

RIVER DISTRICT DESIGN GUIDELINES



ADOPTED BY THE PORTLAND CITY COUNCIL 1996
AMENDED 1998
MAY 2008



Code Commentary

River District Design Guidelines
Code Commentary Table

Item	Section/Guideline	pg ('98)	pg ('08)	Action
1	Acknowledgements		2	Amended
2	Table of Contents		3	Amended to reflect all changes below.
3	Chapter I Introduction	1	4	Renamed to Introduction
4	Introduction	7	4	Moved from Chapter 2. Amended to reflect current River District character and to omit reference to the list of Central City goals.
5	Central City Design Goals	8	4	Moved from Chapter 2. Amended to delete the list of goals (listed in the Central City Fundamentals)
6	River District Design Goals	8	4	Moved from Chapter 2. Amended to shorten last sentence.
7	Tiers of Design Guidelines	2-3	5-6	Amended to include following sections in order: Central City Fundamental Design Guidelines, River District Design Guidelines, Special Area Design Guidelines, Historic Districts
8	Design Review in the River District	1	-	Deleted ¹ .
9	Design Guidelines and Design Review	1-2	-	Refer to ¹
10	Waiver of Design Guidelines	3-4	-	Refer to ¹
11	Adjustments to Zoning Code Standards	4	-	Refer to ¹
12	Who Conducts Design Review	4	-	Refer to ¹
13	Thresholds for Design Review	5	-	Refer to ¹
14	Pre-application Conference	5	-	Refer to ¹
15	Projects Exempt from Design Review	5	-	Refer to ¹
16	Special Areas Within the River District (Map)	9	7	Amended map to extend the Pearl District Neighborhood northward (Deleted Industrial Sanctuary Area and Tanner Creek Area); Expand North Park Blocks one block north; Expand Chinatown east to 2 nd ; Expand the Waterfront Area south to Skidmore/Old Town
17	Right-of-Way Standards	5	8	Amended to replace "City Engineer" with the Portland Office of Transportation. Name of document amended to reflect updated document (2004)
18	River District Special Design Areas & Design Guidelines	6	-	Deleted

¹ All explanations regarding design review processes occur in the Central City Fundamental Design Guidelines. They have been consistently been omitted within other recent Subdistrict Design Guidelines to ensure that official standing and explanation rest solely within the Central City Fundamental Design Guidelines.

River District Design Guidelines
Code Commentary Table

Item	Section/Guideline	pg ('98)	pg ('08)	Action
	Applicability			
19	Other Relevant Documents	-	8	Added to serve as resource guide to other documents for context
20	How to Use this Document	-	9	Added
21	River District Design Guidelines Applicability Chart	10	-	Deleted
22	A1 Integrate the River	11	10	Amended. Deleted text starting with "This is a Central City Plan Fundamental Guideline..." ²
23	A1-1: Link the River to the Community	11	10	Amended Background text to delete references to Tanner Creek Basin.
24	A2 Emphasize Portland Themes	12	13	Refer to ²
25	A3 Respect the Portland Block Structures	12	13	Refer to ²
26	A3-1 Provide Convenient Pedestrian Linkages	12	13	Amended to Background text to delete references to the pedestrian pathway, which has been implemented. Added text regarding cobblestones, NW Front Avenue/Naito, Burnside, Irving and Kearney, Festival Streets (Flanders and Davis), and 13 th Avenue. Added "This guideline may be accomplished by..."
27	A4 Use Unifying Elements	13	16	Refer to ²
28	A5 Enhance, embellish, & identify areas	13	16	Refer to ²
29	A5-1 Reinforce Special Areas	13	16	Amended text to correspond to Special Areas Map.
30	A5 1-1 Reinforce the identity of the Pearl District Neighborhood	14	17	Amended text to reflect current Pearl District character.
31	A5 1-2 Reinforce the identity of the NW 13 th Avenue Historic District	15	-	Deleted. This guideline is already required by 33.846.060
32	A5 1-3 Establish a new identity for the Tanner Creek Area	16	-	Deleted. This area has been incorporated into the Pearl District Neighborhood
33	A5 1-4 Reinforce the identity of the North Park Blocks Area	17	20	Renumbered to A5 1-2. Amended Background text to reflect current North Park Blocks character.
34	A5 1-5 Reinforce the identity	18	-	Deleted. This guideline is already required by

² The relationship between the Fundamentals and the River District Design Guidelines is explained in Chapter 1 and is redundant throughout the document. If these River District Design Guidelines do not require any more specificity than the Central City Fundamentals, the text has been deleted.

River District Design Guidelines
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Item	Section/Guideline	pg ('98)	pg ('08)	Action
	of the Skidmore/Old Town Historic District			33.846.060
35	A5 1-6 Reinforce the identity of Chinatown.	19	22	Renumbered to A5 1-3. Amended Background text to reflect current Chinatown character. Added text regarding Festival streets and Classical Chinese Garden.. References to signage have been moved to Appendix.
36	A5 1-7 Reinforce the identity of the Union Station Area	21	24	Renumbered to A5 1-4. Amended Background text to reflect current Union Station character.
37	A5 1-8 Reinforce the identity of the Waterfront Area	23	26	Renumbered to A5 1-5. The Background statement has been modified to eliminate any reference to the River Basin. Text added to address properties along NW Front/Naito.
38	A5-2 Enhance NW Front Avenue	25	-	Deleted. Objectives are within the public ROW and are covered within PDOT standards, zoning for transit streets, A1-1, A3-1, C9-1
39	A5-3 Emphasize NW Broadways' bright lights	26	28	Renumbered to A5-2. Amended Background text to reflect current conditions.
40	A5-4 Enhance West Burnside Street	27	-	Deleted. Objectives are within the public ROW and are covered within PDOT standards, A3-1 B1-1
41	A5-5 Incorporate Water Features	28	30	Renumbered to A5-3. Amended Background text to delete references to River Basin. References to the bonus provisions have been deleted. ³ Added "This guideline may be accomplished by..."
42	A5-6 Incorporate Works of Art	29	32	Renumbered to A5-4. Amended to state "Integrate" instead of "Incorporate". References to the bonus provisions have been deleted. (Refer to ⁴) Added "This guideline may be accomplished by..." References to RACC have been moved to Appendix.
43	A6 Reuse/rehabilitate/restore buildings	30	34	Refer to ²
44	A7 Establish & maintain a sense of urban enclosure	30	34	Refer to ²
45	A8 Contribute to the cityscape stage and the action	30	34	Refer to ²
46	A8-1 Design fences, walls and gateways to be seen over	30	34	Added "This guideline may be accomplished by..."
47	A9 Strengthen gateways	30	36	Refer to ²

³ In order to increase the longevity of the document, it is not typical to list specific Code Requirements or provisions within the text of design guidelines.

River District Design Guidelines
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Item	Section/Guideline	pg ('98)	pg ('08)	Action
48	A9-1 Provide a distinct sense of entry and exit	30	36	Amended Background text to delete all references to the River Basin. Added "This guideline may be accomplished by..."
49	B1 Reinforce and enhance the pedestrian system	31	38	Refer to ²
50	B1-1 Provide human scale to buildings along walkways.	31	38	Added "This guideline may be accomplished by..."
51	B1-2 Orient building entries to facilitate transit connections.	31	-	Deleted. This requirement already exists for EX and CX. The small amount of RX is along Naito and is already built out.
52	B2 Protect the pedestrian	32	40	Refer to ²
53	B3 Bridge pedestrian obstacles	32	40	Refer to ²
54	B4 Provide stopping & viewing places	32	40	Refer to ²
55	B5 Make plazas, parks & open spaces successful	32	40	Refer to ²
56	B5-1 Recognize the dual role of the Tanner Creek Park Blocks.	32	40	Amended to read "Recognize the roles of the Tanner Creek Parks". Guideline and background modified to reflect context for current park system and how development should support and enhance it.
57	B5-2 Recognize the River Basin, and its bridges, as prominent landmarks	34	-	Deleted.
58	B5-2 Chinese Classical Garden	-	43	Added.
59	B6 Consider sunlight, shadow, glare, reflection, wind & rain	36	46	Refer to ² . Reworded to read "Develop Weather Protection" to correspond with the Central City Fundamentals.
60	B6-1 Provide outdoor lighting at a human scale	36	-	Deleted. Guideline is now covered under Central City Fundamental Guideline C12.
61	B7 Integrate barrier free design		46	Added to correspond to the Central City Fundamental Design Guidelines.
62	C1 Respect Architectural Integrity	37	-	Deleted.
63	C1 Enhance View Opportunities	-	46	Added. ⁴
64	C1-1 Increase river view opportunities	-	46	Moved from C2-1. (Refer to ⁵) Text modified to delete references to Tanner Creek Basin and waterways.
65	C1-1 Integrate Parking	37	48	Moved to C3-1. Refer to ⁵
66	C2-1 Integrate signs and awnings	39	-	Deleted. This guideline is now covered by C13 and C5.

⁴ The guidelines under *Chapter C Project Design* have been renumbered/reorganized to correspond to the Central City Fundamental Design Guidelines.

River District Design Guidelines
Code Commentary Table

Item	Section/Guideline	pg ('98)	pg ('08)	Action
67	C2 Consider View Opportunities	40	-	Deleted. Refer to ⁵
68	C2-1 Increase river and waterway view opportunities	40	46	Moved to C1-1.
69	C3 Design for Compatibility	41	-	Refer to ⁵
70	C3-1 Locate buildings to provide for future infill on surface parking areas	41	-	Deleted. The area is almost entirely platted out. Development regulations that will address the issues raised by this guideline are: required building lines (33.510.215), ground floor active uses (33.510.2250), and ground floor windows (33.510.220).
71	C4 Establish a graceful transition between buildings and open spaces	42	-	Refer to ⁵
72	C4 Complement the context of existing buildings	-	50	Added.
73	C5 Design corners that build active intersections	42	-	Refer to ⁵
74	C5 Design for coherency	-	50	Added.
75	C6 Differentiate the sidewalk level of buildings	42	-	Refer to ⁵
76	C6 Develop transitions between buildings and public spaces	-	50	Added.
77	C7 Create flexible sidewalk level-spaces.	42	-	Refer to ⁵
78	C7-1 Reduce the impact of residential unit garages on pedestrians	42	50	Moved to C9-1.
79	C8 Give special design attention to encroachments.	43	-	Refer to ⁵
80	C8 Differentiate the sidewalk-level of buildings.	-	50	Added.
81	C9 Integrate roofs and use rooftops	43	-	Refer to ⁵
82	C9 Develop flexible sidewalk-level spaces.	-	50	Added.
83	C9-1 Reduce the impact of residential unit garages.	-	50	Moved from C7-1. Added "This guideline may be accomplished by..."
84	C10 Promote permanence & quality in development	43	-	Refer to ⁵
85	C10 Integrate encroachments	-	51	Added.
86	C11 Integrate roofs and use rooftops	-	51	Added.
87	C12 Integrate exterior	-	51	Added.

River District Design Guidelines
Code Commentary Table

Item	Section/Guideline	pg ('98)	pg ('08)	Action
	lighting			
88	C13 Integrate signs	-	51	Added.
89	Appendix 1. Signage in Chinatown	-	52	Added.
90	Appendix 2. Public Art	-	52	Added
91	Appendix 3. Cobblestones		53	Added
92	Appendix A. Acknowledge the identity of the industrial Sanctuary.	45	-	Deleted. The Industrial Sanctuary Zoning no longer exists in this area.
93	Appendix B. Prepare an open space master plan that incorporates active recreational uses.	45	-	Deleted. The open space master plan was undertaken by Peter Walker in 2001.
94	Appendix C. Special district design guidelines that are recommended for conversion to the central city plan fundamental design guidelines.	46	-	Deleted. The Central City Fundamentals Design Guidelines have been adopted since these guidelines were amended. Any guidelines that are accomplished through the Fundamentals alone were omitted. Any guidelines that strive to accomplish more than the Central City Fundamental Design Guidelines have been retained.

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CHAPTER I INTRODUCTION

Renamed to "Introduction".

All explanations regarding design review processes have been removed:

- Design Review in the River District**
- Design Guidelines and Review**
- Waiver of Design Guidelines**
- Adjustments to Zoning Code Standards**
- Who Conducts Design Review**
- Thresholds for Design Review**
- Pre-application Conference**
- Projects Exempt From Design Review**

These explanations occur in the *Central City Fundamental Design Guidelines*. They have consistently been omitted within other recent *Central City Subdistrict Design Guidelines* (e.g. *South Waterfront*) to ensure that official standing and explanation rest solely within the *Central City Fundamental Guidelines*, which are to be used in conjunction.

Applicability chart and explanation have been removed because of redundancy.

"Right of Way Standards" has been renamed to reflect the name of the updated document.

"Other Relevant Documents" has been added to serve as a resource guide to other documents that may provide context and more detail to areas within the River District.

"How to use this document" image has been added to aide/guide reader (see *South Waterfront Design Guidelines*).

Chapters 1 and 2 have been combined and re-ordered for simplicity and to match more closely with other recently adopted guidelines.

CHAPTER II DESIGN GUIDELINES

To maintain consistency with recent *Subdistrict Design Guidelines*, the format of using normal text for *Fundamental guidelines* and bold text for *River District Design Guidelines* has been eliminated.

Applicability chart has been removed because of redundancy.

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A PORTLAND PERSONALITY

To maintain consistency with more recently adopted Subdistrict Design Guidelines (e.g. South Waterfront Design Guidelines) and to keep the document concise and simple,

In the Table of Contents,

- All Fundamental Guideline headings have been omitted. Only the River District Design Guidelines are listed.
- Guideline Headings replace the entire guideline text.

A5-1 Reinforce Special Areas

Amended to read "Reinforce Special Areas" to correspond to map language.

Because the use of historic district guidelines is already required by 33.846.060, the design guidelines that specify using historic district guidelines (Historic Skidmore/Old Town and NW 13th Avenue Historic District) have been removed. Tanner Creek Area was also removed (the area is now a part of the Pearl District neighborhood). Remaining guidelines were retained and renumbered.

A PORTLAND PERSONALITY (~~RIVER DISTRICT~~)

A1 — Integrate the River
A1-1 Link the river to the community reinforcing its significance 11

A2 — Emphasize Portland Themes

A3 — Respect the Portland Block Structure
A3-1 Provide convenient pedestrian linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods 12

A4 — Use Unifying Elements

A5 — Enhance, Embellish, & Identify Areas
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A5-1-2 Use the N.W. 13th Avenue Historic District Design Guidelines for projects located within the Historic District to reinforce the identity of the district 15

A5-1-3 Establish a new identity for the Tanner Creek Area 16

A5-1-4 Reinforce the identity of the North Park Blocks Area 17

A5-1-5 Use the Skidmore/Old Town Historic District design Guidelines for projects located within the Historic District to reinforce the identity of the district 18

A5-1-6 Reinforce the identity of Chinatown 19

A5-1-7 Reinforce the identity of the Union Station Area 21

A5-1-8 Reinforce the identity of the Waterfront Area with design solutions that contribute to the character of the Waterfront and that acknowledge its heritage 24

A5-1-1 Reinforce the identity of the Pearl District Neighborhood 14

A5-1-2 Reinforce the identity of the North Park Blocks Area 17

A5-1-3 Reinforce the identity of Chinatown 19

A5-1-4 Reinforce the identity of the Union Station Area 21

A5-1-5 Reinforce the identity of the Waterfront Area

A5 2-4

The guidelines pertaining to N.W. Front Avenue and West Burnside were removed, The objectives are within the public right-of-way or are covered under other Central City Fundamental Design Guidelines. See code commentary for each guideline more specific information.

