

Specific Design Review Criteria and Standards

X.XX01 Retail Design and Development Standards

A. Applicability

This section shall apply to all retail development within the corridor design districts commercial districts and Civic Neighborhood districts unless superseded by the plan district Standards. The Downtown Plan district is exempt from the Section X.XX01 regulations.

B. Purpose

Retail Design Guidelines and Standards help facilitate the development of attractive, innovative, high-quality, and sustainable retail developments by identifying the characteristics of good site and building design. Retail design regulations promote livability, foster safe developments and encourage multi-modal transportation, thereby fostering quality environments and a sense of community throughout the City.

C. Design Review Process

New Retail developments are subject to design review as defined in **X.XXXX** for the determination of consistency with the Guidelines and/or Standards contained in this Code. Refer to **Article 11 Procedures** for review process details.

D. How to Use this Code

New development, additions and remodels are subject to design review for determination of consistency with the Guidelines and/or Standards contained in this Code. Projects subject to design review are either reviewed by the Design Commission or reviewed by the Manager. Either the Design Commission or the Manager shall make findings and decisions concerning conformance with the Design Standards or Guidelines, based on which review process is selected.

1. Tier Definitions: Because this Code addresses retail development of all sizes, certain regulations are only applicable to buildings or development of the specified scales. Three Tiers of development were established, with building footprint and maximum total commercial square footage on site criteria to determine which Tier a development falls into. Regulations may also distinguish between a building and development when referencing the Tiers. For example a Tier 1 building may be present on a Tier 3 Development. The chart details the Tier thresholds.
2. Design Review: Two Track Process
The City has set up two tracks for Design Review processes:
 - The Discretionary Process; and
 - The Clear and Objective Process.

Applicants have the choice of complying with either option.

- a. Discretionary Process. The Discretionary Process is intended for all Tier 2 and Tier 3 proposals and for applicants with a Tier 1 proposal which is particularly

Tiered Definition for Design and Development Requirements

	Building Footprint Size	Total Commercial Building Floor Area on Site
Tier 1	Up to and including 30,000 sq. ft.	Up to and including 60,000 sq. ft.
Tier 2	Greater than 30,000 sq. ft and up to and including 60,000 sq. ft.	Greater than 60,000 sq. ft. and up to and including 100,000 sq. ft.
Tier 3	Greater than 60,000 sq. ft.	Greater than 100,000 sq. ft.

creative but that might not comply with all or some of the Standards in Section X.XXXX. The aim is to encourage applicants to propose exciting, innovative designs, while still ensuring the City's design concerns and objectives for retail development are met. In this case, applicants shall meet the Design Guidelines. The Design Commission may waive a Guideline or Guidelines to achieve the flexibility necessary to support a particularly creative proposal. Approval requires that the applicant demonstrate to the Design Commission that the waiver from the Guideline(s) would result in a development that better meets the applicable retail Design Principles and the intent statement preceding the Guidelines.

In addition to Standards written for all retail development, this document contains Tier-specific Standards, including those that are written explicitly for Tier 2 and Tier 3 proposals.

- b. Clear and Objective Process. If the Clear and Objective Process includes measurable Standards to meet the desired urban form. In the Clear and Objective Process the applicant must meet all development Standards. Deviation from any of the Standards or referenced Standards in **Article 7** will place the application in the Discretionary Process.

3. Layout.

The Retail design regulations are divided into three primary categories:

- a. Site Design.
Site Design Guidelines and Standards address the organization and arrangement of a development's components. They focus on the location and orientation of buildings, parking, service areas, landscaping and site features such as open space. Good site planning is of critical importance to the design of retail development. Excellent site design can improve the aesthetics of a community, minimize a project's impacts on its neighbors, improve the quality of the streetscape, relate to or establish desirable development patterns, promote sustainability and improve neighborhood connectivity.
- b. Building Design.
Building Design Guidelines and Standards address the massing and exterior architectural elements of buildings – components that define the scale, quality and character of a building, such as roofs, entries, windows, materials and details. Excellent building designs enhance the quality of life for residents by improving the appearance of the City, by establishing a sense of community, and by improving the long-term economic value of the properties.
- c. Signage Design.
The type, scale, character and quality of signage all greatly impact the perception of the place. High quality signage can enhance the visual environment, while signage that is too large can dominate the visual appearance of the site.

4. Compliance with other Code sections including but not limited to **Articles 4, 5, 9 and 11**.

X.XX02 Approval Criteria and Standards - Retail Design Principles

Site Development Principles

A. Accessibility:

Large retail shall be sited and designed to accommodate multiple modes of transportation including transit, bicycles and pedestrians as well as the automobile while facilitating comfortable pedestrian movement to and throughout the site and reducing automobile dependence and dominance.

B. Activity:

Sites shall be developed in a manner that fosters activity throughout the day.

C. Building and Site Orientation:

Buildings shall be oriented toward and placed in close proximity to the street, defining the public space while creating a consistent and appropriate street edge.

D. Parking:

Surface parking shall be configured in a manner that minimizes its visual and environmental impacts on site and on surrounding properties. Parking shall not dominate the site and the quantity of parking shall relate to actual usage and the needs of the patrons.

E. Public Spaces:

Site plans shall incorporate outdoor public spaces that encourage activity, gathering and enjoyment. These spaces shall foster desirability, place identity and enhance the overall aesthetic of the site.

F. Landscaping:

Landscaping shall be utilized to create attractive retail environments by enhancing building and site appearance, defining pedestrian spaces, walkways and streets, breaking down the scale of parking areas, and screening service and loading areas.

G. Sustainability:

Retail development shall utilize sustainable development practices, addressing issues such as stormwater, energy and water usage, in order to promote the efficient use of land and resources, minimize their environmental impacts and protect natural resources.

H. Safe Design:

Site and building design shall integrate Crime Prevention through Environmental Design (CPTED) strategies as appropriate to enhance the safety, security and comfort of customers, employees and neighboring residents.

I. Impact Mitigation:

Sites shall be designed to mitigate or minimize impacts on surrounding properties and public spaces.

Building Development Principles

J. Building Form and Articulation:

Design strategies that break down the scale of large retail buildings into smaller human-scale masses shall be utilized, creating visual interest and eliminating blank facades.

K. Building Activity and Glazing:

Glazing shall be incorporated at pedestrian levels to allow views into active interior spaces and to provide a visual connection between the interior and exterior.

L. Prominence and Hierarchy:

The building shall be designed in to enrich and give design prominence to critical locations.

M. High Quality Materials:

Buildings shall utilize a combination of complimentary, high-quality materials that are attractive, durable and context appropriate.

