



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

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FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON December 6, 2018

CASE FILE NUMBER: LU 18-248691 PDBM
PC # 18-131409
Sandy Boulevard Planned Development

BUREAU OF DEVELOPMENT SERVICES STAFF: Hannah Bryant 503-823-5353 / Hannah.Bryant@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

Owner: Michael Nanney | Security Properties
701 Fifth Ave, Suite 7500 | Seattle, WA 98104

SP Jade II, LLC
701 5th Ave #7500 | Seattle, WA 98104

Applicant: Dorothy Faris | Mithun
1201 Alaskan Way, #200 | Seattle, WA 98101
(206) 971-5242

Site Address: **2505 NE PACIFIC ST**

Legal Description: BLOCK 28&29&44&45 TL 12000, SULLIVANS ADD; W 100' OF BLOCK 46, SULLIVANS ADD

Tax Account No.: R806101960, R806103450

State ID No.: 1N1E36BC 12000, 1N1E36BC 12300

Quarter Section: 2933

Neighborhood: Kerns, contact Elliott Mantell at commonchiro@yahoo.com

Business District: None

District Coalition: Southeast Uplift, contact Leah Fisher at 503-232-0010.

Plan District: Sandy Boulevard

Zoning: CM3d,m – *Commercial Mixed-Use 3 with a Design Overlay and Centers Main Street Overlay*

Case Type: PDBM – *Planned Development with Bonus Height and Modification Review*

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 Planned Development Review approval for a Planned Development to redevelop the existing four and a half block Pepsi Bottling Plant on Sandy Boulevard into market-rate and affordable housing, offices, retail/restaurant spaces, publicly-accessible open parks and plaza, and associated underground parking. A publicly dedicated bike, pedestrian and one-way vehicular street, in the form of a woonerf, is proposed for the previously vacated Pacific Avenue. The existing Pepsi Pavilion building is proposed to be retained. The project will use the Planned Development Bonus to receive additional height and bonus FAR. It will be phased into multiple phases, with an interim street and continued use of portions of the existing buildings in the short-term. Minimum dimensions for publicly accessible open space include:

- Minimum fifty-foot-wide publicly dedicated bike, pedestrian, and one-way vehicular street, in the form of a woonerf at NE Pacific Street;
- A 13,673 square foot park located to the north of the woonerf;
- A 2,135 square foot park located to the south of the woonerf;
- An 8,684 square foot plaza located at the intersection of NE Sandy Boulevard and NE 27th Avenue.

Planned Development Review is required for all Planned Developments receiving bonus height and FAR, per Portland Zoning Code section 33.854.200.B.

The applicant requests Planned Development review approval for the following two Modifications per:

[PZC 33.854.320]:

1. Increase the maximum building setbacks from 10 feet to 122 feet to allow a park between Building D and NE Pacific Street and increase the maximum building setback from 20 feet to 121 feet to allow a plaza between Building A and NE Sandy Boulevard (33.130.215.C), and
2. Reduce the quantity of publicly accessible plaza or park from 15% to 12.13% on site (33.270.200).

Modification review is required when Title 33 code standards cannot be met.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33, Portland Zoning Code. The relevant approval criteria are:

- | | |
|---|---|
| ▪ 33.854.310 – Planned Development Review | ▪ 33.854.320, Additional Approval Criteria for Modifications of Development Standards |
| ▪ Community Design Guidelines | |
| ▪ 33.854.300 – Planned Development Approval Criteria in General | |

ANALYSIS

Site and Vicinity: Located in the Kerns Neighborhood Center, between the I-84 freeway and NE Sandy Boulevard, the four and a half block site is approximately 224,908 square feet. The surrounding neighborhood is an evolving mix of high-density and single-dwelling residential, intermixed with historic one- and two-story warehouses, some of which have been converted to retail, office and restaurants. It is located within the Inner Pattern Area, as identified by the Comprehensive Plan.

The current site is occupied by the Pepsi Bottling Plant warehouses, office and surface parking. The site includes a vacated section of NE Pacific Street between NE 25th Avenue and NE 27th

Avenue, as well as a vacated portion of NE 26th Avenue between NE Pacific Street and NE Holladay Street. The existing buildings include an iconic 1962 bow-truss structure designed by architects Scott & Payne.

Planned public transportation investment in the vicinity includes a divided bike lane on NE 28th Avenue, across the bridge over I-84, as part of the larger 20s Bikeway. This Bikeway will create continual bike infrastructure from NE Lombard to SE Crystal Springs. Additionally, NE Sandy Boulevard is one of two possible alignments for a new extension to the Portland Streetcar.

The site is bounded by NE 25th Avenue to the west; NE Oregon Street and NE Sandy Boulevard to the south; NE Holladay Street, beside the I-84 freeway, to the north; NE 27th Avenue to the east. One half-block parcel to the east of NE 27th Ave. is included in the site. That parcel is within the Sandy Boulevard Plan District and is the only parcel on the site with the Main Street Overlay.

- NE 25th Avenue is a Local Service Bikeway; a Local Service Walkway, and a Minor Emergency Response Street.
- NE Holladay Street is a Local Service Bikeway; a Local Service Walkway, and a Minor Emergency Response Street.
- NE 27th Avenue is a Local Service Bikeway; a Local Service Walkway, and a Minor Emergency Response Street.
- NE Oregon Street is a Local Service Bikeway; a Local Service Walkway, and a Minor Emergency Response Street.
- NE Sandy Boulevard is a Civic Corridor; a City Bikeway; a City Walkway; a Major Emergency Response Street; a Main Truck Street; a Major City Traffic Street and a Major Transit Priority Street.

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. Design review is typically required in this zone.

The Design Overlay Zone “d” promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. 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.

The Centers Main Street “m” overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

The Sandy Boulevard Plan District implements the Sandy Boulevard elements of the Hollywood and Sandy Plan through special height transitions and unique setback treatments.

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

- LU 11-203911 – Design Review approval for a new sign.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **November 15, 2018**. The following Bureaus have responded with no issue or concerns:

- Fire Bureau (E.1)
- Site Development (E.2)
- Life Safety (E.3)
- Bureau of Environmental Services (E.4)
- Bureau of Transportation (E.5)

The Portland Housing Bureau responded with the following comment: The Bureau has reviewed, and conditionally approved, the proposed Planned Development. The Bureau has approved multiple options for allocation of affordable housing. Affordable housing may be distributed through each of the phased residential buildings, or it may be consolidated and provided up front in the first phase. If the applicant chooses to consolidate, the Portland Housing Bureau will continue to review each subsequent phase and to determine whether ‘reasonable equivalency’ is met, or if reallocation of units is necessary to meet the reasonable equivalency requirement. Please see Exhibit E.6 for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **November 15, 2018**. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Egbert, Matthew. November 30, 2018. *Concerns about increased vehicle and bicycle traffic, density, impacts on on-street parking and trash associated with additional residents.*

ZONING CODE APPROVAL CRITERIA

Section 33.270.010 Purpose of Planned Development Review

The purpose of Planned Development review is to provide an opportunity for innovative and creative development. Planned Development provides a master planning mechanism for allowing additional housing types and uses, the transfer of density and floor area to different portions of a site, and across internal zoning boundaries, and bonus floor area and increased height on large sites in commercial/mixed use zones. Flexibility is allowed when the development is successfully integrated into the neighborhood and provides public benefits. Planned Developments promote: contextually appropriate development; pedestrian-oriented, multimodal transportation alternatives; a safe and vibrant public realm; open space areas that include gathering spaces and passive and/or active recreation opportunities; affordable housing, and energy efficient development.

(1) PLANNED DEVELOPMENT REVIEW (33.854)

Chapter 33.854 Planned Development

Section 33.854.010 Purpose of Planned Development Review

These regulations assign Planned Development Reviews to an appropriate procedure type. The approval criteria ensure that innovative and creative development is encouraged when it is well designed and integrated into the neighborhood.

33.854.300 Approval Criteria in General

The approval criteria for Planned Developments are stated below. Planned Developments in all zones must meet the criteria in Section 33.854.310. Some proposals must also meet additional approval criteria, as follows: A. Proposals to modify site-related development standards must meet the criteria in Section 33.854.320. B. Proposals for commercial uses in residential zones must meet the criteria in Section 33.854.330. C. Proposals that do not include a land division must meet the criteria in Section 33.854.340. Proposals that are only using the commercial/mixed use zones Planned Development bonus (See 33.270.100.I) are not required to meet the criteria in Section 33.854.340.

Section 33.854.310 Planned Development Review Approval Criteria

A request for a Planned Development will be approved if the review body finds that the applicant has shown that all of the relevant approval criteria have been met.

Findings for 33.854.300 and 33.854.310: A Planned Development is requested; therefore, the proposal requires Planned Development Review approval. The applicable criteria are found in 33.854.300.A-C, 33.854.310.A-F, and 33.854.320.A-B. Approval criteria for 33.854.310.A-F are listed below.

A. Urban design and development framework.

A.1. The proposed overall scheme and site plan provide a framework for development that meets applicable Community Design Guidelines and will result in development that complements the surrounding area;

A.2. Scale and massing of the development addresses the context of the area, including historic resources, and provides appropriate scale and massing transitions to the adjacent uses and development specifically at the edges of the Master Plan area;

A.3. Proposed plazas, parks, or open areas are well located to serve the site and public, and are designed to address safety and comfort of users; and

A.4. The site plan promotes active ground floor uses on key streets to serve the development and surrounding neighborhood; and

Findings for A.1: The overall scheme and site plan provide a framework that reestablishes connectivity for pedestrians, bicyclists and vehicles through an area that currently has multi-block buildings spanning over vacated rights-of-way. Findings related to all relevant Community Design Guidelines are below.

