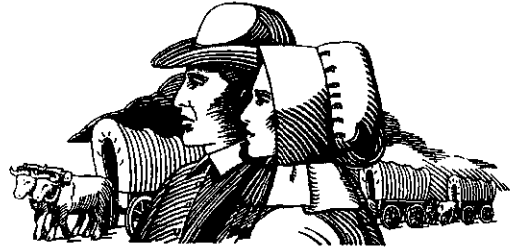


# **CITY OF OREGON CITY**

## **PLANNING COMMISSION**

320 WARNER MILNE ROAD  
TEL 657-0891

OREGON CITY, OREGON 97045  
FAX 657-7892



## **AGENDA**

**City Commission Chambers - City Hall  
September 13, 2000 at 7:00 P.M.**

### **PLANNING COMMISSION WORKSESSION**

- 7:00 p.m. 1. **CALL TO ORDER**
- 7:05 p.m. 2. **REVIEW OF WORK SESSION NOTES: None**
- 7:10 p.m. 3. **WORKSESSION:**
  - A. **Multi-Family Residential Design Standards**
- 8:20 p.m. 4. **OTHER**
- 8:30 p.m. 5. **ADJOURN**

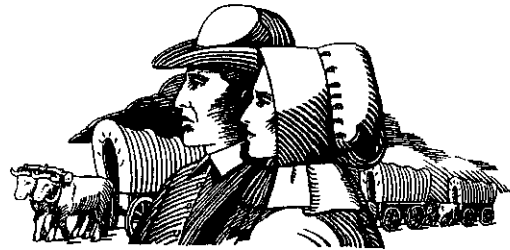
**NOTE: HEARING TIME AS NOTED ABOVE IS TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, 657-0891, 48 HOURS PRIOR TO MEETING DATE.**

# CITY OF OREGON CITY

## PLANNING COMMISSION


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### MEMO

**TO:** Planning Commission

**FROM:** Barbara Shields 

**RE:** Planning Commission Worksession September 13, 2000  
Amendments to Chapter 17.62 Site Plan and Design Review  
Standards for Multiple-Family Development

**DATE:** September 8, 2000

Enclosed please find amendments to Chapter 17.62 Site Plan and Design Review.

The proposed amendments include the following changes:

- New section 17.62.057 Multiple-Family Building Standards (Exhibit 1);
- Deletion of 17.62.050(B) (Exhibit 2).

The proposed new section incorporates the key elements of our discussion on multiple-family development standards on August 14, 2000.

## 17.62.057. Multiple-Family Building Standards

### A. Purpose.

This section is intended to promote the design of multiple-family buildings through a range of design choices that would ensure aesthetically pleasing and functional architecture.

### B. Applicability

In addition to Section 17.62.050 requirements, multiple-family buildings shall comply with design standards contained in this section.

### C. Housing Model Variety

1. Any development of ten (10) or more multiple-family units shall have at least two (2) different types of housing models.
2. Any development of twenty-five (25) or more multiple-family units shall have at least three (3) different types of housing models.
3. Any development of fifty (50) or more multiple-family units shall have at least four (4) different types of housing modes.
4. Each housing model shall have at least three (3) characteristics, which clearly and obviously distinguish it from the other housing models, including, but not limited to, different floor plans, exterior materials, roof lines, garage placement, or building facades.

### D. Relationship of Buildings to Streets and Parking.

1. Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.
2. Multiple-family developments shall be placed no farther than 5 feet from the front property line. A larger front yard setbacks may be approved through Site Plan and Design Review if the setback area incorporates enhanced pedestrian spaces and amenities such as street furniture, public art or other such deliberately shaped area and/or a feature or amenity that, in the judgment of the appropriate decision maker, integrates well with adjoining areas.
4. Street-facing facades for every building containing four (4) or more dwelling units shall have at least one (1) building entry or doorway facing any adjacent streets. The façade oriented to a street shall also include windows, doorways, and

a structured transition from public to private areas using built elements such as porch features, arbors, low walls, trellis work and/or similar elements integrated with planting.

