly diminish the success of the open space. If not welcoming and safe, it will not be well used and will invite undesirable uses.

c. Balconies and/ or more interior and rooftop outdoor spaces opportunities

- Commissioners agreed that balconies would improve the residents' outdoor space opportunities, as well as meeting required open area per the Zoning Code, but also add relief and articulation to the massing of the building.
 - Commissioners specifically noted that balconies fronting the interior L-shaped massing proposed would improve the success of these two pedestrian focused ground level conditions.
- Commissioners agreed that open balconies along the south elevation facing Interstate 84 and above the Union Pacific Railroad and would not be a desirable feature.

4. Ground Floor Activation

a. NE Halsey frontage

- **In lieu of residential lobby, bike room proposed, triggers Modification**
- **33.130.230.B Ground Floor Windows, required 60%, proposed 15%**
- **33.415.200 Required Ground Floor Active Use, required 25%, proposed 0%**
- Commissioners were unanimous that bike parking storage fronting the NE Halsey Transit Street was not an appropriate use to activate this critical street frontage.
 - The associated Modification requests to the Zoning Code did not appear to A - Better meet the applicable Design Guidelines, B - Be consistent with the Purpose Statement of the standard being modified, and C - Provide mitigation for the impact [approval criteria listed in 33.825.040.A-C].
- One Commissioner noted the plan disregards the requirement for active use on the ground floor. The active use that is shown is located far from the street, so those active uses are not responding, respecting, or improving the public realm.

b. Shared driveway street frontage

- **Main Entrance along shared driveway triggers Modifications**
 - **33.130.240 Pedestrian Standards, required raised surface or separated by bollards, if more than to 16 parking spaces to NE Halsey, and**

- **33.130.242 Transit Street Main Entrance, requires max 25' and face within 45 degrees of NE Halsey to proposed 100' and not facing Halsey**
- **Trash room services provided adjacent to lobby**
- Commissioners all agreed that vehicle access along the shared driveway to non-required ground floor parking was a critical flaw to the building design, particularly the related Modification requests to the main entrance and pedestrian standards.
 - Commissioners agreed that relocating the parking access below ground, utilizing the current easement that allows the adjacent retailer to access their underground parking, would be a better solution.
- One Commissioner noted the impact of parking and building services on the ground floor is tremendous. Active uses need to be located between each service area and the pedestrian path - both internal and on NE Halsey.
- Commission was unanimous that the main entrance condition, immediately adjacent to the parking garage entrance and across from exterior loading in the required outdoor plaza area, is a critical flaw.
- Commission agreed that too many factors are undetermined and unmitigated at this time consider the related Modification requests.
 - The associated Modification requests to the Zoning Code did not appear to A - Better meet the applicable Design Guidelines, B - Be consistent with the Purpose Statement of the standard being modified, and C - Provide mitigation for the impact [approval criteria listed in 33.825.040.A-C].
- c. **Outdoor Area frontage**
 - **Non-required parking located at ground floor, facing required outdoor area**
 - **Trash room services provided adjacent to outdoor area**
- Commission was unanimous that ground floor parking and trash services fronting the required outdoor area was a critical flaw and would not meet the required approval criteria.

5. Modifications Considered Through Design Review

[Portland Zoning Code 33.825.040.A, B and C.](#)

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. 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.*

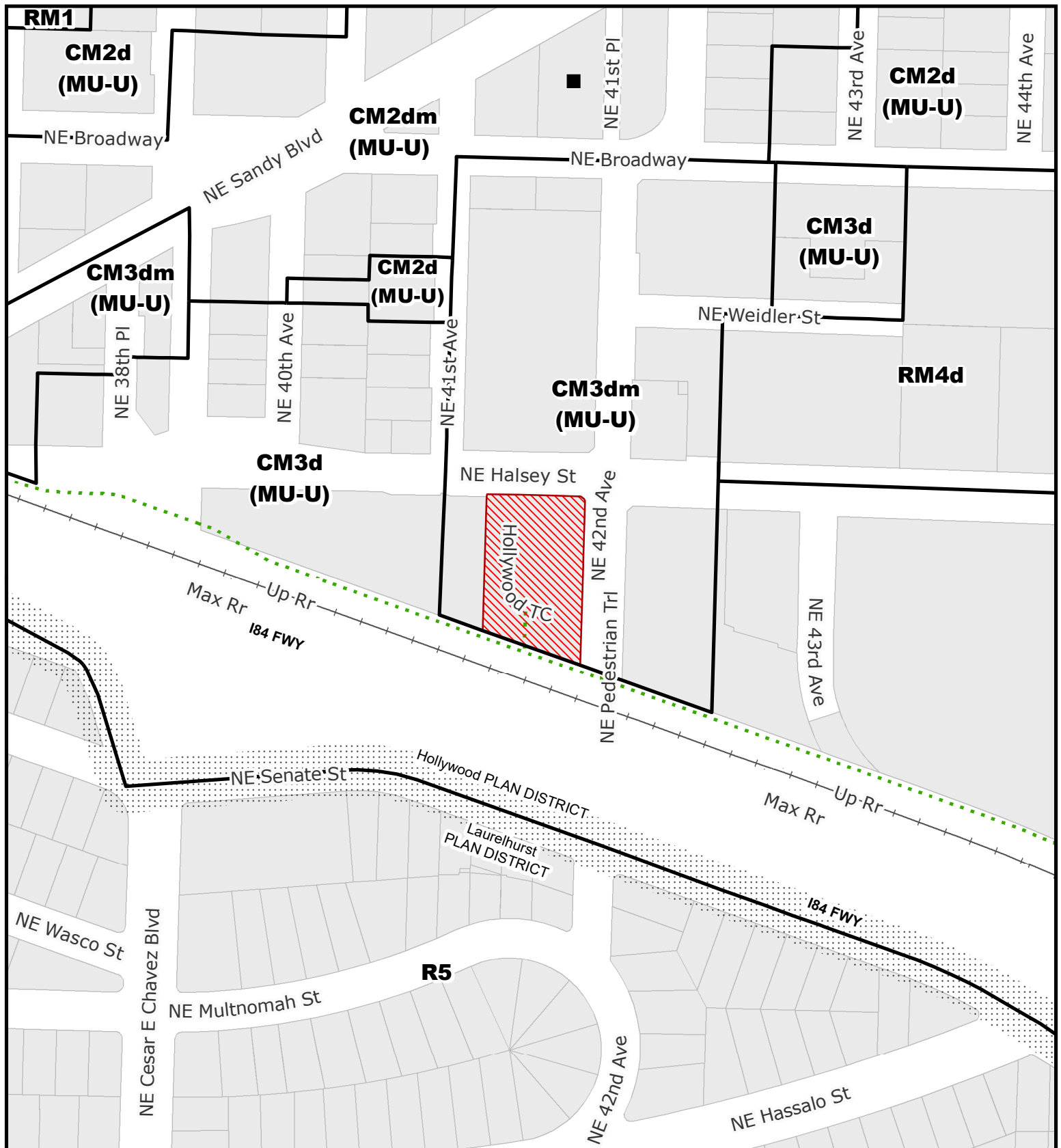
C. Mitigation of impacts. *Any impacts resulting from the modifications are mitigated to the extent practical.*

- Commission confirmed that none of the requested Modifications had developed enough response approval criteria A, B and C to offer any advice other than all the Modification requests are significant and carry an extremely high bar of approvability.

Exhibit List

- A. Applicant's Submittals
 - 1. Drawings dated 9/1/21
- B. Zoning Map [attached]
- C. Drawings
 - 1. Aerial Site Plan [attached]
 - 2. Project Summary 1
 - 3. Project Summary 2
 - 4. DAR Topics
 - 5. Vicinity Map
 - 6. Zoning Summary
 - 7. Urban Context 1
 - 8. Urban Context 2
 - 9. Urban Context 3
 - 10. Site Context 1
 - 11. Site Context 2
 - 12. Site Context 3
 - 13. Site Context 4
 - 14. Site Context 5
 - 15. Site Context 6
 - 16. Site Context 7
 - 17. Site Constraints 1
 - 18. Site Constraints 2
 - 19. Site Constraints 3
 - 20. Site Constraints 4
 - 21. Site Constraints 5
 - 22. Site Constraints 6
 - 23. Site Constraints 7
 - 24. Summary of Massing Studies
 - 25. Massing Study 1
 - 26. Massing Study 2
 - 27. Massing Study 3
 - 28. Proposed Site Plan 1
 - 29. Proposed Site Plan 2
 - 30. Potential Modifications
 - 31. Building Section
 - 32. Addendum
 - 33. Connector
 - 34. Existing Connector
 - 35. Connector Type
 - 36. Connector Type
 - 37. Connector Type
- D. Notification
 - 1. Mailing list
 - 2. Mailed notice
 - 3. Posting instructions sent to applicant
 - 4. Posting notice as sent to applicant
 - 5. Applicant's statement certifying posting
- E. Service Bureau Comments [none]
- F. Public Testimony

1. Bicycle Advisory Committee, 7-16-21, letter of concerns
 2. Michael Fitzpatrick, 11-26-21, letter of concerns
 3. Doug Allen, 12-9-21, letter of concerns
 4. Kat Herzog, 12-10-21, letter of concerns
 5. Doug Allen, 12-14-21, letter of concerns
 6. The Street Trust, 12-16-21, letter of concerns
 7. Thomas Craig, 12-15-21, letter of concerns
 8. Annie, 12-15-21, letter of concerns
 9. Holly Nelson, 12-16-21, letter of concerns
 10. Sunrise Movement PDX, 12-16-21, letter of concerns
- G. Other
1. Application form
 2. Staff memo to Design Commission 10/28/21
- H. Design Commission Meeting 12-16-21
1. Staff Presentation
 2. Testimony Sheet
 3. Applicant Presentation



ZONING

NORTH ↑

For Zoning Code in effect Post August 1, 2021

HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT



Site



Historic Landmark



Recreational Trails

File No.	EA 21 - 105638 DA
1/4 Section	2934
Scale	1 inch = 200 feet
State ID	1N1E36AA 100
Exhibit	B
	Nov 15, 2021

H O L S T

05 November 2021

BRIDGE | TRIMET
hollywoodHUB

PORTLAND, OR

Design Advice Request 1



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TEAM INFO

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DEVELOPMENT PROGRAM

PROJECT DESCRIPTION

ABSTRACT

This project will be a re-imagination of the Hollywood Transit Center into a hub for transit, equity, and community. This site is an opportunity to set a bold vision for **equitable transit-oriented development (TOD)** in Oregon. This proposal is the first under **TriMet's TOD Guidelines** which germinated from the feedback of 60+ organizations serving BIPOC communities, nonprofit developers, and public agencies. Given the high-profile nature of this site and its proximity to Trader Joe's, Target, Providence Hospital, high-performing public schools and the rich fabric of Hollywood, the project will lead with racial equity and bring much needed **affordable Family Focused Housing into a High Opportunity Area** which for generations has excluded BIPOC communities and people of lower incomes.

PROPOSAL

On completion of the street vacation, the Hollywood Transit Center site will have an allowable floor area of 263,112 square feet assuming the bonus 6:1 Floor Area Ratio available under CM3[d] zoning. 211,355 square feet of FAR will be utilized by our **201-unit, 13-story, 120 feet tall Type I high-rise building.**

65% of homes at hollywoodHUB are two and three bedroom homes with an **average bedroom size of 1.8**, providing much needed choices for families priced out of NE Portland. All will be affirmatively marketed to BIPOC families.

Building amenities will include **rooftop terrace, community room, meetings spaces, bike and vehicular parking, as well as a courtyard and adjacent paseo/market street** (built by TriMet).

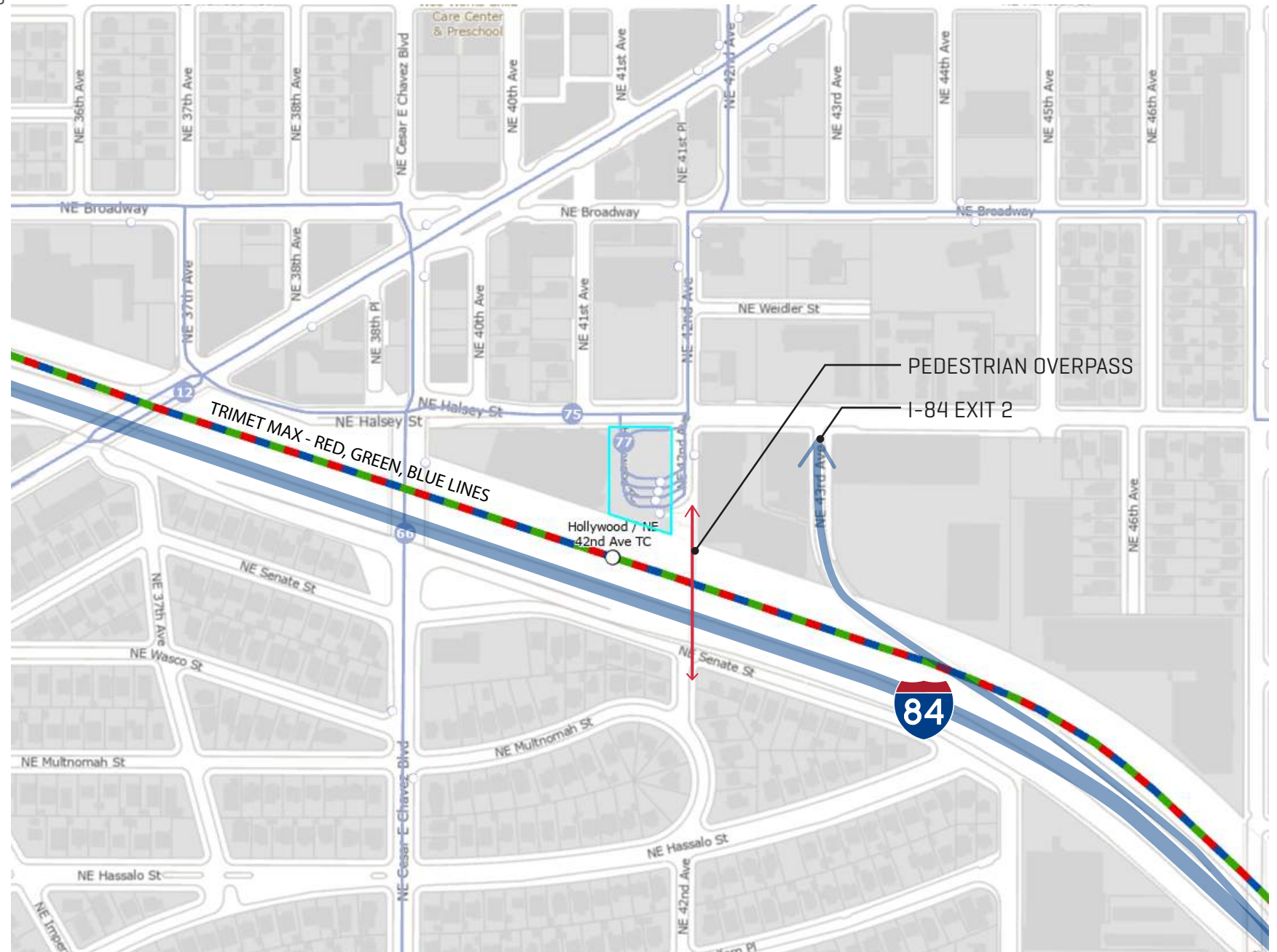


PEDESTRIAN, TRANSIT, AND VEHICLE SITE ACCESS

- BUS LINES 66, 75, 77
- MAX LINES R, G, B

- PEDESTRIAN OVERPASS OF I-84 ALONG NE 42ND AVE
- PEDESTRIAN AND VEHICLE ACCESS: HALSEY AND 42ND
- HIGHWAY VEHICLE ACCESS EXIT 2 ON I-84

This map shows the proposed LRT station and transit center in Lincoln, Nebraska. The LRT station is marked with a black dot at the intersection of NE 42nd Ave and NE Sandy Blvd. The transit center is indicated by a dashed rectangle at the intersection of NE 42nd Ave and NE 43rd St. The map includes a grid of streets, with major thoroughfares like NE Sandy Blvd and NE 42nd Ave highlighted. The LRT line is shown as a dashed line running along NE Sandy Blvd and NE 42nd Ave. The map also shows the location of the LRT station and transit center, and the surrounding residential and commercial areas.



URBAN CONTEXT

PUBLIC AMENITIES & OPEN SPACE

PUBLIC AMENITIES

- GROCERIES: TRADER JOE'S, TARGET, GROCERY OUTLET, HOLLYWOOD FARMER'S MARKET
- HEALTHCARE: PROVIDENCE MEDICAL CENTER AND BROADWAY MEDICAL CLINIC
- LEISURE/WELLNESS: 24 HOUR FITNESS, NORTHEAST COMMUNITY CENTER
- COMMUNITY: HOLLYWOOD SENIOR CENTER, MOTHER & CHILD EDUCATION CENTER
- HIGH PERFORMING PUBLIC SCHOOLS
- HISTORIC HOLLYWOOD BUILDINGS
- HISTORIC LAURELHURST NEIGHBORHOOD

OPEN SPACE

- GRANT PARK, 0.7 MILES FROM SITE
- FRAZER PARK, 0.6 MILES FROM SITE



SITE CONTEXT

EXISTING CONDITIONS

EXISTING CONDITIONS PLAN

- BUS TURNAROUND
- PEDESTRIAN PATH AND RAMP TO MAX LIGHT RAIL AND LAURELHURST NEIGHBORHOOD
- EXISTING BIKE PARKING
- RAMP TO TARGET PARKING
- LIGHT RAIL SUBSTATION



View of Site from north looking south



View of bike parking and bus stop looking south



SITE CONTEXT

SITE & VICINITY PHOTOS



Aerial view from NW looking SE



View of pedestrian connection to TriMet Max Station



View of site from TriMet Max Station



Aerial view from SE looking NW



View of site from NE corner



View of site from NW corner

SITE CONTEXT

SITE CONSTRAINTS

CONSTRAINTS & OPPORTUNITIES

- HUD DIFFICULT TO DEVELOP AREA (DDA) BOUNDARY
- 42ND AVE STREET TO BE VACATED
- TRIMET PASEO + COURTYARD PROJECT
- ADJACENT ROW EASEMENTS



PROPOSED SITE PLAN

4110 NE HALSEY ST

ANTICIPATED MODIFICATIONS: NONE

FAR	3:1
BONUS FAR	6:1
MAX HEIGHT	75 - 120 FT

CURRENT PARCEL MAX ALLOWABLE FLOOR AREA (6:1)

35,212 SQ FT	211,272 SQ FT*
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HALF ROW AREA

+8,640 SQ FT	
=43,852 SQ FT	263,112 SQ FT*

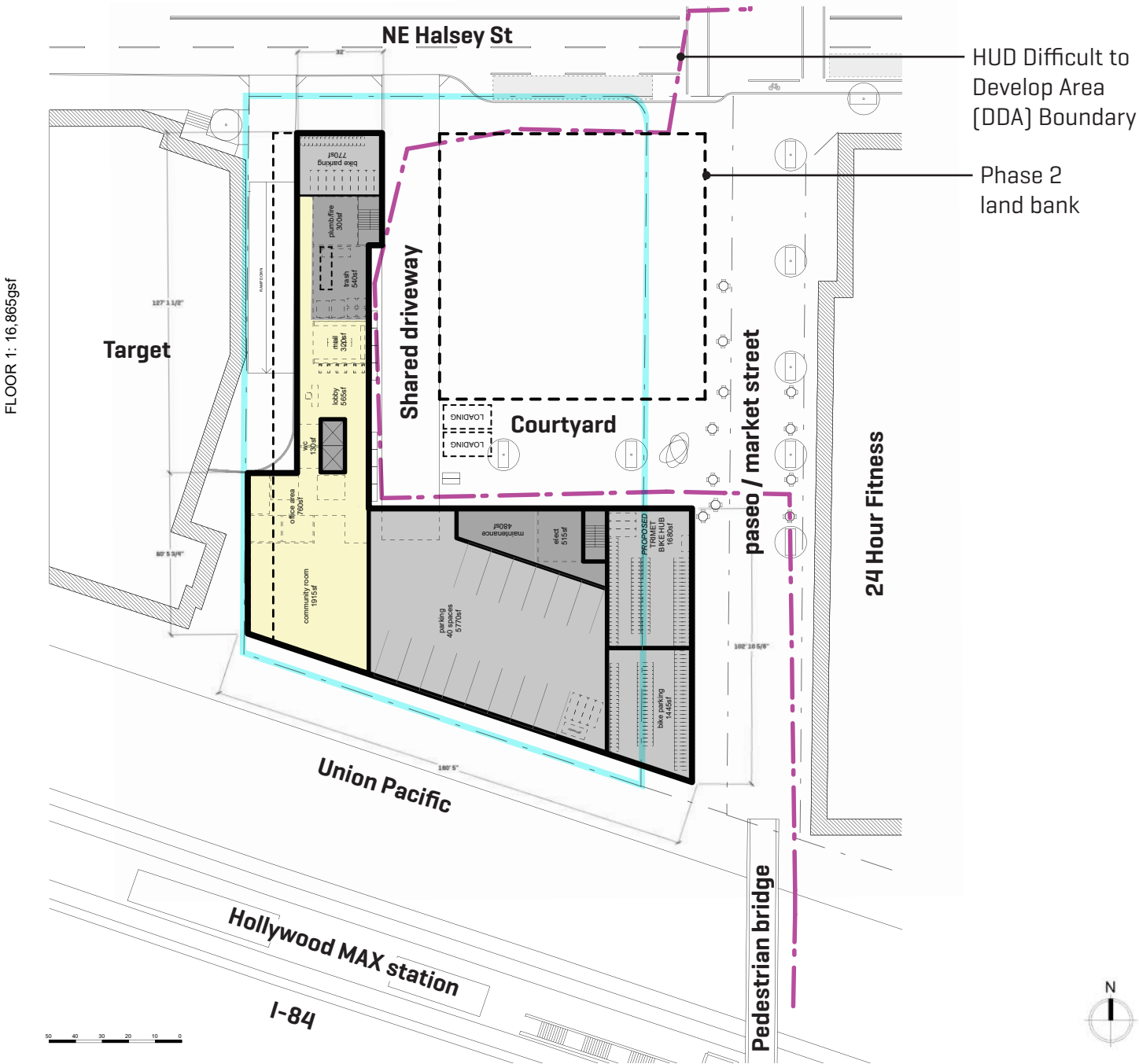
FULL ROW AREA

+17,600 SF	
=52,812 SQ FT	316,872 SQ FT*

CURRENT PHASE 1 PROPOSAL

211,355 SQ FT

*EXCLUDES PARKING AREA PER ZONING 33.536.240



OUTDOOR SPACE REQUIREMENTS

4110 NE HALSEY ST

OUTDOOR SPACE REQUIREMENTS = 48SF PER UNIT

48 X 201 = 9,648SF

BREAKDOWN:

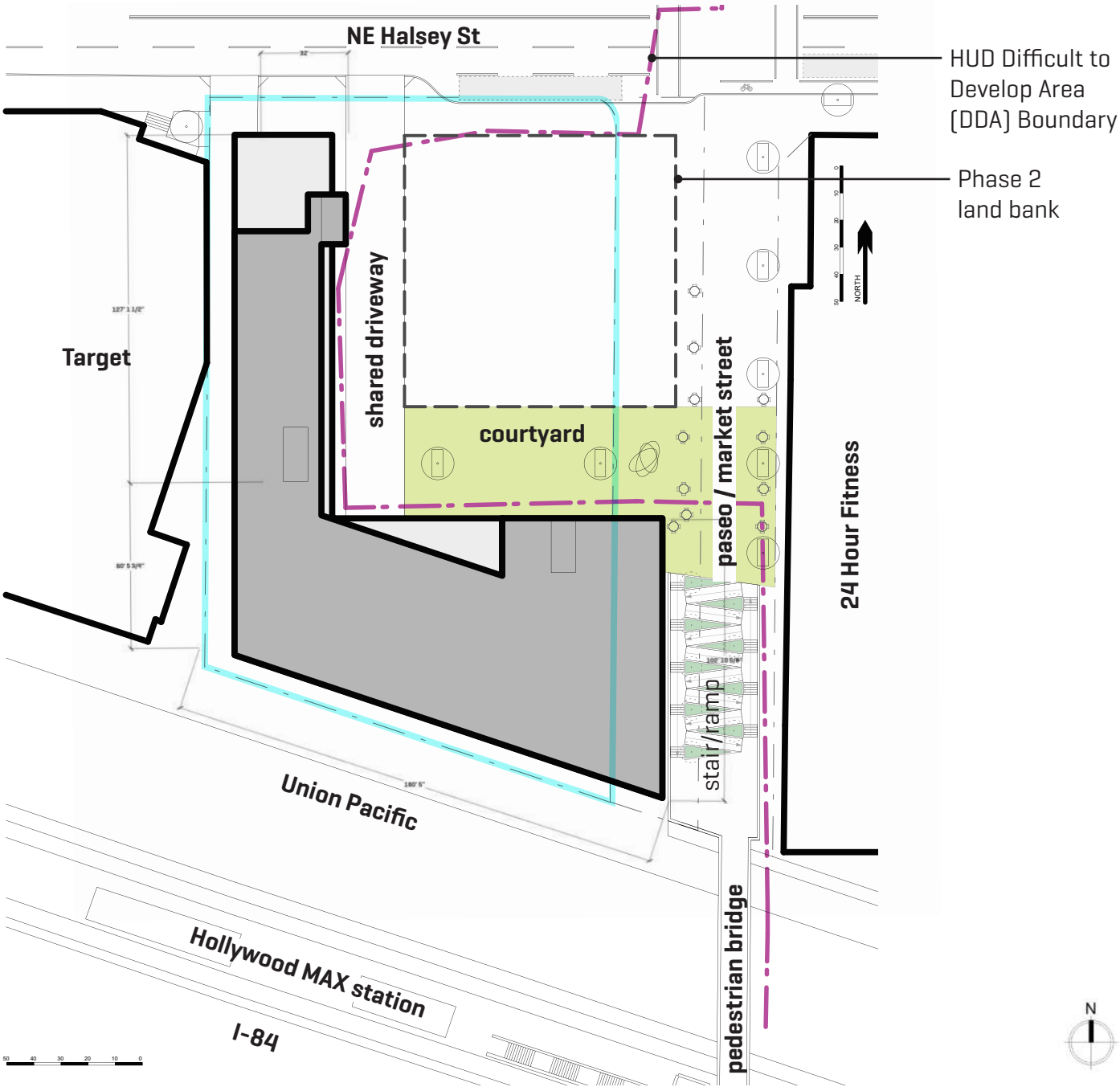
INDOOR COMMUNITY ROOMS: 2,680 SF

ROOF DECK: 1,470 SF

COURTYARD: 3,900 SF

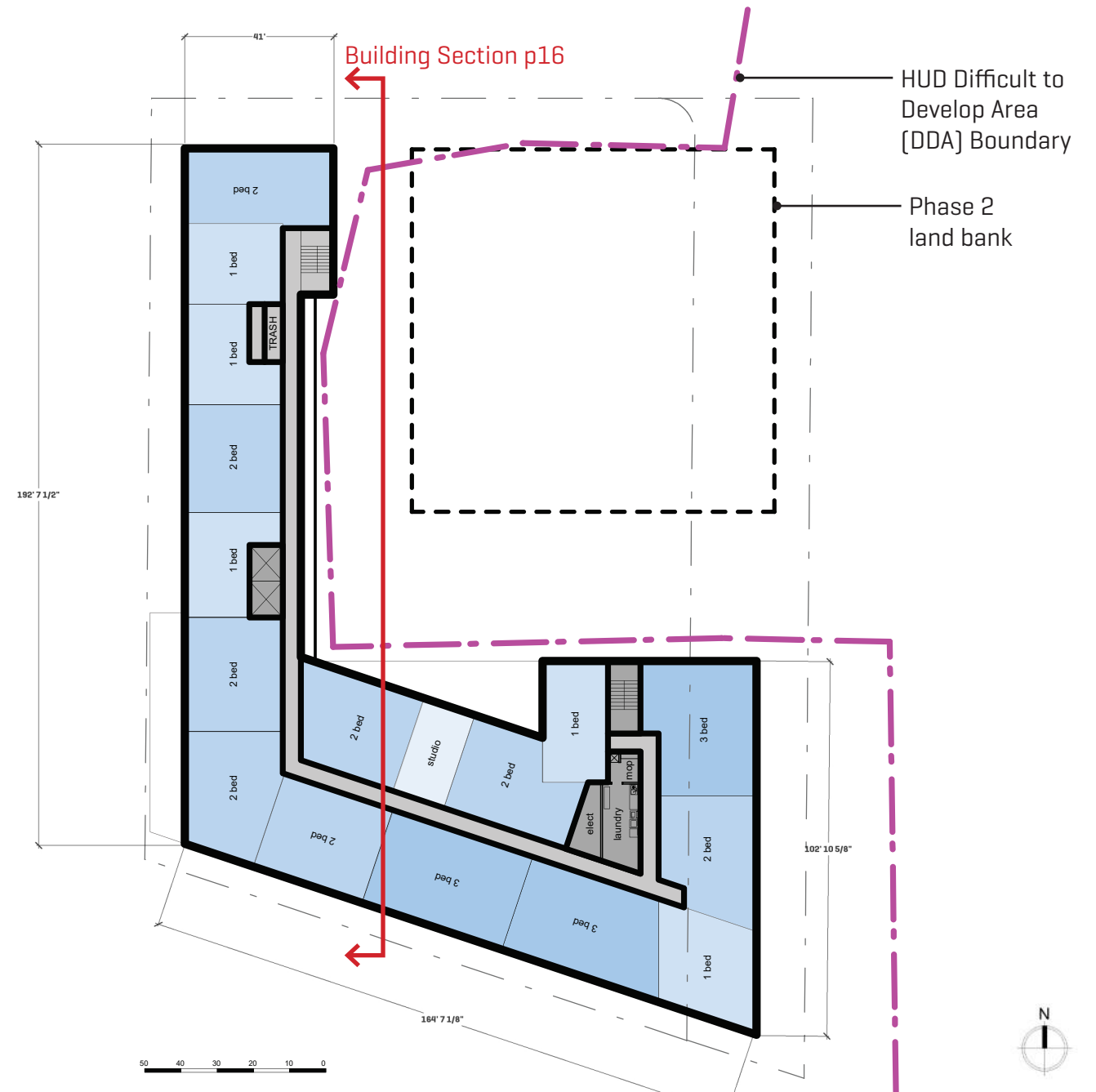
PASEO: 1,598 SF MIN.

NOTE: IF THE COURTYARD AND DRIVEWAY ARE NOT IN OUR SCOPE, THEN THE SITE MIGHT BE LESS THAN 20,000SF AND THEN WE'D ONLY BE REQUIRED TO PROVIDE 36SF PER UNIT.



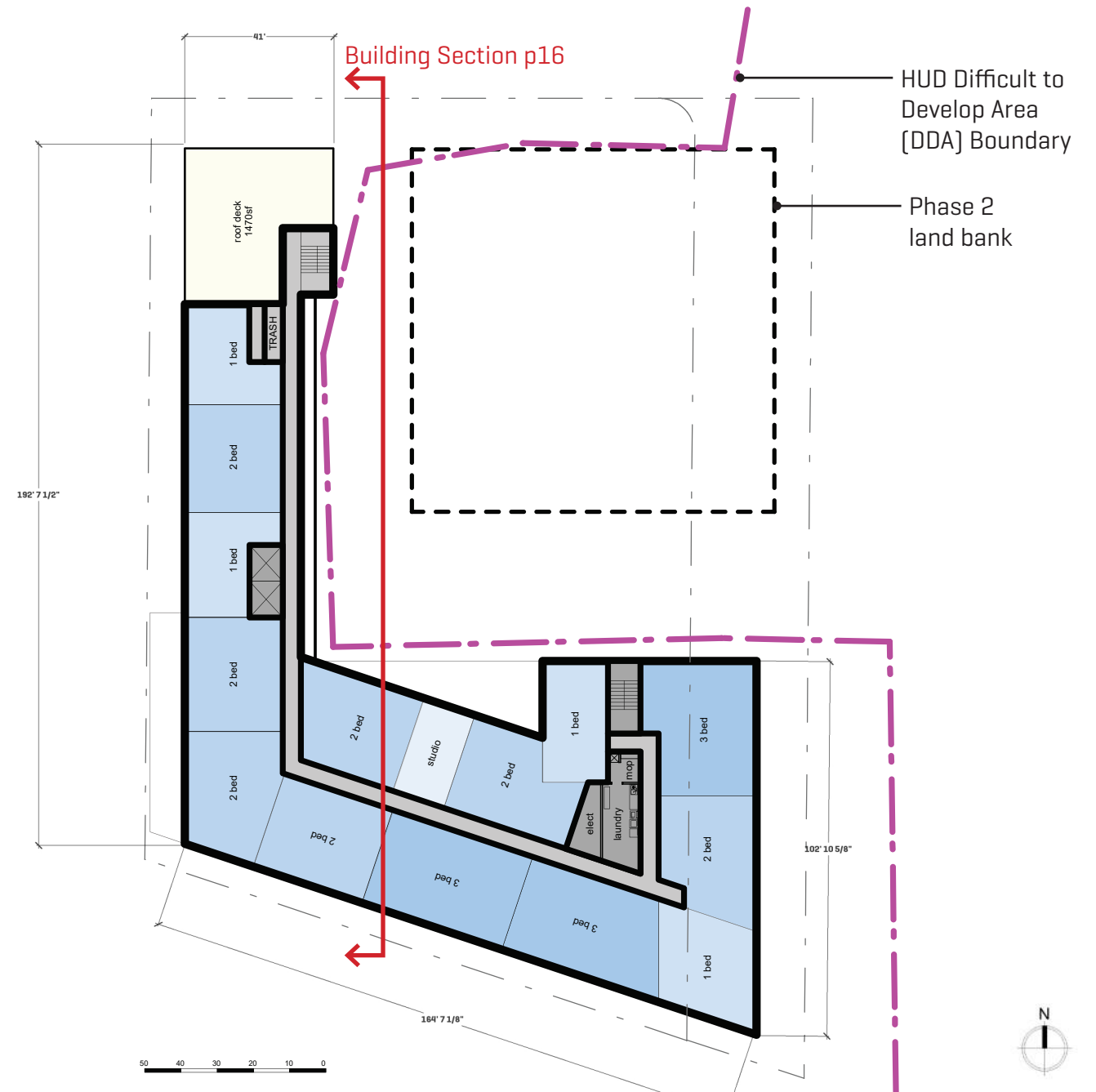
LEVEL 3 - 12

affordable unit mix	per floor	total
studio 400sf	1	12
1 bed 600sf	4	58
2 bed 850sf	8	95
3 bed 1100sf	3	36
	17 total	201 total



TOP FLOOR PLAN
LEVEL 13 WITH ROOF DECK

affordable unit mix	per floor	total
studio 400sf	1	12
1 bed 600sf	4	58
2 bed 850sf	8	95
3 bed 1100sf	3	36
	17 total	201 total



BUILDING SECTION

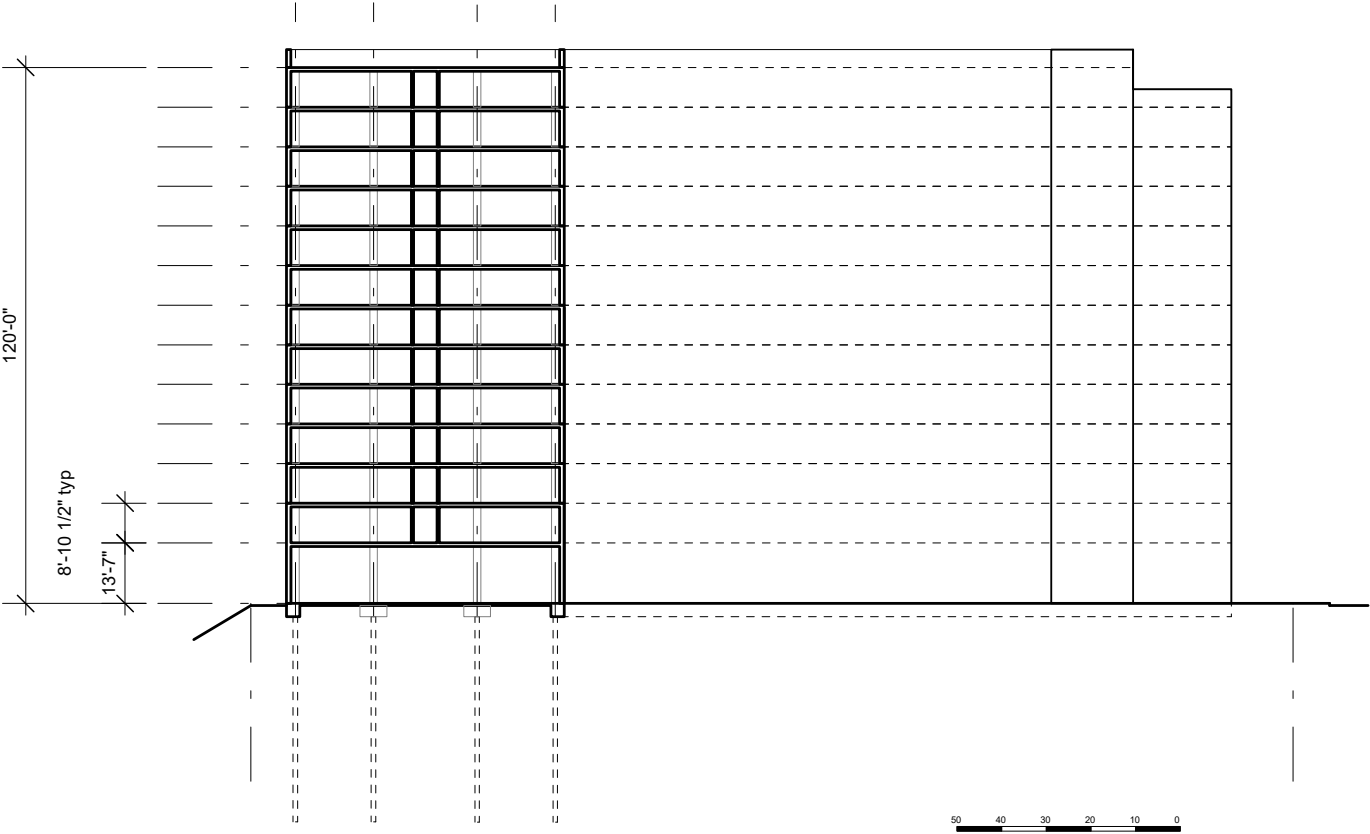
13 STORY, 120 FEET, CONCRETE

201 AFFORDABLE UNITS

FLR: GROSS FLOOR AREAS

B:	OSF
1:	16,865SF
2-12:	16,330SF
13:	14,860SF

TOTAL: 211,355SF



PROJECT IMAGES



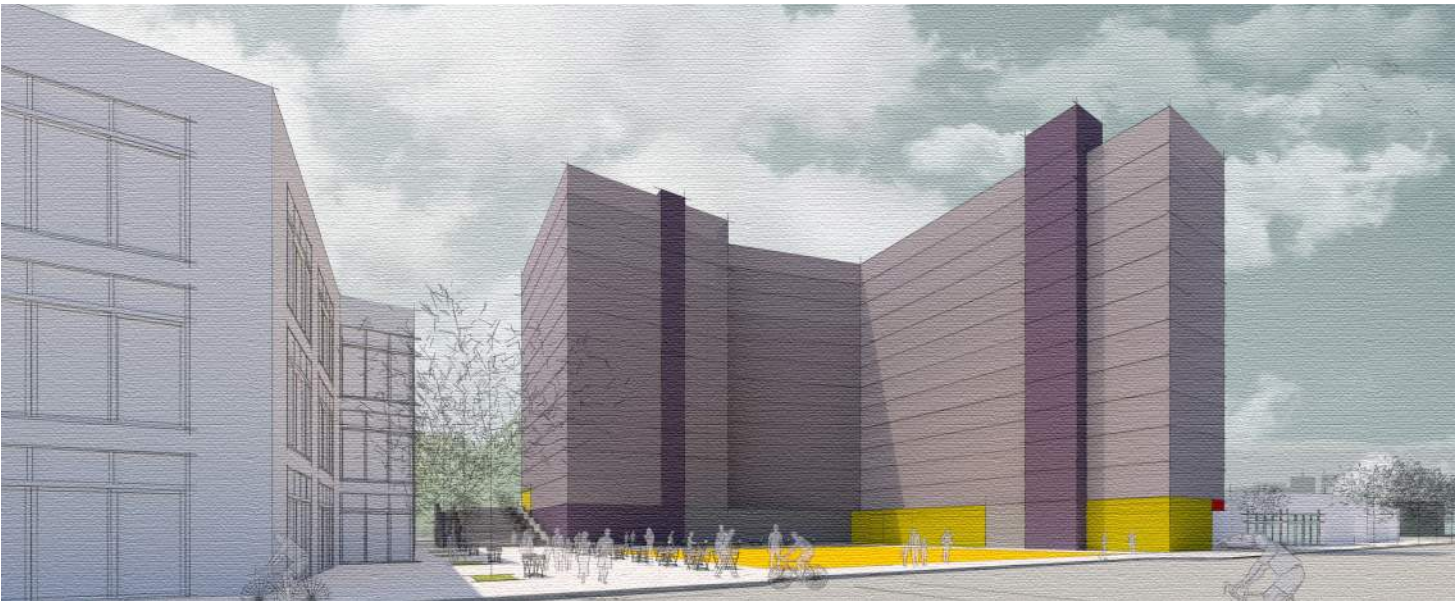
Proposed building massing viewed from SW



Proposed building massing viewed from north looking south



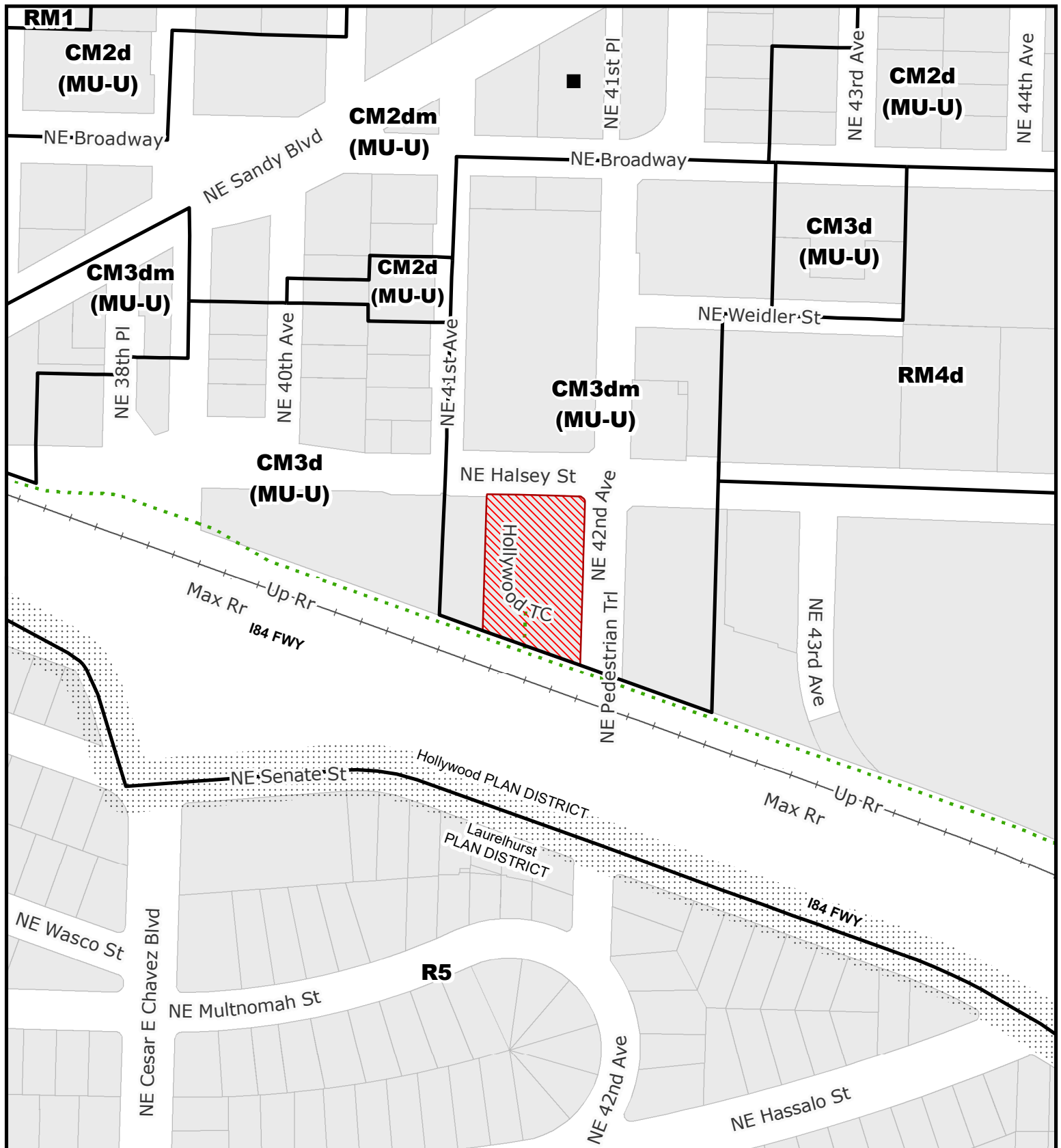
Proposed building massing viewed from SE



Proposed building massing viewed from NE looking SE

H O L S T

THANK YOU



ZONING



For Zoning Code in effect Post August 1, 2021

HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT



Site



Historic Landmark



Recreational Trails

File No.	EA 21 - 105638 DA
1/4 Section	2934
Scale	1 inch = 200 feet
State ID	1N1E36AA 100
Exhibit	B Nov 15, 2021



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PROJECT SUMMARY

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Conceptual rendering only,
not proposed design



PROJECT SUMMARY

DEVELOPMENT PROGRAM

02 December 2021

PROJECT ADDRESS

4110 NE Halsey St, Portland, OR 97232

PROJECT DESCRIPTION

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PROJECT PROPOSAL

On completion of the street vacation, the Hollywood Transit Center site will have an allowable floor area of 300,112 square feet assuming the bonus 7:1 Floor Area Ratio available under CM3[d] zoning and the Hollywood Plan District. 207,705 square feet of FAR will be utilized by our **201-unit, 13-story, 120 feet tall Type I high-rise building**.

65% of homes at hollywoodHUB are two and three bedroom homes with an **average bedroom size of 1.8**, providing much needed choices for families priced out of NE Portland. All will be affirmatively marketed to BIPOC families.

Building amenities will include **rooftop terrace, community room, meetings spaces, bike and vehicular parking**, and a **public courtyard**. The building will also sit adjacent to a **new paseo/market street** that will replace the vacated section of NE 42nd Ave and be built by TriMet prior to project completion.



GOALS FOR DAR 1:

1. REVIEW BUILDING & SITE CONSTRAINTS
2. DISCUSS BUILDING MASSING AND ARTICULATION
3. REVIEW VEHICLE AND PEDESTRIAN ACCESS
4. DISCUSS GROUND FLOOR ACTIVATION



ZONING SUMMARY

4110 NE HALSEY ST

ZONING ANALYSIS

BASE ZONE: CM3

OVERLAYS: DESIGN OVERLAY ZONE

CENTERS MAIN STREET OVERLAY ZONE

PLAN DISTRICT: HOLLYWOOD PLAN DISTRICT

ALLOWABLE USES: Household Living, Group Living, Retail, Office, Vehicle Repair, Commercial Outdoor Recreation, Parks and Open Areas, Schools, Colleges, Medical Centers, Religious Institutions, Daycare

GROUND FLOOR ACTIVE USE: ALONG 42ND

MAX FAR: 4:1

BONUS FAR: 3:1 [7:1 TOTAL]

MAX HEIGHT: 120 FT

BLDG SETBACK MIN: 10' ALONG HALSEY

MAX BUILDING SITE COVERAGE: 100%

MIN LANDSCAPED SITE AREA: 15%

MIN/MAX PARKING: NONE

GROUND FLOOR WINDOW STANDARDS: APPLY

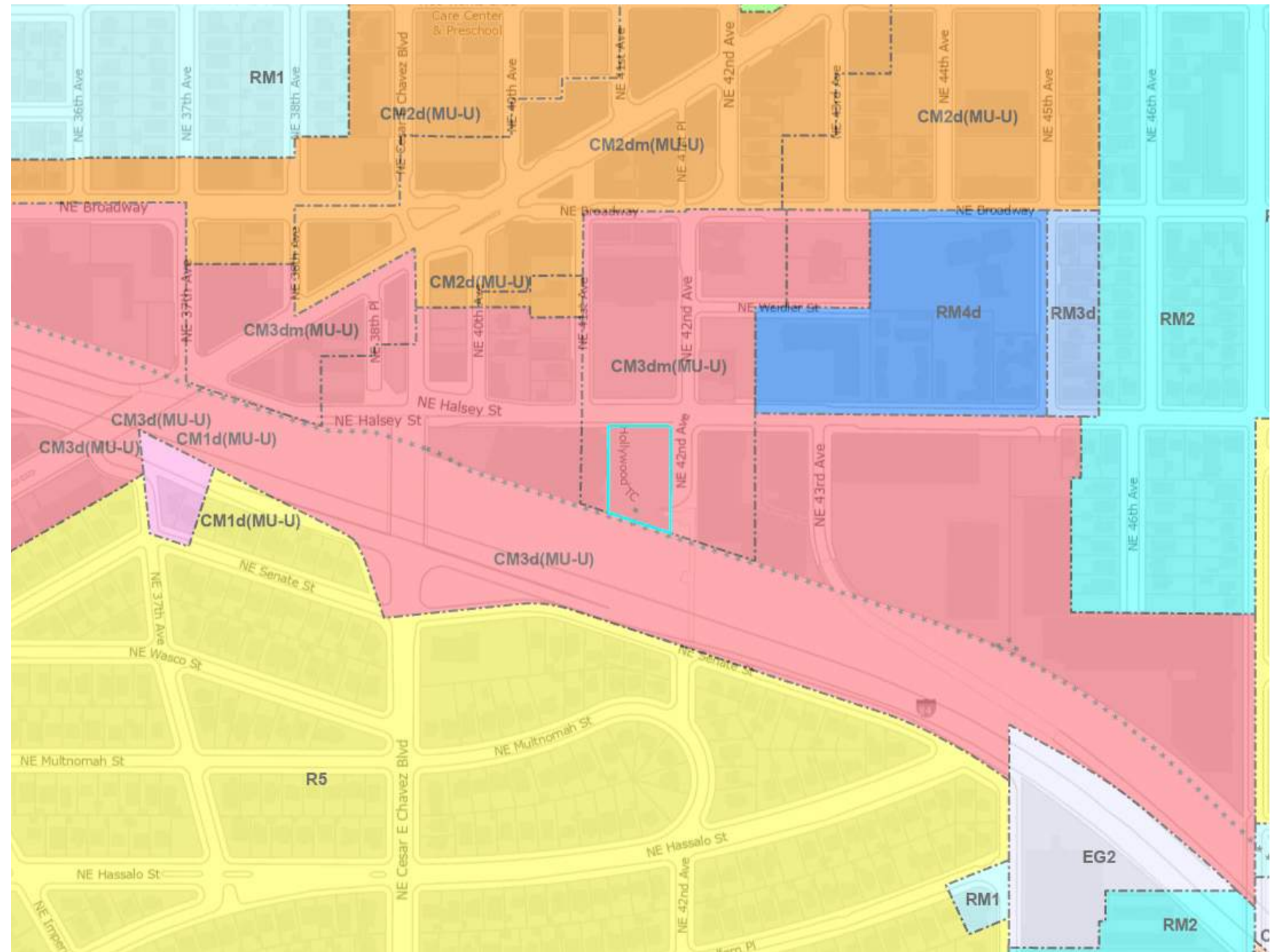
SITE AREA: 34,918 SF

SITE AREA WITH STREET VACATION: 42,888

PROPOSED FLOOR AREA: 207,705

PROPOSED HEIGHT: 120 FT

NUMBER OF DWELLING UNITS: 201



- 10 MINUTE MAX RIDE TO CONVENTION CENTER
- 12 MINUTE BUS RIDE TO THE GROTTO
- 20 MINUTE MAX RIDE TO PIONEER COURTHOUSE SQ
- 20 MINUTE BUS TO CENTRAL EASTSIDE
- 30 MINUTE DRIVE TO VISTA HOUSE
- 40 MINUTE MAX RIDE TO AIRPORT



URBAN CONTEXT

TRANSIT, PEDESTRIAN, AND VEHICLE ACCESS

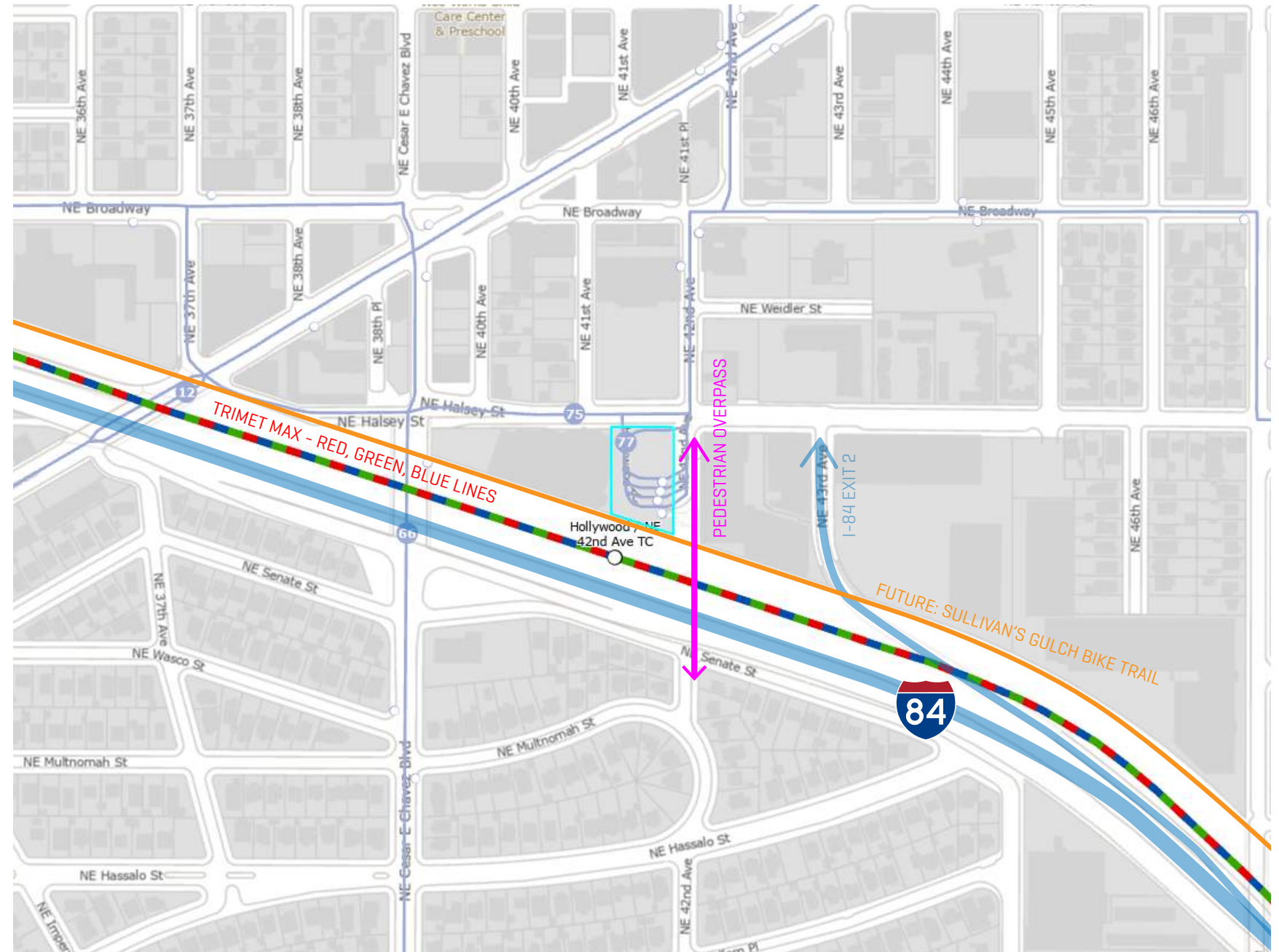
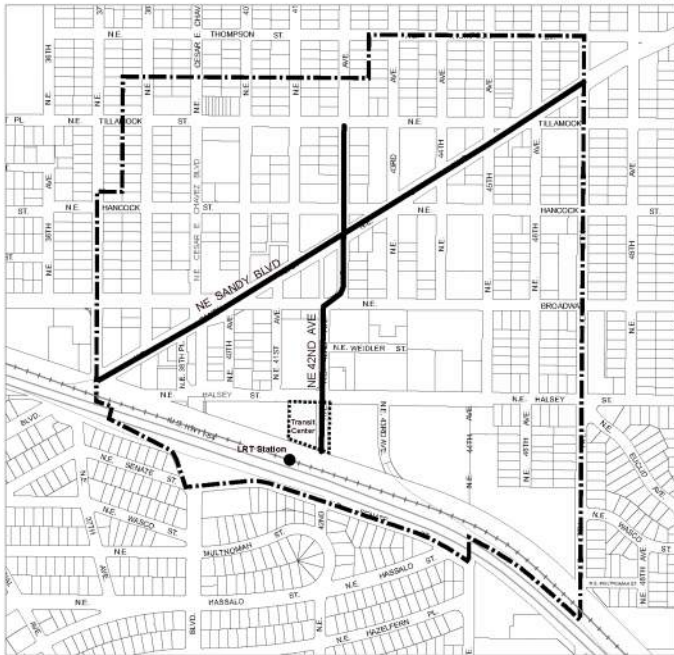
MULTI-MODAL CIRCULATION

- BUS LINES 66, 75, 77
- MAX LINES R, G, B
- FUTURE: SULLIVAN'S GULCH BIKE TRAIL

PEDESTRIAN & VEHICLE ACCESS POINTS

- PEDESTRIAN OVERPASS OF I-84 ALONG NE 42ND AVE
- PEDESTRIAN AND VEHICLE ACCESS: HALSEY AND 42ND
- HIGHWAY VEHICLE ACCESS EXIT 2 ON I-84

MAP 536-3 | HOLLYWOOD PLAN DISTRICT PEDESTRIAN STREETS



URBAN CONTEXT

PUBLIC AMENITIES & OPEN SPACE

PUBLIC AMENITIES

- GROCERIES: TRADER JOE'S, TARGET, GROCERY OUTLET, HOLLYWOOD FARMER'S MARKET
 - HEALTHCARE: PROVIDENCE MEDICAL CENTER AND BROADWAY MEDICAL CLINIC
 - LEISURE/WELLNESS: 24 HOUR FITNESS, NORTHEAST COMMUNITY CENTER
 - COMMUNITY: HOLLYWOOD SENIOR CENTER, MOTHER & CHILD EDUCATION CENTER
 - HIGH PERFORMING PUBLIC SCHOOLS
 - HISTORIC HOLLYWOOD BUILDINGS
 - HISTORIC LAURELHURST NEIGHBORHOOD
 - HOLLYWOOD DISTRICT
-
- **PEN SPACE**
 - GRANT PARK, 0.7 MILES FROM SITE
 - - FRAZER PARK, 0.6 MILES FROM SITE



SITE CONTEXT

EXISTING CONDITIONS

EXISTING CONDITIONS PLAN

- 1 BUS TURNAROUND
- 2 PEDESTRIAN PATH AND RAMP TO MAX LIGHT RAIL AND LAURELHURST NEIGHBORHOOD
- 3 EXISTING BIKE PARKING
- 4 EASEMENT/RAMP TO TARGET PARKING
- 5 LIGHT RAIL SUBSTATION



View of Site from north looking south



View of bike parking and bus stop looking south



Waste Management of Oregon
Phone: 800-808-5901
Collection day: Friday

Bureau of Environmental Services
Phone: 503-823-7740
1120 SW 5th Ave. #613, Portland, OR 97204
Watershed: Willamette River
Clean River Rewards eligible

Portland Water Bureau
Phone: 503-823-7770
1120 SW 5th Ave. #405, Portland, OR 97204

Pacific Power [PacifiCorp]
Phone: 888-221-7070

NW Natural
Phone: 800-422-4012



SITE CONTEXT

SITE PHOTOS

02 December 2021



Aerial view from NW looking SE



View of pedestrian connection to TriMet Max Station



View of site from TriMet Max Station



Aerial view from SE looking NW



View of site from NE corner



View of site from NW corner

SITE CONTEXT

NEIGHBORHOOD PHOTOS

02 December 2021



1



2



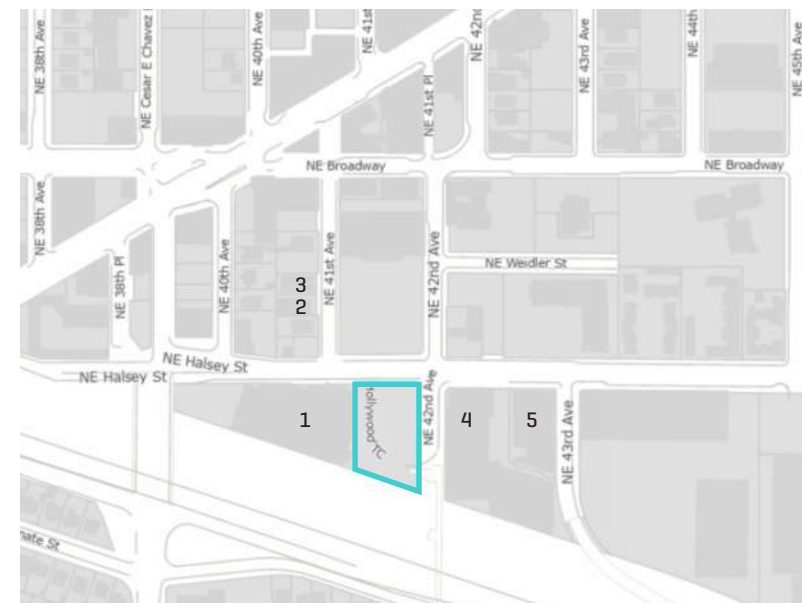
3.3



4



5



Vicinity map with keyed neighborhood buildings

SITE CONTEXT
NEIGHBORHOOD PHOTOS



6



7



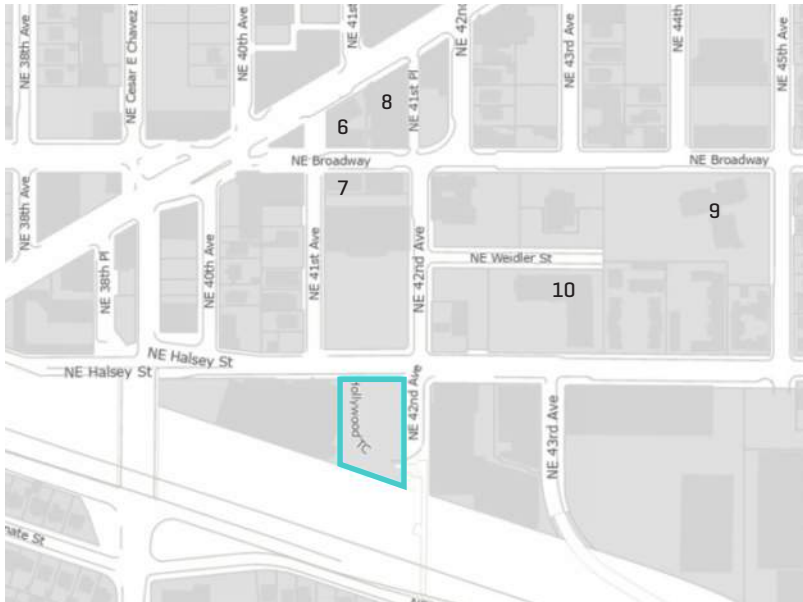
8



9



10



Vicinity map with keyed neighborhood buildings

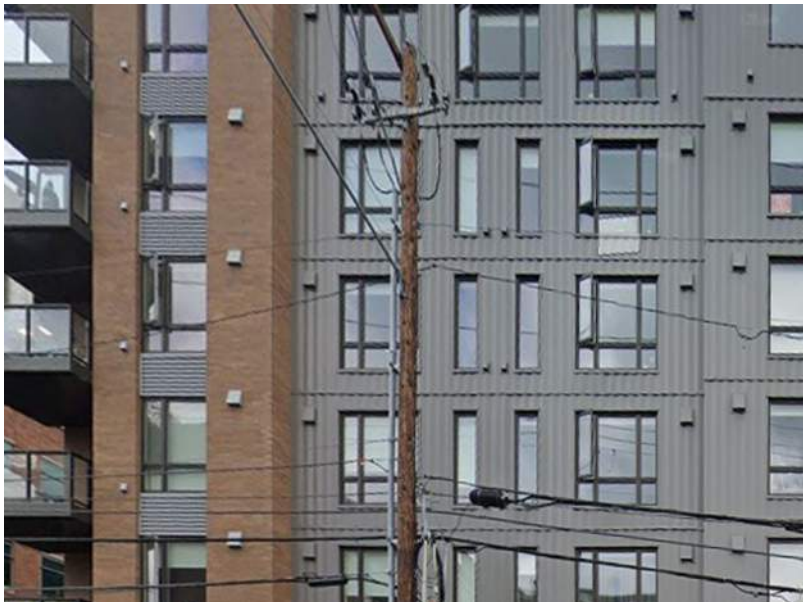
SITE CONTEXT
NEIGHBORHOOD MATERIALS PHOTOS

02 December 2021



SITE CONTEXT
NEIGHBORHOOD FACADE PHOTOS

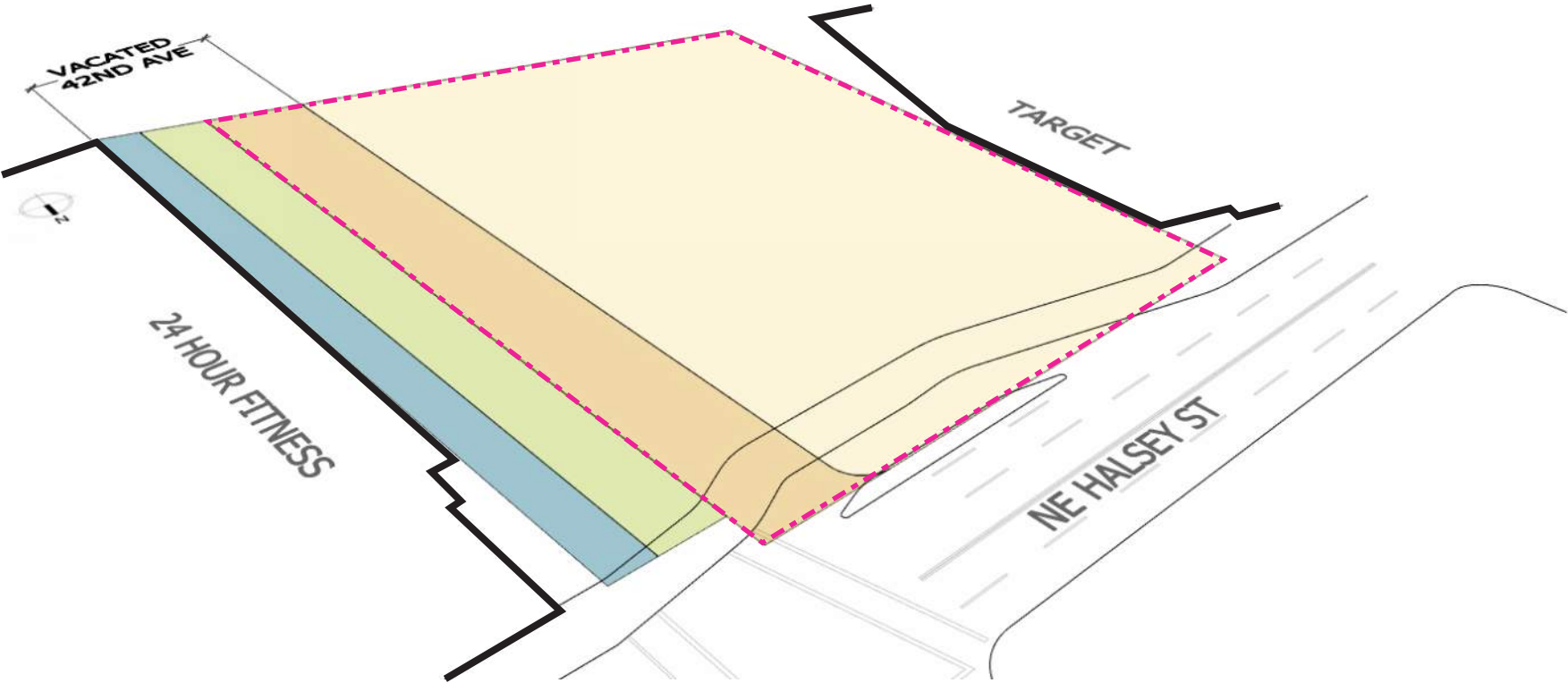
02 December 2021



SITE CONSTRAINTS
CALCULATED SITE AREA

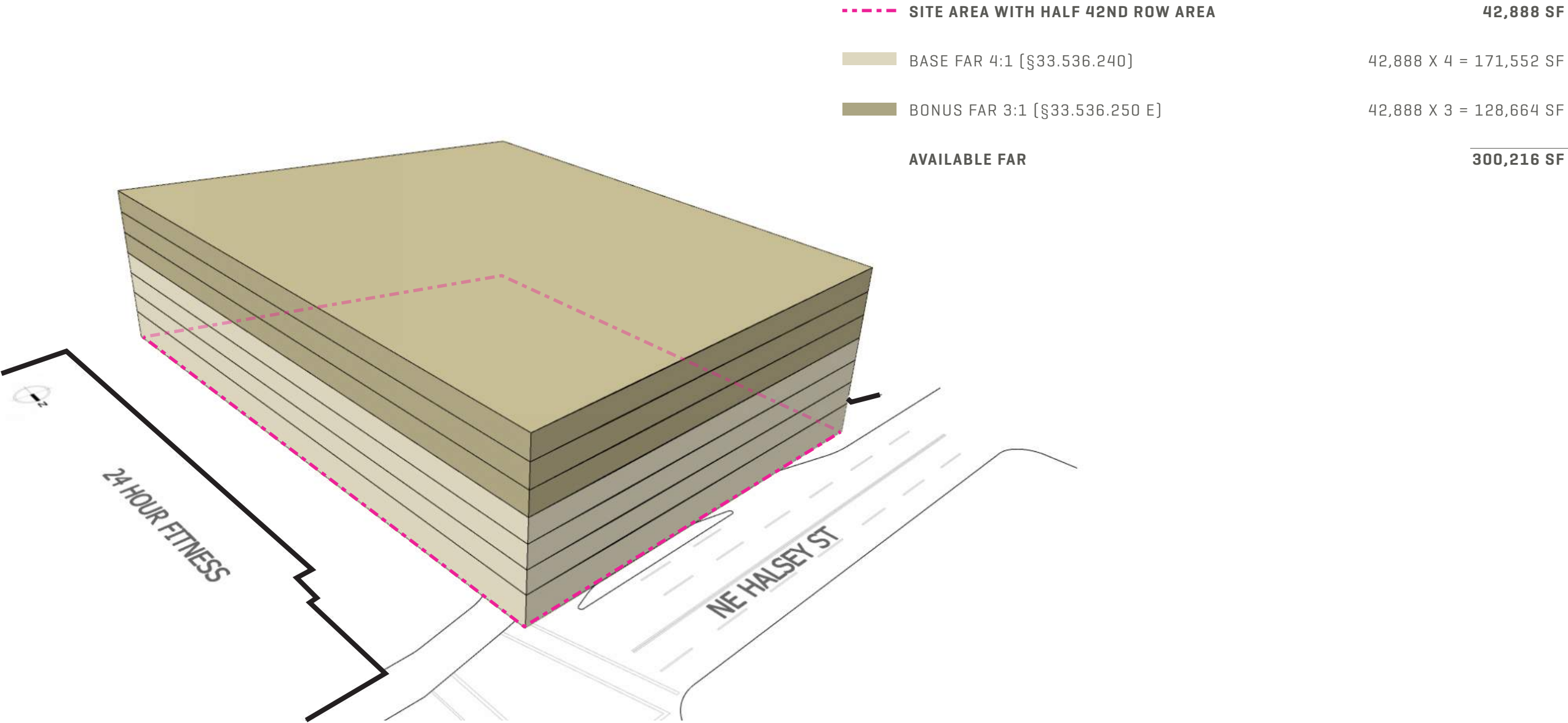
02 December 2021

CURRENT SITE AREA (PORTLAND MAPS)	34,918 SF
HALF 42ND ROW AREA	7,971 SF
SITE AREA WITH HALF 42ND ROW AREA	42,888 SF
20' PROPERTY LINE ADJUSTMENT AREA	5,205 SF
14' CORRIDOR UNDER VISTA INVESTMENTS OWNERSHIP	3,752 SF



SITE CONSTRAINTS
AVAILABLE FAR

02 December 2021

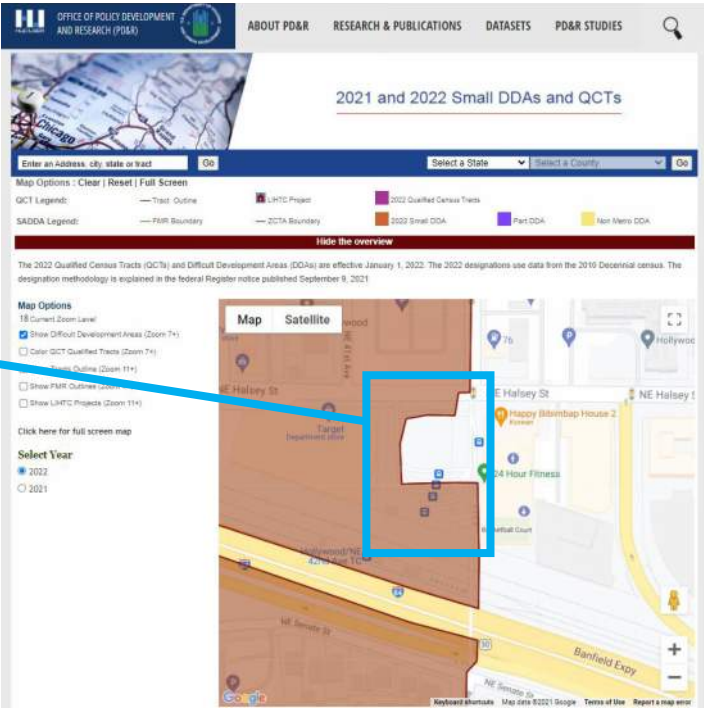
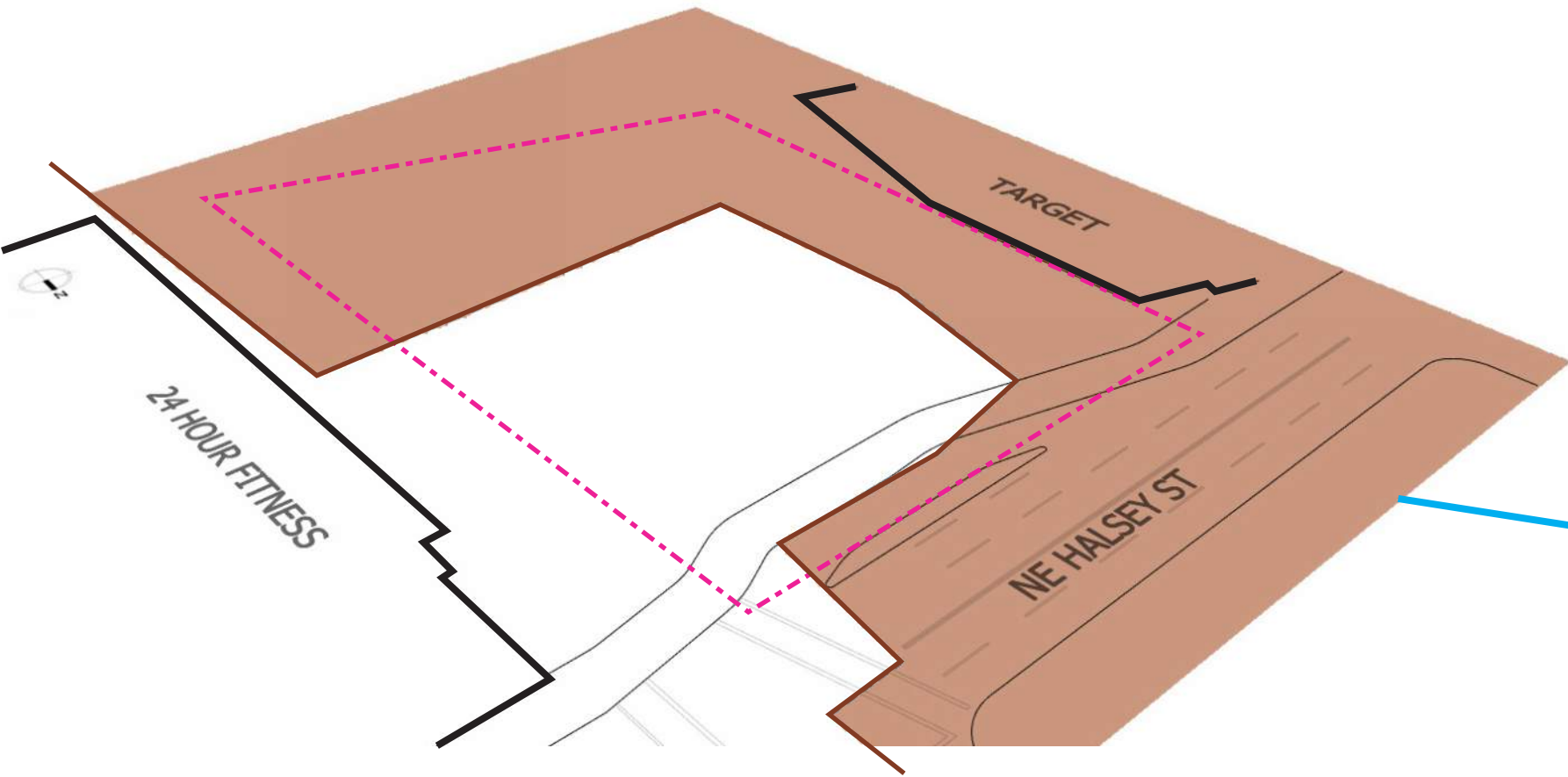


SITE CONSTRAINTS
DIFFICULT TO DEVELOP AREA BOUNDARY

----- SITE AREA WITH HALF 42ND ROW AREA

42,888 SF

DIFFICULT TO DEVELOP AREA (DDA): THIS IS DEFINED BY THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, THE HOLLYWOODHUB BUILDING MUST BE LOCATED WITHIN THIS BOUNDARY TO RECEIVE FUNDING THAT MAKE THE PROJECT FINANCIALLY VIABLE



