



## STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 16-278621 DZM GW  
 PC # 16-262122  
**Fremont Apartments**  
 REVIEW BY: Design Commission  
 WHEN: September 28, 2017 @ 1:30pm  
 WHERE: 1900 SW Fourth Ave., Room 2500A  
 Portland, OR 97201

**Please note:** Areas of proposal that do not meet the Approval Criteria are in boxed text.

**Bureau of Development Services Staff:** Benjamin Nielsen 503-823-7812 / Benjamin.Nielsen@portlandoregon.gov

### GENERAL INFORMATION

**Applicants/  
 Representative:**

Tim Wybenga, TVA Architects 503-220-0668 <a href="mailto:Timw@tvaarchitects.com">Timw@tvaarchitects.com</a> 920 SW 6th Ave #1500 Portland, OR 97204	Bonnie Chiu, TVA Architects 971-998-9321 <a href="mailto:Bonniec@tvaarchitects.com">Bonniec@tvaarchitects.com</a>
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**Owner:** Patrick Gilligan, Lincoln Property Company LLC  
 55 San Francisco St #450  
 San Francisco, CA94133  
 415-981-7878  
 Pgilligan@Lpc.Com

**Site Address:** 1650 NW NAITO PKWY

**Legal Description:** LOT 1-10 TL 400, WATSONS ADD  
**Tax Account No.:** R883803450  
**State ID No.:** 1N1E28DD 00400  
**Quarter Section:** 2828,2829

**Neighborhood:** Pearl District, contact [planning@pearldistrict.org](mailto:planning@pearldistrict.org).  
**Business District:** Pearl District Business Association, contact Carolyn Ciolkosz at 503-227-8519.  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

**Plan District:** Central City - River District – North Pearl Subarea

<b>Zoning:</b>	EXdg – Central Employment with Design and Greenway (River General) Overlays
<b>Case Type:</b>	DZM GW – Design Review with Modifications and concurrent Greenway Review
<b>Procedure:</b>	Type III – with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:**

The applicants request **Design Review** and a **concurrent Greenway Review** for a proposed 17-story, approximately 307,342 square foot mixed-use building with a retail/restaurant space on the ground floor and residential on the upper stories in the North Pearl Subarea of the River District Subdistrict of the Central City Plan District. The site is adjacent to the Willamette River and is currently occupied by a surface parking lot adjacent to a three-story office building. A new plaza and open space area is proposed to be created between the new residential tower and the existing office building at the northwest edge of the site. This plaza and open space area will allow for public access to the Willamette Greenway trail from NW Naito Pkwy.

The proposed building includes several massing components: along the Willamette Greenway trail, the building is massed at five stories with a height of approximately 60'-0". A roof deck will sit atop this massing and face the river. The five-story massing continues along the new plaza and open space area at the northwest side of the site and transitions into the 17-story tower as it approaches NW Naito Pkwy. This tower component, with a height of 175'-0" to the top of the parapet and 185'-0" to the top of a mechanical screen (please note, heights shown in the drawing package submitted to the Design Commission have since been revised slightly downward based on drawings submitted in Exhibit A-13, which will be provided to the Design Commission at the hearing), forms an "L" with its legs running along the new plaza and NW Naito Pkwy. At the southern corner of the site, the tower steps down to a 7-story mass, with a height of approximately 80'-0". At the eastern corner of the site and along the southeast property line, the building is massed as a single-story with a roof deck and eco-roof on top with a height of approximately 25'-0". Structured parking is proposed for the site on both the ground floor (10 spaces) and underground (142 spaces).

The proposed total floor area will exceed the base zone Floor Area Ratio (FAR) of 2:1 for this 72,080 SF site; with a proposed floor area of 307,342 SF, the proposed FAR would be approximately 4.26:1. The applicants propose to earn bonus FAR through a combination of the residential bonus option, locker room bonus option, and eco-roof bonus option.

- The residential bonus option in zoning code section 33.510.210.C.1.a.(2) allows for 1 additional square foot of floor area for each square foot of floor area developed and committed as housing, for a total possible bonus FAR of up to 2:1. The applicants
- The locker room bonus option in zoning code section 33.510.210.C.8 allows for an additional 40 square feet of floor area for each square foot of floor area developed and committed to locker room facilities to encourage biking. The applicants propose to earn this bonus by providing a 380 SF locker room area on the ground floor of the building, connected to the long term bicycle parking room. The applicants propose to provide 481 long-term bicycle parking spaces, with 206 in the bicycle parking room and an additional 275 in residential units.
- The eco-roof bonus option in zoning code section 33.510.210.C.10 allows for an additional three square feet of floor area for each square foot of eco-roof where the total area of eco-roof covers at least 60% of the building's footprint. The

applicants propose to earn this bonus by providing a total of 23,337 SF of eco-roof out of a total of 35,105 SF of roof area.

Proposed cladding materials include clear glass, spandrel glass, flat metal panel, ribbed metal panel, fiber cement panel, brick, and concrete.

Six (6) **Modifications** to zoning code development standards are requested at this time:

- 1) 33.140.210.B.2 – Height: To allow rooftop mechanical equipment and screening to extend above the height limit of 175' (per the North Pearl Subarea height opportunity area standards), to be located closer than 15' to the roof edges on street-facing facades and to cover more than 10% of the roof area. The proposed mechanical screen will enclose 73% of the tower roof area and will extend up to the parapet of the tower in some locations.
- 2) 33.266.220.C.3.b – Standards for all bicycle parking, Bicycle racks: To allow long-term bicycle racks to be spaced at 1'-4" x 6' rather than the required 2' x 6'.
- 3) 33.510.205.H.2.c.(2) – North Pearl Subarea height opportunity area: To allow the length of facades above 100' to exceed 120' in length. Proposed façade length on the southwest and northeast facades of the building is 125'-2". Proposed façade length on the southeast and northwest facades of the building is 142'-8".
- 4) 33.510.251.C.3 – Required open area development standards, Shadow standard: To allow more than 50% of the plaza area on the north side of the site to be covered by shadows at noon on April 21<sup>st</sup> of any year, not including shadows from trees. Approximately 84% of the plaza will be in shadow at noon.
- 5) 33.510.251.D.3.b & c – North Pearl Subarea waterfront development standards:
  - b. Setbacks for all development from the Willamette River: To allow portions of the building over 35' in height to extend into the setback area, which requires the building to be set back from the Greenway setback line by 1' for every 1' of height above 35'. (These portions of the building are not yet clearly identified on the plan drawings.)
  - c. Maximum building dimension: To allow the building dimension to be 230'-9" in the northeast-southwest direction, i.e., perpendicular to the river, rather than the maximum allowed 200' dimension.
- 6) 33.140.240.B.4 – Pedestrian Standards, EG1 and EX zones: To allow landscaping between the sidewalk and the building along NW Naito Parkway to be planted with groundcover and other low plants, which is less than the required L1 landscaping standard that requires trees to be planted in addition to groundcover.

In addition to the reviews described above, concurrent, but separate, Property Line Adjustment (PR 17-113983) and Lot Consolidation (LU 17-169109 LC) procedures are currently under review to separate the proposed development site from the rest of the larger parcel.

Please note, this proposal has changed since the public notice was mailed to include Modification number six (6), to revise the proposed height of mechanical screening from 187'-0" to 185'-0", to revise the proposed width of long-term bicycle parking spaces from 1'-6" to 1'-4", and to revise the proposed length of facades above 100' in height. The revised proposal statement also corrects two errors in Modification request #3; the first identified that a modification was requested to allow building floor area above 100' in height to exceed 12,500 SF. Modifications and Adjustments to this standard are prohibited by zoning code section 33.510.205.H.2. The second misstated the allowed façade length above 100' as 100' rather than the allowed 120'.

A Type III Design Review is required for proposed new development valued over \$2,223,650 in the "d" Design Overlay Zone of the River District Subdistrict of the

Central City Plan District and for requested Modifications to zoning code development standards. Greenway Review is required for proposed new development in the “g” Greenway – River General Overlay Zone.

**Approval Criteria:**

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

- Central City Fundamental Design Guidelines
- River District Design Guidelines
- Willamette Greenway Design Guidelines
- 33.820.040, Modifications That Will Better Meet Design Review Requirements
- 33.440.350, Approval Criteria

## ANALYSIS

**Site and Vicinity:** The subject site is located in the North Pearl Subarea of the River District Subdistrict of the Central City Plan District. It lies on the northeast side of NW Naito Parkway [*Traffic Access Street, Community Main Street, Transit Access Street, City Walkway/Northwest Triangle Pedestrian District, City Bikeway, Major Emergency Response Street*] and is bound on its eastern side by the Willamette River. The proposed building site is currently a parking lot which serves a three-story concrete office building—part of a two-building complex that lies between the Fremont Bridge on the site’s northwest edge and a single-story warehouse on its southeastern edge.

A segment of the Willamette Greenway trail runs along the northeastern edge of the site along the seawall which forms the top of the bank of the Willamette River. The seawall and Greenway trail end at the southeast corner of the site; the natural bank cuts back in slightly on the property immediately to the southeast. As such, there is currently no Greenway trail connection between this property and the Greenway trail that begins again south of the Centennial Mills site and runs all the way to Riverplace at the south end of Downtown. The Greenway trail does, however, continue to the northwest from the subject site, under the Fremont Bridge, which looms over the entire area and is the dominant visual element, up to the old Terminal 1 South pier, where the trail turns towards NW Front Ave at a small cove and terminates again.

Multi-dwelling residential development comprises the built environment between NW Front Ave and the Willamette River on the northwest side of the Fremont Bridge. A couple small retail spaces are provided along the NW Front Ave frontage in that area. Across NW Front Ave, a new office complex, the Field Office, is currently under construction, and older industrial buildings still remain. Unlike in that area, the BNSF railroad runs immediately next to NW Naito Pkwy across from the subject site, leaving no opportunity for development on the southwest side of NW Naito Pkwy. Therefore, views to and from development and Fields Park at the north end of the Pearl District and the subject site are unobstructed by intervening buildings. The railroad also obstructs potential pedestrian and vehicular crossings—the only two lie at the intersections of NW Naito & 9<sup>th</sup> Ave and NW Naito & 15<sup>th</sup> Ave. Due to the paucity of connections and the height of the Fremont Bridge, which enables easy northwest-southeast connections, the subject site and other development on the northeast side of NW Naito Pkwy/Front Ave (and the railroad tracks) feels like an individual, developing neighborhood, somewhat separate from the neighborhoods (Pearl District and Northwest District) to the southwest.

**Zoning:** The Central Employment (EX) zone allows mixed uses and is intended for areas in the center of the City that have predominantly industrial-type development. The

intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area.

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

The Greenway Overlay Zones, designated as “g”, “i”, “n”, “q” or “r” are intended to protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland's rivers; establish criteria, standards, and procedures for the development of land, change of uses, and the intensification of uses within the greenway; increase public access to and along the Willamette River for the purpose of increasing recreational opportunities, providing emergency vehicle access, assisting in flood protection and control, providing connections to other transportation systems, and helping to create a pleasant, aesthetically pleasing urban environment; implement the City's Willamette Greenway responsibilities as required by ORS 390.310 to 390.368; and implement the water quality performance standards of Metro's Title 3.

- The River General “g” allows for uses and development which are consistent with the base zoning, which allow for public use and enjoyment of the waterfront, and which enhance the river's natural and scenic qualities.
- The River Industrial “i” overlay encourages and promotes the development of river-dependent and river-related industries which strengthen the economic vitality of Portland as a marine shipping and industrial harbor, while preserving and enhancing the riparian habitat and providing public access where practical.
- The River Natural “n” overlay protects, conserves, and enhances land of scenic quality or of significant importance as wildlife habitat.
- The River Water Quality “q” overlay is designed to protect the functional values of water quality resources by limiting or mitigating the impact of development in the setback.
- The River Recreational “r” overlay encourages river-dependent and river-related recreational uses which provide a variety of types of public access to and along the river, and which enhance the river's natural and scenic qualities.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the River District Subdistrict of this plan district.

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

- CU 066-78 (LU 78-002635 CU) – Conditional Use Review approval to construct a 111,930 SF warehouse within the Willamette Greenway.
- CU 020-83 (LU 83-001098, LU 83-001099) – Conditional Use Review approval for excavation and fill and Willamette Greenway permit in an M1SW1 zone.
- ZC 4684 – Area-wide rezone.
- CU 091-85 (LU 85-003378 CU) – Approval of a 1985 conditional use for Phase I of Fremont Place only, for an approximately 56,000 square foot (office) building with a ratio of 3.5 parking spaces per 1,000 feet of building floor area, or 195

- spaces. This included approval of a Type III review review for compliance with Northwest Triangle District. Approval of a Conditional Use for fill exceeding 1,000 cubic yards in volume. Approval also of a Willamette River Greenway review and conditional use approval for a fill to implement the Greenway Trail.
- DZ 160-85 (LU 85-004430) – Design Review approval for new office construction.
  - DZ 61-86 (LU 86-004949) – Design Review denial for proposed sidewalk design.
  - ADA 4-87 (LU 87-000346) – Approval to allow parking in view corridor.
  - GP 012-87 (LU 87-005410) – Greenway Permit with conditions of approval for phase II of Fremont Place.
  - CU 026-87 (LU 87-100067 CU) – Conditional Use Review approval for a three-story office/flex building in the Northwest Triangle Plan District.
  - MP 13-87 (LU 87-100068 MP) – A Minor Partition Review. No description is available.
  - DZ 21-87 – Design Review approval for the second phase of Fremont Place – a three story office building with 210 parking spaces.
  - GP 005-89 (LU 89-005572) – Greenway Permit approval to eliminate condition of approval requiring floating dock.
  - CU 18-89 (LU 89-033897 CU) – Conditional Use Review approval to eliminate conditions of approval from GP 12-87.
  - GP 237-90 – Greenway Permit approval to upgrade an existing facility.
  - LUR 94-00107 DZ GW (LU 94-011009 DZ GW) – Design Review and Greenway Review approval, with conditions, to construct a 253’ retaining seawall and relocation of the stairway from the north to the south side of the platform.
  - LUR 98-01026 DZ (LU 98-016332 DZ) – Design Review with Modification approval to reduce the front street landscaping setback along the entire street frontage of NW Front Ave from 5’-0” to 3’-6”.
  - LUR 00-00592 DZ (LU 00-007147 DZ) – Design Review approval to add antennas and radio equipment to the roof of an existing office building.
  - LUR 01-00521 GW (LU 01-007918 GW) – Greenway Review approval for construction of CSO tunnel, pipelines at or below grade within the Greenway Overlay zones. Also, construction of one maintenance building at the confluent shaft on Swan Island in the EG2g zone.
  - LU 17-113453 DZM – A pending Design Review for a parking reconfiguration project. Due to development on the south parking area [the Fremont Apartments proposal], parking will be relocated to the north parking area. This review is in response to and in conjunction with LU 16-278621 DZM GW.
  - LU 17-169109 LC – A pending Lot Consolidation Review to combine multiple lots into two lots in preparation for a future property line adjustment.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed on September 6, 2017.

The Bureau of Environmental Services (BES) responded with a comment stating that information required to certify the eco-roof bonus had not yet been submitted. BES also stated that a Special Circumstance review would be necessary to address stormwater runoff not handled on-site. BES was not able to recommend approval. Please see Exhibit E-1 for additional details.

The Fire Bureau responded with a comment stating that all applicable Fire Code requirements shall apply at the time of permit review and development. Please see Exhibit E-2 for additional details.

The Bureau of Parks—Urban Forestry Division responded with no objections to the proposal and with information about street tree removal and planting. Please see Exhibit E-3 for additional details.

The Life Safety Review Section of BDS responded with no objections to the proposal and with information about potential important life safety issues. Please see Exhibit E-4 for additional details.

The Bureau of Transportation Engineering (PBOT) responded with comments stating that it could not recommend support for the project, due to lack of Exclusive Utility Vault in the right-of-way information. Please see Exhibit E-5 for additional details.

No responses were received from the following bureaus:

- Water Bureau
- Site Development Section of BDS

*Staff sent bureau comments received before publication of the staff report to the applicants. The applicants have since submitted information pertaining to the eco-roof bonus to BES; however, utility vault information has not yet been submitted to PBOT.*

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on September 6, 2017.

