



City of Portland Design Commission

Design Advice Request

SUMMARY MEMO

Date: July 21, 2022
To: Dave Otte, Holst Architects
From: Tim Heron, Design / Historic Review Team
(503) 823-7726, tim.heron@portlandoregon.gov
Re: EA 22-144886 DA – Hollywood Transit Center HUB Housing
Design Advice Request Commission Summary Memo – July 7, 2022

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Design Commission at the **July 7, 2022 Design Advice Request**. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: [Efiles - EA 22- 144886 DA – Hollywood HUB Housing \(22/EF/7769\) \(portlandoregon.gov\)](#).

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on **July 7, 2022**. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

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

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

Encl:
Summary Memo

Cc: Design Commission
Respondents

Executive Summary

- The Design Commission confirmed that this site is an ideal location for high-density affordable housing that should maximize the floor area and height allowed by this zone in the Hollywood Plan District at the Hollywood Transit Center.
- The Design Commission was also unanimous that the revised site plan, paseo, stramp layout, building footprint and articulated building massing was a strong urban response to the Portland Citywide Design Guideline approval criteria.
- The Design Commission acknowledged the positive design development momentum should continue to further improve the massing articulation, courtyard design in regard to public vs private use boundaries, the building program that fronts the courtyard, and the combined vehicular access along NE Halsey.

Commissioners present: *Vice-Chair Robinson, Commissioner Livingston, Commissioner McCarter, and Commissioner Vallaster. Chair Rodriguez, Commissioner Molinar, Commissioner Santner were absent.*

Summary of Comments. Following is a general summary of Commission comments by design tenet.

CONTEXT / QUALITY & RESILIENCE

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

Site

1. Site Development/ public context:

- a. Revised site plan
- b. Building entry points (existing and proposed)
- c. Vehicular entry points (existing and proposed)
- d. Outdoor spaces/ programing (paseo and courtyard; public v. private access)

Revised site plan

- Commissioners were unanimous that that revised site plan, stramp, and building massing are a complete reversal from the previously challenged site plan driven by the Difficult to Develop Area boundary, and now results in a strong urban response to the Portland Citywide Design Guidelines in a big way.
 - One Commissioner noted that the new direction was stupendous, not even in the same universe as the previous design.
 - Another Commissioner noted this design gives all the answers, gets it right from the get-go.
 - One Commission cited the wider paseo and access to BES facilities and the Sullivan's Gulch Trail were a very commendable move.

Building entry points

- Commissioners were unanimous that the building entry points were all well located and promoted active use opportunities around the building.

- Commissioners noted that the entrance to the bike parking area will also need to be active to promote eyes on this corner of the site.
 - Development of the ground floor façade frontage at this location, as well as the adjacent gates and wall of the stramp, will help contribute to this being a successful corner of the larger plaza and paseo design, particularly as the Sullivan’s Gulch Trail development does not yet have a timeline for construction.

Vehicular entry points

- Commissioners were unanimous that if parking is to be provided, this is the location to have it, combined with the one-way ramp into the basement parking for the adjacent retailer.
 - Commissioners all agreed that lighting, additional ground floor active window area, and well considered pavement striping would be effective tools to provide safety and interest around this accessway and urban frontage along NE Halsey.
 - Continue to work through the traffic analysis challenges with PBOT.
- Commissioners also noted that separating the bus lane from high traffic on NE Halsey works really well.

Outdoor spaces/ programming (paseo and courtyard; public v. private access)

- Commissioners agreed the layout of the paseo, accommodating fire access as well as maintenance vehicle access to the rear of the site, is working well.
- Commissioners were appreciative of the various zones created for pedestrian use, eddies particularly, as well as the ephemeral programming to be used for the space.
- One Commissioner commented that it’s a big courtyard area serving the many family-sized units of the proposed building; specific areas should be set aside for different activities for different groups.

2. Maintenance circulation: substation, BES, fire access, TM maintenance

- a. Bridge support**
- b. Sections of “stramp”**
- c. Transit circulation: bus, bus signaling, max**

Bridge support

- Commissioners agreed the bridge support and design for the transformer and maintenance access are successfully integrated.

Sections of “stramp”

- Commissioners were unanimous that the revised design of the stramp was working very well.
 - While one Commissioner had concerns with splitting the stairway alignment, later in the meeting they reconsidered and agreed this appears to be the best design.
 - Commissioners were also particularly appreciative of the stramp including places to stop and rest.
 - One Commissioner noted that the seating stairs within the stramp may not want to be sandwiched between the stairs and the ramp and could perhaps be flipped to overlook the courtyard and the paseo more directly.
- Commissioners noted that the use of the paseo and the stramp as active gathering spaces for the community as well as transit users is highly desirable and could be a very successful

urban plaza condition. Further development of active seating and gathering spaces is strongly encouraged.

- Commissioners also appreciated the lower ramp profile as it extends north along the more active frontage of the 24-Hour Fitness building frontage.

Transit circulation: bus, bus signaling, max

- Commissioners appreciated the clarification that this transit center is not as frequently used as a transfer station, but more a destination site.

Building

3. Massing and Articulation

- a. Massing opportunities, C-parti, balconies**
- b. All elevations highly visible**
- c. Courtyard**

Massing opportunities, C-parti, balconies

- Commissioners agreed the C-shaped massing, wrapping the courtyard with building wings to face the Transit Center stramp is great.
 - One Commissioner noted the south bar is going to help reduce the noise from the freeway, helping to reduce the noise level, perhaps even lowering the current decibel levels.
- Commission was unanimous that the massing inflection diagram is moving the building form in the right direction.
 - One Commissioner noted the simple massing moves proposed should make this a pretty awesome building.
 - Another Commissioner noted the form of the building works and fits in the context of neighborhood really well.
- One Commissioner noted the taller ground floor absolutely necessary.
- Commissioners noted that the information provided at the DAR against providing balconies was based on United States Department of Housing and Urban Development restrictions for sites with existing ambient noise levels of 80 decibels or higher.
 - As the applicable approval criteria are the *Portland Citywide Design Guidelines*, please continue to develop a design guideline response of why individual and/ or common balconies should not be provided for this project while still allowing for a strong residential expression of this multi-family building.

All elevations highly visible

- Commissioners agreed that the strong massing diagrams presented at the meeting, demonstrating generous shifts in building articulation at all building façade frontages, are critical to meeting approval criteria for context in this area.

Courtyard

- Commissioners agreed the courtyard design is moving in the right direction.

- Commission was unanimous that the courtyard needs passive territorial programming; no fences or barriers separating public from private spaces.
 - The private portion of the courtyard area must clearly show how the Zoning Code Required Outdoor Area standard [33.130.228] will be met in the future Land Use Review submittal.

PUBLIC REALM

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

Site

4. Site Circulation/ Infrastructure elements

- a. Modal: bike, bike parking, ped, future Sullivan's Gulch, bike-ped mix, car**
 - b. How many people come through here every day (transit, building, existing, etc)**
- Commissioners were unanimous that all aspects of the site layout and infrastructure placement are working well and set up for success.
 - One Commissioner commented they can't wait for the Sullivan's Gulch Trail Team to come through.

Building

5. Ground Floor Activation & Placemaking/ Public Realm: eyes on the spaces

- a. Frontages and Neighboring frontages**
 - b. Commercial/ retail spaces**
 - c. How to activate the space ahead of Sullivan's Gulch; Interim city plans/progress?**
- Commissioners agreed that all the active uses and spaces are moving in the right direction.
 - Some Commissioners commented that the retail space, while perfectly located, may be too small to provide the kind of retail opportunity this corner of the site could command.
 - Commissioners agreed that the ground floor uses are working well, though some areas need improvement.
 - The long corridor fronting the courtyard stands out as a long inactive space, lacking eyes on the courtyard. Additional design development along this frontage is critical.
 - Commissioners agreed that the maintenance access space at the rear of the site, adjacent to the bike parking, must remain clear from built structures or large encroachments due to intermittent access requirements for TriMet and other service providers like PPL and BES. However, flexible programming for this space for use by residents and visitors of the housing could be very effective.
 - Commissioner suggestions included basketball hoops and kick ball walls.
 - Commissioners also encouraged the Development Team to continue to develop the screening/ fencing with high quality materials and design.

Service Bureau Comments – PBOT, PPR, BES

- Bob Haley, Portland Bureau of Transportation [PBOT]
 - PBOT expressed support for the revised site plan and “condensed” stramp design.

- PBOT was particularly supportive of the pedestrian flow diagrams, notably the creation of eddies around the paseo and on the stramp, allowing opportunities for all people to stop and rest and enjoy the space.
 - PBOT noted that the street vacation application is in process, and that Public Works Plan is not yet submitted. There are major issues with the traffic review. As parking is not required for this site, but parking access is desired, there is a lot of traffic analysis that needs to be successfully resolved.
- Katie Dunham, Portland Parks and Recreation [PPR]
 - PPR is very supportive of the direction the project is now going.
- Ella Indarta, Bureau of Environmental Services [BES]
 - BES is appreciative of the wider access now provided by the revised plan.
 - BES noted however the turning radius diagrams are still being worked out to access the sewer connection and must be successfully resolved.

Exhibit List

- A. Applicant's Submittals
 - 1. Original Application Narrative and Drawings
- B. Zoning Map [attached]
- C. Drawings
 - 1. Aerial Site/ Project Summary 1
 - 2. Aerial Site/ Project Summary 2
 - 3. Aerial Site/ Project Summary 3
 - 4. Context Study Cover
 - 5. Vicinity Map
 - 6. Zoning Summary
 - 7. Urban Context 1
 - 8. Urban Context 2
 - 9. Urban Context 3
 - 10. Site Context 1
 - 11. Site Context 2
 - 12. Site Context 3
 - 13. Site Context 4
 - 14. Site Context 5
 - 15. Changes since DAR #1
 - 16. DDA Boundary Resolution
 - 17. Building Footprint and ROW Widths
 - 18. Public Infrastructure Site Cover Page
 - 19. Infrastructure Project 1
 - 20. Infrastructure Project 2
 - 21. User Circulation Mapping 1
 - 22. User Circulation Mapping 2
 - 23. Maintenance 1
 - 24. Maintenance 2
 - 25. Transit Circulation 1
 - 26. Transit Circulation 2

- 27. Site Sections
- 28. Outdoor Space Activation 1
- 29. Outdoor Space Activation 2
- 30. Affordable Housing Cover Page
- 31. Sketch Book
- 32. Massing Evolution Diagrams
- 33. Massing and Composition
- 34. Renderings – NE Halsey and 42nd
- 35. Site Plan Diagram 1
- 36. Site Plan Diagram 2
- 37. NW Corner Vignette 1
- 38. NW Corner Vignette 2
- 39. Paseo Vignette
- 40. Courtyard Vignette
- 41. Pedestrian Bridge Vignette
- 42. I84 Corridor Vignette
- 43. Building Plans
- 44. DAR Discussion Topics
- D. Notification
 - 1. Mailing list
 - 2. Mailed notice
 - 3. Posting instructions sent to applicant
 - 4. Posting notice as sent to applicant
 - 5. Applicant's statement certifying posting
- E. Service Bureau Comments
 - 1. Portland Parks and Recreation
- F. Public Testimony [none]
- G. Other
 - 1. Application form
 - 2. Staff memo to Design Commission 6-29-22
- H. Design Commission Meeting 7-7-22
 - 1. Staff Presentation
 - 2. Testimony Sheet

hollywoodHUB

REFERENCE: EA 21-019897
 EA 21-105637
 EA 21-105638 DA

DESIGN ADVICE REQUEST

NARRATIVE
May 19, 2022

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HOLST ARCHITECTURE

CONTACT: DAVE OTTE dotte@holstarc.com 503-233-9856

I. PROPOSAL

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

On completion of the street vacation, the Hollywood Transit Center site will have an allowable floor area of 300,216 square feet assuming a 7:1 Floor Area Ratio available with bonuses in the Hollywood Plan District under CM3(d) zoning. 240,780 square feet of FAR will be utilized by our 234-unit, 12-story, 120 feet tall Type I high-rise building. 60% of homes at hollywoodHUB are two- and three-bedroom units with an overall average bedroom count of 1.75 beds per unit, providing much needed choices for families priced out of NE Portland. Homes will be geared towards families earning between 30-60% AMI, and all will be affirmatively marketed to BIPOC families. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard and adjacent paseo/market street (built by TriMet), serving not just the immediate residents but functioning as an amenity for the greater community.

The infrastructure part of the project delivered by TriMet includes the following core components:

- i. A new ADA-compliant ramp and stair structure for pedestrian and bicycle access to the I-84 pedestrian bridge and the Hollywood MAX station. This ramp and stair will enhance existing light rail and bus services as well as connectivity to the Hollywood district and the Laurelhurst neighborhood.
- ii. A new light rail traction power substation. Located beneath the new ramp and stair structure, this new substation improves the reliability and efficiency of MAX services and improves worker safety by replacing an outdated substation.
- iii. A new 20' wide bike/pedestrian connection to the future Sullivan's Gulch Regional Trail. This connection also provides the City of Portland with maintenance access to a sewer mainline located south of the site.
- iv. A new 64-foot-wide public plaza, or 'paseo,' connecting the new stair and ramp structure with Halsey Street. This pedestrian and bicycle-only public open space provides a seamless transit connection between the MAX and three bus lines. It will encourage active use, and include seating, lighting, trees, and other amenities.
- v. Re-designed bus facilities located on a dedicated bus pull out on Halsey Street as well as a new in-street bus stop and shelter on Halsey Street and NE 42nd Avenue.
- vi. A redesigned pedestrian and bicycle crossing at Halsey and NE 42nd Avenue, as well as changes to signaling and vehicle circulation patterns. These changes were designed in coordination with the Portland Bureau of Transportation, and improve pedestrian and cyclist safety.
- vii. New power, water, and sewer utility upgrades to support the operation of the TriMet substation, bicycle and pedestrian facilities, public open space, and the hollywoodHUB building.

II. APPLICABLE DESIGN STANDARDS

33.130

The Commercial/Mixed Use 3 (**CM3**) zone is a large-scale, commercial mixed-use zone intended for sites close to the Central City, in high-capacity transit station areas or town centers, and on civic corridors. Buildings in this zone are generally expected to be up to six stories and may be up to seven stories when bonuses are used.

33.415

The Centers Main Street (**m**) overlay zone emphasizes pedestrian and transit-oriented design by requiring active ground floor commercial uses, ground floor windows and minimum floor areas in new development. This overlay zone also limits certain auto-oriented uses.

33.420

The Design (**d**) overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through design districts and applying the Design Overlay Zone as part of community planning projects, design guidelines for each district, and by requiring design review or compliance with the Community Design Standards.

33.536

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

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

33.130 CM3 Development Standards**33.130.200 Lot Size**

No required minimum

33.130.205 Floor Area Ratio

Max FAR: 3 to 1

**See 33.536.240 and 33.536.250 for Base and Bonus FAR*

33.130.207 Minimum Density

1 unit per 1,000 sf site area

33.130.210 Height

Base height: 65 ft

** See 33.536.250 for Bonus Height Option*

33.130.212 Floor Area and Height Bonus Options

Max FAR with bonus: 5 to 1

Max height with bonus: 120 ft

** See 33.536.250 for Bonus FAR Increase and Height Options*

33.130.215 Setbacks

Min. Building Setbacks: none

Max. Building Setbacks: 10 ft.

33.130.220 Building Coverage

Max. Building Coverage: 100%

33.130.222 Building Length and Façade Articulation

Max. Building Length: 200 ft (within 20' of a street lot line)

Façade articulation: applies – 25% of area of street-facing façade within 20 ft of lot line must be divided into façade planes off-set by 2' in depth from rest of facade

33.130.225 Landscaped Areas

Min. Landscaped Area: 15%

33.130.227 Trees

See Title 11

33.130.228 Required Outdoor Areas

48 sf of outdoor area is required for each dwelling unit on the site

33.130.230 Windows

Windows in street-facing façades: min 15% of area of each façade that faces a street lot line must be window or main entrance door

Ground floor windows: min 40% of ground floor wall area of street-facing facades 20 ft or closer to street lot line or plaza (2-10 ft above finish grade)

- Windows into bike parking qualify for up to 25% of this requirement

** See 33.415.340 for Ground Floor Window Standards*

33.130.235 Screening

Garbage and recycling: Screen from street and adjacent properties

Mechanical equipment: screen for street and adjacent residential zones (parapet, equipment screen, or set back from roof edges)

33.130.240 Pedestrian Standards

Connection between streets and entrances

Connection between all main entrances and other areas of the site used by building occupants

33.130.242 Transit Street Main Entrance

Locate main entrance on a transit street

Minimum of one entrance is required for every 200 feet of building length

** See 33.415.350 for entrance requirements*

33.130.245 Exterior Display, Storage, and Work Activities

Exterior display of goods is allowed except for the display of motor vehicles, recreational vehicles, motor vehicle parts and supplies, building materials, and the display of goods associated with an industrial use.

Exterior storage is not allowed

33.130.255 Trucks and Equipment

Does not apply

33.130.260 Drive-Through Facilities

Does not apply

33.130.265 Detached Accessory Structures

Does not apply

33.130.270 Fences

Does not apply

33.130.275 Demolitions

Subject to tree preservation and protection requirements, see chapter 11.50

33.130.290 Parking, Loading, and Transportation Demand Management

See 33.266

33.130.292 Street and Pedestrian Connections

Does not apply to sites under 5 acres

33.130.295 Signs

See title 32.

33.130.305 Superblock Requirements

See Chapter 33.293 Superblock requirements do not apply

33.266 Parking, Loading, and Transportation and Parking Demand Management**33.266.110 Minimum Required Parking Spaces**

Min. Parking: 0 (exception 1 for Affordable Housing)

33.266.115 Maximum Allowed Parking Spaces

Max. Parking: 1.35 per unit

33.266.130 Development Standards for All Other Development

Location of vehicle area: not allowed between a building and any street

Table 266-4 Minimum Parking Space and Aisle Dimensions apply

ADA parking as required by OSSC

33.266.140 Stacked Parking Areas

Stacked parking areas which will allow parking at some times without attendants must be striped in conformance with the layout standards of Subsection 33.266.130 F

33.266.200 Minimum Required Bicycle Parking (Table 266-6)

Long-term spaces: 1.5 per unit (302 spaces)

Short-term spaces: 1 per 20 units (11 spaces)

Transit Center Long-term (standard A): 30 spaces

Transit Center Short-term (standard A): 12 short term

33.266.210 Bicycle Parking Development Standards

Standards for long-term spaces:

- Up to 50% of long-term spaces may be located in dwelling units
- 30% of spaces must be in a horizontal rack (91 spaces)
- 5% of spaces must accommodate a larger bicycle space in horizontal rack (16 spaces)
- 5% of spaces must have electrical sockets accessible to the space (16 spaces)

Standards for short-term spaces:

- Locate within 50 ft of main entrance

33.266.310 Loading Standards

One loading space meeting Standard A or two loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building

- Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.
- Standard B: The loading space must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.

33.266.410 Transportation and Parking Demand Management

A TDM plan is required:

5/19/22

- Go through the Transportation Impact review process set out in chapter 33.852
- Meet the objective standards of Title 17.107 as verified by PBOT

33.415 (m) Development Regulations**33.415.200 Required Ground Floor Active Use**

25% of ground level floor area must be: Retail Sales and Service, Office, Industrial Service, Manufacturing and Production, Community Service, Daycare, Religious Institution, Schools, College, Medical Center

33.415.300 Prohibited Development

Does not apply

33.415.310 Minimum Floor Area Ratio

Min. FAR: .05 to 1

33.415.320 Maximum Building Setbacks

Max. Building Setback: at least 70 percent of the length of the ground level street facing facade of the building must meet the maximum building setback standard of the base zone (10 ft – ref 33.130.215 Setbacks)

33.415.330 Location of Vehicle Areas

No more than 30 percent of any transit street frontage may be used for vehicle areas

33.415.340 Ground Floor Windows

Ground floor windows: 60% required (supersedes section 33.130.230)

33.415.350 Entrances

On transit streets, at least one entrance is required for every 100 feet of building length for portions of buildings subject to the maximum street setback. (supersedes section 33.130.242)

33.415.410 Additional Use and Development Standards in the CM1 Zone

Does not apply

33.420 (d) Development Standards**33.420.030 Neighborhood Contact**

Neighborhood contact step of 33.705.020.C., Neighborhood contact III, is required

33.420.041 When Design Review or Meeting Design Standards is Required

New development – design review or design standards required

33.420.050 Design Standards

Design standards may not be used, development exceeds 40,000 sf

33.420.065 Design Guidelines

Use the Portland Citywide Design Guidelines

33.536 HW Development Standards**33.536.120 Required Residential Uses**

Site is directly across the street from Required Residential Area per Map 536-1 (applies to new development - at least 50 percent of new floor area must be residential uses)

33.536.210 Prohibited Development

Does not apply

33.536.220 Maximum Building Height

**See 33.536.250 for Bonus Max Building Height*

33.536.230 Transition Between Residential and Commercial/Mixed Use Zones

Does not apply

33.536.235 Transition Between Commercial/Mixed Use Zones

Does not apply

33.536.240 Floor Area Ratio

Min. floor area ratio: 1 to 1

Max. floor area ratio: 4 to 1 (floor area used for parking does not count toward this requirement)

**See 33.536.250 for Bonus FAR increase*

33.536.250 Bonus Options

5/19/22

Bonus Max. Building Height: 120' (Map 536-2)

Max. bonus floor area increase: 3 to 1 (added to base FAR to be 7 to 1 total available FAR)

Inclusionary Housing - To qualify for this bonus, the applicant must provide a letter from the Portland Housing Bureau certifying that the regulations of 33.245 have been met.

33.536.260 Building Facades Facing Sandy Boulevard

Does not apply

33.536.280 Enhanced Pedestrian Street Standards

Active building uses – met along at least 50% of ground floor walls fronting Enhanced Pedestrian Street

- Finish floor to bottom of structure above – min 12 ft
- 25 ft depth, measured from street façade
- Façade must include windows and doors
- Parking is not allowed in active building use area

33.536.290 Maximum Parking Allowed in the RX, CM2, and CM3 Zones

Max parking spaces (Household Living): no max for structured parking

33.536.300 On-Site Location of Vehicle Areas Along Sandy Boulevard

Does not apply

III. POTENTIAL MODIFICATIONS

NONE

IV. Portland Design Guidelines

Context

1. *Character, local identity, and aspiration*

Our revised design builds on this site's character, local identity and aspiration of this place by creating a truly transit-oriented development that maximizes height and density while delivering on the promise of the historically underutilized Hollywood Transit Station with affordable housing, improved accessibility and maneuverability for pedestrians and bikes, as well as quality public placemaking strategies. By capitalizing on a site that is rich in services and transit options with a prominent street wall, ground floor retail, and a series of appropriately scaled outdoor public spaces, this project will greatly enhance the experience of its occupants, visitors, and people passing through.

2. *Positive Relationships*

Our revised design creates positive relationships with the surrounding context by creating urban edges with activated ground floors, by collocating parking access points with the existing parking access for Target, and by connecting open spaces with open spaces. By coupling a public courtyard with the paseo and stair/ramp structure, we have sited open space in a way to maximize usability and benefit for both residents and community members accessing transit.

3. *On-site features and opportunities*

Our revised design integrates and enhances on-site features and opportunities to contribute to this location's uniqueness by maximizing pedestrian and bike flow and view corridors while carving away the ground floor corners of our building, which also provides visual interest and provides weather protection. We are also enhancing the existing pedestrian bridge with an improved stair and ramp design that is more usable and safer than the previous stair and ramp.

Public Realm

4. *Sidewalk level of buildings*

Our revised proposal designs the sidewalk level of the building to be active and human scaled. We accomplish this through several strategies, including active uses located directly adjacent to the public sidewalk like retail, lobbies, a community room, a bike hub, and resident support services. We are also proposing welcoming entries and corner elements that provide weather protection and opportunities for seating. The ground floor will offer high levels of visual permeability to make the sidewalks feel safe and inviting.

5. *Opportunities to pause, sit and interact*

Our revised design provides many opportunities to pause, sit and interact. While our design is still in development, these opportunities are already evident at the main entry alcove, the recessed ground floor at the corners of the retail and bike hub, the paseo, courtyard, stair & ramp, and trail access. All these public space elements have the opportunity for seating, buffers to define gathering spaces from through-ways and to expand the sidewalk to provide moments of reflection and respite from the busy streetscape.

6. *Parking and building services*

Our revised design integrates and minimizes the impact of parking and building services. By combining the Target parking ramp with the entry to our parking garage we use as little building frontage as possible for auto access, and we have located the parking garage in the least public portion of the site, hidden from view. Trash and utilities are located either behind active uses or below grade, away from street facing facades.

Quality & Resilience

7. *Thoughtful site and building design*

Our revised design supports the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design. The courtyard and paseo will provide a variety of multi-functional spaces for sitting, playing, and gathering. Vehicle areas have been designed to not impair the usability and enjoyment of the site. Windows and entries will be oriented toward on-site circulation and open areas, and comfortable access through the site will be provided with wide walkways, and multiple windows that will be well lit to feel welcome and safe. Retail and office spaces will be linked by the courtyard, including seating, planters and trees, and multiple vantage points for visibility and legibility. The central public courtyard allows for eyes on the space and will act as an outdoor lounge.

8. *Quality*

Our revised proposal is designed for quality and will use enduring materials and strategies with a coherent approach. Building function will be expressed visually by highlighting the hierarchy of space and emphasizing the ground floor with high quality materials. We will employ a modern design using time-tested materials to evoke quality and resilience with deep overhangs to provide massing relief and visual contrast.

9. *Resilience*

Our revised proposal is designed for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city. We will achieve this through several strategies, including a flexible ground floor that can adapt over time, incorporating native landscaping and large canopy trees to address heat island and provide for pollinators, providing daylight and ventilation to improve indoor air quality. Additionally, we will be meeting Portland Housing Bureau Green Building Standards and providing air conditioning for all residents to help combat rising temperatures and wildfire smoke.

V. DAR I – Design Review Issues to Address

Design Advice Request Executive Summary (EA 21-105638 DA)

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

1 Site and Phased Development	
1A. NE 42nd Avenue Street vacation and Replat for 3 lots	<p>RESPONSE: The Replat of 5 lots to 3 lots is in process. As of 5/16, the amendments to the submitted plat sheets are under review by the Multnomah County Surveyor’s Office. We expect approved county plat maps in the coming weeks that then go to BDS for review and approval. Assuming approval, the replat will ensure all lots remain legal after the street vacation.</p> <p>The Street Vacation is also in process. TriMet and City of Portland have been in coordination in recent months verifying the language and resolving conditions captured in the City of Portland Planning and Sustainability Commission Recommendation to Portland City Council Memo. After the DAR, the city’s street vacation conditions will be reflected in a 30% drawing set to be reviewed and approved by way of a Public Works/ Street Improvement Permit. A City Council approval is needed to finalize the street vacation process (which includes recording of a property line adjustment). Expecting in Fall/Winter 2022.</p>
1B. Required Public Recreation Trail access to Sullivan’s Gulch Regional Trail	<p>RESPONSE: Pursuant to DAR feedback in December, TriMet and BRIDGE made a strategic design decision to adopt the existing eastern TriMet property line as the delineation between the public infrastructure project, and the affordable housing project. This change provides a much wider envelope (the full 64’ of vacated street width) for the infrastructure project - and public access. To offset the impact of this modification on the quantity of housing units within the existing DDA, Bridge and TriMet have simultaneously been working to modify the DDA provisions as detailed in 1C below. Bridge Housing is supportive of the new delineation, as it will ensure a wider (20’) and better connection to both the future Sullivan’s Gulch and provide BES with access to the existing sewer.</p>

5/19/22

1C. L-shaped concept for shared driveway and outdoor area plaza	<p>RESPONSE: BRIDGE and TriMet have successfully addressed the challenges created by the atypical pathway of the DDA boundary that splits the transit center site. Working with Senator Wyden's office, and in consultation with HUD, US Census Bureau, IRS, and OHCS, BRIDGE and TriMet have reached a resolution that will allow for a Low Income Housing Tax Credit basis boost on any development delivered on the site, regardless of whether it is inside or outside the current DDA boundary. This resolution supports the delivery of a single phase, full site C-shaped affordable housing development that addresses many of the Commissions concerns including the shared driveway and outdoor area plaza, and also provides an additional 37 affordable housing units, offsetting the impact of the new delineation detailed in 1B above.</p> <p>For reference, Difficult to Develop Area (DDA) boundaries are established by HUD based on ZIP Code Tabulation Areas (ZCTA) defined by the Census Bureau. The Hollywood Transit Center property is bisected by a DDA boundary line, with the southern and western half of the site falling within a DDA (97232 ZCTA) and the northern and eastern half falling outside the DDA (97213 ZCTA). Our original concept was designed to conform to the DDA boundary as failure to conform and receive the associated 30% boost in tax credit basis may reduce the project's tax credit equity by up to \$10.2 million.</p>
<u>2 Massing and Articulation</u>	
2A. L-shape building created due to "Difficult to Develop Area" boundaries for anticipated funding for affordable housing	RESPONSE: See Response 1a (above).
2B. Sculpting / Articulation opportunities	RESPONSE: The revised building mass is organized around an east-facing courtyard, providing substantial massing relief along the north-south pedestrian and bike Paseo connection. Air and light are allowed to infiltrate these pedestrian zones and break down the building scale at this important nexus. An urban edge is retained along the remaining frontages, with opportunities to provide plan and sectional relief at massing intersections created by the irregular site geometry.
2 General Comments.	Noted. These elements will be given further consideration in forthcoming designs and land use approval presentations.
<u>3 Outdoor / Common Area Requirement</u>	

5/19/22

3A. Required Outdoor Area not met, triggers Modification	<p>RESPONSE: See response to 1b (above). The revised concept maintains the building footprint within the existing property line, providing an additional 17' of width, or 64' width total for public access infrastructure and improvements in the vacated street of 42nd Ave.</p> <p>The required open space will be met within the BRIDGE affordable housing development (on the TriMet parcel), no longer requiring a modification. The proposal includes a large at-grade central courtyard in addition to shared spaces throughout the building to help meet the required outdoor area.</p>
3B. Courtyard design represents 1/3 of the outdoor area requirement	RESPONSE: See response to 3A (above).
3C. Balconies and/ or more interior and rooftop outdoor spaces opportunities.	RESPONSE: See response to 3A (above). Due to the noise generated by proximity to I-84, approximately 80dba per our most recent analysis, outdoor spaces such as balconies will not be compliant with HUD funding for the project and other noise mitigation measures must be incorporated into our design to ensure indoor noise is reduced
<u>4 Ground Floor Activation Outdoor / Common Area Requirement</u>	
4A. NE Halsey frontage.	RESPONSE: The revised concept prioritizes active uses along NE Halsey, including the main residential entry and lobby, leasing office, community room and retail. Many of these spaces have the additional benefit of reaching through to activate the central courtyard and Paseo.
4B. Shared driveway street frontage.	RESPONSE: The central shared driveway has been removed and parking access is now consolidated with the existing Target curb cut at the NW corner of the site. This makes use of an existing vehicular access point, allows for an uninterrupted frontage of active building program along NE Halsey St, and maximizes the distance between the vehicular entry and the pedestrian-focused Paseo access at the NE corner of the site.
4C. Outdoor Area frontage.	RESPONSE: The central courtyard is flanked by active use program, creating opportunities for indoor-outdoor engagement and increasing eyes on this important site amenity. Service functions and parking have been relocated to free up ground floor square footage for resident-focused spaces that connect with the courtyard.
4 General Comments.	Noted. These elements will be given further consideration in forthcoming designs and land use approval presentations.

END

H O L S T

19 May 2022

BRIDGE | TRIMET
hollywoodHUB

PORTLAND, OR

EA 22-xxxxxx DA



SHEET INDEX

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PROJECT TEAM

AFFORDABLE HOUSING SITE

19 May 2022



APPLICANT

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

LANDSCAPE ARCHITECT

MAYER REED
319 SW Washington St Suite 820, Portland, OR 97204
[503] 223-5953
Contact: Jeramie Shane
jeramie@mayerreed.com

DEVELOPER

BRIDGE HOUSING CORPORATION
1631 NE Broadway PMB #153, Portland, OR 97232
[503] 477-4513
Contact: Sarah Schubert
sschubert@bridgehousing.com

OWNER

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

RESIDENT SERVICES PROVIDER

HACIENDA COMMUNITY DEVELOPMENT CORPORATION
6700 NE Killingsworth St, Portland, OR 97218
[503] 595-2111
Contact: Ernesto Fonseca
efonseca@haciendacdc.org



OWNER

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT
1800 SW First Ave, Suite 300, Portland, OR 97201
[314] 740-3667
Contact: Catherine Sherraden
sherradc@trimet.org

ENGINEERING

DAVID EVANS AND ASSOCIATES
2100 S River Parkway, Suite 100, Portland, OR 97201
[503] 499-0398
Contact: Cameron Grile
cameron.grile@deainc.com

LANDSCAPE ARCHITECT

MAYER REED
319 SW Washington St Suite 820, Portland, OR 97204
[503] 223-5953
Contact: Jeramie Shane
jeramie@mayerreed.com

CONTEXT STUDY



ZONING SUMMARY

4110 NE HALSEY ST

ZONING ANALYSIS

BASE ZONE: CM3

OVERLAYS: DESIGN OVERLAY ZONE

CENTERS MAIN STREET OVERLAY ZONE

PLAN DISTRICT: HOLLYWOOD PLAN DISTRICT

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

GROUND FLOOR ACTIVE USE: ALONG 42ND

MAX FAR: 4:1

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

MAX HEIGHT: 120 FT

BLDG SETBACK MAX: 10' ALONG HALSEY

MAX BUILDING SITE COVERAGE: 100%

MIN LANDSCAPED SITE AREA: 15%

MIN/MAX PARKING: NONE

GROUND FLOOR WINDOW STANDARDS: APPLY

TOTAL SITE AREA: 52,554 SF

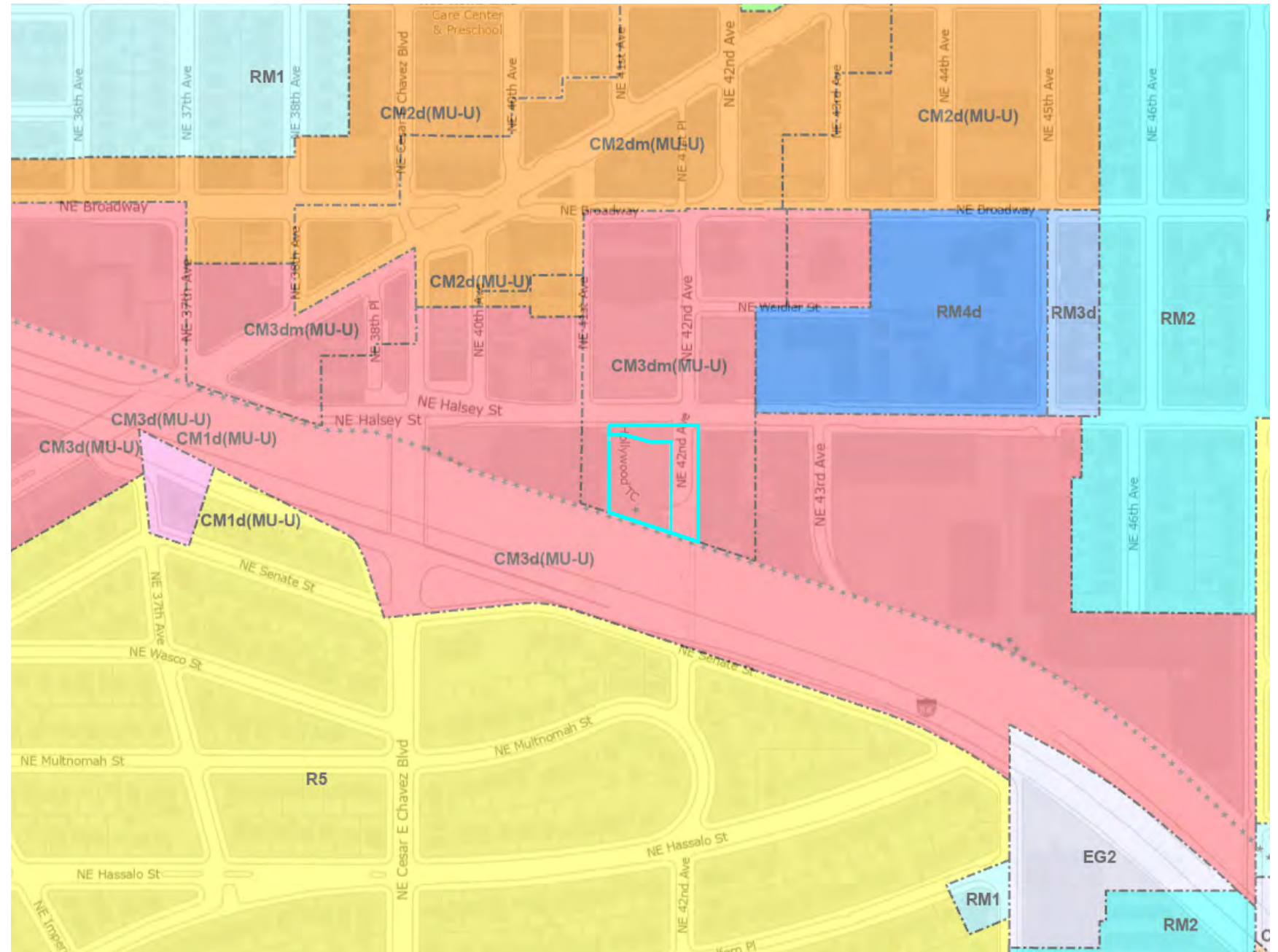
BUILDING SITE AREA: 34,918 SF

BUILDING SITE AREA WITH STREET VACATION: 42,888

PROPOSED BUILDING FLOOR AREA: 240,780

PROPOSED BUILDING HEIGHT: 120 FT

NUMBER OF DWELLING UNITS: 234



URBAN CONTEXT

CONNECTIONS

SITE IN LARGER CONTEXT

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



URBAN CONTEXT

TRANSIT, PEDESTRIAN, AND VEHICLE ACCESS

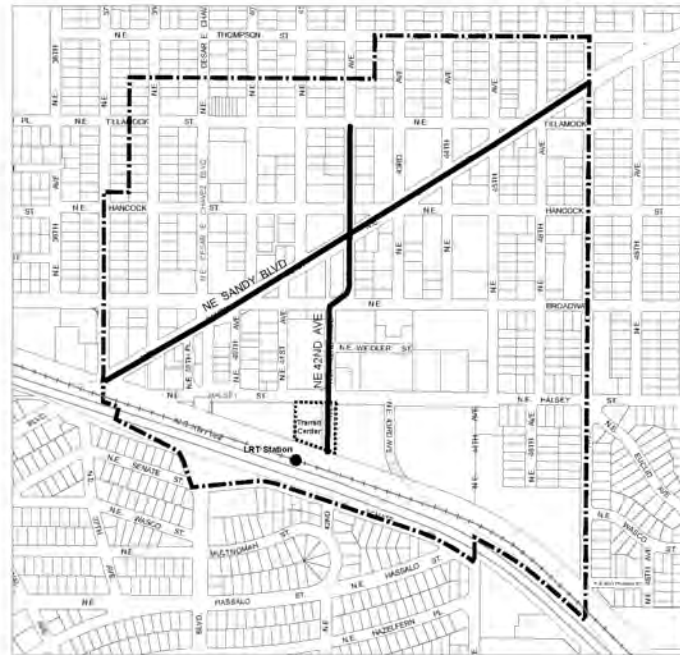
MULTI-MODAL CIRCULATION

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

PEDESTRIAN & VEHICLE ACCESS POINTS

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

MAP 536-3 | HOLLYWOOD PLAN DISTRICT PEDESTRIAN STREETS



● GROCERIES: TRADER JOE'S, TARGET, GROCERY OUTLET, HOLLYWOOD FARMER'S MARKET

HEALTHCARE: PROVIDENCE MEDICAL CENTER AND BROADWAY MEDICAL CLINIC

● LEISURE/WEELLNESS: 24 HOUR FITNESS, NORTHEAST COMMUNITY CENTER

● COMMUNITY: HOLLYWOOD SENIOR CENTER, MOTHER & CHILD EDUCATION CENTER

 HIGH PERFORMING PUBLIC SCHOOLS



HISTORIC HOLLYWOOD BUILDINGS

HISTORIC LAURELHURST NEIGHBORHOOD

HOLLYWOOD DISTRICT

● GRANT PARK, 0.7 MILES FROM SITE

● FRAZER PARK, 0.6 MILES FROM SITE



SITE CONTEXT

EXISTING CONDITIONS

19 May 2022

EXISTING CONDITIONS PLAN

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



View of Site from north looking south



View of bike parking and bus stop looking south



SITE CONTEXT

UTILITIES

19 May 2022

GARBAGE & RECYCLING

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

SEWER & ENVIRONMENTAL

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

WATER

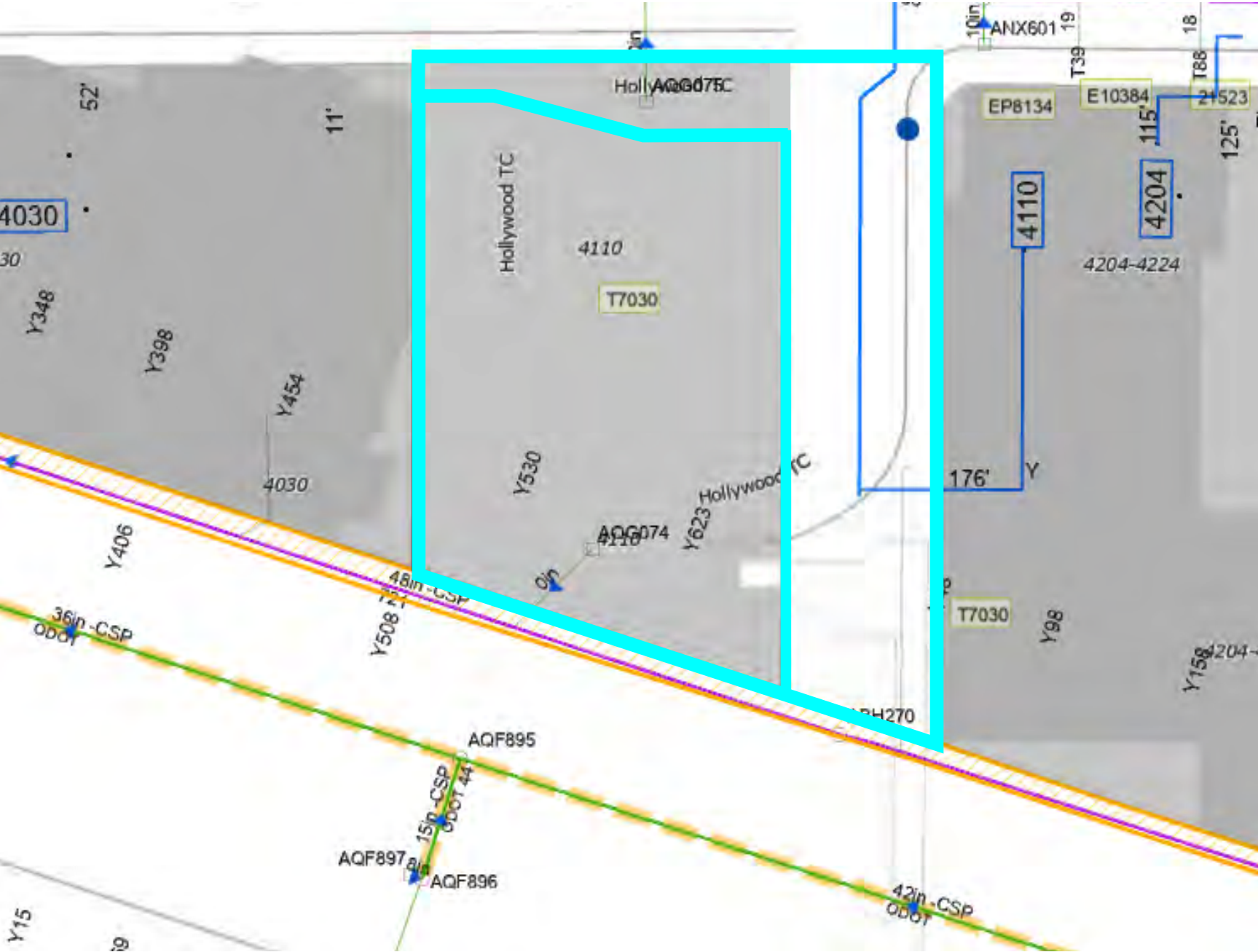
Portland Water Bureau
Phone: 503-823-7770
1120 SW 5th Ave. #405, Portland, OR 97204

POWER

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

GAS

NW Natural
Phone: 800-422-4012



SITE CONTEXT

SITE PHOTOS

19 May 2022



Aerial view from NW looking SE



View of pedestrian connection to TriMet Max Station



View of site from TriMet Max Station



Aerial view from SE looking NW



View of site from NE corner



View of site from NW corner

SITE CONTEXT
NEIGHBORHOOD PHOTOS

19 May 2022



1



2



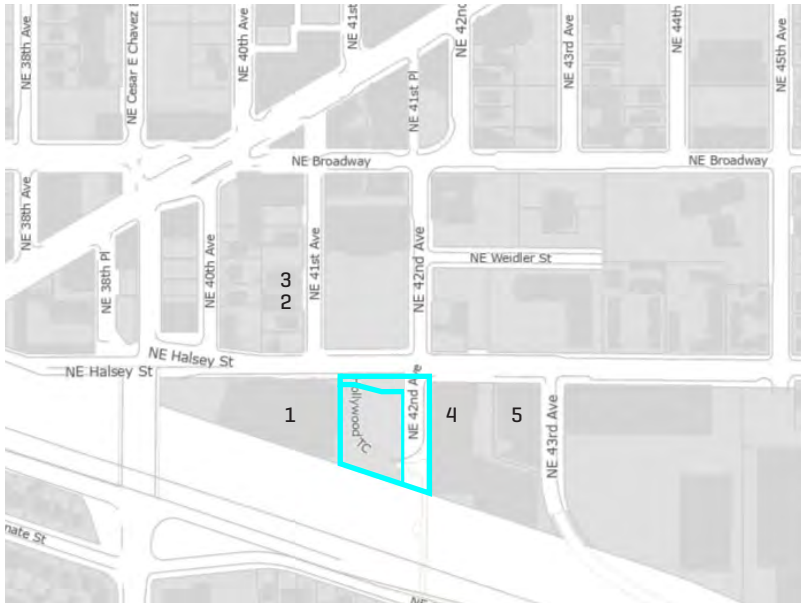
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Vicinity map with keyed neighborhood buildings

SITE CONTEXT
NEIGHBORHOOD PHOTOS



6



7



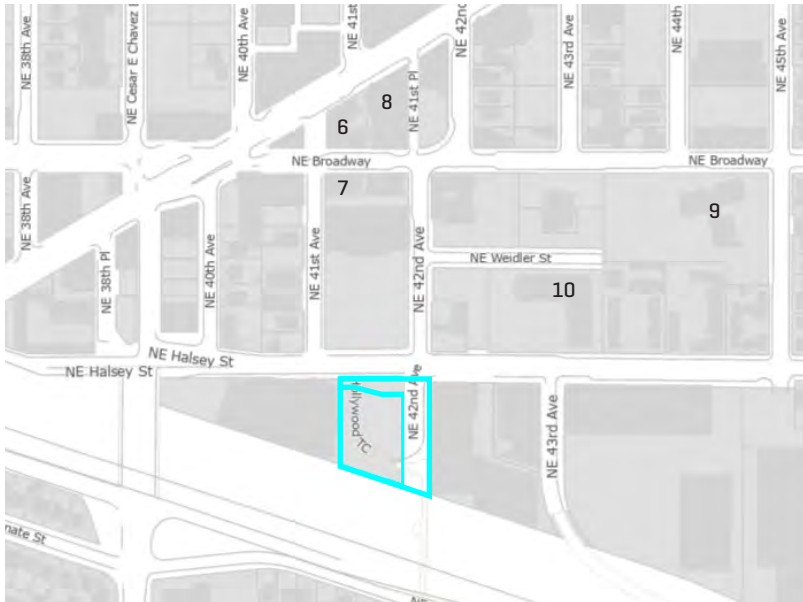
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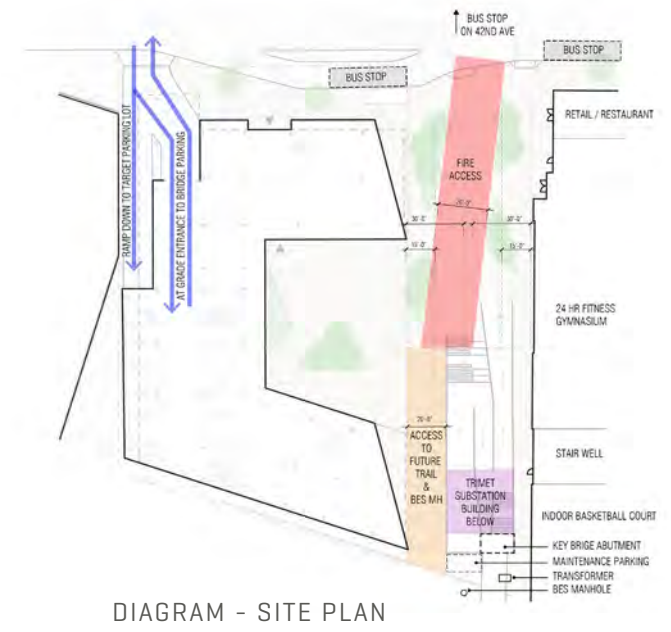
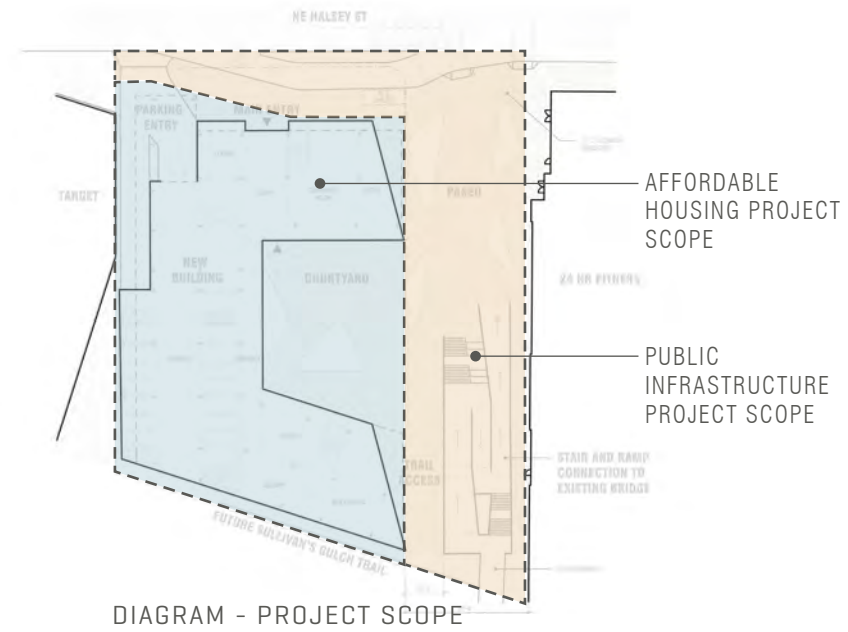
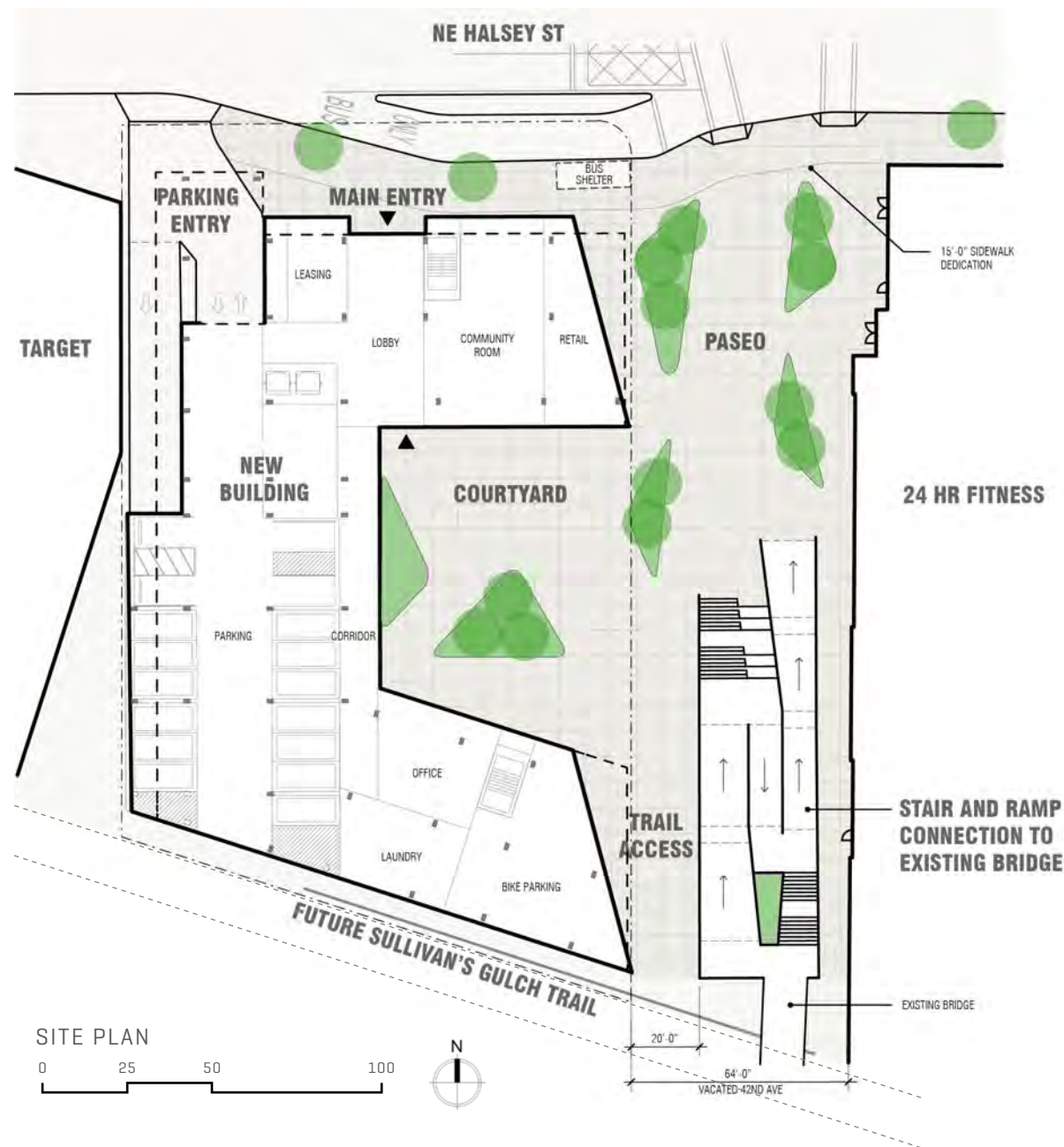


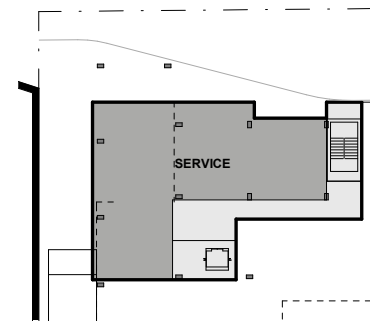
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Vicinity map with keyed neighborhood buildings

CONCEPT DESIGN



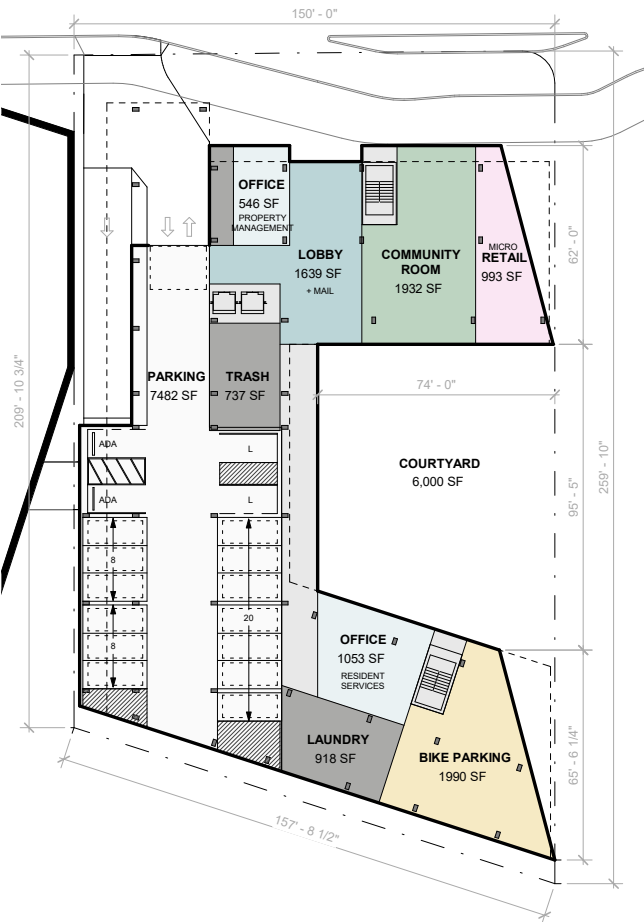


LEVEL B1 BASEMENT FLOOR PLAN

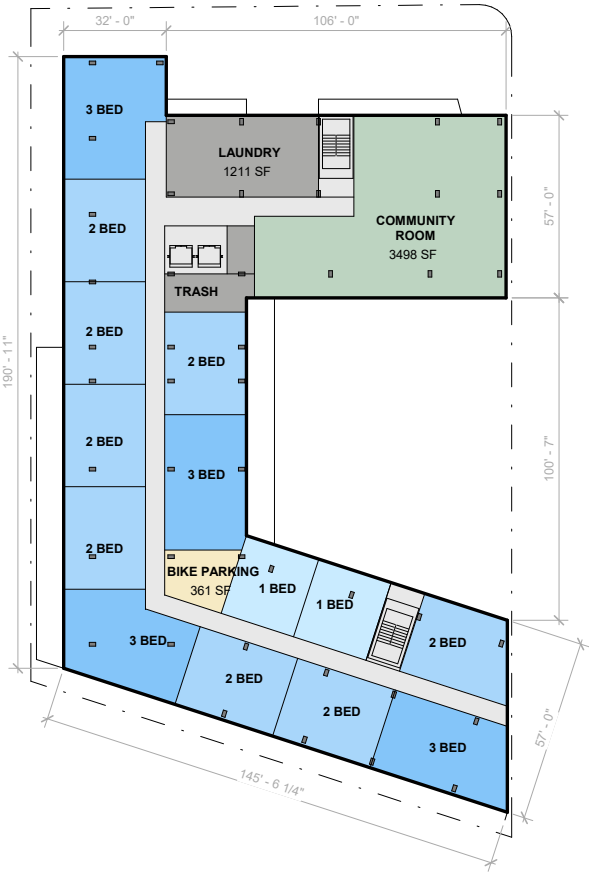
BUILDING SUMMARY

HEIGHT	120 FT
LEVELS	12
CONSTRUCTION TYPE	TYPE-I
UNIT COUNT	234
FLOOR	GSF
BASEMENT	3,802
01	12,072 *
02-12	20,446
TOTAL	240,780