P1. Plan Area Character. Developed in 2000, the Hollywood and Sandy Plan envisions Sandy Boulevard as a vibrant pedestrian corridor; supporting a diverse mix of business and housing choices, with ‘places for shoppers, residents and employees to gather, such as small plazas, and pocket parks created as part of new development.’ The proposal for this Planned Development meets and exceeds the expectations of the twenty-year old Plan, through the provision of an 8,684-square foot plaza; a large 13,673-square foot park; a new multi-modal street, designed as a woonerf; a small 2,135-square foot park adjacent to the woonerf, and a new publicly accessible pedestrian path connecting the plaza at NE Sandy Boulevard to the park, and continuing through the park to NE Holladay Street. The pedestrian paths are all a minimum of 20 feet wide between buildings, ensuring that they will be safe, comfortable pedestrian environments with sufficient space for active commercial ground floors and potential spill-out seating or other commercial uses. The new, publicly accessible open spaces will create connectivity, and neighborhood access to light, air and outdoor recreation at a site that currently provides none. *This guideline has been met.*

D7. Blending into the Neighborhood. The Sandy Boulevard Planned Development will utilize the voluntary code provision that allows commercial-zoned sites larger than two acres to receive bonus height and FAR in exchange for significant public benefits that include the provision of publicly accessible open space equivalent to 15% of the site area; affordable housing, and a high energy efficiency standard for all new development. The utilization of the bonus height and FAR, while also responding to existing smaller scale neighborhood conditions, requires careful consideration and thoughtful placement of the proposed buildings and open spaces.

The proposal adds significant new publicly accessible parks and plaza spaces to contribute neighborhood gathering spaces in an area that currently lacks public open space. Currently, the closest large open space, Oregon Park, requires navigating to the signaled pedestrian crossing at NE 28th, and crossing four lanes of traffic on NE Sandy Boulevard. Having child- and pet-friendly space between NE Sandy Boulevard and the freeway will enhance the livability of this pocket of the Kerns Neighborhood.

This site is uniquely bordered by two large, high-traffic streets and has limited adjacent residential. It is an ideal location to take advantage of the height and FAR bonuses earned through this type of Planned Development. In consideration of the adjacent residential properties at the northwest edge of the site, across NE 25th Avenue, the proposed height ranges step down to the south and west, and are tallest at the NE corner, closest to I-84.

The most prominent building on the site, located on the limited NE Sandy Boulevard frontage, is the existing 1962 bow-truss Pepsi Pavilion building. The iconic curved frame is widely recognized and is one of the buildings that gave Sandy Boulevard its reputation for eclectic, whimsical and statement architecture. The Pavilion is proposed to remain, and the warehouses and low sidecar currently attached to it will be removed, to highlight all four sides of its unique form. It will be surrounded by a plaza to the east and south. Sandy Point, the plaza extension to the south will be a non-standard development in the right-of-way, replacing the existing slip-lane onto NE Oregon Street. Keeping with the original design intent, this treatment, with new plaza space wrapping around the Pavilion, and wide pedestrian passageways to the north and west, will allow the building to read as a freestanding structure again.

The massing is well located to minimize impacts on the established neighborhood. To the north and the west of the Pavilion, all new development (Buildings A and B) south of the NE Pacific Street woonerf, is proposed to be 70 to 87 feet tall. On the north side of the woonerf, the western building that fronts NE 25th Avenue (Building C on the site plan) will also have a maximum height of 70 to 87 feet. Sun and shadow studies (modeled in exhibit C.35) provided by the applicant demonstrates that even at the maximum 87-foot height, there will be limited shadows cast on the residential properties to the west of NE 25th Avenue at 9am on the equinoxes.

Through the provision of Inclusionary Housing, both buildings are eligible for a maximum of 75 feet of height without participation in the Planned Development. The proposed height range of 70-87 feet indicates that these buildings will gain a maximum of one story through the Planned Development height bonus and may not use any bonus height if the applicant builds to the lower end of the proposed height range.

The bulk of the earned bonus height is proposed to be utilized in the two buildings at the northeast corner of the site and constructed in the final phases. Buildings D and E, as labeled on the site plan, are proposed to have a height range of 85 feet to 120 feet. With substantial frontage along NE Holladay and near I-84, this location is well suited to accommodate height and large buildings while creating an urban edge to the

neighborhood and blocking the noise from the freeway. Height at these locations casts minimal shade on adjacent properties or the publicly accessible park at the heart of the proposed development, as indicated in exhibit C.35.

To ensure that bonus height is earned through the provision of open spaces equal to, or greater than the approved dimensions, and that the open space is constructed prior to, or concurrent with, buildings taller than 75 feet, development and completion of publicly accessible open spaces shall be tied to the development of the adjacent buildings and shall not be deferred until the final phase of construction. Condition of Approval C states that a change in the order of phased development will require a Type II Planned Development Review to determine consistency with the intent of the Planned Development to provide publicly accessible parks and plaza and affordable housing in association with utilizing Planned Development bonus height.

While acknowledging that material choices and detailing will be determined through the subsequent Design Review for individual buildings, the Planned Development proposal identifies a material palette based on extensive contextual research. The proposed palette seeks to allow for future buildings to express the architecture of their time, while maintaining ties to the surrounding fabric.

The proposed material palette reflects the surrounding historic context while allowing for diverse contemporary expression that will prevent the Planned Development from feeling like a campus of matching buildings. The guiding architectural principles direct the design of the buildings to be predominantly simple, singular forms with a sole primary material and occasionally a limited secondary accent material. Stucco, brick and metal are identified as the most common materials in this area through both the Applicant's context survey and through the Hollywood and Sandy Plan. Wood is occasionally used as an accent. Windows are typically punched, within a solid body. Utilizing this guiding set of principles, subsequent Design Review for individual building phases will ensure that future phases are complimentary to both the other buildings in the Planned Development, and the historic and emerging context of the neighborhood.

With Condition of Approval C that a change in the order of phased development shall require approval through a Type II Planned Development Review to determine consistency with the intent of the Planned Development bonus, this guideline is met.

E1. The Pedestrian Network.

E2. Stopping Places. The existing conditions include a contiguous four-block site without any vehicular or pedestrian through connections. The surrounding streets are interrupted by dead ends and high traffic streets and are largely inhospitable to pedestrians and bicyclists. To the south, NE Sandy Boulevard is a four-lane wide Major City Traffic Street. A slip lane from NE Sandy Boulevard onto NE Oregon Street facilitates high-speed traffic entering the neighborhood and creates a wide crossing for pedestrians. To the north, NE Holladay Street runs parallel to the I-84 freeway, separated only by a steep grade and a buffer of trees. The north-south street, NE 25th and NE 27th Avenue, are both narrow, quiet streets. However, neither serves as a through street, as they do not continue beyond NE Holladay. Neither has a signaled crossing at the intersections with NE Sandy Boulevard. The current site is effectively an island, forcing pedestrians trying to navigate around the site to choose between two loud, exposed streets.

The proposal will enhance the pedestrian network on all the street frontages surrounding this site, but is especially beneficial for its contributions to the east-west connections through and around the site. These include thoughtful programming and activation of the NE Holladay Street frontage; a new publicly dedicated woonerf through

the site to connect NE Pacific Street, and an extended pedestrian plaza (Sandy Point) to narrow the entrance to NE Oregon Street and slow traffic turning off NE Sandy Boulevard. Site connectivity is enhanced in the north-south direction also, with wide new pedestrian paths linking the plaza at NE Sandy through the site to the woonerf and the park and continuing north to NE Holladay Street.

The meandering woonerf street intends to use curves, unique surface materials and landscaping to slow traffic and facilitate a pleasant and safe pedestrian environment buffered from vehicle and bicycle traffic. Adjacent to the woonerf are two parks, to provide places for residents and neighbors to stop, visit, meet and rest. Condition of Approval D states that the woonerf shall be fully designed, and approved, as part of the Design Review for the first phase building in this Planned Development.

The north-south pedestrian connections through the site are scaled to feel welcoming and safe. On the south end of the site, the public pedestrian connections around the Pavilion are a minimum of 21 feet wide on the north side, and 25 feet wide on the west side of Pavilion. As the path continues to the north, beneath the breezeway at Building A, it is a minimum of 20 feet wide at all levels. The public path winds around the park, and then passes below a second breezeway in Building D. As shown in exhibit C.36, the breezeways are a minimum of 18 feet above the surface of the pedestrian path and the overhead connections are approximately eight feet wide, creating spacious pedestrian openings beneath a narrow, transparent bridge element. They encourage the exploration of the site and ensure that spaces do not feel uncomfortably narrow or privatized.

Both the new woonerf and the north-south pedestrian paths serve to create efficient, pleasant and safe connections, linking destination points with the existing and emerging residential areas. They visually and physically buffer pedestrians from vehicle areas while providing seating and stopping areas for neighbors to stop and visit.

To align Design Review with Public Works review, Condition of Approval D states the woonerf will be designed and reviewed as a component of the Design Review for the first phase of development. With this Condition of Approval D, these guidelines are met.

E4. Corners that Build Active Intersections. The proposal creates a large, active plaza at the corner of NE Sandy Boulevard and NE 27th Avenue. The plaza is oriented to receive continual sunlight throughout the day. Its final design will be developed in conjunction with the adjacent buildings (Pavilion and Building A). The plaza Framework Plan, detailed in exhibit C.23, demonstrates that it will be a flexible, well-lit, public space with gathering spaces, seating and a unique, recognizable identity.

