

2211 SW 4TH

DESIGN REVIEW SUBMITTAL

MAY 27, 2016



kōz
DEVELOPMENT

SHEET INDEX

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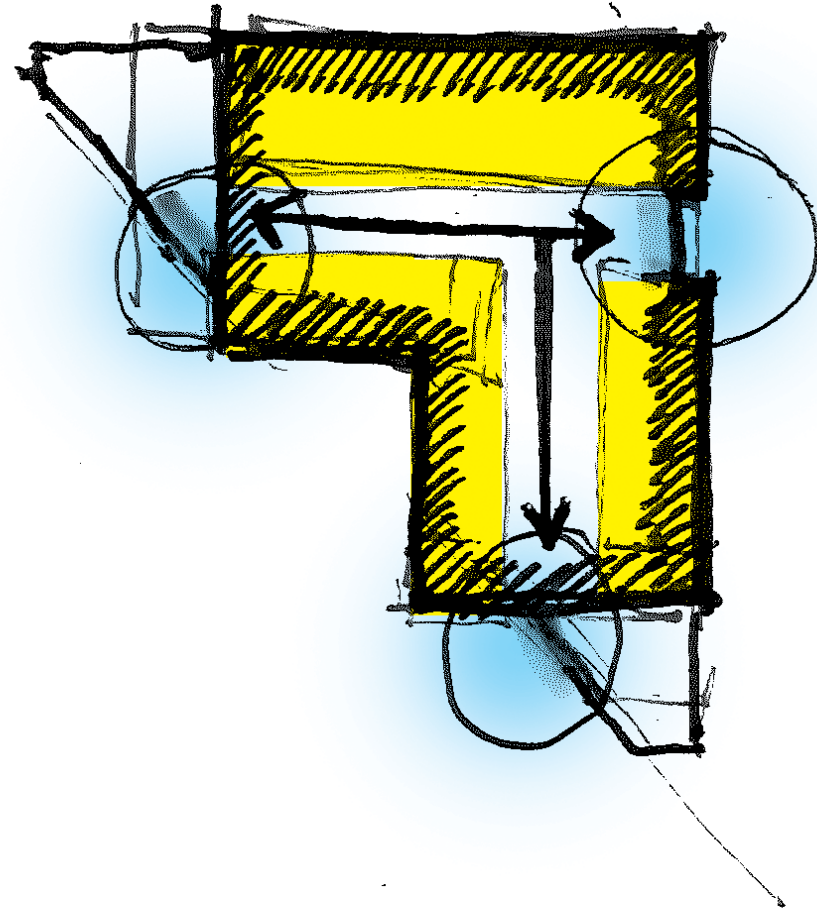
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SITE

I-405

PORTLAND STATE UNIVERSITY

SOUTH PORTLAND

DOWNTOWN PORTLAND

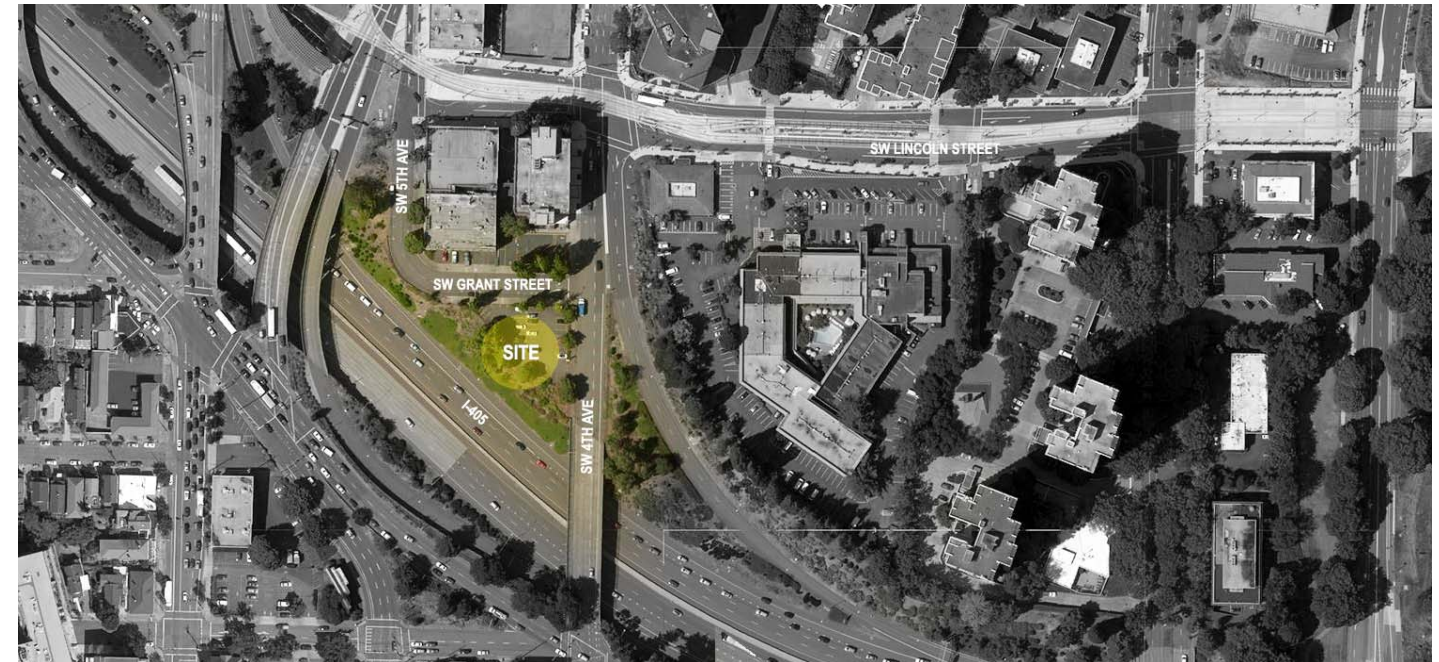
WILLAMETTE RIVER

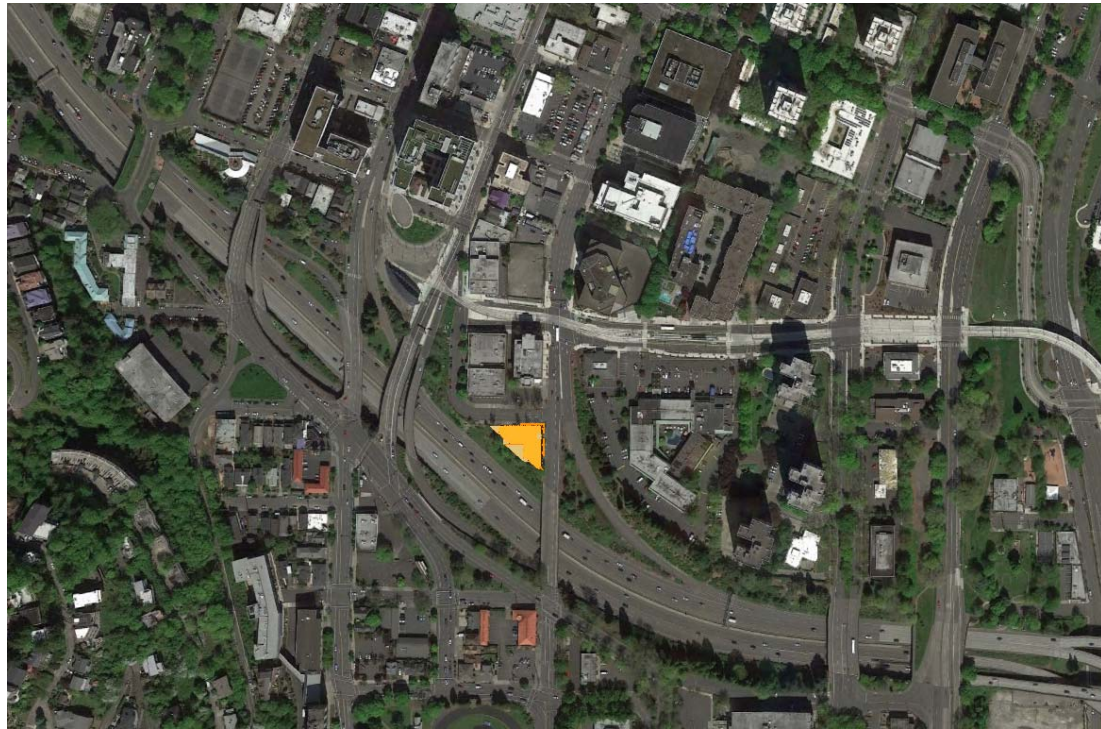


VICINITY



AREA

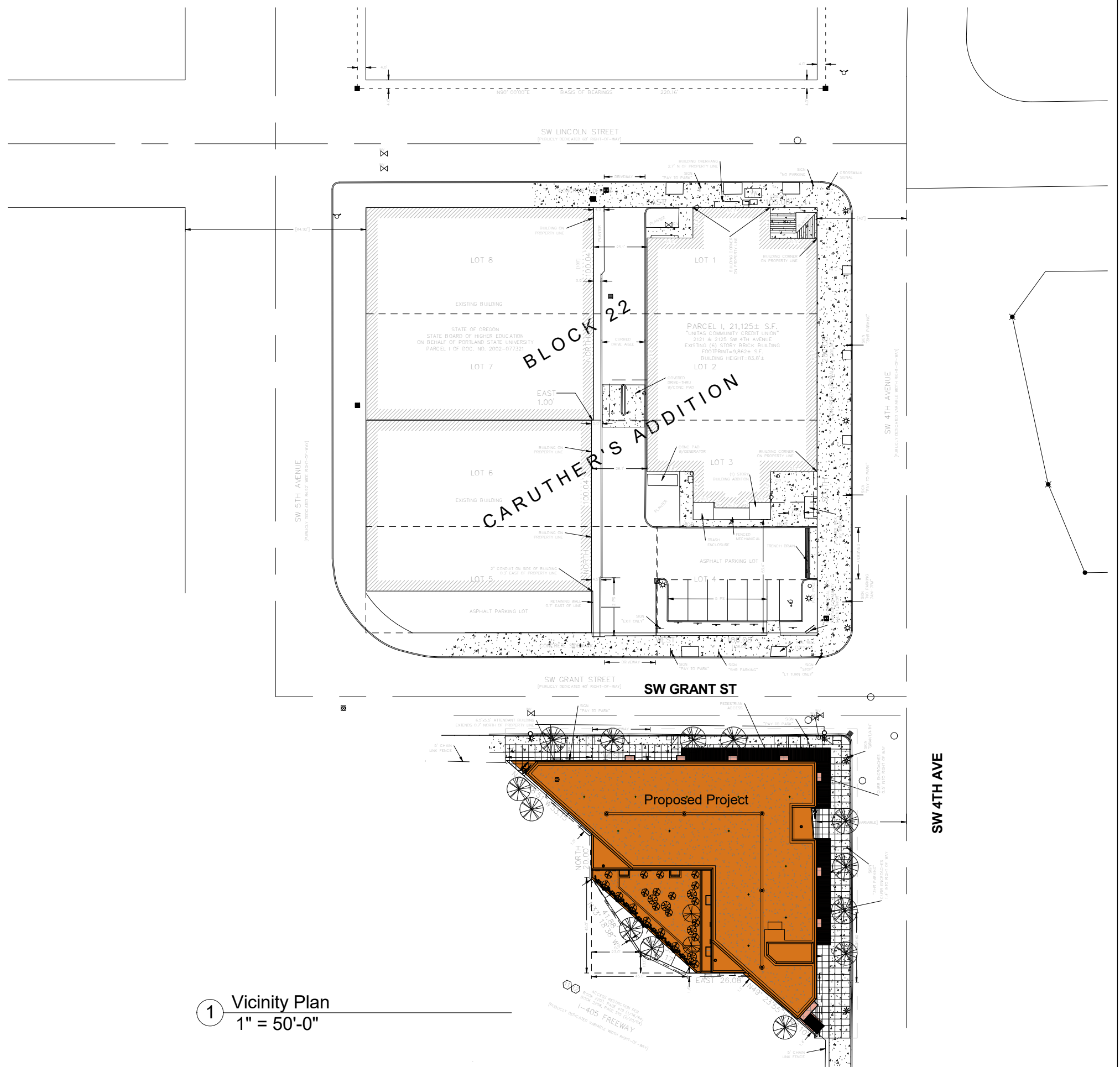




VICINITY MAP



PSU CAMPUS MAP AND AREA



1 Vicinity Plan
1" = 50'-0"



A - ADJACENT RESIDENTIAL STRUCTURE AT THE CORNER OF SW LINCOLN AND SW 4TH
 B - ADJACENT RESIDENTIAL STRUCTURE
 C - ADJACENT COMMERCIAL STRUCTURE OF SW GRANT AND SW 4TH
 D - ADJACENT COMMERCIAL STRUCTURE OF SW GRANT AND SW 4TH
 E - ADJACENT COMMERCIAL BUILDING AT THE CORNER



VIEW TO SITE FROM 4TH NEAR I-405



VIEW AT CORNER OF 4TH AND GRANT



VIEW INTO SITE FROM 4TH



VIEW TO SITE FROM GRANT



A



B



C



D



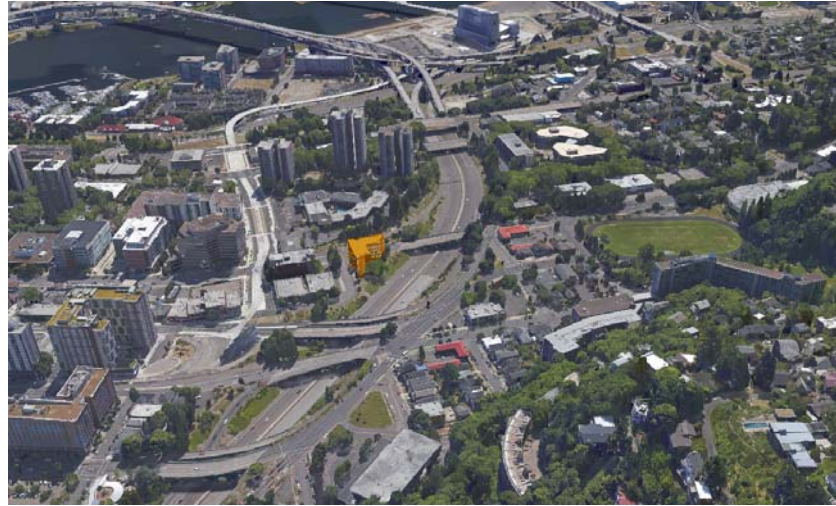
E



BIRDS EYE VIEW FROM THE SOUTHWEST



BIRDS EYE VIEW FROM THE EAST



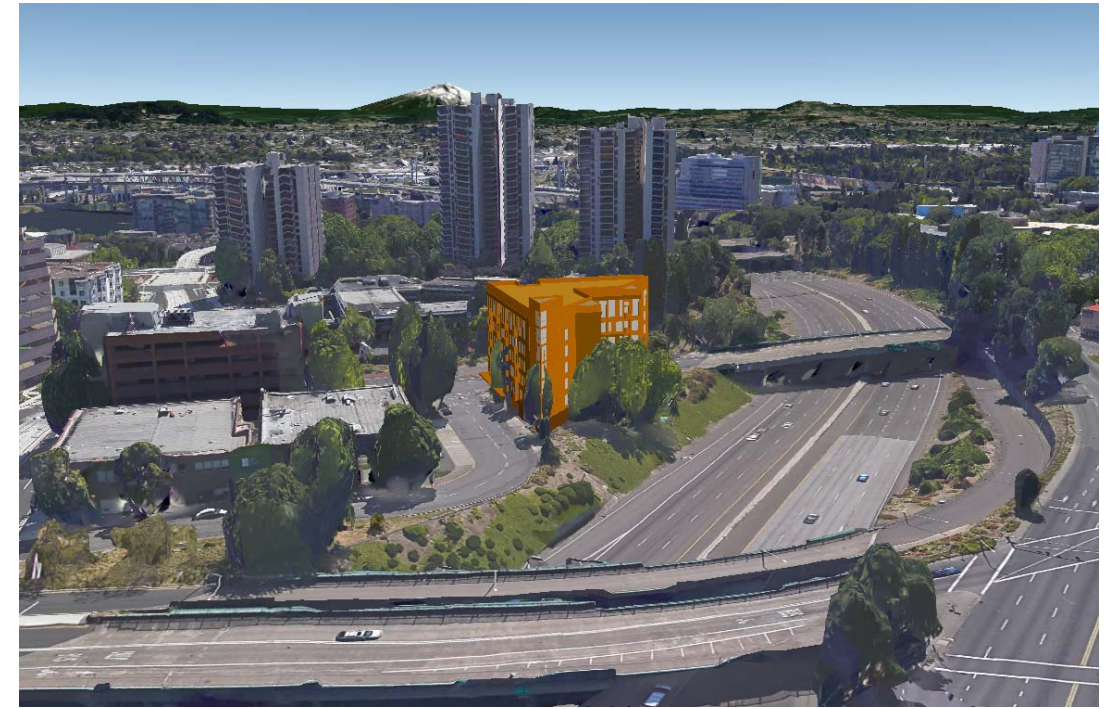
BIRDS EYE VIEW FROM THE WEST



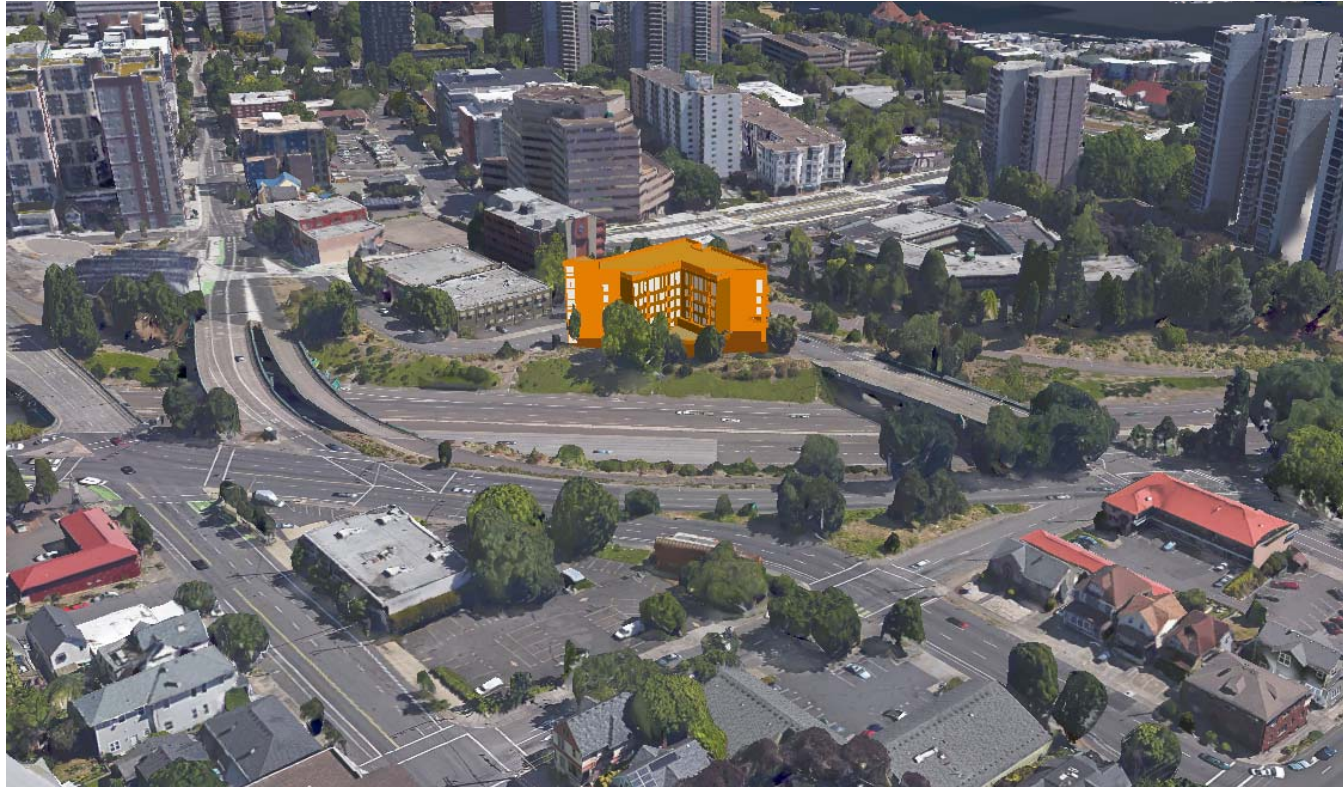
BIRDS EYE VIEW FROM THE NORTHWEST



VIEW FROM NORTHEAST



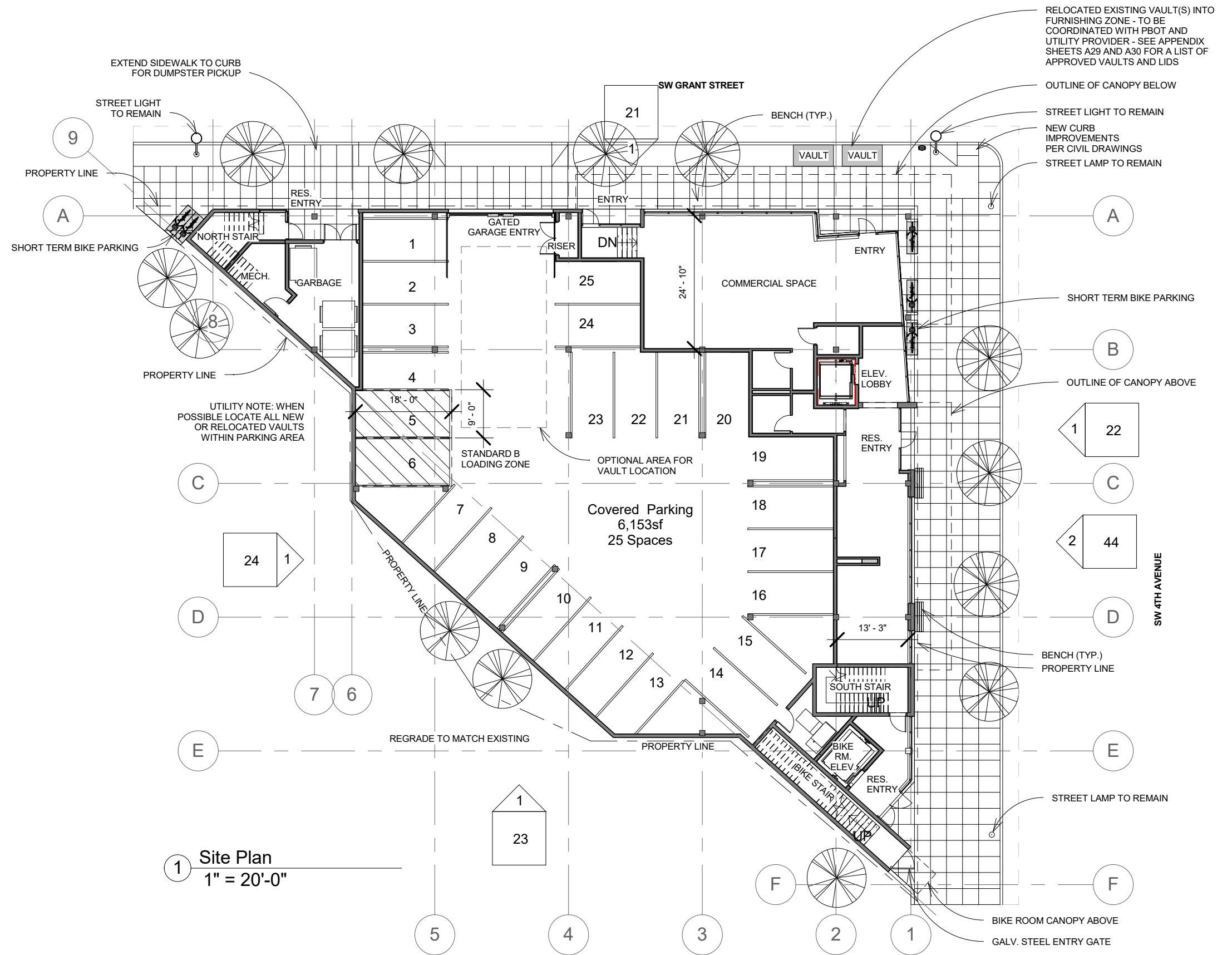
VIEW FROM NORTHWEST



VIEW FROM SOUTHWEST



VIEW FROM SOUTH



1 Site Plan
1" = 20'-0"



EXAMPLE OF PROPOSED CANOPY STRUCTURE

**PREVIOUS CONCEPT PLAN
PRE-APPLICATION [EA 15-114048]
DESIGN ADVICE REQUEST [15-153663]**

Comments:

- 1.) Provide canopies and weather protection at "entrances, oriels, ext."
- 2.) No exterior lighting is shown in drawing set - integrate exterior lighting.

Summary of changes:

- 1.) Canopies have been provided along SW 4th Avenue and SW Grant Street.
- 2.) Exterior lighting has been added to the plans and integrated into the building design.



