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

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

RECORDER
Please stamp the County Recorder's copy of the recording sheet and return with the attached decision to City of Portland, BDS 299/5000/BDS LUR

Multnomah County Official Records
E Murray, Deputy Clerk

2023-025989
04/28/2023 02:08:40 PM

LUA-LUA Pgs=8 Stn=68 ATJN
$40.00 $11.00 $60.00

$111.00

# FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON April 6, 2023

## CASE FILE NUMBER: LU 23-004591 DZM
## PC # PC # 21-105637
## Hollywood HUB Housing

**BUREAU OF DEVELOPMENT SERVICES STAFF**: Tim Heron 503-823-7726 / Tim.Heron@portlandoregon.gov

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website http://www.portlandonline.com/bds/index.cfm?c=46429. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

### GENERAL INFORMATION

**Applicant:** Dave Otte, Holst Architecture, dotte@holstarc.com
123 NE 3rd Ave., #310
Portland, OR 97232

**Owner:** Tri-County Metro Trans Dist of Oregon
4012 SE 17th Ave
Portland, OR 97202-3940

| | |
|---|---|
| **Owner's Agent:** | Fiona Lyon, Trimet<br>1800 SW 1st Avenue, Suite 300<br>Portland, OR 97201 |
| **Party of Interest:** | Masaye Hoshide, Portland Housing Bureau<br>1900 SW 4th Ave., Ste 7007<br>Portland, OR 97201 |
| **Developer:** | Sarah Schubert, Bridge Housing Corporation<br>1631 NE Broadway Pmb #153<br>Portland, OR 97232 |
| **Site Address:** | 4110 NE HALSEY ST |
| **Legal Description:** | BLOCK 44 LOT 9-13, LAURELHURST |
| **Tax Account No.:** | R479107630 |
| **State ID No.:** | 1N1E36AA 00100 |
| **Quarter Section:** | 2934 |
| **Neighborhood:** | Hollywood, contact Jo Schaefer at jaschaef@comcast.net |
| **Business District:** | Hollywood Boosters, contact hollywoodboosters@gmail.com |
| **District Coalition:** | Central Northeast Neighbors, contact Alison Stoll at alisons@cnncoalition.org |
| **Plan District:** | Hollywood - Subdistrict A |
| **Zoning:** | CM3d,m – Commercial-Mixed Use 3, design overlay, main street overlay |
| **Case Type:** | DZM – Design Review [DZ] with Modification [M] |
| **Procedure:** | Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council. |

**Proposal:**
The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete and aluminum storefront windows.

Resident parking and loading access [5 resident stalls and two Type Bs] are proposed from NE Halsey Street, adjacent to the existing Target retail store access.

Modification considered through Design Review
1. 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

Because the proposal is for new development in the design overlay zone, Design Review is required.

**Relevant Approval Criteria:**
In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are:

- *Portland Citywide Design Guidelines*

- *Modifications considered through Design Review [PZC 33.825.040]*

## CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. As demonstrated in the findings above, the proposal meets the applicable design guidelines and therefore warrants approval.

## DESIGN COMMISSION DECISION

**Approval** for a new 12-story, 224-unit, 223,000 SF affordable housing project.

**Approval** for Modification to 33.130.225 Landscaped Areas to reduce the minimum required 15% landscape area to 8%.

**Approval** per Exhibits C-1 through C-52, signed and dated on April 6, 2023, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (B through F) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 23-004591 DZM". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

D. The driveway is subject to the conditions of approval of Driveway Design Exception (DDE) in 22-197144 TR.

E. As a condition of building permit approval, the required dedications and street improvements associated with the City initiated street vacation of NE 42nd shown in public works plans TB0156 and TB0160, the dedications must have been completed and an indemnity agreement with PBOT ensuring the frontage improvements are constructed must be provided to the acceptance of the City Engineer.

F. As a condition of building permit approval, the applicant must have accepted the "off the shelf" TDM plan or receive approval of a custom TDM.

==========

**By:** _____
Brian McCarter, Design Commission Chair

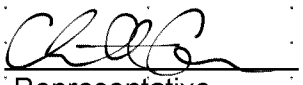
Application Filed: **January 13, 2023**
Decision Filed: April 6, 2023
Decision Rendered: April 6, 2023
Decision Mailed: **April 13, 2023**

**Last date to Appeal: April 27, 2023 by 4:30 pm**
**Effective Date (if no appeal): April 28, 2023 Decision may be recorded on this date**

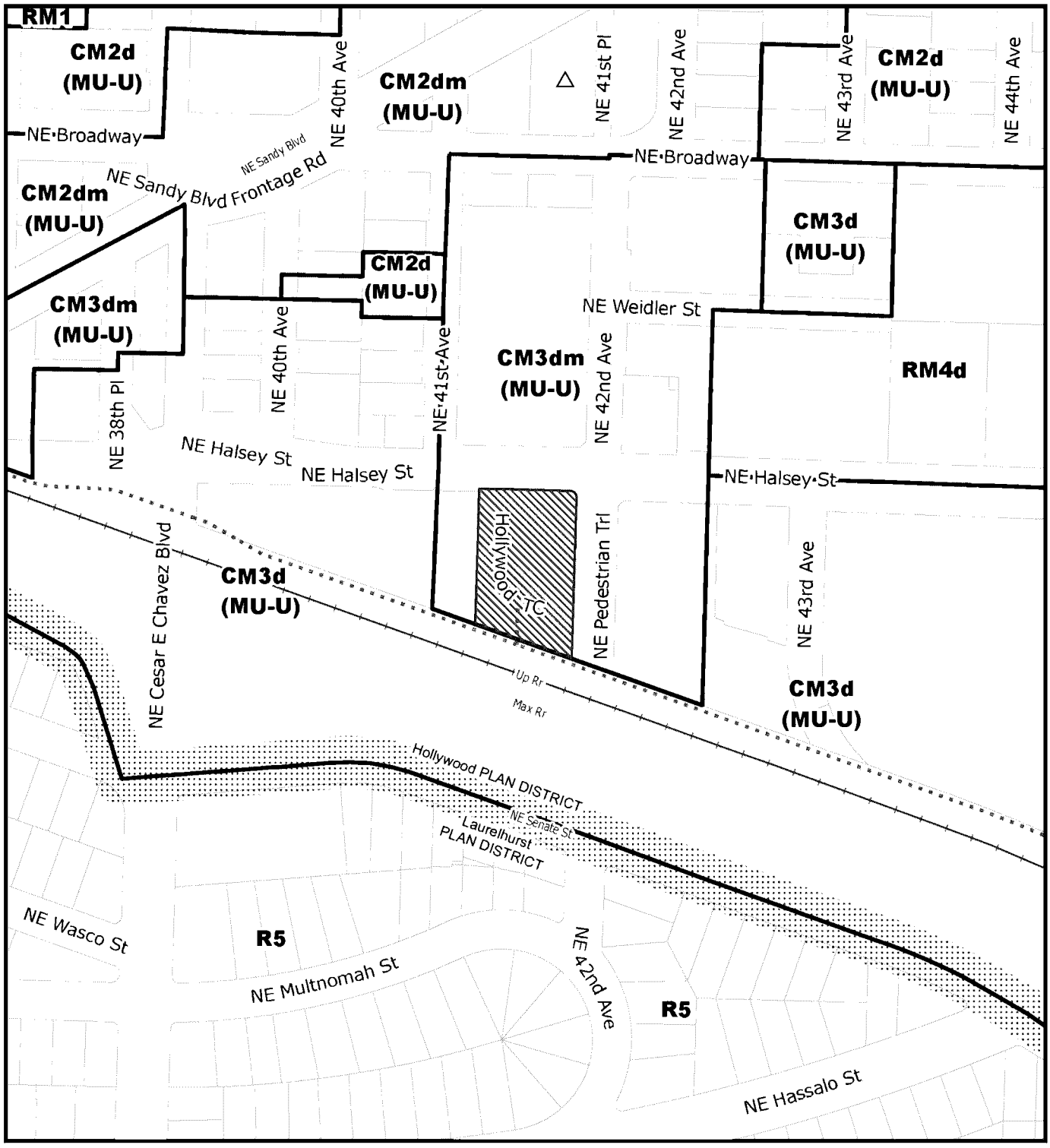
**Kimberly Tallant, Principal Planner**

**City of Portland**
Bureau of Development Services
1900 SW Fourth Ave, #5000
Portland, OR 97201

Date: April 28, 2023



Representative



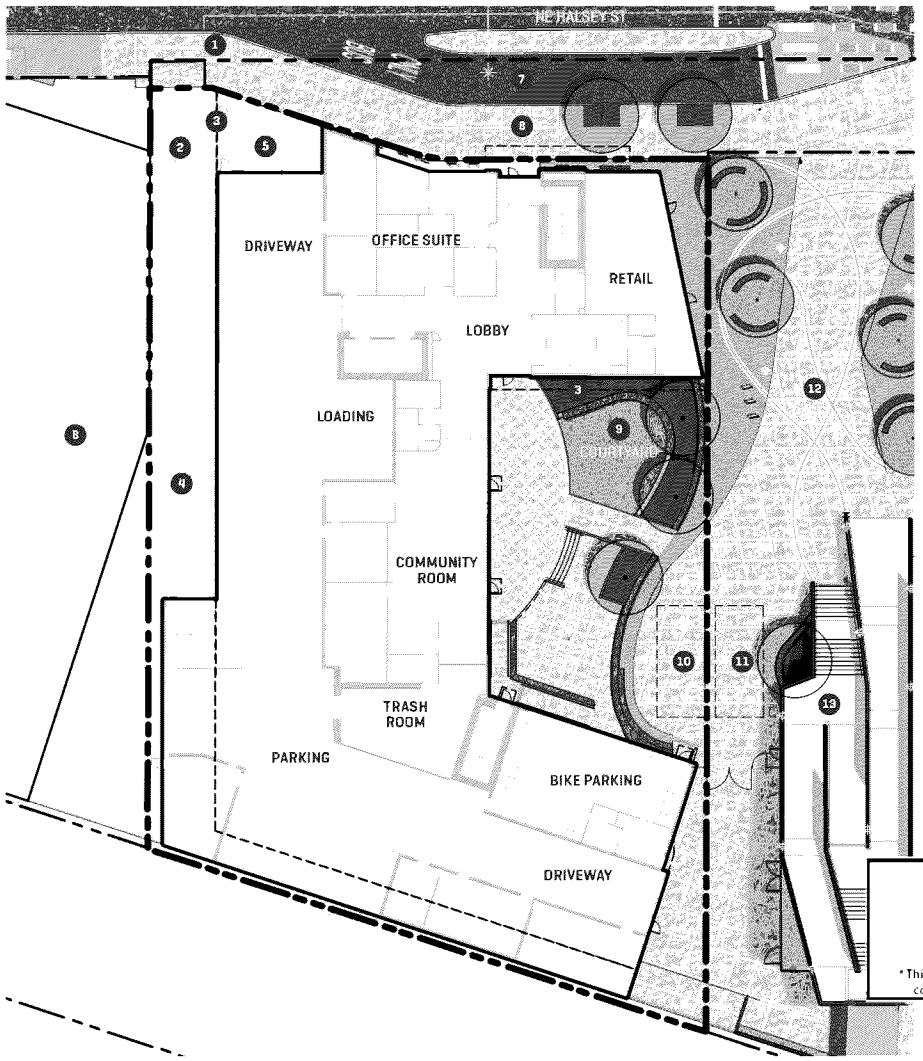

For Zoning Code in Effect Post October 1, 2022

# ZONING

THIS SITE LIES WITHIN THE:
HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT

- Site
- Plan District
- △ Historic Landmark
- Recreational Trails

| | |
|---|---|
| File No. | LU 23 - 004591 DZM |
| 1/4 Section | 2934 |
| Scale | 1 inch =200 feet |
| State ID | 1N1E36AA 100 |
| Exhibit | B Jan 17, 2023 |




LEGEND

1. MODIFIED CURB CUT, REFERENCE CIVIL
2. EXISTING ACCESS EASEMENT
3. BUILDING OVERHANG, ABOVE
4. EXISTING TARGET RAMP & RETAINING WALL TO REMAIN
5. PARKING ACCESS (TWO-WAY)
6. TARGET
7. HALSEY TRANSIT BUS PULL-OFF BY OTHERS
8. RIGHT-OF-WAY IMPROVEMENTS, BY OTHER
9. COURTYARD - REFERENCE LANDSCAPE
10. TRANSFORMER VAULT REFERENCE ELECTRICAL
11. TRANSFORMER VAULT BY OTHERS
12. PASEO IMPROVEMENT BY OTHERS
13. STAIR CONNECTION TO MAX PLATFORM BY OTHERS

DESIGN REVIEW SITE BOUNDARY

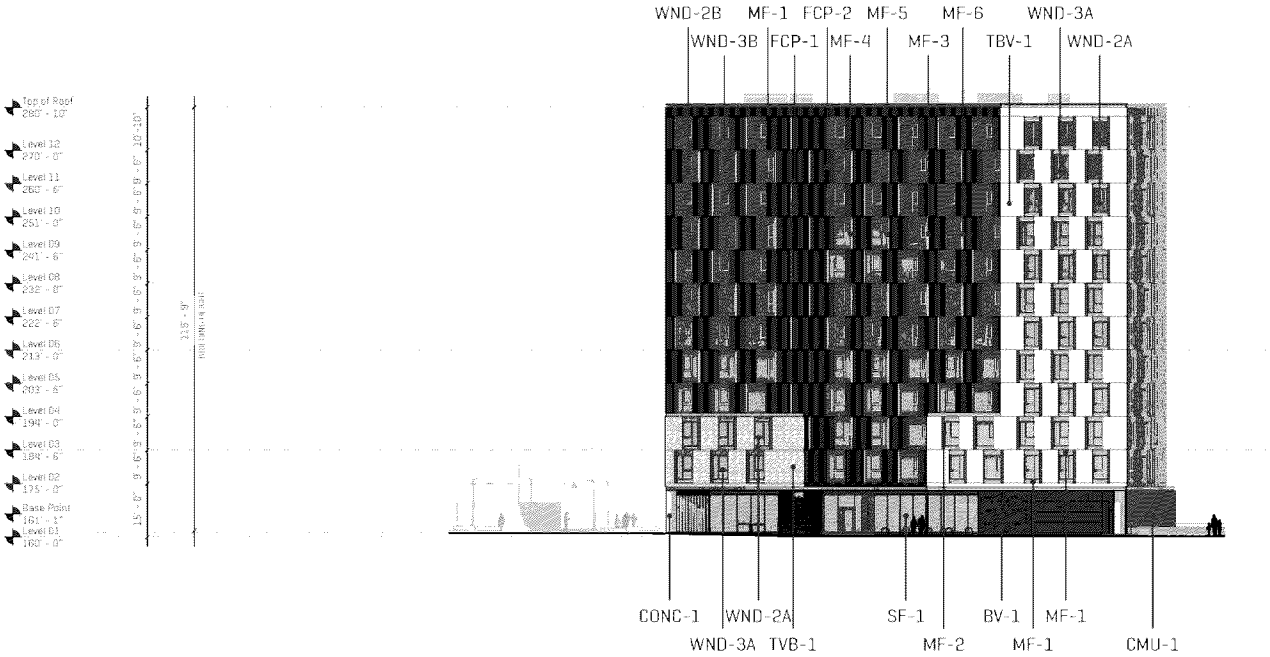
*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : SITE PLAN
LU NO. LU 23-004591 DZM
sheet : C.3







"Approved"
City of Portland
Bureau of Development Services

Planner _____

Date **4-6-2023**

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



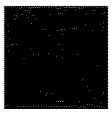


**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units

**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel, Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



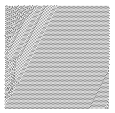
**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

HOLST

HOLLYWOOD HUB
4310 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW

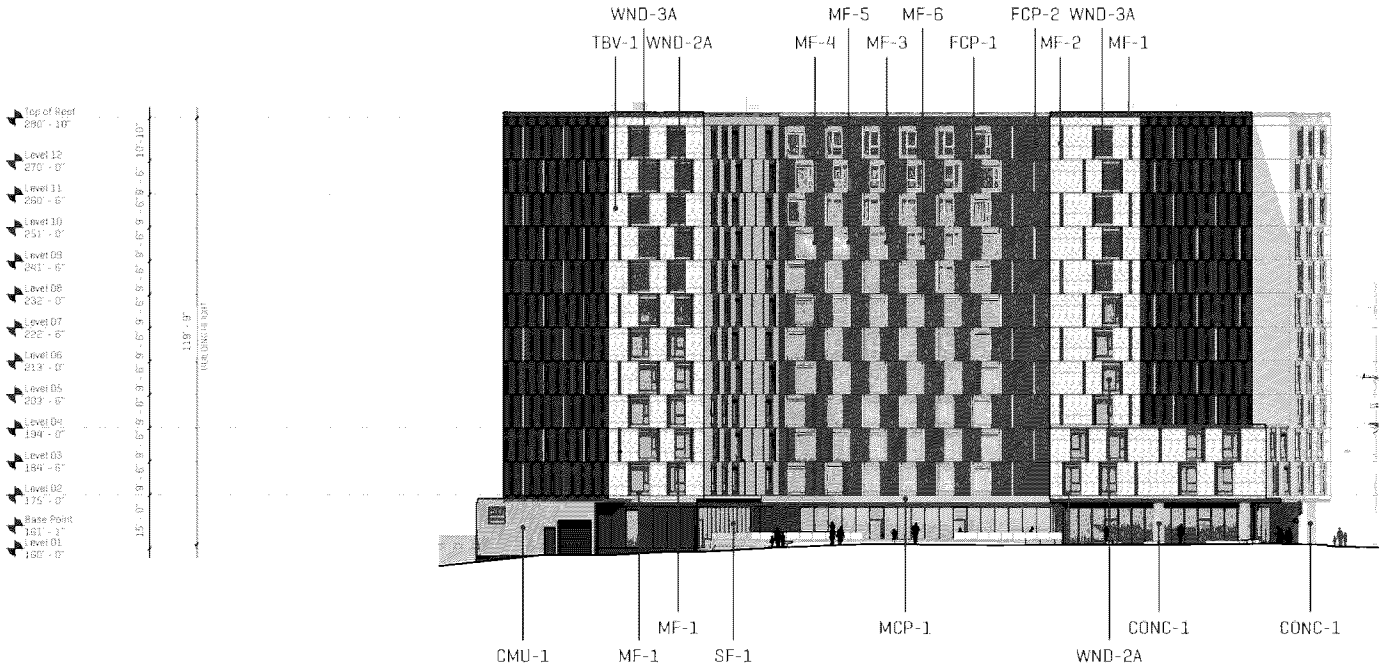
DATE: 03.22.2023

title : ELEVATION - RENDERED - NORTH

LU NO. LU 23-004591 DZM

sheet : C.8

EAST




*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

| BV-1 | CMU-1 | CONC-1 | FCP-1 | FCP-2 | MCP-1 | MF-1 | MF-2 | MF-3 | MF-4 | MF-5 | MF-6 | SF-1 | TBV-1 | WND-XA | WND-XB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Brick Masonry Veneer, Dark Iron Spot | Concrete Masonry Units | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | Fiber Cementitious Panel, Cashmere Smooth - Charcoal Color | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | Metal Composite Panel, Charcoal Color | Metal Flashing T/M, Charcoal Color | Metal Flashing T/M FCP-2, Matte Black Color | (green #1) Metal Flashing | (green#2) Metal Flashing | (green#3) Metal Flashing | (green#4) Metal Flashing | Aluminium Storefront and Entrances, Standard Charcoal Color | Thin Brick Veneer: Modified Granite | Commercial Vinyl Window, Anthracite Gray Color | Commercial Vinyl Window, Oak Malt Color |

HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : ELEVATION - RENDERED - EAST
LU NO. LU 23-004591 DZM
sheet : C.9

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

# FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON April 6, 2023

## CASE FILE NUMBER: LU 23-004591 DZM
## PC # PC # 21-105637
## Hollywood HUB Housing

**BUREAU OF DEVELOPMENT SERVICES STAFF**: Tim Heron 503-823-7726 / Tim.Heron@portlandoregon.gov

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website http://www.portlandonline.com/bds/index.cfm?c=46429. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

## GENERAL INFORMATION

**Applicant:** Dave Otte, Holst Architecture, dotte@holstarc.com
123 NE 3rd Ave., #310
Portland, OR 97232

**Owner:** Tri-County Metro Trans Dist of Oregon
4012 SE 17th Ave
Portland, OR 97202-3940

**Owner's Agent:** Fiona Lyon, Trimet
1800 SW 1st Avenue, Suite 300
Portland, OR 97201

**Party of Interest:** Masaye Hoshide, Portland Housing Bureau
1900 SW 4th Ave., Ste 7007
Portland, OR 97201

**Developer:** Sarah Schubert, Bridge Housing Corporation
1631 NE Broadway Pmb #153
Portland, OR 97232

**Site Address:** 4110 NE HALSEY ST

**Legal Description:** BLOCK 44 LOT 9-13, LAURELHURST
**Tax Account No.:** R479107630
**State ID No.:** 1N1E36AA 00100
**Quarter Section:** 2934

**Neighborhood:** Hollywood, contact Jo Schaefer at jaschaef@comcast.net
**Business District:** Hollywood Boosters, contact hollywoodboosters@gmail.com
**District Coalition:** Central Northeast Neighbors, contact Alison Stoll at alisons@cnncoalition.org

**Plan District:** Hollywood - Subdistrict A
**Zoning:** CM3d,m – Commercial-Mixed Use 3, design overlay, main street overlay

**Case Type:** DZM – Design Review [DZ] with Modification [M]
**Procedure:** Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:**
The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete and aluminum storefront windows.

Resident parking and loading access [5 resident stalls and two Type Bs] are proposed from NE Halsey Street, adjacent to the existing Target retail store access.

Modification considered through Design Review
1. 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

Because the proposal is for new development in the design overlay zone, Design Review is required.

**Relevant Approval Criteria:**
In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are:

- *Portland Citywide Design Guidelines*
- *Modifications considered through Design Review [PZC 33.825.040]*

## ANALYSIS

**Site and Vicinity:** The site is located at the southern boundary of the Hollywood Pedestrian District and Plan District. The site is located on the south side of NE Halsey and bounded by the Target retail store the west, Banfield Freeway (I-84) to the south and the 24-hour fitness and office building to the east. The abutting rights-of-way are designated as follows:
- NE Halsey is a Major Transit Priority Street,
- I-84 is a Regional Transit Way, and
- NE 42nd Avenue [which is being vacated, City Council hearing May 10, 2023].

The site is on existing the Hollywood Transit Center where the proposed housing will be constructed [subject review], and the soon to be vacated NE 42nd Ave right-of-way on which the stramp and paseo will be constructed under separate applications [LU 23-003912 DZ and R/W #9263, VAC #10134].

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.

**Zoning:** The **Commercial/Mixed Use 3 (CM3)** zone is a large-scale zone intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, along civic corridors, and in locations close to the Central City. It is intended to be an intensely urban zone and is not appropriate for sites where adjacent properties have single-dwelling residential zoning. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to six stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, with buildings that contribute to an urban environment with a strong street edge of buildings. The scale of development is intended to be larger than what is allowed in lower intensity commercial/mixed use and residential zones.

The **Hollywood Plan District (PZC 33.526)** 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.

The **"d" overlay (PZC 33.420)** promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

**Land Use History:** City records indicate that prior land use reviews include the following:

- LUR 95-00388 AD: Approval to reduce the amount of lot coverage of the buildings to 20 percent and to increase the distance from the street property line (Halsey Street) to the front of the building to 130 feet.
- LU 05-104186 DZ AD: Approval of a mixed-use development including three structures with vehicle access from NE Halsey Street consisting of a four-story parking structure with 227 parking spaces, a three-story and a five-story office building; and Approval of Adjustment request to reduce the four required loading stalls to two.
- LU 05-166579 DZ: Approval of the signage proposal. The proposed signage included four new exterior wall mounted signs.

- LU 07-131430 DZ: Approval of new internally illuminated sign, located on-center of the eastern window bay of the office building.
- LU 16-182422 LC: Approval of a Lot Consolidation to create one parcel (Parcel 1) of historic block 45 (lots 1-4), block 46 (lots 1-6 and portion of Lot 7) of Laurelhurst and the vacated areas within NE Clackamas St.
- LU 17-253736 DZ: Approval of a new operator restroom and exterior additions at Hollywood Transit Center
- LU 23-003912 DZ: Approval of a new pedestrian and bicycle connection between NE Halsey and the ODOT pedestrian bridge accessing the Hollywood light rail station and the Laurelhurst neighborhood to the south. Approval includes a public plaza, a space to honor lives lost and all those impacted by the attacks on May 26, 2017 at the Hollywood MAX Station, and an accessway for the future Sullivan's Gulch Regional Trail access and maintenance vehicle access for the Bureau of Environmental Services.

**Agency Review:** A "Notice of proposal in Your Neighborhood" was mailed **March 17, 2023**. The following Bureaus have responded with no issue or concerns or added Conditions:

- The Bureau of Environmental Services responded with comments. Please see Exhibit E-1 for additional details.

- The Bureau of Transportation Engineering responded with comments and Conditions of Approval. Please see Exhibit E-2 for additional details. Conditions of Approval include:

    - The driveway is subject to the conditions of approval of Driveway Design Exception (DDE) in 22-197144 TR.

    - As a condition of building permit approval, the required dedications and street improvements associated with the City initiated street vacation of NE 42nd showed in public works plans TB0156 and TB0160, the dedications must have been completed and an indemnity agreement with PBOT ensuring the frontage improvements are constructed must be provided to the acceptance of the City Engineer.

    - As a condition of building permit approval, the applicant must have accepted the "off the shelf" TDM plan or receive approval of a custom TDM.

- The Fire Bureau responded with comments. Please see Exhibit E-3 for additional details.

- The Bureau of Parks-Forestry Division responded with comments. Please see Exhibit E-4 for additional details.

- The Life Safety Section of BDS responded with comments. Please see Exhibit E-5 for additional details.

- The Site Development Section of BDS responded with comments. Please see Exhibit E-6 for additional details.

- The Water Bureau responded with comments. Please see Exhibit E-7 for additional details.

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **March 17, 2023**. No written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

**Procedural History:** The application was submitted on January 13, 2023 and the applicant requested it be deemed complete on February 16, 2023. The public hearing was scheduled for April 6, 2023, which is within 51 days of the complete date as required by Code. On April 6, 2023 the Portland Design Commission unanimously approved the proposal 6:0.

## ZONING CODE APPROVAL CRITERIA

### (1) Chapter 33.825 Design Review

**Section 33.825.010 Purpose of Design Review**
Design review implements the Design overlay zone, strengthening these areas as places designed for people. Design review supports development that builds on context, contributes to the public realm, and provides high quality and resilient buildings and public spaces.

**Section 33.825.055 Design Review Approval Criteria**
A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

> **Findings:** The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Portland Citywide Design Guidelines.

**Portland Citywide Design Guidelines**
The Portland Citywide Design Guidelines consist of a set of guidelines for design cases in community planning areas outside of the Central City. The Portland Community Design Guidelines focus on three tenets: **Context,** balancing the aspirations of the future desired character with today's setting; **Public Realm**, strengthening a building and site's relationship with the public rights-of-way and open spaces; and **Quality And Resilience,** underscoring holistic site and building designs that benefit people and climate.

**CONTEXT GUIDELINES 01-03:** BUILD ON CONTEXT BY ENHANCING THE DISTINCTIVE PHYSICAL, NATURAL, HISTORIC AND CULTURAL QUALITIES OF THE LOCATION WHILE ACCOMMODATING GROWTH AND CHANGE.

**01: Build on the character, local identity, and aspiration of the place.**
Possible design approaches may include, but are not limited to:
- Community - Relating to the local community's identity, history, and cultural values and places.
- Architecture - Taking cues from desired character of existing architecture.
- Nature - Reflecting and enhancing local natural resources such as rivers, streams, buttes and vegetation.

**Findings:** The Hollywood Plan District strives to be an urban center of mixed-use development including commercial, office, housing, and recreation. It is both a commercial and residential center that promotes the use of light rail, bus transit, and walking. Hollywood is home to many small, comfortable pedestrian sanctuaries which give it a vibrant pedestrian experience.

The Hollywood HUB design builds on the site's character, local identity, and aspiration of this place within the Hollywood neighborhood. It improves accessibility and maneuverability for pedestrians and bikes with thoughtful public placemaking strategies. The program compliments existing services and transit options, upholds a prominent street wall along Halsey, provides additional active-use and retail, and strengthens the pedestrian realm with a series of appropriately scaled outdoor public spaces.

Community: This project will greatly enhance the experience of its occupants, visitors, and people passing through. Retail is located at the northeast corner along Halsey and 42nd Ave at

the entry of the newly conceived TriMet public paseo. This retail location mirrors the existing condition of the adjacent 24hr fitness building and results in public space surrounded by active uses. The apartments at Hollywood HUB will be geared towards families earning between 30-60% AMI, and all will be affirmatively marketed to BIPOC families. Building amenities include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a vegetated central courtyard that is inviting and connected to the adjacent paseo/market street (built by TriMet, approved per LU 23-003912 DZ). Together these urban amenities serve not just the immediate Hollywood HUB residents but the greater Hollywood and Portland communities.

Architecture: The design thoughtfully integrates contextual materials, colors, and geometry found around the Hollywood district. This includes warm toned brick and masonry, bright color accents, and large windows. This project transforms the site into a truly transit-oriented development that maximizes height and density and delivers on the promise to develop this historically underutilized site with affordable housing.

Nature: Along with the recently approved TriMet paseo and stramp project, the proposal enhances the character of buildings in the plan district and helps encourage alternatives to auto-oriented uses and developments. It also builds on Portland's citywide local identity and aspirations of place by providing an accessible courtyard and green space for residents to enjoy.

*This guideline is met.*

**02: Create Positive Relationship with surroundings.**
Possible design approaches may include, but are not limited to:

- Building Massing - Developing effective placement and proportion of building massing toward adjacent lower-scale development and residential uses.
- Street Wall - Maintaining a vibrant street wall with continuous storefronts along historic main streets.
- Connectivity - Creating visual and physical links to adjacent pedestrian pathways and neighboring open spaces.
- Adjacent Historic Landmarks - Deferring to the neighboring historic landmark through massing and urban form.

**Findings:** The Hollywood HUB design creates positive relationships with the surrounding context by creating urban edges with an activated ground floor, consolidates parking and service access with the existing parking access for Target (on the west), and connects open spaces with open spaces.

By coupling the resident courtyard with the public paseo and stair/ramp structure (to the east), the open space is sited to maximize usability and benefit for both residents and community members accessing transit.

The building shape compliments this public space strategy with a C-shape plan that favors the primary mass towards the north/west/south on the site, which allows the public space east of the site to flow into a central courtyard.

The massing along Halsey incorporates a prominent street wall with significant ground floor glazing. Careful consideration was given to break up the tower with setbacks and material changes that help strengthen the main entry and give appropriate scale to the pedestrian experience.

The lobby connects through the building to amenity spaces and to the courtyard at a second entry, and ultimately to the TriMet public paseo and transit station.

*This guideline is met.*

**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:
- Natural Resources - Minimizing site disturbance and integrating topography and natural resources found on-site.
- Viewpoints - Integrating views to community points of interest.
- On-site Older Buildings and Historic Resources - Retaining existing older buildings and historic resources.
- Social and Cultural Significance - Incorporating a site's significant cultural or social history.

**Findings:** The project is adjacent to the recently approved redevelopment of the existing stairs and ramp to the pedestrian bridge over I-84 and access to the Hollywood light rail station [LU 23-003912 DZ]. The Hollywood neighborhood in the vicinity of this project has wide sidewalks with large pedestrian landings at the intersections. The project's design uniquely tailors to the opportunities specific to this site while echoing high-quality pedestrian zones nearby on NE 41st between NE Sandy and NE Broadway. The architecture will provide more visual and physical continuity between adjoining properties and rights-of-way.

The Hollywood HUB 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. Carving away the corners of the building that front the new Transit Station paseo increases view angles through the site, adds visual interest, and provides weather protection in areas around the ground floor. The Hollywood HUB building further enhances the proposed pedestrian improved stair and ramp design (to be built by TriMet) by connecting the courtyard visually and physically, offering places to sit and watch, play, and gather. The design also utilizes existing site topography (that drops off towards the south) to provide a future connection to the Sullivan's Gulch Bike Trail. This multi-use public space design strategy enhances the Hollywood station as a whole and will foster a new era of public activity at the site.

*This guideline is met.*

**PUBLIC REALM GUIDELINES 04-06:** CONTRIBUTE TO A PUBLIC HUMAN-SCALED REALM THAT ENCOURAGES SOCIAL INTERACTION AND FOSTERS INCLUSIVITY

**04: Design the sidewalk level of buildings to be active and human scaled.**
Possible design approaches may include, but are not limited to:
- Ground Floor Heights - Designing buildings with taller, more adaptable ground floors.
- Multiple Entries and Windows - Offering more than one entrance along the ground floors of buildings to provide "eyes on the street" and avoid blank expanses of walls.
- Weather Protection - Providing protection from wind, rain, and sun.
- Lighting - Enhancing safety and visibility for pedestrians and highlighting special building features.
- Residential Setbacks - Creating soft transitions while separating private spaces from public spaces.

**Findings:** The Hollywood HUB sidewalk level of the building is designed to be active and human scaled. This is accomplished through several strategies, including active uses located directly adjacent to the public sidewalk. Examples of this include prominent retail frontage anchoring the northeast corner; lobby access from both Halsey and from the courtyard,

community rooms, a bike hub, and resident support services all visually connected to the courtyard and paseo. Welcoming entries and carved corner elements will provide weather protection, opportunities for seating, and maximize views through the site. The ground floor facing Halsey, the paseo, and the courtyard offer high levels of visual permeability to make the surrounding public space feel safe and inviting.

The new building will knit the neighborhood streetscape together and make it a much more pedestrian friendly compared to the current condition. Exterior lighting is integrated into the building soffits and will enhance the carved spaces around the ground floor, the entrances, and at the bus stop on Halsey. The courtyard has a soft landscape buffer from the paseo which integrates seating and lighting to reinforce public and private space while feeling welcoming and inviting.

*This guideline is met.*

**05: Provide opportunities to pause, sit, and interact.**
Possible design approaches may include, but are not limited to:

- Seating - Providing a variety of seating types for passersby and building users.
- Integrate Bicycles - Designing open spaces that accommodate parking for bicycles.
- Art/Water - Designing spaces that can integrate opportunities for art, stormwater or water features.
- Enclosure - Offering a comfortable buffer and distinction from the public realm.
- Trees and Landscaping - Promoting health and wellness by helping to mitigate the effects of urban heat island.

**Findings:** The adjacent Paseo for the Hollywood Transit Center will provide eddy spaces for sitting, resting, eating, socializing, or experiencing city life. The Paseo is an intentional space allowing members of the public to move freely within the Paseo and between NE Halsey, and the Laurelhurst neighborhood via the stramp (stairs/ramp) and pedestrian bridge crossing I-84.

The Hollywood HUB design provides many opportunities to pause, sit and interact. A bus stop is integrated into the building mass overhang along Halsey adjacent to the main entry. The recessed ground floor tracks around the corners of the retail, paseo and courtyard to provide weather protection for pedestrians. These public and semi-public space elements create opportunities for fixed and flexible seating, buffers to define gathering spaces from through-ways and expand the sidewalk to provide moments of reflection and respite from the busy streetscape. The courtyard design has a variety of spaces for playing, gathering, viewing, and resting. A key area of note is the elevated patio that overlooks the south paseo where residents can view the public space and people passing through the paseo can sit along this edge on integrated benches.

*This guideline is met.*

**06: Integrate and minimize the impact of parking and building services.**
Possible design approaches may include, but are not limited to:

- Vehicles and Parking - Screening and buffering vehicle areas from pedestrians and integrating parking into the building design.
- Utilities, Trash and Recycling - Siting and screening utilities, trash, and recycling enclosures away from public realm.
- Vaults - Integrating and concealing vaults within open areas.
- Stormwater Planters - Integrating stormwater with multiple uses, such as buffering, placemaking, and seating opportunities.
- Long-Term Bicycle Parking - Designing bicycle parking to encourage use by adding bike lobbies and bike repair amenities.

**Findings**: The Hollywood HUB design integrates and minimizes the impact of parking and building services by combining the location of these program elements with the existing Target parking ramp. The parking garage entry uses as little building frontage as possible, and is sited in the least impactful portion of the site adjacent the Target parking ramp, mostly hidden from view. Trash and loading happen internally and share this same driveway. Building services are thoughtfully integrated to minimize impact on the pedestrian realm. The required water room and backflow preventer create a narrow band of brick to separate and buffer the driveway from the active-use glazed facades of the project. The required electrical transformer is located in a below-grade vault deep in the site and paired with the adjacent paseo project to maximize efficiencies and minimize impact to the pedestrian experience. Long term bike parking is situated at the intersection of the future bike trail access point and the paseo – the ideal location for bike commuters and transit riders alike.

*This guideline is met.*

**QUALITY AND RESILIENCE GUIDELINES 07-09:** PROMOTE QUALITY AND LONG-TERM RESILIENCE IN THE FACE OF CHANGING DEMOGRAPHICS, CLIMATE AND ECONOMY

**07: Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design.**
Possible design approaches may include, but are not limited to:
- Internal Open Spaces - Offering a variety of multi-functional spaces such as balconies, stoops, plazas, play areas, and passive sitting areas.
- Internal Connections - Creating safe and visible pedestrian circulation through sites.
- Vehicles Areas - Ensuring that vehicle areas do not impair the usability and enjoyment of the site.
- Solar Access - Providing solar access to open areas.
- Windows and Entries - Orienting windows and entries toward on-site circulation and open areas.

**Findings**: The site is designed to maintain comfort, safety, and dignity for all users through welcoming, accessible design. The Hollywood HUB design supports the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design.

The courtyard (internal open space) and paseo (external open space) provide a variety of multi-functional spaces for sitting, playing, and gathering. The internal open space includes a turf play area surrounded by curving benches and a soft canopy of trees to buffer it. This area is connected to seating areas and amenity spaces for gathering and hosting events. The internal open space (courtyard) is connected via a pathway to the external open space (paseo) where public seating is incorporated along the landscape buffer for the courtyard. This seated landscape buffer softens the edge and reinforce public and private space while feeling welcoming and inviting.

Windows and entries are oriented toward on-site circulation and open areas, and comfortable access through the site is provided with wide walkways, and multiple windows that will be well lit and active to feel welcoming and safe. Resident amenity and community spaces are linked by the courtyard, an outdoor amenity that includes seating, planters and trees, with multiple vantage points for visibility and legibility. The central public courtyard allows for eyes on the space and will act as an outdoor lounge. The courtyard connects directly to the paseo and TriMet ramp as well as through the lobby to Halsey. These active frontages are made possible by locating vehicle access and support services along the west and south edges of the site, as to not impede the active connections along Halsey and the adjacent paseo.

*This guideline is met.*

**08: Design for quality, using enduring materials and strategies with a coherent approach.**
Possible design approaches may include, but are not limited to:
- Unity - Expressing a clear and coherent design approach to unify building.
- Articulation - Highlighting function, hierarchy, or spaces through small breaks in form.
- Application of Exterior Materials - Expressing the building design with hierarchy, shifts or repetition.
- Quality of Materials - Providing quality, resilience, and durability in construction and execution of details.
- Building Openings - Offering permeability, depth, and texture.

**Findings**: The Hollywood HUB proposal is designed for quality and uses enduring materials and strategies with a coherent approach, while also being visually striking and unique. The proposed building form is a modern angular design while using time-tested materials like brick and metal to evoke quality and resilience. This is accentuated with deep overhangs to provide massing relief and visual contrast. The base of the project is carved away and glazed to accentuate and highlight the building's public edges. These elements are celebrated with glass and unique materials not used on the residential floors of the tower, such as dark brick and tall storefront glazing. On a large scale, this creates a visual contrast that draws your eye towards entrances and areas of activity at the ground level.

The tower facades employ a window pattern that implies movement, a reference to the kinetic nature of the site's location adjacent to the I-84 corridor and Union Pacific Railroad and TriMet MAX transit lines. The massing moves are simple but bold, the c-shape plan follows the general shape of the site, and the specific massing moves amplify the angular qualities and increase views through the site and giving the building a unique character. The brick used on the tower relates to the light and warm tones of masonry found around Hollywood. The details of the windows offer depth and include an angular metal accent panel to bring color and vibrancy found in the public paseo vertically onto the facades.

*This guideline is met.*

**09: Design for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city.**
Possible design approaches may include, but are not limited to:
- Adaptable Buildings - Providing flexibility in building programming, floor.
- Resource Conservation - Prioritizing the use of existing structures or reclaimed and recycled materials.
- Native Landscaping - Integrating native landscaping and large canopy trees to address heat island and provide for pollinators.
- Ecoroofs - Providing and integrating ecoroofs for pollinators and people.
- Bird-Safe - Reducing bird strikes through careful design.
- Daylight and Air - Providing daylight and ventilation and improving indoor air quality.
- On-Site Stormwater - Allowing rain to soak into the ground and filter through lush vegetation and landscaping.

**Findings**: The Hollywood HUB proposal is designed for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city. The design achieves 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, the applicant proposes to meet the Portland Housing Bureau Green Building Standards and providing high-efficiency air conditioning (ERV) for all residents to help combat

rising temperatures and wildfire smoke while also being more energy efficient than conventional systems. The project is seeking Earth Advantage certification and will be seeking PCEF funding for sustainable strategies. The low-roof at the courtyard (level 2) will be vegetated to reduce heat island and help slow storm water release. High performing windows and envelope detailing also help to mitigate the surrounding acoustics and improve energy performance.

*This guideline is met.*

**(2) MODIFICATION REQUESTS (33.825)**

**Section 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 may not consider modifications to standards for which adjustments are prohibited. Modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or other standards that are calculated based upon the size or intensity of the use such as the quantity of parking and loading spaces) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

Modification considered through Design Review

- 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

  ***Purpose:*** *Landscaping is required in some zones because it is attractive, and it helps to soften the effects of built and paved areas. Landscaping also helps cool the air temperature, intercept rainfall and reduce stormwater runoff by providing unpaved permeable surface. Landscaping can also provide food for people and habitat for birds and other wildlife. As an alternative to conventional landscaping, a range of urban green options are provided in the CM2 and CM3 zones in the Inner Neighborhoods pattern area to reflect this area's more urban development patterns and historic storefront commercial characteristics. Landscaping is required for all commercial/mixed use-zoned lands abutting R zoned lands and as screening for parking lots (see Chapter 33.266) to provide buffering and promote livability.*

**Findings:** The Hollywood HUB affordable housing development aims to realize the full potential of this Transit Oriented Development site for quality affordable housing and support services, resulting in 64% of site area being devoted to building area. The exterior space has additional requirements beyond landscape elements which include hardscape for essential programming for residents and some vehicle and maintenance circulation.

The project has maximized landscaped areas as possible on the site to benefit residents and community users and results in roughly 8% of the site defined as Landscape Area per Title 33 section 33.130.225. Given the dense urban nature and high-traffic volume of the site,

prioritizing usable open space for pedestrians enhances the public realm and is consistent with the intent of the 3 tenets of the Portland Citywide Design Guidelines.

In addition, the adjacent Paseo [Approved per LU 23-003912 DZ] will become a part of the site once the NE 42nd Avenue Street Vacation is completed [R/W #9263, VAC #10134] and provide space for heavy pedestrian and bicycle circulation between Halsey, the pedestrian bridge, and the building. These outdoor spaces must also accommodate 1) fire truck access for the 24-hour fitness building and the new Hollywood HUB affordable housing building, which is a 26ft wide clear area for half the length of the site, 2) separate transformer vaults for the new Bridge affordable housing building and the TriMet station, along with large boom truck access for both electrical vaults located west of the stramp, and 3) BES vacuum truck access through the paseo and maintenance area to a sewer manhole in the UPRR right-of-way.

While day-to-day TriMet maintenance access is being provided through the HUB building directly to the maintenance area to avoid maintenance vehicle presence in the paseo, these large truck driving and turning movements require large areas of pavement within the site. The eddy spaces are paved with pavers with tree grates around the seat walls and trees to maximize the flexibility of use and long-term durability. This is also to benefit the adjacent retail businesses that may provide movable furniture and Hacienda CDC, the services provider of the HUB building, who intends to host regular food pantries and pop-up clinics in the paseo.

Purpose of the standard is met by an attractive design that softens the effects of built and paved areas using varying paver types, plane changes and seating opportunities to help create an attractive and pedestrian friendly environment. Additional strategies that help soften space: green roof, turf area, use of built elements that highlight colors and textures. To reduce heat-island effect and help cool the air temperature, the non-landscaped area is comprised of light and/or high-reflective materials. This includes light-colored concrete, pavers, vegetated roof and white roof. The 'C-parti' shape of the building formed around the courtyard provides shade to the courtyard in the hottest times of day.

The mitigation of impacts includes seating areas concentrated around landscape to engage pedestrians with nature while allowing the high traffic uses to function as intended; the green Roof adjacent to the courtyard (located over community room); turf in the courtyard to allow year-round use for children and others; varied paving techniques; and use of color/texture in the courtyard design.

The proposed landscaped and hardscaped areas, additional seating areas, turf for year-round playground use, varied paving, and colors combine to better meet the applicable design guidelines, the purpose of the standard, and mitigate the request for reduced actual landscape area with a high quality well designed outdoor courtyard features and amenities.

*The approval criteria are met for this modification.*

## DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

## CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. As demonstrated in the findings above, the proposal meets the applicable design guidelines and therefore warrants approval.

## DESIGN COMMISSION DECISION

**Approval** for a new 12-story, 224-unit, 223,000 SF affordable housing project.

**Approval** for Modification to 33.130.225 Landscaped Areas to reduce the minimum required 15% landscape area to 8%.

**Approval** per Exhibits C-1 through C-52, signed and dated on April 6, 2023, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (B through F) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 23-004591 DZM". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

D. The driveway is subject to the conditions of approval of Driveway Design Exception (DDE) in 22-197144 TR.

E. As a condition of building permit approval, the required dedications and street improvements associated with the City initiated street vacation of NE 42nd shown in public works plans TB0156 and TB0160, the dedications must have been completed and an indemnity agreement with PBOT ensuring the frontage improvements are constructed must be provided to the acceptance of the City Engineer.

F. As a condition of building permit approval, the applicant must have accepted the “off the shelf” TDM plan or receive approval of a custom TDM.

==========

**By:** _____
Brian McCarter, Design Commission Chair

Application Filed: **January 13, 2023** Decision Rendered: April 6, 2023
Decision Filed: April 6, 2023 Decision Mailed: **April 13, 2023**

**About this Decision.** This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

**Procedural Information.** The application for this land use review was submitted on January 13, 2023, and was determined to be complete on **February 16, 2023**.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on March 14, 2022.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit (Exhibit A2). The **120 days expire on February 16, 2024.**

**Some of the information contained in this report was provided by the applicant.** As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. This report is the final decision of the Design Commission with input from other City and public agencies.

**Conditions of Approval.** This approval may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term "applicant" includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

**Appeal of this decision.** This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on April 27, 2023. The appeal application form can be accessed at https://www.portlandoregon.gov/bds/45477. **The completed appeal application form must be e-mailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of this decision.** If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application**.**

If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at https://www.portlandoregon.gov/citycode/28197.

If this decision is appealed, a hearing will be scheduled and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing, one in which new evidence can be submitted to City Council.

**Who can appeal:** You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision**. An appeal fee of $5,789.00 will be charged (one-half of the application fee for this case).**

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services website: https://www.portlandoregon.gov/bds/article/411635. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

**Recording the final decision.**
If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

- *Unless appealed,* the final decision will be recorded on or after **April 28, 2023** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

**Expiration of this approval.** An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

**Applying for your permits.** A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

Tim Heron
April 10, 2023

**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

**EXHIBITS** – NOT ATTACHED UNLESS INDICATED

A. Applicant's Statement
   1. Original Submittal
   2. 120 Day Waiver

3. Certification of Neighborhood Contact
4. Revised Submittal
5. Appendix Drawings [Renderings, Zoning Analysis]

B. Zoning Map (attached)

C. Plan & Drawings [Exhibit C3, C8 and C9 attached]
1. Site Diagram
2. Site Plan – Context
3. Site Plan
4. Basement – Ground Floor Plans
5. Levels 2-3 Floor Plans
6. Levels 4-12 Floor Plans
7. Roof Plan
8. Elevation – Rendered – North
9. Elevation – Rendered - East
10. Elevation – Rendered – South
11. Elevation – Rendered – West
12. Elevation – Rendered _ Courtyard North
13. Elevation – Rendered – Courtyard South
14. Elevation – Black & White – North
15. Elevation – Black & White - East
16. Elevation – Black & White - South
17. Elevation – Black & White - West
18. Elevation – Black & White – Courtyard North
19. Elevation – Black & White – Courtyard South
20. Building Section – North/South
21. Building Section – East/West
22. Enlarged Details: Wall Assemblies
23. Enlarged Details: Wall Assemblies
24. Enlarged Details: Halsey St Canopy
25. Enlarged Details: Soffit Conditions
26. Enlarged Details: Parapet & Transitions
27. Material Cutsheets
28. Material Cutsheets
29. Overall Landscape Site Plan
30. Landscape Programming Diagram
31. Courtyard Materials Plan
32. Landscape Site Elevation – Phase 1
33. Landscape Site Elevation – Phase 2
34. Landscape Site Elevations – Courtyard
35. Landscape Site Elevations – Halsey St
36. South Paseo Perspective View
37. Courtyard Perspective View
38. Planting Plan
39. Site Grading Diagram
40. Site Material Cutsheets
41. Site Material Cutsheets
42. Site Material Cutsheets
43. Site Material Cutsheets
44. Site Lighting Plan
45. Lighting Cutsheets
46. Lighting Cutsheets
47. Lighting Cutsheets
48. Lighting Cutsheets
49. Lighting Cutsheets
50. Lighting Cutsheets
51. Civil Plan
52. Utility Plan

D. Notification information:
1. Request for response
2. Posting letter sent to applicant
3. Notice to be posted
4. Applicant's statement certifying posting
5. Mailed notice
6. Mailing list

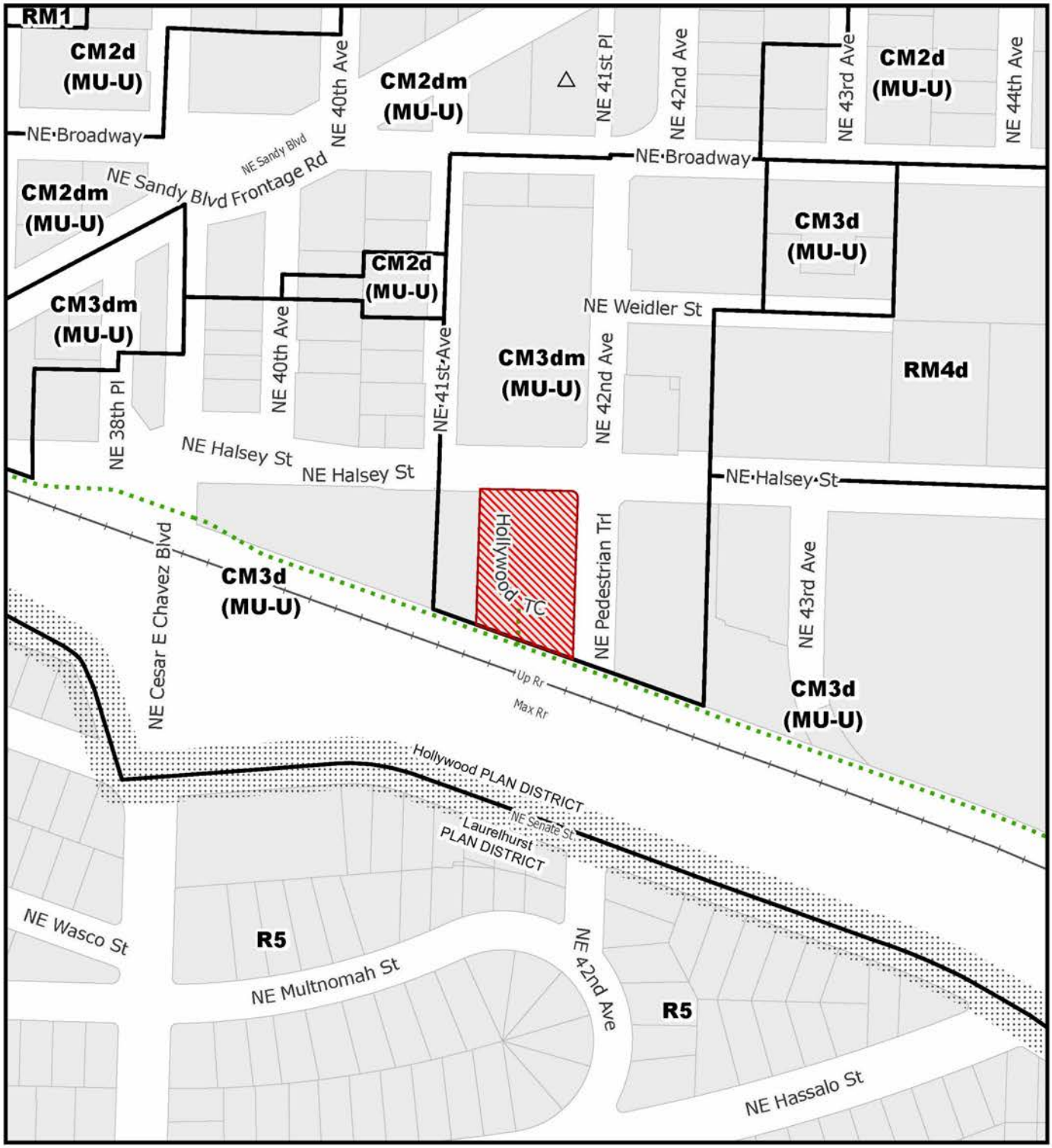
E. Agency Responses:
1. Bureau of Environmental Services
2. Bureau of Transportation Engineering and Development Review
3. Bureau of Parks, Forestry Division
4. Fire Bureau
5. Life Safety Review Section of BDS
6. Site Development Review Section of BDS
7. Water Bureau

F. Letters [none received]

G. Other
1. Original LUR Application
2. Incomplete Letter

3. Staff Memo, Report, Zone Map, Drawings

H. Hearing - April 6, 2023
   1. Staff Presentation
   2. Applicant Presentation
   3. Testifier Sheet
   4. Beth Reeves, Neighbor, wrote with concerns of the proposed development
   5. Jo Schaefer, Interim Chair of the Hollywood Neighborhood Association, wrote with an attached letter from several neighbors citing concerns with the proposed development.



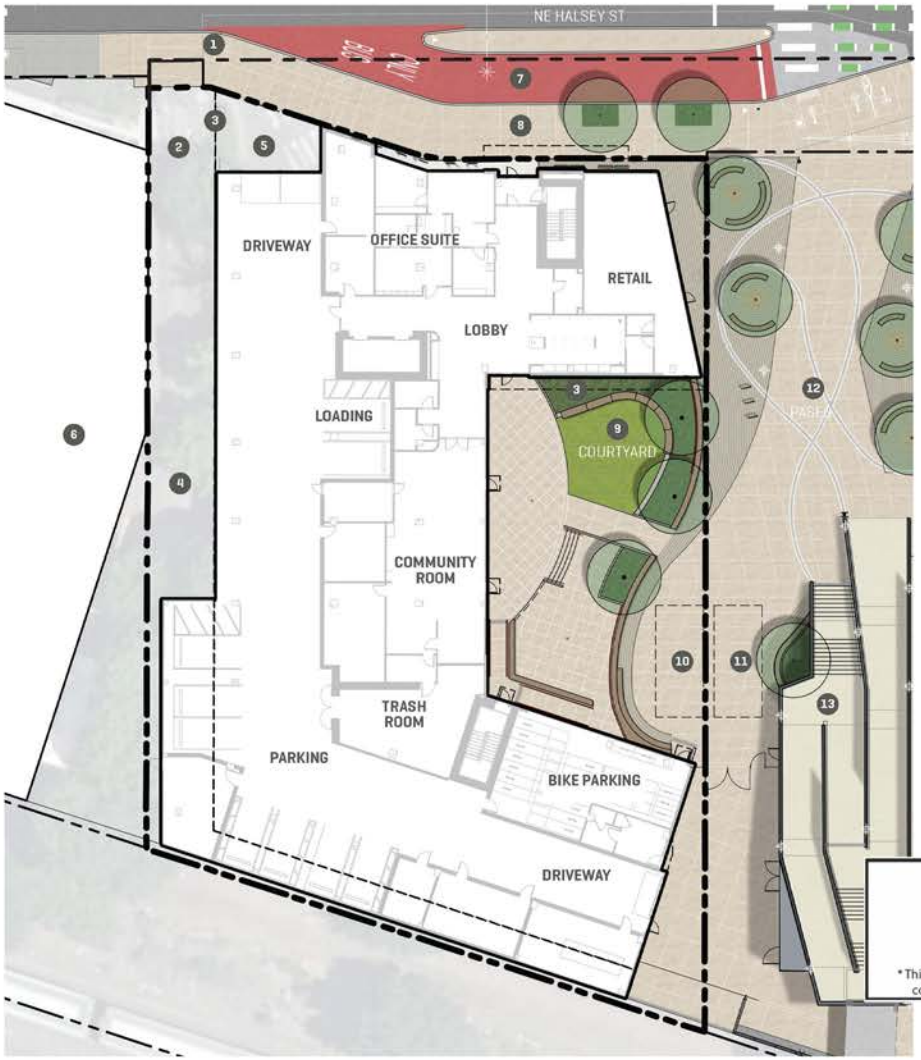

For Zoning Code in Effect Post October 1, 2022

# ZONING

THIS SITE LIES WITHIN THE:
HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT

- Site
- Plan District
- Historic Landmark
- Recreational Trails

| | |
|---|---|
| File No. | LU 23 - 004591 DZM |
| 1/4 Section | 2934 |
| Scale | 1 inch =200 feet |
| State ID | 1N1E36AA 100 |
| Exhibit | B Jan 17, 2023 |




LEGEND

1. MODIFIED CURB CUT, REFERENCE CIVIL
2. EXISTING ACCESS EASEMENT
3. BUILDING OVERHANG, ABOVE
4. EXISTING TARGET RAMP & RETAINING WALL TO REMAIN
5. PARKING ACCESS (TWO-WAY)
6. TARGET
7. HALSEY TRANSIT BUS PULL-OFF BY OTHERS
8. RIGHT-OF-WAY IMPROVEMENTS, BY OTHER
9. COURTYARD - REFERENCE LANDSCAPE
10. TRANSFORMER VAULT REFERENCE ELECTRICAL
11. TRANSFORMER VAULT BY OTHERS
12. PASEO IMPROVEMENT BY OTHERS
13. STAIR CONNECTION TO MAX PLATFORM BY OTHERS

DESIGN REVIEW SITE BOUNDARY

*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1" = 30'-0"
0' 15' 30' 60'

HOLST
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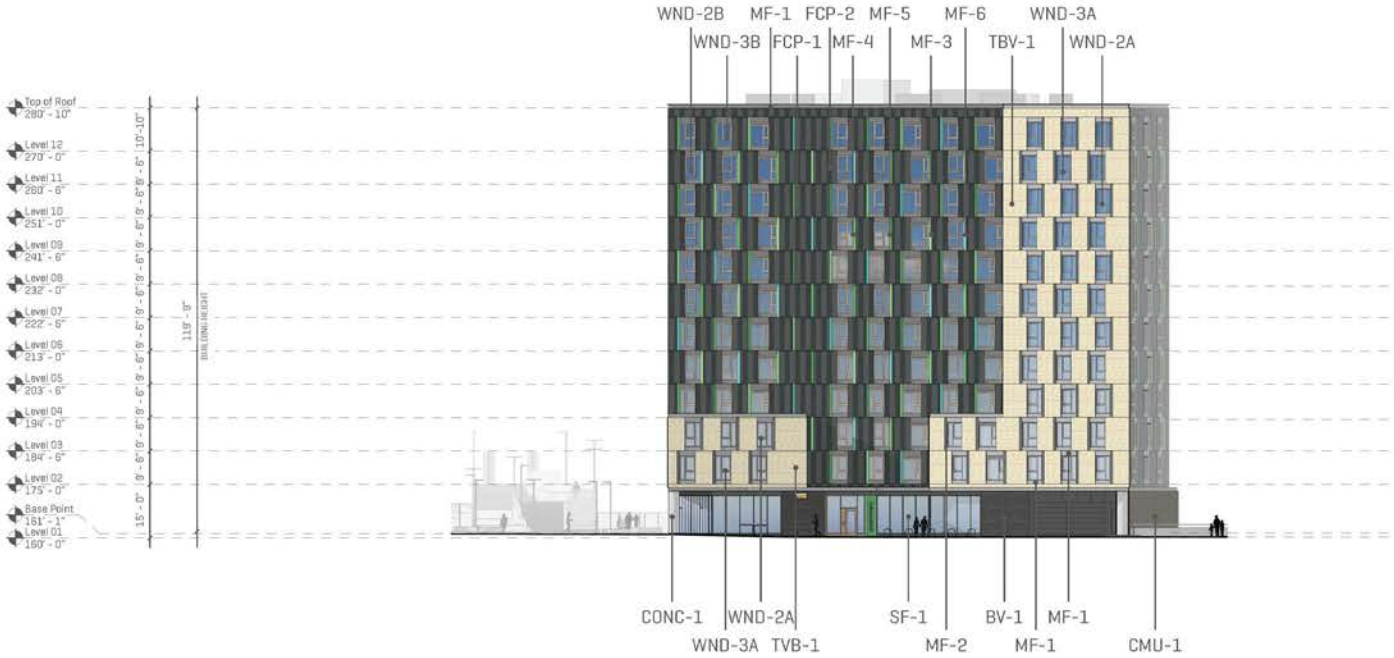
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : SITE PLAN
LU NO. LU 23-004591 DZM
sheet : C.3

NORTH




*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1' - 0"



**BV-1** Brick Masonry Veneer, Dark Iron Spot

**CMU-1** Concrete Masonry Units

**CONC-1** Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls

**FCP-1** Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color

**FCP-2** Fiber Cementitious Panel: Cast Stripe, Charcoal Color

**MCP-1** Metal Composite Panel, Charcoal Color

**MF-1** Metal Flashing T/M, Charcoal Color

**MF-2** Metal Flashing T/M FCP-2, Matte Black Color

**MF-3** (green #1) Metal Flashing

**MF-4** (green#2) Metal Flashing

**MF-5** (green#3) Metal Flashing

**MF-6** (green#4) Metal Flashing

**SF-1** Aluminium Storefront and Entrances, Standard Charcoal Color

**TBV-1** Thin Brick Veneer: Modified Granite

**WND-XA** Commercial Vinyl Window, Anthracite Gray Color

**WND-XB** Commercial Vinyl Window, Oak Malt Color

HOLST
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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

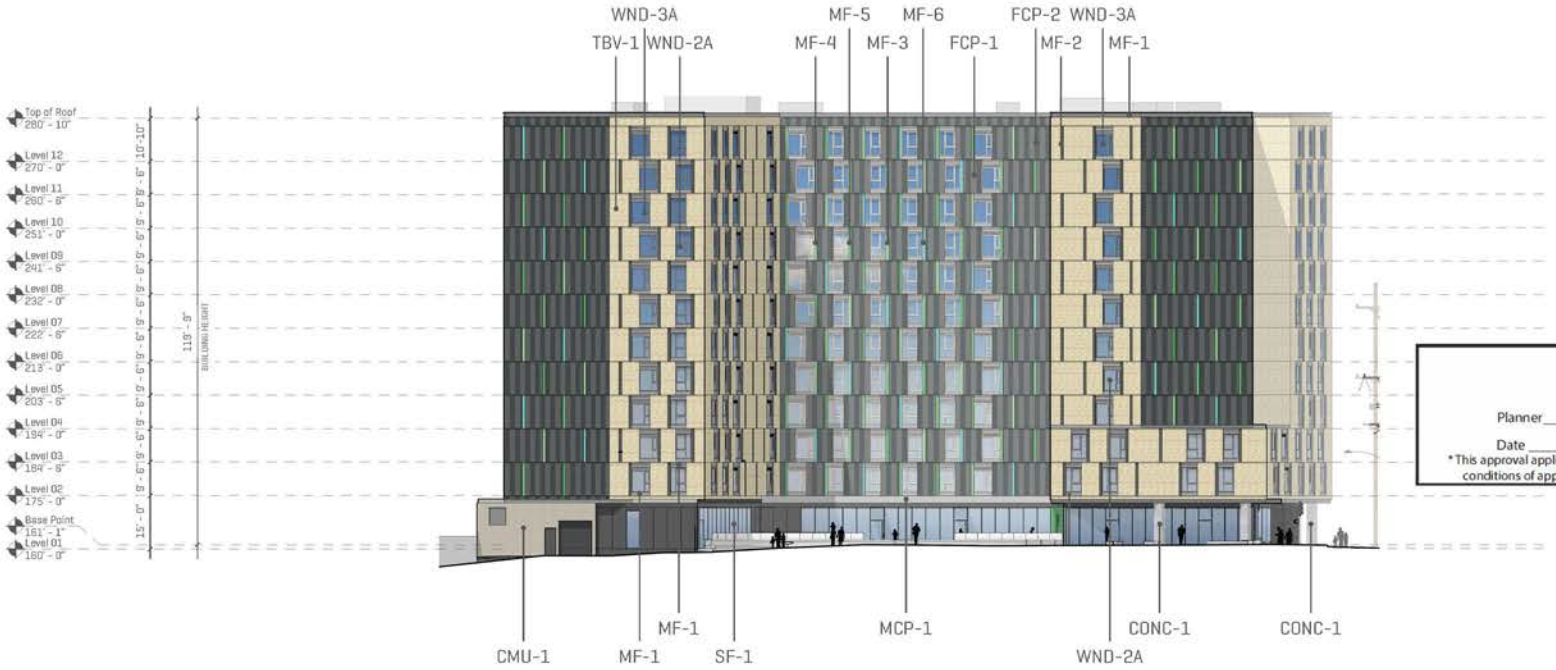
DESIGN REVIEW
DATE: 03.22.2023

title : ELEVATION - RENDERED - NORTH

LU NO. LU 23-004591 DZM

sheet : C.8

EAST

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0 2 4 16 32



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Brick Masonry Veneer, Dark Iron Spot



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Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



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(green#3) Metal Flashing



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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : ELEVATION - RENDERED - EAST

LU NO. LU 23-004591 DZM

sheet : C.9

| | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| 1 | ENDORSEMENT | INFO1 | INFO2 | NAME | ADDRESS/IO ADDRESS | CITYSTATEZIP/ADDRESSEE |
| 2 | RETURN SERVICE REQUESTED | RESPONDENT | HOLLYWOOD NEIGHBORHOOD ASSOCIATION | SCHAEFER JO | 4415 NE 87TH AVE | PORTLAND OR 97220 |
| 3 | RETURN SERVICE REQUESTED | OWNER | 1N1E36AA 100 | TRI-COUNTY METRO TRANS DIST OF OR | 4012 SE 17TH AVE | PORTLAND OR 97202-3940 |
| 4 | RETURN SERVICE REQUESTED | APPLICANT | HOLST ARCHITECTURE | OTTE DAVE | 123 NE 3RD AVE #310 | PORTLAND OR 97232 |
| 5 | RETURN SERVICE REQUESTED | PARTY OF INTEREST | PORTLAND HOUSING BUREAU | HOSHIDE MASAYE | 1900 SW 4TH AVE #7007 | PORTLAND OR 97201 |
| 6 | RETURN SERVICE REQUESTED | DEVELOPER | BRIDGE HOUSING CORPORATION | SCHUBERT SARAH | 1631 NE BROADWAY PMB #153 | PORTLAND OR 97232 |
| 7 | RETURN SERVICE REQUESTED | OWNERS AGENT | TRIMET | LYON FIONA | 1800 SW 1ST AVE #300 | PORTLAND OR 97201 |
| 8 | RETURN SERVICE REQUESTED | | LAURELHURST LAND USE | LAURELHURST NEIGHBORHOOD ASSOC | 3721 SE ANKENY ST | PORTLAND OR 97214 |
| 9 | RETURN SERVICE REQUESTED | | NORTH TABOR NEIGHBORHOOD ASSOC | MADDOCKS LISA & KASCH LARS C/O SEUL | 3534 SE MAIN ST | PORTLAND OR 97214 |
| 10 | RETURN SERVICE REQUESTED | | SOUTHEAST UPLIFT | WILLIAMS MATCHU | 3534 SE MAIN ST | PORTLAND OR 97214 |
| 11 | RETURN SERVICE REQUESTED | | CENTRAL NORTHEAST NEIGHBORS | STOLL ALISON | 4415 NE 87TH AVE | PORTLAND OR 97220 |
| 12 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | HOLLYWOOD BOOSTERS | 2000 NE 2ND AVE PMB 388 | PORTLAND OR 97213 |
| 13 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | AIA URBAN DESIGN COMMITTEE | 422 NW 13TH AVE | PORTLAND OR 97209 |
| 14 | RETURN SERVICE REQUESTED | | | JUDY PETERS | 6916 NE 40TH ST | VANCOUVER WA 98661 |
| 15 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | RESTORE OREGON | 1130 SW MORRISON ST #318 | PORTLAND OR 97205 |
| 16 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | STATE HISTORIC PRESERVATION OFFICE | 725 SUMMER NE #C | SALEM OR 97301 |
| 17 | RETURN SERVICE REQUESTED | | | KARLA MOORE-LOVE (CITY HALL) | 1221 SW 4TH AVE #130 | PORTLAND OR 97204 |
| 18 | RETURN SERVICE REQUESTED | | RISK & LAND DEPARTMENT | NW NATURAL | 250 SW TAYLOR ST | PORTLAND OR 97204-3038 |
| 19 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | PACIFIC POWER & LIGHT | 7544 NE 33RD DR | PORTLAND OR 97211 |
| 20 | RETURN SERVICE REQUESTED | | | DOUG KLOTZ | 1908 SE 35TH PLACE | PORTLAND OR 97214 |
| 21 | RETURN SERVICE REQUESTED | | PORTLAND METRO REGIONAL SOLUTIONS | C/O DLCD REGIONAL REPRESENTATIVE | 1600 SW FOURTH AVE #109 | PORTLAND OR 97201 |
| 22 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | PORT OF PORTLAND PLANNING | PO BOX 3529 | PORTLAND OR 97208 |
| 23 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | TRANSIT DEVELOPMENT | 1800 SW FIRST AVE #300 | PORTLAND OR 97201 |
| 24 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | PORTLAND SCHOOL DISTRICT | 501 N DIXON | PORTLAND OR 97227 |
| 25 | | | | LAND USE CONTACT | PROSPER PORTLAND | 129/PROSPER |
| 26 | | | | | BRANDON SPENCER-HARTLE | B299/R7000 |
| 27 | | | | | DAWN KRANTZ | B299/R5000 |

# hollywoodHUB

REFERENCE: EA 21-019897
EA 21-105637
EA 21-105638 DA
EA 22-144886 DA

## LAND USE REVIEW

NARRATIVE
January 13, 2023

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## HOLST ARCHITECTURE

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

## I. PROPOSAL

This project is a re-imagination of the Hollywood station 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.

The affordable housing site at 4110 NE Halsey Street is 35,215 square feet, which does not include site area contingent on the vacation of 42nd street R.O.W., has the resulting allowable floor area of 246,505 square feet assuming a 7:1 Floor Area Ratio available with bonuses in the Hollywood Plan District, Subdistrict A, under CM3(d) zoning. 223,387 square feet of FAR will be utilized by our 224-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 1.67 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 access to 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. 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 Center site 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 along Halsey, ground floor active-use and 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. The new building will knit the neighborhood streetscape together and make it a much more pedestrian friendly compared to the current condition.

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. The project is seeking Earth Advantage certification.

## III. APPLICABLE ZONING 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 overrides*

**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 (224 units = 336 spaces req.) (337 spaces provided)
Short-term spaces: 1 per 20 units (224 units = 12 spaces req.) (12 spaces provided)

**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 (101 spaces req.) (128 spaces provided)
- 5% of spaces must accommodate a larger bicycle space in horizontal rack (17 spaces req.) (18 spaces provided)
- 5% of spaces must have electrical sockets accessible to the space (17 spaces) (18 spaces provided)

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:**

- 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**

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

## IV. ZONING MODIFICATIONS

**Modification Requests**

The approval criteria for a modification request are found in Portland City Code (PCC) 33.825.040, which provides that the City "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;
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."

The following modification request for the hollywoodHUB affordable housing project relate to the following development standards: (1) Site Landscape Area (percentage).

Given the high-density, high-traffic nature of this transit-oriented development, these standards are challenging to meet without compromising the intended use of the public spaces around the site.

After careful consideration, we feel the proposed modification better meets the intent of the design guidelines specific to this site. Mitigation is achieved by opening significant areas of the site for public use that are designed to be durable, safe and create a beautiful series of outdoor spaces purposefully scaled and shaped for their use.

**33.130.225 Landscaped Areas**

**Minimum Landscaped Area Calculations**

LUR site area = 32,174 SF
**Required - 15% green space min: 4,826 SF**

Provided:
Planting: **653 SF**
Synth law (pervious): 806 SF
Impervious plaza: 5,055 SF
Total: 5,861 * can count 1/3 of the total required: **1,609 SF**
Eco roof: 1178 * can only count 1/4sf: **295 SF**

Totals:

| | |
|---|---|
| planting | **653** |
| pedestrian | **1,609** |
| ecoroof | **295** |
| **Total provided and countable:** | **2,556 SF (8%)** |
| **Short of requirement:** | **2,270 SF** |

**Better meets design guidelines:**
The hollywoodHUB affordable housing development aims to realize the full potential of this TOD site for quality affordable housing and support services, resulting in 64% of site area being devoted to building area. The exterior space has additional requirements beyond landscape elements which include hardscape for essential programming for residents and some vehicle and maintenance circulation. The project has maximized landscaped areas as possible on the site to benefit residents and community users and results in roughly 8% of the site defined as Landscape Area per Title 33 section 33.130.225. Given the dense urban nature and high-traffic volume of the site, prioritizing usable open space for pedestrians enhances the public realm and is consistent with the intent of the 3 tenets of the Portland Citywide Design Guidelines.

In addition, the Paseo is providing space for heavy pedestrian and bicycle circulation between Halsey, the pedestrian bridge, and the building. The outdoor spaces must also accommodate 1) fire truck access for the 24-hour fitness building and the new Bridge affordable housing building, which is a 26ft wide clear area for half the length of the site, 2) separate transformer vaults for the new Bridge affordable housing building and the TriMet station, along with large boom truck access for both electrical vaults located west of the stramp, and 3) BES vacuum truck access through the paseo and maintenance area to a sewer manhole in the UPRR right-of-way. While day-to-day TriMet maintenance access is being provided through the HUB building directly to the maintenance area to avoid maintenance vehicle presence in the paseo, these large truck driving and turning movements require large areas of pavement within the site. The eddy spaces are paved with pavers with tree grates around the seat walls and trees to maximize the flexibility of use and long-term durability. This is particularly for the adjacent retail businesses that may provide movable furniture and Hacienda CDC, the services provider of the HUB building, who intends to host regular food pantries and pop-up clinics in the paseo.

**Purpose of the standard:**
- Attractive and softens the effects of built and paved areas: varying paver types, plane changes, seating opportunities, etc. help create an attractive and pedestrian friendly environment. strategies that help soften space: green roof, turf area, use of built elements that highlight colors and textures.
- Reduce heat-island, helps cool the air temperature: the non-landscaped area is comprised of light and/or high-reflective materials to minimize the heat island effect. This includes light-colored concrete, pavers, vegetated roof and white roof. The 'C-parti' shape of the building formed around the courtyard provides shade to the courtyard in the hottest times of day.

**Mitigation of impacts:**
- Seating areas concentrated around landscape to engage pedestrians with nature while allowing the high traffic uses to function as intended.
- Green Roof adjacent to the courtyard (located over community room).
- Turf in the courtyard to allow year-round use for children and others
- Varied paving techniques
- Use of color/texture in design

See Landscape Area diagram in LUR drawing set sheet APP-77 for reference.

## V. DAR II – DESIGN REVIEW RESPONSE

**Design Advice Request Executive Summary (EA 22-144886 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 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 regarding public vs private use boundaries, the building program that fronts the courtyard, and the combined vehicular access along NE Halsey.

| **CONTEXT / QUALITY & RESILIENCE**<br>**1. Site Development / public context** | |
|---|---|
| ***1A. Revised site plan*** | RESPONSE: The site plan received "unanimous" support from the commission and the overall planning of the site remains the same. We have also increased the number of active-use spaces fronting the courtyard to further strengthen the site programing. The new site plan is an evolution of the DAR2 layout. |
| ***1B. Building entry points*** | RESPONSE: The building entrance locations received "unanimous" support from the commission and those general locations remain the same. The entrance to the public TriMet bike parking (se corner) has been updated to better front the South Paseo space for easy wayfinding and glazing was added to provide additional visual connection of the public space. |
| ***1C. Vehicular entry points*** | RESPONSE: The vehicular access point received "unanimous" support from the commission and the location and strategy remains the same. The current design provides less interior parking compared to DAR2 which means less vehicular traffic using this entry point, further reducing its impact on the project. The current design includes glazing and a door from the vehicular drive directly into the lobby. Lighting in the ceiling over the parking entrance is consistent with the strategy for the building soffits and canopy along the Halsey front, which illuminate the ground plane and pedestrian realm from above. |
| ***1D. Outdoor spaces / programing*** | RESPONSE: The outdoor space and programming received support from the commission and the current design builds on those strategies. There are varied pedestrian zones along the edge of the Paseo for sitting and viewing. Within the courtyard there is a turf play area, areas with tree cover and vegetation buffers, and a raised seating area that includes a large canopy for weather protection. |

| | |
|---|---|
| ***2. Site maintenance circulation: substation, BES, fire access, TM maintenance*** | |
| ***2A. Bridge (structural) support*** | RESPONSE: Part of the infrastructure project, but commission noted the design was successfully integrated and the strategy remains the same. |
| ***2B. Sections of "stramp"*** | RESPONSE: Part of the infrastructure project, but commission was "unanimous" that the revised design works well, and the strategy remains the same. The suggestion to reconsider the seating location on the strap has been incorporated and is now flipped to face the South Paseo to integrate better into the public space strategy of the project. The development of the seating and use of the South Paseo now incorporates elements in tribute to the victims of tragic events that took place on the site in 2017. |
| ***2C. Transit circulation*** | RESPONSE: Part of the infrastructure project, but the transit circulation design was well received and remains the same. |
| ***3 Building – Mass and Articulation*** | |
| ***3A. Massing opportunities, C-parti, balconies*** | RESPONSE: The massing and C-parti received "unanimous" support from the commission and this strategy remains the same. The southeast corner geometry has been finessed to further help reduce the perceived length of façade and allow more direct sunlight into the paseo. PHB has concluded that balconies are not viable from site decibel measurement and will not be allowed as a funding requirement. That said, the massing moves take special consideration in how the building is broken down appropriately for each façade. Most of the large articulation moves face the neighborhood (Halsey) or the courtyard and paseo and the larger facades face the highway and rail corridor. The facades design is inspired by the kinetic forces on the project and the movement of the windows and façade panels reinforce that movement. |
| ***3B. All elevations highly visible*** | RESPONSE: The commission agreed the strong massing moves of the design work well and those strategies remains the same. |
| ***3C. Courtyard*** | RESPONSE: Received consensus from the commission that it was moving in the right direction. There are no visual barriers between the public paseo and the semi-public courtyard, and the design incorporates a variety uses and programed spaces such as varied pedestrian zones along the edge of the Paseo for sitting and viewing. Within the courtyard there is a turf play area, areas with tree cover and vegetation buffers, and a raised seating area that includes a large canopy for weather protection. |
| ***PUBLIC REALM***<br>***4. Site Circulation / Infrastructure elements*** | |
| ***4A. Modal: bike, bike parking, ped, future Sullivan's Gulch, bike-ped mix, car. 4B. How many people come through here every day (transit, building, existing, etc.)*** | RESPONSE: To quote the full case report "Commissioners were unanimous that all aspects of the site layout and infrastructure placement are working well and setup for success." The strategies remain the same. |

| | |
|---|---|
| | |
| ***5. Building – Ground Floor Activation & Placemaking/ Public Realm: eyes on the spaces*** | |
| ***5A Frontages and Neighboring frontages. 5B Commercial / retail spaces. 5C How to activate the space ahead of Sullivan's Culch; Interim city plans/progress.*** | RESPONSE: The project frontages were well received by the commission and the strategy remains the same. The retail space in the northeast corner has been resized to ~1200sf and can accommodate a coffee shop, smoothie shop, bagel shop, etc. The long corridor fronting the west side of the courtyard has been reworked and is now the primary community room for residents. Maintenance vehicle access is now incorporated though the building with an internal driveway that allows TriMet, BES, and Waste Management to access critical areas of the site without having to disrupt the paseo. See landscape drawings for design development of the southern gate and guardrail materials. |

**END**

**Neighborhood Contact Statement of Certification**

To whom it may concern,

This letter is to certify that the required Neighborhood Contact requirements were provided according to the following:

- The notification was sent to Hollywood Neighborhood Association at least 35 days, but not more than 1 year, before applying for land use review.
- The required sign(s) were posted on Nov 1, 2022 at least 35 days, but not more than 1 year, before applying for land use review.
- The required meeting was held Nov 15, 2022, at least 14 days before applying for the land use review, and at least 14 days after sending the notification and posting the sign(s); and
- Notes from the required meeting, were emailed to the correct organization prior to applying for the land use review.

Additionally, please note that this meeting was held virtually and a recording of the virtual meeting was shared by neighborhood association.

Sincerely,



Dave Otte

Owner

NEIGHBORHOOD CONTACTS – HOLLYWOOD HUB

Neighborhood Association

Hollywood Neighborhood Association
Jo Schaefer
Land Use Chair
jaschaef@comcast.net
503-351-7271

Laurelhurst Neighborhood Association
Kayleen Kusterer
President
laurelhurst.president@gmail.com

Neighborhood Coalition

Central Northeast Neighbors
Alison Stoll
Executive Director
4415 NE 87th Avenue, 97220
www.cnncoaliton.org
alisons@cnncoalition.org

Southeast Uplift Coalition
Nanci Champlin
Executive Director
503-232-0010 x311
https://www.seuplift.org
nanci@seuplift.org

Business District

Hollywood Boosters Business Association
Maura White
President
2000 NE 42nd Ave PMB 388
Portland, OR 97213-1399
hollywoodboosters@gmail.com

School District

PPS
Dana White
503-916-3205
Dwhite2@pps.net

## Dustin Furseth

**From:** Sarah Schubert <sschubert@bridgehousing.com>
**Sent:** Friday, January 13, 2023 2:49 PM
**To:** Dustin Furseth; Jordan Bissett
**Subject:** FW: Hollywood HUB Community Meeting Notice
**Attachments:** VIRTUAL NEIGHBORHOOD MEETING_UPDATE (002).pdf

Sending to everyone on email…

---

**From:** Sarah Schubert
**Sent:** Friday, January 13, 2023 2:48 PM
**To:** Lee Jorgensen <ljorgensen@holstarc.com>
**Subject:** FW: Hollywood HUB Community Meeting Notice

Copy of the email

---

**From:** Sarah Schubert
**Sent:** Wednesday, November 2, 2022 12:33 PM
**To:** Jo Schaefer <jaschaef@comcast.net>
**Cc:** Jordan Bissett <jbissett@holstarc.com>
**Subject:** Hollywood HUB Community Meeting Notice

Jo Schaefer
Land Use Chair
Hollywood Neighborhood Association
*Via email: jaschaef@comcast.net*

Hi Jo,

I'm writing regarding the proposed development, Hollywood HUB, located at 4110 NE Halsey Street at the Hollywood Transit Center. As a requirement of the Neighborhood contact process, we are required to reach out to neighborhood associations, coalitions, business associations and school districts within 400 feet of the proposed project. Because the location is located between 41st and 42nd on Halsey Street, the Hollywood Neighborhood Assocation falls within the boundary for required notice. We wanted to thank you for hosting the Virtual Applicant Meeting on **November 15th from 7:00-8:30PM** where the project development team, BRIDGE Housing, will present details about the proposed development. The meeting flyer with Zoom information is attached for those interested in participating. Although the meeting that I'm emailing about is required, we have held many prior meetings with community groups and other stakeholders and we intend to continue to engage with the community during the development process.

The proposal is for a new building that is approximately 228,000 square feet and twelve stories tall. The building will provide 222 affordable housing units and 2 manager's units, with a mix of studios, one, two and three bedroom units. The project site will contain surface parking spaces, a courtyard, and will be adjacent to a public paseo that will lead to the to-be-rebuilt TriMet stair and ramp structure. The ground floor of the building will contain a large community room, a multi-purpose room for teens, bike parking for residents and for TriMet, offices for property management and resident services staff and the second floor will contain another large community room with an indoor play space for residents and their children.

The meeting will consist of a presentation by BRIDGE Housing and Holst Architecture followed by a question and answer period for those attending the online meeting. If you require special assistance, including translation accommodations,

please let me know in advance. There is a website for the proposed development, (www.hollywoodhubpdx.com) and you can use the website to contact the project team or you can email me at sschubert@bridgehousing.com. If you are able to attend the virtual meeting, In order to receive a compilation of meeting notes, online questions and comments with corresponding responses approximately 10 days after the virtual meeting, please leave your contact info in the chat of the virtual meeting. If you are not able to attend the meeting, email sschubert@bridgehousing.com and we will send it to you.

We appreciate the community's willingness to participate in shaping their neighborhood and we look forward to working with you over the course of the project. Please reach out with any questions or concerns. Thanks for all you do!

Best,
Sarah

**Sarah Schubert (she/her) | Director of Development**
BRIDGE Housing | 1631 NE Broadway, PMB #153| Portland, OR 97232
T: (503) 477-4513 | C: (917) 952-0468 | bridgehousing.com

## Dustin Furseth

**From:** Sarah Schubert
**Sent:** Wednesday, November 9, 2022 9:44:21 AM
**To:** laurelhurst.president@gmail.com <laurelhurst.president@gmail.com>; turner999@gmail.com <turner999@gmail.com>
**Cc:** Shariff, Shabina <shariffs@TriMet.org>; Lyon, Fiona <CundyF@TriMet.org>
**Subject:** Hollywood HUB

Thank you so much for having us at the Laurelhurst Neighborhood Association meeting last night. We appreciate the engagement from the neighborhood and we look forward to continuing to discuss Hollywood HUB.

I've attached the information about the virtual meeting next Tuesday November 15th.

Thanks!
Sarah

**Sarah Schubert (she/her) | Director of Development**
BRIDGE Housing | 1631 NE Broadway, PMB #153| Portland, OR 97232
T: (503) 477-4513 | C: (917) 952-0468 | bridgehousing.com




# HOLLYWOOD HUB PROJECT

## VIRTUAL NEIGHBORHOOD MEETING

Please join us for a virtual neighborhood meeting to discuss the Hollywood HUB affordable housing project located at 4110 NE Halsey Avenue at the Hollywood Transit Center. Meeting information is listed below. If you are unable to make this meeting and would like to know more about the project, please got to the project website for more information. Following the presentation, meeting materials will be posted on the website. We will continue to have community meetings with stakeholders after this meeting, but please reach out with questions or if you have a group that would like to learn more about the project. Your participation and feedback is important to our team and we look forward to meeting with you soon.

If you need reasonable accommodations to participate in the meeting such as language translation or other services, please contact sschubert@bridgehousing.com at least 3 days prior to the meeting.

**When: November 15th 7PM – 8:30PM**

Zoom Link: https://us02web.zoom.us/j/86109090795?pwd=OWI3S1BWRnRkREJaNUtaRloyeVY4UT09
Meeting ID: 861 0909 0795
Password: 005488

Project website: www.hollywoodhubpdx.com

## Dustin Furseth

**From:** Sarah Schubert <sschubert@bridgehousing.com>
**Sent:** Tuesday, January 17, 2023 3:45 PM
**To:** nanci@seuplift.org; matchu@seuplift.org
**Subject:** Hollywood HUB Project

Hi Nanci and Matchu,

I'm writing regarding the proposed development, Hollywood HUB, located at 4110 NE Halsey Street at the Hollywood Transit Center. As a requirement of the Neighborhood contact process, we are required to reach out to neighborhood associations, coalitions, business associations and school districts within 400 feet of the proposed project. Because the location is located between 41st and 42nd on Halsey Street, the SE Uplift Coalition falls within the boundary for required notice.

The proposal is for a new building that is approximately 228,000 square feet and twelve stories tall. The building will provide 222 affordable housing units and 2 manager's units, with a mix of studios, one, two and three bedroom units. The project will contain an outdoor courtyard and will be adjacent to a public paseo that will lead to a to-be-rebuilt TriMet stair and ramp structure. The ground floor of the building will contain a large community room, bike parking for residents and for TriMet, offices for property management and resident services staff and the second floor will contain another large community room with an indoor play space for residents and their children.

We would like to see if we can come to one of your meetings to present about the project or if there's not an upcoming meeting that has time on the agenda for us, we can host a meeting and invite your members to participate. Please let me know what works best for you.

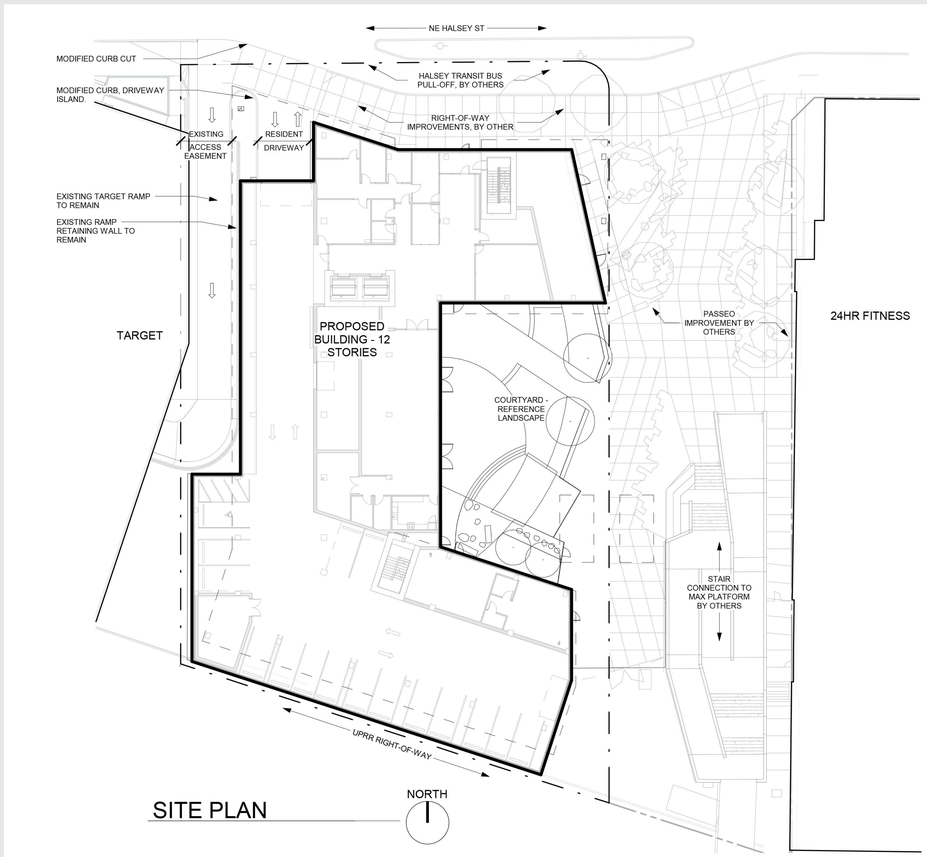
We appreciate the community's willingness to participate in shaping their neighborhood and we look forward to working with you over the course of the project. Please reach out with any questions or concerns. Thanks for all you do!

Best,
Sarah

**Sarah Schubert (she/her) | Director of Development**
BRIDGE Housing | 1631 NE Broadway, PMB #153| Portland, OR 97232
T: (503) 477-4513 | C: (917) 952-0468 | bridgehousing.com

# Development Notice

## PRELIMINARY PLAN




**4110 NE Halsey Street**
**Portland, OR**

**12 stories**

**Retail and residential amenities**
**224 units**

**16-40 parking spaces, TBD**

**CM3dm(MU-U)**
**Zoning info: www.PortlandOregon.gov/ZoningCode**

**AN APPLICATION WILL BE SUBMITTED TO THE CITY FOR FUTURE CHANGES ON THIS SITE.**



BRIDGE Housing  HACIENDA

HOLLYWOOD HUB PROJECT

VIRTUAL NEIGHBORHOOD MEETING

Please join us for a virtual neighborhood meeting to discuss the Hollywood HUB affordable housing project located at 4110 NE Halsey Avenue at the Hollywood Transit Center. Meeting information is listed below. If you are unable to make this meeting and would like to know more about the project, please got to the project website for more information. Following the presentation, meeting materials will be posted on the website. We will continue to have community meetings with stakeholders after this meeting, but please reach out with questions or if you have a group that would like to learn more about the project. Your participation and feedback is important to our team and we look forward to meeting with you soon.

If you need reasonable accommodations to participate in the meeting such as language translation or other services, please contact sschubert@bridgehousing.com at least 3 days prior to the meeting.

**When: November 15th 7PM – 8:30PM**

Zoom Link: https://us02web.zoom.us/j/86109090795?pwd=OW1IS1BWRnRkRE1aNUtaRlloveVY4UT09
Meeting ID: 861 0909 0795
Password: 005488

Project website: www.hollywoodhubpdx.com

TRIMET  OWOB O'NEILL/WALSH  HOLST

| | |
|---|---|
| **Applicant:** | **BRIDGE Housing** |
| **Contact:** | **Sarah Schubert** |
| | **sschubert@bridgehousing.com** |
| **Project info:** | **www.hollywoodhub.com** |

The applicant will provide language services, auxiliary aids, alternative formats, or other reasonable accommodations for barrier-free access if requested at least 3 days prior to the meeting. Contact the applicant for accommodations.

**The applicant posted this informational notice on November 01, 2022. The City has not reviewed the content of this notice.**
**This notice is for informational purposes and the project may change after the notice is posted.**
**Future application status can be viewed at www.PortlandMaps.com**

**PROJECT STEPS**

**STEP 1** — **INFORMATIONAL DEVELOPMENT NOTICE**

**STEP 2** — **LAND USE REVIEW AND PUBLIC COMMENT** (FOR SOME PROJECTS)

**STEP 3** — **LAND USE PUBLIC HEARING** (FOR SOME PROJECTS)

**STEP 4** — **BUILDING PERMIT REVIEW**

**STEP 5** — **CONSTRUCTION**

**Learn more about how developments like this go through the zoning and land use process: www.PortlandOregon.gov/BDS/NeighborhoodResources**
**District Coalition: Central Northeast Neighbors 503-823-3156 email Neighborhood Association: Hollywood Neighborhood Assocation www.hollywoodpdx.org**
**General Zoning Info:** Bureau of Development Services • 503-823-7526

LU 23-004591 DZM Exh A1




LU 23-004591 DZM Exh A1


SPEED
5
Development Notice
PRELIMINARY PLAN
4110 NE Halsey Street
Portland, OR
12 stories
Retail and residential amenities
224 units
15-40 parking spaces, TBD
AN APPLICATION WILL BE SUBMITTED TO THE CITY FOR FUTURE CHANGES ON THIS SITE.
STEP 1
STEP 2
STEP 3
STEP 4
STEP 5
CONSTRUCTION

## MEETING NOTES

| PROJECT | PROJECT # |
| --- | --- |
| hollywoodHUB | 21-018 |

---

### SUBJECT

Neighborhood Contact Meeting

### LOCATION + TIME

Zoom, 7:00 – 8:00pm

### ATTENDEES

Sarah Schubert (BRIDGE); Shabina Shariff, Fiona Lyon, Guy Benn (TriMet); Pila Palos (Hacienda CDC); Lee Jorgensen, Hannah Silver, Dustin Furseth, Dave Otte, Jordan Bissett (Holst); Jeramie Shane (Mayer/Reed); Jo Schafer, Peter Sysn, Ian (Hollywood Neighborhood Association) Maura White (Hollywood Boosters), Steve Colburn, Lan Truong, Peter Dillenburger, Adria, Catherine, Candace Avalos, Demaris Martinez, Sean, Holly Nelson, Tracy Nichols, Ronda Johnson, Merlin Nelson, Jim

123 NE 3RD AVE
SUITE 310
PORTLAND, OR
9723

HOLSTARC.COM

### CONTENT REVIEWED

2022 11 15_hollywoodHUB_Neighborhood Contact Meeting.pdf

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### NOTES

1. **Introductions**
2. **Presentation by BRIDGE (Sarah), Holst (Dustin), and Hacienda CDC (Pilar)**
3. **Attendee Q & A**

    3.1. Concern with compactness of site. Will the bus stops go away? (Merlin Nelson) TriMet was a partner in creating this transit-oriented development. The buses will continue to run in this location. (Sarah)

3.2. The paseo and courtyard look great, but I'm concerned it could attract campers, tents, and garbage. Laurel42 (an apartment building on Halsey Just a block away from the Hollywood Transit Center) had a major issue of people camping close to their building. The issue was only resolved when the camp was swept and boulders installed. How do you plan on addressing the issue of potential campers, tents, garbage in the paseo and courtyard? (Lan Truong) We believe that by developing this area, and bringing more residents here with more eyes on the street it will help alleviate these concerns. (Sarah Schubert) As TriMet will continue to own the land and have authority to remove/eliminate people camping. (Guy Benn)

3.3. I really appreciate this presentation. I feel much better about this project and all of the people involved in getting input, creating designs, etc. Thanks. (Maura White)

3.4. Can projects of this nature pencil with a portion of the units being “for sale” as condos? (Adria) Market for condos has diminished, this was explored previously and abandoned during the pandemic. (Sarah Schubert)

3.5. Wondering how parking for all the work crews will be accommodated during construction. (Peter D) Parking for work crews will be worked out later but our contractors are used to building on tight urban sites. (Sarah Schubert)

3.6. Will the building have security? And will TriMet officers be patrolling the area? (Lan Truong) Yes, TriMet security staff will continue to patrol the public areas. (Guy Benn)

3.7. Will the recent changes in borrowing costs affect this project? (Steve Colburn) Yes, they have impacted the project and made financing more difficult, but project is moving forward. (Sarah Schubert)

3.8. Concerned about traffic and increased pedestrian traffic, any chance for this intersection becoming an ‘X’ crossing? (Peter Colburn) TriMet has been studying this closely and working to solve all of these challenges. X crossing can be explored but this typically slows down vehicular traffic. (Fiona Lyon)

3.9. Do subsidy programs for "affordable for sale" units exist? (Adria) Subsidy programs for affordable for sale units do exist—the State (OHCS) offers LIFT subsidy for for-sale units. We don't anticipate offering for sale units at Hollywood HUB. (Sarah Schubert)

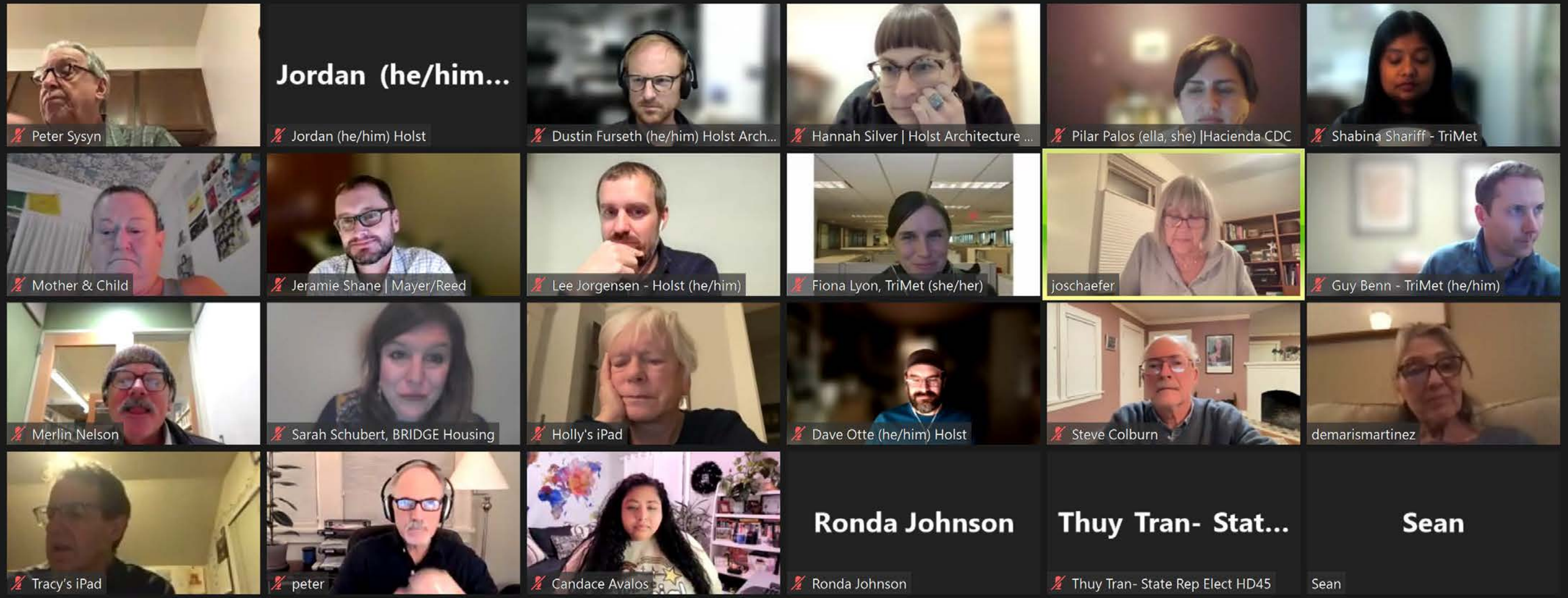
3.10. Can both eastbound and westbound buses be integrated onto the site to reduce pedestrians having to cross Halsey? (Jim)

3.11. Since the building has some interesting angles and lots of windows, can the architects be sure that the windows won't cast a glare on drivers, pedestrians, and into 24 Hour fitness? (Lan Truong) Yes, the architects will study the windows and ensure that there won't be any hazards. (Sarah Schubert)

3.12. I'd like to know if the building will have security outside of TriMet patrolling the paseo and courtyard? (Lan Truong) We haven't developed our security plan for the building yet, but we anticipate we will have security. (Sarah Schubert)

---

| PREPARED BY | ISSUED |
| --- | --- |
| Jordan Bissett (Holst) | 11.18.2022 |




LU 23-004591 DZM Exh A1

# Portland Housing Bureau

Commissioner Dan Ryan • Director Shannon Callahan

City of Portland, Bureau of Development Services

1900 SW 4th Avenue

Portland OR 97201

**Date**: November 30, 2021

**RE**: GATR/PHB Funded Project Verification

This letter is to confirm that the project listed below is now gap-funded by the Portland Housing Bureau and should be given priority by the Bureau of Development Services for permitting and land use processing.

| | |
|---|---|
| Project Name: | Hollywood Hub |
| Project Address: | 4110 NE Halsey St<br>Portland, OR 97232 |
| PHB Sr. Housing Construction Coordinator: | Masaye Hoshide |

Please do not hesitate to contact myself or any PHB Sr. Housing Construction Coordinator for further information. Thank you for your attention and consideration to this affordable housing project.

Kind regards,

**Masaye Hoshide**

*Senior Housing Construction Coordinator (she/her)*

*Planning & Construction Services Team*

**Portland Housing Bureau**
1900 SW 4th Ave, Suite 7007
Portland OR 97201
City Issued Cell: (503) 823 – 8128

Email: masaye.hoshide@portlandoregon.gov

Web: https://www.portland.gov/phb

LU 23-004591 DZM Exh A1

# Preliminary Stormwater Report

## Hollywood Hub

4110 NE Halsey Street
Portland, OR 97232

Date:
January 4th, 2023

Owner:
BRIDGE Housing
1631 NE Broadway St, PMB #153
Portland, OR, 97232

Associated Permit Numbers:
2021-105637-000-00-EA

Engineer of Record:
Martha Williamson, PE
Vega Civil Engineering, LLC
1300 SE Stark St #201
Portland, OR 97214
martha@vegacivil.com
(503) 662-1901

I hereby certify that this Stormwater Management Report for Hollywood Hub has been prepared by me or under my supervision and meets minimum standards of the City of Portland and normal standards of engineering practice. I hereby acknowledge that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me.



## Table of Contents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| Methodology | 2 |
| Analysis | 3 |
| Engineering Conclusions | 3 |


## Appendices


A Stormwater Facility Details / Exhibits
- Utility Plan
- Catchment Map
- Drywell Detail

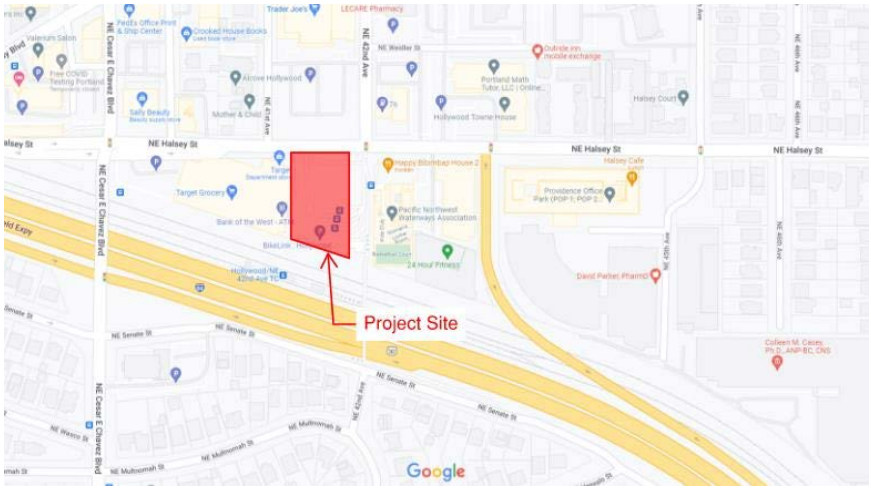
B Calculations
- HydroCAD Report

C Associated Reports
- Geotechnical Investigation Report




LU 23-004591 DZM Exh A1

## Project Overview and Description

| | |
|---|---|
| Location | 4110 NE Halsey Street |
| Site Area | 32,215 SF |
| Vicinity Map |  |
| Zoning | CM3 – Commercial Mixed-Use 3 |
| Development Type | Affordable Housing |
| Watershed | Willamette River – Holladay-Sullivan |
| Existing Conditions | Existing site includes general landscaping but mostly paved surfaces for Trimet bus turnout. |
| Development Description | New construction of affordable housing with 200 units and site improvements. |

## Methodology

| | |
|---|---|
| Existing Drainage | The existing site drains south and west in the paved surfaces. Stormwater sheet flows to the ROW. |
| Infiltration Testing Results | Geotechnical investigation found an unfactored infiltration rate of 5.5 and 6 inches per hour at 15 and 25 feet bgs, respectively. |
| Stormwater Hierarchy Justification | The 100-year storm will be fully infiltrated onsite via drywells, which will fall under Category 2 of the Stormwater Hierarchy. |
| Proposed Stormwater Management System | Stormwater runoff from proposed impervious and landscape areas of the site will be collected via area drains and downspouts and piped to a sedimentation manhole; water will then infiltrate via a drywell system. |

## Analysis

| | |
|---|---|
| Relevant Design Storms | 10yr – 3.4 inches<br>100yr – 4.4 inches |
| Computation Methods & Software | HydroCAD was used for sizing the stormwater facilities. |
| Safety Factors | A safety factor of 2 was used for the tested infiltration rate. |
| Curve Numbers | A CN of 98 was used for proposed impervious area. The pre-developed condition was defined as a CN of 79 based on hydrologic soil group B. |
| Time of Concentration | 5 min. |
| Escape Route or Inundation Level for 24-hour 100-yr event | The drywell system has been designed to fully infiltrate the 100-year storm event. |

Table 1 – Catchment and Facility Summary

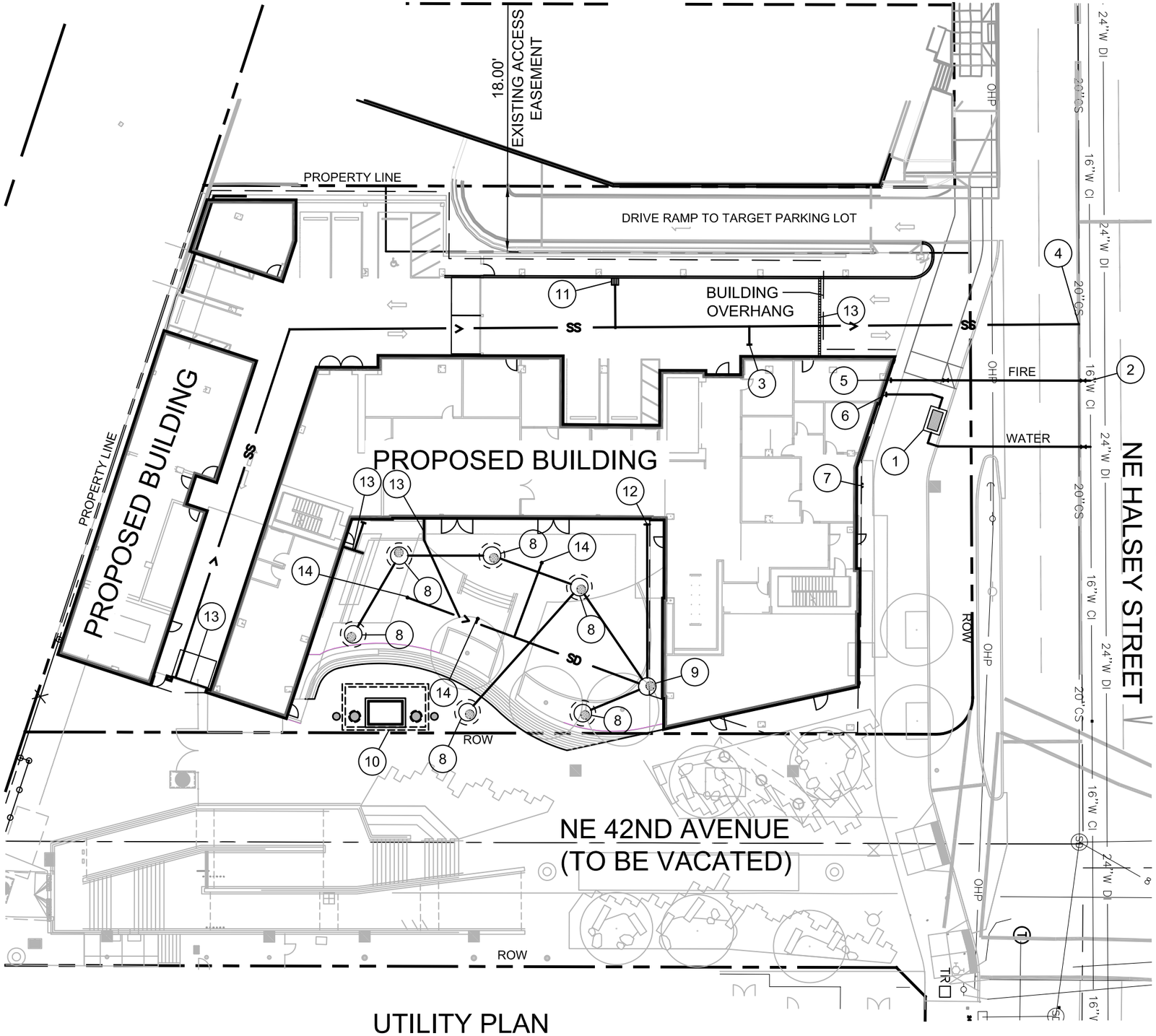
| Catchment or Facility ID | Impervious Area Type | Area (sf) | Ownership (private/public) | Facility Type | Facility Size (sf) |
|---|---|---|---|---|---|
| Site | Roof, walkways | 32,215 | Private | Drywell | (6) x 48" dia. x 35' overall depth |

## Engineering Conclusions

| | |
|---|---|
| Water Quality | The proposed development will meet the requirements for water quality per the 2020 City of Portland Stormwater Management Manual |
| Water Quantity | The proposed development will meet the requirements for water quantity per the 2020 City of Portland Stormwater Management Manual |
| Upstream / Downstream Impacts | The proposed development will not have an impact on upstream or downstream systems. |

**Appendix A - Stormwater Facility Details / Exhibits**

Utility Plan
Catchment Map
Drywell Detail




## UTILITY PLAN

SCALE: 1"=30'

## # CONSTRUCTION NOTES

1. NEW 4" WATER METER, BY PORTLAND WATER BUREAU.
2. NEW 8" FIRE LINE, BY PORTLAND WATER BUREAU.
3. NEW SANITARY CONNECTION FROM BUILDING
4. 8" SEWER CONNECTION TO 20" COMBINED SEWER MAIN.
5. 6" DOMESTIC WATER CONNECTION TO BUILDING. PREMISES-ISOLATION (PI) DCVA TO BE INSTALLED IN BUILDING PER WATER BUREAU REQUIREMENTS.
6. 8" FIRE CONNECTION TO BUILDING. PREMISES-ISOLATION (PI) DCDA TO BE INSTALLED IN BUILDING PER WATER BUREAU REQUIREMENTS.
7. FIRE DEPARTMENT CONNECTION MOUNTED TO BUILDING FACE.
8. DRYWELL, 25' PERFORATED SECTION, 35' TOTAL DEPTH
9. SEDIMENT MANHOLE.
10. PP&L TRANSFORMER VAULT.
11. TRAPPED SANITARY CATCH BASIN.
12. STORM CONNECTION FROM BUILDING FOR ROOF DRAINAGE.
13. TRENCH DRAIN.
14. AREA DRAIN.

## STORMWATER NARRATIVE

**PRIVATE SITE**

STORMWATER RUNOFF FROM PROPOSED ROOF AND PAVED SURFACES WILL BE DIRECTED TO THE DRYWELL SYSTEM. THE DRYWELL SYSTEM IS DESIGNED TO FULLY INFILTRATE THE 100-YR STORM EVENT.

**PUBLIC STREET IMPROVEMENTS**

STORMWATER MANAGEMENT IS BEING MANAGED UNDER THE HOLLYWOOD TRANSIT CENTER PROJECT PERMIT TB0156.

## UTILITY CONTACTS

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WATER
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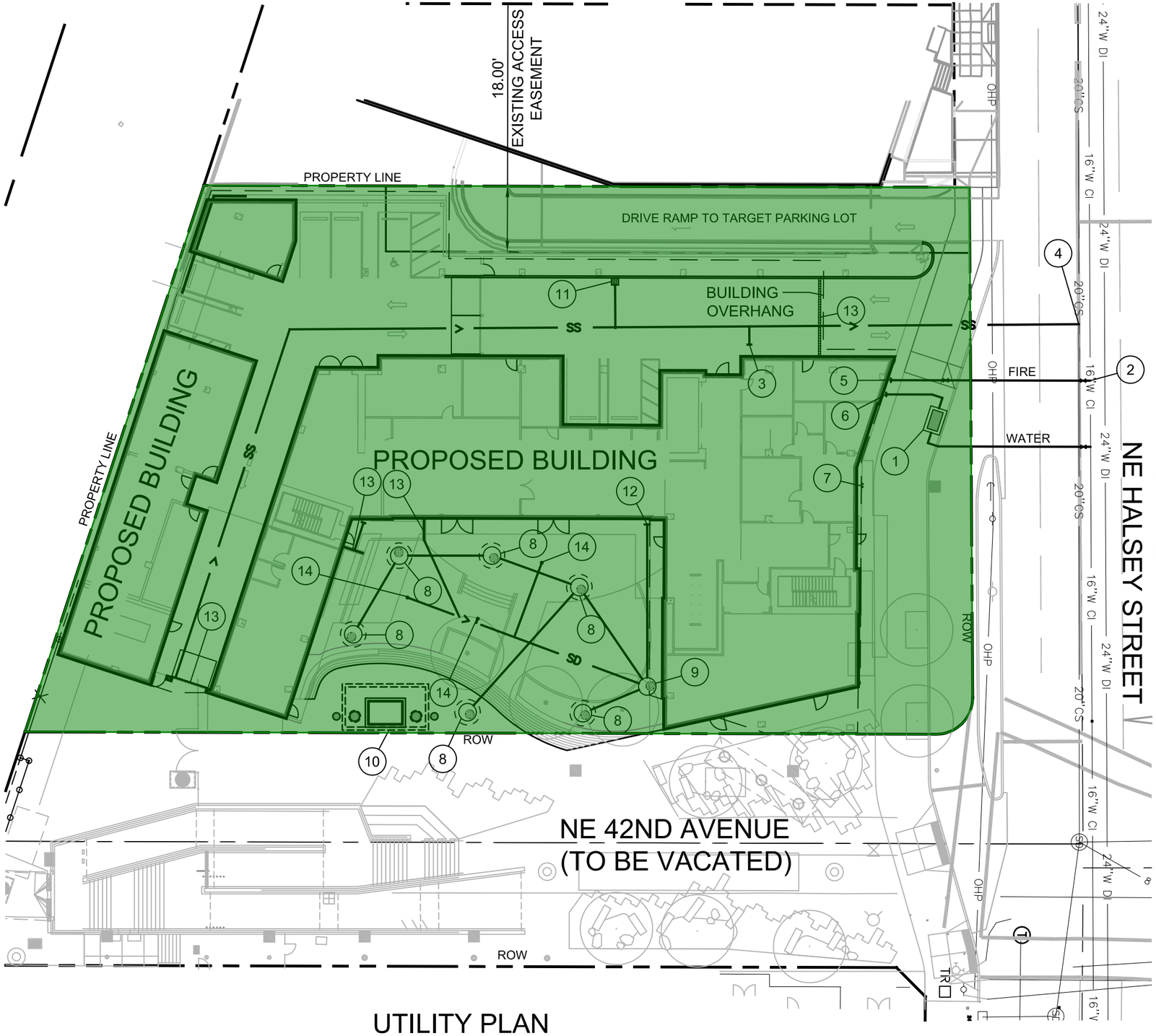
PORTLAND WATER BUREAU
BEN.KERSONS@PORTLANDOREGON.GOV
(503) 865-6370

N

0 30 60

1 INCH = 30 FEET




## UTILITY PLAN

SCALE: 1"=30'

## # CONSTRUCTION NOTES

1. NEW 4" WATER METER, BY PORTLAND WATER BUREAU.
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11. TRAPPED SANITARY CATCH BASIN.
12. STORM CONNECTION FROM BUILDING FOR ROOF DRAINAGE.
13. TRENCH DRAIN.
14. AREA DRAIN.

Total catchment area = 35,215 SF

## STORMWATER NARRATIVE

**PRIVATE SITE**

STORMWATER RUNOFF FROM PROPOSED ROOF AND PAVED SURFACES WILL BE DIRECTED TO THE DRYWELL SYSTEM. THE DRYWELL SYSTEM IS DESIGNED TO FULLY INFILTRATE THE 100-YR STORM EVENT.

**PUBLIC STREET IMPROVEMENTS**

STORMWATER MANAGEMENT IS BEING MANAGED UNDER THE HOLLYWOOD TRANSIT CENTER PROJECT PERMIT TB0156.

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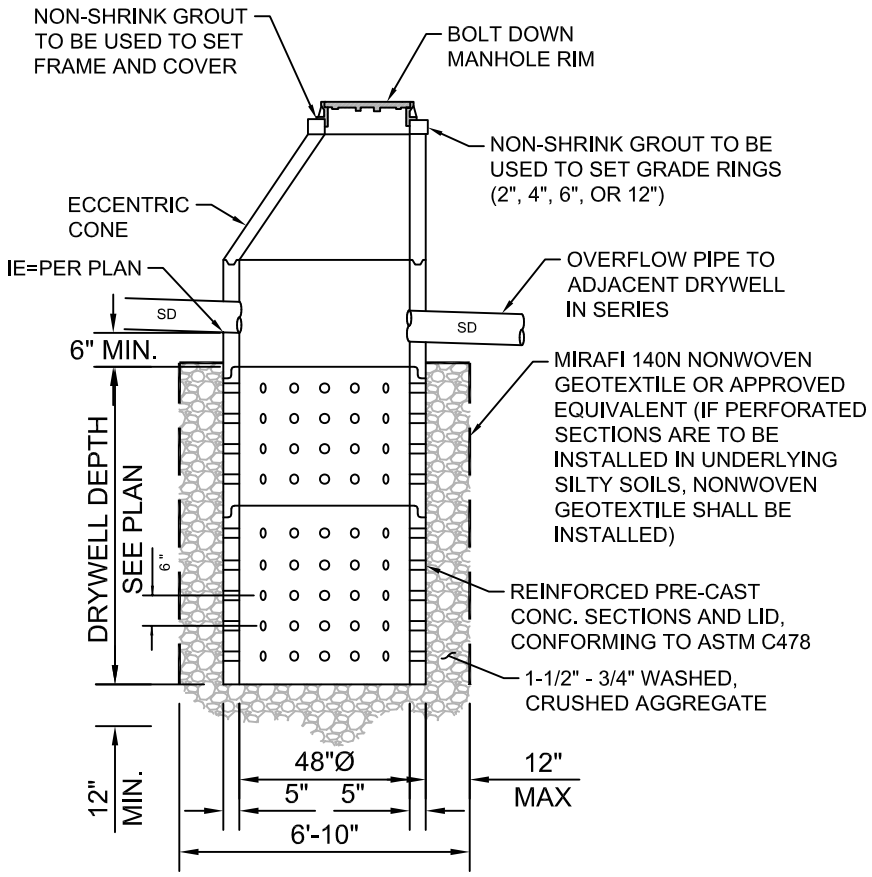
(503) 865-6370

N

0 30 60

1 INCH = 30 FEET




## DRYWELL TESTING NOTES

1. DRYWELL(S) SHALL BE TESTED AFTER CONSTRUCTION OF THE DRYWELL STRUCTURE (INCLUDING DRAIN ROCK AND PERIMETER BACKFILL) BUT PRIOR TO THE CONSTRUCTION OF THE TOP SLAB AND FINISH BACKFILL.
2. NOTIFY CIVIL AND GEOTECHNICAL ENGINEERS 7 DAYS PRIOR TO TESTING AND PROVIDE WRITTEN PLAN FOR TESTING INCLUDING WATER SOURCE.

## DRYWELL

NTS

**Appendix B - Calculations**

HydroCAD Report

## Summary for Pond 2P: drywell

Inflow Area = 35,215 sf,100.00% Impervious, Inflow Depth > 3.67" for 25yr event
Inflow = 0.75 cfs @ 7.80 hrs, Volume= 10,756 cf
Outflow = 0.22 cfs @ 9.02 hrs, Volume= 9,789 cf, Atten= 71%, Lag= 72.8 min
Discarded = 0.22 cfs @ 9.02 hrs, Volume= 9,789 cf

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Peak Elev= 123.93' @ 9.02 hrs Surf.Area= 231 sf Storage= 2,920 cf

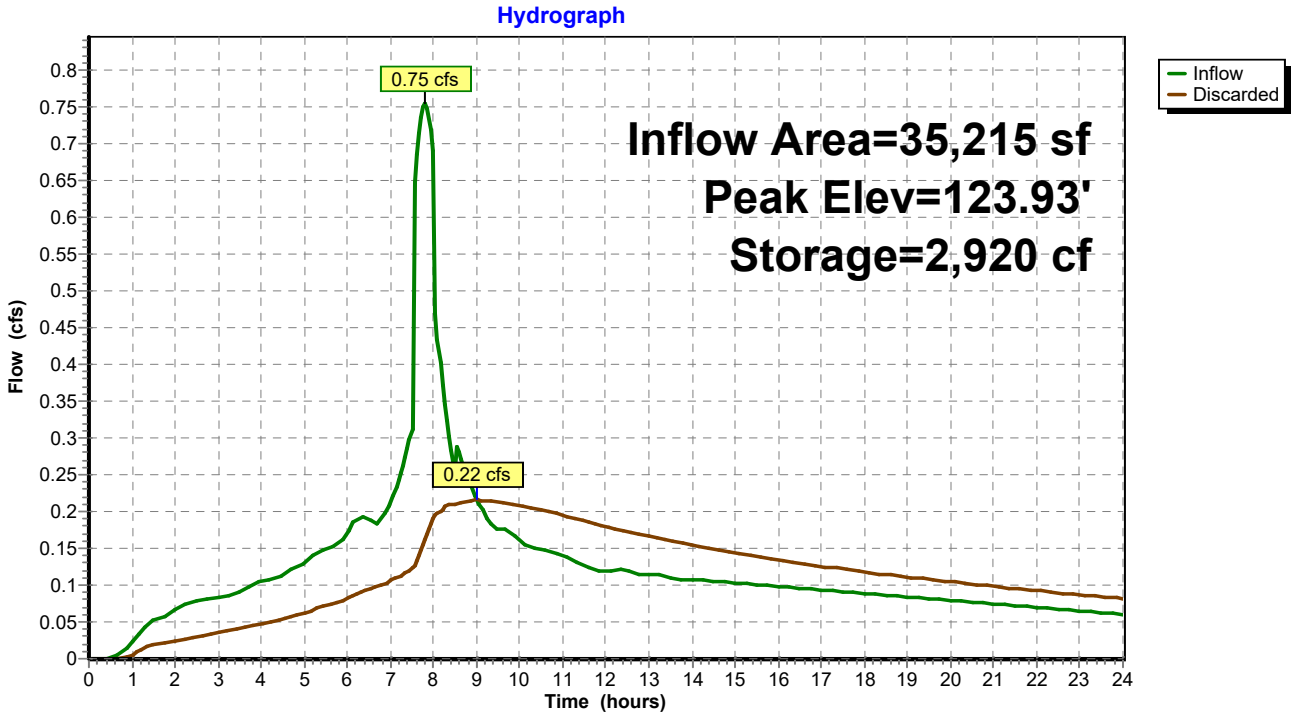
Plug-Flow detention time= 200.1 min calculated for 9,789 cf (91% of inflow)
Center-of-Mass det. time= 134.6 min ( 790.9 - 656.3 )

| Volume | Invert | Avail.Storage | Storage Description |
|---|---|---|---|
| #1 | 100.00' | 1,166 cf | **7.00'D x 25.00'H Vertical Cone/Cylinder** x 6<br>5,773 cf Overall - 1,885 cf Embedded = 3,888 cf x 30.0% Voids |
| #2 | 100.00' | 1,885 cf | **4.00'D x 25.00'H Vertical Cone/Cylinder** x 6 Inside #1 |
| #3 | 125.00' | 754 cf | **4.00'D x 10.00'H Vertical Cone/Cylinder** x 6 -Impervious |
| | | 3,805 cf | Total Available Storage |

| Device | Routing | Invert | Outlet Devices |
|---|---|---|---|
| #1 | Discarded | 100.00' | **2.750 in/hr Exfiltration over Wetted area** |

**Discarded OutFlow** Max=0.22 cfs @ 9.02 hrs HW=123.93' (Free Discharge)
**1=Exfiltration** (Exfiltration Controls 0.22 cfs)

## Pond 2P: drywell



**Appendix D – Associated Report**

Geotechnical Report

# Geotechnical Investigation

## Hollywood Transit Center Development

**4110 NE Halsey Street**

**Portland, Oregon**

**February 15, 2022**

**Prepared for**

**BRIDGE Housing**
**38 NW Davis Street, Suite 450**
**Portland, OR 97209**

**Prepared by**

9750 SW Nimbus Avenue
Beaverton, OR 97008-7172
(503) 641-3478 | www.gri.com

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## APPENDICES

Appendix A: Field Explorations and Laboratory Testing
Appendix B: Site-Specific Seismic-Hazard Study

# 1 INTRODUCTION

At your request, GRI completed a geotechnical investigation for the proposed development of the Hollywood Transit Center located at 4110 NE Halsey Street in Portland, Oregon. The Vicinity Map, Figure 1, shows the general location of the site. The purpose of our geotechnical investigation was to evaluate subsurface conditions at the site and develop geotechnical recommendations for use in the design and construction of the proposed structure. Our investigation included a review of existing geotechnical information available for the site and surrounding area, subsurface explorations, laboratory testing, engineering analyses, and seismic studies. As part of our investigation, GRI completed a site-specific seismic-hazard evaluation in accordance with the amended Section 1803 of the 2019 Oregon Structural Specialty Code (OSSC) for special-occupancy structures, which references the 2016 American Society of Civil Engineers (ASCE) 7-16 document, *Minimum Design Loads and Associated Criteria for Buildings and Other Structures* (ASCE 7-16). This report describes the work accomplished and provides conclusions and recommendations for use in the design and construction of the proposed development.

# 2 PROJECT DESCRIPTION

Information provided by you indicates the site will be developed with a 13-story building with one below-grade level for parking. Foundation loads for the structure are currently unavailable; however, we anticipate the maximum column loads will be on the order of 1,200 kips to 1,500 kips. We understand the structure will be designed in accordance with the 2019 *Oregon Structural Specialty Code* (OSSC), which references the 2016 American Society of Civil Engineers (ASCE) 7-16 document titled *Minimum Design Loads and Associated Criteria for Buildings and Other Structures* (ASCE 7-16). We anticipate on-site disposal of stormwater will also be considered for this project.

We anticipate an excavation on the order of 15 feet to 20 feet will be required around the building perimeter to found the below-grade level and the finished floor elevation for the first floor will generally be consistent with adjacent site grades. We anticipate shoring will be required where the excavation is located adjacent to existing structures and infrastructure. We understand on-site stormwater facilities, such as drywells, are being considered for this project.

# 3 SITE DESCRIPTION

## 3.1 General

The project site is approximately 0.8 acre and is bordered by NE Halsey Street on the north, a three-story commercial building on the east, railroad tracks and Interstate 84 (I-84) on the south, and the abandoned Hollywood Bowl building on the west. The site is currently occupied by the Hollywood Transit Center, which consists of asphalt concrete (AC)- or

portland cement concrete (PCC)-paved bus loops, and a central landscaped area. We understand the transit center will be removed as part of this project. Our review of available topographic information and on-site observations indicate the ground surface at the site is relatively flat and slopes downward at the southern property boundary toward the railroad tracks and I-84.

### 3.2 Geology

Published geologic mapping indicates the project site is mantled with catastrophic flood deposits, locally referred to as Missoula flood deposits. The Missoula flood deposits consist of stratified, clayey silt to silty sand near the ground surface that transitions to poorly sorted silt, sand, gravel, and cobbles with depth (Madin, 2004). Relatively coarse-grained sedimentary deposits locally referred to as the Troutdale Formation, underlie the flood deposits. The Troutdale Formation consists of sand, gravel, cobbles, and boulders with varying amounts of cementation and is underlain by Columbia River Basalt at depth (Evarts and O'Connor, 2008).

## 4 SUBSURFACE CONDITIONS

### 4.1 General

Subsurface materials and conditions at the site were investigated between August 25 and 26, 2020, with two borings, designated B-1 and B-2; two cone penetration test (CPT) probes, designated CPT-1 and CPT-2; and one dilatometer (DMT) sounding, designated DMT-1. The borings were advanced to depths of about 76.2 feet to 81.5 feet, the CPT probes to depths of about 55.8 feet to 57.8 feet, and the DMT sounding to a depth of about 42.7 feet below existing site grades. The approximate locations of the explorations completed for this investigation are shown on the Site Plan, Figure 2. Logs of the borings, CPT probes, and DMT sounding are provided on Figures 1A through 7A. The field and laboratory programs conducted to evaluate the physical engineering properties of the materials encountered in the borings are described in Appendix A. The terms and symbols used to describe the materials encountered in the explorations are defined in Tables 1A, 2A, and 3A and the attached legend.

### 4.2 Sampling

Disturbed and undisturbed soil samples were obtained from the borings at 2.5- to 5-foot intervals of depth in the upper 15 feet and 5- to 10-foot intervals below this depth. Disturbed soil samples were obtained using a 2-inch-outside-diameter standard split-spoon sampler or a larger, 3-inch-outside-diameter California-modified split-spoon (CMS) sampler. The CMS sampler was used when sample recovery was not possible with the standard split-spoon sampler due to particle size of the material being sampled. Standard penetration tests (SPTs) were conducted by driving the samplers into the soil a distance of 18 inches using a 140-pound hammer dropped 30 inches. The number of blows required to drive the standard split-spoon sampler the last 12 inches is known as the Standard

Penetration Resistance, or SPT N-value. The number of blows required to drive the CMS sampler the last 12 inches is denoted as the SPT N*-value. The SPT N- and N*-values provide a measure of relative density of granular soils and the relative consistency of cohesive soils. A relatively undisturbed soil sample was collected by pushing a 3-inch-outside-diameter Shelby tube into the undisturbed soil a maximum of 24 inches using the hydraulic ram of the drill rig. The soil in the Shelby tube was extruded in our laboratory and Torvane or undrained shear-strength measurements were recorded.

## 4.3 Pavement and Soils

For the purpose of discussion, the materials disclosed by our investigation have been grouped into the following major units based on their physical characteristics and engineering properties:

a. PAVEMENT
b. FILL
c. Silty SAND to Sandy SILT (Missoula Flood Deposits)
d. GRAVEL and COBBLES (Missoula Flood Deposits)

The following paragraphs provide a description of the materials encountered and a discussion of the groundwater conditions at the site.

### a. PAVEMENT

Explorations B-2 and CPT-1 were advanced in existing paved areas and encountered about 8 inches to 11 inches of AC pavement at the ground surface. The pavement is underlain by about 18 inches to 40 inches of crushed-rock base (CRB) course.

### b. FILL

Fill was encountered at the ground surface in explorations B-1, DMT-1, and CPT-2 and beneath the pavement in explorations B-2 and CPT-1. The fill extends to depths of about 7.5 feet to 10 feet below existing site grades. However, explorations B-1 and B-2 were hydro-excavated to a depth of about 7.5 feet to 10 feet and explorations DMT-1, CPT-1, and CPT-2 do not permit the collection of soil samples; therefore, the exact composition and characteristics of the fill soils could not be determined. Based on our observations during hydro-excavation, we anticipate the fill soils consist of clay, silt, fine- to coarse-grained sand, and subangular to angular gravel and cobbles. Although not encountered during drilling, it should be anticipated that wood and construction debris, boulders, and voids capable of accepting large volumes of drilling fluid or grout may be encountered anywhere in the fill. This is an important consideration for cast-in-place concrete piles extending through the fill unit.

### c. Silty SAND to Sandy SILT (Missoula Flood Deposits)

Silty sand to sandy silt soils, interpreted to be Missoula flood deposits, were encountered beneath the fill in all explorations and extend to depths of about 60 feet to 75 feet below the ground surface. In general, the silty sand to sandy silt is brown, consists of fine- to medium-grained sand, and is interbedded with up to 18-inch-thick layers of silt. An approximately 4-foot-thick layer of clay was encountered within the unit at a depth of about 60 feet in boring B-2. Scattered gravel was encountered in the unit below a depth of about 50 feet in boring B-2. The relative density of the silty sand is loose to dense and the relative consistency of the sandy silt is soft to hard based on SPT N-values, SPT N*-values, CPT tip-resistance values, DMT constrained-modulus values, and Torvane shear strengths and typically becomes denser or harder with increasing depth. The natural moisture content of the silty sand and sandy silt ranges from 15% to 40%.

A one-dimensional consolidation test was completed on a sample of silt obtained at a depth of about 35.3 feet in boring B-2. Test results indicate the silt is overconsolidated and exhibits relatively low compressibility in the preconsolidated range of pressures and moderate compressibility in the normally consolidated range of pressures, see Figure 8A.

Explorations CPT-1, CPT-2, and DMT-1 were terminated in the silty sand and sandy silt unit at depths of about 42.7 feet to 57.4 feet due to practical refusal.

### d. GRAVEL and COBBLES (Missoula Flood Deposits)

Gravel and cobbles interpreted to be Missoula flood deposits were encountered beneath the silty sand to sandy silt unit in explorations B-1 and B-2 at depths of about 60 feet and 75 feet, respectively. In general, the gravel and cobbles are subrounded to rounded and contain a variable amount of fine- to coarse-grained sand ranging from a trace of sand to sandy and up to a trace of silt. Our drilling for this project and experience in the site vicinity indicate these deposits usually contain scattered boulders and zones of gravel that exhibit slight to moderate cementation. The relative density of the gravel and cobbles is very dense based on SPT N*-values. It should be noted that the relative density of very coarse, granular material such as gravel and cobbles tend to be overestimated using the standard split-spoon and CMS samplers.

Circulation of drilling fluid was repeatedly lost throughout the gravel and cobbles unit, suggesting this deposit is open work. Open-work gravel and cobbles is a deposit with low fine contents within the matrix, a high permeability, and is commonly capable of accepting large volumes of drilling fluid or grout. This is an important consideration for grouted anchors or cast-in-place concrete piles extending into the gravel and cobbles deposit.

Explorations B-1 and B-2 were terminated in the gravel and cobbles unit at respective depths of about 81.5 feet and 76.2 feet.

### 4.4 Groundwater

Explorations B-1 and B-2 were completed using mud-rotary drilling techniques, which do not allow the measurement of groundwater levels at the time of drilling. Our review of U.S. Geological Survey (USGS) groundwater data (Snyder, 2008) suggests the groundwater level at the site typically occurs at depths in excess of 100 feet below the ground surface throughout the year. However, we anticipate perched groundwater conditions may develop locally at shallower depths within layers of fine-grained soil during the wet winter and spring months or following periods of intense or prolonged precipitation.

### 4.5 Infiltration Testing

Falling-head infiltration testing was conducted in a borehole designated I-1 at depths of about 15 feet and 25 feet below existing site grades. Details regarding the infiltration testing methods are provided in Appendix A. The unfactored, field-measured infiltration rates recorded at a specific depth within the silty sand unit are tabulated below in Table 4-1.

**Table 4-1: INFILTRATION TEST RESULTS**

| Boring | Infiltration Test Depth, feet | Average Unfactored Field Infiltration Rate, inch/hour | Soil Classification | Fine Content (% Passing No. 200 Sieve) |
|---|---|---|---|---|
| I-1 | 15 | 6 | Silty SAND | 35 |
| I-1 | 25 | 5.5 | Silty SAND | N/A |

## 5 CONCLUSIONS AND RECOMMENDATIONS

### 5.1 General

Subsurface conditions disclosed by the explorations completed by GRI for this investigation indicate the site is mantled with 7.5 feet to 10 feet of fill soils consisting of clay, silt, fine- to coarse-grained sand, and subangular to angular gravel and cobbles. The fill soils are underlain by Missoula Flood Deposits consisting of sandy silt to silty sand soils that transition to gravel and cobbles at depths of about 60 feet to 75 feet. Although obvious indications of boulders were not encountered in the borings, it should be anticipated boulders may be present in the gravel and cobbles that underlie the site. We anticipate the groundwater level typically occurs at depths in excess of 100 feet below existing grades throughout the year; however, perched groundwater may develop in the upper fine-grained soils that mantle the site during periods of heavy or prolonged rainfall.

The presence of poorly documented fill soils mantling the site and the variable depth of the gravel and cobbles deposit are major geotechnical considerations as they relate to foundation and floor support for the new structure. Other geotechnical considerations associated with construction of the new building include previous site development, the presence of fine-grained soils near the ground surface that are extremely sensitive to

moisture content, the potential for perched groundwater conditions, the close proximity of the adjacent structures and infrastructure, and installation of deep foundations.

The following sections of this report provide our conclusions and recommendations for use in the design and construction of the project.

## 5.2 Seismic Considerations

### *5.2.1 General*

We understand the project will be designed in accordance with the 2019 OSSC, which references ASCE 7-16 for seismic design. A site-specific seismic-hazard evaluation was completed for the project to fulfill the requirements of amended Section 1803 of the 2019 OSSC for special-occupancy structures. Details of the site-specific seismic-hazard evaluation and development of the recommended response spectrum are provided in Appendix B.

### *5.2.2 Code Background*

The ASCE 7-16 seismic-hazard levels are based on a Risk-Targeted Maximum Considered Earthquake ($MCE_R$) with the intent of including the probability of structural collapse. Based on generalized building fragility curves, seismic design of a structure using the probabilistic $MCE_R$ represents a targeted risk level of 1% in 50 years probability of collapse in the direction of maximum horizontal response. In general, these risk-targeted ground motions are developed by applying adjustment factors of directivity and risk coefficients to the 2% probability of exceedance in 50 years (2,475-year return-period hazard level) ground motions developed from the recently updated 2014 U.S. Geological Survey (USGS) probabilistic seismic-hazard maps. The risk-targeted probabilistic values are also subject to a deterministic check, which is computed from the models of earthquake sources and ground-motion propagation that form the basis of the 2014 USGS National Seismic Hazard Maps (NSHMs). ASCE 7-16 defines the site-specific deterministic $MCE_R$ ground motions in terms of 84th-percentile, 5%-damped response spectral acceleration in the direction of maximum horizontal response. The $MCE_R$ ground motions are taken as the lesser of the probabilistic and deterministic spectral accelerations.

### *5.2.3 Site Response*

The ASCE methodology uses two bedrock spectral response parameters, $S_S$ and $S_1$, corresponding to periods around 0.2 second and 1.0 second to develop the $MCE_R$ response spectrum. To establish the ground-surface $MCE_R$ spectrum, these bedrock spectral parameters are adjusted for site class using the short- and long-period site coefficients, $F_a$ and $F_v$, in accordance with Section 11.4.3 of ASCE 7-16, which includes new seismic site coefficients to adjust the mapped values for soil properties.

The $S_S$ and $S_1$ parameters for the site located at the approximate latitude and longitude coordinates of 45.5334° N and 122.6207° W are 0.89 and 0.39 g, respectively, for Site Class B/C, or bedrock conditions. Based on our review of Section 20.4.1 of ASCE 7-16, the site is classified as Site Class D based on an estimated shear-wave velocity ($V_{S30}$) of about 1,160 feet/second. Site coefficients $F_a$ and $F_v$ of 1.15 and 1.91, respectively, were used to develop the Site Class D $MCE_R$-level spectrum in accordance with Section 11.4 of ASCE 7-16. However, Section 11.4.8 of ASCE 7-16 requires a ground-motion hazard analysis to be completed for structures on Site Class D sites to determine the $F_v$ coefficient when the $S_1$ parameter is greater than or equal to 0.2 g. The code provides an exception that waives the ground-motion hazard analysis if the seismic-response coefficient, $C_s$, is determined in accordance with Section 11.4.8, Exception 2, of ASCE 7-16. We anticipate the response coefficient will be developed as discussed above; therefore, the code-based, Site Class D, ground-surface, $MCE_R$ response spectrum is appropriate for design of the structure. The design-level response spectrum is calculated as two-thirds of the ground-surface $MCE_R$ spectrum.

The recommended $MCE_R$- and design-level spectral response parameters for Site Class D conditions are tabulated below in Table 5-1 and were developed assuming $C_s$ will be determined in accordance with Section 11.4.8, Exception 2, of ASCE 7-16.

**Table 5-1: RECOMMENDED SEISMIC DESIGN PARAMETERS (2019 OSSC/ASCE 7-16)**

| Seismic Parameter | Recommended Value |
|---|---|
| Site Class | D |
| $MCE_R$ Spectral Response Acceleration Parameter at Short Periods, $S_{MS}$ | 1.01 g |
| $MCE_R$ Spectral Response Acceleration Parameter at 1.0-Sec Period, $S_{M1}$ | 0.74 g* |
| Design Spectral Response Acceleration Parameter at Short Periods, $S_{DS}$ | 0.67 g |
| Design Spectral Response Acceleration Parameter at 1.0-Sec Period, $S_{D1}$ | 0.50 g* |

*Should be reviewed based on structural requirements in accordance with Sections 11.4.8 and 12.8 of ASCE 7-16.

### *5.2.4 Seismic Hazards*

Based on the estimated depth to groundwater, it is our opinion the risk of liquefaction and/or significant soil strength loss at the site is low during a code-based earthquake. The risk of damage by tsunami and/or seiche at the site is absent. The USGS considers the Portland Hills Fault and Grant Butte Fault to be the closest crustal fault sources contributing to the overall seismic hazard at the site. Unless occurring on a previously unmapped or unknown fault, it is our opinion the risk of ground rupture at the site is low.

## 5.3 Earthwork

### *5.3.1 General*

The fine-grained soils that mantle the site are moisture sensitive and perched groundwater may approach the ground surface during the wet winter months. Therefore, it is our opinion earthwork can be completed most economically during the dry summer months, typically extending from June to mid-October. It has been our experience that the moisture content of the upper few feet of the fine-grained soils will decrease during extended warm, dry weather. However, below this depth, the moisture content of the soil tends to remain relatively unchanged and well above the optimum moisture content for compaction. As a result, the contractor must use construction equipment and procedures that reduce disturbance and softening of the subgrade soils. To minimize disturbance of the moisture-sensitive, fine-grained soils, site grading can be completed using track-mounted hydraulic excavators. All excavations should be finished using a smooth-edged bucket to produce a firm, undisturbed surface. It may also be necessary to construct granular haul roads and work pads concurrently with excavation to reduce subgrade disturbance. If the subgrade is disturbed during construction, soft, disturbed soils should be overexcavated to firm soil and backfilled with structural fill.

If construction occurs during wet-ground conditions, granular work pads will be required to protect the underlying fine-grained subgrade and provide a firm working surface for construction activities. In our opinion, a 12- to 18-inch-thick granular work pad should be sufficient to reduce subgrade disturbance by lighter construction equipment and limited traffic by dump trucks. Haul roads and other high-density traffic areas will require a minimum of 18 inches to 24 inches of fragmental rock, up to 6-inch nominal size, to reduce the risk of subgrade deterioration. The use of geotextile fabric over the subgrade may reduce maintenance during construction.

### *5.3.2 Site Preparation*

Demolition of the existing improvements within the limits of the proposed improvements should include removal of existing pavements, floor slabs, foundations, walls, and underground utilities (if present). The ground surface within all building areas, paved areas, walkways, and areas to receive structural fill should be stripped of existing vegetation, surface organics, and loose surface soils. We anticipate stripping up to a depth of 6 inches will likely be required in vegetated areas; however, deeper grubbing may be required to remove brush and tree roots. All demolition debris, trees, brush, and surficial organic material should be removed from within the limits of the proposed improvements. Excavations required to remove existing improvements, brush, and trees should be backfilled with structural fill. Organic strippings should be disposed of offsite or stockpiled on site for use in landscaped areas.

Following stripping or excavation to subgrade level, the exposed subgrade should be evaluated by a qualified member of GRI's geotechnical engineering staff or an engineering geologist. Proof rolling with a loaded dump truck may be part of this evaluation. Any soft areas or areas of unsuitable material disclosed by the evaluation should be overexcavated to firm material and backfilled with structural fill.

### *5.3.3 Prior Site Development*

Due to previous development at the site and the presence of fill soils, it should be anticipated that some overexcavation of subgrade will be required. In addition, site improvements within previously developed areas include a risk of encountering undocumented or poorly documented improvements and infrastructure.

### *5.3.4 Site Grading*

Final grading across the project should provide for positive drainage of surface water away from exposed slopes to reduce the potential for erosion. Prior to placing pavement base-course aggregate, subgrade should be sloped to aid in drainage. Permanent cut and fill slopes should be not steeper than 2H:1V (Horizontal to Vertical) and protected with vegetation to reduce the risk of surface erosion due to rainfall.

## 5.4 Excavation and Shoring

### *5.4.1 General*

We anticipate an excavation on the order of 15 feet to 20 feet may be required to establish the finished floor elevation for the below-grade level. The east and west sides of the site are bordered by existing buildings and the north and south sides of the site are located adjacent to existing infrastructure, such as streets and railroad tracks. To limit settlement and reduce the risk of damaging adjacent structures, shoring will be required for excavation support on the east and west sides of the site. We anticipate temporary excavation slopes may be feasible on the north and south sides of the site depending on the excavation depth and proximity of the excavation to existing infrastructure that will remain in place.

The method of excavation and design of excavation support are the responsibilities of the contractor and are subject to applicable local, state, and federal safety regulations, including the current Occupational Safety and Health Administration (OSHA) excavation and trench safety standards. The means, methods, and sequencing of construction operations and site safety are also the responsibilities of the contractor. The information provided below is for the use of our client and should not be interpreted to imply we are assuming responsibility for the contractor's actions or site safety.

### 5.4.2 Groundwater Management

We anticipate the groundwater level will typically occur below the anticipated maximum excavation depth; however, depending on the depth of the excavations and the time of year the work is completed, perched groundwater may be encountered in excavations. Groundwater seepage, running-soil conditions, and unstable excavation sidewalls or excavation subgrades, if encountered during construction, will require dewatering of the excavation and sidewall support. The impact of these conditions can be reduced by completing excavations during the summer months, when groundwater levels are lowest, and by limiting the depths of the excavations.

We anticipate groundwater seepage if encountered, can generally be controlled by pumping from sumps. To facilitate dewatering, it will be necessary to overexcavate the base of the excavation to permit installation of a granular working blanket. We estimate the required thickness of the granular working blanket will be on the order of 1 foot or as required to maintain a stable excavation base. The actual required depth of overexcavation will depend on the conditions exposed in the excavations and the effectiveness of the contractor's dewatering efforts. The thickness of the granular blanket must be evaluated based on field observations during construction. We recommend the use of relatively clean, free-draining material, such as 2- to 4-inch-minus crushed rock, for this purpose. The use of geotextile fabric over the excavation base will assist in subgrade stability and dewatering.

### 5.4.3 Temporary Excavations

We anticipate temporary excavation slopes can be cut at 1.5H:1V to a maximum depth of 20 feet, assuming surcharge loads are offset from the top of the slope at a distance equal to the depth of cut. Flatter slopes may be required for deeper excavations or if groundwater seepage conditions are encountered. Some minor amounts of sloughing, slumping, or running of temporary slopes should be anticipated if groundwater seepage occurs. A blanket of relatively clean, well-graded crushed rock placed on the slopes may be required to reduce the risk of raveling-soil conditions if temporary excavation slopes encounter perched groundwater. We recommend the use of relatively clean, free-draining material, such as 2- to 4-inch-minus crushed rock, for this purpose. The thickness of the granular blanket should be evaluated based on actual conditions but would likely be in the range of 12 inches to 24 inches.

In our opinion, the short-term stability of temporary slopes will be adequate if surcharge loads due to existing foundations and infrastructure, construction traffic, vehicle parking, material laydown, etc., are maintained at a distance equal to the height of the slope away from the top of the open cut. Other measures that should be implemented to reduce the risk of localized failures of temporary slopes include 1) using geotextile fabric to protect the exposed cut slopes from surface erosion; 2) providing positive drainage away from the

tops and bottoms of the cut slopes; 3) constructing and backfilling walls as soon as practical after completing the excavation; 4) backfilling overexcavated areas as soon as practical after completing the excavation; and 5) periodically monitoring the area around the top of the excavation for evidence of ground cracking. It must be emphasized that following these recommendations will not guarantee sloughing or movement of the temporary cut slopes will not occur; however, the measures should serve to reduce the risk of a major slope failure. It should be realized, however, that blocks of ground and/or localized slumps may tend to move into the excavation during construction.

### *5.4.4 Shoring Criteria*

We recommend using shoring to support the excavation in the following areas: 1) where site constraints do not permit the excavation sidewalls to be sloped at about 1.5H:1V or flatter; and 2) where existing improvements (utilities, adjacent streets, etc.) are located within a setback zone defined by a plane extending upward at 1.5H:1V from the toe of the excavation and an equal distance to the height of the cut from where the plane intersects the top of the slope. It is common practice in the region to use shoring systems consisting of soldier piles and lagging or interlocked sheet piles, either cantilevered or restrained, with tie-back anchors or soil-nail support. Depending on the proximity of the shoring to any existing improvements requiring protection, it may be necessary to leave portions of the temporary shoring system permanently in place to limit the risk of future settlement associated with completely removing the shoring.

The design of temporary shoring systems depends on the total magnitude of forces the system is designed to resist and the tolerable yielding of the system and surrounding ground. The pattern and intensity of the lateral earth pressures on the shoring will be governed by the height of the wall, soil type, degree to which the walls are structurally supported, and whether the walls are drained. The lateral earth pressure criteria shown on Figure 3 can be used for the design of cantilevered shoring systems, assuming the shoring can be allowed to yield somewhat into the excavation during construction and settlement behind the system can also be tolerated. The lateral earth pressure criteria shown on Figure 4 can be used for shoring restrained with horizontal bracing, tieback anchors, or soil nails to resist larger forces and/or reduce the amount of yielding of the shoring toward the excavation. Additional lateral pressures due to surcharge loads, such as existing streets, behind the shoring systems should be added to the earth pressures shown on Figures 3 and 4. These additional loads can be computed in accordance with the criteria presented on Figure 5; however, we recommend a minimum vertical surcharge pressure of 250 pounds per square foot be added behind the walls.

### *5.4.5 Shoring Considerations*

Our subsurface explorations disclosed the project area is mantled with variable fill soils consisting of clay, silt, fine- to coarse-grained sand, and subangular to angular gravel and

cobbles underlain by Missoula Flood Deposits. The shoring contractor should anticipate construction debris and other man-made objects may be encountered in the fill soils. In addition, there is the potential for loss of concrete and grout during installation of the shoring system if voids are encountered in the fill soils, which is an additional consideration for the contractor.

For a tied-back shoring system, we recommend all tie-back anchors develop their pull-out resistance beyond a no-load zone defined by a plane, as shown on Figure 4. Verification tests should be completed for at least one anchor per level for each side of the excavation. Verification anchor tests should be conducted to at least 150% of the design anchor load. The results of the tests will be used to review and revise, if necessary, the anchor design criteria. In addition, each production anchor should be proof tested to at least 133% of the design load. The shoring contractor should have a proven record of successful shoring and tie-back installations in similar materials.

In shored areas, we recommend the following monitoring and performance criteria be included in the project specifications:

1. Horizontal movement of the shoring system in the vicinity of adjacent streets or property lines should be accurately measured and recorded at each stage of the excavation by the project surveyor or contractor's surveyor. Horizontal movement should be measured at the top and at a minimum horizontal spacing of 20 feet around the excavation. Settlement of the ground surface near adjacent infrastructure should be monitored at a minimum horizontal spacing of 25 feet.

2. Horizontal movement of the shoring system should not exceed a ½ inch toward the excavation.

3. Lagging should be installed and any voids backfilled using controlled-density fill, if necessary, as the excavation proceeds.

4. The excavation should not extend more than about 1 foot below a bracing level until the tie-backs, lagging, and backfill at that level are in place.

If tied-back shoring is used, the City of Portland typically requires the de-tensioning (unloading) of all temporary tie-back anchors that extend into public street rights-of-way.

### *5.4.6 Utility Excavations*

In our opinion, there are three major considerations associated with design and construction of new utilities:

1. Provide stable excavation sideslopes or support for trench sidewalls to minimize loss of ground.

2. Provide a safe working environment during construction.

3. Minimize post-construction settlement of the utility and ground surface.

According to current OSHA regulations, the majority of the soils encountered in the explorations may be classified as Type C. In our opinion, trenches less than 4 feet deep that do not encounter groundwater may be cut vertically and left unsupported during the normal construction sequence, assuming trenches are excavated and backfilled in the shortest possible sequence. Excavations more than 4 feet deep should be laterally supported or alternatively provided with sideslopes of 1.5H:1V or flatter to a maximum depth of 15 feet. In our opinion, adequate lateral support may be provided by common methods such as the use of a trench shield or hydraulic shoring systems.

## 5.5 Structural Fill

The first floor of the new building will be constructed near existing site grades and we anticipate structural fill heights to achieve finished floor elevation will be minimal. Based on this consideration, we recommend structural fill for this project consist of imported granular material such as sand, sandy gravel, or fragmental rock with a maximum size of up to 2 inches and less than 7% passing the No. 200 sieve (washed analysis). Granular fill should be placed in lifts and compacted with vibratory equipment to at least 95% of the maximum dry density determined in accordance with ASTM D698. Appropriate lift thicknesses will depend on the type of compaction equipment used. For example, if hand-operated vibratory plate equipment is used, lift thicknesses should be limited to 6 inches to 8 inches. If smooth-drum, vibratory rollers are used, lift thicknesses up to 12 inches are appropriate, and if backhoe- or excavator-mounted vibratory plates are used, lift thicknesses of up to 2 feet may be acceptable.

All utility trench excavations within building, hardscape, and pavement areas should be backfilled with relatively clean, granular material, such as sand, sandy gravel, or crushed rock, of up to 1½-inch maximum size and having less than 7% passing the No. 200 sieve (washed analysis). The bottom of the excavation should be thoroughly cleaned to remove loose materials and the utilities should be underlain by a minimum 6-inch thickness of bedding material. The granular backfill material should be compacted to at least 95% of the maximum dry density as determined by ASTM D698 in the upper 5 feet of the trench and at least 92% of this density below a depth of 5 feet. Flooding or jetting as a means of compacting the trench backfill should not be permitted.

## 5.6 Foundation Support

### *5.6.1 General*

We anticipate the new structure will have maximum column loads on the order of 1,200 kips to 1,500 kips. Based on the anticipated magnitude of the foundation loads and subsurface conditions, it is our opinion structural support for the new building will need to be provided by a deep-foundation system tied together with grade beams. Our experience with other projects in the area with similar subsurface conditions suggests continuous flight auger (CFA) piles would be well suited to support the structural loads and are typically more cost effective than drilled shafts. Our discussions with the design team indicate support for the new building will be provided by CFA piles.

In our opinion, CFA pile installation to the design depths at the site is practical based on our experience with similar projects and soil conditions; however, the pile-foundation contractor should review the soil conditions and contact GRI if they have any questions or concerns. Drilling-fluid loss and gravel-and-cobbles conditions were encountered in borings completed using small, 4- to 6-inch-diameter drilling bits. As such, it should be considered highly likely there is a significantly greater probability of encountering these conditions in larger-diameter CFA piles. Additionally, boulders should be anticipated in the gravel and cobbles deposit. Project plans, specifications, and bid items should address the risks and uncertainties associated with the cobble, boulder, and open-work conditions. At a minimum, we recommend the project bid items include a unit price per foot of excavation into the gravel and cobbles deposit and a unit price per cubic yard of concrete due to the potential for open-work conditions. GRI should be contacted if other pile types are considered for the project

### *5.6.2 Axial Design Criteria*

Allowable capacities for CFA piles depend on pile diameter and depth of embedment into the gravel and cobbles deposit underlying the site. Static analyses were performed to estimate the pile capacity as a function of embedment into the dense gravel and cobbles for 18-, 24-, and 30-inch-diameter CFA piles. Table 5-2 provides ultimate pile capacities and penetration criteria for these specific pile diameters based on the number of piles installed per column.

**Table 5-2: ULTIMATE PILE CAPACITIES**

| Shaft Diameter, inches | Minimum Embedment into Gravel Layer, feet | Piles Per Cap | Ultimate Axial Capacities (kips) Per Pile | |
|---|---|---|---|---|
| | | | Compression | Uplift |
| 18 | 10 | 1 | 1,050 | 600 |
| | | 2 | 1,200 | 650 |
| 24 | 10 | 1 | 1,450 | 750 |
| | | 2 | 1,600 | 850 |
| 30 | 10 | 1 | 1,900 | 1,000 |
| | | 2 | 2,100 | 1,100 |

**Notes:**

1) CFA piles should have a minimum length below the bottom of the structure of 55 feet but could extend to depths of 80 feet on the southern side of the site. These depths assume the below-grade level is established about 15 feet below existing site grades.

2) CFA piles should have a minimum embedment of 10 feet into the underlying gravel and cobbles deposit.

3) Capacities are appropriate for both static and seismic conditions.

In accordance with the 2018 IBC, factors of safety of 2.0 and 3.0 should be applied to the ultimate compression and uplift capacities, respectively. However, the factor of safety applied to the uplift capacities can be reduced to 2.0 if the uplift forces are exclusively attributed to wind and seismic loading. The indicated capacities are appropriate for piles with a center-to-center spacing of at least three pile diameters (3D) within a pile group. We anticipate the settlement of pile-supported foundations at working loads will be less than about 1 inch under the applied allowable axial loads, although group effects should be reviewed once the pile layout is known.

### *5.6.3 Lateral Design Criteria*

Lateral structural loads can be resisted by the structural strength of the pile in bending and the passive resistance of the soil adjacent to the pile cap. Conditions of lateral loading can be evaluated using the computer software LPILE developed by Ensoft, Inc., of Austin, Texas. For the lateral load analysis, we assumed the water table occurs below the pile tip. Recommended input parameters for the various soil units for the LPILE analysis are provided below in Table 5-3 and are appropriate for both static and seismic conditions.

**Table 5-3 SOIL PROPERTIES FOR LPILE ANALYSIS**

| Soil Unit | Depth Below Existing Grades, feet | Soil Type | Soil Properties | | |
|---|---|---|---|---|---|
| | | | K, pci | γ′, pcf | ϕ′ |
| Sandy SILT to Silty SAND | 15 to 40 | Sand (API) | 150 | 115 | 36° |
| Sandy SILT to Silty SAND | 40 to 75 | Sand (API) | 200 | 120 | 38° |
| GRAVEL & COBBLES | 75+ | Sand (API) | 250 | 135 | 42° |

It should be noted that LPILE provides isolated, single CFA pile lateral capacities. Depending on the direction of the loading and layout of the piles, group effects may need to be considered. Group effects can be modeled in LPILE by applying an appropriate p-modifier. The p-modifier is a function of the center-to-center spacing and is tabulated below in Table 5-4.

**Table 5-4 P-MODIFIERS FOR GROUP EFFECTS**

| Center-to-Center Pile Spacing | P-Modifiers for Rows 1, 2, and 3+ |
|---|---|
| 3D | 0.7, 0.6, 0.5 |
| 4D | 0.8, 0.6, 0.5 |
| 5D | 0.9, 0.85, 0.7 |
| 6D | 1.0, 1.0, 0.9 |
| 7D | 1.0, 1.0, 1.0 |

Additional resistance to lateral loads can be provided by passive soil resistance against the pile caps. We recommend this resistance be evaluated based on an equivalent fluid having a unit weight of 300 pounds per cubic foot (pcf). This value assumes the pile-cap excavations will be cast neat against firm fill soil or the pile-cap excavations will be backfilled with granular structural fill.

### *5.6.4 Installation Criteria*

CFA piles are constructed by drilling to the required depth using a continuous-flight, hollow-stem auger and pumping high-strength grout or concrete down the stem of the auger as it is withdrawn. A reinforcing cage is generally placed in the fluid grout in the upper portion of the pile to resist lateral loads and a full-length center bar is installed to limit shrinkage cracking or transmit loads across sections of minor defect and resist uplift. The full-length center bar also provides a means to evaluate construction of the shaft below the rebar cage. Without the full-length center bar, there is no practical way to evaluate integrity of the pile below the rebar-cage elevation during installation. Therefore,

we recommend all CFA piles be installed with full-length center bars to provide proper quality control.

The estimated CFA pile capacities provided above assume the piles will be constructed in accordance with Section 1810.4.8 of the 2019 OSSC and the CFA specifications attached in Appendix C. Our review of the subsurface explorations completed at the site and our experience in the vicinity indicate the soils underlying the site usually contain abundant cobbles, scattered boulders, and open-work zones capable of accepting large volumes of grout or concrete and may contain layers or zones of gravel that exhibit slight to moderate cementation. The presence of cobbles, boulders, and open-work zones may affect the efficiency and cost of CFA pile installation and should be addressed in the contract documents. Based on our experience in the area, it is common for CFA piles to require concrete volumes on the order of 130% to 140% above the theoretical pile volume when tipped in open-work soil conditions.

The successful construction of CFA piles requires experienced operators, proper equipment, and close observation of the installation by geotechnical engineering staff. In this regard, we can provide recommendations for several specialty contractors in the Pacific Northwest experienced with this type of foundation. Prior to mobilizing to the site, the specialty contractor should provide a description of the proposed pile-installation equipment, accessories, and procedures to the project team for review.

### 5.7 Floor Support

Unless the below-grade structure is designed to be watertight and resists hydrostatic pressures, we recommend installation of a subdrainage system beneath the slab-on-grade floor. A subdrainage system will reduce hydrostatic pressure and the risk of groundwater entering through the embedded wall and floor slabs. Typical subdrainage details for embedded structures are shown on Figure 6. The figure shows peripheral subdrains to drain embedded walls and an interior granular drainage blanket beneath the concrete floor slab, which is drained by a system of subslab drainage pipes. All perched groundwater collected should be drained by gravity or pumped from sumps into the stormwater disposal facility. If the water is pumped, an emergency power supply should be included to prevent flooding due to power loss.

The granular drainage blanket should consist of angular rock such as 1½- to ¾-inch crushed rock, with less than 2% passing the No. 200 sieve (washed analysis) and should be capped with a 2-inch-thick layer of ¾-inch-minus crushed rock to improve workability. The slab base course section should be placed in one lift and compacted to at least 95% of the maximum dry density as determined by ASTM D698 or until well keyed. In areas where floor coverings will be provided or moisture-sensitive materials are stored, it would

be appropriate to also install a vapor-retarding membrane. The membrane should be installed as recommended by the manufacturer.

In our opinion, it is appropriate to assume a coefficient of subgrade reaction, k, of 175 pci to characterize the subgrade support for point loading with 10 inches of compacted crushed rock beneath the floor slab.

### 5.8 Embedded Walls

Construction of the below-grade level will require embedded walls with a maximum height of about 15 feet to 20 feet. We anticipate the permanent building wall will be cast-in-place and supported on the deep foundation system. Design lateral earth pressures for embedded walls depend on the type of construction, i.e., the ability of the wall to yield. Possible conditions are 1) a wall that is laterally supported at its base and top and therefore is unable to yield to the active state; and 2) a retaining wall, such as a typical cantilever or gravity wall, that yields to the active state by tilting about its base. A conventional basement wall and cantilever retaining wall are examples of non-yielding and yielding walls, respectively.

For completely drained, horizontal backfill, yielding and non-yielding walls may be designed based on equivalent fluid unit weights of 35 pcf and 55 pcf, respectively. To account for seismic loading, the earth pressures should be increased by 7 pcf and 16 pcf for yielding and non-yielding walls, respectively. The lateral force induced by a design-level earthquake is in addition to the lateral earth pressures acting on the wall during static conditions. This results in a triangular distribution, with the resultant acting at ⅓H up from the base of the wall, where H is the height of the wall in feet. Additional lateral pressures due to surcharge loadings in the backfill area can be estimated using the guidelines provided on Figure 5.

The lateral earth pressure design criteria presented above are appropriate if the embedded walls are drained. Although the permanent groundwater table is below the base of the proposed structure, perched groundwater may occur within the shallow fine-grained soils and existing utility trenches during periods of prolonged or intense precipitation. We recommend installation of permanent drainage behind all embedded walls. For walls constructed adjacent to an open cut, we recommend placing a drainage blanket of rock that contains less than 2% fines between the backfill and the face of the wall. The drainage blanket should have a minimum width of 12 inches and can be drained through a perforated pipe at the base of the drainage blanket. A typical drainage system for walls constructed without shoring is shown on Figure 6. If shoring is used, we recommend installing continuous drainage panels on the embedded wall, which is a typical practice for similar applications in the region. The drainage panels should extend to the base of the

wall, where water should be collected in a perforated plastic pipe and discharged to a sump or approved storm drain.

Overcompaction of backfill behind walls should be avoided. Heavy compactors and large pieces of construction equipment should not operate within 5 feet of any embedded wall to avoid the buildup of excessive lateral earth pressures. Compaction close to the walls should be accomplished with hand-operated, vibratory-plate compactors. Overcompaction of backfill could significantly increase lateral earth pressures behind walls.

## 5.9 On-Site Disposal of Stormwater

The average unfactored, field-measured infiltration rate for the silty sand soils mantling the site is about 5 inches/hour to 6 inches/hour. We recommend reducing the field infiltration rate by at least 50% to account for the reduction in the rate of infiltration over time due to clogging. It should be noted that the actual infiltration rate will depend on the composition of the silty sand unit and significant variations in the infiltration rate should be anticipated across the site.

## 5.10 Pavement Design

We anticipate new pavement and the parking areas at the site will be subjected to automobile and light truck traffic with occasional heavy truck traffic. We anticipate the majority of the site will be paved with AC pavement; however, areas subjected to repeated heavy-truck traffic, such as trash-enclosure and service areas, may be paved with PCC pavement. Traffic estimates for the pavement and parking areas are currently unknown.

Based on our experience with similar projects and subgrade soil conditions, we recommend the following pavement sections.

**Table 5-5: RECOMMENDED PAVEMENT SECTIONS**

| Pavement Type | Traffic Loading | CRB Thickness, inches | AC Thickness, inches |
|---|---|---|---|
| AC | Areas Subject to Primarily Automobile Traffic (Service Road and Vehicle Drive Lanes) | 12 | 4 |
| AC | Areas Subject to Automobile Parking (Parking Stalls) | 8 | 3 |
| PCC | Areas Subject to Repeated Heavy Truck Traffic (Trash Enclosure and Service Areas) | 6 | 6 |

**Note:**

The recommended pavement sections should be considered minimum thicknesses and underlain by a woven geotextile fabric.

It should be assumed that some maintenance will be required over the life of the pavement (15 years to 20 years). The recommended pavement sections are based on the assumption that pavement construction will be accomplished during the dry season and after construction of the building has been completed. If wet-weather pavement construction is considered, it will likely be necessary to increase the thickness of CRB course to support construction equipment and protect the subgrade from disturbance. The indicated sections are not intended to support extensive construction traffic such as forklifts, dump trucks, and concrete trucks. Pavements subject to construction traffic may require repair.

For the above-indicated sections, drainage is an essential aspect of pavement performance. We recommend all paved areas be provided positive drainage to remove surface water and water within the base course. This will be particularly important in cut sections or at low points within the paved areas, such as at catch basins. Effective methods to prevent saturation of the base course materials include providing weepholes in the sidewalls of catch basins, subdrains in conjunction with utility excavations, and separate trench drain systems. To ensure quality materials and construction practices, we recommend the pavement work conform to Oregon Department of Transportation standards.

Prior to placing base-course materials, all pavement areas should be proof rolled with a fully loaded, 10-cubic-yard dump truck. Any soft areas detected by the proof rolling should be overexcavated to firm ground and backfilled with compacted structural fill.

Provided the pavement section is installed in accordance with the recommendations provided above, it is our opinion the site-access areas will support infrequent traffic by an emergency vehicle having a gross vehicle weight of up to 75,000 pounds. For the purposes of this evaluation, "infrequent" can be defined as once a month or less.

# 6 DESIGN REVIEW AND CONSTRUCTION SERVICES

We welcome the opportunity to review and discuss construction plans and specifications for this project as they are being developed. In addition, GRI should be retained to review all geotechnical-related portions of the plans and specifications to evaluate whether they are in conformance with the recommendations provided in our report. To observe compliance with the intent of our recommendations, the design concepts, and the plans and specifications, we are of the opinion all construction operations dealing with earthwork, shoring, and foundations should be observed by a GRI representative. Our construction-phase services will allow for timely design changes if site conditions are encountered that are different from those described in our report. If we do not have the opportunity to confirm our interpretations, assumptions, and analyses during construction, we cannot be responsible for the application of our recommendations to subsurface conditions different from those described in this report.

# 7 LIMITATIONS

This report has been prepared to aid the architect and engineer in the design of this project. The scope is limited to the specific project and location described herein, and our description of the project represents our understanding of the significant aspects of the project relevant to the design and construction of the structure In the event that any changes in the design and location of the project elements as outlined in this report are planned, we should be given the opportunity to review the changes and modify or reaffirm the conclusions and recommendations of this report in writing.

The conclusions and recommendations submitted in this report are based on the data obtained from the explorations made at the locations indicated on Figure 2 and other sources of information discussed in this report. In the performance of subsurface investigations, specific information is obtained at specific locations at specific times. However, it is acknowledged that variations in soil conditions may exist between exploration locations. This report does not reflect any variations that may occur between these explorations. The nature and extent of variation may not become evident until construction. If during construction, subsurface conditions differ from those encountered in the explorations, we should be advised at once so that we can observe and review these conditions and reconsider our recommendations where necessary.

Submitted for GRI,

Jason D. Bock
Principal

Thomas O'Dell, PE
Senior Engineer

This document has been submitted electronically.

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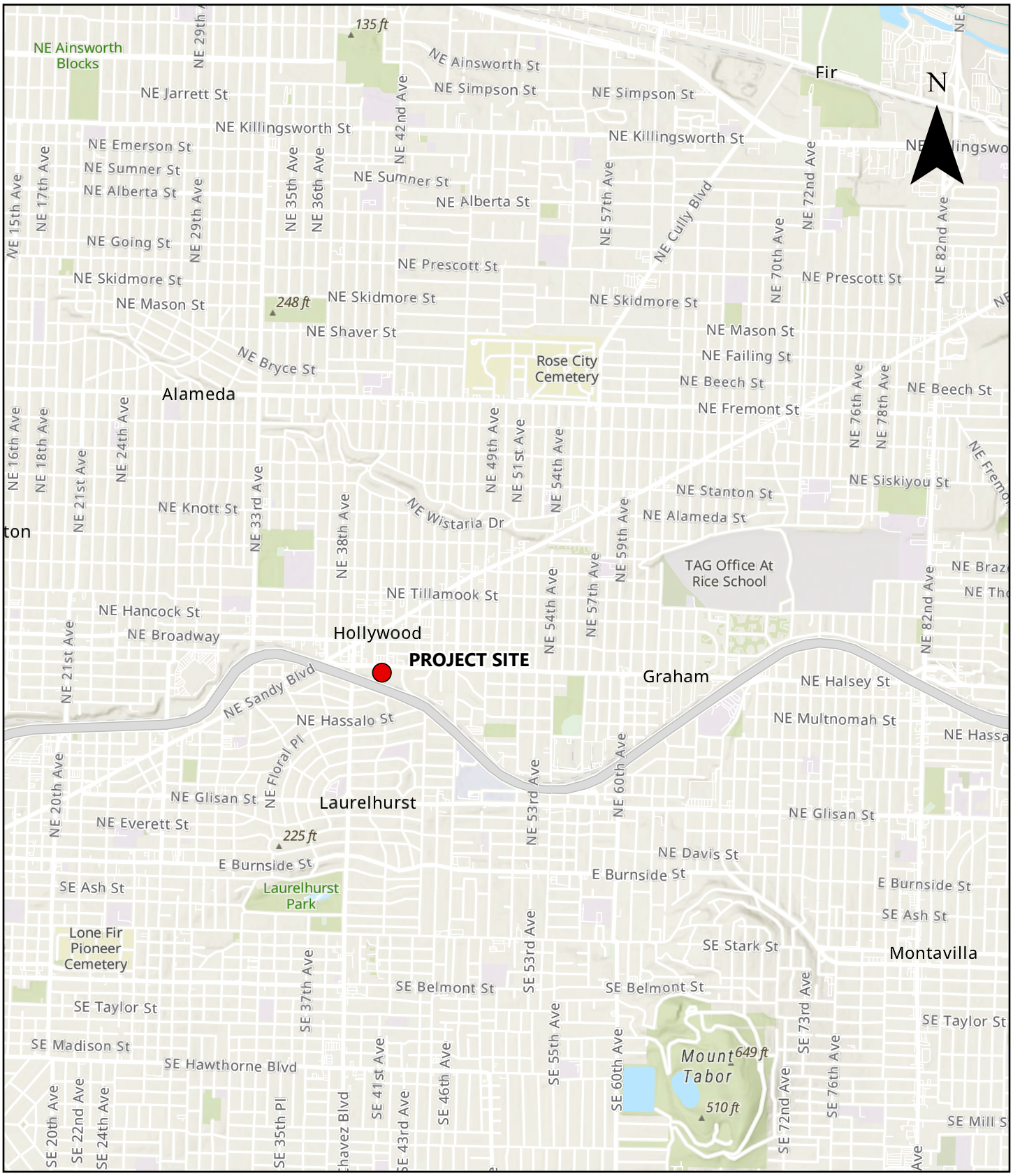
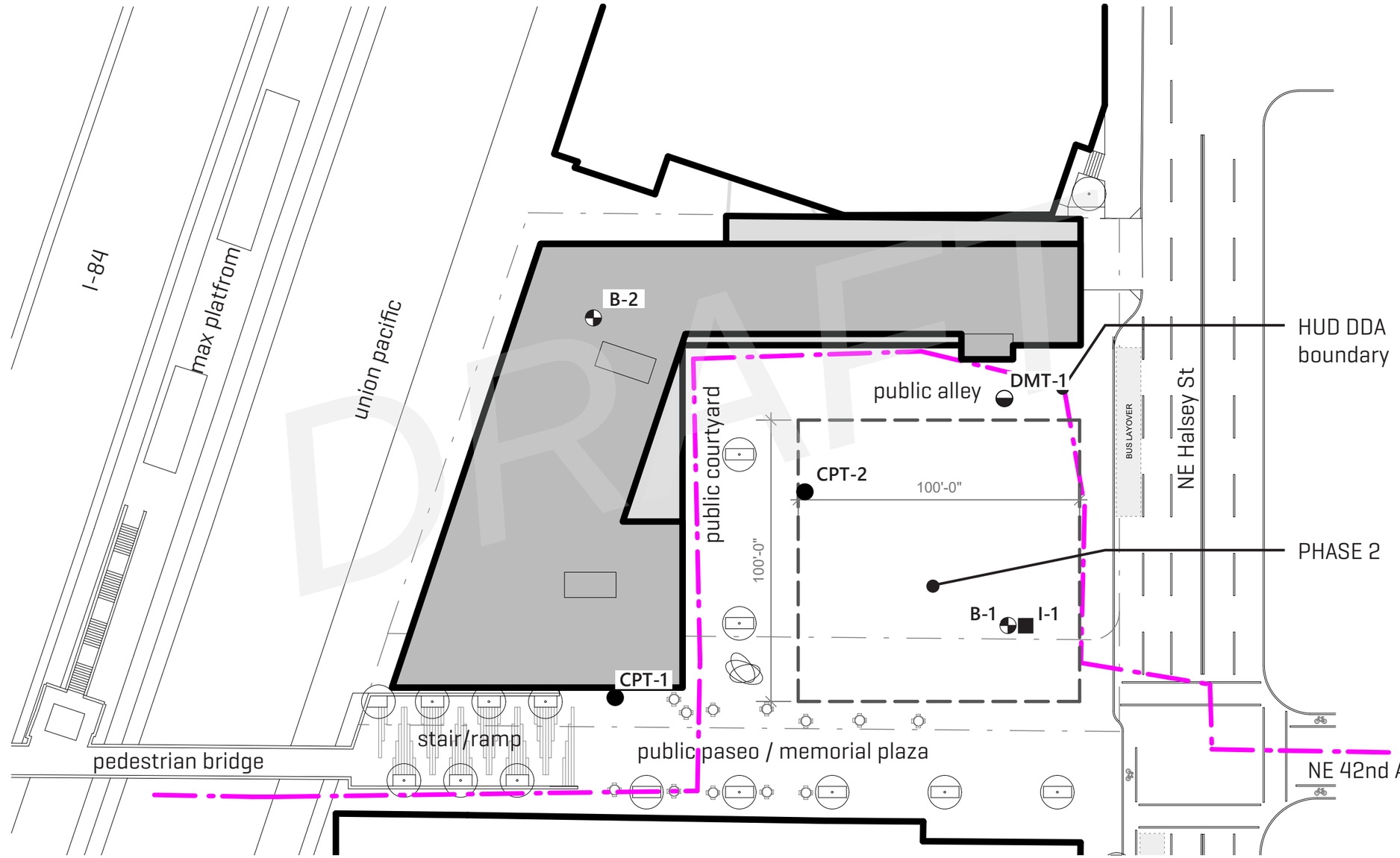



BRIDGE HOUSING
HOLLYWOOD TRANSIT CENTER DEVELOPMENT

# VICINITY MAP

LU 23-004591 DZM Exh A1

FEB. 2022 JOB NO. 6421-B FIG. 1




BORING COMPLETED BY GRI
(AUGUST 25 and 26, 2020)

DILATOMETER COMPLETED BY GRI
(AUGUST 26, 2020)

CONE PENETRATION TEST COMPLETED BY GRI
(AUGUST 26, 2020)

INFILTRATION TEST COMPLETED BY GRI
(AUGUST 25 and 26, 2020)

SITE PLAN FROM FILE BY BRIDGE Housing, 2020

GRI

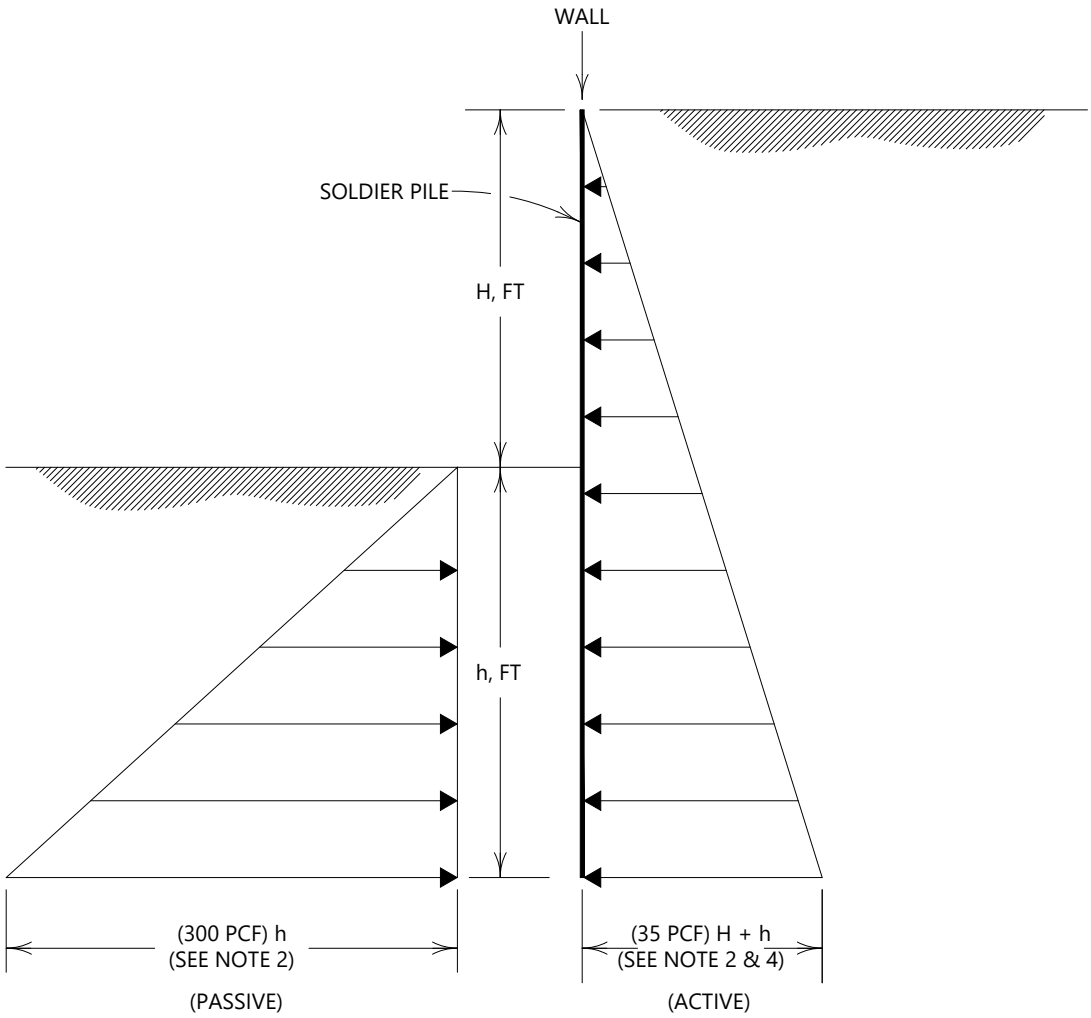
BRIDGE HOUSING
HOLLYWOOD TRANSIT CENTER DEVELOPMENT

# SITE PLAN

FEB. 2022 JOB NO. 6421-B FIG. 2

LU 23-004591 DZM Exh A1

DRAFT




NOTES:

1) SURCHARGE EFFECTS FROM TRAFFIC, CONSTRUCTION EQUIPMENT, ETC., SHOULD BE ADDED TO THE ABOVE DESIGN PRESSURES. LATERAL LOADS ON THE SHORING DUE TO SURCHARGE EFFECTS CAN BE COMPUTED USING THE CRITERIA PROVIDED IN FIGURE 5. THE ACTUAL AMOUNT OF THIS SURCHARGE WILL DEPEND ON THE CONTRACTOR'S APPROACH TO THE WORK; HOWEVER, WE RECOMMEND A MINIMUM ADDITIONAL VERTICAL PRESSURE OF 250 PSF BE ADDED BEHIND THE WALL.

2) FOR CANTILEVERED SOLDIER PILES WITH LAGGING, BELOW THE BOTTOM OF THE EXCAVATION, PASSIVE PRESSURE ACTS OVER TWO PILE DIAMETERS (ACTUAL AREA), AND ACTIVE PRESSURE ACTS OVER ONE PILE DIAMETER (ACTUAL AREA) ASSUMES A MINIMUM SOLDIER PILE SPACING OF THREE DIAMETERS.

3) DESIGN PRESSURES ASSUME FULLY DRAINED CONDITIONS.

4) ACTIVE PRESSURE ACTS OVER THE ENTIRE EXPOSED SHORING AND / OR WALL AREA.

5) SOLDIER PILES SHOULD EXTEND AT LEAST 8 FT BELOW THE LOWEST ADJACENT EXCAVATION LEVEL.

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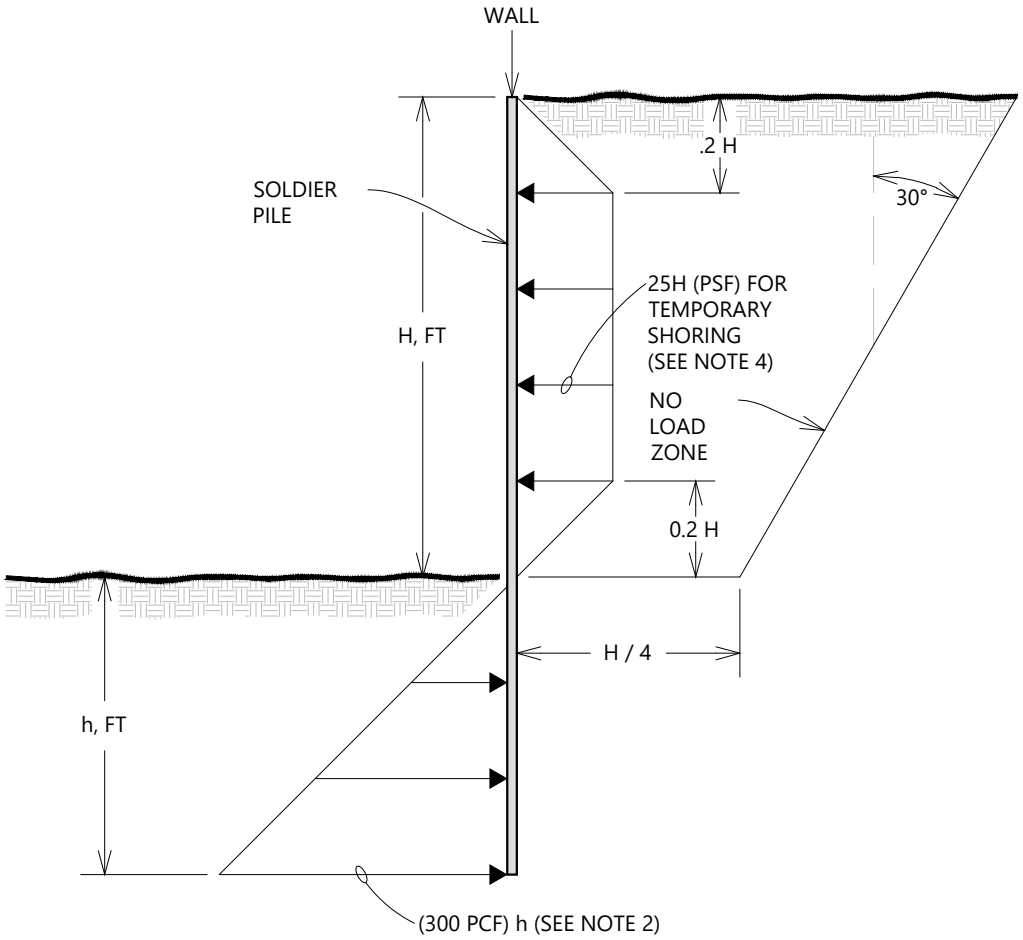
# EARTH PRESSURES FOR CANTILEVER SHORING

FEB. 2022 JOB NO. 6421-B FIG. 3

LU 23-004591 DZM Exh A1




NOTES:

1) SURCHARGE EFFECTS FROM TRAFFIC, CONSTRUCTION EQUIPMENT, ETC., SHOULD BE ADDED TO THE ABOVE DESIGN PRESSURES. LATERAL LOADS ON THE SHORING DUE TO SURCHARGE EFFECTS CAN BE COMPUTED USING THE CRITERIA PROVIDED IN FIGURE 5. THE ACTUAL AMOUNT OF THIS SURCHARGE WILL DEPEND ON THE CONTRACTOR'S APPROACH TO THE WORK; HOWEVER, WE RECOMMEND A MINIMUM ADDITIONAL VERTICAL PRESSURE OF 250 PSF BE ADDED BEHIND THE WALL.