A total of five written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Theodore Zava, 08/23/2017, email expressing concerns about the proposed development blocking views of the Fremont Bridge from The Fields Park. Please see Exhibit F-1 for additional details.

*Staff responded to Theodore with thanks for the comments and stated that staff will forward a copy to the Design Commission. Staff also clarified some zoning code development standards and invited Theodore to testify at the Design Commission hearing on September 28, 2017. Staff forwarded a copy of Theodore's letter to the applicants for reference and potential response.*

*Regarding Theodore's concerns about the proposed building blocking views of the Fremont Bridge from The Fields Park: the applicants have demonstrated how they propose to address views to the bridge on sheets App.16 and 17. Staff also discusses this issue in Findings for A2, Findings for Modification #2, and Findings for Modification #5. Zoning code height restrictions also prevent the building from exceeding 175', so it is not possible to shift any additional building floor area into the tower or to narrow the tower and make it taller.*

- Suzanne Gaudina, 08/24/2017, email expressing disappointment that the city might allow the view of the Fremont Bridge from The Fields Park to be obstructed by the proposed development. Please see Exhibit F-2 for additional details.

*Staff responded to Suzanne with thanks for the comments and stated that staff will forward a copy to the Design Commission. Staff also invited Suzanne to testify at the Design Commission hearing on September 28, 2017. Finally, staff forwarded a copy of Suzanne's letter to the applicants for reference and potential response.*

*Regarding Suzanne’s concerns about the view of the Fremont Bridge being lost from the Fields Park, the applicants have demonstrated how they propose to address views to the bridge on sheets App.16 and 17. Staff also discusses this issue in Findings for A2, Findings for Modification #2, and Findings for Modification #5. Additionally, staff notes that the city has not adopted the view of the bridge from The Fields Park as a formal viewpoint or view corridor. Since the proposed building will be very prominent from that vantage point, staff has recommended that the massing and material expression of the building need to be improved in Findings for C2 and Findings for C5, below.*

- Glenn Traeger, 08/31/2017, email asking for copy of narrative, inquiring about Adjustment and Modification approval criteria, and asking about potential pedestrian bridge alignments. Please see Exhibit F-3 for additional details.

*Staff sent Glenn a copy of the applicants’ most-current narrative, noted that no Adjustment were requested, and sent a code citation with the Modification approval criteria. Staff also notes that the proposed pedestrian bridge at NW 13<sup>th</sup> Ave would more-likely align with the parking lot between the two existing office buildings on the site than with any part of the new development*

- Glenn Traeger, 09/10/2017, email discussing past land use plans and recommendations for the North Pearl Subarea waterfront and Willamette Greenway and concerns about requested Modifications to development standards adopted as part of these planning efforts. Please see Exhibit F-4 for additional details.

*Staff responded to Glenn with thanks for the comments and stated that staff will forward a copy to the Design Commission. Staff also forwarded a copy of Glenn’s email to the applicants for reference and potential response.*

*In response to Glenn’s concerns, staff notes how the proposed building creates an active urban edge in Findings for various guidelines, below, including A1, A1-1, A5, A5-1, A5-1-1, A5-1-5, A8, B5, C4, C7, and C9. Staff has also address issues related to visual and physical access to the riverfront and Greenway, impacts on views, and building massing throughout the Findings, below.*

- Tiffany Sweitzer, 09/12/2017, email asking staff to clarify why the development would be able to be as tall as proposed. Please see Exhibit F-5 for additional details.

*Staff responded to Tiffany with explanations on the zoning code development standards that allow the building to be built up to 175’ tall and explaining some of the potential modifications.*

- David Dysert, 09/18/2017, email informing staff that the applicants would be presenting their proposal to the Pearl District Neighborhood Association the following day and asking for clarifications on two of the requested Modifications to development standards. Please see Exhibit F-6 for additional details.

*Staff responded to David with citations and explanations of relevant zoning code development standards regarding several of the requested Modifications. David followed-up with comments about the awkwardness of the proposed building and asked if an argument could be made for a height Modification. Staff responded again, stating that Modifications to the height of the building, except for specific mechanical equipment and other similar exceptions, are prohibited.*



*The applicants submitted narrative responses to the emails which were forwarded to them. Please see Exhibit A-14 for details.*

- David Dysert, 09/21/2017, email asking for clarification of bonus height standards. Please see Exhibit F-7 for additional details.

*Staff responded with email explaining what the development standards in zoning code section 33.510.205.H.2.c allow.*

**Procedural History:**

- The application was submitted on November 28, 2016.
- The applicants signed a waiver of their rights to a 120-day review period and requested a *de novo*/evidentiary hearing upon appeal on December 13, 2016.
- The applicants requested to deem the application complete on May 25, 2017 and requested to place the review on hold pending the completion of a Design Advice Request hearing. Please see Exhibit A-3 for details.
- Design Advice Request hearing EA 17-148879 DA was held on June 1, 2017.
- The applicants submitted revised drawings on July 21, 2017, responding to comments from the Design Advice Request hearing, and requested to schedule a Design Commission hearing date.
  - A hearing was scheduled for September 21, 2017.
  - Due to a large number of previously-scheduled cases and continued cases from earlier hearing dates, the hearing was then rescheduled to September 28, 2017.

## ZONING CODE APPROVAL CRITERIA

### (1) DESIGN REVIEW (33.825)

#### **Chapter 33.825 Design Review**

##### **Section 33.825.010 Purpose of Design Review**

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

##### **Section 33.825.055 Design Review Approval Criteria**

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

**Findings:** The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Central City Fundamental Design Guidelines and River District Guidelines.

#### **River District Design Guidelines and Central City Fundamental Design Guidelines**

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.

The Central City Fundamental Design Guidelines and the River District Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland’s character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

#### **River District Design Goals**

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 River District, and to adjacent areas.

#### **Central City Plan Design Goals**

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City’s 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’s districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
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. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

*Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.*

**A1. Integrate the River.** Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

**A1-1. Link the River to the Community.** 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.

**Findings for A1 & A1-1:** The proposal includes several architectural and landscape elements and design choices that help to integrate the river into the

development and that help to link the river to the community. These include:

- Balconies and Juliette balconies face the river on both lower and upper stories. Both types of balconies use glass guardrails, which increases views to and from the river.
- Roof decks on levels 2, 8, and 10 are oriented towards the river, with opportunity for river views.
- A retail/restaurant space is proposed along the Greenway trail, facing the river. This space includes large areas of glazed storefront, an entry directly off the Greenway trail, and outdoor seating on a deck, overlooking the trail and the river.
- A large plaza and open space along the north side of the site provides a pedestrian and bicycle connection to the Willamette River and Greenway trail from NW Naito Parkway. This space also provides opportunities for views from NW Naito Parkway and parts of the Pearl District towards the river, and vice versa.
- The proposed Greenway trail includes seating elements and planters that help to articulate the trail.

*Therefore, these guidelines are met.*

**A2. Emphasize Portland Themes.** When provided, integrate Portland-related themes with the development's overall design concept.

**Findings:** Two Portland themes unique to the North Pearl waterfront area are integrated into the overall design concept of the proposed development:

- The Willamette River is one of the major focal-points in the North Pearl waterfront. The proposed development helps to support the Greenway trail by locating an active retail/restaurant use along it with an outdoor seating deck facing the river. Upper stories, with large windows, balconies, and roof decks also orient towards the river on the building's east faced, further embracing the river and supporting the Greenway trail. The large plaza/open space area on the north side of the building further supports the river by creating a public space and pedestrian connection from NW Naito Parkway to the Greenway trail.
- The Fremont Bridge is the other major focal-point of the North Pearl waterfront and of the North Pearl Subarea in general. The applicants have shown through massing studies that the building could be constructed up to its base 100-foot height limit and nearly-completely block the view of the Fremont Bridge from The Fields Park, and likely from much of the rest of the North Pearl, as well. The building's massing concept takes the bridge view from the park into account, and shifts much of the mass to the north, opening the bridge view back up to The Fields Park.

*Therefore, this guideline is met.*

**A3. Respect the Portland Block Structures.** Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

**A3-1. Provide Convenient Pedestrian Linkages.** 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 development.
- 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.

**Findings for A3 & A3-1:** The proposal respects Portland’s typical 200-foot block pattern and provides for convenient pedestrian linkages in the following ways:

- The new building is shifted towards the south side of the site, leaving space between the existing three-story office building immediately to the north of the site for a new plaza, open space, and pedestrian connection between NW Naito Parkway and the Greenway trail.
- Cobblestones are proposed in a portion of the plaza and open space area, helping to identify major building entries off of the plaza.
- Building entries are located on all public-facing ground level facades—the west, north, and east. These entries provide access to active spaces on the ground floor and provide visual and physical cues in the building that express connections to the river, the Greenway, and the Pearl District.

- The placement of the building up to the southern property line is one area of concern, relative to respecting the typical Portland block pattern. Since the building is built up to the property line, it sets up future development on the adjacent parcel to be built either immediately next to the proposed building, or the open area between the proposed building and new development on the adjacent site will face a blank wall. Were the development to be share a common wall, the width of the combined developments may possibly exceed 200’ along NW Naito Parkway. Though preliminary Design Commission comments at the Design Advice Hearing on June 1, 2017, indicated tentative support for building up to the property line, staff recommends revisiting this issue.

*Therefore, these guidelines are not yet met.*

**A4. Use Unifying Elements.** Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

**Findings:** The following elements and features help to unify and connect individual buildings in the North Pearl Subarea and North Pearl waterfront areas:

- The proposed building includes a series of storefront windows along NW Naito Parkway, a new plaza/open space/pedestrian connection, and along the Greenway trail that follow a form found throughout the North Pearl Subarea, and, to a lesser extent, the waterfront area.
- Standard improvements are proposed in the NW Naito Parkway right-of-way, including a 7-foot property dedication to meet the sidewalk standards for this area.
- The plaza/open space/pedestrian connection between NW Naito Parkway and

the Greenway trail includes landscaping elements and light fixtures like those that are used on other similar connections along the riverfront in the North Pearl.

Some aspects of the proposal either do not meet the guideline, or some elements are missing from the proposal, however. These include:

- No light fixtures are proposed along the Greenway trail on the subject site. Light fixtures exist currently; these fixtures are used along the entire length of the trail from where the trail ends at the south edge of the site to the Fremont Bridge. A different fixture-type is used on the north side of the Fremont Bridge. Light fixtures should be placed along the Greenway trail to continue this pattern.
- The design of the Greenway trail itself deviates from the common pattern along this continuous stretch of the North Pearl greenway. The trail along the existing Fremont Place development is a rather simple design, comprising a 20-foot wide trail with regular tree planters along the seawall which reduced the trail width to about 12 feet. The design of the Greenway trail north of the Fremont Bridge is consistently wider; all landscaping is on the upland side of the Greenway trail, which runs along the length of the seawall.

Redevelopment of the property triggers nonconforming development upgrades, which require bringing the Greenway setback up to current standards; in practical terms, this means increasing the number of trees and shrubs to be planted. The proposal accomplishes this, but does it with a skewed planter system that angles the trail towards the development and reduces its width to 10 feet along the planters, rather than retaining its consistent 12-foot minimum width in a direction parallel to the seawall and the river.

*Therefore, this guideline is not yet met.*

**A5. Enhance, Embellish and Identify Areas.** Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area’s character. Identify an area’s special features or qualities by integrating them into new development.

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

**A5-1-1. 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.
- 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.
- 4) Adding buildings which diversify the architectural language and palette of materials.
- 5) Celebrating and encouraging the concentration of art and 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.

**A5-1-5. Reinforce the Identity of the Waterfront Area.** 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 industrial history by incorporating remnants of maritime and rail infrastructure and/or providing docking facilities for a cruise line.
- 2) Orienting buildings toward the waterfront and adjacent parks and trails.
- 3) Integrating an active mix of uses along the waterfront and making development open and accessible in order to maintain the publicness of the greenway.

**C4. Complement the Context of Existing Buildings.** Complement the context of existing buildings by using and adding to the local design vocabulary.

**Findings for A5, A5-1, A5-1-1, A5-1-5, & C4:** The proposed building complements the context its area and reflects the local character of the Pearl District and the waterfront area by incorporating the following features:

- The proposed building continues the scale and massing pattern established by other tall buildings in the North Pearl Subarea. Some of the tower structures in this area, such as The Wyatt and The Asa, incorporate a similar podium base and “L”-shaped tower massing.
- The podium massing of the proposed building references the massing of historic buildings along the waterfront and in the Pearl District, such as Albers Mill, portions of Centennial Mill, and recent five- and six-story residential development southwest of the railroad tracks. The use of brick on portions of the podium also references this historic brick warehouse context and newer residential building context in the district.
- The proposed building also incorporates large areas of glazing all around its facades, balconies, roof decks, and active ground floor spaces—all of which are common features on taller buildings in the North Pearl. The proposed development also incorporates significant areas of open space around the building, which is a common feature of development in the North Pearl and the waterfront area, especially.
- The proposed building is oriented towards the river, with many of its balconies, roof decks, and ground floor retail space and outdoor deck facing the river.

Some aspects of the proposed development do not reinforce the existing context of the Pearl District and waterfront area as well as they could:

- The composition of the proposed building’s façade incorporates a large material palette, consisting of glass, two colors of spandrel glass, two colors of composite metal panels, two colors of fiber cement panels, ribbed metal panel, brick, and board-formed concrete. Similar tall buildings in the North Pearl and waterfront area, such as the Waterfront Pearl, the Encore, the Pinnacle, the Cosmopolitan, and Block 17 use a much simpler material palette of materials. The proposed large palette complicates the expression of the building’s massing—particularly at the podium level—and muddles its articulation; it should be simplified.
- Private open areas in other residential developments along the waterfront in the North Pearl typically open up to the Greenway trail much more significantly and continuously than the proposed gated, walled stair entrance

to the second floor roof terrace at the south end of the proposed building. Though Waterfront Pearl's two buildings are surrounded by a moat, they are very visually open. Developments to the north of the Fremont Bridge have residential entries, gardens, and balconies which open directly onto the Greenway trail—some have no grade separation and some have only a few steps, lush landscaping, and small “private property” signs to separate them from the public trail. The proposed terrace area should be more visually connected to the Greenway trail.

- New developments in the waterfront area of the North Pearl are typically not built up to the property line, allowing for light, air, pedestrian connections, and views to the river on both sides of buildings. By setting up a common wall condition, future development on the adjacent lot may also abut the property line, which could lead to a much larger mass of development on the ground than found elsewhere in the waterfront area, except for the historic (and now demolished) massing pattern of development at the Centennial Mill site.

*Therefore, this guideline is not yet met.*

**A5-3. Incorporate Water Features.** 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, bridges, and historic industrial character in the design of structures and/or open space.
- 3) Integrating stormwater management into the development.

**Findings:** The proposal includes stormwater management in the form of eco-roofs and stormwater planters which satisfy one of the potential ways to meet this guideline. The stormwater planters do not appear to serve as any kind of focal point, however. BES also has not yet express support that these features will be able to manage stormwater on-site.

*Therefore, this guideline is not yet met.*

**A5-4. Integrate Works of Art.** 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.

**Findings:** No works of art are proposed. The building’s siting along the Greenway trail system in the North Pearl, and the large east-west connection proposed to that system on the north side of the site, offer ample opportunity to integrate works of art into the proposal.

*Therefore, this guideline is not yet met.*

**A7. Establish and Maintain a Sense of Urban Enclosure.** Define public rights-of-way by creating and maintaining a sense of urban enclosure.

**Findings:** The proposed building is built up to the street edge along NW Naito Parkway. It is also engages the proposed plaza/open space on its north side and creates a sense of enclosure along the Greenway trail, as well. The ground floor

includes pedestrian-scale storefront windows and canopies on all three frontages, helping to articulate the sense of urban enclosure.

*Therefore, this guideline is met.*

**A8. Contribute to a Vibrant Streetscape.** Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

**Findings:** The proposal includes large glazed areas around its three public-facing frontages, and each frontage is programmed primarily with active ground floor spaces that help contribute to the vibrancy of the sidewalk along NW Naito Parkway, the plaza/open space at the north side of the property, and the Greenway trail along the east side of the property.

The glazing proposed at the fitness room on the west elevation, however, is proposed to be “fritted gradient” storefront glazing, which will limit views into and from this space, reducing vibrancy on the adjacent sidewalk along NW Naito Parkway. This glazing should be clear like the rest of the storefront glazing.