The plaza provides a foreground for the existing, beloved Pavilion building. The Pavilion will be repaired and reimagined as a welcoming, public commercial space. Its existing entrances will serve to define the plaza space, which will accommodate spill-out uses from both the Pavilion and Building A. The retention of the existing Pavilion, the expansion of the public space into Sandy Point, the creation of a new urban plaza and the backdrop of new housing in Building A will cumulatively create an active intersection with a clear identity. It will reflect both the history of Sandy Boulevard and its new emerging context in one view. Condition of Approval E states that the design of the plaza, Sandy Point and all pedestrian paths through this phase shall be a component of the design review for the Pavilion and Building A.

With the Condition of Approval E, to ensure integration of the architecture and landscape design, stating that the plaza, Sandy Point, and the pedestrian paths around the Pavilion

and beneath Building A shall be developed and reviewed as part of the Design Review for Building A and the Pavilion, this guideline is met.

E5. Light, Wind, and Rain. While individual buildings will be developed and reviewed through subsequent Design Reviews, the Planned Development Framework Plan demonstrates thoughtful allocation of height and FAR and minimum dimensions for publicly accessible outdoor spaces that consider the effects of environmental conditions and lighting.

As detailed in exhibit C.35, a sun and shadow study evaluates the impact of building heights on existing nearby residential buildings and dictated that the heights step down toward the residences to the west, and toward Sandy Boulevard to the south. The proposed heights are tallest at the north and the northeast parcels, where the shadows cast will not fall on any nearby buildings.

Parks and Plazas are located to the north of public streets, ensuring that they are not shaded by buildings to the south. Sun and shadow studies evaluate the seasonal lighting conditions created by adjacent buildings on the newly proposed parks and plaza. These studies may be utilized again to consider the reflectivity of proposed materials on buildings adjacent to the publicly accessible open spaces.

Landscaping proposed in the Framework plan includes new trees along all street frontages, as well as in the park. During the individual building reviews, canopies will be proposed on all facades, to protect pedestrians and to encourage year-round utilization of the public spaces.

Therefore, this guideline is met.

D1. Outdoor Areas. Three sizable and usable outdoor spaces, the central park, the Pacific Park play area, and a plaza, will be created through this Planned Development. The central park will primarily be a planted area, with lawns surrounded by layered planting areas, for active and passive uses. The Pacific Park play area is proposed to have soft surfaces beneath kid-friendly climbing areas, surrounded by many trees with flexible and fixed seating. In contrast, the plaza is intended to be an urban, hardscaped space for retail spill-out and community gathering.

All three spaces will be bordered by buildings on at least two sides, where active ground floor uses ensure many people will be able to see the public open spaces and provide security. Each space is adjacent to a public street and pedestrian sidewalk and is visible from outside the Planned Development. The visibility and access ensure that these spaces will look and feel welcoming to visitors and neighbors, and not be perceived as private residential amenities.

In addition to these publicly accessible spaces, significant additional outdoor space is provided for use by tenants of the Planned Development. These additional spaces are of generous proportions and will be similarly landscaped with significant plantings. They will contribute to the quality of the pedestrian environment and enhance the views into and through the site.

Therefore, this guideline is met.

D2. Main Entrances. The main entrances to each building will be located on the most active streets, as shown on the Active Ground Floor Plan in exhibits C.17 and C.18. All entrances will be welcoming and highly accessible to pedestrians. Architectural design

to make prominent entrances will be developed and reviewed through subsequent Design Reviews for each individual building.

Therefore, this guideline is met.

D3. Landscape Features. All on site open spaces, and non-standard improvements in the right-of-way are proposed to include significant tree and planting areas. New trees along all street frontages and around the park will provide shade, visual interest, and a sense of enclosure to buffer pedestrians from open spaces and vehicle traffic. Site furnishings, including benches, bicycle racks and play equipment will provide places for people of all ages to rest, observe and recreate. To encourage a fully accessible site design, all pathways and furnishings will aim to be ADA compliant within the southern half of the site, between NE Sandy Boulevard and the new central park. Specific landscape details, including materials, plant species, lighting specifications and fixed furnishings will be determined and reviewed through subsequent Design Reviews for each phase.

Therefore, this guideline is met.

D4. Parking Areas and Garages. All parking areas are proposed to be located below grade, to be accessed from the least prominent locations on each building. No surface parking is proposed as part of the Planned Development. While precise parking and loading locations and quantities have not been reviewed or approved as part of this proposal, and will be evaluated through subsequent Design Reviews, the Framework Plan demonstrates an intention to aggregate loading and parking access for the site. The Framework Plan indicates that Buildings C, D and E may seek to have parking and loading access from NE Holladay Street, and that Building A may have parking accessed from a plaza space off NE Oregon Street. Utilizing shared parking and loading points for multiple buildings, and locating these spaces off NE Holladay, or other frontages where access has minimal impact on the existing surrounding residential and businesses, will be supported through subsequent Design Reviews.

Parking garage and loading space details will be developed and reviewed through subsequent Design Reviews for each individual building.

Therefore, this guideline is met.

D5. Crime Prevention. The new publicly accessible open spaces developed through this Planned Development (including the plaza, parks, woonerf and pedestrian connections) are each bordered by buildings on at least two sides, with active ground floor uses and significant glazing requirements, to ensure community observation of the outdoor spaces. Further, the streets at the perimeter of the Planned Development will benefit from new active uses, including work/live units, residential amenity spaces, commercial and retail uses. The programmatic mix of uses on site will include between 450 and 1130 new housing units; ground floor retail/restaurants; other commercial uses and an office building. This mix, in conjunction with the creation of public spaces that serve as neighborhood destinations unto themselves, will foster a vibrant and active place at all times which serves to reduce the likelihood of crime.

Window and entry locations, final ground floor uses, and the final park and plaza designs will be determined through subsequent Design Reviews for individual phases. To ensure the integration of the landscape materials, plantings and outdoor programming with the adjacent interior uses, window and door locations, Condition of Approval F states that the Pacific Park shall be approved and constructed in

conjunction with Building B; and Condition of Approval G states that that the central Park shall be approved and constructed in conjunction with Building D.

With the Condition of Approval F, that the Pacific Park shall be approved and constructed in conjunction with Building B, and Condition of Approval G that the central Park shall be approved and constructed in conjunction with Building D, this guideline is met.

D6. Architectural Integrity. The existing 1962 bow trussed Pepsi warehouse will be renovated into a retail Pavilion. The small barrel-arched sidecar building will be removed, allowing the larger iconic façade to be revealed on all four sides, and fully visible from NE Sandy Boulevard across the large new plaza. This subtractive gesture through the first phase, as the sidecar and attached warehouses are cut back from the Pavilion, demonstrates respect for the original character of the building, and its role in shaping the architectural character of NE Sandy Boulevard.

The renovation of this building is anticipated to include more glazing, to allow retail spill-out. This renovation will be subject to future Design Review if completed in conjunction with the rest of Phase 1, which includes the construction of Building A and the plaza. Building A and the Plaza will both be reviewed through future Design Review and will be carefully evaluated to ensure that they serve to highlight and not distract from the bow-truss Pavilion.

Therefore, this guideline is met.

D8. Interest, Quality, and Composition. This proposal locates the shortest buildings along NE 25th Avenue, which has existing smaller scale residential and office buildings. The proposal also steps down toward the shorter existing commercial buildings lining NE Sandy Boulevard. The tallest buildings will be located along the freeway and NE Holladay, to minimize shading and to create a buffer from traffic noise. Minimal shadow impacts on adjacent residential areas are demonstrated in exhibit C.35.

Material choices and detailing will be determined through the subsequent Design Review for individual buildings. The Planned Development Framework Plan identifies a material palette based on extensive contextual research. The proposed palette seeks to allow for future buildings to express the architecture of their time, while maintaining ties to the surrounding fabric.

The guiding architectural principles direct the design of the buildings to be predominantly simple, singular forms with a single primary material and possibly a secondary accent material. Stucco, brick and metal are identified, through both the Applicant's context survey and through the Hollywood and Sandy Plan, as the most common materials in this area. Wood is occasionally used as an accent. Windows are typically punched, within a solid body. Utilizing this guiding set of principles, the architects and City Design Review staff will work to ensure that future phases are complimentary to both the other buildings in the Planned Development, and the historic and emerging context of the neighborhood.

Therefore, this guideline is met.

As detailed above, all Community Design Guidelines that relate to this schematic stage of site planning have been met.

With Condition of Approval C that a change in the order of phased development, including the order of development described below in Conditions E-G, shall require approval through a Type II Planned Development Review to determine consistency with the intent of the Planned Development bonus, this guideline is met; and Condition of Approval D that

the woonerf shall be designed and reviewed as a component of the Design Review for the first phase of development; and Condition of Approval E, that to ensure integration of the architecture and landscape design, the design and detail of the plaza, Sandy Point, and the pedestrian paths around the Pavilion and beneath Building A shall be reviewed and approved prior to, or with the Design Review for Building A and the Pavilion, and constructed before the final occupancy of Building A; Condition of Approval F, that the design and detail of the Pacific Park shall be reviewed and approved prior to, or with the Design Review for Building B and constructed before the final occupancy of Building B, and Condition of Approval G the design and detail of the central Park shall be reviewed and approved prior to, or with the Design Review for Building D, and constructed before the final occupancy of Building D, criterion A.1 is met.

A.2. Scale and massing of the development addresses the context of the area, including historic resources, and provides appropriate scale and massing transitions to the adjacent uses and development specifically at the edges of the Master Plan area;

Findings for A.2: The proposed height ranges locate the tallest buildings at the northeast corner of the site, along the NE Holladay and I-84 frontage, where the height will have minimal impact on the light, air or scale of the adjacent neighborhood context. The height steps down to the south and west, reducing the solar impact on the proposed parks and plaza and existing residential buildings to the west of NE 25th Avenue, and in deference to the existing mid-century Pavilion building.