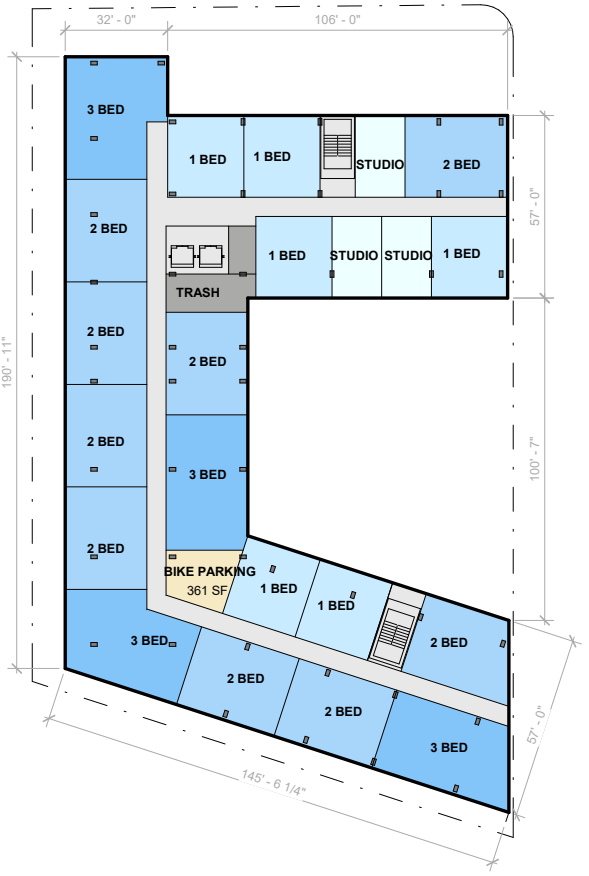
*Excludes parking per zoning §33.536.240



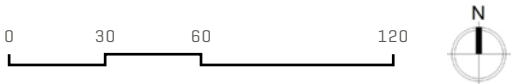
LEVEL 1 FLOOR PLAN



LEVEL 2 FLOOR PLAN

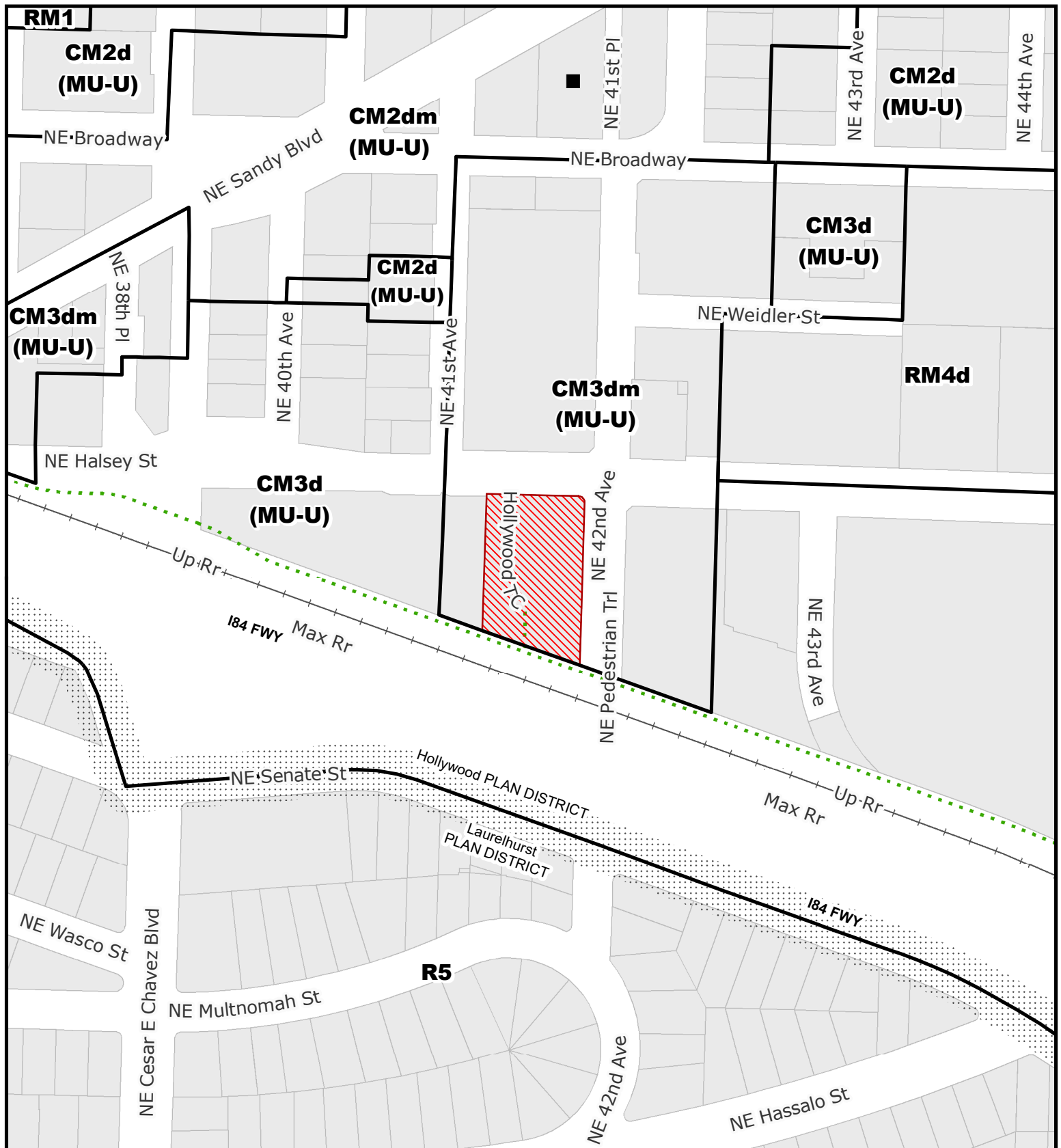


LEVEL 3-12 FLOOR PLAN



H O L S T

THANK YOU



ZONING



For Zoning Code in effect Post August 1, 2021

HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT



Site



Historic Landmark



Recreational Trails

File No.	EA 22 - 144886 DA
1/4 Section	2934
Scale	1 inch = 200 feet
State ID	1N1E36AA 100
Exhibit	B May 23, 2022



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PROJECT TEAM

AFFORDABLE HOUSING SITE

23 June 2022



APPLICANT

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

LANDSCAPE ARCHITECT

MAYER REED
319 SW Washington St Suite 820, Portland, OR 97204
[503] 223-5953
Contact: Jeramie Shane
jeramie@mayerreed.com

DEVELOPER

BRIDGE HOUSING CORPORATION
1631 NE Broadway PMB #153, Portland, OR 97232
[503] 477-4513
Contact: Sarah Schubert
sschubert@bridgehousing.com

OWNER

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

RESIDENT SERVICES PROVIDER

HACIENDA COMMUNITY DEVELOPMENT CORPORATION
6700 NE Killingsworth St, Portland, OR 97218
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1800 SW First Ave, Suite 300, Portland, OR 97201
[314] 740-3667
Contact: Catherine Sherraden
sherradc@trimet.org

ENGINEERING

DAVID EVANS AND ASSOCIATES
2100 S River Parkway, Suite 100, Portland, OR 97201
[503] 499-0398
Contact: Cameron Grile
cameron.grile@deainc.com

LANDSCAPE ARCHITECT

MAYER REED
319 SW Washington St Suite 820, Portland, OR 97204
[503] 223-5953
Contact: Jeramie Shane
jeramie@mayerreed.com

CONTEXT STUDY



URBAN CONTEXT

CONNECTIONS

SITE IN LARGER CONTEXT

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



URBAN CONTEXT

TRANSIT, PEDESTRIAN, AND VEHICLE ACCESS

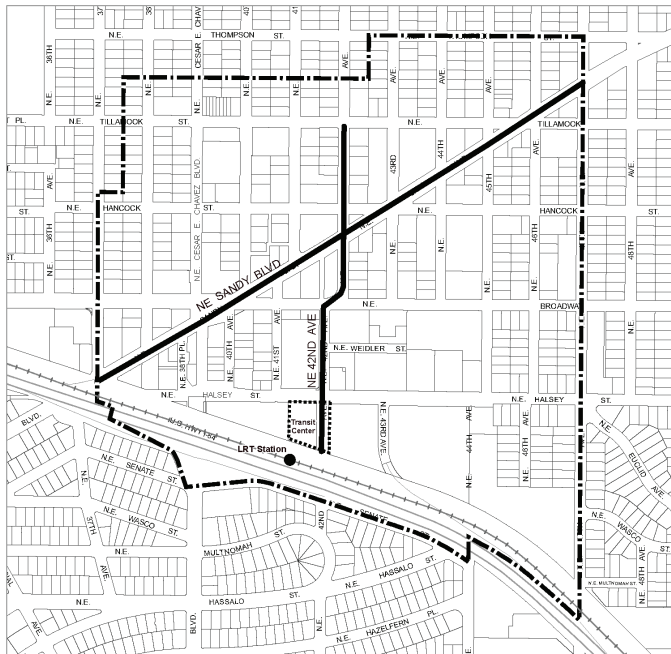
MULTI-MODAL CIRCULATION

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

PEDESTRIAN & VEHICLE ACCESS POINTS

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

MAP 536-3 | HOLLYWOOD PLAN DISTRICT PEDESTRIAN STREETS



URBAN CONTEXT

PUBLIC AMENITIES & OPEN SPACE

PUBLIC AMENITIES

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

OPEN SPACE

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



SITE CONTEXT

EXISTING CONDITIONS

EXISTING CONDITIONS PLAN

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



View of Site from north looking south



View of bike parking and bus stop looking south



Collection day: Friday

Clean River Rewards eligible

1120 SW 5th Ave. #405, Portland, OR 97204

Phone: 888-221-7070

Phone: 800-422-4012



SITE CONTEXT

SITE PHOTOS

23 June 2022



Aerial view from NW looking SE



View of pedestrian connection to TriMet Max Station



View of site from TriMet Max Station



Aerial view from SE looking NW



View of site from NE corner



View of site from NW corner

SITE CONTEXT

NEIGHBORHOOD PHOTOS

23 June 2022



1



2



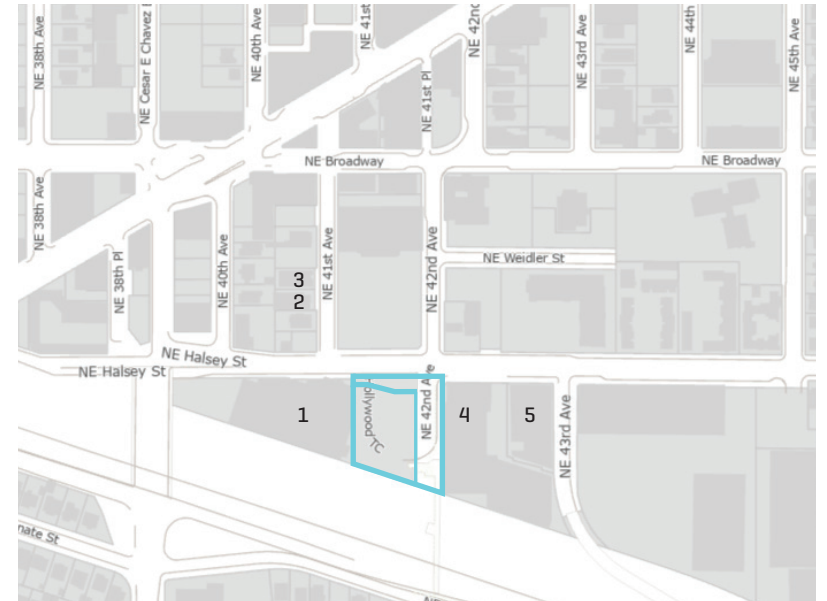
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Vicinity map with keyed neighborhood buildings

SITE CONTEXT
NEIGHBORHOOD PHOTOS

23 June 2022



6



7



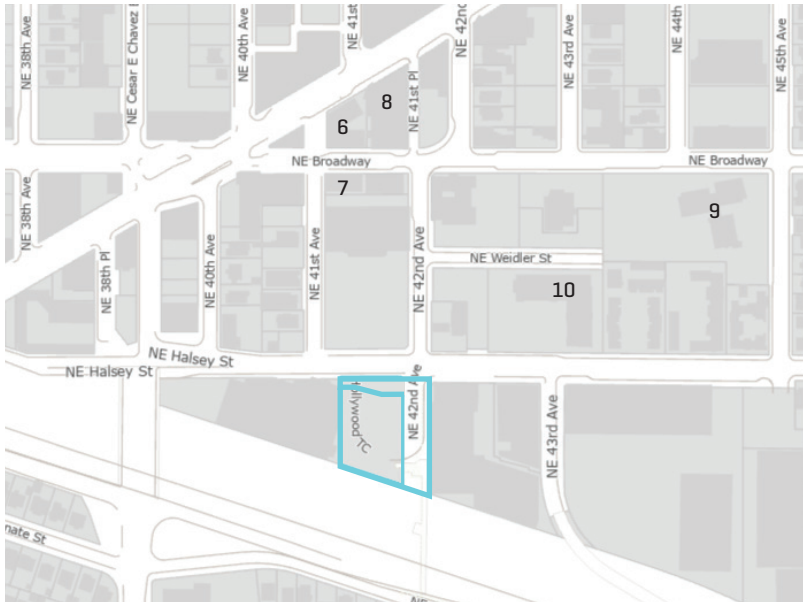
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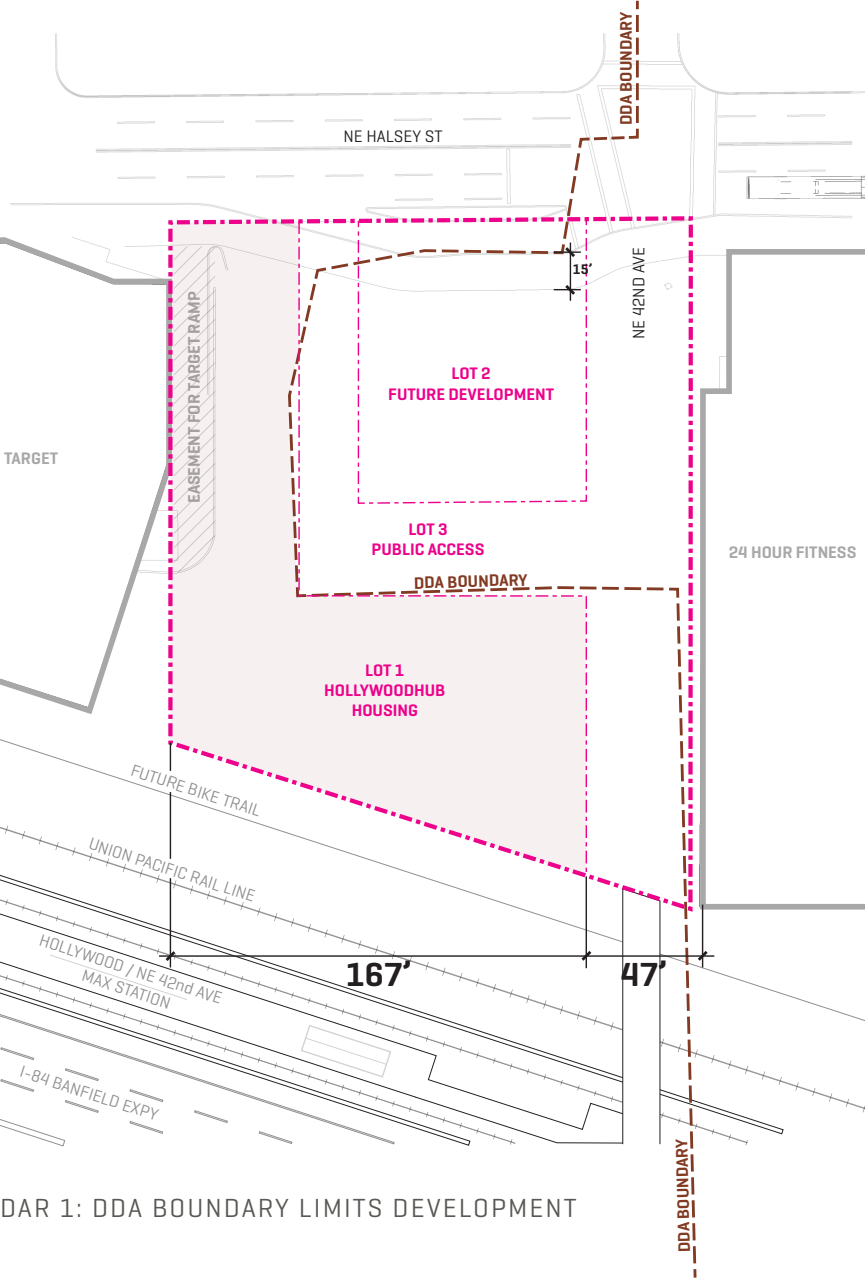
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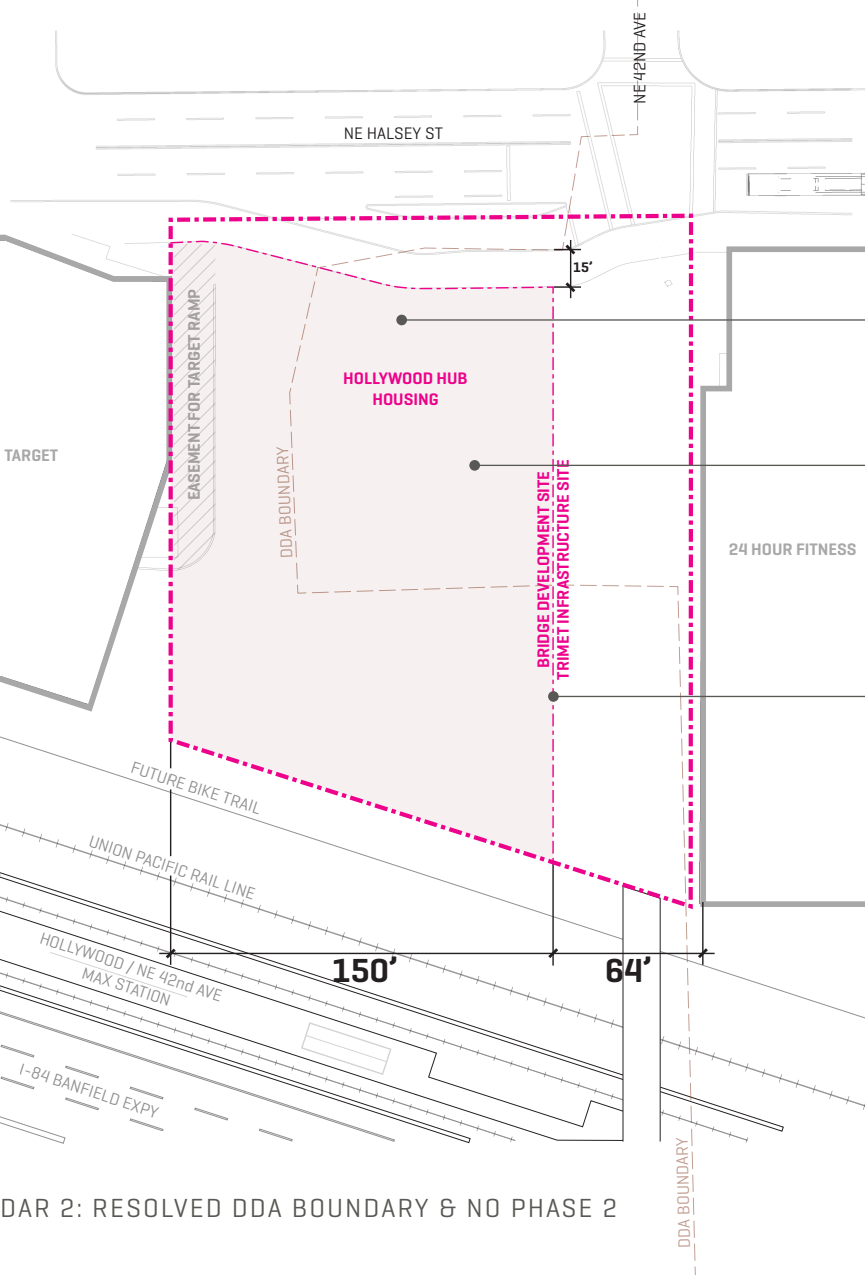
Vicinity map with keyed neighborhood buildings

WHAT CHANGED AFTER DAR #1

DDA BOUNDARY RESOLUTION



DAR 1: DDA BOUNDARY LIMITS DEVELOPMENT



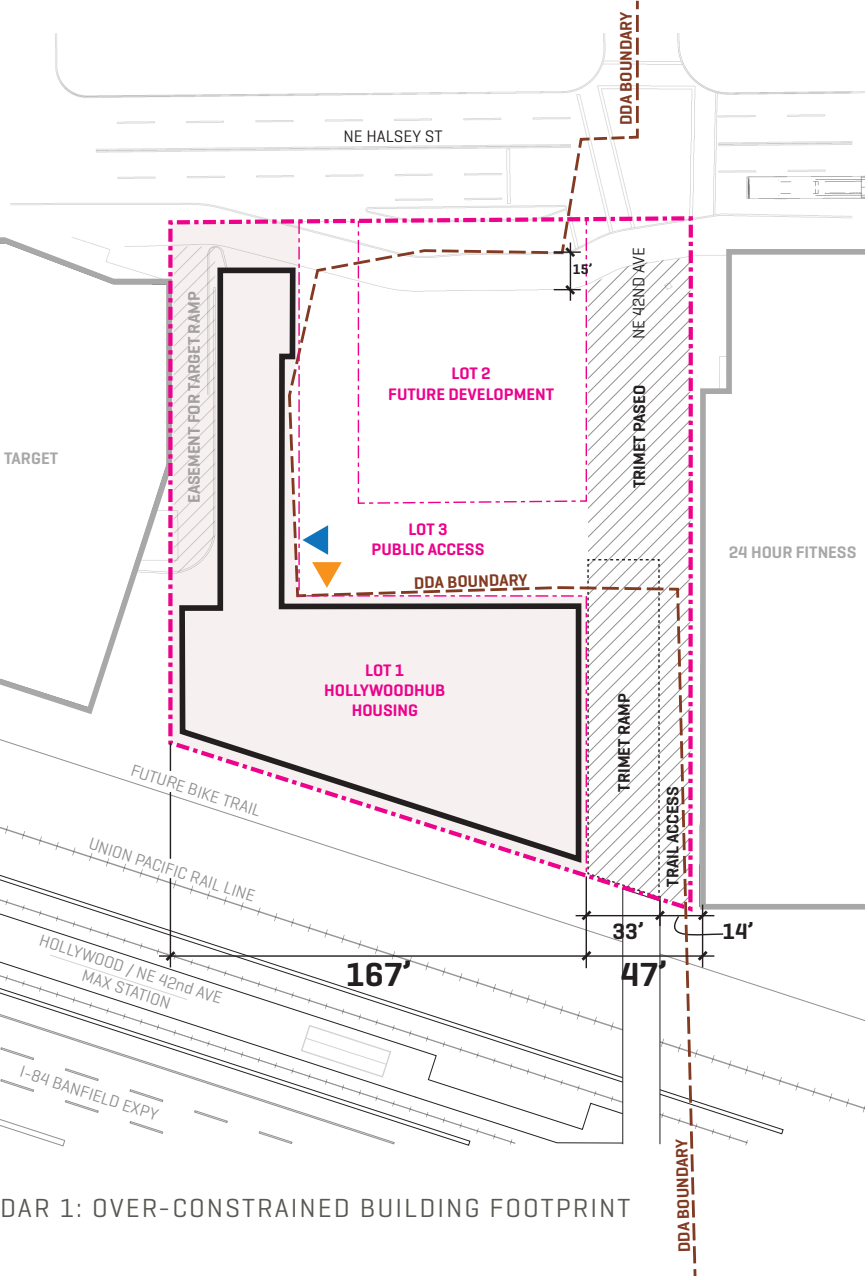
DAR 2: RESOLVED DDA BOUNDARY & NO PHASE 2

- REMOVED CONSTRAINT OF THE DDA BOUNDARY THROUGH POLITICAL ACTION WITH HUD, POST OFFICE, AND IRS
- DEVELOPMENT IS NOW A SINGLE PHASE, NO SECOND PHASE PLANNED
- EASTERN PROPERTY LINE MOVED 17'-0" WEST VS DAR#1 GIVING MORE SPACE FOR PUBLIC INFRASTRUCTURE IN THE VACATED 42ND AVE R.O.W.

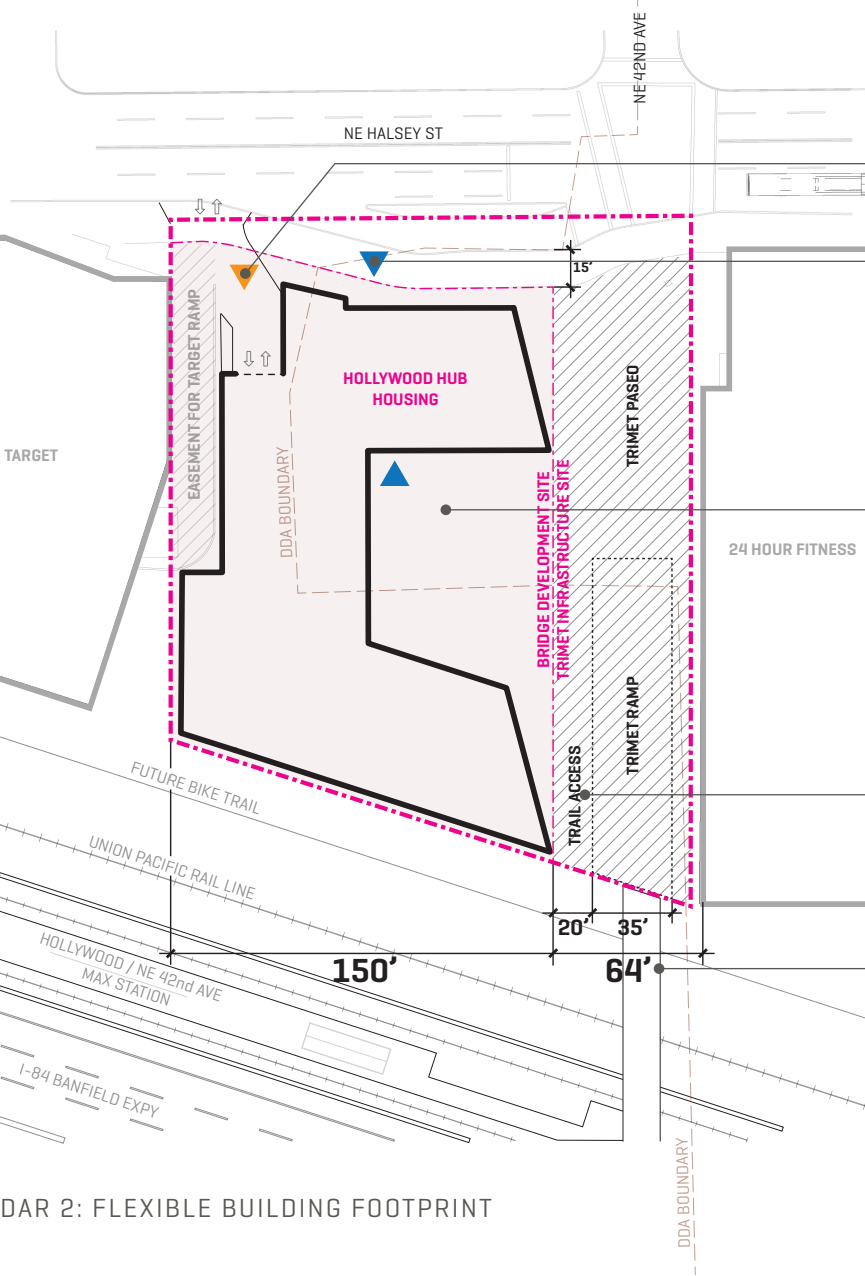


BUILDING FOOTPRINT & R.O.W. WIDTHS

23 June 2022



DAR 1: OVER-CONSTRAINED BUILDING FOOTPRINT



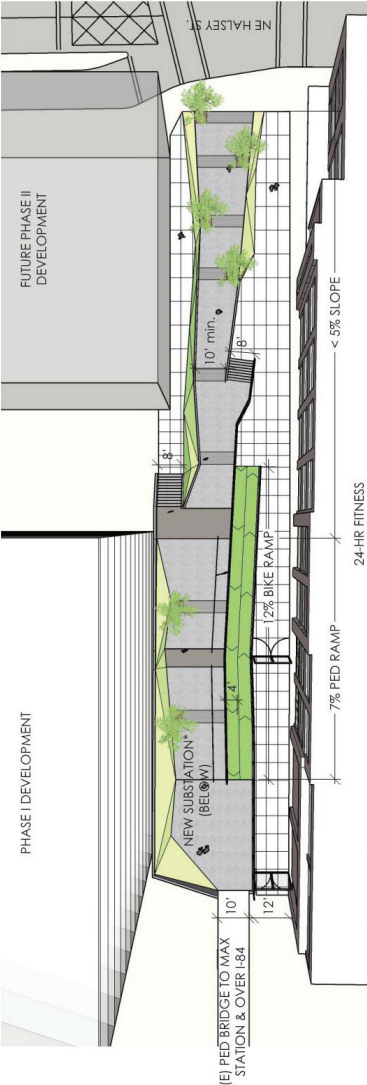
DAR 2: FLEXIBLE BUILDING FOOTPRINT

- PARKING ACCESS NOW SHARES CURB CUT AND LOCATION WITH TARGET PARKING RAMP
- MAIN ENTRY IS NOW ON HALSEY INSTEAD OF DOWN A SHARED DRIVE AND NO LONGER CONFLICTS WITH PARKING ACCESS
- CENTRAL COURTYARD SIZED TO PROVIDE BOTH RESIDENT AND PUBLIC BENEFIT, WITH POTENTIAL TO ACTIVATE ALL GROUND FLOOR FRONTAGES
- TRAIL ACCESS INCREASED FROM 14'-0" TO 20'-0" FOR AN INCREASE OF 6'-0"
- PUBLIC ACCESS NOW ENTIRE WIDTH OF VACATED 42ND AVE FOR AN INCREASE OF 17'-0"

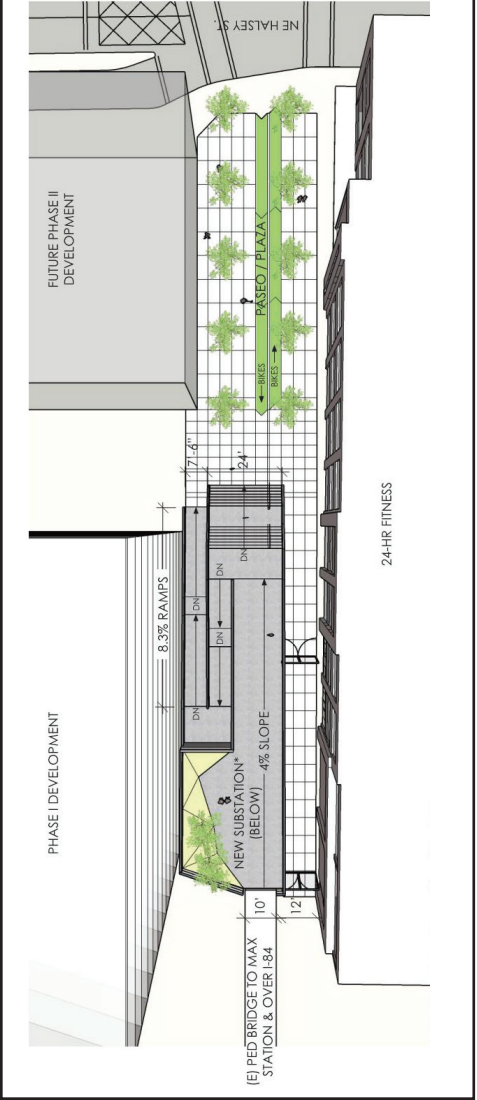


PUBLIC INFRASTRUCTURE SITE

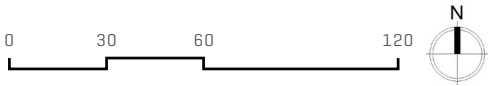
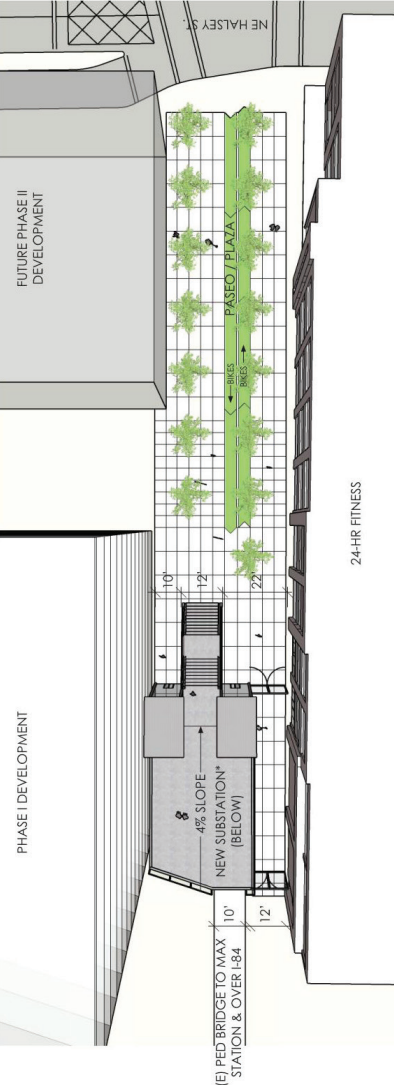
LONG RAMP



CONDENSED RAMP

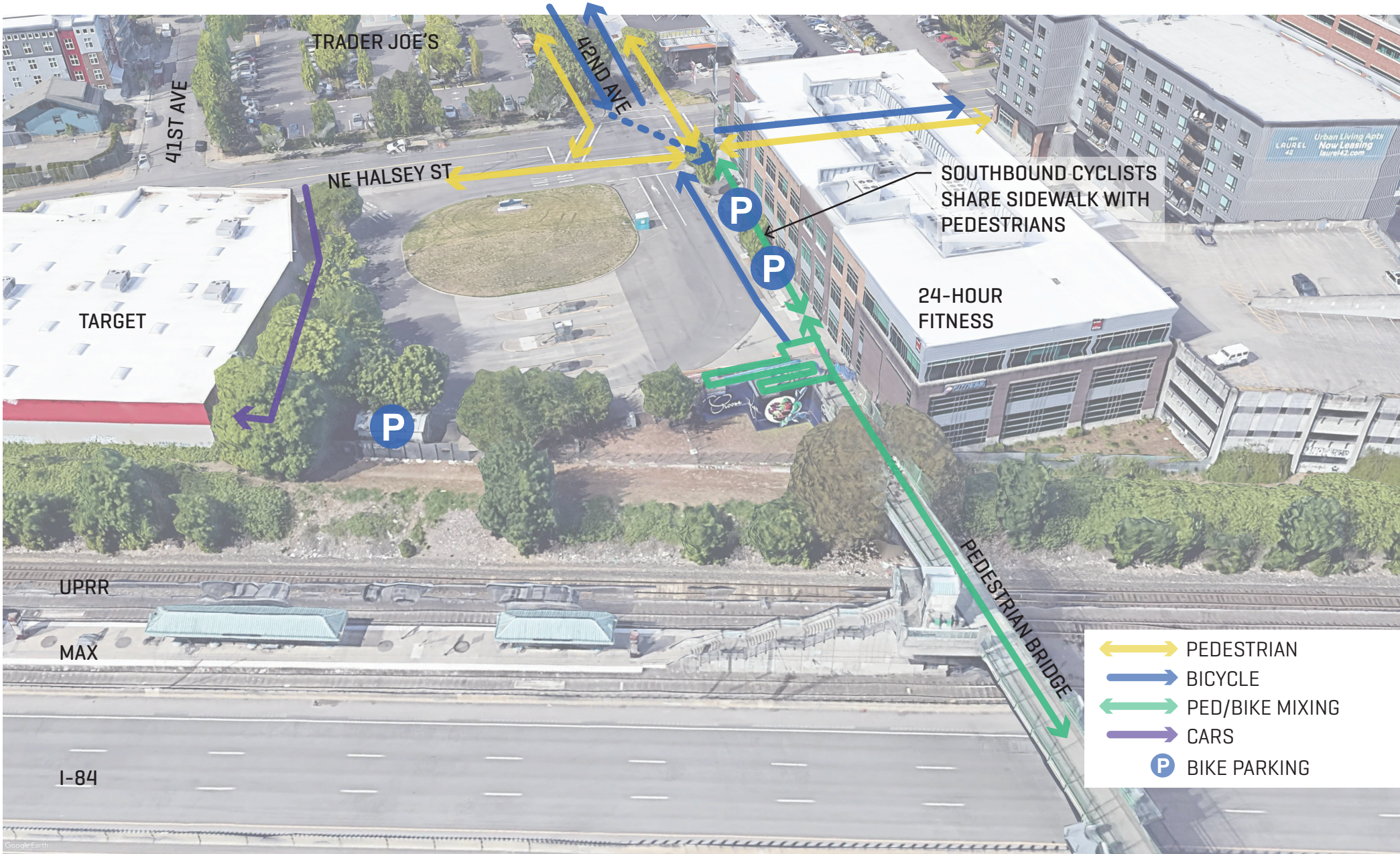


ELEVATOR



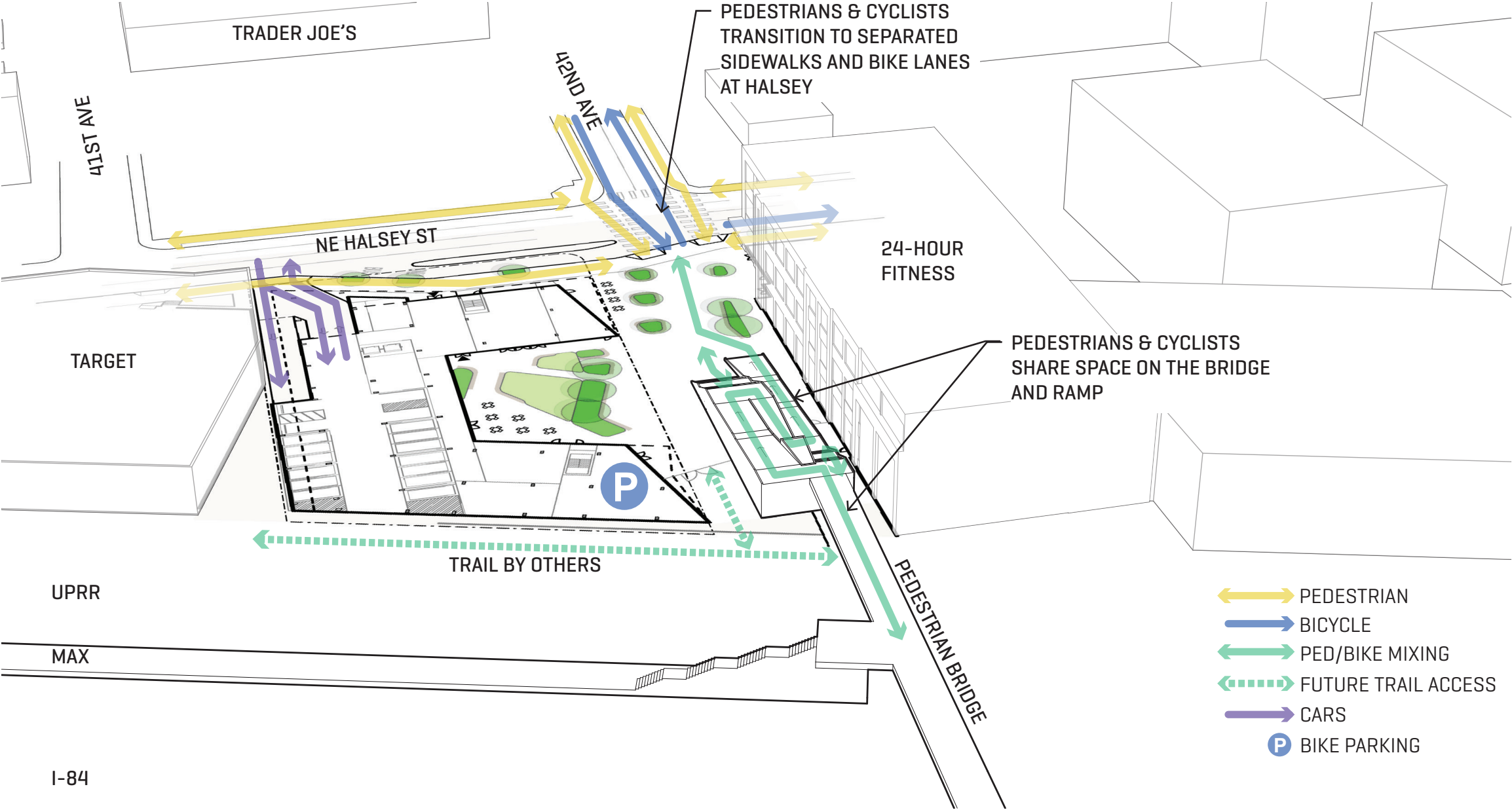


USER CIRCULATION
EXISTING

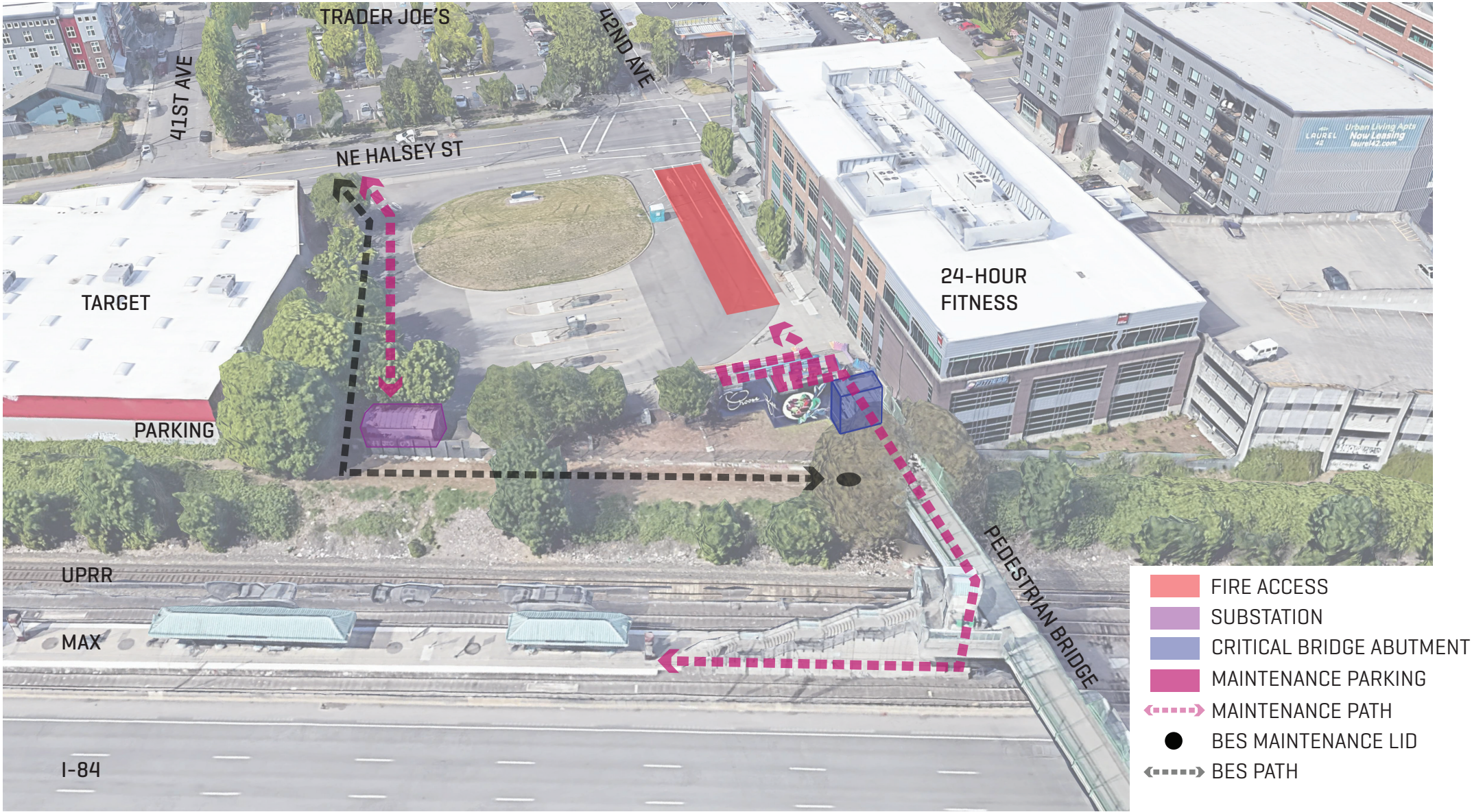


USER CIRCULATION
PROPOSED

23 June 2022

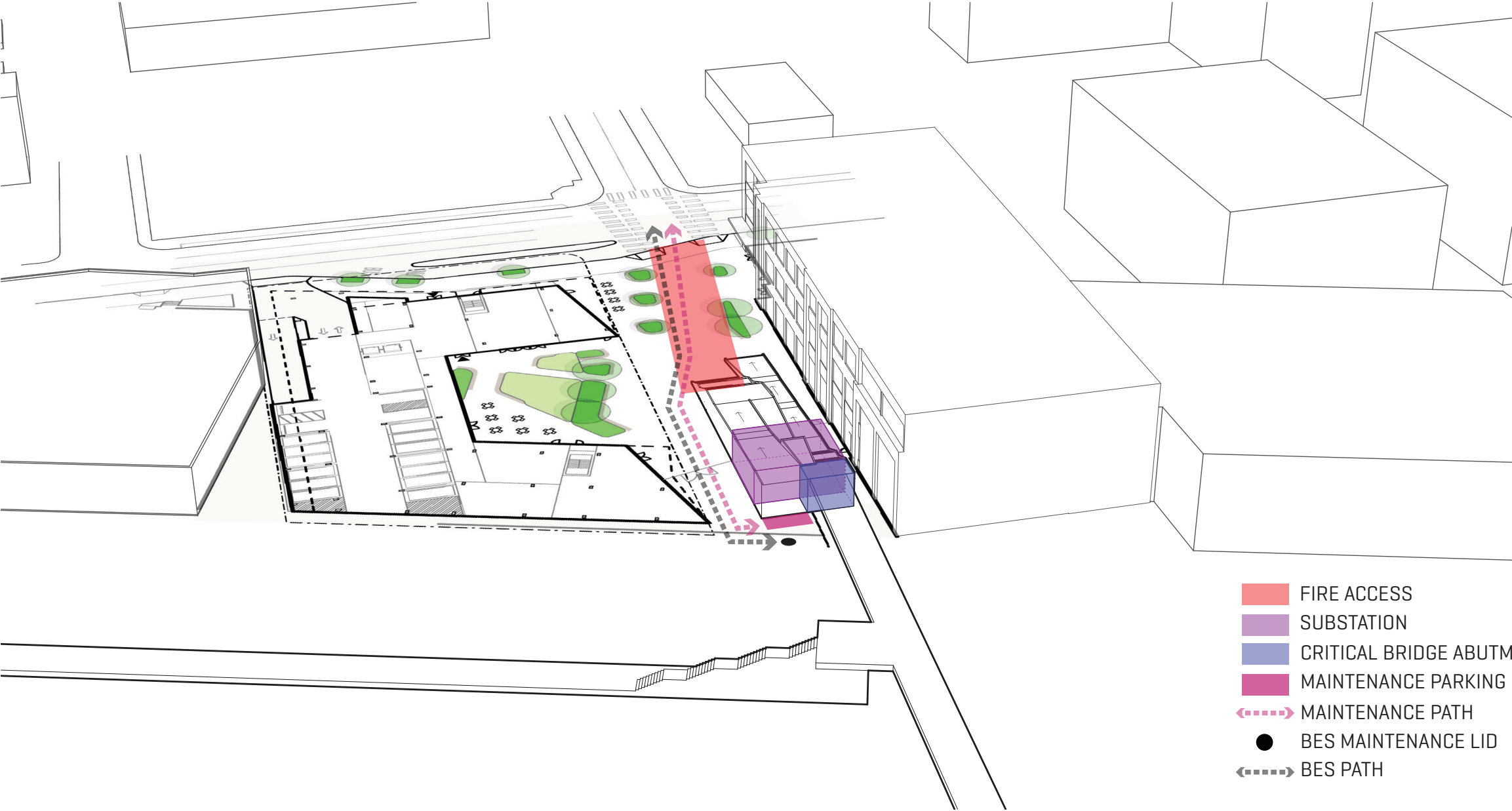


MAINTENANCE
EXISTING



MAINTENANCE
PROPOSED

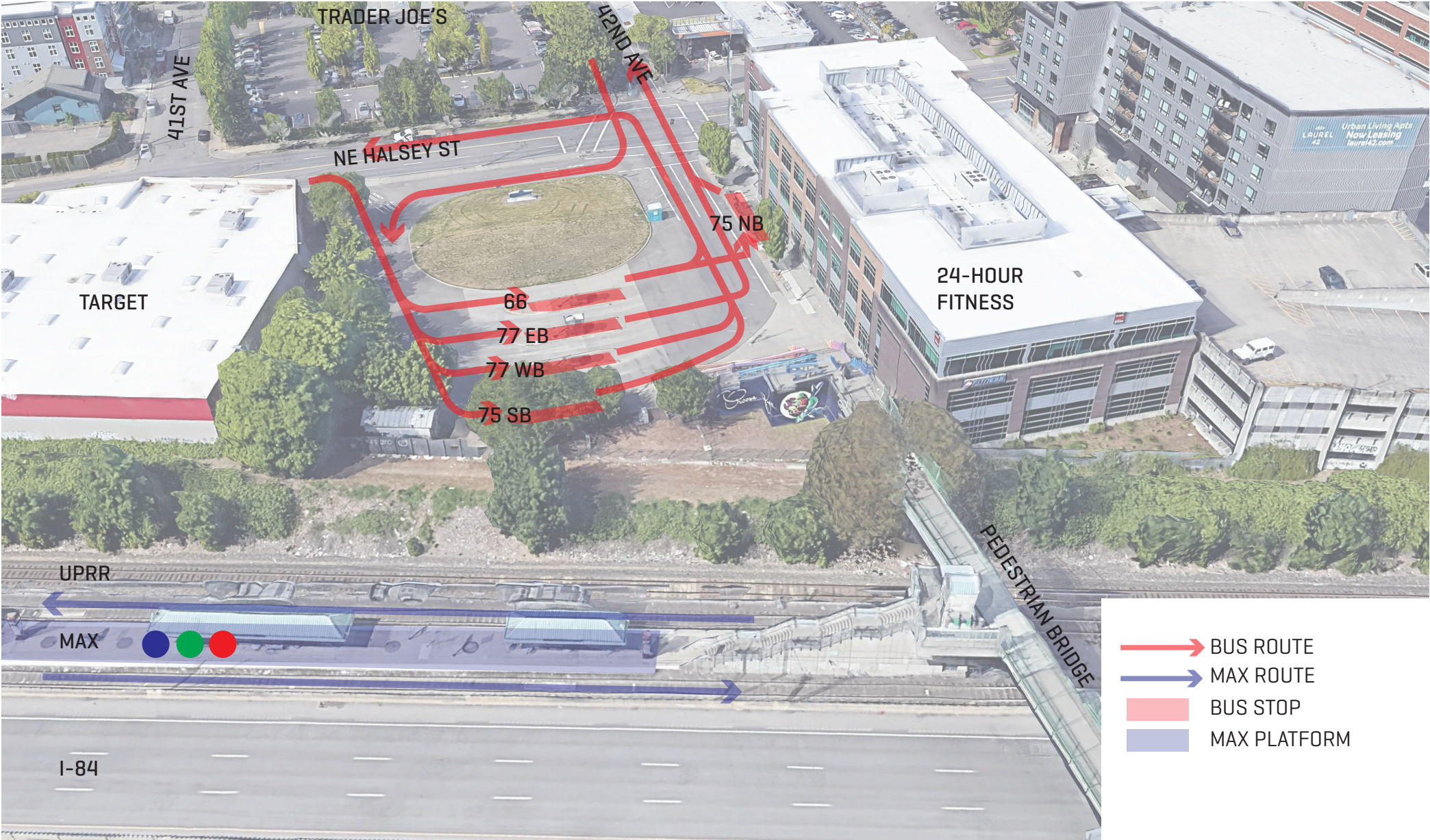
23 June 2022



- FIRE ACCESS
- SUBSTATION
- CRITICAL BRIDGE ABUTMENT
- MAINTENANCE PARKING
- MAINTENANCE PATH
- BES MAINTENANCE LID
- BES PATH

TRANSIT CIRCULATION
EXISTING

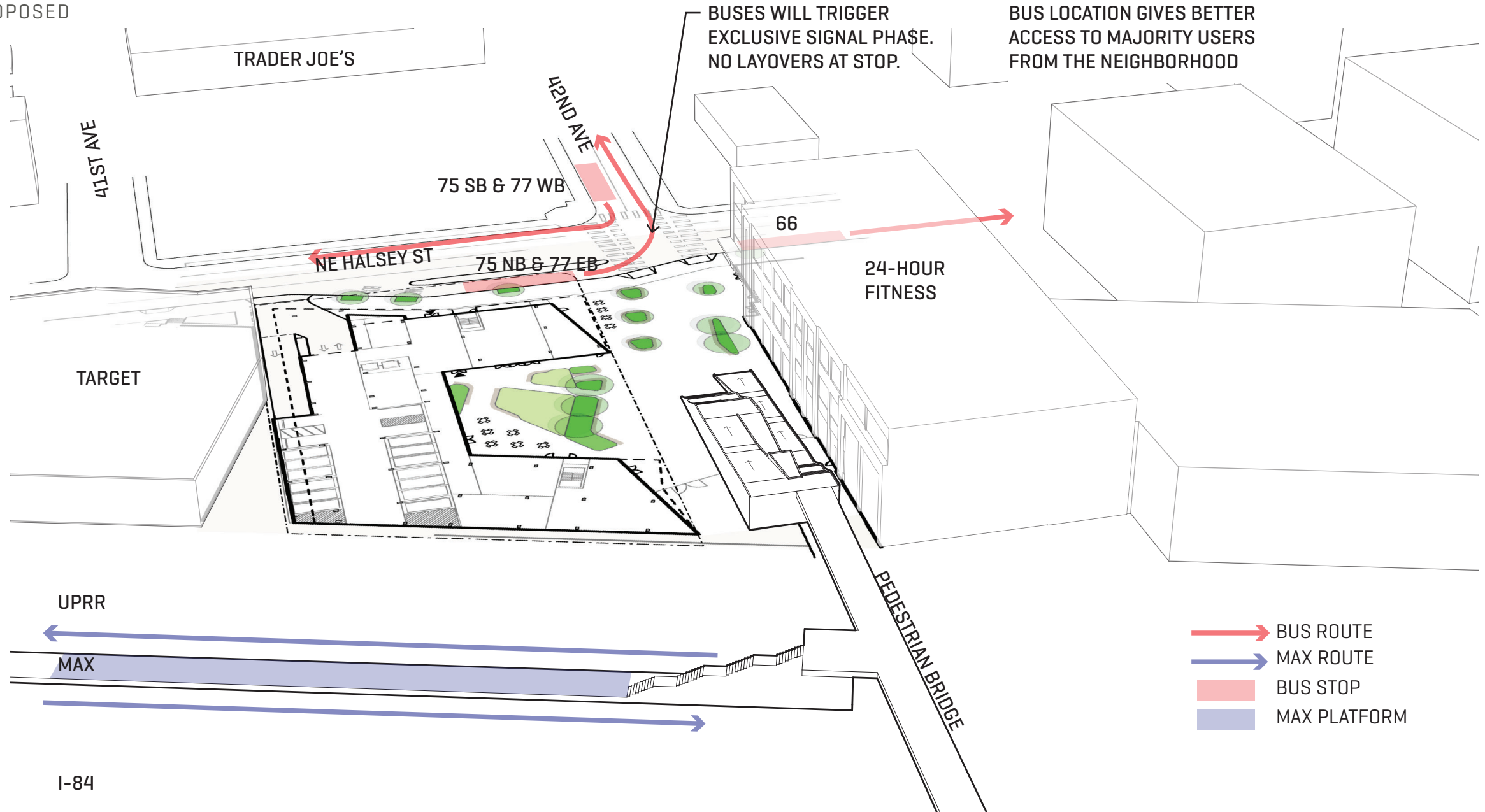
23 June 2022



TRANSIT CIRCULATION

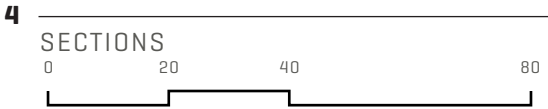
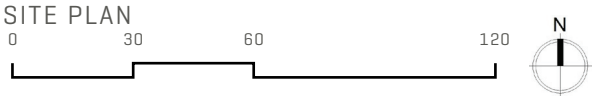
PROPOSED