The remaining A5 guidelines were retained and renumbered.

~~A5-2 Enhance N.W. Front Avenue to become an important pedestrian/vehicular landscaped corridor through the River District that is comfortable to pedestrians 25~~
~~A5-3 Emphasize N.W. Broadway Bright Lights 26~~
~~A5-4 Enhance West Burnside Street by extending and improving its boulevard treatment and its environment for pedestrians 27~~
~~*A5-5 Incorporate water features or water design themes that enhance the quality, character, and image of the River District .. 28~~
~~*A5-6 Incorporate Works of Art or other special design features that increase the public enjoyment of the District 29~~

A5-2 Emphasize N.W. Broadway bright lights 26
A5-3 Incorporate water features..... 28
A5-4 Incorporate works of art 29

A6 Re-use/Rehabilitate/Restore Buildings
A7 Establish & Maintain a Sense of Urban Enclosure
A8 Contribute to the Cityscape, Stage & the Action
A8-1 Design fences, walls, and gateways between a building and the sidewalk to be seen over to allow for social interaction 30
A9 Strengthen Gateways
**A9-1 Provide a distinct sense of entry and exit when developing at gateway locations to relate to the special qualities of an area
30**

B PEDESTRIAN EMPHASIS

B1-2 Orient primary building entries at pedestrian circulation points which conveniently and effectively connect pedestrians with transit services 31

This guideline was removed, as the requirement already exists for EX and CX in the Zoning Code. The amount of RX that exists in the River District is already built out and is along Naito.

B5-1 Strengthen the roles of the Tanner Creek Parks

Guideline has been renamed and amended to reflect the current design and concept for the parks within the Pearl District (Jamison Square, Tanner Springs Park, the Fields, and Centennial Mills redevelopment).

B5-2 Recognize the River Basin, and its bridges, as prominent landmarks which integrate the river with the community, and celebrate the region's transportation heritage

This guideline has been deleted because the concept of the River Basin was replaced by the 2001 Urban Design Framework Study for the River District Park System (also known as the Peter Walker Master Plan).

B5-2 Strengthen the significance of the Classical Chinese Garden

This guideline has been added.

B6-1 Provide outdoor lighting at a human scale to encourage evening pedestrian activity

This guideline was removed because it is covered by Central City Fundamentals C12.

B PEDESTRIAN EMPHASIS

~~B1 Reinforce and Enhance the Pedestrian System~~

~~**B1-1 Provide human scale to buildings along sidewalks and walkways**~~
~~**31**~~

~~**B1-2 Orient primary building entries at pedestrian circulation points**~~
~~**which conveniently and effectively connect pedestrians with**~~
~~**transit services**~~ ~~**31**~~

~~B2 Protect the Pedestrian~~

~~B3 Bridge Pedestrian Obstacles~~

~~B4 Provide Stopping & Viewing Places~~

~~B5 Make Plazas, Parks & Open Space Successful~~

~~**B5-1 Recognize the Tanner Creek Park Blocks as both a neighborhood**~~
~~**park and a key link in the cross-town park blocks corridor**~~ ~~**33**~~

~~**B5-1 Strengthen the roles of the Tanner Creek Parks**~~

~~**B5-2 Recognize the River Basin, and its bridges, as prominent**~~
~~**landmarks which integrate the river with the community, and**~~
~~**celebrate the region's transportation heritage**~~ ~~**35**~~

~~**B5-2 Strengthen the significance of the Classical Chinese**~~
~~**Garden**~~

~~B6 Consider Sunlight, Shadow, Glare, Reflection, Wind & Rain~~

~~**B6-1 Provide outdoor lighting at a human scale to encourage evening**~~
~~**pedestrian activity**~~ ~~**36**~~

C Project Design

[This section has been renumbered to maintain consistency with current Central City Fundamentals numbering.]

C1-2 Integrate signs and awnings to be complementary and respectful to a building's architecture

This guideline was removed because the requirement is covered by Central City Fundamentals C13 and C5.

C3-1 Locate building to provide for future infill on surface parking areas

This guideline has been removed. The area is almost entirely platted out. Development regulations that will address the issues raised by this guideline are: required building lines (33.510.215), ground floor active uses (33.510.2250, and ground floor windows (33.510.220).

All other guidelines were retained and renumbered.

C. PROJECT DESIGN

C1 — Respect Architectural Integrity
~~*C1-1 Design surface parking and parking garage exteriors to visually integrate with their surrounds 37~~
~~*C1-2 Integrate signs and awnings to be complementary and respectful to a building’s architecture 39~~

C2 — Consider View Opportunities
C2-1 Increase river and waterway view opportunities to emphasize the River District ambiance 40

C3 — Design for Compatibility
~~*C3-1 Locate building to provide for future infill on surface parking areas 41~~

C4 — Establish a Graceful Transition Between Buildings & Open Spaces

C5 — Design Corners That Build Active Intersections

C6 — Differentiate the Sidewalk Level of Buildings

C7 — Create Flexible Sidewalk-Level Spaces
~~*C7-1 Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets 42~~

C8 — Give Special Design Attention to Encroachments

C9 — Integrate Roofs & Use Roof Tops

C10 — Promote Permanence & Quality in Development

C1 — Enhance View Opportunities
C1-1 Increase river view opportunities 40

C2 — Promote Quality and Permanence in Development

C3 — Respect Architectural Integrity
C3-1 Integrate parking 37

C4 — Complement the Context of Existing Buildings

C5 — Design for Coherency

C6 — Develop Transitions Between Buildings and Public Spaces

C7 — Design Corners that Build Active Intersections

C8 — Differentiate the Sidewalk-Level of Buildings

C9 — Develop Flexible Sidewalk-Level Spaces
C9-1 Reduce the impact of residential unit garages on pedestrians 42

C10 — Integrate Encroachments

C11 — Integrate Roofs and Encroachments

C12 — Integrate Exterior Lighting

C13 — Integrate Signs

~~* See Appendix, Item C~~

Appendix

These items in the appendix have been added:

1. Signage in Chinatown
2. Public Art
3. Cobblestones

A new ordinance number will replace the current one as this document gets adopted.

These items in the appendix have been deleted as all considerations are now no longer relevant:

- A. The Industrial Sanctuary Zoning no longer exists in this area.
- B. The open space master plan was undertaken by Peter Walker in 2001.
- C. The Central City Fundamentals Design Guidelines have been adopted since these guidelines were amended. Any guidelines that are accomplished through the Fundamentals alone were omitted. Any guidelines that strive to accomplish more than the Central City Fundamental Design Guidelines have been retained.

APPENDIX—OTHER CONSIDERATIONS

- 1. Signage in Chinatown
- 2. Public Art
- 3. Cobblestones

~~A. Acknowledge the identity of the Industrial Sanctuary 45~~

~~B. Prepare an Open space Master Plan that Incorporates Active Recreational Uses
45~~

~~C. Special District design Guidelines that are Recommended for Conversion to the
Central City Plan Fundamental Design Guidelines 46~~

~~**Ordinance No. 169822** **47**~~

CHAPTER I INTRODUCTION

Introduction, Central City Design Goals, and River District Design Goals were moved to Chapter 1 from Chapter 2. They have been slightly edited from the original format (see Chapter 2 for more specific information).

CHAPTER I INTRODUCTION
~~RIVER DISTRICT DESIGN GUIDELINES:~~
THE FRAMEWORK

Introduction

The River District is a remarkable place within the region. The area is rich with special and diverse qualities that are characteristic of Portland. Further, the River District accommodates a significant portion of the region's population growth. This area emphasizes the joy of the river, connections to it, and creates a strong sense of community. The goals frame the urban design direction for Central City and River District development.

When changes are considered to the design guidelines, these changes must enhance understanding of, or implementation of, the goals. The second and most common instance that will require reference to the goals occurs when an applicant requests waiver of one or more of the design guidelines. Requests for waiver of a design guideline will be granted when the applicant has demonstrated to the review body, in their application, that granting the waiver will better meet the goals than would a design that meets the specific guideline for which the waiver is sought. In cases where a waiver is requested, the goals act as the approval criteria for consideration of the requested waiver. If the design does not accomplish each of the goals, waiver of the design guideline will not be approved. Both the Central City and River District Goals must be addressed when considering a request for waiver of a design guideline.

Central City Design Goals

The Goals for Central City Design Review are located within the Central City Fundamental Design Guidelines, which are to be used in conjunction with this document. They apply within the River District as well as to the other Central City policy areas.

River District Design Goals

An additional set of goals for the design review process augment the Central City Fundamental Goals. These goals for design review are specific to the River District. River District Goals design goals are:

- 1. Extend the river into the community to develop a functional and symbolic relationship with the Willamette River.**
- 2. Create a community of distinct neighborhoods that accommodates a significant part of the region's residential growth.**
- 3. Enhance the District's character and livability by fostering attractive design and activities that give comfort, convenience, safety and pleasure to all its residents and visitors.**
- 4. Strengthen connections within the River District, and to adjacent areas.**

Commentary

All explanations regarding design review processes have been removed.

These explanations occur in the *Central City Fundamental Design Guidelines*. They have consistently been omitted within other recent *Central City Subdistrict Design Guidelines* (e.g. *South Waterfront*) to ensure that official standing and explanation rest solely within the *Central City Fundamental Guidelines*, which are to be used in conjunction.

Design Review in the River District

Portland's Central City reflects decades of successful partnership between the public and private sectors. Public investments in infrastructure, parks, plazas, public art, street trees, the Transit Mall, light rail transit facilities, and freeways have fostered private investment in new office, retail, hotel, and residential developments. Together these investments have created an urban environment which has gained international prominence for its liability, humanity, and economic success. Supporting the Central City's success and growth has been the ongoing care given to the design of public and private development projects. A key aspect of this care has been design review.

During the coming years significant growth has been planned for the Central City. Much of this growth will be concentrated in the Central City's River District policy area. Development of over a million square feet of new commercial space is planned in conjunction with over 5,000 new housing units.

A new high density residential and mixed use neighborhood will emerge as obsolete rail yards and related facilities are replaced by new developments. This private investment will be supported by an estimated 140 million dollars of public infrastructure improvements. These improvements will include new roads, parks, and public attractions that will enrich not only the district, but the entire region. These improvements will help to insure the success of private investments. To protect this investment the City requires that all projects be approved through the design review process before a building or other development permit is granted.

Design Guidelines and Design Review

Design guidelines are provided for each of Portland's design zones to inform prospective applicants, and the community, of the issues that will be addressed during the design review process. This set of design guidelines is specifically for projects located in the River District. These guidelines, along with the **Central City Fundamental Design Guidelines**, are the approval criteria that will be used when conducting design review within the River District.

Commentary

All explanations regarding design review processes have been removed (continued).

River District Design Guidelines Amendments

During the design review process the review body must find that the project being reviewed meets each of the applicable design guidelines. Projects that meet all the guidelines will be approved. Projects that fail to meet one or more of the guidelines will not be approved. The review body may approve the design, approve the design with conditions, or deny the project a development and/or building permit. When conditions are attached to a project's approval the conditions will require modifications to the proposed design that are necessary to ensure the project's compliance with the design guidelines. Generally, the review body would rather the applicant revise their design to address design deficiencies rather than have the City impose a specific solution through conditions.

The design review process is intended to be flexible, encouraging builders to propose innovative designs. For this reason guidelines are qualitative statements rather than quantitative standards. Quantitative approval criteria have been avoided to help ensure that the guidelines do not dictate design. There are many acceptable ways to meet each of the guidelines. Examples of alternative ways to meet the guideline are provided to stimulate the designer's search for a design that meets both the client's program and the guidelines. Designers are urged to consider the examples as explanatory information about the guideline. The examples are not an exclusive list, and are not intended to be used as recommended solutions.

While the design guidelines are qualitative, they nevertheless are mandatory and have legal effect as approval criteria. They are applied in a design review proceeding that is a land use review under Oregon law. The qualitative language in which the guidelines are stated is intended to provide designers flexibility in achieving the guidelines' intent. It does not imply that the guidelines are not requirements; they are. This flexibility shall not be construed as rendering the guidelines merely advisory or otherwise diminish their legal effect. Guidelines must be addressed, or specifically waived. The applicant is responsible for explaining, in their application, how their design meets each of the guidelines.

Tiers of Design Guidelines

This section has been reorganized to reflect format of recent Subdistrict Design Guidelines (e.g. South Waterfront), retaining an explanation of the relationship between the Central City Fundamental Design Guidelines and River District Design Guidelines.

Special Area Design Guidelines are discussed as a subset of River District Design Guidelines.

Tiers of Design Guidelines

~~There are potentially two tiers of design guidelines applied as approval criteria to a given development project. The Central City Plan Fundamental Design Guidelines must be met by every project within the Central City, including those within the River District. The River District Design Guidelines (the guidelines contained within this document) are specific to the River District policy area of the Central City. All projects within the River District must meet the River District's design guidelines.~~

Central City Fundamental Design Guidelines

Because the River District is a subdistrict of Portland's Central City Plan District, the Central City Fundamental Design Guidelines apply throughout the River District. The fundamentals serve as the base set of design guidelines for all subdistricts of the Central City and address basic issues about the design of buildings in an urban environment. The Introduction chapter of the Central City Fundamental Design Guidelines contains a detailed description of the Central City's design guideline system and design review process.

River District Design Guidelines

This document contains the River District Design Guidelines, a supplement to the Central City Fundamental Design Guidelines. These guidelines add specificity to the fundamentals, addressing design issues unique to the River District.

Compliance with the design guidelines in this document can take many different forms for different proposals -- discussion of proposed designs among the applicant(s), design review staff, and the Portland Design Commission is encouraged. Design guidelines are intended to state broad design objectives and to provide guidance; they should not be construed as prescriptive standards.

~~The River District area includes several sub-areas that must meet these sub-area guidelines. Many of the sub-area guidelines are included within this document. In addition, several sub-areas within the River District are designated as historic districts.~~

Special Area Design Guidelines. ~~The River District is divided into several special sub-areas (see map on page 9). For each of these special sub-areas, additional guidelines have been created. These special sub-area design guidelines clarify the application of the fundamental and River District design Guidelines and take precedence if there is a conflict with a fundamental or River District design guideline. Special sub-area design guidelines are applied within the special sub-area only, and are listed within A5-1 in this document.~~

Commentary

Historic District Design Guidelines are addressed under its own heading. Text was modified to clarify the role of historic district design guidelines within the framework.

To maintain consistency with recent Subdistrict Design Guidelines, the format of using normal text for Fundamental guidelines and bold text for River District Design Guidelines has been eliminated.

River District Design Guidelines Amendments

In general, these tiers of guidelines build on each other. The River District Design Guidelines elaborate on themes established in the fundamental guidelines and provide guidance about how the fundamentals should be applied to sites within the River District. The special sub-area guidelines also elaborate on the fundamentals, and to some extent the River District Design Guidelines. ~~All tiers of guidelines have been drafted with an eye to avoiding conflicts. However, should a conflict be identified~~ If there is a conflict between any of the Central City Fundamental Design Guidelines, River District Design Guidelines, or special area design guidelines, it will be resolved in favor of the more local or area specific guideline. River District Design Guidelines take precedence over Central City Fundamental Design Guidelines. Special sub-area guidelines take precedence over River District guidelines.