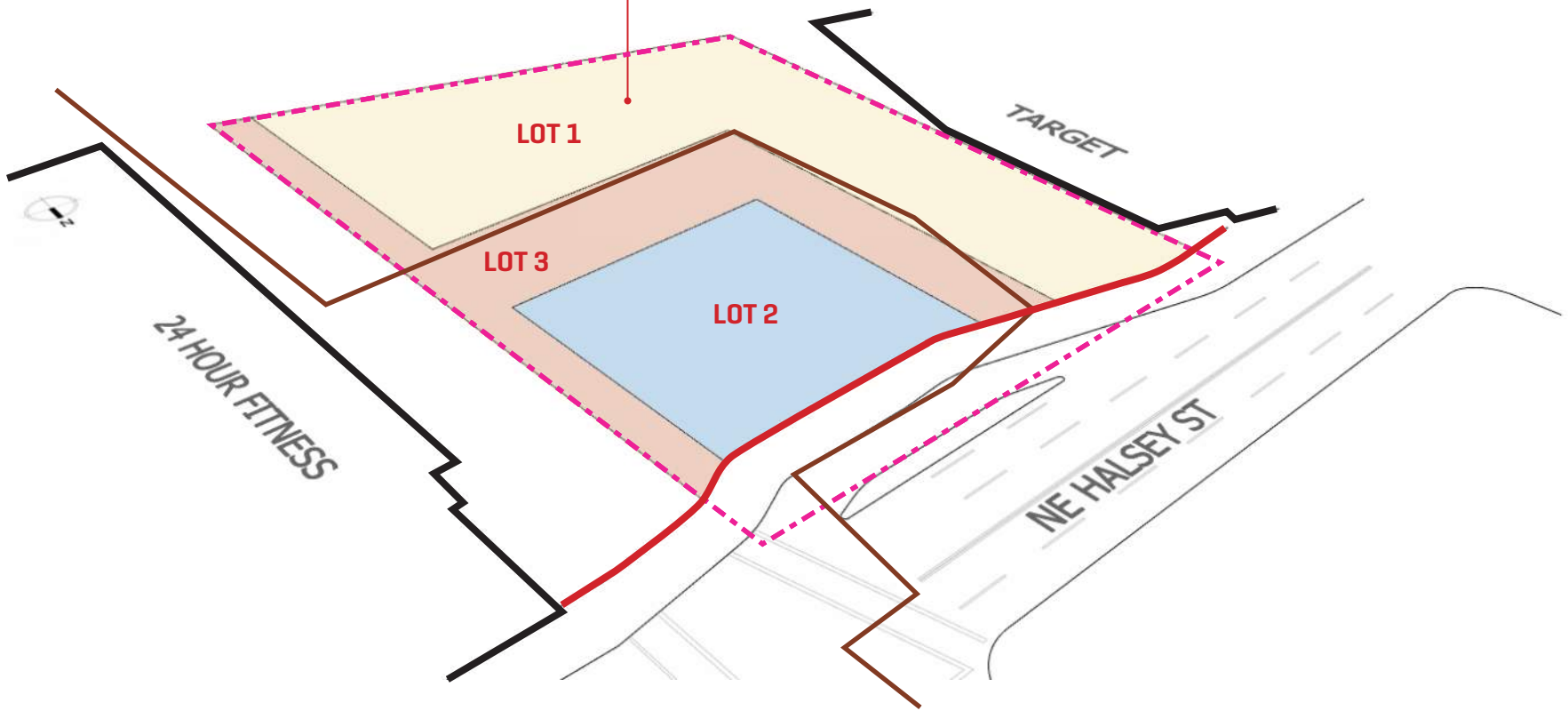
SITE CONSTRAINTS
PLANNED REPLAT OF SITE

02 December 2021

42,888 SF

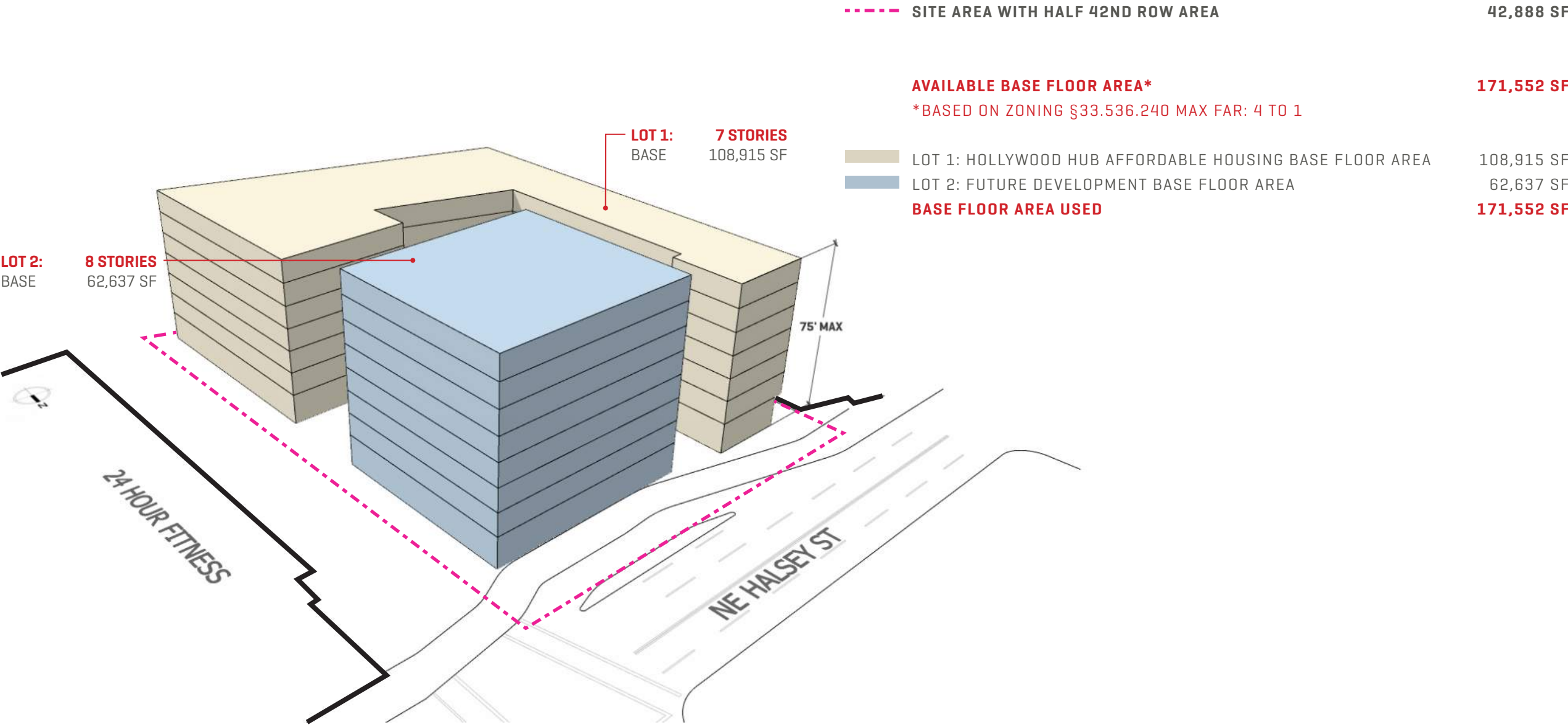
- SITE AREA WITH HALF 42ND ROW AREA
- DIFFICULT TO DEVELOP AREA (DDA) BOUNDARY
- R.O.W. AREA TO BE DEDICATED
- LOT 1: PLANNED FOR HOLLYWOOD HUB AFFORDABLE HOUSING
- LOT 2: PLANNED FOR FUTURE DEVELOPMENT
- LOT 3: PLANNED FOR OPEN SPACE AND PUBLIC ACCESS TO TRIMET STATION

LOT 1 MUST CONFORM TO THE
DDA BOUNDARY TO RECEIVE
ANTICIPATED FUNDING



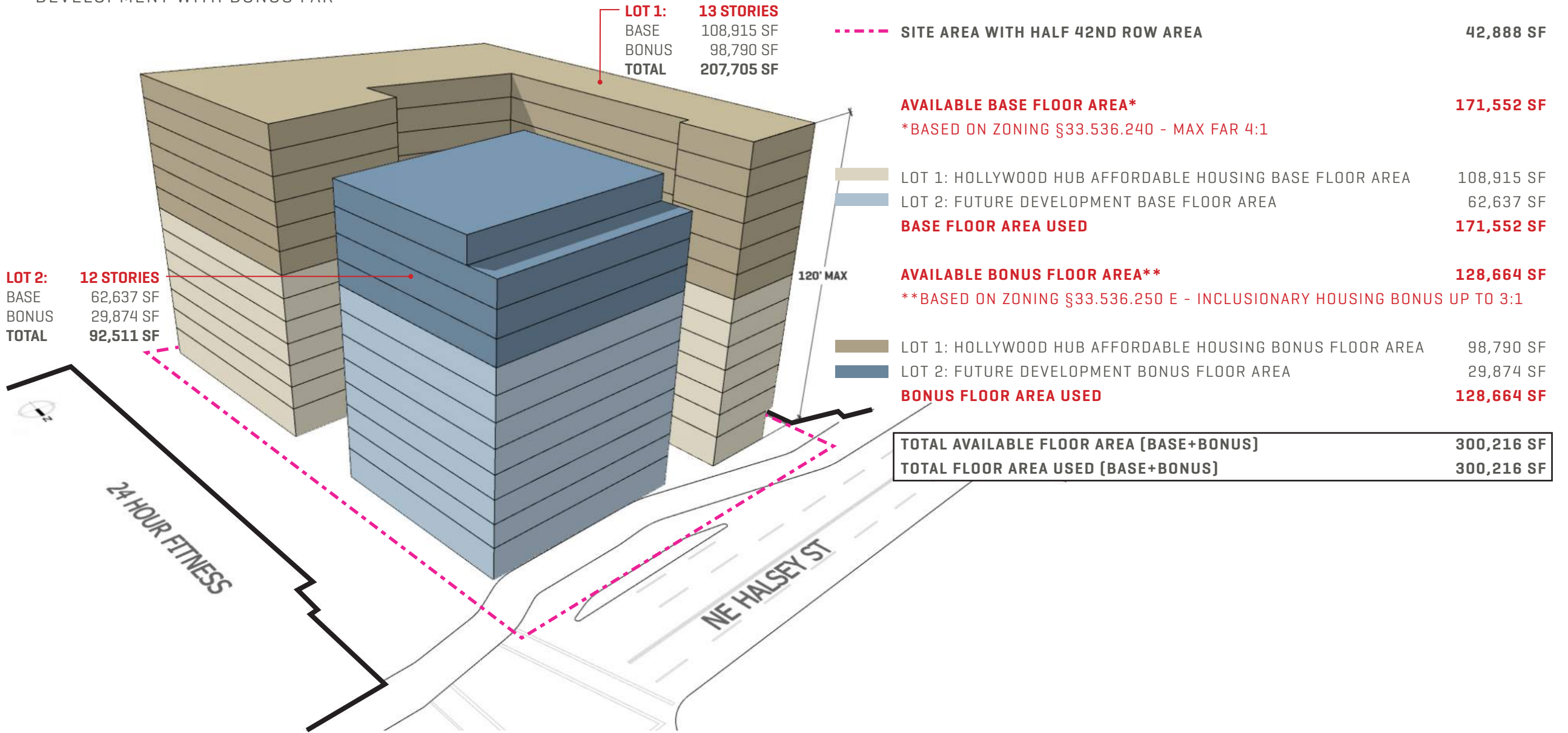
SITE CONSTRAINTS
DEVELOPMENT BASED ON 4 TO 1 FAR

02 December 2021



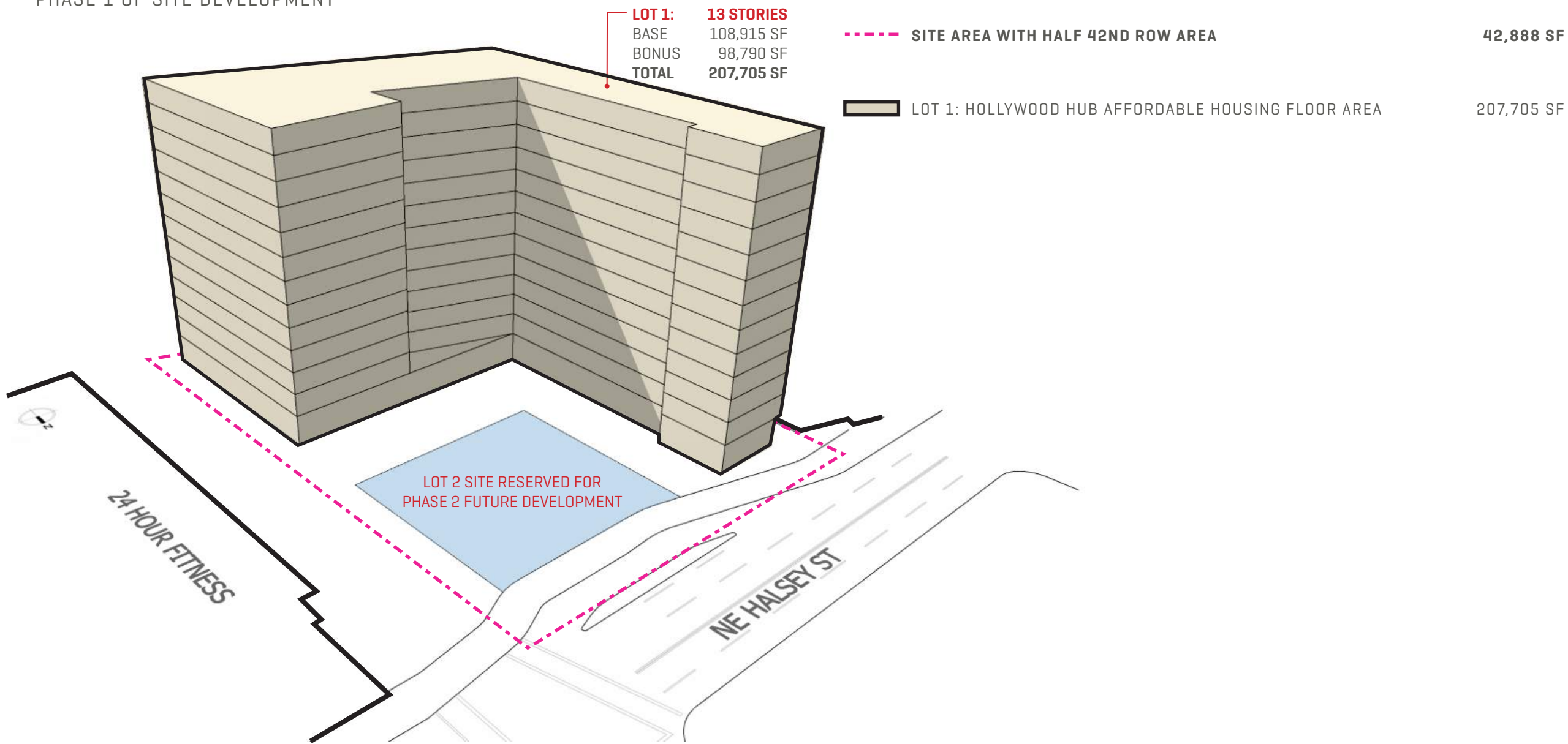
SITE CONSTRAINTS
DEVELOPMENT WITH BONUS FAR

02 December 2021



SITE CONSTRAINTS
PHASE 1 OF SITE DEVELOPMENT

02 December 2021

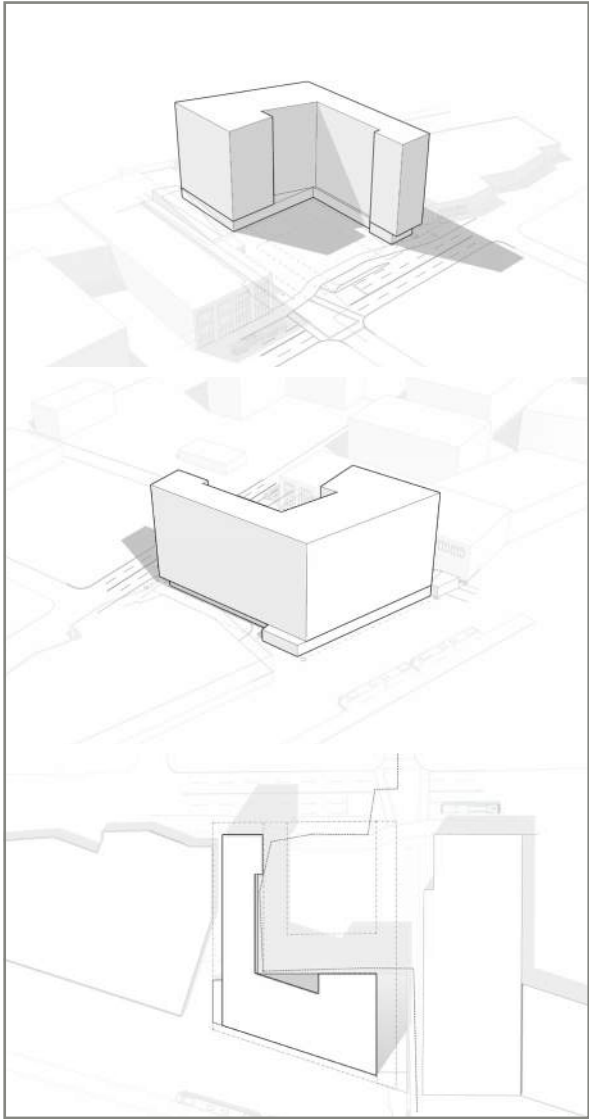


V1 BASELINE BIG-U

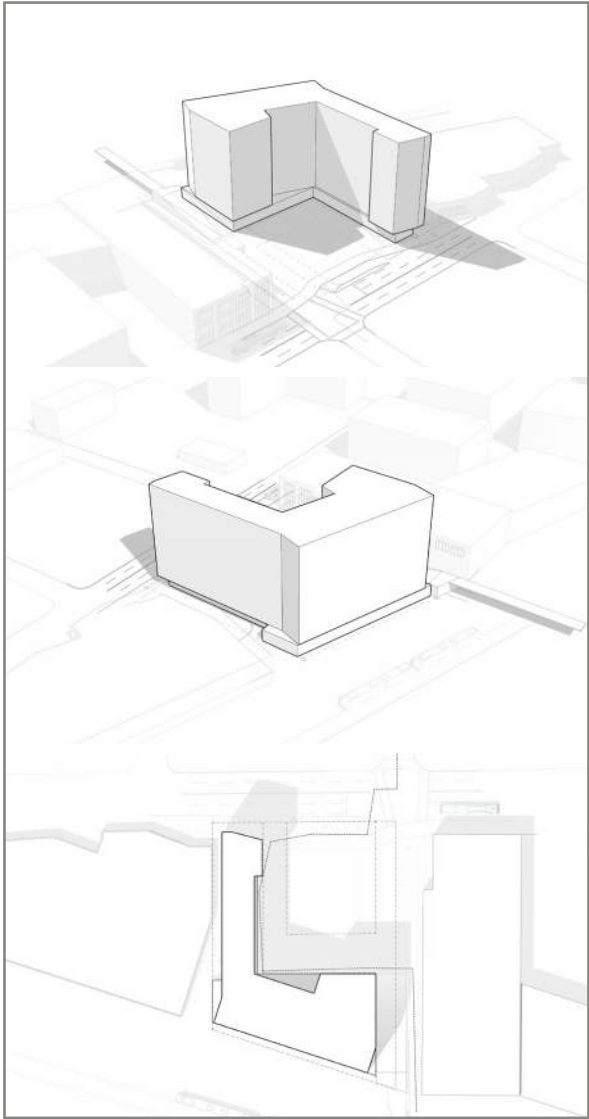
Aerial view from NE looking SW

Aerial view from SW looking NE

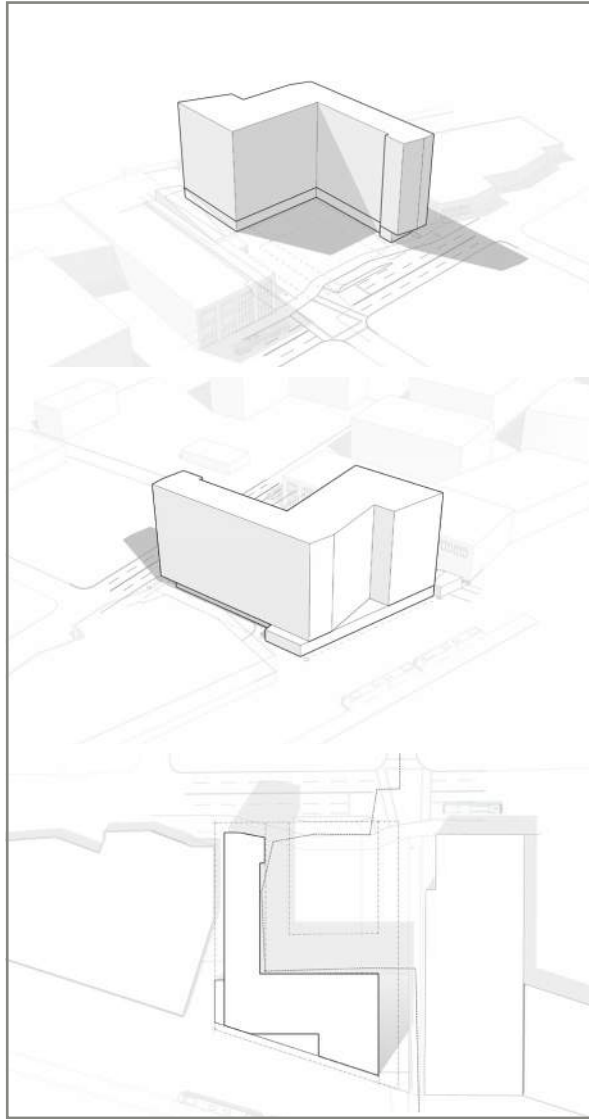
Plan view of site and adjacent buildings



V2 MODIFIED-U

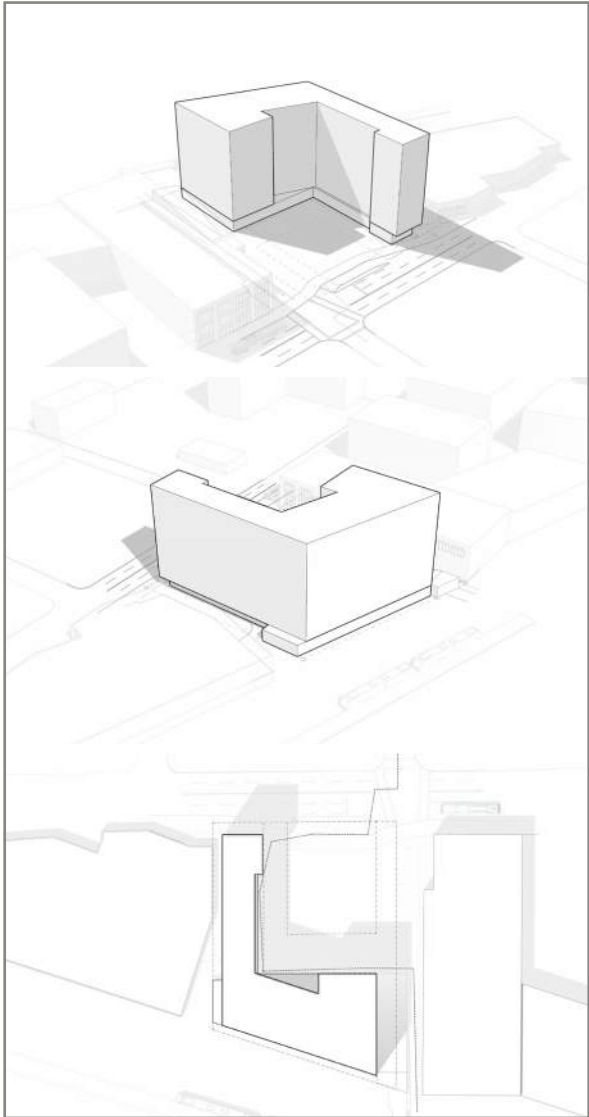


V3 BIG-Z

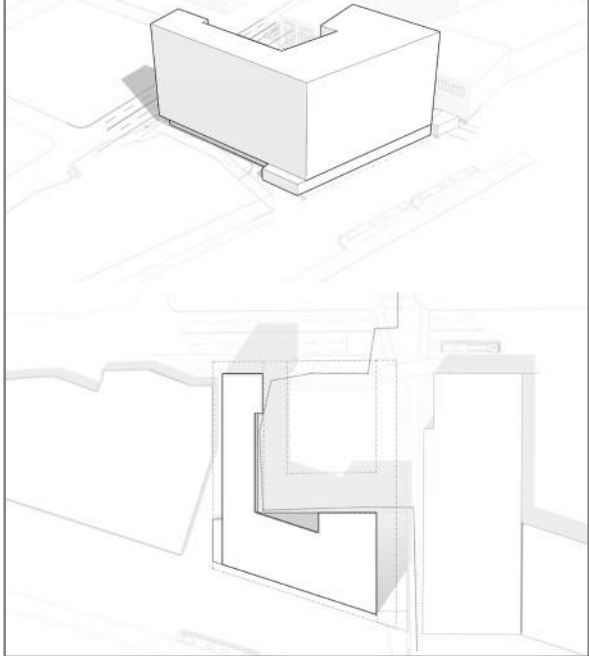


V1 BASELINE BIG-U

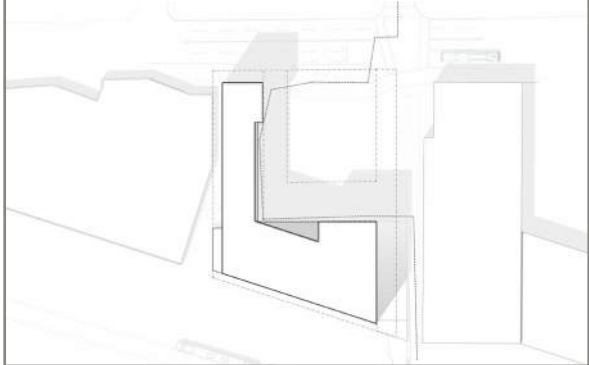
Aerial view from NE looking SW



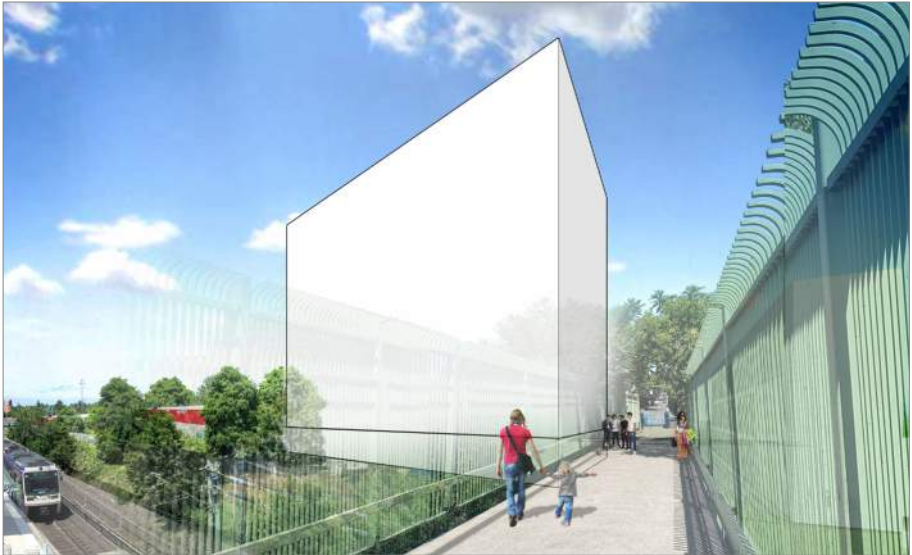
Aerial view from SW looking NE



Plan view of site and adjacent buildings



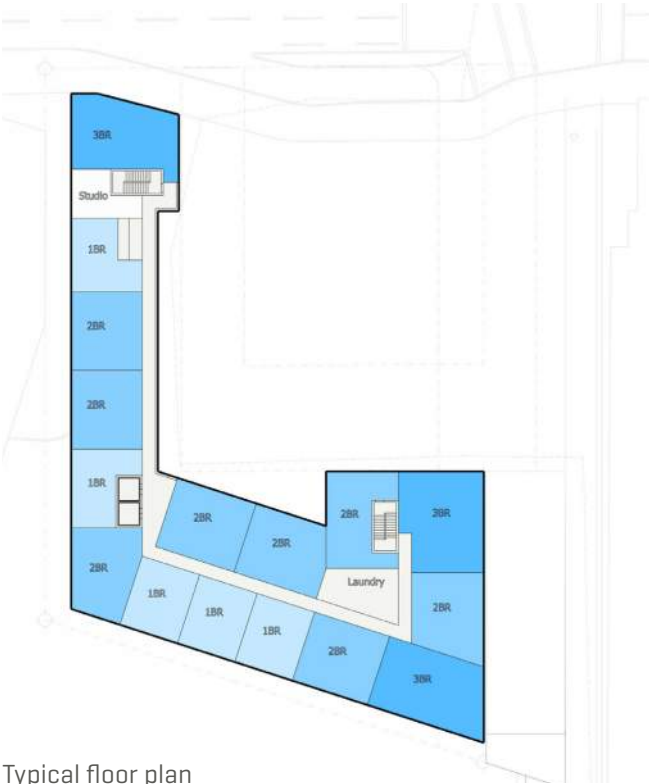
View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest



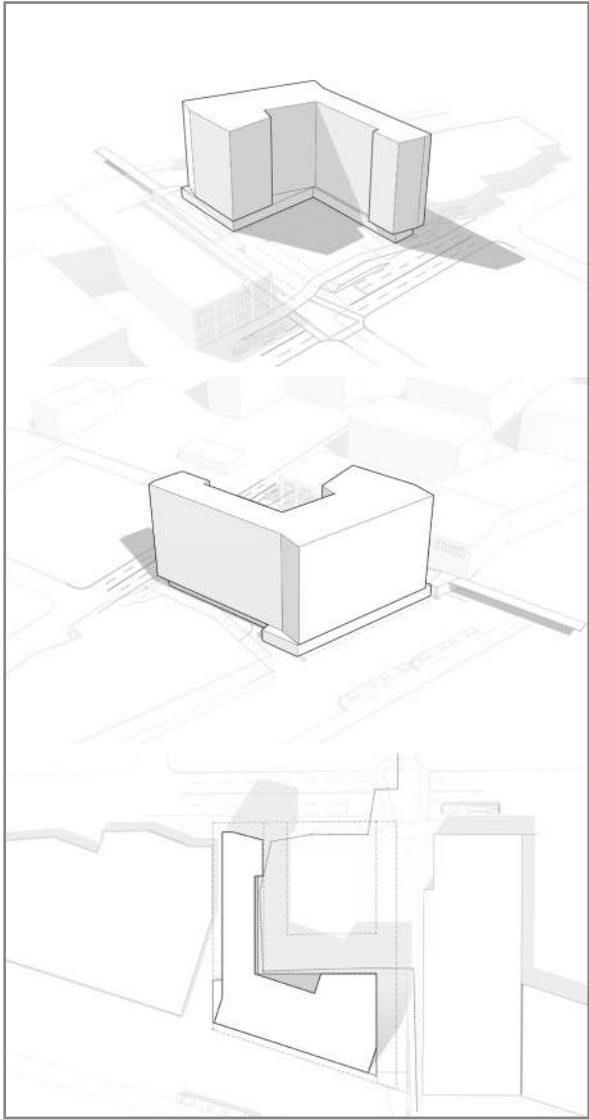
View from highway looking east



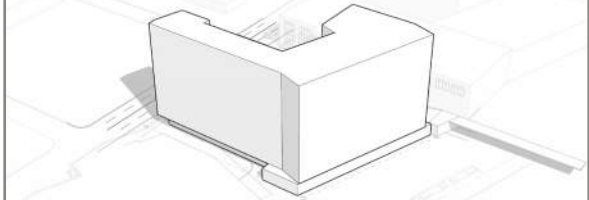
Typical floor plan

V2 MODIFIED-U

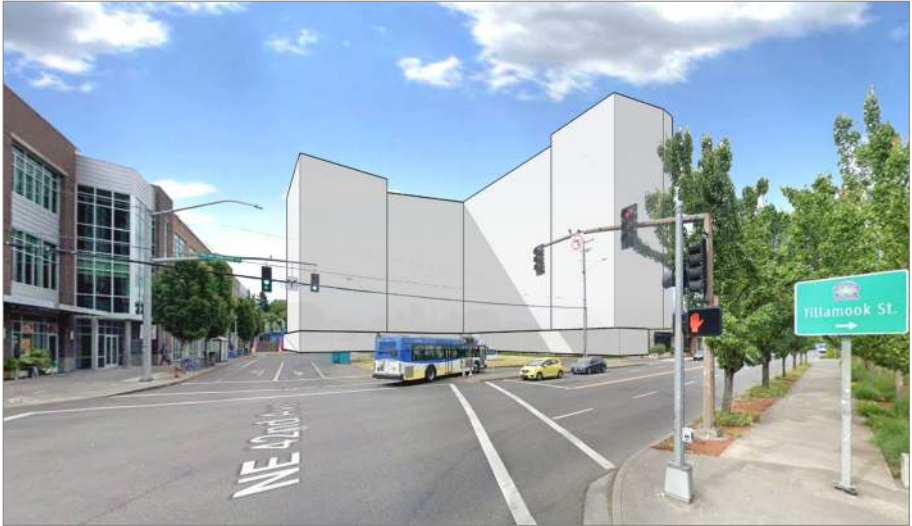
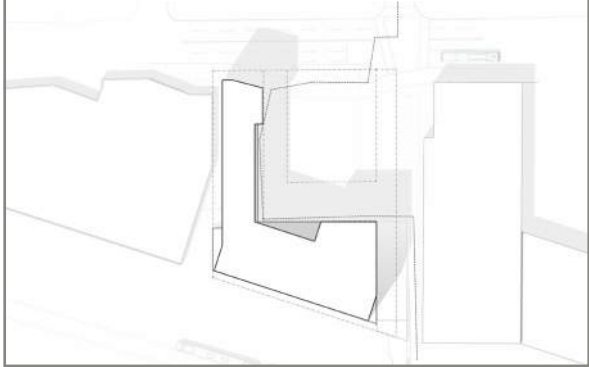
Aerial view from NE looking SW



Aerial view from SW looking NE



Plan view of site and adjacent buildings



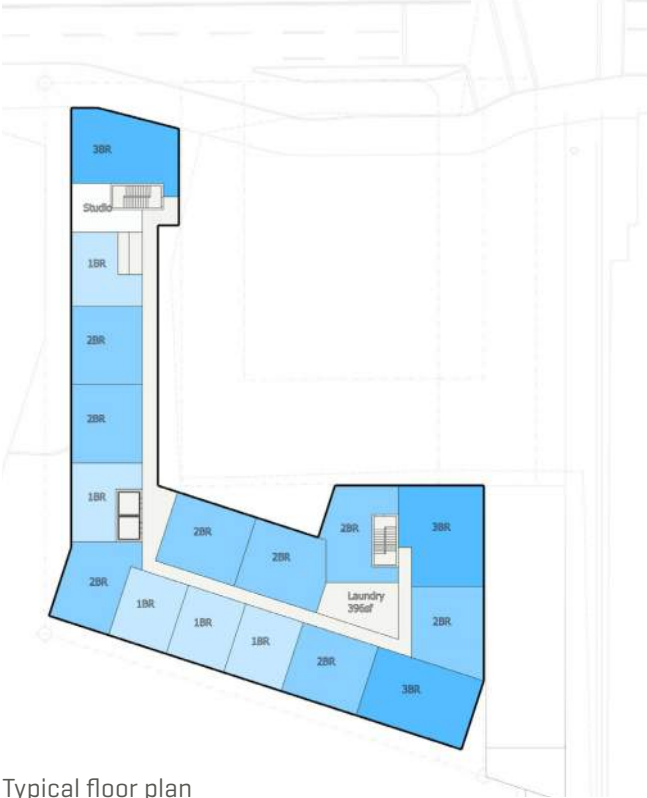
View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest



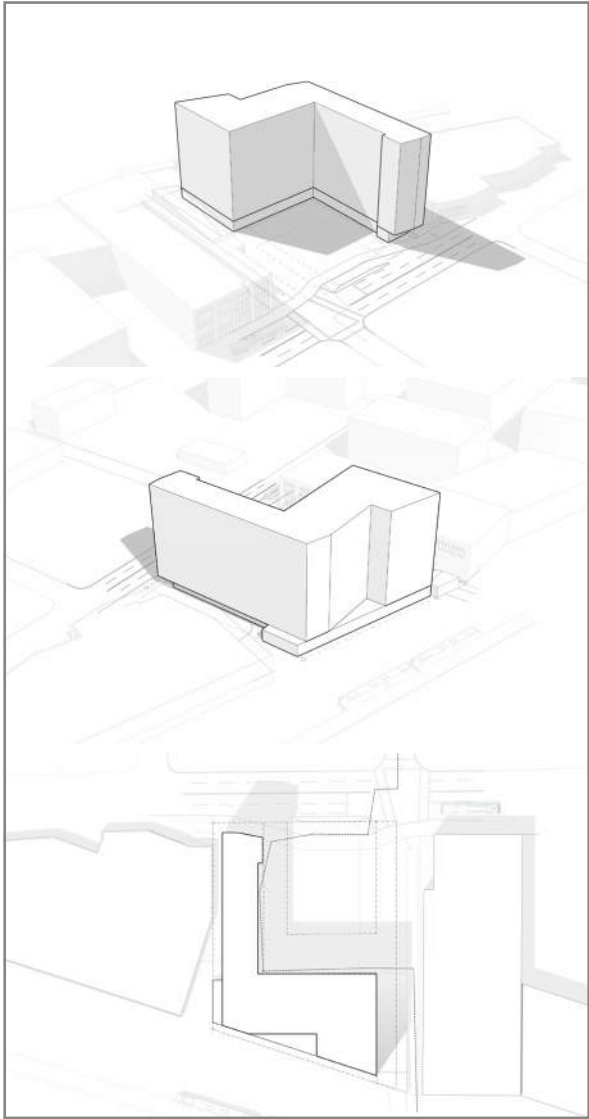
View from highway looking east



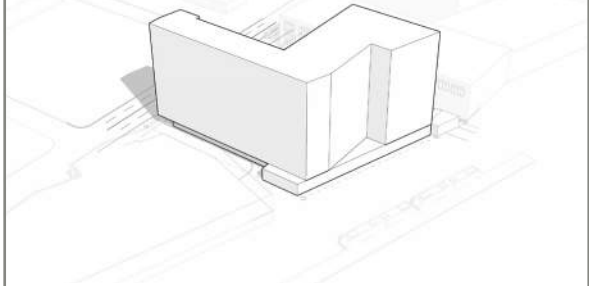
Typical floor plan

V3 BIG-Z

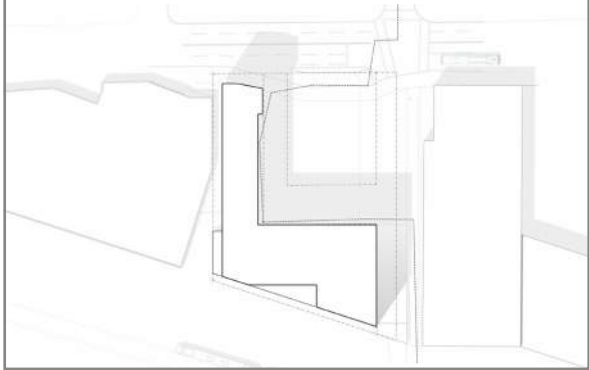
Aerial view from NE looking SW



Aerial view from SW looking NE



Plan view of site and adjacent buildings



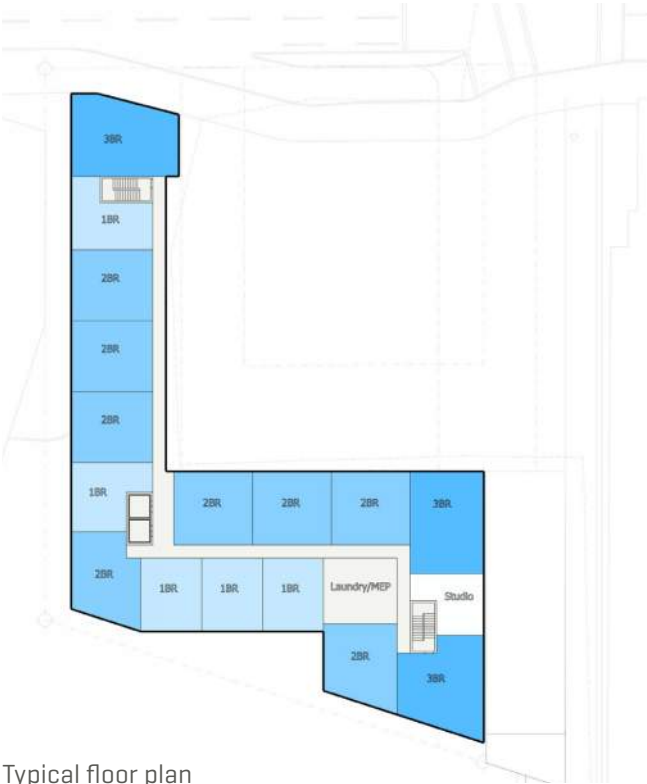
View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest



View from highway looking east



Typical floor plan

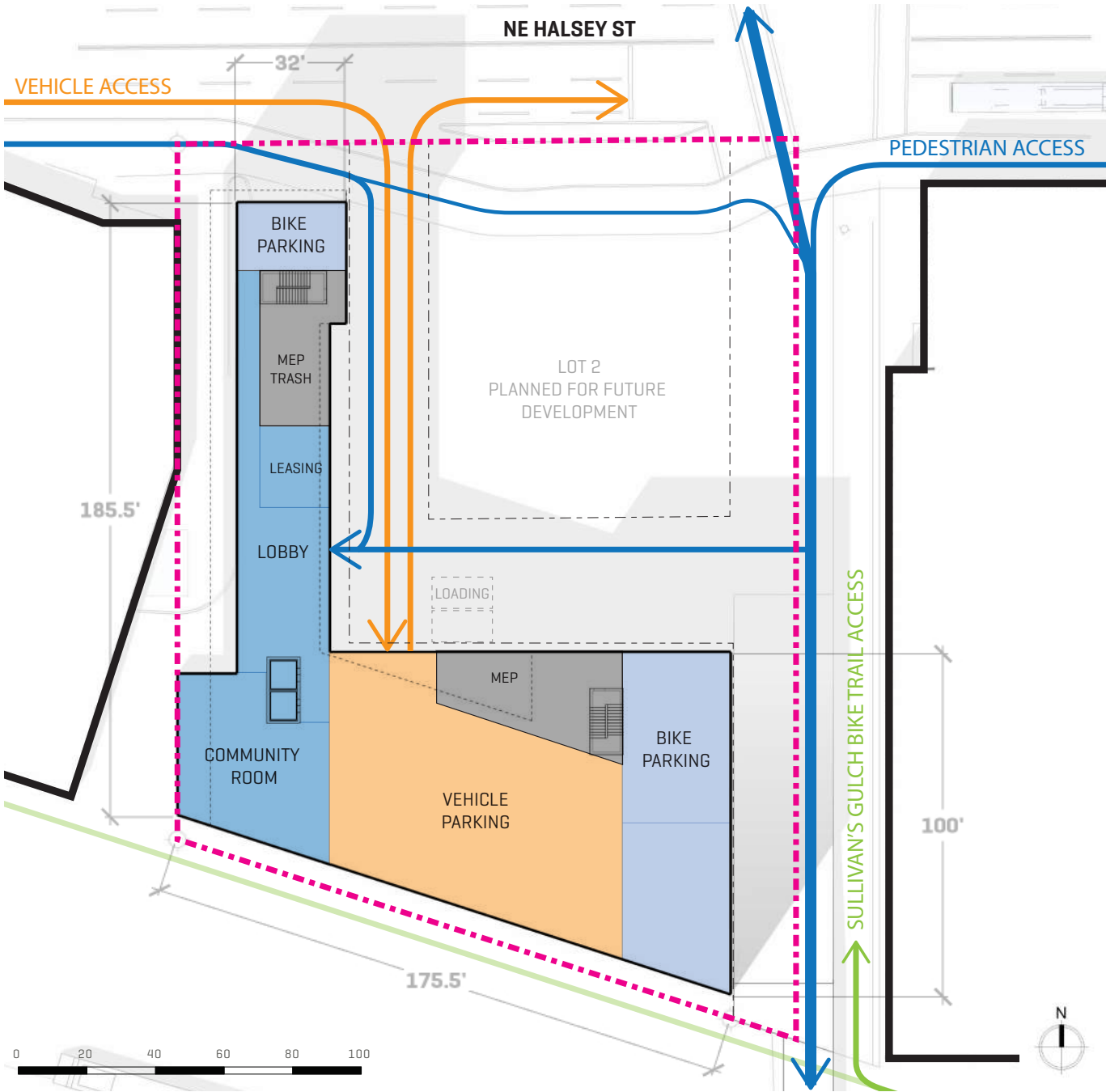
PROPOSED SITE PLAN

GROUND FLOOR PROGRAM AND SITE CIRCULATION

02 December 2021

GROUND FLOOR PROGRAM

■ COMMUNITY ROOM	1,915 SF
■ LOBBY/LEASING	2,440 SF
■ MEP/TRASH	1,895 SF
■ BIKE PARKING	3,875 SF
■ VEHICLE PARKING	5,870 SF



PROPOSED SITE PLAN

REQUIRED OUTDOOR AREA

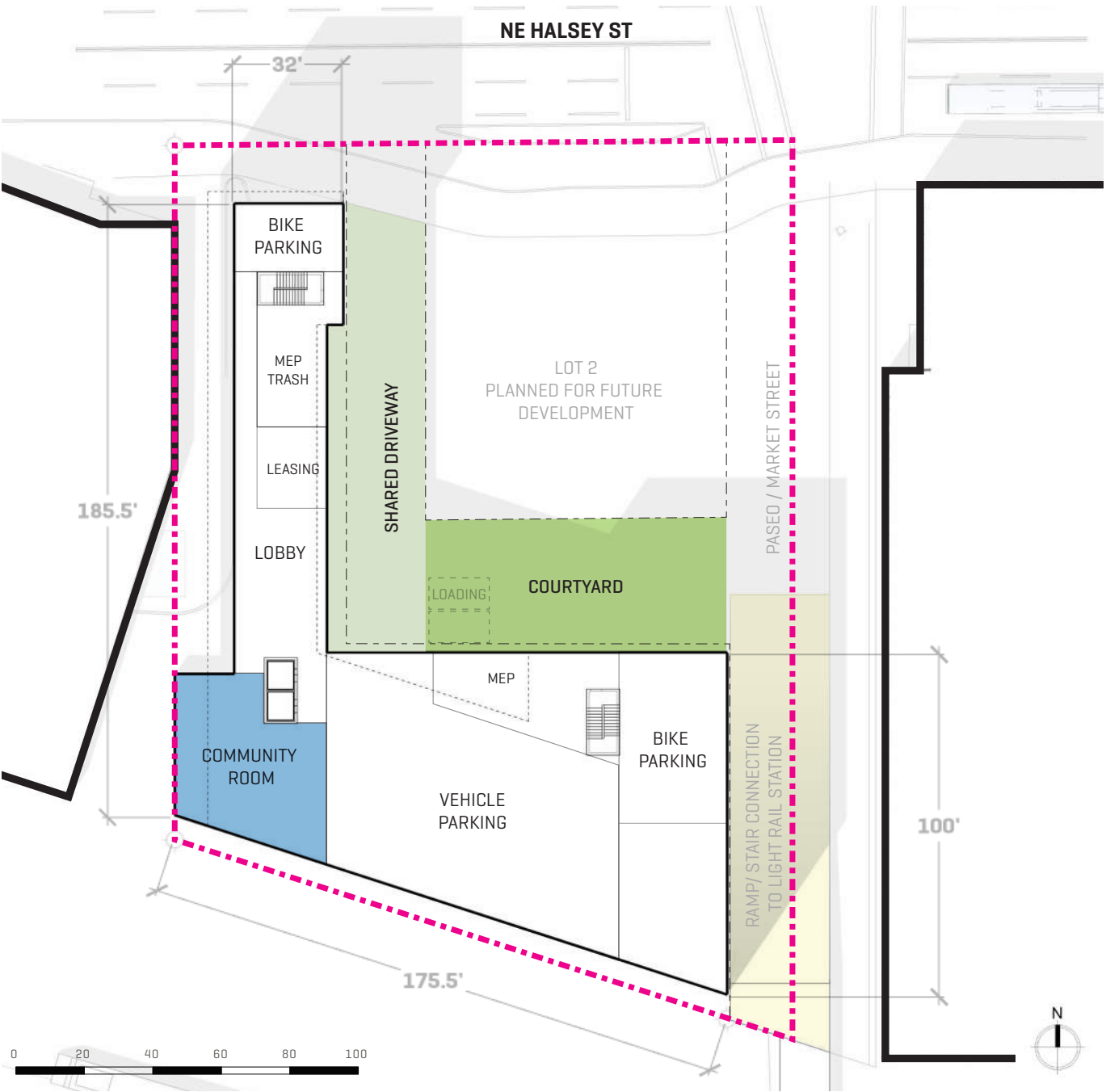
02 December 2021

REQUIRED OUTDOOR AREA SUMMARY

COMMUNITY ROOM	1,915 SF
2ND FLOOR AMENITY SPACE (NOT SHOWN)	756 SF
TOP FLOOR COMMUNITY SPACE (NOT SHOWN)	1,470 SF
COURTYARD*	3,638 SF
OUTDOOR AREA PROVIDED	7,779 SF
REQUIRED OUTDOOR AREA [\$33.130.228 - 48SF PER UNIT X 201 UNITS]	9,648 SF
REMAINING AREA NEEDED**	1,869 SF

*100% of Courtyard area (assumes no usage by Lot 2 parcel)

**To be provided by usage of paseo (likely not allowable), shared driveway, additional shared community spaces within the building, or addition of balconies



POTENTIAL MODIFICATIONS

02 December 2021

1 33.130.215 SETBACKS

33.415.320 MAXIMUM BUILDING SETBACKS

The building will meet setback requirements on the lot frontage.

2 33.130.230 WINDOWS

33.415.340 GROUND FLOOR WINDOWS

We need 60% ground floor windows and only 25% of this can be met with bike parking – ground floor configuration may need to change based on this standard.

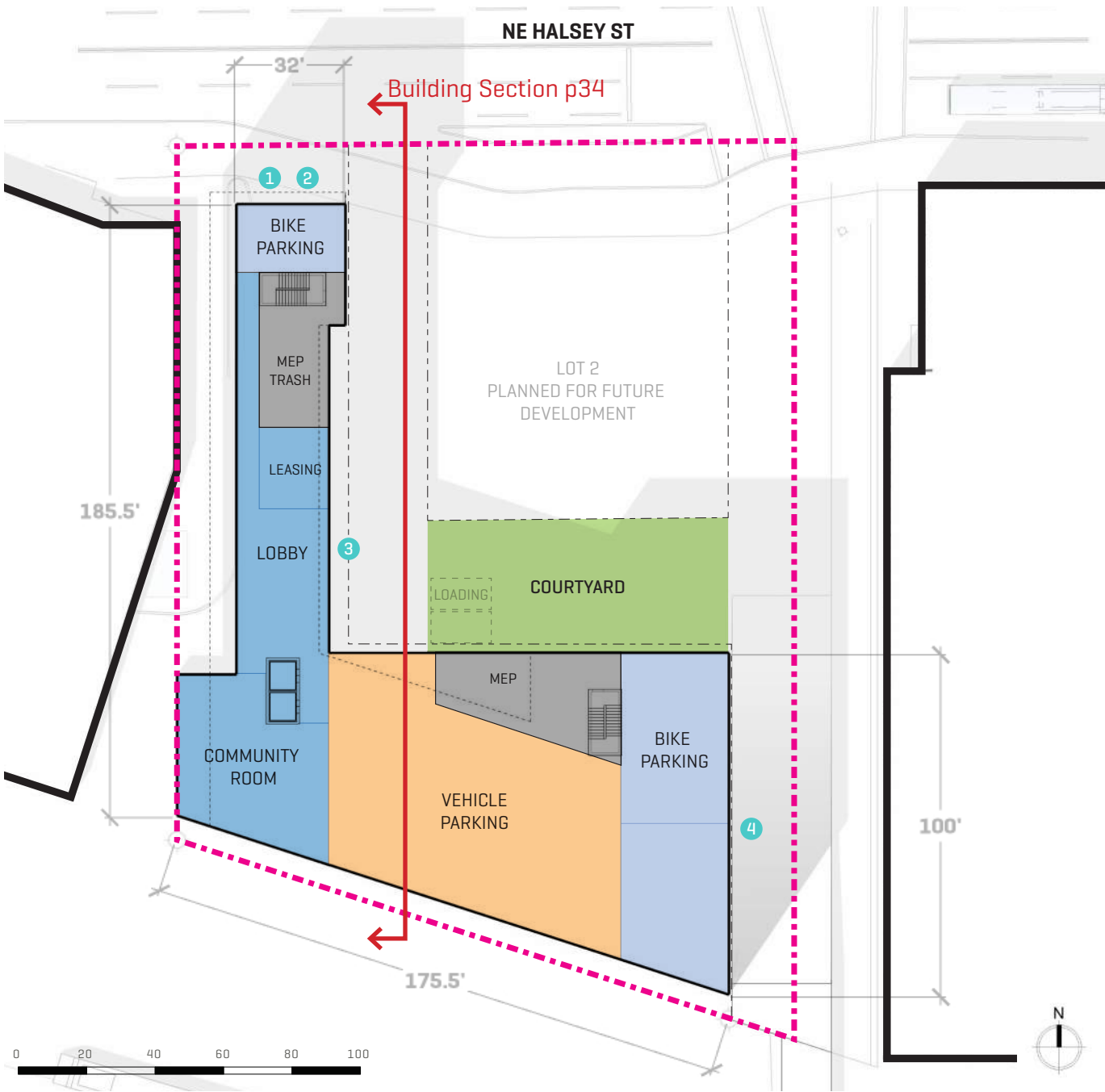
3 33.130.242 TRANSIT STREET MAIN ENTRANCE

33.415.350 ENTRANCES

No entrance is proposed on NE Halsey St, we need an entrance for every 100' of building length – a modification will be requested.

4 33.536.280 ENHANCED PEDESTRIAN STREET STANDARDS

42nd Ave is designated an Enhanced Pedestrian Street but the section we are fronting is planned to be vacated – this standard will not apply when street is vacated.

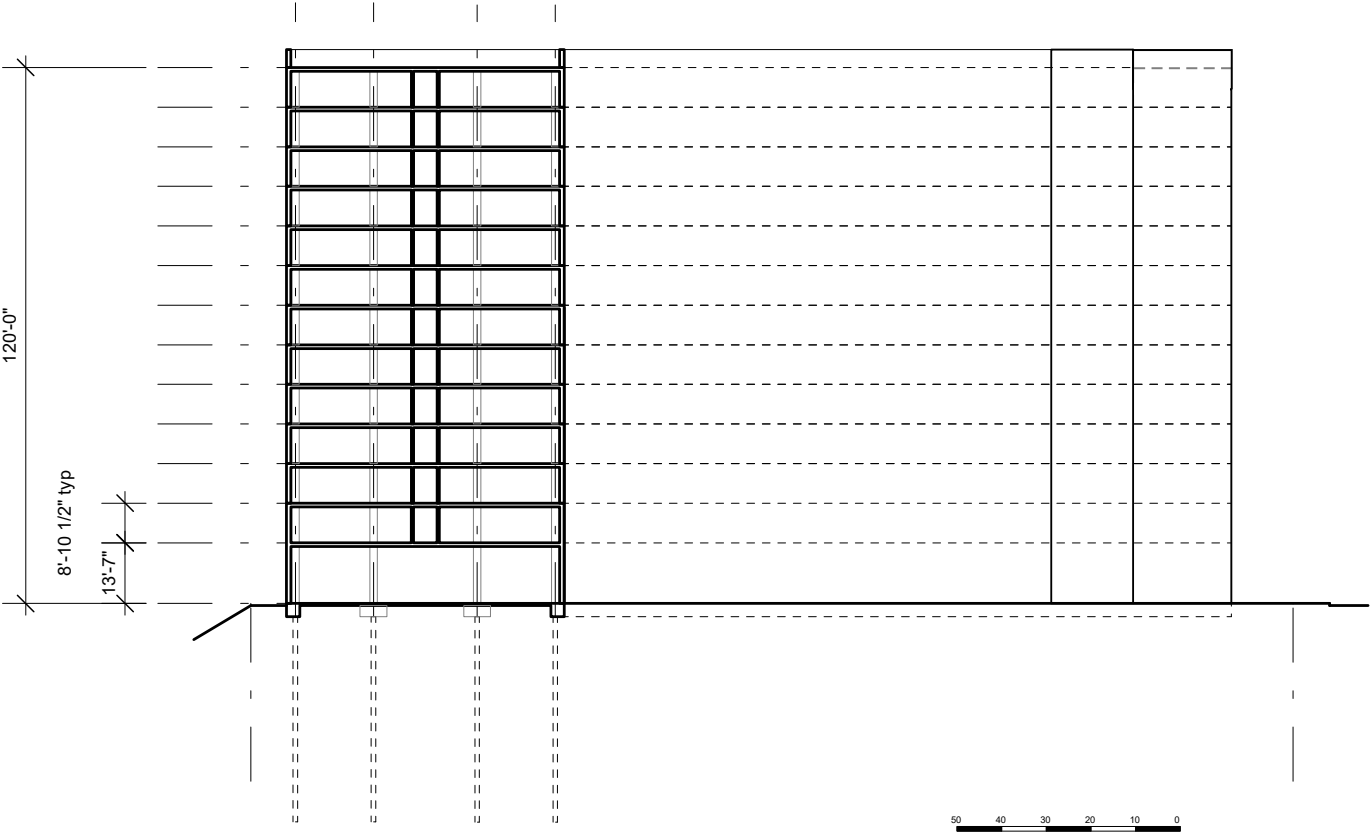


BUILDING SUMMARY

HEIGHT	120 FT
LEVELS	13
CONSTRUCTION TYPE	TYPE-I
UNIT COUNT	201

FLOOR	GSF
BASEMENT	0
01	10,125*
02-13	16,465
TOTAL	207,705

*Excludes parking per zoning §33.536.240



ADDENDUM

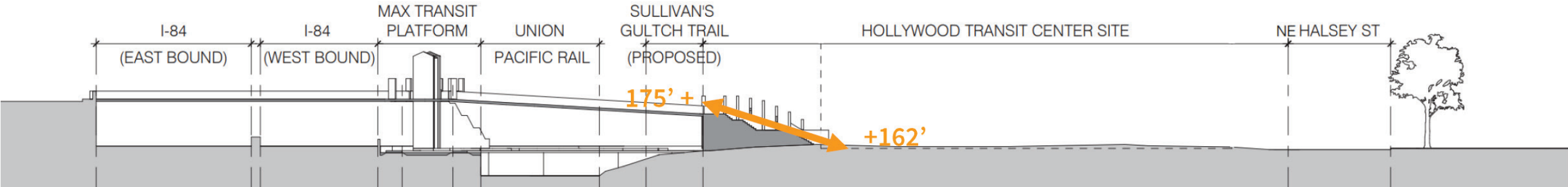
CONNECTOR

GOALS & OBJECTIVES

Category	Goals/ Objectives
SAFETY	Create a safe and secure connection for all users
ACCESS/ MOBILITY	Provide an efficient, convenient, equitable and comfortable connection for all types of users
CONTEXT	Best fit with the surrounding design character/ context
ENVIRONMENTAL	Improve connections to nature, recreation, and green space
OPERATIONAL	Provide a space that allows for long-term, sustainable connection for current and future users
BUDGET/ SCHEDULE	Be cost effective and timely to meet project goals
DEVELOPMENT	Support transit-oriented development
EXPERIENCE/ PROGRAM	Create an signature connection that provides a high-quality user experience

OUTREACH

- General Public (Site Signage/Website)
 - TriMet Transit Riders (Site Signage/Website)
 - Committee on Accessible Transportation (CAT)
 - Pedestrian Advisory Committee (PAC)
 - Bicycle Advisory Committee (BAC)
 - Hollywood NA
 - Laurelhurst NA
 - Grant Park NA
 - Rose City Park NA
 - Northeast Coalition of Neighborhoods
 - Hollywood Boosters
- Hollywood Senior Center
 - Hollywood East Residents & Staff
 - Neighboring Property Owners
 - Portland State University - Summer Program
 - TriMet Board of Directors
 - TriMet Internal Staff (End User/ Maintainer)



EXISTING SECTION - LOOKING WEST



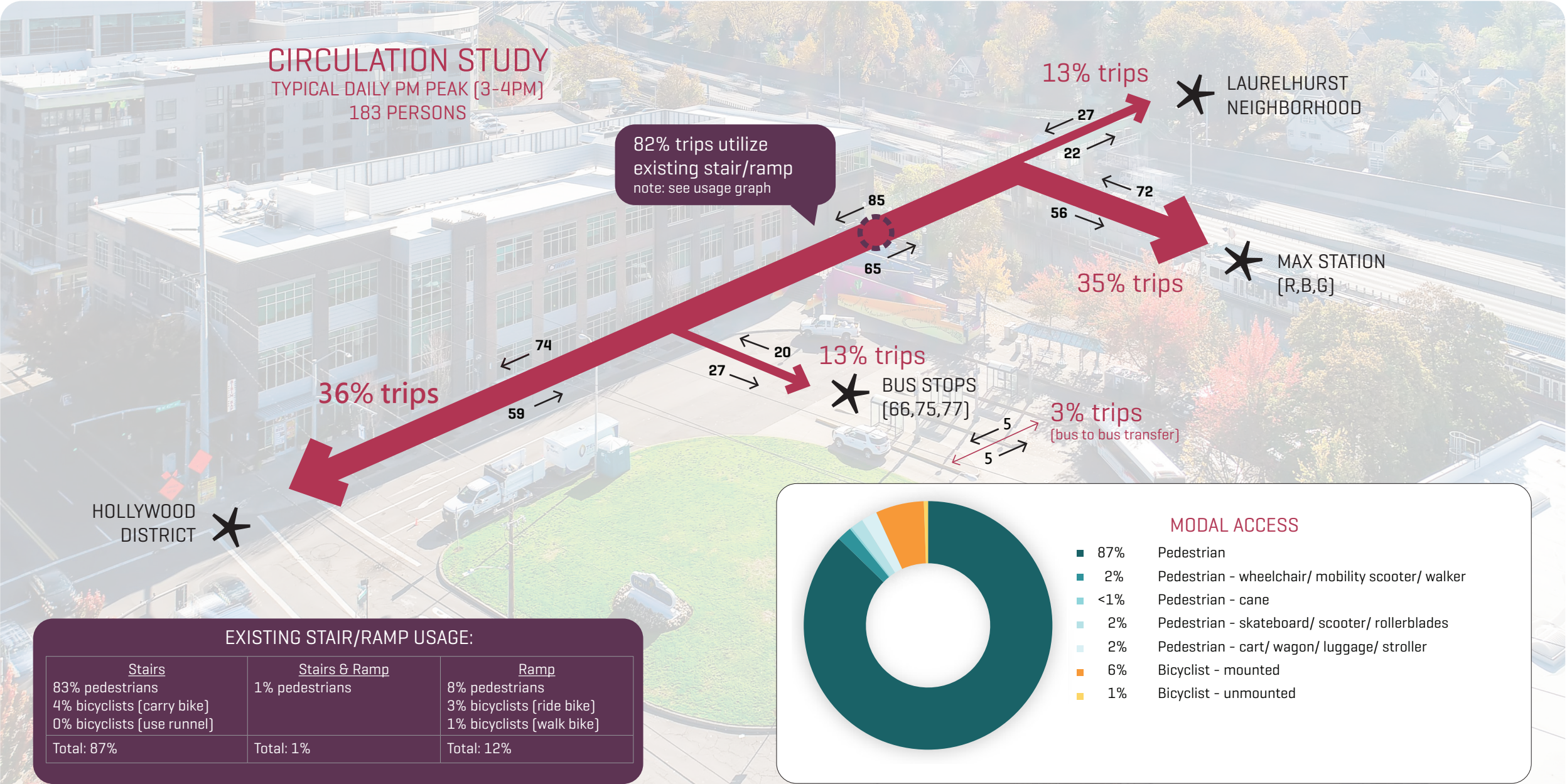
VIEW FROM TOP OF EXISTING STAIR/RAMP
36 hollywoodHUB | TRIMET



EXISTING ACCESS AT NE 42ND AVE



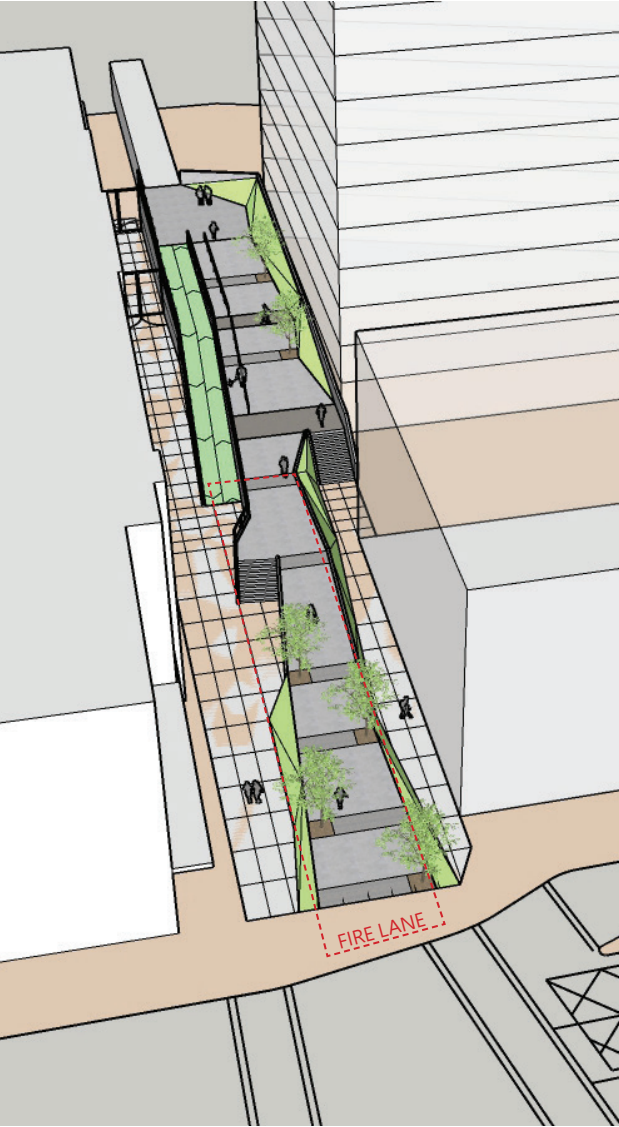
EXISTING BUS STOP ISLANDS



Source: TRIMET, Summer 2021

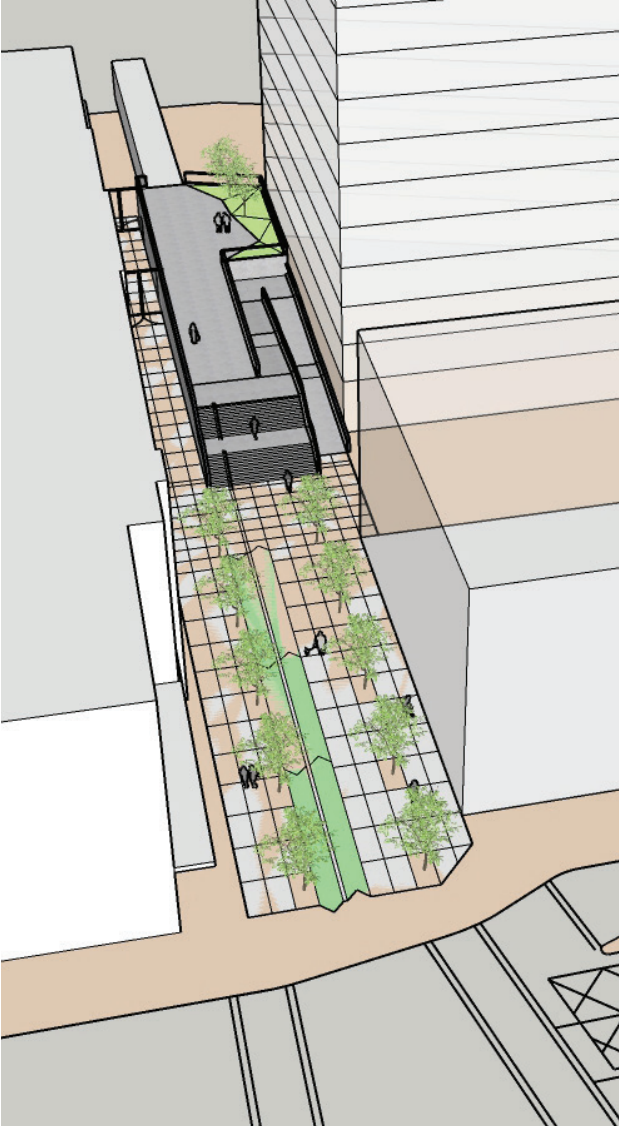
CONNECTOR “TYPE”
MASSING STUDY CONCEPTS & PUBLIC FEEDBACK

1: INCLINED RAMP & STAIRS
with bermed edges



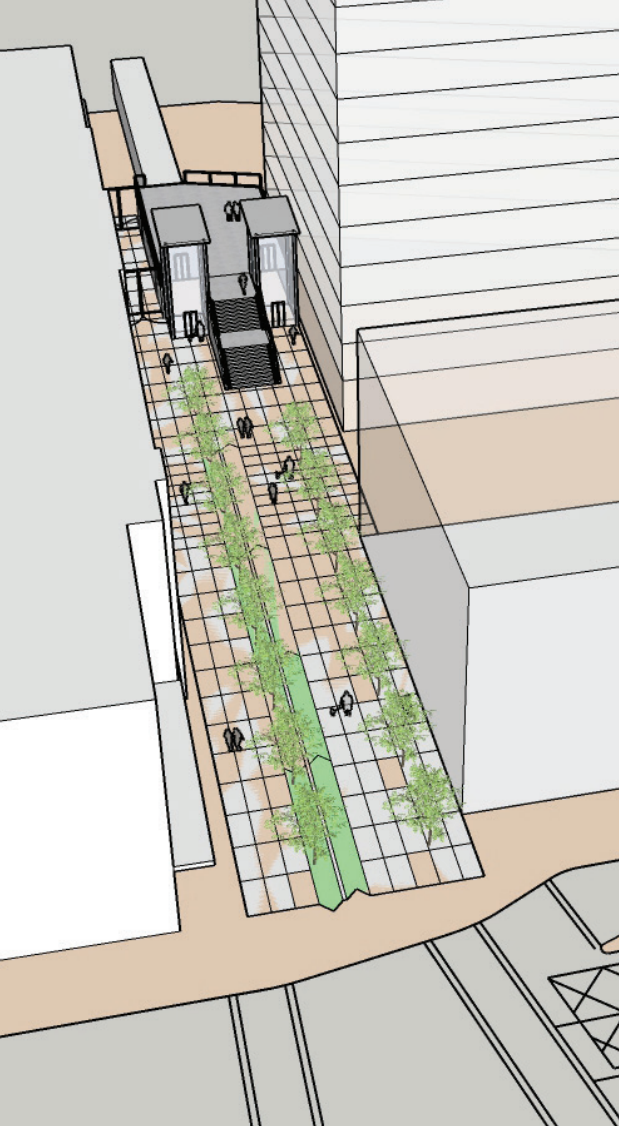
- feedback:
- [+] Universal design
 - Creates direct north/south connection
 - Creates 14' wide connection to future MUP at Sullivan's Gulch
 - Meets substation access req.
 - [-] Does not meet fire access requirements
 - Barrier in east/ west connection
 - Massing/ relationship with adjacent buildings
 - Concerns from accessibility community about shared ramp and length of climb
 - Insufficient bike ramp width
 - Narrow pedestrian width (10') on ramp
 - Lacks community gathering space

2: RAMP, STAIRS & BIKE RUNNEL
with paseo/ plaza



- feedback:
- [+] Creates a community gathering space for programming
 - Large stairway can flex as informal seating for events
 - Optimizes person throughput
 - Creates 14' wide connection to future MUP at Sullivan's Gulch
 - Well designed bike runnel at stairs for direct connection
 - 9' ramp width minimize conflict between cargo bikes & accessible travel
 - Meets substation & fire dept. access requirements
 - [-] Corridor adjacent to neighboring building

3: ELEVATORS & STAIRS
with large paseo/ plaza



- feedback:
- [+] Creates a large community gathering space for programming
 - Minimizes mass/ obstruction to fronting buildings
 - Creates 14' wide connection to future MUP at Sullivan's Gulch
 - Meets substation & fire dept. access requirements
 - [-] Accessibility concerns about 24/7 reliability
 - Safety & security concerns with elevator cabs and shafts
 - Capital cost of elevators exceed project budget
 - Ongoing operations & maintenance cost
 - Narrow stairway width (12') for primary circulation

CONNECTOR “TYPE”

NEXT STEPS

06 December 2021 | ADDENDUM

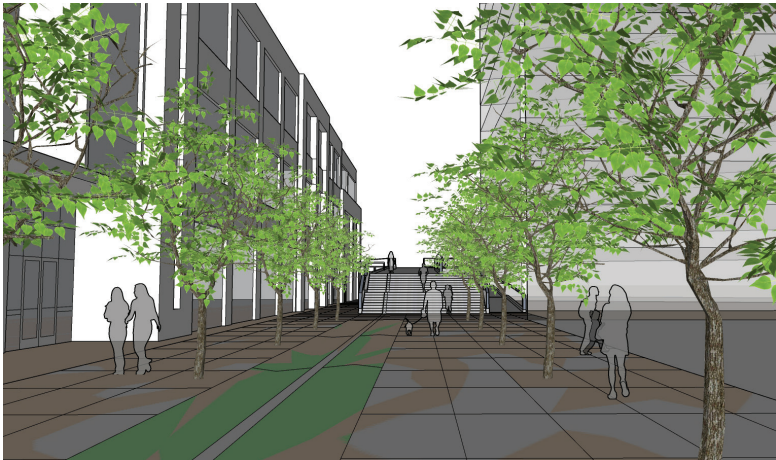
COMMUNITY & TRANSIT INFRASTRUCTURE (BY TRIMET)

ISSUED RFP FOR A&E SERVICES IN FALL 2021

CONSULTANT DESIGN TEAM SELECTED -PENDING APPROVAL BY TRIMET BOARD OF DIRECTORS

DESIGN PHASE TO COMMENCE IN 2022

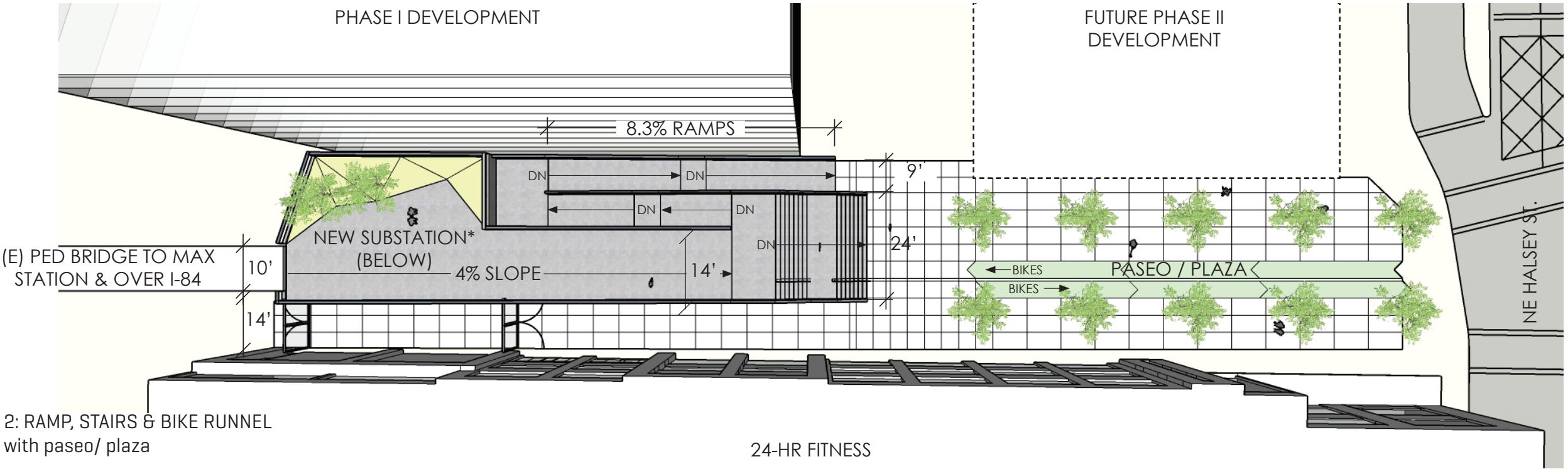
ADVANCE CONNECTOR MASSING STUDY TO DETAILED DESIGN & INCORPORATE FEEDBACK FROM ENGAGEMENT



LOOKING SOUTH TOWARD BRIDGE TO MAX STATION



VIEW FROM 24-HR FITNESS TOWARD BRIDGE TO MAX STATION



CONNECTOR “TYPE”

NEXT STEPS

06 December 2021 | ADDENDUM

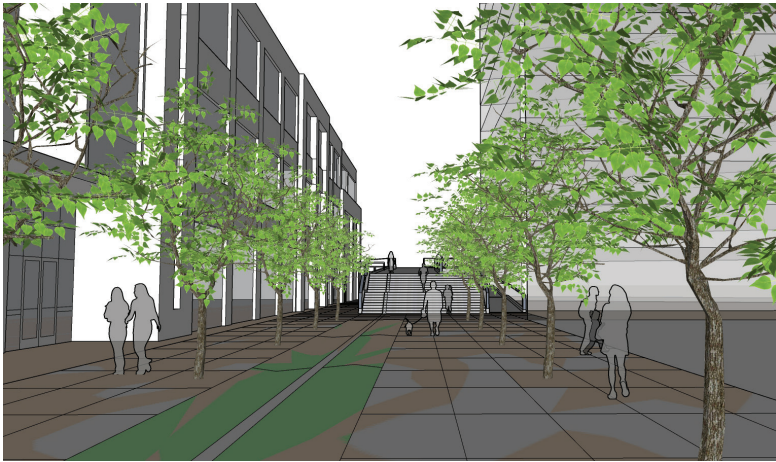
COMMUNITY & TRANSIT INFRASTRUCTURE (BY TRIMET)

ISSUED RFP FOR A&E SERVICES IN FALL 2021

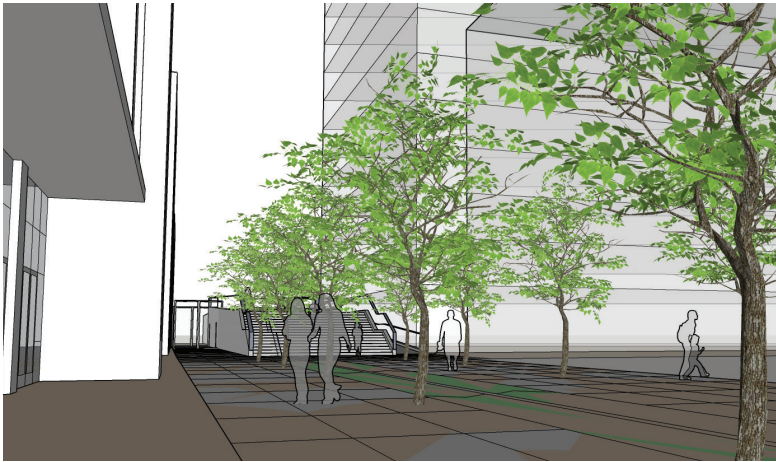
CONSULTANT DESIGN TEAM SELECTED -PENDING APPROVAL BY TRIMET BOARD OF DIRECTORS

DESIGN PHASE TO COMMENCE IN 2022

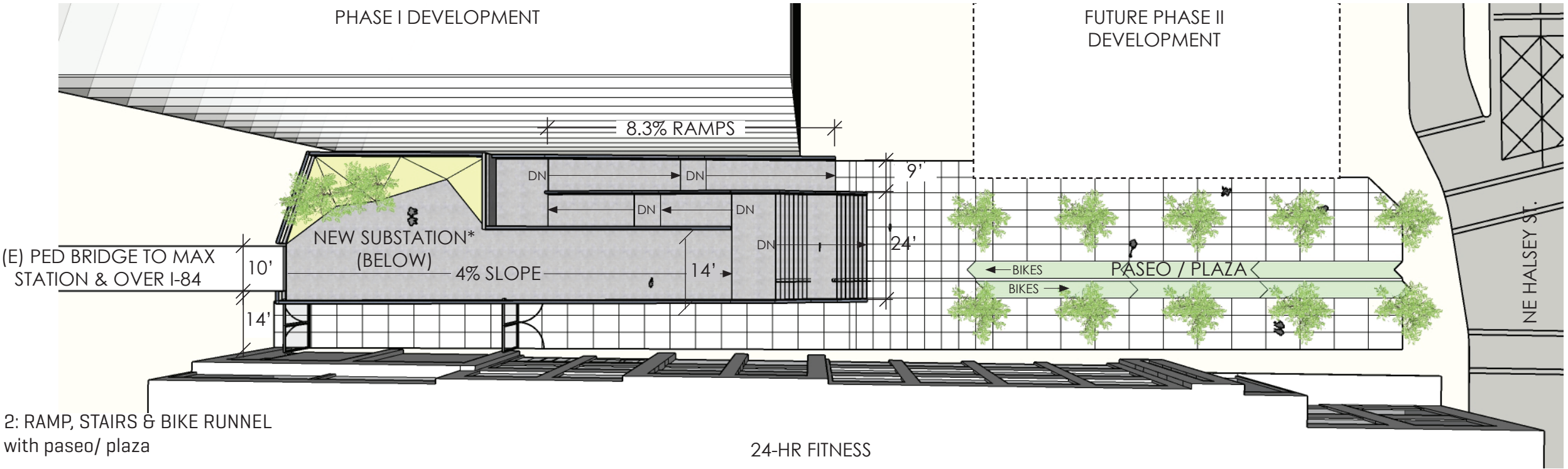
ADVANCE CONNECTOR MASSING STUDY TO DETAILED DESIGN & INCORPORATE FEEDBACK FROM ENGAGEMENT