23 June 2022



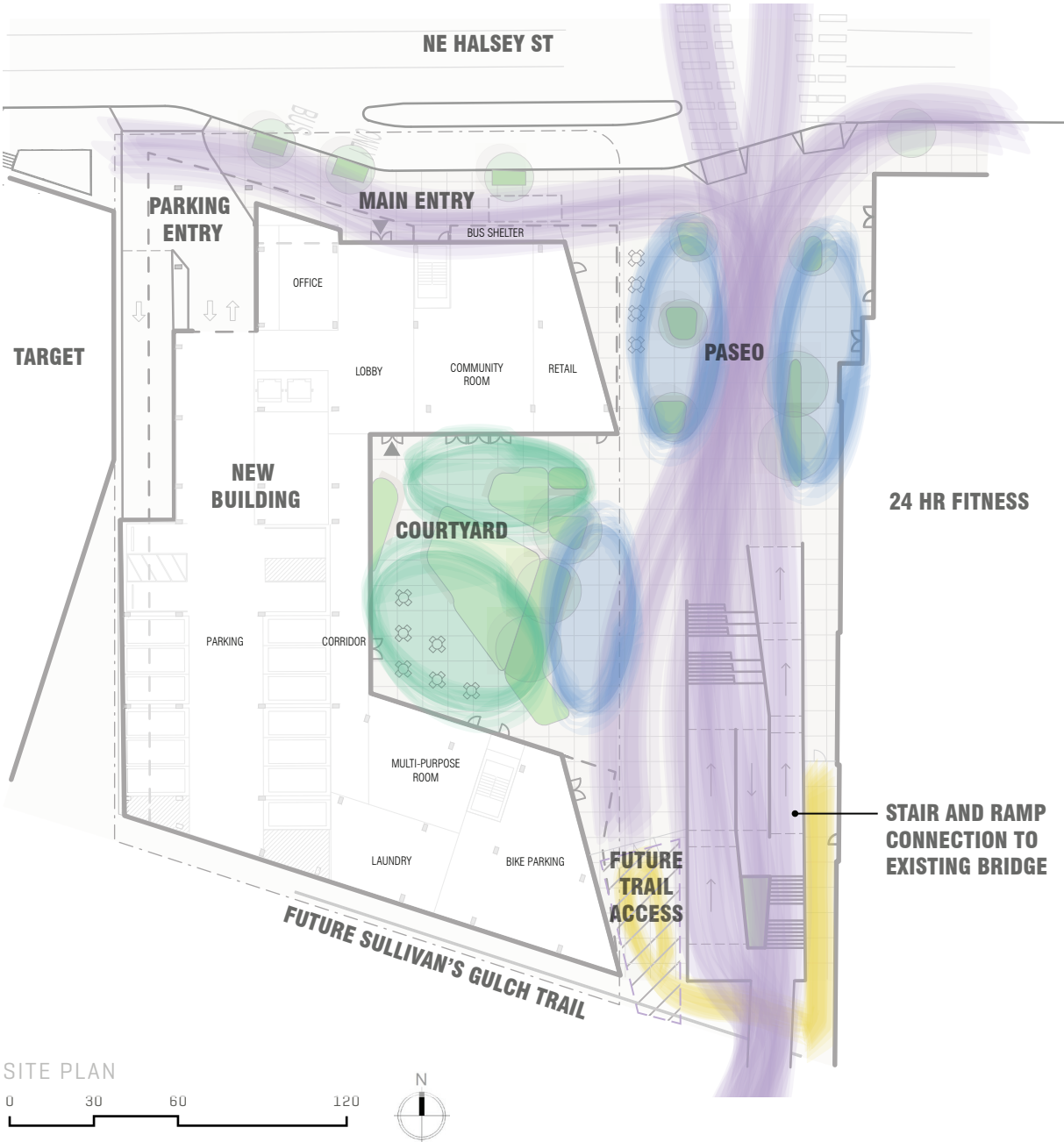
SITE SECTIONS

23 June 2022

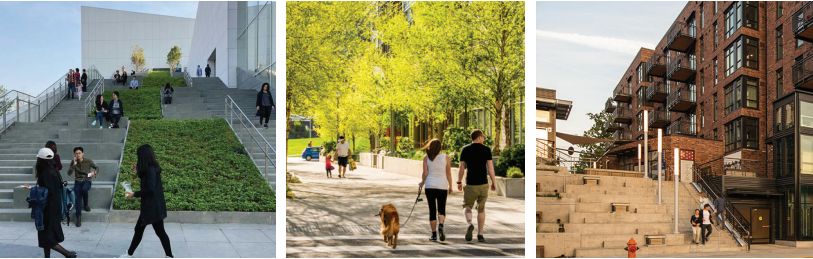


OUTDOOR SPACE ACTIVATION ZONES

23 June 2022



HIGH FLOW



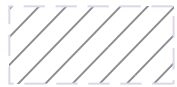
EDDY



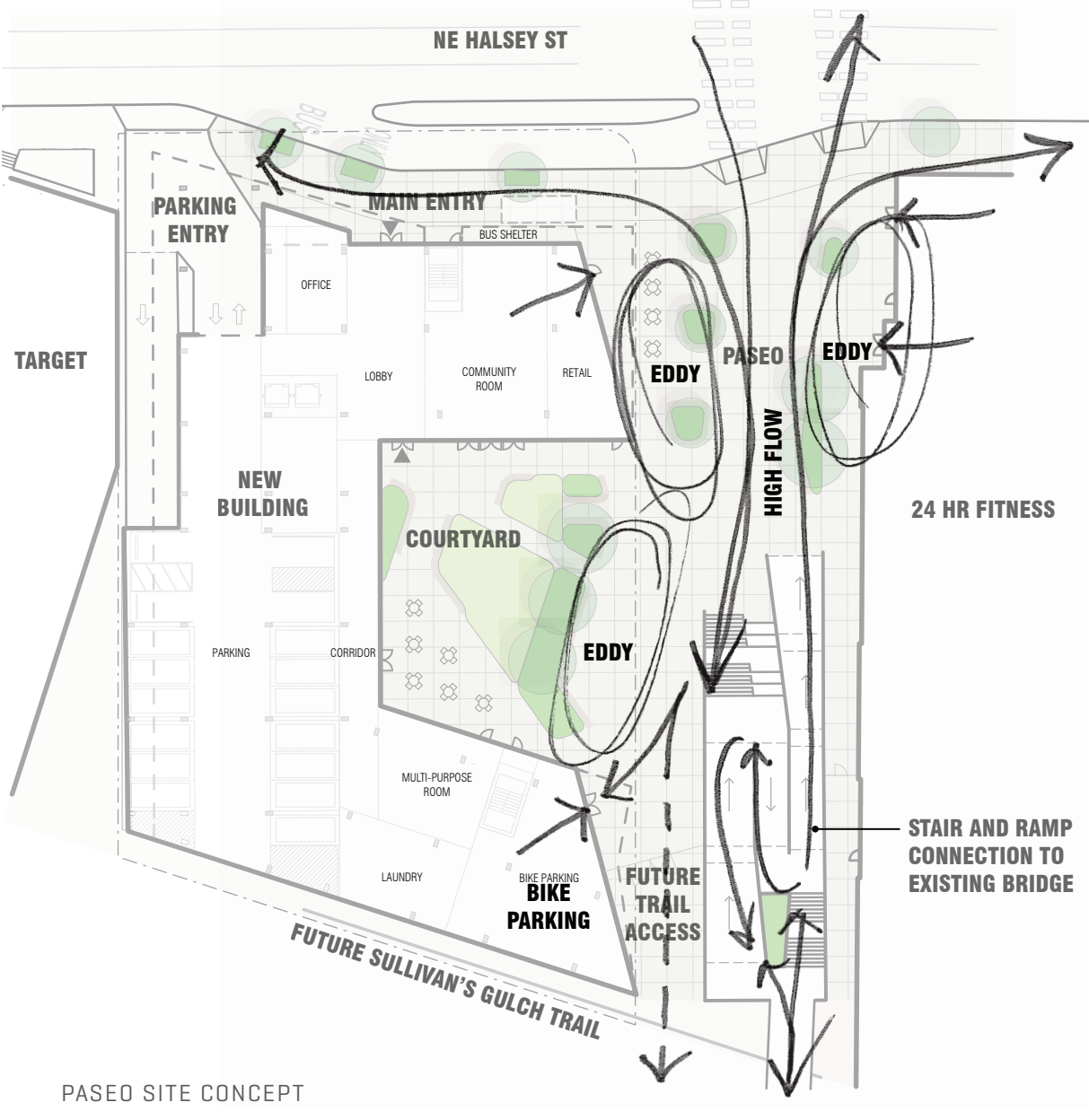
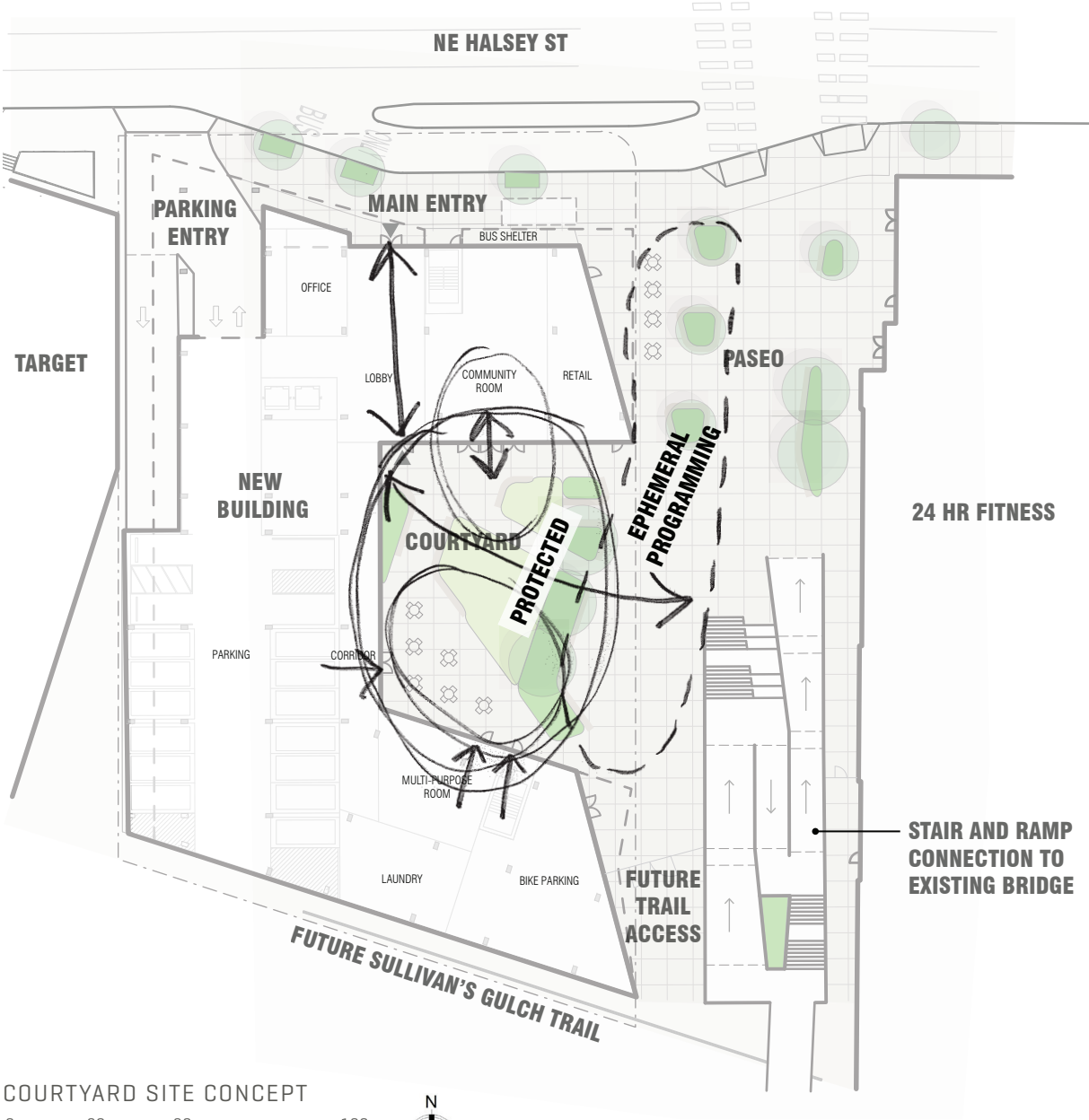
PROTECTED



RESTRICTED



RESTRICTED UNTIL SULLIVAN'S GULCH OPENS



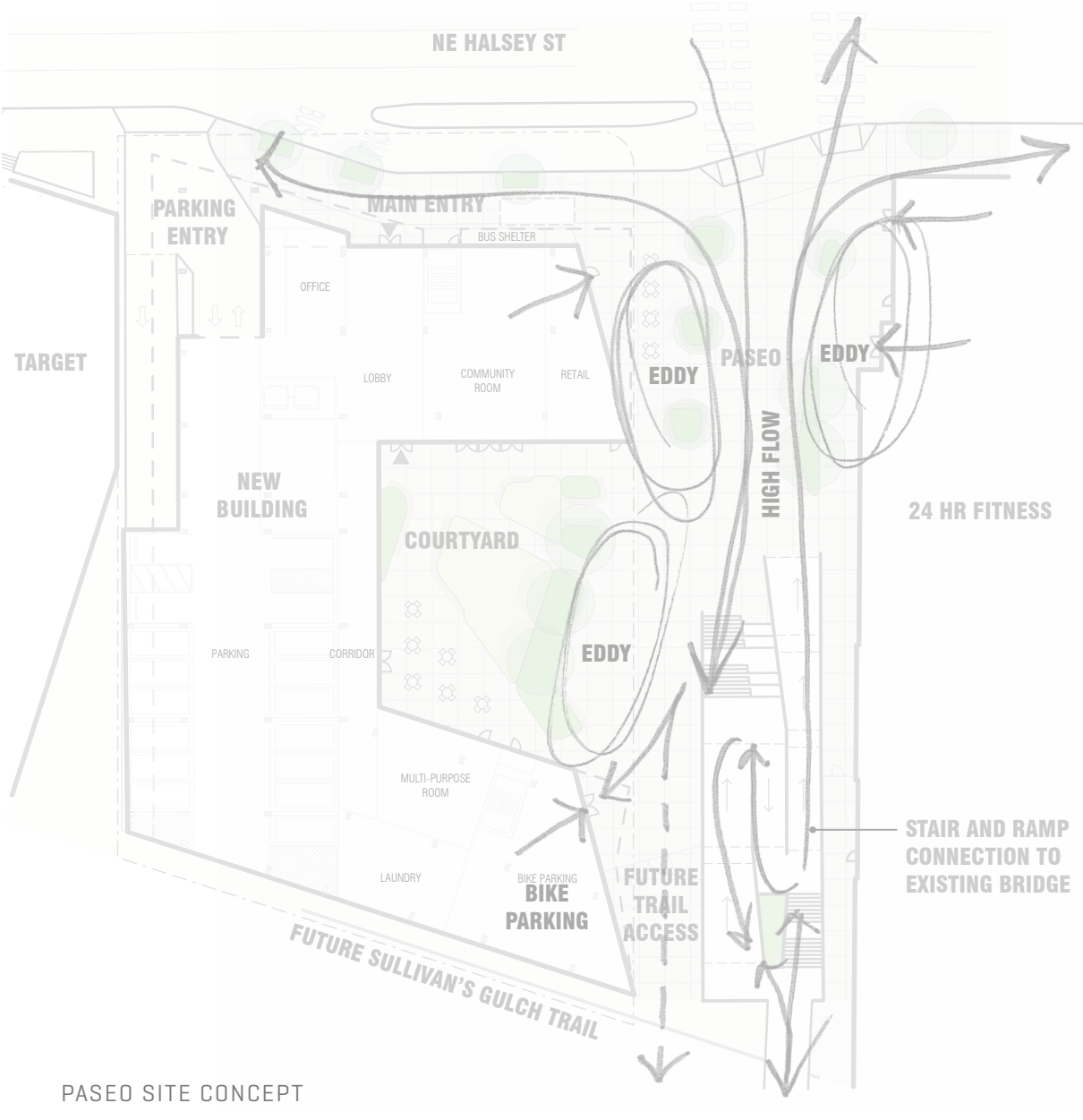
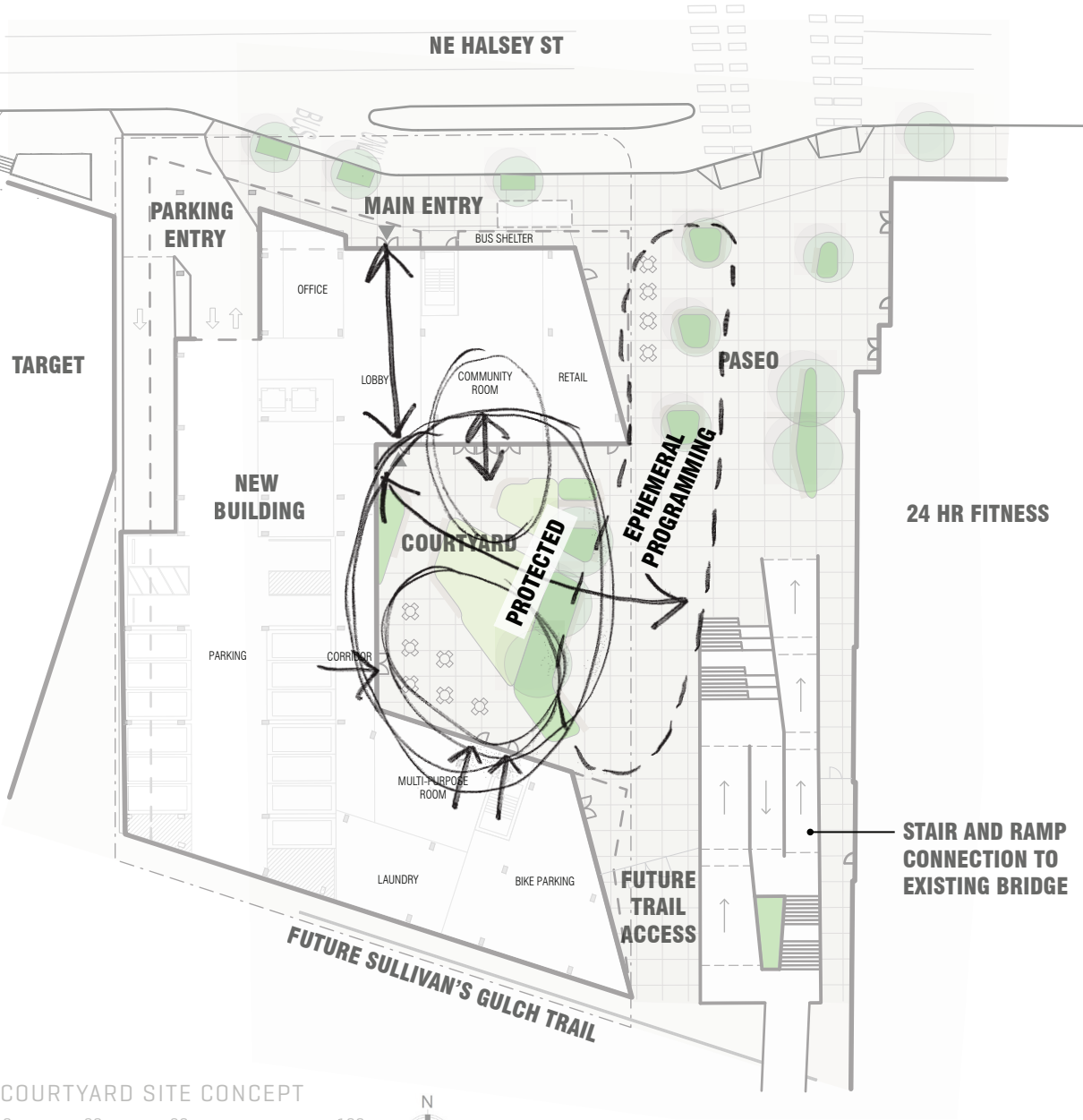
AFFORDABLE HOUSING SITE



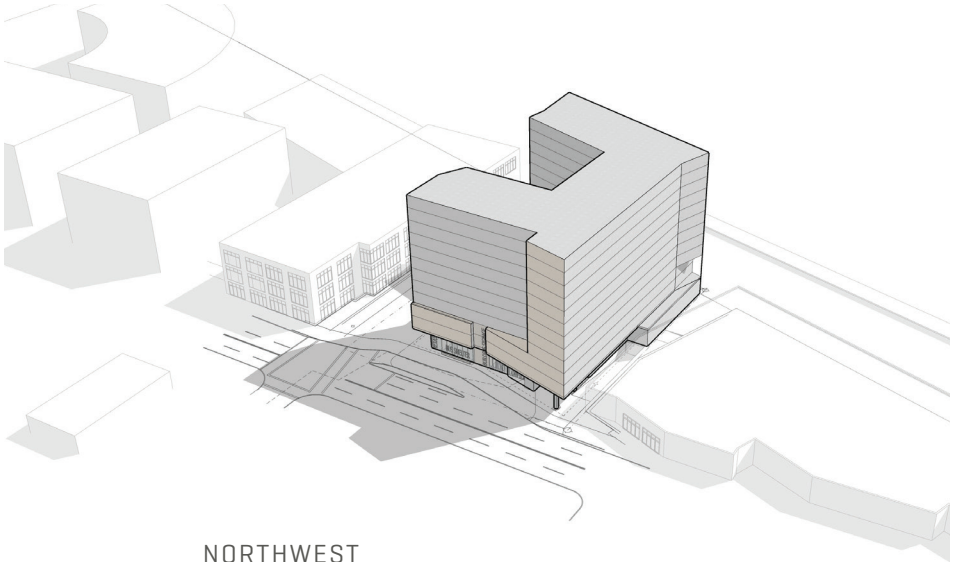




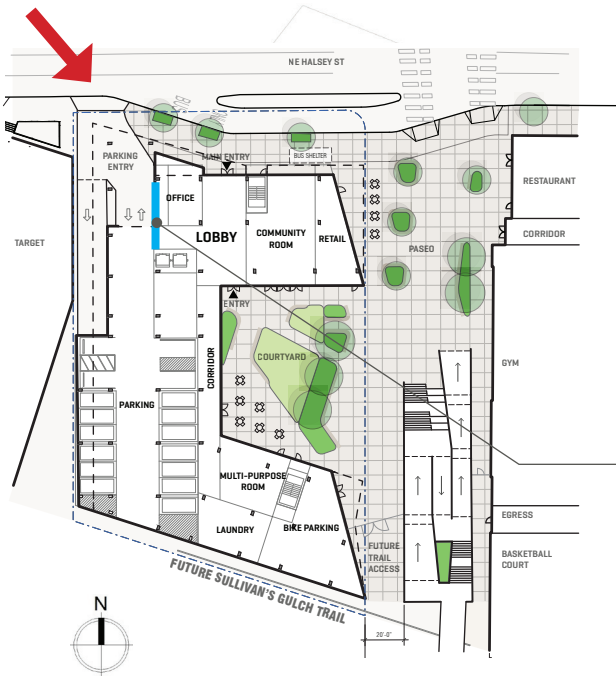




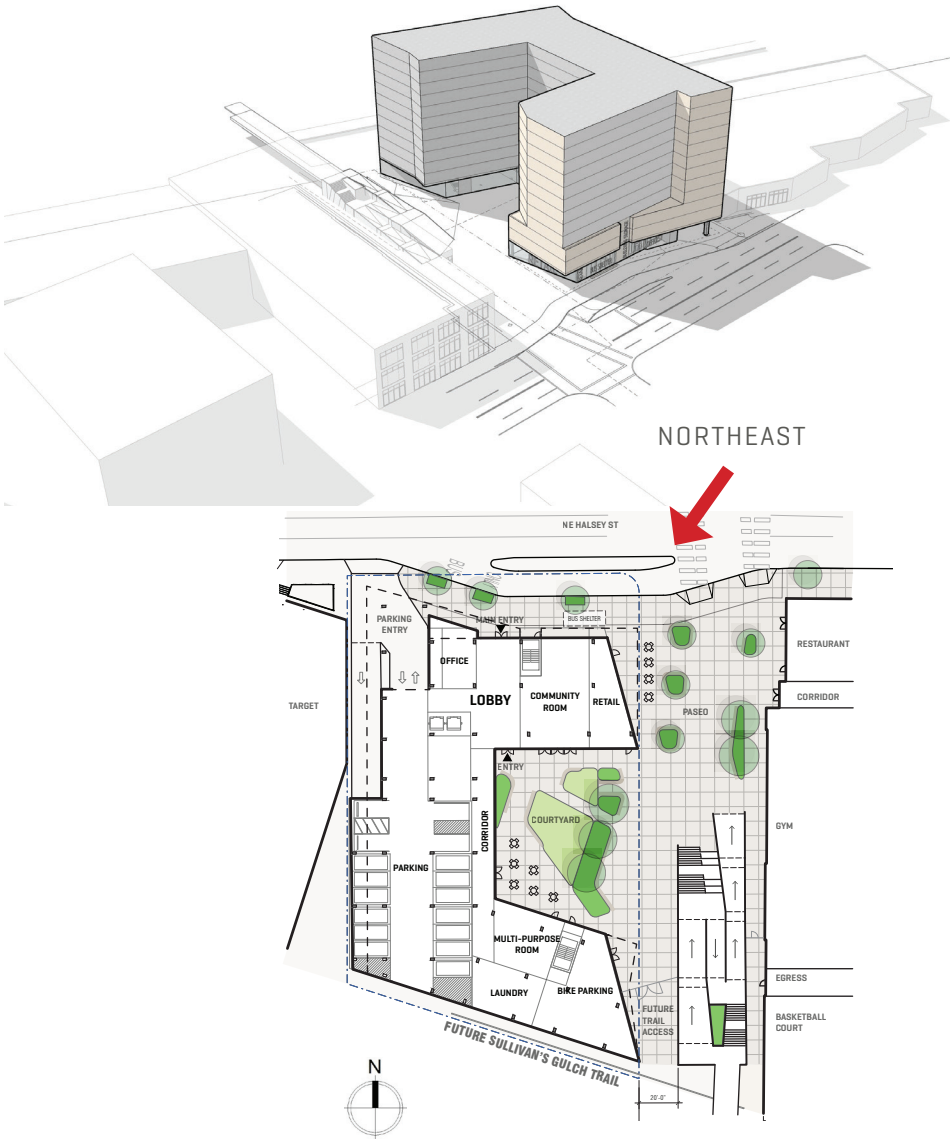


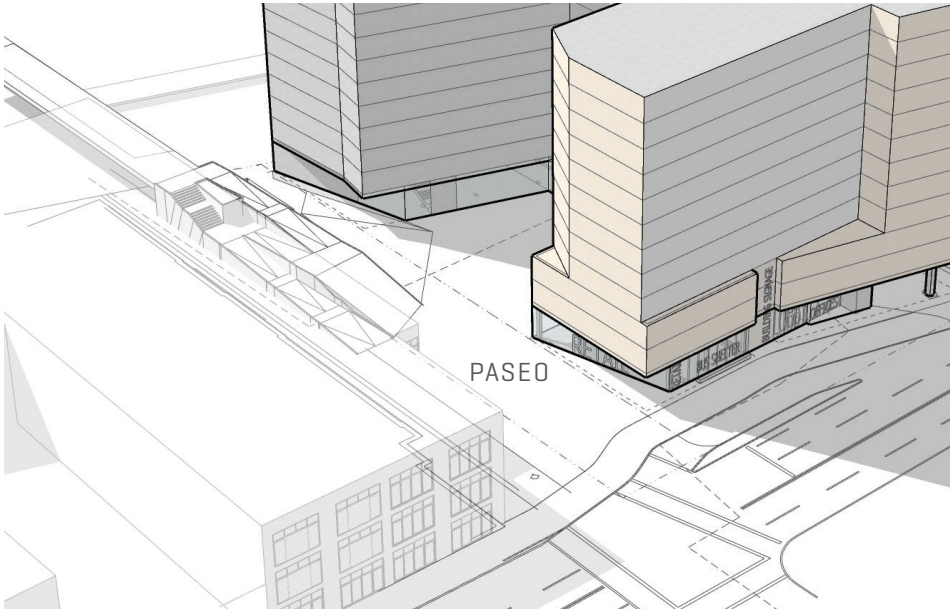


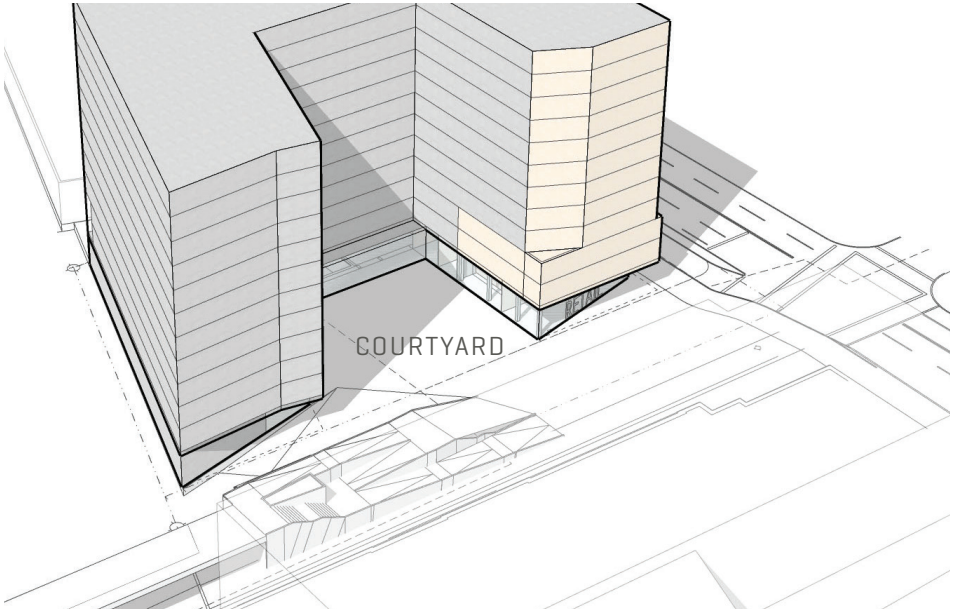
NORTHWEST

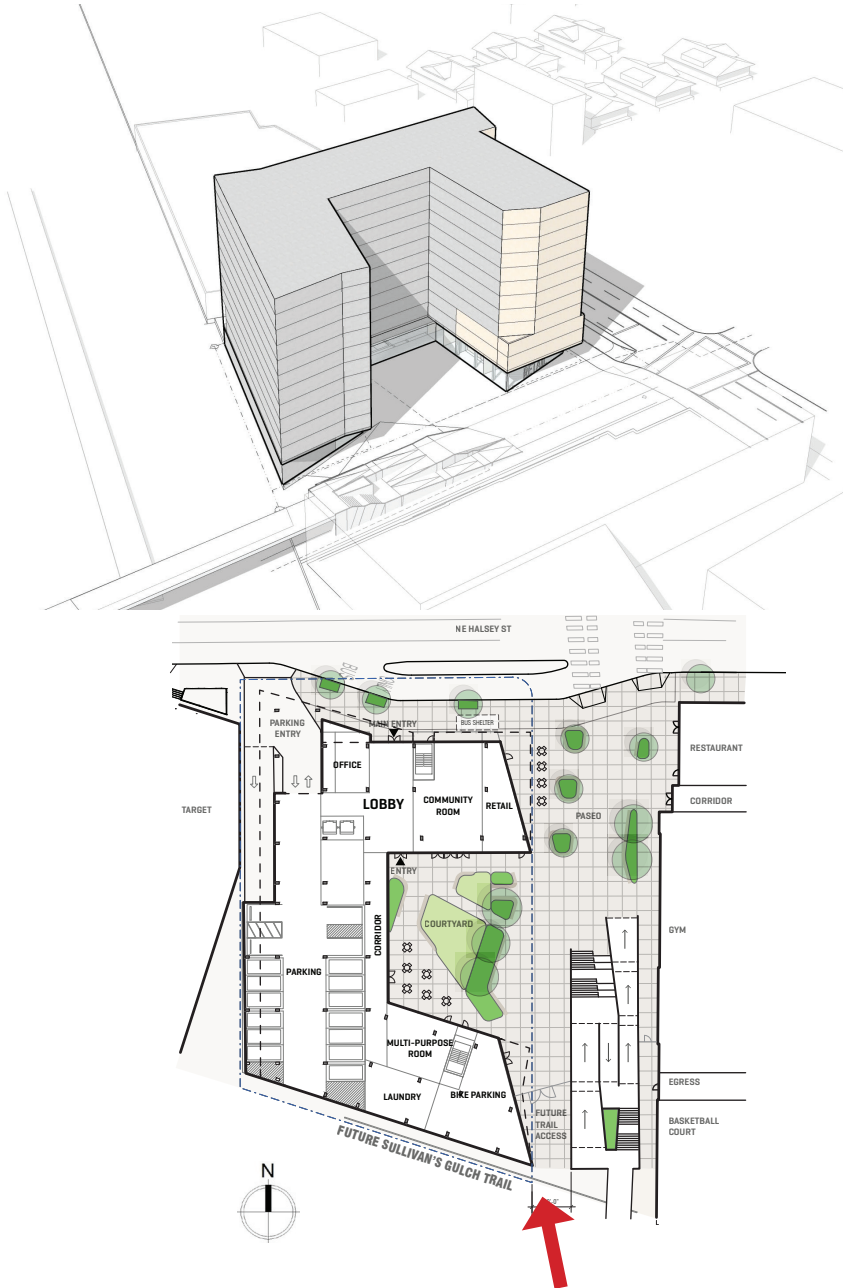


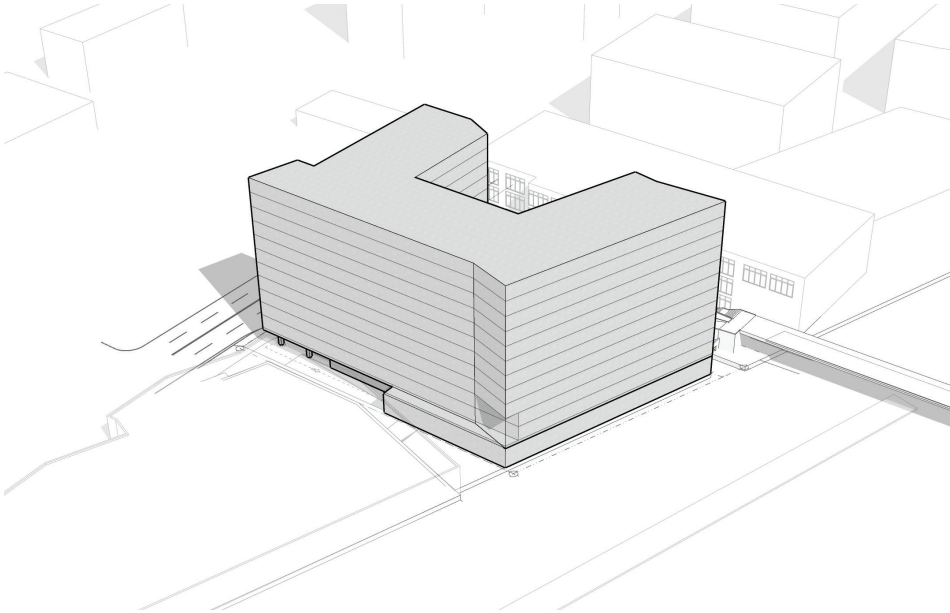
PLAN TO INCORPORATE GLAZING
AT THE PARKING ENTRANCE W/
VIEWS INTO THE LOBBY

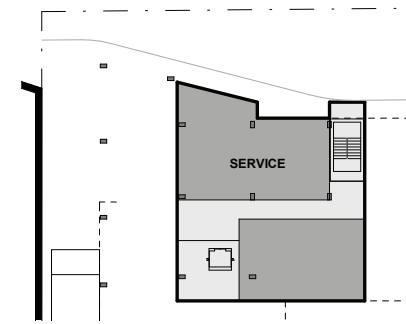








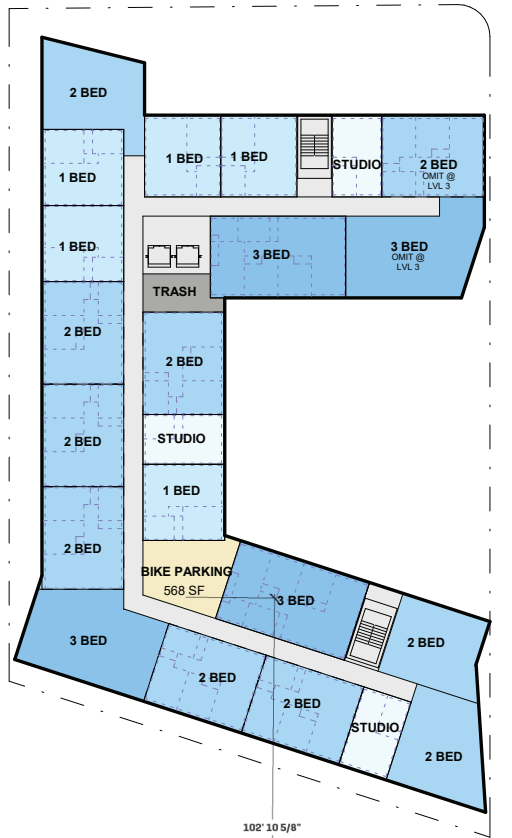
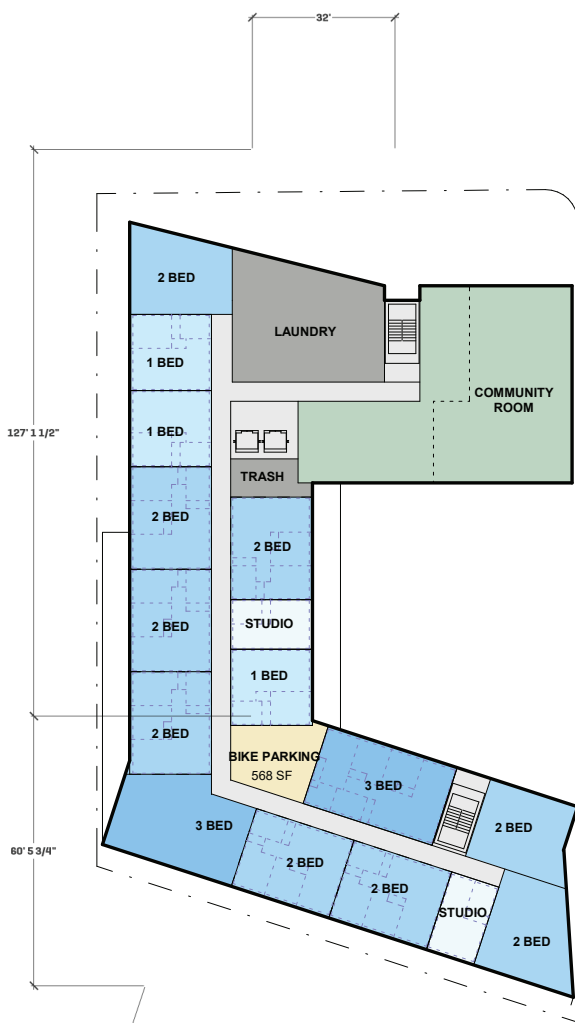
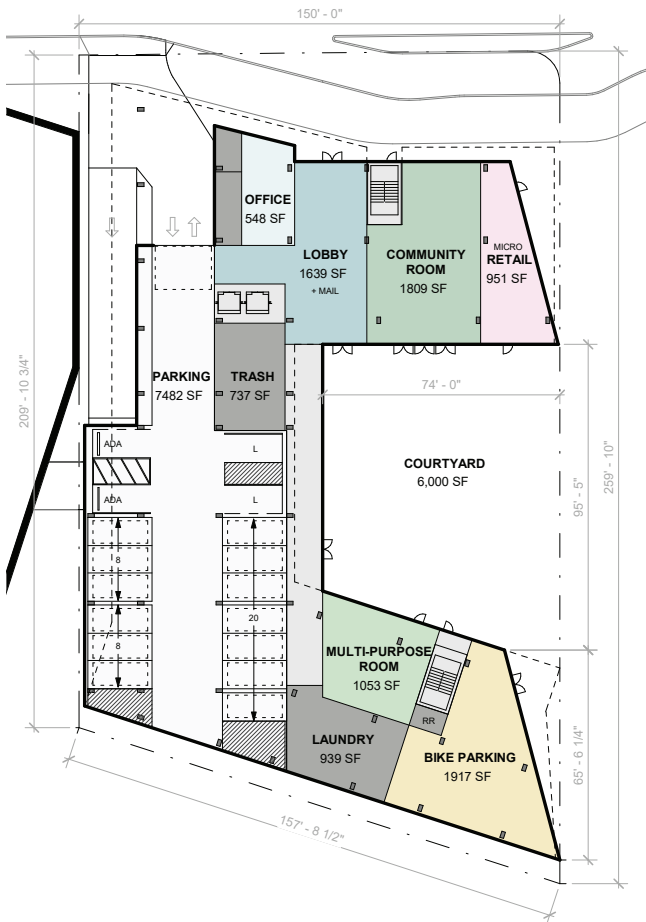




BUILDING SUMMARY

HEIGHT	120 FT
LEVELS	12
CONSTRUCTION TYPE	TYPE-I
UNIT COUNT	234
FLOOR	GSF
BASEMENT	3,593
01	11,931*
02-12	20,474
TOTAL	240,071

*Excludes parking per zoning §33.536.240





CONTEXT/ QUALITY & RESILIENCE - APPLICABLE PORTLAND CITYWIDE DESIGN GUIDELINES: 01-03, 07-09

SITE

1. SITE DEVELOPMENT/ PUBLIC CONTEXT:
 - REVISED SITE PLAN
 - BUILDING ENTRY POINTS [EXISTING AND PROPOSED]
 - VEHICULAR ENTRY POINTS [EXISTING AND PROPOSED]
 - OUTDOOR SPACES/ PROGRAMING [PASEO AND COURTYARD]
 - PUBLIC V. RESIDENT SPACE
2. MAINTENANCE CIRCULATION: SUBSTATION, BES, FIRE ACCESS, TM MAINTENANCE
 - BRIDGE SUPPORT
 - SITE SECTIONS
 - TRANSIT CIRCULATION: BUS, BUS SIGNALING, MAX
 - NOT A TRADITIONAL TC, LESS TRANSFERS MORE ORIGIN OR DESTINATION TRAVELERS, NO BUS IDLING

BUILDING

3. MASSING AND ARTICULATION
 - MASSING OPPORTUNITIES, C-PLAN
 - ALL ELEVATIONS HIGHLY VISIBLE
 - COURTYARD

PUBLIC REALM - APPLICABLE PORTLAND CITYWIDE DESIGN GUIDELINES: 04-06

SITE

4. SITE CIRCULATION/ INFRASTRUCTURE ELEMENTS
 - MODAL: BIKE, BIKE PARKING, PED, FUTURE SULLIVAN'S GULCH, BIKE-PED MIX, CAR
 - HOW MANY PEOPLE COME THROUGH HERE EVERY DAY [TRANSIT, BUILDING, EXISTING, ETC]

BUILDING

5. GROUND FLOOR ACTIVATION & PLACEMAKING/ PUBLIC REALM: EYES ON THE SPACES
 - FRONTAGES AND NEIGHBORING FRONTAGES
 - COMMERCIAL/ RETAIL SPACES
 - HOW TO ACTIVATE THE SPACE AHEAD OF SULLIVAN'S GULCH. INTERIM CITY PLANS/PROGRESS?

	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESSEE
2	RETURN SERVICE REQUESTED		1N1E25DD 10500	TRADER JOES COMPANY	PO BOX 5049	MONROVIA CA 91017
3	RETURN SERVICE REQUESTED		1N1E25DD 10500	HOLLYWOOD CROSSING 3 LLC	12802 BONITA HEIGHTS DR	SANTA ANA CA 92705-6303
4	RETURN SERVICE REQUESTED		1N1E25DD 11000	1675 41ST LLC	1061 NE 9TH AVE #2007	PORTLAND OR 97232
5	RETURN SERVICE REQUESTED		1N1E25DD 11100	RAJA PROPERTIES LLC	1607 NE 41ST AVE	PORTLAND OR 97232
6	RETURN SERVICE REQUESTED		1N1E25DD 11100	FOWLKS RICHARD E	1607 NE 41ST AVE	PORTLAND OR 97232-1808
7	RETURN SERVICE REQUESTED		1N1E25DD 11100	SNYDER ANDREA W	1607 NE 41ST AVE	PORTLAND OR 97232-1808
8	RETURN SERVICE REQUESTED		1N1E25DD 11200	41CENTRAL LLC	4900 SW GRIFFITH DR #124	BEAVERTON OR 97005
9	RETURN SERVICE REQUESTED		1N1E25DD 11300	DIPETALA HOUSE LLC	1112 FEDERAL AVE E	SEATTLE WA 98102
10	RETURN SERVICE REQUESTED		1N1E25DD 11400	BIRTHRIGHT OF OREGON INC	1515 NE 41ST AVE	PORTLAND OR 97232
11	RETURN SERVICE REQUESTED		1N1E25DD 11400	MOTHER & CHILD EDUCATION CENTER	1515 NE 41ST AVE	PORTLAND OR 97232-1807
12	RETURN SERVICE REQUESTED		1N1E25DD 11500	AT & T BROADBAND OF OHIO LLC	1 COMCAST CTR 32ND FLR	PHILADELPHIA PA 19103
13	RETURN SERVICE REQUESTED		1N1E25DD 11700	APPLIED ARCHAEOLOGICAL RESEARCH INC	4001 NE HALSEY ST SUITE 3	PORTLAND OR 97232
14	RETURN SERVICE REQUESTED		1N1E25DD 11700	CLAVIEN HOLDINGS LLC	13848 SE DIAMOND RIDGE RD	HAPPY VALLEY OR 97086
15	RETURN SERVICE REQUESTED		1N1E25DD 11800	MERIDIAN40 LLC	4900 SW GRIFFITH DR #124	BEAVERTON OR 97005
16	RETURN SERVICE REQUESTED		1N1E25DD 11900	DOLAN DANIEL J TR & DOLAN SUE E TR	4524 NE DAVIS ST	PORTLAND OR 97213
17	RETURN SERVICE REQUESTED		1N1E25DD 12100	DOLAN & CO LLC	1919 NW 19TH AVE	PORTLAND OR 97209
18	RETURN SERVICE REQUESTED		1N1E25DD 12200	A-BOY ELECTRIC & PLUMBING INC	4010 NE BROADWAY	PORTLAND OR 97232
19	RETURN SERVICE REQUESTED		1N1E25DD 12500	C E JOHN COMPANY INC	1701 SE COLUMBIA RIVER DR	VANCOUVER WA 98661
20	RETURN SERVICE REQUESTED		1N1E36AA 1500	OREGON MEDITATION CENTER	1244 NE CESAR E CHAVEZ BLVD	PORTLAND OR 97232
21	RETURN SERVICE REQUESTED		1N1E36AA 1700	HERZOG KATHRYN	4016 NE SENATE ST	PORTLAND OR 97232
22	RETURN SERVICE REQUESTED		1N1E36AA 1800	KEIR PAUL D	4026 NE SENATE ST	PORTLAND OR 97232-1934
23	RETURN SERVICE REQUESTED		1N1E36AA 1900	SIEGEL CHAD & SIEGEL JENNIFER F	4036 NE SENATE ST	PORTLAND OR 97232-1934
24	RETURN SERVICE REQUESTED		1N1E36AA 200	WILSHIRE LUCAS INVESTMENTS LLC	PO BOX 9456	MINNEAPOLIS MN 55440-9456
25	RETURN SERVICE REQUESTED		1N1E36AA 2000	NGUYEN COURTNEY	4106 NE SENATE ST	PORTLAND OR 97232
26	RETURN SERVICE REQUESTED		1N1E36AA 2100	ZIYAE ROSHANA A & ANSARY MIR S	4115 NE MULTNOMAH ST	PORTLAND OR 97232-1924
27	RETURN SERVICE REQUESTED		1N1E36AA 2200	MULTNOMAH COUNTY TAX TITLE	PO BOX 2716	PORTLAND OR 97208-2716
28	RETURN SERVICE REQUESTED	1N1E36AA 2300	RANDALL LAURA RAQUEL MATTESON	& RANDALL JONATHAN P	4118 NE SENATE ST	PORTLAND OR 97232
29	RETURN SERVICE REQUESTED		1N1E36AA 2400	RABBIT TRAVIS & MASTERMAN BRANDON	4126 NE SENATE ST	PORTLAND OR 97232
30	RETURN SERVICE REQUESTED		1N1E36AA 2500	ACCUARDI ANDREW J	1225 NE 42ND AVE	PORTLAND OR 97213
31	RETURN SERVICE REQUESTED		1N1E36AA 2600	OSGOOD IAN A & CHARNELL MARELINE G	4145 NE MULTNOMAH ST	PORTLAND OR 97232-1924
32	RETURN SERVICE REQUESTED		1N1E36AA 2700	ELLENBY PETER M & ELLENBY JEANNE P	4135 NE MULTNOMAH ST	PORTLAND OR 97232-1924
33	RETURN SERVICE REQUESTED		1N1E36AA 2800	CASEY MARY	4127 NE MULTNOMAH ST	PORTLAND OR 97232-1924
34	RETURN SERVICE REQUESTED		1N1E36AA 2900	ANSARY RALHANA	4115 NE MULTNOMAH ST	PORTLAND OR 97232
35	RETURN SERVICE REQUESTED		1N1E36AA 3000	BERG LINDA K	4105 NE MULTNOMAH ST	PORTLAND OR 97232-1924
36	RETURN SERVICE REQUESTED		1N1E36AA 3100	BOREN SILAS	4037 NE MULTNOMAH ST	PORTLAND OR 97232
37	RETURN SERVICE REQUESTED		1N2E30CC 12300	LABORATORY CORPORATION OF AMERICA	PO BOX 2230	BURLINGTON NC 27216
38	RETURN SERVICE REQUESTED		1N2E30CC 12300	BROADWAY MEDICAL CLINIC LLP	4212 NE BROADWAY	PORTLAND OR 97213
39	RETURN SERVICE REQUESTED		1N2E30CC 12300	ROSE CITY INVESTMENT CO	4212 NE BROADWAY	PORTLAND OR 97213-1458
40	RETURN SERVICE REQUESTED	1N2E30CC 12500	OREGON LABOR PRESS	PUBLISHING CO INC	P O BOX 13150	PORTLAND OR 97213
41	RETURN SERVICE REQUESTED	1N2E30CC 12500	HOLLYWOOD TOWNE HOUSE	INVESTMENT L L C	409 SW 11TH AVE	PORTLAND OR 97205
42	RETURN SERVICE REQUESTED		1N2E30CC 12700	BASKETS UNLIMITED HOLDING LLC	11950 SAN VICENTE BLVD #200	LOS ANGELES CA 90049
43	RETURN SERVICE REQUESTED		1N2E30CC 12800	APRO LLC	4130 COVER ST	LONG BEACH CA 90808
44	RETURN SERVICE REQUESTED		1N2E31BB 10100	OREGON STATE OF	355 CAPITOL ST NE #411	SALEM OR 97301-3871
45	RETURN SERVICE REQUESTED		1N2E31BB 3401	BIOMERIEUX INC	100 RODOLPHE ST TAX DEPT 02	DURHAM NC 27712-9402
46	RETURN SERVICE REQUESTED	1N2E31BB 3401	PROVIDENCE HEALTH PLAN	PROVIDENCE OFFICE PK	800 5TH AVE #1200	SEATTLE WA 98104
47	RETURN SERVICE REQUESTED		1N2E31BB 3401	PROVIDENCE FEDERAL CREDIT UNION	6400 SE LAKE RD STE 125	MILWAUKIE OR 97222
48	RETURN SERVICE REQUESTED		1N2E31BB 3401	PROVIDENCE HEALTH & SERVICES-OREGON	4400 NE HALSEY ST BLDG 1 #160	PORTLAND OR 97213
49	RETURN SERVICE REQUESTED	1N2E31BB 3401	PROVIDENCE HEALTH & SERVICES-OREGON	ATTN RE MANAGER	800 5TH AVE #1200	SEATTLE WA 98104
50	RETURN SERVICE REQUESTED		1N2E31BB 3401	SIEMENS HEALTHCARE DIAGNOSTICS INC	PO BOX 80615	INDIANAPOLIS IN 46280
51	RETURN SERVICE REQUESTED		1N2E31BB 3401	BIOFIRE DIAGNOSTICS LLC	PO BOX 800729	DALLAS TX 75380
52	RETURN SERVICE REQUESTED		1N2E31BB 4000	REMEDY CHIRO & MASSAGE LLC	4203 N VANCOUVER AVE	PORTLAND OR 97217
53	RETURN SERVICE REQUESTED		1N2E31BB 4000	24 HOUR FITNESS USA LLC	PO BOX 23317	PLEASANT HILL CA 94523
54	RETURN SERVICE REQUESTED	1N2E31BB 4000 COLUMBIA	RIVER DENTISTRY - HOLLYWOOD LLC	ATTN NATHAN G DUSTIN DMD	4224 NE HALSEY ST STE 330	PORTLAND OR 97213
55	RETURN SERVICE REQUESTED		1N2E31BB 4000	JH HOLLYWOOD SUSHI INC	4204 NE HALSEY ST	PORTLAND OR 97213
56	RETURN SERVICE REQUESTED	1N2E31BB 4000	KELLERMAYER BERGENSONS SERVICES LLC	C/O ADVANTAX	2500 WESTFIELD DR STE 1-202	ELGIN IL 60124-7701
57	RETURN SERVICE REQUESTED		1N2E31BB 4000	US PHYSICAL THERAPY INC	13111 NORTHWEST FRWY #125	HOUSTON TX 77040-6321
58	RETURN SERVICE REQUESTED	1N2E31BB 4000	LAUREL 42 VENTURES LIMITED	PARTNERSHIP	6211 CAMINO DE LA COSTA	LA JOLLA CA 92037
59	RETURN SERVICE REQUESTED		1N2E31BB 4002	PACIFIC NORTHWEST WATERWAYS ASSOC	4224 NE HALSEY ST STE 325	PORTLAND OR 97213
60	RETURN SERVICE REQUESTED	1N2E31BB 4002	HOLLYWOOD STATION PARTNERS LLC	VISTA INVESTMENT GROUP LLC	1847 CENTINELA AVE	SANTA MONICA CA 90404
61	RETURN SERVICE REQUESTED		1N2E31BB 4100	WATKINS JERRY G & WATKINS TERRESA A	4210 NE SENATE ST	PORTLAND OR 97213-1518
62	RETURN SERVICE REQUESTED		1N2E31BB 4200	SOGA LINDA	1206 NE 42ND AVE	PORTLAND OR 97213-1508
63	RETURN SERVICE REQUESTED		22- PROP MAILD	CASE FILE PLANNER	1900 SW 4TH AVE #5000	PORTLAND OR 97201
64				CURRENT RESIDENT	1521 NE 41ST AVE #10	PORTLAND OR 97232
65				CURRENT RESIDENT	1521 NE 41ST AVE #104	PORTLAND OR 97232
66				CURRENT RESIDENT	1521 NE 41ST AVE #106	PORTLAND OR 97232