Historic Districts. There are historic districts within the River District (see map on page 10). River District Design Guidelines will not be applied to design review within historic districts if the historic district contains its own set of design guidelines that are used as approval criteria by the review body Landmarks Commission. Historic design review within historic districts will use the Central City Plan fundamental Fundamental Design Guidelines and the historic district design guidelines specifically adopted for each historic district. ~~Within these historic sub-areas or districts, there are historic district design guidelines~~ However, Guidelines for historic districts are listed in separate documents. ~~In addition, The design review of proposals that include historic landmarks may include~~ require the application of additional approval criteria that are applied to landmarks throughout Portland. ~~These historic design review approval criteria are listed in Portland's Zoning Code.~~

Copies of the Central City Fundamental Design Guidelines, historic district design guideline documents, and the Title 33 of the Portland Zoning Code are available at the Bureau of Planning. Please call 503-823-7700, or visit our web page at www.portlandonline.com. Copies of the document can also be obtained from the City's Development Services Center, at 503-823-7526.

~~This document includes a listing of the Central City Plan Fundamental Design Guidelines, which apply throughout the Central City, and the specific and detailed text for the River District Design Guidelines, which are applicable to the River district area only. Some River District Design Guidelines are followed by "This guideline may be accomplished by: a..., b..., c..., ..." statements. These statements are provided as ideas and examples of how a guideline may be met. They are not part of the guideline. The River District design Guidelines take precedence should there be a conflict with a Central City Plan fundamental Design Guideline. The River District and Fundamental Design Guidelines are intended to be used together. The River District Guidelines are located in sequence with the fundamental guideline titles to aid the reader and reviewer in understanding how the two sets of guidelines relate to each other.~~

~~The titles of the Fundamental Design Guidelines are in normal text while the **River District Design Guidelines are in bold text.** Copies of the complete text of the Central City Fundamental Design Guidelines are available at the Bureau of Planning (Room 1002, 1120 S.W. Fifth Avenue, Portland, Oregon, 97204 1966). The City charges a fee for design review.~~

Commentary

All explanations regarding design review processes have been removed (continued).

Waiver of Design Guidelines

Review bodies conducting design review look forward to the designers proposing innovative solutions that respond to the project's program as well as the guidelines. Allowing the waiver of one or more guidelines during the design review process reflects the City's concern that the guidelines not become a rigid set of requirements that stifle innovation.

The review body conducting design review may waive one or more guidelines for a specific project. A guideline may be waived when the review body finds that the proposed development will better meet the Goals for Central City and River District design review than would a project that complied with the guideline. Should the applicant wish a guideline waived they must explain, in their application, how the design will better meet the Goals for Central City and River District design review than would a design that met the guideline. The Goals for Central City and River District design review are listed in Chapter 11 of this document.

Adjustments to Zoning Code Standards

During the design review process the review body may grant adjustments to some of the zoning code's site related development standards. These modifications are considered as part of the design review process and are not required to go through a separate adjustment process. To obtain approval of these adjustments the applicant must show that the proposal better meets the design guidelines and will, on balance, be consistent with the purpose of the regulation for which the adjustment is sought. The design guidelines in conjunction with the purpose statement for the provision that an adjustment is requested are the approval criteria for consideration of the requested adjustment.

Any change to use related standards is subject to a separate process. Use related standards are those that govern the intensity of the use. Adjustments to parking standards must also include consideration of the Central City Transportation Management Policy (CCTMP). The policies adopted with the CCTMP are also approval criteria that must be considered in weighing approval of adjustment to parking standards within the River District. Adjustment may not be considered or granted for standards that prohibit adjustments, such as height and bulk regulations within the Central City.

Commentary

All explanations regarding design review processes have been removed (continued).

Waiver of Design Guidelines

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Commentary

All explanations regarding design review processes have been removed (continued).

Who Conducts Design Review

Generally design review is conducted by the Design Commission or the design review staff. Projects located in Historic Districts, Historic Conservation Districts or that affect a City designated landmark are reviewed by the City's Historic Landmarks Commission or the design review staff. Minor projects are reviewed by the design staff. The Design and Landmarks Commissions review major cases and appeals of staff decisions on minor cases. The Landmarks Commission uses these guidelines as their approval criteria when they have the responsibility for design review of a project located within the River District. The distinction between major and minor cases is made based on established thresholds.

Thresholds for Design Review

Determining whether a specific development project is major or minor is based on objective standards called thresholds. Minor projects are processed administratively through the City's Type II procedure. Appeals of administrative decisions are made to the Design or Historic Landmarks Commissions. When a minor case decision is appealed the Commission's decision is the final local decision. Major cases are processed through a Type III procedure. Type III procedures include a hearing before either the Design or the Historic Landmarks Commission. The Commission's decision may be appealed to the City Council who, in an appealed case, makes the final local decision.

Thresholds: In the River district new development or exterior alterations, either of which exceed \$1,000,000 in 1990 dollars are major projects. All other projects, except historic resources, are minor, unless the project is exempt from design review. However, historic design review varies depending on the type of proposal. The review procedures for the various types of historic reviews are stated in the City's zoning code.

Pre-application Conference

Before making formal application for a Type III design review procedure a pre-application conference is required. A pre-application conference is suggested but not required for Type II procedures. Project designers are encouraged to request an early briefing with the design review staff prior to formal application for design review.

Pre-application conference and/or informal meeting with staff provides an opportunity to informally discuss issues related to the project's design. This information allows the designer and project developer to prepare their design and application for design review with a better understanding of the process and the guidelines, or approval criteria. Representatives from other City Bureaus and citizen groups, such as neighborhood and business associations are invited to attend pre-application conferences.

All explanations regarding design review processes have been removed (continued).

Special Areas Within the River District (map)

Map has been updated to reflect the following changes:

- Elimination of the Tanner Creek Area and Industrial Sanctuary (now included in the Pearl District Neighborhood).
- The North Park Blocks Area expanding one block north
- Chinatown expanding east to 2nd Avenue, incorporating the Classical Chinese Garden and blocks surrounding it
- The Waterfront Area expanding south to the half-block boundary of the Skidmore/Old Town Historic District
- New Chinatown/Japantown Historic District

Right-of-Way Standards

This section has been edited to replace the phrase "City Engineer" with the Portland Office of Transportation, and the name of the document is amended to reflect the updated document (2004).

Other Relevant Documents

"Other Relevant Documents" has been added to serve as a resource guide to other documents that may provide context and more detail to areas within the River District.

How to Use this document

An Image illustrating "How to Use this Document" is added to visually describe each component of the guideline (Background statement, guideline, graphics and illustrations, etc.).

Projects Exempt from Design Review

Some projects are exempt from design review. These tend to be changes that do not significantly alter an existing building's or structure's character. Projects exempt from design review are those which are exempted by the provisions of the City's Zoning Code.

Special Areas within the River District (map)

Design Criteria for Public Right-of-Way Standards

The ~~Special River District~~ Design Guidelines ~~for the~~ make reference to and describe the desired character of the various streets in the River District in a way that ~~is~~ supportive of the supports adjacent private development. However, specific design treatment and use of the public right-of-way is found in the River District Right-of-Way ~~Design Criteria and Typical~~ Standards.

The criteria, developed by the ~~City Engineer~~ Office of Transportation with guidance and recommendations from the Design Commission, establish specific design parameters which provide for design consistency, coordination of public improvements and support for adjacent private development. Their intent is to establish a distinct urban character, expand and enhance the transportation system and provide an enjoyable and active pedestrian and bike environment. These Right-of-Way Design Criteria must ~~be used as administered by the city Engineer~~ be met by all new proposals.

The criteria are organized by functions of the streets and ~~detail use~~ use details and materials to enhance circulation, transit, the pedestrian and bike environment, street furniture, street trees, lighting and underground facilities. The criteria document may be obtained from the ~~office of the City Engineer~~ Portland Office of Transportation.
Where to obtain?

Other Relevant Documents

Other documents which may provide useful information and insight to the applicant are listed below. These documents are a resource only, and will not be used as approval criteria:

- North Pearl District Plan Policy Framework Analysis, 2007
- North Pearl District Plan Urban Design & Development Charrette Summary, 2007
- Pearl District Development Plan and Appendix, 2001
- River District Park System Urban Design Framework Study (also known as the Peter Walker Master Plan), 2001

How to Use this Document (image)

Each guideline addresses a single issue and has the same structural components:

River District Special Design Areas & Design Guidelines Applicability

This amendment removes the chart for simplicity; therefore, the explanation is deleted.

~~River District Special Design Areas & Design Guidelines Applicability~~

~~On page 9 of this document is a map that delineates the special design areas within River District. On page 10 is a design guideline applicability chart that illustrates which guidelines apply to the different design areas. Additionally, the chart identifies minor project types that are subject to only a few of the River District design guidelines. The applicability chart clarifies where each guideline applies. An applicant need only address those guidelines that are identified as applicable on this chart.~~

Commentary

The contents of Chapter 2 have been moved to Chapter 1. In addition, original text has been amended. The following code commentary reflects changes to the text. See Chapter 1 for final text.

Introduction

The text has been amended to reflect the current River District character. Typos have been amended.

CHAPTER II

RIVER DISTRICT GOALS

Introduction

The River District is ~~planned to become~~ a remarkable place ~~that is remarkable~~ within the region. The area is ~~intended to grow~~ rich with special and diverse qualities that are, ~~or will become~~ characteristic of Portland. Further, the River District ~~will accommodate~~ accommodates a significant portion of the region's population growth. ~~The plan calls for the creation of a new community of dense neighborhoods, housing a resident population of over 15,000 people, and providing jobs, services, and recreation to this population and others.~~ This area ~~is intended to emphasize~~ emphasizes the joy of the river, connections to it, and ~~erate~~ creates a strong sense of community. The goals frame the urban design direction for Central City and River District development.

~~There are two sets of goals presented in this section. Listed first are those for the Central City as a whole. The Central City wide goals are followed by those that have been developed specifically for the River District. Both sets are considered and weighed when a reference to the goals is required. There are two circumstances in which these goals will need to be considered.~~

When changes are considered to the design guidelines these changes must enhance understanding of, or implementation of, the goals. The second, and most common instance that will require reference to the goals, occurs when an applicant requests waiver of one or more of the design guidelines. Requests for waiver of a design guideline will be granted when the applicant has demonstrated to the review body, in their application, that granting the waiver will better ~~implement~~ meet the goals than would a design that meets the specific guideline for which the waiver is sought. In cases where a waiver is requested the goals act as the approval criteria for consideration of the requested waiver. If the design does not accomplish each of the goals, waiver of the design guideline will not be approved. Both the Central City and River District Goals must be addressed when considering a request for waiver of a design guideline.

Commentary

The contents of Chapter 2 have been moved to Chapter 1. In addition, original text has been amended. The following code commentary reflects changes to the text. See Chapter 1 for final text.

Central City Design Goals

The goals for the Central City have been omitted so that they reside within the Central City Fundamentals. This ensures that official standing rests solely within the Central City Fundamental Guidelines, which are to be used in conjunction. If they are ever amended, they will only need to be changed in one place.

River District Design Goals

Shortened last sentence.

Central City Plan Design Goals

The Goals for Central City Design Review are located within the Central City Fundamental Design Guidelines, which are to be used in conjunction with this document. ~~This set of goals are those developed to guide development throughout the Central City. They apply within the River District as well as to the other seven Central City policy areas. The nine goals for design review within the Central City are as follows:~~

- ~~1. Encourage urban design excellence in the Central City.~~
- ~~2. Integrate urban design and preservation of our heritage into the process of Central City development.~~
- ~~3. Enhance the character of Portland's Central City districts.~~
- ~~4. Promote the development of diversity and areas of special character within the Central City.~~
- ~~5. Establish an urban design relationship between the Central City districts and the Central City as a whole.~~
- ~~6. Provide for a pleasant, rich and diverse pedestrian experience in the Central City.~~
- ~~7. Provide for the humanization of the Central City through promotion of the arts.~~
- ~~8. Assist in creating a 24-hour Central City which is safe, humane and prosperous.~~
- ~~9. Assure that new development is at a human scale and that it relates to the character and scale of the area and the Central City.~~

River District Design Goals

An additional set of goals for the design review process augment the Central City Fundamental Goals. These are goals for design review that are specific to the River District policy area of the Central City. There are four River District Design Goals for design review; they are:

- 1. Extend the river into the community to develop a functional and symbolic relationship with the Willamette River.**
- 2. Create a community of distinct neighborhoods that accommodates a significant part of the region's residential growth.**
- 3. Enhance the District's character and livability by fostering attractive design and activities that give comfort, convenience, safety and pleasure to all its residents and visitors.**
- 4. Strengthen connections within the River District, and to adjacent areas.**

CHAPTER II DESIGN GUIDELINES

MAP OF SPECIAL AREAS WITHIN THE RIVER DISTRICT

Map has been moved to chapter 1.

Table has been omitted.

CHAPTER II DESIGN GUIDELINES

~~CHAPTER III~~

~~RIVER DISTRICT DESIGN GUIDELINES~~

~~(Map)~~

~~SPECIAL DESIGN AREAS WITHIN RIVER DISTRICT~~

~~(Table)~~

A. PORTLAND PERSONALITY

All text that repeats the following:

This is a *Central City Plan Fundamental Design Guideline*. The *River District Design Guideline* that follows is linked to this *Fundamental Design Guideline*. The *River District Guideline* elaborates, expands, and clarifies the meaning of the *Fundamental Guideline* as it applies within the River District.

has been eliminated. The relationship between the *Central City Fundamental Guidelines* and the *River District Design Guidelines* are explained in Chapter I and are redundant throughout the document.

A1-1 LINK THE RIVER TO THE COMMUNITY

The Background statement has been amended to delete references to Tanner Creek Basin. It has been amended to include language that reflects the desire to link the river to the community via expression and orientation of streets and accessways, buildings, and open spaces in order to celebrate and pay tribute to the river's importance.

A. PORTLAND PERSONALITY (~~RIVER DISTRICT~~)

A1 INTEGRATE THE RIVER

This is a Central City Plan Fundamental Design Guideline. The River District Design Guideline that follows is linked to this Fundamental Design Guideline. The River District Guideline elaborates, expands, and clarifies the meaning of the Fundamental Guideline as it applies within the River District.

A1-1 LINK THE RIVER TO THE COMMUNITY

BACKGROUND

Since the days of the first settlers, the Willamette River has provided Portland with pleasure, passage, and profit. Its connection to the Pacific Ocean allowed Portland to become an international port which nourished the growth of the City. The river has always been the focus for Portland. It is the central feature and reason for Portland's existence.

As new development in the River District pushes north towards the Willamette River, the opportunity arises to reflect the nearby presence of the river within the district. Although the river gets quite close to many sites, it is effectively cut off from most areas by Naito Parkway and the railroad. In addition, as the river is not easily visible, linking the river to the community visually and physically will lean heavily on the expression and orientation of streets and pedestrianways, buildings, and open spaces in order to celebrate the river's importance to the community.

Orienting buildings and towers perpendicular to the river signals a shift in the landscape that will foster an awareness of the river's presence for residents, commuters, workers, and visitors. Private pedestrianways and streets arranged perpendicular to the river and the greenway will create strong connections that orient people toward it. Open spaces that enhance views of the Willamette River or features associated with it, such as the greenway, bridges or water-related uses will strengthen the river's significance within the district.

In order to celebrate and pay tribute to the river's importance, a very special focus is desired for the River District waterfront. A major river inlet is to be created and extended inward into the heart of the District, providing river access that will stimulate and support District development. New bridges on Front Avenue crossing the inlet basin will reinforce the District's river feeling and significance. This river "gateway" for the District will enhance the relationship between the District and the Willamette. Additionally, the daylighting of Tanner Creek and its connection to the basin will be a contributing asset for the River District.

