CITY OF OREGON CITY

PLANNING COMMISSION

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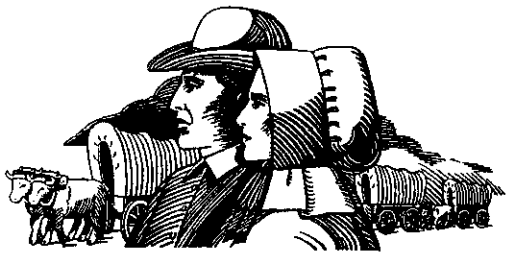


AGENDA

City Commission Chambers - City Hall
July 12, 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:** June 14, 2000

7:10 p.m. 3. **WORKSESSION**:

A. Design Review Project

B. Sign Ordinance Draft

8:45 p.m. 4. **OTHER**

9:00 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.

DRAFT

CITY OF OREGON CITY
PLANNING COMMISSION MINUTES
June 14, 2000

COMMISSIONERS PRESENT	STAFF PRESENT
Chairperson Hewitt	Maggie Collins, Planning Manager
Commissioner Carter	Tom Bouillion, Associate Planner
Commissioner Orzen	Barbara Shields, Senior Planner
Commissioner Surratt	Carrie Foley, Recording Secretary

1. CALL TO ORDER

Chairperson Hewitt called the meeting to order.

2. REVIEW OF WORK SESSION NOTES: MAY 10, 2000

No comments. Accepted as presented.

3. Work Session

A. Design Review Project Proposed Workprogram

Barbara Shields prepared a proposal and schedule for a workprogram on amendments to Chapter 17.62. She asked for the Commission's input on methods of review. The Commission made the following conclusions:

- Barbara Shields should examine design review methods of different cities and recommend the two best examples to the Commission.
- The contents of the Downtown Plan Design Review standards and this set of Design Review standards should be combined.
- Commissioners accept the public hearing deadline of December 2000.
- Commissoners agree to hold mini-worksessions after regularly scheduled Planning Commission meetings in addition to the monthly worksessions. Commisioners will continue to promote efficient meetings and will go into worksession from end of the scheduled meetings to 9:30 p.m.
- The agenda and/or materials for a mini-worksession will be included in the Commission packets.

This topic will be scheduled for additional worksessions.

B. Tree Ordinance Draft

A revised draft ordinance proposed by Mayor Williams and Bryan Cosgrove was presented at a previous worksession. Maggie Collins reviewed proposed revisions to that draft.

Summary:

- The draft revision is a merger of current regulations with the proposed draft.
- Property owners are not aware that they are responsible for public trees in the right-of-way next to their property. This is not a new item but it could cause a large negative response when it comes to public hearing.
- City maintenance of trees is a right of the City and tree maintenance will not be prevented.
- The public tree removal language on page 3 is confusing and needs to be separated into two paragraphs, one paragraph should address developers and the other paragraph should address the general public.
- The Tree Committee member requirements need to be rewritten to explicitly define residency requirements and to foster involvement from residents outside the City limits.
- Tree Committee Responsibilities: Item B, removal of the word "Commission." This change would allow City staff to request Tree Committee recommendations.
- Heritage trees are a hot topic and will generate a large amount of public feedback. Commissioner Surratt said that there were many legal issues involved with heritage trees on public property.
- Heritage Trees: Item D, the word "signage" is changed to "plaques."
- The Tree Committee should send their expectations to area utility companies; the notification should be done by certified mail to ensure recourse for violations.
- Ordinance enforcement is still inadequate.

Maggie Collins stated that the Commissioners would see the ordinance again when it comes before the Planning Commission for a public hearing.

C. Sign Ordinance Draft

Tom Bouillion reviewed modifications made to the draft ordinance based on input from the Commissioners in the last worksession.

Summary:

- Commission input was incorporated mostly on page 3; Temporary Signage.
- Definitions will not be included in the interim draft of this ordinance.
- "Grand Opening" signage will be considered separate from other special event signage, and will be limited to one consecutive 30-day period per calendar year.
- Special event signage will be limited to one consecutive 30-day period per calendar year.

- Industrial zone real estate signage size requirement was changed from 12 square feet to 16 square feet.
- The word "zone" should be used in place of the word "area" to make the real estate signage ordinance precise.
- Commissioner Carter wanted to base real estate signage on parcel size, while Chairperson Hewitt wanted to standardize size of signage.
- Tom Bouillion will bring examples of other city's sign ordinances and possibly models of sign sizes to the next worksession.

This topic will be scheduled for additional worksessions.

4. OTHER

No other items.

5. ADJOURN

Chairperson Hewitt adjourned the worksession.

Maggie Collins, Planning Manager

PLANNING COMMISSION WORKSESSION
SITE PLAN AND DESIGN REVIEW STANDARDS
JULY 12, 2000
AGENDA

1. The role of building orientation and building design features in creating pedestrian and transit oriented development [*slide show*].

2. Typical regulatory approaches for creating successful pedestrian and transit friendly development.

3. Summary of Oregon City land use regulations for pedestrian and transit oriented development.

4. Summary of conclusions/existing development pattern in commercial areas in Oregon City [*slide show*].

5. Planning Commission recommendations for language amendment to the Code for pedestrian and transit oriented development.

THE ROLE OF BUILDING ORIENTATION AND BUILDING DESIGN FEATURES IN CREATING PEDESTRIAN AND TRANSIT ORIENTED DEVELOPMENT

Why is building orientation important?

- Buildings are one of the greatest site design elements than can be used to support the pedestrian network.
- Buildings closer to the street provide visual interest and activity that entices people to walk farther.
- Good building orientation improves pedestrian access and helps prevent conflicts with vehicles.

Why are building design features important in developing a successful streetscape?

The design of buildings and their relationship to pedestrian space is key to achieving a successful pedestrian network for the following reasons:

- The sidewalk level of a building is most directly experienced by pedestrians. Consequently, the building should be designed to enhance this experience by incorporating windows, interesting details, and other architectural elements.
- Building walls, columns, and trees can be used to create a sense of enclosure.
- Awnings over entrances and windows define the space and make it more intimate and inviting.

General guideline to achieve a successful pedestrian-friendly development:

Create a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas by incorporating small scale building design features, creating effective gathering places, and differentiating street level facades.

This guideline may be accomplished by:

- Differentiating between the building façade at the sidewalk level and the floors above in nonresidential and mixed-use developments. This acknowledges the varying uses in a building and allows treatment of the groundfloor that is more scaled to pedestrians.
- Incorporating interesting details in residential buildings, such as housing with porches and large street-facing windows.
- Placing building walls, columns, and trees to create a sense of enclosure within the pedestrian path.
- Placing display windows along pedestrian paths. Large display windows invite pedestrians to window shop as they walk along streets.

TYPICAL REGULATORY APPRAOCHES FOR CREATING SUCCESSFUL PEDESTRIAN AND TRANSIT FRIENDLY DEVELOPMENT

1. Orient Building to the Pedestrian Network

- **Nonresidential Buildings**

  The street and sidewalk is the main pedestrian activity center. Minimal setbacks bring buildings close to the street and the pedestrians. This defined and close edge enlivens retail areas by encouraging window shopping and streetside activity. In residential areas, minimal front yard and setbacks encourage parking in the rear of buildings and dedicate a greater portion of the lot to private setback yards.

  ☑ Place all nonresidential buildings as close as possible to the pedestrian network, preferably within 5 feet of the sidewalk. Buildings should be placed no farther than 15 feet from the sidewalk to accommodate outdoor seating areas, plazas, bicycle parking areas, or other non-auto related uses.

  In selected retail projects, it may be appropriate to allow a 15- to 20-foot setback to accommodate a single lane, drive-through area if the building design includes an entrance facing the pedestrian network, raised pedestrian driveway crossing, and appropriate landscaping. This setback would not be appropriate in areas targeted for higher levels of pedestrian activity.

  ☑ Orient buildings to pedestrians by locating building entrances, windows, and displays along all building facades adjacent to the pedestrian network.

- **Residential Buildings**

  ☑ Place residential buildings up to 15 feet from the pedestrian network to allow for front yards or other entrance transitions between public and private spaces. Parking areas or garages should be recessed or placed in the rear of buildings, in clustered parking areas or from alleys.

2. Design Interactive Walls along the Pedestrian Network

As discussed above, it is important to place buildings close to, and oriented toward, the pedestrian network. The design details of the façade closer to the pedestrians are critical because they add interest to the trip and entice people to walk farther than they normally would. Conversely, large, uninterrupted walls discourage pedestrian activity by creating wind tunnels, overwhelming the individual with a massive scale, or increasing perceptions of unsafe or deserted walking areas. For these reasons, designers should consider the effects of building wall designs on pedestrians.

Varied and interesting building facades are key to making a place "pedestrian-oriented." Building designs should provide as much visual stimulus as possible, without creating a chaotic image. Buildings should incorporate elements that draw in pedestrians and reinforce street activity. Facades should vary from one building to the next, rather than create an overly unified frontage.

- **Nonresidential Buildings**

  ☑ In nonresidential projects, provide building entrance(s) and views into the building and display areas along those walls adjacent to the pedestrian network.

  In nonresidential buildings, windows, doors, and displays add to the variety along the pedestrian route. Windows are preferred because they provide building occupants with a view of people walking by, thus increasing pedestrian safety and security. Although many larger suburban buildings require uninterrupted expanses of walls for purposes of internal displaying or security, these facades should be desiged to increase pedestrian safety.

  ☑ Along pedestrian routes, vary the building line and create offsetting walls, awnings, arcades, modulated wall textures, and materials that break down the scale of the wall. Provide fences for benches, water fountains, flowerbeds, and other pedestrian amenities. Landscaping with varying heights, sizes, and textures may also be appropriate if such plantings do not provide "hiding places."