	A	B	C	D	E	F
67				CURRENT RESIDENT	4001 NE HALSEY ST #100	PORTLAND OR 97232
68				CURRENT RESIDENT	4001 NE HALSEY ST #2	PORTLAND OR 97232
69				CURRENT RESIDENT	4206 NE HALSEY ST	PORTLAND OR 97213
70				CURRENT RESIDENT	4224 NE HALSEY ST #100	PORTLAND OR 97213
71				CURRENT RESIDENT	4224 NE HALSEY ST #310	PORTLAND OR 97213
72				CURRENT RESIDENT	4224 NE HALSEY ST #335	PORTLAND OR 97213
73				CURRENT RESIDENT	4265 NE HALSEY ST #103	PORTLAND OR 97213
74				CURRENT RESIDENT	4265 NE HALSEY ST #104	PORTLAND OR 97213
75				CURRENT RESIDENT	4265 NE HALSEY ST #115	PORTLAND OR 97213
76				CURRENT RESIDENT	4265 NE HALSEY ST #117	PORTLAND OR 97213
77				CURRENT RESIDENT	4265 NE HALSEY ST #202	PORTLAND OR 97213
78				CURRENT RESIDENT	4265 NE HALSEY ST #203	PORTLAND OR 97213
79				CURRENT RESIDENT	4265 NE HALSEY ST #209	PORTLAND OR 97213
80				CURRENT RESIDENT	4265 NE HALSEY ST #211	PORTLAND OR 97213
81				CURRENT RESIDENT	4265 NE HALSEY ST #215	PORTLAND OR 97213
82				CURRENT RESIDENT	4265 NE HALSEY ST #302	PORTLAND OR 97213
83				CURRENT RESIDENT	4265 NE HALSEY ST #305	PORTLAND OR 97213
84				CURRENT RESIDENT	4265 NE HALSEY ST #311	PORTLAND OR 97213
85				CURRENT RESIDENT	4265 NE HALSEY ST #313	PORTLAND OR 97213
86				CURRENT RESIDENT	4265 NE HALSEY ST #405	PORTLAND OR 97213
87				CURRENT RESIDENT	4265 NE HALSEY ST #410	PORTLAND OR 97213
88				CURRENT RESIDENT	4265 NE HALSEY ST #413	PORTLAND OR 97213
89				CURRENT RESIDENT	4265 NE HALSEY ST #502	PORTLAND OR 97213
90				CURRENT RESIDENT	4265 NE HALSEY ST #504	PORTLAND OR 97213
91				CURRENT RESIDENT	4265 NE HALSEY ST #507	PORTLAND OR 97213
92				CURRENT RESIDENT	4265 NE HALSEY ST #509	PORTLAND OR 97213
93				CURRENT RESIDENT	4265 NE HALSEY ST #603	PORTLAND OR 97213
94				CURRENT RESIDENT	4265 NE HALSEY ST #609	PORTLAND OR 97213
95				CURRENT RESIDENT	4265 NE HALSEY ST #610	PORTLAND OR 97213
96				CURRENT RESIDENT	4265 NE HALSEY ST #703	PORTLAND OR 97213
97				CURRENT RESIDENT	4265 NE HALSEY ST #706	PORTLAND OR 97213
98				CURRENT RESIDENT	4265 NE HALSEY ST #708	PORTLAND OR 97213
99				CURRENT RESIDENT	4265 NE HALSEY ST #712	PORTLAND OR 97213
100				CURRENT RESIDENT	4265 NE HALSEY ST #717	PORTLAND OR 97213
101				CURRENT RESIDENT	4265 NE HALSEY ST #805	PORTLAND OR 97213
102				CURRENT RESIDENT	4265 NE HALSEY ST #807	PORTLAND OR 97213
103				CURRENT RESIDENT	4265 NE HALSEY ST #808	PORTLAND OR 97213
104				CURRENT RESIDENT	4265 NE HALSEY ST #810	PORTLAND OR 97213
105				CURRENT RESIDENT	4265 NE HALSEY ST #812	PORTLAND OR 97213
106				CURRENT RESIDENT	4265 NE HALSEY ST #813	PORTLAND OR 97213
107				CURRENT RESIDENT	4430 NE HALSEY ST	PORTLAND OR 97213
108				CURRENT RESIDENT	1510 NE 42ND AVE	PORTLAND OR 97213
109				CURRENT RESIDENT	1521 NE 41ST AVE #109	PORTLAND OR 97232
110				CURRENT RESIDENT	1521 NE 41ST AVE #202	PORTLAND OR 97232
111				CURRENT RESIDENT	1521 NE 41ST AVE #204	PORTLAND OR 97232
112				CURRENT RESIDENT	1521 NE 41ST AVE #206	PORTLAND OR 97232
113				CURRENT RESIDENT	1521 NE 41ST AVE #410	PORTLAND OR 97232
114				CURRENT RESIDENT	1521 NE 41ST AVE #9	PORTLAND OR 97232
115				CURRENT RESIDENT	1525 NE 41ST AVE	PORTLAND OR 97232
116				CURRENT RESIDENT	4121 NE HALSEY ST	PORTLAND OR 97232
117				CURRENT RESIDENT	4224 NE HALSEY ST #300	PORTLAND OR 97213
118				CURRENT RESIDENT	4224 NE HALSEY ST #325	PORTLAND OR 97213
119				CURRENT RESIDENT	4224 NE HALSEY ST #330	PORTLAND OR 97213
120				CURRENT RESIDENT	4265 NE HALSEY ST #102	PORTLAND OR 97213
121				CURRENT RESIDENT	4265 NE HALSEY ST #109	PORTLAND OR 97213
122				CURRENT RESIDENT	4265 NE HALSEY ST #112	PORTLAND OR 97213
123				CURRENT RESIDENT	4265 NE HALSEY ST #210	PORTLAND OR 97213
124				CURRENT RESIDENT	4265 NE HALSEY ST #212	PORTLAND OR 97213
125				CURRENT RESIDENT	4265 NE HALSEY ST #303	PORTLAND OR 97213
126				CURRENT RESIDENT	4265 NE HALSEY ST #306	PORTLAND OR 97213
127				CURRENT RESIDENT	4265 NE HALSEY ST #307	PORTLAND OR 97213
128				CURRENT RESIDENT	4265 NE HALSEY ST #309	PORTLAND OR 97213
129				CURRENT RESIDENT	4265 NE HALSEY ST #310	PORTLAND OR 97213
130				CURRENT RESIDENT	4265 NE HALSEY ST #312	PORTLAND OR 97213
131				CURRENT RESIDENT	4265 NE HALSEY ST #317	PORTLAND OR 97213
132				CURRENT RESIDENT	4265 NE HALSEY ST #402	PORTLAND OR 97213

	A	B	C	D	E	F
133				CURRENT RESIDENT	4265 NE HALSEY ST #407	PORTLAND OR 97213
134				CURRENT RESIDENT	4265 NE HALSEY ST #412	PORTLAND OR 97213
135				CURRENT RESIDENT	4265 NE HALSEY ST #415	PORTLAND OR 97213
136				CURRENT RESIDENT	4265 NE HALSEY ST #417	PORTLAND OR 97213
137				CURRENT RESIDENT	4265 NE HALSEY ST #501	PORTLAND OR 97213
138				CURRENT RESIDENT	4265 NE HALSEY ST #508	PORTLAND OR 97213
139				CURRENT RESIDENT	4265 NE HALSEY ST #510	PORTLAND OR 97213
140				CURRENT RESIDENT	4265 NE HALSEY ST #511	PORTLAND OR 97213
141				CURRENT RESIDENT	4265 NE HALSEY ST #517	PORTLAND OR 97213
142				CURRENT RESIDENT	4265 NE HALSEY ST #602	PORTLAND OR 97213
143				CURRENT RESIDENT	4265 NE HALSEY ST #605	PORTLAND OR 97213
144				CURRENT RESIDENT	4265 NE HALSEY ST #606	PORTLAND OR 97213
145				CURRENT RESIDENT	4265 NE HALSEY ST #612	PORTLAND OR 97213
146				CURRENT RESIDENT	4265 NE HALSEY ST #613	PORTLAND OR 97213
147				CURRENT RESIDENT	4265 NE HALSEY ST #615	PORTLAND OR 97213
148				CURRENT RESIDENT	4265 NE HALSEY ST #806	PORTLAND OR 97213
149				CURRENT RESIDENT	4275 NE HALSEY ST	PORTLAND OR 97213
150				CURRENT RESIDENT	1521 NE 41ST AVE #105	PORTLAND OR 97232
151				CURRENT RESIDENT	1521 NE 41ST AVE #211	PORTLAND OR 97232
152				CURRENT RESIDENT	1521 NE 41ST AVE #402	PORTLAND OR 97232
153				CURRENT RESIDENT	1521 NE 41ST AVE #409	PORTLAND OR 97232
154				CURRENT RESIDENT	1524 NE 40TH AVE	PORTLAND OR 97232
155				CURRENT RESIDENT	1615 NE 42ND AVE	PORTLAND OR 97232
156				CURRENT RESIDENT	4001 NE HALSEY ST #5	PORTLAND OR 97232
157				CURRENT RESIDENT	4030 NE HALSEY ST	PORTLAND OR 97232
158				CURRENT RESIDENT	4218 NE HALSEY ST	PORTLAND OR 97213
159				CURRENT RESIDENT	4224 NE HALSEY ST #320	PORTLAND OR 97213
160				CURRENT RESIDENT	4265 NE HALSEY ST #105	PORTLAND OR 97213
161				CURRENT RESIDENT	4265 NE HALSEY ST #107	PORTLAND OR 97213
162				CURRENT RESIDENT	4265 NE HALSEY ST #110	PORTLAND OR 97213
163				CURRENT RESIDENT	4265 NE HALSEY ST #113	PORTLAND OR 97213
164				CURRENT RESIDENT	4265 NE HALSEY ST #201	PORTLAND OR 97213
165				CURRENT RESIDENT	4265 NE HALSEY ST #205	PORTLAND OR 97213
166				CURRENT RESIDENT	4265 NE HALSEY ST #208	PORTLAND OR 97213
167				CURRENT RESIDENT	4265 NE HALSEY ST #213	PORTLAND OR 97213
168				CURRENT RESIDENT	4265 NE HALSEY ST #217	PORTLAND OR 97213
169				CURRENT RESIDENT	4265 NE HALSEY ST #301	PORTLAND OR 97213
170				CURRENT RESIDENT	4265 NE HALSEY ST #304	PORTLAND OR 97213
171				CURRENT RESIDENT	4265 NE HALSEY ST #315	PORTLAND OR 97213
172				CURRENT RESIDENT	4265 NE HALSEY ST #401	PORTLAND OR 97213
173				CURRENT RESIDENT	4265 NE HALSEY ST #403	PORTLAND OR 97213
174				CURRENT RESIDENT	4265 NE HALSEY ST #404	PORTLAND OR 97213
175				CURRENT RESIDENT	4265 NE HALSEY ST #406	PORTLAND OR 97213
176				CURRENT RESIDENT	4265 NE HALSEY ST #409	PORTLAND OR 97213
177				CURRENT RESIDENT	4265 NE HALSEY ST #505	PORTLAND OR 97213
178				CURRENT RESIDENT	4265 NE HALSEY ST #506	PORTLAND OR 97213
179				CURRENT RESIDENT	4265 NE HALSEY ST #512	PORTLAND OR 97213
180				CURRENT RESIDENT	4265 NE HALSEY ST #513	PORTLAND OR 97213
181				CURRENT RESIDENT	4265 NE HALSEY ST #604	PORTLAND OR 97213
182				CURRENT RESIDENT	4265 NE HALSEY ST #608	PORTLAND OR 97213
183				CURRENT RESIDENT	4265 NE HALSEY ST #702	PORTLAND OR 97213
184				CURRENT RESIDENT	4265 NE HALSEY ST #704	PORTLAND OR 97213
185				CURRENT RESIDENT	4265 NE HALSEY ST #707	PORTLAND OR 97213
186				CURRENT RESIDENT	4265 NE HALSEY ST #710	PORTLAND OR 97213
187				CURRENT RESIDENT	4265 NE HALSEY ST #711	PORTLAND OR 97213
188				CURRENT RESIDENT	4265 NE HALSEY ST #713	PORTLAND OR 97213
189				CURRENT RESIDENT	4265 NE HALSEY ST #802	PORTLAND OR 97213
190				CURRENT RESIDENT	4265 NE HALSEY ST #803	PORTLAND OR 97213
191				CURRENT RESIDENT	4265 NE HALSEY ST #804	PORTLAND OR 97213
192				CURRENT RESIDENT	4265 NE HALSEY ST #815	PORTLAND OR 97213
193				CURRENT RESIDENT	4265 NE HALSEY ST #817	PORTLAND OR 97213
194				CURRENT RESIDENT	1503 NE 41ST AVE	PORTLAND OR 97232
195				CURRENT RESIDENT	1521 NE 41ST AVE #203	PORTLAND OR 97232
196				CURRENT RESIDENT	1521 NE 41ST AVE #209	PORTLAND OR 97232
197				CURRENT RESIDENT	1521 NE 41ST AVE #301	PORTLAND OR 97232
198				CURRENT RESIDENT	1521 NE 41ST AVE #405	PORTLAND OR 97232

	A	B	C	D	E	F
199				CURRENT RESIDENT	1540 NE 40TH AVE	PORTLAND OR 97232
200				CURRENT RESIDENT	1602 NE 40TH AVE	PORTLAND OR 97232
201				CURRENT RESIDENT	1675 NE 41ST AVE	PORTLAND OR 97232
202				CURRENT RESIDENT	4001 NE HALSEY ST #101	PORTLAND OR 97232
203				CURRENT RESIDENT	4001 NE HALSEY ST #3	PORTLAND OR 97232
204				CURRENT RESIDENT	4212 NE HALSEY ST	PORTLAND OR 97213
205				CURRENT RESIDENT	4242 NE HALSEY ST	PORTLAND OR 97213
206				CURRENT RESIDENT	4265 NE HALSEY ST #101	PORTLAND OR 97213
207				CURRENT RESIDENT	4265 NE HALSEY ST #111	PORTLAND OR 97213
208				CURRENT RESIDENT	4265 NE HALSEY ST #204	PORTLAND OR 97213
209				CURRENT RESIDENT	4265 NE HALSEY ST #206	PORTLAND OR 97213
210				CURRENT RESIDENT	4265 NE HALSEY ST #207	PORTLAND OR 97213
211				CURRENT RESIDENT	4265 NE HALSEY ST #308	PORTLAND OR 97213
212				CURRENT RESIDENT	4265 NE HALSEY ST #408	PORTLAND OR 97213
213				CURRENT RESIDENT	4265 NE HALSEY ST #411	PORTLAND OR 97213
214				CURRENT RESIDENT	4265 NE HALSEY ST #515	PORTLAND OR 97213
215				CURRENT RESIDENT	4265 NE HALSEY ST #601	PORTLAND OR 97213
216				CURRENT RESIDENT	4265 NE HALSEY ST #607	PORTLAND OR 97213
217				CURRENT RESIDENT	4265 NE HALSEY ST #611	PORTLAND OR 97213
218				CURRENT RESIDENT	4265 NE HALSEY ST #617	PORTLAND OR 97213
219				CURRENT RESIDENT	4265 NE HALSEY ST #701	PORTLAND OR 97213
220				CURRENT RESIDENT	4265 NE HALSEY ST #705	PORTLAND OR 97213
221				CURRENT RESIDENT	4265 NE HALSEY ST #709	PORTLAND OR 97213
222				CURRENT RESIDENT	4265 NE HALSEY ST #715	PORTLAND OR 97213
223				CURRENT RESIDENT	4265 NE HALSEY ST #809	PORTLAND OR 97213
224				CURRENT RESIDENT	4336 NE HALSEY ST	PORTLAND OR 97213
225				CURRENT RESIDENT	4340 NE HALSEY ST	PORTLAND OR 97213
226				CURRENT RESIDENT	4400 NE HALSEY ST	PORTLAND OR 97213
227	RETURN SERVICE REQUESTED	OWNERS	1N1E36AA 100	TRI-COUNTY METRO TRANS DIST OF OR	PO BOX 162734	AUSTIN TX 78716-2734
228	RETURN SERVICE REQUESTED	DEVELOPER	BRIDGE HOUSING CORPORATION	SCHUBERT SARAH	1631 NE BROADWAY PMB 153	PORTLAND OR 97232
229	RETURN SERVICE REQUESTED	APPLICANT	HOLST ARCHITECTURE	OTTE DAVE	123 NE 3RD AVE #310	PORTLAND OR 97232
230	RETURN SERVICE REQUESTED	OWNERS AGENT	TRIMET	BENN GUY	1800 SW 1ST AVE	PORTLAND OR 97201
231	RETURN SERVICE REQUESTED		LAURELHURST NEIGHBORHOOD ASSOC	SMITH AMY	3534 SE MAIN ST	PORTLAND OR 97214
232	RETURN SERVICE REQUESTED		SOUTHEAST UPLIFT	WILLIAMS MATCHU	3534 SE MAIN ST	PORTLAND OR 97214
233	RETURN SERVICE REQUESTED		CENTRAL NORTHEAST NEIGHBORS	STOLL ALISON	4415 NE 87TH AVE	PORTLAND OR 97220
234	RETURN SERVICE REQUESTED		LAND USE CONTACT	HOLLYWOOD BOOSTERS	2000 NE 2ND AVE PMB 388	PORTLAND OR 97213
235	RETURN SERVICE REQUESTED		HOLLYWOOD NEIGHBORHOOD ASSOCIATION	JO SCHAEFER	4415 NE 87TH AVE	PORTLAND OR 97220
236	RETURN SERVICE REQUESTED		PORTLAND METRO REGIONAL SOLUTIONS	C/O DLCD REGIONAL REP	1600 SW FOURTH AVE #109	PORTLAND OR 97201
237	RETURN SERVICE REQUESTED		LAND USE CONTACT	TRANSIT DEVELOPMENT	1800 SW FIRST AVE SUITE 300	PORTLAND OR 97201
238					PROSPER PORTLAND	129/PROSPER
239					DAWN KRANTZ	B299/R5000



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

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

Design Advice Request

Hollywood HUB Residential Building

CASE FILE	EA 22-144886 DA		
WHEN	Thursday July 7, 2022 @ 1:30 PM <i>(This is the hearing start time –see Commission agenda for estimated project start time.)</i>		
WHERE	ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/design-commission		
HOW	TO COMMENT: Follow instructions on the Design Commission agenda or email the planner at tim.heron@portlandoregon.gov		
REVIEW BY	Design Commission		
PROCESS	A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review		
PROPOSAL	Proposal to construct approximately 234 units of affordable housing in a transit-oriented development. Proposed Type I building is 12-stories, approximately 240,780 gsf, and no greater than 120 ft in height. Approximately 40 spaces of on-site parking are proposed, along with a TriMet bike hub and bike parking for residents. No Modifications or Adjustments to the Zoning Code are being considered at this time.		
REVIEW APPROVAL CRITERIA	Portland Citywide Design Guidelines 33.805 Adjustments 33.825.040 Modifications Considered through Design Review		
SITE ADDRESS	4110 NE Halsey Street		
ZONING/ DESIGNATION	CM3dm, Commercial/Mixed Use 3 zone with Design [d] and Centers Main Street [m] overlay zones		
APPLICANT(S)	Dave Otte, Holst Architecture, dotte@holstarc.com	OWNER(S)	Tri-County Metro Trans Dist of Oregon
QUESTIONS? BDS CONTACT	Tim Heron, City Planner (503) 823-7726 / tim.heron@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th Ave, Suite 5000, Portland, OR 97201		

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ການແປພາສາ ຫຼື ການອະທິບາຍ
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503-823-7300



BDS@PortlandOregon.gov



www.PortlandOregon.gov/bds/translated

TTY: 503-823-6868
 Relay Service: 711

EA 22-144886 DA

Mail date: June 16, 2022
 EA 22-144886 DA Exh. D2



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Bureau of Development Services
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DESIGN ADVICE REQUEST PROCESS OVERVIEW

Purpose

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

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

Public Participation

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

Meeting Order

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

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

Guiding Criteria

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

Outside DAR Scope

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

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

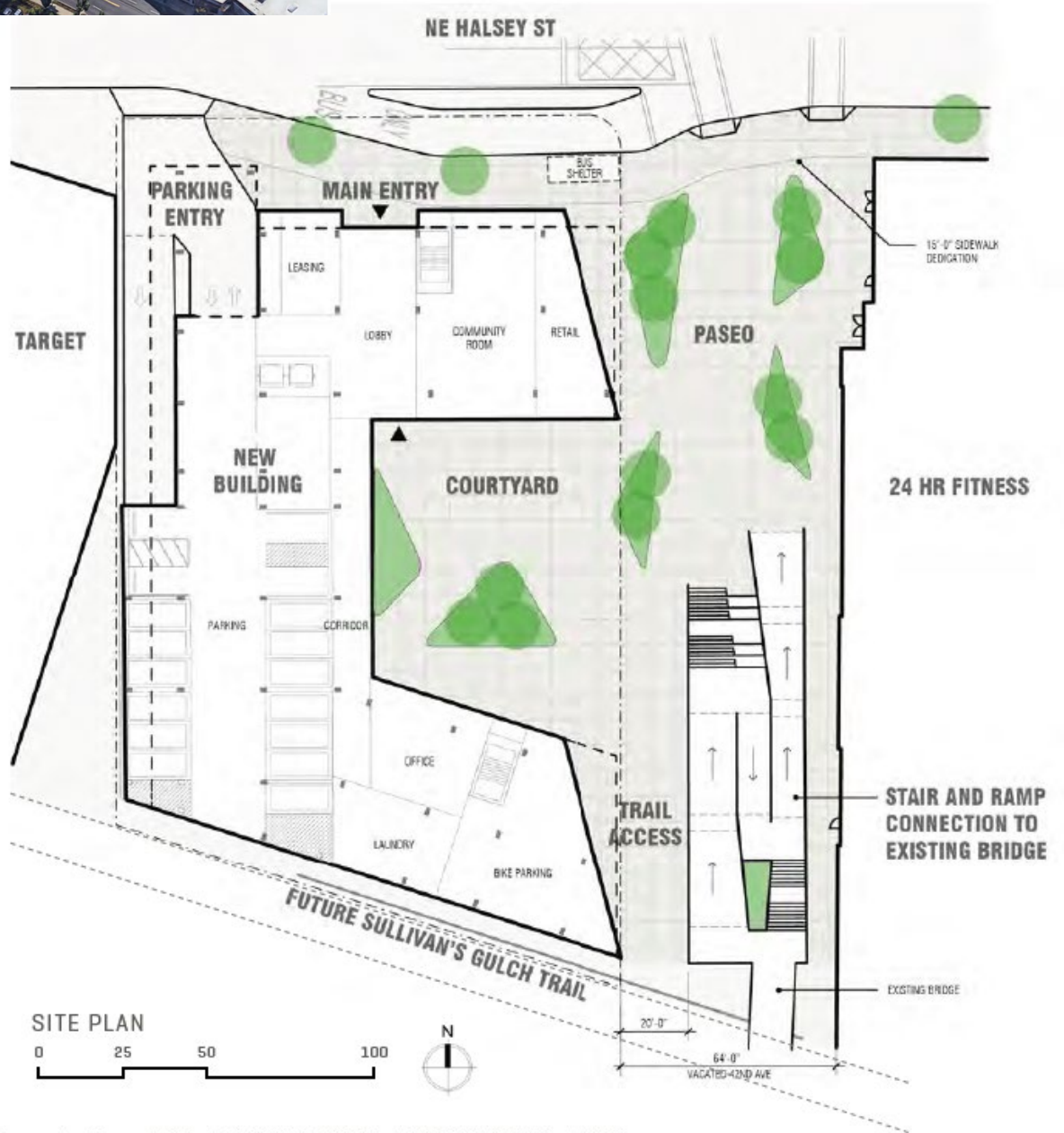
- Off-Street Parking Requirements
- Upcoming Legislative Projects on Zoning
- Zoning Allowances

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

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

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

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



BUILDING PLANS



BUILDING SUMMARY

HEIGHT	120 FT
LEVELS	12
CONSTRUCTION TYPE	TYPE-I
UNIT COUNT	234
FLOOR	GSF
BASEMENT	3,802
01	12,072*
02-12	20,446
TOTAL	240,780

*Excludes parking per zoning §33.536.240

Observing or Testifying at the Portland Design Commission, Historic Landmarks Commission, or Adjustment Committee Webinar Hearings

Thank you for your interest in attending a land use public hearing. All hearings are currently held virtually, via Zoom. The information below will help you get connected.

***If you do not have access to the internet from a home computer or mobile phone, please see the end of this document for instructions on how to participate from a City building at 1900 SW 4th Avenue in downtown Portland.

Preparing for the Hearing:

1. To access the Zoom Webinar, please go to the online hearing Agenda, and click the link under the hearing date you are interested in participating: <https://www.portlandoregon.gov/bds/42441>
2. In advance of the hearing, please review documents and drawings in the project link within the Online Agenda.
 - Please also provide comments to the planner assigned in advance of the hearing.

Getting into the Hearing [Registering in Zoom to observe or participate in Hearing]:

1. In order to observe or testify in the hearing, please be sure to Register for the Webinar as soon as possible.
 - The Webinar Link is posted to the Online Agenda typically one week prior to the hearing date.
2. Once you register you will receive an email notification of how to log-in or access the Webinar.
3. You can enter the Webinar no sooner than ten minutes before the start of the hearing.
4. You will be held in the Zoom waiting room until the Webinar begins. (Please note each individual agenda item has an estimated start time.)
5. If using a smartphone or tablet, download the Zoom app for easy entry into the Webinar.

Public participation in the Hearing:

1. After Staff and Applicant presentations, the Chair will announce public testimony is open, and will ask if anyone else would like to testify.
2. You can provide public comment in this Webinar in several ways:
 - If during registration you indicated you would like to testify, we will put your name in order of request. Once in the hearing, testifiers will be renamed "Testifier 1 – (Your Name)"
 - Members of the public will be automatically muted except for when they are called by the Hearings Clerk for their public comment. During the Webinar, the Hearings Clerk will promote participants to "Panelists" in the order of Webinar Registrations received. When it is your turn to provide testimony, please accept the Clerk's invitation to be promoted to Panelist.
 - If you indicated in your registration that you did not want to testify but later changed your mind, when testimony is open:
 - Click the "raise your hand" function in ZOOM, and the Hearings Clerk will add you to the list of testifiers.
 - If you will be participating by call-in, raise your hand by pressing *9 - the Webinar host will see this notification.
 - When you are moved to Panelist position for your testimony, your name will be announced by the Chair or Hearings Clerk. Please be prepared to provide testimony.
 - Each testifier is allotted 2 minutes of testimony unless the Chair grants additional time.
 - Please manage your time when testifying. As a courtesy to other testifiers and our volunteer Commissions, please do not attempt to exceed the allotted amount of time.
3. We will enable screen sharing of presentations only for Design and Landmarks Commission members, project teams, and staff participating in the Webinar.
4. Testifiers who engage in inappropriate behavior or language will be promptly removed from the hearing.

Follow-up:

1. The Webinar will be recorded and uploaded to the City of Portland Auditors website, under the Case File Number, here: <https://efiles.portlandoregon.gov/Search>.

If you do not have access to the internet from a home computer or mobile phone, we can provide accommodations for you to view a live video display of the hearing from 1900 SW 4th Avenue in downtown Portland. This option for participation requires you to travel to a City building where we will provide a computer for viewing the hearing. City staff will not be present at this viewing location. If you require such accommodation, please contact the BDS Hearings Clerk at 503-865-6525 before 8 AM on the day of the hearing.



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

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

Date: June 10, 2022

To: Dave Otte, Holst Architecture, dotte@holstarc.com

From: Tim Heron, Land Use Services, tim.heron@portlandoregon.gov

RE: Design Advice Request posting for EA 22-144886 DA – Hollywood HUB Residential Building

Dear Dave:

I have received your application for a Design Advice Request (DA) at 4110 NE Halsey St. Your case number is given above. The meeting with the Design Commission is scheduled for **July 7, 2022**. I am the planner handling your case and can answer any questions you might have during the process.

You are required to post notice on the site of your proposal 21 days before the hearing. The information below will help you do this. I am also enclosing instructions for making the required posting boards and the notice that should be placed on the signs.

- A. You must post one of these signs adjacent to each street frontage on the site. Because the site has TWO frontages, NE Halsey Street and NE 42nd Avenue, you must post TWO signs.
- B. These signs must be placed within 10 feet of the street frontage line, and must be visible to pedestrians and motorists. You may not post in the public right-of-way.
- C. Because the meeting with the Design Commission for your case is scheduled for **July 7, 2022**, you must post the notice by **June 16, 2022**, 21 days before the hearing.
- D. A certification statement is enclosed, which you must sign and return. The statement affirms that you posted the site. It also confirms your understanding that if you do not post the notice by the date above, your hearing will be automatically postponed. You must return this statement to us by **June 23, 2022**, 14 days before the hearing.
- E. You should not remove the notice before the meeting, but it must be taken down within two weeks after the meeting. You may want to save the posting boards to use for the required site posting during the Type III land use review.

Encls: Posting Notice
Statement Certifying Posting
Additional Instructions for Posting Notice Signs

cc: Application Case File

Design Advice Request

Hollywood HUB Residential Building

CASE FILE	EA 22-144886 DA		
WHEN	Thursday July 7, 2022 @ 1:30 PM (This is the hearing start time –see Commission agenda for estimated project start time.)		
WHERE	ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/design-commission		
HOW	TO COMMENT: Follow instructions on the Design Commission agenda <u>or</u> email the planner at tim.heron@portlandoregon.gov		
REVIEW BY	Design Commission		
PROCESS	A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review		
PROPOSAL	Proposal to construct approximately 234 units of affordable housing in a transit-oriented development. Proposed Type I building is 12-stories, approximately 240,780 gsf, and no greater than 120 ft in height. Approximately 40 spaces of on-site parking are proposed, along with a TriMet bike hub and bike parking for residents. No Modifications or Adjustments to the Zoning Code are being considered at this time.		
REVIEW APPROVAL CRITERIA	Portland Citywide Design Guidelines 33.805 Adjustments 33.825.040 Modifications Considered through Design Review		
SITE ADDRESS	4110 NE Halsey Street		
ZONING/ DESIGNATION	CM3dm, Commercial/Mixed Use 3 zone with Design [d] and Centers Main Street [m] overlay zones		
APPLICANT(S)	Dave Otte, Holst Architecture, dotte@holstarc.com	OWNER(S)	Sarah Schubert, Bridge Housing Corporation, sschubert@bridgehousing.com Guy Benn, Tri MET, benng@trimet.org
QUESTIONS? BDS CONTACT	Tim Heron, City Planner (503) 823-7726 / tim.heron@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th Ave, Suite 5000, Portland, OR 97201		

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ການແປພາສາ ຫຼື ການອະທິບາຍ
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503-823-7300



BDS@PortlandOregon.gov



www.PortlandOregon.gov/bds/translated

TTY: 503-823-6868
Relay Service: 711

Dave Otte, Holst Architecture
123 NE 3rd Ave, Suite 310
Portland, OR 97232

DATE: _____

TO: Tim Heron | tim.heron@portlandoregon.gov
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING

Case File EA 22-144886 DA – Hollywood HUB Residential Building

This certifies that I have posted notice on my site. I understand that the meeting with the Design Commission is scheduled for **July 7, 2022** at 1:30PM, and that I was required to post the property at least 21 days before the hearing.

The required number of poster boards, with the notices attached, were set up on _____(date). These were placed adjacent to each street frontage so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than **June 23, 2022**, 14 days before the scheduled meeting. I also understand that if I do not post the notices by **June 16, 2022**, or return this form by **June 23, 2022**, my meeting will automatically be postponed.

In addition, I understand that I may not remove the notices before the meeting but am required to remove them within two weeks of the meeting.

Signature

Print Name

Address

City/State/Zip Code

Additional Instructions for Posting Notice Signs

Layout:

The overall board must be printed at its full 18-inch by 24-inch size. Templates for the 18-inch by 24-inch board are provided in Adobe Illustrator, Adobe InDesign, and PDF formats.

Place an image of your proposal, preferably a rendering or an elevation, on the left side of the 18-by-24-inch sign board. Make the image as large as possible without covering any of the blue background of the board and leaving enough room for the posting notice text. Place the posting notice text provided by the city planner on the right side of the board. The posting notice text is provided in PDF format by the city planner for easy insertion/attachment to the sign template; it should be inserted at its full 8.5-inch by 11-inch size. See the example image on the following page for reference.

Materials:

Your local sign manufacturer will have a variety of options available, but for environmental reasons we recommend corrugated plastic because it can be recycled. Corrugated plastic is sold under many trade names. It is an extruded twin wall plastic-sheet product produced from high-impact polypropylene resin with a similar make-up to corrugated cardboard and is ideally suited for outdoor signage. It can be direct printed or will accept pressure sensitive adhesive graphics. The sign must be printed in color.

Installation:

Signs may be attached to an existing building or structure, or mounted on posts, stakes, a fence, or other reasonable and sturdy structure that is fully accessible to the public.

Mounting Height:

To ensure that your sign is displayed at the correct height, the top of the sign when mounted should be no higher than 60" inches above grade and free from any obstruction. The bottom of the sign must be at least 24" above the ground.

An example image of the posting board layout is provided below:



NOTICE OF PUBLIC HEARING



Type III Land Use Review

LOT 5 STATION PLACE

CASE FILE LU 20-001504-DUM-AU

WHEN THURSDAY, SEPTEMBER 24, 2020 @ 1:30 PM

(Plan to be hearing start time - last Design Commission agenda for collected project start time.)

WHERE ONLINE: Link to hearing is available at www.portlandoregon.gov/bds/dcagenda

HOW TO TESTIFY: Follow instructions on the Design Commission agenda or email the planner at Benjamin.Nelson@portlandoregon.gov.

REVIEW BY DESIGN COMMISSION

LINE USE DESIGN REVIEW WITH MODIFICATIONS & ADJUSTMENT REVIEW

REVIEW TYPE Design Review with Modifications and Concurrent Adjustment Review for a proposed history commercial building consisting of ground floor retail, dining, meeting and event space, and a short stories of structural parking located behind existing 15 parking spaces. Above the ground floor retail and parking, a second floor office use is proposed, with large windows at the top and the floor that are cut into the main building massing. Vehicle access to parking and loading is proposed off the Northrup Street. These modifications are requested only to allow the length of the building facade above 100' in height to be up to 100' long, one to allow long term line parking between 100' to 150', and the use to be able to provide the ground floor access to street along 100' Northrup Street.

PROPOSAL

REVIEW CRITERIA

• Central City Fundamental Design Guidelines

• Street Design Guidelines

• 22.025.040, Other approved criteria (Subsequent Request)

• 22.025.040, Modifications that will better meet design review requirements

RTS ADDRESS 100 2nd Ave S 100 Northrup St

ZONING CMU - Central Commercial and Design Overlay

DEMINATION Central City Plan District - Pearl Subdistrict

FURTHER INFO Available online at www.portlandoregon.gov/bds/dcagenda or contact the planner listed below at the Bureau of Development Services.

DESIGN REVIEW CITY PLANNER Benjamin Nelson, City Planner

CONTACT 503.823.1900 / Benjamin.Nelson@portlandoregon.gov

PROJECT INFORMATION 100 2nd Ave S 100 Northrup St, Portland, OR 97201

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Design Advice Request

Hollywood HUB Residential Building

CASE FILE	EA 22-144886 DA		
WHEN	Thursday July 7, 2022 @ 1:30 PM <i>(This is the hearing start time –see Commission agenda for estimated project start time.)</i>		
WHERE	ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/design-commission		
HOW	TO COMMENT: Follow instructions on the Design Commission agenda <u>or</u> email the planner at tim.heron@portlandoregon.gov		
REVIEW BY	Design Commission		
PROCESS	A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review		
PROPOSAL	Proposal to construct approximately 234 units of affordable housing in a transit-oriented development. Proposed Type I building is 12-stories, approximately 240,780 gsf, and no greater than 120 ft in height. Approximately 40 spaces of on-site parking are proposed, along with a TriMet bike hub and bike parking for residents. No Modifications or Adjustments to the Zoning Code are being considered at this time.		
REVIEW APPROVAL CRITERIA	Portland Citywide Design Guidelines 33.805 Adjustments 33.825.040 Modifications Considered through Design Review		
SITE ADDRESS	4110 NE Halsey Street		
ZONING/ DESIGNATION	CM3dm, Commercial/Mixed Use 3 zone with Design [d] and Centers Main Street [m] overlay zones		
APPLICANT(S)	Dave Otte, Holst Architecture, dotte@holstarc.com	OWNER(S)	Sarah Schubert, Bridge Housing Corporation, sschubert@bridgehousing.com Guy Benn, Tri MET, benng@trimet.org
QUESTIONS? BDS CONTACT	Tim Heron, City Planner (503) 823-7726 / tim.heron@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th Ave, Suite 5000, Portland, OR 97201		

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



503-823-7300



BDS@PortlandOregon.gov



www.PortlandOregon.gov/bds/translated

TTY: 503-823-6868
Relay Service: 711

Dave Otte, Holst Architecture
123 NE 3rd Ave, Suite 310
Portland, OR 97232

DATE: June 16, 2022

TO: Tim Heron | tim.heron@portlandoregon.gov
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING

Case File EA 22-144886 DA – Hollywood HUB Residential Building

This certifies that I have posted notice on my site. I understand that the meeting with the Design Commission is scheduled for **July 7, 2022** at 1:30PM, and that I was required to post the property at least 21 days before the hearing.

The required number of poster boards, with the notices attached, were set up on June 16, 2022 (date). These were placed adjacent to each street frontage so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than June 23, 2022, 14 days before the scheduled meeting. I also understand that if I do not post the notices by June 16, 2022, or return this form by June 23, 2022, my meeting will automatically be postponed.

In addition, I understand that I may not remove the notices before the meeting but am required to remove them within two weeks of the meeting.



Signature

Dave Otte

Print Name

123 NE 3rd Ave #310

Address

Portland, OR 97232

City/State/Zip Code

[illegible]



DO NOT
ENTER

EXCEPT BUSES

NOTICE OF
PUBLIC HEARING

HOLLYWOOD

**Design Advice Request Comments**

DATE:	July 15, 2022		
TO:	Dave Otte Holst Architecture 123 NE 3 rd Ave., Suite 310 Portland, OR 97232	Guy Benn, TriMet 1800 SW 1 st Ave., Ste 300 Portland, OR 97201	Sarah Schubert BRIDGE Housing Corporation 1631 NE Broadway, PMB #153, Portland, OR 97201
FROM:	Katie Dunham, CPRP, Planner II Portland Parks & Recreation 503-679-0826, Katie.Dunham@portlandoregon.gov		
CASE FILE:	EA 22-144886 DA – Hollywood HUB Housing		
SITE:	4110 NE Halsey St. and vacated NE 42 nd Avenue.		

Portland Parks & Recreation has reviewed the proposed Design Advice Request for the proposal to construct approximately 234 units of affordable housing in a transit-oriented development. We are excited about the opportunities for this site to bring together several city goals, including bicycle and pedestrian access and movement, enhanced transit, and affordable housing and have been working with the design team to accomplish these goals. The project features a proposed connection to the Sullivan's Gulch Regional Trail.

The Sullivan's Gulch Trail (SGT) Concept Plan, accepted by City Council in July 2012, identifies an alignment for a roughly 5-mile-long trail from the Eastbank Esplanade to I-205. The future SGT at the location of the proposed project would be 15 feet wide, typically with 5 feet on each side for shoulders, for a total of 25' trail right-of-way. The SGT Concept Plan is online at: <http://www.portlandoregon.gov/parks/article/469560>

At the Hollywood Transit Center, the proposed development under review in EA 22-144886 DA, the trail alignment is envisioned to be along the southern subject property line within Union Pacific Railroad right-of-way. It will have a pedestrian access through the Hollywood HUB Housing property, providing access to the Hollywood District via NE 42nd Avenue, a designated bikeway, and to the Laurelhurst neighborhood south of I-84 via the existing pedestrian and bicycle bridge. The trail is proposed to be at the same grade as the Hollywood Transit Center. Portland Parks would like to ensure that the future planned development and the vacation of NE 42nd Avenue reflects the trail alignment as adopted, providing a well-integrated future connector from the SGT through the Hollywood Hub site, as envisioned in the plan.

TriMet and the developer, BRIDGE Housing Corporation, have proposed a 20'-wide access point to the future Sullivan's Gulch Trail (SGT) within the current NE 42nd

Avenue Right-of-Way, east of the proposed residential housing and west of the proposed improved pedestrian ramp that leads to the ODOT I-84 overpass. This would successfully connect the future proposed Sullivan's Gulch Trail to NE Halsey Street and will provide for critical transportation infrastructure demands to be met. Portland Parks and Recreation supports the new proposed SGT connection as shown in the hollywoodHUB Concept Site Plan presented to the Design Commission on July 7, 2022.

The proposal provides for a public realm that supports the future Sullivan's Gulch Trail connections, allowing for cyclists and pedestrians to flow from the trail to NE Halsey. The proposed courtyard adjacent to the trail access will provide for ground floor activation and eyes on the trail. The proposal creates positive relationships by connecting open spaces with open spaces, by coupling a public courtyard with the proposed Sullivan's Gulch Trail access, paseo, and stair/ramp structure, they have sited open space in a way to maximize usability and benefit for both residents and community members accessing the future regional trail and transit, maximizing pedestrian and bike flow.

We look forward to continuing to work with the design team to ensure that the Sullivan's Gulch Trail connection concept goals are met and that the future trail access is well defined and protected from other uses on the site.

Please feel free to contact me if you have any further questions.

From: [Lawrence Cross](#)
To: [Heron, Tim](#)
Subject: "TriMet Wants to Redesign a Busy Transit Center, Add Affordable Housing"
Date: Tuesday, June 28, 2022 2:32:12 PM

June 28, 2022

Dear Mr. Heron:

I applaud the envisioned project that the City of Portland and Bridge plan to design and build.

<https://katu.com/news/local/trimet-wants-to-redesign-a-busy-transit-center-add-affordable-housing-portland-memorial>

I appreciate that "The upcoming design meeting is open to the public July 7 at 1:30 p.m."

"We have already reached out to and virtually briefed local groups such as the Hollywood Neighborhood Association, Hollywood Boosters and Central Northeast Neighbors Coalition and are also reaching out to communities of color, city staff and elected officials," said Bridge Vice-President Lyn Hikida."

<https://star-news.info/2021/03/17/trimet-bridge-housing-partner-to-bring-affordable-housing-to-hollywood-transit-center/>

However, I express my concern that far too many of Portland's built projects – from residential through massive – fail to fully embrace the concepts and applications of Universal Design:

"Universal Design is about creating an attractive, stylish space that everyone, regardless of age, size, or ability, can live in or visit, now and in the future, even as EVERYBODY'S NEEDS AND ABILITIES CHANGE."

(attachment: PSU elevator poster)

This link expertly describes Universal Design and applicable product information.

I am a perfect example of "as EVERYBODY'S NEEDS AND ABILITIES CHANGE."

(attachments: me hiking in Yosemite, c. 1998

Now, using my battery-operated scooter, 2016

I propose the following to be considered during the design development phase:

1. Bathrooms that include walk-in showers with no entry lip instead of/in addition to bathtubs

(attachment: my home's shower that I designed

2. Bathroom grab bars in the bathing enclosure

(attachment: the bright yellow grab bars that I designed for my shower enclosure)

3. Single mixer fixtures for kitchen and bathroom

(attachment: shower fixture

4. Interior sliding doors instead of swinging doors

5. Wider door openings

A. I also propose that a number of units be specifically designed for wheelchair users:

“a. According to the latest US Census data, almost 20 percent of the US population has some sort of disability.

b. About 10 percent have a visible physical disability or some sort of mobility impairment, and well over 3 million Americans use a wheelchair full-time.

c. And don’t forget to take into account everyone who uses a walker, cane, or crutches for assistance in walking. People with disabilities are the largest minority group in the US.”

<https://spintheglobe.net/dir/2017/06/18/dont-see-wheelchair-users-public/>

The wheelchair user design would incorporate sliding doors rather than swing doors; kitchen and bathrooms sinks that allow for wheelchairs to slid under the sink; walk-in shower rather than tub; stove top at lower height (attachment: the stove top in my home)

FYI:

1. In 2012, my home was included on the City of Portland’s Bureau of Planning and Sustainability’s “Build It Green! Home Tour.”
(attachment)

2. In 2016, my home earned Lifelong Certification Level 1 Visitor Accessible, issued by the Rogue Valley Council of Governments Lifelong Housing Certification program.
(attachment)

<http://rvcog.org/wp-content/uploads/2016/09/RFLifelongHousingCkList5-16.pdf>

3. I was a member of the Portland Commission on Disability, 2016-2019.

Sincerely,

Lawrence Cross



Cross Accessible Remodel

2 SE

7407 SE GLENWOOD STREET — Take SE Duke to SE 75th, turn south for two blocks, right turn (west) onto SE Glenwood. House is behind horizontal slat fence on northeast corner of SE Glenwood and 74th.



PROJECT DATA

HOUSE TYPE
Remodel — single family

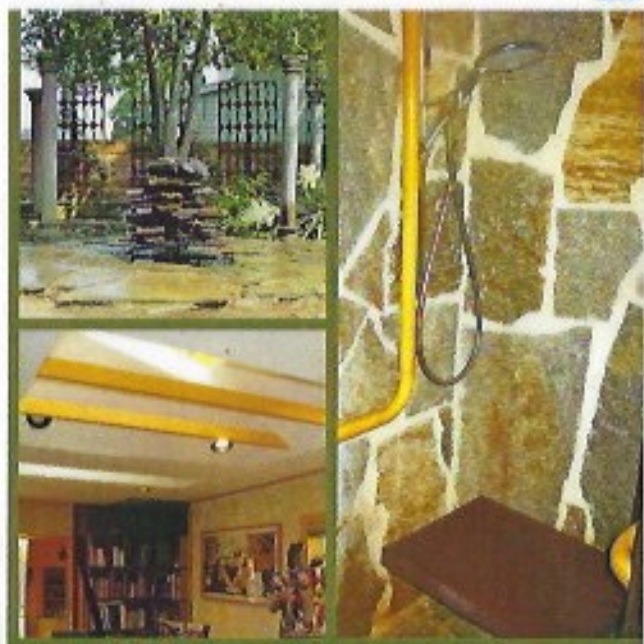
SQUARE FOOTAGE | YEAR BUILT
800 | 1946, remodel 2007–2012

OWNER
Larry Cross, Serendipity DeZign

ARCHITECT | DESIGNER
Serendipity DeZign

INTERIOR DESIGNER
Serendipity DeZign






LANDSCAPE DESIGN
Serendipity DeZign



This eclectic remodel is a colorful showcase for Universal Design and accessibility. Mr. Cross, the owner, uses a walker for mobility. Upgrades include custom bath grab bars, a roll-in shower, low pass-thru shelving, sliding doors, wrap-around ramps and use of reclaimed materials. This project engages the senses and imagination with sounds of garden fountains and chickens, bright colors, ample natural light and varied textures all within an artistic site enclosure.



GREEN FEATURES

-  **ENERGY** — passive solar | tankless water heater
-  **WATER** — high-efficiency fixtures
-  **SITE** — pervious hardscape | water-efficient landscaping
-  **MATERIALS & INDOOR AIR** — ample natural daylight | locally sourced | natural or zero-toxicity | salvage
-  **LIFESTYLE** — accessibility features | car-free household | live-work space | small footprint | social sustainability



Saturday, September 22, 2012 • 11 a.m. – 5 p.m.

11th Annual

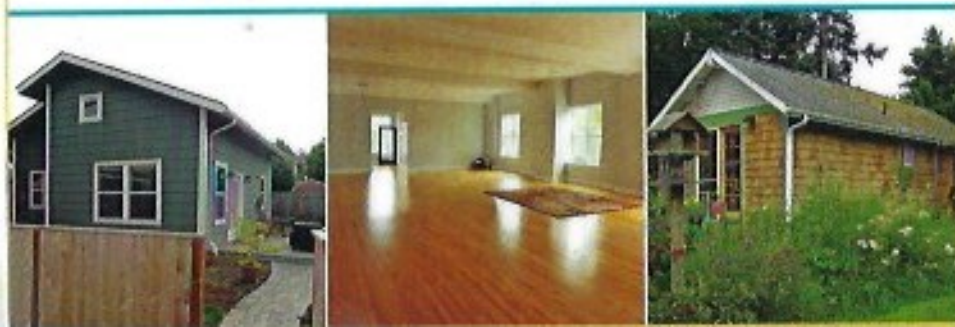
Build It Green!

Home Tour

and Info Fair



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Sara Adams, Mayor • Susan Anderson, Director



EA 22-144886 DA Exh F1

Please be courteous

Yield the elevator to those who may need it.









EA 22-144886 DA Exh F1

Rogue Valley Council of Governments

Lifelong Housing Certification



This is to certify that the home at 7407 SE Glenwood Street, Portland, Oregon 97206,
Owned by Larry Cross, has been certified as accessible at Lifelong Housing Certification Level 1,
identifying this home as meeting Visitor Accessible standards.

The home was evaluated by Brenda Jose, Unlimited Choices, Inc., Program Inspector, on July 22, 2016. The inspection report is filed on site at Rogue Valley Council of Governments at 155 N. 1st. St, Central Point, Oregon.

The Lifelong Housing Certification project consists of the voluntary inspection and registration of a home as being accessible and/or adaptable for the use by occupants with a range of abilities. A copy of the inspection report is attached to this certificate.

Inspector

Executive Director, RVCOG

7/26/16

Date

Number **0026**

Sponsored by Rogue Valley Council of Governments, in partnership with AARP Oregon.

Endorsed by the Home Builders Association of Jackson County.

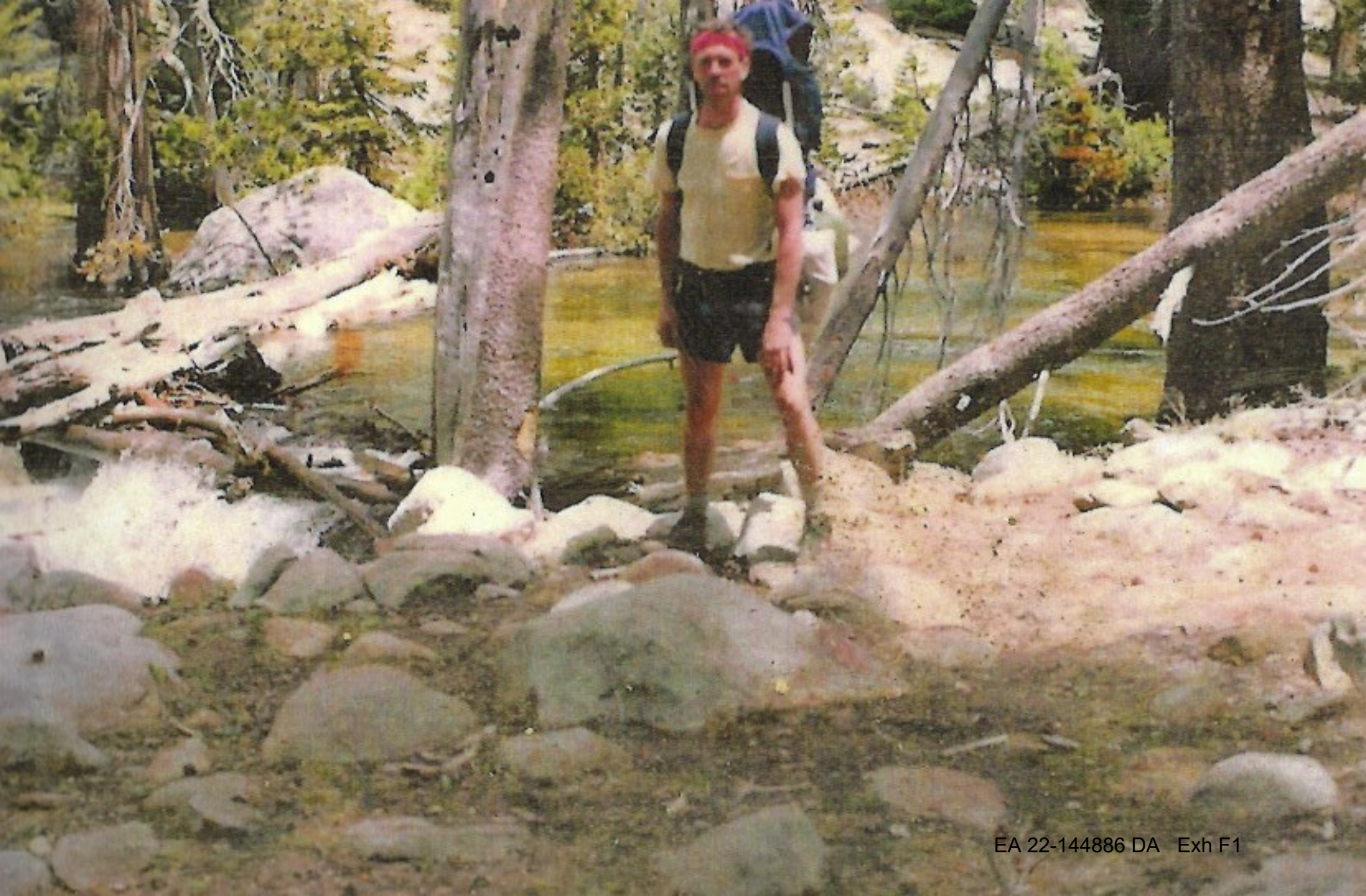
541-664-6674 www.rvcog.org





EA 22-144886 DA Exh F1





EA 22-144886 DA Exh F1



City of Portland, Oregon - Bureau of Development Services

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



Early Assistance Application

FOR INTAKE, STAFF USE ONLY

Date Rec _____ by _____

LU Reviews Expected _____

Related cases

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

File Number: _____

Appt Date/Time: _____

Qtr Sec Map(s) _____ Zoning _____

Plan District _____

Historic and/or Design District _____

Neighborhood _____

District Coalition _____

Business Assoc _____

Neighborhood within 400/1000 ft _____

APPLICANT: Complete all sections below. Email this application and supporting documents described below to: LandUseIntake@portlandoregon.gov. Once the application is received, staff will contact you regarding payment and scheduling a date and time for your meeting.

Site Address _____

Site Size/Area _____

Property ID(s) R _____ R _____ R _____ R _____

Short Project Description: do not leave blank or direct to "see attached". Attach additional sheets for a more detailed description, if needed.

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

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

Early Assistance Type	City Reviewers	On-line MS Teams meeting & written notes provided	No meeting, written notes provided
<input type="checkbox"/> Pre-application Conference Only required for Type III and IV land use reviews	BDS Land Use Services, Transportation, Environmental Services, Water, Parks, others as needed	<input type="checkbox"/>	
<input type="checkbox"/> Design Advice Request Public Zoom meeting with Design Commission or Historic Landmarks Commission	BDS Land Use Services and Design Commission or Historic Landmarks Commission		
<input type="checkbox"/> Zoning and Infrastructure Bureaus (including initial bureau responses for street vacations)	BDS Land Use Services, Transportation, Environmental Services, Water, Parks	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Zoning Only	BDS Land Use Services	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Pre-Permit Zoning Plan Check <input type="checkbox"/> 1-2 housing units <input type="checkbox"/> all other development	BDS Land Use Services		<input type="checkbox"/>
<input type="checkbox"/> Public Works Inquiry for 1-2 housing units Only for 1-2 unit projects that do not require a land use review, land division or property line adjustment	Transportation, Environmental Services, Water		<input type="checkbox"/>

Applicant Information

Include a separate sheet for additional names if needed.

PRIMARY CONTACT, check all that apply ☐ Applicant ☐ Owner ☐ Other _____

Invite to MS Teams Meeting?: ☐ Yes ☐ No

Name _____ Company _____

Mailing Address _____

City _____ State _____ Zip Code _____

Day Phone _____ email _____

Check all that apply ☐ Applicant ☐ Owner ☐ Other _____

Invite to MS Teams Meeting?: ☐ Yes ☐ No

Name _____ Company _____

Mailing Address _____

City _____ State _____ Zip Code _____

Day Phone _____ email _____

Check all that apply ☐ Applicant ☐ Owner ☐ Other _____

Invite to MS Teams Meeting?: ☐ Yes ☐ No

Name _____ Company _____

Mailing Address _____

City _____ State _____ Zip Code _____

Day Phone _____ email _____

Please submit the following materials to LandUseIntake@portlandoregon.gov:

- ☐ Written project description, including proposed stormwater disposal system and additional property IDs if not included above.
- ☐ List of questions to be discussed.
- ☐ Site plans drawn to a measurable scale, with scale and scale bar identified and building elevations drawn to a measurable scale (if appropriate), with scale and scale bar identified.
- ☐ If the site is in a design overlay and you're planning to meet design standards, completed scorecards are required. Scorecards are available at <https://www.portland.gov/bds/land-use-review-fees-and-types/design-standards>.

Note:

1. See the Land Use Services fee schedule for detailed fee information: www.portland.gov/bds/current-fee-schedules.
2. Public notice (email and internet posting) is provided for Pre-application conferences and Design Advice Requests.
3. Only material submitted with the original application will be addressed by City staff; we are unable to address any additional material that is submitted after the application is received.
4. For some proposals, such as those using the Community Design Standards, you will receive more detailed information if you provide full-sized plans.
5. Estimates for System Development Charges (SDCs) are not provided at Early Assistance Meetings. Refer to SDC information on the BDS website.
6. Plans examiners do not participate in Early Assistance meetings and they do not provide written comments. For life/safety and building code questions, consult with a plans examiner by scheduling a 15-minute appointment or a Life Safety Preliminary Meeting (www.portland.gov/bds/documents/life-safety-preliminary-meeting-request-packet).



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

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

Design Advice Request

DISCUSSION MEMO

Date: June 29, 2022
To: Portland Design Commission
From: Tim Heron, Design & Historic Review Team
503-823-7726 | tim.heron@portlandoregon.gov
Re: EA 22-144886 DA – Hollywood HUB Housing
Design Advice Request Memo – July 7, 2022

This memo is regarding the upcoming DAR on July 7, 2022, for Hollywood HUB Housing. The following supporting documents are available as follows:

- Narrative and Drawings – [accessed here on City eFiles](#). Note, Commissioners who requested hard copies will receive the drawing set by courier.
- Guideline matrix and other documents noted below and attached.

I. PROGRAM OVERVIEW

Design Advice Request Meeting for a proposal to construct approximately 234 units of affordable housing in a transit-oriented development. The proposed building is 12-stories, approximately 240,780 SF, and no greater than 120 ft in height. Approximately 40 spaces of on-site parking are proposed, along with a TriMet bike hub and bike parking for residents. No Modifications or Adjustments to the Zoning Code are anticipated at this time.

