

HAZELWOOD PLAZA, 61 RESIDENTIAL UNITS

222 NE 102nd Ave. Portland, OR



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PROJECT DESCRIPTION

The Hazelwood Plaza is a 61 unit affordable housing apartments new development, comprised of a 4-5 story wood framed elevator served building with tuck-under parking.

These one and two bedrooms residences will serve seniors, one and two person households, special needs individuals, and low income young families.

Located in the NE of Portland the site is well connected with all parts of the city by public transportation as explained below in the neighborhood and transportation analysis.

The intention is to insert in the urban surrounding a building that will be easily identifiable by the end users. The utilization of architectural elements will adjust the ground floor to the human scale and the addition of some components like benches and short term bicycle parking will create a friendly pedestrian environment.

The parking area behind the apartments is hidden from the street. The wood fence and a planter all along the rear property line and partially in both sides property lines work as a barrier in order to avoid visual contact from de neighboring properties. As required by PBOT the parking garage has only one entry / exit gate.

The articulation of the building intent to break down the long uninterrupted mass on the front facade. This volumetric treatments combined with the color panels, the different material and the metal balconies results in a more sculptural and modulated building.

Our goal is to comply as much as possible with the guidelines of the Green Portland's Affordable Housing, especially in the use of sustainable green materials and water and energy treatment in order to reduce the consume and the waste.

- Property Address 222 NE 102nd Avenue
- No. Residential Units 61
- Net Rentable Area (NRSF) 46,696 sq. ft.
- Common Area 12,322 sq. ft.
- Gross Building Area 59,018 sq. ft.
- No. Buildings 1
- No. of Floors 5 (front), 4 (back) residential floors w/ tuck under parking
- Site Area 24,338 sq. ft.
- Building Construction Wood framing
- Roof Type TBD / Green Composite
- Building Exterior Corrugated metal, prefinished cement board siding, metal balcony railings, vinyl windows.
- HVAC System Electric zonal heat
- Electrical Metering Individual
- Water Metering Individual

APARTMENT TYPES

Unit Type	Quantity	Sq. Ft.
1 BR/1 BA	28	652
1 BR/1 BA	04	720
2 BR/1BA	12	985
2 BR/2 BA	16	985

ZONING

Base Zone: CM; mixed Commercial / residential
Gateway Plan District

DESIGN GUIDELINES

Gateway Regional District Design Guidelines

MODIFICATION REQUESTS

Ground Floor Active Use Requirement (33.526.280 D.2)

The Ground Floor Active Use requires that 50% of the ground floor of walls that front a sidewalk, the building must contain 25'-0" deep interior spaces.

Request: in order to allow a better screening of the parking garage from the 102 nd. street and a more efficient design and operation of the parking garage we request to reduce to 13'-2" deep of the apartments located at the front of the building.

HAZELWOOD

Hazelwood is a large neighborhood (2,587 acres, about 4 square miles), but not the largest in Portland, Oregon. However, it has the most residents, with 23,332 people*.

The Hazelwood neighborhood includes the **Gateway Urban Renewal Area** (658.5 acres), Gateway Transit Center (served by three light rail lines and six bus lines), Mall 205 Shopping Center, Adventist Medical Center (hospital), several smaller shopping centers (Gateway Shopping Center, Plaza 205, 205 Place and Menlo Park Plaza), and more than 800 businesses. Much of the neighborhood falls within the boundaries of the Gateway Area Business Association.

There are several parks in the neighborhood -- Cherry Park, Cherry Blossom Park, East Holladay Park, Lincoln Park, North Powellhurst Park, Ventura Park, Hazelwood HydroPark and Community Garden, the Stark Street Triangle and the Glendoveer Golf Course and Fitness Trail. Some of them are very small; others are undeveloped.

Schools in Hazelwood include the David Douglas High School campus & district offices, Menlo Park Elementary, Cherry Park Elementary, Ventura Park Elementary, Lincoln Park Elementary, Reynold's Four Corners Elementary, St. Therese School, Harmony Montessori, Portland Adventist Academy, Arthur Academy, and the Portland campus of the Walla Walla School of Nursing. The Parkrose School District also serves part of the neighborhood, although none of its schools are located in Hazelwood.

The MAX Green Line runs north-south along the western boundary of the neighborhood and the original MAX Blue Line runs eastward through the middle. MAX stops at four locations in Hazelwood: Gateway Transit Center (Red, Blue, & Green Lines), Main Street (Green), 102nd & 122nd Avenue (Blue), and two locations on the neighborhood edge, 148th Avenue (Blue) & Division Street (Green).

The Hazelwood **boundaries** are roughly NE Halsey on the north; NE/SE 148th Ave on the east; SE Division on the south and the I-205 freeway on the west. The Mill Park neighborhood is also within these general boundaries, surrounded on three sides by the Hazelwood neighborhood. The Mill Park neighborhood is roughly bounded by SE Stark on the north, SE 130th on the east, SE Division on the south and SE 112th on the west.