LOOKING SOUTH TOWARD BRIDGE TO MAX STATION



VIEW FROM 24-HR FITNESS TOWARD BRIDGE TO MAX STATION



	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITY/STATE/ZIP/ADDRESSEE
2	RETURN SERVICE REQUESTED		1N1E25DD 10500	HOLLYWOOD CROSSING 3 LLC	12802 BONITA HEIGHTS DR	SANTA ANA CA 92705-6303
3	RETURN SERVICE REQUESTED		1N1E25DD 10500	TRADER JOES COMPANY	PO BOX 5049	MONROVIA CA 91017
4	RETURN SERVICE REQUESTED		1N1E25DD 11000	1675 41ST LLC	1061 NE 9TH AVE #2007	PORTLAND OR 97232
5	RETURN SERVICE REQUESTED		1N1E25DD 11100	FOWLKS, RICHARD E	1607 NE 41ST AVE	PORTLAND OR 97232-1808
6	RETURN SERVICE REQUESTED		1N1E25DD 11100	RAJA PROPERTIES LLC	1607 NE 41ST AVE	PORTLAND OR 97232
7	RETURN SERVICE REQUESTED		1N1E25DD 11100	SNYDER, ANDREA W	1607 NE 41ST AVE	PORTLAND OR 97232-1808
8	RETURN SERVICE REQUESTED		1N1E25DD 11200	41CENTRAL LLC	4900 SW GRIFFITH DR #124	BEAVERTON OR 97005
9	RETURN SERVICE REQUESTED		1N1E25DD 11300	DIPETALA HOUSE LLC	1112 FEDERAL AVE E	SEATTLE WA 98102
10	RETURN SERVICE REQUESTED		1N1E25DD 11400	BIRTHRIGHT OF OREGON INC	1515 NE 41ST AVE	PORTLAND OR 97232
11	RETURN SERVICE REQUESTED		1N1E25DD 11400	MOTHER & CHILD EDUCATION CENTER	1515 NE 41ST AVE	PORTLAND OR 97232-1807
12	RETURN SERVICE REQUESTED		1N1E25DD 11500	AT & T BROADBAND OF OHIO LLC	1 COMCAST CTR 32ND FLR	PHILADELPHIA PA 19103
13	RETURN SERVICE REQUESTED		1N1E25DD 11700	APPLIED ARCHAEOLOGICAL RESEARCH INC	4001 NE HALSEY ST SUITE 3	PORTLAND OR 97232
14	RETURN SERVICE REQUESTED		1N1E25DD 11700	CLAVIEN HOLDINGS LLC	13848 SE DIAMOND RIDGE RD	HAPPY VALLEY OR 97086
15	RETURN SERVICE REQUESTED		1N1E25DD 11800	MERIDIAN40 LLC	4900 SW GRIFFITH DR #124	BEAVERTON OR 97005
16	RETURN SERVICE REQUESTED		1N1E25DD 11900	DOLAN, DANIEL & DOLAN, SUE	4524 NE DAVIS ST	PORTLAND OR 97213
17	RETURN SERVICE REQUESTED		1N1E25DD 12100	DOLAN & CO LLC	1919 NW 19TH AVE	PORTLAND OR 97209
18	RETURN SERVICE REQUESTED		1N1E25DD 12200	A-BOY ELECTRIC & PLUMBING INC	4010 NE BROADWAY	PORTLAND OR 97232
19	RETURN SERVICE REQUESTED		1N1E25DD 12500	C E JOHN COMPANY INC	1701 SE COLUMBIA RIVER DR	VANCOUVER WA 98661
20	RETURN SERVICE REQUESTED		1N1E36AA 1500	OREGON MEDITATION CENTER	1244 NE CESAR E CHAVEZ BLVD	PORTLAND OR 97232
21	RETURN SERVICE REQUESTED		1N1E36AA 1700	HERZOG, KATHRYN	4016 NE SENATE ST	PORTLAND OR 97232
22	RETURN SERVICE REQUESTED		1N1E36AA 1800	KEIR, PAUL D	4026 NE SENATE ST	PORTLAND OR 97232-1934
23	RETURN SERVICE REQUESTED		1N1E36AA 1900	SIEGEL, CHAD & SIEGEL, JENNIFER F	4036 NE SENATE ST	PORTLAND OR 97232-1934
24	RETURN SERVICE REQUESTED		1N1E36AA 200	WILSHIRE LUCAS INVESTMENTS LLC	PO BOX 9456	MINNEAPOLIS MN 55440-9456
25	RETURN SERVICE REQUESTED		1N1E36AA 2000	NGUYEN, COURTNEY	4106 NE SENATE ST	PORTLAND OR 97232
26	RETURN SERVICE REQUESTED		1N1E36AA 2100	ZIYAAE, ROSHANA A & ANSARY, MIR S	4115 NE MULTNOMAH ST	PORTLAND OR 97232-1924
27	RETURN SERVICE REQUESTED		1N1E36AA 2200	MULTNOMAH COUNTY TAX TITLE	PO BOX 2716	PORTLAND OR 97208-2716
28	RETURN SERVICE REQUESTED	1N1E36AA 2300	RANDALL, LAURA & RAQUEL MATTESON	& RANDALL, JONATHAN F	4118 NE SENATE ST	PORTLAND OR 97232
29	RETURN SERVICE REQUESTED		1N1E36AA 2400	RABBIT, TRAVIS & MASTERMAN, BRANDON	4126 NE SENATE ST	PORTLAND OR 97232
30	RETURN SERVICE REQUESTED		1N1E36AA 2500	ACCUARDI, ANDREW J	1225 NE 42ND AVE	PORTLAND OR 97213
31	RETURN SERVICE REQUESTED		1N1E36AA 2600	OSGOOD, IAN A & CHARNELL, MARELINE G	4145 NE MULTNOMAH ST	PORTLAND OR 97232-1924
32	RETURN SERVICE REQUESTED		1N1E36AA 2700	ELLENBY, PETER M & ELLENBY, JEANNE P	4135 NE MULTNOMAH ST	PORTLAND OR 97232-1924
33	RETURN SERVICE REQUESTED		1N1E36AA 2800	CASEY, MARY	4127 NE MULTNOMAH ST	PORTLAND OR 97232-1924
34	RETURN SERVICE REQUESTED		1N1E36AA 2900	ANSARY, RALHANA	4115 NE MULTNOMAH ST	PORTLAND OR 97232
35	RETURN SERVICE REQUESTED		1N1E36AA 3000	BERG, LINDA K	4105 NE MULTNOMAH ST	PORTLAND OR 97232-1924
36	RETURN SERVICE REQUESTED		1N1E36AA 3100	BOREN, SILAS	4037 NE MULTNOMAH ST	PORTLAND OR 97232
37	RETURN SERVICE REQUESTED		1N2E30CC 12300	BROADWAY MEDICAL CLINIC LLP	4212 NE BROADWAY	PORTLAND OR 97213
38	RETURN SERVICE REQUESTED		1N2E30CC 12300	LABORATORY CORPORATION OF AMERICA	PO BOX 2230	BURLINGTON NC 27216
39	RETURN SERVICE REQUESTED		1N2E30CC 12300	MEDICAL CLINIC INVESTMENT CORP	4212 NE BROADWAY	PORTLAND OR 97213
40	RETURN SERVICE REQUESTED		1N2E30CC 12300	ROSE CITY INVESTMENT CO	4212 NE BROADWAY	PORTLAND OR 97213-1458
41	RETURN SERVICE REQUESTED		1N2E30CC 12500	HOLLYWOOD TOWNE HOUSE INVESTMENT LLC	409 SW 11TH AVE	PORTLAND OR 97205
42	RETURN SERVICE REQUESTED		1N2E30CC 12500	OREGON LABOR PRESS PUBLISHING CO INC	P O BOX 13150	PORTLAND OR 97213
43	RETURN SERVICE REQUESTED		1N2E30CC 12700	BASKETS UNLIMITED HOLDING LLC	11950 SAN VICENTE BLVD #200	LOS ANGELES CA 90049
44	RETURN SERVICE REQUESTED		1N2E30CC 12800	APRO LLC	4130 COVER ST	LONG BEACH CA 90808
45	RETURN SERVICE REQUESTED		1N2E31BB 10100	OREGON STATE OF	355 CAPITOL ST NE #411	SALEM OR 97301-3871
46	RETURN SERVICE REQUESTED		1N2E31BB 3401	BIOFIRE DIAGNOSTICS LLC	PO BOX 800729	DALLAS TX 75380
47	RETURN SERVICE REQUESTED		1N2E31BB 3401	BIOMERIEUX INC	TAX DEPT 02100 RODOLPHE ST	DURHAM NC 27712
48	RETURN SERVICE REQUESTED		1N2E31BB 3401	PROVIDENCE FEDERAL CREDIT UNION	6400 SE LAKE RD STE 125	MILWAUKIE OR 97222
49	RETURN SERVICE REQUESTED		1N2E31BB 3401	PROVIDENCE HEALTH & SERVICES-OREGON	4400 NE HALSEY ST BLDG 1 #160	PORTLAND OR 97213
50	RETURN SERVICE REQUESTED		1N2E31BB 3401	PROVIDENCE HEALTH & SERVICES-OREGON	800 5TH AVE #1200	SEATTLE WA 98104
51	RETURN SERVICE REQUESTED	1N2E31BB 3401	PROVIDENCE HEALTH PLAN	PROVIDENCE OFFICE PK	800 5TH AVE #1200	SEATTLE WA 98104
52	RETURN SERVICE REQUESTED		1N2E31BB 3401	SIEMENS HEALTHCARE DIAGNOSTICS INC	PO BOX 80615	INDIANAPOLIS IN 46280
53	RETURN SERVICE REQUESTED		1N2E31BB 4000	24 HOUR FITNESS USA INC	PO BOX 23317	PLEASANT HILL CA 94523
54	RETURN SERVICE REQUESTED	1N2E31BB 4000	COLUMBIA RIVER DENTISTRY - HOLLYWOOD	ATTN: NATHAN G DUSTIN D.M.D.	4224 NE HALSEY ST STE 330	PORTLAND OR 97213
55	RETURN SERVICE REQUESTED		1N2E31BB 4000	JH HOLLYWOOD SUSHI INC	4204 NE HALSEY ST	PORTLAND OR 97213
56	RETURN SERVICE REQUESTED	1N2E31BB 4000	KELLERMAYER BERGENSONS SERVICES LLC	C/O ADVANTAX	2500 WESTFIELD DR STE 1-202	ELGIN IL 60124-7701
57	RETURN SERVICE REQUESTED		1N2E31BB 4000	LAUREL 42 VENTURES LIMITED	6211 CAMINO DE LA COSTA	LA JOLLA CA 92037
58	RETURN SERVICE REQUESTED		1N2E31BB 4000	REMEDY CHIRO & MASSAGE LLC	4203 N VANCOUVER AVE	PORTLAND OR 97217
59	RETURN SERVICE REQUESTED		1N2E31BB 4000	US PHYSICAL THERAPY INC	13111 NORTHWEST FRWY #125	HOUSTON TX 77040-6321
60	RETURN SERVICE REQUESTED	1N2E31BB 4002	HOLLYWOOD STATION PARTNERS LLC	VISTA INVESTMENT GROUP LLC	1847 CENTINELA AVE	SANTA MONICA CA 90404
61	RETURN SERVICE REQUESTED		1N2E31BB 4002	PACIFIC NORTHWEST WATERWAYS ASSOC	4224 NE HALSEY ST STE 325	PORTLAND OR 97213
62	RETURN SERVICE REQUESTED		1N2E31BB 4100	WATKINS, JERRY G & WATKINS, TERRESA A	4210 NE SENATE ST	PORTLAND OR 97213-1518
63	RETURN SERVICE REQUESTED		1N2E31BB 4200	SOGA, LINDA	1206 NE 42ND AVE	PORTLAND OR 97213-1508
64				CURRENT RESIDENT	1503 NE 41ST AVE	PORTLAND OR 97232
65				CURRENT RESIDENT	1510 NE 42ND AVE	PORTLAND OR 97213
66				CURRENT RESIDENT	1521 NE 41ST AVE #10	PORTLAND OR 97232

	A	B	C	D	E	F
67				CURRENT RESIDENT	1521 NE 41ST AVE #104	PORTLAND OR 97232
68				CURRENT RESIDENT	1521 NE 41ST AVE #105	PORTLAND OR 97232
69				CURRENT RESIDENT	1521 NE 41ST AVE #106	PORTLAND OR 97232
70				CURRENT RESIDENT	1521 NE 41ST AVE #109	PORTLAND OR 97232
71				CURRENT RESIDENT	1521 NE 41ST AVE #202	PORTLAND OR 97232
72				CURRENT RESIDENT	1521 NE 41ST AVE #203	PORTLAND OR 97232
73				CURRENT RESIDENT	1521 NE 41ST AVE #204	PORTLAND OR 97232
74				CURRENT RESIDENT	1521 NE 41ST AVE #206	PORTLAND OR 97232
75				CURRENT RESIDENT	1521 NE 41ST AVE #209	PORTLAND OR 97232
76				CURRENT RESIDENT	1521 NE 41ST AVE #211	PORTLAND OR 97232
77				CURRENT RESIDENT	1521 NE 41ST AVE #301	PORTLAND OR 97232
78				CURRENT RESIDENT	1521 NE 41ST AVE #402	PORTLAND OR 97232
79				CURRENT RESIDENT	1521 NE 41ST AVE #405	PORTLAND OR 97232
80				CURRENT RESIDENT	1521 NE 41ST AVE #409	PORTLAND OR 97232
81				CURRENT RESIDENT	1521 NE 41ST AVE #410	PORTLAND OR 97232
82				CURRENT RESIDENT	1521 NE 41ST AVE #9	PORTLAND OR 97232
83				CURRENT RESIDENT	1524 NE 40TH AVE	PORTLAND OR 97232
84				CURRENT RESIDENT	1525 NE 41ST AVE	PORTLAND OR 97232
85				CURRENT RESIDENT	1540 NE 40TH AVE	PORTLAND OR 97232
86				CURRENT RESIDENT	1602 NE 40TH AVE	PORTLAND OR 97232
87				CURRENT RESIDENT	1615 NE 42ND AVE	PORTLAND OR 97232
88				CURRENT RESIDENT	1675 NE 41ST AVE	PORTLAND OR 97232
89				CURRENT RESIDENT	4001 NE HALSEY ST #100	PORTLAND OR 97232
90				CURRENT RESIDENT	4001 NE HALSEY ST #101	PORTLAND OR 97232
91				CURRENT RESIDENT	4001 NE HALSEY ST #2	PORTLAND OR 97232
92				CURRENT RESIDENT	4001 NE HALSEY ST #3	PORTLAND OR 97232
93				CURRENT RESIDENT	4001 NE HALSEY ST #5	PORTLAND OR 97232
94				CURRENT RESIDENT	4030 NE HALSEY ST	PORTLAND OR 97232
95				CURRENT RESIDENT	4121 NE HALSEY ST	PORTLAND OR 97232
96				CURRENT RESIDENT	4206 NE HALSEY ST	PORTLAND OR 97213
97				CURRENT RESIDENT	4212 NE HALSEY ST	PORTLAND OR 97213
98				CURRENT RESIDENT	4218 NE HALSEY ST	PORTLAND OR 97213
99				CURRENT RESIDENT	4224 NE HALSEY ST #100	PORTLAND OR 97213
100				CURRENT RESIDENT	4224 NE HALSEY ST #300	PORTLAND OR 97213
101				CURRENT RESIDENT	4224 NE HALSEY ST #310	PORTLAND OR 97213
102				CURRENT RESIDENT	4224 NE HALSEY ST #320	PORTLAND OR 97213
103				CURRENT RESIDENT	4224 NE HALSEY ST #325	PORTLAND OR 97213
104				CURRENT RESIDENT	4224 NE HALSEY ST #330	PORTLAND OR 97213
105				CURRENT RESIDENT	4224 NE HALSEY ST #335	PORTLAND OR 97213
106				CURRENT RESIDENT	4242 NE HALSEY ST	PORTLAND OR 97213
107				CURRENT RESIDENT	4265 NE HALSEY ST #101	PORTLAND OR 97213
108				CURRENT RESIDENT	4265 NE HALSEY ST #102	PORTLAND OR 97213
109				CURRENT RESIDENT	4265 NE HALSEY ST #103	PORTLAND OR 97213
110				CURRENT RESIDENT	4265 NE HALSEY ST #104	PORTLAND OR 97213
111				CURRENT RESIDENT	4265 NE HALSEY ST #105	PORTLAND OR 97213
112				CURRENT RESIDENT	4265 NE HALSEY ST #107	PORTLAND OR 97213
113				CURRENT RESIDENT	4265 NE HALSEY ST #109	PORTLAND OR 97213
114				CURRENT RESIDENT	4265 NE HALSEY ST #110	PORTLAND OR 97213
115				CURRENT RESIDENT	4265 NE HALSEY ST #111	PORTLAND OR 97213
116				CURRENT RESIDENT	4265 NE HALSEY ST #112	PORTLAND OR 97213
117				CURRENT RESIDENT	4265 NE HALSEY ST #113	PORTLAND OR 97213
118				CURRENT RESIDENT	4265 NE HALSEY ST #115	PORTLAND OR 97213
119				CURRENT RESIDENT	4265 NE HALSEY ST #117	PORTLAND OR 97213
120				CURRENT RESIDENT	4265 NE HALSEY ST #201	PORTLAND OR 97213
121				CURRENT RESIDENT	4265 NE HALSEY ST #202	PORTLAND OR 97213
122				CURRENT RESIDENT	4265 NE HALSEY ST #203	PORTLAND OR 97213
123				CURRENT RESIDENT	4265 NE HALSEY ST #204	PORTLAND OR 97213
124				CURRENT RESIDENT	4265 NE HALSEY ST #205	PORTLAND OR 97213
125				CURRENT RESIDENT	4265 NE HALSEY ST #206	PORTLAND OR 97213
126				CURRENT RESIDENT	4265 NE HALSEY ST #207	PORTLAND OR 97213
127				CURRENT RESIDENT	4265 NE HALSEY ST #208	PORTLAND OR 97213
128				CURRENT RESIDENT	4265 NE HALSEY ST #209	PORTLAND OR 97213
129				CURRENT RESIDENT	4265 NE HALSEY ST #210	PORTLAND OR 97213
130				CURRENT RESIDENT	4265 NE HALSEY ST #211	PORTLAND OR 97213
131				CURRENT RESIDENT	4265 NE HALSEY ST #212	PORTLAND OR 97213
132				CURRENT RESIDENT	4265 NE HALSEY ST #213	PORTLAND OR 97213

[illegible]

	A	B	C	D	E	F
199				CURRENT RESIDENT	4265 NE HALSEY ST #706	PORTLAND OR 97213
200				CURRENT RESIDENT	4265 NE HALSEY ST #707	PORTLAND OR 97213
201				CURRENT RESIDENT	4265 NE HALSEY ST #708	PORTLAND OR 97213
202				CURRENT RESIDENT	4265 NE HALSEY ST #709	PORTLAND OR 97213
203				CURRENT RESIDENT	4265 NE HALSEY ST #710	PORTLAND OR 97213
204				CURRENT RESIDENT	4265 NE HALSEY ST #711	PORTLAND OR 97213
205				CURRENT RESIDENT	4265 NE HALSEY ST #712	PORTLAND OR 97213
206				CURRENT RESIDENT	4265 NE HALSEY ST #713	PORTLAND OR 97213
207				CURRENT RESIDENT	4265 NE HALSEY ST #715	PORTLAND OR 97213
208				CURRENT RESIDENT	4265 NE HALSEY ST #717	PORTLAND OR 97213
209				CURRENT RESIDENT	4265 NE HALSEY ST #802	PORTLAND OR 97213
210				CURRENT RESIDENT	4265 NE HALSEY ST #803	PORTLAND OR 97213
211				CURRENT RESIDENT	4265 NE HALSEY ST #804	PORTLAND OR 97213
212				CURRENT RESIDENT	4265 NE HALSEY ST #805	PORTLAND OR 97213
213				CURRENT RESIDENT	4265 NE HALSEY ST #806	PORTLAND OR 97213
214				CURRENT RESIDENT	4265 NE HALSEY ST #807	PORTLAND OR 97213
215				CURRENT RESIDENT	4265 NE HALSEY ST #808	PORTLAND OR 97213
216				CURRENT RESIDENT	4265 NE HALSEY ST #809	PORTLAND OR 97213
217				CURRENT RESIDENT	4265 NE HALSEY ST #810	PORTLAND OR 97213
218				CURRENT RESIDENT	4265 NE HALSEY ST #812	PORTLAND OR 97213
219				CURRENT RESIDENT	4265 NE HALSEY ST #813	PORTLAND OR 97213
220				CURRENT RESIDENT	4265 NE HALSEY ST #815	PORTLAND OR 97213
221				CURRENT RESIDENT	4265 NE HALSEY ST #817	PORTLAND OR 97213
222				CURRENT RESIDENT	4275 NE HALSEY ST	PORTLAND OR 97213
223				CURRENT RESIDENT	4336 NE HALSEY ST	PORTLAND OR 97213
224				CURRENT RESIDENT	4340 NE HALSEY ST	PORTLAND OR 97213
225				CURRENT RESIDENT	4400 NE HALSEY ST	PORTLAND OR 97213
226				CURRENT RESIDENT	4430 NE HALSEY ST	PORTLAND OR 97213
227		APPLICANT	HOLST ARCHITECTURE	DAVE HOLST	123 NE 3RD AVE, #310	PORTLAND OR 97232
228		DEVELOPER	BRIDGE HOUSING CORPORTATION	ARUNA DODDAPANENI	1631 NE BROADWAY, PMB #153	PORTLAND OR 97232
229		OWNERS REPRESENTATIVE	TRIMET	GUY BENN	1800 SW FIRST AVE	PORTLAND OR 97201
230	RETURN SERVICE REQUESTED	OWNER	TRI-COUNTY METRO TRANS	DIST OF OREGON	PO BOX 162734	AUSTIN TX 78716-2734
231	RETURN SERVICE REQUESTED		CENTRAL NORTHEAST NEIGHBORS	CENTRAL NE NEIGHBORS	4415 NE 87TH AVE	PORTLAND OR 97220
232	RETURN SERVICE REQUESTED		LAND USE CONTACT	HOLLYWOOD BOOSTERS	2000 NE 2ND AVE PMB 388	PORTLAND OR 97213
233	RETURN SERVICE REQUESTED		LAND USE CONTACT	HOLLYWOOD NEIGHBORHOOD ASSOCIATION	4415 NE 87TH AVE	PORTLAND OR 97220
234	RETURN SERVICE REQUESTED		HOLLYWOOD NEIGHBORHOOD ASSOCIATION	JO SCHAEFER	4415 NE 87TH AVE	PORTLAND OR 97220
235	RETURN SERVICE REQUESTED		LAND USE CONTACT	PLAN AMENDMENT SPECIALIST	635 CAPITAL ST NE #150	SALEM OR 97301
236	RETURN SERVICE REQUESTED		LAND USE CONTACT	TRANSIT DEVELOPMENT	1800 SW FIRST AVE SUITE 300	PORTLAND OR 97201
237	RETURN SERVICE REQUESTED		LAURELHURST NEIGHBORHOOD ASSOCIATION	SCOTT PRATT	836 NE LAURELHURST PL	PORTLAND OR 97232
238	RETURN SERVICE REQUESTED		LAND USE CONTACT	SOUTHEAST UPLIFT	3534 SE MAIN ST	PORTLAND OR 97214
239				LAND USE CONTACT	PROSPER PORTLAND	129/PROSPER
240					DAWN KRANTZ	B299/R5000
241	RETURN SERVICE REQUESTED		21-105638 DAR 11-24-21	CASE FILE HERON	1900 SW 4TH AVE #5000	PORTLAND OR 97201

Design Advice Request

Hollywood HUB Residential Building

CASE FILE	EA 21-105638 DA		
WHEN	Thursday December 16, 2021 @ 1:30 PM <i>(This is the hearing start time –see Commission agenda for estimated project start time.)</i>		
WHERE	ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/design-commission		
HOW	TO COMMENT: Follow instructions on the Design Commission agenda <u>or</u> email the planner at tim.heron@portlandoregon.gov		
REVIEW BY	Design Commission		
PROCESS	A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review		
PROPOSAL	Proposal to construct approximately 200 units of affordable housing in a transit-oriented development. Proposed Type I building is 13-stories, approximately 211,000gsf, and no greater than 120 ft in height. Approximately 40 spaces of on-site parking are proposed, along with a TriMet bike hub and bike parking for residents. No Modifications or Adjustments to the Zoning Code are being considered at this time.		
REVIEW APPROVAL CRITERIA	Portland Citywide Design Guidelines 33.805 Adjustments 33.825.040 Modifications Considered through Design Review		
SITE ADDRESS	4110 NE Halsey Street		
ZONING/ DESIGNATION	CM3dm, Commercial/Mixed Use 3 zone with Design [d] and Centers Main Street [m] overlay zones		
APPLICANT(S)	Dave Otte, Holst Architecture, dotte@holstarc.com	OWNER(S)	Aruna Doddapanen, Bridge Housing Corporation, adoddapaneni@bridgehousing.com Guy Denn, Tri MET, benng@trimet.org
QUESTIONS? BDS CONTACT	Tim Heron, City Planner (503) 823-7726 / tim.heron@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th Ave, Suite 5000, Portland, OR 97201		

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



503-823-7300



BDS@PortlandOregon.gov



www.PortlandOregon.gov/bds/translated

TTY: 503-823-6868
Relay Service: 711



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

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

DESIGN ADVICE REQUEST PROCESS OVERVIEW

Purpose

Design Advice Requests (DARs) are a form of early assistance intended to provide a public forum for the preliminary discussion and exchange of information between the applicant, BDS staff, the public, and the representative Commission. The feedback that results from a DAR is advisory and preliminary in nature. The DAR is not a land use review and decisions are not made in the DAR process.

An applicant may request advice from the Design Commission or Historic Landmarks Commission prior to submitting a land use review. In some cases, a DAR may be required by a provision of the Zoning Code. These requests do not substitute for required prescribed regulatory or legislative processes.

Public Participation

The public meeting with the Commission will provide an opportunity for parties to submit oral and written comment. The Commission relies on Portlanders to bring their perspective on their community. Portland has a strong design legacy that continues through this process. The public's early input on significant projects helps to make sure we get this right. Continued participation through the land use review is necessary for public comments to be part of the land use review record.

Meeting Order

The order of appearance for those attending the meeting is as follows:

- BDS Staff Introduction
- Applicant Presentation
- City Staff Discussion Topics
- Public Comments
- Commission and Applicant Discussion

Guiding Criteria

Design Guidelines are used to guide the conversation during the DAR because they are the approval criteria used in the subsequent land use review. All feedback should relate to the concept's response to the Guidelines. Copies of the Design Guidelines are available online at portlandoregon.gov/designguidelines.

Outside DAR Scope

The Commissions only have the authority to influence elements of a project that relate to the approval criteria. For example, guidelines do not address private views. Here other resources for questions on issues that the Commissions cannot address:

Bureau of Planning and Sustainability (BPS)
503-823-7700 | portlandoregon.gov/bps

- Off-Street Parking Requirements
- Upcoming Legislative Projects on Zoning
- Zoning Allowances

Bureau of Transportation (PBOT) | 503-823-5185 | portlandoregon.gov/transportation

- On-Street Parking
- Construction Impacts on Streets & Sidewalks

Office of Community & Civic Life
503-823-4519 | portlandoregon.gov/civic

- Neighborhood Association Information
- Crime Prevention
- Noise Control Program
- Neighborhood Mediation



DEVELOPMENT PROGRAM

PROJECT DESCRIPTION

ABSTRACT

This project will be a re-imagination of the Hollywood Transit Center into a hub for transit, equity, and community. This site is an opportunity to set a bold vision for **equitable transit-oriented development (TOD)** in Oregon. This proposal is the first under **TriMet's TOD Guidelines** which germinated from the feedback of 60+ organizations serving BIPOC communities, nonprofit developers, and public agencies. Given the high-profile nature of this site and its proximity to Trader Joe's, Target, Providence Hospital, high-performing public schools and the rich fabric of Hollywood, the project will lead with racial equity and bring much needed **affordable Family Focused Housing into a High Opportunity Area** which for generations has excluded BIPOC communities and people of lower incomes.

PROPOSAL

On completion of the street vacation, the Hollywood Transit Center site will have an allowable floor area of 263,112 square feet assuming the bonus 6:1 Floor Area Ratio available under CM3[d] zoning. 211,355 square feet of FAR will be utilized by our **201-unit, 13-story, 120 feet tall Type I high-rise building.**

65% of homes at hollywoodHUB are two and three bedroom homes with an **average bedroom size of 1.8**, providing much needed choices for families priced out of NE Portland. All will be affirmatively marketed to BIPOC families.

Building amenities will include **rooftop terrace, community room, meetings spaces, bike and vehicular parking, as well as a courtyard and adjacent paseo/market street** (built by TriMet).



OUTDOOR SPACE REQUIREMENTS

4110 NE HALSEY ST

OUTDOOR SPACE REQUIREMENTS = 48SF PER UNIT

48 X 201 = 9,648SF

BREAKDOWN:

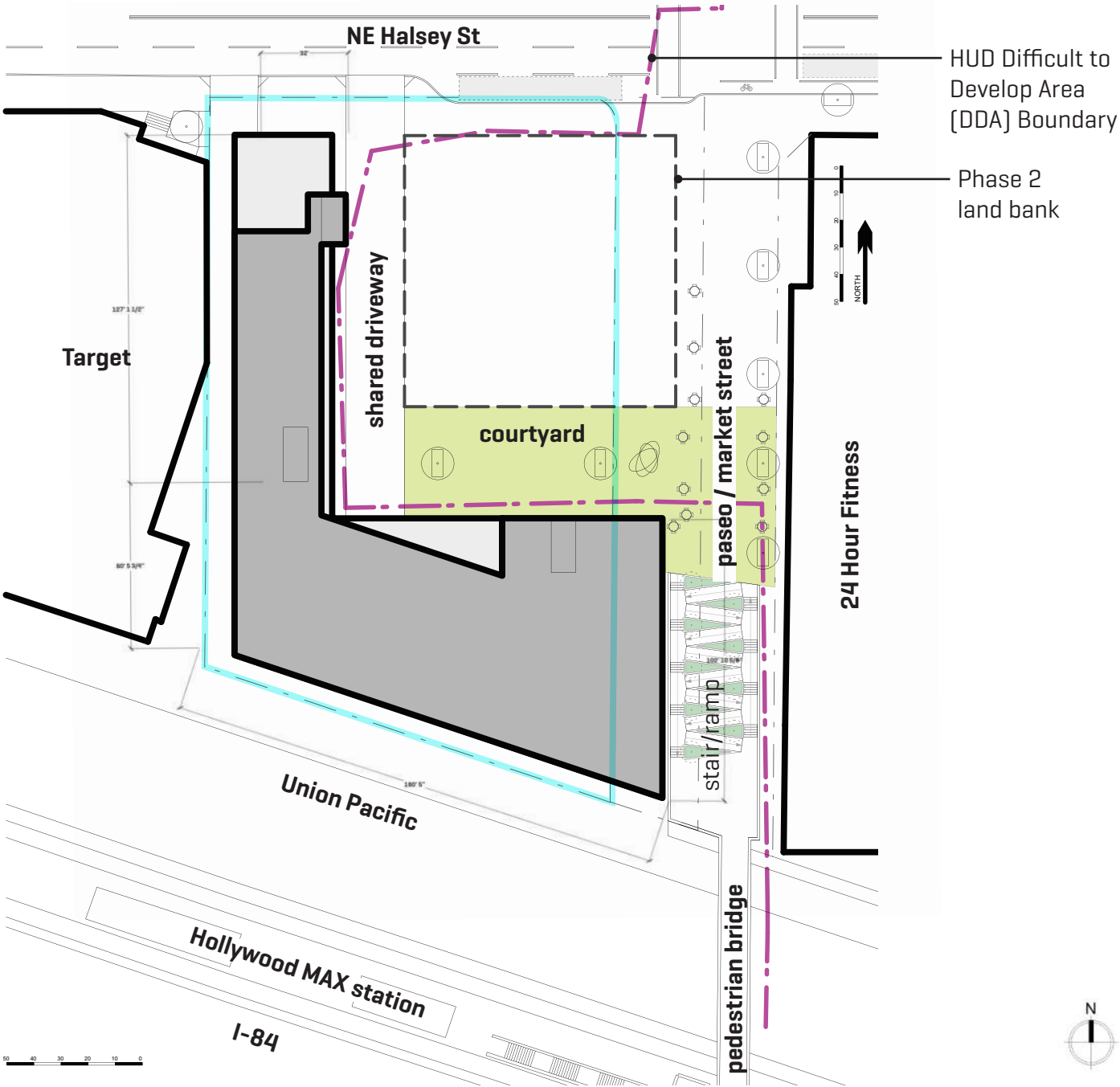
INDOOR COMMUNITY ROOMS: 2,680 SF

ROOF DECK: 1,470 SF

COURTYARD: 3,900 SF

PASEO: 1,598 SF MIN.

NOTE: IF THE COURTYARD AND DRIVEWAY ARE NOT IN OUR SCOPE, THEN THE SITE MIGHT BE LESS THAN 20,000SF AND THEN WE'D ONLY BE REQUIRED TO PROVIDE 36SF PER UNIT.



PROJECT IMAGES



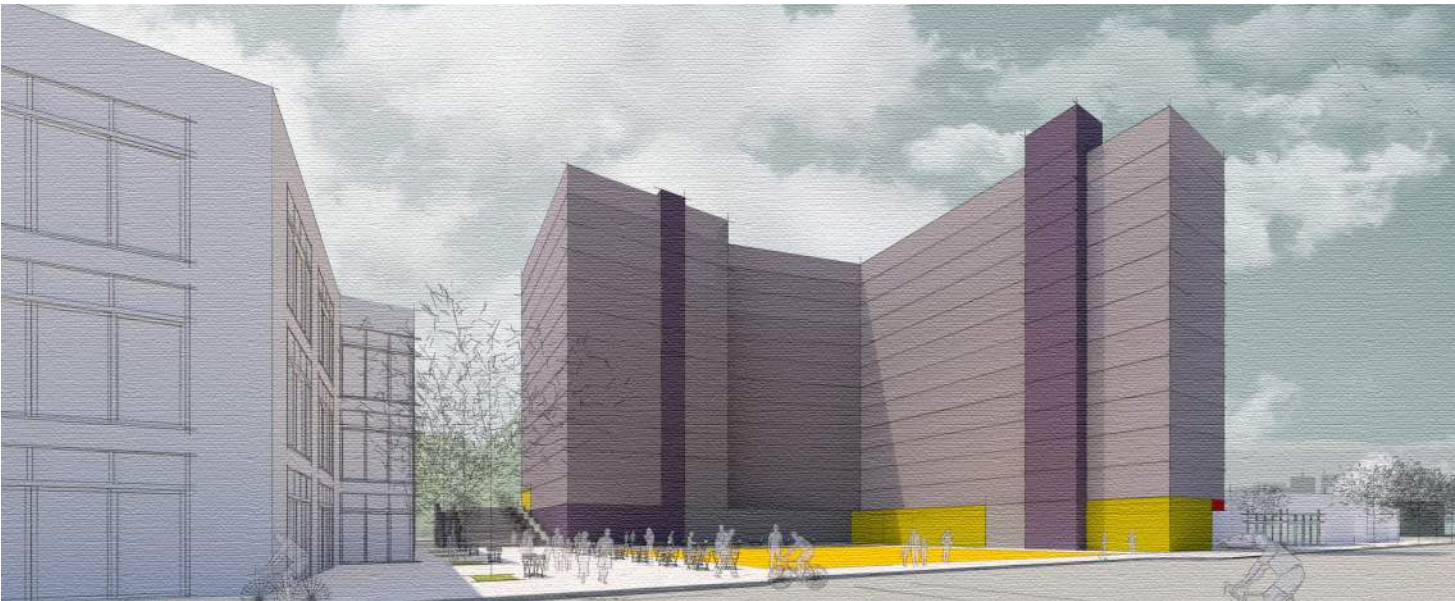
Proposed building massing viewed from SW



Proposed building massing viewed from north looking south



Proposed building massing viewed from SE



Proposed building massing viewed from NE looking SE

July 16, 2021

Fiona Lyon, Design and Project Manager
Transit Oriented Development
TriMet
1800 SW 1st Avenue, Ste 300
Portland, OR 97201

Guy Benn, Program Manger
Transit-Oriented Development
TriMet
1800 SW 1st Avenue, Ste 300
Portland, OR 97201

Dear Fiona and Guy,

The Bicycle Advisory Committee (BAC) would like to thank TriMet for presenting on Hollywood HUB at the BAC's June meeting. While we think that Hollywood Transit Center could be greatly improved—and strongly support building new affordable housing at this location—we have a number of concerns about the project as currently envisioned. These concerns include the following:

- The existing bridge over I-84 at 42nd is one of the few safe freeway crossings in the area. The existing connection on the north side is very difficult to navigate on a bicycle. Of the three concepts presented for replacing the existing stairs/ramps, only Concept 3 includes ramps to grade without switchbacks. The two-way path for bikes is however only 8' wide, which is narrower than the 12' recommended by NACTO for two-way paths. Given the speed differential between people going up and down the ramp, an 8' wide two-way path is not appropriate.
- The connection to the future Sullivan's Gulch Trail, while welcome, is squeezed between a brick wall at an existing building and the new stairs/ramp. This passageway would not likely feel safe, particularly at night.
- The proposed relocation of buses out of the existing Transit Center will require buses to stop on NE 42nd, increasing conflicts between buses and bikes. NE 42nd is already less than ideal street to cycle on, given the high traffic volumes and lack of bike lanes on the block adjacent to Trader Joe's. Increasing the amount of time that buses spend on NE 42nd is only likely to exacerbate conflicts.
- Most significantly, the removal of buses from the Transit Center will result in a substantial degradation in the experience for transit riders. Hollywood Transit Center is a major transfer point, and those transfers will become much more difficult—particularly in bad weather. People transferring between buses, or between buses and MAX, will have to walk significantly further than they do today. This is a particular concern for riders who will have to cross the busy NE Halsey St to reach their stop. If transit riders have to rush across NE Halsey to make their transfer the project will be creating a dangerous condition.
- It is not clear how existing amenities for riders can be replicated outside of the Transit Center. The narrow sidewalks on both NE 42nd and NE Halsey preclude the provision of shelters of the size that currently exist.

Given these concerns, the BAC cannot support the redevelopment as conceived. The BAC hopes that it can work with the project team to find alternative concepts that provide affordable housing while enhancing the experience for people on bicycles, on foot, and riding transit.

Respectfully,



David Stein, Chairperson
City of Portland Bicycle Advisory Committee

Cc: Chris Warner, Director, Portland Bureau of Transportation
Robert Haley, Portland Bureau of Transportation
Bob Kellett, Portland Bureau of Transportation

From: [michael fitzpatrick](#)
To: [Heron, Tim](#)
Subject: Hollywood Hub Residential Building
Date: Friday, November 26, 2021 6:20:15 PM

Mr Heron

Thanks for the opportunity to comment. I like everything your office and architects have in mind but the height of the proposed building disrupts the skyline. The other buildings in the neighborhood with the exception of a 13 story Public Housing structure in the 4500 block of Broadway are all around 6 to 8 stories which seem to fit nicely in this neighborhood. The location of the existing 13 story building on the periphery of the neighborhood makes a decent fit but your proposed building will be in the heart of the Hollywood District on Sandy Blvd. Its a monster! But it is the city and infilling is what we do. Personally I would rather see 6 to 8 stories on this site.

Thanks.

Mike Fitzpatrick
4265 NE Halsey St 804
971 409 6203

From: [Doug Allen](#)
To: [Heron, Tim](#)
Subject: Hollywood Hub DDA tax credits
Date: Thursday, December 9, 2021 2:32:04 PM
Attachments: [2020 and 2021 Small DDAs and QCTs - HUD USER.pdf](#)

Tim,

This follows up a brief message that I left by phone.

At the December 16 Design Commission hearing, I plan to submit testimony regarding design of the “Hollywood HUB Housing” project. The current proposal fails to utilize the full potential of this site because of a quirk in how HUD Difficult Development Area tax credits are handed out. I wanted to make sure you were aware of this situation, in case any of the Commissioners refer questions to you about this topic.

TriMet’s selected developer, Bridge Housing, proposes to use HUD DDA tax credits. I have attached a pdf from the HUD web site showing how the DDA boundary crosses the Hollywood Transit Center. The methodology for choosing the boundaries is available here:

<https://www.federalregister.gov/documents/2019/09/25/2019-20833/statutorily-mandated-designation-of-difficult-development-areas-and-qualified-census-tracts-for-2020>

In the case of the Hollywood Transit Center, HUD is using ZIP code boundaries. 97232 includes the Target Store and area close to freeway. It is mostly west of 42nd and south of Broadway. 97213 is the area mostly east of 42nd, but has a funny projection out into the transit center. Prior to construction of the Transit Center, the site included the 42nd ave off-ramp from I-84, which likely accounts for the boundary location. Currently there are no residents receiving mail within the Transit Center.

TriMet could request a ZIP code boundary change. The USPS has a review process for such changes. The USPS Postal Operations Manual available here:

[https://homes.cs.washington.edu/~thx/USPS_Postal_Operations_Manual_\(POM\)_2020.pdf](https://homes.cs.washington.edu/~thx/USPS_Postal_Operations_Manual_(POM)_2020.pdf)

defines the procedure. On page 263 of the Postal Operations Manual pdf, section 439.32 covers Boundary Realignment. Section 439.322 covers Minor Realignment: “District managers may approve and implement requests for minor ZIP Code boundary realignments within their districts as necessary throughout the year. A minor realignment is defined as an area affecting less than 25 percent of the total delivery points of the losing ZIP Code or 500 possible deliveries of the losing ZIP Code (whichever is less). ZIP Code boundaries must not be realigned to cross state boundaries.”

If the site could be developed as a whole, there is potential for more efficient use of the site, mitigation of the serious degradation of transit connectivity that will result from the current plan, and potential for more flexibility in integrating this site with the planned Sullivan’s Gulch

Trail. The City of Portland's "Sullivan's Gulch Trail Concept Plan" adopted in 2012, says on page 2-13 that: "TriMet is working with the City of Portland to develop a redevelopment plan for the Transit Center. The integration of the trail and redevelopment plans should be considered during the design process." (see <https://www.portlandoregon.gov/parks/article/469560>).

Could you let me know that you have this information? Let me know if you have any other questions about the above material.

Sincerely,
Doug Allen
Douglas R. Allen
734 SE 47th Ave.
Portland, OR 97215
(503) 232-6167
dougallen@centurylink.net

From: [Kat Herzog](#)
To: [Heron, Tim](#)
Subject: Hollywood HUB Residential Building
Date: Friday, December 10, 2021 9:10:32 AM

Hello,

My name is Kathryn Herzog and I live along NE Senate St. across from where this HUB will be constructed. Will there be paid security at this proposed building? We have a lot of foot traffic along our street with the nearby MAX and bus station. As a permanent resident, I am concerned this HUB will increase this foot traffic. In the benefit of those living at this HUB and for those of us living nearby, and businesses located in the area, added security staff is highly preferred.

Thank you,
Kathryn Herzog

TO: Portland Design Commission
FROM: Douglas R. Allen (Doug)
SUBJECT: Hollywood Hub DAR December 16 meeting testimony
DATE: Dec. 14, 2021

Hollywood Transit Center is a unique site, in public ownership. It is not just any parcel of land on which a non-profit developer is proposing affordable housing.

TriMet's plan is a travesty, an attack on a foundational principle of Portland's vision for future development and climate responsibility. The principle under attack is the assumption that we will not be expanding our street network to accommodate a growing population, but will instead serve any growing need for mobility through alternatives such as walking, bicycling, and transit, and that as a consequence, dense new development and redevelopment need not support automobile ownership.

Portland is relying on improved transit mode share and increased transit service, goals set forth in Metro's Regional Transportation Plan, but TriMet is failing us. During the decade leading up to the current pandemic, service levels did not grow, ending up well below what the RTP from a decade ago expected. Consequently, ridership also failed to grow. Now, during this pandemic, TriMet has decided to liquidate a legacy asset, without consideration for how effective transit works.

To explain the seriousness of this project's failures, I need to take a slight detour in my testimony back to the origins of the Hollywood Transit Center, and the transit planning principles behind it.

As Portland-based transit consultant Jarrett Walker has often pointed out, even though passengers value a single-seat ride, the dispersed nature of trip origins and destinations along with basic principles of geometry mean that high transit mode share can only be achieved affordably by facilitating transfers between routes.

In the late 1970's, TriMet hired planners who both understood this principle and were aware of successful techniques used in Edmonton, Vancouver BC, and Toronto, among other places. Timed-transfer centers were built in Washington County; then in 1982, east-side bus service was realigned into more of a grid structure, anticipating the 1986 opening of the first light rail trunk line, between Downtown and Gresham.

Hollywood was an obvious node on the light rail line, where north-south, east-west, and the diagonal Sandy Blvd bus routes converged. While best practice would have located the bus stops adjacent to the rail line, the right-of-way that Union Pacific was willing to sell for light rail was between the railroad and freeway, and a deviation was impractical.

The City of Portland did insist that the bus stops and train platforms be visible from each other, and be as close as possible. The then-existing 42nd Ave. off-ramp was at an ideal location for the transit center, so the freeway ramp was moved to 43rd. When it opened, the Hollywood Transit Center served three bus routes: 75-Chavez, 77-Broadway/Halsey,

and 12-Sandy (current names and route numbers), plus the light rail line. Subsequently, TriMet decided that the Sandy bus was taking too long to get to the transit center and back, so it no longer serves it.

Now TriMet has decided to eliminate the transit center, forcing transferring passengers to wait street-side for buses, and for many, to cross Halsey, which is very busy at times due to traffic dumped off the freeway and cars going to and from the huge Providence parking facilities. For passengers with disabilities, whether related to sight, hearing, cognition, mobility, or some combination, this is a significant down-grade. For others, it is still costly in terms of added time, exposure to the elements, and lessened safety. Passengers on the MAX platform will not be able to see or be seen from anywhere other than the bicycle/pedestrian bridge or vehicles on the freeway.

Currently, passengers waiting for buses in the Hollywood Transit Center have an open environment visible from many vantage points. Compared with many locations on the TriMet system, it is still a relatively comfortable place to wait.

TriMet could have chosen to improve the environment for riders, and provided other amenities to activate the area, such as a better ramp, elevators from the Transit Center up to the bridge, or even provide ramps and platforms for buses so they could load and unload at the level of the bridge. Public restrooms, with an attendant, would greatly improve the transfer environment, as would retail facilities like a coffee shop or food carts.

Given the size of this parcel, including the current 42nd Ave. street dedication, it should be possible to create a truly transit-oriented development comprising not only affordable housing, but market rate housing, passenger-oriented retail, and a welcoming environment.

Unfortunately, the people who first decided to dispose of the Hollywood Transit Center apparently did not understand the value of transfers or ways to improve the transfer experience. It has been a given, since the beginning of this project a number of years ago, that buses and waiting passengers would be ejected. The goal has been to eliminate an under-utilized parcel of land from TriMet ownership. While affordable housing is a laudable component, it is not surprising that TriMet accepted without question their developer's stated need to locate on the south-west periphery of the site, since the needs of bus riders had been deemed irrelevant.

TriMet was informed of the deficiencies in their proposal many months ago, but has chosen to move ahead as planned. You, the Design Commission, have a role in providing leadership and expertise on urban design. You can choose to look out for the values that TriMet has ignored, and demand something that fulfills the real potential of this site for development that not only houses residents who might use transit, but development that respects how people use transit, and that meets their needs better than the current transit center.

The fundamental problem, poor utilization of a valuable public property, rests squarely on the choice to use DDA tax credits, and TriMet's willingness to constrain the project under review today to the area of DDA eligibility.

Had TriMet considered the range of public interests involved here, they would have rejected the Bridge Housing proposal or taken steps to obtain an adjustment to the boundary of DDA eligibility.

HUD has a rote procedure for delineating DDA eligibility, set forth in rules in the Federal Register. (See Appendix A below) Relevant statistics are aggregated either by Census Tract, or ZIP Code Zone, depending on who collects them. Within the transit center, the DDA boundary is the result of a ZIP Code boundary that has no current relationship with any aspect of this site. There is no population, income, or postal delivery here, and the site has been this way, vacant of inhabitants, since the time in the 1950's when the Banfield Expressway was built, before the ZIP Code system was even implemented.

The US Postal Service has published their quite accommodating procedure for requesting changes to ZIP Code boundaries. See Appendix B, below.

Is HUD also willing or able to re-delineate their DDA boundaries, with an appropriate request from elected officials, such as members of Congress, through appropriate Biden Administration channels? If not, are alternate sources of funding available for affordable housing? Are there any new federal programs coming up, in addition to the multiple funding sources already existing at the local, regional, and state level?

You wouldn't be out-of-bounds to ask TriMet what level of subsidy they are actually providing to this project in terms of new capital improvements, such as bus pullouts, moving their sub-station, etc. While citing need for an upgrade to the sub-station, how much more will be spent on moving it?

The pro-forma "Exhibit C" from their December 15, 2021 resolution, is clearly not the full story. It is something concocted to satisfy a Federal Transit Administration formality, not a full accounting of actual costs and benefits. At the least, the public should receive value for dollars spent. [See https://trimet.org/meetings/board/pdfs/2021-12-15/Res%2021-12-53c%20-Exhibit%20C%20-%20Hollywood%20Financial%20Considerations%2012%2002%2021.pdf](https://trimet.org/meetings/board/pdfs/2021-12-15/Res%2021-12-53c%20-Exhibit%20C%20-%20Hollywood%20Financial%20Considerations%2012%2002%2021.pdf)

I bring this up not to denigrate TriMet for supporting affordable housing, but to prod the Commission to ask what is truly possible on this site if TriMet goes back to Square One, and investigates how to develop the entire site to maximize multiple goals, including improving the rider transfer experience, development of affordable housing, providing a gateway for the Sullivan's Gulch Trail to both Hollywood and the transit facilities, market-rate housing, locations for passenger-facing retail, and public amenities such as rest rooms, among others.

Associated with this, the Commission and TriMet should investigate the benefits of exceeding current height limits with a central tower, and joint use of the Target Store entrance and exit driveways to access underground delivery and parking facilities.

It is not clear why there should even be any resident parking if delivery, ride-share, vehicle-share, visitor, and bicycle facilities are adequate. This is an opportunity to design transit-oriented development where the transit service is actually adequate for the needs of the residents. The requested 40 parking spaces for residents is simply a symptom of the underlying problem.

Regarding height, there is no reason why there should be any height limit for a "point" tower at this location, and the Design Commission might want to recommend something for City Council approval.

Given the fundamental principles at stake here, I ask the Commission to send a strong message to TriMet that the current proposal not only is deficient in terms of common design considerations, but the failure to optimize the full potential of a publicly owned transit asset undermines the concept of transit oriented development and the effective functionality of the transit system itself.

Appendix A (See extract from HUD web site: "HUD_Extract.pdf" included with this testimony):

The 2021 Qualified Census Tracts (QCTs) and Difficult Development Areas (DDAs) are effective January 1, 2021. The 2021 designations use data from the 2010 Decennial census. The designation methodology is explained in the federal Register notice published September 23, 2020

<https://www.federalregister.gov/documents/2019/09/25/2019-20833/statutorily-mandated-designation-of-difficult-development-areas-and-qualified-census-tracts-for-2020>

Data from the 2010 Census on total population of metropolitan areas, metropolitan ZIP Code Tabulation Areas (ZCTAs), and nonmetropolitan areas are used in the designation of DDAs. The Office of Management and Budget (OMB) published updated metropolitan areas in OMB Bulletin No. 15-01 on July 15, 2015. FY 2019 FMRs and FY 2019 income limits used to designate DDAs are based on these metropolitan statistical area (MSA) definitions, with modifications to account for substantial differences in rental housing markets (and, in some cases, median income levels) within MSAs. Small Area FMRs are calculated for the ZCTAs, or portions of ZCTAs within the metropolitan areas defined by OMB Bulletin No. 15-01.

Appendix B (see "Hollywood_ZIP_Code_Boundaries.jpg" from Google Earth included with this testimony):

TriMet could request a ZIP code boundary change. The USPS has a review process for such changes. The USPS Postal Operations Manual available here:

[https://homes.cs.washington.edu/~thx/USPS_Postal_Operations_Manual_\(POM\)_2020.pdf](https://homes.cs.washington.edu/~thx/USPS_Postal_Operations_Manual_(POM)_2020.pdf)

defines the procedure. On page 263 of the pdf, section 439.32 covers Boundary Realignments. Section 439.322 covers Minor Realignments: "District managers may

approve and implement requests for minor ZIP Code boundary realignments within their districts as necessary throughout the year. A minor realignment is defined as an area affecting less than 25 percent of the total delivery points of the losing ZIP Code or 500 possible deliveries of the losing ZIP Code (whichever is less). ZIP Code boundaries must not be realigned to cross state boundaries.”

Additional USPS guidance recommends accommodating requests for ZIP Code boundary changes from local governments where practicable.

ZIP Code Boundaries

97232 / 97213





2020 and 2021 Small DDAs and QCTs

 Enter an Address, city, state or tract

 Select a State

 Select a County

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QCT Legend:

Tract Outline



LIHTC Project



2021 Qualified Census Tracts

SADDA Legend:

FMR Boundary

ZCTA Boundary



2021 Small DDA



Part DDA



Non Metro DDA

[Hide the overview](#)

The 2021 Qualified Census Tracts (QCTs) and Difficult Development Areas (DDAs) are effective January 1, 2021. The 2021 designations use data from the 2010 Decennial census. The designation methodology is explained in the federal Register notice published September 23, 2020

Map Options

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☒ Show Difficult Development Areas (Zoom 7+)

☐ Color QCT Qualified Tracts (Zoom 7+)

☐ Show Tracts Outline (Zoom 11+)

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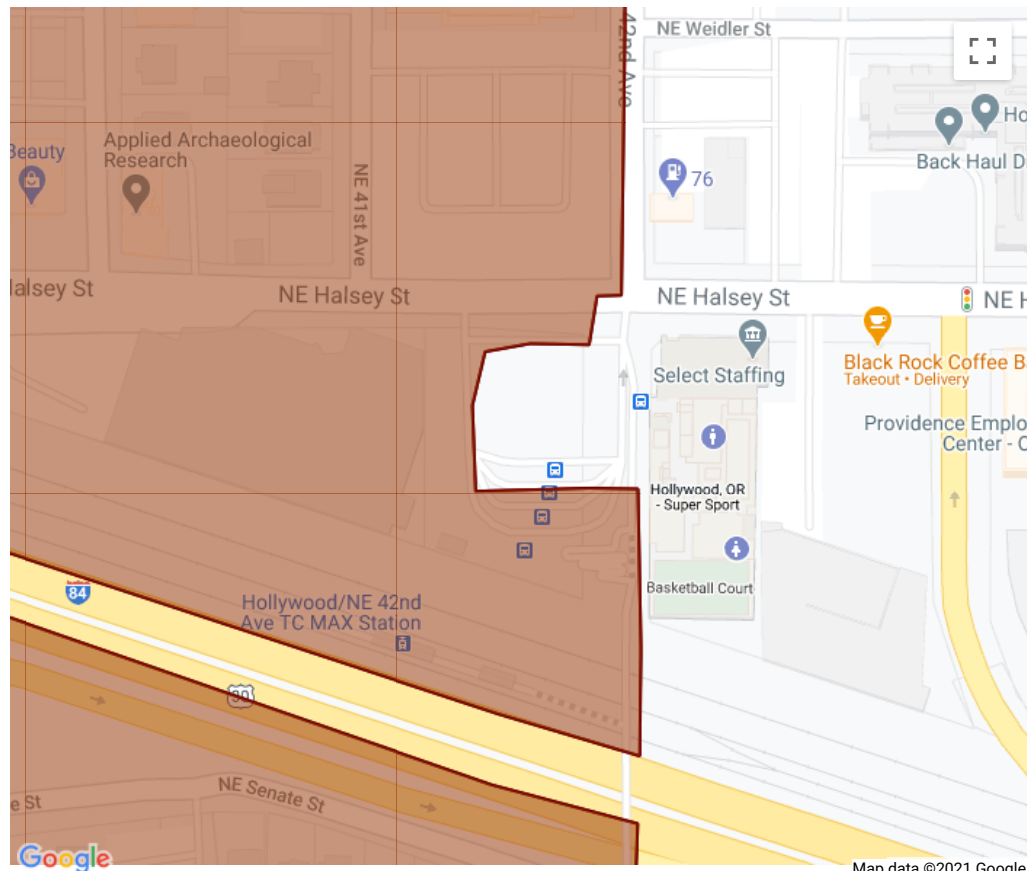
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December 16, 2021

To: City of Portland Design Commission

Re: EA 21-105638 DA – Hollywood Transit Center HUB Housing Design

Dear Design Commissioners and Project Team:

The Street Trust is very supportive of the intensified massing intended to increase affordable housing in this transit-oriented development, especially in such an amenity-rich neighborhood close to the Portland city center. We are grateful to the project team for prioritizing the quality of pedestrian experience at the street level, including active use at the ground floor, woonerf, and pedestrian plaza. We have confidence in Holst's proven track record of designing visually appealing projects in a relatively small footprint.

However, we have some feedback about the site as planned:

- We encourage TriMet to request a **ZIP code boundary change** to maximize the full potential of the site and HUD Difficult Development Area tax credits in partnership with Bridge Housing. This ZIP code change could allow for a more unified site plan and offer the design team and community-at-large greater transportation options.
- At a critical time when we need climate-smart transportation options and cost-effective congestion relief, The City of Portland's "Sullivan's Gulch Trail (SGT) Concept Plan" adopted in 2012 should not be considered simply a recreational amenity but an important transportation investment and be fully implemented as soon as possible. Although the now-named **Rose Quarter to Gorge Trail (RQGT)** is not yet underway, TriMet/Bridge Housing should design and build this project with integration of the future regional trail and site plans considered hand-in-hand throughout the redevelopment process.
- Finally, there are currently **proposed 40 off-street car parking spaces** for 200 units. (We are assuming these are for privately-owned vehicles.) Given this is already a low ratio, The Street Trust wants to highlight for decision-makers the opportunity costs of not eliminating these car parking spaces entirely and re-allocating that valuable square footage to other, more climate-smart and equitable uses, which could possibly include integrating transit service more closely within the development,

meeting the outdoor area requirement, or even adding more units of housing units for residents.

If these improvements could be made it would create greater potential for more efficient use of the site, mitigate the reduction in transit connectivity that will result from the current plan, and increase the potential for more flexibility in integrating this site with the planned regional trail adjacent.

Sincerely,

A handwritten signature in dark ink, appearing to read "Sane", with a long horizontal flourish extending to the right.

Sarah Iannarone, Executive Director

The Street Trust and The Street Trust Action Fund

Cc:

Office of City of Portland Transportation Commissioner Jo Ann Hardesty

Portland Bureau of Transportation Director Chris Warner

Metro Associate Planner Robert Spurlock

Bridge Housing Director Kurt Creager

TriMet TOD Manager Guy Benn

Sullivan's Gulch Neighborhood Association

TO: Portland Design Commission
FROM: Thomas Craig
SUBJECT: Hollywood Hub DAR December 16 meeting testimony
Date: December 15, 2021

I have grave concerns regarding the Hollywood HUB Housing project, specifically regarding the impact it will have on the rider experience at the Hollywood Transit Center during transfers between TriMet routes. I am in favor of housing at the proposed location and if the project does go forward, I hope more units will be provided. The benefit of constructing only 201 units (and 40 parking spaces which will disincentive transit use) is not sufficient to warrant the harm that will be done to riders who use the facility every day.

Between 1,000 and 3,000 people transfer at Hollywood Transit Center on a typical day (based on Fall 2018 ridership). The current facility serves as a critical transfer hub in the TriMet network which connects the heavy ridership “crosstown” 75 route to the MAX for travel to downtown, airport, and East county communities, to the 77 for access to commercial and industrial districts along Broadway and Halsey, and to the 66 for direct access to health care facilities on Marquam Hill (the nearby Providence Portland Hospital also operates a shuttle to the transfer center). Transfers are critical to an efficient and customer friendly transit network—but they are also a liability. A bad transfer can make a bad transit experience, and lead to lost time, frustration, and safety risk to riders.

The proposed project would move the buses at Hollywood TC to Halsey. This would increase the transfer distance for riders between bus routes and the MAX light rail. An increase in transfer length of 100 to 250 feet means an opportunity to miss the transfer and is a notable accessibility barrier to riders with mobility and vision disabilities. Worse, half of bus transfers would now take place on the North side of Halsey, requiring riders who may be rushing to catch a transfer to get across a busy road congested with drivers exiting the nearby freeway. Without a thorough revisioning of Halsey to reduce speeds and vehicle traffic, this project will not only inconvenience riders, but also increase the risk of rider injury or death.

While developed by TriMet rather than by BRIDGE, the HUB project must also be considered in light of the “Paseo” and pedestrian/bike connection to the 42nd street overpass. The design options being considered by TriMet are not sufficient to mitigate the accessibility concerns stated above. It is unclear which option if any has been chosen because the design visualized in the documentation for EA 21-105638 DA – Hollywood HUB Housing ([linked here, slide 13](#)) differs from the design presented yesterday to the TriMet Board ([linked here, slide 1](#)). Neither of the options under consideration appears to provide the elevator access requested by accessibility advocates. Neither of the options appears to accommodate an effective connection to the planned Sullivan’s Gulch Trail. Before the transfer facility is slated for change, it is critical that a viable plan for future pedestrian, bike, and transit rider connectivity accessible by people of all abilities be defined and committed to.

This location is a good location to build housing. The access provided to the city is an amenity that is currently underutilized. But the importance of the Hollywood TC must also be considered and TriMet has not demonstrated that this opportunity is worth the demonstrated

harm that will be done to riders. If a new design requesting an allowance for additional height, and a specific commitment to develop the entire parcel including the Phase 2 site, were proposed, leading to the development of 400, 600, or more units, and if a clear plan for maximizing the accessibility of the connections between MAX and buses were included, along with a commitment from the city to greatly reduce vehicle traffic and speeds on Halsey, then this project could be an impressive contribution to a future, more equitable Portland. Development that maintain the relatively compact transfer location near the MAX station or with an improved and shortened connection to the MAX platform would be superior and is possible with vision and funding. But as it is, this project will hurt more riders, residents, and visitors than it will help. This project should be reconsidered.

Thomas Craig
N Portland (97203)

From: [annie](#)
To: [Heron, Tim](#)
Subject: Hollywood HUB
Date: Wednesday, December 15, 2021 4:07:44 PM

Hi,

i can't make the meeting tomorrow, but i am curious: what will happen to the bus stops that are now located in footprint of the proposed building? and the ramp for disabled people? i don't see any mention of them in the proposal.

they are high traffic bus stops AND they have protection from the weather. i would hate to lose that.

thanks

annie

From: [Holly Nelson](#)
To: [Heron, Tim](#)
Subject: Hollywood HUB Residential Building
Date: Thursday, December 16, 2021 2:35:26 AM

I wish to state my objections to this project. While I appreciate that our city needs much more low-income housing, this project should be relocated to a larger, more appropriate site for the following reasons:

1. Traffic, parking and safety

Halsey St is an extremely busy street. Two lanes of intense traffic bring cars east and west through the neighborhood on this street — from the freeway exits, from Sandy Blvd, to the Broadway Medical Clinic, to Trader Joe's, to Target, to 24 Hr fitness, Providence buildings and to multiple other businesses throughout the neighborhood. Recently built Target as well as Trader Joe's and 24 hr fitness, all next to the site, have cars going in and out of their parking lots constantly while lots of other customers are busy walking and biking and using the city buses/max. Houseless people, those experiencing mental health and addiction issues roam the street with little heed to the traffic. Several apt buildings have been built in the last 2-3 years, adding additional residents and few parking spaces. Adding 200 additional apts, many 2-3 BR units, will result in possibly another 500-600 more people. There are only 40 parking spots. That means there will be multiple people trying to find parking spaces for their cars, not to mention friends and family members visiting them. Typically, most residents like to have a car, even when they have easy max and bus access, so many people will park their cars on the street for days at a time. Then there are the cars that are and will be constantly repaired on the street....

The construction alone, updating the max station for one chunk, and then building the apt building, will mean huge traffic tie-ups. Pedestrians will have a difficult time crossing the street. Getting in and out of the neighborhood will be a nightmare for cars, buses, pedestrians and cyclists. There will undoubtedly be lane closures, bus rerouting and max closures. It will disrupt the neighborhood for 3-4 years. The neighborhood is already dense, has lots of petty crime, stolen cars and break-ins, catalytic converter thefts, etc. This project is simply not well-placed, the neighborhood is already too dense to add such a large number of additional people.

2. Height of the building/Presence in n'hood and Livability.

This project is totally out of scale with the rest of the neighborhood buildings and is simply way too big for the site. To those of us in the neighborhood and probably to the people who will live there, it will be dark, overpowering structure, not a welcoming, family-friendly place. It will also dwarf Target, and access to the Max will become narrow, likely less welcoming and feel less safe. When the project was first being discussed as 6-7 stories, that felt much more appropriate for the site. No other building except Hollywood East is 13 stories. That building was built years ago, and manages to fit in its site because there is a lot of land around it and it does not sit on a major street. Livability should be considered. Will people feel cozy in a super-tall building right next to the Burlington Railroad train track and max trains, next to I-84, where there is traffic all day? It will be dirty, noisy and not a pleasant place for families. Where will the kids play? Will residents feel like they can open a window? Will they want to? It will feel like "the projects", a hi-rise walled in by other buildings. How much light will there be and will the presence of this building feel dark and oppressive to those of us who live nearby?

I live at 4265 NE Halsey St, in the Hollywood Towne House, 1 very short block from the site. Our building is 8 stories tall and was built more than 50 years ago. It is offset from the street and has parking areas and landscaping around the building to mitigate its size. Many of us have lived in the building for 5-30 years, and are very vested in living in our building, and in the neighborhood.. We consider ourselves to be physically active, engaged in neighborhood projects and concerned re livability for all people in our area.

Siting this project on the Tri-Met property is a flawed idea and the project should be scrapped. I resent that this project was put together by planners with no sense of livability, and that it already is a "done deal".....I question why you even have a hearing on it as no complaints about it being sited have made any difference at all up to this point. Hollywood historically was a vibrant shopping and business area and has seen harder times in the last 10 years. It could soar with enlightened, thoughtful, visionary planning. But this project is just plain wrong and will contribute to the decline of the neighborhood. It needs a different location.

Holly Nelson



SUNRISE MOVEMENT PDX

To: Portland Design Commission

From: Paxton Rothwell on behalf of Sunrise PDX

Re: EA 21-105638 DA - Hollywood Transit Center HUB Housing Design

Date: December 16, 2021

Good afternoon Design Commissioners and Project Team,

My name is Paxton Rothwell and I am testifying on behalf of Portland's branch of the Sunrise Movement. For those of you that don't know, Sunrise PDX has been rallying against ODOT's plan to expand I-5 and has been fiercely advocating for investments in bike, ped, and transit infrastructure in the State of Oregon.

Developing transit oriented affordable housing is exactly what we need to be doing at this moment in time. It will build resilience and allow folks to live within steps of frequent and reliable low carbon transportation. But what this project proposes would dissolve the Hollywood Transit Center and worsen the connectivity of this critical regional transit hub. We shouldn't have to pick affordable housing or transit - we can have both.

The proposed building is designed as an 'L' shape so that the developer can take advantage of tax credits for building affordable housing that are only available within the 97232 zip code, which covers half of this site. In order to design for the best possible layout of this site, the developer should ask Trimet to pursue a realignment of the zip code boundary. Since no current mailing addresses will be affected by this change, this process should be relatively simple.

The resulting adjustment would allow a building centered on the site. This would let bus stops remain near the MAX stop within the transit center itself. It would also allow for a direct ramp for cyclist and pedestrians to travel north and south over I-84. See *AORTA's recommendations for this transit center*⁽¹⁾.

Site considerations should also include a safe connection to the planned Sullivan's Gulch Trail. This connection will be able to better serve the future residents of this development and will double down on the Hollywood HUB's claim to be a transit-oriented development.

This development has two choices, pursue your current path that will overlook climate completely for the sake of tax breaks and ease of development, or challenge yourself to design this site to be a vastly improved hollywood transit center hub that will serve the Portlanders of the present and future.

In this day and age, every decision needs to be made with a climate lens put first. Maintaining the vitality of this transit center is critical in order to get as many folks as possible onto public transit in the coming decade.

Thank you for your time,
Paxton Rothwell
Sunrise PDX

(1) https://aortarail.org/site/assets/files/1044/hollywood_tc_alternative-1.pdf (See Page 8 for existing transit center ONLY redevelopment)



City of Portland, Oregon - Bureau of Development Services

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



Early Assistance Application

FOR INTAKE, STAFF USE ONLY

Date Rec _____ by _____

LU Reviews Expected _____

☐ Required ☐ Optional **See PC 21-105637

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

File Number: _____

Appt Date/Time: _____

Qtr Sec Map(s) _____ Zoning _____

Plan District _____

Historic and/or Design District _____

Neighborhood _____

District Coalition _____

Business Assoc _____

Neighborhood within 400/1000 ft _____

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

Development Site

Address _____ Cross Street _____ Site Size/Area _____

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

Short Project Description:

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

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

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

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

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

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

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

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

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

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

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

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

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

Questions to be discussed:

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

Note:

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

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

Design Advice Request

DISCUSSION MEMO

Date: December 8, 2021
To: Portland Design Commission
From: Tim Heron, Design / Historic Review Team
(503) 823-7726, tim.heron@portlandoregon.gov
Re: EA 21-105638 DA – Hollywood Transit Center HUB Housing
Design Advice Request Memo – December 16, 2021

This memo is regarding the upcoming DAR on December 16, 2021 for Hollywood Transit Center Housing. Final DAR Drawings for the 12-16-21 Meeting can be accessed [here](#). Note, Commissioners who requested hard copies will receive the drawing set by courier.

I. PROGRAM OVERVIEW

Design Advice Requested for the construction of approximately 200 units of affordable housing in a transit-oriented development. Proposed Type I building is 13-stories, approximately 211,000 gsf, and no greater than 120 ft in height. Approximately 40 spaces of on-site parking are proposed, along with a TriMet bike hub and bike parking for residents.

II. DEVELOPMENT TEAM BIO

Architect/ Developer	Dave Otte (Holst Architects) / Aruna Doddapaneni (BRIDGE Housing Corporation)
Project Valuation	\$ 74,110,000

III. FUTURE APPROVAL CRITERIA (see attached matrix)

[Portland Citywide Design Guidelines](#)

[Modifications considered through Design Review 33.825.040.A-C.](#)

IV. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS

- **Development Standards – CM3dm / Hollywood Plan District.** This project is very early in the design process and proposes a building “behind” a future development on NE Halsey Street that would otherwise better meet the Zoning Code Standards. A 2nd DAR is planned, which would further consider the building architecture and response to context, the redeveloped “paseo”, woonerf street, outdoor plaza area, and continued development of the building’s ground floor.
- **Streets** – NE Halsey Street is Major City Transit Street, NE 42nd Avenue is a TriMet bus turnaround and pedestrianway for the Hollywood Transit Center.

Please Note: *This DAR is very early, which is intentional, but also coming before the Design Commission with critical areas of concern not yet resolved:*

- 1) *a required Replat or Land Division of three new lot boundaries,*
- 2) *incomplete NE 42nd Avenue street vacation in order to achieve the desired maximum FAR,*
- 3) *the proposed building footprint is within what is currently the NE 42nd Avenue right of way, and*
- 4) *approvable access to the Sullivan's Gulch Regional Trail not yet determined.*

Nevertheless, as the primary driver for this DAR is the anticipated funding for affordable housing, and due to the site having multiple stakeholders and responsibilities to the Hollywood Transit Center, a DAR with the Design Commission on at least the site's massing potential for affordable housing was warranted. A second DAR is planned once critical areas 1-4 cited above are resolved, seeking further advice on the site layout, outdoor spaces, and building design.

With that context, Staff recommends you consider the following among your discussion items:

CONTEXT / QUALITY & PERMANENCE

1. Site and Phased Development

- a. NE 42nd Avenue Street vacation and Replat for 3 lots
 - Lot configuration and general concept of preserving building land for future NE Halsey Street fronting lot – proposed at 100'x100'
 - Building “rear” L-shaped housing first triggers Modifications
 - 33.130.215 Setbacks/ 33.415.320 Maximum Building Setback, required maximum of 10' for 70% of the building frontage; proposed at 130' setback for 70% of the building frontage
 - Future 100' x 100' lot constructability and interim design questions
- b. Required Public Recreation Trail access to Sullivan's Gulch Regional Trail, [PZC 33.272](#)
 - Currently required from existing private property
 - See attached Zone Map, Sullivan's Gulch Concept Plan images, Portland Park and Recreation letter
 - Proposed 14' wide path east of Transit Station stairs/ ramps may be too narrow
 - Would also serve TriMET and possibly BES maintenance vehicles for large sewer line adjacent to railroad
- c. L-shaped concept for Woonerf and outdoor area plaza
 - Triggers Modifications to Pedestrian Standards and Transit Street Main Entrance
 - 33.130.240 Pedestrian Standards, required raised surface or separated by bollards, if more than to 16 parking spaces to NE Halsey, and
 - 33.130.242 Transit Street Main Entrance, requires max 25' and face within 45 degrees of NE Halsey to proposed 100' and not facing Halsey

2. Massing and Articulation

- a. L-shape building created due to Difficult to Develop Area boundaries for anticipated funding for affordable housing
 - Current design assumes NE 42nd Avenue ROW street vacation, but also blocks potential alternative access to Sullivan's Gulch Trail, possibly also BES
- b. Sculpting/ Articulation opportunities
 - While height and FAR are allowed, the building massing and articulation can be manipulated to better respond to Area Context

PUBLIC REALM

3. Outdoor/ Common Area requirement

- a. Required Outdoor Area not met, triggers Modification
 - o Modification 33.130.228 Required Outdoor Areas, for sites larger than 20,000 SF, 48 SF of outdoor area per unit is required, or 9,648 SF; 8,700 SF proposed
- b. Courtyard design represents 1/3 of the outdoor area requirement
 - o Adjacent to proposed inactive ground floor uses
 - o Loading spaces proposed within required outdoor area
 - o Adjacent to future development site
- c. Balconies and/ or more interior and rooftop outdoor spaces opportunities

4. Ground Floor Activation

- a. NE Halsey frontage
 - o In lieu of residential lobby, bike room proposed, triggers Modification
 - o 33.130.230.B Ground Floor Windows, required 60%, proposed 15%
- b. Woonerf street frontage
 - o Main Entrance along woonerf triggers Modification
 - 33.130.242 Transit Street Main Entrance, requires max 25' and face within 45 degrees of NE Halsey, proposed 100' and not facing Halsey
 - o Trash room services provided adjacent to lobby
- c. Outdoor Area frontage
 - o Non-required parking located at ground floor, facing required outdoor area
 - o Trash room services provided adjacent to outdoor area

5. Modifications Considered Through Design Review

As a number of Modifications may be requested, the Approval Criteria are listed below:

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. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

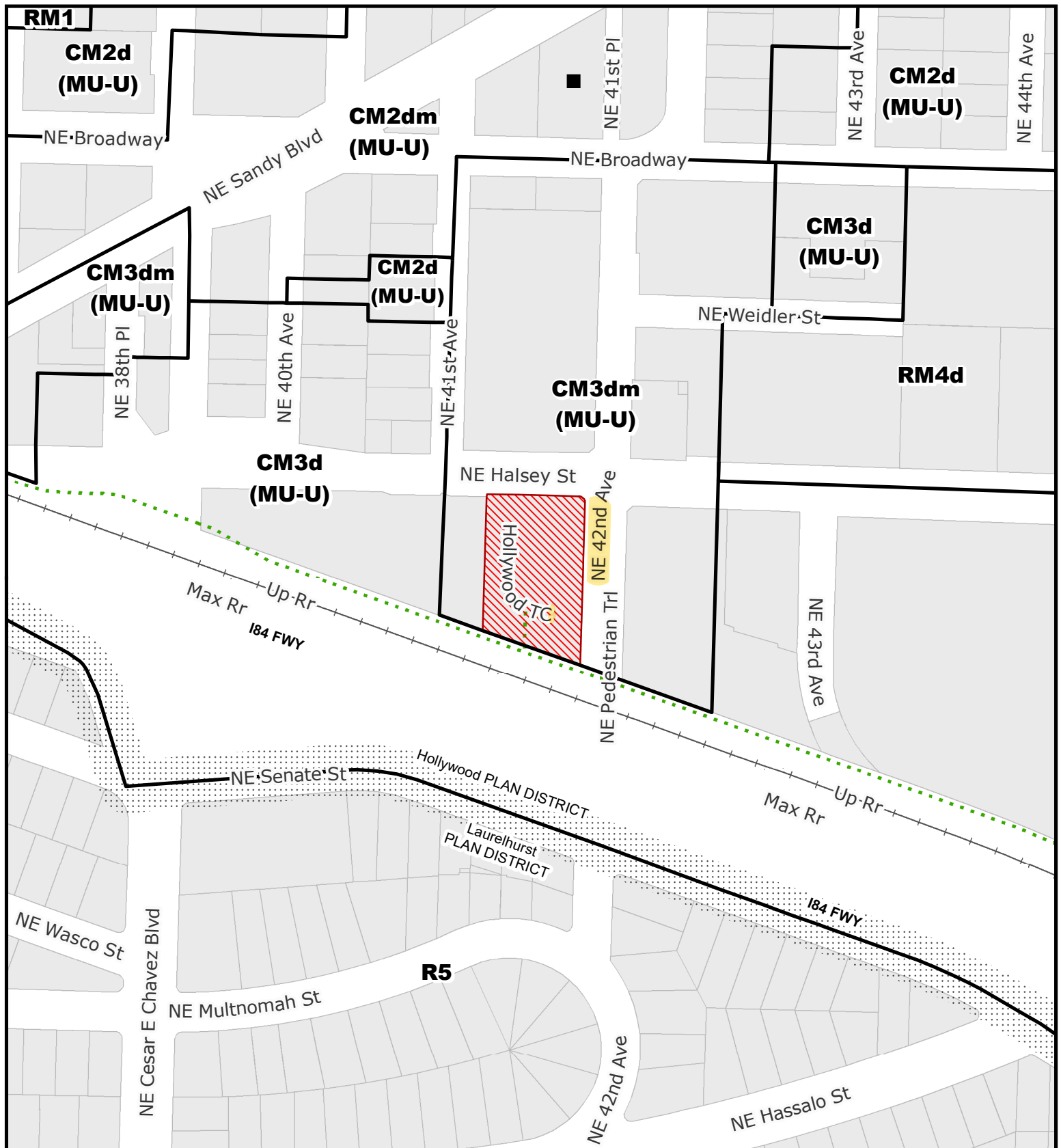
A. Better meets design guidelines. *The resulting development will better meet the applicable design guidelines; and*

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

C. Mitigation of impacts. *Any impacts resulting from the modifications are mitigated to the extent practical.*

Attachments:

- Zone Map
- Hollywood HUB TC FINAL DAR DRWGS C1-37
- Design Commissioner Design Guidelines Cheat sheet
- Portland Parks and Recreation letter 4-23-21
- City Council adopted 2012 Sullivan's Gulch Trail; Front Cover and pg. 2-13 "2.2.5 Segment 5: Hollywood Transit Center to NE 44th Avenue"
- Sullivan's Gulch CP Hollywood TC Concept Photo-Section 7-2012
- Bicycle Advisory Committee Letter F1
- Fitzpatrick Public Testimony F.2



ZONING

NORTH

For Zoning Code in effect Post August 1, 2021

HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT



Site



Historic Landmark



Recreational Trails

File No.	EA 21 - 105638 DA
1/4 Section	2934
Scale	1 inch = 200 feet
State ID	1N1E36AA 100
Exhibit	B Nov 15, 2021



CITYWIDE DESIGN GUIDELINES (2021)

PROJECT NAME L Hollywood TC HUB

CASE NUMBER: EA 21-105638 DA

DATE: 12-16-21

PROJECT ARCHITECT: Holst Architects-Bridge Housing, TriMet

PROJECT VALUE \$75,000,000

CONTEXT	STAFF		COMMISSION	
	+ / -	Comments	+ / -	Comments
01: Build on the character, local identity, and aspiration of the place. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Community - Architecture - Nature - Other 		Massing Study only Concerns with Public Rec Trail access, building footprint restricts alternative access Phased Development site challenges with zoning code, active ground floor		
02: Create Positive Relationship with surroundings. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Building Massing - Street Wall - Connectivity - Adjacent Historic Landmarks 	Same			
03: Integrate and enhance on-site features and opportunities to contribute to a location's uniqueness. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Natural Resources - Viewpoints - On-site Older Buildings and Historic Resources - Social and Cultural Significance 	Same			
	STAFF		COMMISSION	

PUBLIC REALM	+ / -		Comments	+ / -		Comments
04: Design the sidewalk level of buildings to be active and human-scaled. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Ground Floor Heights - Multiple Entries and Windows - Weather Protection - Lighting - Residential Setbacks 			Massing Study only Ground Floor active uses minimal Main Entrance not from NE Halsey, adjacent to woonerf street Public Rec Trail access does not appear comfortable, safe or inviting			
05: Provide opportunities to pause, sit, and interact. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Seating - Integrate Bicycles - Art/Water - Enclosure - Trees and Landscaping 			Massing Study only, future DAR presumes further development of these features			
06: Integrate and minimize the impact of parking and building services. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Vehicles and Parking - Utilities, Trash and Recycling - Vaults - Stormwater Planters - Long-Term Bicycle Parking 			Several back of house features at front of building ground floor adjacent public space			
QUALITY & PERMANENCE	STAFF			COMMISSION		
	+ / -		Comments	+ / -		Comments

07: Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design. Possible design approaches may include, but are not limited to: - Internal Open Spaces - Internal Connections - Vehicles Areas - Solar Access - Windows and Entries	Require Outdoor area not met, proposed outdoor area adjacent to inactive building frontage, future development, and major transit rider paseo Woonerf, parking access, main entrance combined			
08: Design for quality, using enduring materials and strategies with a coherent approach. Possible design approaches may include, but are not limited to: - Unity - Articulation - Application of Exterior Materials - Quality of Materials - Building Openings	Not part of this DAR			
09: Design for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city. Possible design approaches may include, but are not limited to: - Adaptable Buildings - Resource Conservation - Native Landscaping - Ecoroofs - Bird-Safe - Daylight and Air - On-Site Stormwater	Not part of this DAR			



SHEET INDEX

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PROJECT SUMMARY

TEAM INFORMATION

APPLICANT

HOLST ARCHITECTURE
123 NE 3rd Ave Suite 310, Portland, OR 97232
(503) 233-9856
Contact: Dave Otte
dotte@holstarc.com

DEVELOPER

BRIDGE HOUSING CORPORATION
1631 NE Broadway PMB #153, Portland, OR 97232
(619) 814-1285
Contact: Aruna Doddapaneni
adoddapaneni@bridgehousing.com

OWNER

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT
1800 SW First Ave, Suite 300, Portland, OR 97201
(971) 347-5649
Contact: Guy Benn
benng@trimet.org

PROPERTY MANAGER

BRIDGE PROPERTY MANAGEMENT COMPANY
600 California St, #900, San Francisco, CA 94108
(415) 989-1111
Contact: James Valva
jvalva@bridgehousing.com

RESIDENT SERVICES PROVIDER

HACIENDA COMMUNITY DEVELOPMENT CORPORATION
6700 NE Killingsworth St, Portland, OR 97218
(503) 595-2111
Contact: Ernesto Fonseca

Conceptual rendering only,
not proposed design



PROJECT SUMMARY

DEVELOPMENT PROGRAM

02 December 2021

PROJECT ADDRESS

4110 NE Halsey St, Portland, OR 97232

PROJECT DESCRIPTION

This project will be a re-imagination of the Hollywood Transit Center into a hub for transit, equity, and community. This site is an opportunity to set a bold vision for **equitable transit-oriented development (TOD)** in Oregon. This proposal is the first under **TriMet's TOD Guidelines** which germinated from the feedback of 60+ organizations serving BIPOC communities, nonprofit developers, and public agencies. Given the high-profile nature of this site and its proximity to Trader Joe's, Target, Providence Hospital, high-performing public schools and the rich fabric of Hollywood, the project will lead with racial equity and bring much needed **affordable Family Focused Housing into a High Opportunity Area** which for generations has excluded BIPOC communities and people of lower incomes.