N. Sustainable Architectural Design:

Large retail buildings shall be designed to accommodate future tenants or uses in the event of vacancy. Architectural design and practices shall be incorporated which conserve energy, resources and minimize life cycle costs.

Definitions:

Contiguous Building: A contiguous building for purposes of the Retail Design Standards and Guidelines is a single building or combination of buildings planned as a single development, regardless of structural independence, development phase or final lot lines of a planned development. Referred to herein as Building within Section X.XXXX.

Liner Spaces: Small spaces along the perimeter of a large building which house individual tenants. These spaces have an individual storefront and entry from the exterior of the building. These spaces can be used to conceal outdoor loading areas.

Outbuildings: Small buildings which typically house smaller tenants and are located at the perimeter of the site.

Parking Area: Space dedicated to parking of vehicles and associated circulation routes. When calculating the size of the parking area, it shall include paved parking stalls, drive aisles, primary internal drives and those internal public streets which include on-street parking. Service drives and paved loading areas shall not count toward the parking area calculation.

Parking Area Landscaping: Landscaped areas that are located within ten feet of parking modules or stalls. This landscape area includes parking area perimeter buffer, landscaped islands, major landscape divisions, and landscaping on internal public streets, primary internal drives and site buffer.

A. Site Design

1. Integrated Site Design: Neighborhood Connectivity and Block Structure

- a. Intent: To design sites in a manner that creates connections to surrounding properties and areas, reducing the distance required to access the site while encouraging walking and alternate modes of transportation. Block structures shall be used break down the scale of the site, creating a pedestrian-scaled environment which allows for improved infill development and redevelopment potential.
- b. Applicable Retail Design Principles: A, C, G,

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • Future Street Plan Conformance. The standards of Section X.XXXX are required. • Future Street Plan preparation. The standards of Section X.XXXX are required. • Development sites shall be integrated into the surrounding commercial areas and neighborhoods and provide appropriate connections to these areas. <p>Public streets and pedestrian connections shall be made to adjacent streets and areas to improve connectivity, accessibility and walkability of the site.</p> <ul style="list-style-type: none"> • Development sites shall provided vehicular connections to abutting commercial properties to improve access and reduce traffic on arterials. • All Tier 2 and Tier 3 developments shall be designed with and divided by a grid of public internal streets or primary internal drives at the Manager’s discretion that: <ul style="list-style-type: none"> ○ breaks down the scale of the site; ○ provides definition to parking and development areas; , ○ provides safe and convenient circulation routes for vehicles, pedestrians and bicycles; and ○ allows for future intensification or redevelopment of the site. 	<ul style="list-style-type: none"> • All new developments shall be designed in a manner that is consistent with and responds to the City’s adopted Future Street Plans. • If a Future Street Plan has not been created for Tier 2 or Tier 3 development sites, one shall be prepared and approved as required by 9.0710. • Connections to surrounding properties and neighborhoods shall be established and include streets as determined by the Manager and/or pedestrian paths as determined by the Manager or the Design Commission. • When public streets are not present to connect to neighboring commercial properties, vehicular and pedestrian connections shall be provided to existing or future parking areas on adjacent properties as required by 9.0822(a)(8). Cross access easements shall be required and shall take effect when adjacent properties are developed to this standard. • Tier 2 or Tier 3 developments shall utilize a system of internal public streets or primary internal drives that divides the site into regularly-shaped blocks. • A public street, primary internal drive or major landscape division shall occur at a spacing no greater than every three parking modules and a public street or primary internal drive shall occur at a spacing no 	<p><i>Questions:</i></p> <ol style="list-style-type: none"> 1. <i>Do you agree with requiring public streets or primary internal drives to break up the parking area?</i> <p><i>Project Team:</i></p> <ul style="list-style-type: none"> • <i>Must be context specific</i> • <i>Costly and ROW width may be problematic</i> <p><i>Design Commission:</i></p> <ul style="list-style-type: none"> • <i>Private streets could be designed as public streets; Developers may prefer private streets – better maintenance.</i> • <i>Walkways serving to divide parking areas don’t get used, people walk in drive aisle.</i> • <i>Large landscaped areas which function as stormwater areas could be beneficial.</i> • <i>Focus on dense landscape perimeter, not within the parking area.</i> <p><i>Other:</i></p> <ul style="list-style-type: none"> • <i>Albuquerque has a similar block structure requirement which limits block size to 360x360, although it allows one block per development up to 360x790.</i> • <i>Three modules of parking, landscaping and buffering will</i>

<ul style="list-style-type: none">• The grid shall respond to the logical shape, orientation and topography of the site.• Blocks shall provide for pedestrian access to and through the site.	<p>greater than every six parking modules.</p> <ul style="list-style-type: none">• Access to sites from arterials or other existing public streets shall be either by an internal public street or a primary internal drive.<ul style="list-style-type: none">○ Deviation from this standard may be approved by the Manager to accommodate drives which primarily act as service routes or in cases which this standard would result in an undesirable configuration.	<p>equal approximately a 200' block. This is the pattern used at Gresham Station.</p> <ul style="list-style-type: none">• Block lengths at Gresham Station are 290 feet, 360 feet, 300 feet and 430 feet (west to east).•
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A. Site Design

2. Integrated Site Design: Internal Circulation: Public Streets and Primary Internal Drives

- a. Intent: To create internal drives which accommodate pedestrian and vehicular access needs while providing amenities to improve the appearance of the development.
- b. Applicable Retail Design Principles: A, B, D, F, G, H

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • Public Streets. The standards of Section X.XXXX are required • Primary internal drives shall create a pedestrian-oriented environment and accommodate pedestrians, vehicular traffic and parking. • Primary internal drives shall incorporate amenities appropriate for commercial streets, including street trees, landscaping, pedestrian-level lighting and other features. • Bump outs and other features shall be utilized to ensure pedestrian safety and lessen crossing distances. • When present, primary internal drives shall replicate the character of a public street. • Shade (Canopy) Trees. The standards of Section X.XXXX are required. • Shade (Canopy) Trees. Trees shall be selected which are consistent with the intent of those listed on the City of Gresham Approved Street Trees list. • Lighting. Pedestrian scale lighting shall be provided. • Primary internal drives may incorporate strategies to manage stormwater on site. 	<ul style="list-style-type: none"> • Public streets when required by the Manager shall be designed to Public Works Standards. • Primary internal drives shall be consistent with the section shown in Figure X. The addition of a center landscaped median may be permitted at the discretion of the Manager. • Primary internal drives shall consist of a twenty four (24) foot two-way drive lane; a sidewalk with a minimum six (6) foot amenity zone and a six (6) foot clear walk zone shall be provided on each side of the drive. <ul style="list-style-type: none"> ○ The specific drive lanes may be required to be a minimum width of twenty six (26) feet to accommodate emergency vehicles as determined by the Manager. ○ Primary internal drives may include angled or parallel parking in locations approved by the Manager. ○ Where primary internal drives are not adjacent to buildings, the amenity zone and sidewalk may each be reduced to five (5) feet in width. • When primary internal drives include parking: <ul style="list-style-type: none"> ○ The amenity zone shall be paved to match or accent the sidewalk, using concrete, decorative paving or paving which allows stormwater infiltration as approved by Manager. 	<ul style="list-style-type: none"> • The reduction of the amenity zone and sidewalk dimensions when not adjacent to buildings is intended to reduce pavement width where possible and to reduce the overall parking lot dimensions.