GATEWAY NEIGHBORHOOD

GENERAL

The subject market area is in northeast Portland in Multnomah County and is near the Interstate-205 freeway. This area is generally known as the Gateway neighborhood and is approximately five miles east of Portland's city center. The general boundaries are NE Division Street on the south, NE Glisan Street on the north, SE 162nd Avenue on the east, and Interstate-205 on the west. Single and multi-family residential are the dominating land uses in the immediate market area, with significant commercial development along major arterials.

RESIDENTIAL DEVELOPMENT

Residential development within the neighborhood has been steady over the past 30 years. The residential development is primarily single family oriented, and constructed between 1950 and 1980. The single family residential development is primarily on 5,000 to 10,000 sq. ft. lots and is comprised of fair to good quality homes. Given the built-up nature of the neighborhood, most of the newer housing stock has occurred east of the subject neighborhood. However, "in-fill" construction continues in the immediate area on under-utilized parcels with a majority of homes built since 1990 priced within an "affordable" range from \$175,000 to \$300,000. Residential land is mostly developed, and future residential development is anticipated on the vacant small or under-utilized sites, scattered throughout the neighborhood, similar to the subject development. The housing stock throughout the neighborhood has historically been in the low to mid-range with regard to quality and appeal.

COMMERCIAL DEVELOPMENT

There is a significant commercial development along major arterials in the subject market area. The major east/west arterials are SE Stark, SE Washington, SE Division, and E Burnside; and the major north/south arterials are SE 82nd Avenue, SE 122nd Avenue, and SE 162nd Avenue. Most intersections have retail centers with a variety of service-related commercial developments. The I-205 shopping mall is located on SE Stark Street near the Interstate-205 freeway.

Office development in the area ranges from older, fair quality buildings to newer, average quality structures. Office development typically consists of two to three-story buildings, of wood frame or masonry construction, ranging in size from 10,000 to 30,000 sq. ft. Overall, the market area is well served by commercial development.

INDUSTRIAL DEVELOPMENT

The subject market is near the Columbia Corridor, which is in the vicinity of Interstate 84 and the Columbia River, and one of Portland's major industrial centers. This area benefits from good access to major freeways, local arterials, and the Portland International Airport. Most development in this area has occurred northeast of the subject market in the vicinity of NE 181st Avenue and includes the Rockwood Industrial Park, Banfield Corporate Park, and Albertson's Corporate Distribution Center. Other uses in the area include the Boeing parts manufacturing facility, light, and general industrial facilities, and office park development.

The I-84 Corporate Center is located in Troutdale near the airport, between I-84 and NE Marine Drive. Other notable industrial developments in the area include the Clear Creek Industrial Park near the intersection of NE Glisan Street and NW Fairview/NE 223rd Avenue, and the Reynolds Metals Company aluminum facility. The aluminum plant has been closed and is in the process of being dismantled and site contamination remediate. This action will result in 300 to 400 acres of usable land for future development. Catellus Development is holding 426 acres of industrial land on the south side of NE

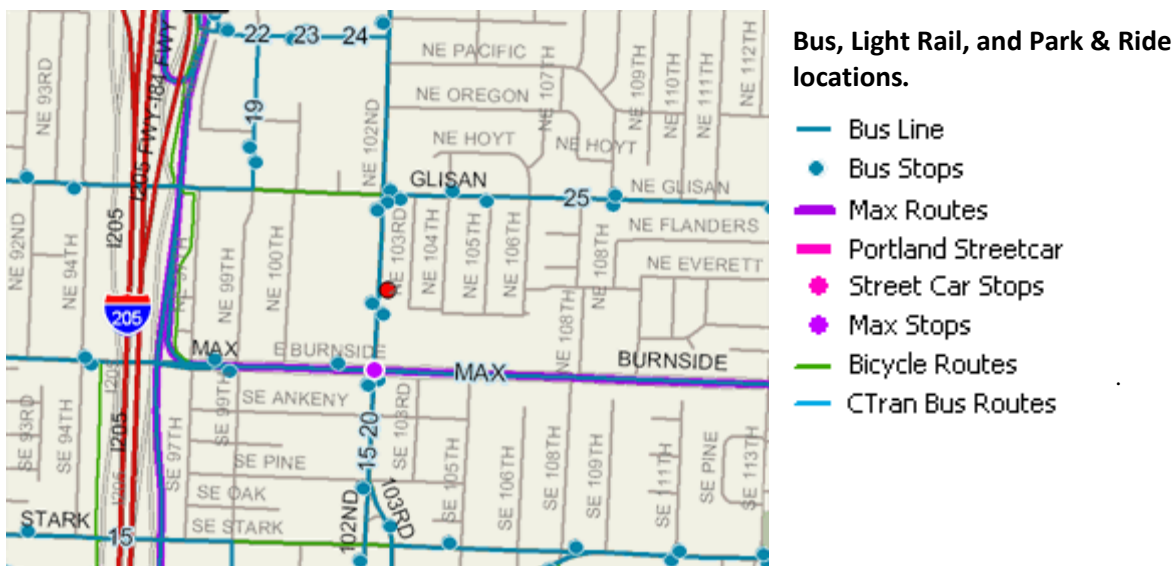
Marine Drive, west and east of NE 185th Avenue, for future industrial development. The extensive industrial development near the subject market provides a stable base for the area.