While building massing has not yet been reviewed, the Planned Development site plan details minimum dimensions for the proposed spaces between the buildings. At a minimum of 20 feet wide, the proposed pedestrian connections from the NE Sandy Plaza, through the Park and under the breezeway at Building D to NE Holladay Street are all a minimum of 20 feet wide. This path is significantly wider than a typical city sidewalk, however this minimum dimension is necessary to ensure that the connection is perceived as welcoming and safe for the public.

Related findings for this approval criteria are evaluated above, in A.1, under Context. The relevant Community Design Guidelines include P1 – Plan Area Character and D7 – Blending into the Neighborhood.
Therefore, criterion A.2 is met.

A.3. Proposed plazas, parks, or open areas are well located to serve the site and public, and are designed to address safety and comfort of users; and

Findings for A.3: The proposal includes an urban plaza, located to the south and east of the existing Pepsi Pavilion building, along NE Sandy Boulevard. This highly visible location serves as a welcoming public space for residents and neighbors. It is intended to be hardscaped, with trees and limited landscaping providing a sense of enclosure and a buffer from the traffic on NE Sandy Boulevard. With minimum dimensions of 70 feet by 91 feet, the plaza exceeds the minimum plaza dimensional requirements of 50 feet by 50 feet. It serves to connect the pedestrian and retail activity at the adjacent Zipper building to the new commercial spaces in the Pavilion and its surrounding building (Building A). The open, flexible space is of sufficient size to host community gatherings such as pop-up markets, music performances or festivals. All adjacent ground floor uses will be active, with a focus on uses that may spill out and activate the plaza with seating and people.

The larger of the two parks is proposed to be located at the center of the Planned Development, on the north side of the new Pacific Street woonerf. This park is proposed to be approximately 112 feet measured north to south, by 122 feet measured east to

west. An additional eight-foot-wide buffer at the west, north and east sides will allow for private spill-out space adjacent to the park.

Surrounded by active uses that may include tenant amenity spaces at the ground floor or work/live units, the central park is intended to be quieter and more intimate than the plaza. Publicly accessible from 7am to 9pm, the park offers a series of smaller rooms dedicated to kid-friendly play spaces, spill-out gathering areas, and a central large lawn that can host events. It is enhanced by landscape buffers around the perimeter that can provide multi-layer landscapes including large trees and shrubs. The park extends south, merging with the landscaping in the woonerf, to provide visual intrigue, inviting pedestrians and cyclists into the space to explore, while slowing bicyclists and vehicles. This extension of the Park into the woonerf also serves to narrow the pedestrian crossing across the street and enhance the connection between the park and plaza.

The smaller of the two parks is labeled 'Pacific Park' on the site plans. It is a small, landscaped gathering space directly off the woonerf, between buildings A and B. Proposed as a location for a playground or other child-focused element, the location of this park adjacent to the woonerf, and close to existing neighborhood residential, encourages its use by surrounding neighbors. Its singular program ensures that there will be no issues between children and dogs and encourages the commercial development of the adjacent work/live units.

With a minimum dimension of 35 feet by 61 feet, it is slightly smaller than the minimum square footage requirement for a Planned Development park or plaza, however this requirement is exceeded by both the other proposed park and plaza. The Pacific Park is a third publicly accessible outdoor room, and the proposed dimensions are consistent with small pocket parks throughout the city. The size of this space is appropriate for its kid-focused use, with edges formed by buildings, the South Garden and the woonerf, ensuring that children are safe and buffered from traffic. This space is located directly adjacent to the larger outdoor area to the south (South Garden), which is proposed to be a tenant amenity space. Pacific Park will benefit from the borrowed light, air and views of this adjacent landscape space, giving it a sense of increased size and scale, even if the residential amenity space is not publicly accessible.

Related findings for this approval criteria are evaluated above, in A.1, under Public Realm. Relevant Community Design Guidelines include E1 – The Pedestrian Network; E2 – Stopping Places; E4 – Corners that Build Active Intersections; E5 – Light, Wind and Rain; D1 – Outdoor Areas; D2 – Main Entrances; D3 – Landscape Features; D4 – Parking Areas and Garages, and D5 – Crime Prevention.

Therefore, criterion A.3 is met.

A.4. The site plan promotes active ground floor uses on key streets to serve the development and surrounding neighborhood; and

Findings for A.4: The ground floor programs are proposed to be a mix of active uses. Retail is oriented to Sandy Boulevard to ensure visibility and connection to the existing retail. The quieter woonerf and parks are proposed to be bordered with work/live units and active residential amenity spaces. These more residential uses are appropriately located away from the visibility of Sandy Boulevard and the noise of the freeway. The NE Holladay frontage is proposed to be lined with small commercial maker spaces and may be an appropriate location for vehicular and bicycle parking access. The ground floor uses will be further defined and developed as part of the vertical design phase for each building.

Therefore, criterion A.4 is met.

With Condition of Approval C that a change in the order of phased development, including the order of development described below in Conditions E-G, shall require approval through a Type II Planned Development Review to determine consistency with the intent of the Planned Development bonus, this guideline is met; and Condition of Approval D that the woonerf shall be designed and reviewed as a component of the Design Review for the first phase of development; and Condition of Approval E, that to ensure integration of the architecture and landscape design, the design and detail of the plaza, Sandy Point, and the pedestrian paths around the Pavilion and beneath Building A shall be reviewed and approved prior to, or with the Design Review for Building A and the Pavilion, and constructed before the final occupancy of Building A; Condition of Approval F, that the design and detail of the Pacific Park shall be reviewed and approved prior to, or with the Design Review for Building B and constructed before the final occupancy of Building B, and Condition of Approval G the design and detail of the central Park shall be reviewed and approved prior to, or with the Design Review for Building D, and constructed before the final occupancy of Building D, criterion A1-4 are met, therefore criterion A is met.

B. Transportation system. The transportation and circulation system provides multimodal connections that support the development of the site, and limit impacts to adjacent neighborhoods.

Findings for B: The multimodal east-west woonerf reestablishes the connectivity of NE Pacific Street and promotes neighborhood linkages. Pedestrians and bicycles are prioritized along the woonerf. A single one-way travel lane for cars will provide necessary access to the work/live units located around the park and along the woonerf but will not encourage non-local through traffic. No access to below grade parking areas is proposed from the woonerf, so traffic on this street will be limited and will not include high quantities of peak hour traffic.

A secondary, north-south pedestrian connection serves to reestablish the Portland grid through the site, and to encourage visitors to explore the site. A pedestrian path from the plaza goes along the north side of the pavilion, and under a narrow, glassy connector at Building A, to the woonerf. A change in hardscape materials and landscaping provide visual indication of this crossing, where the path continues through the central park. At the northeast corner of the park, the path continues through a breezeway beneath building D, to connect with NE Holladay Street. The north-south pedestrian path will have a public access easement ensuring that it will be open to the public from 7am to 9pm. These are the same hours of the required public access easement for the parks and plaza.

The Portland Bureau of Transportation determines that this criterion is met.

C. Stormwater Management. The Planned Development meets the requirements of the Stormwater Management Manual or describes a phased approach to meet the requirements.

Findings for C: The design will explore active and passive stormwater management techniques appropriate to each phase of the development. On-site runoff from pollution generating impervious surfaces will be treated using bioretention facilities to the maximum extent feasible.

The Planned Development application has been conceptually approved by the Bureau of Environmental Services. Infiltration and conceptual stormwater management plans indicate that the requirements of the SWMM can be met. Each subsequent phase will be reviewed against the SWMM manual that is current at the time of the application for

that land use review. The Planned Development is not vested in the current 2016 SWMM manual.

The Bureau of Environmental Services determines that this criterion is met.

D. Phasing Plan. The Planned Development establishes coordinated phasing of development that demonstrates how the site will be developed over time and how any required development elements will be met.

Findings for D: The voluntary Planned Development regulations provide an opportunity for innovative and creative development. The regulations allow for flexibility if the proposed development is well-designed and includes public benefits such as a park and plaza, affordable housing and high energy efficiency standards, and can be successfully integrated into the neighborhood.

The proposed phasing plan links the public amenities to each vertical phase, as detailed in Table 3.3 of the FAR calculations (C.37-C.40) and in Exhibits C.29-C.34. The phasing plan demonstrates how the required elements will be delivered at each phase and satisfied upon completion. The proposed sequencing to the phasing plan, where buildings will be developed in alphabetical order, ensures that the required plaza is constructed with the first phase, and the Pacific Park with the second phase. It ties the construction of the central park to the construction of building D. The phasing plan ensures that lower height buildings are developed first, and that publicly accessible open space and provision of affordable housing are delivered throughout the phasing, not delayed until the final phase. It successfully demonstrates that the first phases will stand on their own, providing multiple publicly accessible spaces prior to utilizing the extent of bonus height unlocked through participation in the Planned Development.

Phase One includes:

- the renovation of the existing Pavilion building,
- the new 8,684- square foot urban plaza at NE Sandy and NE 27th Avenue;
- Building A, a large L-shaped building with a pedestrian path beneath it;
- a north-south connection from the plaza and Pavilion to the park and woonerf;
- an interim street condition at the east-west NE Pacific street;
- design development for the final woonerf street, and
- the Sandy Point plaza extension. Sandy Point is a non-standard improvement in the right-of-way but will be developed as a contiguous extension of the plaza to the south of the Pavilion.

Phase One Open Space analysis:

Plaza - With minimum dimensions of 70 feet by 91 feet, the trapezoidal plaza exceeds the code requirement that it be at least 50 feet by 50 feet. The on-site plaza area accounts for over 14% of the on-site development area for this phase. With the additional 3,261-square foot Sandy Point plaza extension, the space that will be developed as a plaza accounts for 19% of this phase's development area.