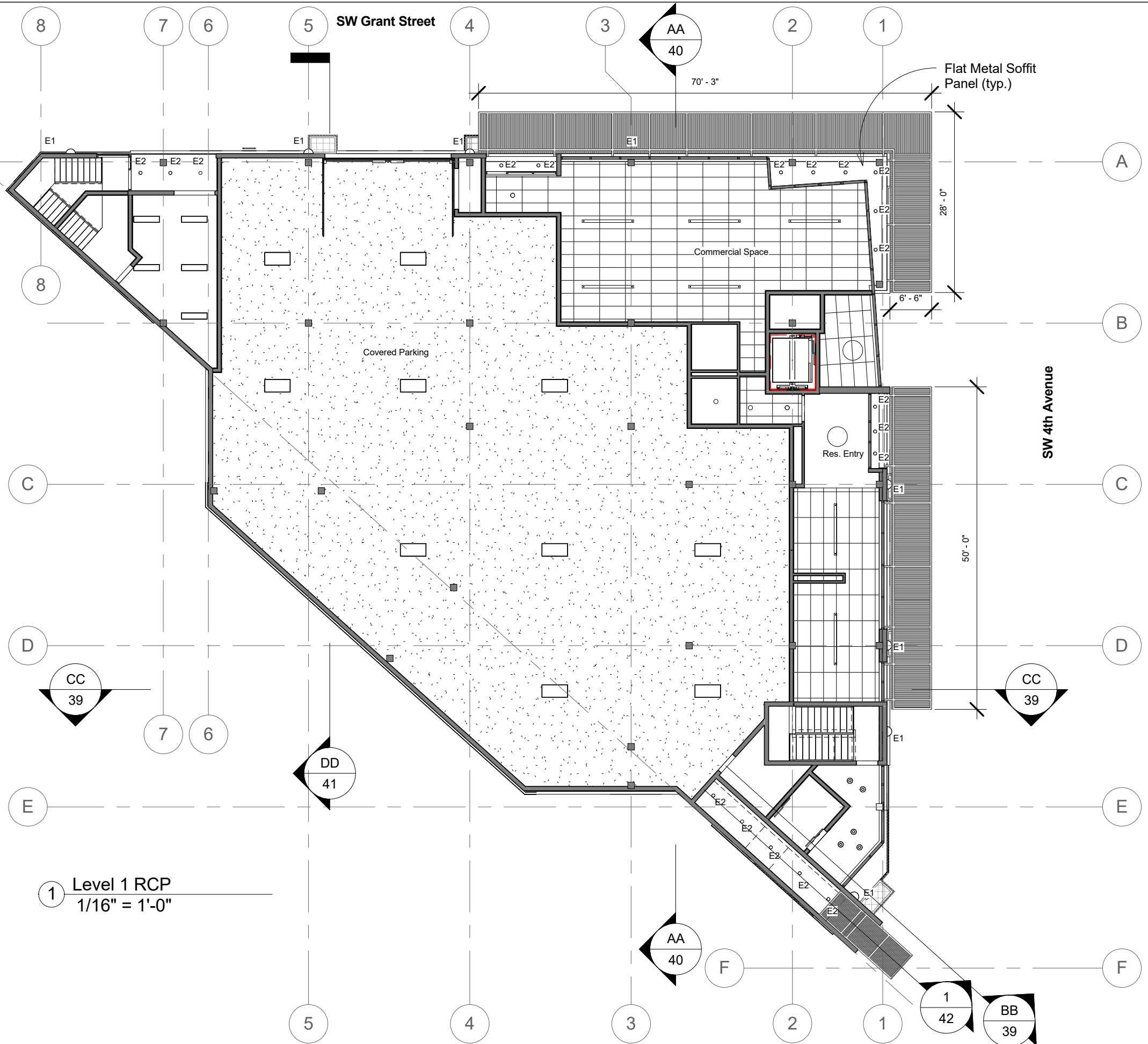
E3
RECESSED DIRECTIONAL WALL WASH

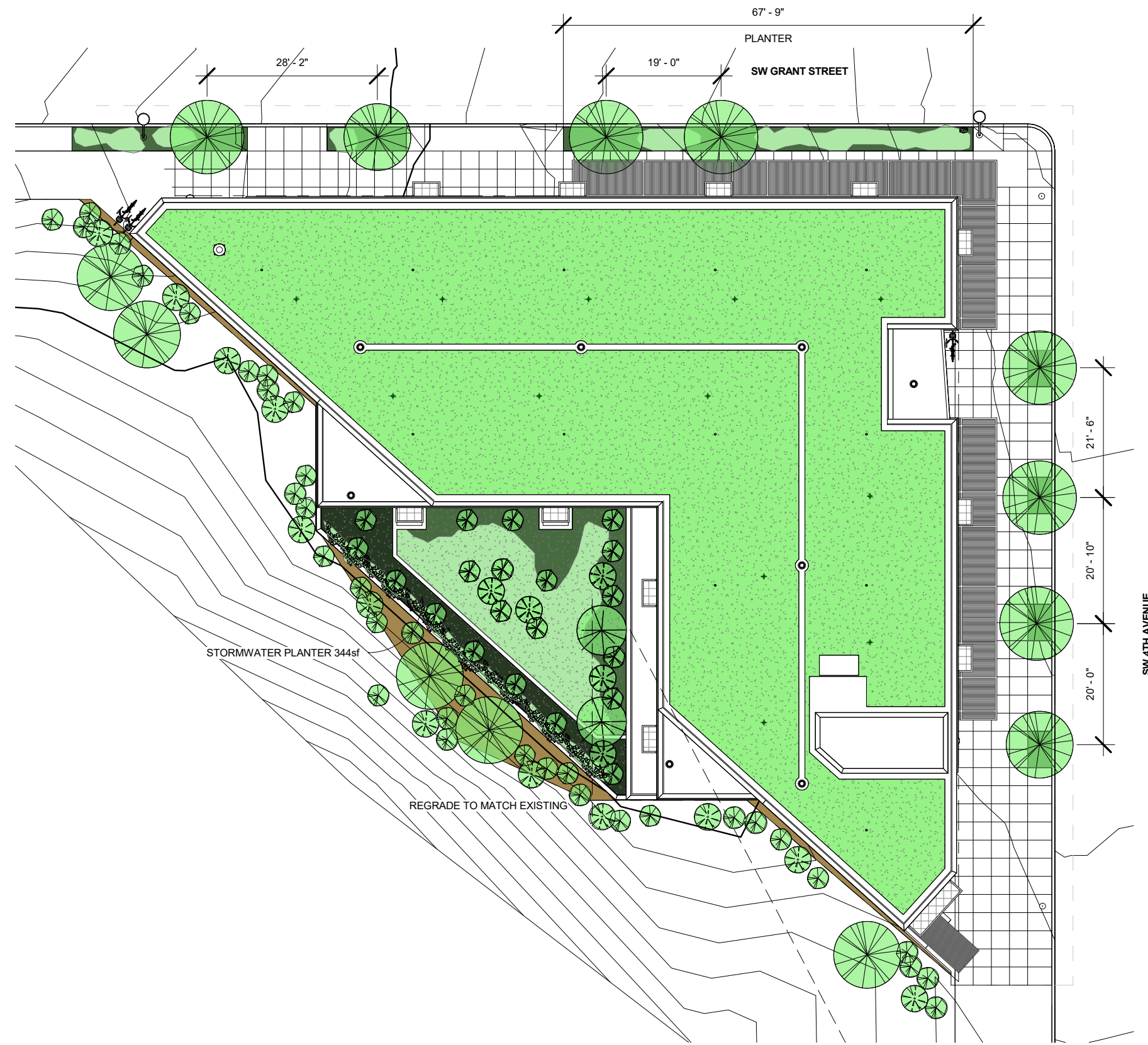


E2
RECESSED LIGHT



E1
COOPER INDUSTRIES MCGRAW-EDISON
ISC IMPACT ELITE CYLINDER LED WALL MOUNT





JAPANESE FOREST GRASS
1GAL POT / 16" O/C

1: ORNAMENTAL GRASS



HEAVENLY BAMBOO
PLANT 1GAL POT

2: HEAVENLY BAMBOO



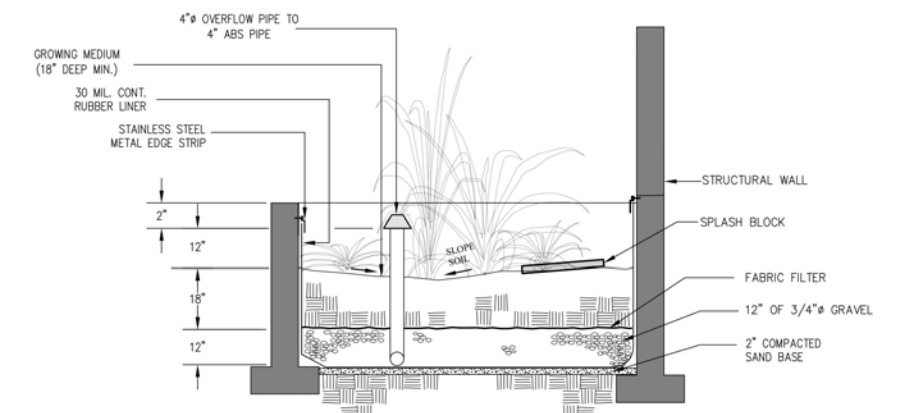
VIRGINIA CREEPER IVY
PLANT ALONG TOP OF WALL

3: IVY



RED ASH STREET TREE
6'-8' B&B

4: STREET TREE



GROWING MEDIUM NOTE:
GROWING MEDIUM SHALL MEET THE SPECIFICATIONS
OUTLINED IN APPENDIX F.3: "TOPSOIL SPECIFICATION FOR
VEGETATED STORM WATER SYSTEMS", CITY OF PORTLAND
STORMWATER MANAGEMENT MANUAL, MARCH 17, 2011.

CONTRACTOR TO COORDINATE WITH HOME DESIGNER FOR
FINAL ELEVATIONS RELATED TO PLANTER WALLS.
ELEVATIONS SHOWN ARE FOR WATER QUALITY SIZING
ONLY AND MAY SHIFT UP OR DOWN TO MEET FINAL SITE
CONDITIONS.

STORMWATER PLANTER DETAIL

1 Preliminary Landscape Plan
1" = 20'-0"



EXAMPLE OF RED CINDER AND SEDUM GREEN ROOF



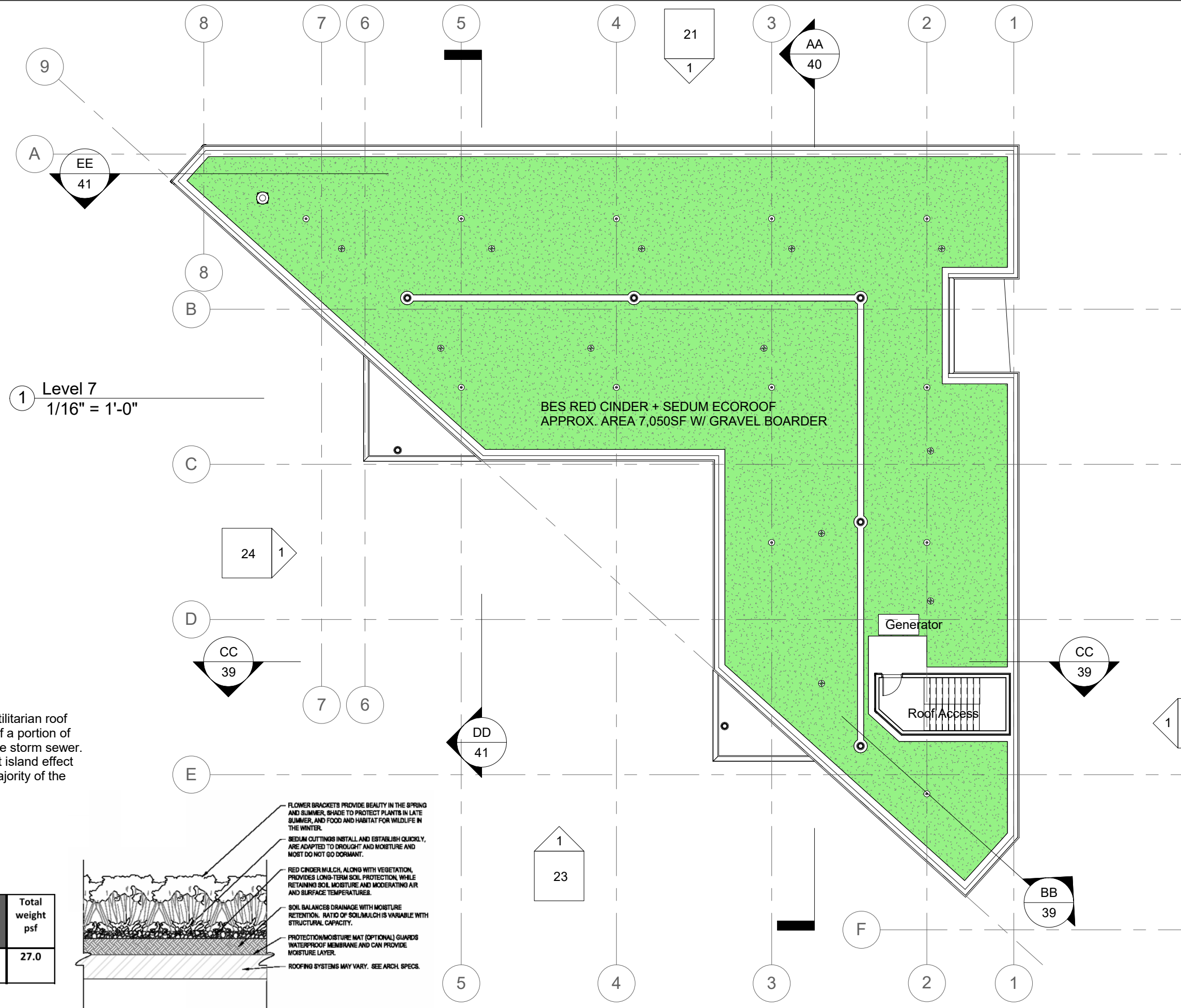
EXAMPLE OF RED CINDER AND SEDUM GREEN ROOF

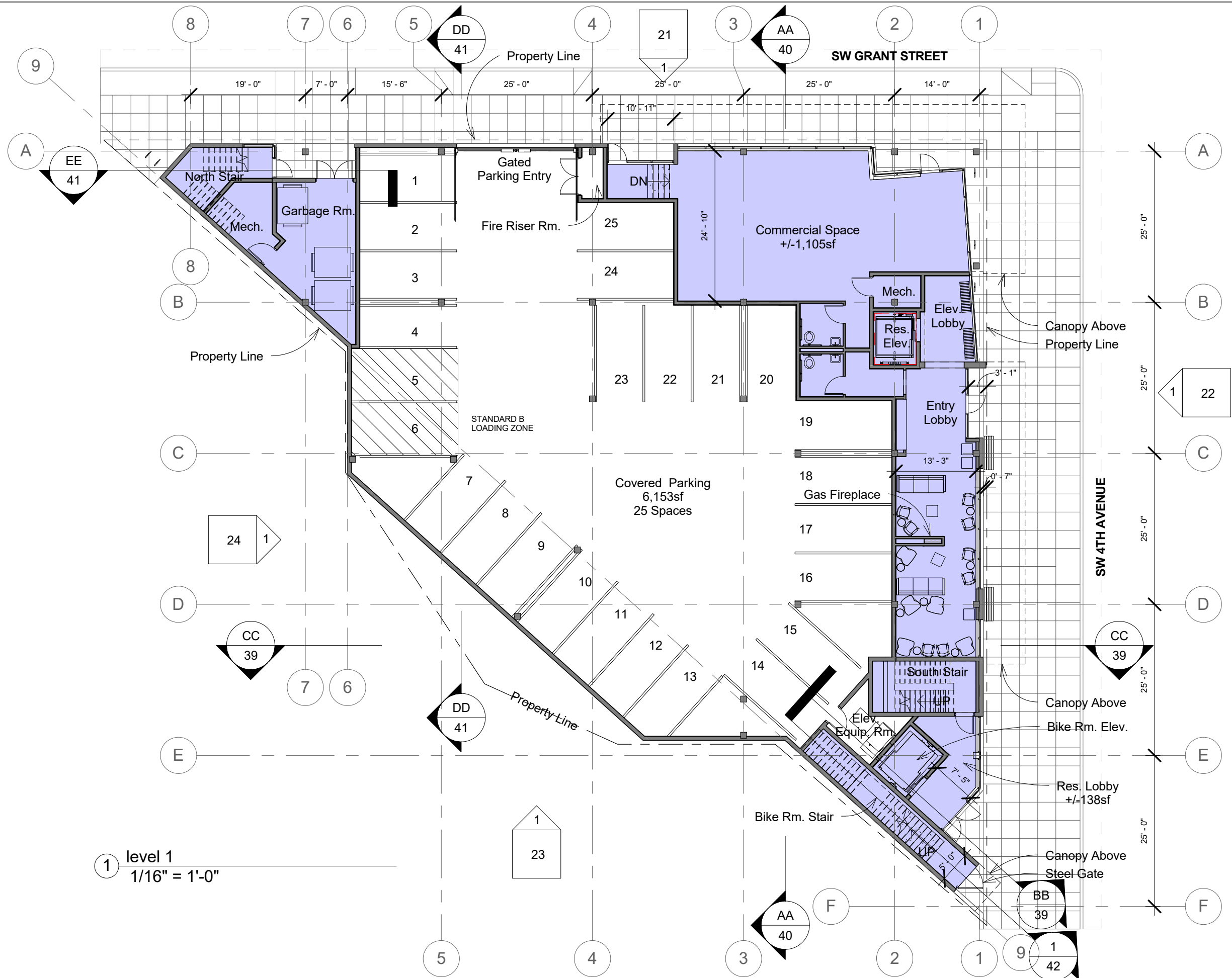
ROOF LEVEL DESIGN STRATEGY

BES Red Cinder Ecoroof Design is a self-sustaining, low maintenance, utilitarian roof system. The benefits of which are: Stormwater Management: Retention of a portion of the rainfall captured and reduction of flow coming from the roof area to the storm sewer. Increased insulation, protection of the roof covering, reduction of the heat island effect and added animal habitat. No irrigation or fertilization is required. The majority of the roof in the project is proposed to be a "green roof".

TABLE 03.1: BES RED CINDER SEDUM ECOROOF SYSTEM OPTIONS

Type	Moisture Mat thickness	Saturated weight psf	Media depth	Saturated weight psf	Red Cinder mulch depth	Saturated weight psf	Sedum weight psf	Total depth medium & mulch	Total weight psf
A	¼"	1	3"	18	1" to 1½"	5.75	2.25	4 ½"	27.0





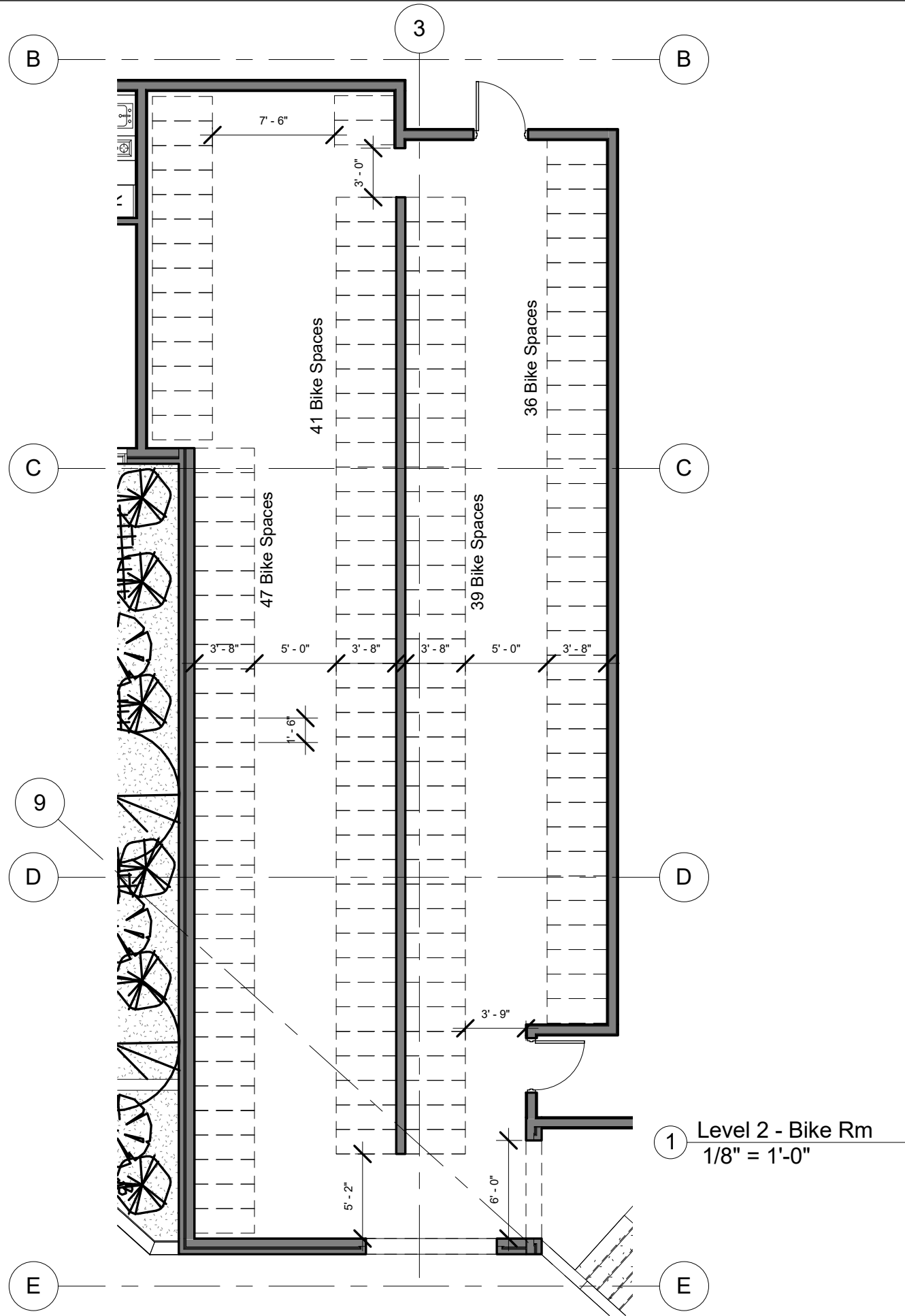
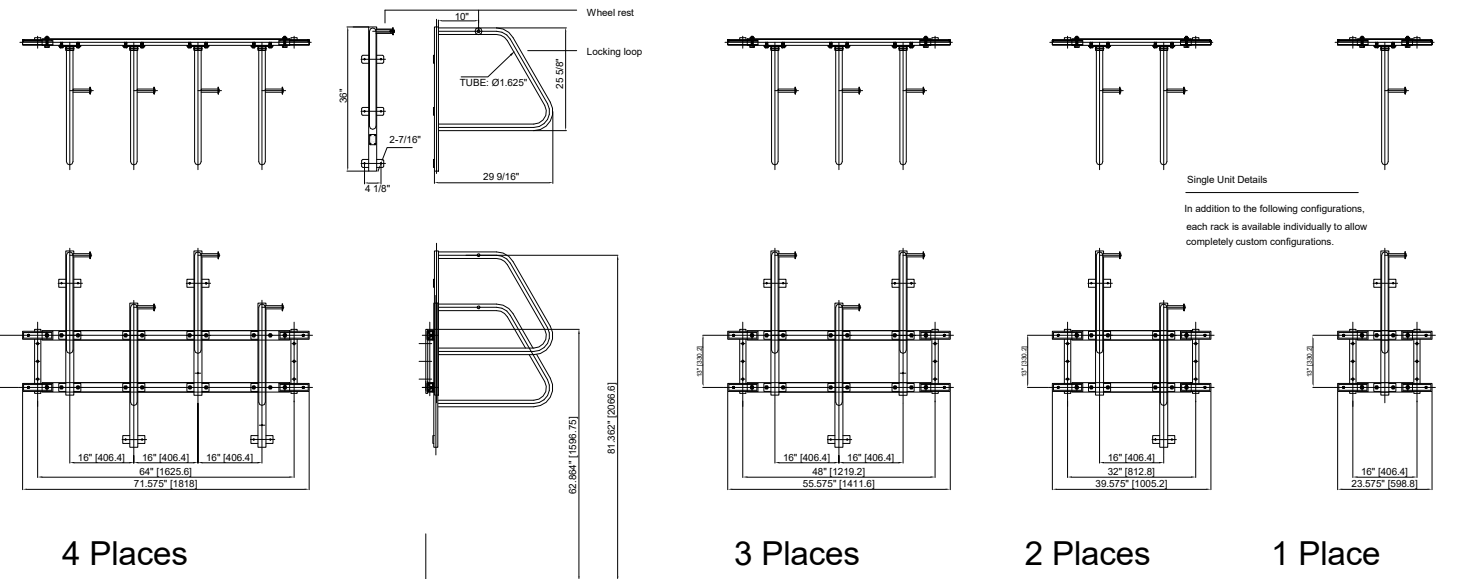
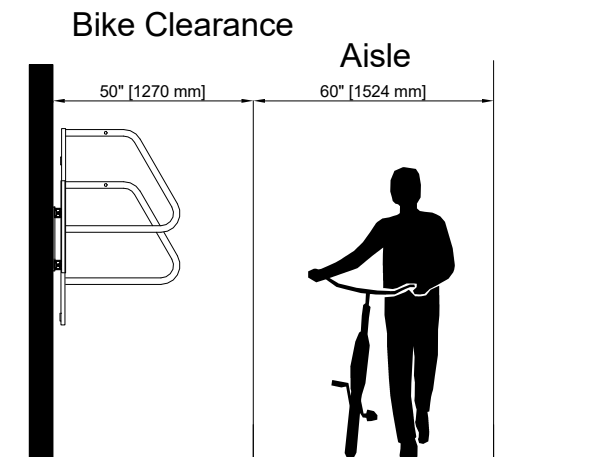
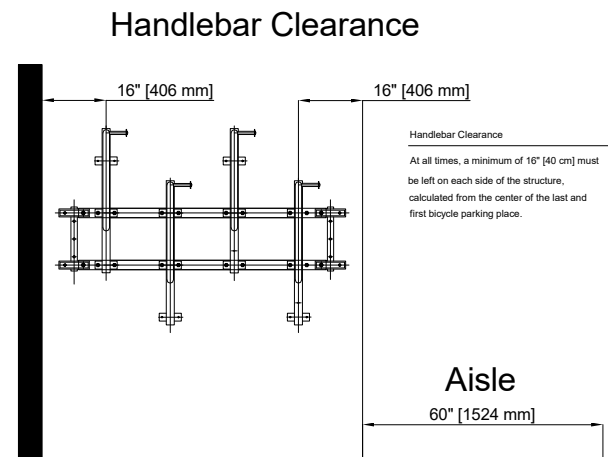
1 level 1
1/16" = 1'-0"



1 Level 2
 1/16" = 1'-0"

Urban High Density Vertical Rack Model: UB-1900

Aisle Widths
 High traffic (at least) 70" [175 cm]
 Minimum 48" [125 cm]



Concept Images of Concrete Stair/Bike Ramp
 To allow residents access to the second level bike room from SW 4th Avenue.

MODIFICATION REQUEST
 1'-6" Requested Departure Width Vs. 2' Required.
 Proposed Staggered Vertical Orientation allows for Closer Spacing.



1 Level 3
 1/16" = 1'-0"



1 Level 4
 1/16" = 1'-0"





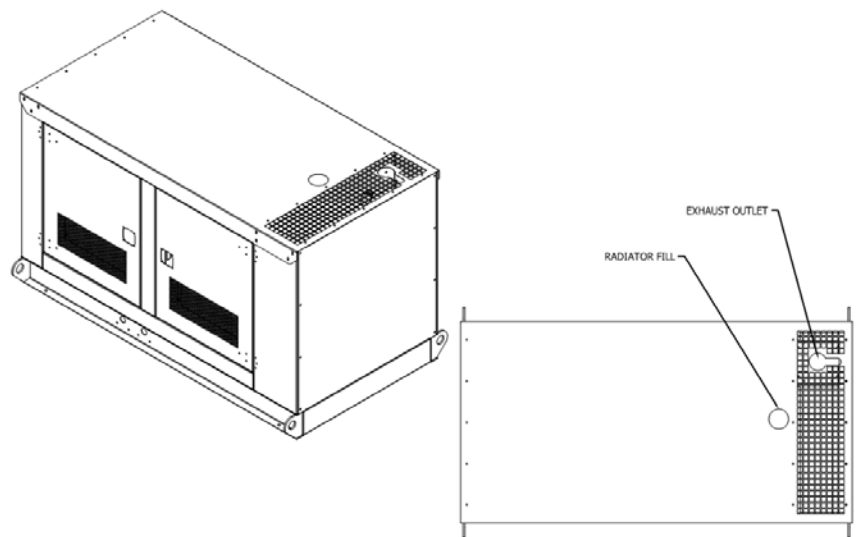
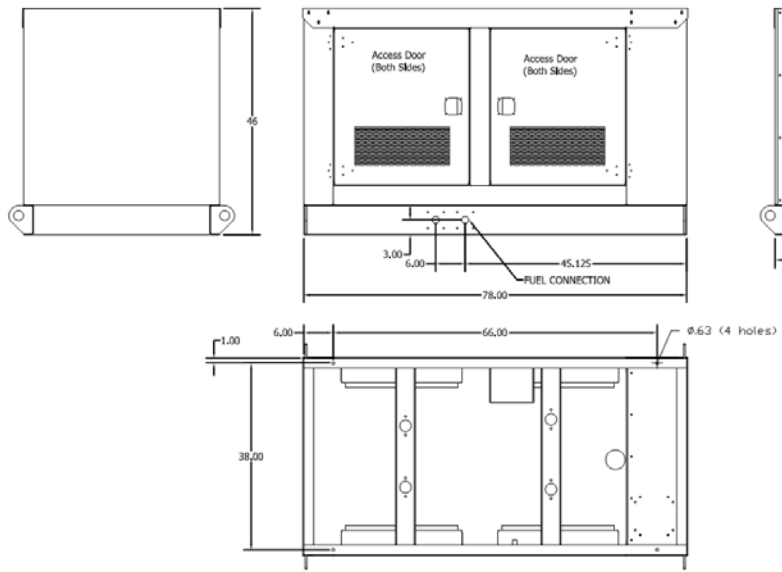
1 Level 6
1/16" = 1'-0"



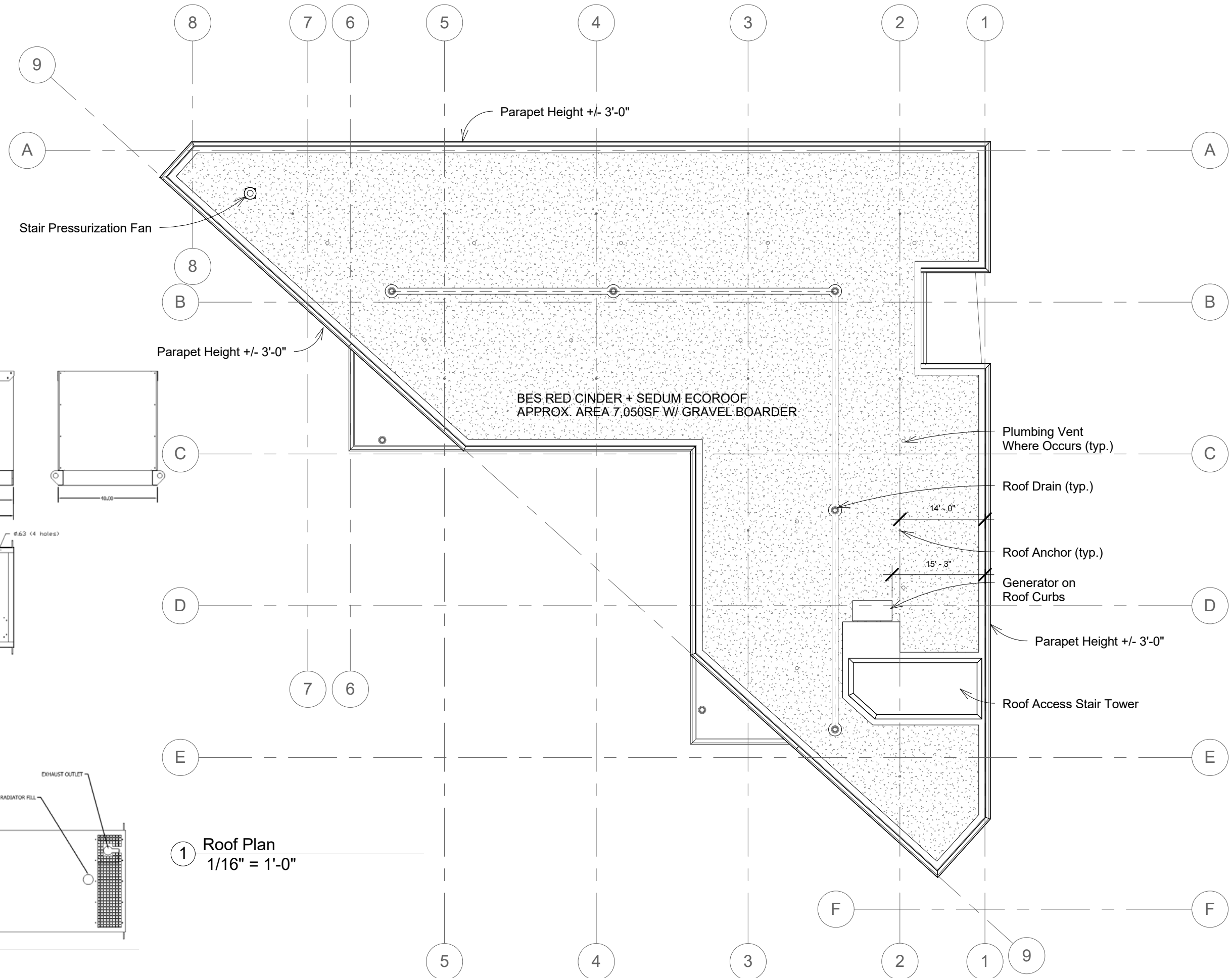
1 Level 6B
1/16" = 1'-0"



