



# **City of Portland Bureau of Development Services**

Staff Presentation to

## **City Council**

**Land Use Review 11-138415 CP ZC  
Adventist Academy “North Parcel”  
(SE 100<sup>th</sup> and SE Main)**

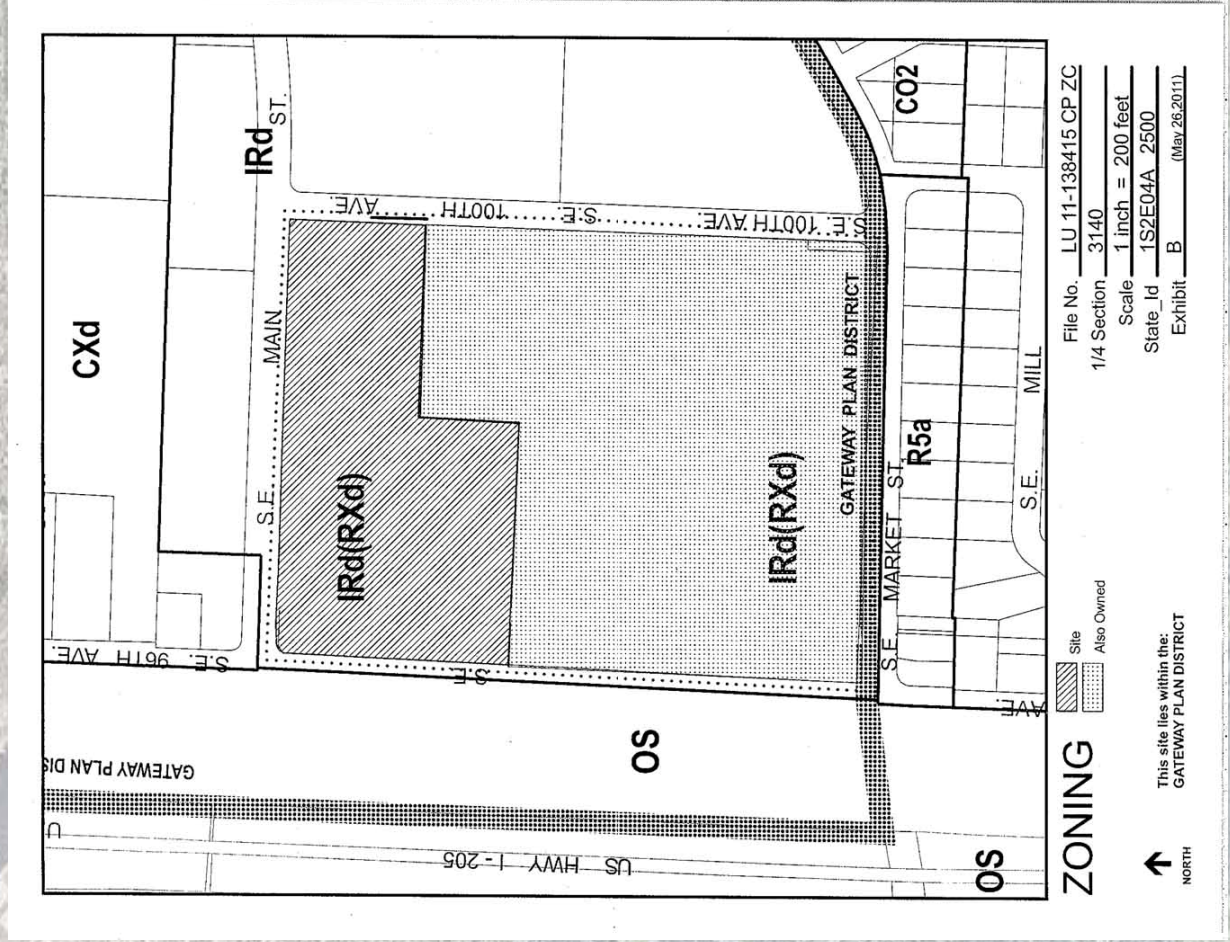
# Summary of the Proposal

- Change in the Comprehensive Plan Map Designation for this 6.15-acre parcel, from Central Residential to Central Employment, and a concurrent Zoning Map Amendment, from IR d to EX d.
- The applicant's representatives propose that the allowed build-out for uses that would be allowed under the EX zone designation be limited so that they would generate no more than 998 PM peak hour motor vehicle trips.
- A portion of these trips would be required to be retained only for residential development, so that the minimum residential density requirement for the site can be retained.

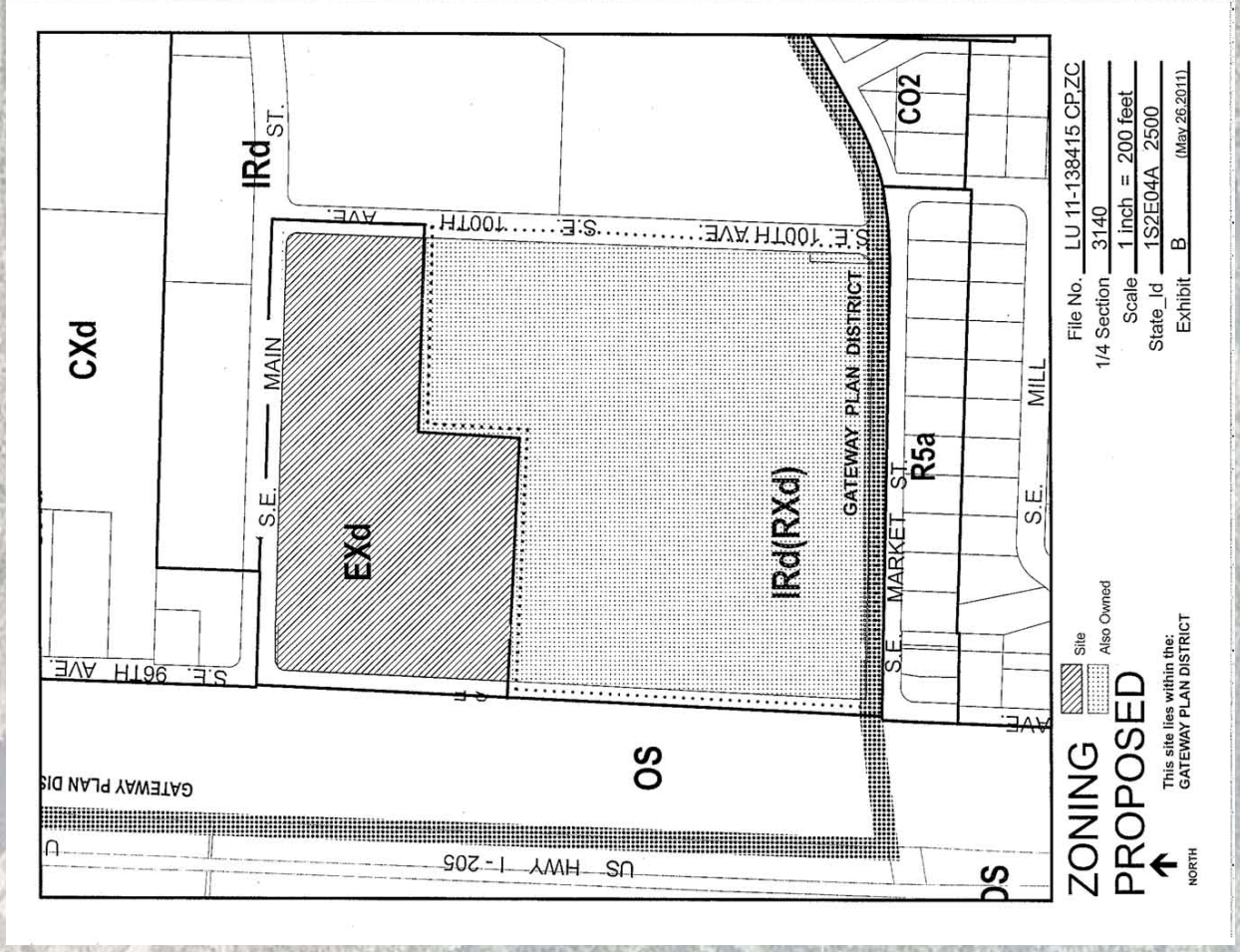
# Approval Criteria

- **Comprehensive Plan Map Amendments, 33.810.050 A**
- **Zoning Map Amendments, 33.855.050.**