*With the condition of approval that the glazing at the ground floor of the west elevation shall be clear, this guideline will be met.*

**A8-1. Design Fences, Walls and Gateways to be Seen Over.** 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.

**Findings:** The site is generally quite open at the ground level, with no fences or walls blocking views. However, the gated and walled off area at the second floor terrace at the south end of the site could allow for better views into/onto this space from the Greenway trail, as described in the findings for A5, A5-1, A5-1-1, A5-1-5, & C4, above.

*Therefore, this guideline is not yet met.*

**B1. Reinforce and Enhance the Pedestrian System.** Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

**B1-1. Provide Human Scale to Buildings along Walkways.** 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.



**Findings for B1 & B1-1:** The proposed development includes several features which help to reinforce and enhance the pedestrian system and which provide human scale along its adjacent walkways:

- The sidewalk along NW Naito Parkway will be improved to city standards, which includes defined building frontage, movement, and furnishing zones. A property dedication of 7 feet along NW Naito will allow this sidewalk to be brought up to city standards. Planters, street trees, ground floor windows, and canopies will help to provide a human scale to the sidewalk.
- The proposed plaza/open space area on the north side of the site serves as a new pedestrianway that will connect NW Naito Parkway to the Greenway trail along the river on the east side of the site. This connection will, therefore, enhance the pedestrian system in this area. Planters, trees, paving materials, benches, and pedestrian-scaled lighting will help to provide a human scale to this space, along with ground floor storefront windows, multiple building entries, and canopies.
- Outdoor deck areas are proposed at the northwest and northeast corners of the building. These are slightly raised from the grade of the sidewalk along NW Naito Parkway and from the Greenway trail. Both deck areas are large enough to accommodate multiple tables and chairs, and these spaces will help to provide additional human scale to all three frontages.
- The Greenway trail segment will be retained along the eastern side of the site. Planters and landscaping, benches, ground floor storefront windows, and canopies will help to provide a human scale along this trail.
- No lighting along the trail segment is proposed, however. Lighting should be added, both to continue the pattern on other portions of the trail and to provide additional human scale along the trail. Absent any other proposal, the same light standards used along the Greenway trail segment between this development site and the Fremont Bridge should be used.

*With the condition of approval that pedestrian lighting in the form of light standards that match those used on the Greenway trail segment between the subject site and the Fremont Bridge shall be added to the Greenway trail, these guidelines will be met.*

**B2. Protect the Pedestrian.** Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

**Findings:** Several features of the proposed development work to protect the pedestrian:

- Vehicular entry into the parking garage and loading space are accommodated through one door serving both uses at the southwest corner of the site. This door, which faces NW Naito Parkway, is small in scale to the overall development and takes up a relatively little portion of the ground floor on this façade, reserving the rest of the ground-floor for pedestrian-supporting uses and open space.
- Canopies are provided along the ground floor on all three frontages with pedestrian spaces and sidewalks. These canopies, however, do not provide much in the way of protection from the weather, since they typically extend

over planters or deck areas and not pedestrian movement zones.

- Each storefront bay along the west, north, and east elevations includes a recessed linear light fixture, which helps to provide additional nighttime lighting in the pedestrian realm.
- Small, pedestrian-scaled step light fixtures are proposed in the planter walls along the sidewalk on NW Naito Parkway. Pedestrian-scaled light standards are proposed across the large plaza/open space at the north end of the site. With the condition of approval cited above in Findings for B1 & B1-1, pedestrian-scaled light standards will also provide lighting along the Greenway trail.
- Most of the building’s mechanical systems are proposed to be located on the roof of the building. Large mechanical units are placed on the roof of the tower component. Other smaller exhaust vents are placed on lower roofs.

One aspect of the proposal should be redesigned to meet this guideline, however:

- The mechanical room at the southeast corner of the site vents out along the Greenway trail. The proposed vents are large in size, and the inactive use of the mechanical room at the current termination of this segment of the Greenway trail detracts from the pedestrian environment and decreases safety.

*Therefore, this guideline is not yet met.*

**B3. Bridge Pedestrian Obstacles.** Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

**Findings:** The large plaza/open space at the north side of the site provides a pathway for pedestrians to move between NW Naito Parkway and the Greenway trail, enhancing connections within the larger pedestrian system.

*Therefore, this guideline is met.*

**B4. Provide Stopping and Viewing Places.** Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

**Findings:** The following components of the proposed development help to establish stopping and viewing places:

- Benches, seating platforms, and lawn panels are proposed in the plaza/open space at the north side of the site. The plaza area itself is quite expansive, providing ample opportunity for informal stopping and viewing.
- Benches and seating platforms are also proposed off the Greenway trail, providing additional stopping and viewing places along the trail and seawall.
- Outdoor deck areas are proposed at the northwest and northeast corners of the building. Both deck areas are large enough to accommodate multiple tables and chairs, providing additional stopping places on the site.

*Therefore, this guideline is met.*

**B5. Make Plazas, Parks and Open Space Successful.** Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the

public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

**Findings:** The following building elements and design features help to make the proposed plaza/open space and the Greenway trail successful:

- The residential lobby and retail/restaurant space both face the proposed plaza/open space, with entry doors into each space opening onto the plaza. Large areas of windows along the ground floor on the north side allow for visual connections between the plaza and the building. Decks outside of each space face the plaza and provide outdoor seating areas that further help to support and activate the plaza space.
- Balconies and Juliette balconies in each residential unit on the north and east facades of the building help to support the plaza and Greenway trail, respectively.
- The roof terrace on the 6<sup>th</sup> floor of the proposed building faces the Greenway trail, helping to support the Greenway trail.
- The proposed plaza/open space is designed in such a way that it can support flexible uses in addition to serving as a connection point between NW Naito Parkway and the Greenway trail.

Two aspects of the proposal detract from the open space system, however:

- The mechanical room at the southeast corner of the site vents out along the Greenway trail. The proposed vents are large in size, and the inactive use of the mechanical room at the current termination of this segment of the Greenway trail detracts from the pedestrian environment and decreases safety.
- The proposed plaza/open space also has minimal engagement with the existing three-story office building immediately to the north of the site. A long stormwater planter and grade change between the plaza and the existing sidewalk adjacent to the office building currently block off all but one connection point, which is located near NW Naito Parkway. The proposed plaza should fully-engage both buildings in addition to the river and the Greenway trail.

*Therefore, this guideline is not yet met.*

**B6. Develop Weather Protection.** Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

**C10. Integrate Encroachments.** Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

**Findings for B6 & C10:** Encroachments into the public right-of-way are very limited. Five canopies are proposed to project over a portion of the sidewalk along NW Naito Pkwy (though only three are indicated in the plan view). These provide a measure of weather protection along the sidewalk.

- Four of the proposed canopies are constructed out of steel C-channels to form a simple structural frame. No finish is indicated. Within the frame, a sloped corrugated metal roof provides drainage towards the street. The soffit is

composed of wood, though the species, type of board, and finish are not defined.

- A steel and glass canopy is proposed over the street-facing lobby entry door. The structural members of this canopy are composed of double steel plate outriggers that project outward from the building face. A steel tee is sandwiched between each of the two plates. Glass sits atop these steel tees and slopes back towards the building, draining into a sheet metal gutter. No finishes are indicated.
- Additional canopies project from the north elevation. These are identical in design to those on the west elevation and comprise ten steel frame canopies and two glass and steel canopies. Several of these canopies provide protection over planter areas that are not accessible by pedestrians. Others provide protection over the retail/restaurant outdoor seating area. The two glass and steel canopies provide protection over two of the entry doors.
- The same steel frame canopies, again, are proposed on the east, river-facing elevation. Like many of the canopies on the north elevation, these provide protection over the outdoor seating area for the retail/restaurant space.
- Although information about proposed finishes is not provided, these canopies will be well integrated with the overall building design.

*Therefore, these guidelines are met.*

**B7. Integrate Barrier-Free Design.** Integrate access systems for all people with the building's overall design concept.

**Findings:** The proposal includes the following integrated systems that allow for barrier-free access:

- Although the ground floor of the building is elevated from the sidewalk and Greenway trail levels, a sloped pathway and plaza area provide connections between each to main entry doors on the north elevation for both the residential lobby and for the retail/restaurant space.

*Therefore, this guideline is met.*

**C1. Enhance View Opportunities.** Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

**C1-1. Increase River View Opportunities.** Increase river 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.
- 2) Providing public stopping and viewing places which take advantage of views of River District activities and features.
- 3) Designing and orienting open space and landscape areas to emphasize views of the river.

**Findings for C1 & C1-1:** The proposed building includes several elements that serve to enhance view opportunities and increase river view opportunities:

- Balconies and Juliette balconies are proposed on all four frontages of the building. These help to increase view opportunities from each residential unit.
- Roof decks are proposed on levels 2, 6, and 8. These all allow for river view

opportunities. The deck on level 8 also allows for views back towards the Pearl District.

- Large windows in the residential units, in the residential lobby, and in the retail/restaurant space allow for views into and from the building to the surrounding district and, on the east side of the building, to the river.
- The proposed deck at the retail/restaurant space is slightly elevated above the Greenway trail. It faces the river, as well as the proposed plaza/open space, and allows views to both.
- Benches and seating platforms are proposed along the Greenway trail. Access to the seawall edge is also retained along portions of the Greenway trail. These allow additional opportunities for river views.
- The large plaza/open space on the north side of the site allows for views to the river from NW Naito Parkway and from portions of the Pearl District.

*Therefore, these guidelines are met.*

**C2. Promote Quality and Permanence in Development.** Use design principles and building materials that promote quality and permanence.

**Findings:** The proposed development includes proposed materials and detailing that promotes quality and permanence:

- The podium levels of the proposed building are partially-clad in dark, rusticated brick—a high-quality and durable material. Detailing proposed at the brick piers shows that the overall system will demonstrate permanence.
- Composite metal panels are proposed to be used in various places around the building. Composite metal panels are typically of very high-quality and not prone to oil-canning or pillowing, due to their rigidity.
  - The details provided show that the metal panels will be attached from behind, which furthers the high-quality of this material.
- A deeply-ribbed metal panel is proposed at the mechanical screen atop the tower roof. This material will also extend down the length of the tower on the south courtyard elevation.
  - The metal is proposed to be 24-gauge, which, with the proposed profile of 2-1/4” wide ribs with the 4-1/2” depth of each rib, should be sufficient to resist oil-canning and pillowing.
  - The panels will be attached with exposed fasteners. These will be located in the recessed portions of the panel, so they should be very difficult to see, due to their size. No information is provided about the finish or color of the proposed fasteners, however. They should be finished to match the ribbed metal panels.
- Equitone fiber cement panels are also proposed on the building. The color of the fiber cement is intrinsic to the material, meaning that scrapes or dents won’t result in raw fiber cement being visible. This helps to ensure a higher quality in the system than systems which do not have through-coloration.
  - The panels are proposed to be fastened to a rainscreen system from the exterior; the fasteners will, therefore, be visible. No indication of fastener type or color is proposed. Prefinished fasteners that match the color of the panels are available from the manufacturer, however, and these should be used.

- A structurally-glazed curtain wall system is proposed at the northwest corner of the building and at the main building entries. This is another high-quality cladding system, and proposed details support the permanence of the system. The glazing color is proposed to be clear, though no sample or specific glass product has been provided.

Although the proposed materials are generally of high-quality, some supporting details are missing, information in the drawing package is conflicting, or details are proposed which may result in a less-than-high-quality system:

- A glazed window wall system is proposed on the residential-level stories of the building. Window walls are typically very durable building components, and proposed detailing supports this.

- The system proposed in the product cutsheets seems to differ from the building details provided, however; the system proposed has glazing offset 1” from the exterior of the mullions, and the system shown in the details shows the glazing in the center of the mullions.
- Clear glazing is proposed; however the glass is likely to have some color and some tint to limit solar heat gain in the building. No glazing sample has been provided, and no specific color of glass has yet been proposed.
- Two colors of spandrel glazing are also proposed. The colors appear designed to complement the metal panel and fiber cement panel colors. No information is provided about where the color will be placed relative to the glazing surfaces, however.

- Storefront window systems are proposed across three of the ground floor elevations. No specific system is proposed, however. The glazing is proposed to be clear, though no sample or specific glass product has been provided.
- The proposed Equitone fiber cement panels extend all the way down to grade in some areas. This material can be fairly brittle, and the material should be avoided at the ground floor level to ensure permanence at the ground floor.
- The type of finish proposed for the metal panel systems is not indicated. For a tower of this scale and in such a prominent location relative to views from The Fields Park, a high-quality finish should be proposed.
- Sliding doors are proposed at many of the residential units. It is unclear if these are part of the window wall system, or if they are a separate system. Clarity about this system will help to ensure quality in the overall window wall expression.
- Wood soffits are proposed under many of the canopies on the ground floor. No information about species, type of wood product (i.e., tongue-and-groove), or finish is provided.

Without this additional information, staff is not able to verify that the proposed building adequately achieves quality and permanence.  
*Therefore, this guideline is not yet met.*

**C3-1. Integrate Parking.** Design parking garage exteriors to visually integrate with their surroundings. This guideline may be accomplished by:

- 1) Designing street facing parking garages to not express the sloping floors of the interior parking.
- 2) 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.

**C9-1. Reduce the Impact of Residential Unit Garages on Pedestrians.** 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.

**Findings for C3-1 & C9-1:** Parking is enclosed within the building on all sides. Only a single garage door is proposed along NW Naito Parkway to provide access to both the ground level parking garage and the basement-level parking garage. Access is kept separate from the pedestrian-oriented plaza/open space at the north end of the site.

*Therefore, these guidelines are met.*

**C5. Design for Coherency.** Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

**Findings:** Massing of the proposed building can be divided into three primary components.

- A seven-story podium mass lies along part of the west and south sides of the site.
- A five-story podium mass lies along much of the proposed plaza area at the north end of the site and continues to the east along much of the Greenway trail.
- Between these two podium masses, an “L”-shaped tower extends up to the full 17-story height. This “L” is slightly longer in the east-west direction than in the north-south direction, matching the overall proportions at the base of the building.

Articulation and fenestration of the three primary masses follows fairly consistent rules.

- The masses are divided into vertical bays that extend from the parapet to the ground floor base. Where proposed, the consistency and alignment of these bays helps to unify the distinct masses and give the building a greater sense of verticality.
- The two podium masses—perhaps more-appropriately referred to as “side-cars” to the primary “L”-shaped massing—are primarily defined by vertical brick piers, which divide the mass into deep, vertically-oriented window bays, and a flat brick cornice band/parapet.

○ This brick expression breaks down, however, on each podium mass, where brick piers and parapet are replaced narrow metal panel piers and narrow parapets. The vertical window bays are also expressed here with a more-heavily and horizontally-glazed fenestration pattern found on the tower. The building’s overall composition could be more-clearly expressed were the brick patterning to continue across the rest of the podium masses.

- The tower mass has a generally-flatter material composition, incorporating composite metal panels and fiber cement panels in addition to the proposed

window wall system.

- At either end of the tower mass, the mass narrows, subtly articulating this large mass and helping to reinforce its vertical expression on the building.

- The tower mass expresses its verticality on the north elevation with a regular series of flat piers that divide the façade into vertical window bays. These bays are further defined by aligned windows and Juliette balconies. This expression is lost somewhat on the other elevations, which lack the regular vertical pier expression to accommodate wider window bays. This more-horizontal expression is further reinforced with horizontal spandrels of varying widths. To retain some of the verticality expressed on the north façade and in the podium masses, the south courtyard elevation may provide a good example to follow, where the window bays have a wider expression, yet narrow vertical columns still help to divide the façade into vertical proportions.

- The tower mass is subdivided into a distinct, outwardly protruding mass at the northwest corner, which helps to identify the main entrance to the site and the building at the intersection of the proposed plaza and NW Naito Parkway.