Example: Roof Mounted Generator



Preliminary Generator Drawings





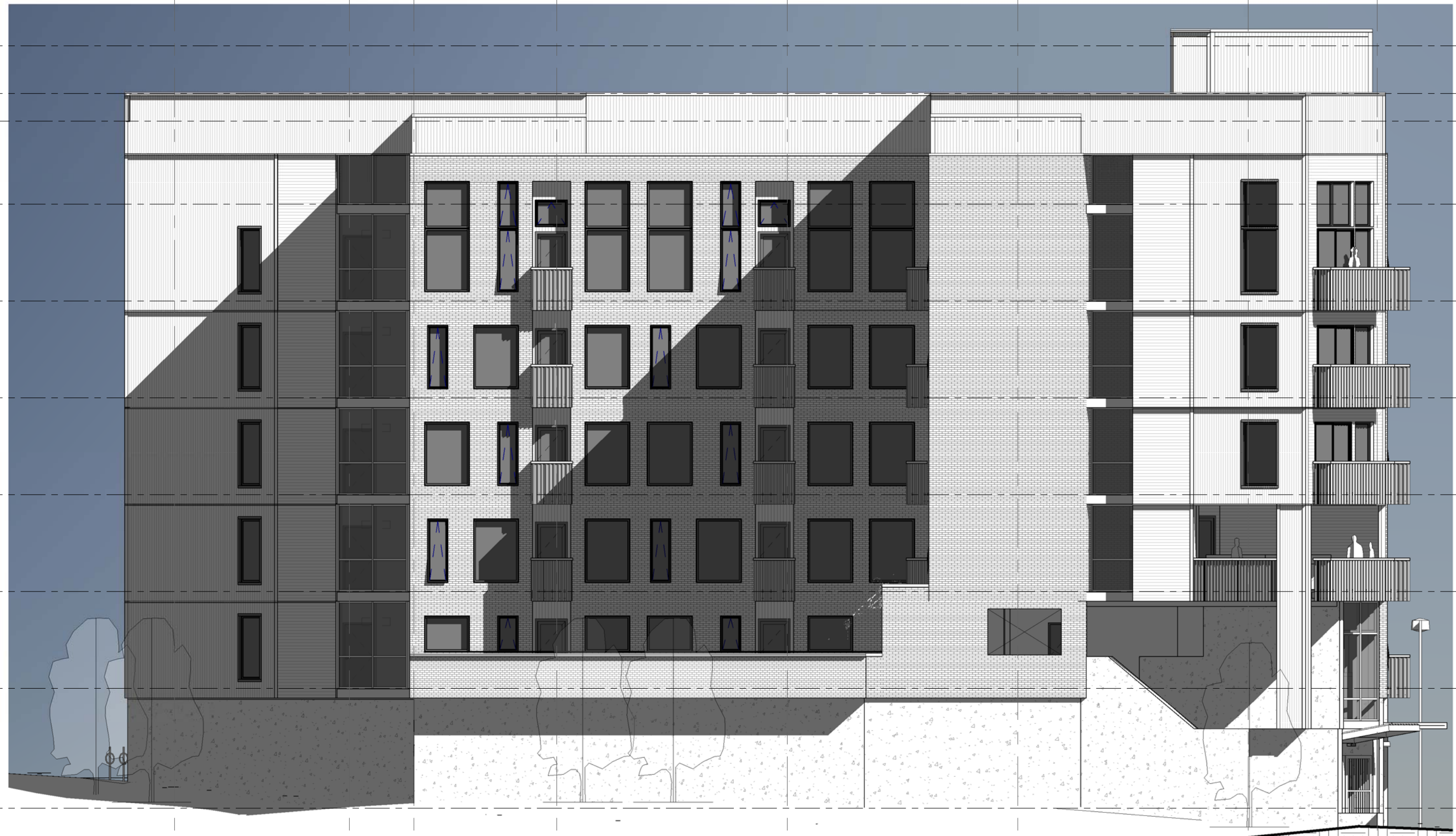
- T.O. Wall 82' - 8"
- T.O. Parapet 77' - 6"
- Level 7 74' - 6"
- Level 6B 65' - 6"
- Level 6 55' - 0"
- Level 5 44' - 6"
- Level 4 34' - 0"
- Level 3 23' - 6"
- Level 2 13' - 0"
- North Stair Entry 1' - 10"
- Avg. Grade 0' - 0"
- level 1 -3' - 6"

① Grant Street Elevation
3/32" = 1'-0"



1 SW 4th Elevation
 3/32" = 1'-0"

8 7 6 5 4 3 2 1



- T.O. Wall 82' - 8"
- T.O. Parapet 77' - 6"
- Level 7 74' - 6"
- Level 6B 65' - 6"
- Level 6 55' - 0"
- Level 5 44' - 6"
- Level 4 34' - 0"
- Level 3 23' - 6"
- Level 2 13' - 0"
- Avg. Grade 0' - 0"
- level 1 -3' - 6"

1 South Elevation
3/32" = 1'-0"



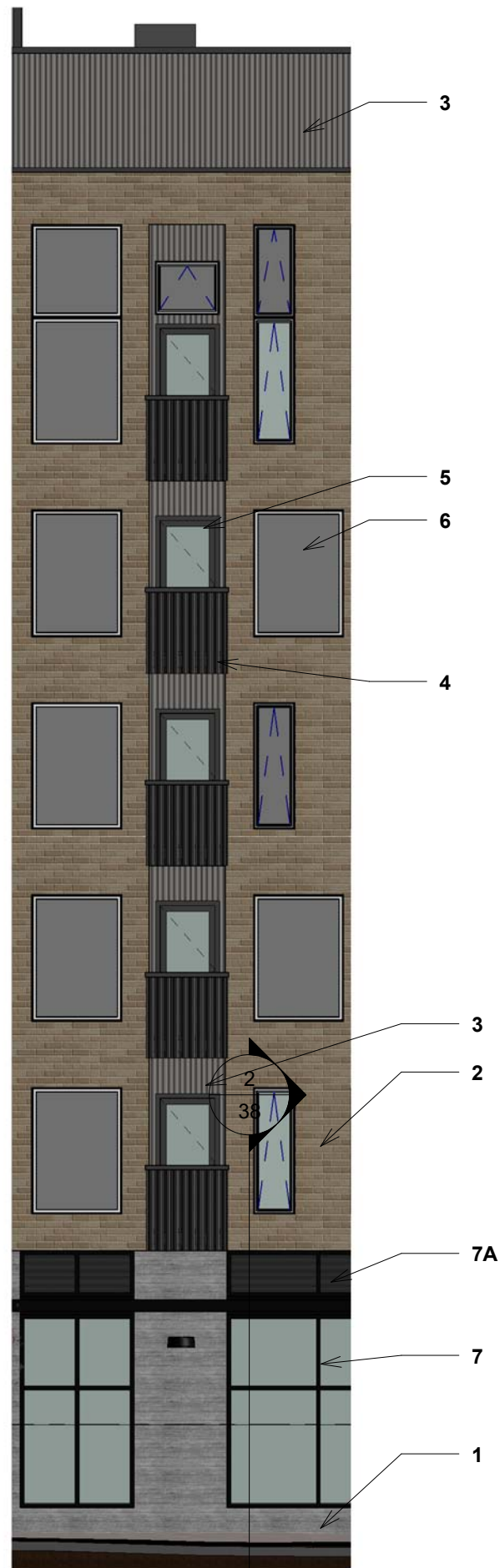
1 West Elevation
3/32" = 1'-0"



BRICK VENTS - PAINTED TO MATCH BRICK



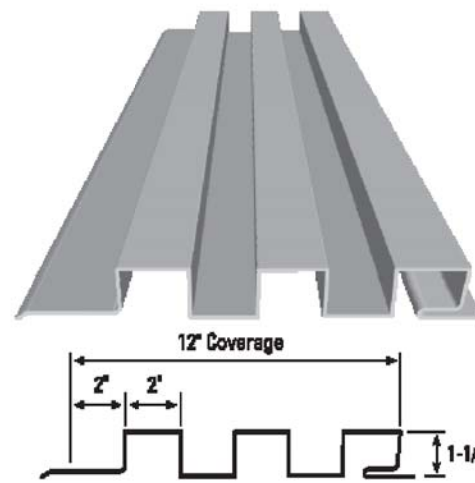
BRICK TO METAL EXAMPLE OF SIDING TRANSITION



1 BOARDFORM CAST-IN-PLACE CONCRETE



2 TAN STANDARD C216 FACE BRICK "TUMBLEWEED VELOUR"



3 CONCEALED FASTENER VERTICAL METAL SIDING



4 VERTICAL PERFORATED METAL PANEL MATCH PROFILE OF SIDING PANEL



7A GRILL PANEL IN STOREFRONT



7 2" STOREFRONT DARK BRONZE/BLACK



6 WHITE VINYL WINDOW



5 FULL LITE METAL DOOR PAINT TO MATCH SIDING

DESCRIPTION OF MATERIALS

The choice and use of exterior building materials are used to emphasize the massing, scale and pedestrian experience of the structure. Materials such as brick, metal, and concrete have a honest, timeless quality that compliment and tie into the Portland palette.



















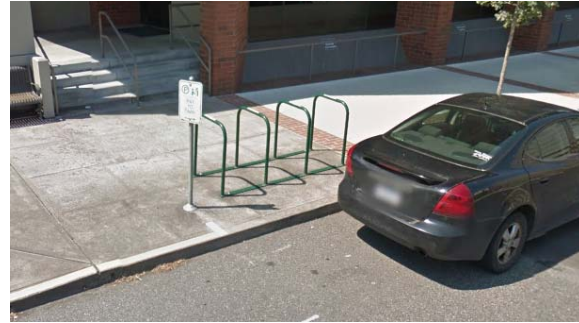








EXAMPLE BIKE RACK



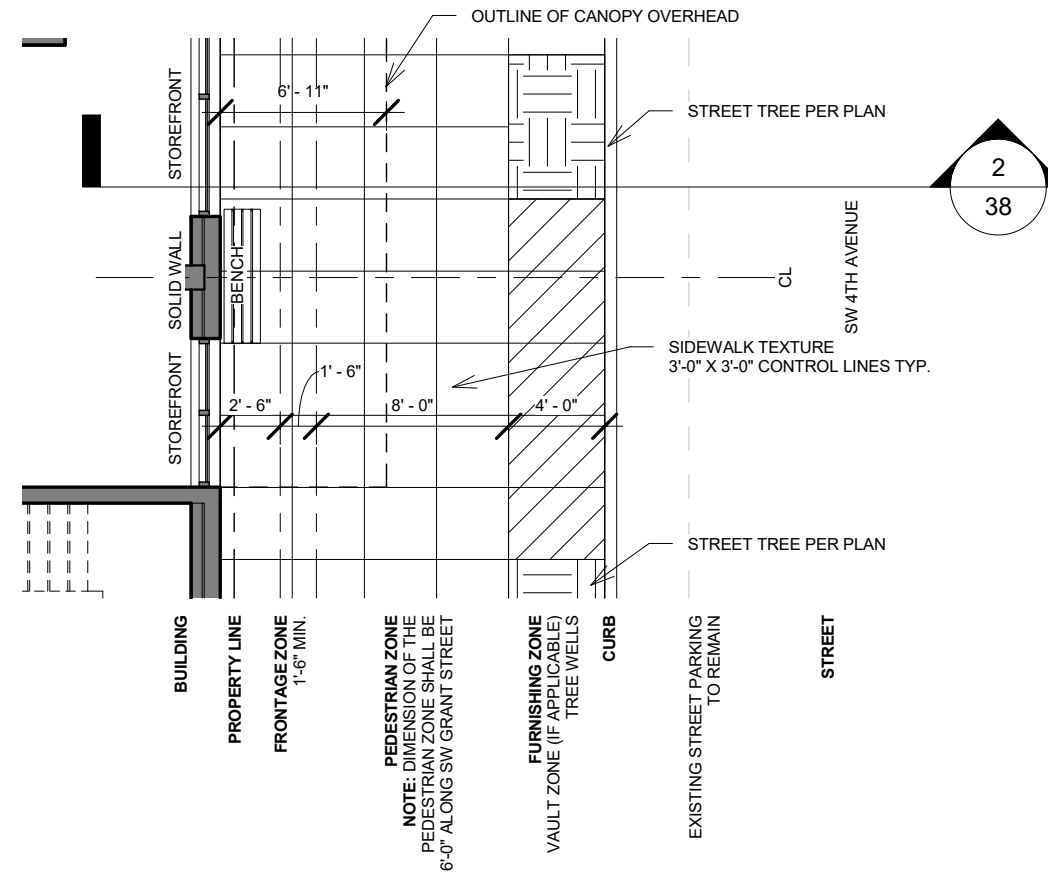
BIKE RACK ADJACENT TO SITE ON SW 4TH



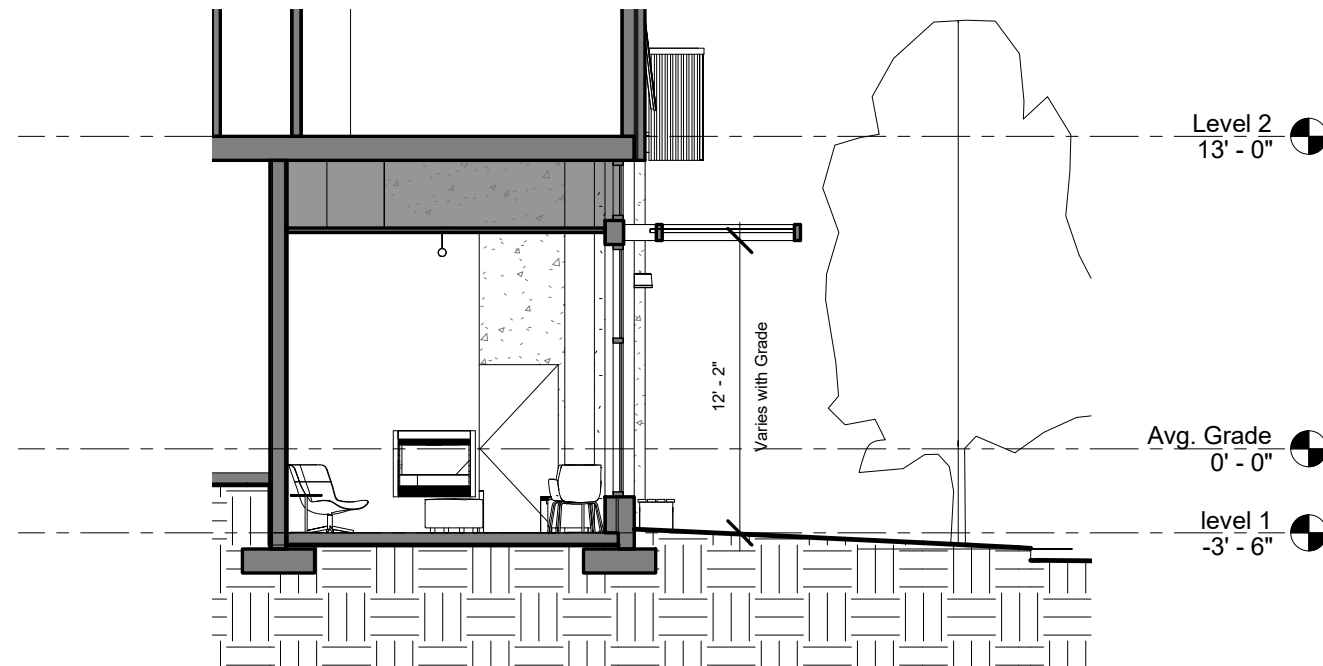
EXAMPLE SITE BENCH



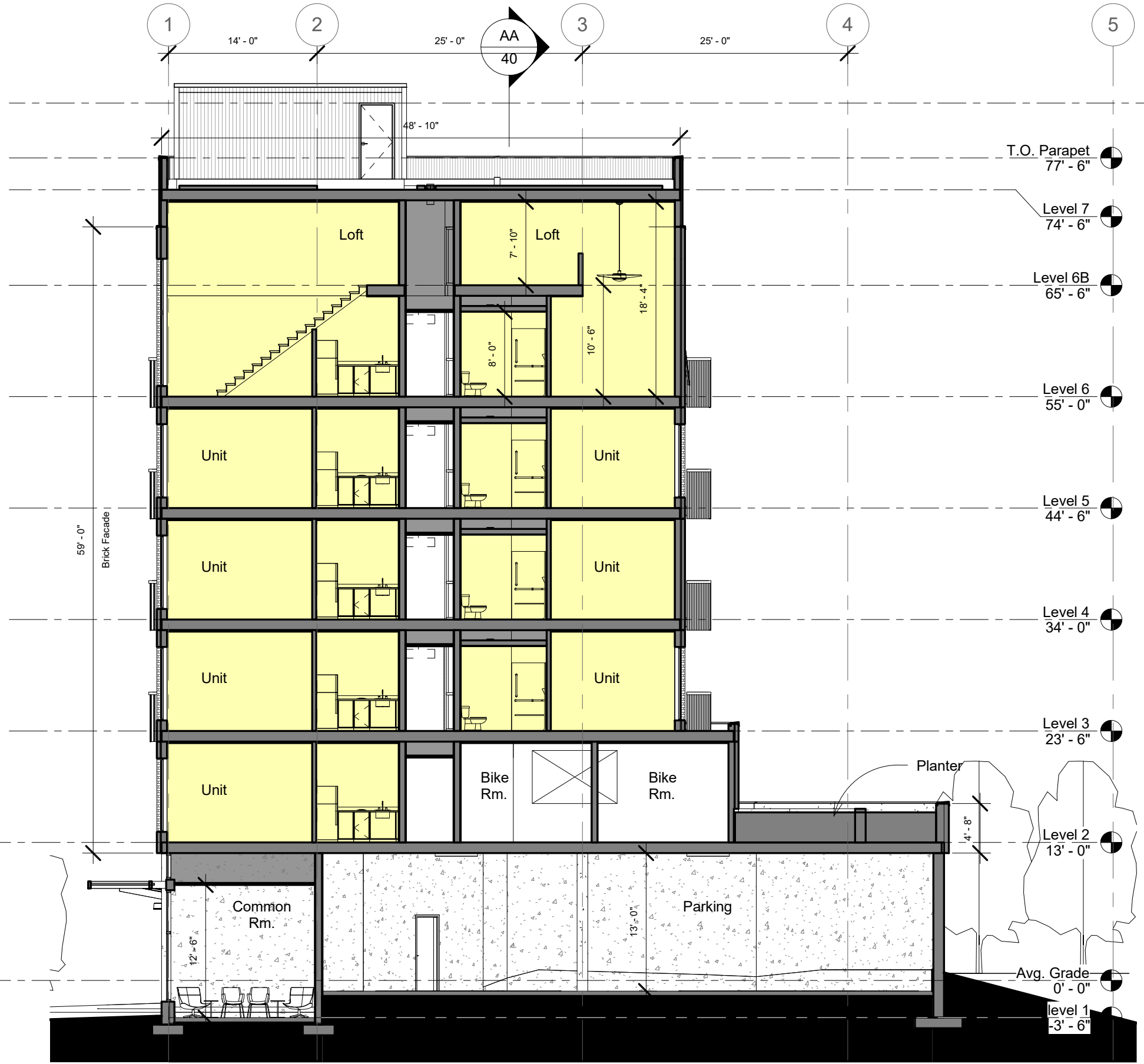
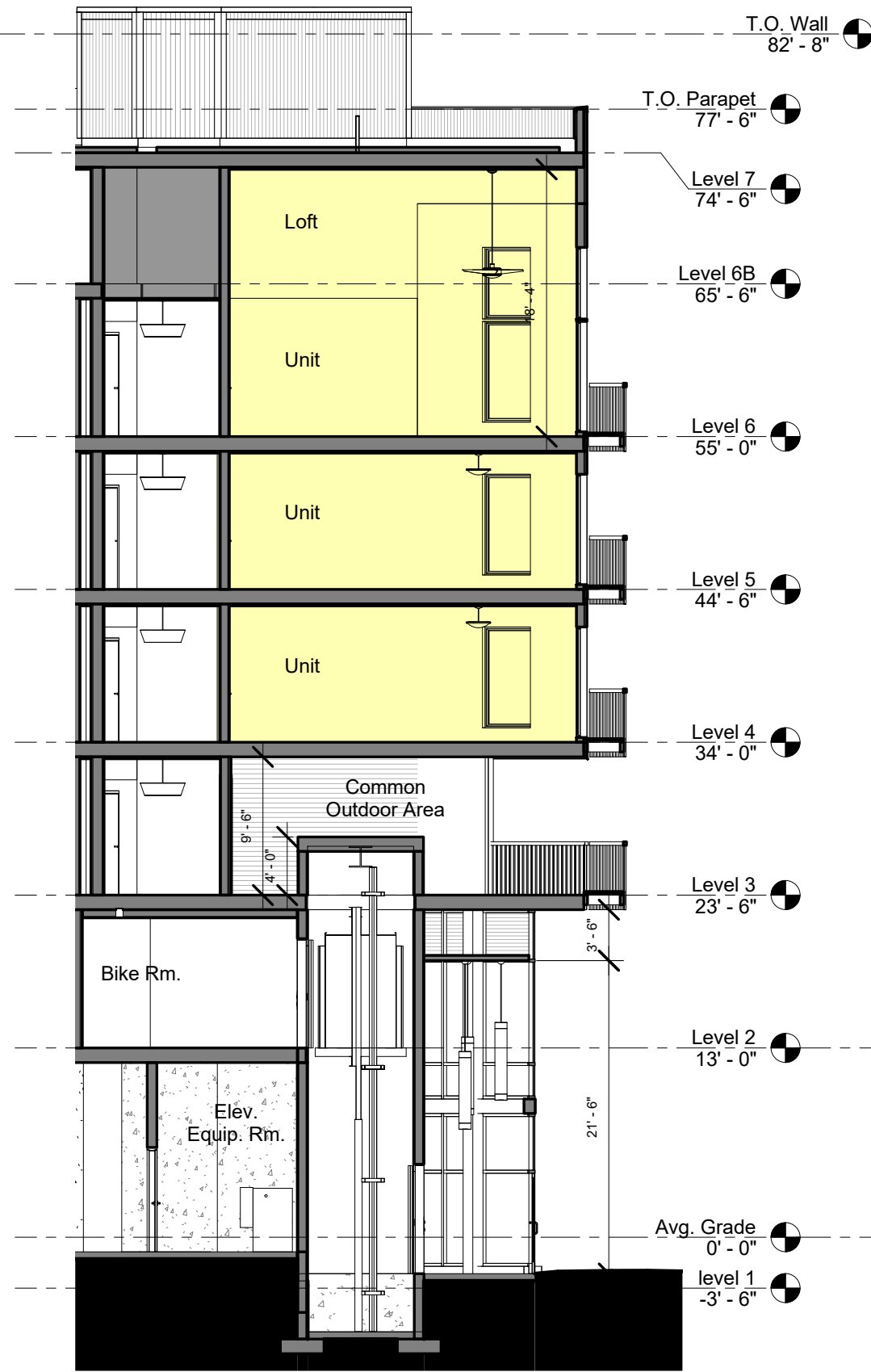
EXAMPLE STEEL CANOPY



① 05 Sidewalk Diagram
1/8" = 1'-0"



② Section 1
1/8" = 1'-0"

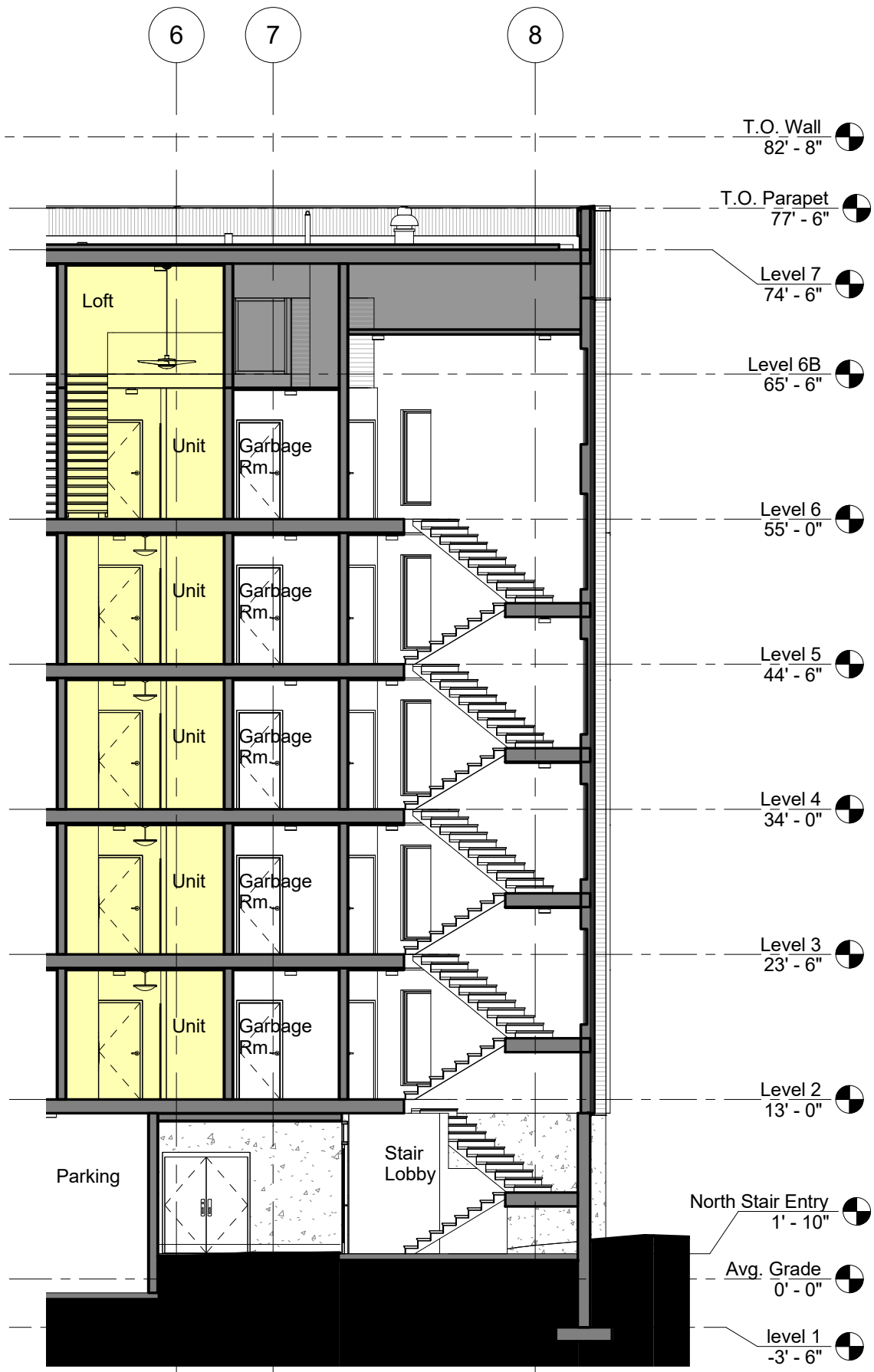


BB Building Section
3/32" = 1'-0"

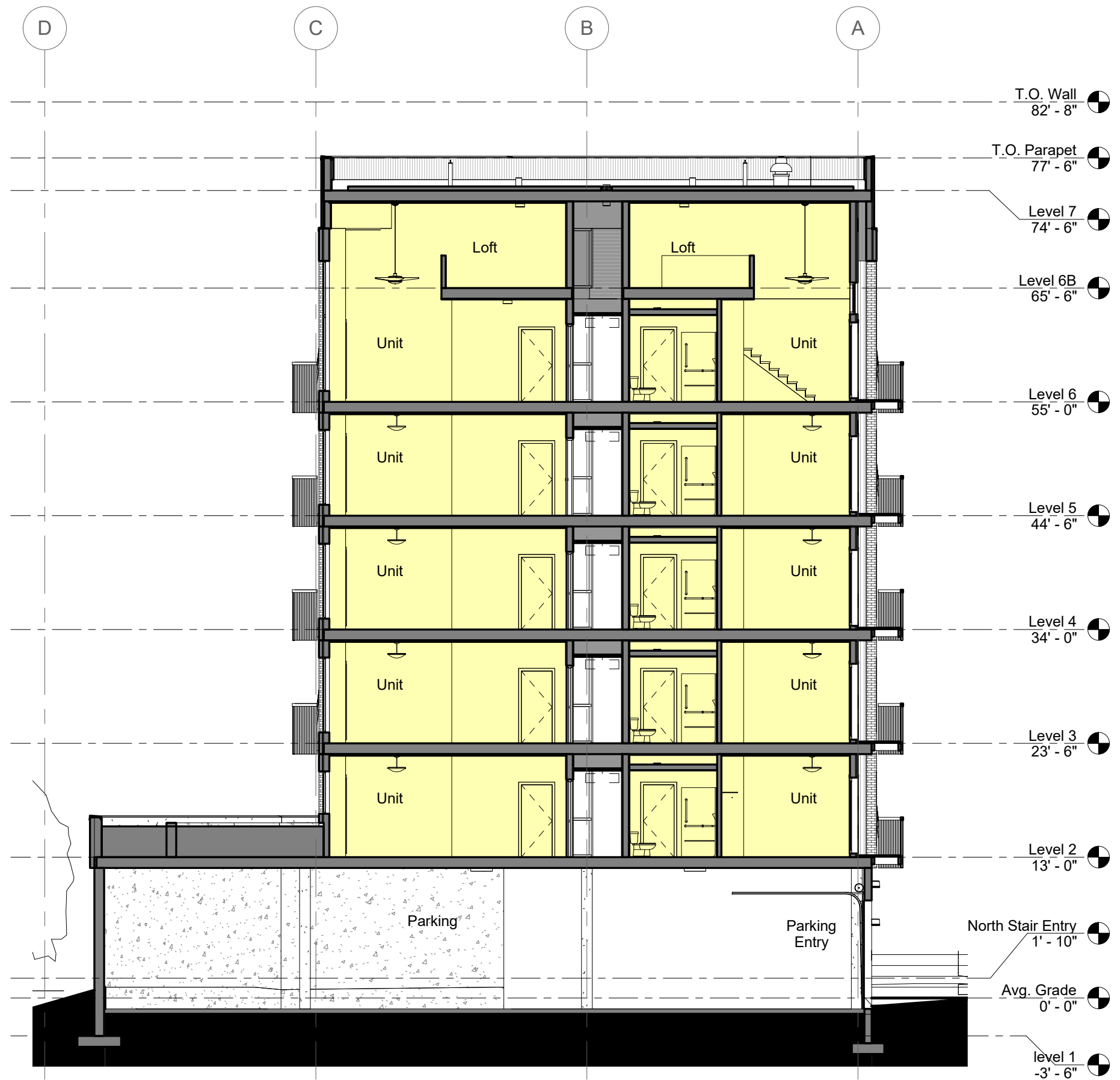
CC Building Section
3/32" = 1'-0"