Pedestrian Paths - The pedestrian paths, which are a minimum of 20 to 25 feet wide, contribute an additional 6,895 square feet of publicly accessible space in phase one. This adds an additional 11.3% of publicly accessible open space to this development phase. Please reference exhibit C.4 for associated drawings and Table 3.3 for FAR calculations based on phasing parcels (Exhibits C.37-C.40).

To ensure that the required publicly accessible open space is provided in prior to, or in conjunction with the building surrounding the open space, Condition of Approval E states that the design and detail of the plaza, Sandy Point, and the pedestrian paths around the Pavilion and beneath Building A shall be reviewed and approved prior to, or with the Design Review for Building A and the Pavilion, and constructed before the final occupancy of Building A.

To ensure that the woonerf design is completed and reviewed through Design Review in tandem with its associated Public Works Permit, Condition of Approval D states that the woonerf will be designed and reviewed as a component of the Design Review for the first phase of development.

Phase Two includes:

- The C-shaped Building B. At the interior of the 'C' shape is a 7200-square foot private courtyard that provides 13.2% of this phase's development area as landscaped open space.
- Pacific Park. Adjacent to the private open space is the publicly accessible Pacific Park. At 2135 square feet, this park is 7.8% of the phased development area. While this limited public benefit would not warrant the unlocking of the full 120' of Planned Development bonus height, it is a meaningful contribution toward providing a diverse range of publicly accessible spaces that cumulatively earn the bonus height. Provided it is constructed after the completion of a phase with significant public open space, it may be appropriate for this building to use bonus height earned through the Planned Development bonus.

Phase Two Open Space analysis:

Building B is proposed to have a height range of 70 to 87 feet. This building could be eligible for up to 75 feet in height through participation in the Inclusionary Housing program. The potential of an additional 12 feet is appropriate since in conjunction with Phase One, the developed publicly accessible space at the south side of the woonerf will equal approximately 14.8% of the site area south of the new street. This is an immense public benefit provided through the development of new buildings that may utilize only an additional floor of height beyond that which can be earned through other height bonuses. Please reference exhibit C.5 for associated drawings and Table 3.3 for FAR calculations based on phasing parcels (Exhibits C.37-C.40)

To ensure that the required publicly accessible open space is provided in prior to, or in conjunction with the building adjacent to the open space, Condition of Approval F states that the design and detail of the Pacific Park shall be reviewed and approved prior to, or with the Design Review for Building B and constructed before the final occupancy of Building B.

Phase Three is proposed to be developed with:

- One L-shaped building (Building C) along the NE 25th and NE Pacific Street frontages.
- This phase provides no additional park or plaza space;
- 900 square feet of publicly accessible space, and an additional
- 11,020 square feet of landscaped tenant amenity space that provides more sunlight, air and views to the public park.

Phase Three Open Space analysis:

While providing inclusionary affordable housing, Building C is also proposed to be 70-87 feet tall. At most, it will benefit from only a single additional story beyond the height

that is earned through provision of Inclusionary Housing, while earning approximately 192,000 square feet of bonus FAR to be utilized elsewhere throughout the site. Please reference exhibit C.6 for associated drawings and Table 3.3 for FAR calculations based on phasing parcels (Exhibits C.37-C.40).

To ensure that the required publicly accessible open space is provided prior to, or in conjunction with the building adjacent to the open space, Condition of Approval G states that the design and detail of the central Park shall be reviewed and approved prior to, or with the Design Review for Building D, and constructed before the final occupancy of Building D.

Phase Four is proposed to include:

- Building D, an L-shaped building;
- A large 13,673 square foot publicly accessible park;
- A publicly accessible pedestrian connection beneath the Building A breezeway, connecting the park with NE Holladay Street.
- Both the park and the pedestrian connection will have a code-required public access easement that guarantees they will be open to the public daily from 7am to 9pm.

Phase Four Open Space analysis:

Building D is proposed to be approximately 340 feet long along the NE Holladay frontage, with a significant break approximately 80 feet from the NE 27th right-of-way, to provide for a pedestrian path. Additional articulation will be required by code and will be determined through a subsequent Design Review for this building.

This building is proposed to be between 85 and 120 feet tall. It is proposed to be a residential building, with active ground floor uses along the NE Holladay and NE 27th Avenue frontages and residential units or active ground floor uses fronting the park. Loading and access to below grade parking for this building are proposed to be from NE Holladay. Located at the north end of the site, bordering NE Holladay and I-84, this is an appropriate location for the building with the greatest height and FAR on site. In this location, it will serve to provide a buffer from the freeway noise without casting shade on existing neighborhood buildings. Please reference exhibit C.7 for associated drawings and Table 3.3 for FAR calculations based on phasing parcels (Exhibits C.37-C.40).

Phase Five is proposed to be the final phase. Labeled as Building E on the site plans, it is proposed to be entirely commercial uses. The ground floor uses are proposed to be active along the NE Holladay and NE 27th frontages, with retail located along the NE Pacific frontage. Like Building D, it will be between 85 and 120 feet tall. In this location, its height will be visible from a distance but will not cast shadows on existing residential properties. Loading and access to below grade parking for this building are proposed to be from NE Holladay. This is an ideal location for these functions, as the frontage is easily accessed via NE 28th, but does not face any neighboring buildings. Locating all parking, loading and utility access for Buildings D and E on the NE Holladay frontage allows all other frontages on these buildings to be entirely activated. While the Bureau of Transportation supports the concept of vehicle access proposed from NE Holladay street, actual locations will be reviewed with supporting traffic analysis during subsequent Design Review. Please reference exhibit C.8 for associated drawings and Table 3.3 for FAR calculations based on phasing parcels (Exhibits C.37-C.40).

The phased development plan detailed in exhibit C.34 and exhibits 7.1-7.9 of the submittal demonstrate that the phasing order will provide significant public benefits

prior to utilizing bonus height. Phase One will include affordable housing; a remodel and restoration of the existing Pavilion; an urban plaza; a new interim street, and a pedestrian connection between NE Sandy and the new NE Pacific woonerf. The second phase will provide additional housing, an additional small park (Pacific Park) and a generous landscaped open space that is visible from the new park, the woonerf, and NE Oregon Street. The third phase will provide additional housing units, and over 10,000 square feet of open space, including a through-site pedestrian connection to NE Holladay street for residents. The fourth phase includes additional housing, a large publicly accessible park, a public pedestrian connection through the park to NE Holladay, and the completion of the full woonerf street. The final phase is separated from the rest of the site by NE 27th. It will be a commercial building, without housing, and serve to activate the largely residential site with daytime users. This will help to support commercial uses on the site and ensure that it is a vibrant, 24/7 mixed-use, multimodal neighborhood.

With Condition of Approval D that the woonerf shall be designed and reviewed as a component of the Design Review for the first phase of development; and Condition of Approval E, that to ensure integration of the architecture and landscape design, the design and detail of the plaza, Sandy Point, and the pedestrian paths around the Pavilion and beneath Building A shall be reviewed and approved prior to, or with the Design Review for Building A and the Pavilion, and constructed before the final occupancy of Building A; Condition of Approval F, that the design and detail of the Pacific Park shall be reviewed and approved prior to, or with the Design Review for Building B and constructed before the final occupancy of Building B, and Condition of Approval G the design and detail of the central Park shall be reviewed and approved prior to, or with the Design Review for Building D, and constructed before the final occupancy of Building D, criterion D is met.

E. Configure the site and development to visually integrate both the natural and built features of the site and the natural and built features of the surrounding area. Aspects to be considered include:

1. Orienting the site and development to the public realm, while limiting less active uses of the site such as parking and storage areas along the public realm;
2. Preservation of natural features on the site, such as stands of trees, water features or topographical elements;
3. Inclusion of architectural features that complement positive characteristics of surrounding development, such as similar building scale and style, building materials, setbacks, and landscaping;
4. Mitigation of differences in appearance through means such as setbacks, screening, landscaping, and other design features;
5. Minimizing potential negative effects on surrounding residential uses; and
6. Preservation of any City-designated scenic resources.

Findings for E: The existing site conditions include a 1962, bow-truss Pavilion structure; a low attached sidecar building with a series of barrel vaults as the roof form; large warehouses attached to the Pavilion building, and surface parking and loading areas. Existing street trees are almost exclusively nuisance species, or vine maples, which are not considered trees by Urban Forestry. The grade of the site drops approximately 14 feet from

the NE Sandy Boulevard frontage down toward its lowest point at the NW corner, where NE 25th intersects with NE Holladay street.

The existing frontages include NE 25th, which has existing residential and small-scale commercial buildings; NE Holladay street, which runs parallel to, and serves as a frontage road, for the I-84 freeway; NE 27th Avenue, which currently has a surface parking area associated with Pepsi at the north end and the Zipper, a popular single-story collection of restaurants and outdoor seating area at the intersection of NE 27th and NE Sandy. The NE Sandy frontage is the shortest frontage on the site and has the low barrel vault sidecar to the Pavilion. The Pavilion fronts NE Oregon street, and the wide slip lane that currently facilitates truck traffic turning off NE Sandy and into the Pepsi site.

Public Realm: The Planned Development will be oriented to the public realm, with uses that reflect the classification and use of adjacent streets. The large, hardscaped plaza will be located along the limited NE Sandy Boulevard frontage. Its urban qualities reflect the Civic Corridor classification of the adjacent street and provide an optimal location for highly visible community events. It is designed to accommodate a future streetcar stop if NE Sandy is the chosen alignment for the proposed streetcar. Building A and the Pavilion building will have active, public uses such as retail or restaurants at the ground floor adjacent to the plaza.