- Another massing element protrudes out of the north elevation above the five-story podium. A one-story space is left between this mass and the podium below. From the east, this reads almost as a cantilever, which is an awkward expression on this building. It also brings this mass into the same plane as the podium below, which complicates the expression of the three primary masses. This should be pulled back into the primary tower massing.
- On the east elevation, a four-story tall mass projects out from the primary tower mass onto the five-story podium. This mass forms a complicating step in the north and south elevations and was referred to as a “ziggurat” by the Design Commission at the Design Advice Request hearing held for this proposal on June 1, 2017. Though this mass’s materiality and façade articulation now appear to better match the rest of the building, the building program in this mass should be incorporated into another part of the building to help clarify the building’s overall composition.
- Around all four elevations of the building, the articulation of the tower mass is interrupted at the level of the podium masses on that elevation. For instance, on the west elevation, the protruding northwest corner of the building has balconies lining either side from the top of the tower down to the eighth floor. Where this mass would intersect the podium, if it were continuous, the balconies are replaced by additional floor area on one side, and eliminated on the other. These shifts unnecessarily complicate the expression of the tower, which should not be so influenced by the secondary podium masses. The vertical expression of the tower would also be enhanced were these elements to be continuous.

The building incorporates a large palette of materials. This also complicates the overall expression of the building, and a simplification in both the type and color of materials proposed, may help to clarify the building’s elevations and massing. The proposed fiber cement panels, in particular, seem to complicate the otherwise crisp material expression on the tower mass, with their alternating panel pattern.

Due to the compositional and material issues identified above, the building’s design could be further refined and distilled to create a more integrated



composition.

*Therefore, this guideline is not yet met.*

**C6. Develop Transitions between Buildings and Public Spaces.** Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**Findings:**

- Transition space is provided between the plaza/open space at the north end of the site and building entries on the north elevation. Doors are recessed into the building face, and the large plaza area is separated from the building entries by landscaping.
- The residential lobby entry facing NW Naito Parkway is setback from the sidewalk, up a short flight of stairs. This stairway provides a distinct transition space between the building and the public realm.
- Decks proposed at the northwest and northeast corners of the building also provide transition space from the pedestrian realm along NW Naito, the plaza, and the Greenway trail.

*Therefore, this guideline is met.*

**C7. Design Corners that Build Active Intersections.** Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

**Findings:** Design elements that help to build active intersections include:

- The northeast and northwest corners of the building are programmed with active ground floor uses—a retail/restaurant space and large residential lobby, respectively. These spaces can be accessed from either the plaza/open space on the north side of the site, or from the sidewalk along NW Naito for the lobby and from the Greenway trail for the retail/restaurant space.
- Stairs and elevators to the upper stories are located deeper inside the building away from the corners of the building.
- Bays of large storefront windows and canopies are proposed at both corners of the building.
- The northwest corner is identified by a two-story, structurally-glazed curtain wall which looks into the double-height lobby space.
- The largest building signs are proposed to be located at the northwest corner of the building, as well, near the two-story curtain wall.

*Therefore, this guideline is met.*

**C8. Differentiate the Sidewalk-Level of Buildings.** Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

**Findings:**

- The sidewalk level is defined by large bays of storefront windows and canopies on the north, east, and west facades of the building.
- A raised dock and planter system on the west elevation, facing NW Naito Parkway, also helps to differentiate the ground level.

*Therefore, this guideline is met.*

**C9. Develop Flexible Sidewalk-Level Spaces.** Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

**Findings:**

- A flexible retail/restaurant space is proposed at the northeast corner of the building, facing both the plaza/open space and the Greenway trail and providing access to the space from both. This space is augmented by an outdoor deck with room for outdoor seating.
- The large residential lobby is located at the northwest corner of the building, facing both the plaza/open space and NW Naito Parkway. Access to the lobby is provided from both the plaza and NW Naito Parkway. The space is large enough to accommodate significant residential amenities and potentially a future small retail use. This space is also augmented by an outdoor deck with room for outdoor seating.
- A large fitness room space is located along the southern half of the west elevation. The space could conceivably be reprogrammed in the future to accommodate other uses, and with the condition of approval recommended in Findings for A8, the exterior will include the same clear glazing storefront found elsewhere along the ground floor.

*Therefore, this guideline is met.*

**C11. Integrate Roofs and Use Rooftops.** Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

**Findings:**

- Large mechanical units are proposed to be located on the roof of the tower mass. These will be screened with architectural screening that is integrated into the overall design of the building. This screening is composed of a dark, deeply ribbed metal panel that is also proposed to clad a portion of the south elevation. The color of the metal will also match the dark-colored composite metal panel proposed that is incorporated into the building massing which extends down from the screen on the south and east elevations. This integrated screen, which extends around all four sides of the building's roof, will help these systems to fit into the skyline and views from The Fields Park and the Fremont Bridge, especially.
- Eco-roofs composed of sedum mats and trees in planters are proposed on roof surfaces that are not otherwise occupied by residential rooftop amenity uses on levels 6 and 8 and 10 (no trees are proposed on level 10). The eco-roofs are a very low impact building component when viewed from ground level, and

views from above, such as fleeting views from the Fremont Bridge, should appear similarly well-integrated. The trees in the proposed planters are not identified, though these will likely be well-integrated with the building and complementary to the skyline, as well.

- Levels 6 and 8 contain roof decks with low built-in furnishings on both. With the exception on level 6 described below, these decks are unlikely to have a significant impact on the city’s skyline.
- The roof terrace on level 2 is the most-heavily programmed rooftop surface on the proposed building. The terrace features a paved deck surrounding a pool and hot tub for residents’ use. The proposed terrace also contains planters and eco-roof components, which are low in scale relative to the tower which surrounds two sides of this terrace space. Dogwood trees are proposed around the south and north edges of this terrace. These are also small relative to the scale of the adjacent tower. Three larger *Stewartia* trees are proposed, and these are located towards the alcove created by the two podium wings and will be visually encapsulated by the building. These elements all, therefore, appear to be well-integrated on the rooftop and compatible with the rest of the building. Their low height relative to the tower also limits any impact on the city’s skyline.

Some proposed elements of the building’s roofs are lacking enough information to determine if they will be successfully integrated and if they will enhance views of the skyline, which is dominated by the Fremont Bridge in the waterfront area of the North Pearl Subarea.

- The rooftop amenity deck proposed on level 6 includes a canopy structure in the landscape drawings that is not very well-detailed, and materials are not clearly defined. The proposed canopy is not shown in the architectural plans or elevations. Therefore, this is cannot yet be considered to be a well-integrated component. This could be removed from the proposal through a condition of approval.

*With the condition of approval that the proposed canopy structure above the roof deck on level 6 shall be removed from the proposal, this guideline may be met.*

**C12. Integrate Exterior Lighting.** Integrate exterior lighting and its staging or structural components with the building’s overall design concept. Use exterior lighting to highlight the building’s architecture, being sensitive to its impacts on the skyline at night.

**Findings:** Four different types of light fixtures are proposed around the exterior of the building:

- Columnar light standards are proposed around the periphery of the plaza/open space on the north side of the site. These are similar in design to light standards used along the Greenway trail north of the Fremont Bridge and through the Riverplace development. They should integrate well with the proposed design of the plaza, as well, and will have little impact on the skyline due to their location on the ground.
- Small architectural step light fixtures are proposed in the cast-in-place concrete dock wall along the sidewalk on NW Naito Parkway. These are simple in design and will essentially disappear during the daytime.
- Recessed linear fixtures are proposed in soffits above each of the ground floor storefront bays around the west, north, and east facades of the building, except for the bays with glass canopies. These fixtures should integrate well

with the proposed composite metal panel soffits and will have little to no impact on the skyline.

The fourth light fixture type is a linear “edge” light. These are proposed to be located at each of the buildings glass canopies, which are located over main entries to the lobby and the retail/restaurant space. The provided drawings do not indicate how these are integrated into the overall building design, however. Therefore, it is not possible to determine if they yet meet this guideline.

*Therefore, this guideline is not yet met.*

**C13. Integrate Signs.** Integrate signs and their associated structural components with the building’s overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

**Findings:** Proposed building signage is primarily located near the northwest corner of the building and at lobby entry doors. These signs are all smaller than 32 square feet in size, and are therefore not subject to Design Review, per zoning code section 33.420.041.F.

*Therefore, this guideline does not apply.*

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

### **33.825.040 Modifications That Will Better Meet Design Review Requirements:**

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

**Modification #1: 33.140.210.B.2 – Height.** To allow rooftop mechanical equipment and screening to extend above the height limit of 175’ (per the North Pearl Subarea height opportunity area standards), to be located closer than 15’ to the roof edges on street-facing facades and to cover more than 10% of the roof area. The proposed mechanical screen will enclose 73% of the tower roof area and will extend up to the parapet of the tower in some locations.

*Purpose Statement:* The height standards work with the FAR, building setback, and building coverage standards to control the overall bulk and intensity of an area. The EG1 zone height limit is the same as the General Commercial zone because the EG1 zone often functions as a transition zone between industrial and residential or commercial zones. The EX zone height limit reflects its use in intense urban areas

and the range of uses that are allowed. The other zones do not have height limits because tall buildings in these areas have traditionally not been a problem.

*Standard:* 33.140.210.B.2. Rooftop mechanical equipment and stairwell enclosures that provide rooftop access may extend above the height limit as follows, provided that the equipment and enclosures are set back at least 15 feet from all roof edges on street facing facades:

- a. Elevator mechanical equipment may extend up to 16 feet above the height limit; and
- b. Other mechanical equipment and stairwell enclosures that cumulatively cover no more than 10 percent of the roof area may extend up to 10 feet above the height limit.

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

**Findings:** The proposed mechanical screening is composed of a dark, deeply ribbed metal panel that is also proposed to clad a portion of the south elevation. The color of the metal will also match the dark-colored composite metal panel proposed that is incorporated into the building massing which extends down from the screen on the south and east elevations. This integrated screen, which extends around all four sides of the building’s roof, will help these systems to fit into the skyline and views from The Fields Park and the Fremont Bridge, especially.

Allowing this screening to cover more than 10% of the roof area will therefore enable Guidelines C5 – Design for Coherency and C11 – Integrate Roofs and Use Rooftops to be better met, as a more-distinct, separated screening element would not meet those standards as well. Additionally, were the large mechanical units placed on lower elevations, or the ground level, Guidelines A8 – Contribute to a Vibrant Streetscape, B2 – Protect the Pedestrian, and C9-Develop Flexible Sidewalk-Level Spaces might not be as well met.

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

**Findings:** Height limits work with the FAR, building setback, and building coverage standards to control the overall bulk and intensity of development. In the EX zone, specifically, the standard reflects its use in intense urban areas. The portion of the building to which the requested modification applies is relatively small in overall area compared to the total building footprint. This is consistent with the overall limitation on bulk which the standard is working to achieve.

*Therefore, this Modification merits approval.*

**Modification #2: 33.266.220.C.3.b – Standards for all bicycle parking, Bicycle racks:** To allow long-term bicycle racks to be spaced at 1’-4” x 6’ rather than the required 2’ x 6’.

*Purpose Statement:* These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

*Standard:* 33.266.220.C.3.b: A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. See Figure 266-11.

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

**Findings:** The proposal states that a total of 481 long-term bicycle parking spaces are proposed. Of these, 206 are proposed to be located in a common bike storage room on the ground floor. These will be hung vertically on walls in the bike room. The narrower spacing will allow for more bikes to be placed in smaller amount of space on the ground floor, ensuring that there remains plenty of room for active uses along the street- and walkway-facing edges of the building—a development pattern which also fits in well with nearby development—better meeting Guidelines A1 – Integrate the River, A5 – Enhance, Embellish, and Identify Areas, A5-1-1 – Reinforce the Identity of the Pearl District Neighborhood, A5-1-5 – Reinforce the Identity of the Waterfront Area, A8 – Contribute to a Vibrant Streetscape, B5 – Make Plazas, Parks, and Open Space Successful, C4 – Complement the Context of Existing Buildings, and C9 – Develop Flexible Sidewalk-Level Spaces.

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

**Findings:** As stated above, the proposed racks will be hung vertically on walls in the bike room. The proposed product information sheet shows that these racks are also staggered vertically on the wall, providing room for handlebars and peddles to overlap without snagging or interfering with one another. The proposal does not specify whether the racks are proposed to be staggered, therefore, a minimum 6” stagger will be required through a condition of approval. This will allow the purpose statement to be met, which states that the standards ensure that bikes can be locked without undue inconvenience and are reasonably safeguarded from damage.

*With the condition of approval that the proposed wall-mounted bike racks shall be staggered vertically by a minimum of 6”, this Modification will merit approval.*

**Modification #3: 33.510.205.H.2.c.(2) – North Pearl Subarea height opportunity area.** To allow the length of facades above 100’ to exceed 120’ in length. Proposed façade length on the southwest and northeast facades of the building is 125’-2”. Proposed façade length on the southeast and northwest facades of the building is 142’-8”.

*Purpose Statement:*

In the North Pearl Subarea, additional building height may be appropriate to support the goals of the North Pearl Plan. The regulations of this subsection:

- Promote the use of development bonus and transfer provisions to create and support a range of community amenities to serve the diversity of residents and employees in the Central City;
- Create a skyline and urban form that is visually permeable by providing visual access to locations within and beyond the subarea;

- Encourage the development of taller buildings that may accommodate a range and diversity of land uses;
- Result in a dynamic and varied skyline and urban form that contributes to the health, vibrancy, and livability of urban living;
- Shape building massings that allow light and air to penetrate to the street level, enhance pedestrian scale, and create a pleasant, versatile, and active public realm; and
- Provide flexibility to allow a range of uses and building types to be developed in a manner that fulfills the design objectives of this purpose statement.

Additionally, along the waterfront of the North Pearl Subarea the regulations of this subsection also:

- Increase access to sunlight along the greenway and within public and private open space areas developed along the waterfront;
- Develop a dense, active urban waterfront with a vibrant public realm;
- Work with the open area and waterfront development provisions of the North Pearl Subarea in the creation of well designed public and private urban open space amenities;
- Facilitate visual and physical access to and along the riverfront for all members of the public;
- Create expanded opportunities for views of the river as viewed from Naito Parkway and Front Avenue, landward portions of the subarea, and locations west of the subdistrict; and
- Ensure bonus height granted to sites adjacent to the Fremont Bridge does not significantly affect views of or diminish the aesthetic qualities of the bridge or its iconic stature in the Portland skyline.

*Standard:* 33.510.205.H.2.c. The regulations of this subparagraph apply to sites northeast of SW Naito Parkway. Building heights may be increased to 175 feet in the height opportunity area if the following are met:

- (1) The floors of the building above 100 feet are limited to 12,500 square feet in area or less; and
- (2) The length of any façade above 100 feet may not exceed 120 feet. However, a dimension of up to 150 feet may be requested as a modification through design review.

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

**Findings:** The modification request to exceed the allowed length of a façade above 100-feet in height allows for some additional floor area of the building to be shifted off of the lower-level podium and into the tower component of the proposed building massing. Though the proposed building will still partially-obscure the Fremont Bridge when viewed from the Pearl District and The Fields Park, shifting mass from the podium will allow the podium height to sit below the base of the bridge, retaining a portion of the view to the bridge from The Fields Park, helping the proposal better meet Guideline A2 – Emphasize Portland Themes. Shifting building program and mass from the podium level to the tower level will also allow for additional light and air to penetrate to the Greenway trail and Willamette River behind the site over the lower parts of the building, helping the proposal to better meet Guideline C5-1-5 – Reinforce the Identity of the Waterfront Area. The low podium and tower building typology is also used

elsewhere in the North Pearl Subarea. Shortening the height of the podium helps to reinforce this pattern, better meeting Guidelines A5 – Enhance, Embellish, and Identify Areas, A5-1-1 – Reinforce the Identity of the Pearl District, and Neighborhood C4 – Complement the Context of Existing Buildings.

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

**Findings:** The proposal indicates that floors above 100' in height are 12,500 square feet in area, meeting the first part of the standard. Allowing the building length to exceed 120 feet but remain less than 150 feet will still meet the purpose for the standard, allowing bonus floor area to be developed in a way that limits impacts on the view of the Fremont Bridge from the Pearl District and, more specifically, from The Fields Park; allowing for more light and air to be able to penetrate to the street and the Greenway; and helping to create a dense, active urban waterfront with vibrant public spaces. Regarding views towards the Fremont Bridge, the applicants have demonstrated on Sheet App.16 in the drawing package submitted to the Design Commission (Exhibit A.9) that shaping the massing above 100-feet in height results in less impact on the view from The Fields Park.