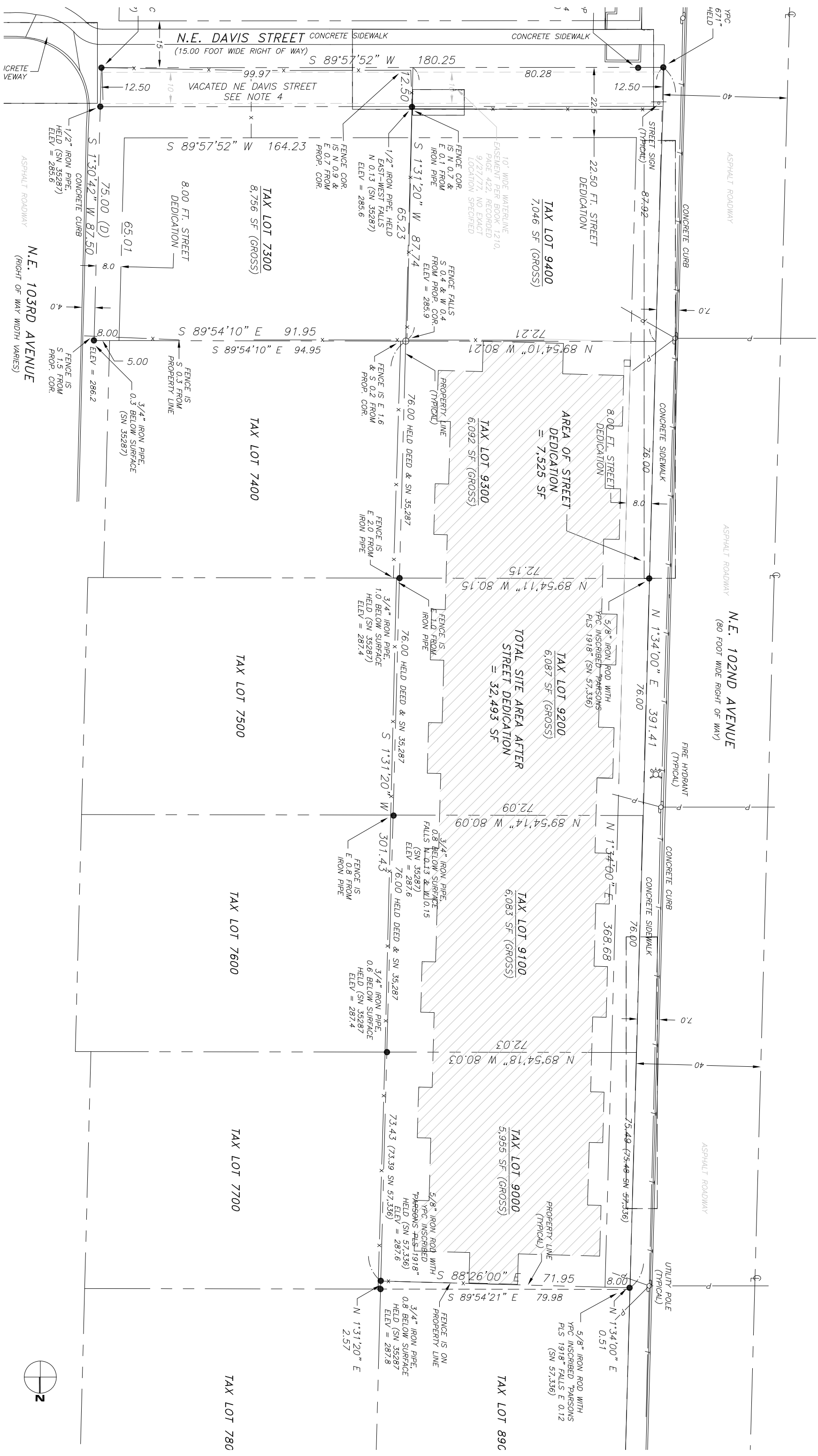
TRANSPORTATION

The neighborhood is well served by major road systems, I-205 and I-84. There is good access to both of these freeway systems from the neighborhood, and both provide access to I-5. The major east/west corridors are SE Stark Street, SE Powell, SE Division, E Burnside Street, NE Halsey, and NE Glisan Street, all of which lead to the central business district of the City of Portland to the west and to the commercial core of Gresham and outlying communities to the east.

Tri-Met (Tri-County Metropolitan Transportation District) provides public bus service throughout the neighborhood. The Banfield Light Rail system, part of the Metropolitan Area Express (MAX), serves the area with a trolley-type rail system that follows E Burnside. The rail line has a positive impact on the area in terms of improved accessibility to and from the Portland central business district.

Air transportation services are provided by the Portland International Airport located approximately five miles north of the neighborhood. The light rail system has been extended to the airport which has also benefited the neighborhood.