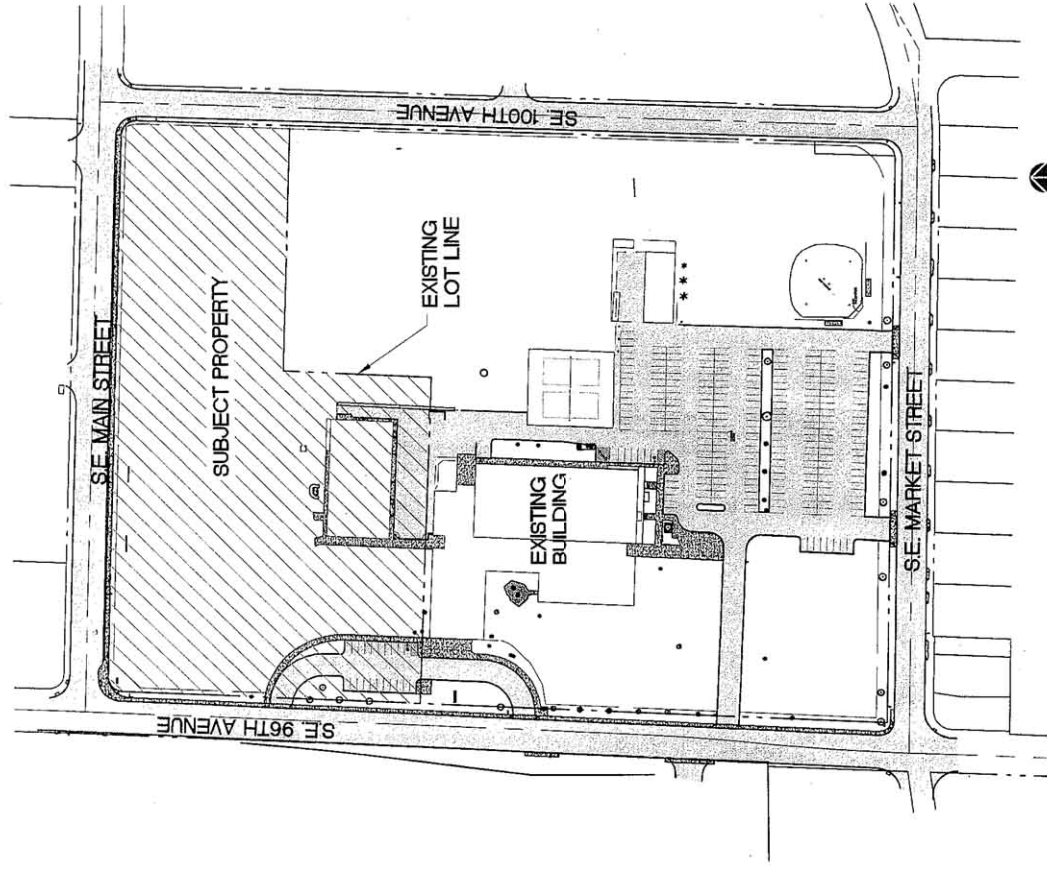
# Zoning Map



# Zoning Proposed



# Site Plan



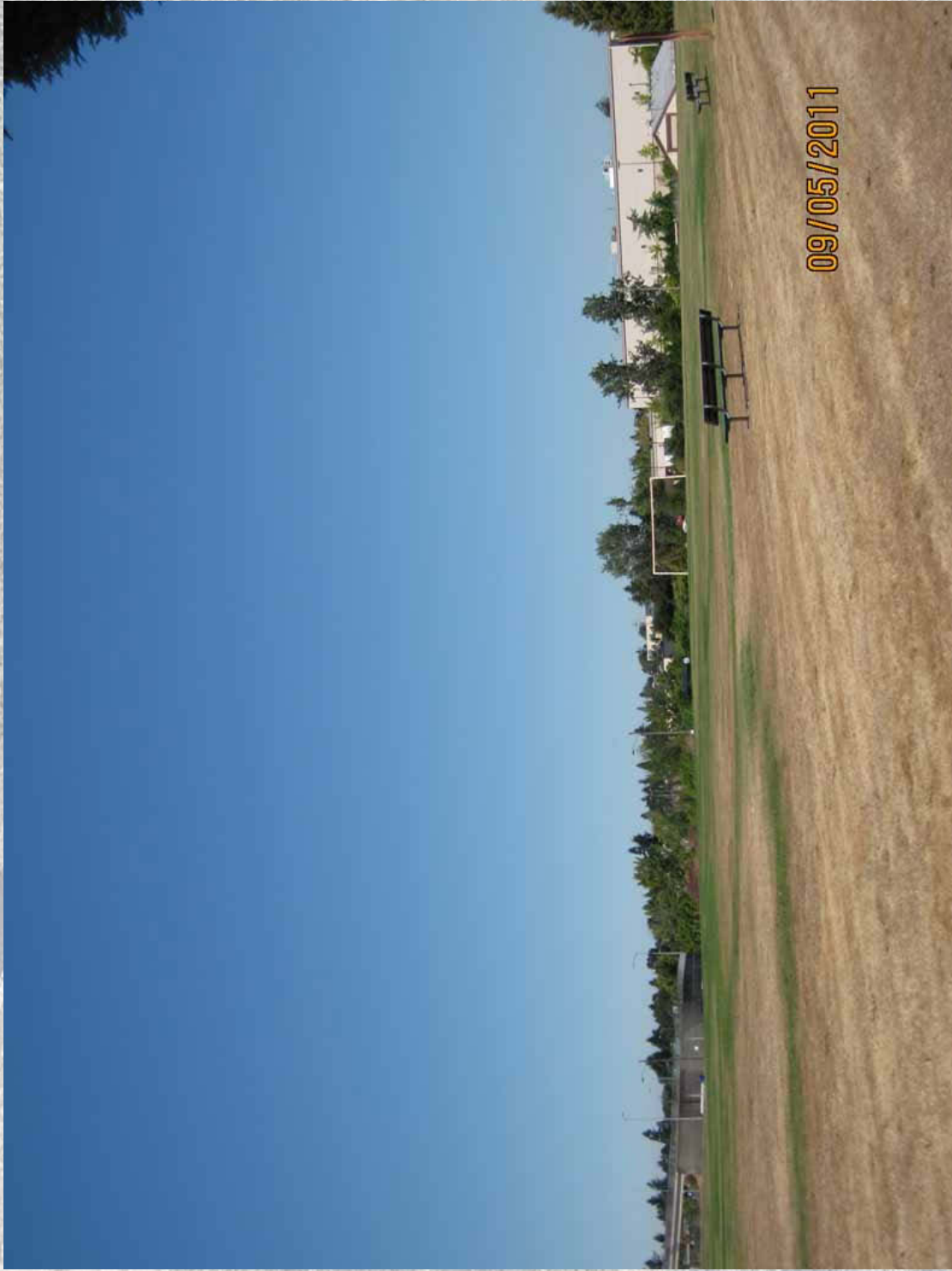
## SITE PLAN

NOT TO SCALE

2011-1384HS CP2C

# Aerial Photo









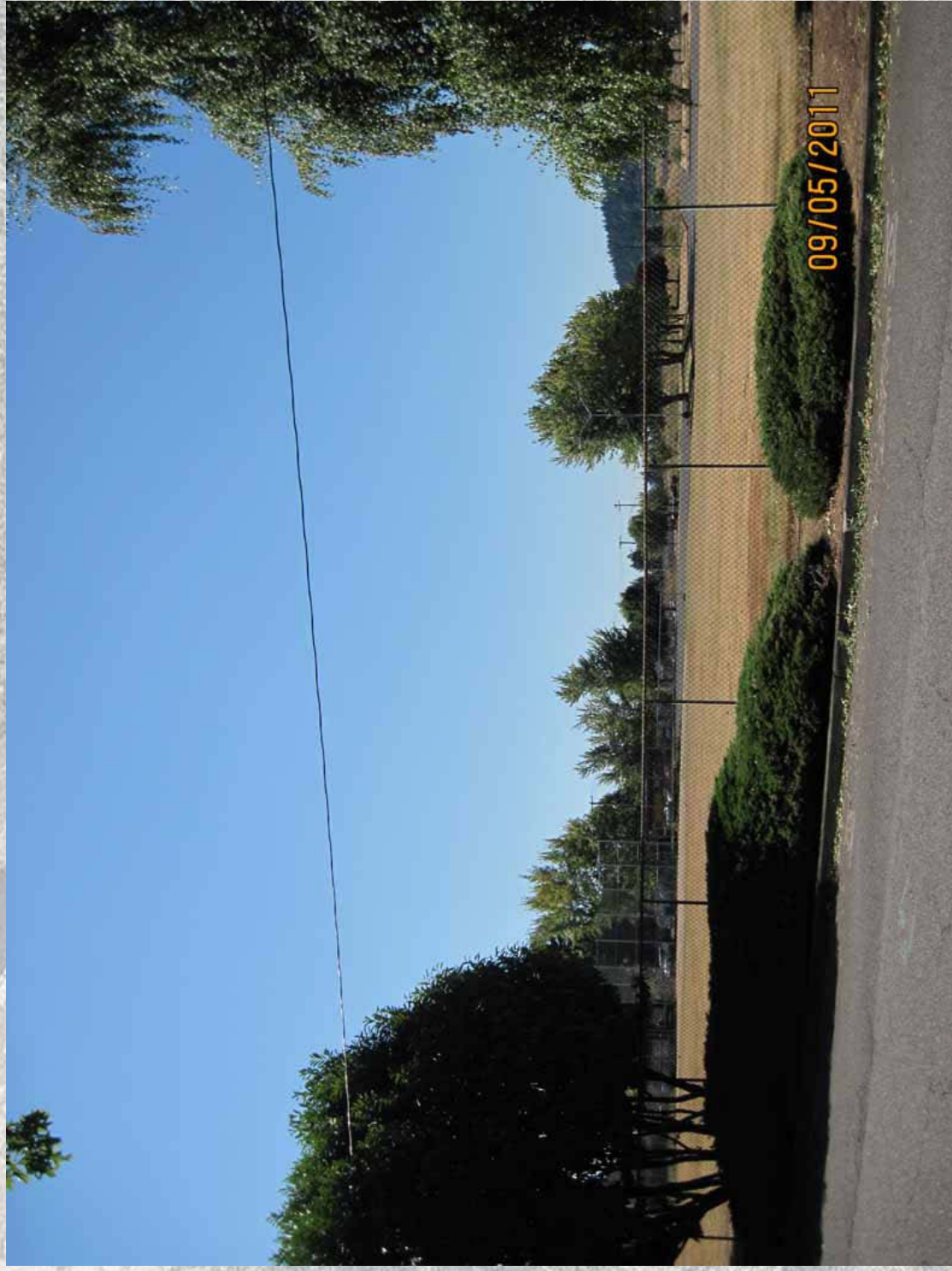


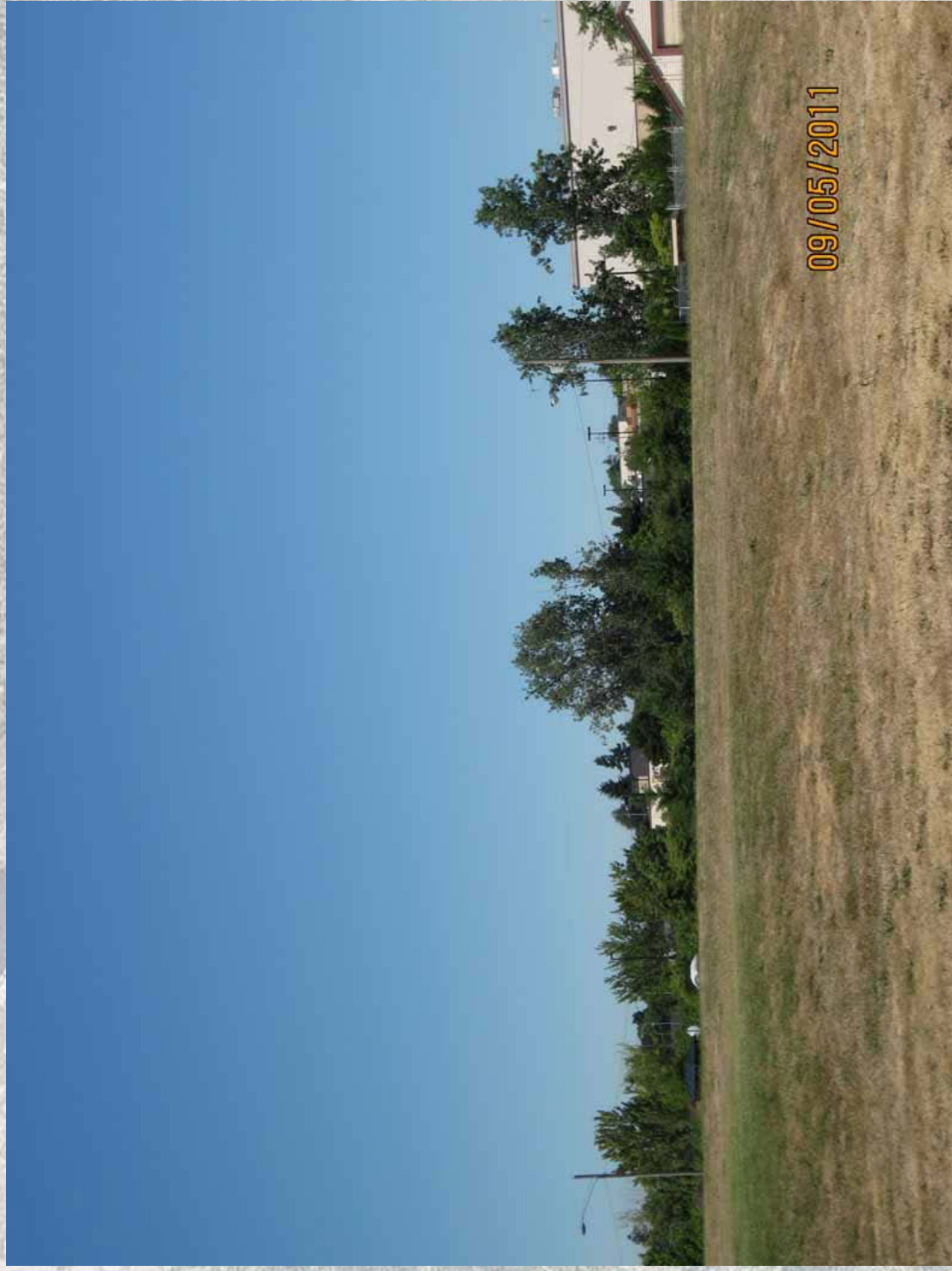


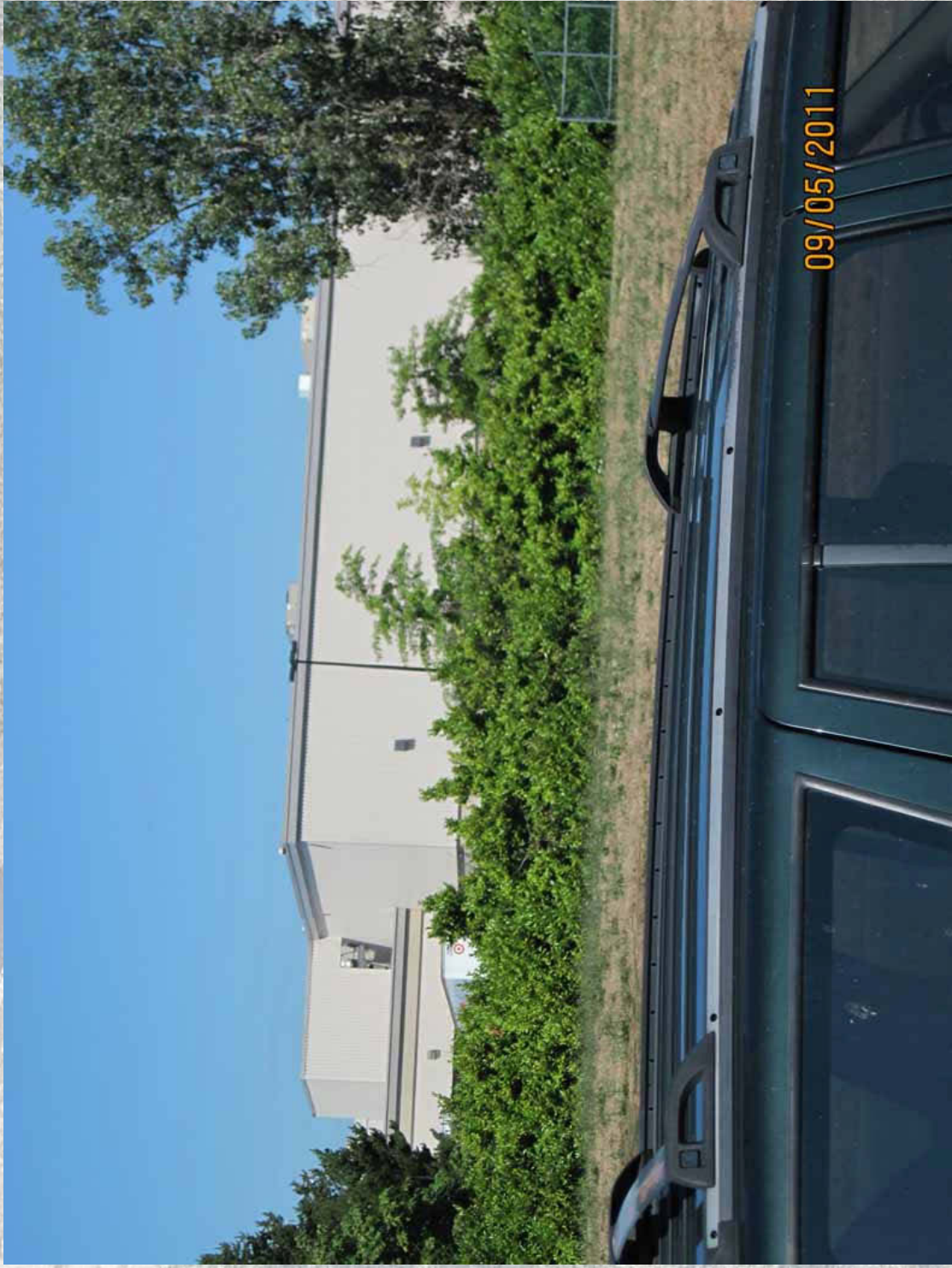










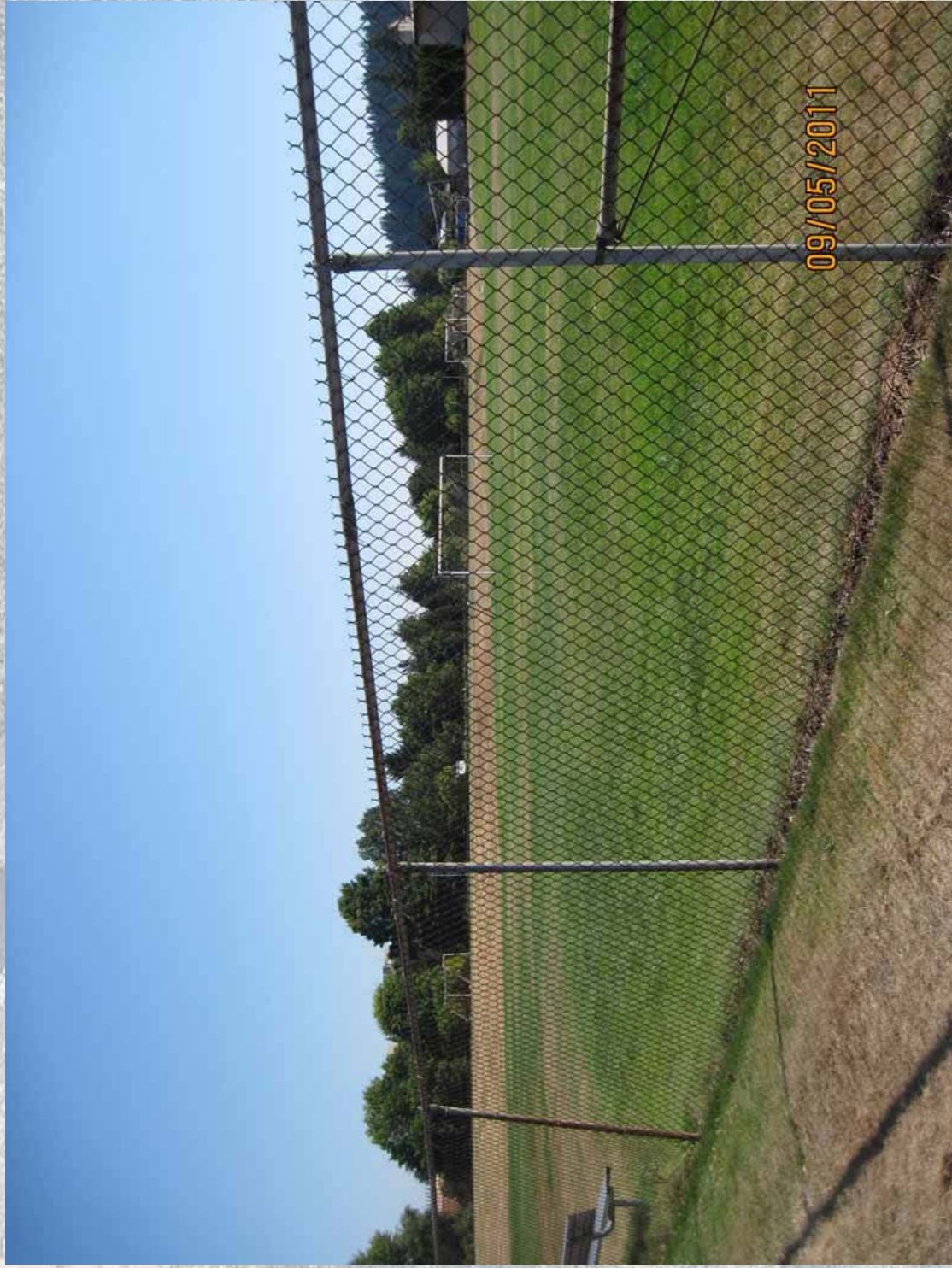






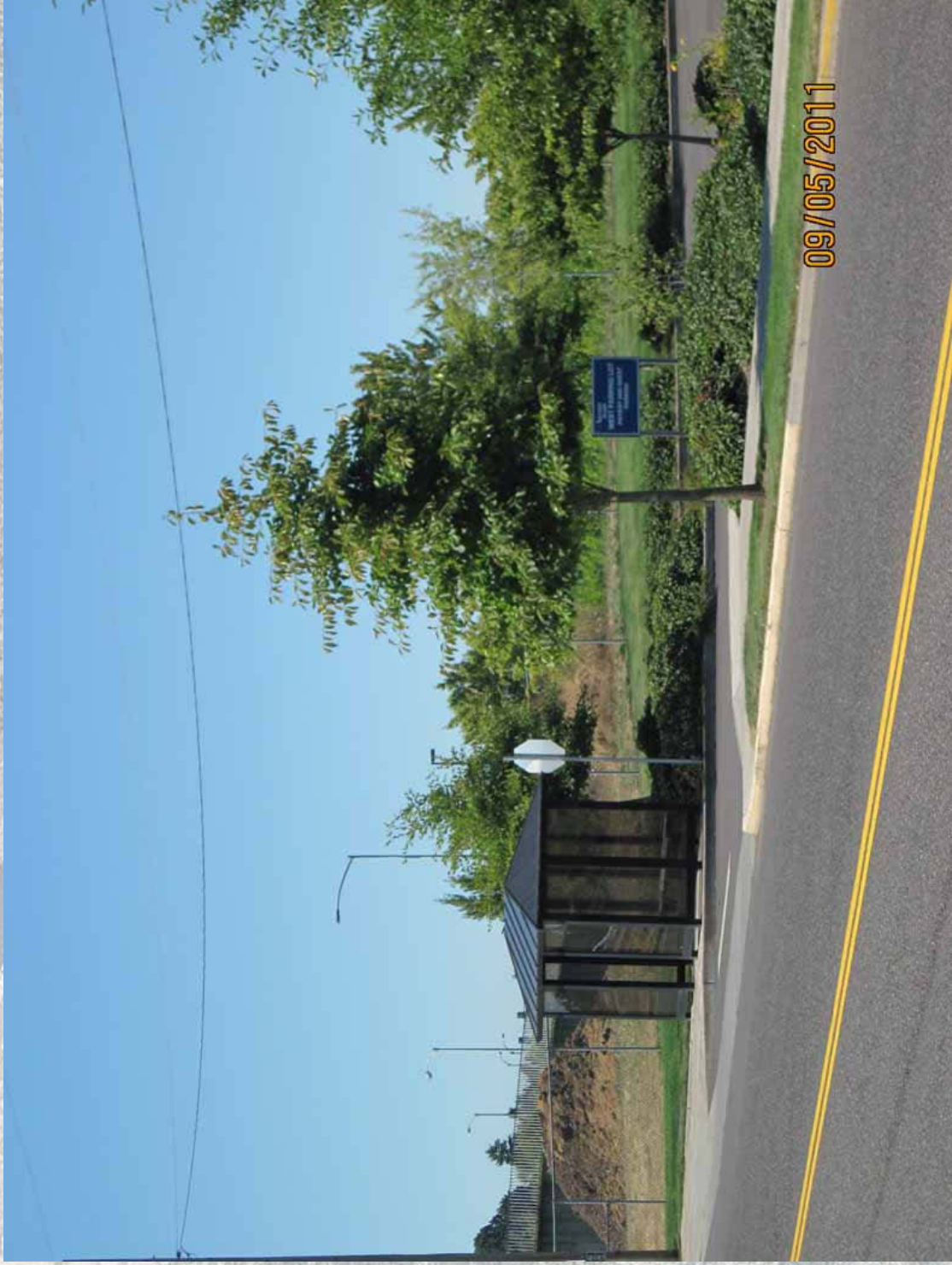






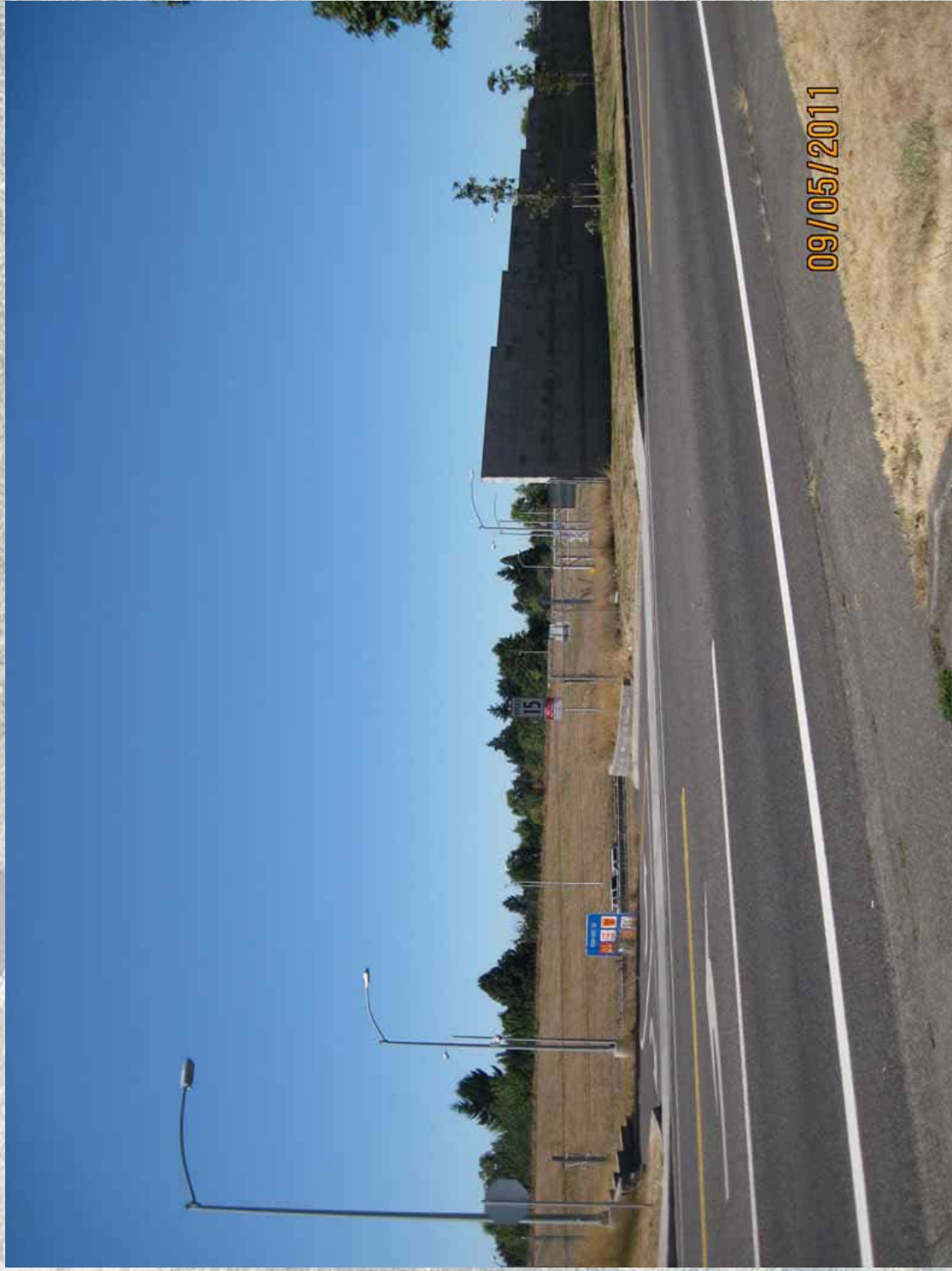


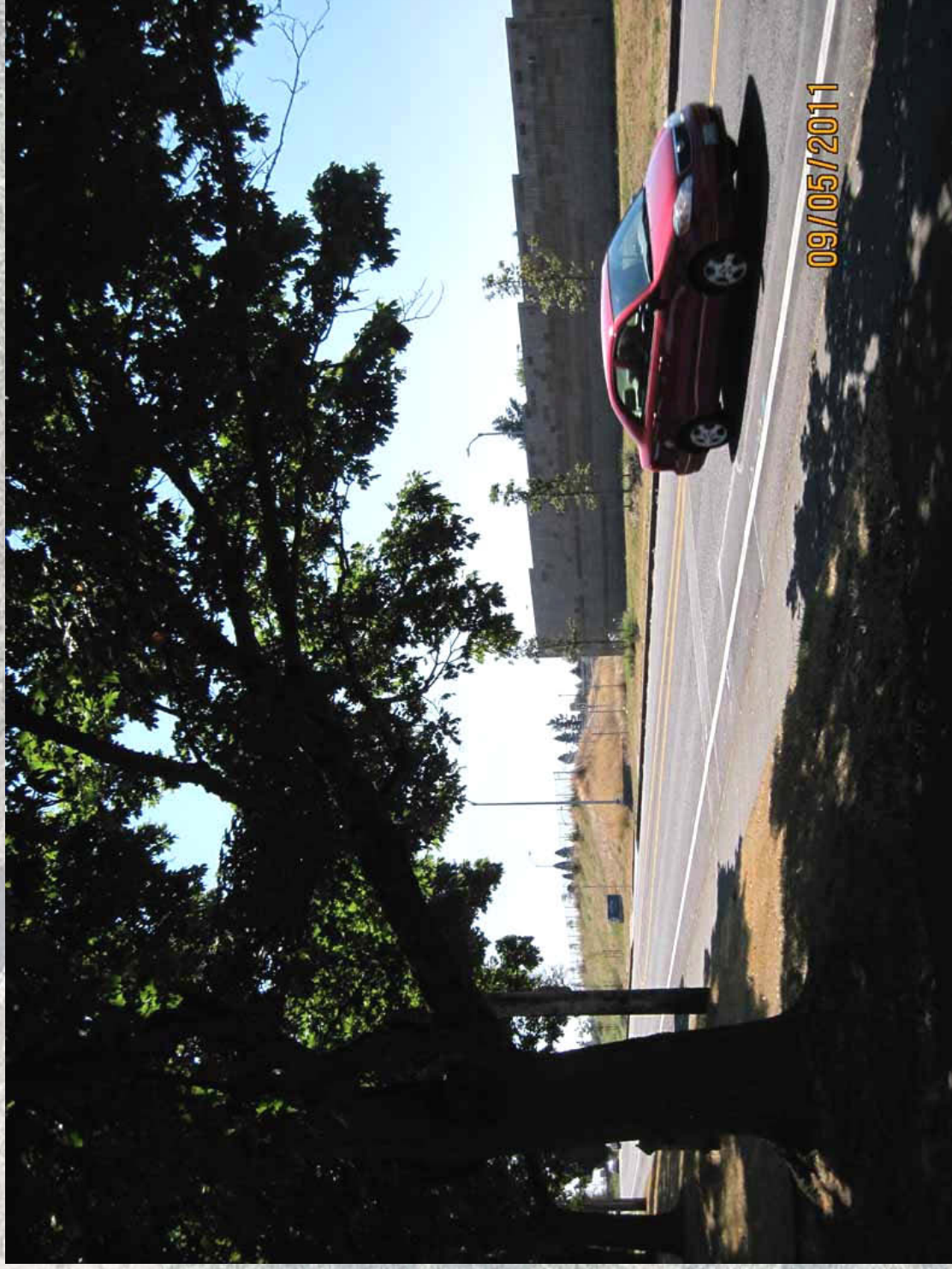






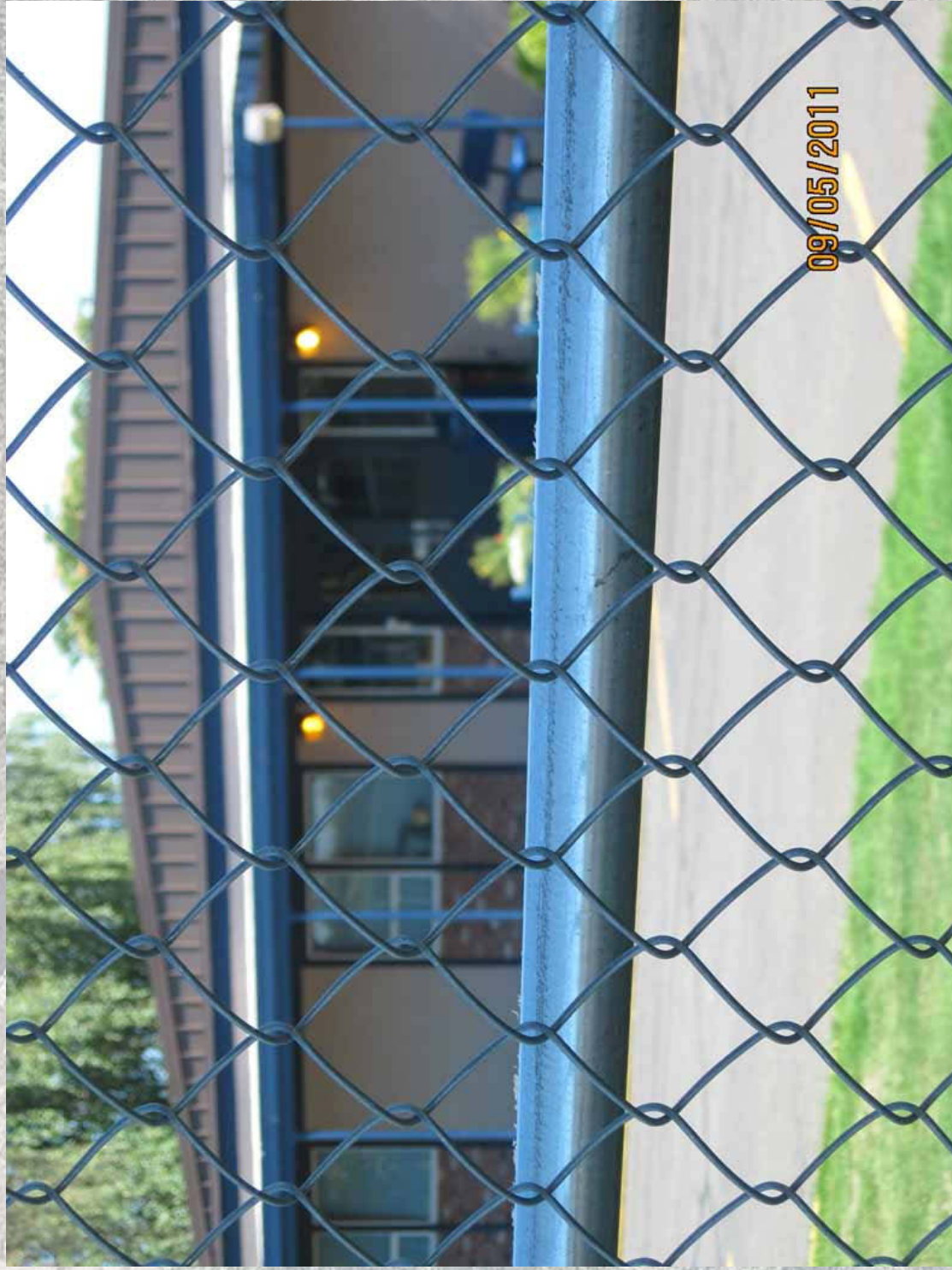




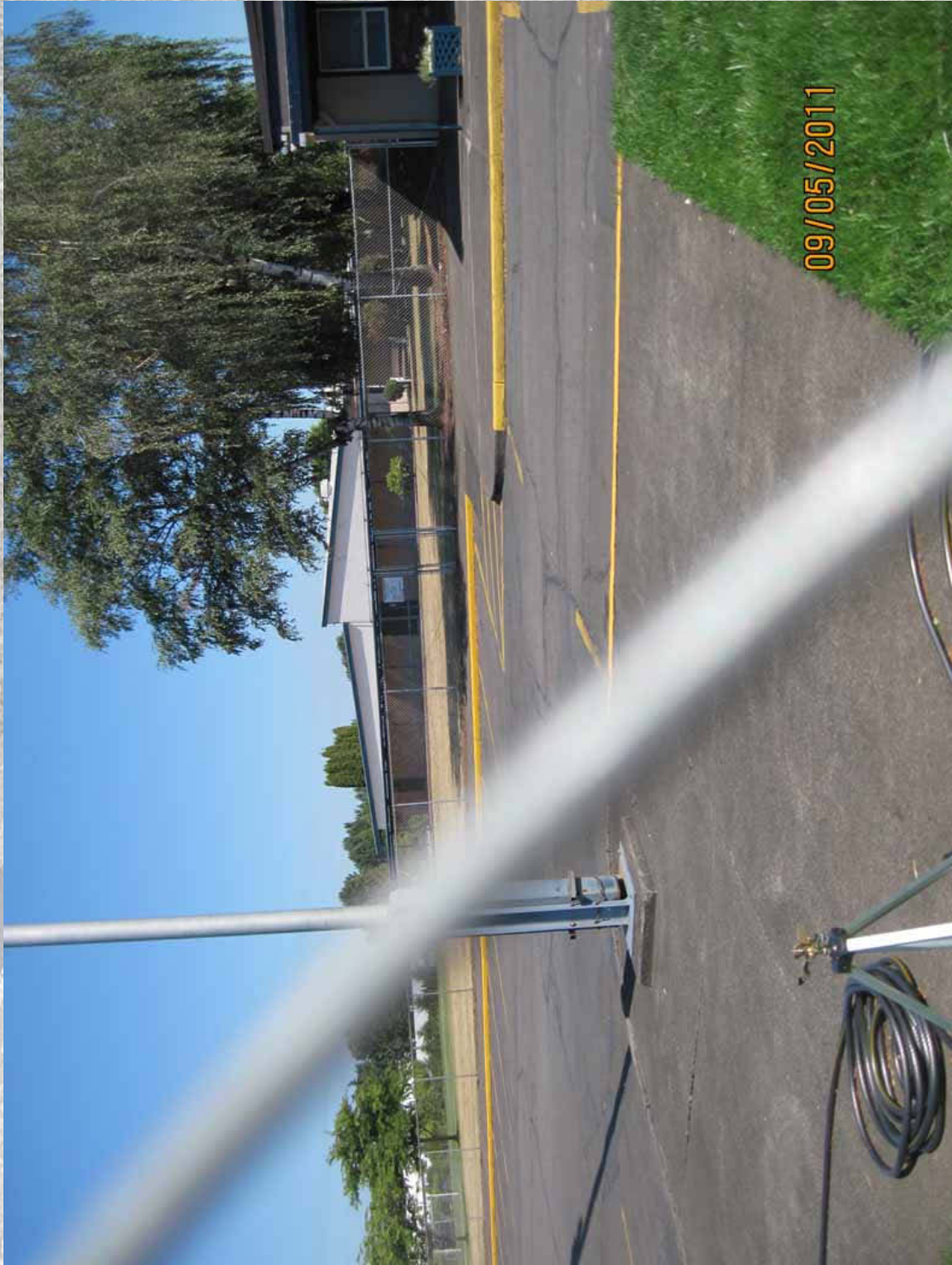




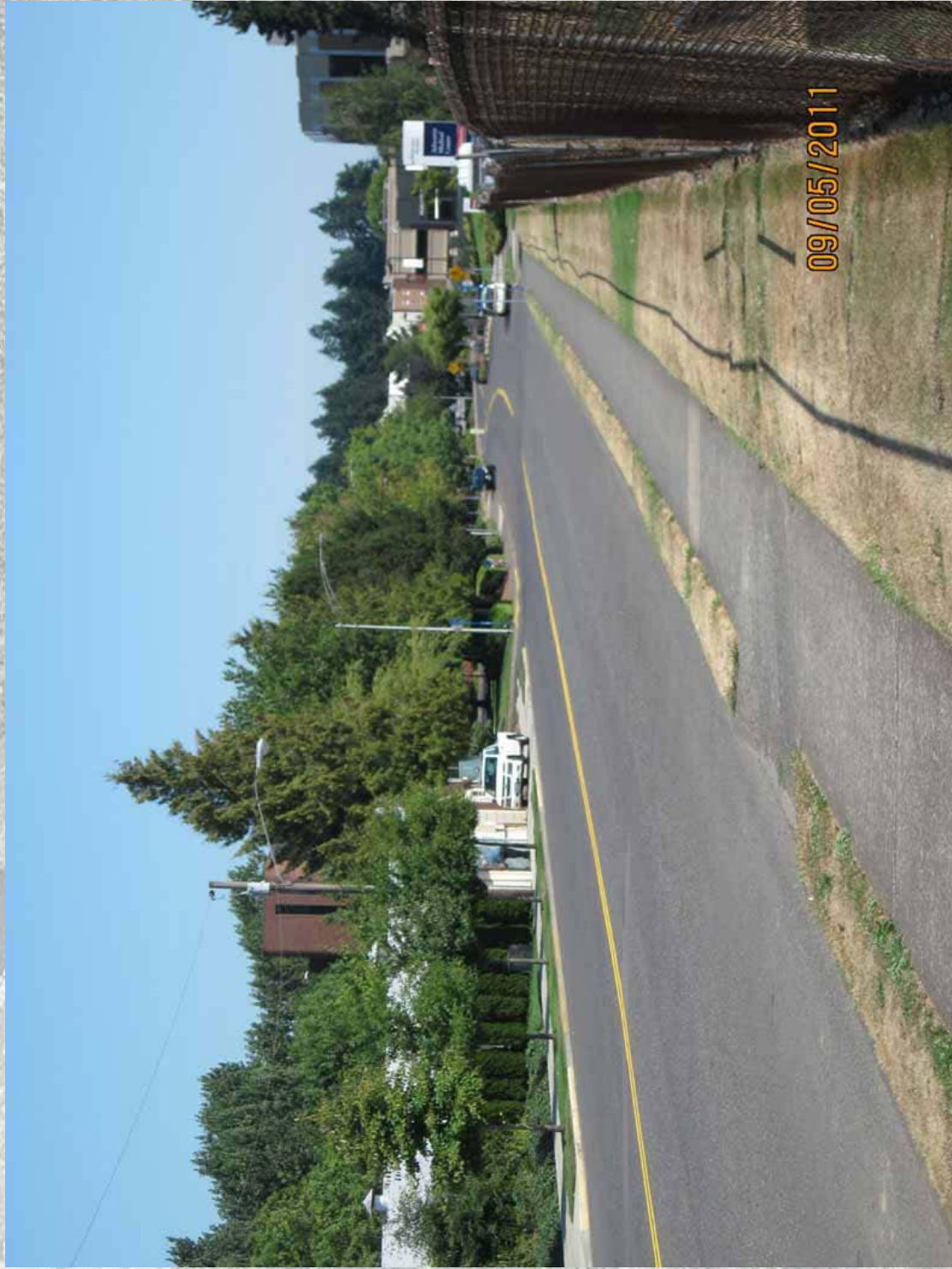


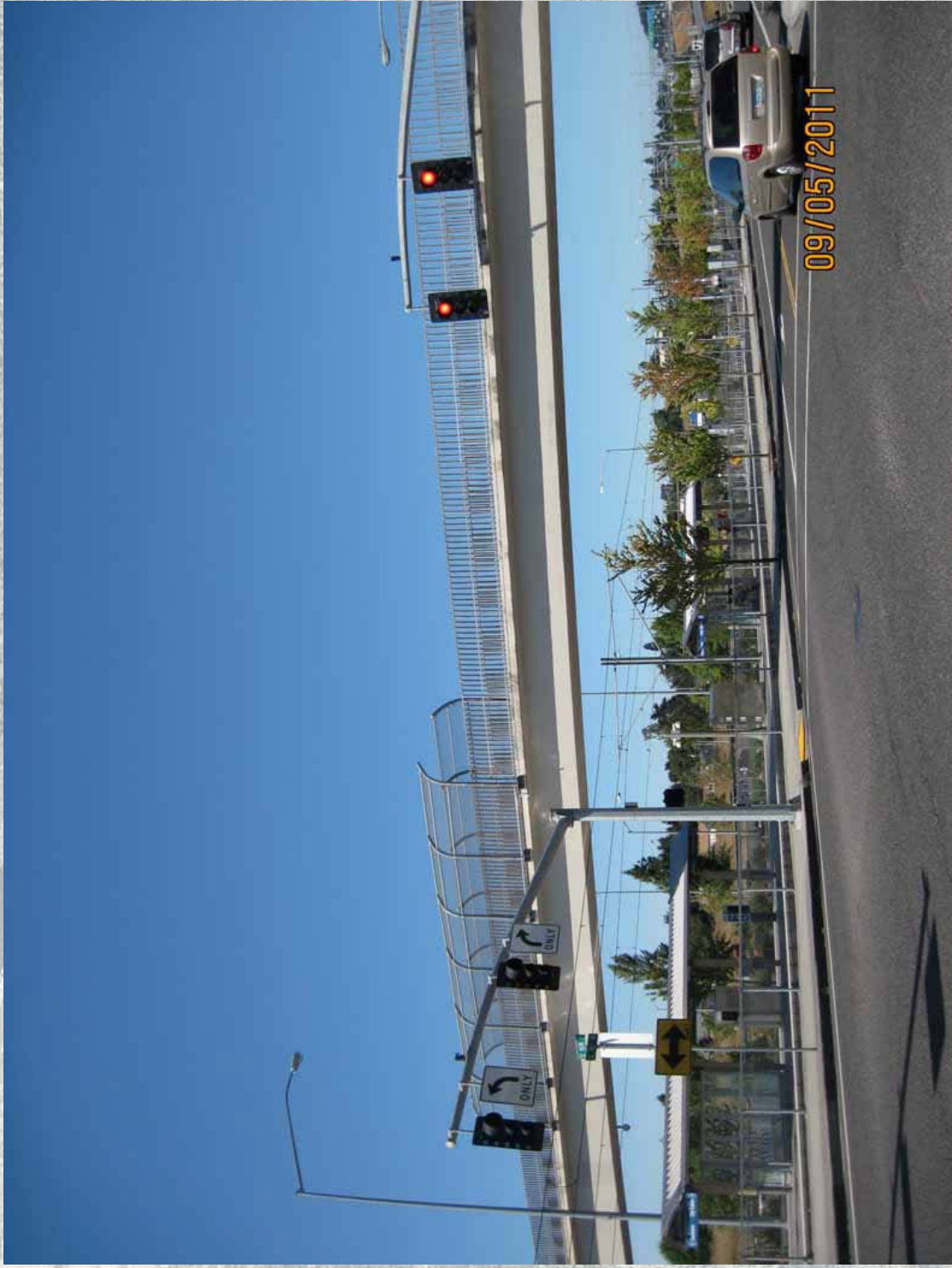
















# Summary

- All of the relevant approval criteria for the requested Comprehensive Plan Map and Zoning Map Amendments can be met with conditions of approval that limit the ultimate build-out of the site and preserve the required minimum residential density.