	<ul style="list-style-type: none"> ○ Bump outs shall be provided at intersections and at midblock crossings which extend the depth of the parking lane to lessen crossing distances. Landscaped areas that do not interfere with clear vision requirements and stormwater infiltration areas may be included in the bump outs. ○ Where no parking abuts the amenity zone, it may be planted instead of paved. • Crosswalks shall be provided on primary internal drives and shall receive enhanced paving that creates a visual distinction between the crosswalk and the surrounding surfaces, such as scored concrete, colored and stamped concrete, brick, stone or concrete pavers or other high-quality material as approved by the Manager. Striping shall not be an acceptable method of creating visual distinction. • Shade (or canopy) trees on primary internal drives shall be planted in the amenity zone at an average tree spacing spacing of thirty (30) feet. The trees shall be healthy and of a size no smaller than two-and-a-half (2.5) inch caliper. • All trees planted on the primary internal drives shall be selected from the City of Gresham Approved Street Trees list. • Lighting along primary internal drives shall be provided and not exceeding twenty four (24) feet in height. • When used as a substitute for a primary drive aisle as provided for in Block Structure, major landscape divisions shall consist of a twenty four (24) foot landscaped area, planted with trees, shrubs and ground cover. <ul style="list-style-type: none"> ○ This area may be designed to allow for stormwater infiltration. ○ A pedestrian walking path may be 	<p>Questions:</p> <ol style="list-style-type: none"> 2. <i>A major landscaped division of 24 feet in the parking area may replace select primary internal drives or streets. Is 24 feet a reasonable width for a major landscape division?</i>
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	integrated into this area and, at the discretion of the Manager, may be required if it improves circulation within the site.	
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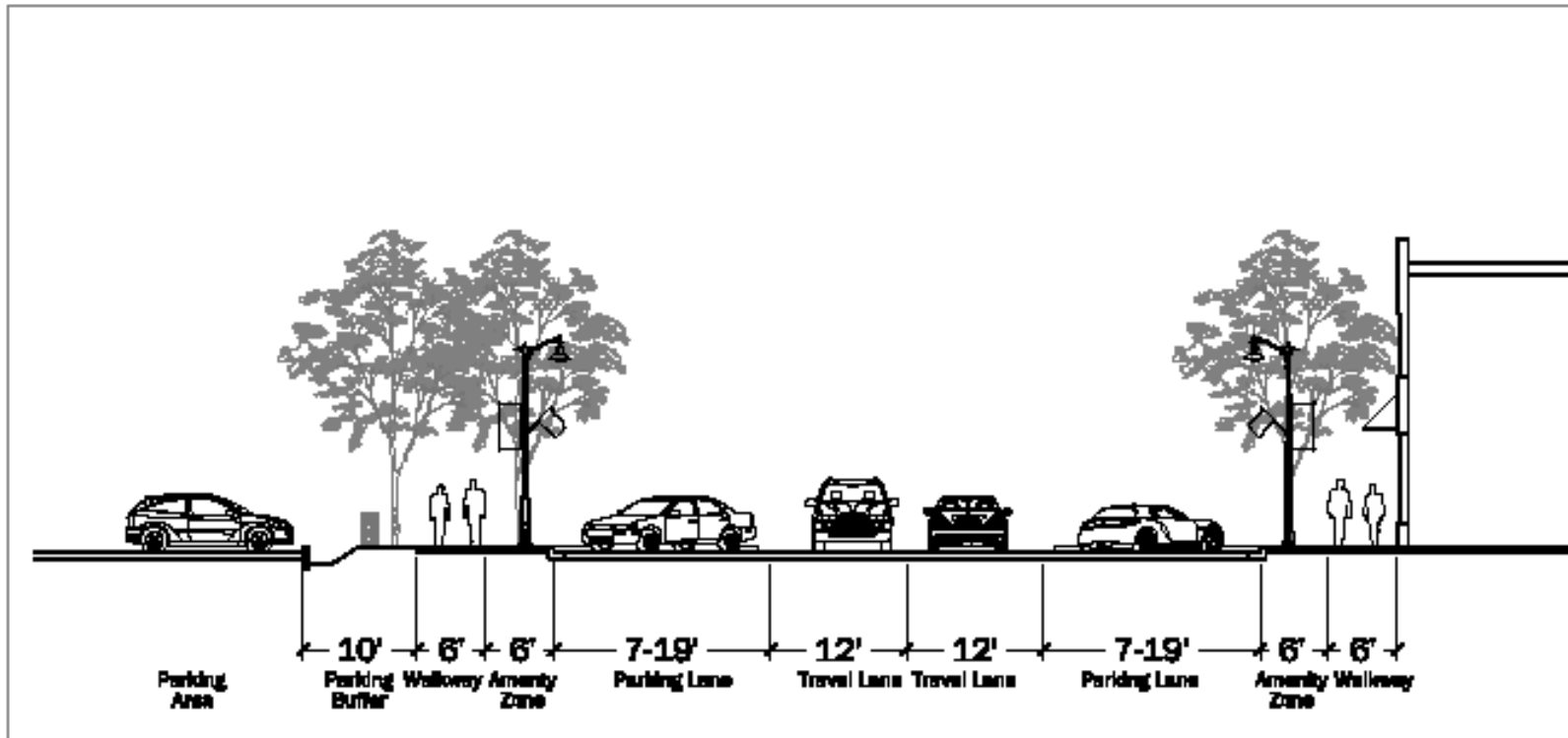


Figure X: Primary Internal Drive Section

A. Site Design

3. Integrated Site Design: Building Placement and Frontage Requirements

- a. Intent: To ensure buildings are placed in appropriate locations, defining the street, creating a comfortable pedestrian environment and minimizing the visual impact of parking from primary streets.
- b. Applicable Retail Design Principles: B, C, D, E