PROJECT PROPOSAL

On completion of the street vacation, the Hollywood Transit Center site will have an allowable floor area of 300,112 square feet assuming the bonus 7:1 Floor Area Ratio available under CM3[d] zoning and the Hollywood Plan District. 207,705 square feet of FAR will be utilized by our **201-unit, 13-story, 120 feet tall Type I high-rise building**.

65% of homes at hollywoodHUB are two and three bedroom homes with an **average bedroom size of 1.8**, providing much needed choices for families priced out of NE Portland. All will be affirmatively marketed to BIPOC families.

Building amenities will include **rooftop terrace, community room, meetings spaces, bike and vehicular parking**, and a **public courtyard**. The building will also sit adjacent to a **new paseo/market street** that will replace the vacated section of NE 42nd Ave and be built by TriMet prior to project completion.



GOALS FOR DAR 1:

1. REVIEW BUILDING & SITE CONSTRAINTS
2. DISCUSS BUILDING MASSING AND ARTICULATION
3. REVIEW VEHICLE AND PEDESTRIAN ACCESS
4. DISCUSS GROUND FLOOR ACTIVATION

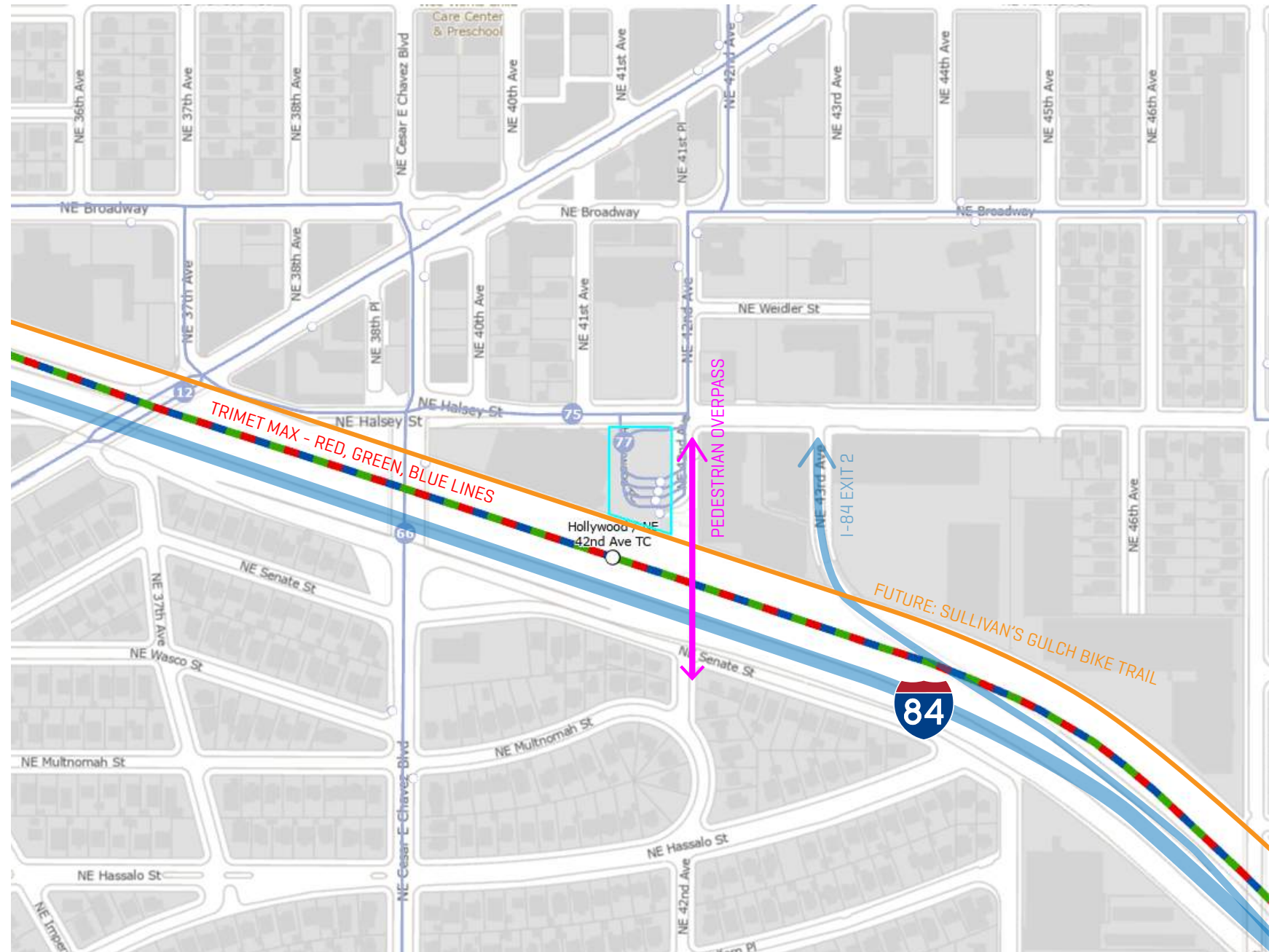


- 10 MINUTE MAX RIDE TO CONVENTION CENTER
- 12 MINUTE BUS RIDE TO THE GROTTO
- 20 MINUTE MAX RIDE TO PIONEER COURTHOUSE SQ
- 20 MINUTE BUS TO CENTRAL EASTSIDE
- 30 MINUTE DRIVE TO VISTA HOUSE
- 40 MINUTE MAX RIDE TO AIRPORT



- BUS LINES 66, 75, 77
- MAX LINES R, G, B
- FUTURE: SULLIVAN'S GULCH BIKE TRAIL

- PEDESTRIAN OVERPASS OF I-84 ALONG NE 42ND AVE
- PEDESTRIAN AND VEHICLE ACCESS: HALSEY AND 42ND
- HIGHWAY VEHICLE ACCESS EXIT 2 ON I-84

[illegible]

URBAN CONTEXT

PUBLIC AMENITIES & OPEN SPACE

PUBLIC AMENITIES

- GROCERIES: TRADER JOE'S, TARGET, GROCERY OUTLET, HOLLYWOOD FARMER'S MARKET
 - HEALTHCARE: PROVIDENCE MEDICAL CENTER AND BROADWAY MEDICAL CLINIC
 - LEISURE/WELLNESS: 24 HOUR FITNESS, NORTHEAST COMMUNITY CENTER
 - COMMUNITY: HOLLYWOOD SENIOR CENTER, MOTHER & CHILD EDUCATION CENTER
 - HIGH PERFORMING PUBLIC SCHOOLS
 - HISTORIC HOLLYWOOD BUILDINGS
 - HISTORIC LAURELHURST NEIGHBORHOOD
 - HOLLYWOOD DISTRICT
-
- PEN SPACE**
 - GRANT PARK, 0.7 MILES FROM SITE
 - FRAZER PARK, 0.6 MILES FROM SITE



SITE CONTEXT

EXISTING CONDITIONS

02 December 2021

EXISTING CONDITIONS PLAN

- 1 BUS TURNAROUND
- 2 PEDESTRIAN PATH AND RAMP TO MAX LIGHT RAIL AND LAURELHURST NEIGHBORHOOD
- 3 EXISTING BIKE PARKING
- 4 EASEMENT/RAMP TO TARGET PARKING
- 5 LIGHT RAIL SUBSTATION



View of Site from north looking south



View of bike parking and bus stop looking south



Waste Management of Oregon
Phone: 800-808-5901
Collection day: Friday

Bureau of Environmental Services
Phone: 503-823-7740
1120 SW 5th Ave. #613, Portland, OR 97204
Watershed: Willamette River
Clean River Rewards eligible

Portland Water Bureau
Phone: 503-823-7770
1120 SW 5th Ave. #405, Portland, OR 97204

Pacific Power [PacifiCorp]
Phone: 888-221-7070

NW Natural
Phone: 800-422-4012



SITE CONTEXT
SITE PHOTOS

02 December 2021



Aerial view from NW looking SE



View of pedestrian connection to TriMet Max Station



View of site from TriMet Max Station



Aerial view from SE looking NW



View of site from NE corner



View of site from NW corner

SITE CONTEXT
NEIGHBORHOOD PHOTOS

02 December 2021



1



2



3



4



5



Vicinity map with keyed neighborhood buildings

SITE CONTEXT
NEIGHBORHOOD PHOTOS

02 December 2021



6



7



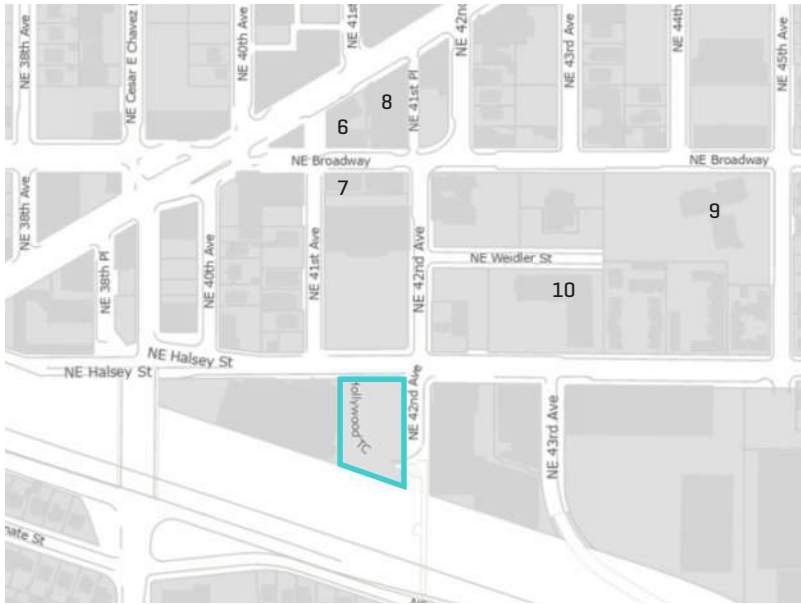
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9



10



Vicinity map with keyed neighborhood buildings

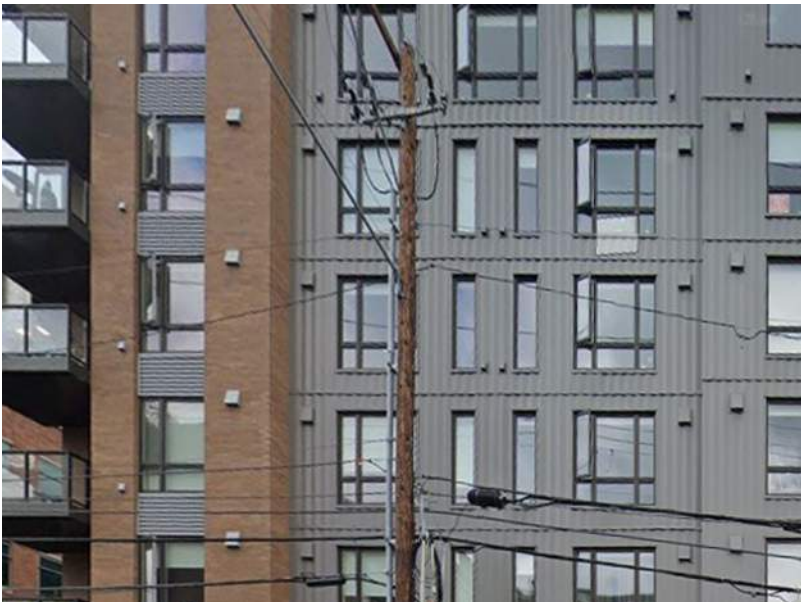
SITE CONTEXT
NEIGHBORHOOD MATERIALS PHOTOS

02 December 2021



SITE CONTEXT
NEIGHBORHOOD FACADE PHOTOS

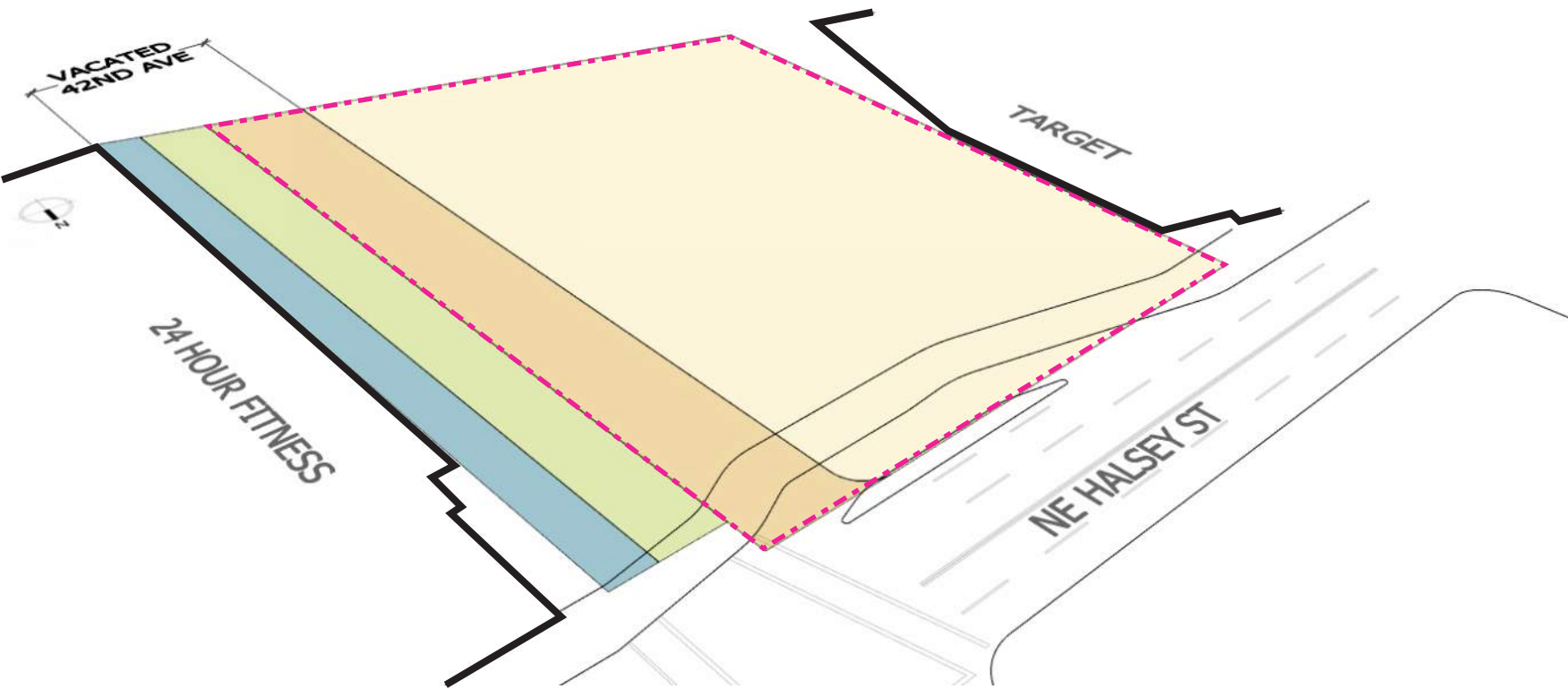
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SITE CONSTRAINTS
CALCULATED SITE AREA

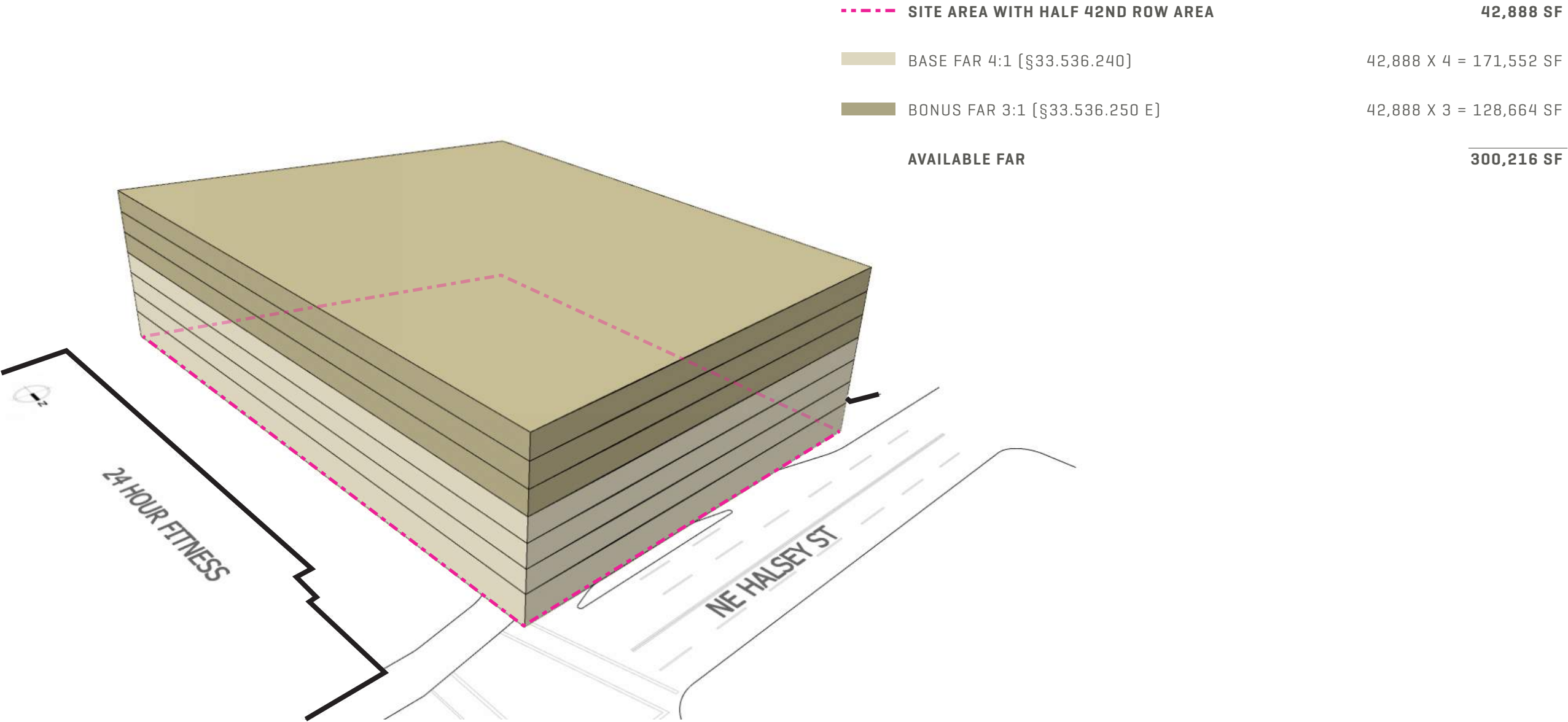
02 December 2021

CURRENT SITE AREA (PORTLAND MAPS)	34,918 SF
HALF 42ND ROW AREA	7,971 SF
SITE AREA WITH HALF 42ND ROW AREA	42,888 SF
20' PROPERTY LINE ADJUSTMENT AREA	5,205 SF
14' CORRIDOR UNDER VISTA INVESTMENTS OWNERSHIP	3,752 SF



SITE CONSTRAINTS
AVAILABLE FAR

02 December 2021

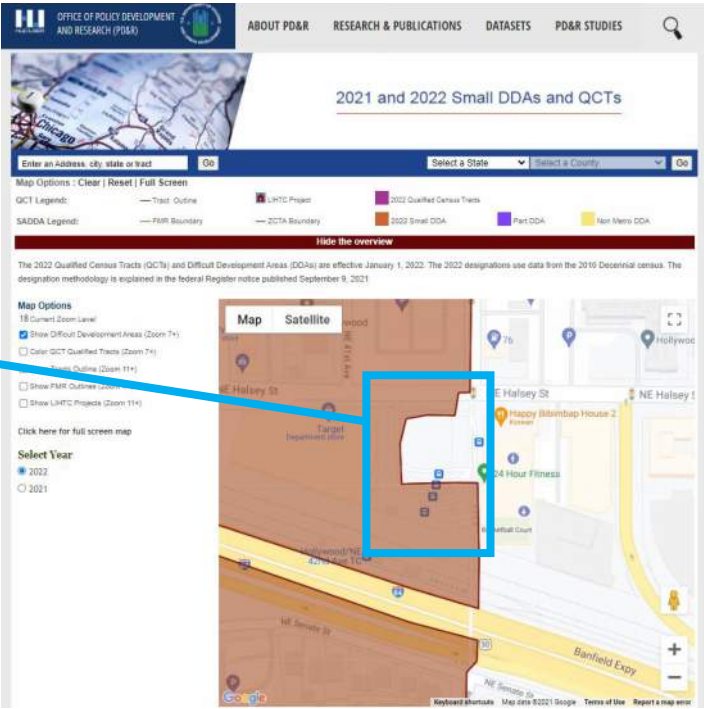
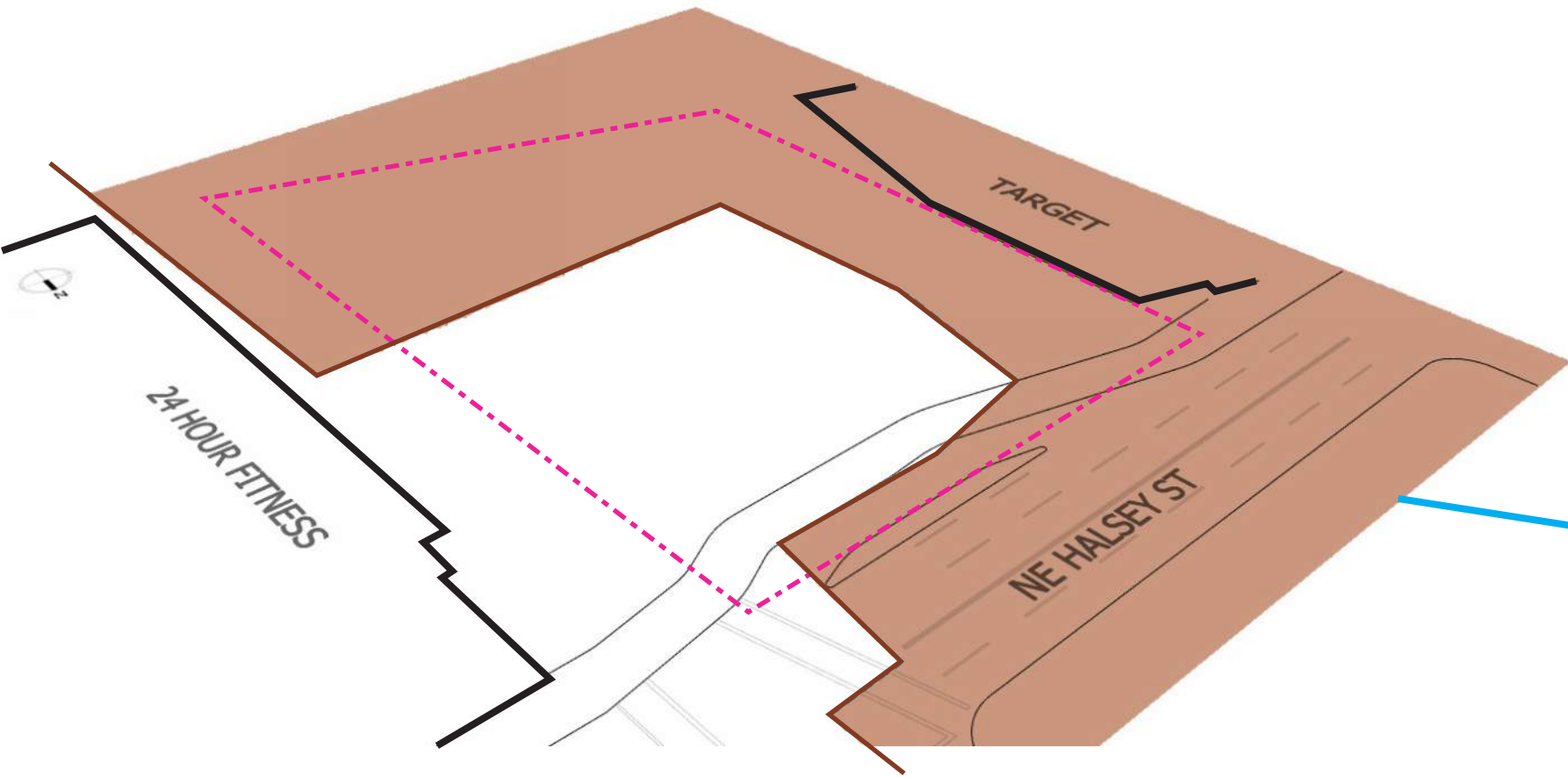


SITE CONSTRAINTS
DIFFICULT TO DEVELOP AREA BOUNDARY

----- SITE AREA WITH HALF 42ND ROW AREA

42,888 SF

DIFFICULT TO DEVELOP AREA (DDA): THIS IS DEFINED BY THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, THE HOLLYWOODHUB BUILDING MUST BE LOCATED WITHIN THIS BOUNDARY TO RECEIVE FUNDING THAT MAKE THE PROJECT FINANCIALLY VIABLE



SITE CONSTRAINTS
PLANNED REPLAT OF SITE

02 December 2021

42,888 SF

--- SITE AREA WITH HALF 42ND ROW AREA

— DIFFICULT TO DEVELOP AREA (DDA) BOUNDARY

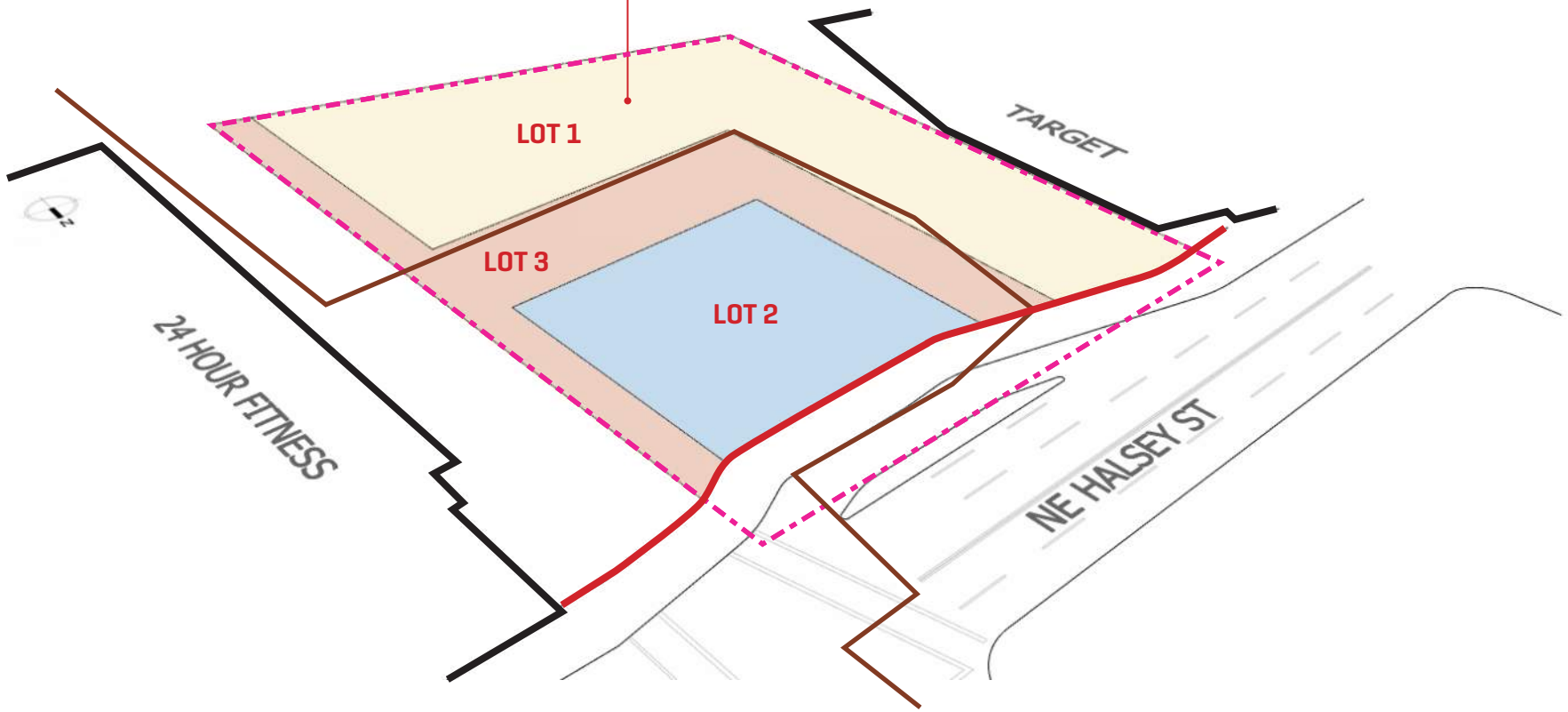
— R.O.W. AREA TO BE DEDICATED

LOT 1: PLANNED FOR HOLLYWOOD HUB AFFORDABLE HOUSING

LOT 2: PLANNED FOR FUTURE DEVELOPMENT

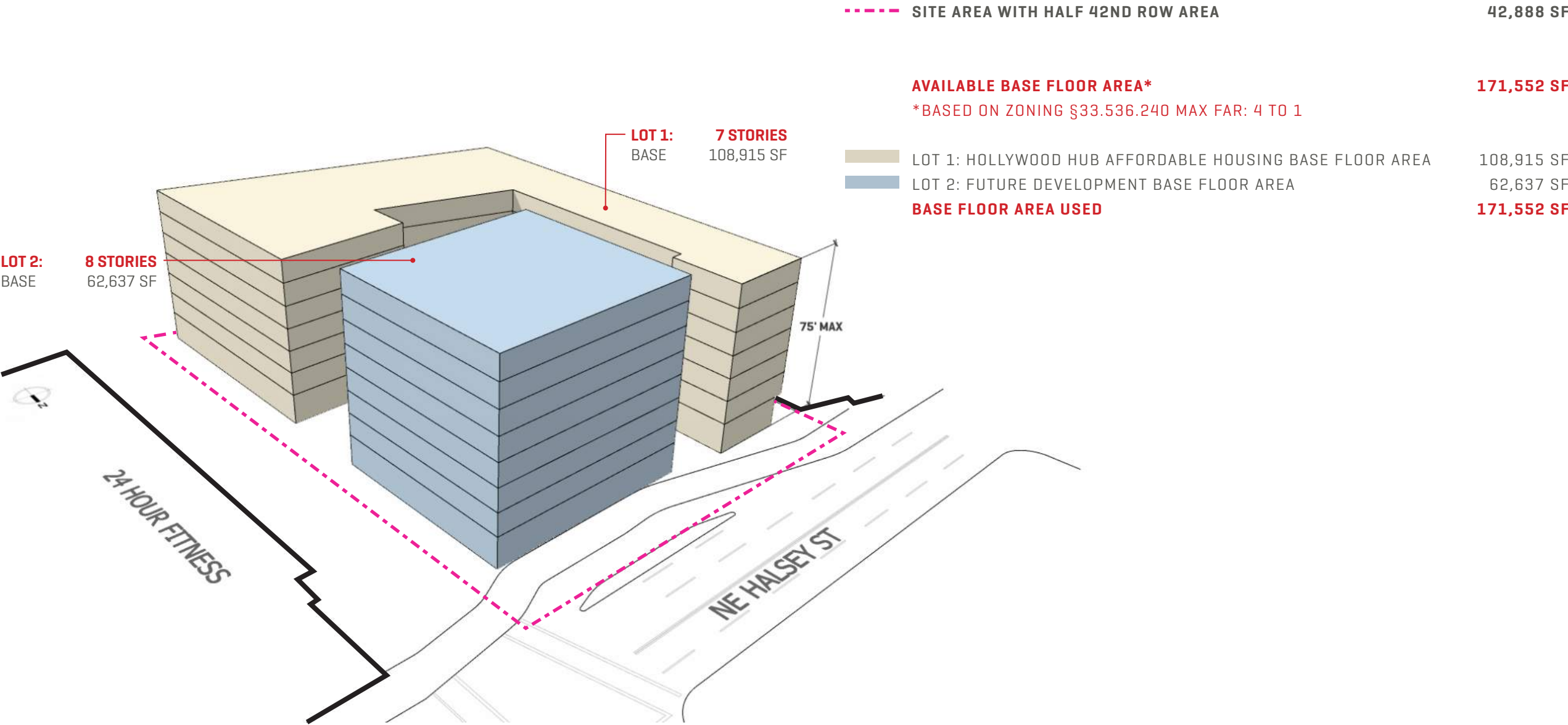
LOT 3: PLANNED FOR OPEN SPACE AND PUBLIC ACCESS TO TRIMET STATION

LOT 1 MUST CONFORM TO THE
DDA BOUNDARY TO RECEIVE
ANTICIPATED FUNDING



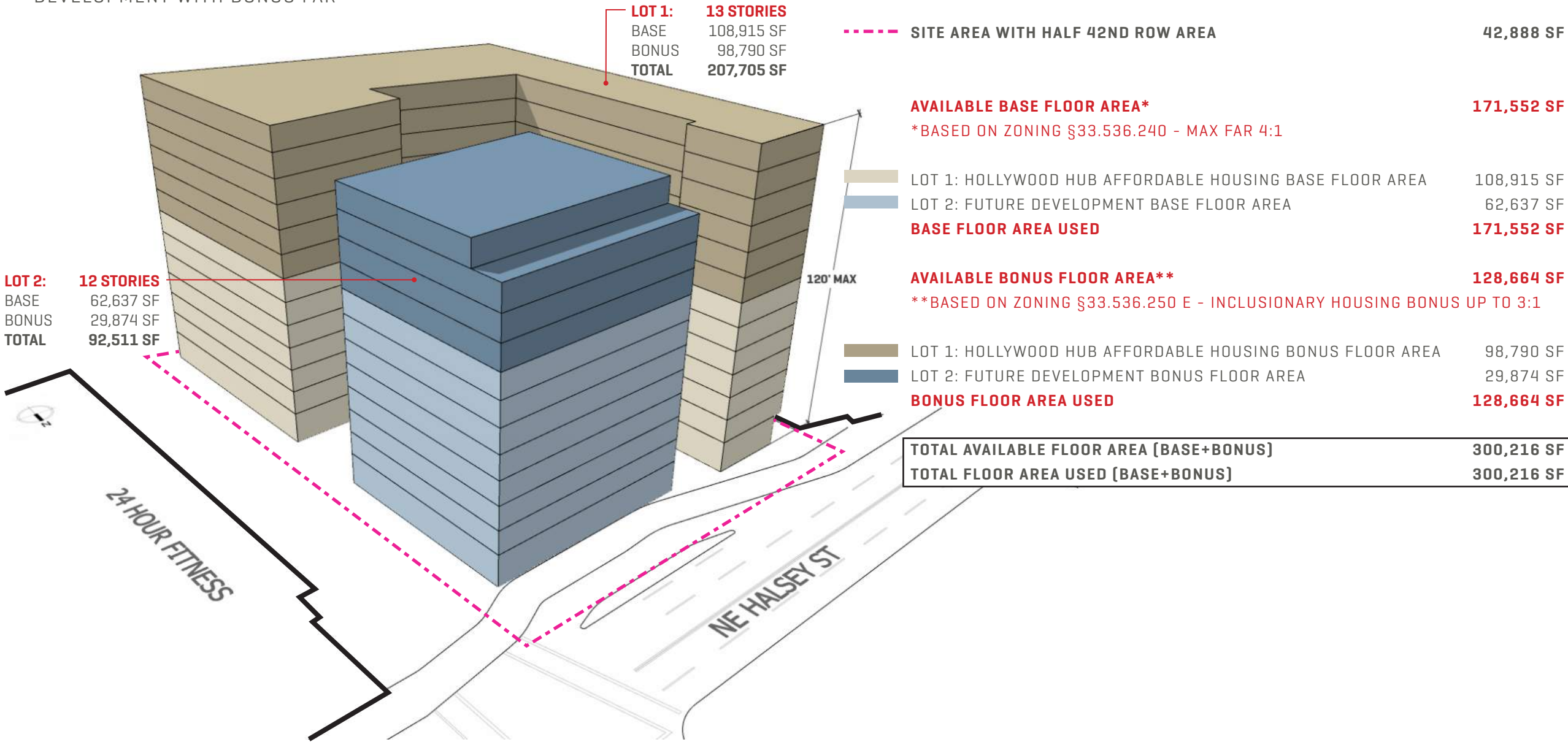
SITE CONSTRAINTS
DEVELOPMENT BASED ON 4 TO 1 FAR

02 December 2021



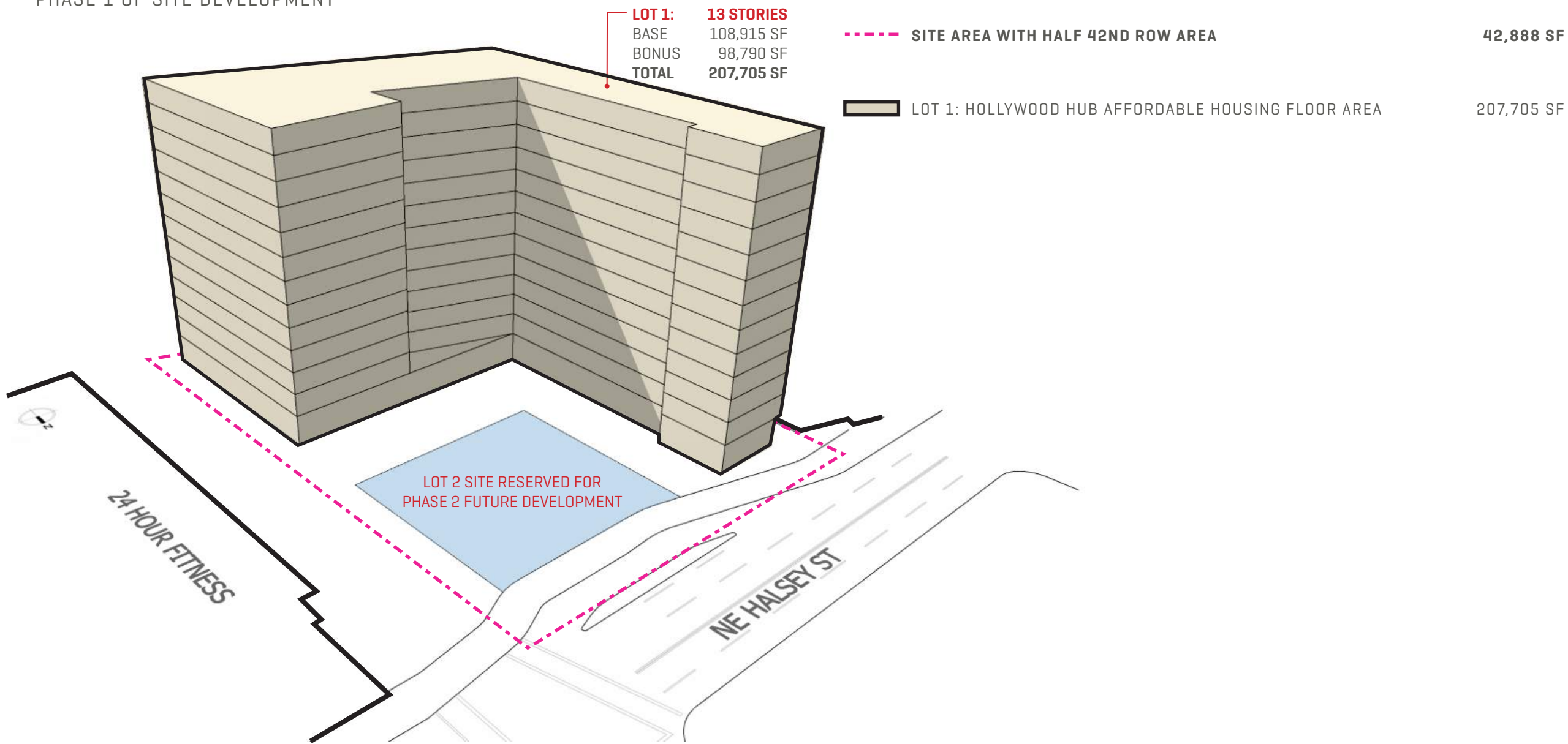
SITE CONSTRAINTS
DEVELOPMENT WITH BONUS FAR

02 December 2021



SITE CONSTRAINTS
PHASE 1 OF SITE DEVELOPMENT

02 December 2021

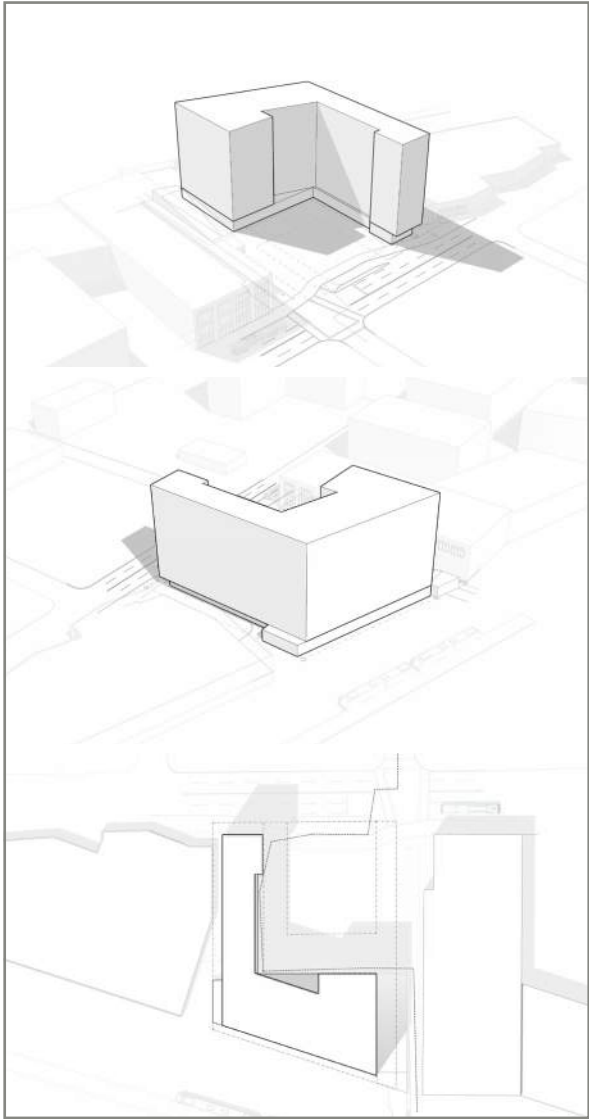


V1 BASELINE BIG-U

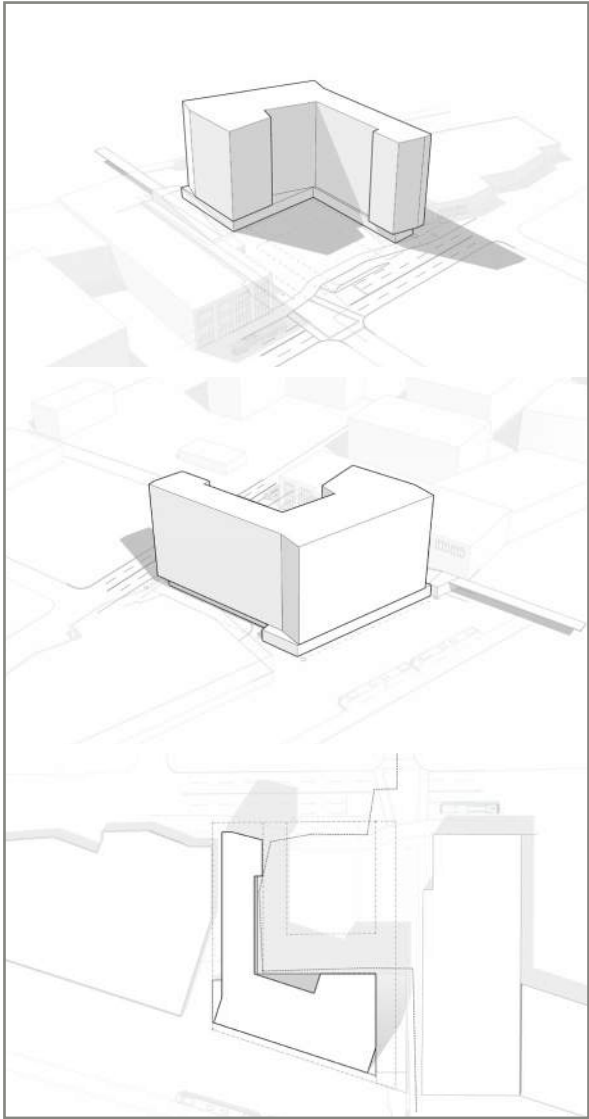
Aerial view from
NE looking SW

Aerial view from
SW looking NE

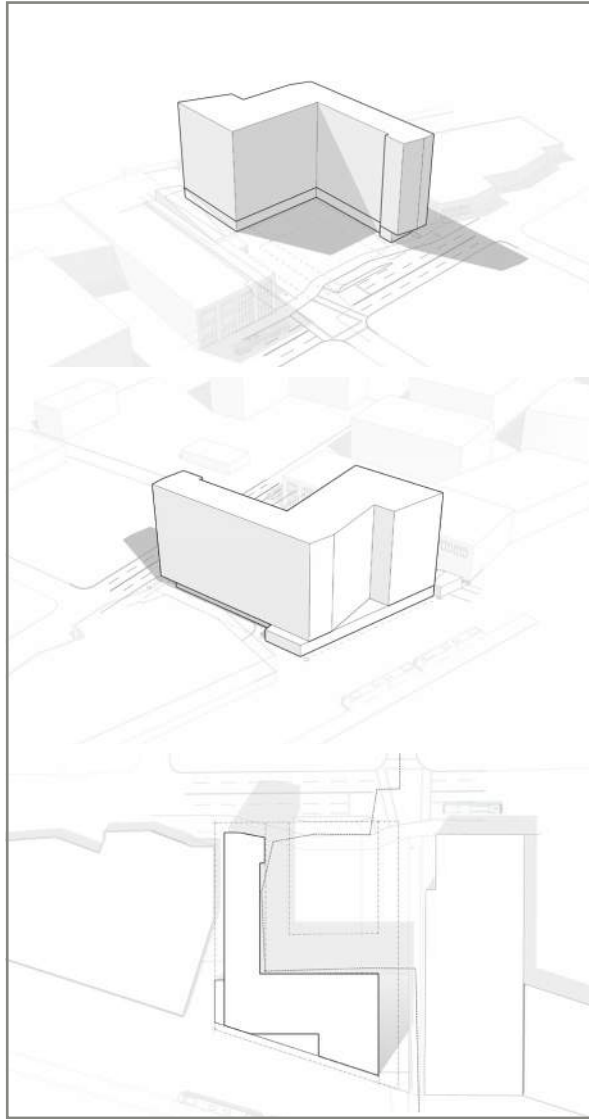
Plan view of site
and adjacent
buildings



V2 MODIFIED-U

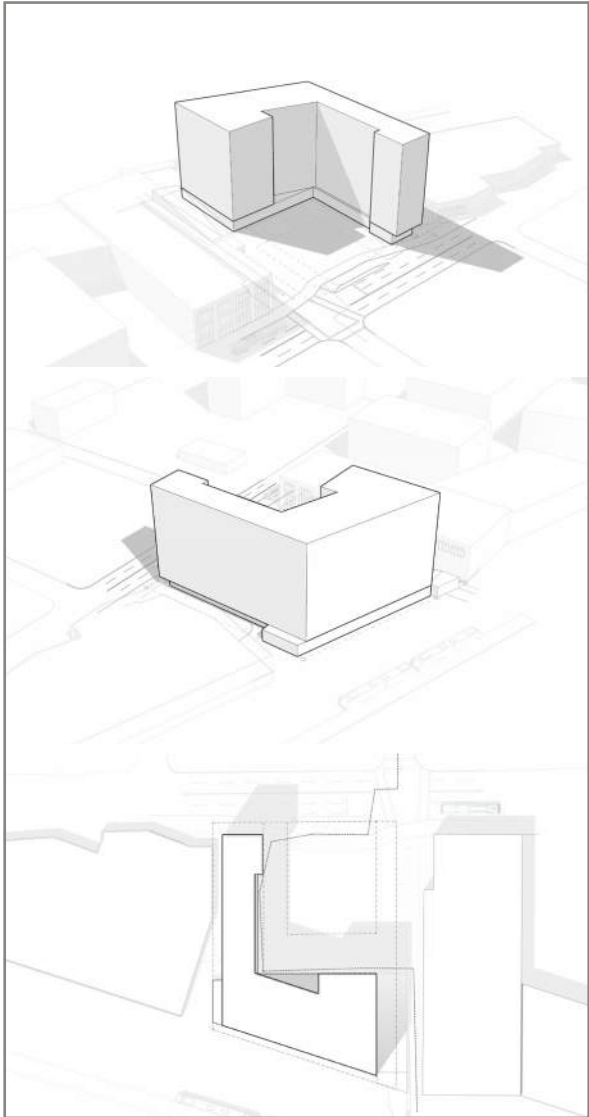


V3 BIG-Z

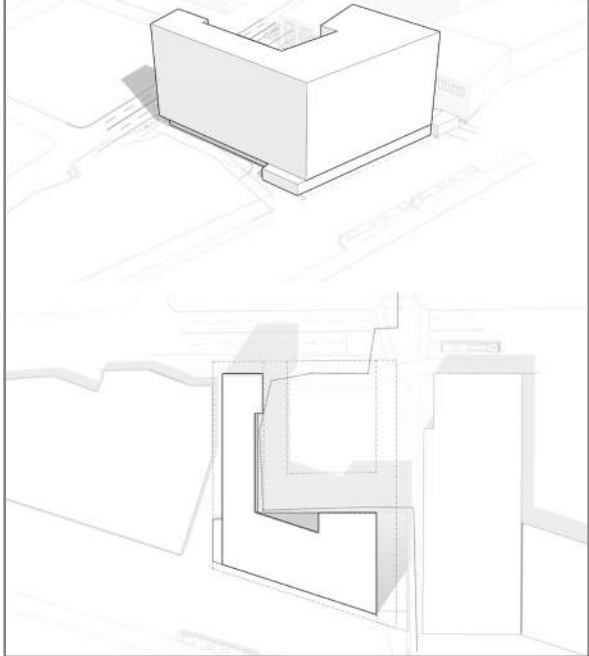


V1 BASELINE BIG-U

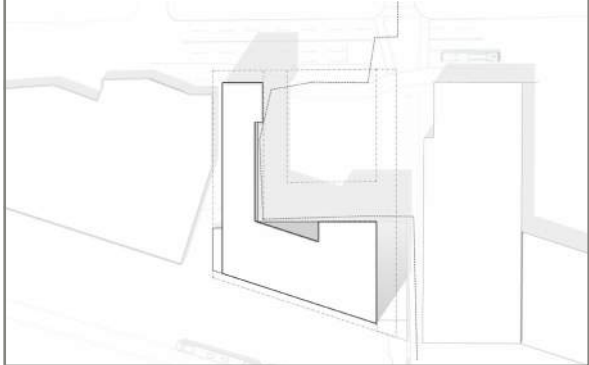
Aerial view from NE looking SW



Aerial view from SW looking NE



Plan view of site and adjacent buildings



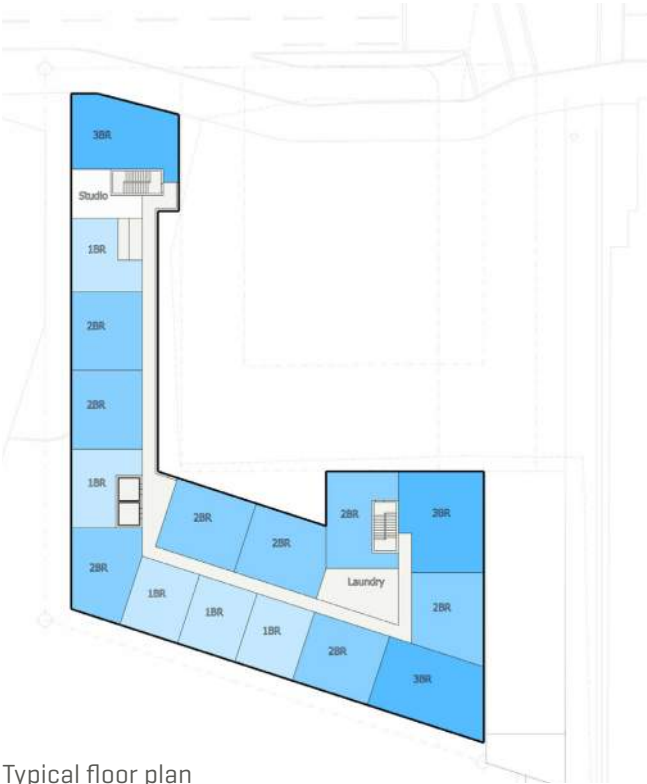
View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest



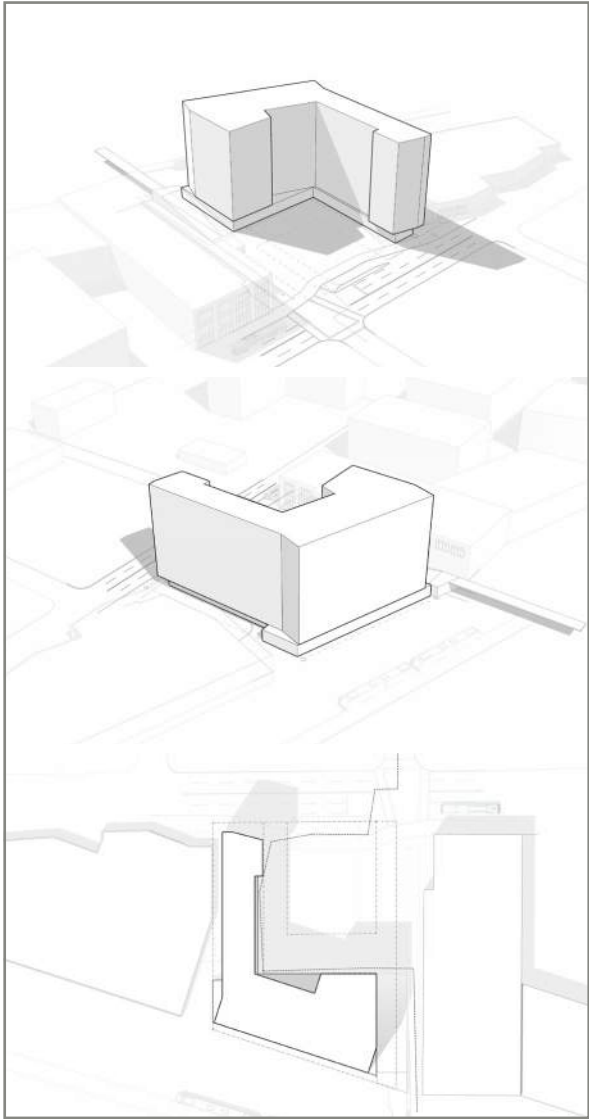
View from highway looking east



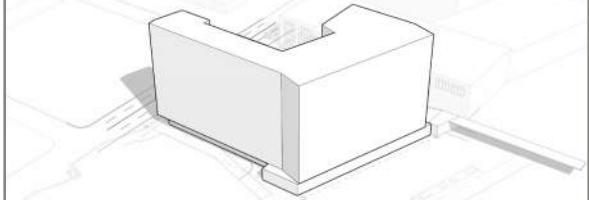
Typical floor plan

V2 MODIFIED-U

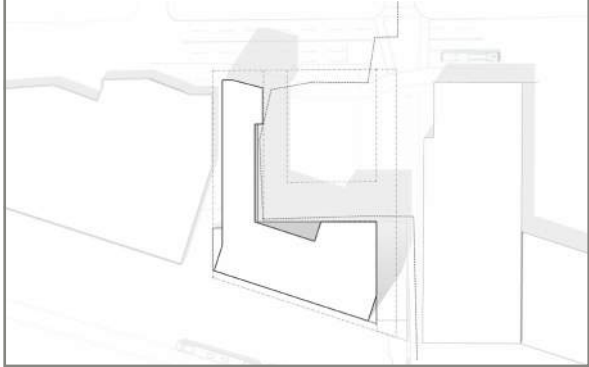
Aerial view from NE looking SW



Aerial view from SW looking NE



Plan view of site and adjacent buildings



View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest



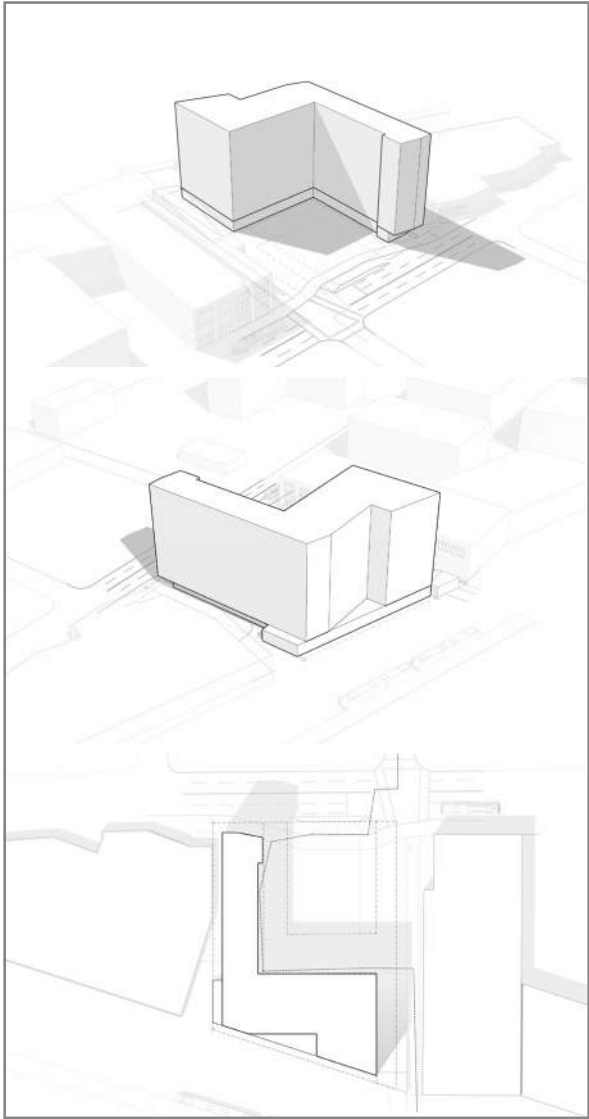
View from highway looking east



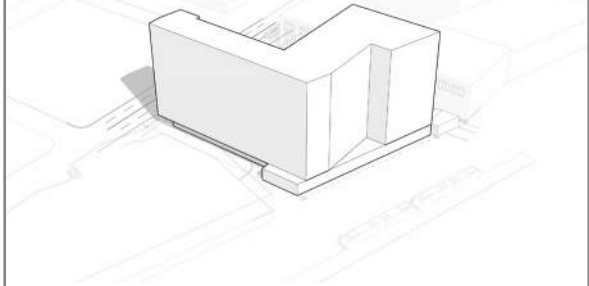
Typical floor plan

V3 BIG-Z

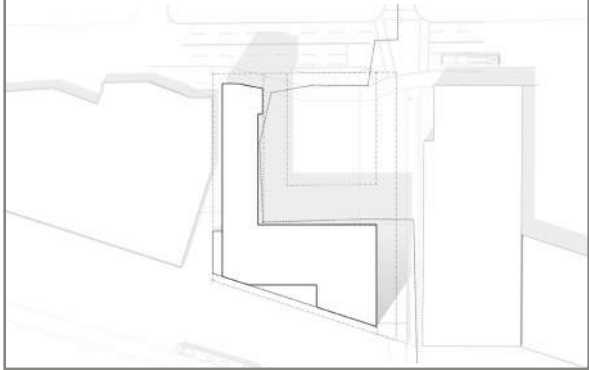
Aerial view from NE looking SW



Aerial view from SW looking NE



Plan view of site and adjacent buildings



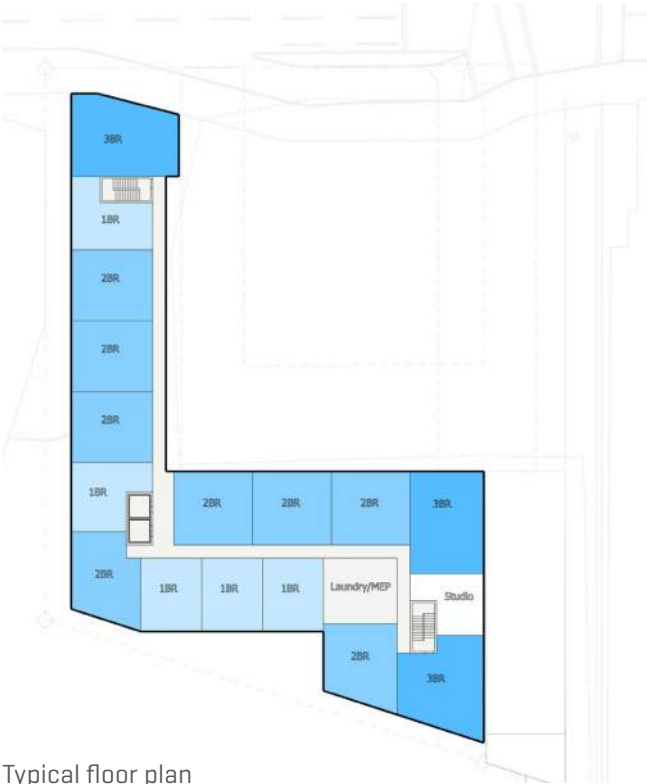
View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest



View from highway looking east



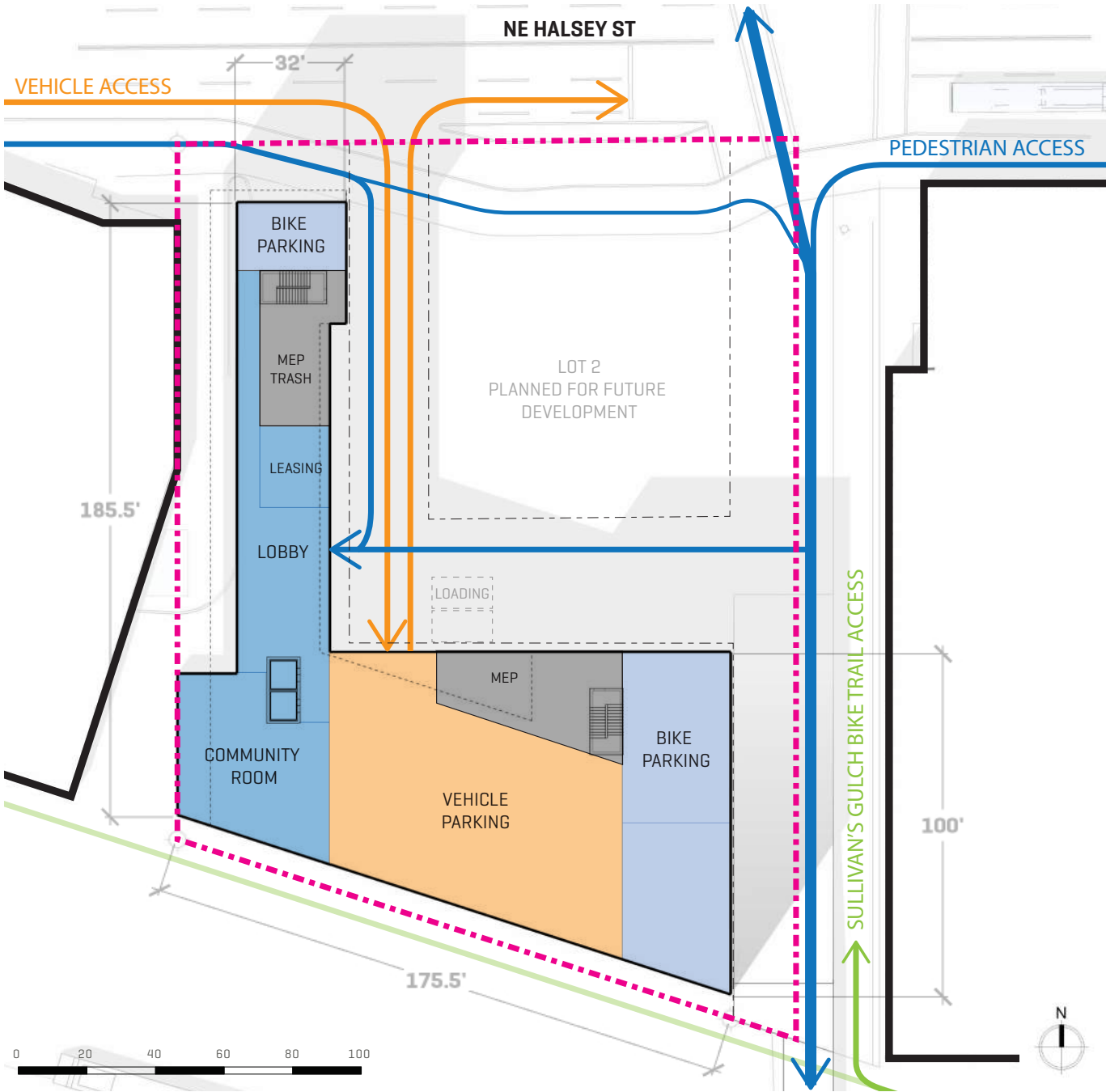
Typical floor plan

PROPOSED SITE PLAN
GROUND FLOOR PROGRAM AND SITE CIRCULATION

02 December 2021

GROUND FLOOR PROGRAM

■ COMMUNITY ROOM	1,915 SF
■ LOBBY/LEASING	2,440 SF
■ MEP/TRASH	1,895 SF
■ BIKE PARKING	3,875 SF
■ VEHICLE PARKING	5,870 SF



PROPOSED SITE PLAN

REQUIRED OUTDOOR AREA

02 December 2021

REQUIRED OUTDOOR AREA SUMMARY

■ COMMUNITY ROOM	1,915 SF
2ND FLOOR AMENITY SPACE (NOT SHOWN)	756 SF
TOP FLOOR COMMUNITY SPACE (NOT SHOWN)	1,470 SF
■ COURTYARD*	3,638 SF
OUTDOOR AREA PROVIDED	7,779 SF
REQUIRED OUTDOOR AREA [\$33.130.228 - 48SF PER UNIT X 201 UNITS]	9,648 SF
REMAINING AREA NEEDED**	1,869 SF

*100% of Courtyard area (assumes no usage by Lot 2 parcel)

**To be provided by usage of paseo (likely not allowable), shared driveway, additional shared community spaces within the building, or addition of balconies



POTENTIAL MODIFICATIONS

02 December 2021

1 33.130.215 SETBACKS

33.415.320 MAXIMUM BUILDING SETBACKS

The building will meet setback requirements on the lot frontage.

2 33.130.230 WINDOWS

33.415.340 GROUND FLOOR WINDOWS

We need 60% ground floor windows and only 25% of this can be met with bike parking – ground floor configuration may need to change based on this standard.

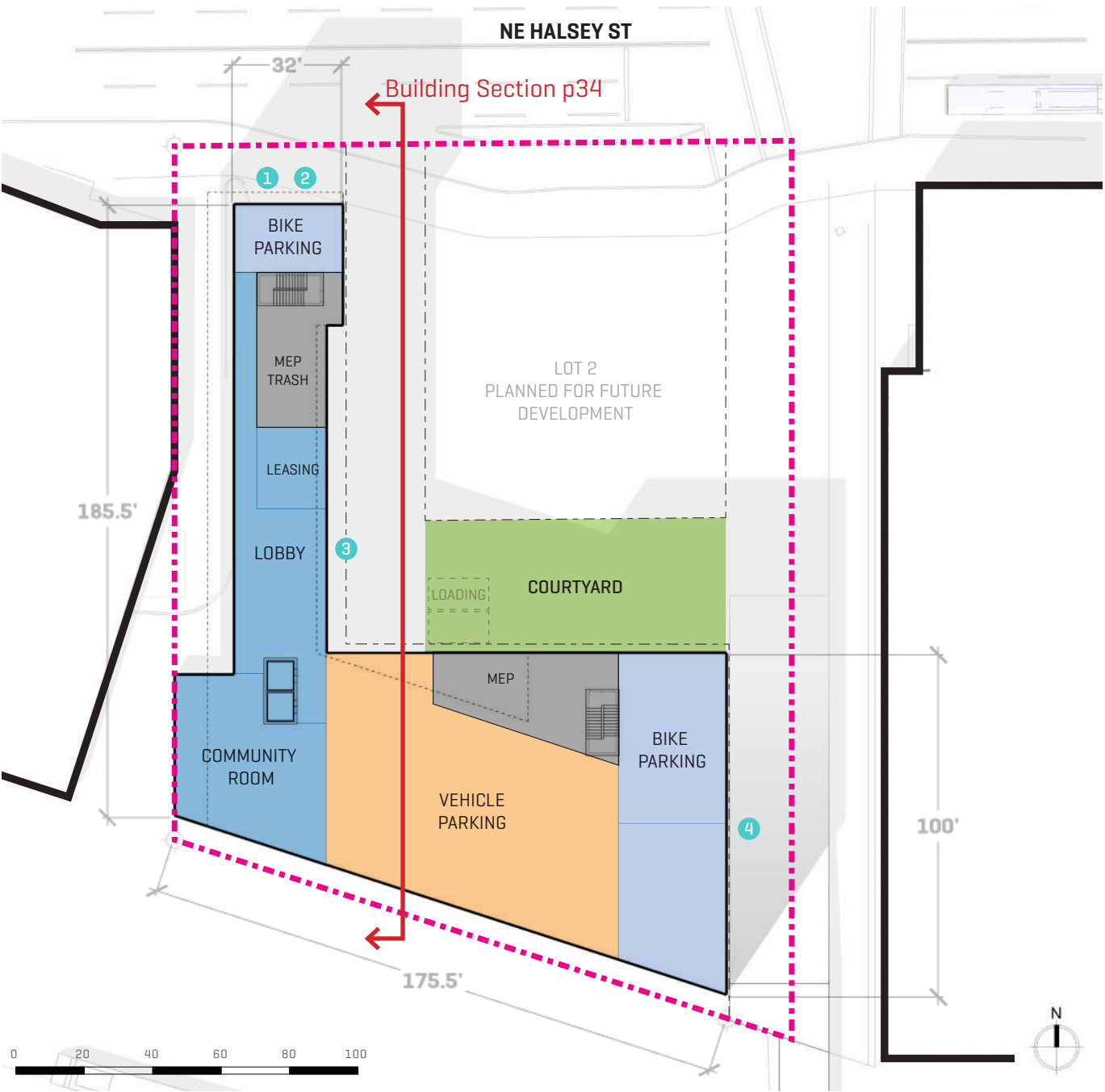
3 33.130.242 TRANSIT STREET MAIN ENTRANCE

33.415.350 ENTRANCES

No entrance is proposed on NE Halsey St, we need an entrance for every 100' of building length – a modification will be requested.

4 33.536.280 ENHANCED PEDESTRIAN STREET STANDARDS

42nd Ave is designated an Enhanced Pedestrian Street but the section we are fronting is planned to be vacated – this standard will not apply when street is vacated.