*Therefore, this Modification merits approval.*

**Modification #4: 33.510.251.C.3 – Required open area development standards, Shadow standard.** To allow more than 50% of the plaza area on the north side of the site to be covered by shadows at noon on April 21<sup>st</sup> of any year, not including shadows from trees. Approximately 84% of the plaza will be in shadow at noon.

*Purpose Statement:* The open area requirement promotes adequate amounts of light and air, year-round opportunities for outdoor active and passive recreation, visual relief from the built environment, and facilitates circulation for pedestrians to and throughout the North Pearl Subarea. The open area requirement is intended to produce open areas at a scale comparable to what large sites would have if divided by the 200 foot street grid pattern.

*Standard:* 33.510.251.C.3, Shadow standard. Parks and plazas must be sited so that shadows from buildings cover no more than 50 percent of a park or plaza at noon and 75% at 3:00 PM on April 21 of any year. Trees are not to be included in consideration of the limitation on shadows.

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

**Findings:** The modification to allow the proposed plaza area on the north side of the site to be in more than 50% shadow at noon on April 21<sup>st</sup> allows the proposed development to accommodate a wide and generous open space area between the existing office building to the site's immediate north and the new 17-story tower. This wide space approximates a standard right-of-way in the Pearl and reflects the emerging pattern of development in the North Pearl waterfront area, better meeting Guidelines A5 – Enhance, Embellish, and Identify Areas, A5-1-1 – Reinforce the Identity of the Pearl District Neighborhood, A5-1-5 – Reinforce the Identity of the Waterfront Area. The wide open space also helps to preserve views to the river from NW Naito Parkway and portions of the North Pearl, such as from the future intersection of NW 12<sup>th</sup> & Raleigh, better



meeting Guidelines A1-1 – Link the River to the Community, C1 – Enhance View Opportunities, C1-1 – Increase River View Opportunities.

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

**Findings:** The North Pearl Subarea open area shadow standard is intended to allow for adequate amounts of light and air in addition to providing opportunities for active and passive recreation, visual relief, and increasing options for pedestrian circulation. The amount of shaded area on the plaza at noon is significant, and the remaining with sun is centered around a shared loading and pedestrian area along NW Naito Parkway. However, as demonstrated in diagrams on Sheet App.30 in Exhibit A.9, by 1:00pm the area of the plaza in the sun will have increased by a little over 5,000 square feet, leaving only 33.8% of the plaza in the shade. Additionally, the entire north side of the plaza will be in sun. On balance, therefore, the purpose of the standard will be met, as the plaza will still be able to provide an adequate amount of light and air as well as opportunities for visual relief and outdoor recreation.

*Therefore, this Modification merits approval.*

**Modification #5: 33.510.251.D.3.b & c – North Pearl Subarea waterfront development standards:**

- b. Setbacks for all development from the Willamette River: To allow portions of the building over 35' in height to extend into the setback area, which requires the building to be set back from the Greenway setback line by 1' for every 1' of height above 35'. (These portions of the building are not yet clearly identified on the plan drawings.)
- c. Maximum building dimension: To allow the building dimension to be 230'-9" in the northeast-southwest direction, i.e., perpendicular to the river, rather than the maximum allowed 200' dimension.

*Purpose Statement:* These standards are intended to assure both frequent views of the river and physical connections to the river and its activities.

*Standard:* 33.510.251.D.3.b, Setbacks for all development from the Willamette River. The minimum setback for all development from the Willamette River is regulated by the Greenway Overlay zones; see Chapter 33.440. In addition, buildings or portions of buildings over 35 feet in height must be set back from the Greenway setback line 1 foot for every 1 foot of height above 35 feet.

*Standard:* 33.510.251.D.3.c, Maximum building dimension. The maximum building dimension is 200 feet. This standard applies to both length and depth.

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

**Findings for subparagraph b:** The modification request to allow portions of the building to extend into the setback area allows for building program and mass to be shifted off of the building podium and onto the tower portion of the building. The lower height of the podium will allow for better views towards the Fremont Bridge from the Pearl District and The Fields Park than if building massing were more-evenly distributed, better meeting Guidelines A2 – Emphasize Portland Themes, A5 – Enhance, Embellish, and Identify Areas, and A5-1-1 – Reinforce the Identity of the Pearl District Neighborhood.

In addition to lower the height of the podiums, shifting mass to the building's tower also allows for larger areas of rooftop, which will be planted and programmed with amenities for residents of the building, to be located closer to the Greenway trail and river. This will help the proposal better meet Guidelines A5-1-5 – Reinforce the Identity of the Waterfront Area and C-11 – Integrate Roofs and Use Rooftops

Additional building mass could still be shifted out of the setback by moving seven of the proposed dwelling units from an east-west appendage that projects from the tower on levels 6 through 9 down to the second floor terrace area. These units could be provided on an extension of the podium mass that runs along NW Naito Parkway. This would require reconfiguring rooftop amenities, but Guideline C11 would still be well-met. Additionally, this would help to better meet Guideline C5 – Design for Coherency while still maintaining the proposed view from The Fields Park to the Fremont Bridge.

**Findings for subparagraph c:** The modification request to allow the building dimension in the east-west direction to be up to 230'-9" in length, rather than the allowed 200' in length allows the building to provide a wider open space connection between NW Naito Parkway and the Greenway trail/Willamette River and allows the building to be narrower in the north-south direction, at approximately 180'. By narrowing the building in the north-south direction, the proposal better meets guidelines that aim for better connections to the river and Greenway trail, such as A1-1 – Link the River to the Community, A2 – Emphasize Portland Themes, A5-1-5 – Reinforce the Identity of the Waterfront Area, B5 – Make Plazas, Parks, and Open Space Successful, C1 – Enhance View Opportunities, and C1-1 – Increase River View Opportunities.

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

**Findings:** The North Pearl Subarea waterfront standards are intended to assure both frequent views of the river and physical connections to the river and its activities. The encroachment of the building into the 1-foot setback per 1-foot in height above 35 feet from the Greenway setback will not negate this purpose. The proposed increase in the maximum building dimension from 200 feet to nearly 231 feet lies in the direction perpendicular to the river. This still allows for a large open area on the north side of the property, which provides views to the river and its activities. Therefore, on balance, the proposal is consistent with the purpose of the North Pearl Subarea waterfront standards.

*Therefore, this Modification does not yet merit approval.*

**Modification #6: 33.140.240.B.4 – Pedestrian Standards, EG1 and EX zones.** To allow landscaping between the sidewalk and the building along NW Naito Parkway to be planted with groundcover and other low plants, which is less than the required L1 landscaping standard that requires trees to be planted in addition to groundcover.

*Purpose Statement:* The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system in developments in the employment zones. They ensure a direct pedestrian connection between abutting streets and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible.

*Standard:* 33.140.240.B.4, EG1 and EX zones. The land between a building and a street lot line must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians. This area may be counted towards any minimum landscaped area requirements. Vehicle areas and exterior display, storage, and work activities, if allowed, are exempt from this standard. Bicycle parking may be located in the area between a building and a street lot line when the area is hard-surfaced.

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

**Findings:** The modification request to allow proposed landscaping between the sidewalk edge and the building along NW Naito Parkway to not include the required trees will create a more-typical urban-edge condition along NW Naito Parkway and will allow greater opportunities for views into and from active ground floor areas on the west elevation of the building. This modification, therefore, will allow the proposal to better meet Guidelines A5 – Enhance, Embellish, and Identify Areas, A5-1-1 – Reinforce the Identity of the Pearl District Neighborhood, A5-1-5 – Reinforce the Identity of the Waterfront Area, A8 – Contribute to a Vibrant Streetscape, C1 – Enhance View Opportunities, and C4 – Complement the Context of Existing Buildings.

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

**Findings:** The purpose of the standard is to encourage a safe, attractive, and usable pedestrian circulation system, as well as ensuring a direct connection between buildings and other activities on the site. A building entrance is still proposed facing NW Naito Parkway, allowing a direct connection from the sidewalk. The extensive pedestrian system proposed as part of this development allows for direct connections to other activities on the site. The unobscured visual connection from the sidewalk to the ground level spaces also increases safety and attractiveness at the sidewalk.

*Therefore, this Modification merits approval.*

### **(3) GREENWAY REVIEW (33.440.350)**

#### **33.440.350 Greenway Review Approval Criteria**

The approval criteria for a Greenway review have been divided by location or situation. The divisions are not exclusive; a proposal must comply with **all** of the approval criteria that apply to the site. A Greenway review application will be approved if the review body finds that the applicant has shown that all of the approval criteria are met.

**A. For all Greenway reviews.** The Willamette Greenway design guidelines must be met for all Greenway reviews.

**Findings:** The purpose of the Willamette Greenway design guidelines is to help attain the goal and objectives of the Willamette Greenway Plan, particularly objectives 2, 3, and 4. The design guidelines address the quality of the environment along the river, and require public and private developments to complement and enhance the riverbank area, particularly with regard to riverbank treatment, landscape enhancement, public access, and the relationship of structures to the

Greenway Trail, the siting and design of viewpoints, and the design of view corridors.

The Willamette Greenway Design Guidelines address the quality of the environment along the river and require public and private developments to complement and enhance the riverbank area. The Design Guidelines are grouped in a series of eight Issues:

**Issue A. Relationship of Structures to the Greenway Setback Area:** This issue “applies to all but river-dependent and river-related industrial use applications for Greenway Approval, when the Greenway trail is shown on the property in the *Willamette Greenway Plan*.” These guidelines call for complementary design and orientation of structures so that the Greenway setback area is enhanced;

**Guidelines:**

**1. Structure Design.** The Greenway Setback area should be complemented and enhanced by designing, detailing, coloring, and siting structures and their entrances to support the pedestrian circulation system, including both the Greenway trail and access connections.

**Findings:** The proposed building complements the Greenway Setback with the following features:

- The proposed building includes an active ground level, programmed with a proposed retail/restaurant space and designed with large retail bays infilled with storefront windows. One entrance for this space opens towards the Greenway trail and provides a direct connection to it, and another opens to the plaza/open space that connects the trail to NW Naito Parkway. An outdoor deck area between the Greenway trail and the building provides space for outdoor seating for the proposed retail/restaurant space. This deck wraps around to the north side of the building and will help to enhance the proposed plaza area.
- Upper stories of the proposed building, which are programmed primarily with residential dwelling units, are dominated by large glazed areas that overlook the Greenway and the proposed connecting plaza/open space at the north side of the site.
- The building’s podium, which faces both the Greenway and the plaza/open space on the north end of the site, is proposed to be detailed with a dark black, heavily-rusticated brick. The brick material is used to form deep piers that divide the north and east facades into vertical bays along the lower levels of most of the two facades. These deep piers, combined with large areas of glazing, Juliette balconies, and canopies above the ground floor level all help to add articulation and detailing to the building’s massing, enhancing the experience along both the Greenway trail and the plaza.

*Therefore, this guideline is met.*

**2. Structure Alignment.** Where surrounding development follows an established block pattern, alignment with the block pattern should be considered in structure placement. Structure alignment should also take into account potential view corridors from existing public rights-of-way or acknowledged viewpoints. The pedestrian access system should be designed to take advantage of these alignments.

**Findings:**

- Development along the north reach of the Willamette River in the Central City follows a pattern that approximates the city’s typical 200’ grid north of the Fremont Bridge in the Riverscape area/Rivernorth subdivision. This spacing is oriented perpendicular to the river. Development between the Fremont and Broadway bridges is more scattered, though a similar configuration currently exists in some areas, such as at the Waterfront Pearl development and with the spacing of the remaining buildings at the Centennial Mills site. The warehouse immediately south of the subject site is also approximately the size of a typical Portland block.

The proposed new development roughly follows this pattern, creating a building approximately 180-feet wide in the direction parallel to the river and establishing a wide view corridor and pedestrian accessway on its north side.

- Existing development on the subject site is auto-oriented and its building forms are slightly more broken up, with large parking areas located between and on either side of the two buildings currently on the site. Both buildings are set back from the street, but both back up close to the Greenway trail, leaving a narrow strip of landscaping between the trail and the buildings. This contrasts with newer developments to the north of the Fremont Bridge, which tend to be set back a little farther from the Greenway trail.

The proposed building follows the pattern of development on its larger site; the building itself is set close to the Greenway trail. A slightly-raised dock extends up to the boundary of the Greenway setback.

*Therefore, this guideline is met.*

**Issue B. Public Access:** This issue “applies to all but river-dependent and river-related industrial use applications for Greenway Approval, when the Greenway trail is shown on the property in the *Willamette Greenway Plan*.” These guidelines call for integration of the Greenway trail into new development, as well as the provision of features such as view points, plazas, or view corridors;

**Guidelines:**

**1. Public Access.** New developments should integrate public access opportunities to and along the river into the design of the Project. This includes the Greenway trail, formal viewpoints, access connections to the Greenway trail, and internal site pedestrian circulation.

**Findings:**

- A new pedestrianway is proposed at the north end of the subject site—part of a larger plaza and open space area that extends from NW Naito Pkwy to the Greenway trail.
- The Greenway trail segment presently exists and will continue through the subject site.
- No formal viewpoints are located on the subject site.
- Internal site pedestrian circulation is limited; however, connections from the Greenway trail to the retail/restaurant space and to the second floor roof terrace are proposed.

*Therefore, this guideline is met.*

**2. Separation and Screening.** The pedestrian circulation system, including Greenway trail, viewpoints, and trail access connections, should be designed to ensure adequate separation and screening from parking, loading, circulation routes, external storage areas, trash dumpsters, exterior vents, mechanical devices, and other similar equipment.

**Findings:**

- Parking, trash and recycling dumpsters, and loading are located within the building, away from the Greenway trail and other pedestrian circulation routes.
- A mechanical room faces the Greenway trail at the southeast corner of the site. Large louvers face the trail. The translucent glazing proposed on part of the wall only partially helps to screen the mechanical room.

*Therefore, this guideline is not yet met.*

**3. Signage.** Access connections should be clearly marked.

**Findings:** No information is yet provided regarding signage to mark the connection from NW Naito Pkwy to the Greenway trail. Signage that denotes public access to the Greenway trail and which meets the Directional signs standard in Portland sign code section 32.32.030.H should be provided at both ends of the pedestrianway at the north end of the site.

*With the condition of approval that signage denoting public access to the Greenway trail shall be placed at both ends of the pedestrianway and that the signs shall meet the Directional signs standard in Portland sign code section 32.32.030.H, this guideline will be met.*

**4. Access to Water’s Edge.** Where site topography and conservation and enhancement of natural riverbank and riparian habitat allow, safe pedestrian access to the water’s edge is encouraged as part of the Project.

**Findings:** Site topography does not allow for safe pedestrian access to the water’s edge, due to the existing seawall.

*Therefore, this guideline does not apply.*

**Issue C. Natural Riverbank and Riparian Habitat:** This issue “applies to situations where the river bank is in a natural state, or has significant wildlife habitat, as determined by the wildlife habitat inventory.” These guidelines call for the preservation and enhancement of natural banks and areas with riparian habitat;

**Guidelines:**

**1. Natural Riverbanks.** The natural riverbank along the Willamette River should be conserved and enhanced to the maximum extent practicable. Modification of the riverbank should only be considered when necessary to prevent significant bank erosion and the loss of private property, or when necessary for the functioning of a river-dependent or river-related use.

**Findings:** No natural riverbank exists along the subject site, since the riverbank has been replaced with an existing seawall.

*Therefore, this guideline does not apply.*

**2. Riparian Habitat.** Rank I riparian habitat areas, as identified in the wildlife habitat inventory, should be conserved and enhanced with a riparian landscape treatment. Other riparian habitat should be conserved and enhanced through riparian landscape treatments to the maximum extent practical. Conservation however does not mean absolute preservation. Some discretion as to what vegetation should remain and what can be removed and replaced should be permitted. Riparian habitat treatments should include a variety of species of plants of varying heights that provide different food and shelter opportunities throughout the year.

**Findings:** The subject site is identified as having only Rank V habitat area and no Rank I habitat.

*Therefore, this guideline does not apply.*

**Issue D. Riverbank Stabilization Treatments:** This Issue “applies to all applications for Greenway Approval.” This guideline promotes bank treatments for upland developments that enhance the appearance of the riverbank, promote public access to the river, and incorporate the use of vegetation where possible;

**Guidelines:**

**1. Riverbank Enhancement.** Riverbank stabilization treatments should enhance the appearance of the riverbank, promote public access to the river, and incorporate the use of vegetation where practical. Areas used for river-dependent and river-related industrial uses are exempted from providing public access.