2) PASSIVE PRESSURE ACTS OVER TWO DIAMETERS (ACTUAL AREA) OF THE SOLDIER PILE ASSUMES A MINIMUM SOLDIER PILE SPACING OF THREE DIAMETERS.

3) DESIGN PRESSURES ASSUME FULLY DRAINED CONDITIONS.

4) ACTIVE PRESSURE ACTS OVER THE ENTIRE EXPOSED SHORED AND / OR WALL AREA.

5) SOLDIER PILES SHOULD EXTEND AT LEAST 8 FT BELOW THE LOWEST ADJACENT EXCAVATION LEVEL.

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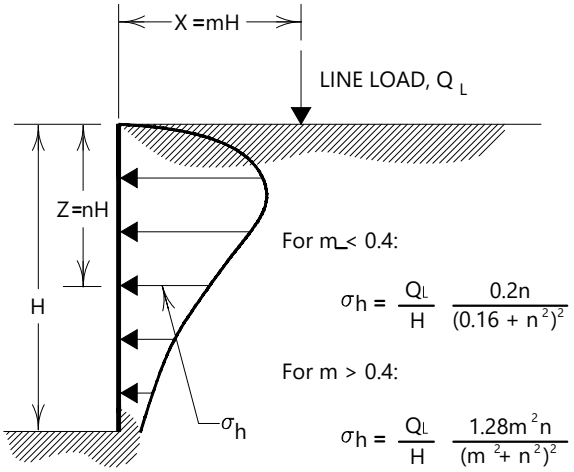
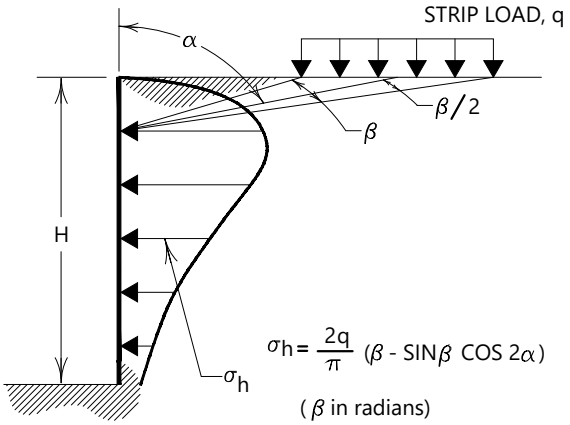
# EARTH PRESSURES FOR BRACED SHORING

FEB. 2022 JOB NO. 6421-B FIG. 4

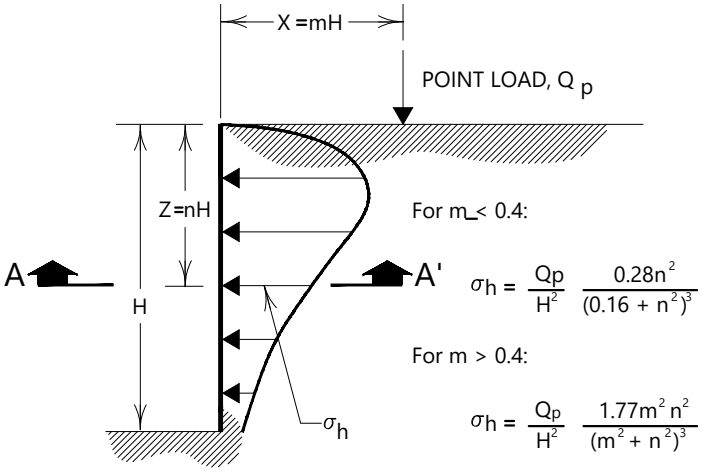
LU 23-004591 DZM Exh A1

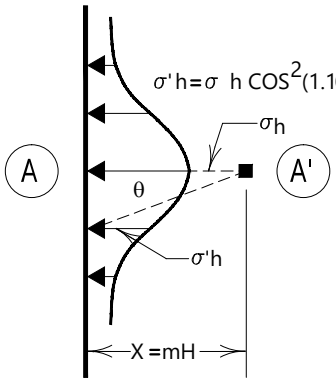



LINE LOAD PARALLEL TO WALL




STRIP LOAD PARALLEL TO WALL




DISTRIBUTION OF HORIZONTAL PRESSURES

VERTICAL POINT LOAD

NOTES:

1. THESE GUIDELINES APPLY TO RIGID WALLS WITH POISSON'S RATIO ASSUMED TO BE 0.5 FOR BACKFILL MATERIALS.

2. LATERAL PRESSURES FROM ANY COMBINATION OF ABOVE LOADS MAY BE DETERMINED BY THE PRINCIPLE OF SUPERPOSITION.

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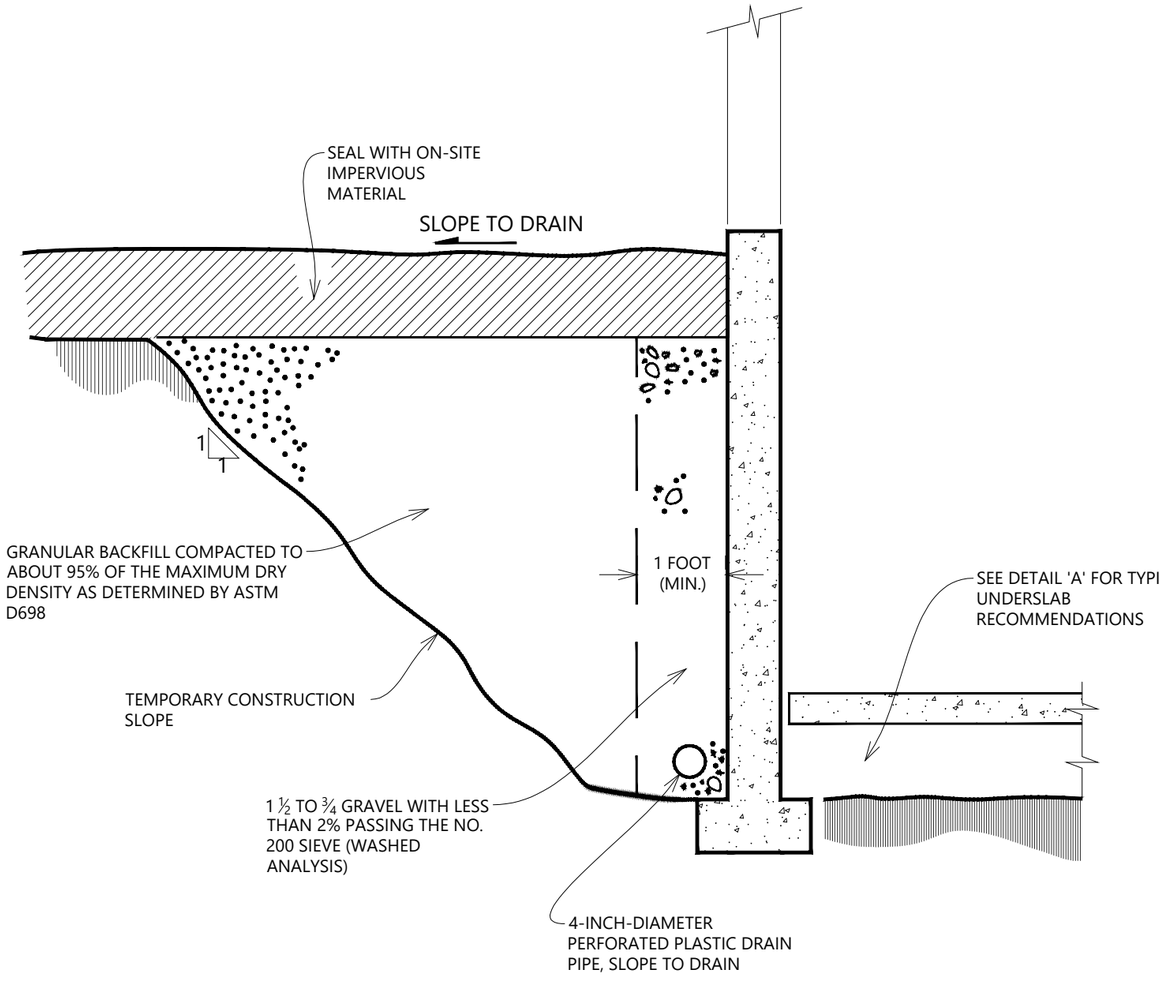
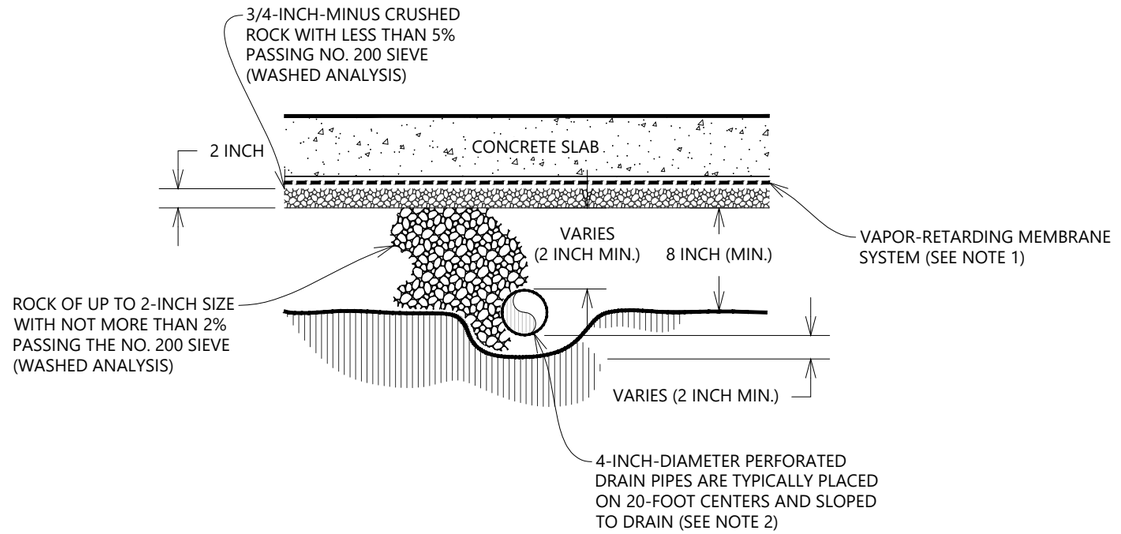
# SURCHARGE-INDUCED LATERAL PRESSURE

FEB. 2022 JOB NO. 6421-B FIG. 5

LU 23-004591 DZM Exh A1




PERIMETER DRAIN




DETAIL 'A'
NOT TO SCALE

UNDERSLAB DRAIN

NOTES:

1) A VAPOR-RETARDING MEMBRANE SYSTEM IS RECOMMENDED FOR MOISTURE-SENSITIVE AREAS AND SHOULD BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

2) INTERNAL 4-INCH-DIAMETER PERFORATED DRAIN PIPES ARE TYPICALLY NOT NECESSARY IN THOSE AREAS WHERE THE FINISH FLOOR WILL BE ABOVE EXISTING SITE GRADES.

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# TYPICAL SUBDRAINAGE DETAIL

FEB. 2022 JOB NO. 6421-B FIG. 6

LU 23-004591 DZM Exh A1

# APPENDIX A

*Field Explorations and Laboratory Testing*

**FIELD EXPLORATIONS AND LABORATORY TESTING**

## A.1 FIELD EXPLORATIONS

### A.1.1 General

Subsurface materials and conditions at the site were investigated between August 25 and 26, 2020, with two borings designated B-1 and B-2; two cone penetration test (CPT) probes designated CPT-1 and CPT-2; and one dilatometer (DMT) sounding designated DMT-1. The approximate locations of the explorations are shown on the Site Plan, Figure 2. The field-exploration work was coordinated and documented by an experienced geotechnical engineering staff from GRI, who maintained a log of the materials and conditions disclosed during the course of the work. A description of the field explorations completed for this project is provided below.

### A.1.2 Borings

Two borings designated B-1 and B-2 were advanced to depths of about 76.2 feet to 81.5 feet with mud-rotary drilling techniques. The borings were completed using a CME 75 truck-mounted drill rig provided and operated by Western States Soil Conservation, Inc., of Hubbard, Oregon. Disturbed and undisturbed soil samples were obtained from the borings at 2.5- to 5-foot intervals of depth in the upper 15 feet and at 5- to 10-foot intervals below these depths. Disturbed soil samples were obtained using a standard split-spoon sampler or a California-modified split-spoon (CMS) sampler. The outside diameters of the standard split-spoon sampler and CMS sampler used are 2 inches and 3 inches, respectively. The CMS sampler was used when sample recovery was not possible with the standard split-spoon sampler due to particle size of material being sampled. Standard penetration tests (SPTs) were conducted by driving the sampler into the soil a distance of 18 inches using a 140-pound hammer dropped 30 inches. The number of blows required to drive the standard split-spoon sampler the last 12 inches is known as the Standard Penetration Resistance, or SPT N-value. The number of blows required to drive the CMS sampler the last 12 inches is denoted as the SPT N*-value. The SPT N- and N*-values provide a measure of the relative density of granular soils and the relative consistency of cohesive soils. Samples obtained from the borings were placed in airtight jars and returned to our laboratory for further classification and testing. In addition, a relatively undisturbed sample was collected by pushing a 3-inch-outside-diameter Shelby tube into the undisturbed soil a maximum distance of 24 inches using the hydraulic ram of the drill rig. The soil exposed at the end of the Shelby tube was examined and classified in the field. After classification, the tubes were sealed with rubber caps and returned to our laboratory for further examination and testing.

Logs of the borings are provided on Figures 1A and 2A. Each log presents a descriptive summary of the various types of materials encountered in the boring and notes the depth at which the materials and/or characteristics of the materials change. To the right of the descriptive summary, the numbers and types of samples are indicated. Farther to the right, SPT N- and N*-values are shown graphically, along with the natural moisture content and percent passing the No. 200 sieve, where applicable. The terms and symbols used to describe the materials encountered in the borings are defined in Table 1A and the attached legend.

### A.1.3 Cone Penetration Test

Two CPT probes designated CPT-1 and CPT-2 were advanced to depths of about 55.8 feet to 57.4 feet using a truck-mounted CPT rig provided and operated by Oregon Geotechnical Explorations, Inc., of Keizer, Oregon. During the CPT, a steel cone is forced vertically into the soil at a constant rate of penetration. The force required to cause penetration at a constant rate can be related to the bearing capacity of the soil immediately surrounding the point of the penetrometer cone. This force is measured and recorded every 2 inches. In addition to the cone measurements, measurements are obtained of the magnitude of force required to force a friction sleeve attached above the cone through the soil. The force required to move the friction sleeve can be related to the undrained shear strength of fine-grained soils. The dimensionless ratio of sleeve friction to point bearing capacity provides an indicator of the type of soil penetrated. The cone penetration resistance can be used to evaluate the relative consistency and density of cohesionless and cohesive soils, respectively. In addition, a piezometer fitted between the cone and the sleeve measures changes in water pressures as the probe is advanced and can also be used to measure the depth of the top of the groundwater surface.

Logs of the electric CPT probes are provided on Figures 3A and 5A, which present a graphical summary of the tip resistance, local (sleeve) friction, friction ratio, pore pressure, and soil behavior type (SBT) index. The terms used to describe the soils encountered in the probes are defined in Table 2A. Shear-wave velocity measurements were recorded for CPT-1 and CPT-2 and are shown on Figures 4A and 6A.

### A.1.4 Dilatometer Test

One DMT sounding designated DMT-1 was advanced to a depth of about 42.7 feet using a truck-mounted CPT rig provided and operated by Oregon Geotechnical Explorations, Inc., of Keizer, Oregon. DMT soundings provide additional geotechnical information to characterize the subsurface materials. The DMT is performed by pushing a blade-shaped instrument into the soil. The blade is equipped with an expandable membrane on one side that is pressurized until the membrane moves horizontally into the surrounding soil. Readings of the pressure required to move the membrane to a point that is flush with the blade ($P_0$ – pressure) and to a point 1.1 millimeters into the surrounding soil ($P_1$ – pressure)

are recorded. The test sequence was performed at 8-inch intervals to obtain a comprehensive soil profile. A material index ($I_D$), horizontal stress index ($K_D$), and dilatometer modulus ($E_D$) are obtained directly from the dilatometer data. The constrained modulus (M) is then obtained from the dilatometer data.

The DMT results are summarized on Figure 7A. The results show the dilatometer pressure readings ($P_0$, $P_1$) and three dilatometer-derived parameters: horizontal stress index ($K_D$), material index ($I_D$), and constrained modulus (M). The terms used to describe the materials encountered in the sounding are defined in Table 3A.

### A.1.5 Infiltration Testing

On August 25 and 26, 2020, two falling-head infiltration tests were conducted in borehole I-1 at depths of about 15 feet and 25 feet below existing site grades. The borehole was drilled to the test depths using a 4-inch-inside-diameter hollow-stem auger advanced with a truck-mounted drill rig provided and operated by Western States Soil Conservation, Inc., of Hubbard, Oregon. The approximate location of the infiltration tests is shown on Figure 2. The unfactored, field-measured infiltration rates recorded at a specific depth within the silty sand to sandy silt deposit are tabulated below.

| Boring | Infiltration Test Depth, feet | Average Unfactored Field Infiltration Rate, inch/hour | Soil Classification | Fine Content (% Passing No. 200 Sieve) |
|---|---|---|---|---|
| I-1 | 15 | 6 | Silty SAND | 35 |
| I-1 | 25 | 5.5 | Silty SAND | N/A |

The falling-head infiltration tests were completed in general conformance with the City of Portland 2016 *Stormwater Management Manual* (SMM) using the encased falling-head method outlined in Section 2.3.6 of the manual. The infiltration tests were completed inside the hollow-stem auger, which was embedded a couple of inches below the drilled depth and filled with water to a height of approximately half the drilled depth. After soaking, infiltration testing was conducted by reestablishing the water level in the auger to the target height and recording the drop in water level over 1 hour or until the water completely drained, whichever occurred first. Where necessary, the infiltration test was repeated until consecutive tests showed little or no change in infiltration rate.

## A.2 LABORATORY TESTING

### A.2.1 General

The samples obtained from the borings were examined in our laboratory, where the physical characteristics of the samples were noted and the field classifications modified where necessary. At the time of classification, the natural moisture content of each sample was determined. Additional testing included Torvane shear strength, dry unit weight, one-dimensional consolidation, and grain-size analyses. A summary of the laboratory test

results have been provided in Table 4A. The following sections describe the testing program in more detail.

### A.2.2 Natural Moisture Contents

Natural moisture content determinations were made in conformance with ASTM International (ASTM) D2216. The results are summarized on Figures 1A and 2A and in Table 4A.

### A.2.3 Torvane Shear Strength

The approximate undrained shear strength of the fine-grained soils was determined using the Torvane shear device. The Torvane is a hand-held apparatus with vanes, which are inserted into the soil. The torque required to fail the soil in shear around the vanes is measured using a calibrated spring. The results of the Torvane shear-strength testing are summarized on Figure 1A.

### A.2.4 Undisturbed Unit Weight

The unit weight, or density, of undisturbed soil samples, was determined in the laboratory in substantial conformance with ASTM D2937. The results are summarized on Figure 1A and in Table 4A.

### A.2.5 One-Dimensional Consolidation

A one-dimensional consolidation test was performed in conformance with ASTM D2435 on a relatively undisturbed soil sample extruded from a Shelby tube. This test provides data on the compressibility of underlying fine-grained soils necessary for settlement studies. The test results are summarized on Figure 8A in the form of a curve showing percent strain versus applied effective stress. The initial dry unit weight and moisture content of the sample are also shown on the figure.

### A.2.6 Grain-Size Analysis

#### *A.2.6.1 Washed-Sieve Method*

To assist in classification of the soils, samples of known dry weight were washed over a No. 200 sieve. The material retained on the sieve is oven-dried and weighed. The percentage of material passing the No. 200 sieve is then calculated. The results are summarized on Figures 1A and 2A and in Table 4A.

## Table 1A
## GUIDELINES FOR CLASSIFICATION OF SOIL
### Description of Relative Density for Granular Soil

| Relative Density | Standard Penetration Resistance (SPT N-values) blows/ft | California-Modified Penetration Resistance (SPT N*-values), blows/ft |
|---|---|---|
| Very Loose | 0 - 4 | 0 – 11 |
| Loose | 4 - 10 | 11 – 26 |
| Medium Dense | 10 - 30 | 26 – 74 |
| Dense | 30 - 50 | 74 – 120 |
| Very Dense | over 50 | over 120 |

### Description of Consistency for Fine-Grained (Cohesive) Soils

| Consistency | Standard Penetration Resistance (SPT N-values) blows/ft | Torvane or Undrained Shear Strength, tsf |
|---|---|---|
| Very Soft | 0 - 2 | less than 0.125 |
| Soft | 2 - 4 | 0.125 - 0.25 |
| Medium Stiff | 4 - 8 | 0.25 - 0.50 |
| Stiff | 8 - 15 | 0.50 - 1.0 |
| Very Stiff | 15 - 30 | 1.0 - 2.0 |
| Hard | over 30 | over 2.0 |

| Grain-Size Classification | Modifier for Subclassification | | |
|---|---|---|---|
| | | Primary Constituent SAND or GRAVEL | Primary Constituent SILT or CLAY |
| | Adjective | Percentage of Other Material (By Weight) | |
| *Boulders:* >12 in. | trace: | 5 - 15 (sand, gravel) | 5 - 15 (sand, gravel) |
| *Cobbles:* 3-12 in. | some: | 15 - 30 (sand, gravel) | 15 - 30 (sand, gravel) |
| *Gravel:* ¼ - ¾ in. (fine) ¾ - 3 in. (coarse) | sandy, gravelly: | 30 - 50 (sand, gravel) | 30 - 50 (sand, gravel) |
| *Sand:* No. 200 - No. 40 sieve (fine) No. 40 - No. 10 sieve (medium) No. 10 - No. 4 sieve (coarse) | trace: | <5 (silt, clay) | *Relationship of clay and silt determined by plasticity index test* |
| | some: | 5 - 12 (silt, clay) | |
| *Silt/Clay:* Pass No. 200 sieve | silty, clayey: | 12 - 50 (silt, clay) | |

## Table 2A
## CONE PENETRATION TEST (CPT) CORRELATIONS

### Cohesive Soils

| Cone Tip Resistance, tsf | Consistency |
|---|---|
| <5 | Very Soft |
| 5 to 15 | Soft to Medium Stiff |
| 15 to 30 | Stiff |
| 30 to 60 | Very Stiff |
| >60 | Hard |

### Cohesionless Soils

| Cone Tip Resistance, tsf | Relative Density |
|---|---|
| <20 | Very Loose |
| 20 to 40 | Loose |
| 40 to 120 | Medium |
| 120 to 200 | Dense |
| >200 | Very Dense |

**Reference**

Kulhawy, F. H., and Mayne, P. W., 1990, Manual on Estimating Soil Properties for Foundation Design, Electric Power Research Institute, EL-6800.

## Table 3A
## SOIL CHARACTERIZATION
## BASED ON MARCHETTI FLAT PLATE DILATOMETER TEST

### Description of Consistency for Fine-Grained (Cohesive) Soils

| | Soil Type[a] | |
|---|---|---|
| | CH, CL | ML, MH |
| | DMT Constrained Modulus ($M_{DMT}$), tsf | |
| Consistency | $I_D$[b] < 0.6 | 0.6 < $I_D$[b] < 1.8 |
| Very Soft | 0 -30 | 0 - 50 |
| Soft | 30 - 60 | 50 - 100 |
| Medium Stiff | 60 - 100 | 100 - 200 |
| Stiff | 100 - 175 | 200 - 375 |
| Very Stiff | 175 + | 375 + |

### Description of Relative Density for Granular Soils

| | Soil Type[a] | |
|---|---|---|
| | SM, SC | SP, SW |
| | DMT Constrained Modulus ($M_{DMT}$), tsf | |
| Relative Density | 1.8 < $I_D$[b] < 3.3 | 3.3 < $I_D$[b] |
| Very Loose | 0 -75 | 0 - 100 |
| Loose | 75 - 150 | 100 - 200 |
| Medium Dense | 150 - 300 | 200 - 425 |
| Dense | 300 - 550 | 425 - 850 |
| Very Dense | 550 + | 850 + |

Notes:

a) Unified Soil Classification System

b) $I_D$ = Material Index

## Table 4A

## SUMMARY OF LABORATORY RESULTS

| Sample Information | | | | | | Atterberg Limits | | | |
|---|---|---|---|---|---|---|---|---|---|
| Location | Sample | Depth, ft | Elevation, ft | Moisture Content, % | Dry Unit Weight, pcf | Liquid Limit, % | Plasticity Index, % | Fines Content, % | Soil Type |
| B-1 | S-1 | 10.0 | -- | 33 | -- | -- | -- | -- | Silty SAND |
| | S-2 | 12.5 | -- | 31 | -- | -- | -- | 66 | Silty SAND |
| | S-3 | 15.0 | -- | 26 | -- | -- | -- | -- | Silty SAND |
| | S-4 | 20.0 | -- | 33 | -- | -- | -- | -- | Silty SAND |
| | S-5 | 25.0 | -- | 30 | -- | -- | -- | 65 | Silty SAND |
| | S-6 | 30.0 | -- | 31 | -- | -- | -- | -- | Silty SAND |
| | S-7 | 35.0 | -- | 27 | 95 | -- | -- | -- | Silty SAND |
| | S-7 | 35.5 | -- | 31 | -- | -- | -- | 89 | Silty SAND |
| | S-7 | 35.8 | -- | 21 | -- | -- | -- | 43 | Silty SAND |
| | S-8 | 37.0 | -- | 23 | -- | -- | -- | 35 | Silty SAND |
| | S-9 | 40.0 | -- | 34 | -- | -- | -- | 78 | Silty SAND |
| | S-9 | 41.0 | -- | 17 | -- | -- | -- | 17 | Silty SAND |
| | S-10 | 45.0 | -- | 31 | -- | -- | -- | -- | Silty SAND |
| | S-10 | 46.2 | -- | 21 | -- | -- | -- | -- | Silty SAND |
| | S-11 | 50.0 | -- | 21 | -- | -- | -- | -- | Silty SAND |
| | S-11 | 51.2 | -- | 18 | -- | -- | -- | 72 | Silty SAND |
| | S-12 | 55.0 | -- | 29 | -- | -- | -- | -- | Silty SAND |
| B-2 | S-1 | 10.0 | -- | 35 | -- | -- | -- | 85 | Silty SAND |
| | S-1 | 11.0 | -- | 15 | -- | -- | -- | 25 | Silty SAND |
| | S-2 | 15.0 | -- | 40 | -- | -- | -- | 37 | Silty SAND |
| | S-3 | 20.0 | -- | 17 | -- | -- | -- | -- | Silty SAND |
| | S-3 | 21.1 | -- | 29 | -- | -- | -- | 62 | Silty SAND |
| | S-4 | 25.0 | -- | 24 | -- | -- | -- | 29 | Silty SAND |
| | S-4 | 26.1 | -- | 37 | -- | -- | -- | 69 | Silty SAND |
| | S-5 | 30.0 | -- | 19 | -- | -- | -- | 47 | Silty SAND |
| | S-6 | 35.0 | -- | 40 | -- | -- | -- | 85 | Silty SAND |
| | S-7 | 40.0 | -- | 18 | -- | -- | -- | 19 | Silty SAND |
| | S-8 | 50.0 | -- | 25 | -- | -- | -- | 60 | Silty SAND |
| | S-8 | 50.3 | -- | 22 | -- | -- | -- | 50 | Silty SAND |
| | S-9 | 60.0 | -- | 24 | -- | -- | -- | -- | CLAY |
| | S-9 | 61.2 | -- | 24 | -- | -- | -- | -- | CLAY |
| | S-10 | 70.0 | -- | 29 | -- | -- | -- | 19 | Silty SAND |

# BORING AND TEST PIT LOG LEGEND

## SOIL SYMBOLS

| Symbol | Typical Description |
|---|---|
|  | LANDSCAPE MATERIALS |
|  | FILL |
|  | GRAVEL; clean to some silt, clay, and sand |
|  | Sandy GRAVEL; clean to some silt and clay |
|  | Silty GRAVEL; up to some clay and sand |
|  | Clayey GRAVEL; up to some silt and sand |
|  | SAND; clean to some silt, clay, and gravel |
|  | Gravelly SAND; clean to some silt and clay |
|  | Silty SAND; up to some clay and gravel |
|  | Clayey SAND; up to some silt and gravel |
|  | SILT; up to some clay, sand, and gravel |
|  | Gravelly SILT; up to some clay and sand |
|  | Sandy SILT; up to some clay and gravel |
|  | Clayey SILT; up to some sand and gravel |
|  | CLAY; up to some silt, sand, and gravel |
|  | Gravelly CLAY; up to some silt and sand |
|  | Sandy CLAY; up to some silt and gravel |
|  | Silty CLAY; up to some sand and gravel |
|  | PEAT |

## BEDROCK SYMBOLS

| Symbol | Typical Description |
|---|---|
|  | BASALT |
|  | MUDSTONE |
|  | SILTSTONE |
|  | SANDSTONE |

## SURFACE MATERIAL SYMBOLS

| Symbol | Typical Description |
|---|---|
|  | Asphalt concrete PAVEMENT |
|  | Portland cement concrete PAVEMENT |
|  | Crushed rock BASE COURSE |

## SAMPLER SYMBOLS

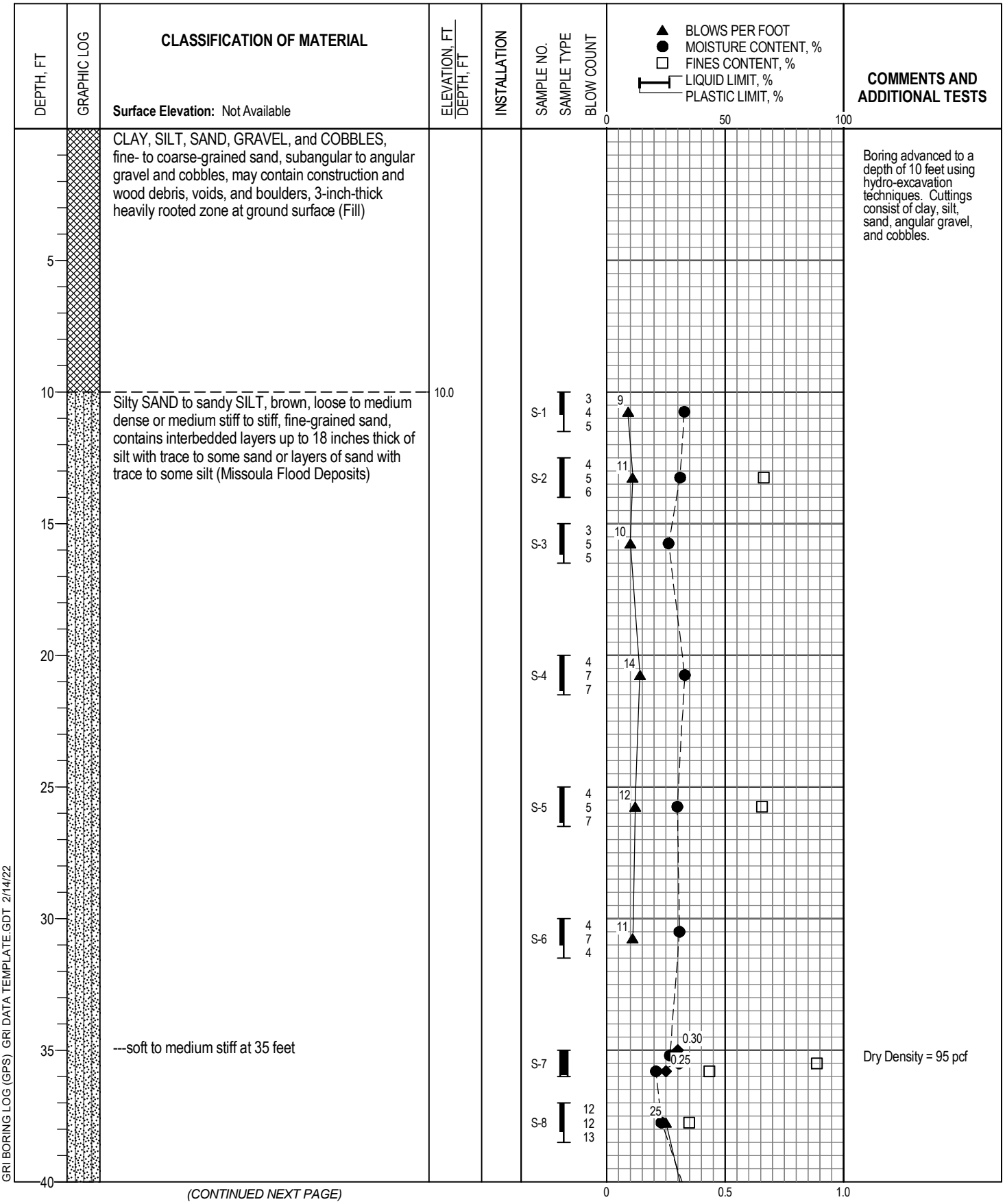
| Symbol | Sampler Description |
|---|---|
|  | 2.0 in. O.D. split-spoon sampler and Standard Penetration Test with recovery (ASTM D1586) |
|  | Shelby tube sampler with recovery (ASTM D1587) |
|  | 3.0 in. O.D. split-spoon sampler with recovery (ASTM D3550) |
|  | Grab Sample |
|  | Rock core sample interval |
|  | Sonic core sample interval |
|  | Push probe sample interval |

## INSTALLATION SYMBOLS

| Symbol | Symbol Description |
|---|---|
|  | Flush-mount monument set in concrete |
|  | Concrete, well casing shown where applicable |
|  | Bentonite seal, well casing shown if applicable |
|  | Filter pack, machine-slotted well casing shown where applicable |
|  | Grout, vibrating-wire transducer cable shown where applicable |
|  | Vibrating-wire pressure transducer |
|  | 1-in.-diameter solid PVC |
|  | 1-in.-diameter hand-slotted PVC |
|  | Grout, inclinometer casing shown where applicable |

## FIELD MEASUREMENTS

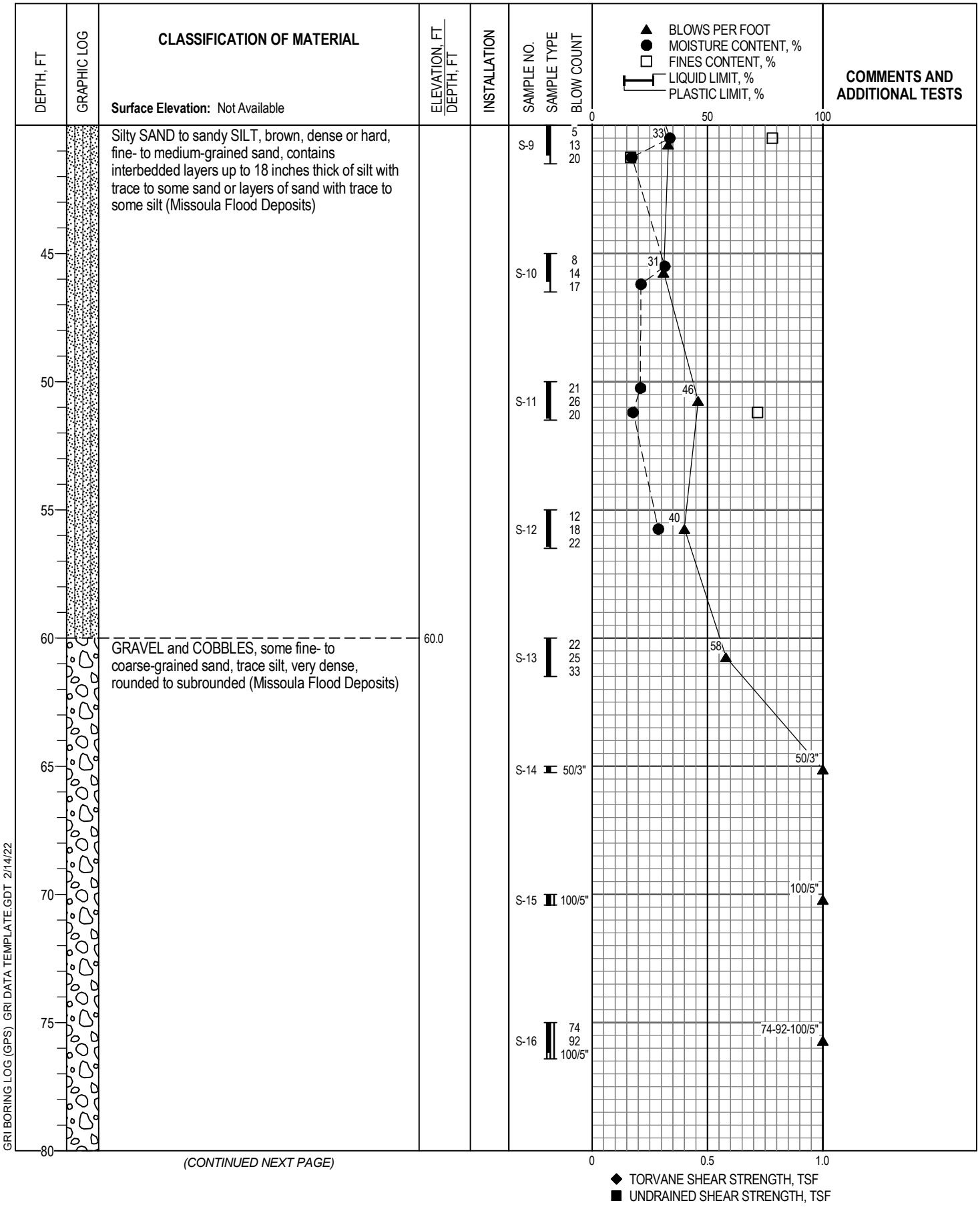
| Symbol | Typical Description |
|---|---|
|  | Groundwater level during drilling and date measured |
|  | Groundwater level after drilling and date measured |
|  | Rock/sonic core or push probe recovery (%) |
|  | Rock quality designation (RQD, %) |




GRI BORING LOG (GPS) GRI DATA TEMPLATE.GDT 2/14/22

| | | | |
|---|---|---|---|
| **Logged By:** M. Guckenheimer | | **Drilled by:** Western States Soil Conservation, Inc. | |
| **Date Started:** 8/25/20 | **GPS Coordinates:** 45.5337° N -122.62° W (WGS84) | | |
| **Drilling Method:** Mud Rotary<br>**Equipment:** CME 75 Truck-Mounted Drill Rig<br>**Hole Diameter:** 5 in. | | **Hammer Type:** Auto Hammer<br>**Weight:** 140 lb<br>**Drop:** 30 in.<br>**Energy Ratio:** 80% | |
| **Note:** See Legend for Explanation of Symbols | | | |

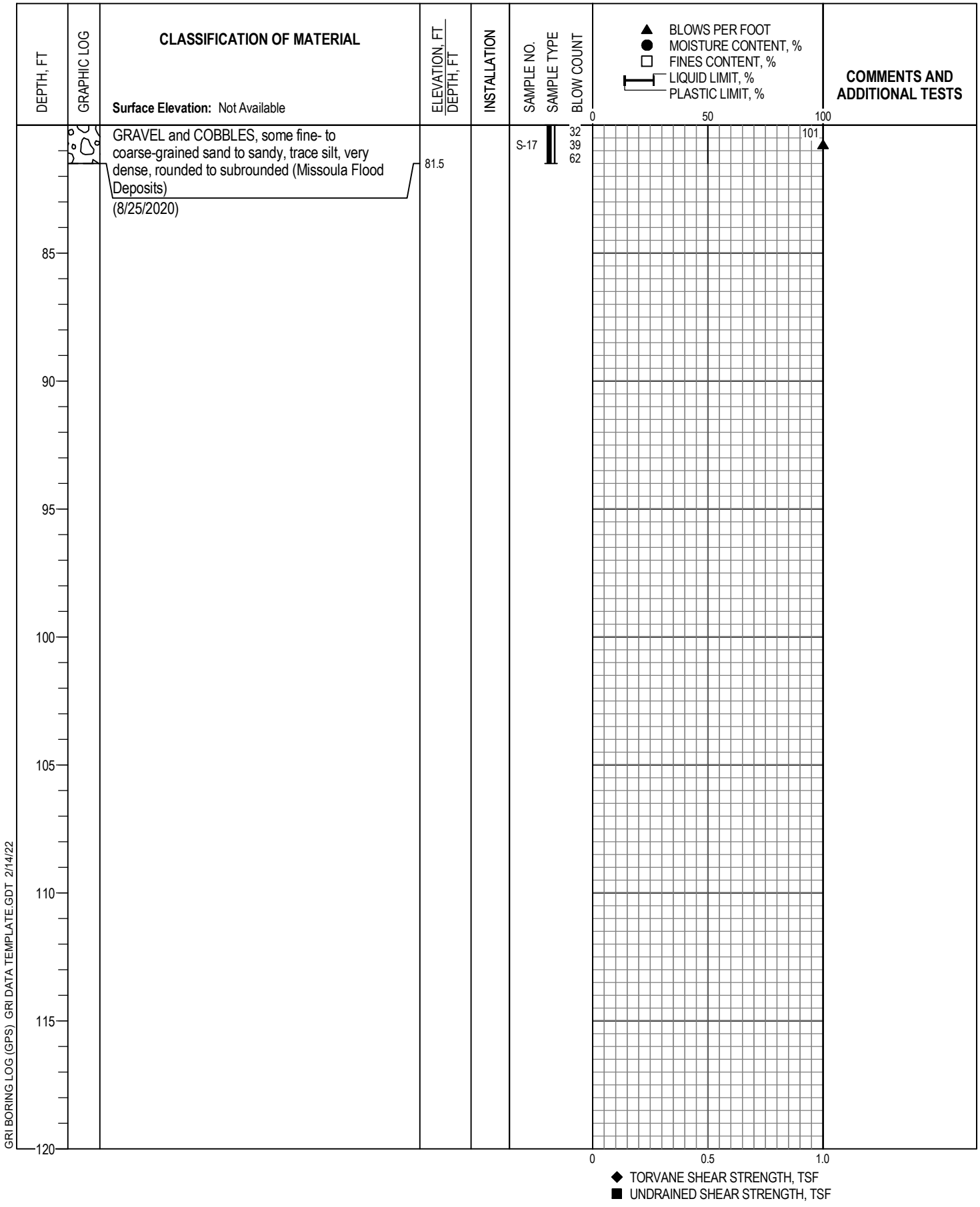
# BORING B-1




GRI BORING LOG (GPS) GRI DATA TEMPLATE.GDT 2/14/22

GRI BORING B-1

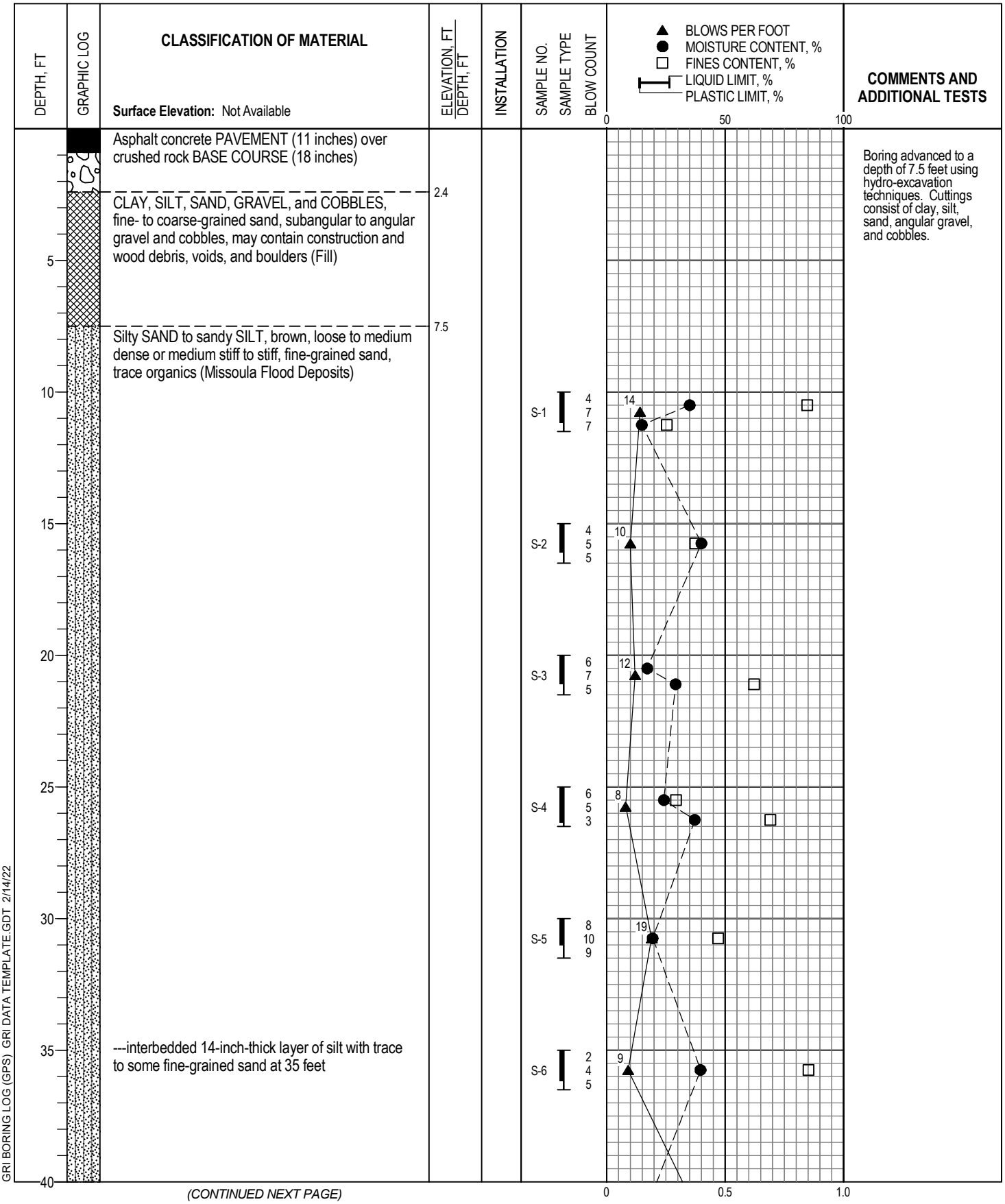
FEB. 2022 LU 23-00459 DZM Exh A1 FIG. 1A




GRI BORING LOG (GPS) GRI DATA TEMPLATE.GDT 2/14/22

# BORING B-1

FEB. 2022 LU 23-00459 DZM Exh A1 FIG. 1A

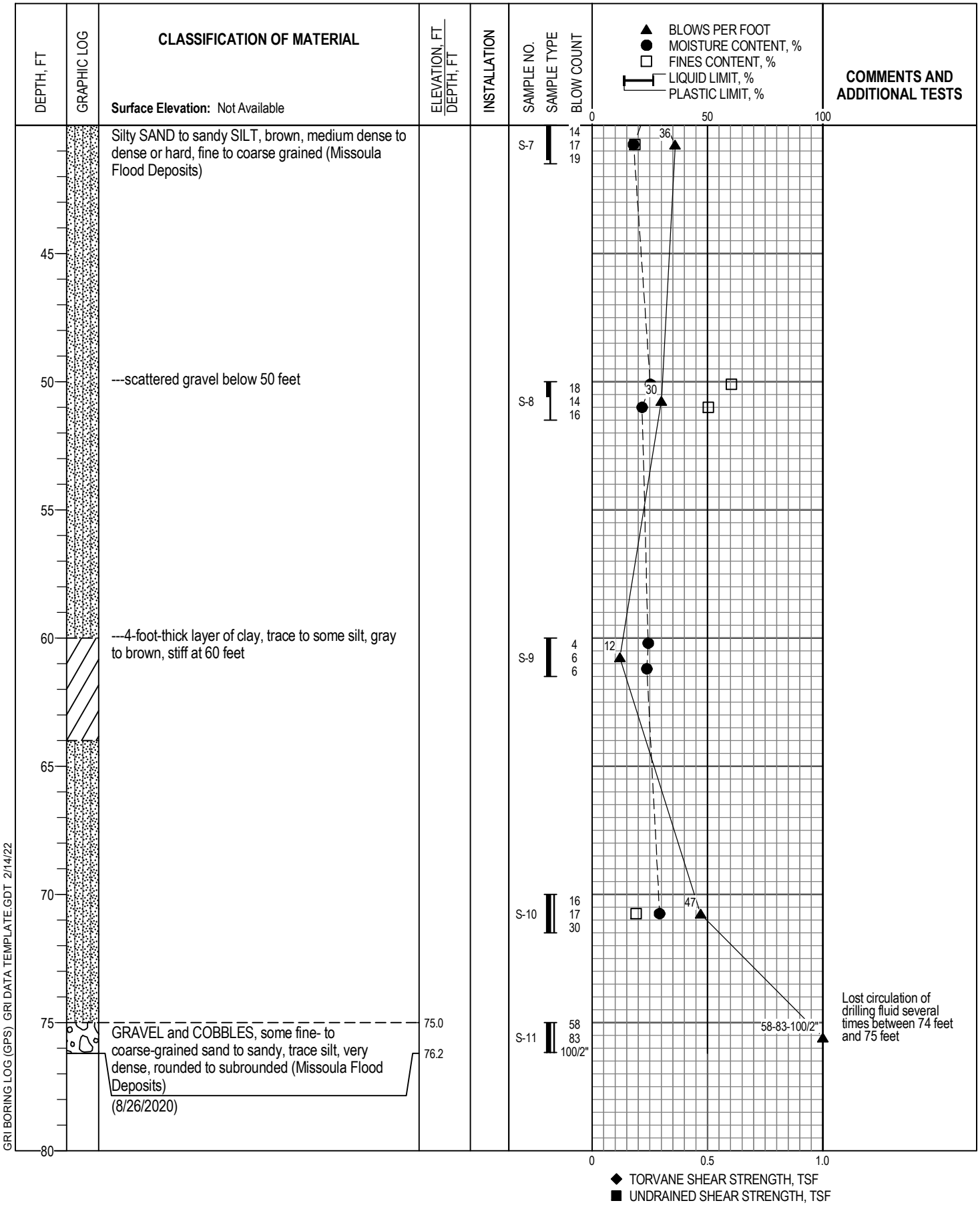



GRI BORING LOG (GPS) GRI DATA TEMPLATE.GDT 2/14/22

| | | | |
|---|---|---|---|
| **Logged By:** M. Guckenheimer | | **Drilled by:** Western States Soil Conservation, Inc. | |
| **Date Started:** 8/26/20 | **GPS Coordinates:** 45.5332° N -122.621° W (WGS84) | | |
| **Drilling Method:** Mud Rotary<br>**Equipment:** CME 75 Truck-Mounted Drill Rig<br>**Hole Diameter:** 5 in. | | **Hammer Type:** Auto Hammer<br>**Weight:** 140 lb<br>**Drop:** 30 in.<br>**Energy Ratio:** 80% | |
| **Note:** See Legend for Explanation of Symbols | | | |

# BORING B-2

FEB. 2022 LU 23-004591-DZM Exh A1 FIG. 2A

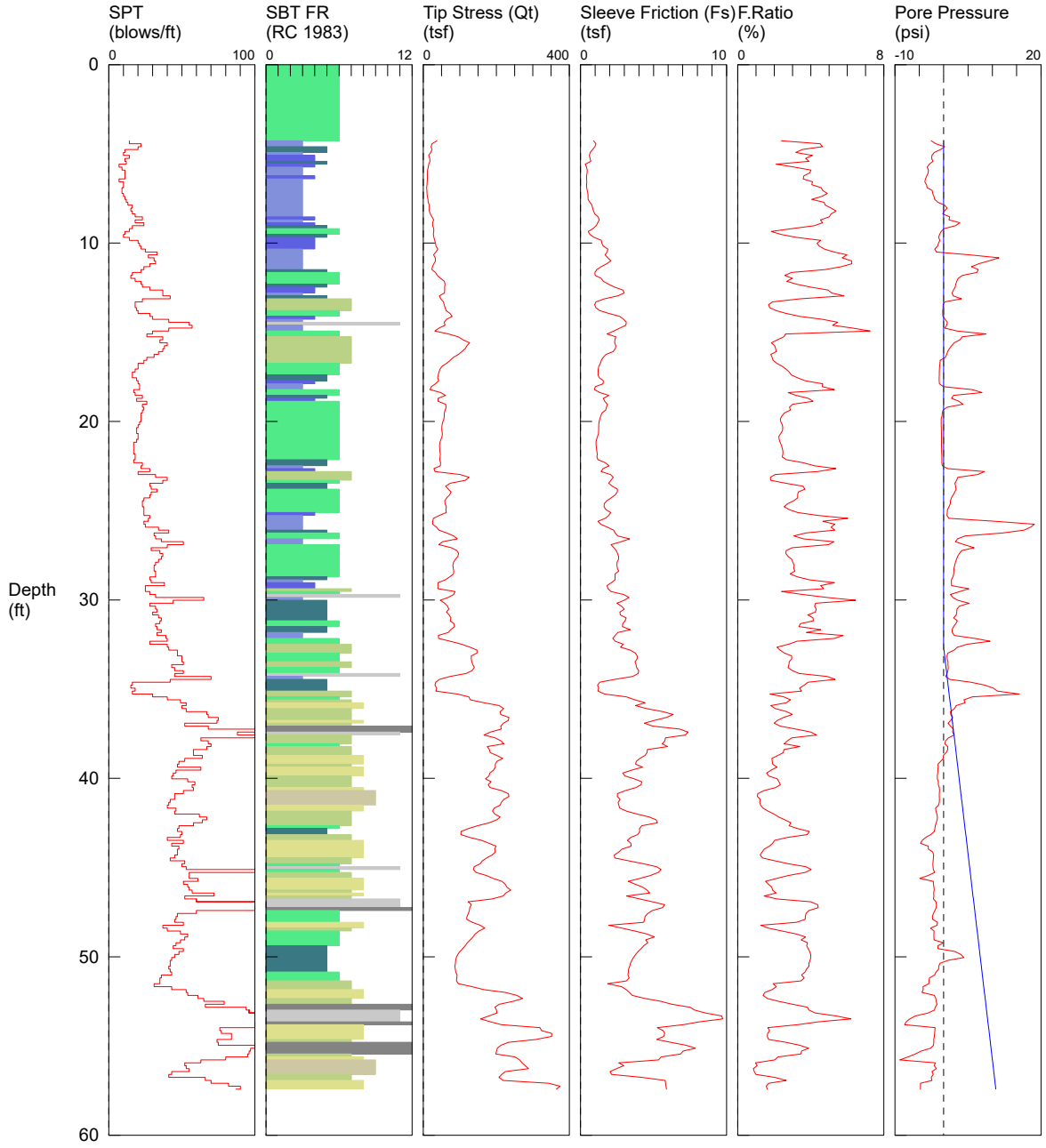



GRI BORING B-2

FEB. 2022 LU 23-00459 DZM Exh A1 FIG. 2A

# GRI / CPT-1 / Hollywood Transit Center Portland

OPERATOR: OGE BAK
CONE ID: DDG1532
HOLE NUMBER: CPT-1
TEST DATE: 8/26/2020 2:08:43 PM
TOTAL DEPTH: 57.415 ft




*SBT/SPT CORRELATION: UBC-1983

| | |
|---|---|
| **Observed By:** M. Rauthause | **Advanced By:** Oregon Geotechnical Explorations, Inc. |
| **Date Started:** 08/26/20 | **Ground Surface Elevation:** Not Available |
| **Coordinates:** Not Available | |

GRI

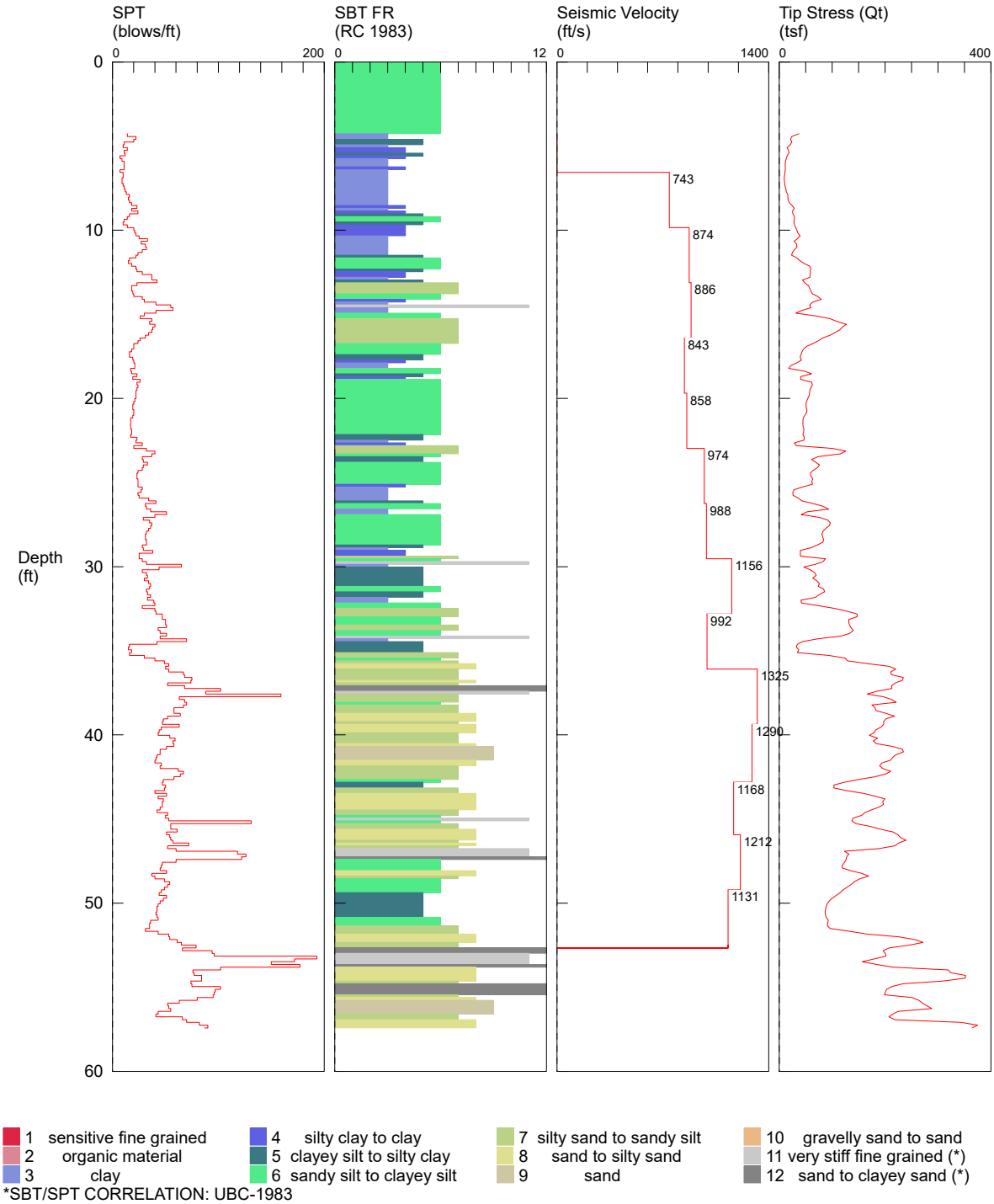
## CONE PENETRATION TEST CPT-1

FEB. 2022 JOB NO. 6421-B FIG. 3A

LU 23-004591 DZM Exh A1

# GRI / CPT-1 / Hollywood Transit Center Portland

OPERATOR: OGE BAK
CONE ID: DDG1532
HOLE NUMBER: CPT-1
TEST DATE: 8/26/2020 2:08:43 PM
TOTAL DEPTH: 57.415 ft




*SBT/SPT CORRELATION: UBC-1983

| | |
|---|---|
| **Observed By:** M. Rauthause | **Advanced By:** Oregon Geotechnical Explorations, Inc. |
| **Date Started:** 08/26/20 | **Ground Surface Elevation:** Not Available |
| **Coordinates:** Not Available | |

GRI

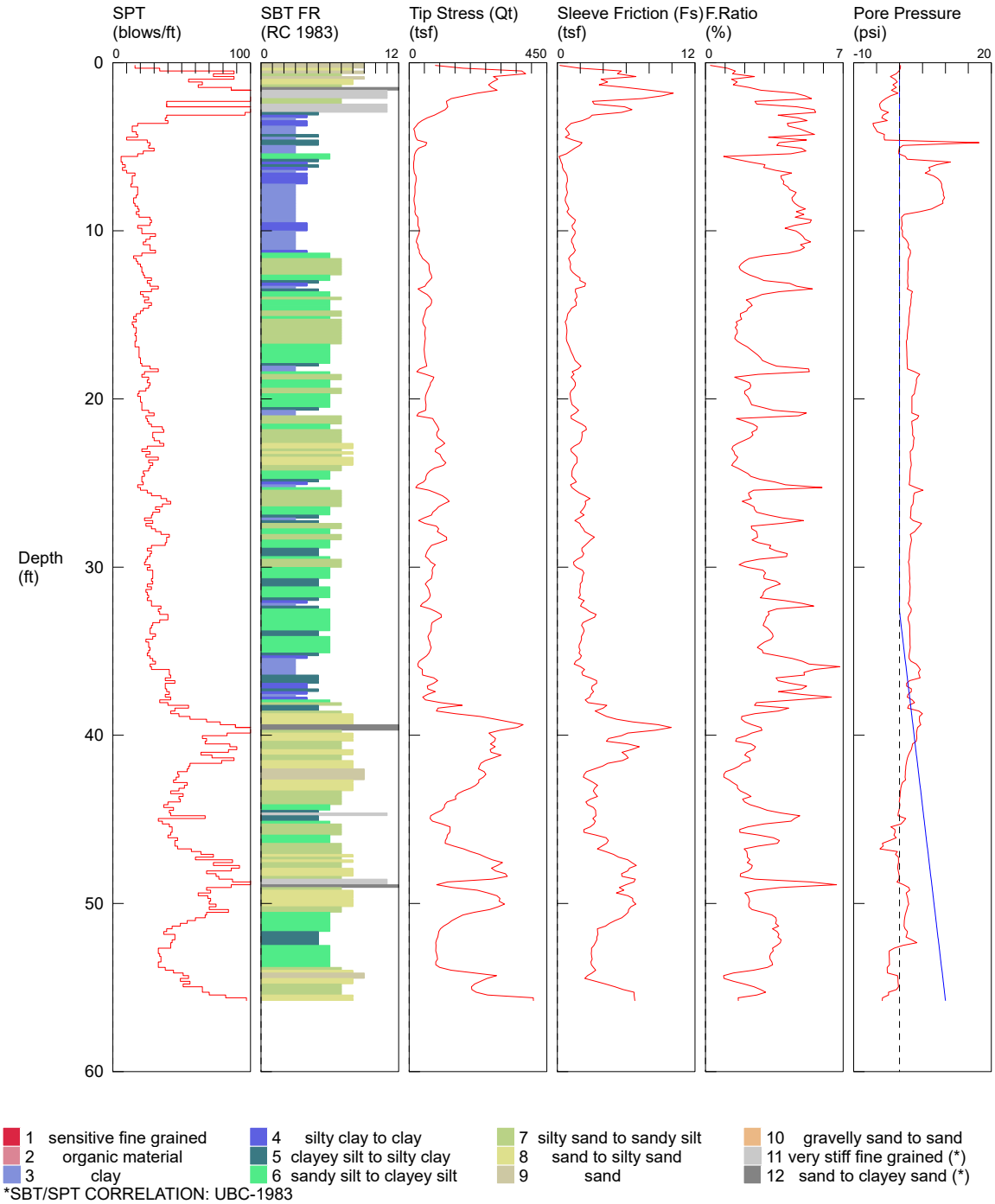
## CONE PENETRATION TEST CPT-1
(SEISMIC VELOCITY PROFILE)

FEB. 2022 JOB NO. 6421-B FIG. 4A

LU 23-004591 DZM Exh A1

# GRI / CPT-2 / Hollywood Transit Center Portland

OPERATOR: OGE BAK
CONE ID: DDG1532
HOLE NUMBER: CPT-2
TEST DATE: 8/26/2020 4:07:30 PM
TOTAL DEPTH: 55.774 ft




*SBT/SPT CORRELATION: UBC-1983

| | |
|---|---|
| **Observed By:** M. Rauthause | **Advanced By:** Oregon Geotechnical Explorations, Inc. |
| **Date Started:** 08/26/20 | **Ground Surface Elevation:** Not Available |
| **Coordinates:** Not Available | |

GRI

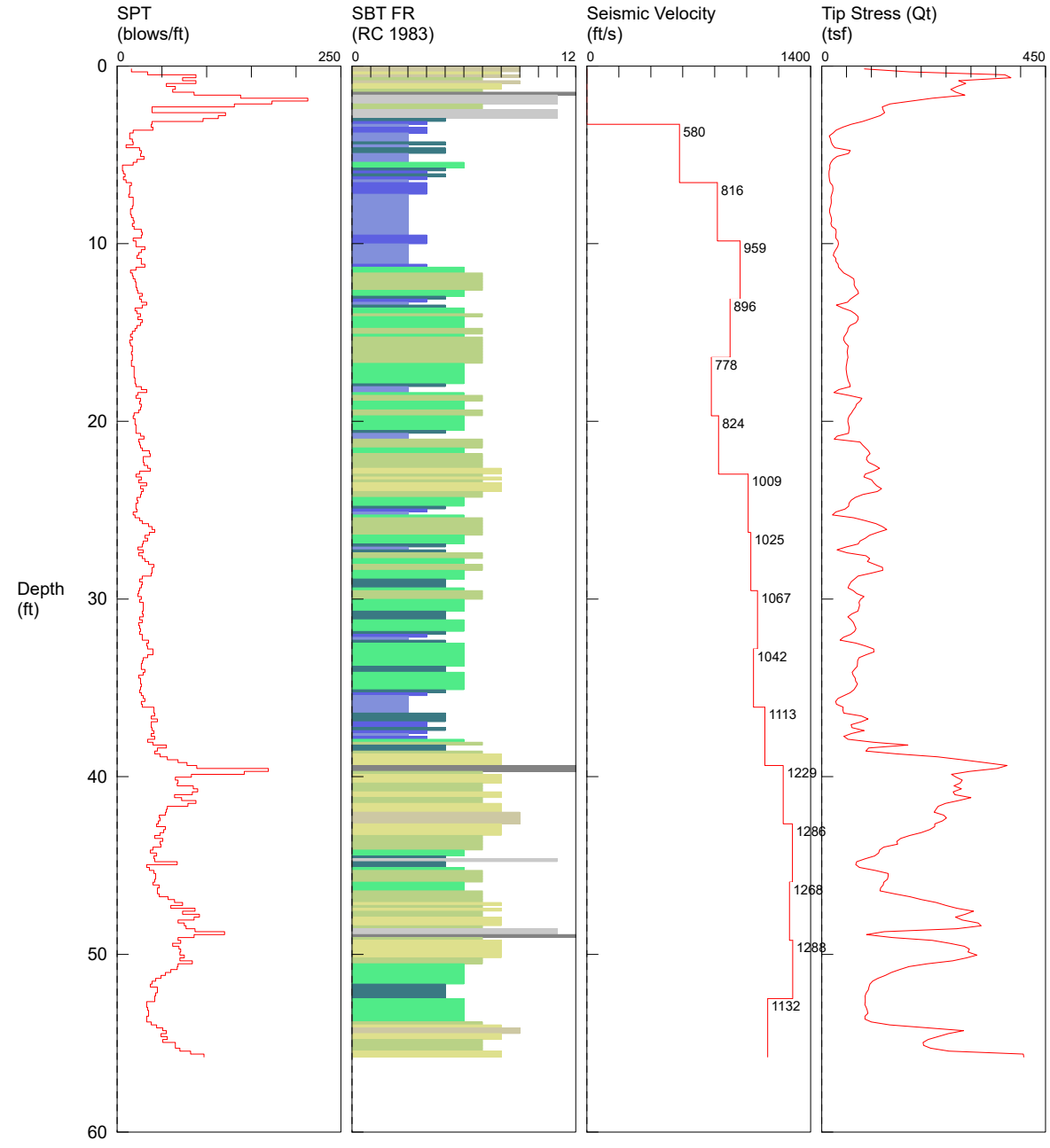
## CONE PENETRATION TEST CPT-2

FEB. 2022 JOB NO. 6421-B FIG. 5A

LU 23-004591 DZM Exh A1

# GRI / CPT-2 / Hollywood Transit Center Portland

OPERATOR: OGE BAK
CONE ID: DDG1532
HOLE NUMBER: CPT-2
TEST DATE: 8/26/2020 4:07:30 PM
TOTAL DEPTH: 55.774 ft




1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*SBT/SPT CORRELATION: UBC-1983

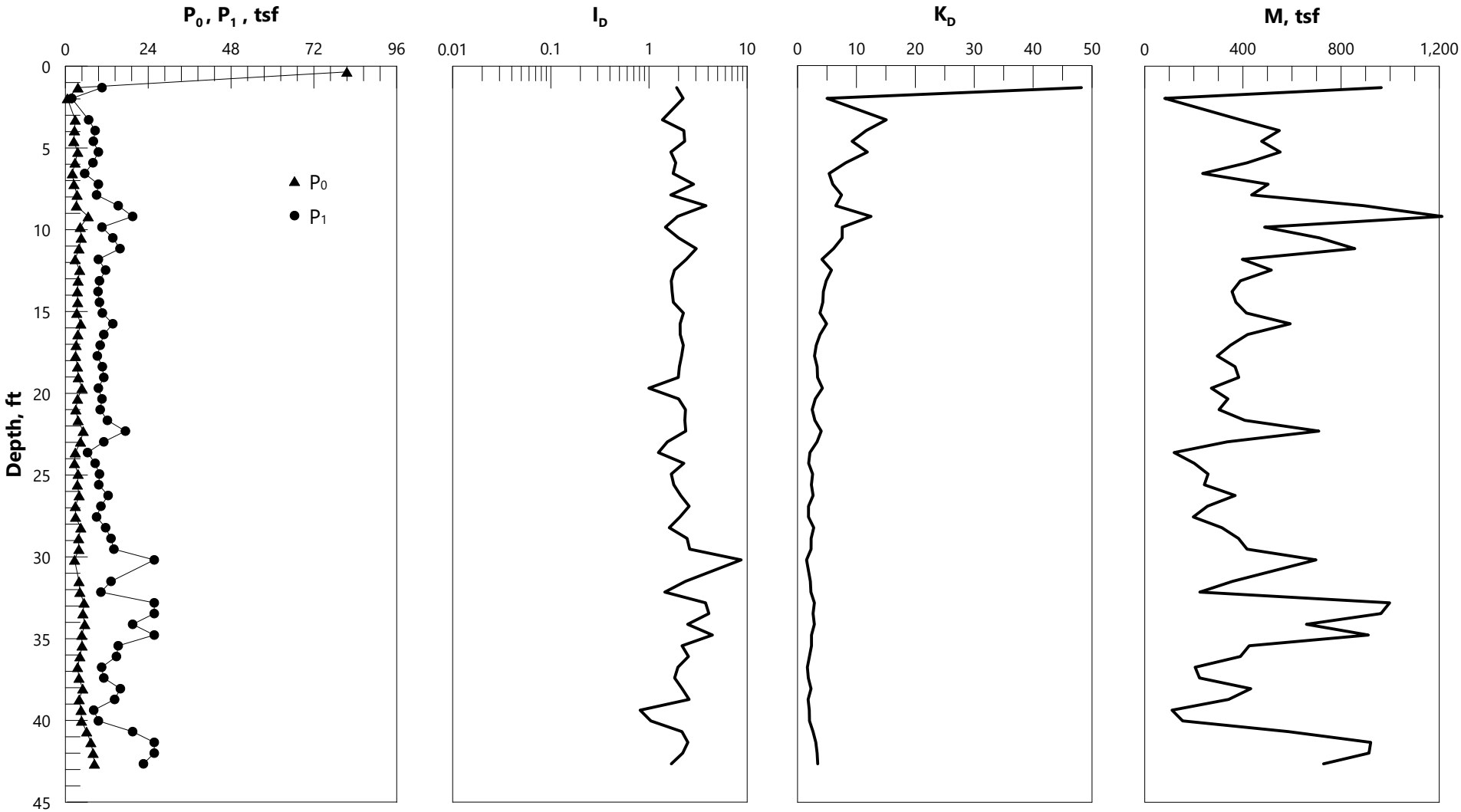
| | |
|---|---|
| **Observed By:** M. Rauthause | **Advanced By:** Oregon Geotechnical Explorations, Inc. |
| **Date Started:** 08/26/20 | **Ground Surface Elevation:** Not Available |
| **Coordinates:** Not Available | |

GRI

## CONE PENETRATION TEST CPT-2
(SEISMIC VELOCITY PROFILE)

FEB. 2022 JOB NO. 6421-B FIG. 6A

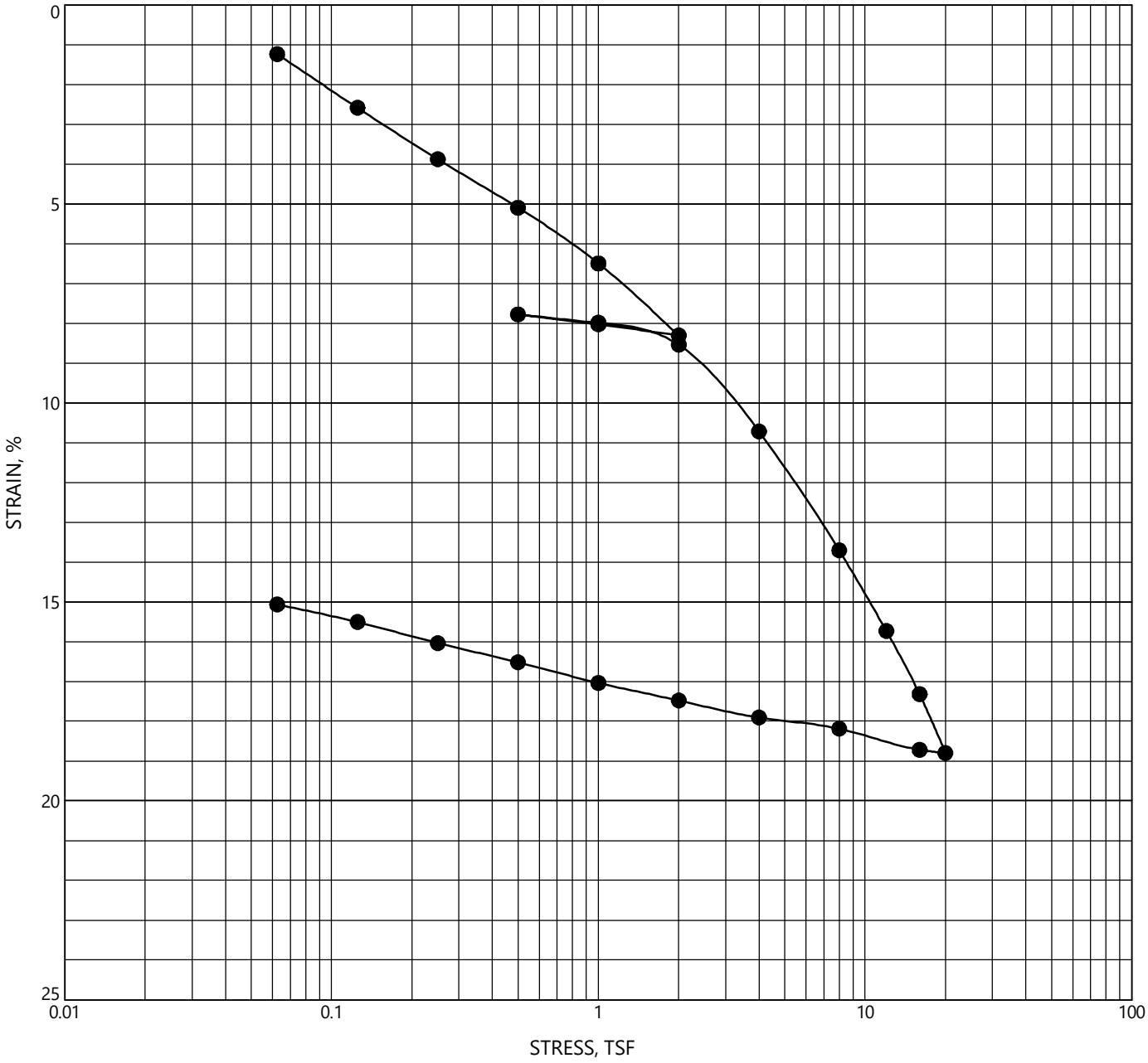
LU 23-004591 DZM Exh A1




GRI

# DILATOMETER SOUNDING
# DMT-1

FEB. 2022 LU 23-004591 DZM Exh A1 JOB NO. 6424-B FIG. 7A




| | Location | Sample | Depth, ft | Classification | Initial $\gamma_d$, pcf | Initial MC, % |
|---|---|---|---|---|---|---|
| ● | B-1 | S-7 | 35.3 | SILT, trace to some fine-grained sand, brown, medium stiff (Missoula Flood Deposits) | 92 | 32 |

CONSOL STRAIN GRI-0 TO 25-1 PER PAGE GRI DATA TEMPLATE.GDT 2/14/22

GRI

# CONSOLIDATION TEST

FEB. 2022 JOB NO. 6421-B FIG. 8A

# APPENDIX B

*Site-Specific Seismic-Hazard Evaluation*

**APPENDIX B**
**SITE-SPECIFIC SEISMIC-HAZARD EVALUATION**

## B.1 GENERAL

GRI completed a site-specific seismic-hazard evaluation for the proposed Hollywood Transit Center development in Portland, Oregon. The project will consist of a new high-rise building with thirteen above-grade stories and one below-grade level. The purpose of the site-specific seismic-hazard evaluation was to evaluate the potential seismic hazards associated with regional and local seismicity. We understand the project is being designed in accordance with the 2016 American Society of Civil Engineers (ASCE) Document 7-16, *Minimum Design Loads and Associated Criteria for Buildings and Other Structures* (ASCE 7-16), which is a reference standard in the 2018 International Building Code (IBC). Like its predecessor, ASCE 7-16 requires evaluation of seismic hazards based on the probabilistic Risk-Targeted Maximum Considered Earthquake ($MCE_R$), which is defined in Chapter 21 of ASCE 7-16 as the response spectrum expected to achieve a 1% probability of building collapse within a 50-year period.

Our site-specific seismic-hazard evaluation was based on the potential for regional and local seismic activity, as described in the existing scientific literature, and the subsurface conditions at the site, as disclosed by the geotechnical explorations completed for the project. Specifically, our work included the following tasks:

1. A review of available literature, including published papers, maps, open-file reports, seismic histories and catalogs, and other sources of information regarding the tectonic setting, regional and local geology, and historical seismic activity that might have a significant effect on the site.

2. Compilation and evaluation of subsurface data gathered at and in the vicinity of the site, including classification and laboratory analyses of soil samples. This information was used to prepare a generalized subsurface profile at the site.

3. Identification of potential seismic sources appropriate for the site and characterization of those sources in terms of magnitude, distance, and acceleration response spectra.

4. Office studies based on the generalized subsurface profile and controlling seismic sources resulting in conclusions and recommendations concerning:

    a. Specific seismic events and characteristic earthquakes that might have a significant effect on the project site.

b. The potential for seismic energy amplification at the site.

c. Site-specific acceleration response spectra for design of structures at the site.

This appendix describes the work accomplished and summarizes our conclusions and recommendations.

## B.2 GEOLOGIC SETTING

On a regional scale, the site lies within the Willamette-Puget Sound lowland trough of the Cascadia convergent tectonic system (Blakely et al., 2000). The lowland area consists of a broad, north-south-trending basin in the underlying geologic structure between the Coast Range to the west and the Cascade Mountains to the east. The lowland trough is characterized by alluvial plains with areas of buttes and terraces. The site lies approximately 100 kilometer (km) inland from the down-dip edge of the seismogenic extent of the Cascadia Subduction Zone (CSZ), an active convergent-plate boundary along which remnants of the Farallon Plate (the Gorda, Juan de Fuca, and Explorer plates) are being subducted beneath the western edge of the North American continent. The subduction zone is a broad, eastward-dipping zone of contact between the upper portion of the subducting slabs and the overriding North American Plate, as shown on Figure 1B.

On a local scale, the site is located within the Portland Basin, a large, well-defined, northwest-trending structural basin in the forearc of the CSZ. Based on numerous wells located within the region, the general consensus previously was the Portland Basin is a right-lateral pull-apart basin. However, recent surveys indicate the basin is actually a more complex transpressional structure (Evarts, 2009). The Portland Basin is bounded by high-angle, northwest-trending, right-lateral, strike-slip faults considered to be seismogenic. The geologic units in the area are shown on the Regional Geologic Map, Figure 2B. The distribution of nearby Quaternary faults is shown on the Local Fault Map, Figure 3B. Information regarding the continuity and potential activity of these faults is lacking due largely to the scale at which geologic mapping in the area has been conducted and the presence of thick, relatively young, basin-filling sediments that obscure underlying structural features. Other faults may be present within the basin, but clear stratigraphic and/or geophysical evidence regarding their location and extent is not presently available.

Because of the proximity of the site to the CSZ and its location within the Portland Basin, three distinctly different sources of seismic activity contribute to the potential for the occurrence of damaging earthquakes at the site. Each of these sources is generally considered to be capable of producing damaging earthquakes. Two of these sources are associated with the deep-seated tectonic activity related to the subduction zone; the third

is associated with movement on the local, relatively shallow structures within and adjacent to the Portland Basin.

## B.3 SEISMICITY

### B.3.1 General

The available information indicates the potential seismic sources that may affect the site can be grouped into three independent categories: *subduction-zone events* related to sudden slip between the upper surface of the Juan de Fuca Plate and lower surface of the North American Plate, *subcrustal events* related to deformation and volume changes within the subducted mass of the Juan de Fuca Plate, and *local crustal events* associated with movement on shallow, local faults within and adjacent to the Portland Basin. Each of these sources is considered capable of producing damaging earthquakes in the Pacific Northwest. However, there are no historical records of significant (i.e., moment magnitude ($M_W$) >6.0) subcrustal or intraslab earthquakes. Based on review of historical records and evaluation of U.S. Geological Survey (USGS) National Seismic Hazard Maps (NSHMs), the two primary types of seismic sources at the site are the megathrust CSZ and local crustal faults.

### B.3.2 Cascadia Subduction Zone (CSZ)

Written Japanese tsunami records suggest a great CSZ earthquake occurred in January 1700 (Atwater et al., 2015). Geological studies suggest great megathrust earthquakes have occurred repeatedly in the past 7,000 years (Atwater et al., 1995; Clague, 1997; Goldfinger et al., 2003; and Kelsey et al., 2005), and geodetic studies (Hyndman and Wang, 1995; and Savage et al., 2000) indicate rate of strain accumulation consistent with the assumption that the CSZ is locked beneath offshore northern California, Oregon, Washington, and southern British Columbia (Fluck et al., 1997; and Wang et al., 2001). Numerous geological and geophysical studies suggest the CSZ may be segmented (Hughes and Carr, 1980; Weaver and Michaelson, 1985; Guffanti and Weaver, 1988; Goldfinger, 1994; Kelsey and Bockheim, 1994; Mitchell et al., 1994; Personius, 1995; Nelson and Personius, 1996; and Witter, 1999), but the most recent studies suggest that for the last great earthquake in 1700, most of the subduction zone ruptured in a single $M_W$ 9 earthquake (Satake et al., 1996; Atwater and Hemphill-Haley, 1997; and Clague et al., 2000). Published estimates of the probable maximum size of subduction-zone events range from $M_W$ 8.3 to >$M_W$ 9. Numerous detailed studies of coastal subsidence, tsunamis, and turbidites yield a wide range of recurrence intervals, but the most complete records (>4,000 years) indicate intervals of about 350 years to 600 years between great earthquakes on the CSZ (Adams, 1990; Atwater and Hemphill-Haley, 1997; Witter, 1999; Clague et al., 2000; Kelsey et al., 2002; Kelsey et al., 2005; and Witter et al., 2003). Tsunami inundation in buried marshes along the Washington and Oregon coast and stratigraphic evidence from the Cascadia margin support these recurrence intervals (Kelsey et al., 2005; and Goldfinger et al., 2003).

Goldfinger et al. (2003, 2012, and 2016) evaluated turbidite evidence for 20 earthquakes that ruptured the entire CSZ over the past 10,000 years and about 20 $M_W$ 8 earthquakes that only ruptured along the southern portion of the CSZ and developed a model for recurrence of CSZ $M_W$ 8 to $M_W$ 9 earthquakes.

The USGS probabilistic analysis assumes four potential locations (three alternative down-dip edge options and one up-dip edge option) for the eastern edge of the earthquake rupture zone for the CSZ, as shown on Figure 4D. As discussed in Petersen et al. (2014), the 2014 USGS mapping effort represents the 2014 CSZ source model with the full CSZ ruptures with moment magnitudes from $M_W$ 8.6 to $M_W$ 9.3 supplemented by partial ruptures with smaller magnitudes from $M_W$ 8.0 to $M_W$ 9.1. The partial ruptures were accounted for using a segmented model and an unsegmented model. The magnitude-frequency distribution showing the contributions to the earthquake rates from each of the models and how the rates vary along the fault is presented on Figure 5D. In general, the earthquake rates along the CSZ are dominated by the full-characteristic CSZ ruptures, with one event in 526 years ($M_W$ 8.6 to $M_W$ 9.3 earthquakes likely occur more often than the smaller, segmented ruptures). Therefore, in our opinion, the CSZ event should be represented by an earthquake of $M_W$ 9.0 at a focal depth of 30 km and rupture distance of about 100 km.

### B.3.3 Local Crustal Event

Sudden crustal movements along relatively shallow, local faults in the project area, although rare, have been responsible for local crustal earthquakes. The precise relationship between specific earthquakes and individual faults is not well understood since few of the faults in the area are expressed at the ground surface and the foci of the observed earthquakes have not been located with precision. The history of local seismic activity is commonly used as a basis for determining the size and frequency to be expected of local crustal events. Although the historical record of local earthquakes is relatively short (the earliest reported seismic event in the area occurred in 1920), it can serve as a guide for estimating the potential for seismic activity in the area.

The locations of and general information regarding Quaternary faults (i.e., those that have experienced movement during the last 2.6 million years and are considered potentially active) are available through the USGS Earthquake Hazards Program. Based on fault mapping conducted by the USGS (USGS, 2014), there are about six faults within 25 km of the site: the Portland Hills Fault at about 4.9 km, Grant Butte Fault at about 8.8 km, Bolton Fault at about 14.9 km, Lacamas Lake Fault at about 17.5 km, the Sandy River fault zone at about 18.7 km, and the Helvetia Fault at about 21.7 km. However, the USGS only considers the Portland Hills and Grant Butte faults to be active, contributing sources in their Probabilistic Seismic Hazard Analysis. The Portland Hills Fault is considered to be a reverse

fault that dips to the southwest with a total fault length of approximately 50 km and a characteristic earthquake magnitude of $M_W$ 7.0, and the Grant Butte Fault is considered a normal fault that dips to the northwest, with a total length of approximately 9 km and a characteristic earthquake magnitude of $M_W$ 6.2. Based on our review of the USGS Quaternary Fault and Fold Database of the United States, it is our opinion a seismic event occurring on the Portland Hills Fault should be represented by a source-to-site distance of approximately 4.9 km and a corresponding characteristic earthquake magnitude of $M_W$ 7.0; and the Grant Butte Fault should be represented by a source-to-site distance of approximately 8.8 km and a corresponding characteristic earthquake magnitude of $M_W$ 6.2.

## B.4 CONCLUSION

### B.4.1 Site Response

The ASCE methodology uses two bedrock spectral response parameters, $S_S$ and $S_1$, corresponding to periods around 0.2 second and 1.0 second to develop the $MCE_R$ response spectrum. As discussed in our geotechnical report, the $S_S$ and $S_1$ coefficients for the site are 0.89 g and 0.39 g, respectively, for the coordinates of 45.5334° N latitude and 122.6207° W longitude. These bedrock spectral ordinates are adjusted for Site Class with the short- and long-period site factors, $F_a$ and $F_v$, based on subsurface conditions or with a site-specific response analysis. Based on the results of our subsurface explorations, we recommend using Site Class D to evaluate the seismic design for the WFC improvements. The short- and long-period site factors, $F_a$ and $F_v$, are 1.15 and 1.91 respectively for Site Class D conditions. The design-level response spectrum is calculated as two-thirds of the Site Class-adjusted $MCE_R$-level spectrum.

### B.4.2 Seismic Hazards

Based on the estimated depth to groundwater, it is our opinion the risk of liquefaction and/or significant soil strength loss at the site is low during a code-based earthquake. The risk of damage by tsunami and/or seiche at the site is absent. The USGS considers the Portland Hills Fault and Grant Butte Fault to be the closest crustal fault sources contributing to the overall seismic hazard at the site. Unless occurring on a previously unmapped or unknown fault, it is our opinion the risk of ground rupture at the site is low.

## B.5 REFERENCES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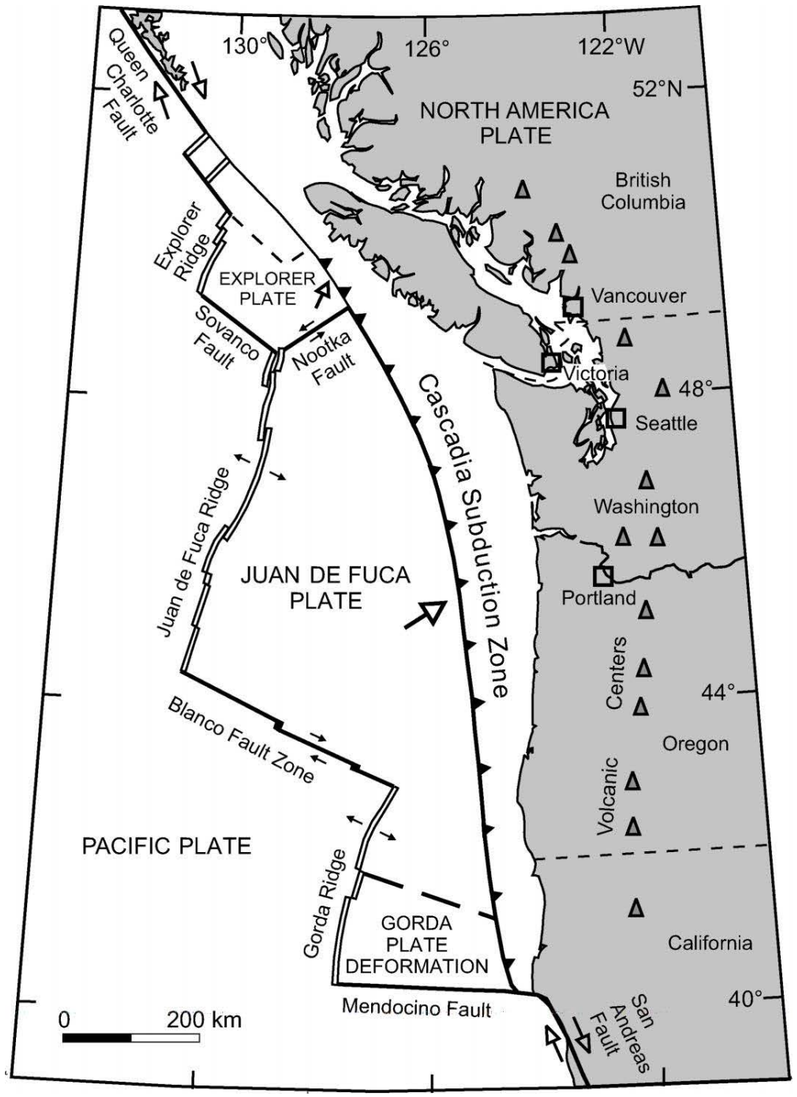
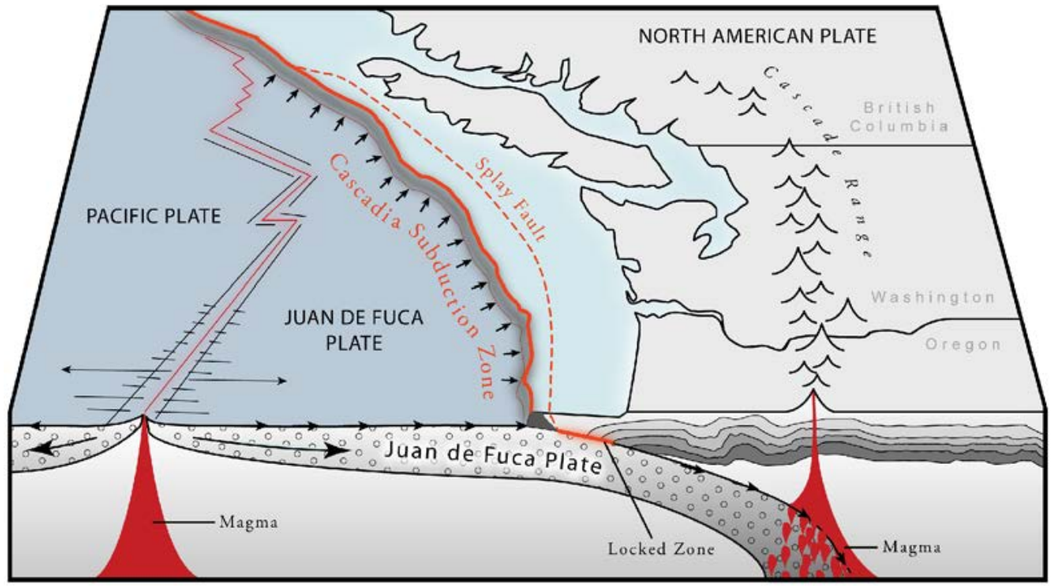



A) TECTONIC MAP OF PACIFIC NORTHWEST, SHOWING ORIENTATION AND EXTENT OF CASCADIA SUBDUCTION ZONE (MODIFIED FROM DRAGERT AND OTHERS, 1994)

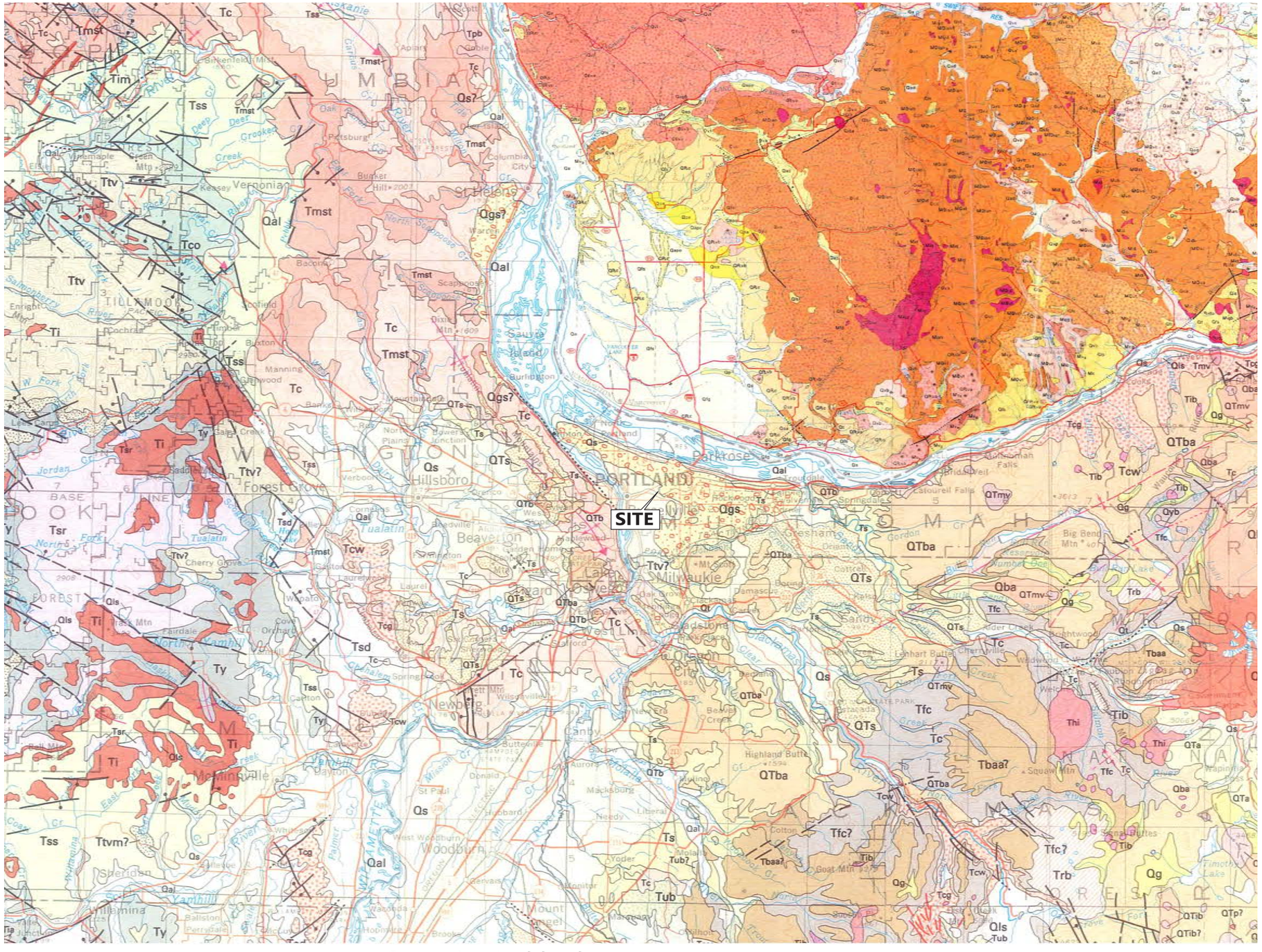
## Cascadia Subduction Zone Setting




CASCADIA SUBDUCTION ZONE SETTING, TSUNAMI INUNDATION MAPS, OREGON DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRY, 2013

GRI

# TECTONIC SETTING SUMMARY




**Contact** — Approximately located

**Fault** — Dashed where inferred; dotted where concealed; queried where doubtful; ball and bar on downthrown side

**Thrust fault** — Dashed where inferred; dotted where concealed; queried where doubtful; sawteeth on upper plate

Strike and dip of bed

FROM:

WALSH, T.J., KOROSEC, M.A., PHILLIPS, W.M., LOGAN, R.L., AND SCHASSE, H.W., 1987, GEOLOGIC MAP OF WASHINGTON-SOUTHWEST QUADRANT; 1:250,000: WASHINGTON DIVISION OF GEOLOGY AND EARTH RESOURCES, 6M-34

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North

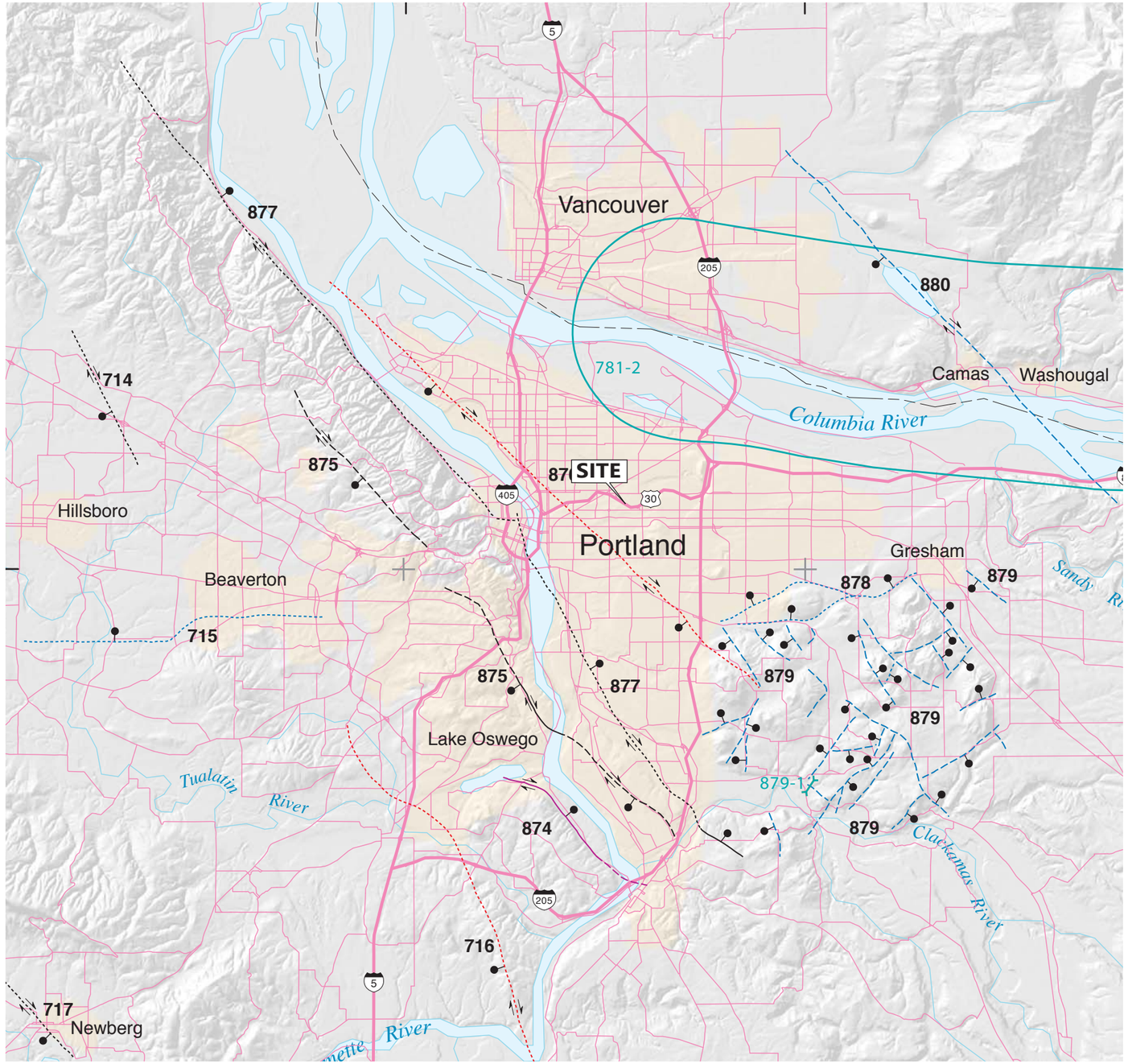
0 10 20 MILES

0 10 20 KILOMETERS

GRI

# REGIONAL GEOLOGIC MAP

FEB. 2022 LU 23-004501 DZM Exh A1 FIG. 2B




## MAP EXPLANATION

TIME OF MOST RECENT SURFACE RUPTURE

- Holocene (<10,000 years) or post last glaciation (<15,000 years; 15 ka); no historic ruptures in Oregon to date
- Late Quaternary (<130,000; post penultimate glaciation)
- Late and middle Quaternary (<750,000 years; 750 ka)
- Quaternary, undifferentiated (<1,600,000 years; <1.6 Ma)
- Class B structure (age or origin uncertain)

SLIP RATE

- >5 mm/year
- 1.0-5.0 mm/year
- 0.2-1.0 mm/year
- <0.2 mm/year

TRACE

- Mostly continuous at map scale
- Mostly discontinuous at map scale
- Inferred or concealed

STRUCTURE TYPE AND RELATED FEATURES

- Normal or high-angle reverse fault
- Strike-slip fault
- Thrust fault
- Anticlinal fold
- Synclinal fold
- Monoclinal fold
- Plunge direction of fold
- Fault section marker

DETAILED STUDY SITES

- 731-2 Trench site
- 781-2 Subduction zone study site

CULTURAL AND GEOGRAPHIC FEATURES

- Divided highway
- Primary or secondary road
- Permanent river or stream
- Intermittent river or stream
- Permanent or intermittent lake

| FAULT NUMBER | NAME OF STRUCTURE |
|---|---|
| 714 | HELVETIA FAULT |
| 715 | BEAVERTON FAULT |
| 716 | CANBY-MOLALLA FAULT |
| 874 | BOLTON FAULT |
| 875 | OATFIELD FAULT |
| 876 | EAST BANK FAULT |
| 877 | PORTLAND HILLS FAULT |
| 878 | GRANT BUTTE FAULT |
| 879 | DAMASCUS-TICKLE CREEK FAULT ZONE |
| 880 | LACAMAS LAKE FAULT |

FROM: PERSONIUS, S.F., AND OTHERS, 2003, MAP OF QUATERNARY FAULTS AND FOLDS IN OREGON, USGS OPEN FILE REPORT OFR-03-095.

North

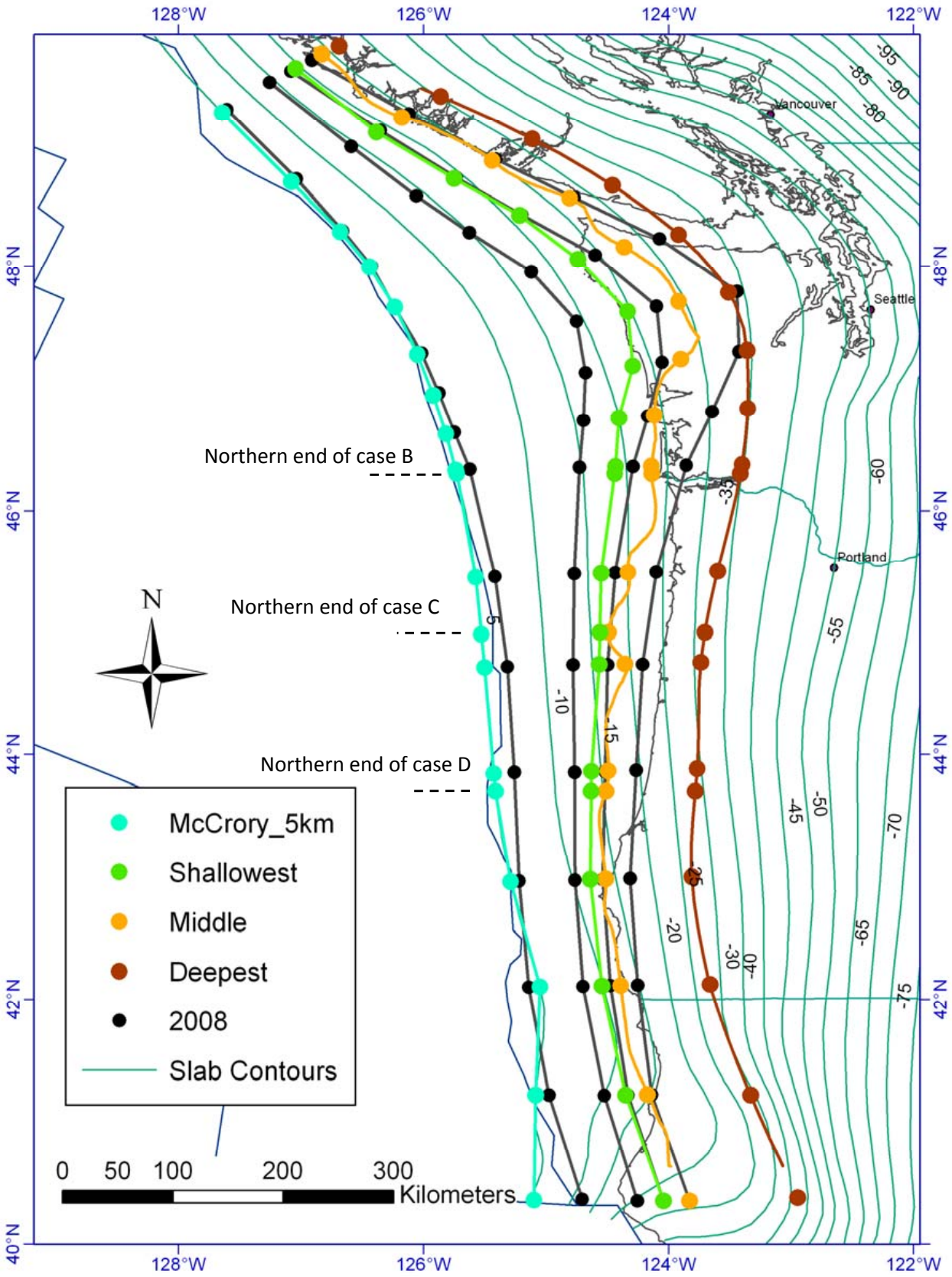
0 5 10 MILES

0 5 10 KILOMETERS

GRI

# LOCAL FAULT MAP

FEB. 2022 LU 23-004501 DZM Exh A1 FIG. 3B

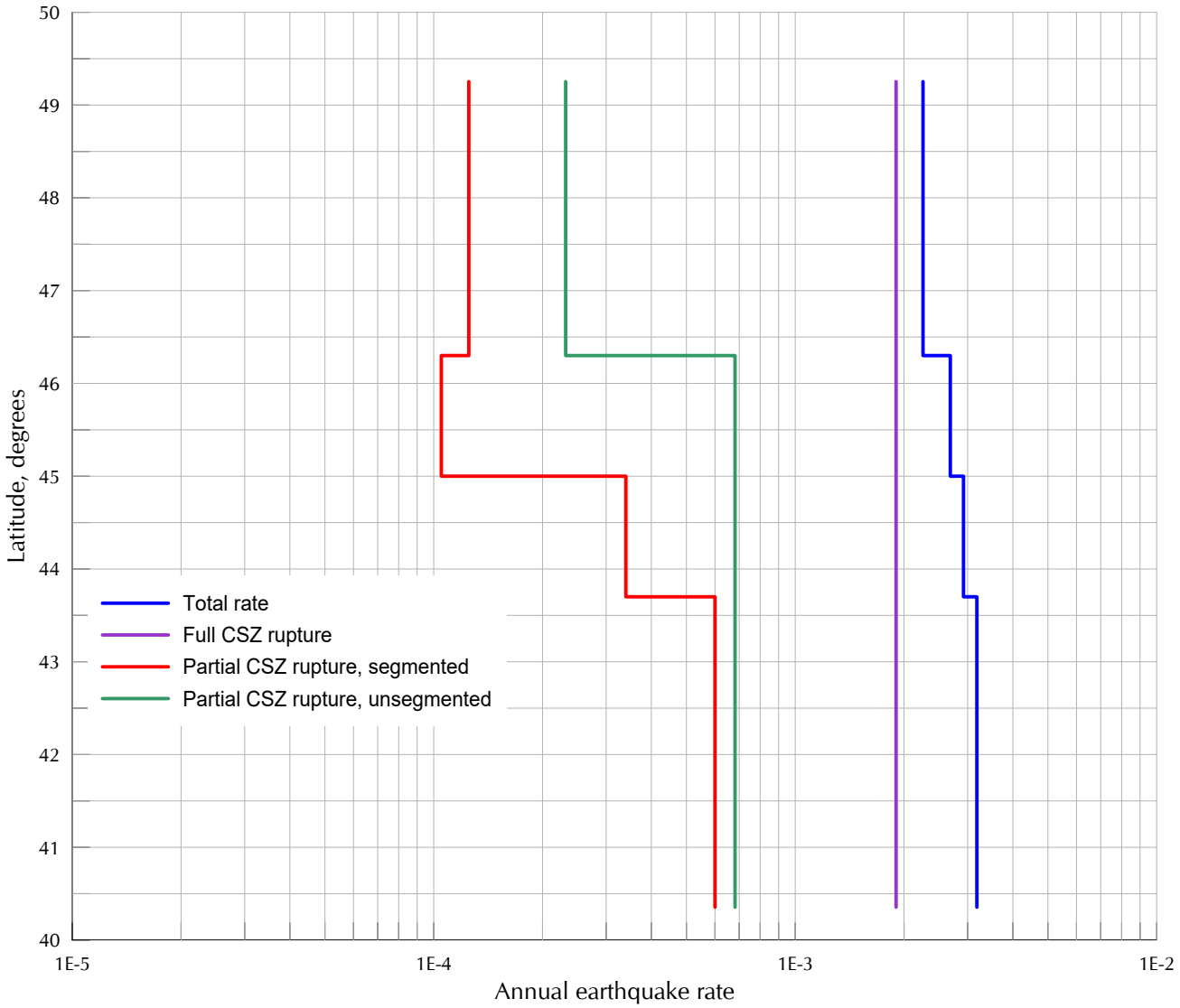



GRI

LOCATION OF SURFACE TRACES FOR UP-DIP EDGE & THREE DOWN-DIP EDGE OPTIONS USED IN 2012 NSHMS
(CHEN ET. AL 2014)

FEB. 2022 JOB NO. 6421-B FIG. 4B

LU 23-004591 DZM Exh A1




REFERENCE:
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GRI

# VARIATION OF EARTHQUAKE RATES CASCADIA SUBDUCTION ZONE (CSZ)

FEB. 2022 JOB NO. 6421-B FIG. 5B

LU 23-004591 DZM Exh A1



# HOLST FOR BRIDGE HOUSING AND TRIMET

HOLLYWOOD HUB

TYPE III DESIGN REVIEW, **LU_TBD**

JANUARY 13, 2023

LU 23-004591 DZM Exh A1

HOLST

# TEAM

| | |
|---|---|
| PROPERTY ADDRESS: | 4110 NE HALSEY STREET |
| PROJECT VALUATION: | $85 M |
| **LAND USE:** | **LU_TBD** |
| DESIGN ADVICE REQUEST: | EA 22-144886 DA<br>EA 21-105638 DA |
| EARLY ASSISTANCE: | EA 21-105637<br>EA 21-019897<br>[INFRASTRUCTURE PROJECT] |
| SUBMITTED: | 01.13.2023 |
| ARCHITECT: | HOLST |
| CONTACT: | Dave Otte, Principal/Owner<br>dotte@holstarc.com<br>503 233 9856 |
| LANDSCAPE: | MAYER / REED |
| CONTACT: | Jeramie Shane<br>jeramie@mayerred.com<br>503 223 5953 |
| CIVIC ENGINEERING: | VEGA CIVIL |
| CONTACT: | Martha Williamson<br>martha@vegacivil.com<br>503 349 1381 |
| STRUCTURAL | KPFF |
| CONTACT: | Aaron Burkhardt<br>aaron.burkhardst@kpff.com<br>503 227 3251 |
| OWNER: | Tri-County Metropolitan Transporation District |
| CONTACT: | Guy Benn<br>benng@trimet.com<br>971 347 5649 |

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LU 23-004591 DZM Exh A1

# ZONING AND PROGRAM SUMMARY

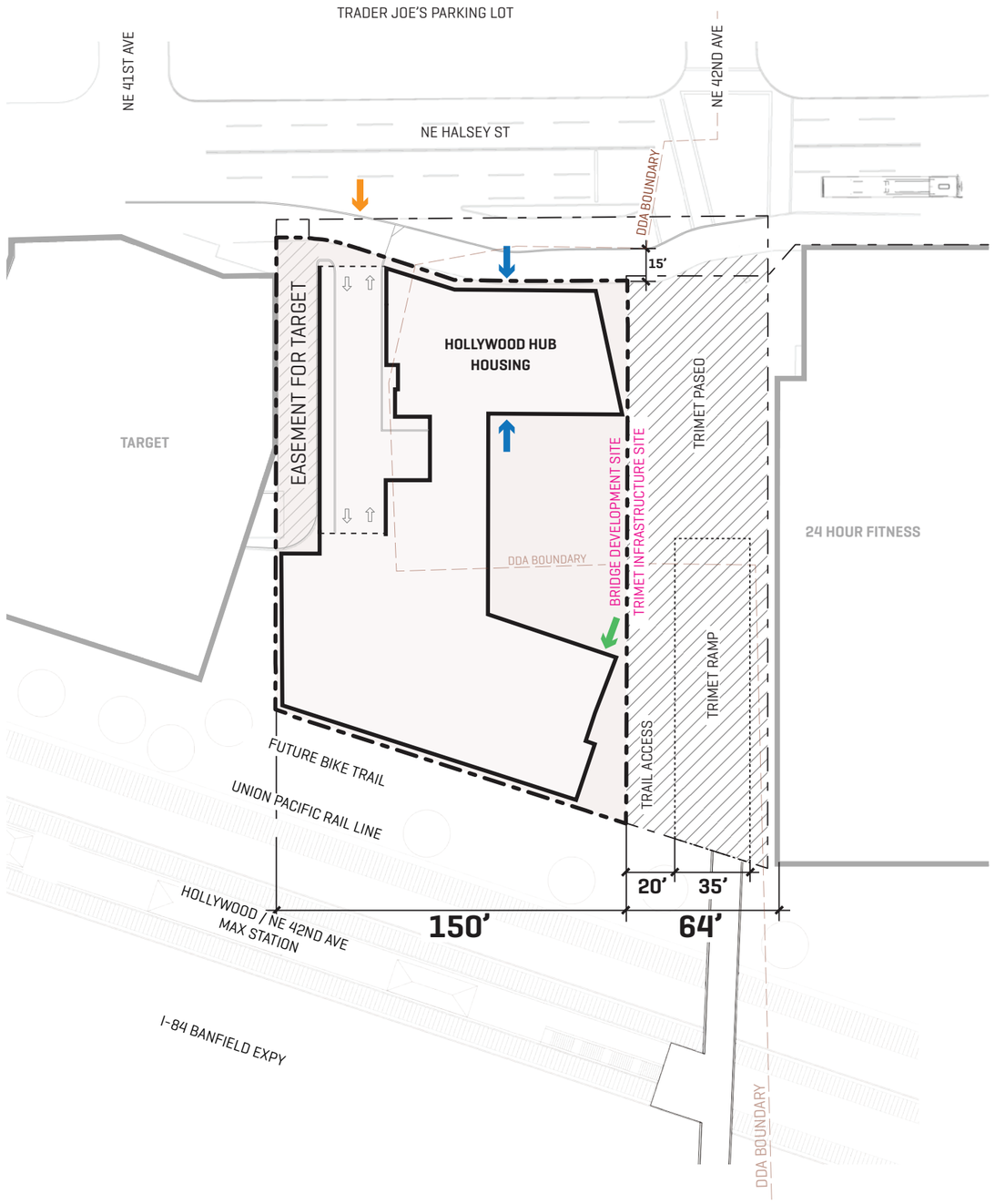
| | |
|---|---|
| **PROPERTY ADDRESS** | 4110 NE HALSEY ST, PORTLAND OREGON |
| **PROPERTY ID** | R203131 |
| **COUNTY** | MULTNOMAH |
| **STATE ID** | R203131 |
| **ZONING MAP** | 2934 |
| **SITE AREA** | 35,215 SF |
| **LAND USE ZONING** | CM3 - COMMERCIAL MIXED USE 3 |
| **OVERLAYS** | D-DESIGN, M - CENTERS MAIN STREET |
| **COMP PLAN DESIGNATION** | MU-U - MIXED USE - URBAN CENTER |
| **PLAN DISTRICT** | HW - HOLLYWOOD - SUB-DISTRICT 'A' |
| **TRANSIT STREET** | TRANSIT STATION AREA - HALSEY IS A NEIGHBORHOOD CORRIDOR, 42ND IS ENHANCED PEDESTRIAN STREET |
| **CIVIC CORRIDOR** | NO |
| **PATTERN AREA** | INNER NEIGHBORHOODS |
| **DESIGN REVIEW** | TYPE III |
| **BASE FAR** | 4 to 1 |
| **BONUS FAR** | 3 to 1 |
| **MIN DENSITY** | 1 UNIT PER 1,000 SF SITE AREA |
| **BASE HEIGHT** | 75-FT (120-FT) |
| **MAX FAR W/ BONUS** | 7 to 1 |
| **MAX HEIGHT W/ BONUS** | 120-FT |
| **MIN BUILDING SETBACKS** | NONE |
| **MAX BUILDING SETBACKS** | 10-FT |
| **MAX BUILDING COVERAGE** | 100% |
| **MAX BUILDING LENGTH** | 200-FT (W/IN 20-FT OF STREET LOT LINE) |
| **FACADE ARTICULATION** | APPLIES 25% OF AREA OF STREET-FACING FACADE WITHIN 20-FT OF LOT LINE MUST BE DIVIDED INTO FACADE PLANES OFF-SET BY 2-FT IN DEPTH FROM REST OF FACADE. |
| **MIN LANDSCAPED AREA** | 15% |
| **WINDOWS IN STREET-FACING FACADE** | MIN 15% OF AREA OF EACH FACADE THAT FACES A STREET LOT LINE MUST BE WINDOW OR MAIN ENTRANCE DOOR |
| **GROUND FLOOR WINDOW** | MIN 60% OF GROUND FLOOR WALL AREA OF STREET-FACING FACADES 20-FT OR CLOSER TO STREET LOT LINE OR PLAZA (2-10 ABOVE FINISH GRADE)<br>WINDOWS INTO BIKE PARKIG QUALIFY FOR UP TO 25% OF THIS REQUIREMEENT |
| **TRANSIT STREET ENTRANCE** | ENTRANCE AT INTERSECTION OF NE HALSEY ST + NE 42ND AVE |
| **MIN PARKING** | NONE |
| **MAX PARKING** | 1.35 PER UNIT FOR SURFACE, NO LIMIT FOR STRUCTURED |
| **BIKE PARKING - LONG TERM** | 1.5 PER UNIT (336 SPACES) |
| **BIKE PARKING - SHORT TERM** | 1 PER 20 UNITS (12 SPACES) |
| **33.266.310 LOADING SPACES** | 2 STANDARD 'B' |
| **LANDSCAPE BUFFERS** | NONE |
| **MODIFICATION REQUESTED** | 33.130.225 Landscaped Areas<br>Min. Landscaped Area: 15% |

**TOTAL BUILDING AREA**

| | |
|---|---|
| LEVEL B1* | *1,067 SF |
| LEVEL 01 | 17,607 SF |
| *ENCLOSED PARKING | *4,435 SF |
| LEVEL 02 | 19,581 SF |
| LEVEL 03 | 18,608 SF |
| LEVEL 04-12 | 19,114 SF |
| TOTAL GSF | 228,889 |
| **TOTAL FAR** | **223,387** |

*EXCLUDED FROM FAR


LU 23-004591 DZM Exh A1




LEGEND

- DESIGN REVIEW SITE BOUNDARY
- BICYCLISTS ENTRANCE
- PEDESTRIAN + TENANT ENTRANCE
- VEHICULAR PARKING ENTRANCE

SCALE: 1" = 60'-0"

0' 30' 60' 90'

N

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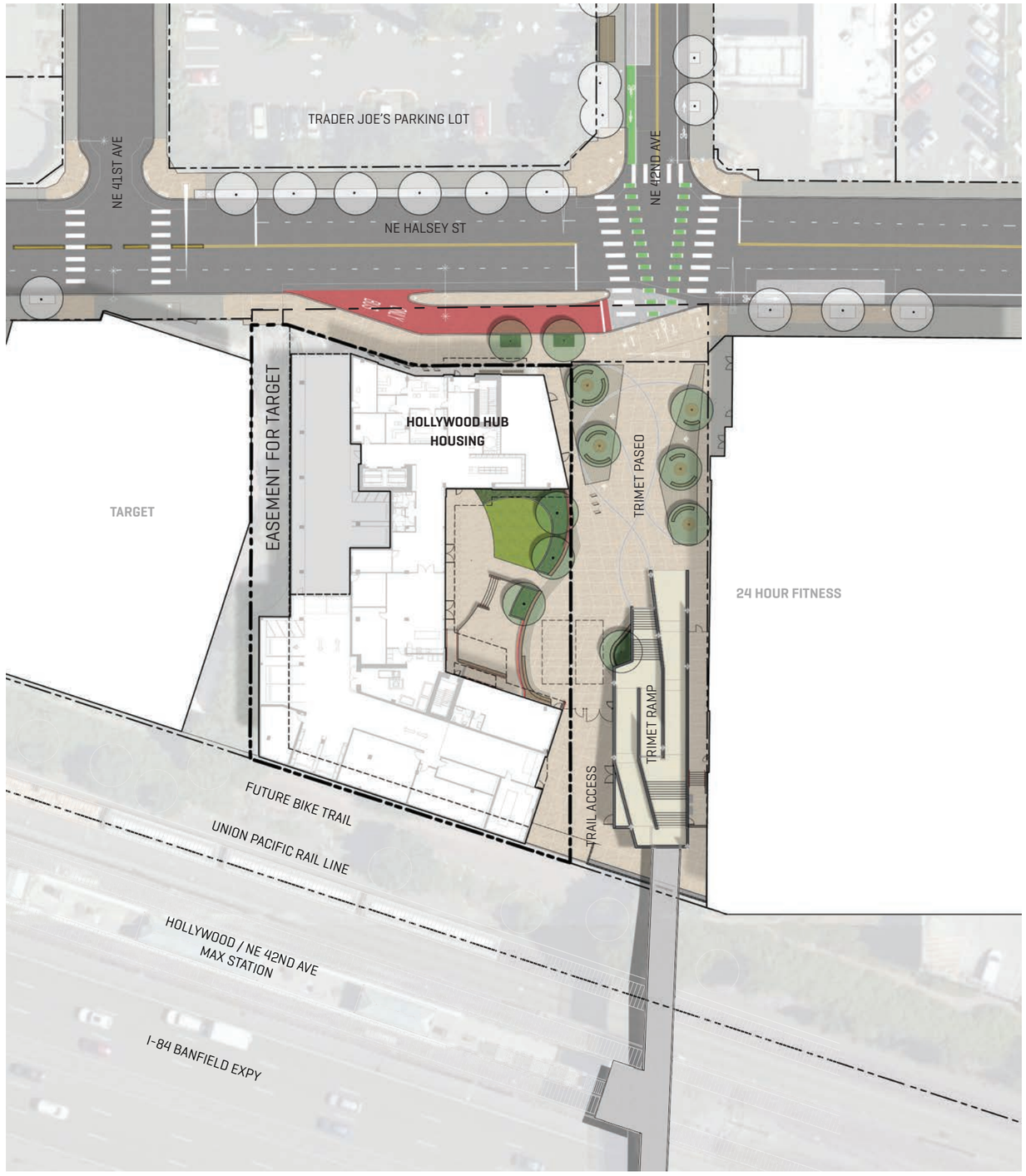
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 01.13.2023

title : SITE DIAGRAM | LU NO. PLACEHOLDER | sheet : C.4

LU 23-004591 DZM Exh A1



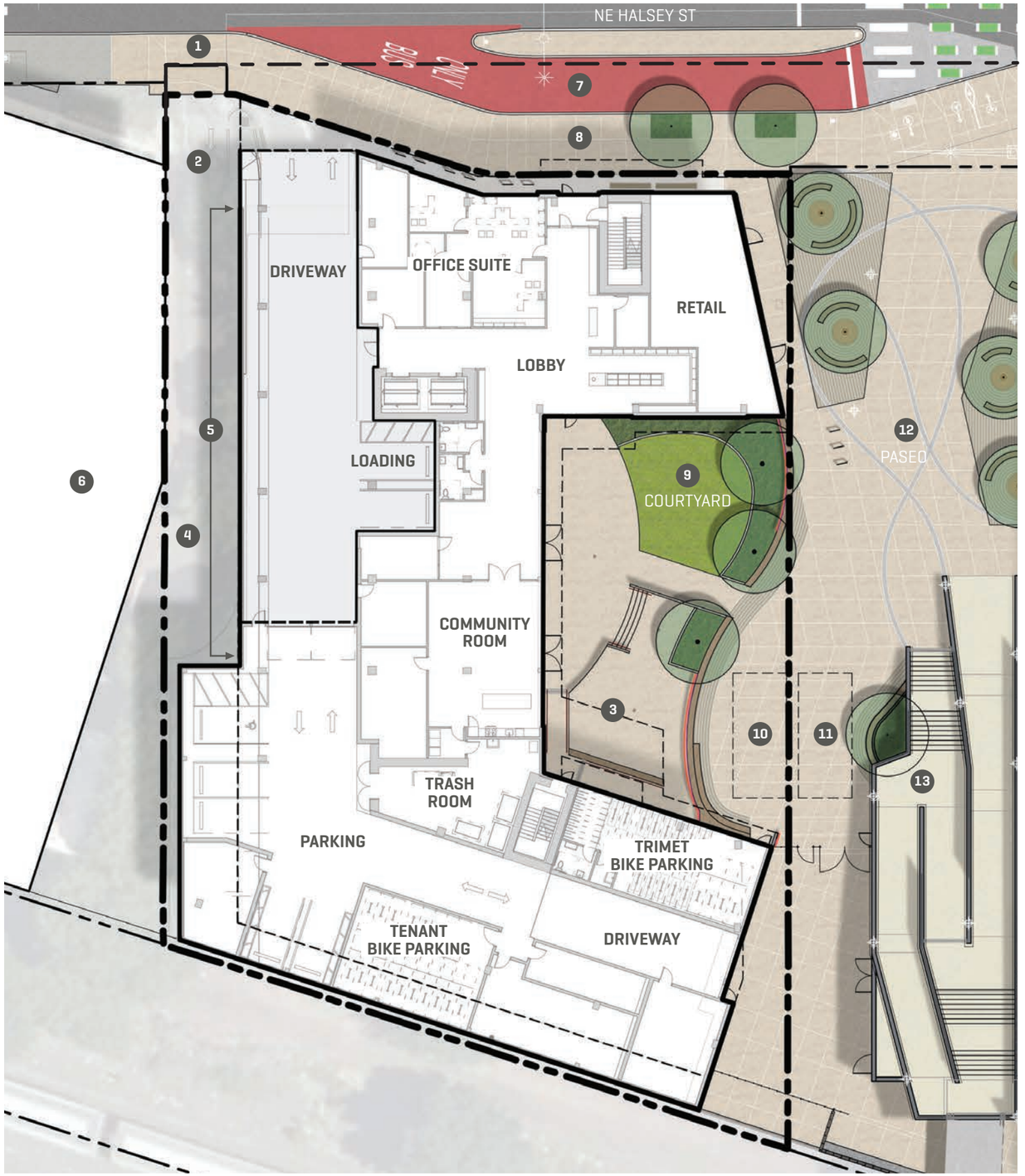

LEGEND

DESIGN REVIEW SITE BOUNDARY

SCALE: 1" = 60'-0"

0' 30' 60' 90'

N




LEGEND

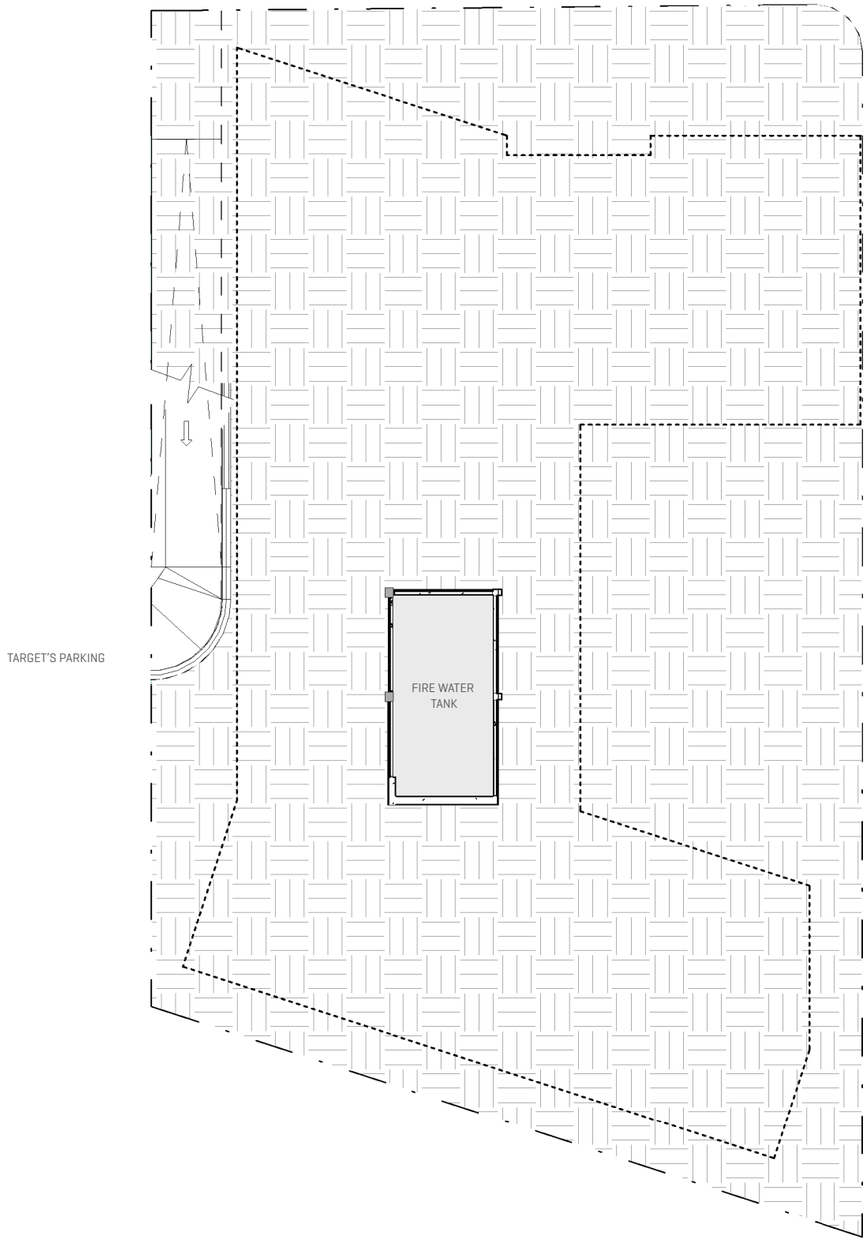
1. MODIFIED CURB CUT, REFERENCE CIVIL
2. EXISTING ACCESS EASEMENT
3. BUILDING OVERHANG, ABOVE
4. EXISTING TARGET RAMP & RETAINING WALL TO REMAIN
5. ALUMINUM BATTEN SCREEN WALL
6. TARGET
7. HALSEY TRANSIT BUS PULL-OFF BY OTHERS
8. RIGHT-OF-WAY IMPROVEMENTS, BY OTHER
9. COURTYARD - REFERENCE LANDSCAPE
10. TRANSFORMER VAULT REFERENCE ELECTRICAL
11. TRANSFORMER VAULT BY OTHERS
12. PASEO IMPROVEMENT BY OTHERS
13. STAIR CONNECTION TO MAX PLATFORM BY OTHERS

DESIGN REVIEW SITE BOUNDARY

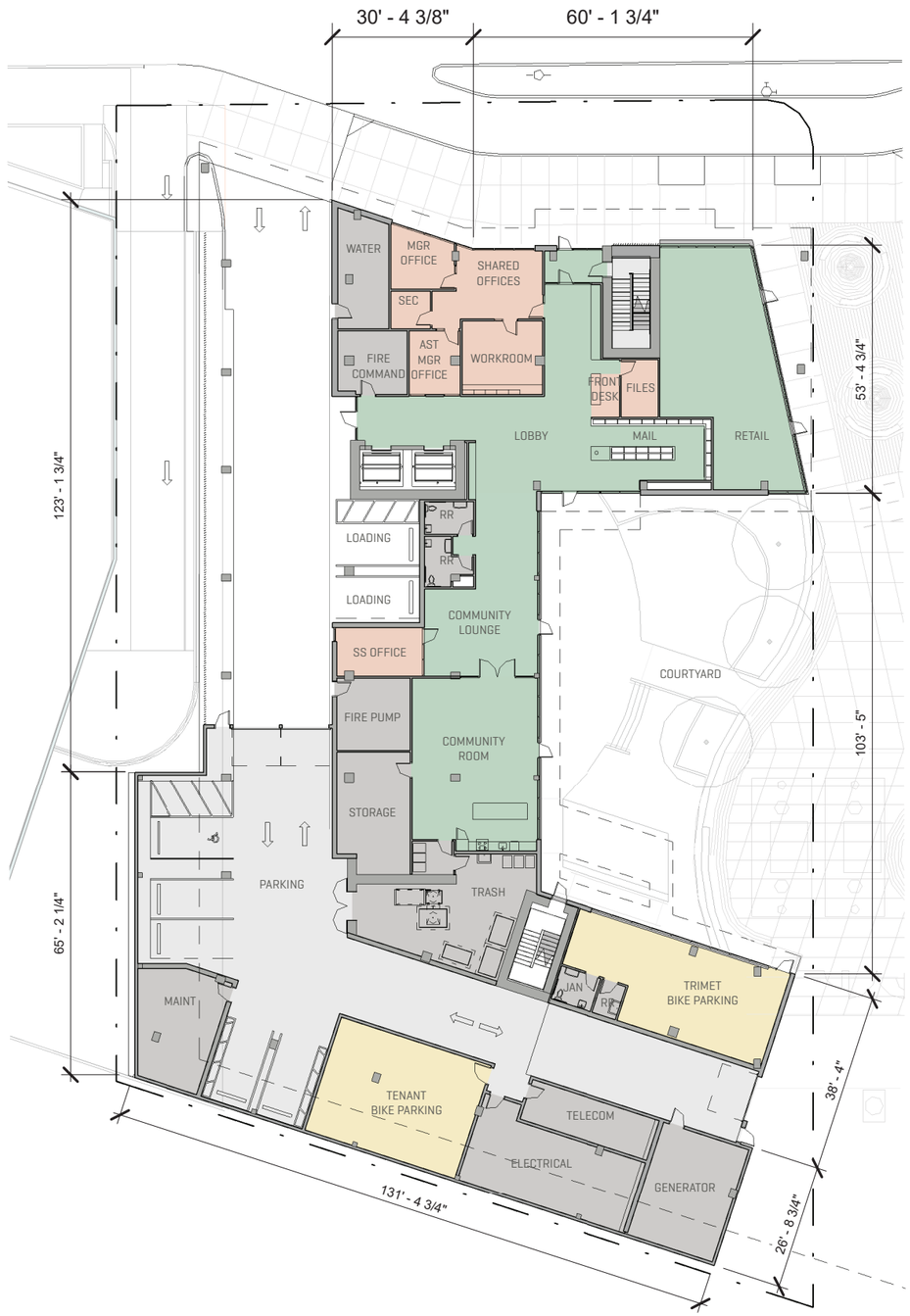
SCALE: 1" = 30'-0"

0' 15' 30' 60'

N




BASEMENT LEVEL




GROUND LEVEL

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 01.13.2023

title : BASEMENT + GROUND LEVEL FLOOR PLAN

LU NO. LU 23-004591 DZM Exh A1
PLACEHOLDER

sheet : C.7




LEVEL 2




LEVEL 3

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

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DESIGN REVIEW
DATE: 01.13.2023

title : LEVEL 2 + 3 FLOOR PLANS

LU NO. PLACEHOLDER

LU 23-004591 DZM Exh A1

sheet : C.8




LEVEL 4, 6, 8, 10, 12




LEVEL 5, 7, 9, 11

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

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DESIGN REVIEW

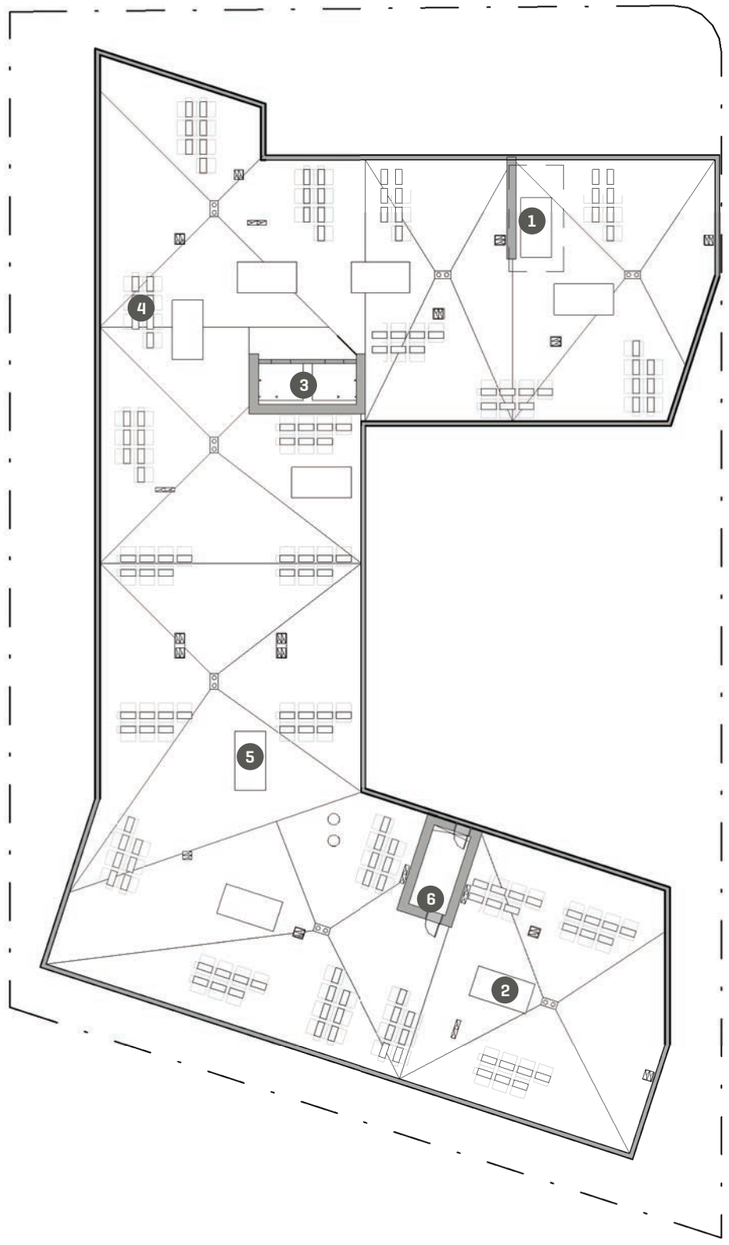
DATE: 01.13.2023

title : TYPICAL FLOOR PLANS

LU NO. PLACEHOLDER

LU 23-004591 DZM Exh A1

sheet : C.9




1. STAIR BELOW SERVED BY STAIR PRESSURIZATION FAN, REF MECHANICAL
2. DOAS UNIT, TYP. REF MECHANICAL
3. ELEVATOR OVERRUN
4. VRF HEAT PUMP UNIT, TYP. REF MECHANICAL
5. HPWH UNITS, REF PLUMBING
6. STAIR ROOF ACCESS

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

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HOLLYWOOD HUB

4110 NE HALSEY STREET
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DESIGN REVIEW

DATE: 01.13.2023

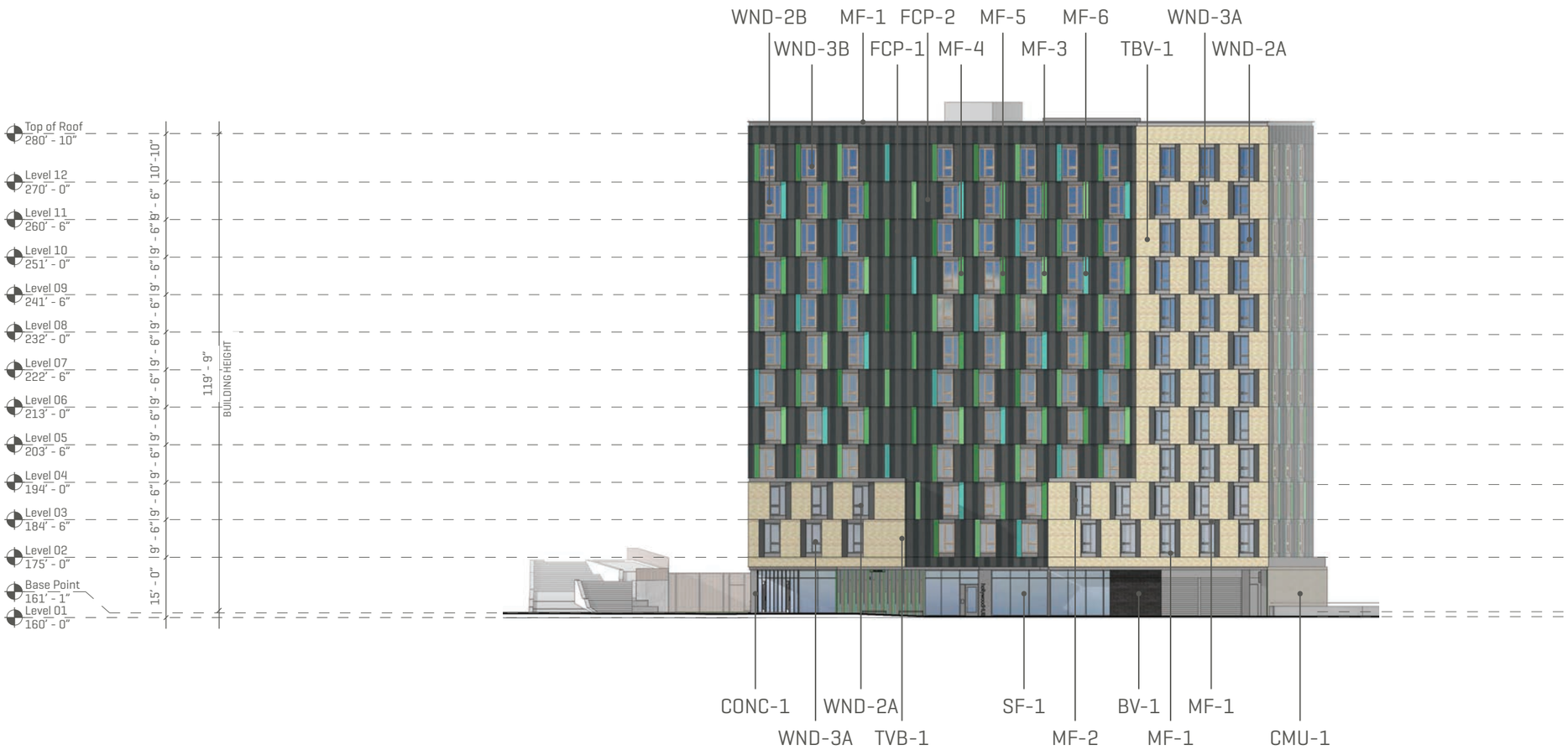
title : ROOF PLAN

LU NO. PLACEHOLDER

LU 23-004591 DZM Exh A1

sheet : C.10

NORTH




SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

**BV-1**
Brick Masonry Veneer, Dark Iron Spot

**CMU-1**
Concrete Masonry Units

**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls

**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color

**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color

**MCP-1**
Metal Composite Panel, Charcoal Color

**MF-1**
Metal Flashing T/M, Charcoal Color

**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color

**MF-3**
(green #1) Metal Flashing

**MF-4**
(green#2) Metal Flashing

**MF-5**
(green#3) Metal Flashing

**MF-6**
(green#4) Metal Flashing

**MS-1**
Aluminum Batten

**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color

**TBV-1**
Thin Brick Veneer: Modified Granite

**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color

**WND-XB**
Commercial Vinyl Window, Oak Malt Color

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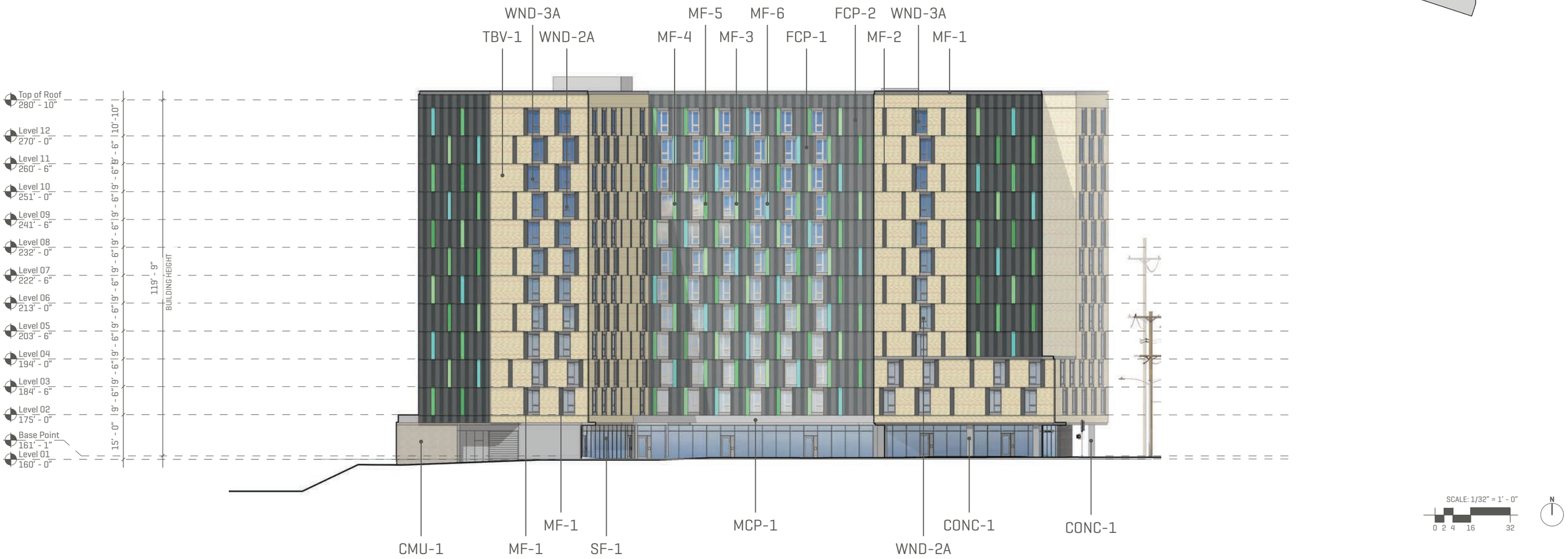
DESIGN REVIEW
DATE: 01.13.2023

title : ELEVATIONS PLACEHOLDER

LU NO. LU 23-004591 DZM Exh A1

sheet : C.11

EAST






**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



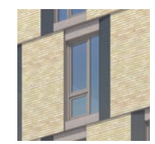
**MS-1**
Aluminum Batten



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color



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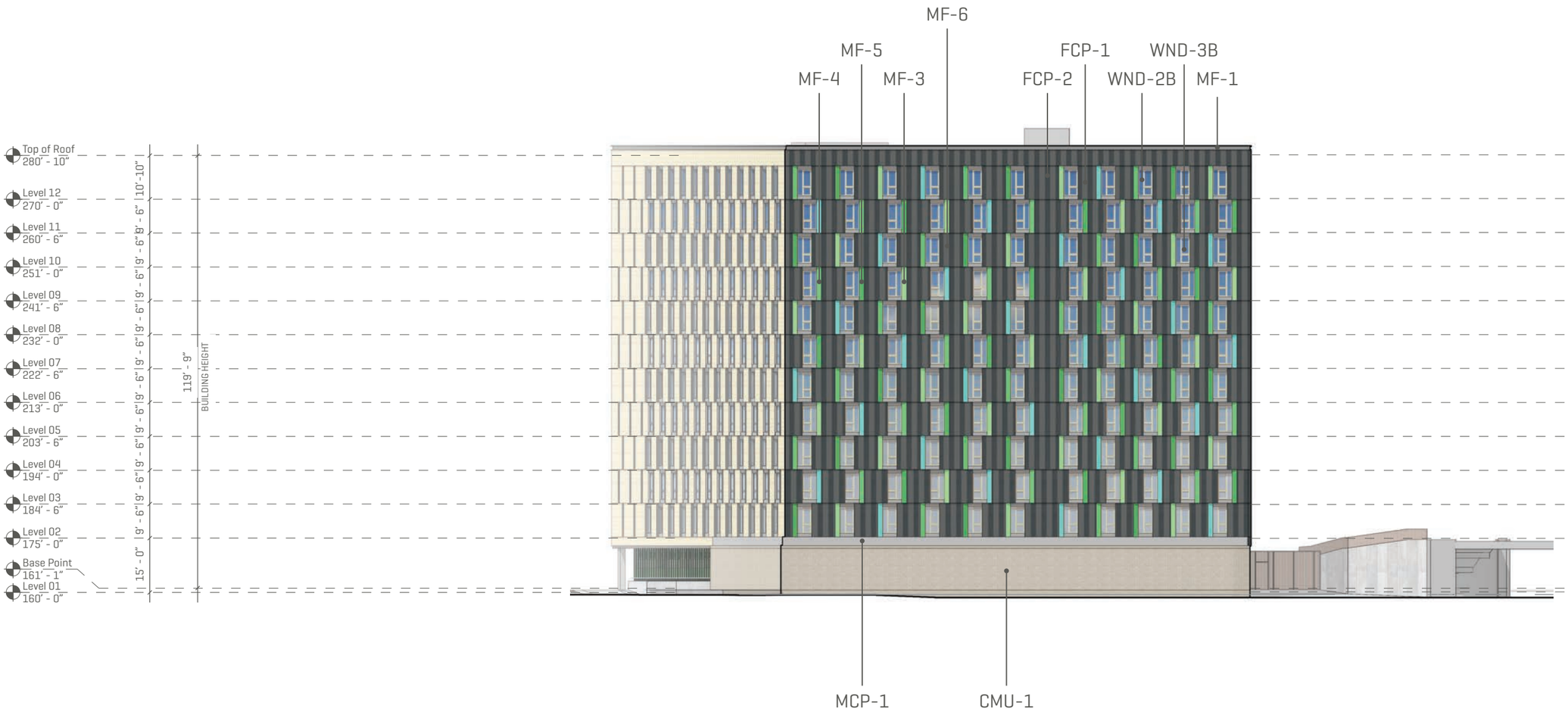
SOUTH




SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



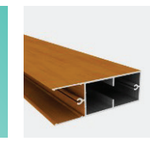
**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



**MS-1**
Aluminum Batten



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

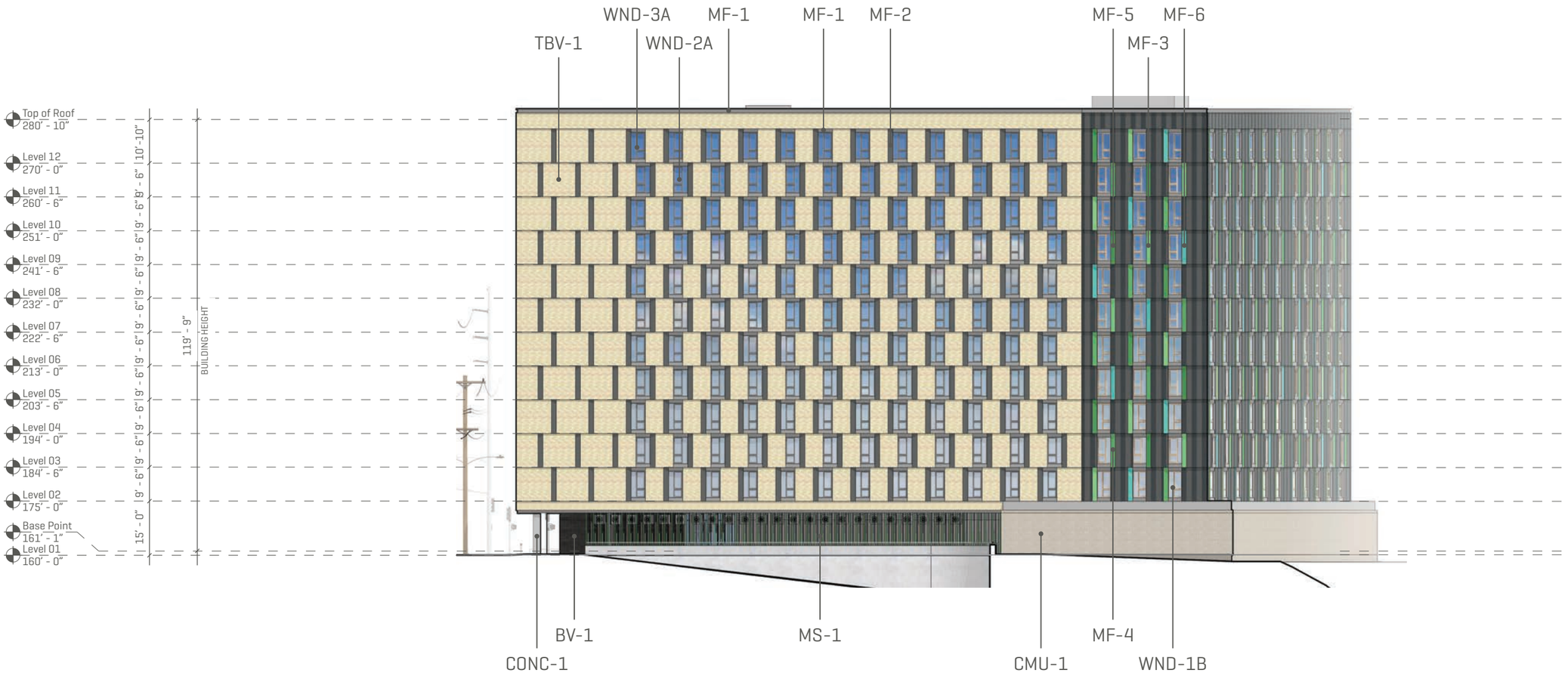
DESIGN REVIEW
DATE: 01.13.2023

title : ELEVATIONS PLACEHOLDER

LU NO. LU 23-004591 DZM Exh A1

sheet : C.13

WEST




SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



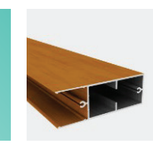
**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



**MS-1**
Aluminum Batten



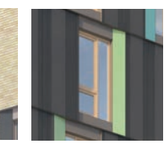
**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

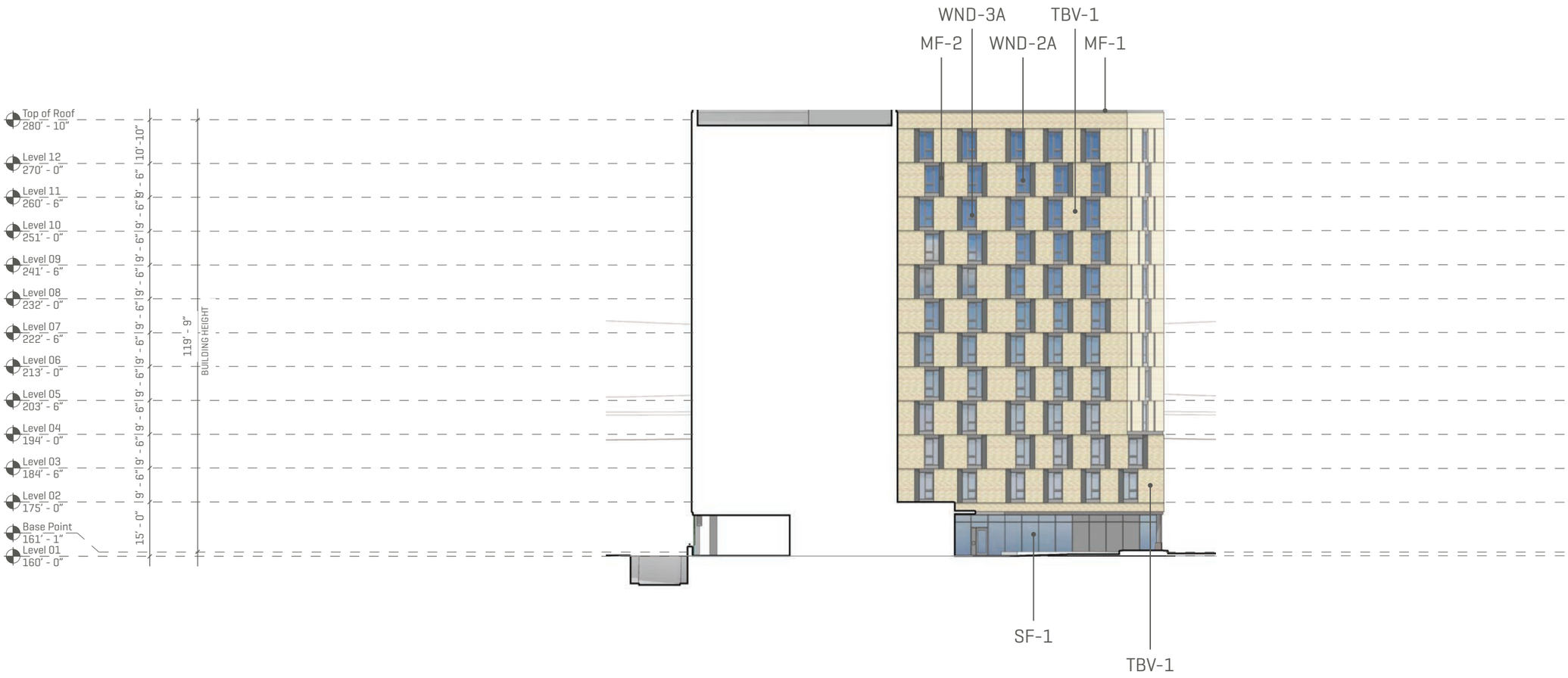
DESIGN REVIEW
DATE: 01.13.2023

title : ELEVATIONS PLACEHOLDER

LU NO. LU 23-004591 DZM Exh A1

sheet : C.14

## NORTH COURTYARD




SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



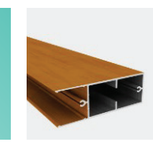
**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



**MS-1**
Aluminum Batten



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

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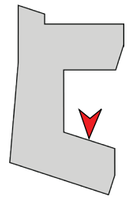
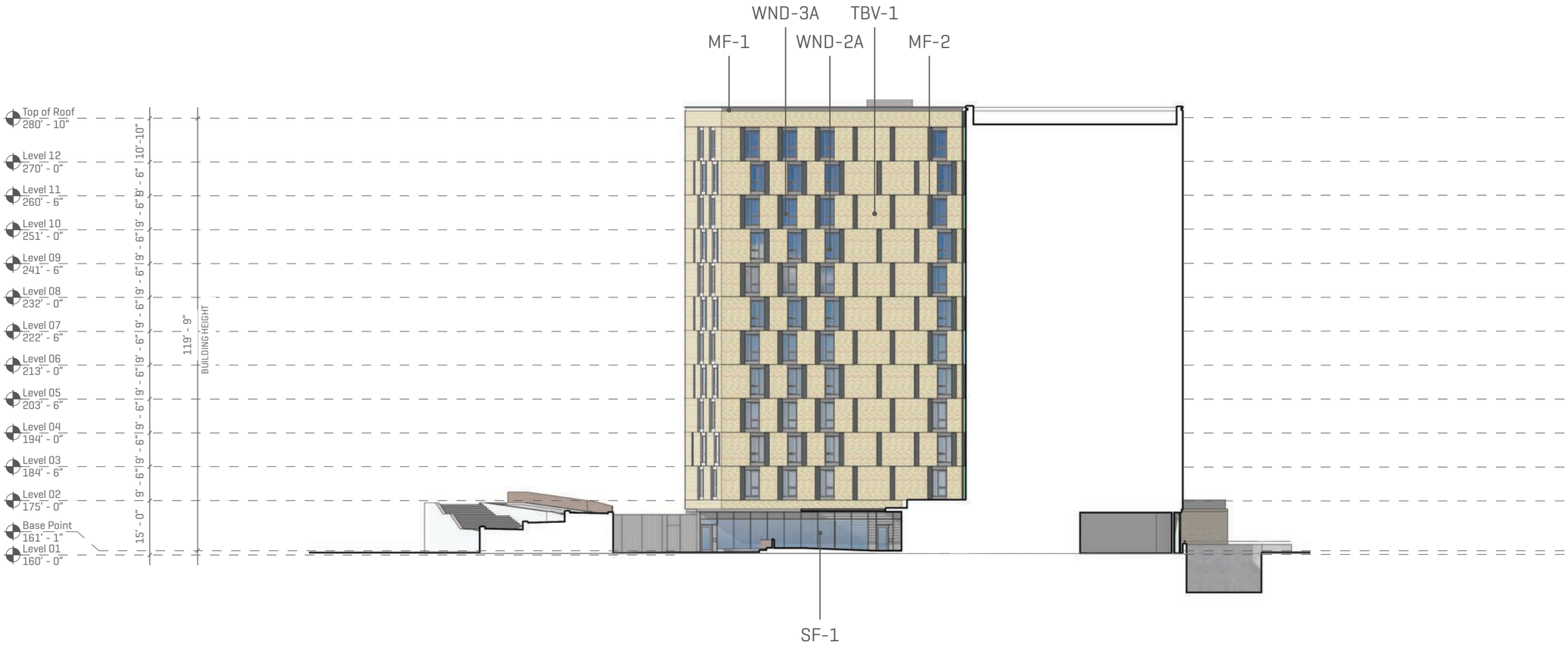
LU 23-004591 DZM Exh A1

## SOUTH COURTYARD






SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



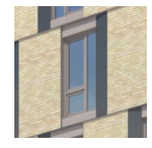
**MS-1**
Aluminum Batten



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

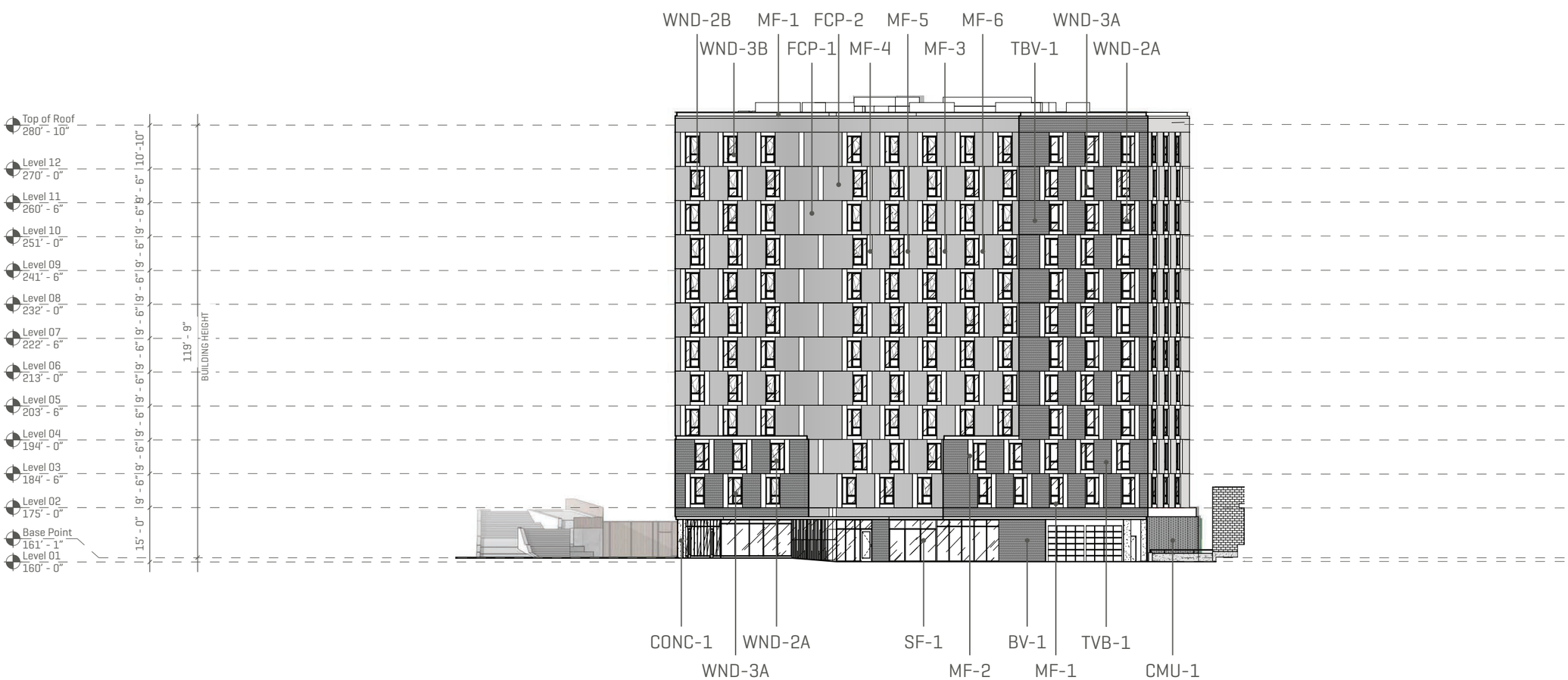
DESIGN REVIEW
DATE: 01.13.2023

title : ELEVATIONS | LU NO. PLACEHOLDER

LU 23-004591 DZM Exh A1

sheet : C.16

NORTH




SCALE: 1/32" = 1' - 0"

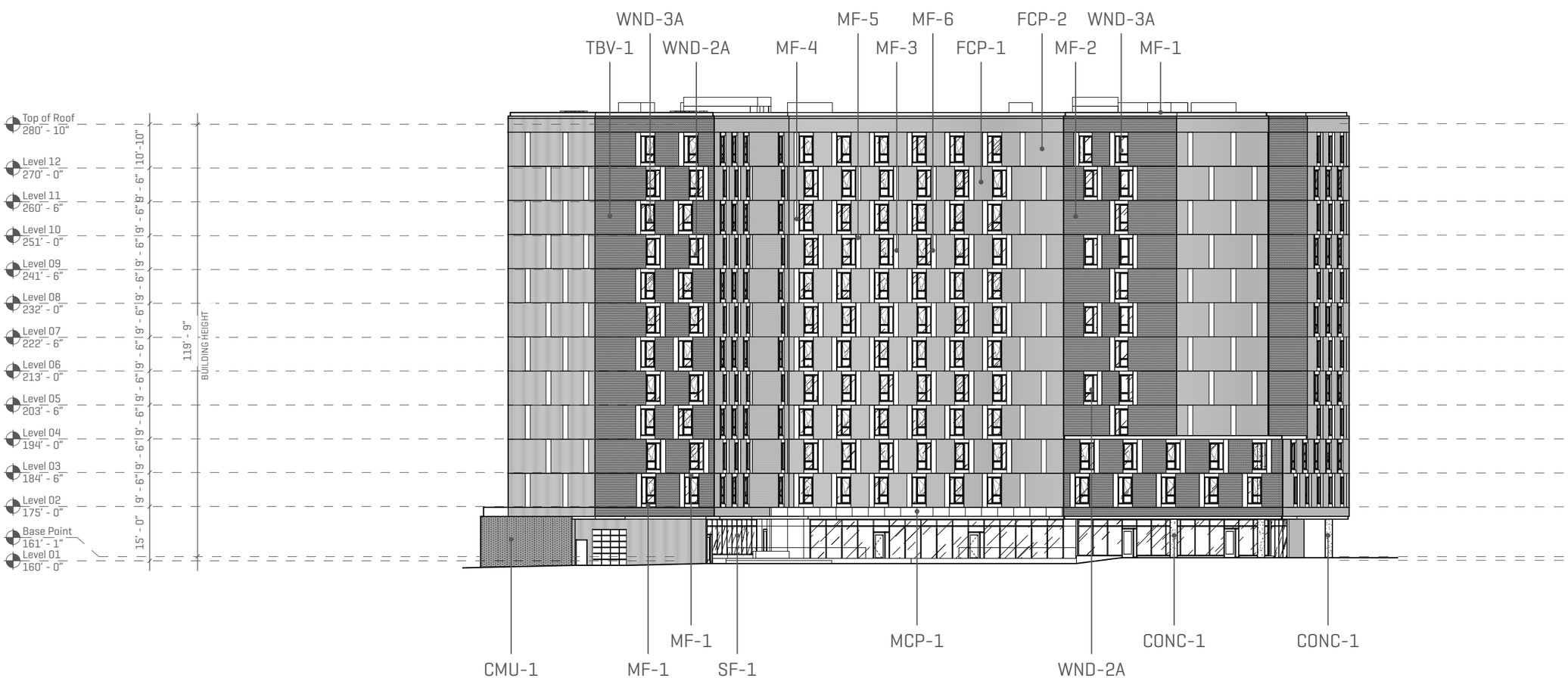
0 2 4 16 32

N

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | TBV-1 | Thin Brick Veneer |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | MS-1 | Aluminum Batten | | |

EAST




SCALE: 1/32" = 1' - 0"

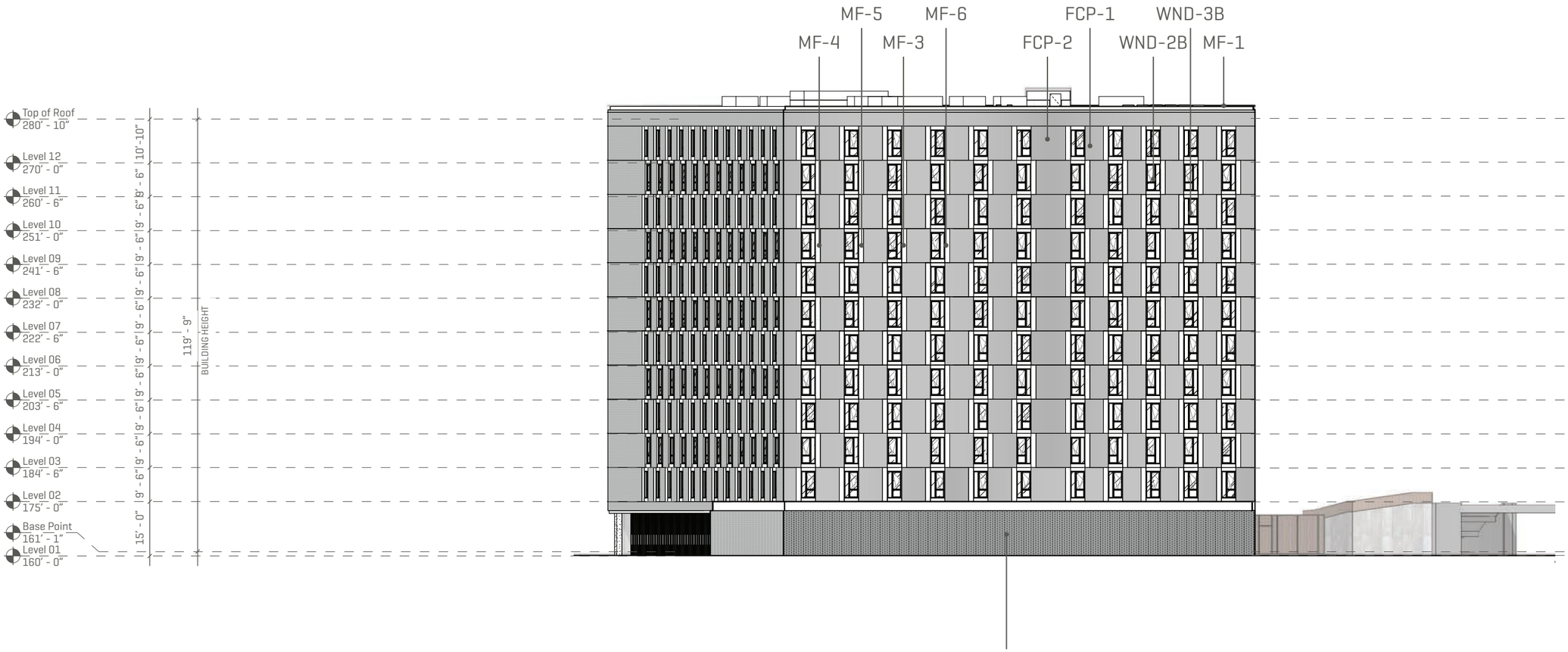
0 2 4 16 32

N

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | TBV-1 | Thin Brick Veneer |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | MS-1 | Aluminum Batten | | |

SOUTH




SCALE: 1/32" = 1' - 0"

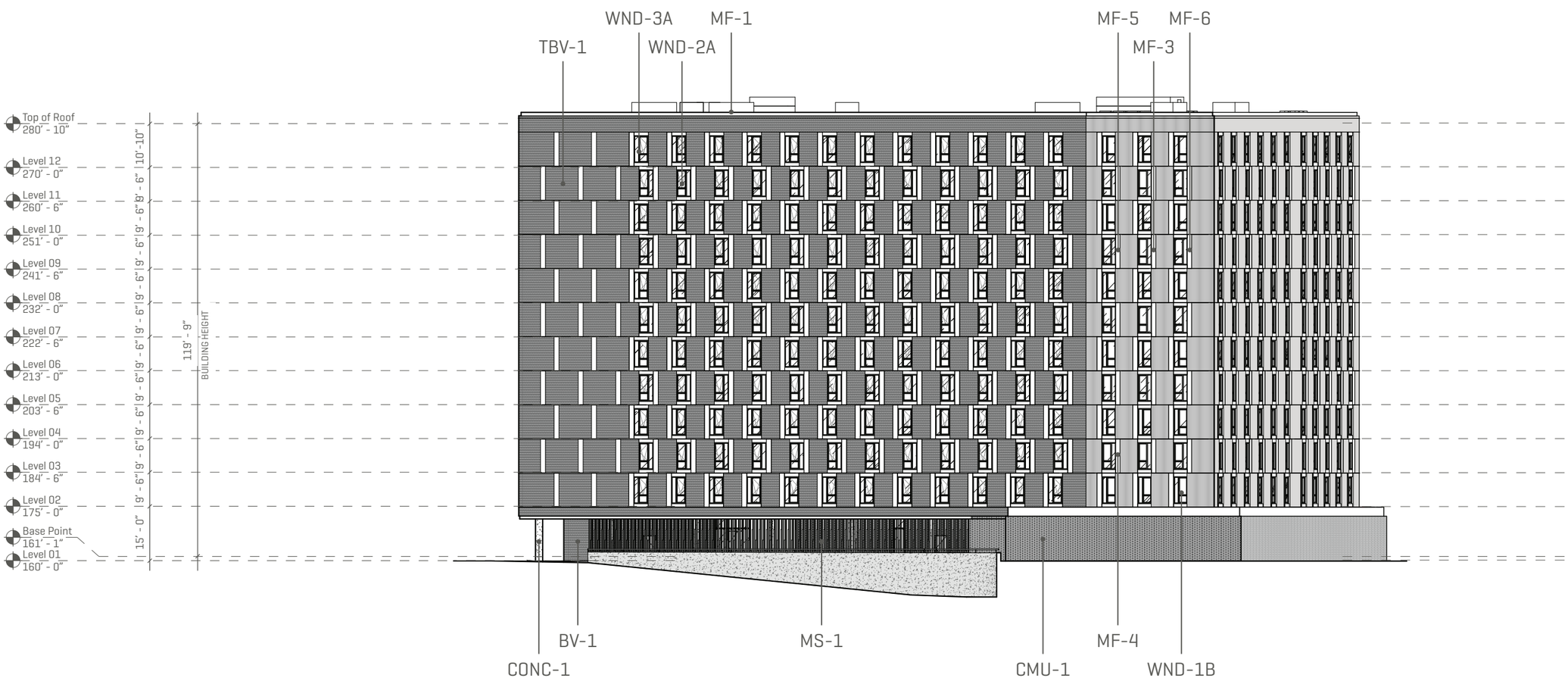
0 2 4 16 32

N

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | TBV-1 | Thin Brick Veneer |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | MS-1 | Aluminum Batten | | |

WEST




SCALE: 1/32" = 1' - 0"

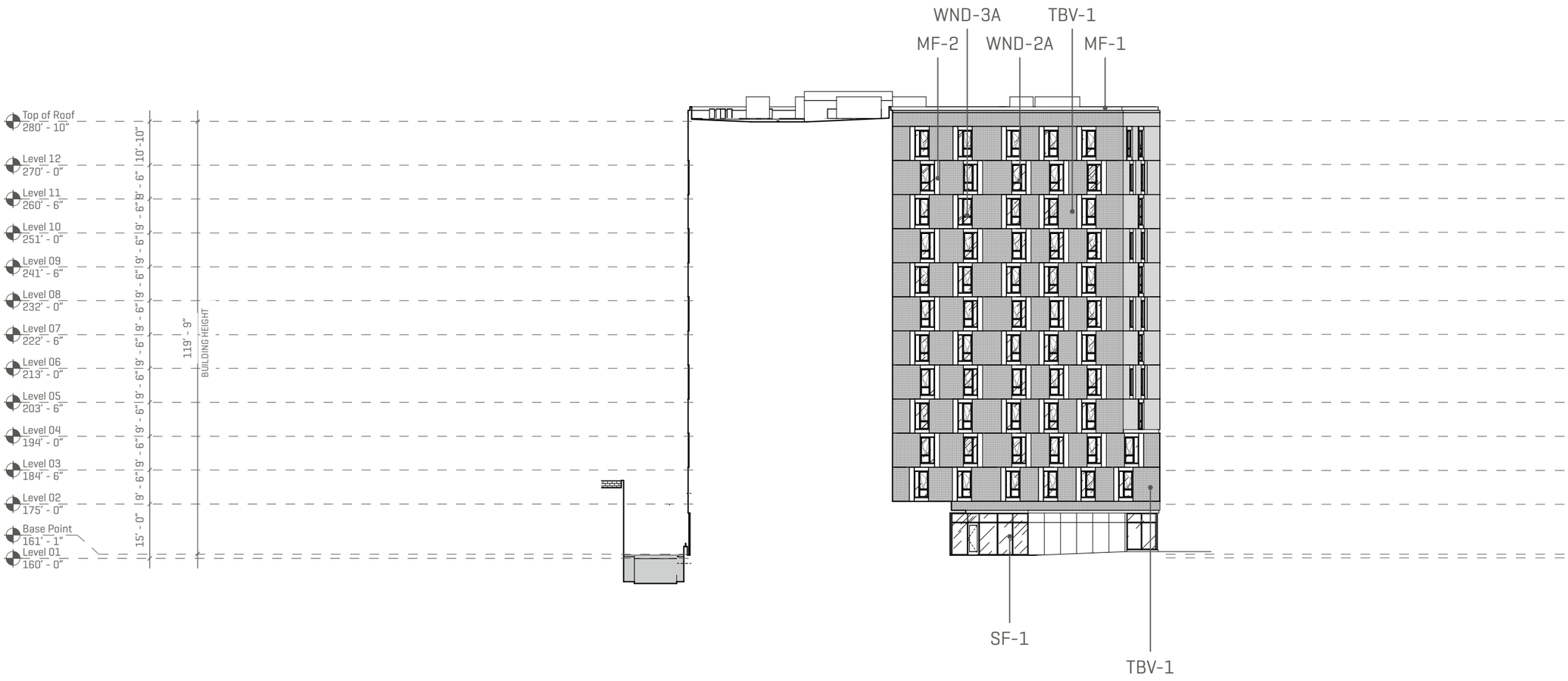
0 2 4 16 32

N

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | TBV-1 | Thin Brick Veneer |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | MS-1 | Aluminum Batten | | |

## NORTH COURTYARD



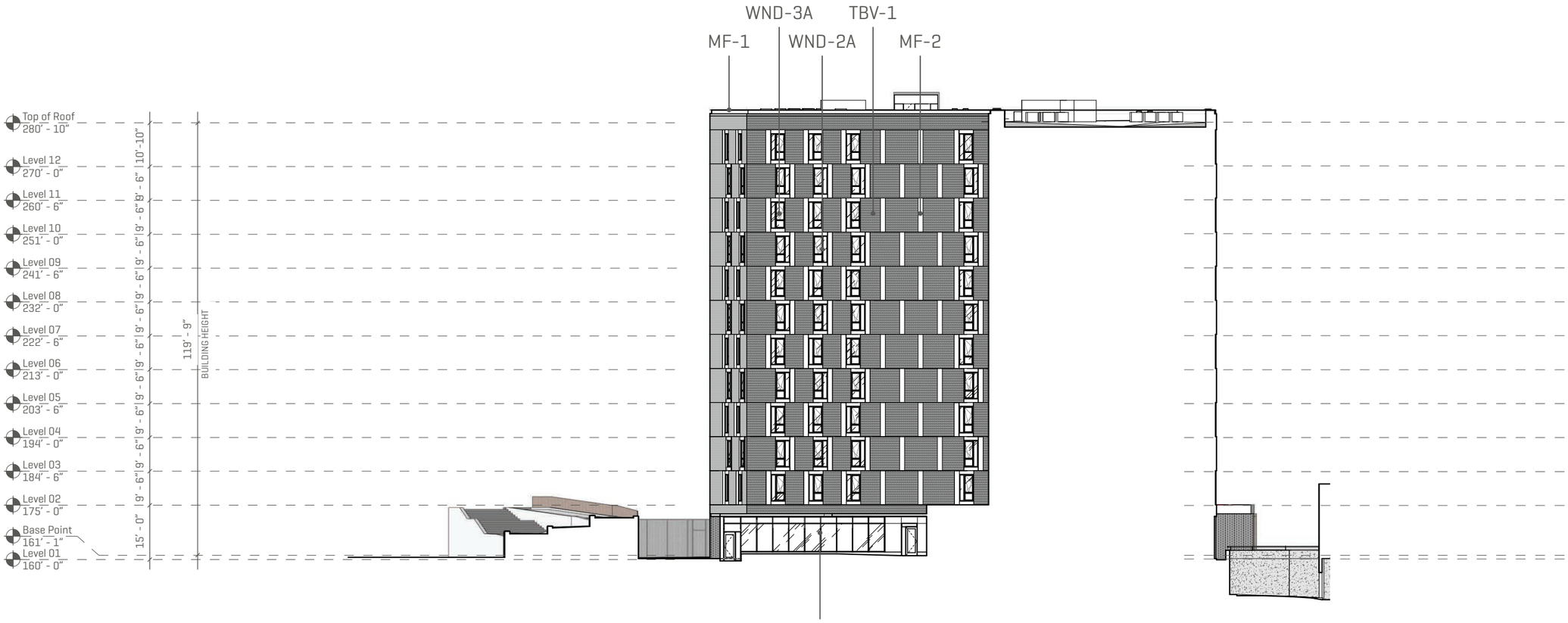

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

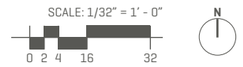
N

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | TBV-1 | Thin Brick Veneer |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | MS-1 | Aluminum Batten | | |

