

SANDY BOULEVARD PHASE 1A—

Design Commission Description & Questions for DAR
Mithun - May 7, 2019

GENERAL INFORMATION

Site Address: 2505 Northeast Pacific Street
Property ID: R278421, R278479
Neighborhood: Kerns
Plan District: Sandy Boulevard Plan District
Zoning: CM3, Commercial Mixed Use with design review overlay
Pre-Application: EA 18-180700 on May 31, 2018

DESCRIPTION

This proposal is for Phase 1A of the multi-phased Planned Development for redeveloping the existing Pepsi Bottling Plant on Sandy Boulevard. Located on the southeast portion of the Planned Development, Phase 1A includes approximately 230,000 square feet of development including the renovation of an existing mid-century “Pepsi Pavilion”, one new mixed-use residential building “Building A”, below-grade parking, a new publicly-accessible Plaza at NE Sandy Boulevard and NE 27th Avenue, affordable housing, an improved Sandy Point, and a multimodal east-west connector (woonerf). The project team intends to seek land use review and approval for Phase 1A, targeted for September of 2019 with construction commencing as soon as possible.

The iconic bow-truss portion of the existing Pepsi warehouse (Building P) is proposed to be repurposed into a retail/restaurant Pavilion with approximately 8,960 square feet of commercial space, and on-grade connections to a new publicly accessible Plaza and surrounding open spaces. The remainder of the warehouse “W2 & W3” occupying the Phase 1A site, south of the woonerf at the southwest corner of the Planned Development site, will be demolished and the site used for construction staging and interim parking. The parcel east of 27th will continue to be used as interim surface parking. The existing “W1” warehouse on the northeast corner of the site will be demolished to make room for the future woonerf and be used for interim construction staging and parking. The northwest corner of the site with its existing parking, office, and warehouse will remain in productive use.

The project will use the previously approved Planned Development Bonus to utilize additional height and floor area. Publicly accessible open space provided as part of the bonus incentive includes a new plaza, Phase 1A of the new Pacific Street Woonerf, a new pedestrian and bicycle connection in the woonerf as part of a newly re-dedicated ROW, and an improved Sandy Point. Additionally approximately 80 beds of new affordable housing will be provided within Phase 1A as part of the Planned Development bonus incentive. Building edges are lined with active uses to support a delightful pedestrian experience and the design responds to the neighborhood context by following the Planned Development Design Principles. The mixed use residential

building is currently planned to be Type IA construction at the podium, with Type IIIA wood construction above.

Building A is proposed as two structures connected by open walkways, forming an L-shaped mixed-use residential building wrapping around the north and west sides of the Pavilion. The architecture and landscape architecture of Phase 1A responds to the approved Planned Development's Design Principles. It will include approximately 200 residential units, active ground level uses such as residential amenities, approximately 15,000 square feet of retail space, townhouses fronting onto a future courtyard to the west, work/live fronting the woonerf, and a mews passageway lined by active uses at the ground floor to connect to the woonerf and future Park from the south. It will be approximately eight stories, with an overall height of approximately 87' and an overall floor area of approximately 230,000 gross square feet (excluding the below-grade parking garage). Below grade parking is proposed at approximately 89,500 square feet in two levels, providing approximately 35 retail vehicle stalls, 190-200 resident vehicle stalls and 240 bike stalls. Approximately 16 short-term bicycle parking spaces are provided.

QUESTIONS

1. Do you agree that Building A should be the "Backdrop" to the "Pavilion Star"?
2. Is the Plaza the right balance of active and passive uses?
3. Is the parking garage access in the right location?
4. Do you support our loading strategies?
5. Are we on track responding to the Planned Development Design Principals?