This dynamic new urban design emphasis will contribute to a distinct and clear image of the District. In effect, the new "gateway" and waterway system focuses and organizes a District Development Plan that celebrates the origin of Portland — the Willamette. The inlet bridges, basin, waterways, and the incorporation of the daylighting of historic Tanner Creek will establish a "river" personality for the District. This extension of river to community will provide the River District its centerpiece of interest and activity.

Commentary

No changes.

GUIDELINE: Link the Willamette River to the community reinforcing the river's significance.

This guideline may be accomplished by:

- 1. Organizing land areas, and groupings of buildings to visually define the river's linkage to the community.**
- 2. Focusing and articulating roadways and pedestrianways to emphasize the river.**
- 3. Developing projects that celebrate the river, and contribute to creating centers of interest and activity that focuses on the Willamette.**
- 4. Connecting the internal areas of the District to the Willamette Greenway Trail.**

A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES

The Background statement has been amended to delete references to the pedestrian pathway, which has been implemented. Text was also added to discuss the reuse or retention of cobblestone within the design of streets and pedestrianways.

Due to the elimination of *Guidelines A5-2 Enhance NW Front Avenue* and *A5-4 Enhance West Burnside Street*, text referring to the orientation of buildings and connections across Burnside and Naito has been added.

Text has been added to include specific references to Irving and Kearney.

A2 EMPHASIZE PORTLAND THEMES

~~This is a Central City Plan Fundamental design Guideline.~~

A3 RESPECT THE PORTLAND BLOCK STRUCTURES

~~This is a Central City Plan fundamental Design Guideline. The River District Design Guideline that follows is linked to this Fundamental Design Guideline. The River District Guideline elaborates, expands, and clarifies the meaning of the Fundamental Guideline as it applies within the River District.~~

A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES

BACKGROUND

~~Incorporating pedestrian connections to the waterfront is critical to the transformation of the River District from an industrial area (which is currently unfriendly to pedestrian movement) to as a mixed use residential community that successfully facilitates and accommodates the pedestrian. It is important In order to improve the safety, convenience, pleasure, and comfort of pedestrians, development should support and enhance by creating a pedestrian network throughout the District which provides easy pedestrian connections with the adjacent neighborhoods and the waterfront. These pedestrianways should be designed to be active, visible, and well lit, providing a safe and secure environment. Of particular importance is a connection between the northwest extended transit mall and the Greenway Trail. If possible, this pedestrian pathway should be located through the Union Station development parcel south of the Broadway Bridge, and continue through McCormick Pier to the boardwalk at the river's edge. Appropriate lighting and trees should articulate this connection. Reusing or retaining cobblestone that was imported at the turn of the century to line the district's streets recognizes the historic character of the industrial area within pedestrianways while providing a level of texture that reinforces the pedestrian scale (Refer to the Appendix for information about cobblestones).~~

~~Interstate 405 and West Burnside Street form barriers between the River District and the adjacent neighborhoods to the west and south. Look for Design opportunities which will should strengthen the pedestrian character of the street connections located under raised portions of the interstate. Active building fronts should line Burnside. Orientation of buildings along Burnside and stronger connections across and along Burnside, and which will better accommodate pedestrian life along Burnside.~~

~~Creating physical and visual links across NW Front/ Naito Parkway is also key in strengthening the connection to the Willamette River. Buildings should orient to NW Front/ Naito with ground floor windows and entries located along the street to enhance the pedestrian environment and identify a more strengthened connection.~~

~~Development should also find ways to integrate open spaces and trails which further link the river and surrounding neighborhoods. Kearney and Irving are two examples of streets which provide a dense pedestrianway network throughout the district. Development along these streets should strengthen this network through the orientation of windows, entries, stoops, and other building elements which emphasize these linkages.~~

A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES (continued)

Text was added to refer to the Festival Streets, Flanders and Davis, and character along 13th Avenue.

Text was added to describe how this guideline may be accomplished

In addition to creating a dense pedestrian network, many streets in the River District provide a unique and historic or cultural role. Two festival streets located in Chinatown, Davis and Flanders, are curbless streets with bollards delineating the roadway from the pedestrian-only sidewalk. These streets allow space for the district to gather and celebrate during community events. NW 13th Avenue features hundred-year-old loft warehouses and also serves as an active, mixed-use pedestrian corridor, stretching beyond its historic district boundaries. NW 13th Avenue hosts a lively street fair on First Thursdays, populated with artists and musicians as well as patrons and residents. Development along these streets should encourage flexibility and creativity, reinforcing the sense of place that the streets embody.

GUIDELINE: Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods.

This guideline may be accomplished by:

1. Using visual and physical cues within the design of the building and building entries to express connections to the river and to adjacent neighborhoods.
2. Orienting integrated open spaces and trails that physically and visually link the river and/or surrounding neighborhoods.
3. Reusing or retaining cobblestone within the design of new pedestrianways.
4. Encouraging flexibility and creativity along streets enhancing their historic or cultural role.
5. Creating visual and physical links across major corridors such as I-405, Burnside, and Front/Naito to strengthen connections to the river and other neighborhoods.

A5-1 REINFORCE SPECIAL AREAS

Amended text to correspond to Special Areas map.

Modified the guideline to reflect current numbering.

A4 USE UNIFYING ELEMENTS

~~This is a Central City Plan Fundamental Design Guideline.~~

A5 ENHANCE, EMBELLISH, & IDENTIFY AREAS

~~This is a Central City Plan fundamental Design Guideline. The River District Design Guidelines that follow are linked to this Fundamental Design Guideline. The River District Guidelines elaborate, expand, and clarify the meaning of the Fundamental Guideline as it applies within the River District.~~

A5-1 REINFORCE DISTINCT SPECIAL AREAS

BACKGROUND

~~The River District is composed of many distinct special areas (see map on page 9). The River District is a distinctive community, containing two recognized neighborhood associations (the Pearl District and Old Town/Chinatown) and a portion of a third association — NINA (Northwest Industrial Neighborhood Association). Within these neighborhoods are distinctive areas — each Each of these areas is characterized by a special features, by special opportunities, or a special history. While it is important to strengthen neighborhood identity and to create stronger linkages between the various parts of the River District, it is also important that project designs capitalize on and enrich the qualities and opportunities which are unique to the “communities” within the River District.~~

GUIDELINE: Enhance the qualities that make each area distinctive within the River District, using the following “Special Area Design Guidelines” (A5-1-1 – A5-1-8) (A5-1-1 – A5-1-5).

A5-1-1 REINFORCE THE IDENTITY OF THE PEARL DISTRICT NEIGHBORHOOD

The Background statement and "This may be accomplished by..." statement have been amended to reflect current Pearl District character.

A5-1-1 REINFORCE THE IDENTITY OF THE PEARL DISTRICT NEIGHBORHOOD

BACKGROUND

The Pearl District neighborhood is a unique vibrant urban neighborhood of mixed commercial, industrial and residential activities uses with building heights typically of one to five stories. At present it is a neighborhood in transition. Originally accommodating warehousing activities, many of the Pearl District's older, multistory buildings are being have been converted to mixed residential and retail use with the active participation of the city and local developers. The area is an urban mix of old and new buildings and structures juxtaposed, with visual and physical references to its warehousing past. Many of the restored and newer buildings have achieved LEED certification, and many use recycled historic materials within the design of the site or the building itself. The Pearl District is characterized by views of the Fremont Bridge, a rich fabric of historic buildings,, the presence of streetcar, and The Pearl District possesses the city's greatest concentration of art galleries. and has The Pearl District hosts a lively monthly "First Thursday" art walk attendance at featuring dozens of gallery openings. Design studios, interior showrooms and rehearsal lofts, along with loft living units, add to the arts population and warehouse feel.

As property values appreciate, while residential and retail uses increase, the District's industrial base continues to diminish.

GUIDELINE: Reinforce the identity of the Pearl District Neighborhood.

This guideline may be accomplished by:

- 1. Recognizing the urban warehouse character of the Pearl District when altering existing buildings, and when designing new ones; ~~Designs should provide a unified, monolithic tripartite composition (base/middle/top), with distinct cornice lines. Suburban dwelling forms should be avoided; or~~**
- 2. Recognizing the urban warehouse character of the Pearl District within the design of the site and open spaces.**
- 3. Designing buildings which provide a unified, monolithic tripartite composition (base/ middle/ top), with distinct cornice lines to acknowledge the historic building fabric.. Suburban dwelling forms should be avoided;**
- 4. Adding buildings which diversify the architectural language and palette of materials.**
- 5. Celebrating and encouraging the concentration of art galleries and studios with design features that contribute to the Pearl District's "arts" ambiance. Consider features that provide connectivity and continuity such as awnings, street banners, special graphics, and streetscape color coordination, which link shops, galleries, entrances, display windows and buildings. Active ground level retail that opens onto and/or uses the sidewalk can contribute to the attraction of the "arts" concentration.**

A5-1-2 REINFORCE THE IDENTITY OF THE N.W. 13TH AVENUE HISTORIC DISTRICT

This guideline has been removed because the use of Historic District Guidelines is already required by 33.846.060.

~~A5-1-2 REINFORCE THE IDENTITY OF THE N.W. 13TH AVENUE HISTORIC DISTRICT~~

BACKGROUND

In October of 1986, the Portland City Council designated approximately eight blocks of area along N.W. 13th Avenue between N.W. Davis Street and N.W. Johnson Street, as the 13th Avenue Historic District. In addition, this district has been listed on the National Register of Historic Places. The historical significance of this street, which forms the heart of the "Central Pearl" District, is directly tied to Portland's continuing growth as a seaport, expansion of the railroads and Portland's emergence as the principal distribution center for the Pacific Northwest. The warehouse district followed as a logical consequence of proximity to rail yards, the waterfront, and the downtown. N.W. 13th Avenue was the first railroad spur line in the area and is the last remaining street which was developed with extensive warehouse and docking facilities. The older style, multi-story loft warehouse structures of the "Central Pearl" District form the strongest expression of the early phase of Portland's historical and economic development. Even the old water tower bases which remain on top of some buildings in the area form a continuing link to the last century.

Special N.W. 13th Avenue Historic district design Guidelines have been developed and shall be used in conjunction with the River District Special Design Guidelines and the Central City fundamental Design Guidelines. Should a Historic District Guideline conflict with any of the other guidelines, the Historic District Guideline takes precedence.

~~GUIDELINE: Use the N.W. 13th Avenue Historic District Design Guidelines for projects located within the Historic District to reinforce the identity of the district. Copies of these guidelines are available at the Bureau of Planning.~~

A5-1-3 ESTABLISH A NEW IDENTITY FOR THE TANNER CREEK AREA

This guideline has been removed because the area has been incorporated into the Pearl District Neighborhood Area.

~~A5-1-3 ESTABLISH A NEW IDENTITY FOR THE TANNER CREEK AREA~~

BACKGROUND

The area around the proposed Tanner Creek will contain new development providing housing and services to the region. It has the potential to be open and gregarious in character, and in plan, an urban heart to the River District. Tanner Creek Park, the center of the neighborhood, will incorporate the daylighting of Tanner Creek and link the District to the waterfront. Design guideline B5-1, in this document, is specific as to the balanced character that these future park blocks must have. This guideline calls for recognizing the Tanner Creek Park Blocks as both a neighborhood park and a key link in connecting the North Park Blocks to the River Basin.

~~GUIDELINE: Establish a new identity for the Tanner Creek Area.~~

~~This guideline may be accomplished by:~~

- ~~a. Designing Tanner Creek Park to serve the adjacent community;~~**
- ~~b. Strengthening pedestrian connections between the park and adjacent development. When possible, parking access for blocks abutting Tanner Creek Park should be from streets which don't face the park;~~**
- ~~c. Orienting entrances and windows of adjacent development toward Tanner Creek Park to capitalize on park amenities and to encourage park safety, use, and convenient access; or~~**
- ~~d. Incorporating design elements within development along the park that make reference to water and/or Tanner Creek.~~**

A5-1-2 REINFORCE THE IDENTITY OF THE NORTH PARK BLOCKS AREA
Renumbered. Background has been modified to emphasize the character of the surrounding buildings as well as the Park Blocks themselves.

~~A5-1-4 REINFORCE THE IDENTITY OF THE NORTH PARK BLOCKS AREA~~

A5-1-2 REINFORCE THE IDENTITY OF THE NORTH PARK BLOCKS AREA

BACKGROUND

The North Park Blocks were rehabilitated in 1992-93 to a standard comparable to the South Park Blocks. ~~The character of this neighborhood~~ They include ~~is influenced by painted decoration,~~ a children's playground, basketball courts, ~~and horseshoe pits, and art.~~ They ~~are the open space component which can link the River District to Downtown.~~ The extension of the North Park Blocks ~~to the northerly~~ is important in realizing a long-standing goal of connecting Downtown and the River District area to the ~~river~~ Willamette River.

The area surrounding the North Park Blocks features a mixture of buildings – size, type, and style – as well as uses. Many of these buildings are characterized by traditional Portland street lighting fixtures-brick and concrete, generous glass facades, decorative signs with painted exterior walls or neon, the ornately detailed Custom House, and contemporary glass and stucco additions to older structures. Appropriately sealed neon and painted wall signs contribute to the character of the Park Blocks; internally lit casement signs detract from that character. Signature architectural standouts include the Custom House, the 511 Federal Building, and the 8NW8 Housing Tower.

Sidewalks on blocks facing the adjacent Park Blocks are envisioned as ~~a~~ patios surrounding the park, a place for sidewalk cafes and other activities which enhance the pedestrian atmosphere.

The City encourages a greater diversity of architectural styles, rooftops, materials, and colors among adjacent building facades within a block than what is found in other neighborhoods to reflect the variety which is evolving along the blocks framing the Park Blocks.

GUIDELINE: Reinforce the identity of the North Park Blocks Area.

This guideline may be accomplished by:

- 1. Creating a sense of enclosure for the North Parks Blocks with buildings which are at least two or preferably more stories in height. ~~There should be no gaps in the block facades which front the Park Blocks. Existing gaps should be filled.~~**
- 2. Locating garage entrances and driveways away from Park Block facades, where possible.**
- 3. Using neon, or indirectly-lit signs, rather than internally-lit signs.**

**A5-1-5 REINFORCE THE IDENTITY OF THE SKIDMORE/OLD TOWN
HISTORIC DISTRICT**

This guideline has been removed because the use of Historic District Guidelines is already required by 33.846.060.

~~A5-1-5 REINFORCE THE IDENTITY OF THE SKIDMORE/OLD TOWN HISTORIC DISTRICT~~

BACKGROUND

The Skidmore/Old Town Historic District bridges across Burnside—linked by MAX, Waterfront Park, and an inventory of historic structures.

In September of 1975, the Portland City Council designated over 20 blocks plus the adjacent portion of Waterfront Park in Downtown Portland, as the Skidmore/Old Town Historic District. This District has also been listed on the National Register of Historic Places and is further distinguished nationally as a National Historic Landmark. The District was Portland's original center of commerce and entertainment and contains the City's largest and best collection of east iron-era structures. The City's oldest building is within the District.

Special Historic District Design Guidelines were developed at the time of district designation and have been responsible for guiding the large number and significant quality of preservation projects within the District. These special Historic Design Guidelines shall continue as the primary design guidance system for the District. They shall be used in conjunction with the special River District Design Guidelines and the Central City Fundamental Design Guidelines. However, should an original Historic District Design Guideline conflict with any of the other guidelines, the Historic District Guideline take precedence.