- **Residential Projects**

  ☑ In residential projects, incorporate porches and other windows along the front of the homes so people can observe the pedestrian activity along the street or on-site driveway network.

  Single-family

  ☑ In single-family projects, set garages back a minimum 10 feet from the front of the house. Tandem garages or garages accessed from alleys or the rears of the parcel are preferred to minimize the garage door width along the pedestrian network.

  Multiple-family

  ☑ In multi-family projects, provide distinguishable front yards associated with ground floor units to provide opportunity for visual diversity and outdoor activities.

3. Use Building Elements to Provide Weather Protection

Pathways that are protected from the weather increase walking and transit use as travel options. Weather protection for pedestrians can be provided in a variety of ways.

- ☑ In nonresidential projects, incorporate awnings or arcades along all building frontages adjacent to the network and extend such coverings to the edge of the property at key pedestrian entrance points to the site.
- ☑ Place trees to provide a continuous shade canopy along all pedestrian routes.
- ☑ Where building placement is not feasible between key pedestrian destinations, provide a free-standing continuous shelter along the route.

4. Building Entries

Commercial

☑ Primary ground floor commercial buildings entrances must orient to plazas, parks, or pedestrian-oriented streets, not to interior blocks or parking lots. Secondary entries from the interior of a block may be allowed. Anchor retail buildings may have their entries from off-street parking; however, on-street entries are strongly encouraged.

The pedestrian life of a building is at its entry. If the entry orients to parking lots, it steals the activity and life from the street, the main pedestrian route, while signaling that auto access is preferred.

Entries into small shops and offices should orient directly onto a pedestrian-oriented street. Buildings with multiple retail tenants should have numerous entries to the street; small single entry malls should be discouraged. Off-street parking should be located at the rear of buildings with walkways leading to the street and entry.

Some retail anchor stores (above 30,000 square feet), such as neighborhood grocery stores, may need parking lot access to the primary entry. This could be conditionally permitted if pedestrians are not required to walk through the parking lot to enter the store. Along walls without entries, building elevations must include windows, display areas, and/or be lined with small retail shops.

5. Similar Uses Adjacent to Streets

☑ Where possible, similar uses and building intensities should be encouraged to be located on both sides of the street. Land use changes should occur at mid-block, rather than at the center of streets.

Streets should be designated as either commercial or residential streets. Ground floor uses should be similar on both sides of the street. Where possible, use changes

should occur at mid-block alleys, rather than at the center of streets. Buildings on each side of the street should be designed with similar height, bulk, and orientation.

Placing similar uses and types on both sides of a street eliminates the need for "buffer" areas and minimizes the number of potential use conflicts. Similar uses and building scales can reinforce the character and identity of a street. In retail areas, similar uses create "shopping streets" which, by virtue of establishing a critical mass of similar uses, help to bolster economic activity. This symmetry and balance can create a more pleasing experience.

SUMMARY OF OREGON CITY LAND REGULATIONS FOR PEDESTRIAN/TRANSIT ORIENTED DEVELOPMENT

LAND USE DESIGNATION	BUILDING ORIENTATION			WALL TREATMENT		
	SETBACKS		[1]Location of Parking	Entry	Windows	Wall Articulation
	Pedestrian	Transit				
COMMERCIAL						
General Com.	❍[i]	■[ii]	❍[iii]	❍[iv]	❍[v]	❍[vi]
Limited Office	❍[vii]	■	❍ see endnote iii	❍ see endnote iv	❍ see endnote v	❍ see endnote vi
Neighborhood Com.	❍ see endnote vii	■	❍ see endnote iii	❍ see endnote iv	❍ see endnote v	❍ see endnote vi
Limited Com.	❍ see endnote i	■	❍ see endnote iii	❍ see endnote iv	❍ see endnote v	❍ see endnote vi
Central Business	■[viii]	■	❍ see endnote iii	❍ see endnote iv	❍ see endnote v	❍ see endnote vi
Tourist Com.	❍ see endnote i	■	❍ see endnote iii	❍ see endnote iv	❍ see endnote v	❍ see endnote vi
MULTI-FAM.						
Multiple-Family District	❍ see endnote vii		❍ see endnote iii	❍ see endnote iii	❍ see endnote v	❍ see endnote vi
SINGLE-FAM.						
R-10, R-8, R-6		■[ix]				

❍ **NO REGULATIONS** ■ **SOME REGULATIONS** (see endnotes, next page)

[1] The Code does address on-site pedestrian access and circulation OCMC 17.62.070 [Exhibit 1]

[i] The Code requires only a 10 feet minimum front yard; BUT the Code does NOT specify the MAXIMUM front yard;

[ii] The Code requires specific development standards for development along transit streets OCMC 17.62.080 [Exhibit 2];

[iii] The Code requires that off-street parking shall be located on the same lot or not farther than five hundred 500 feet from the building or use it is required to serve, but it does not specify that off-street parking shall be placed in the rear of the building OCMC 17.52.020(E) [Exhibit 3];

[iv] The Code does not contain any standards on location of entry to commercial buildings;

[v] The Code does not contain any standards on location of windows in commercial buildings;

[vi] The Code does not contain any standards on façade/wall articulation on commercial buildings;

[vii] The Code has a MINIMUM 15-foot wide front yard; BUT it does NOT define a MAXIMUM front yard;

[viii] The Code contains neither MAXIMUM nor MINIMUM front yard;

[ix] The Code requires that lots located on collector or minor arterial streets shall locate the front yard setback on and orient the front of the primary structure to face the collector or minor arterial street

Title 17 ZONING

Chapter 17.62 SITE PLAN AND DESIGN REVIEW

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;

3. Other pedestrian-use areas on-site, such as parking areas, transit stops, recreation or play areas, common outdoor areas, and any pedestrian amenities such as plazas, resting areas and viewpoints;

4. To adjacent developments where feasible. Development patterns shall not preclude eventual site-to-site pedestrian connections where feasible, even if infeasible at the time of development. Public and private schools, and parks over one acre in size, shall provide direct pedestrian access from adjacent neighborhoods, using multiple-access points in all directions as reasonably practicable to minimize neighborhood walking distance to a site. Walkway linkages to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially zoned land.

B. On-site pedestrian walkways shall be hard surfaced, well-drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be increased to seven feet in width unless curb stops are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the safety of the pedestrian must be assured by raising the walkway or separating it from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel.

C. The on-site pedestrian circulation system shall be lighted to a minimum level of three foot-candles to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be designed to light the walkway and enhance pedestrian safety.

D. On-site vehicular and pedestrian circulation patterns shall be designed to minimize vehicular/pedestrian conflicts through measures such as minimizing driveway crossings, creating separate pedestrian walkways through the site and parking areas, and designating areas for pedestrians by marking crossings with changes in textural material. Such textural material shall be consistent with Chapter 31 of the Uniform Building Code. Pedestrian walkways in parking areas shall comply with the requirements of Section 17.52.080. (Ord. 95-1004 §4(part), 1995)

EXHIBIT 1

Title 17 ZONING

Chapter 17.62 SITE PLAN AND DESIGN REVIEW

17.62.080 Special development standards along transit streets.

A. Purpose. This section is intended to provide direct and convenient pedestrian access to retail, office and institutional buildings form public sidewalks and transit facilities and to promote pedestrian and transit travel to commercial and institutional facilities.

B. Applicability. Except as otherwise provide in this section, the requirements of this section shall apply to the construction of new retail, office and institutional buildings which front on a transit street.

C. Development Standards.

1. All buildings shall have at least one main building entrance oriented towards the transit street or a street intersecting the transit street. A main building entrance is oriented toward a transit street or a street intersecting a transit street if it is directly located on the transit street or the intersecting street, or if it is linked to the transit street or the intersecting street by an on-site pedestrian walkway that does not cross off-street parking areas.

a. If the site has frontage on more than one transit street, or on a transit street and a street intersecting a transit street, the building shall provide one main building entrance oriented to the transit street or the intersecting street or to the corner where the two streets intersect.

b. For building facades over three hundred feet in length on a transit street or a street intersecting a transit street, two or more main building entrances shall be provided as appropriate and oriented towards the transit street or the intersecting street.

2. Main building entrances shall be well lighted and visible from the transit street. the minimum lighting level for building entries shall be four foot-candles. Lighting shall be a pedestrian scale with the source light shielded to reduce glare.

3. All retail and office buildings shall provide ground floor windows along street facades. Required windows shall be either windows that allow views into working areas or lobbies, pedestrian entrances or display windows. Required windows shall have a sill no more than four feet above grade. Where interior floor levels prohibit such placement, the sill may be raised to allow it to be no more than two feet above the finished floor level, up to a maximum height of six feet above grade.

a. Darkly tinted, mirrored or reflective glass windows are prohibited as ground floor windows along street facades.

b. Any wall facing a transit street or a street intersecting a transit street which is within thirty feet of a street shall contain at least twenty percent of the ground floor wall area facing the street in display areas, windows or doorways. Solid walls are prohibited.

4. Buildings shall include changes in relief on fifteen percent of their street facades such as cornices, bases, windows, fluted masonry or other treatments for pedestrian interest and scale.

5. If the front yard faces a transit street or a street intersecting a transit street, the building or portion thereof shall have a maximum front yard setback of twenty feet. The review authority may waive this requirement where existing development or topography makes compliance with this standard impracticable; provided, that the applicant proposes alternative means to comply with the purpose of this section to the extent practicable. Buildings with nonconforming front yard setbacks may have additional height added within the dimensional standards of the underlying district as an expansion without being brought into conformance with this maximum setback. There is no minimum setback required for buildings adjacent to a transit street.