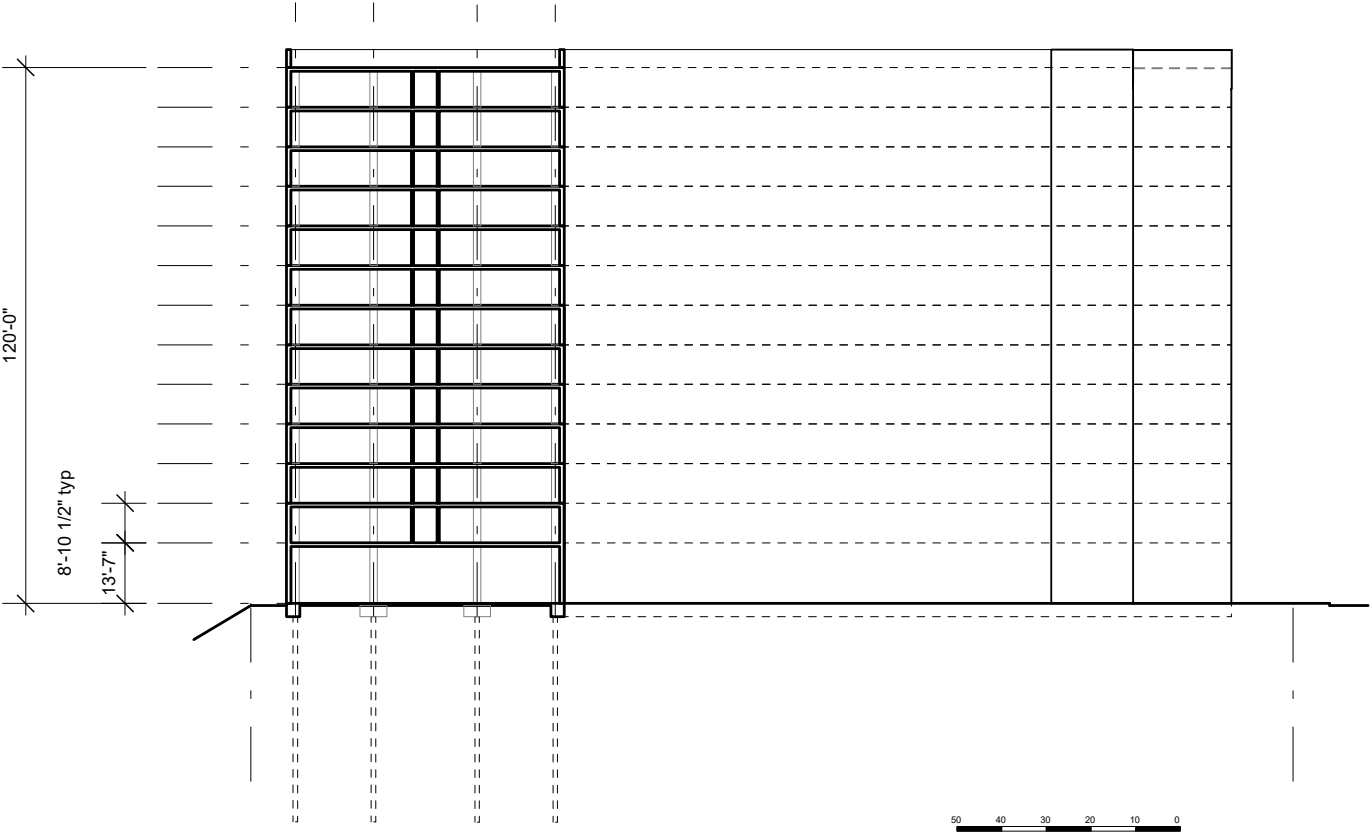


BUILDING SUMMARY

HEIGHT	120 FT
LEVELS	13
CONSTRUCTION TYPE	TYPE-I
UNIT COUNT	201

FLOOR	GSF
BASEMENT	0
01	10,125*
02-13	16,465
TOTAL	207,705

*Excludes parking per zoning §33.536.240



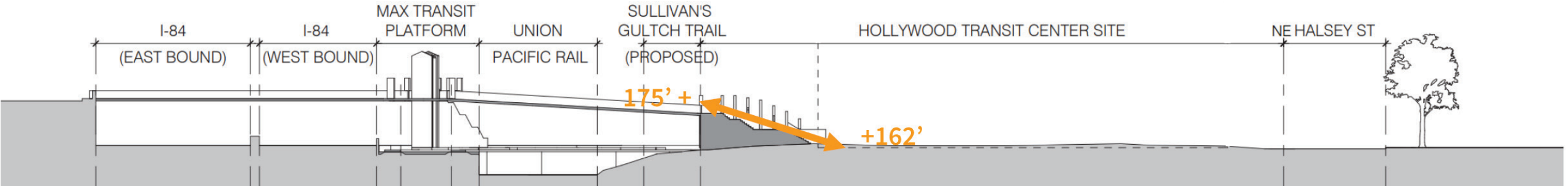
ADDENDUM

CONNECTOR
GOALS & OBJECTIVES

Category	Goals/ Objectives
SAFETY	Create a safe and secure connection for all users
ACCESS/ MOBILITY	Provide an efficient, convenient, equitable and comfortable connection for all types of users
CONTEXT	Best fit with the surrounding design character/ context
ENVIRONMENTAL	Improve connections to nature, recreation, and green space
OPERATIONAL	Provide a space that allows for long-term, sustainable connection for current and future users
BUDGET/ SCHEDULE	Be cost effective and timely to meet project goals
DEVELOPMENT	Support transit-oriented development
EXPERIENCE/ PROGRAM	Create an signature connection that provides a high-quality user experience

OUTREACH

- General Public (Site Signage/Website)
 - TriMet Transit Riders (Site Signage/Website)
 - Committee on Accessible Transportation (CAT)
 - Pedestrian Advisory Committee (PAC)
 - Bicycle Advisory Committee (BAC)
 - Hollywood NA
 - Laurelhurst NA
 - Grant Park NA
 - Rose City Park NA
 - Northeast Coalition of Neighborhoods
 - Hollywood Boosters
- Hollywood Senior Center
 - Hollywood East Residents & Staff
 - Neighboring Property Owners
 - Portland State University - Summer Program
 - TriMet Board of Directors
 - TriMet Internal Staff (End User/ Maintainer)



EXISTING SECTION - LOOKING WEST



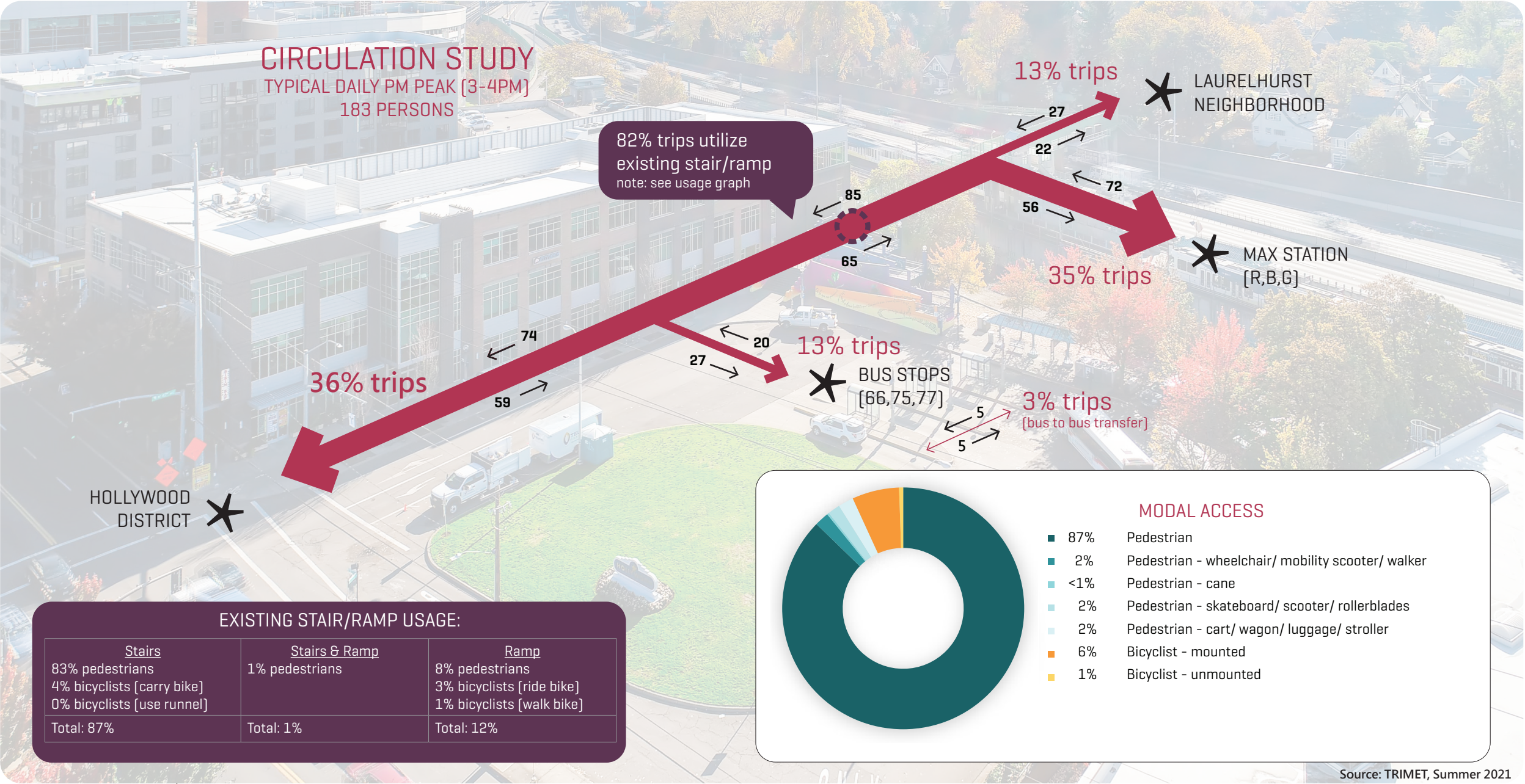
VIEW FROM TOP OF EXISTING STAIR/RAMP
36 hollywoodHUB | TRIMET



EXISTING ACCESS AT NE 42ND AVE



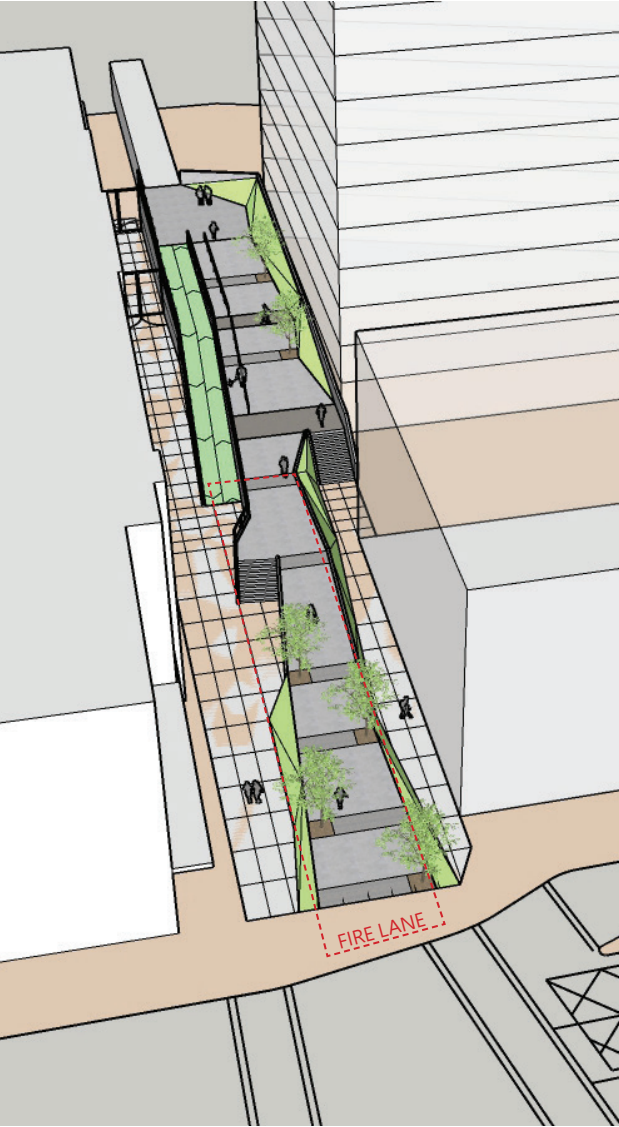
EXISTING BUS STOP ISLANDS



CONNECTOR “TYPE”
MASSING STUDY CONCEPTS & PUBLIC FEEDBACK

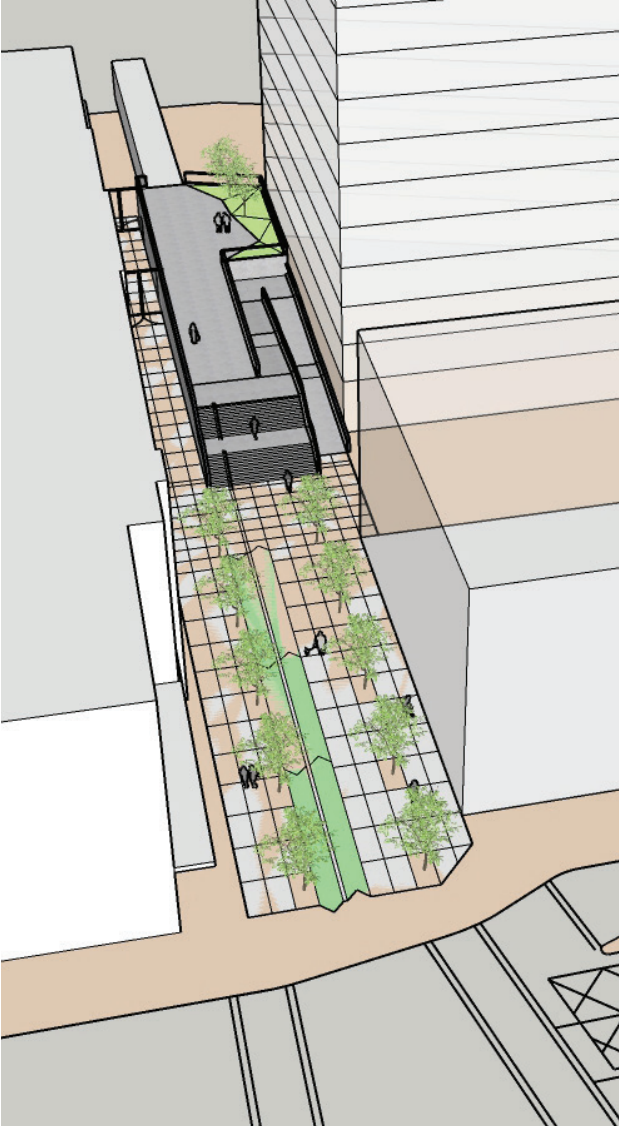
06 December 2021 | ADDENDUM

1: INCLINED RAMP & STAIRS
with bermed edges



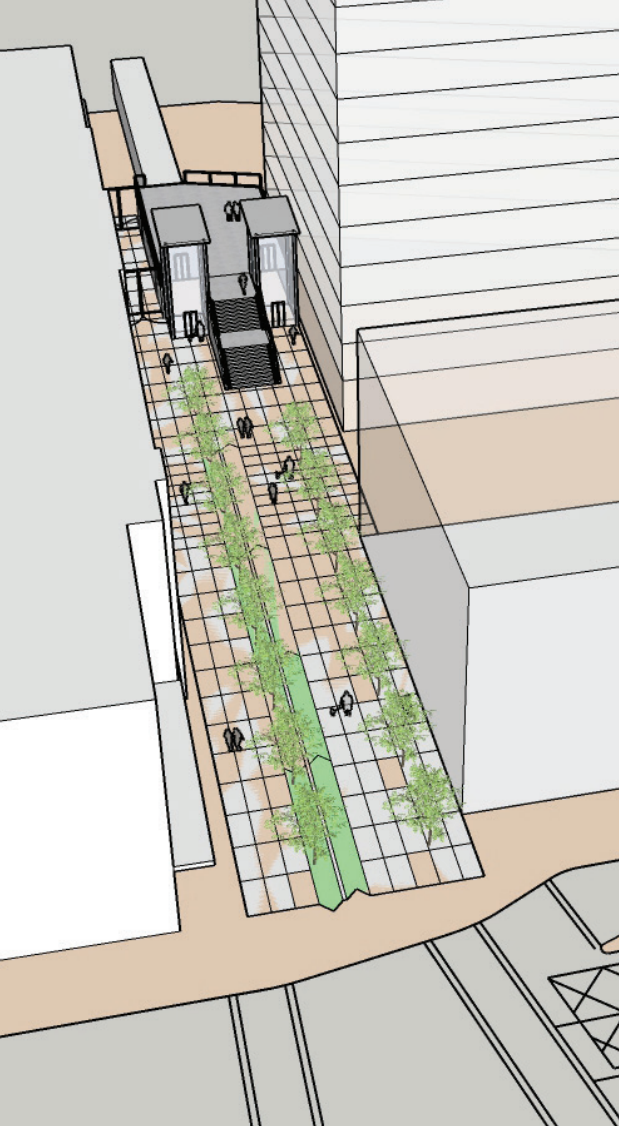
- feedback:
- [+] Universal design
 - Creates direct north/south connection
 - Creates 14' wide connection to future MUP at Sullivan's Gulch
 - Meets substation access req.
 - [-] Does not meet fire access requirements
 - Barrier in east/ west connection
 - Massing/ relationship with adjacent buildings
 - Concerns from accessibility community about shared ramp and length of climb
 - Insufficient bike ramp width
 - Narrow pedestrian width (10') on ramp
 - Lacks community gathering space

2: RAMP, STAIRS & BIKE RUNNEL
with paseo/ plaza



- feedback:
- [+] Creates a community gathering space for programming
 - Large stairway can flex as informal seating for events
 - Optimizes person throughput
 - Creates 14' wide connection to future MUP at Sullivan's Gulch
 - Well designed bike runnel at stairs for direct connection
 - 9' ramp width minimize conflict between cargo bikes & accessible travel
 - Meets substation & fire dept. access requirements
 - [-] Corridor adjacent to neighboring building

3: ELEVATORS & STAIRS
with large paseo/ plaza



- feedback:
- [+] Creates a large community gathering space for programming
 - Minimizes mass/ obstruction to fronting buildings
 - Creates 14' wide connection to future MUP at Sullivan's Gulch
 - Meets substation & fire dept. access requirements
 - [-] Accessibility concerns about 24/7 reliability
 - Safety & security concerns with elevator cabs and shafts
 - Capital cost of elevators exceed project budget
 - Ongoing operations & maintenance cost
 - Narrow stairway width (12') for primary circulation

CONNECTOR “TYPE”

NEXT STEPS

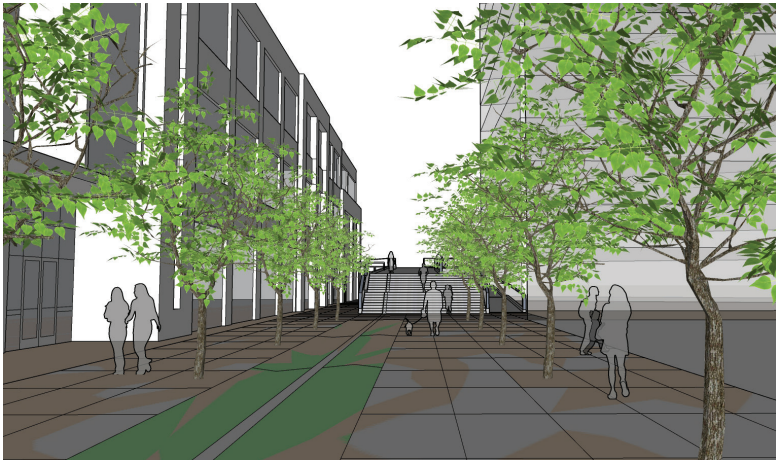
COMMUNITY & TRANSIT INFRASTRUCTURE (BY TRIMET)

ISSUED RFP FOR A&E SERVICES IN FALL 2021

CONSULTANT DESIGN TEAM SELECTED -PENDING APPROVAL BY TRIMET BOARD OF DIRECTORS

DESIGN PHASE TO COMMENCE IN 2022

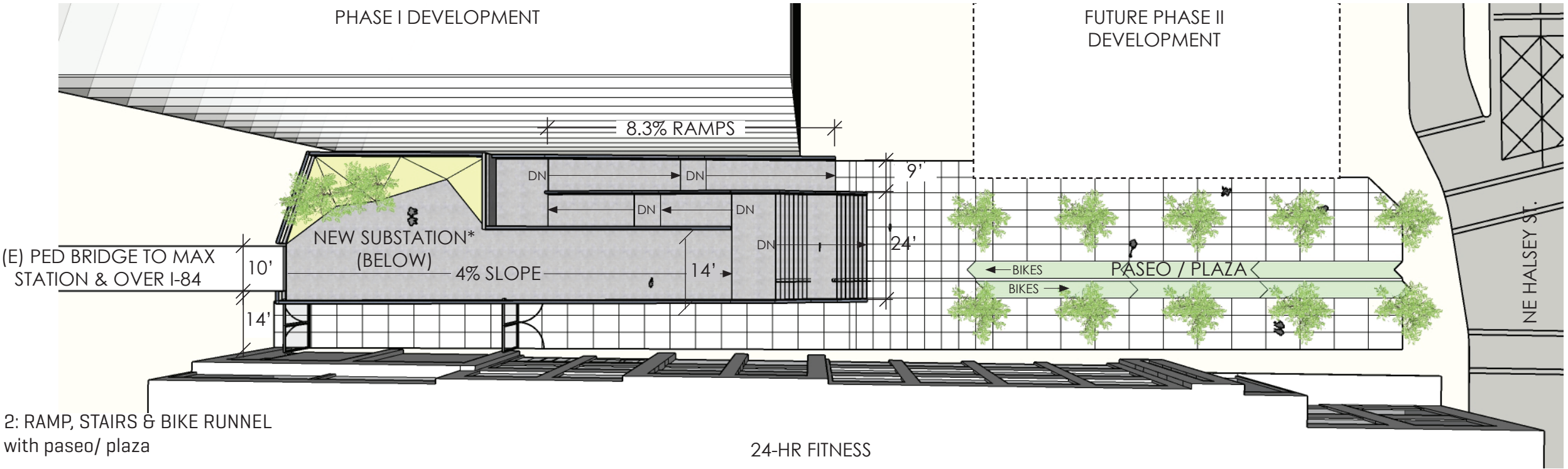
ADVANCE CONNECTOR MASSING STUDY TO DETAILED DESIGN & INCORPORATE FEEDBACK FROM ENGAGEMENT



LOOKING SOUTH TOWARD BRIDGE TO MAX STATION



VIEW FROM 24-HR FITNESS TOWARD BRIDGE TO MAX STATION



DATE: April 23, 2021

TO: Guy Benn, Joe Recker Kurt Creagar/Ben Sturtz
TriMet BRIDGE Housing
1800 SW 1st Avenue 1631 NE Broadway PMB#153
Portland, OR 97201 Portland, OR 97232

FROM: Katie Dunham
Planning
Portland Parks & Recreation
Katie.Dunham@portlandoregon.gov

SUBJECT: Review of EA 21-019897 APPT

Portland Parks & Recreation has reviewed the proposed Early Assistance information for the proposed street vacation and design review for the TriMet Vacation of NE 42nd Avenue and future public infrastructure and future affordable housing building and has the following comments regarding impacts to the proposed Sullivan's Gulch Trail:

The Sullivan's Gulch Trail Concept Plan was adopted by Portland City Council on July 25, 2012 by resolution 36947. The concept plan identifies an alignment for a roughly 5-mile long trail from the Eastbank Esplanade to I-205, although the trail is envisioned to ultimately extend to NE 122nd Avenue. The concept plan development was managed jointly by the Portland Bureau of Transportation and Portland Parks and Recreation and received ongoing input and recommendations from a 13-member project advisory committee. Representatives from the Oregon Department of Transportation, TriMet, the Bureau of Environmental Services, the Bureau of Planning and Sustainability, and other partners also reviewed design concepts and provided input. The Sullivan's Gulch Trail Concept Plan is available online at: <http://www.portlandoregon.gov/parks/article/469560>

At NE 42nd Avenue and the Hollywood Transit Center, the site of the proposed development under review in EA 21-019897, the concept plan shows the Sullivan's Gulch trail alignment located within Union Pacific Railroad right-of-way, along the southern subject property line and having a pedestrian access into the Hollywood

Transit Center site. Section 2.2.4 Segment 4: NE 32nd Avenue to Hollywood Transit Center of the plan identifies the following goals:

In this location the trail would be at the same grade as the Hollywood Transit Center, providing several opportunities for connections to the transit center itself or the ramp to the pedestrian bridge across I-84. A connection at the Hollywood Transit Center would provide access to the Hollywood District via NE 42nd Avenue, a designated bikeway, and to the Laurelhurst Neighborhood south of I-84 via the existing pedestrian and bicycle bridge.

Portland Parks and Recreation would like to ensure that the future planned development and the vacation of NE 42nd Avenue reflects the trail alignment as adopted in July 2012, providing a future connector trail from the Sullivan's Gulch Trail through the Hollywood Transit Center and/or NE 42nd Avenue, as envisioned in the concept plan. Per Portland Zoning and Development Code section 33.272.040, this site may require deeding an easement to Portland Parks and Recreation and/or construction of the regional trail connection due to the size of the project. Future design and engineering work will be needed to identify the precise alignment for the connector trail. We look forward to working with TriMet and their partners to work on this element of the Sullivan's Gulch Trail.

Please feel free to email me if you have any questions.

Sullivan's Gulch Trail Concept Plan



Adopted July 25, 2012
Resolution 36947

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Acknowledgements

City of Portland

- Mayor Sam Adams, Transportation Commissioner
- Commissioner Nick Fish, Parks & Recreation Commissioner
- Tom Miller, Director, Portland Bureau of Transportation
- Mike Abbaté, Director, Portland Parks & Recreation
- Paul Smith, Planning Manager, Portland Bureau of Transportation
- Denver Igarta, Transportation Planner, Portland Bureau of Transportation
- Sarah Coates Huggins, City Planner II, Portland Parks & Recreation
- Elizabeth Kennedy-Wong, Community Engagement and Public Involvement Manager, Portland Parks & Recreation

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- Mary Anne Cassin, Portland Parks Board
- Michelle Delepine, North Tabor Neighborhood
- Steve Fletcher, Providence Health System (former)
- Cynthia Gomez, Latino Network
- Walter Lersch, East Portland, Hazelwood Neighborhood
- Paul Manson, Sullivan's Gulch Trail Committee
- Susan Hathaway-Marxer, Sullivan's Gulch Trail Committee
- Lyle Matsuura, Asian Family Center
- Heather McCarey, Westside Transportation Alliance
- Brad Perkins, Sullivan's Gulch Trail Committee
- Bob Richardson, Rose City Park Neighborhood
- Charles Schaefer, Hollywood Senior Center

1.0 Introduction

The concept of a Sullivan's Gulch Trail has been a community priority for more than 15 years. The roughly 5-mile-long trail, generally shown in Figure 1, connecting the I-205 multiuse path with the Eastbank Esplanade would play an integral role in the region's transportation multiuse trail systems. The trail would provide a safe, comfortable, and direct active transportation and recreation option that is separated from vehicle traffic. While this concept plan focuses on the area from the Eastbank Esplanade to I-205, the trail is envisioned to ultimately extend to NE 122nd Avenue.

The Sullivan's Gulch Trail is included in the City of Portland's Transportation System Plan, the Portland Bicycle Plan for 2030, Portland Parks & Recreation's 2020 Vision and Portland Parks & Recreation's Recreational Trails Strategy. It is also included in Metro's Regional Trail Plan and the 2035 Regional Transportation Plan. Even with this policy context, this concept plan is the first thorough assessment of the feasibility of constructing the trail, including alignment, right-of-way needs and costs.

The Sullivan's Gulch Trail Concept Plan was completed between July 2011 and February 2012, and was managed jointly by the Portland Bureau of Transportation and Portland Parks & Recreation. The Concept Plan includes a recommended trail alignment, an assessment of where the trail may be able to pass under existing bridges along I-84, and points where the trail may be able to connect to adjacent neighborhoods. A 13-member project advisory committee provided ongoing input and recommendations that shaped the concept plan. In addition, representatives from the Oregon Department of Transportation, TriMet, Metro, the Bureau of Environmental Services, the Bureau of Planning and Sustainability, the Portland Police Bureau and the Office of Neighborhood Involvement reviewed design concepts and provided input.

1.1 Project History

The idea for a Sullivan's Gulch Trail goes back 25 years. In 1987, the Sullivan's Gulch Neighborhood Action Plan references a recreational trail in the gulch. The first official reference to a trail extending from the Central City to Gateway Regional Center was in the Regional Bicycle Plan in 1995. The trail was included in the 1996 Portland Bicycle Master Plan. Since then, the Sullivan's Gulch Trail has been identified in a range of local and regional policy documents and advocated for by the Sullivan's Gulch Trail Committee, a grassroots community group. A timeline of key events related to the development of the Sullivan's Gulch Trail is provided in Figure 2.

FIGURE 1
Project Overview

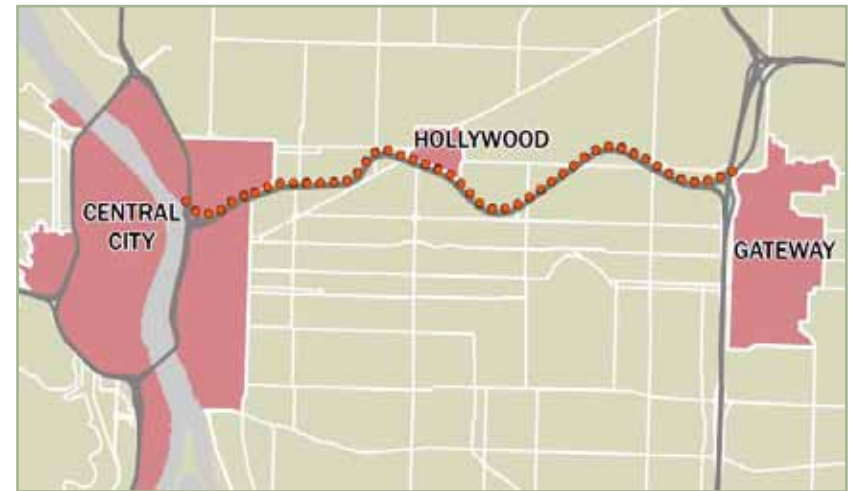
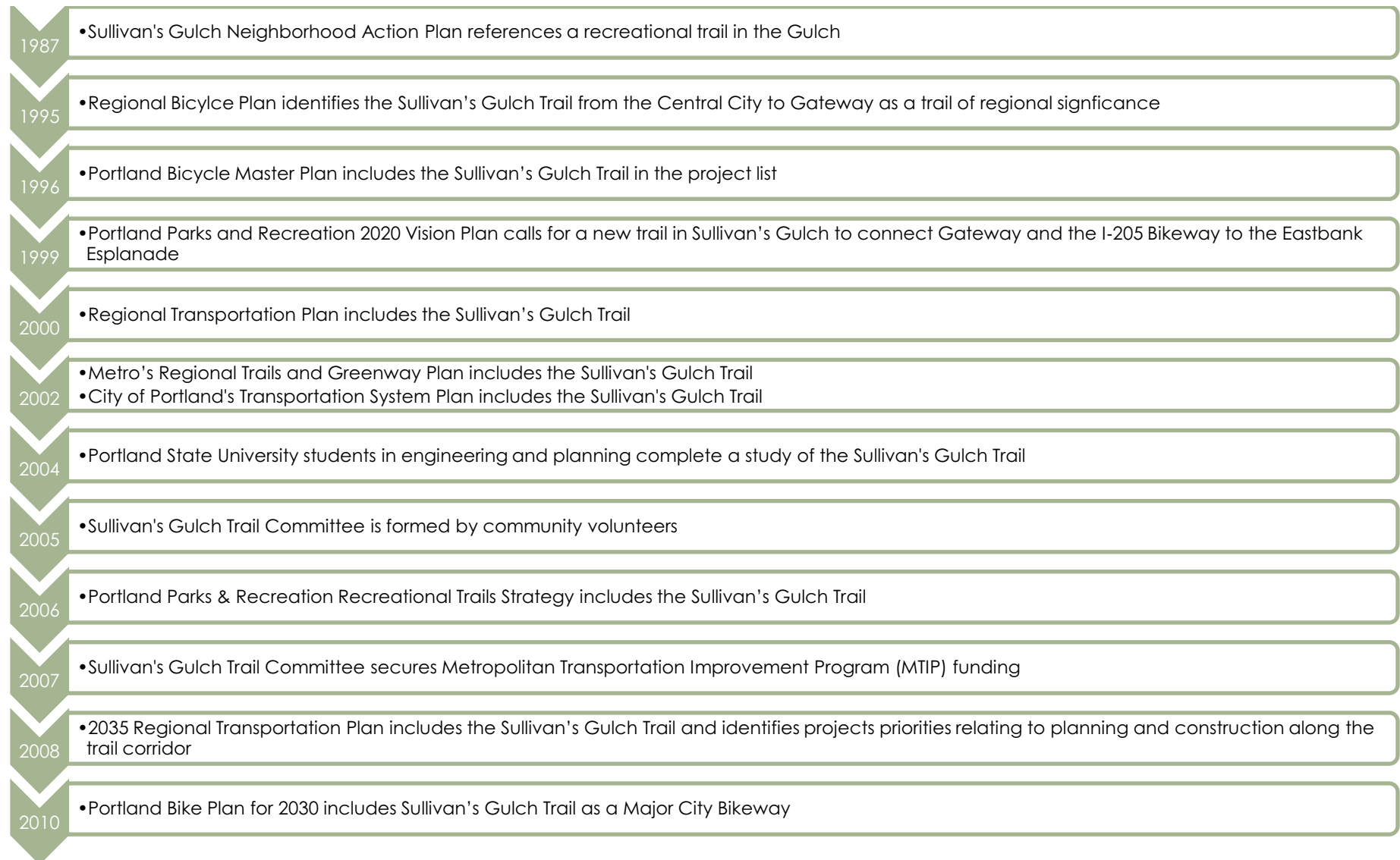


FIGURE 2
History of the Sullivan's Gulch Trail



1.2 Project Goal and Principles

The Project Advisory Committee discussed and agreed on a goal and a set of principles and criteria to guide trail concept development. The full set of criteria is included in Section 4, Public Involvement.

Goal: Create a safe, attractive, signature/cutting edge direct transportation and recreation facility for bicycles and pedestrians between I-205 and the Eastbank Esplanade near or adjacent to I-84 that minimizes impacts to private properties and is acceptable to those who own property required to construct the trail.

Principles:

- Create a safe multiuse trail.
- Create a trail that is comfortable and accessible for a range of users and uses.
- Create a direct multiuse trail that provides connections to centers, neighborhoods, and the city's bicycle network.
- Minimize impacts to private properties.
- Create a trail that has the support of the community and is acceptable to the property owners who are impacted by the trail.

1.3 Project Context

The Sullivan's Gulch Trail would serve important regional destinations such as the Lloyd District, Gateway Regional Center, and Hollywood Town Center. It would provide connections to MAX stations along I-84, particularly stations at Gateway, 82nd Avenue, 60th Avenue, and Hollywood. It would provide a new way to get to neighborhoods, schools, parks, shopping, and employment through connections to city and regional bike and pedestrian routes. Connections to the city's bike routes are shown in Figure 3. Major connections include:

- I-205 multiuse path
- Eastbank Esplanade
- Future North Portland Greenway Trail

FIGURE 3
Connections to City Bicycle Network



- Emerging north-south bikeway network including the 20s bikeway, the 40s bikeway, the 50s bikeway, and the 70s bikeway
- Lloyd, Hollywood, and Gateway pedestrian districts
- Future bicycle facility at Gateway Green

The trail would be located within a developed environment with businesses and private properties to the north and the Union Pacific Railroad's Graham Line to the south. As proposed, the trail would be located on a combination of property owned by individuals, Union Pacific Railroad, the Oregon Department of Transportation, and the City of Portland. The project opportunity and constraints report identified these major constraints:

- Seventeen buildings that abut the Union Pacific Railroad right-of-way.
- Steep, and possibly unstable, slope between Martin Luther King, Jr. Boulevard and NE 28th Avenue.
- Building (self-storage business) that is less than 30 feet from the centerline of the Union Pacific Railroad track east of NE 28th Avenue.
- Narrow railroad right-of-way between NE Cesar Chavez Boulevard and NE Sandy Boulevard.
- Business that leases Union Pacific Railroad right-of-way for parking.

The team also identified major opportunities:

- Existing trail connection across the Union Pacific Railroad for the Eastbank Esplanade and wide sidewalk along Lloyd Boulevard that connects to it.
- City-owned right-of-way from Grand Avenue to NE 21st Avenue.
- Undeveloped pedestrian easement at NE 16th Avenue behind the Marriott Residence Inn.
- Planned connection to the Sullivan's Gulch Trail through the former Albina Fuel site at NE 33rd Avenue.
- Constructed connection to the Sullivan's Gulch Trail through the newly developed Providence site at NE 44th Avenue.
- Width and height of existing overcrossings may allow enough space for a trail undercrossing without rebuilding structures.
- City-owned right-of-way on NE Jonesmore from NE Broadway (near NE 70th Avenue) to NE 82nd Avenue.

1.4 Key Assumptions

The trail alignment was developed with the best available data describing the corridor's topography, property lines, geotechnical conditions, and the conditions of structures. This included a basemap developed using geographic information system (GIS) data from the City of Portland describing the location of property lines, streets and other features, aerial photography that provided an idea of the location of structures and the railroad track, and LIDAR data that provided the corridor's topography. LIDAR is a technique for gathering data about the ground surface without physical access. While this technique can be quite accurate in areas with bare ground, it can introduce inaccuracies in areas with structures or dense vegetation. Given the dense blackberries and other brush that cover the slopes of Sullivan's Gulch, the basemap is somewhat inaccurate. While this level of accuracy is appropriate for concept planning, the design, particularly the height of retaining walls in the corridor, and cost estimates will change with more accurate data that is generally gathered through a field work including survey and geotechnical investigations.

The trail has been designed to be consistent with the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (1999), as well as guidelines from both the Portland Bureau of Transportation and Portland Parks & Recreation. For the purposes of this concept plan, the proposed Sullivan's Gulch Trail would be 12 to 15 feet wide, with additional width for shoulders. While a narrower or wider trail may be designed in some locations, an approximately 15-foot-trail width was used for planning purposes. The proposed trail was designed to minimize grade changes and has a maximum grade of 5 percent.

The project team evaluated the possibility of passing under roadway overcrossings of Sullivan's Gulch by studying as-built drawings and Google images and visually inspecting the bridge structures in the field. From this conceptual level, it appears possible to pass under all structures, maintaining at least 10 feet of trail width and 10 feet of vertical clearance. These assumptions would need to be revisited with a full site survey during the design process.

The trail connects to designated bicycle routes where possible. In some cases, a trail connection at a key bike connection is not feasible due to topography or existing structures on private property. In those cases, a connection was made to a nearby low-traffic street to provide access to the designated bicycle network. The Portland Pedestrian Master Plan states that all streets are intended for use by pedestrians, except limited access facilities. For this reason, connections to every designated pedestrian facility are not described in the concept plan, but connections to designated pedestrian districts are noted.

Much of the trail alignment follows the northern limit of the Union Pacific Railroad right-of-way. The project team sought to maintain 25 feet of separation between the centerline of the Union Pacific Railroad track and the southern edge of the trail in most locations. This general approach is consistent with best practices for the development of trails within or adjacent to active railroad and transit rights-of-way.¹ In some locations, the trail is farther from the centerline of track; in a few locations, the proposed trail is fewer than 25 feet from the track centerline. Union Pacific Railroad has not indicated support for this approach.

¹ Rails-with-Trails: Lessons Learned - Literature Review, Current Practices, Conclusions. US Department of Transportation. 2002. P. 65.

2.0 Recommended Sullivan's Gulch Trail Alignment

The project team and Project Advisory Committee have worked together to reach agreement on a recommended alignment for the Sullivan's Gulch Trail. The recommended trail alignment is approximately 5.6 miles long, from the Eastbank Esplanade to the I-205 multi-use path.

2.1 Roadway Crossings and Connections

At this point, the project team has determined the feasibility of many connections to the surrounding neighborhoods. The recommended trail alignment passes under all streets or highway structures. The plan notes connection points that the team has determined are feasible. These connections are included in the cost estimate. Other connections, including access to both sides of streets, may be feasible and will be explored during the design process to determine which connections and specific ramps are practical. Both roadway crossings and neighborhood connections included in the recommended trail alignment are included in Table 1.

TABLE 1
Roadway Crossings

Location	Crossing	Neighborhood Connection
NE Lloyd Boulevard	No crossing	Yes – at western project limit and along upper alignment
NE Martin Luther King Jr. Boulevard	Under	Yes – via Lloyd Boulevard
NE Grand Avenue	Under	Yes – via Lloyd Boulevard
NE 12th Avenue	Under	Yes – via upper alignment
NE 16th Avenue	Under	Yes
MAX/I-84 off ramp	Under	No
NE 21st Avenue	Under	Yes
NE 28th Avenue	Under	No
NE 32nd Avenue	No crossing	Yes
NE 33rd Avenue	Under	No
NE Sandy Boulevard	Under	No
NE Cesar Chavez Boulevard	Under	No
Hollywood Transit Center	No crossing	Yes
I-84 off-ramp to NE 42nd Avenue	Under	No
NE 47th Avenue	Under	Yes – at 44th and 49th Avenues
NE 53rd Avenue	Under	Yes
NE 60th Avenue	Under	Yes – at 61st Avenue
NE 63rd Avenue	No crossing	Yes
NE Halsey Street at NE 67th Avenue	Under	Yes
NE Jonesmore Street	No crossing	Yes – from 71st to 81st Avenues

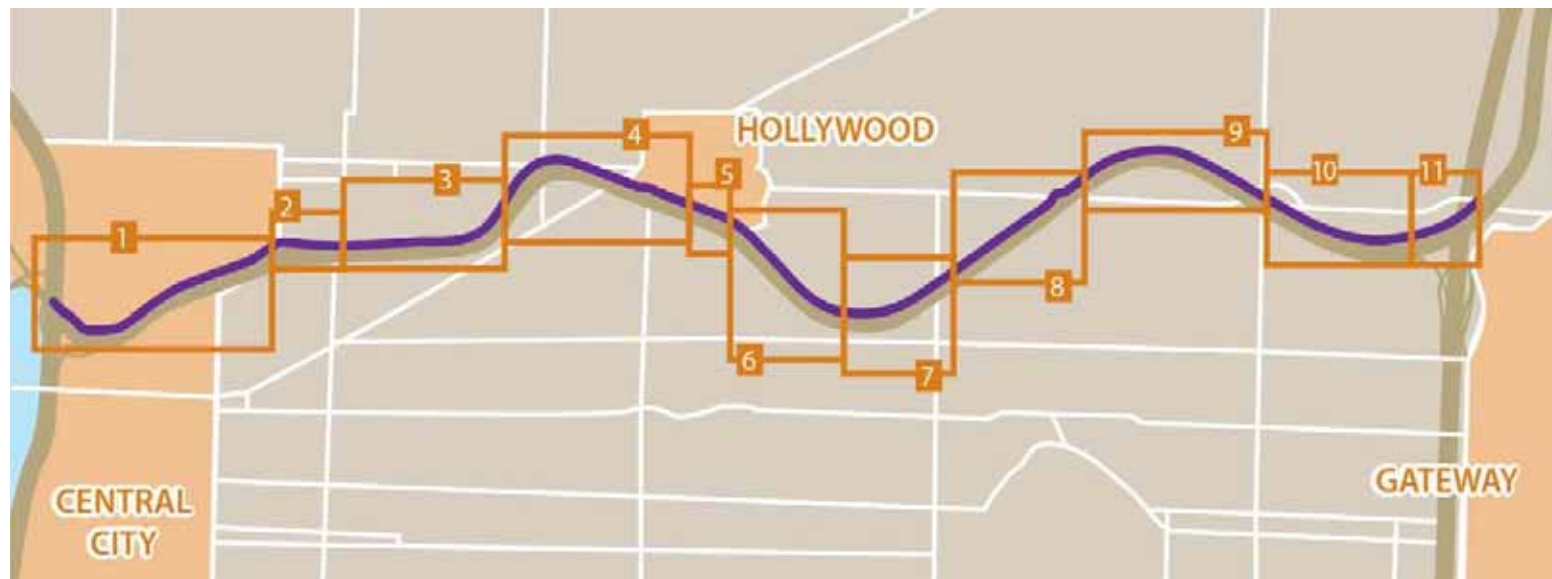
Location	Crossing	Neighborhood Connection
NE 74th Avenue	Under	Yes
NE Halsey Street at NE 82nd Avenue	Under	Yes
NE 82nd Avenue	Under	Yes
NE 88th Avenue	No crossing	Yes
NE 92nd Avenue	No crossing	Yes
I-205	Under	Yes – to I-205 multi-use path

Note: Additional connections to the street network may be feasible and will be considered when detailed project development work is conducted.

2.2 Trail Alignment by Segment

The trail alignment, working from west to east, is broken into 11 segments as shown in Figure 4 and described in detail in the pages that follow. Implementation segments would be identified based on available funding, expected usage, and connections with the existing and planned bicycle and pedestrian network.

FIGURE 4
Trail Segments



2.2.1 Segment 1: Eastbank Esplanade to NE 16th Avenue

Segment Overview

The proposed trail would begin near Peace Memorial on the east side of the existing Eastbank Esplanade bridge over the Union Pacific Railroad. It would follow the wide sidewalk on the south side of Lloyd Boulevard east passing under I-5. After about 800 feet, the trail would leave the existing sidewalk and travel down the slope into Sullivan's Gulch. The trail would continue under NE Martin Luther King, Jr. Boulevard and NE Grand Avenue. After passing under NE Grand Avenue, the trail would split into a trail near the bottom of the gulch and a trail at the top of the gulch along Lloyd Boulevard. The lower trail would pass under NE 12th Avenue and continue along the bottom of the gulch to NE 16th Avenue.

Beginning east of NE Grand Avenue, the upper trail would climb to the top of the slope and connect with the existing sidewalk along NE Lloyd Boulevard. The upper trail would extend the existing sidewalk at the same elevation providing connections to the street network and neighborhood. The upper trail would cross NE 12th Avenue at street level. The two trails would rejoin just west of NE 16th Avenue.

Both trails would require significant retaining walls, likely between 10 and 15 feet high, in this segment due to the extremely steep slopes. An illustration of what the trail could look like from NE 12th Avenue is provided in Figure 4. An illustration of how the both trails could look at NE 13th Avenue is provided as Figure 6.

Neighborhood and System Connections

At the west end, the trail would connect to the Eastbank Esplanade, Lloyd Boulevard, and the future North Portland Greenway Trail. From the west end of the trail, users could access the Convention Center and the Rose Quarter Transit Center. The upper trail would provide neighborhood connections between NE 7th Avenue and NE 13th Avenue and a connection to NE Grand Avenue and Martin Luther King, Jr. Boulevard via the existing bike and pedestrian network. The lower trail, as designed at this conceptual level, would cross under the major streets in this segment.

The Portland Bicycle Plan for 2030 envisions a future crossing of I-84 between NE 7th Avenue and NE 12th Avenue. This future crossing may connect to the trail.



Looking west toward Grand Avenue



View of Sullivan's Gulch in the Lloyd District

Property Acquisition

The proposed trail is almost entirely on property owned by the City of Portland or other public agencies. Short segments just east of Grand Avenue and at the trail's west end may require some property acquisition from Union Pacific Railroad. The segment between Martin Luther King, Jr. Boulevard and NE Grand Avenue would require property acquisition from a private owner.

Cost

The upper and lower trails taken together are about 1.3 miles of new trail. It would cost approximately \$10.5 million or \$1.6 million per 1,000 feet of trail to construct. On a per-mile basis, this would be the most expensive segment of the Sullivan's Gulch Trail. This cost estimate does not include right-of-way acquisition.

Considerations

The supplemental trail at the top of the gulch is intended to provide a facility for users coming from or going to Lloyd District destinations. Providing an undercrossing of NE 12th Avenue with this alignment was considered and set aside because the required grade changes would be significant and would result in limited opportunities to connect to the street grid.

The slopes in this area of the gulch are extremely steep and heavily vegetated. The slope is likely to be unstable. The topographic data collected for this feasibility study would need to be improved with a land survey and combined with detailed geotechnical data to understand the soils and stability of the slopes to fully understand the required retaining walls and costs of either trail alignment. Due to the limited data available for this concept plan, the trail alignment in this area will need to be reconsidered during the design process.

FIGURE 5
Illustration of Sullivan's Gulch Trail looking west from NE 12th Avenue



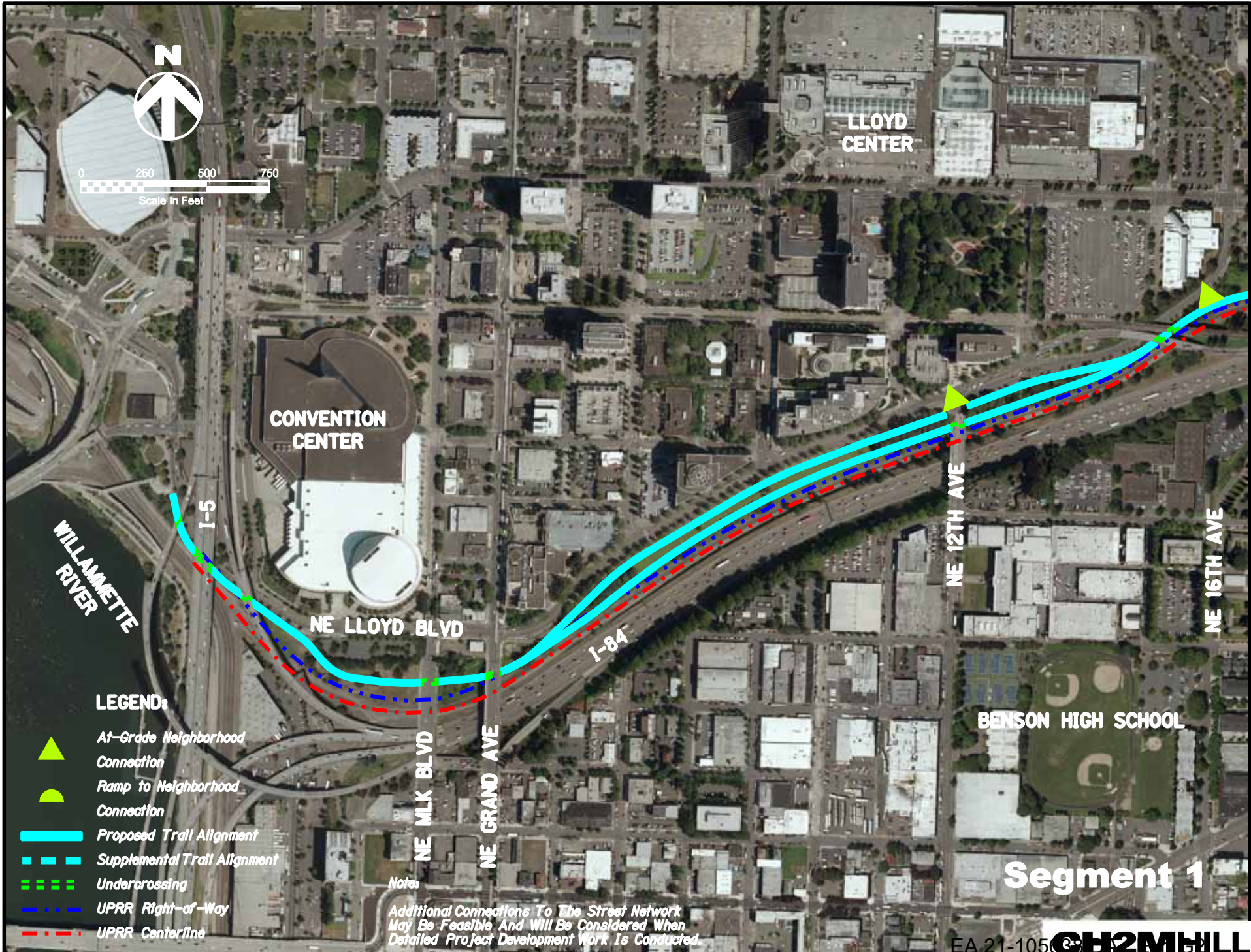
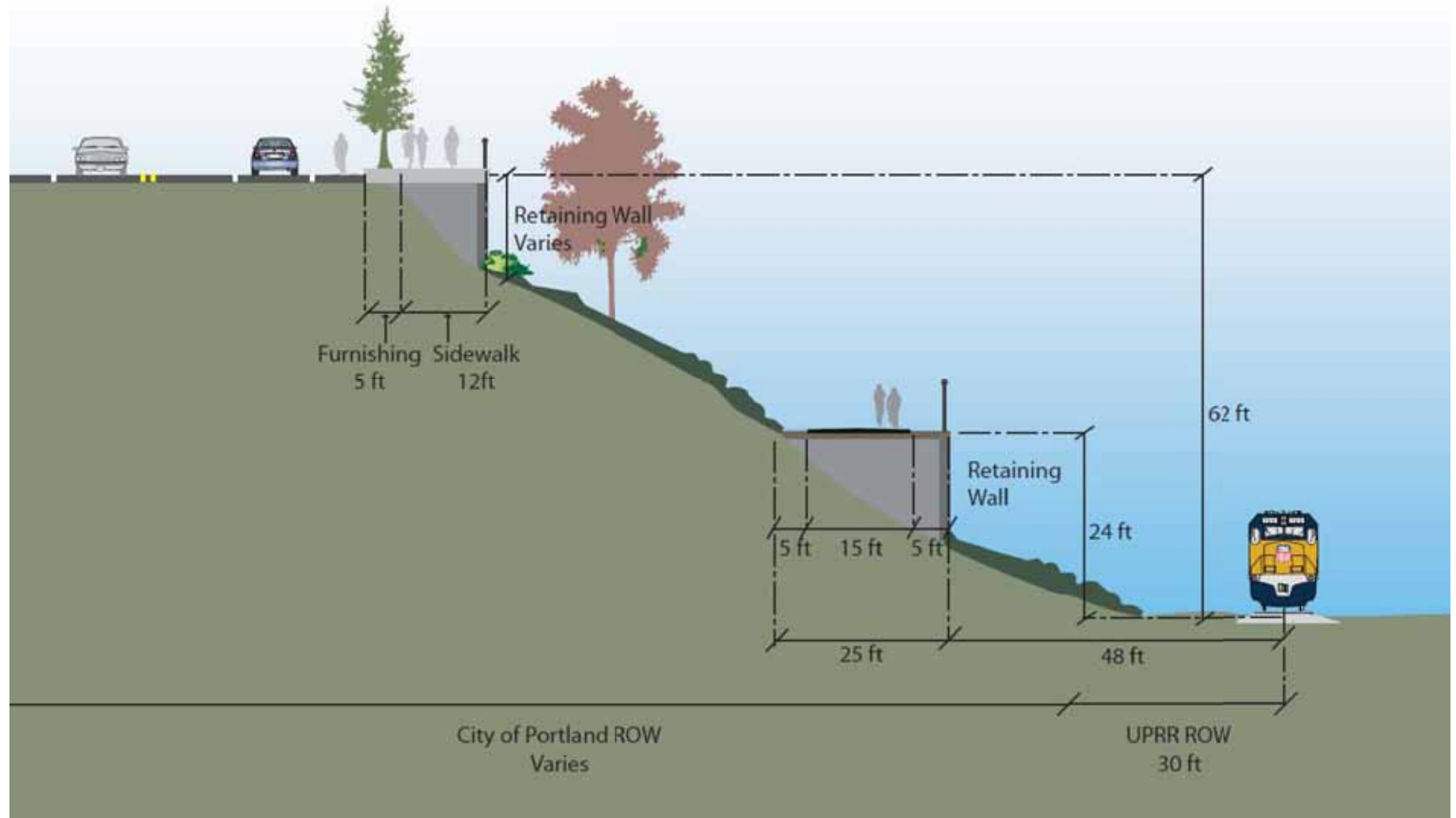


FIGURE 6
Illustrative View of the Trail at NE 13th Avenue



2.2.2 Segment 2: NE 16th Avenue to NE 21st Avenue

Segment Overview

From NE 16th Avenue, the trail would cross under the MAX tracks and off-ramp from I-84 and continue along the bottom of the gulch. A connection to NE 21st Avenue would be provided. Ten- to 15-foot-high retaining walls would be required in most of this segment, except for a short segment just west of 21st Avenue.

Neighborhood and System Connections

The trail would connect to NE 16th Avenue and NE 21st Avenue. NE 21st Avenue is an existing bikeway that provides connections to many east-west bikeways, including NE Multnomah Street and a planned bikeway on NE Holladay Street.

Property Acquisition

The west section of this segment and much of the ramp to NE 21st Avenue is located on property owned by the City of Portland. The east section of this segment and the undercrossing of NE 21st Avenue are located on right-of-way owned by Union Pacific Railroad. The area where the ramp connects to NE 21st Avenue is located on privately owned property.

Cost

This segment of trail is just over 0.2 mile long. It would cost approximately \$2 million or \$1.6 million per 1,000 feet of trail to construct. This cost estimate does not include right-of-way acquisition.

Considerations

A pedestrian-only easement exists along the southern edge of the Marriott Residence Inn site and through private property on the east to NE 21st Avenue. The project team evaluated an alignment that used this easement. Climbing from the bottom of the gulch near the I-84 off-ramp to the pedestrian easement and back down to cross under NE 21st Avenue at the required 5 percent grade made using this easement infeasible. The team also looked at the feasibility of connecting to NE 16th Avenue. Again, the required grade change made this connection infeasible.



0 250 500 750
Scale In Feet

LEGEND:



*At-Grade Neighborhood
Connection*



*Ramp to Neighborhood
Connection*

 *Proposed Trail Alignment*

 *Supplemental Trail Alignment*

 *Undercrossing*

 *UPRR Right-of-Way*

 *UPRR Centerline*

Note:

*Additional Connections To The Street Network
May Be Feasible And Will Be Considered When
Detailed Project Development Work Is Conducted.*



Segment 2

2.2.3 Segment 3: NE 21st Avenue to NE 32nd Avenue

Segment Overview

The trail would cross under NE 21st Avenue and continue along the northern edge of the Union Pacific Railroad right-of-way to cross under NE 28th Avenue. West of NE 28th Avenue, the proposed trail is immediately adjacent to a building that abuts the railroad right-of-way. East of NE 28th Avenue, the railroad right-of-way narrows and the proposed trail is located on private property north of the railroad right-of-way. Construction of the trail in this area would impact a building that houses several businesses and would only be feasible upon redevelopment or through identification of a mutually-agreeable design by the property owner and the city.

Ten- to 15-foot-high retaining walls will be required along much of this segment, except for a short area immediately east of NE 28th Avenue.

Neighborhood and System Connections

The trail would access NE 32nd Avenue via a new connection to NE Halsey Street on the former Albina Fuel site. This access point provides a connection to the street network including bikeways, bicycle boulevards, and low-traffic streets. While a direct connection to the 20s bikeway at NE 28th Avenue was considered, its feasibility cannot be determined at this time.

Property Acquisition

Much of this segment is located on right-of-way owned by Union Pacific Railroad. A short segment just east of NE 28th Avenue is located on privately owned property.

Cost

This segment of trail is about 0.8 mile long. It would cost approximately \$3.5 million or \$800,000 per 1,000 feet of trail to construct. This cost estimate does not include right-of-way acquisition.

Considerations

There are feasible, but difficult, neighborhood connections near NE 28th Avenue that are not included in this recommended concept that should be considered during design or site redevelopment. The first, a long connection along the southern edge of the Fred Meyer parcel near NE 32nd Avenue to NE 28th Avenue is feasible but would require significant property acquisition. The others, a connection to NE 25th Avenue along an existing private driveway or a connection to NE 28th Avenue could be considered if the surrounding properties redevelop. A direct connection to NE 25th Avenue or NE 28th Avenue would far exceed the allowable slope for a bicycle and pedestrian path. The Project Advisory Committee strongly recommends that a direct connection to NE 28th Avenue be explored during design.



Building near railroad tracks east of NE 28th Avenue



LEGEND:



At-Grade Neighborhood Connection



Ramp to Neighborhood Connection



Proposed Trail Alignment



Supplemental Trail Alignment



Undercrossing



UPRR Right-of-Way



UPRR Centerline

Notes:

Additional Connections To The Street Network May Be Feasible And Will Be Considered When Detailed Project Development Work Is Conducted.

Segment 3

2.2.4 Segment 4: NE 32nd Avenue to Hollywood Transit Center

Segment Overview

From NE 32nd Avenue to NE Sandy Boulevard, the trail would generally follow the northern edge of the Union Pacific Railroad right-of-way at the top of the slope. The trail would pass under NE 33rd Avenue and follow the top the gulch immediately behind several businesses that abut the railroad right-of-way. The trail would cross under NE Sandy Boulevard and NE Cesar Chavez Boulevard. This area, between NE Sandy Boulevard and NE Cesar Chavez Boulevard, is highly constrained, with the proposed trail only about 17 to 20 feet from the centerline of the railroad tracks at its nearest point. The trail would continue east at the top of the gulch with a connection to the Hollywood Transit Center.

Retaining walls would be required throughout this segment with walls that are less than 10 feet high east of NE Sandy Boulevard, between 10 and 15 feet high from NE Sandy Boulevard to NE Cesar Chavez Boulevard, and between 9 and 13 feet from NE Cesar Chavez Boulevard to the Hollywood Transit Center.



View from 33rd Avenue looking east

Neighborhood and System Connections

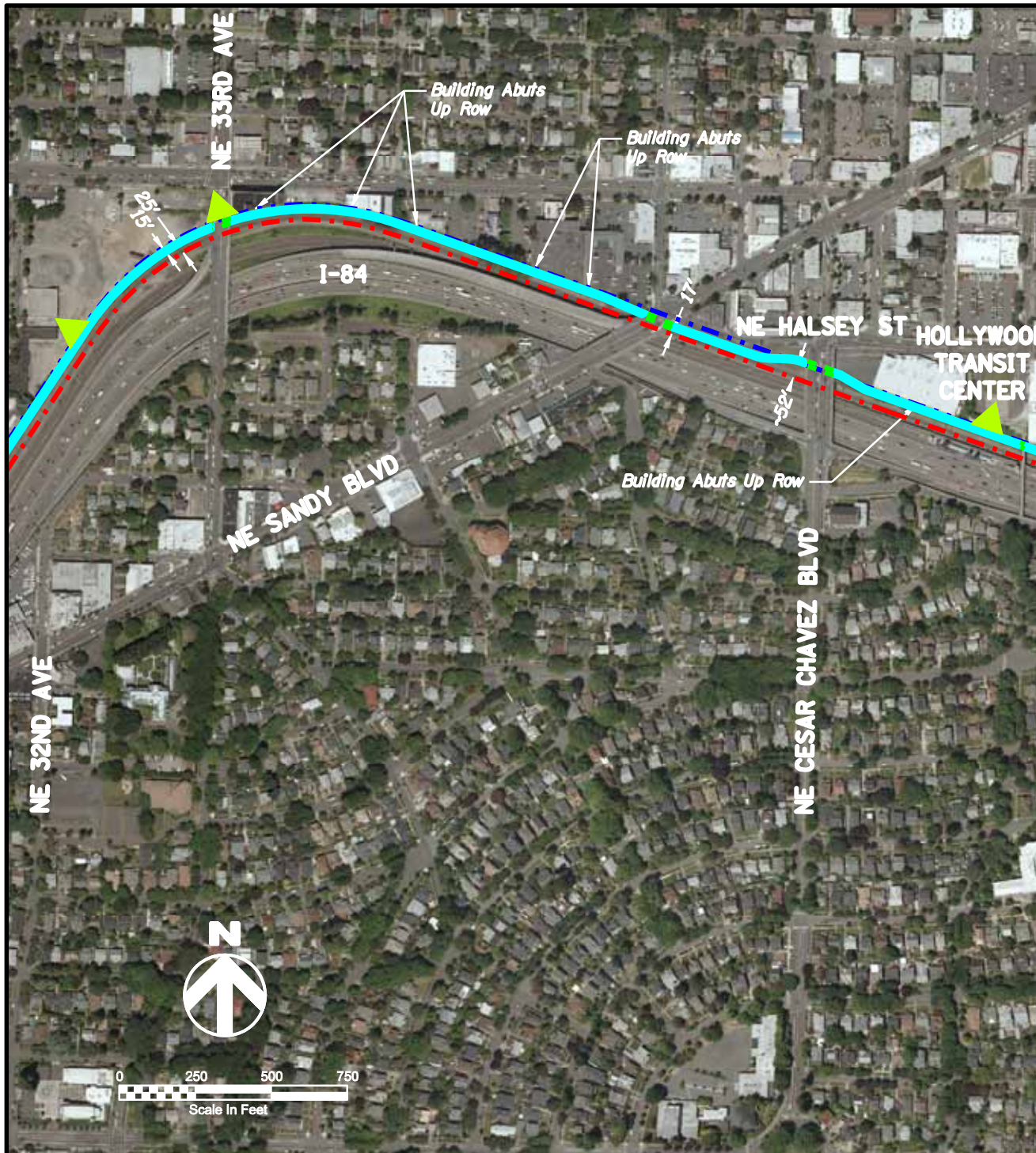
The approved site plan for redevelopment of the former Albina Fuel site at NE 33rd and Broadway provides for a trail connection along NE 33rd Avenue. This connection may be considered to provide a direct connection Grant High School. A short trail connection across the property to the Halsey Street right-of-way is also desired to provide a connection to on-street bike network. As the city has identified NE Sandy Boulevard as a future separated in-roadway bikeway, a connection to Sandy Boulevard may be desirable in the future. The trail would be at the same grade as the Hollywood Transit Center, providing several opportunities for connections to the transit center itself or the ramp to the pedestrian bridge across I-84. A connection at the Hollywood Transit Center would provide access to the Hollywood District via NE 42nd Avenue, a designated bikeway, and to the Laurelhurst Neighborhood south of I-84 via the existing pedestrian and bicycle bridge. The Hollywood District is also designated as a pedestrian district.

Property Acquisition

This entire segment is located on right-of-way owned by Union Pacific Railroad. The area between NE Sandy Boulevard and NE Cesar Chavez Boulevard is very constrained with the railroad right-of-way extending onto NE Halsey Street.

Cost

This segment of trail is about 0.6 mile long. It would cost approximately \$4.2 million or \$1.2 million per 1,000 feet of trail to construct. This cost estimate does not include right-of-way acquisition.



LEGEND:



At-Grade Neighborhood
Connection



Ramp to Neighborhood
Connection



Proposed Trail Alignment



Supplemental Trail Alignment



Undercrossing



UPRR Right-of-Way



UPRR Centerline

Notes:

Additional Connections To The Street Network
May Be Feasible And Will Be Considered When
Detailed Project Development Work Is Conducted.

Segment 4

2.2.5 Segment 5: Hollywood Transit Center to NE 44th Avenue

Segment Overview

From the Hollywood Transit Center, the trail would continue at the top of the slope, passing under the pedestrian bridge at the MAX station and under the I-84 off-ramp to NE 42nd Avenue. A short retaining wall would be required for a portion of this segment. An illustration of what the trail could look like at the Hollywood Transit Center is provided in Figure 7. An illustration of how the trail could look near the Hollywood Transit Center is provided in Figure 8.

Neighborhood and System Connections

The trail would be at the same grade as the Hollywood Transit Center, providing several opportunities for connections to the transit center itself. One option would be a direct ramp to the north end of the existing pedestrian and bicycle bridge across I-84. A connection at the Hollywood Transit Center would provide access to the Hollywood District via NE 42nd Avenue, a city bikeway, and to the Laurelhurst Neighborhood south of I-84. The Hollywood District is also designated as a pedestrian district. An additional access would be provided via an existing connection at NE 45th Avenue. This connection would provide access to the Providence Health System office buildings and to the surrounding neighborhood.

FIGURE 7
Illustration of Sullivan's Gulch Trail at the Hollywood Transit Center



Property Acquisition

This entire segment is located on right-of-way owned by Union Pacific Railroad.

Cost








This segment of trail is just over 1,000 feet long. It would cost approximately \$700,000 to construct. This cost estimate does not include right-of-way acquisition.

Considerations

TriMet is working with the City of Portland to develop a redevelopment plan for the Transit Center. The integration of the trail and redevelopment plans should be considered during the design process.



LEGEND:

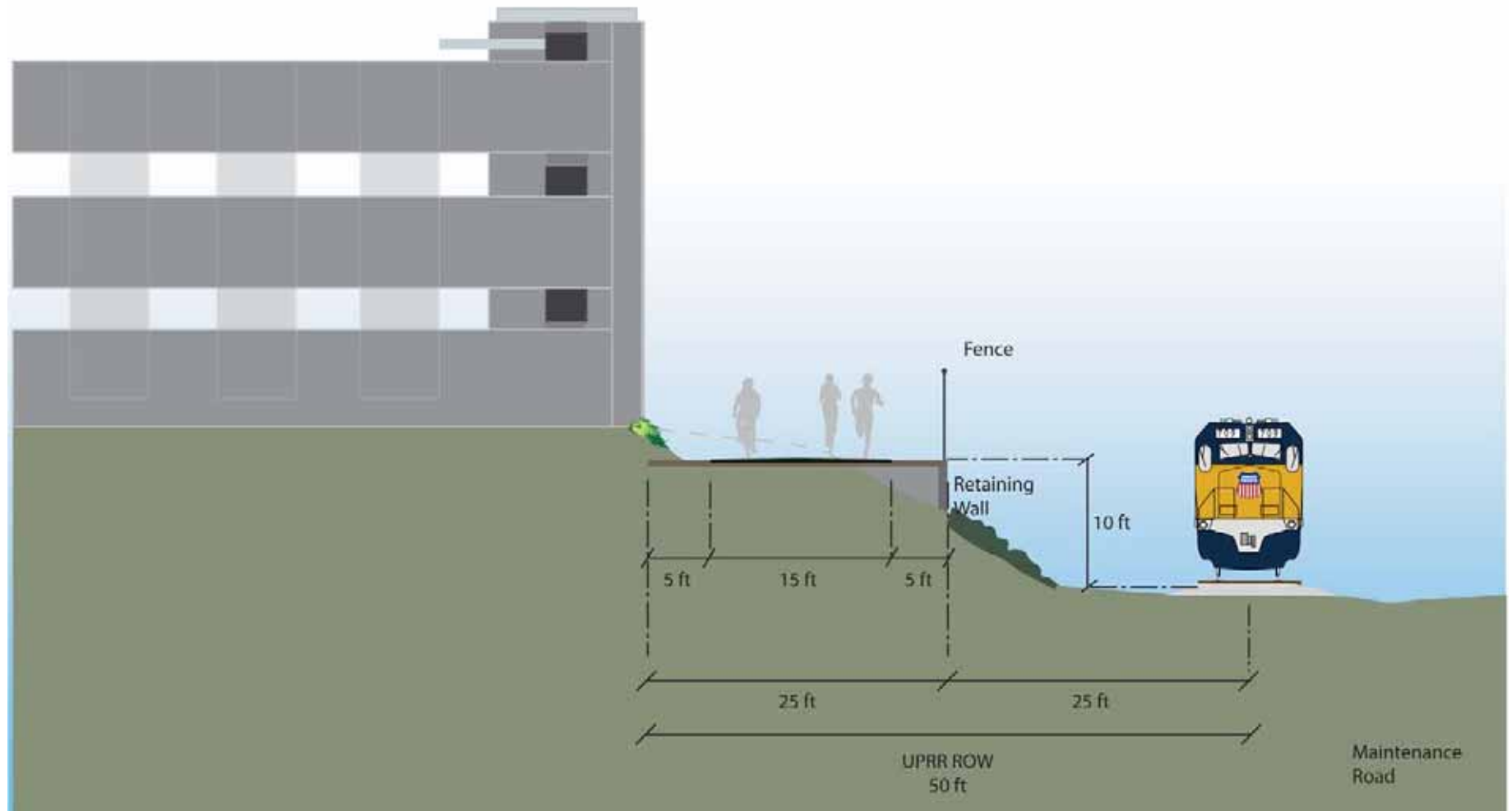
-  At-Grade Neighborhood Connection
-  Ramp to Neighborhood Connection
-  Proposed Trail Alignment
-  Supplemental Trail Alignment
-  Undercrossing
-  UPRR Right-of-Way
-  UPRR Centerline

Notes:

Additional Connections To The Street Network May Be Feasible And Will Be Considered When Detailed Project Development Work Is Conducted.

Segment 5

FIGURE 8
Illustrative View of the Trail East of the Hollywood Transit Center



2.2.6 Segment 6: NE 44th Avenue to NE 53rd Avenue

Segment Overview

From NE 44th Avenue, the trail would continue east at the top of the gulch, dropping down to cross under NE 47th Avenue. The trail would impact an auxiliary structure within the rail right-of-way immediately west of NE 47th Avenue. The trail would continue at the top of the slope from NE 47th Avenue to NE 53rd Avenue. Retaining walls would be needed in some areas of this segment, including a wall that varies from 5 to 12 feet between NE 49th Avenue and NE 53rd Avenue.

Neighborhood and System Connections

Access to the Sullivan's Gulch Trail would be provided via an at-grade connection to NE 49th Avenue and a ramp to NE 53rd Avenue. These connections would provide access to an on-street bikeway on 47th Avenue and a bike boulevard on NE 53rd Avenue. These routes would provide access to the Hollywood Town Center, as well as Providence Portland Medical Center, a major employer and regional destination.

Property Acquisition

This entire segment is located on right-of-way owned by Union Pacific Railroad. Standard TV and Appliance currently leases property from the railroad for a portion of their parking lot. Construction of the trail would require acquisition of this area.

Cost

This segment of trail is about 0.5 mile long. It would cost approximately \$2.4 million or \$900,000 per 1,000 feet of trail to construct. This cost estimate does not include right-of-way acquisition.

Considerations

A second connection to NE 53rd Avenue from the east was not evaluated but could be considered during the design process.



LEGEND:



At-Grade Neighborhood Connection



Ramp to Neighborhood Connection



Proposed Trail Alignment



Supplemental Trail Alignment



Undercrossing



UPRR Right-of-Way



UPRR Centerline

Notes:

Additional Connections To The Street Network May Be Feasible And Will Be Considered When Detailed Project Development Work Is Conducted.

Segment 6

2.2.7 Segment 7: NE 53rd Avenue to NE 61st Avenue

Segment Overview

The trail would pass under NE 53rd Avenue and continue near the top of the bank before crossing under NE 60th Avenue. Ten- to 15-foot-high retaining walls would be required throughout this segment. An illustration the trail west of NE 60th Avenue is provided in Figure 9.

Neighborhood and System Connections

Access to the Sullivan's Gulch Trail would be provided via an at-grade connection to NE 61st Avenue. A future connection could also be provided at NE 56th Avenue or NE 57th Avenue if agreements could be reached with a property owner.

Property Acquisition

Most of this segment is located on right-of-way owned by Union Pacific Railroad. Near NE 60th Avenue, part of the trail would be located on privately owned property.

Cost

This segment of trail is about 0.4 mile long. It would cost approximately \$3.4 million or \$1.5 million per 1,000 feet of trail to construct. This cost estimate does not include right-of-way acquisition.

Considerations

A connection to NE 60th Avenue was considered, but was not feasible due to property constraints and the difference in elevation between the proposed trail and the street.



LEGEND:



At-Grade Neighborhood Connection



Ramp to Neighborhood Connection



Proposed Trail Alignment



Supplemental Trail Alignment



Undercrossing



UPRR Right-of-Way



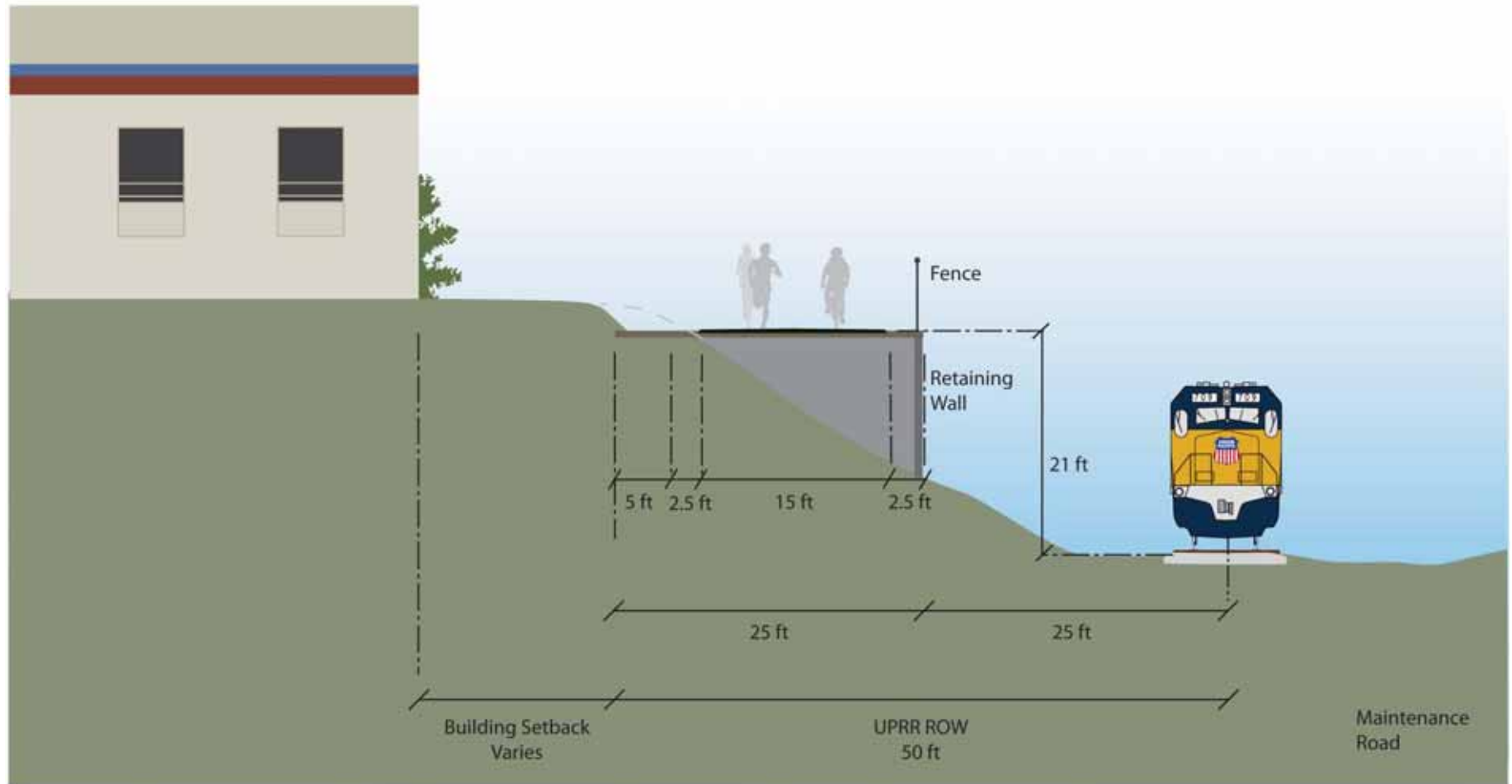
UPRR Centerline

Notes:

Additional Connections To The Street Network May Be Feasible And Will Be Considered When Detailed Project Development Work Is Conducted.

Segment 7

FIGURE 9
Illustrative View of the Trail West of NE 60th Avenue



2.2.8 Segment 8: NE 61st Avenue to NE Broadway

Segment Overview

From NE 61st Avenue, the trail would continue along the top of the slope. Near NE 67th Avenue, the trail would pass under NE Halsey Street via a new tunnel before returning to the top of the gulch. A 15-foot-high retaining wall may be required west of Halsey Street in this segment.

Neighborhood and System Connections

Access to the Sullivan's Gulch Trail would be provided via an at-grade connection to NE 63rd Avenue and a ramp to NE 67th Avenue.

Property Acquisition

Most of this segment is located on right-of-way owned by Union Pacific Railroad. The new tunnel under Halsey Street would require acquisition from a vacant parcel at the corner of NE Halsey Street and NE 67th Avenue.

Cost

This segment of trail is about 0.6 mile long. It would cost approximately \$2.7 million or \$900,000 per 1,000 feet of trail to construct. This cost estimate does not include right-of-way acquisition.



LEGEND:



*At-Grade Neighborhood
Connection*



*Ramp to Neighborhood
Connection*



Proposed Trail Alignment



Supplemental Trail Alignment



Undercrossing



UPRR Right-of-Way



UPRR Centerline

Notes:

*Additional Connections To The Street Network
May Be Feasible And Will Be Considered When
Detailed Project Development Work Is Conducted.*

Segment 8

2.2.9 Segment 9: NE Broadway to NE 82nd Avenue (Jonesmore Street segment)

Segment Overview

At NE Broadway, the trail would shift to city-owned right-of-way between NE Jonesmore Street and a soundwall at the top of the Gulch. The trail would split west of NE 74th Avenue with one route crossing under NE 74th Avenue and one option crossing at street level. To accommodate the crossing of NE 74th Avenue at street level, NE Jonesmore Street would be converted to one-way, with only one travel lane for vehicular traffic, from NE 73rd Avenue to NE 75th Avenue. A hybrid pedestrian signal, sometimes called a HAWK beacon, is proposed to provide a safe, efficient crossing of NE 74th Avenue. This kind of signal can be designed so that cyclists trigger the signal in advance of the crossing, minimizing wait time.

From NE 74th Avenue, the trail would be located between NE Jonesmore Street and the soundwall to NE 77th Avenue. At NE 77th Avenue, the trail would continue on an unimproved right-of-way for NE Jonesmore Street connecting to an existing path under NE Halsey Street. From there, the trail would split, with a connection to NE 82nd Avenue north of the TriMet power substation and a connection under NE 82nd Avenue south of the substation. A 7-foot-high retaining wall would be required for a short section just west of NE 82nd Avenue. An illustration of the trail along NE Jonesmore Street is provided in Figure 10.

Neighborhood and System Connections

Access to the Sullivan's Gulch Trail would be provided via an at-grade connection at NE 74th Avenue, a future bicycle boulevard, and at NE 82nd Avenue. Much of this segment would be adjacent to NE Jonesmore Street, providing continuous access from the surrounding neighborhood.

Property Acquisition

This segment is mostly located on right-of-way owned by the City of Portland. The undercrossing of NE 74th Avenue would be located on right-of-way owned by the Union Pacific Railroad.

Cost

This segment of trail is about 0.7 mile long. It would cost approximately \$2.9 million or \$900,000 per 1,000 feet of trail to construct. This cost estimate does not include right-of-way acquisition. The undercrossing at NE 74th Avenue would cost about \$1.2 million without right-of-way acquisition. The cost of the undercrossing, as well as an at-grade crossing of NE 74th Avenue is included in the cost of this segment and the total project.