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • Building Setbacks. The standard noted in Section X.XXXX is required. Building fronts shall be located within the established setback zones. • In order to create a consistent and cohesive building edge which defines the public space and creates an inviting and accessible pedestrian environment, buildings shall be placed close to the street and shall occupy sufficient street frontage to create a pedestrian friendly environment. • Buildings not located along existing frontages shall be placed closed to and concentrated along primary internal drives. • In order to create inviting pedestrian environments, buildings shall be clustered along pedestrian-oriented open spaces located at intersections. • Parking shall be located to the side, interior or rear of the site and shall not dominate the public street frontages . 	<ul style="list-style-type: none"> • Along public street frontages, buildings shall be located within a setback zone of between zero (0) and five (5) feet from the right of way. • Building Frontage: <ul style="list-style-type: none"> ○ In Tier 1 developments, frontage on existing public streets shall be occupied by building fronts for a minimum of forty percent (40%) of its length. ○ In Tier 2 and Tier 3 developments, each frontage on existing public streets shall be occupied by building fronts for a minimum of sixty percent (60%) of its length. ○ Public streets created as part of the development do not have a frontage requirement. ○ Space attributed to newly created public streets and primary internal drives which are required as part of the development shall not count toward the total length of the frontage. ○ Buildings or pedestrian-oriented open spaces shall occupy 100% of the street frontage at street intersections for a minimum of sixty (60) feet as measured along the minimum setback line. • If a pedestrian-oriented open space is present at an intersection, its internal site edges shall be lined by buildings for eighty percent (80%) of their length. • Parking shall be located on the side, interior 	<ul style="list-style-type: none"> • The setback zone allows the required changes in massing to count toward frontage requirements. Several public comments supported providing for a somewhat larger setback along arterials. <p><i>Questions:</i></p> <ul style="list-style-type: none"> 3. <i>Do you agree with setbacks of 0 to 5 feet and the building frontage requirements of 40% for Tier 1 and 60% for Tiers 2 and 3? The 40% permits smaller developments with single buildings to be proposed. The public streets and primary internal drives created within the site as part of the development do not have a frontage requirement when initially developed.</i> <ul style="list-style-type: none"> • There is currently no proposed requirement for building frontage on internal drives or internal streets. • Gresham Station Building Frontage: fifty percent (50%) total frontage, sixty-seven percent (67%) arterial and connecting streets frontage. • Edgewood Building Frontage: forty-six percent (46%) total frontage,

	or rear of the site and shall not be present along the public street frontages for more than 30% of their length.	sixty-two percent (62%) arterial and connecting streets frontage.
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A. Site Design

4. Integrated Site Design: Building Orientation and Entries

- a. Intent: Buildings are oriented appropriately to enhance pedestrian accessibility and place the most visually interesting façade in public view.
- b. Applicable Retail Design Principles: A, B, C, H

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • All buildings shall face and be accessed from the street. If a building has frontage on more than one street, it shall be oriented and designed to provide reasonable pedestrian access along the most active street frontages. • Buildings with long street frontages shall provide additional entries to ensure reasonable pedestrian access. • Buildings located at the rear of the site shall provide entries that correspond with pedestrian circulation routes such as the intersection of public streets, primary internal drives and other pedestrian connections. • Mixed-use buildings shall have distinct entries for each use. • Individual retail tenants shall provide access for pedestrians such as through individual tenant entries, a common hallway or others means. When a large format retail tenant is unable to face a street frontage, liner spaces shall be utilized to create visual interest and foster pedestrian activity. • Entries shall be operable unless it creates an undue hardship on the business owner and is approved by the Manager. 	<ul style="list-style-type: none"> • Each building shall provide at least one entry on each street frontage it faces except as follows: <ul style="list-style-type: none"> ○ If the building has three street frontages, the building shall have two operational entries; and ○ If the building has four or more street frontages, that building shall have a minimum of three operational entries. Corner entries facing two frontages shall count as an entry on each frontage. • When a building facade faces a street and its length exceeds three hundred (300) feet in length, the building shall provide at least two operable entries. • Buildings located at the rear of the site along public streets or primary internal drives shall provide operational entries as noted in Section X.XXXX above. Entries shall provide connections to pedestrian circulation routes. • When part of a mixed-use development, the residential and other non-retail commercial uses shall have a distinct entry that is not shared with a retail use. This entry shall be on and face the street and a shared lobby space may serve multiple users of the same type. This entry may count toward the building entry requirement. • Each retail tenant shall have an entry that faces the street. If the tenant has frontage on a primary internal drive and not on a public street, the tenant shall provide an operational entry facing the primary internal 	<p><i>Questions:</i></p> <p>4. <i>Do you agree that buildings shall have operational entries on all but one side when the building fronts more than two streets?</i></p> <ul style="list-style-type: none"> • Standards differentiate between tenant and building. • Design Commission: Operable entrances depend on the street type. If on street parking is provided entries should be required. • Require access between buildings – breezeway. • Large retailers are acceptable at the back of the site with no building entry on arterials.

	<p>drive.</p> <ul style="list-style-type: none">• All entries required by this Code shall be continuously operable during all hours in which the business is open. The Manager may exempt certain Tier 1 building entries from this requirement if the building is abutting a street with no on-street parking or if operation of multiple entries creates undue hardship on the user of the space. If this exemption is based on lack of on-street parking, it will become invalid if on-street parking is developed in the future.	
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A. Site Design

5. Pedestrian-Oriented Open Space

- a. Intent: Open spaces shall be developed as a focal point of large format retail development, encouraging pedestrian activity in highly visible locations.
- b. Applicable Retail Design Principles: B, E, F, G