At the center of the site, the quiet, low-trafficked new woonerf is intended to provide local vehicular and bike access to on-site buildings and public spaces while providing through-site pedestrian connections. It is buffered from the noise and traffic of NE Sandy and the I-84 freeway by buildings. It is designed as a meandering one-way street, with a single lane to be shared by bicycles and vehicles. Flanked with wide sidewalks and lush landscaping, it will be a quiet, low-traffic street that encourages walking and welcomes the public into the site to enjoy the new parks. Ground floor uses proposed along this street are primarily residential amenity spaces and work/live units.

The NE 25th, NE 27th, and NE Oregon Street frontages are all proposed to have active ground floor uses. These uses may include programmatic elements such as residential lobbies, fitness rooms, office space, and work/live units. Retail is proposed along parts of NE Oregon Street closest to NE Sandy Boulevard, where businesses will benefit from the visibility from a transit street, and the activity generated through the new public plaza.

The NE Holladay Street frontage has the toughest site conditions. Due to the existing slope on site, this frontage is approximately 14 feet, or a full story, lower than the NE Pacific Street woonerf and the publicly accessible parks. It faces the I-84 freeway and is not currently an active pedestrian or bicycle street. While the planned improvements to the bike lanes on the NE 28th bridge across I-84, and the completion of the planned 20s Bikeway may increase bike traffic to this area, it is unlikely that this street will ever be a popular pedestrian street. Therefore, the proposal to take advantage of the grade change to access below grade parking from this street, and to line the rest of the frontage with small commercial 'maker spaces' is appropriate. Utilizing this location for loading and parking preserves the higher priority streets for active spaces that contribute to a high quality public realm, while contributing much needed small commercial spaces to those who benefit from this central, accessible location but do not require a highly visible public storefront.

Natural Features: There are no on-site natural features to preserve. Street trees on NE 25th Avenue and NE 27th Avenue will be removed, due to a required street dedication to widen the street. They will be replaced with Urban Forestry-approved street trees to meet required street tree density. More trees will be added along the new NE Pacific Street woonerf, along the NE Sandy Boulevard and NE 27th Avenue frontages to provide a buffer for the plaza, and

extensive plantings will be added through all phases to provide layered screening for the public and private outdoor areas.

Architectural Features: The iconic Pavilion building is proposed to remain, and the site grade change will be retained and addressed architecturally. The existing warehouses are proposed to be cut back from the Pavilion in the first phase, and the reduced buildings may be re-enclosed and retained through subsequent phases until being re-developed in phases three and four.

The retention, and restoration of the Pavilion building is a significant gesture toward honoring the unique, whimsical, and iconic architecture that Sandy Boulevard is known for. Its curved form and geometric panel walls are notable midcentury forms and will stand in contrast to the contemporary buildings to be developed on site.

Mitigating Differences in Appearance: Utilizing an extensive neighborhood context survey, the applicant proposes a material palette that reflects the character of Sandy Boulevard and provides parameters for the contemporary buildings to ensure they are positive contributions to the existing architectural fabric. As detailed in exhibit C.19 and C.20 of the submittal, and reinforced in the Hollywood and Sandy Plan, Sandy Boulevard is noted for its historic stucco and brick buildings. Even large buildings are typically constructed of a single primary material, on strong, singular forms, with punched windows. Wood is sometimes used as an accent material.

Utilizing these material principles, and further detailing through subsequent Design Review, the new development at this site can integrate into the diverse and unique fabric of Sandy Boulevard and the Kerns Neighborhood, while ensuring that each phase of development is of its time, and does not create a homogenous, campus-like effect. Further exploration of landscaping and setbacks, and how these reflect or respond to adjacent neighborhood context will be explored and detailed as part of the subsequent phased Design Reviews.

Minimizing Effects on Neighbors: Potential negative effects for existing neighborhood residents are mitigated through the height step downs, the location of the loading and parking access, the design of the new NE Pacific street woonerf, and the location of parks and plaza. This site is primarily bordered by surface parking and commercial buildings. The only existing adjacent residential uses are a multi-dwelling building and a single-family residence on the northern block of NE 25th Avenue, between NE Pacific Street and NE Holladay. The proposed building heights step down toward these properties, to minimize the impact of new development on their solar access. A sun study has been provided in exhibit C.35 that demonstrates the limited seasonal impact of the new development on existing residential.

As noted above, all buildings with frontage along NE Holladay street are proposed to have parking and loading accessed from that frontage. While final locations for loading will be reviewed through subsequent Design Reviews and based off a loading demand study, this conceptual location aggregates the inactive uses to a frontage that faces the highway and allows for all neighborhood-facing frontages to have active ground floor uses. No loading or parking access is proposed across from the residential properties on NE 25th Avenue.

The new NE Pacific street woonerf will significantly improve neighborhood pedestrian connectivity, by providing a quiet, direct connection to NE 28th Avenue. NE 28th Avenue is a major north-south street through this neighborhood, providing the closest bridge over the I-84 highway, and the closest signaled pedestrian or bicycle crossing across the four lanes of NE Sandy Boulevard.

The location of parks along the new woonerf, internal to the Planned Development site, and the plaza along NE Sandy Boulevard, ensure that they are welcoming and accessible to the public while mitigating their impacts on existing residential properties. The plaza is located in a highly visible location, appropriate to its active and urban design. The parks are adjacent to the tree-lined and pedestrian woonerf. They will have a public access easement until 9pm but are maintained by the private ownership group. This ensures that on-site management will take responsibility for evening activity, and that any undesirable noise or impacts will not affect existing residential neighborhoods. Both the plaza and parks are walkable from adjacent residential neighborhoods, but their activities are not audible or visible from existing residential properties.

Preservation of Scenic Resources: There are no City-designated scenic resources on or near the site that require preservation.

Therefore, this criterion is met.

F. Provide adequate open area on sites zoned RF through R2.5 where proposed development includes attached houses, duplexes, attached duplexes, or multi-dwelling structures. Open area does not include vehicle areas.

Findings for F: *This site is zoned CM3, therefore this criterion does not apply.*

(2) MODIFICATION REQUESTS (33.854)

33.854.320 Modifications That Will Better Meet Approval Criteria:

The following criteria apply to modifications of site-related development standards, including parking standards. These modifications are done as part of a Planned Development review and do not have to go through the adjustment process. Modifications to development standards for which adjustments are prohibited may not be considered. The modification will be approved if the following approval criteria are met:

- B. Better meets approval criteria.** The resulting development will better meet the applicable approval criteria of Section 33.854.310; and
- C. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following modifications are requested:

1. **(33.130.215.C) Increase maximum building setbacks** from 10 feet to 122 feet to allow a park between Building D and NE Pacific Street and increase the maximum building setback from 20 feet to 121 feet to allow a plaza between Building A and NE Sandy Boulevard.

Standard: 33.130.215.C.1 - Unless otherwise specified, the maximum a building can be set back from a street lot line is 10 feet, except on Civic Corridors shown on Map 130-1, where the maximum set back is 20 feet. At least 50 percent of the length of the ground level street-facing facade of the building must meet the maximum setback standard.

Purpose: The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial/mixed use zones. The setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. The setback requirements for areas that abut residential zones promote commercial/mixed use development that will maintain light, air, and the potential for privacy for adjacent residential zones.

The front setback requirements for Civic Corridors in Eastern and Western pattern areas provide opportunities for additional pedestrian space and separation from the vehicle traffic along these major streets to create an environment for building users and pedestrians that is less impacted by close proximity to traffic and provide opportunities for front landscaping reflective of the vegetated characteristics of these neighborhood pattern areas.

A. *Better meets approval criteria.* *The resulting development will better meet the applicable approval criteria of Section 33.854.310;*

Findings for A: The increase of the maximum building setback, to allow a park and plaza between the street ensures that the publicly accessible open spaces are visible from the perimeter of the Planned Development, and adjacent to public rights-of-way.

The plaza is located at the most visible frontage, on NE Sandy Boulevard between NE Oregon Street and NE 27th. This corner location ensures that the plaza serves as a community gathering space and is a safe and welcoming public space. Flanked by commercial uses at the ground floor of the Pavilion and Building A, the plaza is sized to allow for spill-out seating, while also providing fixed seating that is welcoming to all, regardless of whether they are patronizing an adjacent business. It is visible to NE Sandy but buffered from the traffic by a row of trees and a deep sidewalk.

The large park is located between Building D and the new public woonerf on NE Pacific. The curves of the woonerf allows the park landscaping to spill out into the 50-foot wide right-of-way, where it will be visible to people outside the Planned Development as they look down NE Pacific Street. This location is designed to address safety and comfort of its users, while utilizing the new Planned Development buildings to provide a buffer from the noise and traffic of nearby streets. Designed to include numerous outdoor rooms, the park utilizes landscaping and fixed seating to create formal and informal spaces to accommodate visitor needs.

The location and design of the plaza between a Civic Corridor and a building, and the park's location between the public woonerf on NE Pacific and a building, better meets the Urban design and development framework approval criteria A3 and A4.

This criterion is met.

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

Findings for B: The purpose of the standard is to ensure a high-quality pedestrian realm, with active uses adjacent to streets, while still allowing for separation from vehicle traffic and landscaping between buildings and the streets. Per Title 33.270.200.B, a park or plaza provided as part of a Planned Development must be located adjacent to a public street, and of a minimum 50 foot by 50 dimension. The proposal exceeds the purpose, with significant, welcoming public open spaces proposed on visible street frontages. Both the plaza and the park design include generous public sidewalks along the street, while allowing for large trees to buffer visitors from street traffic.

This criterion is met.

In conclusion, this Modification warrants approval.