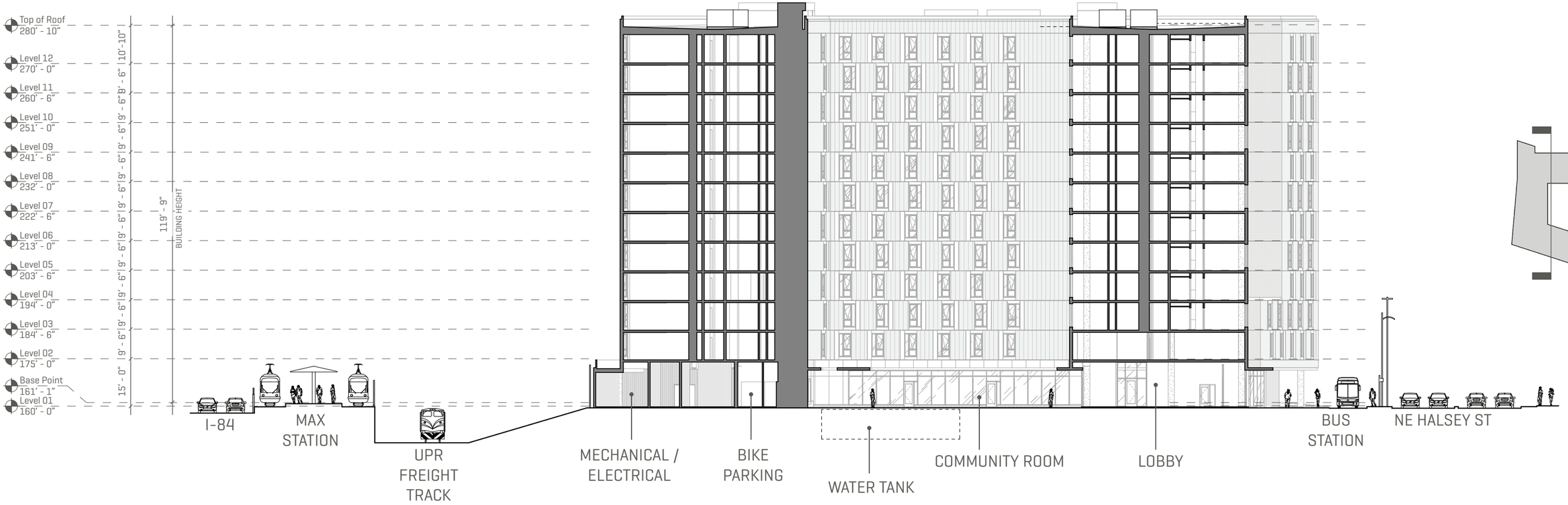





## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | TBV-1 | Thin Brick Veneer |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | MS-1 | Aluminum Batten | | |






**SECTION S-N**

SCALE: 1/32" = 1'-0"



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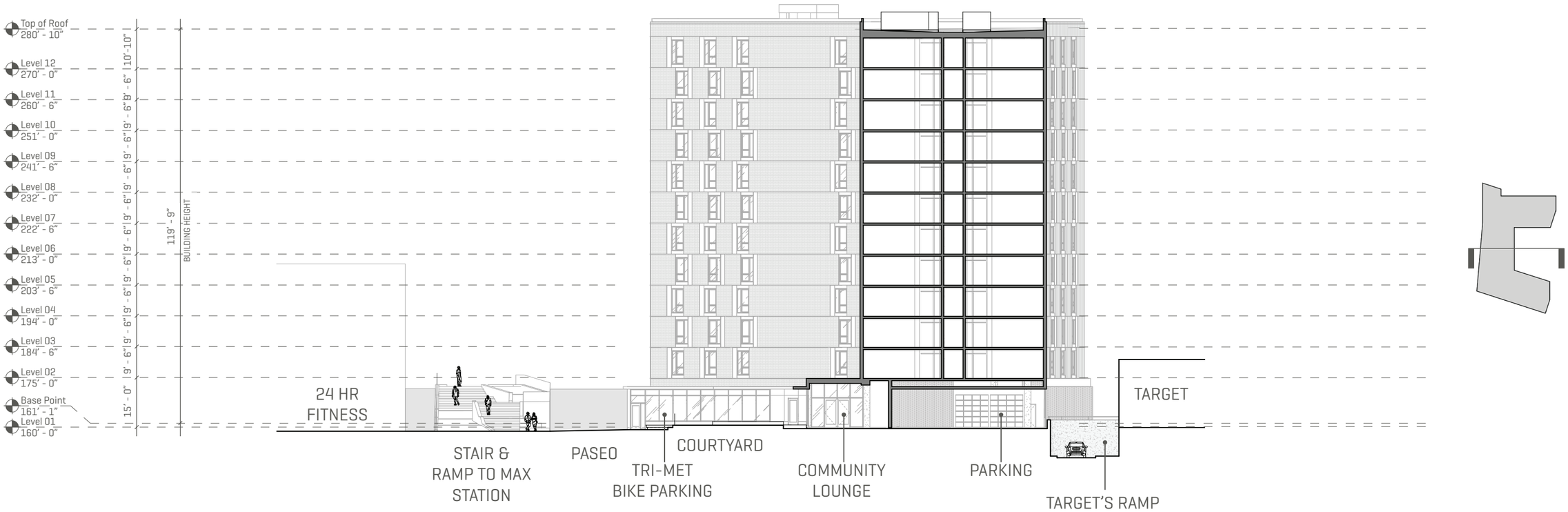
LU 23-004591 DZM Exh A1

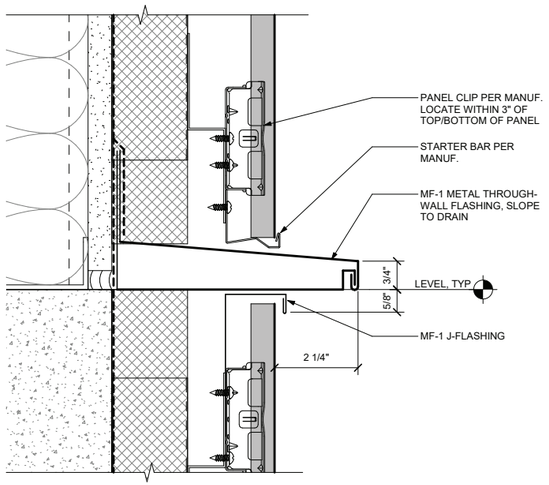



## SECTION E-W

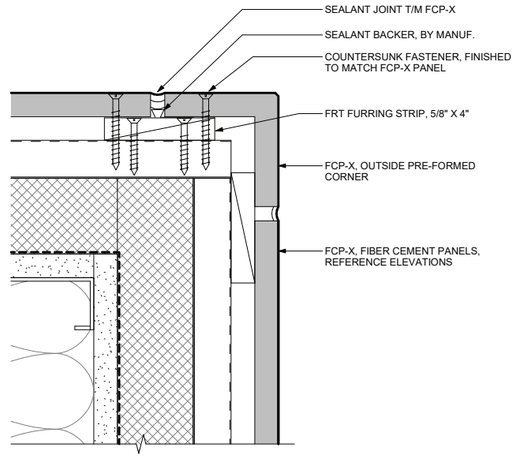
SCALE: 1/32" = 1'-0"



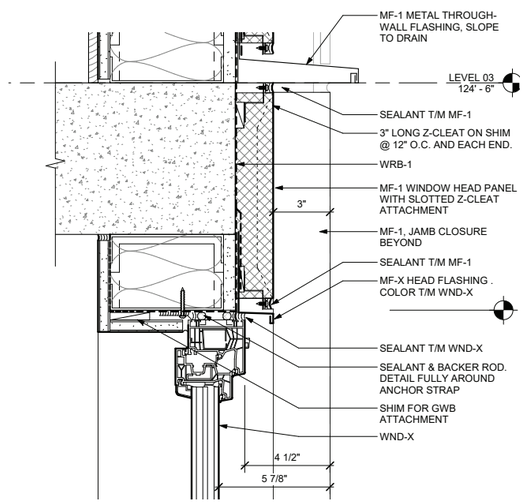

1 **TYP WINDOW CONFIGURATION**
NTS

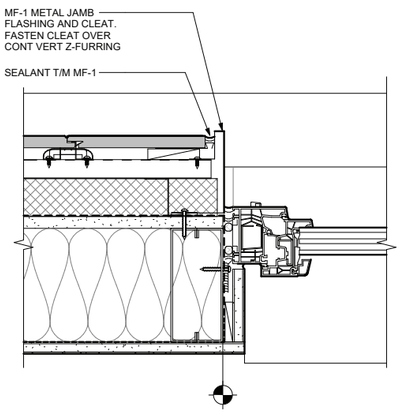


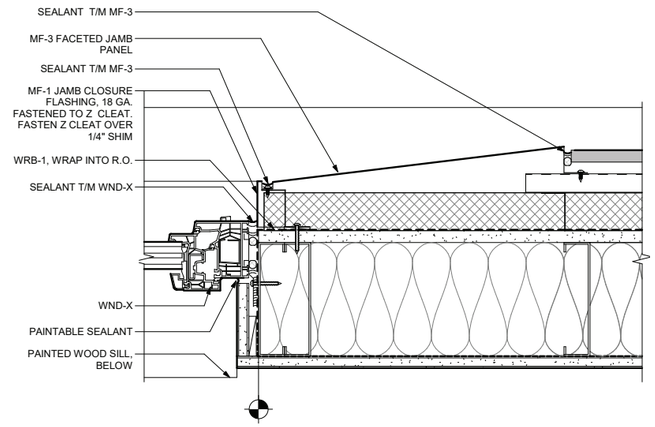

D **TYP FCP-X HORIZONTAL JOINT**
SCALE: 3" = 1'-0"



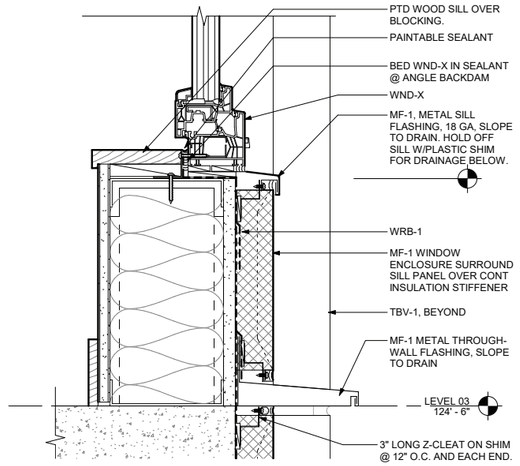

C **TYP FCP-X CORNER DETAIL**
SCALE: 3" = 1'-0"



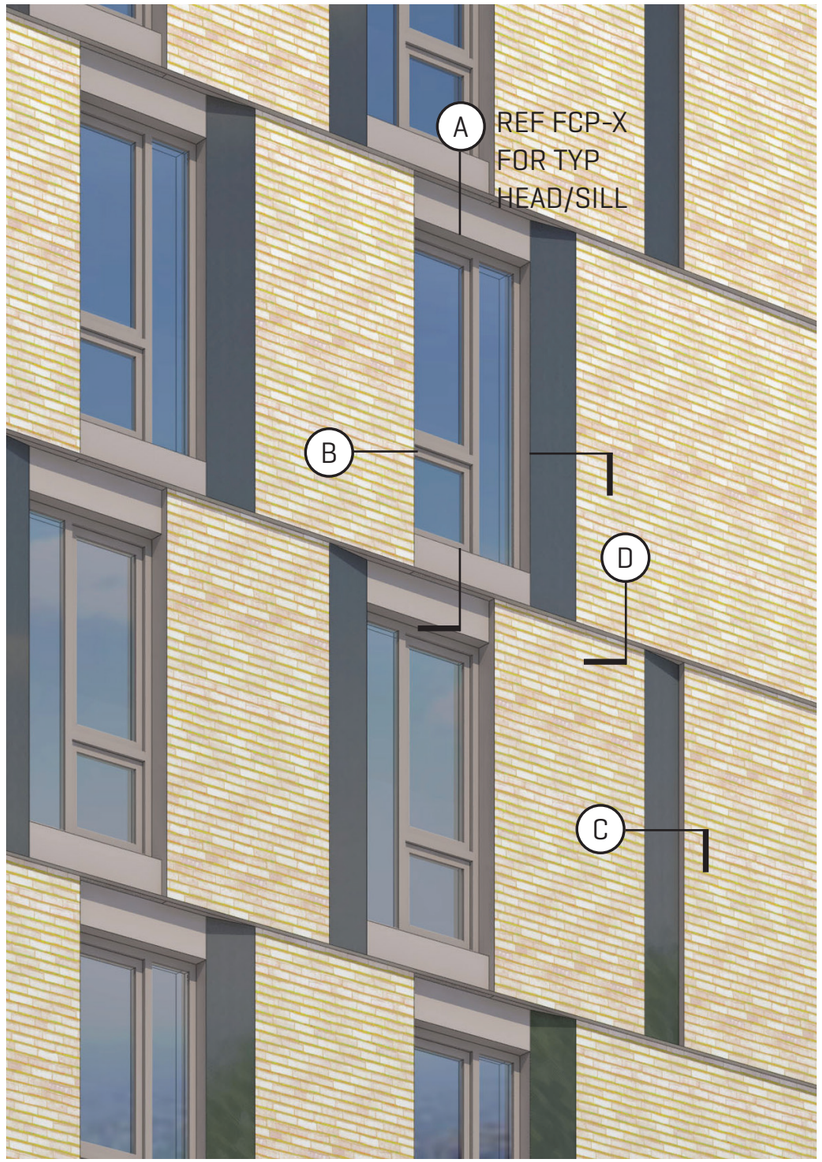



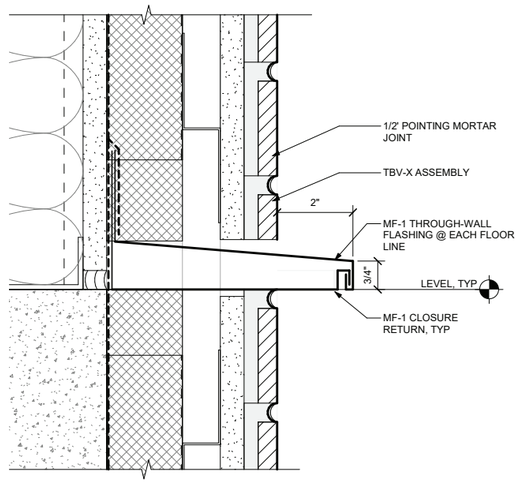

B **TYP WINDOW JAMB @ FCP-X**
SCALE: 1 1/2" = 1'-0"



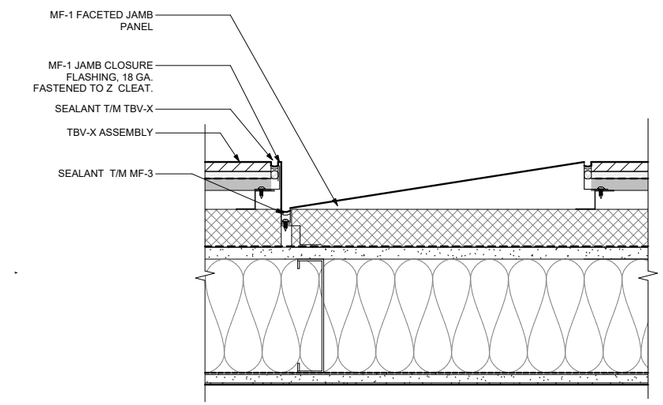

A **TYP WINDOW SECTION**
SCALE: 1 1/2" = 1'-0"



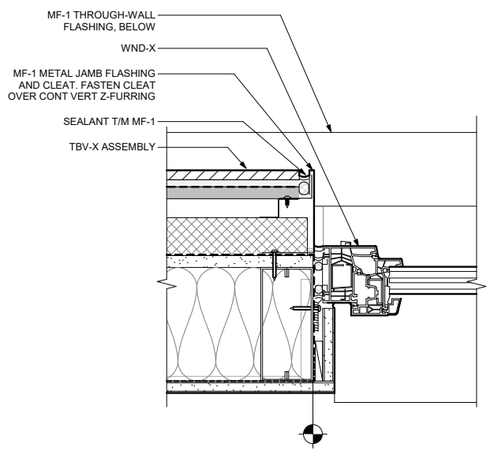

## 1 TYP WINDOW CONFIGURATION
NTS

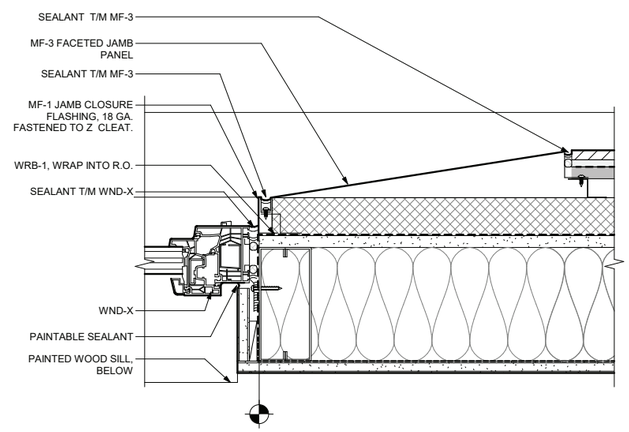



## D TYP FCP-X HORIZONTAL JOINT
SCALE: 3" = 1'-0"




## C TYP MF-X PANEL INSERT AT TBV-X
SCALE: 3" = 1'-0"




## B TYP WINDOW JAMB @ TBV-X
SCALE: 1 1/2" = 1'-0"

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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 01.13.2023

title : ENLARGED DETAILS: WALL ASSEMBLIES

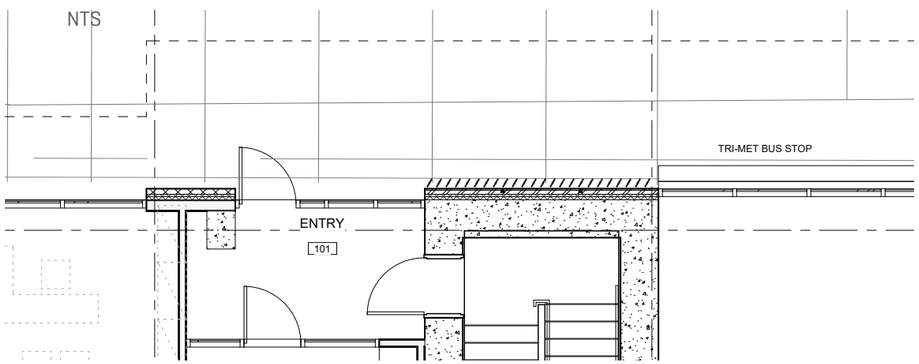
LU NO. PLACEHOLDER

LU 23-004591 DZM Exh A1

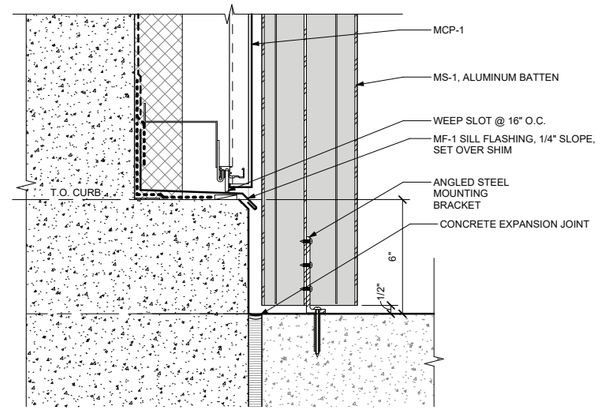
sheet : C.26



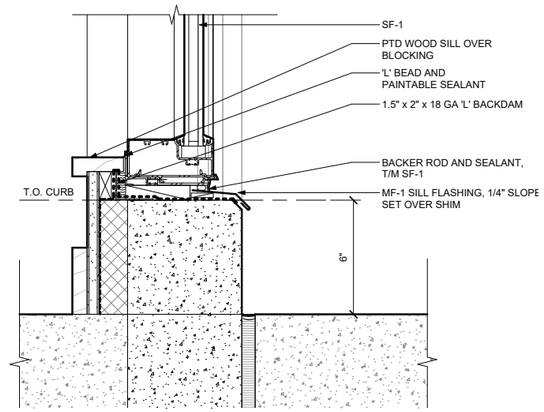

## 1 PERSPECTIVE AT HALSEY ENTRY



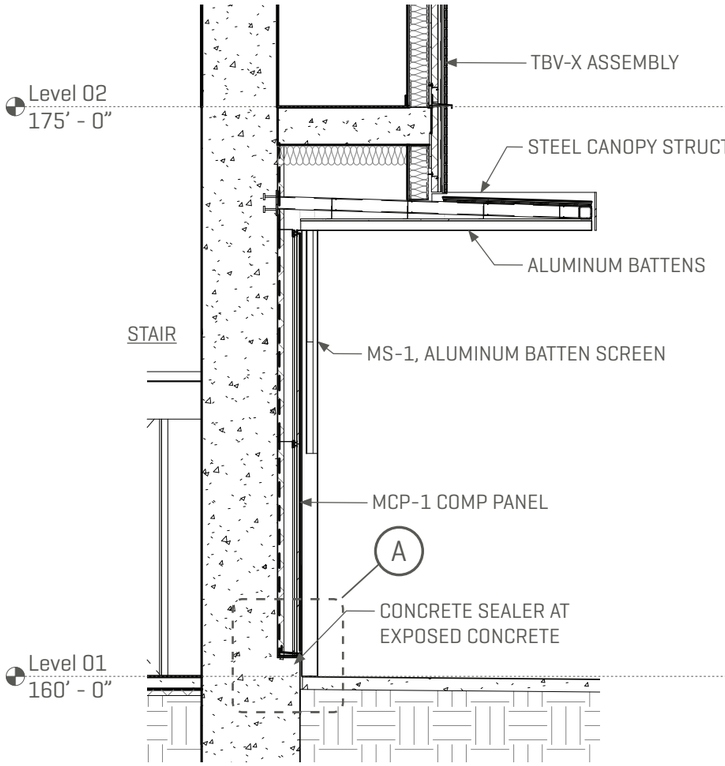

## 2 ENLARGED PLAN AT HALSEY ENTRY
SCALE: 1/4" = 1'-0"



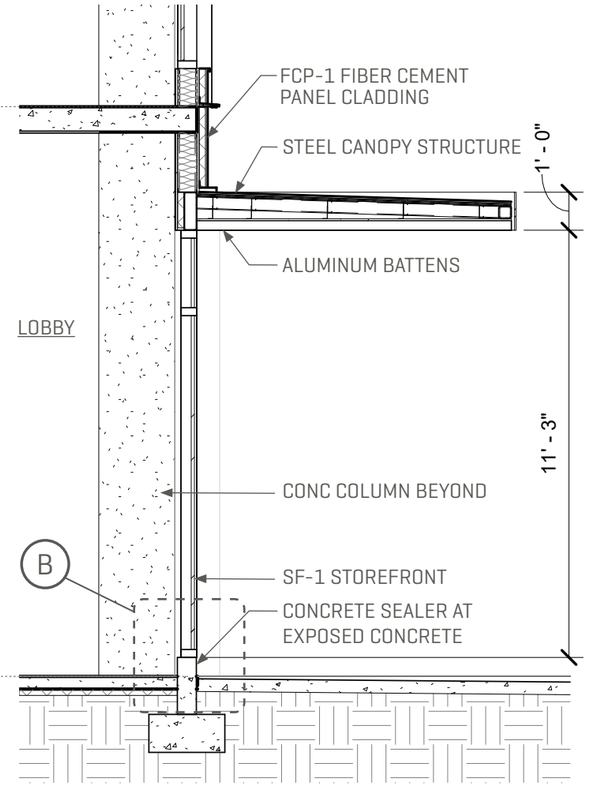

## A DETAIL AT ALUMINUM SCREEN BASE
SCALE: 1 1/2" = 1'-0"




## B DETAIL AT STOREFRONT SILL
SCALE: 1 1/2" = 1'-0"



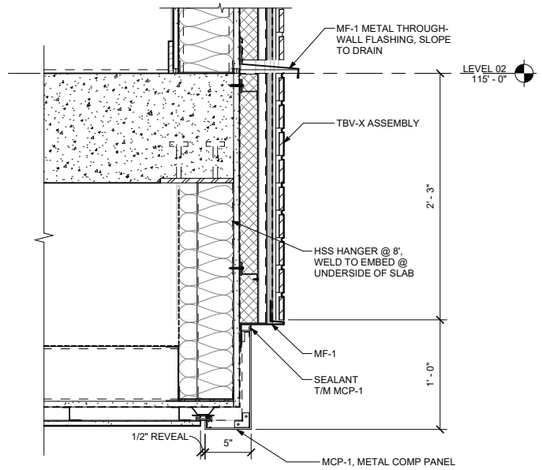

## C WALL SECTION AT HALSEY BUS STOP
SCALE: 1/4" = 1'-0"



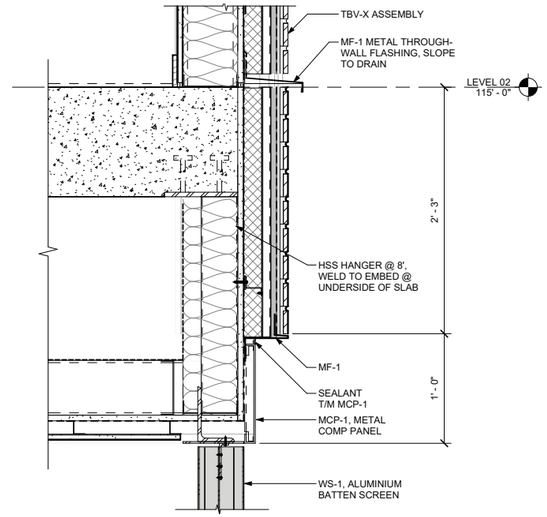

## D WALL SECTION AT HALSEY RESIDENTIAL ENTRY
SCALE: 1/4" = 1'-0"



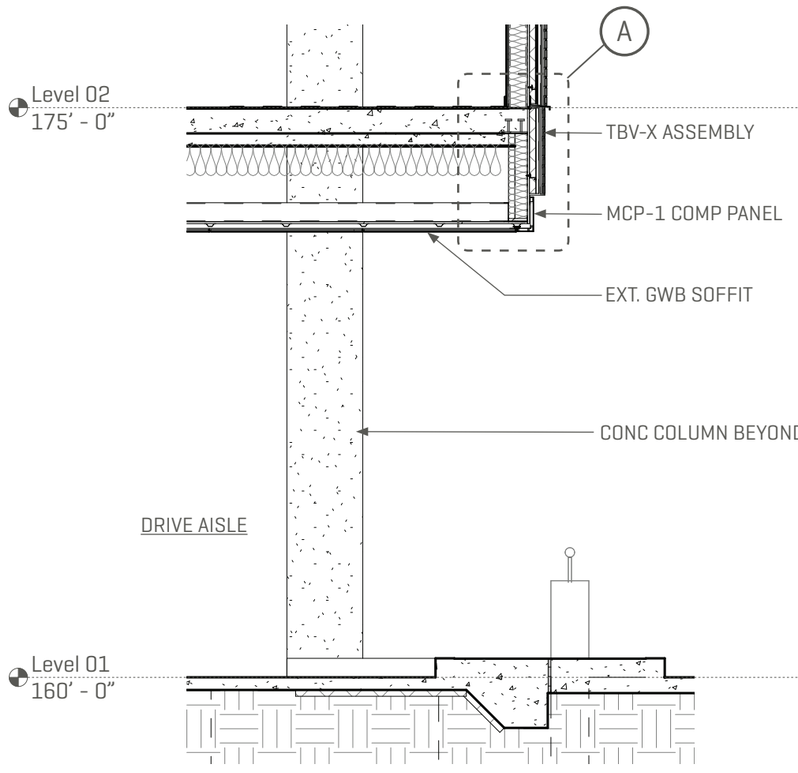

## 1 PERSPECTIVE AT PARKING ENTRY
NTS



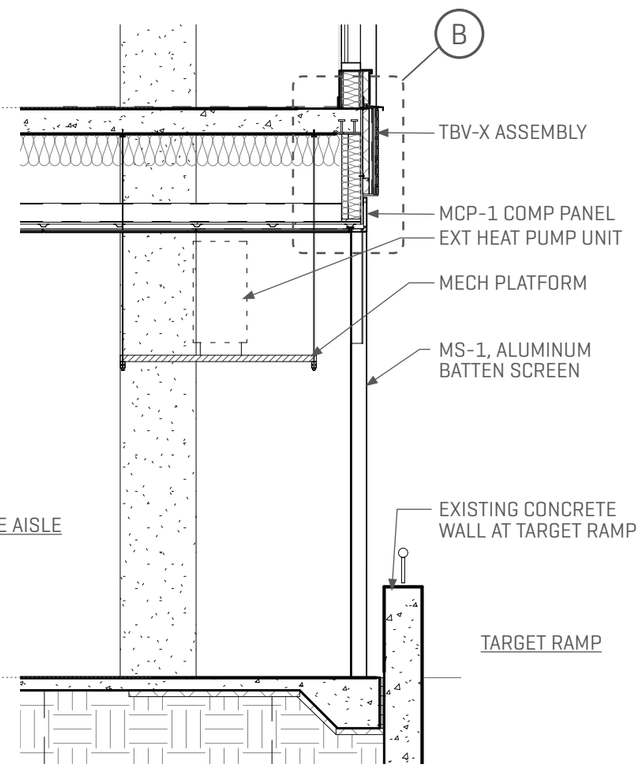

## A DETAIL AT SOFFIT TRANSITION
SCALE: 3/4" = 1'-0"




## B DETAIL AT SOFFIT TRANSITION, MECH SCREEN
SCALE: 3/4" = 1'-0"




## C WALL SECTION AT GARAGE ENTRY
SCALE: 1/4" = 1'-0"




## D WALL SECTION AT MECH SCREEN
SCALE: 1/4" = 1'-0"

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DESIGN REVIEW
DATE: 01.13.2023

title : ENLARGED DETAILS - SOFFIT CONDITIONS

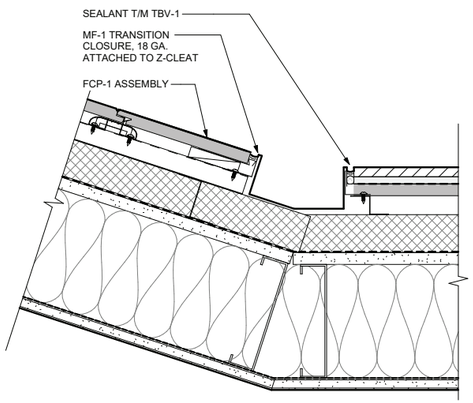
LU NO. PLACEHOLDER

LU 23-004591 DZM Exh A1

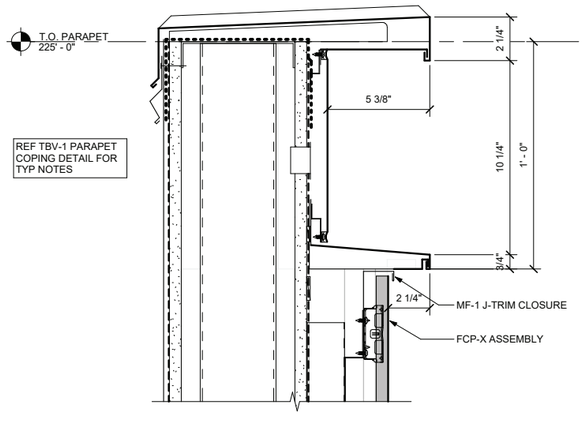
sheet : C.28



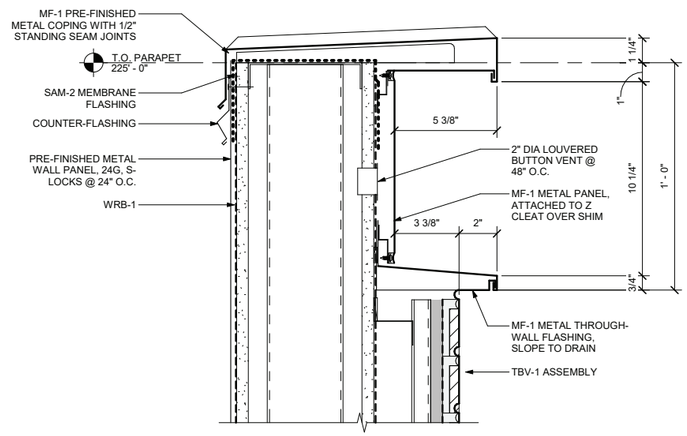

1 **TYPICAL ROOF CONDITION**
NTS




B **PLAN DETAIL AT TBV, FCP TRANSITION**
SCALE: 1 1/2" = 1'-0"




C **SECTION DETAIL AT PARAPET, FIBER CEMENT**
SCALE: 1 1/2" = 1'-0"




A **SECTION DETAIL AT PARAPET, THIN BRICK**
SCALE: 1 1/2" = 1'-0"

# OVERALL SITE PLAN



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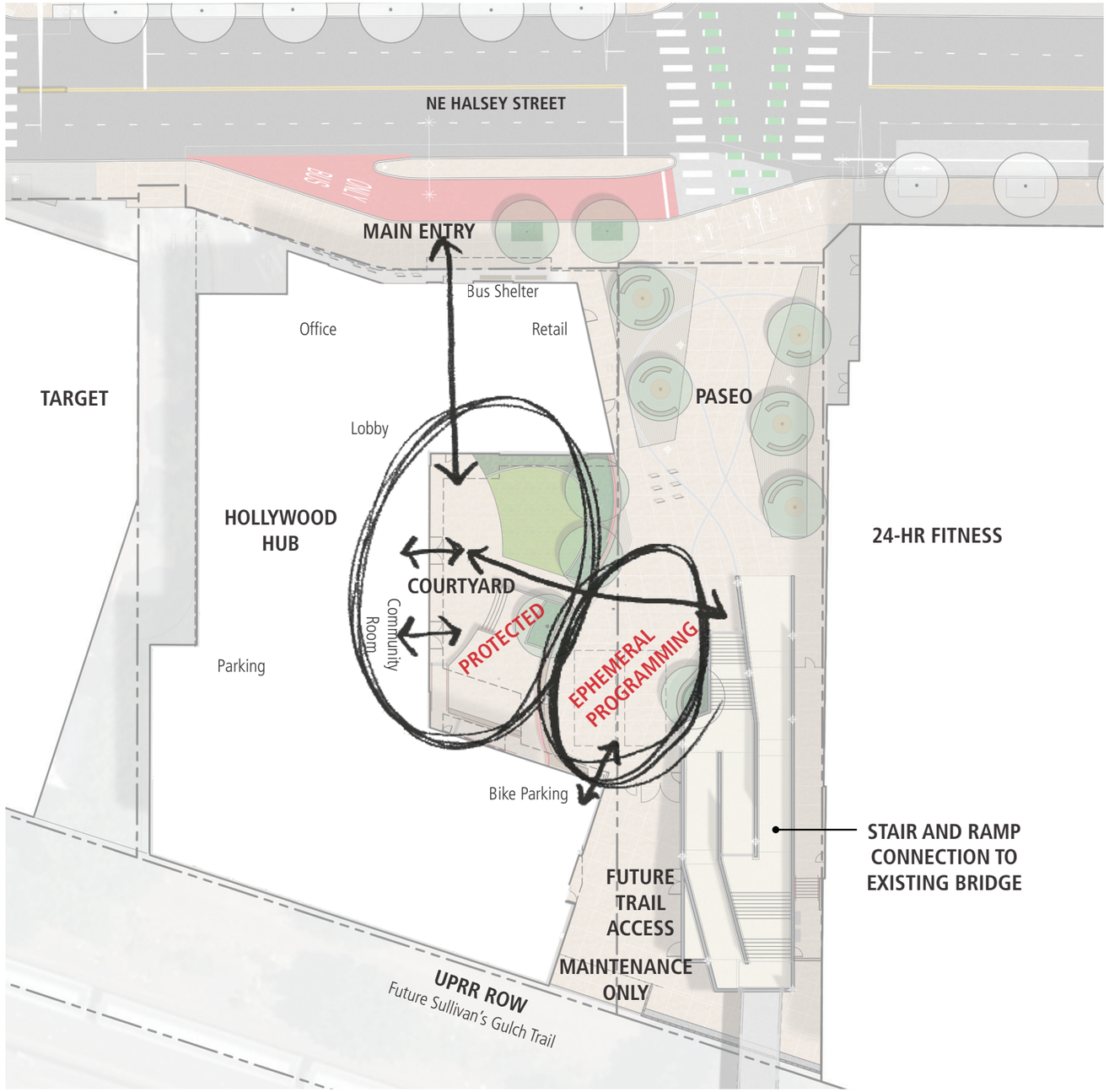
LU 23-004591 DZM Exh A1

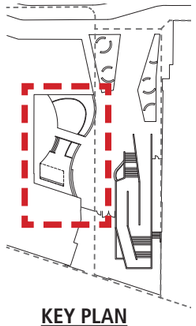
# PROGRAMMING DIAGRAM



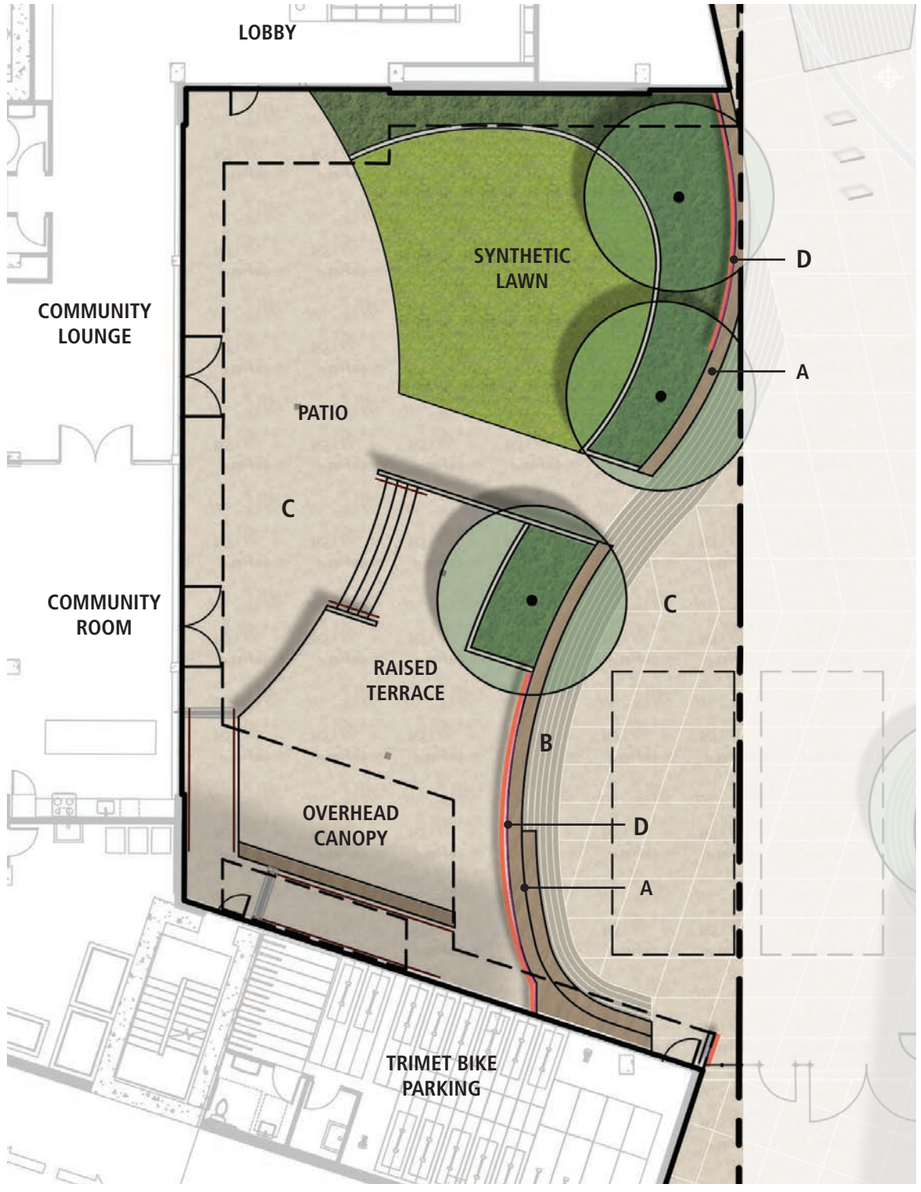

**Residents-based programming - inner courtyard and indoor spaces**
Education workshops
Resident meetings
Computer use drop-in
After school and early childhood programming (Expresiones and Portland Niños)
Resident and community partner space reservations based on availability

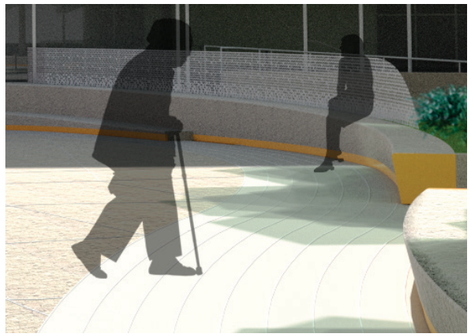
**Community-based programming - paseo space**
Weekly food pantry
Vaccine clinics
Mobile dental clinic
Pop-up soccer
National Night Out or other large Community events/celebrations
Maker market
Partner pop-ups (Lime scooter demo, etc...)

# COURTYARD MATERIALS PLAN

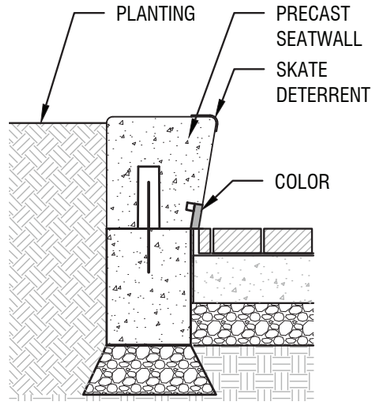


KEY PLAN



A. Seatwall



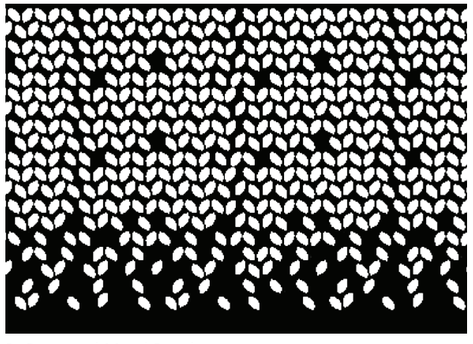

A. Seatwall Detail



B. Pavers

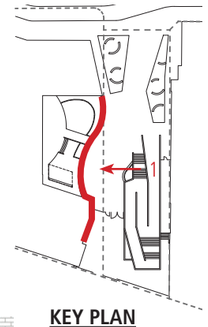


C. Scored Concrete Paving



D. Patterned Metal Panel

# SITE ELEVATIONS




KEY PLAN



1 **SECTION ELEVATION LOOKING WEST**

Scale: 1/8"= 1'- 0"

0' 2' 4' 8'

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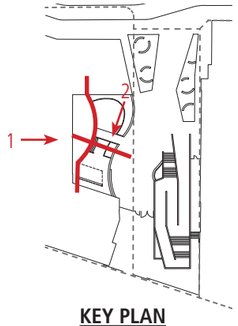
DESIGN REVIEW
DATE: 01.13.2023

title : SITE ELEVATIONS | LU NO. PLACEHOLDER | sheet : C.33

LU 23-004591 DZM Exh A1

# SITE ELEVATIONS






KEY PLAN

1 **ELEVATION LOOKING EAST**

Scale: 1/8"= 1'- 0"

0' 2' 4' 8'

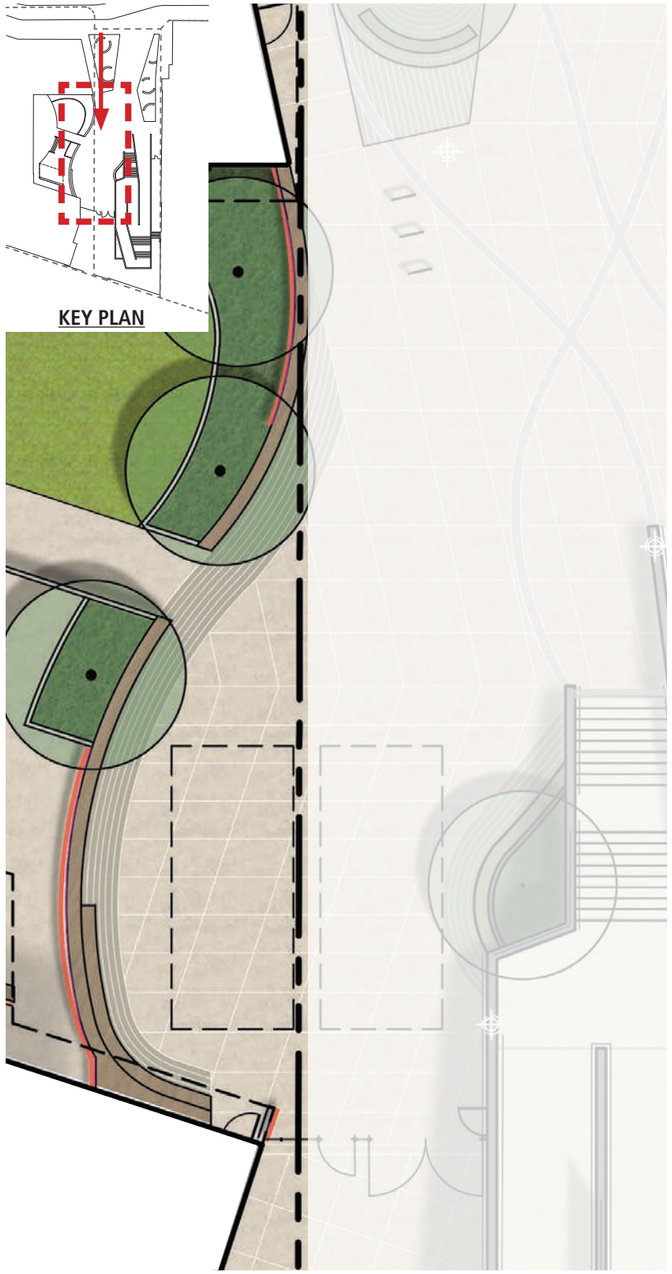


2 **ELEVATION AT COURTYARD PATHWAY - LOOKING SOUTH**

Scale: 1/8"= 1'- 0"

0' 2' 4' 8'

# SOUTH PASEO PERSPECTIVE VIEW

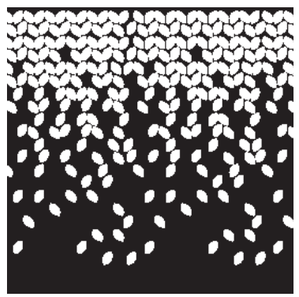



1 **ENLARGEMENT - SOUTH PASEO**
Scale: 1/16"= 1'- 0"

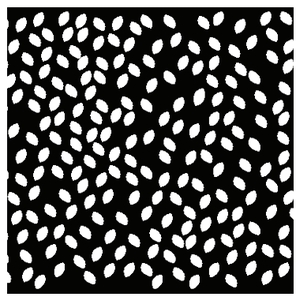
0' 4' 8' 16'

N

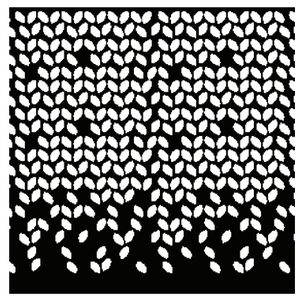


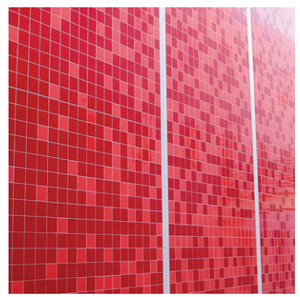
A. Stramp Metal Panels/Guardrails
Custom Pattern, Final artwork TBD
80% open at top, 20% open at bottom



B. Maintenance Area Fence, 8ft ht
Similar custom pattern,
Final artwork TBD
50% open



C. Terrace Railing at HUB Courtyard
Similar custom pattern,
Final artwork TBD
80% open at top, 50% open at bottom



D. Tile Color Gradient
Colors similar to existing mural

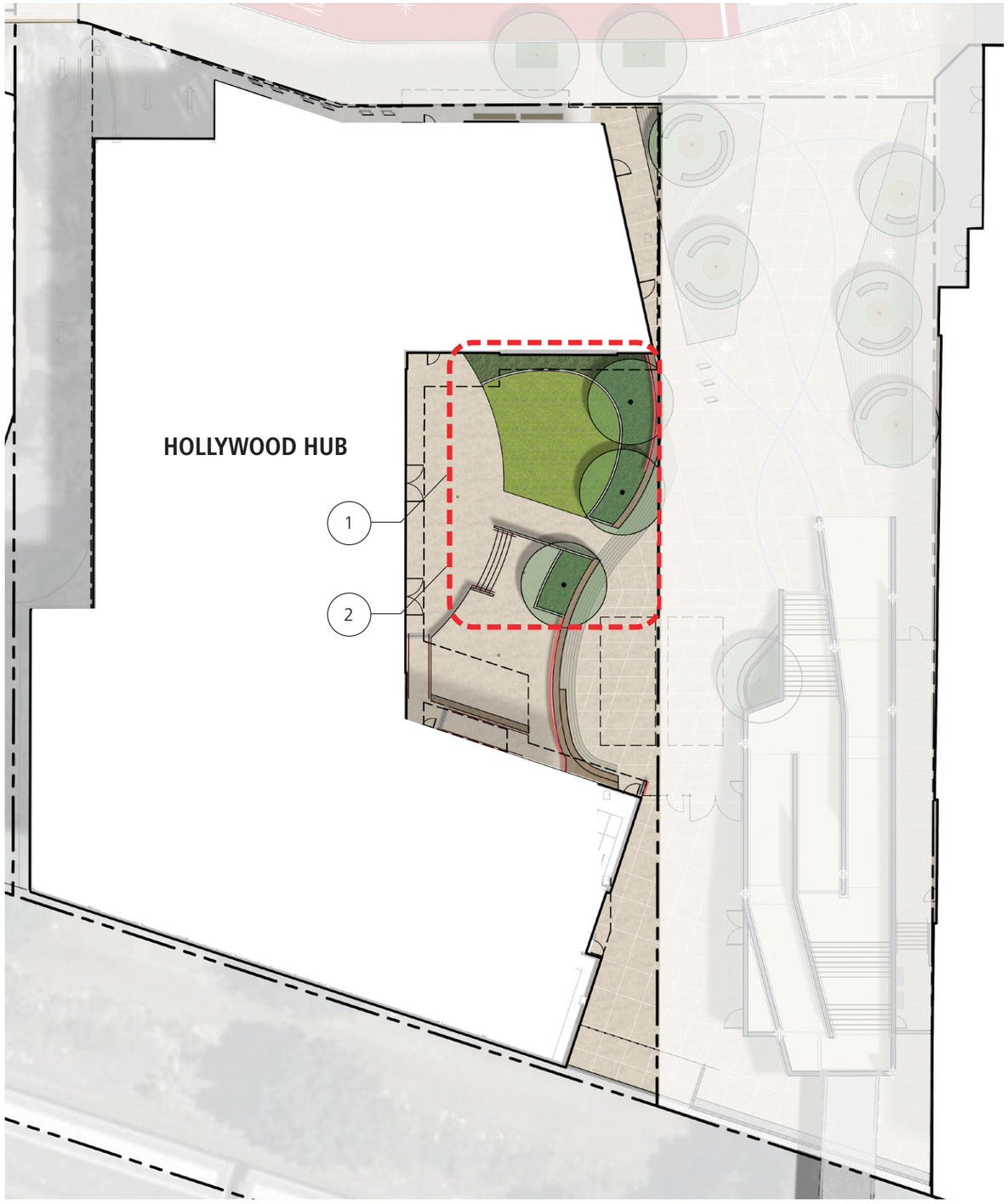


E. Seatwall with color,
Similar to existing mural

# COURTYARD PERSPECTIVE VIEW



# PLANTING PLAN






Small, deciduous tree
e.g. Acer griseum

## 1 COURTYARD TREE



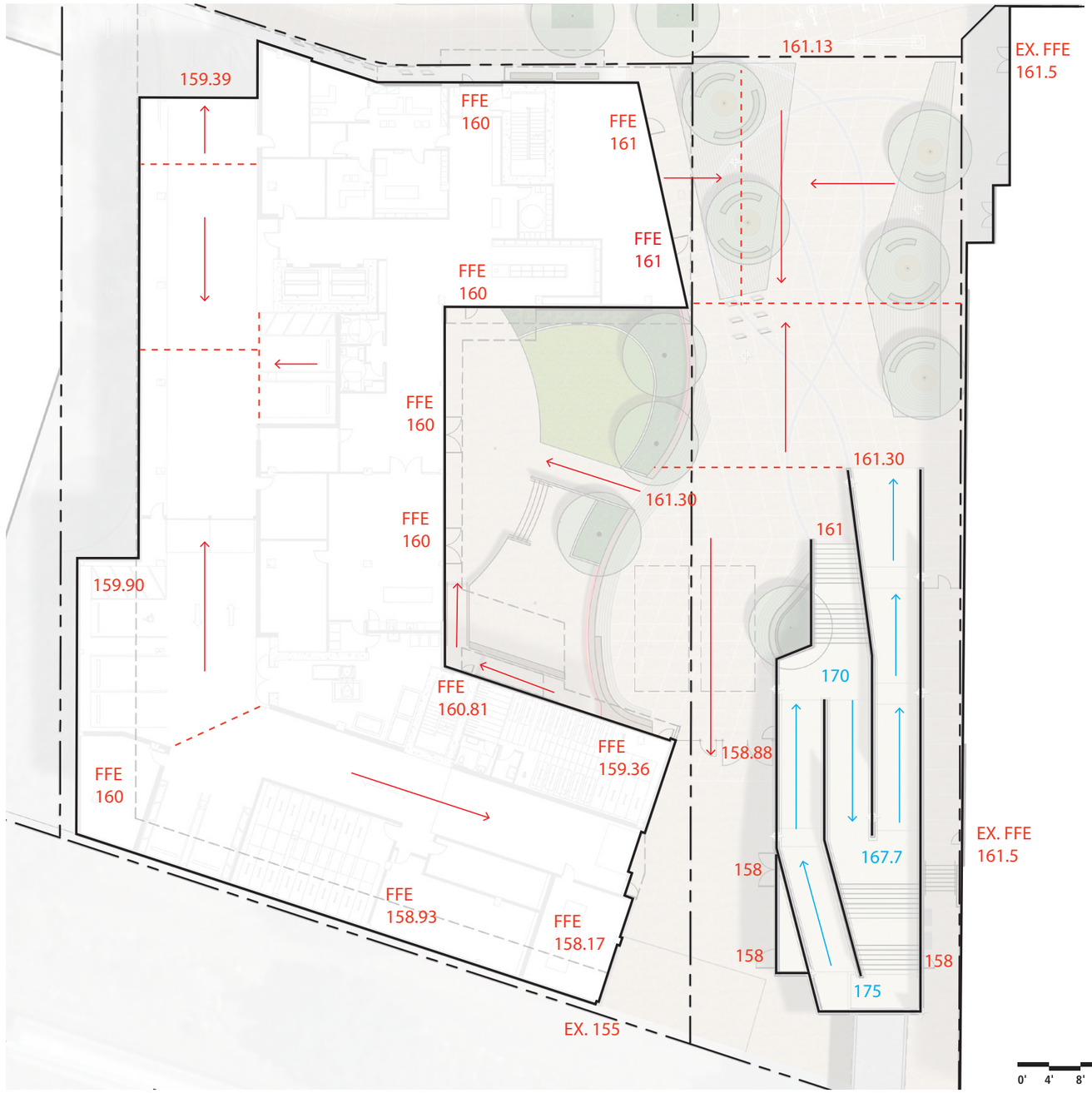
Evergreen groundcover
e.g. Daphne odora

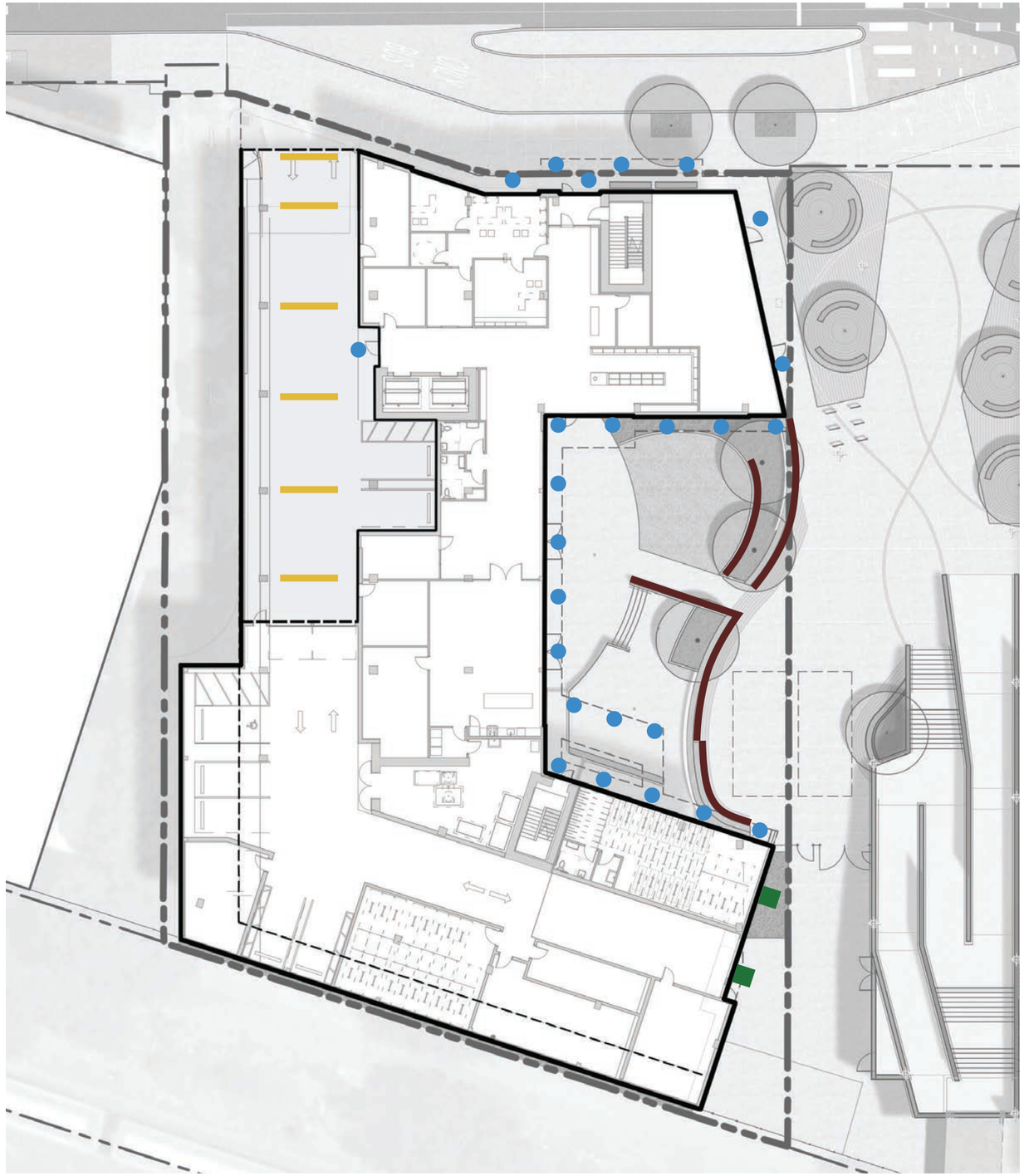


Evergreen groundcover
e.g. Gaultheria shallon

## 2 PLANTING AREA

# SITE GRADING DIAGRAM





A RECESSED DOWNLIGHT



IMAGE

B RECESSED LINEAR LIGHT



IMAGE

C RECESSED PATH LIGHT



IMAGE

D SCONCE DOWNLIGHT



IMAGE

SCALE: 1" = 30'-0"

0' 15' 30' 60'

N



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LU 23-004591 DZM Exh A1

A RECESSED DOWNLIGHT

| | | | | | |
|---|---|---|---|---|---|
| Project | | Catalog # | | Type | |
| Prepared by | | Notes | | Date | |



# HALO

## ML4 Canless Downlighting System

A LED fixture fitting with remote driver suitable for direct mount without a housing or junction box can be used with round and square open, lens and lens wall wash trims providing various downlight and wall wash distributions.

**Typical Applications**

Residential • Hospitality • Retail

### Interactive Menu


- Order Information page 2
- Product Specifications page 3
- Energy Data page 3
- Photometric Data page 4
- Product Warranty
- Dimming Guide


### Product Certification

Refer to ENERGY STAR® Certified Products List.
Can be used to comply with California Title 24 High Efficacy requirements.
Certified to California Appliance Efficiency Database under JA8.

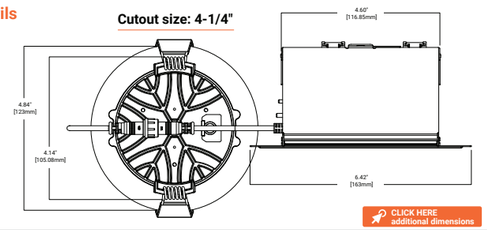
### Product Features

### Top Product Features

- Field selectable 2700, 3000, 3500, 4000 or 5000K CCT, 90 CRI minimum
- Optional full spectrum color, 95 CRI minimum
- Optional warm dimming, field selectable 2700 – 1800 or 3000 – 1800K CCT ranges
- Field selectable 600, 800 or 1000 lumens
- Field interchangeable 25°, 40°, 55° or wall wash distribution patterns, ships with 40 degree installed
- Installs from below, does not require a recessed housing or junction box
- Remote driver / junction box
- 120V LE/TE phase cut or 120-277V 0-10V dimming to 5% with select controls

### Dimensional and Mounting Details

**Cutout size: 4-1/4"**

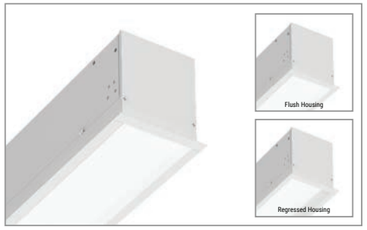



CLICK HERE additional dimensions



B RECESSED LINEAR LIGHT

| | | | | | |
|---|---|---|---|---|---|
| Project | | Catalog # | | Type | |
| Prepared by | | Notes | | Date | |




# Neo-Ray

## Define 4

LED
Recessed
Direct

**Typical Applications**

Office • Education • Healthcare • Hospitality • Retail

### Interactive Menu


- Order Information page 2
- Shielding Options page 3
- Photometric Data page 4
- Integrated Sensor Details page 6
- VividTune page 7


### Product Certification

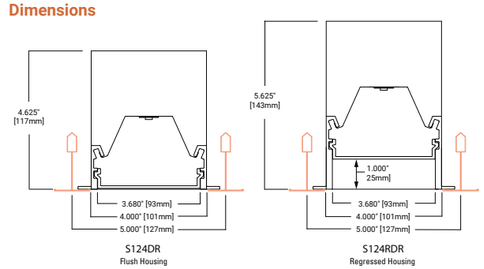
### Product Features

VividTune

### Top Product Features

- Specifiable to the nearest 1" in length
- Satin Lens, Asymmetric Lens and Drop Lens available
- Flush and Regressed Housing
- Customizable lumen packages
- Precision extended trims fit a variety of different architectural ceiling types
- Industry leading performance and efficacy
- Standard and custom corners / transitions available
- Options to meet Buy American Act requirements

### Dimensions




additional product diagrams




HOLST
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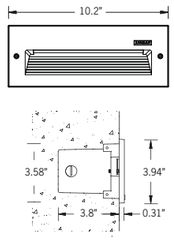
C RECESSED PATH LIGHT

# URA-40581
## Rado 5 Recessed
(LLTH # URA-40582)

LIGMAN LIGHTING USA



11w LED 319 Lumens • 17w LED 447 Lumens
IP65 • Suitable For Wet Locations
IK09 • Impact Resistant (Vandal Resistant)
Weight 3 lbs






### Construction

Aluminum Casting
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B0 - U2 - G1

Finishing.
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Inspired by Nature Finishes
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

The Coating Process
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest conceivable standard of performance excellence and design innovation.

Added Benefits
- Resistance to salt-acid room, accelerated aging
- Boiling water, lime and condensed water resistant
- Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
- Super durable (UV resistant)
- TGIC free (non-toxic)

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

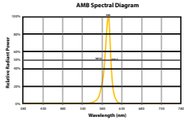
**Sturdy classic wall-recessed pathway and stair luminaire. Simple pleasing aesthetic and sturdy construction, perfect for retrofit applications with its multiple sizes offered.**

A range of rectangular and square wall recessed luminaires, with an indirect optical system, offering high vandal resistance. Suitable for indoor or outdoor applications. The recessed LED eliminates all discomfort glare as light is directed to the ground providing illumination where it is needed and minimizing light spill.
This luminaire is provided with a powdercoated high pressure die-cast aluminum back box and can be pre shipped to the jobsite for concrete pour or masonry applications.
This fixture is suitable for lighting footpaths, stairs, squares and entrances.

The Rado range has a matching bollard offering to complement the recessed product. See bollard section on the Ligman website.

All Ligman fixtures can be manufactured using a special pre-treatment and coating process that ensures the fixture can be installed in natatoriums as well as environments with high concentrations of chlorine or salt and still maintain the 5 year warranty. For this natatorium rated process please specify NAT in options.

CITY OF FLAGSTAFF & TURTLE FRIENDLY COMPLIANT




**Narrow-Spectrum Amber LEDs**
Peak wavelength between 585 & 595 nanometers and a full width of 50% power no greater than 15 nanometers.

Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

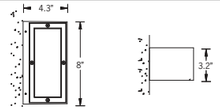
D SCONCE DOWNLIGHT

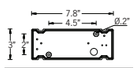
# UGI-31611
## Gino 4 Downlight

LIGMAN LIGHTING USA



8w COB 564 Lumens
IP65 • Suitable For Wet Locations
IK07 • Impact Resistant
Weight 3.5 lbs




Mounting Detail

### Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B0 - U0 - G0

Finishing.
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Inspired by Nature Finishes
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

The Coating Process
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

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Added Benefits
- Resistance to salt-acid room, accelerated aging
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- Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
- Super durable (UV restant)
- TGIC free (non-toxic)

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

**Façade-mounted building and area lighting range. Sleek, compact and expansive luminaire family with lighting packages and optics to address any need.**

A range of small, square and rectangular wall mounted luminaires with options of upward or downward light distributions. Ideally suited to illuminate the wall and surfaces in front of wall and for light accents on vertical surfaces using high efficiency LED's. The Gino is suitable for indoor and outdoor applications and provides a clean, visually appealing solution for small, unobtrusive wall mounted luminaires.

This luminaire is available in 2 different sizes and in combinations of down, up or up/down light distributions. The Gino 1 and Gino 2 have a decorative spike option for added lighting effects. The Gino 1 and 2 mounts over a 3" octagonal junction box, a 4" j-box cover plate is available upon request. Frosted or clear lenses are available.

To meet International Dark Sky criteria, 3000k or warmer LEDs must be selected and luminaire fix mounted (+/- 15˚ allowable to permit leveling).

Additional Options (Consult Factory For Pricing)

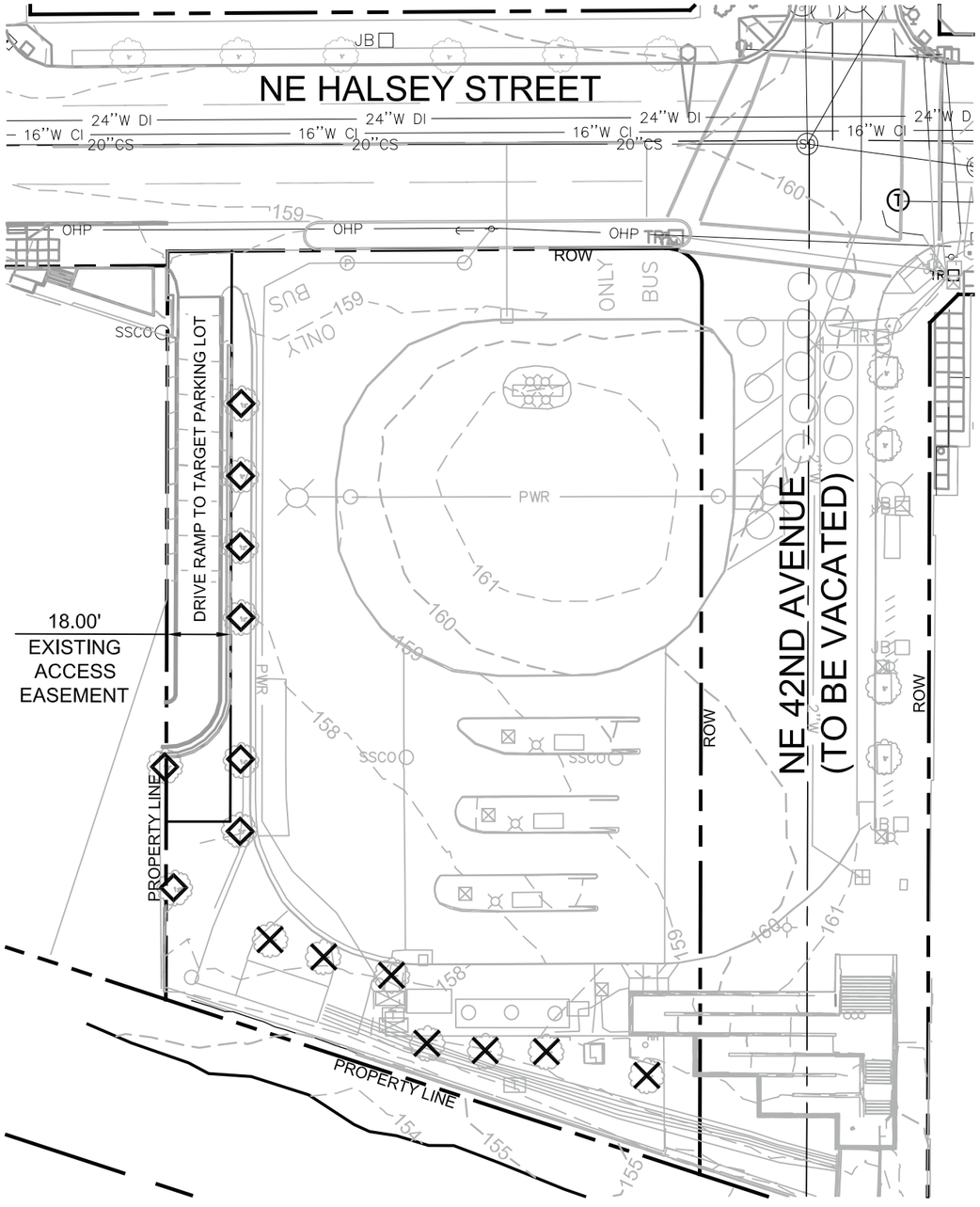


SCDT
Surface Conduit Decorative Trim

NOTE: This decorative trim does not function as a junction box. Wire connections should be made inside the luminaire



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.




## TREE REMOVAL AND EXISTING CONDITIONS PLAN

SCALE: 1"=40'

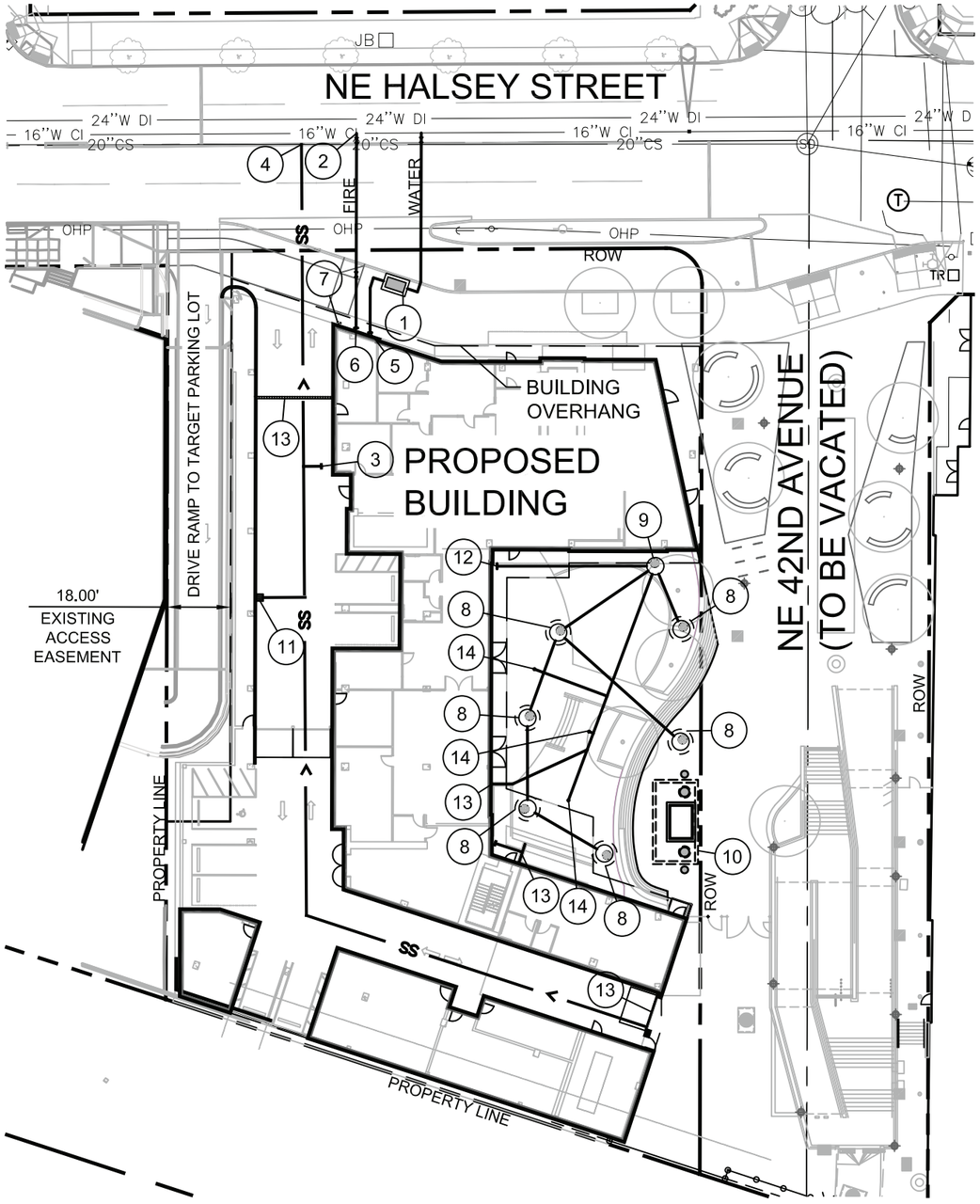
## SHEET LEGEND

- HTC TEMPORARY CONSTRUCTION PERMIT TREE REMOVAL
- HUB BUILDING PERMIT TREE REMOVAL

N

0 40 80

1 INCH = 40 FEET




## UTILITY PLAN

SCALE: 1"=40'

## # CONSTRUCTION NOTES

1. NEW 4" WATER METER, BY PORTLAND WATER BUREAU.
2. NEW 8" FIRE LINE, BY PORTLAND WATER BUREAU.
3. NEW SANITARY CONNECTION FROM BUILDING
4. 8" SEWER CONNECTION TO 20" COMBINED SEWER MAIN.
5. 6" DOMESTIC WATER CONNECTION TO BUILDING. PREMISES-ISOLATION (PI) DCVA TO BE INSTALLED IN BUILDING PER WATER BUREAU REQUIREMENTS.
6. 8" FIRE CONNECTION TO BUILDING. PREMISES-ISOLATION (PI) DCDA TO BE INSTALLED IN BUILDING PER WATER BUREAU REQUIREMENTS.
7. FIRE DEPARTMENT CONNECTION MOUNTED TO BUILDING FACE.
8. DRYWELL, 25' PERFORATED SECTION, 35' TOTAL DEPTH
9. SEDIMENT MANHOLE.
10. PP&L TRANSFORMER VAULT.
11. TRAPPED SANITARY CATCH BASIN.
12. STORM CONNECTION FROM BUILDING FOR ROOF DRAINAGE.
13. TRENCH DRAIN.
14. AREA DRAIN.

## STORMWATER NARRATIVE

**PRIVATE SITE**

STORMWATER RUNOFF FROM PROPOSED ROOF AND PAVED SURFACES WILL BE DIRECTED TO THE DRYWELL SYSTEM. THE DRYWELL SYSTEM IS DESIGNED TO FULLY INFILTRATE THE 100-YR STORM EVENT.

**PUBLIC STREET IMPROVEMENTS**

STORMWATER MANAGEMENT IS BEING MANAGED UNDER THE HOLLYWOOD TRANSIT CENTER PROJECT PERMIT TB0156.

## UTILITY CONTACTS

ELECTRICAL
STAN CO
PACIFIC POWER
STANLEY.CO@PACIFICORP.COM
(503) 280-2737

BES
ELLA INDARTA
BUREAU OF ENVIRONMENTAL SERVICES
ELLA.INDARTA@PORTLANDOREGON.GOV
(503) 823-2073

WATER
BENJAMIN KERSENS
PORTLAND WATER BUREAU
BEN.KERSONS@PORTLANDOREGON.GOV
(503) 865-6370

N

0 40 80

1 INCH = 40 FEET

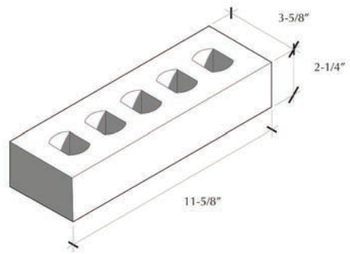
BV-1

## BRICK MASONRY VENEER
## MUTUAL MATERIALS



DARK IRON SPOT

**BASIC SPECIFICATIONS**




| | |
|---|---|
| Item: | Norman |
| Color: | Dark Iron Spot |
| Item Number: | 70500810 |
| Size: | 3-5/8" x 2-1/4" x 11-5/8" |
| Texture: | Smooth |
| Solid/Cored: | Cored |
| ASTM - Link | Large Photo - Link |

CMU-1

## CONCRETE MASONRY UNITS
## MUTUAL MATERIALS



GROUND FACE, WILLOW COLOR

**BASIC SPECIFICATIONS**

COLOR*: **Willow**
TEXTURE: **Ground Face**
TYPE**: **Special Order**
PLANT: **Kent, WA**
ASTM: **ASTM C-90**

- *Due to the limitations of photography, the actual product shipped is not guaranteed to duplicate the image shown here. Final color and product selection should be made from actual samples.*
- *** Special Order Colors require a minimum order. Additional production time should be allowed.*

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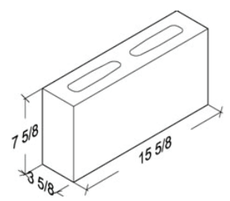
www.mutualmaterials.com

D: 3-5/8”
H: 7-5/8”
W: 15-5/8”




FCP-1

## FIBER CEMENTITIOUS PANEL
## CERACLAD



CASHMERE SMOOTH, CHARCOAL COLOR

**BASIC SPECIFICATIONS**

| | |
|---|---|
| **Panel Type** | Extruded |
| **Application Method** | Vertical or Horizontal |
| **Coating Options** | Triple Coated (15 colors) Creativ™ Custom Colors |
| **Dimensions** | W: 18” (455 mm)<br>L: 10’ (3030 mm)<br>T: 5/8” (16 mm) |
| **Coverage** | 15 ft² (1.38 m²) |
| **Weight** | 60 lb. (27 kg) |

The Triple Coating is super weather resistant, low maintenance, and backed by a 20-year limited warranty.

FCP-2

## FIBER CEMENTITIOUS PANEL
## CERACLAD



CAST STRIPE, CHARCOAL COLOR

**BASIC SPECIFICATIONS**

| | |
|---|---|
| **Panel Type** | Extruded |
| **Application Method** | Vertical or Horizontal |
| **Coating Options** | Triple Coated (4 colors) |
| **Dimensions** | W: 18” (455 mm)<br>L: 10’ (3030 mm)<br>T: 5/8” (16 mm) |
| **Coverage** | 15 ft² (1.38 m²) |
| **Weight** | 44 lb. (20 kg) |

The Triple Coating is super weather resistant, low maintenance, and backed by a 20-year limited warranty.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MCP-1

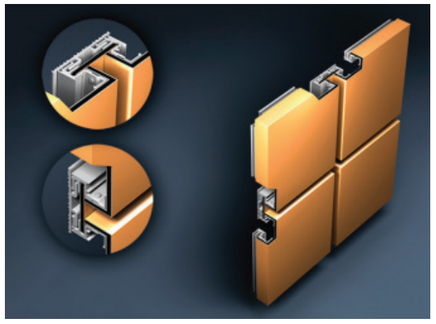
## METAL COMPOSITE PANEL
## PAC-CLAD



CHARCOAL COLOR

**BASIC SPECIFICATIONS**

PAC-3000 RS



**MATERIALS**
- 3mm, 4mm, 6mm – Composite
- .063 - .125 Mill Finish Aluminum
- Zinc
- Stainless steel
- Anodized aluminum

**TESTS**
- ASTM E283*
- ASTM E330*
- ASTM E331*

* Composite material only

MF-1

## METAL FLASHING T/M
## PAC-CLAD



CHARCOAL COLOR

**BASIC SPECIFICATIONS**

FLUSH PANEL



**PRODUCT FEATURES**
- Leveled for flatness
- Available with up to two pencil ribs
- Rounded interlock leg provides improved flush fit
- 30-year non-prorated finish warranty
- Panel lengths from 4' to 25'

**ASTM TESTS - FLUSH**
- ASTM E330 tested - 12" only
- ASTM 1592
- ASTM E283
- ASTM E331
- AAMA 501.1-05

FLORIDA BUILDING PRODUCT APPROVALS

**MATERIALS**

| | |
|---|---|
| .032 aluminum | 24 gauge steel |
| .040 aluminum* | 22 gauge steel* |

**SPECS**

| | |
|---|---|
| 7", 11" or 12" O.C. | 1" High |

MF-2

## METAL FLASHING T/M
## PAC-CLAD



MATTE BLACK

**BASIC SPECIFICATIONS**

FLUSH PANEL



**PRODUCT FEATURES**
- Leveled for flatness
- Available with up to two pencil ribs
- Rounded interlock leg provides improved flush fit
- 30-year non-prorated finish warranty
- Panel lengths from 4' to 25'

**ASTM TESTS - FLUSH**
- ASTM E330 tested - 12" only
- ASTM 1592
- ASTM E283
- ASTM E331
- AAMA 501.1-05

FLORIDA BUILDING PRODUCT APPROVALS

**MATERIALS**

| | |
|---|---|
| .032 aluminum | 24 gauge steel |
| .040 aluminum* | 22 gauge steel* |

**SPECS**

| | |
|---|---|
| 7", 11" or 12" O.C. | 1" High |

MF-3

## METAL FLASHING
## PAC-CLAD



GREEN COLOR #1

**BASIC SPECIFICATIONS**

FLUSH PANEL



**PRODUCT FEATURES**
- Leveled for flatness
- Available with up to two pencil ribs
- Rounded interlock leg provides improved flush fit
- 30-year non-prorated finish warranty
- Panel lengths from 4' to 25'

**ASTM TESTS - FLUSH**
- ASTM E330 tested - 12" only
- ASTM 1592
- ASTM E283
- ASTM E331
- AAMA 501.1-05

FLORIDA BUILDING PRODUCT APPROVALS

**MATERIALS**

| | |
|---|---|
| .032 aluminum | 24 gauge steel |
| .040 aluminum* | 22 gauge steel* |

**SPECS**

| | |
|---|---|
| 7", 11" or 12" O.C. | 1" High |



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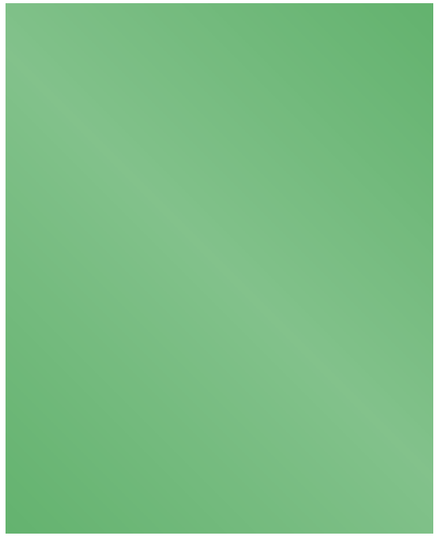
MF-4

METAL FLASHING
PAC-CLAD



GREEN COLOR #2

**BASIC SPECIFICATIONS**

FLUSH PANEL



**PRODUCT FEATURES**

- Leveled for flatness
- Available with up to two pencil ribs
- Rounded interlock leg provides improved flush fit
- 30-year non-prorated finish warranty
- Panel lengths from 4' to 25'

**ASTM TESTS - FLUSH**

- ASTM E330 tested - 12" only
- ASTM 1592
- ASTM E283
- ASTM E331
- AAMA 501.1-05

**FLORIDA BUILDING PRODUCT APPROVALS**

**MATERIALS**

| | |
|---|---|
| .032 aluminum | 24 gauge steel |
| .040 aluminum* | 22 gauge steel* |

**SPECS**

| | |
|---|---|
| 7", 11" or 12" O.C. | 1" High |

MF-5

METAL FLASHING
PAC-CLAD



GREEN COLOR #3

**BASIC SPECIFICATIONS**

FLUSH PANEL



**PRODUCT FEATURES**

- Leveled for flatness
- Available with up to two pencil ribs
- Rounded interlock leg provides improved flush fit
- 30-year non-prorated finish warranty
- Panel lengths from 4' to 25'

**ASTM TESTS - FLUSH**

- ASTM E330 tested - 12" only
- ASTM 1592
- ASTM E283
- ASTM E331
- AAMA 501.1-05

**FLORIDA BUILDING PRODUCT APPROVALS**

**MATERIALS**

| | |
|---|---|
| .032 aluminum | 24 gauge steel |
| .040 aluminum* | 22 gauge steel* |

**SPECS**

| | |
|---|---|
| 7", 11" or 12" O.C. | 1" High |

MF-6

METAL FLASHING
PAC-CLAD



BLUE COLOR

**BASIC SPECIFICATIONS**

FLUSH PANEL



**PRODUCT FEATURES**

- Leveled for flatness
- Available with up to two pencil ribs
- Rounded interlock leg provides improved flush fit
- 30-year non-prorated finish warranty
- Panel lengths from 4' to 25'

**ASTM TESTS - FLUSH**

- ASTM E330 tested - 12" only
- ASTM 1592
- ASTM E283
- ASTM E331
- AAMA 501.1-05

**FLORIDA BUILDING PRODUCT APPROVALS**

**MATERIALS**

| | |
|---|---|
| .032 aluminum | 24 gauge steel |
| .040 aluminum* | 22 gauge steel* |

**SPECS**

| | |
|---|---|
| 7", 11" or 12" O.C. | 1" High |

MS-1

METAL SCREEN
KNOTWOOD



ALUMINUM BATTEN

**BASIC SPECIFICATIONS**

FLUSH PANEL
SIZING: 2" X 6" BATTEN

Sizes:
Battens are available in range of sizes from 1" x 2" up to 10" x 2" and even larger with the batten joiner.

Colors:
A wide variety of over 30 woodgrain colors as well as solid and custom color options.

Material/Paint & Coatings Data:
- 100% Recyclable
- VOC-free coatings
- Lead free finishes
- LEED Certified Green Building Material

Non-Combustible Ratings:
- ASTM E84
- ASTM E84-17
- Class A Rating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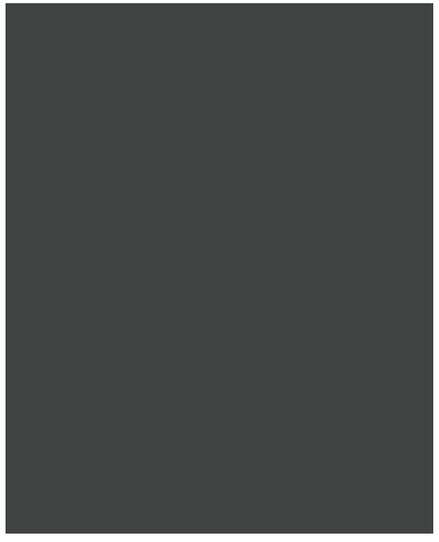
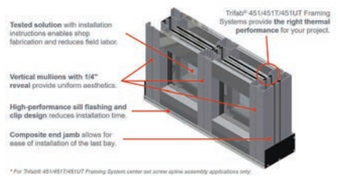
SF-1

## TRIFAB VERSAGLAZE 451T STOREFRONT
## KAWNEER



CHARCOAL COLOR

### BASIC SPECIFICATIONS




**Features**

- Trifab® VersaGlaze® 451/451T is 4-1/2" (114.3) deep with a 2" (50.8) sightline
- Front, Center, Back or Multi-Plane glass applications
- Flush glazed from either the inside or outside
- Screw Spline, Shear Block, Stick or Continuous Head and Sill fabrication
- Screw Spline Pre-Glazed option
- SSG / Weatherseal option
- IsoLock® lanced and debridged thermal break option with Trifab® VersaGlaze® 451T
- Infill options up to 1-1/8" (28.6) thickness
- Permanodic® anodized finishes in seven choices
- Painted finishes in standard and custom choices

**PERFORMANCE TEST STANDARDS**

| | |
|---|---|
| Air Infiltration | ASTM E283 |
| Water | AAMA 501, ASTM E331 |
| Structural | ASTM E330 |
| Thermal | AAMA 1503 |
| Thermal Break | AAMA 505, AAMA TIR-A8 |
| Acoustical | AAMA 1801, ASTM E1425 |

TBV-1

## THIN BRICK VENEER
## MUTUAL MATERIALS



MODIFIED GRANITE

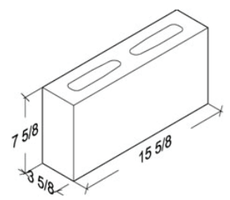
### BASIC SPECIFICATIONS

**TEXTURE:** Mission, Smooth, Rug
**TYPE**:** Special Order
**PLANT:** Mica, WA
**COLLECTION:** N/A
**ASTM:** ASTM C-216, SW, FBX

- *Due to the limitations of photography, the actual product shipped is not guaranteed to duplicate the image shown here. Final color and product selection should be made from actual samples.*
- *** Special Order Colors require a minimum order. Additional production time should be allowed.*

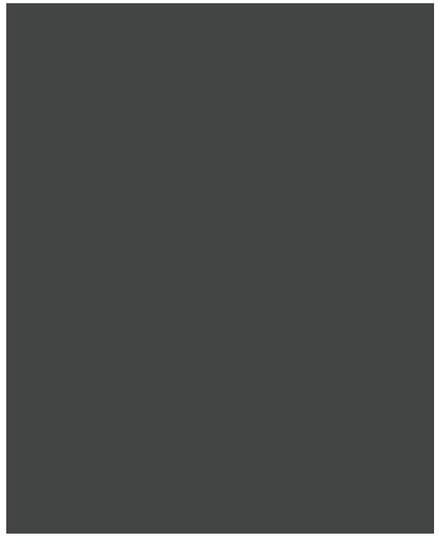
MUTUALMATERIALS®
www.mutualmaterials.com

D: 3-5/8”
H: 7-5/8”
W: 15-5/8”




WND-XA

## COMMERCIAL VINYL WINDOWS
## INNOTECH



ANTHRACITE GRAY COLOR

### BASIC SPECIFICATIONS

**ENERGY STAR**

| | |
|---|---|
| Canada | Energy Star Most Efficient 2020, Energy Rating Up to 41 |
| USA | Energy Star Northern Climate Zone |

**Acoustical Performance**
Tested size: 48" wide x 58" high, 1219 mm wide x 1473 mm high

| | STC | OITC |
|---|---|---|
| 4 mm/4 mm | 34 dB | 28 dB |
| 6 mm/4 mm | 37 dB | 32 dB |
| 12mm Lami / 8mm Lami | 46 dB | 41 dB |
| 6 mm/4 mm/4 mm | 39 dB | 33 dB |

**Size Limitations**

| | Width | Height |
|---|---|---|
| Minimum | 17 in, 432 mm | 18.25 in, 464 mm |
| Maximum | 60 in, 1524 mm | 84 in, 2134 mm |

### PERFORMANCE SUMMARY

| | Defender 76TS | |
|---|---|---|
| Air Tightness | 0.00 CFM/FT$^2$ | |
| Water Tightness | 15 PSF | |
| Structural – Wind Load Resistance | 55 PSF | |
| NAFS Performance Class & Grade | CW - PG55 | |
| | Double | Triple |
| U-Factor IP | 0.23 - 0.27 | 0.16 - 0.17 |
| SHGC | 0.19 - 0.44 | 0.18 - 0.39 |
| | | |
| Uw | 0.96 W/m$^2$K | |
| Uw Installed | 0.99 W/m$^2$K | |

WND-XB

## COMMERCIAL VINYL WINDOW
## INNOTECH



OAK MALT COLOR

### BASIC SPECIFICATIONS

**ENERGY STAR**

| | |
|---|---|
| Canada | Energy Star Most Efficient 2020, Energy Rating Up to 41 |
| USA | Energy Star Northern Climate Zone |

**Acoustical Performance**
Tested size: 48" wide x 58" high, 1219 mm wide x 1473 mm high

| | STC | OITC |
|---|---|---|
| 4 mm/4 mm | 34 dB | 28 dB |
| 6 mm/4 mm | 37 dB | 32 dB |
| 12mm Lami / 8mm Lami | 46 dB | 41 dB |
| 6 mm/4 mm/4 mm | 39 dB | 33 dB |

**Size Limitations**

| | Width | Height |
|---|---|---|
| Minimum | 17 in, 432 mm | 18.25 in, 464 mm |
| Maximum | 60 in, 1524 mm | 84 in, 2134 mm |

### PERFORMANCE SUMMARY

| | Defender 76TS | |
|---|---|---|
| Air Tightness | 0.00 CFM/FT$^2$ | |
| Water Tightness | 15 PSF | |
| Structural – Wind Load Resistance | 55 PSF | |
| NAFS Performance Class & Grade | CW - PG55 | |
| | Double | Triple |
| U-Factor IP | 0.23 - 0.27 | 0.16 - 0.17 |
| SHGC | 0.19 - 0.44 | 0.18 - 0.39 |
| | | |
| Uw | 0.96 W/m$^2$K | |
| Uw Installed | 0.99 W/m$^2$K | |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# APPENDIX


N




HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 01.13.2023

title : NW AERIAL VIEW

LU NO. PLACEHOLDER

LU 23-004591 DZM Exh A1

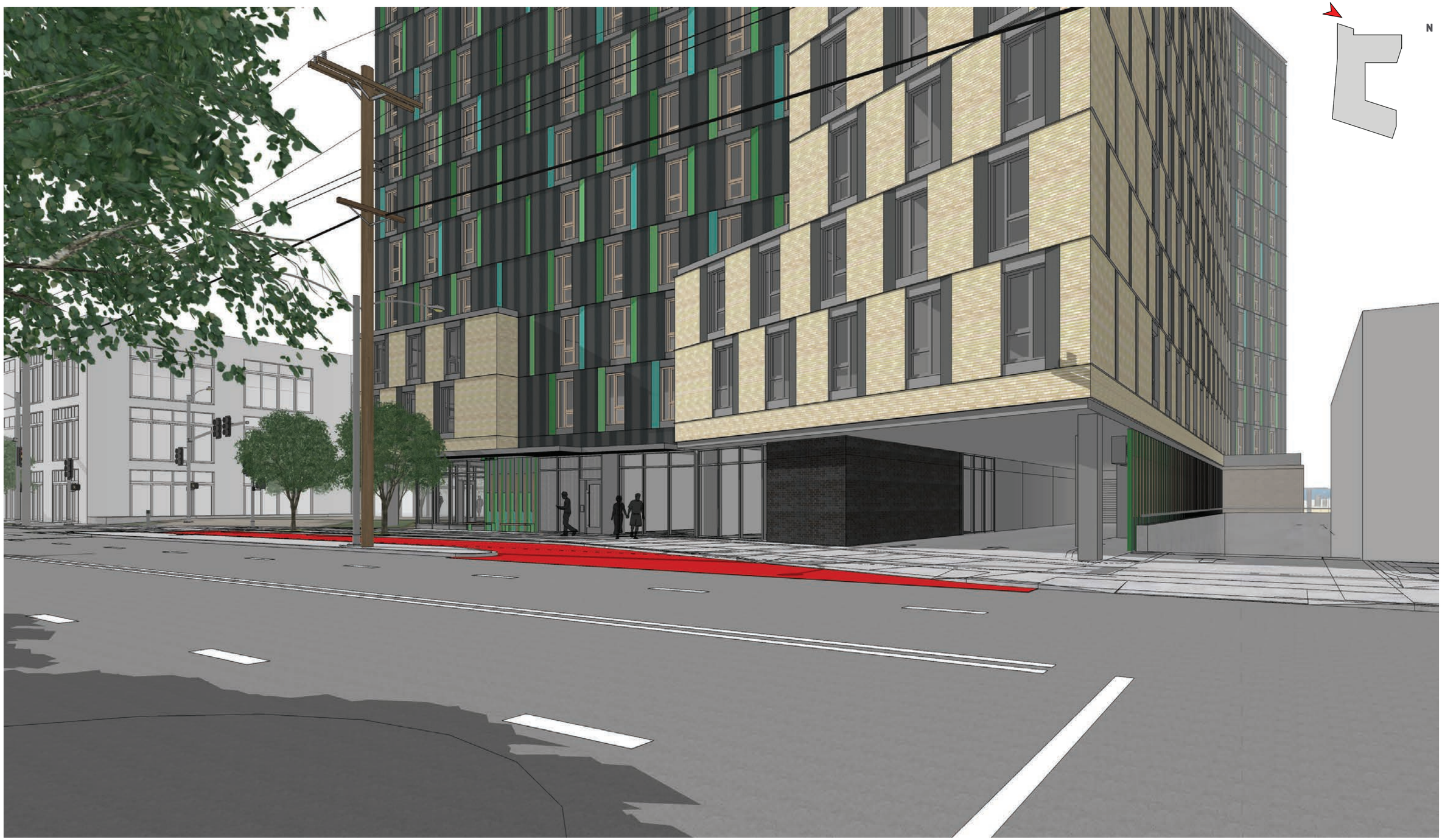
sheet : APP-50


N


N




N
trimet.org






LU 23-004591 DZM Exh A1






LU 23-004591 DZM Exh A1

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 01.13.2023

title : SE COURTYARD VIEW

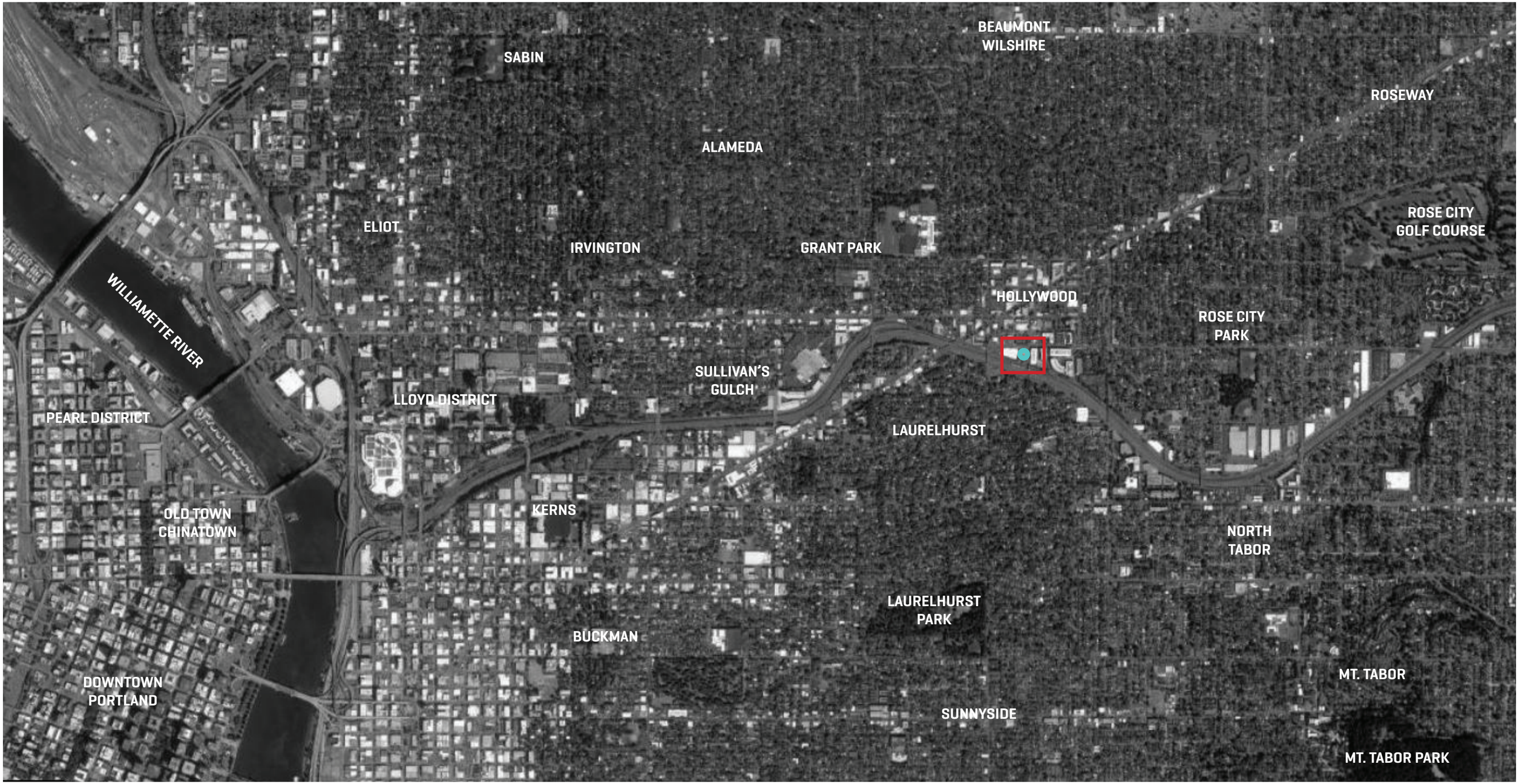
LU NO. PLACEHOLDER

LU 23-004591 DZM Exh A1

sheet : APP-57

# RENDERING




BEAUMONT
WILSHIRE
SABIN
ROSEWAY
ALAMEDA
ELIOT
ROSE CITY
GOLF COURSE
IRVINGTON
GRANT PARK
HOLLYWOOD
WILLIAMETTE RIVER
ROSE CITY
PARK
SULLIVAN'S
GULCH
LLOYD DISTRICT
PEARL DISTRICT
LAURELHURST
KERNS
OLD TOWN
CHINATOWN
NORTH
TABOR
LAURELHURST
PARK
BUCKMAN
MT. TABOR
DOWNTOWN
PORTLAND
SUNNYSIDE
MT. TABOR PARK

# ZONING MAP

4110 NE HALSEY ST

**ZONING ANALYSIS**

BASE ZONE: CM3 - COMMERCIAL MIXED USE 3

OVERLAYS: D - DESIGN OVERLAY ZONE

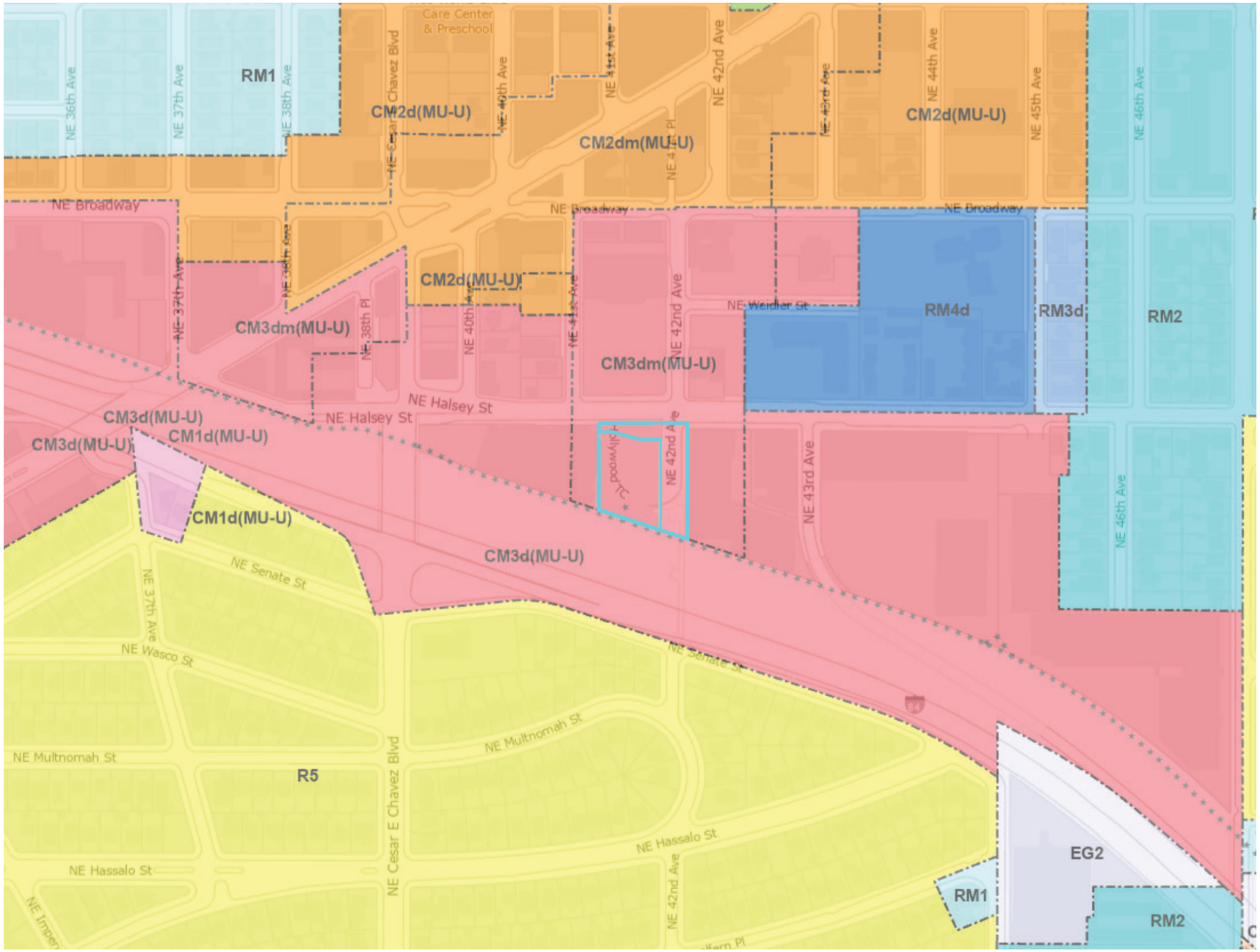
M - CENTERS MAIN STREET

PLAN DISTRICT: HOLLYWOOD - SUBDISTRICT 'A'

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

**TOTAL SITE AREA: 52,554 SF (BOTH PROJECTS)**
**AFFORDABLE HOUSING SITE AREA: 35,215 SF**

**PROPOSED BUILDING FLOOR AREA: 223,387**
**PROPOSED BUILDING HEIGHT: 120 FT**
**NUMBER OF DWELLING UNITS: 224**



# 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



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# URBAN CONTEXT

## TRANSIT, PEDESTRIAN, AND VEHICLE ACCESS

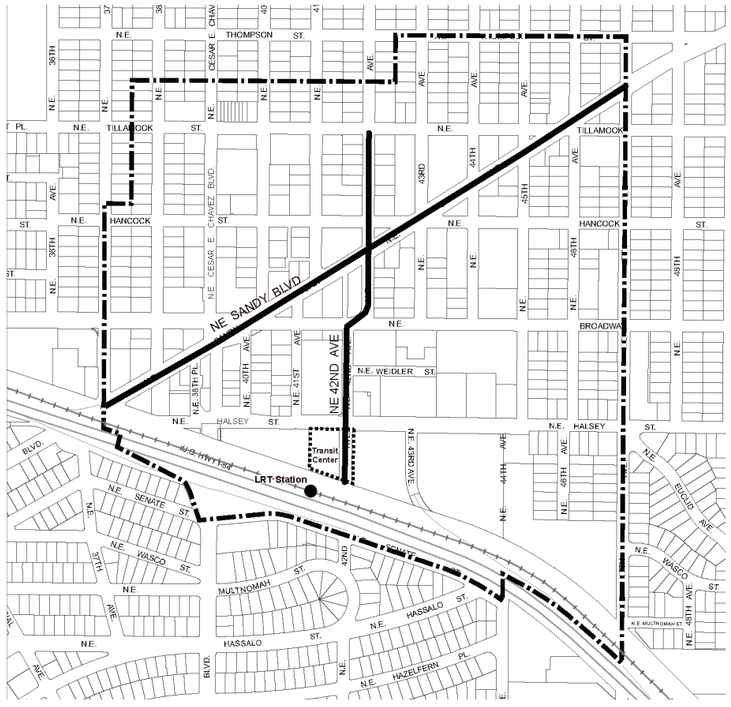
### MULTI-MODAL CIRCULATION

- 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





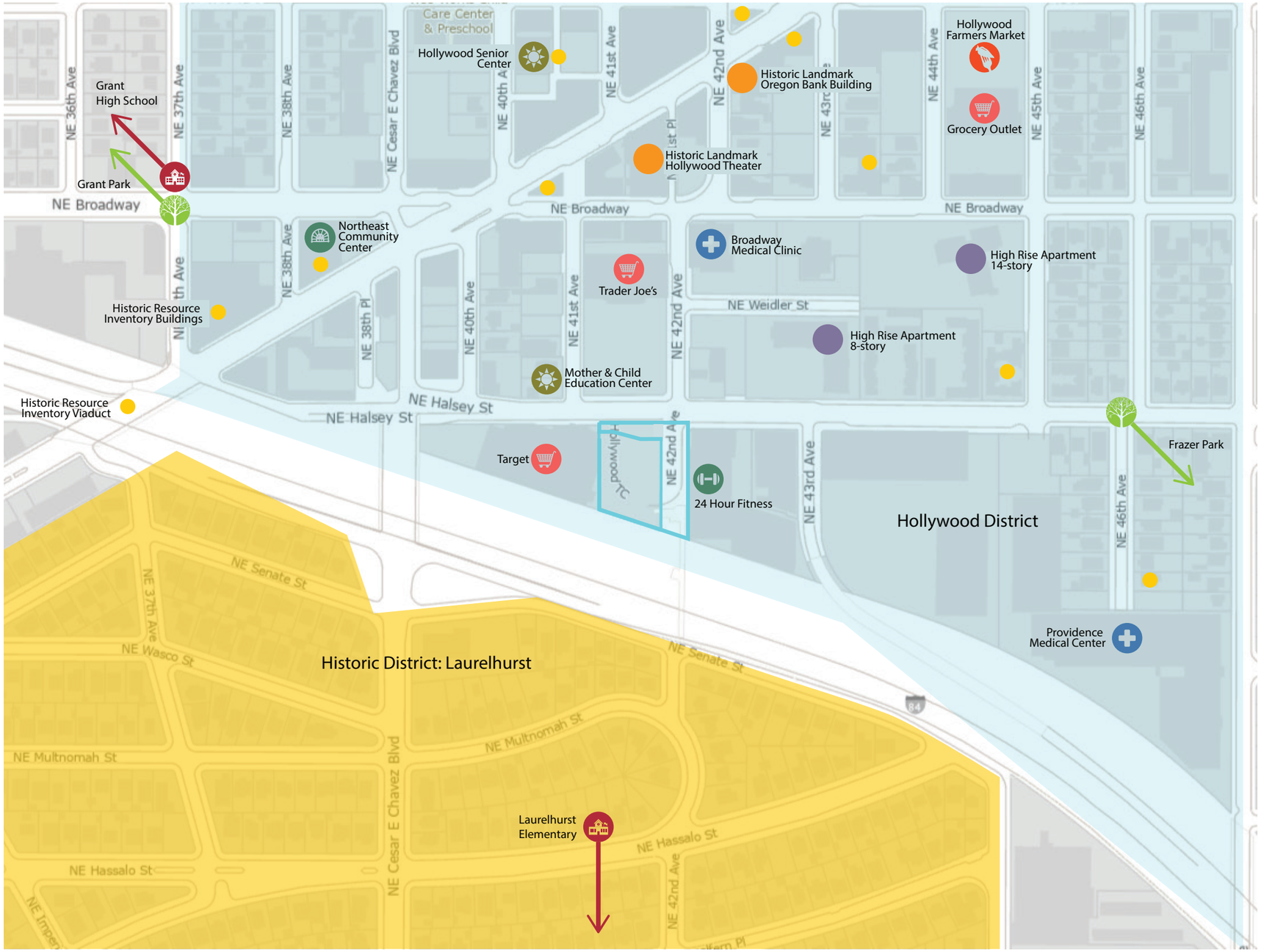

# URBAN CONTEXT
## PUBLIC AMENITIES & OPEN SPACE

### 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
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

**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



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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





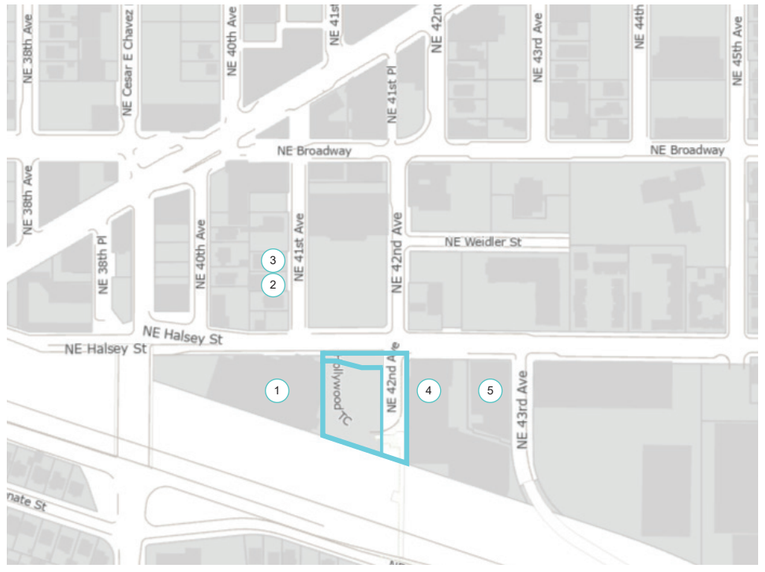











VICINITY MAP WITH KEYED NEIGHBORHOOD BUILDINGS





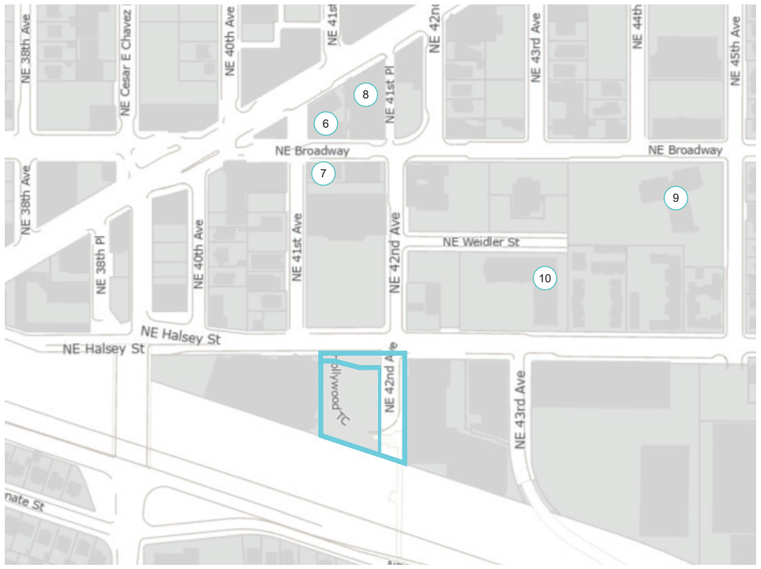






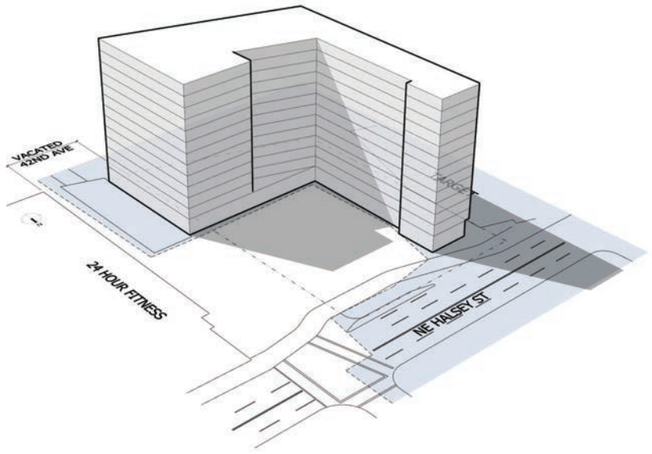


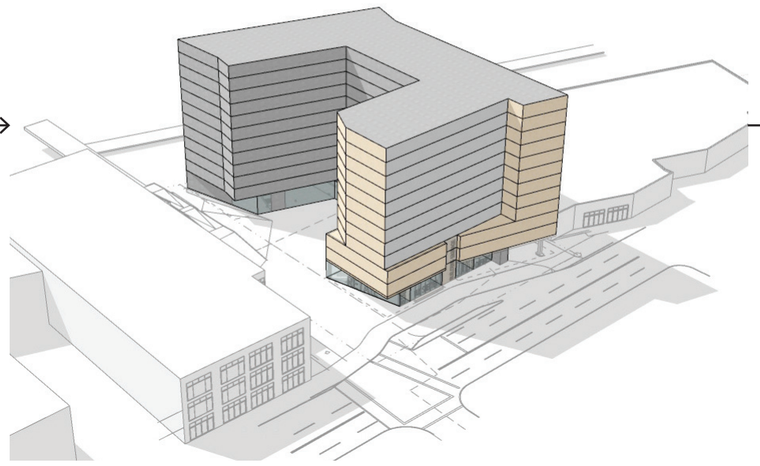



VICINITY MAP WITH KEYED NEIGHBORHOOD BUILDINGS

# MASSING EVOLUTION DIAGRAMS





**DAR #1**

Building footprint was over-constrained to the Difficult to Develop “DDA” boundary

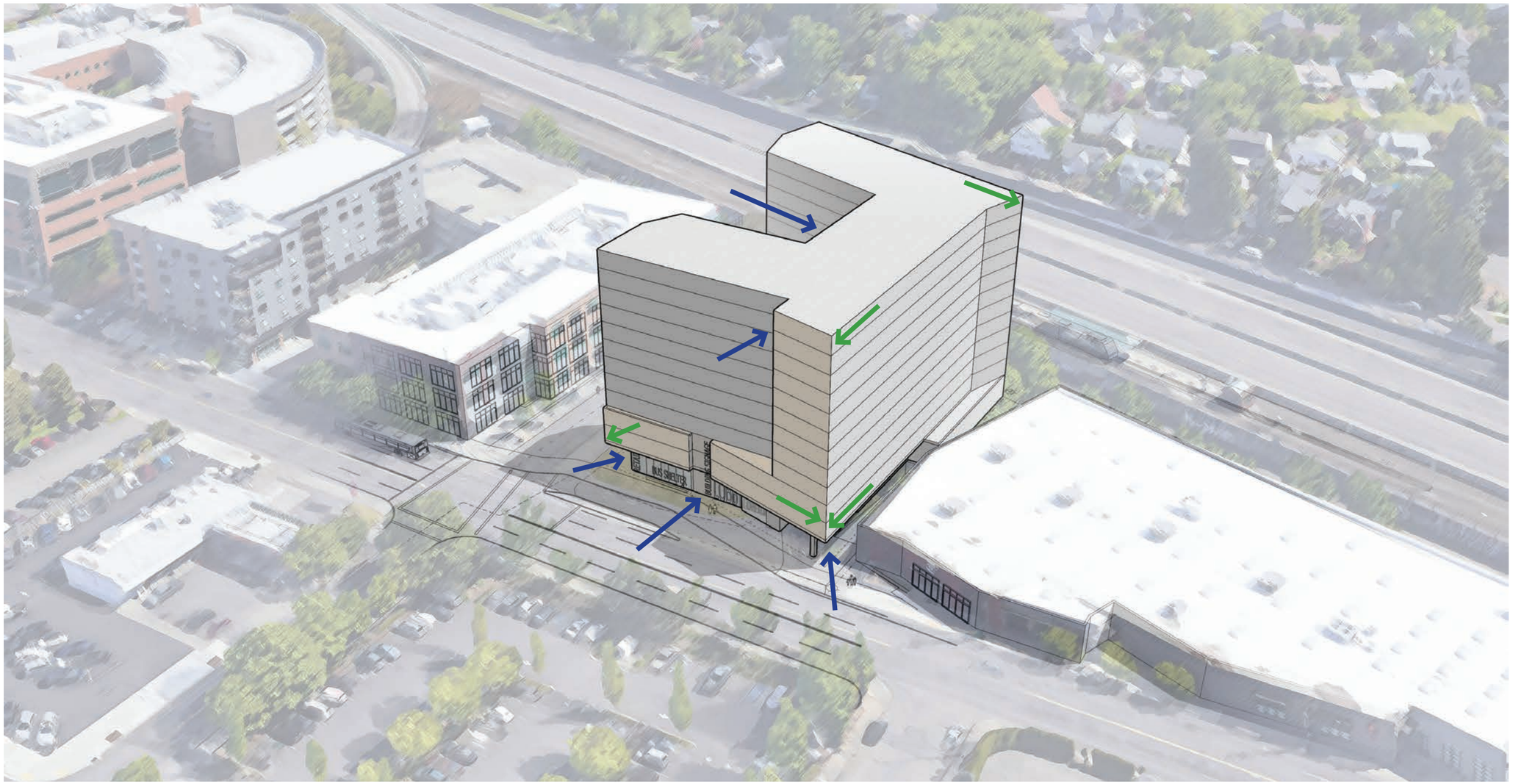
**DAR #2**

The DDA boundary requirement was lifted and the ‘C-parti’ design was developed that holds the Halsey street frontage with a prominent street wall, main entrance, and active use. The C-shape wraps around a public courtyard oriented east to the newly designed public paseo and transit infrastructure circulation.

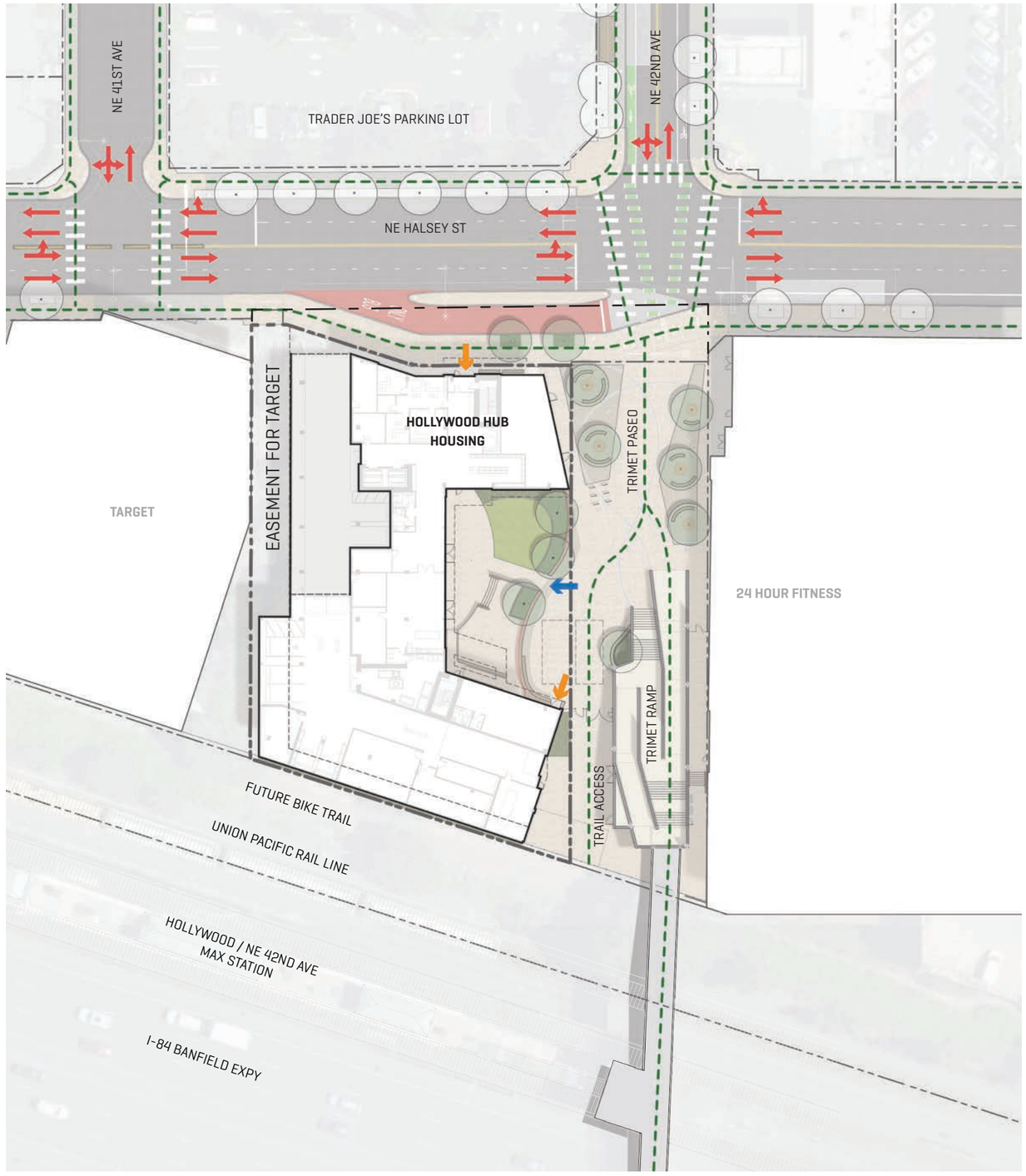
**LUR**

The ‘C-parti’ design has been refined with the shortening of the southern bar and careful sculpting to maximize daylighting and views. The application of high-quality materials and thoughtful detail reinforce the massing strategies and create a building that is rich in texture, pattern, and character at all scales.

# MASSING AND COMPOSITION




**FORMING THE MASS:** PROMINENT STREET WALLS ALONG TRANSIT LINES AND MASSING MOVES TO ENHANCE CORNERS, EDGES, AND THE PEDESTRIAN EXPERIENCE AROUND THE BUILDING.




## LEGEND

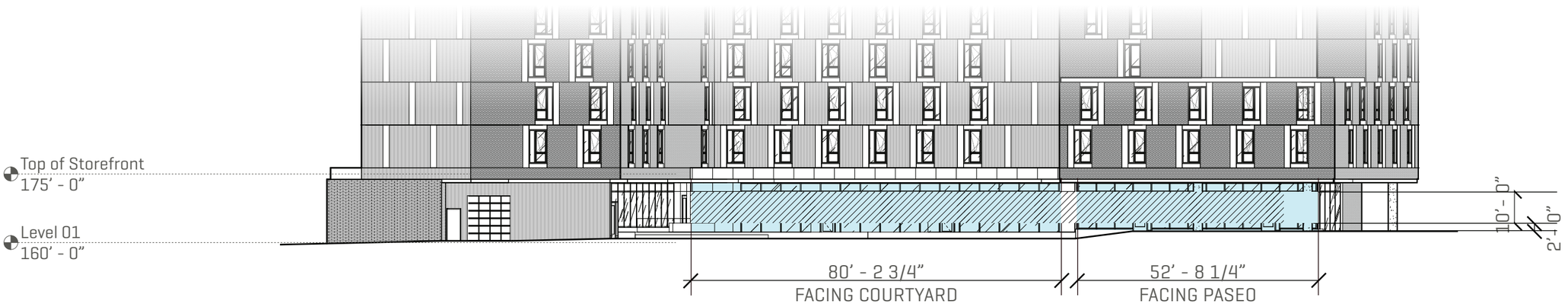
- ACTIVE USE ENTRIES
- RESIDENTIAL ENTRIES
- AUTOMOBILE TRAFFIC DIRECTION OF TRAVEL
- PEDESTRIAN CIRCULATION

SCALE: 1" = 60'-0"

0' 30' 60' 90'

N

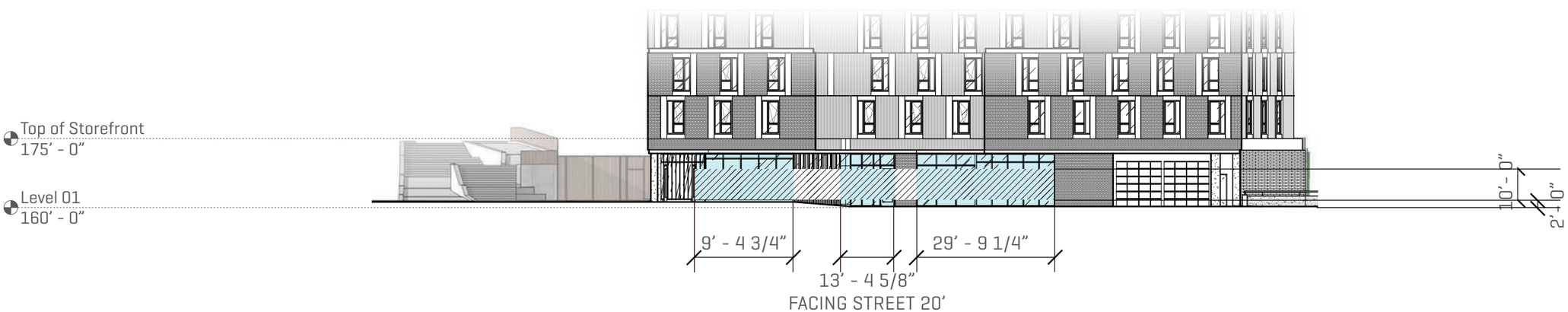
## EAST




**REQUIRED:**
60% of area = 1,099 SF x 60% = 659SF

**PROVIDED:**
1,028 SF

## NORTH




**REQUIRED:**
60% of area = 625 SF x 60% =375SF

**PROVIDED:**
418 SF

SCALE: 1/32" = 1' - 0"
0 2 4 16 32



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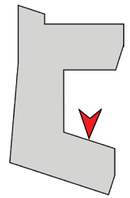
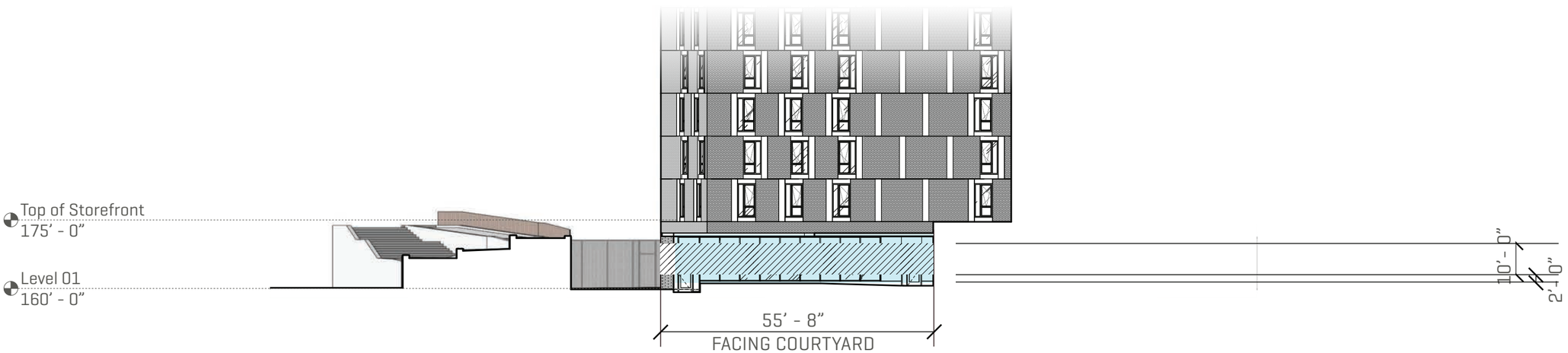
LU 23-004591 DZM Exh A1

## SOUTH COURTYARD

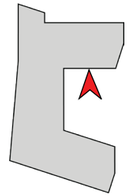


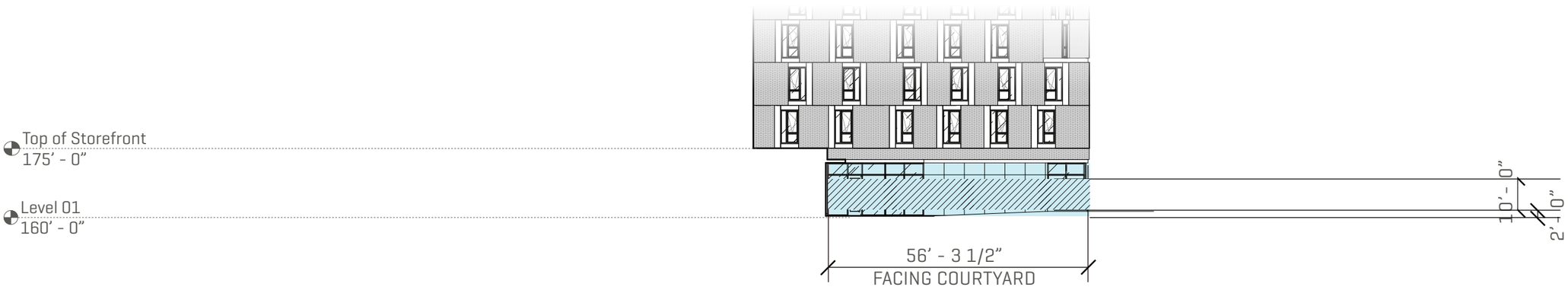



**REQUIRED:**
60% of area = 452 SF x 60% =271 SF

**PROVIDED:**
445 SF

## NORTH COURTYARD






**REQUIRED:**
60% of area = 461 SF x 60% = 277 SF

**PROVIDED:**
450 SF

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

Top of Roof
280' - 10"



Level 01
160' - 0"

NORTH

**REQUIRED:**
15% of area = 15,768 SF x 15% = 2,365 SF

**PROVIDED:**
4,244 SF

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

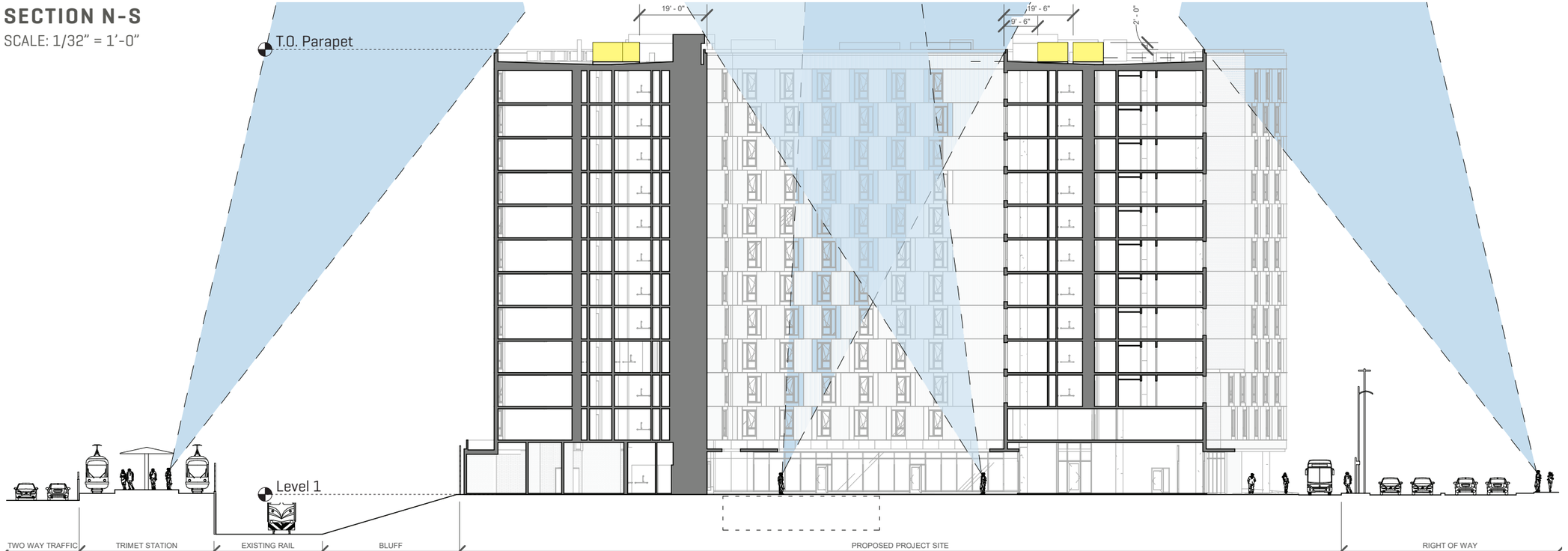
DESIGN REVIEW
DATE: 01.13.2023

title : STREET FACING WINDOWS | LU NO. PLACEHOLDER | sheet : APP-74

LU 23-004591 DZM Exh A1

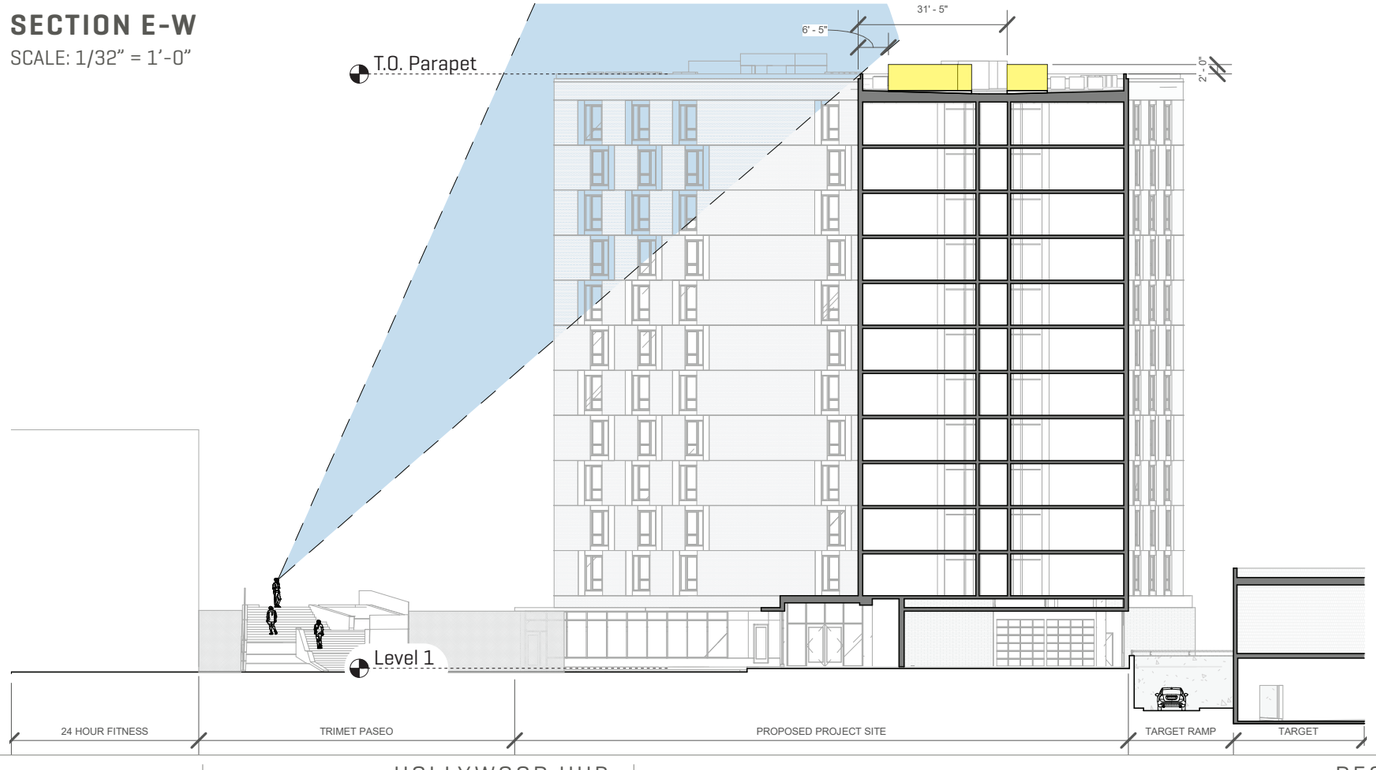
## SECTION N-S

SCALE: 1/32" = 1'-0"




## SECTION E-W

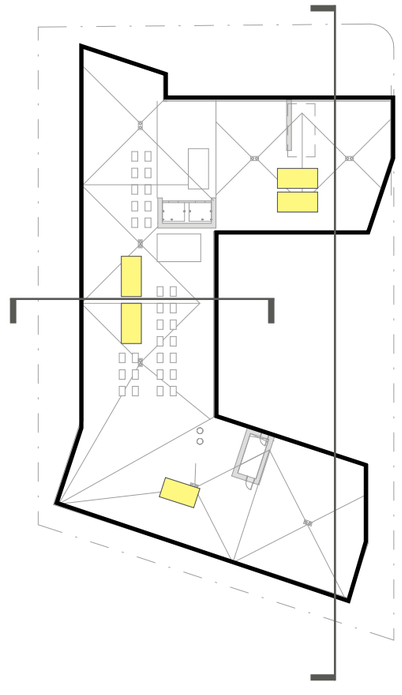
SCALE: 1/32" = 1'-0"




## REFERENCE PLAN

MECHANICAL UNIT

VIEWSHED



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HOLLYWOOD HUB

4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW

DATE: 01.13.2023

title : SIGHT-LINE DIAGRAMS

LU NO. LU 23-004591 DZM Exh A1 PLACEHOLDER

sheet : APP-75

**REQUIRED:**
**LONG TERM**
224 UNITS X 1.5 BIKES PER UNIT =
336 BIKES TOTAL

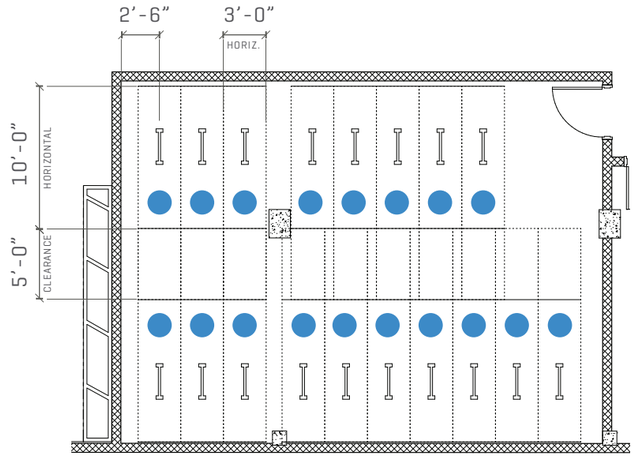
5% LARGE = 17 SPACES
30% HORIZONTAL RACK= 101 SPACES

**SHORT TERM**
224 UNITS X 1 PER 20 UNITS = 12
(EXTERIOR)

**PROVIDED:**
337 LONG TERM
12 SHORT TERM

**LEGEND**

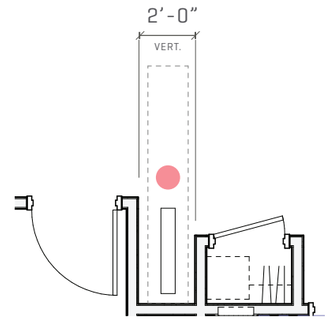
- LARGE BIKE RACKS
- VERTICAL BIKE RACKS
- HORIZONTAL RACKS
- IN-UNIT BIKES
- DENOTES COUNT TOWARDS LOWER LEVEL BIKES




**LEVELS 01 BIKE PARKING**

- 18 LARGE BIKE RACKS AT LEVEL 1

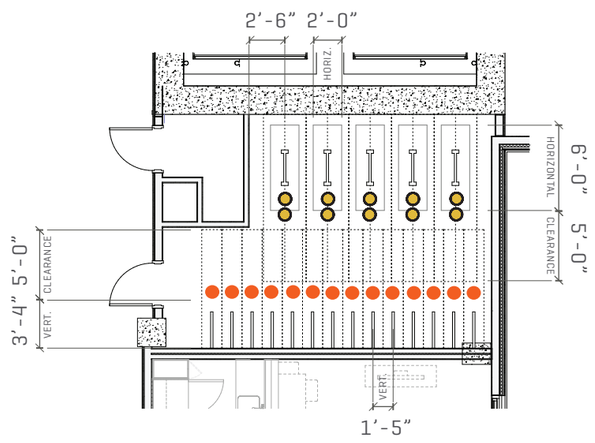
**18 TOTAL**




**EXAMPLE IN-UNIT LOCATIONS - PLAN**

- 1 VERTICAL RACK AT SELECT UNITS

5 BIKES PER FLOOR
**55 TOTAL**

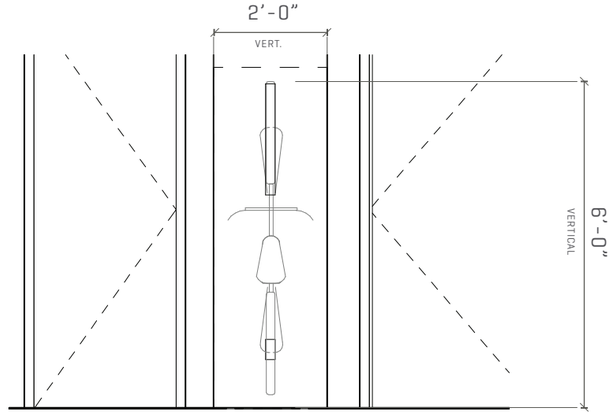



**LEVELS 02-12 BIKE PARKING**

- 5 HORIZONTAL RACKS PER FLOOR
- 14 VERTICAL RACKS PER FLOOR

24 BIKES PER FLOOR

110 VERTICAL BIKES TOTAL
154 HORIZONTAL BIKES TOTAL
**264 TOTAL**




**EXAMPLE IN-UNIT LOCATIONS - ELEVATION**

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

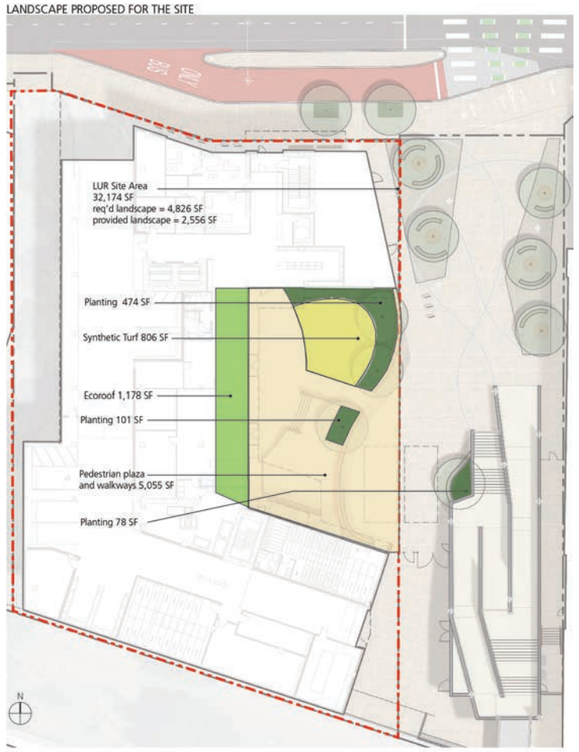
DESIGN REVIEW
DATE: 01.13.2023

title : BIKE PARKING | LU NO. PLACEHOLDER | sheet : APP-76

LU 23-004591 DZM Exh A1

# 33.130.225 LANDSCAPE AREA

LANDSCAPE PROPOSED FOR THE SITE




**Minimum Landscaped Area Calculations**

LUR site area = 32,174 SF
**Req'd - 15% green space min: 4,826 SF**

Provided:
Planting: **653 SF**
Synth law (pervious): 806 SF
Impervious plaza: 5,055 SF
Total: 5,861 * can count 1/3 of the total required: **1,609 SF**
Eco roof: 1178 * can only count 1/4sf: **295 SF**

Totals:

| | |
|---|---|
| planting | **653** |
| pedestrian | **1,609** |
| ecoroof | **295** |
| **Total provided and countable:** | **2,556 SF (8%)** |
| **Short of required:** | **2,270 SF** |

The HollywoodHUB affordable housing development prioritizes 64% of the site for the building footprint to provide housing and related interior uses. The exterior space has additional requirements beyond landscape elements which include hardscape for essential programming for residents and some vehicle and maintenance circulation. The project has maximized landscaped areas as possible on the site to benefit residents and community users and results in roughly 8% of the site defined as Landscape Area per Title 33 section 33.130.225. Given the dense urban nature and high-traffic volume of the site, prioritizing usable open space for pedestrians enhances the public realm and is consistent with the intent of the 3 tenets of the Portland Citywide Design Guidelines.

# Request for an Evidentiary Hearing and Waiver of Right to a Decision within 120 Days

State law requires the City to issue a final decision on your land use proposal within 120 days of receiving a complete application. In order to ensure that the decision on your land use review application is rendered within 120 days, any appeal of your proposal to City Council will be held based on evidence submitted as part of your first hearing to the Hear-ings Officer, Design Commission, or Historic Landmarks Commission.

If you prefer a hearing on appeal to City Council where anyone may bring in new facts and evidence (an "evidentiary hearing"), you must request a full 245-day extension of the 120-day review period by completing this form within 21 days of submitting your land use review application. You may choose to extend the 120-day review period for up to 245 days at any point in the land use review process. However, if the request is received more than 21 days after the application date, any appeal to City Council will be on-the-record and no new evidence can be submitted.

**STAFF USE ONLY**
**Date Land Use Application received by BDS** 1/13/23 **Case File No.** LU 23-004591 DZM
**Date this form is due to BDS for evidentiary hearing** 2/3/23

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

**DATE:** 1/17/2023

**TO:** **Bureau of Development Services**
**Attention: Case Planner**
**1900 SW Fourth Avenue, Suite 4500**
**Portland, OR 97201**

**REGARDING:**
**Type of Land Use Review** Design Review, Type 3
**Site Address/Street** 4110 NE Halsey Street, Portland, OR 97232
**Tax Account Number(s)** R203131

## I understand the following information:

1. I have the right, under State law, to a final decision on my application no more than 120 days after my application is determined to be complete by BDS staff.
2. I am not required to sign this form. If I do not sign this form, the City of Portland will process my application to meet the 120-day requirement.
3. By signing this form, I am making an irrevocable decision to extend the review period a full 245 days, and may not change my mind later except by withdrawing this application, filing a new application, and paying the associated fee.
4. By signing this form, I am waiving my right under State law to a final decision on my application with the 120-day review period. I am waiving my right to file any legal action to enforce the 120-day review period.

## All applicants must print their name on this form.

**Print Name** Dave Otte **Day Phone** 503-233-9856
☑ I acknowledge this typed name as my signature

**Print Name** _____ **Day Phone** _____
☐ I acknowledge this typed name as my signature

# 120-day Review Period Information

State law requires that the City make a final decision on your application no more than 120 days after it is deemed complete. State law also allows an applicant to extend the 120-day review period for an additional 245 days. Generally, we have been able to meet the 120-day deadline. However, where the proposal is complex or there is an appeal to City Council, it is difficult to meet this deadline. This is due to the amount of time required to review cases, make findings, provide time for neighbors to comment, and hold public hearings.

The 1995 Oregon Legislature adopted new laws which change how this 120-day period is calculated, and these laws make it much more difficult for us to meet the timeline. As a result, City Council adopted a resolution allowing us to comply with the new laws. The way this affects you, the applicant, is that an appeal of your proposal to City Council will be held based only on the evidence already in the record.

Our Type III procedure provides for a hearing before a Land Use Hearing Officer or a commission (Design or Landmarks). It also provides for a hearing before City Council if there is an appeal. Our Zoning Code allows City Council to choose how it will hear appeals. City Council may hold a full evidentiary hearing, or the Council may hear the appeal "on the record." An evidentiary hearing is one where anyone may bring in new facts and evidence. For instance, a neighbor or applicant could bring a traffic study to the City Council hearing and request that Council consider it, even though it was not submitted to the original review body (Hearings Officer, Design Commission or Historic Landmarks Commission).

For an "on the record" appeal, the City Council relies only on the testimony and other evidence that was submitted to the original decision-maker—evidence that is "in the record." For an appeal based on the review body's decision and record, the appellant presents arguments to the Council about what is wrong with the review body's decision. The person that did not file the appeal is responsible for defending the decision. Neither side presents new evidence, and no new issues may be raised. Hearing appeals that are "on the record" saves considerable time, and makes it possible to meet the 120-day review period requirement.

The right to a final decision within 120 days is the applicant's right and guarantee under State law. The only way this can be changed is if the applicant requests that any appeal include an evidentiary hearing. If you prefer the process that allows for a full evidentiary hearing if there is an appeal, you must extend the 120-day review period by a full 245 days. We will still handle your application differently, but still in a timely manner.

There are several reasons why you may want to extend the 120-day review period. The most significant advantage is that it allows time for all parties—you, the neighbors, and the city agencies—to work together to develop solutions. It allows time for you to provide additional information in response to concerns, and to help everyone better understand the application. This can avert a costly appeal to City Council or even to the Land Use Board of Appeals (LUBA), but it does take time. In addition, it allows for modification to the proposal as it moves through the process. This gives you the opportunity to change your project to address concerns or improve the proposal. Extending the 120-day review period allows for flexibility in the nature, number, and types of hearings that can be held so your case is reviewed in the way best suited to your particular case. Finally, it allows for a full evidentiary hearing if there is an appeal to City Council. This would allow new information to be submitted, including new information to support your application.

Although we think the longer process can benefit everyone involved, you are fully entitled to the 120-day process. If you prefer that option, do not sign or return this form. We will then proceed in processing your application within the required 120-day review period. If you prefer to extend the 120-day review period by 245 days, you must sign and return this form to the Bureau of Development Services within 21 days of submitting your application.

Once you choose the timeline you want to follow, we will include that information in the notice to neighbors, and process your application accordingly. For that reason, once you choose a timeline, you may not change your request. If you choose the 120-day review period, you may not opt for an evidentiary appeal hearing unless you start the entire process over, including a new application fee. Conversely, once you choose to extend the review period by 245 days, you may not demand that a final decision be issued within 120 days.

For more information regarding 120-day review period, contact the planner assigned to your case, or the Zoning Hotline at 823-7526.

*For more information, call the Planning and Zoning staff at 503-823-7526*

Information is subject to change, for current Portland Zoning Code visit www.portland.gov/code/33

HOLST

DATE
1.13.2023

| PROJECT NAME | PROJECT # |
| --- | --- |
| hollywoodHUB | 2102800 |

## Neighborhood Contact Statement of Certification

To whom it may concern,

This letter is to certify that the required Neighborhood Contact requirements were provided according to the following:

- The notification was sent to Hollywood Neighborhood Association at least 35 days, but not more than 1 year, before applying for land use review.
- The required sign(s) were posted on Nov 1, 2022 at least 35 days, but not more than 1 year, before applying for land use review.
- The required meeting was held Nov 15, 2022, at least 14 days before applying for the land use review, and at least 14 days after sending the notification and posting the sign(s); and
- Notes from the required meeting, were emailed to the correct organization prior to applying for the land use review.

Additionally, please note that this meeting was held virtually and a recording of the virtual meeting was shared by neighborhood association.

Sincerely,



Dave Otte
Owner

123 NE 3RD AVE.
SUITE 310
PORTLAND, OR
97232

HOLSTARC.COM

NEIGHBORHOOD CONTACTS – HOLLYWOOD HUB

Neighborhood Association

Hollywood Neighborhood Association
Jo Schaefer
Land Use Chair
jaschaef@comcast.net
503-351-7271

Laurelhurst Neighborhood Association
Kayleen Kusterer
President
laurelhurst.president@gmail.com

Neighborhood Coalition

Central Northeast Neighbors
Alison Stoll
Executive Director
4415 NE 87th Avenue, 97220
www.cnncoaliton.org
alisons@cnncoalition.org

Southeast Uplift Coalition
Nanci Champlin
Executive Director
503-232-0010 x311
https://www.seuplift.org
nanci@seuplift.org

Business District

Hollywood Boosters Business Association
Maura White
President
2000 NE 42nd Ave PMB 388
Portland, OR 97213-1399
hollywoodboosters@gmail.com

School District

PPS
Dana White
503-916-3205
Dwhite2@pps.net

## Dustin Furseth

**From:** Sarah Schubert <sschubert@bridgehousing.com>
**Sent:** Friday, January 13, 2023 2:49 PM
**To:** Dustin Furseth; Jordan Bissett
**Subject:** FW: Hollywood HUB Community Meeting Notice
**Attachments:** VIRTUAL NEIGHBORHOOD MEETING_UPDATE (002).pdf

Sending to everyone on email…

---

**From:** Sarah Schubert
**Sent:** Friday, January 13, 2023 2:48 PM
**To:** Lee Jorgensen <ljorgensen@holstarc.com>
**Subject:** FW: Hollywood HUB Community Meeting Notice

Copy of the email

---

**From:** Sarah Schubert
**Sent:** Wednesday, November 2, 2022 12:33 PM
**To:** Jo Schaefer <jaschaef@comcast.net>
**Cc:** Jordan Bissett <jbissett@holstarc.com>
**Subject:** Hollywood HUB Community Meeting Notice

Jo Schaefer
Land Use Chair
Hollywood Neighborhood Association
*Via email: jaschaef@comcast.net*

Hi Jo,

I'm writing regarding the proposed development, Hollywood HUB, located at 4110 NE Halsey Street at the Hollywood Transit Center. As a requirement of the Neighborhood contact process, we are required to reach out to neighborhood associations, coalitions, business associations and school districts within 400 feet of the proposed project. Because the location is located between 41st and 42nd on Halsey Street, the Hollywood Neighborhood Assocation falls within the boundary for required notice. We wanted to thank you for hosting the Virtual Applicant Meeting on **November 15th from 7:00-8:30PM** where the project development team, BRIDGE Housing, will present details about the proposed development. The meeting flyer with Zoom information is attached for those interested in participating. Although the meeting that I'm emailing about is required, we have held many prior meetings with community groups and other stakeholders and we intend to continue to engage with the community during the development process.

The proposal is for a new building that is approximately 228,000 square feet and twelve stories tall. The building will provide 222 affordable housing units and 2 manager's units, with a mix of studios, one, two and three bedroom units. The project site will contain surface parking spaces, a courtyard, and will be adjacent to a public paseo that will lead to the to-be-rebuilt TriMet stair and ramp structure. The ground floor of the building will contain a large community room, a multi-purpose room for teens, bike parking for residents and for TriMet, offices for property management and resident services staff and the second floor will contain another large community room with an indoor play space for residents and their children.

The meeting will consist of a presentation by BRIDGE Housing and Holst Architecture followed by a question and answer period for those attending the online meeting. If you require special assistance, including translation accommodations,

please let me know in advance. There is a website for the proposed development, (www.hollywoodhubpdx.com) and you can use the website to contact the project team or you can email me at sschubert@bridgehousing.com. If you are able to attend the virtual meeting, In order to receive a compilation of meeting notes, online questions and comments with corresponding responses approximately 10 days after the virtual meeting, please leave your contact info in the chat of the virtual meeting. If you are not able to attend the meeting, email sschubert@bridgehousing.com and we will send it to you.

We appreciate the community's willingness to participate in shaping their neighborhood and we look forward to working with you over the course of the project. Please reach out with any questions or concerns. Thanks for all you do!

Best,
Sarah

**Sarah Schubert (she/her) | Director of Development**
BRIDGE Housing | 1631 NE Broadway, PMB #153| Portland, OR 97232
T: (503) 477-4513 | C: (917) 952-0468 | bridgehousing.com

## Dustin Furseth

**From:** Sarah Schubert
**Sent:** Wednesday, November 9, 2022 9:44:21 AM
**To:** laurelhurst.president@gmail.com <laurelhurst.president@gmail.com>; turner999@gmail.com <turner999@gmail.com>
**Cc:** Shariff, Shabina <shariffs@TriMet.org>; Lyon, Fiona <CundyF@TriMet.org>
**Subject:** Hollywood HUB

Thank you so much for having us at the Laurelhurst Neighborhood Association meeting last night. We appreciate the engagement from the neighborhood and we look forward to continuing to discuss Hollywood HUB.

I've attached the information about the virtual meeting next Tuesday November 15th.

Thanks!
Sarah

**Sarah Schubert (she/her) | Director of Development**
BRIDGE Housing | 1631 NE Broadway, PMB #153| Portland, OR 97232
T: (503) 477-4513 | C: (917) 952-0468 | bridgehousing.com




# HOLLYWOOD HUB PROJECT

## VIRTUAL NEIGHBORHOOD MEETING

Please join us for a virtual neighborhood meeting to discuss the Hollywood HUB affordable housing project located at 4110 NE Halsey Avenue at the Hollywood Transit Center. Meeting information is listed below. If you are unable to make this meeting and would like to know more about the project, please got to the project website for more information. Following the presentation, meeting materials will be posted on the website. We will continue to have community meetings with stakeholders after this meeting, but please reach out with questions or if you have a group that would like to learn more about the project. Your participation and feedback is important to our team and we look forward to meeting with you soon.

If you need reasonable accommodations to participate in the meeting such as language translation or other services, please contact sschubert@bridgehousing.com at least 3 days prior to the meeting.

**When: November 15th 7PM – 8:30PM**

Zoom Link: https://us02web.zoom.us/j/86109090795?pwd=OWI3S1BWRnRkREJaNUtaRloyeVY4UT09
Meeting ID: 861 0909 0795
Password: 005488

Project website: www.hollywoodhubpdx.com

## Dustin Furseth

**To:** Sarah Schubert
**Subject:** RE: Hollywood HUB Project

---

**From:** Sarah Schubert
**Sent:** Monday, January 23, 2023 11:01 AM
**To:** Matchu Williams <matchu@seuplift.org>
**Cc:** Nanci Champlin <Nanci@seuplift.org>
**Subject:** RE: Hollywood HUB Project

Hi Matchu,
Attached is the flyer. I appreciate your help in spreading the word to your members.

All the best,
Sarah

**Sarah Schubert (she/her) | Director of Development**
BRIDGE Housing | 1631 NE Broadway, PMB #153| Portland, OR 97232
T: (503) 477-4513 | C: (917) 952-0468 | bridgehousing.com

---

**From:** Matchu Williams <matchu@seuplift.org>
**Sent:** Friday, January 20, 2023 1:30 PM
**To:** Sarah Schubert <sschubert@bridgehousing.com>
**Cc:** Nanci Champlin <Nanci@seuplift.org>
**Subject:** Re: Hollywood HUB Project

Hi Sarah,

That solution works. SEUL would be happy to share the flyer with its members. I'll look forward to it.

Thank you!

Cheers,

**Matchu Williams | *he/him***
Neighborhood Planning & Liaison Manager
SE Uplift Neighborhood Coalition
3534 SE Main St. | Portland, OR 97214
Schedule a meeting with me.
(503) 232-0010 ext. 313 | matchu@seuplift.org

I am in the office Tuesday through Thursday from 10 am – 5 pm. I am reachable via email on other weekdays.

**Access Statement:** SE Uplift Neighborhood Coalition values meaningful access to all programs, services, and activities. Please contact me at least 48 hours prior to attending an event to request accommodations. You are welcome to reach out at any time to request any of our materials in alternative formats or for any other access needs. SE Uplift is on the 14, 15, 66, and 75 TriMet bus lines and our space has parking onsite. We have an accessible entrance on one floor.

---

**From:** Sarah Schubert <sschubert@bridgehousing.com>
**Date:** Thursday, January 19, 2023 at 3:01 PM
**To:** Matchu Williams <matchu@seuplift.org>
**Cc:** Nanci Champlin <Nanci@seuplift.org>
**Subject:** RE: Hollywood HUB Project

Hi Matchu,
Thanks for getting back to me – I appreciate it!

We are under a timing crunch as this meeting is part of the prescribed land use process. We would like to offer to host the meeting and invite your committee members and other interested parties to the meeting. We would like to do it Thursday Feb 2nd. I can put together a flyer with details that you can share with your organization.

Would that work for you? We've had many community meetings and will continue to have many more as the project proceeds and so this won't be the last time to learn more about the project, but we do need to have the meeting in early Feb.

Thanks,
Sarah

**Sarah Schubert (she/her) | Director of Development**
BRIDGE Housing | 1631 NE Broadway, PMB #153| Portland, OR 97232
T: (503) 477-4513 | C: (917) 952-0468 | bridgehousing.com

---

**From:** Matchu Williams <matchu@seuplift.org>
**Sent:** Wednesday, January 18, 2023 6:22 PM
**To:** Sarah Schubert <sschubert@bridgehousing.com>
**Cc:** Nanci Champlin <Nanci@seuplift.org>
**Subject:** Re: Hollywood HUB Project

Hi Sarah,

Thanks for writing about the Hollywood HUB. We would love to have the project team at a future land use/transportation committee meeting. How much time is requested? Are there any actions or requests of the committee and attendees?

The next LUTC meeting is scheduled for Tuesday evening, February 21 7-9PM on the Zoom platform. Future options include the third Monday of each month thereafter (3/20/2023, 4/17/2023, etc.). The meeting invitation is below and an .ICS calendar event file is attached to the email.

https://us06web.zoom.us/meeting/register/tJArcuGorTIjH9c723BPsJZpyyHRlxSnpobL

Kindly,

**Matchu Williams | *he/him***
Neighborhood Planning & Liaison Manager
SE Uplift Neighborhood Coalition
3534 SE Main St. | Portland, OR 97214
Schedule a meeting with me.
(503) 232-0010 ext. 313 | matchu@seuplift.org

I am in the office Tuesday through Thursday from 10 am – 5 pm. I am reachable via email on other weekdays.

**Access Statement:** SE Uplift Neighborhood Coalition values meaningful access to all programs, services, and activities. Please contact me at least 48 hours prior to attending an event to request accommodations. You are welcome to reach out at any time to request any of our materials in alternative formats or for any other access needs. SE Uplift is on the 14, 15, 66, and 75 TriMet bus lines and our space has parking onsite. We have an accessible entrance on one floor.

---

**From:** Nanci Champlin <Nanci@seuplift.org>
**Date:** Wednesday, January 18, 2023 at 8:29 AM
**To:** Sarah Schubert <sschubert@bridgehousing.com>
**Cc:** Matchu Williams <matchu@seuplift.org>
**Subject:** Re: Hollywood HUB Project

Thanks for informing us, Sarah. Matchu will be in touch to explore next steps. Best, Nanci

> On Jan 17, 2023, at 3:45 PM, Sarah Schubert <sschubert@bridgehousing.com> wrote:
>
> Hi Nanci and Matchu,
>
> I'm writing regarding the proposed development, Hollywood HUB, located at 4110 NE Halsey Street at the Hollywood Transit Center. As a requirement of the Neighborhood contact process, we are required to reach out to neighborhood associations, coalitions, business associations and school districts within 400 feet of the proposed project. Because the location is located between 41st and 42nd on Halsey Street, the SE Uplift Coalition falls within the boundary for required notice.
>
> The proposal is for a new building that is approximately 228,000 square feet and twelve stories tall. The building will provide 222 affordable housing units and 2 manager's units, with a mix of studios, one, two and three bedroom units. The project will contain an outdoor courtyard and will be adjacent to a public paseo that will lead to a to-be-rebuilt TriMet stair and ramp structure. The ground floor of the building will contain a large community room, bike parking for residents and for TriMet, offices for property management and resident services staff and the second floor will contain another large community room with an indoor play space for residents and their children.
>
> We would like to see if we can come to one of your meetings to present about the project or if there's not an upcoming meeting that has time on the agenda for us, we can host a meeting and invite your members to participate. Please let me know what works best for you.

We appreciate the community's willingness to participate in shaping their neighborhood and we look forward to working with you over the course of the project. Please reach out with any questions or concerns. Thanks for all you do!

Best,
Sarah

**Sarah Schubert (she/her) | Director of Development**
BRIDGE Housing | 1631 NE Broadway, PMB #153| Portland, OR 97232
T: (503) 477-4513 | C: (917) 952-0468 | bridgehousing.com



# HOLLYWOOD HUB PROJECT

## VIRTUAL NEIGHBORHOOD MEETING

Please join BRIDGE Housing, Holst Architecture and the rest of the project team for a virtual neighborhood meeting to discuss the Hollywood HUB affordable housing project located at 4110 NE Halsey Avenue at the Hollywood Transit Center. Meeting information is listed below. If you are unable to make this meeting and would like to know more about the project, please got to the project website for more information. Following the presentation, meeting materials will be posted on the website. We will continue to have community meetings with stakeholders after this meeting, but please reach out with questions or if you have a group that would like to learn more about the project. Your participation and feedback is important to our team and we look forward to meeting with you soon.

If you need reasonable accommodations to participate in the meeting such as language translation or other services, please contact sschubert@bridgehousing.com at least 3 days prior to the meeting.

When: February 2nd 6:30PM – 7:30P

Zoom Link: https://us06web.zoom.us/j/81522271772

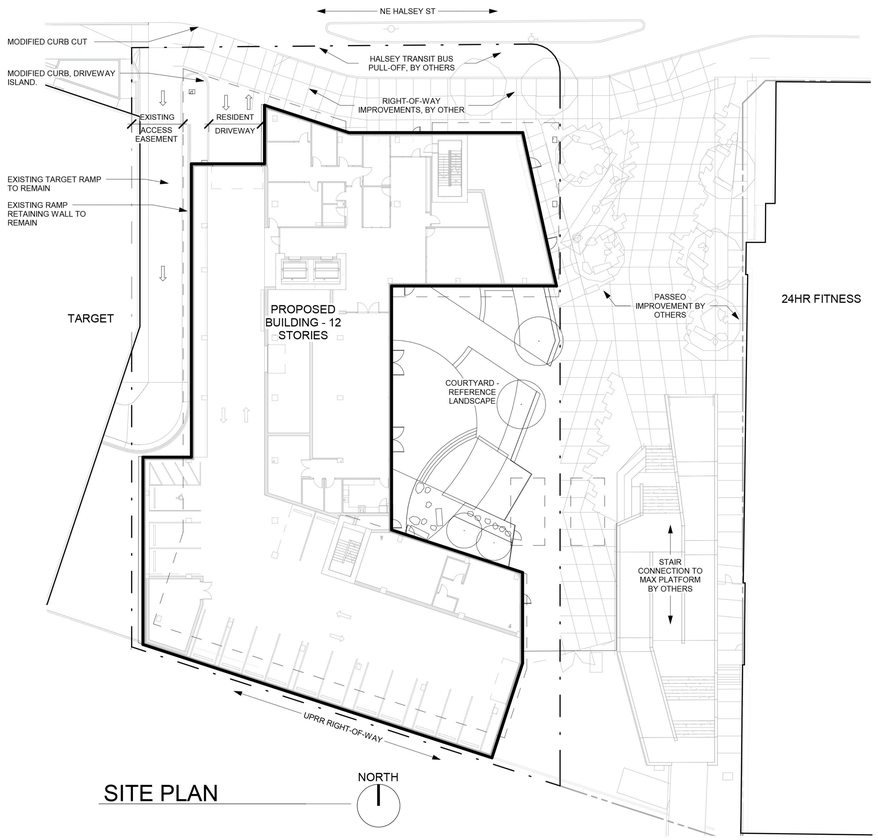
Meeting ID: 815 2227 1772

Dial by your location
+1 719 359 4580 US
Find your local number: https://us06web.zoom.us/u/kbYsjbY2PK

Project website: www.hollywoodhubpdx.com

# Development Notice

## PRELIMINARY PLAN




**4110 NE Halsey Street**
**Portland, OR**

**12 stories**

**Retail and residential amenities**
**224 units**

**16-40 parking spaces, TBD**

**CM3dm(MU-U)**
**Zoning info: www.PortlandOregon.gov/ZoningCode**

**AN APPLICATION WILL BE SUBMITTED TO THE CITY FOR FUTURE CHANGES ON THIS SITE.**



BRIDGE Housing  HACIENDA

HOLLYWOOD HUB PROJECT

VIRTUAL NEIGHBORHOOD MEETING

Please join us for a virtual neighborhood meeting to discuss the Hollywood HUB affordable housing project located at 4110 NE Halsey Avenue at the Hollywood Transit Center. Meeting information is listed below. If you are unable to make this meeting and would like to know more about the project, please got to the project website for more information. Following the presentation, meeting materials will be posted on the website. We will continue to have community meetings with stakeholders after this meeting, but please reach out with questions or if you have a group that would like to learn more about the project. Your participation and feedback is important to our team and we look forward to meeting with you soon.

If you need reasonable accommodations to participate in the meeting such as language translation or other services, please contact sschubert@bridgehousing.com at least 3 days prior to the meeting.

**When: November 15th 7PM – 8:30PM**

Zoom Link: https://us02web.zoom.us/j/86109090795?pwd=OW1IS1BWRnRkRE1aNUtaRlloveVY4UT09
Meeting ID: 861 0909 0795
Password: 005488

Project website: www.hollywoodhubpdx.com

TRIMET  OWOB O'NEILL/WALSH  HOLST

| | |
|---|---|
| **Applicant:** | **BRIDGE Housing** |
| **Contact:** | **Sarah Schubert** |
| | **sschubert@bridgehousing.com** |
| **Project info:** | **www.hollywoodhub.com** |

The applicant will provide language services, auxiliary aids, alternative formats, or other reasonable accommodations for barrier-free access if requested at least 3 days prior to the meeting. Contact the applicant for accommodations.

The applicant posted this informational notice on November 01, 2022. The City has not reviewed the content of this notice.
**This notice is for informational purposes and the project may change after the notice is posted.**
**Future application status can be viewed at www.PortlandMaps.com**

**PROJECT STEPS**

| STEP 1 | STEP 2 | STEP 3 | STEP 4 | STEP 5 |
|---|---|---|---|---|
| **INFORMATIONAL DEVELOPMENT NOTICE** | **LAND USE REVIEW AND PUBLIC COMMENT** (FOR SOME PROJECTS) | **LAND USE PUBLIC HEARING** (FOR SOME PROJECTS) | **BUILDING PERMIT REVIEW** | **CONSTRUCTION** |

**Learn more about how developments like this go through the zoning and land use process: www.PortlandOregon.gov/BDS/NeighborhoodResources**
**District Coalition: Central Northeast Neighbors 503-823-3156 email Neighborhood Association: Hollywood Neighborhood Assocation www.hollywoodpdx.org**
**General Zoning Info:** Bureau of Development Services • 503-823-7526

LU 23-004591 DZM Exh A3




LU 23-004591 DZM Exh A3


SPEED
5
Development Notice
PRELIMINARY PLAN
4110 NE Halsey Street
Portland, OR
12 stories
Retail and residential amenities
224 units
15-43 parking spaces, TBD
AN APPLICATION WILL BE SUBMITTED TO THE CITY FOR FUTURE CHANGES ON THIS SITE.
STEP 1
STEP 2
STEP 3
STEP 4
STEP 5
CONSTRUCTION

11.15.2022

HOLST

## MEETING NOTES

| PROJECT | PROJECT # |
| --- | --- |
| hollywoodHUB | 21-018 |

---

### SUBJECT

Neighborhood Contact Meeting

### LOCATION + TIME

Zoom, 7:00 – 8:00pm

123 NE 3RD AVE
SUITE 310
PORTLAND, OR
9723

HOLSTARC.COM

### ATTENDEES

Sarah Schubert (BRIDGE); Shabina Shariff, Fiona Lyon, Guy Benn (TriMet); Pila Palos (Hacienda CDC); Lee Jorgensen, Hannah Silver, Dustin Furseth, Dave Otte, Jordan Bissett (Holst); Jeramie Shane (Mayer/Reed); Jo Schafer, Peter Sysn, Ian (Hollywood Neighborhood Association) Maura White (Hollywood Boosters), Steve Colburn, Lan Truong, Peter Dillenburger, Adria, Catherine, Candace Avalos, Demaris Martinez, Sean, Holly Nelson, Tracy Nichols, Ronda Johnson, Merlin Nelson, Jim

### CONTENT REVIEWED

2022 11 15_hollywoodHUB_Neighborhood Contact Meeting.pdf

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### NOTES

1. **Introductions**
2. **Presentation by BRIDGE (Sarah), Holst (Dustin), and Hacienda CDC (Pilar)**
3. **Attendee Q & A**

    3.1. Concern with compactness of site. Will the bus stops go away? (Merlin Nelson) TriMet was a partner in creating this transit-oriented development. The buses will continue to run in this location. (Sarah)

3.2. The paseo and courtyard look great, but I'm concerned it could attract campers, tents, and garbage. Laurel42 (an apartment building on Halsey Just a block away from the Hollywood Transit Center) had a major issue of people camping close to their building. The issue was only resolved when the camp was swept and boulders installed. How do you plan on addressing the issue of potential campers, tents, garbage in the paseo and courtyard? (Lan Truong) We believe that by developing this area, and bringing more residents here with more eyes on the street it will help alleviate these concerns. (Sarah Schubert) As TriMet will continue to own the land and have authority to remove/eliminate people camping. (Guy Benn)

3.3. I really appreciate this presentation. I feel much better about this project and all of the people involved in getting input, creating designs, etc. Thanks. (Maura White)

3.4. Can projects of this nature pencil with a portion of the units being “for sale” as condos? (Adria) Market for condos has diminished, this was explored previously and abandoned during the pandemic. (Sarah Schubert)

3.5. Wondering how parking for all the work crews will be accommodated during construction. (Peter D) Parking for work crews will be worked out later but our contractors are used to building on tight urban sites. (Sarah Schubert)

3.6. Will the building have security? And will TriMet officers be patrolling the area? (Lan Truong) Yes, TriMet security staff will continue to patrol the public areas. (Guy Benn)

3.7. Will the recent changes in borrowing costs affect this project? (Steve Colburn) Yes, they have impacted the project and made financing more difficult, but project is moving forward. (Sarah Schubert)

3.8. Concerned about traffic and increased pedestrian traffic, any chance for this intersection becoming an ‘X’ crossing? (Peter Colburn) TriMet has been studying this closely and working to solve all of these challenges. X crossing can be explored but this typically slows down vehicular traffic. (Fiona Lyon)

3.9. Do subsidy programs for "affordable for sale" units exist? (Adria) Subsidy programs for affordable for sale units do exist—the State (OHCS) offers LIFT subsidy for for-sale units. We don't anticipate offering for sale units at Hollywood HUB. (Sarah Schubert)

3.10. Can both eastbound and westbound buses be integrated onto the site to reduce pedestrians having to cross Halsey? (Jim)

3.11. Since the building has some interesting angles and lots of windows, can the architects be sure that the windows won't cast a glare on drivers, pedestrians, and into 24 Hour fitness? (Lan Truong) Yes, the architects will study the windows and ensure that there won't be any hazards. (Sarah Schubert)

3.12. I'd like to know if the building will have security outside of TriMet patrolling the paseo and courtyard? (Lan Truong) We haven't developed our security plan for the building yet, but we anticipate we will have security. (Sarah Schubert)

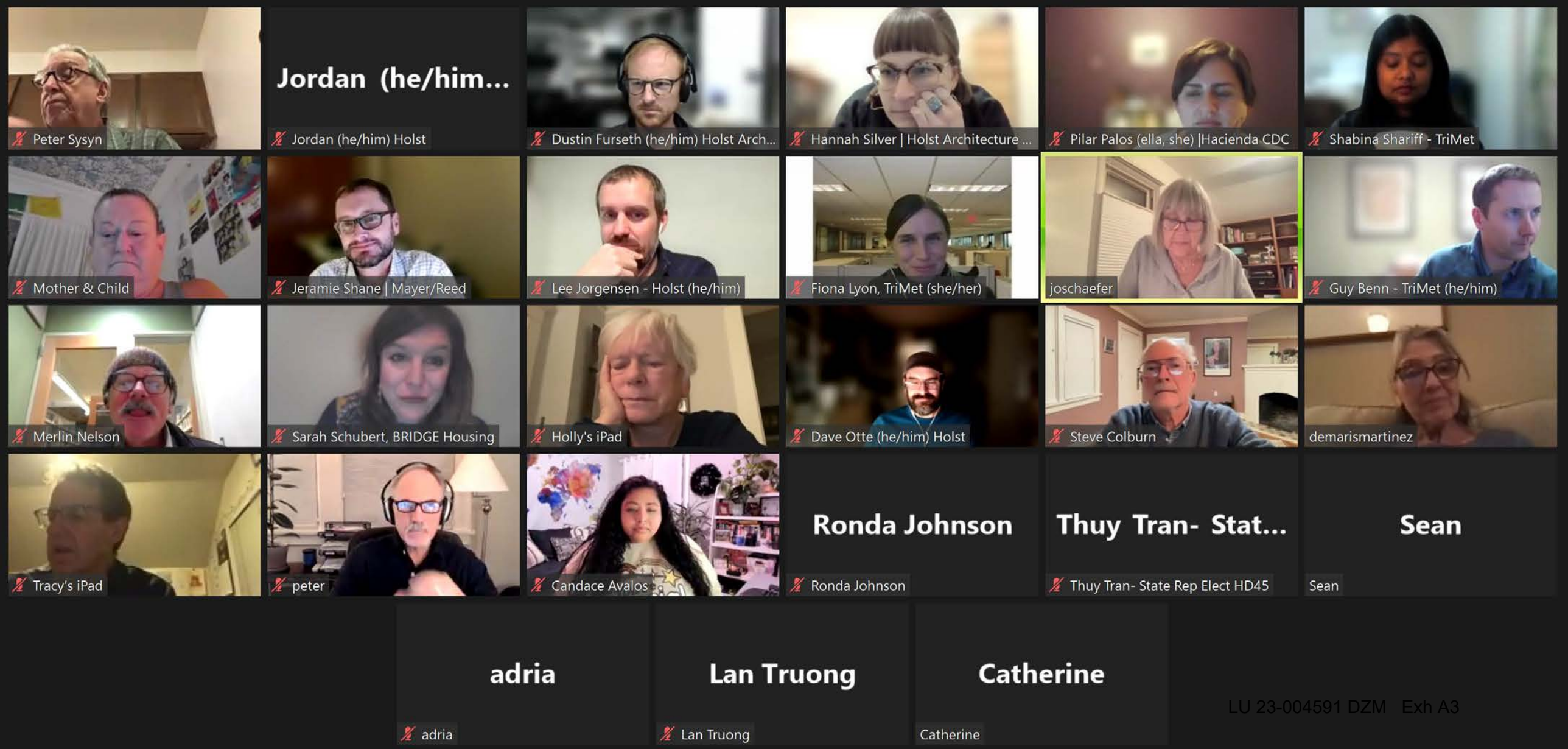
---

PREPARED BY

Jordan Bissett (Holst)

ISSUED

11.18.2022




LU 23-004591 DZM Exh A3

# hollywoodHUB

REFERENCE: LU 23-004591 DZM
EA 21-019897
EA 21-105637
EA 21-105638 DA
EA 22-144886 DA

## LAND USE REVIEW

NARRATIVE
March 16, 2023 (for April 6, 2023 Land Use hearing)

## CONTENTS


I. Proposal..... page 2
II. Portland Design Guidelines..... page 3
III. Applicable Zoning Standards ..... page 6
IV. Zoning Modification ..... page 10
V. DAR II – Design Review Response..... page 12



## HOLST ARCHITECTURE

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

# I. PROPOSAL

This project is a re-imagination of the Hollywood station 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.

The affordable housing site at 4110 NE Halsey Street is 35,215 square feet, which does not include site area contingent on the vacation of 42nd street R.O.W., has the resulting allowable floor area of 246,505 square feet assuming a 7:1 Floor Area Ratio available with bonuses in the Hollywood Plan District, Subdistrict A, under CM3(d) zoning. 223,387 square feet of FAR will be utilized by our 224-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 1.67 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 access to 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. Portland Design Guidelines

**Context**

1. *Character, local identity, and aspiration*
   Our revised design builds on the site's character, local identity, and aspiration of this place within the Hollywood neighborhood. It improves accessibility and maneuverability for pedestrians and bikes with thoughtful public placemaking strategies. The program compliments existing services and transit options, upholds a prominent street wall along Halsey, provides additional active-use and retail, and strengthens the pedestrian realm with a series of appropriately scaled outdoor public spaces. **Community**: This project will greatly enhance the experience of its occupants, visitors, and people passing through. Retail is located at the northeast corner along Halsey and 42nd Ave at the entry of the newly conceived TriMet public paseo. This retail location mirrors the existing condition of the adjacent 24hr fitness building and results in public space surrounded by active uses. The apartments at HollywoodHUB will be geared towards families earning between 30-60% AMI, and all will be affirmatively marketed to BIPOC families. Building amenities include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a vegetated central courtyard that is inviting and connected to the adjacent paseo/market street (built by TriMet). Together these urban amenities serve not just the immediate HHUB residents but the greater Hollywood and Portland communities. **Architecture:** the design thoughtfully integrates contextual materials, colors, and geometry found around the Hollywood district. This includes warm toned brick and masonry, bright color accents, and large windows. This project transforms the site into a truly transit-oriented development that maximizes height and density and delivers on the promise to develop this historically underutilized site with affordable housing.

2. *Positive Relationships*
   Our revised design creates positive relationships with the surrounding context by creating urban edges with an activated ground floor, consolidates parking and service access with the existing parking access for Target (on the west), and connects open spaces with open spaces. By coupling the resident courtyard with the public paseo and stair/ramp structure (to the east), we have sited open space in a way to maximize usability and benefit for both residents and community members accessing transit. The building shape compliments this public space strategy with a C-shape plan that favors the primary mass towards the north/west/south on the site, which allows the public space east of the site to flow into a central courtyard. The massing along Halsey incorporates a prominent street wall with significant ground floor glazing. Careful consideration was given to break up the tower with setbacks and material changes that help strengthen the main entry and give appropriate scale to the pedestrian experience. The lobby connects through the building to amenity spaces and to the courtyard at a second entry, and ultimately to the TriMet public paseo and transit station.

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. Carving away the corners of the building that front the transit paseo increases view angles through the site, adds visual interest, and provides weather protection in areas around the ground floor. The HollywoodHUB building further enhances the proposed pedestrian improved stair and ramp design (TriMet) by connecting the courtyard visually and physically, offering places to sit and watch, play, and gather. The design also utilizes existing site topography (that drops off towards the south) to provide a future connection to the Sullivan's Gulch Bike Trail. This multi-use public space design strategy enhances the Hollywood station as a whole and will foster a new era of public activity at the site.

**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. Examples of this include prominent retail frontage anchoring the northeast corner; lobby access from both Halsey and from the courtyard, community rooms, a bike hub, and resident support services all visually connected to the courtyard and paseo. Welcoming entries and carved corner elements will provide weather protection, opportunities for seating, and maximize views through the site. The ground floor facing Halsey, the paseo, and the courtyard offer high levels of visual permeability to make the surrounding public space feel safe and inviting. The new building will knit the neighborhood streetscape together and make it a much more pedestrian friendly compared to the current condition. Exterior lighting is integrated into the building soffits and will enhance the carved spaces around the ground floor, the entrances, and at the bus stop on Halsey. The courtyard has a soft landscape buffer from the paseo which integrates seating and lighting to reinforce public and private space while feeling welcoming and inviting.

5. *Opportunities to pause, sit and interact*
   Our revised design provides many opportunities to pause, sit and interact. A bus stop is integrated into the building mass overhang along Halsey adjacent to the main entry. The recessed ground floor tracks around the corners of the retail, paseo and courtyard to provide weather protection for pedestrians. These public and semi-public space elements create opportunities for fixed and flexible seating, buffers to define gathering spaces from through-ways and expand the sidewalk to provide moments of reflection and respite from the busy streetscape. The courtyard design has a variety of spaces for playing, gathering, viewing, and resting. A key area of note is the elevated patio that overlooks the south paseo where residents can view the public space and people passing through the paseo can sit along this edge on integrated benches.

6. *Parking and building services*
   Our revised design integrates and minimizes the impact of parking and building services by combining the location of these program elements with the existing Target parking ramp. The parking garage entry uses as little building frontage as possible, and is sited in the least impactful portion of the site adjacent the Target parking ramp, mostly hidden from view. Trash and loading happen internally and share this same driveway. Building services are thoughtfully integrated to minimize impact on the pedestrian realm. The required water room and backflow preventer create a narrow band of brick to separate and buffer the driveway from the active-use glazed facades of the project. The required electrical transformer is located in a below-grade vault deep in the site and paired with the adjacent paseo project to maximize efficiencies and minimize impact to the pedestrian experience. Long term bike parking is situated at the intersection of the future bike trail access point and the paseo – the ideal location for bike commuters and transit riders alike.