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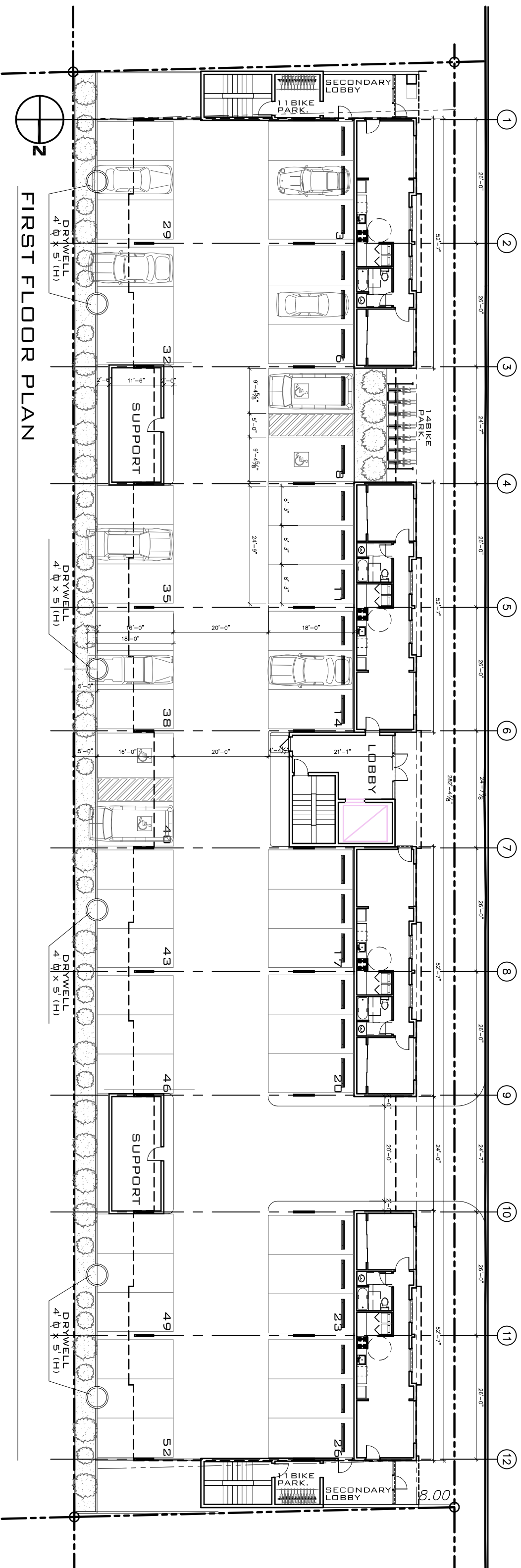
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FIRST FLOOR PLAN

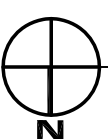
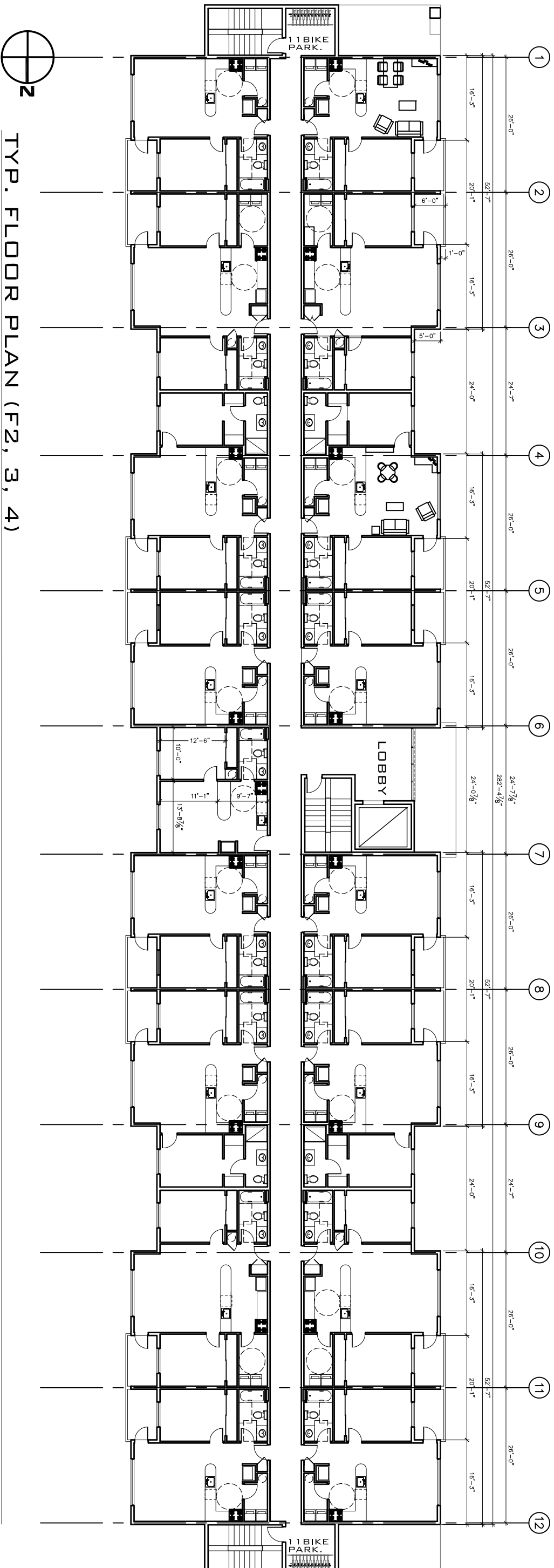
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TYP. FLOOR PLAN (F2, 3, 4)