~~GUIDELINE: Use the Skidmore/Old Town Historic District Design Guidelines for projects located within the Historic District to reinforce the identity of the district. Copies of these guidelines are available at the Bureau of Planning.~~

A5-1-3 REINFORCE THE IDENTITY OF CHINATOWN

Renumbered. Amended to reflect Chinatown character, including Festival Streets, street improvements on 3rd and 4th, and the Classical Chinese Garden. References to Guideline C1-2 have been omitted, as that guideline has been eliminated (see C1-2). References to Signage have been moved to the Appendix.

~~A5-1-6 REINFORCE THE IDENTITY OF CHINATOWN~~

A5-1-3 REINFORCE THE IDENTITY OF CHINATOWN

BACKGROUND

The Central City's only visible ethnic district is identified by a people whose roots are in Portland's earliest history and by atmosphere rather than a specific architectural form or style. The District is on the National Register of Historic Places identified as "Portland New Chinatown/Japantown Historic District". Since the Asian appearance of the District is primarily the result of applied detail, streetscape appointments and graphics, it is important to maintain and enhance the District with this tradition of visual identity.

The Chinatown Gate at N.W. Fourth Avenue and Burnside marks the entry to the District. Located along Fourth Avenue between Burnside and Glisan, Chinatown has been the center of Portland's Chinese/Asian community since the 1890s (at one time, it was second only to San Francisco as the largest Chinese community in the United States).

It is still the home of dozens of Chinese restaurants, groceries, pharmacies, and cultural and family associations. Bright animated signs make this one of the city's most visually cohesive and liveliest districts at night. Signs which contribute to fit the festive Chinatown atmosphere should be encouraged even though they may be at variance with Zoning Code sign regulations (Refer to Appendix for information on Signage in Chinatown). Later in this design guideline document, Guideline C1-2 "Integrate Signs" gives design guidance for the entire River District as to the intent of integrating signs with projects. It should provide additional guidance for signs in Chinatown. However, if there is a conflict between the C1-2 Integrate Signs guideline and the Chinatown sign guidelines stated below, the Chinatown guideline A5-1-7 takes priority over Guideline C1-2.

Several public investments have been made in the District to ~~affirm~~ strengthen its special identity. Ornamental street lights have been painted red and gold and they display special district banners. Specially designed street signs are in both Chinese and English. The CCBA Building (Chinese Consolidated Benevolent Association) has been restored and is now the District's center for cultural activities. The Classical Chinese Garden has become a new visual and physical icon, as well as a place for quiet repose. In addition, 3rd and 4th Avenues were rebuilt with new street trees, artwork, paving materials, and festival spaces along Flanders and Davis. ~~Therefore, to~~ To strengthen Chinatown as a special area in the Central City ~~Plan~~, and to maintain it as Portland's pre-eminent ethnic district, ~~special design guidelines are important to continue and recognize the special quality and identity of the District~~ special care should be taken to develop and enhance design features that are appropriate to the area's ethnic history and character.

References to Signage have been moved to the Appendix

GUIDELINE: Reinforce the identity of Chinatown.

This guideline may be accomplished by:

- 1. Emphasizing the Asian ambiance of Chinatown with visual and cultural design features that relate to, and are appropriate to, the District's ethnic history and character; or**
- 2. Using ornate signs that enhance the ethnic character of the District.**

~~Lighted signs may be approved which exceed maximum area, number, projection, height and lighting regulations, or which flash or include exposed incandescent lamps, provided they constructively add to the festive atmosphere of the District. Traditional sign lighting methods, such as incandescent lamps and neon tubing are preferred. If internal lighting is used, letter forms should be illuminated brighter than the sign background. The background should use a predominance of deep toned color.~~

~~Signs that are not lighted, and which conform with regulations governing projection but exceed maximum number, area, and height regulations, may be approved. Signs made of impermanent materials which can be moved by the wind, such as banners, flags, and ornaments, may be permitted if found to be consistent with Chinatown's character.~~

A5-1-4 REINFORCE THE IDENTITY OF THE UNION STATION AREA

Renumbered. Corrected typos.

Amended Background to reflect character of Union Station Area, particularly how to respond to the Union Station itself. Condensed paragraphs that discuss buffering of railroad tracks.

~~A5-1-7 REINFORCE THE IDENTITY OF THE UNION STATION AREA~~

A5-1-4 REINFORCE THE IDENTITY OF THE UNION STATION AREA

BACKGROUND

The River District has a rich railroad history. It once housed expansive rail yards, with Union Station as the centerpiece. Union Station's distinguishing element is the 50-foot tall Romanesque clock tower, which, since the postwar era, has featured the signature "Go by Train" neon sign. Poised to be served by light rail, the Union Station Area ~~With its tower, Union Station is a symbolic link between the past and future of the River District. It anchors the Central City's transportation center and links the River District to the downtown core.~~

~~The people of Portland place great importance on this city's past. As the River District transforms, recognition should be given to the railroad era and the significance it has had in Portland's transportation and industrial development. This may be accomplished in a variety of ways. For example, the station tower could become the area's symbolic logo. It might be outlined and articulated at night with appropriately scaled lighting. Additionally, the station's menu of exterior colors, materials, and detail could be extended to nearly development to provide visual continuity. In addition, new development should reflect a high quality in materials, architectural detail, and texture. Primary building massing of new development should be oriented away from the station.~~

Although the railroad heritage provides a focus and theme for the area, ~~District~~, the existing main rail creates a linear barrier. In addition to the need for track crossings, the visual connection between the areas located on each side of the railway is important to the area's realization. Design solutions for development in the Union Station neighborhood should allow for future crossings of the tracks and should protect important views across the tracks of key district elements such as Union Station and other features.

Appropriate buffering of the tracks should employ solutions that relate to the surrounding structures and maintain visual access across the tracks, such as wrought iron fencing or low masonry walls with open railings, and deciduous trees. In addition, setting buildings back from the rail corridor will also provide a degree of separation as well as create an area for other uses such as landscaping, open space, parking, and circulation.

~~Because maintaining visual access across the tracks is important, it is not appropriate to construct high, free-standing, opaque walls or fences along the edge of the railway. There are a number of ways to design the edge bordering the tracks. Security can be achieved with wrought iron fencing or low masonry walls with open railings. To provide a filtered buffer, deciduous trees, spaced similarly to Portland street trees, can also be planted. In some cases, a degree of separation can be achieved by setting buildings back from the rail corridor and utilizing that area for uses in support of a project including landscaping, open space, parking and circulation, recreation, etc.~~

Buildings located adjacent to the railroad corridor will be visible from Union Station and other neighboring properties. Architectural attention should be paid to these facades as well as the other building facades to avoid the sense that these buildings are turning their back on the railway.

Commentary

"This guideline may be accomplished" language amended to reflect language in the Background statement more closely.

GUIDELINE: Reinforce the identity of the Union Station Area.

This guideline may be accomplished by:

- 1. Designing the massing of new development surrounding the station to highlight it as the area's centerpiece.**
- 2. Reflecting a high quality of materials, architectural detail, and texture in new development.**
- ~~2. Reducing the role the railroad corridor plays as an element which divides the district by creating frequent visual connections across the tracks.~~**

A5-1-5 REINFORCE THE IDENTITY OF THE WATERFRONT AREA

Renumbered. The Background statement has been modified to eliminate any reference to the River Basin and to eliminate language that does not pertain to private development. Text has been added to address how properties along NW Front/ Naito should face both the street and the greenway/river.

~~A5-1-8 REINFORCE THE IDENTITY OF THE WATERFRONT AREA~~

A5-1-5 REINFORCE THE IDENTITY OF THE WATERFRONT AREA

BACKGROUND

Portland's waterfront ~~has been~~ is a rich evolving environment. The original shoreline of thickets and marsh flora supported a diverse ecology. The original settlers were drawn here, where a cut through the West Hills provided farmers with access to a deep-water harbor. A jumble of wooden buildings soon lined the shore, streets ended in skid roads and ferry landings, cranes reached out – accumulating, then diminishing great piles of lumber and imported goods. All manner of craft plied the river and the sky filled with plumes of steam and smoke. The waterfront was a crowded citizenry of workers.

Today's waterfront is quieter, but change is envisioned. The area will evolve into an urban ~~park~~ greenway with adjacent housing and commercial ventures. ~~If integrated,~~ These developments will again create a vital urban community; its vitality enhanced by the publicness of the ~~River Basin and the~~ Greenway Trail; its character enhanced through reference to the area's maritime, industrial and natural history.

The Waterfront area will serve as the face of the River District. This area offers the potential to recognize the maritime heritage of the District and the Central City by promoting waterfront uses and activities that contribute to its maritime character. This segment of Portland's waterfront is still a "working" harbor. New potential exists for maintaining this tradition, such as docking facilities for a cruise line. ~~Additionally, opportunity exists for extending the river into River District with a major river basin gateway.~~

In order to integrate the new public and private uses, development must be open and accessible. Buildings should orient towards the waterfront and adjacent parks. In addition, properties along NW Front/ Naito Parkway should face both the street as well as the greenway and river with generous fenestration and building entries, should face facing onto these public spaces, ~~and~~ porches, decks, balconies and other transitional elements are encouraged. In addition, pedestrian and visual connections should be provided into and through larger developments maintaining the greenway's publicness, and care should be taken to avoid undue shading of the greenway Trail.

~~To balance the publicness of the River Basin and the Greenway Trail, the remaining waterfront park areas should be oriented to the local community. Facilities are needed for physical recreation, as well as for informal social gatherings and creative expression. As important, these areas should feel like neighborhood parks. Programming and design solutions should strive to create a sense of community proprietorship, and these parks should be differentiated from the more "public" River Basin.~~

Although new development will transform the waterfront, the area should be viewed as a place with its own history and artifacts. ~~Opportunities to reference this rich heritage should be exercised.~~ There are many opportunities to create a diverse urban waterfront, accommodating accommodate a variety of compatible water and land uses, and make reference to its rich heritage. ~~which embrace the river's gifts of pleasure, passage and profit.~~

A5-1-5 REINFORCE THE IDENTITY OF THE WATERFRONT AREA (continued)

Deleted references to river basin.

A5-2 ENHANCE N.W. FRONT AVENUE

This guideline has been deleted. The objectives are within the public right-of-way, and are covered within PDOT standards, zoning for transit streets; A1-1 Link the river to the community; A3-1 Provide convenient pedestrian linkages; and C9-1 Reduce the impact of residential unit garages on pedestrians.

In addition,

Specific text referring to NW Front Avenue was added to A3-1:

Creating physical and visual links across NW Front/ Naito Parkway is also key in strengthening the connection to the Willamette River. Buildings should orient to NW Front/ Naito with ground floor windows and entries located along the street to enhance the pedestrian environment and identify a more strengthened connection.

Specific text referring to NW Front Avenue was added to A5-1-5:

In addition, properties along NW Front/ Naito Parkway should face both the street as well as the greenway and river with generous fenestration and building entries facing onto these public spaces.

GUIDELINE: Reinforce the identity of the Waterfront Area with design solutions that contribute to the character of the Waterfront and acknowledge its heritage.

This guideline may be accomplished by:

- 1. Recognizing the area’s maritime history by incorporating remnants of industrial infrastructure and/or providing docking facilities for a cruise line;**
- 2. ~~Orienting the new park areas to the neighborhood, and differentiating them from the more “public” river basin by providing facilities for physical activities as well as informal social gathering; or~~**
- 2. Orienting buildings toward the waterfront and adjacent parks and trails.**
- 3. Integrating an active mix of uses along the waterfront, land uses and making development open and accessible in order to maintain the publicness of the greenway. (All projects must comply with the Willamette Greenway Design Guidelines.)**

A5-2 ENHANCE N.W. FRONT AVENUE

BACKGROUND

Front Avenue is a key transportation corridor serving River District. The River District Development Plan calls for it to be enhanced and embellished to identify and distinguish it as the District’s “front door”. Under the plan, new Front Avenue bridges for vehicles, trains, and pedestrians will span a new river inlet/basin, and new longitudinal landscaping will separate the various transportation uses. Front Avenue is to be a fully landscaped boulevard with widened sidewalks and street trees. It will become pedestrian friendly with pleasant, convenient, and safe sidewalks and crossings linking neighborhoods to the waterfront. The pedestrian linkage system will connect with transit service including river taxis. Front Avenue will enhance and strengthen its relationship with the Willamette and the adjacent neighborhoods. Pedestrian access across railroad corridors is essential to connecting the River District areas to the Willamette River. Without safe and attractive crossings of the railroad tracks, pedestrian flow and travel will be severely restricted. In some locations, abovegrade crossings may be appropriate. In other locations, at-grade crossings are needed.

In order to strengthen these relationships, buildings should orient to Front Avenue with entries and ground floor windows located along the street frontage. Garage entries should not dominate a building elevation along Front, and when possible, garages should be oriented to streets or driveways other than Front Avenue.

GUIDELINE: Enhance N.W. Front Avenue to become an important landscaped corridor through the River District that is comfortable to pedestrians.

This guideline may be accomplished by:

- a. ~~Orienting building projects to N.W. Front Avenue through placement of entries, windows, open spaces, etc.; or~~**
- b. ~~Creating pedestrian linkages along and across N.W. Front Avenue.~~**

A5-2 EMPHASIZE N.W. BROADWAY'S BRIGHT LIGHTS

Renumbered. Amended to reflect current conditions.

~~**A5-3 EMPHASIZE N.W. BROADWAY'S BRIGHT LIGHTS**~~

A5-2 EMPHASIZE N.W. BROADWAY'S BRIGHT LIGHTS

BACKGROUND

~~*Broadway is the city's premier "bright lights" avenue. North of Burnside, it and functions as a primary gateway to the Central City and a lively and meaningful boundary between the Old Town/Chinatown Neighborhood Association and the Pearl District Neighborhood Association and the Pearl District Neighborhood Association areas. There are many residential hotels, lofts and apartments on N.W. Broadway. South of Burnside, it features a It has continuity with S.W. Broadway's concentration of theaters, restaurants and hotels. Broadway is the city's premier "bright lights" avenue. The special qualities of "Broadway" on both sides of Burnside, should be emphasized. N.W. Broadway Avenue is a main vehicular*~~

For exceptional signs that are well integrated with building design, the City will allow greater latitude in sign area, lighting and materials, in keeping with the concept of a "Bright Light District" extending from an illuminated Broadway Bridge to Burnside and connecting with to S.W. Broadway.

GUIDELINE: Emphasize N.W. Broadway's bright lights.*

This guideline may be accomplished by:

- 1. Making use of ~~the~~ theatrical, ~~the~~ exuberant, and ~~the~~ flamboyant in architectural forms, details, lights, and signs.**
- 3. Incorporating innovative lighting of buildings and signs that highlight the character and ambiance of Broadway including signature vertically-oriented and vibrantly illuminated signs.**

* The ~~A5-3~~ A5-2 guideline is to be applied to projects on sites located adjacent to or within 100 feet of Broadway. Projects at other locations need not address this guideline.

A5-2 ENHANCE WEST BURNSIDE STREET

This guideline has been deleted. The objectives are within the public right-of-way, and are covered within PDOT standards (right-of-way), A3-1: Provide convenient pedestrian linkages, B1-1: Provide human scale to buildings along walkways.

In addition,

Specific text referring to Burnside was enhanced in A3-1:

Interstate 405 and West Burnside Street form barriers between the River District and the adjacent neighborhoods to the west and south. Design should strengthen the pedestrian character of the street connections located under raised portions of the interstate. Active building fronts should line Burnside. Orientation of buildings along Burnside and stronger connections across and along Burnside will better accommodate pedestrian life.