6. The twenty-foot maximum front yard setback from transit streets and streets intersecting transit streets shall contain no off-street parking. However, vehicular circulation lanes are permitted if there is no practicable alternative and if crossing walkways are designed to ensure safety for pedestrians. Auto parking lots and maneuvering areas on corner lots shall not be located adjacent to intersections.

a. Surface parking lots exceeding minimum parking requirements shall be designed to allow for more intensive future site development.

b. The review authority may reduce the minimum required off-street parking up to thirty percent upon demonstration by an applicant, through a parking study prepared by a suitably qualified traffic engineer, that use of transit and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development as compared to standard Institute of Transportation Engineers vehicle trip generation rates and minimum city parking requirements.

c. Off-street parking spaces shall not exceed a maximum of one hundred fifty percent of the minimum spaces required, except upon approval by the review authority.

7. In the event a requirement of this section conflicts with other requirements in Title 17, the requirements of this section shall control.

EXHIBIT 2

D. Exemptions. The following permitted uses are exempted from meeting the requirements of subsections C(6) and (7) of this section:

1. Heavy equipment sales;

2. Motor vehicle service stations, including convenience stores associated therewith;

3. Solid waste transfer stations;

4. Truck stops, including convenience stores, eating or drinking establishments, overnight accommodations or other similar services associated therewith. (Ord. 95-1004 §4(part), 1995)

Title 17 ZONING

Chapter 17.52 OFF-STREET PARKING AND LOADING

17.52.020 Administrative provisions.

A. The provision and maintenance of off-street parking and loading spaces are continuing obligations of the property owner. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this title. Use of property in violation is a violation of this title. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it is unlawful and a violation of this title to begin or maintain such altered use until the required increase of off-street parking or loading is provided.

B. Requirements for types of buildings and uses not specifically listed herein shall be determined by the planning commission, based upon the requirements of comparable uses listed.

C. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately. Shopping centers shall be considered a retail use.

D. Owners of two or more uses, structures, or parcels of land, may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory documentation is presented to the planning department.

E. Off-street parking for dwellings shall be located on the same lot with the dwelling. Other required parking spaces shall be located not farther than five hundred feet from the building or use they are required to serve dwelling. Other required parking spaces shall be located not farther than five hundred feet from the building or use they are required to serve, measured in a straight line from the building.

F. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

G. Any use may develop more parking than required, provided other requirements such as landscaping are met. However, any proposal to develop more than twice as much parking as required must be referred to the planning commission, which may approve or deny the number of spaces. Energy conservation shall be the principal criteria for such review.

H. Completion Time for Parking Lots. Required parking spaces shall be improved and available for use before the final inspection is completed by the building inspector. An extension of time, not to exceed one year may be granted by the building inspector providing that a performance bond, or its equivalent, is posted equaling one hundred fifty percent of the cost of completion of the improvements as estimated by the building inspector, provided the parking space is not required for immediate use. In the event the improvements are not completed within one year's time, the improvements shall be constructed under the direction of the city, utilizing the proceeds of the performance bond or its equivalent as necessary.

I. Lesser Requirements Allowed by Planning Commission. The planning commission may permit lesser requirements than those specified in the parking and loading requirements above where it can be shown that, owing to special and unusual circumstances related to a specific piece of property, the enforcement of the above off-street parking and loading restrictions would cause an undue or unnecessary hardship.

Section 17.60.030 shall be the grounds for establishing lesser requirements. (Prior code §11-5-2)

EXHIBIT 3

CODE REGULATIONS FOR PEDESTRIAN/TRANSIT ORIENTD DEVELOPMET

SUMMARY OF CONCLUSIONS

1. All commercial zones, with the exception of the Central Business District, require a minimum 10-feet or 15-feet front yard. Since no MAXIMUM front yard is required, development along commercial corridors does not reinforce the character and identity of commercial streets (7^{th} Street, Molalla Avenue, Beavercreek Road).

2. The Code does not specify that off-street parking shall be placed in the rear of commercial buildings. Consequently, many parking areas border sidewalks on commercial streets. The lack of "street close" does not create any pleasant walking experience. Crossing the "barren plain" of parking lot asphalt in order to get to the store has no appeal.

3. The Code contains some regulations pertaining to pedestrian circulation (OCMC 17.62.050(17) and 17.62.070), but the existing regulations are not specific enough to assure consistent implementation of commercial development that would result in pedestrian oriented development.

4. The Code has some regulations for transit oriented development. Section OCMC 17.62.080 is intended to promote pedestrian and transit travel to commercial and institutional facilities. "Transit street" (OCMC 17.04.713) means any street identified as an existing or planned bus or mass transit rail route as shown in the City's transportation master plan.

5. The Code does not include any regulations on locations of entries to commercial buildings, placement of windows, and wall articulations that play a very important role in creating a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas.

DESIGN REVIEW GUIDELINES AND STANDARDS
EXCERPTS FROM OTHER CITIES:

City of West Linn (Attachment A)

City of Ashland (Attachment B)

City of Gresham (Attachment C)

City of West Linn

ATTACHMENT A

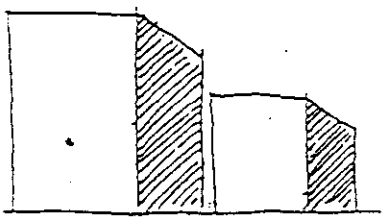
3. The topography and natural drainage shall be preserved to the greatest degree possible. (ORD. 1408)

4. The structures shall not be located in areas subject to slumping and sliding. The Comprehensive Plan Background Report's Hazard Map, or updated material as available and as deemed acceptable by the Planning Director, shall be the basis for preliminary determination.

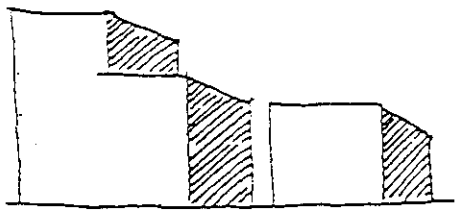
5. There shall be adequate distance between on site buildings and on site and off site buildings on adjoining properties to provide for adequate light and air circulation and for fire protection.

6. Architecture.

   a. The predominant architecture of West Linn identified in the West Linn vision process was contemporary vernacular residential designs emphasizing natural materials: wood with brick and stone detail. Colors are subdued earth tones: greys, brown, off-whites, slate, and greens. Pitched roofs with overhanging eaves, decks, and details like generous multi-light windows with oversized trim are common. Also in evidence are the 1890s Queen Anne style homes of the Willamette neighborhood. Neo-traditional homes of the newer subdivisions feature large front porches with detailed porch supports, dormers, bracketed overhanging eaves, and rear parking for cars. Many of these design elements have already been incorporated in commercial and office architecture.

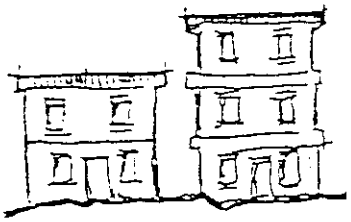


mass/bulk overwhelms smaller building

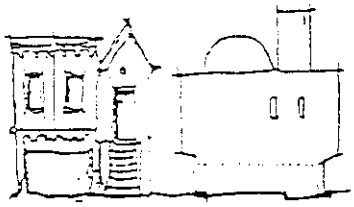


mass/bulk effectively transitions

b. The proposed structure(s) scale shall be compatible with the existing structure(s) on site and on adjoining sites. Contextual design is required. Contextual design means respecting and incorporating prominent architectural styles, building lines, roof forms, rhythm of windows, building scale and massing, materials and colors of surrounding buildings in the proposed structure.



contextual design



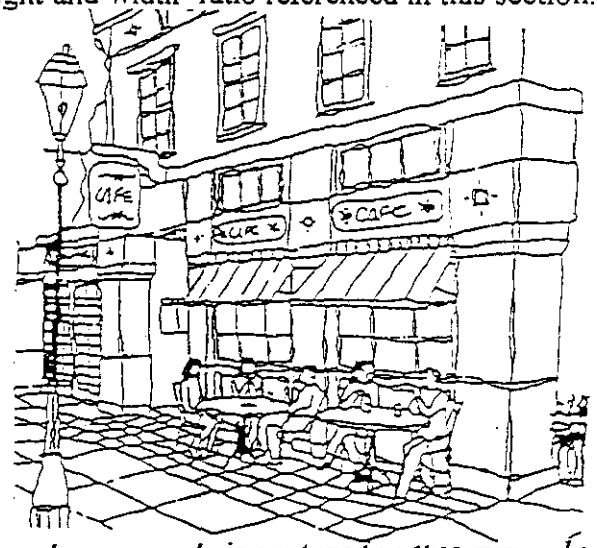
contrasting design

c. While there has been discussion in Chapter 24 about transition, it is appropriate that new buildings should architecturally transition in terms of bulk and mass to work with, or fit, adjacent existing buildings. This transition can be accomplished by selecting designs that "step down" or "step up" from small to big structures and vice versa (see figure below). Transitions may also take the form of carrying building patterns and lines (e.g., parapets, windows, etc.) from the existing building to the new one.

d. Contrasting architecture shall only be permitted when the design is manifestly superior to adjacent architecture in terms of creativity, design, and workmanship, and/or it is adequately separated from other buildings by distance, screening, grade variations, or is part of a development site that is large enough to set its own style of architecture.

e. Human scale is a term that seeks to accommodate the users of the building and the notion that buildings should be designed around the human scale (e.g., his/her size and the average range of their perception). Human scale shall be accommodated in all designs by, for example, multi-light windows that are broken up into numerous panes, intimately scaled entryways, visual breaks (exaggerated eaves, indentations, ledges, parapets, awnings, engaged columns, etc.) in the facades of buildings, both vertically and horizontally.