II. DEVELOPMENT TEAM BIO

Architect	Dave Otte (Holst Architects)
Owner's Representative	Guy Benn (TriMet); Sarah Schubert (Bridge Housing)
Project Valuation	\$89,250,000

III. FUTURE DESIGN REVIEW APPROVAL CRITERIA: [Portland Citywide Design Guidelines](#) (see attached matrix)

IV. POTENTIAL MODIFICATIONS

While no Modifications to the Zoning Code are being requested at this time, they are subject to the following approval criteria:

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

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

V. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS

Staff advise you consider the following among your discussion items on July 7, 2022:

CONTEXT/ QUALITY and RESILIENCE

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

Site

1. Site Development/ public context:
 - a. Revised site plan
 - b. Building entry points (existing and proposed)
 - c. Vehicular entry points (existing and proposed)
 - d. Outdoor spaces/ programing (paseo and courtyard)
 - public access v. private access
2. Maintenance circulation: substation, BES, fire access, TM maintenance
 - a. bridge support
 - b. sections of "stramp"
 - c. Transit circulation: bus, bus signaling, max
 - Not a traditional TC, less transfers more origin or destination travelers, no bus idling

Building

3. Massing and Articulation
 - a. Massing opportunities, C-parti, balconies
 - b. All elevations highly visible
 - c. Courtyard

PUBLIC REALM

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

Site

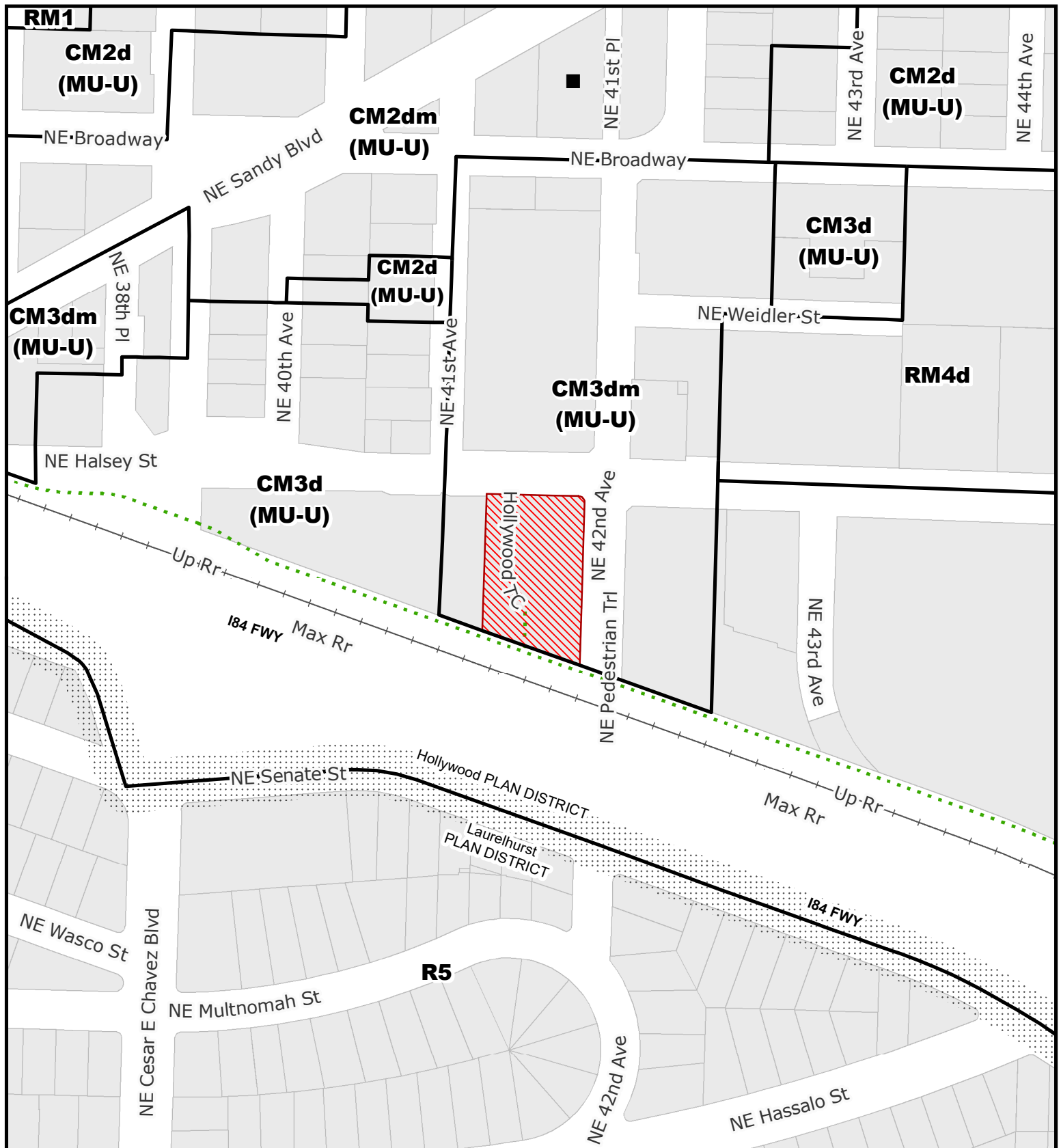
4. Site Circulation/ Infrastructure elements
 - a. Modal: bike, bike parking, ped, future Sullivan's Gulch, bike-ped mix, car
 - b. How many people come through here every day (transit, building, existing, etc)

Building

5. Ground Floor Activation & Placemaking/ Public Realm: eyes on the spaces
 - a. Frontages and Neighboring frontages
 - b. Commercial/ retail spaces
 - c. How to activate the space ahead of Sullivan's gulch. Interim city plans/progress?

Attached:

- Zone Map
- 6-28-2022 Hollywood HUB - APPLICANT NARRATIVE and DRAWINGS
- Portland Citywide Design Guidelines Checklist 3T Staff/ Commission
- 1-7-2022 Hollywood TC HUB - Commission SUMMARY MEMO from December 16, 2021 DAR



ZONING



For Zoning Code in effect Post August 1, 2021

HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT



Site



Historic Landmark



Recreational Trails

File No.	EA 22 - 144886 DA
1/4 Section	2934
Scale	1 inch = 200 feet
State ID	1N1E36AA 100
Exhibit	B May 23, 2022

EA 22-144886 DA Exh G2



CITY OF PORTLAND, OREGON - BUREAU OF DEVELOPMENT SERVICES

1900 SW Fourth Avenue, Portland, Oregon 97201, www.portlandoregon.gov/bds



CITYWIDE DESIGN GUIDELINES (2021)

PROJECT NAME - Hollywood HUB

CASE NUMBER - EA 22-144886

DATE - July 7, 2022

PROJECT ARCHITECT - HOLST

PROJECT VALUE \$ 89,250,000

CONTEXT	STAFF		COMMISSION	
	+ / -	Comments	+ / -	Comments
01: Build on the character, local identity, and aspiration of the place. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Community - Architecture - Nature - Other 		transit-oriented development affordable housing to maximum FAR and Height allowed by zone large outdoor plaza		
02: Create Positive Relationship with surroundings. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Building Massing - Street Wall - Connectivity - Adjacent Historic Landmarks 		activated ground floors building frontage facing park/ plaza may need additional development mixing zone of private plaza area vs public needs to be explored		
03: Integrate and enhance on-site features and opportunities to contribute to a location's uniqueness. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Natural Resources - Viewpoints - On-site Older Buildings and Historic Resources - Social and Cultural Significance 		open pedestrian and bike flow and view corridors carving away the ground floor corners enhancing the existing pedestrian bridge		
	STAFF		COMMISSION	

PUBLIC REALM		+ / -	Comments	+ / -	Comments
04: Design the sidewalk level of buildings to be active and human-scaled. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Ground Floor Heights - Multiple Entries and Windows - Weather Protection - Lighting - Residential Setbacks 			retail, lobbies, a community room, a bike hub, and resident support services corner elements that provide weather protection and opportunities for seating		
05: Provide opportunities to pause, sit, and interact. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Seating - Integrate Bicycles - Art/Water - Enclosure - Trees and Landscaping 			corner elements that provide weather protection and opportunities for seating "stramp" opportunities seating		
06: Integrate and minimize the impact of parking and building services. Possible design approaches may include, but are not limited to: <ul style="list-style-type: none"> - Vehicles and Parking - Utilities, Trash and Recycling - Vaults - Stormwater Planters - Long-Term Bicycle Parking 			combining the Target parking ramp with the entry to parking garage Trash and utilities are located either behind active uses or below grade		
QUALITY & PERMANENCE		STAFF		COMMISSION	
		+ / -	Comments	+ / -	Comments

<p>07: Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Internal Open Spaces - Internal Connections - Vehicles Areas - Solar Access - Windows and Entries 		<p>courtyard and paseo will provide a variety of multi-functional spaces for sitting, playing, and gathering</p> <p>Windows and entries will be oriented toward on-site circulation and open areas</p> <p>balconies should be considered</p>		
<p>08: Design for quality, using enduring materials and strategies with a coherent approach. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Unity - Articulation - Application of Exterior Materials - Quality of Materials - Building Openings 		<p>materials not yet fully listed</p>		
<p>09: Design for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Adaptable Buildings - Resource Conservation - Native Landscaping - Ecoroofs - Bird-Safe - Daylight and Air - On-Site Stormwater 		<p>native landscaping and large canopy trees to address heat island and provide for pollinators, providing daylight and ventilation to improve indoor air quality</p> <p>Portland Housing Bureau Green Building Standards and providing air conditioning for all residents to help combat rising temperatures and wildfire smoke</p>		



City of Portland Design Commission

Design Advice Request

SUMMARY MEMO

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

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

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

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

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

Encl:
Summary Memo

Cc: Design Commission
Respondents

Executive Summary

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

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

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

CONTEXT / QUALITY & RESILIENCE

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

1. Site and Phased Development

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

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

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

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

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

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

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

2. Massing and Articulation

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

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

b. Sculpting/ Articulation opportunities

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

PUBLIC REALM

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

3. Outdoor/ Common Area requirement

a. Required Outdoor Area not met, triggers Modification

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

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

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

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

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

4. Ground Floor Activation

a. NE Halsey frontage

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

b. Shared driveway street frontage

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

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

5. Modifications Considered Through Design Review

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

33.825.040 Modifications That Will Better Meet Design Review Requirements

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

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

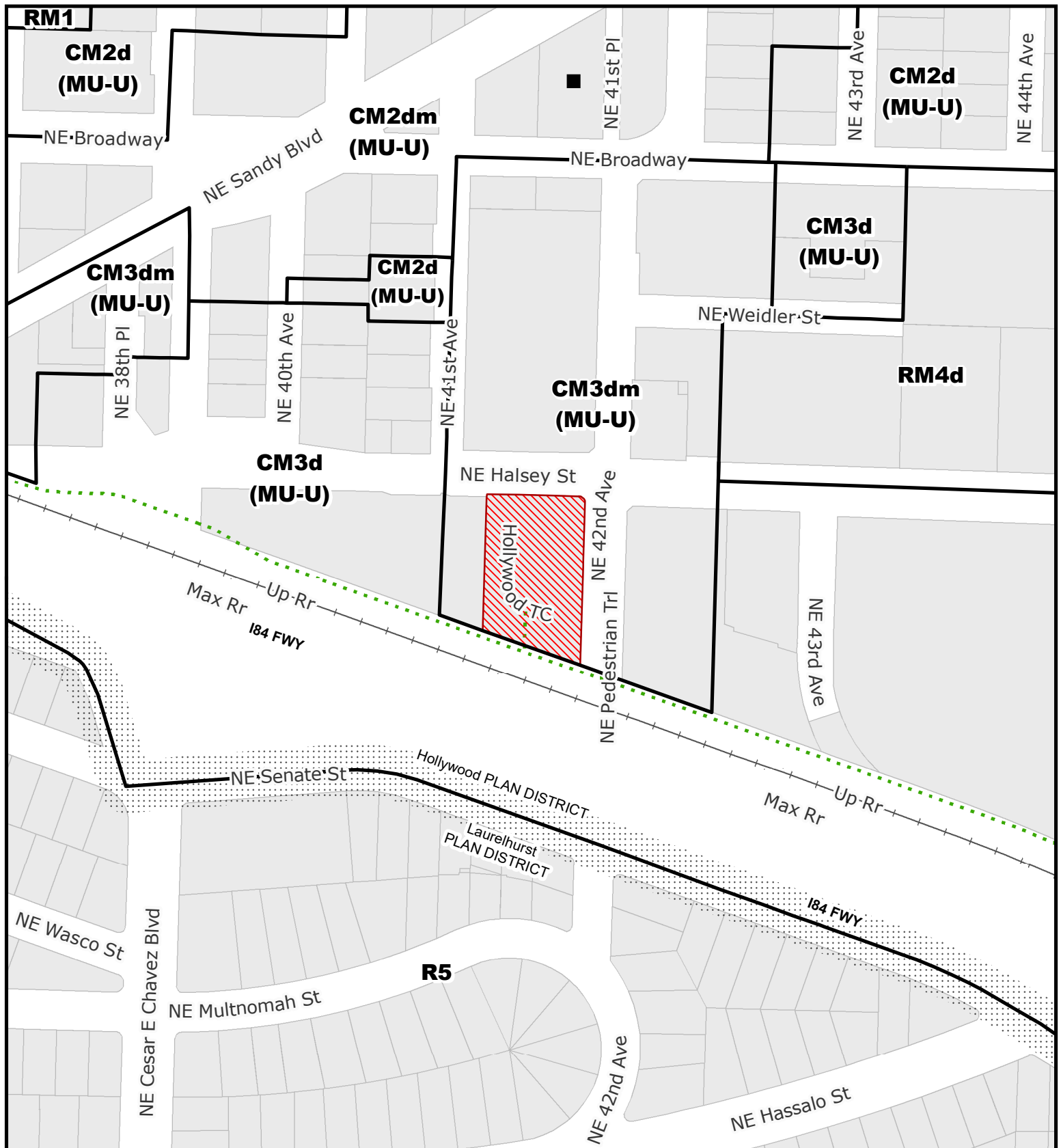
C. Mitigation of impacts. *Any impacts resulting from the modifications are mitigated to the extent practical.*

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

Exhibit List

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

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



ZONING

NORTH ↑

For Zoning Code in effect Post August 1, 2021

HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT



Site



Historic Landmark



Recreational Trails

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

EA 22-144886 DA Exh G2

PROJECT SUMMARY

TEAM INFORMATION

APPLICANT

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

DEVELOPER

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

OWNER

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

PROPERTY MANAGER

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

RESIDENT SERVICES PROVIDER

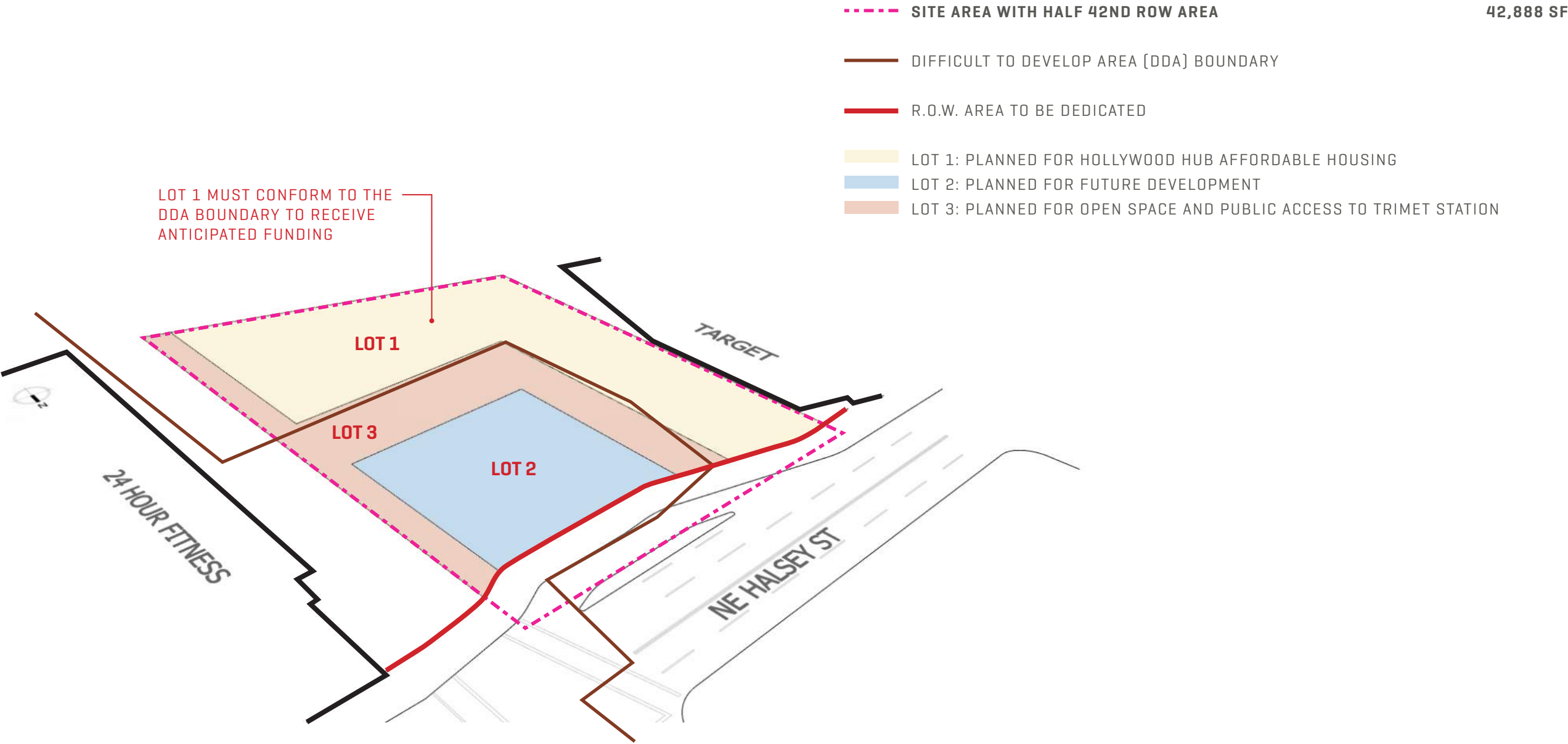
HACIENDA COMMUNITY DEVELOPMENT CORPORATION
6700 NE Killingsworth St, Portland, OR 97218
(503) 595-2111
Contact: Ernesto Fonseca

Conceptual rendering only,
not proposed design



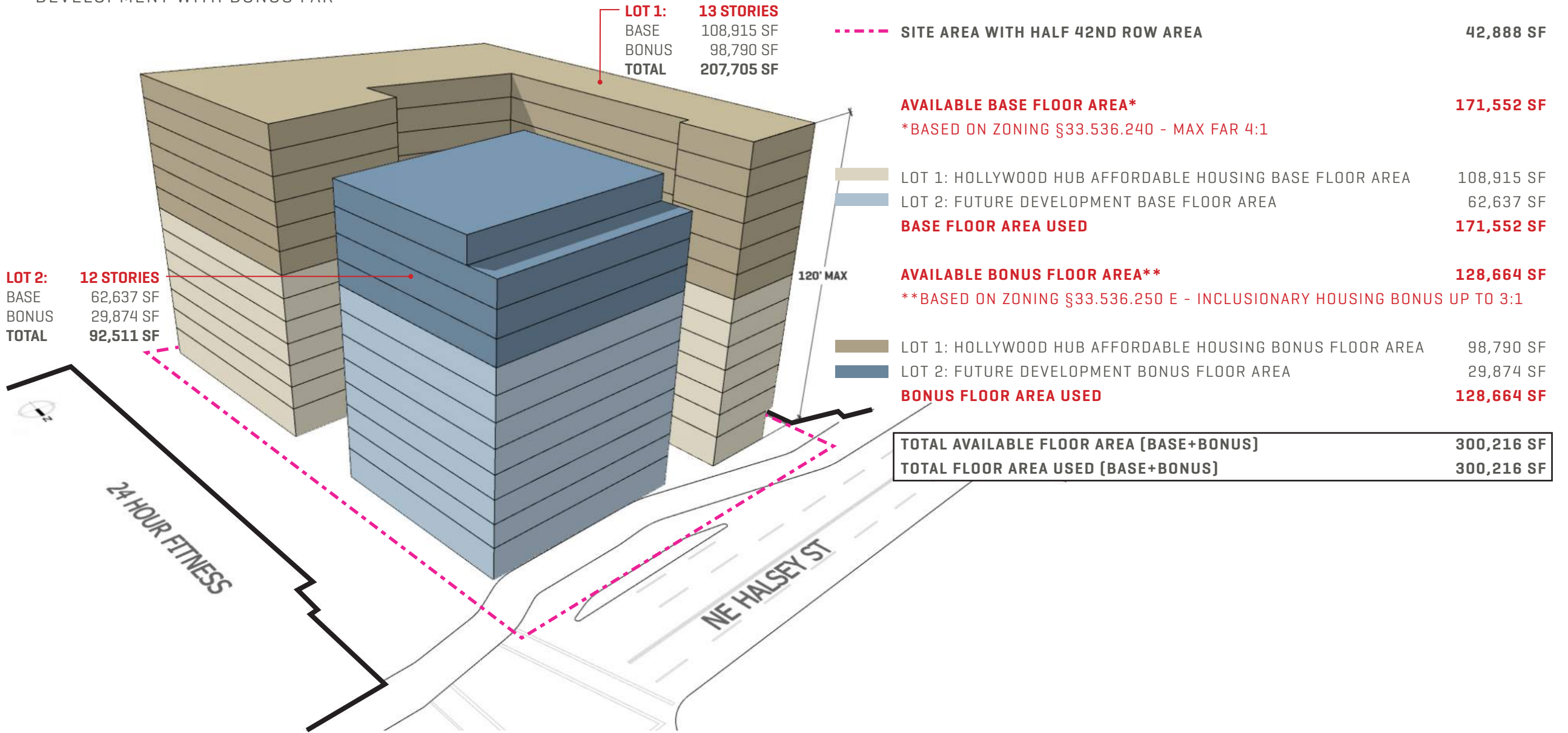
SITE CONSTRAINTS
PLANNED REPLAT OF SITE

02 December 2021



SITE CONSTRAINTS
DEVELOPMENT WITH BONUS FAR

02 December 2021



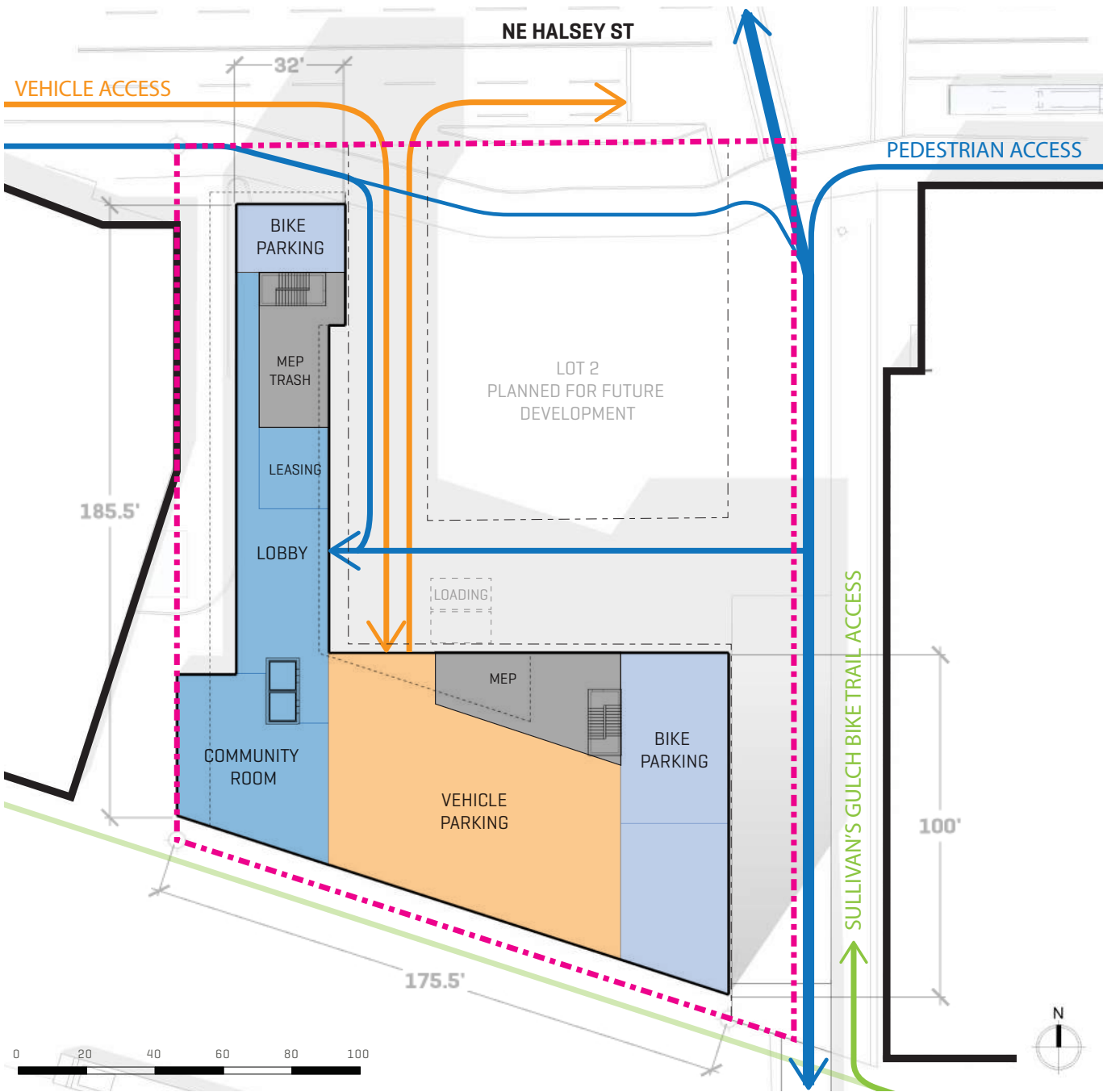
PROPOSED SITE PLAN

GROUND FLOOR PROGRAM AND SITE CIRCULATION

02 December 2021

GROUND FLOOR PROGRAM

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

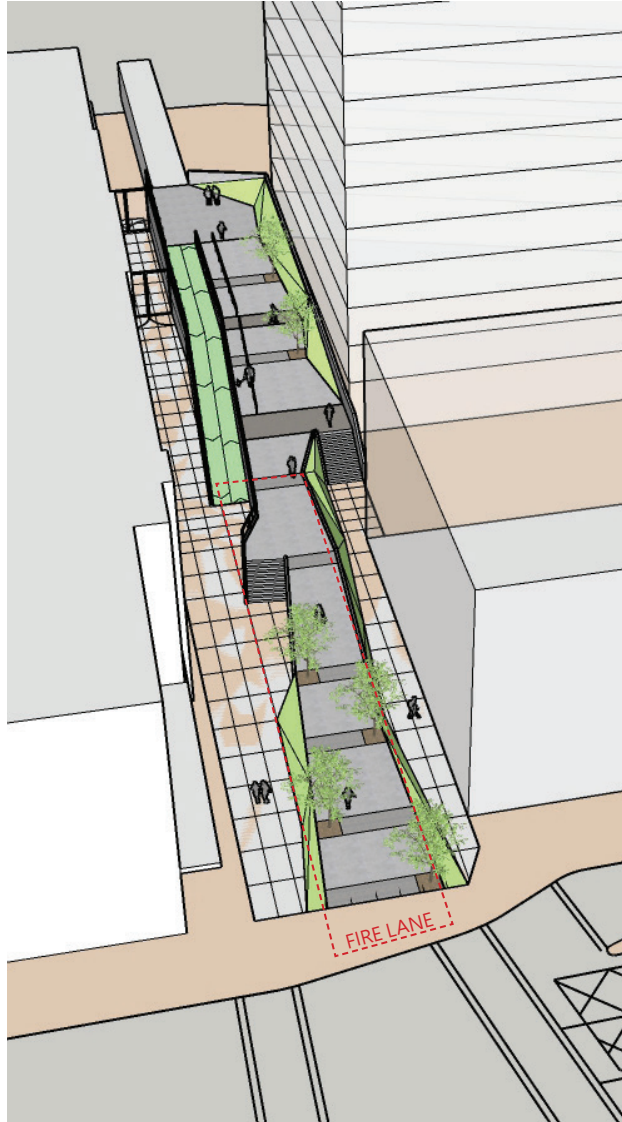


CONNECTOR "TYPE"

MASSING STUDY CONCEPTS & PUBLIC FEEDBACK

06 December 2021 | ADDENDUM

1: INCLINED RAMP & STAIRS with bermed edges



feedback:

[+]

Universal design

Creates direct north/south connection

Creates 14' wide connection to future MUP at Sullivan's Gulch

Meets substation access req.

[-]

Does not meet fire access requirements

Barrier in east/ west connection

Massing/ relationship with adjacent buildings

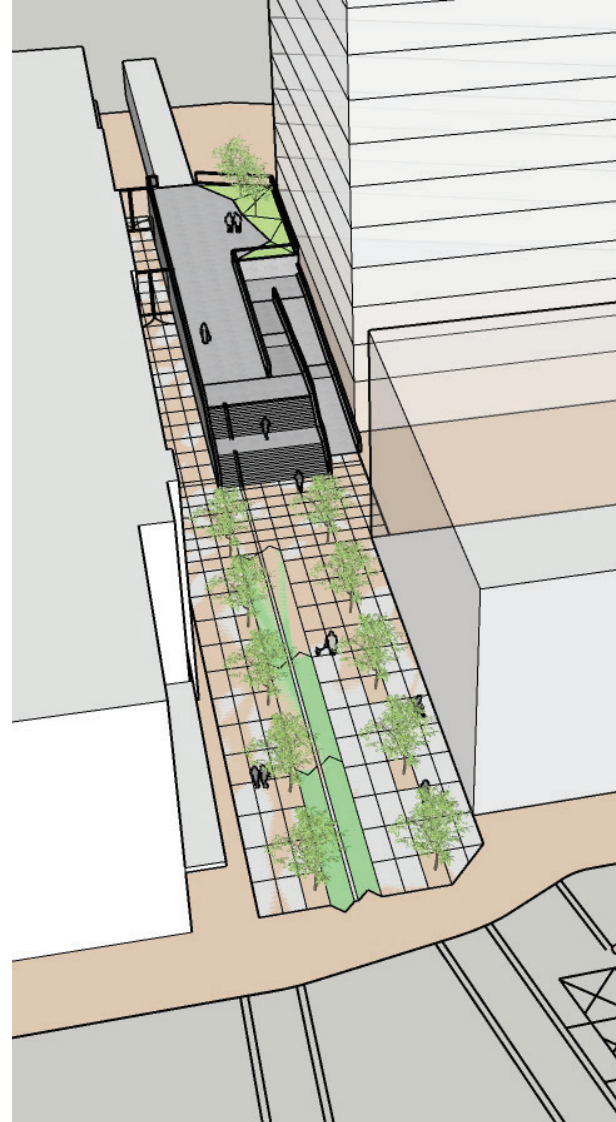
Concerns from accessibility community about shared ramp and length of climb

Insufficient bike ramp width

Narrow pedestrian width (10') on ramp

Lacks community gathering space

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



feedback:

[+]

Creates a community gathering space for programming

Large stairway can flex as informal seating for events

Optimizes person throughput

Creates 14' wide connection to future MUP at Sullivan's Gulch

Well designed bike runnel at stairs for direct connection

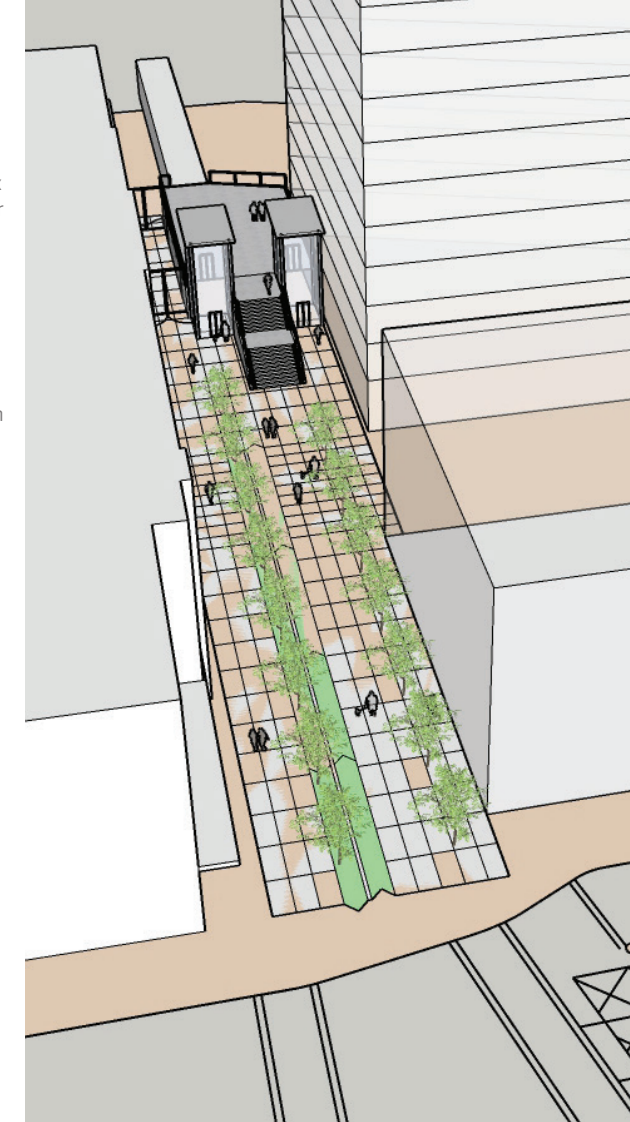
9' ramp width minimize conflict between cargo bikes & accessible travel

Meets substation & fire dept. access requirements

[-]

Corridor adjacent to neighboring building

3: ELEVATORS & STAIRS with large paseo/ plaza



feedback:

[+]

Creates a large community gathering space for programming

Minimizes mass/ obstruction to fronting buildings

Creates 14' wide connection to future MUP at Sullivan's Gulch

Meets substation & fire dept. access requirements

[-]

Accessibility concerns about 24/7 reliability

Safety & security concerns with elevator cabs and shafts

Capital cost of elevators exceed project budget

Ongoing operations & maintenance cost

Narrow stairway width (12') for primary circulation

I. PROPOSAL

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

On completion of the street vacation, the Hollywood Transit Center site will have an allowable floor area of 300,216 square feet assuming a 7:1 Floor Area Ratio available with bonuses in the Hollywood Plan District under CM3(d) zoning. 240,071 square feet of FAR will be utilized by our 234-unit, 12-story, 120 feet tall Type I high-rise building. 60% of homes at hollywoodHUB are two- and three-bedroom units with an overall average bedroom count of 1.78 beds per unit, providing much needed choices for families priced out of NE Portland. Homes will be geared towards families earning between 30-60% AMI, and all will be affirmatively marketed to BIPOC families. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard and adjacent paseo/market street (built by TriMet), serving not just the immediate residents but functioning as an amenity for the greater community.

The infrastructure part of the project delivered by TriMet includes the following core components:

- i. A new ADA-compliant ramp and stair structure for pedestrian and bicycle access to the I-84 pedestrian bridge and the Hollywood MAX station. This ramp and stair will enhance existing light rail and bus services as well as connectivity to the Hollywood district and the Laurelhurst neighborhood.
- ii. A new light rail traction power substation. Located beneath the new ramp and stair structure, this new substation improves the reliability and efficiency of MAX services and improves worker safety by replacing an outdated substation.
- iii. A new 20' wide bike/pedestrian connection to the future Sullivan's Gulch Regional Trail. This connection also provides the City of Portland with maintenance access to a sewer mainline located south of the site.
- iv. A new 64-foot-wide public plaza, or 'paseo,' connecting the new stair and ramp structure with Halsey Street. This pedestrian and bicycle-only public open space provides a seamless transit connection between the MAX and three bus lines. It will encourage active use, and include seating, lighting, trees, and other amenities.
- v. Re-designed bus facilities located on a dedicated bus pull out on Halsey Street as well as a new in-street bus stop and shelter on Halsey Street and NE 42nd Avenue.
- vi. A redesigned pedestrian and bicycle crossing at Halsey and NE 42nd Avenue, as well as changes to signaling and vehicle circulation patterns. These changes were designed in coordination with the Portland Bureau of Transportation, and improve pedestrian and cyclist safety.
- vii. New power, water, and sewer utility upgrades to support the operation of the TriMet substation, bicycle and pedestrian facilities, public open space, and the hollywoodHUB building.

IV. Portland Design Guidelines

Context

1. *Character, local identity, and aspiration*

Our revised design builds on this site's character, local identity and aspiration of this place by creating a truly transit-oriented development that maximizes height and density while delivering on the promise of the historically underutilized Hollywood Transit Station with affordable housing, improved accessibility and maneuverability for pedestrians and bikes, as well as quality public placemaking strategies. By capitalizing on a site that is rich in services and transit options with a prominent street wall, ground floor retail, and a series of appropriately scaled outdoor public spaces, this project will greatly enhance the experience of its occupants, visitors, and people passing through.

2. *Positive Relationships*

Our revised design creates positive relationships with the surrounding context by creating urban edges with activated ground floors, by collocating parking access points with the existing parking access for Target, and by connecting open spaces with open spaces. By coupling a public courtyard with the paseo and stair/ramp structure, we have sited open space in a way to maximize usability and benefit for both residents and community members accessing transit.

3. *On-site features and opportunities*

Our revised design integrates and enhances on-site features and opportunities to contribute to this location's uniqueness by maximizing pedestrian and bike flow and view corridors while carving away the ground floor corners of our building, which also provides visual interest and provides weather protection. We are also enhancing the existing pedestrian bridge with an improved stair and ramp design that is more usable and safer than the previous stair and ramp.

Public Realm

4. *Sidewalk level of buildings*

Our revised proposal designs the sidewalk level of the building to be active and human scaled. We accomplish this through several strategies, including active uses located directly adjacent to the public sidewalk like retail, lobbies, a community room, a bike hub, and resident support services. We are also proposing welcoming entries and corner elements that provide weather protection and opportunities for seating. The ground floor will offer high levels of visual permeability to make the sidewalks feel safe and inviting.

5. *Opportunities to pause, sit and interact*

Our revised design provides many opportunities to pause, sit and interact. While our design is still in development, these opportunities are already evident at the main entry alcove, the recessed ground floor at the corners of the retail and bike hub, the paseo, courtyard, stair & ramp, and trail access. All these public space elements have the opportunity for seating, buffers to define gathering spaces from through-ways and to expand the sidewalk to provide moments of reflection and respite from the busy streetscape.

6. *Parking and building services*

Our revised design integrates and minimizes the impact of parking and building services. By combining the Target parking ramp with the entry to our parking garage we use as little building frontage as possible for auto access, and we have located the parking garage in the least public portion of the site, hidden from view. Trash and utilities are located either behind active uses or below grade, away from street facing facades.

Quality & Resilience

7. *Thoughtful site and building design*

Our revised design supports the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design. The courtyard and paseo will provide a variety of multi-functional spaces for sitting, playing, and gathering. Vehicle areas have been designed to not impair the usability and enjoyment of the site. Windows and entries will be oriented toward on-site circulation and open areas, and comfortable access through the site will be provided with wide walkways, and multiple windows that will be well lit to feel welcome and safe. Retail and office spaces will be linked by the courtyard, including seating, planters and trees, and multiple vantage points for visibility and legibility. The central public courtyard allows for eyes on the space and will act as an outdoor lounge.

8. *Quality*

Our revised proposal is designed for quality and will use enduring materials and strategies with a coherent approach. Building function will be expressed visually by highlighting the hierarchy of space and emphasizing the ground floor with high quality materials. We will employ a modern design using time-tested materials to evoke quality and resilience with deep overhangs to provide massing relief and visual contrast.

9. *Resilience*

Our revised proposal is designed for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city. We will achieve this through several strategies, including a flexible ground floor that can adapt over time, incorporating native landscaping and large canopy trees to address heat island and provide for pollinators, providing daylight and ventilation to improve indoor air quality. Additionally, we will be meeting Portland Housing Bureau Green Building Standards and providing air conditioning for all residents to help combat rising temperatures and wildfire smoke.

V. DAR I – Design Review Issues to Address

Design Advice Request Executive Summary (EA 21-105638 DA)

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

<u>1 Site and Phased Development</u>	
<i>1A. NE 42nd Avenue Street vacation and Replat for 3 lots</i>	<p>RESPONSE: The Replat of 5 lots to 3 lots is in process. As of 5/16, the amendments to the submitted plat sheets are under review by the Multnomah County Surveyor’s Office. We expect approved county plat maps in the coming weeks that then go to BDS for review and approval. Assuming approval, the replat will ensure all lots remain legal after the street vacation.</p> <p>The Street Vacation is also in process. TriMet and City of Portland have been in coordination in recent months verifying the language and resolving conditions captured in the City of Portland Planning and Sustainability Commission Recommendation to Portland City Council Memo. After the DAR, the city’s street vacation conditions will be reflected in a 30% drawing set to be reviewed and approved by way of a Public Works/ Street Improvement Permit. A City Council approval is needed to finalize the street vacation process (which includes recording of a property line adjustment). Expecting in Fall/Winter 2022.</p>
<i>1B. Required Public Recreation Trail access to Sullivan’s Gulch Regional Trail</i>	<p>RESPONSE: Pursuant to DAR feedback in December, TriMet and BRIDGE made a strategic design decision to adopt the existing eastern TriMet property line as the delineation between the public infrastructure project, and the affordable housing project. This change provides a much wider envelope (the full 64’ of vacated street width) for the infrastructure project - and public access. To offset the impact of this modification on the quantity of housing units within the existing DDA, Bridge and TriMet have simultaneously been working to modify the DDA provisions as detailed in 1C below. Bridge Housing is supportive of the new delineation, as it will ensure a wider (20’) and better connection to both the future Sullivan’s Gulch and provide BES with access to the existing sewer.</p>

6/28/22

1C. L-shaped concept for shared driveway and outdoor area plaza	<p>RESPONSE: BRIDGE and TriMet have successfully addressed the challenges created by the atypical pathway of the DDA boundary that splits the transit center site. Working with Senator Wyden's office, and in consultation with HUD, US Census Bureau, IRS, and OHCS, BRIDGE and TriMet have reached a resolution that will allow for a Low Income Housing Tax Credit basis boost on any development delivered on the site, regardless of whether it is inside or outside the current DDA boundary. This resolution supports the delivery of a single phase, full site C-shaped affordable housing development that addresses many of the Commissions concerns including the shared driveway and outdoor area plaza, and also provides an additional 37 affordable housing units, offsetting the impact of the new delineation detailed in 1B above.</p> <p>For reference, Difficult to Develop Area (DDA) boundaries are established by HUD based on ZIP Code Tabulation Areas (ZCTA) defined by the Census Bureau. The Hollywood Transit Center property is bisected by a DDA boundary line, with the southern and western half of the site falling within a DDA (97232 ZCTA) and the northern and eastern half falling outside the DDA (97213 ZCTA). Our original concept was designed to conform to the DDA boundary as failure to conform and receive the associated 30% boost in tax credit basis may reduce the project's tax credit equity by up to \$10.2 million.</p>
<u>2 Massing and Articulation</u>	
2A. L-shape building created due to "Difficult to Develop Area" boundaries for anticipated funding for affordable housing	RESPONSE: See Response 1a (above).
2B. Sculpting / Articulation opportunities	RESPONSE: The revised building mass is organized around an east-facing courtyard, providing substantial massing relief along the north-south pedestrian and bike Paseo connection. Air and light are allowed to infiltrate these pedestrian zones and break down the building scale at this important nexus. An urban edge is retained along the remaining frontages, with opportunities to provide plan and sectional relief at massing intersections created by the irregular site geometry.
2 General Comments.	Noted. These elements will be given further consideration in forthcoming designs and land use approval presentations.
<u>3 Outdoor / Common Area Requirement</u>	

6/28/22

3A. Required Outdoor Area not met, triggers Modification	<p>RESPONSE: See response to 1b (above). The revised concept maintains the building footprint within the existing property line, providing an additional 17' of width, or 64' width total for public access infrastructure and improvements in the vacated street of 42nd Ave.</p> <p>The required open space will be met within the BRIDGE affordable housing development (on the TriMet parcel), no longer requiring a modification. The proposal includes a large at-grade central courtyard in addition to shared spaces throughout the building to help meet the required outdoor area.</p>
3B. Courtyard design represents 1/3 of the outdoor area requirement	RESPONSE: See response to 3A (above).
3C. Balconies and/ or more interior and rooftop outdoor spaces opportunities.	RESPONSE: See response to 3A (above). Due to the noise generated by proximity to I-84, approximately 80dba per our most recent analysis, outdoor spaces such as balconies will not be compliant with HUD funding for the project and other noise mitigation measures must be incorporated into our design to ensure indoor noise is reduced
<u>4 Ground Floor Activation Outdoor / Common Area Requirement</u>	
4A. NE Halsey frontage.	RESPONSE: The revised concept prioritizes active uses along NE Halsey, including the main residential entry and lobby, leasing office, community room and retail. Many of these spaces have the additional benefit of reaching through to activate the central courtyard and Paseo.
4B. Shared driveway street frontage.	RESPONSE: The central shared driveway has been removed and parking access is now consolidated with the existing Target curb cut at the NW corner of the site. This makes use of an existing vehicular access point, allows for an uninterrupted frontage of active building program along NE Halsey St, and maximizes the distance between the vehicular entry and the pedestrian-focused Paseo access at the NE corner of the site.
4C. Outdoor Area frontage.	RESPONSE: The central courtyard is flanked by active use program, creating opportunities for indoor-outdoor engagement and increasing eyes on this important site amenity. Service functions and parking have been relocated to free up ground floor square footage for resident-focused spaces that connect with the courtyard.
4 General Comments.	Noted. These elements will be given further consideration in forthcoming designs and land use approval presentations.

END

H O L S T

23 June 2022

BRIDGE | TRIMET
hollywoodHUB

PORTLAND, OR

EA 22-144886 DA



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PROJECT TEAM

AFFORDABLE HOUSING SITE

23 June 2022



APPLICANT

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

LANDSCAPE ARCHITECT

MAYER REED
319 SW Washington St Suite 820, Portland, OR 97204
(503) 223-5953
Contact: Jeramie Shane
jeramie@mayerreed.com

DEVELOPER

BRIDGE HOUSING CORPORATION
1631 NE Broadway PMB #153, Portland, OR 97232
(503) 477-4513
Contact: Sarah Schubert
sshubert@bridgehousing.com

OWNER

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

RESIDENT SERVICES PROVIDER

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



OWNER

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT
1800 SW First Ave, Suite 300, Portland, OR 97201
[314] 740-3667
Contact: Catherine Sherraden
sherradc@trimet.org

ENGINEERING

DAVID EVANS AND ASSOCIATES
2100 S River Parkway, Suite 100, Portland, OR 97201
[503] 499-0398
Contact: Cameron Grile
cameron.grile@deainc.com

LANDSCAPE ARCHITECT

MAYER REED
319 SW Washington St Suite 820, Portland, OR 97204
[503] 223-5953
Contact: Jeramie Shane
jeramie@mayerreed.com

CONTEXT STUDY



ZONING SUMMARY

4110 NE HALSEY ST

ZONING ANALYSIS

BASE ZONE: CM3

OVERLAYS: DESIGN OVERLAY ZONE

CENTERS MAIN STREET OVERLAY ZONE

PLAN DISTRICT: HOLLYWOOD PLAN DISTRICT

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

GROUND FLOOR ACTIVE USE: ALONG 42ND

MAX FAR: 4:1

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

MAX HEIGHT: 120 FT

BLDG SETBACK MAX: 10' ALONG HALSEY

MAX BUILDING SITE COVERAGE: 100%

MIN LANDSCAPED SITE AREA: 15%

MIN/MAX PARKING: NONE

GROUND FLOOR WINDOW STANDARDS: APPLY

TOTAL SITE AREA: 52,554 SF

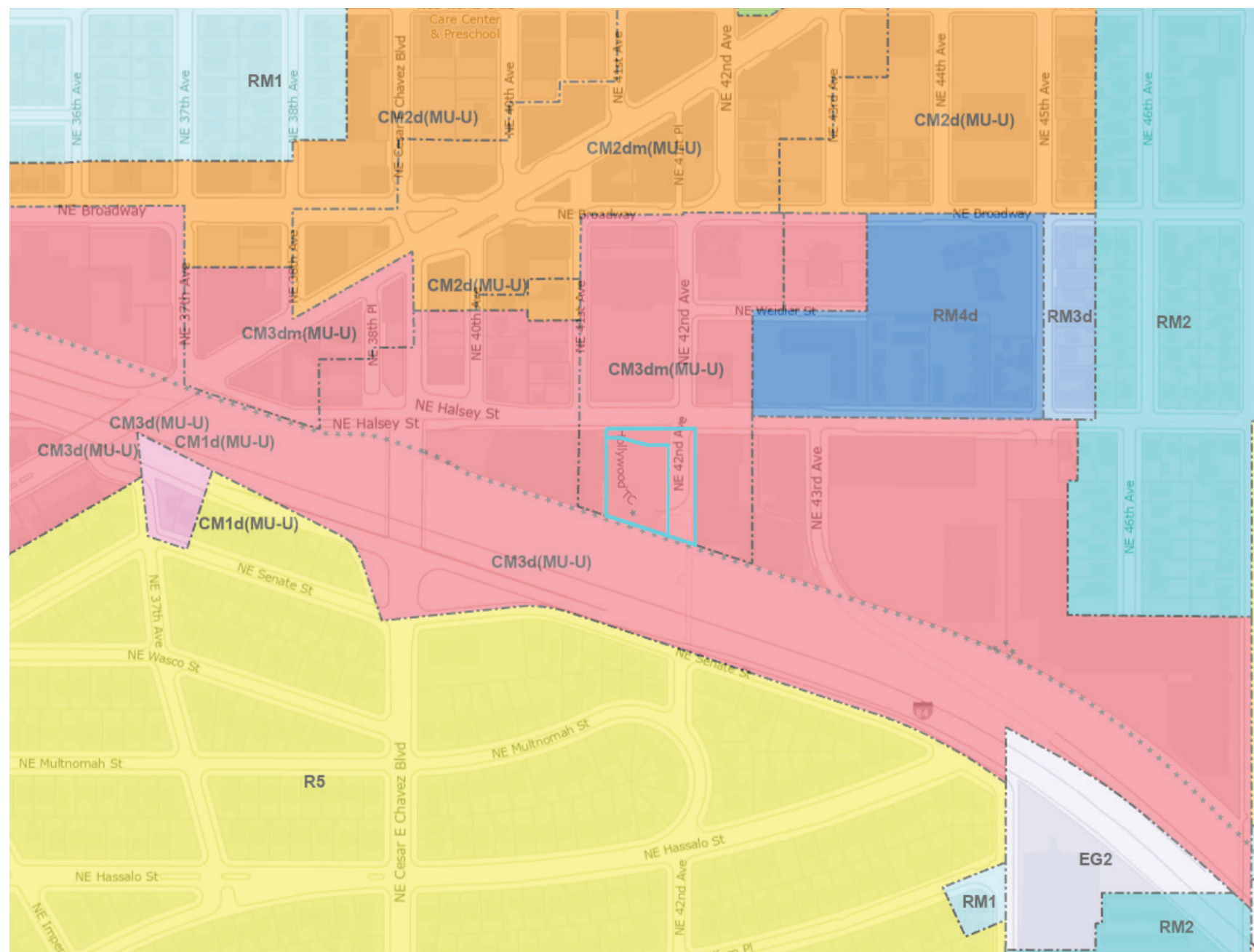
BUILDING SITE AREA: 34,918 SF

BUILDING SITE AREA WITH STREET VACATION: 42,888

PROPOSED BUILDING FLOOR AREA: 240,071

PROPOSED BUILDING HEIGHT: 120 FT

NUMBER OF DWELLING UNITS: 234



URBAN CONTEXT

CONNECTIONS

SITE IN LARGER CONTEXT

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



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

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

A detailed street map of the NE Sandy Blvd area in Portland, Oregon. The map shows a grid of streets including NE Sandy Blvd, NE 42nd Ave, NE 40th Ave, NE 38th Ave, NE 36th Ave, NE 34th Ave, NE 32nd Ave, NE 30th Ave, NE 28th Ave, NE 26th Ave, NE 24th Ave, NE 22nd Ave, NE 20th Ave, NE 18th Ave, NE 16th Ave, NE 14th Ave, NE 12th Ave, NE 10th Ave, NE 8th Ave, NE 6th Ave, NE 4th Ave, NE 2nd Ave, NE Broadway St, NE Hancock St, NE Tillamook St, NE Thompson St, NE Cesar E. Chavez Blvd, NE Multnomah St, NE Hasbald St, NE Halsey St, NE Weidler St, NE 43rd Ave, NE 41st Ave, NE 39th Ave, NE 37th Ave, NE 35th Ave, NE 33rd Ave, NE 31st Ave, NE 29th Ave, NE 27th Ave, NE 25th Ave, NE 23rd Ave, NE 21st Ave, NE 19th Ave, NE 17th Ave, NE 15th Ave, NE 13th Ave, NE 11th Ave, NE 9th Ave, NE 7th Ave, NE 5th Ave, NE 3rd Ave, NE 1st Ave, NE Broadway St, NE Hancock St, NE Tillamook St, NE Thompson St, NE Cesar E. Chavez Blvd, NE Multnomah St, NE Hasbald St, NE Halsey St, NE Weidler St, NE 43rd Ave, NE 41st Ave, NE 39th Ave, NE 37th Ave, NE 35th Ave, NE 33rd Ave, NE 31st Ave, NE 29th Ave, NE 27th Ave, NE 25th Ave, NE 23rd Ave, NE 21st Ave, NE 19th Ave, NE 17th Ave, NE 15th Ave, NE 13th Ave, NE 11th Ave, NE 9th Ave, NE 7th Ave, NE 5th Ave, NE 3rd Ave, NE 1st Ave. A thick black line indicates the proposed bus rapid transit alignment, running diagonally from the bottom left towards the top right. A dashed line indicates the proposed light rail transit alignment, running horizontally across the middle of the map. A solid black dot marks the location of the proposed LRT Station at the intersection of NE Sandy Blvd and NE 42nd Ave. Other labels include "LRT Station", "Transfer Center", "NE SANDY BLVD", "NE 42ND AVE", "NE 40TH AVE", "NE 38TH AVE", "NE 36TH AVE", "NE 34TH AVE", "NE 32ND AVE", "NE 30TH AVE", "NE 28TH AVE", "NE 26TH AVE", "NE 24TH AVE", "NE 22ND AVE", "NE 20TH AVE", "NE 18TH AVE", "NE 16TH AVE", "NE 14TH AVE", "NE 12TH AVE", "NE 10TH AVE", "NE 8TH AVE", "NE 6TH AVE", "NE 4TH AVE", "NE 2ND AVE", "NE BROADWAY ST", "NE HANCOCK ST", "NE TILLAMOOK ST", "NE THOMPSON ST", "NE CESAR E. CHAVEZ BLVD", "NE MULTNOMAH ST", "NE HASBALD ST", "NE HALSEY ST", "NE WEIDLER ST", "NE 43RD AVE", "NE 41ST AVE", "NE 39TH AVE", "NE 37TH AVE", "NE 35TH AVE", "NE 33RD AVE", "NE 31ST AVE", "NE 29TH AVE", "NE 27TH AVE", "NE 25TH AVE", "NE 23RD AVE", "NE 21ST AVE", "NE 19TH AVE", "NE 17TH AVE", "NE 15TH AVE", "NE 13TH AVE", "NE 11TH AVE", "NE 9TH AVE", "NE 7TH AVE", "NE 5TH AVE", "NE 3RD AVE", "NE 1ST AVE".