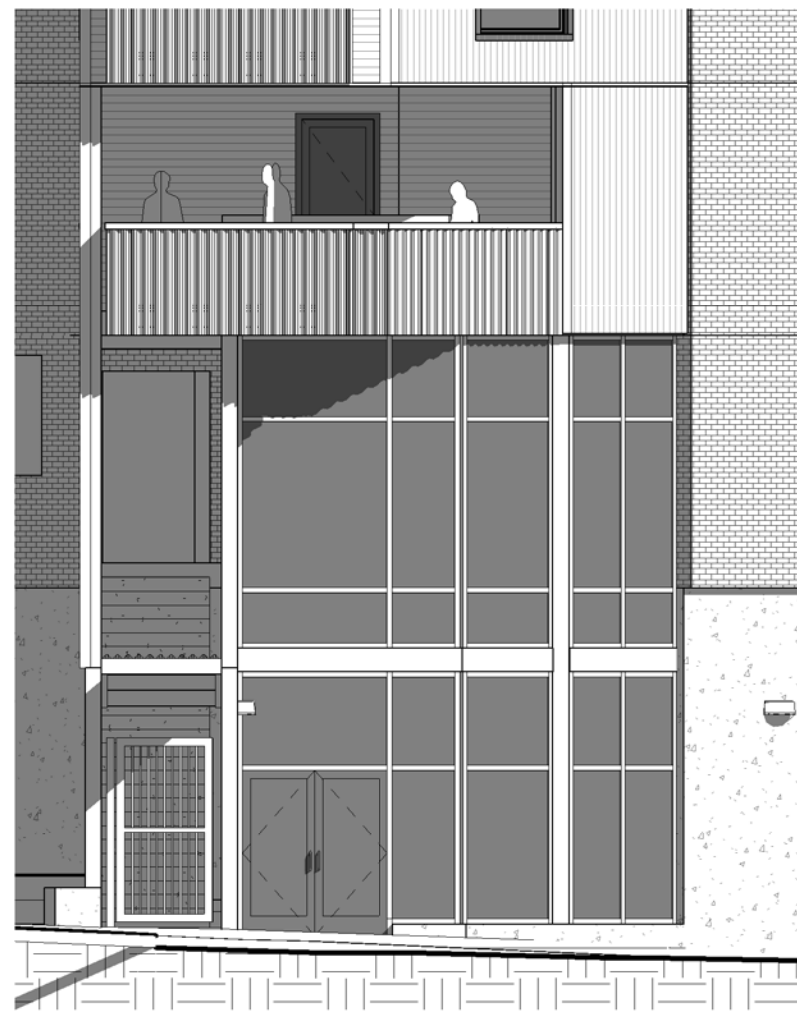
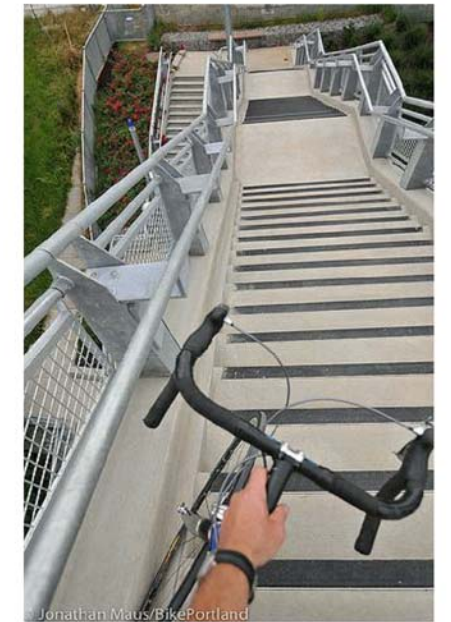
AA Building Section
 3/32" = 1'-0"



EE Building Section
3/32" = 1'-0"



DD Building Section
3/32" = 1'-0"



② Bike Stair Entry
1/8" = 1'-0"

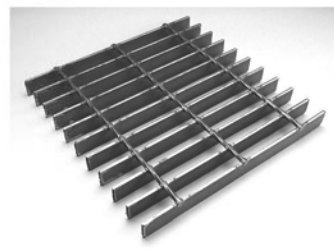
① Building Section
3/32" = 1'-0"



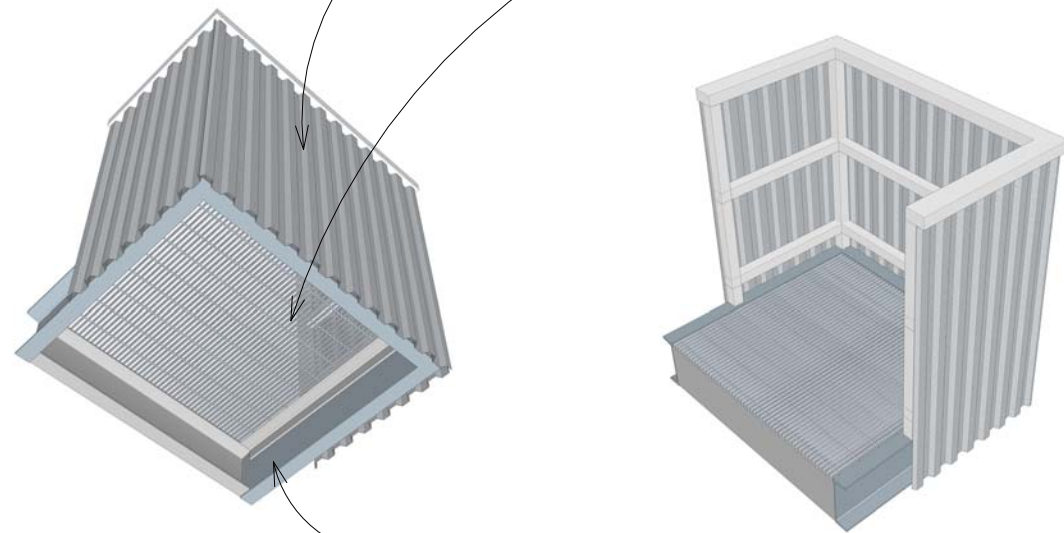
BALCONY CONCEPT IMAGE



PERF. METAL

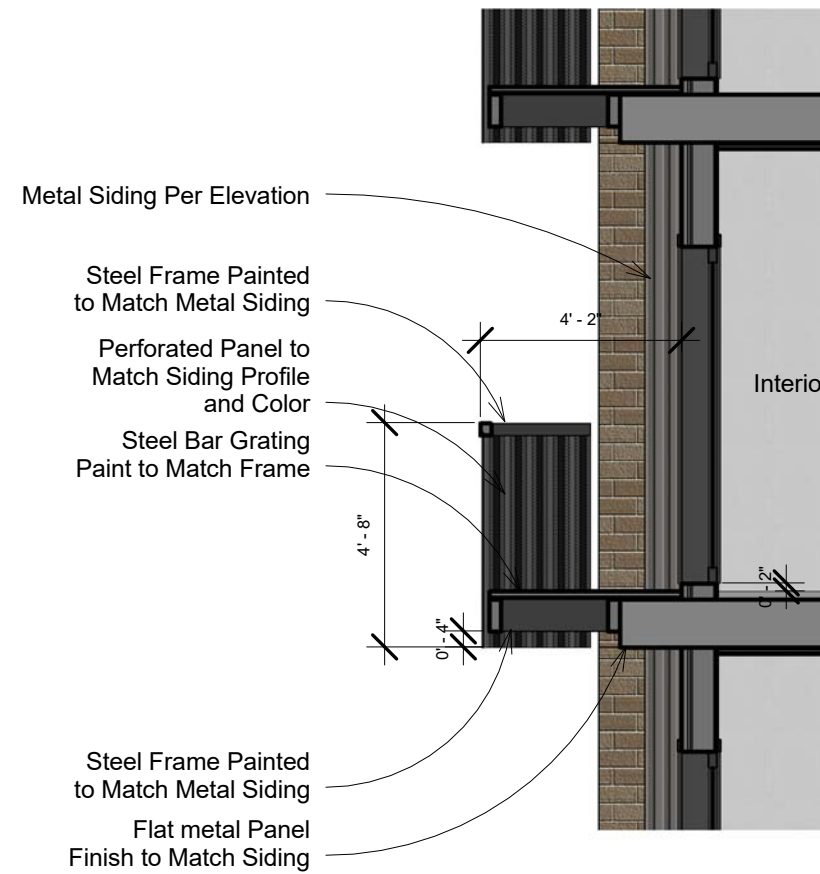


BAR GRATING



BALCONY MODEL VIEWS

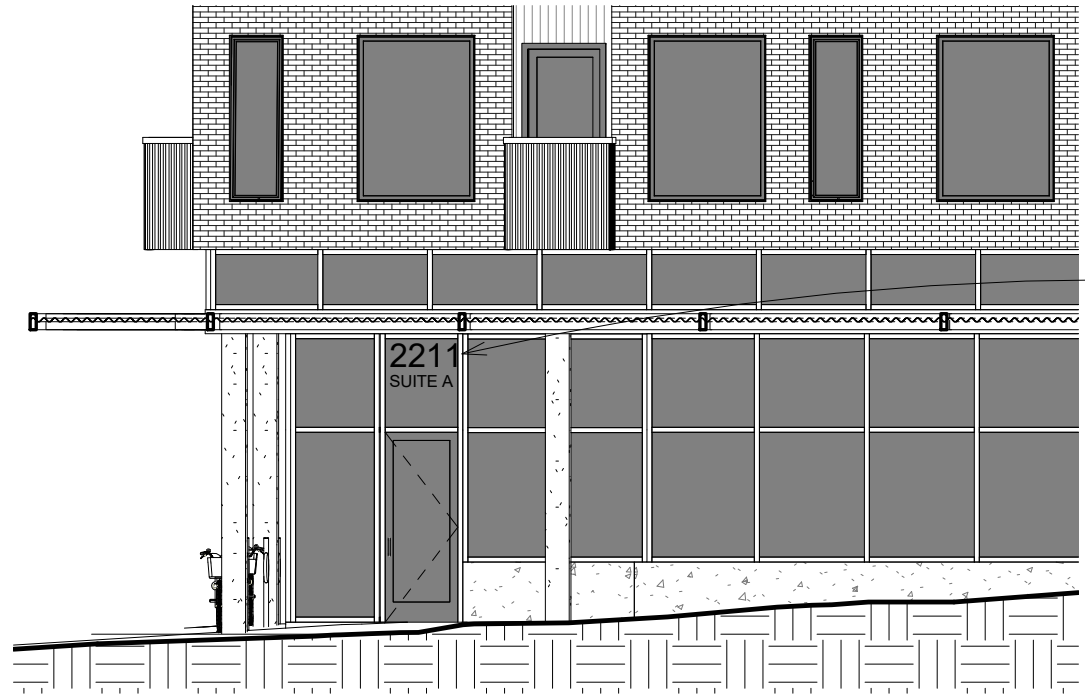
STEEL FINISH TO MATCH CANOPY



① Building Section
1/4" = 1'-0"



EXAMPLE BALCONY MATERIALS WITH PAINTED METAL FRAME



White Vinyl Letters 1'-0"
Applied to Window

① Commercial Signage
1/8" = 1'-0"



White Vinyl Letters 1'-0"
Applied to Window

② Residential Signage
1/8" = 1'-0"



OBSCURED GLAZING

ALUMINUM FRAME AND COLOR TO MATCH ADJACENT STOREFRONT

(2) ROWS SOLID PANEL - COLOR MATCH FRAME

GARAGE DOOR CONCEPT IMAGE



ALUMINUM DOOR SYSTEMS MODELS 521

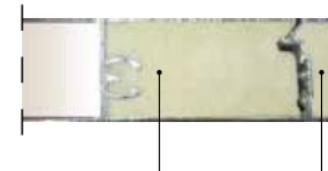


Standard features at a glance

Section thickness	1 3/4" (45 mm)
Maximum standard width	26'2" (7976 mm)
Maximum standard height	20'1" (6121 mm)
Material	Extruded 6061-T6 aluminum
Standard finish	204R-1 clear anodized (painted white at no charge)
Center stile width	2 11/16" (68 mm)
End stile width	3 5/16" (85 mm)
Top rail width	2 3/8" (60 mm) or 3 3/4" (95 mm)
Top intermediate rail width	2 1/8" (54 mm)
Bottom intermediate rail width	1 19/32" (40 mm)
Bottom rail width	3 3/4" (95 mm) or 4 1/2" (114 mm)
Weatherseals	Bottom, flexible PVC
Standard springs	10,000 cycle
Track	2" (51 mm)
Mounting	Angle
Operation	Manual pull rope
Hinges and fixtures	Galvanized steel
Lock	Galvanized, interior-mounted single unit
Color palette	197 powder coat finishes

Optional polyurethane insulation for stiles and rails up to 24' wide

1/2" insulated glazing unit	Door R-value (K m ² /W)
DSB- clear, tempered, obscure	2.87
Clear polycarbonate	2.93
DSB - Solar Bronze	3.17
DSB - Low E coating	3.43
SolarBan 70XL argon filled	4.09
Multi-wall polycarbonate	Door R-value (K m ² /W)
1/4" tick unit	2.75
3/8" tick unit	3.21
5/8" tick unit	3.48
Insulated panels	Door R-value (K m ² /W)
3/8" EPS solid panels	2.60



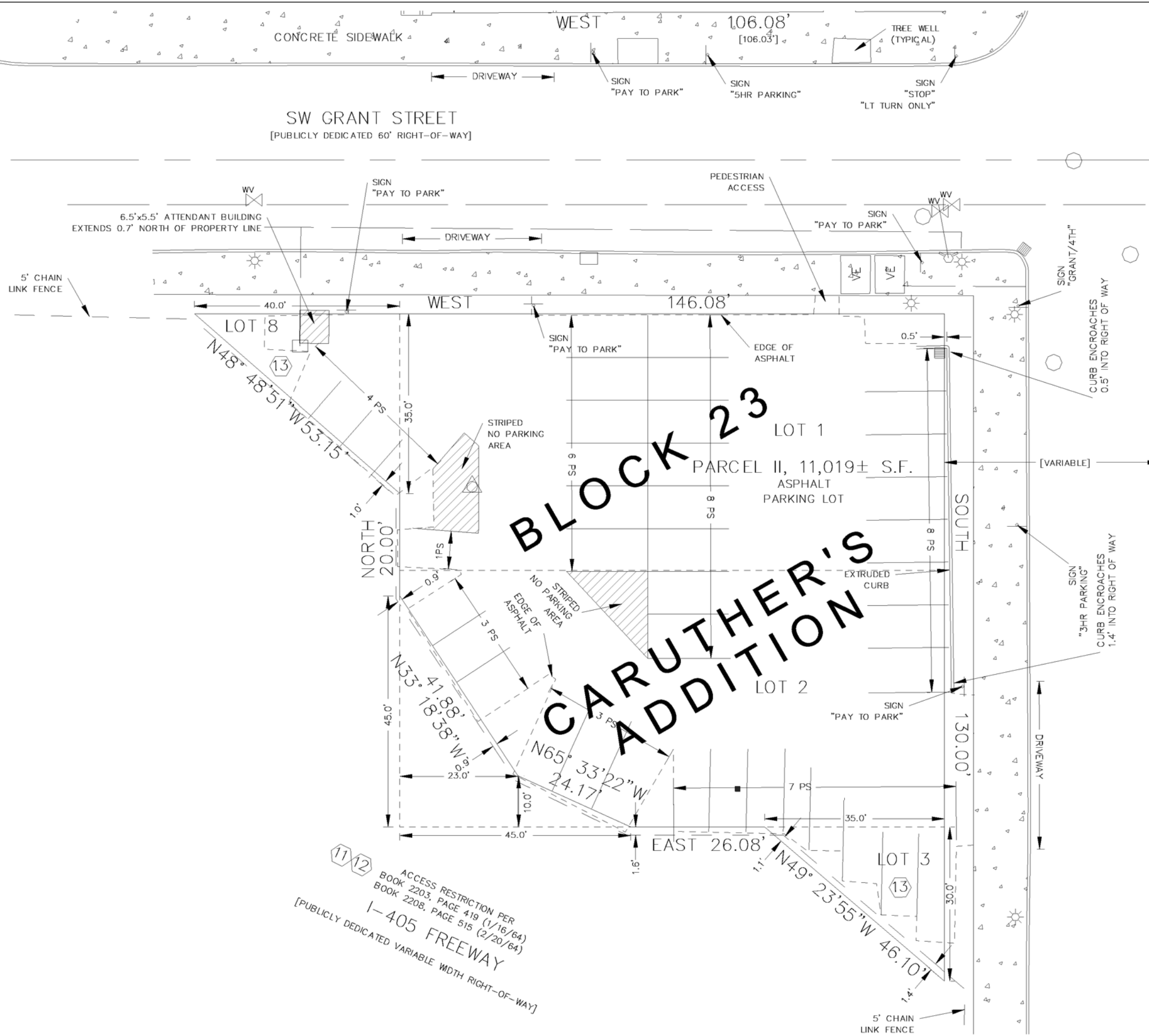
Polyurethane filled rails and stiles

*R-value: Overhead Door Corporation uses a calculated door section R-value for our insulated doors.

MODIFICATION REQUEST -Granted
Requested Departure for 20' Setback of Garage Door - Granted by PBOT.

Appendix





Property Description

parcel II:
 Lots 1 and 2, block 23, Caruthers addition to Caruthers addition to the city of Portland, in the city of Portland, county of Multnomah and state of Oregon; excepting the following described portion of lot 2: beginning at the southwest corner of said lot 2; thence easterly along the southerly line of said lot 2, a distance of 45 feet; thence northwesterly in a straight line to a point 10 feet northerly of (when measured at right angles to) the southerly line of said lot 2, and 23 feet easterly of (when measured at right angles to) the westerly line of said lot 2 at a point 45 feet northerly of the place of beginning; thence southerly along said westerly line to the place of beginning.

Also a parcel of land lying in lot 3, block 23, Caruthers addition to Caruthers addition to the city of Portland, in the city of Portland, county of Multnomah and state of Oregon, the said parcel being described as follows: beginning at the northeast corner of said lot 3; thence westerly along the northerly line of said lot 3, a distance of 35 feet; thence southeasterly in a straight line to the easterly line of said lot 3 at a point 30 feet southerly of said northeast corner; thence northerly along said easterly line, 30 feet to the place of beginning.

Also a parcel of land lying in lot 8, block 23, Caruthers addition to Caruthers addition to the city of Portland, in the city of Portland, county of Multnomah and state of Oregon, the said parcel being described as follows: beginning at the northeast corner of said lot 8; thence westerly along the northerly line of said lot 8, a distance of 40 feet; thence southeasterly in a straight line to the easterly line of said lot 8 at a point 35 feet southerly of said northeast corner; thence northerly along said easterly line 35 feet to the point of beginning.

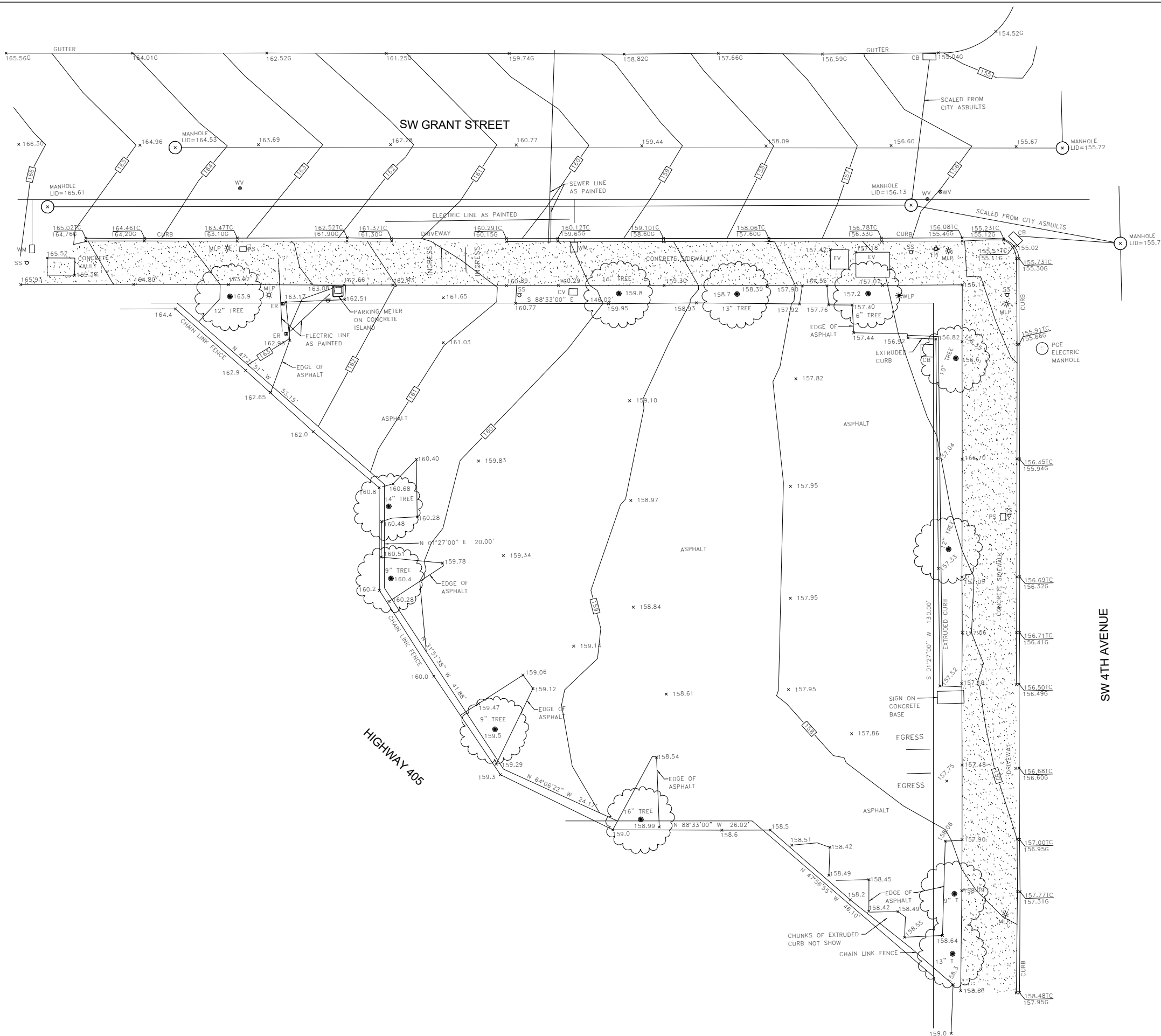
Easements - Encumbrances

Please refer to the amended preliminary title report for all items concerning agreements, liens, waivers, assessments, leases, taxes and other matters of record which do not reflect any survey matters and are not listed below. the following items were listed in the commitment noted in my note no.1 and are listed below with my comments.

11 Limited access provisions contained in deed to the state of Oregon, by and through its state highway commission, which provides that no right or easement of right of access to, from or across the state highway other than expressly therein provided for shall attach to the abutting property. recorded january 16, 1964, in book 2203, page 419. restricts access along freeway frontage.

12 Limited access provisions contained in deed to the state of Oregon, by and through its state highway commission, which provides that no right or easement of right of access to, from or across the state highway other than expressly therein provided for shall attach to the abutting property. recorded february 20, 1964, in book 2208, page 515. restricts access along freeway frontage.

13 Covenants, conditions and restrictions imposed by instrument, including the terms and provisions thereof, recorded February 20, 1964, in book 2208, page 515. deed prohibits placement of advertising sign within view of the freeway. applies to those portions of parcel ii lying in lots 3 and 8, block 23, Caruthers addition to Caruthers addition to the city of Portland.



SITE/PROJECT INFORMATION

Site Description:

The proposed 2211 4th project is located on a triangular site at the corner of SW 4th Street and SW Grant Avenue, adjacent to I-405. Currently the site is used as a "pay to park" uncovered surface parking lot, with no existing built structures. The existing parking area covers the majority of the site and consists of 40 parking spaces with 2 curb cut access drive isles, one from Grant street and the other from 4th. The site is located within the downtown Portland neighborhood and borders the Portland State University campus and is at the gateway to the South Portland neighborhood area.

Tax Account Number: **R128694**

State ID: **1S1E04DD 01100**

Total Site Area: 11,019sf

Zoning: Central Commercial (CXd)
Design Overlay

Plan District: Education Urban Renewal District
CC - Central City
University District Plan

Proposed Building GSF:	Level 1	10,050
	Level 2	8,906
	Level 3-6	8,691
	Level 6B	2,856
	Level 7	210
	Total SF	56,786

F.A.R. 6:1 or 9:1 w/ Residential bonus
11,019 X 9 = 99,153SF Max Allowable SF
Proposed FAR 5.1

Height: 125' / 200' w/ bonuses Allowable per zoning code
85' Allowable by Building Code for Project Type.
+/- 84'-8" Proposed top of roof stair tower above avg. grade.
+/- 77'-6" Proposed top of parapet wall above avg. grade.
+/-81'-6" Highest point above finished grade.

Grade Level Glazing: Required 50% of facade length 25% of area
Refer to Calculated Area Pg 01d

Bicycle: Required Short term: (5.4)6 spaces req. @ 1/20 per unit
6 Spaces Proposed along 4th Ave
Note: Short term to be located within furnishing zone.
Required Long term: 162 spaces req. @ 1.5 per unit
162 spaces provided

Parking: 25 Commercial pay per use

Construction Type: Proposed 5 levels of type III-A over 1 level of type I-A

of Units: **108 Residential Units (Average unit size 250sf (preliminary))**
(1) 845sf Commercial Unit

	Level 2	17 Units
	Level 3	22 Units
	Level 4	23 Units
	Level 5	23 Units
	Level 6	23 Units

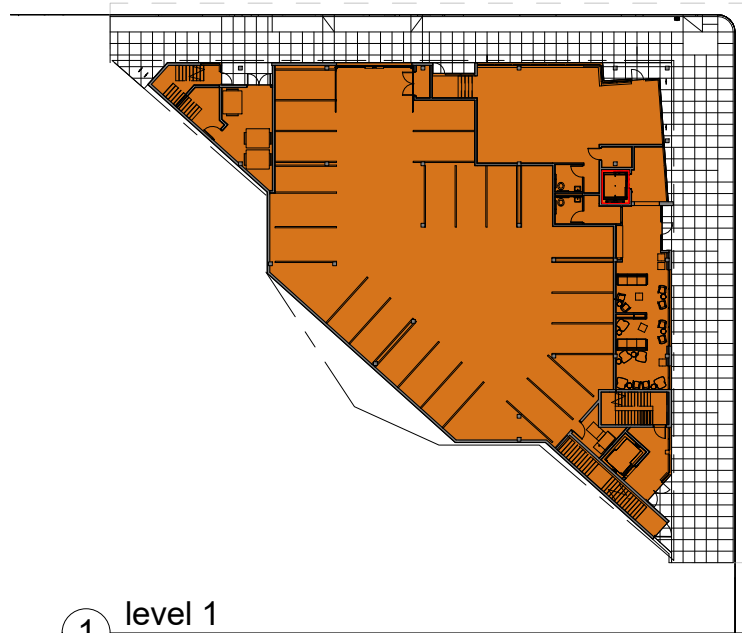
Project Information

Project: 2211 SW 4th Apartments
2211 SW 4th, Portland, Oregon 97201

Developer/Owner: KOZ Development
1208 Tenth Street
Suite 201
Snohomish, WA 98290

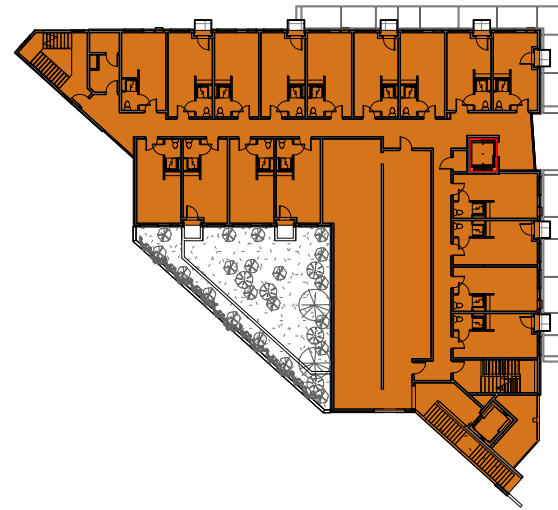
Previous Reviews: Preapplication Conf. #EA 15--114048 March 12, 2015
Land Use DAR #15-153663DA June 18, 2015

Project Description: 108 Unit "micro unit" residential apartment building over surface level parking and (2) commercial 855sf units.