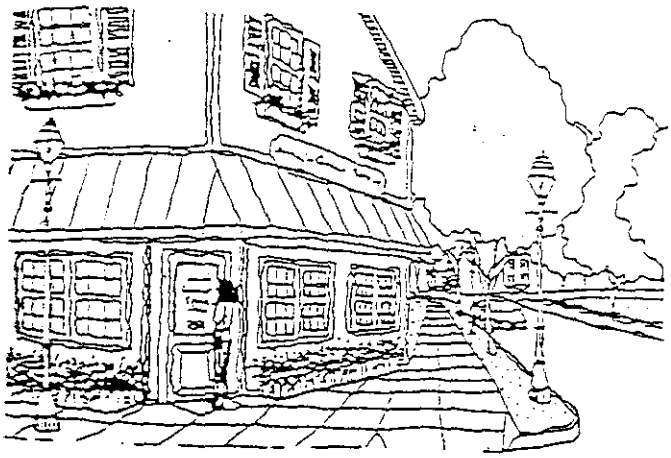
The human scale is enhanced by bringing the building and its main entrance up to the edge of the sidewalk. It creates a more dramatic and interesting streetscape and improves the "height and width" ratio referenced in this section.



human scale is captured in this example

f. The main front elevation of commercial and office buildings shall provide at least 60 percent windows or transparency at the pedestrian level to create more interesting streetscape and window shopping opportunities. One side elevation shall provide at least 30 percent transparency. Transparency on other elevations is optional. The transparency is measured in lineal fashion. For example, a 100-foot long building elevation shall have at least 60 feet (60% of 100) in length of windows. The window height shall be, at minimum, three feet tall. The exception to transparency would be cases where demonstrated functional constraints or topography restrict that elevation from being used. When this exemption is applied to the main front elevation, the square footage of transparency that would ordinarily be required by the above formula shall be installed on the remaining elevations at pedestrian level in addition to any transparency required by a side elevation, and vice versa. The rear of the building is not required to include transparency. The transparency must be flush with the building elevation.

60% of lineal street facing or main elevation is windows. 30% of one side elevation is windows. You may transfer windows from the side to front, or vice versa.



trees, awnings, and building orientation enhance micro-climate

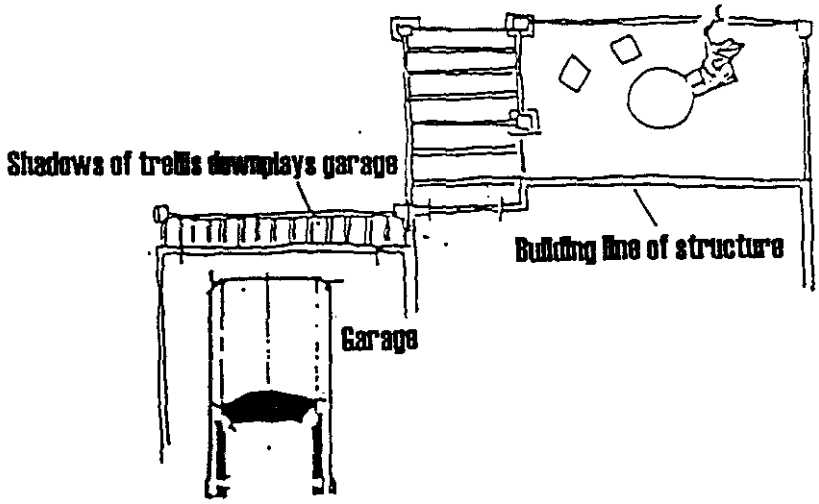
j. Sidewalk cafes, kiosks, vendors, and street furniture are encouraged. However, at least a four foot wide pedestrian accessway must be maintained per Chapter 53, Sidewalk Use.

7. Transportation Planning Rule (TPR) compliance. The automobile shall be shifted from a dominant role, relative to other modes of transportation, by the following means:

a. Commercial and office development shall be oriented to the street. At least one public entrance shall be located facing an arterial street; or, if the project does not front on an arterial, facing a collector street; or, if the project does not front on a collector, the local street with highest traffic levels. Parking lots shall placed behind or to the side of commercial and office development. When a large and/or multi-building development is occurring on a large undeveloped tract (3+ acres), it is acceptable to focus internally; however, at least 20 percent of the main adjacent right-of-way shall have buildings contiguous to it unless waived per CDC Section 55.100(B)(7)(c). These buildings shall be oriented to the adjacent street and include pedestrian-oriented transparencies on those elevations.

For individual buildings on smaller individual lots, at least 30 lineal feet or 50 percent of the building must be adjacent to the right-of-way unless waived per CDC Section 55.100(B)(7)(c). The elevations oriented to the right-of-way must incorporate pedestrian-oriented transparency. (ORD. 1425)

b. Multi-family projects shall be required to keep the parking at the side or rear of the buildings or behind the building line of the structure as it would appear from the right-of-way inside the multi-family project. For any garage which is located behind the building line of the structure, but still facing the front of the structure, architectural features such as patios, patio walls, trellis, porch roofs, overhangs, pergolas, etc. shall be used to downplay the visual impact of the garage, and to emphasize the rest of the house and front entry. (ORD. 1442)

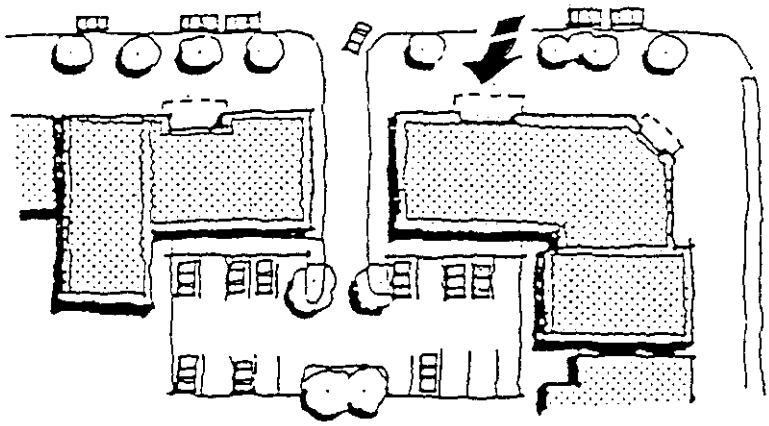


The parking may be positioned inside small courtyard areas around which the units are built. These courtyard spaces encourage socialization, defensible space, and can provide a central location for landscaping, particularly trees, which can provide an effective canopy and softening effect on the

courtyard in only a few years. Vehicular access and driveways through these courtyard areas is permitted. (ORD. 1408)

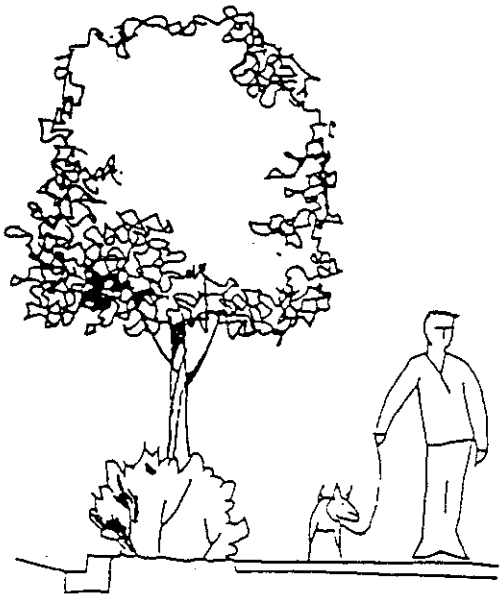
c. Commercial, office, and multi-family projects shall be built as close to the adjacent main right-of-way as practical to facilitate safe pedestrian and transit access. Reduced frontages by buildings on public right-of-ways (a, b, c, above) may be allowed due to extreme topographic (e.g., slope, creek, wetlands, etc.) conditions or compelling functional limitations, not just inconveniences or design challenges. (ORD. 1408)

entrance from right-of-way



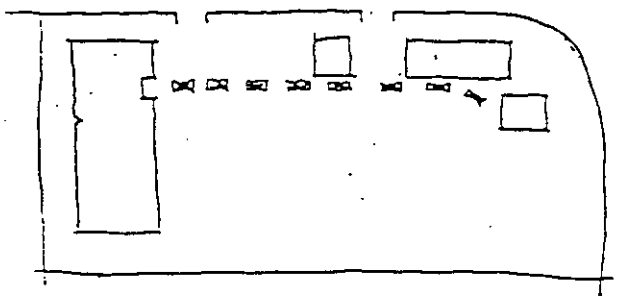
d. Accessways, parking lots, and internal driveways shall accommodate pedestrian circulation and access by specially textured, colored, or clearly defined foot paths at least six feet wide. Paths shall be eight feet wide when abutting parking areas or travel lanes. Paths shall be separated from parking or travel lanes by either landscaping, planters, curbs, bollards, or raised surfaces. Sidewalks in front of storefronts on the arterials and main store entrances on the arterials identified in CDC Section 85.200(A)(3)(e) shall be 12 feet wide to accommodate pedestrians, sidewalk sales,

sidewalk cafes, etc. Sidewalks in front of storefronts and main store entrances in commercial/OBC zone development on local streets and collectors shall be eight feet wide.



landscaping

e. Paths shall provide direct routes that pedestrians will use between buildings, adjacent rights-of-way, and adjacent commercial developments. They shall be clearly identified. They shall be laid out to attract use and to discourage people from cutting through parking lots and impacting environmentally sensitive areas. (ORD. 1425)

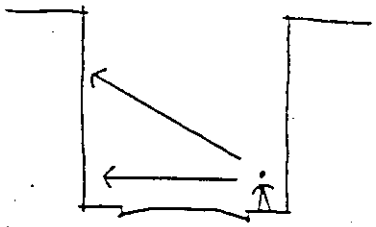


direct pedestrian route required (- -)

f. At least one entrance to the building shall be on the main street, or as close as possible to the main street. The entrance shall be designed to identify itself as a main point of ingress/egress.

g. Where transit service exists, or is expected to exist, there shall be a main entrance within a safe and reasonable distance of the transit stop. A pathway shall be provided to facilitate a direct connection. (ORD. 1425)

h. Projects shall bring at least part of the project adjacent to, or near the main street right-of-way in order to enhance the height-to-width ratio along that particular street. (The height-to-width ratio is an architectural term that emphasizes height or vertical dimension of buildings adjacent to streets. The higher and closer the building is, and the narrower the width of the street, the more attractive and intimate the streetscape becomes.) For every one foot in street width, the adjacent building ideally should be one to two feet higher. This ratio is considered ideal in framing and defining the streetscape. (ORD. 1425)



1:1 height to width ratio is ideal
(example only)

i. These architectural standards shall apply to public facilities such as reservoirs, water towers, treatment plants, fire stations, pump stations, power transmission facilities, etc. It

is recognized that many of these facilities, due to their functional requirements, cannot readily be configured to meet these architectural standards. However, attempts shall be made to make the design sympathetic to surrounding properties by landscaping, setbacks, buffers, and all reasonable architectural means. (ORD. 1408)

j. Parking spaces at trailheads shall be located so as to preserve the view of, and access to, the trailhead entrance from the roadway. The entrance apron to the trailhead shall be marked: "No Parking," and include design features to foster trail recognition.