URBAN CONTEXT

PUBLIC AMENITIES & OPEN SPACE

PUBLIC AMENITIES

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

OPEN SPACE

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



SITE CONTEXT

EXISTING CONDITIONS

EXISTING CONDITIONS PLAN

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



View of Site from north looking south



View of bike parking and bus stop looking south



Collection day: Friday

Clean River Rewards eligible

1120 SW 5th Ave. #405, Portland, OR 97204

Phone: 888-221-7070

Phone: 800-422-4012



SITE CONTEXT

SITE PHOTOS

23 June 2022



Aerial view from NW looking SE



View of pedestrian connection to TriMet Max Station



View of site from TriMet Max Station



Aerial view from SE looking NW



View of site from NE corner



View of site from NW corner

SITE CONTEXT

NEIGHBORHOOD PHOTOS

23 June 2022



1



2



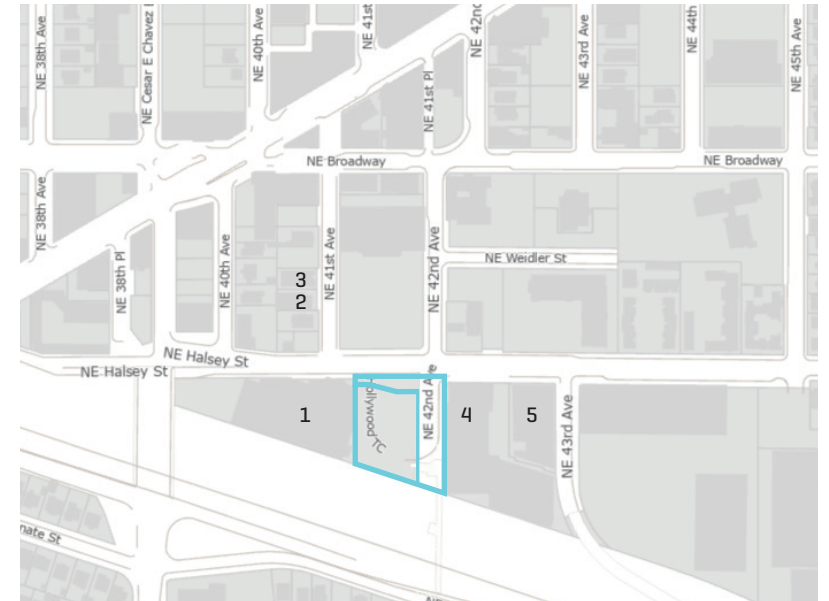
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4



5



Vicinity map with keyed neighborhood buildings

SITE CONTEXT
NEIGHBORHOOD PHOTOS

23 June 2022



6



7



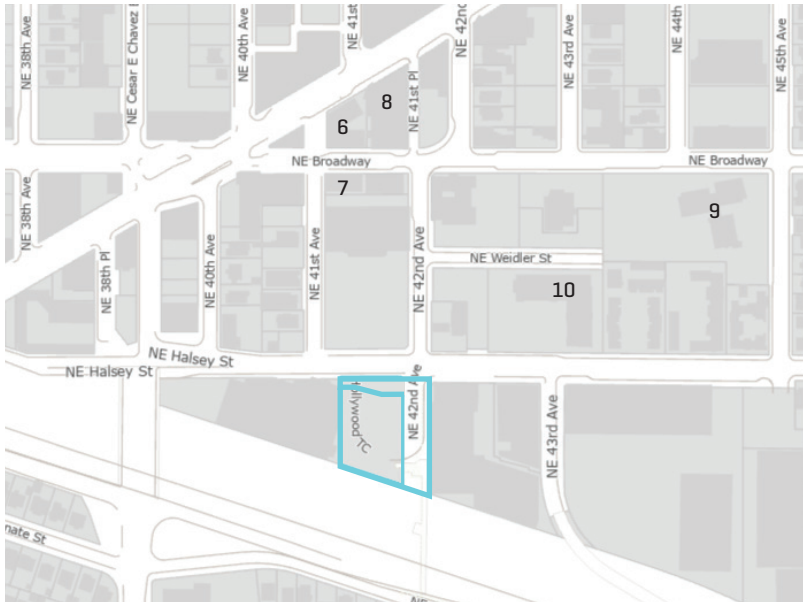
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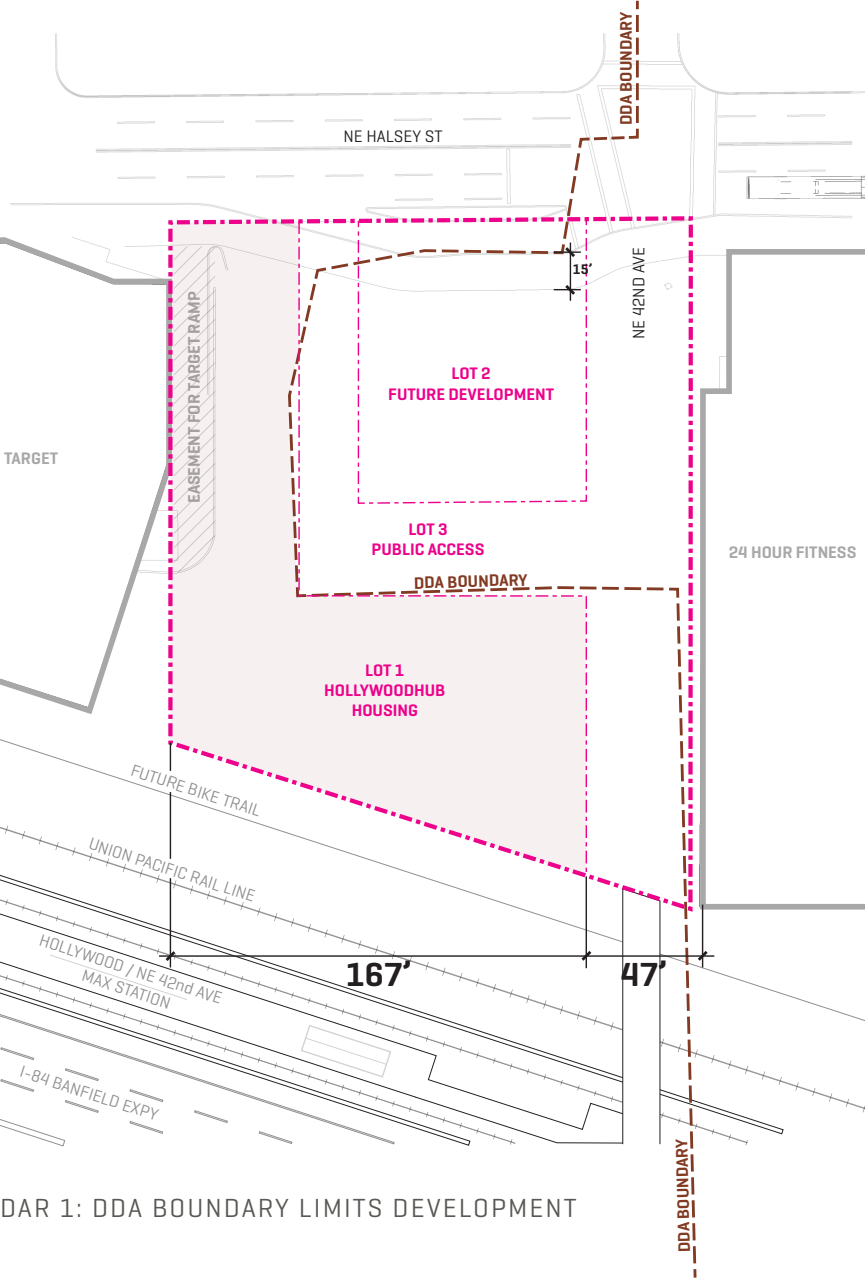
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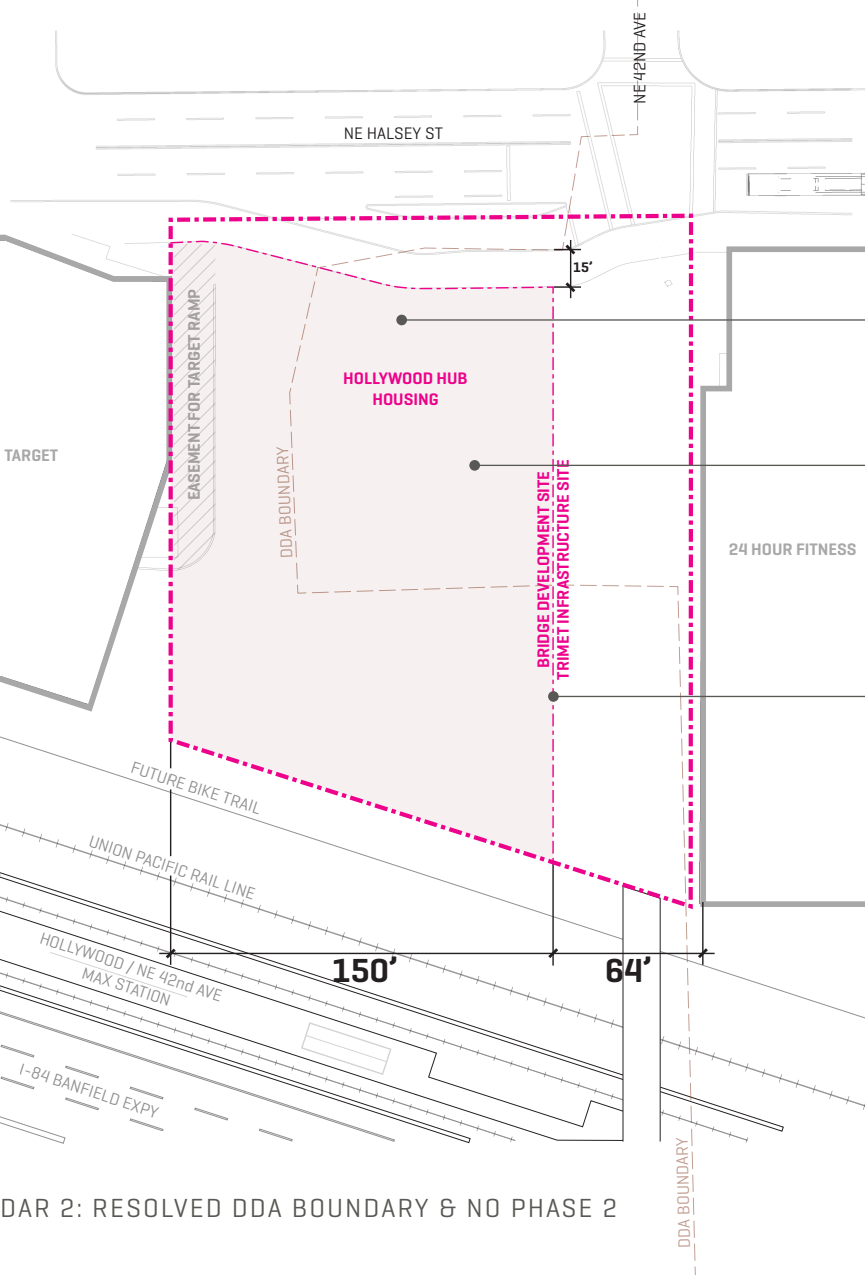
Vicinity map with keyed neighborhood buildings

WHAT CHANGED AFTER DAR #1

DDA BOUNDARY RESOLUTION



DAR 1: DDA BOUNDARY LIMITS DEVELOPMENT

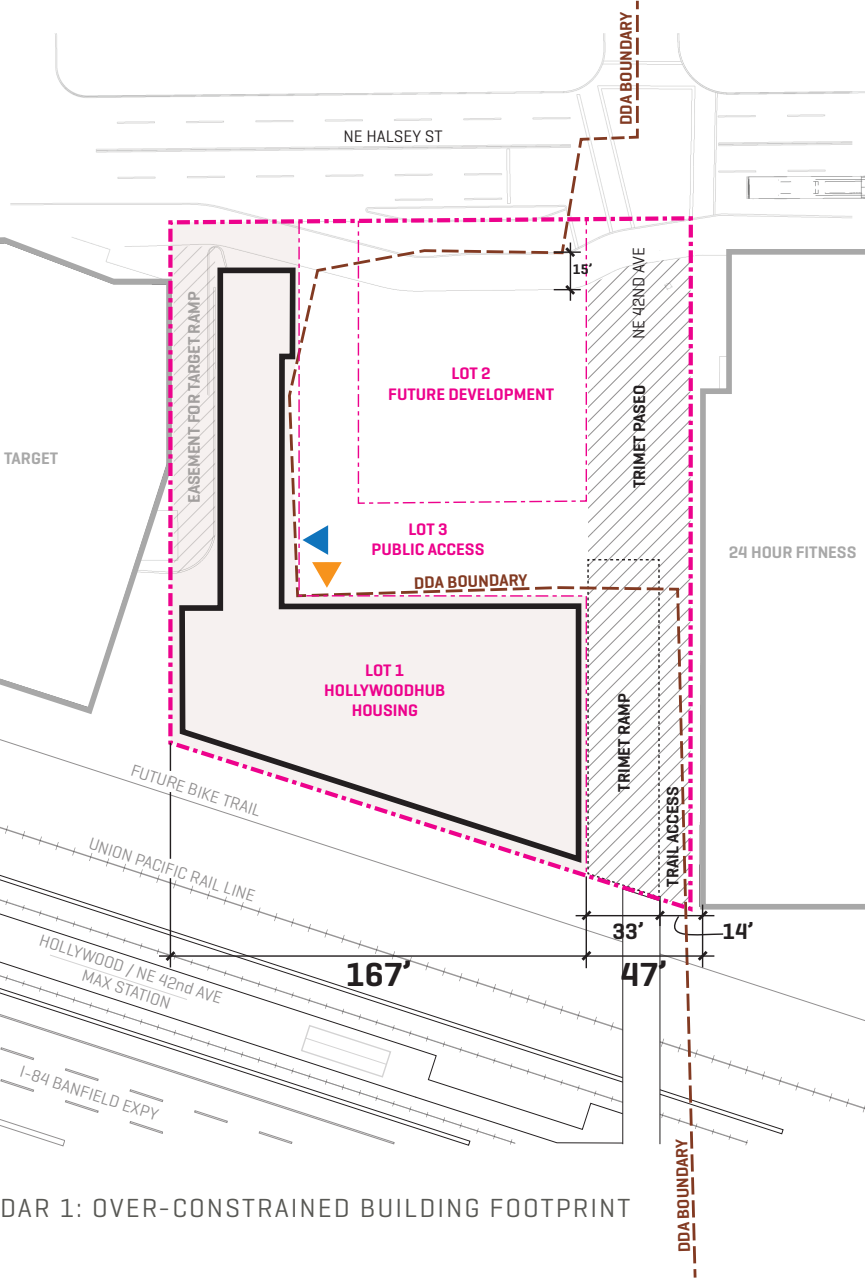


DAR 2: RESOLVED DDA BOUNDARY & NO PHASE 2

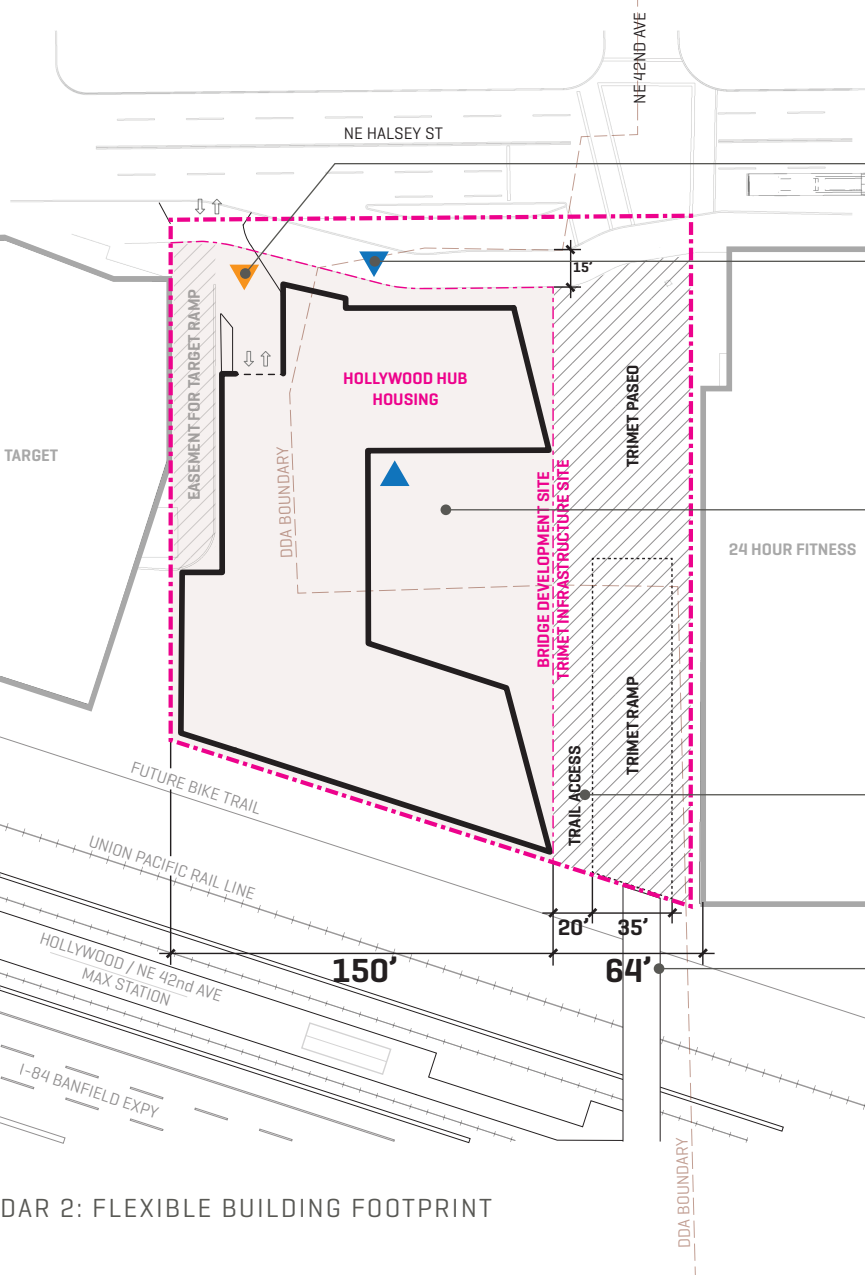
- REMOVED CONSTRAINT OF THE DDA BOUNDARY THROUGH POLITICAL ACTION WITH HUD, POST OFFICE, AND IRS
- DEVELOPMENT IS NOW A SINGLE PHASE, NO SECOND PHASE PLANNED
- EASTERN PROPERTY LINE MOVED 17'-0" WEST VS DAR#1 GIVING MORE SPACE FOR PUBLIC INFRASTRUCTURE IN THE VACATED 42ND AVE R.O.W.



BUILDING FOOTPRINT & R.O.W. WIDTHS



DAR 1: OVER-CONSTRAINED BUILDING FOOTPRINT



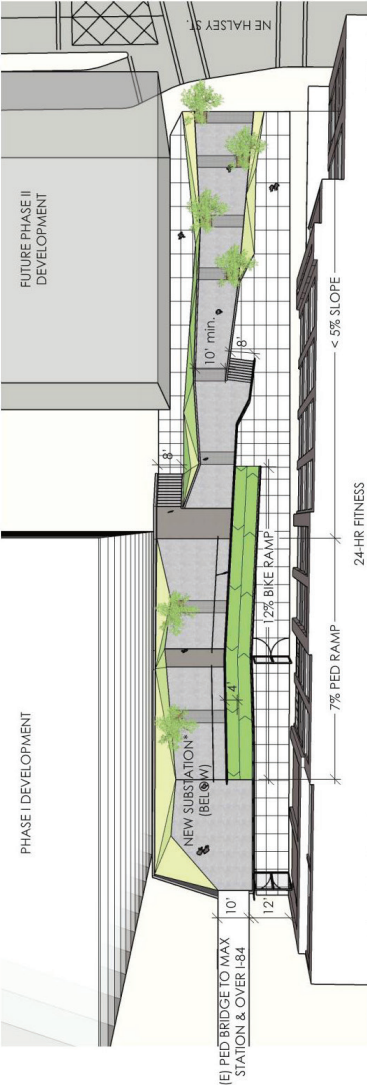
DAR 2: FLEXIBLE BUILDING FOOTPRINT

- PARKING ACCESS NOW SHARES CURB CUT AND LOCATION WITH TARGET PARKING RAMP
- MAIN ENTRY IS NOW ON HALSEY INSTEAD OF DOWN A SHARED DRIVE AND NO LONGER CONFLICTS WITH PARKING ACCESS
- CENTRAL COURTYARD SIZED TO PROVIDE BOTH RESIDENT AND PUBLIC BENEFIT, WITH POTENTIAL TO ACTIVATE ALL GROUND FLOOR FRONTAGES
- TRAIL ACCESS INCREASED FROM 14'-0" TO 20'-0" FOR AN INCREASE OF 6'-0"
- PUBLIC ACCESS NOW ENTIRE WIDTH OF VACATED 42ND AVE FOR AN INCREASE OF 17'-0"

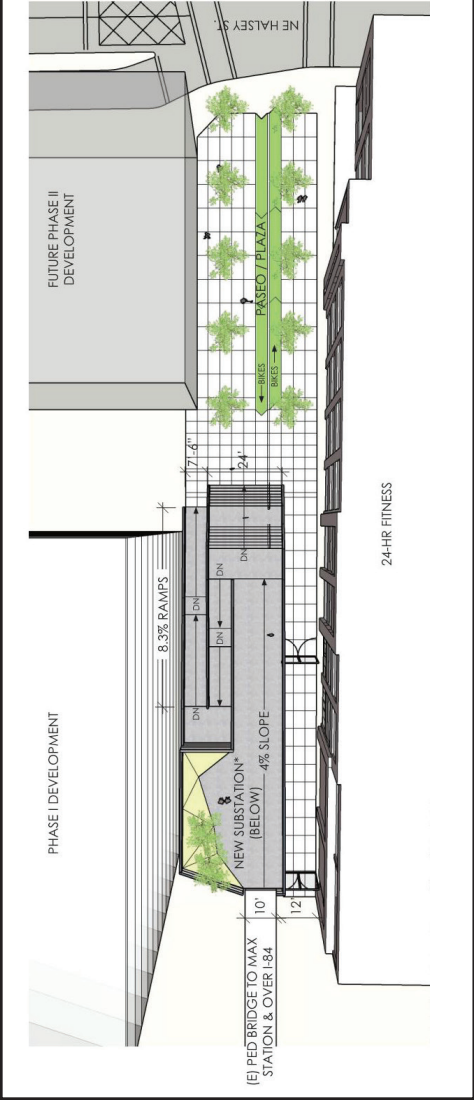


PUBLIC INFRASTRUCTURE SITE

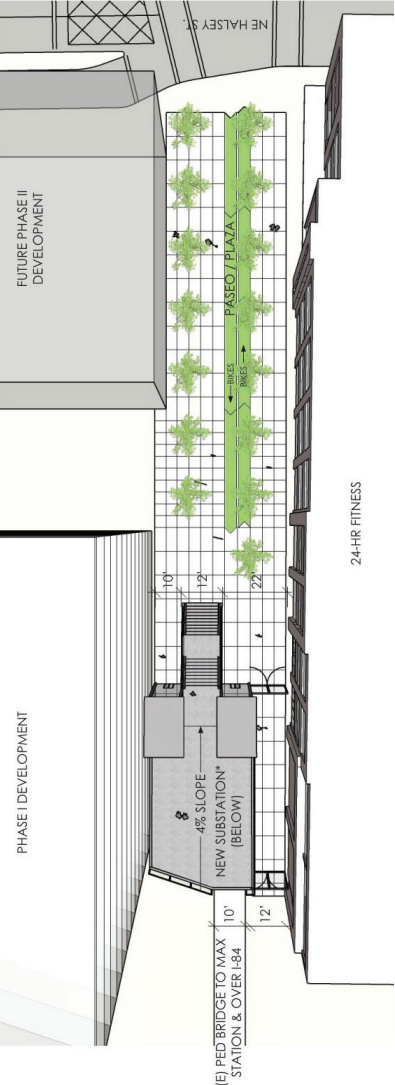
LONG RAMP



CONDENSED RAMP



ELEVATOR

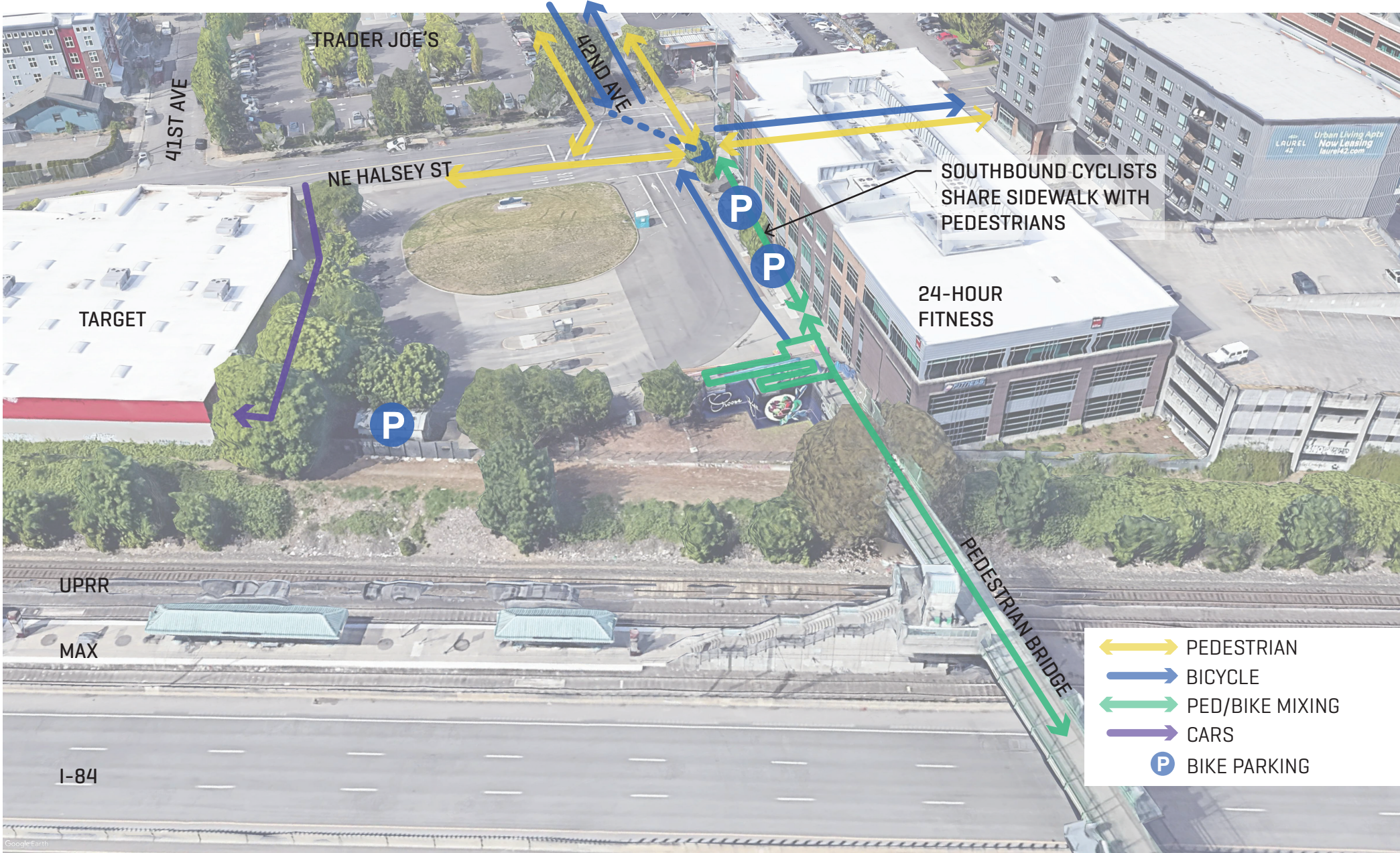


INFRASTRUCTURE PROJECT
CONCEPT SITE PLAN

23 June 2022

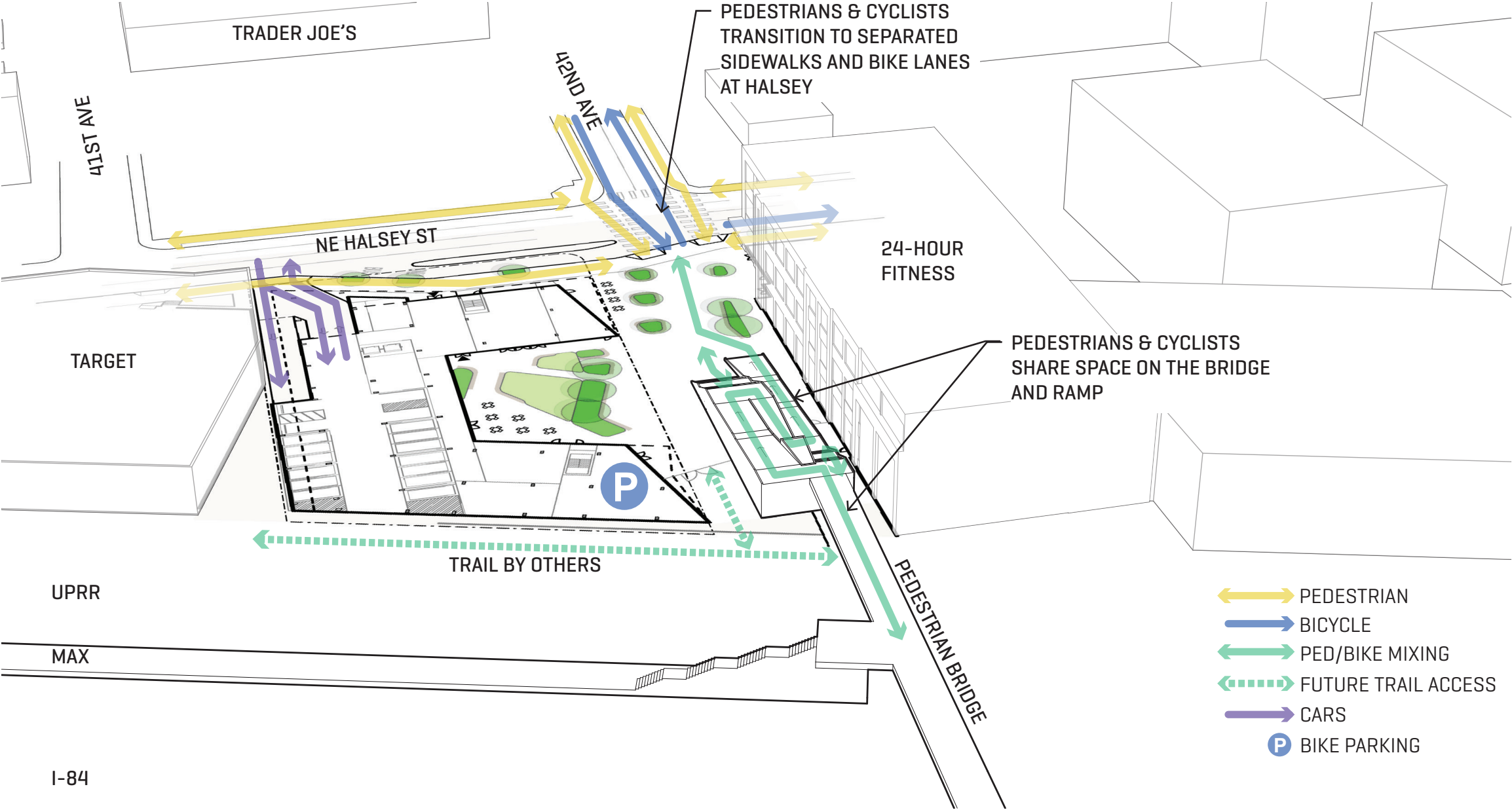


USER CIRCULATION
EXISTING

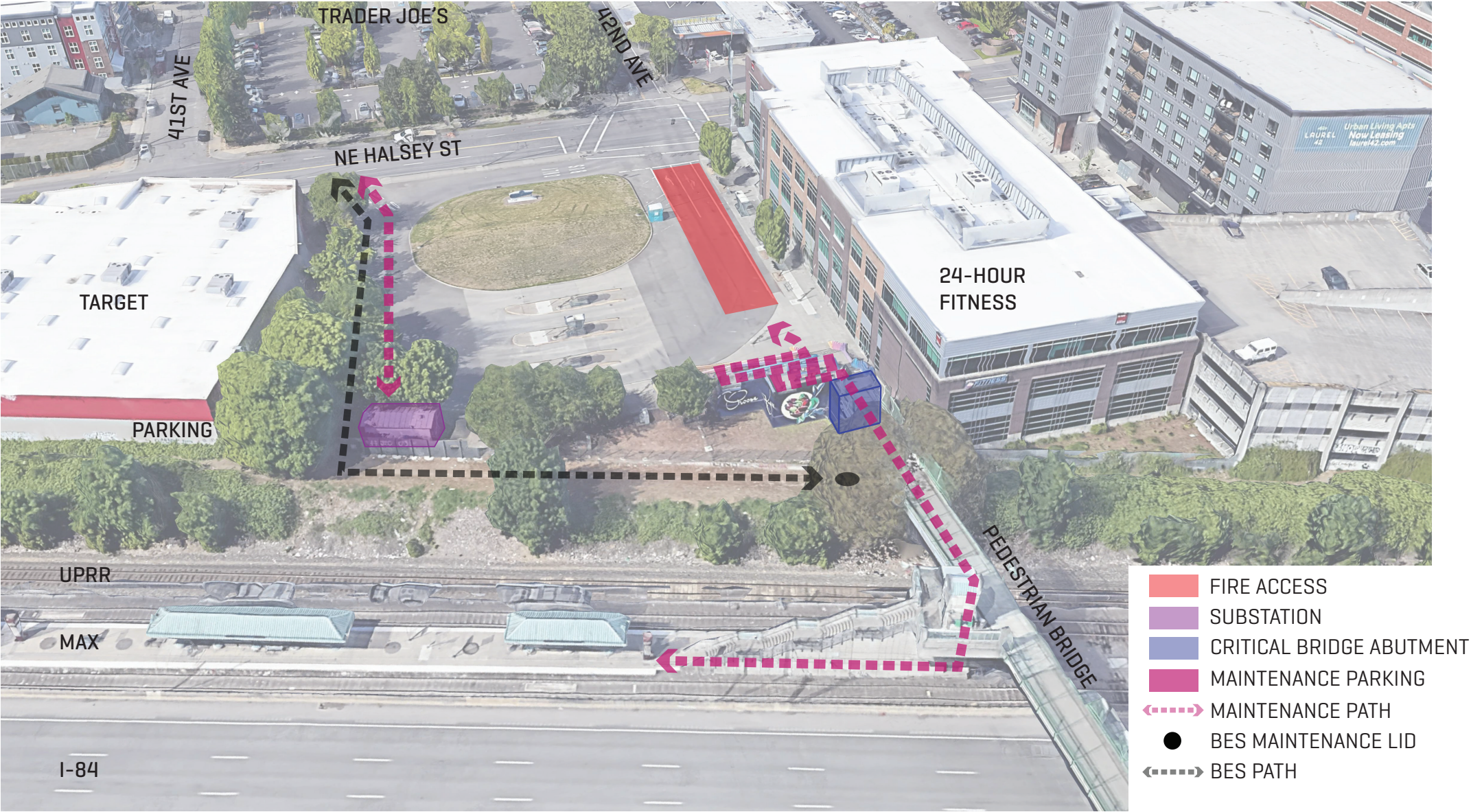


USER CIRCULATION
PROPOSED

23 June 2022

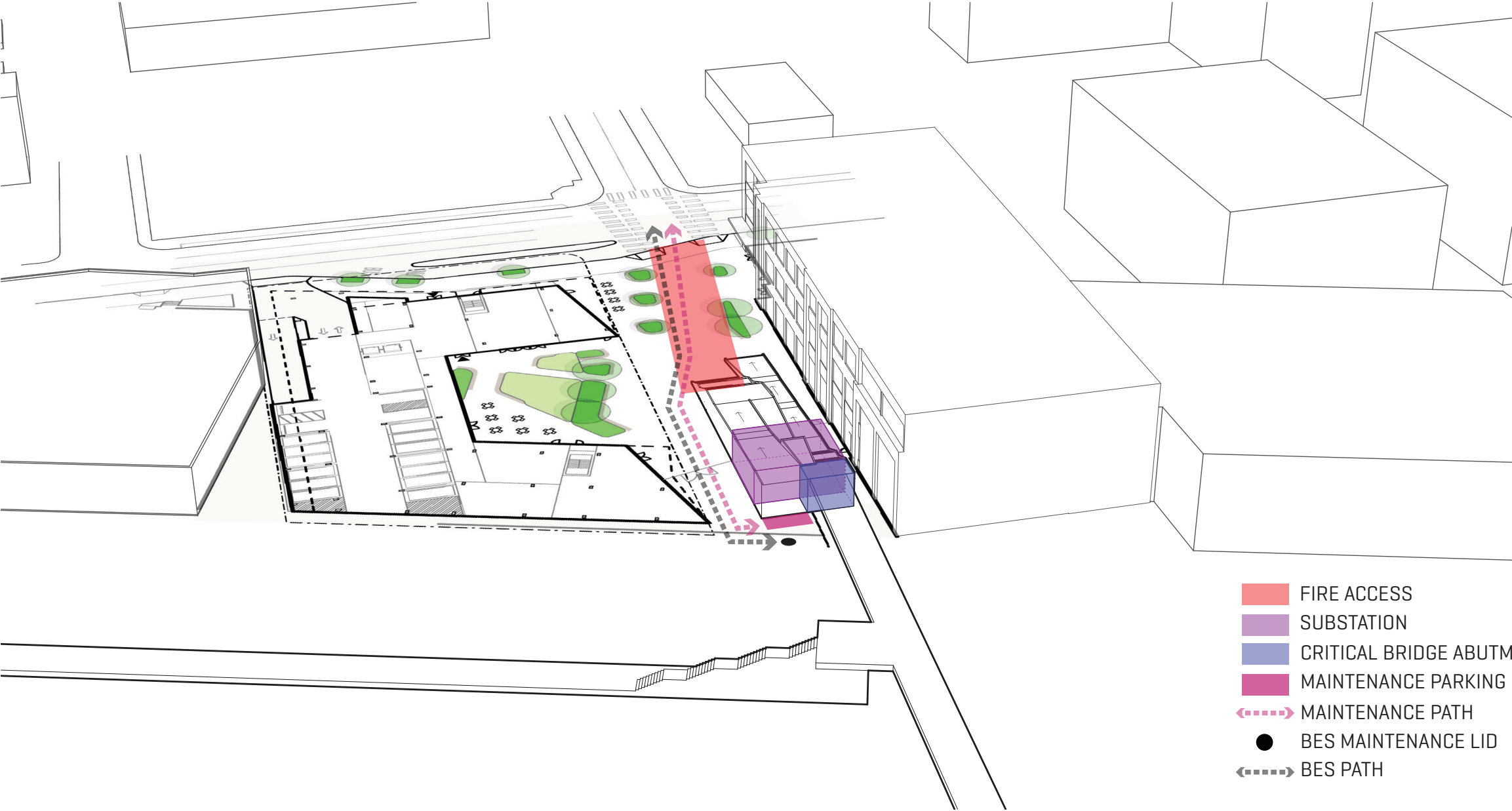


- PEDESTRIAN
- BICYCLE
- PED/BIKE MIXING
- FUTURE TRAIL ACCESS
- CARS
- BIKE PARKING



MAINTENANCE
PROPOSED

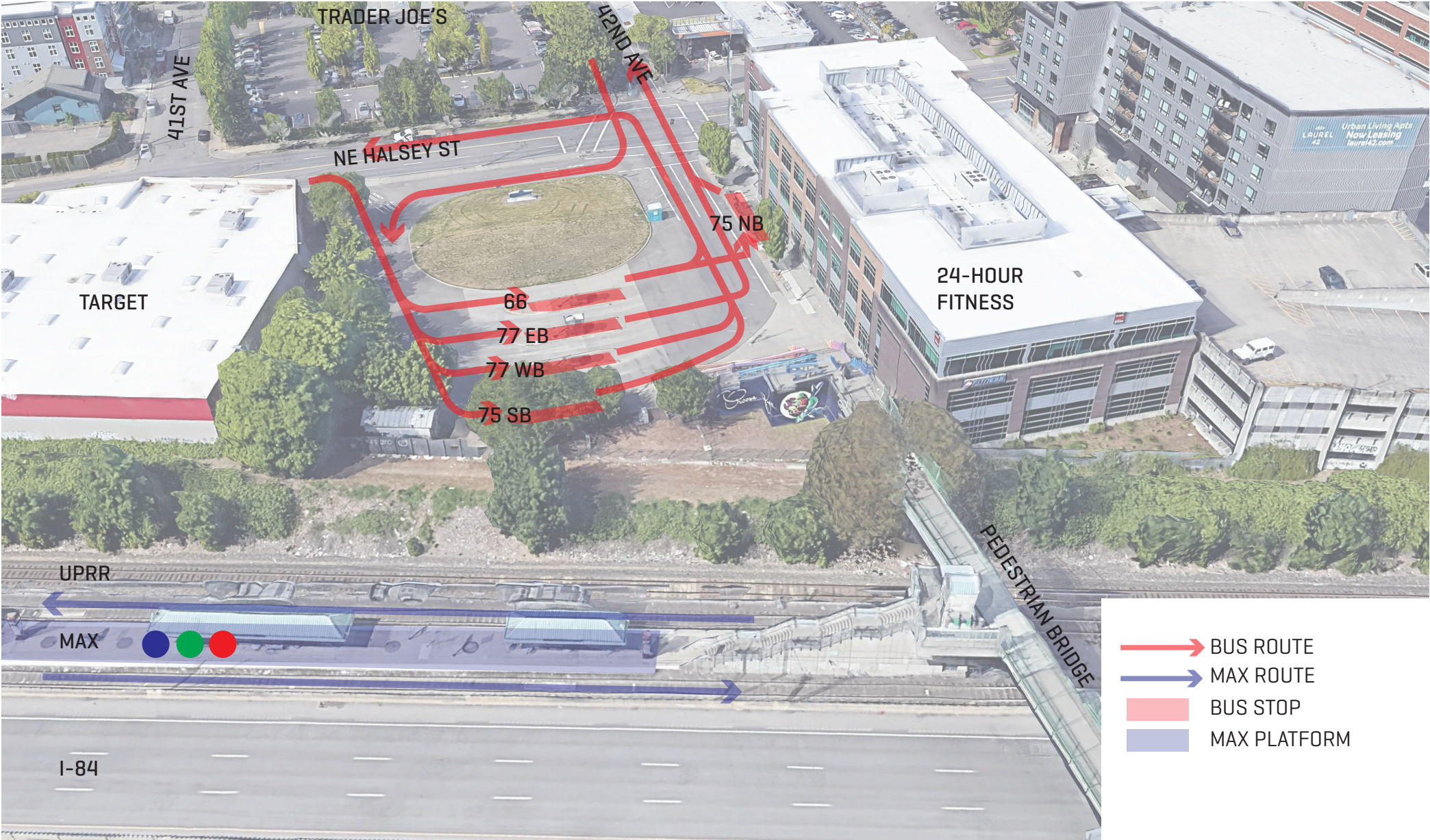
23 June 2022



- FIRE ACCESS
- SUBSTATION
- CRITICAL BRIDGE ABUTMENT
- MAINTENANCE PARKING
- MAINTENANCE PATH
- BES MAINTENANCE LID
- BES PATH

TRANSIT CIRCULATION
EXISTING

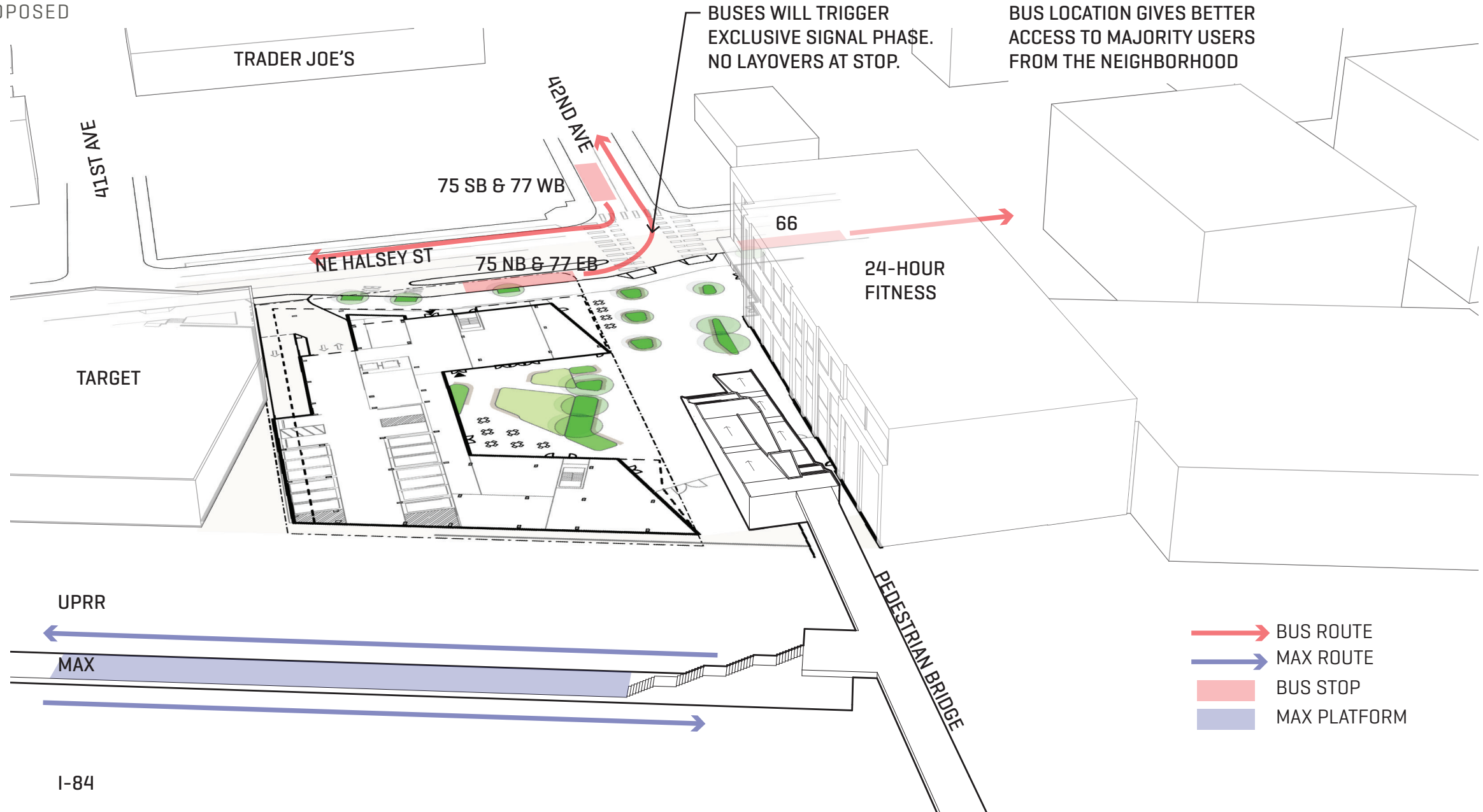
23 June 2022



TRANSIT CIRCULATION

PROPOSED

23 June 2022



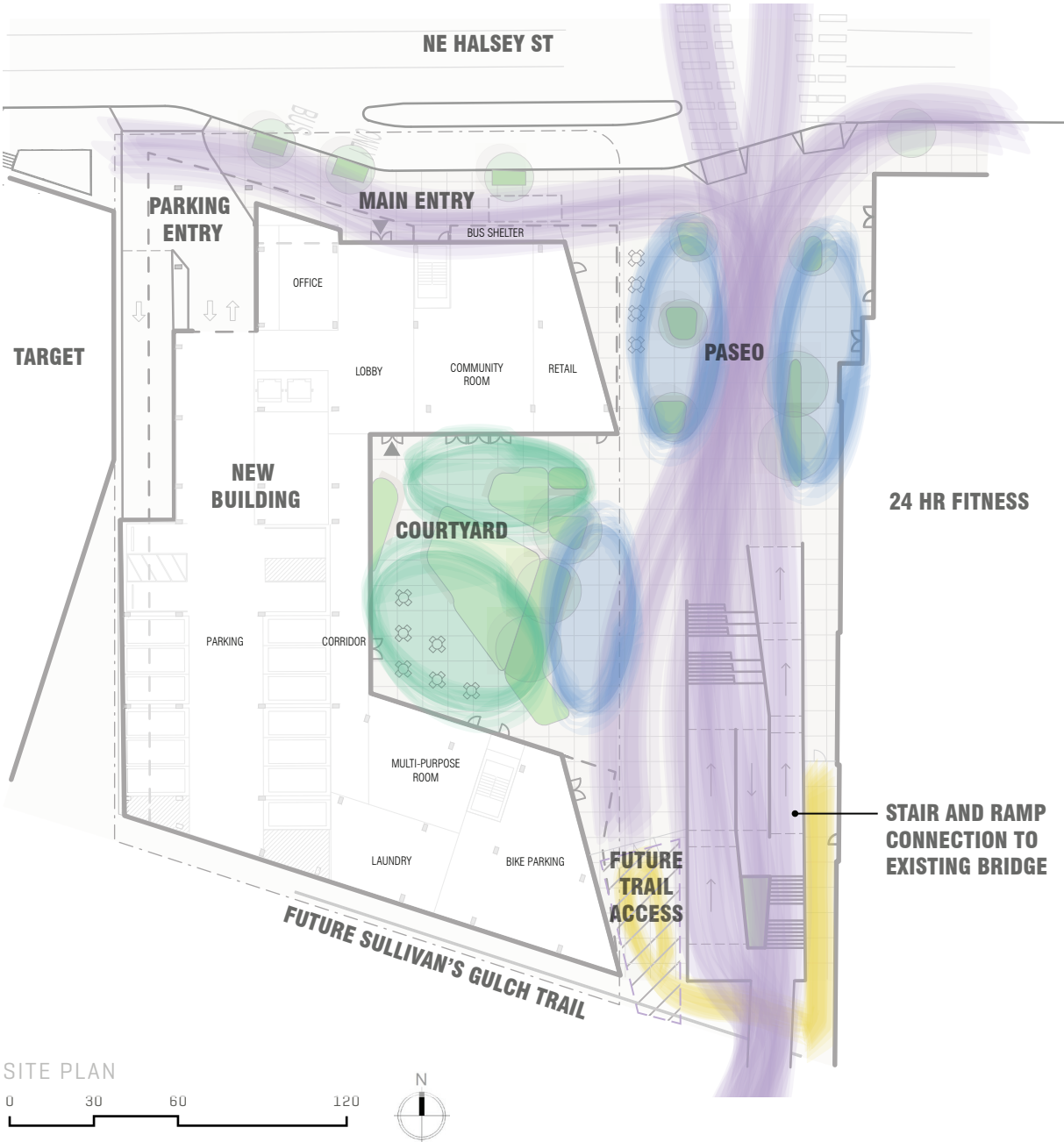
SITE SECTIONS

23 June 2022

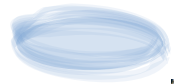
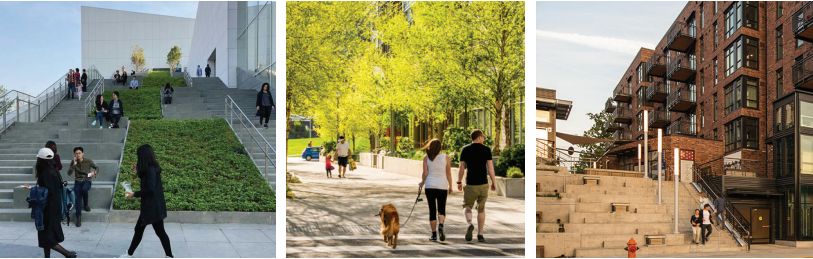


OUTDOOR SPACE ACTIVATION ZONES

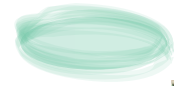
23 June 2022



HIGH FLOW



EDDY



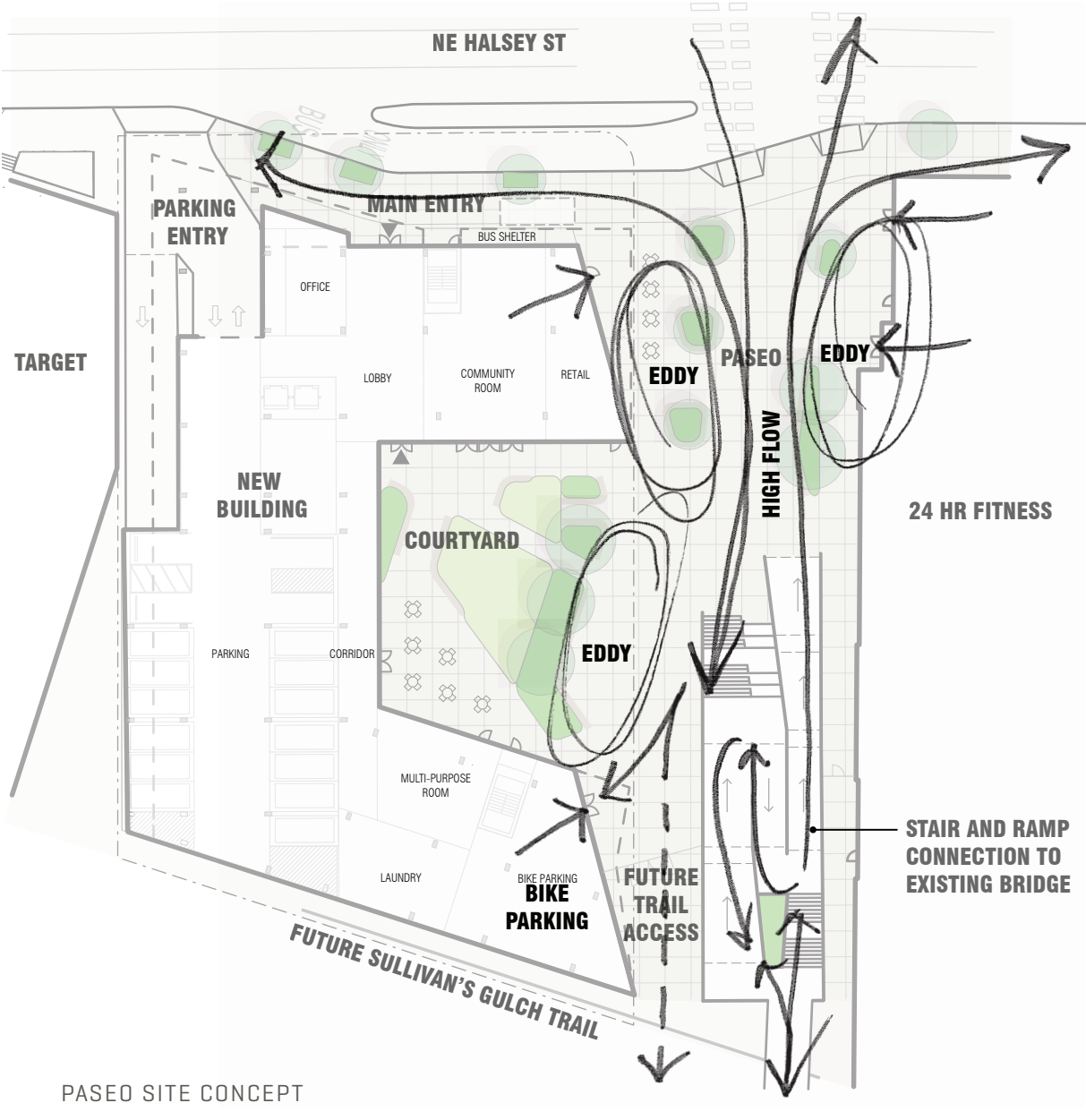
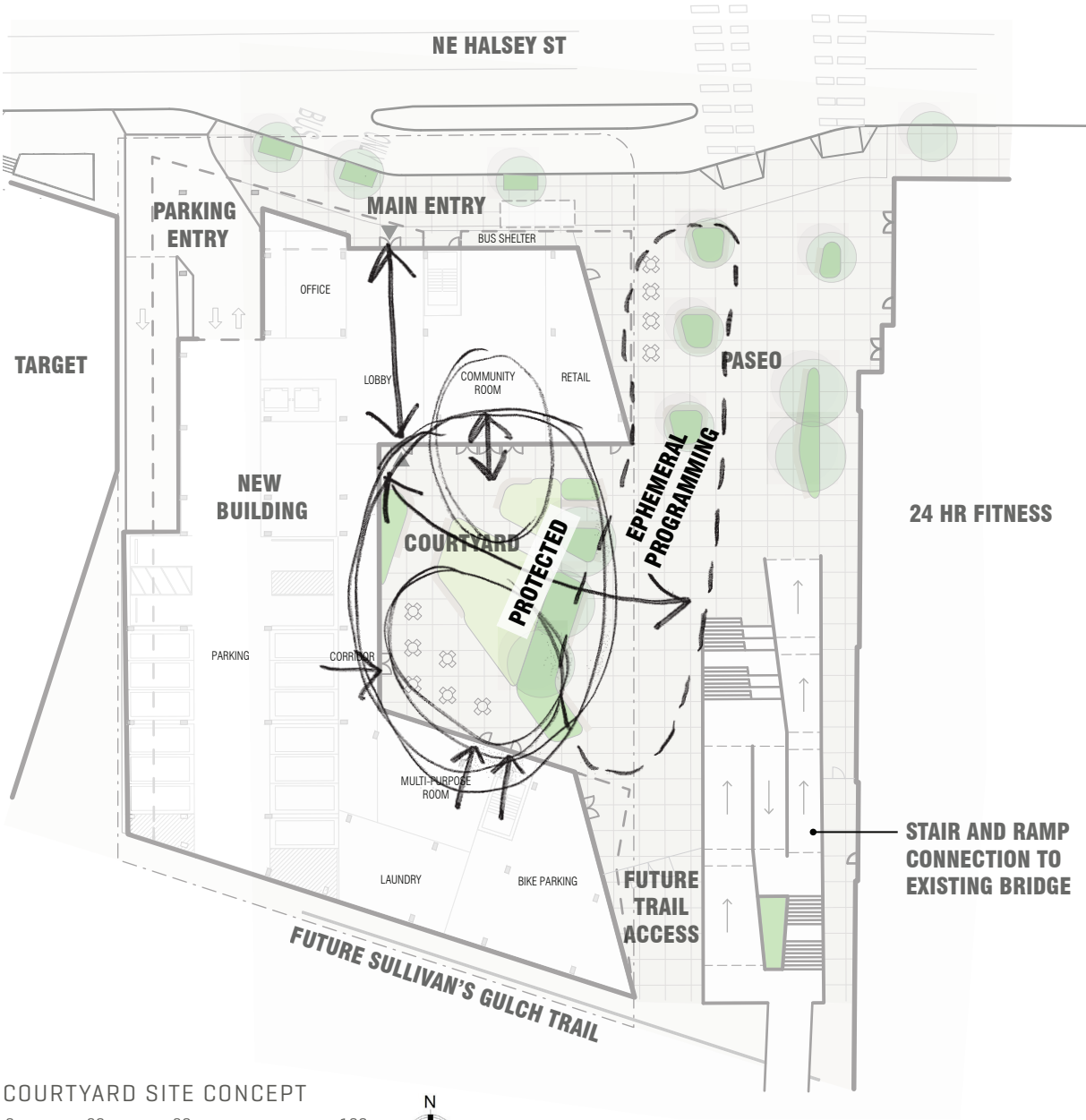
PROTECTED