**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 (internal open space) and paseo (external open space) provide a variety of multi-functional spaces for sitting, playing, and gathering. The internal open space includes a turf play area surrounded by curving benches and a

soft canopy of trees to buffer it. This area is connected to seating areas and amenity spaces for gathering and hosting events. The internal open space (courtyard) is connected via a pathway to the external open space (paseo) where public seating is incorporated along the landscape buffer for the courtyard. This seated landscape buffer softens the edge and reinforce public and private space while feeling welcoming and inviting. Windows and entries are oriented toward on-site circulation and open areas, and comfortable access through the site is provided with wide walkways, and multiple windows that will be well lit and active to feel welcoming and safe. Resident amenity and community spaces are linked by the courtyard, an outdoor amenity that includes seating, planters and trees, with multiple vantage points for visibility and legibility. The central public courtyard allows for eyes on the space and will act as an outdoor lounge. The courtyard connects directly to the paseo and TriMet ramp as well as through the lobby to Halsey. These active frontages are made possible by locating vehicle access and support services along the west and south edges of the site, as to not impede the active connections along Halsey and the adjacent paseo.

8. *Quality*

Our revised proposal is designed for quality and uses enduring materials and strategies with a coherent approach, while also being visually striking and unique. We employ a modern angular design while using time-tested materials like brick and metal to evoke quality and resilience. This is accentuated with deep overhangs to provide massing relief and visual contrast. The base of the project is carved away and glazed to accentuate and highlight the building's public edges. These elements are celebrated with glass and unique materials not used on the residential floors of the tower, such as dark brick and tall storefront glazing. On a large scale, this creates a visual contrast that draws your eye towards entrances and areas of activity at the ground level. The tower facades employ a window pattern that implies movement, a reference to the kinetic nature of the site's location adjacent to the i84 corridor and transit lines. The massing moves are simple but bold, the c-shape plan follows the general shape of the site, and the specific massing moves amplify the angular qualities and increase views through the site and giving the building a unique character. The brick used on the tower relates to the light and warm tones of masonry found around Hollywood. The details of the windows offer depth and include an angular metal accent panel to bring color and vibrancy found in the public paseo vertically onto the facades.

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 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 high-efficiency air conditioning (ERV) for all residents to help combat rising temperatures and wildfire smoke while also being more energy efficient than conventional systems. The project is seeking Earth Advantage certification and will be seeking PCEF funding for sustainable strategies. The low-roof at the courtyard (level 2) will be vegetated to reduce heat island and help slow storm water release. High performing windows and envelope detailing also help to mitigate the surrounding acoustics and improve energy performance.

# III. APPLICABLE ZONING 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.

**<u>33.130 CM3 Development Standards</u>**

**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 overrides*

**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 (Common 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

**<u>33.266 Parking, Loading, and Transportation and Parking Demand Management</u>**

**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 (224 units = 336 spaces req.) (337 spaces provided)
Short-term spaces: 1 per 20 units (224 units = 12 spaces req.) (12 spaces provided)

**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 (101 spaces req.) (128 spaces provided)
- 5% of spaces must accommodate a larger bicycle space in horizontal rack (17 spaces req.) (18 spaces provided)
- 5% of spaces must have electrical sockets accessible to the space (17 spaces) (18 spaces provided)

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:**

- 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

**<u>33.415 (m) Development Regulations</u>**

**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**

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

# IV. ZONING MODIFICATIONS

**Modification Requests**

The approval criteria for a modification request are found in Portland City Code (PCC) 33.825.040, which provides that the City "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;
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."

The following modification request for the hollywoodHUB affordable housing project relate to the following development standards: (1) Site Landscape Area (percentage).

Given the high-density, high-traffic nature of this transit-oriented development, these standards are challenging to meet without compromising the intended use of the public spaces around the site.

After careful consideration, we feel the proposed modification better meets the intent of the design guidelines specific to this site. Mitigation is achieved by opening significant areas of the site for public use that are designed to be durable, safe and create a beautiful series of outdoor spaces purposefully scaled and shaped for their use.

**33.130.225 Landscaped Areas**

**Minimum Landscaped Area Calculations**

LUR site area = 32,174 SF
**Required - 15% green space min: 4,826 SF**

Provided:
Planting: **619 SF**
Synth law (pervious): 686 SF
Impervious plaza: 4,282 SF
Total: 4,968* can count 1/3 of the total required: **1,656 SF**
Eco roof: 1178* can only count 1/4sf: **295 SF**

Totals:

| | |
|---|---|
| planting | **619** |
| pedestrian | **1,656** |
| ecoroof | **295** |
| **Total provided and countable:** | **2,570 SF (8%)** |
| **Short of requirement:** | **2,256 SF** |

**Better meets design guidelines:**

The hollywoodHUB affordable housing development aims to realize the full potential of this TOD site for quality affordable housing and support services, resulting in 64% of site area being devoted to building area. The exterior space has additional requirements beyond landscape elements which include hardscape for essential programming for residents and some vehicle and maintenance circulation. The project has maximized landscaped areas as possible on the site to benefit residents and community users and results in roughly 8% of the site defined as Landscape Area per Title 33 section 33.130.225. Given the dense urban nature and high-traffic volume of the site, prioritizing usable open space for pedestrians enhances the public realm and is consistent with the intent of the 3 tenets of the Portland Citywide Design Guidelines.

In addition, the Paseo is providing space for heavy pedestrian and bicycle circulation between Halsey, the pedestrian bridge, and the building. The outdoor spaces must also accommodate 1) fire truck access for the 24-hour fitness building and the new Bridge affordable housing building, which is a 26ft wide clear area for half the length of the site, 2) separate transformer vaults for the new Bridge affordable housing building and the TriMet station, along with large boom truck access for both electrical vaults located west of the stramp, and 3) BES vacuum truck access through the paseo and maintenance area to a sewer manhole in the UPRR right-of-way. While day-to-day TriMet maintenance access is being provided through the HUB building directly to the maintenance area to avoid maintenance vehicle presence in the paseo, these large truck driving and turning movements require large areas of pavement within the site. The eddy spaces are paved with pavers with tree grates around the seat walls and trees to maximize the flexibility of use and long-term durability. This is particularly for the adjacent retail businesses that may provide movable furniture and Hacienda CDC, the services provider of the HUB building, who intends to host regular food pantries and pop-up clinics in the paseo.

**Purpose of the standard:**

- Attractive and softens the effects of built and paved areas: varying paver types, plane changes, seating opportunities, etc. help create an attractive and pedestrian friendly environment. strategies that help soften space: green roof, turf area, use of built elements that highlight colors and textures.
- Reduce heat-island, helps cool the air temperature: the non-landscaped area is comprised of light and/or high-reflective materials to minimize the heat island effect. This includes light-colored concrete, pavers, vegetated roof and white roof. The ‘C-parti’ shape of the building formed around the courtyard provides shade to the courtyard in the hottest times of day.

**Mitigation of impacts:**

- Seating areas concentrated around landscape to engage pedestrians with nature while allowing the high traffic uses to function as intended.
- Green Roof adjacent to the courtyard (located over community room).
- Turf in the courtyard to allow year-round use for children and others
- Varied paving techniques
- Use of color/texture in design

See Landscape Area diagram in LUR drawing set sheet APP-86 for reference.

# V. DAR II – DESIGN REVIEW RESPONSE

**Design Advice Request Executive Summary (EA 22-144886 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 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 regarding public vs private use boundaries, the building program that fronts the courtyard, and the combined vehicular access along NE Halsey.

| **CONTEXT / QUALITY & RESILIENCE**<br>**1. Site Development / public context** | |
|---|---|
| ***1A. Revised site plan*** | RESPONSE: The site plan received "unanimous" support from the commission and the overall planning of the site remains the same. We have also increased the number of active-use spaces fronting the courtyard to further strengthen the site programing. The new site plan is an evolution of the DAR2 layout. |
| ***1B. Building entry points*** | RESPONSE: The building entrance locations received "unanimous" support from the commission and those general locations remain the same. The entrance to the public TriMet bike parking (se corner) has been updated to better front the South Paseo space for easy wayfinding and glazing was added to provide additional visual connection of the public space. |
| ***1C. Vehicular entry points*** | RESPONSE: The vehicular access point received "unanimous" support from the commission and the location and strategy remains the same. The current design provides less interior parking compared to DAR2 which means less vehicular traffic using this entry point, further reducing its impact on the project. The current design includes glazing and a door from the vehicular drive directly into the lobby. Lighting in the ceiling over the parking entrance is consistent with the strategy for the building soffits and canopy along the Halsey front, which illuminate the ground plane and pedestrian realm from above. |
| ***1D. Outdoor spaces / programing*** | RESPONSE: The outdoor space and programming received support from the commission and the current design builds on those strategies. There are varied pedestrian zones along the edge of the Paseo for sitting and viewing. Within the courtyard there is a turf play area, areas with tree cover and vegetation buffers, and a raised seating area that includes a large canopy for weather protection. |
| ***2. Site maintenance circulation: substation, BES, fire access, TM maintenance*** | |



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| | |
|---|---|
| ***2A. Bridge (structural) support*** | RESPONSE: Part of the infrastructure project, but commission noted the design was successfully integrated and the strategy remains the same. |
| ***2B. Sections of "stramp"*** | RESPONSE: Part of the infrastructure project, but commission was "unanimous" that the revised design works well, and the strategy remains the same. The suggestion to reconsider the seating location on the strap has been incorporated and is now flipped to face the South Paseo to integrate better into the public space strategy of the project. The development of the seating and use of the South Paseo now incorporates elements in tribute to the victims of tragic events that took place on the site in 2017. |
| ***2C. Transit circulation*** | RESPONSE: Part of the infrastructure project, but the transit circulation design was well received and remains the same. |
| ***3 Building – Mass and Articulation*** | |
| ***3A. Massing opportunities, C-parti, balconies*** | RESPONSE: The massing and C-parti received "unanimous" support from the commission and this strategy remains the same. The southeast corner geometry has been finessed to further help reduce the perceived length of façade and allow more direct sunlight into the paseo. PHB has concluded that balconies are not viable from site decibel measurement and will not be allowed as a funding requirement. That said, the massing moves take special consideration in how the building is broken down appropriately for each façade. Most of the large articulation moves face the neighborhood (Halsey) or the courtyard and paseo and the larger facades face the highway and rail corridor. The facades design is inspired by the kinetic forces on the project and the movement of the windows and façade panels reinforce that movement. |
| ***3B. All elevations highly visible*** | RESPONSE: The commission agreed the strong massing moves of the design work well and those strategies remains the same. |
| ***3C. Courtyard*** | RESPONSE: Received consensus from the commission that it was moving in the right direction. There are no visual barriers between the public paseo and the semi-public courtyard, and the design incorporates a variety uses and programed spaces such as varied pedestrian zones along the edge of the Paseo for sitting and viewing. Within the courtyard there is a turf play area, areas with tree cover and vegetation buffers, and a raised seating area that includes a large canopy for weather protection. |
| ***PUBLIC REALM***<br>***4. Site Circulation / Infrastructure elements*** | |
| ***4A. Modal: bike, bike parking, ped, future Sullivan's Gulch, bike-ped mix, car. 4B. How many people come through here every day (transit, building, existing, etc.)*** | RESPONSE: To quote the full case report "Commissioners were unanimous that all aspects of the site layout and infrastructure placement are working well and setup for success." The strategies remain the same. |
| ***5. Building – Ground Floor Activation & Placemaking/ Public Realm: eyes on the spaces*** | |

| | |
|---|---|
| ***5A Frontages and Neighboring frontages. 5B Commercial / retail spaces. 5C How to activate the space ahead of Sullivan's Culch; Interim city plans/progress.*** | RESPONSE: The project frontages were well received by the commission and the strategy remains the same. The retail space in the northeast corner has been resized to ~1200sf and can accommodate a coffee shop, smoothie shop, bagel shop, etc. The long corridor fronting the west side of the courtyard has been reworked and is now the primary community room for residents. Maintenance vehicle access is now incorporated though the building with an internal driveway that allows TriMet, BES, and Waste Management to access critical areas of the site without having to disrupt the paseo. See landscape drawings for design development of the southern gate and guardrail materials. |

**END**

# APPENDIX



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# TEAM

| | |
|---|---|
| PROPERTY ADDRESS: | 4110 NE HALSEY STREET |
| PROJECT VALUATION: | $85 M |
| LAND USE: | LU 23-004591 DZM |
| DESIGN ADVICE REQUEST: | EA 22-144886 DA<br>EA 21-105638 DA |
| EARLY ASSISTANCE: | EA 21-105637<br>EA 21-019897<br>(INFRASTRUCTURE PROJECT) |
| SUBMITTED: | 01.13.2023 |
| ARCHITECT: | HOLST |
| CONTACT: | Dave Otte, Principal/Owner<br>dotte@holstarc.com<br>503 233 9856 |
| LANDSCAPE: | MAYER / REED |
| CONTACT: | Jeramie Shane<br>jeramie@mayerred.com<br>503 223 5953 |
| CIVIC ENGINEERING: | VEGA CIVIL |
| CONTACT: | Martha Williamson<br>martha@vegacivil.com<br>503 349 1381 |
| STRUCTURAL | KPFF |
| CONTACT: | Aaron Burkhardt<br>aaron.burkhardst@kpff.com<br>503 227 3251 |
| OWNER: | Tri-County Metropolitan<br>Transporation District |
| CONTACT: | Guy Benn<br>benng@trimet.com<br>971 347 5649 |

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HOLLYWOOD HUB
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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : HALSEY MAIN ENTRANCE

LU NO. LU 23-004591 DZM

sheet : APP.2






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HOLLYWOOD HUB
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PORTLAND, OR 97232

DESIGN REVIEW

DATE: 03.22.2023

title :

NE 41ST AVE & HALSEY STREET VIEW

LU NO.

LU 23-004591 DZM

sheet :

APP.4



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DESIGN REVIEW
DATE: 03.22.2023

title : HALSEY STREET VIEW

LU NO. LU 23-004591 DZM

sheet : APP.5





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HOLLYWOOD HUB

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DESIGN REVIEW

DATE: 03.22.2023

title : MAX PLATFORM VIEW

LU NO. LU 23-004591 DZM

sheet : APP.7



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HOLLYWOOD HUB
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PORTLAND, OR 97232

DESIGN REVIEW

DATE: 03.22.2023

title : PEDESTRIAN BRIDGE VIEW

LU NO. LU 23-004591 DZM

sheet : APP.8




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HOLLYWOOD HUB
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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : COURTYARD VIEW

LU NO. LU 23-004591 DZM

sheet : APP.9




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HOLLYWOOD HUB
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DESIGN REVIEW
DATE: 03.22.2023

title : COURTYARD VIEW

LU NO. LU 23-004591 DZM

sheet : APP.10





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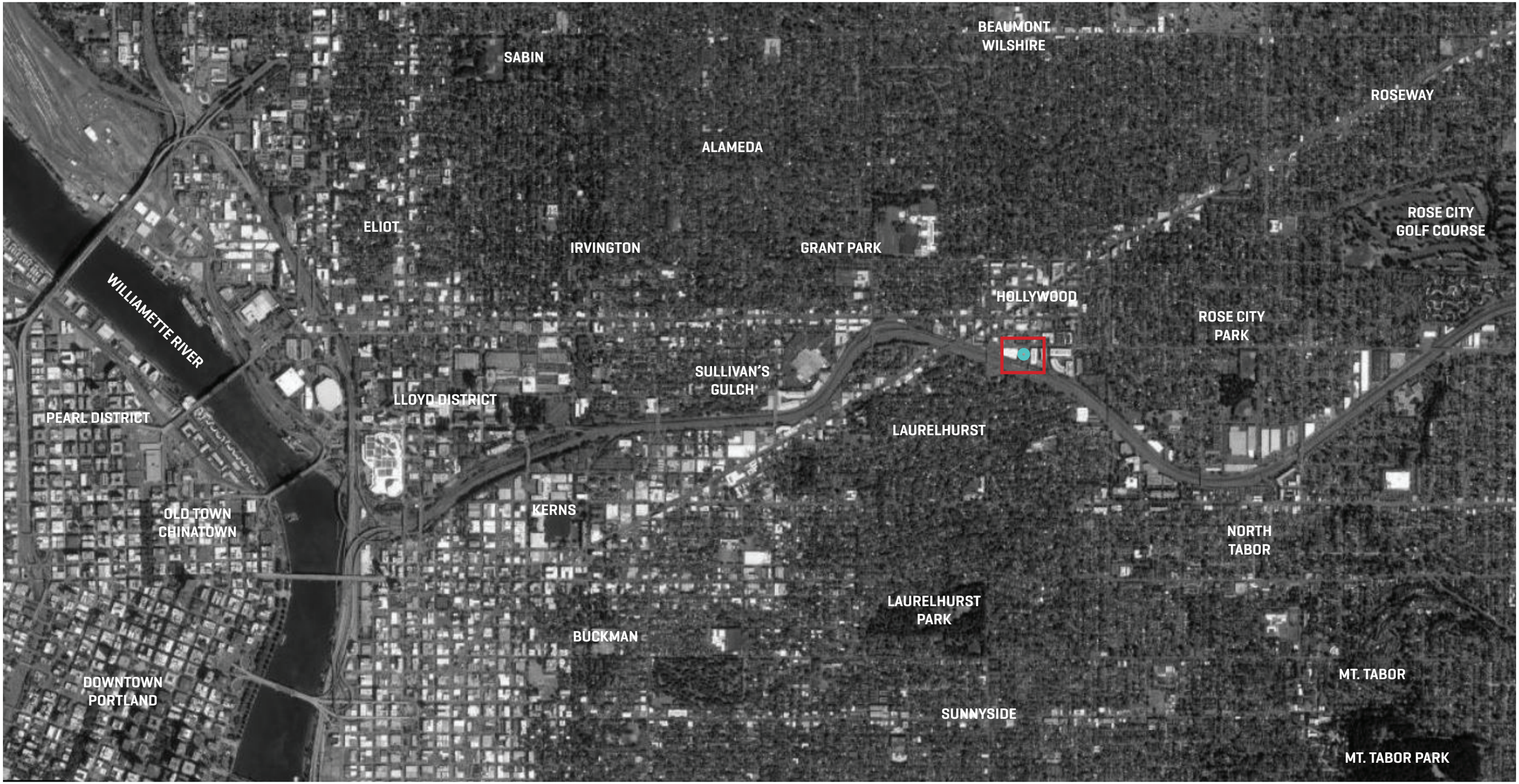
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : HALSEY STREET & NE 42ND AVE VIEW

LU NO. LU 23-004591 DZM

sheet : APP.12


BEAUMONT
WILLISHIRE
SABIN
ROSEWAY
ALAMEDA
ELIOT
ROSE CITY
GOLF COURSE
IRVINGTON
GRANT PARK
HOLLYWOOD
ROSE CITY
PARK
WILLIAMETTE RIVER
SULLIVAN'S
GULCH
LLOYD DISTRICT
PEARL DISTRICT
LAURELHURST
KERNS
OLD TOWN
CHINATOWN
NORTH
TABOR
LAURELHURST
PARK
BUCKMAN
MT. TABOR
DOWNTOWN
PORTLAND
SUNNYSIDE
MT. TABOR PARK

# ZONING MAP

4110 NE HALSEY ST

**ZONING ANALYSIS**

BASE ZONE: CM3 - COMMERCIAL MIXED USE 3

OVERLAYS: D - DESIGN OVERLAY ZONE

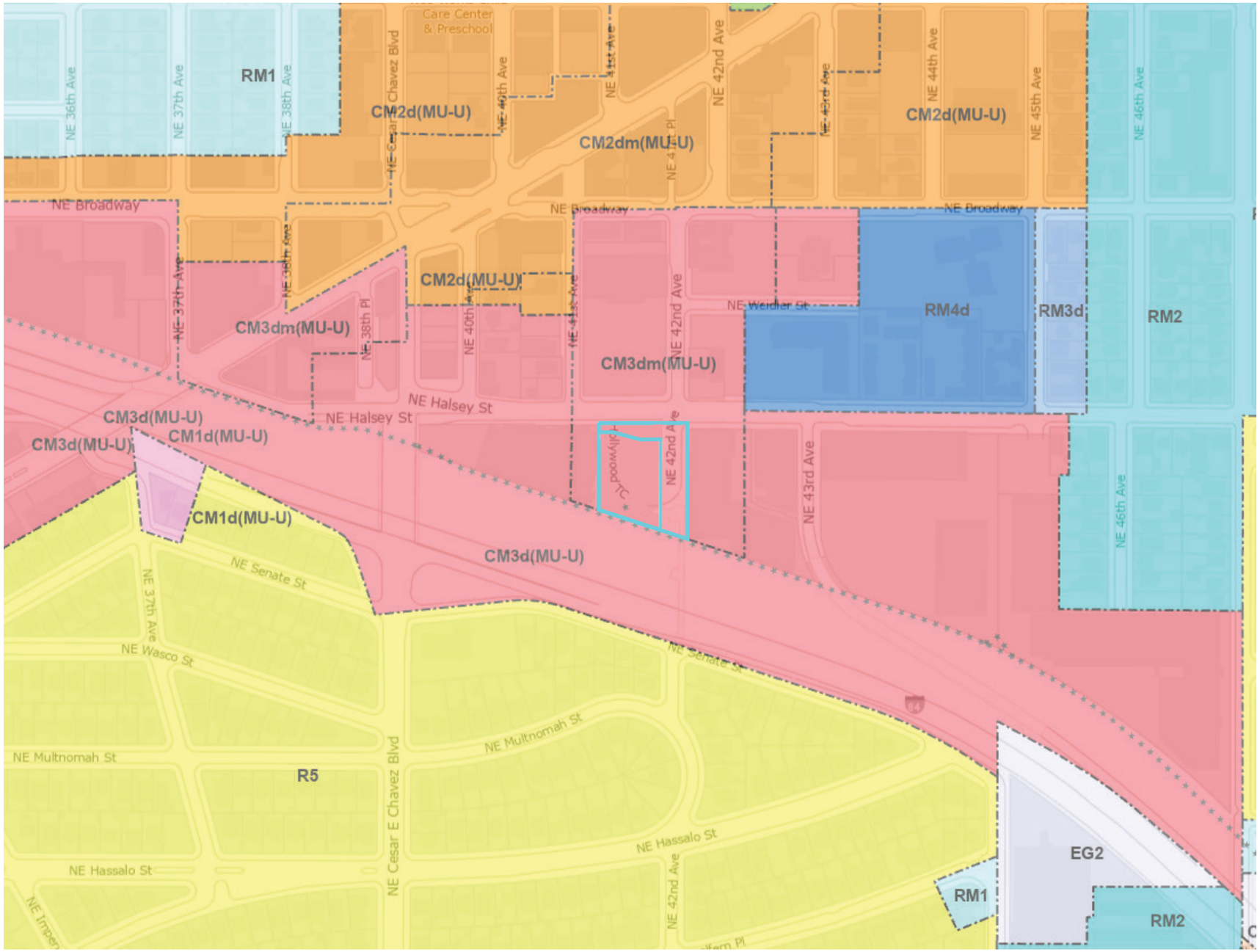
M - CENTERS MAIN STREET

PLAN DISTRICT: HOLLYWOOD - SUBDISTRICT 'A'

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

**TOTAL SITE AREA: 52,554 SF (BOTH PROJECTS)**
**AFFORDABLE HOUSING SITE AREA: 35,215 SF**

**PROPOSED BUILDING FLOOR AREA: 223,387**
**PROPOSED BUILDING HEIGHT: 120 FT**
**NUMBER OF DWELLING UNITS: 224**



# 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



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# URBAN CONTEXT

## TRANSIT, PEDESTRIAN, AND VEHICLE ACCESS

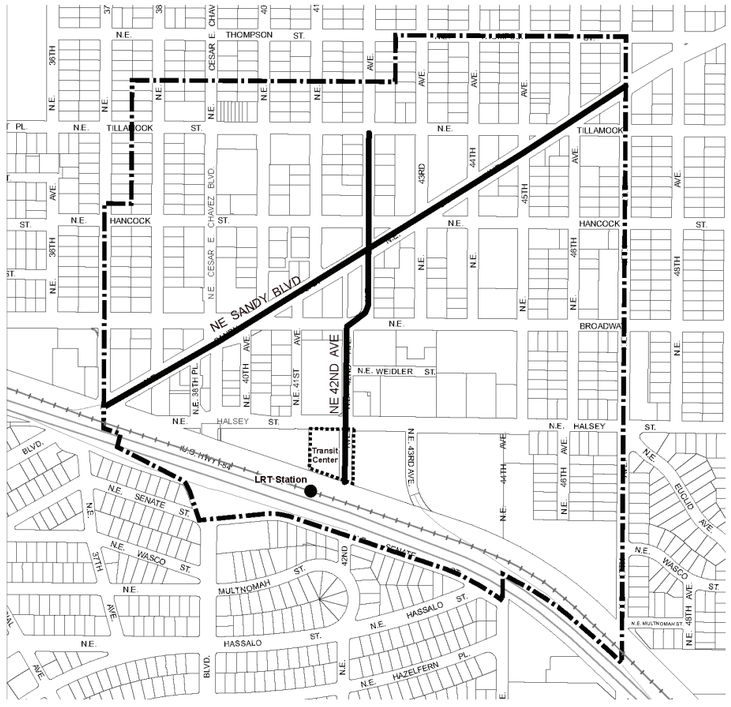
### MULTI-MODAL CIRCULATION

- 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









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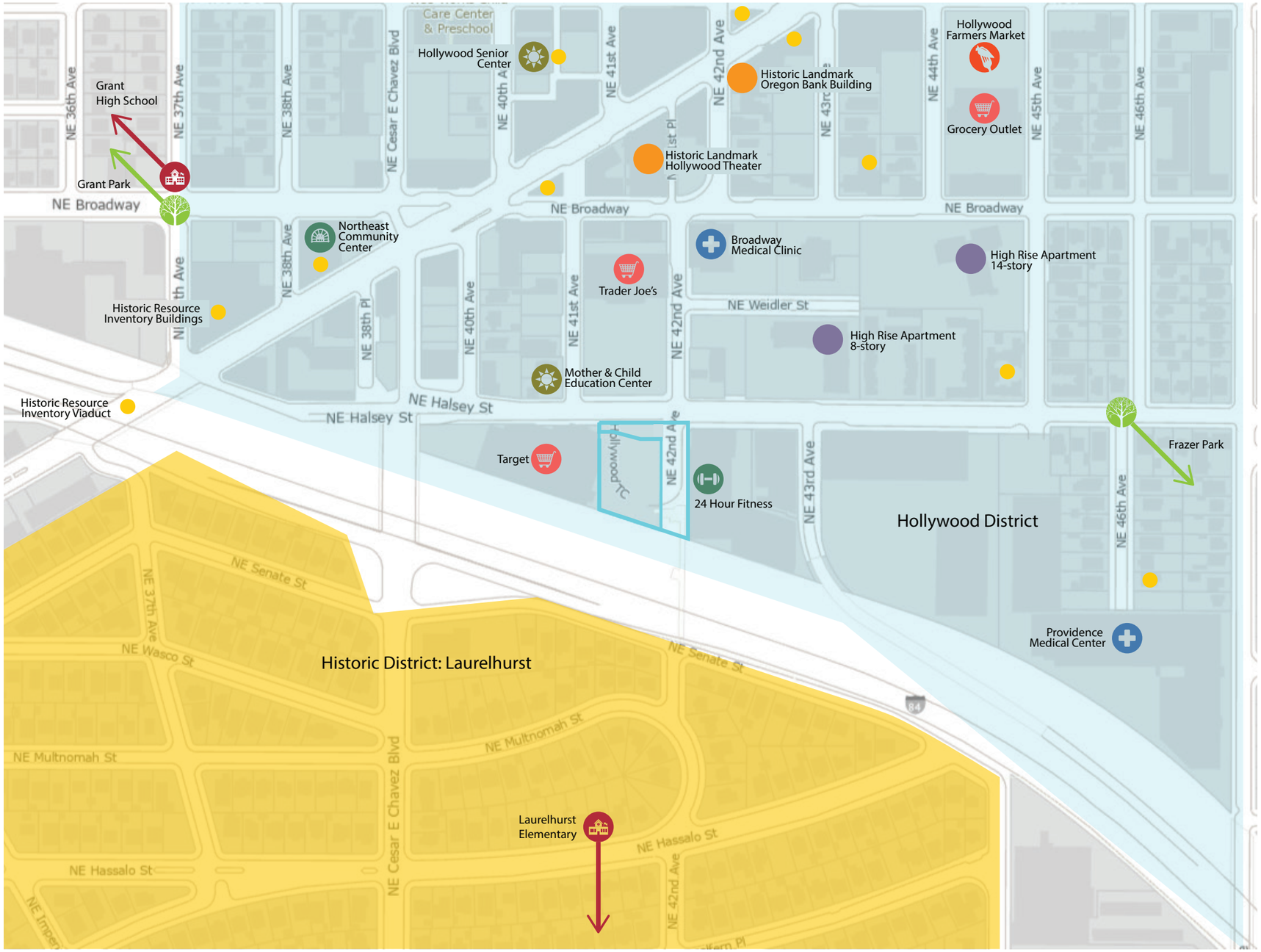
# URBAN CONTEXT
## PUBLIC AMENITIES & OPEN SPACE

### 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



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# 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



# SITE CONTEXT
## UTILITIES

**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





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
















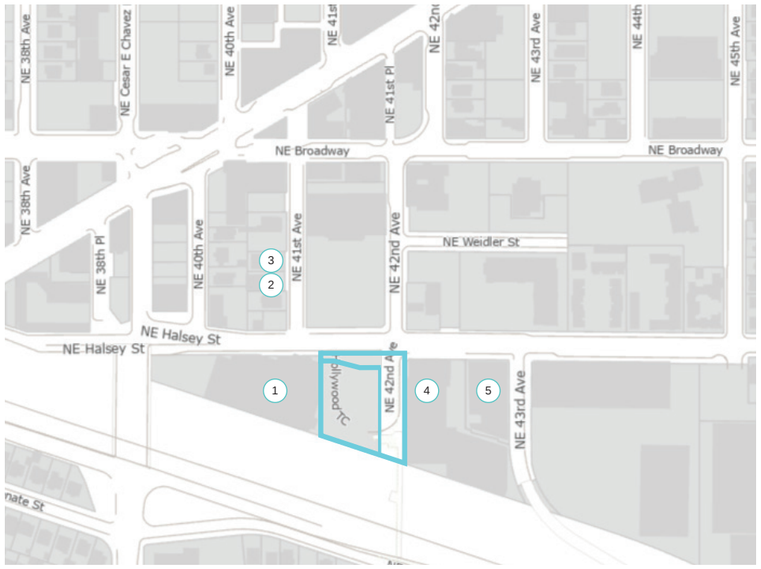


VICINITY MAP WITH KEYED NEIGHBORHOOD BUILDINGS

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HOLLYWOOD HUB
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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : SITE CONTEXT - PHOTOS

LU NO. LU 23-004591 DZM

sheet : APP.21
















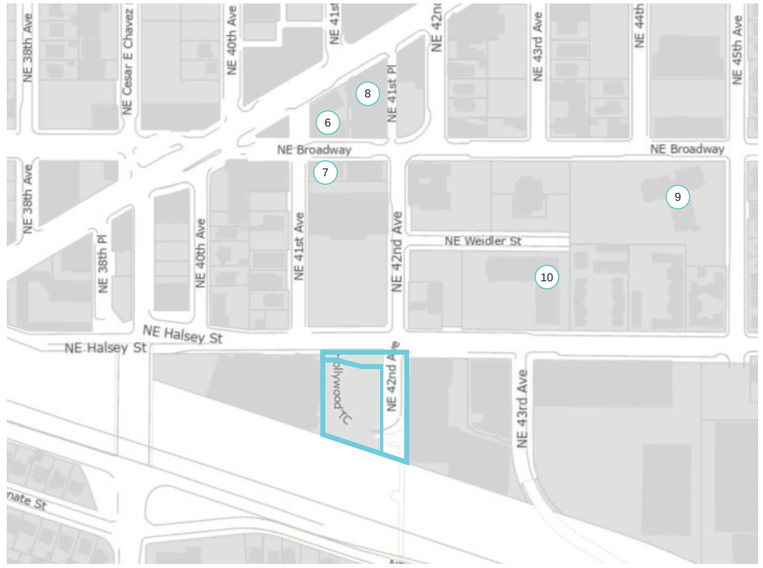


VICINITY MAP WITH KEYED NEIGHBORHOOD BUILDINGS



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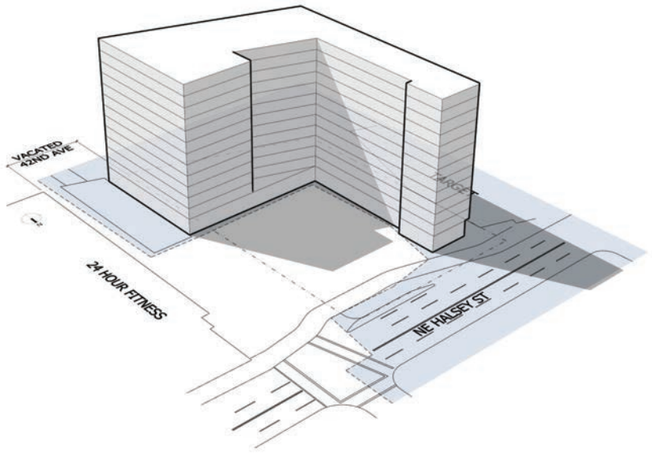
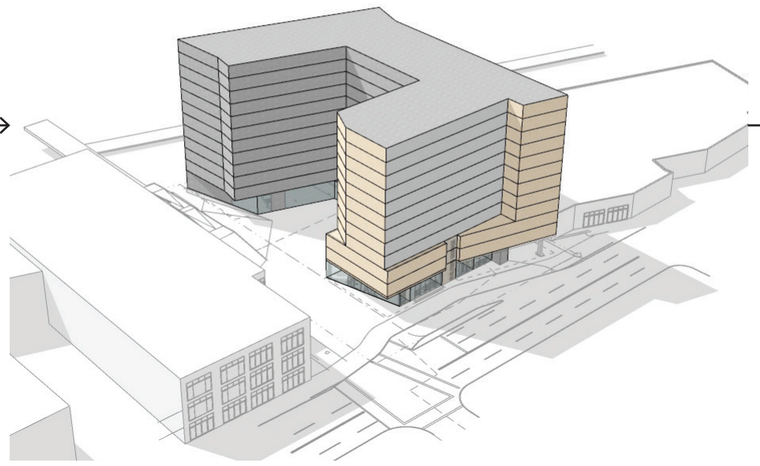
# MASSING EVOLUTION DIAGRAMS





**DAR #1**

Building footprint was over-constrained to the Difficult to Develop “DDA” boundary

**DAR #2**

The DDA boundary requirement was lifted and the ‘C-parti’ design was developed that holds the Halsey street frontage with a prominent street wall, main entrance, and active use. The C-shape wraps around a public courtyard oriented east to the newly designed public paseo and transit infrastructure circulation.

**LUR**

The ‘C-parti’ design has been refined with the shortening of the southern bar and careful sculpting to maximize daylighting and views. The application of high-quality materials and thoughtful detail reinforce the massing strategies and create a building that is rich in texture, pattern, and character at all scales.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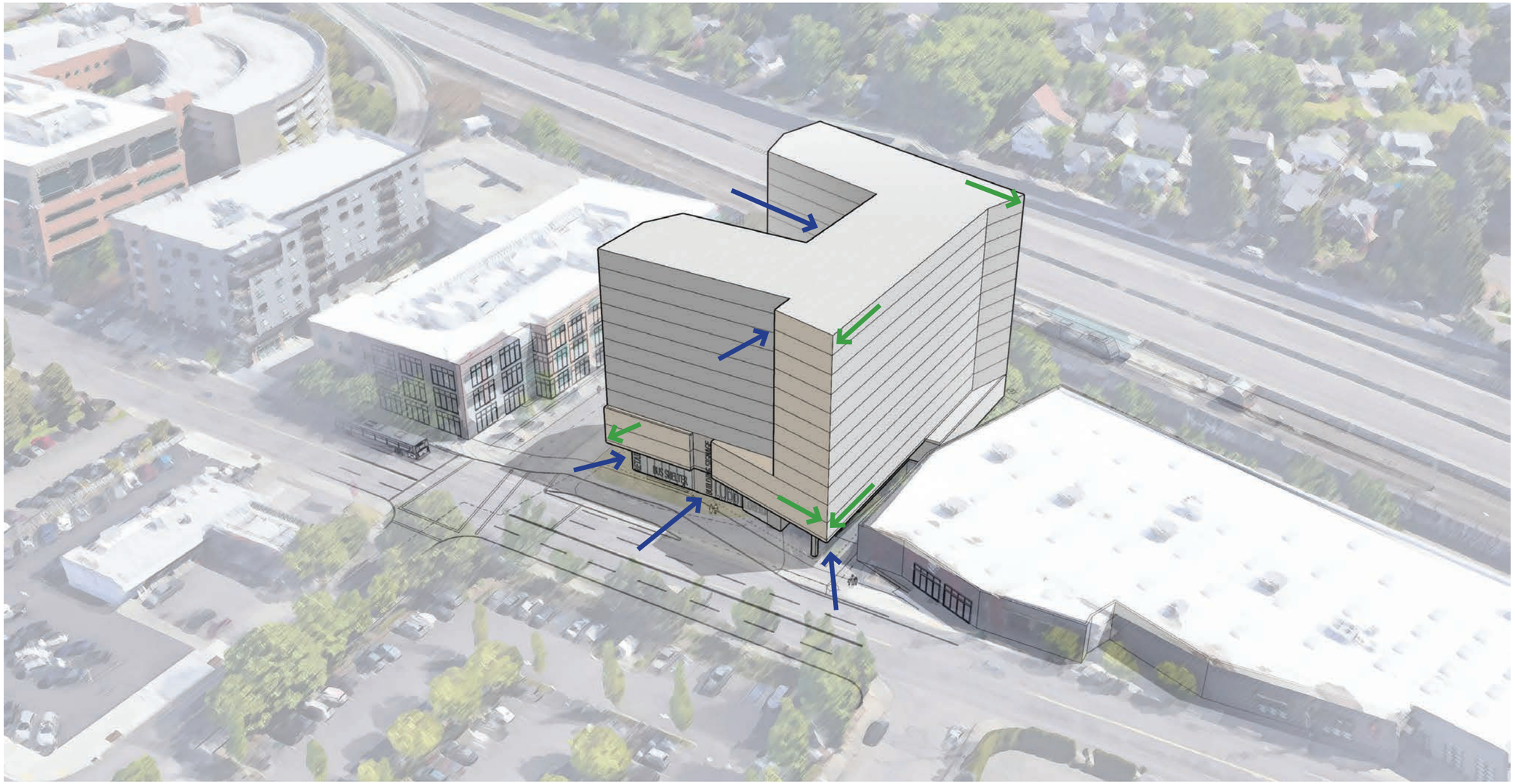
# MASSING AND COMPOSITION




**FORMING THE MASS:** PROMINENT STREET WALLS ALONG TRANSIT LINES AND MASSING MOVES TO ENHANCE CORNERS, EDGES, AND THE PEDESTRIAN EXPERIENCE AROUND THE BUILDING.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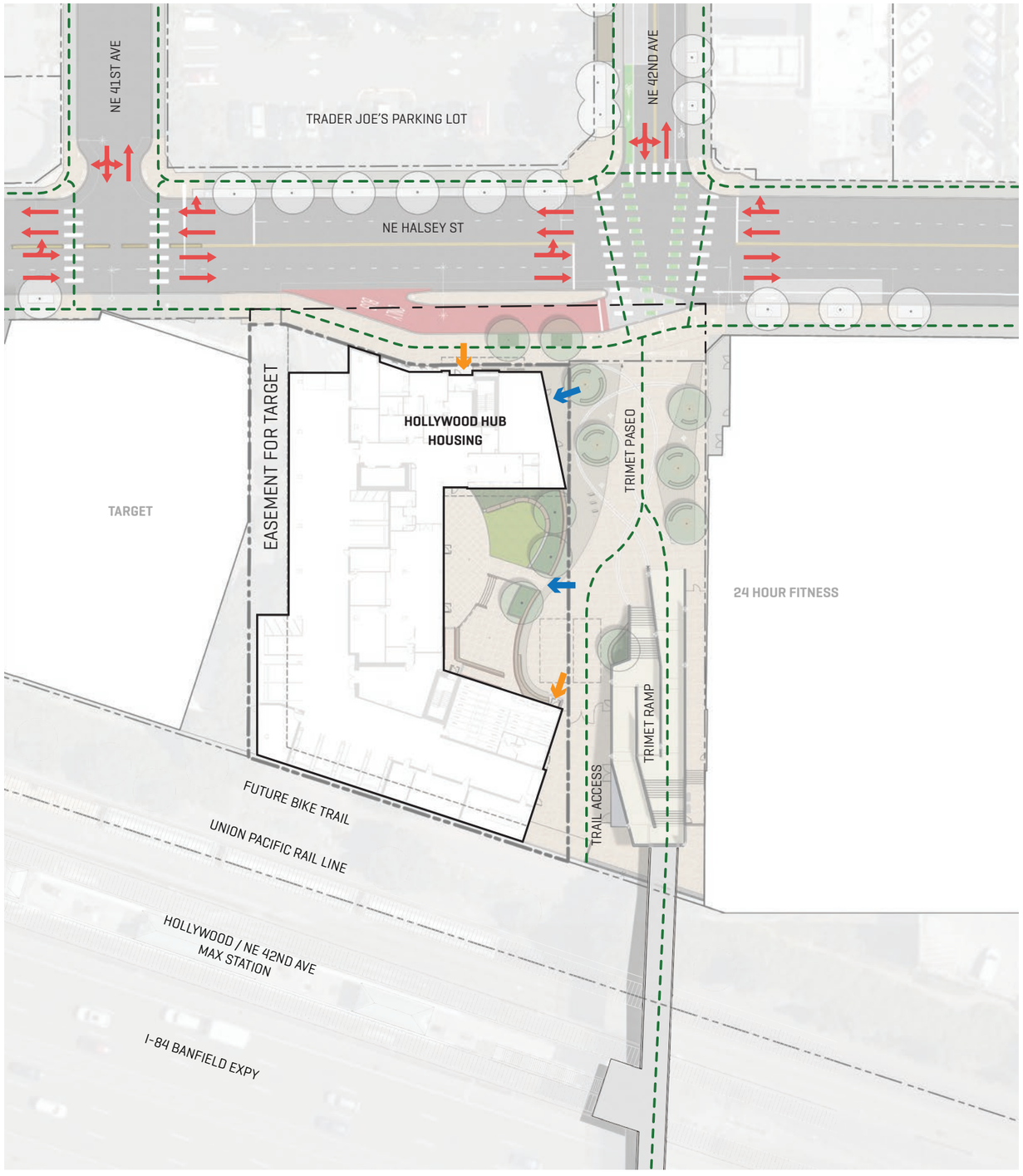
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : MASSING COMPOSITION

LU NO. LU 23-004591 DZM

sheet : APP.24




## LEGEND

- ACTIVE USE ENTRIES
- RESIDENTIAL ENTRIES
- AUTOMOBILE TRAFFIC DIRECTION OF TRAVEL
- PEDESTRIAN CIRCULATION

SCALE: 1" = 60'-0"

0' 30' 60' 90'

N

## EAST




| | |
|---|---|
| TOTAL AREA: | 1628 |
| REQUIRED (60%): | 977 |
| PROVIDED: | 1101 |

## NORTH




| | |
|---|---|
| TOTAL AREA: | 722 |
| REQUIRED (60%): | 433 |
| PROVIDED: | 473 |

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

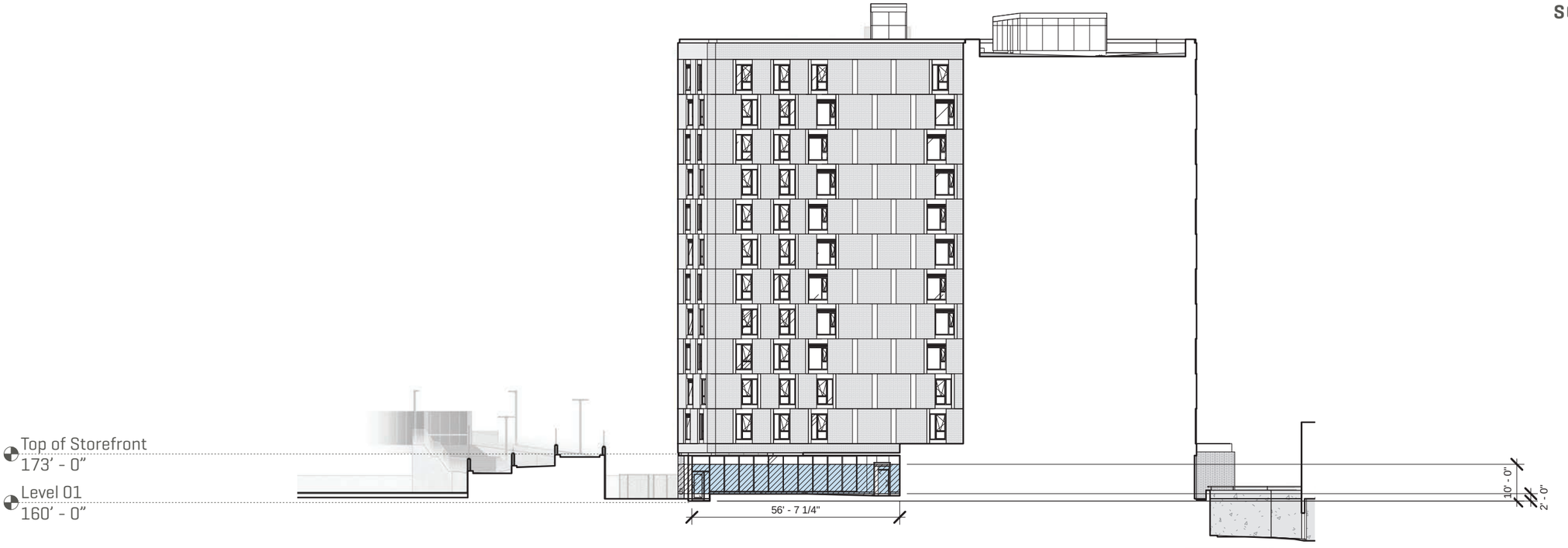
DESIGN REVIEW
DATE: 03.22.2023

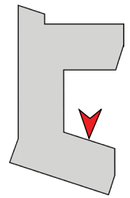
title : GROUND FLOOR WINDOWS

LU NO. LU 23-004591 DZM

sheet : APP.26

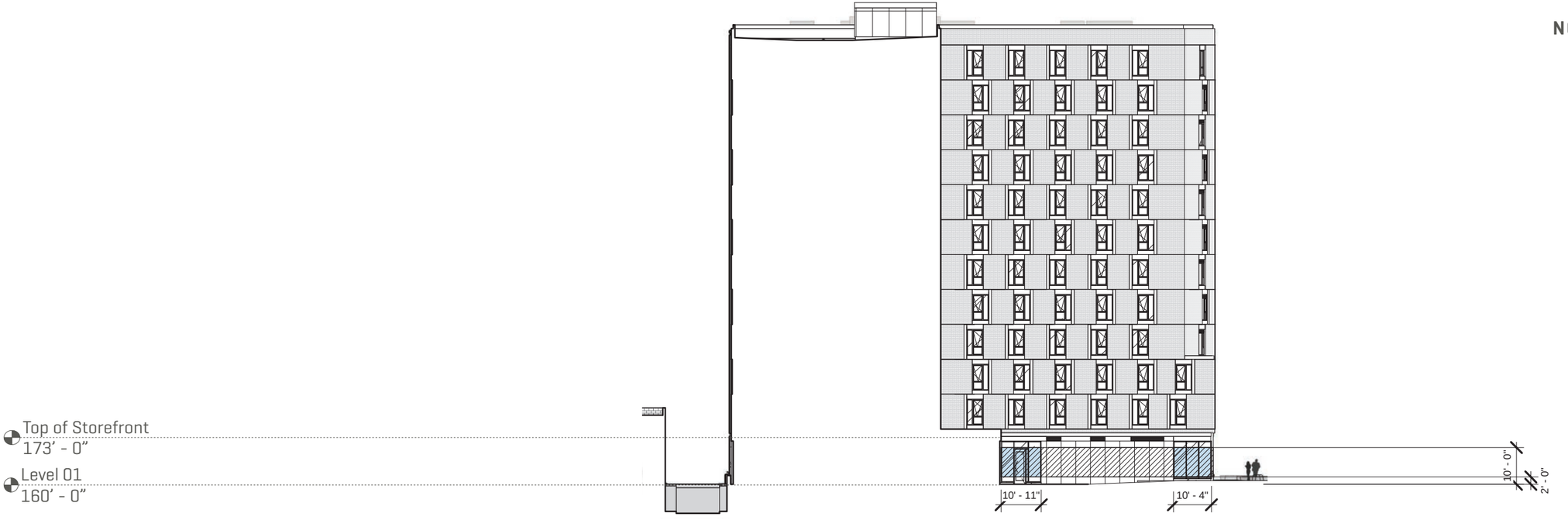
## SOUTH COURTYARD

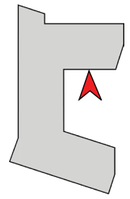


**TOTAL AREA:** 579
**REQUIRED (NA):** --
**PROVIDED:** 453

## NORTH COURTYARD



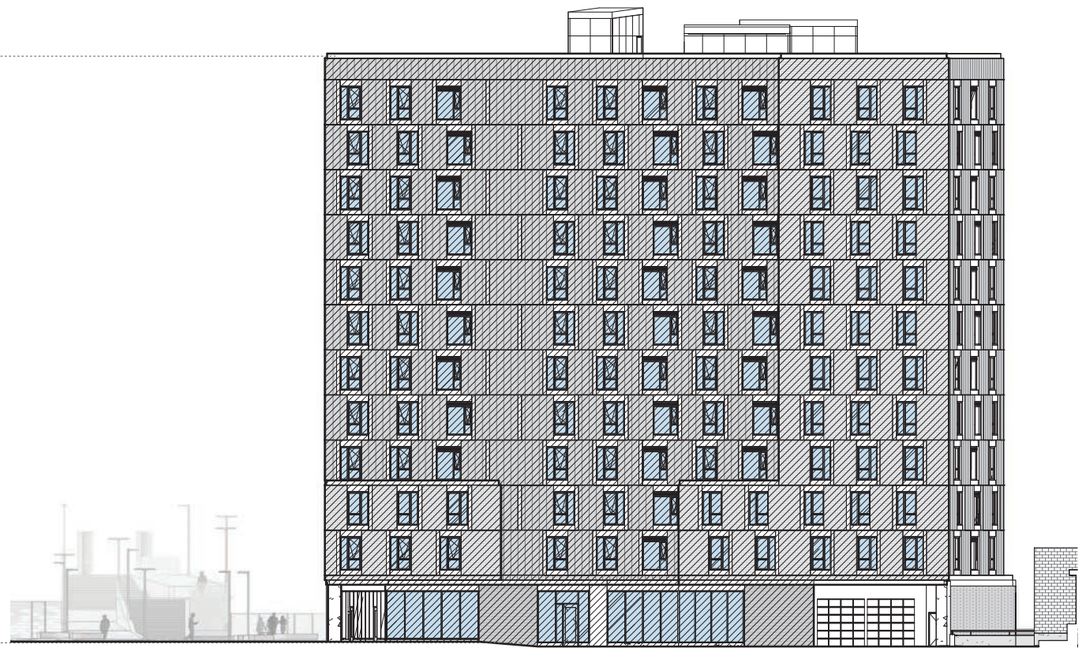



**TOTAL AREA:** 495
**REQUIRED (NA):** --
**PROVIDED:** 169

SCALE: 1/32" = 1' - 0"

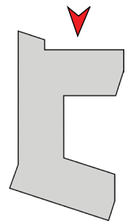
0 2 4 16 32

Top of Roof
280' - 10"



Level 01
160' - 0"

NORTH



**TOTAL AREA: 15,726**
**REQUIRED (15%): 2,359**
**PROVIDED: 4,564**

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : STREET FACING WINDOWS

LU NO. LU 23-004591 DZM

sheet : APP.28

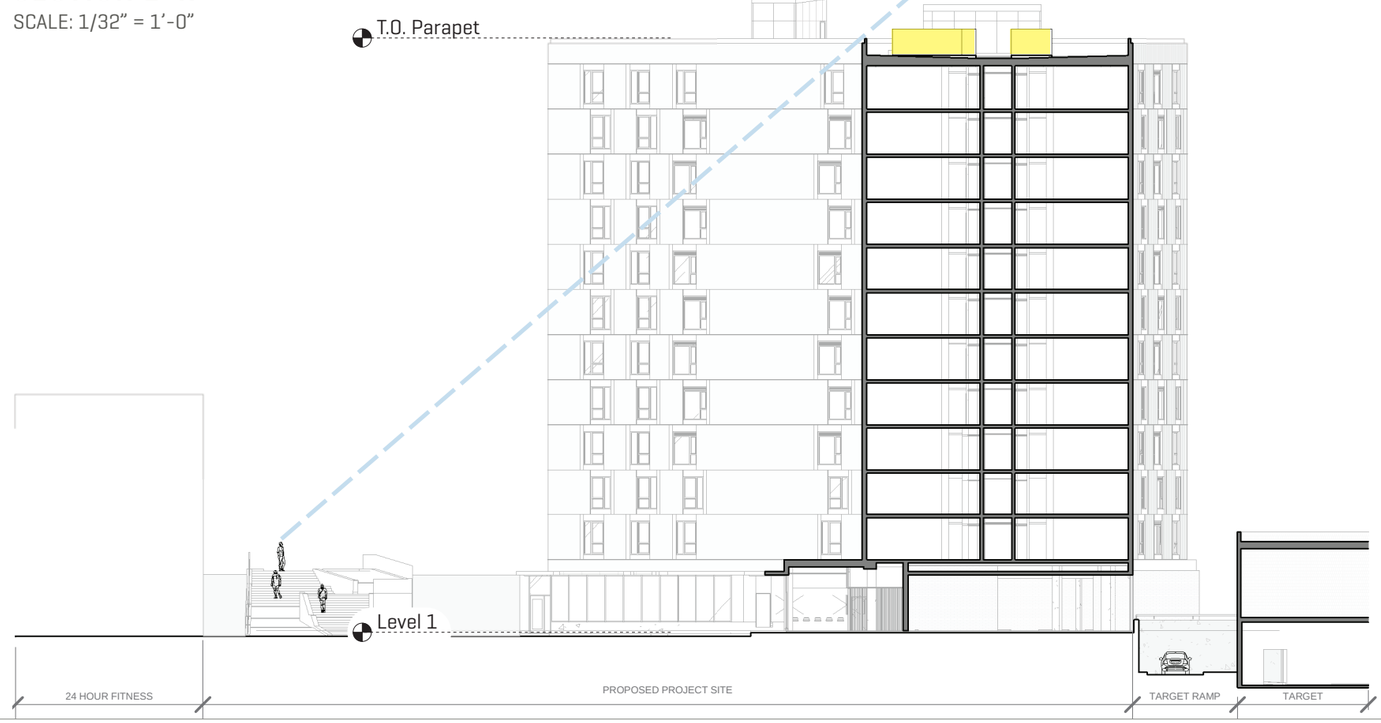
## SECTION N-S

SCALE: 1/32" = 1'-0"




## SECTION E-W

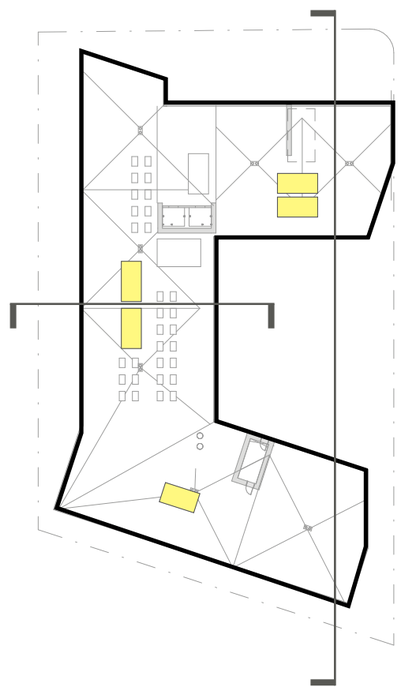
SCALE: 1/32" = 1'-0"




## REFERENCE PLAN

MECHANICAL UNIT

VIEWSHED



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HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

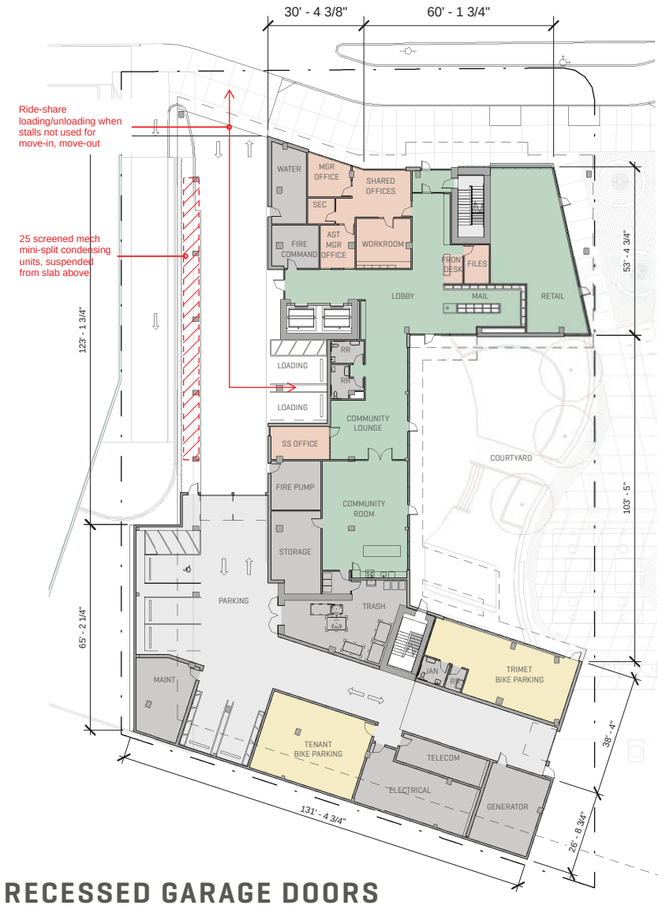
DESIGN REVIEW
DATE: 03.22.2023

title : SIGHT-LINE DIAGRAMS

LU NO. LU 23-004591 DZM

sheet : APP.29

# DESIGN STUDY - GARAGE ENTRY




## RECESSED GARAGE DOORS






## GARAGE DOORS AT STREET





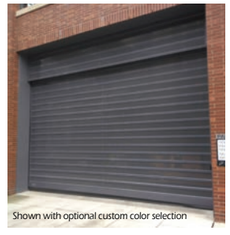

## SPIRAL® VT

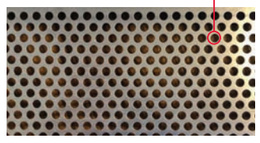
### High Speed, High Cycles and Fresh Air - All in One Door

Engineered for speed - along with high cycles, air flow, visibility and security - the Spiral VT door (Ventilated) maximizes fresh air and ventilation while reducing pollutants and odors. Innovative perforated slat design allows for air flow and provides security without the need for an additional door.

The Spiral VT is ideal for parking and security-related applications. Because its anodized aluminum slats will not corrode, you can count on its look to last for many years even under the worst weather conditions.

Spiral VT high performance is guaranteed with a **5-year limited warranty**.


Shown with optional custom color selection




**Solid Security**
- Extruded aluminum I-beam slat assembly with ¼-inch diameter round-hole pattern
- Integral rubber weatherseal
- Continuous heavy-duty hinge system

**Air Flow**
- Perforated slats circulate air and provide ventilation to help maintain a more comfortable work environment

**High Speed**
- Opening speed of up to 100 inches per second improves traffic flow in fast-paced environments

**Ultra Quiet**
- Spiral track design features no metal-to-metal contact for remarkably quiet operation

**Unparalleled Performance**
- Variable speed AC drive system - with soft acceleration and deceleration - smooths out routine stops and starts

**Safe and Secure Design**
- Ventilated slats are specifically designed with perforations to allow for maximum air flow without compromising security and safety

QUALITY. PERFORMANCE. RELIABILITY. RYTECDOORS.COM

## CUTSHEET



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# DESIGN STUDY - SOUTHERN WALL







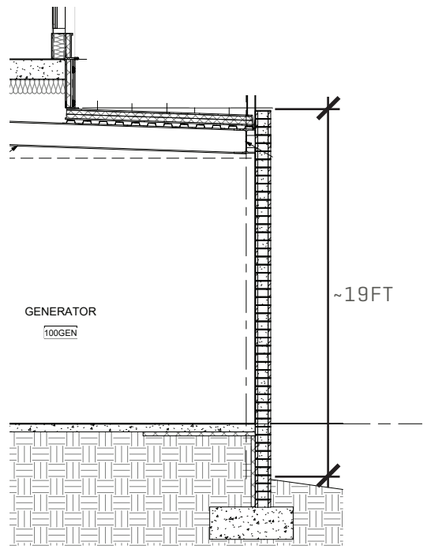




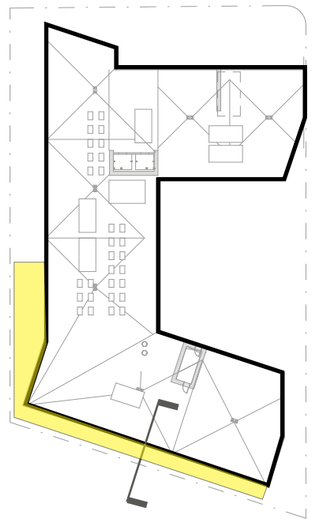







**SECTION**



**REFERENCE PLAN**



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# DESIGN EVOLUTION - MECHANICAL SYSTEM

CEILING SUSPENDED

## APPROACH

MINIMIZES IMPACT ON FACADE
- 224 WINDOWS IMPACTED (LIVING ROOM WINDOWS ONLY)

MINIMIZES IMPACT INSIDE THE UNIT
- DOES NOT AFFECT USABLE SF

CONFIRMATION FROM WINDOW MANUFACTURER TO BE INTEGRATED IN WINDOW CONSTRUCTION

HEAT EXCHANGE INTEGRATED IN MECHANICAL UNIT

3’ CLEARANCE FROM EXHAUST TO OPERABLE WINDOW UNIT
- IMPACTS CONFIGURATION AT TYP LIVING ROOM WINDOW
- TEAM CONFIRMING REQUIREMENT WITH AHJ

## CONSIDERATIONS

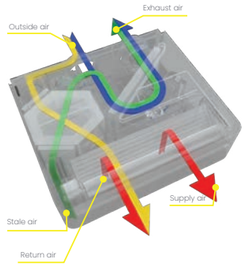
- MEETS CODE-REQUIRED HEAT RECOVERY FOR UNITS
- NO OUTDOOR CONDENSING UNITS REQUIRED (FOR RESIDENTIAL UNITS)
- MANUFACTURED IN ITALY - LOCAL SUPPLIER TO HAVE SPARE UNITS/PARTS AVAILABLE LOCALLY.
- MEETS HUD REQUIRED ACOUSTIC TRANSMISSION LEVELS
- RELATIVELY NEW TO MARKET. SEVERAL PROJECTS IN PERMITTING PHASE.

## MANUFACTURER MOCK UP

**Ceiling Suspended** | Airflow

AIO Ceiling Ducted is flexible in many ways. It can be fully ducted or used with minimal or no ducting. This flexibility enables AIO Ceiling Ducted to be placed anywhere in a dwelling without restrictions.

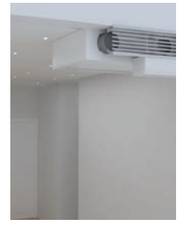
- **Supply air**
  The supply air is through an electronically controlled louver that can be set at any angle or continuously oscillate.
- **Stale and return air**
  Both room and stale air are returned into the unit through the integrated return air grille on the bottom of the unit.
- **Outside air intake**
  The single 8" round outside air intake connection provides air for the condenser portion and fresh air for the inside. This can be ducted with up 0.45" WC external static pressure (combined between intake and exhaust).
- **Outside air exhaust**
  The single 8" round outside air exhaust connection is for the condenser portion and the stale air exhaust. This can be ducted with up 0.45" WC external static pressure (combined between intake and exhaust).




Outside air  Recirculate air  Fresh air intake  Stale air exhaust

**Ceiling Suspended** | Installation





**Ducted external vent**



**Direct existing window vent**



**Shared supply and exhaust vents**

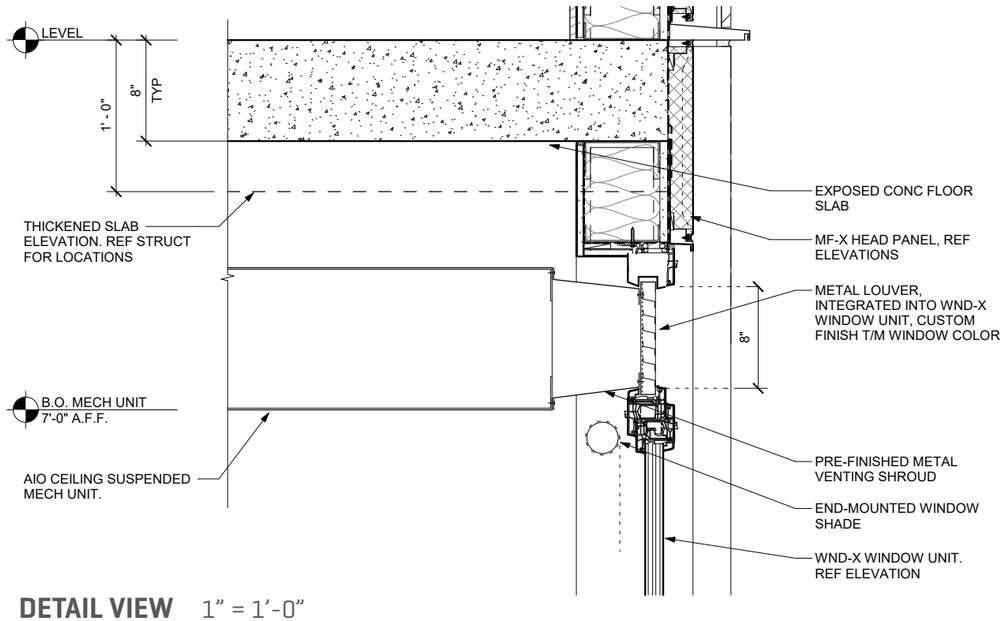
ARCHITECTURAL APPROACH

## ELEVATION COMPONENTS

1. WND-X WINDOW WITH INTEGRATED MECH (5'-3" X 7'-1")
2. REDUCED OPERABLE LITE (1'-3" X 3'-6")
3. 8" EXHAUST PORT
4. 8" INTAKE PORT
5. INTEGRATED MTL MECH LOUVER, PREFINISHED TO MATCH WINDOW COLOR
6. 3'-0" VENT SEPARATION PER CODE
7. BEDROOM WINDOW CONFIGURATION (NO CHANGE FROM 50% DD)




**ENLARGED ELEVATION** NTS



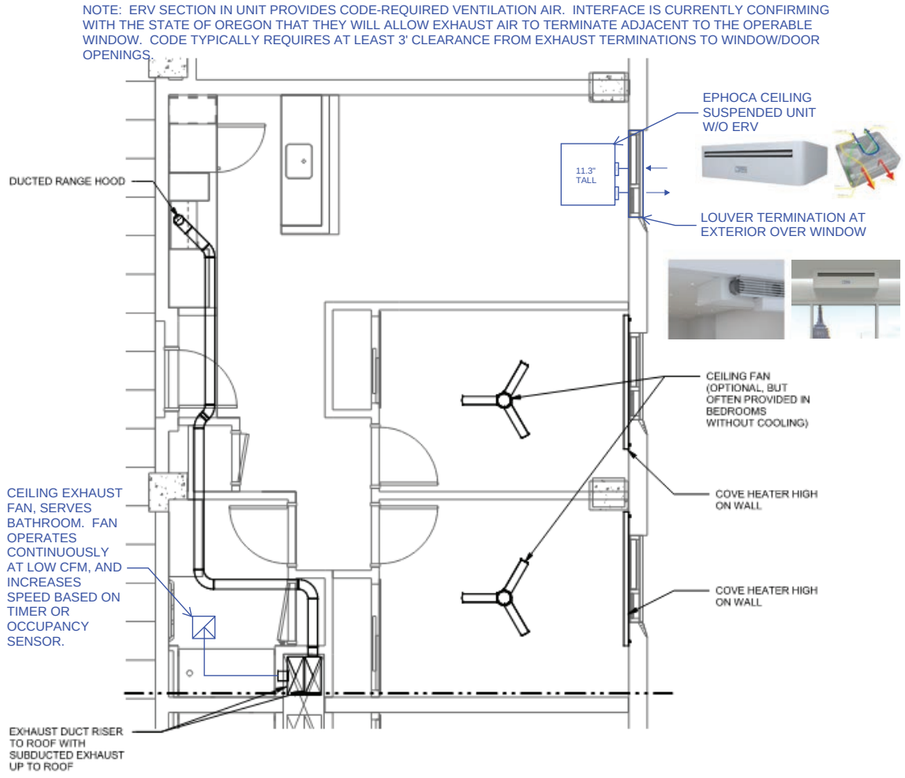

**DETAIL VIEW** 1" = 1'-0"

# DESIGN EVOLUTION - MECHANICAL SYSTEM

MEP EVALUATION

## MECHANICAL APPROACH

- NO DUCTED UNIT VENTILATION (AS SHOWN IN 50% DD). REMOVE ASSOCIATED CORRIDOR ROUTING, UNIT PENETRATION ABOVE ENTRY DOOR, AND ROOFTOP CONNECTION.
- DUCTED RISER TO ROOF TO REMAIN
- RANGE HOOD DUCTED TO ROOF TO REMAIN
- BATHROOM EXHAUST AND ASSOCIATED ROUTING TO REMAIN
- COVE HEATERS + CEILING FANS (OPT) IN BEDROOMS TO REMAIN



**REQUIRED:**

**LONG TERM**

224 UNITS X 1.5 BIKES PER UNIT =
336 BIKES TOTAL

5% LARGE = 17 SPACES

30% HORIZONTAL RACK= 101 SPACES

**SHORT TERM**

224 UNITS X 1 PER 20 UNITS = 12
(EXTERIOR)

**PROVIDED:**

336 LONG TERM

12 SHORT TERM

**LEGEND**

- LARGE BIKE RACKS
- VERTICAL BIKE RACKS
- HORIZONTAL RACKS
- IN-UNIT BIKES
- DENOTES COUNT TOWARDS LOWER LEVEL BIKES



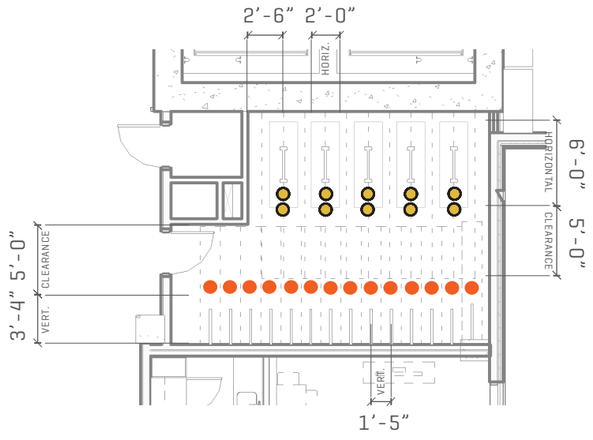
5 HORIZONTAL RACKS PER FLOOR

17 LARGE BIKE RACKS AT LEVEL 1

**25 TOTAL**

## LEVELS 01 BIKE PARKING

SCALE: 1/32" = 1'-0"




5 HORIZONTAL RACKS PER FLOOR

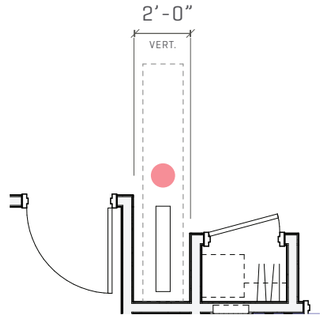
14 VERTICAL RACKS PER FLOOR

24 BIKES PER FLOOR

110 VERTICAL BIKES TOTAL
146 HORIZONTAL BIKES TOTAL
**256 TOTAL**

## LEVELS 02-12 BIKE PARKING

SCALE: 1/32" = 1'-0"

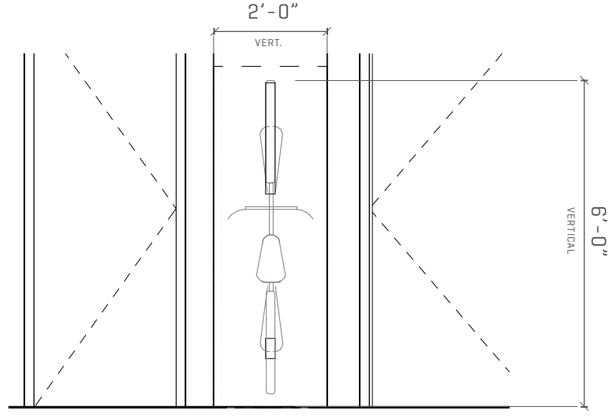



1 VERTICAL RACK AT SELECT UNITS

5 BIKES PER FLOOR

**55 TOTAL**

## EXAMPLE IN-UNIT LOCATIONS - PLAN




## EXAMPLE IN-UNIT LOCATIONS - ELEVATION

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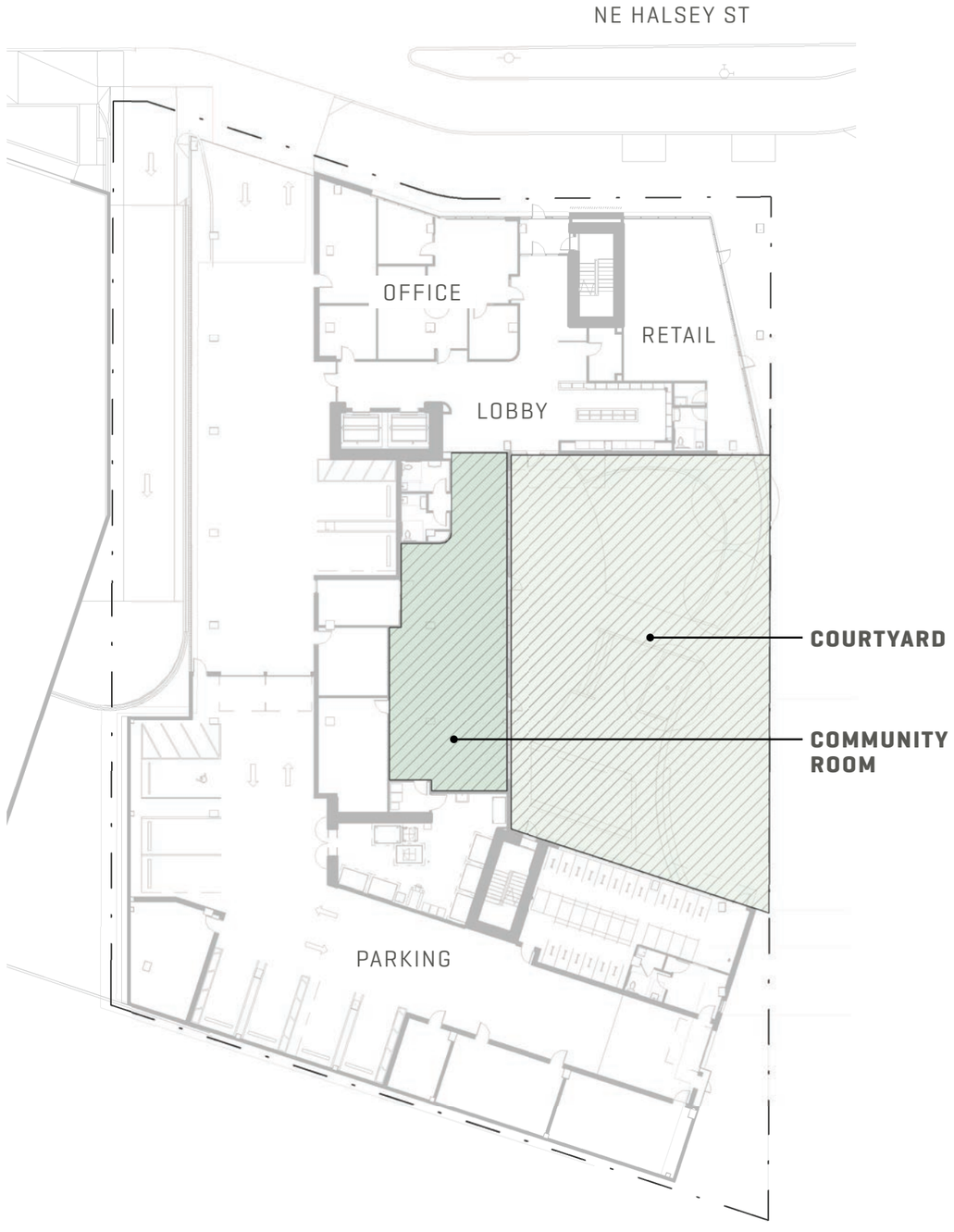
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

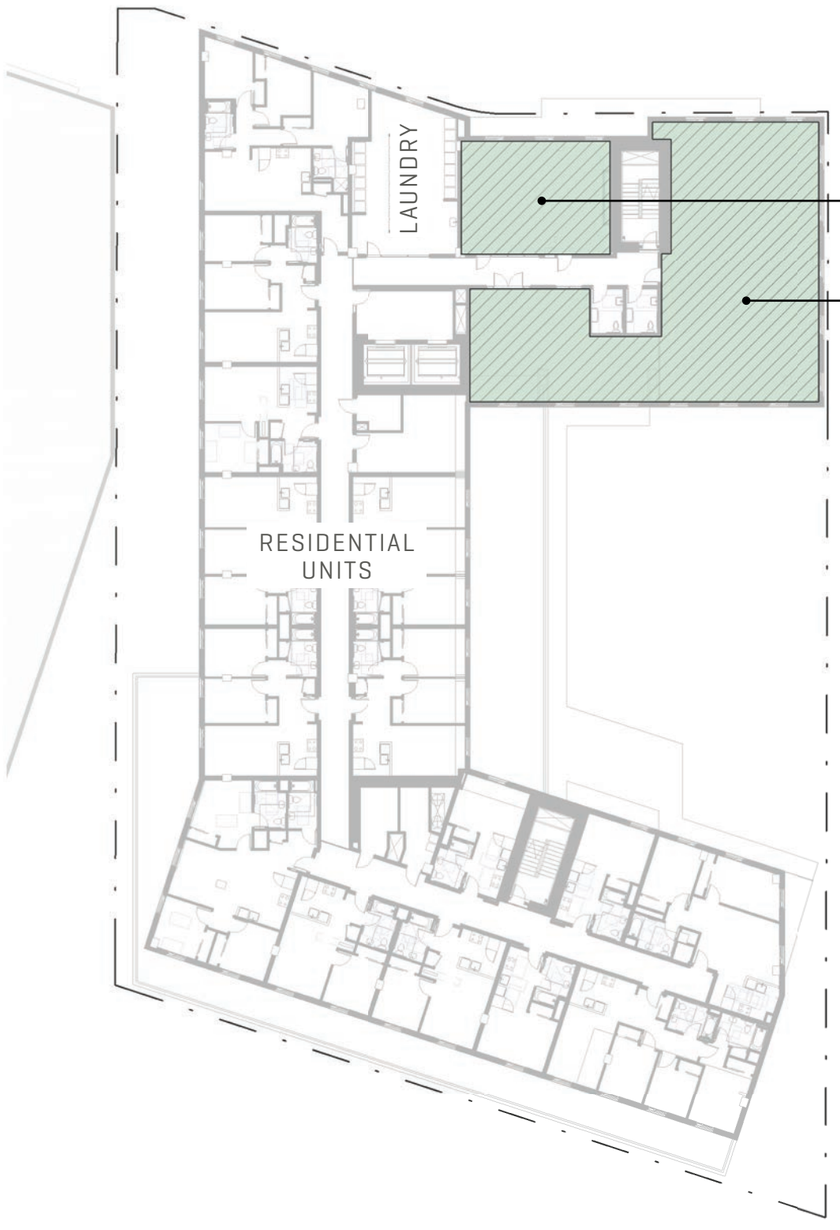
title : BIKE PARKING

LU NO. LU 23-004591 DZM

sheet : APP.35




**LEVEL 1 FLOORPLAN**




**LEVEL 2 FLOORPLAN**

**LEGEND**

COMMON AREA

**CALCULATIONS:**

**REQUIRED:**

224 UNITS X 48 SF = 10,752 SF

**PROVIDED:**

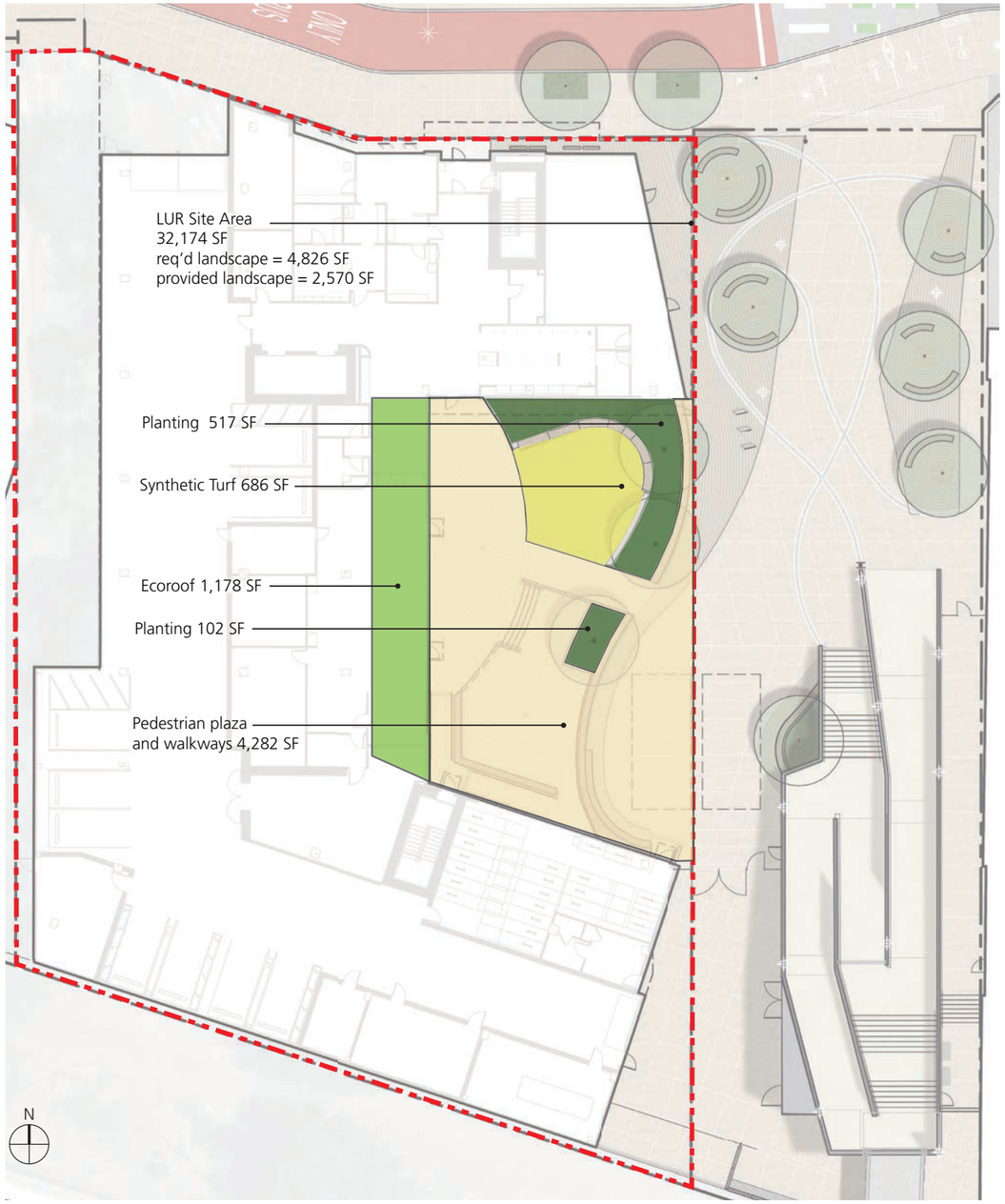
10,774 SF

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

# 33.130.225 LANDSCAPE AREA




**PROPOSED LANDSCAPING AREAS**




**REQUIRED LANDSCAPED AREA & TREE DENSITY**

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

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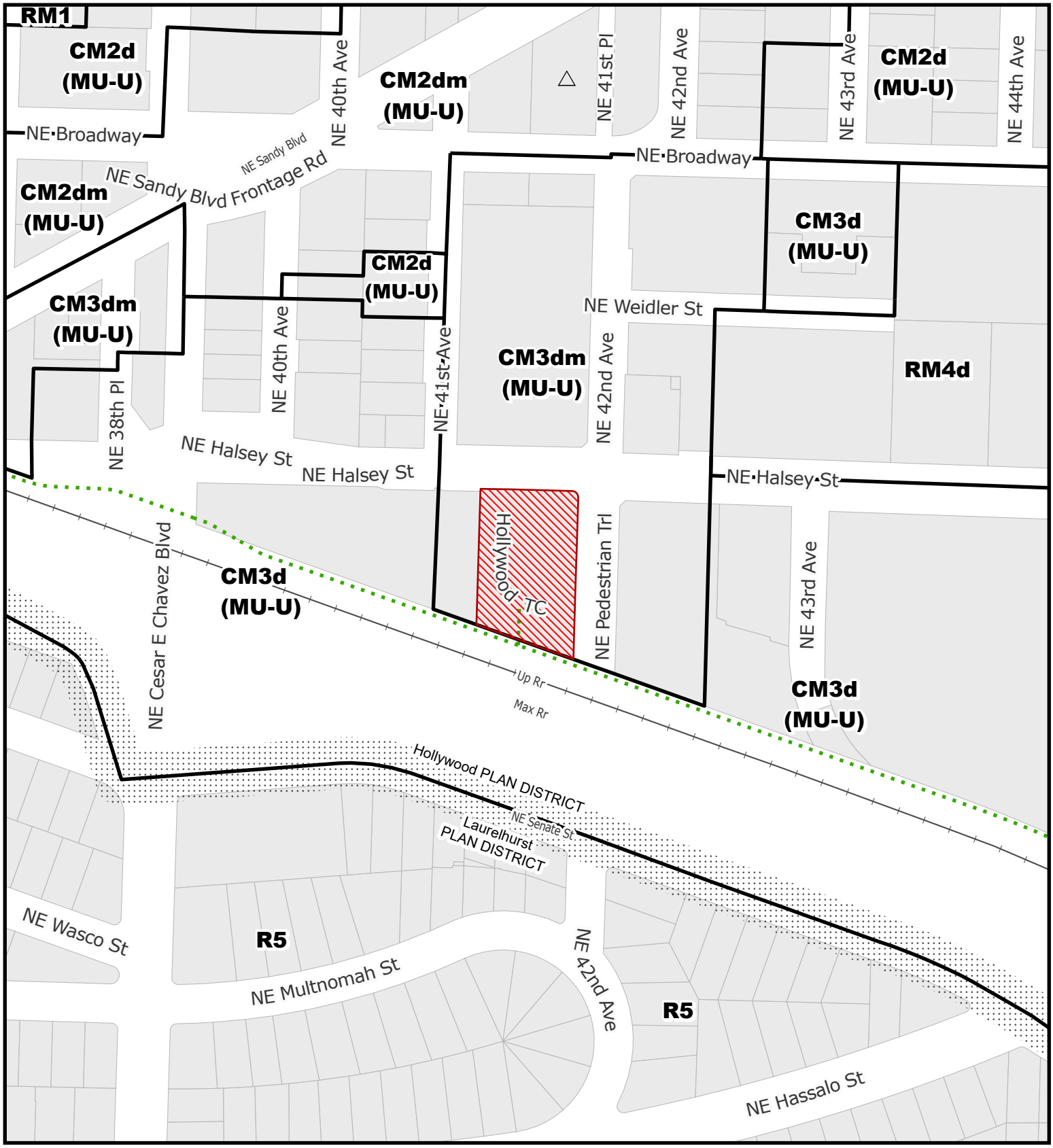
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : MODIFICATION #1

LU NO. LU 23-004591 DZM

sheet : APP.37




For Zoning Code in Effect Post October 1, 2022

# ZONING

THIS SITE LIES WITHIN THE:
HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT

- Site
- Plan District
- △ Historic Landmark
- Recreational Trails

| | |
|---|---|
| File No. | LU 23 - 004591 DZM |
| 1/4 Section | 2934 |
| Scale | 1 inch =200 feet |
| State ID | 1N1E36AA 100 |
| Exhibit | B Jan 17, 2023 |



*Approved*
City of Portland
Bureau of Development Services

Planner T

Date 4-6-2023

*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

# HOLST FOR BRIDGE HOUSING AND TRIMET

HOLLYWOOD HUB

TYPE III DESIGN REVIEW, LU 23-004591 DZM

MARCH 22, 2023

HOLST

# TEAM

| | |
|---|---|
| PROPERTY ADDRESS: | 4110 NE HALSEY STREET |
| PROJECT VALUATION: | $85 M |
| LAND USE: | LU 23-004591 DZM |
| DESIGN ADVICE REQUEST: | EA 22-144886 DA<br>EA 21-105638 DA |
| EARLY ASSISTANCE: | EA 21-105637<br>EA 21-019897<br>(INFRASTRUCTURE PROJECT) |
| SUBMITTED: | 01.13.2023 |
| ARCHITECT: | HOLST |
| CONTACT: | Dave Otte, Principal/Owner<br>dotte@holstarc.com<br>503 233 9856 |
| LANDSCAPE: | MAYER / REED |
| CONTACT: | Jeramie Shane<br>jeramie@mayerred.com<br>503 223 5953 |
| CIVIC ENGINEERING: | VEGA CIVIL |
| CONTACT: | Martha Williamson<br>martha@vegacivil.com<br>503 349 1381 |
| STRUCTURAL | KPFF |
| CONTACT: | Aaron Burkhardt<br>aaron.burkhardst@kpff.com<br>503 227 3251 |
| OWNER: | Tri-County Metropolitan<br>Transporation District |
| CONTACT: | Guy Benn<br>benng@trimet.com<br>971 347 5649 |

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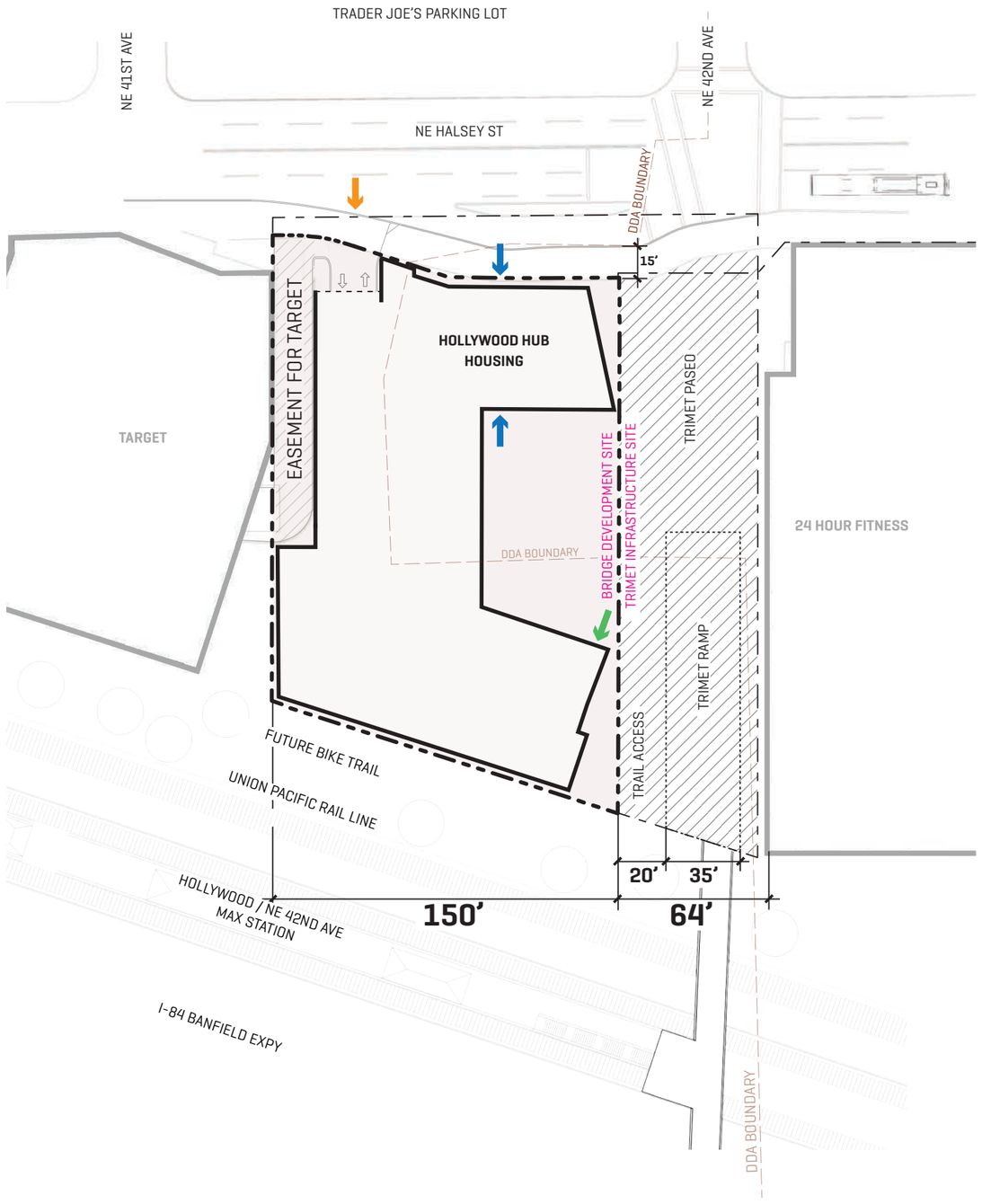
# ZONING AND PROGRAM SUMMARY

| | |
|---|---|
| **PROPERTY ADDRESS** | 4110 NE HALSEY ST, PORTLAND OREGON |
| **PROPERTY ID** | R203131 |
| **COUNTY** | MULTNOMAH |
| **STATE ID** | R203131 |
| **ZONING MAP** | 2934 |
| **SITE AREA** | 35,215 SF |
| **LAND USE ZONING** | CM3 - COMMERCIAL MIXED USE 3 |
| **OVERLAYS** | D-DESIGN, M - CENTERS MAIN STREET |
| **COMP PLAN DESIGNATION** | MU-U - MIXED USE - URBAN CENTER |
| **PLAN DISTRICT** | HW - HOLLYWOOD - SUB-DISTRICT 'A' |
| **TRANSIT STREET** | TRANSIT STATION AREA - HALSEY IS A NEIGHBORHOOD CORRIDOR, 42ND IS ENHANCED PEDESTRIAN STREET |
| **CIVIC CORRIDOR** | NO |
| **PATTERN AREA** | INNER NEIGHBORHOODS |
| **DESIGN REVIEW** | TYPE III |
| **BASE FAR** | 4 to 1 |
| **BONUS FAR** | 3 to 1 |
| **MIN DENSITY** | 1 UNIT PER 1,000 SF SITE AREA |
| **BASE HEIGHT** | 75-FT (120-FT) |
| **MAX FAR W/ BONUS** | 7 to 1 |
| **MAX HEIGHT W/ BONUS** | 120-FT |
| **MIN BUILDING SETBACKS** | NONE |
| **MAX BUILDING SETBACKS** | 10-FT |
| **MAX BUILDING COVERAGE** | 100% |
| **MAX BUILDING LENGTH** | 200-FT (W/IN 20-FT OF STREET LOT LINE) |
| **FACADE ARTICULATION** | APPLIES 25% OF AREA OF STREET-FACING FACADE WITHIN 20-FT OF LOT LINE MUST BE DIVIDED INTO FACADE PLANES OFF-SET BY 2-FT IN DEPTH FROM REST OF FACADE. |
| **MIN LANDSCAPED AREA** | 15% |
| **WINDOWS IN STREET-FACING FACADE** | MIN 15% OF AREA OF EACH FACADE THAT FACES A STREET LOT LINE MUST BE WINDOW OR MAIN ENTRANCE DOOR |
| **GROUND FLOOR WINDOW** | MIN 60% OF GROUND FLOOR WALL AREA OF STREET-FACING FACADES 20-FT OR CLOSER TO STREET LOT LINE OR PLAZA (2–10 ABOVE FINISH GRADE)<br>WINDOWS INTO BIKE PARKIG QUALIFY FOR UP TO 25% OF THIS REQUIREMEENT |
| **TRANSIT STREET ENTRANCE** | ENTRANCE AT INTERSECTION OF NE HALSEY ST + NE 42ND AVE |
| **MIN PARKING** | NONE |
| **MAX PARKING** | 1.35 PER UNIT FOR SURFACE, NO LIMIT FOR STRUCTURED |
| **BIKE PARKING - LONG TERM** | 1.5 PER UNIT (336 SPACES) |
| **BIKE PARKING - SHORT TERM** | 1 PER 20 UNITS (12 SPACES) |
| **33.266.310 LOADING SPACES** | 2 STANDARD 'B' |
| **LANDSCAPE BUFFERS** | NONE |
| **MODIFICATIONS REQUESTED** | 33.130.225 Landscaped Areas<br>Min. Landscaped Area: 15% |

**TOTAL BUILDING AREA**

| | |
|---|---|
| LEVEL B1* | *1,067 SF |
| LEVEL 01 | 21,497 SF |
| *ENCLOSED PARKING | *8,734 SF |
| LEVEL 02 | 19,681 SF |
| LEVEL 03 | 18,739 SF |
| LEVEL 04-12 | 19,271 SF |
| TOTAL GSF | 234,423 |
| **TOTAL FAR** | **225,689** |
| | *EXCLUDED FROM FAR |




LEGEND

- DESIGN REVIEW SITE BOUNDARY
- BICYCLISTS ENTRANCE
- PEDESTRIAN + TENANT ENTRANCE
- VEHICULAR PARKING ENTRANCE

*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1" = 60'-0"
0' 30' 60' 90'
N

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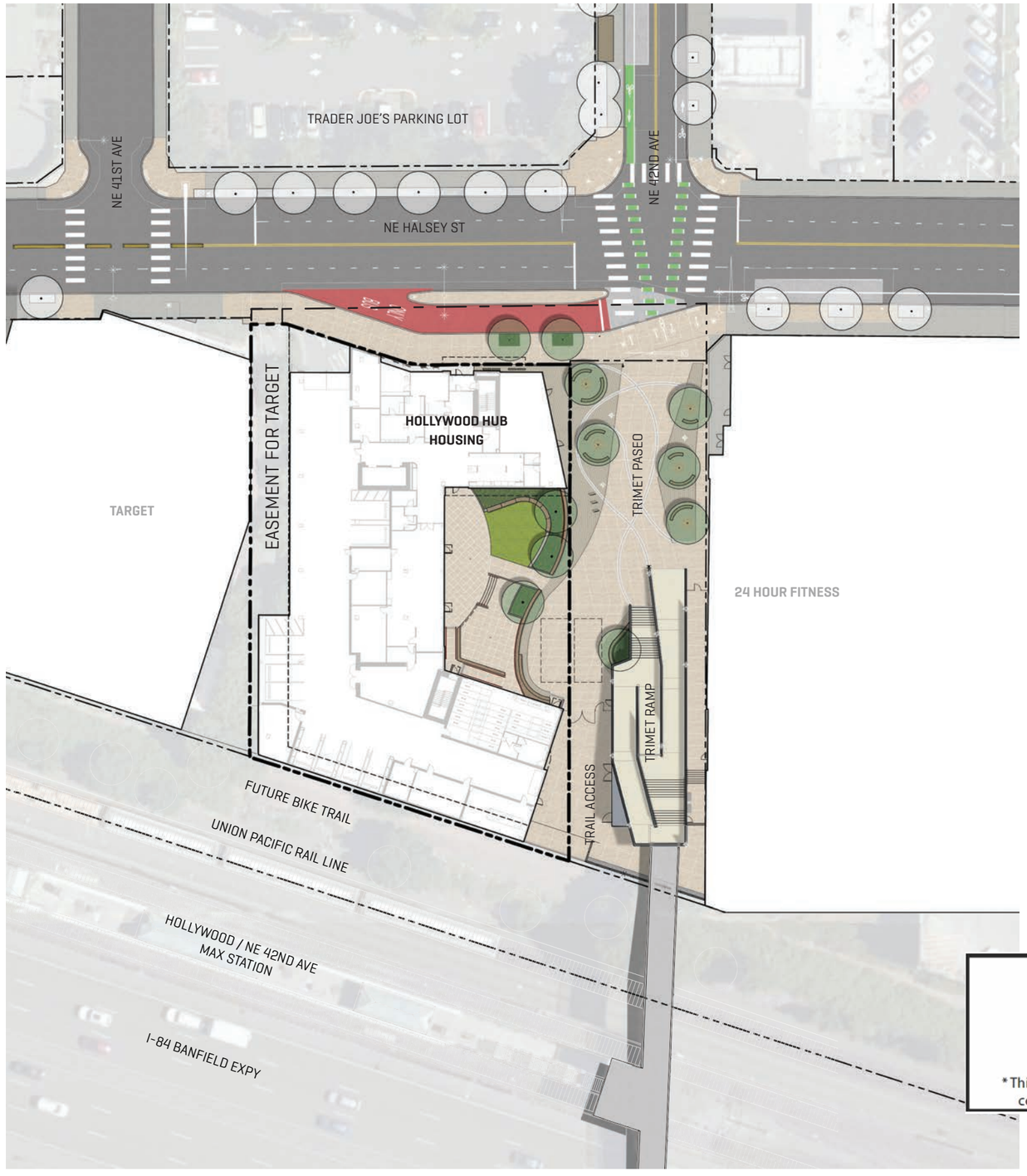
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : SITE DIAGRAM
LU NO. LU 23-004591 DZM
sheet : C.1




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

LEGEND

DESIGN REVIEW SITE BOUNDARY

SCALE: 1" = 60'-0"
0' 30' 60' 90'

N

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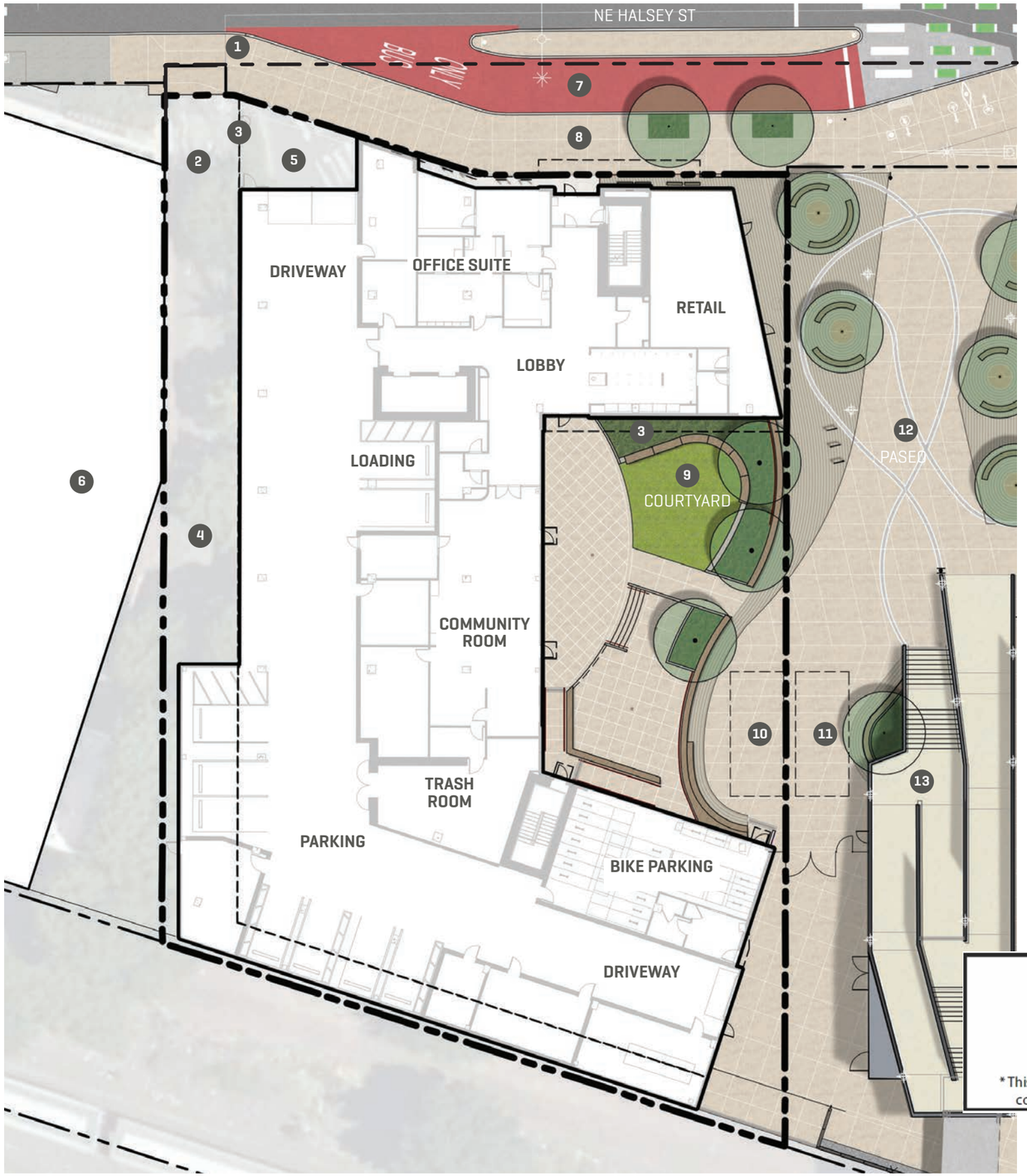
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : SITE PLAN - CONTEXT

LU NO. LU 23-004591 DZM

sheet : C.2




LEGEND

1. MODIFIED CURB CUT, REFERENCE CIVIL
2. EXISTING ACCESS EASEMENT
3. BUILDING OVERHANG, ABOVE
4. EXISTING TARGET RAMP & RETAINING WALL TO REMAIN
5. PARKING ACCESS (TWO-WAY)
6. TARGET
7. HALSEY TRANSIT BUS PULL-OFF BY OTHERS
8. RIGHT-OF-WAY IMPROVEMENTS, BY OTHER
9. COURTYARD - REFERENCE LANDSCAPE
10. TRANSFORMER VAULT REFERENCE ELECTRICAL
11. TRANSFORMER VAULT BY OTHERS
12. PASEO IMPROVEMENT BY OTHERS
13. STAIR CONNECTION TO MAX PLATFORM BY OTHERS

DESIGN REVIEW SITE BOUNDARY

*Approved*
City of Portland
Bureau of Development Services
Planner T.
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1" = 30'-0"
0' 15' 30' 60'
N

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

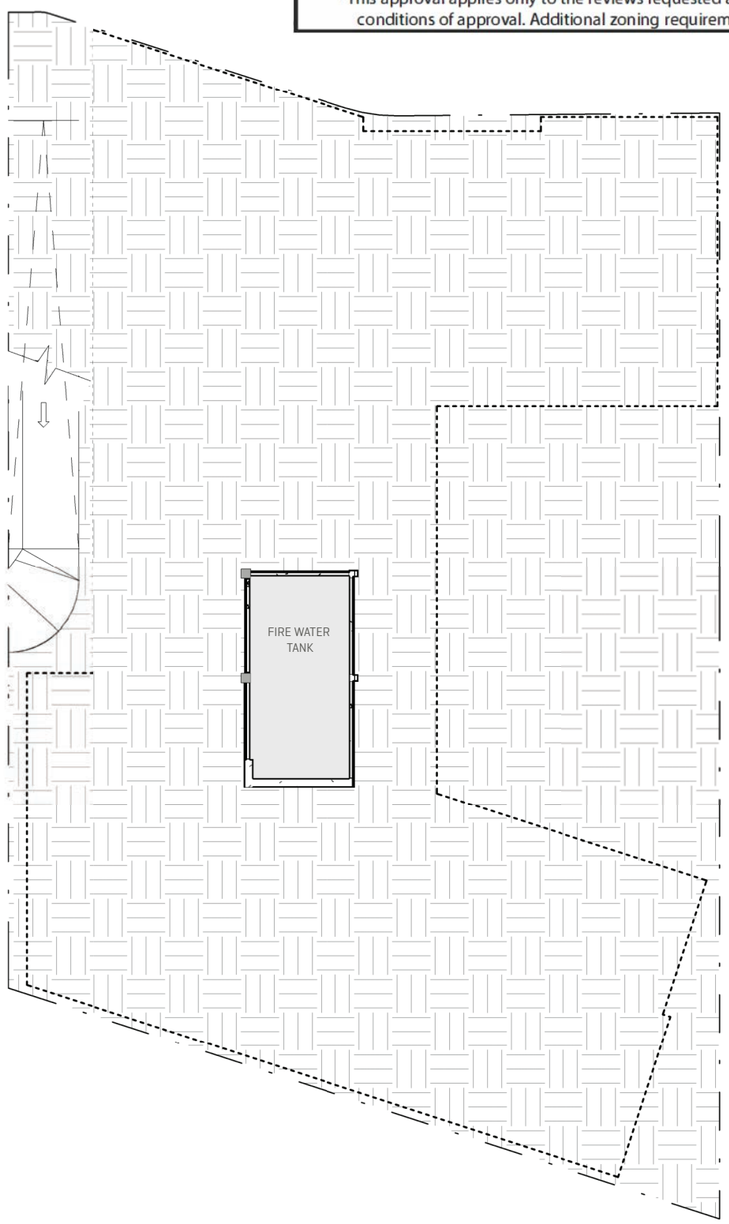
title : SITE PLAN
LU NO. LU 23-004591 DZM
sheet : C.3

*Approved*
City of Portland
Bureau of Development Services

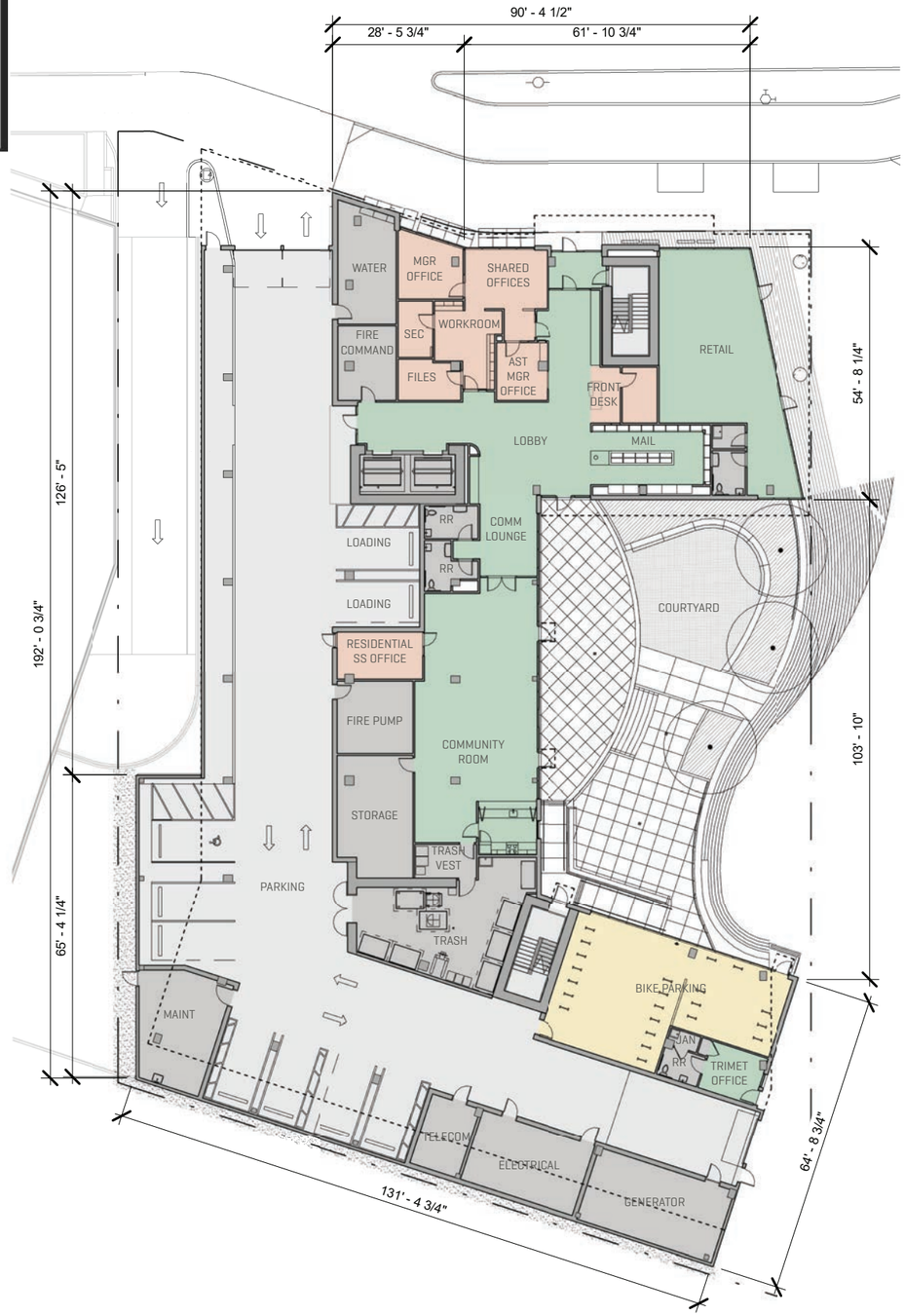
Planner T

Date 4-6-2023

*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.




BASEMENT LEVEL




GROUND LEVEL

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

N

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : BASEMENT - GROUND FLOOR PLANS

LU NO. LU 23-004591 DZM

sheet : C.4

*Approved*
City of Portland
Bureau of Development Services
Planner Tim
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.




LEVEL 2




LEVEL 3

**LEGEND**

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

N

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : LEVEL 2-3 FLOOR PLANS

LU NO. LU 23-004591 DZM

sheet : C.5

*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
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LEVELS 4, 6, 8, 10, 12




LEVELS 5, 7, 9, 11

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

N

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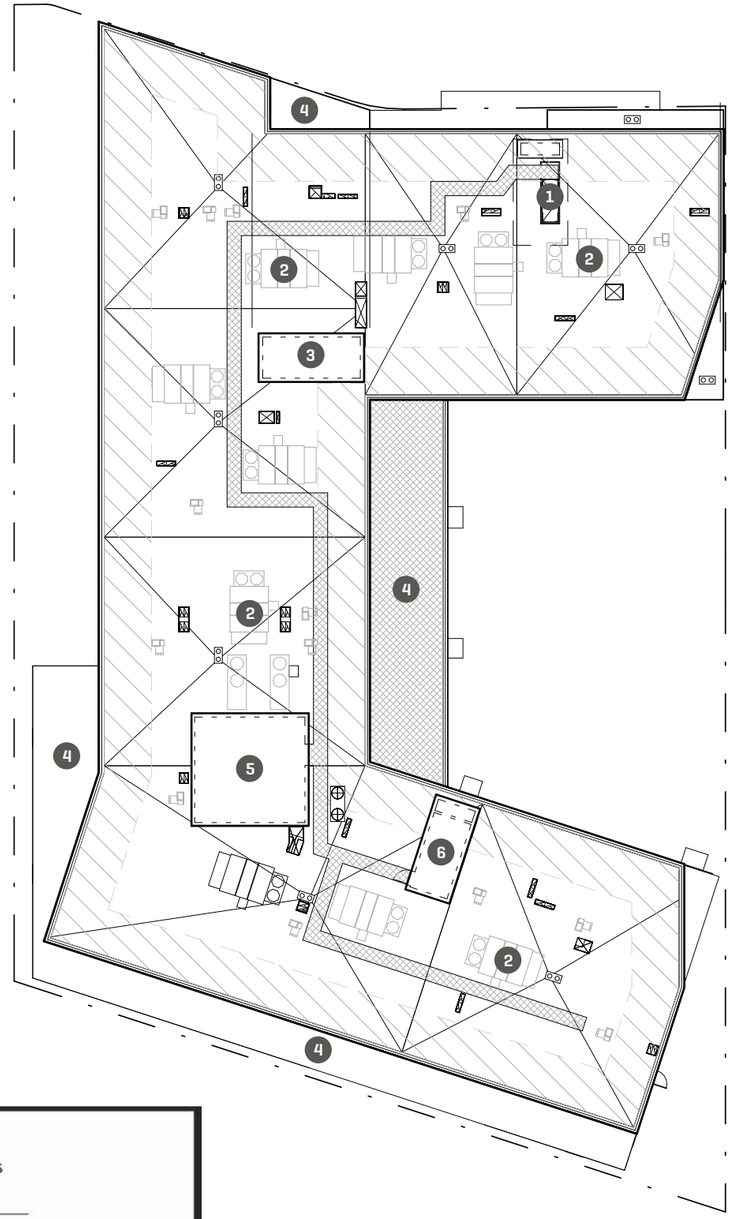
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : LEVELS 4-12 FLOOR PLANS

LU NO. LU 23-004591 DZM

sheet : C.6




1. STAIR BELOW SERVED BY STAIR PRESSURIZATION FAN, REF MECHANICAL
2. DOAS UNIT, TYP. REF MECHANICAL
3. ELEVATOR OVERRUN
4. LOW-ROOF AT LEVEL 2
5. HPWH UNITS, REF PLUMBING
6. STAIR ROOF ACCESS

*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

N

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

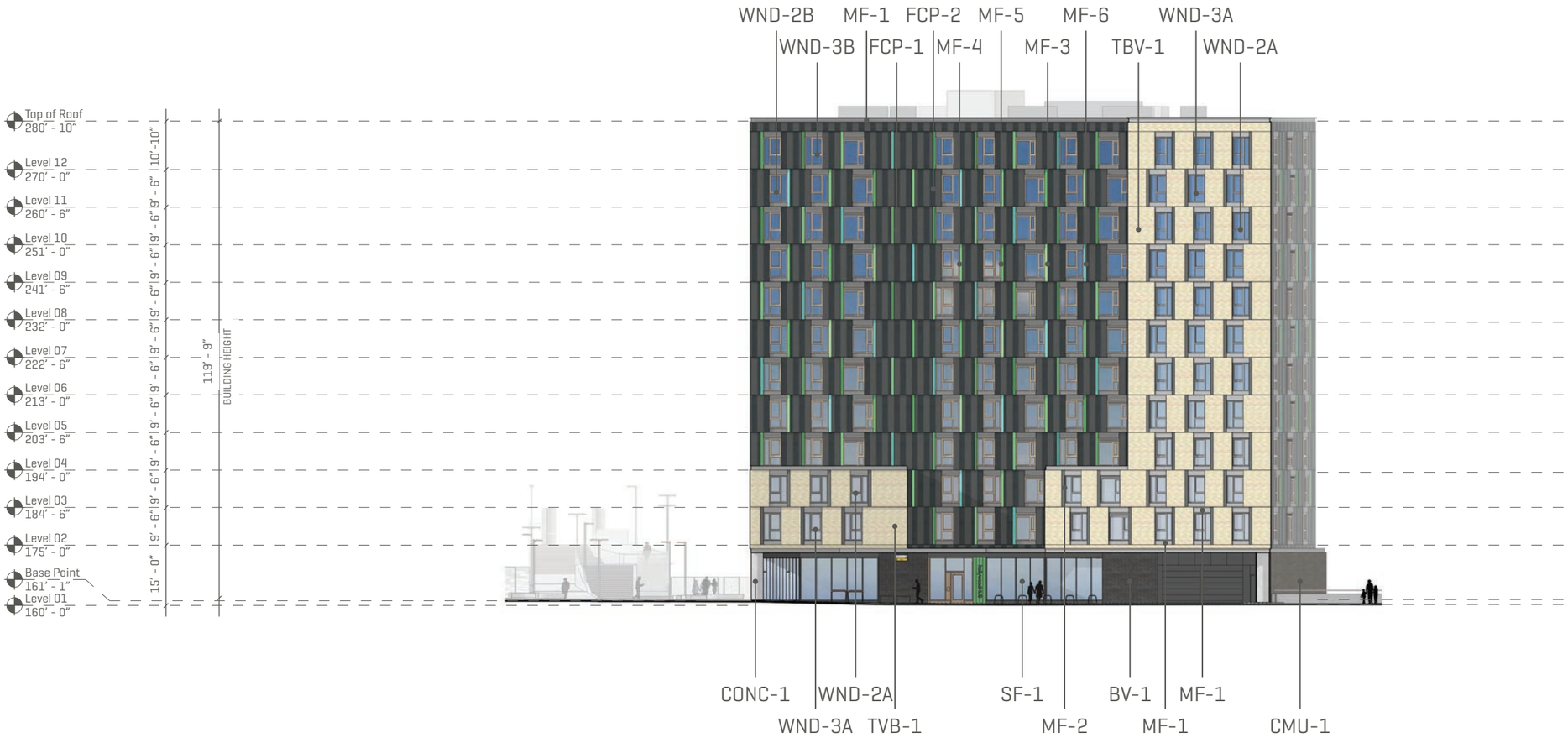
DESIGN REVIEW
DATE: 03.22.2023

title : ROOF PLAN

LU NO. LU 23-004591 DZM

sheet : C.7

NORTH




*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
[green #1) Metal Flashing



**MF-4**
[green#2] Metal Flashing



**MF-5**
[green#3) Metal Flashing



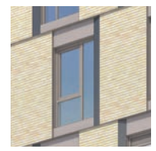
**MF-6**
[green#4] Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

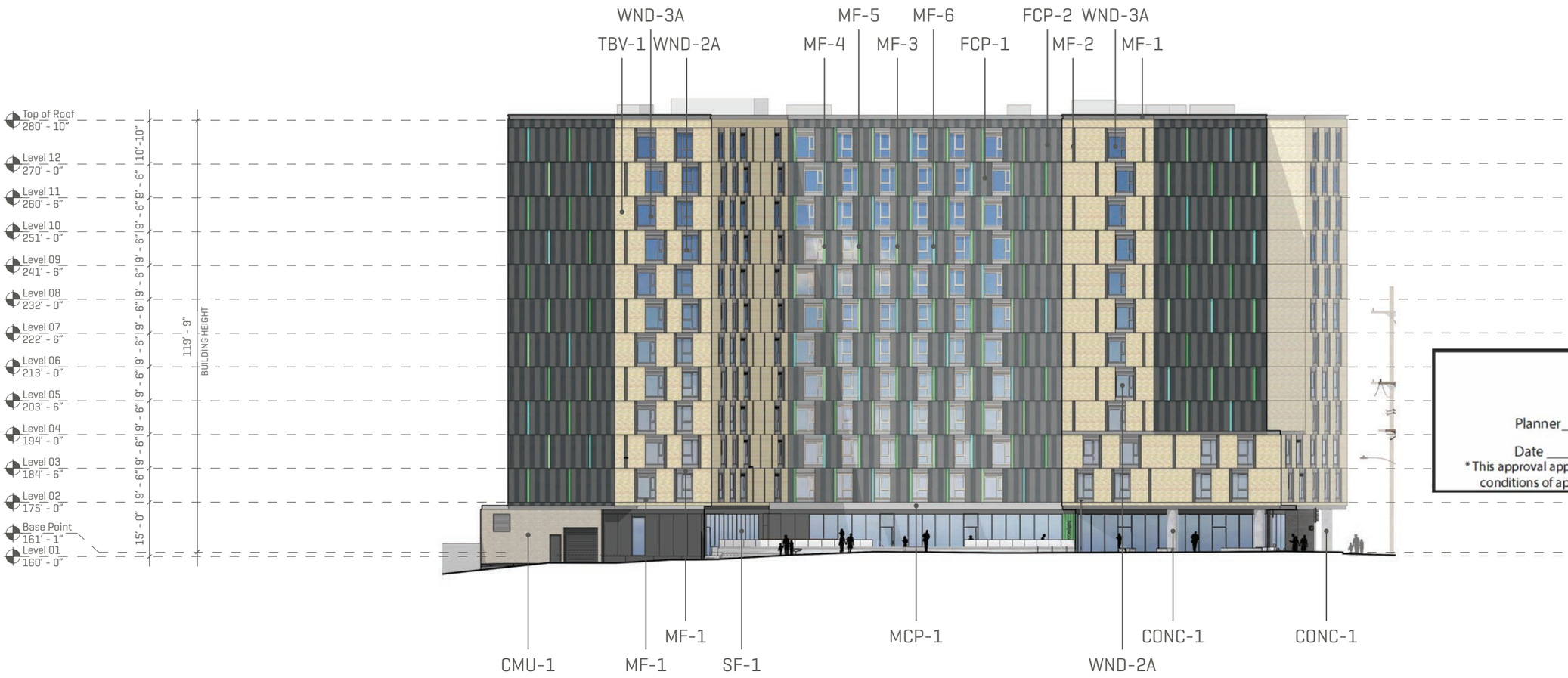
DESIGN REVIEW
DATE: 03.22.2023

title : ELEVATION - RENDERED - NORTH

LU NO. LU 23-004591 DZM

sheet : C.8

EAST




*Approved*
City of Portland
Bureau of Development Services

Planner _____

Date 4-6-2023

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SCALE: 1/32" = 1' - 0"

0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
[green #1) Metal Flashing



**MF-4**
[green#2] Metal Flashing



**MF-5**
[green#3) Metal Flashing



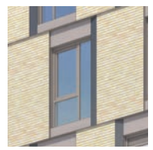
**MF-6**
[green#4] Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color



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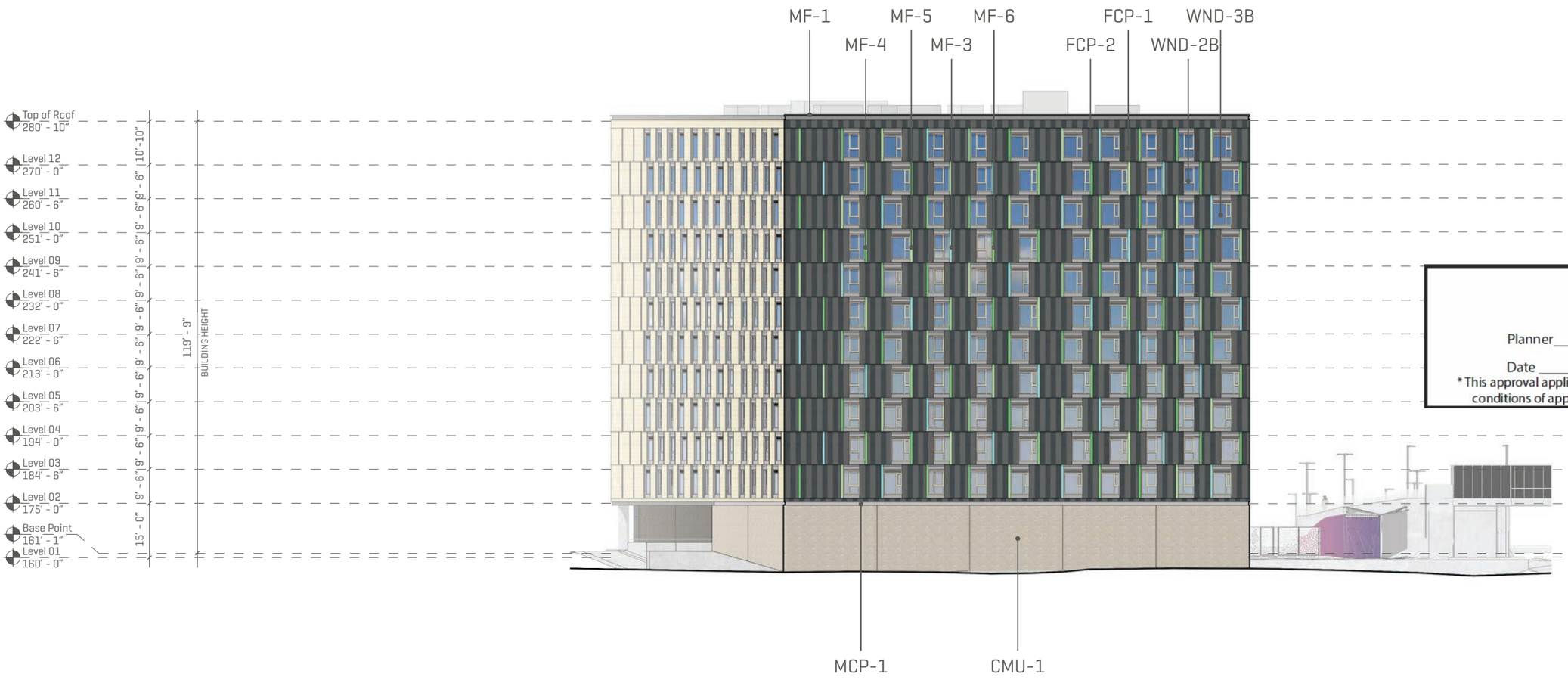
SOUTH




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
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SCALE: 1/32" = 1' - 0"
0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
[green #1) Metal Flashing



**MF-4**
[green#2) Metal Flashing



**MF-5**
[green#3) Metal Flashing



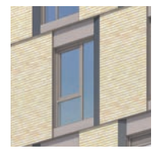
**MF-6**
[green#4) Metal Flashing



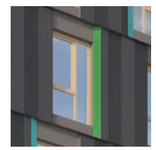
**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

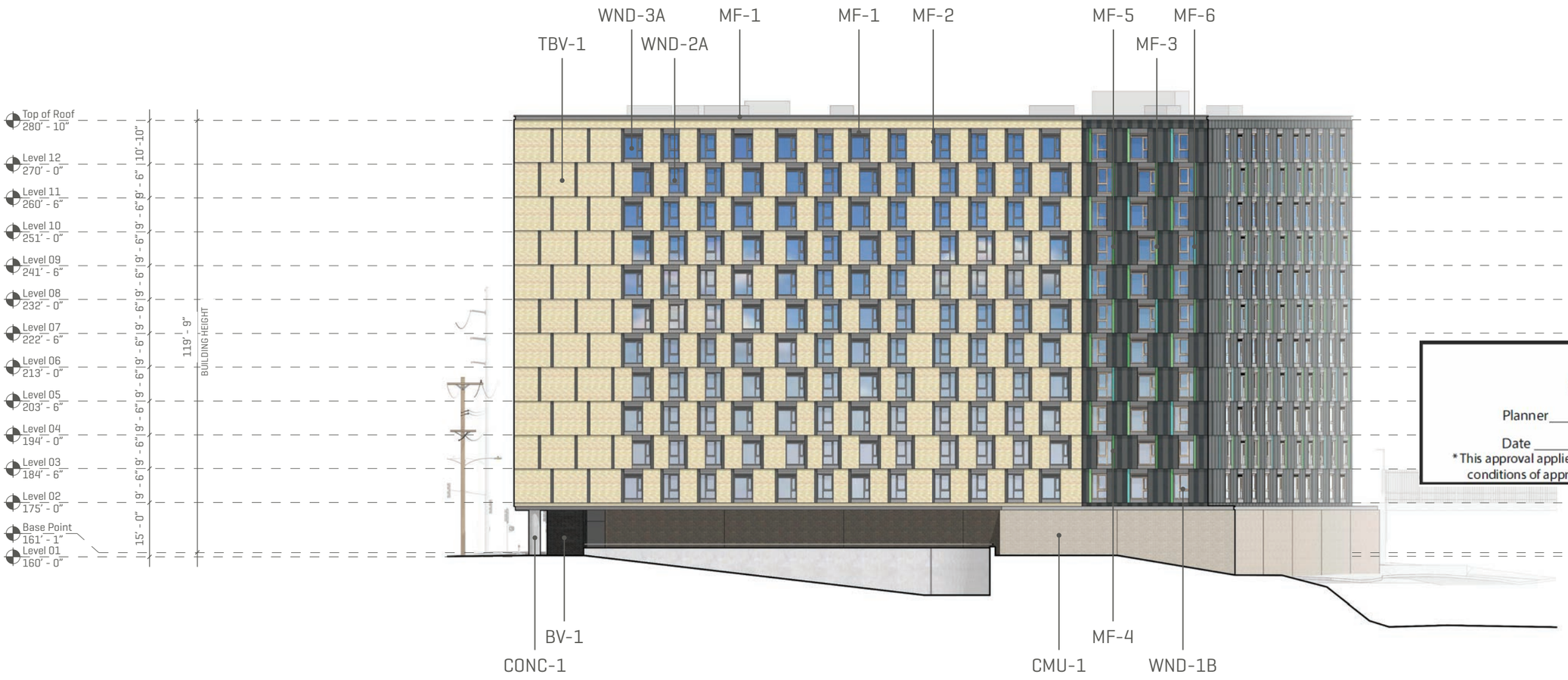
DESIGN REVIEW
DATE: 03.22.2023

title : ELEVATION - RENDERED - SOUTH

LU NO. LU 23-004591 DZM

sheet : C.10

WEST




*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



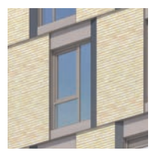
**MF-6**
(green#4) Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

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HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

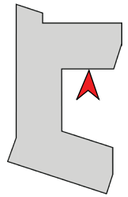
DESIGN REVIEW
DATE: 03.22.2023

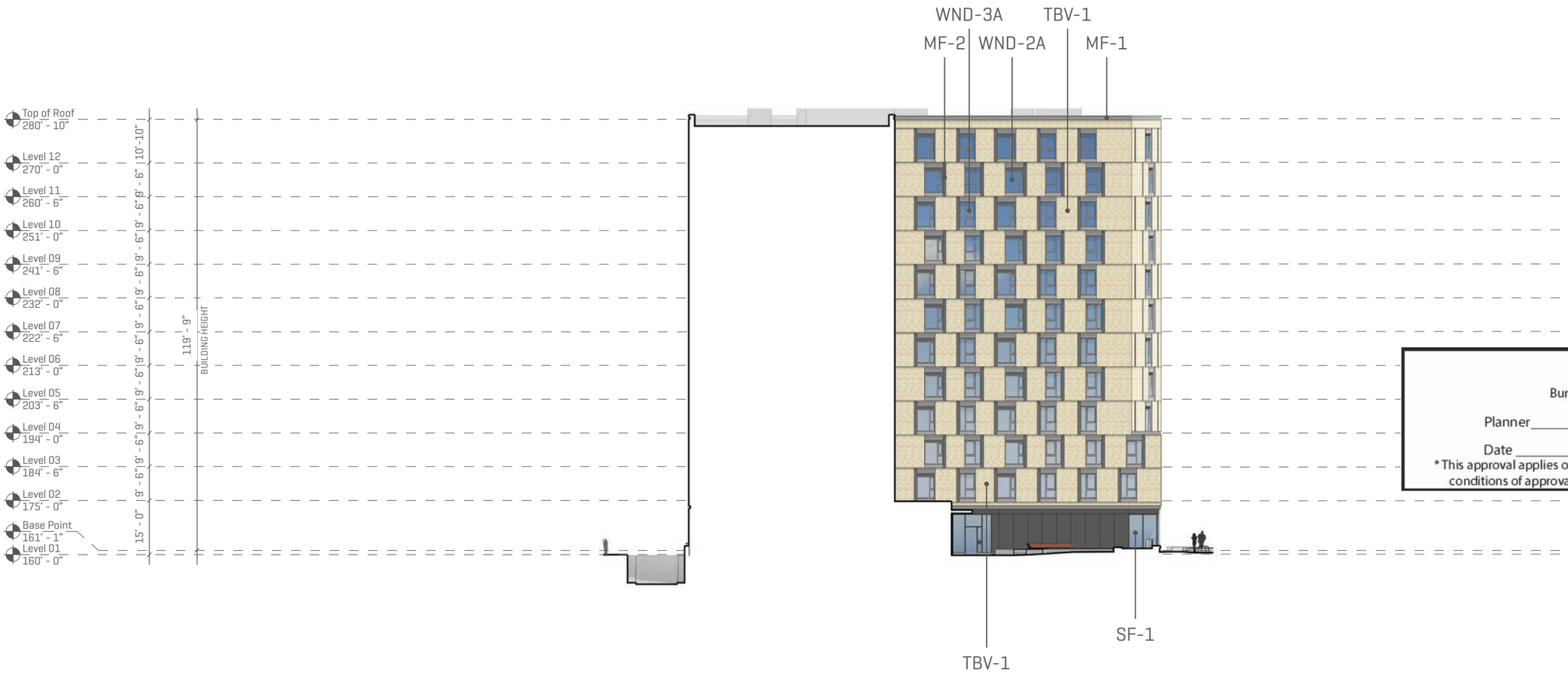
title : ELEVATION - RENDERED - WEST

LU NO. LU 23-004591 DZM

sheet : C.11

## NORTH COURTYARD






*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



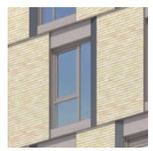
**MF-6**
(green#4) Metal Flashing



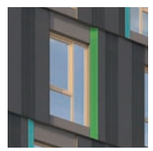
**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color



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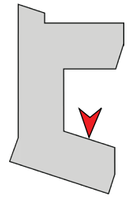
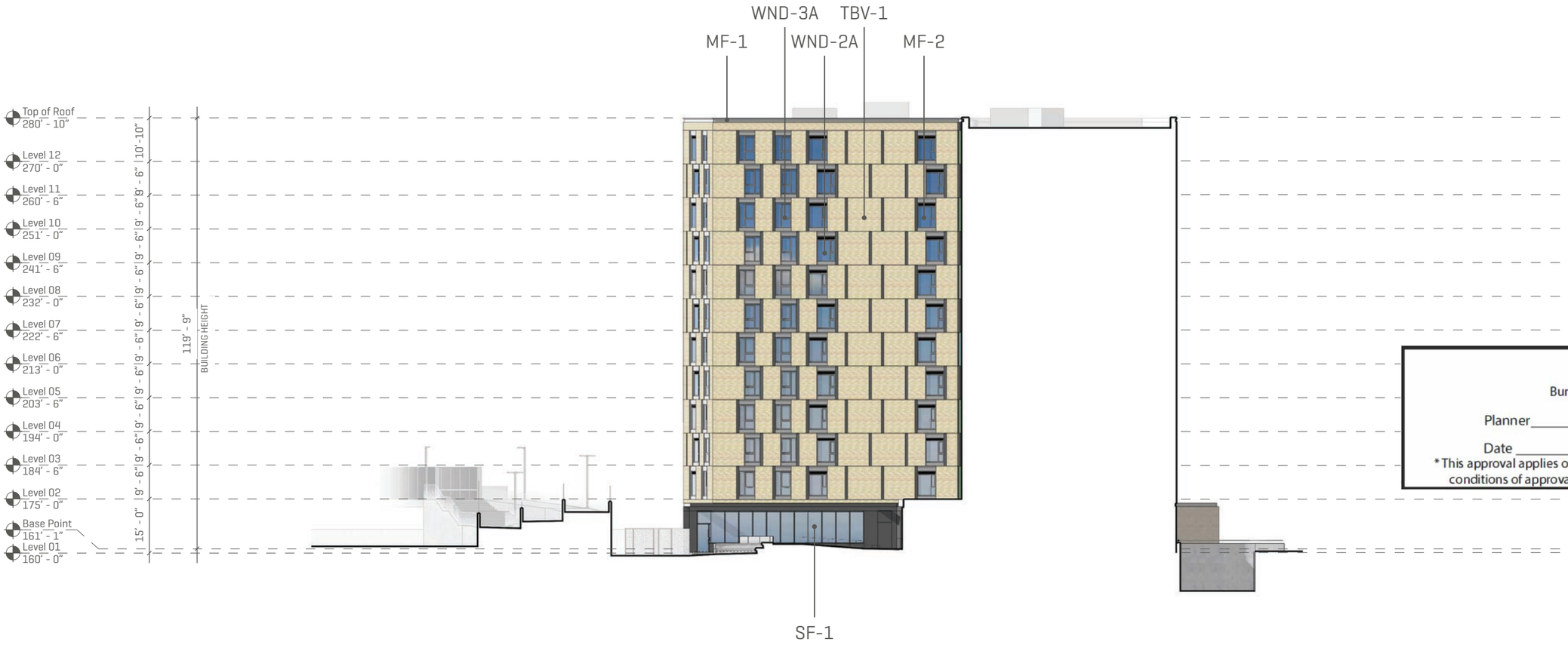
## SOUTH COURTYARD






*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



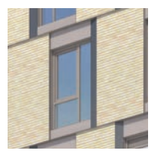
**MF-6**
(green#4) Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color



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NORTH




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | | |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |



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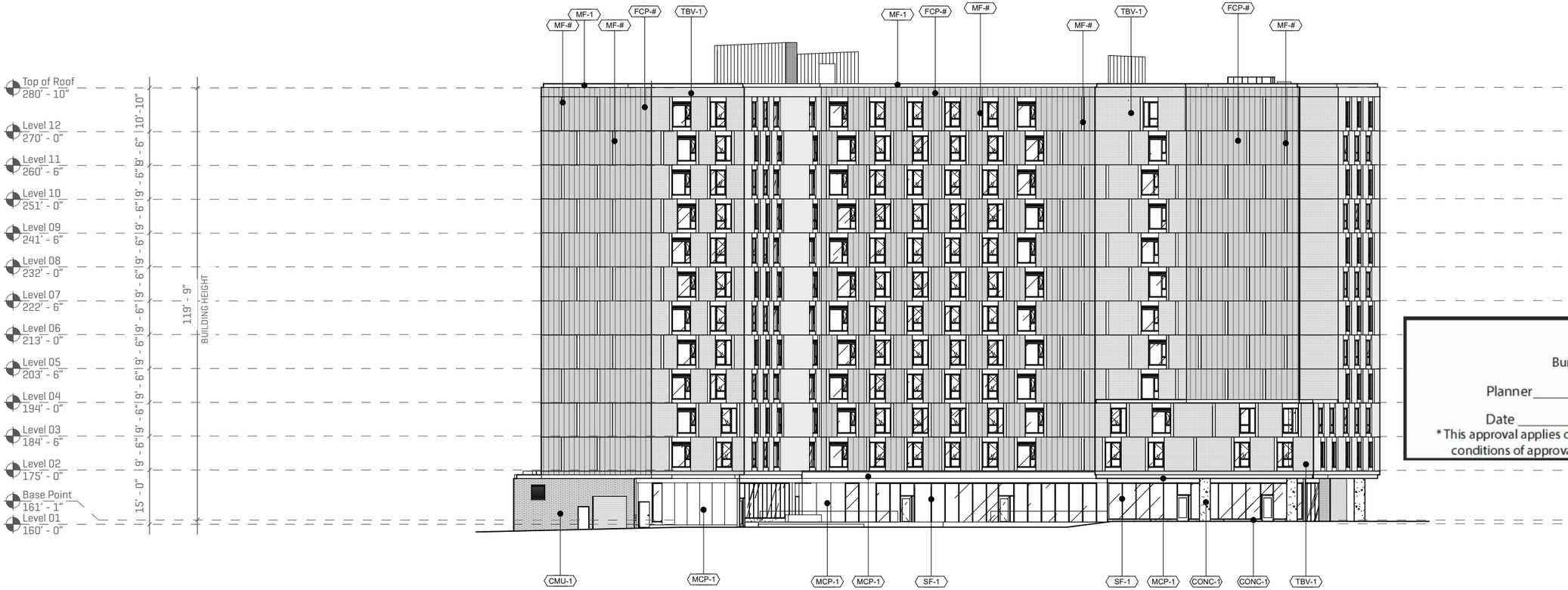
EAST




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
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SCALE: 1/32" = 1' - 0"
0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | | |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |



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SOUTH




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
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| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | | |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |



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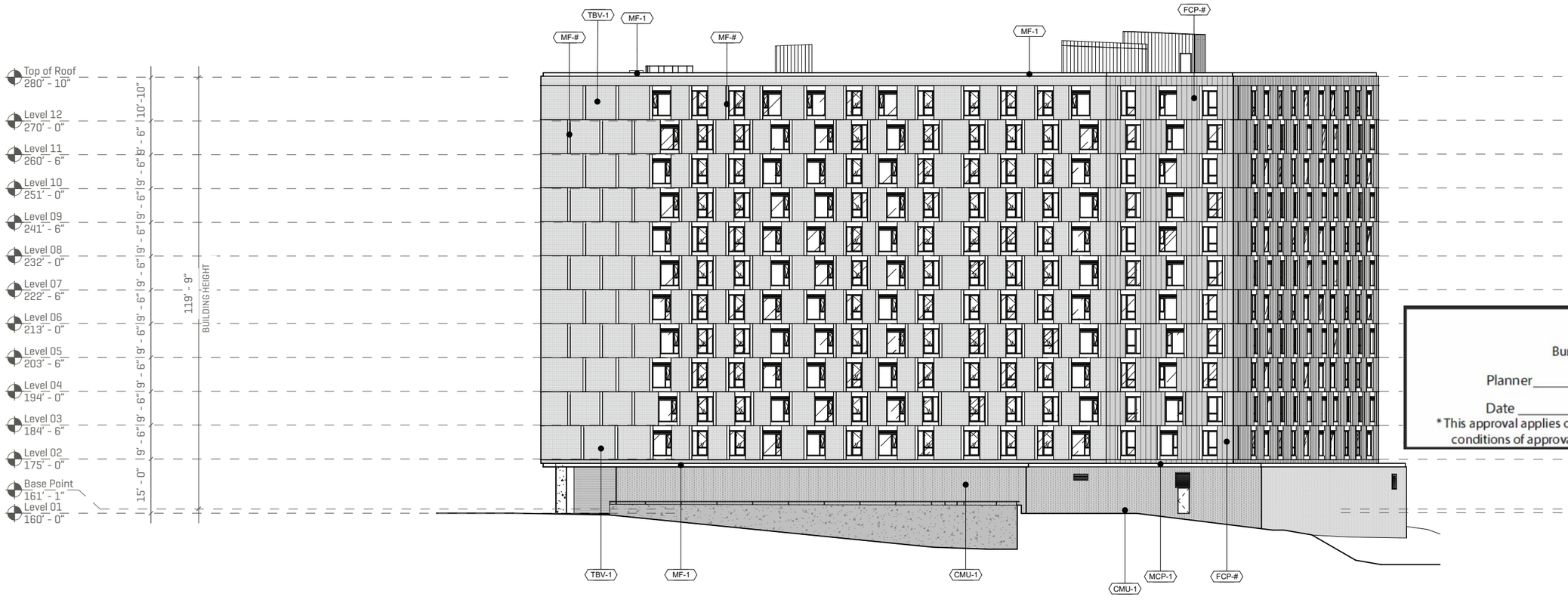
WEST




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
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SCALE: 1/32" = 1' - 0"
0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
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| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |



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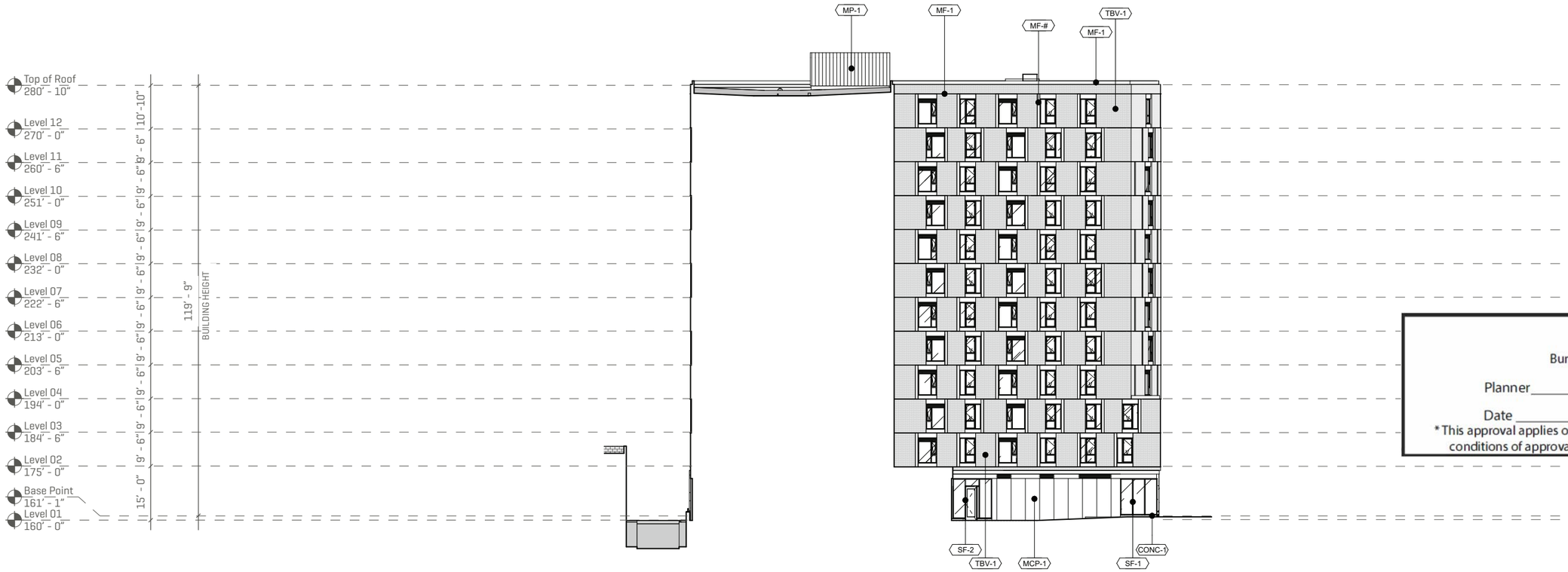
## NORTH COURTYARD




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
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SCALE: 1/32" = 1' - 0"
0 2 4 16 32

## LEGEND

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|---|---|---|---|---|---|
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| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |



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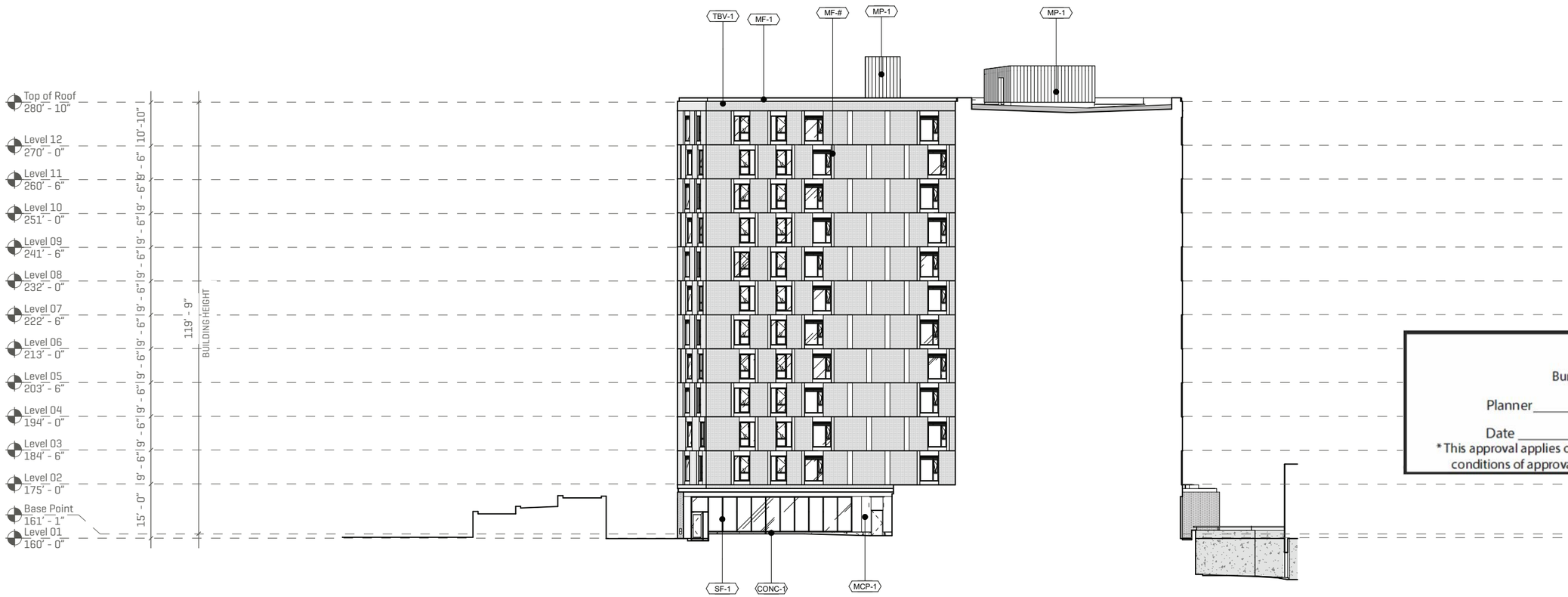
## SOUTH COURTYARD




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
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| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |



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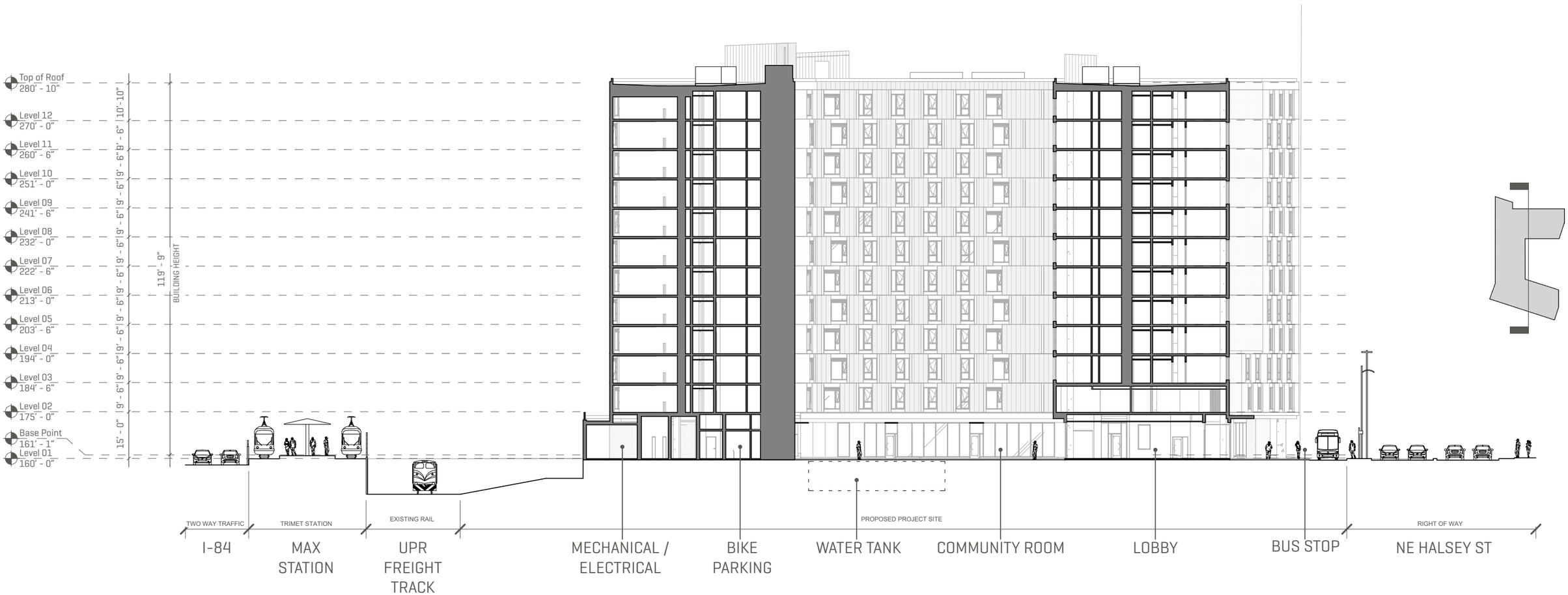


## SECTION S-N

SCALE: 1/32" = 1'-0"

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
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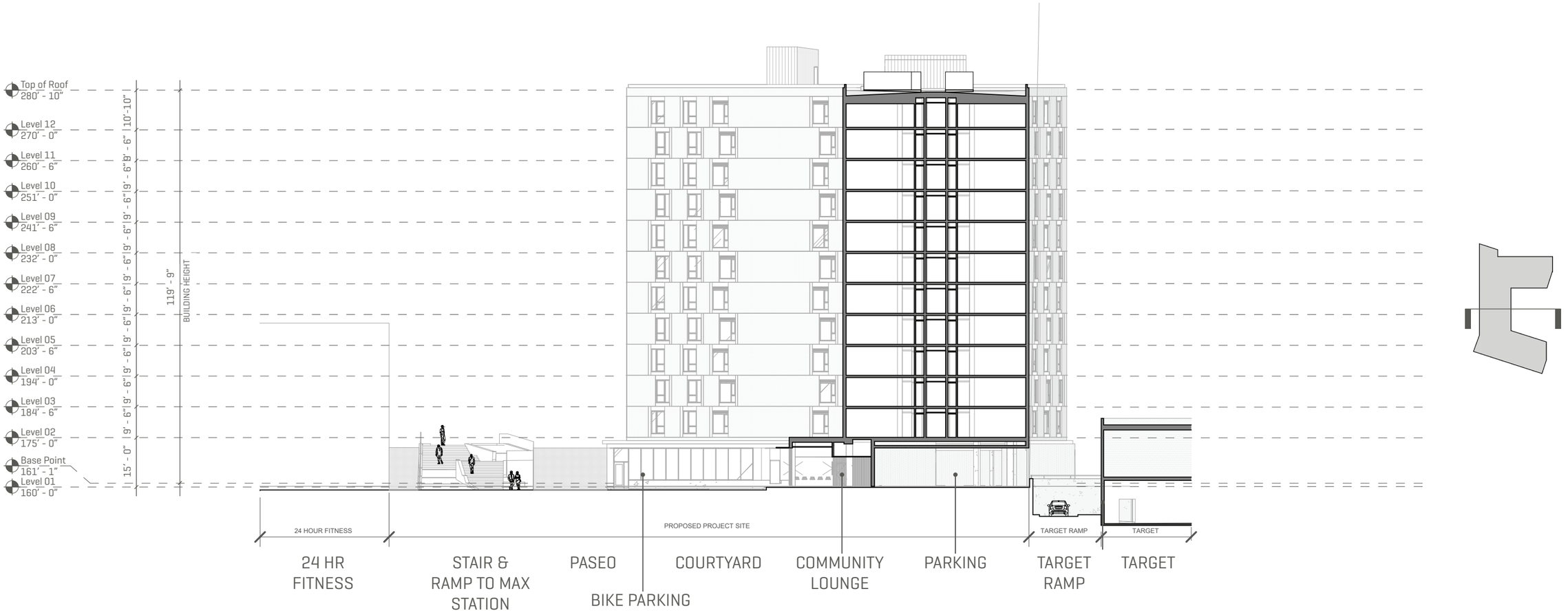


## SECTION E-W

SCALE: 1/32" = 1'-0"

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
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HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : BUILDING SECTION - EAST/WEST

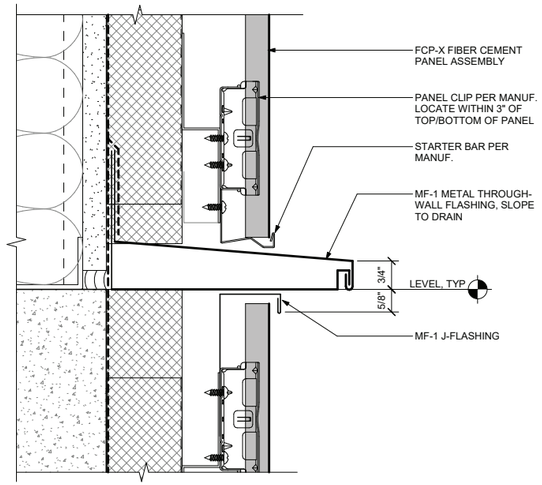
LU NO. LU 23-004591 DZM

sheet : C.21

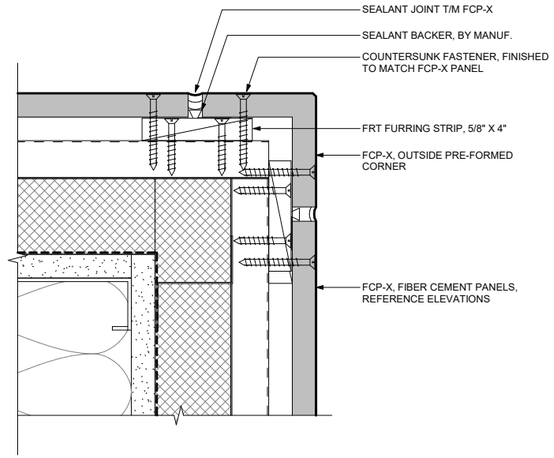
*Approved*
City of Portland
Bureau of Development Services
Planner T
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



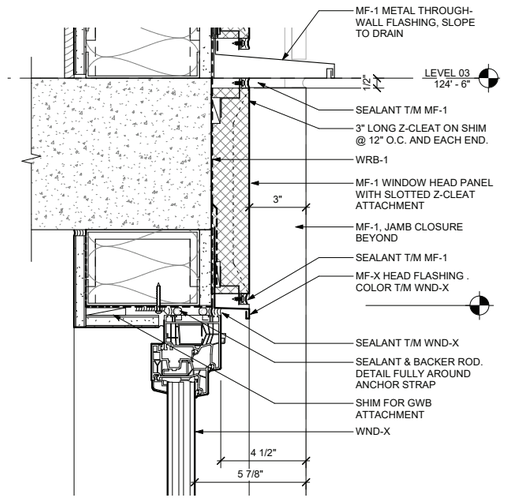

## 1 TYP WINDOW CONFIGURATION
NTS

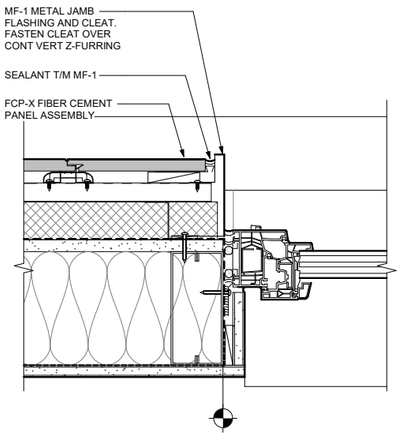


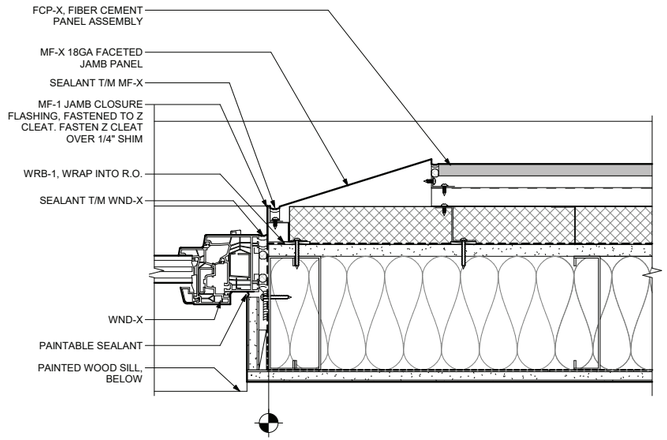

## D TYP FCP-X HORIZONTAL JOINT
SCALE: 3" = 1'-0"



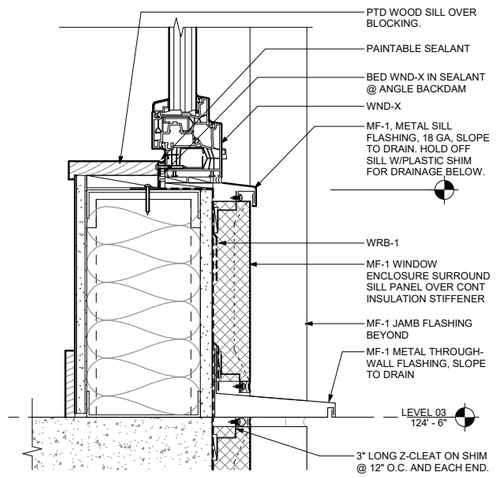

## C TYP FCP-X CORNER DETAIL
SCALE: 3" = 1'-0"




## B TYP WINDOW JAMB @ FCP-X
SCALE: 1 1/2" = 1'-0"




## A TYP WINDOW SECTION
SCALE: 1 1/2" = 1'-0"

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

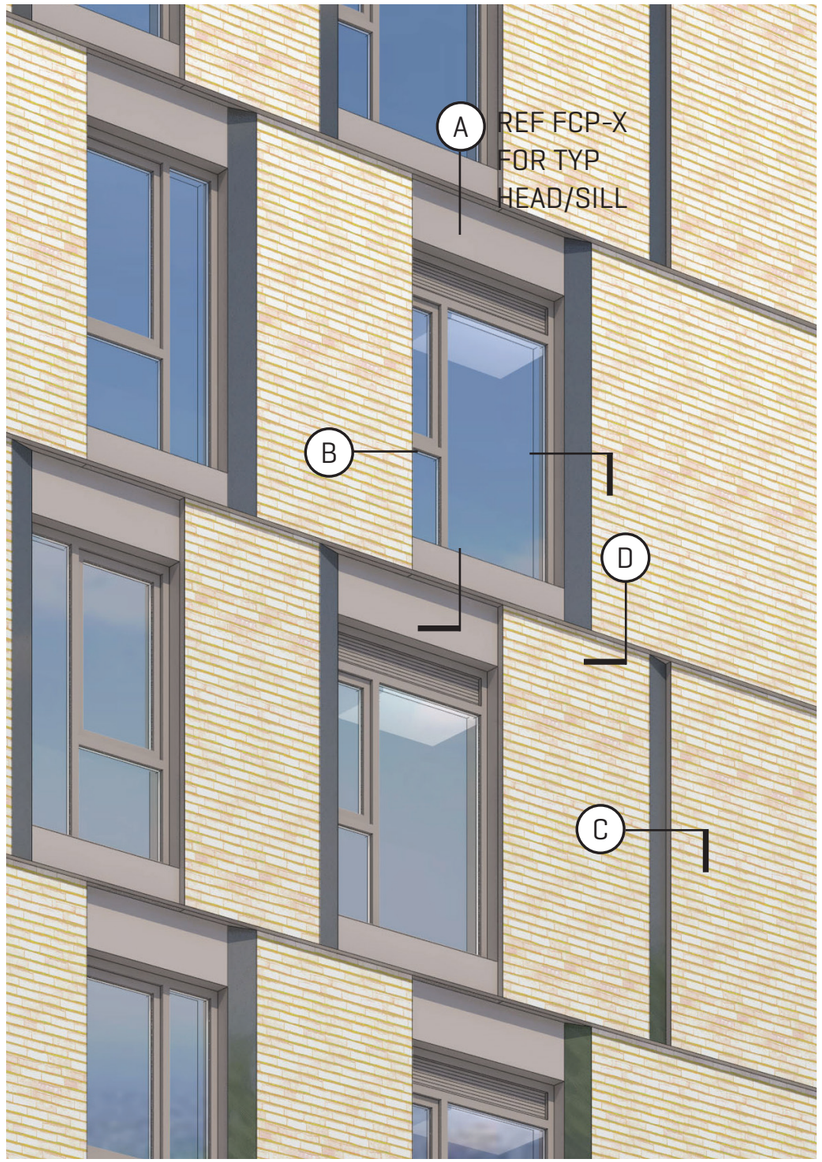
DESIGN REVIEW
DATE: 03.22.2023

title : ENLARGED DETAILS: WALL ASSEMBLIES

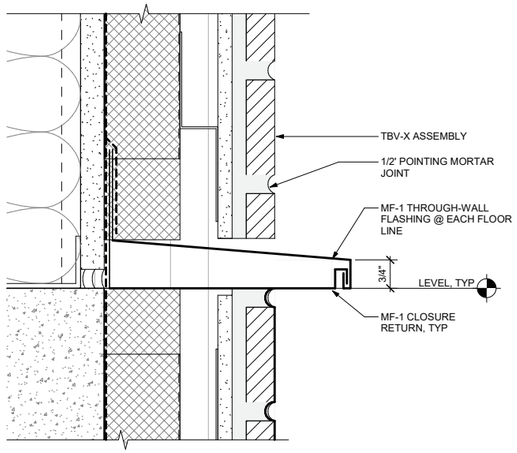
LU NO. LU 23-004591 DZM

sheet : C.22

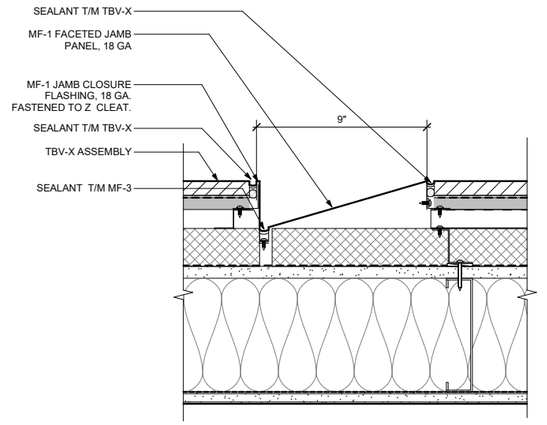
*Approved*
City of Portland
Bureau of Development Services
Planner T.
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



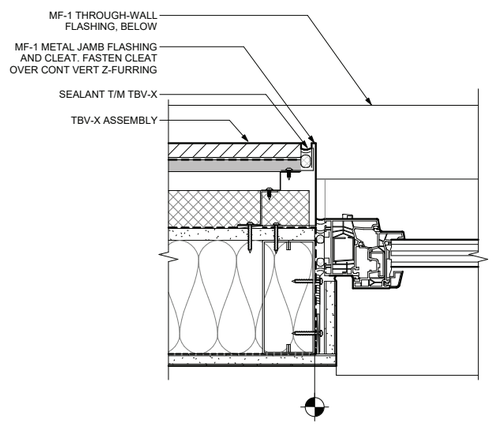

## 1 TYP WINDOW CONFIGURATION
NTS

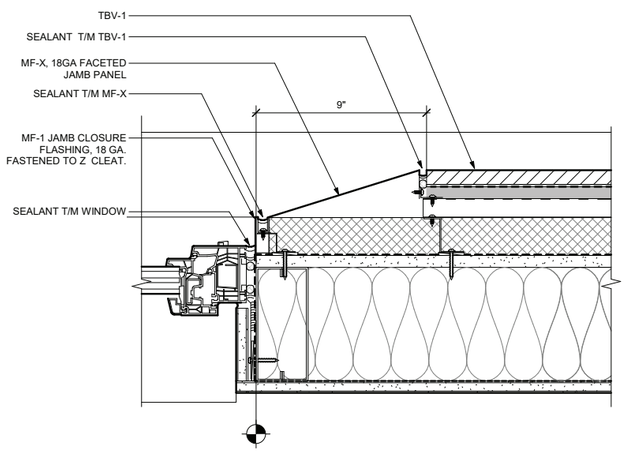



## D TYP FCP-X HORIZONTAL JOINT
SCALE: 3" = 1'-0"




## C TYP MF-X PANEL INSERT AT TBV-X
SCALE: 3" = 1'-0"




## B TYP WINDOW JAMB @ TBV-X
SCALE: 1 1/2" = 1'-0"

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HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : ENLARGED DETAILS: WALL ASSEMBLIES

LU NO. LU 23-004591 DZM

sheet : C.23

*Approved*
City of Portland
Bureau of Development Services
Planner T
Date 4-6-2023
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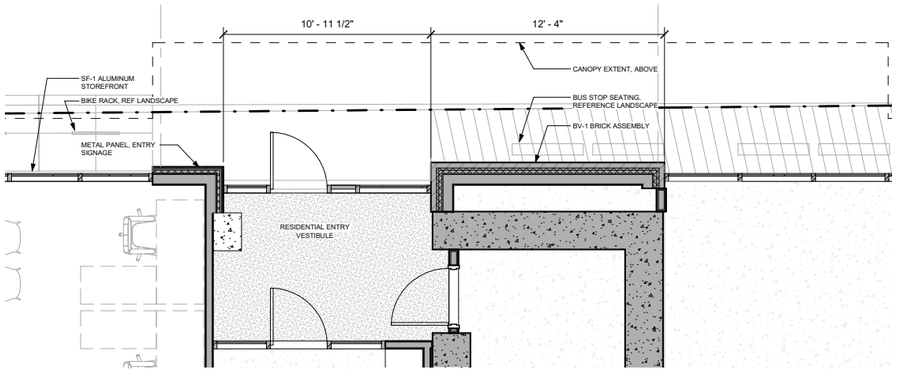
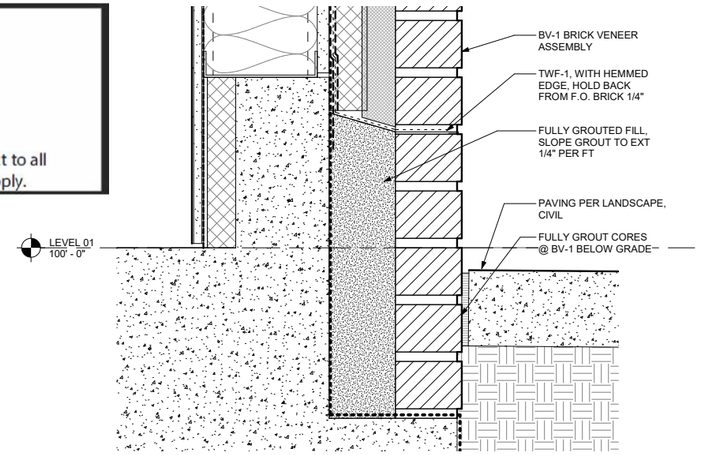
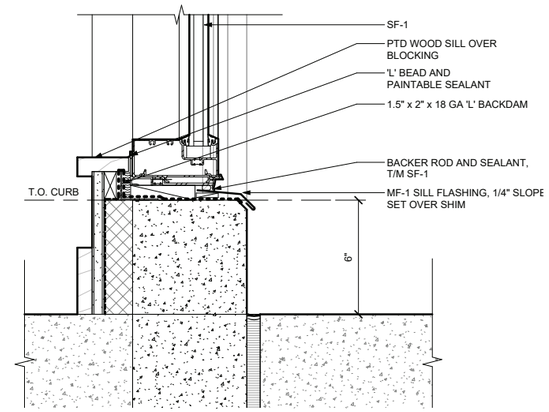
## 1 PERSPECTIVE AT HALSEY ENTRY
NTS



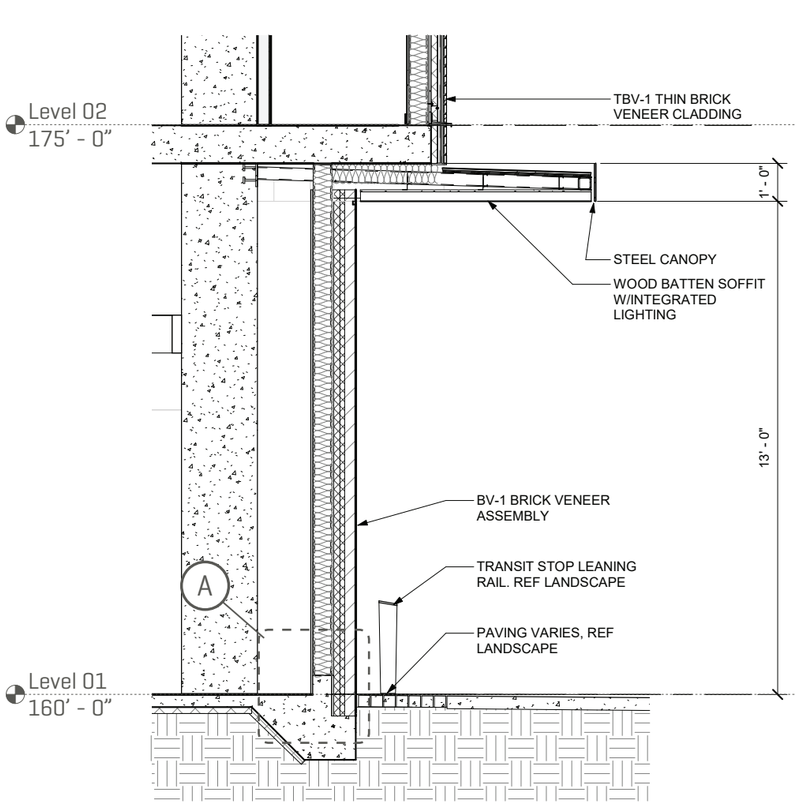

## 2 ENLARGED PLAN AT HALSEY ENTRY
SCALE: 1/8" = 1'-0"



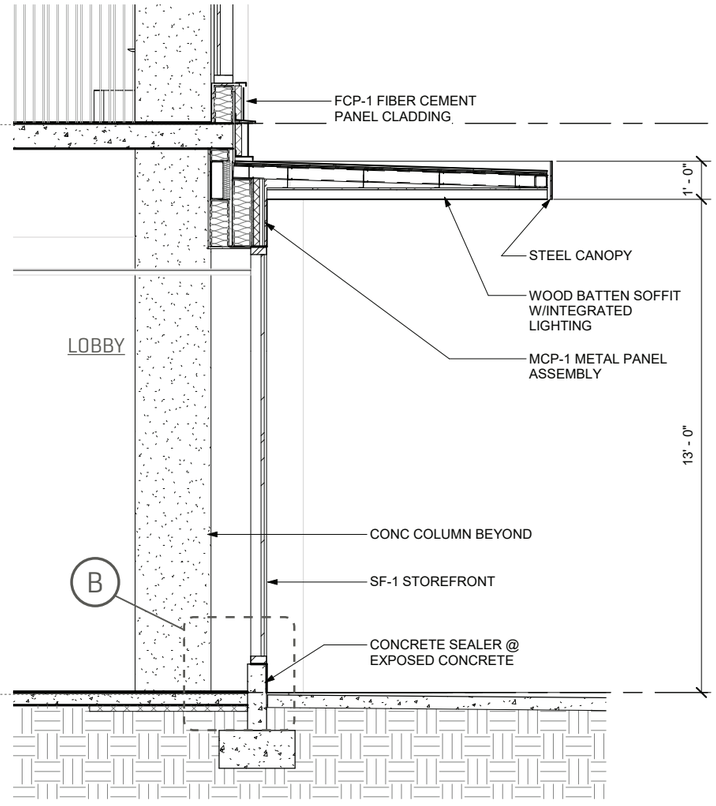

## A DETAIL AT ALUMINUM SCREEN BASE
SCALE: 1 1/2" = 1'-0"




## B DETAIL AT STOREFRONT SILL
SCALE: 1 1/2" = 1'-0"




## C WALL SECTION AT HALSEY BUS STOP
SCALE: 1/4" = 1'-0"




## D WALL SECTION AT HALSEY RESIDENTIAL ENTRY
SCALE: 1/4" = 1'-0"

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HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

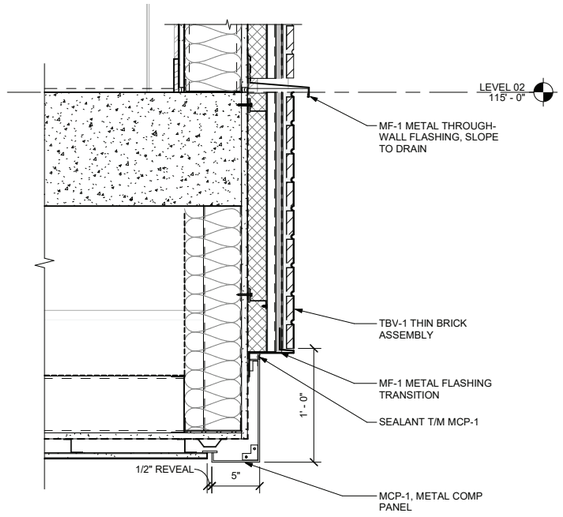
title : ENLARGED DETAILS - HALSEY ST. CANOPY

LU NO. LU 23-004591 DZM

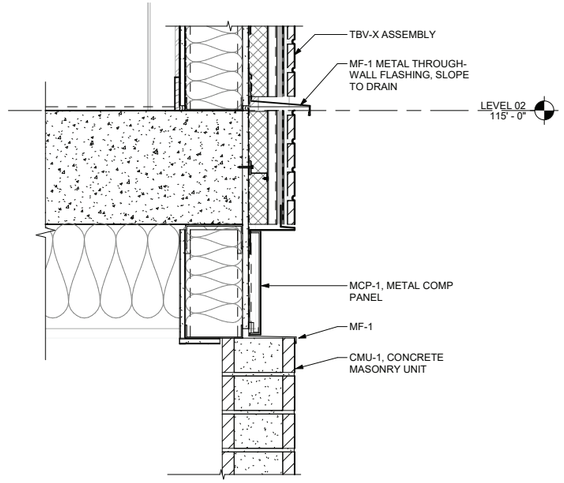
sheet : C.24



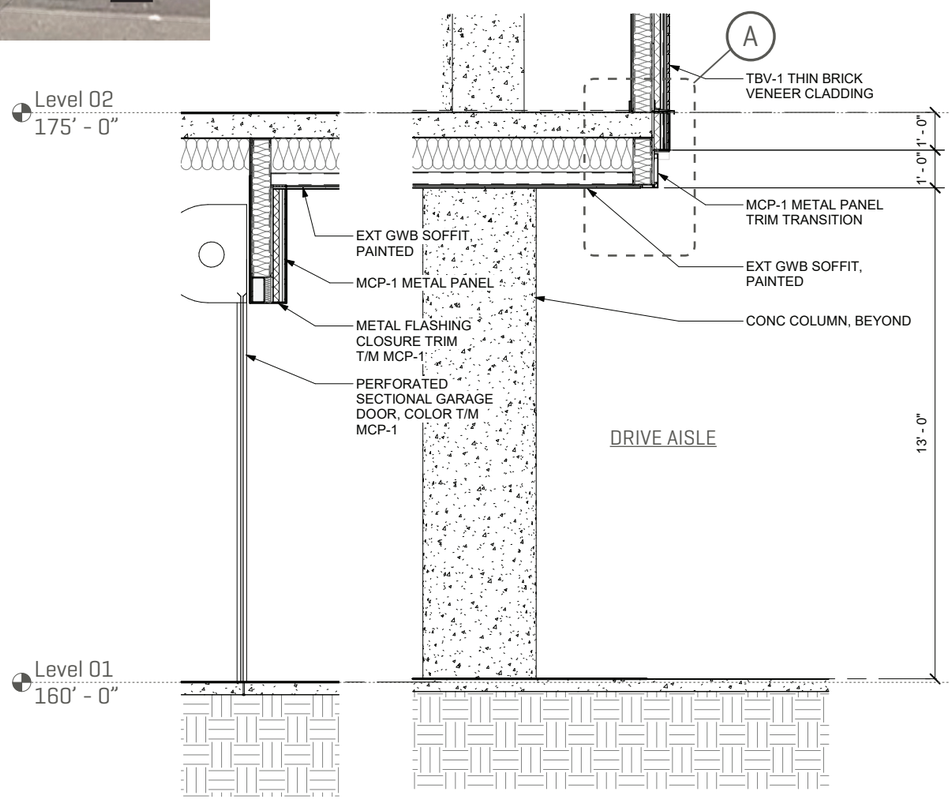

## 1 PERSPECTIVE AT PARKING ENTRY
NTS



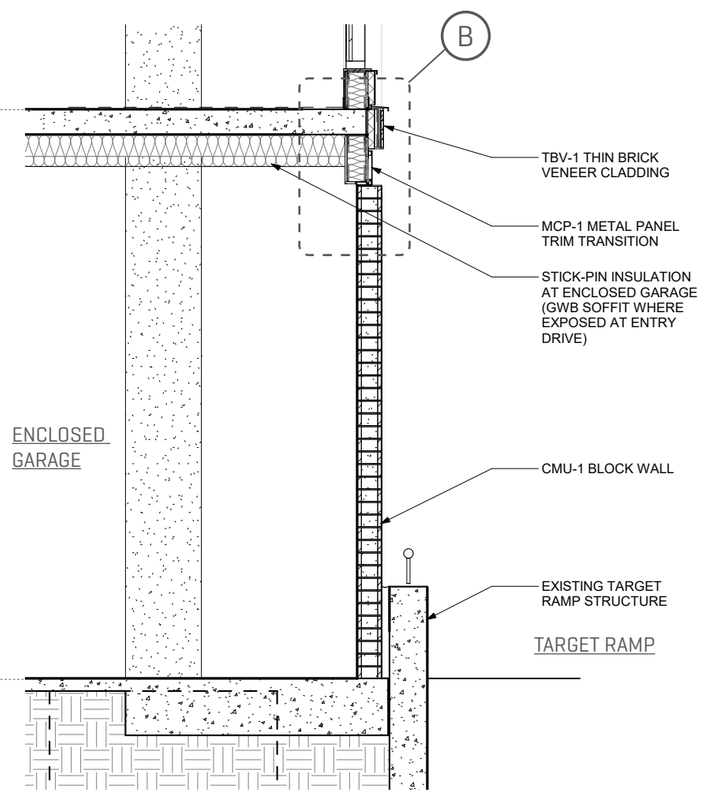

## A DETAIL AT SOFFIT TRANSITION
SCALE: 3/4" = 1'-0"




## B DETAIL AT MCP-1, CMU WALL
SCALE: 3/4" = 1'-0"




## C WALL SECTION AT ENTRY DRIVE
SCALE: 1/4" = 1'-0"




## D WALL SECTION AT TARGET RAMP
SCALE: 1/4" = 1'-0"

*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
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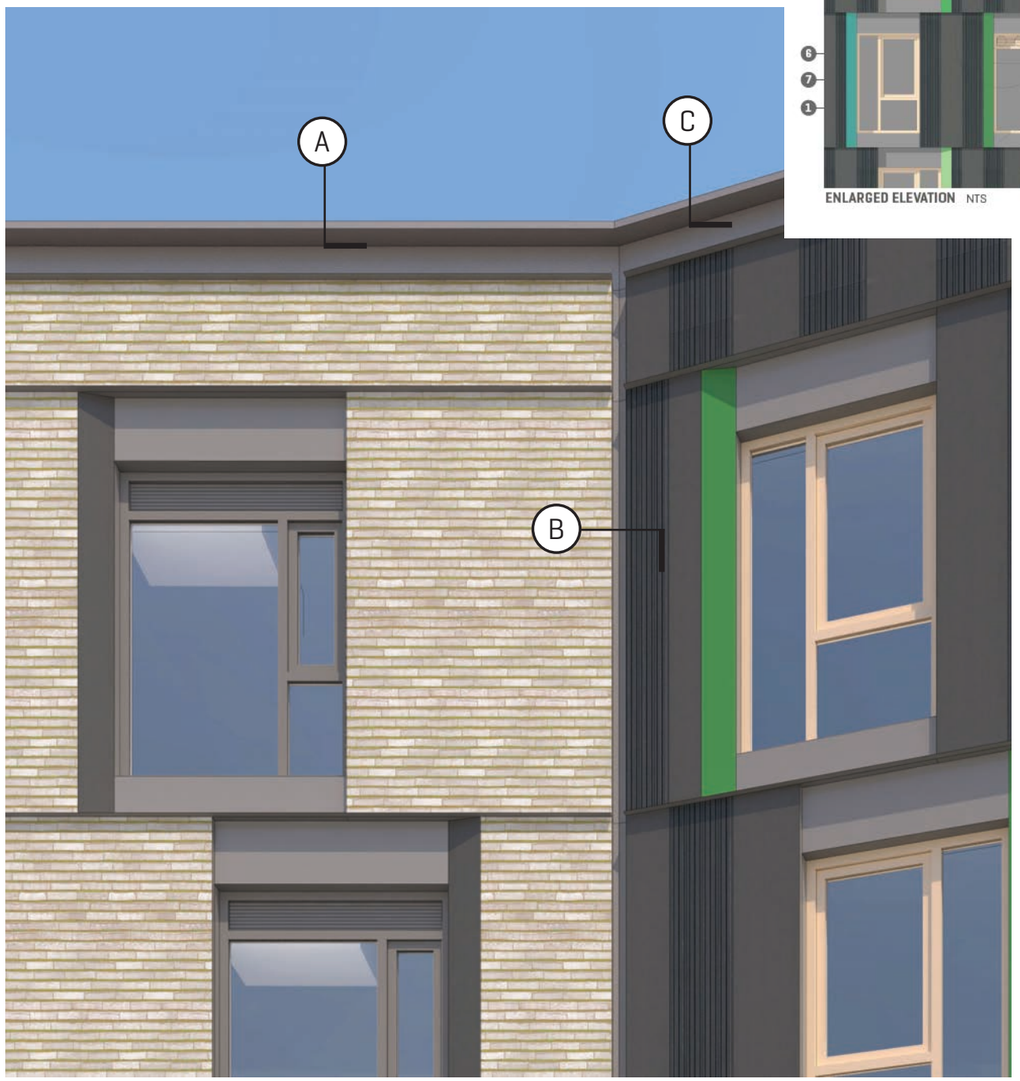
HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : ENLARGED DETAILS - SOFFIT CONDITIONS
LU NO. LU 23-004591 DZM
sheet : C.25




## 1 TYPICAL ROOF CONDITION
NTS

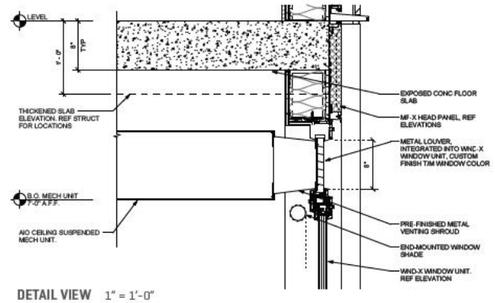
ARCHITECTURAL APPROACH

**ELEVATION COMPONENTS**

1. WND-X WINDOW WITH INTEGRATED MECH (5'-3" X 7'-1")
2. REDUCED OPERABLE LITE (1'-3" X 3'-6")
3. 8" EXHAUST PORT
4. 8" INTAKE PORT
5. INTEGRATED MTL MECH LOUVER, PREFINISHED TO MATCH WINDOW COLOR
6. 3'-0" VENT SEPARATION PER CODE
7. BEDROOM WINDOW CONFIGURATION (NO CHANGE FROM 50% DD)




**ENLARGED ELEVATION** NTS




**DETAIL VIEW** 1" = 1'-0"

*Approved*
City of Portland
Bureau of Development Services
Planner T
Date 4-6-2023
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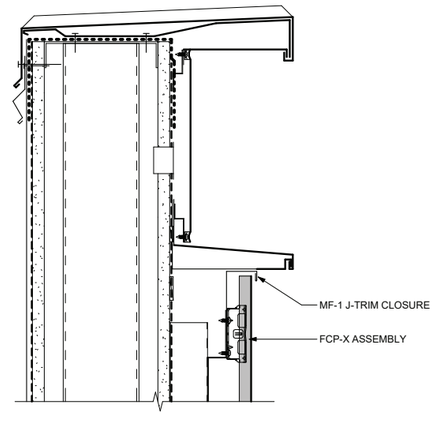
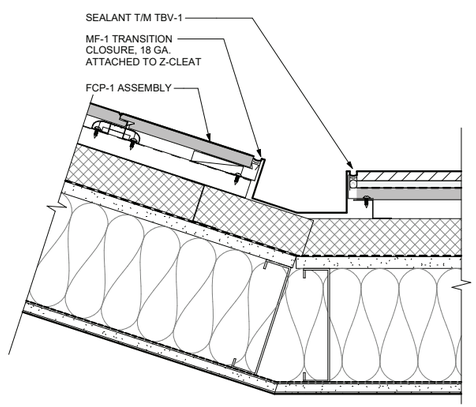
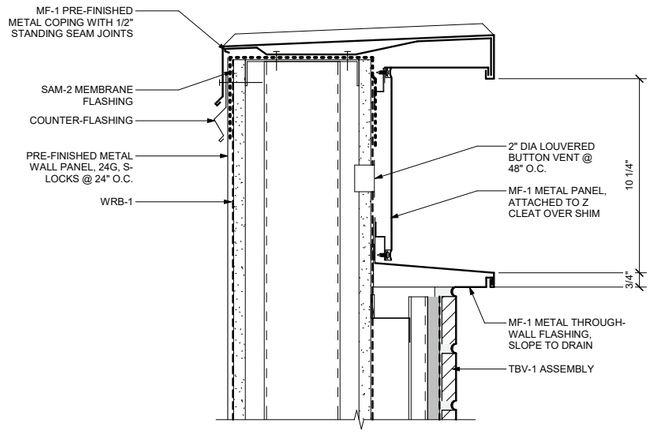
REF TBV-1 PARAPET COPING DETAIL FOR TYP NOTES




## C SECTION DETAIL AT PARAPET, FIBER CEMENT
SCALE: 1 1/2" = 1'-0"




## B PLAN DETAIL AT TBV, FCP TRANSITION
SCALE: 1 1/2" = 1'-0"




## A SECTION DETAIL AT PARAPET, THIN BRICK
SCALE: 1 1/2" = 1'-0"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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : ENLARGED DETAILS: PARAPET & TRANSITIONS

LU NO. LU 23-004591 DZM

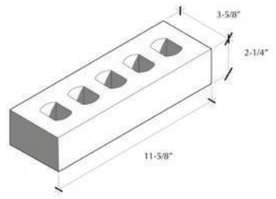
sheet : C.26

## BV-1 BRICK MASONRY VENEER MUTUAL MATERIALS



DARK IRON SPOT

**BASIC SPECIFICATIONS**




| | |
|---|---|
| Item: | Norman |
| Color: | Dark Iron Spot |
| Item Number: | 70500810 |
| Size: | 3-5/8" x 2-1/4" x 11-5/8" |
| Texture: | Smooth |
| Solid/Cored: | Cored |
| ASTM - Link | Large Photo - Link |

## CMU-1 CONCRETE MASONRY UNITS MUTUAL MATERIALS



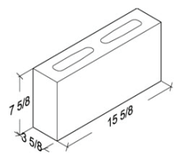
GROUND FACE, WILLOW COLOR

**BASIC SPECIFICATIONS**

COLOR*: **Willow**
TEXTURE: **Ground Face**
TYPE**: **Special Order**
PLANT: **Kent, WA**
ASTM: **ASTM C-90**

MUTUALMATERIALS®
www.mutualmaterials.com

D: 3-5/8"
H: 7-5/8"
W: 15-5/8"




## FCP-1 FIBER CEMENTITIOUS PANEL CERACLAD



CASHMERE SMOOTH, CHARCOAL COLOR

**BASIC SPECIFICATIONS**

| | |
|---|---|
| **Panel Type** | Extruded |
| **Application Method** | Vertical or Horizontal |
| **Coating Options** | Triple Coated (15 colors) Creativ™ Custom Colors |
| **Dimensions** | W: 18" (455 mm) L: 10' (3030 mm) T: 5/8" (16 mm) |
| **Coverage** | 15 ft² (1.38 m²) |
| **Weight** | 60 lb. (27 kg) |

The Triple Coating is super weather resistant, low maintenance, and backed by a 20-year limited warranty.