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • Pedestrian-oriented open shall be developed for public use and located in highly visible areas which encourage and concentrate activity. • These spaces shall take advantage of and preserve any natural features on the site and be designed to accentuate view corridors. • Appropriate locations of active spaces include along the street edges, areas in close proximity to building entries, food vendors and spaces that preserve recognized natural features of the site. • Pedestrian-Oriented Open Space Connection. The standard of Section X.XXXX is required. • Pedestrian-Oriented Open Space Frontage. The standard of Section X.XXXX is applicable. • Pedestrian-oriented open space shall include a variety of public spaces, both hardscaped and landscaped, such as on-site plazas, interior courtyards, patios, terraces and gardens. • Pedestrian-Oriented Open Space Size. The standard of Section X.XXXX shall generally be met to create a functional, attractive pedestrian space. Unique design configurations may be acceptable is they meet the intent of the pedestrian oriented open space to encourage pedestrian activity. 	<ul style="list-style-type: none"> • Tier 2 or Tier 3 developments shall include pedestrian-oriented open space of a size no less than three percent (3%) of all ground floor commercial space on site. Pedestrian-oriented open spaces may count toward landscaped area requirements for the development site. • Pedestrian-oriented open space shall be visible from a public street frontage or primary internal drive and a building entrance shall be located within eighty (80) feet of a pedestrian-oriented open space. <ul style="list-style-type: none"> ○ At the discretion of the Manager, Pedestrian oriented open space may be located on other areas of the site in order to preserve a natural feature of the site. Direct pedestrian access to active open space areas of the site shall be provided if the spaces are not accessible via other circulation routes. ○ Spaces may be located above or below grade provided they are publicly accessible during normal business hours. • Pedestrian-oriented open spaces located between a building and a sidewalk shall provide direct pedestrian access to the abutting building. • Pedestrian-oriented open spaces may count towards the frontage requirement along a street frontage on existing public streets per Section X.XXXX up to ten percent of the 	<p><i>Questions:</i></p> <ul style="list-style-type: none"> • <i>Should a portion of the site be designed as functional open space? This space could be included in required site landscaped area in the Community Commercial district. In the Civic Neighborhood, this would require additional space, since there is no minimum site landscape requirement. The 3% open space requirement results in approximately 1% of the total site area when a maximum FAR of 0.3 and a single story building is assumed.</i> <p>5. <i>Do you agree with allowing sidewalk which receives extensive streetscaping to count toward the open space standard?</i></p>

<p>Public spaces shall incorporate features that advance sustainable principles, such as use of gray water, solar collection for powering pumps or lighting, rain gardens, pervious paving, containers for recycling, and benches made from recycled materials. Public spaces shall include focal points which could consist of art sculpture, water, pavilions, seating areas, specimen plants, unique paving, or unusual lighting.</p> <ul style="list-style-type: none"> Public spaces can be located between a building and the sidewalk, so long as active ground floor uses are accessible to and from the space and provided the desired street wall and/or retail continuity is not adversely impacted by the presence of this space. Enhanced sidewalks and amenity zones that contribute toward an active pedestrian oriented streetscape can count toward the pedestrian-oriented open space requirement. 	<p>total requirement when:</p> <ul style="list-style-type: none"> Placed next to or in front of a building setback no more that forty (40) feet from the right of way. This distance may be increased at the intersection of streets to accommodate vision triangles at the discretion of the Manager. The space contains vertical elements which screen parking and define the street edge. <ul style="list-style-type: none"> Public spaces shall incorporate the following: <ul style="list-style-type: none"> At least thirty percent (30%) of the area shall be planted with trees, shrubs, groundcover and perennial landscape plantings. At least thirty percent (30%) of the area shall be hardscaped with decorative paving. There shall be at least one bench or seating unit for each two hundred (200) square feet of area (seating may be grouped into benches or ledges). Pedestrian-scaled lighting fixtures. One element with sustainability attributes (rain garden, solar powered lights or equipment, pervious paving, container for recycling, or benches made from recycled materials). Artistic design elements such as decorative paving patterns, ornamental art features, creative lighting elements, etc. Pedestrian-oriented open space shall have a minimum width of thirty (30) feet and a minimum depth of twenty (20) feet unless otherwise approved by the Manager due to site constraints. Sidewalks and amenity zones on public streets and primary internal drives that receive enhanced design and intensive streetscaping may be counted toward the 	<ul style="list-style-type: none"> Intent of this regulation is to create prominent active pedestrian-oriented spaces rather than unutilized leftover spaces often called open space. The requirements generally follow Downtown Design Guidelines and Standards. Small spaces concentrate activity where larger spaces naturally allow activity to spread out, minimizing its impact.
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	<p>pedestrian-oriented open space requirement under the following conditions:</p> <ul style="list-style-type: none"> ○ Enhanced streetscape shall be present for consecutive distance of four hundred (400) feet on one side of the street or primary internal drive or for two hundred (200) feet on both sides of a public street or primary internal drive. ○ Where buildings are present, entries shall be present at spacing no greater than eighty (80) feet. ○ Buildings in this area shall contain transparent glazing for sixty percent (60%) of the area between the heights of thirty (30) inches and eight (8) feet. ○ Only areas directly in front of buildings shall count toward this requirement. ○ Enhanced streetscapes shall include three of the following requirements to qualify: <ul style="list-style-type: none"> ● Sidewalks and amenity zones shall have decorative paving for the required length as stated above in Section X.XXXX, Decorative paving includes stone pavers, brick pavers, decorative concrete pavers, colored and stamped concrete, or other pavement treatments as approved by the Manager. ● Trees of 2.5" minimum caliper and other landscape plantings in decorative raised planters located in the amenity zone. Trees shall be spaced an average of not greater than thirty (30) feet apart. ● Decorative benches or other durable, permanent seating features shall be placed within the amenity zone with an average placement of two (2) seats per fifty (50) linear feet of sidewalk. ● Include one (1) public art piece per 	<ul style="list-style-type: none"> ● This art piece spacing is equal to approximately one piece per Portland city block.
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	<ul style="list-style-type: none"> two hundred feet of sidewalk. Decorative pedestrian level lighting no taller than eighteen (18) feet placed within the amenity zone and at consistent spacing. 	
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A. Site Design

6. Integrated Site Design: Parking

- a. Intent: Parking areas shall be designed to minimize and mitigate their negative visual and environmental impacts.
- b. Applicable Retail Design Principles: C, D, G, I

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> Parking shall be located and configured to minimize its visual impact from street frontages. Parking shall be set back from the street right-of-way and shall include a landscape buffer to minimize its visual impact from the street and create a pedestrian-friendly street edge. Parking Location at Arterial Intersections. The standard of Section X.XXXX shall be met. On-Street Parking. On-street parking created to minimize the size of off-street lots, provide convenient short-term parking in front of retailers, and provide additional protection for pedestrians may count towards the minimum parking requirements as determined by the Manager. Off-street lots shall utilize compact parking stalls to minimize the physical area dedicated to parking and its associated impervious paving materials. 	<ul style="list-style-type: none"> Parking shall be located behind or on the side of buildings and shall not be located closer to the right of way of an arterial or existing local street than an adjacent building front. Parking shall not be located closer to the street right of way than ten (10) feet. The space between the parking and the street right-of-way shall be landscaped per Section X.XXXX. Parking shall not be located closer to an arterial intersection than a building on each frontage of the intersection. New public on-street parking created as part of the development may count toward the minimum parking requirement at the Manager's discretion. In Tier 2 and Tier 3 developments, a minimum of twenty-five percent (25%) of the off-street surface stalls shall be compact. 	<p><i>Questions:</i></p> <p>6. <i>Currently in the Code, there is an allowance for up to 50% of the parking spaces to be compact. The Code proposal is to require 25% of the off street stalls to be compact. Do you agree with the requirement?</i></p> <ul style="list-style-type: none"> Compact stalls can accommodate more vehicles in the same space, reducing the visual, stormwater and heat island impacts. Compact stall requirement could reduce impermeable surface by 9,000 square feet in a 60,000 square foot building (assumes 4 stalls per 1,000 square feet). Design Commission <ul style="list-style-type: none"> Require structured parking on Tier 3.