C. **Compatibility between adjoining uses, buffering, and screening**.

1. In addition to the compatibility requirements contained in Chapter 24, buffering shall be provided between different types of land uses; for example, buffering between single-family homes and apartment blocks. However, no buffering is required between single-family homes and duplexes or single-family attached units. The following factors shall be considered in determining the adequacy of the type and extent of the buffer:

   a. The purpose of the buffer, for example to decrease noise levels, absorb air pollution, filter dust, or to provide a visual barrier.

   b. The size of the buffer required to achieve the purpose in terms of width and height.

   c. The direction(s) from which buffering is needed.

   d. The required density of the buffering.

   e. Whether the viewer is stationary or mobile.

2. On-site screening from view from adjoining properties of such things as service areas, storage areas, and parking lots shall be

City of Ashland

ATTACHMENT B

B. Multi-family Residential Development

For new multi-family residential developments, careful design considerations must be made to assure that the development is compatible with the surrounding neighborhood. For example, the use of earth tone colors and wood siding will blend a development into an area rather than causing contrast through the use of overwhelming colors and concrete block walls.

Landscaping in residential areas is basically of three types; decorative landscaping such as in front yard setbacks, screening landscaping such as is adjacent to parking areas, and landscaping of outdoor recreational spaces. Each type has its own unique design criteria.

Decorative landscaping gives the designer a freer hand in the design than the other two types. These areas shall contain a variety of trees, shrubs, and groundcover. They must be designed to be 90% covered by vegetation in 5 years. Extensive use of flowering varieties of trees, shrubs, and ground cover to provide seasonal color, as well as a selection of plants with some fall color is recommended. Plantings and irrigation systems should be designed to be efficient in their use of water.

Included with this type of landscaping is the street tree. This subject is treated in greater depth in the Street Tree section. The purpose of the street tree is to form a deciduous canopy over the street. The same effect is also desired in parking lots and internal circulation streets. Rows of street-type trees should be included in these areas where feasible.

Crime Prevention and Defensible Space

Parking layout - Parking for residents should be located so that distances to dwellings are minimized. However, avoid designs where parking areas immediately abut dwelling units because there is little or no transition from public to private areas. Parking areas should be easily visible from adjacent areas and windows.

Orientation of windows - Windows should be located so that vulnerable areas can be easily surveyed by residents.

Service and Laundry areas - Service and laundry areas should be located so that they can be easily observed by others. Windows and lighting should be incorporated to assure surveillance opportunities. Mail boxes should not be located in dark alcoves out of sight. Barriers to police surveillance such as tall shrubs and fences should be avoided.

Hardware - Reliance solely upon security hardware in lieu of other alternatives is discouraged .

Lighting - Site development should utilize lighting prudently. More lighting does not necessarily mean better security. Lighting should be oriented so that areas vulnerable to crime are accented.

Landscaping - Plant materials such as high shrubs should be placed so that surveillance of semi-public and semi-private areas is not blocked. Thorny shrubs will discourage crime activity. Low shrubs

and canopy trees will allow surveillance, hence, reduce the potential for crime.

APPROVAL STANDARDS: Multi-family residential development shall conform to the following design standards:

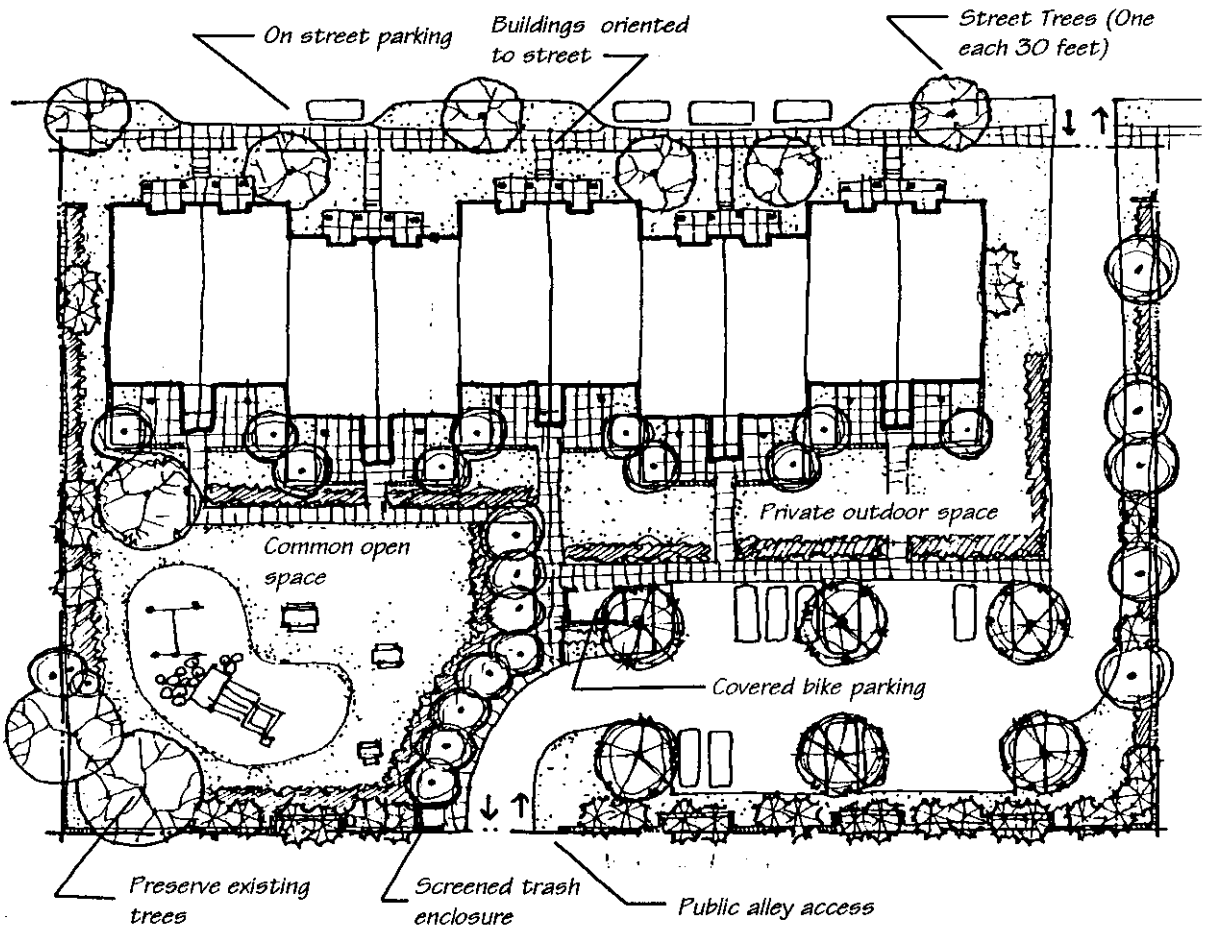
II-B-1) Orientation

II-B-1a) Residential buildings shall have their primary orientation toward the street when they are within 20 to 30 feet of the street.

II-B-1b) Buildings shall be set back from the street according to ordinance requirements, which is usually 20 feet.

II-B-1c) Buildings shall be accessed from the street and the sidewalk. Parking areas shall not be located between buildings and the street.

Multi-Family Conceptual Site Design



II-B-2) **Streetscape**

II-B-2a) One street tree for each 30 feet of frontage, chosen from the street tree list, shall be placed on that portion of the development paralleling the street. Where the size of the project dictates an interior circulation street pattern, a similar streetscape with street trees is required.

II-B-2b) Front yard landscaping shall be similar to those found in residential neighborhoods, with appropriate changes to decrease water use.

II-B-3) **Landscaping**

II-B-3a) Landscaping shall be designed so that 50% coverage occurs within one year of installation and 90% landscaping coverage occurs within 5 years.

II-B-3b) Landscaping design shall include a variety of deciduous and evergreen trees and shrubs and flowering plant species well adapted to the local climate.

II-B-3c) As many existing healthy trees on the site shall be saved as is reasonably feasible.

II-B-3d) Buildings adjacent to streets shall be buffered by landscaped areas of at least 10 feet in width.

II-B-3e) Parking areas shall be shaded by large canopied deciduous trees and shall be adequately screened and buffered from adjacent uses.

II-B-3f) Irrigation systems shall be installed to assure landscaping success. Refer to Parking Lot Landscaping and Screening Standards for more detail.

II-B-4) **Open Space**

II-B-4a) An area equal to at least 8% of the lot area shall be dedicated to open space for recreation for use by the tenants of the development.