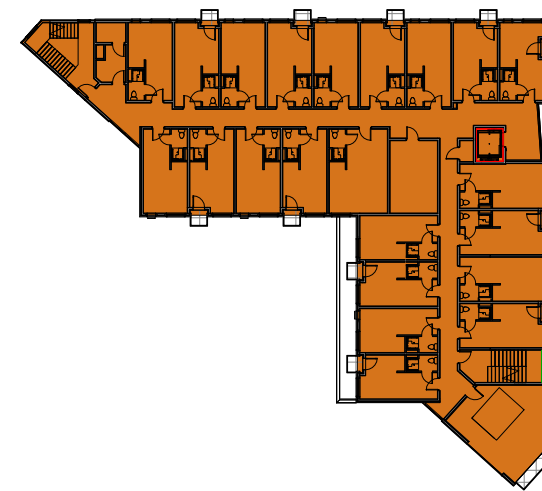
① level 1
1" = 50'-0"

LEVEL 1 AREA = 10,050



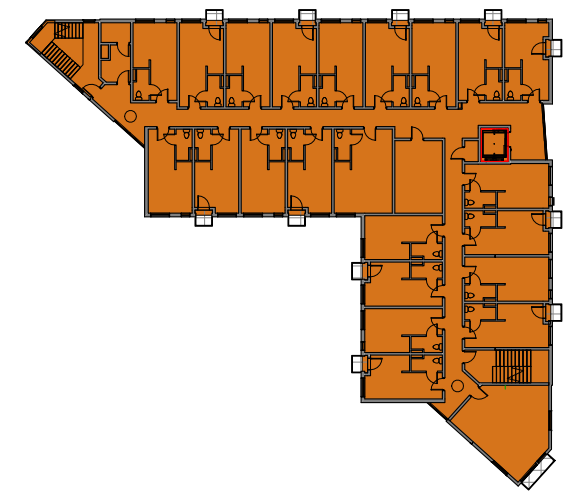
② Level 2
1" = 50'-0"

LEVEL 2 AREA = 8,906



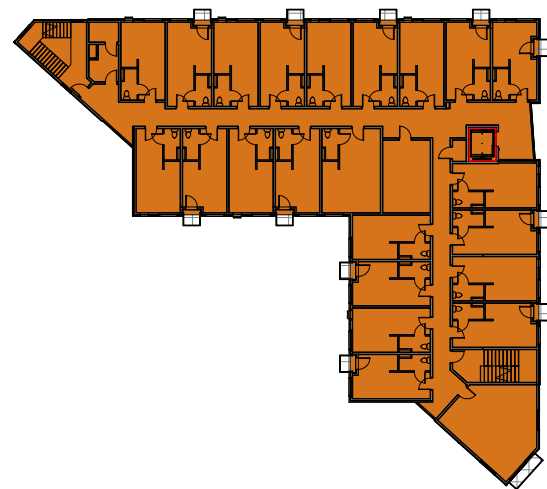
③ Level 3
1" = 50'-0"

LEVEL 3 AREA = 8,691



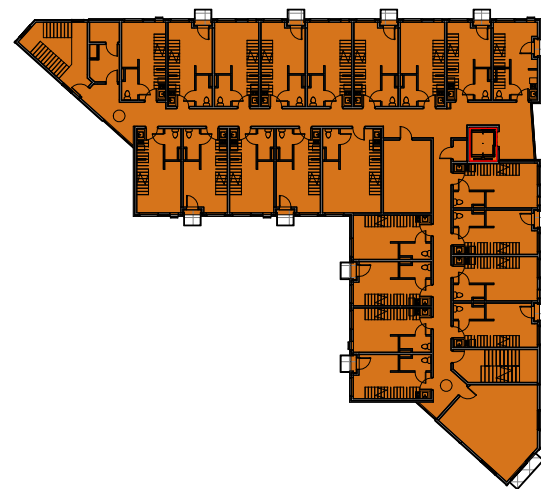
④ Level 4
1" = 50'-0"

LEVEL 4 AREA = 8,691



⑤ Level 5
1" = 50'-0"

LEVEL 5 AREA = 8,691



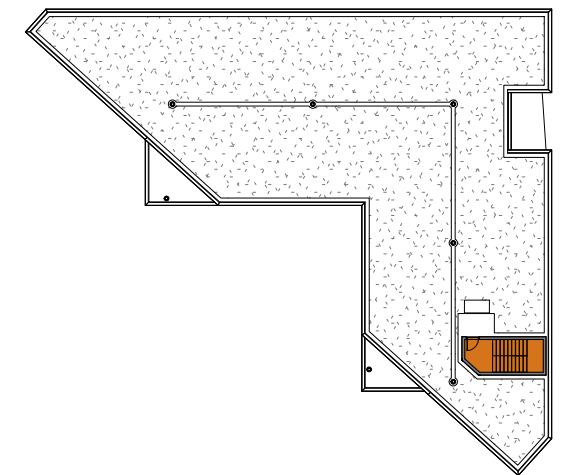
⑥ Level 6
1" = 50'-0"

LEVEL 6 AREA = 8,691



⑦ Level 6B
1" = 50'-0"

LEVEL 6 AREA = 2,856

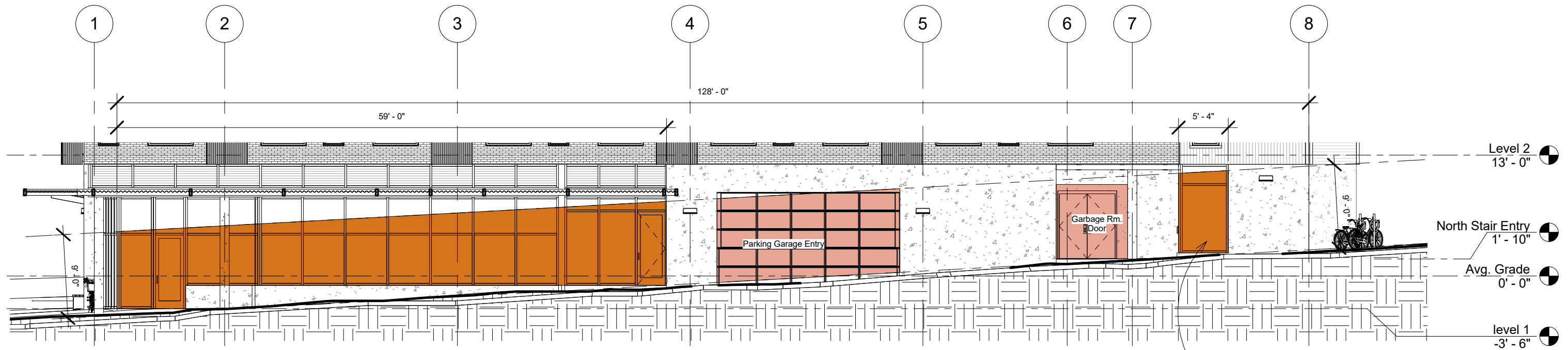


⑧ Level 7
1" = 50'-0"

LEVEL 6 AREA = 210

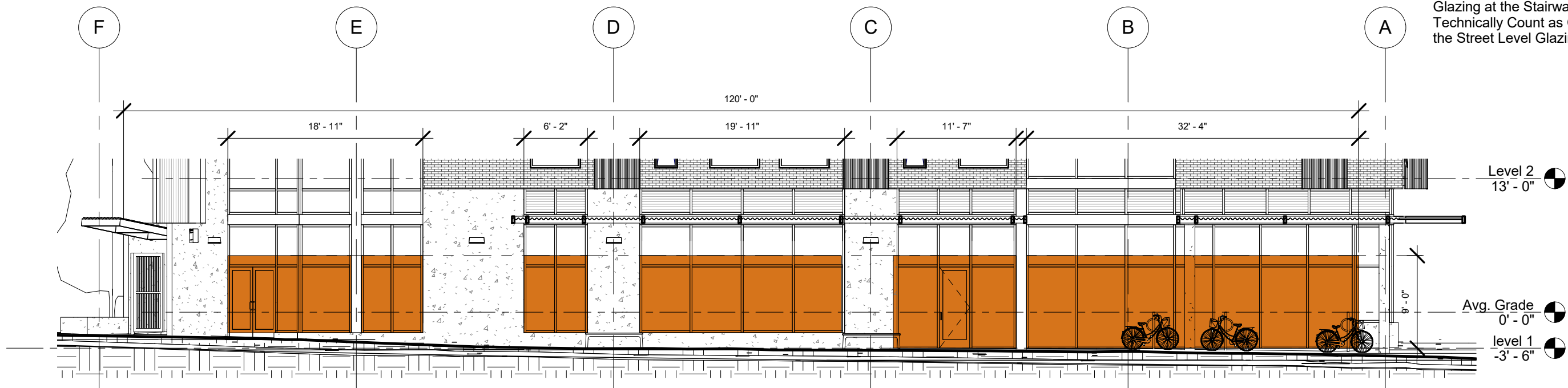
Proposed Building GSF:	Level 1	10,050
	Level 2	8,906
	Level 3-6	8,691
	Level 6B	2,856
	Level 7	210
	Total SF	56,786

F.A.R. 6:1 or 9:1 w/ Residential bonus
11,019 X 9 = 99,153SF Max Allowable SF
Proposed FAR 5.1



1 SW Grant Street Elevation
3/32" = 1'-0"

Note: Although Glazing is provided to Avoid a "Blank Facade", Window Glazing at the Stairway does not Technically Count as Contributing to the Street Level Glazing Requirement.



2 SW 4th Street Elevation
3/32" = 1'-0"

4th STREET LEVEL

- 1.) TOTAL AREA 9'x120' = 1,080SF(.25) = 270SF REQ. (25%)
- 2.) TOTAL LINEAR FOOT = 120'/2 = 60'-0"LF REQ. (50% OF WALL)

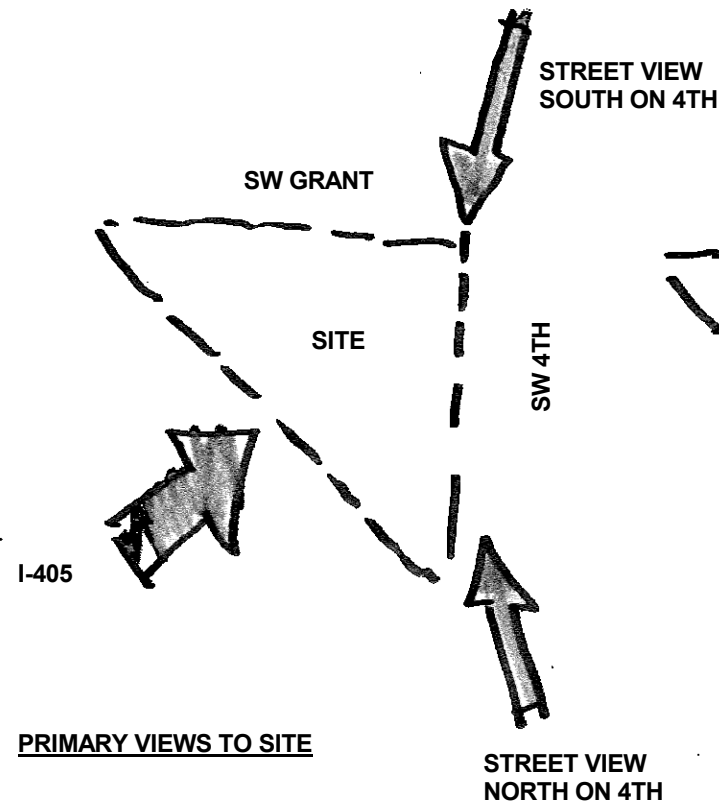
- 1.) TOTAL AREA OF GLAZING PROVIDED = 726.68SF
- 2.) TOTAL LENGTH OF GLAZING PROVIDED = 88'-11"LF

GRANT STREET LEVEL

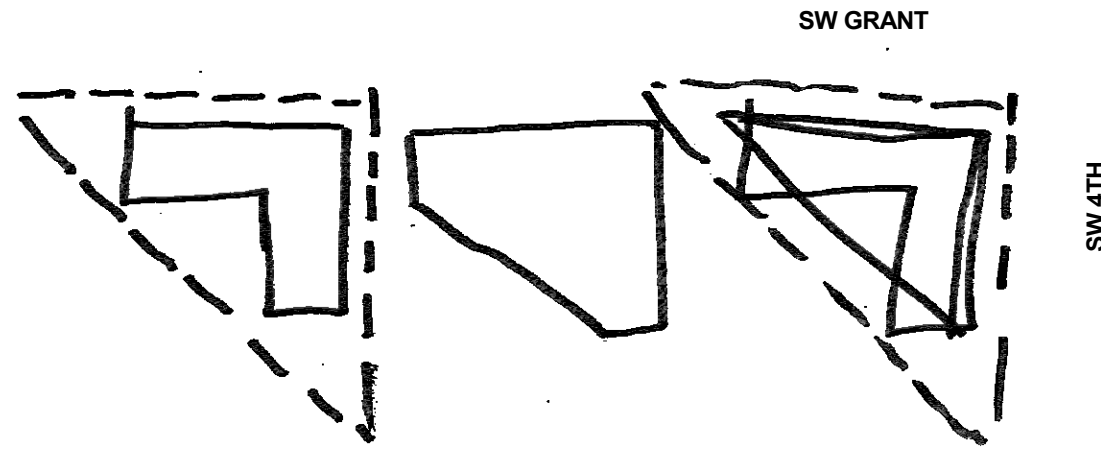
- 1.) TOTAL AREA 9'x128' = 1,152SF(.25) = 288SF REQ. (25%)
- 2.) TOTAL LINEAR FOOT = 128'/2 = 64LF REQ. (50% OF WALL)

- 1.) TOTAL AREA OF GLAZING PROVIDED = 502SF
- 2.) TOTAL LENGTH OF GLAZING PROVIDED = 64'-4LF

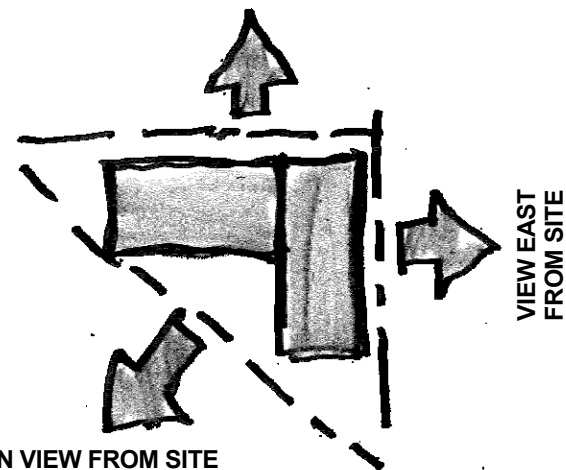
MODIFICATION REQUEST
59' Proposed Vs. 64' Required Length of Ground Level Windows along Grant Street Facade.



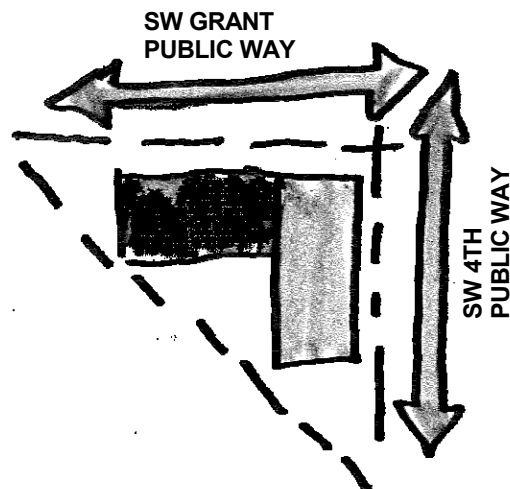
SITE BUILDING ORIENTATION



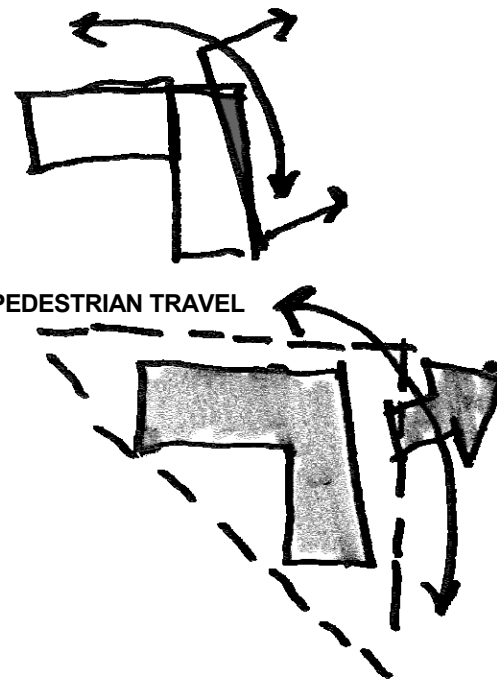
PARTIAL VIEW NORTH FROM SITE



OPEN VIEW FROM SITE SOUTH OVER I-405



PEDESTRIAN TRAVEL



ORIENTATION TO RIVER

DESIGN PARTI SUMMARY

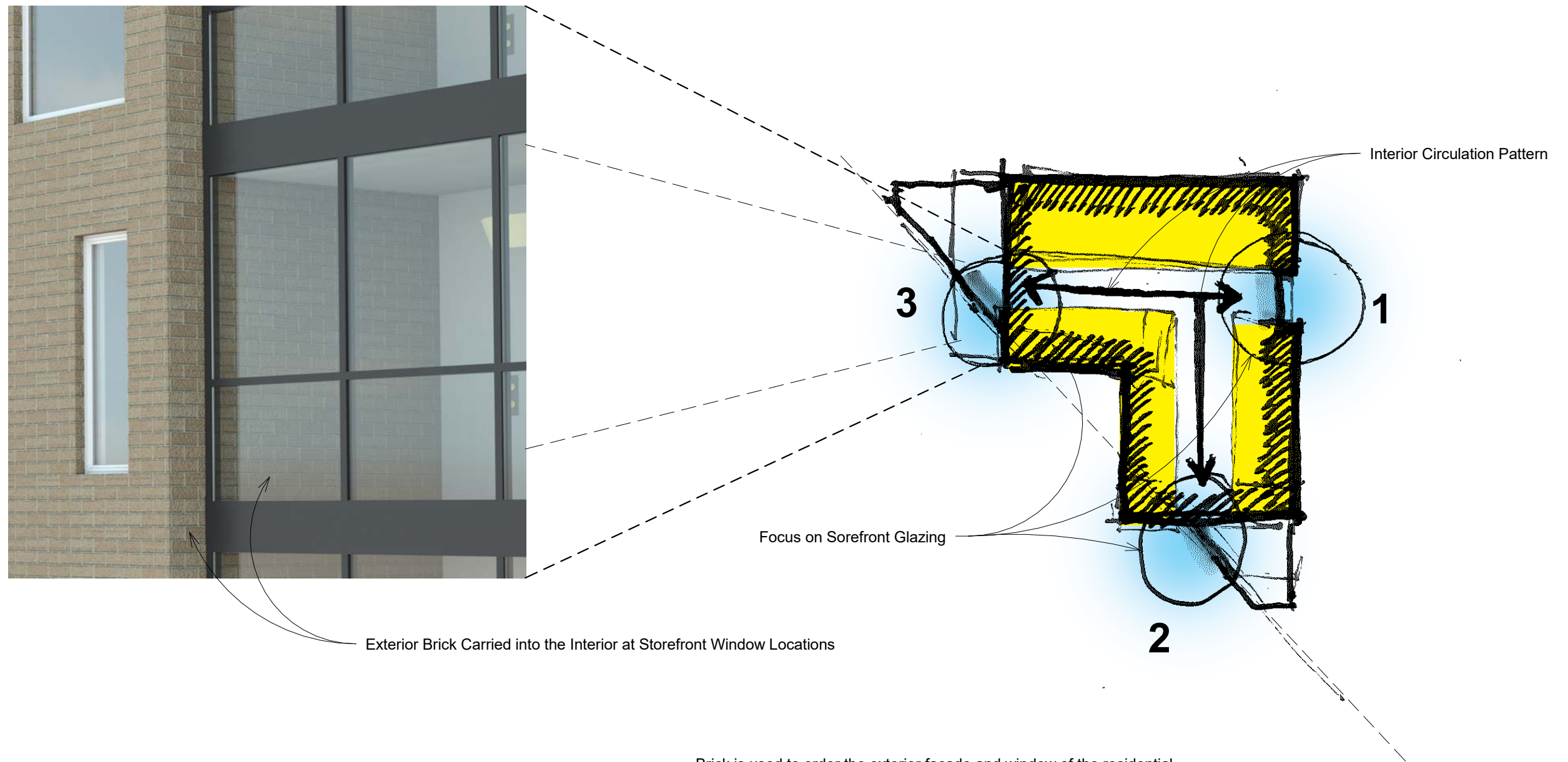
Basic site analysis and site conditions which held influence over the mass, scale, form and function of the building include the geometry of the site, views from the site, views into the site, and public ways adjacent to the site. Other nonphysical influences such as parking demands, market demand drivers, which include Portland's need for affordable housing also influenced the overall shape, size and program of the project.

The **geometry** of the site as a triangle, strongly guided the overall shape of the structure and can be seen as a clear influence and guiding concept in the final proposal which seeks to emphasize and embrace the triangle shape of the site while maximizing the efficiency of the site. **Views from** the site helped determine where to capitalize and focus unit window locations. The angle of the eastern façade, although lacking a direct view to the river, is angled to acknowledge the river orientation and to create interest and definition on the corner of 4th and Grant. In addition, this angled glass façade adjacent the elevator orients the residents view to the Halprin Open Space Sequence and the Pedestrian Trail. **Views into** the site were considered while shaping the identity of the building and helped influence the massing concept. The southwest façade (I-405 side) uses gestalt to emphasize the relationship of the triangle through the carved out box shape which defines the ordered unit layout. The "carved out" square reduces the building mass and provides a greenspace on the second level. Changes in materials support the gestalt design concept and strengthen the form and massing. The Southeast corner of the building was eroded to engage pedestrians as they drive and walk across the 4th street overpass. The South corner on 4th has been emphasized with a "jewel box" entry and a third floor exterior covered balcony with a built in table that encourages outdoor gatherings. In addition, resident rooms with balconies create interest and connectivity to the businesses and Under Armor campus across Interstate 405. The Northwest corner of the building is activated by a dramatic stairwell with floor to ceiling windows, bright colored lights, and an acute point of the triangle making the stair stand out and provide interest. **Public ways**, and pedestrian travel were studied for points of building arrival, access, window placement, and massing orientation. The angle in the eastern façade, while acknowledging the river, also erodes the corner of the structure allowing for a more calming and engaging pedestrian experience, and highlights the primary building function for the residential entry at the corner. The Southeast corner of the building engages with the pedestrian starting with a two-story glass façade that looks into a recreation room. Continuing along 4th, the pedestrian experience continues with tall tables along the glass façade where residents can study, socialize, work, etc. while other residents are engaging in various social activities. The Northwest corner will engage the pedestrian immediately as they are traveling along Grant Street toward 4th Avenue, with colorful street art, lit up in the stair well. As you are nearing the corner of 4th, a commercial space has been designed that allows for an interesting future retail alternative.

The site is currently an unimproved surface **parking** lot with 40 parking spots. The current 40 parking spots are in high demand with current data indicating an 80% usage rate. As proposed, those 40 spots will be reduced to 25 spaces which are creatively hidden behind the façade along 4th & Grant. Given the 108 resident units included in our proposed building, the 30,000 rentable space located in the Chase building directly to the North and the proximity to PSU's campus, the 24 parking spaces are critical to the parking demand in this area.

Given the sites **location** within the University District, its proximity to Portland State University, OHSU, and Downtown, our target residents include OHSU and PSU staff and faculty, students and medical residents, employees of nearby businesses, including Under Armor, CH2M Hill, etc. PSU alone has approximately 30,000 students as well as 6,900 employees; while OHSU has 4,500 students and 2,800 faculty. Under Armor's 70,000 square foot campus one block to the south will house over 200 employees starting in 2016 further increasing the demand. Downtown studio units to serve this strong demand pool are non-existent (1,026 in the fall of 2015) driving up rents and forcing these individuals to live out of the downtown area and commute.

Due to the high demand and the limited supply **affordability** in the Downtown core has become an issues with average Downtown studio rents at \$969, excluding utilities, in the fall of 2015. Class A studio (average 545 square feet) rents were higher averaging \$1,500 excluding utilities and \$1,619 including utilities. Kōz is currently estimating rents in its market rate studio units at \$1050 - \$1,100, including utilities and all furnishings and our 1-bedroom loft units at \$1,300 - \$1,350. In addition, Kōz has applied for the Portland Housing Bureau's MULTE program. We have attended a pre-application meeting and it approved will provide 22 affordable units at 60% AMI in the heart of Downtown Portland (\$772, including utilities and furnishings, for the studios and \$827 for the 1-bedroom lofts).



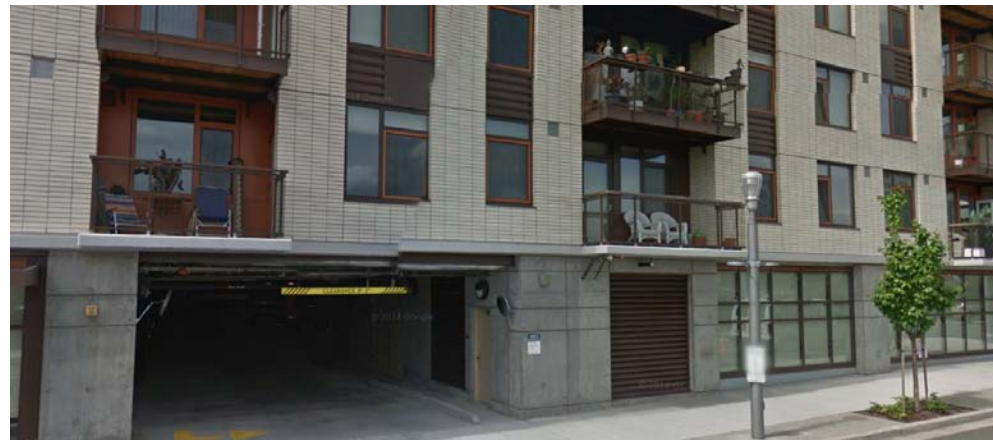
Brick is used to order the exterior façade and window of the residential units. At key points along the internal circulation path floor to ceiling storefront is used to lighten the transition from brick to metal. These architectural moments are further emphasized by pulling the exterior brick cladding into the interior.