**Findings:**

- The existing seawall along the river is proposed to remain. Public access to the river from the subject site is therefore precluded.
- Additional landscaping is proposed in pockets along the river side of the Greenway trail. Proposed species are not identified. Most of the area on the upland side of the Greenway setback is proposed to be developed; only an area at the southeast corner incorporates proposed landscaping.

*Therefore, this guideline is met.*

**Issue E. Landscape Treatments:** This Issue “applies to all applications for Greenway Approval which are subject to the landscape requirements of the Greenway chapter of Title 33 Planning and Zoning of the Portland Municipal Code.” This Issue calls for landscaping treatments that create a balance between the needs of both human and wildlife populations in the Greenway Setback area or riverward of the Greenway Setback.

**Guidelines:**

**1. Landscape Treatments.** The landscape treatment should create an environment which recognizes both human and wildlife use. Areas where limited human activity is expected should consider more informal riparian treatments. Areas of intense human use could consider a more formal landscape treatment. The top of bank may be considered a transition area between a riparian treatment on the riverbank and a more formal treatment of the upland.

**Findings:**

- New landscape plantings are proposed at the top of the seawall. These are grouped into four discrete pockets on the riverward side of the Greenway trail. These landscape pockets define an area of the Greenway for passive human use, with benches provided at either end of the landscaped area.

- Tree, shrub, and groundcover species are not identified. Species should be identified and chosen to be of use to wildlife while simultaneously providing benefits to human use.
  - No landscape treatments are proposed at the base of the seawall, between it and the river’s edge. This area currently appears to be covered with invasive species. Native riparian species in an informal landscape treatment should be proposed to replace these invasive plants.
- Therefore, this guideline is not yet met.*

**2. Grouping of Trees and Shrubs.** In areas of more intense human use, trees and shrubs can be grouped. The grouping of trees and shrubs allows for open areas for human use, and has the secondary value of increasing the value of the vegetation for wildlife.

**Findings:** New landscape plantings are proposed at the top of the seawall. These are grouped into four discrete pockets on the riverward side of the Greenway trail. These landscape pockets define an area of the Greenway for passive human use, with benches provided at either end of the landscaped area.

*Therefore, this guideline is met.*

**3. Transition.** The landscape treatment should provide an adequate transition between upland and riparian areas and with the landscape treatments of adjacent properties.

**Findings:** The transition between the upland and riparian areas of the Greenway is essentially delineated by the seawall on the subject site. Existing landscape in this area is defined by human intervention, thus any transition between riparian and upland habitat will be abrupt.

*Therefore, this guideline does not apply.*

**Issue F. Alignment of Greenway Trail:** This issue “applies to all applications for Greenway Approval with the Greenway trail shown on the property in the Willamette Greenway Plan.” These guidelines provide direction for the proper alignment of the Greenway trail, including special consideration for existing habitat protection and physical features in the area of the proposed alignment;

**Guidelines:**

**1. Year-round Use.** The Greenway trail should be located so as to be open for public use year round. The trail may be constructed along the top of bank, on a floating platform, or in a series of tiers adjacent to the river, provided that at least one of these levels will remain unsubmerged.

**Findings:** The proposed Greenway trail will be constructed at the top of an existing seawall, which forms the top of bank. Except during extreme flooding events, this trail will remain unsubmerged.

*Therefore, this guideline is met.*

**2. Habitat Protection.** The Greenway trail should be routed around smaller natural habitat areas to reduce the impact on the habitat area.



**Findings:** No natural habitat areas currently exist within the Greenway setback on the subject site, as the current setback is occupied by the existing Greenway trail and seawall.

*Therefore, this guideline does not apply.*

**3. Alignment.** The Greenway trail alignment should be sensitive to and take advantage of topographical and environmental features of the site, views of the river, existing and proposed vegetation, and sunlight.

**Findings:** The proposed Greenway trail alignment remains in its existing position along the seawall on the east side of the site. While this is the ideal location along the majority of the river frontage on the subject site, there is potential for complication at the south end of the trail. Currently, the trail dead-ends in this area, as does the seawall, which is the top of bank line on the subject site.

On the adjacent parcel to the south, the seawall cuts inward with the natural top of bank line. Since it is unlikely that new seawall will be approved to be constructed, accommodation should be made on the subject site to allow the Greenway trail to transition to the west to align with the natural top of bank on the adjacent site. Were this not to happen, the Greenway trail may remain incomplete. Adequate space for such a transition may exist in the proposed plan, but further study is needed.

*Therefore, this guideline is not yet met.*

**Issue G. Viewpoints:** This issue “applies to all applications for Greenway Approval with a public viewpoint shown on the property in the *Willamette Greenway Plan* and for all applications proposing to locate a viewpoint on the property”. These guidelines provide direction about the features and design of viewpoints, as required at specific locations;

**Findings:** No viewpoints are identified on the subject site in the Willamette Greenway Public Access Map of the *Willamette Greenway Plan*.

*Therefore, this guideline does not apply.*

**Issue H. View Corridors:** This issue “applies to all applications for Greenway Approval with a view corridor shown on the property in the *Willamette Greenway Plan*.” These guidelines provide guidance in protecting view corridors to the river and adjacent neighborhoods;

**Guidelines:**

**1. Right-of-way Protection.** View corridors to the river along public rights-of-way are to be protected. These rights-of-way should not be vacated.

**2. View Protection.** Buildings, structures, or other features must be located to avoid blocking view corridors.

**3. Landscape Enhancement.** Landscape treatments within view corridors should frame and enhance the view of the river.

**Findings for 1, 2, & 3:** No view corridors are identified on the subject site in the Willamette Greenway Public Access Map of the *Willamette Greenway Plan*.

*Therefore, these guidelines do not apply.*

**B. River frontage lots in the River Industrial zone.** In the River Industrial zone, uses that are not river-dependent or river-related may locate on river frontage lots when the site is found to be unsuitable for river-dependent or river-related uses. Considerations include such constraints as the size or dimensions of the site, distance or isolation from other river-dependent or river-related uses, and inadequate river access for river-dependent uses.

**Findings:** The subject site is not located in the River Industrial overlay zone.

*Therefore, this criterion does not apply.*

**C. Development within the River Natural zone.** The applicant must show that the proposed development, excavation, or fill within the River Natural zone will not have significant detrimental environmental impacts on the wildlife, wildlife habitat, and scenic qualities of the lands zoned River Natural. The criteria applies to the construction and long-range impacts of the proposal, and to any proposed mitigation measures. Excavations and fills are prohibited except in conjunction with approved development or for the purpose of wildlife habitat enhancement, riverbank enhancement, or mitigating significant riverbank erosion.

**Findings:** The subject site is not located in the River Natural overlay zone.

*Therefore, this criterion does not apply.*

**D. Development on land within 50 feet of the River Natural zone.** The applicant must show that the proposed development or fill on land within 50 feet of the River Natural zone will not have a significant detrimental environmental impact on the land in the River Natural zone.

**Findings:** The subject site is not located within 50 feet of the River Natural Overlay zone.

*Therefore, this criterion does not apply.*

**E. Development within the Greenway setback.** The applicant must show that the proposed development or fill within the Greenway setback will not have a significant detrimental environmental impact on Rank I and II wildlife habitat areas on the riverbank. Habitat rankings are found in the Lower Willamette River Wildlife Habitat Inventory.

**Findings:** Proposed development within the Greenway setback includes stormwater planters and, potentially, building, retaining wall, and planter footings. Reconstruction of the Greenway trail is also proposed. No Rank I or Rank II wildlife habitat areas are identified on the subject site in the Lower Willamette River Wildlife Habitat Inventory.

*Therefore, this criterion does not apply.*

**F. Development riverward of the Greenway setback.** The applicant must show that the proposed development or fill riverward of the Greenway setback will comply with all of the following criteria:

1. The proposal will not result in the significant loss of biological productivity in the river;
2. The riverbank will be protected from wave and wake damage;
3. The proposal will not:

- a. Restrict boat access to adjacent properties;
  - b. Interfere with the commercial navigational use of the river, including transiting, turning, passing, and berthing movements;
  - c. Interfere with fishing use of the river;
  - d. Significantly add to recreational boating congestion; and
4. The request will not significantly interfere with beaches that are open to the public.

**Findings for 1, 2, 3, & 4:** The proposal does not include any development or fill riverward of the Greenway setback.

*Therefore, these criteria do not apply.*

**G. Development within the River Water Quality overlay zone setback.** If the proposal includes development, exterior alterations, excavations, or fills in the River Water Quality overlay zone setback the approval criteria below must be met. River-dependent development, exterior alterations, excavations, and fills in the River Water Quality zone are exempt from the approval criteria of this subsection

**Findings:** The proposal is not located in the River Quality overlay zone.

*Therefore, this criterion does not apply.*

**H. Mitigation or remediation plans.** Where a mitigation or remediation plan is required by the approval criteria of this chapter, the applicant's mitigation or remediation plan must demonstrate that the following are met:

1. Except when the purpose of the mitigation could be better provided elsewhere, mitigation will occur:
  - a. On site and as close as practicable to the area of disturbance;
  - b. Within the same watershed as the proposed use or development; and
  - c. Within the Portland city limits.
2. The applicant owns the mitigation or remediation site; possesses a legal instrument that is approved by the City (such as an easement or deed restriction) sufficient to carry out and ensure the success of the mitigation or remediation plan; or can demonstrate legal authority to acquire property through eminent domain;
3. The mitigation or remediation plan contains a construction timetable and a minimum 1 year monitoring and maintenance plan that demonstrates compliance with Subsection 33.248.090.E and includes the following elements:
  - a. Identification of the responsible party or parties that will carry out the mitigation or remediation plan;
  - b. Identification of clear and objective performance benchmarks that will be used to judge the mitigation or remediation plan success; and
  - c. Contingency plan that indicates the actions to be taken in the event that performance benchmarks are not met.

**Findings:** No mitigation or remediation plans are required.

*Therefore, this guideline does not apply.*

## DEVELOPMENT STANDARDS

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

Two critical development standards have been identified by staff as not yet being met. Not meeting these standards also prevents staff from recommending approval for the proposed development.

**33.510.210.C – Bonus floor area options.** The proposal’s program relies on achieving floor area bonuses totaling at least 163,222 square feet—which is equivalent to an additional FAR of approximately 2.26:1—for a total gross floor area of 307,382 square feet.

- Out of the total development program, the first 144,160 square feet are achieved through the 2:1 base FAR available for the 72,080-square foot site.
- Bonus floor area totaling an additional 2:1 FAR, or another 144,160 square feet, are achieved through the residential bonus provisions in section 33.510.210.C.1.a.(2), which allows an additional square foot of floor area for each square foot of floor area developed and committed as housing.
- Additional bonus floor area of 15,200 square feet, or approximately 0.21:1, is earned through the locker room bonus provisions in section 33.510.210.C.8, which allows an additional 40 square feet for each square foot of area developed and committed as locker room facilities to encourage bicycling. The locker room facility must include showers, a dressing area, and lockers. All tenants of the building must be able to use the locker room, and at least 110% of the required long-term bicycle parking for the site must be provided and must meet the standards of 33.266.220.B, Long-term Bicycle Parking.

The applicants have requested a Modification to those standards, for which staff recommends approval. However, the applicants have not demonstrated that 110% of the required bicycle parking spaces will be provided. A minimum of 457 long-term bicycle parking spaces must be provided to earn this bonus, based on the proposed building program. Of those, only 206 spaces are indicated on the drawings submitted.

*Therefore, staff cannot verify that this bonus floor area is earned.*

- Additional bonus floor area of at least 3,862 square feet must be earned to achieve the full development program. The applicants propose to earn additional bonus floor area through the eco-roof bonus provisions in section 33.510.210.C.10. This bonus option allows additional floor area of 3 square feet for every square foot of eco-roof, where the total area of eco-roof is at least 60% of the building’s footprint. The applicant must also submit a letter from BES certifying that BES approves the eco-roof to earn this bonus.

The letter from BES has not yet been provided, and BES has not yet confirmed that the proposed eco-roof meets all of the requirements to earn this floor area.

*Therefore, this bonus floor area is not yet earned.*

Since the proposed development exceeds the amount of allowed floor area and bonus

floor area earned, combined, staff cannot yet recommend approval for the proposal.

**33.440.210.C.2 – Development in the Greenway Setback.** Development, exterior alterations, excavations, or fills that are not *river-dependent* or *river-related* require both Greenway Review approval and a Greenway Goal Exception approval to locate in the greenway setback. Greenway Goal Exception approval requires action by the City Council.

- A *river-dependent* use is defined in zoning code chapter 33.910 as “a use which can be carried out only on, in, or adjacent to a river because it requires access to the river for waterborne transportation or recreation. River-dependent also includes development, which by its nature, can be built only on, in, or over a river. Bridges supported by piers or pillars, as opposed to fill, are river-dependent development.
- A *river-related* use is defined in zoning code chapter 33.910 as “a use or development which is not directly dependent upon access to a water body but which provides goods or services that are directly associated with river-dependent land or waterway use or development, and which, if not located adjacent to water, would result in a public loss of quality in the goods or services offered. Residences (including houseboats), parking areas, spoil and dump sites, roads and highways, restaurants, businesses, factories, and recreational vehicle parks are not generally considered dependent or related to water. Recreational trails and viewpoints adjacent to the river are river-related development. Bridge exit and entrance ramps supported by piers or pillars, as opposed to fill, are river-related development. Removal or remedial actions of hazardous substances conducted under ORS 465.200 through 465.510 and 475.900 are considered river-related development for the duration of the removal or remedial action.”
- Portions of the development proposal extend into or exist entirely within the greenway setback. Only the greenway trail itself and its associated landscaping are considered as *river-related* uses.
  - The proposed stormwater planter along the seawall is not considered either river-dependent or river-related and cannot be located within the greenway setback without Greenway Goal Exception approval.
  - The proposed stormwater planter on the upland side of the greenway trail appears to extend slightly into the greenway setback. This also requires Greenway Goal Exception approval, as it is neither river-dependent nor river-related.
  - An underground foundation wall appears to extend into the greenway setback. None of the uses in the building are considered river-dependent or river-related uses, and extension of any portion of the building into the setback, including foundation walls and footings (which are also not indicated on the drawings provided) requires Greenway Goal Exception approval.

Since none of the uses identified above that extend into or exist within the greenway setback are river-related or river-dependent, and since no Greenway Goal Exception has been applied for or approved for any of these uses, staff cannot yet recommend approval for this proposal.

## CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. While there are many aspects of the proposal that meet the applicable design guidelines, modification approval criteria, greenway review approval criteria, and zoning code development standards, staff has identified several areas of concern with the proposed development that need resolution before staff can recommend approval for the proposal.

### **Issue 1: Critical Development Standards not yet met**

- a. Bonus floor area is not yet earned.
- b. Development that is not river-dependent or river-related is proposed within the greenway setback.

### **Issue 2: Architectural Coherency and Materials**

- a. Large material palette.
- b. Articulation of massing could be more consistent and simplified.
- c. Façade articulation and fenestration patterns complicate the overall building massing.
- d. Some missing information and supporting details for proposed materials, drawing coordination issues.

### **Issue 3: Greenway Setback, Greenway Trail, and Open Space**

- a. The Greenway trail termination should be designed to accommodate alignment with the future trail on the abutting property to the south.
- b. Mechanical room and termination of the Greenway trail need better resolution.
- c. Relationship of the second floor terrace to the Greenway trail should be improved.
- d. Proposed Greenway trail design is quite different from the rest of the trail in the North Pearl waterfront and missing pedestrian lighting.
- e. Placement of the building at the south property line may result in undesirable pedestrian and open space conditions with redevelopment of adjacent property.
- f. Proposed plaza/open space has little engagement with existing office building to the north.
- g. BES has not yet signed off on stormwater management planters, and these may not be adequate “water features” to support the open space.
- h. Opportunity to propose public art in large plaza connecting to the Greenway trail.

### **Issue 4: Response to Service Bureau Requirements**

- a. Utility vault information needs to be provided to PBOT.
- b. Eco-roof bonus and stormwater management requirements need to be verified by BES.