II-B-4b) Areas covered by shrubs, bark mulch and other ground covers which do not provide a suitable surface for human use may not be counted toward this requirement.

II-B-4c) Decks, patios, and similar areas are eligible for open space criteria. Play areas for children are required for projects of greater than 20 units that are designed to include families.

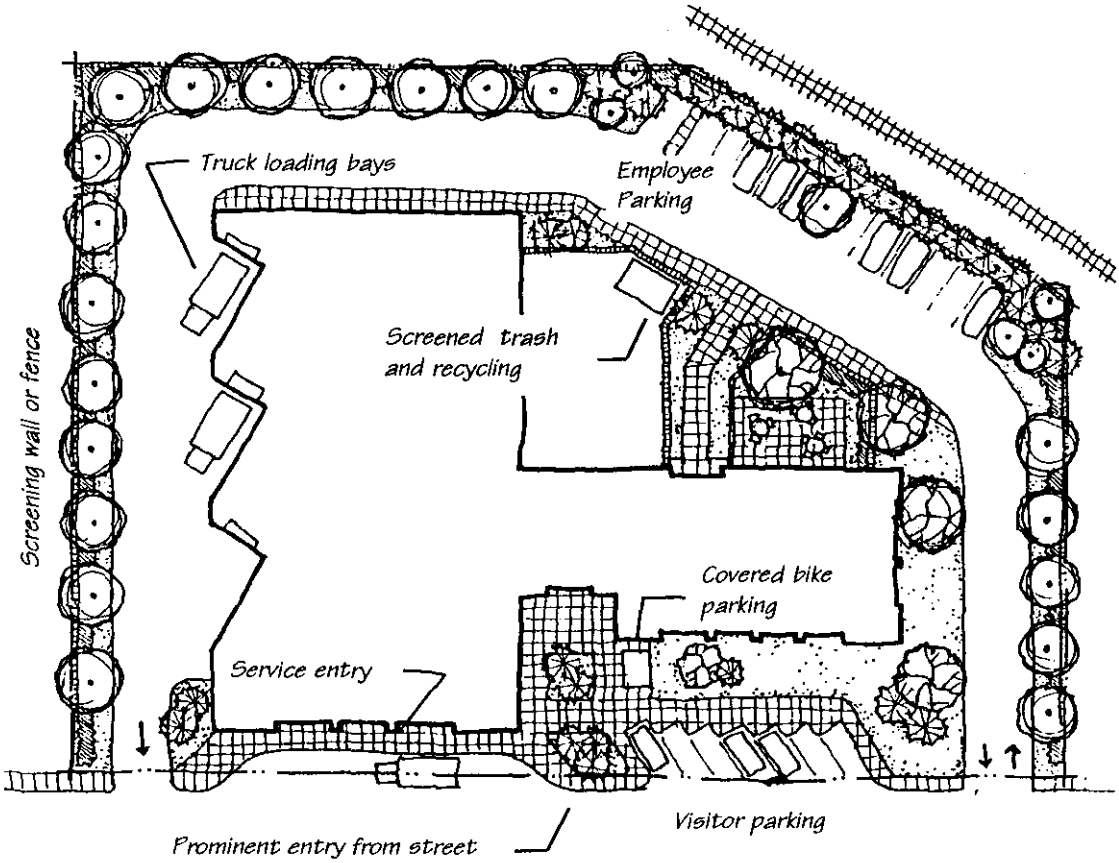
II-B-5) **Natural Climate Control**

II-B-5a) Utilize deciduous trees with early leaf drop and low bare branch densities on the south sides of buildings which are occupied and have glazing for summer shade and winter warmth.

II-B-6) **Building Materials:**

II-B-6a) Building materials and paint colors should be compatible with the surrounding area. Very bright primary or neon-type paint colors which attract attention to the building or use are unacceptable.

Basic Site Review Conceptual Site Plan



II-C-1. Basic Site Review Standards

APPROVAL STANDARD: Development in all commercial and employment zones shall conform to the following development standards:

II-C-1a) Orientation and Scale

1) Buildings shall have their primary orientation toward the street rather than the parking area. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk. Public sidewalks shall be provided adjacent to a public street along the street frontage.

2) Buildings that are within 30 feet of the street shall have an entrance for pedestrians directly from the street to the building interior. This entrance shall be designed to be attractive and functional, and shall be open to the public during all business hours.

3) These requirement may be waived if the building is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices, and automotive service uses such as service stations and tire stores.

II-C-1b) Streetscape

One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street.

II-C-1c) Landscaping

1) Landscaping shall be designed so that 50% coverage occurs after one year and 90% coverage occurs after 5 years.

2) Landscaping design use a variety of low water use deciduous and evergreen trees and shrubs and flowering plant species.

3) Buildings adjacent to streets shall be buffered by landscaped areas at least 10 feet in width, except in the Ashland Historic District. Outdoor storage areas shall be screened from view from adjacent public rights-of-way, except in M-1 zones. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.

4) Irrigation systems shall be installed to assure landscaping success.

5) Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.

II-C-1d) Parking

1) Parking areas shall be located behind buildings or on one or both sides.

2) Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.

II-C-1e) Designated Creek Protection

1) Designated creek protection areas shall be considered positive design elements and incorporated in the overall design of a given project.

2) Native riparian plant materials shall be planted in and adjacent to the creek to enhance the creek habitat.

II-C-1f) Noise and Glare

Special attention to glare (AMC 18.72.110) and noise (AMC 9.08.170(c) & AMC 9.08.175) shall be considered in the project design to insure compliance with these standards.

II-C-1g) Expansions of Existing Sites and Buildings

1) For sites which do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building expansion, e.g., if building area is to expand by 25%, then 25% of the site must be brought up to the standards required by this document.

II-C-2e) Lighting

1) Lighting shall include adequate lights that are scaled for pedestrians by including light standards or placements of no greater than 14 feet in height along pedestrian path ways.

II-C-2f) Building Materials

1) Buildings shall include changes in relief such as cornices, bases, fenestration, fluted masonry, for at least 15% of the exterior wall area.

2) Bright or neon paint colors used extensivly to attract attention to the building or use are prohibited. Buildings may not incorporate glass as a majority of the building skin.

II-C-3. Additional Standards for Large Scale Projects

Developments (1) involving a gross floor area in excess of 10,000 square feet or a building frontage in excess of 100 feet in length, (2) located within the Detail Site Review Zone, shall, in addition to complying to the standards for Basic and Detail Site review, shall conform to the following standards:

II-C-3a) Orientation and Scale

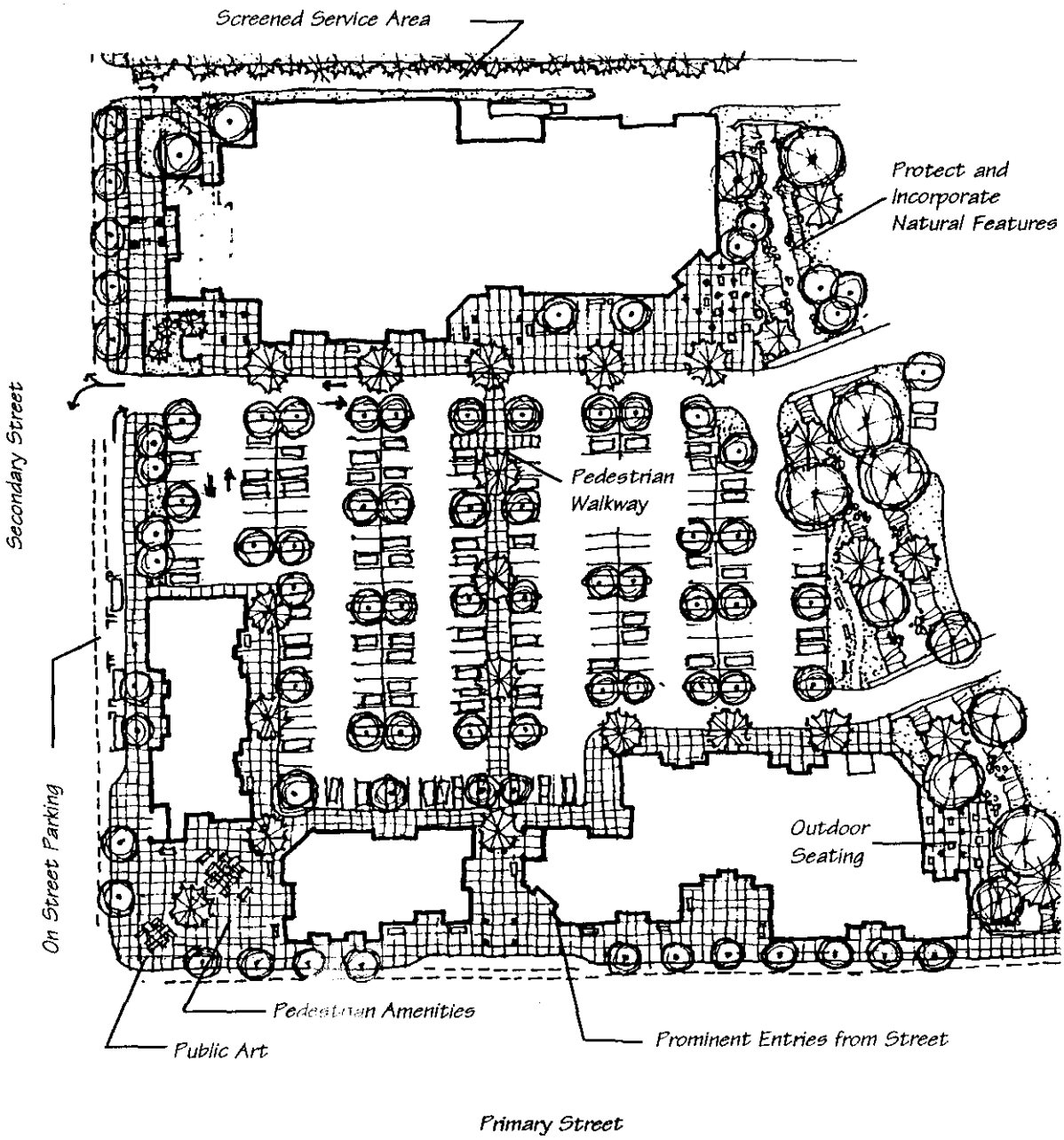
1) Developments shall divide large building masses into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.