A5-4 ENHANCE WEST BURNSIDE STREET

BACKGROUND

Early in the century, Burnside was envisioned by planners working in the “City Beautiful” movement as a wide, gracious boulevard, a “jeweled showpiece”. The street was indeed widened, but to accommodate more automobile traffic. Today on the south edge of the River District, pedestrians are too close to the noise and danger of cars and trucks rushing through a series of synchronized signals. Where there is no traffic signal, crossing is hazardous. West of Park Avenue, the sidewalks are narrow. Many buildings, from the river to I-405, are neglected; storefronts are in disuse or non-existent, and retail tenants are few.

With thoughtful, comprehensive planning, the vision of a pedestrian friendly commercial boulevard may be achieved by creating a sense of community and presence on the street. Notable recent improvements include the Chinatown Gate, the Transit Mall Extension, and the North Park Blocks Redevelopment.

GUIDELINE: Enhance West Burnside Street by extending and improving its boulevard treatment and its environment for pedestrians.*

This guideline may be accomplished by:

- a. Buffering and separating the sidewalk from vehicular traffic with street trees, plantings, and protective bollards;**
- b. Enhancing the pedestrian promenade along Burnside by widening the space used by pedestrians. Use arcades, awnings, and widened sidewalks to do this. Locate sidewalk cafes and food vendors in the wider pedestrian space;**
- c. Maintaining visual contact and surveillance between the inside of buildings and the adjacent public right-of-way;**
- d. Punctuating ground floors of buildings with many destination points such as entries for pedestrians and display windows; or**
- e. Locating driveways and garage entrances on side streets rather than crossing sidewalks along West Burnside, when possible.**

* The A5-4 guideline is to be applied to projects on sites located adjacent to or within 100 feet of Burnside. Projects at other locations need not address this guideline.

A5-3 INCORPORATE WATER FEATURES

Background statement has been modified to delete references to the River Basin and its waterways.

References to the bonus provisions have been deleted. In order to increase the longevity of the document, it is not typical to list specific Code requirements or provisions within the text of design guidelines.

Text has been added to describe how this guideline may be accomplished.

~~*A5-5 INCORPORATE WATER FEATURES~~

A5-3 INCORPORATE WATER FEATURES

BACKGROUND

Water features are one of the trademarks of Portland. Several have garnered international recognition for their design excellence and ~~interactivity~~ people involvement aspects. Water features such as pools, sprays, jets, fountains and sculpture are spread throughout the Downtown contributing to the quality of ~~our~~ the city's outdoor spaces. People respond positively to such features. ~~The attraction of running water is one of the most enjoyable elements in a dense pedestrian environment.~~ Running water offers both visual and auditory relief from the busy activity of a dense urban environment.

Extending this Portland tradition to the River District is an ideal way to enhance the quality of the District's pedestrian spaces. Water features should be provided in outdoor public spaces where appropriate. These features should not be isolated elements in the urban landscape, but rather they should be functionally and visually integrated with the overall design of waterways, plazas, parks, and courtyards. ~~This improvement and enhancement concept is especially appropriate and complementary to superblock development.~~ Water features should be designed to be attractive with or without water.

~~Special to the River District is a unique opportunity related to daylighting Tanner Creek which currently runs through the District as an underground sewer emptying into the Willamette. Tanner Creek has been piped as part of the City sewer system for over a century. A surface line was originally laid in the Tanner Creek canyon, which has been filled over time for Downtown development. There are now possible benefits for "daylighting", or exposing the creek. "Daylighting" Tanner Creek could be a significant water feature itself, as well as provide water flow for special water features integrated along its route to the river.~~

~~Guideline A1-1, Link the River to the Community, represents the primary vision for the redevelopment of the River District. Creating and celebrating a major river waterway into the District provides an excellent palette for incorporating water features.~~

~~Such visions and opportunities should be supported and enhanced with appropriate and relevant water features. Developers are encouraged to review the water features or public fountains bonus provisions of the Central City Plan District, Section 33.510.210 (Item C-7) Floor Area and Height Bonus Provisions. These bonuses are offered for the construction of water features in private developments.~~

GUIDELINE: Incorporate water features or water design themes that enhance the quality, character, and image of the River District.

This guideline may be accomplished by:

1. Using water features as a focal point for integrated open spaces.
2. Taking cues from the river and bridges, and historic industrial character in the design of structures and/or open space.
3. Integrating stormwater management into the development.

A5-4 INTEGRATE WORKS OF ART

Renumbered.

Reworded to say "Integrate" instead of "Incorporate".

References to the bonus provisions have been deleted. In order to increase the longevity of the document, it is not typical to list specific Code requirements or provisions within the text of design guidelines.

Text regarding the Regional Arts & Culture Council (RACC) has been moved to the Appendix under Public Art.

Text has been added to describe how this guideline may be accomplished.

~~*A5-6 INCORPORATE WORKS OF ART~~

A5-4 INTEGRATE WORKS OF ART

BACKGROUND

Portland has a long-standing commitment to public art. The prominence of public art demonstrates the City's cultural maturity and sophistication. Works of art integrated into buildings add a human dimension to functional structures and make them stimulating places to experience. Glass work, sculpture, banners, murals, etc., have increased the use and enjoyment of urban neighborhoods Downtown. This tradition should extend into the River District.

Works of art should be included in the development of outdoor and indoor spaces accessible to the public. ~~District and sub-district~~ Gateways, passageways, plazas, parks, waiting places, the street furniture zone, transit platforms, and other unique sites offer numerous opportunities to integrate artwork into the District. (Refer to Appendix for information on Public Art.)

The Regional Arts & Culture Council (RACC) is the steward of Portland's cultural environment. It oversees the City's and Multnomah County's Percent for Public Art Program. Additionally, RACC is a resource to communities throughout the region. RACC also plays important roles in Portland's FAR Bonus Program for private developers and the review of Blank Wall treatments. The Council helps make aesthetic and material decisions, and assists in the selection process for suitable art. Public art can best be integrated into River District development by including artists and arts professionals at the earliest possible opportunity. The Regional Arts & Culture Council can assist in identifying artists with appropriate expertise and in the selection process. There should be representation from the River District when there is a RACC review involving the River District.

Art should be selected based on:

- ~~• artistic excellence~~
- ~~• appropriateness to site and project~~
- ~~• meaningfulness to community served~~
- ~~• scale~~
- ~~• location within the District~~
- ~~• form and materials~~
- ~~• relationship to other art~~
- ~~• safety of installation~~
- ~~• maintenance requirements~~

Developers are encouraged to review the "percent for art" bonus provisions of the Central City Plan District, Section 33.510.21 (Item C-6) Floor Area and Height Bonus Provisions. These bonuses are offered to projects that commit to public art. Due to the significant contribution that gateway elements can make to the definition of area character, developers are especially encouraged to dedicate percent for art funds to the development of district and sub-district gateways.

GUIDELINE: Incorporate Integrate works of art or other special design features that increase the public enjoyment of the District.

This guideline may be accomplished by:

1. Integrating art into open spaces or along pathways.
2. Incorporating art within the structure of the building.
3. Using "found objects" that are remnants from the area's history.

A8-1 DESIGN FENCES, WALLS AND GATEWAYS TO BE SEEN OVER

Text has been added to describe how this guideline may be accomplished.

A6 REUSE/REHABILITATE/RESTORE BUILDINGS

~~This is a Central City Plan Fundamental Design Guideline.~~

A7 ESTABLISH & MAINTAIN A SENSE OF URBAN ENCLOSURE ~~This is a Central City Plan Fundamental Design Guideline.~~

A8 CONTRIBUTE TO THE CITYSCAPE, STAGE AND THE ACTION

~~This is a Central City Plan Fundamental Design Guideline. The River District Design Guideline that follows is linked to this Fundamental Design Guideline. The River District Guideline elaborates, expands, and clarifies the meaning of the Fundamental guideline as it applies within the River District.~~

A8-1 DESIGN FENCES, WALLS AND GATEWAYS TO BE SEEN OVER

BACKGROUND

Where buildings are set back from the sidewalk edge, low fences, walls and gateways can provide a threshold between public and private space. A low fence furnishes comfortable separation while encouraging interaction between residents and passersby. In contrast, taller separations evoke a sense of fortification, and create isolated enclosures.

GUIDELINE: Design fences, walls and gateways located between a building and the sidewalk to be seen over to allow for social interaction.

This guideline may be accomplished by:

1. Elevating building entries higher than the public sidewalk or path.
2. Creating a low fence or wall to visually separate but not hide semi-private spaces.
3. Using a low or stepped-down planting area or terraces to separate private development from a public sidewalk.

A9-1 PROVIDE A DISTINCT SENSE OF ENTRY AND EXIT

Background statement was modified to delete all references to the River Basin and gateway inlets. Text has been added to describe how this guideline may be accomplished.

A9 STRENGTHEN GATEWAYS

~~This is a Central City Plan Fundamental Design Guideline. The River District Design Guideline that follows is linked to this Fundamental Design Guideline. The River District Guideline elaborates, expands, and clarifies the meaning of the Fundamental Guideline as it applies within the River District.~~

***A9-1 PROVIDE A DISTINCT SENSE OF ENTRY AND EXIT**

BACKGROUND

Key entry points to the Central City and River District should be celebrated with gateway designs that are appropriate and related to significant District characteristics. Gateways should provide a distinct sense of entry and exit and relate to the special qualities of districts and sub-districts. ~~In addition to the gateways identified in the central City Plan,~~ Gateways to and between special areas of the River District should emphasize the special importance and character of these areas. ~~The Chinatown Gateway is an excellent existing example. Guideline A1-1, Link the River to the Community, identifies major gateway inlets engaging the Willamette River. Special inlet gateway design is called for at the new Front Avenue bridges. Orienting the building massing towards the street and integrating art or structures at a particular intersection can provide a sense of entry and exit from distinct areas.~~

GUIDELINE: When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.

This guideline may be accomplished by:

1. Orienting building massing and form towards the intersection of a major district entrance.
2. Creating structures or art or using special historic structures to frame a key district or special area entry.

B1-1 PROVIDE HUMAN SCALE TO BUILDINGS ALONG WALKWAYS

Text has been added to describe how this guideline may be accomplished.

B1-2 ORIENT BUILDING ENTRIES TO FACILITATE TRANSIT CONNECTIONS

This guideline has been deleted. This requirement already exists for EX and CX.

The amount of RX that exists in the River District is already built out and is along Naito.

B. PEDESTRIAN EMPHASIS

B1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM

~~This is a Central City Plan fundamental Design Guideline. The River District Design Guidelines that follow are linked to this Fundamental Design Guideline. The River District Design Guidelines that follow are linked to this Fundamental Guideline as it applies within the River District.~~

B1-1 PROVIDE HUMAN SCALE TO BUILDINGS ALONG WALKWAYS

BACKGROUND

In order to reinforce and enhance the pedestrian system in the River District, buildings have a responsibility to contribute to pedestrian comfort and enjoyment. Buildings adjacent to walkways should provide human scale and relationships which support pedestrian needs and interests. This can be accomplished with appropriate building configuration, details, proportions, materials, and activities.

In particular, door, window and wall treatments adjacent to pedestrian ways should relate and contribute to pedestrian interest and enjoyment. Large expanses of mirrored glazing and blank flat walls are discouraged due to their impersonal character. Variation and sensitive detailing, related to the pedestrian environment, is especially encouraged within building bases. Porches and balconies are particularly encouraged. These elements provide human scale, allow for interaction between residents and passers-by, and allow for informal surveillance of the street.

GUIDELINE: Provide human scale and interest to buildings along sidewalks and walkways.

This guideline may be accomplished by:

1. Providing street furniture outside of ground floor retail, such as tables and chairs, signage and lighting, as well as large windows and balconies to encourage social interaction.
2. Providing stoops, windows, and balconies within the ground floors of residential buildings.

~~***B1-2 ORIENT BUILDING ENTRIES TO FACILITATE TRANSIT CONNECTIONS**~~

~~*BACKGROUND*~~

~~*Transit corridors and services within the River District will be established to minimize distances and obstacles between different areas of the District and the Metro area. Transit is a critical component for a successful district circulation system. In facilitating easy pedestrian movement, it is important to have direct, convenient, and active pedestrian linkages. Sensitive and supportive placement of the main entries of buildings can significantly improve pedestrian accessibility to transit, making it easy and enjoyable. It is an important urban design accommodation.*~~

~~**GUIDELINE: Orient primary building entries at pedestrian circulation points which conveniently and effectively connect pedestrians with transit services.**~~

B2 PROTECT THE PEDESTRIAN

~~— This is a Central City Plan Fundamental Design Guideline.~~

B3 BRIDGE PEDESTRIAN OBSTACLES

~~— This is a Central City Plan Fundamental Design Guideline.~~

B4 PROVIDE STOPPING & VIEWING PLACES

This is a Central City Plan Fundamental Design Guideline.

B5-1 RECOGNIZE THE ROLES OF THE TANNER CREEK PARKS

Guideline and Background have been modified to reflect the context for the current park system and how development should support and enhance it.

B5 MAKE PLAZAS, PARKS & OPEN SPACE SUCCESSFUL

~~This is a Central City Plan Fundamental Design Guideline. The River District Design Guidelines that follow are linked to this Fundamental Design Guideline. The River District Guidelines elaborate, expand, and clarify the meaning of the Fundamental Guideline as it applies within the River District.~~

~~**B5-1 RECOGNIZE THE DUAL ROLE OF THE TANNER CREEK PARK BLOCKS**~~

B5-1 RECOGNIZE THE ROLES OF THE TANNER CREEK PARKS

BACKGROUND

In 2001, an Urban Design Framework Study was developed for the park system centered around Tanner Creek. The framework plan creates a strong and poetic metaphor of historic Tanner Creek, addressing the relationship between water and land and the natural and social life that they support. It provides a variety of spaces in use and scale, promotes a strong relationship between civic and private uses, and relies on simple elements both common and unique to the city to establish a special sense of place.

The framework describes design concepts that promote neighborhood identity and form, adjacent active uses, a venue for the arts community, and flexibility of use. Jamison Square, Tanner Springs Park, and the future Fields Park are linked together by a boardwalk along 10th Avenue, to bridge across Naito Parkway and the railroad tracks to the Centennial Mills redevelopment site.

The Tanner Creek Parks function as both a neighborhood park system and as one of Portland's primary promenades, extending the North Park Blocks northward to the Willamette River. Adjacent private development to the parks should support and enhance these roles.

Where private development is directly adjacent to or faces a park across the street, ground floors should include building entrances, windows, and outdoor seating to activate the park edges and contribute to "eyes on the street." Private development across the street should also create a sense of enclosure facing the park to strengthen the public amenity. Ground floor retail or lobbies that highlight or focus on the park will ensure that the significance of the public amenity is reflected in the building.

Private development that directly abuts public space should incorporate semi-private transition zones. Landscaped areas, seating areas, artwork, or movement areas create a physical and visual separation between the private development and the public amenity. Transition zones enhance the quality of the public amenity while also drawing upon its ambiance and character. Successful transition zones help to differentiate public from private spaces while blending characteristics of both.

The character of development along the Tanner Creek Parks must strike a balance between fostering a distinct identity and strengthening a sense of continuity with the North Park Blocks character. Some design features could repeat or refer to elements in the North Park Blocks. These might include paving materials, tree species, lighting fixtures and benches. Other features should be unique to the Tanner Creek Parks system.

B5-1 RECOGNIZE THE ROLES OF THE TANNER CREEK PARKS (continued)

Guideline and Background have been modified to reflect the context for the current park system and how development should support and enhance it

The connection between the River District Park System and the North Park Blocks is crucial to the continuity of the parks corridor. These two park systems are located two blocks apart, and are linked by NW Lovejoy and Marshall Streets. Development along these streets should enhance the pedestrian connection. Wide sidewalks are needed and paving materials, lighting features, benches or other elements should be used which carry through the design character of the park blocks. Similarly, to the north, a strong connection must be made to the greenway. Gateway elements should be considered at that location.