E. Open Space.

1. Open space shall be provided in all multiple-family developments.
2. A minimum of twenty (20) percent of the gross site area shall be designated and permanently reserved as common open space.
3. Open space may include required setbacks and buffer yards. In no case, land area to be used for the open space area that is required in this section shall not include streets, rights-of-way, driveways, parking spaces, or public facilities.
4. Each development shall include at least one (1) common open space area that contains a minimum of five hundred (500) square feet, with no horizontal dimension less than twenty (20) feet.
5. Each multiple-family development shall provide individual private open space for each dwelling unit. Private open space is a semi-enclosed area, which is intended to use strictly by the occupants of one dwelling unit. Private open space may include porches, balconies, terraces, roof top gardens, verandas, and decks. Dwellings located at finished grade, or within five (5) feet of finished grade, shall provide a minimum of ninety-six (96) square feet of private open space per dwelling unit, with no dimension less than six (6) feet. Dwellings located more than five (5) feet from finished grade shall provide a minimum of forty-eight (48) square feet.
6. Ground level private open space shall be visually and physically separated from common open space through the use of perimeter landscaping or fencing.

## OCMC 17.62. SITE PLAN AND DESIGN REVIEW

internal pedestrian circulation through clustering of buildings, construction of pedestrian ways, or similar techniques. Bicycle parking facilities shall be required as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;

18. If Tri-Met, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, bus landing pad or transit stop connection be constructed at the time of development, the review authority shall require such improvement, using designs supportive of transit use, if the development is of a type which generates transit ridership and the review authority determines that the recommended condition is reasonably related to the scale and intensity of the development. Where transit service is or reasonably can be made available to serve the site, the development shall include sidewalks or pedestrian easements as necessary to provide safe and direct access to transit stops.

19. All utility lines shall be placed underground;

20. Access and facilities for physically handicapped people shall be incorporated into the site and building design consistent with applicable federal and state requirements, with particular attention to providing continuous, uninterrupted access routes;

21. Pedestrian/bicycle accessways shall be provided as appropriate in accordance with the requirements and standards in Chapter 12.24 and such other design standards as the city may adopt;

22. In office parks and commercial centers, clustering of buildings shall be provided to the extent reasonably practicable to facilitate off-site pedestrian access. If located along transit streets, clustering of buildings near the transit street shall be provided to the extent reasonably practicable to facilitate access by transit.

~~B. All multiple family development also shall comply with the following additional standards:~~

~~1. Outdoor play space suitable for children playing shall be included. Outdoor play space shall be a minimum of ten percent of the lot area being developed, and shall be in addition to the required landscaping. Parking lots are not such acceptable space. This requirement shall not be applicable in housing maintained exclusively as adult housing;~~

~~2. Private or semi private outdoor space for each unit shall be included, such as balconies or fenced yards. The primary purpose of these requirements is for security and safety as outlined in Sections 402 and 402.0 of the Model Security Code for Residential Areas (New York: Institute for Community Design Analysis, 1974).~~

## OCMC 17.62. SITE PLAN AND DESIGN REVIEW

~~The review authority may waive this requirement in those locations where there is no probable need;~~

~~3. The site plan shall be designed to minimize outdoor noise.~~

C. The review authority may impose such conditions as it deems necessary to ensure compliance with these standards and other applicable review criteria, including standards set out in city overlay districts, the city's master plans, and city public works design standards. Such conditions shall apply as described in Sections 17.50.310, 17.50.320 and 17.50.330. The review authority may require a property owner to sign a waiver of remonstrance against the formation of and participation in a local improvement district where it deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed development. To ensure compliance with this chapter, the review authority may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the city attorney. (Ord. 95-1004 §§2, 3, 1995; Ord. 94-1002 §1(part), 1994)

### 17.62.060 Building structures.

A. Building structures shall be complimentary to the surrounding area as provided by the design guidelines adopted by the city commission. All exterior surfaces shall present a finished appearance. In historic areas and where development could have a significant visual impact, the review authority may request the advisory opinions of appropriate experts designated by the city manager from the design fields of architecture, landscaping and urban planning. The applicant shall pay the costs associated with obtaining such independent professional advice; provided, however, that the review authority shall seek to minimize those costs to the extent practicable. (Ord. 94-1002 §1(part), 1994)

### 17.62.070 On-site pedestrian access.

All commercial, industrial, institutional and multi-family residential developments shall provide an on-site pedestrian circulation system that provides convenient, accessible and direct route design.

A. The on-site pedestrian circulation system shall provide direct and barrier-free connections between buildings and existing public rights-of-way, pedestrian/bicycle accessways and other on-site pedestrian facilities while minimizing out-of-direction travel. The pedestrian circulation system and pedestrian walkways and facilities shall be designed and constructed, as appropriate, to connect:

1. The main building entrance(s) of the primary structure(s) on the site with the nearest sidewalk or other walkway leading to a sidewalk;
2. New building entrances on a development site with other new and existing building entrances except those used for loading and unloading;