2) No new buildings or contiguous groups of buildings shall exceed a gross square footage of 45,000 square feet or a combined contiguous building length of 300 feet. Any building or contiguous group of buildings which exceed these limitations, and which were in existence in 1992, may expand up to 15% in area or length beyond their 1992 area or length.

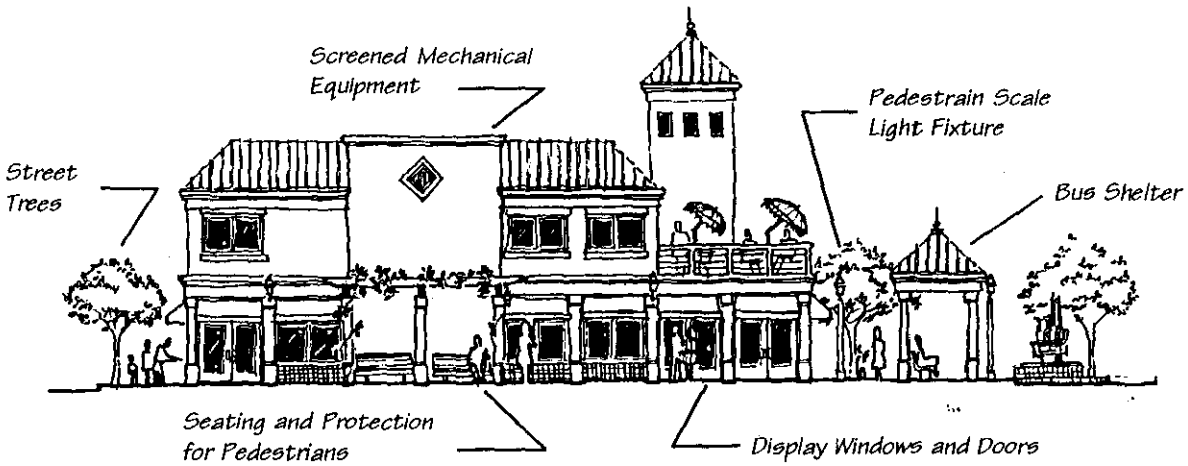
3) Buildings not connected by a common wall shall be separated by a distance equal to the height of the tallest building. If buildings are more than 240 feet in length, the separation shall be 60 feet.

4) All on-site circulation systems shall incorporate a streetscape which includes curbs, sidewalks, pedestrian scale light standards, and street trees.

Large Scale Development Conceptual Site Plan



Large Scale Development Conceptual Elevation



II-C-3b) Public Spaces

1) One square foot of plaza or public space shall be required for every 10 square feet of gross floor area.

2) A plaza or public spaces shall incorporate at least 4 of the 6 following elements:

   a) Sitting Space - at least one sitting space for each 500 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches in width. Ledge benches shall have a minimum depth of 30 inches.

   b) A mixture of areas that provide both Sunlight & Shade

   c) Protection from wind by screens and buildings.

   d) Trees - provided in proportion to the space at a minimum of 1 tree per 800 square feet, at least 2 inches in diameter at breast height.

   e) Water features or public art.

   f) Outdoor Eating Areas or Food Vendors.

II-C-3c) Transit Amenities

Transit amenities, bus shelters, pullouts and designated bike lanes shall be required in accordance with the City's Transportation Plan and guidelines established by the Rogue Valley Transportation District.

II-C-3d) Recycling

1) Recycling areas shall be provided at all developments.

City of Gresham

ATTACHMENT C

(c) Where walks cross through driveway or parking areas, they shall be paved with a material different and visually contrasting from the pavement material in the auto area.

(d) The on-site pedestrian circulation system shall be continuous and connect the following: streets abutting the site; ground level units entrances and common building entrances; common buildings such as laundry and recreation facilities; parking areas; shared open space and children playground areas; abutting transit facility; and any pedestrian amenities such as plazas, resting areas and viewpoints. There shall be at least one walk connection to an abutting street frontage for each 200 linear feet or portion thereof of street frontage.

(2) The on-site pedestrian circulation system for all developments, except single family attached dwellings, shall be designed to meet the accessibility standards of Chapter 11 of the UBC.

(N) Garages for attached dwellings (five or more units) shall only be used for the parking or storing of vehicles of residents.

(O) Architectural Design Standards for all uses except single family attached dwellings:

(1) Structures shall avoid long, monotonous, uninterrupted walls. Structural wall offsets of a minimum four foot horizontal variation, including projections and/or recesses, shall be used at intervals of 100 feet or less along the structure's facade, to visually enhance long walls.

(2) Blank, windowless walls are prohibited when facing a public street unless required by the Uniform Building Code. Blank walls are discouraged in all other situations. Where the construction of a blank wall exceeds 400 square feet, it shall be articulated or intensive landscaping shall be provided. If shrubs and trees are selected, they shall be of a variety that will grow to screen, at maturity, 25 percent or more of the wall area and reach a height of at least 50 percent of the wall height.

(3) When more than one dwelling structural facade faces a public street, each structure should have a different facade. The facades could be varied by using different exterior siding materials or trim. For example, using beveled siding on one structure and employing tongue-and groove joint siding on the next structure. Adding shutters, using different window types or sizes, varying roof lines, and varying other architectural details are further examples of ways to add visual variety.

(4) Exterior finishes should be primarily wood, masonry, or a combination of these materials. T1-11 siding, plywood, and exposed concrete block are strongly discouraged as exterior finishes.

(5) Exterior window trim shall not be flush with the exterior walls. The window trim shall have a minimum relief of 1/4 inch from the exterior wall. Trim shall be provided around all windows.

(6) All ground floor common entries or individual unit entries shall be sheltered with a minimum four foot overhang projection. Sheltered entries shall not project more than four feet into a required yard setback.

(7) Hipped or gabled roofs are recommended on dwelling structures.

(8) All visible exposed sides of a dwelling structure with a flat roof shall have an articulated base course and cornice and/or parapet. Ornamental cornices with moldings, or other details, are encouraged.

(9) Roof-line offsets shall be provided at intervals of 100 feet or less, to create variety to the massing of structures and relieve the effect of a single, long roof. Roofline offsets shall be a minimum 8 foot variation either vertically from the gutter line or horizontally.

(10) A dwelling structure containing 12 or more units, which will be constructed within 150 feet of the centerlines of two intersecting streets, shall include architectural embellishments, such as a corner tower or a significant landscape planting, to emphasize the structure's significant location.

(11) All attached garages shall be located at least 4 feet behind the front facade of a structure containing more than eight units.

(12) Detached garages or carports shall reflect the architectural style and/or building materials that are used for the dwelling structures.

(13) Parking areas are discouraged in the front of dwelling structures which face a street. Required off-street parking should be located to the rear or side or beneath the dwelling structures. This subsection does not apply to single family attached dwellings.

(P) Safe Neighborhood Design Performance Standards for single family attached dwellings in MDR-24. [Safe Neighborhood Design Standards - see Section 4.0132(D)].

7.0202 Community Service, Commercial, Industrial, and Mixed Use Developments

The following site design criteria and standards shall apply to Community Service (except elderly housing), Commercial, Industrial, and Mixed Use Developments:

In designing the site development plan and landscaping plan the following design criteria and standards shall apply:

(A) Areas to be landscaped as defined in Section 3.0010 - Definitions:

(1) Community Services

All areas not occupied by structures, pavement, or outdoor business activity, display or storage areas. In no case shall less than 15% of the gross site area be landscaped.

(2) Commercial, Industrial and Mixed Use Developments

(a) A minimum of 15% of the gross site area:

- Office/Residential District;

- Neighborhood, General, Moderate, and Community Commercial Districts;

- Light and Heavy Industrial Districts

(b) A minimum of 20% of the gross site area:

- CMU District

- Business Park District

(c) Setback areas shall be landscaped or provided with enhanced pedestrian spaces such as benches, drinking fountains:

- Station Center and Rockwood Town Center Districts

- Neighborhood, General, Moderate, and Community Commercial Districts

(d) Any site area not developed for structures, paving, or enhanced pedestrian spaces shall be improved with landscaping.

- Station Center and Rockwood Town Center Districts

(M) The circulation pattern is safe and efficient within the boundaries of the site. Consideration shall include the layout of the site with respect to the location, number, design and dimensions of vehicular and pedestrian access, exits, drives, walkways, bikeways, emergency equipment ways and other related facilities.

(N) Attempts to preserve significant wildlife habitat have been made.

(O) The development is designed in such a manner that as many trees as possible can be preserved. Preserved trees and shrubs shall be protected during construction

(P) Crime prevention elements are included in the design, with specific attention to landscaping, parking areas, walkways, lighting, entries and exits and visibility.

(Q) All mechanical equipment on roofs shall be screened when abutting a residentially designated property or an arterial street. Screening shall obscure mechanical equipment at elevation. Solar collecting panels are exempt from this requirement.

Other Site Design Criteria and Standards

7.0210 Transit Design Criteria and Standards

(A) Purpose and Applicability

(1) Transit Design Criteria and Standards are intended to provide for convenient, direct, and accessible pedestrian routes to and from public sidewalks and transit facilities; to provide for safe, pleasant, and convenient pedestrian circulation by connecting activities within a structure to the adjacent sidewalk and to nearby transit stops; and to promote the use of pedestrian and transit modes to retail and commercial facilities. Standards for windows and walls are designed to encourage surveillance opportunities, to avoid a monotonous pedestrian environment, and to prevent fortress-like facades along public streets.