## FCP-2 FIBER CEMENTITIOUS PANEL CERACLAD



CAST STRIPE, CHARCOAL COLOR

**BASIC SPECIFICATIONS**

| | |
|---|---|
| **Panel Type** | Extruded |
| **Application Method** | Vertical or Horizontal |
| **Coating Options** | Triple Coated (4 colors) |
| **Dimensions** | W: 18" (455 mm) L: 10' (3030 mm) T: 5/8" (16 mm) |
| **Coverage** | 15 ft² (1.38 m²) |
| **Weight** | 44 lb. (20 kg) |

The Triple Coating is super weather resistant, low maintenance, and backed by a 20-year limited warranty.

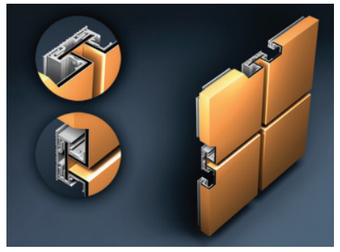
## MCP-1 METAL COMPOSITE PANEL PAC-CLAD



CHARCOAL

**BASIC SPECIFICATIONS**

PAC-3000 RS






*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

MF-X

## METAL FLASHING
## 18 AND 22 GAUGE



MF-1 CHARCOAL

MF-2 MATTE BLACK

MF-3 GREEN #1



MF-4 GREEN #2

MF-5 GREEN #3

MF-6 GREEN #4

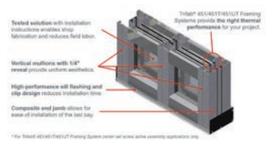
SF-1

## TRIFAB VERSAGLAZE 451T
## STOREFRONT KAWNEER



CHARCOAL COLOR

**BASIC SPECIFICATIONS**




**Features**

- Trifab® VersaGlaze® 451/451T is 4-1/2" (114.3) deep with a 2" (50.8) sightline
- Front, Center, Back or Multi-Plane glass applications
- Flush glazed from either the inside or outside
- Screw Spline, Shear Block, Stick or Continuous Head and Sill fabrication
- Screw Spline Pre-Glazed option
- SSG / Weatherseal option
- IsoLock® lanced and debridged thermal break option with Trifab® VersaGlaze® 451T
- Infill options up to 1-1/8" (28.6) thickness
- Permanodic® anodized finishes in seven choices
- Painted finishes in standard and custom choices

**PERFORMANCE TEST STANDARDS**

| | |
|---|---|
| Air Infiltration | ASTM E283 |
| Water | AAMA 501, ASTM E331 |
| Structural | ASTM E330 |
| Thermal | AAMA 1503 |
| Thermal Break | AAMA 505, AAMA TIR-A8 |
| Acoustical | AAMA 1801, ASTM E1425 |

TBV-1

## THIN BRICK VENEER
## MUTUAL MATERIALS



MODIFIED GRANITE

**BASIC SPECIFICATIONS**

TEXTURE: **Mission, Smooth, Rug**
TYPE**: **Special Order**
PLANT: **Mica, WA**
COLLECTION: **N/A**
ASTM: **ASTM C-216, SW, FBX**

MUTUALMATERIALS®
www.mutualmaterials.com

D: 3/4"
H: 2-1/2"
W: 11-1/2"

WND-XA

## COMMERCIAL VINYL WINDOWS
## INNOTECH



ANTHRACITE GRAY COLOR

**BASIC SPECIFICATIONS**

**ENERGY STAR**

| Canada / USA | Energy Star Most Efficient 2020, Energy Rating Up to 42 / Energy Star Northern Climate Zone |
|---|---|

**Acoustical Performance**
Tested size: 48" wide x 58" high, 1219 mm wide x 1473 mm high

| | STC | OITC |
|---|---|---|
| 4 mm/4 mm | 34 dB | 28 dB |
| 6 mm/4 mm | 37 dB | 32 dB |
| 12mm Laml / 8mm Laml | 40 dB | 41 dB |
| 6 mm/4 mm/4 mm | 39 dB | 33 dB |

**Size Limitations**

| | Width | Height |
|---|---|---|
| Minimum | 17 in. 432 mm | 18.25 in. 464 mm |
| Maximum | 60 in. 1524 mm | 84 in. 2134 mm |

**PERFORMANCE SUMMARY**

| | Defender 76TS | |
|---|---|---|
| Air Tightness | 0.00 CFM/FT² | |
| Water Tightness | 15 PSF | |
| Structural – Wind Load Resistance | 55 PSF | |
| NAFS Performance Class & Grade | CW - PG55 | |
| | Double | Triple |
| U-Factor IP | 0.23 - 0.27 | 0.16 - 0.17 |
| SHGC | 0.19 - 0.44 | 0.18 - 0.39 |
| | | |
| Uw | 0.96 W/m²K | |
| Uw Installed | 0.99 W/m²K | |

WND-XB

## COMMERCIAL VINYL WINDOW
## INNOTECH



OAK MALT COLOR

**BASIC SPECIFICATIONS**

**ENERGY STAR**

| Canada / USA | Energy Star Most Efficient 2020, Energy Rating Up to 42 / Energy Star Northern Climate Zone |
|---|---|

**Acoustical Performance**
Tested size: 48" wide x 58" high, 1219 mm wide x 1473 mm high

| | STC | OITC |
|---|---|---|
| 4 mm/4 mm | 34 dB | 28 dB |
| 6 mm/4 mm | 37 dB | 32 dB |
| 12mm Laml / 8mm Laml | 40 dB | 41 dB |
| 6 mm/4 mm/4 mm | 39 dB | 33 dB |

**Size Limitations**

| | Width | Height |
|---|---|---|
| Minimum | 17 in. 432 mm | 18.25 in. 464 mm |
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| | Double | Triple |
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| SHGC | 0.19 - 0.44 | 0.18 - 0.39 |
| | | |
| Uw | 0.96 W/m²K | |
| Uw Installed | 0.99 W/m²K | |

*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



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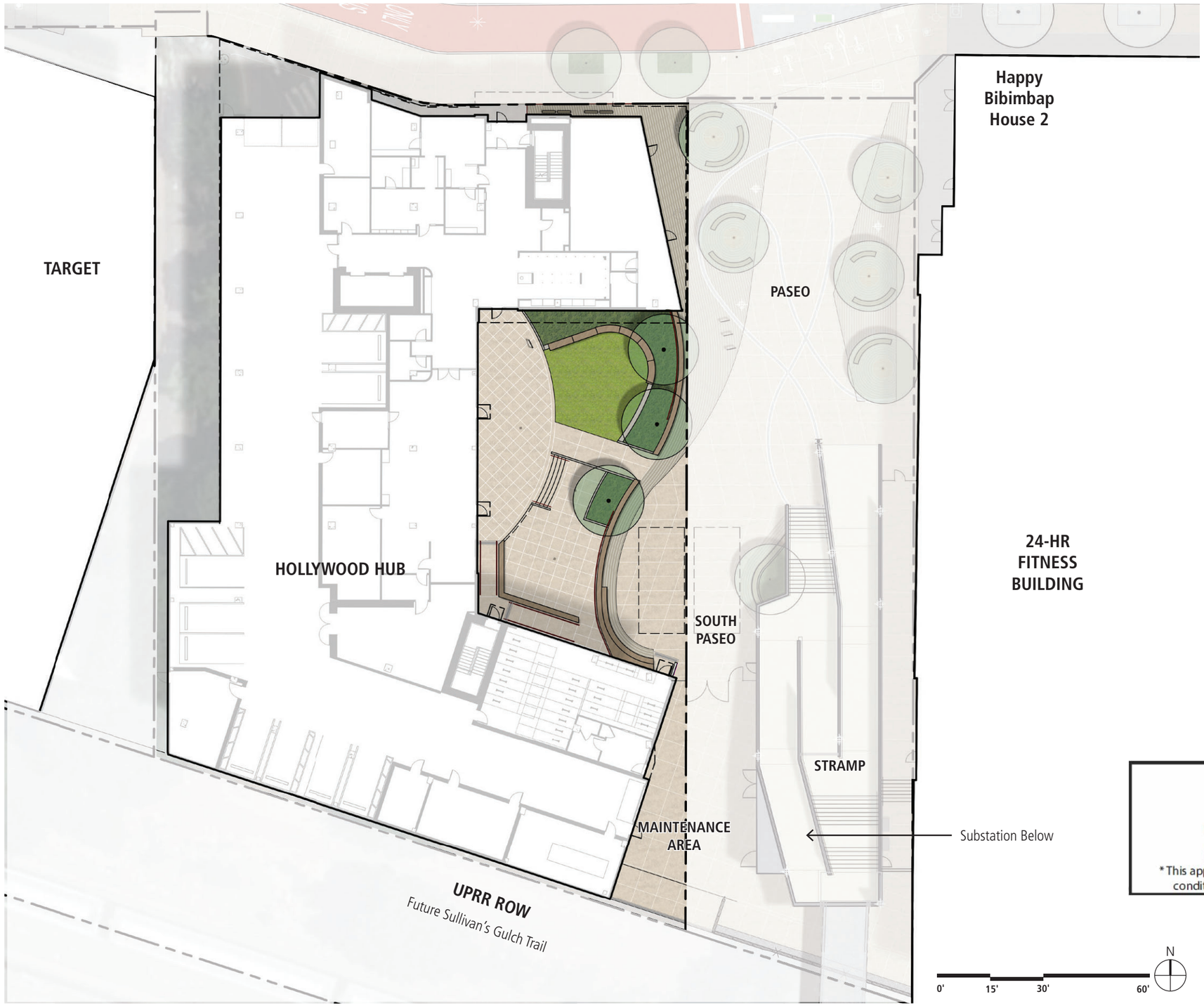
# OVERALL SITE PLAN

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Bureau of Development Services
Planner
Date 4-6-2023
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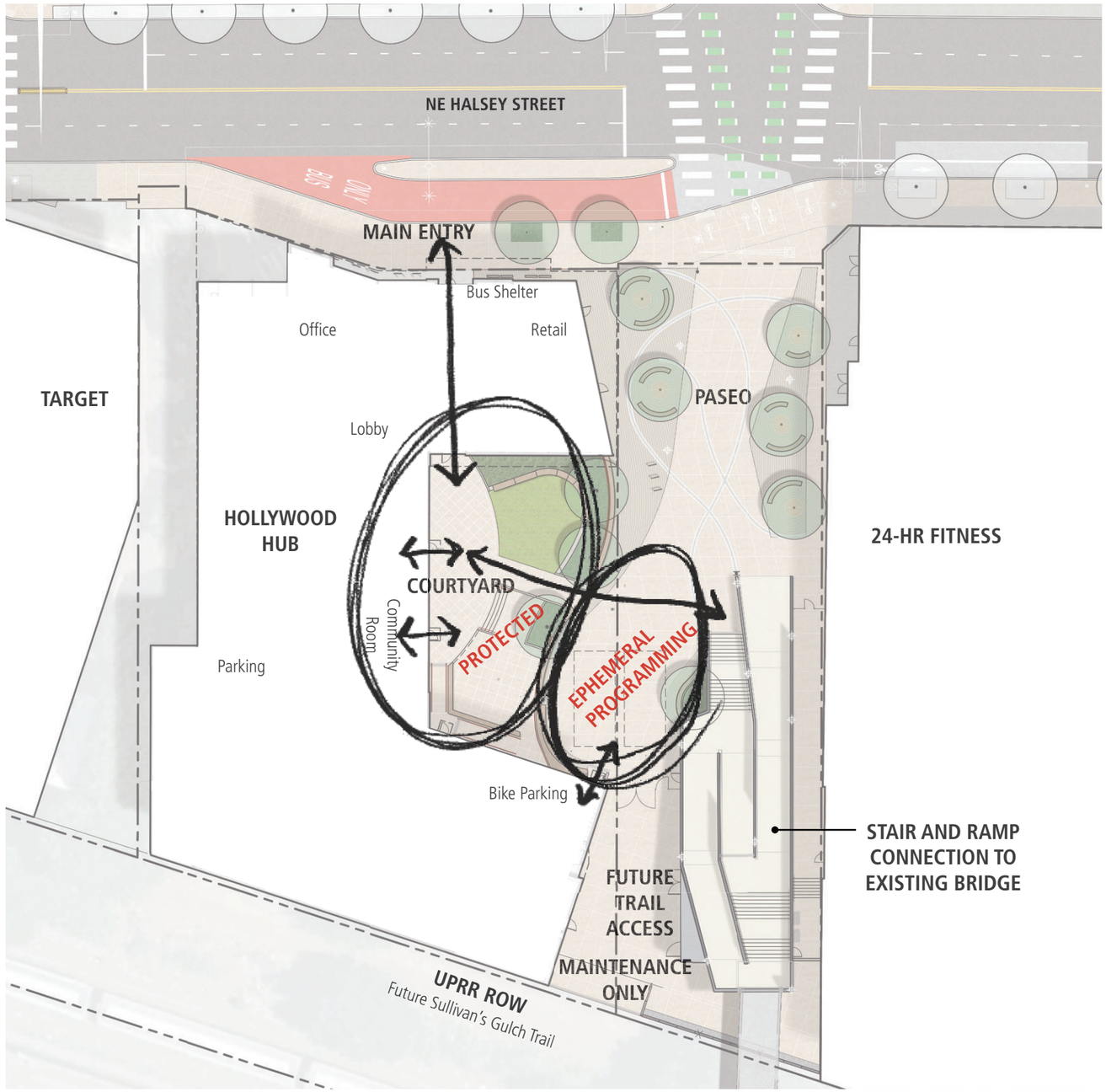
# PROGRAMMING DIAGRAM



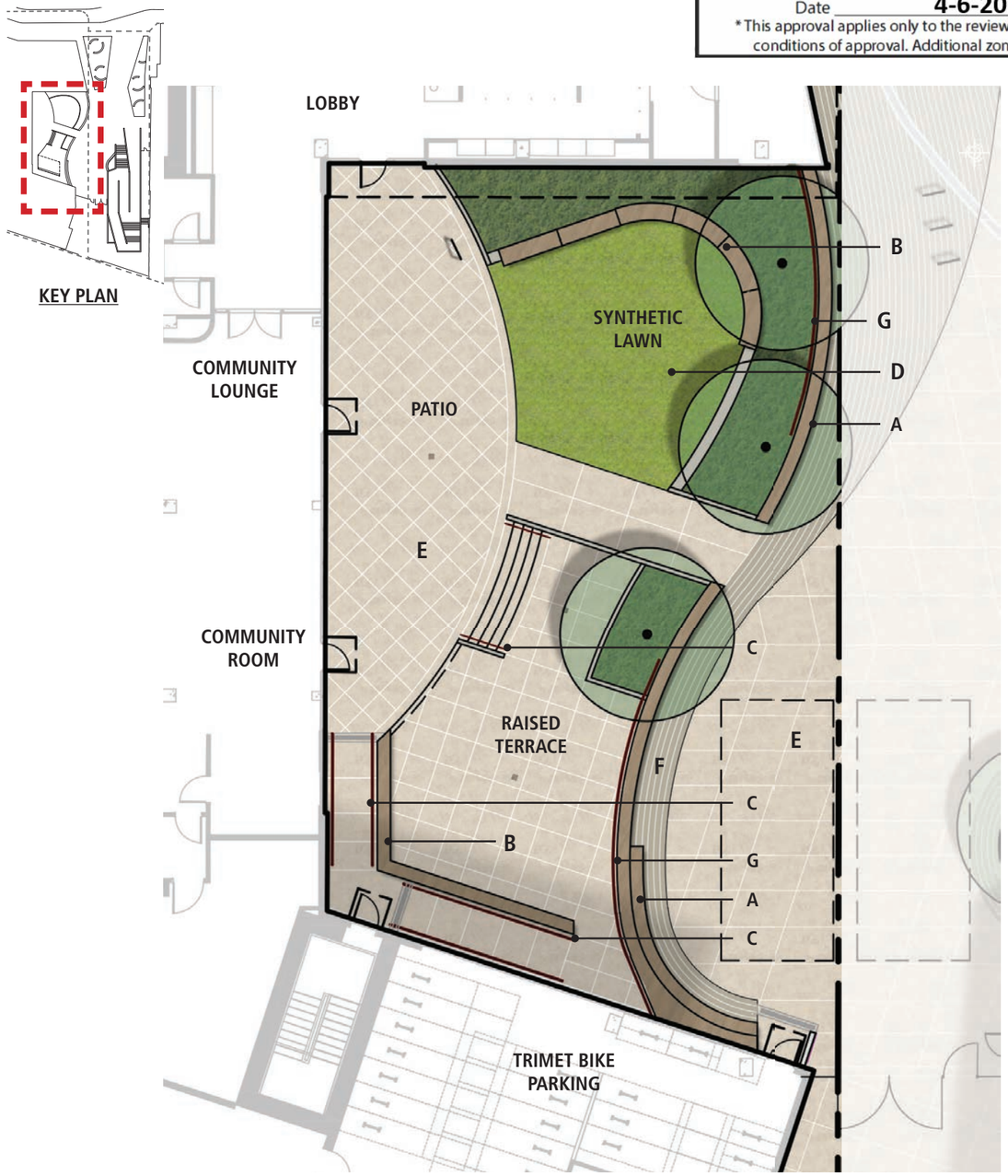

**Residents-based programming - inner courtyard and indoor spaces**
Education workshops
Resident meetings
Computer use drop-in
After school and early childhood programming (Expresiones and Portland Niños)
Resident and community partner space reservations based on availability

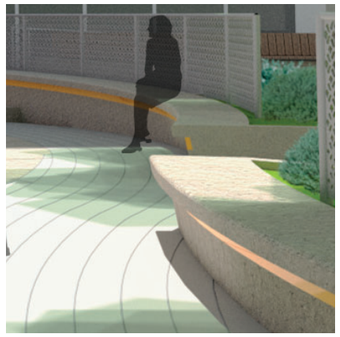
**Community-based programming - paseo space**
Weekly food pantry
Vaccine clinics
Mobile dental clinic
Pop-up soccer
National Night Out or other large Community events/celebrations
Maker market
Partner pop-ups (Lime scooter demo, etc...)

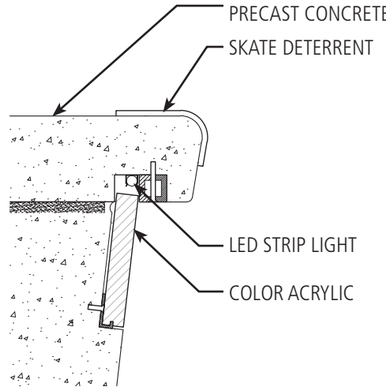
*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

# COURTYARD MATERIALS PLAN

*Approved*
City of Portland
Bureau of Development Services
Planner T.
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.





A. Paseo Seatwall



A. Paseo Seatwall Detail

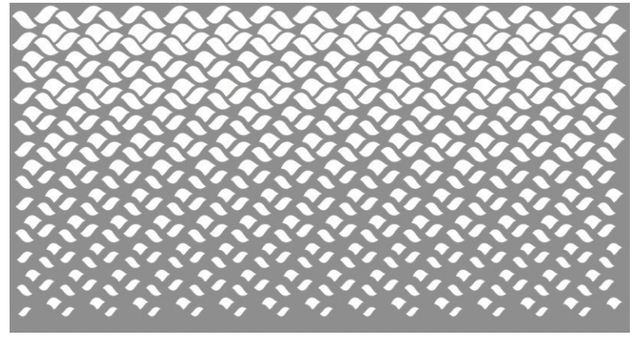

B. Courtyard Seatwall


C. Stainless Steel Handrail

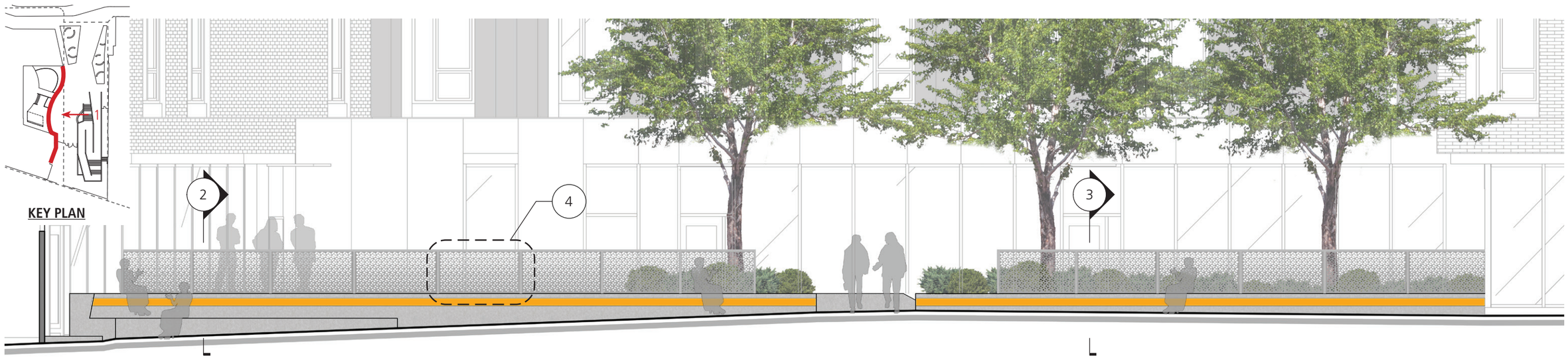

D. Artificial Turf


E. Scored Concrete Paving

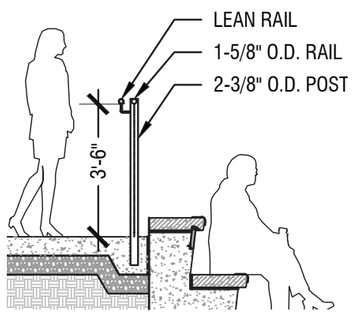

F. Pavers


G. Patterned Metal Panel

# SITE ELEVATION - PHASE 1

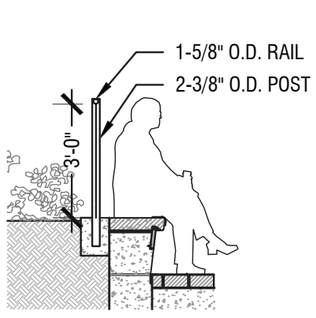



1 **Courtyard Entrance Elevation**
Scale: 1"= 10'- 0"



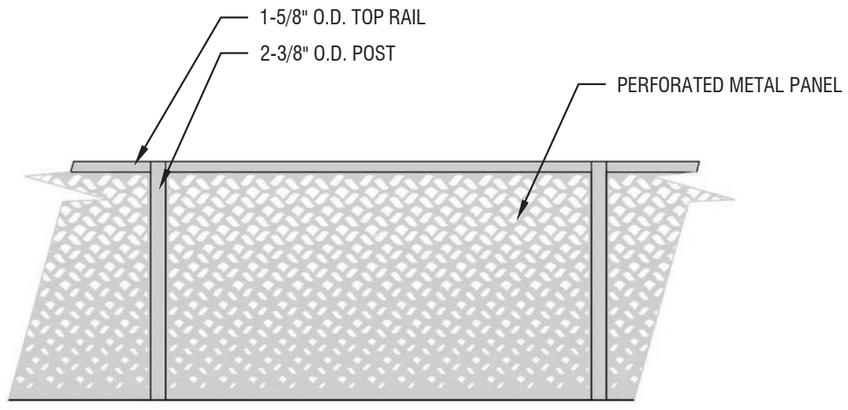

AT TERRACE

2 **Railing Section**
Scale: 1/4"= 1'- 0"




AT PLANTING AREA

3 **Railing Section**
Scale: 1/4"= 1'- 0"




4 **Railing Elevation**
Scale: 1/2"= 1'- 0"

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City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
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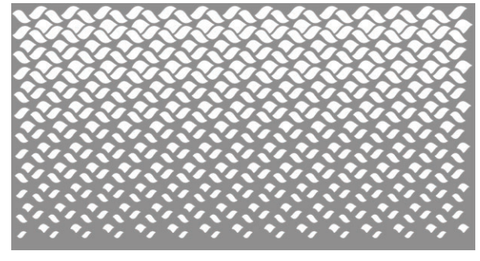
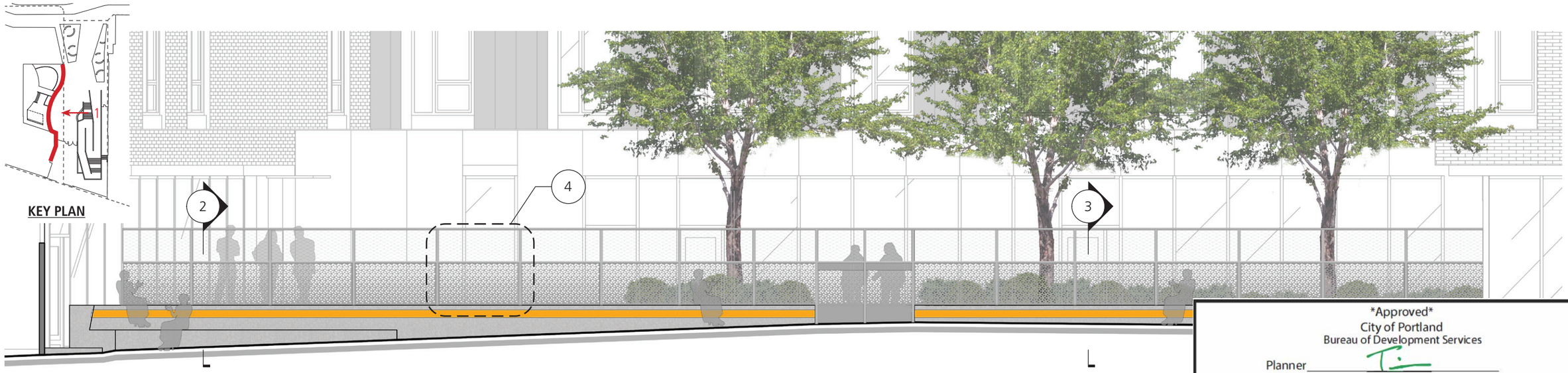


5 **Perforated Metal Panel Design**
Scale: N.T.S.

# SITE ELEVATION - PHASE 2




1 **Courtyard Entrance Elevation - Optional Phase 2**
Scale: 1"= 10'- 0"

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City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
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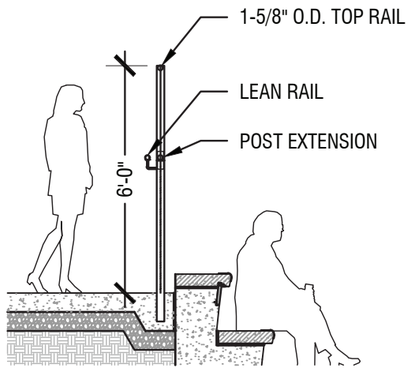
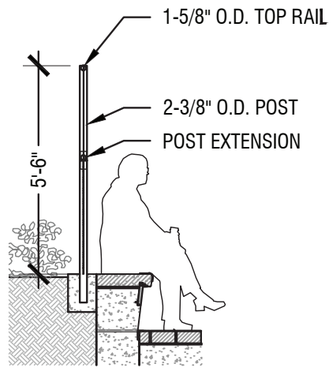


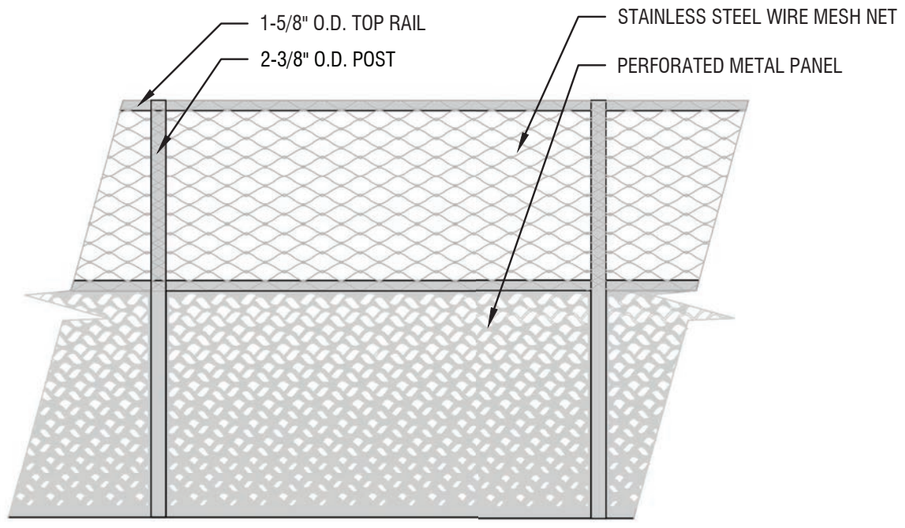

AT TERRACE

2 **Railing Section - Optional Phase 2**
Scale: 1/4"= 1'- 0"




AT PLANTING AREA

3 **Railing Section - Optional Phase 2**
Scale: 1/4"= 1'- 0"

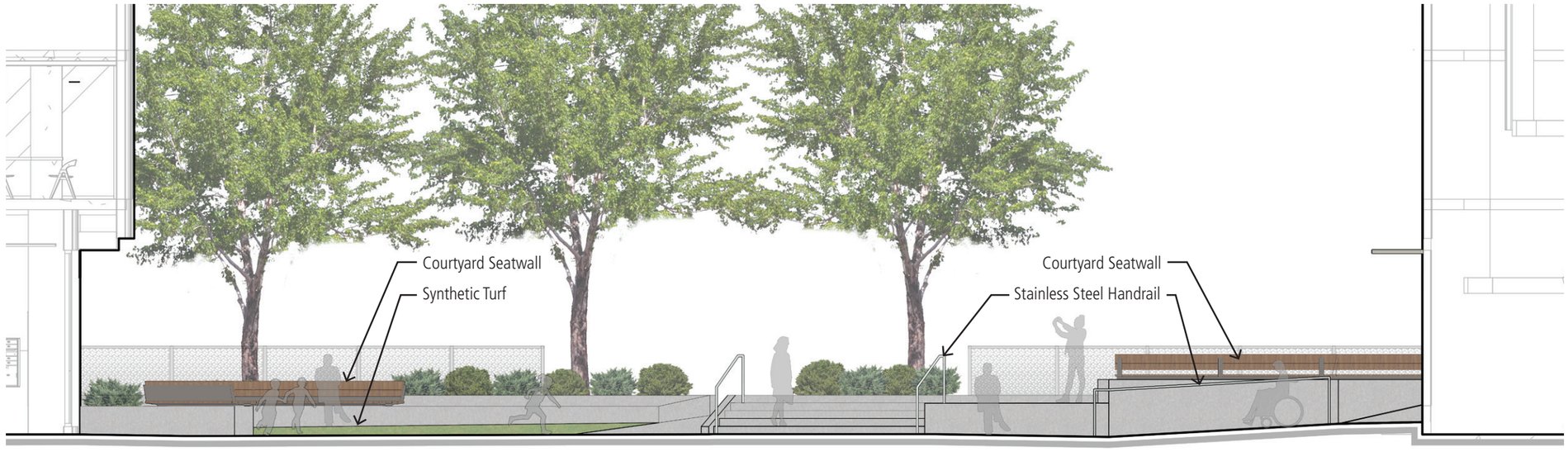


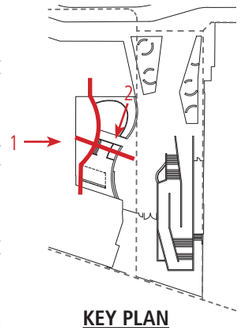

4 **Railing with Security Fence Elevation - Optional Phase 2**
Scale: 1/2"= 1'- 0"



5 **Stainless Steel Wire Mesh Net - Rail Attachment Examples**

# SITE ELEVATIONS



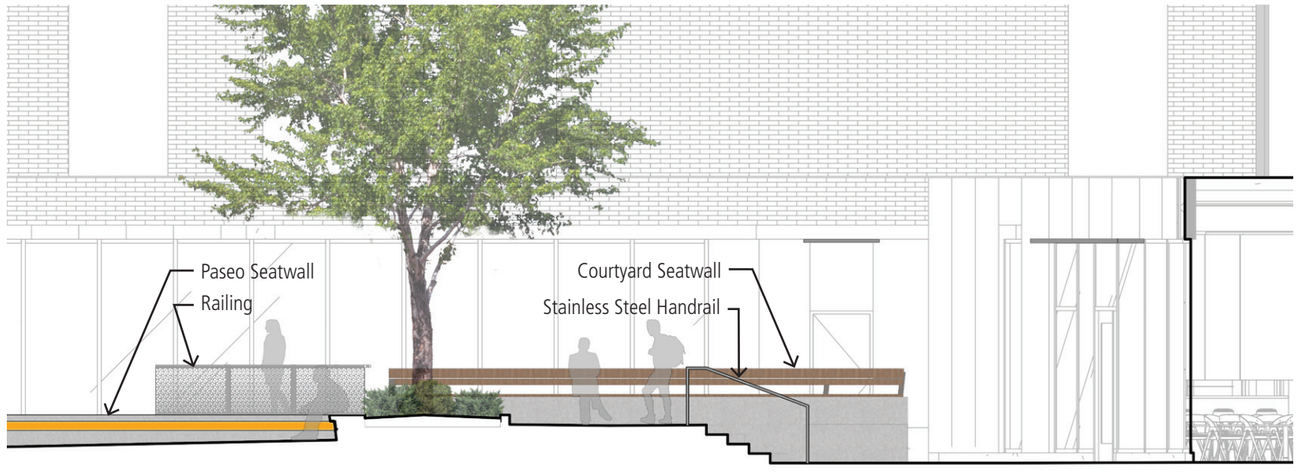




**KEY PLAN**

1 **ELEVATION LOOKING EAST**

Scale: 1/8"= 1'- 0"

0' 2' 4' 8'




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
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2 **ELEVATION AT COURTYARD PATHWAY - LOOKING SOUTH**

Scale: 1/8"= 1'- 0"

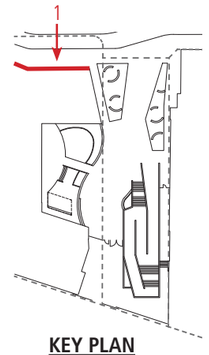
0' 2' 4' 8'



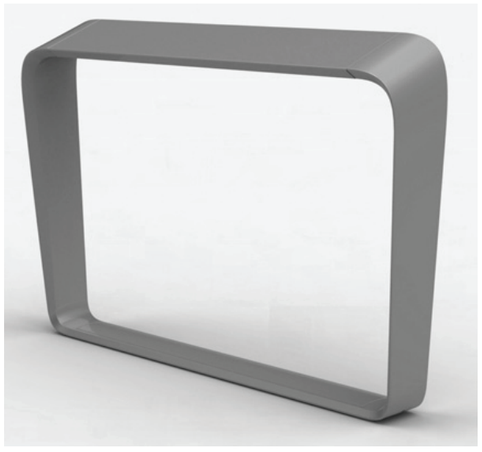

1 **ELEVATION AT HALSEY STREET BUS STOP**

Scale: 1/8"= 1'- 0"

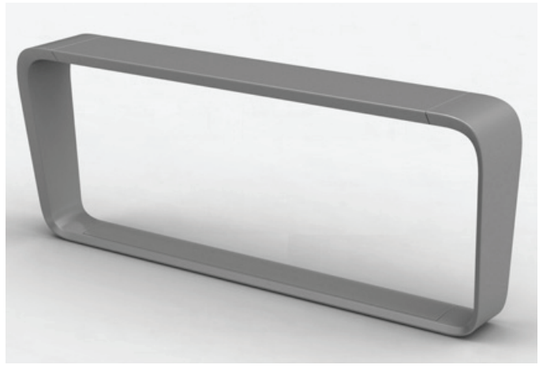
0' 2' 4' 8'




**KEY PLAN**



A. Leaning Rail



B. Sitting Rail



C. Bike Rack

*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

Mayer/Reed

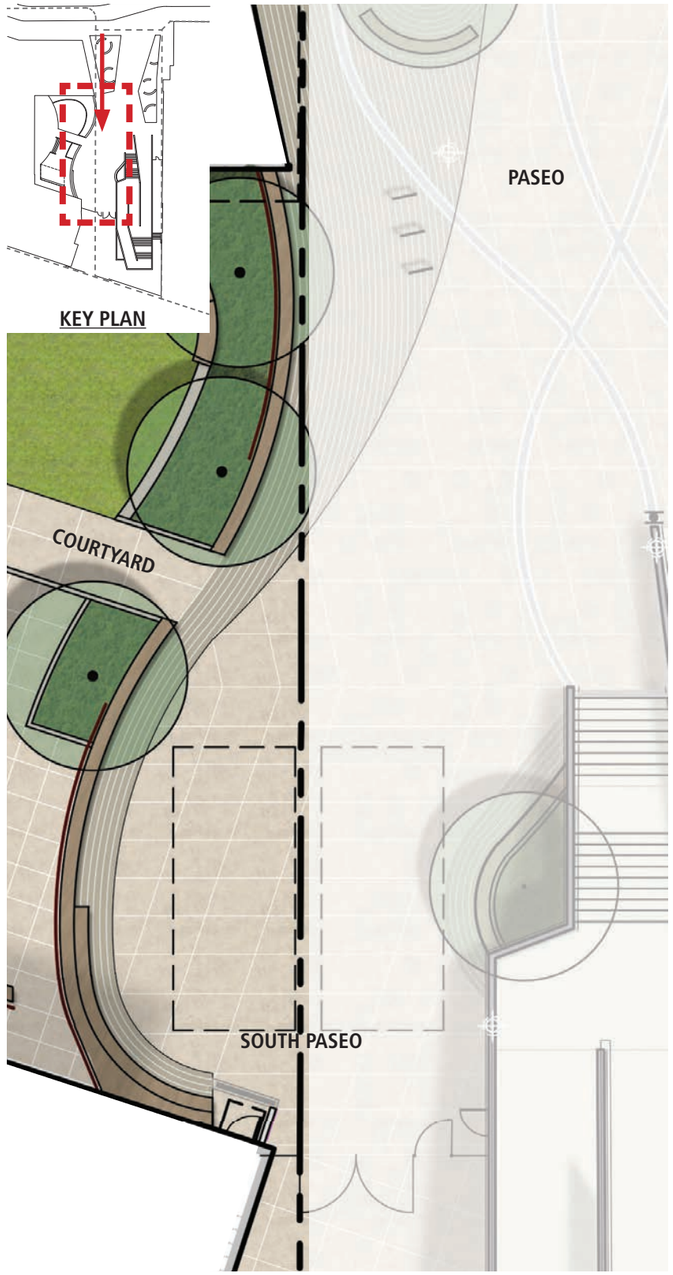
DESIGN REVIEW
DATE: 03.22.2023

title : LANDSCAPE SITE ELEVATIONS - HALSEY ST.

LU NO. LU 23-004591 DZM

sheet : C.35

# SOUTH PASEO PERSPECTIVE VIEW



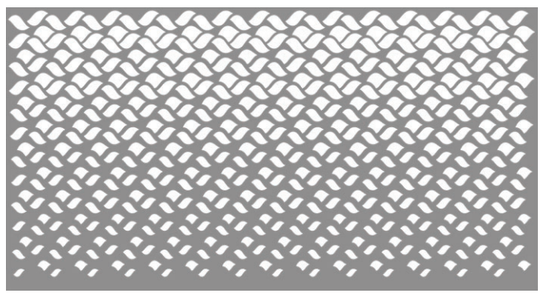

1 **ENLARGEMENT - SOUTH PASEO**
Scale: 1/16"= 1'- 0"

0' 4' 8' 16'

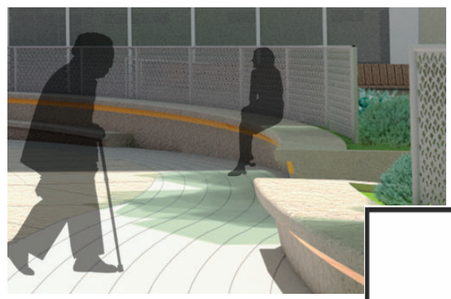
N




View of South Paseo showing common site elements between Hollywood HUB and Hollywood Transit Center projects



A. Railing at HUB Courtyard, Custom pattern, Final artwork TBD
80% open at top, 50% open at bottom



B. Seatwall with color

*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
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# COURTYARD PERSPECTIVE VIEW






*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
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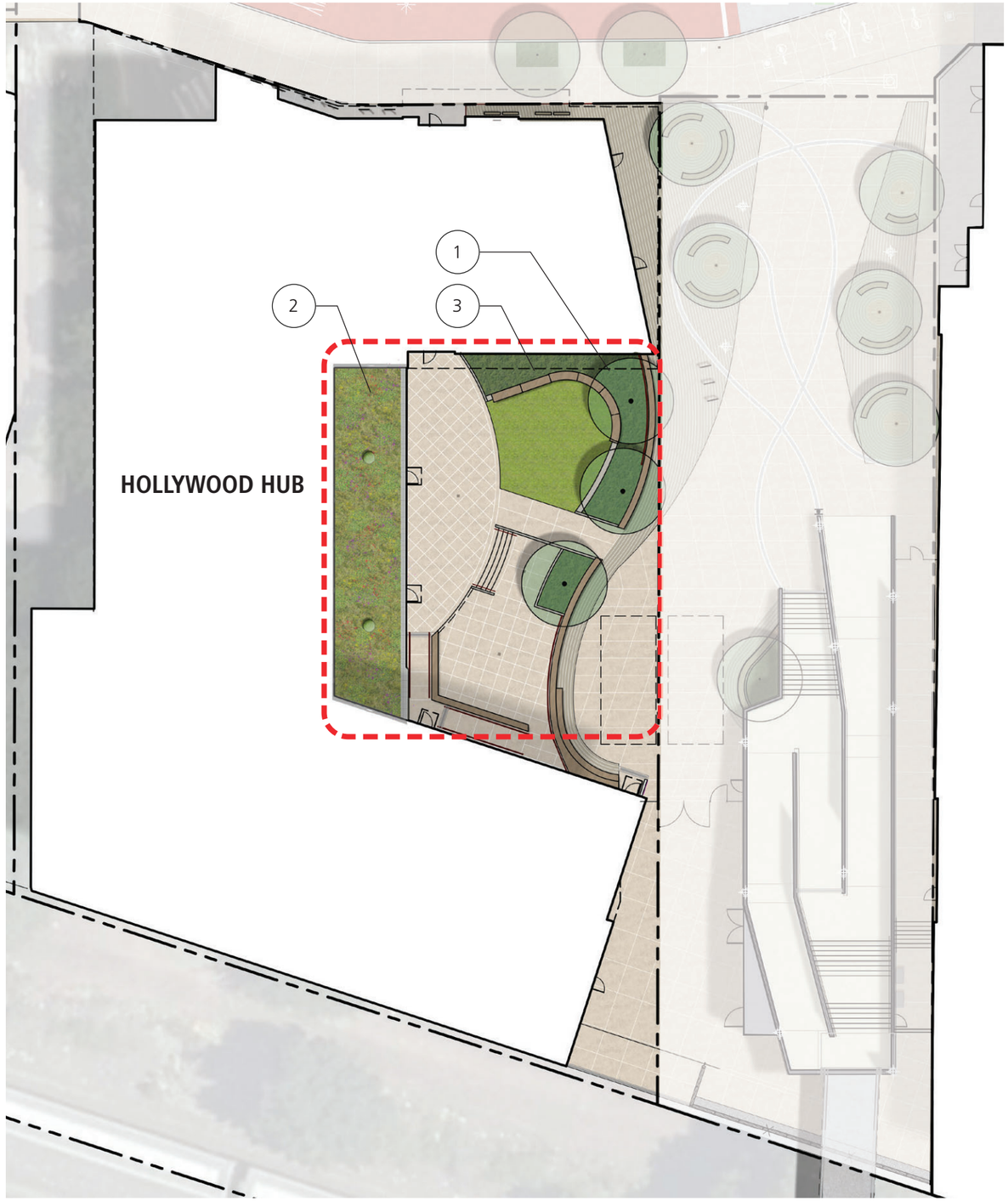
# PLANTING PLAN






Small, deciduous tree
e.g. Acer griseum

## 1 COURTYARD TREE



Pregrown sedum mat

## 2 SEDUM EXTENSIVE GREEN ROOF - LEVEL 2

*Approved*
City of Portland
Bureau of Development Services
Planner T.
Date 4-6-2023
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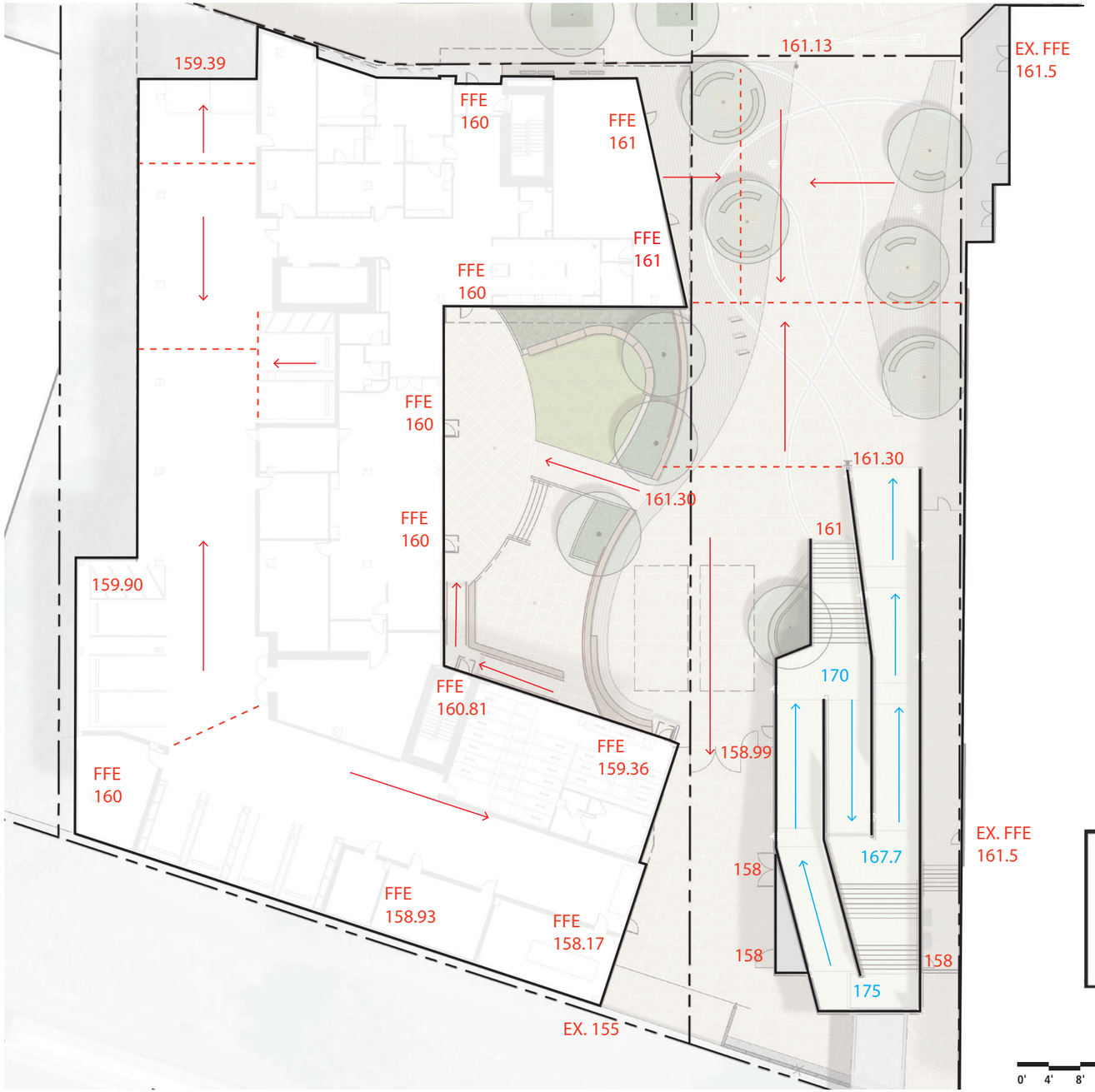
Evergreen groundcover
e.g. Daphne odora



Evergreen groundcover
e.g. Gaultheria shallon

## 3 PLANTING AREA

# SITE GRADING DIAGRAM




*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
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0' 4' 8' 16'

N



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BIKE RACK

# Metro40 Collection

landscapeforms®

**Product Data Sheet**





## Ride™ Bike Rack

- Capacity: 2 bikes
- Surface mount or embedded to concrete surface.
- Requires only two bolts to mount, with extra surface mount anchor hole provided.
- 4 stainless steel leveling glides within the base are provided for fine adjustment from top side of base.
- Cover plate over bike rack base provides seamless appearance.

| | Style | Depth | Width | Height | Product Weight |
|---|---|---|---|---|---|
|  | Bike Rack | 3.3" | 28" | 26" | 50 lb |

## Hi-Glo™ Pedestrian Light and Lo-Glo™ Path Light

- Please refer to product data sheets for technical information and specifications.

## Connect™ Shelter

- Please refer to the Metro40 Workbook.

## To Specify

- Visit landscapeforms.com.

***Designed by BMW Group Designworks***

Rest Bench is protected by U.S. Patent No. D600,460; D601,361; D601,820
Connect Rail is protected by U.S. Patent No. D644,446; D602,271
Collect is protected by U.S. Patent No. D607,171; D610,322, D608,968
Stop is protected by U.S. Patent No. D608,913
Ride is protected by U.S. Patent No. D613,646

Visit our landscapeforms.com for more information. Specifications are subject to change without notice. Landscape Forms supports the Landscape Architecture Foundation at the Second Century level.
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BUS STOP SEATING

# Metro40 Collection

landscapeforms®

**Product Data Sheet**





## Connect Rail

- Connect Rail is available as a sitting rail or a leaning rail.
- Rail ships fully assembled.
- Rail must be surface mounted.
- Aluminum option is a cast aluminum frame with an aluminum extrusion insert.
- Wood option is a cast aluminum frame with a wood insert.

## Finishes

- Metal is finished with Landscape Forms' proprietary Pangard II® polyester powdercoat, a hard yet flexible finish that resists rusting, chipping, peeling and fading.
- Call for standard color chart.
- Unfinished jarrah and DSTMA for exterior use.

| | Style | Depth | Width | Height | Product Weight |
|---|---|---|---|---|---|
|  | Sitting Rail | 7" | 45" | 18" | Aluminum 46 lb |
|  | Sitting Rail | 7" | 45" | 18" | Wood 43 lb |
|  | Leaning Rail | 6.5" | 45" | 30" | Aluminum 51 lb |
|  | Leaning Rail | 6.5" | 45" | 30" | Wood 54 lb |

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City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

Mayer/Reed

DESIGN REVIEW
DATE: 03.22.2023

title : SITE MATERIAL CUTSHEETS
LU NO. LU 23-004591 DZM
sheet : C.40

BELDEN
THE BELDEN BRICK COMPANY





# 8530 VELOUR PAVERS

| | |
|---|---|
| **Type** | Paver |
| **Color** | Gray |
| **Texture** | Wire Cut |
| **Plant** | Plant 8 |
| **Manufacturing Method** | Extruded |
| **Series** | Utopian |

Sizes | Specs

| Sizes | Width | Height | Length | Unit/Sq Ft |
|---|---|---|---|---|
| **Jumbo Paver** | 4" \| 102mm | 2 3/4" \| 70mm | 8" \| 203mm | 4.50 |
| **Standard Paver** | 4" \| 102mm | 2 1/4" \| 57mm | 8" \| 203mm | 4.50 |
| **Standard Plank Paver** | 4" \| 102mm | 2 1/4" \| 57mm | 12" \| 305mm | 3.00 |

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# Link

**Product Data Sheet**

landscapeforms®

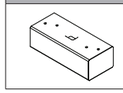


The Link seating system marks a new opportunity for designers to achieve the scalability, elegance and creative freedom of custom, one-off site furnishings with added value and simplicity of off-the-shelf solutions. Designed in collaboration with Jess Sorel of sorelstudio, Link's dramatic, modern aesthetics and virtually limitless configurations allow it to adapt to a diverse range of landscapes and applications. The inline or piano key orientation of the wood slats on the seats and backs allow for straight, mitered, arced, or even serpentine arrangements, enabling Link to accommodate the design and nuances of virtually any site, both physically and aesthetically.

## Seating System

- Link is a modular seating system with the ability to fit multiple applications.
- Benches are available in straight, miter, 96" radius, or 140" radius styles.
- Compatible benches can be connected to make a run of benches, fit in a corner, and/or make a complete circle.
- Seat slats are wood and available in inline and piano key style.
- Corresponding backs options include backed, backless, or partially backed.
- Optional arms are available for all bench styles, full backed and backless.
- Multiple mounting options offer a broad application for the bench system.
- Straight inline and straight piano keys benches can be specified with a straight concrete block, metal supports, wall mount, or top-of-wall mount.
  **Note:** ganged benches can only share a support and be connected with a metal T support.
- 96" radius and 140" radius piano key benches can be specified with metal supports or top-of-wall mount.
  **Note:** radius benches cannot be specified with a wall mount.
- Metal supports are finished with powdercoat and have adjustable glides.
- Straight concrete block is comprised of Meldstone and available in the standard color options – See material sheet for standard options.
- Benches do not ship fully assembled.

| | Support Style | Weight |
|---|---|---|
|  | Concrete Block | 485 lbs |
|  | Metal Leg – End Support | 37 lbs |
|  | Metal Leg – Middle Support | 51 lbs |
|  | Wall Mount Support | 28 lbs |
|  | Top-of-Wall Mount Support | Included in bench weight |

| Style | Depth | Width | Height | Weight |
|---|---|---|---|---|
|  | 19" | 44" | 13.5" | 485 lbs |

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Link

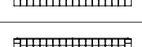
Product Data Sheet

landscapeforms®





| Inline – Straight | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 23.5" | 87.5" | 18.25" | 178 lbs |
|  | Backless, backless arms | 23.5" | 87.5" | 18.25" | 204 lbs |
|  | Partial Backed (left), no arms | 25.25" | 87.5" | 33.75" | 216 lbs |
|  | Partial Backed (right), no arms | 25.25" | 87.5" | 33.75" | 216 lbs |
|  | Backed, no arms | 25.25" | 87.5" | 33.75" | 244 lbs |
|  | Backed, backed arms | 25.25" | 87.5" | 33.75" | 264 lbs |

| Piano Key – Straight | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 23.5" | 87.5" | 18.25" | 196 lbs |
|  | Backless, backless arms | 23.5" | 87.5" | 18.25" | 222 lbs |
|  | Partial Backed (left), no arms | 25.25" | 87.5" | 33.75" | 248 lbs |
|  | Partial Backed (right), no arms | 25.25" | 87.5" | 33.75" | 248 lbs |
|  | Backed, no arms | 25.25" | 87.5" | 33.75" | 290 lbs |
|  | Backed, backed arms | 25.25" | 87.5" | 33.75" | 310 lbs |

# Link

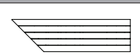
**Product Data Sheet**

landscapeforms®





| Inline – Left Miter | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 23.5" | 86.5" | 18.25" | 156 lbs |
|  | Partial Backed (short side left), no arms | 25.25" | 86.5" | 33.75" | 194 lbs |
|  | Partial Backed (long side right), no arms | 25.25" | 86.5" | 33.75" | 194 lbs |
|  | Backed (short side), no arms | 25.25" | 86.5" | 33.75" | 221 lbs |
|  | Backed (long side), backed arms | 25.25" | 86.5" | 33.75" | 221 lbs |

| Inline – Right Miter | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 23.5" | 86.5" | 18.25" | 156 lbs |
|  | Partial Backed (short side right), no arms | 25.25" | 86.5" | 33.75" | 194 lbs |
|  | Partial Backed (long side left), no arms | 25.25" | 86.5" | 33.75" | 194 lbs |
|  | Backed (short side right), backed arms | 25.25" | 86.5" | 33.75" | 221 lbs |
|  | Backed long side (long side left), no arms | 25.25" | 86.5" | 33.75" | 221 lbs |

# Link

**Product Data Sheet**

landscapeforms®





| Piano Key – 140" radii | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 27.5" | 78.5" | 18.25" | 165 lbs |
|  | Partial Backed (inside radius left), no arms | 29.5" | 78.5" | 33.75" | 191 lbs |
|  | Partial Backed (inside radius right), no arms | 29.5" | 78.5" | 33.75" | 209 lbs |
|  | Backed (inside radius), no arms | 29.5" | 78.5" | 33.75" | 240lbs |
|  | Backed (inside radius), backed arms | 29.5" | 78.5" | 33.75" | 260lbs |
|  | Partial Backed (outside radius left), no arms | 29.5" | 78.5" | 33.75" | 214 lbs |
|  | Partial Backed (outside radius right), no arms | 29.5" | 78.5" | 33.75" | 214 lbs |
|  | Backed (outside radius), no arms | 29.5" | 78.5" | 33.75" | 250 lbs |
|  | Backed (outside radius), backed arms | 29.5" | 78.5" | 33.75" | 270 lbs |

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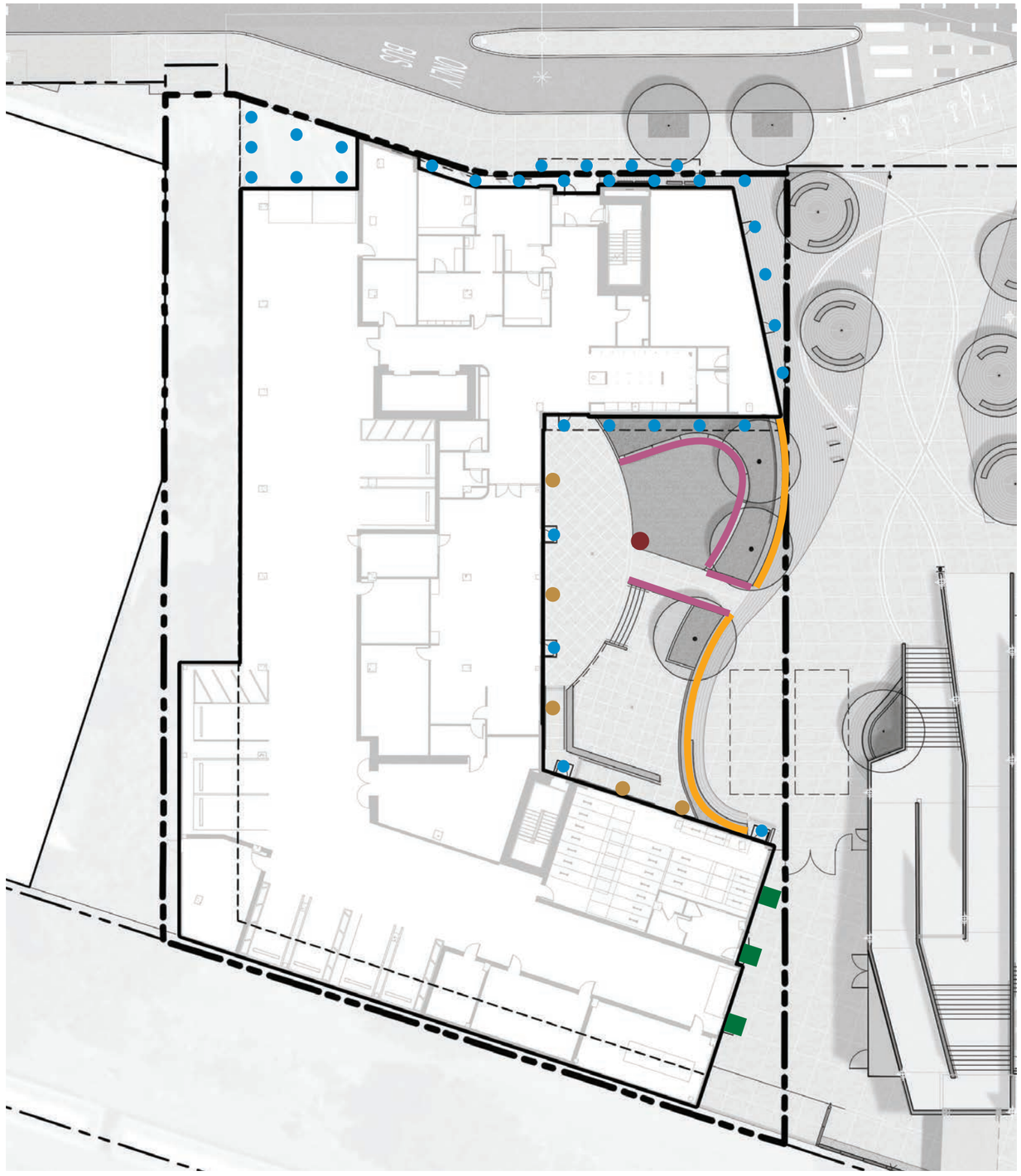



A RECESSED DOWNLIGHT



IMAGE

B RECESSED PATH LIGHT



IMAGE

C WALL MOUNT DOWNLIGHHT



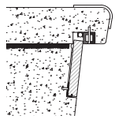
IMAGE

D LIGHT POLE



IMAGE

E SEATWALL LIGHTING



IMAGE

F SCONCE DOWNLIGHT



IMAGE

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Bureau of Development Services
Planner
Date 4-6-2023
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SCALE: 1" = 30'-0"
0' 15' 30' 60'

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

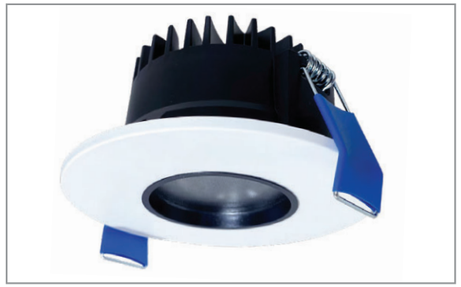
Mayer/Reed

DESIGN REVIEW
DATE: 03.22.2023

title : SITE LIGHTING PLAN
LU NO. LU 23-004591 DZM
sheet : C.44

A RECESSED DOWNLIGHT

| | | | | | |
|---|---|---|---|---|---|
| Project | | Catalog # | | Type | |
| Prepared by | | Notes | | Date | |



# HALO

## ML4 Canless Downlighting System

A LED fixture fitting with remote driver suitable for direct mount without a housing or junction box can be used with round and square open, lens and lens wall wash trims providing various downlight and wall wash distributions.

**Typical Applications**

Residential • Hospitality • Retail

### Interactive Menu


- Order Information page 2
- Product Specifications page 3
- Energy Data page 3
- Photometric Data page 4
- Product Warranty
- Dimming Guide


### Product Certification

Refer to ENERGY STAR® Certified Products List.
Can be used to comply with California Title 24 High Efficacy requirements.
Certified to California Appliance Efficiency Database under JA8.

### Product Features

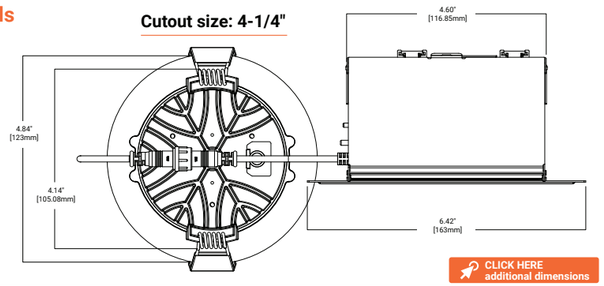
### Top Product Features

- Field selectable 2700, 3000, 3500, 4000 or 5000K CCT, 90 CRI minimum
- Optional full spectrum color, 95 CRI minimum
- Optional warm dimming, field selectable 2700 – 1800 or 3000 – 1800K CCT ranges
- Field selectable 600, 800 or 1000 lumens
- Field interchangeable 25°, 40°, 55° or wall wash distribution patterns, ships with 40 degree installed
- Installs from below, does not require a recessed housing or junction box
- Remote driver / junction box
- 120V LE/TE phase cut or 120-277V 0-10V dimming to 5% with select controls

### Dimensional and Mounting Details

NO HOUSING NEEDED!

**Cutout size: 4-1/4"**




CLICK HERE additional dimensions

COOPER Lighting Solutions



B RECESSED PATH LIGHT

# URA-40581

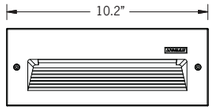
## Rado 5 Recessed

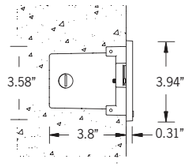
(LLTH # URA-40582)

LIGMAN LIGHTING USA



11w LED 319 Lumens • 17w LED 447 Lumens
IP65 • Suitable For Wet Locations
IK09 • Impact Resistant (Vandal Resistant)
Weight 3 lbs






### Construction

**Aluminum Casting**
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

**Pre paint**
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

**Memory Retentive -Silicon Gasket**
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

**Thermal management**
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

**Surge Suppression**
Standard 10kv surge suppressor provided with all fixtures.

**BUG Rating**
B0 - U2 - G1

**Finishing**
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

**Paint**
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

**Inspired by Nature Finishes**
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

**The Coating Process**
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest concievable standard of performance excellence and design innovation.

Added Benefits
• Resistance to salt-acid room, accelerated aging
• Boiling water, lime and condensed water resistant
• Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
• Super durable (UV resistant)
• TGIC free (non-toxic)

**Hardware**
Provided Hardware is Marine grade 316 Stainless steel.

**Anti Seize Screw Holes**
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

**Crystal Clear Low Iron Glass Lens**
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

**Optics & LED**
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

**Lumen – Maintenance Life**
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

**Sturdy classic wall-recessed pathway and stair luminaire. Simple pleasing aesthetic and sturdy construction, perfect for retrofit applications with its multiple sizes offered.**

A range of rectangular and square wall recessed luminaires, with an indirect optical system, offering high vandal resistance. Suitable for indoor or outdoor applications. The recessed LED eliminates all discomfort glare as light is directed to the ground providing illumination where it is needed and minimizing light spill.
This luminaire is provided with a powdercoated high pressure die-cast aluminum back box and can be pre shipped to the jobsite for concrete pour or masonry applications.
This fixture is suitable for lighting footpaths, stairs, squares and entrances.

The Rado range has a matching bollard offering to complement the recessed product. See bollard section on the Ligman website.

All Ligman fixtures can be manufactured using a special pre-treatment and coating process that ensures the fixture can be installed in natatoriums as well as environments with high concentrations of chlorine or salt and still maintain the 5 year warranty. For this natatorium rated process please specify NAT in options.

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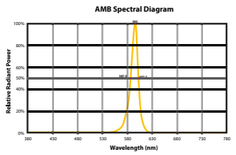
CITY OF FLAGSTAFF & TURTLE FRIENDLY COMPLIANT




**Narrow-Spectrum Amber LEDs**
Peak wavelength between 585 & 595 nanometers and a full width of 50% power no greater than 15 nanometers.

Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

LED wall luminaires - one-sided light output **BEGA**

**Application**
LED wall luminaires with directed narrow beam light distribution on one side that can be oriented upward or downward. Arranged individually or in groups, they are great design elements for a host of lighting applications.

**Materials**
Luminaire housing and faceplate constructed of die-cast marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy
Clear safety glass
Reflector made of pure anodized aluminum
High temperature silicone gasket
Mechanically captive stainless steel fasteners

**NRTL** listed to North American Standards, suitable for wet locations
Protection class IP 65
Weight: 6.6 lbs

**Electrical**

| | |
|---|---|
| Operating voltage | 120-277V AC |
| Minimum start temperature | -30° C |
| LED module wattage | 18.1 W |
| System wattage | 21.0 W |
| Controllability | 0-10V dimmable |
| Color rendering index | Ra > 80 |
| Luminaire lumens | 1,725 lumens (3000K) |
| Lifetime at Ta = 15° C | 395,000 h (L70) |
| Lifetime at Ta = 30° C | 295,000 h (L70) |

**LED color temperature**
☐ 4000K - Product number + **K4**
☐ 3500K - Product number + **K35**
☐ 3000K - Product number + **K3**
☐ 2700K - Product number + **K27**

**BEGA** can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

**Finish**
All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:

Type:
BEGA Product:
Project:
Modified:

*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
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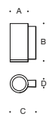
**Available Accessories**
☐ **79 547** Surface mounted wiring box
See individual accessory spec sheet for details.






**LED wall luminaire** · one-sided light output

| | LED | β | A | B | C | D | Required wiring box |
|---|---|---|---|---|---|---|---|
| **24 035** | 18.1 W | 15° | 6 | 11¾ | 7⅞ | 1⅝ | **19 537** |

β = Beam angle

**BEGA** 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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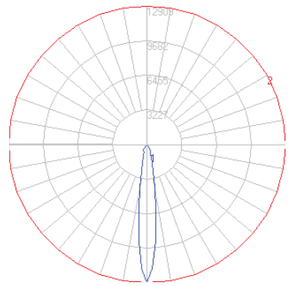
Updated 02/06/18

# BEGA

Photometric Filename: 24035.IES

| | |
|---|---|
| TEST: | BE_24035 |
| TEST LAB: | BEGA |
| DATE: | 6/29/2017 |
| LUMINAIRE: | 24 035 |
| LAMP: | 18.1W LED |





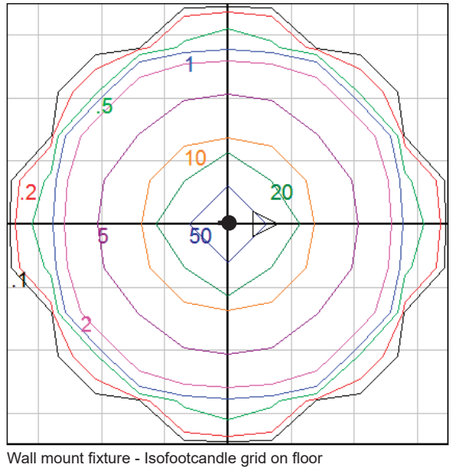

**Characteristics**

| | |
|---|---|
| NEMA Type | 3 H x 3 V |
| Maximum Candela | 12909 |
| Maximum Candela Angle | 0 H 0 V |
| Horizontal Beam Angle (50%) | 14.7 |
| Vertical Beam Angle (50%) | 14.7 |
| Horizontal Field Angle (10%) | 35.1 |
| Vertical Field Angle (10%) | 35.1 |
| Lumens Per Lamp | N.A. (absolute) |
| Total Lamp Lumens | N.A. (absolute) |
| Beam Lumens | 481 |
| Beam Efficiency | N.A. |
| Field Lumens | 1122 |
| Field Efficiency | N.A. |
| Spill Lumens | 616 |
| Luminaire Lumens | 1738 |
| Total Efficiency | N.A. |
| Total Luminaire Watts | 21 |

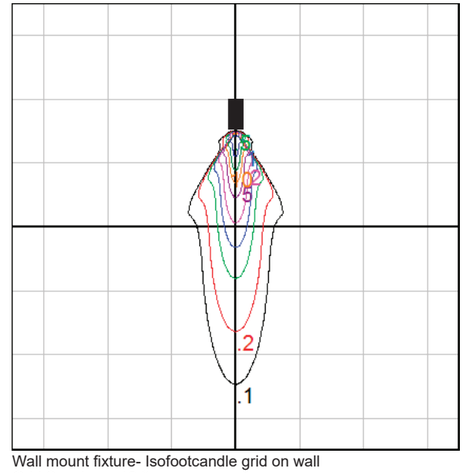
**Lum. Classification System (LCS)**

| LCS Zone | Lumens | %Lamp | %Lum |
|---|---|---|---|
| FL (0-30) | 792.5 | N.A. | 45.4 |
| FM (30-60) | 77.8 | N.A. | 4.5 |
| FH (60-80) | 1.8 | N.A. | 0.1 |
| FVH (80-90) | 0.1 | N.A. | 0.0 |
| BL (0-30) | 792.5 | N.A. | 45.4 |
| BM (30-60) | 77.8 | N.A. | 4.5 |
| BH (60-80) | 1.8 | N.A. | 0.1 |
| BVH (80-90) | 0.1 | N.A. | 0.0 |
| UL (90-100) | 0.0 | N.A. | 0.0 |
| UH (100-180) | 0.0 | N.A. | 0.0 |
| Total | 1744.4 | N.A. | 100.0 |

**BUG Rating** **B2-U0-G0**




Wall mount fixture - Isofootcandle grid on floor
Mounting Height = 10 ft. Grid Spacing = 2.5 ft.




Wall mount fixture- Isofootcandle grid on wall
Grid Spacing = 10 ft.

In the interest of product improvement, BEGA reserves the right to make technical changes without notice.

**BEGA** 1000 Bega Way, Carpinteria, CA 93013 (805)684-0533 Fax (805)566-9474 www.bega-us.com © Copyright BEGA-US 2018 **2/7/2018**

Pole top - symmetric **BEGA**

**Application**
A pole-top luminaire with symmetric, Type V distribution. Ideal for illuminating plazas and other pedestrian spaces while adding visual interest.

**Materials**
A380 aluminum alloy
Molybdenum-bearing 316 grade stainless steel
Clear acrylic diffuser
Pure anodized aluminum reflector
High temperature silicone gasket

**NRTL** listed to North American Standards, suitable for wet locations
Protection class IP65
Effective projection area: 1.93 sq. ft.
Weight: 22.0 lbs

**Electrical**

| | |
|---|---|
| Operating voltage | 120-277V AC |
| Minimum start temperature | -20° C |
| LED module wattage | 47.7 W |
| System wattage | 54.0 W |
| Controllability | 0-10V dimmable |
| Color rendering index | Ra > 80 |
| Luminaire lumens | 6457 lumens (4000K) |
| LED service life (L70) | 60,000 hours |

**LED color temperature**
☐ 4000K - Product number + **K4**
☐ 3500K - Product number + **K35**
☐ 3000K - Product number + **K3**
☐ 2700K - Product number + **K27**

**BEGA** can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

**Finish**
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White, as well as optionally available RAL and custom colors, are a polyester powder.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:

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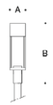
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Type:
BEGA Product:
Project:
Modified:

**Available options**
☐ **FSC** Fusing






**Pole top** · symmetric

| | LED | A | B |
|---|---|---|---|
| **84101** | 47.7 W | 8 5/8 | 34 1/2 |

**BEGA** 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

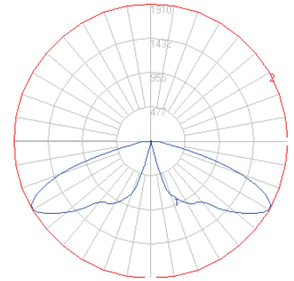
Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
© copyright BEGA 2022
Updated 03/08/22

# BEGA

File: 84101K4_BEGA_IES.ies

| | |
|---|---|
| TEST: | BE_84101K4 |
| TEST LAB: | BEGA |
| DATE: | 09/01/2015 |
| LUMINAIRE: | 84101 K4 |
| LAMP: | 47.7W LED |





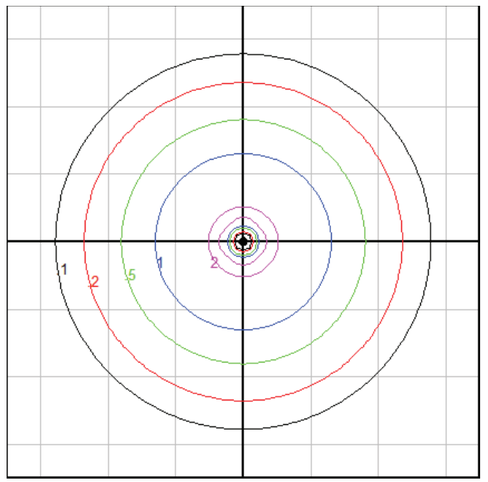

**Characteristics**

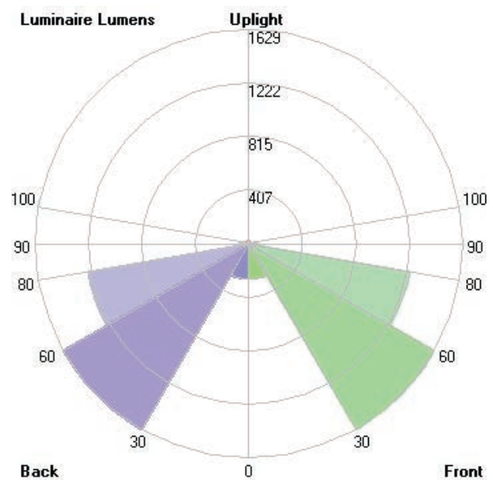
| | |
|---|---|
| IES Classification | Type V |
| Longitudinal Classification | Short |
| Lumens Per Lamp | N.A. (absolute) |
| Total Lamp Lumens | N.A. (absolute) |
| Luminaire Lumens | 6457 |
| Downward Total Efficiency | N.A. |
| Total Luminaire Efficiency | N.A. |
| Luminaire Efficacy Rating (LER) | 120 |
| Total Luminaire Watts | 54 |
| Ballast Factor | 1.00 |
| Upward Waste Light Ratio | 0.00 |
| Max. Cd. | 1909.6 (0H, 60V) |
| Max. Cd. (<90 Vert.) | 1909.6 (0H, 60V) |
| Max. Cd. (At 90 Deg. Vert.) | 9.8 (0.2%Lum) |
| Max. Cd. (80 to <90 Deg. Vert.) | 282.9 (4.4%Lum) |
| Cutoff Classification (deprecated) | N.A. (absolute) |

**Lum. Classification System (LCS)**

| LCS Zone | Lumens | %Lamp | %Lum |
|---|---|---|---|
| FL (0-30) | 271.9 | N.A. | 4.2 |
| FM (30-60) | 1629.1 | N.A. | 25.2 |
| FH (60-80) | 1243.2 | N.A. | 19.3 |
| FVH (80-90) | 70.7 | N.A. | 1.1 |
| BL (0-30) | 271.9 | N.A. | 4.2 |
| BM (30-60) | 1629.1 | N.A. | 25.2 |
| BH (60-80) | 1243.2 | N.A. | 19.3 |
| BVH (80-90) | 70.7 | N.A. | 1.1 |
| UL (90-100) | 6.8 | N.A. | 0.1 |
| UH (100-180) | 20.4 | N.A. | 0.3 |
| Total | 6457.0 | N.A. | 100.0 |

**BUG Rating** **B3-U2-G1**




| | |
|---|---|
| Mounting Height: 18 ft. | Grid Spacing: 20 ft. |

In the interest of product improvement, BEGA reserves the right to make technical changes without notice.

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| Submitted by Solus inc | | Catalog Number: | Type: |
|---|---|---|---|
| SOLUS | **Job Name:** Daimler - Swan Island HQ Main<br>Architect: Ankrom Moisan Associated Architects (Portland) | (10) DL-FLEX-OD-HO (1) DL-PS-96/24-JB-OD (1) DL-PS-OD-PT-* (1) DL-FLEX-OD-EC (20) DL-FLEX-OD-CLIP<br>Notes: | **SG-10**<br>SOLUS14-2461 |

## DL-FLEX-OD & DL-FLEX-OD-HO

**LED FLEXIBLE LINEAR WET LOCATION**
DL-FLEX-OD STATIC SERIES

| | |
|---|---|
| Type | |
| Project | |
| Catalog No. | |



## DESCRIPTION

**DL-FLEX-OD & DL-FLEX-OD-HO** is an outdoor lighting system featuring a variety of control options. Made of highly flexible material that can conform to most surfaces. For best results, make bends on center between the LEDs with a bend angle no less than 45 degrees.

Note: DL-FLEX-OD is cut-to-length and, therefore, considered custom and non-returnable.

## SPECIFICATIONS

| | |
|---|---|
| Beam Angle | 120° |
| Input Voltage | 24V DC |
| Lamp Life | 50,000 hours |
| Dimensions (per section) | 11-7/8"L x 1/2"W x 3/16"H |
| LEDs (per ft) | 18 |
| LED Spacing | 5/8" |
| Operating Temperature * | –22°F - 140°F |
| Max Run † | DL-FLEX-OD : 30 ft<br>DL-FLEX-OD-HO : 20 ft |
| Min Run † | 6 LEDs, ~4" (White, Blue, Green)<br>9 LEDs, ~6" (Red, Yellow |
| Mounting | Clips or Channel |
| Environment ‡ | Dry, Damp, and Wet location<br>IP66 |
| Certifications | c UL us LISTED |
| Warranty | 5 Years – see published warranty terms for detailed information. |

* Exceeding the operating temperature values may damage the LEDs by reducing the lifespan, lumen output, and adversely impact color consistency. It is recommended adequate airflow and heatsinking be taken into consideration in the installation and application of this product. Improper thermal management may lead to premature product failure.

† Single runs can not exceed max run values. Min run indicates minimum increments.

‡ This product cannot be submersed in water.

## LUMEN DATA

| Part Number | Color Temp * | Watts † (per ft) | Lumens (per ft) | Efficacy (lm/W) |
|---|---|---|---|---|
| DL-FLEX-OD | Warm White | 1.3 | 115 | 82 |
| | Neutral White | 1.3 | 120 | 92 |
| | Cool White | 1.3 | 125 | 104 |
| DL-FLEX-OD-HO | Warm White | 3.25 | 260 | 80 |
| | Neutral White | 3.25 | 280 | 86 |
| | Cool White | 3.25 | 290 | 89 |

* Warm White: 3000-3400K, Neutral White: 3500-4000K, Cool White: 4500-5000K

† Max value

## FEATURES

- Low power consumption, low heat output.
- No UV/IR radiation emitted, no mercury.
- For a 90° bend or tighter, do so at the cutting mark.

## APPLICATIONS

- Outdoor gardens
- Path and contour marking
- Outdoor display lighting
- Bathroom lighting
- Signage
- Accent and edge lighting
- Backlighting

*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



| Submitted by Solus inc | | Catalog Number: | Type: |
|---|---|---|---|
| SOLUS | **Job Name:** Daimler - Swan Island HQ Main<br>Architect: Ankrom Moisan Associated Architects (Portland) | (10) DL-FLEX-OD-HO (1) DL-PS-96/24-JB-OD (1) DL-PS-OD-PT-* (1) DL-FLEX-OD-EC (20) DL-FLEX-OD-CLIP<br>Notes: | **SG-10**<br>SOLUS14-2461 |

## DL-FLEX-OD & DL-FLEX-OD-HO

**LED FLEXIBLE LINEAR WET LOCATION**
DL-FLEX-OD STATIC SERIES

| | |
|---|---|
| Type | |
| Project | |
| Catalog No. | |

## ORDERING INFORMATION - Note: DL-FLEX-OD is cut-to-length and, therefore, considered custom and non-returnable.

| Step | | Length (ft) | Model | Color | |
|---|---|---|---|---|---|
| 1 | Specify the fixture and length | 1 to 30 | DL-FLEX-OD<br>DL-FLEX-OD-HO | -WW | (3000 – 3400K) |
| | | | | -CW | (4500 – 5000K) |
| | | | | -NW * | (3500 – 4000K) |
| | | | | -R † | Red |
| | | | | -Y † | Yellow |
| | | | | -G † | Green |
| | | | | -B † | Blue |

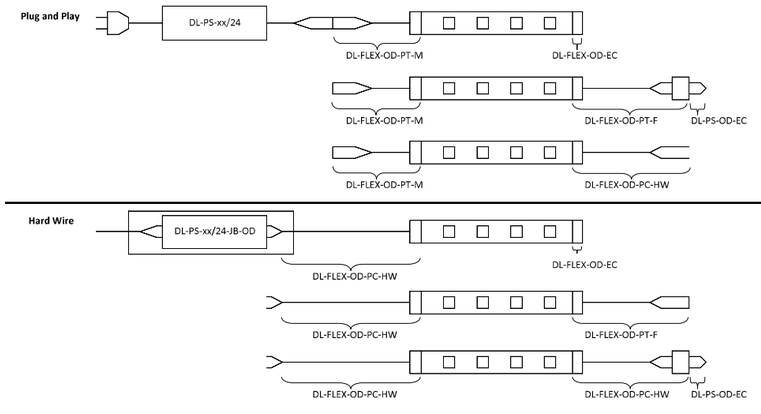
| | | Input Type | Description | Application |
|---|---|---|---|---|
| 2 | Specify the input connection | DL-FLEX-OD-PT-M | Wet location male connector | Plug and Play |
| | | DL-FLEX-OD-PC-HW | Bare wire | Hard Wire |

| | | Output Type | Description | Application |
|---|---|---|---|---|
| 3 | Specify the output connection | DL-FLEX-OD-PT-F | Wet location female connector | Plug and Play |
| | | DL-PS-OD-EC | Wet location female connector end cap | Terminate open connector |
| | | DL-FLEX-OD-PC-HW | Bare wire | Hard Wire |
| | | DL-FLEX-OD-EC | End Cap | End the run |

* Custom order. Consult factory for availability.
† Not available for DL-FLEX-OD-HO

| Example | QTY | Part Number | Order Description |
|---|---|---|---|
| | 12 | DL-FLEX-OD-WW | One 12 ft run of Warm White FLEX-OD with plug and play connectors. |
| | 1 | DL-FLEX-OD-PT-M | |
| | 1 | DL-FLEX-OD-PT-F | |
| | 18 | DL-FLEX-OD-WW | One 18 ft run of Warm White FLEX-OD with an input connector and end cap. |
| | 1 | DL-FLEX-OD-PT-M | |
| | 1 | DL-FLEX-OD-EC | |

## WIRING DIAGRAMS – For reference purposes only. Not for installation. Not to scale.




JESCO LIGHTING GROUP
www.jescolighting.com | support@jescolighting.com | **Tech Support:** 855,592,0029
6625 Traffic Ave, Glendale, NY 11385 | **Main Line:** 800.527.7796 | **Fax Line:** 855,265,5768
219 South 6th Ave, City of Industry, CA 91746 | **Main Line:** 855,654,0110 | **Fax Line:** 626,333,2955
Rev 3 5/8/2014



# 3form chroma XT®

*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

## Product Description

3form Chroma XT is produced from optical grade engineered resin. Chroma XT is available in thick-gauge formats which lends itself well for use in many horizontal applications. Chroma XT is a highly functional material that brings impact when color is introduced. Chroma XT is produced with brilliant colors that can be specified to create an enormous range of hues, opacities and amazing effects. The surface of Chroma XT can be specified with a durable renewable matte finish that can be easily refinished throughout its lifetime.

Chroma XT is exterior grade Chroma suitable for use as signage, lighting, awnings, tables or canopies. Use Chroma XT to bring amazing color and design to your exterior applications.

### FEATURES AND BENEFITS

- Great for edge lighting – tremendous optical properties and high light transmission
- Rigid - stable and sturdy material for horizontal applications
- Qualifies for 3form Reclaim™ – keeping end-of-life material out of landfills
- Available in any of the colors within the 3form Color Portfolio.
- Renewable Matte finish is able to be completely refinished to maintain product "newness"

### AVAILABLE COLORS/EFFECTS

3form Chroma XT is only available in any of the colors within the 3form Exterior Color Portfolio. Visit www.3-form.com for the complete list of available color options. Chroma XT is not compatible with the following effects: High Res, Reflect, Vector.

Variations in material dye lots will result in slight color differences between samples provided and finished product.

### TEXTURES/PATTERNS/FINISHES

3form Chroma XT comes standard with a Vellum finish on the front and back faces. Chroma XT Clear comes standard with renewable matte surfaces on front and back.

Chroma XT panels can be ordered with an optional Renewable Matte finish that allows for in-field refinishing. If specified on the back face, the Renewable Matte finish increases the thickness by an extra 1/16" (1.5 mm).

See the 3form Material Finishes document on www.3-form.com for detailed information regarding material and finish compatibility.

### PANEL SIZES AND TOLERANCES

All dimensions and squareness (standard or custom) are subject to a +1/4" or - 3/16" (+6 mm or -5 mm) tolerance. Squareness (standard or custom) is subject to a 1/8" (3.1 mm) tolerance.

Chroma XT is available in 1/2 inch (12.7 mm), 1 inch (25.4 mm) and 2 inch (50.8 mm) thicknesses.

PANEL SIZE TABLE

| NOMINAL GAUGE | PANEL DIMENSIONS |
|---|---|
| 1/2" (12.7 mm) | 48" x 96" (122 cm x 243.8 cm), 48" x 120" (122 cm x 304.8 cm) |
| 1" (25.4 mm) | 48" x 96" (122 cm x 243.8 cm), 48" x 120" (122 cm x 304.8 cm) |
| 2" (50.8 mm) | 48" x 96" (122 cm x 243.8 cm) |

Given the unique manufacturing process for 3form Chroma, a given gauge is subject to a +/- 10% thickness tolerance. Thickness values are based on measurements 2-3" (50-75 mm) from the edge, along both long edges of each panel.

THICKNESS TOLERANCE TABLE

STANDARD CHROMA, HIRES AND XT PANELS (XT NOT AVAILABLE IN 1/4")

| GAUGE* | MINIMUM ALLOWANCE | MAXIMUM ALLOWANCE |
|---|---|---|
| 1/2" (12.7 mm) | 0.450" (11.4 mm) | 0.585" (14.9 mm) |
| 1" (25.4 mm) | 0.900" (22.9 mm) | 1.100" (27.9 mm) |
| 2" (50.8 mm) | 1.800" (45.7 mm) | 2.200" (55.9 mm) |

PANELS WITH RENEWABLE MATTE BACK FINISH

| GAUGE* | MINIMUM ALLOWANCE | MAXIMUM ALLOWANCE |
|---|---|---|
| 5/8" (15.9 mm) | 0.515" (13.1 mm) | 0.710" (18.0 mm) |
| 1-1/8" (28.6 mm) | 0.965" (24.5 mm) | 1.225" (31.1 mm) |
| 2-1/8" (53.9 mm) | 1.865" (47.4 mm) | 2.325" (59.1 mm) |

### FLATNESS TOLERANCE

Chroma panels shall not have distortion in the form of a wrinkle, twist or scallop along the perimeter of the sheet. Warp in the form of a curve (bow warp) extending across the sheet is permitted to a maximum of 1/4" (6.3 mm) for each 48" (1.2 m), or fraction thereof. Panel is to be measured laying horizontally under its own weight on a flat continuous surface.



## Specifications

### FLAMMABILITY & SMOKE TEST RESULTS

BUILDING CODE APPROVALS

3form Chroma XT conforms to the 2009 International Building Code® for light-transmitting plastics. The provisions of these codes provide adequate regulation for most applications of light-transmitting plastics:

| TEST | 3FORM CHROMA XT | RESULT |
|---|---|---|
| ASTM D 2843 Smoke Density | 4.1% | PASS Less than 75 |
| ASTM D 635 Flame Spread | Rate of burning: 1.2 in/min | PASS CC2 |
| ASTM D 1929 Self-ignition Temp. | 852°F | PASS Greater than 650°F |
| ASTM E 84<br>Flame Spread, 1/2" Thickness<br>Smoke Developed | <br>95<br>450 | <br>Class C (76-200)<br>450 (less than 450) |
| ASTM E 84<br>Flame Spread, 1" Thickness<br>Smoke Developed | <br>115<br>150 | <br>Class C (76-200)<br>450 (less than 450) |

### PANEL WEIGHT

| THICKNESS (INCHES) | WEIGHT FLUX (LB/FT²) |
|---|---|
| 1/2" (12.7 mm) | 3.5 lb/ft² (17.0 kg/m²) |
| 1" (25.4 mm) | 6.6 lb/ft² (32.1 kg/m²) |
| 2" (50.8 mm) | 13.0 lb/ft² (62.4 kg/m²) |

### EXPANSION/CONTRACTION ALLOWANCES

Like all resin products, 3form Chroma XT will expand and contract nominally with fluctuations in temperature. The following formula provides allowances that should be made in framed or fitted applications:

- Longest length of panel (inches) x temperature change of the sheet (°F) x 0.00004 =Amount of Linear Expansion/Contraction (inches)

**Example:**

- A 48" x 96" panel that experiences a 50°F temperature change will expand/contract: 96 inches x 50 degrees x 0.00004 = 0.192 inches

Installers should take extra precautions if installation is occurring before the HVAC systems are operational. Allowances should also be made in the following situations:

- Fastening points
- Channel depths in frames
- Holes for standoffs and other hardware
- Meeting points for multiple sheets of 3form Chroma

### UV EXPOSURE PERFORMANCE

Chroma XT is an excellent choice for exterior applications. The chart demonstrates that the change in light transmission remains unchanged. (12,000 kJ of exposure represents approximately 10 years of outdoor exposure in Florida) Should your application be for exterior use, please notify your 3form Sales Representative.

*Chroma Reflect cannot be used in exterior applications.

### USAGE LIMITATIONS

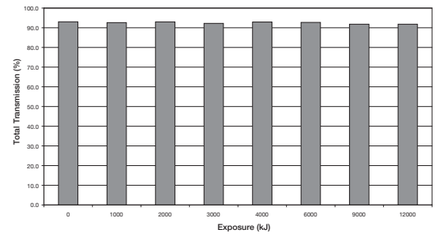
3form Chroma XT should never come in direct contact with metal fasteners. Non-metallic* gaskets, washers, and tubing are to be utilized in conjuntion with mechanical connections such as point supports and frames. Holes for fasteners must be located a minimum of 2" from the edge of the hole to the edge of the panel. Please contact the 3form Technical Help Line should you have any questions regarding the use of Chroma XT with mechanical fasteners.

*Gaskets, washers and tubing must be produced with a non-plasticized material. Suitable materials include: neoprene, teflon, nylon, silicone.

### DEFLECTION

3form Chroma XT will exhibit different amounts of deflection given a variety of factors: fastening techniques, loads, gauges and panel dimensions to list a few. Your 3form Representative can assist you with general deflection guidelines for your application using the Chroma Deflection Charts. If your application has specific engineering requirements, please contact the 3form Technical Help Desk for additional direction at 801-649-2670.

3form Chroma XT Color Stability - Light Transmission
(Xenon Arc Accelerated Exposure Testing)




### HEAT FORMING/COLD BENDING

3form Chroma XT can be heated and formed to produce simple and/or complex curves and shapes. The table below lists the minimum inner radius for a heat formed shape. Tighter radii may be possible, contact 3form Technical Service for details.

| THICKNESS | MINIMUM HEATFORMING RADIUS |
|---|---|
| 1/2" (12.7 mm) | 4" (101.6 mm) |
| 1" (25.4 mm) | 8" (203.2 mm) |
| 2" (50.8 mm) | 12" (304.8 mm) |

It's recommended that large and complex forming geometries should be specified to be produced by 3form Fabrication.

### COLD BENDING

Cold bending is NOT RECOMMENDED on any thickness of Chroma XT.

### EDGE FINISHING

Edges of 3form Chroma XT panels are able to be machined or routed into a variety of different forms. In addition to a straight edge, edges may accept beveling, rounding, etc. Additional finishing, such as sanding or polishing, can also be provided to some edges.

### REFINISHING

One of the unique benefits of 3form Chroma XT is its ability to be refinished. If 3form Chroma XT needs to be refinished for any reason, the panels may be renewed by sanding. Make sure to sand the entire



HOLST
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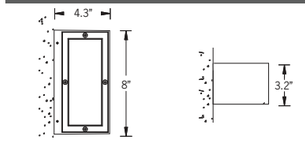
F SCONCE DOWNLIGHT

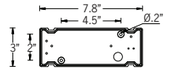
# UGI-31611
## Gino 4 Downlight

LIGMAN LIGHTING USA



8w COB 564 Lumens
IP65 • Suitable For Wet Locations
IK07 • Impact Resistant
Weight 3.5 lbs




Mounting Detail

## Construction

**Aluminum**
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

**Pre paint**
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

**Memory Retentive -Silicon Gasket**
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

**Thermal management**
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

**Surge Suppression**
Standard 10kv surge suppressor provided with all fixtures.

**BUG Rating**
B0 - U0 - G0

**Finishing**
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

**Paint**
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

**Inspired by Nature Finishes**
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

**The Coating Process**
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest conceivable standard of performance excellence and design innovation.

Added Benefits
• Resistance to salt-acid room, accelerated aging
• Boiling water, lime and condensed water resistant
• Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
• Super durable (UV restant)
• TGIC free (non-toxic)

**Hardware**
Provided Hardware is Marine grade 316 Stainless steel.

**Anti Seize Screw Holes**
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

**Crystal Clear Low Iron Glass Lens**
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

**Optics & LED**
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI > 80

**Lumen - Maintenance Life**
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

**Façade-mounted building and area lighting range. Sleek, compact and expansive luminaire family with lighting packages and optics to address any need.**

A range of small, square and rectangular wall mounted luminaires with options of upward or downward light distributions. Ideally suited to illuminate the wall and surfaces in front of wall and for light accents on vertical surfaces using high efficiency LED's. The Gino is suitable for indoor and outdoor applications and provides a clean, visually appealing solution for small, unobtrusive wall mounted luminaires.

This luminaire is available in 2 different sizes and in combinations of down, up or up/down light distributions. The Gino 1 and Gino 2 have a decorative spike option for added lighting effects. The Gino 1 and 2 mounts over a 3" octagonal junction box, a 4" j-box cover plate is available upon request. Frosted or clear lenses are available.

To meet International Dark Sky criteria, 3000k or warmer LEDs must be selected and luminaire fix mounted (+/- 15˚ allowable to permit leveling).

### Additional Options (Consult Factory For Pricing)



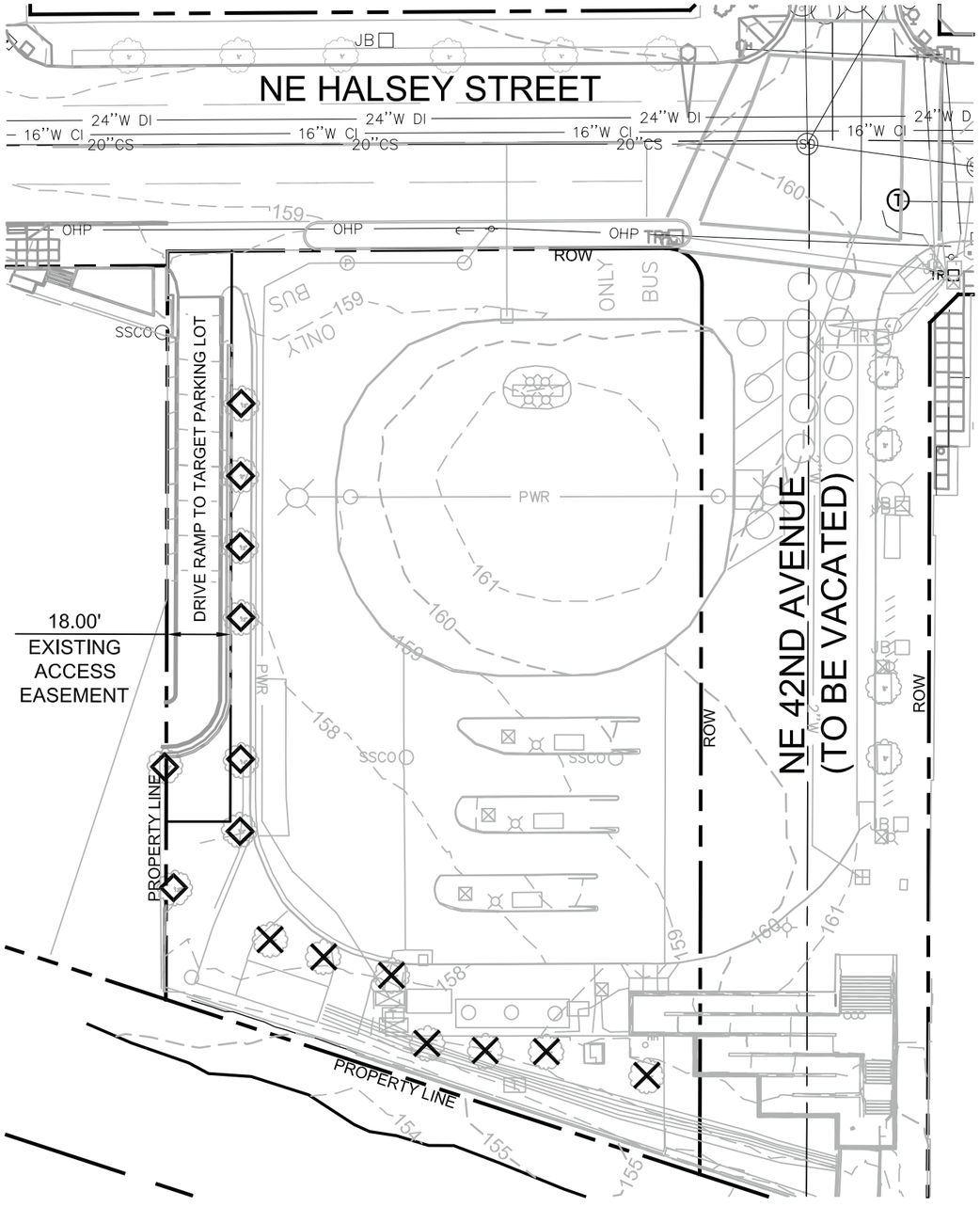
SCDT
Surface Conduit Decorative Trim

NOTE: This decorative trim does not function as a junction box. Wire connections should be made inside the luminaire



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.




## TREE REMOVAL AND EXISTING CONDITIONS PLAN

SCALE: 1"=40'

## SHEET LEGEND

- HTC TEMPORARY CONSTRUCTION PERMIT TREE REMOVAL
- HUB BUILDING PERMIT TREE REMOVAL

*Approved*
City of Portland
Bureau of Development Services
Planner _____
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

N

0 40 80

1 INCH = 40 FEET

HOLST
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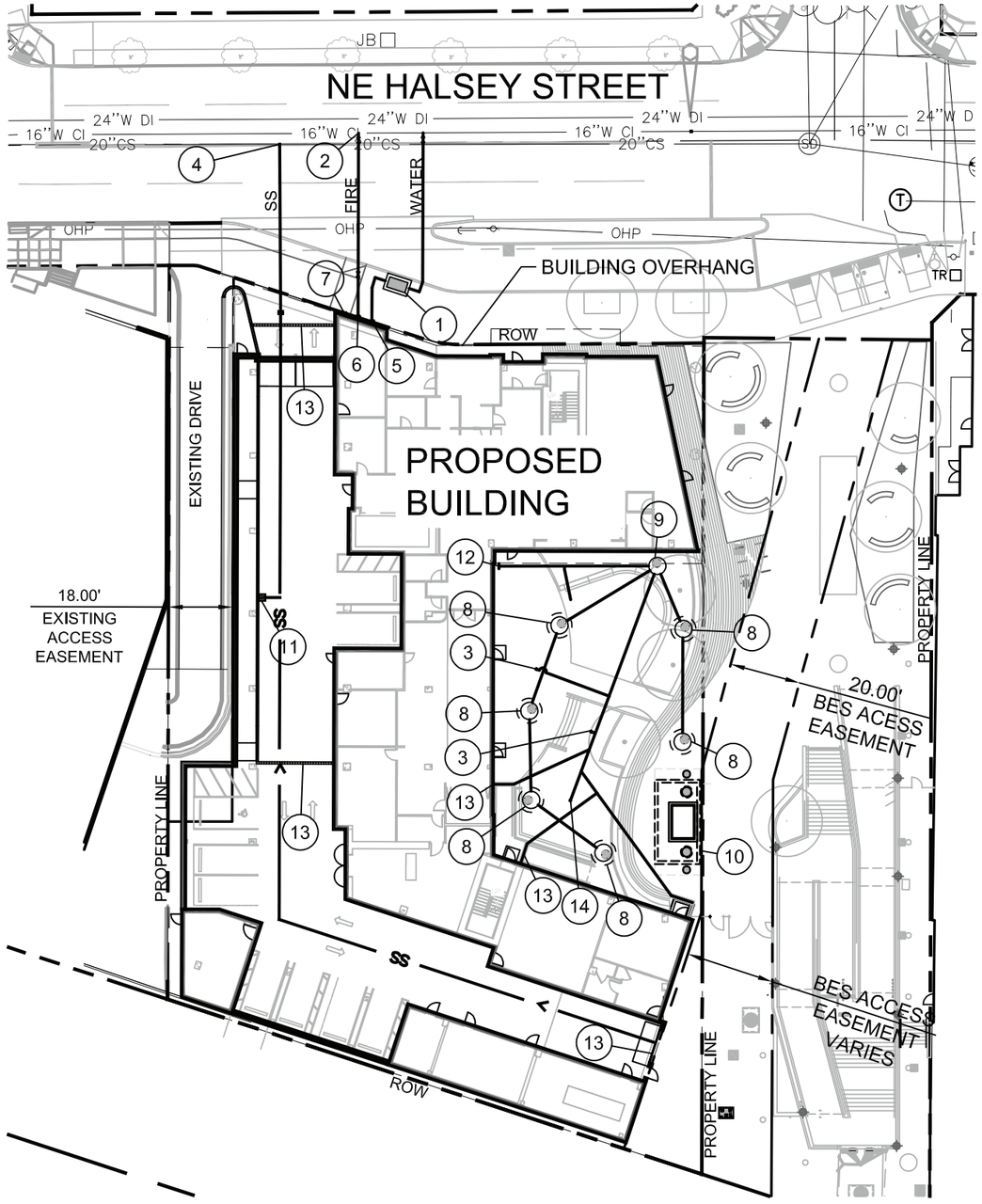
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : CIVIL PLAN

LU NO. LU 23-004591 DZM

sheet : C.51




## UTILITY PLAN

SCALE: 1"=40'

## # CONSTRUCTION NOTES

1. NEW 4" WATER METER, BY PORTLAND WATER BUREAU.
2. NEW 8" FIRE LINE, BY PORTLAND WATER BUREAU.
3. AREA DRAIN.
4. 8" SEWER CONNECTION TO 20" COMBINED SEWER MAIN.
5. 6" DOMESTIC WATER CONNECTION TO BUILDING. PREMISES-ISOLATION (PI) DCVA TO BE INSTALLED IN BUILDING PER WATER BUREAU REQUIREMENTS.
6. 8" FIRE CONNECTION TO BUILDING. PREMISES-ISOLATION (PI) DCDA TO BE INSTALLED IN BUILDING PER WATER BUREAU REQUIREMENTS.
7. FIRE DEPARTMENT CONNECTION MOUNTED TO BUILDING FACE.
8. DRYWELL, 25' PERFORATED SECTION, 35' TOTAL DEPTH
9. SEDIMENT MANHOLE.
10. PP&L TRANSFORMER VAULT.
11. TRAPPED SANITARY CATCH BASIN.
12. STORM CONNECTION FROM BUILDING FOR ROOF DRAINAGE.
13. TRENCH DRAIN.

## STORMWATER NARRATIVE

**PRIVATE SITE**

STORMWATER RUNOFF FROM PROPOSED ROOF AND PAVED SURFACES WILL BE DIRECTED TO THE DRYWELL SYSTEM. THE DRYWELL SYSTEM IS DESIGNED TO FULLY INFILTRATE THE 100-YR STORM EVENT.

**PUBLIC STREET IMPROVEMENTS**

STORMWATER MANAGEMENT IS BEING MANAGED UNDER THE HOLLYWOOD TRANSIT CENTER PROJECT PERMIT TB0156.

## UTILITY CONTACTS

ELECTRICAL
STAN CO
PACIFIC POWER
STANLEY.CO@PACIFICORP.COM
(503) 280-2737

BES
ELLA INDARTA
BUREAU OF ENVIRONMENTAL SERVICES
ELLA.INDARTA@PORTLANDOREGON.GOV
(503) 823-2073

WATER
BENJAMIN KERSENS
PORTLAND WATER BUREAU
BEN.KERSONS@PORTLANDOREGON.GOV
(503) 865-6370

*Approved*
City of Portland
Bureau of Development Services
Planner
Date 4-6-2023
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

N

0 40 80

1 INCH = 40 FEET

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

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

Date: February 17, 2023

From: Tim Heron, Land Use Services
503-823-7726 / Tim.Heron@portlandoregon.gov

# REQUEST FOR RESPONSE

**Case File: LU 23-004591 DZM – Hollywood HUB Housing**
**Pre App: PC # 21-105637**

This notice is being sent to all service and technical review agencies for their input on the proposal described below. Neighborhood Associations also receive this advance notice via e-mail. *Your timely response, as indicated below, will help the assigned planner determine if applicable approval criteria can be met, or what conditions might be required.*

- The approval criteria are listed below. Although we are interested in any comments you may have, please consider your response in terms of these criteria.
- All agencies are encouraged to use this as an opportunity to inform the applicant of any additional requirements that may be imposed by your agency during building permit phase – especially those that would significantly affect the proposal.
- Please note in your response which requirements are specifically associated with the applicable land use review approval criteria, and which requirements you have the independent authority to impose at time of building permits.
- Neighborhood Associations are encouraged to submit comments by the deadline noted below. To comment, please e-mail your comments to me at my e-mail address identified above. You may also write to Tim Heron at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please note regarding USPS mail: USPS mail is only received a couple times a week, and testimony must be received before the close of the record. Therefore, please mail testimony well in advance of the hearing date.

The Bureau of Development Services recommendation will be published ten days before the scheduled hearing date. You will also receive a Notice of Public Hearing for this proposal, with hearing date and time confirmed, mailed twenty days prior to the hearing.

- **Please send your response to BDS no later than: March 17, 2023 – 28 days after the date of this RFR** (If I receive comments after this date, I may not have enough time to include them in the staff report).
- **We must publish our report by: March 23, 2023**
- **A virtual public hearing before the Design Commission is scheduled for April 6, 2023 at 1:30 PM**

**Applicant:** Dave Otte, Holst Architecture, dotte@holstarc.com
123 NE 3rd Ave. #310
Portland, OR 97232

**Owner:** Tri-County Metro Trans Dist of Oregon
4012 SE 17th Ave
Portland, OR 97202-3940

**Owner's Agent:** Fiona Lyon, Trimet
1800 SW 1st Avenue, Suite 300
Portland, OR 97201

**Party of Interest:** Masaye Hoshide, Portland Housing Bureau
1900 SW 4th Ave., Ste 7007
Portland, OR 97201

**Developer:** Sarah Schubert, Bridge Housing Corporation
1631 NE Broadway Pmb #153
Portland, OR 97232

**Site Address:** 4110 NE HALSEY ST

**Legal Description:** BLOCK 44 LOT 9-13, LAURELHURST
**Tax Account No.:** R479107630
**State ID No.:** 1N1E36AA 00100
**Quarter Section:** 2934

**Neighborhood:** Hollywood, contact Jo Schaefer at jaschaef@comcast.net
**Business District:** Hollywood Boosters, contact hollywoodboosters@gmail.com
**District Coalition:** Central Northeast Neighbors, contact Alison Stoll at alisons@cnncoalition.org

**Plan District:** Hollywood - Subdistrict A
**Zoning:** CM3d,m – Commercial-Mised Use 3, design overlay, main street overlay

**Case Type:** DZM – Design Review [DZ] with Modification Considered Through Design Review [M]
**Procedure:** Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:**
The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete and aluminum storefront windows.

*Please note: The adjacent TriMet site for the pedestrian ramp and stair access to the Hollywood Transit Center and I84 pedestrian overpass is being processed as a separate Type 2 Design Review LU 23-003912 DZ. Please contact the Planner above if any questions for that project.*

Resident parking and loading access [5 resident stalls and two Type Bs] are proposed from NE Halsey Street, adjacent to the existing Target retail store access.

Modification considered through Design Review

1. 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

***BES and PBOT Note:*** links to full submittal are provided here: Original Submittal Folder here.

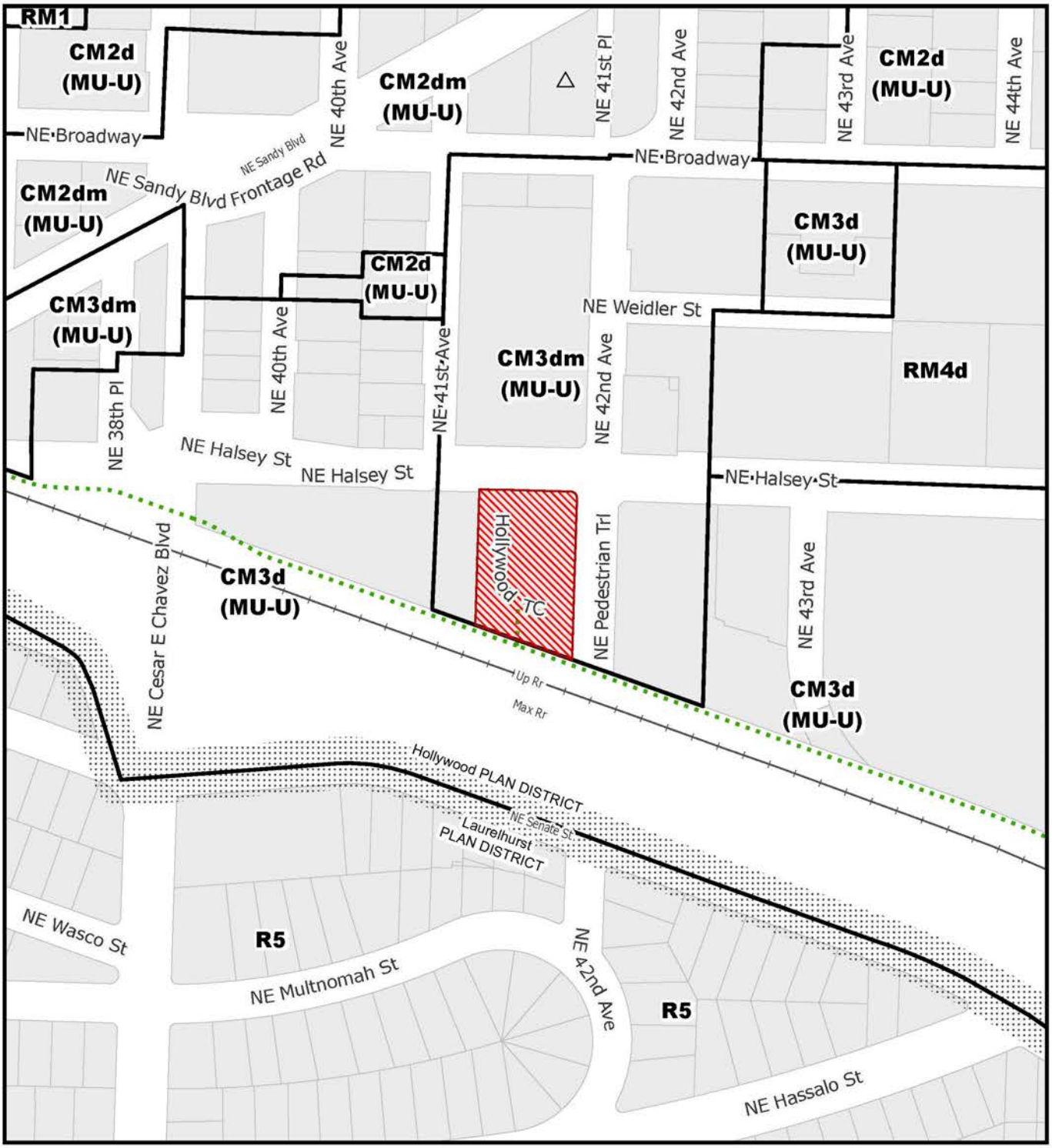
Because the proposal is for new development in the design overlay zone, Design Review is required.

**Relevant Approval Criteria:**
In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are:

- *Portland Citywide Design Guidelines*
- *Modifications considered through Design Review [PZC 33.825.040]*

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was filed, provided that the application is complete at the time of filing, or complete within 180 days. This application was filed on January 13, 2023 and determined to be complete on **February 16, 2023**.

Enclosures: Zoning Map, Site Plan, First Floor Plan, Elevation, Enlarged Plaza Plan, Rendering



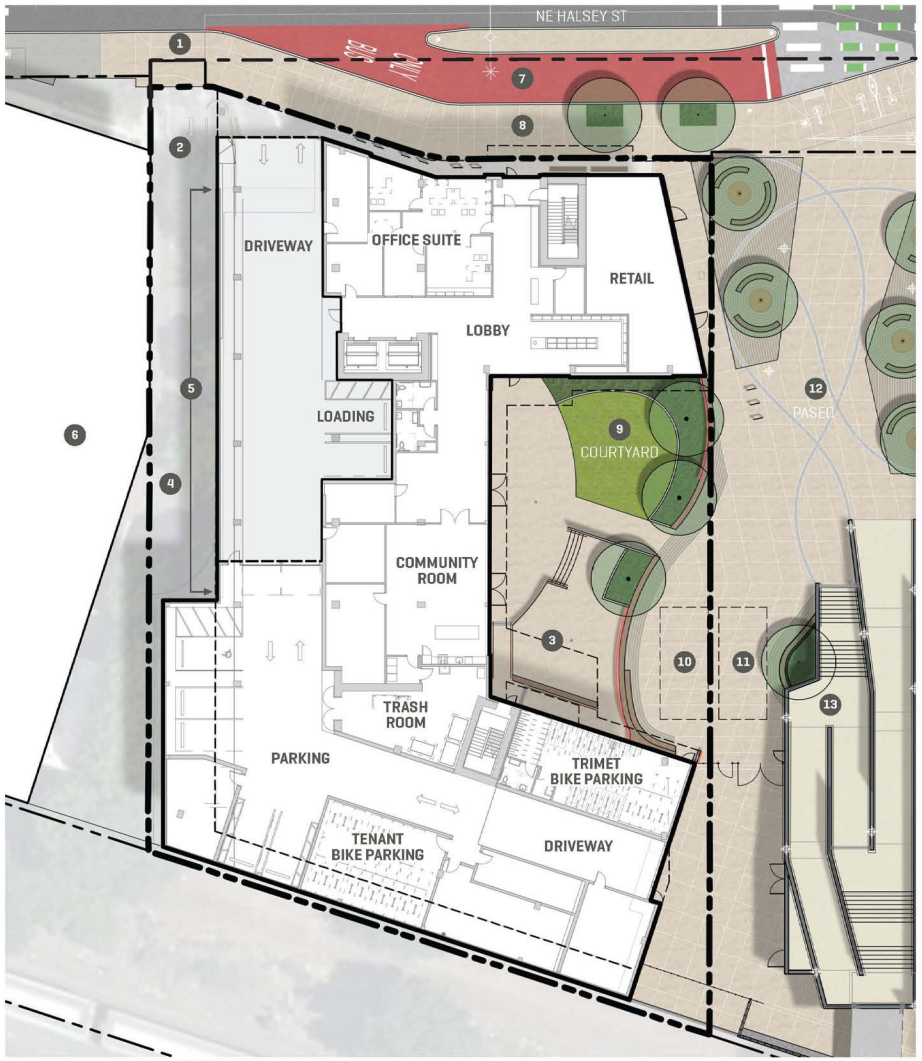

For Zoning Code in Effect Post October 1, 2022

# ZONING

THIS SITE LIES WITHIN THE:
HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT

- Site
- Plan District
- △ Historic Landmark
- Recreational Trails

| | |
|---|---|
| File No. | LU 23 - 004591 DZM |
| 1/4 Section | 2934 |
| Scale | 1 inch =200 feet |
| State ID | 1N1E36AA 100 |
| Exhibit | B Jan 17, 2023 |




LEGEND

1. MODIFIED CURB CUT, REFERENCE CIVIL
2. EXISTING ACCESS EASEMENT
3. BUILDING OVERHANG, ABOVE
4. EXISTING TARGET RAMP & RETAINING WALL TO REMAIN
5. ALUMINUM BATTEN SCREEN WALL
6. TARGET
7. HALSEY TRANSIT BUS PULL-OFF BY OTHERS
8. RIGHT-OF-WAY IMPROVEMENTS, BY OTHER
9. COURTYARD - REFERENCE LANDSCAPE
10. TRANSFORMER VAULT REFERENCE ELECTRICAL
11. TRANSFORMER VAULT BY OTHERS
12. PASEO IMPROVEMENT BY OTHERS
13. STAIR CONNECTION TO MAX PLATFORM BY OTHERS

DESIGN REVIEW SITE BOUNDARY

SCALE: 1" = 30'-0"
0' 15' 30' 60'

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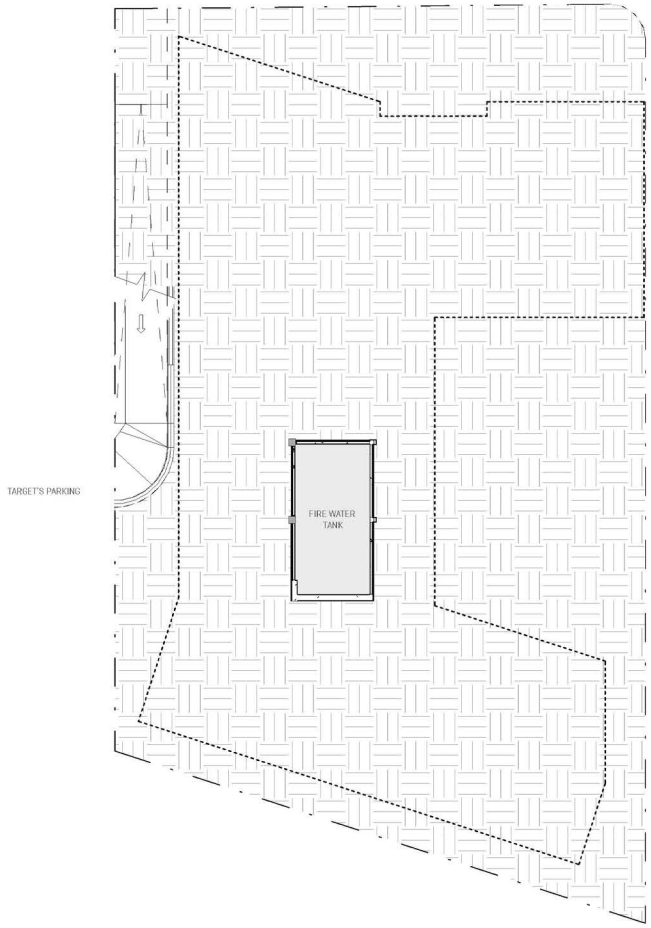
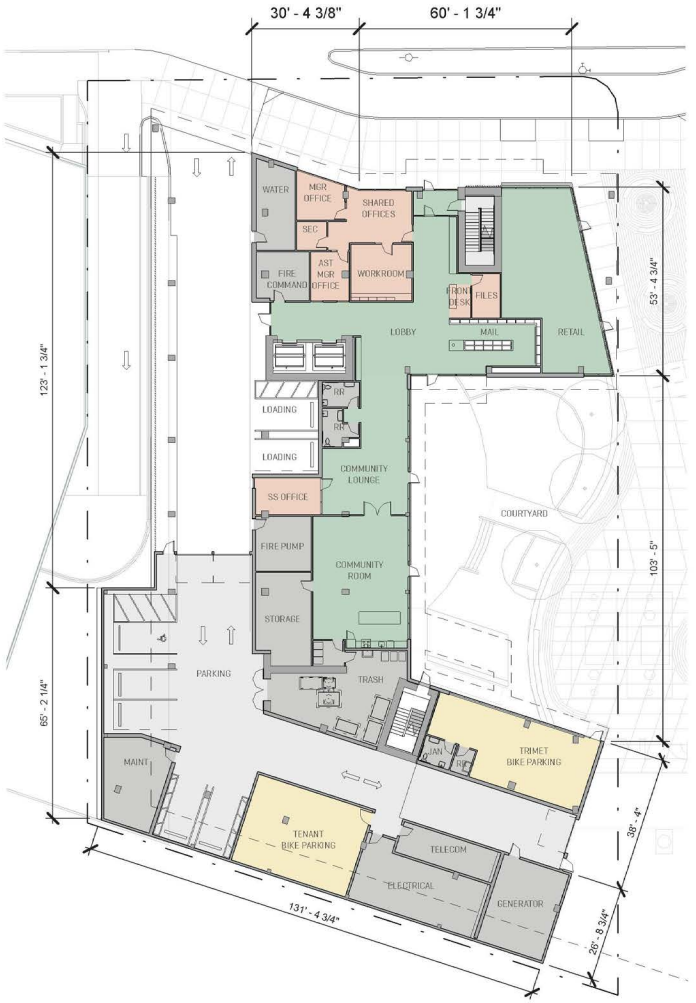
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
LU 23-004591 DZM
DATE: 01.13.2023

title : SITE PLAN
LU NO. PLACEHOLDER
sheet : C.6




BASEMENT LEVEL




GROUND LEVEL

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

N

**LEGEND**

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

HOLST

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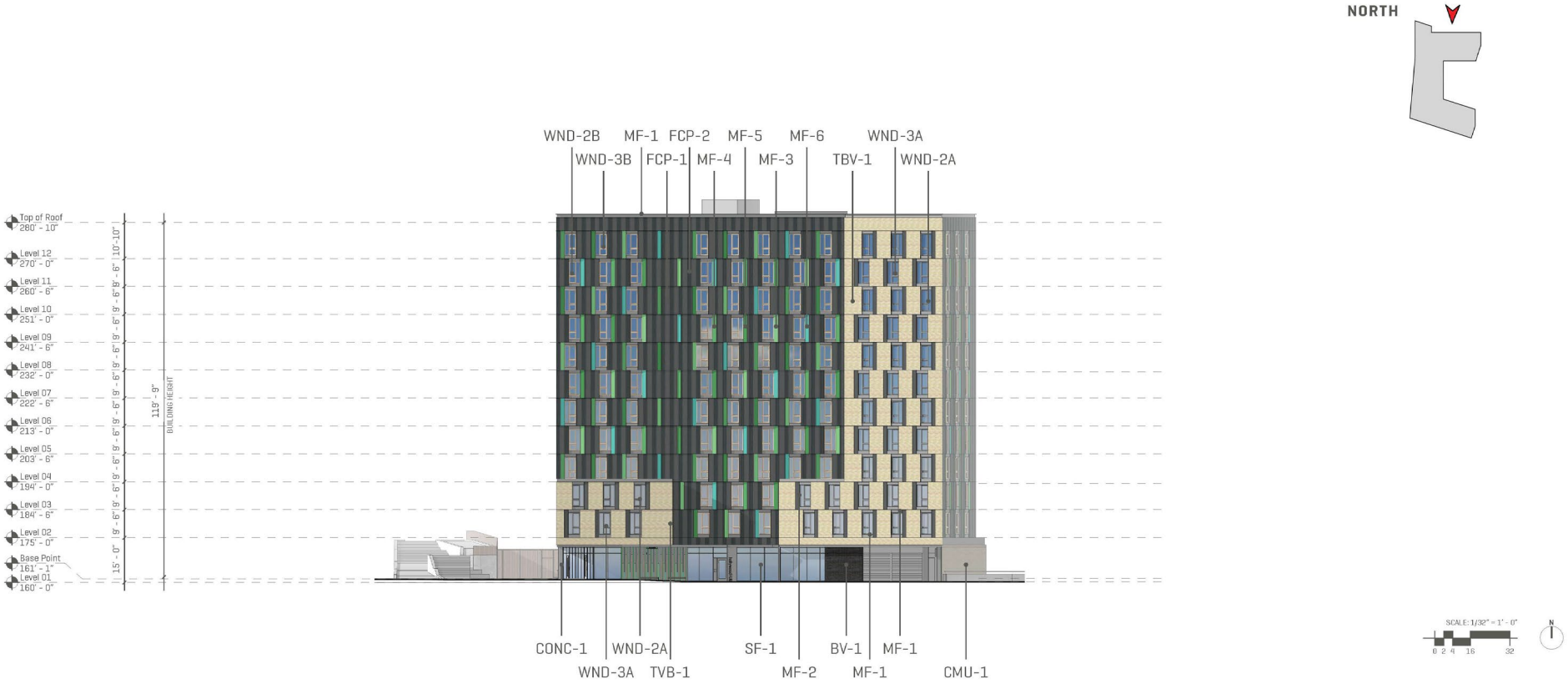
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
LU 23-004591 DZM
DATE: 01.13.2023

title : BASEMENT + GROUND LEVEL FLOOR PLAN

LU NO. PLACEHOLDER

sheet : C.7






**BV-1** Brick Masonry Veneer, Dark Iron Spot

**CMU-1** Concrete Masonry Units

**CONC-1** Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls

**FCP-1** Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color

**FCP-2** Fiber Cementitious Panel: Cast Stripe, Charcoal Color

**MCP-1** Metal Composite Panel, Charcoal Color

**MF-1** Metal Flashing T/M, Charcoal Color

**MF-2** Metal Flashing T/M FCP-2, Matte Black Color

**MF-3** (green #1) Metal Flashing

**MF-4** (green#2) Metal Flashing

**MF-5** (green#3) Metal Flashing

**MF-6** (green#4) Metal Flashing

**MS-1** Aluminum Batten

**SF-1** Aluminium Storefront and Entrances, Standard Charcoal Color

**TBV-1** Thin Brick Veneer: Modified Granite

**WND-XA** Commercial Vinyl Window, Anthracite Gray Color

**WND-XB** Commercial Vinyl Window, Oak Malt Color

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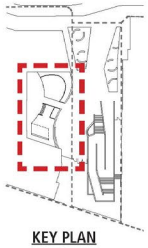
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

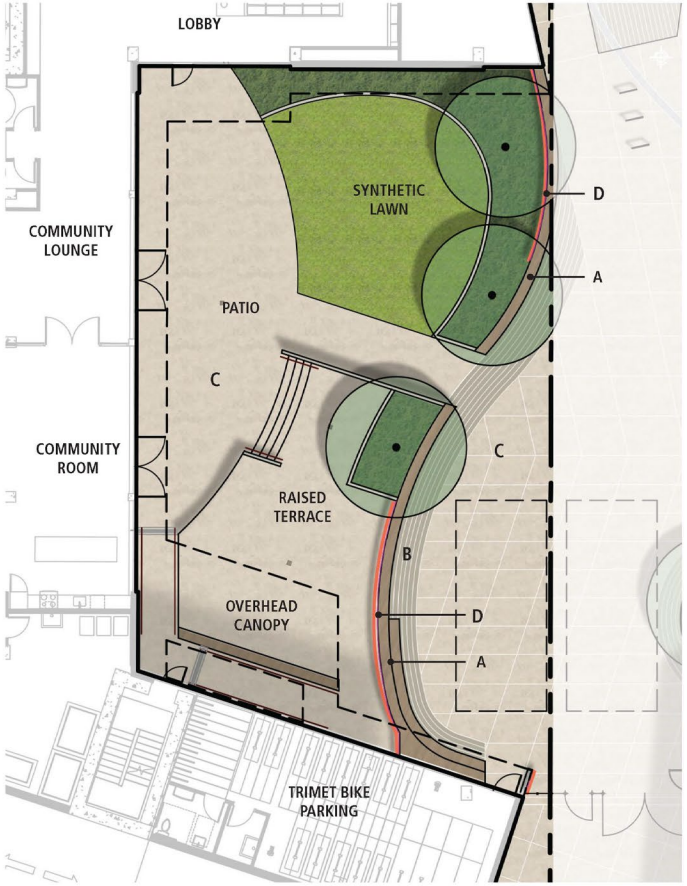
DESIGN REVIEW
LU 23-004591 DZM
DATE: 01.13.2023

title : ELEVATIONS
LU NO. PLACEHOLDER
sheet : C.11

# COURTYARD MATERIALS PLAN

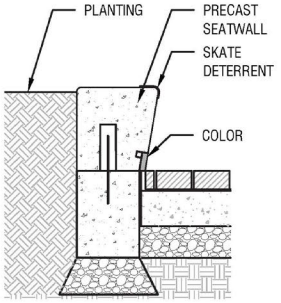


KEY PLAN






A. Seatwall



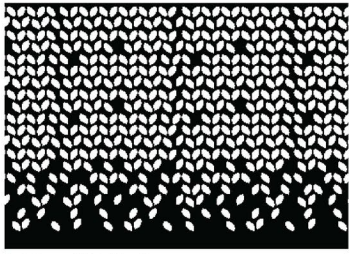

A. Seatwall Detail



B. Pavers



C. Scored Concrete Paving



D. Patterned Metal Panel

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
LU 23-004591 DZM
DATE: 01.13.2023

title : COURTYARD MATERIALS PLAN
LU NO. PLACEHOLDER
sheet : C.32




HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
LU 23-004591 DZM
DATE: 01.13.2023

title : NE STREET VIEW

LU NO. PLACEHOLDER

sheet : APP-49

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

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

Date: March 1, 2023

To: Dave Otte, HOLST ARCHITECTURE
123 NE 3rd Ave., #310
Portland, OR 97232
(503) 233-9856

From: Tim Heron

RE: LU 23-004591 DZM - Hollywood HUB Housing

Dear Applicant:

I have received your application for a Design Review w/ Modification at 4110 NE HALSEY ST. Your application was deemed complete on **February 16, 2023**. Your case number is given above; the hearing is scheduled for **April 6, 2023 at 1:30 PM**. I am the planner handling your case, and can answer any questions you might have during the process.

The Zoning Code requires you to post notice on the site of your proposal 30 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 every 600 feet, or fraction thereof, on each street frontage of the property. Because you have approximately 150 feet of street frontage along NE Halsey Street, you should post 1 sign along this frontage. Because you have approximately 250 feet of street frontage along NE 42nd Avenue, you should post 1 sign along this frontage.

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 hearing for your case is scheduled for **April 6, 2023 at 1:30 PM**, you must post the notice by **March 7, 2023**, 30 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. In addition, time limits on our processing of your case will be waived. You must return this statement to us by **March 23, 2023**, 14 days before the hearing.

E. You should not remove the notice before the hearing, but it must be taken down within two weeks after the final decision is made on your request.

Encl: Posting Notice
Statement Certifying Posting

cc: Application Case File

Dave Otte, HOLST ARCHITECTURE
123 NE 3rd Ave., #310
Portland, OR 97232
(503) 233-9856

DATE: _____

TO: Tim Heron
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

**APPLICANT'S STATEMENT CERTIFYING POSTING**

**Case File LU 23-004591 DZM – Hollywood HUB Housing**

This certifies that I have posted notice on my site as required by the Zoning Code. I understand that the hearing is scheduled for April 6, 2023 at 1:30 PM, and that I was required to post the property at least 30 days before the hearing.

The required number of poster boards, with the notices attached, were set up on _____(date). These were placed within 10 feet of the street frontage line 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 March 23, 2023, 14 days before the scheduled hearing. I also understand that if I do not post the notices by 30 days before the hearing, or return this form by 14 days before the hearing, my hearing will automatically be postponed. I also understand this will result in a waiver of the time limits for processing my case.

In addition, I understand that I may not remove the notices before the hearing, but am required to remove them within two weeks of the final decision on my request.

_____
Signature

_____
Print Name

_____
Address

_____
City/State/Zip Code

# Type III Land Use Review

## Hollywood HUB Housing

| | |
|---|---|
| **CASE FILE** | **LU 23-004591 DZM** |
| **WHEN** | **THURSDAY, April 6, 2023 @ 1:30 PM**<br>*(This is the hearing start time –see Design Commission agenda for estimated 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 Tim.Heron@portlandoregon.gov** |
| **REVIEW BY** | **DESIGN COMMISSION** |
| **LAND USE REVIEW TYPE** | **DESIGN REVIEW with MODIFICATION [DZM]** |
| **PROPOSAL** | Type III Design Review for construction of a new 12-story, 224-unit, 223,000 SF affordable housing project. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete, and aluminum storefront windows.<br><br>*Modification considered through Design Review*<br>• 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors. |
| **REVIEW APPROVAL CRITERIA** | *Portland Citywide Design Guidelines*<br>*Modifications considered through Design Review [PZC 33.825.040]* |
| **SITE ADDRESS** | 4110 NE HALSEY ST |
| **ZONING/ DESIGNATION** | **CM3d,m –** Commercial-Mixed Use 3, design overlay, main street overlay<br>**Hollywood Plan District** |
| **FURTHER INFO** | Available online at ***www.portlandoregon.gov/bds/dcagenda*** or contact the planner listed below at the Bureau of Development Services. |
| **QUESTIONS? BDS CONTACT** | **Tim Heron, City Planner**<br>**(503) 823-7726 / Tim.Heron@PortlandOregon.gov**<br>Bureau of Development Services, 1900 SW 4th 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 | ภาษาและล่าม หรือ ภาษาอะหิบาย
Письменныйили 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., #310
Portland, OR 97232
(503) 233-9856

DATE: MARCH 6, 2023

TO: Tim Heron
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

**APPLICANT'S STATEMENT CERTIFYING POSTING**

**Case File LU 23-004591 DZM – Hollywood HUB Housing**

This certifies that I have posted notice on my site as required by the Zoning Code. I understand that the hearing is scheduled for April 6, 2023 at 1:30 PM, and that I was required to post the property at least 30 days before the hearing.

The required number of poster boards, with the notices attached, were set up on MARCH 6, 2023 (date). These were placed within 10 feet of the street frontage line 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 March 23, 2023, 14 days before the scheduled hearing. I also understand that if I do not post the notices by 30 days before the hearing, or return this form by 14 days before the hearing, my hearing will automatically be postponed. I also understand this will result in a waiver of the time limits for processing my case.

In addition, I understand that I may not remove the notices before the hearing, but am required to remove them within two weeks of the final decision on my request.

Signature

Dave Otte
Print Name

123 NE 3rd Ave #310
Address

Portland, OR 97232
City/State/Zip Code

NOTICE OF
PUBLIC HEARING
EXCEPT BUSES
ENTER


NOTICE OF
PUBLIC HEARING




HOLLYWOOD

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

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

**Date:** March 17, 2023

**To:** Interested Person

**From:** Tim Heron, Land Use Services
503-823-7726 / Tim.Heron@portlandoregon.gov

# NOTICE OF A PUBLIC HEARING ON A PROPOSAL IN YOUR NEIGHBORHOOD

CASE FILE: LU 23-004591 DZM
PC # 21-105637

REVIEW BY: Design Commission
WHEN: April 6, 2023 at 1:30 PM
REMOTE ACCESS: Design Commission Agenda
https://www.portlandoregon.gov/bds/dcagenda

**This land use hearing will be limited to remote participation via Zoom. Please refer to the instructions included with this notice to observe and participate remotely.**

Development has been proposed in your neighborhood requiring a land use review. The proposal, review process, and information on how to respond to this notice are described below. A copy of the site plan and zoning map are attached. I am the staff person handling the case. Please call me if you have questions regarding this proposal. Please contact the applicant if you have questions regarding any future development on the site.

**Applicant:** Dave Otte, Holst Architecture, dotte@holstarc.com
123 NE 3rd Ave., #310
Portland, OR 97232

**Owner:** Tri-County Metro Trans Dist Of Oregon
4012 SE 17th Ave
Portland, OR 97202-3940

**Owners Agent:** Fiona Lyon, Trimet
1800 SW 1st Avenue, Suite 300
Portland OR 97201

**Party of Interest:** Masaye Hoshide, Portland Housing Bureau
1900 SW 4th Ave., Ste 7007
Portland, OR 97201

| | |
|---|---|
| **Developer:** | Sarah Schubert, Bridge Housing Corporation<br>1631 NE Broadway Pmb #153<br>Portland, OR 97232 |
| **Site Address:** | 4110 NE HALSEY ST |
| **Legal Description:** | BLOCK 44 LOT 9-13, LAURELHURST |
| **Tax Account No.:** | R479107630 |
| **State ID No.:** | 1N1E36AA 00100 |
| **Quarter Section:** | 2934 |
| **Neighborhood:** | Hollywood, contact Jo Schaefer at jaschaef@comcast.net |
| **Business District:** | Hollywood Boosters, contact hollywoodboosters@gmail.com |
| **District Coalition:** | Central Northeast Neighbors, contact Alison Stoll at alisons@cnncoalition.org |
| **Plan District:** | Hollywood - Subdistrict A |
| **Zoning:** | CM3d,m – Commercial-Mixed Use 3, design overlay, main street overlay |
| **Case Type:** | DZM – Design Review [DZ] with Modification Considered Through Design Review [M] |
| **Procedure:** | Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council. |

**Proposal:**
The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete and aluminum storefront windows.

*Please note: The adjacent TriMet site for the pedestrian ramp and stair access to the Hollywood Transit Center and I84 pedestrian overpass is being processed as a separate Type 2 Design Review LU 23-003912 DZ. Please contact the Planner above if any questions for that project.*

Resident parking and loading access [5 resident stalls and two Type Bs] are proposed from NE Halsey Street, adjacent to the existing Target retail store access.

Modification considered through Design Review
1. 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

Because the proposal is for new development in the design overlay zone, Design Review is required.

**Relevant Approval Criteria:**
In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are:

- *Portland Citywide Design Guidelines*
- *Modifications considered through Design Review [PZC 33.825.040]*

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was filed, provided that the application is

complete at the time of filing, or complete within 180 days. This application was filed on January 13, 2023 and determined to be complete on **February 16, 2023**.

**DECISION MAKING PROCESS**
The Bureau of Development Services will be making a recommendation on this proposal; our report and recommendation will be available 10 days before the hearing. The Staff report will be posted on the Bureau of Development Services website at http://www.portlandoregon.gov/bds/35625. Land use review notices are listed on the website by the District Coalition in which the site is located; the District Coalition for this site is identified at the beginning of this notice. The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the City's website at http://www.portlandoregon.gov.

The neighborhood association, listed on the first page of this notice, may take a position on this application and may have scheduled an open meeting prior to making their recommendation to the Bureau of Development Services. Please contact the person listed as the neighborhood contact to determine the time and date of this meeting.

**We are seeking your comments on this proposal.** To comment, you may write or testify at the remote hearing. Please refer to the file number when seeking information or submitting testimony. In your comments, you must address the approval criteria as stated in the administrative report and decision which you previously received. Please note that all correspondence and testimony received will become part of the public record.

**Written comments must be received by the close of the record and should include the case file number.** Any new written testimony should be emailed to Tim Heron at Tim.Heron@portlandoregon.gov.

**Please note regarding USPS mail:** If you choose to mail written testimony via USPS, due to the Covid-19 Emergency, USPS mail is only received a couple times a week, and testimony must be received before the close of the record. Therefore, please mail testimony well in advance of the hearing date.

Thank you for any information you can provide regarding this case. Note: If you have already written, it is not necessary to write again; your correspondence will be given to the Design Commission.

**If you plan to testify at the hearing, please refer to instructions included with this notice.**

The applicant and proponents have the burden of proof to show that each and every element of the approval criteria are satisfied. In order to prevail, the opponents must persuade the Design Commission to find that the applicant has not carried the burden of proof with regard to one or more of the approval criteria. The opponents may also explain to the Design Commission how or why the facts asserted by the applicant are not supported by evidence in the record. Opponents may wish to recommend conditions of approval which will make the proposal more acceptable, if approved.

Prior to the conclusion of the hearing before the Design Commission, any participant may request an opportunity to present additional evidence or testimony regarding the application.

If such a request is made, the record will be held open for seven days to receive the new evidence and the record shall be held open for at least an additional seven days to provide the other parties an opportunity to respond to that new evidence.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be extended at the request of the applicant.

**APPEAL PROCESS**

You can appeal the decision of the Design Commission to the City Council. If appealed, City Council will hold an evidentiary hearing. New evidence can be submitted to the City Council in the event of an appeal of an evidentiary hearing.

A fee is charged for appeals. Recognized neighborhood associations may qualify for an appeal fee waiver. The City Council's decision may be appealed to the Oregon Land Use Board of Appeals (LUBA).

Failure to raise an issue in person or in writing by the close of the record at or following the final evidentiary hearing on this case may preclude an appeal to LUBA on that issue. Also, if you do not provide enough detailed information to the Design Commission, they may not be able to respond to the issue you are trying to raise. In such a situation an appeal to LUBA based on that issue may not be allowed.

**HEARING CANCELLATION**

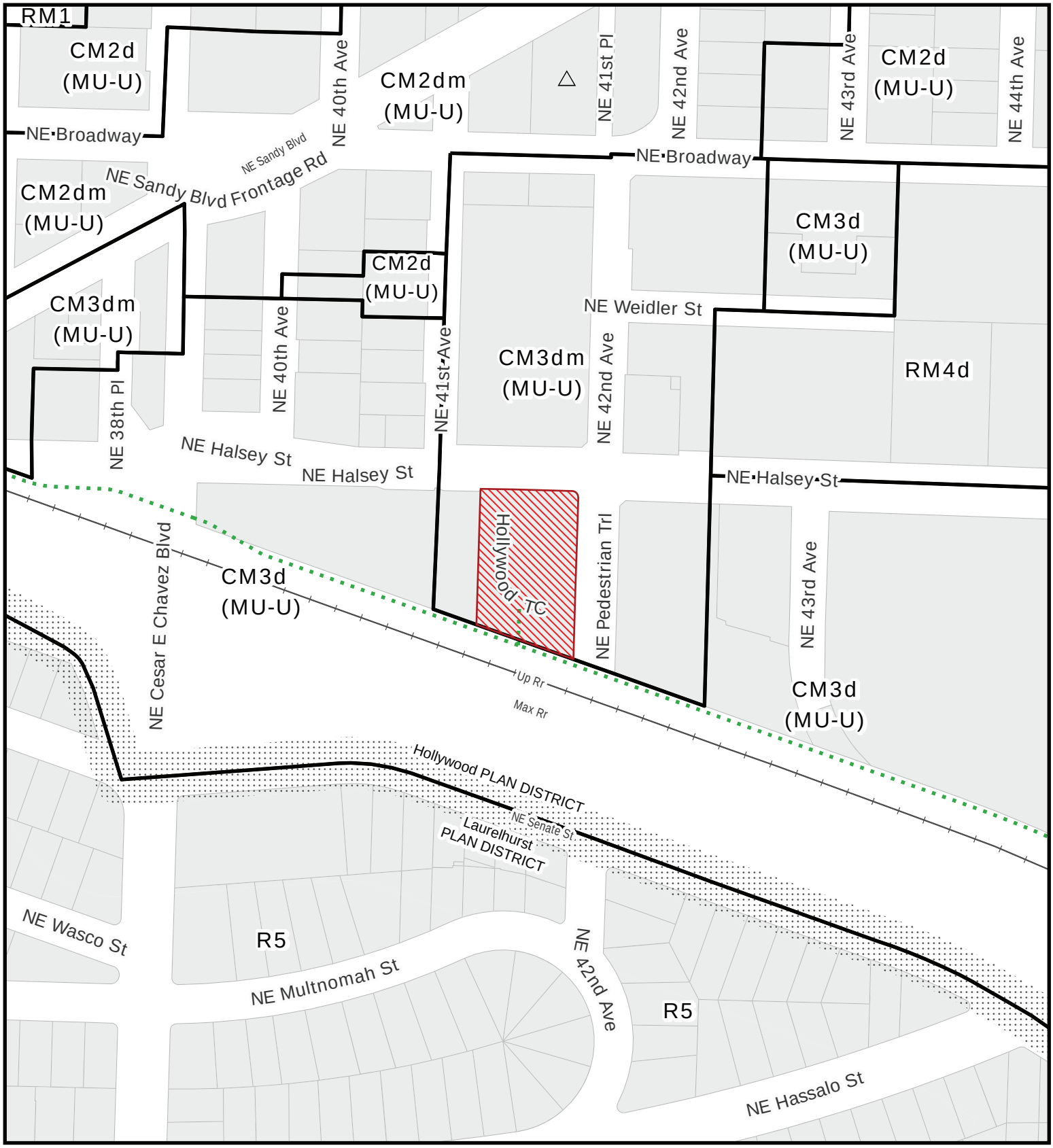
This public hearing will be cancelled due the inclement weather or other similar emergency.

- Hearings Officer: This public hearing will be cancelled if the City of Portland is closed. Check local television or the City of Portland website (www.portlandoregon.gov) for closures. Contact the Hearings Office at 503-823-7307, for immediate information regarding cancellations or rescheduling.
- Design Commission, Historic Landmarks Commission or Adjustment Committee: This public hearing will be cancelled if Portland Public Schools close due to inclement weather or other similar emergency. Check local television and radio reports for school closures. Please call the Bureau of Development Services at 503-823-7617, for information regarding cancellations or rescheduling.

The hearing will be rescheduled for the earliest possible date. A renotification notice will not be sent.

**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

**Enclosures:** Zoning Map, Site Plan, First Floor Plan, Enlarged Plaza Plan, Elevation, Rendering




For Zoning Code in Effect Post October 1, 2022

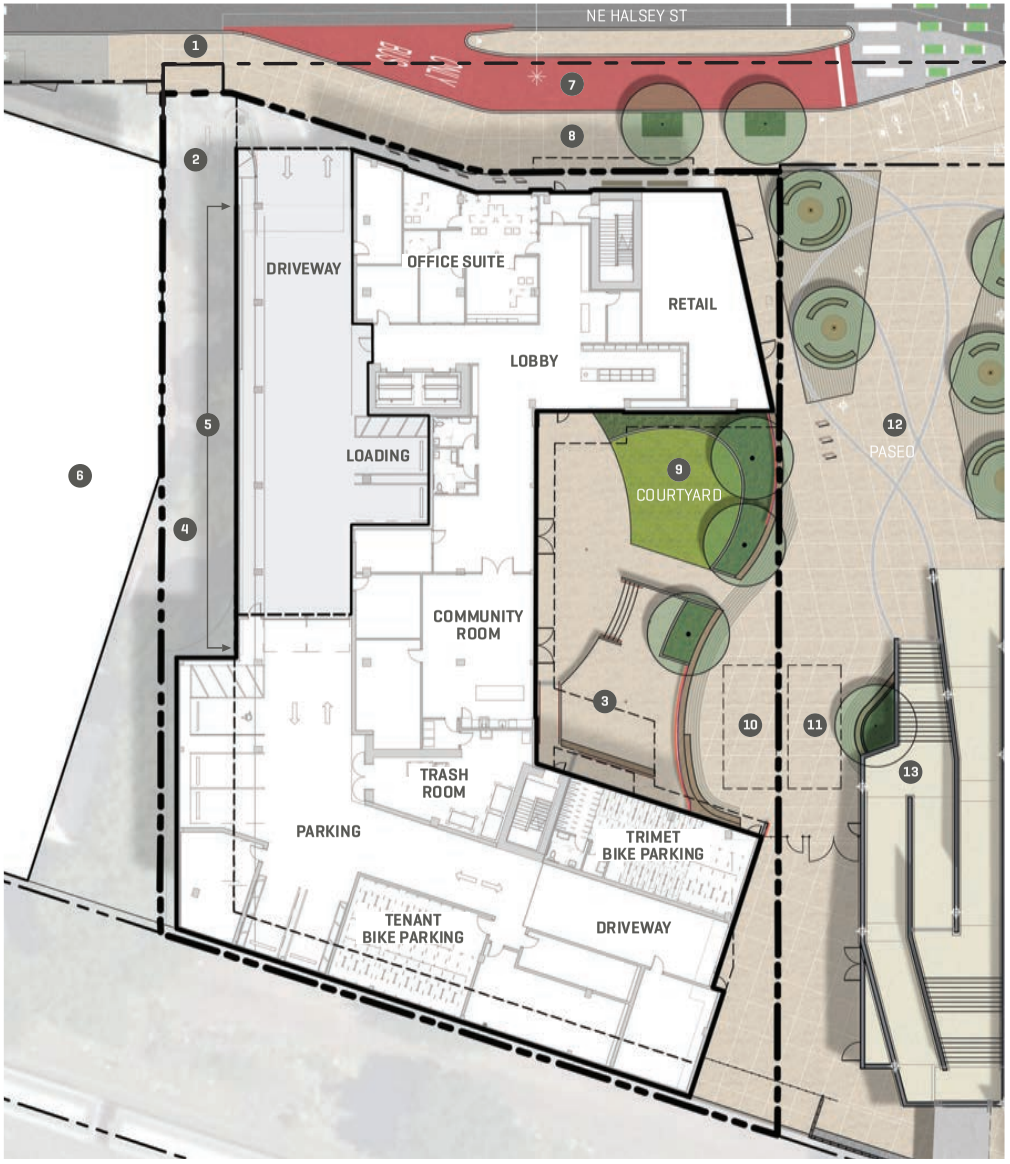
# ZONING

THIS SITE LIES WITHIN THE:
HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT

- Site
- Plan District
- Historic Landmark
- Recreational Trails

| | |
|---|---|
| File No. | LU 23 - 004591 DZM |
| 1/4 Section | 2934 |
| Scale | 1 inch =200 feet |
| State ID | 1N1E36AA 100 |
| Exhibit | B Jan 17, 2023 |

LU 23-004591 DZM Exh D5




LEGEND

1. MODIFIED CURB CUT, REFERENCE CIVIL
2. EXISTING ACCESS EASEMENT
3. BUILDING OVERHANG, ABOVE
4. EXISTING TARGET RAMP & RETAINING WALL TO REMAIN
5. ALUMINUM BATTEN SCREEN WALL
6. TARGET
7. HALSEY TRANSIT BUS PULL-OFF BY OTHERS
8. RIGHT-OF-WAY IMPROVEMENTS, BY OTHER
9. COURTYARD - REFERENCE LANDSCAPE
10. TRANSFORMER VAULT REFERENCE ELECTRICAL
11. TRANSFORMER VAULT BY OTHERS
12. PASEO IMPROVEMENT BY OTHERS
13. STAIR CONNECTION TO MAX PLATFORM BY OTHERS

DESIGN REVIEW SITE BOUNDARY

SCALE: 1" = 30'-0"
0' 15' 30' 60'
N

HOLST

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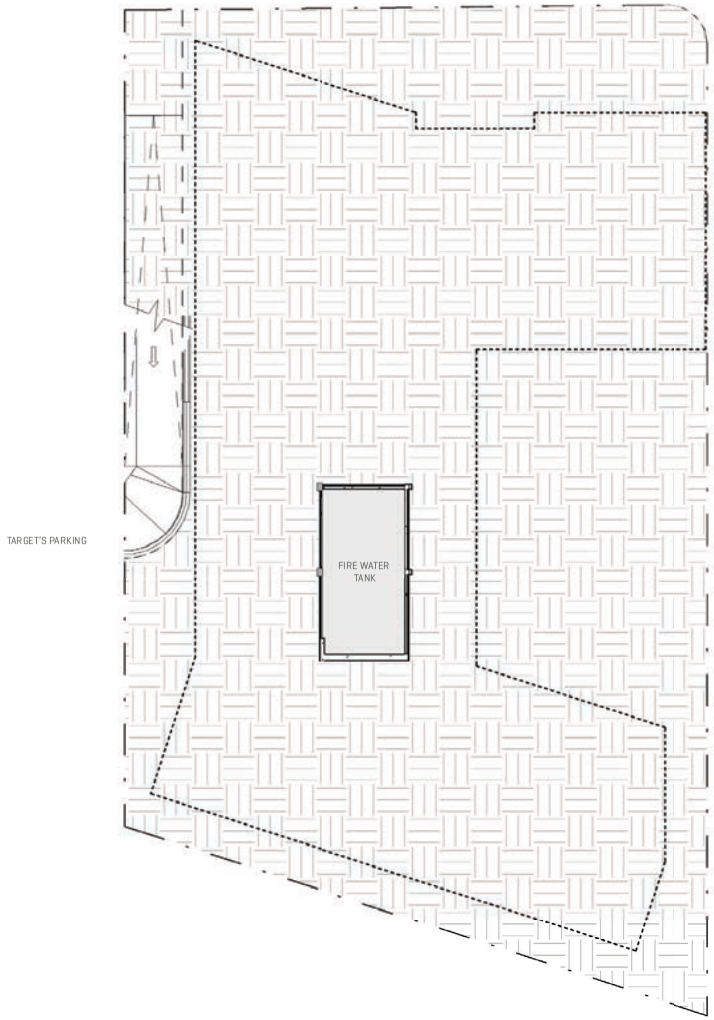
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

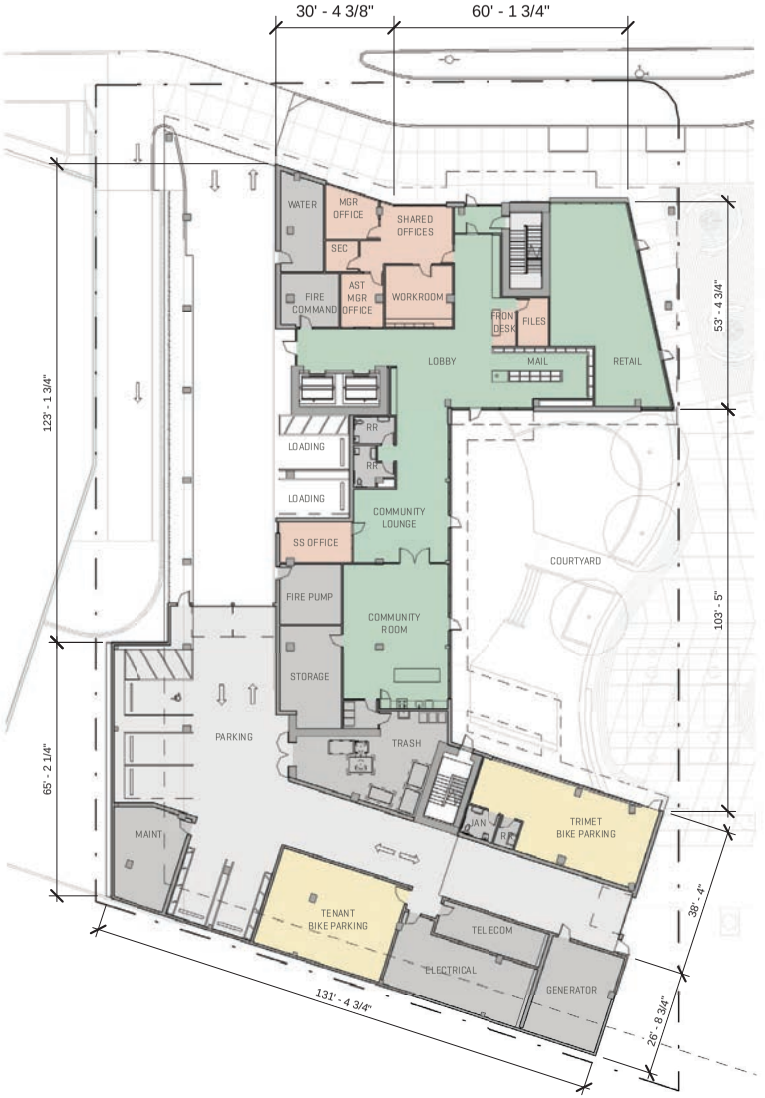
DESIGN REVIEW
DATE: 01.13.2023

title : SITE PLAN
LU NO. PLACEHOLDER
sheet : C.6

LU 23-004591 DZM Exh D5




BASEMENT LEVEL




GROUND LEVEL

SCALE: 1/32" = 1' - 0"
0 2 4 16 32
N

**LEGEND**

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 01.13.2023

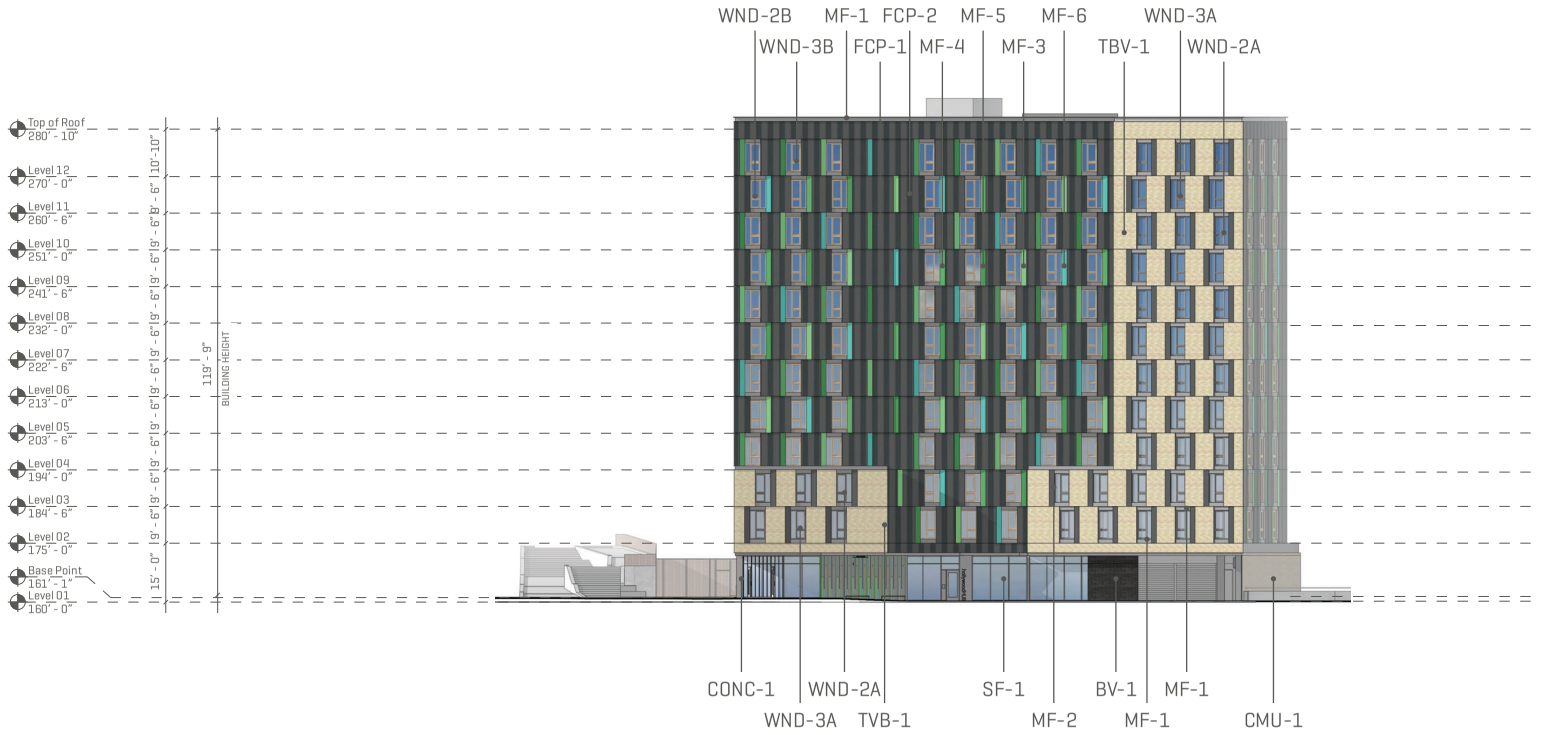
title : BASEMENT + GROUND LEVEL FLOOR PLAN

LU NO. PLACEHOLDER

sheet : C.7

LU 23-004591 DZM

NORTH




SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



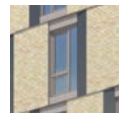
**MS-1**
Aluminum Batten



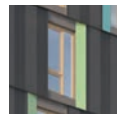
**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

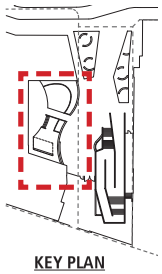
DESIGN REVIEW
DATE: 01.13.2023

title : ELEVATIONS

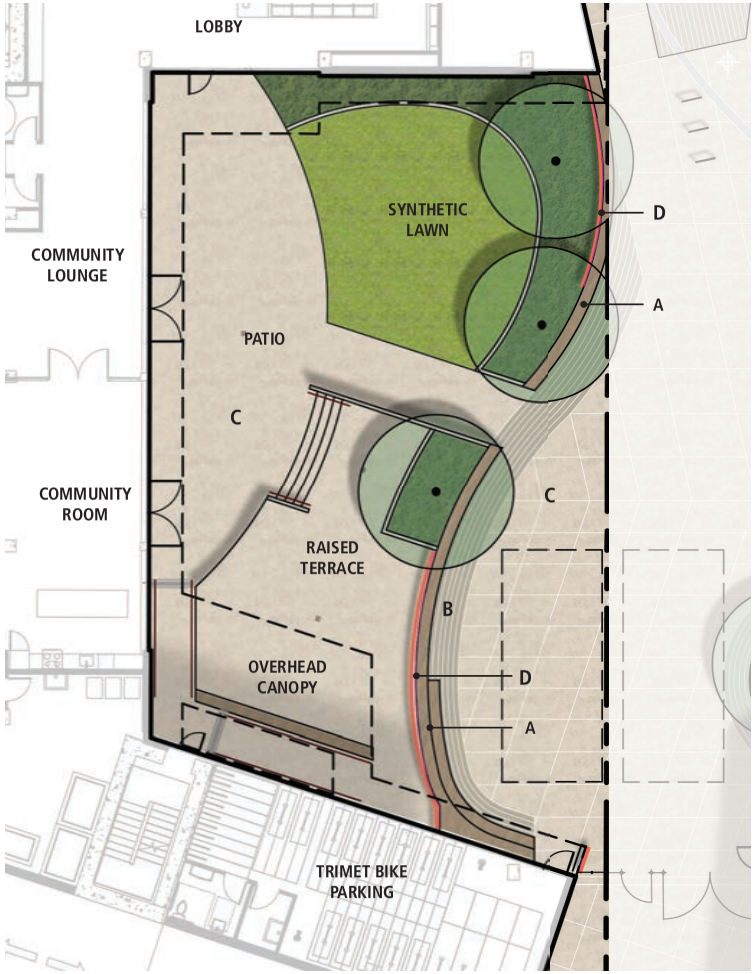
LU NO. PLACEHOLDER

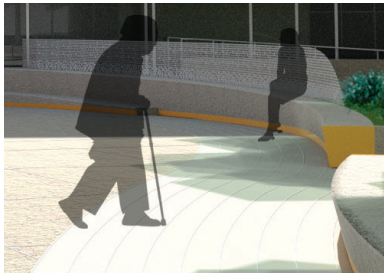
sheet : C.11

# COURTYARD MATERIALS PLAN

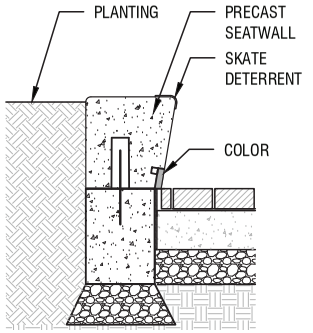


KEY PLAN



A. Seatwall



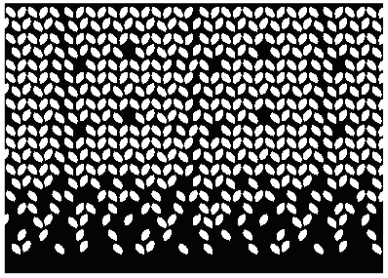

A. Seatwall Detail



B. Pavers



C. Scored Concrete Paving



D. Patterned Metal Panel

LU 23-004591 DZM Exh D5

LU 23-004591 DZM Exh D5



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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 01.13.2023

title : NE STREET VIEW

LU NO. PLACEHOLDER

sheet : APP-49

LU 23-004591 DZM

**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.***

| | 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 | BEANBLOSSOM ROBERT B | 4016 NE SENATE ST | PORTLAND OR 97232 |
| 22 | RETURN SERVICE REQUESTED | | 1N1E36AA 1800 | COOP KATHARINE | 4026 NE SENATE ST | PORTLAND OR 97232 |
| 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 | CVS PHARMACY INC ALTUS GROUP US | PO BOX 71130 | PHOENIX AZ 85050 |
| 25 | RETURN SERVICE REQUESTED | | 1N1E36AA 200 | WILSHIRE LUCAS INVESTMENTS LLC | PO BOX 9456 | MINNEAPOLIS MN 55440-9456 |
| 26 | RETURN SERVICE REQUESTED | | 1N1E36AA 200 | TARGET CORPORATION | PO BOX 9456 | MINNEAPOLIS MN 55440-9456 |
| 27 | RETURN SERVICE REQUESTED | | 1N1E36AA 2000 | NGUYEN BRYAN | 4106 NE SENATE ST | PORTLAND OR 97232 |
| 28 | RETURN SERVICE REQUESTED | | 1N1E36AA 2100 | ZIYAEE ROSHANA A & ANSARY MIR S | 4115 NE MULTNOMAH ST | PORTLAND OR 97232-1924 |
| 29 | RETURN SERVICE REQUESTED | | 1N1E36AA 2200 | MULTNOMAH COUNTY TAX TITLE | PO BOX 2716 | PORTLAND OR 97208-2716 |
| 30 | RETURN SERVICE REQUESTED | 1N1E36AA 2300 | RANDALL LAURA RAQUEL MATTESON | & RANDALL JONATHAN P | 4118 NE SENATE ST | PORTLAND OR 97232 |
| 31 | RETURN SERVICE REQUESTED | | 1N1E36AA 2400 | RABBIT TRAVIS & MASTERMAN BRANDON | 4126 NE SENATE ST | PORTLAND OR 97232 |
| 32 | RETURN SERVICE REQUESTED | | 1N1E36AA 2500 | ACCUARDI ANDREW J | 1225 NE 42ND AVE | PORTLAND OR 97213 |
| 33 | RETURN SERVICE REQUESTED | | 1N1E36AA 2600 | OSGOOD IAN A & CHARNELL MARELINE G | 4145 NE MULTNOMAH ST | PORTLAND OR 97232-1924 |
| 34 | RETURN SERVICE REQUESTED | | 1N1E36AA 2700 | ELLENBY PETER M & ELLENBY JEANNE P | 4135 NE MULTNOMAH ST | PORTLAND OR 97232-1924 |
| 35 | RETURN SERVICE REQUESTED | | 1N1E36AA 2800 | CASEY MARY | 4127 NE MULTNOMAH ST | PORTLAND OR 97232-1924 |
| 36 | RETURN SERVICE REQUESTED | | 1N1E36AA 2900 | ANSARY RALHANA | 4115 NE MULTNOMAH ST | PORTLAND OR 97232 |
| 37 | RETURN SERVICE REQUESTED | | 1N1E36AA 3000 | BERG LINDA K | 4105 NE MULTNOMAH ST | PORTLAND OR 97232-1924 |
| 38 | RETURN SERVICE REQUESTED | | 1N1E36AA 3100 | BOREN SILAS | 4037 NE MULTNOMAH ST | PORTLAND OR 97232 |
| 39 | RETURN SERVICE REQUESTED | | 1N2E30CC 12300 | LABORATORY CORPORATION OF AMERICA | PO BOX 2230 | BURLINGTON NC 27216 |
| 40 | RETURN SERVICE REQUESTED | | 1N2E30CC 12300 | BROADWAY MEDICAL CLINIC LLP | 4212 NE BROADWAY | PORTLAND OR 97213 |
| 41 | RETURN SERVICE REQUESTED | | 1N2E30CC 12300 | ROSE CITY INVESTMENT CO | 4212 NE BROADWAY | PORTLAND OR 97213-1458 |
| 42 | RETURN SERVICE REQUESTED | | 1N2E30CC 12500 | OR LABOR PRESS PUBLISHING CO INC | P O BOX 13150 | PORTLAND OR 97213 |
| 43 | RETURN SERVICE REQUESTED | 1N2E30CC 12500 | HOLLYWOOD TOWNE HOUSE | INVESTMENT L L C | 409 SW 11TH AVE | PORTLAND OR 97205 |
| 44 | RETURN SERVICE REQUESTED | | 1N2E30CC 12700 | BASKETS UNLIMITED HOLDING LLC | 11950 SAN VICENTE BLVD #200 | LOS ANGELES CA 90049 |
| 45 | RETURN SERVICE REQUESTED | | 1N2E30CC 12800 | APRO LLC | 4130 COVER ST | LONG BEACH CA 90808 |
| 46 | RETURN SERVICE REQUESTED | | 1N2E31BB 10100 | OREGON STATE OF | 355 CAPITOL ST NE #411 | SALEM OR 97301-3871 |
| 47 | RETURN SERVICE REQUESTED | | 1N2E31BB 3401 | BIOMERIEUX INC | 100 RODOLPHE ST TAX DEPT 02 | DURHAM NC 27712-9402 |
| 48 | RETURN SERVICE REQUESTED | 1N2E31BB 3401 | PROVIDENCE HEALTH PLAN | PROVIDENCE OFFICE PK | 800 5TH AVE #1200 | SEATTLE WA 98104 |
| 49 | RETURN SERVICE REQUESTED | | 1N2E31BB 3401 | PROVIDENCE FEDERAL CREDIT UNION | 6400 SE LAKE RD STE 125 | MILWAUKIE OR 97222 |
| 50 | RETURN SERVICE REQUESTED | | 1N2E31BB 3401 | PROVIDENCE HEALTH & SERVICES-OREGON | 4400 NE HALSEY ST BLDG 1 #160 | PORTLAND OR 97213 |
| 51 | RETURN SERVICE REQUESTED | 1N2E31BB 3401 | PROVIDENCE HEALTH & SERVICES-OREGON | ATTN RE MANAGER | 800 5TH AVE #1200 | SEATTLE WA 98104 |
| 52 | RETURN SERVICE REQUESTED | | 1N2E31BB 3401 | SIEMENS HEALTHCARE DIAGNOSTICS INC | PO BOX 80615 | INDIANAPOLIS IN 46280 |
| 53 | RETURN SERVICE REQUESTED | | 1N2E31BB 3401 | BIOFIRE DIAGNOSTICS LLC | PO BOX 800729 | DALLAS TX 75380 |
| 54 | RETURN SERVICE REQUESTED | | 1N2E31BB 4000 | REMEDY CHIRO & MASSAGE LLC | 4203 N VANCOUVER AVE | PORTLAND OR 97217 |
| 55 | RETURN SERVICE REQUESTED | | 1N2E31BB 4000 | 24 HOUR FITNESS USA LLC | PO BOX 23317 | PLEASANT HILL CA 94523 |
| 56 | RETURN SERVICE REQUESTED | 1N2E31BB 4000 | COLUMBIA RIVER DENTISTRY -HOLLYWOOD | LLC ATTN NATHAN G DUSTIN DMD | 4224 NE HALSEY ST STE 330 | PORTLAND OR 97213 |
| 57 | RETURN SERVICE REQUESTED | | 1N2E31BB 4000 | JH HOLLYWOOD SUSHI INC | 4204 NE HALSEY ST | PORTLAND OR 97213 |
| 58 | RETURN SERVICE REQUESTED | 1N2E31BB 4000 | KELLERMEYER BERGENSONS SERVICES LLC | C/O ADVANTAX | 2500 WESTFIELD DR STE 202F | ELGIN IL 60124-7701 |
| 59 | RETURN SERVICE REQUESTED | | 1N2E31BB 4000 | US PHYSICAL THERAPY INC | 13111 NORTHWEST FRWY #125 | HOUSTON TX 77040-6321 |
| 60 | RETURN SERVICE REQUESTED | 1N2E31BB 4000 | LAUREL 42 VENTURES LIMITED | PARTNERSHIP | 6211 CAMINO DE LA COSTA | LA JOLLA CA 92037 |
| 61 | RETURN SERVICE REQUESTED | | 1N2E31BB 4002 | PACIFIC NORTHWEST WATERWAYS ASSOC | 4224 NE HALSEY ST STE 325 | PORTLAND OR 97213 |
| 62 | RETURN SERVICE REQUESTED | 1N2E31BB 4002 | HOLLYWOOD STATION PARTNERS LLC | VISTA INVESTMENT GROUP LLC | 1847 CENTINELA AVE | SANTA MONICA CA 90404 |
| 63 | RETURN SERVICE REQUESTED | | 1N2E31BB 4100 | WATKINS JERRY G & WATKINS TERRESA A | 4210 NE SENATE ST | PORTLAND OR 97213-1518 |
| 64 | RETURN SERVICE REQUESTED | | 1N2E31BB 4200 | SOGA LINDA | 4637 MELBOURNE AVE APT10 | LOS ANGELES CA 90027 |
| 65 | | | | CURRENT RESIDENT | 1206 NE 42ND AVE | PORTLAND OR 97232 |
| 66 | | | | CURRENT RESIDENT | 1520 NE 40TH AVE | PORTLAND OR 97232 |

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| 67 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #105 | PORTLAND OR 97232 |
| 68 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #211 | PORTLAND OR 97232 |
| 69 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #402 | PORTLAND OR 97232 |
| 70 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #409 | PORTLAND OR 97232 |
| 71 | | | | CURRENT RESIDENT | 1524 NE 40TH AVE | PORTLAND OR 97232 |
| 72 | | | | CURRENT RESIDENT | 1615 NE 42ND AVE | PORTLAND OR 97232 |
| 73 | | | | CURRENT RESIDENT | 1620 NE 42ND AVE | PORTLAND OR 97232 |
| 74 | | | | CURRENT RESIDENT | 4001 NE HALSEY ST #5 | PORTLAND OR 97232 |
| 75 | | | | CURRENT RESIDENT | 4030 NE HALSEY ST | PORTLAND OR 97232 |
| 76 | | | | CURRENT RESIDENT | 4218 NE HALSEY ST | PORTLAND OR 97213 |
| 77 | | | | CURRENT RESIDENT | 4224 NE HALSEY ST #320 | PORTLAND OR 97213 |
| 78 | | | | CURRENT RESIDENT | 4250 NE HALSEY ST | PORTLAND OR 97213 |
| 79 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #105 | PORTLAND OR 97213 |
| 80 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #107 | PORTLAND OR 97213 |
| 81 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #110 | PORTLAND OR 97213 |
| 82 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #113 | PORTLAND OR 97213 |
| 83 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #201 | PORTLAND OR 97213 |
| 84 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #205 | PORTLAND OR 97213 |
| 85 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #208 | PORTLAND OR 97213 |
| 86 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #213 | PORTLAND OR 97213 |
| 87 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #217 | PORTLAND OR 97213 |
| 88 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #301 | PORTLAND OR 97213 |
| 89 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #304 | PORTLAND OR 97213 |
| 90 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #315 | PORTLAND OR 97213 |
| 91 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #401 | PORTLAND OR 97213 |
| 92 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #403 | PORTLAND OR 97213 |
| 93 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #404 | PORTLAND OR 97213 |
| 94 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #406 | PORTLAND OR 97213 |
| 95 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #409 | PORTLAND OR 97213 |
| 96 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #505 | PORTLAND OR 97213 |
| 97 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #506 | PORTLAND OR 97213 |
| 98 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #512 | PORTLAND OR 97213 |
| 99 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #513 | PORTLAND OR 97213 |
| 100 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #604 | PORTLAND OR 97213 |
| 101 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #608 | PORTLAND OR 97213 |
| 102 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #702 | PORTLAND OR 97213 |
| 103 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #704 | PORTLAND OR 97213 |
| 104 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #707 | PORTLAND OR 97213 |
| 105 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #710 | PORTLAND OR 97213 |
| 106 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #711 | PORTLAND OR 97213 |
| 107 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #713 | PORTLAND OR 97213 |
| 108 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #802 | PORTLAND OR 97213 |
| 109 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #803 | PORTLAND OR 97213 |
| 110 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #804 | PORTLAND OR 97213 |
| 111 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #815 | PORTLAND OR 97213 |
| 112 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #817 | PORTLAND OR 97213 |
| 113 | | | | CURRENT RESIDENT | 1503 NE 41ST AVE | PORTLAND OR 97232 |
| 114 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #203 | PORTLAND OR 97232 |
| 115 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #209 | PORTLAND OR 97232 |
| 116 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #301 | PORTLAND OR 97232 |
| 117 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #405 | PORTLAND OR 97232 |
| 118 | | | | CURRENT RESIDENT | 1540 NE 40TH AVE | PORTLAND OR 97232 |
| 119 | | | | CURRENT RESIDENT | 1602 NE 40TH AVE | PORTLAND OR 97232 |
| 120 | | | | CURRENT RESIDENT | 4001 NE HALSEY ST #101 | PORTLAND OR 97232 |
| 121 | | | | CURRENT RESIDENT | 4001 NE HALSEY ST #3 | PORTLAND OR 97232 |
| 122 | | | | CURRENT RESIDENT | 4212 NE HALSEY ST | PORTLAND OR 97213 |
| 123 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #101 | PORTLAND OR 97213 |
| 124 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #111 | PORTLAND OR 97213 |
| 125 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #204 | PORTLAND OR 97213 |
| 126 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #206 | PORTLAND OR 97213 |
| 127 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #207 | PORTLAND OR 97213 |
| 128 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #308 | PORTLAND OR 97213 |
| 129 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #408 | PORTLAND OR 97213 |
| 130 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #411 | PORTLAND OR 97213 |
| 131 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #515 | PORTLAND OR 97213 |
| 132 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #601 | PORTLAND OR 97213 |

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| 133 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #607 | PORTLAND OR 97213 |
| 134 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #611 | PORTLAND OR 97213 |
| 135 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #617 | PORTLAND OR 97213 |
| 136 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #701 | PORTLAND OR 97213 |
| 137 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #705 | PORTLAND OR 97213 |
| 138 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #709 | PORTLAND OR 97213 |
| 139 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #715 | PORTLAND OR 97213 |
| 140 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #809 | PORTLAND OR 97213 |
| 141 | | | | CURRENT RESIDENT | 4336 NE HALSEY ST | PORTLAND OR 97213 |
| 142 | | | | CURRENT RESIDENT | 4340 NE HALSEY ST | PORTLAND OR 97213 |
| 143 | | | | CURRENT RESIDENT | 4400 NE HALSEY ST | PORTLAND OR 97213 |
| 144 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #10 | PORTLAND OR 97232 |
| 145 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #104 | PORTLAND OR 97232 |
| 146 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #106 | PORTLAND OR 97232 |
| 147 | | | | CURRENT RESIDENT | 4001 NE HALSEY ST #100 | PORTLAND OR 97232 |
| 148 | | | | CURRENT RESIDENT | 4001 NE HALSEY ST #2 | PORTLAND OR 97232 |
| 149 | | | | CURRENT RESIDENT | 4110 NE HALSEY ST | PORTLAND OR 97232 |
| 150 | | | | CURRENT RESIDENT | 4206 NE HALSEY ST | PORTLAND OR 97213 |
| 151 | | | | CURRENT RESIDENT | 4224 NE HALSEY ST #100 | PORTLAND OR 97213 |
| 152 | | | | CURRENT RESIDENT | 4224 NE HALSEY ST #310 | PORTLAND OR 97213 |
| 153 | | | | CURRENT RESIDENT | 4224 NE HALSEY ST #335 | PORTLAND OR 97213 |
| 154 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #103 | PORTLAND OR 97213 |
| 155 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #104 | PORTLAND OR 97213 |
| 156 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #115 | PORTLAND OR 97213 |
| 157 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #117 | PORTLAND OR 97213 |
| 158 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #202 | PORTLAND OR 97213 |
| 159 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #203 | PORTLAND OR 97213 |
| 160 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #209 | PORTLAND OR 97213 |
| 161 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #211 | PORTLAND OR 97213 |
| 162 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #215 | PORTLAND OR 97213 |
| 163 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #302 | PORTLAND OR 97213 |
| 164 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #305 | PORTLAND OR 97213 |
| 165 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #311 | PORTLAND OR 97213 |
| 166 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #313 | PORTLAND OR 97213 |
| 167 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #405 | PORTLAND OR 97213 |
| 168 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #410 | PORTLAND OR 97213 |
| 169 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #413 | PORTLAND OR 97213 |
| 170 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #504 | PORTLAND OR 97213 |
| 171 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #507 | PORTLAND OR 97213 |
| 172 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #509 | PORTLAND OR 97213 |
| 173 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #603 | PORTLAND OR 97213 |
| 174 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #609 | PORTLAND OR 97213 |
| 175 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #610 | PORTLAND OR 97213 |
| 176 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #703 | PORTLAND OR 97213 |
| 177 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #706 | PORTLAND OR 97213 |
| 178 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #708 | PORTLAND OR 97213 |
| 179 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #712 | PORTLAND OR 97213 |
| 180 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #717 | PORTLAND OR 97213 |
| 181 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #805 | PORTLAND OR 97213 |
| 182 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #807 | PORTLAND OR 97213 |
| 183 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #808 | PORTLAND OR 97213 |
| 184 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #810 | PORTLAND OR 97213 |
| 185 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #812 | PORTLAND OR 97213 |
| 186 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #813 | PORTLAND OR 97213 |
| 187 | | | | CURRENT RESIDENT | 4400 NE HALSEY ST #2 | PORTLAND OR 97213 |
| 188 | | | | CURRENT RESIDENT | 4430 NE HALSEY ST | PORTLAND OR 97213 |
| 189 | | | | CURRENT RESIDENT | 1510 NE 42ND AVE | PORTLAND OR 97213 |
| 190 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #109 | PORTLAND OR 97232 |
| 191 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #202 | PORTLAND OR 97232 |
| 192 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #204 | PORTLAND OR 97232 |
| 193 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #206 | PORTLAND OR 97232 |
| 194 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #410 | PORTLAND OR 97232 |
| 195 | | | | CURRENT RESIDENT | 1521 NE 41ST AVE #9 | PORTLAND OR 97232 |
| 196 | | | | CURRENT RESIDENT | 1525 NE 41ST AVE | PORTLAND OR 97232 |
| 197 | | | | CURRENT RESIDENT | 4121 NE HALSEY ST | PORTLAND OR 97232 |
| 198 | | | | CURRENT RESIDENT | 4224 NE HALSEY ST #300 | PORTLAND OR 97213 |

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| 199 | | | | CURRENT RESIDENT | 4224 NE HALSEY ST #325 | PORTLAND OR 97213 |
| 200 | | | | CURRENT RESIDENT | 4224 NE HALSEY ST #330 | PORTLAND OR 97213 |
| 201 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #102 | PORTLAND OR 97213 |
| 202 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #109 | PORTLAND OR 97213 |
| 203 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #112 | PORTLAND OR 97213 |
| 204 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #210 | PORTLAND OR 97213 |
| 205 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #212 | PORTLAND OR 97213 |
| 206 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #303 | PORTLAND OR 97213 |
| 207 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #306 | PORTLAND OR 97213 |
| 208 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #307 | PORTLAND OR 97213 |
| 209 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #309 | PORTLAND OR 97213 |
| 210 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #310 | PORTLAND OR 97213 |
| 211 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #312 | PORTLAND OR 97213 |
| 212 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #317 | PORTLAND OR 97213 |
| 213 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #402 | PORTLAND OR 97213 |
| 214 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #407 | PORTLAND OR 97213 |
| 215 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #412 | PORTLAND OR 97213 |
| 216 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #415 | PORTLAND OR 97213 |
| 217 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #417 | PORTLAND OR 97213 |
| 218 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #501 | PORTLAND OR 97213 |
| 219 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #508 | PORTLAND OR 97213 |
| 220 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #510 | PORTLAND OR 97213 |
| 221 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #511 | PORTLAND OR 97213 |
| 222 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #517 | PORTLAND OR 97213 |
| 223 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #602 | PORTLAND OR 97213 |
| 224 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #605 | PORTLAND OR 97213 |
| 225 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #606 | PORTLAND OR 97213 |
| 226 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #612 | PORTLAND OR 97213 |
| 227 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #613 | PORTLAND OR 97213 |
| 228 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #615 | PORTLAND OR 97213 |
| 229 | | | | CURRENT RESIDENT | 4265 NE HALSEY ST #806 | PORTLAND OR 97213 |
| 230 | | | | CURRENT RESIDENT | 4275 NE HALSEY ST | PORTLAND OR 97213 |
| 231 | RETURN SERVICE REQUESTED | OWNER | 1N1E36AA 100 | TRI-COUNTY METRO TRANS DIST OF OR | 4012 SE 17TH AVE | PORTLAND OR 97202-3940 |
| 232 | RETURN SERVICE REQUESTED | APPLICANT | HOLST ARCHITECTURE | OTTE DAVE | 123 NE 3RD AVE #310 | PORTLAND OR 97232 |
| 233 | RETURN SERVICE REQUESTED | PARTY OF INTEREST | PORTLAND HOUSING BUREAU | HOSHIDE MASAYE | 1900 SW 4TH AVE STE 7007 | PORTLAND OR 97201 |
| 234 | RETURN SERVICE REQUESTED | DEVELOPER | BRIDGE HOUSING CORPORATION | SCHUBERT SARAH | 1631 NE BROADWAY PMB #153 | PORTLAND OR 97232 |
| 235 | RETURN SERVICE REQUESTED | OWNERS AGENT | TRIMET | LYON FIONA | 1800 SW 1ST AVE STE 300 | PORTLAND OR 97201 |
| 236 | RETURN SERVICE REQUESTED | | LAURELHURST NEIGHBORHOOD ASSOC | SMITH AMY | 3534 SE MAIN ST | PORTLAND OR 97214 |
| 237 | RETURN SERVICE REQUESTED | | NORTH TABOR NEIGHBORHOOD ASSOC | MADDOCKS LISA AND KASCH LARS | 3534 SE MAIN ST | PORTLAND OR 97214 |
| 238 | RETURN SERVICE REQUESTED | | SOUTHEAST UPLIFT | WILLIAMS MATCHU | 3534 SE MAIN ST | PORTLAND OR 97214 |
| 239 | RETURN SERVICE REQUESTED | | CENTRAL NORTHEAST NEIGHBORS | STOLL ALISON | 4415 NE 87TH AVE | PORTLAND OR 97220 |
| 240 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | HOLLYWOOD BOOSTERS | 2000 NE 2ND AVE PMB 388 | PORTLAND OR 97213 |
| 241 | RETURN SERVICE REQUESTED | | HOLLYWOOD NEIGHBORHOOD ASSOCIATION | JO SCHAEFER | 4415 NE 87TH AVE | PORTLAND OR 97220 |
| 242 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | AIA URBAN DESIGN COMMITTEE | 403 NW 11TH | PORTLAND OR 97209 |
| 243 | RETURN SERVICE REQUESTED | | | JUDY PETERS | 6916 NE 40TH ST | VANCOUVER WA 98661 |
| 244 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | RESTORE OREGON | 1130 SW MORRISON ST STE 318 | PORTLAND OR 97205 |
| 245 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | STATE HISTORIC PRESERVATION OFFICE | 725 SUMMER NE #C | SALEM OR 97301 |
| 246 | RETURN SERVICE REQUESTED | | | KARLA MOORE-LOVE (CITY HALL) | 1221 SW 4TH AVE #130 | PORTLAND OR 97204 |
| 247 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | NW NATURAL GAS | 220 NW 2ND AVE 2ND FL | PORTLAND OR 97209 |
| 248 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | PACIFIC POWER & LIGHT | 7544 NE 33RD DR | PORTLAND OR 97211 |
| 249 | RETURN SERVICE REQUESTED | | | DOUG KLOTZ | 1908 SE 35TH PLACE | PORTLAND OR 97214 |
| 250 | RETURN SERVICE REQUESTED | | PORTLAND METRO REGIONAL SOLUTIONS | C/O DLCD REGIONAL REP | 1600 SW FOURTH AVE #109 | PORTLAND OR 97201 |
| 251 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | PORT OF PORTLAND PLANNING | PO BOX 3529 | PORTLAND OR 97208 |
| 252 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | TRANSIT DEVELOPMENT | 1800 SW FIRST AVE SUITE 300 | PORTLAND OR 97201 |
| 253 | RETURN SERVICE REQUESTED | | LAND USE CONTACT | PORTLAND SCHOOL DISTRICT | 501 N DIXON | PORTLAND OR 97227 |
| 254 | | | | | BRANDON SPENCER-HARTLE | B299/R7000 |
| 255 | | | | | PROSPER PORTLAND | 129/PROSPER |
| 256 | | | | | DAWN KRANTZ | B299/R5000 |

CITY OF PORTLAND
ENVIRONMENTAL SERVICES

1120 SW Fifth Avenue, Suite 613, Portland, Oregon 97204 ▪ Mingus Mapps, Commissioner ▪ Michael Jordan, Director

# Land Use Response

**Date:** March 14, 2023
**To:** Tim Heron, BDS Land Use Services
503-823-7726, Tim.Heron@portlandoregon.gov
**From:** Ella Ruth, BES Systems Development
503-823-8068, Ella.Ruth@portlandoregon.gov
**Case File:** LU 23-004591
**Location:** 4110 NE HALSEY ST
**R#:** R203131, R203131
**Proposal:** DZ HEARING - **SEE COMMENTS** BES, PBOT, SITE The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project.