- The Central Employment designation equally or better supports the policies and objectives of the City's Comprehensive Plan. The designation will encourage more commercial development that will strengthen the adjacent commercial area and support the SE Main Street Light Rail Station.
  - While the EX designation supports these goals better than the existing RX designation, a condition of approval will ensure that the minimum required residential density of the RX designation will be preserved for the site.
  - The EXd designation agrees with the requested Comprehensive Plan Map designation and preserves the existing Design Overlay. The allowed maximum build-out will be somewhat limited, to ensure that the transportation system is adequate for the amount of motor vehicle trips that might be generated and also to ensure that the capacity of the public sanitary sewers is not exceeded. With these conditions, which were described in detail in the findings of the Hearings Officer's recommendation, the requested map amendments can be approved.

# Recommendation

- **Approval of Central Employment Comprehensive Plan Map and EXd Zoning Map designations, with conditions that**
  - Limit peak daily sanitary flows to 2.5 CFS to the piped system and 3 CFS to the Cherry Park Pump Station or have improvements made by applicants to increase capacity;
  - Ensure that sanitary discharge flow is managed in accordance with specifications detailed in the conditions by BES;
  - Limit allowed build-out for various land uses to ensure that the equivalent expected number of PM peak hour motor vehicle trips does not exceed 998 trips;
  - Require that a minimum of 268 of the 998 PM Peak hour motor vehicle trips are reserved for the 536 residential units that are required to meet the existing minimum density requirement for the site;
  - Require that a covenant be created to maintain residential units that are developed on the site remain in residential use for at least 25-years;
  - Allow a portion of the trips that are to be reserved for residential uses to be allocated to nonresidential uses, if an equivalent number of non-required residential units are created on another site and are preserved for residential use through a 25-year covenant.