RESTRICTED

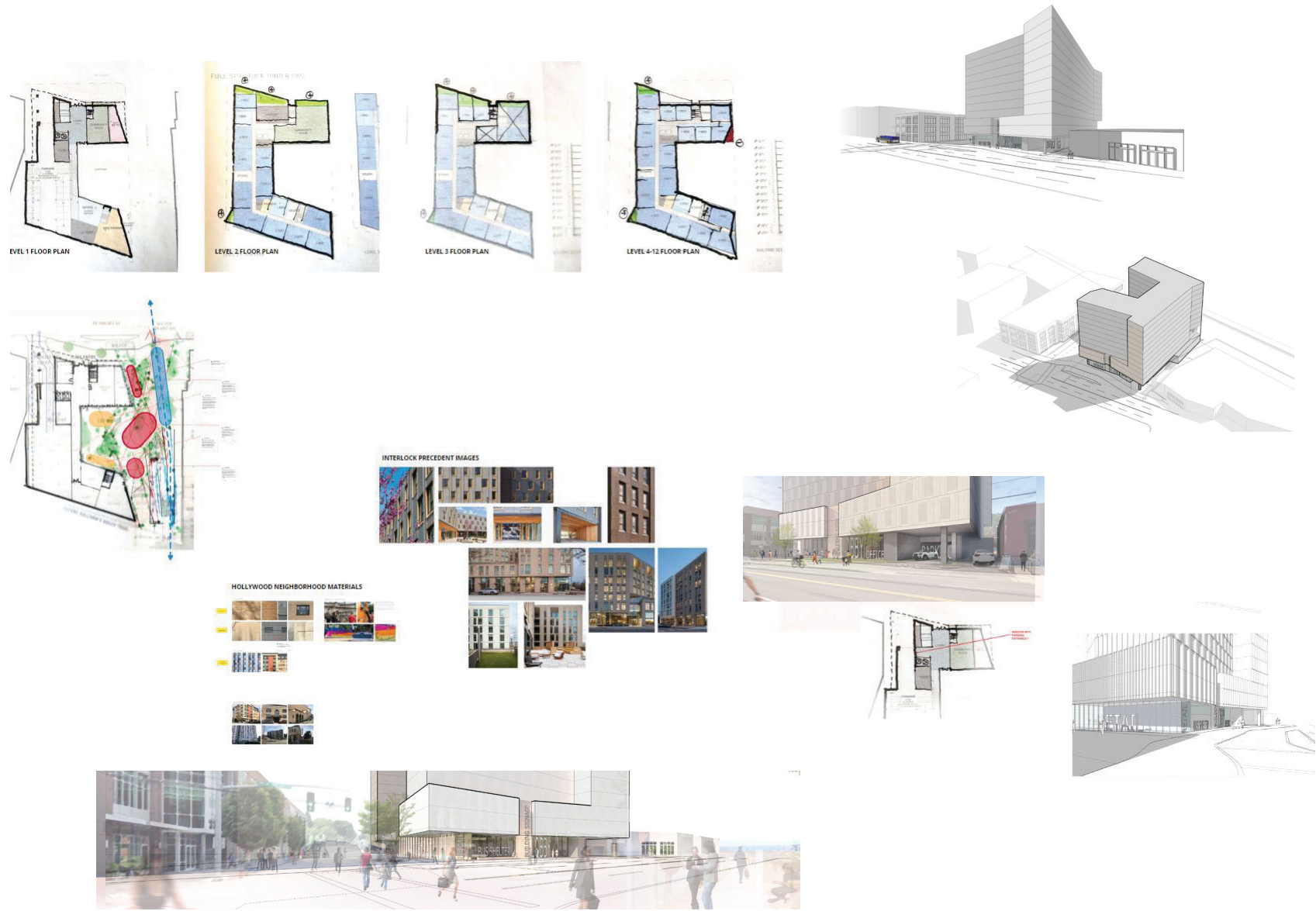


RESTRICTED UNTIL SULLIVAN'S GULCH OPENS



PASEO SITE CONCEPT

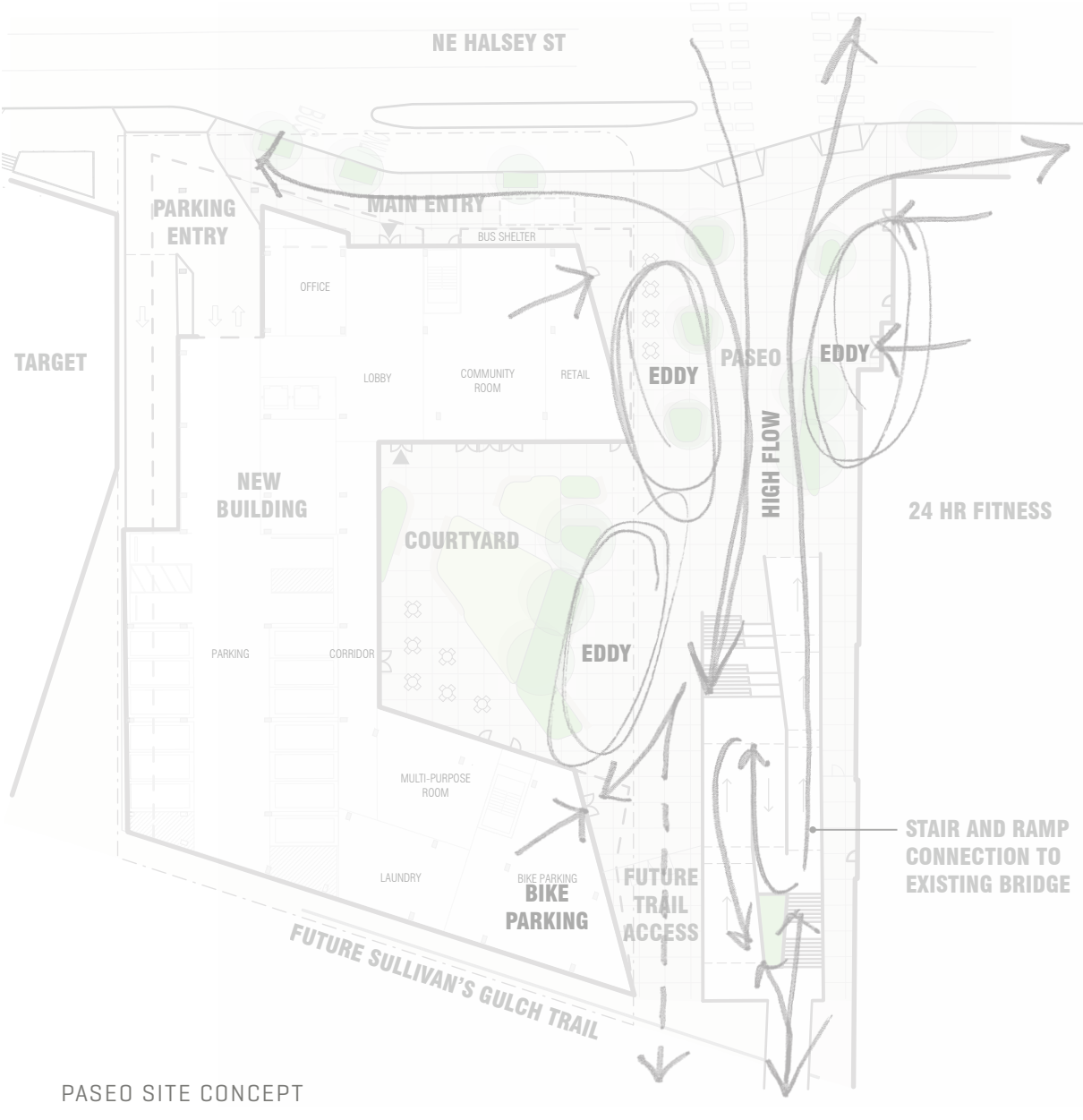
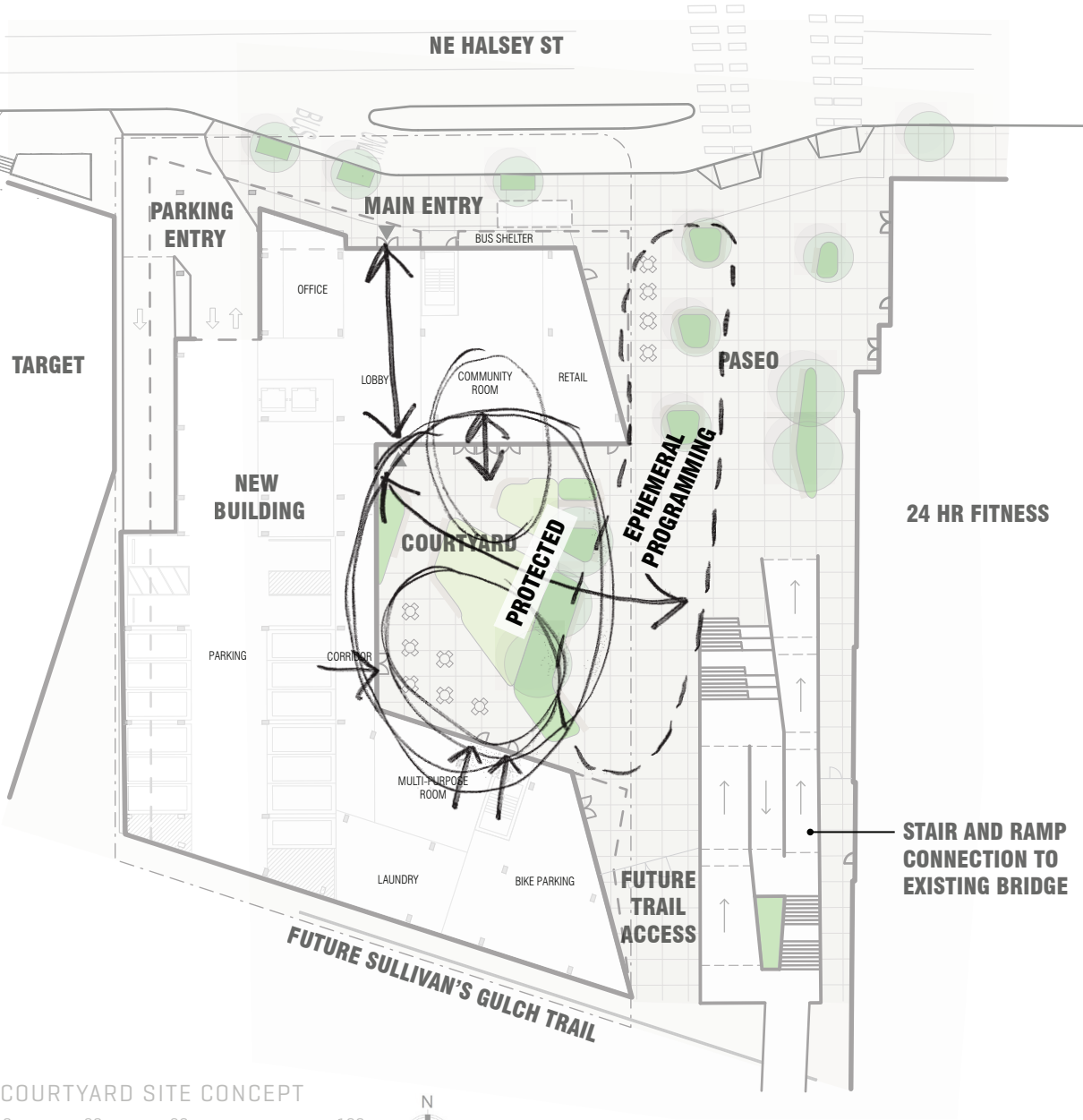
AFFORDABLE HOUSING SITE



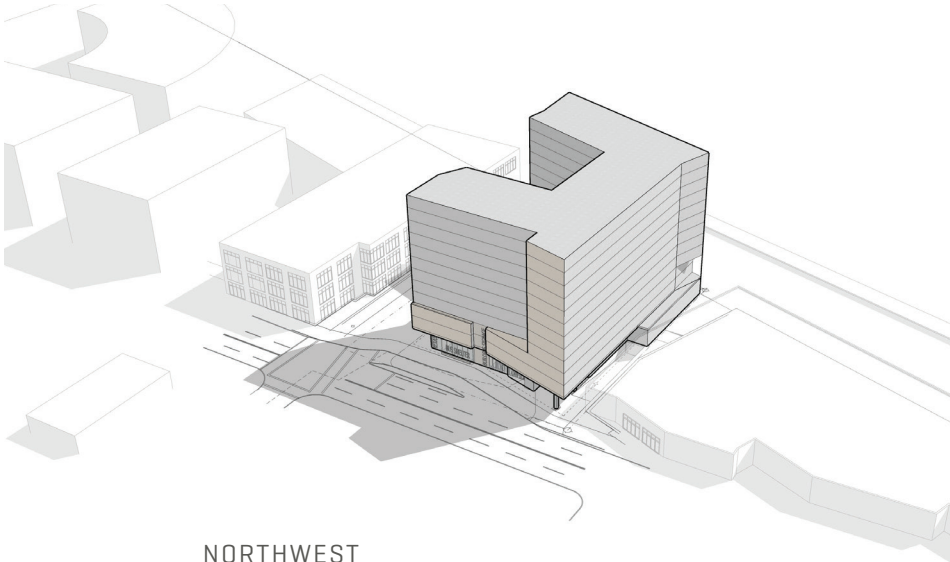




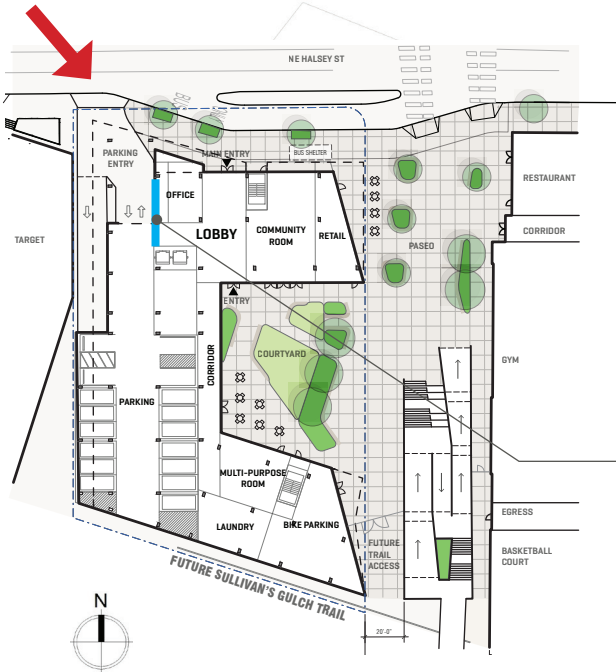




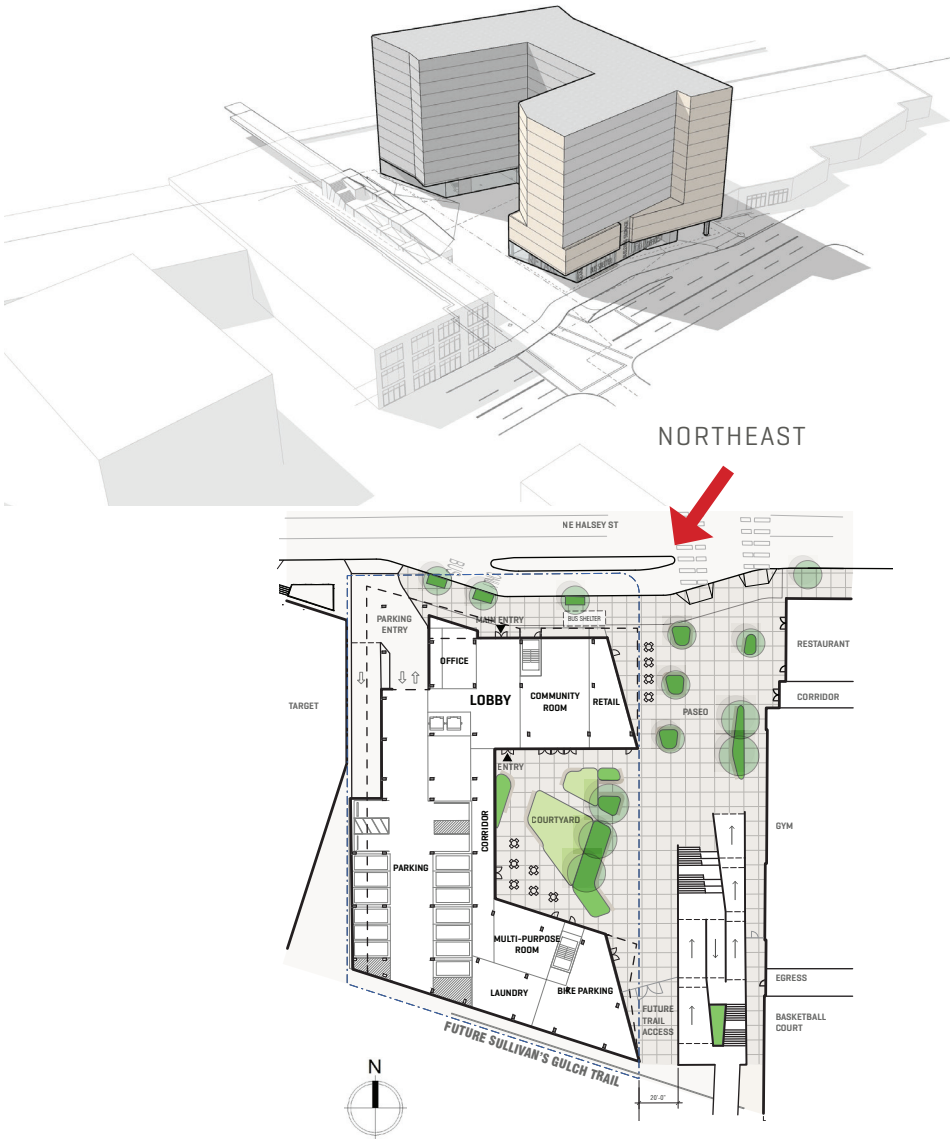


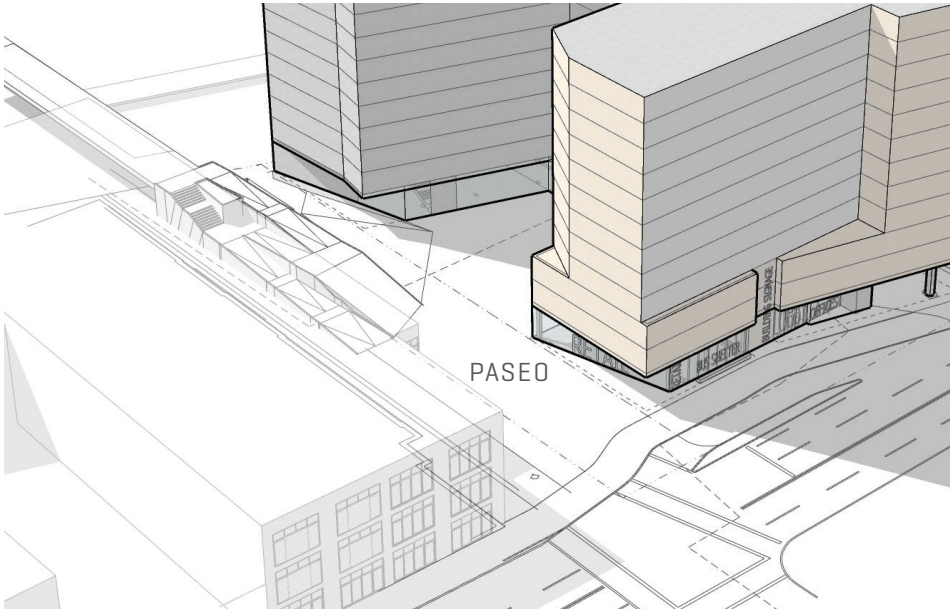


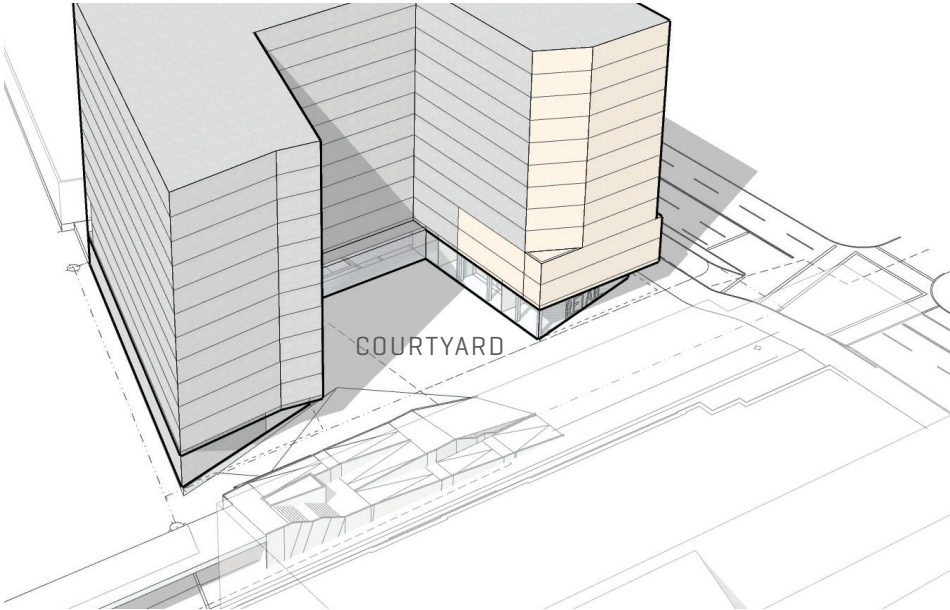
NORTHWEST

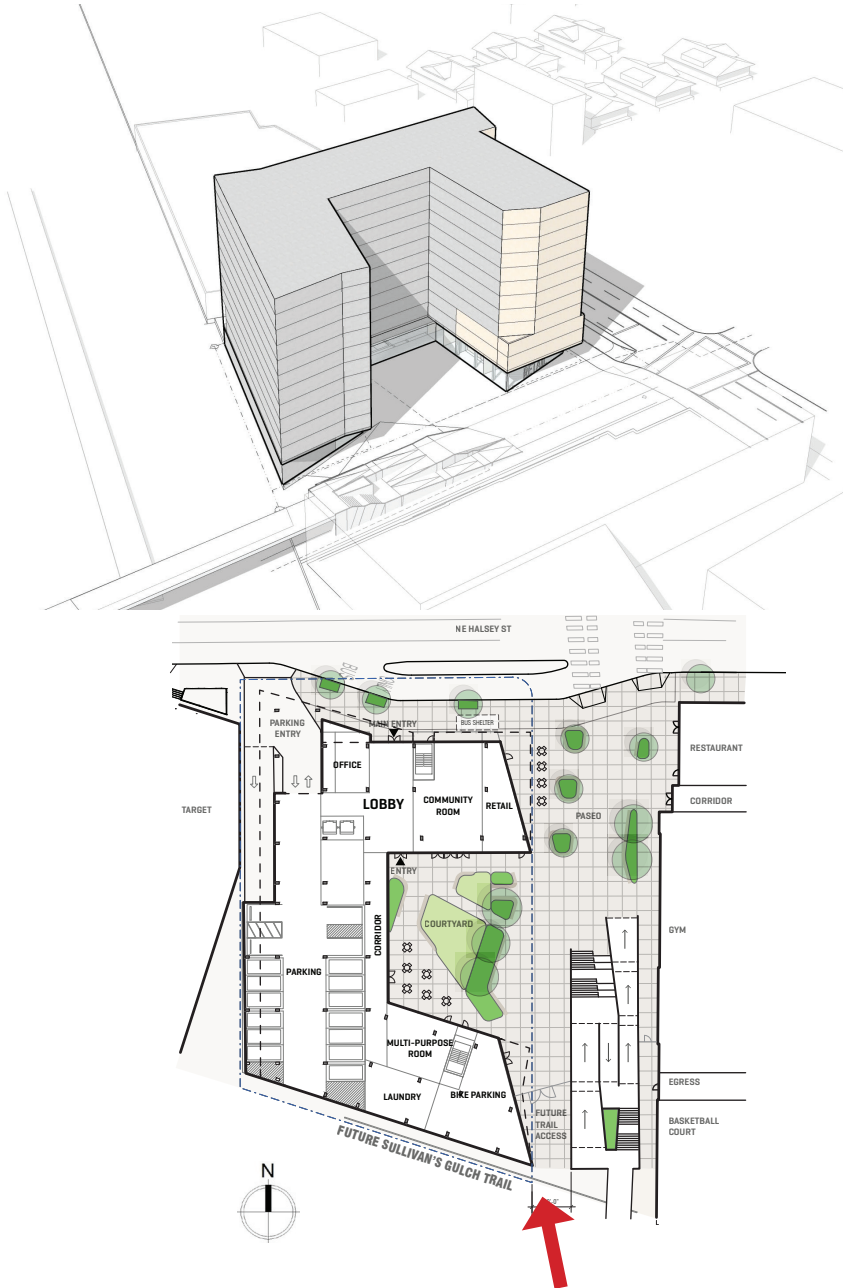


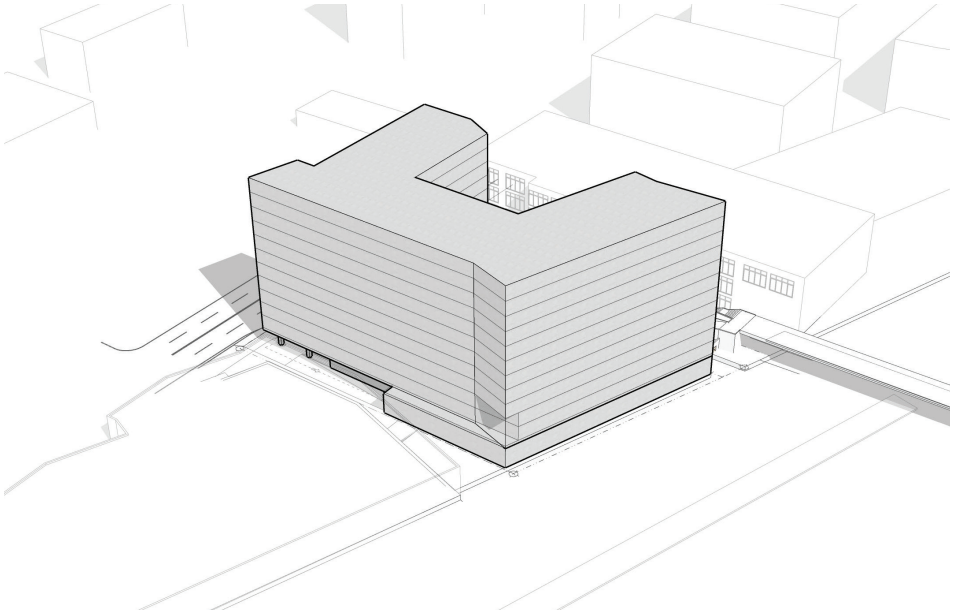
PLAN TO INCORPORATE GLAZING
AT THE PARKING ENTRANCE W/
VIEWS INTO THE LOBBY

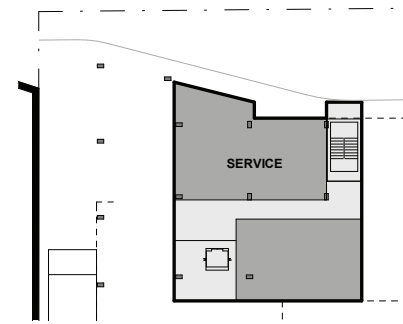








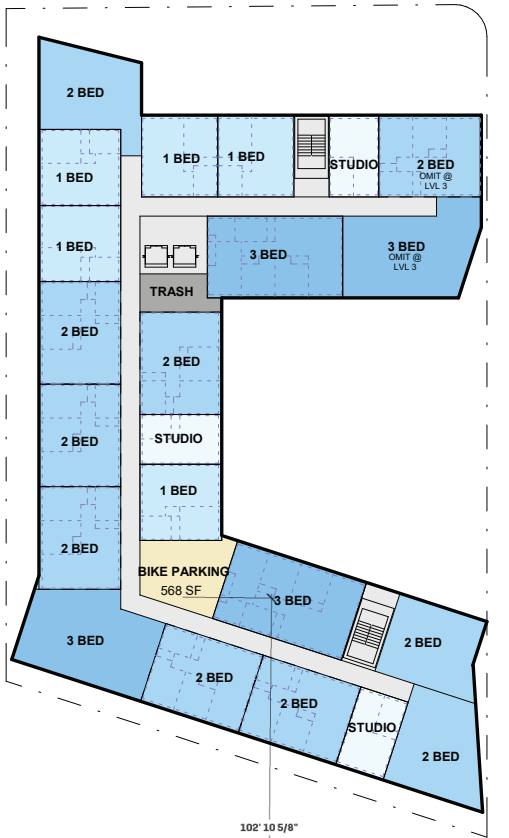
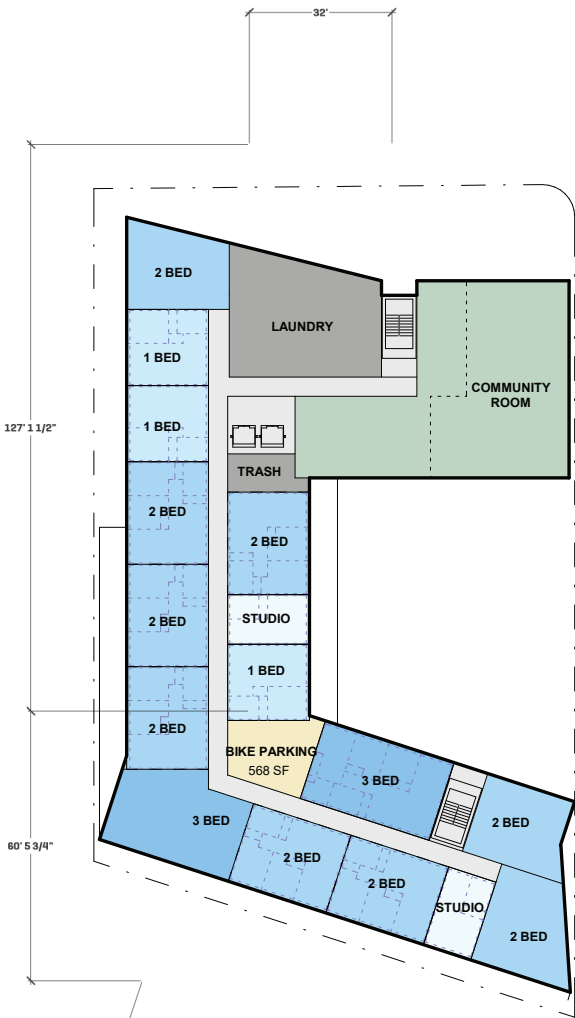




BUILDING SUMMARY

HEIGHT	120 FT
LEVELS	12
CONSTRUCTION TYPE	TYPE-I
UNIT COUNT	234
FLOOR	GSF
BASEMENT	3,593
01	11,931*
02-12	20,474
TOTAL	240,071

*Excludes parking per zoning §33.536.240





CONTEXT/ QUALITY & RESILIENCE - APPLICABLE PORTLAND CITYWIDE DESIGN GUIDELINES: 01-03, 07-09

SITE

1. SITE DEVELOPMENT/ PUBLIC CONTEXT:
 - REVISED SITE PLAN
 - BUILDING ENTRY POINTS [EXISTING AND PROPOSED]
 - VEHICULAR ENTRY POINTS [EXISTING AND PROPOSED]
 - OUTDOOR SPACES/ PROGRAMING [PASEO AND COURTYARD]
 - PUBLIC V. RESIDENT SPACE
2. MAINTENANCE CIRCULATION: SUBSTATION, BES, FIRE ACCESS, TM MAINTENANCE
 - BRIDGE SUPPORT
 - SITE SECTIONS
 - TRANSIT CIRCULATION: BUS, BUS SIGNALING, MAX
 - NOT A TRADITIONAL TC, LESS TRANSFERS MORE ORIGIN OR DESTINATION TRAVELERS, NO BUS IDLING

BUILDING

3. MASSING AND ARTICULATION
 - MASSING OPPORTUNITIES, C-PLAN
 - ALL ELEVATIONS HIGHLY VISIBLE
 - COURTYARD

PUBLIC REALM - APPLICABLE PORTLAND CITYWIDE DESIGN GUIDELINES: 04-06

SITE

4. SITE CIRCULATION/ INFRASTRUCTURE ELEMENTS
 - MODAL: BIKE, BIKE PARKING, PED, FUTURE SULLIVAN'S GULCH, BIKE-PED MIX, CAR
 - HOW MANY PEOPLE COME THROUGH HERE EVERY DAY [TRANSIT, BUILDING, EXISTING, ETC]

BUILDING

5. GROUND FLOOR ACTIVATION & PLACEMAKING/ PUBLIC REALM: EYES ON THE SPACES
 - FRONTAGES AND NEIGHBORING FRONTAGES
 - COMMERCIAL/ RETAIL SPACES
 - HOW TO ACTIVATE THE SPACE AHEAD OF SULLIVAN'S GULCH. INTERIM CITY PLANS/PROGRESS?

H O L S T

THANK YOU



City of Portland

Design Commission

Design Advice Request

EA 22-144886 DA

4110 NE Halsey Street Hollywood Transit Center Redevelopment

July 7, 2022

Staff Presentation

Staff Introduction

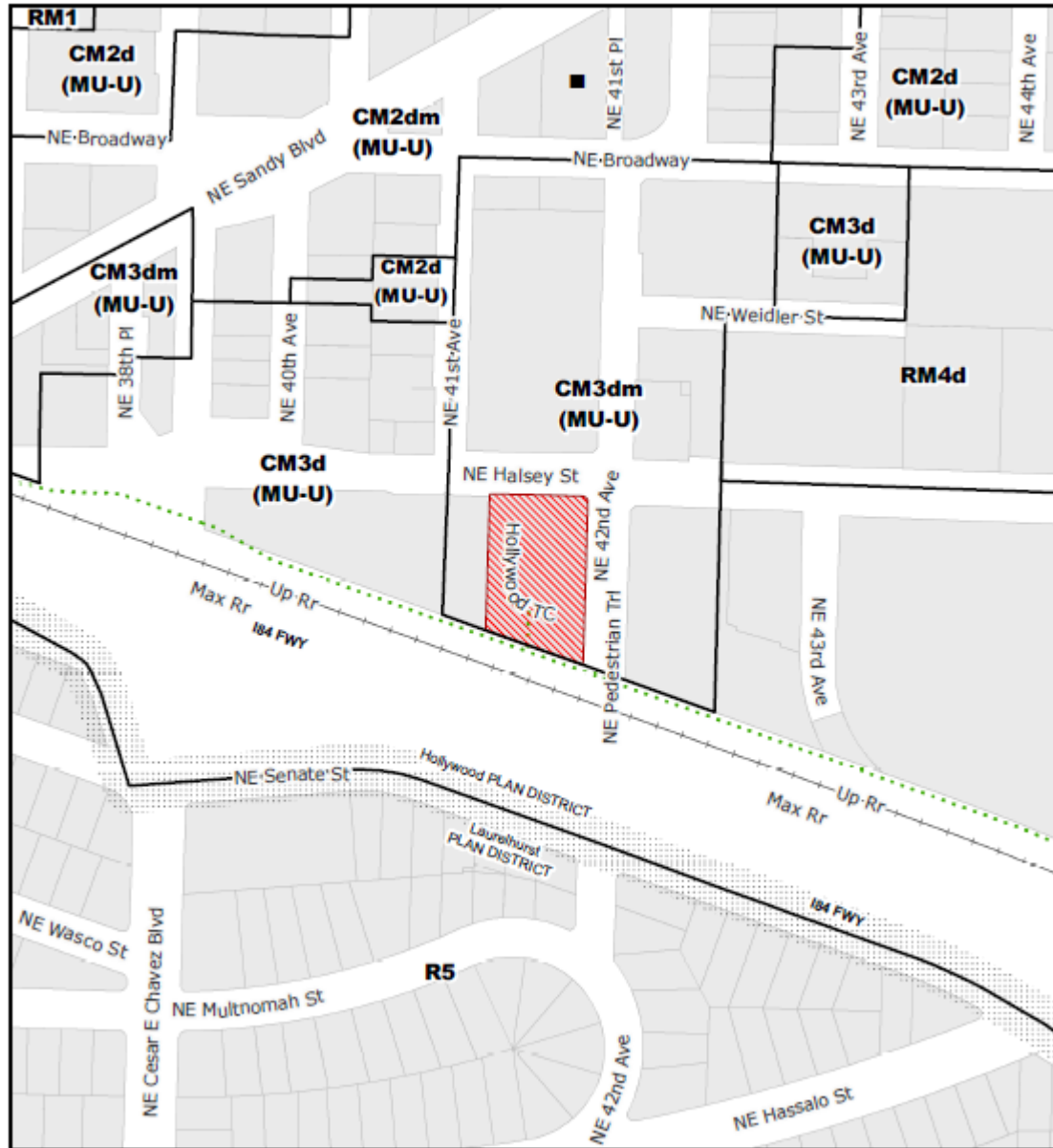
Applicant Presentation

Staff Discussion Topics

Questions

Public Comments

Commission Conversation



Location:

Hollywood Plan District

Zoning:

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

Approval Criteria:

Portland Citywide Design
Guidelines
33.825.040.A-C Modifications
considered through Design
Review *[none requested]*

Review Type:

Type III Land Use Review
Appeal to Portland City Council

Height:

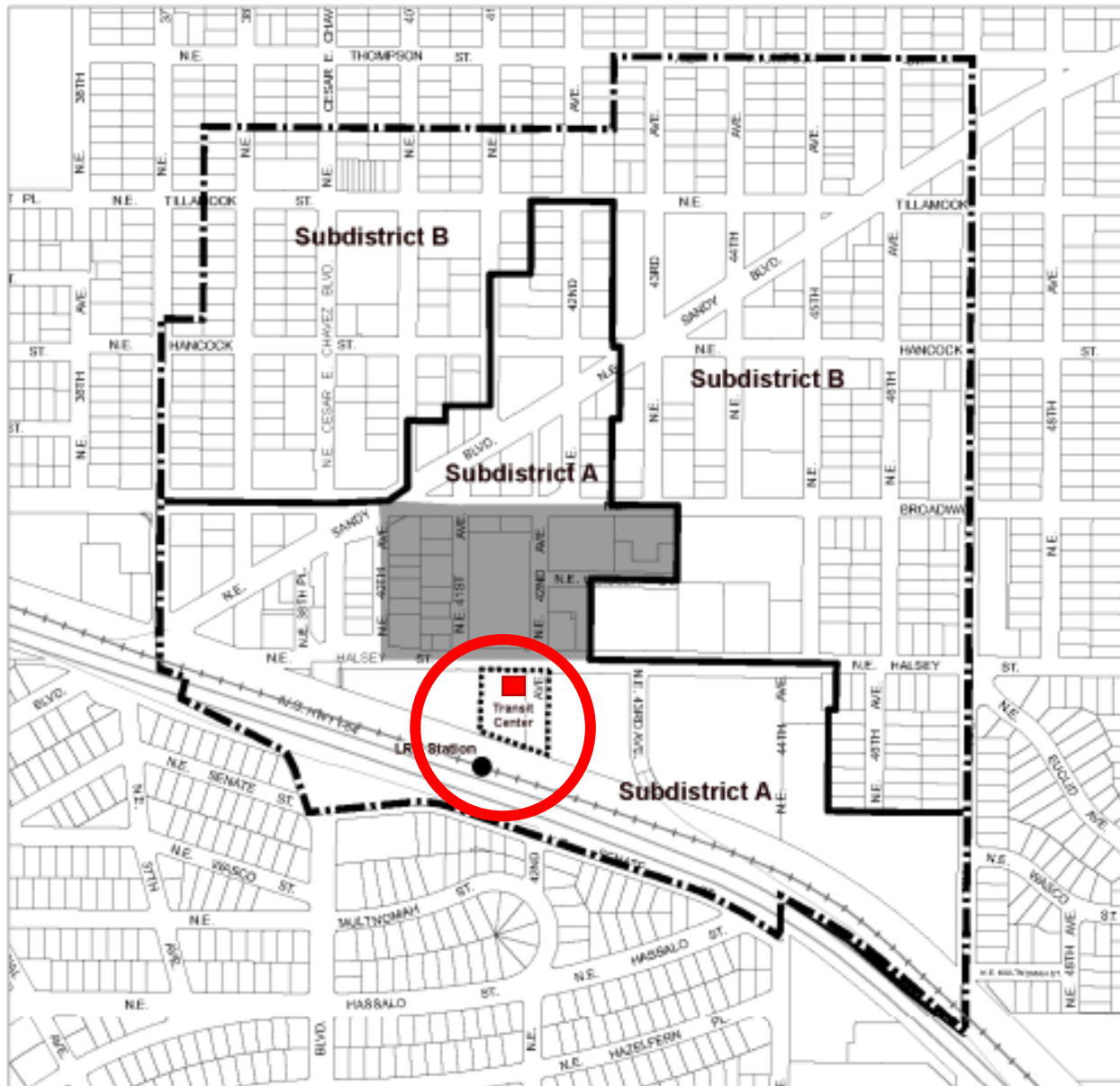
75' max base
120' max bonus
120'-0" proposed

Floor Area Ratio:

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

Zoning

Map Revised July 24, 2015



Location

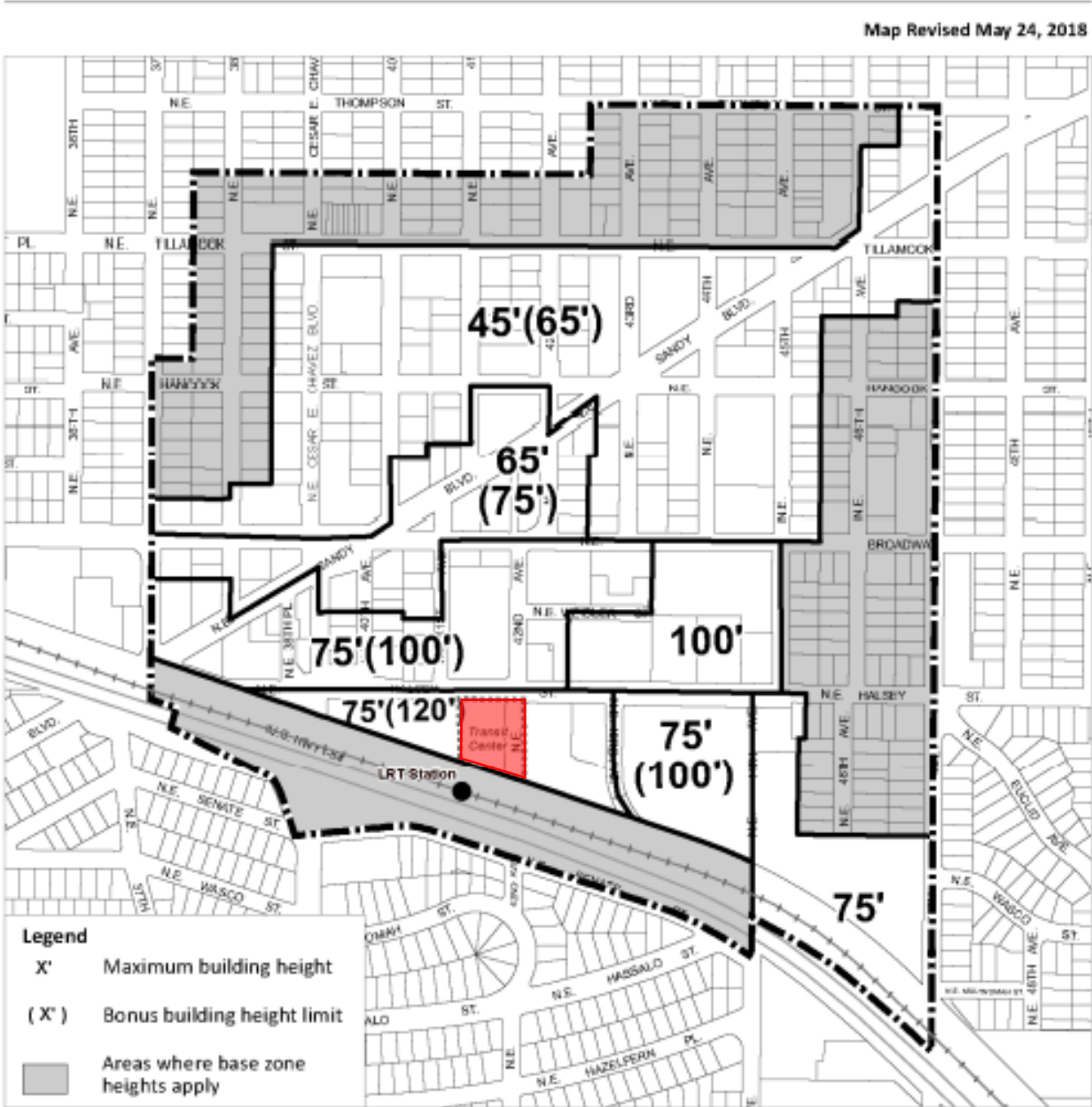
Hollywood Plan District

33.536.010 Purpose

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

These regulations:

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



Centers Main Street Overlay

33.415.010 Purpose

The Centers Main Street overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan.

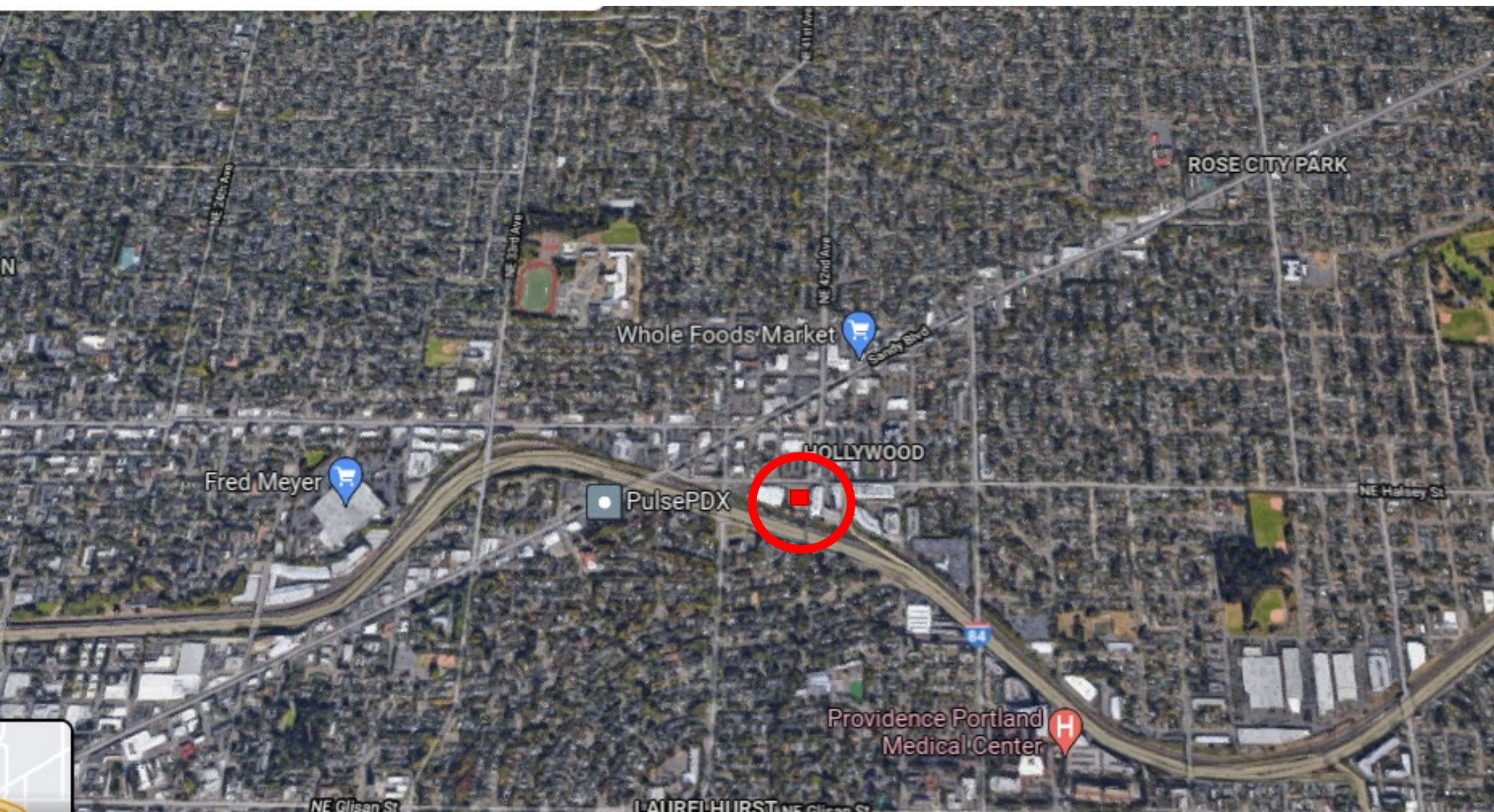
The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

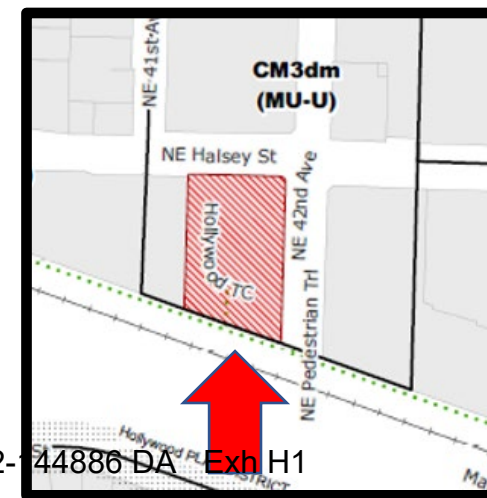
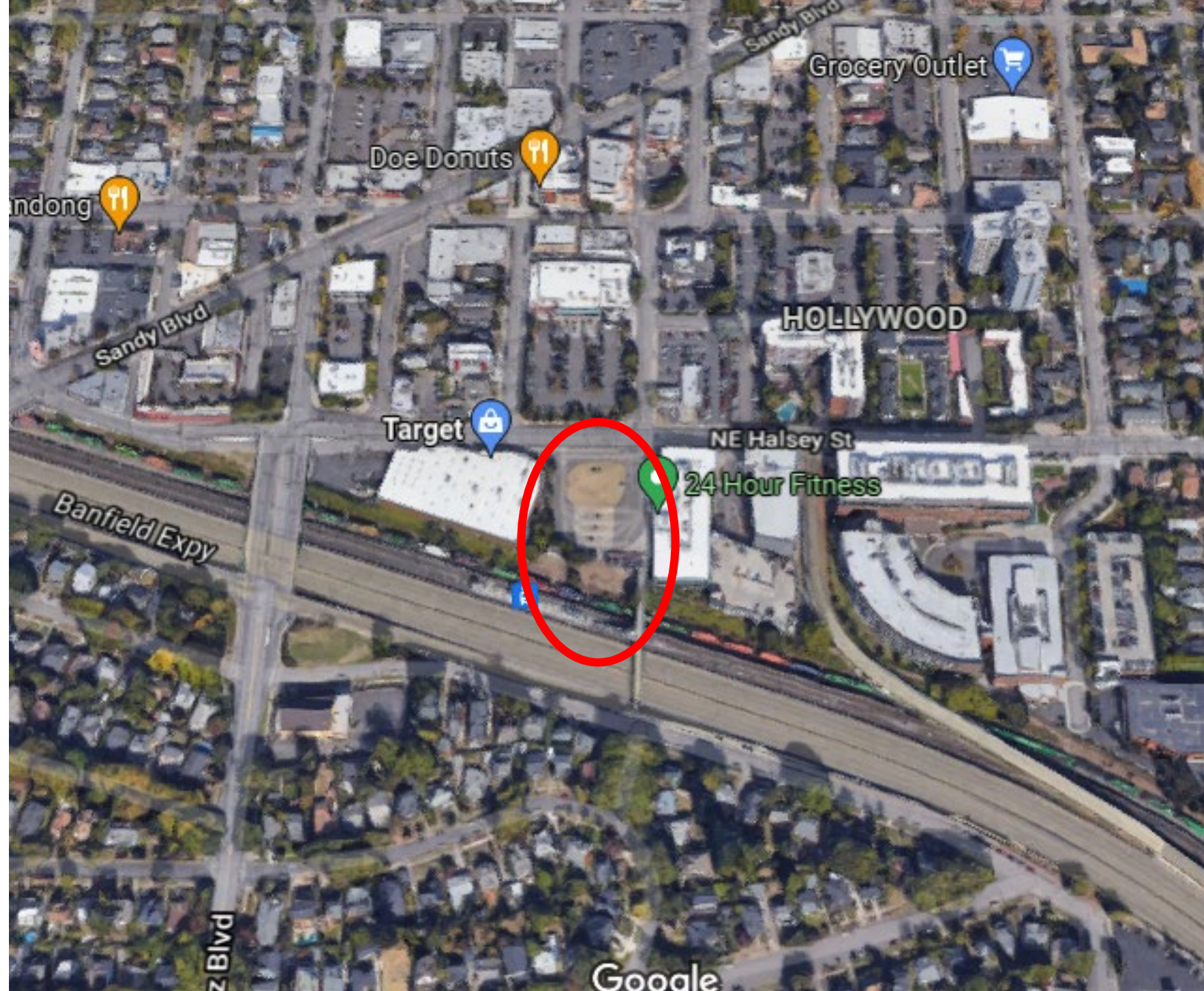
Bonus FAR & Height

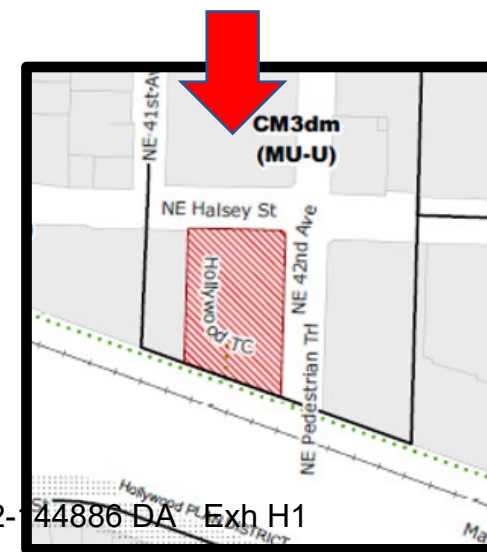
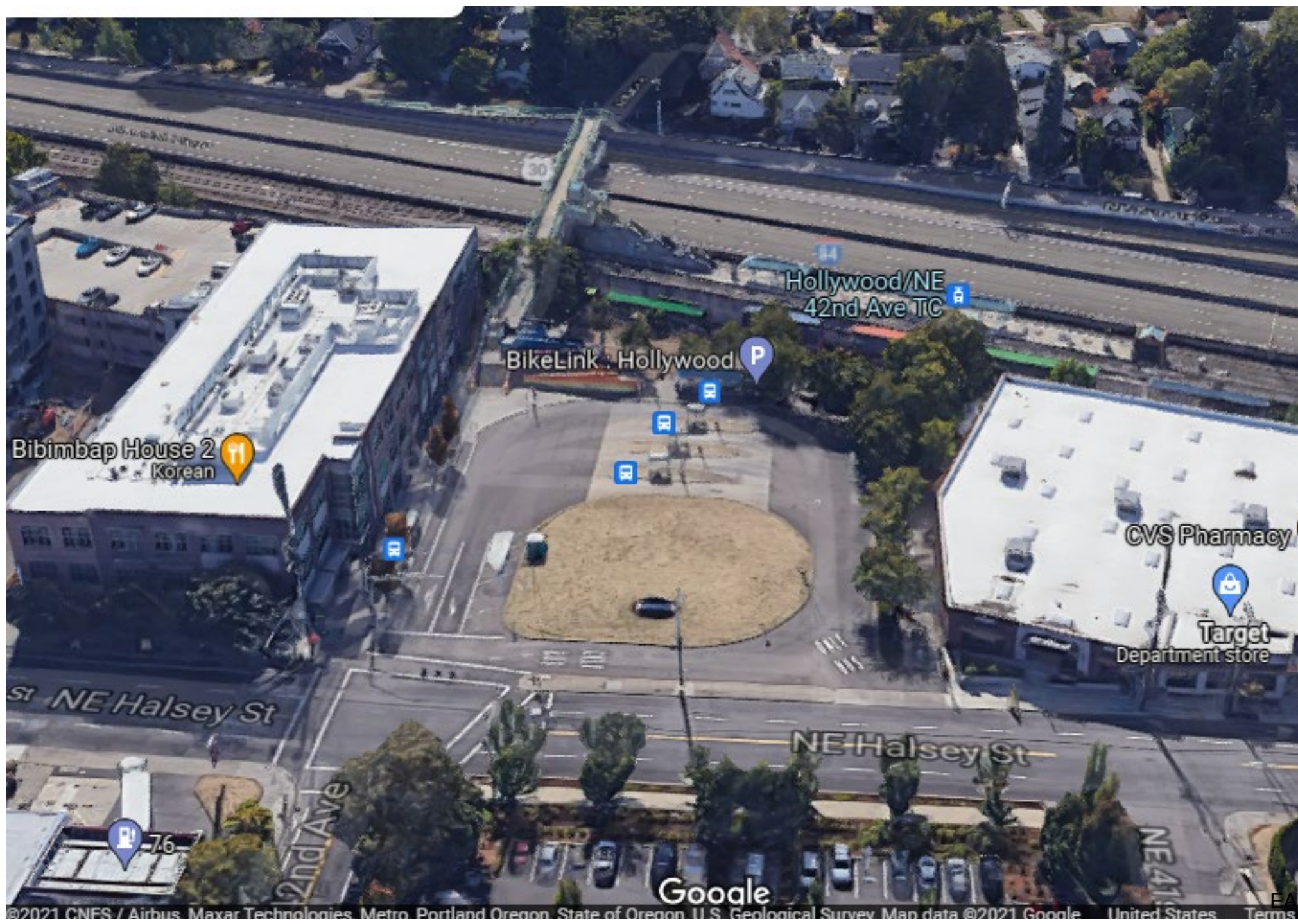
33.536.250 Purpose

Bonus options encourage certain types of development, special facilities and amenities that are desired within the commercial core of Hollywood and near the Hollywood Transit Center.