The Tanner Creek Park Blocks are both a neighborhood park and a key link in the downtown parks corridor. With the North and South Park Blocks, the Tanner Creek Blocks form one of Portland's primary promenades. Design solutions are needed which will allow neighborhood functions and the use of the promenade, to complement one another. Key to this is the fact that people like to watch the activities of other people. Benches should be placed to allow for casual observation of passers-by. To accommodate spectators, benches, or seat height surfaces, should be located in proximity to recreational activities and children's play areas. To encourage picnicking and small gatherings, tables with seating or needed, and vending carts should be permitted within the park. Where possible, recreational facilities should have the flexibility to accommodate a variety of activities. In Portland's climate, weather protection is desirable at some locations; this should be accomplished with sensitivity to other social considerations.

The character of the Tanner Creek Park Blocks must also strike a balance between the fostering of a distinct identity, and continuity with the North and South Park Blocks. Some design features should repeat or refer to elements in the North and South Park Blocks. These might include paving materials, tree species, lighting fixtures and benches. Other features should be unique to the Tanner Creek Blocks. Most notably, the daylighting of Tanner Creek provides opportunity for a celebration of nature.

The connection between the Tanner Creek Park Blocks and the North Park Blocks is crucial to the continuity of the parks corridor. These two groups of park blocks are located two blocks apart, and are linked by NW Lovejoy and Marshall Streets. One of these streets should be developed as an enhanced pedestrian route. Wide sidewalks are needed and paving materials, lighting features, benches or other elements should be used which carry through the design character of the park blocks. Similarly, to the north, a strong connection must be made to the River Basin area. Gateway elements should be considered at that location.

To promote physical access and surveillance, views into the park blocks should not be obstructed by parked cars or permanent features. Whenever possible, curbside parking should be avoided on the park side of streets, except as permitted by the River District Open Space Plan and the Public Right of Way Design Criteria established for the River District. A perimeter sidewalk will further enhance pedestrian access.

B5-1 RECOGNIZE THE ROLES OF THE TANNER CREEK PARKS (continued)

Guideline and Background have been modified to reflect the context for the current park system and how development should support and enhance it.

~~**GUIDELINE: Recognize the Tanner Creek Park Blocks as both a neighborhood park and a key link in the cross-town park blocks corridor.**~~

GUIDELINE: Strengthen and enhance the Tanner Creek Parks as both a neighborhood park system and an extension of the North Park Blocks.

This guideline may be accomplished by:

1. **Providing an “eyes on the street” approach with active ground floors where private development faces public open space.**
2. **Creating a semi-private transition zone where private development directly abuts public open spaces. Seating areas, landscaping, artwork, or movement areas can be sited within the transition zone to create a physical and visual separation between public and private spaces.**
3. **Repeating or referring to design elements in the North Park Blocks.**
4. **Fostering an identity along the edges of the Tanner Creek Parks that celebrates the distinct character of the River District.**
 - a. ~~**Accommodating neighborhood park activities, and the public promenade function, with a generously scaled north-south pedestrian route that provides a strong connection with the North Park Blocks and the River Basin, ample opportunities for people watching, a perimeter sidewalk, open views into the park; or**~~
 - b. ~~**Balancing the design character of the Tanner Creek Park Blocks with design influences from the North/South Park Blocks and new park features unique to the Tanner Creek Park Blocks by incorporating design features that are used in the North/South Park Blocks, and emphasizing the Tanner Creek stream course as the organizing/identifying design feature of the park.**~~

B5-2 RECOGNIZE THE RIVER BASIN, AND ITS BRIDGES AS PROMINENT LANDMARKS

This guideline has been deleted because the concept of the River Basin was replaced by the 2001 Urban Design Framework Study for the River District Park System (also known as the Peter Walker Master Plan).

B5-2 RECOGNIZE THE RIVER BASIN, AND ITS BRIDGES, AS PROMINENT LANDMARKS

BACKGROUND

The river basin will be a unique and dramatic feature of our city's geography. Unlike other waterfront areas, the basin will actually extend the river into the urban fabric. The basin and bridges will give form and identity to the adjacent neighborhood. As landmarks, they will be prominently viewed from nearby bridges, from the opposite river bank, as well as by train passengers and Front Avenue motorists. The basin park will link two of the city's primary promenades, Waterfront Park and the Park Blocks. Thus the basin will be a hub of activity, both a point of destination and a major gateway.

Due to its openness, the river basin will present dramatic views of our city and its setting. These include views of the river and its bridges, of the skyline and the surrounding hills, and views into the adjacent urban fabric. The basin should be designed and oriented to emphasize and focus these views.

The northern end of the park, where the basin meets the river, is an intrinsic gathering place and point of destination; it will be overtly public in nature. Here, views of the river should be celebrated, and opportunities for people watching should be maximized. From this location passengers will disembark on river cruises, and future commuters will queue for the water taxi. A public attractor will draw more visitors, and accommodation will be needed for occasional public events.

The center of the park will be dominated by bridges. These structures should be recognized as urban elements which are integrated with the basin park, rather than serving as merely incidental infrastructure. Their forms should dramatize the gesture implicit to spanning a body of water, and should reflect associated modes of transportation: automobile, train and pedestrian, with both passage below. Moreover, the site affords the opportunity to celebrate the historical role played by these forms of transportation. Public art could be used to elaborate on this heritage. The bridges should not form a barrier to cross-circulation. Pedestrian connections that are easily accessible and generously scaled must be provided at both ends of the bridges, at and/or below road grade.

To the south of the basin, a strong connection to the Tanner Creek Park Blocks is needed. This linkage should include both actual pedestrian connections, and a design relationship. A transitional water feature should be provided to articulate the juncture of Tanner Creek with the Willamette River. The cyclical essence of these waterways could be expressed through a design which evidences the daily and seasonal fluctuations caused by tides, seasonal runoff, and changing weather conditions.

Further south, buildings facing the park should acknowledge it as an organizing feature. The opposing street wall should establish a sense of enclosure, but be penetrable, allowing pedestrian passage at frequent intervals. Care should be taken in the massing of buildings, so as to minimize shading of the park. Buildings should orient to the park, with generous fenestration and entryways facing towards it. Balconies, terraces, porches and entry courts are encouraged in order to provide views of the park and to provide a transition between public and private space. Adjacent sidewalks should be amply scaled to accommodate the public promenade.

B5-2 RECOGNIZE THE RIVER BASIN, AND ITS BRIDGES AS PROMINENT LANDMARKS (continued)

This guideline has been deleted because the concept of the River Basin was replaced by the 2001 Urban Design Framework Study for the River District Park System (also known as the Peter Walker Master Plan).

B5-2 STRENGTHEN THE SIGNIFICANCE OF THE CLASSICAL CHINESE GARDEN

This guideline has been added.

~~GUIDELINE: Recognize the river basin, and its bridges, as prominent landmarks which integrate the river with the district, and celebrate the region's transportation heritage.~~

~~This guideline may be accomplished by:~~

- ~~a. Integrating the design of the bridges with the design of the park, and using the bridges to realize a celebration of transportation;~~**
- ~~b. Orienting the basin for views to and from it while establishing a relationship with the district's street grid;~~**
- ~~c. Integrating the River Basin with the Waterfront Park and Park Blocks promenades with strong visual and functional connections between the River Basin and the Tanner Creek Park Blocks. Further recognize the basin park's riverfront as an urban destination point, and the importance of providing a transitional water feature, that links Tanner Creek to the River Basin; or~~**
- ~~d. Acknowledging the basin park as an organizing feature for buildings south of the river basin. It is important to use the street wall to establish a sense of enclosure around the basin; mass buildings to reduce shade in the park; orient building entries and fenestration towards the basin; locate vehicle access on street frontages other than the park; and provide a transition between building exteriors and the sidewalk by incorporating design elements such as entry courts, terraces, porches, and balconies.~~**

B5-2 STRENGTHEN THE SIGNIFICANCE OF THE CLASSICAL CHINESE GARDEN

BACKGROUND

The Classical Chinese Garden is a unique open space asset within the River District. This introverted downtown open space provides opportunities for contemplative passive recreation, while promoting the understanding and appreciation of Chinese culture.

The Classical Chinese Garden entry courtyard at NW 3rd and Everett, physically and visually accessible to the public, features a large stone gate which marks the formal entrance. A large planting bed exhibits a Lake Tai rock that symbolically represents Portland's relationship with Suzhou, our sister city, as well as "three friends of winter", a pine tree, a clump of bamboo, and a plum tree. Outer walls enclose the rest of the garden, blocking the sight of surrounding streets and nearby buildings from inside. "Leak windows", filled with decorative patterns, shed some of the view and light from the city. "Borrowed views" of the outside incorporate the sky and the tops of trees and other corner plantings outside the garden walls.

**B5-2 STRENGTHEN THE SIGNIFICANCE OF THE CLASSICAL
CHINESE GARDEN**

This guideline has been added.

New development on the blocks surrounding the Classical Chinese Garden should strengthen the park's importance within Chinatown and the River District. Building elements, such as entrances, lobbies, balconies, terraces, windows, and active use areas should be oriented toward the Classical Chinese Garden. Special treatment should be garnered toward the exterior public faces of the garden, such as the corner planting areas, the entrance at NW 3rd and Everett, and the Tower of Cosmic Reflections façade on NW Flanders.

The palette of materials and colors of surrounding buildings should be light and muted, to deemphasize the height and mass of the buildings surrounding the garden. Primary building masses should be oriented away from the garden, allowing light and air in, as well as views outside from the garden.

The blocks surrounding the Classical Chinese Garden should strive to reflect the level of fine articulation and architectural detail of the garden. Attention to material quality, craftsmanship, and texture will also enhance the relationship of new development to the garden.

GUIDELINE: Strengthen the significance of the Classical Chinese Garden.

* The B5-2 guideline is to be applied to projects on sites located adjacent to or within 200 feet of the garden and visible from the garden within 400 feet. Projects at other locations need not address this guideline.

This guideline may be accomplished by:

- 1. Orienting surrounding building entrances, lobbies, terraces, windows, and active use areas to the Classical Chinese Garden.**
- 2. Using muted, light, or reflective building materials.**
- 3. Orienting primary building masses away from the garden.**
- 4. Reflecting an Asian-influenced level of articulation and architectural texture and detail in new development surrounding the Classical Chinese Garden.**

B6-1 PROVIDE OUTDOOR LIGHTING AT A HUMAN SCALE

This guideline has been deleted, as it is now covered by Central City Fundamental Guideline C12: Integrate Exterior Lighting.

B6 DEVELOP WEATHER PROTECTION

Add current Central City Fundamental Guideline

B7 INTEGRATE BARRIER FREE DESIGN

Add current Central City Fundamental Guideline

~~B6 CONSIDER SUNLIGHT, SHADOW, GLARE, REFLECTION, WIND & RAIN~~

~~This is a Central City Plan Fundamental Design Guideline. The River District Design Guideline that follows is linked to this fundamental Design Guideline. The River District Guideline elaborates, expands, and clarifies the meaning of the Fundamental Guideline as it applies within the River District.~~

~~*B6-1 PROVIDE OUTDOOR LIGHTING AT A HUMAN SCALE~~

~~BACKGROUND~~

~~Outdoor lighting of public areas is encouraged to provide a sense of community, activity, and security and thus stimulate pedestrian use of River District during the evening hours throughout the year. Human scale light fixtures should be used that direct light to buildings, landscape, and ground surfaces enhancing city street lighting. Care should be taken to use light fixtures that minimize glare and light trespass to adjacent private property and public right of way.~~

~~**GUIDELINE: Provide outdoor lighting at a human scale to encourage evening pedestrian activity.**~~

B6 DEVELOP WEATHER PROTECTION

B7 INTEGRATE BARRIER FREE DESIGN

C. PROJECT DESIGN

The guidelines in this chapter have been reorganized and sequenced to correspond to the Central City Fundamental Design Guidelines:

- C1 ENHANCE VIEW OPPORTUNITIES
- C2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT
- C3 RESPECT ARCHITECTURAL INTEGRITY
- C4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS
- C5 DESIGN FOR COHERENCY
- C6 DEVELOP TRANSITIONS BETWEEN BUILDINGS AND PUBLIC SPACES
- C7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS
- C8 DIFFERENTIATE THE SIDEWALK-LEVEL OF BUILDINGS
- C9 DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES
- C10 INTEGRATE ENCROACHMENTS
- C11 INTEGRATE ROOFS AND USE ROOFTOPS
- C12 INTEGRATE EXTERIOR LIGHTING
- C13 INTEGRATE SIGNS

C1-1 INCREASE RIVER VIEW OPPORTUNITIES

Moved from C2-1 to correspond to new numbering system. Text modified to delete references to the Tanner Creek Basin and waterways.

C. PROJECT DESIGN

C1 RESPECT ARCHITECTURAL INTEGRITY

This is a Central City Plan Fundamental Design Guideline. The River District Design Guidelines that follow are linked to this Fundamental Design Guideline. The River District Guidelines elaborate, expand, and clarify the meaning of the Fundamental Guideline as it applies within the River District.

C1 ENHANCE VIEW OPPORTUNITIES

~~C2-1 INCREASE RIVER AND WATERWAY VIEW OPPORTUNITIES~~

C1-1 INCREASE RIVER VIEW OPPORTUNITIES

BACKGROUND

The renewed focus for the District is the Willamette River and its associated components and activities. It provides an image and orientation for the District's future. Each development opportunity should, in its initial conceptual design phase, determine how the project will acknowledge the Willamette River. One of the ways is to maximize river ~~and waterway~~ view opportunities. Designers of projects are encouraged to innovate and capitalize on view opportunities in order to emphasize and focus the overall ambiance for the entire District. They should consider project orientation and the use of plazas, terraces, balconies, roof gardens, and other vantage points. Landscape design can help accent view corridors and maximize views. They should be thorough and creative, and maximize the opportunities to view the Willamette River ~~and/or the new waterways linked to the river~~. Projects should also consider means to enhance their neighbor's views of the river/~~waterways~~.

Urban centers achieve urbanity when they provide coherent order which is understandable to both the visitor and resident. It is important when designing viewing and stopping places that the solution is helpful in orienting and informing those who use these places.

GUIDELINE: Increase river ~~and waterway~~ view opportunities to emphasize the River District ambiance.

This guideline may be accomplished by:

- 1. Designing and locating development projects to visually link their views to the river ~~and/or waterways~~;**
- 2. Providing public stopping and viewing places which take advantage of views of River District activities and features; or**
- 3. Designing and orienting River District open space and landscape areas to emphasize views of the river ~~and waterways~~.**

Commentary

The guidelines in this chapter have been reorganized and sequenced to correspond to the Central City Fundamental Design Guidelines (continued).

C1-2 INTEGRATE SIGNS AND AWNINGS

This guideline has been deleted, as it is now covered by Central City Fundamental Guideline C13 and C5.