**Presentation for City Council for LU 11-138415 CP ZC**  
**(Former "North Parcel" of Adventist Academy, SE 100<sup>th</sup> and SE Main)**

1. Cover Sheet
2. Proposal
3. Approval Criteria
4. Zoning Map
5. Proposed Zoning Map
6. Site Plan
7. Aerial Photo (showing Adventist Medical Center, to east of SE 100<sup>th</sup> Avenue, freeway to west of SE 96<sup>th</sup> Avenue, Adventist Academy to south of site and single-dwelling residential further to the south, "Park and Ride" to the north, with Mall 205 abutting the Park and Ride lot, further to the north)
8. The site is largely vacant.
9. Development currently consists of an addition that extends from the Adventist Academy main school building,
10. some recreational fields and small accessory structures for athletic equipment
11. and a small parking area.
12. The site is bounded by SE 96<sup>th</sup> Avenue and a pedestrian connection ramp that crosses over the I-205 freeway on the west.
13. The east side of the site is bounded by SE 100<sup>th</sup> Avenue, which is also the west boundary of the main portion of the Adventist Medical Center campus.
14. Same.
15. The site is currently enclosed with a 6-foot-tall chain link fence on all of the street frontages.
16. Same.
17. The north side of the site abuts SE Main Street. This view shows a medical center maintenance facility and parking area, with the top of one of the commercial buildings in the Mall 205 shopping center, beyond.
18. In a closer view, you can see the proximity of the shopping center. The EX designation will encourage commercial development that can link the adjacent light rail station to the commercial area and better serve the surrounding community.
19. The intersection of SE 100<sup>th</sup> and Main Street is at the northeast corner of the site.
20. The large Adventist Medical Center logo sign at the intersection indicates this major entrance to the hospital campus.
21. View of the north property line of the site, looking to the east along SE Main Street.
22. View of the north property line, looking to the west along SE Main Street.
23. View of a portion of the site, looking to the south from SE Main Street.
24. Same.
25. "Park and Ride" and bus shelter on north side of Main Street, directly across from the site.