Zoning



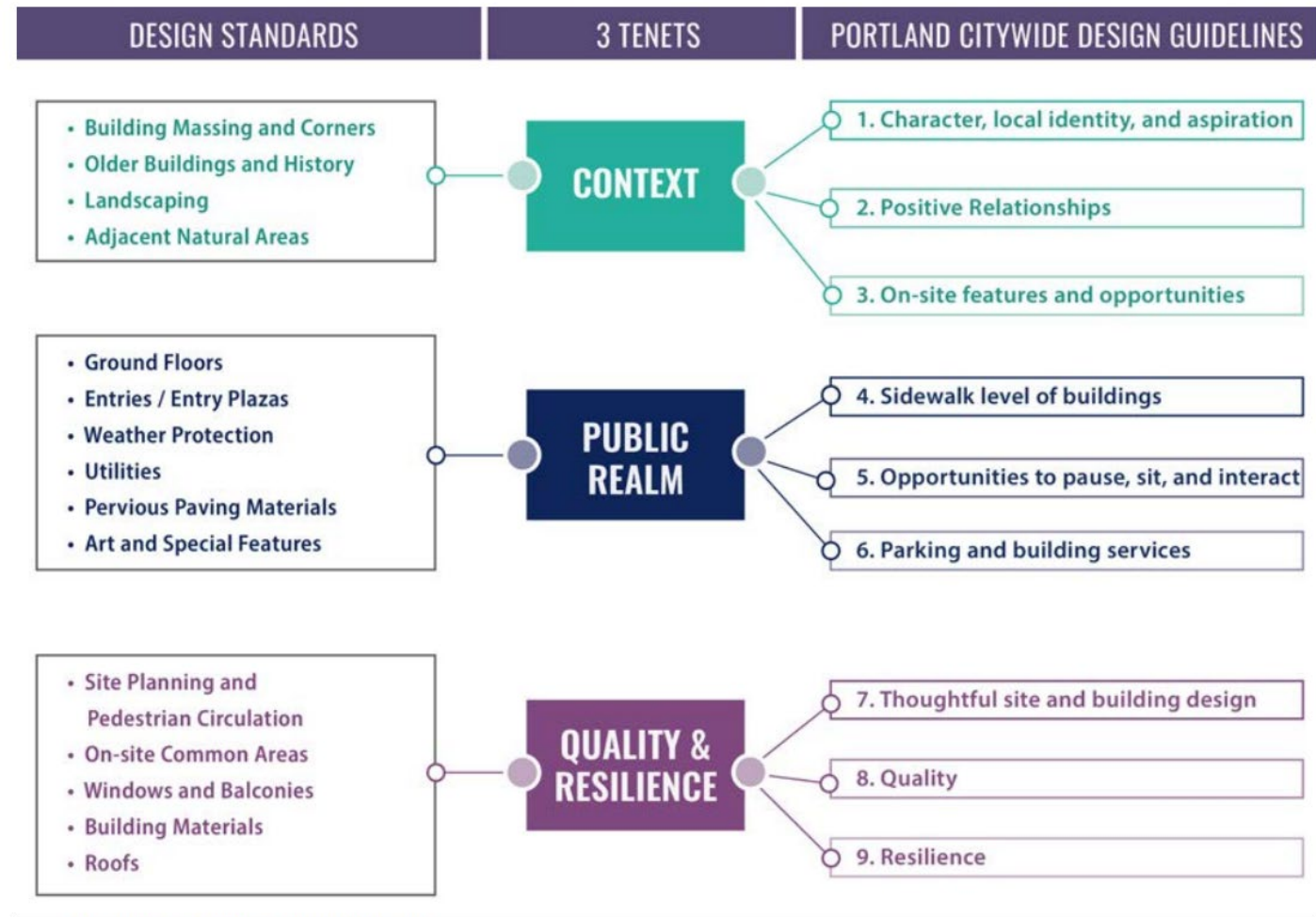




Portland Citywide Design Guidelines

ADOPTED BY
THE PORTLAND CITY COUNCIL

JUNE 2021
ORDINANCE 190477



8 PORTLAND CITYWIDE DESIGN GUIDELINES

Design Guidelines

**Portland Citywide
Design Guidelines**

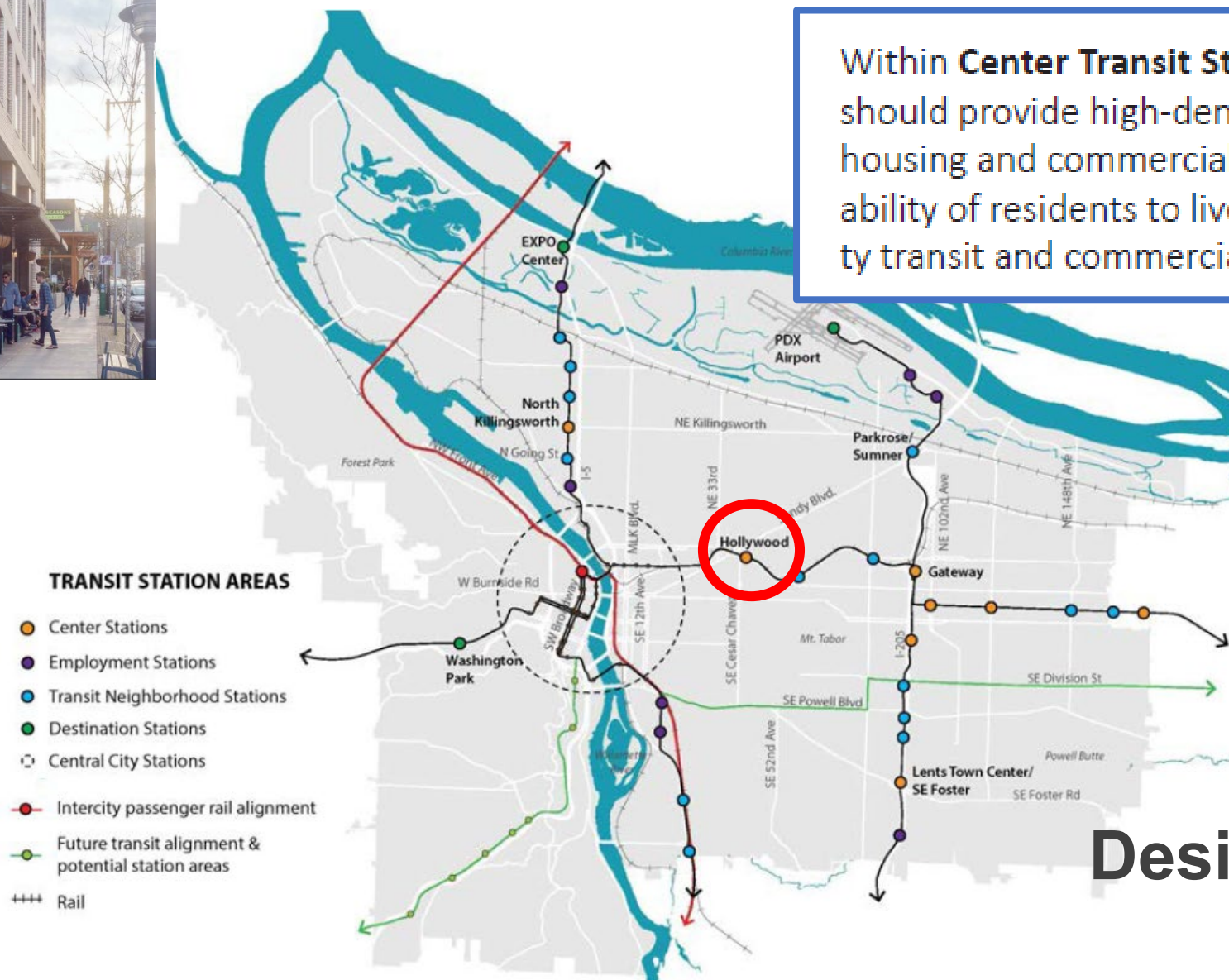
ADOPTED BY
THE PORTLAND CITY COUNCIL

JUNE 2021
ORDINANCE 190477

JUNE 2021
ORDINANCE 190477

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

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



Design Guidelines

Staff Introduction

Applicant Presentation

Staff Discussion Topics

Questions

Public Comments

Commission Conversation

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CONTEXT / QUALITY AND RESILIENCE

Site

1. Site Development/ public context:

- Revised site plan
- Building entry points (existing and proposed)
- Vehicular entry points (existing and proposed)
- Outdoor spaces/ programming (paseo and courtyard)
 - public access v. private access

2. Maintenance circulation: substation, BES, fire access, TM maintenance

- bridge support
- sections of "stramp"
- Transit circulation: bus, bus signaling, max
 - Not a traditional TC, less transfers more origin or destination travelers, no bus idling

Building

3. Massing and Articulation

- Massing opportunities, C-parti, balconies
- All elevations highly visible
- Courtyard

PUBLIC REALM

Site

4. Site Circulation/ Infrastructure elements

- Modal: bike, bike parking, ped, future Sullivan's Gulch, bike-ped mix, car
- How many people come through here every day (transit, building, existing, etc)

Building

5. Ground Floor Activation & Placemaking/ Public Realm: eyes on the spaces

- Frontages and Neighboring frontages
- Commercial/ retail spaces
- How to activate the space ahead of Sullivan's gulch. Interim city plans/progress?



Discussion Topics

CONTEXT / QUALITY AND RESILIENCE

Site

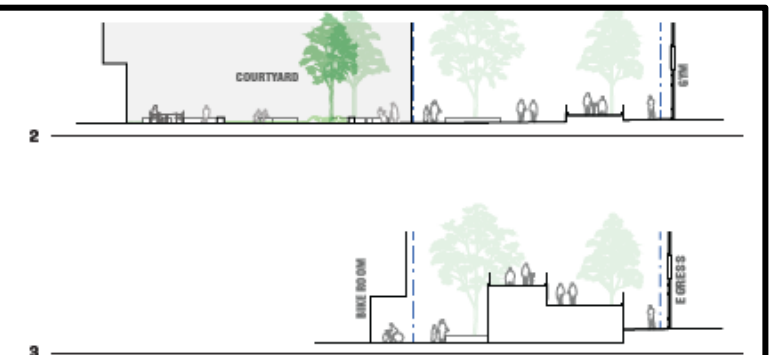
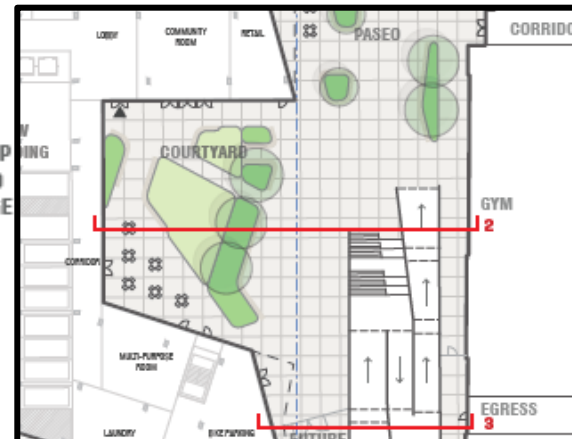
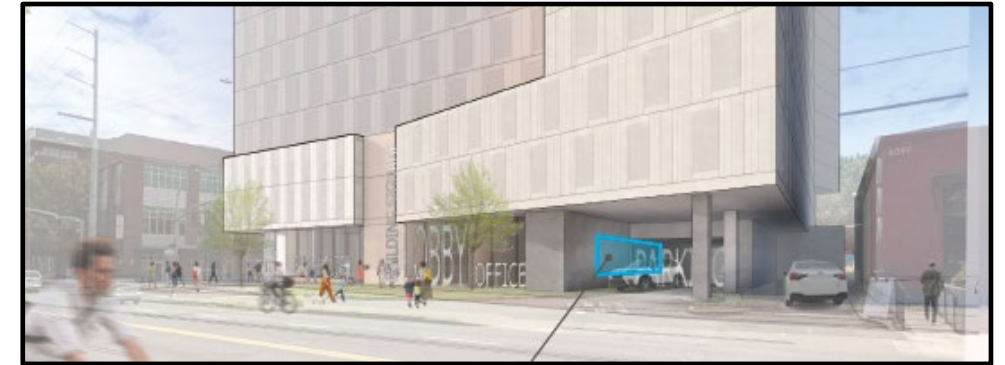
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Portland Citywide Design Guidelines

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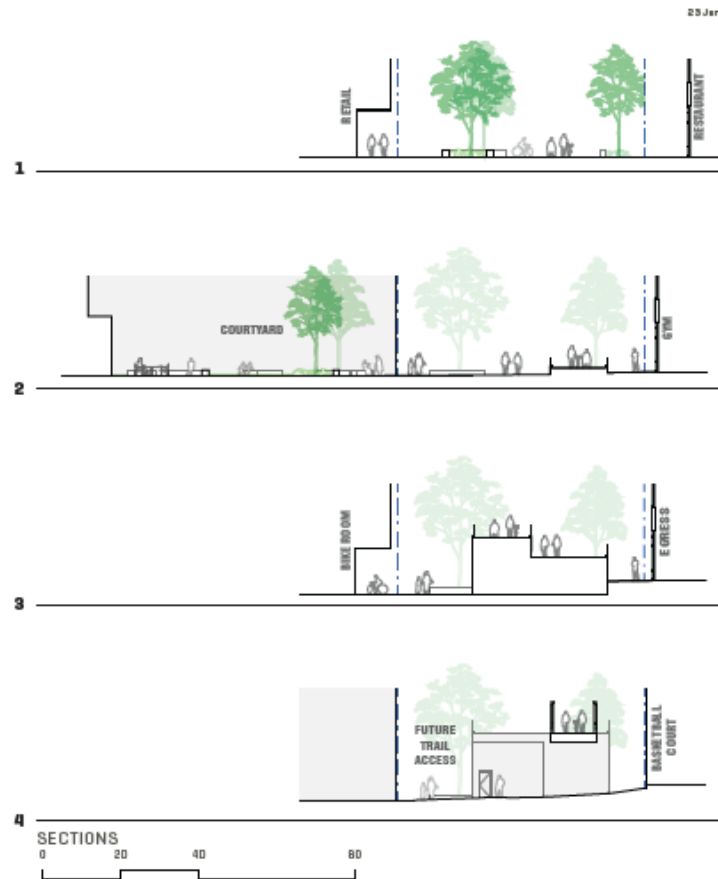
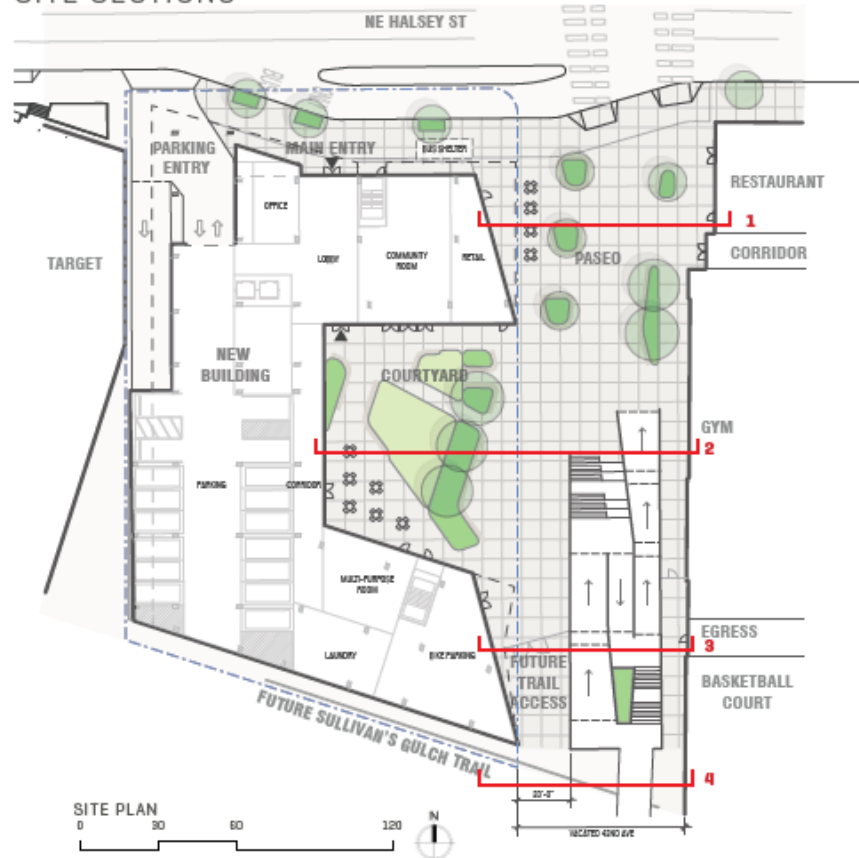


CONTEXT / QUALITY AND RESILIENCE

Site

2. Maintenance circulation: substation, BES, fire access, TM maintenance
 - a. bridge support
 - b. sections of "stramp"
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SITE SECTIONS



Portland Citywide Design Guidelines

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CONTEXT / QUALITY AND RESILIENCE

Building

3. Massing and Articulation

- Massing opportunities, C-parti, balconies
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Portland Citywide Design Guidelines

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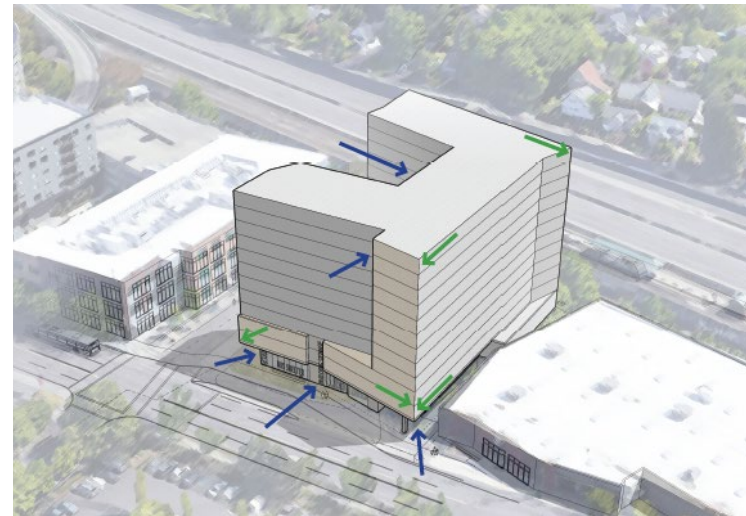
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NE HALSEY ST & 42ND AVE



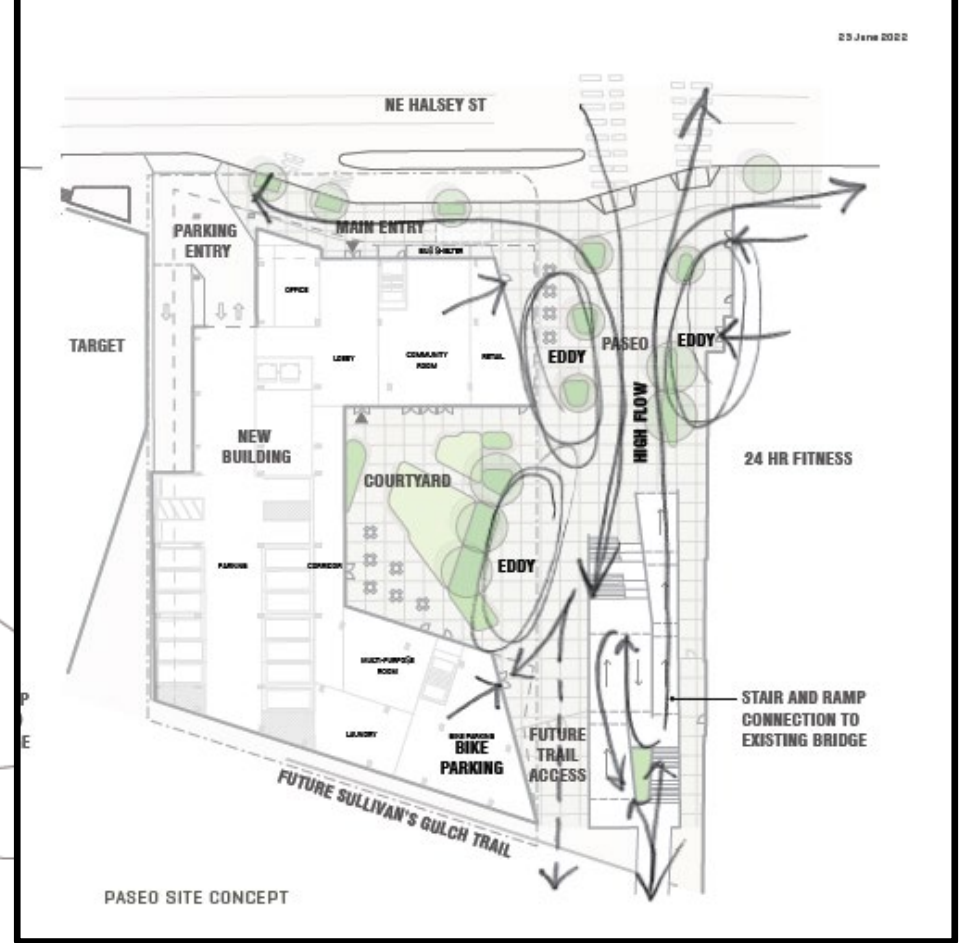
PUBLIC REALM

Site

4. Site Circulation/ Infrastructure elements

- a. Modal: bike, bike parking, ped, future Sullivan's Gulch, bike-ped mix, car
- b. How many people come through here every day (transit, building, existing, etc)

USER CIRCULATION PROPOSED



PUBLIC REALM

Building

5. **Ground Floor Activation & Placemaking/ Public Realm: eyes on the spaces**
- a. Frontages and Neighboring frontages
 - b. Commercial/ retail spaces
 - c. How to activate the space ahead of Sullivan's gulch. Interim city plans/progress?



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Building

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Discussion Topics

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Staff Discussion Topics

Questions

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Building

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Discussion Topics

end

DAR 12-16-21 Topics

CONTEXT / QUALITY AND RESILIENCE

1. Site and Phased Development

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

2. Massing and Articulation

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

PUBLIC REALM

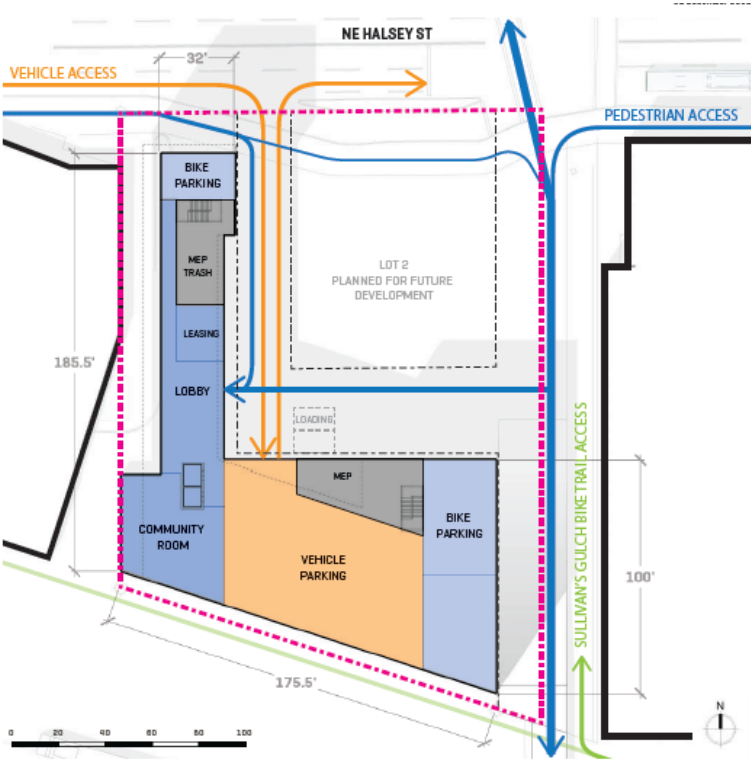
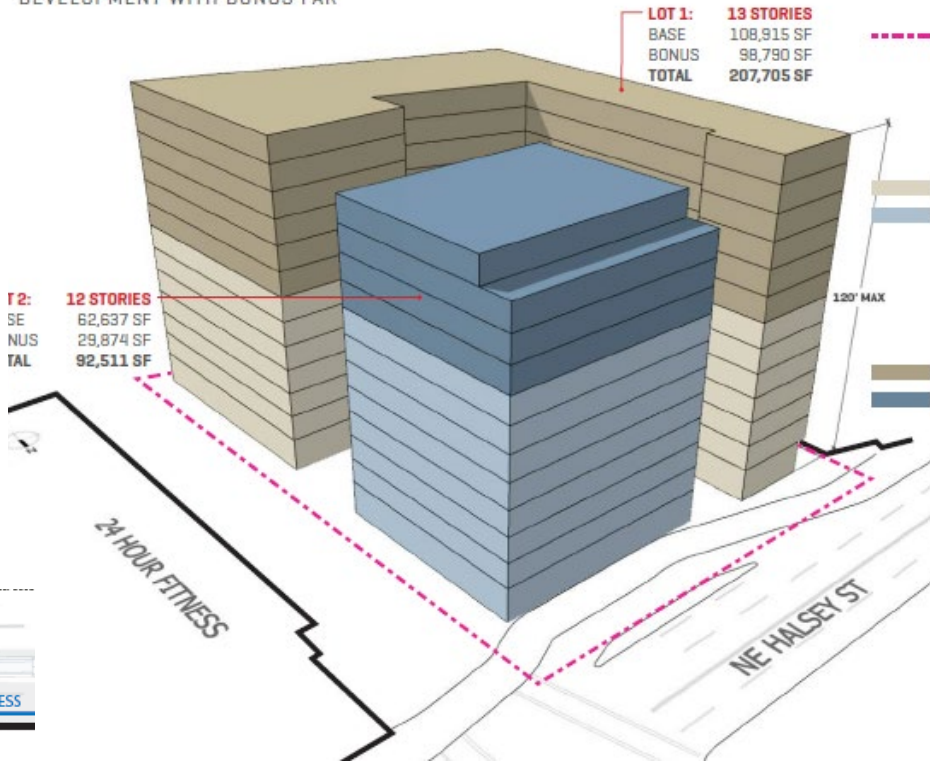
3. Outdoor/ Common Area requirement

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

4. Ground Floor Activation

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

SITE CONSTRAINTS
DEVELOPMENT WITH BONUS FAR



Discussion Topics

CONTEXT / PUBLIC REALM / QUALITY AND RESILIENCE

5. Modifications Considered Through Design Review

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

33.825.040 Modifications That Will Better Meet Design Review Requirements

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

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

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

Discussion Topics

CONTEXT / QUALITY AND RESILIENCE

1. Site and Phased Development

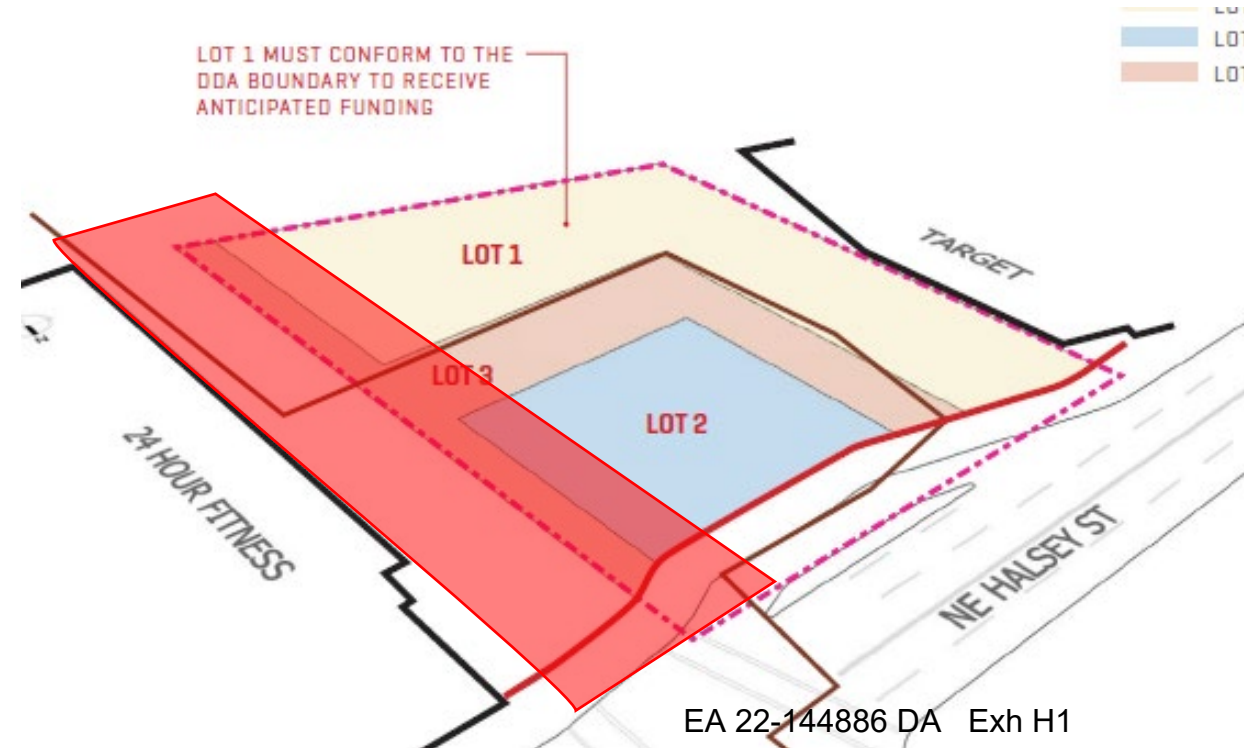
a. NE 42nd Avenue Street vacation and Replat for 3 lots

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



Portland Citywide Design Guidelines

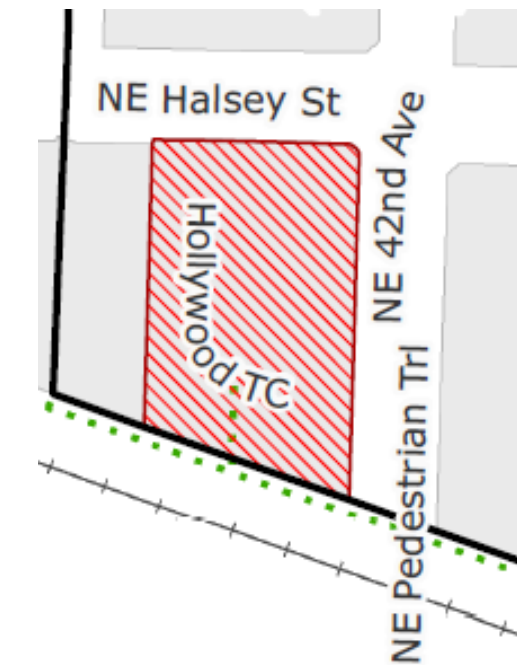
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CONTEXT / QUALITY AND RESILIENCE

1. Site and Phased Development

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

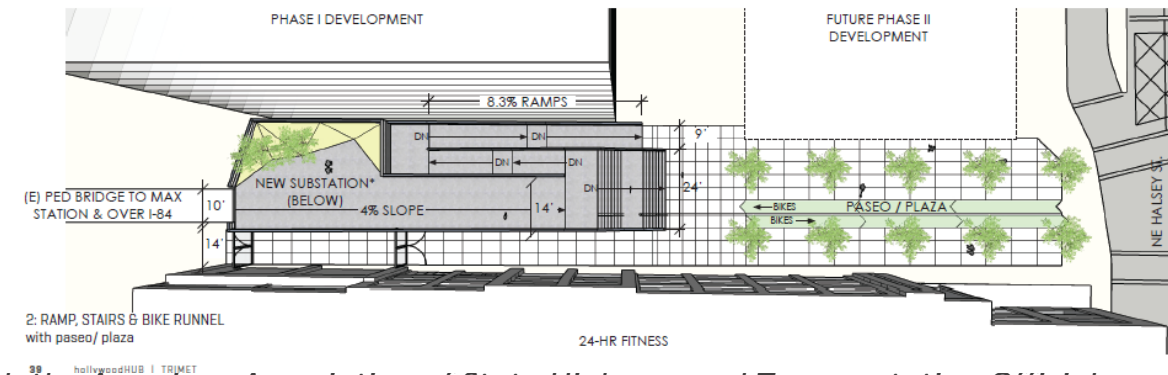


Adopted July 25, 20
Resolution 369

33.272.010 Purpose

The major public trail requirements are intended to:

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



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

PUBLIC REALM

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

Site

4. Site Circulation/ Infrastructure elements

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Building

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SITE PLAN DIAGRAM



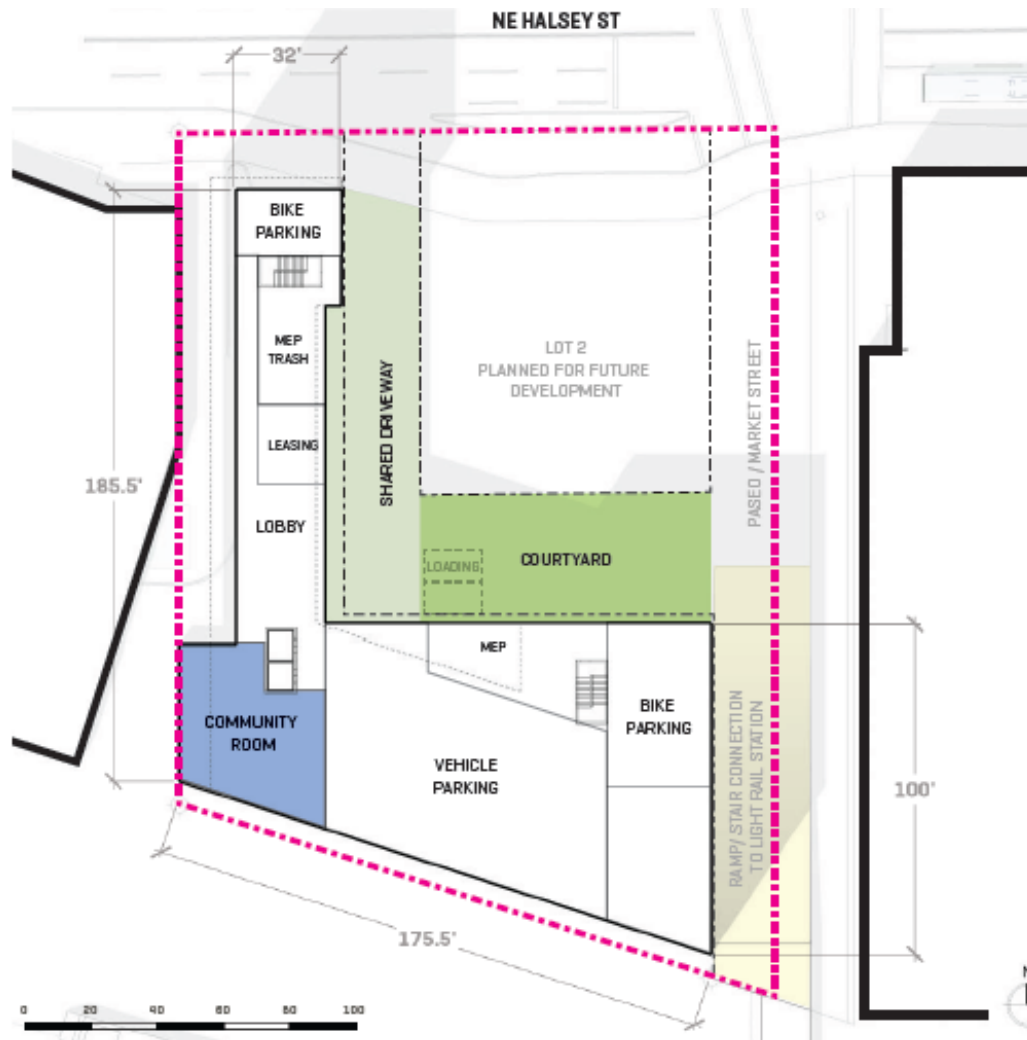
Discussion Topics

CONTEXT / QUALITY AND RESILIENCE

1. Site and Phased Development

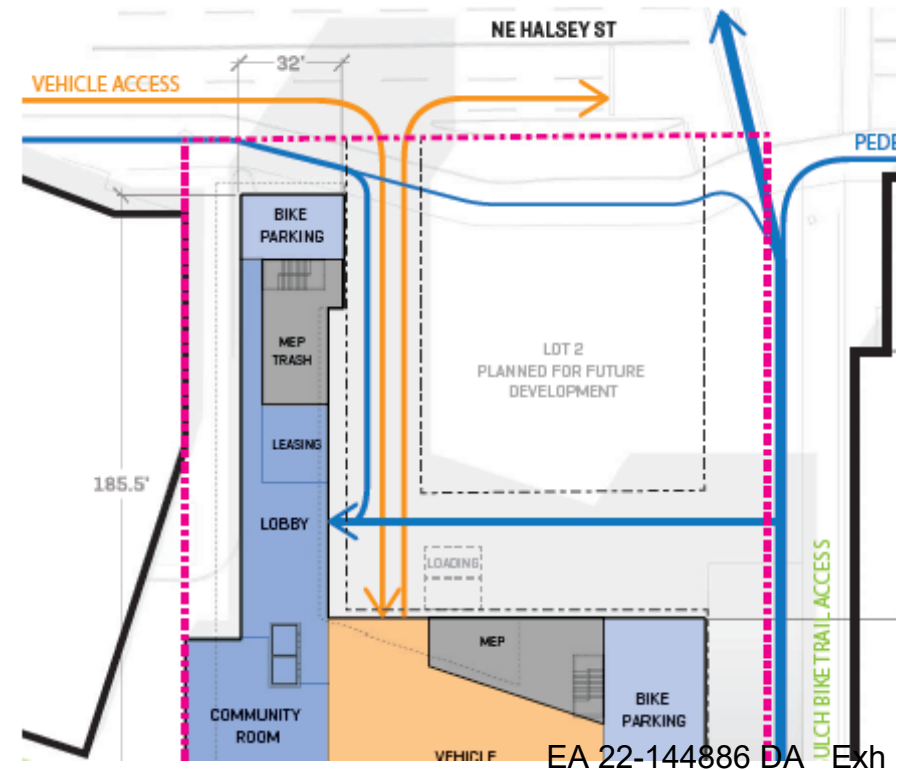
c. L-shaped concept for Woonerf and outdoor area plaza

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



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CONTEXT / QUALITY AND RESILIENCE

2. Massing and Articulation

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



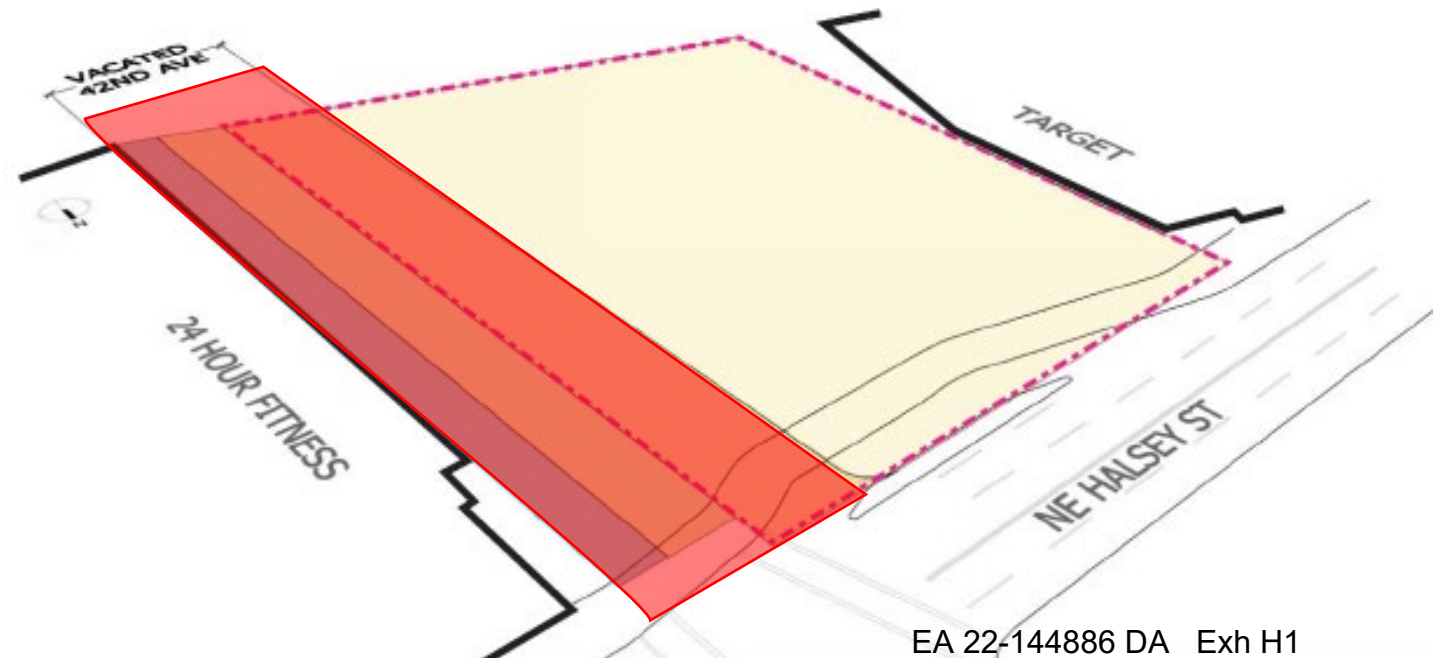
View from Halsey and 42nd intersection looking south



View from pedestrian overpass looking northwest

Portland Citywide Design Guidelines

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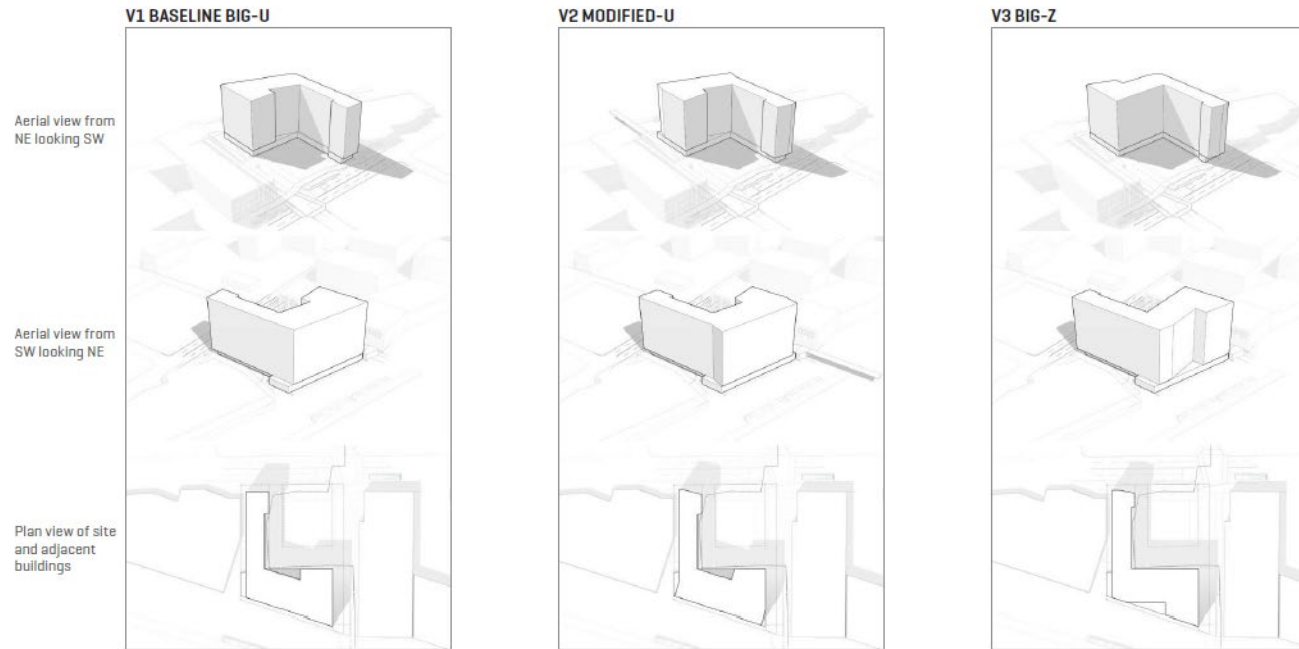


CONTEXT / QUALITY AND RESILIENCE

2. Massing and Articulation

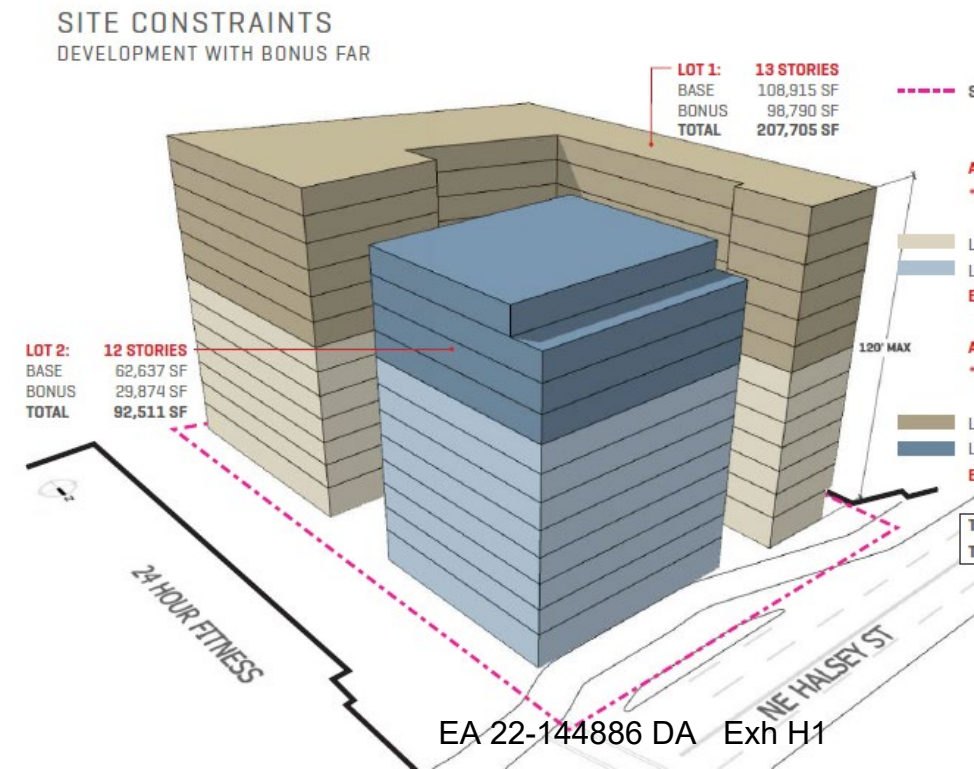
b. Sculpting/ Articulation opportunities

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



Portland Citywide Design Guidelines

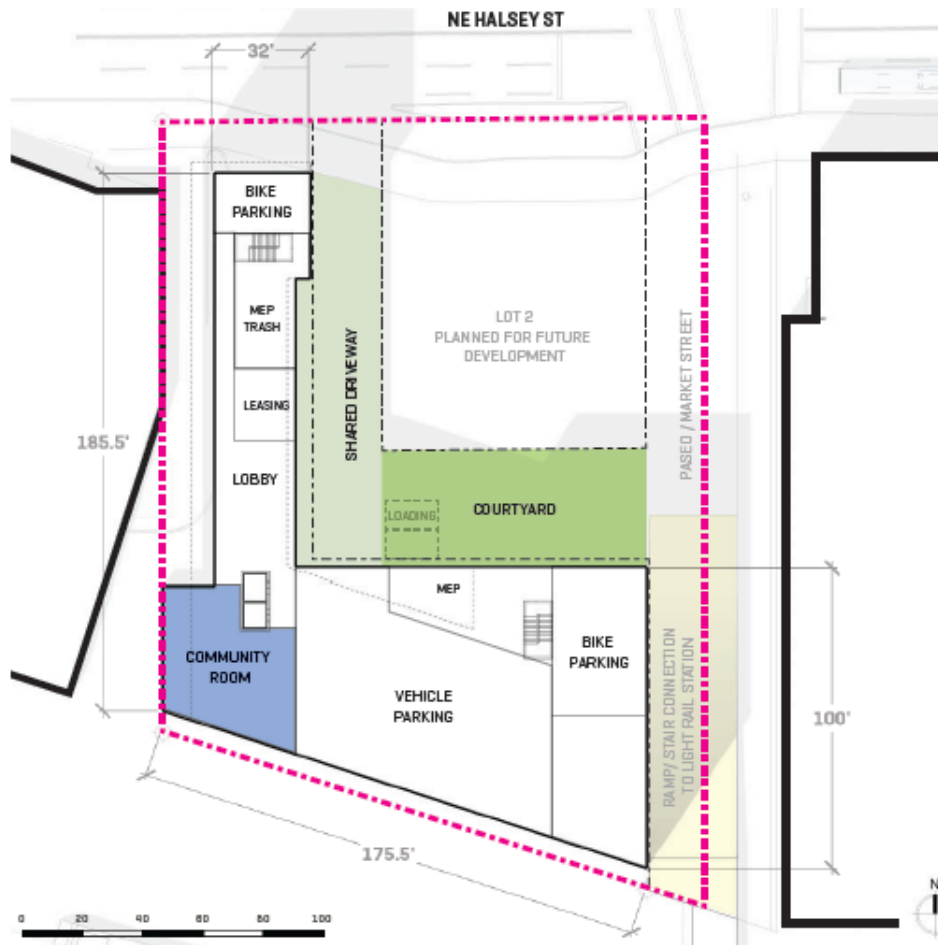
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- 07: Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design;**
- 08: Design for quality, using enduring materials and strategies with a coherent approach; and**
- 09: Design for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city.**



PUBLIC REALM

3. Outdoor Area Requirement

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



Portland Citywide Design Guidelines

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

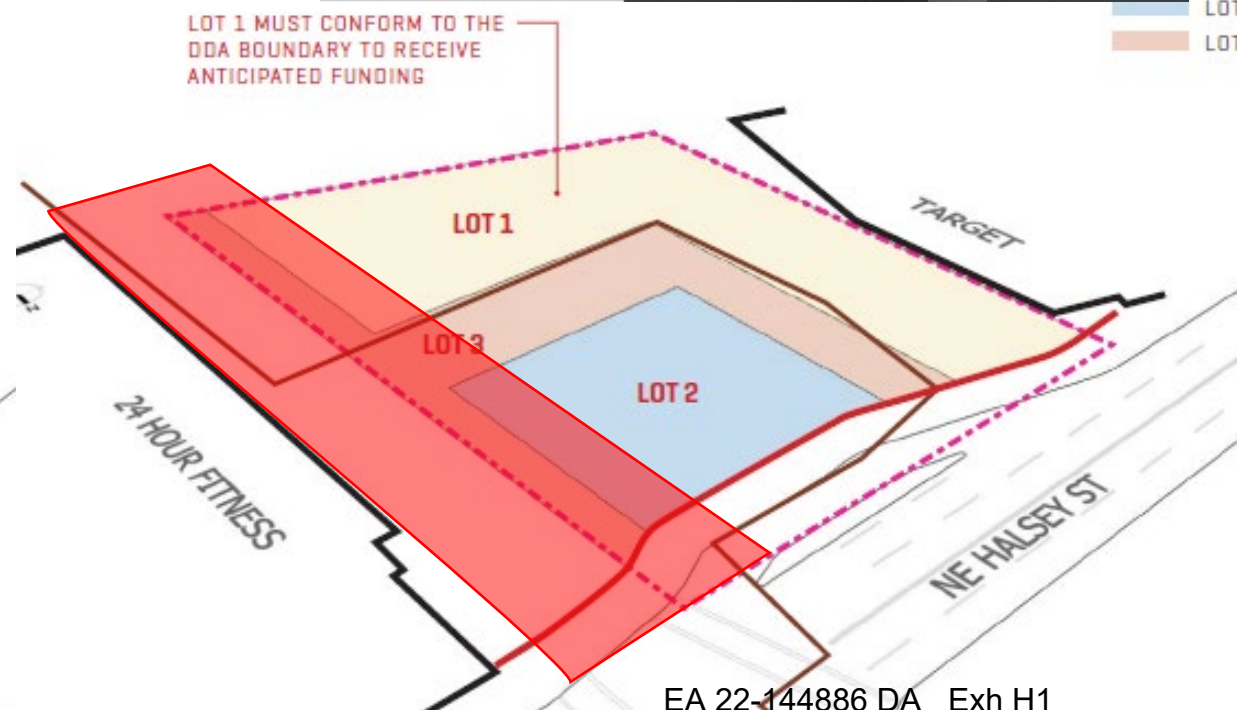
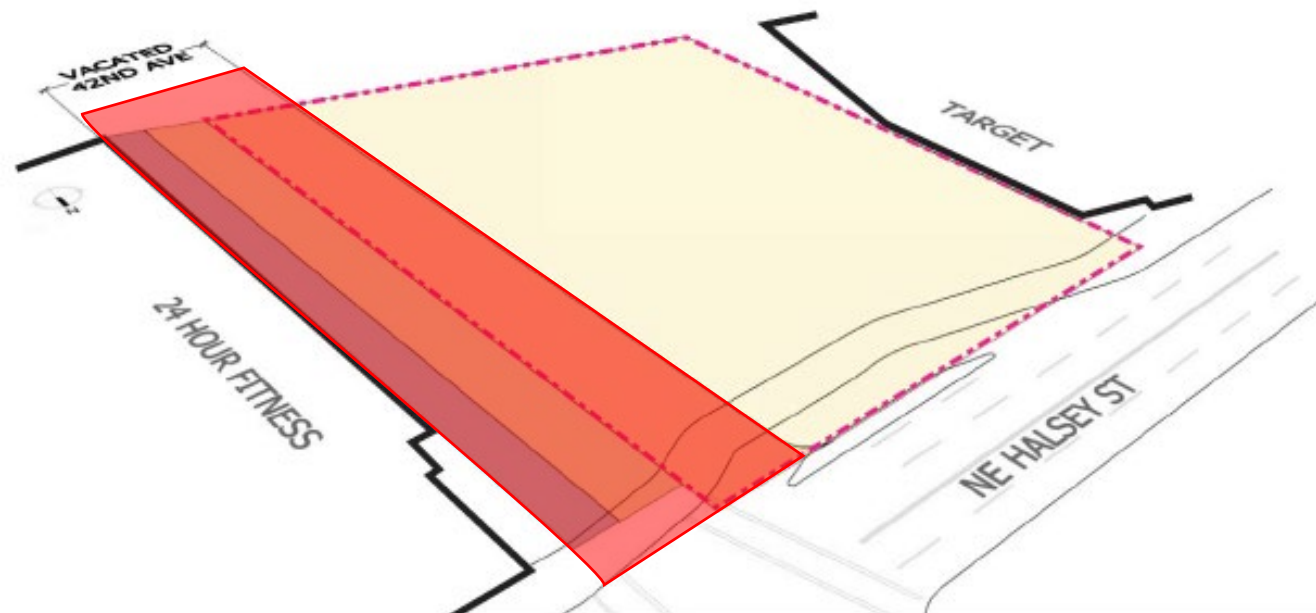


CONTEXT / QUALITY AND RESILIENCE – **Bob Haley, PBOT**

1. Site and Phased Development

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

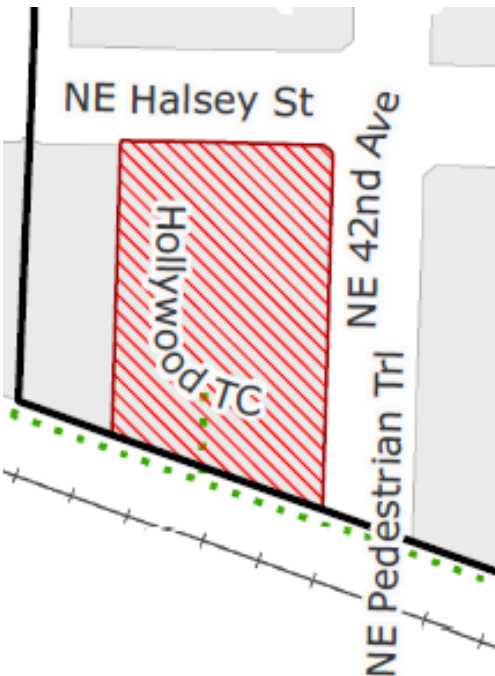
- Lot configuration and general concept of preserving building land for future NE Halsey Street fronting lot – proposed at 100'x100'
 - Building “rear” L-shaped housing first triggers Modifications
 - *33.130.215 Setbacks/ 33.415.320 Maximum Building Setback, required maximum of 10' for 70% of the building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



Katie Dunham, PPR

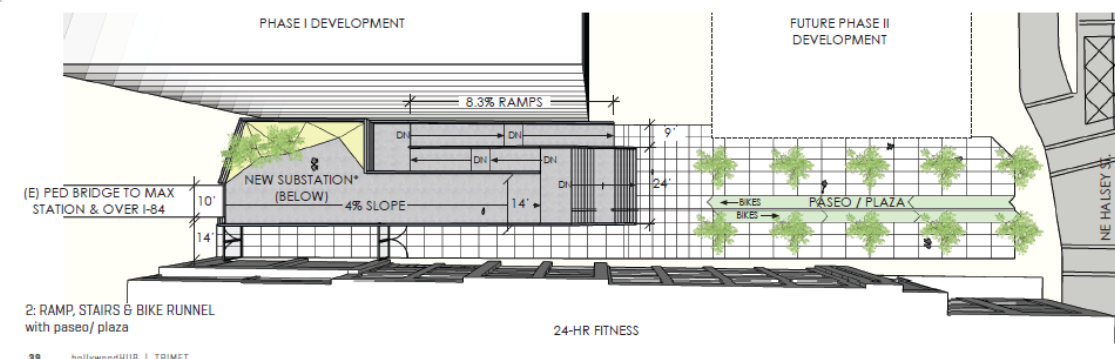
1. Site and Phased Development

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



Adopted July 25, 2012
Resolution 36947

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



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

EA 22-144886 DA Exh H1

EA 22- 144886 DA – Hollywood HUB Housing

ATTENDEES - TESTIFIERS IN RED (subject to change)

FIRST NAME	LAST NAME	EMAIL	ADDRESS	CITY	ZIP	ARE YOU ATTENDING FOR:	WOULD YOU LIKE TO TESTIFY	FOR OR AGAINST
Duncan	Hwang	duncan@apano.org	8536 NE Pacific St	Portland	97220	YES	YES	FOR
Monse	Fonseca	mfonseca@holstarc.com	123 NE 3rd Ave Suite 310	Portland	97232	YES	NO	N/A
Karen	Karlsson	karen@klkarlsson.com	906 NW 23rd Ave	Portland	97210	YES	NO	N/A
Steffi	McDonald	smcdonald@deainc.com	2100 S River Parkway	Portland	97201	YES	NO	FOR
Libby	Winter	winterli@trimet.org	1800 SW 1st Suite 300	Portland	97201	YES	NO, N/A	N/A
Cameron	Grile	cameron.grile@deainc.com	2100 S River Parkway, Suite 100	Portland	97201	YES	NO	N/A
Doug	Bean	dougb@dougbbean.com	PO Box 2519	Portland	97208	YES	NO	N/A
Joanna	Schwartz	joanna@mayerreed.com	319 SW Washington Street, Suite 820	Portland	97204	YES	NO	FOR
Jessie	Nutz	jessienutz@gmail.com	1650 NE 32nd Ave, Apt 406	Portland	97232	YES	NO	FOR
katu	news	newstips@katu.com	2153 ne sandy blvd	portland	97201	YES	N/A	N/A
Alex	Jensen	ajensen@djcoregon.com	12865 126th Ave	Happy Valley	97086	YES	N/A	N/A
Martin	Leung	mleung@bridgehousing.com	600 California St	San Francisco	94108	YES	NO	N/A
Masaye	Hoshide	masaye.hoshide@portlandoregon.gov	1900 SW 4th Ave, Suite 7007	portland	97201	YES	NO	FOR