1. **(33.270.200) Reduce the quantity of on-site publicly accessible plaza or park** from 15% to 12.13%, provided additional areas equivalent to 4.4% of the on-site area are also developed as publicly accessible pedestrian areas, and an area equivalent to 7% of the site area is developed as non-standard improvements in the right-of-way.

Standard: 33.270.200.B - At least 15 percent of the total Planned Development site area must be developed as a publicly accessible plaza or park.

Purpose: The Planned Development regulations provide an opportunity for innovative and creative development. Planned Development provides a master planning mechanism for allowing additional housing types and uses, the transfer of density and floor area to different portions of a site, and across internal zoning boundaries, and bonus floor area and increased height on large sites in commercial/mixed use zones. In this case, the flexibility is allowed when the development includes features that provide public benefits.

These regulations allow flexibility, and in some cases, increased intensity of development, beyond that allowed by other chapters of this Title, if the proposed development is well-designed and can be successfully integrated into the neighborhood and provides public benefits. Overall, a Planned Development is intended to promote:

- High quality design that is integrated into the broader urban fabric, and complements existing character within the site and adjacent to the site;
- Development that is pedestrian-oriented, with a strong orientation towards transit and multimodal transportation alternatives;
- Building bulk, height, and orientation that ensures that light and air is accessible within the public realm, and that public view corridors are protected;
- A safe and vibrant public realm, with buildings and uses that are oriented to activate key public gathering spaces, be they public open space, transit stations, or the Willamette River;
- Open space areas that include gathering spaces and passive and/or active recreation opportunities;
- Affordable housing; and
- Energy efficient development.

A. *Better meets approval criteria.* *The resulting development will better meet the applicable approval criteria of Section 33.854.310;*

Findings for A: The reduction of on-site park and plaza space in favor of providing additional open space on site plus additional park and plaza development as a non-standard improvement in the right-of-way better meets the approval criteria of Section 33.854.310. The park plantings will be extended into the dedicated NE Pacific Street woonerf. Hardscape and planting will extend around the new plaza at the NE Oregon Street slip lane. These planted areas will create a transition between the urban, vehicular streets and the adjacent publicly accessible pedestrian areas. The meandering woonerf, and extended plaza area will utilize a variety of materials and textures to define the open spaces and create interesting pedestrian environments.

The development of the woonerf and the Sandy Point plaza at the site of the current slip lane will enhance pedestrian safety and convenience. The removal of the slip lane will slow traffic turning off NE Sandy Boulevard, and will narrow the street crossing for pedestrians. The introduction of the slow-speed, one-way shared woonerf for bicyclists and vehicles creates a new street where there is currently not through access. These two spaces are thoughtfully designed to prioritize pedestrians, and to slow all other modes sufficiently through street design. Both the woonerf and the Sandy Point plaza

will use a variety of paving textures, curbs and plantings to separate pedestrians from cars and bicycles.

The proposal better meets the urban design and development framework approval criteria A1 and A3.

Therefore, this criterion is met.

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

Findings for B: With the addition of a publicly accessible area off the woonerf beneath the building C breezeway and public pedestrian paths around the Pavilion and beneath buildings A and C, over 16.5% of the site is developed as publicly accessible open space. Of this, 12.13% is in the form of designated public parks and plaza, with public access easements guaranteeing use. Utilizing the same materials, plantings and design treatments to extend the publicly accessible park and plaza spaces into the public right-of-way results in area equivalent to 21.64% of the site developed as publicly accessible parks, plaza and pedestrian areas. This is a significant increase in the net public benefit over the requirement to provide 15% of the site area as park or plaza. While land ownership may not all be private, the public will not experience any material difference between on-site and off-site spaces developed through this Planned Development.

This additional public space enhances the quality of the design, and better integrates it into the broader urban fabric. Utilizing the same design treatment and materials through the site, and into the non-vehicular areas of the woonerf and the former slip-lane of NE Oregon Street serves to enlarge and activate these public open spaces while buffering pedestrian spaces from vehicles.

Therefore, this criterion is met.

In conclusion, this Modification warrants approval.

CONCLUSIONS

The Planned Development review process exists to provide an opportunity for innovative and creative development, in exchange for significant public benefits. The proposal meets the approval criteria and modification criteria and therefore warrants approval.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for a Planned Development to redevelop the four and a half block Pepsi Bottling Plant on Sandy Boulevard with market-rate and affordable housing, offices, retail/restaurant spaces, publicly-accessible open parks and plaza, and associated underground parking. The existing Pepsi Pavilion building is proposed to be retained. Minimum dimensions for publicly accessible open space include:

- Minimum 50' wide publicly dedicated bike, pedestrian and one-way vehicular street, in the form of a woonerf, is proposed for the previously vacated Pacific Avenue;
- A 13,673 square foot park located to the north of the woonerf;
- A 2,135 square foot park located to the south of the woonerf;

- An 8,684 square foot plaza located at the intersection of NE Sandy Boulevard and NE 27th Avenue.

Approval of the following Modification requests:

1. **Increase maximum building setbacks** from 10 feet to 122 feet to allow a park between Building D and NE Pacific Street and increase the maximum building setback from 20 feet to 121 feet to allow a plaza between Building A and NE Sandy Boulevard.
2. **Reduce the quantity of on-site publicly accessible plaza or park** from 15% to 12.13%, provided additional areas equivalent to 4.4% of the on-site area are also developed as publicly accessible pedestrian areas, and an area equivalent to 7% of the site area is developed as non-standard improvements in the right-of-way.

Approvals per Exhibits C.1-C-40, signed, stamped, and dated December 19, 2018, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through I) 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 18-248691 PDBM". 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. Per 33.854.310.D, a change in the order of phased development, including the order of development described below in Conditions of Approval E-G, will require a Type II Staff Review to determine consistency with the intent of the Planned Development to provide publicly accessible parks and plaza and affordable housing in association with utilizing Planned Development bonus height.
- D. The woonerf will be designed and reviewed as a component of the design review for the first phase of development.
- E. The design and detail of the plaza, Sandy Point, and the pedestrian paths around the Pavilion and beneath Building A shall be reviewed and approved prior to, or with the Design Review for Building A and the Pavilion and shall be constructed before the final occupancy of Building A. Reference Exhibit C.4 for corresponding site plans.
- F. The design and detail of the Pacific Park shall be reviewed and approved prior to, or with the Design Review for Building B and shall be constructed before the final occupancy of Building B. Reference Exhibit C.5 for corresponding site plans.
- G. The design and detail of the central Park shall be reviewed and approved prior to, or with the Design Review for Building D, and shall be constructed before the final occupancy of Building D. Reference Exhibit C.7 for corresponding site plans.
- H. New buildings developed within the approved Planned Development site, except for accessory structures, must meet the energy efficient building requirements for Planned Development bonuses of the Bureau of Planning and Sustainability.
- I. No field changes allowed.

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By: _____
Julie Livingston, Design Commission Chair

Application Filed: October 5, 2018
Decision Filed: December 7, 2018

Decision Rendered: December 6, 2018
Decision Mailed: December 21, 2018

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 October 5, 2018 and was determined to be complete on **October 24, 2018**.

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 **October 5, 2018**.

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 A.2. The **120 days expire on: October 24, 2019**.

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 January 4, 2018 at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201. Please call the file review line at 503-823-7617 for an appointment.

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 \$5000.00 will be charged.**

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 in the Development Services Center, 1900 SW Fourth Ave., First Floor. 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 January 7, 2019 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. Per 33.730.130.B.5, where a Planned Development (PD) has been approved, and a building permit is not issued for all development within 10 years of the date of the final decision, the approval does not expire but no additional development may occur without another review. All conditions of approval continue to apply.

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.