(2) Transit Design Criteria and Standards shall apply to development along Transit Streets, and within the Station Center and Rockwood Town Center Districts.

(3) Exceptions to Transit Design Criteria and Standards on Transit Streets

(a) Certain motor vehicle service uses permitted in the underlying district are exempt from Transit Design Criteria and Standards: These uses include gas pump islands, service stations, car washes, and vehicle service bays. However, walk-in retail uses such as a mini-mart or convenience store connected with a motor vehicle service use, are not exempt.

(b) Industrial uses within the Business Park, Light Industrial, and Heavy Industrial Districts (such as manufacturing, processing, assembly, distribution, repair, warehousing, fabrication, and other uses as determined by the manager) are exempt. However, in Industrial Districts, Community Service uses and buildings within an industrial complex devoted entirely (100%) to office, retail, or other associated non-industrial uses permitted in the underlying district are not exempt from the Transit Design Criteria and Standards.

(c) When a site has frontage on both a Transit Street and on other streets, the Transit Design Criteria and Standards shall apply only to site development along the Transit Street frontage, unless otherwise specified.

(4) Orientation/ Design of Building and Entrance on Transit Streets, in the Station Center District and in the Rockwood Town Center District

(a) Primary building and entry orientation shall be to the street rather than to a parking lot. All buildings shall have at least one of their primary entrances oriented toward a Transit Street, or (if no Transit Street in the Station Center or Rockwood Town Center Districts) toward an adjacent street. A building may have more than one primary entry as defined in the Uniform Building Code.

(b) If a lot has frontage on more than one Transit Street, the building shall provide one primary entrance oriented to a Transit Street or shall provide a single entrance at the corner where two streets intersect.

(c) Buildings shall have a primary entrance connecting directly between the Transit Street (or other abutting street when there is no Transit Street) and the building interior. Primary entrances for non-residential development shall be open to the public during all business hours.

(d) Primary building entrances shall be architecturally emphasized and visible from the street.

(e) All building entrances and exits shall be well lighted. Exterior lighting should be an integral part of the architectural and landscape design. The minimum lighting level for non-residential building entries is 4 foot-candles. Lighting shall be a pedestrian scale (3 feet to 12 feet) and the source light shall be shielded to reduce glare.

(f) For building facades over 300 feet in length on a Transit Street, two or more primary entrances facing the street must be provided.

(g) Building entrances shall incorporate arcades, roofs, porches, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.

(h) Building entries must comply with the accessibility Standards as outline in Chapter 11 of the Uniform Building Code.

(5) Ground Floor Windows, Window Walls, Blank Walls, and Design on Transit Streets, in the Station Center District and in the Rockwood Town Center District

(a) All development shall provide ground floor windows along street facades. Required window areas must be either windows that allow views into working areas or lobbies, or pedestrian entrances, or display windows. Required windows shall have a sill no higher than 4 feet above grade, except as follows: Where interior floor levels prohibit such placement, the sill height may be raised to allow it to be no more than 2 feet above the finished floor level, up to a maximum sill height of 6 feet above grade.

(b) For any wall within 30 feet of a street, at least 20% of the ground floor wall area facing the street shall be display areas, windows, or doorways. Blank walls are prohibited.

(c) Darkly tinted windows and mirrored windows that block two way visibility are prohibited as ground floor windows along street facades.

(d) Buildings must include changes in relief on 15% of their street facades such as cornices, bases, window treatments, fluted masonry, or other designs for pedestrian interest and scale.

(e) Building facades greater than 100 feet in length shall have offset jogs, using elements such as bay windows and recessed entrances for pedestrian scale.

(6) Except for uses exempted under Section 7.0210(A)(3), Section 9.0821 (Parking Lot Location on Transit Streets) shall apply to parking lots on sites that are subject to the Transit Design Criteria and Standards.

(7) Service and Loading areas shall be located in accordance with the restrictions of Section 9.0822(12).

(B) Additional Design Criteria and Standards for Station Center and Rockwood Town Center Districts

(1) All development within the Station Centers and Rockwood Town Center Districts shall follow standards for Orientation/Design of Building and Entrance of Section 7.0210(A)(4) and parking lot location standards of Section 9.0821. However, single family attached dwellings and two-unit attached dwellings which are not located on a transit street are exempt from the parking location standards of Section 9.0821(A) and (B). Development within the Station Centers and Rockwood Town Center Districts shall also meet the following additional criteria of subsections (B)(3) through (B)(11) below.

(2) Exceptions: As specified in subsections (B) (3) through (11) below, some Additional Transit Design Criteria apply only to sites that abut or face a transit station (across the street) or that abut a street containing a transitway (e.g. Burnside). Some criteria may not apply to sites with unique physical characteristics.

(3) Pedestrian Environment and Access to Transit Facilities – All Sites

(a) Development shall provide convenient, direct, and barrier-free pedestrian circulation between buildings and adjacent light rail stations, park and ride facilities, public sidewalks, and pedestrian routes. All buildings and sites shall orient their interior and on-site pedestrian circulation to the closest adjacent light rail station. Pedestrian activity centers within one-quarter mile walking distance should also be considered in the layout of pedestrian circulation.

(b) On-site vehicular and pedestrian circulation shall be designed to minimize vehicular/pedestrian conflicts (e.g. driveway crossings).

(c) Enhanced pedestrian spaces and amenities accessible to the public are encouraged, such as plazas, arcades, gallerias, courtyards, outdoor cafes, widened public sidewalks (more than 6 feet wide outside the public right of way), benches, shelters, street furniture, public art,

kiosks, and street vending. Arcades (covered walks) are encouraged between public art, kiosks, and street vending. Covered walks are also encouraged between primary building entries and adjacent public sidewalks and on other on-site walkways.

(4) Building Facades Adjacent to Transit Facilities

(a) Site abutting or facing a light rail station: Building should maintain a continuity in design elements with the stations, such as roof lines and materials, and should connect to existing or proposed transit pedestrian spaces and amenities and to transit station landscape treatments.

(b) All Sites: Buildings should avoid blank walls and provide a series of openings (windows, entries, display areas) on facades which are at street level and/or which face a light rail station.

(c) All Sites: Enhanced pedestrian spaces as described in subsection (3)(c) above.

(5) Building Orientation to Light Rail Transit

(a) Site abutting or facing a light rail station, or abutting a street containing a transitway: At least one primary building entry and facade shall face the station or the transitway street.

(b) Site abutting or facing a light rail station: All building(s) and site design arrangements shall be linked as directly as possible to the light rail station by a continuous on-site landscaped courtyard plaza or square that leads directly to the station and public walkways accessing the station. Areas for the courtyards, plazas, or squares must contain seating and 20% landscape areas including trees within the enhanced areas.

(6) Required Parking and Parking Location - All Sites: Parking and maneuvering areas, except spaces designated for park and ride or kiss and ride use, should be located on portions of a site that are furthest in walking distance from an adjacent light rail station.

(7) Building Setback Variation – All Sites: The required minimum building yard setback standards of the underlying land use district may be reduced to zero. Minimum yard setbacks shall apply to off street parking spaces.

(8) Incidental Drive-Through Uses – All Sites:

Drive through uses as defined in Section 3.0010 are not permitted, except when such use is incidental to a primary site use and when designed in conformance with the following standards:

(a) The incidental drive-through use is limited to one service window which is part of a primary use structure and to no more than two queuing lanes. Vehicular service bays or islands are not permitted.

(b) On a street containing a transitway, no curb cuts are permitted for the exclusive use of drive-through queuing or exit lanes.

(b) For upper floor units, at least one window of a frequently used room, to include kitchens, living rooms, and dining rooms, but not bedrooms or bathrooms, shall face the abutting street right of way.

(c) Applicable provisions of Sections 7.0210(A) and (B) and Section 9.0821 shall apply to attached dwelling units on a single lot.

(D) Residential Design Standard Exceptions

The site design criteria and standards of Section 7.0201 shall apply to all residential developments and to dwellings within a mixed use development in the Station Center and Rockwood Town Center Districts, except as provided below:

(1) Single family attached dwellings shall be exempt from the landscape design standards of Section 7.0201(A)(5).

(2) Dwellings in mixed use development shall be exempt from landscape standards of Section 7.0201 (A)(1), (2), and (5), from the pedestrian standards of Section 7.0201(M), and from the architectural design standards of Section 7.0201(O).

7.0211 Manufactured Dwelling Park Design Standards

(A) Permitted structures

(1) Manufactured dwellings have a gross floor area of at least 400 square feet, provided that all manufactured dwellings shall:

(a) Bear an insignia of compliance with the Federal Manufactured Housing Construction and Safety Standards Code; or

(b) If manufactured prior to June 15, 1976, be demonstrated to be in a condition that is not less than the substantial equivalent of construction standards in effect in Oregon at the time the manufactured dwelling was constructed.

(2) Accessory structures, including garages, carports, awnings, and storage buildings located on individual spaces; and utility, service, and recreation facilities to be used in common by residents of the park.

(3) One dwelling other than a manufactured dwelling for the use of a caretaker or park manager responsible for maintaining or operating the park.

(B) Space Dimension and Separation

(1) Minimum length for any manufactured dwelling space shall be 50 feet; minimum space width shall be 30 feet at any point adjacent to a manufactured dwelling on that space.

(2) Manufactured dwellings shall be separated by a distance of at least 15 feet.

(3) An accessory structure shall be separated from any other structure by a distance of at least 6 feet, except that an accessory structure may be less than 6 feet from a manufactured dwelling on the same space.