A. Site Design

7. Landscaping

- a. Intent: Landscape features surrounding the perimeter of the parking area provide definition for street edges and screen parking from public view when buildings are not present. Internal landscape islands reduce the visual impact of parking areas and can function as stormwater management areas.
- b. Applicable Retail Design Principles: D, F, G, H, I

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • Site Landscaping. The standard of Section X.XXXX shall be met. • Parking Area Landscaping: <ul style="list-style-type: none"> ○ Parking shall be located and configured to minimize its visual impact from the primary street frontages. ○ Parking areas shall include landscaping that breaks down the visual scale of the space, provides stormwater management, and reduces the heat island effect of the area. ○ Canopy Tree Size. The standard of Section X.XXXX shall be met. • Perimeter Screening <p>Parking areas shall be buffered from streets and primary internal drives with landscaping that provides definition to pedestrian areas and screens parking. Perimeter screening shall be layered to provide visual interest, definition of pedestrian areas and screening at various heights.</p> <ul style="list-style-type: none"> ○ The dimension of the parking lot landscape buffer shall be adequate to screen the parking and mitigate its visual impact from the street. 	<ul style="list-style-type: none"> • Site landscaping: Site landscaping shall conform to applicable Standards including but not limited to 7.0202 and 4.1240. • Parking Area Landscaping: In addition to the landscaping Standards found in 9.0823, the following Standards apply: <ul style="list-style-type: none"> ○ In Tier 2 or Tier 3 developments, the minimum percentage of parking area landscaping shall be fifteen percent (15%) and one deciduous canopy tree shall be required for every six (6) stalls. ○ All landscaped areas located within the outer limits of the perimeter screening shall count toward this parking area landscape requirement, including perimeter screening areas, landscape islands, vegetated infiltration areas and all required walkways within the parking area. Landscaping on primary internal drives and newly created public streets abutting parking areas shall also count toward this requirement. ○ The minimum planting size for canopy trees within the parking area shall be two-and-a-half (2.5) inch caliper. • Parking Lot Perimeter Screen Landscape <ul style="list-style-type: none"> ○ When located adjacent to a public street or primary internal drive, the parking area shall be buffered by a ten (10) foot landscaped edge consisting of trees, 	<p><i>Questions:</i></p> <p>7. <i>Do you agree with enhancing the parking area landscape requirements by increasing the tree caliper size (from 2" to 2.5") and the quantity of trees (1 tree per 9 stalls to 1 tree per 6 stalls)?</i></p> <ul style="list-style-type: none"> • Code currently requires fifteen percent of the site to be landscaped. Additionally, the Code requires ten percent (10%) of the parking area to be dedicated toward landscaping and requires one (1) tree per nine (9) stalls. In Civic Neighborhood, only space not dedicated to building, parking and circulation is required to be landscaped. • The quantity of trees has increased proportionally to required the increase in landscaping to help the City meet its mandated Metro stream temperature requirements. • One primary drive and three modules of parking, internal islands and row end islands on one side achieve landscape area greater than 15% when the parking area is less than 46 parking stalls in length (approximately 470 feet). • The Code currently requires 2"

<ul style="list-style-type: none"> ○ Clear Vision. The standard of Section X.XXXX shall be met. ○ Small breaks in the screening shall be provided to allow pedestrian access between the parking area and the sidewalk. ● Landscape Islands <ul style="list-style-type: none"> ○ Landscape islands that terminate a row of parking shall provide definition to the parking area when abutting a building internal to the site. ○ Internal landscape islands shall be provided at regular spacing to visually reduce the scale of the parking area from within, to provide stormwater infiltration and shade the pavement. ○ Landscape Island Dimensions. The standards of Section X.XXXX shall be met. 	<p>shrubs and ground level plantings in a layered configuration (see Figure 1). This buffer shall be located adjacent to the sidewalk of the public street or primary internal drive. Decorative fencing and garden walls may be included in the landscape buffer.</p> <ul style="list-style-type: none"> ○ When located adjacent to a primary internal drive or internal public street created as part of the development, the landscaped edge may be reduced to six (6) feet, if space limitations prohibit a wider buffer as determined by the Manager. ○ The landscaped edge shall consist of ground level planting beds adjacent to the sidewalk, trees planted at the thirty (30) foot spacing, and a continuous thirty-six (36) inch shrub, site obscuring decorative fencing or garden wall. An alternate parking lot perimeter screen landscape may be approved by the Manager. This landscaping shall count towards the parking lot landscape requirements in Section X.XXXX. Landscaping shall allow clear vision into the parking area between the heights of three (3) and six (6) feet to allow for natural surveillance. ○ Breaks in the shrubs, fence or wall allow for visual access shall occur every thirty (30) feet and shall not exceed three (3) feet in width. Where landscape islands are present adjacent to the buffer, a break in the shrubs, fence or wall shall occur and provisions for pedestrian connections shall be provided. ● Landscape Islands <ul style="list-style-type: none"> ○ When parking modules terminate into a primary drive aisle that is adjacent to the front of a building , the end landscape 	<p>caliper trees. Larger trees at time of planting provides greater visual impact immediately, and greater canopy coverage of pavement.</p> <ul style="list-style-type: none"> ● Layered landscape edge intended to screen parking and define the street with densely planted landscape.
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	<p>islands at the terminus of the parking row shall define the parking area with the following Standards:</p> <ul style="list-style-type: none"> — The landscape end islands shall be a width of no less than eighteen feet and have a depth equal to that of adjacent parking stalls. The landscape end islands shall include at least two canopy trees per landscape end island. — Landscape end islands may include a walkway within the required depth. — The paved area in the drive aisles between the landscaped end islands shall be clearly marked with contrasting slip resistant paving materials when a walkway extends through the landscape end islands. <ul style="list-style-type: none"> ○ When not terminating into a drive aisle that is adjacent to a building front and all internal landscape islands shall have a width of no less than nine (9) feet and have a minimum length equal to that of adjacent parking stalls less one (1) feet. Internal landscape islands shall be present within the parking area at an average spacing of no greater than one landscape island every 12 spaces when the parking area exceeds 16 stalls in length. <ul style="list-style-type: none"> ● Buffering and Screening Landscaping: Standards for landscaping in these areas are found in the Section X.XXXX, the Service, and Loading Area section of this Code. ● Landscape Maintenance. <i>Compliance with the following criteria is required:</i> <ul style="list-style-type: none"> a. <i>Inspections.</i> A City representative will perform a final landscape inspection to ensure that the landscape demonstrates equivalent compliance with the approved 	
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	<p>landscape plan upon completion of the project and before issuance of a Temporary or Final Certificate of Occupancy following a request from the developer. The inspection time period is from March 1 to November 15.</p> <p>If an inspection is requested between November 16 and the last day of February and the landscaping is not complete, or if the applicant requests a Temporary Certificate of Occupancy to occupy one or more buildings on site prior to the landscaping being completed, a financial guarantee is to be provided based 110 percent of the estimated cost of plant materials and labor for the total landscape plan as indicated in a landscape cost estimate. Beginning March 1, the Applicant has 180 days to complete the items or the City will cash in the amount being held and finish the landscape job.</p> <p>b. Establishment Period. The establishment period for the plant material guarantee will begin at the Final Certificate of Occupancy inspection approval to two (2) years from that date. All plantings shall be properly planted as to be in a healthy, growing condition at commencement of the establishment period. At the end of the establishment period, any plantings which are 20 percent (20%) dead or greater shall be replaced.</p> <p>c. Maintenance.</p> <ol style="list-style-type: none"> i. Maintenance of required plantings by the owner shall be carried out so as to present a healthy, neat and orderly appearance, free from refuse and debris. ii. To insure proper maintenance and as a condition of Final Site Plan approval, the property owner shall enter into and record with the City a Landscape Maintenance Agreement, or include 	<ul style="list-style-type: none"> • The landscape maintenance is consistent with the Standards in the Multi-Family Code.
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	<p>such provisions as part of the developers agreement or deed, each of which shall be approved by the City Attorney. Such instrument shall identify the minimum plan of maintenance, the person or entity responsible for maintenance, and shall provide the procedure, authority and finance for City cure of breaches by the responsible entity. Such instrument shall also include: provisions that all unhealthy and dead material shall be replaced within one (1) year, or the next appropriate planting period, whichever occurs first; all landscaped areas shall be provided with an operable irrigation system; tree stakes, guy wires and tree wrap are to be removed after one (1) winter season; and plantings shall be guaranteed for two (2) years after the Final Certificate of Occupancy inspection approval.</p> <p>d. Responsibility and Certificates of Occupancy. The owner of the property subject to the requirements of this Section shall be responsible for installing and maintaining landscaping per the approved final landscape plan as specified in this Section. Where a person other than the owner occupies the property, the occupant shall also be responsible for maintenance.</p>	
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A. Site Design