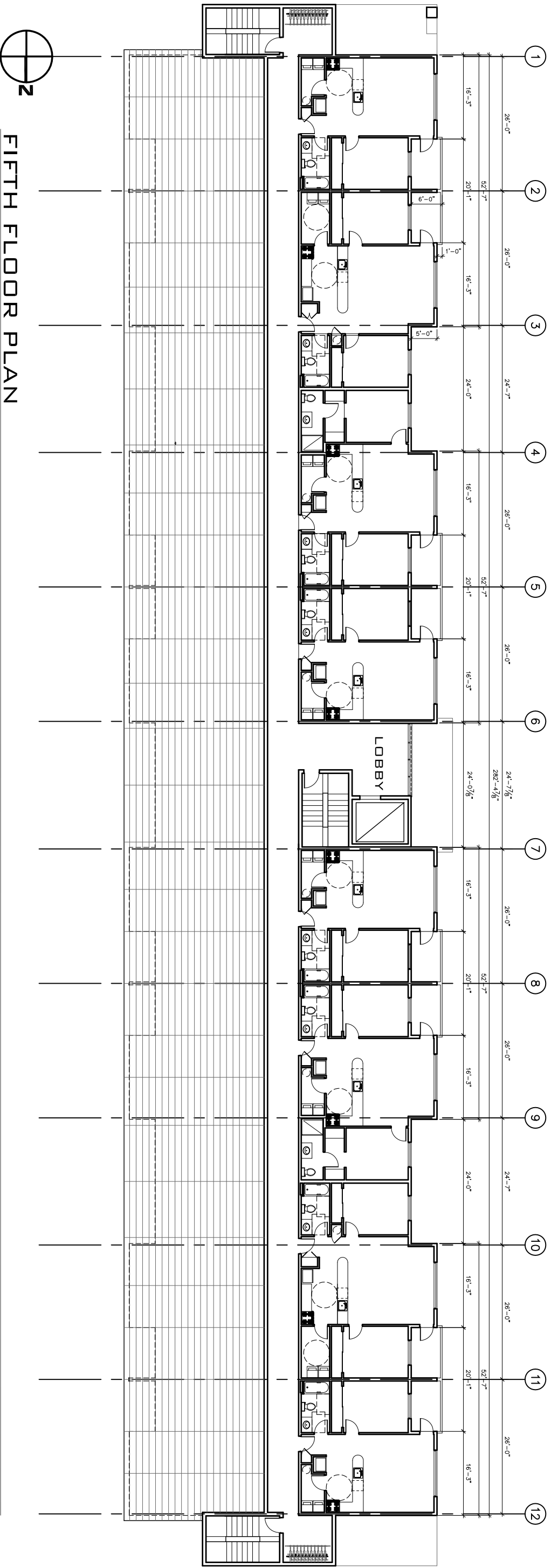
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FIFTH FLOOR PLAN

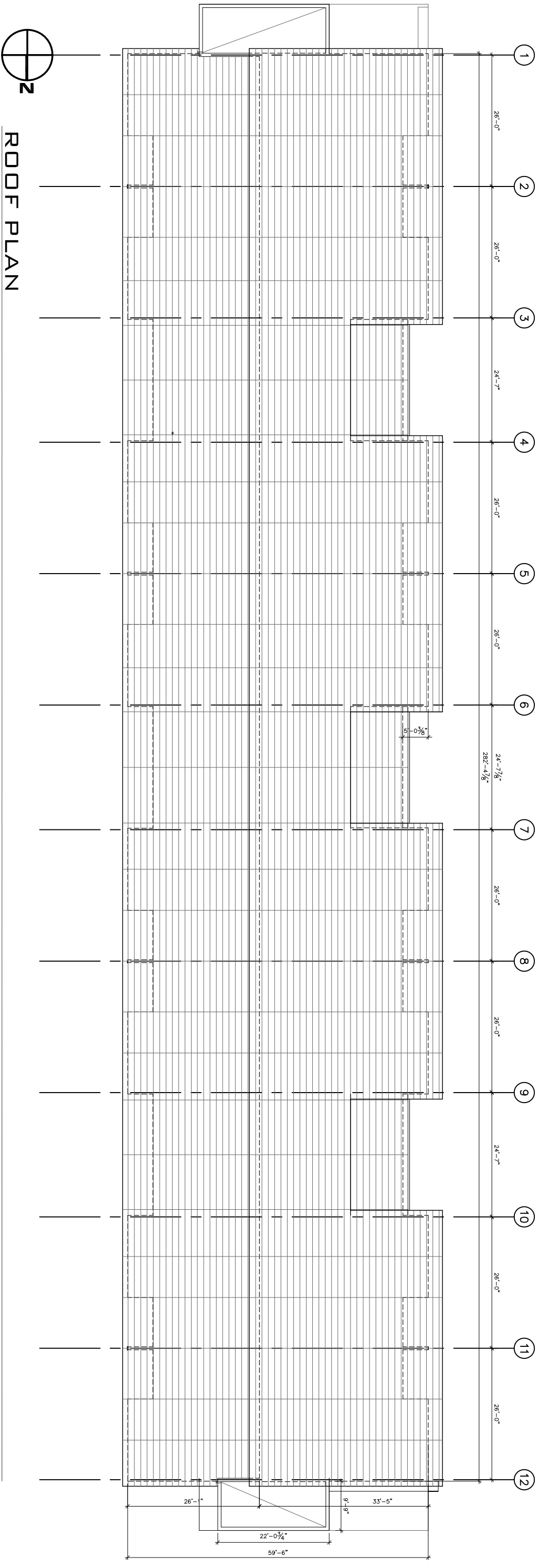
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ROOF PLAN