~~*C1-2 INTEGRATE SIGNS AND AWNINGS~~

~~BACKGROUND~~

~~Signs exist in a shared environment that compete for the attention of viewers. Unlike most other communication devices, a sign is influenced by its location in relation to and with buildings, traffic arteries, other rights of way and by its proximity to other signs. Signs share with architecture an ability to characterize entire sections of a city as well as single establishments. The street is a gallery for the many forms of sign art, which can be seen by everyone. Therefore, for visual harmony, signs should be complementary and respectful to the visual integrity and architecture of buildings. Inappropriate signs can defeat the purposes of other design considerations or detract from the land uses within an area. On the other hand, signs that respect and enhance an area can be a powerful tool for achieving the results intended by the land use and design process.~~

~~Signing, identification, and awnings should be considered as integral design elements of any improvement/development project. When supporting structures of signs are exposed, they should be considered as important and integral elements of the sign design.~~

~~To achieve compatibility in the design of signs for a building storefront, developers and their architects are encouraged to establish a design system for building signage. Signage should therefore be delineated as part of the required permit and approval process. This will help ensure that signage is well integrated into the project and provide certainty as to the allowable signage for the project. This program of signage criteria should be included in tenant leases. Initial review and approval by the City of a sign system for a building will facilitate sign additions and changes in the future for new and different tenants because individual signs which comply with an approved sign system would not require further design review.~~

~~**GUIDELINE: Integrate signs and awnings to be complementary and respectful of a building's architecture.**~~

~~This guideline may be accomplished by:~~

- ~~a. — Placing signs and awnings to fit with and respect a building's architecture;~~
- ~~b. — Avoiding large, excessively illuminated or freestanding signs that contribute to visual clutter; or~~
- ~~c. — Integrating with a building's design, an exterior sign program/system for flexible sidewalk level space that accommodates changing tenants.~~

~~C2 — CONSIDER VIEW OPPORTUNITIES~~

~~This is a Central City Plan Fundamental Design Guideline. The River District Design Guideline that follows is linked to this fundamental Design Guideline. The River District Guideline elaborates, expands, and clarifies the meaning of the Fundamental Guideline as it applies within the River District.~~

C2 — PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT

The guidelines in this chapter have been reorganized and sequenced to correspond to the Central City Fundamental Design Guidelines (continued).

C3-1 LOCATE BUILDINGS TO PROVIDE FOR FUTURE INFILL ON SURFACE PARKING AREAS

This guideline has been removed. The area is almost entirely platted out. Development regulations that will address the issues raised by this guideline are: required building lines (33.510.215), ground floor active uses (33.510.2250, and ground floor windows (33.510.220).

~~C3 DESIGN FOR COMPATIBILITY~~

~~This is a Central City Plan Fundamental Design Guideline. The River District Design Guideline that follows is linked to this Fundamental Design Guideline. The River District Guideline elaborates, expands, and clarifies the meaning of the Fundamental Guideline as it applies within the River District.~~

~~C3 RESPECT ARCHITECTURAL INTEGRITY~~

~~*~~

~~**C3-1 LOCATE BUILDINGS TO PROVIDE FOR FUTURE INFILL ON SURFACE PARKING AREAS**~~

~~BACKGROUND~~

~~The River District will witness significant changes in development character in the near future. In contrast to most of the Central City, this district features an abundance of land that is either vacant or potentially redevelopable. It is likely that redevelopment of this district will occur over a significant period of time. Transit service will influence the development in the District and may include a street car system which will provide the link to downtown and regional transit service, as well as to other nearby neighborhoods.~~

~~Because of these factors, the interim market demand may result in inefficient land use patterns and development densities given the long term goals for urban scale development in the District. Whereas a relatively high level of parking may be necessary in early stages of redevelopment, transit will provide a greater access role in later stages allowing for a "second generation" of development. To maximize this future opportunity it is important to carefully locate new buildings in a manner that will encourage infill development on the surface parking areas. This should be done in order to facilitate the overall development compatibility of the District in the future.~~

~~**GUIDELINE: Locate and shape buildings to provide for future infill development on surface parking areas.**~~

Commentary

The guidelines in this chapter have been reorganized and sequenced to correspond to the Central City Fundamental Design Guidelines (continued).

C3-1 INTEGRATE PARKING

Moved from C1-1 to correspond to new numbering system. References to surface parking are removed.

~~*C1-1 INTEGRATE PARKING~~

C3-1 INTEGRATE PARKING

BACKGROUND

~~Surface parking lots in many cases represent real estate in transition. Parking lot design should address the appearance from the surroundings, from both street level, and elevated vantage points. Yet surface parking has a responsibility to contribute to the quality of the place as does every other activity. Therefore, it should present itself with an art and accommodation that complements its neighbors and that rationalizes its presence, no matter how temporary.~~

The design of parking structures should relate to the design context of the area as expressed in the design of nearby buildings and other features. Exterior walls of parking structures should be designed with materials, colors, and architectural articulation in a manner that provides visual compatibility with the adjacent buildings and environment.

Active uses ~~in~~ at the sidewalk level of parking structures are encouraged. The incorporation and enhancement of active ground-level uses in parking structures helps create a more interesting and attractive environment for pedestrians. Such incorporation in new and modified parking structures near active retail and pedestrian areas will substantially improve pedestrian linkages and enrich the District's cityscape. However, if active uses cannot be initially incorporated, the design of the sidewalk level of parking structures should be done to allow for future conversion for active uses.

Portions of the street edge of parking facilities can be pedestrian activated with vending booths. This is particularly appropriate in proximity to other retail and office uses. The siting and location of parking should minimize traffic movement and circulation throughout the River District to lessen pedestrian conflict.

GUIDELINE: Design ~~surface parking and~~ parking garage exteriors to visually integrate with their surroundings.

This guideline may be accomplished by:

- a. Designing street facing parking garages to not express the sloping floors of the interior parking;**
- b. Designing the sidewalk level of parking structures to accommodate active uses, display windows, public art or other features which enhance the structure's relationship to pedestrians; or**
- ~~c. Accommodating vending booths along sidewalks adjacent to parking facilities, when active ground level uses are not possible.~~**

Commentary

The guidelines in this chapter have been reorganized and sequenced to correspond to the *Central City Fundamental Design Guidelines* (continued).

River District Design Guidelines Amendments

~~C4 ESTABLISH A GRACEFUL TRANSITION BETWEEN BUILDINGS & OPEN SPACES~~

~~This is a Central City Plan Fundamental Design Guideline.~~

~~C5 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS This is a Central City Plan Fundamental Design Guideline.~~

~~C6 DIFFERENTIATE THE SIDEWALK LEVEL OF BUILDINGS This is a Central City Plan Fundamental Design Guideline.~~

~~C7 CREATE FLEXIBLE SIDEWALK LEVEL SPACES~~

~~This is a Central city Plan Fundamental Design Guideline. The River District Design Guideline that follows is linked to this Fundamental Design Guideline. The River District Design Guideline that follows is linked to this Fundamental Design Guideline. The River District Guideline elaborates, expands, and clarifies the meaning of the Fundamental Guideline as it applies within the River District.~~

~~C8 GIVE SPECIAL DESIGN ATTENTION TO ENCROACHMENTS~~

~~This is a Central City Plan Fundamental Design Guideline.~~

C4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS

C5 DESIGN FOR COHERENCY

C6 DEVELOP TRANSITIONS BETWEEN BUILDINGS AND PUBLIC SPACES

C7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS

C8 DIFFERENTIATE THE SIDEWALK-LEVEL OF BUILDINGS

Commentary

The guidelines in this chapter have been reorganized and sequenced to correspond to the Central City Fundamental Design Guidelines (continued).

C9-1 REDUCE THE IMPACT OF RESIDENTIAL UNIT GARAGES ON PEDESTRIANS

Moved from C7-1 to correspond to new numbering system. Text has been added to describe how this guideline may be accomplished.

~~C9 INTEGRATE ROOFS & USE ROOF TOPS~~

~~This is a Central City Plan Fundamental Design Guideline.~~

C9 DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES

~~***C7-1 REDUCE THE IMPACT OF RESIDENTIAL UNIT GARAGES ON PEDESTRIANS**~~

C9-1 REDUCE THE IMPACT OF RESIDENTIAL UNIT GARAGES ON PEDESTRIANS

BACKGROUND

Residential units with garages fronting on the pedestrian environment can have a negative impact. Garage doors create “blank wall” areas, and multiple accesses exacerbate pedestrian/vehicle conflict. In contrast, residential character is enhanced when living spaces, home offices, studios, workshops, etc. are located at the ground-floor level. Providing garage access from alleys permits active uses to be located along the street edge.

In order to allow for flexibility in accommodating townhouse development, exceptions should be allowed where a street hierarchy is employed. Multiple garage entries can be allowed on less trafficked streets which are located interior to the development site. Human scale should be maintained by locating windows in the garage doors and by employing pedestrian-scaled features at the ground floor level. Where extensive areas are developed in this manner, a respite from vehicle activity should be provided through the provision of pedestrian-only spaces, such as courtyards and galleries.

GUIDELINE: Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets.

This guideline may be accomplished by:

1. Locating residential unit garage access on alleys.
2. Locating garage access on less trafficked streets.

~~C10 PROMOTE PERMANENCE & QUALITY IN DEVELOPMENT~~

~~This is a Central City Plan Fundamental Design Guideline.~~

C10 INTEGRATE ENCROACHMENTS

C11 INTEGRATE ROOFS AND USE ROOFTOPS

C12 INTEGRATE EXTERIOR LIGHTING

C13 INTEGRATE SIGNS

Commentary

Appendix 1, 2, and 3 have been added.

Appendix 4 will be added when *Guidelines* are adopted.

~~* SEE APPENDIX, ITEM C~~

APPENDIX—OTHER CONSIDERATIONS

1. Signs.

Lighted signs may be approved which exceed maximum area, number, projection, height and lighting regulations, or which flash or include exposed incandescent lamps, provided they constructively add to the festive atmosphere of the District. Traditional sign lighting methods, such as incandescent lamps and neon tubing are preferred. If internal lighting is used, letter forms should be illuminated brighter than the sign background. The background should use a predominance of deep toned color.

Signs that are not lighted, and which conform with regulations governing projection but exceed maximum number, area, and height regulations, may be approved. Signs made of impermanent materials which can be moved by the wind, such as banners, flags, and ornaments, may be permitted if found to be consistent with Chinatown's character.

2. Art.

The Regional Arts & Culture Council (RACC) is the steward of Portland's cultural environment. It oversees the City's and Multnomah County's Percent for Public Art Program. Additionally, RACC is a resource to communities throughout the region. RACC also plays important roles in Portland's FAR Bonus Program for private developers and the review of Blank Wall treatments. The Council helps make aesthetic and material decisions, and assists in the selection process for suitable art. Public art can best be integrated into River District development by including artists and arts professionals at the earliest possible opportunity. The Regional Arts & Culture Council can assist in identifying artists with appropriate expertise and in the selection process. There should be representation from the River District when there is a RACC review involving the River District.

Art should be selected based on:

- artistic excellence
- appropriateness to site and project
- meaningfulness to community served
- scale
- location within the District
- form and materials
- relationship to other art
- safety of installation
- maintenance requirements

Appendix 1, 2, and 3 have been added.

3. Cobblestones

Ordinance No. 139670, passed in 1975, required that the Bureau of Parks pick up, clean, and store cobblestones as they were excavated from city streets. The Ordinance further required that “The deployment of stored cobblestones shall be determined by the Portland Historical Landmarks Commission. Criteria for deployment shall be established by the Commission.”

The two deployment criteria developed by the Commission in 1975, which remain the criteria today are:

- **Cobblestones should be reused primarily in districts or areas of the City where they were originally used.** Historic Districts and Historic Landmarks where cobblestones were originally used as the paving material should receive first priority.
- **As a general policy, cobblestones should be used for large paving areas, primarily in public pedestrian spaces where the special character of cobblestone texture would be meaningful.** The use of cobblestones as small decorative elements in unrelated or isolated projects should be discouraged, as these uses are usually insignificant or inappropriate.

3. Ordinance

Appendix A,B, and C have been deleted as all considerations are now no longer relevant:

- A. The Industrial Sanctuary Zoning no longer exists in this area.
- B. The open space master plan was undertaken by Peter Walker in 2001.

A. ~~ACKNOWLEDGE THE IDENTITY OF THE INDUSTRIAL SANCTUARY~~

~~The River District, in general, is in transition, reflecting the changing patterns of industrial, commercial, retail, and residential development. However, there are identifiable industrial business areas within the District which still can be considered viable. The anticipated redevelopment and new development on adjacent parcels and in adjacent neighborhoods, the introduction of more and better mass transit, and the continued pressure associated with the in migration of families will inevitably change these areas, furthering the trend toward an urban service oriented mixed use neighborhood. Nevertheless, businesses in this area should be given the opportunity to continue and whenever possible strengthen themselves. To this end, the River District community acknowledges the existence of these special areas. The Industrial sanctuary area north of Lovejoy, east of I-405, west of N.W. 12th, and extending north to the river is recognized as such a place.~~

~~This area is zoned industrial and is not yet subject to design review. However, the street car alignment which has been targeted for both N.W. Lovejoy and N.W. Northrup will impact parcels adjacent to the alignment. It should be recognized that this will influence the uses and the market value and accordingly exert a great deal of pressure on the current owners and operators. This reality should be considered in future land use discussions about this area.~~

B. ~~PREPARE AN OPEN SPACE MASTER PLAN THAT INCORPORATES ACTIVE RECREATIONAL USES~~

~~Parks and open spaces are an integral part of the River District Plan. They offer the District another opportunity to relate to the river and create links to adjacent districts. It is important to prepare a park and open space master plan to ensure that the River District open spaces will support and sustain its resident population, be available to all citizens, and take full advantage of the waterfront setting.~~

~~The master plan will identify the types and location of active/passive outdoor activities that will meet the needs of the resident and working population of the District, plus visitor attractions which are compatible with the local residential and commercial environment. The master plan will establish suitable character and design expressions, given the fact that the District is within the heart of the city, and will recommend funding and implementation strategies for parks and open spaces.~~

Commentary

Appendix has been deleted as all considerations are now no longer relevant (continued):

- C. The Central City Fundamentals Design Guidelines have been adopted since these guidelines were amended. Any guidelines that are accomplished through the Fundamentals alone were omitted. Any guidelines that strive to accomplish more than the Central City Fundamental Design Guidelines have been retained.

The vision for the River District calls for developing high density housing of varying scale for a diverse socio-economic population. It is important for attracting and supporting this population diversity that a variety of active recreational resources be incorporated and balanced within the District's Development Plan. Uses such as tennis courts, boating, basketball courts, swimming, multi-use parks/open space, etc. are critical to creating a quality living environment.

Consideration must be given to incorporating active recreational uses, including river related uses, that enhance the livability of the River District. Recreational uses should be located where they complement adjacent uses. Recreational uses should not be located in "residual" spaces. Active recreation areas should incorporate multiple functions. Community Centers and indoor recreational facilities should be located in close proximity to outdoor facilities.

C. ~~SPECIAL DISTRICT DESIGN GUIDELINES THAT ARE RECOMMENDED FOR CONVERSION TO THE CENTRAL CITY PLAN FUNDAMENTAL DESIGN GUIDELINES~~

Guidelines that are marked with an asterisk (*) indicates a consistent trend of similar use by other Special District Design Guidelines within the Central City Plan (Lloyd District, Central Eastside Industrial, North Macadam). It is felt that these identified guideline concepts may now be more appropriately placed in the Fundamental Design Guidelines and stated only once, rather than several times in the various Special District Guidelines. Some are new concepts since the Fundamental Guidelines were adopted while others were originally considered during the development of the Fundamentals, but were not adopted.

Regardless, it is recommended that at some point the Fundamentals need to be revisited for amendments and updating. At that point, these new guideline concepts should be considered for removal from the different Special Districts and incorporated in the Fundamentals. However, until they are adopted as Fundamentals, they should remain within the Special District Design Guidelines.

Commentary

Ordinance will be replaced with a new ordinance following the adoption of the updated River District Design Guidelines.

(Ordinance)