8. Pedestrian Circulation:

- a. Intent: To provide safe, comfortable and convenient means of pedestrian movement in retail developments by connecting building entries, open spaces, transit facilities and parking areas.
- b. Applicable Retail Design Principles: A, B, D, F, G

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • Sites shall have an integrated pedestrian circulation system which provides dedicated space for pedestrian movements on site. • Pedestrian circulation routes shall directly connect important locations on the site, including building entries, open spaces, parking areas, existing sidewalks and transit facilities. • Pedestrian circulation routes shall include sidewalks as well as dedicated routes through parking areas, which ensure safe, convenient and pleasant passage. • Where pedestrian circulation routes cross driveways or streets, the pedestrian circulation route shall be given priority over vehicular circulation and the intersections shall be designed to minimize crossing distances, slow traffic and provide safe passage pedestrians. • Cart corrals shall not be located in or interfere with pedestrian circulation paths. • Pedestrian paths shall utilize durable and attractive materials and be visually distinct from the road surface. 	<p>In addition to Standards found in 9.0824 Pedestrian Circulation/Walkways, the following Standards apply:</p> <ul style="list-style-type: none"> • Sidewalks shall be present on all street frontages and primary internal drives as described in Section X.XXXX Internal Circulation: Public Streets and Primary Internal Drives, and in Section 9.0824 unless deviation is permitted by the Manager • In addition to sidewalks on public streets and primary internal drives, midblock paths shall be created perpendicular to the drive aisles when the following conditions occur: <ul style="list-style-type: none"> ○ Parking areas contain more than 96 spaces. ○ Retail spaces or other uses on site exist parallel to the parking drive aisle. • Midblock paths shall have a direct connection to retail or other uses and may be required to cross internal public streets, primary internal drives and major landscape divisions. • While in the parking area, these paths shall be separated from vehicular traffic and parking by a raised curb, bollards, landscaping or other features approved by the Manager. • Midblock paths shall be landscaped along their entire length, exclusive of areas where the path crosses drive lanes, in the form of planted islands or terraces. Landscaping along midblock paths shall total at least six 	<p><i>Questions:</i></p> <p>8. <i>Walkways are required along public streets and primary internal drives. We are also requiring walkways through the parking area perpendicular to the drive aisle when it is necessary to access buildings in that direction. Do you agree with this requirement?</i></p> <ul style="list-style-type: none"> • Midblock paths are only required perpendicular to drive aisles to access buildings (if present). Midblock paths with landscaping are to be a minimum width of thirteen (13) feet (fourteen (14) feet with curb) but allow for seven (7) foot walkways with a six (6) foot landscape strip or a five (5) foot walkway between two four (4) foot strips.

	<p>(6) feet in width. Other landscaped areas no less than four (4) feet in width. Landscaped islands which incorporate midblock paths shall count toward the required parking area landscape islands.</p> <ul style="list-style-type: none">• Midblock paths shall be constructed of scored or saw-cut concrete, or decorative paving such as colored and stamped concrete, brick, stone or concrete pavers. Midblock paths shall be no less than five (5) feet in width, or no less than seven (7) feet in width if abutting parking stalls.• Midblock paths shall connect to the sidewalk network and crosswalks shall be provided where midblock paths intersect internal public streets or primary internal drives. If streets or primary internal drives include parking lanes, bump outs shall be present and extend the depth of parking lanes. Midblock bump outs shall follow requirements specified in Section X.XXXX Internal Circulation: Public Streets and Primary Internal Drives.	
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A. Site Design

9. Sustainability: Site

- a. Intent: To minimize negative environmental impacts from development by utilizing sustainable building techniques which reduce stormwater runoff, heat island effects and pollution associated with energy usage and transportation.
- b. Applicable Retail Design Principles: A, D, F, G, I