The following comments are based on the land use review plans and documents provided to the Bureau of Environmental Services (BES). Some references to Portland City Code (PCC) are included below; the applicant may also refer to the Auditor's Office Online Charter and Code page.

## A. Response Summary

BES does not object to approval of the design review application. The proposed development will be subject to BES standards and requirements during the permit review process.

The requested modification does not appear to have an impact on the location of a stormwater management system or sanitary connection for the current project. Therefore, BES does not object to the requested modification.

## B. Sanitary Service

*For BES to recommend approval of the design review application, the applicant must demonstrate that the proposed project will accommodate sanitary disposal facilities that are approvable under PCC 17.32. The comments below relate to this requirement.*

1. *Existing Sanitary Infrastructure*: According to available GIS data, the following sewer infrastructure is located in the vicinity of the project site:
   a. Public 20-inch CSP combined sewer in NE Halsey (BES as-built # 21523).
   b. Public 48-inch CSP combined sewer located in an easement south of the subject property (BES as-built 20598; Easement tracking #1978).
2. *Service Availability*: Sanitary connections from private property that are to be permitted according to PCC 17.32.090 must be separately conveyed to the property line and connected through individual laterals to a City sanitary or combined sewer. All discharge must be connected via a route of service approved by the BES Chief Engineer.
   a. *Proposed Development*: The development will be served by a new connection to the combined sewer in NE Halsey within its frontage.
3. *Connection Requirements*: Connections to the City sewer system must meet the standards of the City of Portland's Sewer and Drainage Facilities Design Manual, PCC 17.32.090, administrative rules ENB-4.07 and ENB-4.17, and all other relevant City codes and rules. Sanitary sewage from private property must be separately conveyed to the property line and connected through individual laterals for discharge to the City separate sanitary or combined



The City of Portland complies with all non-discrimination laws including Title VI (Civil Rights) and Title II (ADA).
To request a translation, accommodation or additional information, please call 503-823-7740, or use City TTY 503-823-6868, or Oregon Relay Service: 711.

sewer. Per ENB-4.07, sewer connection permits are required to make new connections to City mains and laterals, relocate or upsize existing laterals, and repair sewers in City right-of-way. The permittee is responsible for verifying the location, depth and size of an existing sewer lateral and for ensuring the lateral is clear of obstructions prior to connection.

*BES does not have specific approval criteria related to design reviews. Staff has provided the above information in order to assist BDS Land Use Services with review of relevant approval criteria and to inform the applicant of sewer requirements that will apply to future development of the site.*

**C. STORMWATER MANAGEMENT**

*For BES to recommend approval of the design review application, the applicant must demonstrate that the proposed project will accommodate stormwater management facilities that are approvable under PCC 17.38. The comments below relate to this requirement.*

1. *Existing Stormwater Infrastructure*: According to available GIS data, the following stormwater infrastructure is located in the vicinity of the project site:
    a. There are no public storm-only sewers available to this property.
2. *Private Property Stormwater Management*: Stormwater runoff from this project must comply with all applicable standards of the SWMM and the SCM and be conveyed to a discharge point along a route of service approved by the BES Director or the Director's designee. Staff reviewed the submitted Performance Approach stormwater report from Vega Civil (1/4/23) and infiltration testing report from GRI (2/15/22). The submitted infiltration testing report includes Falling Head infiltration test results of 2.7 inches per hour on this site. The applicant proposes to infiltrate runoff from the development onsite via a sedimentation manhole and drywells that can meet minimum setbacks as established in the facility design standards and Table 2-1 of the SWMM.
3. *Public Right-of-Way Stormwater Management*: Stormwater runoff from public right-of-way improvements as required by the City of Portland Bureau of Transportation (PBOT) must be managed according to the standards of the SWMM and the Sewer and Drainage Facilities Design Manual.
    a. BES Development Engineering has approved the Concept Development plans (i.e. 30% design) of Public Works Permit (PWP) # TB0156 for drainage related issues.
4. *Clean River Rewards Program*: Clean River Rewards, Portland's stormwater discount program, offers discounts up to 100% of the City's onsite stormwater management charge to ratepayers who manage stormwater runoff on their property. Please note that this discount is not automatically applied; ratepayers must register their property and describe how stormwater is being managed to qualify. Be aware that some properties discharging to the Multnomah County Drainage Districts (within the Columbia Slough watershed) are not charged an onsite stormwater management fee by the City and are therefore ineligible to register for this program. See the Clean River Rewards website or call 503-823-1371 for more information.

*BES does not have specific approval criteria related to design reviews. Staff has provided the above information in order to assist BDS Land Use Services with review of relevant approval criteria and to inform the applicant of stormwater management requirements that will apply to future development of the site.*

**D. SITE CONSIDERATIONS**

The following information relates to specific site conditions or features that may impact the proposed project.

1. *Sewer Easements and Encroachments*: Through the street vacation associated with this project on the adjacent NE 42nd Ave ROW, a BES access easement will be granted which

extends onto the subject property on the southeastern side. The access easement leads to a 10-foot sewer easement granted to the City of Portland exists over the public sewer that runs south of this site on UPRR property. The sewer easement grants certain rights to the City of Portland related to constructing, maintaining, and/or accessing public sewer infrastructure. Features or activities that would interfere with the City's granted rights are considered unauthorized encroachments. In evaluating a proposed encroachment, administrative rule ENB-4.07 establishes that BES "will balance the need for the encroachment against the repair and maintenance needs of that sewer." Examples of features or activities that may be limited or prohibited, depending on the easement, include building construction, utility installation or maintenance, material storage, grading, fence installation, and tree planting. BES staff review for possible easement encroachments as authorized by PCC 17.32.040.B during land use and/or building permit review. BES may deny a request to encroach, approve the request, or approve the request with conditions. If the encroachment is approved, the City will obtain an executed and recorded encroachment agreement with the property owner to satisfy the authorization requirement in PCC 17.32.030.A.2. **Note that at the building permit phase, the access easement must be shown over the relevant portions of the subject property so that BES reviewers can ensure that no encroachment is proposed within the access easement area.**

## E. Conditions of Approval

BES has no recommended conditions of approval.

## F. Permit Information

At the time of permit review the applicant should be aware of the following:

1. *Connection Fees*: Sewer system development charges and connection fees are assessed at the time of building plan review and change every fiscal year on July 1st. For additional information on these fees use the BDS Online Fee Estimator or call the BES Development Review Team at 503-823-7761, option 2.
2. *Building Plans*: Building plans for this project must include a detailed site utility plan which shows proposed and existing sanitary connections, as well as stormwater management that meets the requirements of the version of the SWMM that is in effect at the time permit applications are submitted.
3. *UIC Registration*: The Oregon Department of Environmental Quality (DEQ) regulates underground injection control (UIC) facilities to protect groundwater. Drywells and soakage trenches are examples of UICs. It is the applicant's responsibility to register all onsite UICs with DEQ, as appropriate. To learn more visit DEQ's website or contact the DEQ UIC Program at 503-229-5623. The SWMM also includes general UIC information.
4. *Source Control Requirements*: Source control requirements from the Source Control Manual (SCM), Portland City Code (PCC) Title 17, and BES Administrative Rules that may be applicable to this project are listed below with the corresponding chapter, section, code, and/or rule. For specific questions on the following, please contact BES Source Control at 503-823-7122.
    a. *Site Use and Activity-Based Source Control Requirements (SCM Chapter 6):* BES recommends the applicant review the following SCM sections to understand the structural, treatment, and operational BMP requirements that may impact the project design.
        1) *Waste and Recycling Storage (SCM Section 6.1)*

## G. Administrative Review

The applicant may request a modification of a decision presented in this response, as applicable, via an administrative review as outlined in PCC sections 17.06.050, 17.32.150, 17.33.100,

17.34.115, 17.36.110, 17.38.060 and 17.39.120 and in those sections' associated administrative rules. Some portions of this response are not decisions, but guidance related to requirements that this proposal may be subject to during City review of other processes, such as a building permit or public works permit review. While these are not decisions that are ripe to be considered through an administrative review, if the outcome of a future administrative review needs to be anticipated at this time in order to inform the land use action, the administrative review process may be utilized. Some items, such as technical standards, are not reviewable. For guidance on whether a modification can be requested and whether the land use process is the proper time to request it, consult with the BES staff identified above prior to submitting a request.

There is no fee charged for an administrative review, and all BES penalties and late fees will be stayed pending the outcome of the review process, as applicable. To request an administrative review, the applicant must complete the Administrative Review Request Form (located here: www.portlandoregon.gov/bes/68285) and submit it to the Systems Development staff listed above within 20 business days of the mailing date of this response. The applicant should coordinate with the BDS planner to determine whether applying for an administrative review would have an impact on state-mandated land use timelines.

PBOT
PORTLAND BUREAU OF TRANSPORTATION
1900 SW Fourth Ave., Suite 5000 Portland, OR 97201 503-823-5185
Fax 503-823-7576 TTY 503-823-6868 www.portlandoregon.gov/transportation
Mingus Mapps Commissioner Tara Wasiak Interim Director

**RESPONSE TO THE BUREAU OF DEVELOPMENT SERVICES**
**LAND USE REVIEW REQUEST**

**Portland Transportation**
**Development Review**
**Bureau of Transportation Engineering & Development**

LU: 23-004591-000-00-LU Date: March 20, 2023

To: Tim Heron, Bureau of Development Services, B299/R5000

From: Robert Haley, B106/800, 503-823-5171

Applicant: Holst Architecture *Dave Otte*
HOLST ARCHITECTURE
123 NE 3RD AVE., #310
PORTLAND, OR 97232

Location: 4110 NE HALSEY ST

TYPE OF REQUEST: Type 3 procedure DZM - Design Review w/ Modifications

## DESCRIPTION OF PROJECT

DZ HEARING - **SEE COMMENTS** BES, PBOT, SITE The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete and aluminum storefront windows. Please note: The adjacent TriMet site for the pedestrian ramp and stair access to the Hollywood Transit Center and I84 pedestrian overpass is being processed as a separate Type 2 Design Review LU 23-003912 DZ. Please contact the Planner above if any questions for that project.Resident parking and loading access [5 resident stalls and two Type Bs] are proposed from NE Halsey Street, adjacent to the existing Target retail store access. Modification considered through Design Review1. 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors. Because the proposal is for new development in the design overlay zone, Design Review is required.

## RESPONSE

Portland Transportation/Development Review has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

The street improvements are related to the City initiated street vacation of NE 42nd Ave. Dedications to provide for 15-ft sidewalk corridors beyond the bus pull out per the requirements of the Pedestrian Design Guild are included in the street improvements outlined in the conditions of approval of the street vacation.

The dedications and a financial guarantee or acceptable indemnity agreement for the street improvements must be completed prior to building permit approval for this proposal. In addition, the driveway serving the site shall be required to comply with the conditions of the approved Driveway Design Exception (DDE**), 22-197144 TR**. Those conditions are provided here and in the approved DDE:

1) The driveway shall be signed for NO LEFT TURN when egressing. Ingress movements will still be allowed via left and right turns.
2) All other driveway code requirements shall be met, per TRN-10.40, or otherwise approved by separate Driveway Design Exception(s).
3) The driveway shall access no more than 36 residential parking stalls, and 40 total parking stall, on the proposed site.
4) The security gate must fully open/close in 15 seconds or less.
5) The security gate and parking ramp must be a minimum of 20 feet wide.
6) The security gate must have a vertical clearance of 10-ft when fully opened to accommodate Standard B loading vehicle height.
7) The parking spaces must be reserved for tenant use only.
8) The security gate must be activated by remote control or transponder device with a 50-foot minimum detection radius issued to all tenants who are allowed access to the parking spaces.
9) The security gate details and specifications must be added to the door schedule sheet of the building permit plan set.

The project is also subject to the PBOT's Transportation Demand Management (TDM) requirements. Prior to approval of the building permit, the applicant must have accepted the off the shelf TDM or receive approval of a custom TDM. More information can be found at the following link: Transportation Demand Management Plans for Commercial/Mixed Use Zones | Portland.gov.

**Transportation System Development Charges (Chapter 17.15)**
System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of building permits by contacting Rich Eisenhauer at 503-823-6108.

**Driveways and Curb Cuts (Section 17.28)**
Curb cuts and driveway construction must meet the requirements in Title 17. The Title 17 driveway requirements will be enforced during the review of building permits.

## RECOMMENDATION

No objection to approval subject to the following conditions:

- The driveway is subject to the conditions of approval of Driveway Design Exception (DDE) in 22-197144 TR.
- As a condition of building permit approval, the required dedications and street improvements associated with the City initiated street vacation of NE 42nd showed in public works plans TB0156 and TB0160, the dedications must have been completed and an indemnity agreement with PBOT ensuring the frontage improvements are constructed must be provided to the acceptance of the City Engineer.
- As a condition of building permit approval, the applicant must have accepted the "off the shelf" TDM plan or receive approval of a custom TDM.

PORTLAND PARKS & RECREATION
Healthy Parks, Healthy Portland

**Urban Forestry**
1900 SW 4th Ave. Ste 5000, Portland, OR 97201
Tel: 503-823-TREE (8733) Fax: 503-823-4493
email: trees@portlandoregon.gov
web: portlandoregon.gov/trees

# Urban Forestry
## Land Use Review Response

Date: March 17, 2023
From: Dan Gleason
503-823-1691, Daniel.Gleason@portlandoregon.gov
Case File: 23-004591-000-00-LU
Location 4110 NE HALSEY ST
Proposal: DZ HEARING - **SEE COMMENTS** BES, PBOT, SITE

The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete and aluminum storefront windows.

Please note: The adjacent TriMet site for the pedestrian ramp and stair access to the Hollywood Transit Center and I84 pedestrian overpass is being processed as a separate Type 2 Design Review LU 23-003912 DZ. Please contact the Planner above if any questions for that project.

Resident parking and loading access [5 resident stalls and two Type Bs] are proposed from NE Halsey Street, adjacent to the existing Target retail store access.

Modification considered through Design Review
1. 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

Because the proposal is for new development in the design overlay zone, Design Review is required.

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Urban Forestry has reviewed the proposal for its impact on existing city trees, street trees and heritage trees, street tree planting requirements and related mitigation in accordance with Title 11, Trees and for potential impacts upon urban tree canopy. It is the applicant's responsibility to disclose all aspects of their land use proposal that may impact required street tree plantings and existing street trees during the land use review process.

UNLESS EXPLICITLY STATED HEREIN, THIS REVIEW DOES NOT APPROVE STREET TREE REMOVALS AND DOES NOT PROVIDE ANY EXEMPTIONS TO TITLE 11 REQUIRMENTS.

Permits required after land use approval are subject to all applicable development standards and all provisions of the City Code, including Title 11. Title 11 regulations will be applied during the permit review process.

**PLEASE NOTE THERE MAY BE OTHER APPLICABLE TREE REQUIREMENTS AS PER TITLE 33 PLANNING & ZONING.**

### A. Response Summary

Urban Forestry does not object to approval of the land use proposal. The proposed development will be subject to Title 11 regulations during the permit review process.

**B. Recommendations**

Urban Forestry has no objection to the proposed project.

PORTLAND FIRE & RESCUE

Jo Ann Hardesty, Commissioner
Sara Boone, Fire Chief
AJ Jackson, Fire Marshal
Prevention Division
1300 SE Gideon Street
Portland, OR, 97202
Phone: (503) 823-3770

# LAND USE REVIEW RESPONSE

**TO:** **Tim Heron, City of Portland, Land Use Review**
**FROM:** **Dawn Krantz, Portland Fire Bureau 503-823-3718**
**DATE:** **March 16, 2023**
**SUBJECT:** **LU 23-004591 DZM**
**SITE LOCATION : 4110 NE HALSEY ST**

The following conditions of approval and informational comments are based on the land use review information provided to the Fire Bureau. Fire Bureau requirements are generated from the 2021 Portland Fire Code. All current Fire Code requirements apply and are required to be met. If these conditions cannot be met, an appeal providing an alternative method is an option for the applicant. If the applicant chooses to appeal a requirement, the appeal must be listed as a condition in the decision. Fire Code Appeals can be obtained at the Fire Bureau web page, www.portlandonline.com.

## CONDITIONS OF APPROVAL AT TIME OF DEVELOPMENT

| |
|---|
| A separate building permit is required for this proposal. All applicable Fire Code requirements apply at the time of permit review and development. |

To: Tim Heron
From: Ayush Vaidya, Life Safety Plans Examiner
Date: March 14, 2023
RE: 4110 NE HALSEY ST, 23-004591-LU

**LIFE SAFETY PLAN REVIEW RESPONSE**
The following comments are based on the plans and documents provided to the Life Safety Plan reviewer. They are intended to provide the applicant with preliminary Building Code information that could affect the Land Use Review, Public Records request and/or future Building Permit reviews. The comments may not identify all conflicts between the Land Use proposal and the Building Codes. A complete Life Safety plan review will be provided at the time of Building Permit submittal at which time any additional Building Code issues will be noted. The comments are based on the Oregon Structural Specialty Code (OSSC), the International Existing Building Code (IEBC), the Oregon Mechanical Specialty Code (OMSC), or the Oregon Residential Specialty Code (ORSC).

**RESPONSE SUMMARY**

☒ Life Safety Plan Review does not object to the approval of this proposal. The applicant should be aware that several building code requirements may impact the final design of this building. For information regarding future compliance, see the **GENERAL LIFE SAFETY COMMENTS** below.

☐ Life Safety Plan Review does not object to the approval of this proposal. This approval is conditional on the finalization of the property line adjustment approved through this LUR/PR. If this public record is not finalized, a Covenant Not to Sell the Properties Separately must be established for this project. For information regarding future compliance, see the **GENERAL LIFE SAFETY COMMENTS** below.

☐ Life Safety Plan Review does not object to the approval of this proposal. Prior to Life Safety approval of the final plat or Land Use proposal, the applicant must address the Building Code issues listed as part of the **GENERAL LIFE SAFETY COMMENTS** below.

☐ Life Safety Plan Review cannot support approval of the current Land Use proposal. Prior to Life Safety approval of the final plat, the applicant must address the Building Code issues listed as part of **the GENERAL LIFE SAFETY COMMENTS** below.

| Item # | GENERAL LIFE SAFETY COMMENTS |
|---|---|
| 1 | **Building Permit Required -** A separate Building Permit is required for the work proposed and the proposal must be designed to meet all applicable building codes and ordinances. Information about submitting a permit application request is available online at https://www.portland.gov/bds/permit-review-process/apply-or-pay-permits. |
| 2 | **Mechanical Permit -** A separate Mechanical Permit is required for the work proposed. OMSC 106.1 |
| 3 | **Fire Rated Exterior Walls -** Most occupancy groups and construction types require exterior walls less than 30 feet to a property line to have 1-hour fire-rated construction. Please verify required wall rating based on Table 602.<br>• Exterior walls located less than or equal to 10 feet to a property line must be 1-hour fire-rated for exposure to fire from both sides.<br>• Exterior walls located more than 10 feet to a property line must be 1-hour fire-rated for exposure to fire from the inside only. (OSSC 602.1, 705.5) |

| | |
|---|---|
| **4** | **Opening Allowances -** Openings in exterior walls less than 3 feet to a property line are not allowed. Unprotected openings in exterior walls less than 5 feet to a property line are not allowed in an un-sprinklered building. (OSSC 705.8) |
| **5** | **Exit Discharge -** The exit discharge shall provide a direct and unobstructed access to a public way. (OSSC 1028.5) |
| **6** | **Accessible Route -** At least one accessible route shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop off zones, and public streets or sidewalks to an accessible entry. (OSSC 1104.1) |
| **7** | **Accessible Parking -** Accessible parking is required. Accessible van parking spaces must be at least 9 feet wide with an adjacent access aisle at least 8 feet wide. Accessible parking spaces must be at least 9 feet wide with an adjacent access aisle at least 6 feet wide. (OSSC 1106.7, ANSI 117.1 –Section 502, Standards for Accessible Parking Places – Oregon Transportation Commission). |
| **8** | **Energy Code** - Alterations to the building exterior envelope shall meet the prescriptive requirements of the Oregon Energy Efficiency Specialty Code in Chapter 13 of the OSSC. |

**City of Portland, Oregon**
**Bureau of Development Services**
**Site Development**
**FROM CONCEPT TO CONSTRUCTION**

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

## Land Use Review Response
Site Development Section, BDS

| | |
|---|---|
| To: | Tim Heron, LUR Division |
| From: | Jeff Duquette, Site Development (503-823-5075) |
| Location/Legal: | BLOCK 44 LOT 9-13, LAURELHURST |
| Land Use Review: | LU 23-004591 |
| Proposal: | DZ HEARING - **SEE COMMENTS** BES, PBOT, SITE The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete and aluminum storefront windows. Please note: The adjacent TriMet site for the pedestrian ramp and stair access to the Hollywood Transit Center and I84 pedestrian overpass is being processed as a separate Type 2 Design Review LU 23-003912 DZ. Please contact the Planner above if any questions for that project. Resident parking and loading access [5 resident stalls and two Type Bs] are proposed from NE Halsey Street, adjacent to the existing Target retail store access. Modification considered through Design Review 1. 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors. BES and PBOT Note: links to full submittal are provided here: Original Submittal Folder here. Because the proposal is for new development in the design overlay zone, Design Review is required. |
| Quarter Sec. Map: | 2934 |
| Date: | March 16, 2023 |

Site Development additional conditions of approval for this Land Use Application: BDS-Site Development takes no exception to this land use proposal and has no additional conditions of approval. Requirements related to both future BDS-Site Development Land Use Application Reviews for this site, or that may be required by BDS-Site Development at the time of a future building or site development permit applications have been provided below.

Site topography & Geotechnical Report Requirements. Much of the site is relatively flat. However, there is sloping terrain located along both the west and south sides of the site. Proposed development near these slope hazard areas will trigger additional geotechnical report submittal requirements as part of either land division reviews, land use suitability reviews, planned development reviews, or as part of future building permit applications. Please direct questions to Jeff Duquette, PE, at jeff.duquette@portlandoregon.gov

Potential Landslide Hazard Area. Portions of the site near both the eastern and southern lot lines are located within the Potential Landslide Hazard Area. In order to address the approval criteria of Section 33.632.100, a Landslide Hazard Study will be required as part of any future land use applications that will entail lot division, planned development reviews, or land suitability reviews. When a Landslide Hazard Study is required by the City, the report must be prepared by a team that includes both a Certified Engineering Geologist and a Geotechnical Engineer. The requirements and format of the Landslide Hazard Study can be provided upon request to BDS Site Development. Please direct questions to Jeff Duquette, PE, at jeff.duquette@portlandoregon.gov

Floodplain. The site is not within the 100-year floodplain.

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

Stormwater discharge and treatment. The Bureau of Environmental Services will review the project for conformance to the most current Stormwater Management Manual. If Stormwater disposal via infiltration is proposed in areas near the slope hazards located along the south and west property lines, a geotechnical slope stability assessment will be required. This requirement will be triggered as part of Land Suitability Reviews (PCC 33.635), or as part of a future building permit application reviews.

Erosion control. Future building permit applications must meet the minimum requirements of PCC Title 10 for Erosion prevention and sediment control. Erosion control requirements found in Title 10, apply to both site preparation work and development. In addition, if future building permit applications will result in ground disturbance that equals or exceeds 1 acre in area, an approved Oregon DEQ 1200C permit will be required at the time of the City Building Permit Application review. In these cases, the erosion and sediment control plans submitted with the building permit application should be the same as those already reviewed and approved by Oregon DEQ as part of a 1200C permitting.

PORTLAND WATER BUREAU
FROM FOREST TO FAUCET

Mingus Mapps, Commissioner
Gabriel Solmer, Administrator

1120 SW Fifth Avenue, Suite 405
Portland, Oregon 97204-1926
Information: 503-823-7404
portlandoregon.gov/water

# Water Bureau

DATE: March 20, 2023

TO: Tim Heron
Bureau of Development Services

FROM: Michael Puckett
Development Review and Services

SUBJECT: Review of **23-004591 DZM**

The Water Bureau has reviewed the proposed action and has the following comments:

**Water can support the proposed Design Review.**

The following is being provided as informational only:

The proposed lots identified in the meeting indicates a very tight frontage for location of new services. The applicant will need to demonstrate the feasibility of the services in the "Lot 1" frontage.

Public Works permits TB0156 & TB0160 have achieved concept review approval however, neither plan set is showing water service to the building, or the full scope of water related work related to the street vacation. The public works permit will not receive design review approval without water service to the building and the street vacation water work being noted on the plans.

**Conditions of Approval**: None

Please call me if you have any questions or comments. My phone number is 503-865-6374.

*To help ensure equal access to City programs, services, and activities, the City of Portland will provide translation, reasonably modify policies/ procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations and interpretations, complaints, and additional information, contact 503-823-7404, use City TTY 503-823-6868, or use Oregon Relay Service: 711.*

# City of Portland, Oregon - Bureau of Development Services

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

## Land Use Review Application

**File Number:** LU 23-004591 DZM

**FOR INTAKE, STAFF USE ONLY**

Date Rec 1/13/23 by EW

☐ Type I ☐ Type Ix ☐ Type II ☐ Type IIx ☒ Type III ☐ Type IV ☐ ELD

LU Reviews DZ

[Y] [N] Unincorporated MC

[Y] [N] Flood Hazard Area (LD & PD only)

[Y] [N] Potential Landslide Hazard Area (LD & PD only)

[Y] [N] 100-year Flood Plain [Y] [N] DOGAMI

Qtr Sec Map(s) 2934 Zoning CM3dm(MU-U)

Plan District Hollywood - Subdistrict A

Historic and/or Design District d overlay

Neighborhood Hollywood

District Coalition CNEN

Business Assoc Hollywood Boosters

Related File # EA 21-105637 PC

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

**Development Site Address or Location** 4110 NE Halsey Street

**Cross Street** NE 42nd Ave **Sq. ft./Acreage** 35,215

**Site tax account number(s)**

**R** 203131 **R** **R**

**R** **R** **R**

**Describe project (attach additional page if necessary)**

Design proposes a new 12-story, 224-unit, Type I construction affordable housing project. Sixty percent of these homes are two- and three-bedroom units with an overall average of 1.77 beds per unit. 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. Additional information and description provided in attached Narrative and Drawings.

**Describe proposed stormwater disposal methods**

Stormwater runoff from proposed impervious and landscape areas of the site will be collected via area drains and downspouts and piped to a sedimentation manhole; water will then infiltrate via a drywell system.

**Identify requested land use reviews**

Type III Design Review
Tier D

- **Design & Historic Reviews -** For **new development**, provide project valuation. $ 85,000,000
  For **renovation**, provide exterior alteration value. $
  ***AND*** provide total project valuation. $
- **Land Divisions -** Identify number of lots (include lots for existing development).
  New street (public or private)? ☐ yes ☐ no
- **Affordable Housing -** For buildings containing five or more dwelling units, will 50% or more of the units be affordable to households with incomes equal to or less than 60% of the median family income for the county or state, whichever is greater? ☑ yes ☐ no ☑ N/A

**continued / over**

## Applicant Information

- Identify the primary contact person, applicant, property owner and contract purchaser. Include any person that has an interest in your property or anyone you want to be notified. Information provided, including telephone numbers and e-mail addresses, will be included in public notices.
- For all reviews, the applicant must sign the Responsibility Statement.
- For land divisions, all property owners must sign the application.

**PRIMARY CONTACT:**

Typed Full Name: Dave Otte ☑ I acknowledge this typed name as my signature

Company/Organization: Holst Architecture

Mailing Address: 123 NE 3rd Ave Suite 310

City: Portland State: OR Zip Code: 97232

Day Phone: 503-233-9856 FAX: email: dotte@holstarc.com

**Check all that apply** ■ Applicant ☐ Owner ☐ Other

Typed Full Name: Sarah Schubert ☑ I acknowledge this typed name as my signature

Company/Organization: BRIDGE Housing

Mailing Address: 1631 NE Broadway, PMB #153

City: Portland State: OR Zip Code: 97232

Day Phone: FAX: email: sschubert@bridgehousing.com

**Check all that apply** ☐ Applicant ■ Owner ☐ Other

Typed Full Name: ☐ I acknowledge this typed name as my signature

Company/Organization:

Mailing Address:

City: State: Zip Code:

Day Phone: FAX: email:

**Check all that apply** ☐ Applicant ☐ Owner ☐ Other

Typed Full Name: ☐ I acknowledge this typed name as my signature

Company/Organization:

Mailing Address:

City: State: Zip Code:

Day Phone: FAX: email:

**Check all that apply** ☐ Applicant ☐ Owner ☐ Other

**Responsibility Statement** As the applicant submitting this application for a land use review, I am responsible for the accuracy of the information submitted. The information being submitted includes a description of the site conditions. I am also responsible for gaining the permission of the owner(s) of the property listed above in order to apply for this review and for reviewing the responsibility statement with them. If the proposal is approved, the decision and any conditions of the approval must be recorded in the County Deed Records for the property. The City of Portland is not liable if any of these actions are taken without the consent of the owner(s) of the property. In order to process this review, City staff may visit the site, photograph the property, or otherwise document the site as part of the review. I understand that the completeness of this application is determined by the Director. By my signature, I indicate my under-standing and agreement to the Responsibility Statement.

**Name of person submitting this application agrees to the above Responsibility Statement and acknowledges typed name as signature:**

Dave Otte Date: 01/13/2023

Phone number: 503-233-9856

**Email this application and supporting documents to LandUseIntake@portlandoregon.gov**

**Submittal of locked or password protected documents will delay intake of your application.**

**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

February 2, 2023

Dave Otte
HOLST ARCHITECTURE
123 NE 3rd Ave., #310
Portland, OR 97232

Re: Land Use Review LU 23-004591 DZM – Hollywood HUB Housing

Dear Dave Otte:

The Bureau of Development Services received your application for a Design Review w/ Modifications located at 4110 NE HALSEY ST on January 13, 2023. Your case has been assigned to me, Tim Heron. In order to continue to review your application, additional information is needed. Once you submit this information, your application will be considered complete, and I will proceed with a full review of your proposal. Up to this point, your application has been reviewed only to determine if all required information has been submitted. The application has not been fully reviewed to determine if it meets the relevant approval criteria, however some issues you may want to consider are identified in Section II below.

**I. Information Necessary to Complete Application**
The following information must be submitted before your proposal can be evaluated:

1. Neighborhood Contact Requirement. The Neighborhood Contact III requirement includes noticing any neighborhoods, coalitions and business districts within 400' of the project site, if they are different than those that the project site falls within. In this instance the Southeast Uplift coalition are within 400' of the site. Please provide documentation of this meeting and the application can be deemed complete 14 days afterwards.

**II. Time to Complete Application**
The Portland Zoning Code allows you up to 180 days to complete your application. Since the 180-day period began on the day we received the application, the deadline to make your application complete is **Wednesday July 12, 2023.**

**III. Determination of a Complete Application**
The application will be determined complete when you have submitted:

1. All of the requested information included in Section I, above. If you cannot provide all of the requested information at one time and intend to submit additional information, please include a written statement with each separate submittal indicating that you still intend to provide the additional missing information by the **Wednesday July 12, 2023** deadline, **or**

2. Some of the requested information included in Section I, above, and a written statement that no additional information will be provided; **or**

3. A written statement that none of the requested information included in Section I, above, will be provided.

Please be aware that not submitting the requested information may result in your application being denied. The information is needed to demonstrate the approval criteria are met. Once the application is deemed complete, review of your application can proceed using the information you have provided.

Your application will be approved if it meets the relevant land use review approval criteria. It is your responsibility to document how the approval criteria are met. The items listed above will help provide that documentation.

**Voiding of Application**
If your application is not complete by **Wednesday July 12, 2023**, it will be voided, and the application fee will not be refunded. The City's land use review procedures are outlined in Chapter 33.730 of the Portland Zoning Code.

Please contact me if you have any questions about this letter. My telephone number is **503-823-7726**, and my e-mail address is Tim.Heron@portlandoregon.gov. Requested information noted above should be emailed to me. Please e-mail me for file dropbox instructions if document or drawing file sizes are greater than 5MB. Please label all correspondence and materials you submit with the case number LU 23-004591.

Sincerely,

Tim Heron, Planner
Land Use Services Division

cc: Application Case File

City of Portland
Design Commission

# Type III Land Use Review

# MEMORANDUM

**Date:** **March 24, 2023**

**To:** **Design Commission**

**From:** **Tim Heron, Design / Historic Review Team**
503-823-7726 | tim.heron@portlandoregon.gov

**Re:** **LU 23-004591 DZM – Hollywood HUB Housing**
**Type III Design Review – April 6, 2023**

This memo is regarding the upcoming Type III hearing on April 6, 2023, for the Hollywood HUB Housing development. The following supporting documents are available as follows:

- Staff Report, Zone Map, Drawings, and Guideline matrix can all be accessed here.
- *Commissioners who requested hard copies will receive the full package via standard US mail.*

Please contact me with any questions or concerns.

## I. PROGRAM OVERVIEW

The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete, and aluminum storefront windows.

## II. DEVELOPMENT TEAM BIO

| | |
|---|---|
| **Architect** | Holst Architects |
| **Owner** | Bridge Housing |
| **Project Valuation** | $85,000,000 |

## III. DESIGN REVIEW APPROVAL CRITERIA – See attached matrix.

- *Portland Citywide Design Guidelines*
- *Modifications considered through Design Review [PZC 33.825.040]*

## III. MODIFICATIONS

- 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

## IV. STAFF RECOMMENDATION – Approval

This project is a re-imagination of the Hollywood station 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.

The Hollywood HUB proposal is designed for quality and uses enduring materials and strategies with a coherent approach, while also being visually striking and unique. The proposed building form is a modern angular design while using time-tested materials like brick and metal to evoke quality and resilience. This is accentuated with deep overhangs to provide massing relief and visual contrast. The base of the project is carved away and glazed to accentuate and highlight the building's public edges.

Staff Recommends Full Approval.

## V. CONDITIONS OF APPROVAL

The standard three Conditions of Approval [COA] have been added.

Additional COAs per PBOT are:

*D. The driveway is subject to the conditions of approval of Driveway Design Exception (DDE) in 22-197144 TR.*

*E. As a condition of building permit approval, the required dedications and street improvements associated with the City initiated street vacation of NE 42nd shown in public works plans TB0156 and TB0160, the dedications must have been completed and an indemnity agreement with PBOT ensuring the frontage improvements are constructed must be provided to the acceptance of the City Engineer.*

*F. As a condition of building permit approval, the applicant must have accepted the "off the shelf" TDM plan or receive approval of a custom TDM.*

## VI. PROCEDURAL NOTES

- The application was deemed complete on February 16, 2023.

Attachments/ Links:
- *Zone Map*
- *July 7, 2022 Design Advice Request Meeting Summary Memo [dated 7/21/2022]*
- *Case File Link including C-Exhibit Drawings, Appendix Drawings set, Guidelines matrix]*

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

# STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 23-004591 DZM
PC # 21-105637
Hollywood HUB Housing
REVIEW BY: Design Commission
WHEN: April 6, 2023 at 1:30 PM
REMOTE ACCESS: Design Commission Agenda
https://www.portlandoregon.gov/bds/dcagenda

**This land use hearing will be limited to remote participation via Zoom. Please refer to the instructions included with this notice to observe and participate remotely.**

**Bureau of Development Services Staff:** Tim Heron 503-823-7726 / Tim.Heron@portlandoregon.gov

## GENERAL INFORMATION

**Representative:** Dave Otte, Holst Architecture, dotte@holstarc.com
123 NE 3rd Ave., #310
Portland, OR 97232

**Applicant:** Tri-County Metro Trans Dist Of Oregon
4012 SE 17th Ave
Portland, OR 97202-3940

Fiona Lyon, Trimet
1800 SW 1st Avenue, Suite 300
Portland OR 97201

Masaye Hoshide, Portland Housing Bureau
1900 SW 4th Ave., Ste 7007
Portland, OR 97201

Sarah Schubert, Bridge Housing Corporation
1631 NE Broadway Pmb #153
Portland, OR 97232

**Site Address:** 4110 NE HALSEY ST

**Legal Description:** BLOCK 44 LOT 9-13, LAURELHURST
**Tax Account No.:** R479107630, R479107630
**State ID No.:** 1N1E36AA 00100, 1N1E36AA 00100

| | |
|---|---|
| **Quarter Section:** | 2934 |
| **Neighborhood:** | Hollywood, contact Jo Schaefer at jaschaef@comcast.net |
| **Business District:** | Hollywood Boosters, contact hollywoodboosters@gmail.com |
| **District Coalition:** | Central Northeast Neighbors, contact Alison Stoll at alisons@cnncoalition.org |
| **Plan District:** | Hollywood - Subdistrict A |
| **Zoning:** | CM3d,m – Commercial-Mixed Use 3, design overlay, main street overlay |
| **Case Type:** | DZM – Design Review [DZ] with Modification Considered Through Design Review [M] |
| **Procedure:** | Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council. |

**Proposal:**
The applicant requests Design Review approval for a new 12-story, 224-unit, 223,000 SF affordable housing project. Building amenities will include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a central courtyard which will be adjacent to the TriMet developed paseo/market street and new stairs and ramp access to the Hollywood Transit Station and pedestrian bridge I84 overpass. Building materials include brick, metal panel, concrete and aluminum storefront windows.

Resident parking and loading access [5 resident stalls and two Type Bs] are proposed from NE Halsey Street, adjacent to the existing Target retail store access.

Modification considered through Design Review
1. 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

Because the proposal is for new development in the design overlay zone, Design Review is required.

**Relevant Approval Criteria:**
In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are:

- *Portland Citywide Design Guidelines*
- *Modifications considered through Design Review [PZC 33.825.040]*

## ANALYSIS

**Site and Vicinity:** The site is located at the southern boundary of the Hollywood Pedestrian District and Plan District. The site is located on the south side of NE Halsey and bounded by the Target retail store the west, Banfield Freeway (I-84) to the south and the 24-hour fitness and office building to the east. The abutting rights-of-way are designated as follows:
- NE Halsey is a Major Transit Priority Street,
- I-84 is a Regional Transit Way, and
- NE 42nd Avenue [which is being vacated, City Council hearing May 10, 2023].

The site is on existing the Hollywood Transit Center where the proposed housing will be constructed [subject review], and the soon to be vacated NE 42nd Ave right-of-way on which the stramp and paseo will be constructed under separate applications [LU 23-003912 DZ and R/W #9263, VAC #10134].

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.

**Zoning:** The **Commercial/Mixed Use 3 (CM3)** zone is a large-scale zone intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, along civic corridors, and in locations close to the Central City. It is intended to be an intensely urban zone and is not appropriate for sites where adjacent properties have single-dwelling residential zoning. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to six stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, with buildings that contribute to an urban environment with a strong street edge of buildings. The scale of development is intended to be larger than what is allowed in lower intensity commercial/mixed use and residential zones.

The **Hollywood Plan District (PZC 33.526)** 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.

The **"d" overlay (PZC 33.420)** promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

**Land Use History:** City records indicate that prior land use reviews include the following:

- LUR 95-00388 AD: Approval to reduce the amount of lot coverage of the buildings to 20 percent and to increase the distance from the street property line (Halsey Street) to the front of the building to 130 feet.
- LU 05-104186 DZ AD: Approval of a mixed-use development including three structures with vehicle access from NE Halsey Street consisting of a four-story parking structure with 227 parking spaces, a three-story and a five-story office building; and Approval of Adjustment request to reduce the four required loading stalls to two.
- LU 05-166579 DZ: Approval of the signage proposal. The proposed signage included four new exterior wall mounted signs.
- LU 07-131430 DZ: Approval of new internally illuminated sign, located on-center of the eastern window bay of the office building.
- LU 16-182422 LC: Approval of a Lot Consolidation to create one parcel (Parcel 1) of historic block 45 (lots 1-4), block 46 (lots 1-6 and portion of Lot 7) of Laurelhurst and the vacated areas within NE Clackamas St.
- LU 17-253736 DZ: Approval of a new operator restroom and exterior additions at Hollywood Transit Center
- LU 23-003912 DZ: Approval of a new pedestrian and bicycle connection between NE Halsey and the ODOT pedestrian bridge accessing the Hollywood light rail station and the Laurelhurst neighborhood to the south. Approval includes a public plaza, a space to honor lives lost and all those impacted by the attacks on May 26, 2017 at the Hollywood MAX Station, and an accessway for the future Sullivan's Gulch Regional Trail access and maintenance vehicle access for the Bureau of Environmental Services.

**Agency Review:** A "Notice of proposal in Your Neighborhood" was mailed **March 17, 2023**. The following Bureaus have responded with no issue or concerns or added Conditions:

- The Bureau of Environmental Services responded with comments. Please see Exhibit E-1 for additional details.

- The Bureau of Transportation Engineering responded with comments and Conditions of Approval. Please see Exhibit E-2 for additional details. Conditions of Approval include:

    - The driveway is subject to the conditions of approval of Driveway Design Exception (DDE) in 22-197144 TR.

    - As a condition of building permit approval, the required dedications and street improvements associated with the City initiated street vacation of NE 42nd showed in public works plans TB0156 and TB0160, the dedications must have been completed and an indemnity agreement with PBOT ensuring the frontage improvements are constructed must be provided to the acceptance of the City Engineer.

    - As a condition of building permit approval, the applicant must have accepted the "off the shelf" TDM plan or receive approval of a custom TDM.

- The Fire Bureau responded with comments. Please see Exhibit E-3 for additional details.

- The Bureau of Parks-Forestry Division responded with comments. Please see Exhibit E-4 for additional details.

- The Life Safety Section of BDS responded with comments. Please see Exhibit E-5 for additional details.

- The Site Development Section of BDS responded with comments. Please see Exhibit E-6 for additional details.

- The Water Bureau responded with comments. Please see Exhibit E-7 for additional details.

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **March 17, 2023**. No written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

**Procedural History:** The application was submitted on January 13, 2023 and the applicant requested it be deemed complete on February 16, 2023. The public hearing was scheduled for April 6, 2023, which is within 51 days of the complete date as required by Code.

## ZONING CODE APPROVAL CRITERIA

**(1) Chapter 33.825 Design Review**

**Section 33.825.010 Purpose of Design Review**
Design review implements the Design overlay zone, strengthening these areas as places designed for people. Design review supports development that builds on context, contributes to the public realm, and provides high quality and resilient buildings and public spaces.

**Section 33.825.055 Design Review Approval Criteria**
A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

> **Findings:** The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Portland Citywide Design Guidelines.

**Portland Citywide Design Guidelines**
The Portland Citywide Design Guidelines consist of a set of guidelines for design cases in community planning areas outside of the Central City. The Portland Community Design Guidelines focus on three tenets: **Context,** balancing the aspirations of the future desired character with today's setting; **Public Realm**, strengthening a building and site's relationship with the public rights-of-way and open spaces; and **Quality And Resilience,** underscoring holistic site and building designs that benefit people and climate.

**CONTEXT GUIDELINES 01-03:** BUILD ON CONTEXT BY ENHANCING THE DISTINCTIVE PHYSICAL, NATURAL, HISTORIC AND CULTURAL QUALITIES OF THE LOCATION WHILE ACCOMMODATING GROWTH AND CHANGE.

**01: Build on the character, local identity, and aspiration of the place.**
Possible design approaches may include, but are not limited to:
- Community - Relating to the local community's identity, history, and cultural values and places.

- Architecture - Taking cues from desired character of existing architecture.
- Nature - Reflecting and enhancing local natural resources such as rivers, streams, buttes and vegetation.

**Findings:** The Hollywood Plan District strives to be an urban center of mixed-use development including commercial, office, housing, and recreation. It is both a commercial and residential center that promotes the use of light rail, bus transit, and walking. Hollywood is home to many small, comfortable pedestrian sanctuaries which give it a vibrant pedestrian experience.

The Hollywood HUB design builds on the site's character, local identity, and aspiration of this place within the Hollywood neighborhood. It improves accessibility and maneuverability for pedestrians and bikes with thoughtful public placemaking strategies. The program compliments existing services and transit options, upholds a prominent street wall along Halsey, provides additional active-use and retail, and strengthens the pedestrian realm with a series of appropriately scaled outdoor public spaces.

Community: This project will greatly enhance the experience of its occupants, visitors, and people passing through. Retail is located at the northeast corner along Halsey and 42nd Ave at the entry of the newly conceived TriMet public paseo. This retail location mirrors the existing condition of the adjacent 24hr fitness building and results in public space surrounded by active uses. The apartments at Hollywood HUB will be geared towards families earning between 30-60% AMI, and all will be affirmatively marketed to BIPOC families. Building amenities include community rooms, meetings spaces, resident services, bike and vehicular parking. The project incorporates a vegetated central courtyard that is inviting and connected to the adjacent paseo/market street (built by TriMet, approved per LU 23-003912 DZ). Together these urban amenities serve not just the immediate Hollywood HUB residents but the greater Hollywood and Portland communities.

Architecture: The design thoughtfully integrates contextual materials, colors, and geometry found around the Hollywood district. This includes warm toned brick and masonry, bright color accents, and large windows. This project transforms the site into a truly transit-oriented development that maximizes height and density and delivers on the promise to develop this historically underutilized site with affordable housing.

Nature: Along with the recently approved TriMet paseo and stramp project, the proposal enhances the character of buildings in the plan district and helps encourage alternatives to auto-oriented uses and developments. It also builds on Portland's citywide local identity and aspirations of place by providing an accessible courtyard and green space for residents to enjoy.

*This guideline is met.*

**02: Create Positive Relationship with surroundings.**
Possible design approaches may include, but are not limited to:

- Building Massing - Developing effective placement and proportion of building massing toward adjacent lower-scale development and residential uses.
- Street Wall - Maintaining a vibrant street wall with continuous storefronts along historic main streets.
- Connectivity - Creating visual and physical links to adjacent pedestrian pathways and neighboring open spaces.
- Adjacent Historic Landmarks - Deferring to the neighboring historic landmark through massing and urban form.

**Findings:** The Hollywood HUB design creates positive relationships with the surrounding context by creating urban edges with an activated ground floor, consolidates parking and service access with the existing parking access for Target (on the west), and connects open spaces with open spaces.

By coupling the resident courtyard with the public paseo and stair/ramp structure (to the east), the open space is sited to maximize usability and benefit for both residents and community members accessing transit.

The building shape compliments this public space strategy with a C-shape plan that favors the primary mass towards the north/west/south on the site, which allows the public space east of the site to flow into a central courtyard.

The massing along Halsey incorporates a prominent street wall with significant ground floor glazing. Careful consideration was given to break up the tower with setbacks and material changes that help strengthen the main entry and give appropriate scale to the pedestrian experience.

The lobby connects through the building to amenity spaces and to the courtyard at a second entry, and ultimately to the TriMet public paseo and transit station.

*This guideline is met.*

**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:

- Natural Resources - Minimizing site disturbance and integrating topography and natural resources found on-site.
- Viewpoints - Integrating views to community points of interest.
- On-site Older Buildings and Historic Resources - Retaining existing older buildings and historic resources.
- Social and Cultural Significance - Incorporating a site's significant cultural or social history.

**Findings:** The project is adjacent to the recently approved redevelopment of the existing stairs and ramp to the pedestrian bridge over I-84 and access to the Hollywood light rail station [LU 23-003912 DZ]. The Hollywood neighborhood in the vicinity of this project has wide sidewalks with large pedestrian landings at the intersections. The project's design uniquely tailors to the opportunities specific to this site while echoing high-quality pedestrian zones nearby on NE 41st between NE Sandy and NE Broadway. The architecture will provide more visual and physical continuity between adjoining properties and rights-of-way.

The Hollywood HUB 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. Carving away the corners of the building that front the new Transit Station paseo increases view angles through the site, adds visual interest, and provides weather protection in areas around the ground floor. The Hollywood HUB building further enhances the proposed pedestrian improved stair and ramp design (to be built by TriMet) by connecting the courtyard visually and physically, offering places to sit and watch, play, and gather. The design also utilizes existing site topography (that drops off towards the south) to provide a future connection to the Sullivan's Gulch Bike Trail. This multi-use public space design strategy enhances the Hollywood station as a whole and will foster a new era of public activity at the site.

*This guideline is met.*

**PUBLIC REALM GUIDELINES 04-06:** CONTRIBUTE TO A PUBLIC HUMAN-SCALED REALM THAT ENCOURAGES SOCIAL INTERACTION AND FOSTERS INCLUSIVITY

**04: Design the sidewalk level of buildings to be active and human scaled.**
Possible design approaches may include, but are not limited to:

- Ground Floor Heights - Designing buildings with taller, more adaptable ground floors.
- Multiple Entries and Windows - Offering more than one entrance along the ground floors of buildings to provide "eyes on the street" and avoid blank expanses of walls.
- Weather Protection - Providing protection from wind, rain, and sun.
- Lighting - Enhancing safety and visibility for pedestrians and highlighting special building features.
- Residential Setbacks - Creating soft transitions while separating private spaces from public spaces.

**Findings:** The Hollywood HUB sidewalk level of the building is designed to be active and human scaled. This is accomplished through several strategies, including active uses located directly adjacent to the public sidewalk. Examples of this include prominent retail frontage anchoring the northeast corner; lobby access from both Halsey and from the courtyard, community rooms, a bike hub, and resident support services all visually connected to the courtyard and paseo. Welcoming entries and carved corner elements will provide weather protection, opportunities for seating, and maximize views through the site. The ground floor facing Halsey, the paseo, and the courtyard offer high levels of visual permeability to make the surrounding public space feel safe and inviting.

The new building will knit the neighborhood streetscape together and make it a much more pedestrian friendly compared to the current condition. Exterior lighting is integrated into the building soffits and will enhance the carved spaces around the ground floor, the entrances, and at the bus stop on Halsey. The courtyard has a soft landscape buffer from the paseo which integrates seating and lighting to reinforce public and private space while feeling welcoming and inviting.

*This guideline is met.*

**05: Provide opportunities to pause, sit, and interact.**
Possible design approaches may include, but are not limited to:

- Seating - Providing a variety of seating types for passersby and building users.
- Integrate Bicycles - Designing open spaces that accommodate parking for bicycles.
- Art/Water - Designing spaces that can integrate opportunities for art, stormwater or water features.
- Enclosure - Offering a comfortable buffer and distinction from the public realm.
- Trees and Landscaping - Promoting health and wellness by helping to mitigate the effects of urban heat island.

**Findings:** The adjacent Paseo for the Hollywood Transit Center will provide eddy spaces for sitting, resting, eating, socializing, or experiencing city life. The Paseo is an intentional space allowing members of the public to move freely within the Paseo and between NE Halsey, and the Laurelhurst neighborhood via the stramp (stairs/ramp) and pedestrian bridge crossing I-84.

The Hollywood HUB design provides many opportunities to pause, sit and interact. A bus stop is integrated into the building mass overhang along Halsey adjacent to the main entry. The recessed ground floor tracks around the corners of the retail, paseo and courtyard to provide weather protection for pedestrians. These public and semi-public space elements create opportunities for fixed and flexible seating, buffers to define gathering spaces from through-ways and expand the sidewalk to provide moments of reflection and respite from the busy streetscape. The courtyard design has a variety of spaces for playing, gathering, viewing, and resting. A key area of note is the elevated patio that overlooks the south paseo where residents can view the public space and people passing through the paseo can sit along this edge on integrated benches.

*This guideline is met.*

**06: Integrate and minimize the impact of parking and building services.**
Possible design approaches may include, but are not limited to:

- Vehicles and Parking - Screening and buffering vehicle areas from pedestrians and integrating parking into the building design.
- Utilities, Trash and Recycling - Siting and screening utilities, trash, and recycling enclosures away from public realm.
- Vaults - Integrating and concealing vaults within open areas.
- Stormwater Planters - Integrating stormwater with multiple uses, such as buffering, placemaking, and seating opportunities.
- Long-Term Bicycle Parking - Designing bicycle parking to encourage use by adding bike lobbies and bike repair amenities.

**Findings**: The Hollywood HUB design integrates and minimizes the impact of parking and building services by combining the location of these program elements with the existing Target parking ramp. The parking garage entry uses as little building frontage as possible, and is sited in the least impactful portion of the site adjacent the Target parking ramp, mostly hidden from view. Trash and loading happen internally and share this same driveway. Building services are thoughtfully integrated to minimize impact on the pedestrian realm. The required water room and backflow preventer create a narrow band of brick to separate and buffer the driveway from the active-use glazed facades of the project. The required electrical transformer is located in a below-grade vault deep in the site and paired with the adjacent paseo project to maximize efficiencies and minimize impact to the pedestrian experience. Long term bike parking is situated at the intersection of the future bike trail access point and the paseo – the ideal location for bike commuters and transit riders alike.

*This guideline is met.*

**QUALITY AND RESILIENCE GUIDELINES 07-09:** PROMOTE QUALITY AND LONG-TERM RESILIENCE IN THE FACE OF CHANGING DEMOGRAPHICS, CLIMATE AND ECONOMY

**07: Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design.**
Possible design approaches may include, but are not limited to:

- Internal Open Spaces - Offering a variety of multi-functional spaces such as balconies, stoops, plazas, play areas, and passive sitting areas.
- Internal Connections - Creating safe and visible pedestrian circulation through sites.
- Vehicles Areas - Ensuring that vehicle areas do not impair the usability and enjoyment of the site.
- Solar Access - Providing solar access to open areas.

- Windows and Entries - Orienting windows and entries toward on-site circulation and open areas.

**Findings**: The site is designed to maintain comfort, safety, and dignity for all users through welcoming, accessible design. The Hollywood HUB design supports the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design.

The courtyard (internal open space) and paseo (external open space) provide a variety of multi-functional spaces for sitting, playing, and gathering. The internal open space includes a turf play area surrounded by curving benches and a soft canopy of trees to buffer it. This area is connected to seating areas and amenity spaces for gathering and hosting events. The internal open space (courtyard) is connected via a pathway to the external open space (paseo) where public seating is incorporated along the landscape buffer for the courtyard. This seated landscape buffer softens the edge and reinforce public and private space while feeling welcoming and inviting.

Windows and entries are oriented toward on-site circulation and open areas, and comfortable access through the site is provided with wide walkways, and multiple windows that will be well lit and active to feel welcoming and safe. Resident amenity and community spaces are linked by the courtyard, an outdoor amenity that includes seating, planters and trees, with multiple vantage points for visibility and legibility. The central public courtyard allows for eyes on the space and will act as an outdoor lounge. The courtyard connects directly to the paseo and TriMet ramp as well as through the lobby to Halsey. These active frontages are made possible by locating vehicle access and support services along the west and south edges of the site, as to not impede the active connections along Halsey and the adjacent paseo.

*This guideline is met.*

**08: Design for quality, using enduring materials and strategies with a coherent approach.**
Possible design approaches may include, but are not limited to:

- Unity - Expressing a clear and coherent design approach to unify building.
- Articulation - Highlighting function, hierarchy, or spaces through small breaks in form.
- Application of Exterior Materials - Expressing the building design with hierarchy, shifts or repetition.
- Quality of Materials - Providing quality, resilience, and durability in construction and execution of details.
- Building Openings - Offering permeability, depth, and texture.

**Findings**: The Hollywood HUB proposal is designed for quality and uses enduring materials and strategies with a coherent approach, while also being visually striking and unique. The proposed building form is a modern angular design while using time-tested materials like brick and metal to evoke quality and resilience. This is accentuated with deep overhangs to provide massing relief and visual contrast. The base of the project is carved away and glazed to accentuate and highlight the building's public edges. These elements are celebrated with glass and unique materials not used on the residential floors of the tower, such as dark brick and tall storefront glazing. On a large scale, this creates a visual contrast that draws your eye towards entrances and areas of activity at the ground level.

The tower facades employ a window pattern that implies movement, a reference to the kinetic nature of the site's location adjacent to the I-84 corridor and Union Pacific

Railroad and TriMet MAX transit lines. The massing moves are simple but bold, the c-shape plan follows the general shape of the site, and the specific massing moves amplify the angular qualities and increase views through the site and giving the building a unique character. The brick used on the tower relates to the light and warm tones of masonry found around Hollywood. The details of the windows offer depth and include an angular metal accent panel to bring color and vibrancy found in the public paseo vertically onto the facades.

*This guideline is met.*

**09: Design for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city.**
Possible design approaches may include, but are not limited to:

- Adaptable Buildings - Providing flexibility in building programming, floor.
- Resource Conservation - Prioritizing the use of existing structures or reclaimed and recycled materials.
- Native Landscaping - Integrating native landscaping and large canopy trees to address heat island and provide for pollinators.
- Ecoroofs - Providing and integrating ecoroofs for pollinators and people.
- Bird-Safe - Reducing bird strikes through careful design.
- Daylight and Air - Providing daylight and ventilation and improving indoor air quality.
- On-Site Stormwater - Allowing rain to soak into the ground and filter through lush vegetation and landscaping.

**Findings**: The Hollywood HUB proposal is designed for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city. The design achieves 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, the applicant proposes to meet the Portland Housing Bureau Green Building Standards and providing high-efficiency air conditioning (ERV) for all residents to help combat rising temperatures and wildfire smoke while also being more energy efficient than conventional systems. The project is seeking Earth Advantage certification and will be seeking PCEF funding for sustainable strategies. The low-roof at the courtyard (level 2) will be vegetated to reduce heat island and help slow storm water release. High performing windows and envelope detailing also help to mitigate the surrounding acoustics and improve energy performance.

*This guideline is met.*

**(2) MODIFICATION REQUESTS (33.825)**

**Section 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 may not consider modifications to standards for which adjustments are prohibited. Modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or other standards that are calculated based upon the size or intensity of the use such as the quantity of parking and loading spaces) are required to go through the adjustment process. Modifications that are denied through design review

may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

Modification considered through Design Review

- 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

  ***Purpose:*** *Landscaping is required in some zones because it is attractive, and it helps to soften the effects of built and paved areas. Landscaping also helps cool the air temperature, intercept rainfall and reduce stormwater runoff by providing unpaved permeable surface. Landscaping can also provide food for people and habitat for birds and other wildlife. As an alternative to conventional landscaping, a range of urban green options are provided in the CM2 and CM3 zones in the Inner Neighborhoods pattern area to reflect this area's more urban development patterns and historic storefront commercial characteristics. Landscaping is required for all commercial/mixed use-zoned lands abutting R zoned lands and as screening for parking lots (see Chapter 33.266) to provide buffering and promote livability.*

**Findings:** The Hollywood HUB affordable housing development aims to realize the full potential of this Transit Oriented Development site for quality affordable housing and support services, resulting in 64% of site area being devoted to building area. The exterior space has additional requirements beyond landscape elements which include hardscape for essential programming for residents and some vehicle and maintenance circulation.

The project has maximized landscaped areas as possible on the site to benefit residents and community users and results in roughly 8% of the site defined as Landscape Area per Title 33 section 33.130.225. Given the dense urban nature and high-traffic volume of the site, prioritizing usable open space for pedestrians enhances the public realm and is consistent with the intent of the 3 tenets of the Portland Citywide Design Guidelines.

In addition, the adjacent Paseo [Approved per LU 23-003912 DZ] will become a part of the site once the NE 42nd Avenue Street Vacation is completed [R/W #9263, VAC #10134] and provide space for heavy pedestrian and bicycle circulation between Halsey, the pedestrian bridge, and the building. These outdoor spaces must also accommodate 1) fire truck access for the 24-hour fitness building and the new Hollywood HUB affordable housing building, which is a 26ft wide clear area for half the length of the site, 2) separate transformer vaults for the new Bridge affordable housing building and the TriMet station, along with large boom truck access for both electrical vaults located west of the stramp, and 3) BES vacuum truck access through the paseo and maintenance area to a sewer manhole in the UPRR right-of-way.

While day-to-day TriMet maintenance access is being provided through the HUB building directly to the maintenance area to avoid maintenance vehicle presence in the paseo, these large truck driving and turning movements require large areas of pavement within the site. The eddy spaces are paved with pavers with tree grates around the seat

walls and trees to maximize the flexibility of use and long-term durability. This is also to benefit the adjacent retail businesses that may provide movable furniture and Hacienda CDC, the services provider of the HUB building, who intends to host regular food pantries and pop-up clinics in the paseo.

Purpose of the standard is met by an attractive design that softens the effects of built and paved areas using varying paver types, plane changes and seating opportunities to help create an attractive and pedestrian friendly environment. Additional strategies that help soften space: green roof, turf area, use of built elements that highlight colors and textures. To reduce heat-island effect and help cool the air temperature, the non-landscaped area is comprised of light and/or high-reflective materials. This includes light-colored concrete, pavers, vegetated roof and white roof. The 'C-parti' shape of the building formed around the courtyard provides shade to the courtyard in the hottest times of day.

The mitigation of impacts includes seating areas concentrated around landscape to engage pedestrians with nature while allowing the high traffic uses to function as intended; the green Roof adjacent to the courtyard (located over community room); turf in the courtyard to allow year-round use for children and others; varied paving techniques; and use of color/texture in the courtyard design.

The proposed landscaped and hardscaped areas, additional seating areas, turf for year-round playground use, varied paving, and colors combine to better meet the applicable design guidelines, the purpose of the standard, and mitigate the request for reduced actual landscape area with a high quality well designed outdoor courtyard features and amenities.

*The approval criteria are met for this modification.*

## DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

## CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. As demonstrated in the findings above, the proposal meets the applicable design guidelines and therefore warrants approval.

## TENTATIVE STAFF RECOMMENDATION

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

**Approval** for a new 12-story, 224-unit, 223,000 SF affordable housing project.

**Approval** for Modification to 33.130.225 Landscaped Areas to reduce the minimum required 15% landscape area to 8%.

**Approval** per Exhibits C-1 through C-52, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (B through F) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 23-004591 DZM". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

D. The driveway is subject to the conditions of approval of Driveway Design Exception (DDE) in 22-197144 TR.

E. As a condition of building permit approval, the required dedications and street improvements associated with the City initiated street vacation of NE 42nd shown in public works plans TB0156 and TB0160, the dedications must have been completed and an indemnity agreement with PBOT ensuring the frontage improvements are constructed must be provided to the acceptance of the City Engineer.

F. As a condition of building permit approval, the applicant must have accepted the "off the shelf" TDM plan or receive approval of a custom TDM.

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**Procedural Information.** The application for this land use review was submitted on January 13, 2023, and was determined to be complete on **February 16, 2023**.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on **January 13, 2023**.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: June 13, 2023**

**Some of the information contained in this report was provided by the applicant.** As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

**This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case.** This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a

continuance. Any new written testimony should be emailed to Tim Heron at Tim.Heron@PortlandOregon.gov. If you cannot email comments and must mail comments via USPS mail, your comments to the Design Commission can be mailed c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

**Please note regarding USPS mail:** USPS mail is only received a couple times a week, and testimony must be received before the close of the record. Therefore, please mail testimony well in advance of the hearing date.

If you are interested in viewing information in the file, please contact the planner listed on this decision. The planner can provide information over the phone or via email. Please note only digital copies of material in the file are available for viewing. A digital copy of the Portland Zoning Code is available on the internet at http://www.portlandoregon.gov/zoningcode.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. This Staff Report will be posted on the Bureau of Development Services website. Look at www.portlandonline.com. On the left side of the page use the search box to find Development Services, then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

**Appeal of the decision.** The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of $5,789.00 will be charged.**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services website: https://www.portlandoregon.gov/bds/article/411635. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the

appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

**Recording the final decision.**
If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

- *Unless appealed,* the final decision will be recorded 14 days after the final decision is mailing by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

**Expiration of this approval.** An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

**Applying for your permits.** A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the city.

**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

Tim Heron
March 24, 2023

**EXHIBITS** – NOT ATTACHED UNLESS INDICATED

A. Applicant's Statement
   1. Original Submittal
   2. 120 Day Waiver
   3. Certification of Neighborhood Contact
   4. Revised Submittal
   5. Final Appendix Drawings
B. Zoning Map (attached)

C. Plan & Drawings

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D. Notification information:
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   3. Notice to be posted
   4. Applicant's statement certifying posting
   5. Mailed notice
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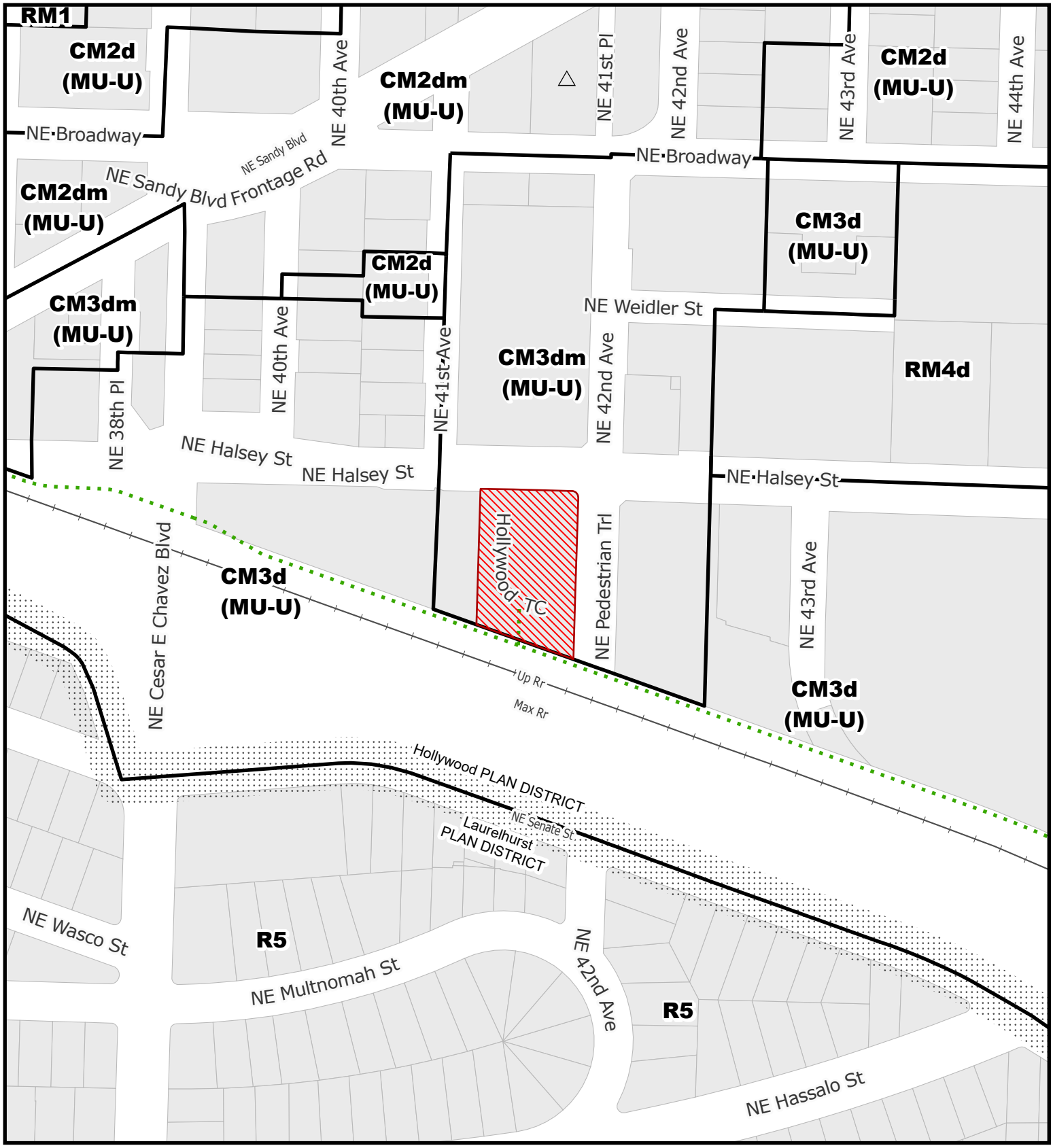
E. Agency Responses:
   1. Bureau of Environmental Services
   2. Bureau of Transportation Engineering and Development Review
   3. Bureau of Parks, Forestry Division
   4. Fire Bureau
   5. Life Safety Review Section of BDS
   6. Site Development Review Section of BDS
   7. Water Bureau

F. Letters [none received]

G. Other
   1. Original LUR Application
   2. Incomplete Letter




For Zoning Code in Effect Post October 1, 2022

# ZONING

THIS SITE LIES WITHIN THE:
HOLLYWOOD PLAN DISTRICT
SUBDISTRICT A SUB DISTRICT

- Site
- Plan District
- △ Historic Landmark
- Recreational Trails

| | |
|---|---|
| File No. | LU 23 - 004591 DZM |
| 1/4 Section | 2934 |
| Scale | 1 inch =200 feet |
| State ID | 1N1E36AA 100 |
| Exhibit | B Jan 17, 2023 |



# HOLST FOR BRIDGE HOUSING AND TRIMET

HOLLYWOOD HUB

TYPE III DESIGN REVIEW, LU 23-004591 DZM

MARCH 22, 2023

LU 23-004591 DZM - Exh G3

HOLST

# TEAM

| | |
|---|---|
| PROPERTY ADDRESS: | 4110 NE HALSEY STREET |
| PROJECT VALUATION: | $85 M |
| LAND USE: | LU 23-004591 DZM |
| DESIGN ADVICE REQUEST: | EA 22-144886 DA<br>EA 21-105638 DA |
| EARLY ASSISTANCE: | EA 21-105637<br>EA 21-019897<br>(INFRASTRUCTURE PROJECT) |
| SUBMITTED: | 01.13.2023 |
| ARCHITECT: | HOLST |
| CONTACT: | Dave Otte, Principal/Owner<br>dotte@holstarc.com<br>503 233 9856 |
| LANDSCAPE: | MAYER / REED |
| CONTACT: | Jeramie Shane<br>jeramie@mayerred.com<br>503 223 5953 |
| CIVIC ENGINEERING: | VEGA CIVIL |
| CONTACT: | Martha Williamson<br>martha@vegacivil.com<br>503 349 1381 |
| STRUCTURAL | KPFF |
| CONTACT: | Aaron Burkhardt<br>aaron.burkhardst@kpff.com<br>503 227 3251 |
| OWNER: | Tri-County Metropolitan<br>Transporation District |
| CONTACT: | Guy Benn<br>benng@trimet.com<br>971 347 5649 |

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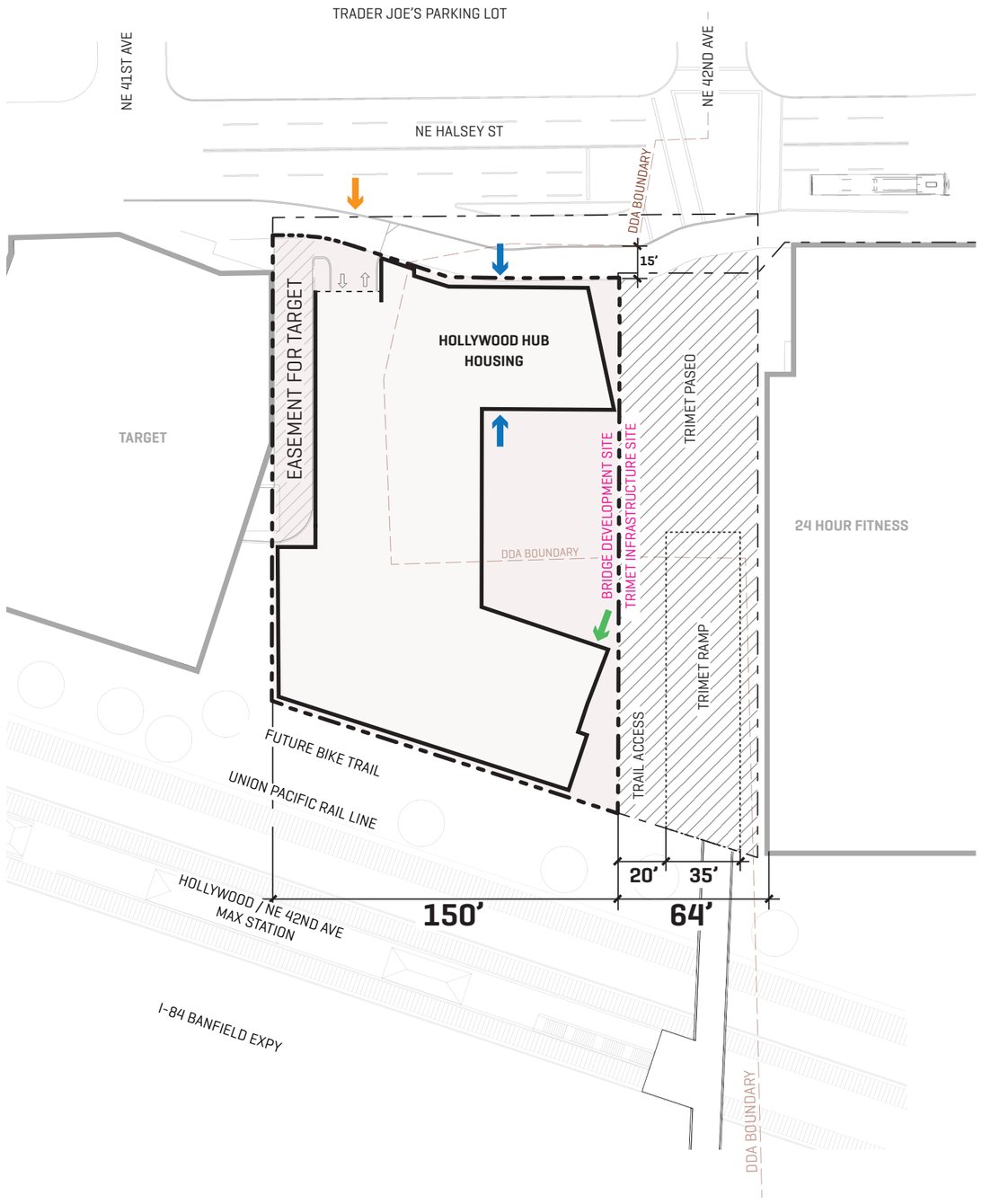
LU 23-004591 DZM - Exh G3

# ZONING AND PROGRAM SUMMARY

| | |
|---|---|
| **PROPERTY ADDRESS** | 4110 NE HALSEY ST, PORTLAND OREGON |
| **PROPERTY ID** | R203131 |
| **COUNTY** | MULTNOMAH |
| **STATE ID** | R203131 |
| **ZONING MAP** | 2934 |
| **SITE AREA** | 35,215 SF |
| **LAND USE ZONING** | CM3 - COMMERCIAL MIXED USE 3 |
| **OVERLAYS** | D-DESIGN, M - CENTERS MAIN STREET |
| **COMP PLAN DESIGNATION** | MU-U - MIXED USE - URBAN CENTER |
| **PLAN DISTRICT** | HW - HOLLYWOOD - SUB-DISTRICT 'A' |
| **TRANSIT STREET** | TRANSIT STATION AREA - HALSEY IS A NEIGHBORHOOD CORRIDOR, 42ND IS ENHANCED PEDESTRIAN STREET |
| **CIVIC CORRIDOR** | NO |
| **PATTERN AREA** | INNER NEIGHBORHOODS |
| **DESIGN REVIEW** | TYPE III |
| **BASE FAR** | 4 to 1 |
| **BONUS FAR** | 3 to 1 |
| **MIN DENSITY** | 1 UNIT PER 1,000 SF SITE AREA |
| **BASE HEIGHT** | 75-FT (120-FT) |
| **MAX FAR W/ BONUS** | 7 to 1 |
| **MAX HEIGHT W/ BONUS** | 120-FT |
| **MIN BUILDING SETBACKS** | NONE |
| **MAX BUILDING SETBACKS** | 10-FT |
| **MAX BUILDING COVERAGE** | 100% |
| **MAX BUILDING LENGTH** | 200-FT (W/IN 20-FT OF STREET LOT LINE) |
| **FACADE ARTICULATION** | APPLIES 25% OF AREA OF STREET-FACING FACADE WITHIN 20-FT OF LOT LINE MUST BE DIVIDED INTO FACADE PLANES OFF-SET BY 2-FT IN DEPTH FROM REST OF FACADE. |
| **MIN LANDSCAPED AREA** | 15% |
| **WINDOWS IN STREET-FACING FACADE** | MIN 15% OF AREA OF EACH FACADE THAT FACES A STREET LOT LINE MUST BE WINDOW OR MAIN ENTRANCE DOOR |
| **GROUND FLOOR WINDOW** | MIN 60% OF GROUND FLOOR WALL AREA OF STREET-FACING FACADES 20-FT OR CLOSER TO STREET LOT LINE OR PLAZA (2–10 ABOVE FINISH GRADE)<br>WINDOWS INTO BIKE PARKIG QUALIFY FOR UP TO 25% OF THIS REQUIREMEENT |
| **TRANSIT STREET ENTRANCE** | ENTRANCE AT INTERSECTION OF NE HALSEY ST + NE 42ND AVE |
| **MIN PARKING** | NONE |
| **MAX PARKING** | 1.35 PER UNIT FOR SURFACE, NO LIMIT FOR STRUCTURED |
| **BIKE PARKING - LONG TERM** | 1.5 PER UNIT (336 SPACES) |
| **BIKE PARKING - SHORT TERM** | 1 PER 20 UNITS (12 SPACES) |
| **33.266.310 LOADING SPACES** | 2 STANDARD 'B' |
| **LANDSCAPE BUFFERS** | NONE |
| **MODIFICATIONS REQUESTED** | 33.130.225 Landscaped Areas<br>Min. Landscaped Area: 15% |

**TOTAL BUILDING AREA**

| | |
|---|---|
| LEVEL B1* | *1,067 SF |
| LEVEL 01 | 21,497 SF |
| *ENCLOSED PARKING | *8,734 SF |
| LEVEL 02 | 19,681 SF |
| LEVEL 03 | 18,739 SF |
| LEVEL 04-12 | 19,271 SF |
| TOTAL GSF | 234,423 |
| **TOTAL FAR** | **225,689** |
| | *EXCLUDED FROM FAR |




LEGEND

- DESIGN REVIEW SITE BOUNDARY
- BICYCLISTS ENTRANCE
- PEDESTRIAN + TENANT ENTRANCE
- VEHICULAR PARKING ENTRANCE

SCALE: 1" = 60'-0"

0' 30' 60' 90'

N

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HOLLYWOOD HUB
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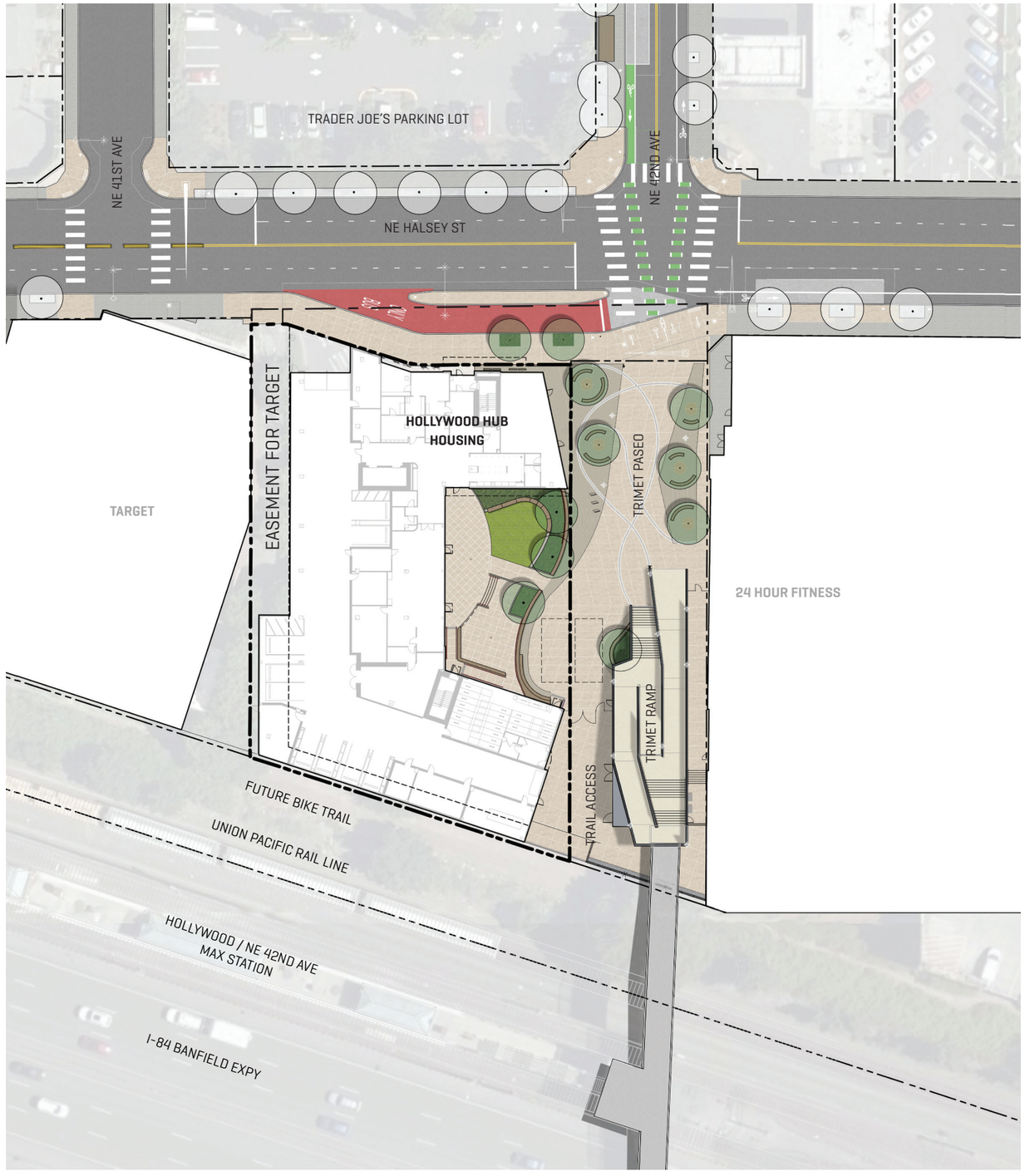
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : SITE DIAGRAM | LU NO. LU 23-004591 DZM - Exh G3 | sheet : C.1




LEGEND

DESIGN REVIEW SITE BOUNDARY

SCALE: 1" = 60'-0"

0' 30' 60' 90'

N



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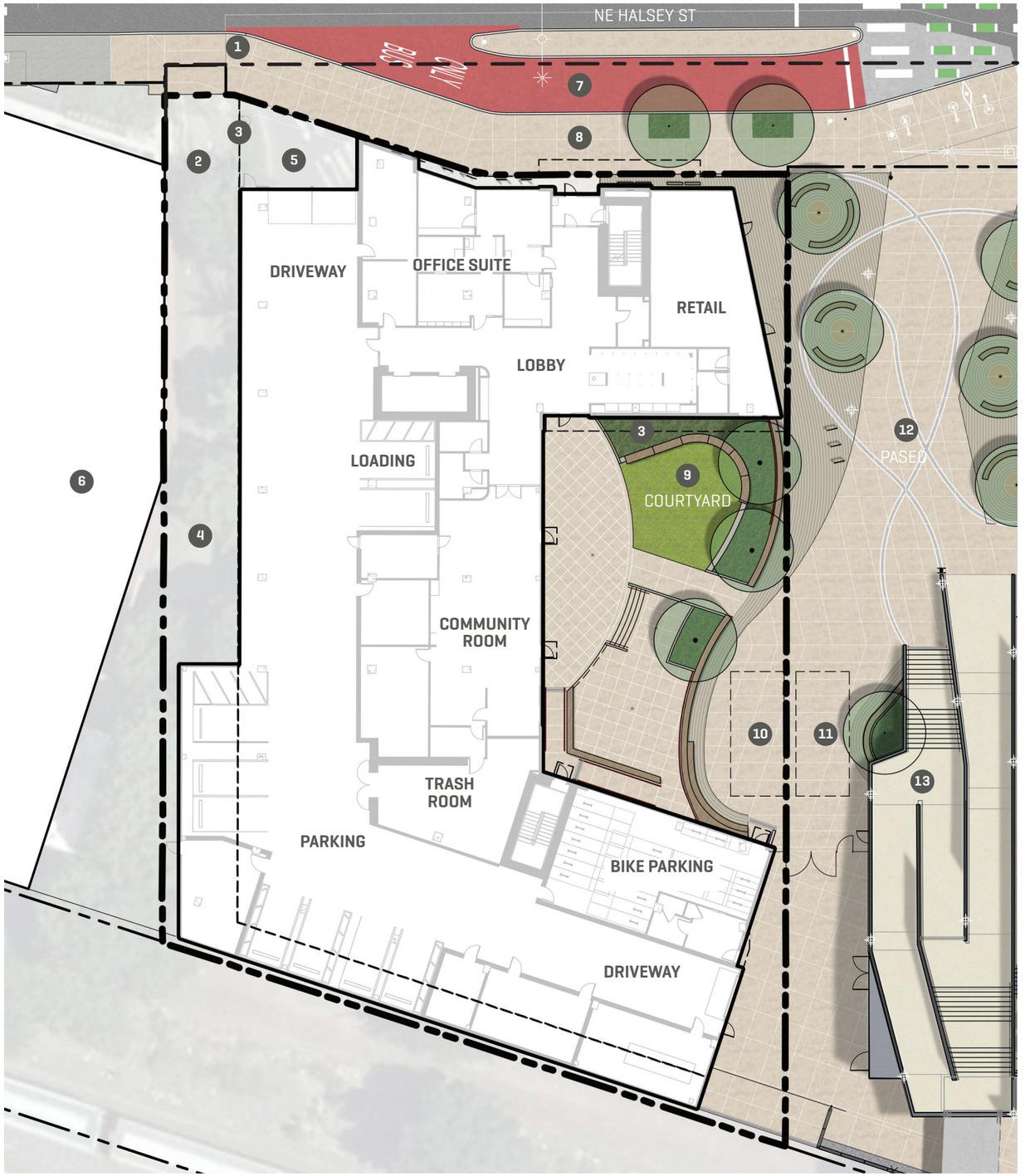


LEGEND

1. MODIFIED CURB CUT, REFERENCE CIVIL
2. EXISTING ACCESS EASEMENT
3. BUILDING OVERHANG, ABOVE
4. EXISTING TARGET RAMP & RETAINING WALL TO REMAIN
5. PARKING ACCESS (TWO-WAY)
6. TARGET
7. HALSEY TRANSIT BUS PULL-OFF BY OTHERS
8. RIGHT-OF-WAY IMPROVEMENTS, BY OTHER
9. COURTYARD - REFERENCE LANDSCAPE
10. TRANSFORMER VAULT REFERENCE ELECTRICAL
11. TRANSFORMER VAULT BY OTHERS
12. PASEO IMPROVEMENT BY OTHERS
13. STAIR CONNECTION TO MAX PLATFORM BY OTHERS

DESIGN REVIEW SITE BOUNDARY

SCALE: 1" = 30'-0"

0' 15' 30' 60'

N


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HOLLYWOOD HUB
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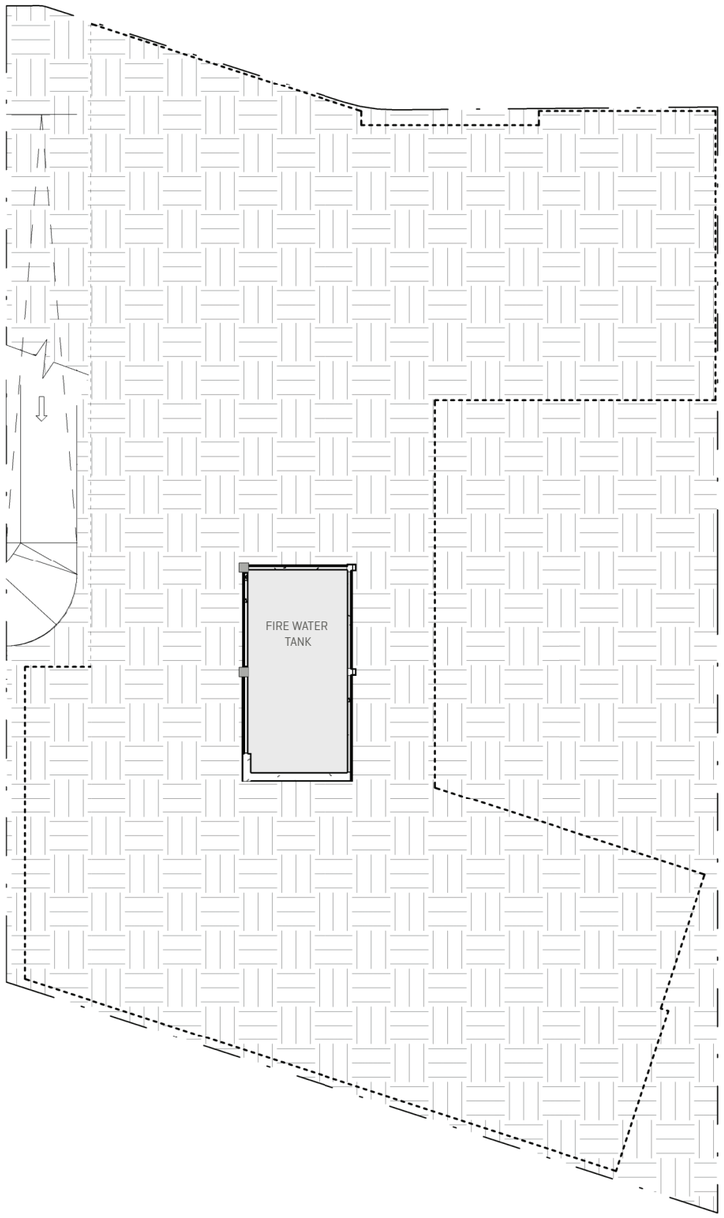
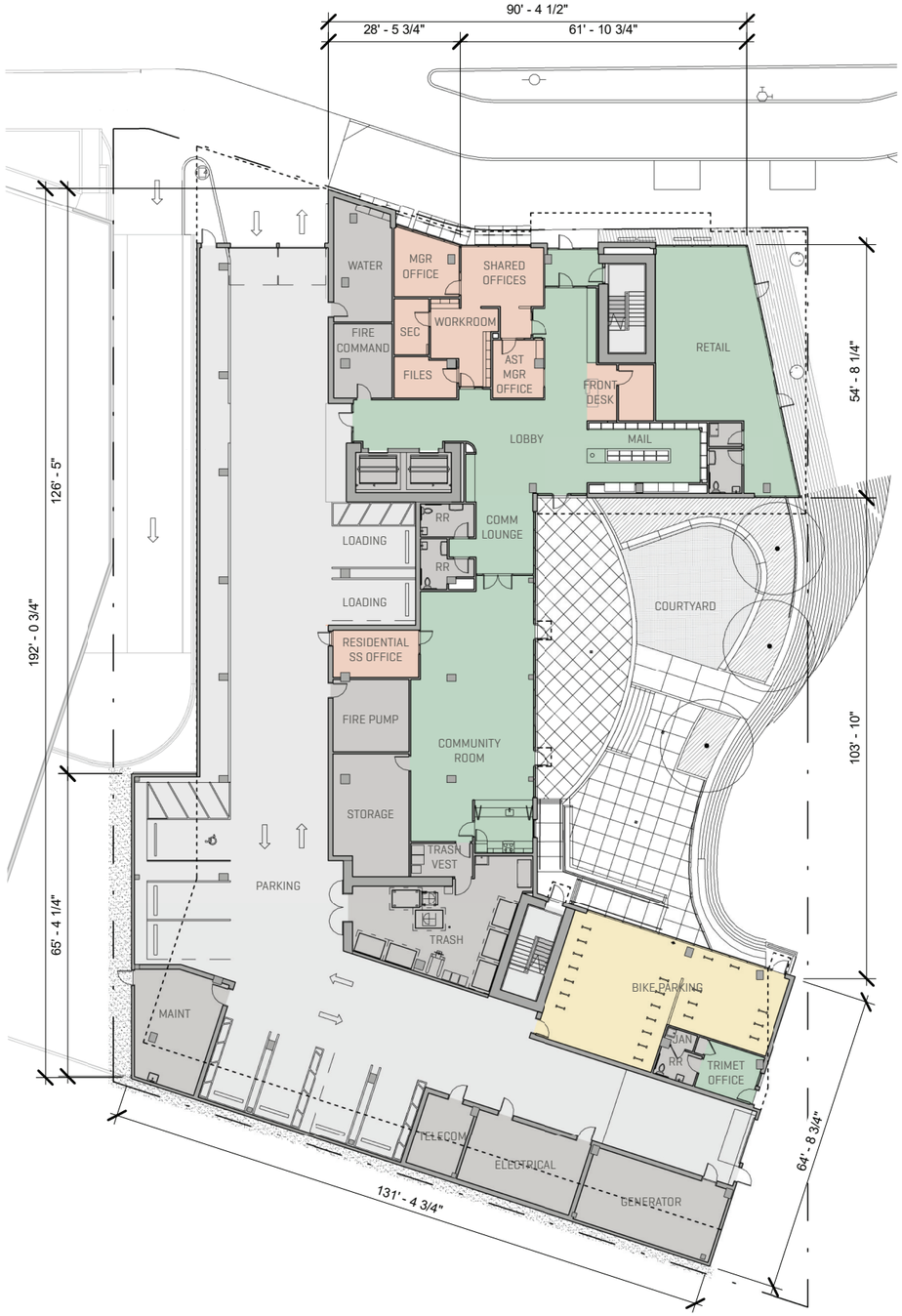
DESIGN REVIEW
DATE: 03.22.2023

title : SITE PLAN
LU NO. LU 23-004591 DZM - Exh G3
LU 23-004591 DZM
sheet : C.3




BASEMENT LEVEL




GROUND LEVEL

SCALE: 1/32" = 1' - 0"
0 2 4 16 32

N

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : BASEMENT - GROUND FLOOR PLANS

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : C.4




LEVEL 2




LEVEL 3

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

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DESIGN REVIEW
DATE: 03.22.2023

title : LEVEL 2-3 FLOOR PLANS

LU NO.
LU 23-004591 DZM - Exh G3
LU 23-004591 DZM

sheet : C.5




LEVELS 4, 6, 8, 10, 12




LEVELS 5, 7, 9, 11

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

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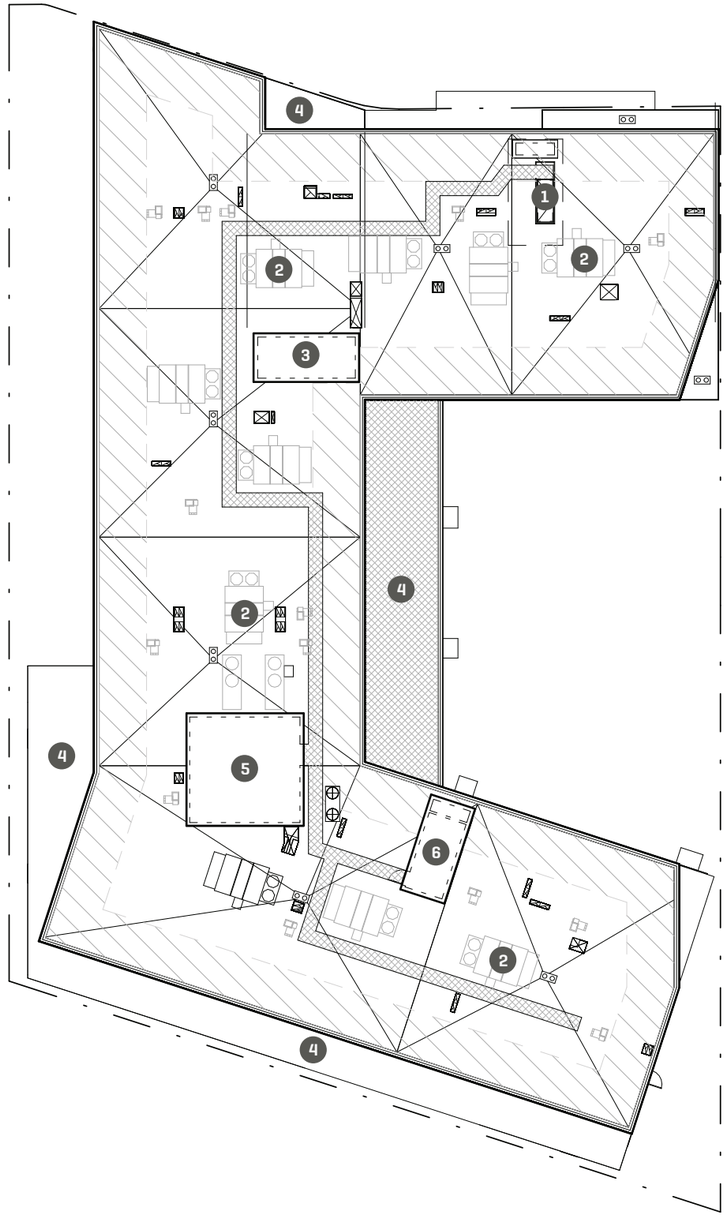
DESIGN REVIEW
DATE: 03.22.2023

title : LEVELS 4-12 FLOOR PLANS

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : C.6




1. STAIR BELOW SERVED BY STAIR PRESSURIZATION FAN, REF MECHANICAL
2. DOAS UNIT, TYP. REF MECHANICAL
3. ELEVATOR OVERRUN
4. LOW-ROOF AT LEVEL 2
5. HPWH UNITS, REF PLUMBING
6. STAIR ROOF ACCESS

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

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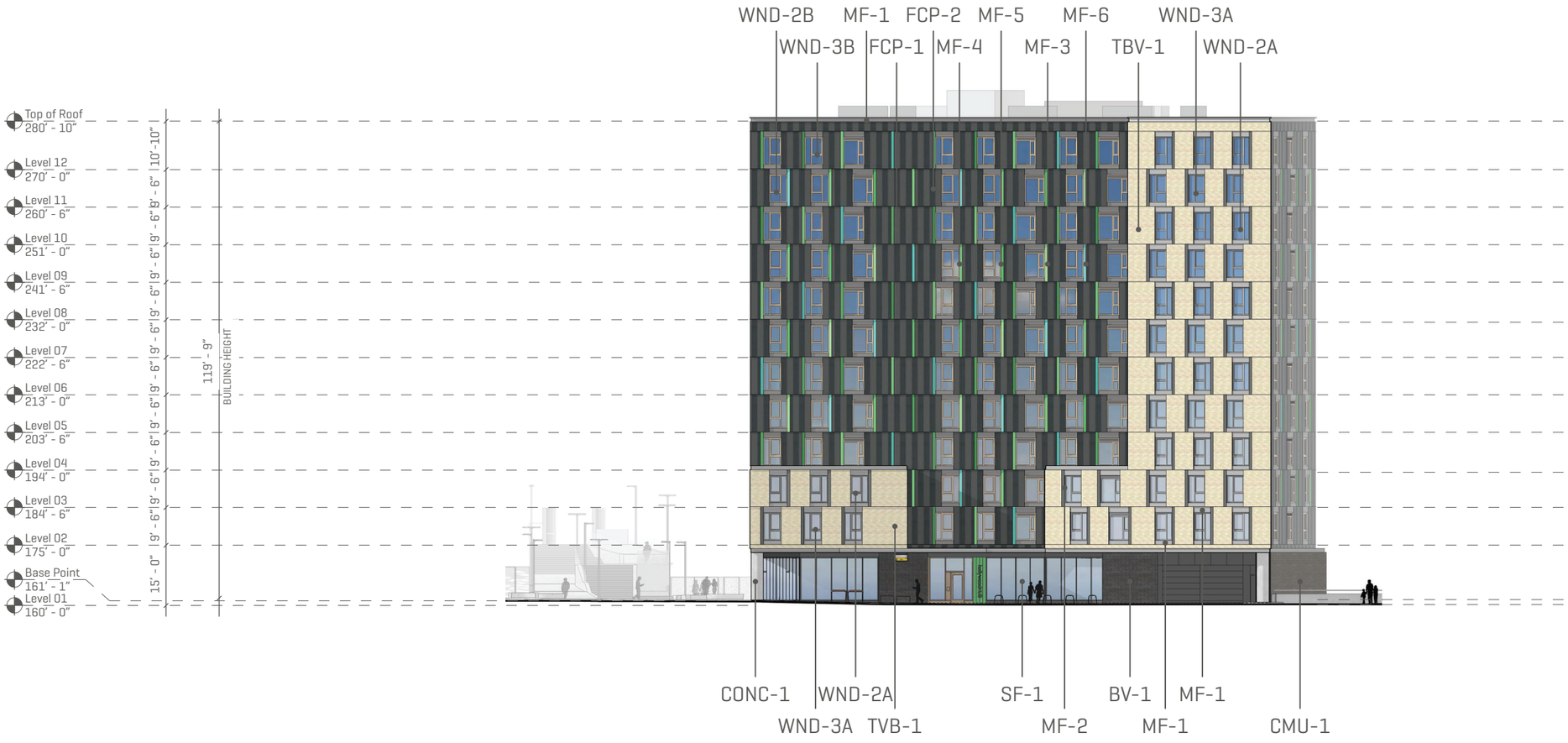
DESIGN REVIEW
DATE: 03.22.2023

title : ROOF PLAN

LU NO. LU 23-004591 DZM - Exh G3
LU 23-004591 DZM

sheet : C.7

NORTH




SCALE: 1/32" = 1' - 0"

0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
[green #1) Metal Flashing



**MF-4**
[green#2] Metal Flashing



**MF-5**
[green#3) Metal Flashing



**MF-6**
[green#4] Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

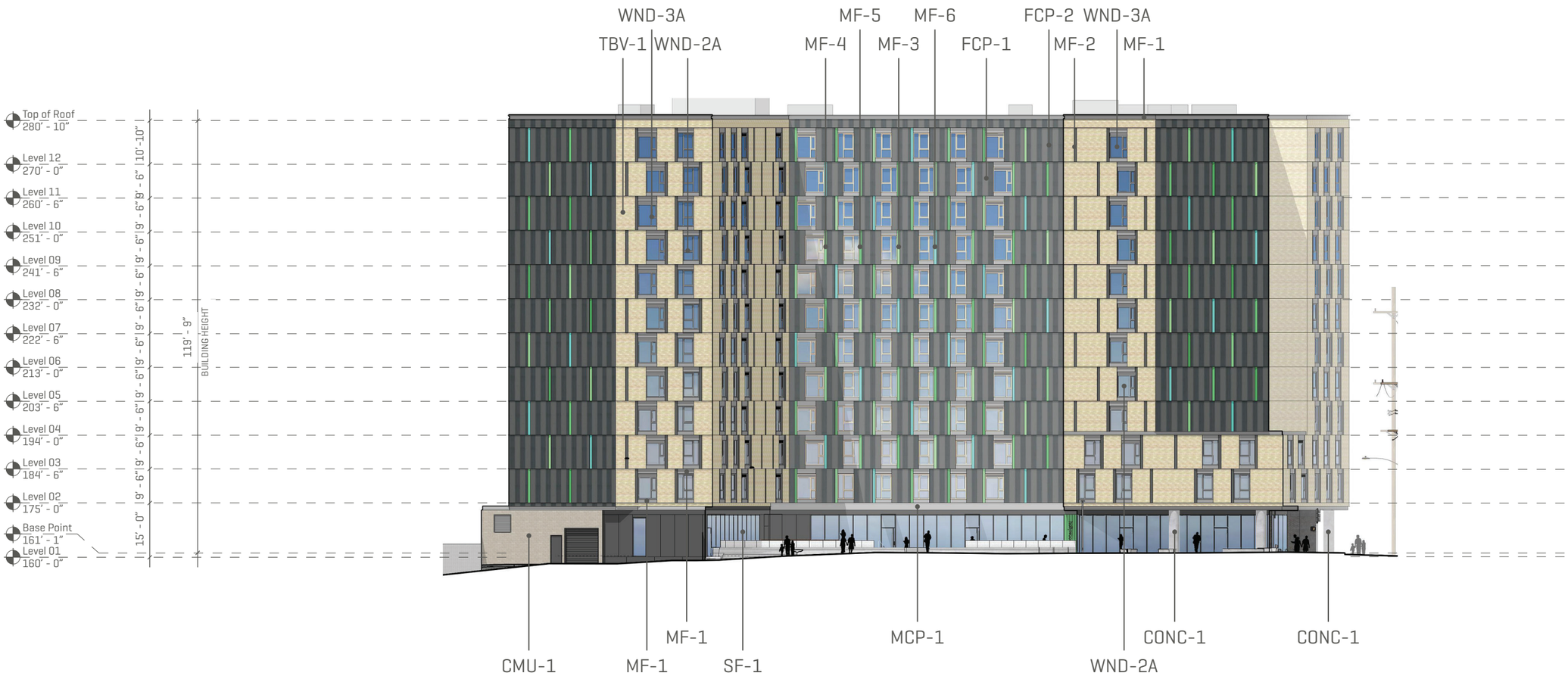
title : ELEVATION - RENDERED - NORTH

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : C.8

EAST




SCALE: 1/32" = 1' - 0"

0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
[green #1) Metal Flashing



**MF-4**
[green#2] Metal Flashing



**MF-5**
[green#3) Metal Flashing



**MF-6**
[green#4] Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

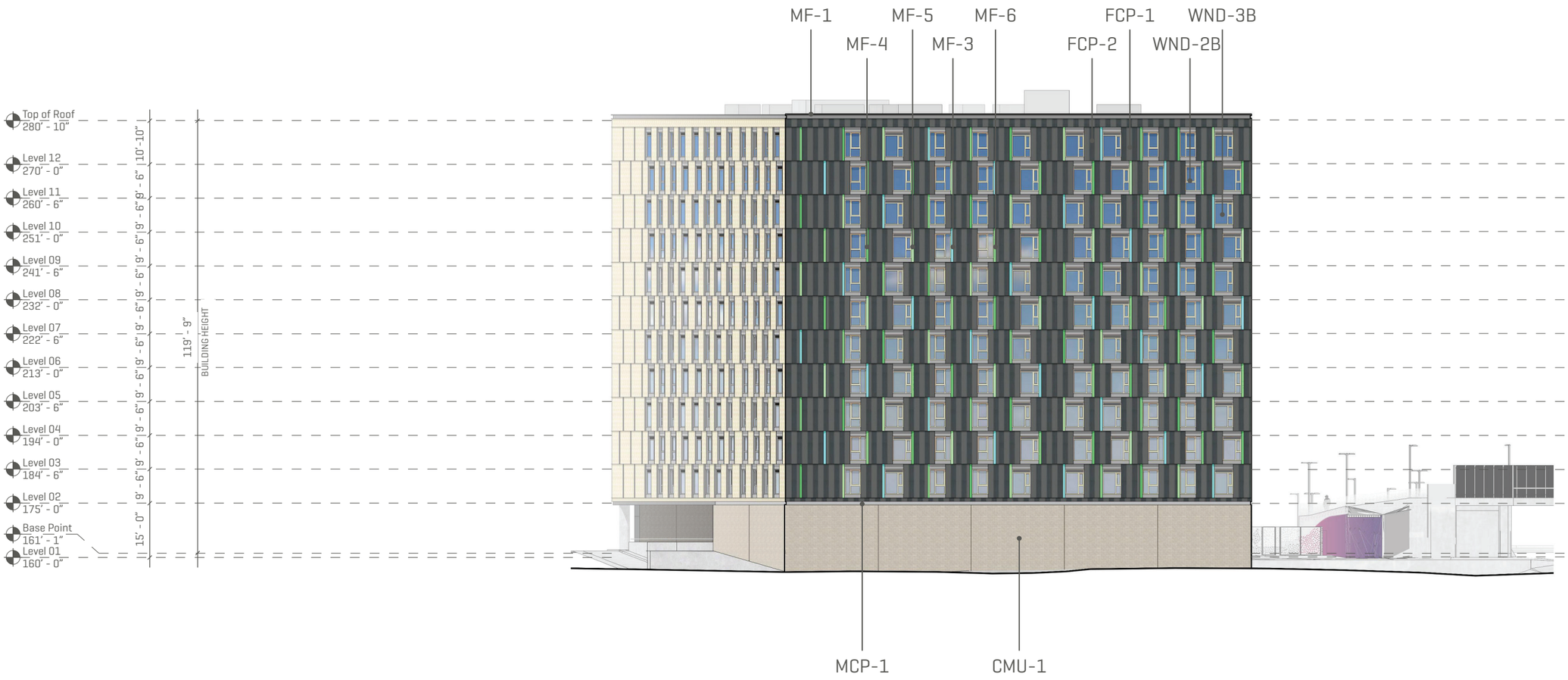
title : ELEVATION - RENDERED - EAST

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : C.9

SOUTH




SCALE: 1/32" = 1' - 0"

0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
[green #1) Metal Flashing



**MF-4**
[green#2) Metal Flashing



**MF-5**
[green#3) Metal Flashing



**MF-6**
[green#4) Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

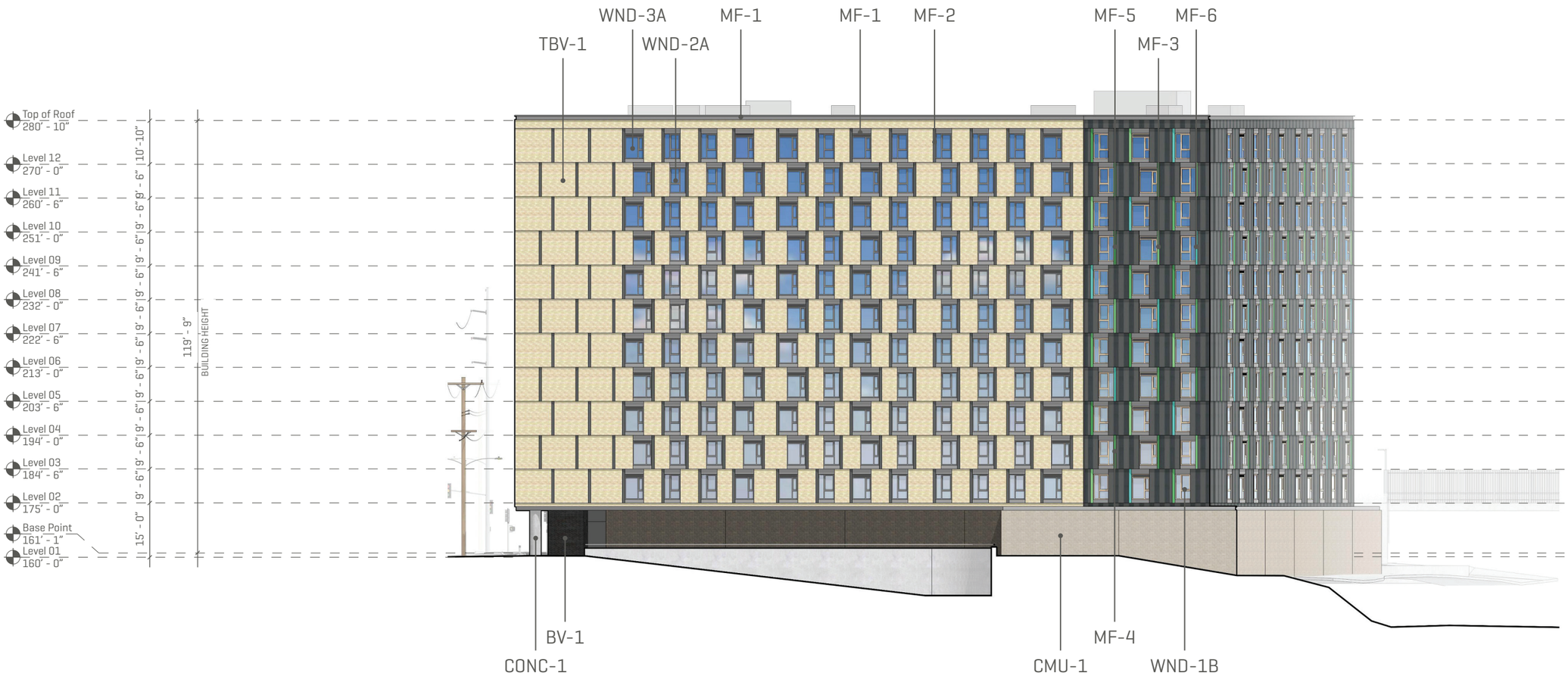
title : ELEVATION - RENDERED - SOUTH

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : C.10

WEST




SCALE: 1/32" = 1' - 0"

0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite

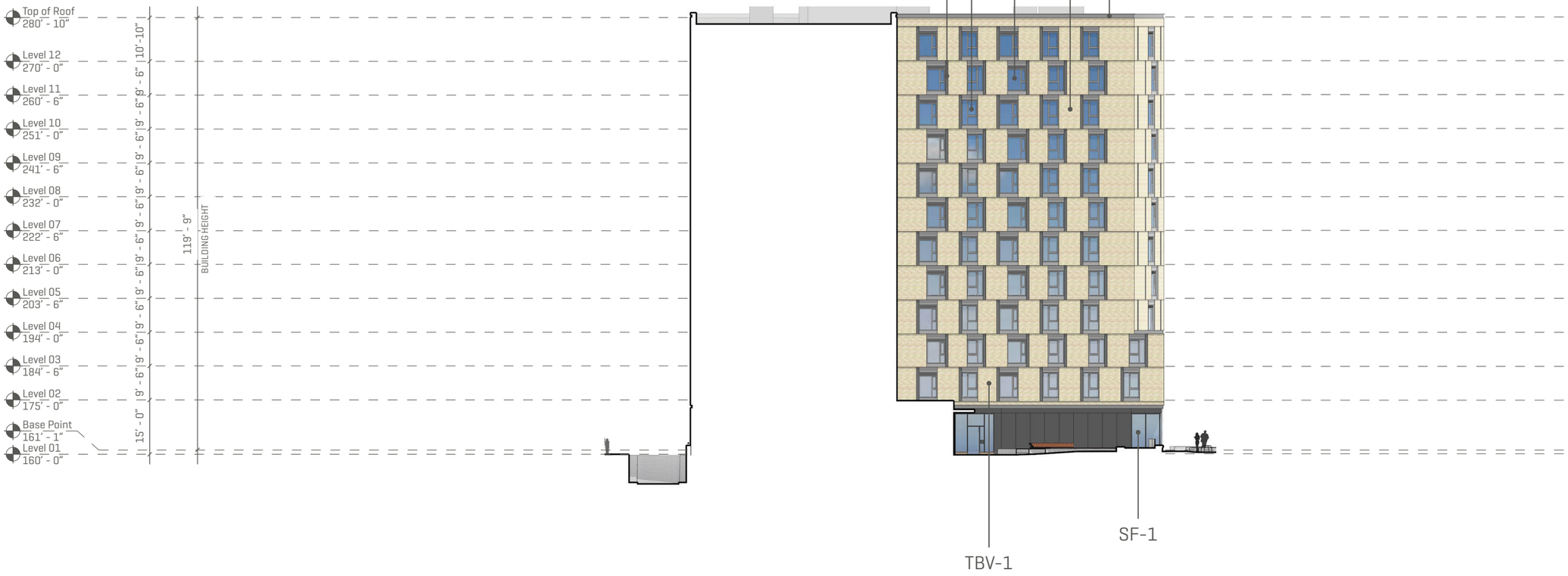


**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

## NORTH COURTYARD




SCALE: 1/32" = 1' - 0"

0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite

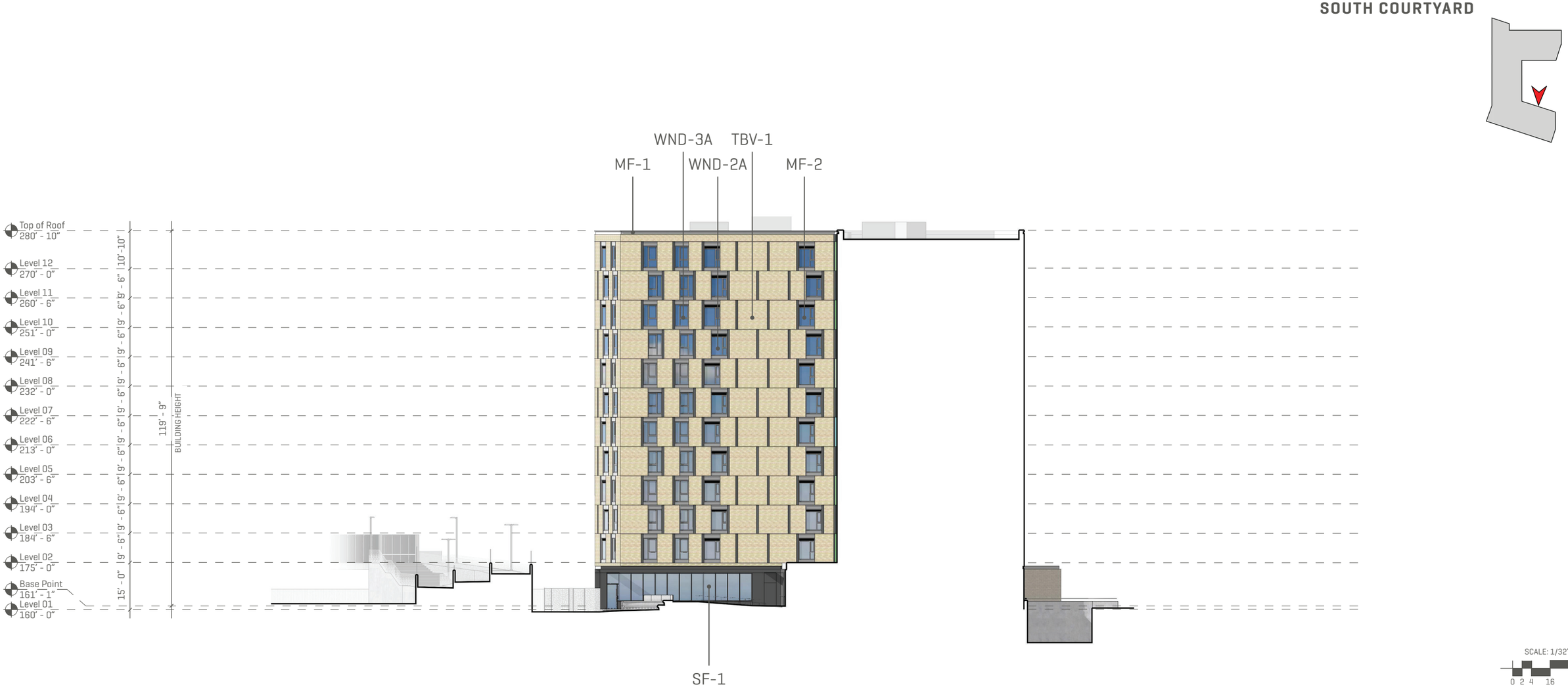


**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

## SOUTH COURTYARD




SCALE: 1/32" = 1' - 0"

0 2 4 16 32



**BV-1**
Brick Masonry Veneer, Dark Iron Spot



**CMU-1**
Concrete Masonry Units



**CONC-1**
Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls



**FCP-1**
Fiber Cementitious Panel: Cashmere Smooth - Charcoal Color



**FCP-2**
Fiber Cementitious Panel: Cast Stripe, Charcoal Color



**MCP-1**
Metal Composite Panel, Charcoal Color



**MF-1**
Metal Flashing T/M, Charcoal Color



**MF-2**
Metal Flashing T/M FCP-2, Matte Black Color



**MF-3**
(green #1) Metal Flashing



**MF-4**
(green#2) Metal Flashing



**MF-5**
(green#3) Metal Flashing



**MF-6**
(green#4) Metal Flashing



**SF-1**
Aluminium Storefront and Entrances, Standard Charcoal Color



**TBV-1**
Thin Brick Veneer: Modified Granite



**WND-XA**
Commercial Vinyl Window, Anthracite Gray Color



**WND-XB**
Commercial Vinyl Window, Oak Malt Color

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4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : ELEVATION - RENDERED - COURTYARD SOUTH

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : C.13

NORTH



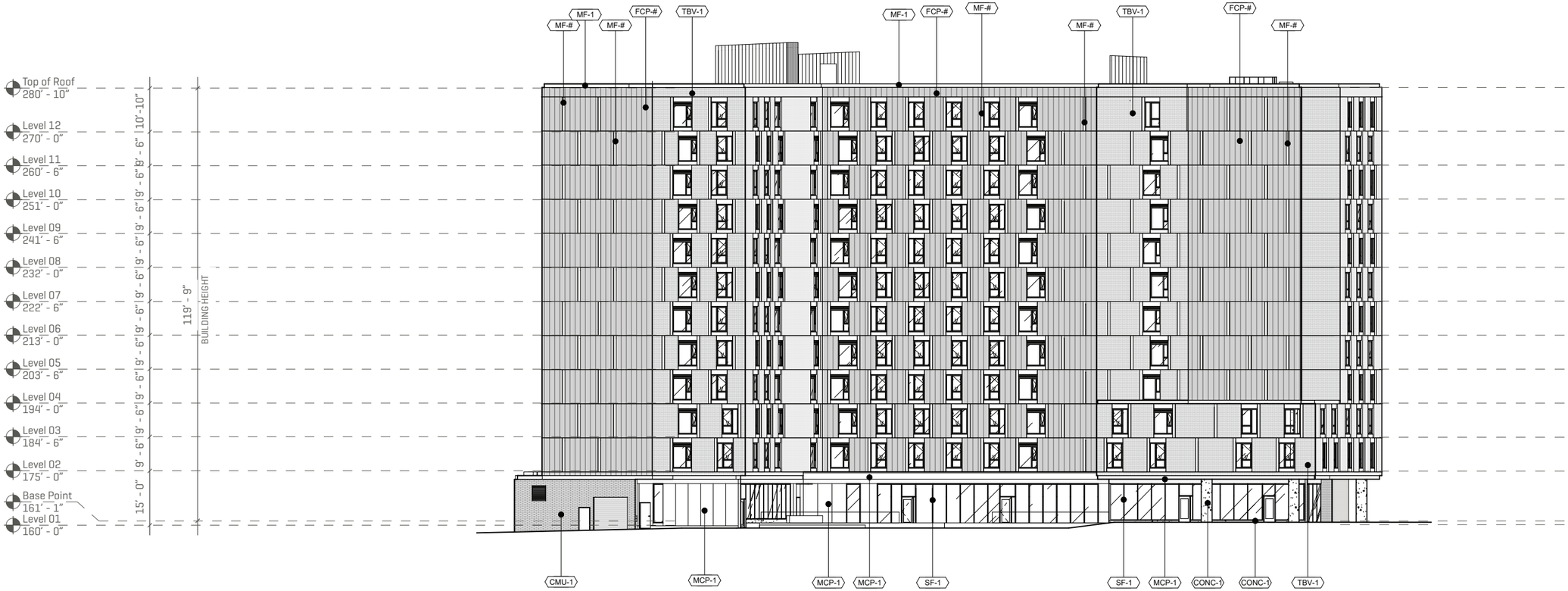

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | | |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |

EAST




SCALE: 1/32" = 1' - 0"

0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | | |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |

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PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : ELEVATION - B&W - EAST

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : C.15

SOUTH



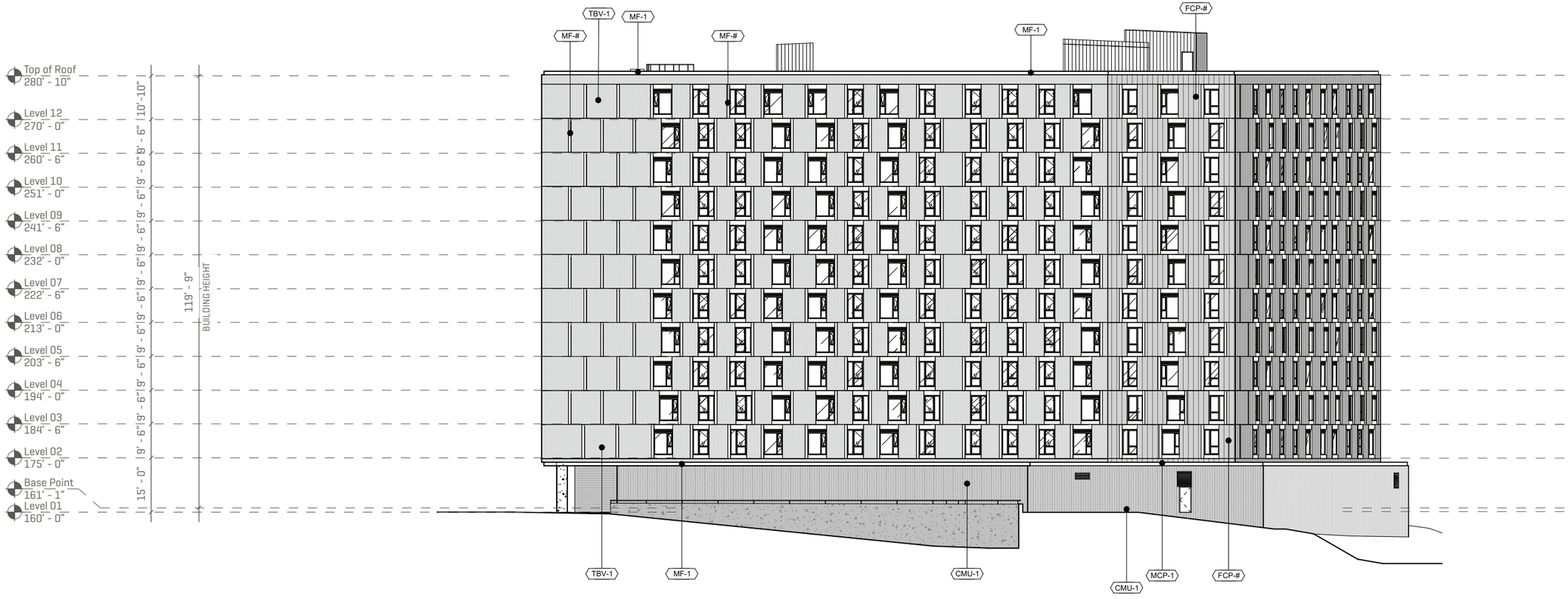

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | | |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |

WEST



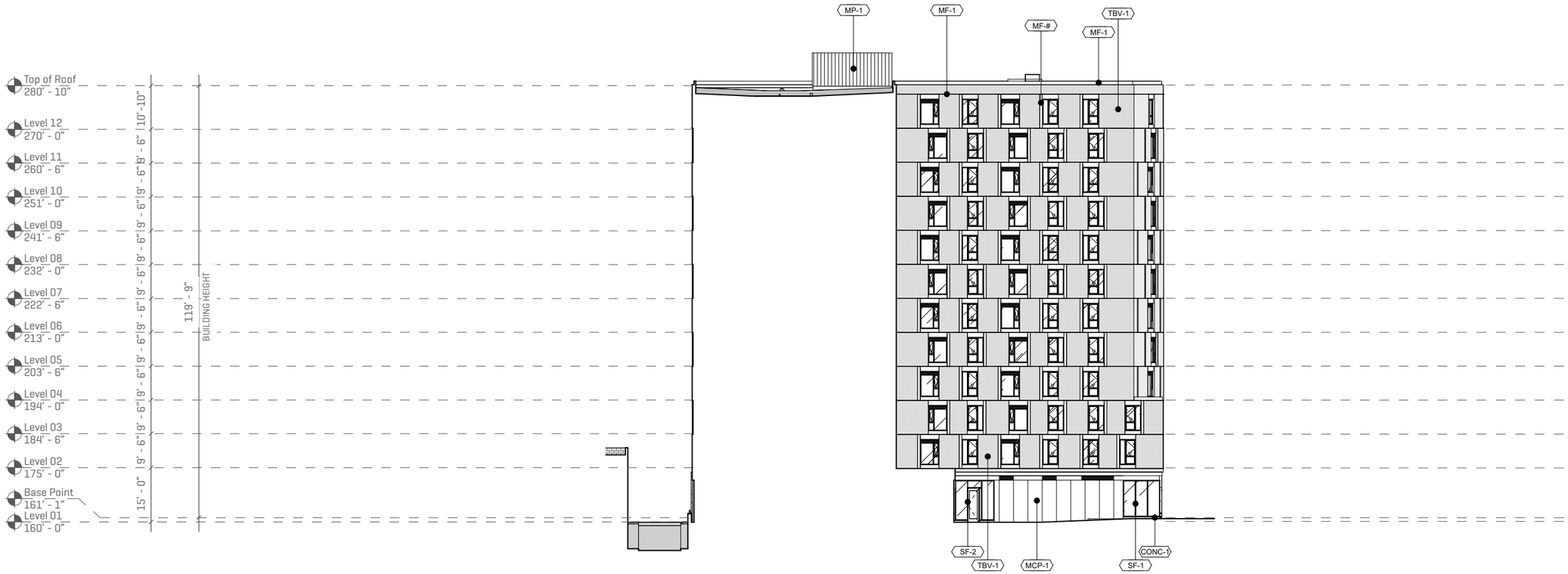

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | | |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |

# NORTH COURTYARD



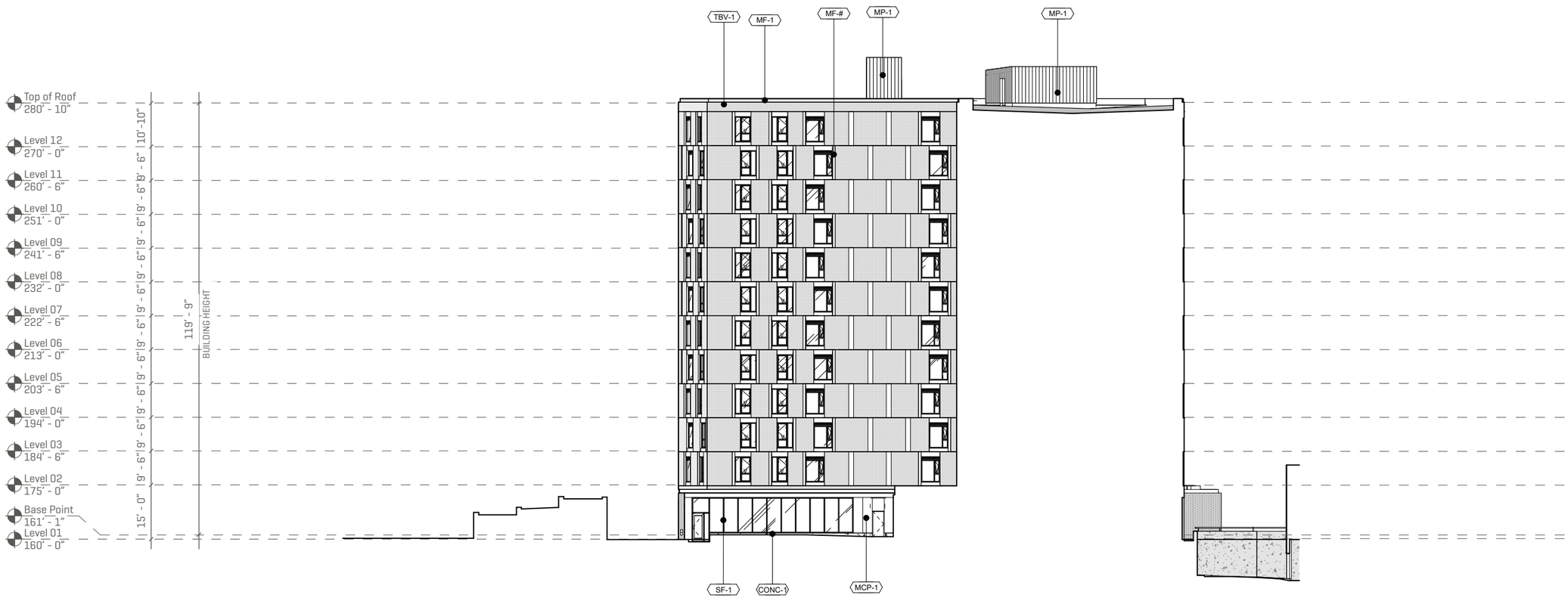

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | | |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |

# SOUTH COURTYARD

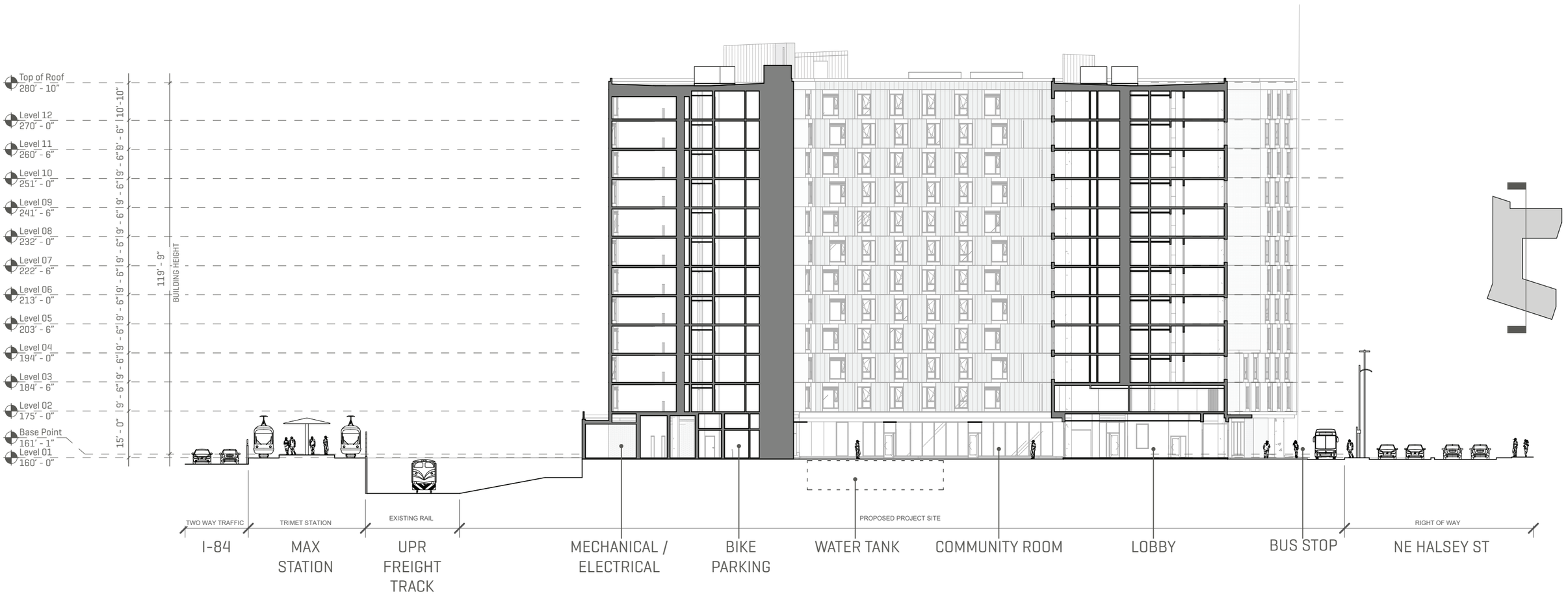



SCALE: 1/32" = 1' - 0"

0 2 4 16 32

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| BV-1 | Brick Masonry Veneer, Dark Iron Spot | MF-2 | Metal Flashing T/M FCP-2, Charcoal Color | TBV-1 | Thin Brick Veneer |
| CONC-1 | Smooth Finish Form Architectural Concrete At Exposed Columns and Stem Walls | MF-3 | (Green #1) Metal Flashing | WND-XA | Commercial Vinyl Window, Anthracite Gray Color |
| FCP-1 | Fiber Cementitious Panel, Cashmere Smooth, Charcoal Color | MF-4 | (Green #2) Metal Flashing | WND-XB | Commercial Vinyl Window, Oak Malt Color |
| FCP-2 | Fiber Cementitious Panel, Cast Stripe, Charcoal Color | MF-5 | (Green #3) Metal Flashing | | |
| MCP-1 | Metal Composite Panel | MF-6 | (Green #4) Metal Flashing | | |
| MF-1 | Metal Flashing T/M, Dusky Gray Color | SF-1 | Aluminium Storefront and Entrances, Charcoal Color | | |

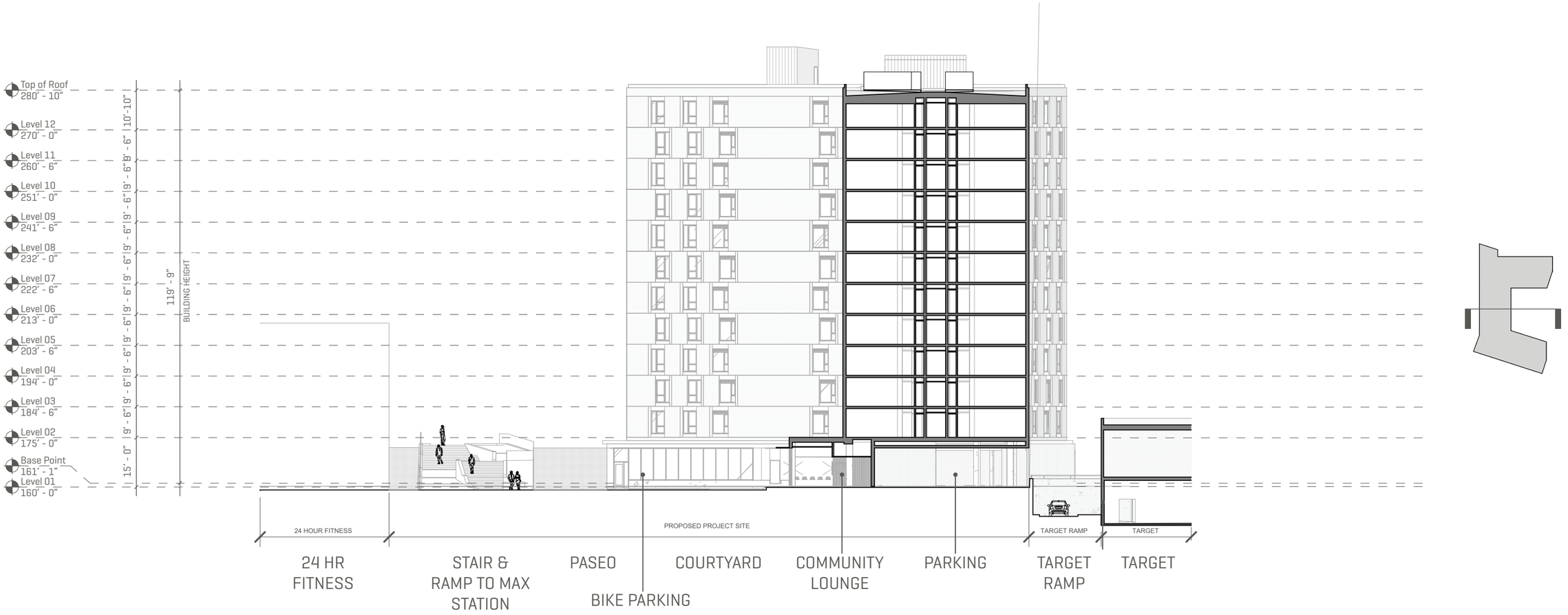



## SECTION S-N

SCALE: 1/32" = 1'-0"

SCALE: 1/32" = 1' - 0"

0 2 4 16 32




## SECTION E-W

SCALE: 1/32" = 1'-0"

SCALE: 1/32" = 1' - 0"

0 2 4 16 32



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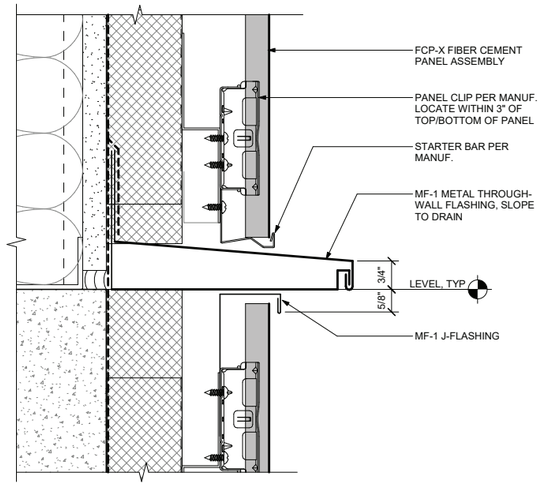
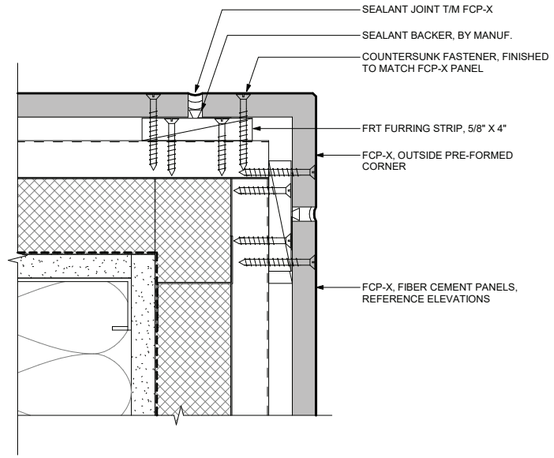
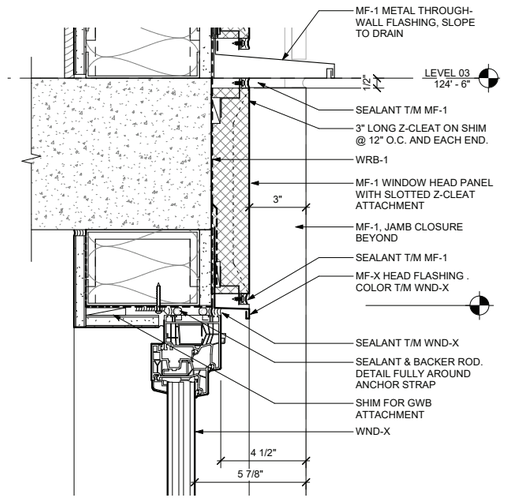
## 1 TYP WINDOW CONFIGURATION
NTS

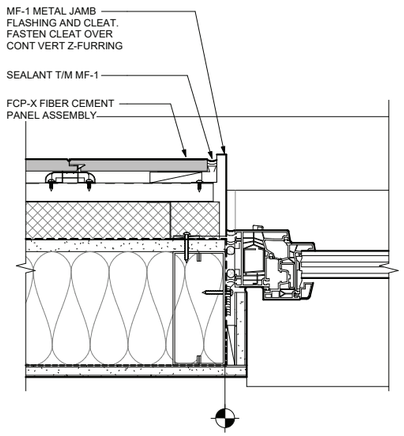


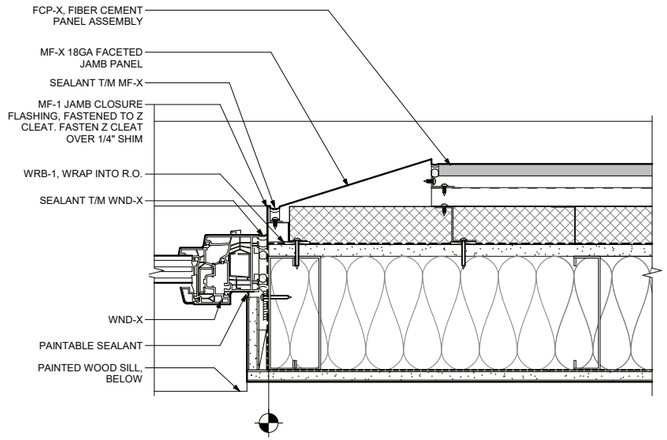

## D TYP FCP-X HORIZONTAL JOINT
SCALE: 3" = 1'-0"



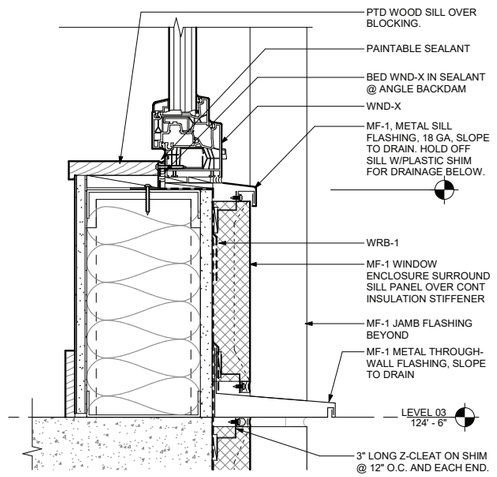

## C TYP FCP-X CORNER DETAIL
SCALE: 3" = 1'-0"




## B TYP WINDOW JAMB @ FCP-X
SCALE: 1 1/2" = 1'-0"




## A TYP WINDOW SECTION
SCALE: 1 1/2" = 1'-0"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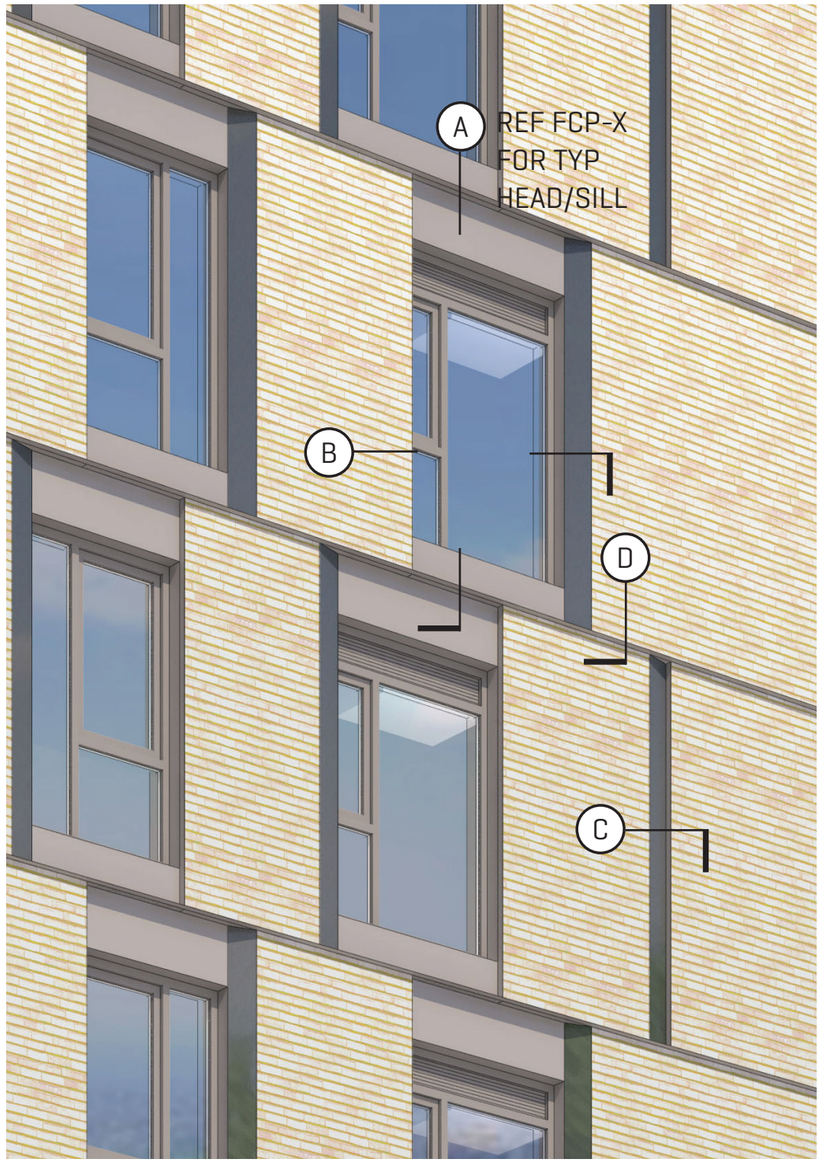
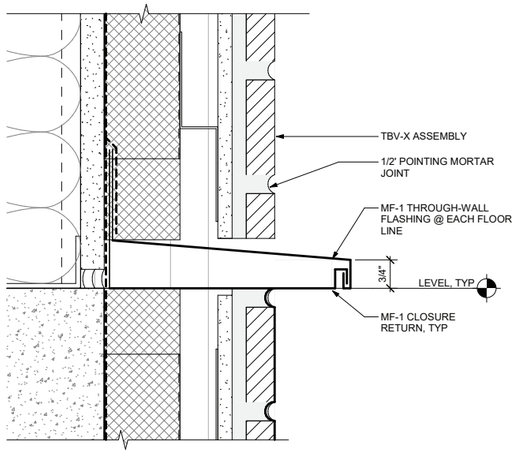
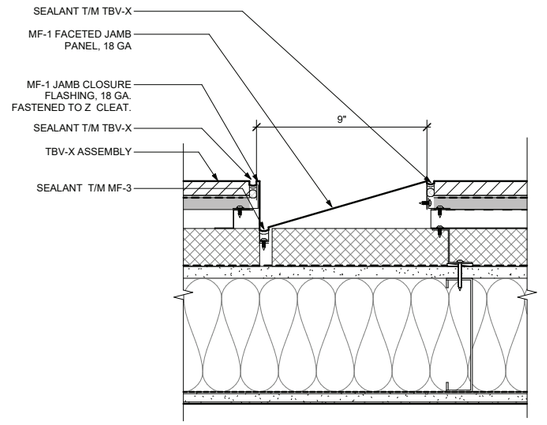


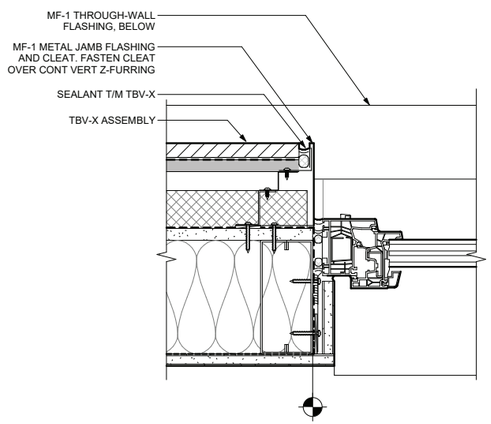

## 1 TYP WINDOW CONFIGURATION
NTS

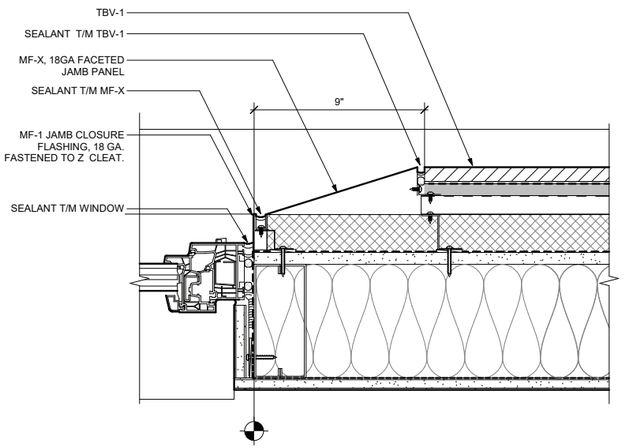



## D TYP FCP-X HORIZONTAL JOINT
SCALE: 3" = 1'-0"




## C TYP MF-X PANEL INSERT AT TBV-X
SCALE: 3" = 1'-0"

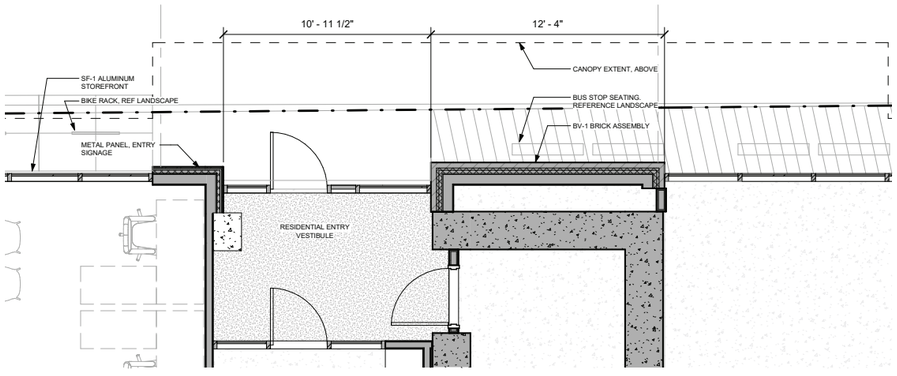


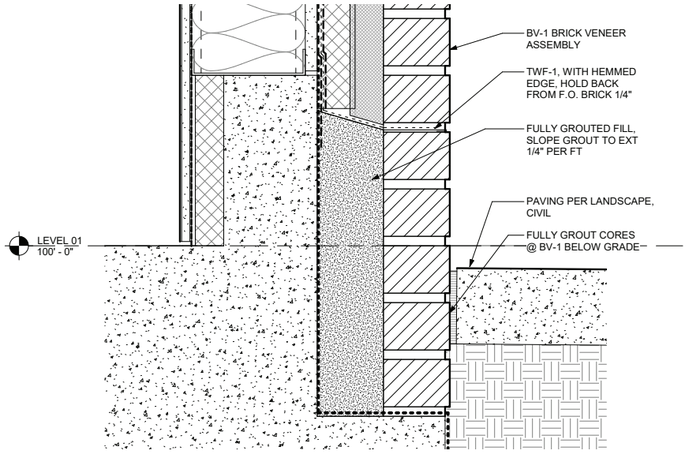

## B TYP WINDOW JAMB @ TBV-X
SCALE: 1 1/2" = 1'-0"



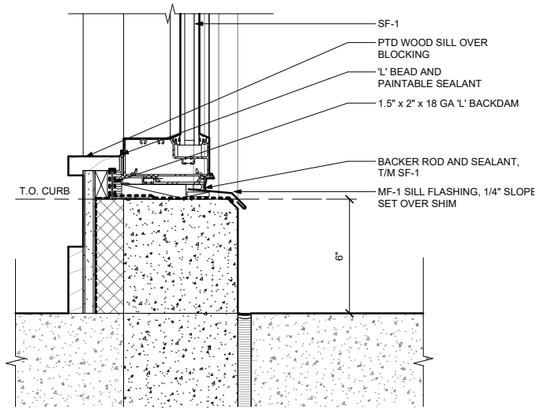

## 1 PERSPECTIVE AT HALSEY ENTRY
NTS



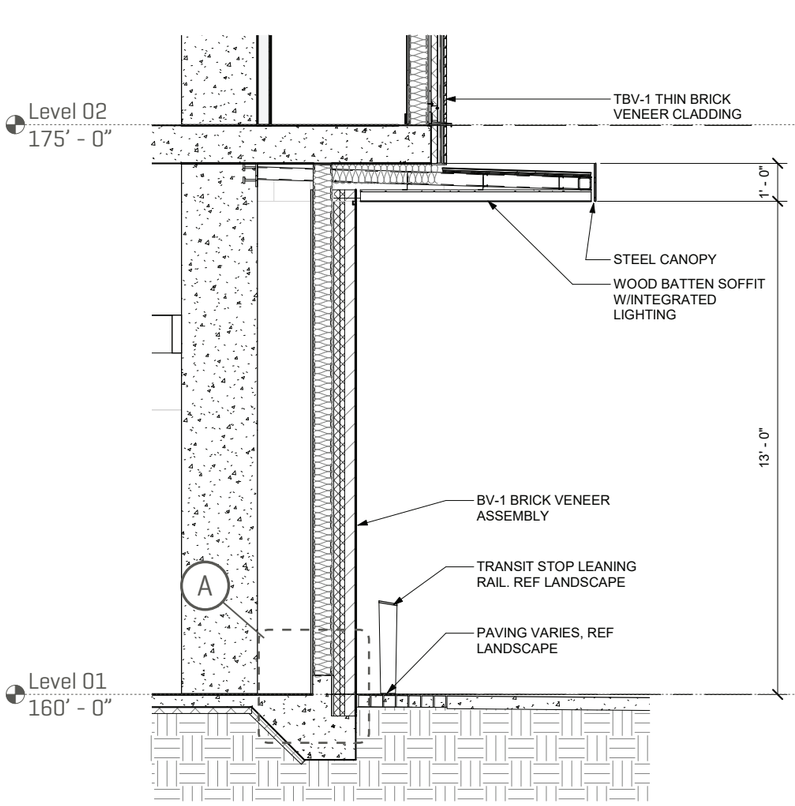

## 2 ENLARGED PLAN AT HALSEY ENTRY
SCALE: 1/8" = 1'-0"



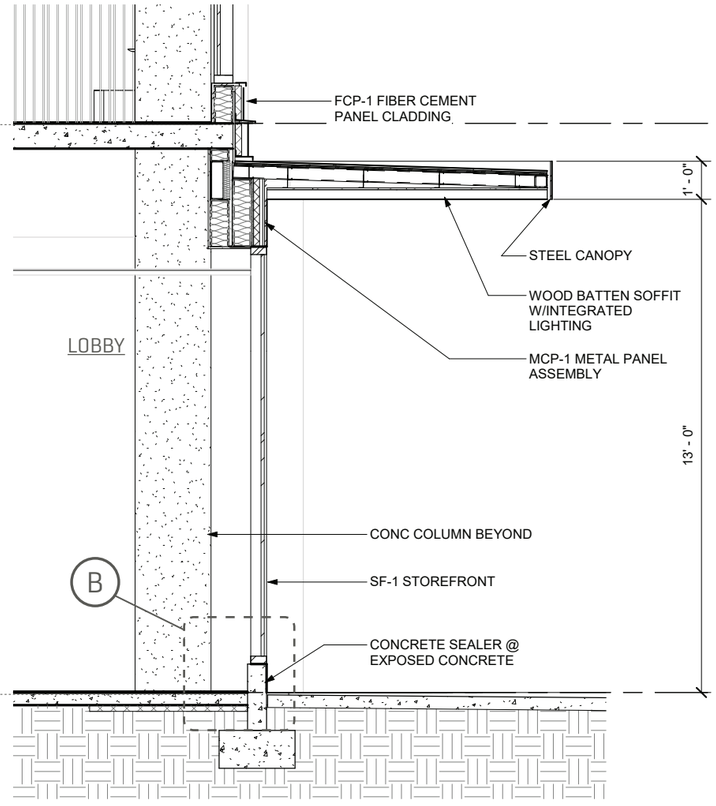

## A DETAIL AT ALUMINUM SCREEN BASE
SCALE: 1 1/2" = 1'-0"




## B DETAIL AT STOREFRONT SILL
SCALE: 1 1/2" = 1'-0"



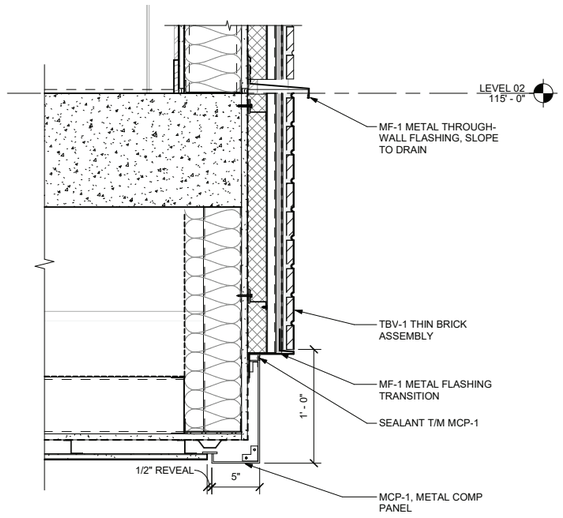

## C WALL SECTION AT HALSEY BUS STOP
SCALE: 1/4" = 1'-0"



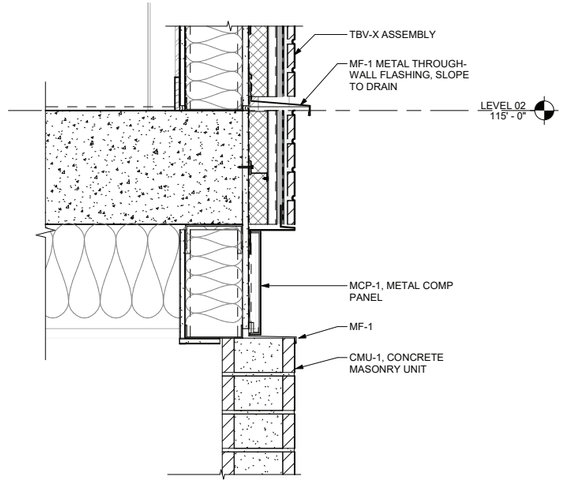

## D WALL SECTION AT HALSEY RESIDENTIAL ENTRY
SCALE: 1/4" = 1'-0"



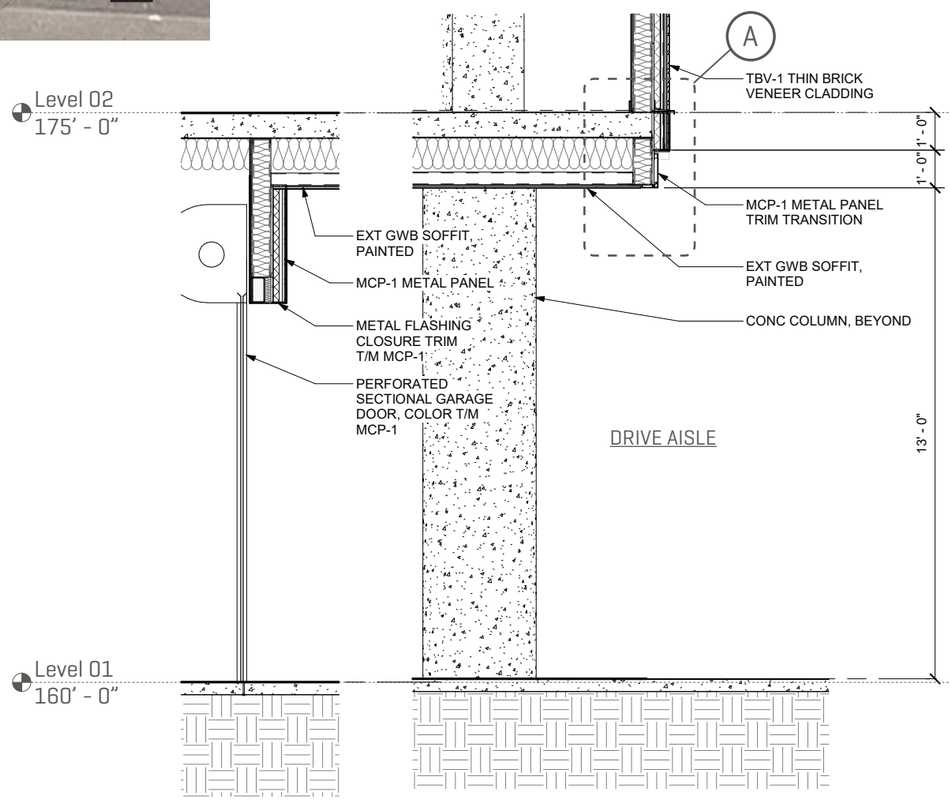

## 1 PERSPECTIVE AT PARKING ENTRY
NTS



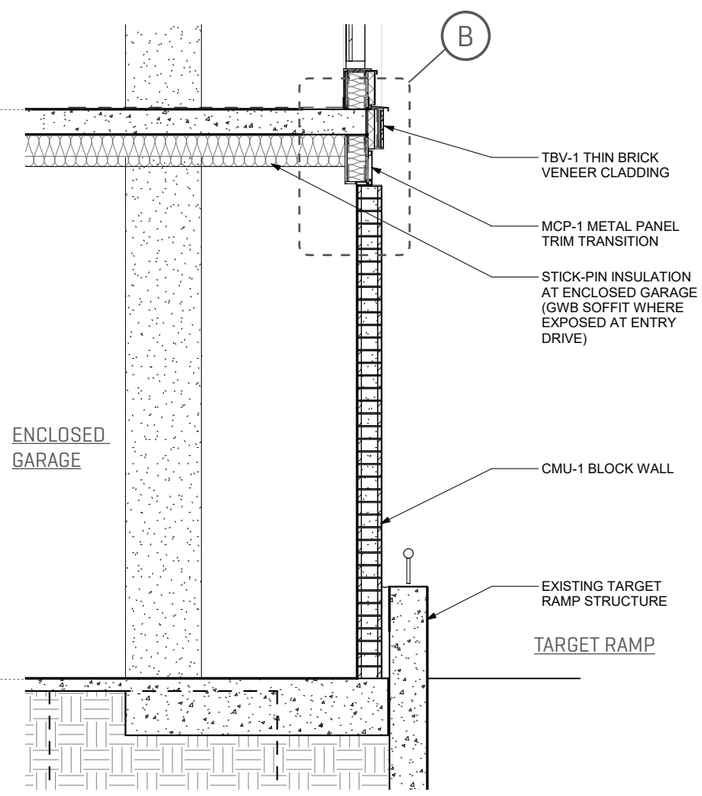

## A DETAIL AT SOFFIT TRANSITION
SCALE: 3/4" = 1'-0"




## B DETAIL AT MCP-1, CMU WALL
SCALE: 3/4" = 1'-0"




## C WALL SECTION AT ENTRY DRIVE
SCALE: 1/4" = 1'-0"




## D WALL SECTION AT TARGET RAMP
SCALE: 1/4" = 1'-0"

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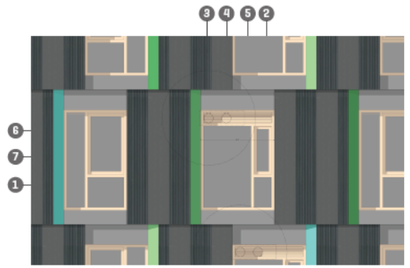
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

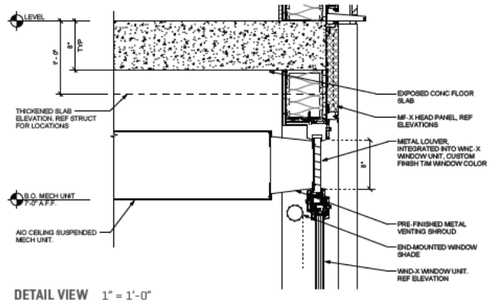
title : ENLARGED DETAILS - SOFFIT CONDITIONS
LU NO. LU 23-004591 DZM
LU 23-004591 DZM - Exh G3
sheet : C.25

## ELEVATION COMPONENTS

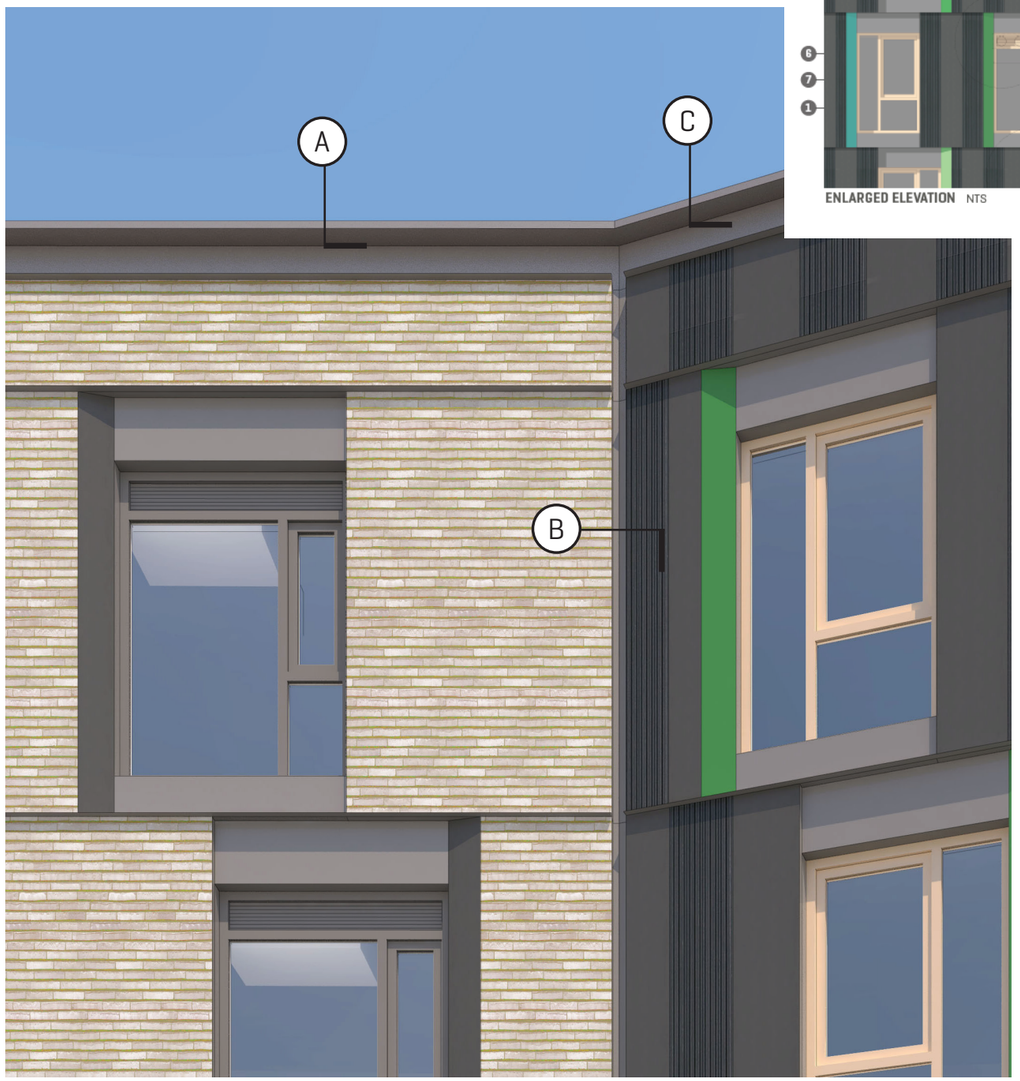
1. WND-X WINDOW WITH INTEGRATED MECH (5'-3" X 7'-1")
2. REDUCED OPERABLE LITE (1'-3" X 3'-6")
3. 8" EXHAUST PORT
4. 8" INTAKE PORT
5. INTEGRATED MTL MECH LOUVER, PREFINISHED TO MATCH WINDOW COLOR
6. 3'-0" VENT SEPARATION PER CODE
7. BEDROOM WINDOW CONFIGURATION (NO CHANGE FROM 50% DD)




ENLARGED ELEVATION NTS



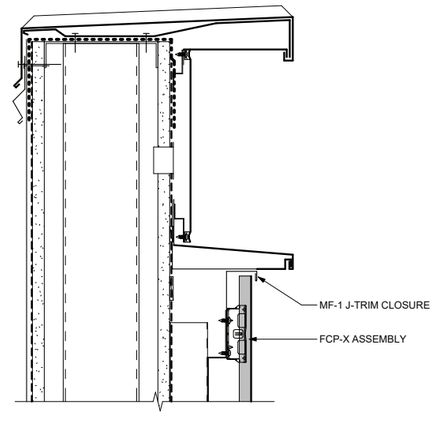

DETAIL VIEW 1" = 1'-0"




## 1 TYPICAL ROOF CONDITION

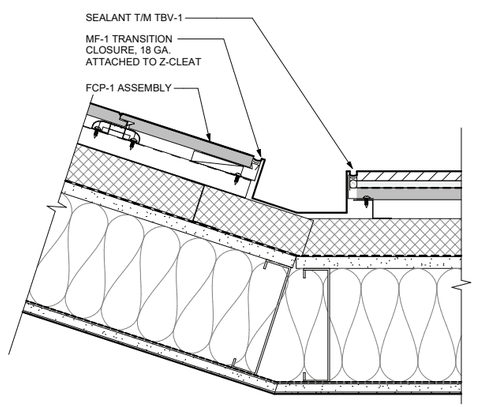
NTS

REF TBV-1 PARAPET COPING DETAIL FOR TYP NOTES



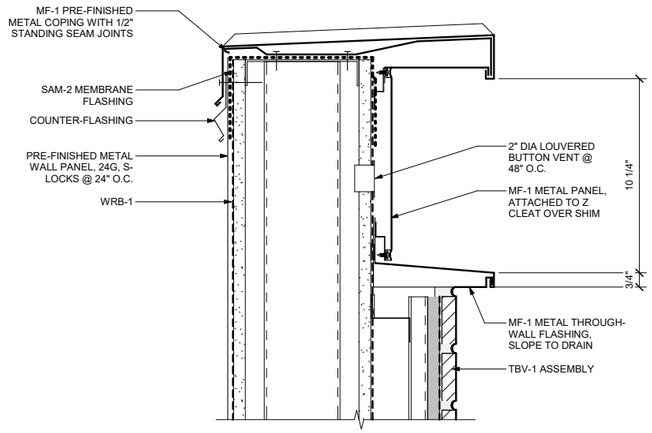

## C SECTION DETAIL AT PARAPET, FIBER CEMENT

SCALE: 1 1/2" = 1'-0"




## B PLAN DETAIL AT TBV, FCP TRANSITION

SCALE: 1 1/2" = 1'-0"




## A SECTION DETAIL AT PARAPET, THIN BRICK

SCALE: 1 1/2" = 1'-0"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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : ENLARGED ELEVATIONS, PARAPET & TRANSITIONS

LU NO. LU 23-004591 DZM

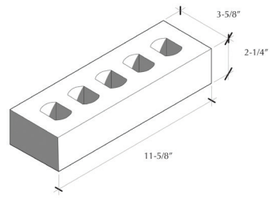
LU 23-004591 DZM - Exh G3

## BV-1 BRICK MASONRY VENEER MUTUAL MATERIALS



DARK IRON SPOT

**BASIC SPECIFICATIONS**




| | |
|---|---|
| Item: | Norman |
| Color: | Dark Iron Spot |
| Item Number: | 70500810 |
| Size: | 3-5/8" x 2-1/4" x 11-5/8" |
| Texture: | Smooth |
| Solid/Cored: | Cored |
| ASTM - Link | Large Photo - Link |

## CMU-1 CONCRETE MASONRY UNITS MUTUAL MATERIALS



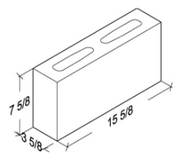
GROUND FACE, WILLOW COLOR

**BASIC SPECIFICATIONS**

COLOR*: **Willow**
TEXTURE: **Ground Face**
TYPE**: **Special Order**
PLANT: **Kent, WA**
ASTM: **ASTM C-90**

MUTUALMATERIALS®
www.mutualmaterials.com

D: 3-5/8"
H: 7-5/8"
W: 15-5/8"




## FCP-1 FIBER CEMENTITIOUS PANEL CERACLAD



CASHMERE SMOOTH, CHARCOAL COLOR

**BASIC SPECIFICATIONS**

| | |
|---|---|
| **Panel Type** | Extruded |
| **Application Method** | Vertical or Horizontal |
| **Coating Options** | Triple Coated (15 colors) Creativ™ Custom Colors |
| **Dimensions** | W: 18" (455 mm)<br>L: 10' (3030 mm)<br>T: 5/8" (16 mm) |
| **Coverage** | 15 ft² (1.38 m²) |
| **Weight** | 60 lb. (27 kg) |

The Triple Coating is super weather resistant, low maintenance, and backed by a 20-year limited warranty.

## FCP-2 FIBER CEMENTITIOUS PANEL CERACLAD



CAST STRIPE, CHARCOAL COLOR

**BASIC SPECIFICATIONS**

| | |
|---|---|
| **Panel Type** | Extruded |
| **Application Method** | Vertical or Horizontal |
| **Coating Options** | Triple Coated (4 colors) |
| **Dimensions** | W: 18" (455 mm)<br>L: 10' (3030 mm)<br>T: 5/8" (16 mm) |
| **Coverage** | 15 ft² (1.38 m²) |
| **Weight** | 44 lb. (20 kg) |

The Triple Coating is super weather resistant, low maintenance, and backed by a 20-year limited warranty.