#### *Design Guidelines not yet met:*

- A3 – Respect the Portland Block Structures
- A3-1 – Provide Convenient Pedestrian Linkages
- A4 – Use Unifying Elements
- A5 – Enhance, Embellish, and Identify Areas
- A5-1 – Reinforce Special Areas
- A5-1-1 – Reinforce the Identity of the Pearl District
- A5-1-5 – Reinforce the Identity of the Waterfront Area
- A5-3 – Incorporate Water Features
- A5-4 – Integrate Works of Art

- A8-1 – Design Fences, Walls, and Gateways to be Seen Over
- B2 – Protect the Pedestrian
- B5 – Make Plazas, Parks, and Open Space Successful
- C2 – Promote Quality and Permanence in Development
- C4 – Complement the Context of Existing Buildings
- C5 – Design for Coherency
- C12 – Integrate Exterior Lighting

*Willamette Greenway Design Guidelines not yet met:*

- B2 – Separation and Screening
- E1 – Landscape Treatments
- F3 – Alignment [of the Greenway Trail]

**TENTATIVE STAFF RECOMMENDATION**

(May be revised upon receipt of new information at any time to the Design Commission decision)

Staff recommends denial of the requested Design Review and the requested Greenway Review at this time based on guidelines not yet met, critical development standards not yet met, and additional materials and details needed to address staff concerns and service bureau requirements.

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**Procedural Information.** The application for this land use review was submitted on November 28, 2016, and was determined to be complete on May 25, 2017.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on November 28, 2016.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit G-4. Unless further extended by the applicant, **the review period will expire on: May 25, 2018.**

**Some of the information contained in this report was provided by the applicant.** As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

**This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case.** This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design

Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

**Appeal of the decision.** The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case, up to a maximum of \$5,000).**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

**Recording the final decision.**

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

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

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

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

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final



decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

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

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

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

Benjamin Nielsen  
September 22, 2017

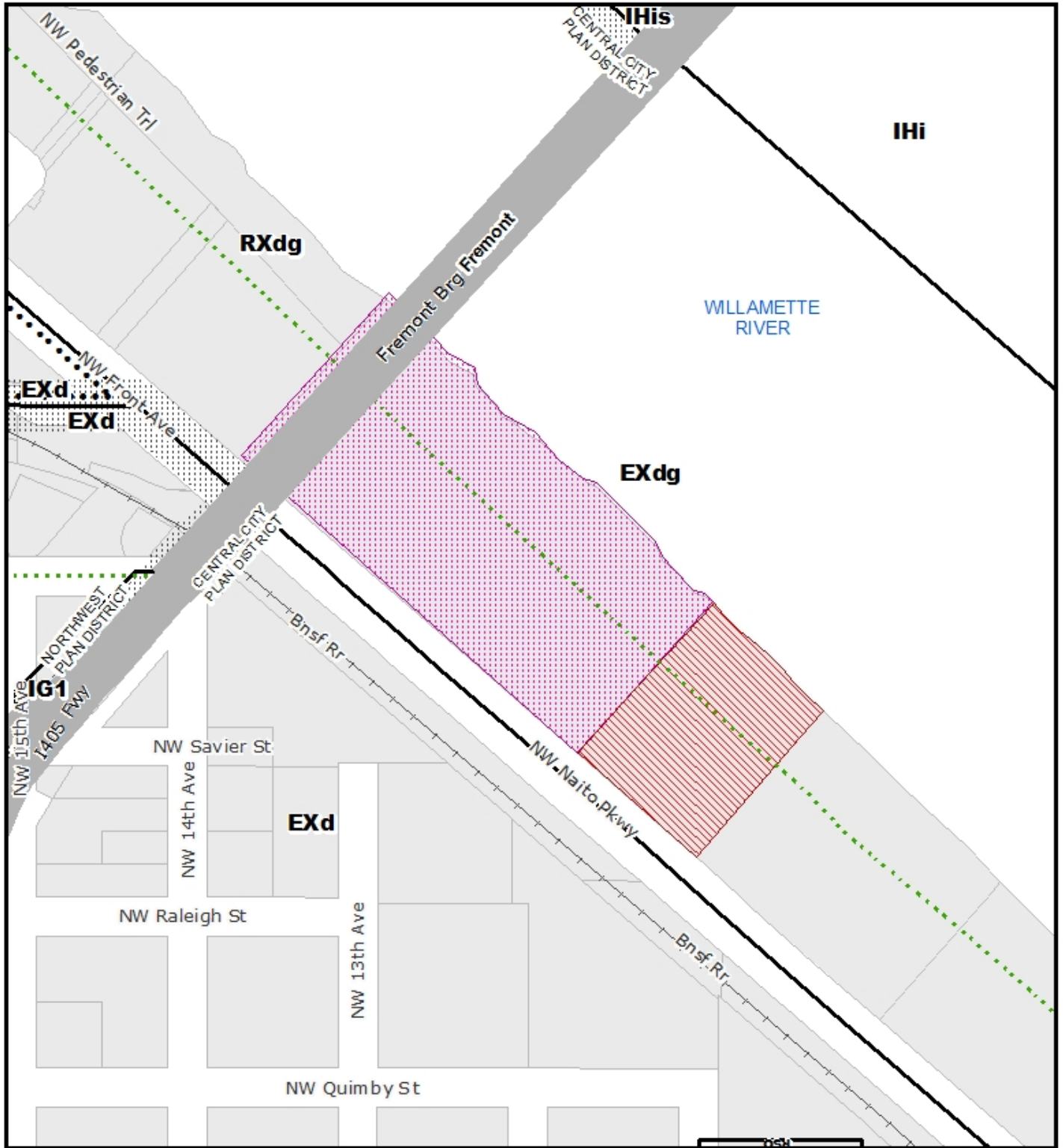
**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Submittals
1. Original Drawing Set
  2. Project Narrative, dated and received 01/30/2017
  3. Letter requesting to postpone scheduling the Design Review hearing, received 05/25/2017
  4. Site Plan Study, dated and received 06/15/2017
  5. Site Plan Study, received 06/21/2017
  6. Revised Drawing Set, dated and received 07/21/2017
  7. Revised Narrative, dated and received 07/21/2017
  8. Geotechnical Report, dated 03/22/2017 and received 07/21/2017
  9. Revised Drawing Set (sent to Design Commission), dated 09/28/2017 and received 09/08/2017
  10. Revised Narrative (sent to Design Commission), dated 09/28/2017 and received 09/08/2017
  11. Stormwater Report, dated 09/07/2017 and received 09/08/2017
  12. Eco-roof Documentation, received 09/15/2017
  13. Revised Building Elevations, received 09/19/2017
  14. Public comments + applicant responses, received 09/21/2017
- B. Zoning Map (attached)
- C. Plan & Drawings
01. *Not used.*
  02. Site Plan (attached)
  03. Floor Plan – Level P1
  04. Floor Plan – Level 01
  05. Floor Plan – Level 02
  06. Floor Plan – Level 03-05
  07. Floor Plan – Level 06
  08. Floor Plan – Level 07
  09. Floor Plan – Level 08

10. Floor Plan – Level 09
11. Floor Plan – Level 10-17
12. Roof Plan
13. Building Elevations - North (attached)
14. Building Elevations – West (attached)
15. Building Elevations - South (attached)
16. Building Elevations – East (attached)
17. Building Elevations - Courtyard
18. Building Elevations - North - B/W
19. Building Elevations - West - B/W
20. Building Elevations - South - B/W
21. Building Elevations - East - B/W
22. Building Elevations - Courtyard - B/W
23. *Not used.*
24. Building Section E/W
25. Building Section N/S
26. Street-Level Elevation – North
27. Street-Level Elevation – West
28. Street-Level Elevation – South
29. Street-Level Elevation – East
30. *Not used.*
31. *Not used.*
32. *Not used.*
33. *Not used.*
34. NW Corner
35. North Entrance
36. NW Corner – North Facade
37. NW Corner – West Facade
38. West Entrance
39. West Facade Canopy
40. Garage Entrance
41. Southeast Corner
42. Restaurant East Patio
43. Restaurant Entrance
44. Roof Terrace – Level 2
45. Roof Terrace – Level 6, 8, 10
46. Podium Parapet
47. Tower Parapet
48. Balconies
49. Details
50. Details
51. Details
52. Details
53. Details
54. Details
55. Details
56. Details
57. Details
58. Details
59. Details
60. Details
61. Building Materials
62. *Not used.*
63. Zone Diagram
64. Site Level - Landscape Plan





65. Entry Court - Landscape Plan
  66. Entry Court - Site Diagram
  67. Entry Court - Section Looking N
  68. Entry Court - Section Looking E
  69. Entry Court - Precedents
  70. Entry Court - Materials
  71. Entry Court - Furnishings
  72. Entry Court - Planting
  73. Greenway - Planting & Materials
  74. R.O.W. - Existing & Proposed
  75. R.O.W. - Landscape Plan
  76. R.O.W. - Transition Site - Naito
  77. Pool Terrace - Landscape Plan
  78. Pool Terrace - Sect. Looking N
  79. Pool Terrace - Precedents
  80. Pool Terrace - Materials
  81. Pool Terrace - Furnishings
  82. Pool Terrace - Planting
  83. Overlook - Landscape Plan
  84. Overlook - Landscape Sect. E
  85. Overlook - Precedents
  86. Overlook - Materials
  87. Overlook - Furnishings
  88. Overlook - Planting
  89. The Nest - Landscape Plan
  90. The Nest - Section Looking N
  91. The Nest - Precedents
  92. The Nest - Materials
  93. The Nest - Furnishings
  94. The Nest - Planting
  95. Existing Conditions
  96. Site Plan
  97. Grading & Erosion Control Plan
  98. Utility Plan
  99. Exterior Lighting
  100. Cutsheets
  101. Cutsheets
  102. Cutsheets
  103. Cutsheets
  104. Cutsheets
  105. Cutsheets
  106. Cutsheets
  107. Cutsheets
  108. Cutsheets
  109. Cutsheets
  110. Signage
  111. Zoning Standards & FAR (Sheet App.24)
  112. Zoning Standards: Open Space & Plazas (Sheet App.25)
  113. Zoning Standards: Bicycle Parking & Loading (Sheet App.28)
  114. Modifications (Sheet App.30)
- D. Notification information:
1. Request for response
  2. Posting letter sent to applicant
  3. Notice to be posted
  4. Applicant's statement certifying posting, received 08/28/2017

5. Mailed notice
  6. Mailing list
- E. Agency Responses:
1. Bureau of Environmental Services
  2. Fire Bureau
  3. Bureau of Parks, Forestry Division
  4. Life Safety Review Section of BDS
  5. Bureau of Transportation Engineering
- F. Letters
1. Theodore Zava, 08/23/2017, email in opposition
  2. Suzanne Gaudina, 08/24/2017, email in opposition
  3. Glenn Traeger, 08/31/2017, email asking for copy of narrative and clarifications
  4. Glenn Traeger, 09/10/2017, email discussing past planning efforts
  5. Tiffany Sweitzer, 09/12/2017, email asking for clarifications
  6. David Dysert, 09/18/2017, three emails, two asking for clarifications, another with comments
  7. David Dysert, 09/21/2017, email asking for clarifications
- G. Other
1. Original LUR Application
  2. Pre-application Conference Summary (EA 16-262122 PC)
  3. Design Advice Request Summary (EA 17-148879 DA)
  4. Signed 120-Day Waiver
  5. Incomplete Application Letter
  6. Email from staff re: garage and loading access door, greenway trail and required open space, and greenway review, sent 07/10/2017
  7. Email from staff re: garage door location, sent 07/10/2017
  8. Email string between staff and applicants re: site area and property boundary, dated 07/28 – 08/02/2017
  9. Email from staff re: notes on drawing set and modification requests, sent 08/11/2017
  10. Copy of Driveway Design Exception approval from PBOT, dated 08/07/2017 and received 08/15/2017
  11. Email from staff re: design comments & utility vault info, sent 08/24/2017
  12. Email string between applicants and staff re: utility vault issues, dated 08/31 – 09/01/2017
  13. Email from BES re: eco-roof floor area bonus, received 09/15/2017
  14. Email string between staff and applicants re: bureau comments received, dated 09/15/2017
  15. Email from applicants re: summary of neighborhood association meeting, received 09/20/2017
- H.

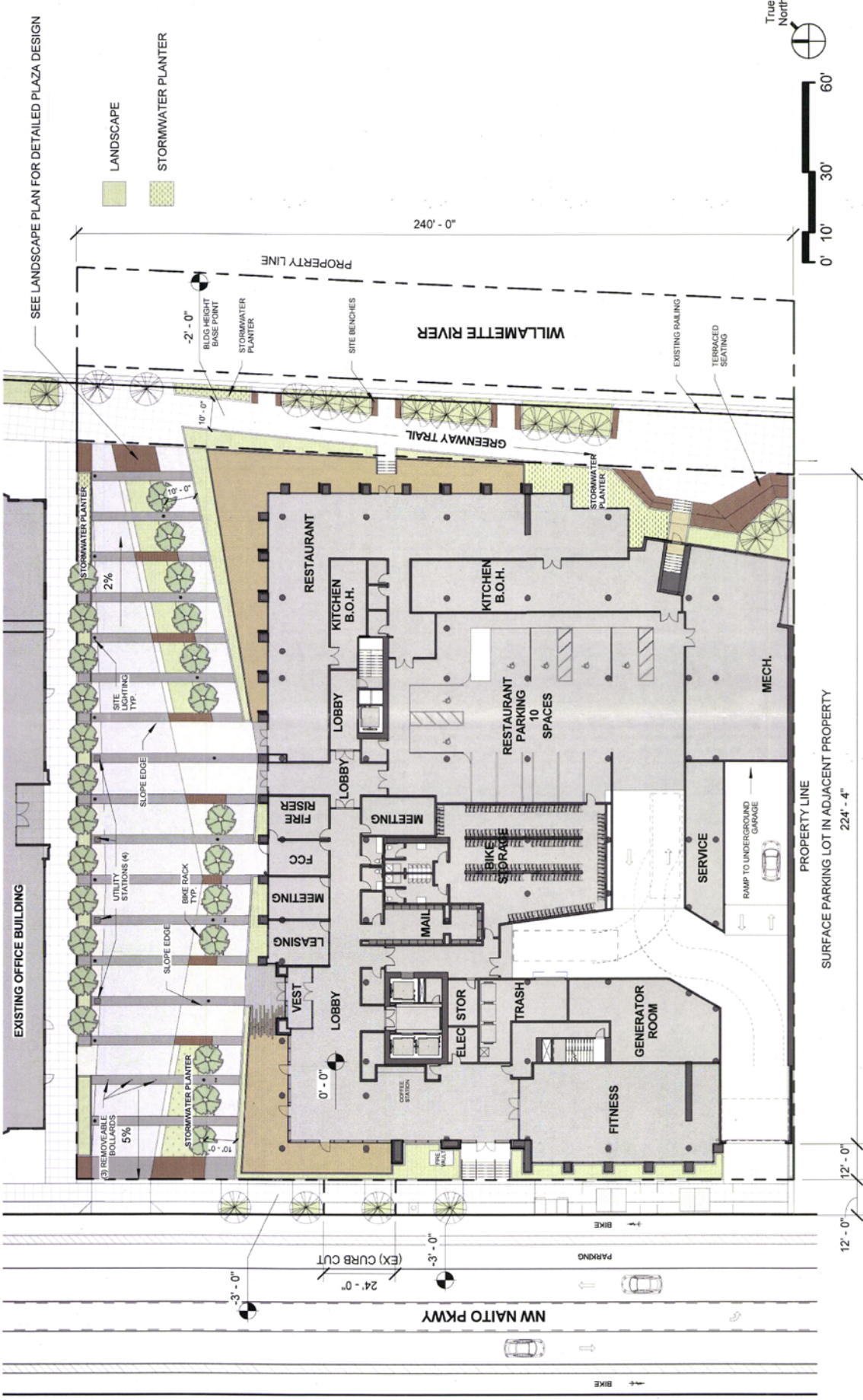


# ZONING



-  Bridge
-  Recreational Trails
-  Site
-  Also Owned Parcels

File No.	LU 16-278621 DZM GW
1/4 Section	2828
Scale	1 inch = 200 feet
State ID	1N1E28DD 400
Exhibit	B Aug 16, 2017