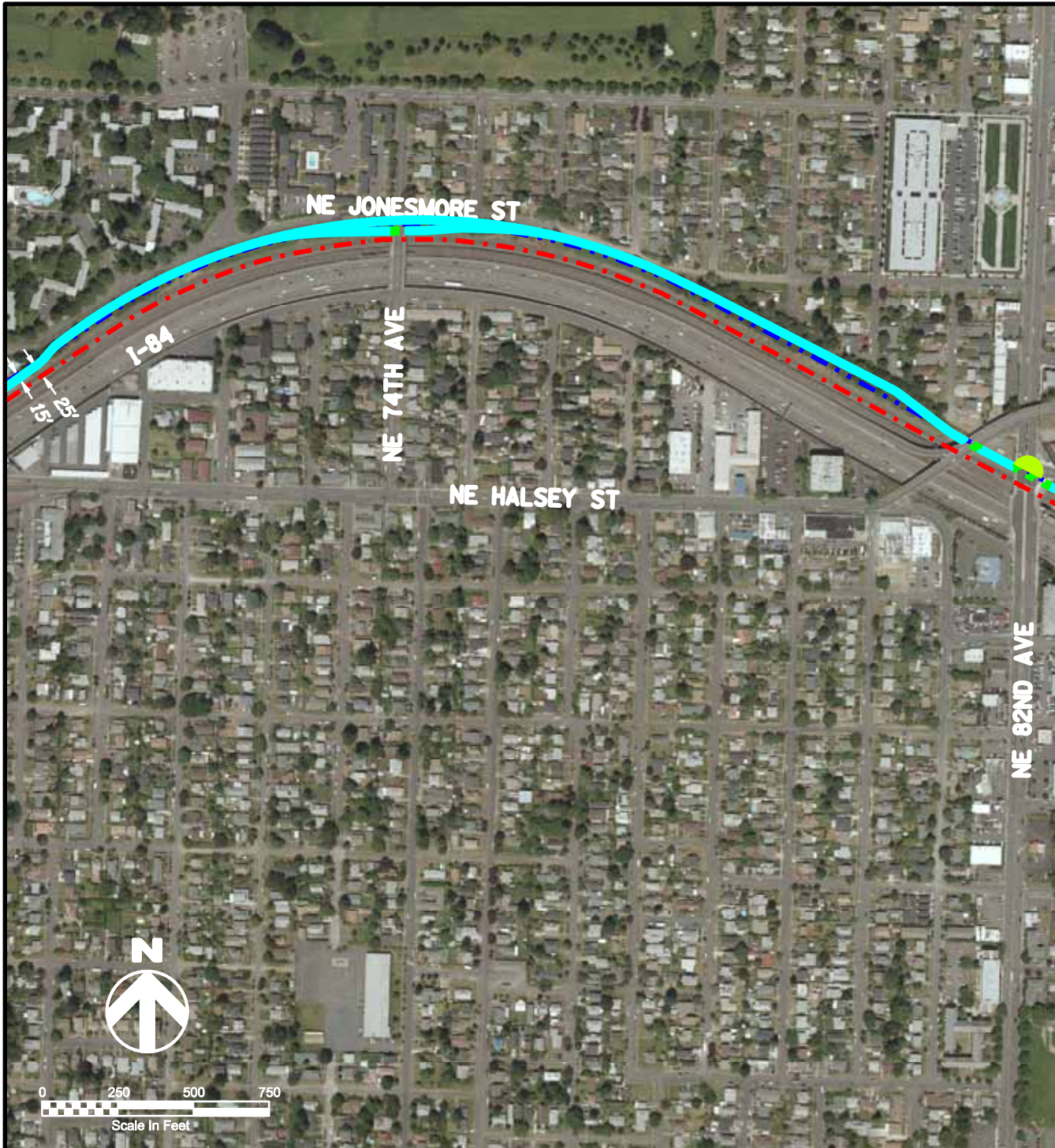
NE Jonesmore Street looking east










Hybrid signal on NE Burnside Street



Existing path under NE Halsey Street at 82nd Avenue



LEGEND:

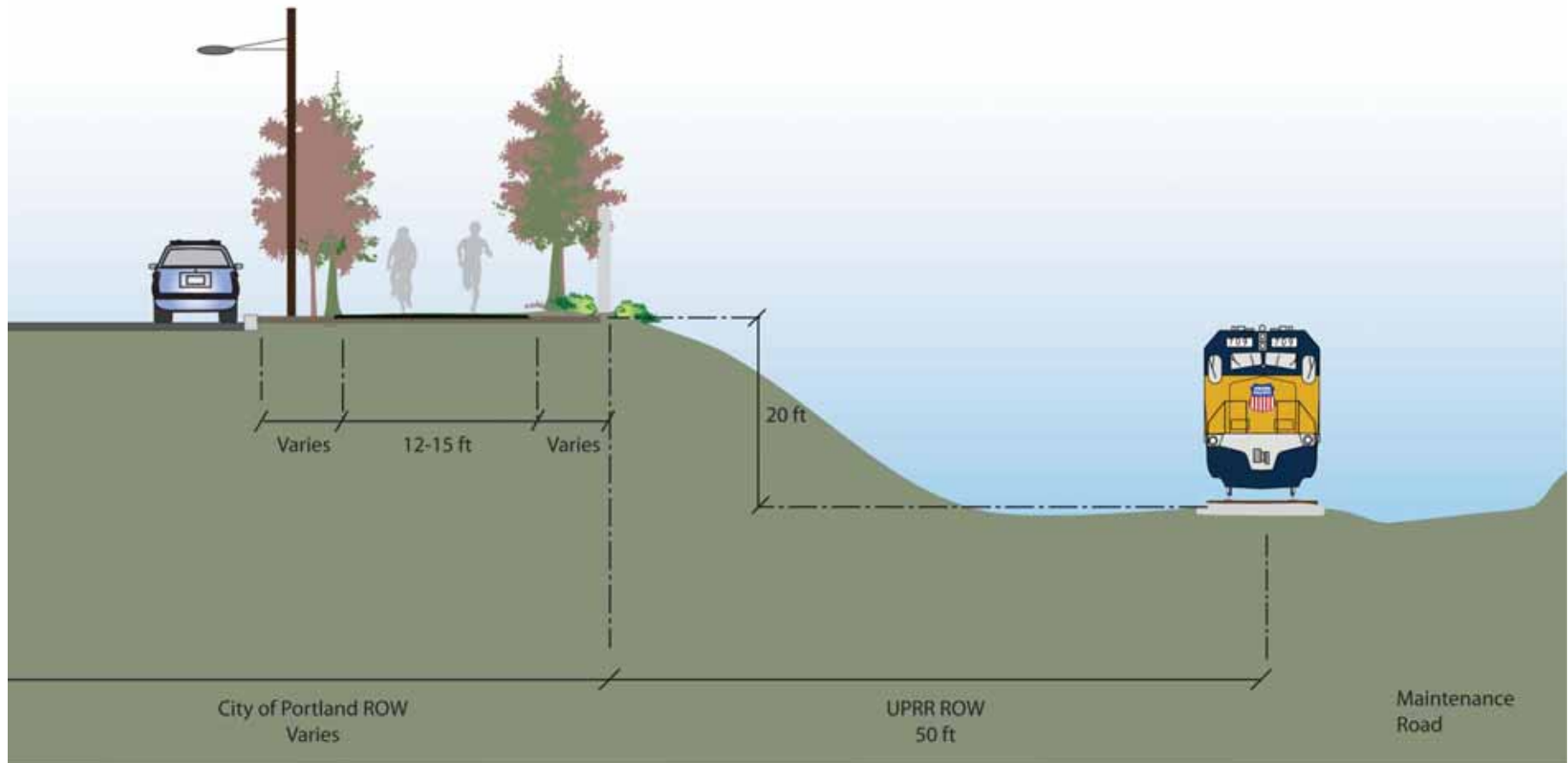
-  At-Grade Neighborhood Connection
-  Ramp to Neighborhood Connection
-  Proposed Trail Alignment
-  Supplemental Trail Alignment
-  Undercrossing
-  UPRR Right-of-Way
-  UPRR Centerline

Notes:

Additional Connections To The Street Network May Be Feasible And Will Be Considered When Detailed Project Development Work Is Conducted.

Segment 9

FIGURE 10
Illustrative View of the Trail Along NE Jonesmore Street



2.2.10 Segment 10: NE 82nd Avenue to NE 92nd Avenue

Segment Overview

From NE 82nd Avenue to NE 92nd Avenue, the trail would follow the northern edge of the Union Pacific Railroad right-of-way. Starting from NE 82nd Avenue, a 10-foot-high retaining wall would be required for less than a quarter mile.

Neighborhood and System Connections

Access to the Sullivan's Gulch Trail would be provided via at-grade connections to NE 88th Avenue and NE 92nd Avenue.

Property Acquisition

This segment is located on right-of-way owned by Union Pacific Railroad. In some locations, the trail could likely be designed on adjacent private properties rather than the railroad right-of-way.

Cost

This segment of trail is about 0.6 mile long. It would cost approximately \$2.1 million or \$700,000 per 1,000 feet of trail to construct. This cost estimate does not include right-of-way acquisition.



LEGEND:



*At-Grade Neighborhood
Connection*



*Ramp to Neighborhood
Connection*



Proposed Trail Alignment



Supplemental Trail Alignment



Undercrossing



UPRR Right-of-Way



UPRR Centerline

Notes:

*Additional Connections To The Street Network
May Be Feasible And Will Be Considered When
Detailed Project Development Work Is Conducted.*

Segment 10

2.2.11 Segment 11: NE 92nd Avenue to the I-205 Multi-Use Path

Segment Overview

From NE 92nd Avenue to I-205, the trail would follow the northern edge of the Union Pacific Railroad right-of-way. The trail would pass under I-205 and the I-205/I-84 interchange to connect to the I-205 multi-use path.

Neighborhood and System Connections

The trail would connect to the I-205 multi-use path after crossing under I-205, providing access to the Gateway Regional Center and Gateway Transit Center. Gateway is a designated pedestrian district. The Sullivan's Gulch Trail would also provide another access point to Gateway Green, a future recreational area.

Property Acquisition

Most of this segment is located on property owned by the Oregon Department of Transportation. Some of this segment is located on right-of-way owned by Union Pacific Railroad. In some locations, the trail could likely be designed on adjacent private properties rather than the railroad right-of-way.

Cost

This segment of trail is about 0.3 mile long. It would cost approximately \$1.5 million or \$900,000 per 1,000 feet of trail to construct. This cost estimate does not include right-of-way acquisition.



LEGEND:



*At-Grade Neighborhood
Connection*



*Ramp to Neighborhood
Connection*



Proposed Near-Term Project



Proposed Sullivan's Gulch Trail Alignment



Undercrossing



UPRR Right-of-Way



UPRR Centerline

Notes:

*Additional Connections To The Street Network
May Be Feasible And Will Be Considered When
Detailed Project Development Work Is Conducted.*

Segment 11

3.0 Costs and Impacts

Based on the conceptual design, the project team developed a planning-level cost estimate for trail construction. This estimate does not include right-of-way costs. The team also estimated the right-of-way required to construct the project.

3.1 Order-of-magnitude Cost Estimate

The construction cost estimate for the trail alignment developed during this concept planning process is an order-of-magnitude that reflects the limited engineering work and technical data gathering that has been completed. To account for this, a construction contingency of 40 percent is included in construction cost estimates. A contingency is added as a percentage of the total construction cost and should not be considered as potential saving.

Design and construction of the Sullivan's Gulch Trail is expected to cost about \$36 million (2012) without right-of-way acquisition. The cost per 1,000 feet of trail construction varies from \$700,000 to \$1.6 million. Table 2 details the cost for each segment.

TABLE 2
Construction Cost by Segment

	Segment and Description	Segment Cost (millions)	Length (miles)	Cost per 1,000 feet (millions)
1	West limit to NE 16th Avenue	\$10.5	1.3	\$1.6
2	NE 16th Avenue to NE 21st Avenue	\$2.0	0.2	\$1.6
3	NE 21st Avenue to NE 32nd Avenue	\$3.5	0.8	\$0.8
4	NE 32nd Avenue to Hollywood Transit Center	\$4.2	0.6	\$1.2
5	Hollywood Transit Center to NE 44th Avenue	\$0.7	0.2	\$0.7
6	NE 44th Avenue to NE 53rd Avenue	\$2.4	0.5	\$0.9
7	NE 53rd Avenue to NE 61st Avenue	\$3.4	0.4	\$1.5
8	NE 61st Avenue to NE Broadway	\$2.7	0.6	\$0.9
9	NE Broadway to NE 82nd Avenue	\$2.9	0.7	\$0.8
10	NE 82nd Avenue to NE 92nd Avenue	\$2.1	0.6	\$0.7
11	NE 92nd to I-205 multiuse path	\$1.5	0.3	\$0.9
Total Cost		\$35.9	5.6	\$1.1

Note: All estimates are in 2012 dollars.

Planning-Level Cost Estimates

As projects move from ideas and conceptual designs to final designs, engineers are able to determine costs with increasing certainty. At the concept plan level, engineers prepare planning-level cost estimates.

These cost estimates include significant contingencies to cover items that cannot be defined at the planning level. These estimates also rely on many assumptions including the width of the trail, the topography in the corridor, and the types of landscaping, lighting, and surfaces that would be used. The planning-level cost estimates do not include right-of-way acquisition costs.

These estimates should be used to gauge the amount of funding that should be sought to design and construct the trail. More accurate estimates will be developed as the design progresses.

3.2 Property Impacts

Based on this concept, the Sullivan's Gulch Trail would be constructed on a combination of property owned by the City of Portland, the Oregon Department of Transportation, individual property owners, and Union Pacific Railroad. The project team has assumed that some areas of the trail could not be constructed unless redevelopment occurs because of the proximity of actively used buildings to the proposed trail alignment. To construct the trail, the City of Portland would acquire all property required to construct and operate the trail either through fee-simple purchase or through acquisition of easements. The estimated property impacts, shown in Table 3, are based on a 25-foot-wide trail corridor and available mapping of tax lot boundaries. A full survey of the project would be needed to accurately define acquisition required to construct the trail.

TABLE 3
Trail Right-of-Way by Owner

Ownership	Area (Sq Feet)	Percent of Total Right-of-Way Required
Oregon Department of Transportation	31,000	4
Other owners	47,000	6
City of Portland	205,000	26
Union Pacific Railroad	510,000	64

Note: All estimates are based on planning-level design of a 25-foot-wide trail corridor and City of Portland GIS data.

4.0 Public Involvement

Public involvement activities included open houses, Project Advisory Committee meetings that were open to the public, a project website, and public information. The 13-member Project Advisory Committee met five times during the development of the concept plan with meetings that focused on development of principles to guide concept design, a discussion of opportunities and constraints, a review of an initial trail alignment, a review of a refined alignment with proposed trail under-crossings and neighborhood connections, and a review of the draft concept plan. The principles and criteria developed by the PAC to guide development of the trail concept are provided in Table 4.

TABLE 4
PAC Principles and Criteria

Principle	Criteria
Create a safe multiuse trail.	<p>1A: Provide for the maximum separation between the trail and auto traffic parallel to the trail.</p> <p>1B: Strive for no at-grade crossings of streets.</p> <p>1C: Use crime prevention through environmental design techniques to improve safety and security (e.g. maximizing areas with “eyes on the trail”).</p> <p>1D: Provide a design that minimizes bicycle/pedestrian conflicts.</p> <p>1E: Provide a design that minimizes east/west user conflicts.</p>
Create a trail that is comfortable and accessible for a range of users and uses.	<p>2A: Provide a trail with adequate width and design to accommodate a range of users.</p> <p>2B: Where possible, provide space for rest, enjoying views and congregating outside of the trail’s throughway.</p> <p>2C: Minimize grade changes.</p> <p>2D: Design as a safe, direct and efficient connection for bicycle traffic with minimal delays.</p>
Create a direct multiuse trail that provides connections to centers, neighborhoods and the city’s bicycle network.	<p>3A: Minimize travel distance between I-205 and the Eastbank Esplanade.</p> <p>3B: Provide access to regional centers, town centers, main streets and transit stops.</p> <p>3C: Create a continuous trail that is easy for users to follow.</p> <p>3D: Provide connections to the city’s bike and pedestrian systems.</p> <p>3E: Provide enough access points to make the trail accessible to pedestrians.</p> <p>3F: Connect to the regional trail system including the I-205 path, Gateway Green, the Eastbank Esplanade, and the future North Portland Greenway Trail.</p>
Minimize impacts to private properties.	<p>4A: Provide acceptable separation between the centerline of the UP Graham Line and the southern edge of the trail, increasing user safety and minimizing noise from the railroad.</p> <p>4B: Minimize impacts to occupied buildings or impacts to properties that would compromise existing uses.</p>
Create a trail that has the support of the community and is acceptable to the property owners who are impacted by the trail.	

The project team hosted two open houses. The first was aimed at reviewing the initial trail alignment and gathering input on neighborhood connections. The second was aimed at reviewing the final alignment, including roadway crossings and neighborhood connections. Outreach to support the open houses included email, mailers, and distribution of posters to community businesses.

In addition to public meetings, the city hosted a project web site that included all meeting materials and electronic versions of the open house comment forms. To support outreach to traditionally under-represented communities, the city provided a small grant to the Latino Network to engage their constituents.

The project team made a special effort to reach out to property owners affected by the proposed trail alignment. The team mailed letters to all property owners immediately adjacent to the gulch when the project commenced, offering one-on-one meetings. The team also met with interested stakeholders during the development of the concept plan.

Finally, the project team presented the trail concept to several city advisory committees including the Portland Commission on Disabilities, the Bicycle Advisory Committee and the Pedestrian Advisory Committee.



Community members review materials at an open house

5.0 Union Pacific Railroad Right-of-Way Review

After endorsement by the Project Advisory Committee (PAC), the concept plan was reviewed by Union Pacific Railroad (UPRR) including staff from network design and planning, engineering, safety, real estate and police departments. In May 2012, UPRR provided input confirming their concerns about non-railroad uses in their right-of-way. They also stated their opposition to transferring right-of-way to the City of Portland given their desire to construct a second track in Sullivan's Gulch. The City previously evaluated the constraints to UPRR constructing a second track using UPRR's current design standards and found several issues that would make constructing a second track difficult or expensive, or would require varying from design standards.

UPRR generally uses these standards when designing new tracks:

- 20 feet of space between the centerline of existing track to the centerline of a new track
- 25 feet of space between centerline of a new (northern) track and the nearest structure (e.g., bridge pier, roadway, building)

These requirements mean that UPRR would need about 45 feet of space between the centerline of their existing track and the nearest structure to meet their own standards in constructing a new track to the north of the existing track.

There are several areas where a second track could not be designed to these standards:

- NE 12th Avenue to NE 17th Avenue: UPRR only owns 30 feet of right-of-way from the centerline of the existing track. In this case, the City of Portland owns property immediately north of the UPRR right-of-way and could build a trail in this area.
- NE 28th Avenue to NE 29th Avenue: In this area, a building is 30 feet from the centerline of the existing track.
- NE Sandy Boulevard to NE Cesar Chavez Boulevard: The retaining wall supporting NE Halsey Street is only 33 feet from the centerline of the existing track.
- I-205: UPRR only owns about 40 feet of right-of-way from the centerline of existing track.
- Various roadway structures: In most cases, piers supporting roadway overcrossing structures are within 40 feet of the centerline of the existing track. There are 20 of these structures in the corridor and many would require reconstruction.

Based on this analysis, construction of the second track may not be possible without compromising some of UPRR's design standards and would be both difficult and expensive given these constraints. After reviewing this analysis, UPRR still maintains its desire to retain ownership of all current right-of-way for future system expansion.

6.0 Conclusions

This concept plan reflects a planning-level review of the design of the Sullivan's Gulch Trail with the intention of demonstrating the feasibility of the trail. This process uncovered additional issues and opportunities that will need to be resolved in future phases. These include right-of-way acquisition, geotechnical challenges, the presence of utilities in the gulch, and trail under-crossings.

Nearly three-quarters of the right-of-way required to construct the trail is currently owned by entities other than the City of Portland. In addition, in many cases, buildings are directly adjacent to the proposed trail. To successfully construct the trail, these affected property owners would need to be consulted during the design process. Union Pacific Railroad (UPRR) would need to convey property along their northern boundary to the city for those segments of the trail that are shown on UPRR property.

A variety of public and private utilities operate in the gulch. During this planning process, the publicly owned utilities mapped in the City of Portland's GIS database were documented, but privately owned utilities are also likely present in the corridor. The City's Bureau of Environmental Services (BES) owns a major sewer pipe that extends from the Willamette River to Hollywood that would be generally under the proposed trail alignment. Due to its age, this pipe is expected to require major maintenance or replacement. BES will be engaged in future design processes to ensure coordination between the trail project and any maintenance or improvement projects that would affect the sewer pipe.

The project team evaluated each roadway overcrossing referencing PBOT and ODOT bridge plans and maps to determine if there is adequate vertical and horizontal space to allow the trail to pass under these structures. In all cases, there appears to be adequate space for the trail. During the design process, a more detailed evaluation of these crossing opportunities will be required, including an evaluation of structure foundations and site investigations to determine the actual space available for a trail.

Much of the proposed Sullivan's Gulch Trail is located on steep slopes and relies on retaining walls to create the space for a trail. The heights of retaining walls included in the programming-level cost estimate are based on what is known about the ground profile in the project area. During the design process, a site-specific geotechnical investigation and a land survey will be required to precisely determine the extent and design of retaining walls or other structural solutions. The results of the geotechnical investigation may influence the location of the trail in some areas, particularly the area between Grand Avenue and NE 21st Avenue. The location of the proposed trail creates questions about the noise and air pollution exposure for trail users. Additional study should be undertaken to understand the noise and air pollution conditions that users are likely to encounter on the proposed trail and, if needed and practical, potential mitigation measures.

Other system planning items include street connections at either end and land use along the trail. The Sullivan's Gulch Trail would connect to the I-205 multiuse path at the east end and to a variety of on and off-street bike and pedestrian facilities at the west end. Changes or improvements to these facilities may be required to accommodate future trips from the Sullivan's Gulch Trail and should be considered during future system planning efforts. Future land use studies along the corridor should consider land use or zoning changes to take advantage of the potential for bike or trail oriented development to support local businesses and car-light lifestyles.

The trail is broken into 11 segments that can be constructed independently as right-of-way is obtained and funding is available. To advance the project, staff recommends City Council adopt this concept plan and the trail alignment into the City of Portland's comprehensive plan, zoning plan maps and transportation system plan maps.

Appendices

Appendix A. Public Involvement

Appendix B. Undercrossing of I-205 and Connection to NE Hancock Street

A.1 Public Involvement Plan

Prepared: November 9, 2010

Project Manager: Denver Igarta – PBOT
 Sarah Coates-Huggins – Parks & Recreation
 PI Coordinator: Elizabeth Kennedy-Wong
 Meeting Facilitator: EKW
 PI Start: January 2011 – committee recruitment
 PI Complete: July 2012

Project Scope

PBOT and PP&R will convene an Advisory Committee to assist in the development of a concept plan. The concept plan will determine the trail alignment and basic design and indicate cost. This concept plan will be developed by working with a consultant team to conduct a technical evaluation of the proposed alignment for a shared-use bicycle/pedestrian trail along the northern property limit of the Union Pacific (UP) Railroad's Graham Line, and produce a conceptual plan for the amenity.

Project Background

1996: The City of Portland Bicycle Master Plan is adopted, and includes the Sullivan's Gulch Trail as a "Priority 3 (10-20 Year)" project
 2000: Metro Council adopted the proposed trail route in Metro's Regional Transportation Plan
 2001: Placed on Metro's Regional Trails Plan
 2003: Placed on Metro's Financially Constrained List, making the project eligible for feasibility study funding
 2004: Portland State University Engineering Alignment
 2006: Project Awarded MTIP funds for feasibility study

The proposed Sullivan's Gulch Trail alignment is within the Banfield Corridor in Northeast Portland. The corridor extends from the Eastbank Esplanade at the Willamette River to I-205 at Rocky Butte and the Gateway District. The trail corridor is adjacent to an interstate highway, a MAX light rail line, and a freight rail line. The trail would be placed in along the northern property limit of the Graham line and be approximately 4.3 miles in length. The western end of the trail would connect with the Eastbank Esplanade, and the east end of the trail would connect to the I-205 trail.

The trail is a 4.3 mile long opportunity to connect East Portland with a bicycle and pedestrian route that is primarily separated from auto traffic. This trail will provide safe, continuous, and quick transportation options for cyclists and pedestrians.

The trail will connect all of the neighborhoods along the route through connections at existing overpasses and will encourage more people to ride or walk to work, for fun or for errands.

Sullivan's Gulch Trail is a missing link in the regional network of off-street paths. It will link major regional trails, as well as local bikeways, walkways, and streets, enhancing travel across an urban area filled with various barriers. The route will serve transportation demand generated by major employment centers, including Lloyd Center and Downtown Portland, and residential neighborhoods. As noted by Metro Councilor Rod Monroe, it will provide residents in eastern Portland neighborhoods with direct bicycle access to the jobs and amenities located near the central city. It will also improve pedestrian and bicycle access to public transit and public facilities including schools, parks and libraries.

Specific benefits include:

- Continuous bicycle and pedestrian facility from the Eastbank Esplanade to the I-205 Trail
- Smooth, American Disability Act (ADA) accessible grade for the entire length
- Connections to Downtown Portland, the Rose Quarter and Convention Center, Lloyd District, Hollywood District, 82nd Ave., Gateway District, and the City of Maywood Park.
- Connection to all MAX light rail stations from the Rose Quarter Transit Center to the Gateway Town Center
- Direct connection with 14 neighborhoods
- Approximately 50 trail access points on the north side
- 17 existing bridges connect to neighborhoods south of the freeway
- Habitat restoration potential in Sullivan's Gulch
- City beautification and gateway to Portland and the region

Project Direction

There are two clear outcomes for this phase of the project. Develop a preferred alignment for the trail that results in:

1. public and political support, and
2. an alignment option with cost and feasibility analysis

Public Involvement Overview

An Advisory Committee will be appointed by the Mayor and Commissioner Fish that will:

- Represent the project to their constituents
- Represent the perspectives of their constituents to the project
- Provide political/public support
- Identify and work to mitigate negative impacts on impacted property owners
- Maximize vision of design and adjacent community development opportunities

The Advisory Committee will include:

- ODOT
- Union Pacific Railroad
- Impacted Property Owners
- Low-Income Advocates
- Environmental Justice Advocates
- Asian Community
- African American Community
- Adjacent residents
- Bicycle advocates
- Pedestrian advocates

In addition to the appointed advisory committee, technical advisors should be identified; those would include:

- Metro
- TriMet
- PPR staff
- PBOT staff

In addition to the Advisory Committee, the general public will have the opportunity to be engaged in the project through two public meetings. Clear public support for the project has already been demonstrated. This phase of the project will focus on developing the support of the impacted property owners and identify a feasible trail alignment.

The public will receive regular updates on the progress of the Advisory Committee through electronic notifications, local newsletters and two public meetings.

Stakeholder Identification

The following stakeholders were contacted to participate in this project.

- | | |
|--|---|
| ■ BTA | ■ Office of Commissioner Fish |
| ■ Willamette Pedestrian Coalition | ■ PBOT |
| ■ Portland Bicycle Advisory Committee | ■ PPR |
| ■ Portland Pedestrian Advisory Committee | ■ Adjacent property owners |
| ■ Sullivan's Gulch Trail Committee | ■ Adjacent business community |
| ■ ODOT | ■ Neighborhood Associations |
| ■ Metro | ○ Central Northeast Neighbors |
| ■ Union Pacific | ○ Southeast Uplift Neighborhood Program |
| ■ Office of Mayor Adams | ○ Irvington |

- Sullivan's Gulch
- Hollywood
- Kerns – very low income
- Laurelhurst
- North Tabor
- Montavilla – very low income
- Grant Park
- Rose City Park
- Madison South
- Parkrose Heights
- Parkrose
- Argay
- Russell
- Wilkes
- Hazelwood – very low income
- Roseway – very low income
- Business District Associations
- Lloyd District
- Hollywood Boosters
- Gateway Business Association
- Northeast Broadway
- 42nd Ave
- Parkrose
- Swan Island TMA
- Central Eastside
- Montavilla/East Tabor
- Cultural Organizations
- OPAL
- Native Advisory Committee
- Immigrant /Refugee Center of Oregon
- Asian Family Center
- SE Asian Vicariate
- African American Health Coalition
- Latino Network

A.2 Open House #1 Summary

Overview

The proposed Sullivan's Gulch Trail will provide a safe and direct bike and pedestrian thoroughfare from I-205 to downtown Portland. In help with the conceptualization of the project a public opinion survey was conducted electronically from November 2 through November 16, 2011; and was also available in a paper handwritten format at the first project open house on November 2, 2011. A total of 272 surveys were completed.

Results

The following is a summary of the responses. When reading this information, it is important to remember that this information represents the opinions of 272 individuals. The data cannot be used to make generalizations about the entire trail community, but does provide a sense of how those who would use (or would not use) the trail feel. The response was overwhelming positive and in support of creating the trail.

Each of the respondents ranked the importance of characteristics of the trail and its construction. The scale ranged from 1-5 with 1 representing "very important"; 3 representing "I don't have an opinion"; and 5 as "not important".

- No interaction with cars: 85% thought this was important; 8.5% didn't have an opinion; and 7% did not find this characteristic important
- Access to home/work/destinations: 81% thought this was important; 11% didn't have an opinion; and 8% did not find this characteristic important
- Directness of route (limited stops): 61% thought this was important; 24% didn't have an opinion; and 15% did not find this characteristic important
- Separation from trains: 58% thought this was important; 20% didn't have an opinion; and 21% did not find this characteristic important
- Reasonably flat trail: 55% thought this was important; 22% didn't have an opinion; and 23% did not find this characteristic important
- Welcoming environment (signs, benches, viewpoints): 50% thought this was important; 27% didn't have an opinion; and 23% did not find this characteristic important
- Cost to build: 39% thought this was important; 36% didn't have an opinion; and 25% did not find this characteristic important

After ranking the characteristics individually, respondents were asked to pick their top two choices from the list.

Separation from cars was the most important feature, with quality of the trail and ease of negotiating the trail tied for second.

Most important features to trail users

Separation from cars	179	33%
Quality of the trail/tread surface	118	22%
Ease of negotiating trail	117	21%
Ability to enjoy a peaceful/quiet experience	77	14%
Aesthetics/views	23	4%
Availability of trail maps/trail signage	20	3%
Availability of parking	13	2%

“Other” items of importance not included on list

Safety concerns	14	
Directness/Connectivity	4	
Access to key areas	3	
Air quality	2	
Co-existence of bike/pedestrians	2	
Landscaping	2	
Width	1	

How people would use the trail

Recreation and to commute were equally listed as the two most common uses of the trail: 34% and 32% of users. 23% said they would use it to make short trips, and 11% to access TriMet.

For recreation	190	34%
To commute	183	32%
To make short trips	130	23%
To access TriMet	60	11%

Respondents also stated how the trail would help them travel through Portland. Besides how they would use the trail (i.e., commuting, etc.), many people commented how:

- The trail would give them a safer route to travel, especially for household without cars
- Give them better access to places, routes, and additional trails
- Create less stress in their lives, and also give them greater quality of life
- Help them travel through Portland where bike lanes do not currently exist
- Change the way they commuted, with many stating they would start biking with this trail, or bike year round.

Most common destinations

Lloyd Center	65	21%
Hollywood District	47	15%
Eastbank Esplanade	29	9%
Downtown	28	9%
I-205	21	7%
Gateway	15	5%
Rose City	9	3%
Rocky Butte	7	2%
N. Portland (non-specific)	7	2%
Hawthorne	5	1%
Other	55	18%

Additional Priorities and Observations

There was an overwhelming positive response to the project. However there were many concerns and features that respondents wanted to acknowledge. Listed are some of the major categories and some responses.

- Safety. Although citing a safer way to travel throughout Portland, many respondents were also concerned about their safety on the trail.
- Issues of noise and air quality
- Want aesthetically pleasing looks and vegetation

A.3 Open House #2 Summary

Overview

The proposed Sullivan's Gulch Trail will provide a safe and direct bike and pedestrian thoroughfare from I-205 to downtown Portland. A public survey was available online and also distributed and collected at the second open house for the project on January 11, 2012. More than 60 people attended the Open House. A total of 41 surveys were completed.

Results

The following is a summary of the responses. When reading this information, it is important to remember that this information represents the opinions of 41 individuals. The data cannot be used to make generalizations about the entire trail community, but does provide a sense of how those who would use (or would not use) the trail feel. The response was overwhelming positive and in support of creating the trail.

Each respondent was asked about their general reaction to the draft concept for the trail:

- 95% of the respondents were in support with 85% in strong support
- 2 respondents were neutral (5%)

Each of the respondents was asked whether the trail design met certain principles on a 1-5 scale with 1 representing “very well”; 3 representing “no opinion”; and 5 as “not at all”.

- Create a safe multiuse trail: 93% thought this was well met; 5% didn't have an opinion; and 2% did not think this was well met
- Create a trail that is comfortable and accessible for a range of users and uses: 83% thought this was well met; 10% didn't have an opinion; 7% did not think this was met well
- Create a direct multiuse trail that provides connections to centers, neighborhoods, and the city's bicycle network: 90% thought this was well met; 5% didn't have an opinion; and 5% did not think this was met well
- Minimize impacts to private properties: 61% thought this was well met; 34% didn't have an opinion; and 5% did not think this was well met
- Create a trail that has the support of the community and is acceptable to the property owners who are impacted by the trail: 68% thought this was well met; 22% didn't have an opinion; 5% did not think this was well met; and one person remarked that this was an “unknown,” and Union Pacific's reaction will be the deciding factor.

Appendix B. I-205 Undercrossing and Connection to Hancock Street Project

The section of the proposed Sullivan's Gulch Trail under I-205 along with a trail connection to NE Hancock Street would provide critical access from the west to Gateway Green, a future park between I-205 and I-84, and provide a connection from the I-205 multiuse path to the on-street bike network. This initial segment does not require access to Union Pacific Railroad property, and will provide important access, even before additional segments of the Sullivan's Gulch Trail are constructed.

The Sullivan's Gulch Trail Concept Plan includes the undercrossing of I-205. This appendix references the conceptual design, property acquisition needs and costs of both the I-205 undercrossing and the connection to NE Hancock Street. The connection to NE Hancock Street is not included in the Sullivan's Gulch Trail alignment documented in the remainder of the concept plan. Given the importance of this connection, construction of this part of segment 11 and the connection to NE Hancock Street is a near term priority for the City of Portland.

Near Term Project Overview

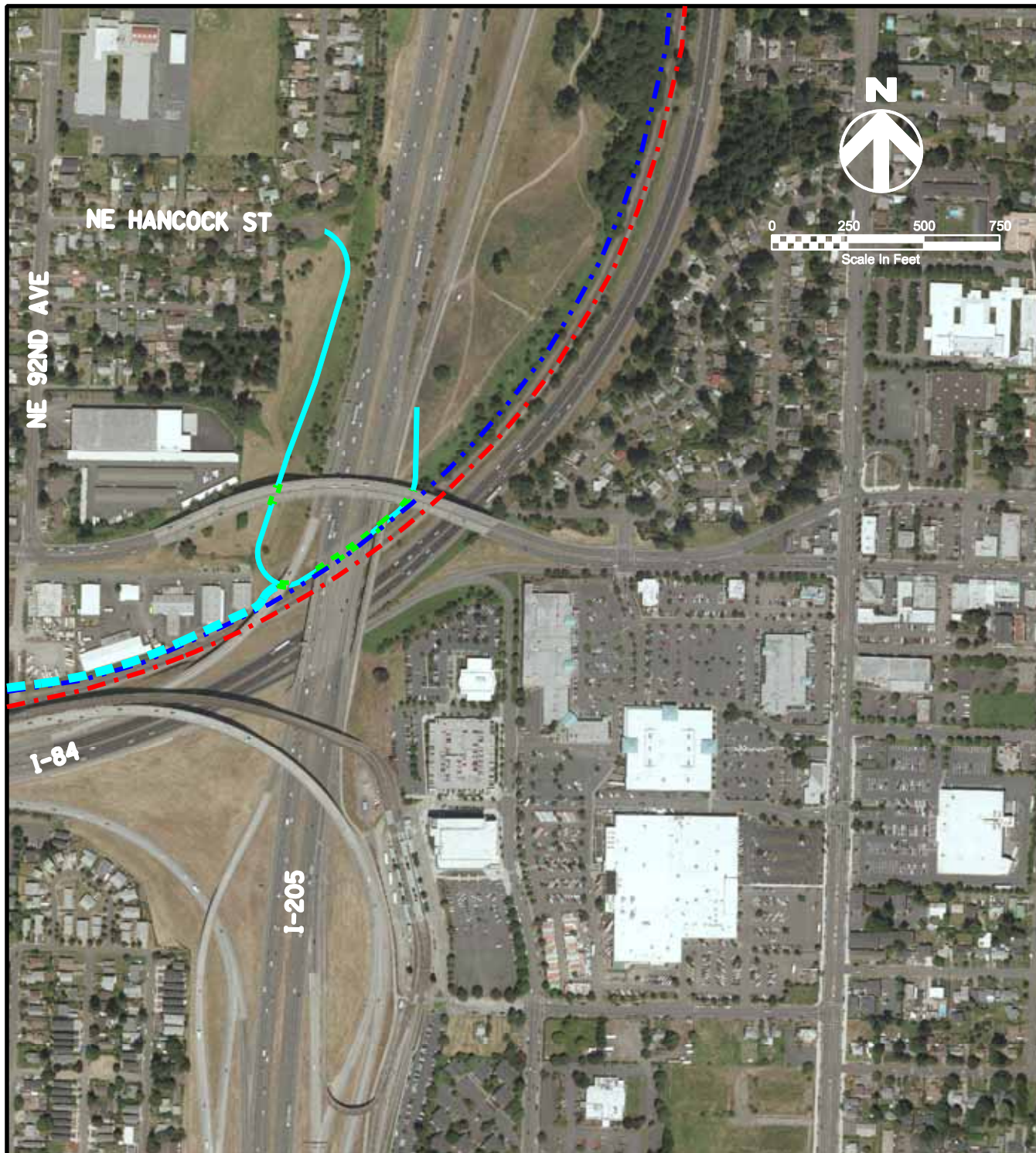
From the I-205 multiuse path, the trail would extend west under I-205 and the I-84 westbound on-ramp. This section of the trail would be constructed on a slope supported by a 10-foot-high retaining wall on ODOT right-of-way. Just west of the I-84 on-ramp, the trail would turn north and follow ODOT right-of-way for about four blocks where it would connect to Hancock Street and the Tillamook-Hancock Greenway. The street connections are shown in Figure B1. This section of the trail would also be constructed on a slope and supported by a five- to-10-foot-high retaining wall. The detail of the proposed alignment is shown in Figure B2.

Property Acquisition








This segment is primarily located on right-of-way owned by ODOT with a small segment near NE Hancock Street on right-of-way owned by the City of Portland.

Cost

This segment of trail is about 0.4 mile long. It would cost approximately \$1.7 million to construct. This cost estimate does not include right-of-way acquisition.



LEGEND:

-  At-Grade Neighborhood Connection
-  Ramp to Neighborhood Connection
-  Proposed Near-Term Project
-  Proposed Sullivan's Gulch Trail Alignment
-  Undercrossing
-  UPRR Right-of-Way
-  UPRR Centerline

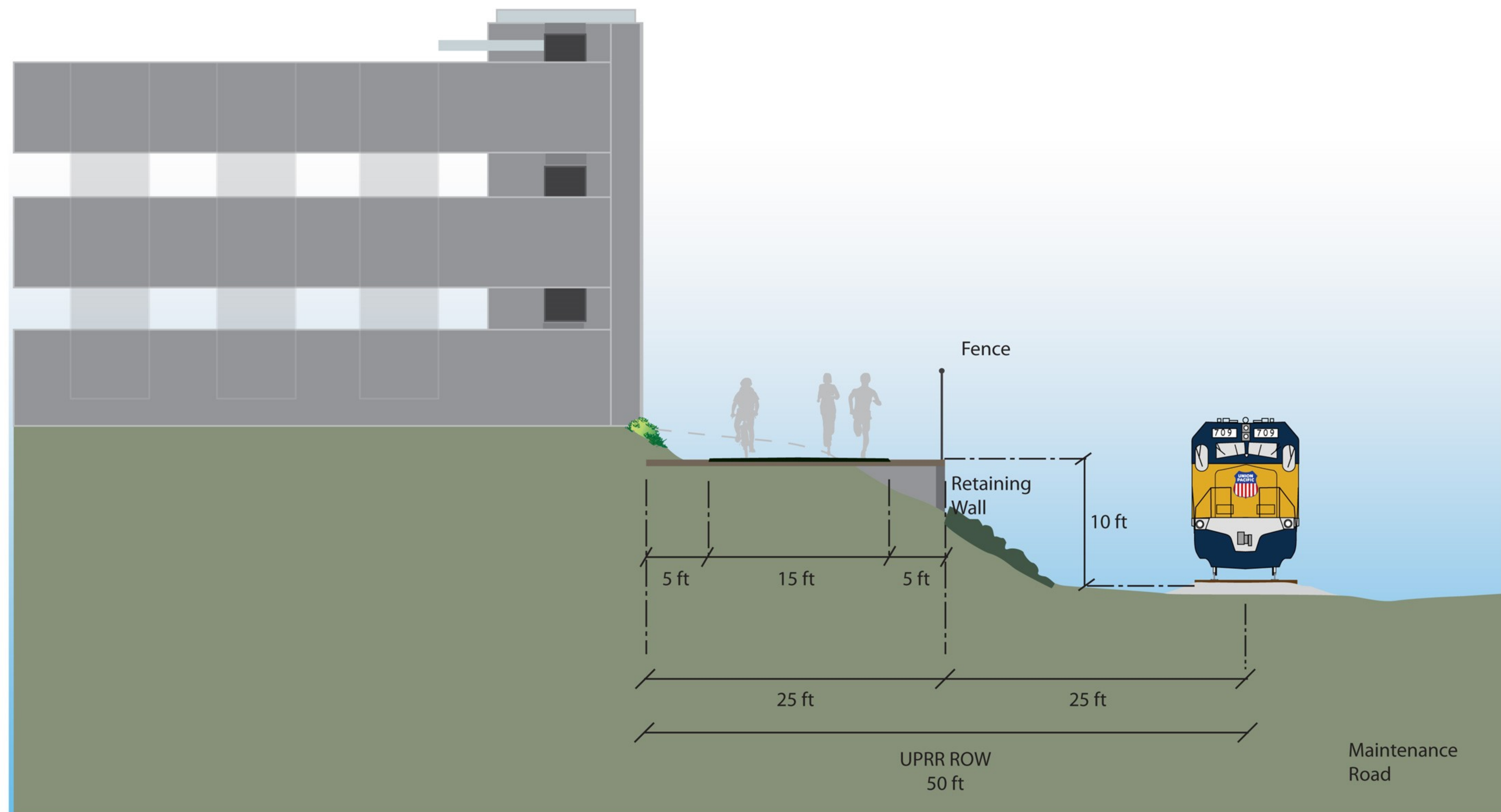
Note:

Additional Connections To The Street Network May Be Feasible And Will Be Considered When Detailed Project Development Work Is Conducted.

Figure B2

I-205 Undercrossing & Hancock Street Connection





Cross Section at Hollywood 24 HR Fitness

Sullivan's Gulch Trail Concept Plan

Source: Data obtained from CH2MHILL
 Author: NF
 Date: December 2011



July 16, 2021

Fiona Lyon, Design and Project Manager
Transit Oriented Development
TriMet
1800 SW 1st Avenue, Ste 300
Portland, OR 97201

Guy Benn, Program Manger
Transit-Oriented Development
TriMet
1800 SW 1st Avenue, Ste 300
Portland, OR 97201

Dear Fiona and Guy,

The Bicycle Advisory Committee (BAC) would like to thank TriMet for presenting on Hollywood HUB at the BAC's June meeting. While we think that Hollywood Transit Center could be greatly improved—and strongly support building new affordable housing at this location—we have a number of concerns about the project as currently envisioned. These concerns include the following:

- The existing bridge over I-84 at 42nd is one of the few safe freeway crossings in the area. The existing connection on the north side is very difficult to navigate on a bicycle. Of the three concepts presented for replacing the existing stairs/ramps, only Concept 3 includes ramps to grade without switchbacks. The two-way path for bikes is however only 8' wide, which is narrower than the 12' recommended by NACTO for two-way paths. Given the speed differential between people going up and down the ramp, an 8' wide two-way path is not appropriate.
- The connection to the future Sullivan's Gulch Trail, while welcome, is squeezed between a brick wall at an existing building and the new stairs/ramp. This passageway would not likely feel safe, particularly at night.
- The proposed relocation of buses out of the existing Transit Center will require buses to stop on NE 42nd, increasing conflicts between buses and bikes. NE 42nd is already less than ideal street to cycle on, given the high traffic volumes and lack of bike lanes on the block adjacent to Trader Joe's. Increasing the amount of time that buses spend on NE 42nd is only likely to exacerbate conflicts.
- Most significantly, the removal of buses from the Transit Center will result in a substantial degradation in the experience for transit riders. Hollywood Transit Center is a major transfer point, and those transfers will become much more difficult—particularly in bad weather. People transferring between buses, or between buses and MAX, will have to walk significantly further than they do today. This is a particular concern for riders who will have to cross the busy NE Halsey St to reach their stop. If transit riders have to rush across NE Halsey to make their transfer the project will be creating a dangerous condition.
- It is not clear how existing amenities for riders can be replicated outside of the Transit Center. The narrow sidewalks on both NE 42nd and NE Halsey preclude the provision of shelters of the size that currently exist.

Given these concerns, the BAC cannot support the redevelopment as conceived. The BAC hopes that it can work with the project team to find alternative concepts that provide affordable housing while enhancing the experience for people on bicycles, on foot, and riding transit.

Respectfully,



David Stein, Chairperson
City of Portland Bicycle Advisory Committee

Cc: Chris Warner, Director, Portland Bureau of Transportation
Robert Haley, Portland Bureau of Transportation
Bob Kellett, Portland Bureau of Transportation

From: [michael fitzpatrick](#)
To: [Heron, Tim](#)
Subject: Hollywood Hub Residential Building
Date: Friday, November 26, 2021 6:20:15 PM

Mr Heron

Thanks for the opportunity to comment. I like everything your office and architects have in mind but the height of the proposed building disrupts the skyline. The other buildings in the neighborhood with the exception of a 13 story Public Housing structure in the 4500 block of Broadway are all around 6 to 8 stories which seem to fit nicely in this neighborhood. The location of the existing 13 story building on the periphery of the neighborhood makes a decent fit but your proposed building will be in the heart of the Hollywood District on Sandy Blvd. Its a monster! But it is the city and infilling is what we do. Personally I would rather see 6 to 8 stories on this site.

Thanks.

Mike Fitzpatrick
4265 NE Halsey St 804
971 409 6203



City of Portland

Design Commission

Design Advice Request

EA 21-105638 DA

4110 NE Halsey Street Hollywood Transit Center Redevelopment

December 16, 2021

Staff Presentation

EA 21-105638 DA Exh H1

Staff Introduction

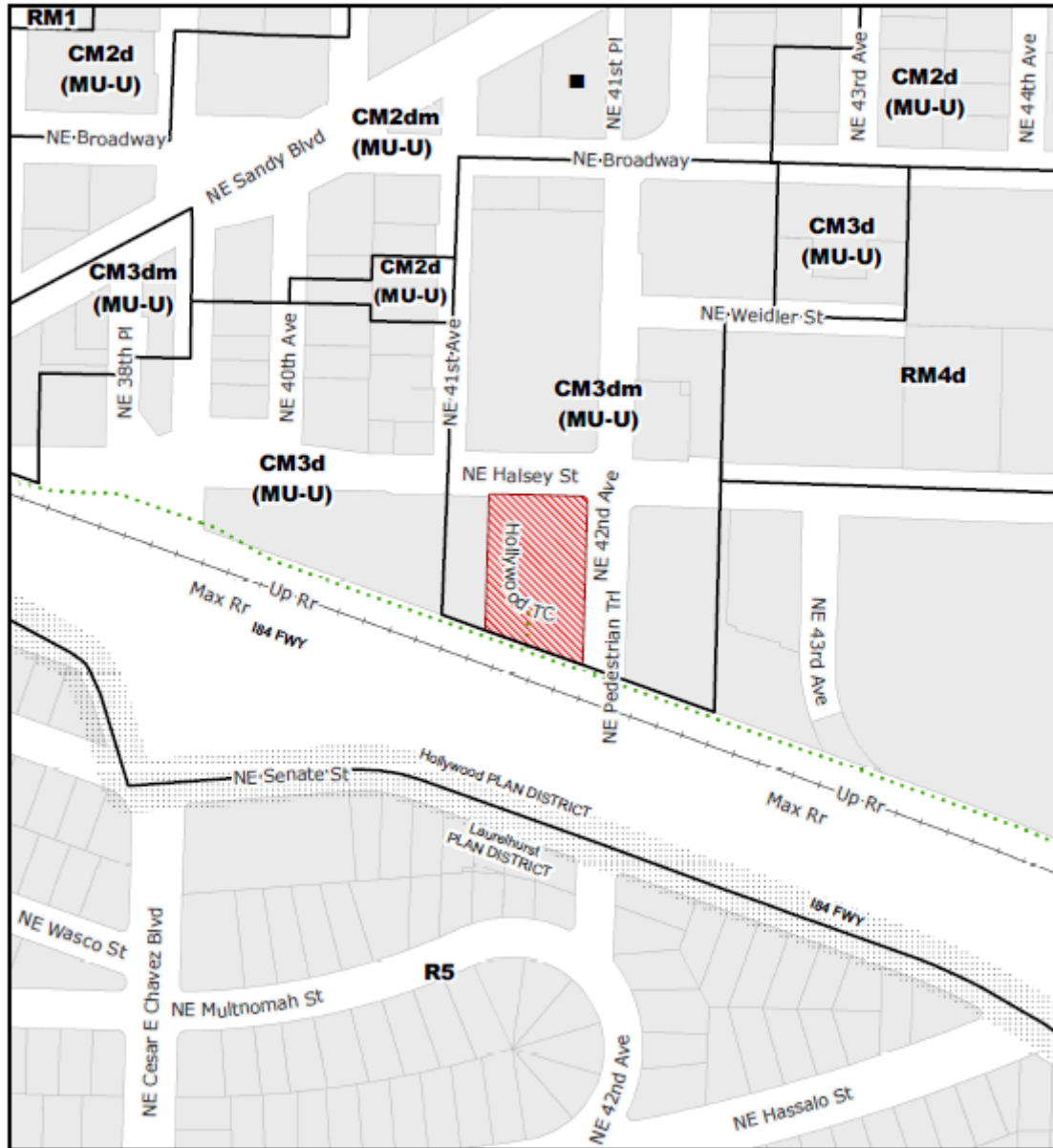
Applicant Presentation

Staff Discussion Topics

Questions

Public Comments

Commission Conversation



Location:

Hollywood Plan District

Zoning:

Commercial Mixed-Use
Public Recreational Trails
Design Overlay
Centers Main Street Overlay

Approval Criteria:

Portland Citywide Design
Guidelines
33.825.040.A-C Modifications
considered through Design
Review

Review Type:

Type III Land Use Review
Appeal to Portland City Council

Height:

75' max base
120' max bonus
120'-0" proposed

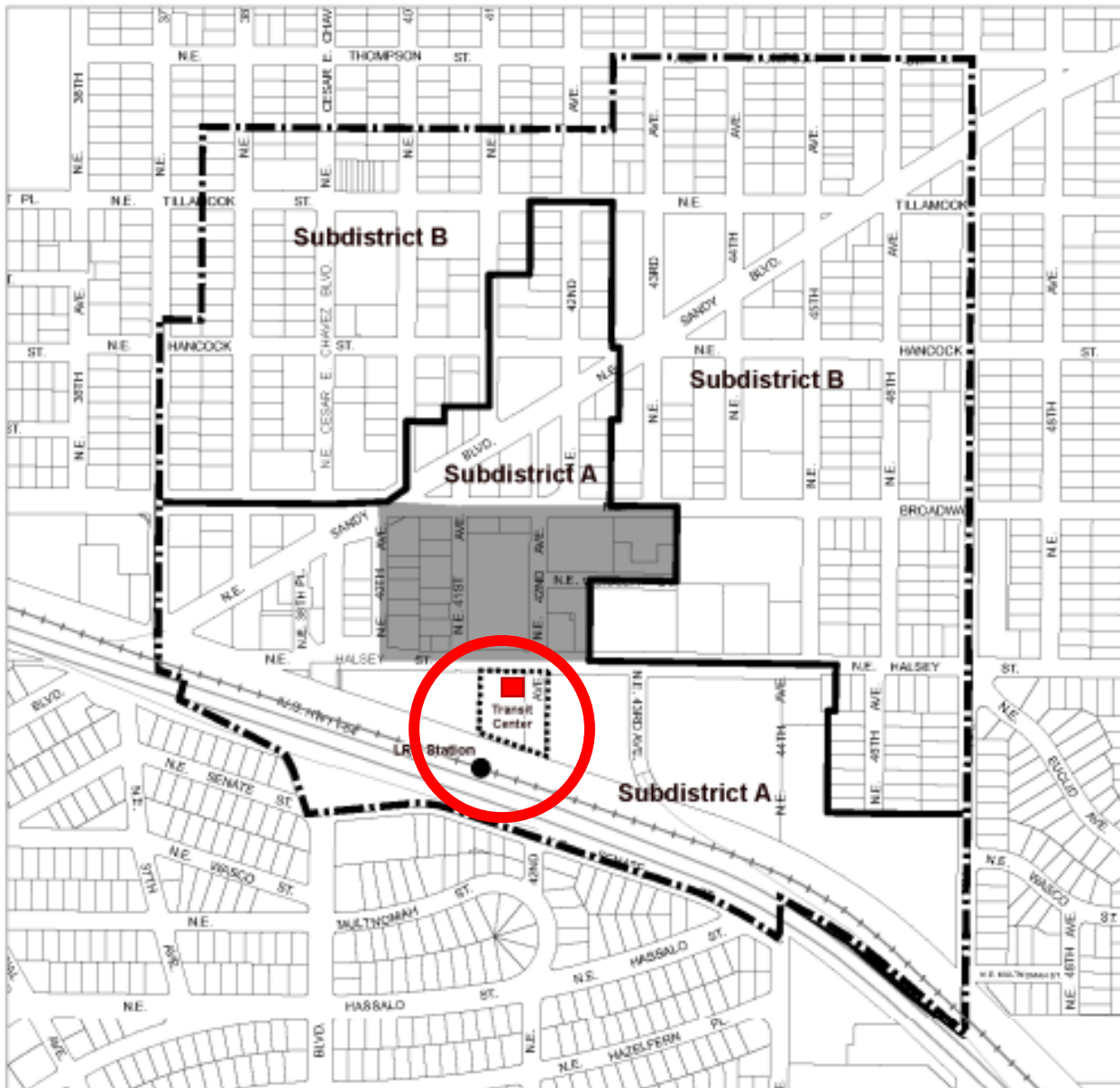
Floor Area Ratio:

4:1 base
3:1 bonus with
inclusionary housing
7.0:1 proposed

Zoning

EA 21-105638 DA Exh H1

Map Revised July 24, 2015



Location

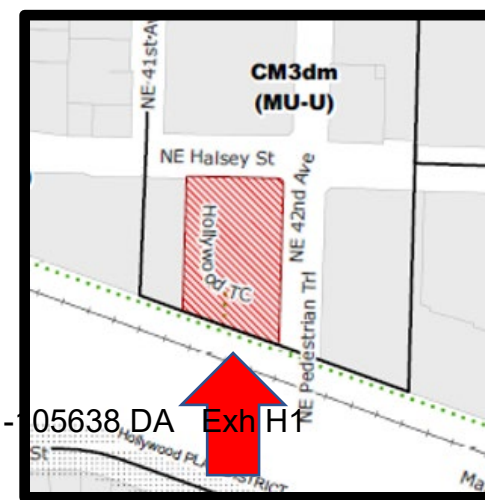
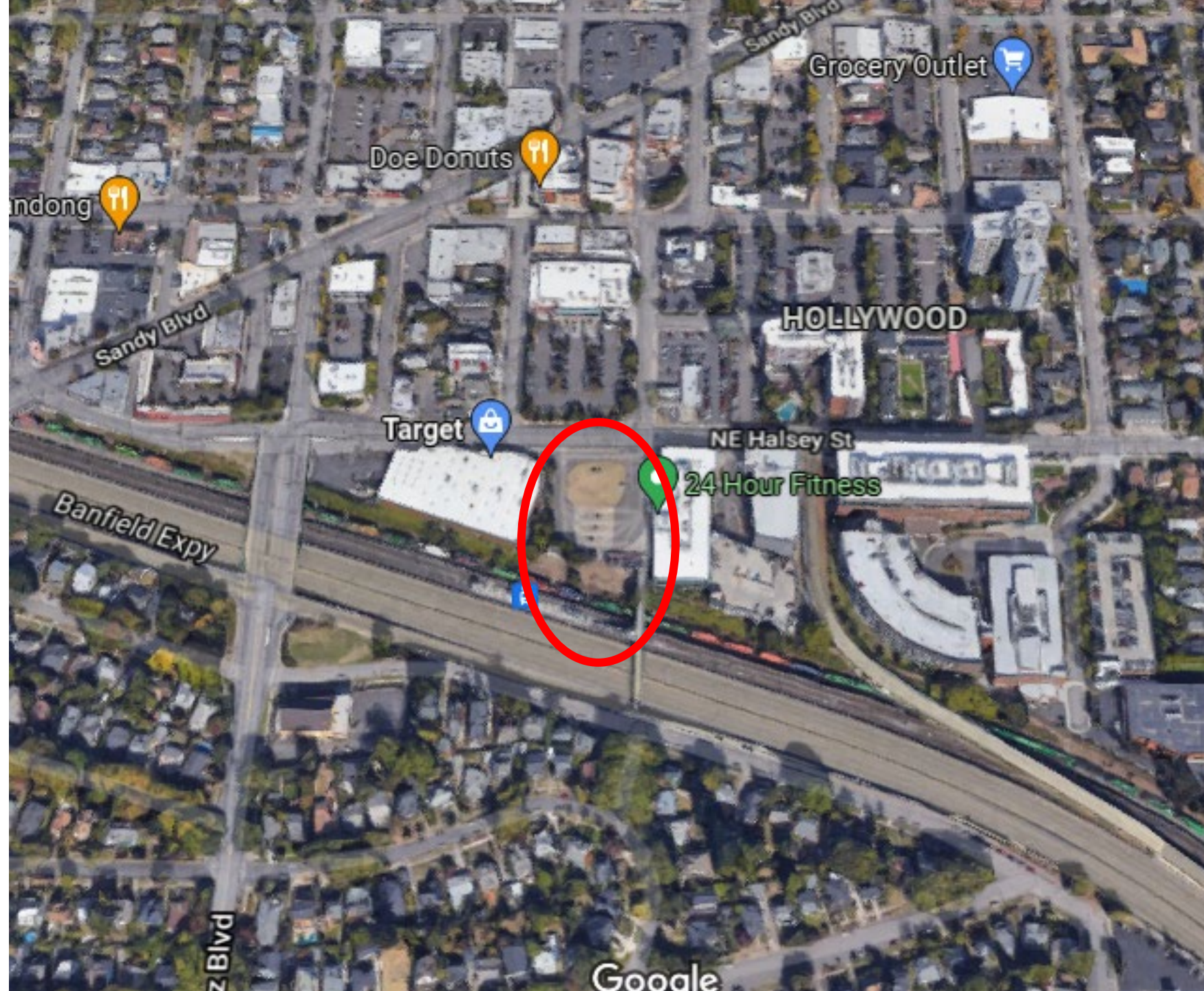
Hollywood Plan District

33.536.010 Purpose

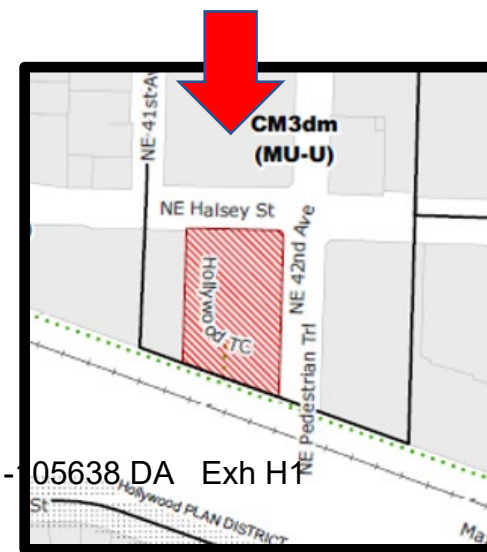
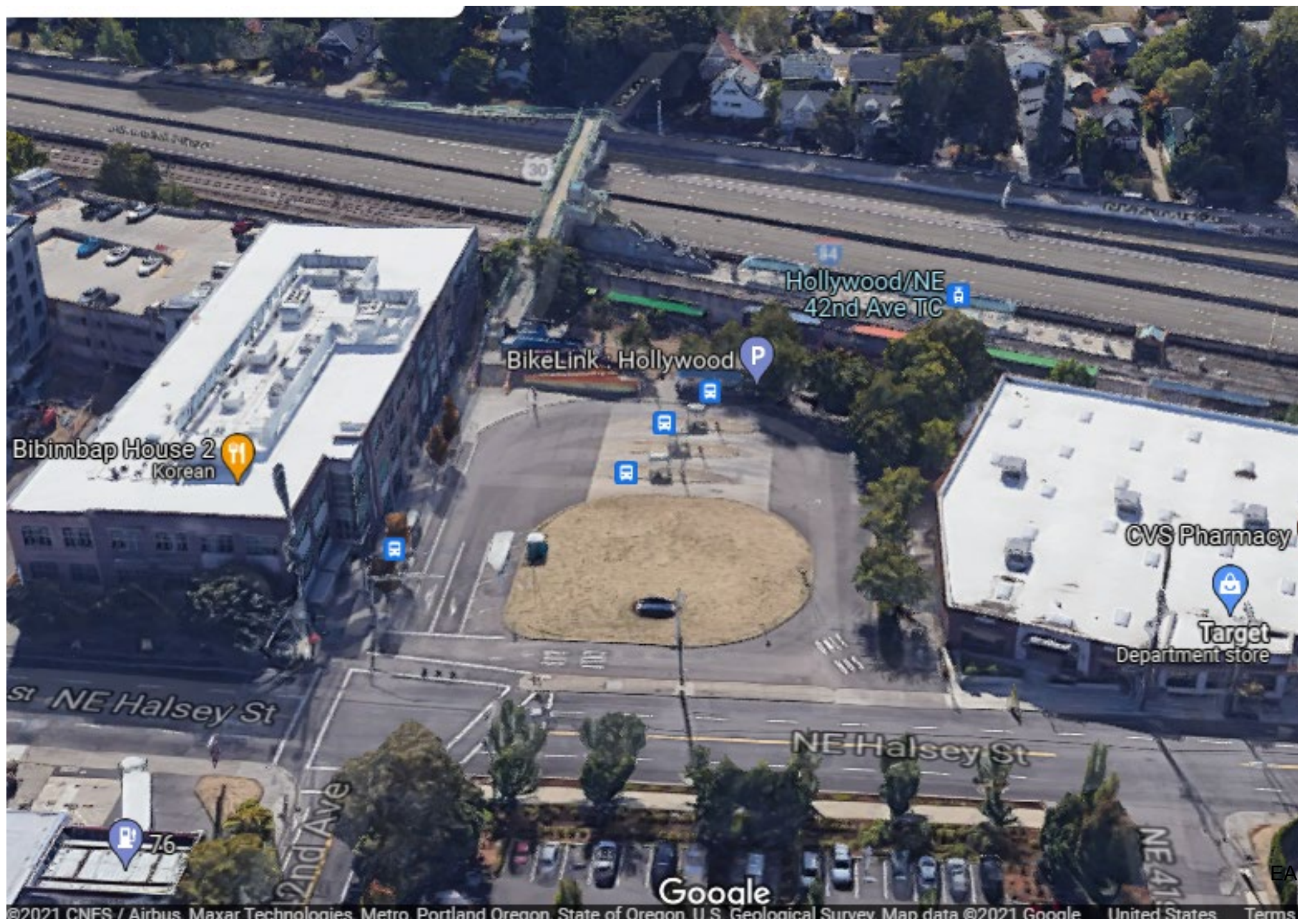
The Hollywood plan district provides for an urban level of mixed-use development including commercial, office, housing, and recreation. Specific objectives of the plan district include strengthening Hollywood's role as a commercial and residential center, and promoting the use of light rail, bus transit, and walking.

These regulations:

- ***Enhance business and economic vitality;***
 - ***Promote housing and mixed-use development;***
 - ***Discourage auto-oriented uses and developments and direct the placement of auto-oriented uses and developments away from the area of most intense activity;***
 - ***Reinforce the connection between the Hollywood Transit Center and the business core of the Hollywood District;***
 - ***Enhance the pedestrian experience; and***
 - ***Enhance the character of buildings in the plan district***
- EA 21-105638 DA Exh H1



EA 21-05638 DA Exh H1

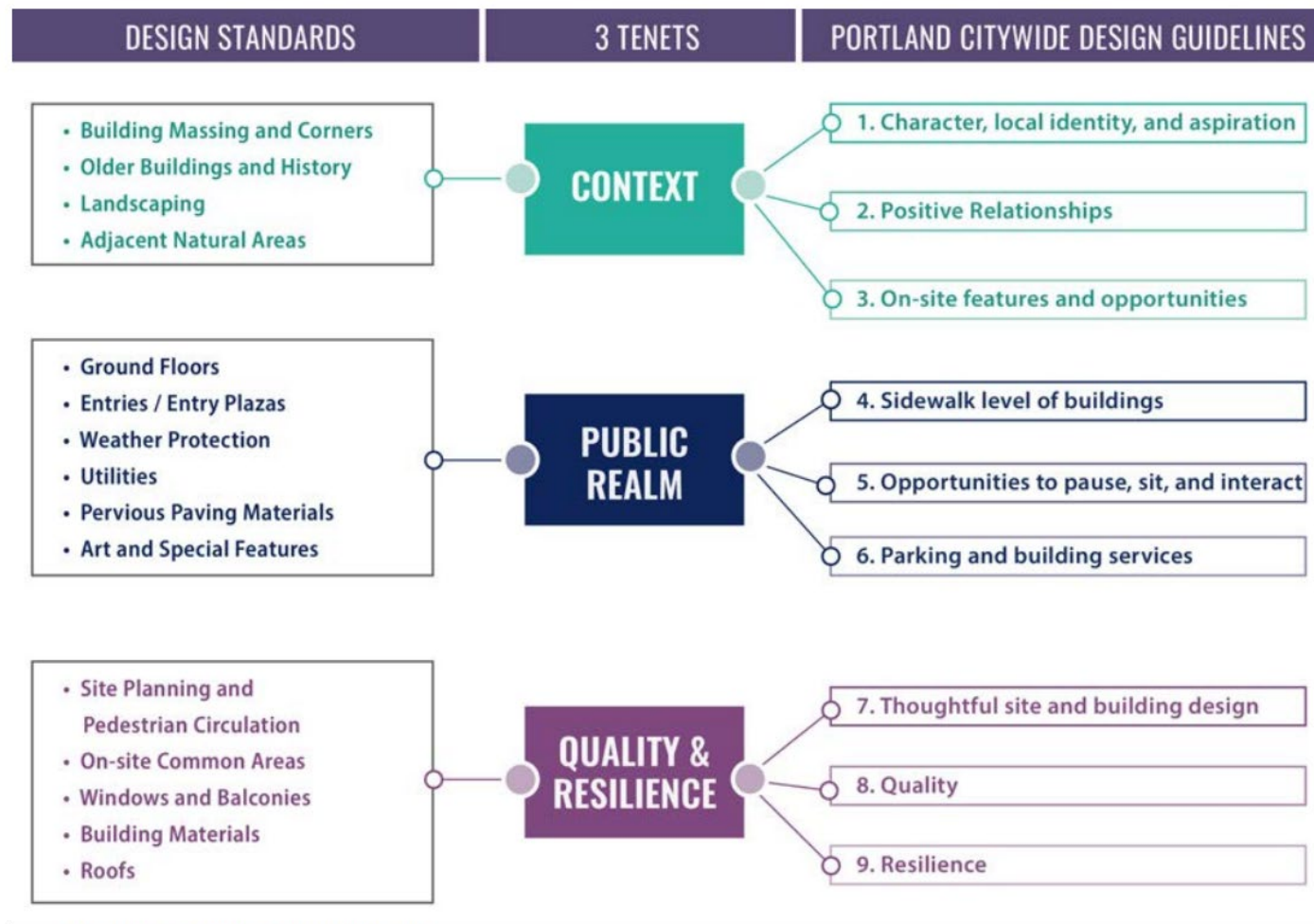
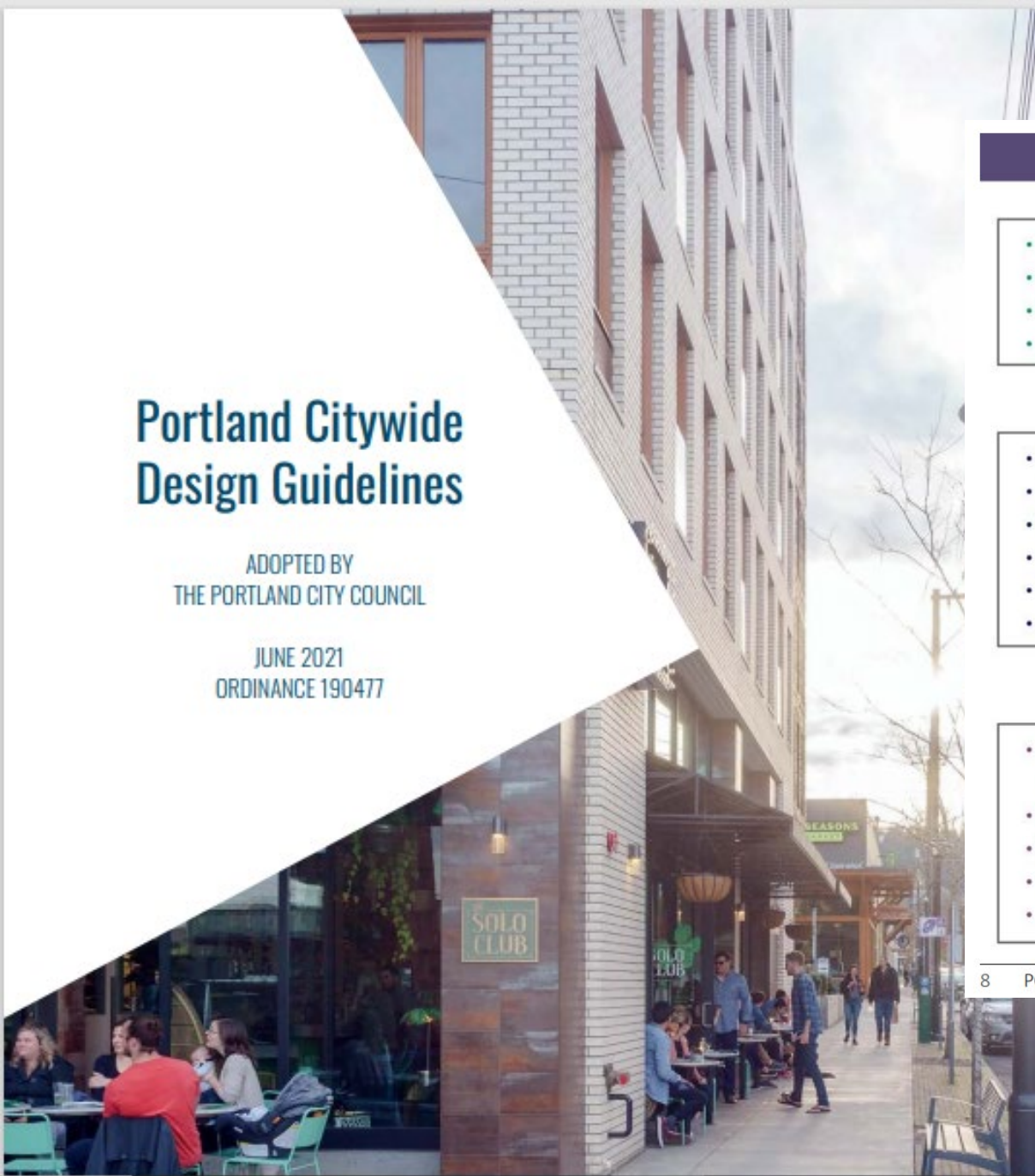


EA 21-05638 DA Exh H1

Portland Citywide Design Guidelines

ADOPTED BY
THE PORTLAND CITY COUNCIL

JUNE 2021
ORDINANCE 190477



8 PORTLAND CITYWIDE DESIGN GUIDELINES

Design Guidelines

EA 21-105638 DA Exh H1

Portland Citywide Design Guidelines

ADOPTED BY
THE PORTLAND CITY COUNCIL

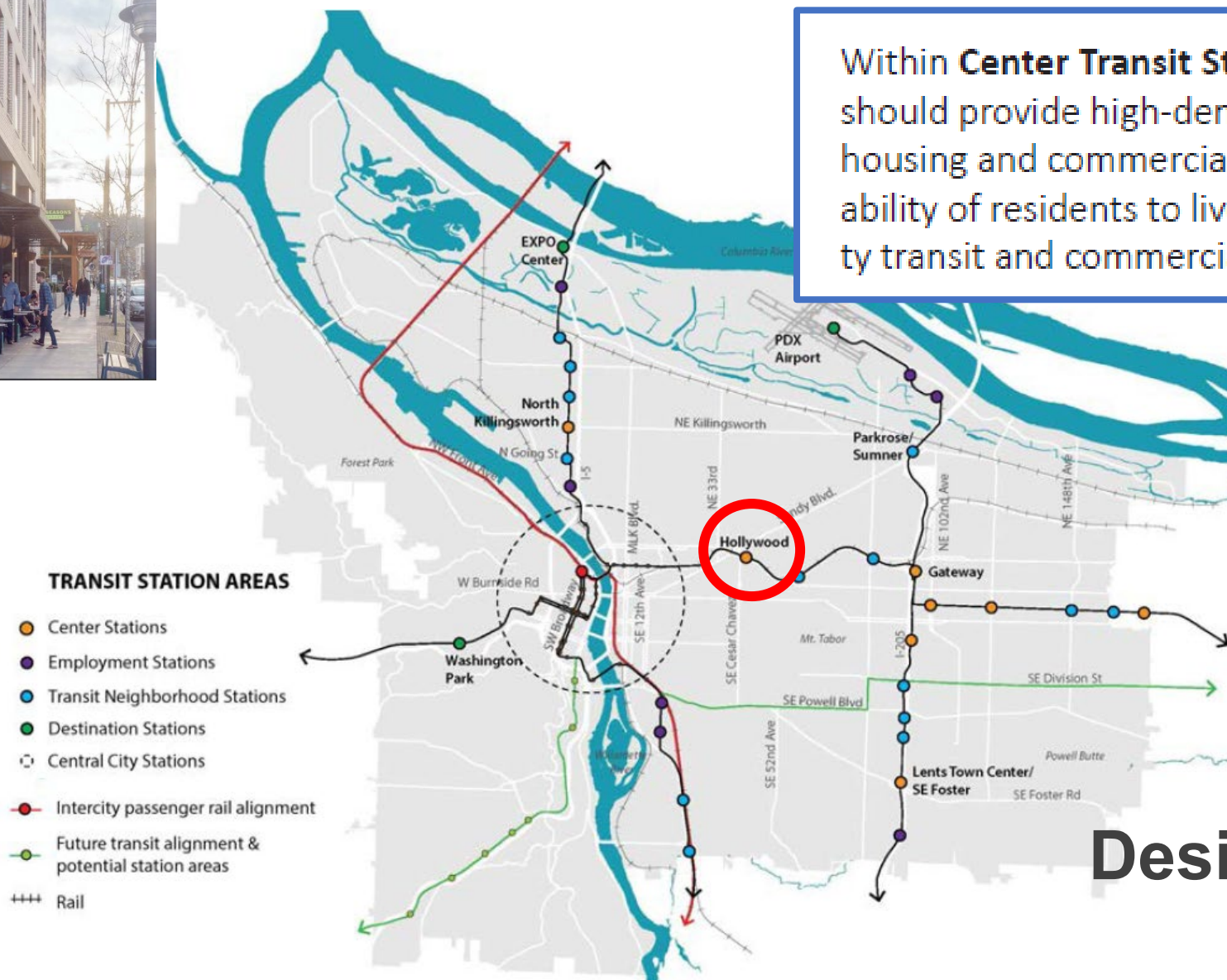
JUNE 2021
ORDINANCE 190477



TRANSIT STATION AREAS

Development at Transit Station Areas should offer pedestrian- and bicycle-friendly access to transit, augmented with places to sit, wait, and interact.

Within **Center Transit Station Areas**, development should provide high-density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.



Design Guidelines

This DAR is very early, with critical areas of concern not yet resolved:

- 1) Required Replat or Land Division of three new lot boundaries,**
- 2) NE 42nd Avenue street vacation in order to achieve the desired maximum FAR,**
- 3) Building footprint is within what is currently the NE 42nd Avenue right of way,**
- 4) Approvable access to the Sullivan's Gulch Regional Trail, and**
- 5) Redesign of the Transit Center Access, Paseo, and Memorial.**

A second DAR is planned once critical areas 1-5 cited above are more resolved, which would seek further advice on the site layout, outdoor spaces, and building design.