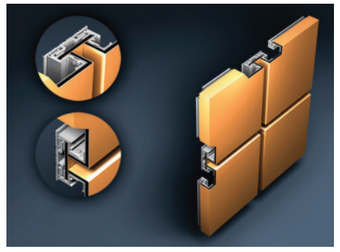
## MCP-1 METAL COMPOSITE PANEL PAC-CLAD



CHARCOAL

**BASIC SPECIFICATIONS**

PAC-3000 RS



| MATERIALS | TESTS |
|---|---|
| 3mm, 4mm, 6mm – Composite | ASTM E283* |
| .063 - .125 Mill Finish Aluminum | ASTM E330* |
| Zinc | ASTM E331* |
| Stainless steel | * Composite material only |
| Anodized aluminum | |

MF-X

## METAL FLASHING
## 18 AND 22 GAUGE



MF-1 CHARCOAL

MF-2 MATTE BLACK

MF-3 GREEN #1



MF-4 GREEN #2

MF-5 GREEN #3

MF-6 GREEN #4

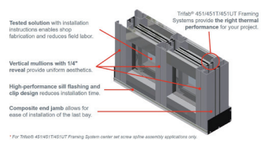
SF-1

## TRIFAB VERSAGLAZE 451T
## STOREFRONT KAWNEER



CHARCOAL COLOR

**BASIC SPECIFICATIONS**




**Features**

- Trifab® VersaGlaze® 451/451T is 4-1/2" (114.3) deep with a 2" (50.8) sightline
- Front, Center, Back or Multi-Plane glass applications
- Flush glazed from either the inside or outside
- Screw Spline, Shear Block, Stick or Continuous Head and Sill fabrication
- Screw Spline Pre-Glazed option
- SSG / Weatherseal option
- IsoLock® lanced and debridged thermal break option with Trifab® VersaGlaze® 451T
- Infill options up to 1-1/8" (28.6) thickness
- Permanodic® anodized finishes in seven choices
- Painted finishes in standard and custom choices

**PERFORMANCE TEST STANDARDS**

| | |
|---|---|
| Air Infiltration | ASTM E283 |
| Water | AAMA 501, ASTM E331 |
| Structural | ASTM E330 |
| Thermal | AAMA 1503 |
| Thermal Break | AAMA 505, AAMA TIR-A8 |
| Acoustical | AAMA 1801, ASTM E1425 |

TBV-1

## THIN BRICK VENEER
## MUTUAL MATERIALS



MODIFIED GRANITE

**BASIC SPECIFICATIONS**

**TEXTURE:** Mission, Smooth, Rug
**TYPE**:** Special Order
**PLANT:** Mica, WA
**COLLECTION:** N/A
**ASTM:** ASTM C-216, SW, FBX

MUTUALMATERIALS®
www.mutualmaterials.com

D: 3/4"
H: 2-1/2"
W: 11-1/2"

WND-XA

## COMMERCIAL VINYL WINDOWS
## INNOTECH



ANTHRACITE GRAY COLOR

**BASIC SPECIFICATIONS**

**ENERGY STAR**

| | |
|---|---|
| Canada | Energy Star Most Efficient 2020, Energy Rating Up to 41 |
| USA | Energy Star Northern Climate Zone |

**Acoustical Performance**
Tested size: 48" wide x 58" high, 1219 mm wide x 1473 mm high

| | STC | OITC |
|---|---|---|
| 4 mm/4 mm | 34 dB | 28 dB |
| 6 mm/4 mm | 37 dB | 32 dB |
| 12mm Lami / 8mm Lami | 46 dB | 41 dB |
| 6 mm/4 mm/4 mm | 39 dB | 33 dB |

**Size Limitations**

| | Width | Height |
|---|---|---|
| Minimum | 17 in, 432 mm | 18.25 in, 464 mm |
| Maximum | 60 in, 1524 mm | 84 in, 2134 mm |

**PERFORMANCE SUMMARY**

| | Defender 76TS | |
|---|---|---|
| Air Tightness | 0.00 CFM/FT$^2$ | |
| Water Tightness | 15 PSF | |
| Structural – Wind Load Resistance | 55 PSF | |
| NAFS Performance Class & Grade | CW - PG55 | |
| | Double | Triple |
| U-Factor IP | 0.23 - 0.27 | 0.16 - 0.17 |
| SHGC | 0.19 - 0.44 | 0.18 - 0.39 |
| | | |
| Uw | 0.96 W/m$^2$K | |
| Uw Installed | 0.99 W/m$^2$K | |

WND-XB

## COMMERCIAL VINYL WINDOW
## INNOTECH



OAK MALT COLOR

**BASIC SPECIFICATIONS**

**ENERGY STAR**

| | |
|---|---|
| Canada | Energy Star Most Efficient 2020, Energy Rating Up to 41 |
| USA | Energy Star Northern Climate Zone |

**Acoustical Performance**
Tested size: 48" wide x 58" high, 1219 mm wide x 1473 mm high

| | STC | OITC |
|---|---|---|
| 4 mm/4 mm | 34 dB | 28 dB |
| 6 mm/4 mm | 37 dB | 32 dB |
| 12mm Lami / 8mm Lami | 46 dB | 41 dB |
| 6 mm/4 mm/4 mm | 39 dB | 33 dB |

**Size Limitations**

| | Width | Height |
|---|---|---|
| Minimum | 17 in, 432 mm | 18.25 in, 464 mm |
| Maximum | 60 in, 1524 mm | 84 in, 2134 mm |

**PERFORMANCE SUMMARY**

| | Defender 76TS | |
|---|---|---|
| Air Tightness | 0.00 CFM/FT$^2$ | |
| Water Tightness | 15 PSF | |
| Structural – Wind Load Resistance | 55 PSF | |
| NAFS Performance Class & Grade | CW - PG55 | |
| | Double | Triple |
| U-Factor IP | 0.23 - 0.27 | 0.16 - 0.17 |
| SHGC | 0.19 - 0.44 | 0.18 - 0.39 |
| | | |
| Uw | 0.96 W/m$^2$K | |
| Uw Installed | 0.99 W/m$^2$K | |



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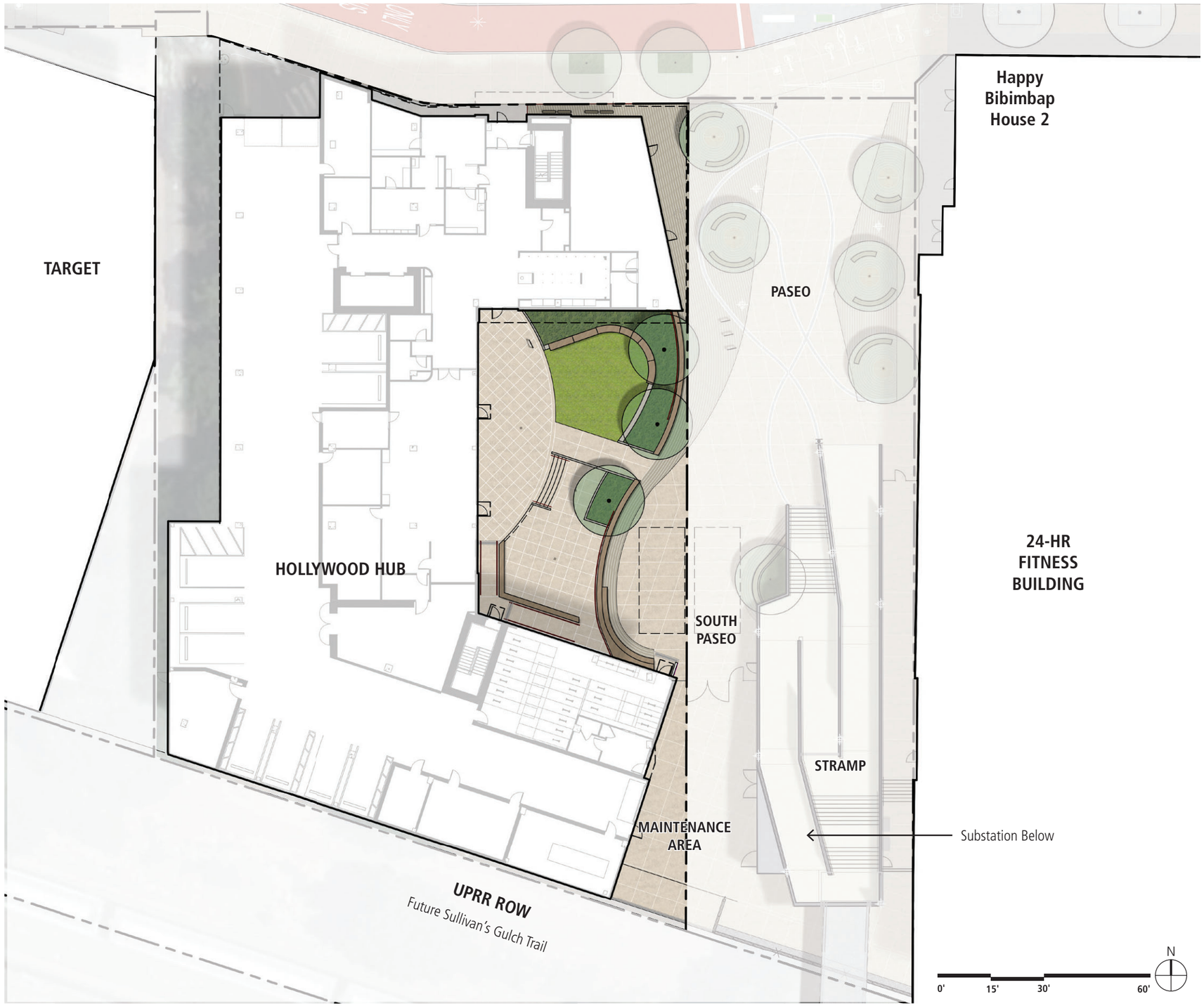
# OVERALL SITE PLAN



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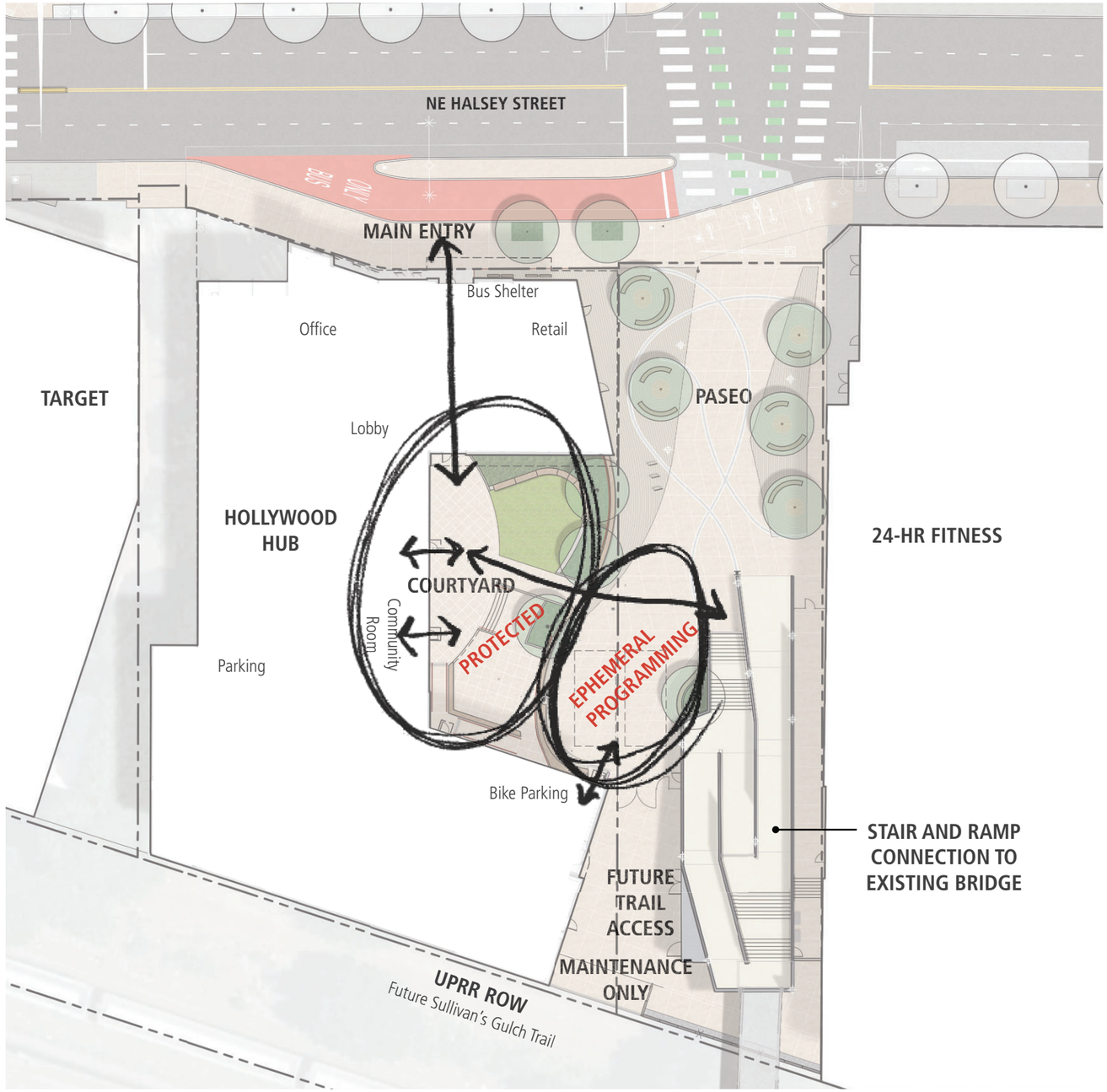
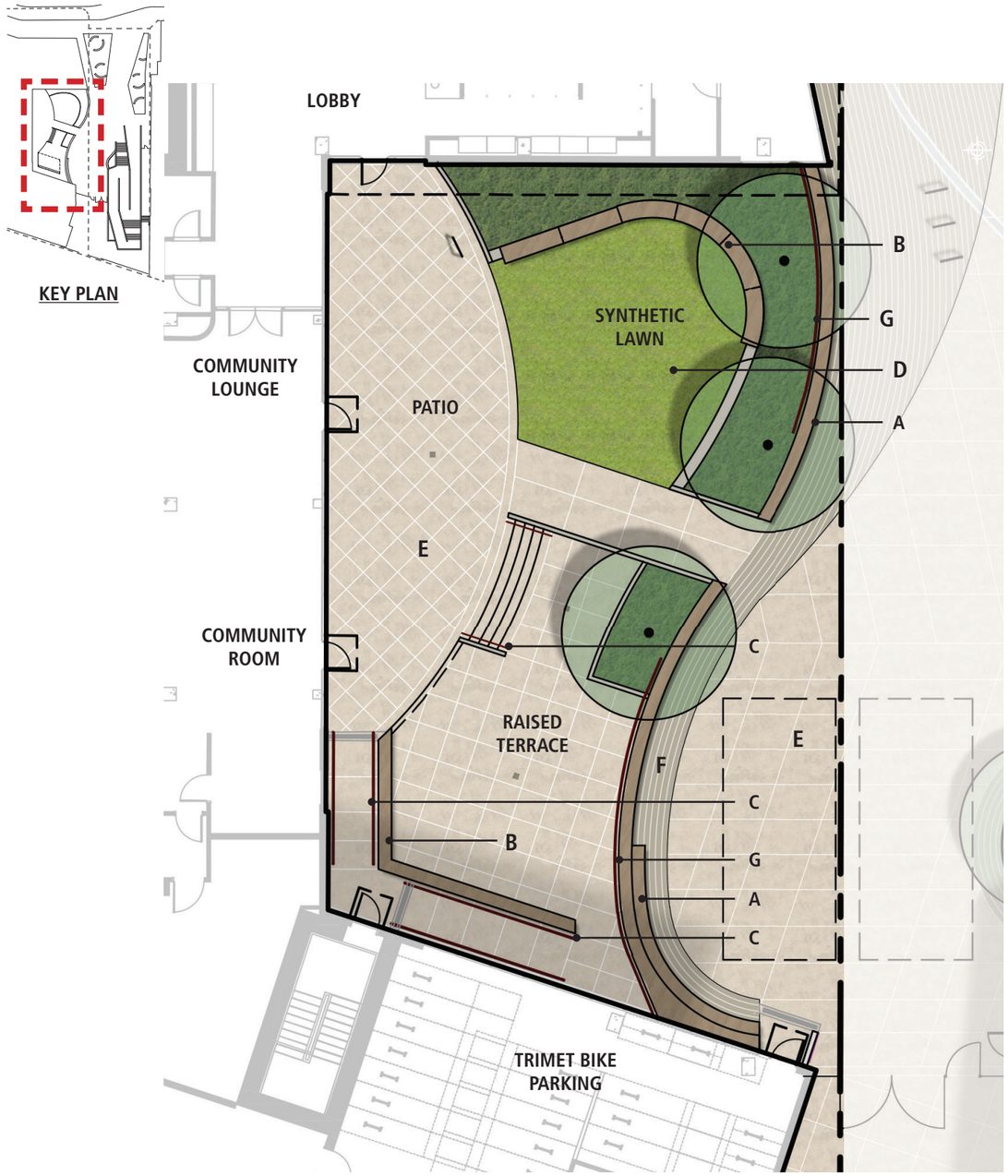
# PROGRAMMING DIAGRAM

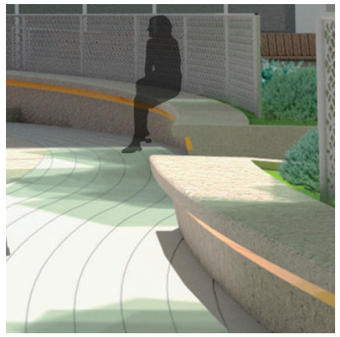



**Residents-based programming - inner courtyard and indoor spaces**
Education workshops
Resident meetings
Computer use drop-in
After school and early childhood programming (Expresiones and Portland Niños)
Resident and community partner space reservations based on availability

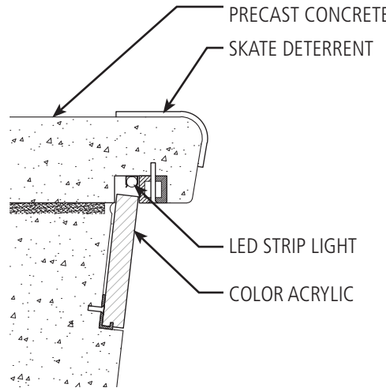
**Community-based programming - paseo space**
Weekly food pantry
Vaccine clinics
Mobile dental clinic
Pop-up soccer
National Night Out or other large Community events/celebrations
Maker market
Partner pop-ups (Lime scooter demo, etc...)

# COURTYARD MATERIALS PLAN



A. Paseo Seatwall




A. Paseo Seatwall Detail



B. Courtyard Seatwall



C. Stainless Steel Handrail



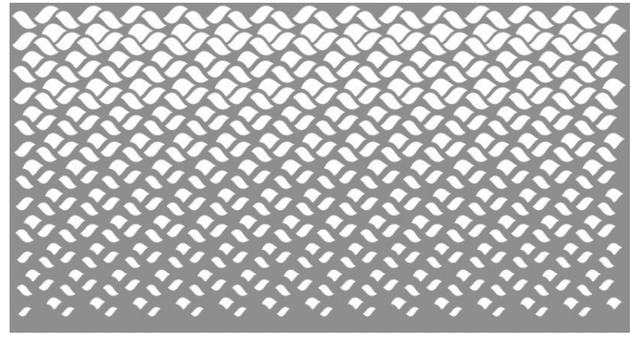
D. Artificial Turf



E. Scored Concrete Paving



F. Pavers

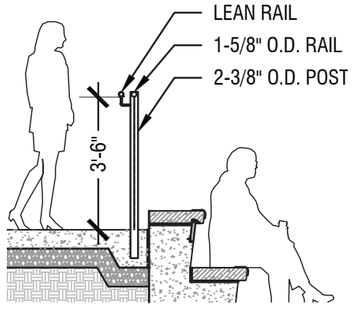


G. Patterned Metal Panel

# SITE ELEVATION - PHASE 1

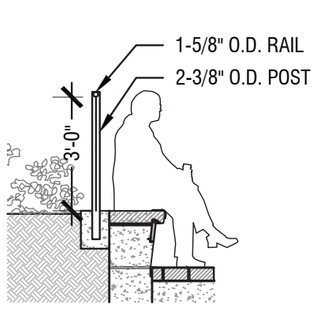



1 **Courtyard Entrance Elevation**
Scale: 1"= 10'- 0"



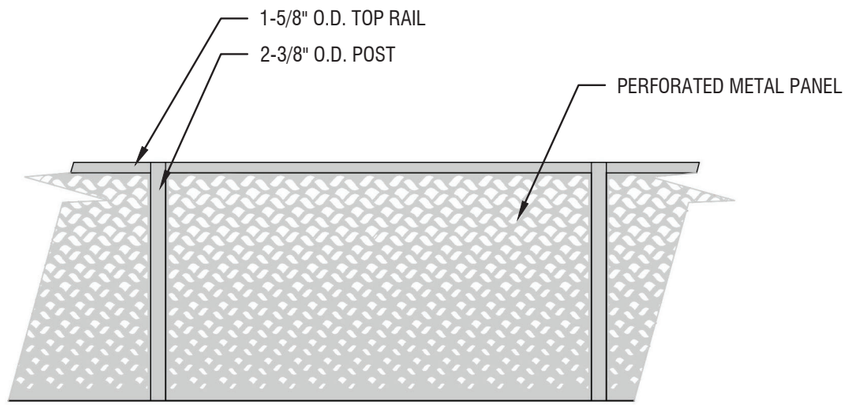

AT TERRACE

2 **Railing Section**
Scale: 1/4"= 1'- 0"

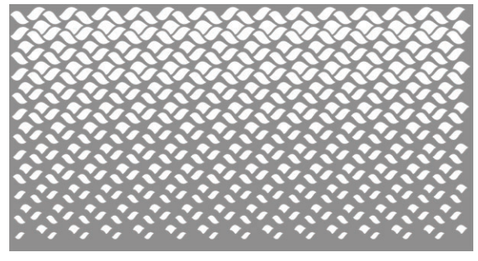



AT PLANTING AREA

3 **Railing Section**
Scale: 1/4"= 1'- 0"




4 **Railing Elevation**
Scale: 1/2"= 1'- 0"

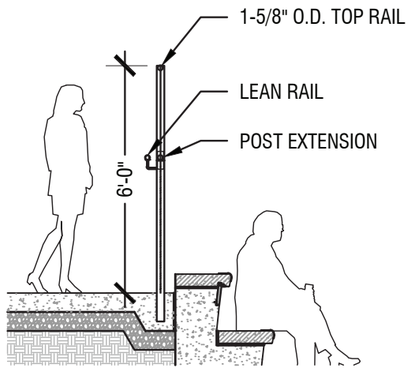


5 **Perforated Metal Panel Design**
Scale: N.T.S.

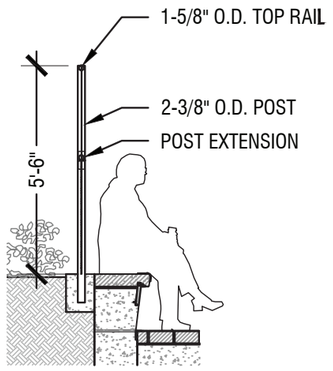
# SITE ELEVATION - PHASE 2



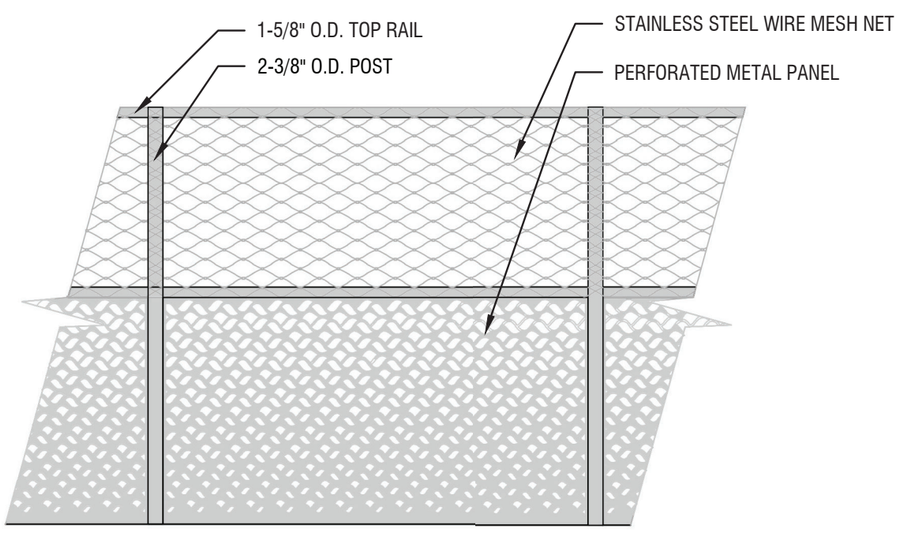

1 **Courtyard Entrance Elevation - Optional Phase 2**
Scale: 1"= 10'- 0"



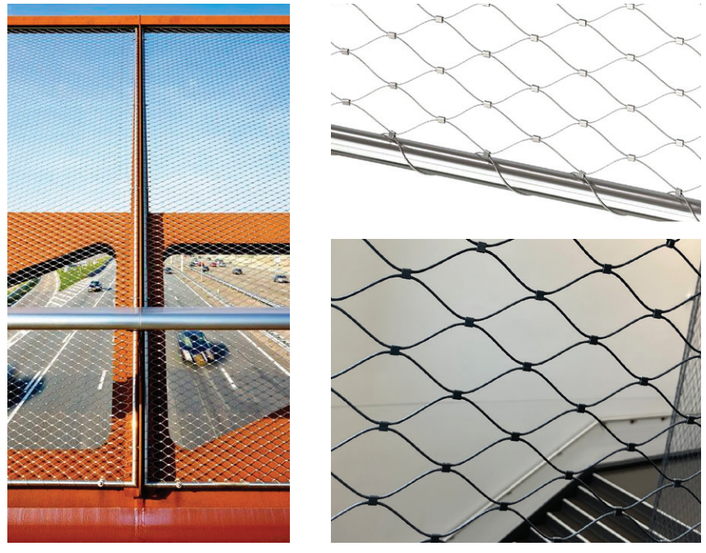

2 **Railing Section - Optional Phase 2**
Scale: 1/4"= 1'- 0"




3 **Railing Section - Optional Phase 2**
Scale: 1/4"= 1'- 0"

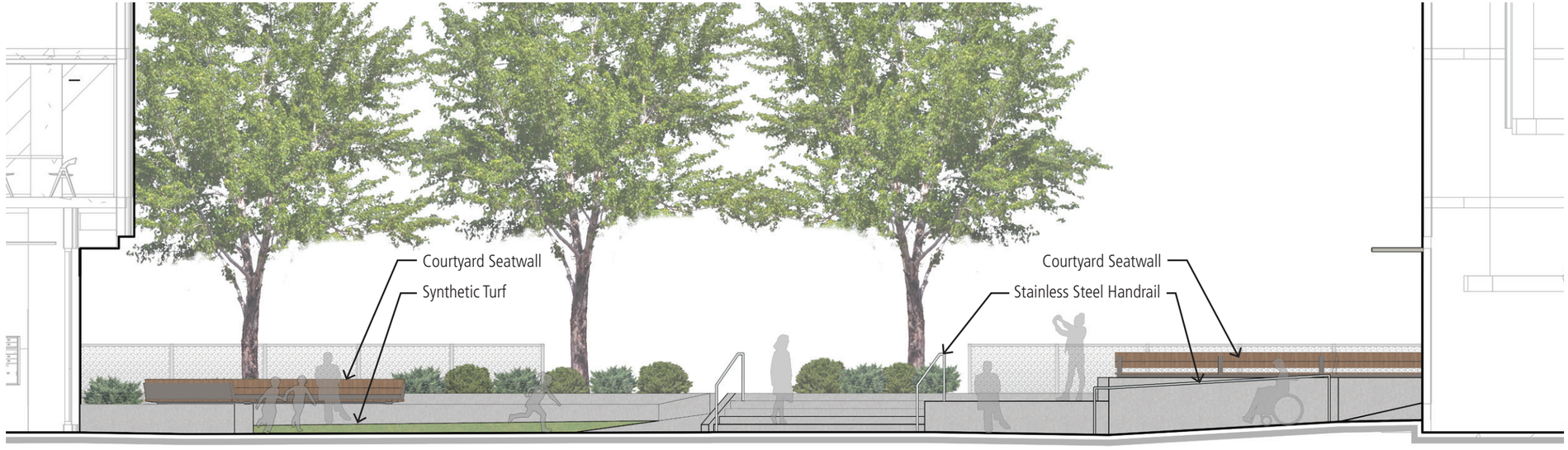


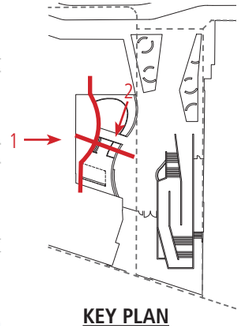

4 **Railing with Security Fence Elevation - Optional Phase 2**
Scale: 1/2"= 1'- 0"



5 **Stainless Steel Wire Mesh Net - Rail Attachment Examples**

# SITE ELEVATIONS



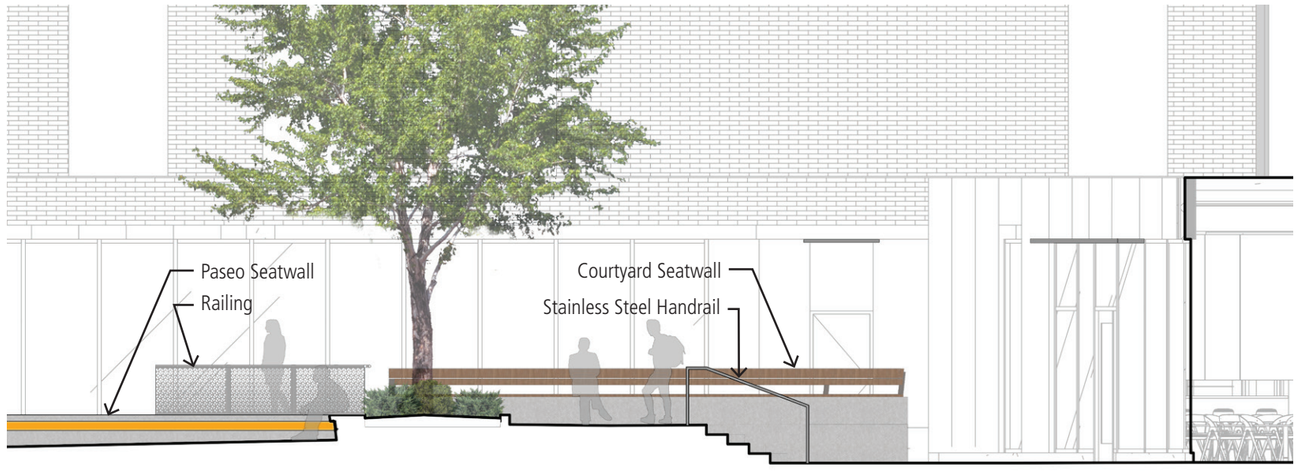




KEY PLAN

1 **ELEVATION LOOKING EAST**

Scale: 1/8"= 1'- 0"

0' 2' 4' 8'




2 **ELEVATION AT COURTYARD PATHWAY - LOOKING SOUTH**

Scale: 1/8"= 1'- 0"

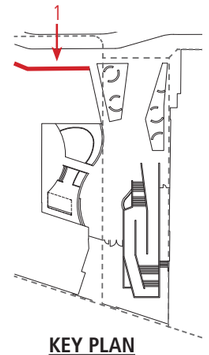
0' 2' 4' 8'



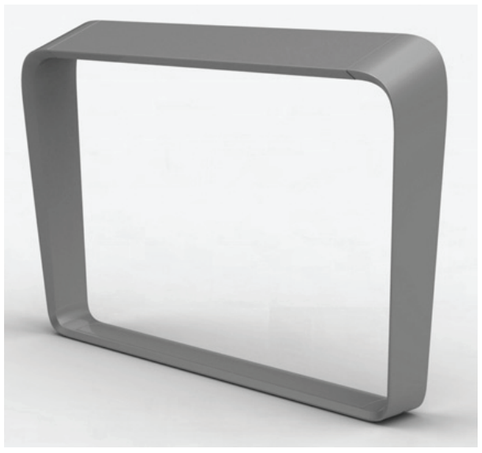

1 **ELEVATION AT HALSEY STREET BUS STOP**

Scale: 1/8"= 1'- 0"

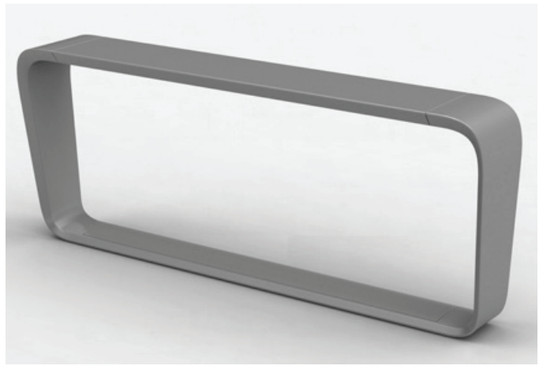
0' 2' 4' 8'




**KEY PLAN**



A. Leaning Rail

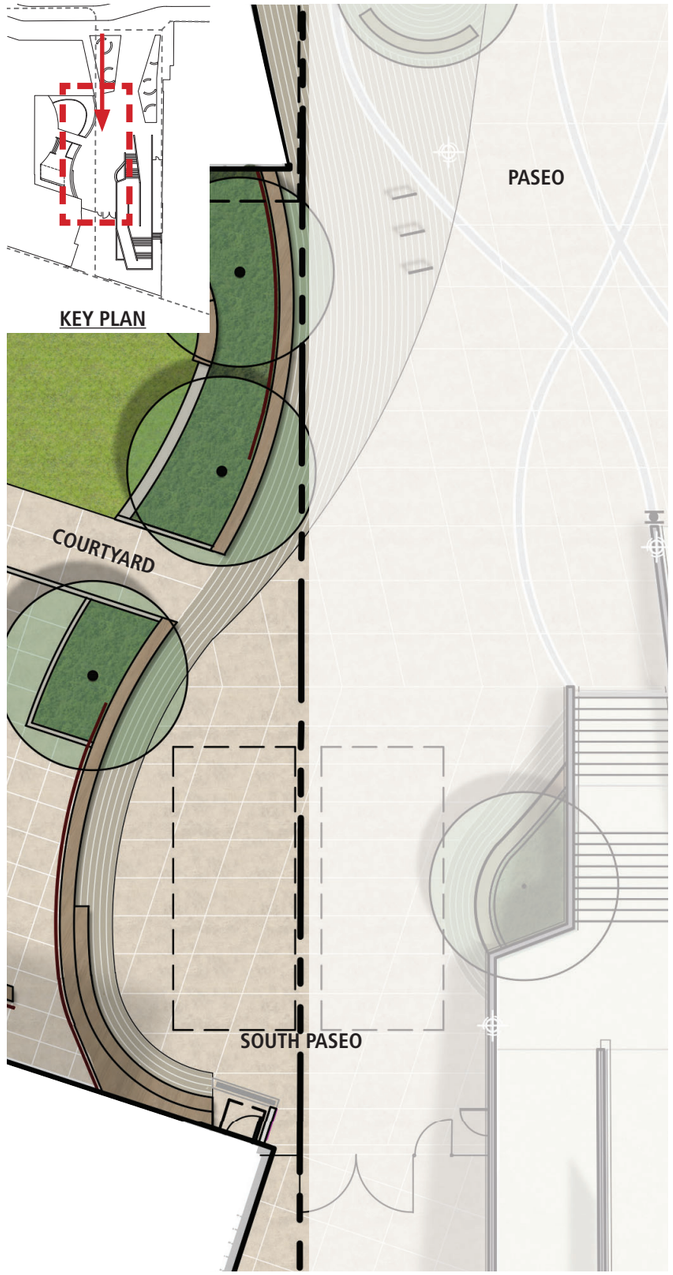


B. Sitting Rail



C. Bike Rack

# SOUTH PASEO PERSPECTIVE VIEW



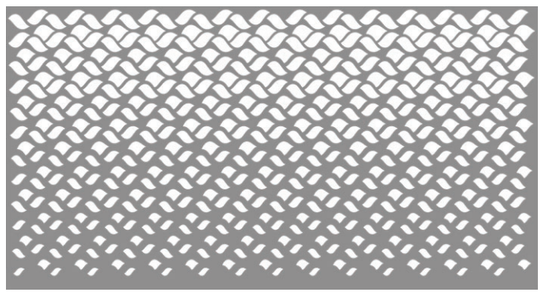

1 **ENLARGEMENT - SOUTH PASEO**
Scale: 1/16"= 1'- 0"

0' 4' 8' 16'

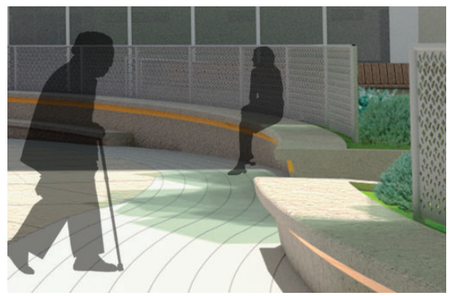
N




View of South Paseo showing common site elements between Hollywood HUB and Hollywood Transit Center projects



A. Railing at HUB Courtyard, Custom pattern, Final artwork TBD
80% open at top, 50% open at bottom



B. Seatwall with color

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# COURTYARD PERSPECTIVE VIEW




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HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

Mayer/Reed

DESIGN REVIEW
DATE: 03.22.2023

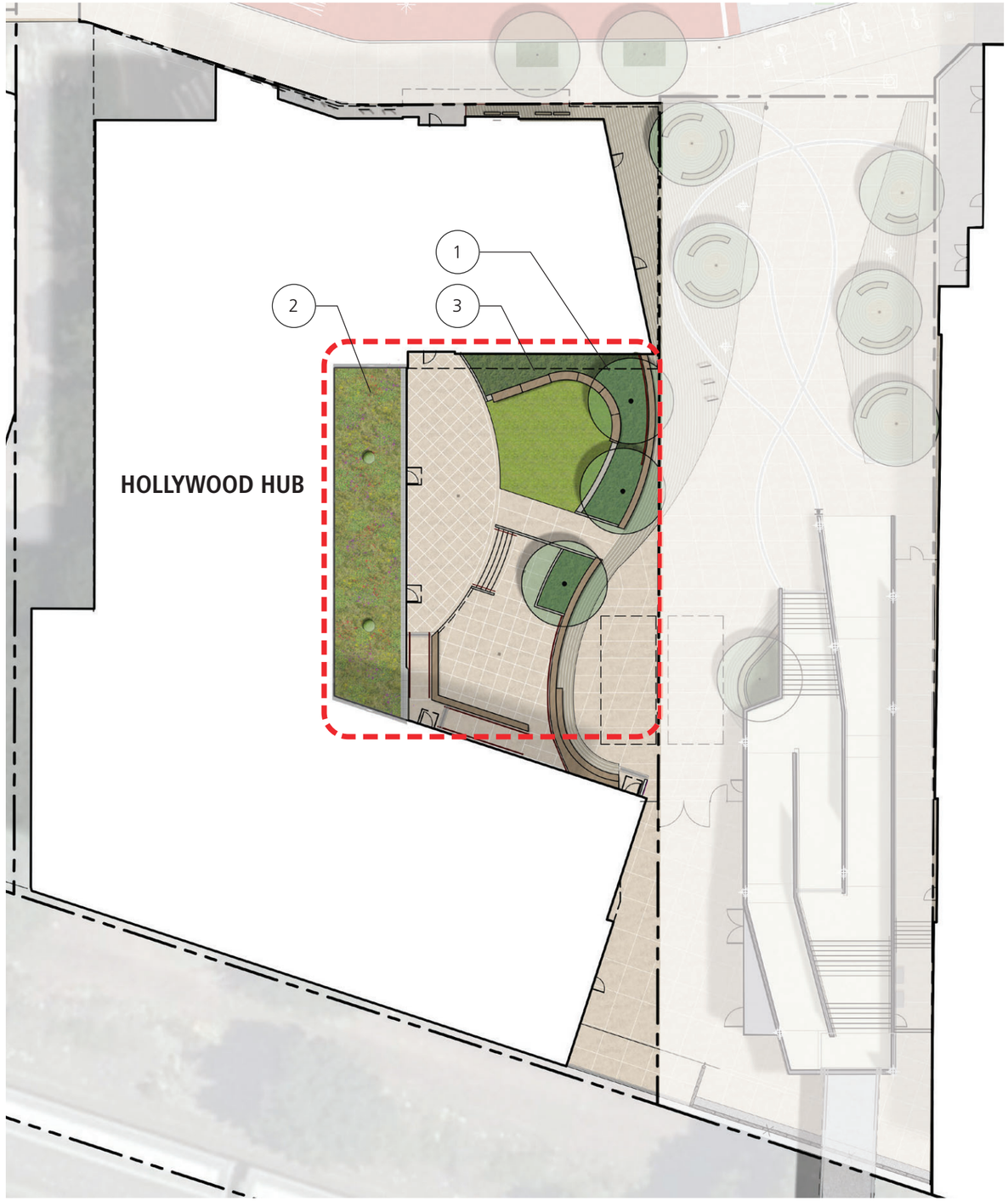
title : COURTYARD PERSPECTIVE VIEW

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : C.37

# PLANTING PLAN






Small, deciduous tree
e.g. Acer griseum

1 **COURTYARD TREE**



Pregrown sedum mat

2 **SEDUM EXTENSIVE GREEN ROOF - LEVEL 2**



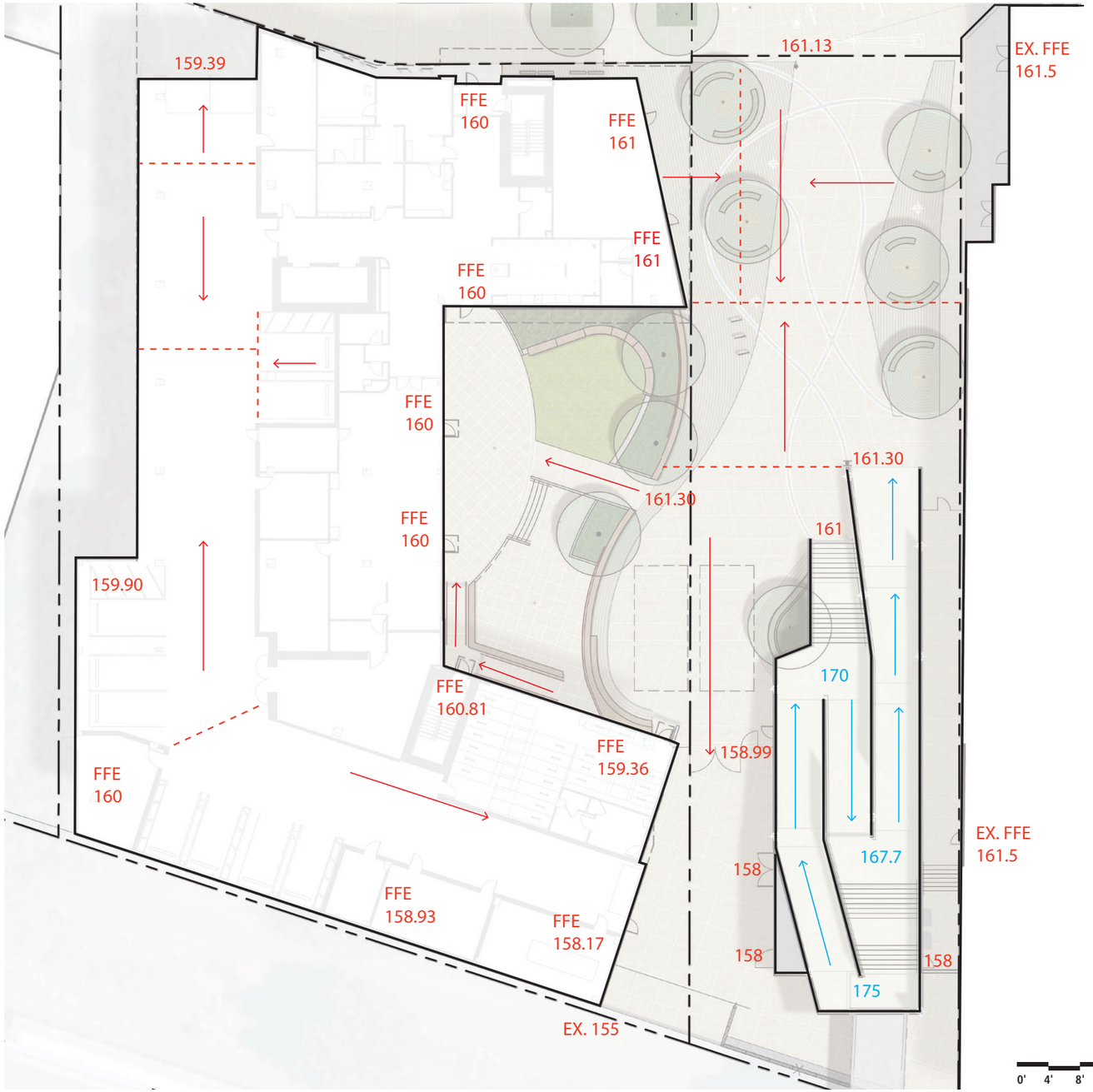
Evergreen groundcover
e.g. Daphne odora



Evergreen groundcover
e.g. Gaultheria shallon

3 **PLANTING AREA**

# SITE GRADING DIAGRAM



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BIKE RACK

# Metro40 Collection

landscapeforms®

**Product Data Sheet**





## Ride™ Bike Rack

- Capacity: 2 bikes
- Surface mount or embedded to concrete surface.
- Requires only two bolts to mount, with extra surface mount anchor hole provided.
- 4 stainless steel leveling glides within the base are provided for fine adjustment from top side of base.
- Cover plate over bike rack base provides seamless appearance.

| | Style | Depth | Width | Height | Product Weight |
|---|---|---|---|---|---|
|  | Bike Rack | 3.3" | 28" | 26" | 50 lb |

## Hi-Glo™ Pedestrian Light and Lo-Glo™ Path Light

- Please refer to product data sheets for technical information and specifications.

## Connect™ Shelter

- Please refer to the Metro40 Workbook.

## To Specify

- Visit landscapeforms.com.

***Designed by BMW Group Designworks***

Rest Bench is protected by U.S. Patent No. D600,460; D601,361; D601,820
Connect Rail is protected by U.S. Patent No. D644,446; D602,271
Collect is protected by U.S. Patent No. D607,171; D610,322, D608,968
Stop is protected by U.S. Patent No. D608,913
Ride is protected by U.S. Patent No. D613,646

Visit our landscapeforms.com for more information. Specifications are subject to change without notice. Landscape Forms supports the Landscape Architecture Foundation at the Second Century level.
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BUS STOP SEATING

# Metro40 Collection

landscapeforms®

**Product Data Sheet**





## Connect Rail

- Connect Rail is available as a sitting rail or a leaning rail.
- Rail ships fully assembled.
- Rail must be surface mounted.
- Aluminum option is a cast aluminum frame with an aluminum extrusion insert.
- Wood option is a cast aluminum frame with a wood insert.

## Finishes

- Metal is finished with Landscape Forms' proprietary Pangard II® polyester powdercoat, a hard yet flexible finish that resists rusting, chipping, peeling and fading.
- Call for standard color chart.
- Unfinished jarrah and DSTMA for exterior use.

| | Style | Depth | Width | Height | Product Weight |
|---|---|---|---|---|---|
|  | Sitting Rail | 7" | 45" | 18" | Aluminum 46 lb |
|  | Sitting Rail | 7" | 45" | 18" | Wood 43 lb |
|  | Leaning Rail | 6.5" | 45" | 30" | Aluminum 51 lb |
|  | Leaning Rail | 6.5" | 45" | 30" | Wood 54 lb |



HOLST
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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

**Mayer/Reed**

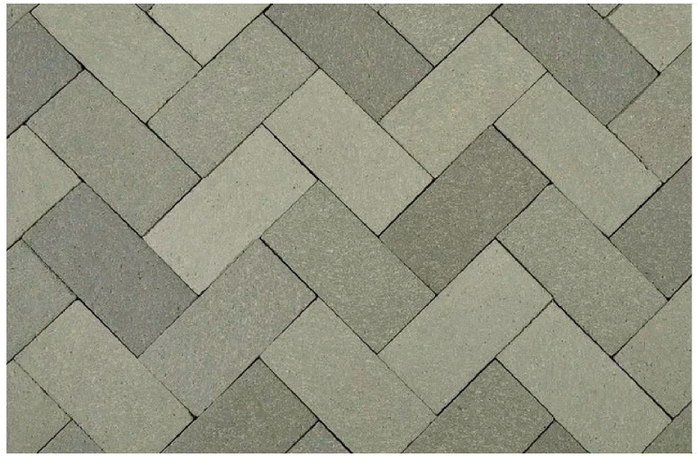
DESIGN REVIEW
DATE: 03.22.2023

title : SITE MATERIAL CUTSHEETS | LU NO. LU 23-004591 DZM | sheet : C.40

LU 23-004591 DZM - Exh G3

BELDEN
THE BELDEN BRICK COMPANY





# 8530 VELOUR PAVERS

| | |
|---|---|
| **Type** | Paver |
| **Color** | Gray |
| **Texture** | Wire Cut |
| **Plant** | Plant 8 |
| **Manufacturing Method** | Extruded |
| **Series** | Utopian |

Sizes | Specs

| Sizes | Width | Height | Length | Unit/Sq Ft |
|---|---|---|---|---|
| **Jumbo Paver** | 4" \| 102mm | 2 3/4" \| 70mm | 8" \| 203mm | 4.50 |
| **Standard Paver** | 4" \| 102mm | 2 1/4" \| 57mm | 8" \| 203mm | 4.50 |
| **Standard Plank Paver** | 4" \| 102mm | 2 1/4" \| 57mm | 12" \| 305mm | 3.00 |

# Link

**Product Data Sheet**

landscapeforms®

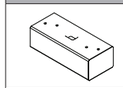


The Link seating system marks a new opportunity for designers to achieve the scalability, elegance and creative freedom of custom, one-off site furnishings with added value and simplicity of off-the-shelf solutions. Designed in collaboration with Jess Sorel of sorelstudio, Link's dramatic, modern aesthetics and virtually limitless configurations allow it to adapt to a diverse range of landscapes and applications. The inline or piano key orientation of the wood slats on the seats and backs allow for straight, mitered, arced, or even serpentine arrangements, enabling Link to accommodate the design and nuances of virtually any site, both physically and aesthetically.

## Seating System

- Link is a modular seating system with the ability to fit multiple applications.
- Benches are available in straight, miter, 96" radius, or 140" radius styles.
- Compatible benches can be connected to make a run of benches, fit in a corner, and/or make a complete circle.
- Seat slats are wood and available in inline and piano key style.
- Corresponding backs options include backed, backless, or partially backed.
- Optional arms are available for all bench styles, full backed and backless.
- Multiple mounting options offer a broad application for the bench system.
- Straight inline and straight piano keys benches can be specified with a straight concrete block, metal supports, wall mount, or top-of-wall mount.
  **Note:** ganged benches can only share a support and be connected with a metal T support.
- 96" radius and 140" radius piano key benches can be specified with metal supports or top-of-wall mount.
  **Note:** radius benches cannot be specified with a wall mount.
- Metal supports are finished with powdercoat and have adjustable glides.
- Straight concrete block is comprised of Meldstone and available in the standard color options – See material sheet for standard options.
- Benches do not ship fully assembled.

| | Support Style | Weight |
|---|---|---|
|  | Concrete Block | 485 lbs |
|  | Metal Leg – End Support | 37 lbs |
|  | Metal Leg – Middle Support | 51 lbs |
|  | Wall Mount Support | 28 lbs |
|  | Top-of-Wall Mount Support | Included in bench weight |

| Style | Depth | Width | Height | Weight |
|---|---|---|---|---|
|  | 19" | 44" | 13.5" | 485 lbs |

Link

Product Data Sheet

landscapeforms®







| Inline – Straight | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 23.5" | 87.5" | 18.25" | 178 lbs |
|  | Backless, backless arms | 23.5" | 87.5" | 18.25" | 204 lbs |
|  | Partial Backed (left), no arms | 25.25" | 87.5" | 33.75" | 216 lbs |
|  | Partial Backed (right), no arms | 25.25" | 87.5" | 33.75" | 216 lbs |
|  | Backed, no arms | 25.25" | 87.5" | 33.75" | 244 lbs |
|  | Backed, backed arms | 25.25" | 87.5" | 33.75" | 264 lbs |

| Piano Key – Straight | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 23.5" | 87.5" | 18.25" | 196 lbs |
|  | Backless, backless arms | 23.5" | 87.5" | 18.25" | 222 lbs |
|  | Partial Backed (left), no arms | 25.25" | 87.5" | 33.75" | 248 lbs |
|  | Partial Backed (right), no arms | 25.25" | 87.5" | 33.75" | 248 lbs |
|  | Backed, no arms | 25.25" | 87.5" | 33.75" | 290 lbs |
|  | Backed, backed arms | 25.25" | 87.5" | 33.75" | 310 lbs |

# Link

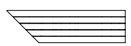
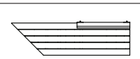
**Product Data Sheet**

landscapeforms®





| Inline – Left Miter | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 23.5" | 86.5" | 18.25" | 156 lbs |
|  | Partial Backed (short side left), no arms | 25.25" | 86.5" | 33.75" | 194 lbs |
|  | Partial Backed (long side right), no arms | 25.25" | 86.5" | 33.75" | 194 lbs |
|  | Backed (short side), no arms | 25.25" | 86.5" | 33.75" | 221 lbs |
|  | Backed (long side), backed arms | 25.25" | 86.5" | 33.75" | 221 lbs |

| Inline – Right Miter | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 23.5" | 86.5" | 18.25" | 156 lbs |
|  | Partial Backed (short side right), no arms | 25.25" | 86.5" | 33.75" | 194 lbs |
|  | Partial Backed (long side left), no arms | 25.25" | 86.5" | 33.75" | 194 lbs |
|  | Backed (short side right), backed arms | 25.25" | 86.5" | 33.75" | 221 lbs |
|  | Backed long side (long side left), no arms | 25.25" | 86.5" | 33.75" | 221 lbs |

# Link

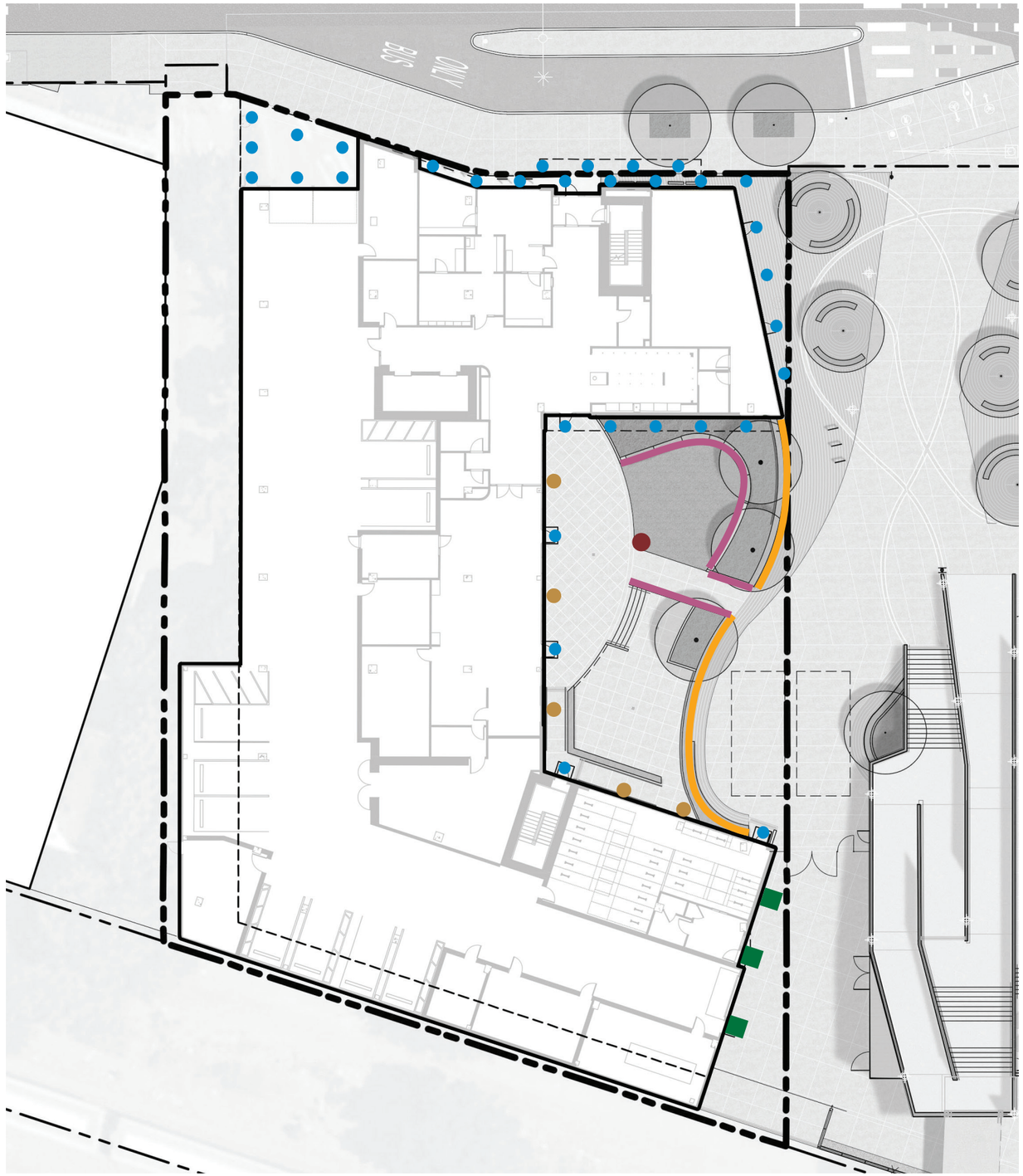
**Product Data Sheet**

landscapeforms®





| Piano Key – 140" radii | Style | Depth | Length | Height | Weight (in ipe) |
|---|---|---|---|---|---|
|  | Backless, no arms | 27.5" | 78.5" | 18.25" | 165 lbs |
|  | Partial Backed (inside radius left), no arms | 29.5" | 78.5" | 33.75" | 191 lbs |
|  | Partial Backed (inside radius right), no arms | 29.5" | 78.5" | 33.75" | 209 lbs |
|  | Backed (inside radius), no arms | 29.5" | 78.5" | 33.75" | 240lbs |
|  | Backed (inside radius), backed arms | 29.5" | 78.5" | 33.75" | 260lbs |
|  | Partial Backed (outside radius left), no arms | 29.5" | 78.5" | 33.75" | 214 lbs |
|  | Partial Backed (outside radius right), no arms | 29.5" | 78.5" | 33.75" | 214 lbs |
|  | Backed (outside radius), no arms | 29.5" | 78.5" | 33.75" | 250 lbs |
|  | Backed (outside radius), backed arms | 29.5" | 78.5" | 33.75" | 270 lbs |




A RECESSED DOWNLIGHT



IMAGE

B RECESSED PATH LIGHT



IMAGE

C WALL MOUNT DOWNLIGHHT



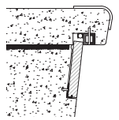
IMAGE

D LIGHT POLE



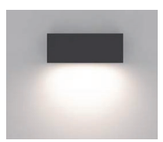
IMAGE

E SEATWALL LIGHTING



IMAGE

F SCONCE DOWNLIGHT



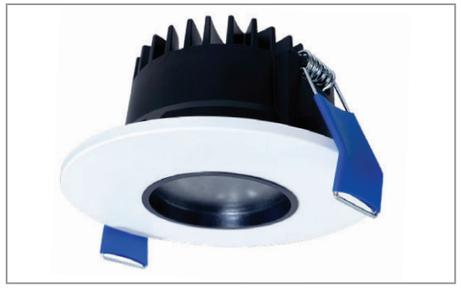
IMAGE

SCALE: 1" = 30'-0"

0' 15' 30' 60'

A RECESSED DOWNLIGHT

| | | | | | |
|---|---|---|---|---|---|
| Project | | Catalog # | | Type | |
| Prepared by | | Notes | | Date | |



# HALO

## ML4 Canless Downlighting System

A LED fixture fitting with remote driver suitable for direct mount without a housing or junction box can be used with round and square open, lens and lens wall wash trims providing various downlight and wall wash distributions.

**Typical Applications**

Residential • Hospitality • Retail

## Interactive Menu


- Order Information page 2
- Product Specifications page 3
- Energy Data page 3
- Photometric Data page 4
- Product Warranty
- Dimming Guide


## Product Certification

Refer to ENERGY STAR® Certified Products List.
Can be used to comply with California Title 24 High Efficacy requirements.
Certified to California Appliance Efficiency Database under JA8.

## Product Features

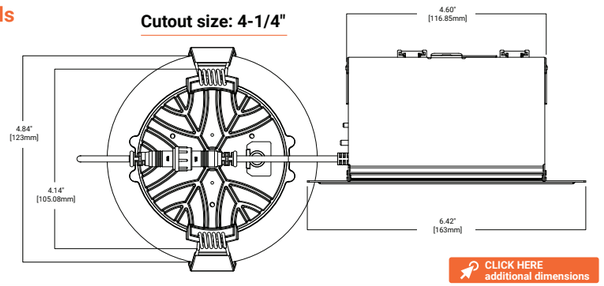
## Top Product Features

- Field selectable 2700, 3000, 3500, 4000 or 5000K CCT, 90 CRI minimum
- Optional full spectrum color, 95 CRI minimum
- Optional warm dimming, field selectable 2700 – 1800 or 3000 – 1800K CCT ranges
- Field selectable 600, 800 or 1000 lumens
- Field interchangeable 25°, 40°, 55° or wall wash distribution patterns, ships with 40 degree installed
- Installs from below, does not require a recessed housing or junction box
- Remote driver / junction box
- 120V LE/TE phase cut or 120-277V 0-10V dimming to 5% with select controls

## Dimensional and Mounting Details

NO HOUSING NEEDED!

**Cutout size: 4-1/4"**




CLICK HERE additional dimensions

COOPER Lighting Solutions



B RECESSED PATH LIGHT

# URA-40581

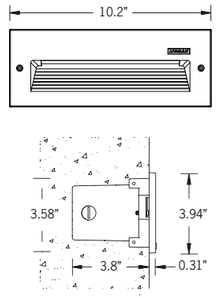
## Rado 5 Recessed

(LLTH # URA-40582)

LIGMAN LIGHTING USA



11w LED 319 Lumens • 17w LED 447 Lumens
IP65 • Suitable For Wet Locations
IK09 • Impact Resistant (Vandal Resistant)
Weight 3 lbs






## Construction

**Aluminum Casting**
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

**Pre paint**
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

**Memory Retentive -Silicon Gasket**
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

**Thermal management**
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

**Surge Suppression**
Standard 10kv surge suppressor provided with all fixtures.

**BUG Rating**
B0 - U2 - G1

**Finishing**
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

**Paint**
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

**Inspired by Nature Finishes**
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

**The Coating Process**
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest concievable standard of performance excellence and design innovation.

Added Benefits
• Resistance to salt-acid room, accelerated aging
• Boiling water, lime and condensed water resistant
• Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
• Super durable (UV resistant)
• TGIC free (non-toxic)

**Hardware**
Provided Hardware is Marine grade 316 Stainless steel.

**Anti Seize Screw Holes**
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

**Crystal Clear Low Iron Glass Lens**
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

**Optics & LED**
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

**Lumen - Maintenance Life**
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

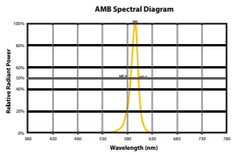
**Sturdy classic wall-recessed pathway and stair luminaire. Simple pleasing aesthetic and sturdy construction, perfect for retrofit applications with its multiple sizes offered.**

A range of rectangular and square wall recessed luminaires, with an indirect optical system, offering high vandal resistance. Suitable for indoor or outdoor applications. The recessed LED eliminates all discomfort glare as light is directed to the ground providing illumination where it is needed and minimizing light spill.
This luminaire is provided with a powdercoated high pressure die-cast aluminum back box and can be pre shipped to the jobsite for concrete pour or masonry applications.
This fixture is suitable for lighting footpaths, stairs, squares and entrances.

The Rado range has a matching bollard offering to complement the recessed product. See bollard section on the Ligman website.

All Ligman fixtures can be manufactured using a special pre-treatment and coating process that ensures the fixture can be installed in natatoriums as well as environments with high concentrations of chlorine or salt and still maintain the 5 year warranty. For this natatorium rated process please specify NAT in options.

## CITY OF FLAGSTAFF & TURTLE FRIENDLY COMPLIANT




**Narrow-Spectrum Amber LEDs**
Peak wavelength between 585 & 595 nanometers and a full width of 50% power no greater than 15 nanometers.

Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

LED wall luminaires - one-sided light output **BEGA**

Type:
BEGA Product:
Project:
Modified:

**Application**
LED wall luminaires with directed narrow beam light distribution on one side that can be oriented upward or downward. Arranged individually or in groups, they are great design elements for a host of lighting applications.

**Materials**
Luminaire housing and faceplate constructed of die-cast marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy
Clear safety glass
Reflector made of pure anodized aluminum
High temperature silicone gasket
Mechanically captive stainless steel fasteners

**NRTL** listed to North American Standards, suitable for wet locations
Protection class IP 65
Weight: 6.6 lbs

**Electrical**

| | |
|---|---|
| Operating voltage | 120-277V AC |
| Minimum start temperature | -30° C |
| LED module wattage | 18.1 W |
| System wattage | 21.0 W |
| Controllability | 0-10V dimmable |
| Color rendering index | Ra > 80 |
| Luminaire lumens | 1,725 lumens (3000K) |
| Lifetime at Ta = 15° C | 395,000 h (L70) |
| Lifetime at Ta = 30° C | 295,000 h (L70) |

**LED color temperature**
☐ 4000K - Product number + **K4**
☐ 3500K - Product number + **K35**
☐ 3000K - Product number + **K3**
☐ 2700K - Product number + **K27**

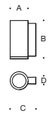
**BEGA** can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

**Finish**
All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:

**Available Accessories**
☐ **79 547** Surface mounted wiring box
See individual accessory spec sheet for details.






**LED wall luminaire** · one-sided light output

| | LED | β | A | B | C | D | Required wiring box |
|---|---|---|---|---|---|---|---|
| **24 035** | 18.1 W | 15° | 6 | 11¾ | 7⅞ | 1⅝ | **19 537** |

β = Beam angle

**BEGA** 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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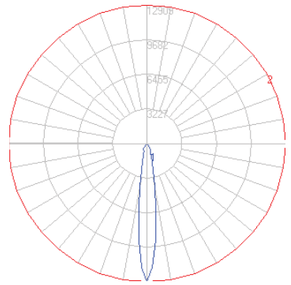
Updated 02/06/18

# BEGA

Photometric Filename: 24035.IES

| | |
|---|---|
| TEST: | BE_24035 |
| TEST LAB: | BEGA |
| DATE: | 6/29/2017 |
| LUMINAIRE: | 24 035 |
| LAMP: | 18.1W LED |





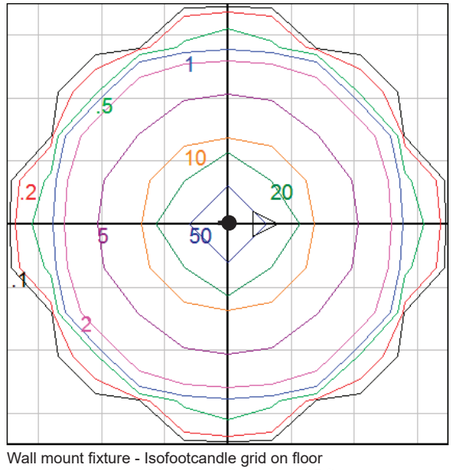

**Characteristics**

| | |
|---|---|
| NEMA Type | 3 H x 3 V |
| Maximum Candela | 12909 |
| Maximum Candela Angle | 0 H 0 V |
| Horizontal Beam Angle (50%) | 14.7 |
| Vertical Beam Angle (50%) | 14.7 |
| Horizontal Field Angle (10%) | 35.1 |
| Vertical Field Angle (10%) | 35.1 |
| Lumens Per Lamp | N.A. (absolute) |
| Total Lamp Lumens | N.A. (absolute) |
| Beam Lumens | 481 |
| Beam Efficiency | N.A. |
| Field Lumens | 1122 |
| Field Efficiency | N.A. |
| Spill Lumens | 616 |
| Luminaire Lumens | 1738 |
| Total Efficiency | N.A. |
| Total Luminaire Watts | 21 |

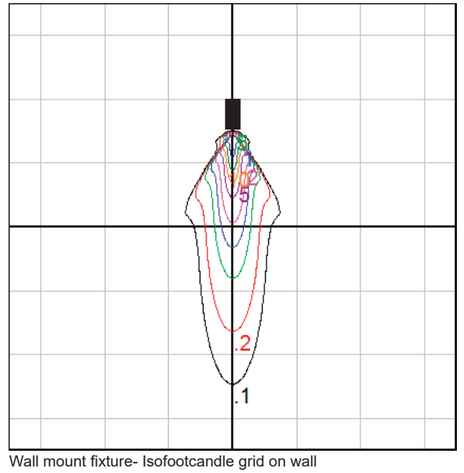
**Lum. Classification System (LCS)**

| LCS Zone | Lumens | %Lamp | %Lum |
|---|---|---|---|
| FL (0-30) | 792.5 | N.A. | 45.4 |
| FM (30-60) | 77.8 | N.A. | 4.5 |
| FH (60-80) | 1.8 | N.A. | 0.1 |
| FVH (80-90) | 0.1 | N.A. | 0.0 |
| BL (0-30) | 792.5 | N.A. | 45.4 |
| BM (30-60) | 77.8 | N.A. | 4.5 |
| BH (60-80) | 1.8 | N.A. | 0.1 |
| BVH (80-90) | 0.1 | N.A. | 0.0 |
| UL (90-100) | 0.0 | N.A. | 0.0 |
| UH (100-180) | 0.0 | N.A. | 0.0 |
| Total | 1744.4 | N.A. | 100.0 |

**BUG Rating B2-U0-G0**




Wall mount fixture - Isofootcandle grid on floor
Mounting Height = 10 ft. Grid Spacing = 2.5 ft.




Wall mount fixture- Isofootcandle grid on wall
Grid Spacing = 10 ft.

In the interest of product improvement, BEGA reserves the right to make technical changes without notice.

**BEGA** 1000 Bega Way, Carpinteria, CA 93013 (805)684-0533 Fax (805)566-9474 www.bega-us.com © Copyright BEGA-US 2018 **2/7/2018**

Pole top - symmetric

**BEGA**

**Application**
A pole-top luminaire with symmetric, Type V distribution. Ideal for illuminating plazas and other pedestrian spaces while adding visual interest.

**Materials**
A380 aluminum alloy
Molybdenum-bearing 316 grade stainless steel
Clear acrylic diffuser
Pure anodized aluminum reflector
High temperature silicone gasket

**NRTL** listed to North American Standards, suitable for wet locations
Protection class IP65
Effective projection area: 1.93 sq. ft.
Weight: 22.0 lbs

**Electrical**

| | |
|---|---|
| Operating voltage | 120-277V AC |
| Minimum start temperature | -20° C |
| LED module wattage | 47.7 W |
| System wattage | 54.0 W |
| Controllability | 0-10V dimmable |
| Color rendering index | Ra > 80 |
| Luminaire lumens | 6457 lumens (4000K) |
| LED service life (L70) | 60,000 hours |

**LED color temperature**

☐ 4000K - Product number + **K4**
☐ 3500K - Product number + **K35**
☐ 3000K - Product number + **K3**
☐ 2700K - Product number + **K27**

**BEGA** can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

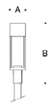
**Finish**
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White, as well as optionally available RAL and custom colors, are a polyester powder.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:

Type:
BEGA Product:
Project:
Modified:

**Available options**
☐ **FSC** Fusing






**Pole top** · symmetric

| | LED | A | B |
|---|---|---|---|
| **84101** | 47.7 W | 8⅝ | 34½ |

**BEGA** 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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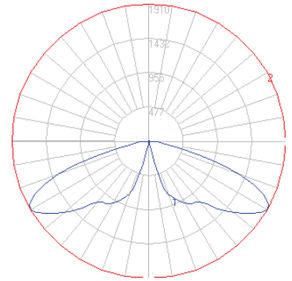
Updated 03/08/22

# BEGA

File: 84101K4_BEGA_IES.ies

| | |
|---|---|
| TEST: | BE_84101K4 |
| TEST LAB: | BEGA |
| DATE: | 09/01/2015 |
| LUMINAIRE: | 84101 K4 |
| LAMP: | 47.7W LED |





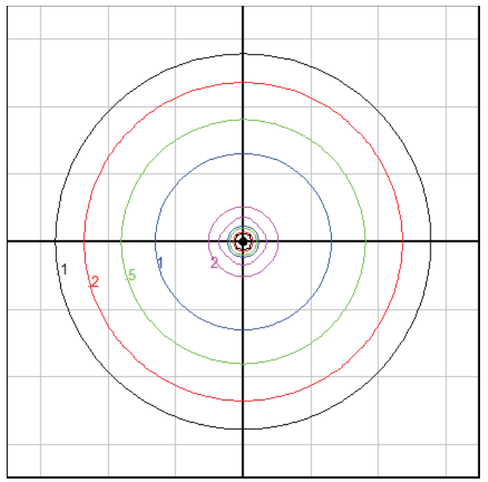

**Characteristics**

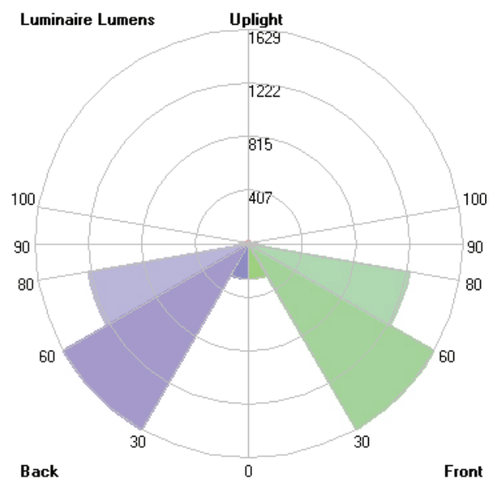
| | |
|---|---|
| IES Classification | Type V |
| Longitudinal Classification | Short |
| Lumens Per Lamp | N.A. (absolute) |
| Total Lamp Lumens | N.A. (absolute) |
| Luminaire Lumens | 6457 |
| Downward Total Efficiency | N.A. |
| Total Luminaire Efficiency | N.A. |
| Luminaire Efficacy Rating (LER) | 120 |
| Total Luminaire Watts | 54 |
| Ballast Factor | 1.00 |
| Upward Waste Light Ratio | 0.00 |
| Max. Cd. | 1909.6 (0H, 60V) |
| Max. Cd. (<90 Vert.) | 1909.6 (0H, 60V) |
| Max. Cd. (At 90 Deg. Vert.) | 9.8 (0.2%Lum) |
| Max. Cd. (80 to <90 Deg. Vert.) | 282.9 (4.4%Lum) |
| Cutoff Classification (deprecated) | N.A. (absolute) |

**Lum. Classification System (LCS)**

| LCS Zone | Lumens | %Lamp | %Lum |
|---|---|---|---|
| FL (0-30) | 271.9 | N.A. | 4.2 |
| FM (30-60) | 1629.1 | N.A. | 25.2 |
| FH (60-80) | 1243.2 | N.A. | 19.3 |
| FVH (80-90) | 70.7 | N.A. | 1.1 |
| BL (0-30) | 271.9 | N.A. | 4.2 |
| BM (30-60) | 1629.1 | N.A. | 25.2 |
| BH (60-80) | 1243.2 | N.A. | 19.3 |
| BVH (80-90) | 70.7 | N.A. | 1.1 |
| UL (90-100) | 6.8 | N.A. | 0.1 |
| UH (100-180) | 20.4 | N.A. | 0.3 |
| Total | 6457.0 | N.A. | 100.0 |

**BUG Rating** **B3-U2-G1**




| | |
|---|---|
| Mounting Height: 18 ft. | Grid Spacing: 20 ft. |

In the interest of product improvement, BEGA reserves the right to make technical changes without notice.

**BEGA** 1000 Bega Way, Carpinteria, CA 93013 (805)684-0533 Fax (805)566-9474 www.bega-us.com © Copyright BEGA-US 2022 **2/9/2022**

| Submitted by Solus inc | | Catalog Number: | Type: |
|---|---|---|---|
| SOLUS | **Job Name:** Daimler - Swan Island HQ Main<br>Architect: Ankrom Moisan Associated Architects (Portland) | (10) DL-FLEX-OD-HO (1) DL-PS-96/24-JB-OD (1) DL-PS-OD-PT-* (1) DL-FLEX-OD-EC (20) DL-FLEX-OD-CLIP<br>Notes: | **SG-10**<br>SOLUS14-2461 |

## DL-FLEX-OD & DL-FLEX-OD-HO

**LED FLEXIBLE LINEAR WET LOCATION**
DL-FLEX-OD STATIC SERIES

| | |
|---|---|
| Type | |
| Project | |
| Catalog No. | |



## DESCRIPTION

**DL-FLEX-OD & DL-FLEX-OD-HO** is an outdoor lighting system featuring a variety of control options. Made of highly flexible material that can conform to most surfaces. For best results, make bends on center between the LEDs with a bend angle no less than 45 degrees.

Note: DL-FLEX-OD is cut-to-length and, therefore, considered custom and non-returnable.

## SPECIFICATIONS

| | |
|---|---|
| Beam Angle | 120° |
| Input Voltage | 24V DC |
| Lamp Life | 50,000 hours |
| Dimensions (per section) | 11-7/8"L x 1/2"W x 3/16"H |
| LEDs (per ft) | 18 |
| LED Spacing | 5/8" |
| Operating Temperature * | –22°F - 140°F |
| Max Run † | DL-FLEX-OD : 30 ft<br>DL-FLEX-OD-HO : 20 ft |
| Min Run † | 6 LEDs, ~4" (White, Blue, Green)<br>9 LEDs, ~6" (Red, Yellow |
| Mounting | Clips or Channel |
| Environment ‡ | Dry, Damp, and Wet location<br>IP66 |
| Certifications | c UL us LISTED |
| Warranty | 5 Years – see published warranty terms for detailed information. |

* Exceeding the operating temperature values may damage the LEDs by reducing the lifespan, lumen output, and adversely impact color consistency. It is recommended adequate airflow and heatsinking be taken into consideration in the installation and application of this product. Improper thermal management may lead to premature product failure.

† Single runs can not exceed max run values. Min run indicates minimum increments.

‡ This product cannot be submersed in water.

## LUMEN DATA

| Part Number | Color Temp * | Watts † (per ft) | Lumens (per ft) | Efficacy (lm/W) |
|---|---|---|---|---|
| DL-FLEX-OD | Warm White | 1.3 | 115 | 82 |
| | Neutral White | 1.3 | 120 | 92 |
| | Cool White | 1.3 | 125 | 104 |
| DL-FLEX-OD-HO | Warm White | 3.25 | 260 | 80 |
| | Neutral White | 3.25 | 280 | 86 |
| | Cool White | 3.25 | 290 | 89 |

* Warm White: 3000-3400K, Neutral White: 3500-4000K, Cool White: 4500-5000K

† Max value

## FEATURES

- Low power consumption, low heat output.
- No UV/IR radiation emitted, no mercury.
- For a 90° bend or tighter, do so at the cutting mark.

## APPLICATIONS

- Outdoor gardens
- Path and contour marking
- Outdoor display lighting
- Bathroom lighting
- Signage
- Accent and edge lighting
- Backlighting



| Submitted by Solus inc | | Catalog Number: | Type: |
|---|---|---|---|
| SOLUS | **Job Name:** Daimler - Swan Island HQ Main<br>Architect: Ankrom Moisan Associated Architects (Portland) | (10) DL-FLEX-OD-HO (1) DL-PS-96/24-JB-OD (1) DL-PS-OD-PT-* (1) DL-FLEX-OD-EC (20) DL-FLEX-OD-CLIP<br>Notes: | **SG-10**<br>SOLUS14-2461 |

## DL-FLEX-OD & DL-FLEX-OD-HO

**LED FLEXIBLE LINEAR WET LOCATION**
DL-FLEX-OD STATIC SERIES

| | |
|---|---|
| Type | |
| Project | |
| Catalog No. | |

## ORDERING INFORMATION - Note: DL-FLEX-OD is cut-to-length and, therefore, considered custom and non-returnable.

| Step | | Length (ft) | Model | Color | |
|---|---|---|---|---|---|
| 1 | Specify the fixture and length | 1 to 30 | DL-FLEX-OD<br>DL-FLEX-OD-HO | -WW | (3000 – 3400K) |
| | | | | -CW | (4500 – 5000K) |
| | | | | -NW * | (3500 – 4000K) |
| | | | | -R † | Red |
| | | | | -Y † | Yellow |
| | | | | -G † | Green |
| | | | | -B † | Blue |

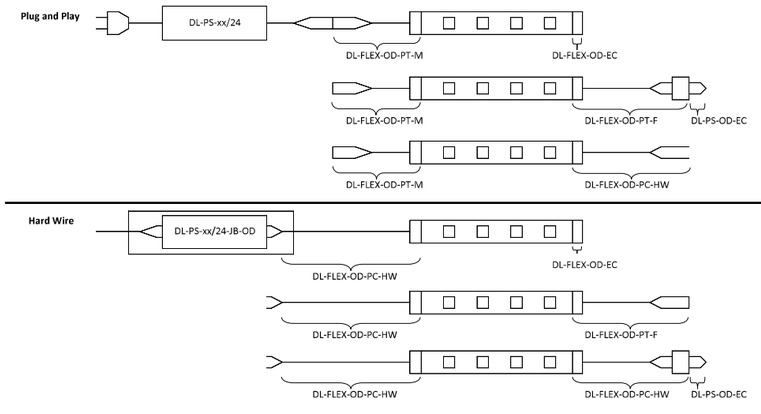
| | | Input Type | Description | Application |
|---|---|---|---|---|
| 2 | Specify the input connection | DL-FLEX-OD-PT-M | Wet location male connector | Plug and Play |
| | | DL-FLEX-OD-PC-HW | Bare wire | Hard Wire |

| | | Output Type | Description | Application |
|---|---|---|---|---|
| 3 | Specify the output connection | DL-FLEX-OD-PT-F | Wet location female connector | Plug and Play |
| | | DL-PS-OD-EC | Wet location female connector end cap | Terminate open connector |
| | | DL-FLEX-OD-PC-HW | Bare wire | Hard Wire |
| | | DL-FLEX-OD-EC | End Cap | End the run |

* Custom order. Consult factory for availability.
† Not available for DL-FLEX-OD-HO

| Example | QTY | Part Number | Order Description |
|---|---|---|---|
| | 12 | DL-FLEX-OD-WW | One 12 ft run of Warm White FLEX-OD with plug and play connectors. |
| | 1 | DL-FLEX-OD-PT-M | |
| | 1 | DL-FLEX-OD-PT-F | |
| | 18 | DL-FLEX-OD-WW | One 18 ft run of Warm White FLEX-OD with an input connector and end cap. |
| | 1 | DL-FLEX-OD-PT-M | |
| | 1 | DL-FLEX-OD-EC | |

## WIRING DIAGRAMS – For reference purposes only. Not for installation. Not to scale.




JESCO LIGHTING GROUP
www.jescolighting.com | support@jescolighting.com | **Tech Support:** 855.592.0029
6625 Traffic Ave, Glendale, NY 11385 | **Main Line:** 800.527.7796 | **Fax Line:** 855.265.5768
219 South 6th Ave, City of Industry, CA 91746 | **Main Line:** 855.654.0110 | **Fax Line:** 626.333.2955
Rev 3 5/8/2014



# 3form chroma XT®

## Product Description

3form Chroma XT is produced from optical grade engineered resin. Chroma XT is available in thick-gauge formats which lends itself well for use in many horizontal applications. Chroma XT is a highly functional material that brings impact when color is introduced. Chroma XT is produced with brilliant colors that can be specified to create an enormous range of hues, opacities and amazing effects. The surface of Chroma XT can be specified with a durable renewable matte finish that can be easily refinished throughout its lifetime.

Chroma XT is exterior grade Chroma suitable for use as signage, lighting, awnings, tables or canopies. Use Chroma XT to bring amazing color and design to your exterior applications.

### FEATURES AND BENEFITS

- Great for edge lighting – tremendous optical properties and high light transmission
- Rigid - stable and sturdy material for horizontal applications
- Qualifies for 3form Reclaim™ – keeping end-of-life material out of landfills
- Available in any of the colors within the 3form Color Portfolio.
- Renewable Matte finish is able to be completely refinished to maintain product "newness"

### AVAILABLE COLORS/EFFECTS

3form Chroma XT is only available in any of the colors within the 3form Exterior Color Portfolio. Visit www.3-form.com for the complete list of available color options. Chroma XT is not compatible with the following effects: High Res, Reflect, Vector.

Variations in material dye lots will result in slight color differences between samples provided and finished product.

### TEXTURES/PATTERNS/FINISHES

3form Chroma XT comes standard with a Vellum finish on the front and back faces. Chroma XT Clear comes standard with renewable matte surfaces on front and back.

Chroma XT panels can be ordered with an optional Renewable Matte finish that allows for in-field refinishing. If specified on the back face, the Renewable Matte finish increases the thickness by an extra 1/16" (1.5 mm).

See the 3form Material Finishes document on www.3-form.com for detailed information regarding material and finish compatibility.

### PANEL SIZES AND TOLERANCES

All dimensions and squareness (standard or custom) are subject to a +1/4" or - 3/16" (+6 mm or -5 mm) tolerance. Squareness (standard or custom) is subject to a 1/8" (3.1 mm) tolerance.

Chroma XT is available in 1/2 inch (12.7 mm), 1 inch (25.4 mm) and 2 inch (50.8 mm) thicknesses.

PANEL SIZE TABLE

| NOMINAL GAUGE | PANEL DIMENSIONS |
|---|---|
| 1/2" (12.7 mm) | 48" x 96" (122 cm x 243.8 cm), 48" x 120" (122 cm x 304.8 cm) |
| 1" (25.4 mm) | 48" x 96" (122 cm x 243.8 cm), 48" x 120" (122 cm x 304.8 cm) |
| 2" (50.8 mm) | 48" x 96" (122 cm x 243.8 cm) |

Given the unique manufacturing process for 3form Chroma, a given gauge is subject to a +/- 10% thickness tolerance. Thickness values are based on measurements 2-3" (50-75 mm) from the edge, along both long edges of each panel.

THICKNESS TOLERANCE TABLE

STANDARD CHROMA, HIRES AND XT PANELS (XT NOT AVAILABLE IN 1/4")

| GAUGE* | MINIMUM ALLOWANCE | MAXIMUM ALLOWANCE |
|---|---|---|
| 1/2" (12.7 mm) | 0.450" (11.4 mm) | 0.585" (14.9 mm) |
| 1" (25.4 mm) | 0.900" (22.9 mm) | 1.100" (27.9 mm) |
| 2" (50.8 mm) | 1.800" (45.7 mm) | 2.200" (55.9 mm) |

PANELS WITH RENEWABLE MATTE BACK FINISH

| GAUGE* | MINIMUM ALLOWANCE | MAXIMUM ALLOWANCE |
|---|---|---|
| 5/8" (15.9 mm) | 0.515" (13.1 mm) | 0.710" (18.0 mm) |
| 1-1/8" (28.6 mm) | 0.965" (24.5 mm) | 1.225" (31.1 mm) |
| 2-1/8" (53.9 mm) | 1.865" (47.4 mm) | 2.325" (59.1 mm) |

### FLATNESS TOLERANCE

Chroma panels shall not have distortion in the form of a wrinkle, twist or scallop along the perimeter of the sheet. Warp in the form of a curve (bow warp) extending across the sheet is permitted to a maximum of 1/4" (6.3 mm) for each 48" (1.2 m), or fraction thereof. Panel is to be measured laying horizontally under its own weight on a flat continuous surface.



## Specifications

### FLAMMABILITY & SMOKE TEST RESULTS

BUILDING CODE APPROVALS

3form Chroma XT conforms to the 2009 International Building Code® for light-transmitting plastics. The provisions of these codes provide adequate regulation for most applications of light-transmitting plastics:

| TEST | 3FORM CHROMA XT | RESULT |
|---|---|---|
| ASTM D 2843 Smoke Density | 4.1% | PASS Less than 75 |
| ASTM D 635 Flame Spread | Rate of burning: 1.2 in/min | PASS CC2 |
| ASTM D 1929 Self-ignition Temp. | 852°F | PASS Greater than 650°F |
| ASTM E 84<br>Flame Spread, 1/2" Thickness<br>Smoke Developed | <br>95<br>450 | <br>Class C (76-200)<br>450 (less than 450) |
| ASTM E 84<br>Flame Spread, 1" Thickness<br>Smoke Developed | <br>115<br>150 | <br>Class C (76-200)<br>450 (less than 450) |

### PANEL WEIGHT

| THICKNESS (INCHES) | WEIGHT FLUX (LB/FT²) |
|---|---|
| 1/2" (12.7 mm) | 3.5 lb/ft² (17.0 kg/m²) |
| 1" (25.4 mm) | 6.6 lb/ft² (32.1 kg/m²) |
| 2" (50.8 mm) | 13.0 lb/ft² (62.4 kg/m²) |

### EXPANSION/CONTRACTION ALLOWANCES

Like all resin products, 3form Chroma XT will expand and contract nominally with fluctuations in temperature. The following formula provides allowances that should be made in framed or fitted applications:

- Longest length of panel (inches) x temperature change of the sheet (°F) x 0.00004 =Amount of Linear Expansion/Contraction (inches)

**Example:**

- A 48" x 96" panel that experiences a 50°F temperature change will expand/contract: 96 inches x 50 degrees x 0.00004 = 0.192 inches

Installers should take extra precautions if installation is occurring before the HVAC systems are operational. Allowances should also be made in the following situations:

- Fastening points
- Channel depths in frames
- Holes for standoffs and other hardware
- Meeting points for multiple sheets of 3form Chroma

### UV EXPOSURE PERFORMANCE

Chroma XT is an excellent choice for exterior applications. The chart demonstrates that the change in light transmission remains unchanged. (12,000 kJ of exposure represents approximately 10 years of outdoor exposure in Florida) Should your application be for exterior use, please notify your 3form Sales Representative.

*Chroma Reflect cannot be used in exterior applications.

### USAGE LIMITATIONS

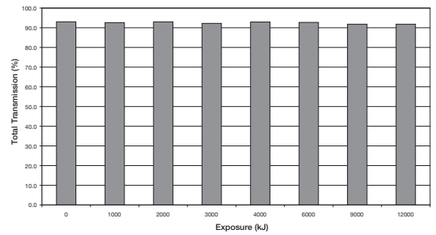
3form Chroma XT should never come in direct contact with metal fasteners. Non-metallic* gaskets, washers, and tubing are to be utilized in conjuntion with mechanical connections such as point supports and frames. Holes for fasteners must be located a minimum of 2" from the edge of the hole to the edge of the panel. Please contact the 3form Technical Help Line should you have any questions regarding the use of Chroma XT with mechanical fasteners.

*Gaskets, washers and tubing must be produced with a non-plasticized material. Suitable materials include: neoprene, teflon, nylon, silicone.

### DEFLECTION

3form Chroma XT will exhibit different amounts of deflection given a variety of factors: fastening techniques, loads, gauges and panel dimensions to list a few. Your 3form Representative can assist you with general deflection guidelines for your application using the Chroma Deflection Charts. If your application has specific engineering requirements, please contact the 3form Technical Help Desk for additional direction at 801-649-2670.

3form Chroma XT Color Stability - Light Transmission
(Xenon Arc Accelerated Exposure Testing)




### HEAT FORMING/COLD BENDING

3form Chroma XT can be heated and formed to produce simple and/or complex curves and shapes. The table below lists the minimum inner radius for a heat formed shape. Tighter radii may be possible, contact 3form Technical Service for details.

| THICKNESS | MINIMUM HEATFORMING RADIUS |
|---|---|
| 1/2" (12.7 mm) | 4" (101.6 mm) |
| 1" (25.4 mm) | 8" (203.2 mm) |
| 2" (50.8 mm) | 12" (304.8 mm) |

It's recommended that large and complex forming geometries should be specified to be produced by 3form Fabrication.

### COLD BENDING

Cold bending is NOT RECOMMENDED on any thickness of Chroma XT.

### EDGE FINISHING

Edges of 3form Chroma XT panels are able to be machined or routed into a variety of different forms. In addition to a straight edge, edges may accept beveling, rounding, etc. Additional finishing, such as sanding or polishing, can also be provided to some edges.

### REFINISHING

One of the unique benefits of 3form Chroma XT is its ability to be refinished. If 3form Chroma XT needs to be refinished for any reason, the panels may be renewed by sanding. Make sure to sand the entire



HOLST
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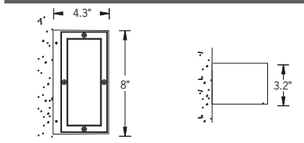
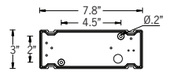
# UGI-31611
## Gino 4 Downlight

LIGMAN LIGHTING USA



8w COB 564 Lumens
IP65 • Suitable For Wet Locations
IK07 • Impact Resistant
Weight 3.5 lbs




Mounting Detail

## Construction

**Aluminum**
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

**Pre paint**
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

**Memory Retentive -Silicon Gasket**
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

**Thermal management**
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

**Surge Suppression**
Standard 10kv surge suppressor provided with all fixtures.

**BUG Rating**
B0 - U0 - G0

**Finishing**
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

**Paint**
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

**Inspired by Nature Finishes**
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

**The Coating Process**
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest conceivable standard of performance excellence and design innovation.

Added Benefits
• Resistance to salt-acid room, accelerated aging
• Boiling water, lime and condensed water resistant
• Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
• Super durable (UV restant)
• TGIC free (non-toxic)

**Hardware**
Provided Hardware is Marine grade 316 Stainless steel.

**Anti Seize Screw Holes**
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

**Crystal Clear Low Iron Glass Lens**
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

**Optics & LED**
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI > 80

**Lumen - Maintenance Life**
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

**Façade-mounted building and area lighting range. Sleek, compact and expansive luminaire family with lighting packages and optics to address any need.**

A range of small, square and rectangular wall mounted luminaires with options of upward or downward light distributions. Ideally suited to illuminate the wall and surfaces in front of wall and for light accents on vertical surfaces using high efficiency LED's. The Gino is suitable for indoor and outdoor applications and provides a clean, visually appealing solution for small, unobtrusive wall mounted luminaires.

This luminaire is available in 2 different sizes and in combinations of down, up or up/down light distributions. The Gino 1 and Gino 2 have a decorative spike option for added lighting effects. The Gino 1 and 2 mounts over a 3" octagonal junction box, a 4" j-box cover plate is available upon request. Frosted or clear lenses are available.

To meet International Dark Sky criteria, 3000k or warmer LEDs must be selected and luminaire fix mounted (+/- 15˚ allowable to permit leveling).

## Additional Options (Consult Factory For Pricing)

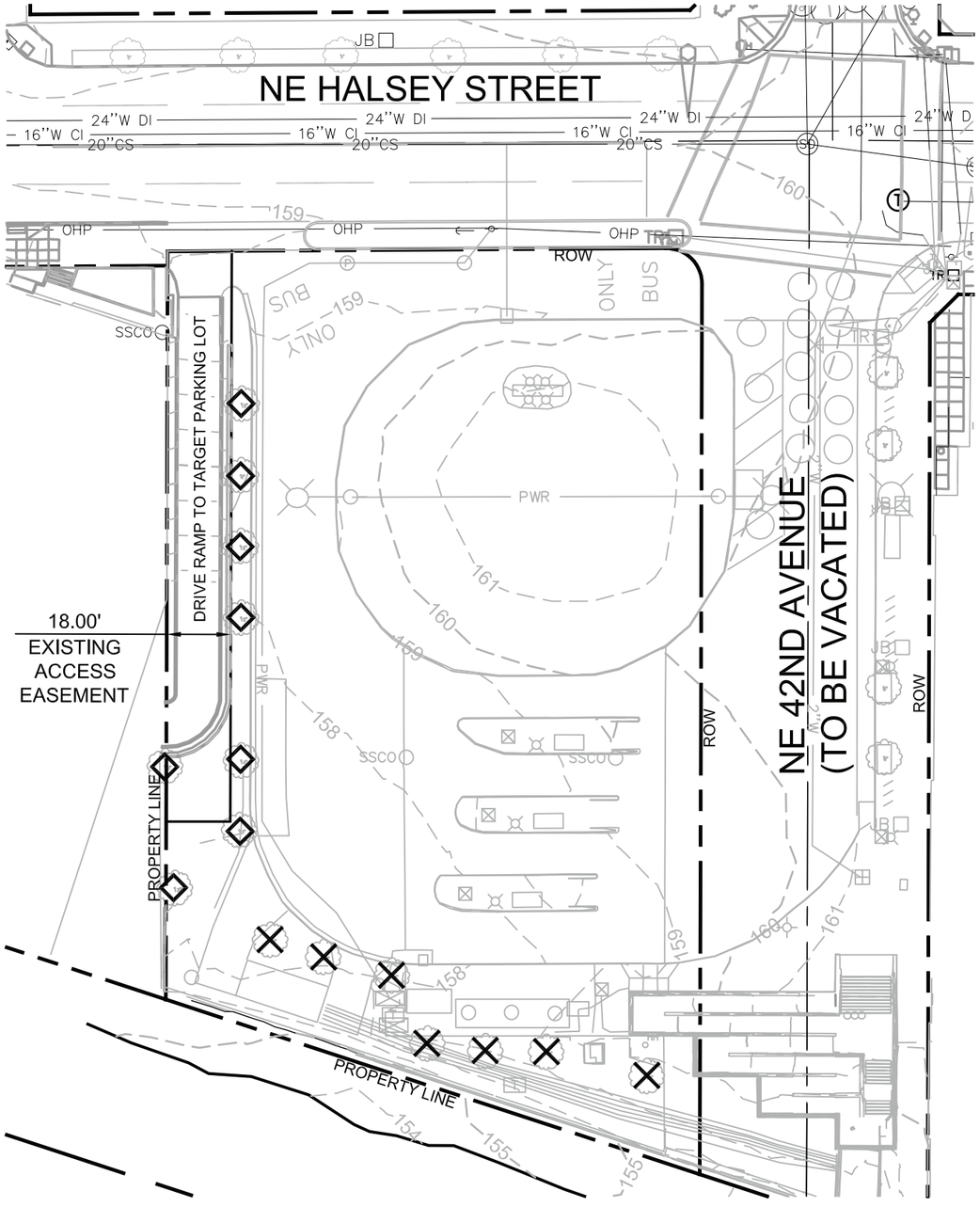


SCDT
Surface Conduit Decorative Trim

NOTE: This decorative trim does not function as a junction box. Wire connections should be made inside the luminaire



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.




## TREE REMOVAL AND EXISTING CONDITIONS PLAN

SCALE: 1"=40'

## SHEET LEGEND

- HTC TEMPORARY CONSTRUCTION PERMIT TREE REMOVAL
- HUB BUILDING PERMIT TREE REMOVAL

N

0 40 80

1 INCH = 40 FEET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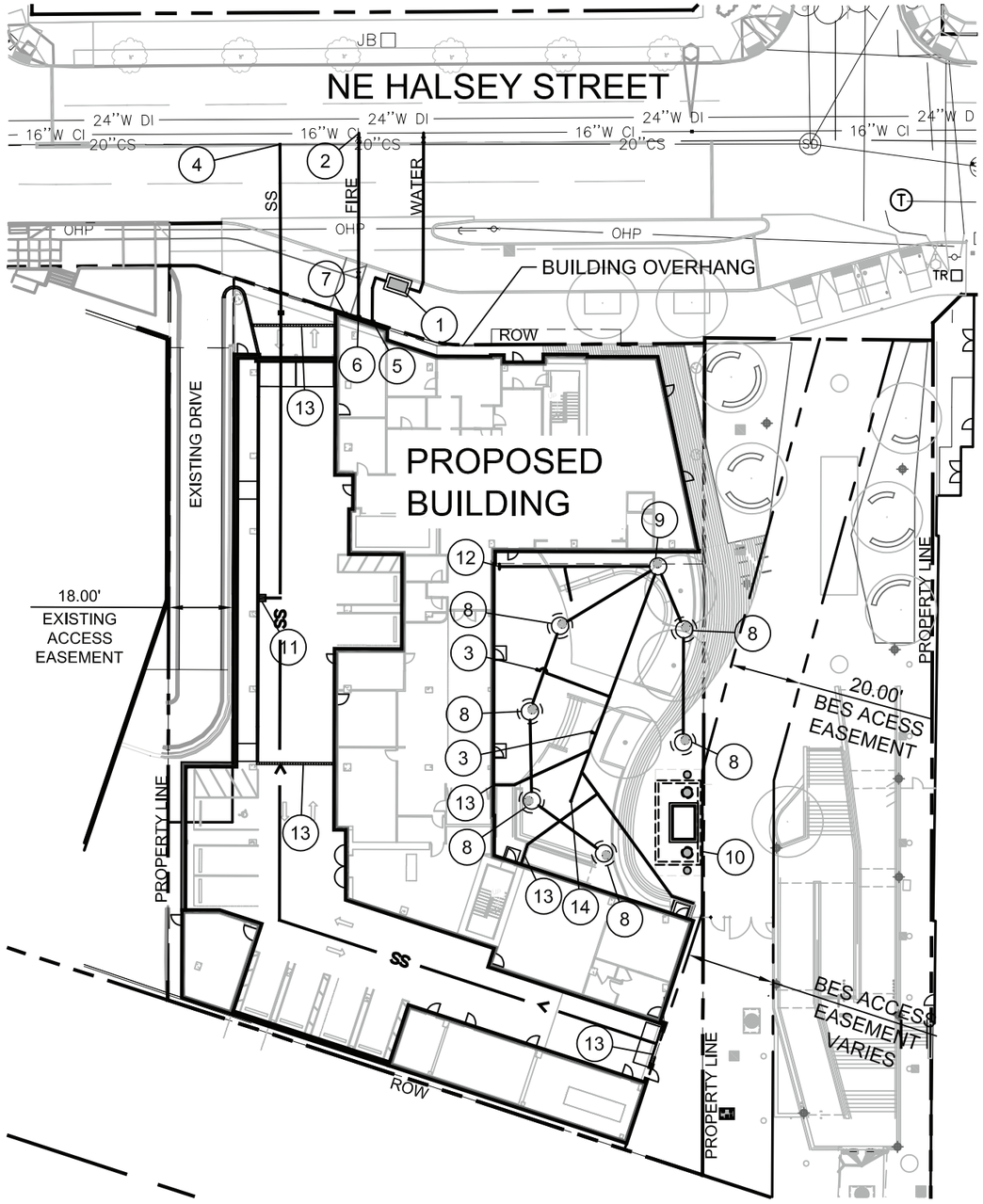
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : CIVIL PLAN
LU NO. LU 23-004591 DZM
LU 23-004591 DZM - Exh G3
sheet : C.51




## UTILITY PLAN

SCALE: 1"=40'

## # CONSTRUCTION NOTES

1. NEW 4" WATER METER, BY PORTLAND WATER BUREAU.
2. NEW 8" FIRE LINE, BY PORTLAND WATER BUREAU.
3. AREA DRAIN.
4. 8" SEWER CONNECTION TO 20" COMBINED SEWER MAIN.
5. 6" DOMESTIC WATER CONNECTION TO BUILDING. PREMISES-ISOLATION (PI) DCVA TO BE INSTALLED IN BUILDING PER WATER BUREAU REQUIREMENTS.
6. 8" FIRE CONNECTION TO BUILDING. PREMISES-ISOLATION (PI) DCDA TO BE INSTALLED IN BUILDING PER WATER BUREAU REQUIREMENTS.
7. FIRE DEPARTMENT CONNECTION MOUNTED TO BUILDING FACE.
8. DRYWELL, 25' PERFORATED SECTION, 35' TOTAL DEPTH
9. SEDIMENT MANHOLE.
10. PP&L TRANSFORMER VAULT.
11. TRAPPED SANITARY CATCH BASIN.
12. STORM CONNECTION FROM BUILDING FOR ROOF DRAINAGE.
13. TRENCH DRAIN.

## STORMWATER NARRATIVE

**PRIVATE SITE**

STORMWATER RUNOFF FROM PROPOSED ROOF AND PAVED SURFACES WILL BE DIRECTED TO THE DRYWELL SYSTEM. THE DRYWELL SYSTEM IS DESIGNED TO FULLY INFILTRATE THE 100-YR STORM EVENT.

**PUBLIC STREET IMPROVEMENTS**

STORMWATER MANAGEMENT IS BEING MANAGED UNDER THE HOLLYWOOD TRANSIT CENTER PROJECT PERMIT TB0156.

## UTILITY CONTACTS


ELECTRICAL
STAN CO
PACIFIC POWER
STANLEY.CO@PACIFICORP.COM
(503) 280-2737

BES
ELLA INDARTA
BUREAU OF ENVIRONMENTAL SERVICES
ELLA.INDARTA@PORTLANDOREGON.GOV
(503) 823-2073

WATER
BENJAMIN KERSENS
PORTLAND WATER BUREAU
BEN.KERSONS@PORTLANDOREGON.GOV
(503) 865-6370


N

0 40 80

1 INCH = 40 FEET



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# APPENDIX

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# TEAM

| | |
|---|---|
| PROPERTY ADDRESS: | 4110 NE HALSEY STREET |
| PROJECT VALUATION: | $85 M |
| LAND USE: | LU 23-004591 DZM |
| DESIGN ADVICE REQUEST: | EA 22-144886 DA<br>EA 21-105638 DA |
| EARLY ASSISTANCE: | EA 21-105637<br>EA 21-019897<br>(INFRASTRUCTURE PROJECT) |
| SUBMITTED: | 01.13.2023 |
| ARCHITECT: | HOLST |
| CONTACT: | Dave Otte, Principal/Owner<br>dotte@holstarc.com<br>503 233 9856 |
| LANDSCAPE: | MAYER / REED |
| CONTACT: | Jeramie Shane<br>jeramie@mayerred.com<br>503 223 5953 |
| CIVIC ENGINEERING: | VEGA CIVIL |
| CONTACT: | Martha Williamson<br>martha@vegacivil.com<br>503 349 1381 |
| STRUCTURAL | KPFF |
| CONTACT: | Aaron Burkhardt<br>aaron.burkhardst@kpff.com<br>503 227 3251 |
| OWNER: | Tri-County Metropolitan<br>Transporation District |
| CONTACT: | Guy Benn<br>benng@trimet.com<br>971 347 5649 |

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HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : HALSEY MAIN ENTRANCE

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : APP.2




4030
hollywood hub






Prohibited Activities
Westbound
Eastbound




N




HOLST

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HOLLYWOOD HUB

4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW

DATE: 03.22.2023

title : COURTYARD VIEW

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : APP.10



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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : HALSEY PASEO ENTRY VIEW

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : APP.11




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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW

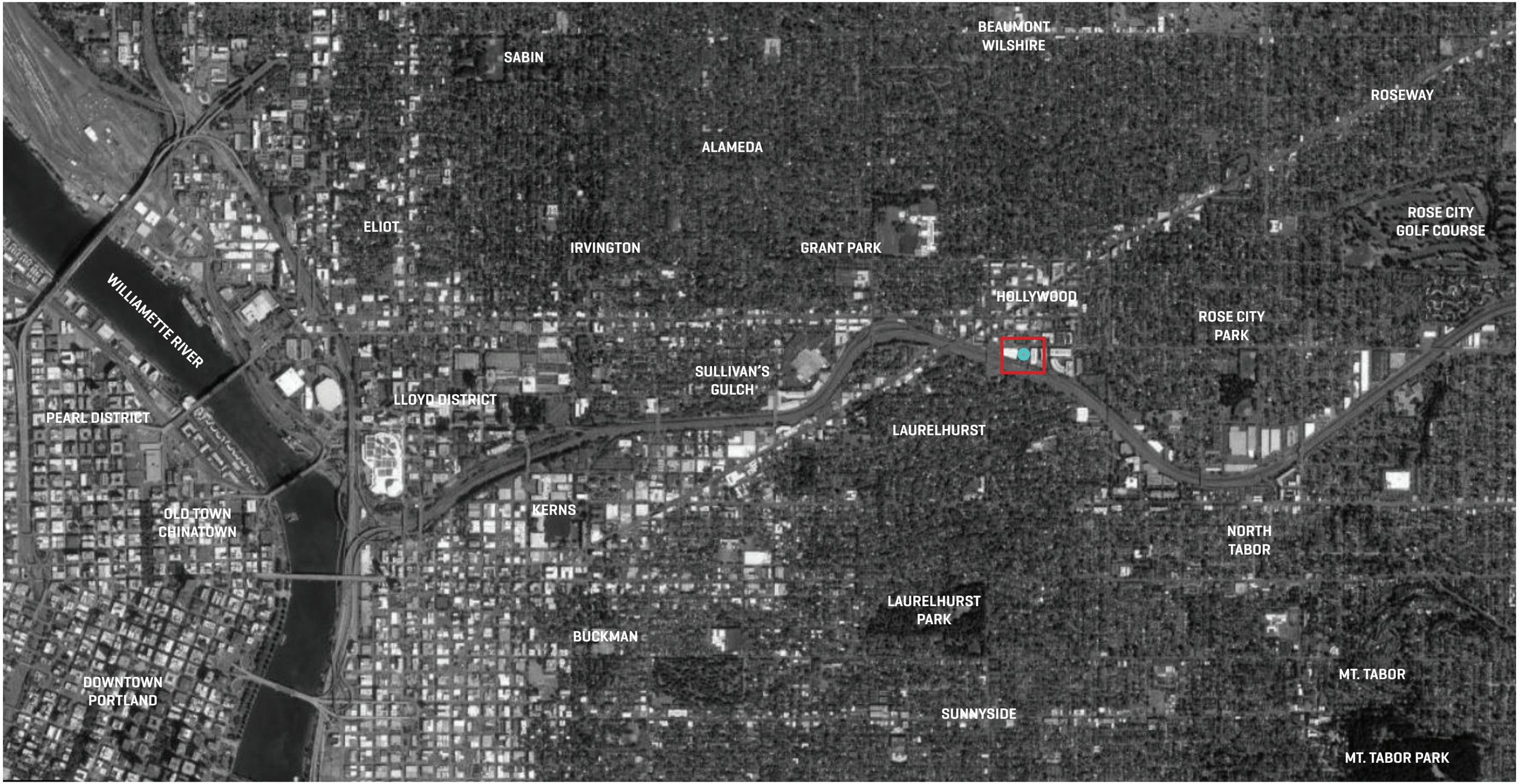
DATE: 03.22.2023

title : HALSEY STREET & NE 42ND AVE VIEW

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : APP.12

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : VICINITY MAP

LU NO.
LU 23-004591 DZM - Exh G3
LU 23-004591 DZM

sheet : APP.13

# ZONING MAP

4110 NE HALSEY ST

**ZONING ANALYSIS**

BASE ZONE: CM3 - COMMERCIAL MIXED USE 3

OVERLAYS: D - DESIGN OVERLAY ZONE

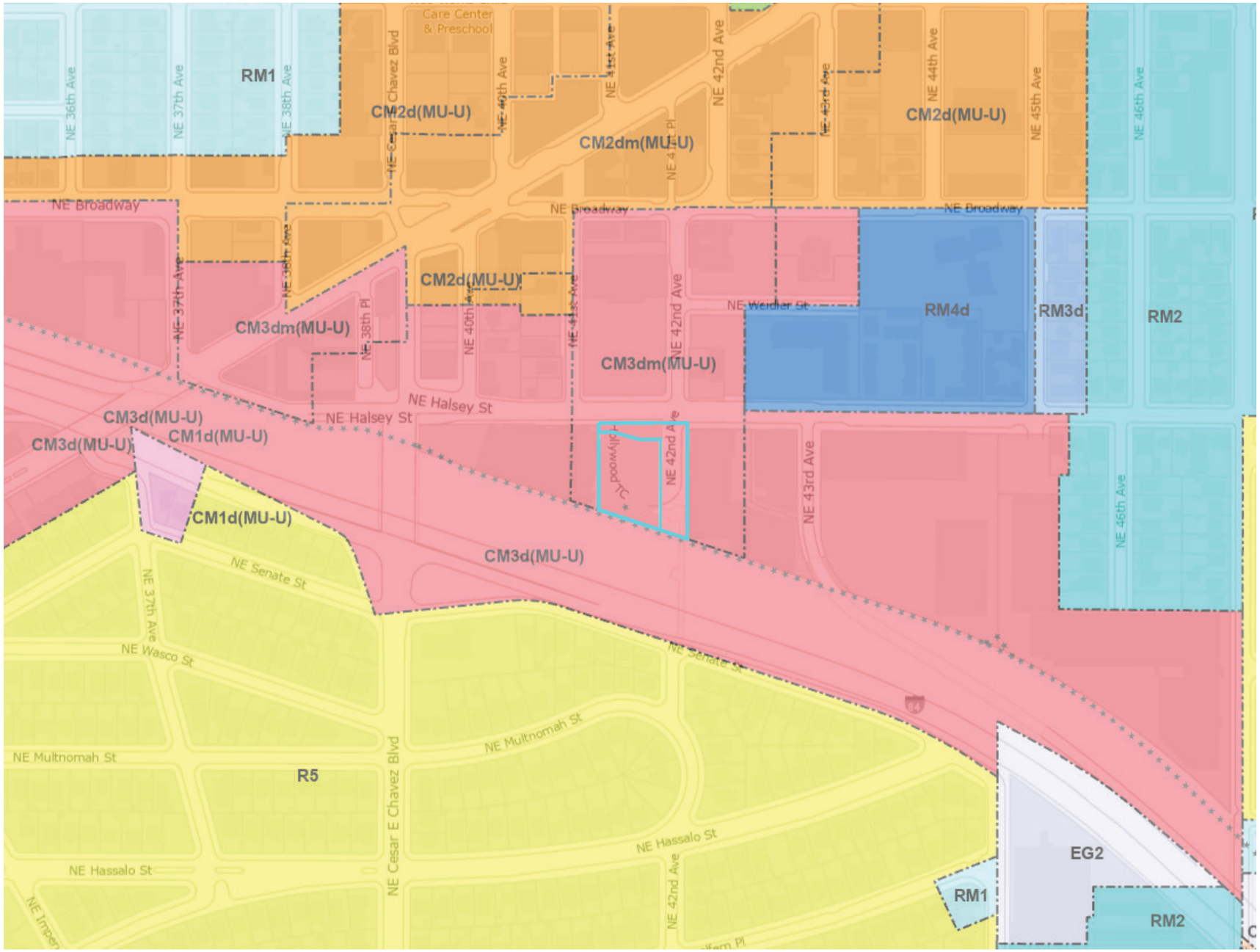
M - CENTERS MAIN STREET

PLAN DISTRICT: HOLLYWOOD - SUBDISTRICT 'A'

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

**TOTAL SITE AREA: 52,554 SF (BOTH PROJECTS)**
**AFFORDABLE HOUSING SITE AREA: 35,215 SF**

**PROPOSED BUILDING FLOOR AREA: 223,387**
**PROPOSED BUILDING HEIGHT: 120 FT**
**NUMBER OF DWELLING UNITS: 224**



# 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



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LU 23-004591 DZM - Exh G3

# URBAN CONTEXT

## TRANSIT, PEDESTRIAN, AND VEHICLE ACCESS

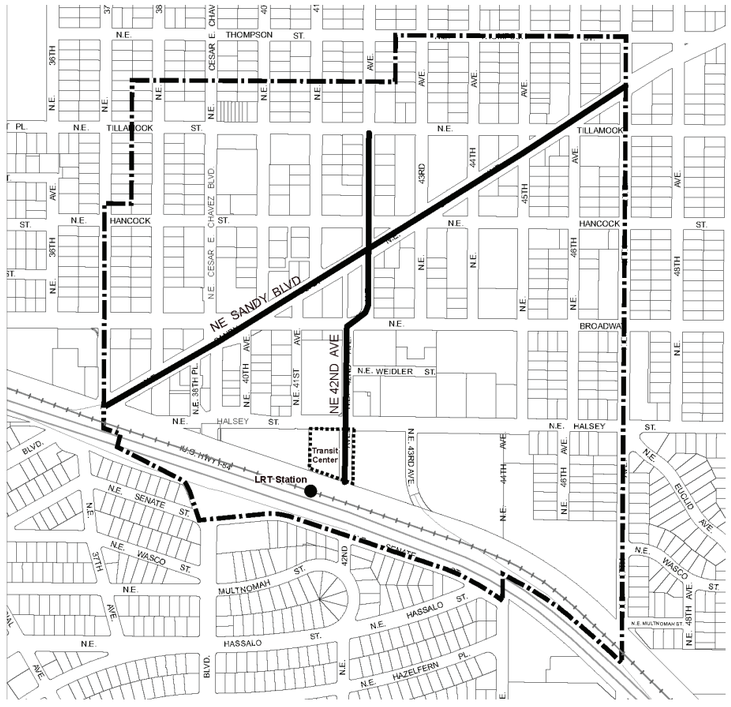
### MULTI-MODAL CIRCULATION

- 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





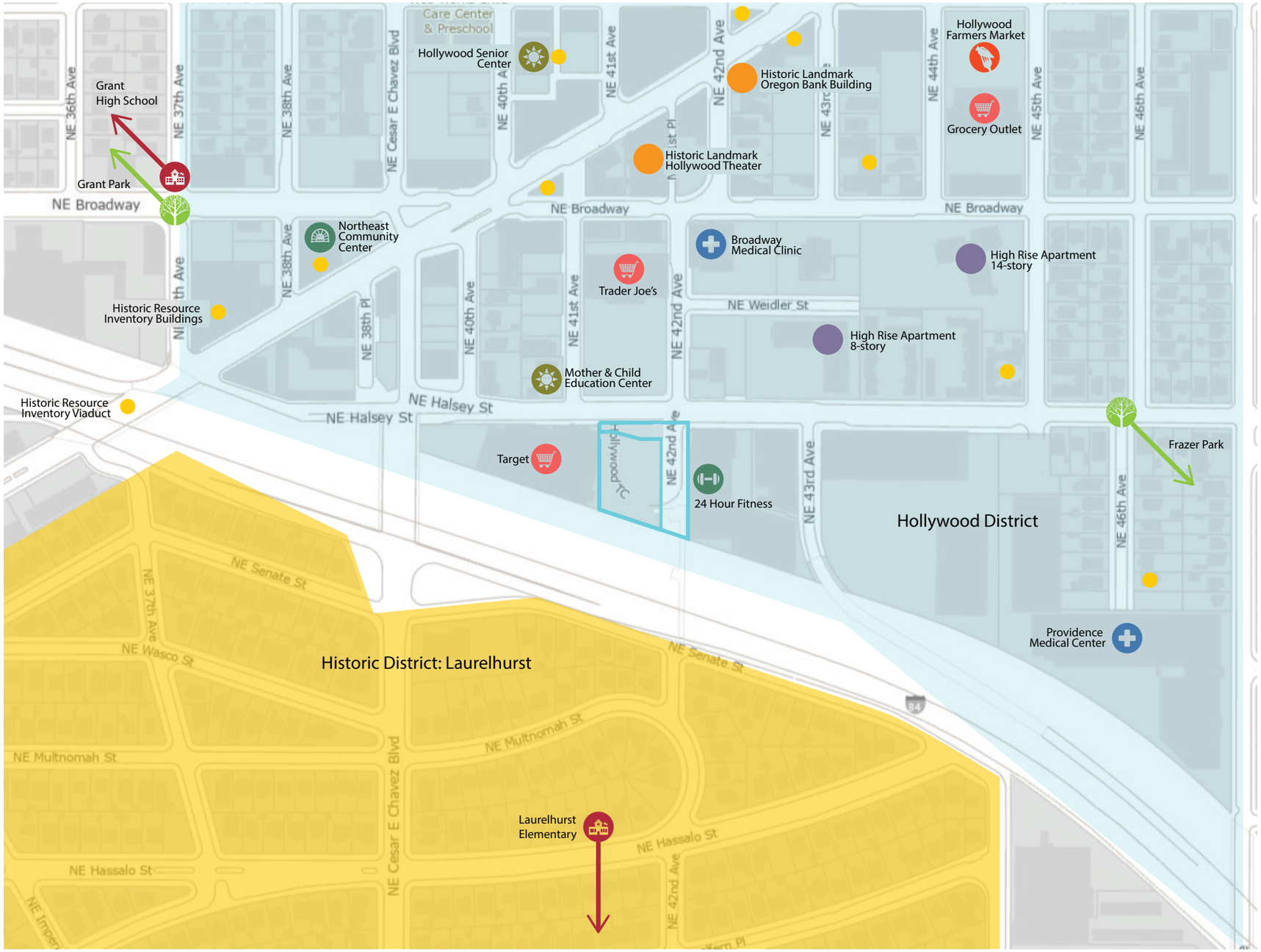

# URBAN CONTEXT
## PUBLIC AMENITIES & OPEN SPACE

### 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



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# 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



# SITE CONTEXT
## UTILITIES

**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






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





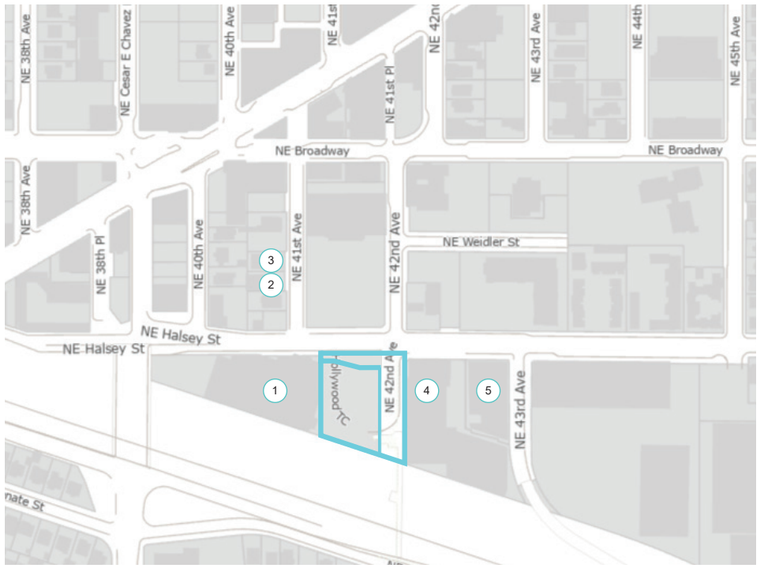











VICINITY MAP WITH KEYED NEIGHBORHOOD BUILDINGS





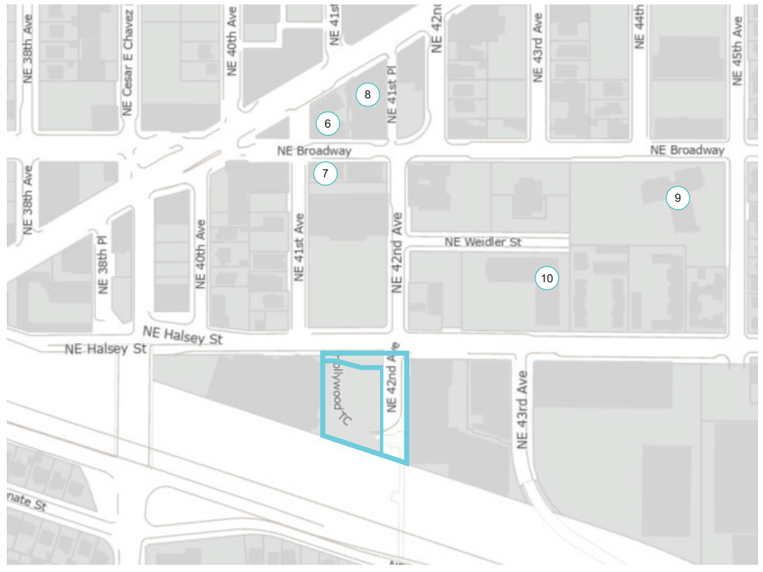






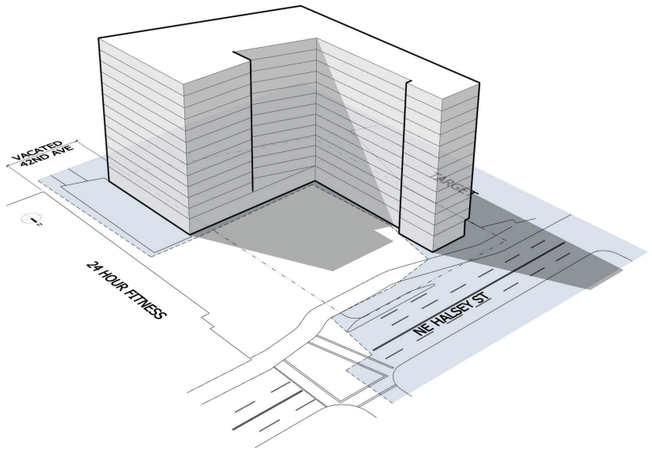


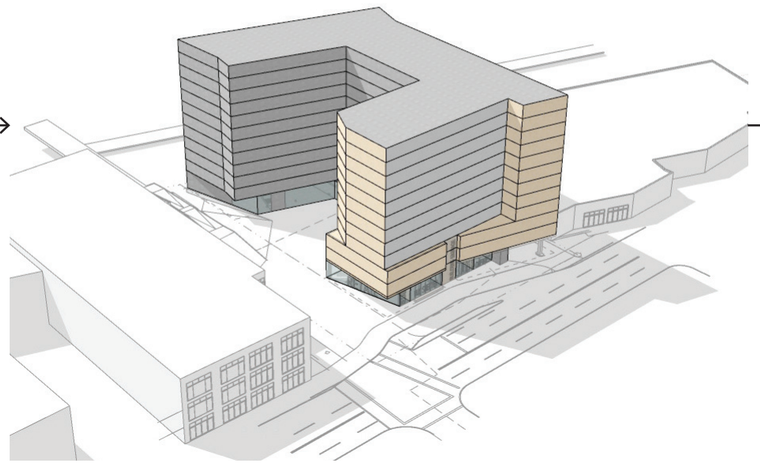



VICINITY MAP WITH KEYED NEIGHBORHOOD BUILDINGS

# MASSING EVOLUTION DIAGRAMS





**DAR #1**

Building footprint was over-constrained to the Difficult to Develop “DDA” boundary

**DAR #2**

The DDA boundary requirement was lifted and the ‘C-parti’ design was developed that holds the Halsey street frontage with a prominent street wall, main entrance, and active use. The C-shape wraps around a public courtyard oriented east to the newly designed public paseo and transit infrastructure circulation.

**LUR**

The ‘C-parti’ design has been refined with the shortening of the southern bar and careful sculpting to maximize daylighting and views. The application of high-quality materials and thoughtful detail reinforce the massing strategies and create a building that is rich in texture, pattern, and character at all scales.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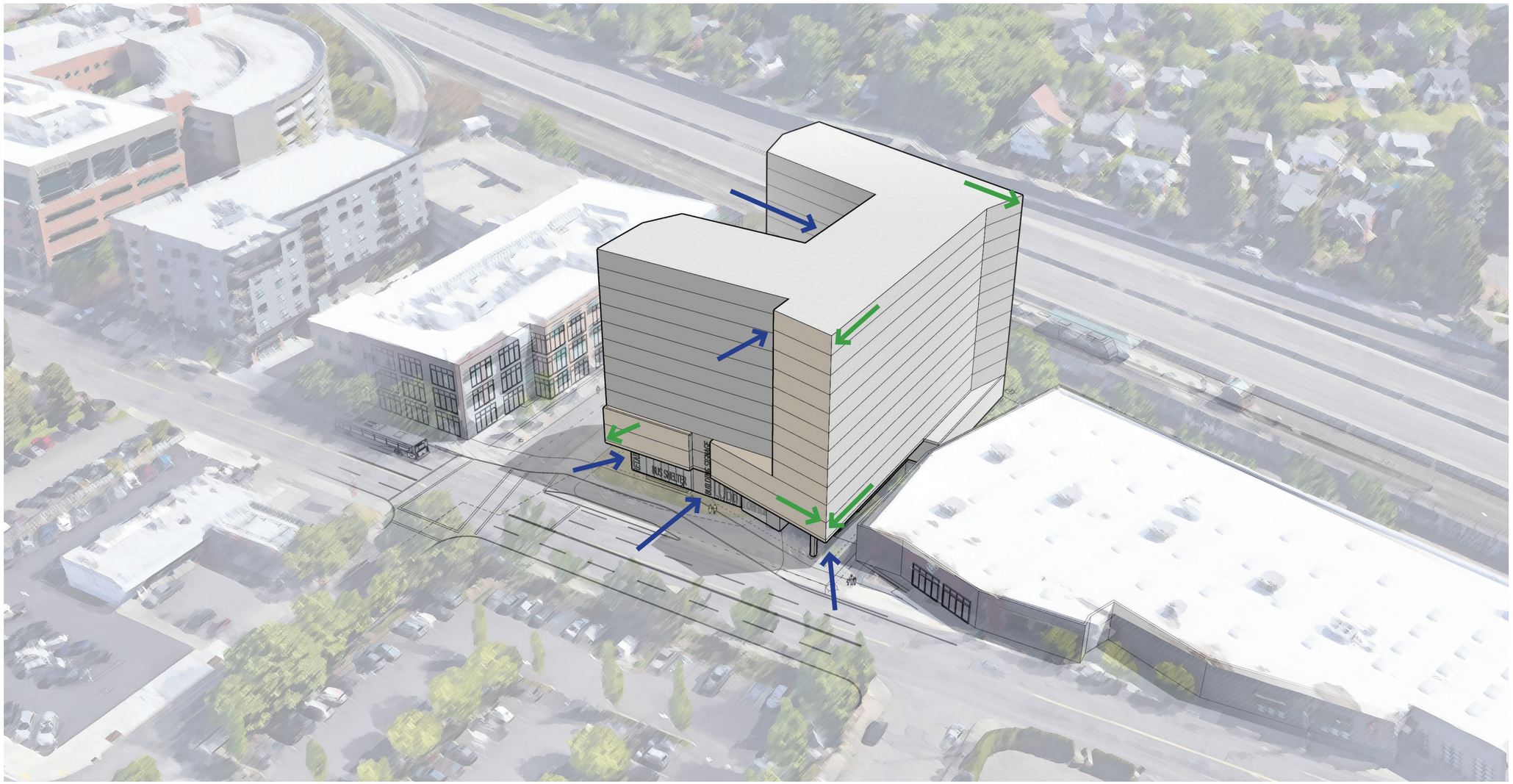
# MASSING AND COMPOSITION




**FORMING THE MASS:** PROMINENT STREET WALLS ALONG TRANSIT LINES AND MASSING MOVES TO ENHANCE CORNERS, EDGES, AND THE PEDESTRIAN EXPERIENCE AROUND THE BUILDING.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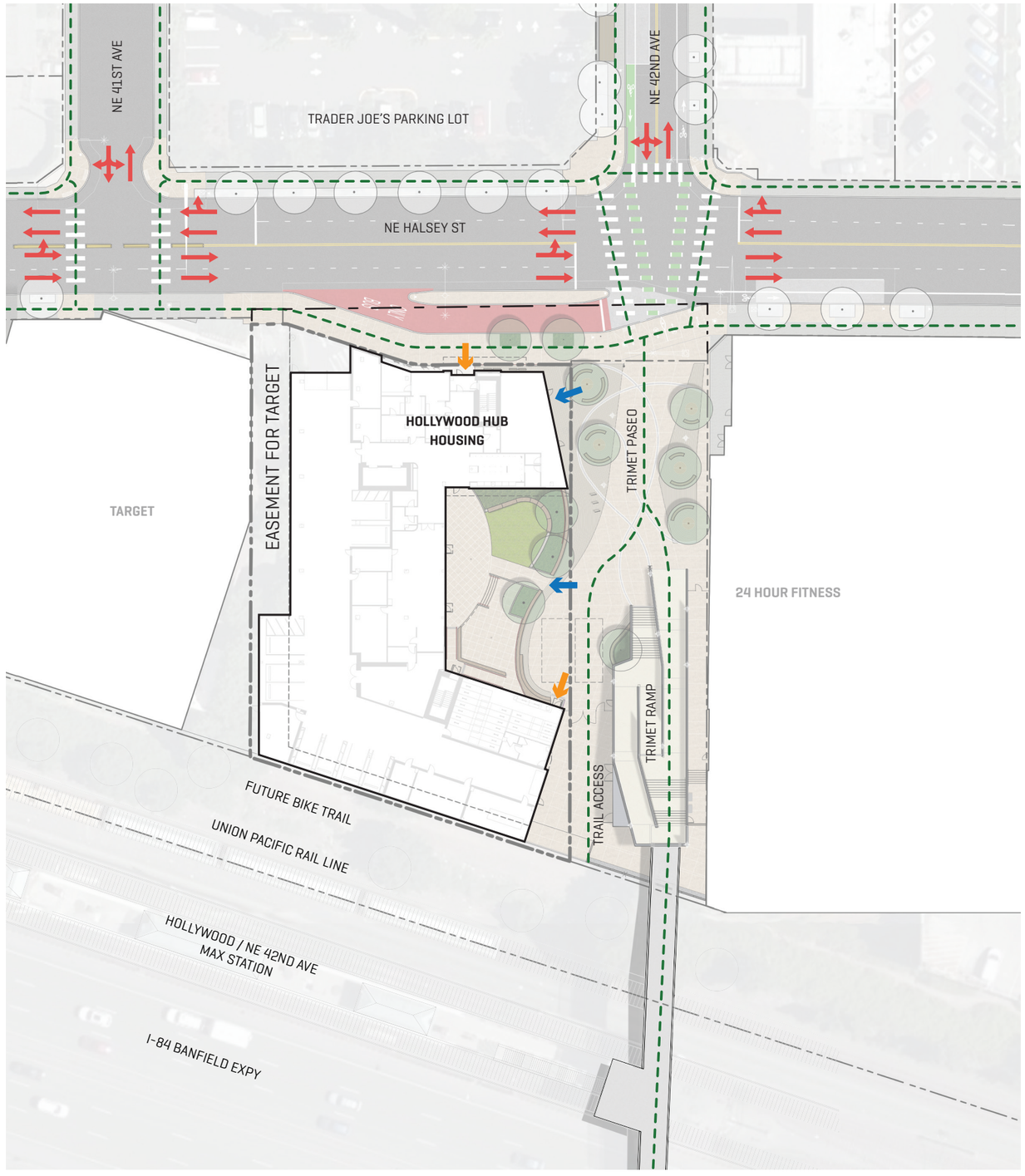
LU 23-004591 DZM - Exh G3




## LEGEND

- ACTIVE USE ENTRIES
- RESIDENTIAL ENTRIES
- AUTOMOBILE TRAFFIC DIRECTION OF TRAVEL
- PEDESTRIAN CIRCULATION

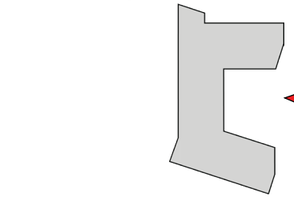
SCALE: 1" = 60'-0"

0' 30' 60' 90'

N

## EAST

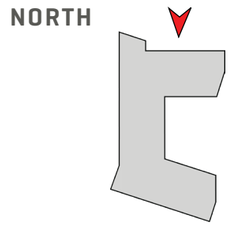


| | |
|---|---|
| TOTAL AREA: | 1628 |
| REQUIRED (60%): | 977 |
| PROVIDED: | 1101 |

## NORTH



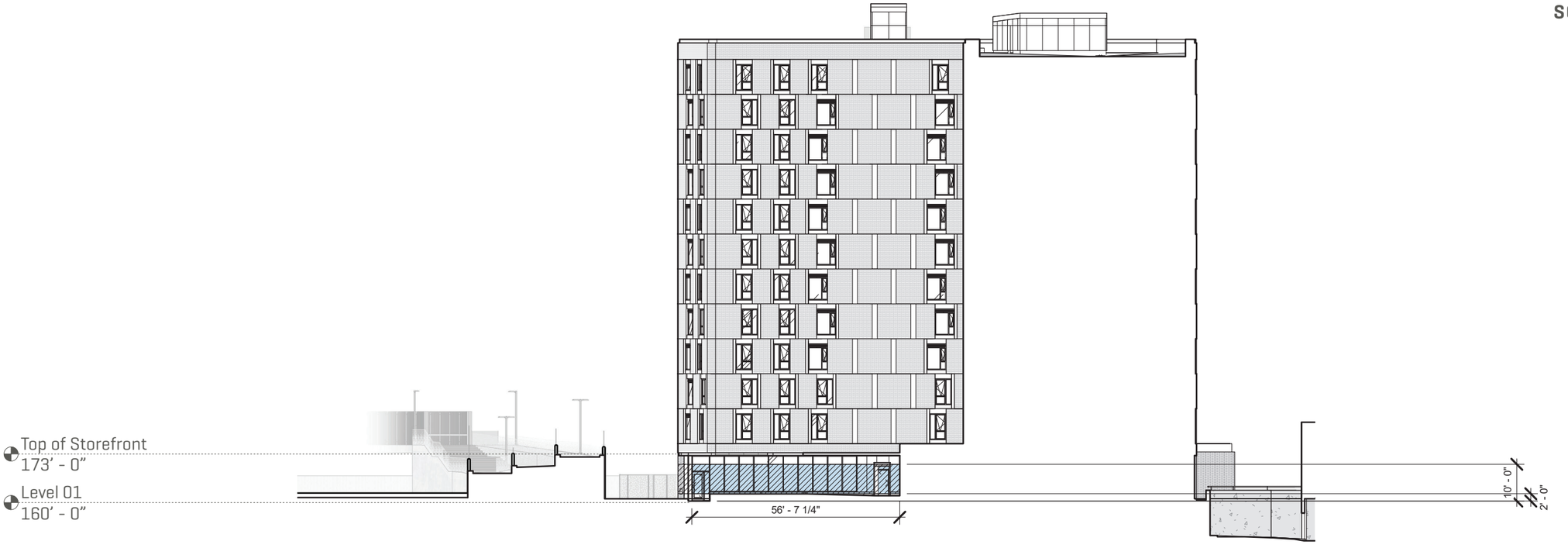



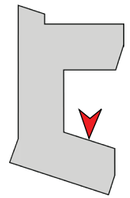
| | |
|---|---|
| TOTAL AREA: | 722 |
| REQUIRED (60%): | 433 |
| PROVIDED: | 473 |

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

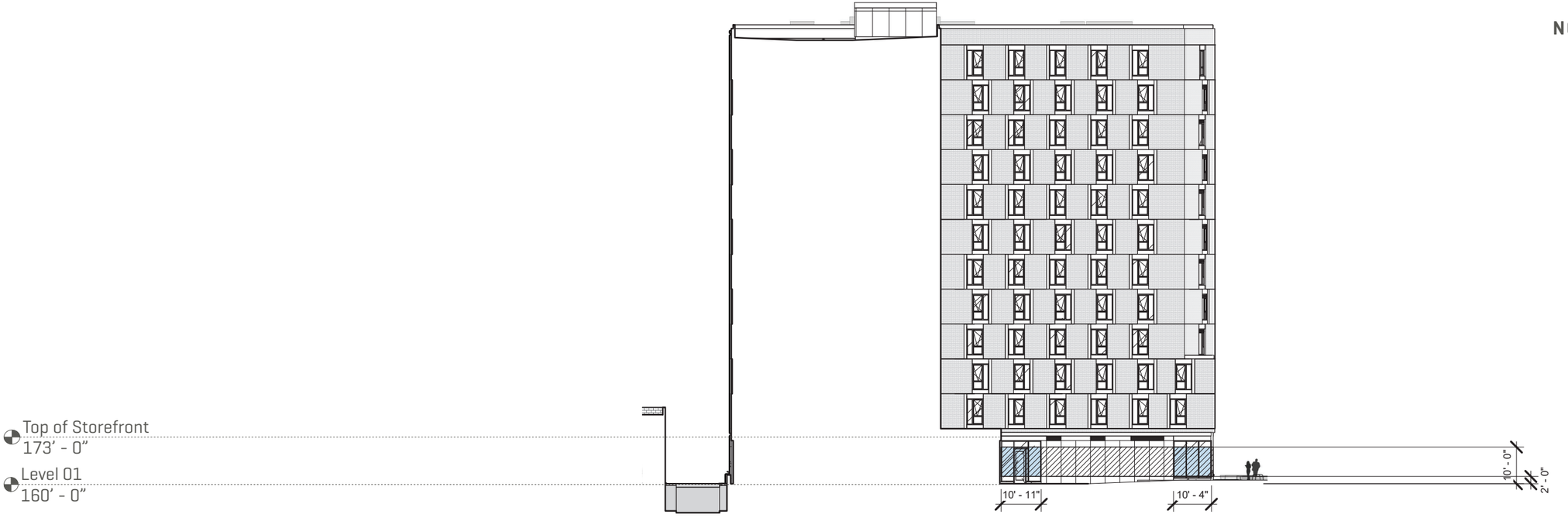
## SOUTH COURTYARD

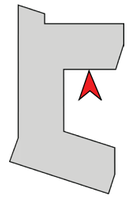


**TOTAL AREA:** 579
**REQUIRED (NA):** --
**PROVIDED:** 453

## NORTH COURTYARD

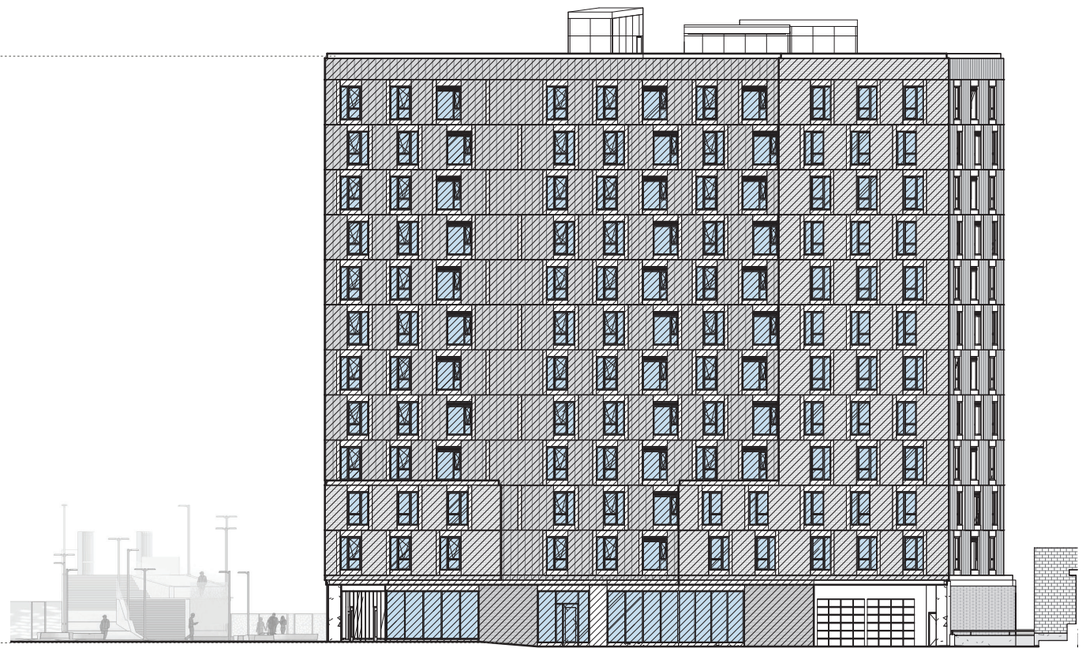


**TOTAL AREA:** 495
**REQUIRED (NA):** --
**PROVIDED:** 169

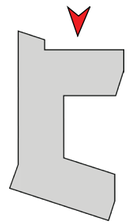
SCALE: 1/32" = 1' - 0"
0 2 4 16 32

Top of Roof
280' - 10"



Level 01
160' - 0"

NORTH



**TOTAL AREA: 15,726**
**REQUIRED (15%): 2,359**
**PROVIDED: 4,564**

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : STREET FACING WINDOWS

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : APP.28

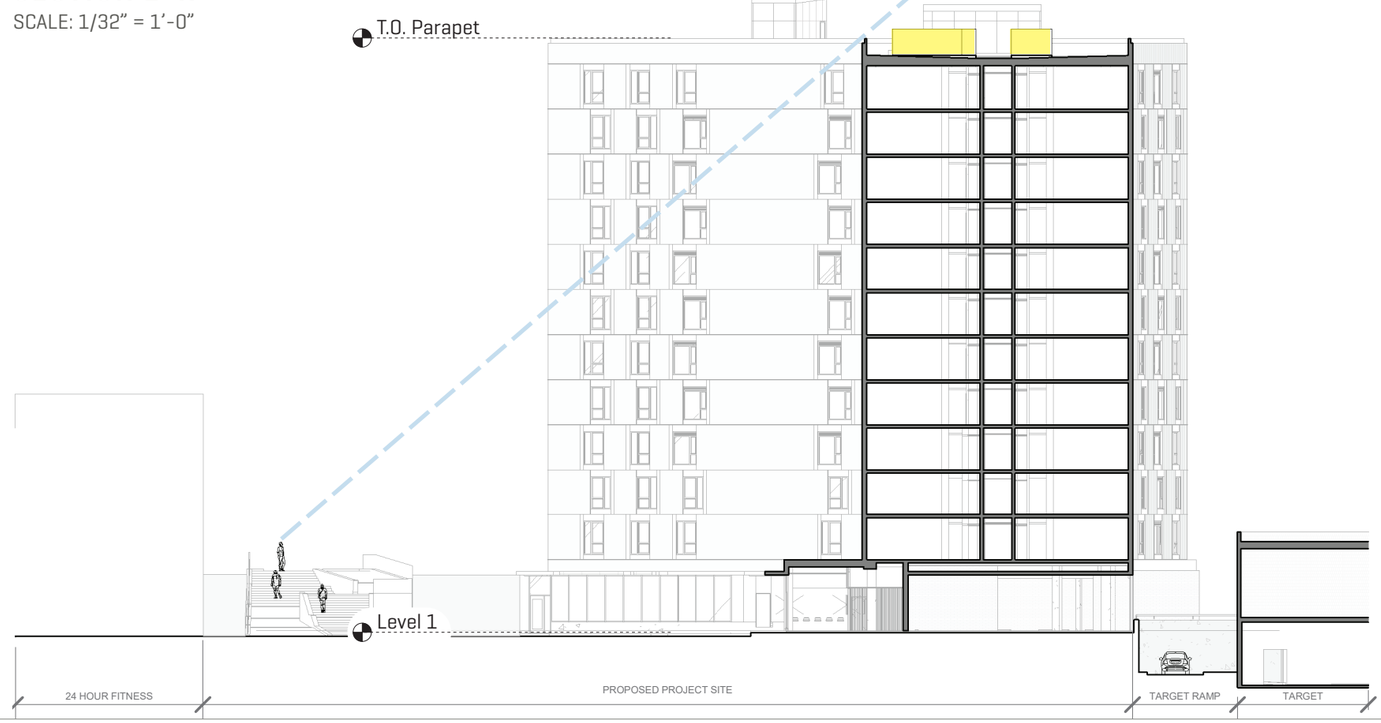
## SECTION N-S

SCALE: 1/32" = 1'-0"




## SECTION E-W

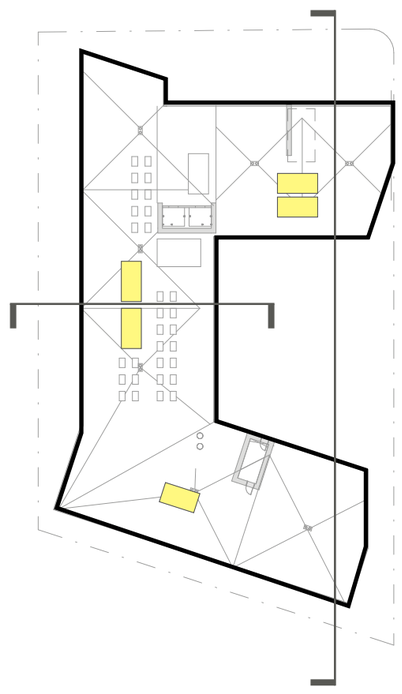
SCALE: 1/32" = 1'-0"




## REFERENCE PLAN

MECHANICAL UNIT

VIEWSHED



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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

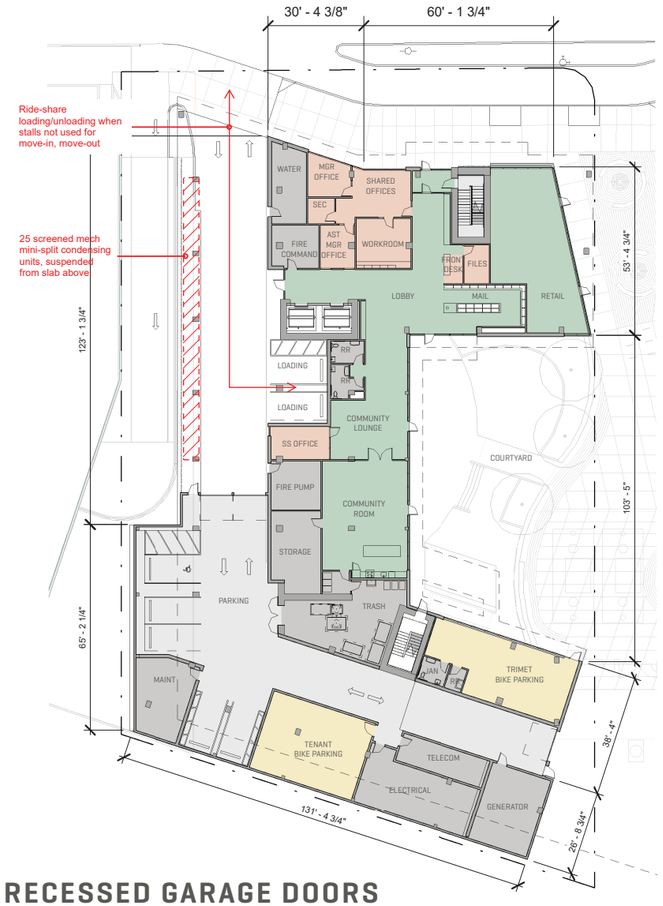
title : SIGHT-LINE DIAGRAMS

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

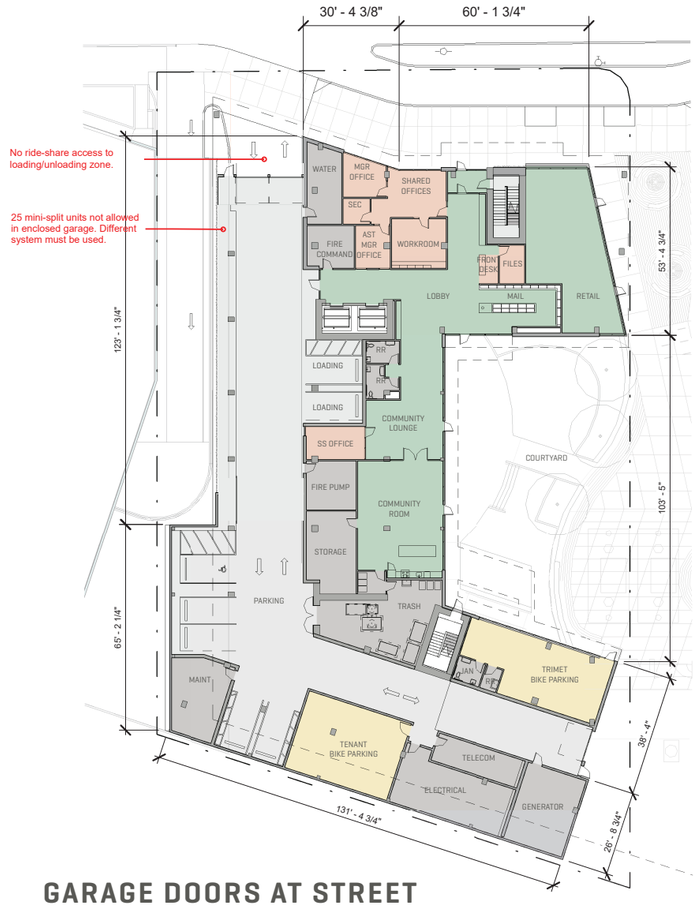
sheet : APP.29

# DESIGN STUDY - GARAGE ENTRY



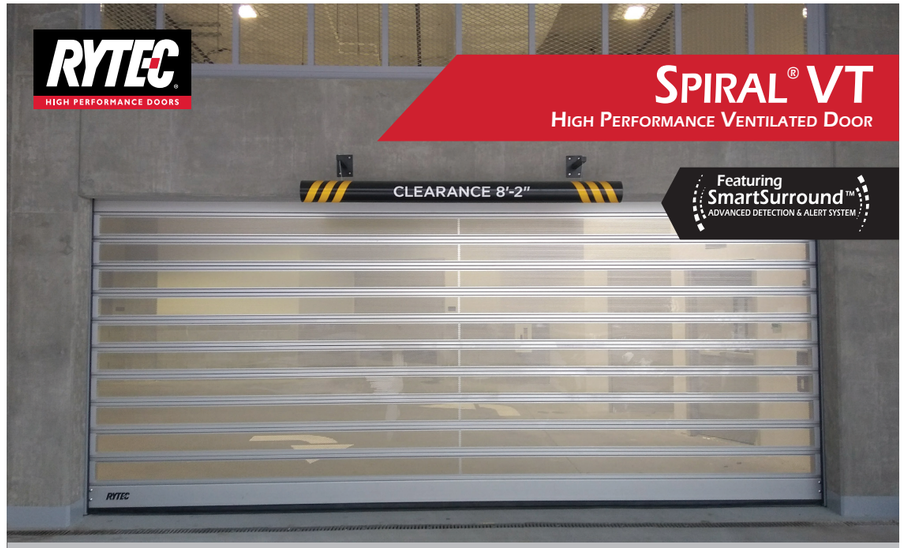

## RECESSED GARAGE DOORS






## GARAGE DOORS AT STREET






## SPIRAL® VT

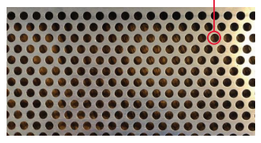
### High Speed, High Cycles and Fresh Air - All in One Door

Engineered for speed - along with high cycles, air flow, visibility and security - the Spiral VT door (Ventilated) maximizes fresh air and ventilation while reducing pollutants and odors. Innovative perforated slat design allows for air flow and provides security without the need for an additional door.

The Spiral VT is ideal for parking and security-related applications. Because its anodized aluminum slats will not corrode, you can count on its look to last for many years even under the worst weather conditions.

Spiral VT high performance is guaranteed with a **5-year limited warranty**.


Shown with optional custom color selection




**Solid Security**
- Extruded aluminum I-beam slat assembly with ¼-inch diameter round-hole pattern
- Integral rubber weatherseal
- Continuous heavy-duty hinge system

**Air Flow**
- Perforated slats circulate air and provide ventilation to help maintain a more comfortable work environment

**High Speed**
- Opening speed of up to 100 inches per second improves traffic flow in fast-paced environments

**Ultra Quiet**
- Spiral track design features no metal-to-metal contact for remarkably quiet operation

**Unparalleled Performance**
- Variable speed AC drive system - with soft acceleration and deceleration - smooths out routine stops and starts

**Safe and Secure Design**
- Ventilated slats are specifically designed with perforations to allow for maximum air flow without compromising security and safety

QUALITY. PERFORMANCE. RELIABILITY. RYTECDOORS.COM

## CUTSHEET

# DESIGN STUDY - SOUTHERN WALL







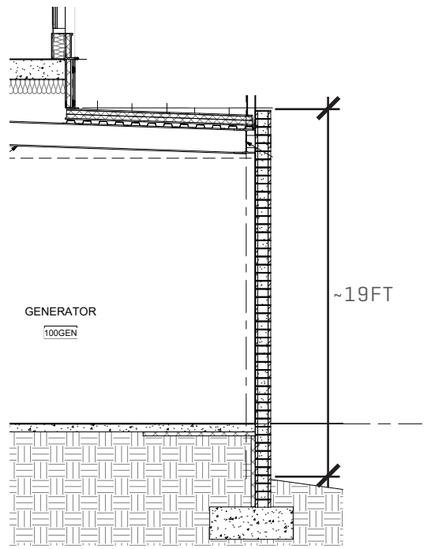




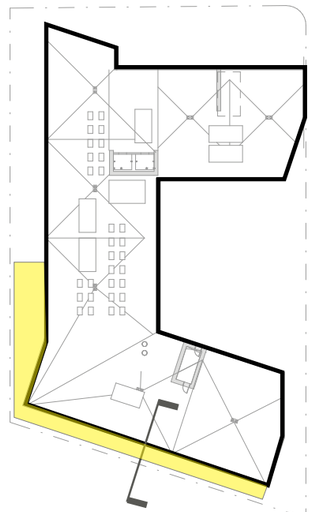







**SECTION**



**REFERENCE PLAN**



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LU 23-004591 DZM - Exh G3

# DESIGN EVOLUTION - MECHANICAL SYSTEM

CEILING SUSPENDED

## APPROACH

MINIMIZES IMPACT ON FACADE
- 224 WINDOWS IMPACTED (LIVING ROOM WINDOWS ONLY)

MINIMIZES IMPACT INSIDE THE UNIT
- DOES NOT AFFECT USABLE SF

CONFIRMATION FROM WINDOW MANUFACTURER TO BE INTEGRATED IN WINDOW CONSTRUCTION

HEAT EXCHANGE INTEGRATED IN MECHANICAL UNIT

3’ CLEARANCE FROM EXHAUST TO OPERABLE WINDOW UNIT
- IMPACTS CONFIGURATION AT TYP LIVING ROOM WINDOW
- TEAM CONFIRMING REQUIREMENT WITH AHJ

## CONSIDERATIONS

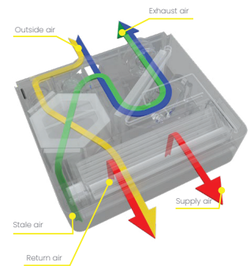
- MEETS CODE-REQUIRED HEAT RECOVERY FOR UNITS
- NO OUTDOOR CONDENSING UNITS REQUIRED (FOR RESIDENTIAL UNITS)
- MANUFACTURED IN ITALY - LOCAL SUPPLIER TO HAVE SPARE UNITS/PARTS AVAILABLE LOCALLY.
- MEETS HUD REQUIRED ACOUSTIC TRANSMISSION LEVELS
- RELATIVELY NEW TO MARKET. SEVERAL PROJECTS IN PERMITTING PHASE.

## MANUFACTURER MOCK UP

**Ceiling Suspended** | Airflow

AIO Ceiling Ducted is flexible in many ways. It can be fully ducted or used with minimal or no ducting. This flexibility enables AIO Ceiling Ducted to be placed anywhere in a dwelling without restrictions.

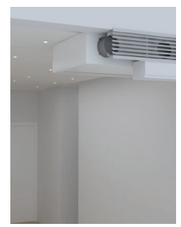
- **Supply air**
  The supply air is through an electronically controlled louver that can be set at any angle or continuously oscillate.
- **Stale and return air**
  Both room and stale air are returned into the unit through the integrated return air grille on the bottom of the unit.
- **Outside air intake**
  The single 8" round outside air intake connection provides air for the condenser portion and fresh air for the inside. This can be ducted with up 0.45" WC external static pressure (combined between intake and exhaust).
- **Outside air exhaust**
  The single 8" round outside air exhaust connection is for the condenser portion and the stale air exhaust. This can be ducted with up 0.45" WC external static pressure (combined between intake and exhaust).




Outside air  Recirculate air  Fresh air intake  Stale air exhaust

**Ceiling Suspended** | Installation





**Ducted external vent**



**Direct existing window vent**



**Shared supply and exhaust vents**

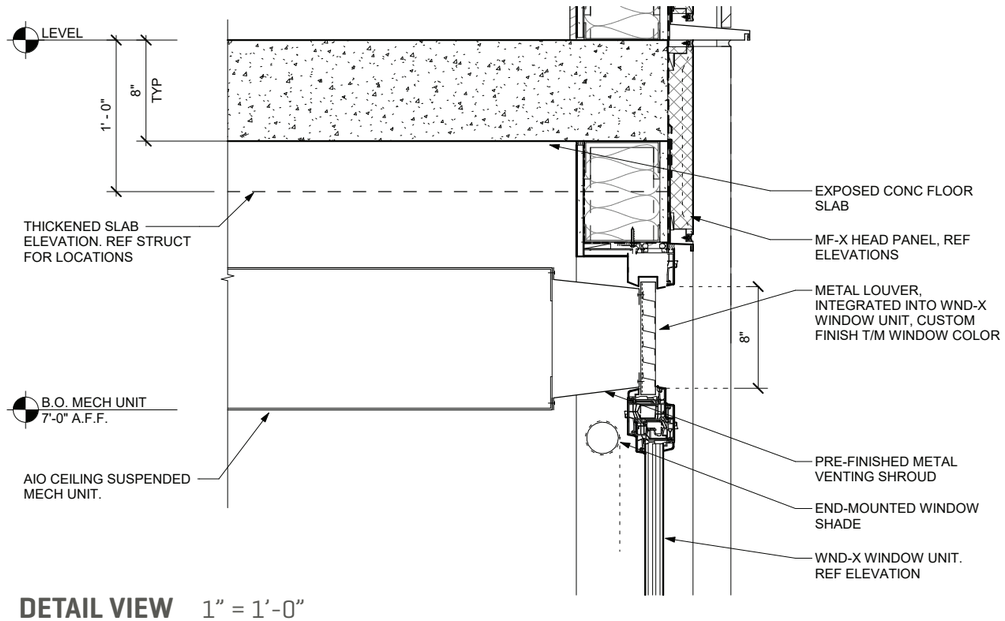
ARCHITECTURAL APPROACH

## ELEVATION COMPONENTS

1. WND-X WINDOW WITH INTEGRATED MECH (5'-3" X 7'-1")
2. REDUCED OPERABLE LITE (1'-3" X 3'-6")
3. 8" EXHAUST PORT
4. 8" INTAKE PORT
5. INTEGRATED MTL MECH LOUVER, PREFINISHED TO MATCH WINDOW COLOR
6. 3'-0" VENT SEPARATION PER CODE
7. BEDROOM WINDOW CONFIGURATION (NO CHANGE FROM 50% DD)




**ENLARGED ELEVATION** NTS



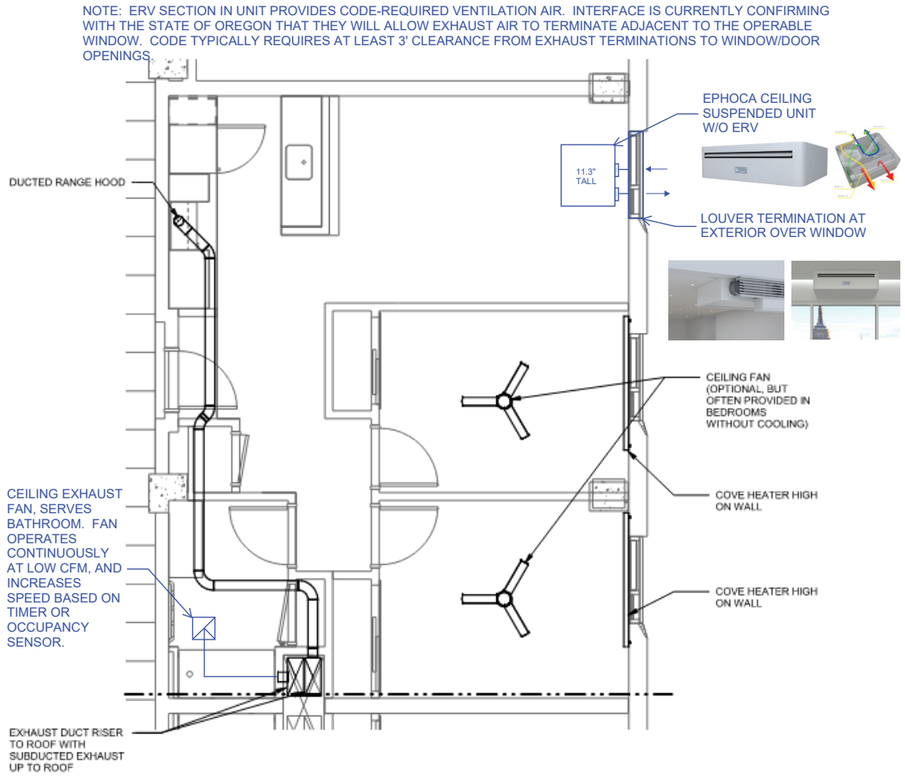

**DETAIL VIEW** 1" = 1'-0"

# DESIGN EVOLUTION - MECHANICAL SYSTEM

MEP EVALUATION

## MECHANICAL APPROACH

- NO DUCTED UNIT VENTILATION (AS SHOWN IN 50% DD). REMOVE ASSOCIATED CORRIDOR ROUTING, UNIT PENETRATION ABOVE ENTRY DOOR, AND ROOFTOP CONNECTION.
- DUCTED RISER TO ROOF TO REMAIN
- RANGE HOOD DUCTED TO ROOF TO REMAIN
- BATHROOM EXHAUST AND ASSOCIATED ROUTING TO REMAIN
- COVE HEATERS + CEILING FANS (OPT) IN BEDROOMS TO REMAIN





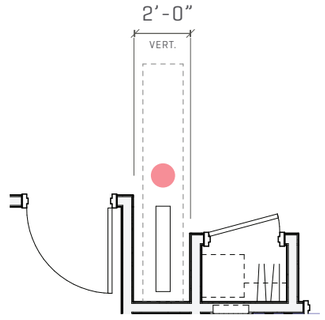
5 HORIZONTAL RACKS PER FLOOR

17 LARGE BIKE RACKS AT LEVEL 1

**25 TOTAL**

## LEVELS 01 BIKE PARKING

SCALE: 1/32" = 1'-0"




1 VERTICAL RACK AT SELECT UNITS

5 BIKES PER FLOOR

**55 TOTAL**

## EXAMPLE IN-UNIT LOCATIONS - PLAN

**REQUIRED:**

**LONG TERM**

224 UNITS X 1.5 BIKES PER UNIT = 336 BIKES TOTAL

5% LARGE = 17 SPACES

30% HORIZONTAL RACK= 101 SPACES

**SHORT TERM**

224 UNITS X 1 PER 20 UNITS = 12 (EXTERIOR)

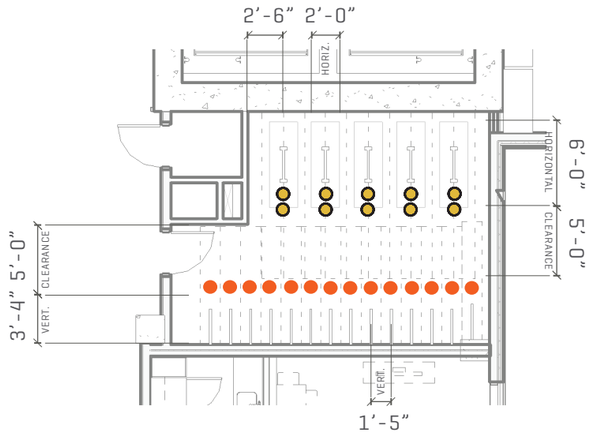
**PROVIDED:**

336 LONG TERM

12 SHORT TERM

**LEGEND**

- LARGE BIKE RACKS
- VERTICAL BIKE RACKS
- HORIZONTAL RACKS
- IN-UNIT BIKES
- DENOTES COUNT TOWARDS LOWER LEVEL BIKES




5 HORIZONTAL RACKS PER FLOOR

14 VERTICAL RACKS PER FLOOR

24 BIKES PER FLOOR

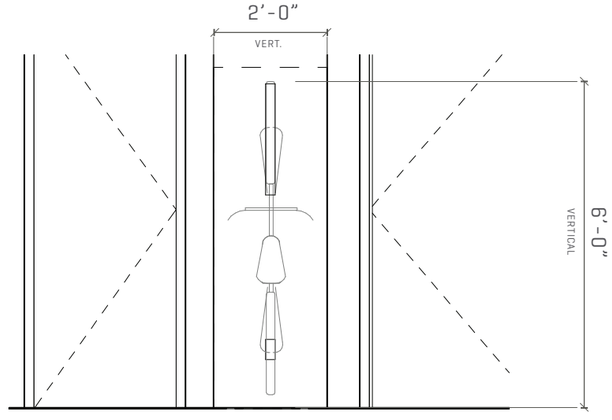
110 VERTICAL BIKES TOTAL

146 HORIZONTAL BIKES TOTAL

**256 TOTAL**

## LEVELS 02-12 BIKE PARKING

SCALE: 1/32" = 1'-0"



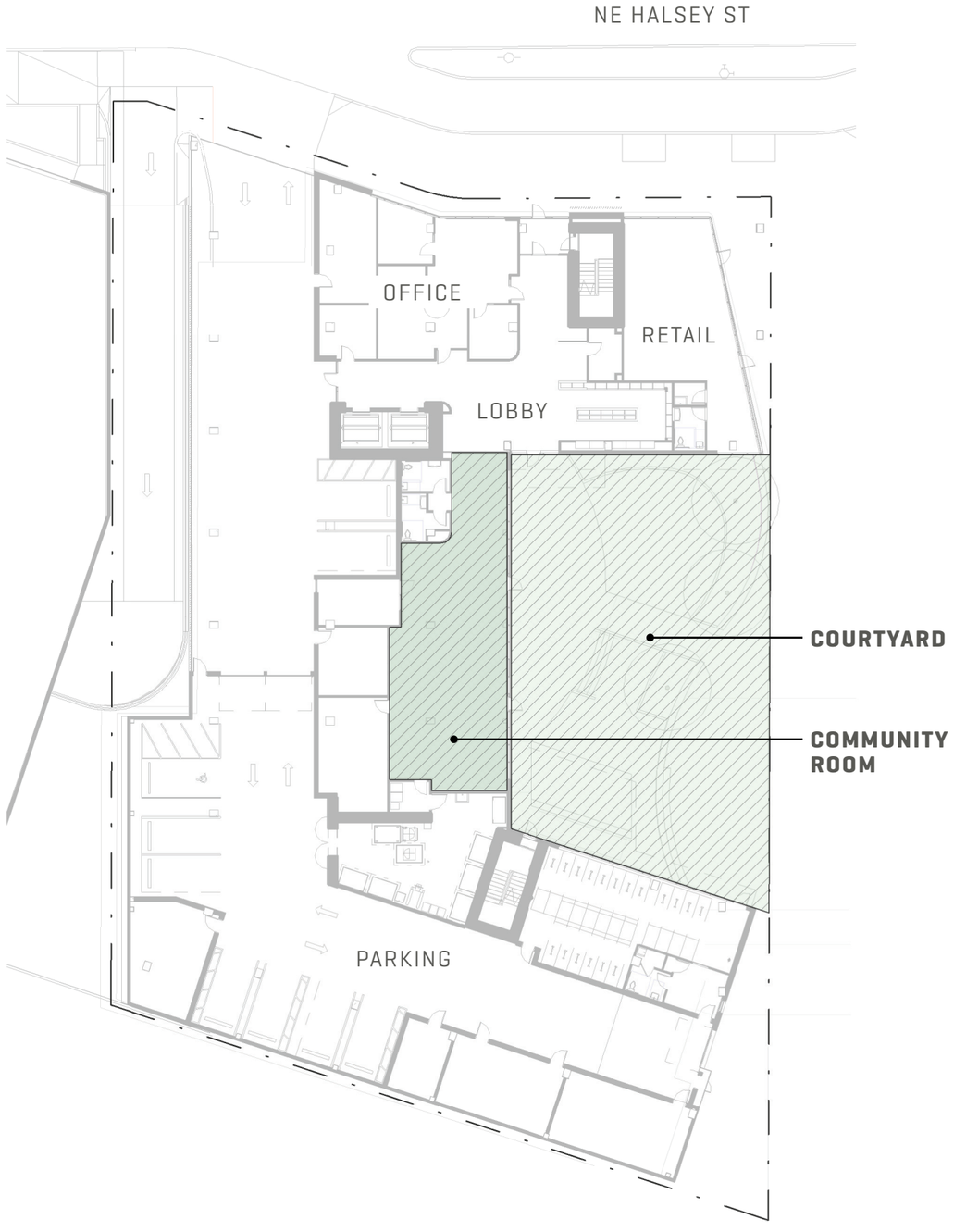

## EXAMPLE IN-UNIT LOCATIONS - ELEVATION

HOLST
© 2022 HOLST ARCHITECTURE INC.

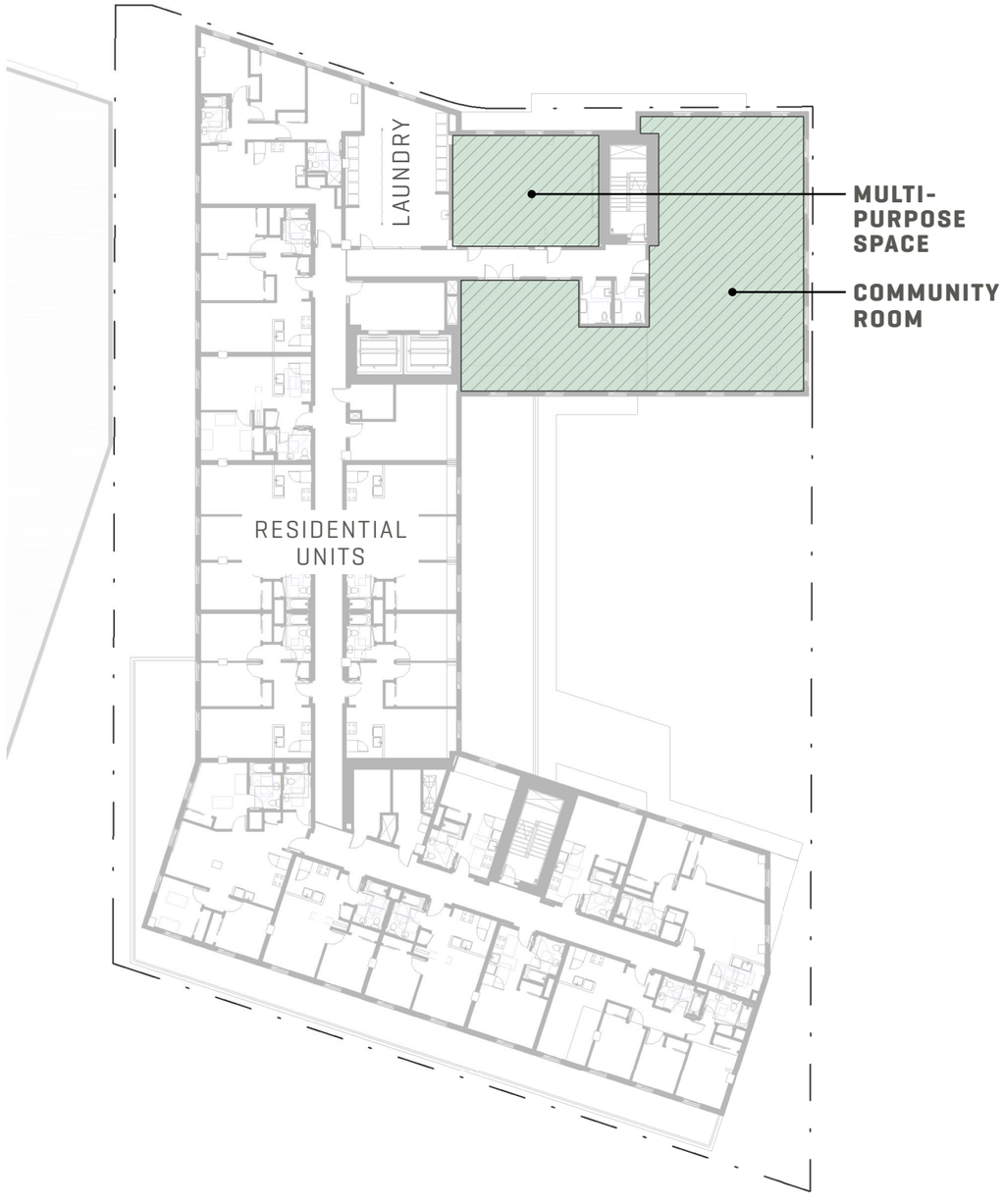
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : BIKE PARKING
LU NO. LU 23-004591 DZM
LU 23-004591 DZM - Exh G3
sheet : APP.35




LEVEL 1 FLOORPLAN




LEVEL 2 FLOORPLAN

**LEGEND**

COMMON AREA

**CALCULATIONS:**

**REQUIRED:**

224 UNITS X 48 SF =

10,752 SF

**PROVIDED:**

10,774 SF

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

HOLST

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HOLLYWOOD HUB

4110 NE HALSEY STREET

PORTLAND, OR 97232

DESIGN REVIEW

DATE: 03.22.2023

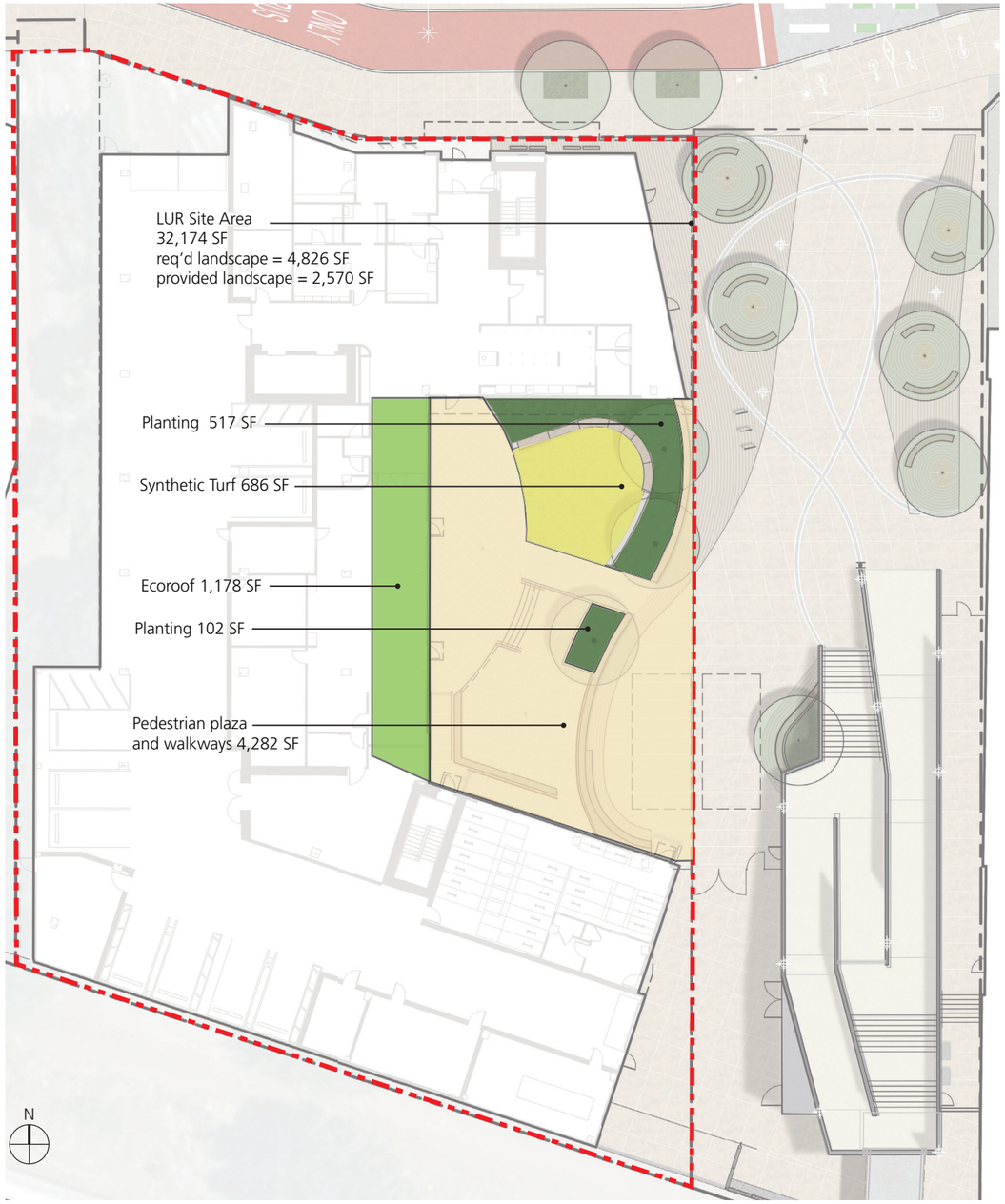
title : OUTDOOR AREA DIAGRAM

LU NO. LU 23-004591 DZM

LU 23-004591 DZM - Exh G3

sheet : APP.36

# 33.130.225 LANDSCAPE AREA




**PROPOSED LANDSCAPING AREAS**




**REQUIRED LANDSCAPED AREA & TREE DENSITY**

SCALE: 1/32" = 1' - 0"
0 2 4 16 32



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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/ programing (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.

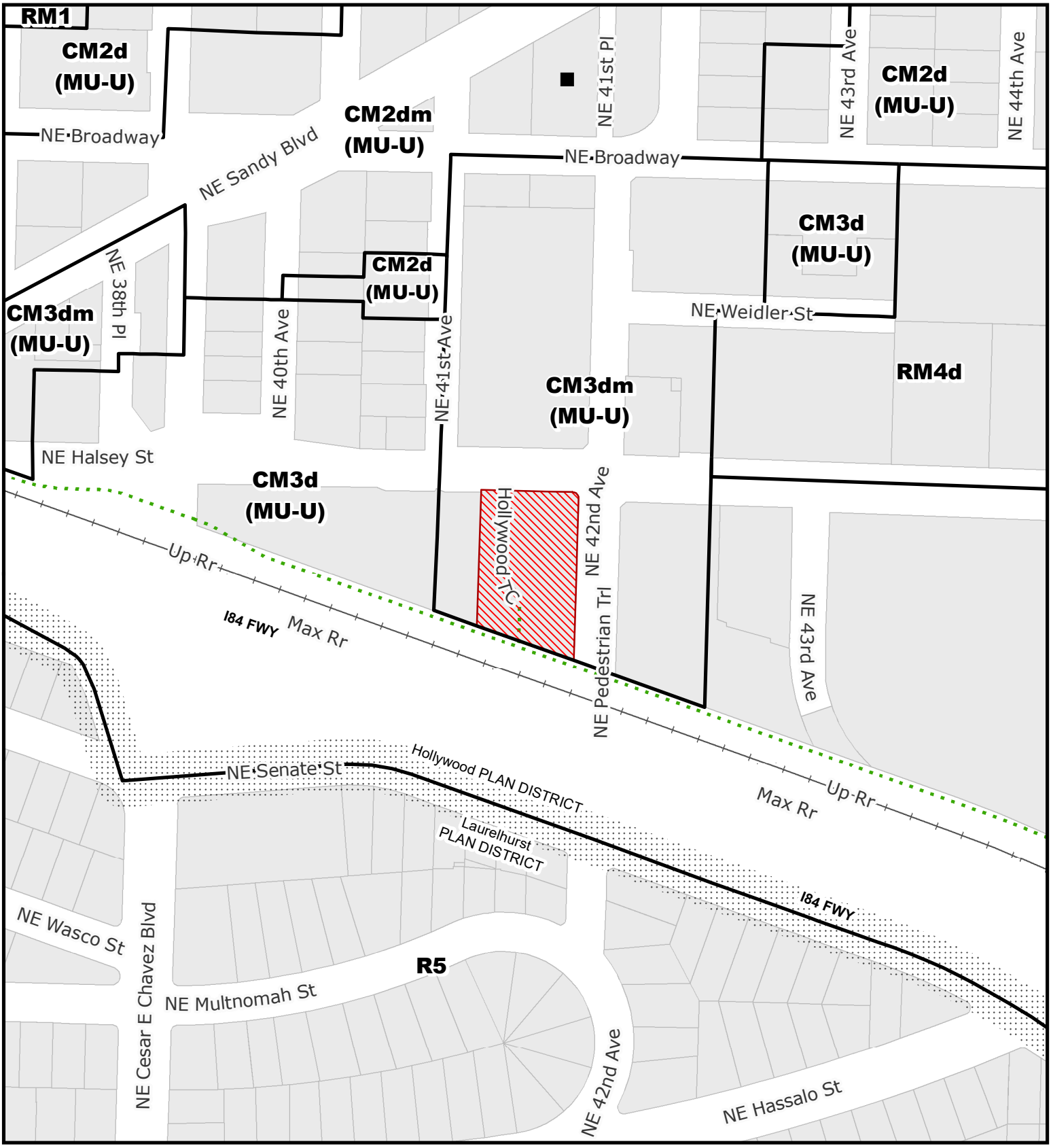
- Ella Indarta, Bureau of Environmental Services [BES]
  - BES is appreciative of the wider access now provided by the revised plan.
  - BES noted however the turning radius diagrams are still being worked out to access the sewer connection and must be successfully resolved.