EXAMPLE OF METAL MATERIALS



MASSING CONCEPT



EXAMPLE OF BRICK WITH CONCRETE BASE



EXAMPLE OF BRICK WITH CONCRETE BASE



EXAMPLE OF MASSING AND CONCRETE BASE WITH METAL SIDING

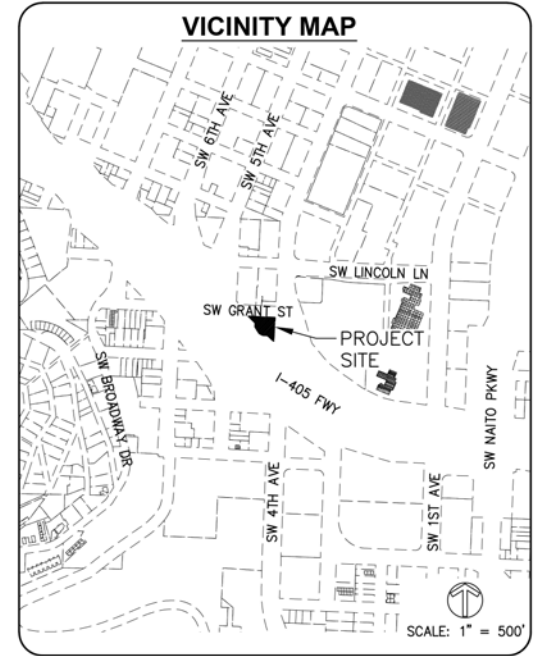
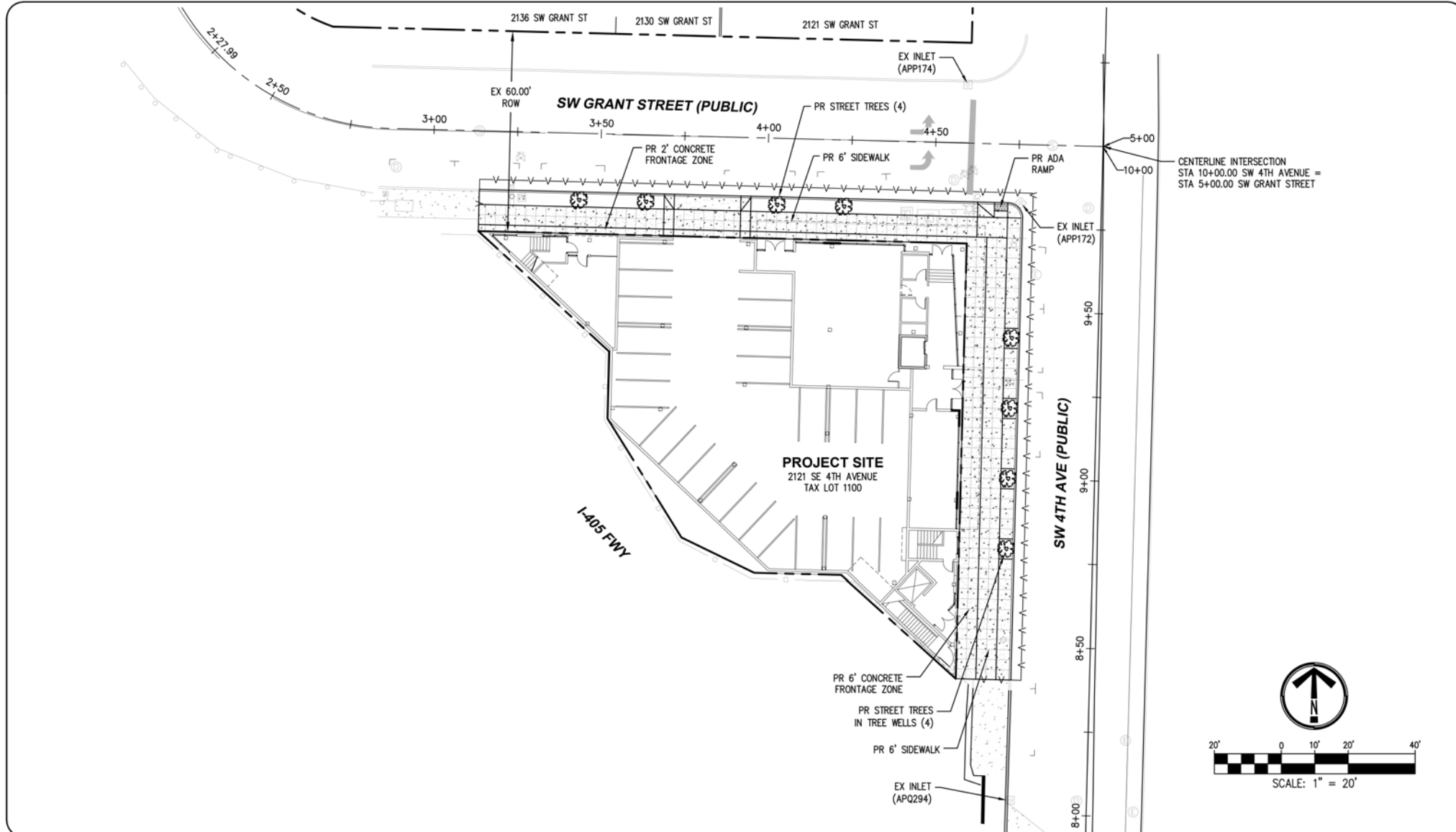


EXAMPLE OF TRANSPARENT STEEL BALCONY

PUBLIC IMPROVEMENTS

SW 4TH AVENUE AND SW GRANT STREET

LEGEND	
EXISTING	
	RIGHT OF WAY (ROW) LINE
	CENTERLINE
	LOT LINE
	SANITARY SEWER
	STORM LINE
	WATER LINE
	GAS LINE
	BURIED ELECTRIC LINE
	FENCE LINE
	CURB
	ASPHALTIC CONCRETE (AC)
	CONCRETE
	ELECTRICAL MANHOLE
	SIGN
	UTILITY/LIGHT POLE
	UTILITY POLE/GUY WIRE
	GAS VALVE
	WATER VALVE
	WATER METER
	FIRE HYDRANT
	SANITARY SEWER MANHOLE
	STORM INLET
	STORM SEWER MANHOLE
	COMMUNICATION MANHOLE
	PARKING METER
	TREE
PROPOSED	
	SAWCUT LINE
	SANITARY SEWER LATERAL
	WATER LINE
	STORM LATERAL
	STANDARD CURB
	SIDEWALK
	STREET TREE



DRAWING INDEX

- COVER SHEET
- NOTES AND TYPICAL SECTIONS
- EXISTING CONDITIONS
- SW GRANT ST PLAN AND PROFILE
- SW 4TH AVE PLAN AND PROFILE

NOTICE TO EXCAVATORS:
 ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.
 (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-232-1987).

POTENTIAL UNDERGROUND FACILITY OWNERS

Dig Safely.
 Call the Oregon One-Call Center
 DIAL 811 or 1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

NW NATURAL GAS	503-226-4211 Ext.4313
M-F 7am-6pm	503-226-4211
AFTER HOURS	503-226-4211
PGE	503-464-7777
CENTURYLINK	1-800-573-1311
CITY BUREAU OF MAINTENANCE	503-823-1700
CITY WATER	503-823-4874
VERIZON	1-800-483-1000

STORMWATER NARRATIVE

PUBLIC

STORMWATER WILL BE ROUTED THROUGH AN EXISTING INLET (APP172) ON THE SW CORNER OF SW GRANT STREET AND SW 4TH AVENUE. THE TOTAL DEVELOPED AREA IN THE RIGHT-OF-WAY (SIDEWALK, CURB, DRIVEWAY, AC) IS 4,503 SF.

PRIVATE

DUE TO LOW INFILTRATION RATES, THE ONSITE RUNOFF WILL BE TREATED AND DISCHARGE INTO THE EXISTING 12" PUBLIC STORM IN SW GRANT ST.

ENGINEER'S NOTE TO CONTRACTOR

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS.

THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

PROJECT CONTACTS

APPLICANT:
 KOZ DEVELOPMENT
 1208 TENTH STREET
 SUITE 201
 SNOHOMISH, WA 98290

CIVIL ENGINEER:
 EMERIO DESIGN, LLC
 8285 SW NIMBUS AVE, STE 180
 BEAVERTON, OR 97008
 (503) 639-9592 (F)
 CONTACT: BUCK SMITH, P.E.
 (503) 310-4661 (P)

SURVEYOR:
 CHASE JONES & ASSOCIATES INC.
 716 S.E. 11TH AVENUE
 PORTLAND, OREGON 97214
 CONTACT: ERIC D. JONES
 (503) 228-9844

ABBREVIATIONS

EX - EXISTING	RT - RIGHT	ELEV - ELEVATION
PR - PROPOSED	LT - LEFT	BOW - BACK OF WALK ELEVATION
SF - SQUARE FEET	COP - CITY OF PORTLAND	DG - DEPRESSED GUTTER ELEVATION
ROW - RIGHT OF WAY	STD - STANDARD	DN - DRAINAGE NOTCH ELEVATION
STA - STATION	DWG - DRAWING	FG - TOPSOIL FINISHED GRADE ELEVATION
CL - CENTERLINE	SS - SANITARY SEWER	G - GUTTER ELEVATION
PC - POINT OF CURVATURE	MH - MANHOLE	SW - SIDEWALK ELEVATION
PT - POINT OF TANGENCY	CO - CLEANOUT	TC - TOP OF CURB ELEVATION
PVC - POINT OF VERTICAL CURVATURE	CSP - CORRUGATED STEEL PIPE	TP - TOP OF PAVEMENT ELEVATION
PVT - POINT OF VERTICAL TANGENCY	CI - CAST IRON	TW - TOP OF WALL ELEVATION
		TD - TOP OF CHECKDAM ELEVATION

SITE INFORMATION

SITE ADDRESS:
 2211 4TH AVENUE
 PORTLAND, OREGON 97201

TAX LOT 1100, MAP 15 1E 04DD 01100
 S.E. 1/4 SECTION 4, T.1S., R.1E., W.M.,
 CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

BENCH MARK INFORMATION

THE DATUM FOR THIS SURVEY IS BASED UPON CITY OF PORTLAND BENCHMARK NO. 4106, LOCATED AT THE NE CORNER OF THE SOUTH END OF VIA DUCT OVER I-405 (S 598).

ELEVATION = 182.165, COP DATUM.

NO.	DATE	DESCRIPTION	APPD.
		REVISIONS	

CONSTRUCTED BY _____	DESIGNED BY RBS	DATE APPROVED _____
PROJECT COMPLETED _____	CAD BY RBS	DIV. ENGINEER _____
MAP CORRECTED BY _____	CHECKED BY RBS	BES REVIEWER _____
CHECKED BY _____		PBOT REVIEWER _____
	FINAL MAP DATA	



APPROVAL:

PBOT PRINCIPAL ENGINEER REG. PROF. ENGR. 51704PE

PBOT CITY ENGINEER REG. PROF. ENGR. 51538PE

PORTLAND BUREAU OF TRANSPORTATION

STEVE NOVICK COMMISSIONER

STEVE TOWNSEN, P.E. CITY ENGINEER

EMERIO Design

6107 SW MURRAY BLVD, SUITE 147
 BEAVERTON, OREGON 97008
 TEL: (503) 515-5528
 FAX: (503) 639-9592
 www.emeriodesign.com



PUBLIC IMPROVEMENTS
 SW 4TH AVENUE AND
 SW GRANT STREET
COVER SHEET

PBOT JOB NO. _____

SHEET NO. _____

1 of 5

GENERAL NOTES

1. ERRORS AND OMISSIONS ARE THE RESPONSIBILITY OF THE 'ENGINEER OF RECORD'. IF ERRORS OR OMISSIONS ARE FOUND AFTER THE PERMIT HAS BEEN ISSUED, THE PERMITEE OR ITS CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD (BUCK SMITH OF EMERIO DESIGN, 503-310-4661) TO HAVE THE CORRECTIONS MADE. ALL CHANGES WILL REQUIRE THE APPROVAL OF THE CITY ENGINEER PRIOR TO THE WORK BEGINNING.
2. THE CONTRACTOR SHALL HAVE AT ALL TIMES ON-SITE, THE APPROVED CONSTRUCTION DRAWINGS & SPECIAL SPECIFICATIONS, CITY OF PORTLAND STANDARD SPECIFICATIONS & STANDARD DRAWINGS, AND ALL OTHER APPLICABLE SPECIFICATIONS BOOKS AND MANUALS. ELECTRONIC EQUIVALENT ARE ACCEPTABLE.
3. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE DRAWINGS AND THE APPLICABLE REQUIREMENTS OF THE 2010 EDITION OF THE CITY OF PORTLAND STANDARD CONSTRUCTION SPECIFICATIONS AND ALL REVISIONS AND SPECIAL SPECIFICATIONS.
4. A PRECONSTRUCTION CONFERENCE WITH CITY STAFF AND AN APPROVED TEMPORARY TRAFFIC CONTROL PLAN (ISSUED IN CONJUNCTION WITH A STREET/SIDEWALK CLOSURE PERMIT) ARE REQUIRED BEFORE COMMENCING WORK. SEE PERMIT FOR SCHEDULING A PRECONSTRUCTION CONFERENCE AND ACQUISITION OF THE TTCP.
5. ELEVATIONS ARE BASED ON CITY OF PORTLAND DATUM FROM BENCH MARK NO. 4106, ELEVATION = 182.165, LOCATED AT THE NE CORNER OF THE SOUTH END OF VA DUCT OVER I-405 (S 598).
6. ATTENTION EXCAVATORS: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THESE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING [503.232.1987]. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CALL CENTER. YOU MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL [811 OR 1-800-332-2344].

ENCROACHMENTS

7. STREET FURNISHINGS ARE SHOWN FOR REFERENCE ONLY. THE INSTALLATION OF ALL STREET FURNITURE INCLUDING BUT NOT LIMITED TO BENCHES, NON CITY INSTALLED BIKE RACKS, GARBAGE CANS, ELECTRICAL SYSTEMS (CONDUIT, CONDUCTORS, OUTLETS), AND PUBLIC ART, ARE NOT AUTHORIZED UNDER THIS PERMIT. A SEPARATE REVOCABLE PERMIT IS REQUIRED.

UNANTICIPATED CONTAMINATED MATERIAL

8. REMOVE AND DISPOSE (AT A PROPER LOCATION OR LANDFILL) ALL MATERIALS EXCAVATED FROM WORK IN THE RIGHT-OF-WAY. FOR DISPOSAL ON PRIVATE PROPERTY, SECURE A FILL PERMIT, PRIOR TO BEGINNING WORK FROM THE BUREAU OF DEVELOPMENT SERVICES (BDS). PROVIDE A COPY OF THE APPROVED FILL PERMIT TO THE STREET CONSTRUCTION INSPECTOR.

FOR UNANTICIPATED CONTAMINATED MEDIA ENCOUNTERED, THE PERMITEE/APPLICANT OR ITS AGENT SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH THE MANAGEMENT, AND DISPOSAL OF CONTAMINATED MEDIA ENCOUNTERED. THE PERMITEE IS ALSO RESPONSIBLE FOR ALL RESULTANT DELAYS.

THE PERMITEE OR ITS AGENT SHALL PROVIDE THE CITY (ENGINEERING AND INSPECTION) WITH COPIES OF ALL DISPOSAL PERMITS FROM THE PERMITTED DISPOSAL FACILITY, ANALYTICAL RESULTS USED TO GAIN ACCEPTANCE OF THE CONTAMINATED MEDIA, AND DISPOSAL RECEIPTS/DAILY WEIGH SLIPS. DAILY WEIGH SLIP AMOUNTS SHALL BE CHECKED AGAINST INSPECTOR'S DAILY REPORTS. THE PERMITEE MUST USE AN OREGON FACILITY FOR DISPOSAL OF THE CONTAMINATED MEDIA.

UTILITES

9. UTILITIES SHOWN ON THESE PLANS ARE FOR INFORMATION AND COORDINATION PURPOSES ONLY AND ARE NOT AUTHORIZED FOR INSTALLATION UNDER THE PUBLIC STREET IMPROVEMENT PERMIT. PRIVATE AND PUBLIC UTILITIES COMPANIES ARE REQUIRED TO SECURE SEPARATE UTILITY PERMITS FROM THE PBOT FOR ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY.
10. COORDINATION OF ALL UTILITY RELOCATES, REMOVALS, OR INSTALLATION WITHIN THE LIMITS OF WORK IS THE RESPONSIBILITY OF THE PERMITEE/CONTRACTOR.
11. STORM AND SANITARY SEWERS ARE BEING CONSTRUCTED UNDER JOB # _____, AS APPROVED BY THE BUREAU OF ENVIRONMENTAL SERVICES.
12. WATER MAINS AND SERVICES ARE BEING CONSTRUCTED UNDER JOB # _____, AS APPROVED BY THE WATER BUREAU.

STREET PAVEMENT

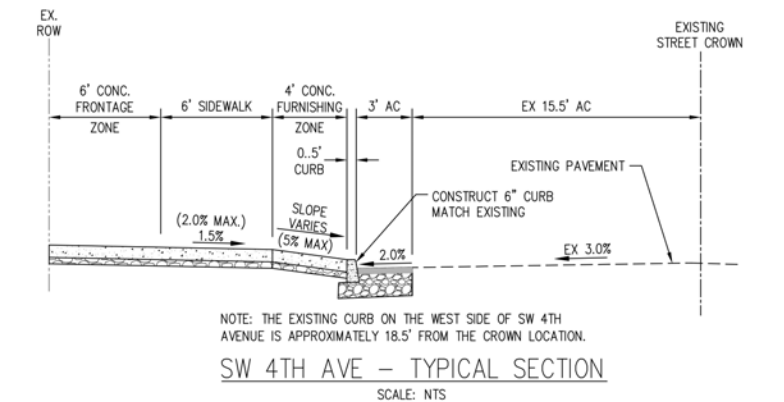
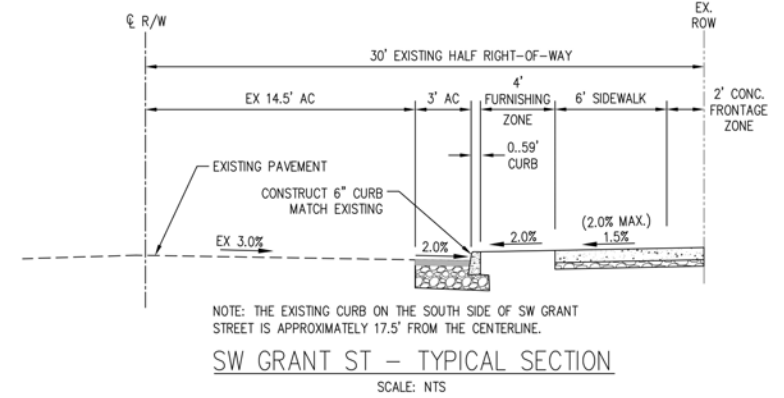
12. ALL MANHOLE LIDS AND VALVE BOXES SHALL BE ADJUSTED TO FINISHED STREET GRADE.
13. THE PBOT INSPECTOR WILL DETERMINE THE EXACT LIMITS OF SKINPATCHING - LEVEL 2 ASPHALT CONCRETE.
14. THE STREET INSPECTOR WILL MAKE THE FINAL DETERMINATION OF THE LIMITS OF PAVEMENT RESTORATION, INCLUDING SAWCUT LINES AND SKIN PATCHING, THE PERMITEE/CONTRACTOR SHALL CONSULT WITH THE STREET INSPECTOR PRIOR TO SAWCUTTING OR DEMOLISHING OF PAVEMENT.
15. SAWCUTS SHALL BE STRAIGHT MATCHLINES TO CREATE A BUTT JOINT BETWEEN THE EXISTING PAVEMENT AND NEW PAVEMENT AND ALL NEW PAVEMENT JOINTS SHALL BE SAND SEALED.
16. EXISTING PAVEMENT SECTION WIDTHS OF 2 FEET OR LESS BETWEEN PROPOSED SAWCUT AND EXISTING PAVEMENT EDGE (I.E. UTILITY TRENCH REPAIR), SHALL BE RESTORED PER STD. DWG. P-505.
17. PAVEMENT SECTION SHALL BE AS SHOWN ON THE STREET TYPICAL SECTION(S) OR MATCH EXISTING PAVEMENT IF EXISTING IS A THICKER SECTION.

CURBS, SIDEWALKS, AND DRIVEWAYS

18. UTILITY LIDS, MANHOLE COVERS, VALVE COVERS (THAT ARE NOT SHOWN ON THESE CONSTRUCTION DRAWINGS) ARE NOT ALLOWED IN THE THROUGH PEDESTRIAN ZONE. THEY MUST BE PLACED IN THE SIDEWALK FURNISHING OR BUILDING ZONE IF THE PROPER PBOT UTILITY PERMIT HAS BEEN SECURED.
19. FULL HEIGHT CURBS SHALL BE CONSTRUCTED AT ALL LOCATIONS UNLESS A NEW DRIVEWAY IS CONSTRUCTED AT THE SAME TIME AS THE CURB.
20. ALL SIDEWALK CONTRACTION JOINTS SHALL BE PER SECTION 00759.49 - 'CONTRACTION JOINTS' OF THE STANDARD CONSTRUCTION SPECIFICATION AND CITY STANDARD DWG P-551.
21. NO FUTURE DRIVEWAYS SHALL BE CONSTRUCTED UNLESS THERE IS A BUILDING PERMIT ISSUED FOR AN ON-SITE PARKING SPACE, OR OTHER APPROVAL FROM BDS.
22. CONTRACTOR MAY USE CEMENT OR ASPHALT CONCRETE FROM THE PRE-APPROVED MIX DESIGNS LIST IF AVAILABLE. IF NOT, THE CONTRACTOR WILL NEED TO SUBMIT A MIX DESIGN FOR APPROVAL.
23. USE ONLY APPROVED DETECTABLE WARNING DEVICES FROM THE CITY'S CONSTRUCTION PRODUCTS LIST (CPL).
24. ALL DRIVEWAYS ARE REQUIRED TO HAVE A MINIMUM OF 3 FEET OF HARD SURFACING BEHIND SIDEWALK (SEE STD DWG P-536)

TRAFFIC AND PARKING CONTROL

28. THE CONTRACTOR SHALL HAVE ACQUIRED AN APPROVED TEMPORARY TRAFFIC CONTROL PLAN (TTCP) PRIOR TO CLOSURE OF ANY STREET OR SIDEWALK. THE TTCP IS PART OF THE STREET/SIDEWALK CLOSURE PERMIT AND IS ACQUIRED FROM THE PERMIT CENTER LOCATED AT 1900 SW 4TH AVENUE. PROVIDE THE STREET INSPECTOR A COPY (PAPER OR ELECTRONIC) OF THE TTCP. CHANGES TO THE TTCP WILL REQUIRE A REVISION TO THE STREET/SIDEWALK CLOSURE PERMIT.
29. THE CONTRACTOR SHALL NOT REMOVE OR COVER ANY TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS, OR BARRICADES THAT ARE NOT IDENTIFIED ON THE APPROVED TEMPORARY TRAFFIC CONTROL PLAN.
30. THE CONTRACTOR SHALL MAINTAIN ALL NECESSARY TEMPORARY TRAFFIC CONTROL DEVICES (INCLUDING BUT NOT LIMITED TO THE FOLLOWING - SIGNS, PAVEMENT MARKINGS, AND BARRICADES) UNTIL THE PERMANENT TRAFFIC CONTROL DEVICES ARE INSTALLED.
31. WHEN WORK INTERFERES WITH THE OPERATION OF A TRIMET BUS OR BUS STOP, CONTACT TRIMET (RUSS BONAHAM OR KELLEY BURNES, TRI-MET OPERATIONS AT 503-962-4949) A MINIMUM OF 10 CALENDAR DAYS PRIOR TO CLOSING OR DISRUPTING TRIMET'S OPERATION.
32. THE CONTRACTOR SHALL INSTALL OR REINSTALL ALL PERMANENT TRAFFIC CONTROL SIGNING, CURB AND PAVEMENT MARKINGS, AND BARRICADES.
33. THE CONTRACTOR SHALL SUBMIT MATERIALS LIST FOR APPROVAL BY CONSTRUCTION MANAGER AND NOTIFY THE TRAFFIC ENGINEER, JENNIE TOWER AT 503-823-7738 10 CALENDAR DAYS PRIOR TO INSTALLING PERMANENT TRAFFIC CONTROL SIGNING, CURB AND PAVEMENT MARKINGS, AND BARRICADES.
34. ALL NEW SIGN MATERIALS SHALL COMPLY WITH SECTION 2910 OF THE CITY OF PORTLAND STANDARD CONSTRUCTION SPECIFICATIONS. ALL SIGNS SHALL BE TYPE III OR IV BACKGROUND SHEETING ON ALUMINUM SIGN BLANKS. SIGN TYPES FOR EACH SIGN, AS SPECIFIED IN SECTION 2910.02, ARE NOTED IN THE PLANS.
35. SIGNS AND SIGN POSTS REMOVED BY THE PERMITEE OR ITS AGENT SHALL BE DELIVERED TO THE BUREAU OF MAINTENANCE, ALBINA YARD. CONTACT JIM BUHLER AT 503-823-4056 TO ARRANGE A DELIVERY TIME. REMOVE ALL SIGNS, CONCRETE AND DEBRIS FROM THE POST PRIOR TO DELIVERY.
36. ALL CURB AND PAVEMENT MARKING MATERIALS SHALL BE ON THE CITY'S CONSTRUCTION PRODUCTS LIST (CPL) OR THE STATE'S QUALIFIED PRODUCTS LIST (QPL). ALL MATERIALS SHALL BE INSTALLED IN CONFORMANCE WITH THE MANUFACTURERS APPROVED APPLICATION PROCEDURE.
37. ALL LONGITUDINAL LINE WORK TO BE METHOD B (NON-PROFILE) EXTRUDED THERMOPLASTIC, 120 MILS THICK
38. ALL TRANSVERSE LINE WORK, LEGENDS, SYMBOLS, AND ARROWS SHALL BE TYPE 'B-HS' PERFORMED THERMOPLASTIC. BIKE LANE STENCILS, GREEN BICYCLE LANE MARKINGS, AND BIKE PATH RAILROAD MARKINGS SHALL BE 90 MILS THICK. ALL OTHER TRANSVERSE PAVEMENT MARKINGS SHALL BE 120-125 MILS THICK.
39. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY CURB OR PAVEMENT MARKINGS DAMAGED OR REMOVED DUE TO CONTRACTOR'S OPERATION.
40. IN METERED DISTRICTS, ALL PARKING CONTROL SIGNING, METERS, POSTS AND PAVEMENT STRIPING & MARKINGS WILL BE INSTALLED BY CITY FORCES. NOTIFY PARKING CONTROL: DONOVAN GRABOWSKI, PHONE NO. 503-823-0487. ALL COSTS ASSOCIATED WITH THIS WORK WILL BE CHARGED TO THE PERMIT. PARKING SIGNS OUTSIDE OF THE METERED DISTRICTS WILL BE INSTALLED BY THE CONTRACTOR. CONTACT PARKING CONTROL 10 WORKING DAYS PRIOR TO INSTALLATION TO LOCATE EXACT SIGN LOCATIONS.



TREES

43. ALL TREE REMOVAL SHALL COMPLY WITH THE FEDERAL MIGRATORY BIRD TREATY ACT. SEE THE SPECIAL PROVISIONS FOR REQUIREMENTS PRIOR TO CUTTING OF ANY TREE.
44. ALL GROUND DISTURBANCES NEAR TREES REQUIRES ROOT INSPECTION!! CONTACT URBAN FORESTRY (LUKE MILLER AT 503-823-4025) PRIOR TO ALL EXCAVATIONS ADJACENT TO TREES. CONSULTATION WITH THE URBAN FORESTER IS REQUIRED BEFORE CUTTING OF ROOTS.
45. FOR ALTERNATE TREE SPECIES OR ALTERNATE TREE PLANTING LOCATION APPROVAL (PRIOR TO PLANTING), CONTACT LUKE MILLER AT 503-823-4025.

EROSION CONTROL

47. EROSION/SEDIMENTATION CONTROL (ESC) IS REQUIRED ON THIS PROJECT. IMPLEMENTATION OF THE ESC AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE PERMITEE OR ITS AGENT UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED. THE PERMITEE OR ITS AGENT SHALL PROVIDE INLET PROTECTION TO DOWNSTREAM INLETS FROM THE SITE PER THE EROSION CONTROL MANUAL [MARCH 2008]. CATCH BASIN AND STORM DRAIN INLET PROTECTION SHALL BE INSTALLED PER DETAIL DRAWINGS 4.3-B AND 4.3-C.