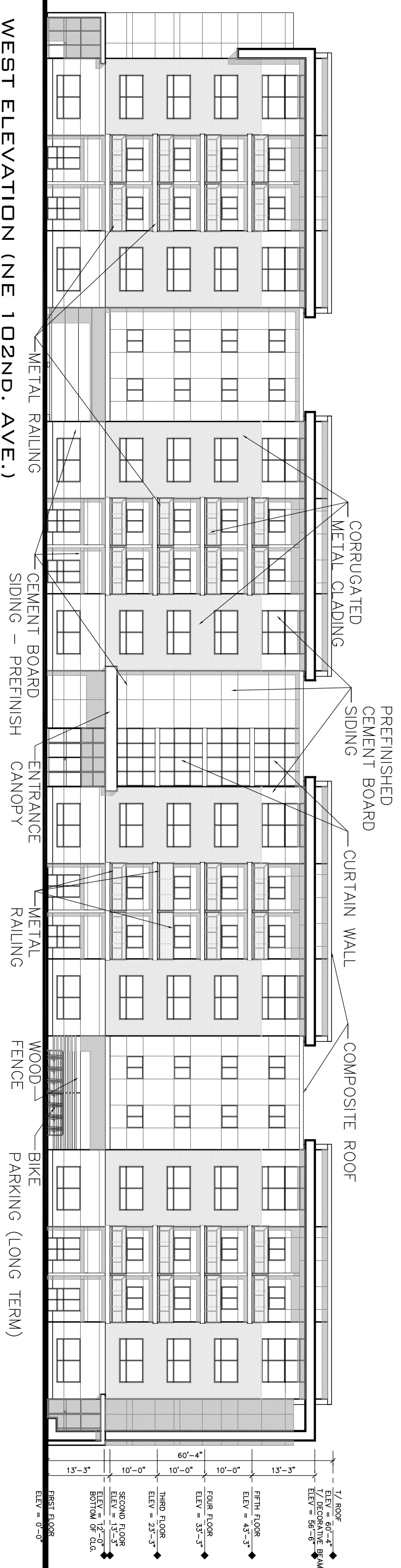
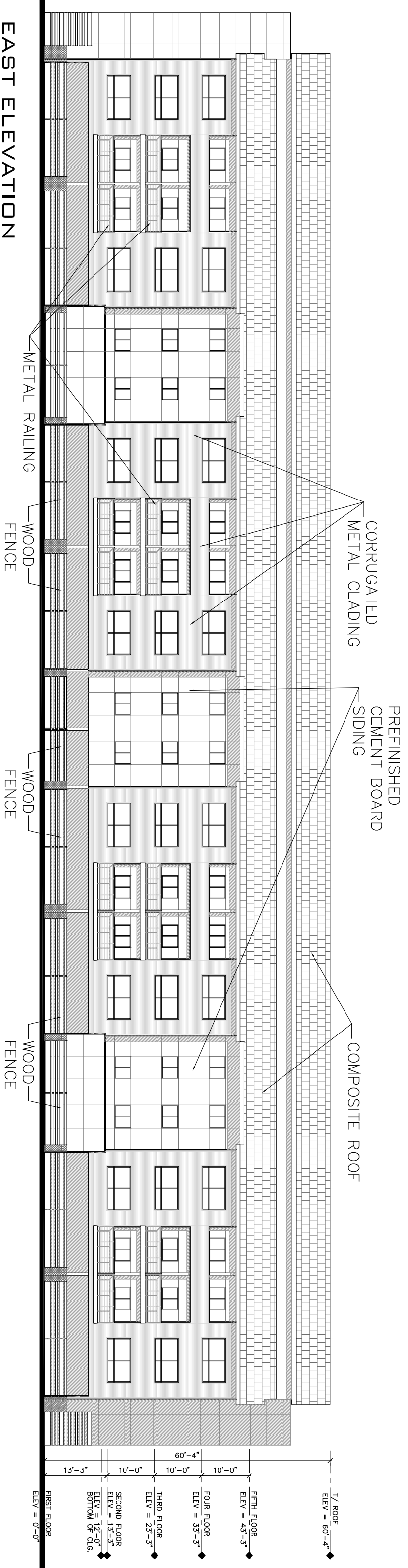
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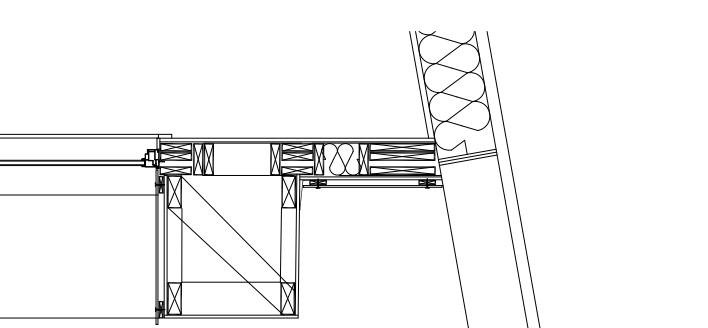