Early DAR

Staff Introduction

Applicant Presentation

Staff Discussion Topics

Questions

Public Comments

Commission Conversation

Staff Introduction

Applicant Presentation

Staff Discussion Topics

Questions

Public Comments

Commission Conversation

CONTEXT / QUALITY AND RESILIENCE

1. Site and Phased Development

- a. NE 42nd Avenue Street vacation and Replat for 3 lots
- b. Required Public Recreation Trail access to Sullivan's Gulch Regional Trail
- c. L-shaped concept for Woonerf and outdoor area plaza

2. Massing and Articulation

- a. L-shape building created due to Difficult to Develop Area boundaries
- b. Sculpting/ Articulation opportunities

PUBLIC REALM

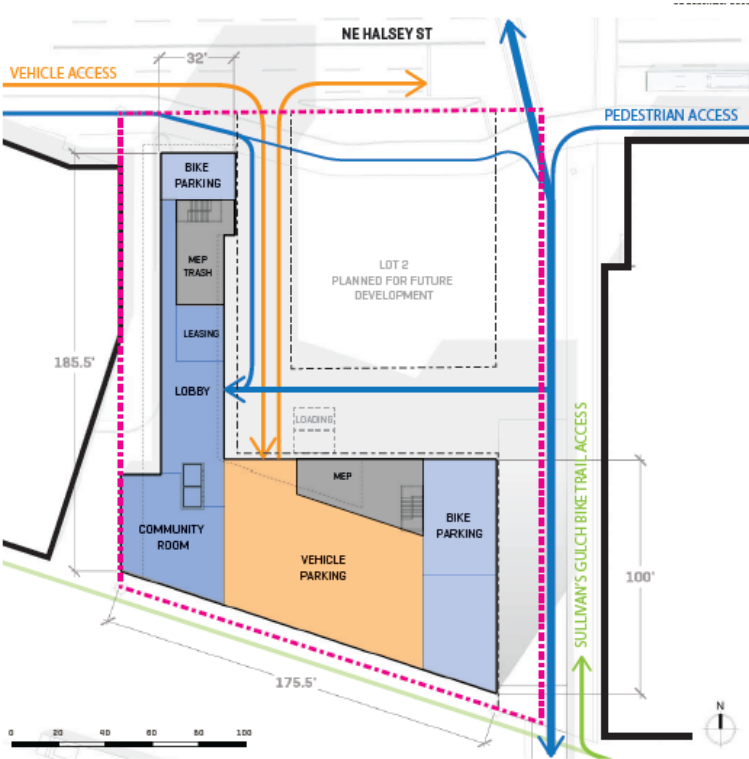
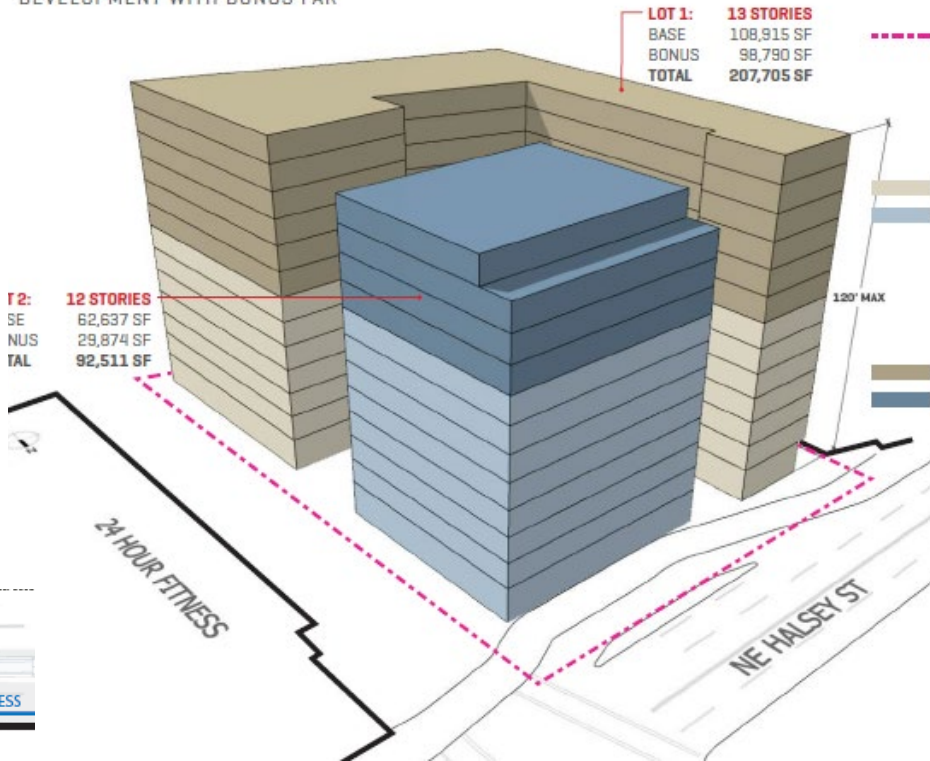
3. Outdoor/ Common Area requirement

- a. Required Outdoor Area not met
- b. Courtyard design
- c. Balconies

4. Ground Floor Activation

- a. NE Halsey frontage
- b. Shared Driveway [woonerf] street frontage
- c. Outdoor Area frontage

SITE CONSTRAINTS
DEVELOPMENT WITH BONUS FAR



Discussion Topics

EA 21-105638 DA Exh H1

CONTEXT / PUBLIC REALM / QUALITY AND RESILIENCE

5. Modifications Considered Through Design Review

As a number of Modifications may be requested, the Approval Criteria are listed below:

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. 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.*

C. Mitigation of impacts. *Any impacts resulting from the modifications are mitigated to the extent practical.*

Discussion Topics

CONTEXT / QUALITY AND RESILIENCE

1. Site and Phased Development

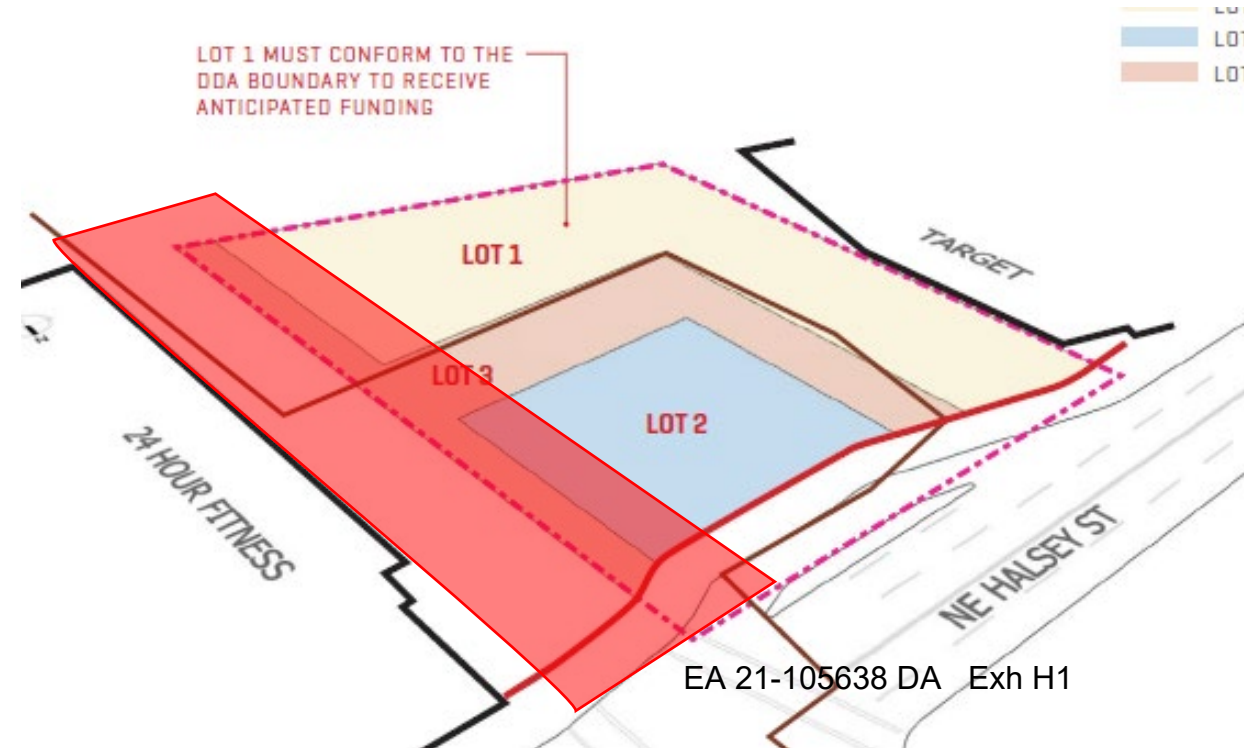
a. NE 42nd Avenue Street vacation and Replat for 3 lots

- Lot configuration and general concept of preserving building land for future NE Halsey Street fronting lot – proposed at 100'x100'
 - Building “rear” L-shaped housing first triggers Modifications
 - 33.130.215 Setbacks/ 33.415.320 Maximum Building Setback, required maximum of 10' for 70% of the building frontage; proposed at 130' setback for 70% of the building frontage
- Future 100' x 100' lot constructability and interim design questions



Portland Citywide Design Guidelines

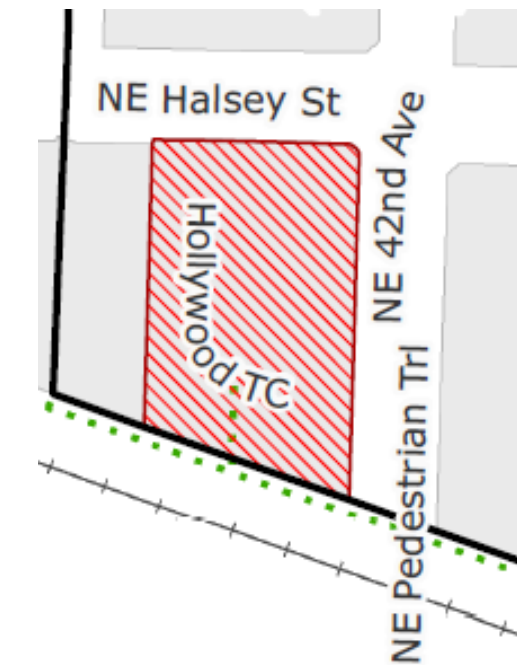
- 01: Build on the character, local identity, and aspiration of the place;**
- 02: Create Positive Relationship with surroundings;**
- 03: Integrate and enhance on-site features and opportunities to contribute to a location's uniqueness;**
- 07: Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design;**
- 08: Design for quality, using enduring materials and strategies with a coherent approach; and**
- 09: Design for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city.**



CONTEXT / QUALITY AND RESILIENCE

1. Site and Phased Development

- b. Required Public Recreation Trail access to Sullivan's Gulch Regional Trail, [PZC 33.272](#)
- Currently required from existing private property
 - See attached Zone Map, Sullivan's Gulch Concept Plan images, Portland Park and Recreation letter
 - Proposed 14' wide path east of Transit Station stairs/ ramps may be too narrow
 - Would also serve TriMET and possibly BES maintenance vehicles for large sewer line adjacent to railroad

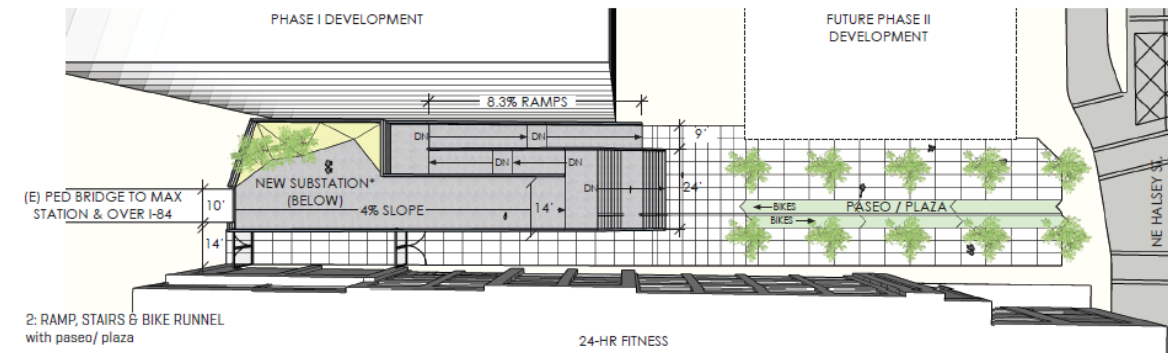


Adopted July 25, 20
Resolution 369

33.272.010 Purpose

The major public trail requirements are intended to:

- Increase recreational opportunities within the City of Portland and connect these recreational opportunities with a regional recreational trail system;
- Support active modes of transportation and provide connections to other transportation systems;
- Increase public access to and along the Willamette River and to other significant natural resource areas;
- Provide emergency vehicle access;
- Provide access to increase public safety;
- Assist in flood protection and control;
- Assist in shoreline anchoring;
- Implement the City's Comprehensive Plan policies regarding public trails;
- Help create a pleasant, aesthetically pleasing urban environment; and
- Provide consistent standards for trail development



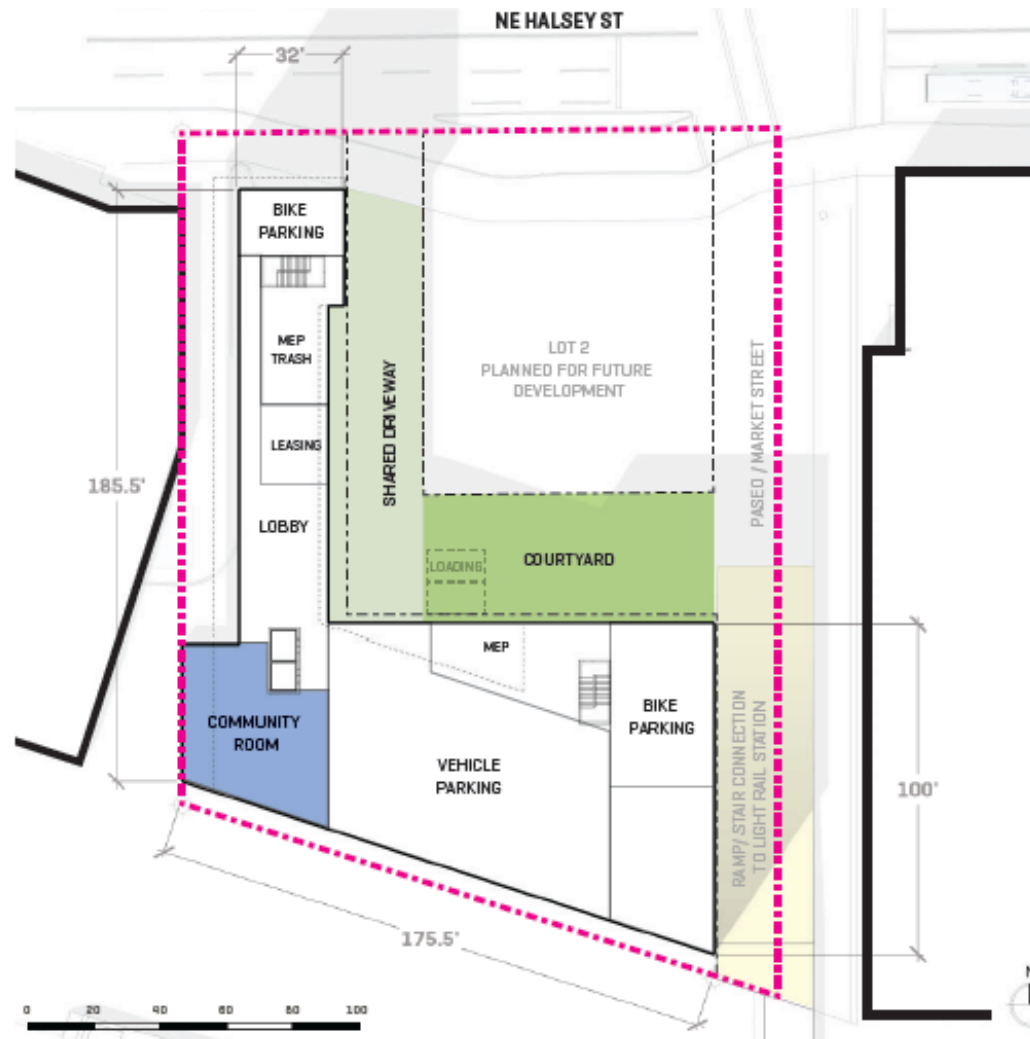
From Page 1-4 of the SG Concept Plan: "The trail has been designed to be consistent with the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (1999), as well as guidelines from both the Portland Bureau of Transportation and Portland Parks & Recreation. For the purposes of this concept plan, **the proposed Sullivan's Gulch Trail would be 12 to 15 feet wide, with additional width for shoulders.** While a narrower or wider trail may be designed in some locations, an approximately 15-foot-trail width was used for planning purposes. The proposed trail was designed to minimize grade changes and has a maximum grade of 5 percent".

CONTEXT / QUALITY AND RESILIENCE

1. Site and Phased Development

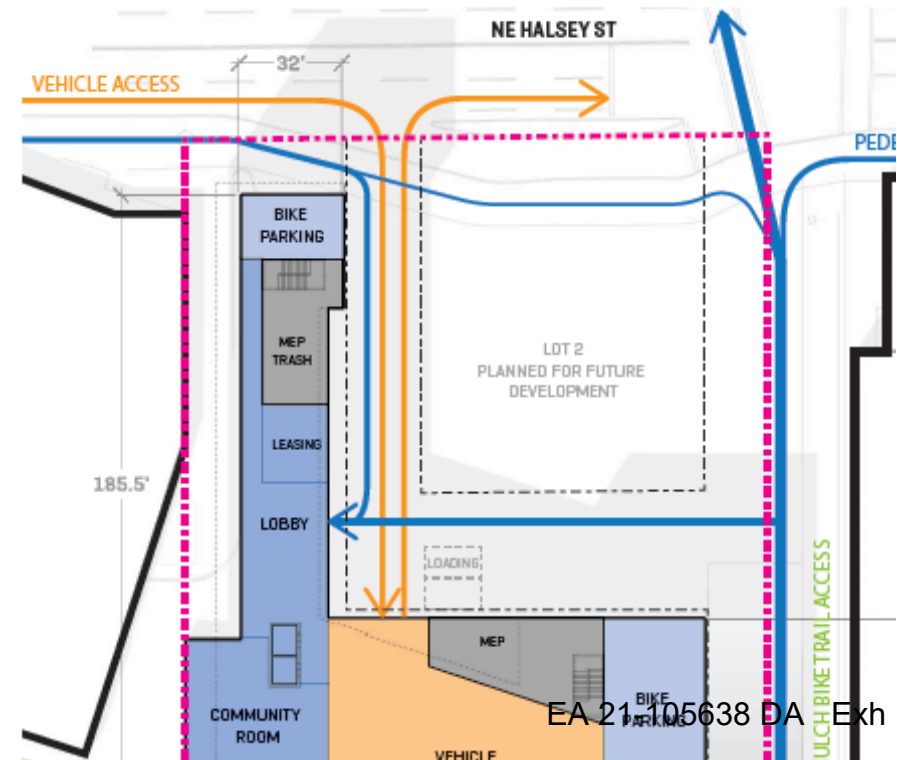
c. L-shaped concept for Woonerf and outdoor area plaza

- Triggers Modifications to Pedestrian Standards and Transit Street Main Entrance
 - 33.130.240 Pedestrian Standards, required raised surface or separated by bollards, if more than 16 parking spaces to NE Halsey, and
 - 33.130.242 Transit Street Main Entrance, requires max 25' and face within 45 degrees of NE Halsey to proposed 100' and not facing Halsey



Portland Citywide Design Guidelines

- 01: Build on the character, local identity, and aspiration of the place;**
- 02: Create Positive Relationship with surroundings;**
- 03: Integrate and enhance on-site features and opportunities to contribute to a location's uniqueness;**
- 07: Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design;**
- 08: Design for quality, using enduring materials and strategies with a coherent approach; and**
- 09: Design for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city.**



CONTEXT / QUALITY AND RESILIENCE

2. Massing and Articulation

- a. L-shape building created due to Difficult to Develop Area boundaries for anticipated funding for affordable housing
- Current design assumes NE 42nd Avenue ROW street vacation, but also blocks potential alternative access to Sullivan's Gulch Trail, possibly also BES



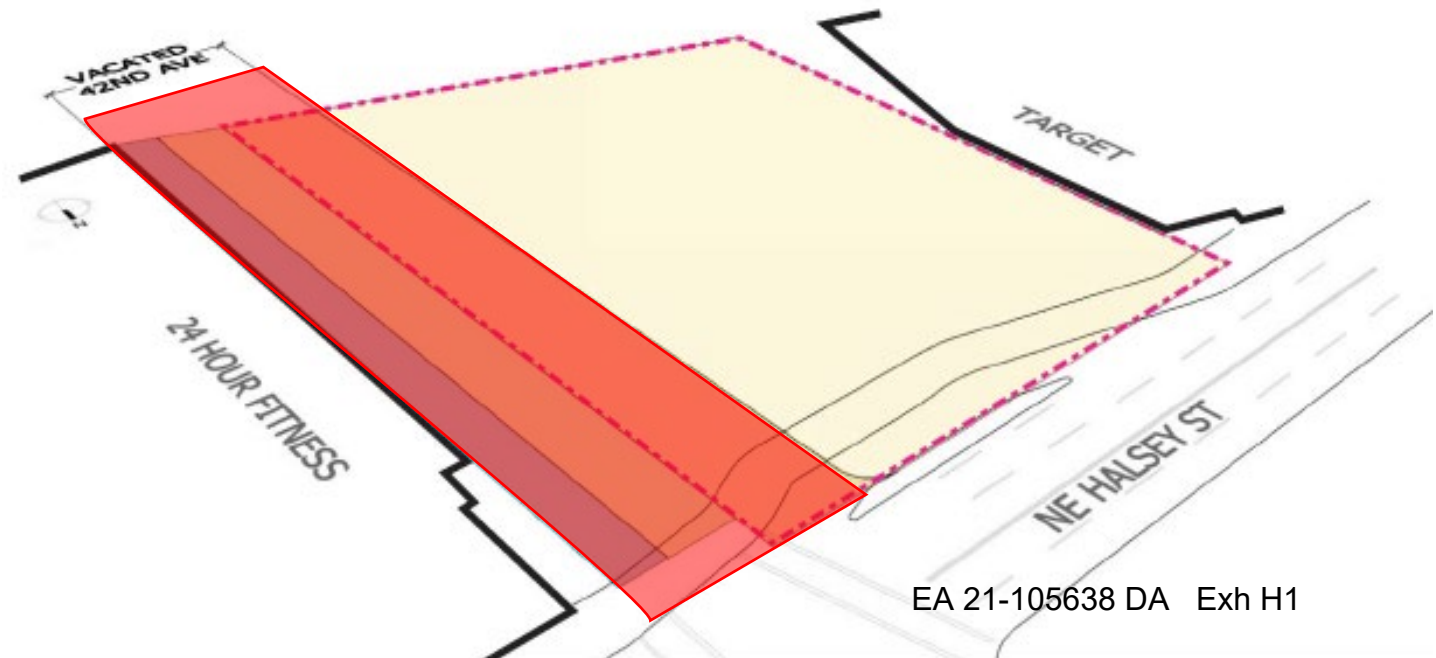
View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest

Portland Citywide Design Guidelines

- 01: Build on the character, local identity, and aspiration of the place;**
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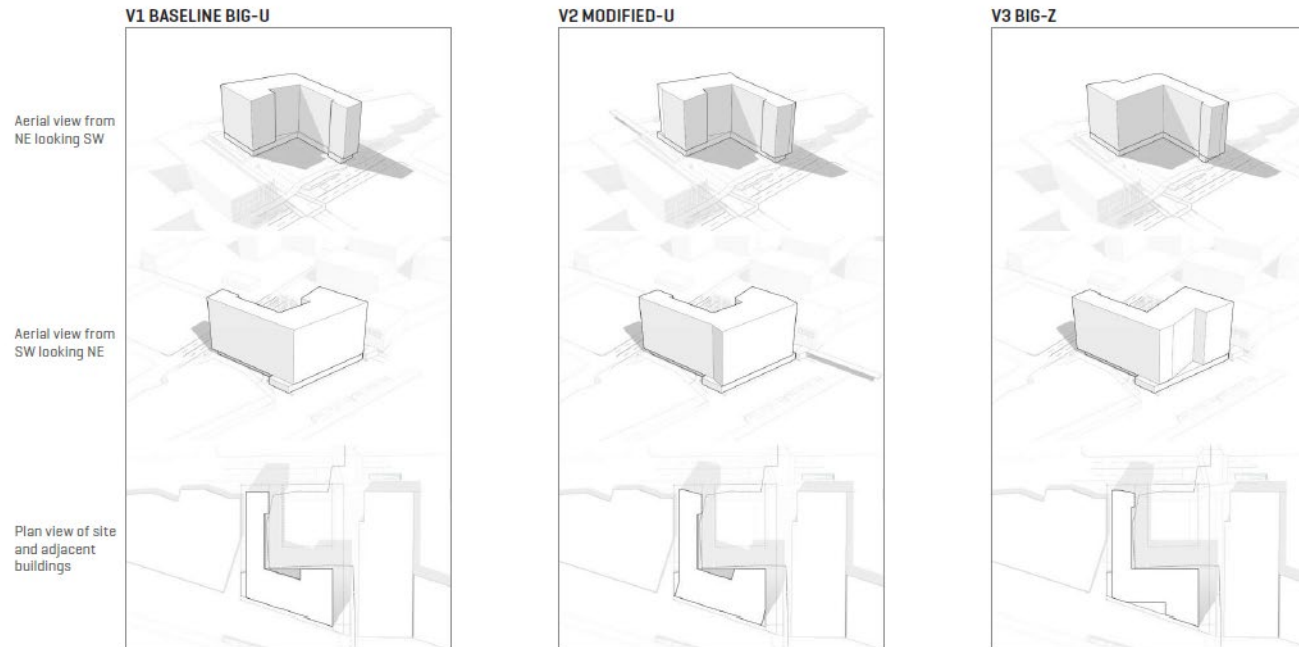
EA 21-105638 DA Exh H1

CONTEXT / QUALITY AND RESILIENCE

2. Massing and Articulation

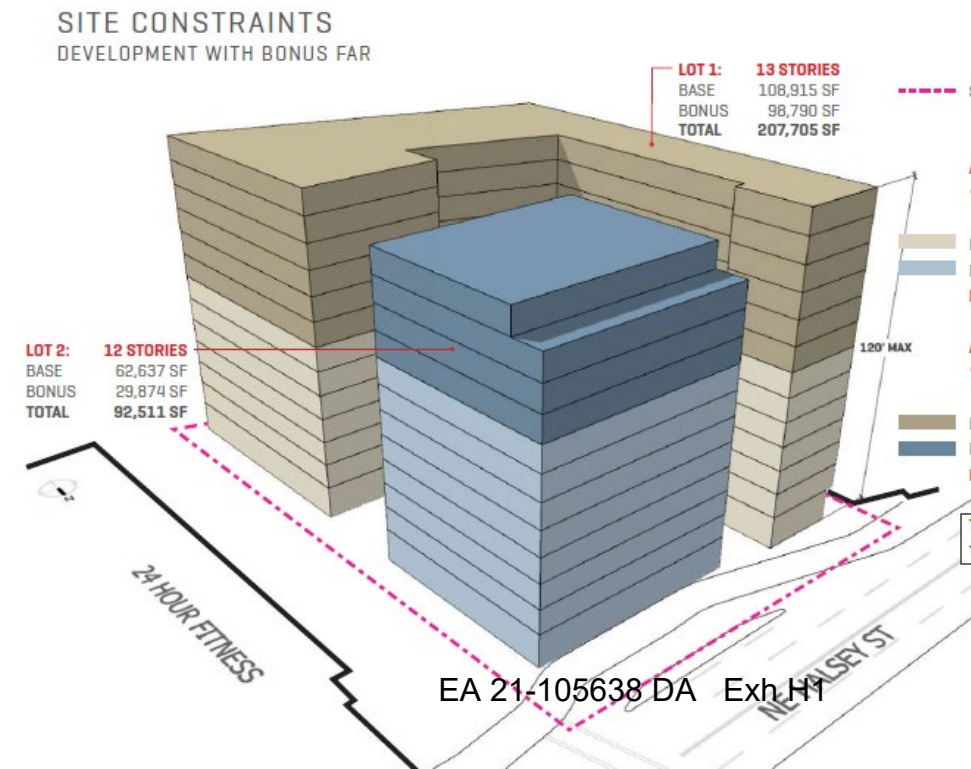
b. Sculpting/ Articulation opportunities

- While height and FAR are allowed, the building massing and articulation can be manipulated to better respond to Area Context



Portland Citywide Design Guidelines

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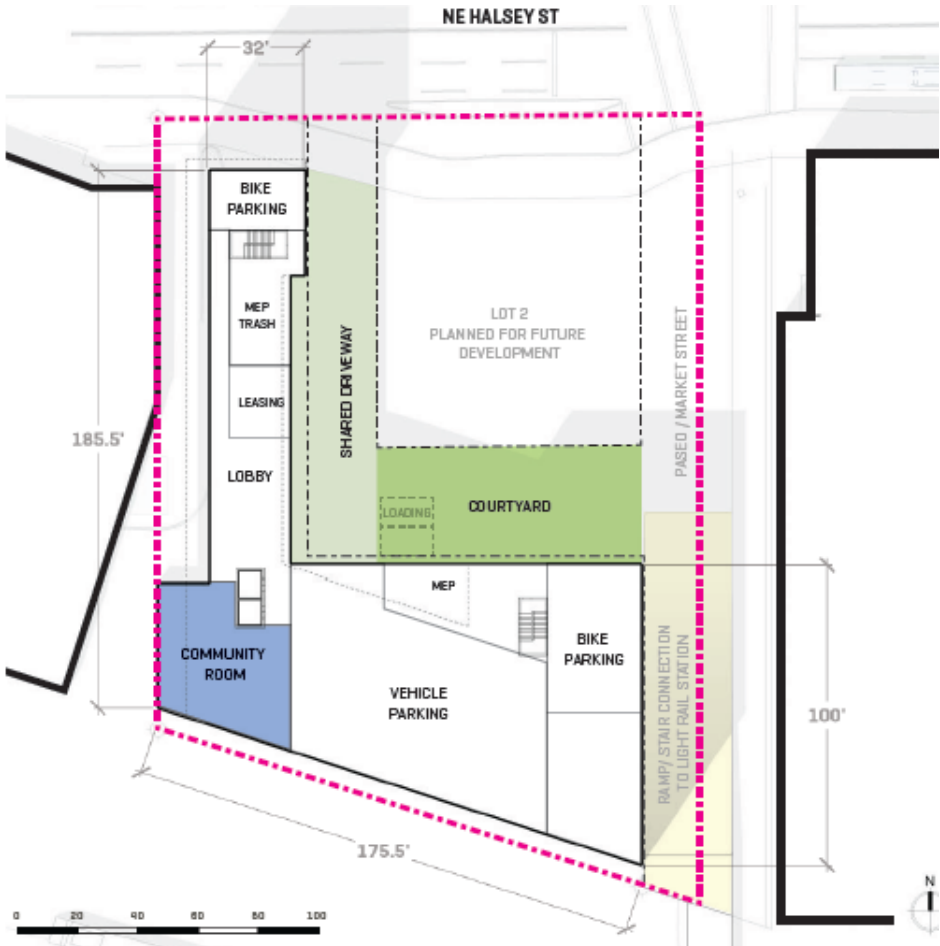
PUBLIC REALM

3. Outdoor Area Requirement

- a. Required Outdoor Area not met, triggers Modification
 - o *Modification 33.130.228 Required Outdoor Areas, for sites larger than 20,000 SF, 48 SF of outdoor area per unit is required, or 9,648 SF; 8,700 SF proposed*
- b. Courtyard design represents 1/3 of the outdoor area requirement
 - o Adjacent to proposed inactive ground floor uses
 - o Loading spaces proposed within required outdoor area
 - o Adjacent to future development site
- c. Balconies and/ or more interior and rooftop outdoor spaces opportunities

Portland Citywide Design Guidelines

- 04: Design the sidewalk level of buildings to be active and human-scaled;*
- 05: Provide opportunities to pause, sit, and interact;*
- 06: Integrate and minimize the impact of parking and building services.*



View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest

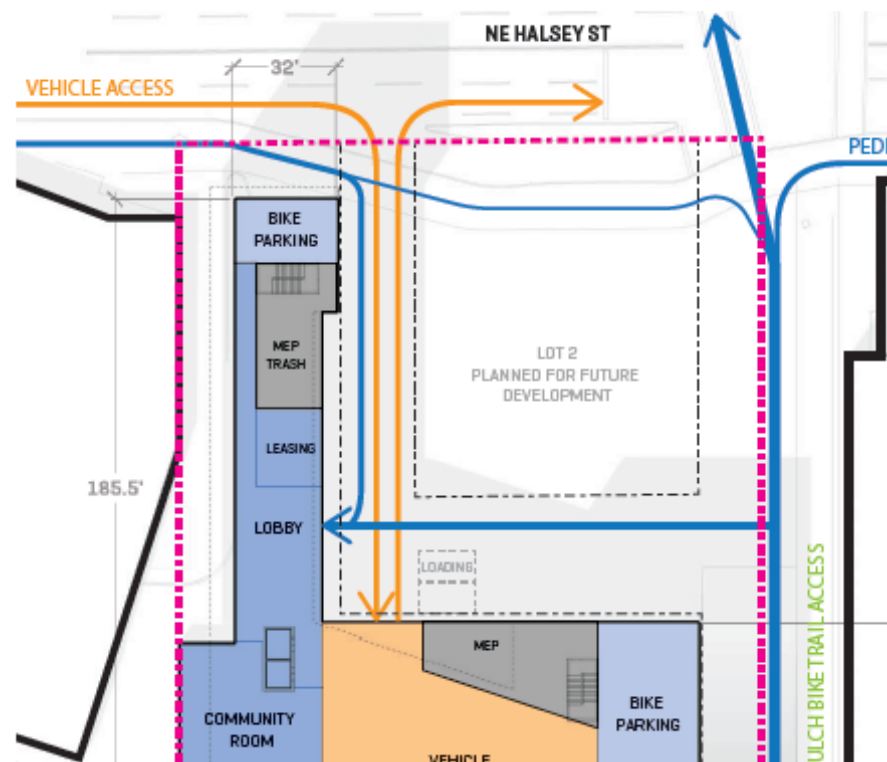


4. Ground Floor Activation

- In lieu of residential lobby, bike room proposed, triggers Modification
- 33.130.230.B Ground Floor Windows, required 60%, proposed 15%
- 33.415.200 Required Ground Floor Active Use, required 25%, proposed 0%

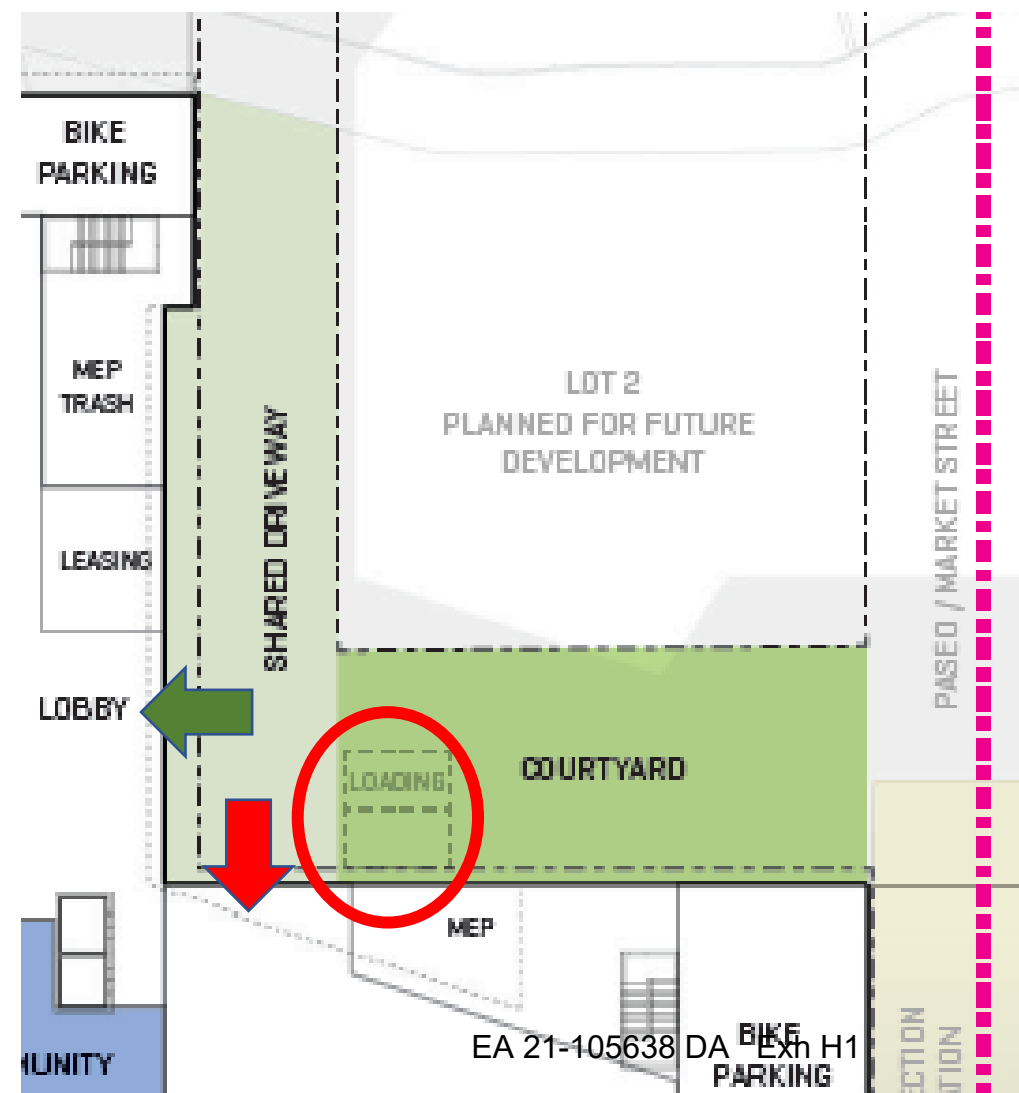
- Main Entrance along woonerf triggers Modification
 - *33.130.242 Transit Street Main Entrance, requires max 25' and face within 45 degrees of NE Halsey, proposed 100' and not facing Halsey*
- Trash room services provided adjacent to lobby

- Non-required parking located at ground floor, facing required outdoor area
- Trash room services provided adjacent to outdoor area



04: Design the sidewalk level of buildings to be active and human-scaled;

06: Integrate and minimize the impact of parking and building services.

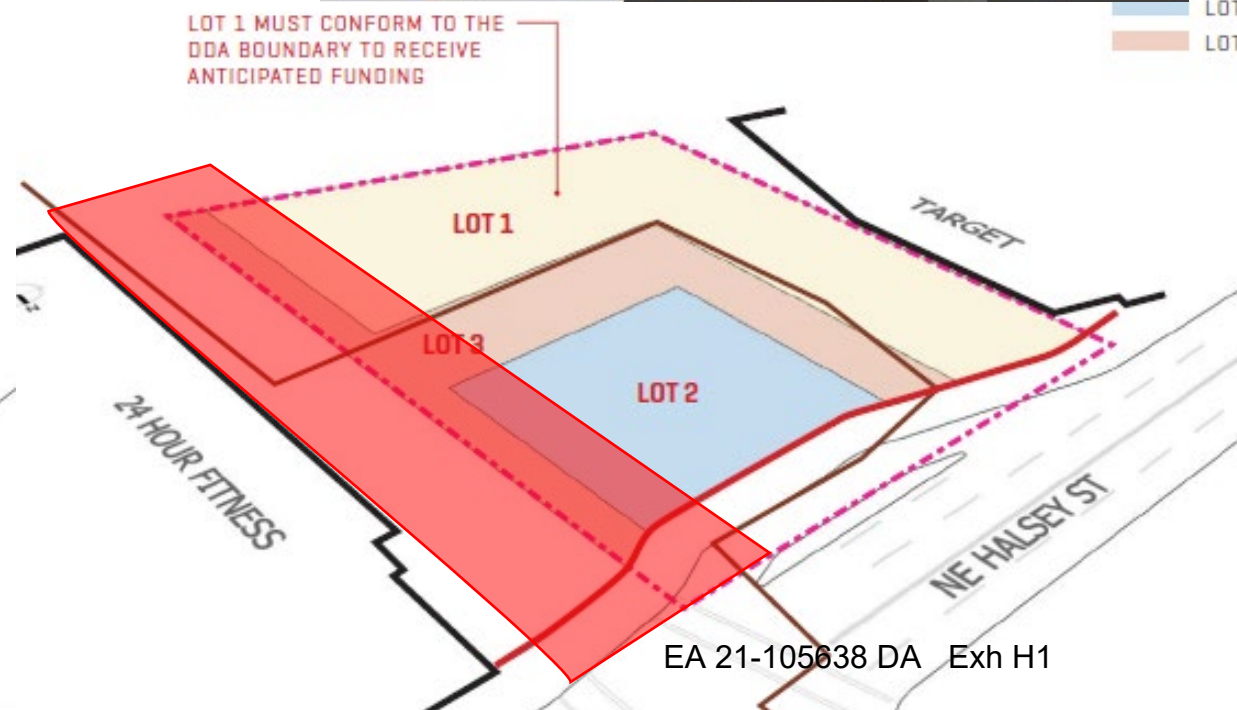
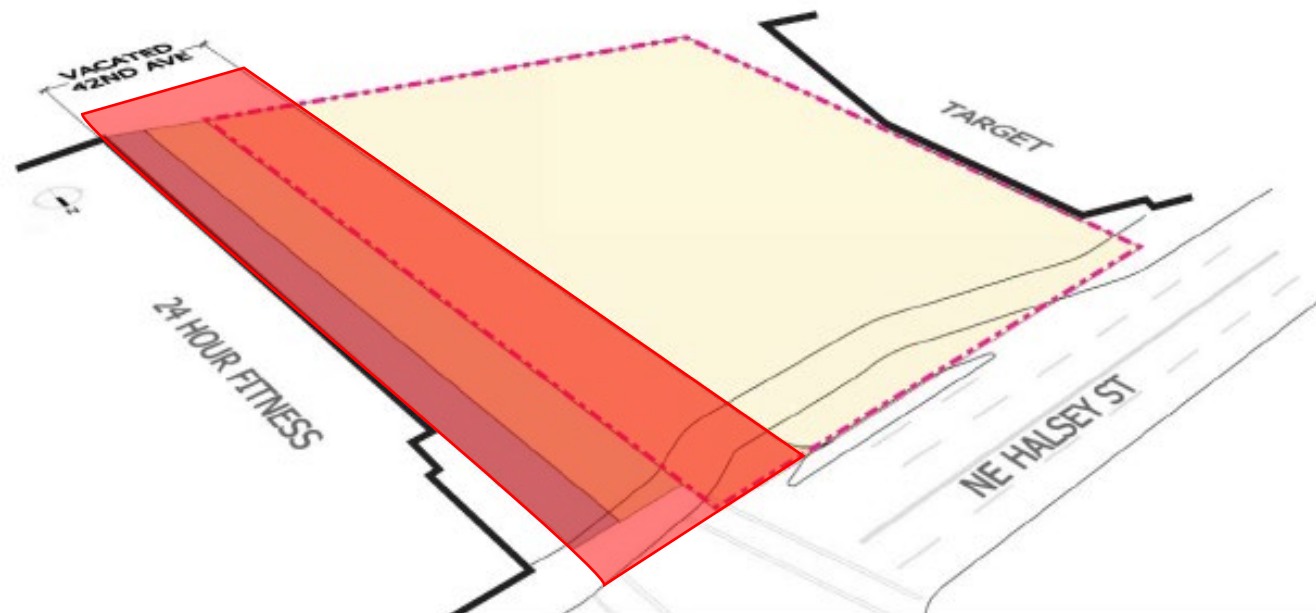


CONTEXT / QUALITY AND RESILIENCE – **Bob Haley, PBOT**

1. Site and Phased Development

a. NE 42nd Avenue Street vacation and Replat for 3 lots

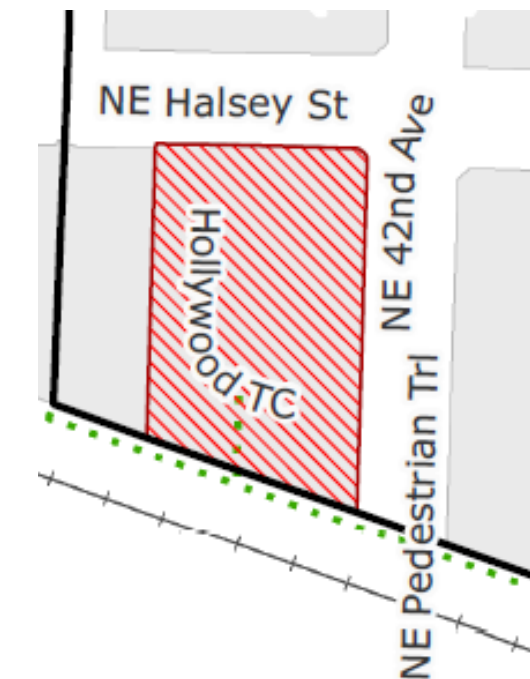
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CONTEXT / QUALITY AND RESILIENCE – **Katie Dunham, PPR**

1. Site and Phased Development

- b. Required Public Recreation Trail access to Sullivan's Gulch Regional Trail, [PZC 33.272](#)
- Currently required from existing private property
 - See attached Zone Map, Sullivan's Gulch Concept Plan images, Portland Park and Recreation letter
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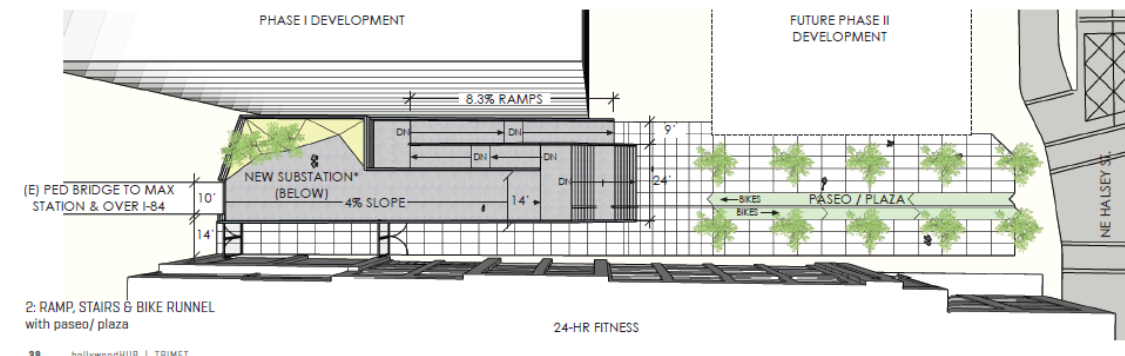


Adopted July 25, 2012
Resolution 36947

33.272.010 Purpose

The major public trail requirements are intended to:

- Increase recreational opportunities within the City of Portland and connect these recreational opportunities with a regional recreational trail system;
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Applicant Presentation

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Questions

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Staff Introduction

Applicant Presentation

Staff Discussion Topics

Questions

Public Comments

Commission Conversation

12/16/21 - DESIGN COMMISSION HEARING

LU 21-079366 DZM – Conway Blocks 261 & 262, Slabtown Savier

ATTENDEES - TESTIFIERS IN RED (subject to change)

	FIRST NAME	LAST NAME	EMAIL	ADDRESS	CITY	ZIP	ARE YOU ATTENDING FOR:	WOULD YOU LIKE TO TESTIFY	FOR OR AGAINST
1	JOHN	CZARNECKI	JRCA@AOL.COM	831 NW 24th Ave	Portland	97210	YES	YES	N/A
	Doug	Bean	dougb@dougbbean.com	PO 2519	Portland	97208	YES	NO	N/A
	eric	mandel	ericwrightmandel@gmail.com	3109 NE 21st Ave	Portland	97212-2418	YES	NO	N/A
	Iain	Mackenzie	i.f.mackenzie@gmail.com	915 Se 35th Ave, Apt 207	Portland	97214	YES	NO	N/A
	Jacob	Loeb	info@montavilla.net	19 Se 78th Ave	Portland	97215	YES	NO	N/A
	Keith	Fugate	keithf@serapdx.com	338 NW 5th Ave	Portland	97205	YES	NO	N/A

EA 21-105638 DA – Hollywood HUB Housing

ATTENDEES - TESTIFIERS IN RED (subject to change)

	FIRST NAME	LAST NAME	EMAIL	ADDRESS	CITY	ZIP	ARE YOU ATTENDING FOR:	WOULD YOU LIKE TO TESTIFY	FOR OR AGAINST
1	Iain	Mackenzie	i.f.mackenzie@gmail.com	915 Se 35th Ave, Apt 207	Portland	97214	YES	YES	FOR
2	Douglas	Allen	dougallen@centurylink.net	734 SE 47TH AVE	PORTLAND	97215	YES	YES	AGAINST
3	Paxton	Rothwell	pmhrothwell@gmail.com	3911 NE Grand Ave	Portland	97212	YES	YES	AGAINST
	JOHN	CZARNECKI	JRCA@AOL.COM	831 NW 24th Ave	Portland	97210	YES	NO	N/A
	Kent	Wu	KWU@HOLSTARC.COM	123 NW 3rd Ave, 310	Portland	97232	YES	NO	N/A
	Doug	Bean	dougb@dougbbean.com	PO 2519	Portland	97208	YES	NO	N/A
	eric	mandel	ericwrightmandel@gmail.com	3109 NE 21st Ave	Portland	97212-2418	YES	NO	N/A
	Heather	Selby	heather.selby@colliers.com	851 SW Sixth Avenue Suite 1200	Portland	97204	YES	NO	N/A
	Jacob	Loeb	info@montavilla.net	19 Se 78th Ave	Portland	97215	YES	NO	N/A
	jeramie	Shane	jeramie@mayerreed.com	319 SW Washington St, Suite 820	Portland	97204	YES	NO	FOR
	Joanna	Schwartz	joanna@mayerreed.com	319 SW Washington St Suite 820	Portland	97204	YES	NO	FOR
	Karen	Karlsson	karen@kikarlsson.com	906 NW 23rd Ave	Portland	97210	YES	NO	N/A
	Kevin	Valk	kvalk@holstarc.com	123 NE 3rd Ave, suite 310	Portland	97232	YES	NO	FOR
	Matthew	Stoll	matthew@wright-architecture.com	2222 NE Oregon Street, Suite 213	Portland	97232	YES	NO	N/A

H O L S T

16 December 2021

BRIDGE | TRIMET
hollywoodHUB

PORTLAND, OR

EA 21-105638 DA

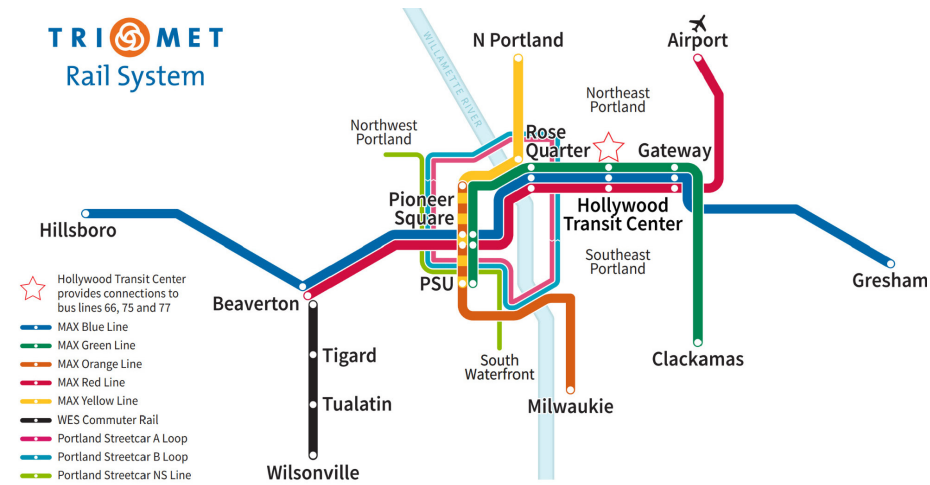
PROJECT SUMMARY

4110 NE HALSEY ST

16 December 2021

PROJECT DESCRIPTION

This project will be a re-imagination of the Hollywood Transit Center into a hub for transit, equity, and community. This site is an opportunity to set a bold vision for **equitable transit-oriented development (TOD)** in Oregon. This proposal is the first under **TriMet's TOD Guidelines** which germinated from the feedback of 60+ organizations serving BIPOC communities, nonprofit developers, and public agencies. Given the high-profile nature of this site and its proximity to Trader Joe's, Target, Providence Hospital, high-performing public schools and the rich fabric of Hollywood, the project will lead with racial equity and bring much needed **affordable Family Focused Housing into a High Opportunity Area** which for generations has excluded BIPOC communities and people of lower incomes.



PROJECT SUMMARY

4110 NE HALSEY ST

PROJECT PROPOSAL

On completion of the street vacation, the Hollywood Transit Center site will have an allowable floor area of 300,112 square feet assuming the bonus 7:1 Floor Area Ratio available under CM3(d) zoning and the Hollywood Plan District. 207,705 square feet of FAR will be utilized by our **201-unit, 13-story, 120 feet tall Type I high-rise building**.

65% of homes at hollywoodHUB are two and three bedroom homes with an **average bedroom size of 1.8**, providing much needed choices for families priced out of NE Portland. All will be affirmatively marketed to BIPOC families.

Building amenities will include **community and meetings spaces, bike and vehicular parking**, and a **public courtyard**. The building will also sit adjacent to a **new paseo/ plaza, pedestrian/bike connector** that will replace the vacated section of NE 42nd Ave and be built by TriMet prior to project completion.



- QUANTITY, QUALITY & AFFORDABILITY
- PRIVATE NONPROFIT
- 39 YEARS OF SUCCESS
- 17,800+ UNITS DEVELOPED

BRIDGE IN OREGON

- OPENED OFFICE IN 2013
- OWN AND MANAGE 922 APARTMENTS
- 335 IN PRE-CONSTRUCTION



THE VERA



SONGBIRD



THE ABIGAIL



GOALS FOR DAR 1:

1. REVIEW BUILDING & SITE CONSTRAINTS
2. DISCUSS BUILDING MASSING AND ARTICULATION
3. REVIEW VEHICLE AND PEDESTRIAN ACCESS
4. DISCUSS GROUND FLOOR ACTIVATION

CONTEXT STUDY



URBAN CONTEXT

CONNECTIONS

SITE IN LARGER CONTEXT

- 10 MINUTE MAX RIDE TO CONVENTION CENTER
- 12 MINUTE BUS RIDE TO THE GROTTO
- 20 MINUTE MAX RIDE TO PIONEER COURTHOUSE SQ
- 20 MINUTE BUS TO CENTRAL EASTSIDE
- 30 MINUTE DRIVE TO VISTA HOUSE
- 40 MINUTE MAX RIDE TO AIRPORT



URBAN CONTEXT

TRANSIT, PEDESTRIAN, AND VEHICLE ACCESS

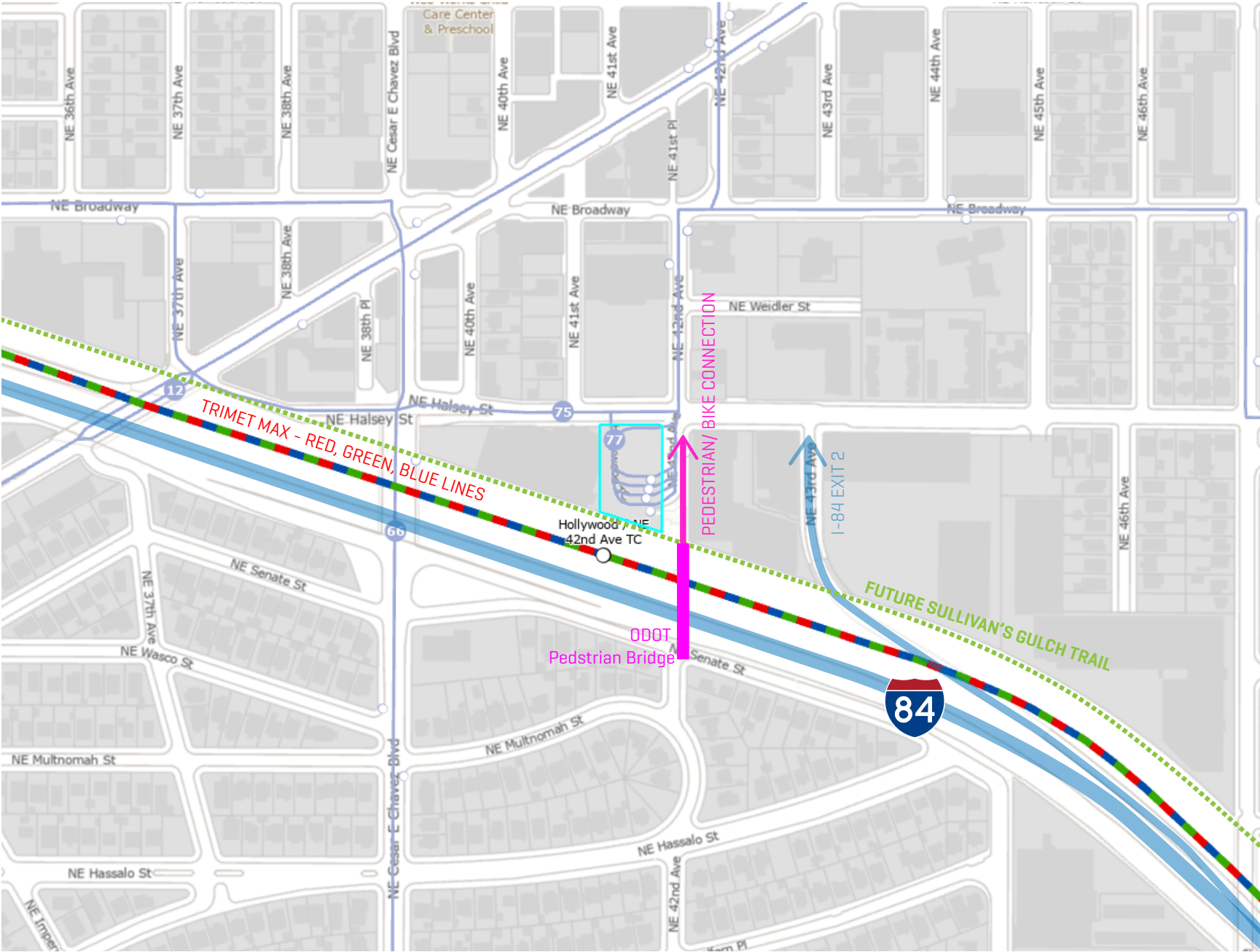
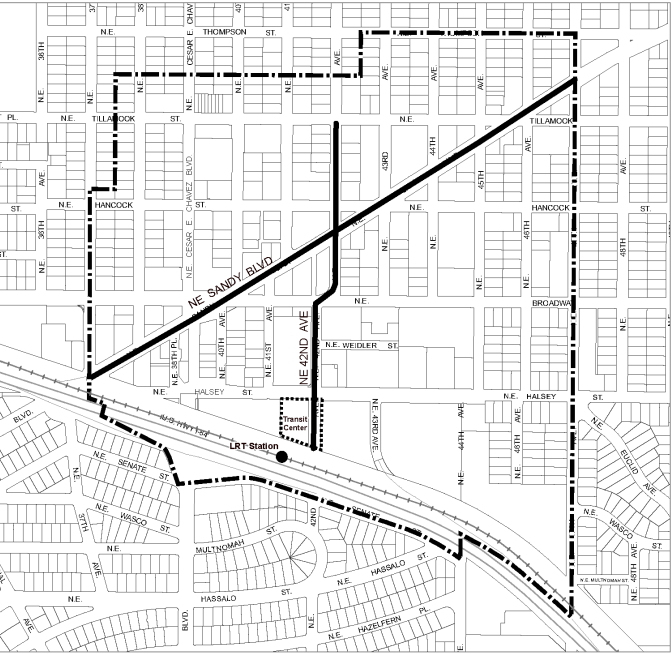
MULTI-MODAL CIRCULATION

- BUS LINES 66, 75, 77
- MAX LINES R, G, B
- FUTURE SULLIVAN'S GULCH TRAIL (BY CITY OF PORTLAND)

ACCESS POINTS

- ODOT PEDESTRIAN BRIDGE IN LINE WITH NE 42ND AVE
- PEDESTRIAN AND VEHICLE ACCESS: HALSEY AND 42ND
- HIGHWAY VEHICLE ACCESS EXIT 2 ON I-84

MAP 536-3 | HOLLYWOOD PLAN DISTRICT PEDESTRIAN STREETS



URBAN CONTEXT

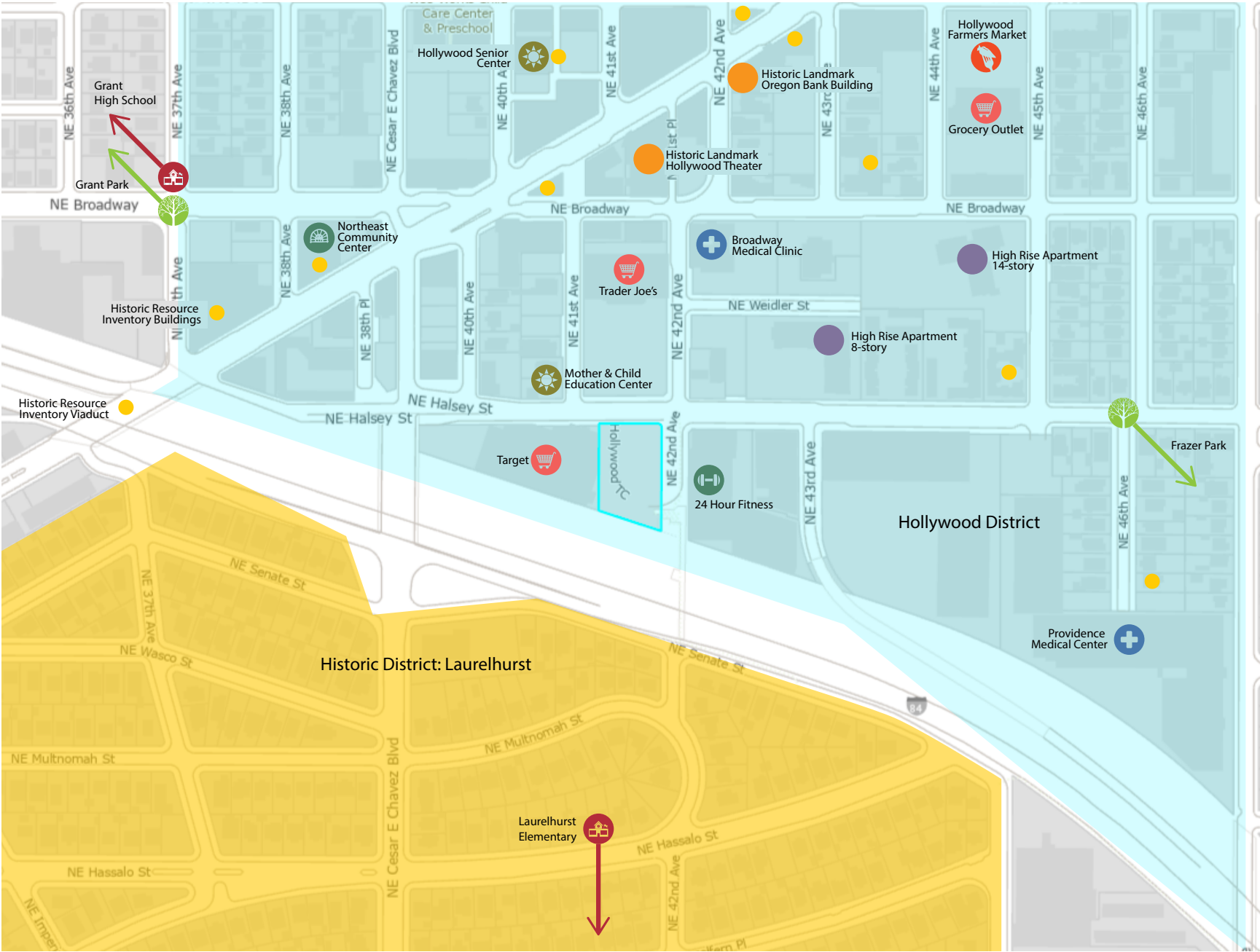
PUBLIC AMENITIES & OPEN SPACE

PUBLIC AMENITIES

- GROCERIES: TRADER JOE’S, TARGET, GROCERY OUTLET, HOLLYWOOD FARMER’S MARKET
- HEALTHCARE: PROVIDENCE MEDICAL CENTER AND BROADWAY MEDICAL CLINIC
- LEISURE/Wellness: 24 HOUR FITNESS, NORTHEAST COMMUNITY CENTER
- COMMUNITY: HOLLYWOOD SENIOR CENTER, MOTHER & CHILD EDUCATION CENTER
- HIGH PERFORMING PUBLIC SCHOOLS
- HISTORIC HOLLYWOOD BUILDINGS
- HISTORIC LAURELHURST NEIGHBORHOOD
- HOLLYWOOD DISTRICT

OPEN SPACE

- GRANT PARK, 0.7 MILES FROM SITE
- FRAZER PARK, 0.6 MILES FROM SITE



SITE CONTEXT

EXISTING CONDITIONS

EXISTING CONDITIONS PLAN

- 1 BUS TURNAROUND (NO LAYOVERS)
- 2 PEDESTRIAN PATH AND RAMP TO MAX LIGHT RAIL AND LAURELHURST NEIGHBORHOOD
- 3 EXISTING BIKE PARKING
- 4 EASEMENT/RAMP TO TARGET PARKING
- 5 LIGHT RAIL SUBSTATION (REPLACEMENT NEEDED)



View of Site from north looking south



View of bike parking and bus stop looking south



SITE CONTEXT

SITE PHOTOS

16 December 2021



Aerial view from NW looking SE



View of pedestrian connection to TriMet Max Station



View of site from TriMet Max Station



Aerial view from SE looking NW



View of site from NE corner



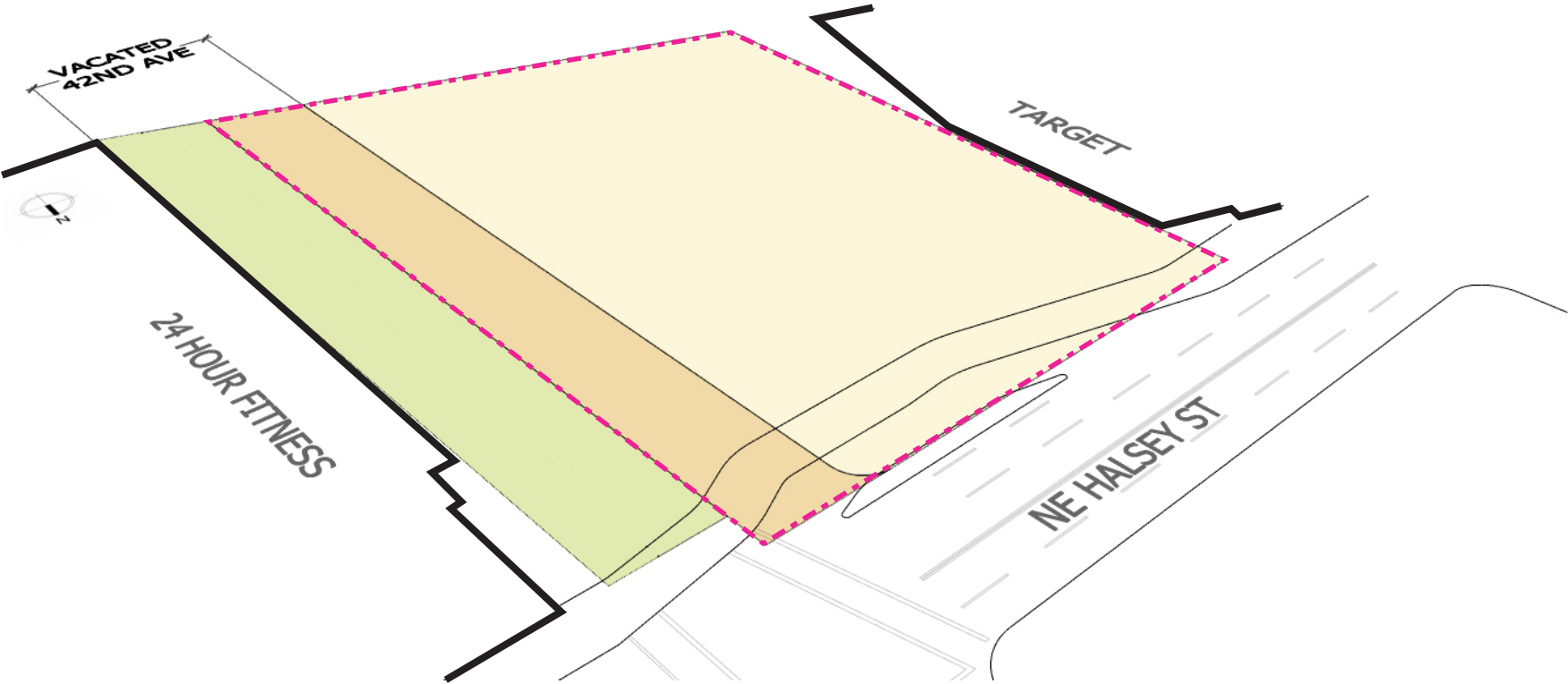
View of site from NW corner

SITE CONSTRAINTS
CALCULATED SITE AREA

16 December 2021

34,918 SF
7,971 SF
42,888 SF

- CURRENT SITE AREA (PORTLAND MAPS)
- HALF 42ND R.O.W. AREA
- SITE AREA WITH HALF 42ND ROW AREA
- REMAINING HALF 42ND R.O.W. AREA



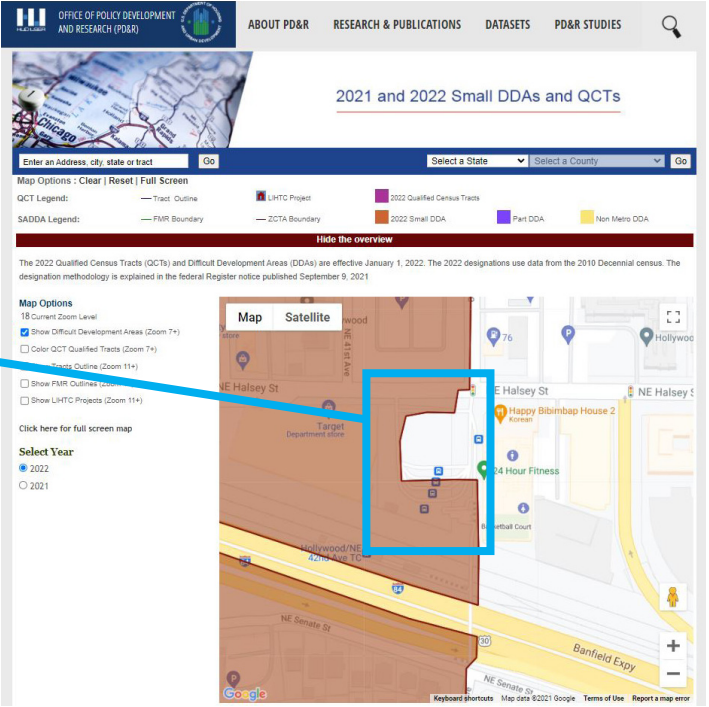
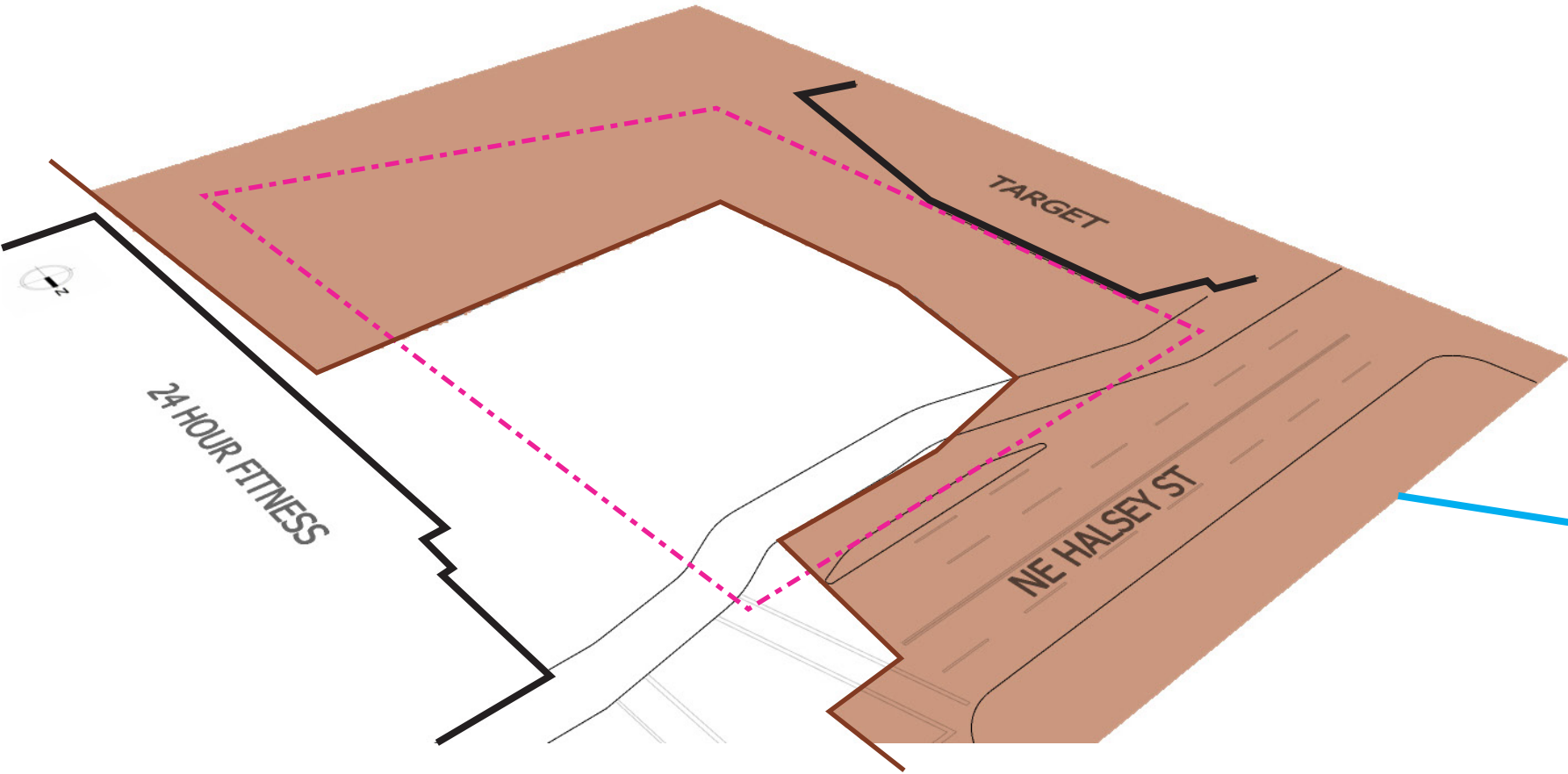
SITE CONSTRAINTS
DIFFICULT TO DEVELOP AREA BOUNDARY

16 December 2021

----- SITE AREA WITH HALF 42ND ROW AREA

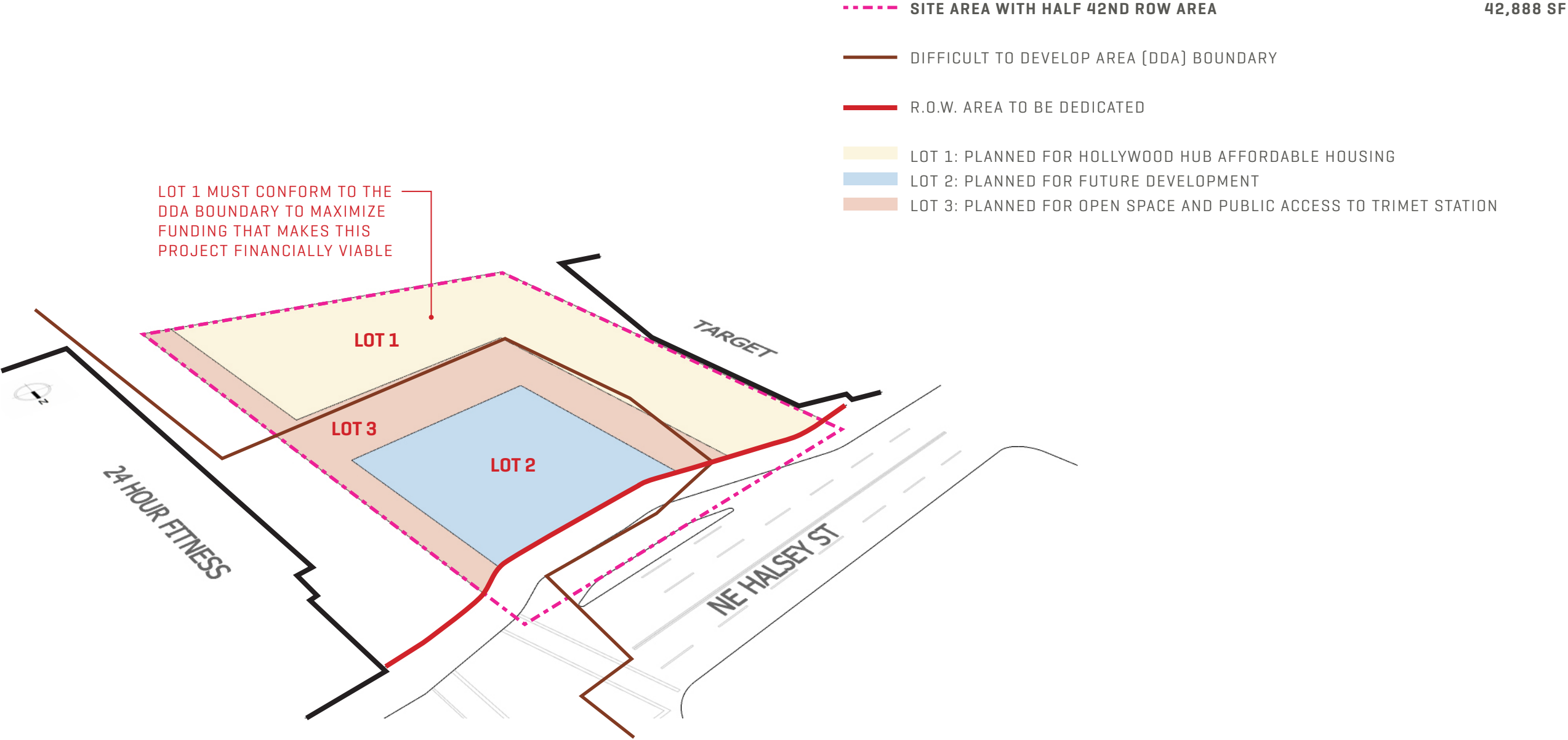
42,888 SF

DIFFICULT TO DEVELOP AREA (DDA): THIS IS DEFINED BY THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, THE HOLLYWOODHUB BUILDING MUST BE LOCATED WITHIN THIS BOUNDARY TO MAXIMIZE FUNDING THAT MAKE THE PROJECT FINANCIALLY VIABLE



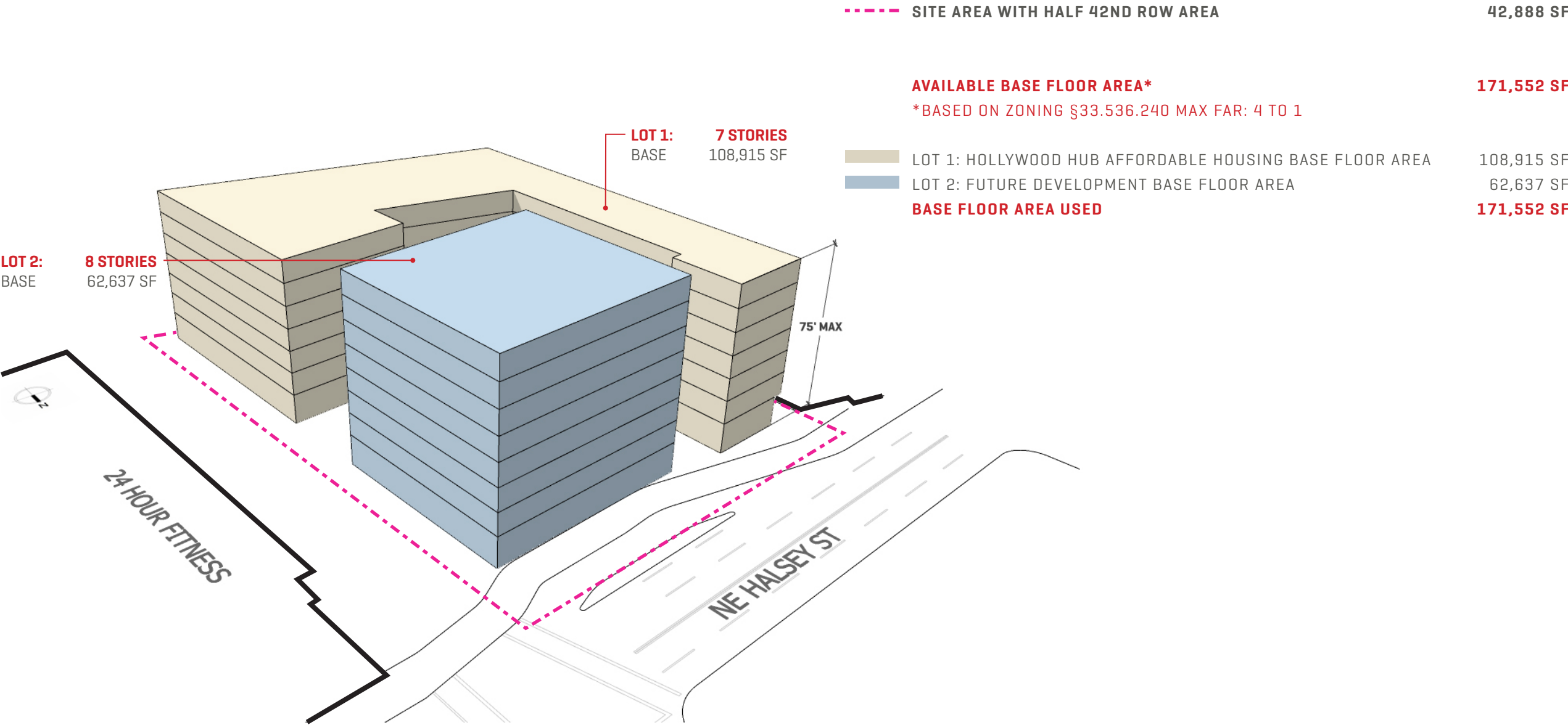
SITE CONSTRAINTS
PLANNED REPLAT OF SITE

16 December 2021



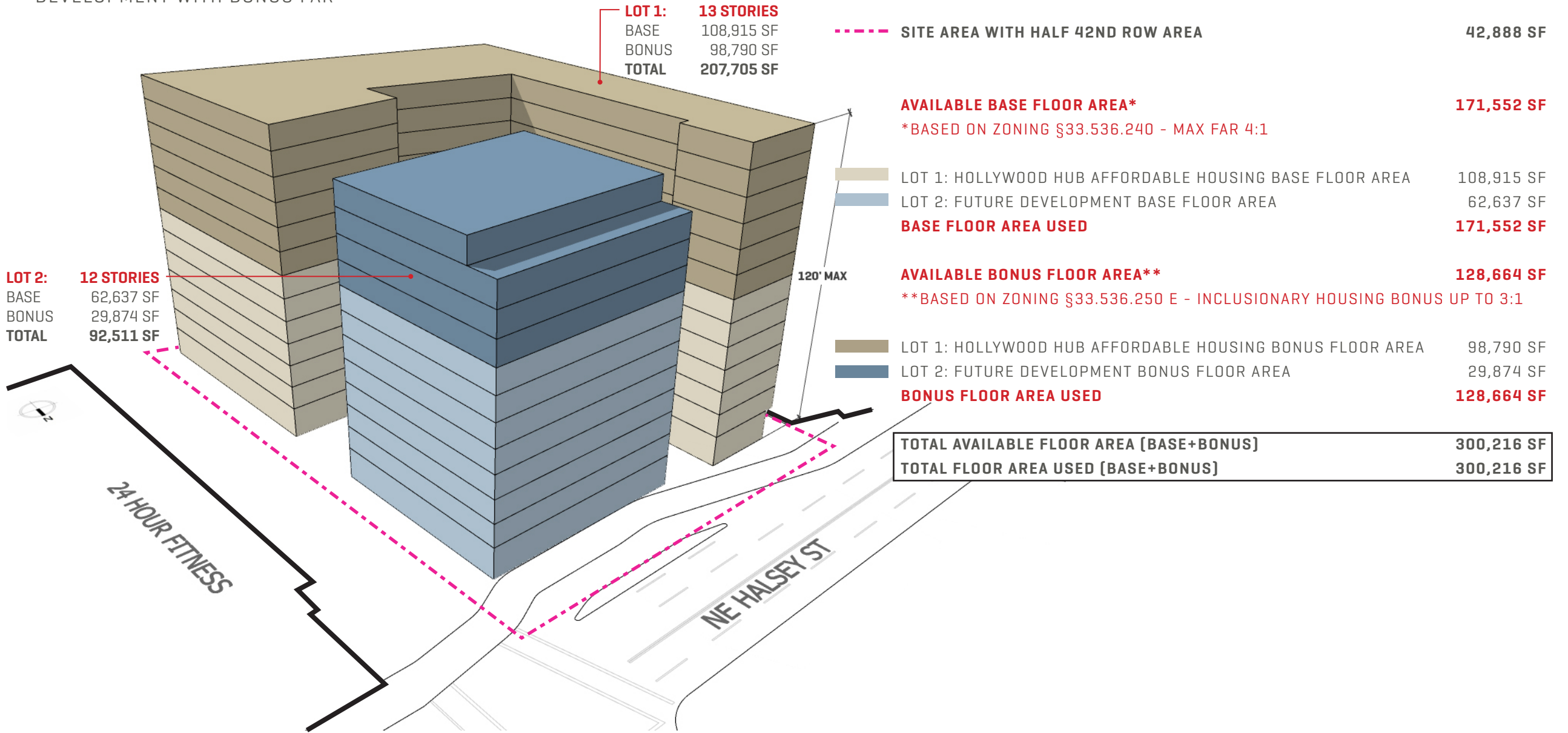
SITE CONSTRAINTS
DEVELOPMENT BASED ON 4 TO 1 FAR