26. Same.
27. View to west, looking at intersection of SE 96<sup>th</sup> and Main, with east end of pedestrian ramp that crosses over I-205.

28. SE 96<sup>th</sup> Avenue, with west side of site on the left and the embankment on the east side of I-205 on the right.
29. Another view of SE 96<sup>th</sup> and the area to the west, with the sound wall and exit ramp for the freeway.
30. Same.
31. Freeway exit to SE 96<sup>th</sup>, to the west of the site.
32. View to the north from the site, along the SE 96<sup>th</sup> Avenue frontage.
33. The main entrance to the school building, facing SE 96<sup>th</sup>, on the property abutting the site to the south.
34. Same.
35. This small parking area on the site currently serves the school. However, the parking area is proposed to be removed and discontinued from school use.
36. Access to the property on the site will have to be made available for the type of development that would occur under the requested EX designation. Limited access, such as demonstrated by this gate and sign, currently separates the property from the surrounding community in a location where support is desired to strengthen the nearby commercial area and light rail station.
37. The requested EX designation will be more likely to correct this situation than the existing RX designation, because it will encourage redevelopment of the site with mixed-uses that can serve the larger community. The minimum required residential density for the site will be maintained through a condition of approval, ensuring that the desired housing potential will not be lost.
38. Conditions of approval will limit the build-out so that the transportation system and the sanitary sewer infrastructure will not be overburdened by the uses and development that can be allowed under the EX designation.
39. The multi-modal transportation options that serve the site can be well-utilized by the mixed-use development that would be allowed by the proposed designation.
40. The redevelopment opportunities of the EX designation will also be more likely to support light rail, as envisioned for this station area.
41. Summary
42. Recommendation