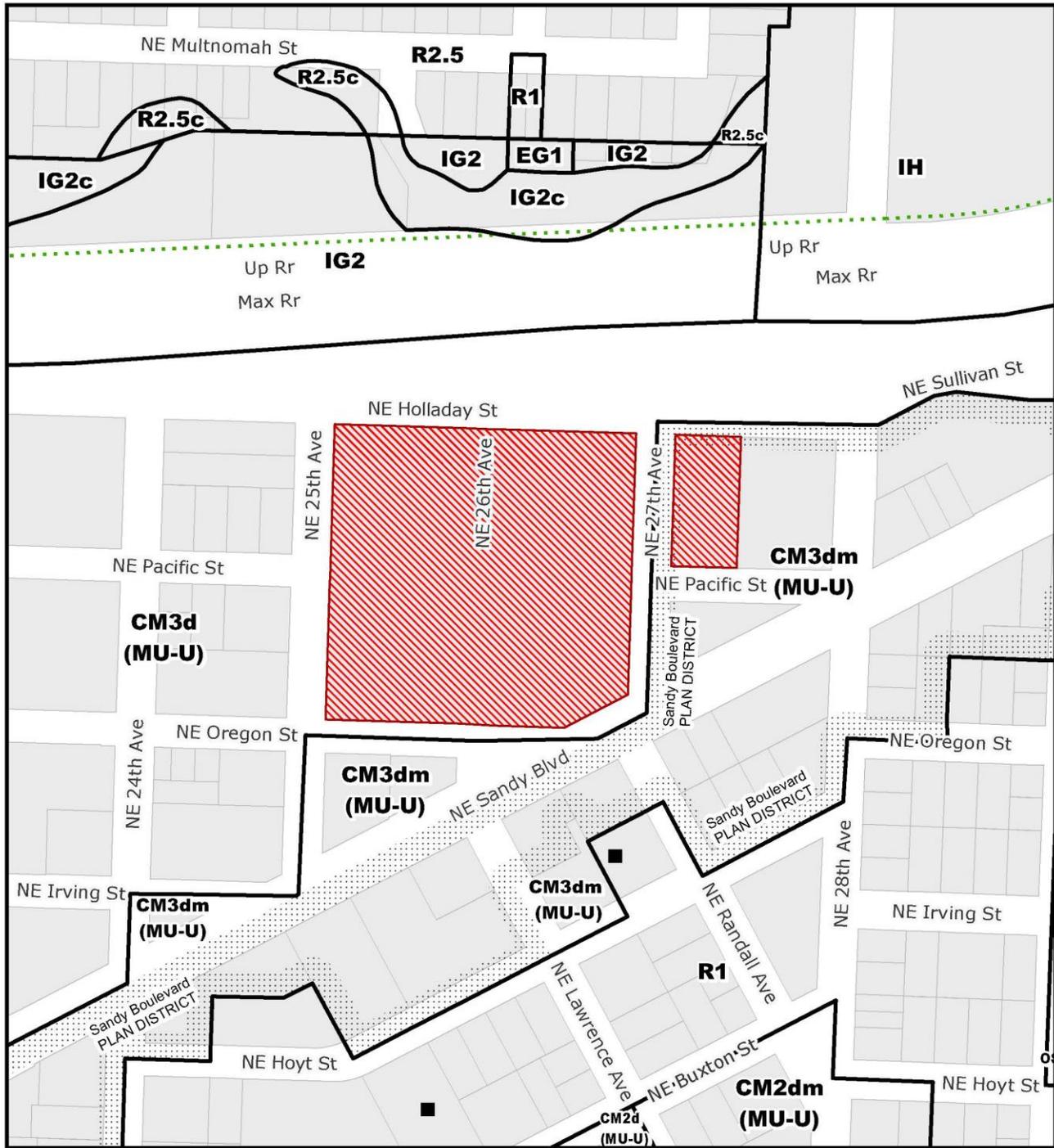
Hannah Bryant
December 21, 2018

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 Submittals
 - 1. Original submittal and narrative, September 20, 2018
 - 2. Full Extension, October 8, 2018
 - 3. Revised Submittal, November 6, 2018
 - 4. Final Submittal Appendices (does not include stamped C-exhibits), November 13, 2018
 - 5. Final Narrative and Technical Studies, November 13, 2018
 - 6. Neighborhood Contact Information
 - 7. Email from Applicant re: Building Square Footages, November 21, 2018
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Site Plan (attached)
 - 2. Rendered site plan
 - 3. Open Space Plan
 - 4. Open Space Enlarged Plan – A
 - 5. Open Space Enlarged Plan - B
 - 6. Open Space Enlarged Plan - C
 - 7. Open Space Enlarged Plan - D
 - 8. Open Space Enlarged Plan - E
 - 9. Height Ranges
 - 10. Massing Diagram – A
 - 11. Massing Diagram – B
 - 12. Massing Diagram – C
 - 13. Massing Diagram – D
 - 14. Massing Diagram – E
 - 15. Site Sections
 - 16. Site Sections
 - 17. Active Ground Floor Plan
 - 18. Active Ground Floor Plan – Holladay
 - 19. Neighborhood Material Map
 - 20. Materiality and Form Architectural Principles
 - 21. Street Façade Diagrams (three sheets)
 - 22. Landscape Principles
 - 23. Plaza Framework Plan
 - 24. Park Framework Plan
 - 25. Woonerf Framework Plan
 - 26. Woonerf – Adjacent Ground Floor Uses
 - 27. Pacific Park Framework Plan
 - 28. Sandy Point Framework Plan
 - 29. Phasing Plan – A (Block 28)
 - 30. Phasing Plan – B (Block 29)
 - 31. Phasing Plan – C (Block 44)
 - 32. Phasing Plan – D (Block 45)
 - 33. Phasing Plan – E (Block 46)
 - 34. Phasing Plan – Full Site Development
 - 35. Sun & Shadow Studies
 - 36. Mews Pass Through Study
 - 37. Urban Design Framework – Building Data
 - 38. Inclusionary Housing Allocation
 - 39. FAR Bonus Data
 - 40. FAR Allocation (four pages)
- 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. Fire Bureau
 2. Site Development Review Section of BDS
 3. Life Safety
 4. Bureau of Environmental Services
 5. Bureau of Transportation Engineering and Development Review
 6. Portland Housing Bureau
- F. Letters
1. Egbert, Matthew. November 30, 2018. *Concerns about increased vehicle and bicycle traffic, density, impacts on on-street parking and trash associated with additional residents.*
- G. Other
1. Original LUR Application
 2. Refund Request Form for Adjustment
 3. DAR #1 Summary Notes, dated July 26, 2018
 4. DAR #2 Summary Notes, dated September 24, 2018
 5. Incomplete Letter, dated October 23, 2018
 6. Staff Email to Christe White re: FAR and Modifications, October 5, 2018
 7. Staff Email to Christe White re: Inclusionary Housing vesting, May 22, 2018
 8. Staff Email to Applicants re: final submittal requirements, November 8, 2018
 9. Staff Email to Christe White re: Energy Efficiency Admin Rule, December 7, 2018
 10. Chapter 33.854 – Planned Development Review
 11. Chapter 33.270 – Planned Development
- H. Commission Exhibits:
1. Staff Report for hearing, December 6, 2018
 2. Staff Memo for hearing, December 6, 2018



ZONING 
NORTH
THIS SITE LIES WITHIN THE:
SANDY BOULEVARD PLAN DISTRICT

-  Site
-  Historic Landmark
-  Recreational Trails

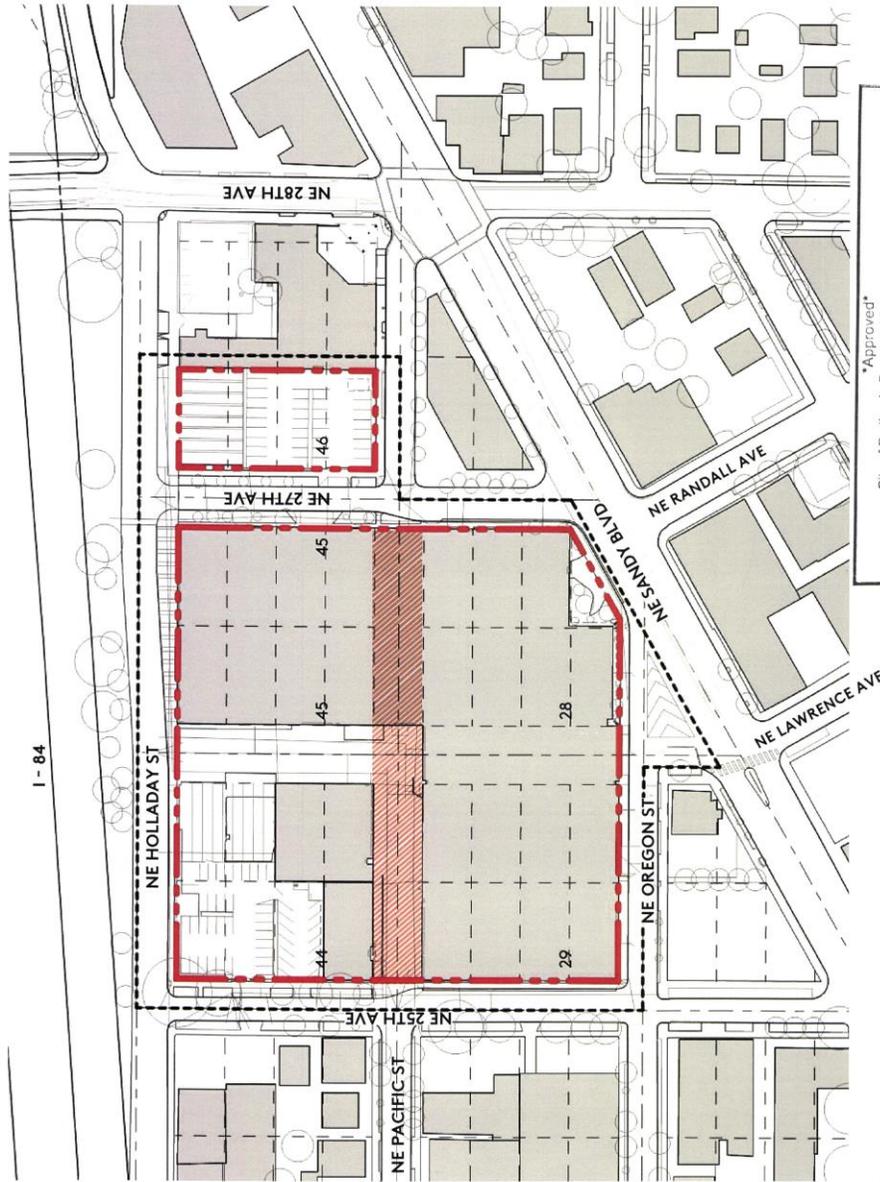
File No.	LU 18-248691 PDBM
1/4 Section	2933
Scale	1 inch = 200 feet
State ID	1N1E36BC 12000
Exhibit	B Nov 30, 2018

1.4 - BOUNDARY PLAN

[REQUIRED PER 33.854.250.A.1 & A.3.c]

LEGEND

- LOT LINE
- APPROXIMATE PROJECT BOUNDARY
- RIGHT-OF-WAY TO BE DEDICATED



LU 18-248691 PDBM
SECTION 01 - INTRODUCTION
SECURITY PROPERTIES | MITHUN | 8

Approved
City of Portland - Bureau of Development Services
Planner: *Mad* Date: 12-19-18
This plan is only to the reviewer's review and is not to be used for any other purpose.

PEPSIBLOCKS | PLANNED DEVELOPMENT LUR | NOVEMBER 27, 2018