NO.	DATE	DESCRIPTION	APPR.
		REVISIONS	
		FINAL MAP DATA	

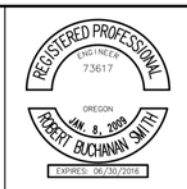


DESIGNED BY RBS	DATE APPROVED
CAD BY RBS	DIV. ENGINEER
CHECKED BY RBS	BES REVIEWER
	PBOT REVIEWER

APPROVAL:	
PBOT PRINCIPAL ENGINEER	REG. PROF. ENGR. 51704PE
PBOT CITY ENGINEER	REG. PROF. ENGR. 51538PE

PORTLAND BUREAU OF TRANSPORTATION

STEVE NOVICK COMMISSIONER
STEVE TOWNSEN, P.E. CITY ENGINEER

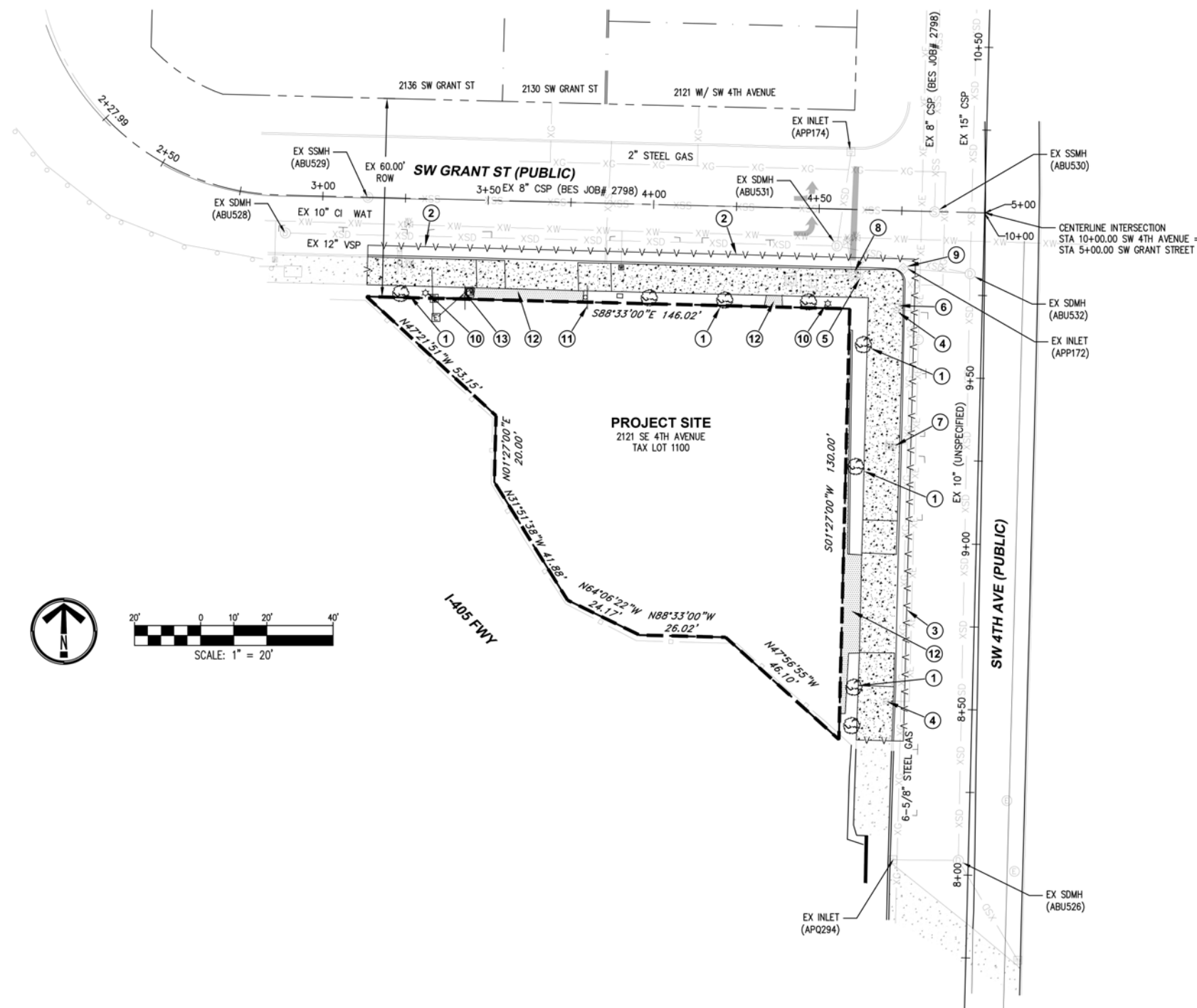


PUBLIC IMPROVEMENTS
SW 4TH AVENUE AND SW GRANT STREET

NOTES AND TYPICAL SECTIONS

PBOT JOB NO.
SHEET NO.
2 of 5

FILE: 426-002_02_NOTE-TYP-SEC.DWG 2 NOTES AND TYPICAL SECTIONS 3/30/2016 8:42:14 AM - BSMITH



- DEMOLITION NOTES**
- ① EX VEGETATION IN FURNISHING ZONE TO BE REMOVE, INCLUDING TREES, SHRUBS AND BUSHES
 - ② SAWCUT AND REMOVE EXISTING AC, CURB & SIDEWALK FROM STA 3+13.98, 17.5'RT GRANT STREET, TO STA 4+75.74, 17.5'RT GRANT STREET
 - ③ SAWCUT AND REMOVE EXISTING AC, CURB & SIDEWALK FROM STA 8+40.00, 20.5'LT 4TH AVE, TO STA 9+82.45, 20.5'LT 4TH AVE
 - ④ EX LIGHT POLE TO BE RETAINED AND PROTECTED
 - ⑤ EX STOP SIGN / LIGHT POLE TO BE RETAINED AND PROTECTED
 - ⑥ EX "STREET NAME" SIGN TO BE REMOVED AND REINSTALLED ON NEW POST
 - ⑦ EX PARKING METER AND "NO PARKING" SIGN TO BE REMOVED AND REINSTALLED.
 - ⑧ EX FIRE HYDRANT TO BE RETAINED AND PROTECTED
 - ⑨ EX INLET (APP172) RIM TO BE RECONSTRUCTED
 - ⑩ EX PARKING LOT LIGHT POLE TO BE REMOVED
 - ⑪ EX PARKING SIGHT TO BE REMOVED
 - ⑫ EX ASPHALT TO BE REMOVED
 - ⑬ EX PARKING LOT PARKING METER MACHINE TO BE REMOVED



NO.	DATE	DESCRIPTION	APPD.
REVISIONS			

CONSTRUCTED BY	DESIGNED BY	DATE APPROVED
PROJECT COMPLETED	CAD BY	DIV. ENGINEER
MAP CORRECTED BY	CHECKED BY	BES REVIEWER
CHECKED BY		PBOT REVIEWER
FINAL MAP DATA		



APPROVAL:

PBOT PRINCIPAL ENGINEER REG. PROF. ENGR. 51704PE

PBOT CITY ENGINEER REG. PROF. ENGR. 51538PE

PORTLAND BUREAU OF TRANSPORTATION

STEVE NOVICK COMMISSIONER

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EMERIO Design

6107 SW MURRAY BLVD, SUITE 147
BEAVERTON, OREGON 97008
TEL: (503) 515-5528
FAX: (503) 639-9592
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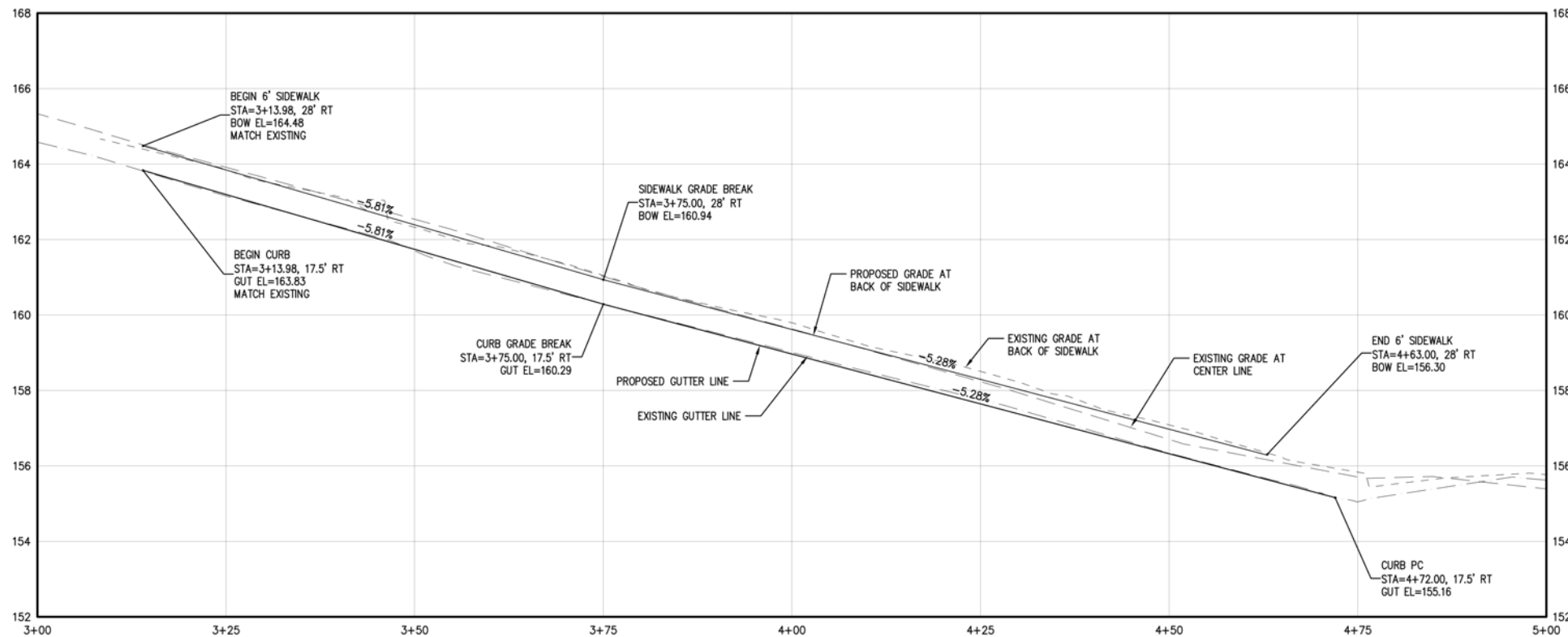
PUBLIC IMPROVEMENTS
SW 4TH AVENUE AND SW GRANT STREET
EXISTING CONDITIONS

PBOT JOB NO. _____

SHEET NO. _____

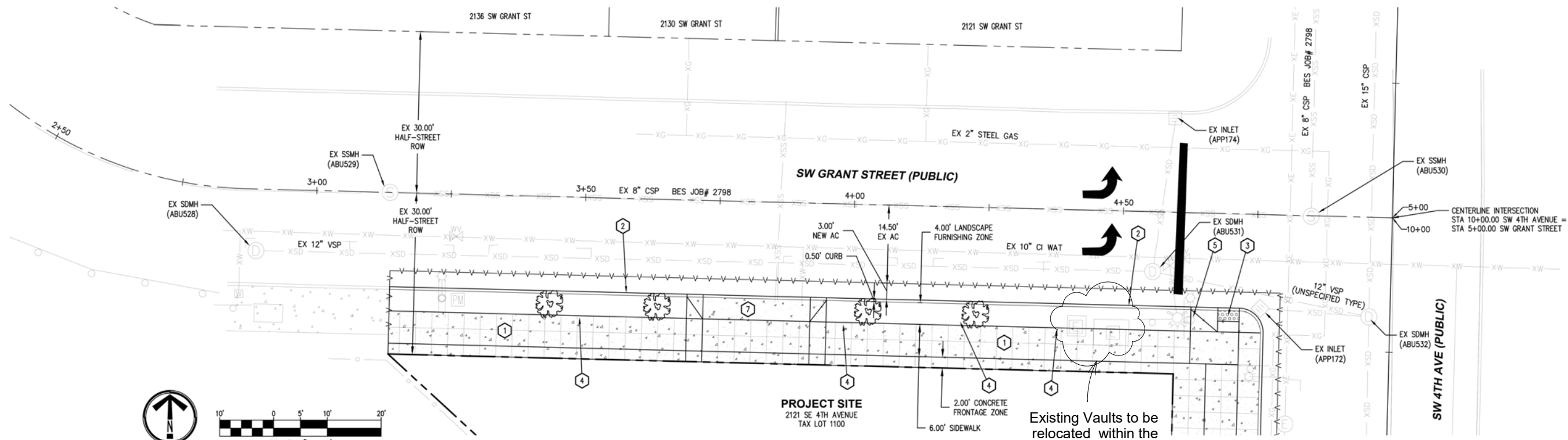
3 of 5

FILE: 426-002_03_EXTG.DWG 3 EXISTING CONDITIONS 3/30/2016 8:42:40 AM - BSMITH



- CONSTRUCTION NOTES**
- 1 CONSTRUCT 6' SIDEWALK PER STD DWG P-551 WITH 3'X3' SCORE PATTERN.
 - 2 CONSTRUCT STANDARD CURB & GUTTER PER STD DWG P-540. 6" CURB EXPOSURE.
 - 3 CONSTRUCT MONOLITHIC SINGLE ADA RAMP PER COP STD DWG P-548
 - 4 INSTALL 2" CALIPER STREET
 - 5 RE-INSTALL EXISTING STOP/STREET SIGN ON NEW POST
 - 6 CONSTRUCT CONCRETE FRONTAGE ZONE BETWEEN BACK OF SIDEWALK AND PROPERTY LINE. SCORE EVERY 3'.
 - 7 CONSTRUCT 20' CONCRETE DRIVEWAY AND DRIVEWAY CONNECTION PER STD. DWG P-528 & P-536

SW GRANT STREET - PROFILE
 VERTICAL SCALE: 1" = 2'
 HORIZONTAL SCALE: 1" = 10'



SW GRANT STREET - PLAN
 SCALE: 1"=10'



NO.	DATE	DESCRIPTION	APPD.
REVISIONS			

CONSTRUCTED BY _____	DESIGNED BY RBS	DATE APPROVED _____
PROJECT COMPLETED _____	CAD BY RBS	DIV. ENGINEER _____
MAP CORRECTED BY _____	CHECKED BY RBS	BES REVIEWER _____
CHECKED BY _____		PBOT REVIEWER _____
FINAL MAP DATA		



APPROVAL:

PBOT PRINCIPAL ENGINEER REG. PROF. ENGR. 51704PE

PBOT CITY ENGINEER REG. PROF. ENGR. 51538PE

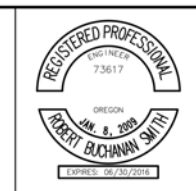
PORTLAND BUREAU OF TRANSPORTATION

STEVE NOVICK COMMISSIONER

STEVE TOWNSEN, P.E. CITY ENGINEER

EMERIO Design

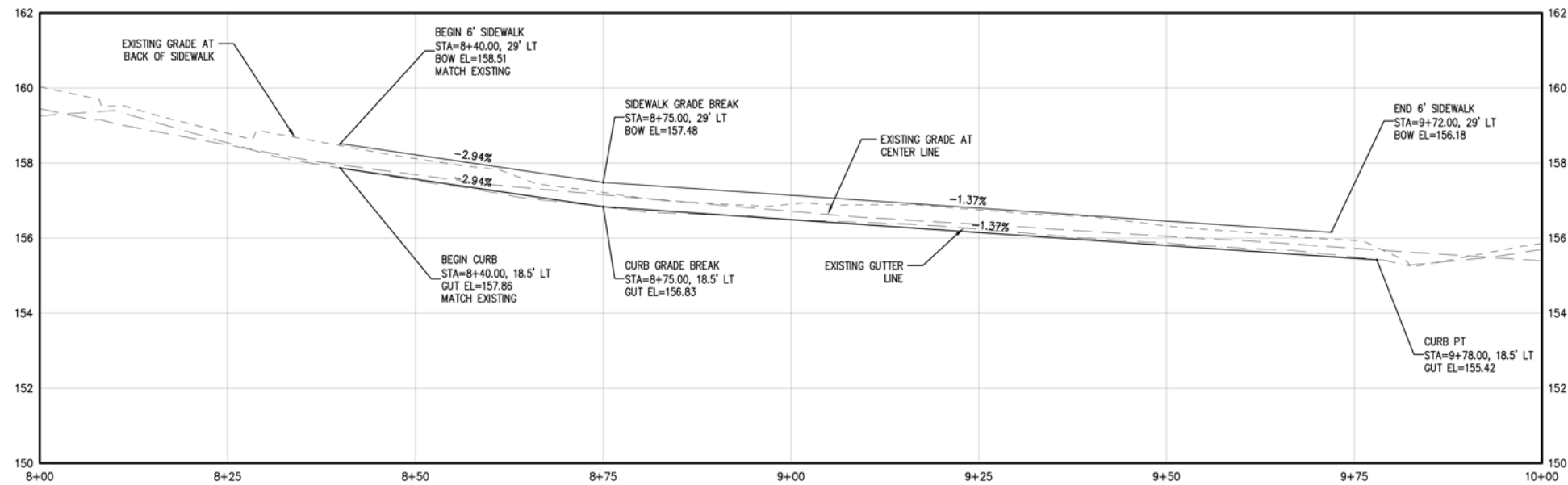
6107 SW MURRAY BLVD. SUITE 147
 BEAVERTON, OREGON 97008
 TEL: (503) 515-5528
 FAX: (503) 639-9592
 www.emeriodesign.com



PUBLIC IMPROVEMENTS
 SW 4TH AVENUE AND SW GRANT STREET

SW GRANT ST PLAN AND PROFILE

FILE: 426-002-04_GRANT.DWG 4 SW GRANT ST PLAN AND PROFILE 3/30/2016 8:43:04 AM - BSMITH



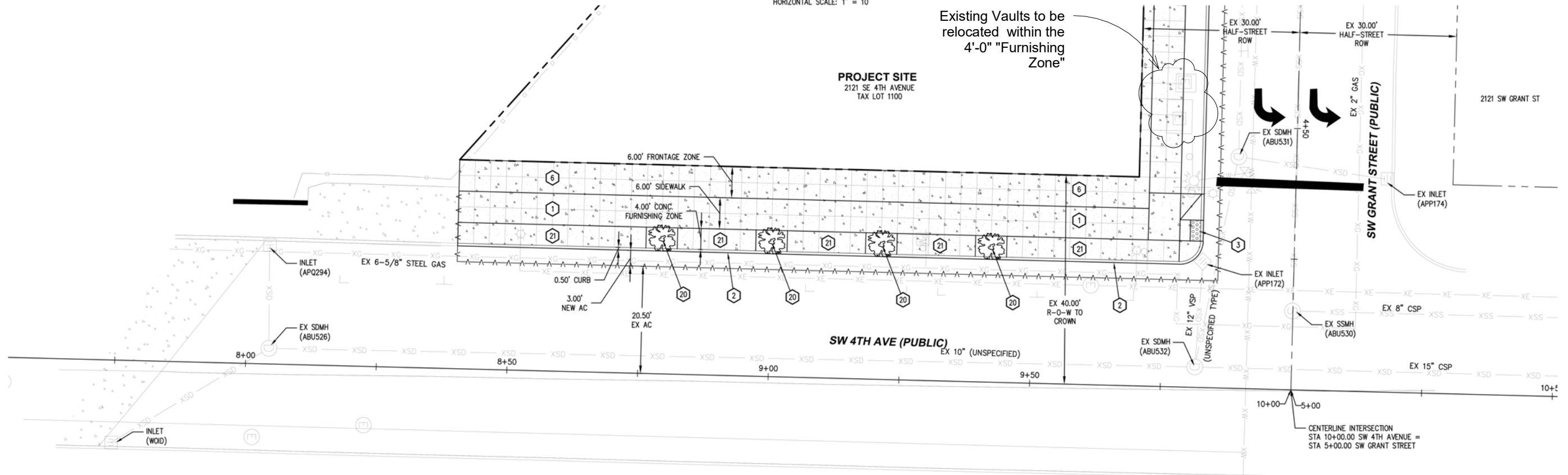
- CONSTRUCTION NOTES**
- 1 CONSTRUCT 6' SIDEWALK PER STD DWG P-551 WITH 3'X3' SCORE PATTERN.
 - 2 CONSTRUCT STANDARD CURB & GUTTER PER STD DWG P-540. 6" CURB EXPOSURE.
 - 3 CONSTRUCT SINGLE ADA RAMP PER COP STD DWG P-548
 - 6 CONSTRUCT CONCRETE FRONTAGE ZONE BETWEEN BACK OF SIDEWALK AND PROPERTY LINE. SCORE EVERY 3'
 - 20 INSTALL 2-1/2" CALIPER TREE IN 4'x6' TREE WELLS
 - 21 CONSTRUCT CONCRETE FURNISHING ZONE BETWEEN TREE WELLS. SCORE EVERY 3'

SW 4TH AVENUE - PROFILE

VERTICAL SCALE: 1" = 2'
HORIZONTAL SCALE: 1" = 10'

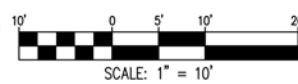
PROJECT SITE
2121 SE 4TH AVENUE
TAX LOT 1100

Existing Vaults to be relocated within the 4'-0" "Furnishing Zone"



SW 4TH AVENUE - PLAN

SCALE: 1" = 10'



NO.	DATE	DESCRIPTION	APPD.
REVISIONS			
FINAL MAP DATA			

CONSTRUCTED BY	DESIGNED BY	DATE APPROVED
PROJECT COMPLETED	CAD BY	DIV. ENGINEER
MAP CORRECTED BY	CHECKED BY	BES REVIEWER
CHECKED BY		PBOT REVIEWER

DESIGNED BY	DATE APPROVED
CAD BY	DIV. ENGINEER
CHECKED BY	BES REVIEWER
	PBOT REVIEWER



APPROVAL:

PBOT PRINCIPAL ENGINEER REG. PROF. ENGR. 51704PE

PBOT CITY ENGINEER REG. PROF. ENGR. 51538PE

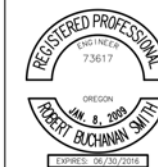
PORTLAND BUREAU OF TRANSPORTATION

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PUBLIC IMPROVEMENTS
SW 4TH AVENUE AND SW GRANT STREET
SW 4TH AVE PLAN AND PROFILE

PBOT JOB NO.
SHEET NO.
5 of 5

**PREVIOUS CONCEPT PLAN
PRE-APPLICATION [EA 15-114048]
DESIGN ADVICE REQUEST [15-153663]**

Comments:

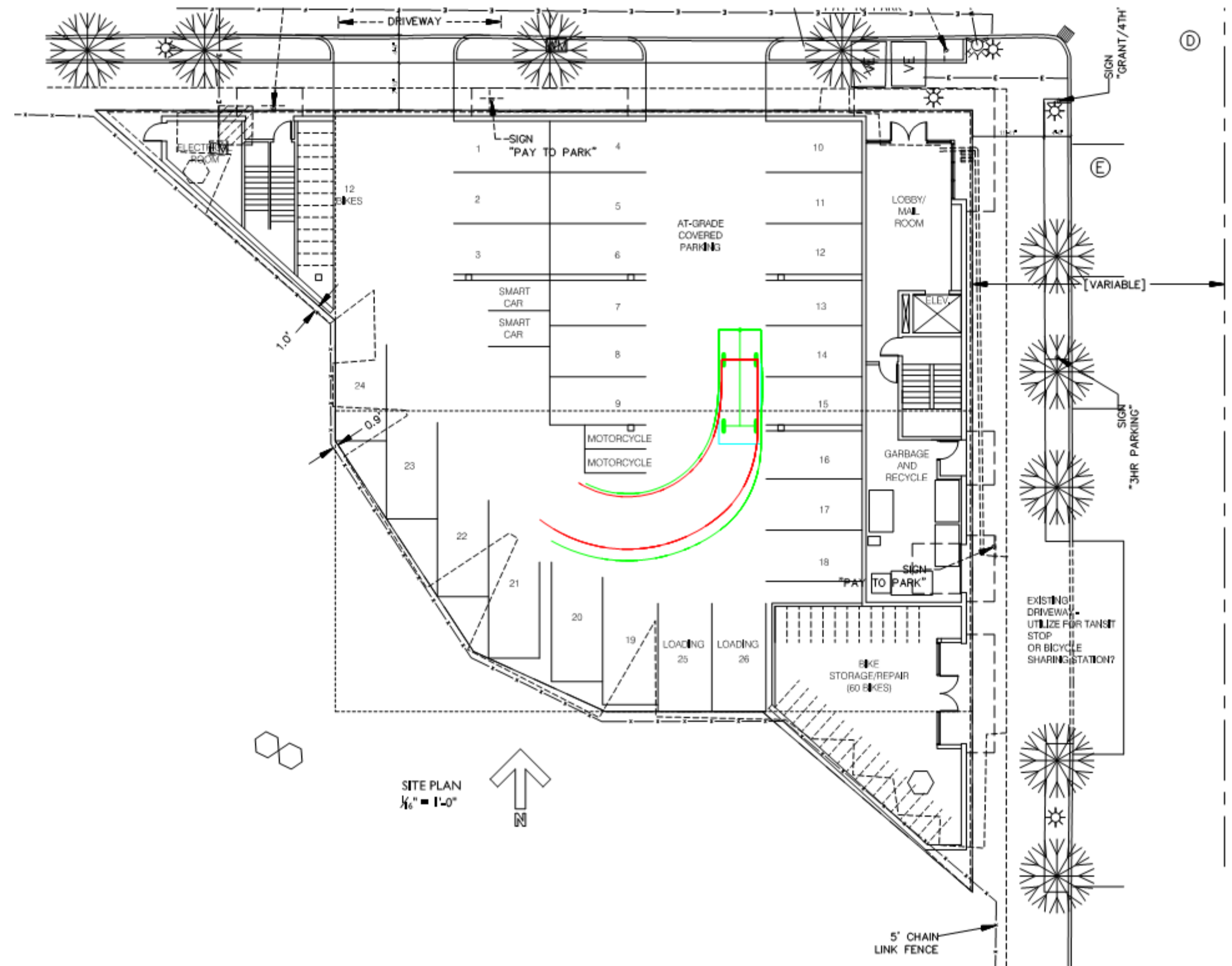
- 1.) Garage access: Queuing for cars out of the parking garage requires the gate to be located 20' from the sidewalk.
- 2.) Vault location.
- 3.) Loading zone requirements, type A or B

Summary of changes:

- 1.) The parking garage gate is not intended for daily use, and would remain in the open position while the parking area is in use. The use of a gate would be to provide security when the parking area is closed. A warning system is planned for the single entry/exit.
- 2.) Utility vaults serving the project are planned to be located at grade within the covered parking area. In the event a utility vault cannot be located or relocated onto the site, the vault shall be located within the 4' furnishing zone per city standards.
- 3.) Loading and unloading is proposed to be located within the covered parking area, loading activities would either temporarily utilize the on-site parking or use the drive aisle as needed. A standard B loading zone 18' long, 9' deep and 10' high would fit in the proposed parking garage.

Summary of changes:

- 1.) Reduction of driveway access to parking garage.
- 2.) Reduction of main level parking, increase of "active use" along 4th and Grant streets with increase of storefront glazing and building function along 4th and Grant.
- 3.) Wall angle and eroded corner of the main floor residential lobby emphasizes the pedestrian transition zone.



PREVIOUS TYPICAL SITE PLAN

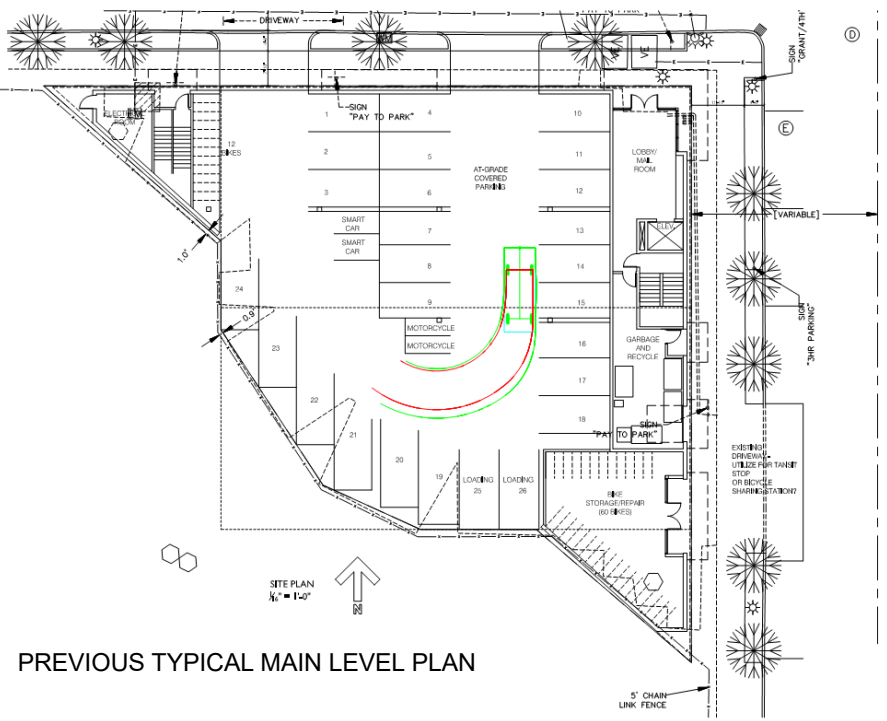
**PREVIOUS CONCEPT PLAN
PRE-APPLICATION [EA 15-114048]
DESIGN ADVICE REQUEST [15-153663]**

Comments:

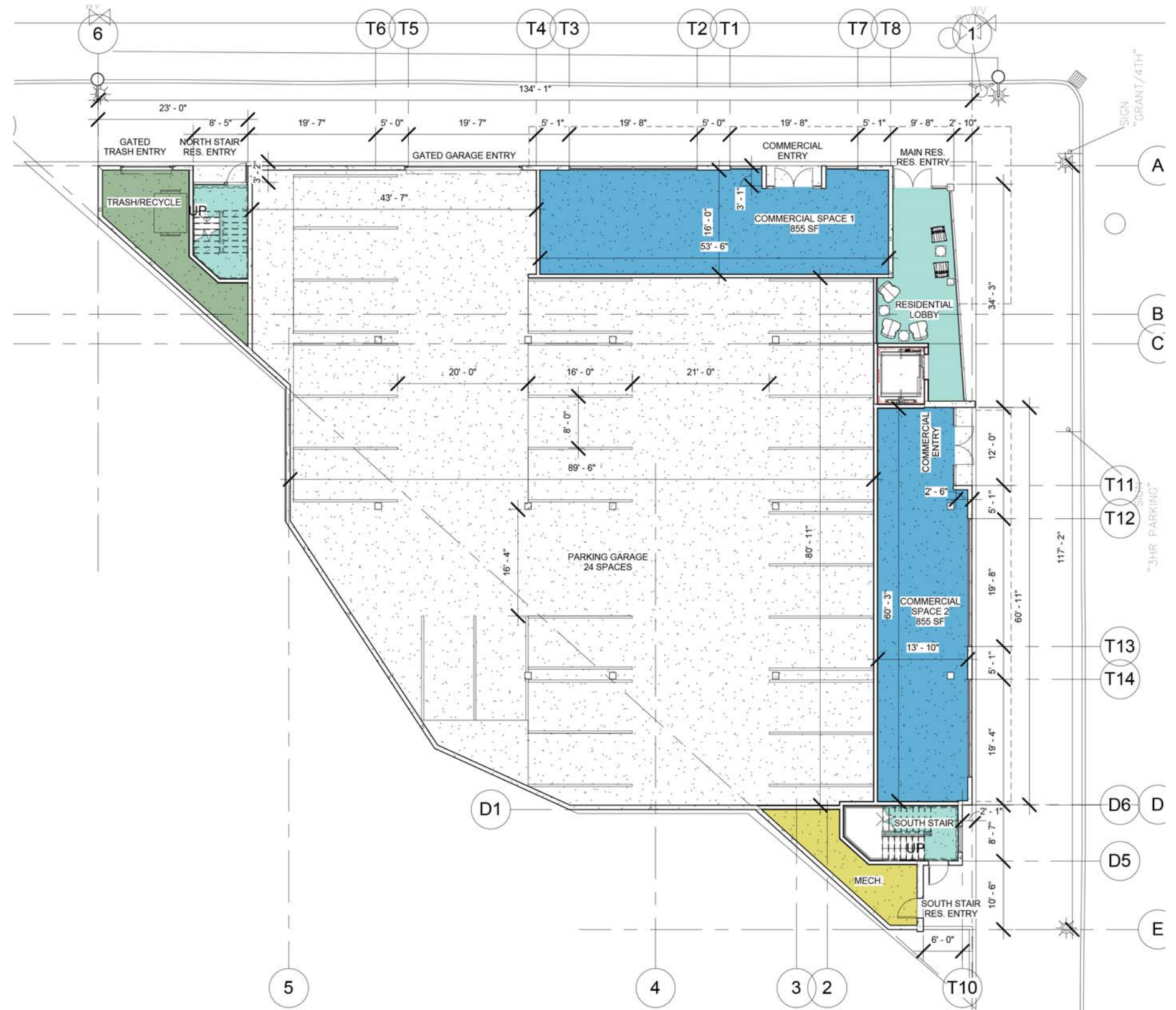
- 1.) Reduce access to parking garage to "one garage opening".
- 2.) Increase ground floor "active use", reduce "extensive blank walls".
- 3.) Develop transition zones through site.