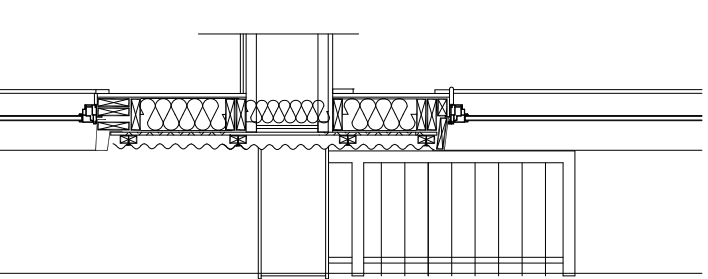
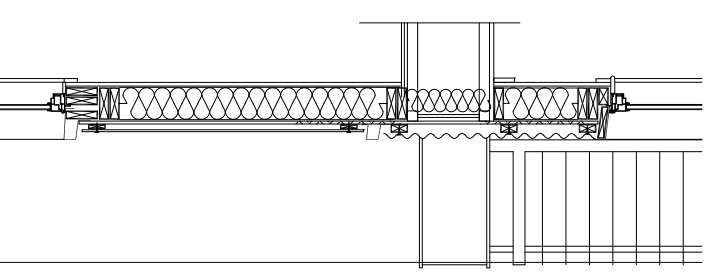
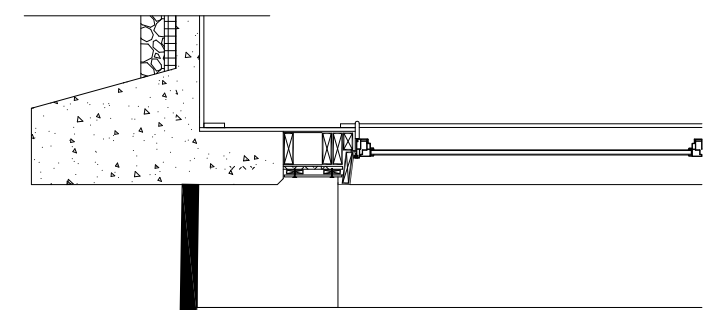