**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




# 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 22 - 144886 DA |
| 1/4 Section | 2934 |
| Scale | 1 inch = 200 feet |
| State ID | 1N1E36AA 100 |
| Exhibit | B May 23, 2022 |

LU 23-004591 DZM - Exh G3



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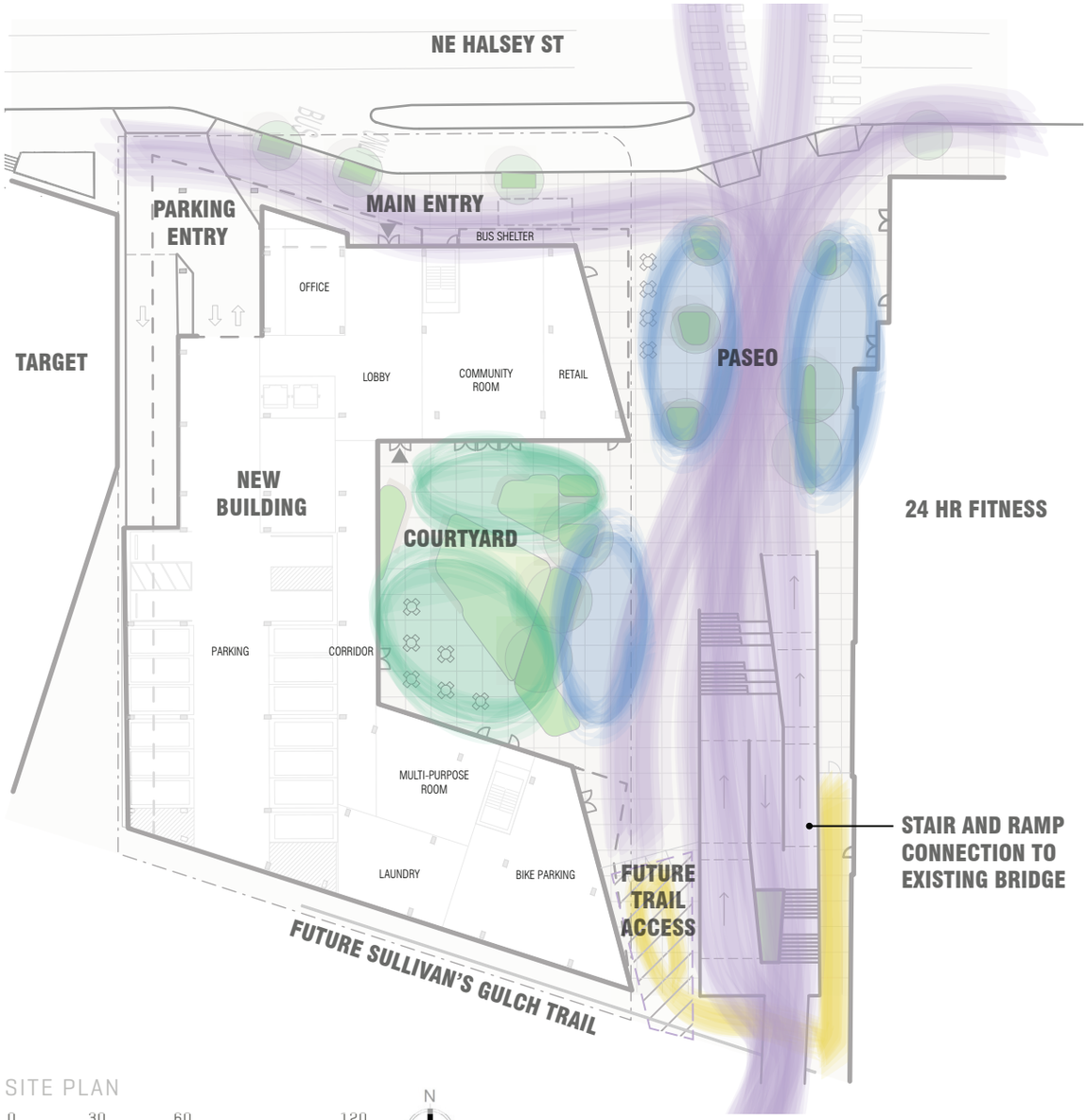
LU 23-004591 DZM - Exh G3
EA 22-144886 DA Exh C1

# INFRASTRUCTURE PROJECT

## CONCEPT SITE PLAN



# OUTDOOR SPACE ACTIVATION ZONES

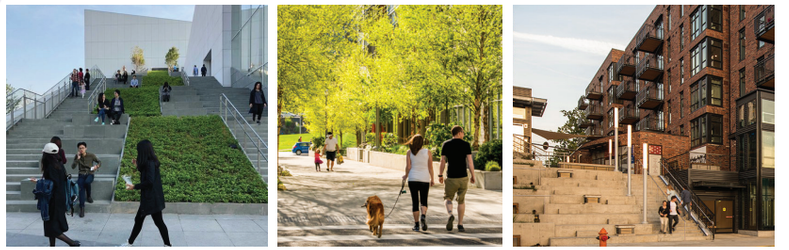



SITE PLAN

0 30 60 120

N

HIGH FLOW



EDDY



PROTECTED



RESTRICTED

RESTRICTED UNTIL SULLIVAN'S GULCH OPENS

# MASSING AND COMPOSITION








LU 23-004591 DZM - Exh G3
EA 22-144886 DA Exh C33

City of Portland

Design Commission

# Type III Land Use Review

LU 23-004591 DZ

# Hollywood HUB Housing

April 6, 2023

Staff Presentation

# Context

Location
Zoning
Approval Criteria
Context
Project History
Program Overview

# Applicant Presentation

# Approvability Items

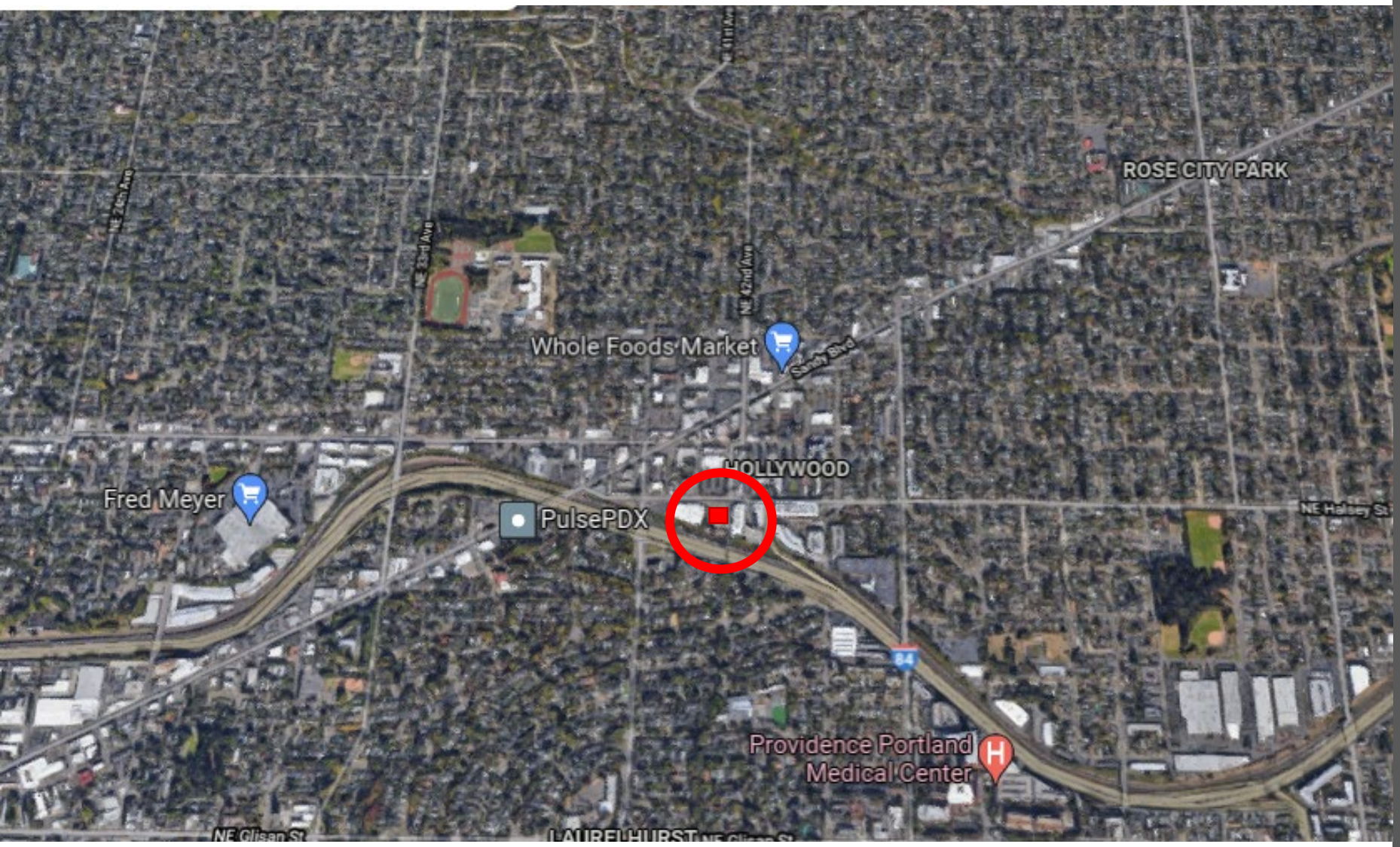
Context
Public Realm
Quality & Resilience
Modification

# Staff Recommendation

Conditions of Approval

# Context

LU 23-004591 DZM  Exh H1




# Location

**Hollywood Plan District**

**Address:**
- 4110 NE Halsey

**Site Area:**
- 35,215 SF*

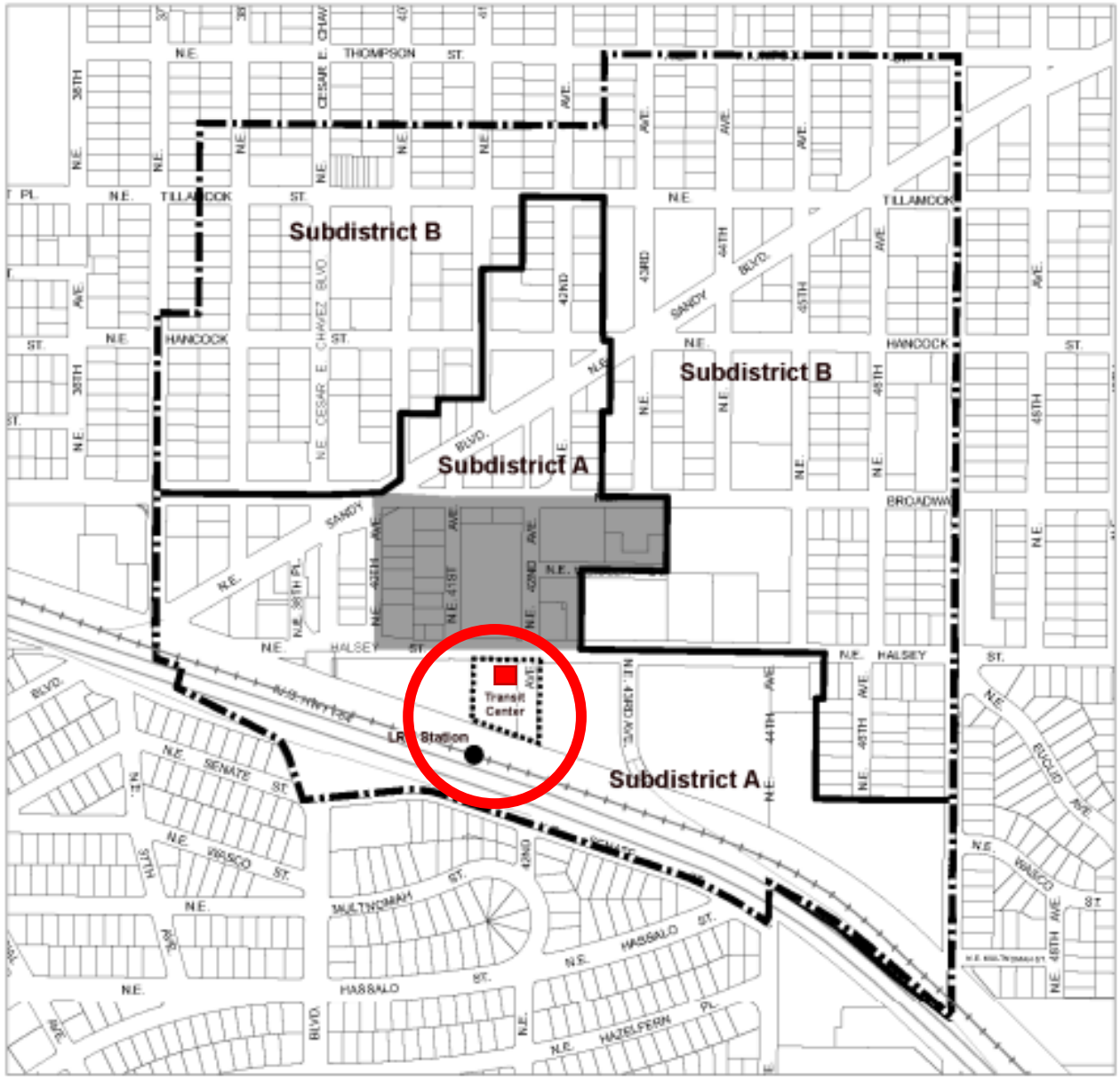
**Existing Condition**
- Low sloped site to south
- TriMet Bus transfer and turning lanes

**Street Frontages**
- NE Halsey Street
- NE 42nd Avenue

## Hollywood Plan District and Subdistricts

## Map 536-1

Map Revised July 24, 2015

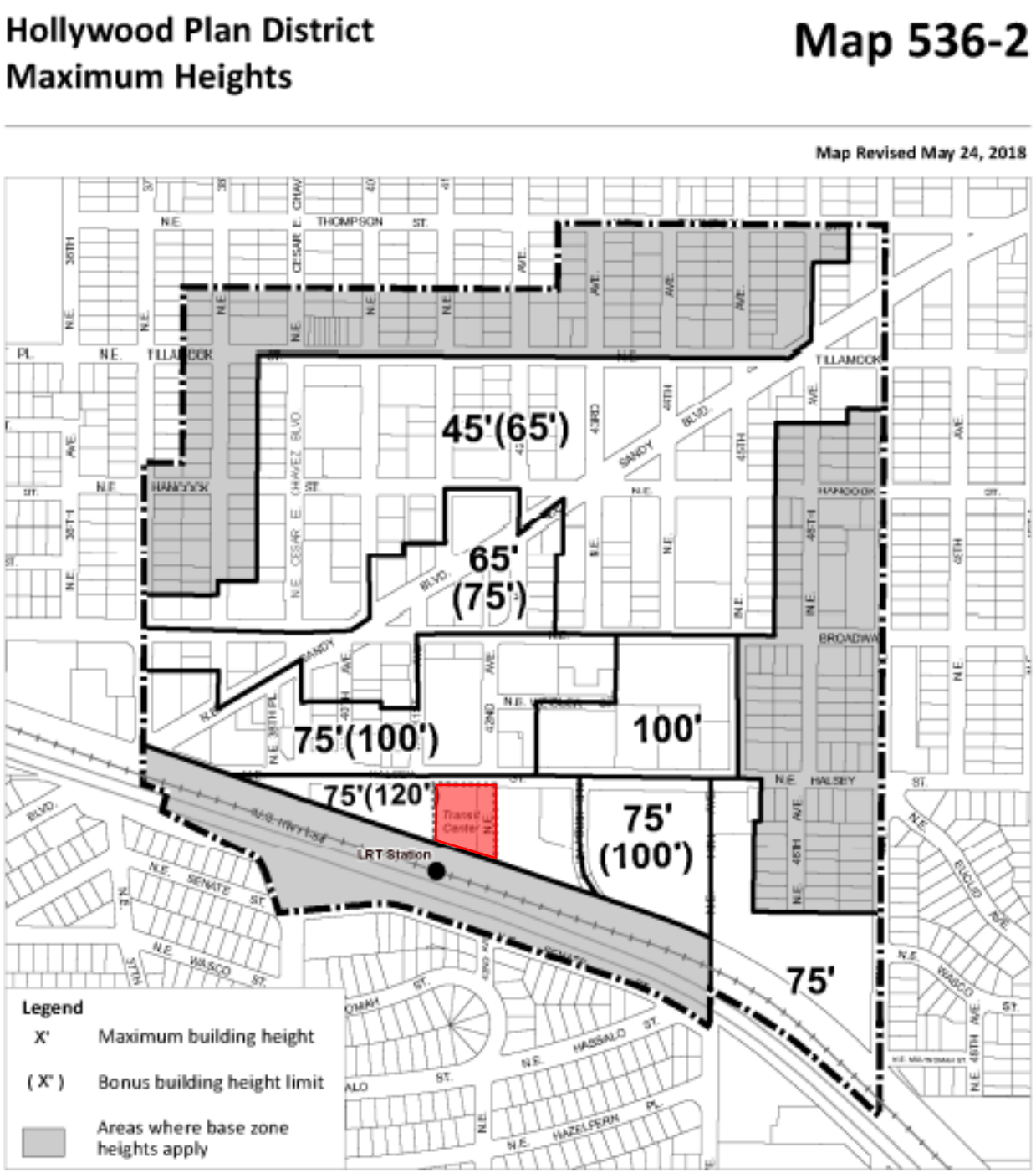



# Location

**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.**

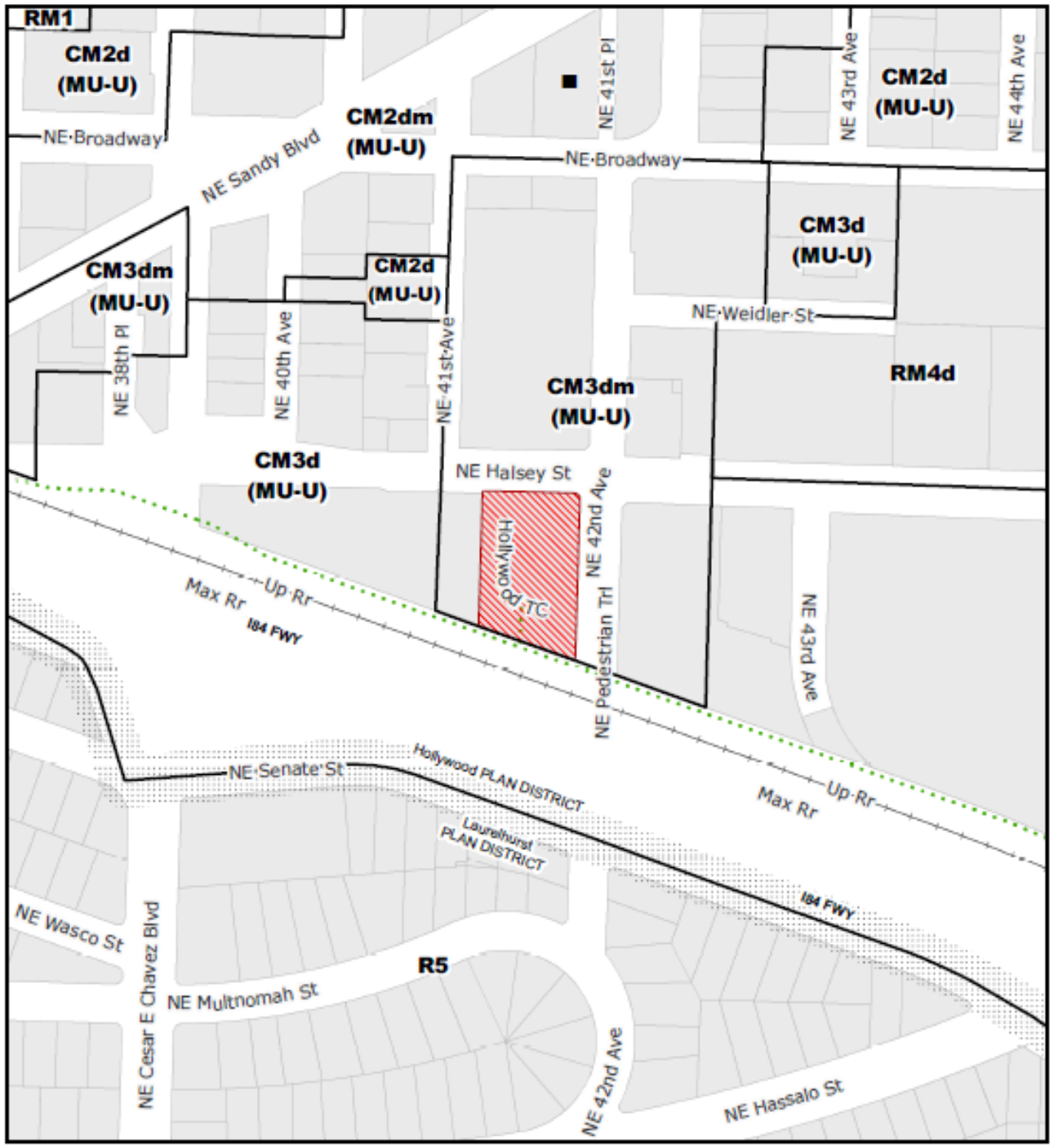



# Location

## Hollywood Plan District

**Centers Main Street Overlay 33.415.010 Purpose**

**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.**




# Zoning

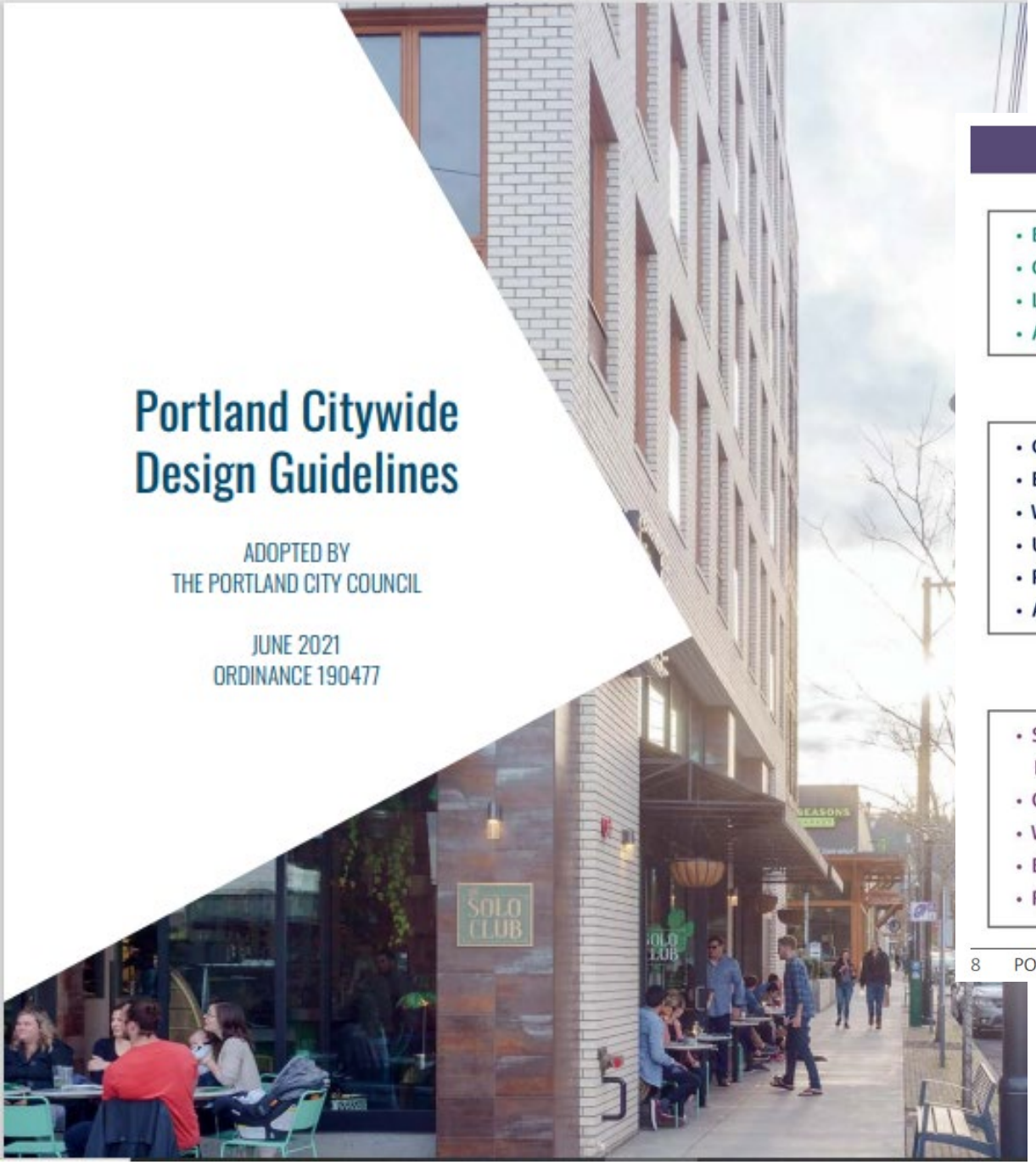
**Base Zone:**
**CM3dm, Commercial Mixed-Use**
**Design overlay [d]**
**Main Street overlay [m]**
**Public Recreational Trail**

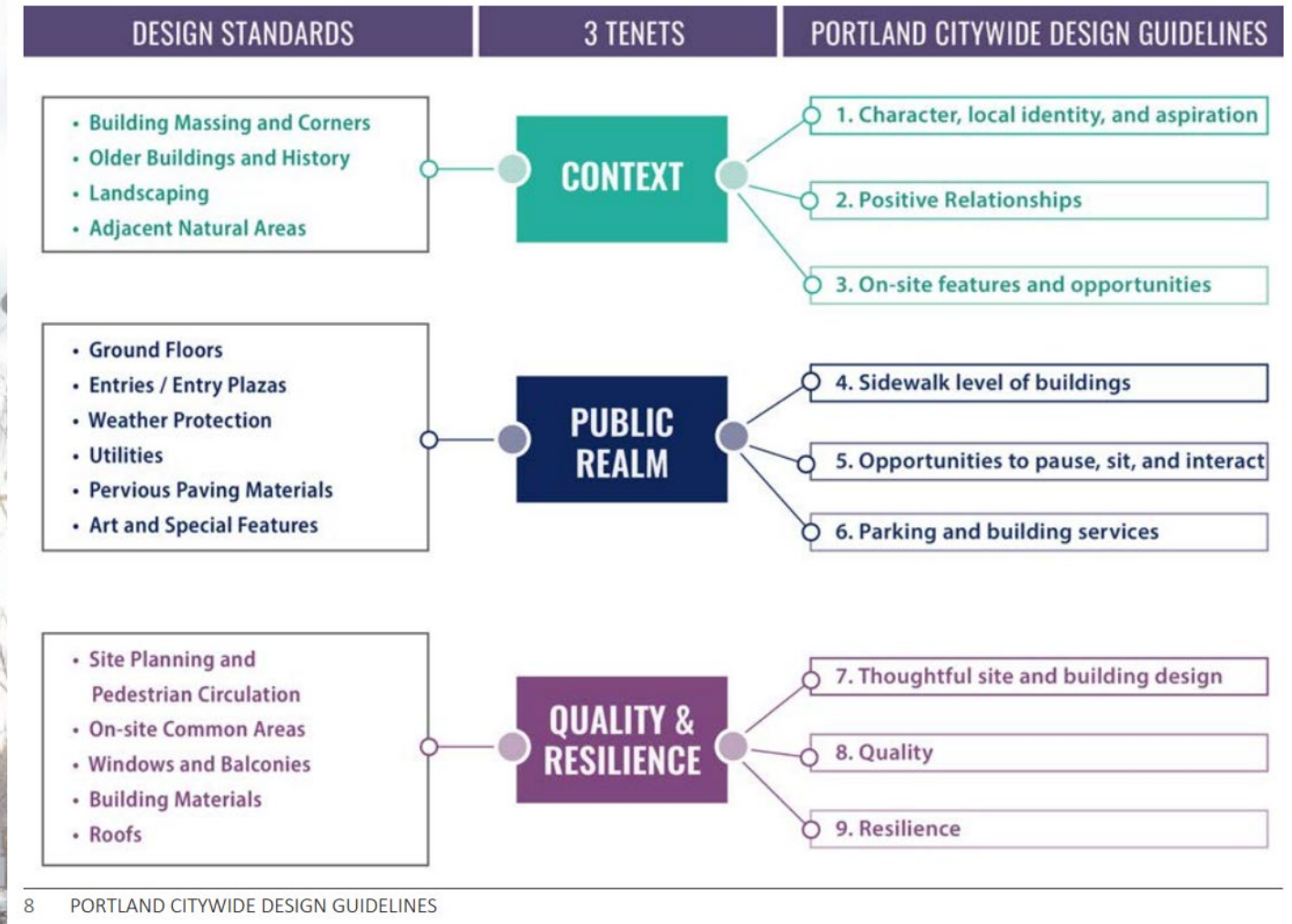
**Floor Area Ratio:**
**4:1 + Bonus 3:1 for affordable**
**Proposed: 6.4:1**

**Height:**
**75’ + Bonus max 120’ for affordable**
**Proposed: 120’**

# Approval Criteria

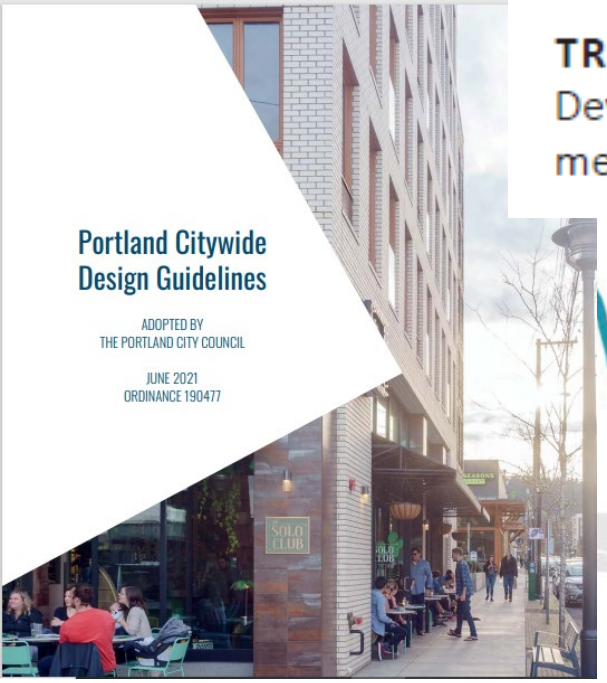
***Portland Citywide Design Guidelines***




# Design Guidelines

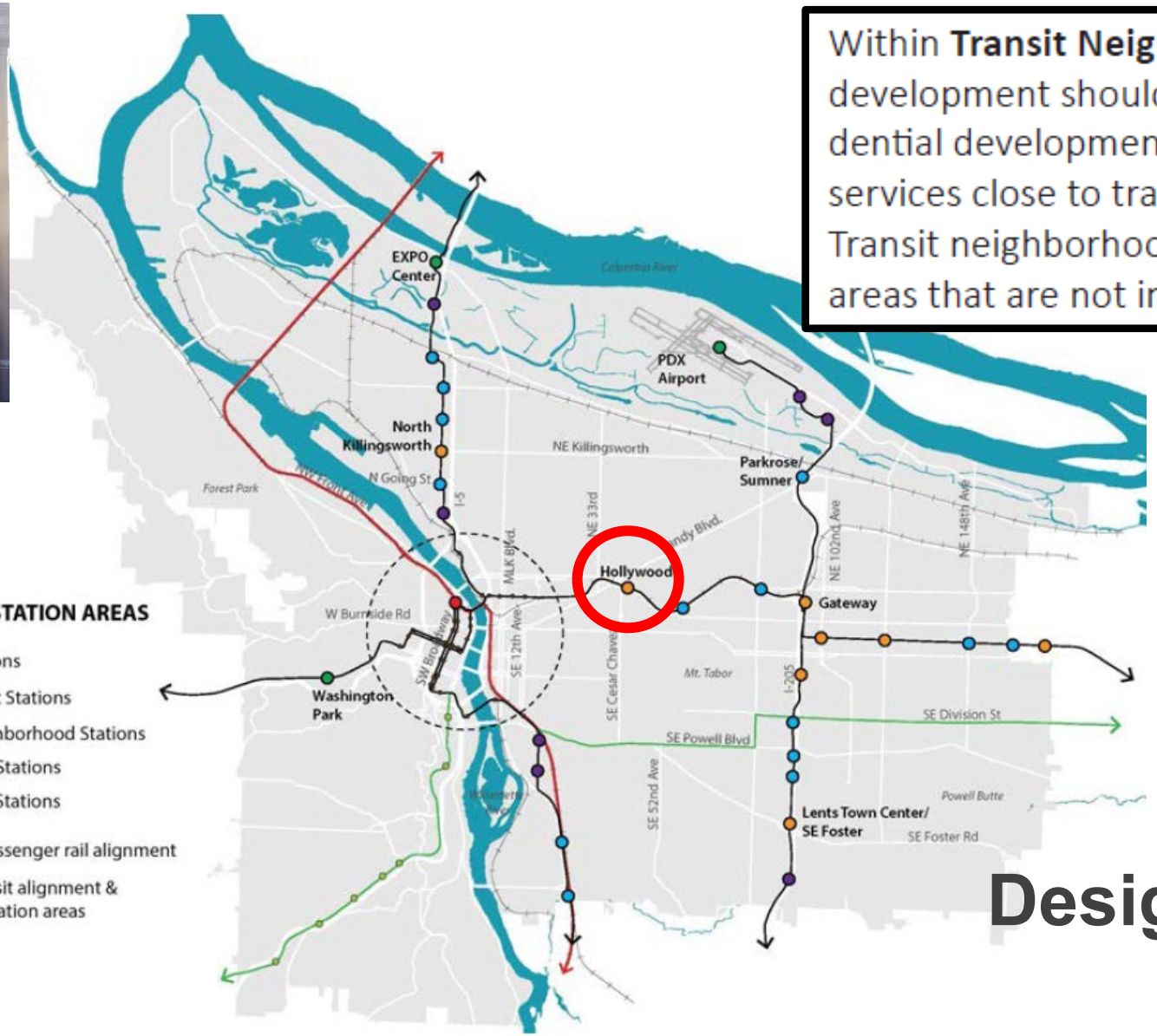
LU 23-004591 DZM Exh H1




## TRANSIT STATION AREAS

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

Within **Transit Neighborhood Station Areas**, development should include mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.



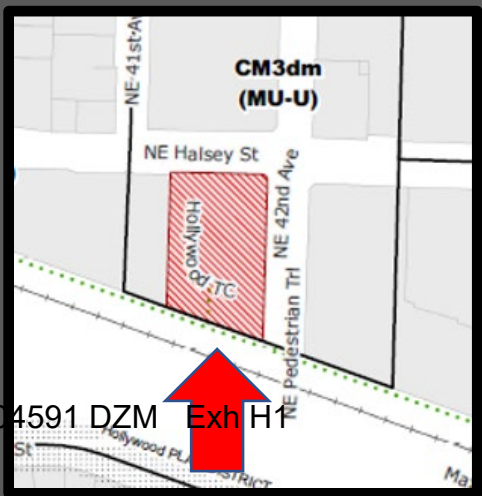

# Design Guidelines

LU 23-004591 DZM Exh H1

# Context

## Neighborhood

- Hollywood Plan District
  - North of I-84
- Laurelhurst Historic District
  - South of I-84

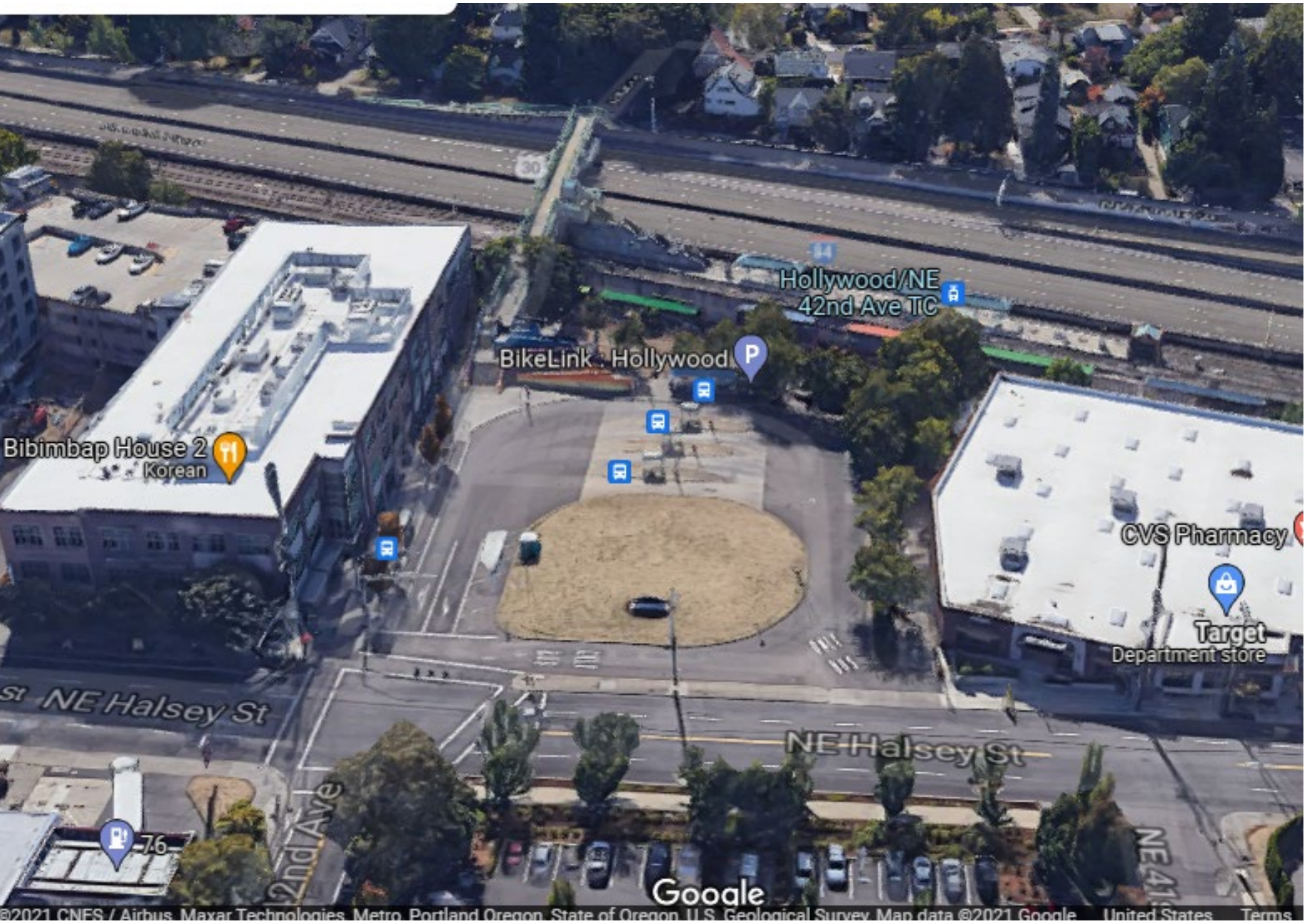


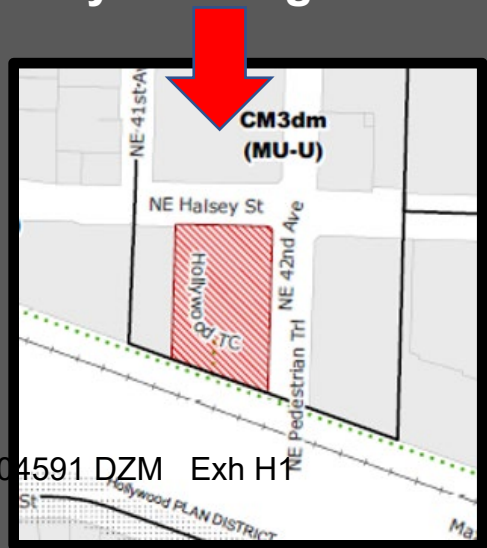
# Context

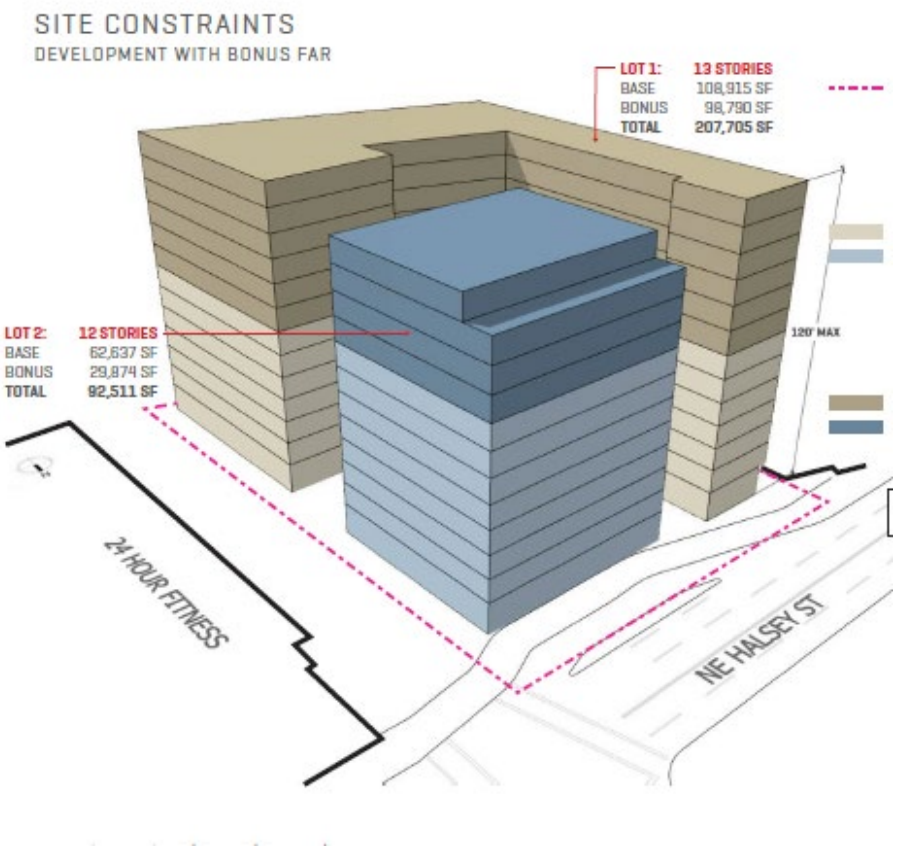
**35,000 SF block fronting NE Halsey and NE 42nd Avenue**

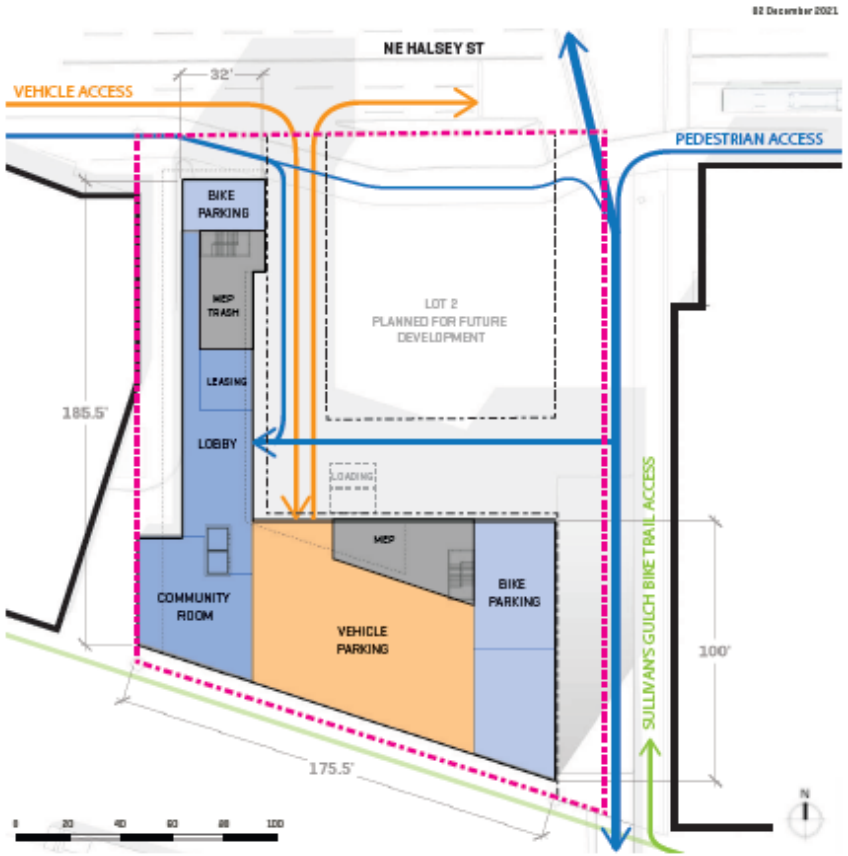
**NE 42nd Avenue to be vacated.**

**Mix of 1-3 story commercial and housing structures, surface parking, gas station and high density housing towers**






**December 16, 2021 DAR Executive Summary**

*The Design Commission was 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].*

*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.*

# Program History

- **December 16, 2021 Design Advice Request Hearing (EA 21-105638 DA)**



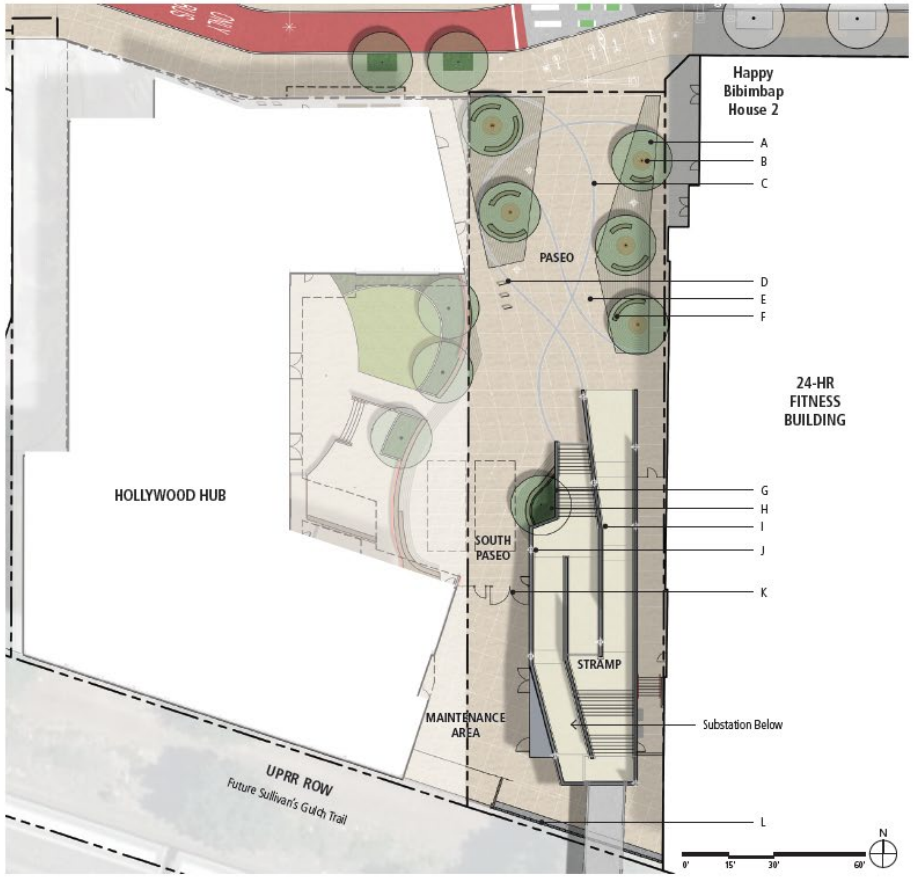
**July 7, 2022 DAR Executive Summary**

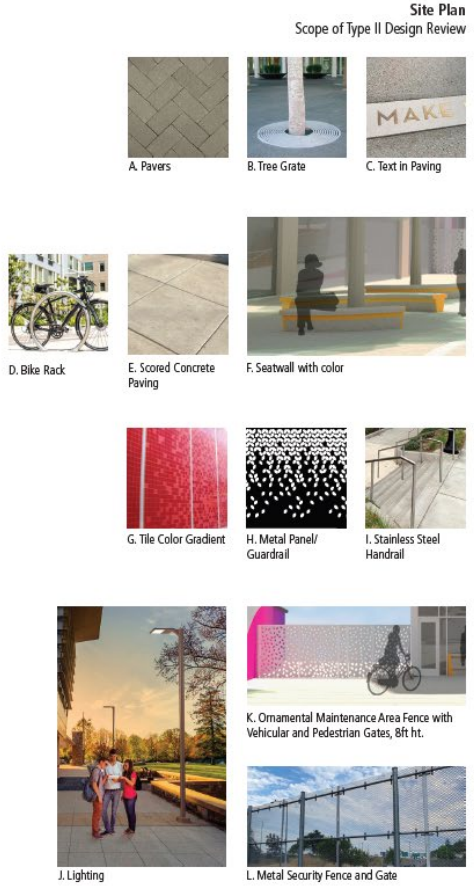
*The Design Commission was unanimous that the revised site plan, paseo, stramp layout, building footprint and articulated building massing was a strong urban response to the Portland Citywide Design Guideline approval criteria.*

*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.*

# Program History

- **July 7, 2022 Design Advice Request Hearing (EA 22-144886 DA)**



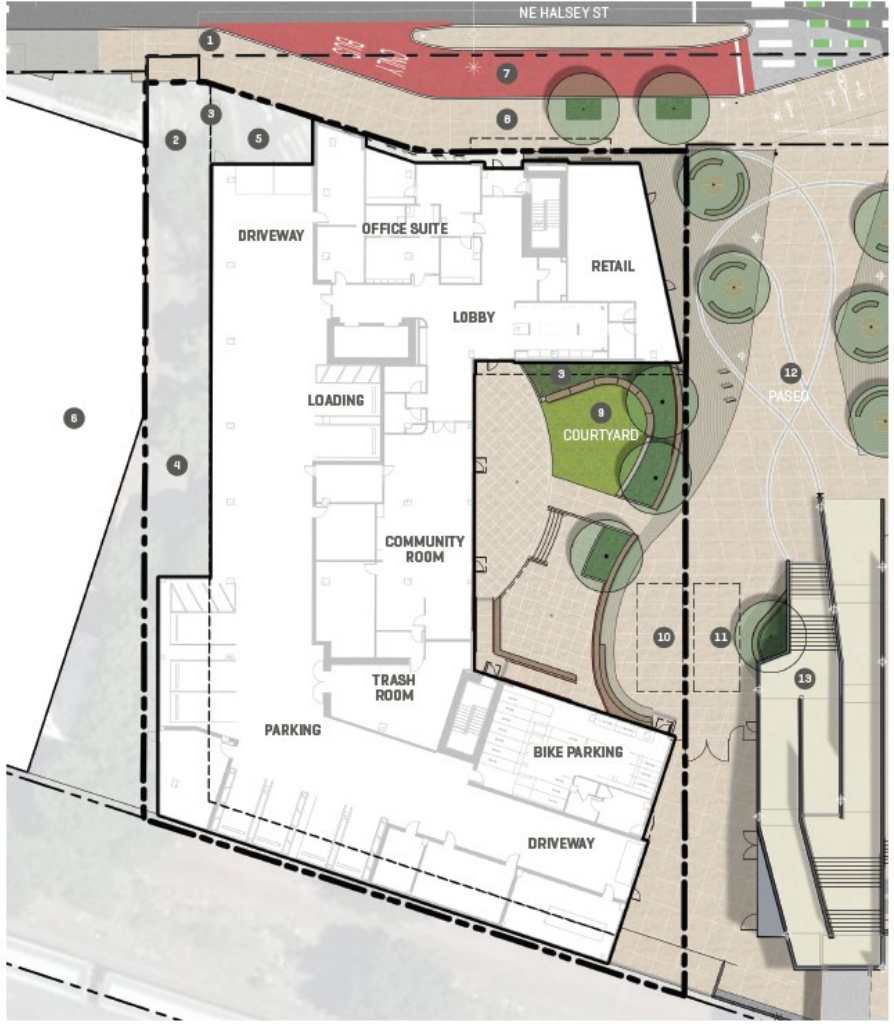



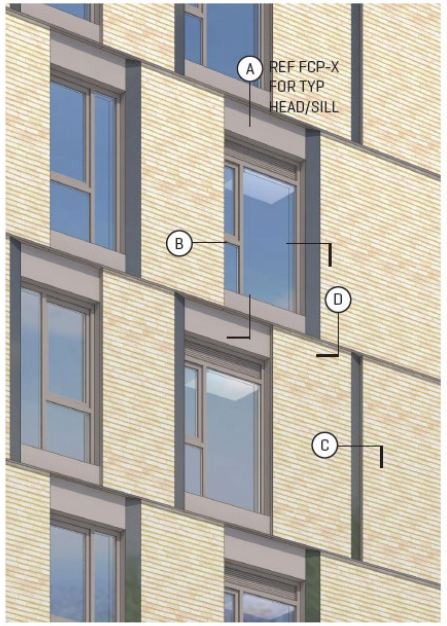

**March 10, 2023 Type 2 Staff Approval for the Hollywood Transit Station Pedestrian Accessway**

*Approval for a new pedestrian and bicycle connection between NE Halsey and the ODOT pedestrian bridge accessing the Hollywood light rail station and the neighborhood to the south. The project is comprised of a public plaza and walkway described by the project sponsor, TriMet, as the paseo; and a structure of ramps and stairs for pedestrians and bikes, referred to as the stramp. A traction power substation (TPSS) and a utility closet are tucked under the stramp and is not visible from the street.*

# Program History

- **March 10, 2023 Staff Decision of Approval for the Hollywood Transit Station Pedestrian Accessway (LU 23-003912 DZ)**




1 TYP WINDOW CONFIGURATION
NTS



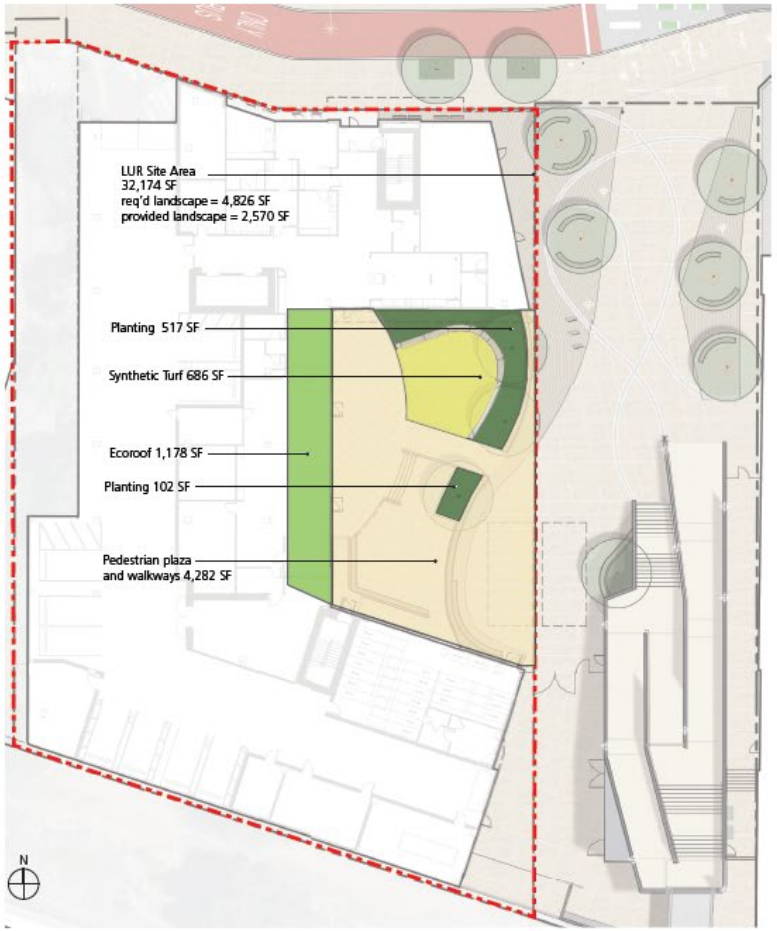
# Program Overview

- Twelve story 224 residential unit building
- 100% affordable housing
- The project includes:
  - main entrances along NE Halsey and the outdoor courtyard
  - outdoor areas at the ground level
  - common spaces through the building
- A thin brick and metal cladding with metal storefront systems at the ground level.

Modification considered through Design Review

- 33.130.225 Landscaped Areas. Request to reduce the minimum required 15% landscape area to 8%. Mitigation proposed includes additional seating areas, turf for year-round playground use, varied paving, and colors.

33.130.225 LANDSCAPE AREA




PROPOSED LANDSCAPING AREAS




REQUIRED LANDSCAPED AREA & TREE DENSITY

# Program Overview

- 33.825.040 Modification considered through Design Review
- 33.130.225 Landscaped Areas

# Applicant Presentation

LU 23-004591 DZM Exh H1

# Discussion Topics

# None.  Staff Recommends Full Approval.

**This portion of the presentation is typically reserved for challenges or other unresolved areas of the design.**

**Since the first DAR on December 16, 2021, Staff and the Applicant Team have worked very closely to resolve all concerns and present the project with full Staff support before you today.**

## Staff Recommends Full Approval

# Staff Recommendations

**Staff recommends approval with standard Conditions of Approval A, B & C.**

**Staff recommends approval for the Modification to 33.130.225 Landscaped Areas to reduce the minimum required 15% landscape area to 8%.**

**Additional Conditions of Approval D, E & F from PBOT related to the timing of the Street Vacation, Garage Door access, and the Transportation District Management Plan.**

# Staff Recommends Full Approval

A. B. & C. are standard Conditions of Approval.

D, E & F are specific to PBOT related approval criteria.

# Questions

LU 23-004591 DZM  Exh H1

HOLST

06 April 2023

# BRIDGE | TRIMET
# hollywoodHUB

## PORTLAND, OR

*LU 23-004591 DZM*



# HOLST FOR BRIDGE HOUSING AND TRIMET

HOLLYWOOD HUB

TYPE III DESIGN REVIEW, LU 23-004591 DZM

MARCH 22, 2023

LU 23-004591 DZM Exh H2

HOLST

# PROJECT OVERVIEW

## TWO SITES, ONE VISION




## 1. PUBLIC INFRASTRUCTURE SITE: LU TYPE II

**OWNER**

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT "TRIMET"

- **UPGRADE AGING INFRASTRUCTURE (STAIRS/RAMP, SUBSTATION)**
- **UPGRADE BUS STOPS, SHELTERS, AND LOCATIONS**
- **RECONFIGURE THE SITE TO ADD HOUSING IN A TRANSIT-RICH LOCATION**
- **NEW STAIR/RAMP STRUCTURE**
- **NEW PASEO/PUBLIC REALM**

## 2. AFFORDABLE HOUSING SITE: LU TYPE III

**DEVELOPER**

BRIDGE HOUSING CORPORATION

- **LAND IS OWNED BY TRIMET AND LEASED TO BRIDGE**
- **222 UNITS OF AFFORDABLE HOUSING AND 2 MANAGER'S UNITS IN 12 STORY BUILDING**
- **HOUSING FOR FAMILIES EARNING BETWEEN 30-60% OF AREA MEDIAN INCOME (60% OF AMI FOR FAMILY OF 4 IS $63,900);**
- **MULTIPLE COMMUNITY ROOMS FOR RESIDENTS ON GROUND FLOOR AND SECOND FLOOR INCLUDING INDOOR PLAY AREA AND A TEEN'S ROOM;**
- **INTEGRATION WITH TRIMET INFRASTRUCTURE PROJECT AND POTENTIAL SHARED PROGRAMMING IN PASEO AND COURTYARD;**
- **LARGE AWARD FROM PORTLAND HOUSING BUREAU SIGNIFYING CITY'S COMMITMENT TO THE PROJECT.**

# PROJECT OVERVIEW

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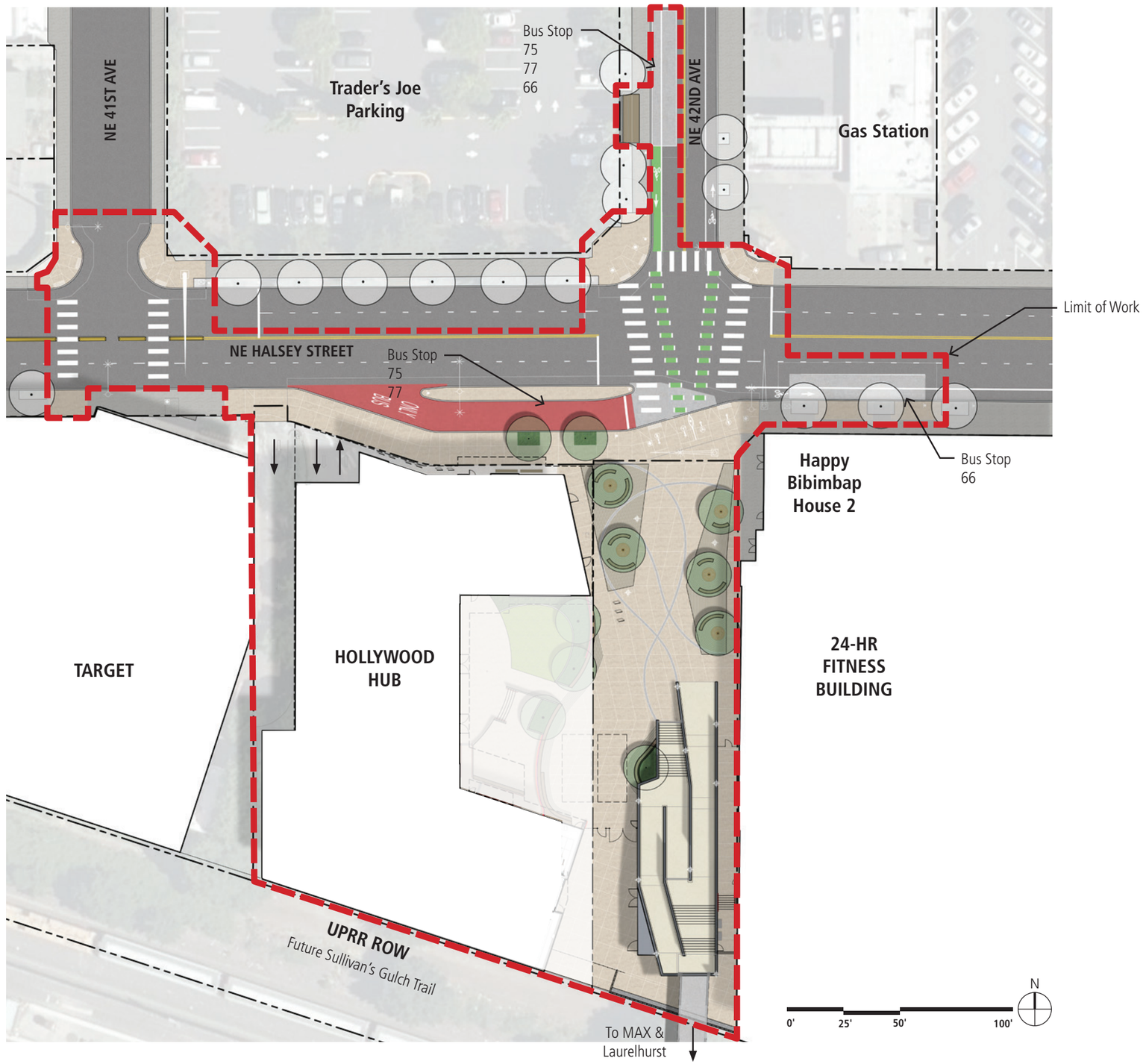
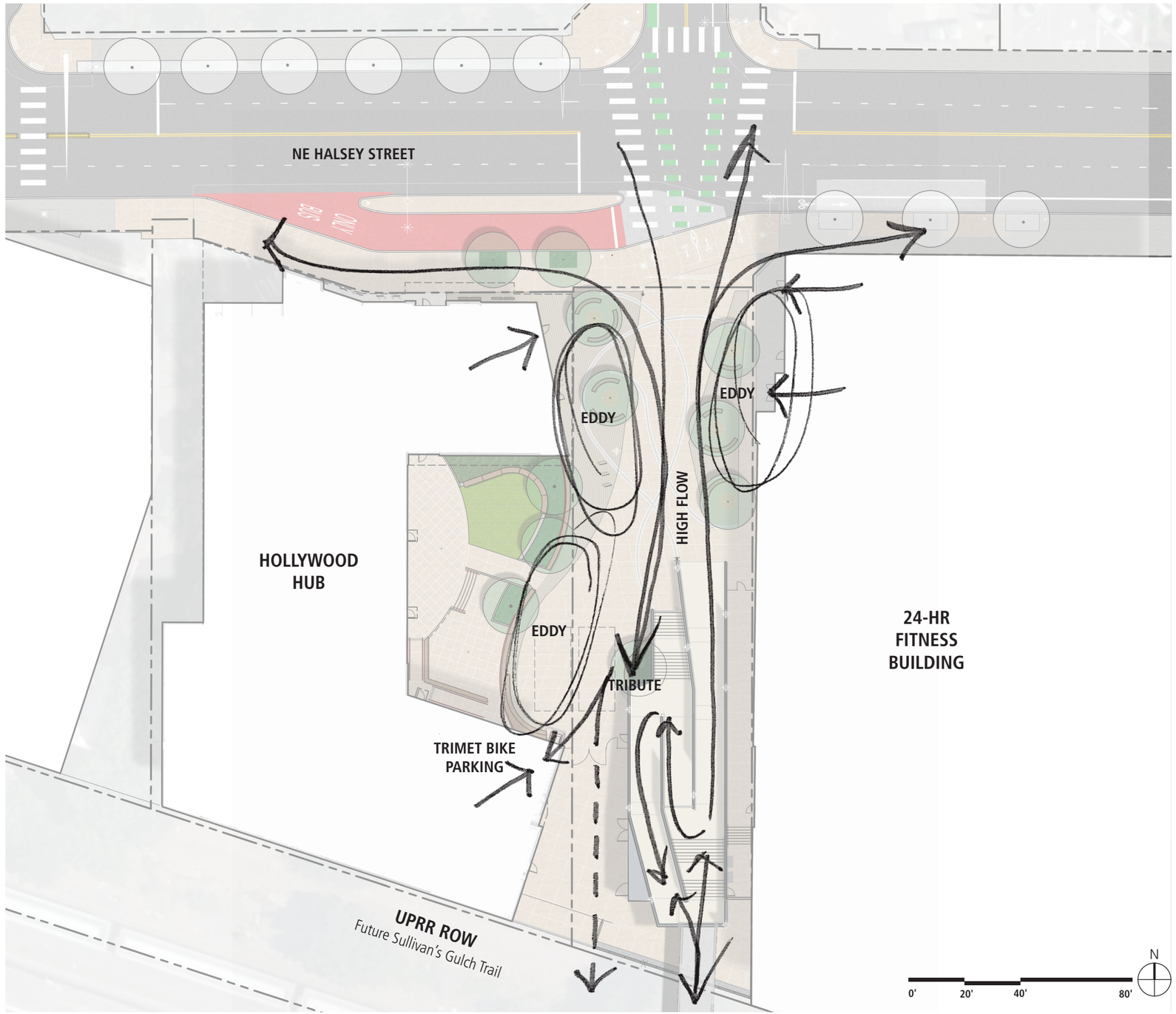
# Site & Roadway Plan



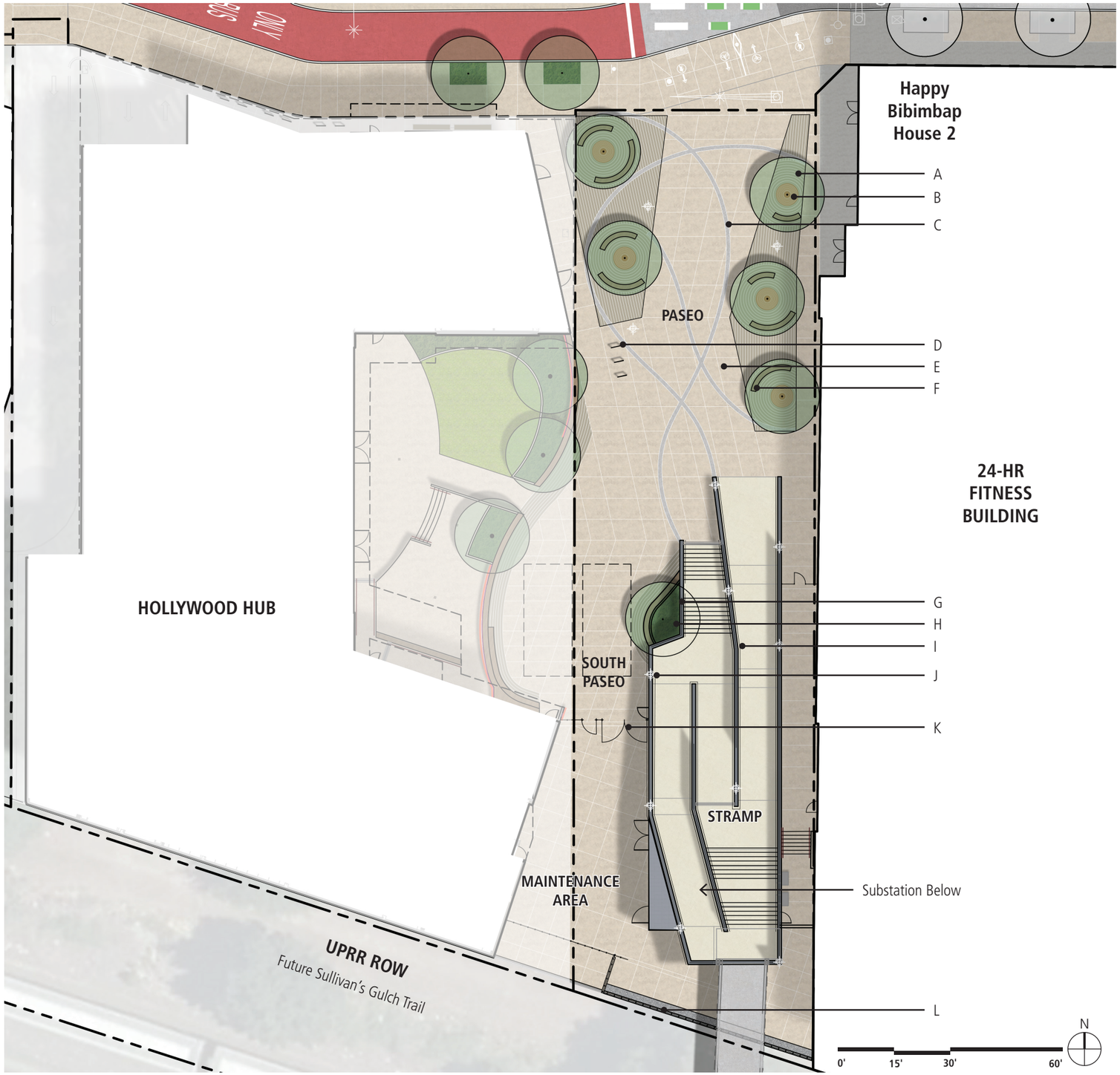

NE HALSEY STREET
BUS ZONE
EDDY
EDDY
HIGH FLOW
HOLLYWOOD HUB
EDDY
TRIBUTE
TRIMET BIKE PARKING
24-HR FITNESS BUILDING
UPRR ROW
Future Sullivan's Gulch Trail
N
0'
20'
40'
80'

**Rendering**
VIew South from Halsey St.



# Site Plan

Scope of Type II Design Review






A. Pavers



B. Tree Grate




C. Text in Paving



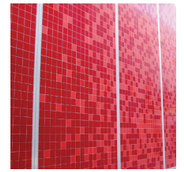
D. Bike Rack



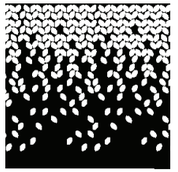
E. Scored Concrete Paving



F. Seatwall with color



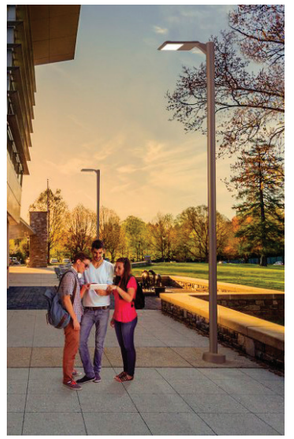
G. Tile Color Gradient



H. Metal Panel/ Guardrail



I. Stainless Steel Handrail



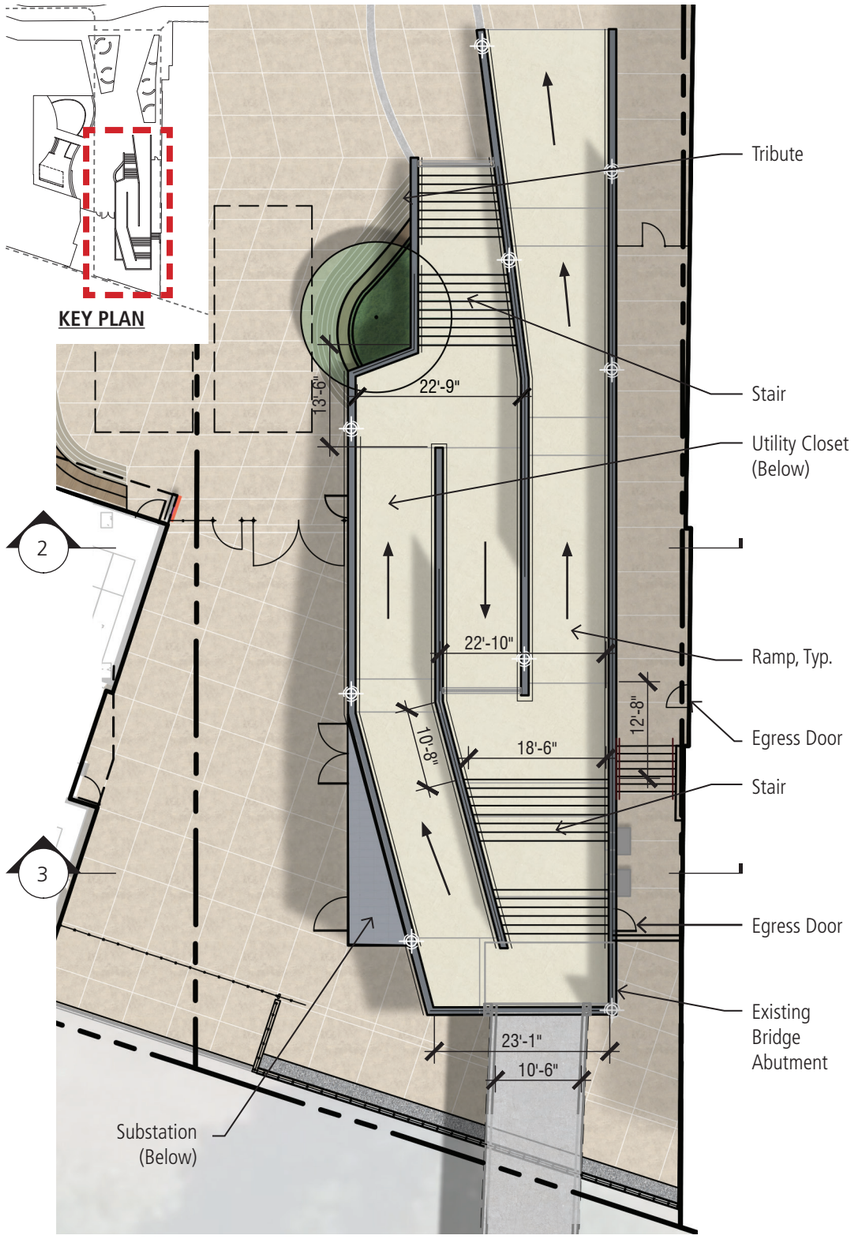
J. Lighting



K. Ornamental Maintenance Area Fence with Vehicular and Pedestrian Gates, 8ft ht.



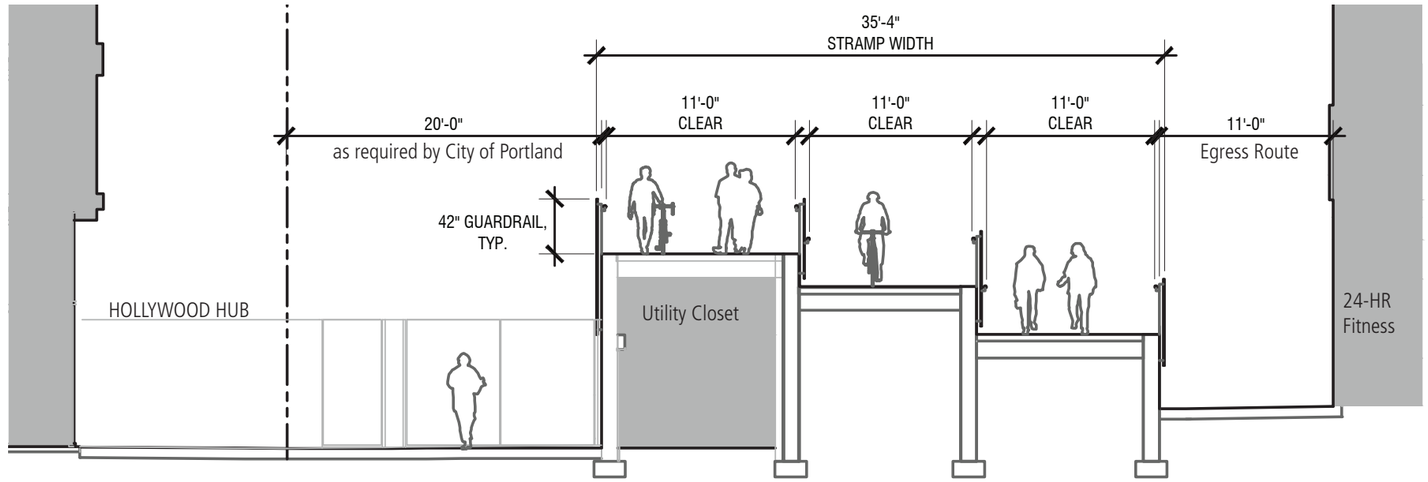
L. Metal Security Fence and Gate




1 **ENLARGEMENT - STRAMP**
Scale: 1"= 20'- 0"

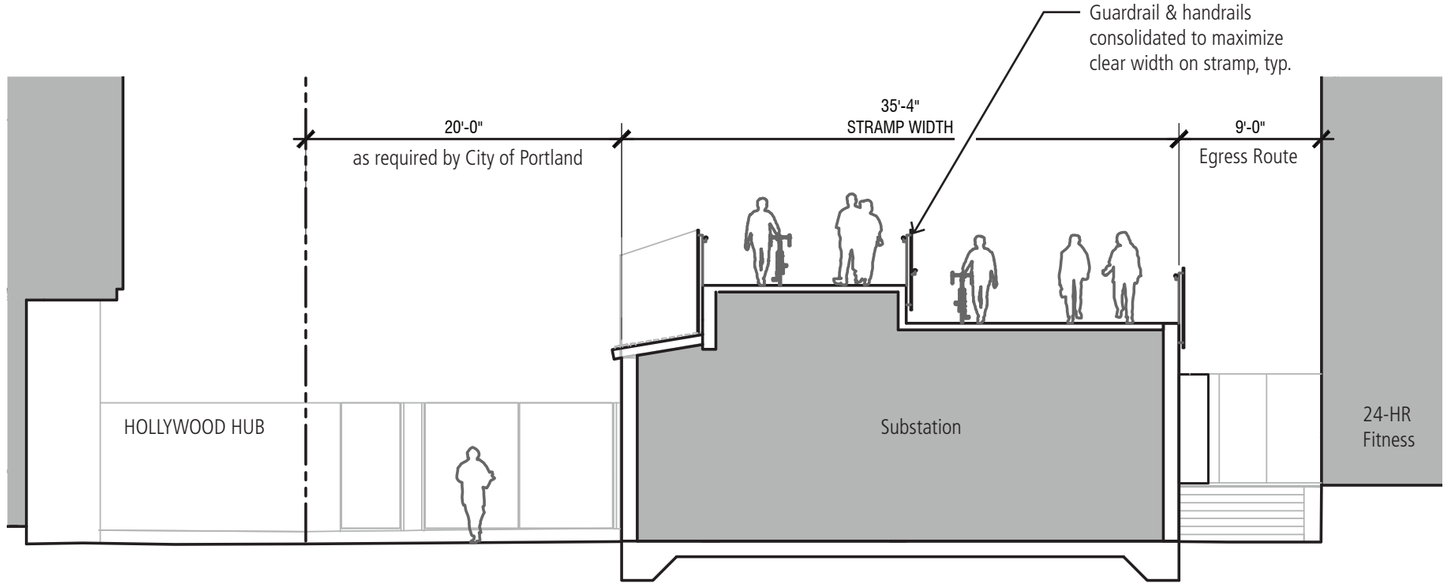
0' 5' 10' 20'

N




2 **STRAMP SECTION - UTILITY CLOSET**
Scale: 1/8"= 1'- 0"

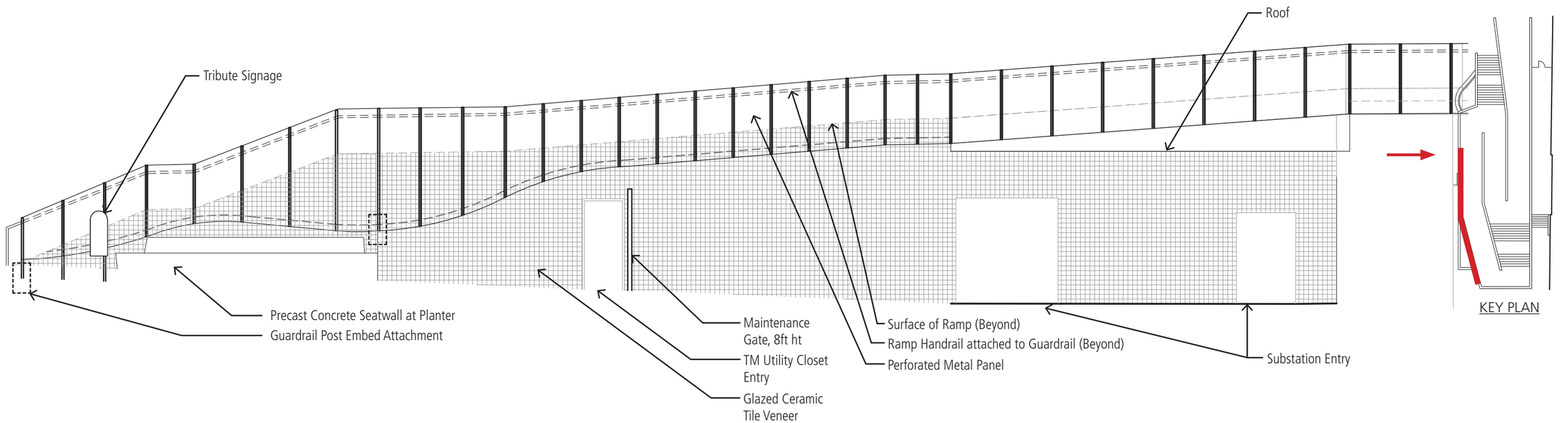
0' 4' 8'

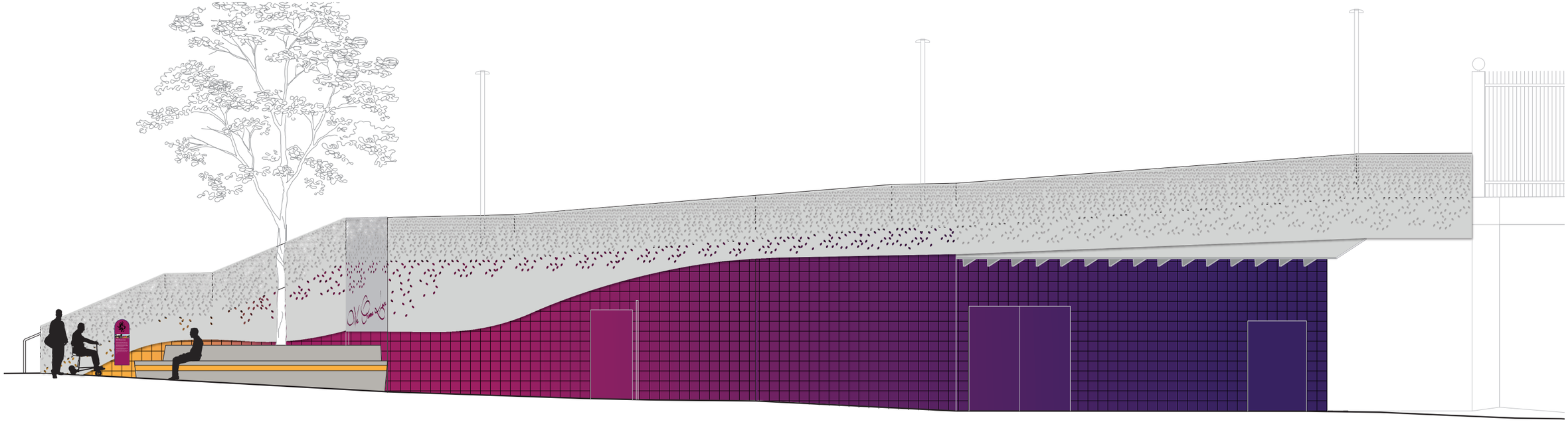



3 **STRAMP SECTION - SUBSTATION**
Scale: 1/8"= 1'- 0"

0' 2' 4' 8'

**Elevation**
Wall 4



1 **WALL 4 - WEST ELEVATION**
Scale: 1"= 10'- 0"

0' 2' 4' 8'

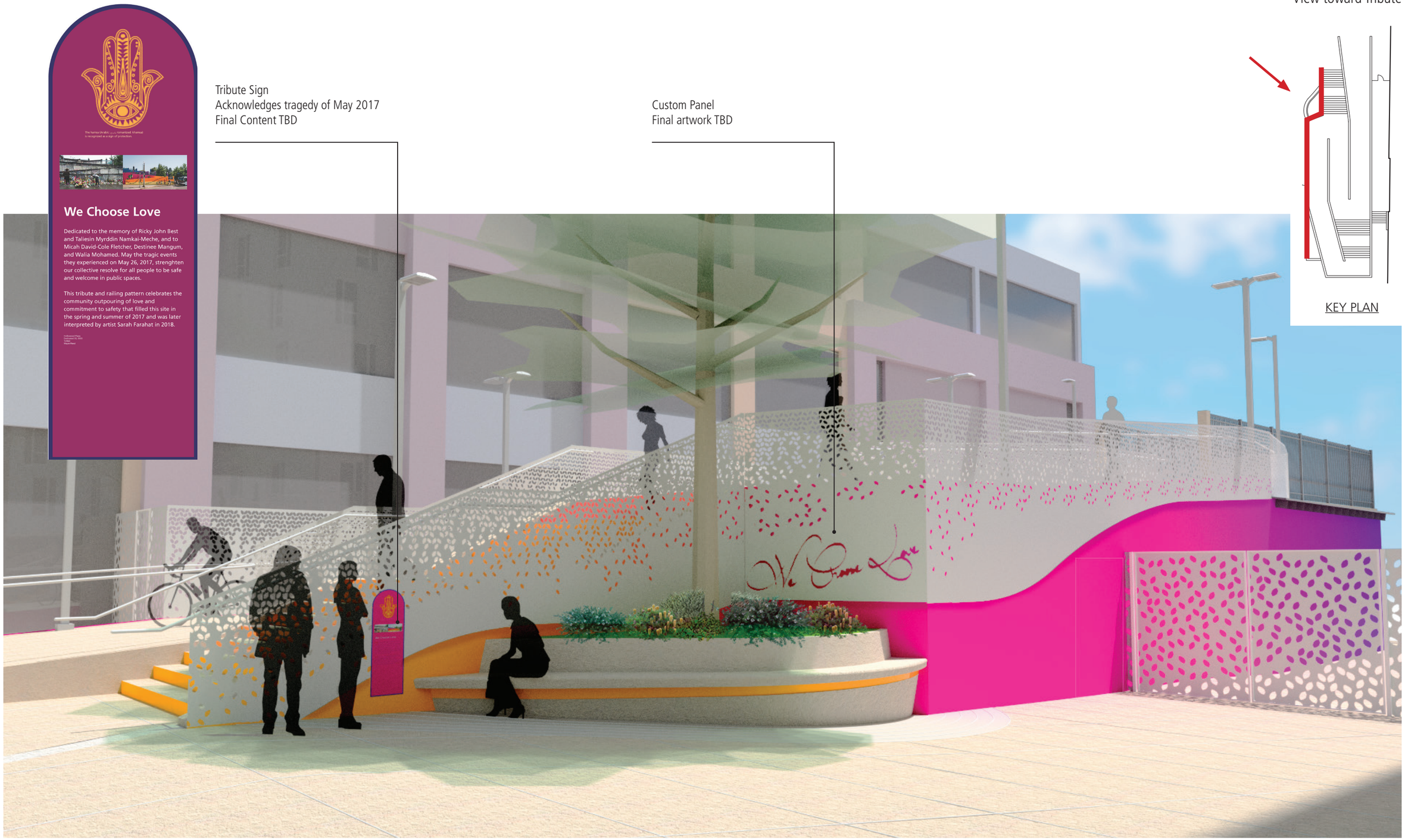
**Rendering**
View toward South Paseo



## Rendering
View toward Tribute

Tribute Sign
Acknowledges tragedy of May 2017
Final Content TBD

Custom Panel
Final artwork TBD






KEY PLAN

# PROJECT OVERVIEW
## TWO SITES, ONE VISION




## 1. PUBLIC INFRASTRUCTURE SITE: LU TYPE II

**OWNER**
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- UPGRADE BUS STOPS, SHELTERS, AND LOCATIONS
- RECONFIGURE THE SITE TO ADD HOUSING IN A TRANSIT-RICH LOCATION
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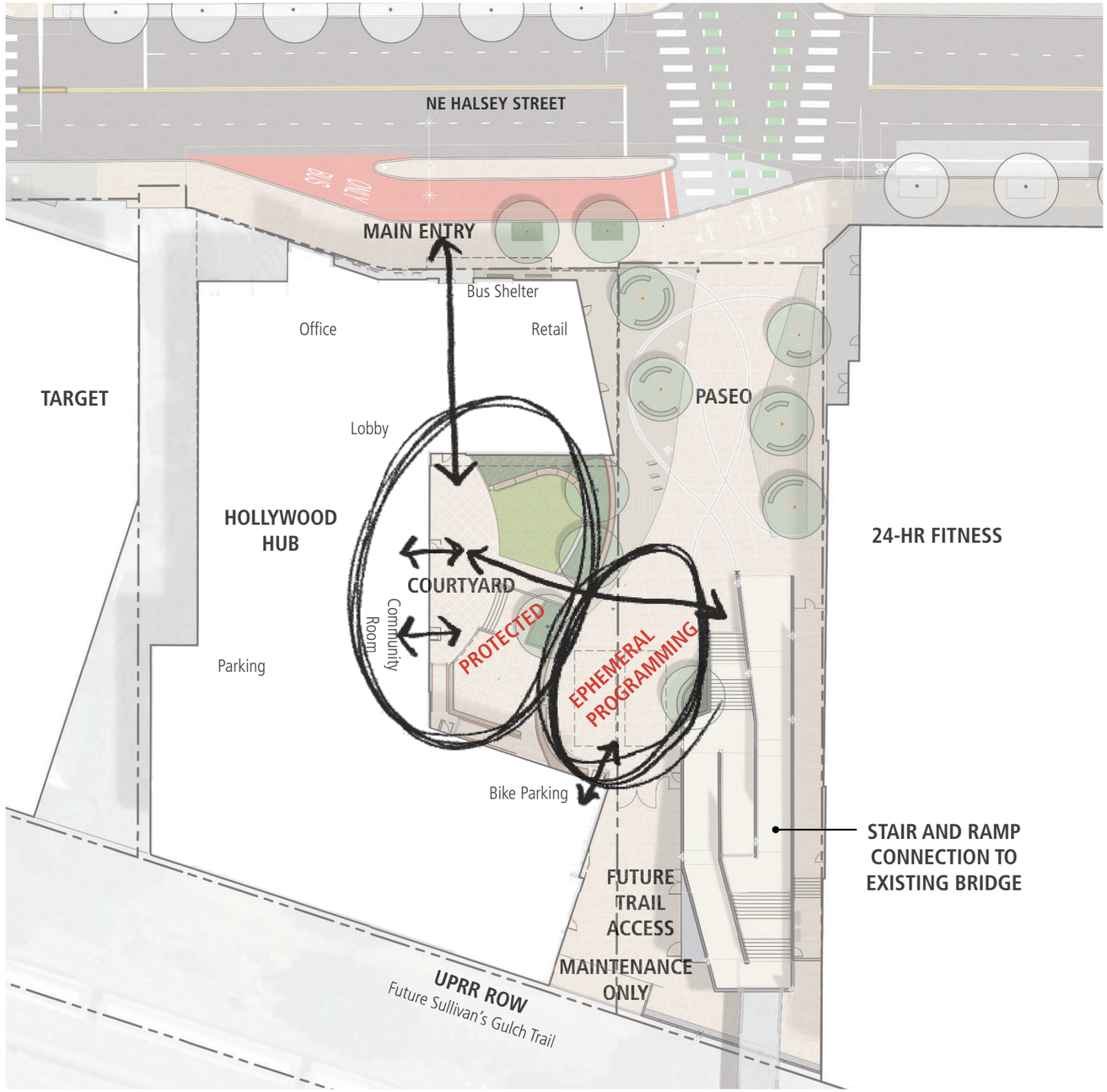
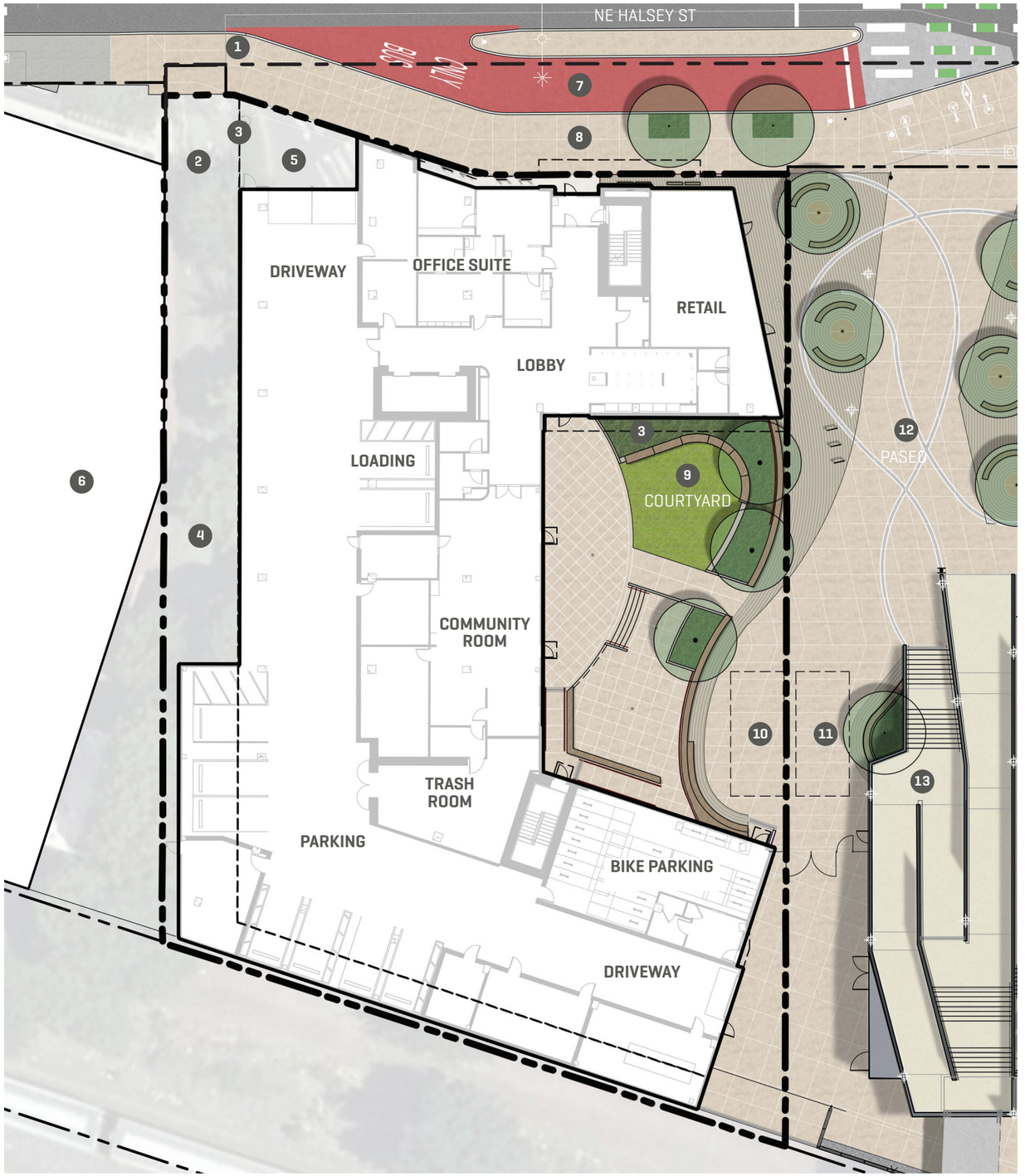
# PROGRAMMING DIAGRAM




**Residents-based programming - inner courtyard and indoor spaces**
Education workshops
Resident meetings
Computer use drop-in
After school and early childhood programming (Expresiones and Portland Niños)
Resident and community partner space reservations based on availability

**Community-based programming - paseo space**
Weekly food pantry
Vaccine clinics
Mobile dental clinic
Pop-up soccer
National Night Out or other large Community events/celebrations
Maker market
Partner pop-ups (Lime scooter demo, etc...)




LEGEND

1. MODIFIED CURB CUT, REFERENCE CIVIL
2. EXISTING ACCESS EASEMENT
3. BUILDING OVERHANG, ABOVE
4. EXISTING TARGET RAMP & RETAINING WALL TO REMAIN
5. PARKING ACCESS (TWO-WAY)
6. TARGET
7. HALSEY TRANSIT BUS PULL-OFF BY OTHERS
8. RIGHT-OF-WAY IMPROVEMENTS, BY OTHER
9. COURTYARD - REFERENCE LANDSCAPE
10. TRANSFORMER VAULT REFERENCE ELECTRICAL
11. TRANSFORMER VAULT BY OTHERS
12. PASEO IMPROVEMENT BY OTHERS
13. STAIR CONNECTION TO MAX PLATFORM BY OTHERS

DESIGN REVIEW SITE BOUNDARY

SCALE: 1" = 30'-0"

0' 15' 30' 60'

N

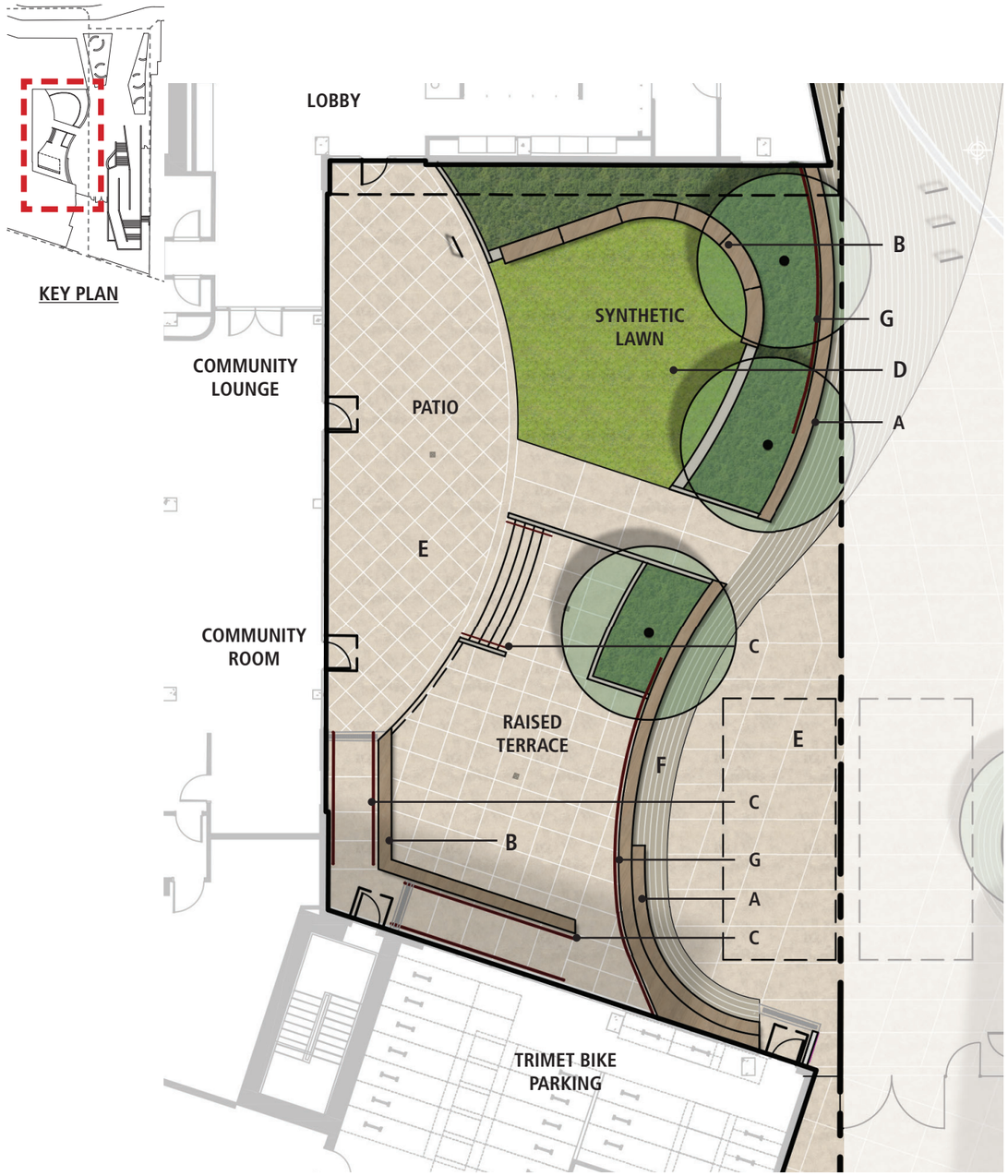

© 2022 HOLST ARCHITECTURE INC.

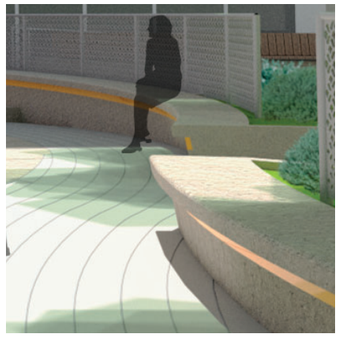
HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

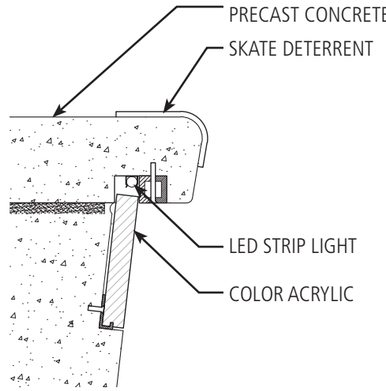
title : SITE PLAN | LU NO. LU 23-004591 DZM Exh H2 LU 23-004591 DZM | sheet : C.3

# COURTYARD MATERIALS PLAN



A. Paseo Seatwall




A. Paseo Seatwall Detail



B. Courtyard Seatwall



C. Stainless Steel Handrail



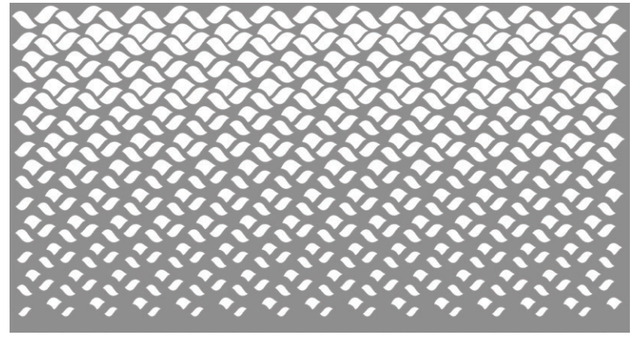
D. Artificial Turf



E. Scored Concrete Paving

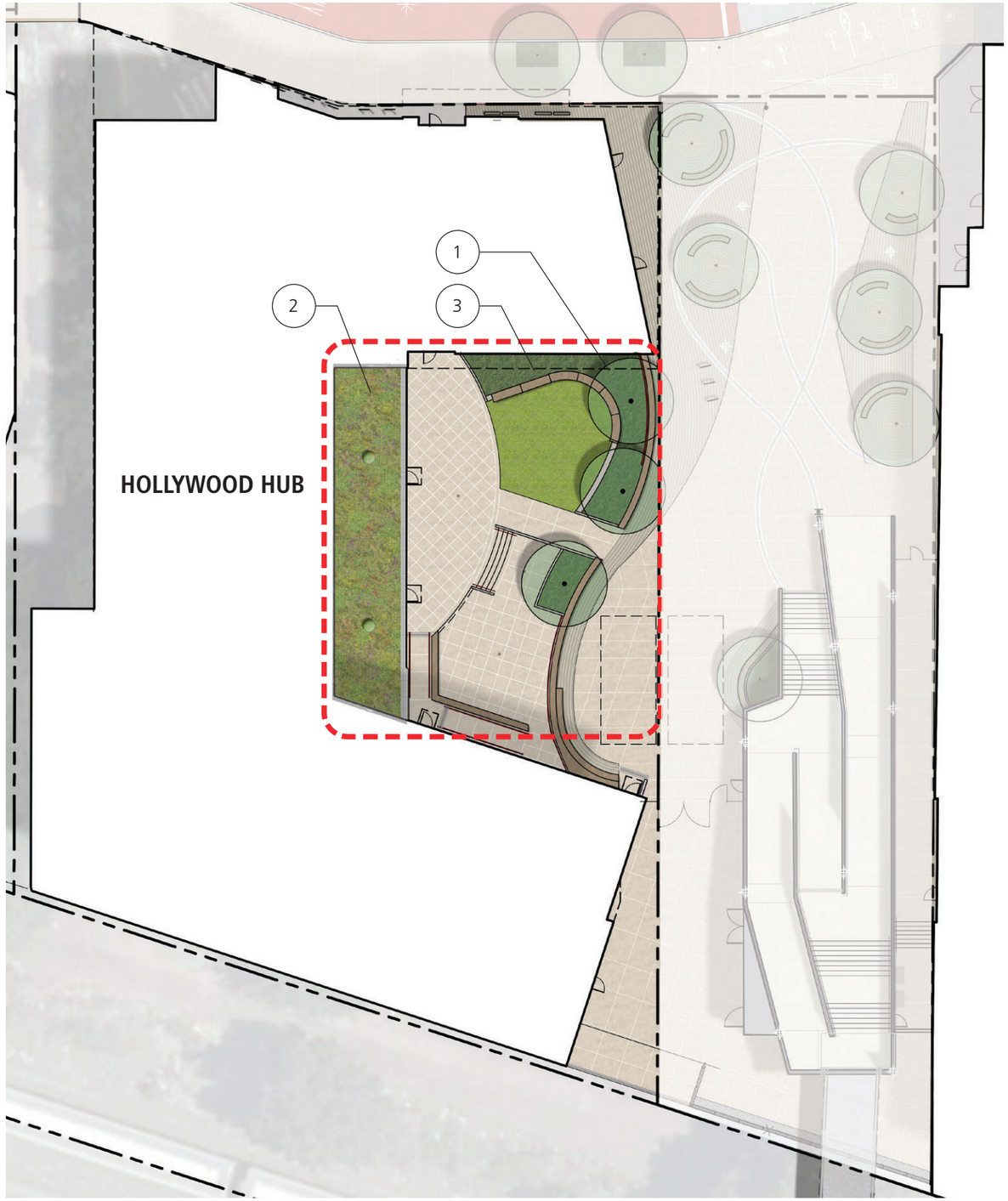


F. Pavers



G. Patterned Metal Panel

# PLANTING PLAN






Small, deciduous tree
e.g. Acer griseum

## 1 COURTYARD TREE



Pregrown sedum mat

## 2 SEDUM EXTENSIVE GREEN ROOF - LEVEL 2



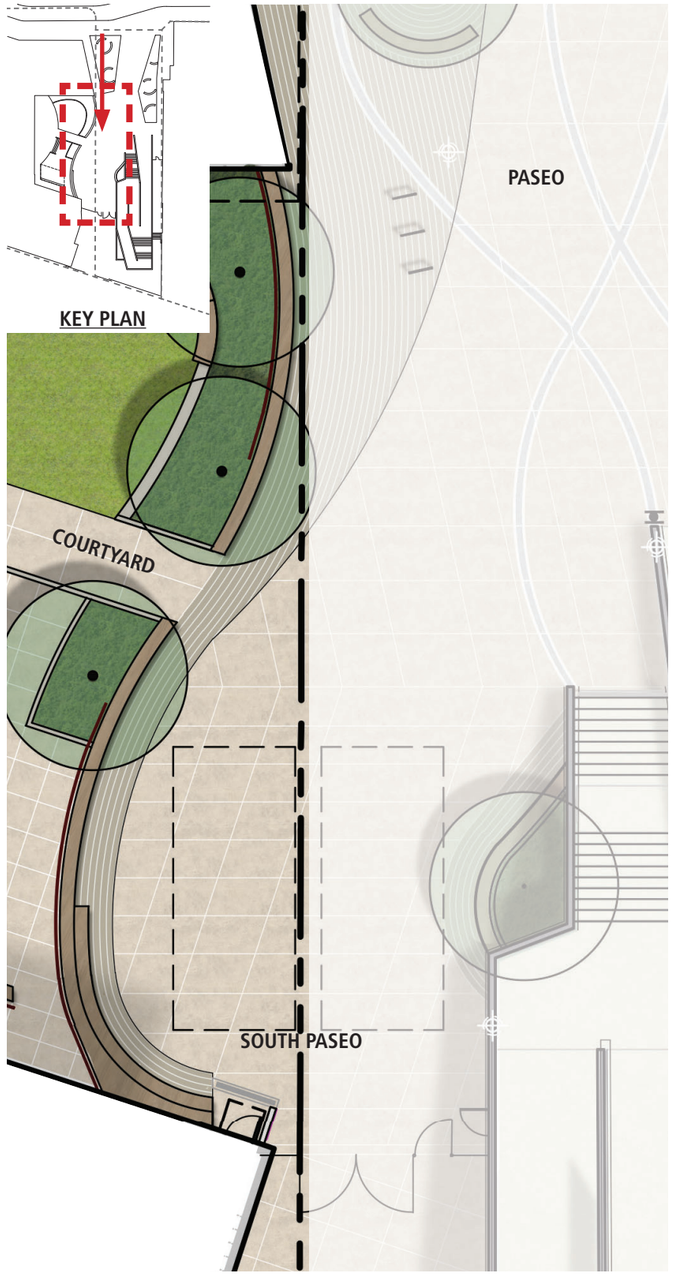
Evergreen groundcover
e.g. Daphne odora



Evergreen groundcover
e.g. Gaultheria shallon

## 3 PLANTING AREA

# SOUTH PASEO PERSPECTIVE VIEW



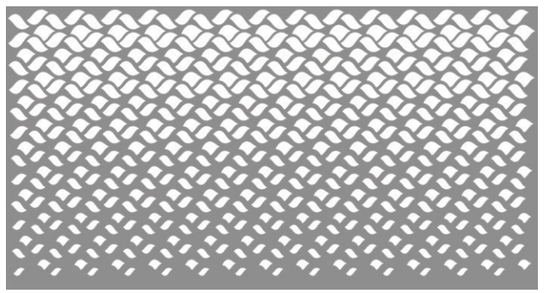

1 **ENLARGEMENT - SOUTH PASEO**
Scale: 1/16"= 1'- 0"

0' 4' 8' 16'

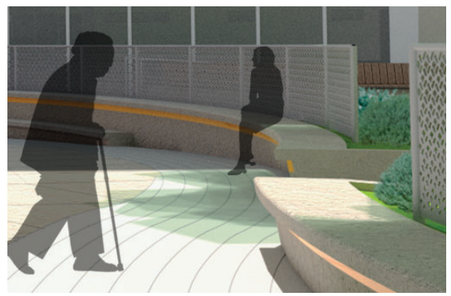
N




View of South Paseo showing common site elements between Hollywood HUB and Hollywood Transit Center projects

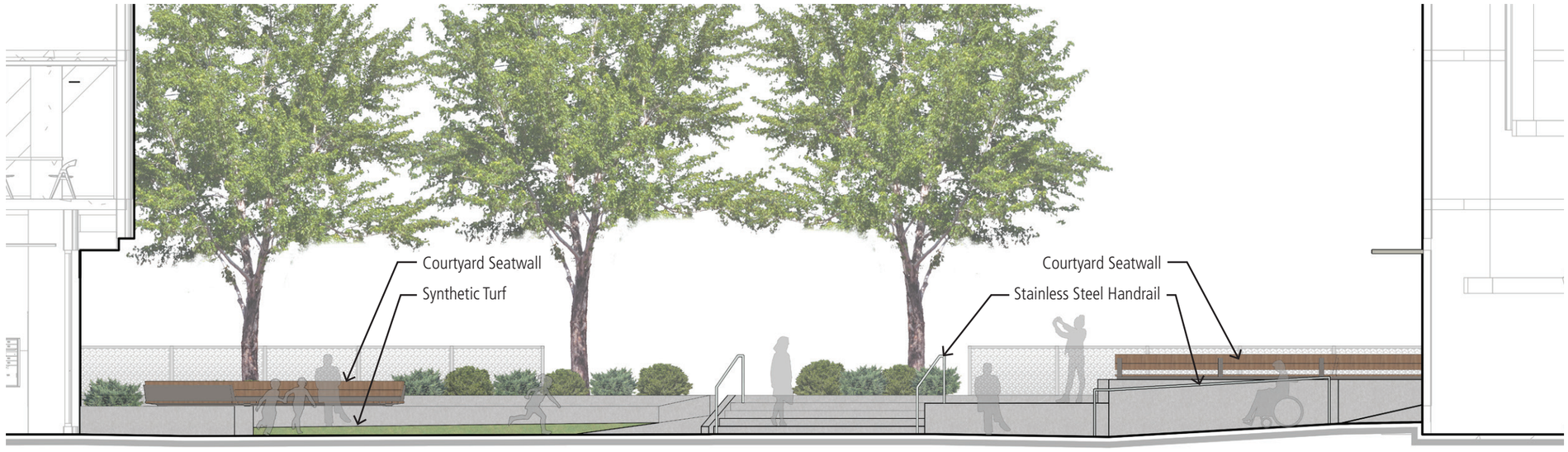


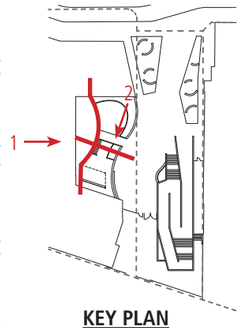
A. Railing at HUB Courtyard, Custom pattern, Final artwork TBD
80% open at top, 50% open at bottom



B. Seatwall with color

# SITE ELEVATIONS



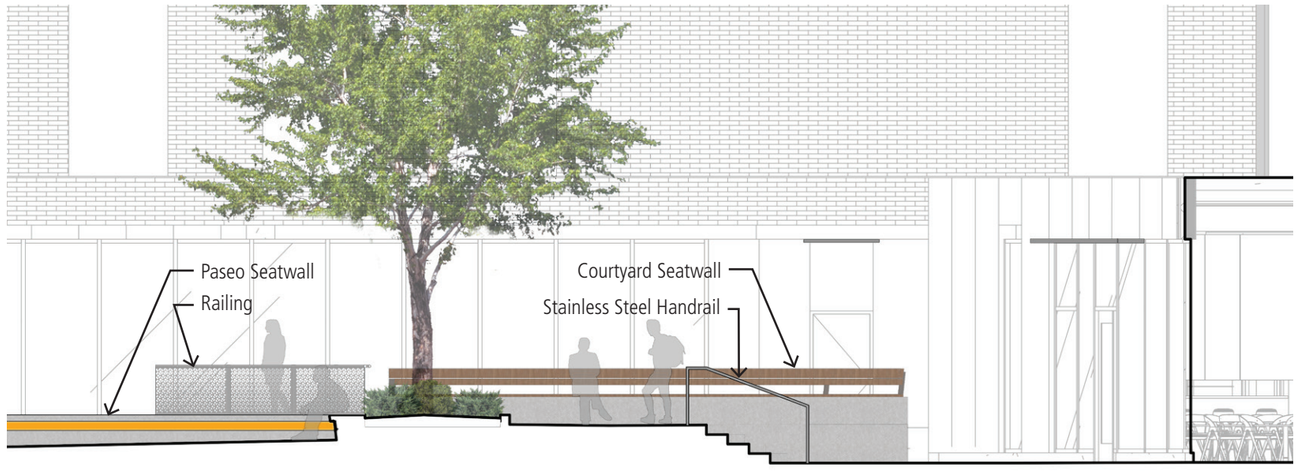




KEY PLAN

1 **ELEVATION LOOKING EAST**

Scale: 1/8"= 1'- 0"

0' 2' 4' 8'




2 **ELEVATION AT COURTYARD PATHWAY - LOOKING SOUTH**

Scale: 1/8"= 1'- 0"

0' 2' 4' 8'

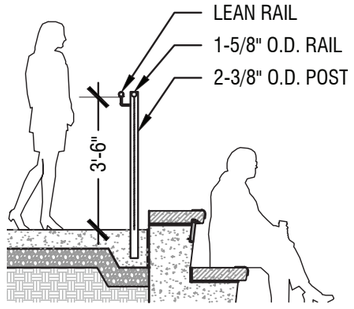
# COURTYARD PERSPECTIVE VIEW



# SITE ELEVATION - PHASE 1

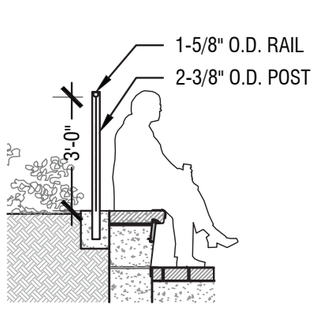



1 **Courtyard Entrance Elevation**
Scale: 1"= 10'- 0"



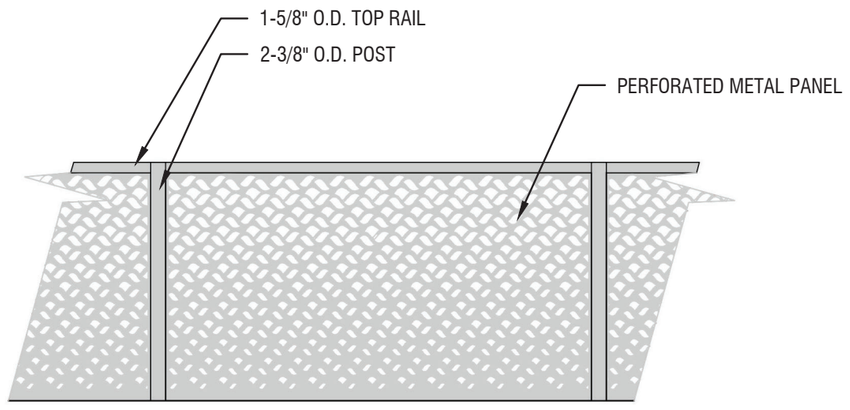

AT TERRACE

2 **Railing Section**
Scale: 1/4"= 1'- 0"

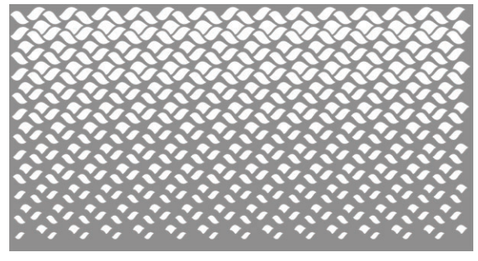



AT PLANTING AREA

3 **Railing Section**
Scale: 1/4"= 1'- 0"




4 **Railing Elevation**
Scale: 1/2"= 1'- 0"

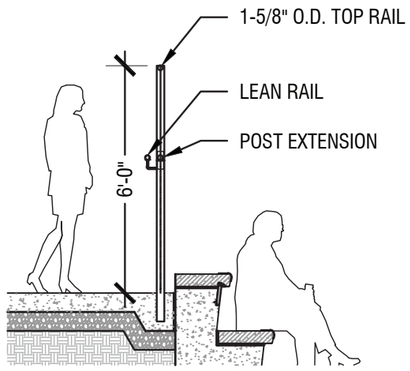


5 **Perforated Metal Panel Design**
Scale: N.T.S.

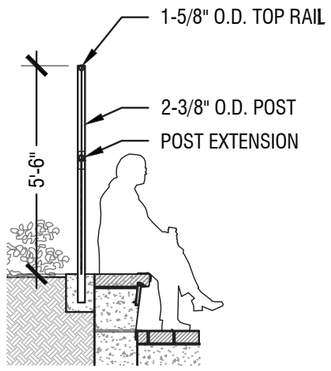
# SITE ELEVATION - PHASE 2



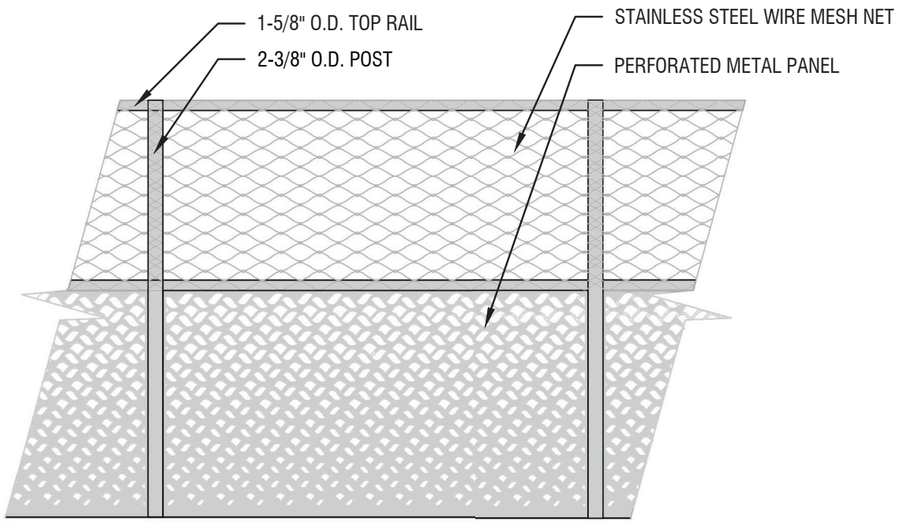

1 **Courtyard Entrance Elevation - Optional Phase 2**
Scale: 1"= 10'- 0"




2 **Railing Section - Optional Phase 2**
Scale: 1/4"= 1'- 0"



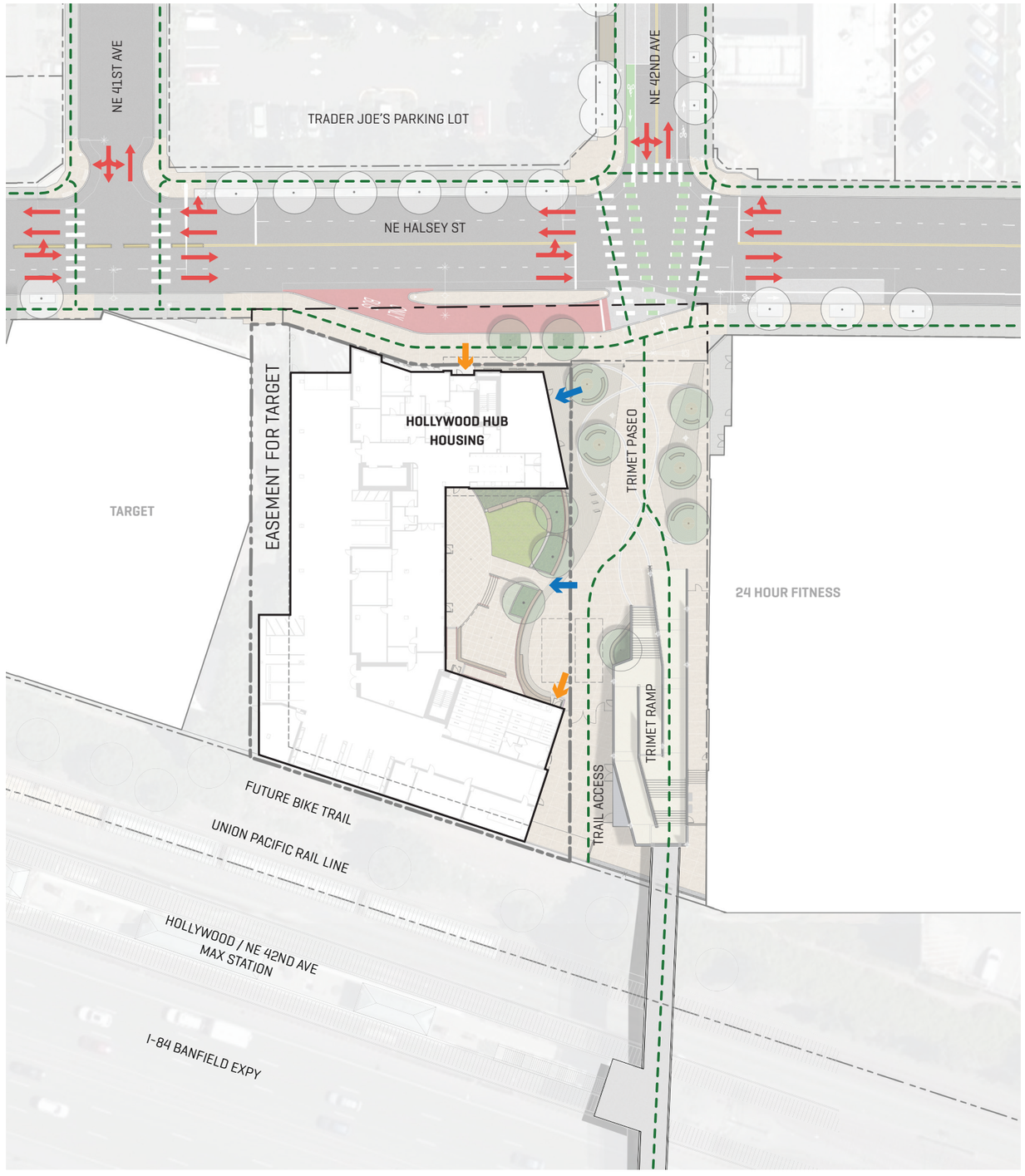

3 **Railing Section - Optional Phase 2**
Scale: 1/4"= 1'- 0"




4 **Railing with Security Fence Elevation - Optional Phase 2**
Scale: 1/2"= 1'- 0"



5 **Stainless Steel Wire Mesh Net - Rail Attachment Examples**



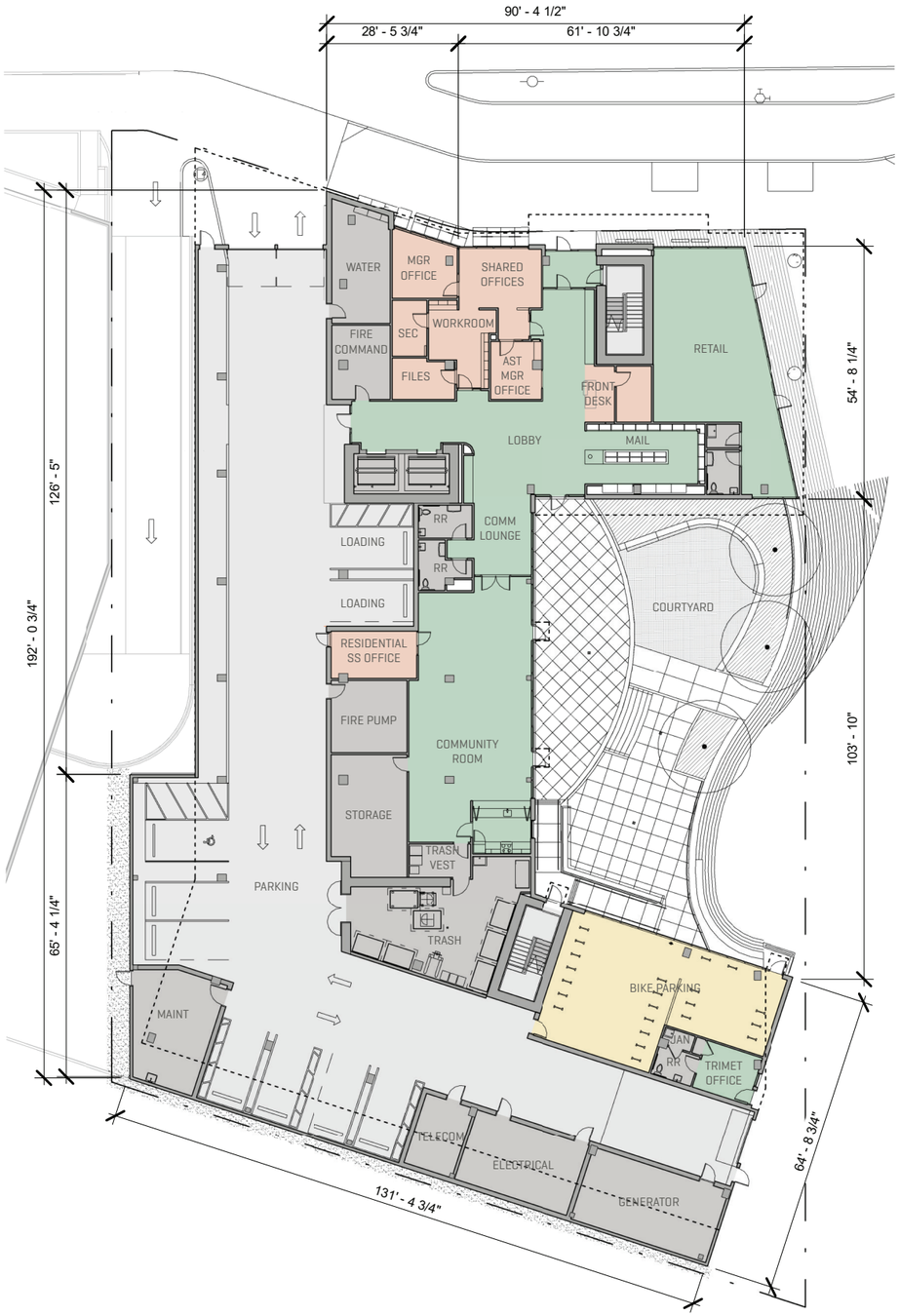

## LEGEND

- ACTIVE USE ENTRIES
- RESIDENTIAL ENTRIES
- AUTOMOBILE TRAFFIC DIRECTION OF TRAVEL
- PEDESTRIAN CIRCULATION

SCALE: 1" = 60'-0"

0' 30' 60' 90'

N




GROUND LEVEL

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

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HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : BASEMENT - GROUND FLOOR PLANS

LU NO. LU 23-004591 DZM

LU 23-004591 DZM Exh H2

sheet : C.4




LEVEL 2

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N




LEVELS 4, 6, 8, 10, 12

## LEGEND

- STUDIO
- 1-BEDROOM
- 2-BEDROOM
- 3-BEDROOM
- PROPERTY MANAGEMENT
- AMENITY SPACES
- BIKE PARKING
- MECH / B.O.H.

SCALE: 1/32" = 1' - 0"

0 2 4 16 32

N

HOLST

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

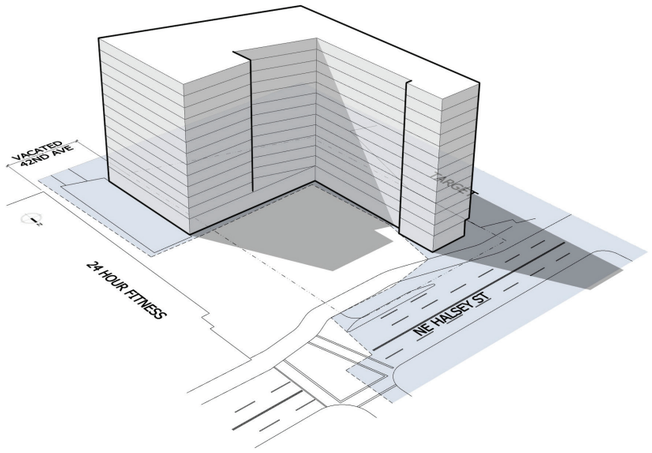
title : LEVELS 4-12 FLOOR PLANS

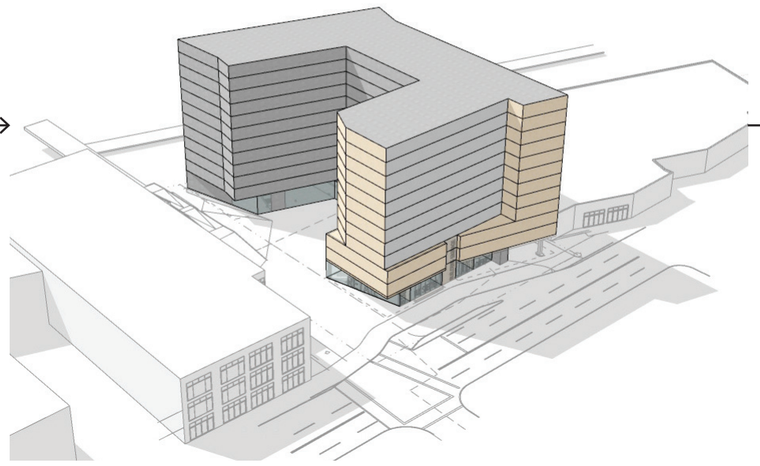
LU NO. LU 23-004591 DZM

LU 23-004591 DZM Exh H2

sheet : C.6

# MASSING EVOLUTION DIAGRAMS





**DAR #1**

Building footprint was over-constrained to the Difficult to Develop “DDA” boundary

**DAR #2**

The DDA boundary requirement was lifted and the ‘C-parti’ design was developed that holds the Halsey street frontage with a prominent street wall, main entrance, and active use. The C-shape wraps around a public courtyard oriented east to the newly designed public paseo and transit infrastructure circulation.

**LUR**

The ‘C-parti’ design has been refined with the shortening of the southern bar and careful sculpting to maximize daylighting and views. The application of high-quality materials and thoughtful detail reinforce the massing strategies and create a building that is rich in texture, pattern, and character at all scales.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LU 23-004591 DZM Exh H2

# MASSING AND COMPOSITION

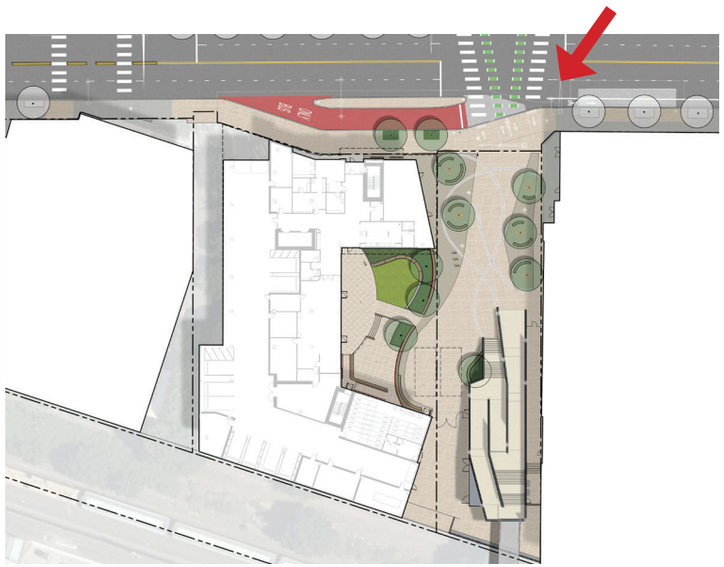




# PROJECT OVERVIEW









HOLST

# THANK YOU

# MATERIAL BOARD

6 APRIL 2023









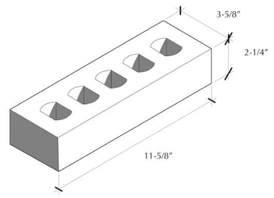

LU 23-004591 DZM Exh H2

## BV-1 BRICK MASONRY VENEER MUTUAL MATERIALS



DARK IRON SPOT

**BASIC SPECIFICATIONS**




| | |
|---|---|
| Item: | Norman |
| Color: | Dark Iron Spot |
| Item Number: | 70500810 |
| Size: | 3-5/8" x 2-1/4" x 11-5/8" |
| Texture: | Smooth |
| Solid/Cored: | Cored |
| ASTM - Link | Large Photo - Link |

## CMU-1 CONCRETE MASONRY UNITS MUTUAL MATERIALS



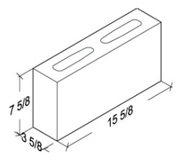
GROUND FACE, WILLOW COLOR

**BASIC SPECIFICATIONS**

COLOR*: **Willow**
TEXTURE: **Ground Face**
TYPE**: **Special Order**
PLANT: **Kent, WA**
ASTM: **ASTM C-90**

MUTUALMATERIALS®
www.mutualmaterials.com

D: 3-5/8"
H: 7-5/8"
W: 15-5/8"




## FCP-1 FIBER CEMENTITIOUS PANEL CERACLAD



CASHMERE SMOOTH, CHARCOAL COLOR

**BASIC SPECIFICATIONS**

| | |
|---|---|
| **Panel Type** | Extruded |
| **Application Method** | Vertical or Horizontal |
| **Coating Options** | Triple Coated (15 colors) Creativ™ Custom Colors |
| **Dimensions** | W: 18" (455 mm)<br>L: 10' (3030 mm)<br>T: 5/8" (16 mm) |
| **Coverage** | 15 ft² (1.38 m²) |
| **Weight** | 60 lb. (27 kg) |

The Triple Coating is super weather resistant, low maintenance, and backed by a 20-year limited warranty.

## FCP-2 FIBER CEMENTITIOUS PANEL CERACLAD



CAST STRIPE, CHARCOAL COLOR

**BASIC SPECIFICATIONS**

| | |
|---|---|
| **Panel Type** | Extruded |
| **Application Method** | Vertical or Horizontal |
| **Coating Options** | Triple Coated (4 colors) |
| **Dimensions** | W: 18" (455 mm)<br>L: 10' (3030 mm)<br>T: 5/8" (16 mm) |
| **Coverage** | 15 ft² (1.38 m²) |
| **Weight** | 44 lb. (20 kg) |

The Triple Coating is super weather resistant, low maintenance, and backed by a 20-year limited warranty.

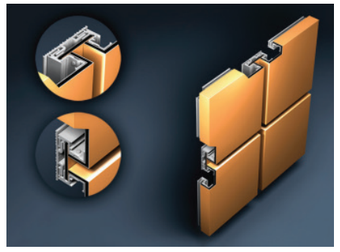
## MCP-1 METAL COMPOSITE PANEL PAC-CLAD



CHARCOAL

**BASIC SPECIFICATIONS**

PAC-3000 RS



| MATERIALS | TESTS |
|---|---|
| 3mm, 4mm, 6mm – Composite | ASTM E283* |
| .063 - .125 Mill Finish Aluminum | ASTM E330* |
| Zinc | ASTM E331* |
| Stainless steel | * Composite material only |
| Anodized aluminum | |

MF-X

## METAL FLASHING
## 18 AND 22 GAUGE



MF-1 CHARCOAL

MF-2 MATTE BLACK

MF-3 GREEN #1



MF-4 GREEN #2

MF-5 GREEN #3

MF-6 GREEN #4

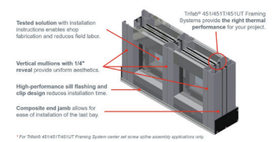
SF-1

## TRIFAB VERSAGLAZE 451T
## STOREFRONT KAWNEER



CHARCOAL COLOR

**BASIC SPECIFICATIONS**




**Features**

- Trifab® VersaGlaze® 451/451T is 4-1/2" (114.3) deep with a 2" (50.8) sightline
- Front, Center, Back or Multi-Plane glass applications
- Flush glazed from either the inside or outside
- Screw Spline, Shear Block, Stick or Continuous Head and Sill fabrication
- Screw Spline Pre-Glazed option
- SSG / Weatherseal option
- IsoLock® lanced and debridged thermal break option with Trifab® VersaGlaze® 451T
- Infill options up to 1-1/8" (28.6) thickness
- Permanodic® anodized finishes in seven choices
- Painted finishes in standard and custom choices

**PERFORMANCE TEST STANDARDS**

| | |
|---|---|
| Air Infiltration | ASTM E283 |
| Water | AAMA 501, ASTM E331 |
| Structural | ASTM E330 |
| Thermal | AAMA 1503 |
| Thermal Break | AAMA 505, AAMA TIR-A8 |
| Acoustical | AAMA 1801, ASTM E1425 |

TBV-1

## THIN BRICK VENEER
## MUTUAL MATERIALS



MODIFIED GRANITE

**BASIC SPECIFICATIONS**

**TEXTURE:** Mission, Smooth, Rug
**TYPE**:** Special Order
**PLANT:** Mica, WA
**COLLECTION:** N/A
**ASTM:** ASTM C-216, SW, FBX

MUTUALMATERIALS®
www.mutualmaterials.com

D: 3/4"
H: 2-1/2"
W: 11-1/2"

WND-XA

## COMMERCIAL VINYL WINDOWS
## INNOTECH



ANTHRACITE GRAY COLOR

**BASIC SPECIFICATIONS**

**ENERGY STAR**

| | |
|---|---|
| Canada | Energy Star Most Efficient 2020, Energy Rating Up to 41 |
| USA | Energy Star Northern Climate Zone |

**Acoustical Performance**
Tested size: 48" wide x 58" high, 1219 mm wide x 1473 mm high

| | STC | OITC |
|---|---|---|
| 4 mm/4 mm | 34 dB | 28 dB |
| 6 mm/4 mm | 37 dB | 32 dB |
| 12mm Lami / 8mm Lami | 46 dB | 41 dB |
| 6 mm/4 mm/4 mm | 39 dB | 33 dB |

**Size Limitations**

| | Width | Height |
|---|---|---|
| Minimum | 17 in, 432 mm | 18.25 in, 464 mm |
| Maximum | 60 in, 1524 mm | 84 in, 2134 mm |

**PERFORMANCE SUMMARY**

| | Defender 76TS | |
|---|---|---|
| Air Tightness | 0.00 CFM/FT$^2$ | |
| Water Tightness | 15 PSF | |
| Structural – Wind Load Resistance | 55 PSF | |
| NAFS Performance Class & Grade | CW - PG55 | |
| | Double | Triple |
| U-Factor IP | 0.23 - 0.27 | 0.16 - 0.17 |
| SHGC | 0.19 - 0.44 | 0.18 - 0.39 |
| | | |
| Uw | 0.96 W/m$^2$K | |
| Uw Installed | 0.99 W/m$^2$K | |

WND-XB

## COMMERCIAL VINYL WINDOW
## INNOTECH



OAK MALT COLOR

**BASIC SPECIFICATIONS**

**ENERGY STAR**

| | |
|---|---|
| Canada | Energy Star Most Efficient 2020, Energy Rating Up to 41 |
| USA | Energy Star Northern Climate Zone |

**Acoustical Performance**
Tested size: 48" wide x 58" high, 1219 mm wide x 1473 mm high

| | STC | OITC |
|---|---|---|
| 4 mm/4 mm | 34 dB | 28 dB |
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|---|---|---|
| Air Tightness | 0.00 CFM/FT$^2$ | |
| Water Tightness | 15 PSF | |
| Structural – Wind Load Resistance | 55 PSF | |
| NAFS Performance Class & Grade | CW - PG55 | |
| | Double | Triple |
| U-Factor IP | 0.23 - 0.27 | 0.16 - 0.17 |
| SHGC | 0.19 - 0.44 | 0.18 - 0.39 |
| | | |
| Uw | 0.96 W/m$^2$K | |
| Uw Installed | 0.99 W/m$^2$K | |



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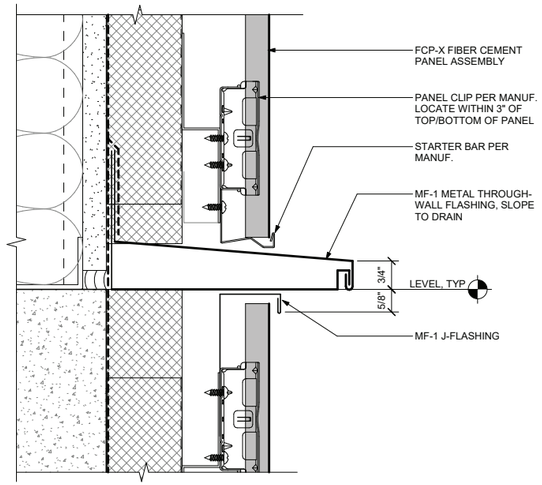
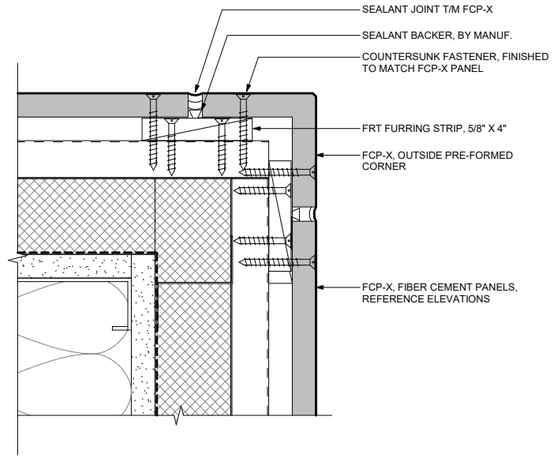
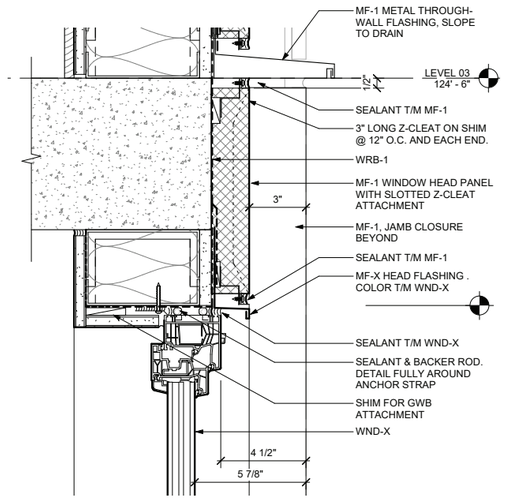
## 1 TYP WINDOW CONFIGURATION
NTS

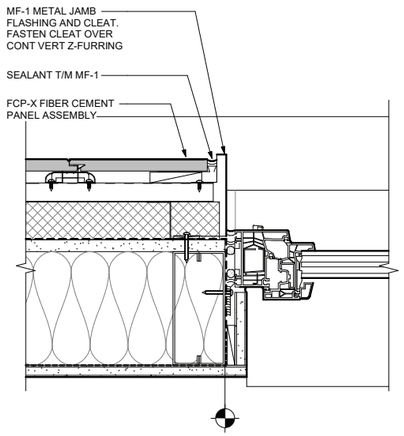


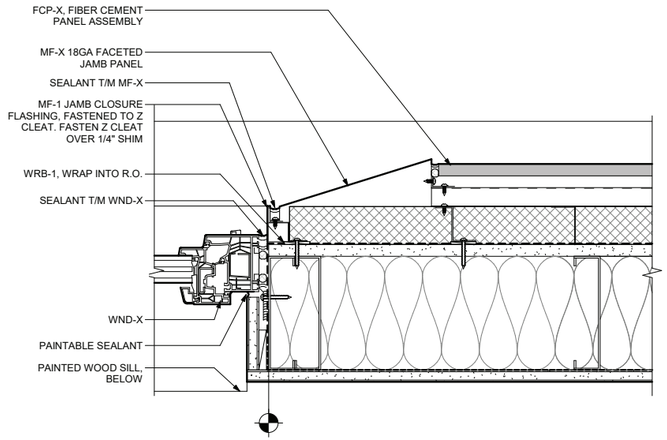

## D TYP FCP-X HORIZONTAL JOINT
SCALE: 3" = 1'-0"



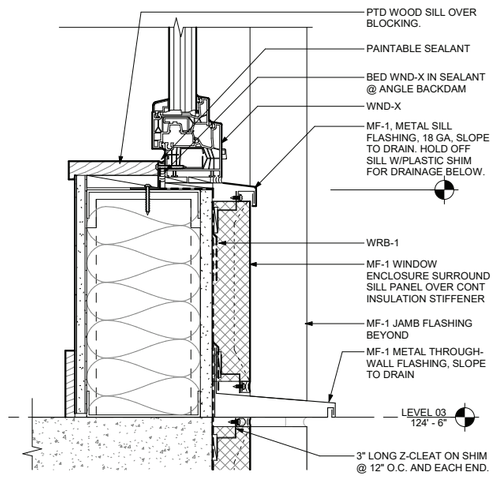

## C TYP FCP-X CORNER DETAIL
SCALE: 3" = 1'-0"




## B TYP WINDOW JAMB @ FCP-X
SCALE: 1 1/2" = 1'-0"




## A TYP WINDOW SECTION
SCALE: 1 1/2" = 1'-0"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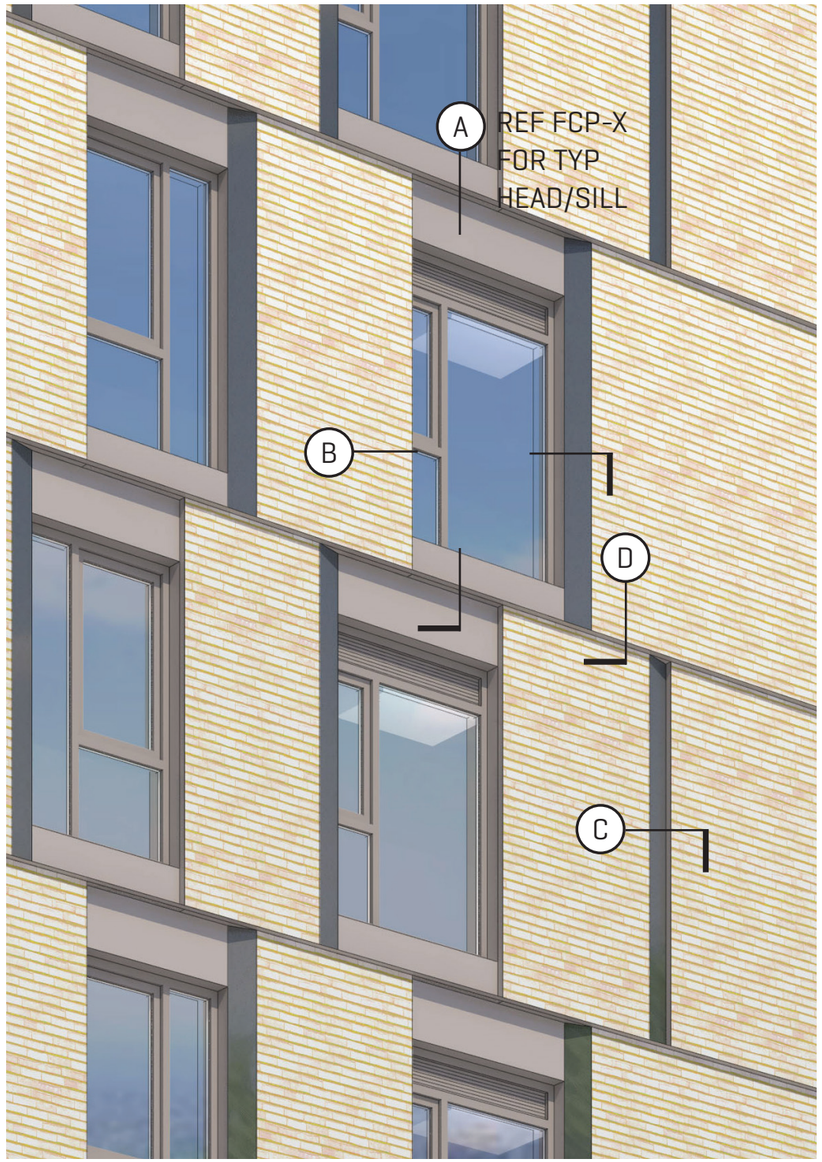
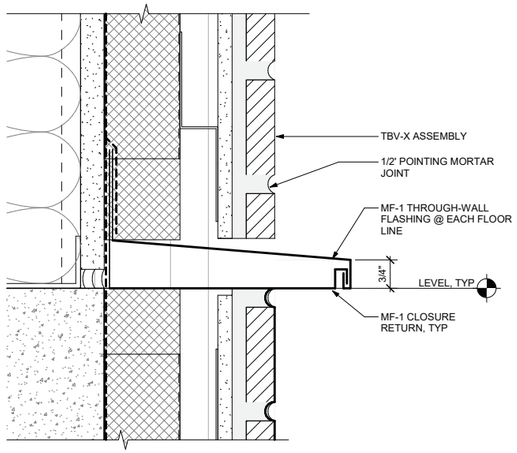
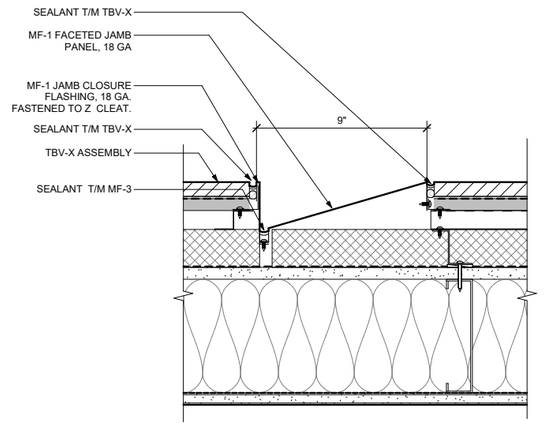


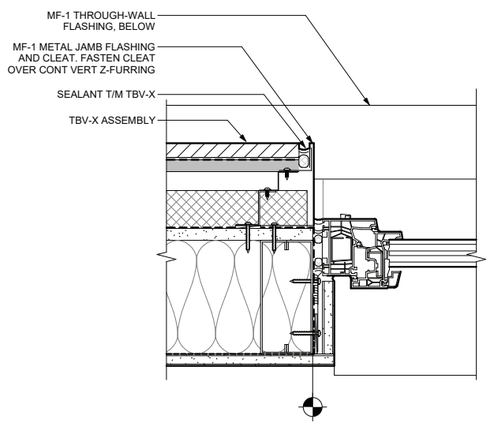

## 1 TYP WINDOW CONFIGURATION
NTS

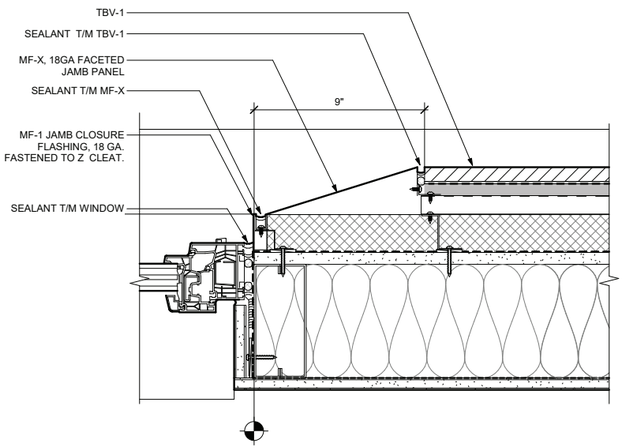



## D TYP FCP-X HORIZONTAL JOINT
SCALE: 3" = 1'-0"




## C TYP MF-X PANEL INSERT AT TBV-X
SCALE: 3" = 1'-0"




## B TYP WINDOW JAMB @ TBV-X
SCALE: 1 1/2" = 1'-0"

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

title : ENLARGED DETAILS: WALL ASSEMBLIES

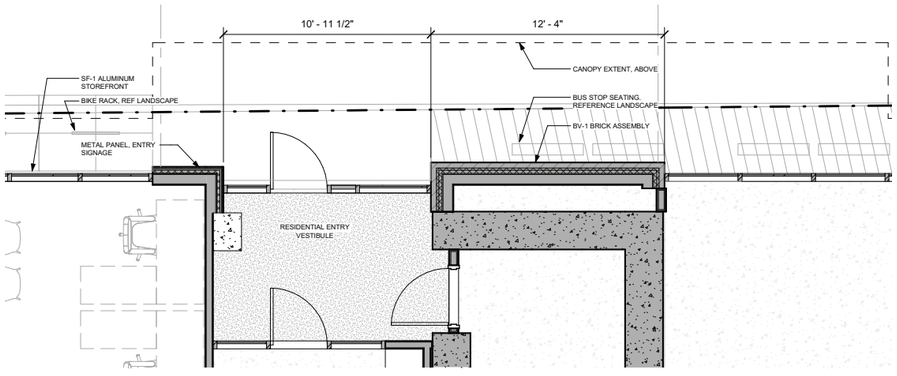
LU NO. LU 23-004591 DZM

LU 23-004591 DZM Exh H2

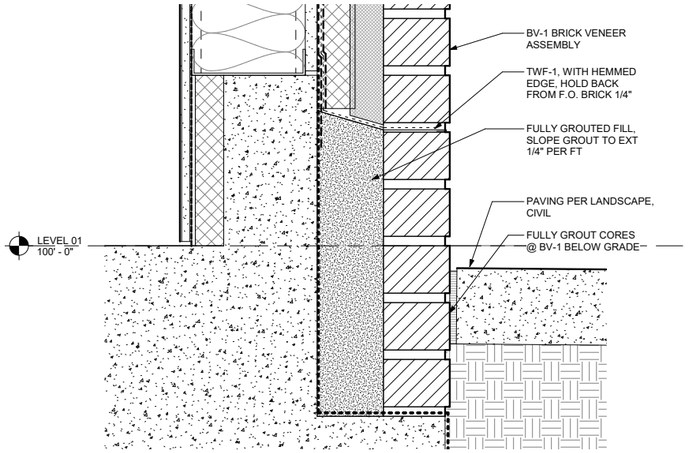
sheet : C.23



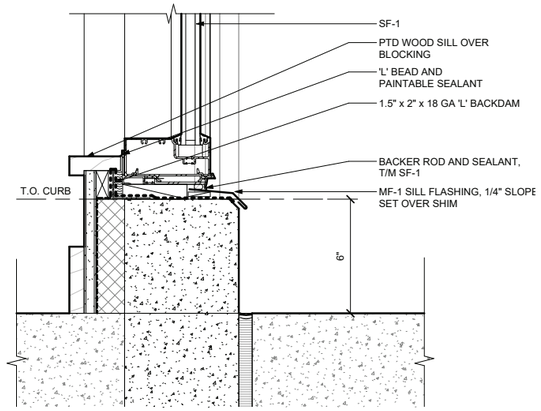

## 1 PERSPECTIVE AT HALSEY ENTRY
NTS



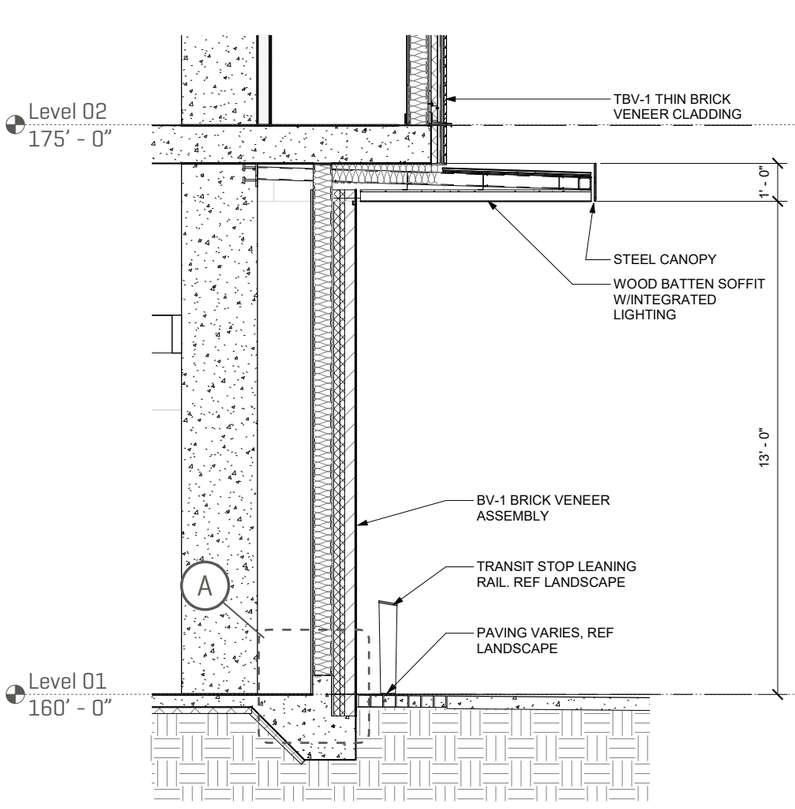

## 2 ENLARGED PLAN AT HALSEY ENTRY
SCALE: 1/8" = 1'-0"



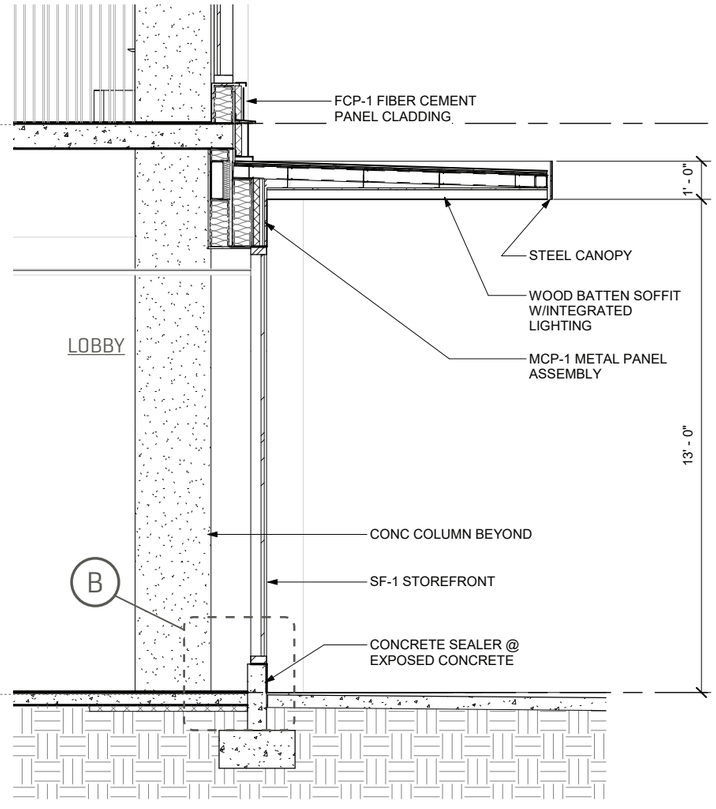

## A DETAIL AT ALUMINUM SCREEN BASE
SCALE: 1 1/2" = 1'-0"




## B DETAIL AT STOREFRONT SILL
SCALE: 1 1/2" = 1'-0"




## C WALL SECTION AT HALSEY BUS STOP
SCALE: 1/4" = 1'-0"




## D WALL SECTION AT HALSEY RESIDENTIAL ENTRY
SCALE: 1/4" = 1'-0"

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HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

DESIGN REVIEW
DATE: 03.22.2023

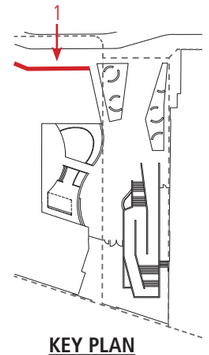
title : ENLARGED DETAILS - HALSEY ST. CANOPY
LU NO. LU 23-004591 DZM
LU 23-004591 DZM Exh H2
sheet : C.24



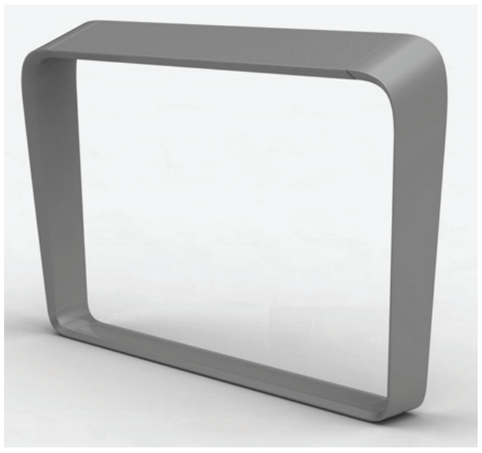

1 **ELEVATION AT HALSEY STREET BUS STOP**

Scale: 1/8"= 1'- 0"

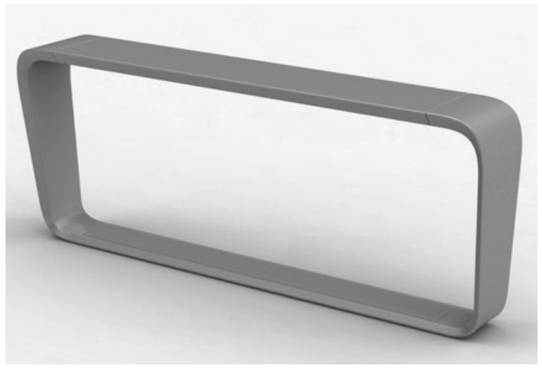
0' 2' 4' 8'




**KEY PLAN**



A. Leaning Rail



B. Sitting Rail



C. Bike Rack

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HOLST

HOLLYWOOD HUB
4110 NE HALSEY STREET
PORTLAND, OR 97232

Mayer/Reed

DESIGN REVIEW
DATE: 03.22.2023

title : LANDSCAPE SITE ELEVATIONS - HALSEY ST.

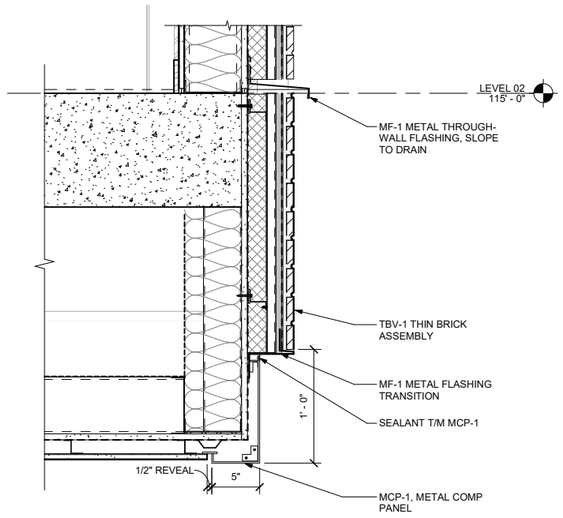
LU NO. LU 23-004591 DZM

LU 23-004591 DZM Exh H2

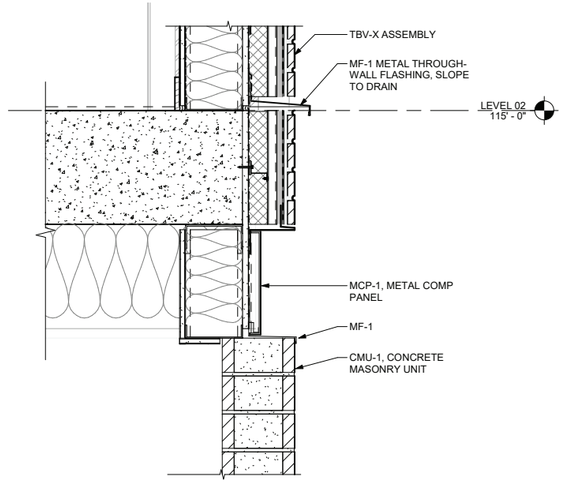
sheet : C.35



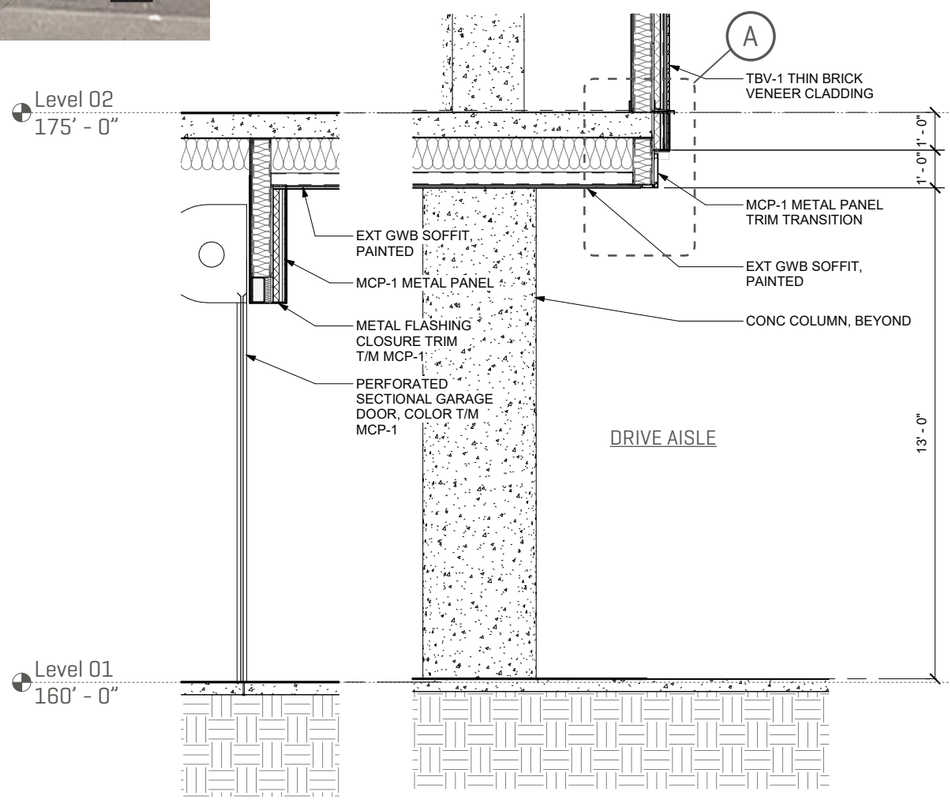

## 1 PERSPECTIVE AT PARKING ENTRY
NTS



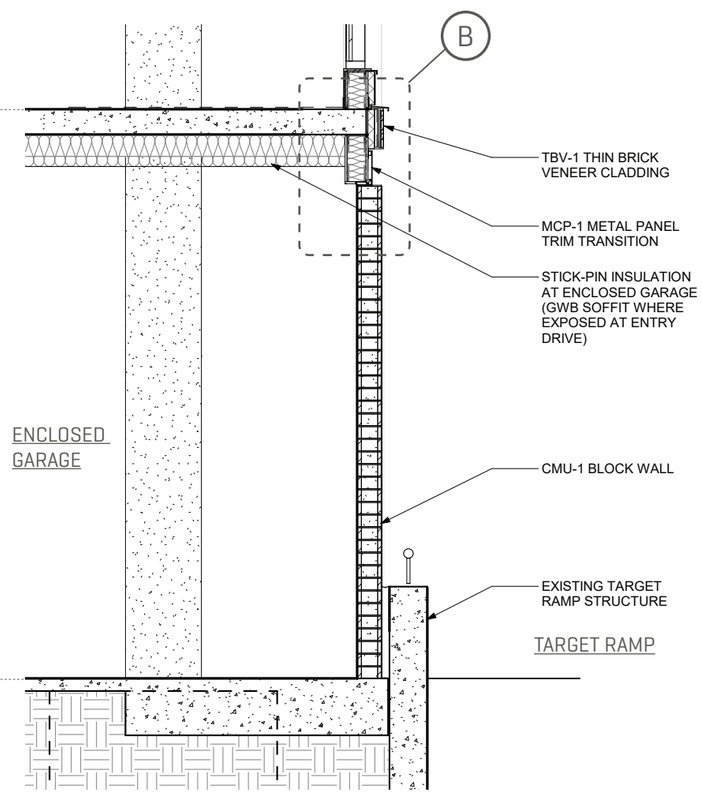

## A DETAIL AT SOFFIT TRANSITION
SCALE: 3/4" = 1'-0"



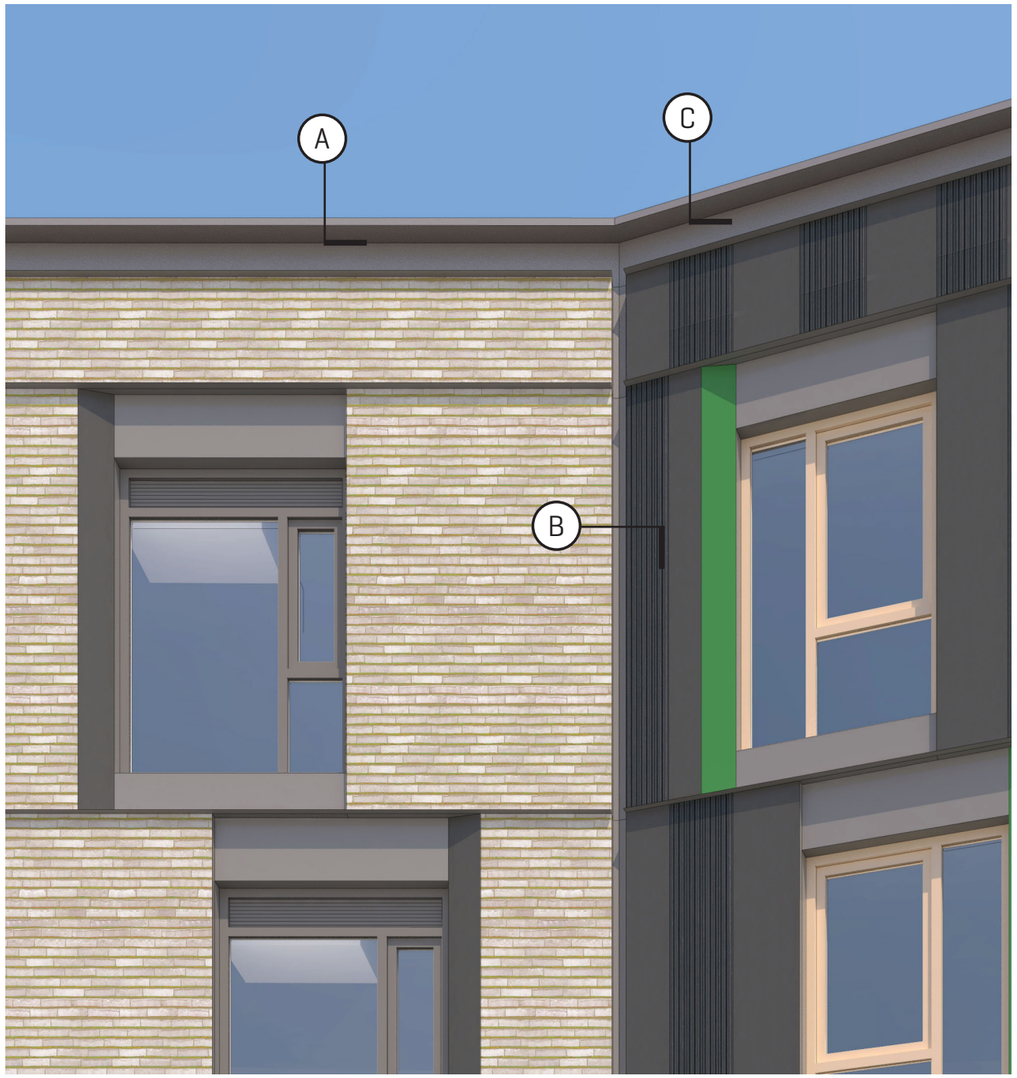

## B DETAIL AT MCP-1, CMU WALL
SCALE: 3/4" = 1'-0"



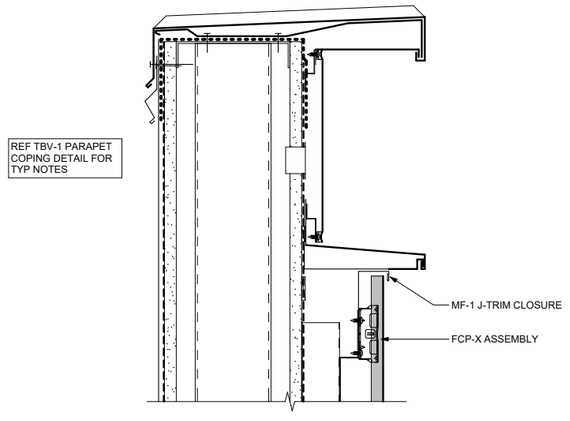

## C WALL SECTION AT ENTRY DRIVE
SCALE: 1/4" = 1'-0"



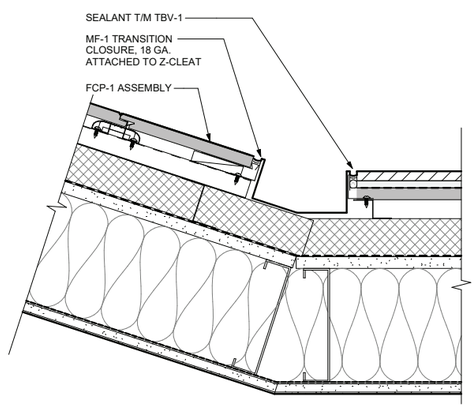

## D WALL SECTION AT TARGET RAMP
SCALE: 1/4" = 1'-0"



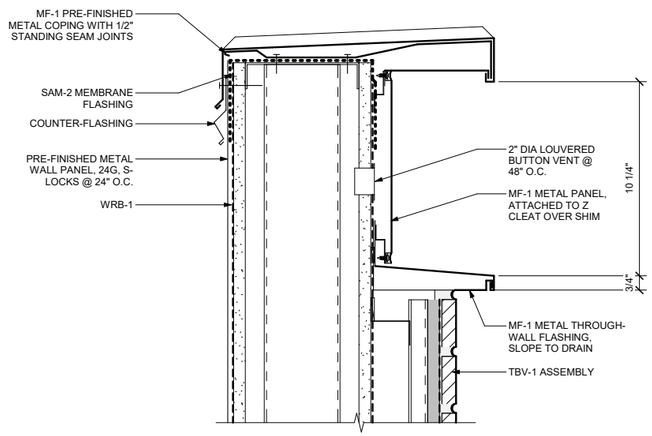

## 1 TYPICAL ROOF CONDITION
NTS




## C SECTION DETAIL AT PARAPET, FIBER CEMENT
SCALE: 1 1/2" = 1'-0"




## B PLAN DETAIL AT TBV, FCP TRANSITION
SCALE: 1 1/2" = 1'-0"




## A SECTION DETAIL AT PARAPET, THIN BRICK
SCALE: 1 1/2" = 1'-0"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LU 23-004591 DZM Exh H2

# MATERIAL BOARD: NATURAL LIGHT & ARTIFICIAL LIGHT

6 APRIL 2023



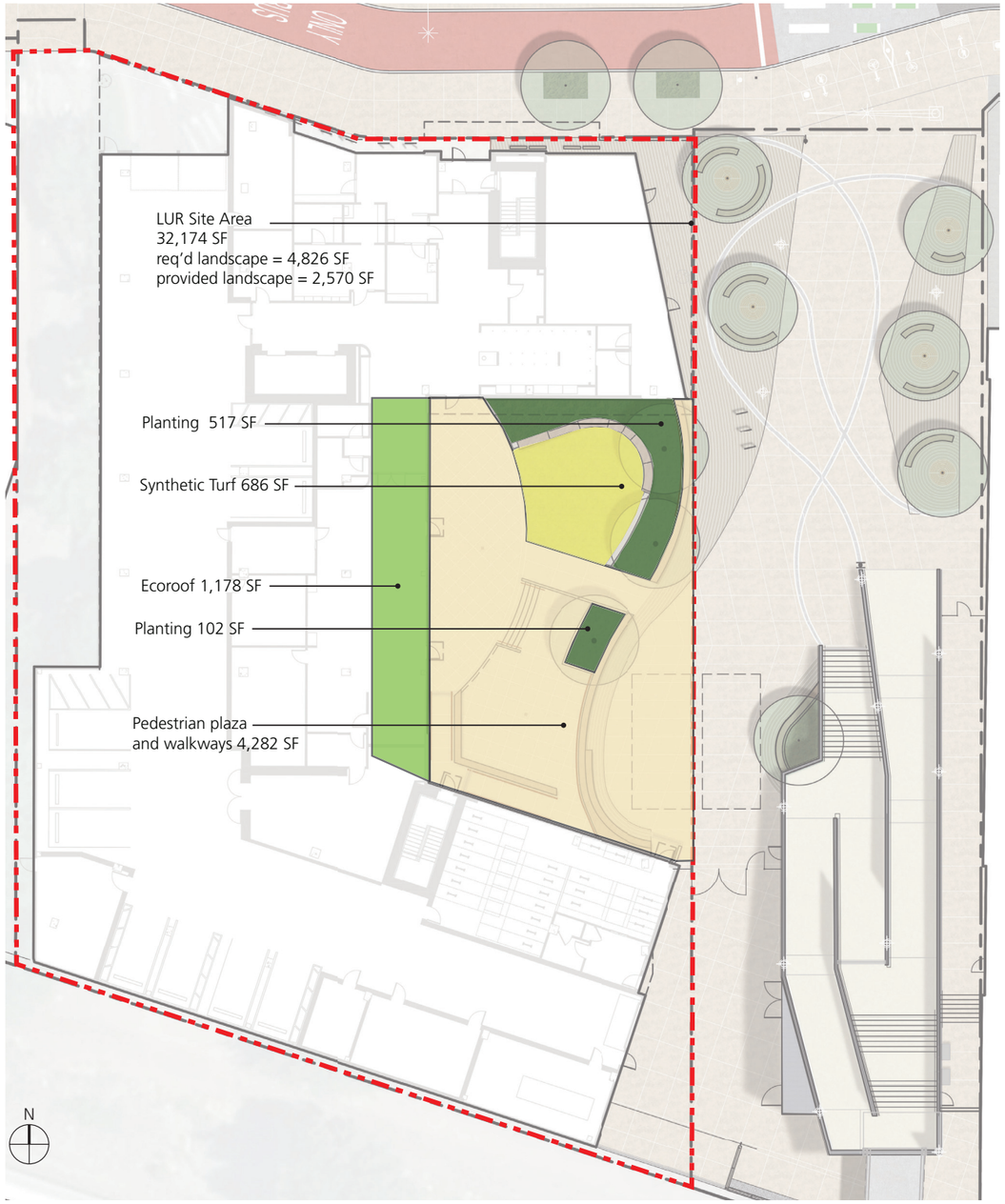






LU 23-004591 DZM Exh H2

# 33.130.225 LANDSCAPE AREA




**PROPOSED LANDSCAPING AREAS**




**REQUIRED LANDSCAPED AREA & TREE DENSITY**

SCALE: 1/32" = 1' - 0"
0 2 4 16 32



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# 4-6-23 - DESIGN COMMISSION HEARING

## LU 23-004591 DZM – Hollywood HUB Housing

**ATTENDEES - TESTIFIERS IN RED *(subject to change)***

| | FIRST NAME | LAST NAME | EMAIL | ADDRESS | CITY | ZIP | WOULD YOU LIKE TO TESTIFY | ARE YOU FOR OR AGAINST |
|---|---|---|---|---|---|---|---|---|
| 1 | Lan | Truong | lantruu@gmail.com | 1616 NE 45th Ave | Portland | 97213 | YES | AGAINST |
| 2 | Ernesto | Fonseca | efonseca@haciendacdc.org | 6700 NE Killingsworth St | Portland | 97218 | YES | FOR |
| 3 | Kurt | Creager | Kcreager@bridgehousing.com | 1000 Second Ave Ste 1610 | Seattle | 98104 | YES | FOR |
| | Joanna | Schwartz | joanna.d.schwartz@gmail.com | 4712 12th ST NE | Washington | 20017 | NO | FOR |
| | Shabina | Shariff | shariffs@trimet.org | 1800 SW 1st Ave | Portland | 97201 | NO | FOR |
| | Natalie | Legras | natalierayne715@gmail.com | 1616 NE 45th Ave Apt 4 | Portland | 97213 | NO | FOR |

**From:** breeves927
**To:** BDS Hearings Clerk; Heron, Tim
**Subject:** Design Commission Hearing today re 12 story building comments
**Date:** Thursday, April 6, 2023 11:08:45 AM

---

1. A project of this dimension will make already congested Halsey a nightmare during (and after) construction. Sandy has been down to 1 lane for almost 2 years on several blocks for building a senior living community.
2. Will there be access to Max during the building of this project?
3. This looks like the building on Broadway and NE 45th that is also low income and a congregating point for homeless people.
4. Did this developer bid for the project?

**5. That is the only grassy area in the Hollywood District. Can we not make it into a park or something aesthetically pleasing??**

Beth Reeves

**From:** Jo Schaefer
**To:** Heron, Tim
**Subject:** RE: LU 23-994591 DZM-Hollywood HUB Housing
**Date:** Thursday, April 6, 2023 1:06:03 PM
**Attachments:** Comments from Residents re-Hollywood HUB.docx

---

Hi Tim,

I thought that might happen. Right after I hit send. I got a message that said Error. I will try again. Please let me know if you see an attachment this time.

Thanks,
Jo

> On 04/06/2023 12:53 PM Heron, Tim <tim.heron@portlandoregon.gov> wrote:
>
> Hi Jo. Nothing has been attached. Can you resend? Please REPLY ALL so the Hearing Clerk can attach and forward to the Portland Design Commission and the Applicant.
>
> Thanks. Tim


**Timothy Heron, Senior City Planner**

(He, Him) why I list my pronouns

City of Portland - Bureau of Development Services

**Read here for news about services available at the Development Services Center.**

Land Use Services Division, Design and Historic Review

1900 SW 4th Avenue, Suite 5000, Portland, OR 97201

Be here for Portland.

Tim.Heron@portlandoregon.gov

503-823-7726

Work Hours: M-Th, every other F: 6a-7a, 9a-5p

**From:** Jo Schaefer <jaschaef@comcast.net>
**Sent:** Thursday, April 6, 2023 12:51 PM
**To:** Heron, Tim <Tim.Heron@portlandoregon.gov>
**Subject:** LU 23-994591 DZM-Hollywood HUB Housing

Good Afternoon Tim,

The attached document is a compilation of the comments that I received from residents and business owners in The Hollywood Neighborhood regarding the Hollywood HUB project.

Regards,

Jo Schaefer - Interim Chair

Hollywood Neighborhood Association

503-351-7271

Comments from residents in the Hollywood Neighborhood regarding the Hollywood HUB project:

From anonymous:
"Providing that many additional housing units w/o sufficient parking will cause havoc on an already existing parking issue in the Hollywood District. There simply is not enough space available to accommodate any additional long term parking for residents."

From H.S.:
"10 parking spaces for 250 units will create excessive pressure on street parking. Even if residents are carless, there can be no expectation that they will be, and that all guests visiting these homes will also be using transit. Not being able to accommodate visitors causes an inability to enjoy full benefits of having a home."

From P.D.
"Please pass these concerns along to be considered at the meeting about The Hub today.

- Parking is already a serious issue for residents of Hollywood Towne House. The expected increase in cars will mean fewer street parking spots. This means residents of all buildings on the area will have to park farther and farther away from home. This poses safety concerns for residents that must then pass through areas where homelessness exists.
- The traffic on Halsey in the Hollywood area has changed dramatically over the past 10 years. It often takes 10-15 minutes to drive from the driveway of Hollywood Towne House to Cesar Chavez and then to 84 either eastbound or westbound.
- More residential spaces will draw more crime and vandalism, meaning we will be less safe in our homes and neighborhoods."

From H.N.

"I have several livability concerns re the HUB project:
1. Crime
In the last year, there have been shootings, knifings, assaults, fires, street racing, drug overdoses, continual drug use and selling, tent camps and plenty of of petty crime, including shop lifting, car break-ins and stolen cars, all within 3 blocks of the proposed HUB project.
Mental health outbursts, day and night, are commonplace. There were even 500 9-1-1 calls to nearby Hollywood East in the last year and several others to nearby apt houses and businesses. This is not a positive nor safe environment for vulnerable families. Those planning this project don't live in the neighborhood and experience what it feels like to actually live here 24/7.

2. Parking
The HUB project plans to offer 40 parking spots for 224 apts. That number is totally inadequate. People may use public transportation some of the time but many will have cars, and they will be parked all over the neighborhood and will stay parked until the tenant needs to use their car. That could be days. That will eliminate spots for people coming in and out of the neighborhood for the Farmer's Market, Trader Joe's, Hollywood Theater, Grocery Outlet, 24 hr Fitness, restaurants and bars, the Library plus all the little businesses nearby. Currently there are numerous vacant storefronts in the area. How can businesses expect to move into Hollywood and thrive if there is no parking?

Even Hollywood East has 70 spots for 300 residents and there are tenant and tenant's friends' cars spilling out on all sides of the bldg and adjacent streets. Many of these cars are being worked on, don't move unless neighbors keep calling and complaining about them, and there is an active chop shop going on next door and across the street. Where will the overflow parking go at the HUB, and what about the delivery people, the health care people visiting tenants, employees?

3. School issues
I understand that Laurelhurst School will be the designated school to accept the kids from the project. I hear the school is already full. Has there been any effort to discuss the impact the project will have on that school, or if boundary chg's could be made for
the kids to go instead to the Grant cluster schools?

4. Traffic
This is a real issue, esp during the 1-2.5 yr construction of the bldg and disruption to the Hollywood max lines for the station revamp. When the bldg is done, there will undoubtedly be difficult traffic jams and hazardous situations for the added number of pedestrians trying to maneuver Halsey. With the freeway off-ramp, cars coming from Cesar Chavez, and from 47th, cars turning into Trader Joe's or 24 hr fitness or Target, buses going in and out of the bus area and pedestrians trying to cross the street at 42nd, it will become a dangerous area for all concerned."

From JH:

"I am opposed to this development for the following reasons:

1. It will bring in more street people, addicts, broken down cars, and crimes. Just take a look at Hollywood East and the mayhem that occurs near it. We've had more than our share of violent crimes (murder and gun fire) and property crimes recently.

2. It will create more traffic and parking issues in an already stressed and congested area.

3. It will destroy the transit center, making using trimet less safe.

4. Even though the project is deemed "multi-family," the building will not necessarily be occupied by typical "families."

5. In sum, the HUB development will NOT contribute to improvement of the neighborhood; it will do the opposite. It will make the Hollywood neighborhood less safe and more congested."

From C.C.

"https://www.governing.com/archive/gov-car-ownership-poverty.html

This article says 80% of candidates for low-income housing have access to cars. Other articles say the same; some say 60. Even at 70%, 200 housing units mean 100 overflow cars on nearby streets.

Some while ago, I emailed the project about safety of the air so close to the freeway. I got back an email asserting that lots of air would be drawn into and circulated through the building. The writer did not respond to the problem of proximity to pollution from I-84. See
http://www.publichealth.lacounty.gov/place/docs/DPH%20Recommendations%20to%20Minimize%20Health%20Effects%20of%20Air%20Pollution%20Near%20Freeways_Final_March%202019.pdf

Noise.
https://www.annualreviews.org/doi/10.1146/annurev-publhealth-081519-062400

Noise and diesel soot should kill the project before they kill the residents."

From M.D.
"I am concerned about parking and about the proposed new traffic patterns."

From P.S.
"What impact will this project have on the property values throughout the area.
How does the design of this building compliment the esthetic of the other structures in the area? The images that have been provided do not seem combatable.
There seems to be no concern for pedestrian flow.
What is the extent of residential support services that will be provided for those in need?
There is concern regarding the beautiful mural? Is there any chance of saving any of it? It seems a shame to also remove the view from the platform.
Has any consideration been given to the impact of those using the MAX regarding the looming 12 story building looking down at the station.
What provisions have been made to improving and enticing the public to the "New and Improved" transit station and area in general. What are the plans for attracting more transit users and increasing ridership."

From S.S.
"I think it will be a disaster as far as traffic and congestion are concerned. This is another example of Portland's Worst Idea Ever!"

From S.C.
For many years, like about 12, TriMet has promised the Hollywood Neighborhood upgrades and improvements to the transit station. We are still waiting. The station itself has been proven to be poorly designed and accessibility standards have not been met. God help you if you use a wheel chair and encounter someone with a stroller traveling in the opposite direction.
We are concerned with the ability for emergency vehicles being able to get through the area safely along NE Halsey and from the I-84 off ramp at 43rd.

From J.S.
Was any consideration given to which schools children living in the building would be attending and if those schools had the capacity to accommodate them?
Along this same thought, what about safe routes to schools? If the children attend Laurelhurst, they would have to use the pedestrian bridge that crosses I-84. For those who are of high

school age, the route to Grant High would mean crossing NE Halsey, Cesar E Chavez, Sandy Blvd and NE Broadway.
Were any additional considerations made regarding bicycle lanes for the routes to schools on both side of the freeway?
The bus stop/turnout areas along Halsey do not seem like they will be adequate, and would surly add to the congestion factor.

From M.W.
"The proposed building at the Hollywood Transit Center is a potential challenge for the neighborhood because of the lack of adequate parking. Neighbors are already experiencing parking issues and blocking driveways with several new buildings on NE 40th and NE 41st. It is unreasonable to think that families moving into the building will not have cars. That is a Portland fantasy about bikes and transit. The building owners should pay the city for extra parking patrols especially during daylight hours and early morning."

From D.M.
My general concern is of the safety of the residents of the neighborhood. Will this attract more vagrant issues?
There will be more vehicle traffic and issues because of it."

From G.R.
"Given how the city has managed the other low income housing in the neighborhood, I would hope that there is an effort to do a better job with this new project. The current situation with Hollywood East has resulted in excessive drug use, vehicles in various stages of disrepair, piles of trash and rubbish left on the sidewalks and in the street. Many of the long time residents in that building to not feel safe and are very unhappy with the conditions there. They have no choice but to continue to live in the building because they have no other options.
Overall, I am in favor of additional affordable housing in the neighborhood, the ideas are sound, however, the current example we have been living with is not a good reflection of what could be."