Summary of changes:

- 1.) Reduction of driveway access to parking garage.
- 2.) Reduction of main level parking, increase of "active use" along 4th and Grant streets with increase of storefront glazing and building function along 4th and Grant.
- 3.) Wall angle and eroded corner of the main floor residential lobby emphasizes the pedestrian transition zone.



PREVIOUS TYPICAL MAIN LEVEL PLAN



PREVIOUS TYPICAL MAIN LEVEL PLAN

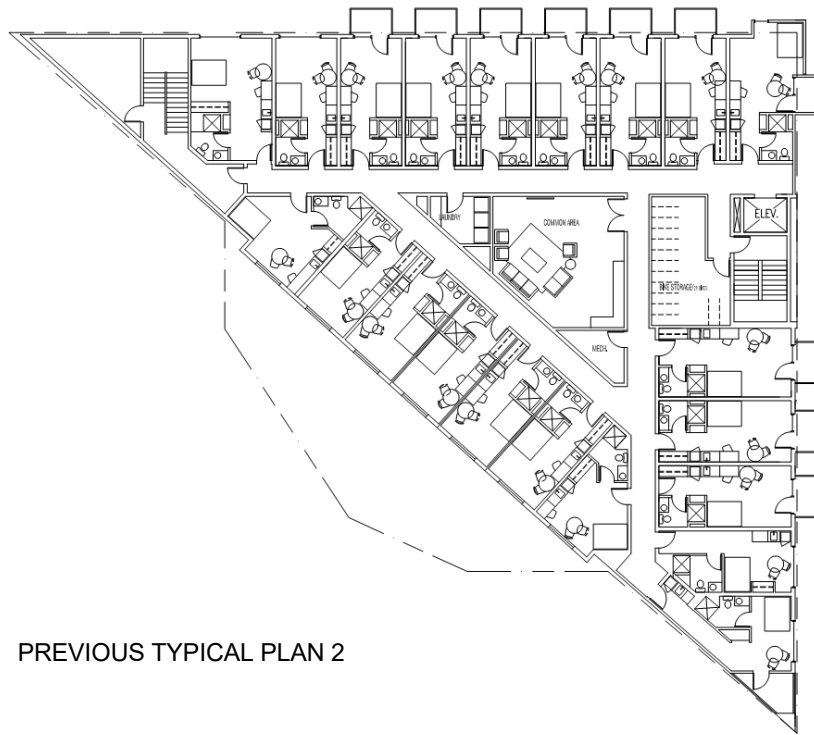
**PREVIOUS CONCEPT PLAN
PRE-APPLICATION [EA 15-114048]
DESIGN ADVICE REQUEST [15-153663]**

Comments:

- 1.) Massing Scale and Form - reduction in bulk.
- 2.) Outdoor space as a destination.
- 3.) Balconies shall have a projected max. encroachment of 4'-0".

Summary of changes:

- 1.) Revised shape of building to reduce building mass.
- 2.) Addition of second level exterior courtyard above grade level parking.
- 3.) Projection of balconies at 2nd level and above shall be less than 4'-0"
- 4.) Glazing wall and elevator lobby orientation.
- 5.) Configuration of dwelling unit interior to include bike storage.



PREVIOUS TYPICAL PLAN 2

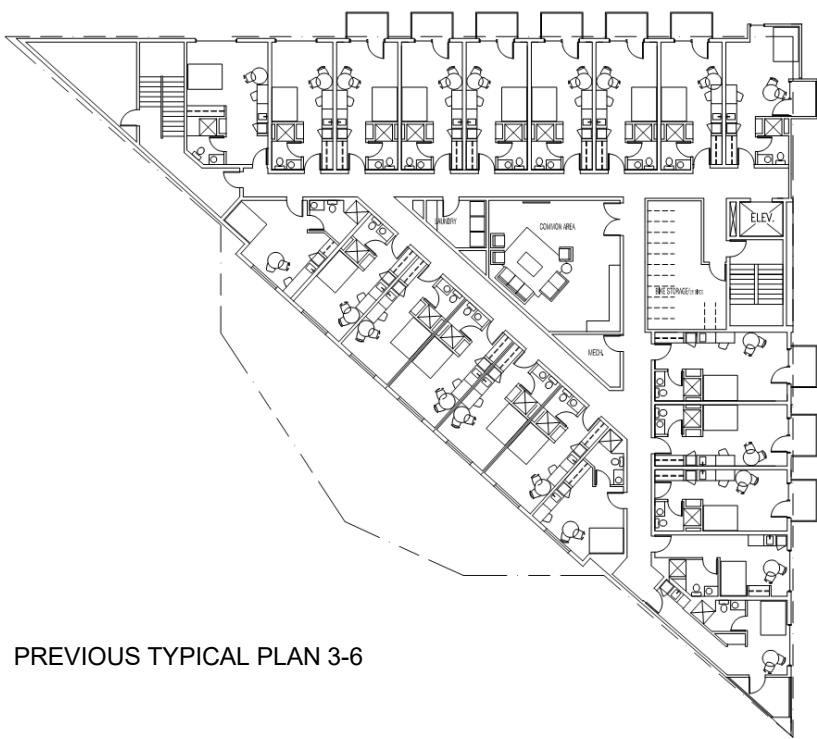


PREVIOUS TYPICAL PLAN 2

**PREVIOUS CONCEPT PLAN
PRE-APPLICATION [EA 15-114048]
DESIGN ADVICE REQUEST [15-153663]**

- Comments:
- 1.) Massing Scale and Form - reduction in bulk.
 - 2.) Balconies shall have a projected max. encroachment of 4'-0".

- Summary of changes:
- 1.) Revised shape of building to reduce building mass.
 - 2.) Projection of balconies at 2nd level and above shall be less than 4'-0".
 - 3.) Glazing wall and elevator lobby orientation.
 - 4.) Configuration of dwelling unit interior to include bike storage.



PREVIOUS TYPICAL PLAN 3-6



PREVIOUS TYPICAL PLAN 3-6



PREVIOUS APPLICATION ELEVATION



STUDY ELEVATION



STUDY ELEVATION

**PREVIOUS CONCEPT PLAN
PRE-APPLICATION [EA 15-114048]
DESIGN ADVICE REQUEST [15-153663]**

Comments:

- 1.) Massing Scale and Form - reduction in bulk.
- 2.) Materials: Suggestion to explore masonry based material to replace the metal as a primary cladding system.
- 3.) Rain Garden Planter on Building Wall.
- 4.) Ground level board form design - Better detailing is required.
- 5.) Vents and Louvers. Not clear how these are handled.
- 6.) Missing pedestrian amenities.
- 7.) Active corners.
- 8.) Parking lot access.

Summary of changes:

- 1.) Revised shape of building to reduce building mass, shifts in material and facade help to reduce mass.
- 2.) The metal siding has been exchanged with masonry brick to become the primary cladding material, while the vertical ribbed metal becomes the accent material.
- 3.) The hanging rain gardens on the facade have been removed from the project.
- 4.) Board form concrete shall be 3" uniform horizontal board form.
- 5.) All vents and louvers for the residential floors are to be terminated through the roof to minimize penetrations in the facade. The exception to this rule would be free air vents within the VPI vinyl windows which would be integrated into the window and have very low visibility. Grade level vents and louvers are to be located in the spandrel glazing above the canopy.
- 6.) Canopies, seating, and site amenities have been added and thoughtfully placed in a rhythm that compliments the architecture within the overall facade and at the pedestrian level.
- 7.) Active uses are not required within this zone, however, to the extent possible the grade level facades have been maximized for active uses along SW 4th and SW Grant.
- 8.) Parking lot access has been reduced to one point of access.





PREVIOUS APPLICATION ELEVATION



STUDY ELEVATION



STUDY ELEVATION

**PREVIOUS CONCEPT PLAN
PRE-APPLICATION [EA 15-114048]
DESIGN ADVICE REQUEST [15-153663]**

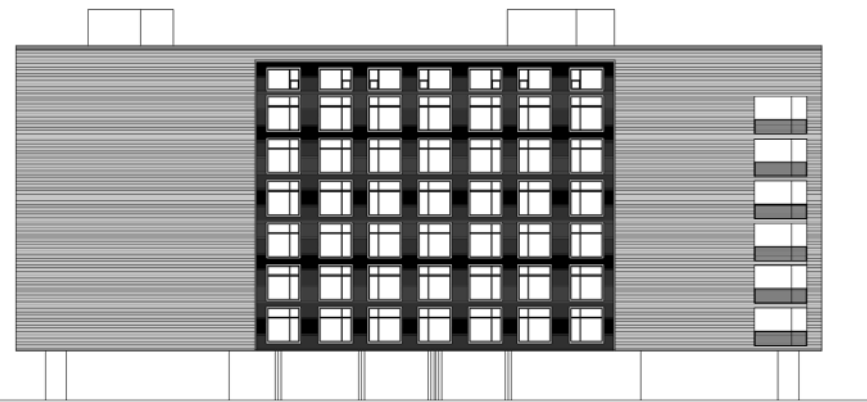
Comments:

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PREVIOUS APPLICATION ELEVATION

**PREVIOUS CONCEPT PLAN
PRE-APPLICATION [EA 15-114048]
DESIGN ADVICE REQUEST [15-153663]**

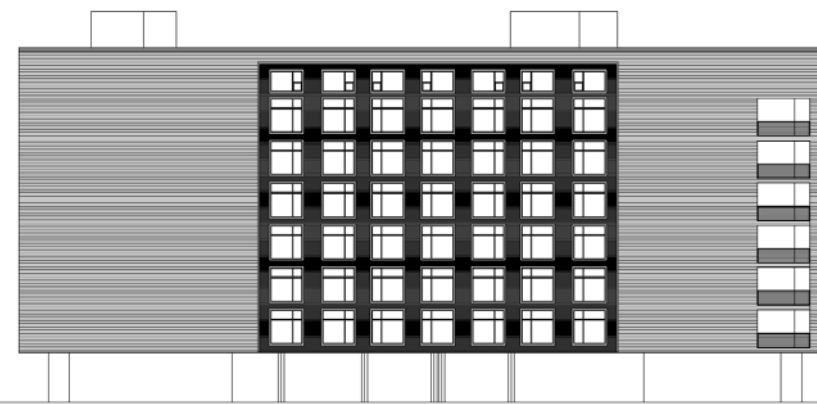
Comments:

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- 2.) Materials: Suggestion to explore masonry based material to replace the metal as a primary cladding system.
- 3.) Vents and Louvers. Not clear how these are handled.
- 4.) South elevation treated like "back of house".

Summary of changes:

- 1.) Revised shape of building to reduce building mass, shifts in material and facade help to reduce mass.
- 2.) The metal siding has been exchanged with masonry brick to become the
- 3.) All vents and louvers for the residential floors are to be terminated through the roof to minimize penetrations in the facade. The exception to this rule would be free air vents within the VPI vinyl windows which would be integrated into the window and have very low visibility. Grade level vents and louvers are to be located in the spandrel glazing above the canopy, and at the pedestrian level.
- 4.) The South and West elevations, facing I-405, have been redesigned to provide more interest and architectural features. The shape of the building responds to its triangular site and has been optimized to reduce the overall mass from the former design.





PREVIOUS APPLICATION ELEVATION



STUDY ELEVATION



STUDY ELEVATION

**PREVIOUS CONCEPT PLAN
PRE-APPLICATION [EA 15-114048]
DESIGN ADVICE REQUEST [15-153663]**

Comments:

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PREVIOUS APPLICATION PERSPECTIVE





PREVIOUS APPLICATION PERSPECTIVE





PREVIOUS APPLICATION PERSPECTIVE



PREVIOUS APPLICATION PERSPECTIVE



STUDY MODEL VIEWS





McGraw-Edison

DESCRIPTION

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightBAR™ technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/cUL listed for wet locations.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Construction

Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

Optics

Choice of six patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K CCT, 5000K CCT and 5700K CCT.

Electrical

LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightBARs feature an IP66 enclosure rating and maintain greater than 95% lumen maintenance at 60,000 hours per IESNA TM-21. Emergency egress options for -20°C ambient environments and occupancy sensor available.

Mounting

Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

Finish

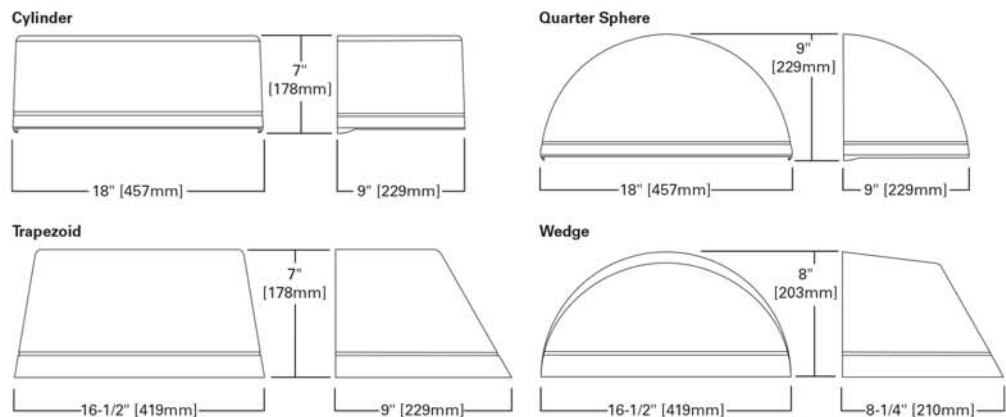
Cast components finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

Warranty

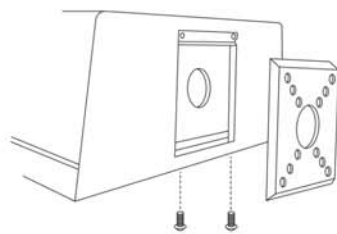
Five-year warranty.



DIMENSIONS



HOOK-N-LOCK MOUNTING



ISC/ISS/IST/ISW IMPACT ELITE LED

1 - 2 LightBARs
Solid State LED
WALL MOUNT LUMINAIRE

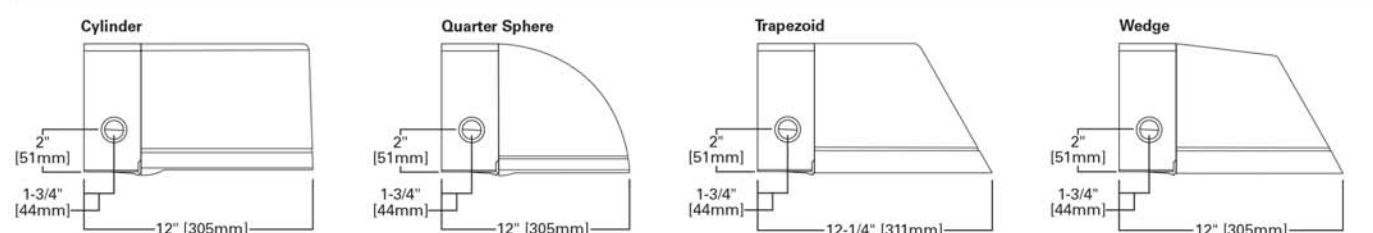
CERTIFICATION DATA
UL/cUL Listed
LM79 / LM80 Compliant
IP66 LightBARs
ISO 9001
DesignLights Consortium® Qualified*

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60Hz, 347V/60Hz, 480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA
Approximate Net Weight:
18 lbs. (8 kgs.)

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THRUWAY BACK BOX



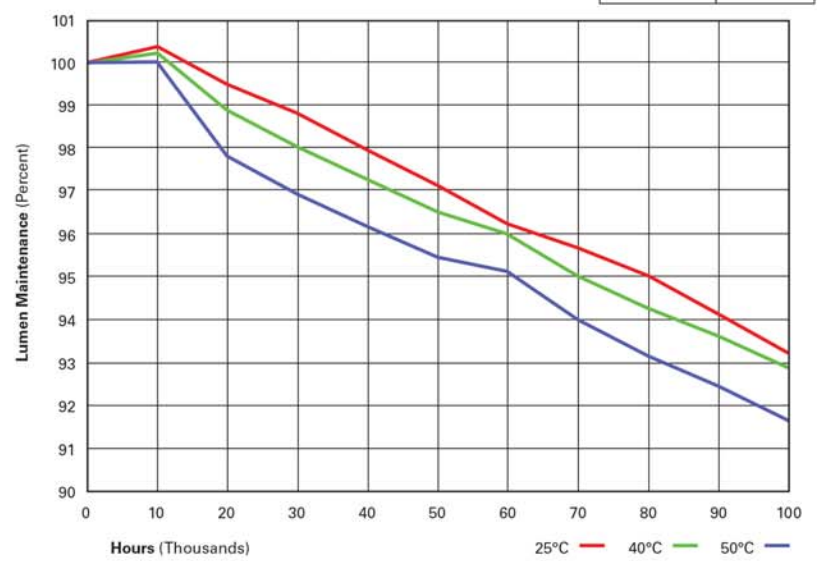
POWER AND LUMENS BY BAR COUNT

Number of LightBARs	E01		E02		F01		F02	
	21 LED LightBAR				7 LED LightBAR			
Drive Current	350mA				1A			
Power (Watts)	120-277V	25W	47W	26W	50W			
Current (A)	120V	0.22	0.40	0.22	0.42			
	277V	0.10	0.18	0.10	0.19			
Power (Watts)	347V or 480V	31W	52W	32W	55W			
	347V	0.11	0.16	0.11	0.17			
Current (A)	480V	0.16	0.18	0.16	0.18			
	Optics							
BL2	Lumens	2,738	5,476	2,260	4,521			
	Bug Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1			
BL3	Lumens	2,702	5,405	2,231	4,462			
	Bug Rating	B1-U0-G1	B1-U0-G2	B1-U0-G1	B1-U0-G1			
BL4	Lumens	2,613	5,225	2,157	4,313			
	Bug Rating	B1-U0-G1	B1-U0-G2	B1-U0-G1	B1-U0-G1			
GZW	Lumens	2,785	5,570	2,299	4,598			
	Bug Rating	B2-U0-G2	B3-U0-G3	B1-U0-G1	B2-U0-G2			
SLR/SLL	Lumens	2,435	4,869	2,010	4,020			
	Bug Rating	B1-U0-G1	B1-U0-G2	B1-U0-G1	B1-U0-G2			

LUMEN MAINTENANCE

Ambient Temperature	25,000 Hours*	50,000 Hours*	60,000 Hours*	100,000 Hours	Theoretical L70 (Hours)
25°C	> 99%	> 97%	> 96%	> 93%	> 450,000
40°C	> 98%	> 97%	> 96%	> 92%	> 425,000
50°C	> 97%	> 96%	> 95%	> 91%	> 400,000

* Per IESNA TM-21 data.



LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99

ORDERING INFORMATION

Sample Number: ISC-E02-LED-E1-BL3-GM

Product Family 1	Number of LightBARs 2,3	Lamp Type	Voltage	Distribution	Color 5
ISC=Impact Elite LED Small Cylinder ISS=Impact Elite LED Small Quarter Sphere IST=Impact Elite LED Small Trapezoid ISW=Impact Elite LED Small Wedge	E01=(1) 21 LED LightBAR E02=(2) 21 LED LightBARs F01=(1) 7 LED LightBAR F02=(2) 7 LED LightBARs	LED=Solid State Light Emitting Diodes	E1=Electronic (120-277V) 347=347V 480=480V 4	BL2=Type II w/Back Light Control BL3=Type III w/Back Light Control BL4=Type IV w/Back Light Control GZW=Wall Grazer Wide SLL=90° Spill Light Eliminator Left SLR=90° Spill Light Eliminator Right	AP=Grey BZ=Bronze BK=Black DP=Dark Platinum GM=Graphite Metallic WH=White

Options (Add as Suffix)	Accessories (Order Separately) 11
2L=Two Circuits 6 7030=70 CRI / 3000K CCT 7 7050=70 CRI / 5000K CCT 7 7060=70 CRI / 5700K CCT 7 8030=80 CRI / 3000K CCT 7 P=Button Type Photocontrol (Available in 120, 208, 240 or 277V. Must Specify Voltage) OSB=Occupancy Sensor with Back Box (Specify 120V or 277V) 8 BBB-XX=Battery Pack with Back Box (Specify 120V or 277V) 9 CWB-XX=Cold Weather Battery Pack with Back Box (Specify 120V or 277V) 10 DIM=0-10V Dimming Drivers LCF=LightBAR Cover Plate Matches Housing Finish ULG=Uplight Glow TR=Tamper Resistant Hardware	MA1253=10kV Circuit Module Replacement MA1254-XX=Thruway Back Box - Impact Elite Trapezoid MA1255-XX=Thruway Back Box - Impact Elite Cylinder MA1256-XX=Thruway Back Box - Impact Elite Quarter Sphere MA1257-XX=Thruway Back Box - Impact Elite Wedge

NOTES:
1. DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Standard 4000K CCT and greater than 70 CRI. LightBARs for downlight use only.
3. 21 LED LightBAR powered by 350mA and 7 LED LightBAR powered by 1A.
4. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
5. Custom and RAL color matching available upon request. Consult your lighting representative at Eaton for more information.
6. Low-level output varies by bar count. Consult factory. Not available with 347V or 480V. Available with two bars (E02 or F02) only.
7. Extended lead times apply.
8. Available with E02 or F02, only one bar on street side will be wired to sensor. Time delay factory setting 15-minutes. When ordered with PC option, both bars are connected to photocontrol as primary switching means. Standard sensor lens covers 8" mounting height, 360° coverage, maximum 48" diameter. Not available in all configurations or with BBB or CWB options.
9. Specify 120V or 277V. LED standard integral battery pack is rated for minimum operating temperature 32°F (0°C). Operates one bar for 90-minutes. Not available in all configurations or with OSB option. Consult factory.
10. Specify 120V or 277V. LED cold weather integral battery pack is rated for minimum operating temperature -4°F (-20°C). Operates one bar for 90-minutes. Not available in all configurations or with OSB option. Consult factory.
11. Replace XX with color suffix.



*www.designlights.org



Eaton
1121 Highway 74 South
Peachtree City, GA 30269
P: 770-496-4800
www.eaton.com/lighting

Specifications and dimensions subject to change without notice.

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Steve Novick
Commissioner

Leah Treat
Director

Structurally Pre-Approved Vaults for Use in the Right-of-Way

Vault Model	Date Approved	Manufacturer	Bureau
1020	10/4/2001	Utility Vault Company	
1024-106	7/19/2000	Utility Vault Company	
233-LA	4/28/1997	Pipe Vault Company, Utility Vault Company	
25-TA	4/28/1997	Utility Vault Company	
253-TA	4/28/1997	Utility Vault Company	
264-TA	4/28/1997	Utility Vault Company	
3030-LA	4/28/1997	Utility Vault Company	
38-TA	4/28/1997	Utility Vault Company	
440-LA	4/28/1997	Utility Vault Company	
444-LA	4/28/1997	Utility Vault Company	
444-MFS	-	Pipe Vault Company	
446-LA	4/28/1997	Utility Vault Company	
4484-LA	4/28/1997	Utility Vault Company	
4484-TA	4/28/1997	Utility Vault Company	
4484-TCA	4/28/1997	Utility Vault Company	
463-TA	8/29/2003	Utility Vault Company	
466-TA	4/28/1997	Utility Vault Company	
467-TA	4/28/1997	Utility Vault Company	
4686	4/28/1997	Utility Vault Company	
496-LA	4/28/1997	Utility Vault Company	
504-LA	4/28/1997	Utility Vault Company	
506-LA	4/28/1997	Utility Vault Company	
5106-LA	4/28/1997	Utility Vault Company	
5106-TA	4/28/1997	Pipe Vault Company, Utility Vault Company	
5106-TCA	4/28/1997	Utility Vault Company	
554	-	Pipe Vault Company	
555-WA	4/28/1997	Utility Vault Company	
556	-	Pipe Vault Company	
557-LA	4/28/1997	Utility Vault Company	
575-LA	4/28/1997	Utility Vault Company	PWB
577	-	Pipe Vault Company	
577-LA	4/28/1997	Utility Vault Company	

1120 SW Fifth Avenue, Suite 800 • Portland, OR 97204 • 503-823-5185
FAX 503-823-7576 • TTY 503-823-6868 • www.portlandoregon.gov/transportation

An Equal
Opportunity
Employer

To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW Fifth Ave., Portland, OR 97204, or by telephone 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711.

612	-	Pipe Vault Company	
612-2 Peak Diversion Stormfilter	5/29/2014	Utility Vault Company	BES
612-LA	4/28/1997	Utility Vault Company	
612-7-TA	4/28/1997	Utility Vault Company	
612-7-TCA	4/28/1997	Utility Vault Company	
616-9-TA	4/28/1997	Utility Vault Company	
620-LA	4/28/1997	Utility Vault Company	
644-SECT-25LA	4/28/1997	Utility Vault Company	
660-LA	4/28/1997	Utility Vault Company	
687	4/28/1997	Utility Vault Company	PWB
687-LA	4/28/1997	Utility Vault Company	
687-SM	-	Utility Vault Company	BES
687-TA	4/28/1997	Utility Vault Company	
712	4/28/1997	Pipe Vault Company, Utility Vault Company	
776-LA	4/28/1997	Utility Vault Company	
810	4/28/1997	Utility Vault Company	PWB
810-TA	4/28/1997	Utility Vault Company	
814	-	Pipe Vault Company	PWB
814-LA	4/28/1997	Utility Vault Company	
814-TA	4/28/1997	Utility Vault Company	
816	4/28/1997	Utility Vault Company	
818	-	Pipe Vault Company	
818-LA	11/29/1999	Utility Vault Company	
818-TA	4/28/1997	Utility Vault Company	
824-Panel Vault	4/28/1997	Utility Vault Company	
990-TA	-	Utility Vault Company	
GTE-35	4/28/1997	Utility Vault Company	
Newbasis 3048 (sidewalk only)	8/6/2012	Utility Vault Company	
Synertech 1118	1/1/2001	Utility Vault Company	
Synertech 1212	1/2/2001	Utility Vault Company	
Synertech 1324	1/3/2001	Utility Vault Company	
Synertech 1730	1/4/2001	Utility Vault Company	
Synertech 2436	1/5/2001	Utility Vault Company	
Synertech 3048	1/6/2001	Utility Vault Company	
Synertech 3660	1/7/2001	Utility Vault Company	

308.2.07 UTILITY ACCESS DOORS - SLIP RESISTANCE

Access doors shall be constructed of steel, aluminum, or concrete with an approved non-slip surface having a static coefficient of friction between 0.60 and 1.00 as determined by ASTM Designation C 1028-89. Access doors on inclined surfaces greater than 4% shall have a coefficient of friction between 0.80 and 1.00.

Owners are responsible to maintain the non-slip characteristics of the access door over its life in the sidewalk area.

Approved Metal Non-slip surfaces (July 2003)

Product	COF	Manufacturer
SlipNOT Grip Plate Grade 1 (Fine) Grade 2 (Medium) in Galvanized Steel or Aluminum	0.95 0.98	SlipNOT Safety Flooring, W.S. Molnar Company, Detroit, MI Website: www.slipnot.com
Mebac Grade 3, Galvanized Steel Mebac Grade 2, Galvanized Steel Mebac Grade 2, Aluminum EZ Weld, Aluminum	0.96 0.93	IKG Mebac Slip Resistant Metal Surfaces, IKG Industries, Harsco Corporation, Clark, NJ Website: www.ikgindustries.com
Algrip 2000	0.80	Grating Pacific LLC, Seattle, WA Website: www.gratingpacific.com
ALCOA Aluminum Tread Plate - Lightly sandblasted	0.87	LW Products, Woodinville, WA Website: www.lwproducts.net/
Gratemaster Transformer Vault Ventilation Grate used by PGE 13.5" X 13.5" surface area	0.70	Gratemaster Inc. PO Box 1040 North Plains, OR 97133-1040
Synertech Underground Products Oldcastle Precast underground enclosures – Used by Qwest High Density Polymer Concrete	0.88	Utility Vault Company Division of Oldcastle Precast, Inc. Website: www.oldcastle-precast.com Wilsonville, OR [503.682.2844]
Syracuse Castings Safety Sure Grip Diamond Plate, Syracuse Castings, Cicero NY Used by BWW	0.94	Utility Vault Company Division of Oldcastle Precast, Inc. Website: www.oldcastle-precast.com Wilsonville, OR [503.682.2844]
US Castings, Entiat, WA 332 Aluminum Cast Doors for Utility Vault Company	0.98	Utility Vault Company Division of Oldcastle Precast, Inc. Website: www.oldcastle-precast.com Wilsonville, OR [503.682.2844]
Qwest 30 Cast Iron Manhole cover Qwest, Attn: Scott Miller 8021 SW Capitol Hill Road / 110 Portland, OR 97219	0.80	Utility Vault Company Division of Oldcastle Precast, Inc. Website: www.oldcastle-precast.com Wilsonville, OR [503.682.2844]

Additional products may be approved by the City Engineer on an "approved equal" basis. COF – Coefficient of Friction (wet)

STRINSP/SPECS 98/308.2.07 UTILITY ACCESS DOORS - SLIP RESISTANCE