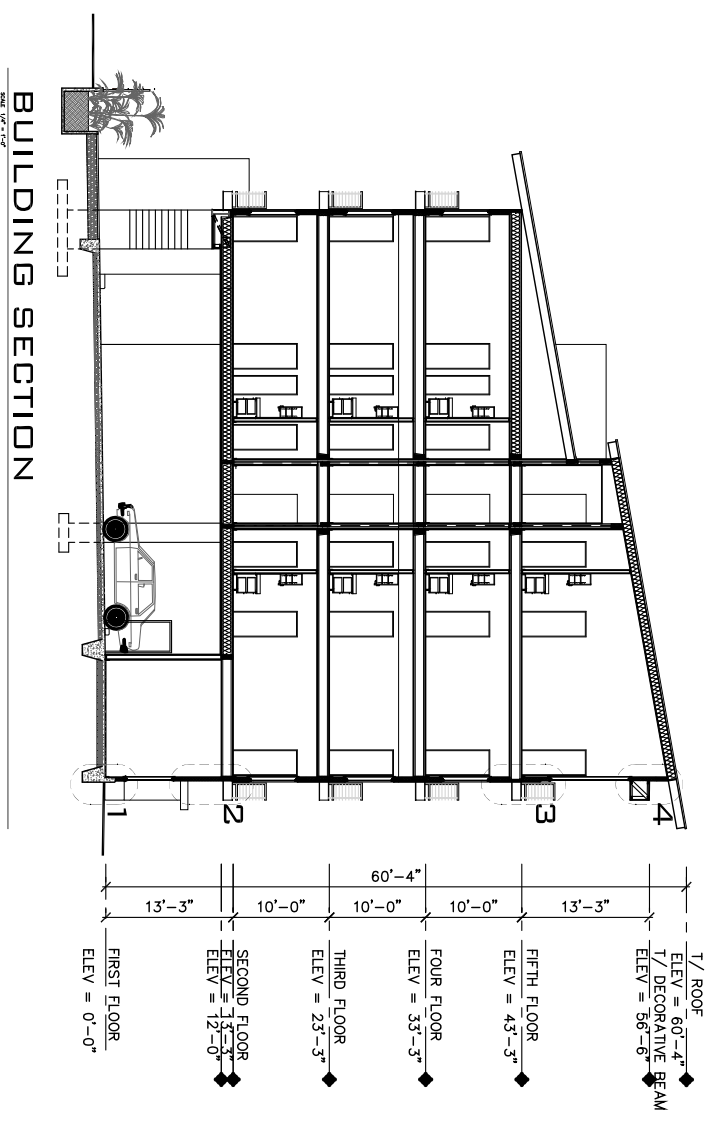
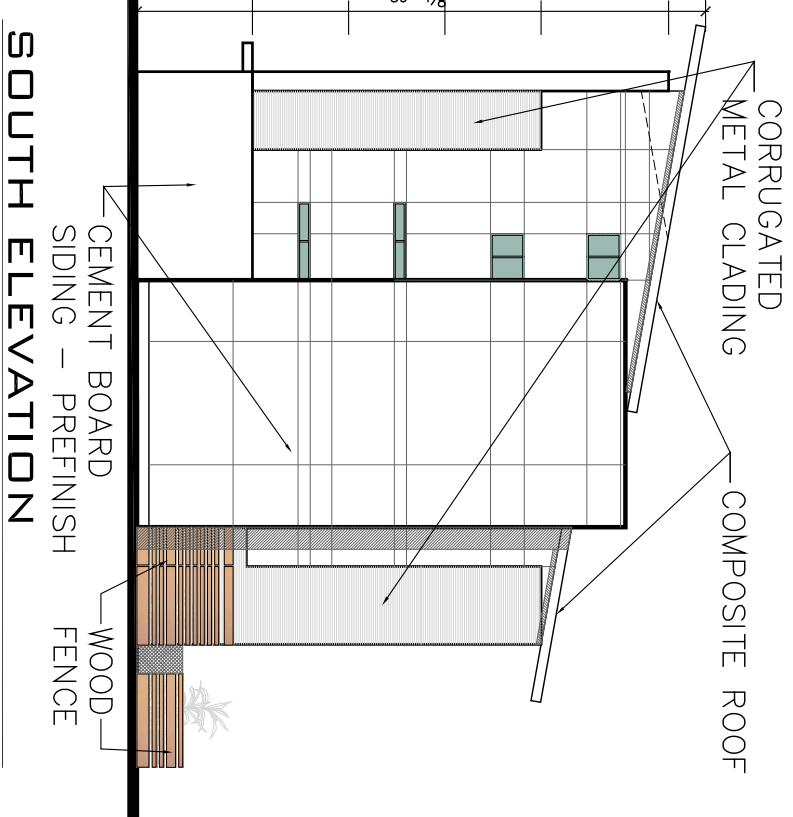
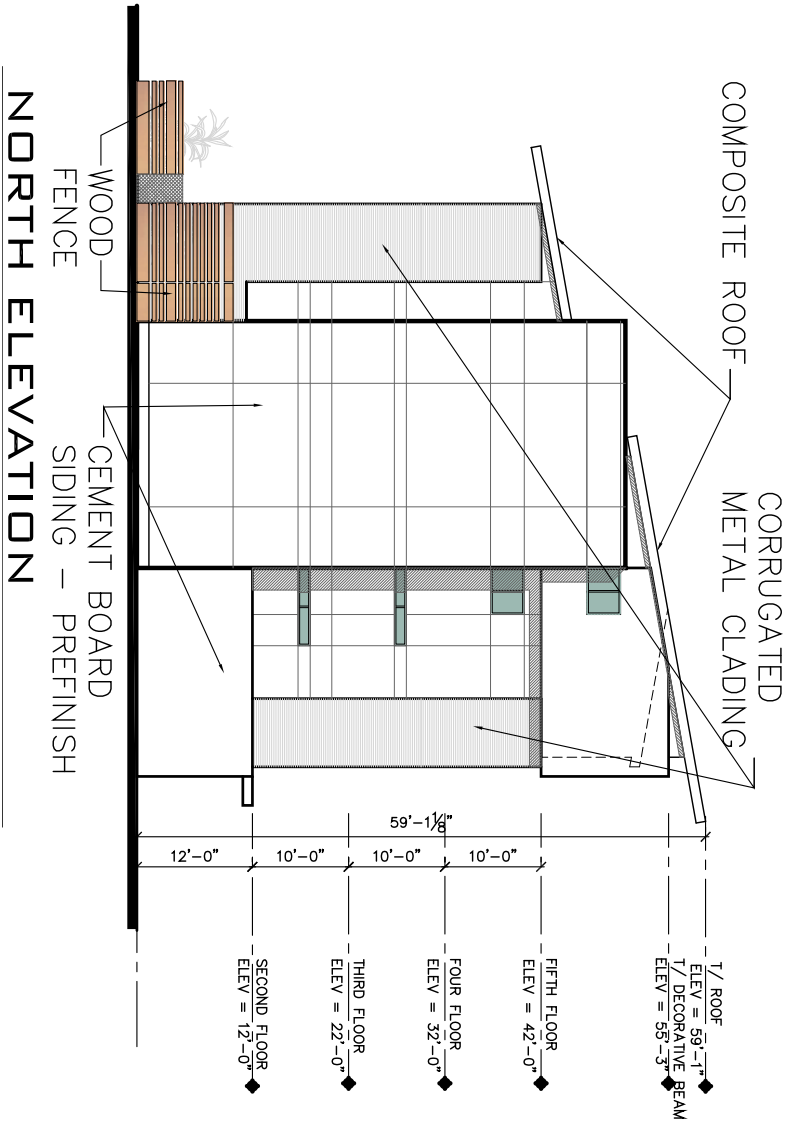
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