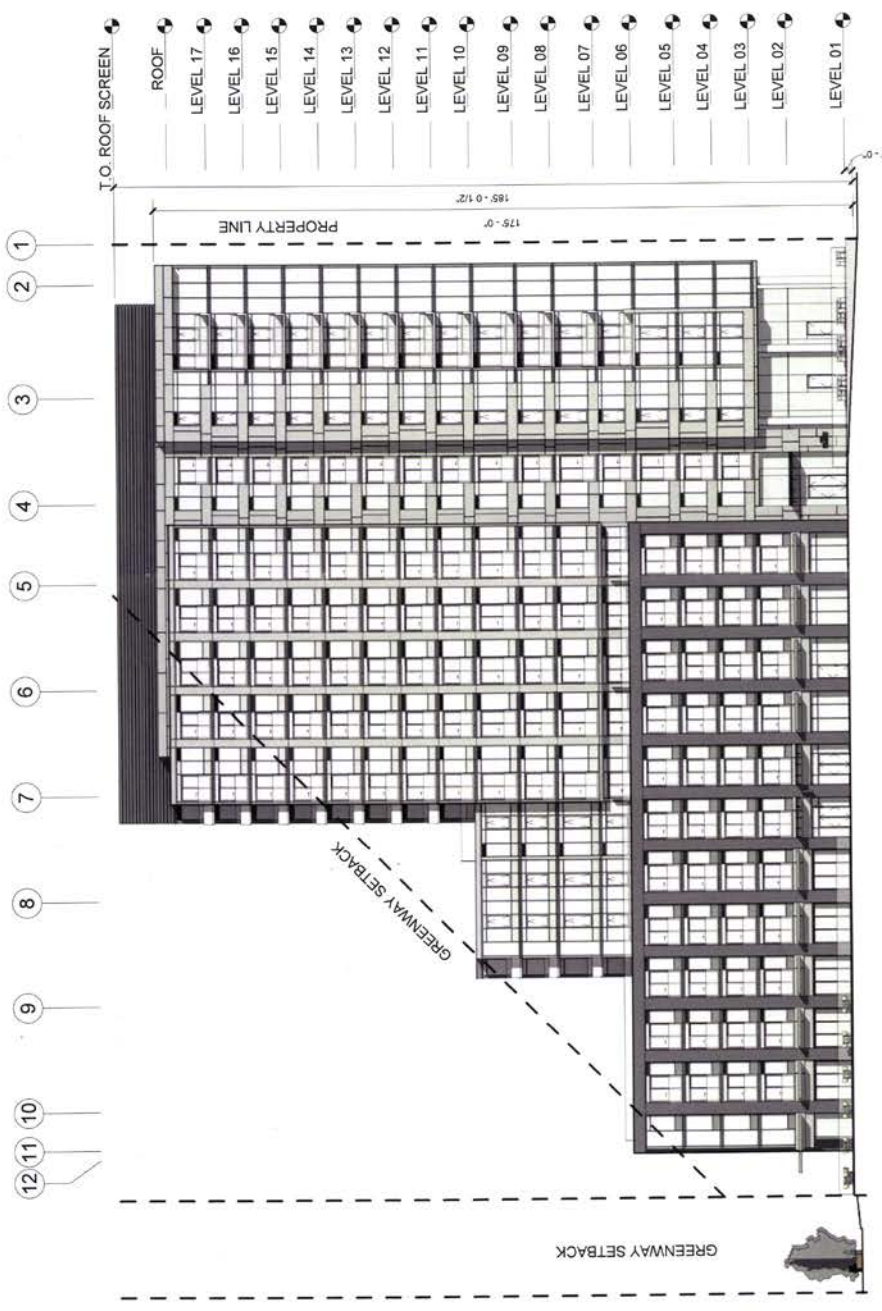


**C.02 SITE PLAN**

FREMONT APARTMENTS  
lincoln property company

DESIGN REVIEW # LU 16-278621 DZ GW

**tva**



- MATERIALS LEGEND - COLOR
- GLASS - CLEAR
  - GLASS - SPANDREL - LIGHT
  - GLASS - SPANDREL - DARK
  - FLAT METAL PANEL - LIGHT
  - FLAT METAL PANEL - DARK
  - ▨ RIBBED METAL PANEL
  - ▨ FIBER CEMENT PANEL - LIGHT
  - ▨ FIBER CEMENT PANEL - DARK
  - BRICK
  - BOARD-FORMED CONCRETE



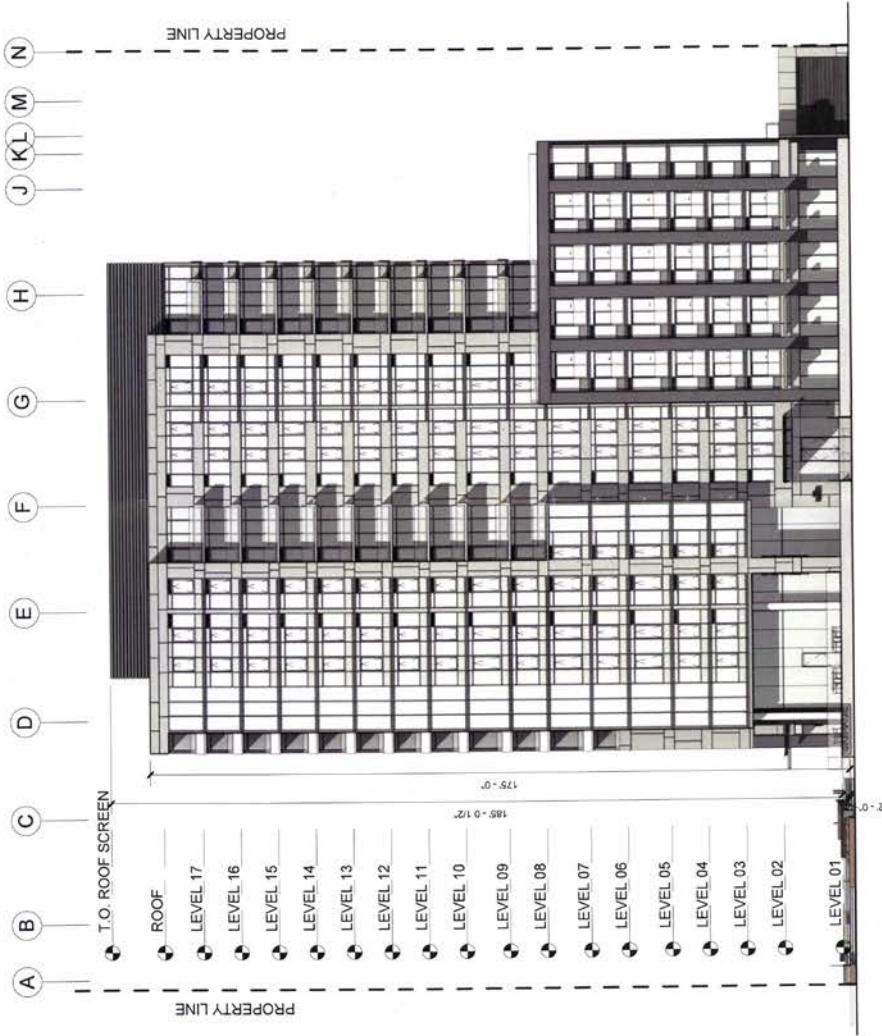
1 BUILDING ELEVATION - NORTH  
1" = 30'-0"

BUILDING ELEVATIONS - NORTH C.13

FREMONT APARTMENTS  
lincoln property company  
DESIGN REVIEW # LU 16-278621 DZ GW



- MATERIALS LEGEND - COLOR**
- GLASS - CLEAR
  - GLASS - SPANDREL - LIGHT
  - GLASS - SPANDREL - DARK
  - FLAT METAL PANEL - LIGHT
  - FLAT METAL PANEL - DARK
  - RIBBED METAL PANEL
  - FIBER CEMENT PANEL - LIGHT
  - FIBER CEMENT PANEL - DARK
  - BRICK
  - BOARD-FORMED CONCRETE



1 BUILDING ELEVATION - WEST  
1" = 30'-0"

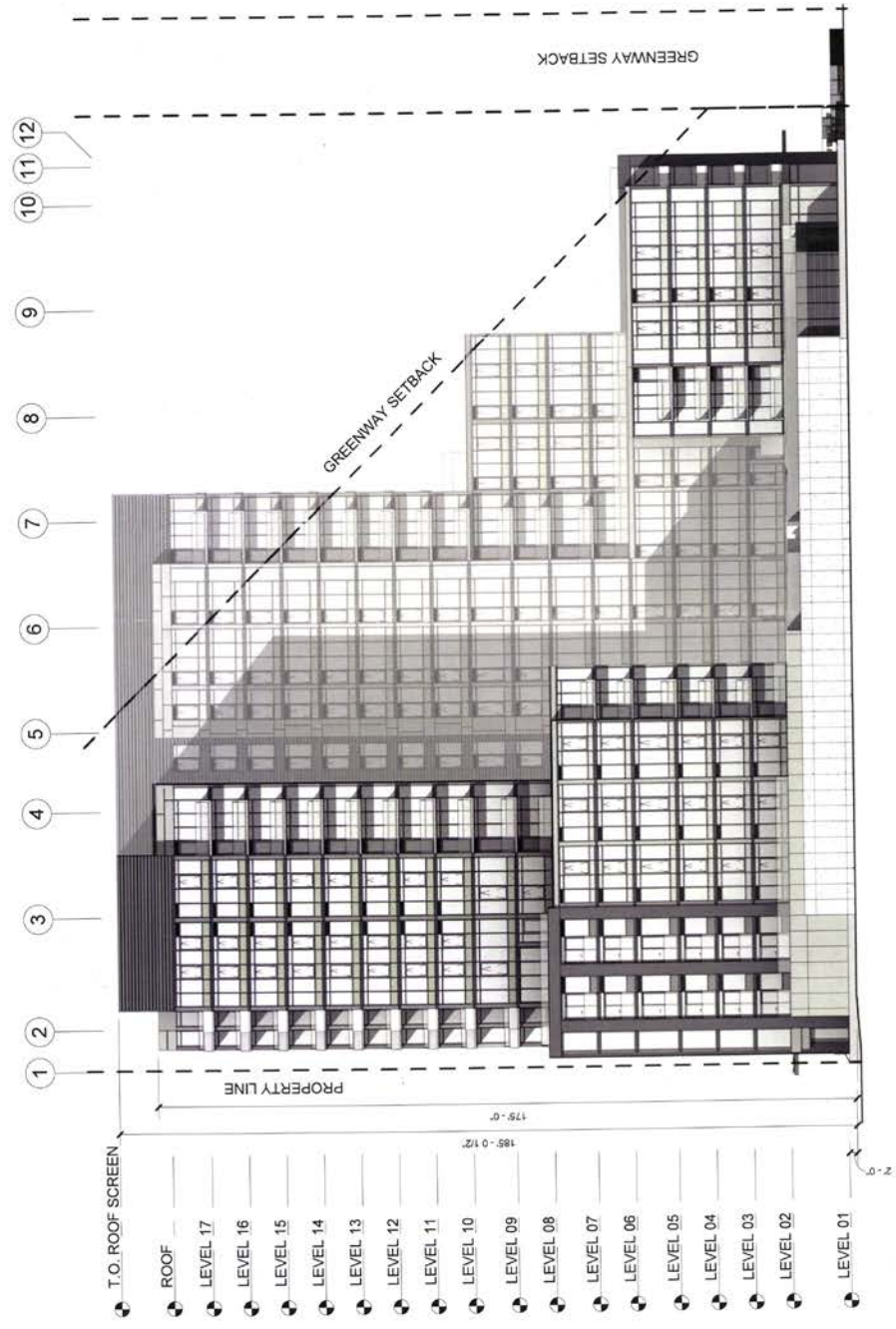


**C.14 BUILDING ELEVATIONS - WEST**





- MATERIALS LEGEND - COLOR**
- GLASS - CLEAR
  - GLASS - SPANDREL - LIGHT
  - GLASS - SPANDREL - DARK
  - FLAT METAL PANEL - LIGHT
  - FLAT METAL PANEL - DARK
  - RIBBED METAL PANEL
  - FIBER CEMENT PANEL - LIGHT
  - FIBER CEMENT PANEL - DARK
  - BRICK
  - BOARD-FORMED CONCRETE



- T.O. ROOF SCREEN
- ROOF
- LEVEL 17
- LEVEL 16
- LEVEL 15
- LEVEL 14
- LEVEL 13
- LEVEL 12
- LEVEL 11
- LEVEL 10
- LEVEL 09
- LEVEL 08
- LEVEL 07
- LEVEL 06
- LEVEL 05
- LEVEL 04
- LEVEL 03
- LEVEL 02
- LEVEL 01



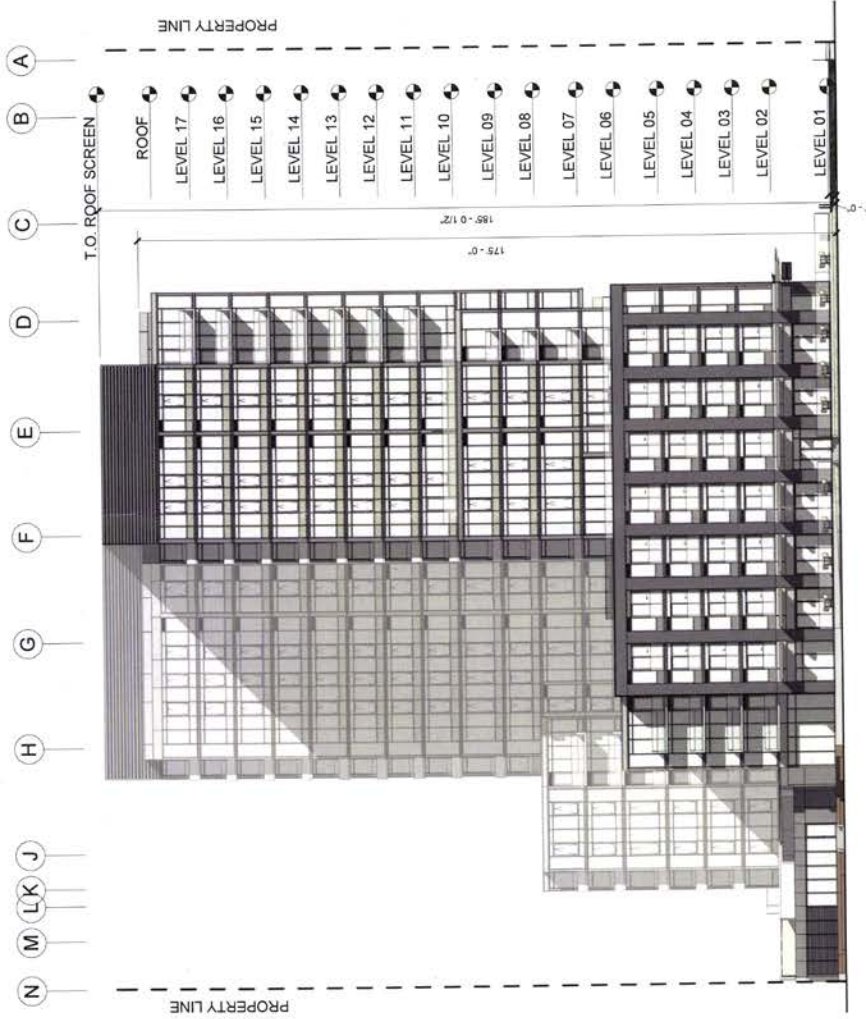
**BUILDING ELEVATIONS - SOUTH C.15**

**FREMONT APARTMENTS**  
 lincoln property company  
 DESIGN REVIEW # LU 16-278621 DZ GW



MATERIALS LEGEND - COLOR

- GLASS - CLEAR
- GLASS - SPANDREL - LIGHT
- GLASS - SPANDREL - DARK
- FLAT METAL PANEL - LIGHT
- FLAT METAL PANEL - DARK
- RIBBED METAL PANEL
- FIBER CEMENT PANEL - LIGHT
- FIBER CEMENT PANEL - DARK
- BRICK
- BOARD-FORMED CONCRETE



**C.16** BUILDING ELEVATIONS - EAST