16 December 2021



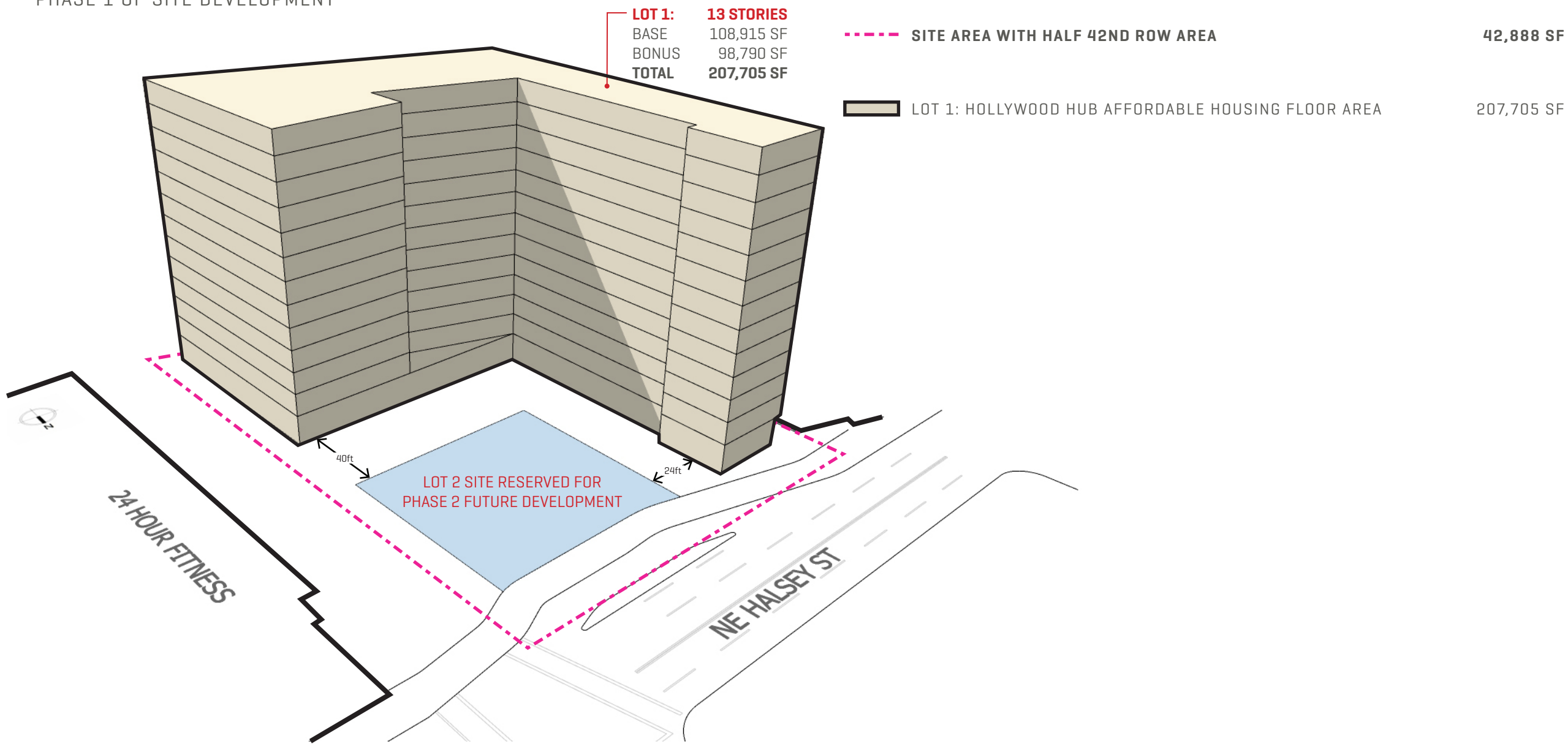
SITE CONSTRAINTS
DEVELOPMENT WITH BONUS FAR

16 December 2021



SITE CONSTRAINTS
PHASE 1 OF SITE DEVELOPMENT

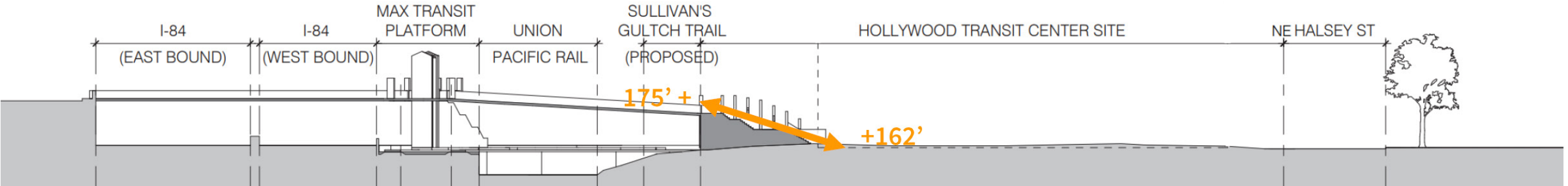
16 December 2021



Category	Goals/ Objectives
SAFETY	Create a safe and secure connection for all users
ACCESS/ MOBILITY	Provide an efficient, convenient, equitable and comfortable connection for all types of users
CONTEXT	Best fit with the surrounding design character/ context
ENVIRONMENTAL	Improve connections to nature, recreation, and green space
OPERATIONAL	Provide a space that allows for long-term, sustainable connection for current and future users
BUDGET/ SCHEDULE	Be cost effective and timely to meet project goals
DEVELOPMENT	Support transit-oriented development
EXPERIENCE/ PROGRAM	Create an signature connection that provides a high-quality user experience

OUTREACH

- General Public (Site Signage/Website)
 - TriMet Transit Riders (Site Signage/Website)
 - Committee on Accessible Transportation (CAT)
 - Pedestrian Advisory Committee (PAC)
 - Bicycle Advisory Committee (BAC)
 - Hollywood NA
 - Laurelhurst NA
 - Grant Park NA
 - Rose City Park NA
 - Northeast Coalition of Neighborhoods
 - Hollywood Boosters
- Hollywood Senior Center
 - Hollywood East Residents & Staff
 - Neighboring Property Owners
 - Portland State University - Summer Program
 - TriMet Board of Directors
 - TriMet Internal Staff (End User/ Maintainer)



EXISTING SECTION - LOOKING WEST



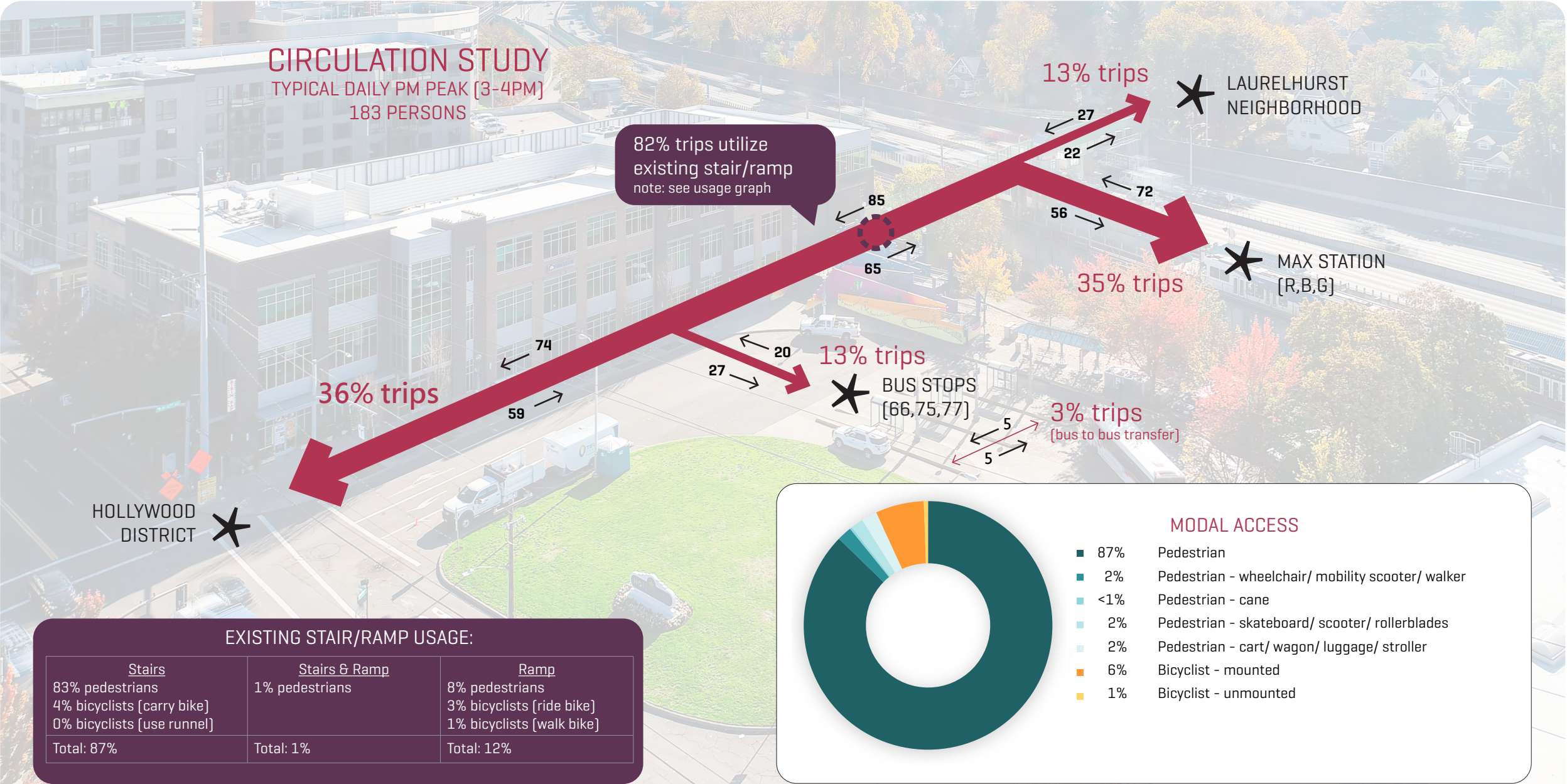
VIEW FROM TOP OF EXISTING STAIR/RAMP
18 hollywoodHUB | TRIMET



EXISTING ACCESS AT NE 42ND AVE



EXISTING BUS STOP ISLANDS

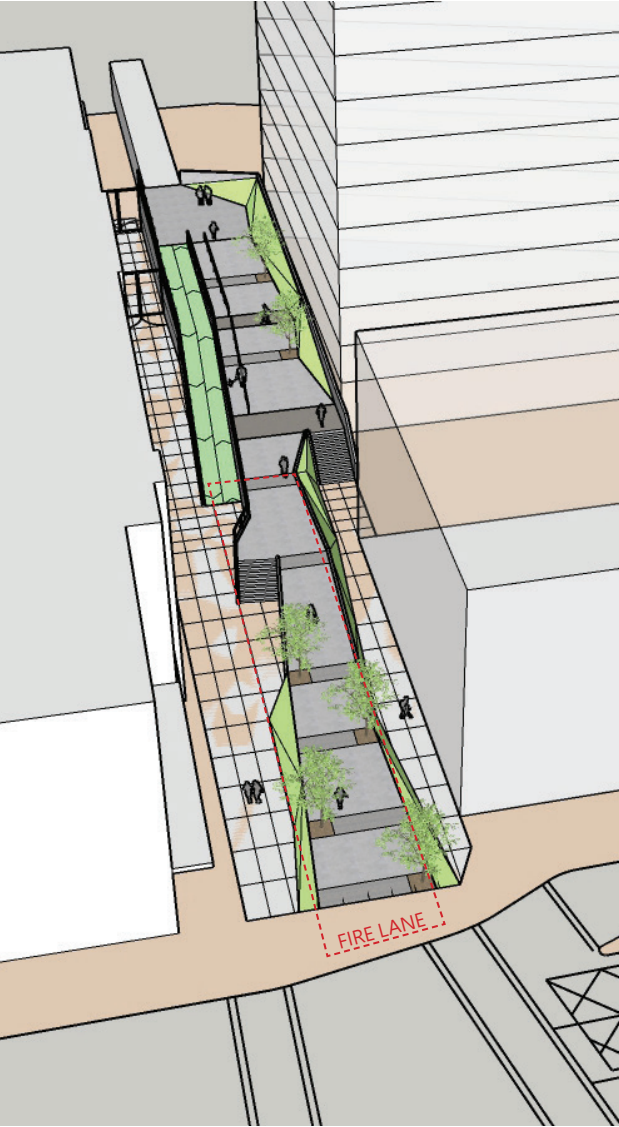


Source: TRIMET, Summer 2021

CONNECTOR “TYPE”
MASSING STUDY CONCEPTS & PUBLIC FEEDBACK

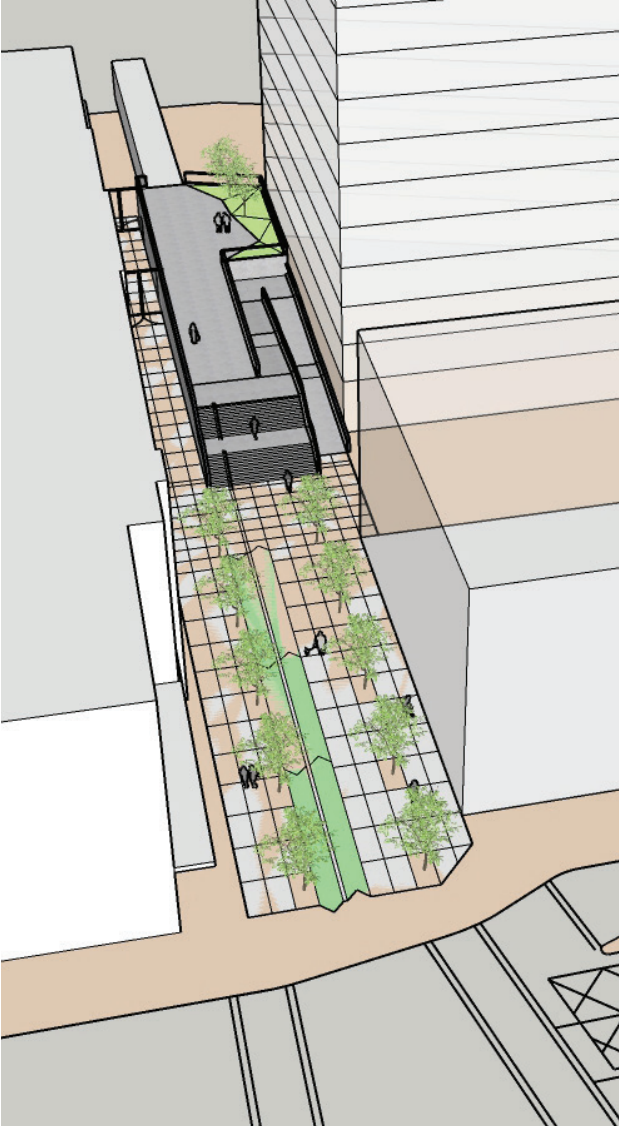
06 December 2021 | ADDENDUM

1: INCLINED RAMP & STAIRS
with bermed edges



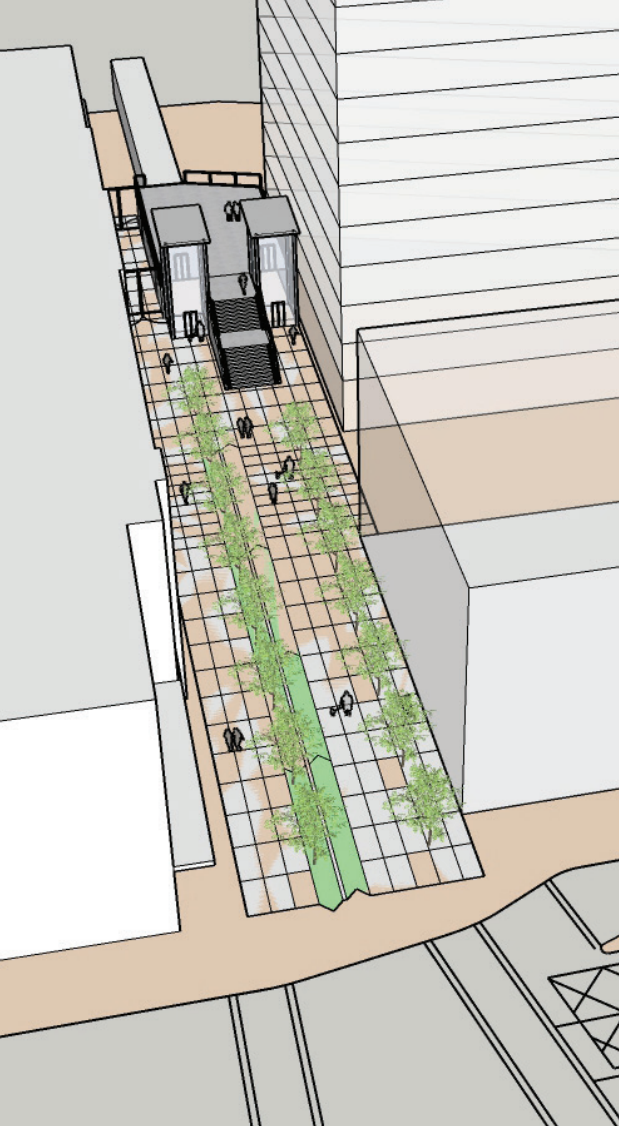
- feedback:
- [+] Universal design
 - Creates direct north/south connection
 - Creates 14' wide connection to future MUP at Sullivan's Gulch
 - Meets substation access req.
 - [-] Does not meet fire access requirements
 - Barrier in east/ west connection
 - Massing/ relationship with adjacent buildings
 - Concerns from accessibility community about shared ramp and length of climb
 - Insufficient bike ramp width
 - Narrow pedestrian width (10') on ramp
 - Lacks community gathering space

2: RAMP, STAIRS & BIKE RUNNEL
with paseo/ plaza



- feedback:
- [+] Creates a community gathering space for programming
 - Large stairway can flex as informal seating for events
 - Optimizes person throughput
 - Creates 14' wide connection to future MUP at Sullivan's Gulch
 - Well designed bike runnel at stairs for direct connection
 - 9' ramp width minimize conflict between cargo bikes & accessible travel
 - Meets substation & fire dept. access requirements
 - [-] Corridor adjacent to neighboring building

3: ELEVATORS & STAIRS
with large paseo/ plaza



- feedback:
- [+] Creates a large community gathering space for programming
 - Minimizes mass/ obstruction to fronting buildings
 - Creates 14' wide connection to future MUP at Sullivan's Gulch
 - Meets substation & fire dept. access requirements
 - [-] Accessibility concerns about 24/7 reliability
 - Safety & security concerns with elevator cabs and shafts
 - Capital cost of elevators exceed project budget
 - Ongoing operations & maintenance cost
 - Narrow stairway width (12') for primary circulation

CONNECTOR “TYPE”
NEXT STEPS

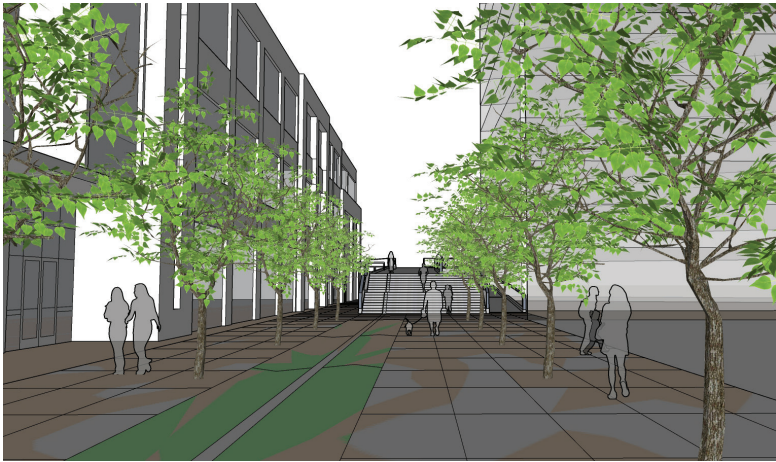
COMMUNITY & TRANSIT INFRASTRUCTURE (BY TRIMET)

ISSUED RFP FOR A&E SERVICES IN FALL 2021

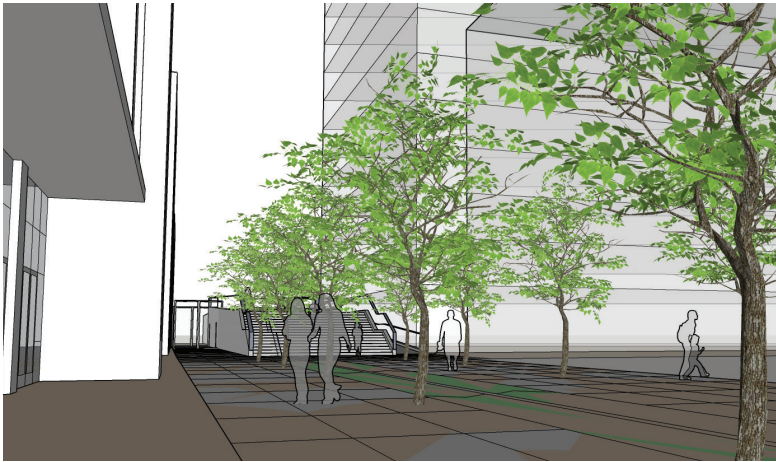
CONSULTANT DESIGN TEAM SELECTED -PENDING APPROVAL BY TRIMET BOARD OF DIRECTORS

DESIGN PHASE TO COMMENCE IN 2022

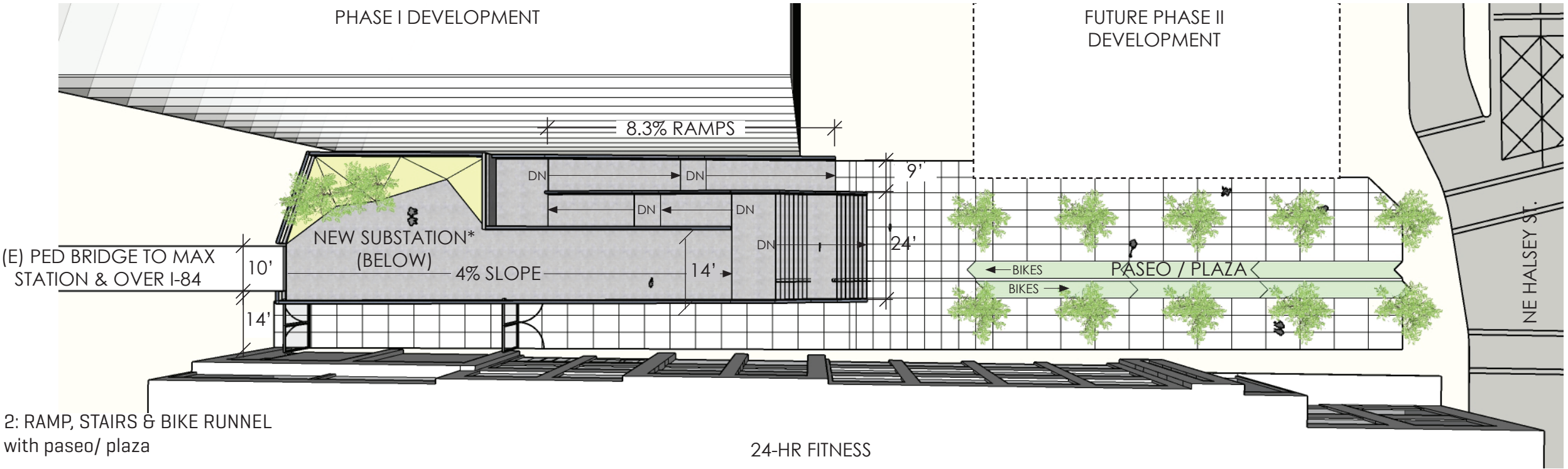
ADVANCE CONNECTOR MASSING STUDY TO DETAILED DESIGN & INCORPORATE FEEDBACK FROM ENGAGEMENT



LOOKING SOUTH TOWARD BRIDGE TO MAX STATION



VIEW FROM 24-HR FITNESS TOWARD BRIDGE TO MAX STATION



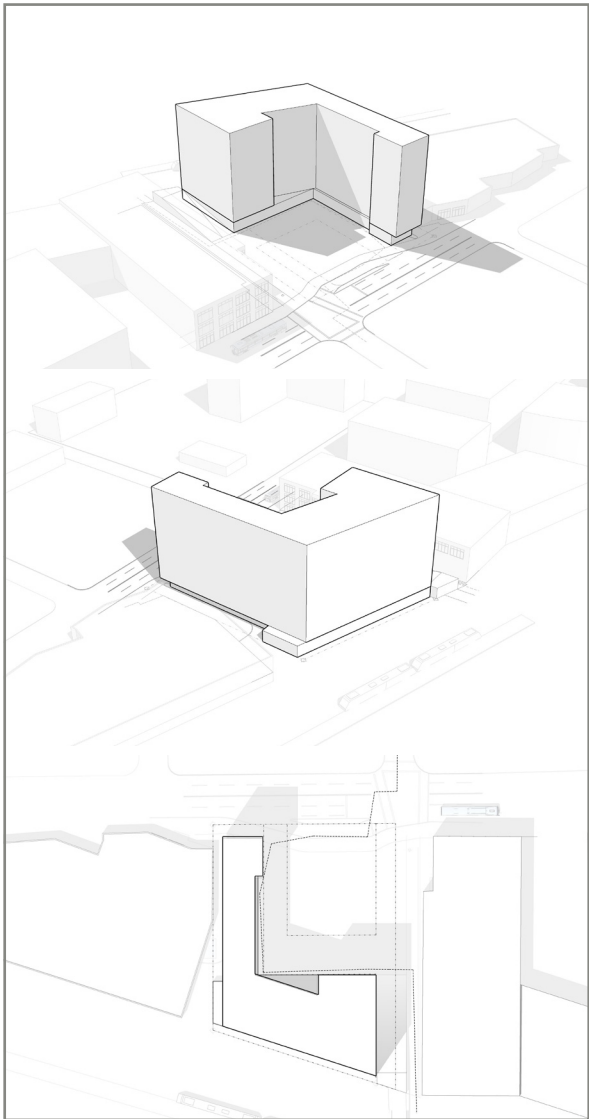
CONCEPT DESIGN

V1 BASELINE BIG-U

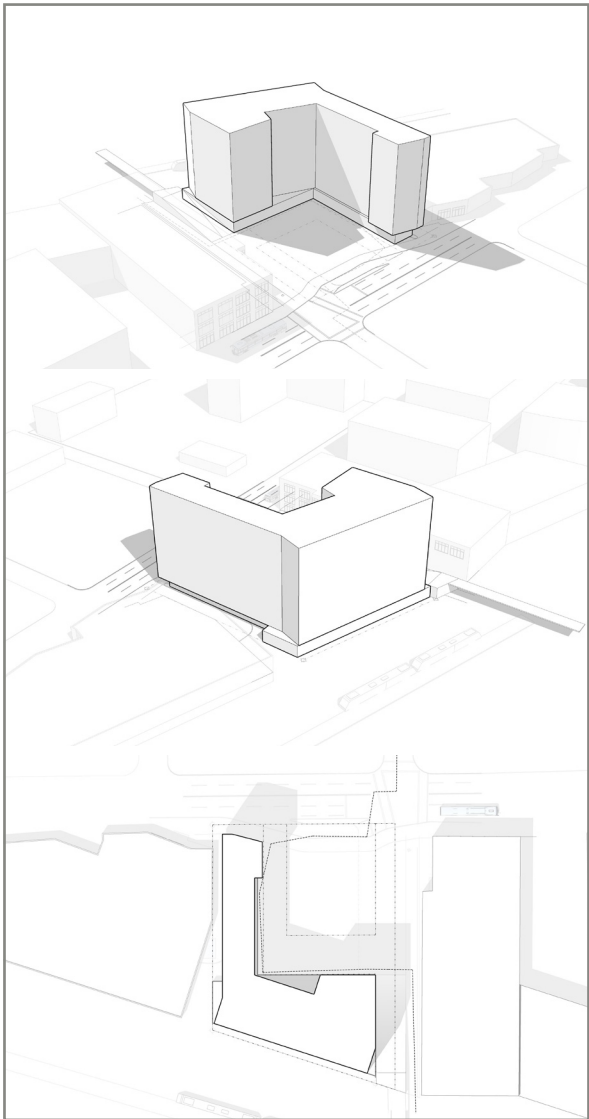
Aerial view from
NE looking SW

Aerial view from
SW looking NE

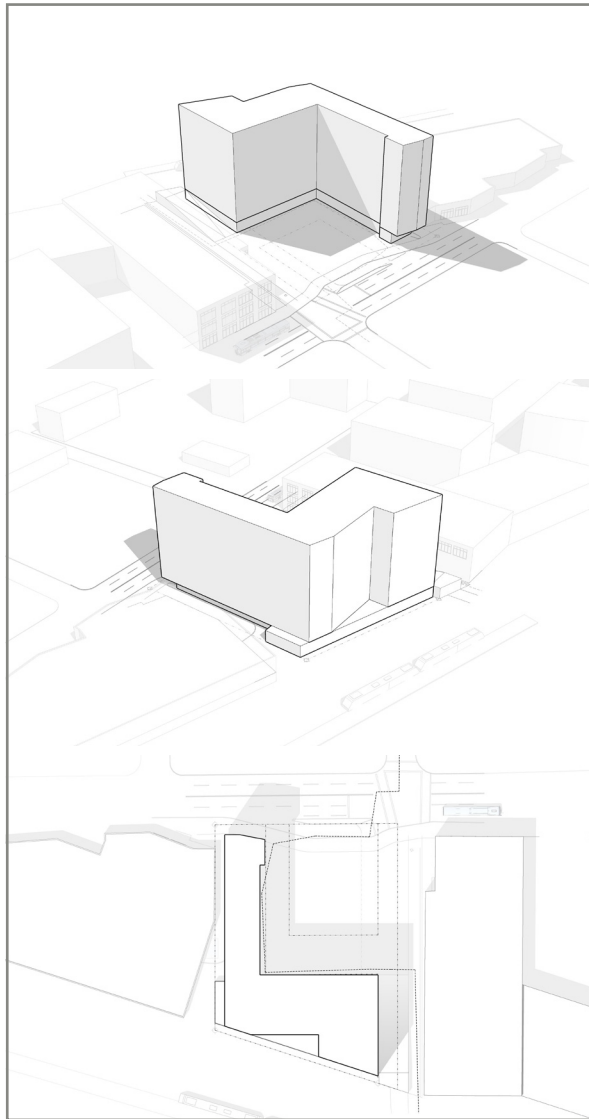
Plan view of site
and adjacent
buildings



V2 MODIFIED-U

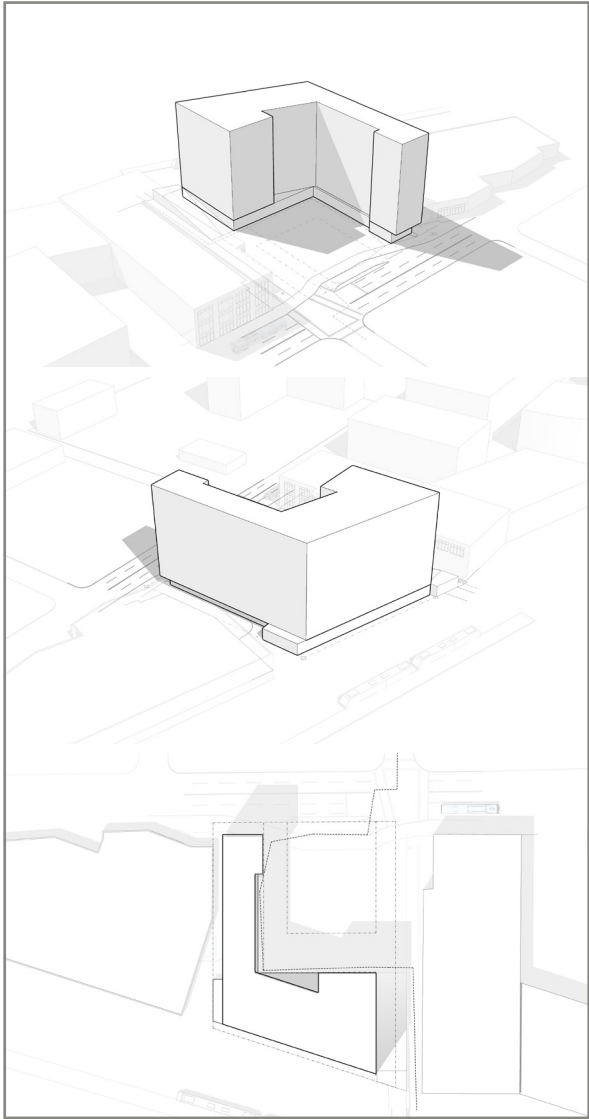


V3 BIG-Z

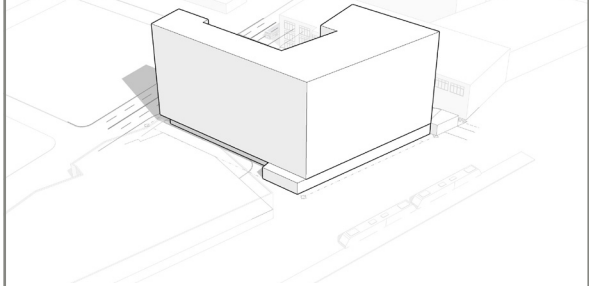


V1 BASELINE BIG-U

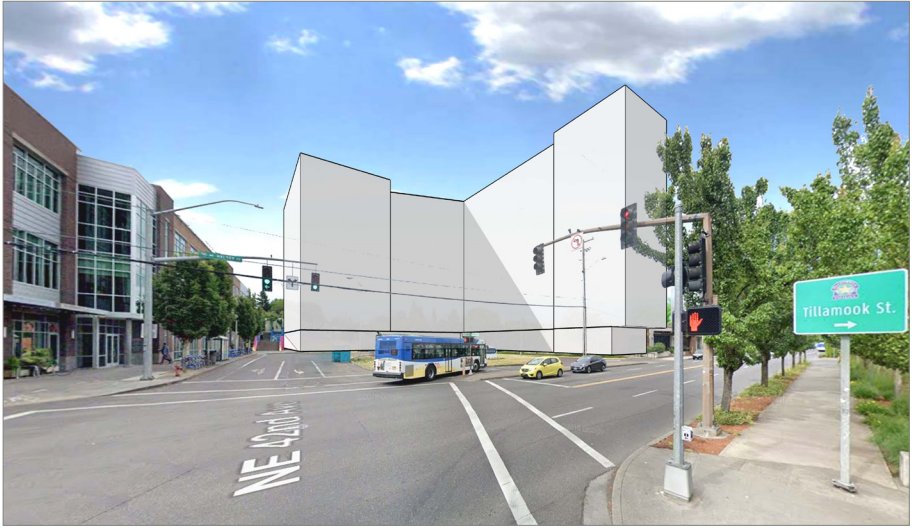
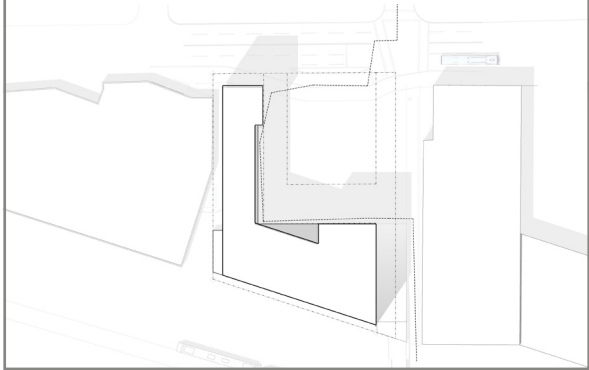
Aerial view from NE looking SW



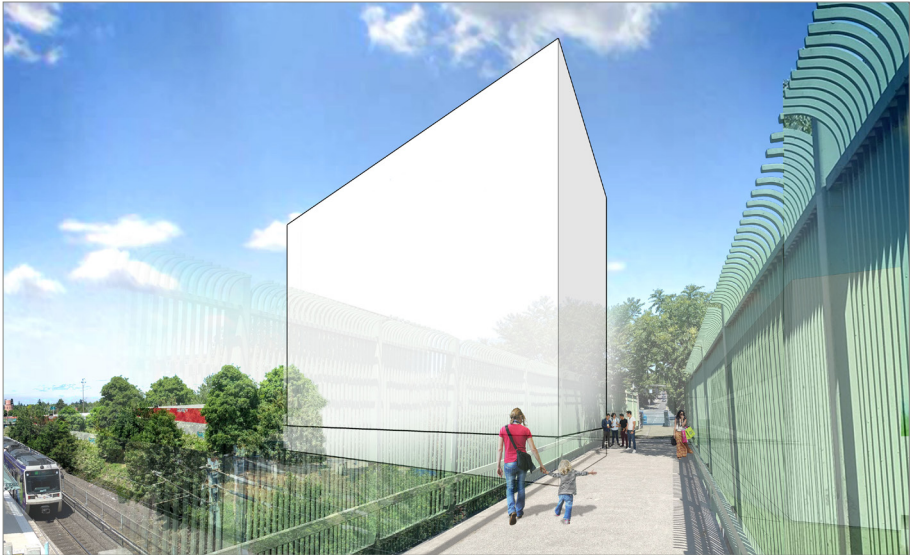
Aerial view from SW looking NE



Plan view of site and adjacent buildings



View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest



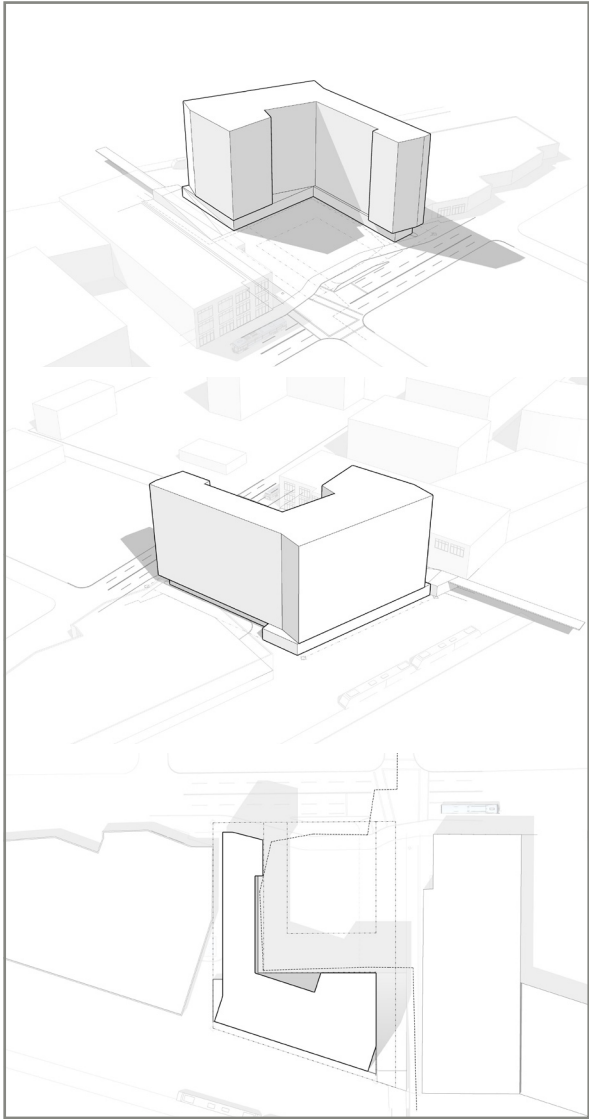
View from highway looking east



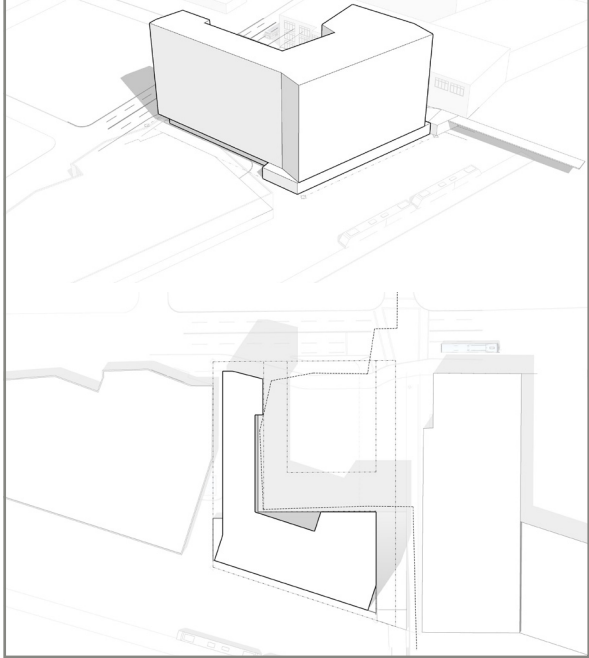
Typical floor plan

V2 MODIFIED-U

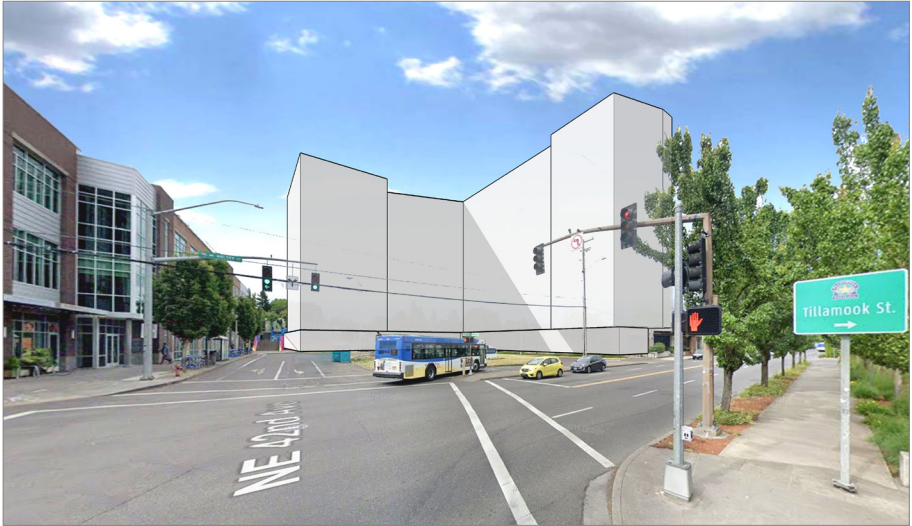
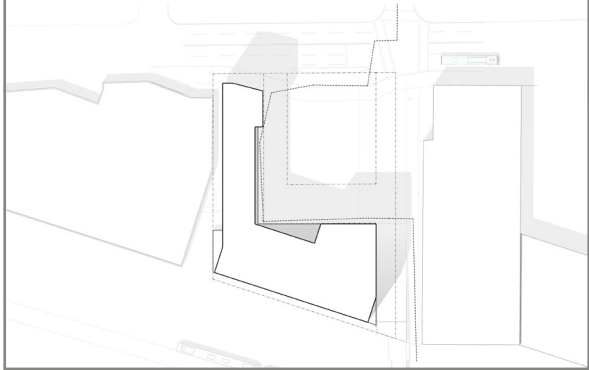
Aerial view from NE looking SW



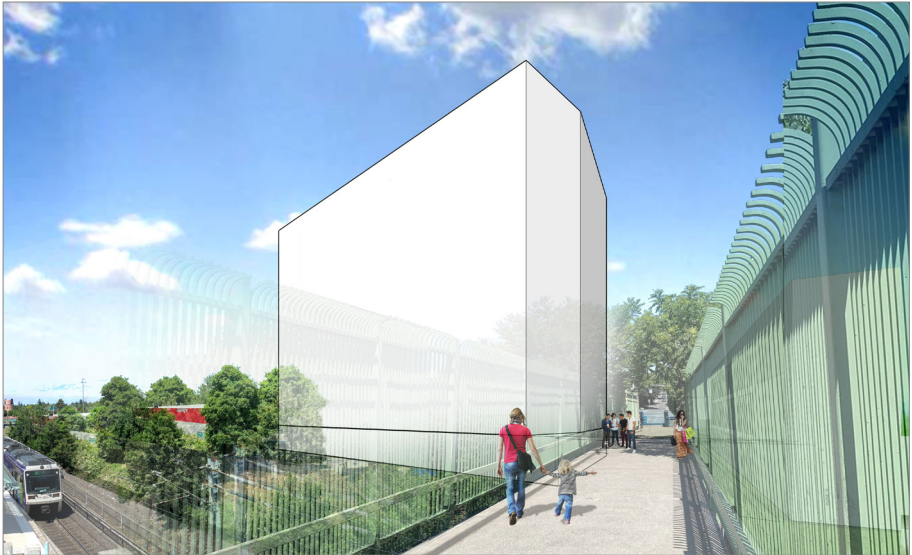
Aerial view from SW looking NE



Plan view of site and adjacent buildings



View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest



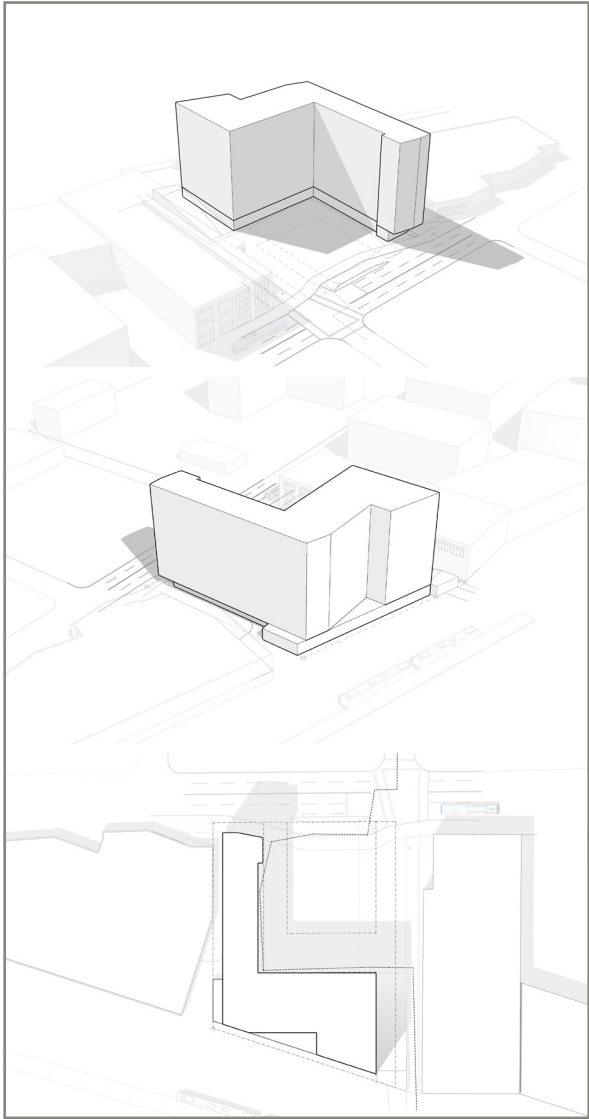
View from highway looking east



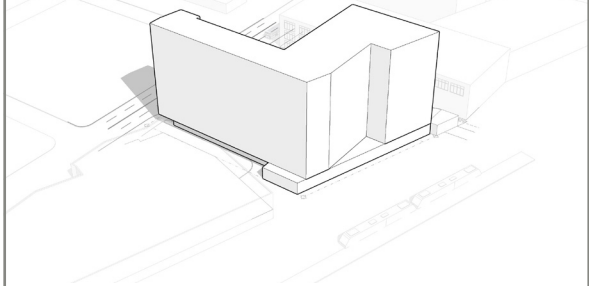
Typical floor plan

V3 BIG-Z

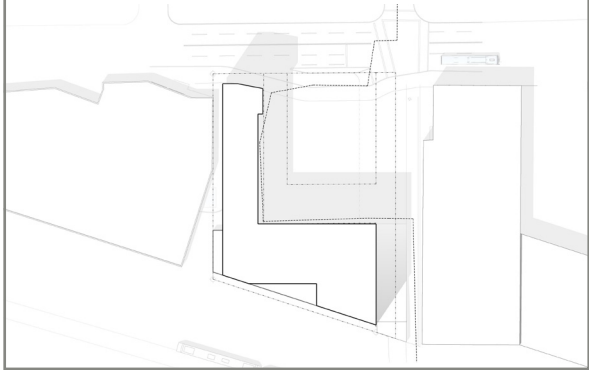
Aerial view from NE looking SW



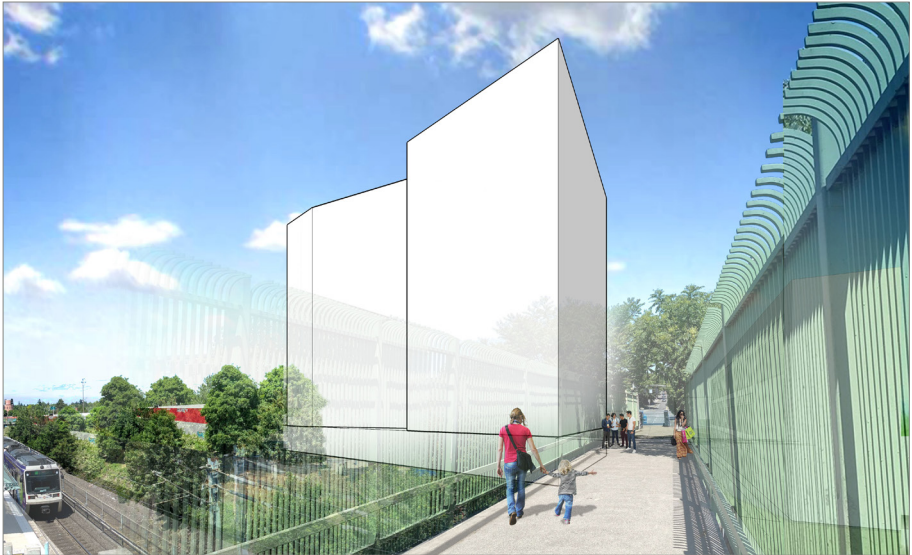
Aerial view from SW looking NE



Plan view of site and adjacent buildings



View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest



View from highway looking east

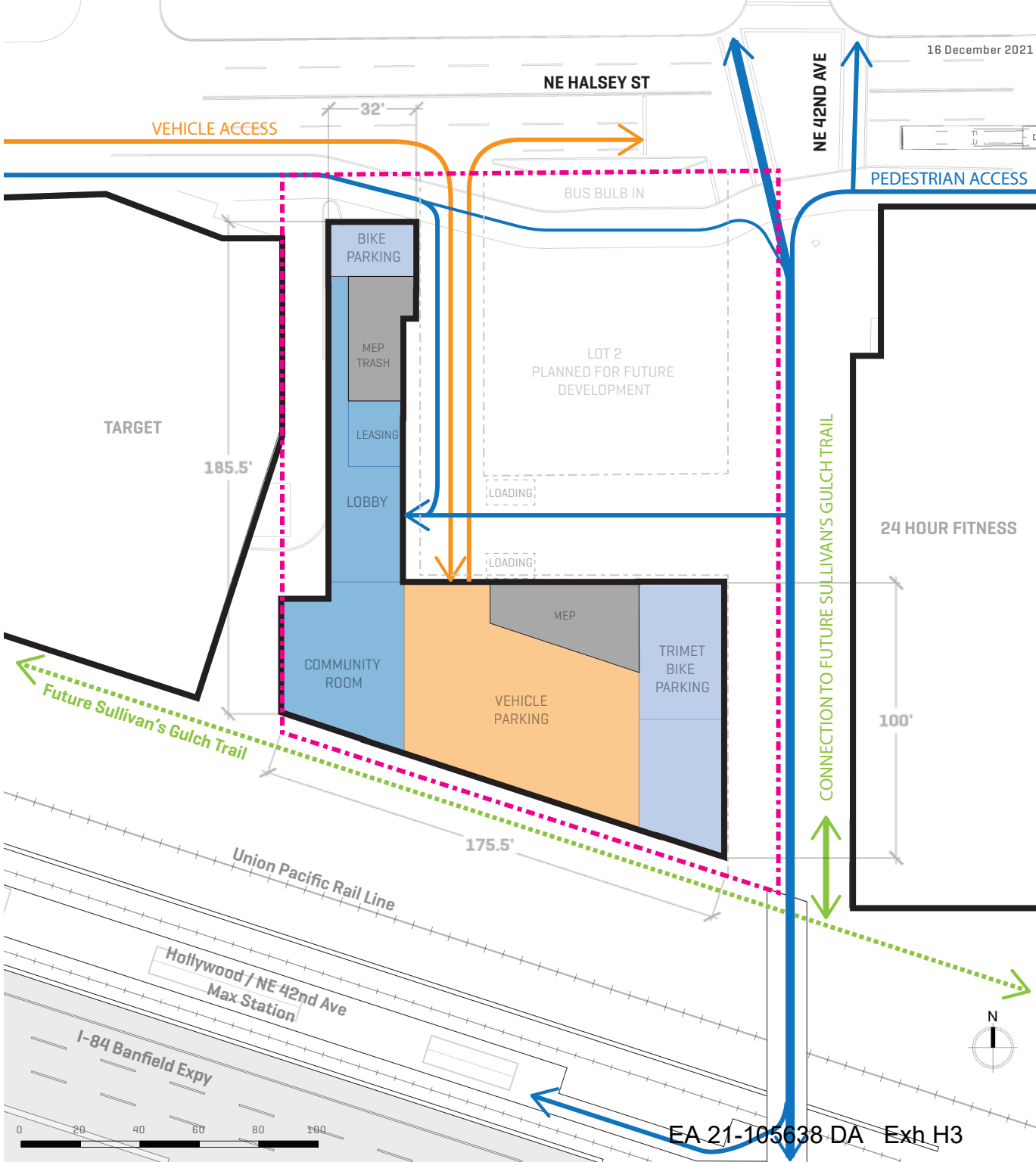


Typical floor plan

PROPOSED SITE PLAN
GROUND FLOOR PROGRAM AND SITE CIRCULATION

GROUND FLOOR PROGRAM

COMMUNITY ROOM	1,915 SF
LOBBY/LEASING	2,440 SF
MEP/TRASH	1,895 SF
BIKE PARKING	3,875 SF
VEHICLE PARKING	5,870 SF



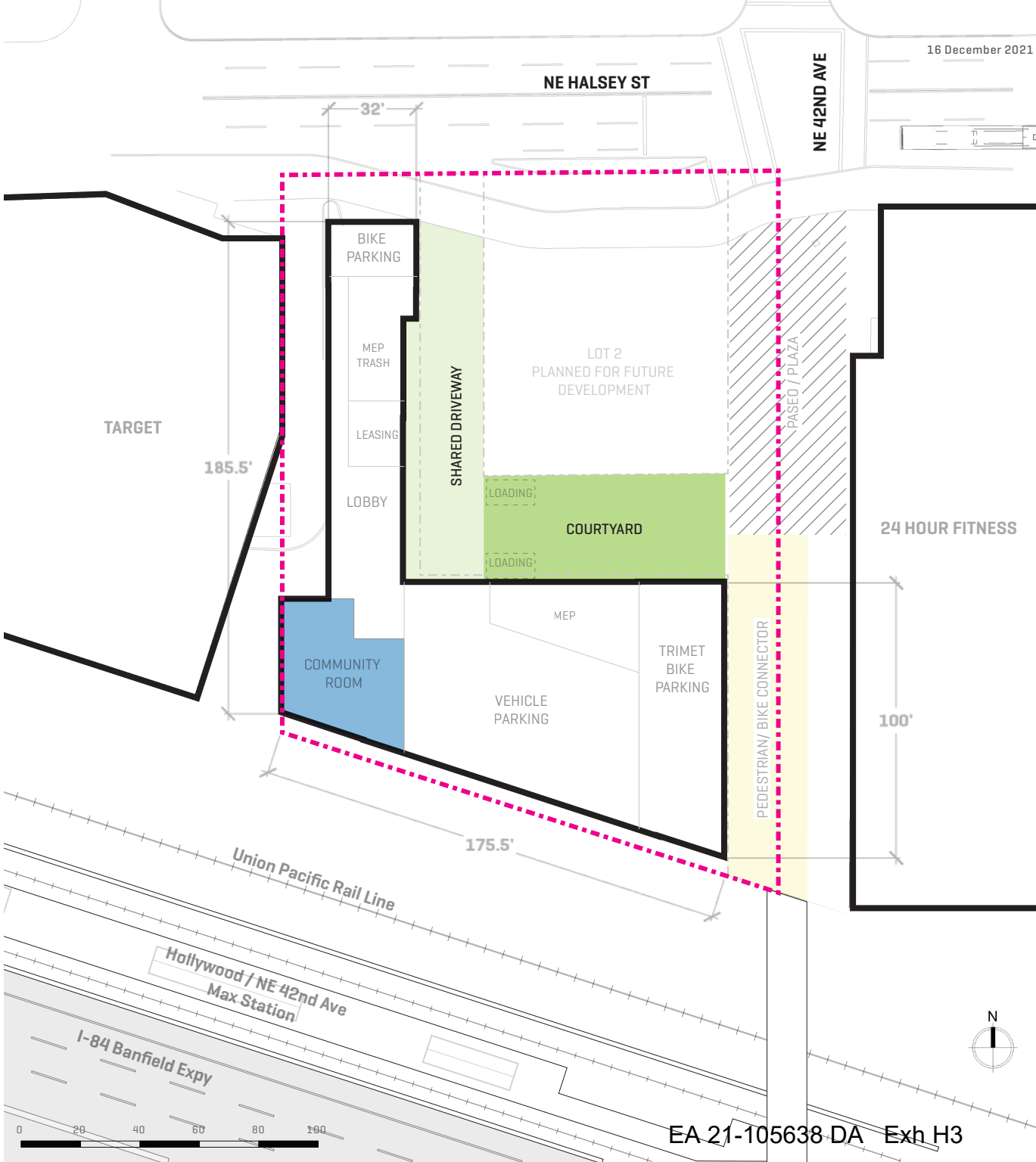
PROPOSED SITE PLAN

REQUIRED OUTDOOR AREA

REQUIRED OUTDOOR AREA SUMMARY

COMMUNITY ROOM	1,915 SF
2ND FLOOR AMENITY SPACE (NOT SHOWN)	756 SF
TOP FLOOR COMMUNITY SPACE (NOT SHOWN)	1,470 SF
COURTYARD	3,638 SF
OUTDOOR AREA PROVIDED	7,779 SF
REQUIRED OUTDOOR AREA [\$33.130.228 - 48SF PER UNIT X 201 UNITS]	9,648 SF
REMAINING AREA NEEDED*	1,869 SF

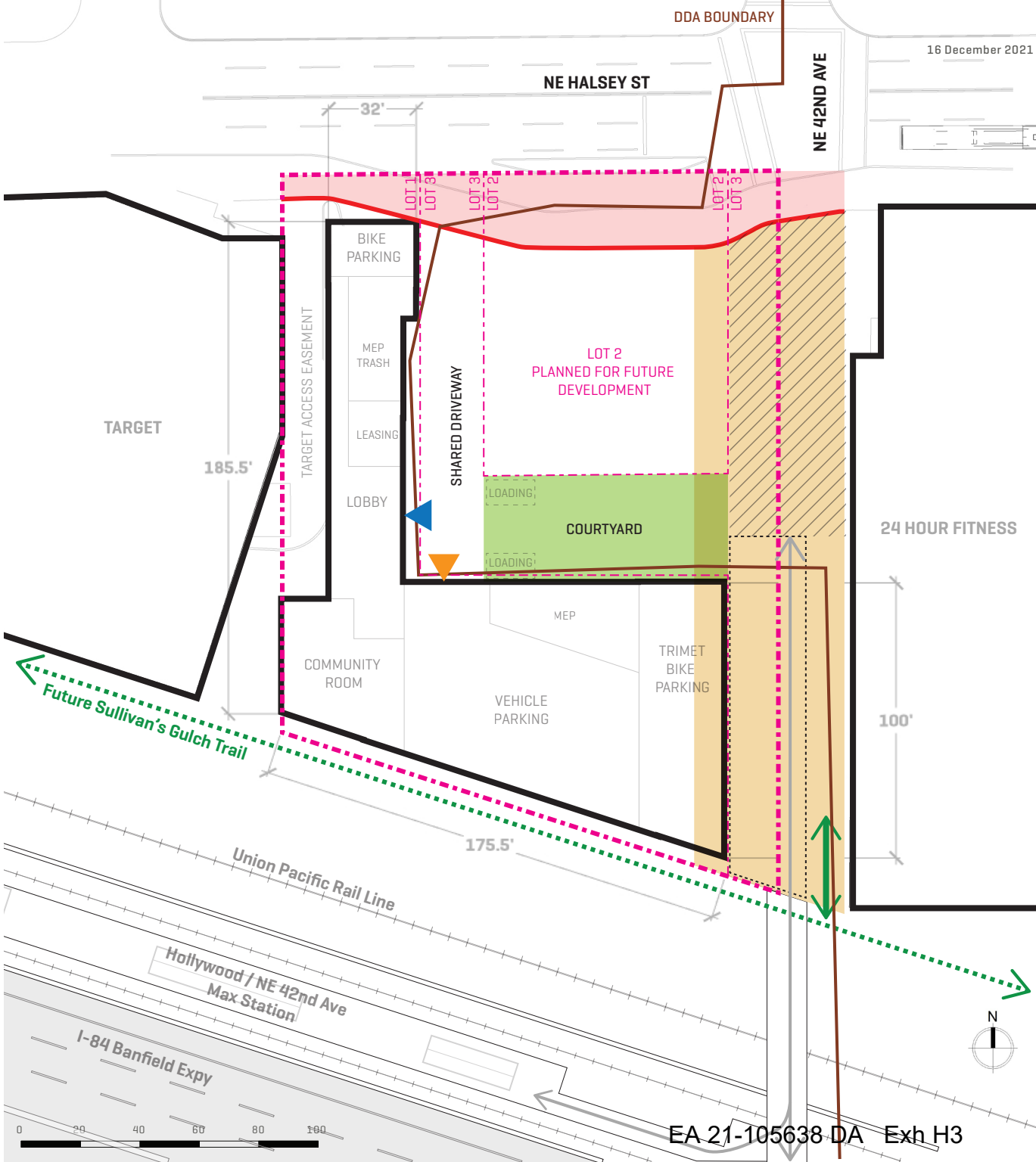
*To be provided by additional shared community spaces within the building



FULL SITE CONSTRAINTS DIAGRAM

FUTURE VISION

- SITE BOUNDARY INCLUDING HALF VACATED NE 42ND AVE
- - - PLANNED LOT LINES WITHIN SITE
- DIFFICULT TO DEVELOP AREA BOUNDARY
- ANTICIPATED HALSEY R.O.W. DEDICATION
- VACATED 42ND R.O.W. AREA
- ▲ BUILDING ENTRY
- ▲ PARKING VEHICLE ENTRY
- ↔ CONNECTION TO FUTURE SULLIVAN'S GULCH TRAIL
- ↔ FUTURE SULLIVAN'S GULCH TRAIL [BY CITY OF PORTLAND]
- PEDESTRIAN/ BIKE CONNECTOR TO PED BRIDGE AND LIGHT RAIL STATION [TRIMET]
- //// PUBLIC PASEO/PLAZA



GOALS FOR DAR 1:

1. REVIEW BUILDING & SITE CONSTRAINTS
2. DISCUSS BUILDING MASSING AND ARTICULATION
3. REVIEW VEHICLE AND PEDESTRIAN ACCESS
4. DISCUSS GROUND FLOOR ACTIVATION

H O L S T

THANK YOU

POTENTIAL MODIFICATIONS

- 1

33.130.215 SETBACKS

33.415.320 MAXIMUM BUILDING SETBACKS

The building will meet setback requirements on the lot frontage.
- 2

33.130.230 WINDOWS

33.415.340 GROUND FLOOR WINDOWS

We need 60% ground floor windows and only 25% of this can be met with bike parking – ground floor configuration may need to change based on this standard.
- 3

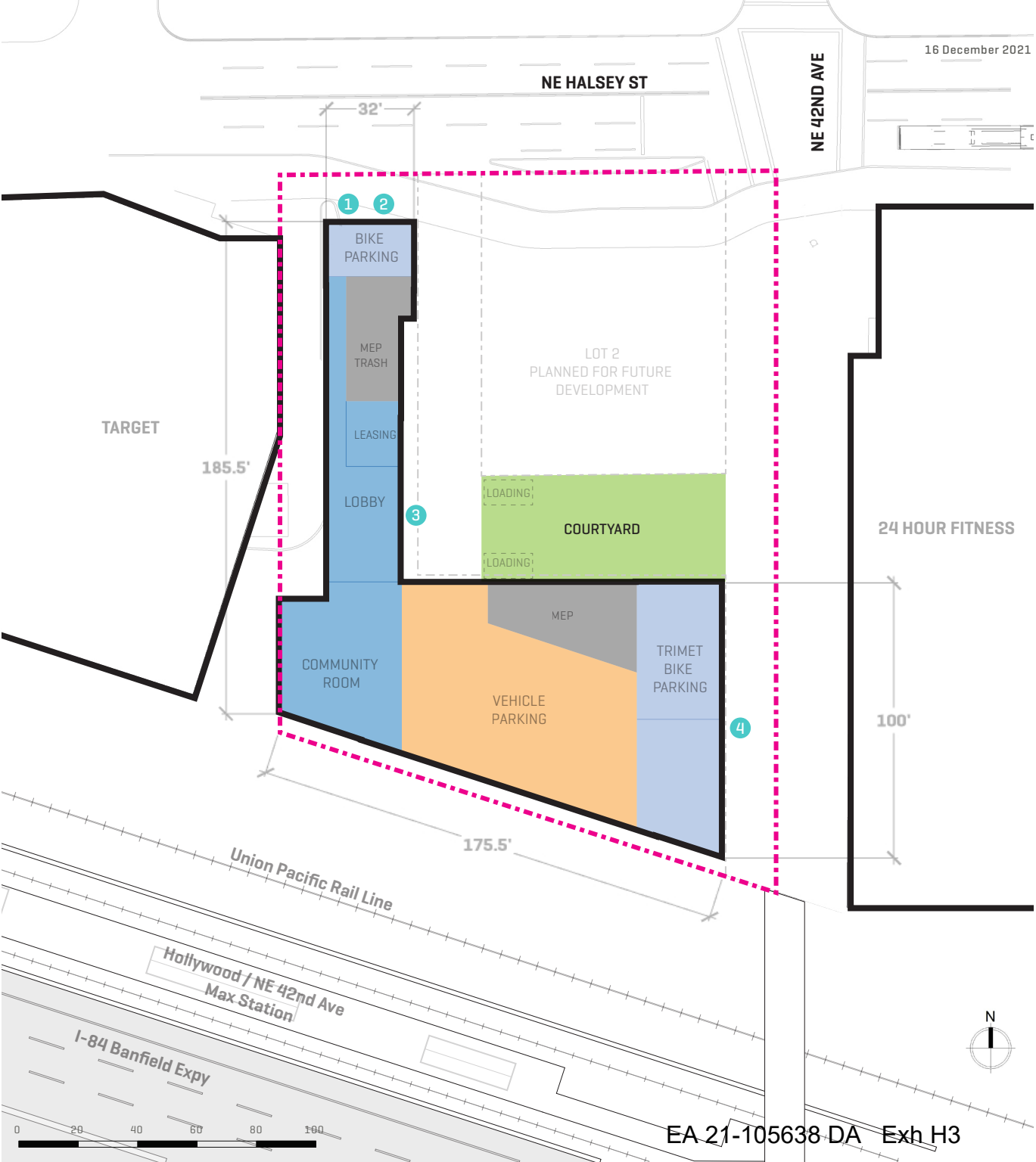
33.130.242 TRANSIT STREET MAIN ENTRANCE

33.415.350 ENTRANCES

No entrance is proposed on NE Halsey St, we need an entrance for every 100’ of building length – a modification will be requested.
- 4

33.536.280 ENHANCED PEDESTRIAN STREET STANDARDS

42nd Ave is designated an Enhanced Pedestrian Street but the section we are fronting is planned to be vacated – this standard will not apply when street is vacated.



ZONING SUMMARY

4110 NE HALSEY ST

ZONING ANALYSIS

BASE ZONE: CM3

OVERLAYS: DESIGN OVERLAY ZONE

CENTERS MAIN STREET OVERLAY ZONE

PLAN DISTRICT: HOLLYWOOD PLAN DISTRICT

ALLOWABLE USES: Household Living, Group Living, Retail, Office, Vehicle Repair, Commercial Outdoor Recreation, Parks and Open Areas, Schools, Colleges, Medical Centers, Religious Institutions, Daycare

GROUND FLOOR ACTIVE USE: ALONG 42ND

MAX FAR: 4:1

BONUS FAR: 3:1 [7:1 TOTAL]

MAX HEIGHT: 120 FT

BLDG SETBACK MIN: 10' ALONG HALSEY

MAX BUILDING SITE COVERAGE: 100%

MIN LANDSCAPED SITE AREA: 15%

MIN/MAX PARKING: NONE

GROUND FLOOR WINDOW STANDARDS: APPLY

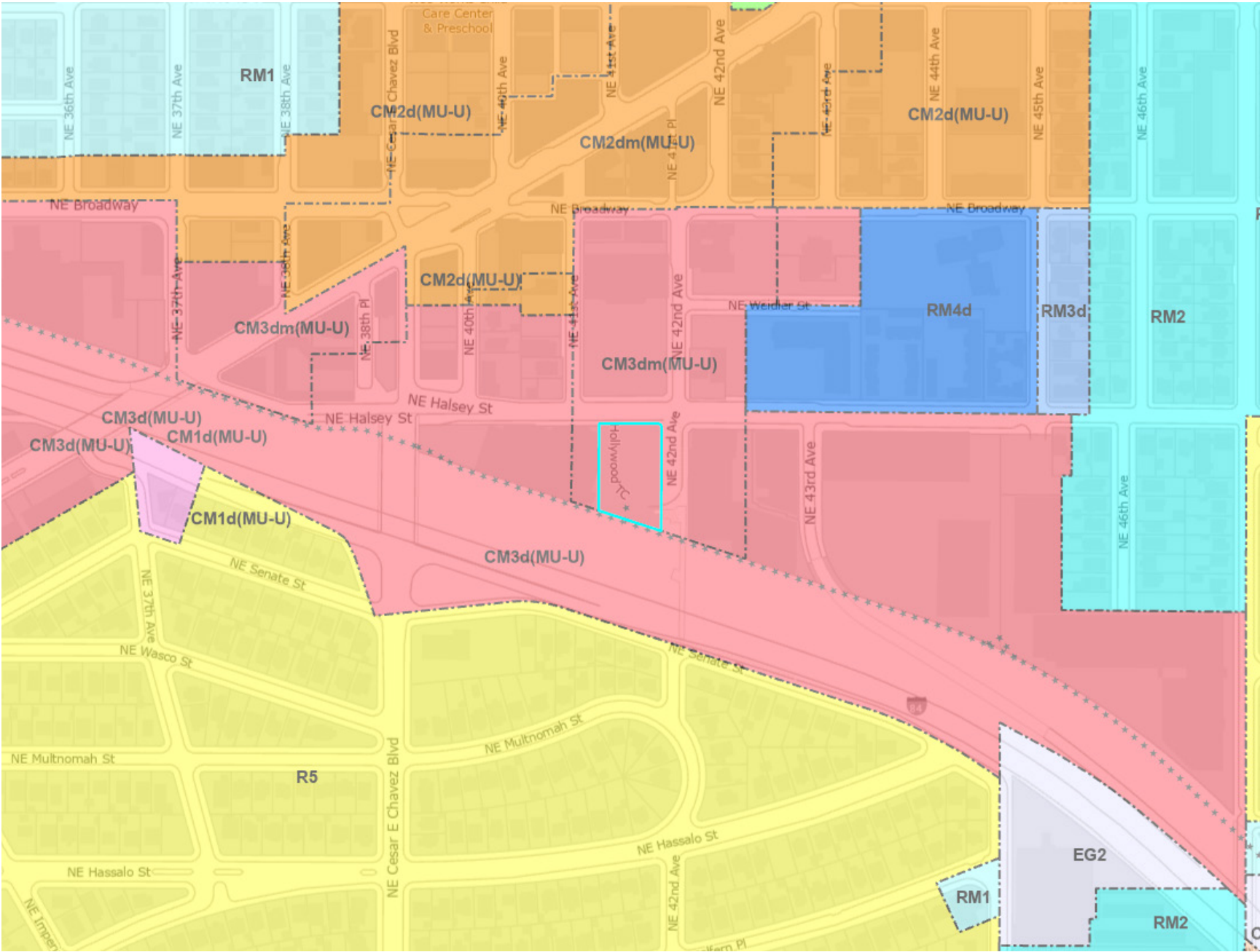
SITE AREA: 34,918 SF

SITE AREA WITH STREET VACATION: 42,888

PROPOSED FLOOR AREA: 207,705

PROPOSED HEIGHT: 120 FT

NUMBER OF DWELLING UNITS: 201



SITE CONTEXT
NEIGHBORHOOD PHOTOS



1



2



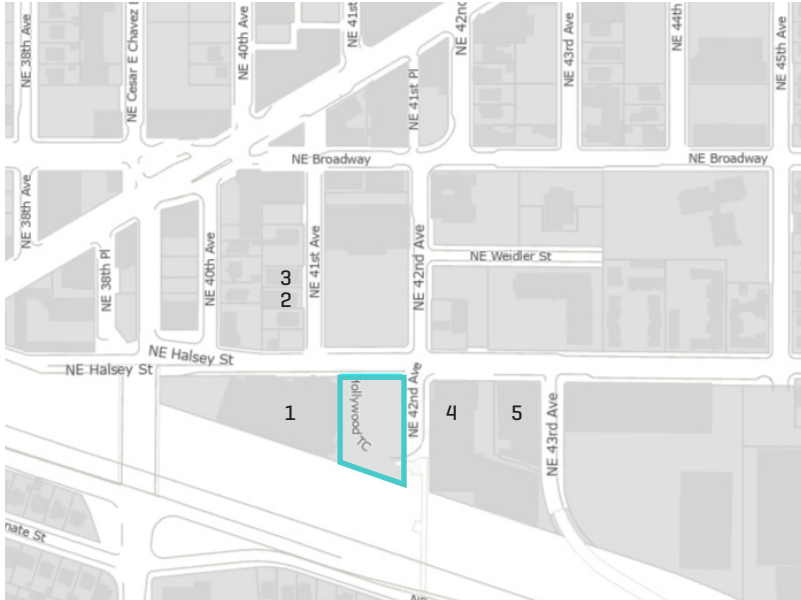
3



4



5



Vicinity map with keyed neighborhood buildings

SITE CONTEXT
NEIGHBORHOOD PHOTOS



6



7



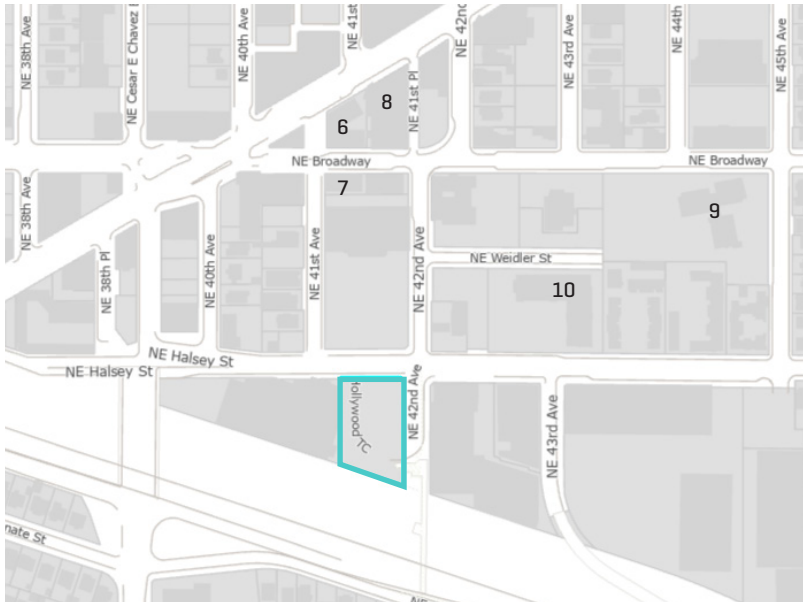
8



9



10



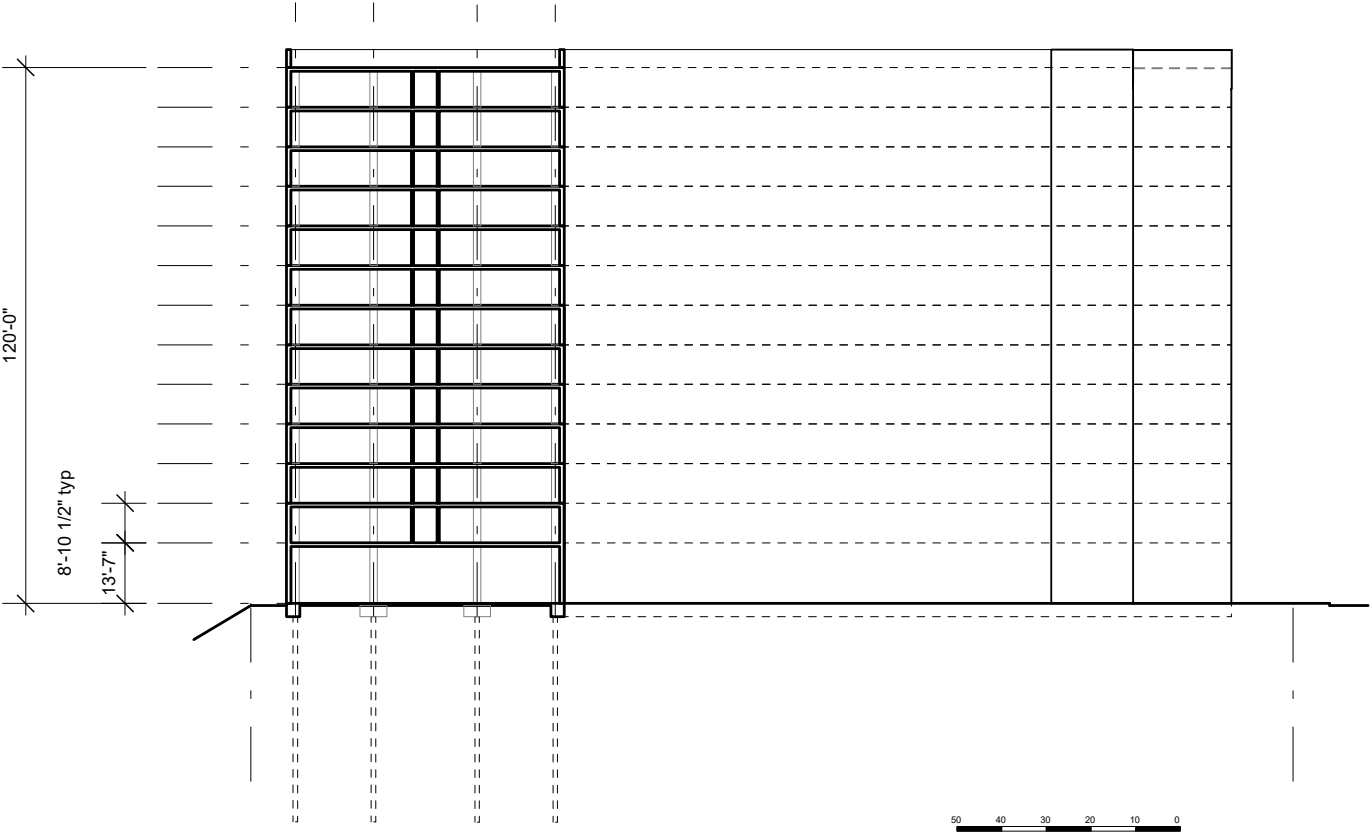
Vicinity map with keyed neighborhood buildings

BUILDING SUMMARY

HEIGHT	120 FT
LEVELS	13
CONSTRUCTION TYPE	TYPE-I
UNIT COUNT	201

FLOOR	GSF
BASEMENT	0
01	10,125*
02-13	16,465
TOTAL	207,705

*Excludes parking per zoning §33.536.240



SITE CONSTRAINTS
AVAILABLE FAR

16 December 2021