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • Sites shall incorporate sustainable design features that incorporate techniques which mitigate or reduce impacts from stormwater and heat island. • Stormwater infiltration areas shall be included in landscaped areas and porous paving shall be utilized in large parking areas. • High efficiency irrigation strategies shall be utilized to minimize potable water usage. • Sites shall incorporate strategies which encourage access by multiple modes of transportation, including transit and bicycle to reduce energy usage and pollution. 	<ul style="list-style-type: none"> • On public streets and primary internal drives, any pavement within the amenity zone shall allow infiltration within six (6) feet of street trees. Structural soil shall be provided in the infiltration area of the amenity zone when paved. • When a Tier 2 or Tier 3 development exceeds the minimum parking requirement with off-street surface stalls, all off-street parking stalls shall utilize porous paving materials. This requirement is exclusive of drive aisles. These surfaces shall be maintained in a manner that preserves permeability, including regular vacuum sweeping. • Developments shall follow the City of Gresham’s Green Development Practices for Stormwater Management. Sites shall use the infiltration and treatment strategies listed below to effectively treat and infiltrate stormwater on-site in the following order: <ul style="list-style-type: none"> ○ Reduce impervious surfaces (such as green roof, pervious pavement); ○ Surface infiltration facilities (such as rain gardens, planter boxes; ○ Sub surfaces infiltration methods (such as drywells); and ○ Other options as approved by the Manager. • Landscaping on sites with Tier 2 or Tier 3 retailers shall reduce potable water usage for irrigation by the use of a drip irrigation system with rain sensors or other means as 	<p><i>Questions:</i></p> <ul style="list-style-type: none"> 9. <i>In order to facilitate increased tree growth and canopy coverage, the Standards require permeable surfaces within 6 feet of street trees and structural soil. Do you agree with this requirement?</i> 10. <i>Do you agree with the Tree Canopy Coverage requirement of 20% of the parking area?</i> 11. <i>Are there other sustainability items that should be included on the list?</i>

	<p>approved by the Manager.</p> <ul style="list-style-type: none"> • On Tier 2 and Tier 3 development sites, the parking area shall be shaded by canopy trees equal to 20% of the paved surface parking/maneuvering area. Trees used to meet this standard must be consistent with other regulations found in Section 9.0823, <ul style="list-style-type: none"> ○ Shaded area attributed to planted trees shall be calculated based on anticipated mature canopy spread and growth rate of each tree. The value for Canopy Spread and growth rate shall be taken from City of Gresham Approved Street Trees list. If a species used is not present in this list, documentation of the mature canopy spread and growth rate information shall be provided by the nursery or a certified arborist. ○ Planted trees with low growth rates (up to twelve (12) inches per year) shall be credited with forty (40%) of mature canopy area. ○ Planted trees with moderate growth rates (over twelve (12) inches per year up to twenty four (24) inches per year) shall be credited with fifty percent (50%) of mature canopy area. ○ Planted trees with high growth rates (over twenty four (24) inches per year) shall be credited with sixty percent (60%) of mature canopy area. ○ Preserved trees in the parking area over six (6) inches in caliper shall be credited with full mature canopy area. • Projects located along transit routes shall have provisions for sheltered waiting areas at determined by the Manager and direct pedestrian access. If a stop is present along an existing route, a sheltered waiting area with seating shall be built to TriMet Standards. If a stop is not present, space 	<ul style="list-style-type: none"> • The Tree Canopy Coverage requirement is a new to help mitigate the heat island effect of large parking areas. Parking areas will generally meet this requirement with the required trees is the trees have a moderate growth rate. The Street Tree List will not include those trees which have a very fast growth rate but are very short lived thus not providing adequate canopy coverage.
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- shall be reserved for a potential future stop.
- Bicycle parking shall be provided that is consistent with **Section 9.0830**.
 - Developments that include a Tier 2 retailer shall comply with two of the following requirements:
 - Provide an on-site alternative fuel refueling station (such as an electric, bio-diesel, or natural gas refueling station, etc). An electric fueling station must be within sight of a functional building entry;
 - Include solar energy panels on the roof of the building that generate 10% of the typical energy usage for the building in renewable energy. The typical energy model for the building shall be determined by referencing the LEED™ Standards;
 - Plant a green eco-roof on top of the building that covers 20% of the building footprint;
 - Source sustainable and local building materials that are within 500 miles of the development site for twenty (20%) of the total construction materials; or
 - Preserve 50% of existing regulated major trees on site. Major trees must be healthy as determined by a consulting arborist, a qualified arborist or a registered consulting arborist.
 - Developments that include a Tier 3 retailer shall demonstrate LEED™ certification or comply with three of the requirements below. The defined LEED project area shall include the entire site area or must be approved by the Manager.
 - Provide an on-site alternative fuel refueling station (such as an electric, bio-diesel, or natural gas

	<p>refueling station, etc). An electric fueling station must be within sight of a functional building entry;</p> <ul style="list-style-type: none">○ Include solar energy panels on the roof of the building that generate 10% of the typical energy usage for the building in renewable energy. The typical energy model for the building shall be determined by referencing the LEED™ Standards;○ Plant a green eco-roof on top of the building that covers 20% of the building footprint;○ Source sustainable and local building materials that are within 500 miles of the development site for twenty (20%) of the total construction materials ; or○ Preserve 50% to include a minimum five (5) trees of existing regulated major trees on site. Major trees must be healthy as determined by a consulting arborist, a qualified arborist or a registered consulting arborist.	
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A. Site Design

10. Site Lighting

- a. Intent: To utilize lighting and fixtures which ensures safety during the evening hours while providing an attractive visual element of the site design.
- b. Applicable Retail Design Principles: B, G, H, I

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • Lighting fixtures shall provide appropriate illumination levels for all areas of the site, creating inviting spaces and enhancing the safety of the site during evening hours. • Lighting fixtures shall not create negative impacts on surrounding properties or unnecessary glare within the site. • Lighting fixtures shall not create unnecessary upward directed illumination which contributes to sky-glow. • Lighting fixtures in pedestrian areas shall be decorative, appropriately scaled, and placed to contribute to a cohesive and visually pleasing streetscape or open space. • All lighting fixtures within publically accessible areas of the development shall be of a similar style or design to create visual consistency through the site. • Lighting fixtures shall utilize energy efficient fixtures. 	<ul style="list-style-type: none"> • The site shall be designed to achieve uniform illumination levels with a minimum glare to adjacent properties in order to create a comfortable and safe environment. <ul style="list-style-type: none"> ○ The following areas shall be illuminated during the hours of darkness: primary internal drives, parking area; pedestrian walkways, pedestrian-oriented open spaces and building entries. ○ The following illumination levels plus those stated in the following table shall act as minimum Standards for all exterior lighting. Maximum average lighting will be governed by the six to one (6:1) ratio of maximum average to minimum illumination of the surface being lit as stated in the following table. Generally maximum illumination at the property line shall not exceed one-half (0.5) foot candle. However, where a site abuts a non-residential district, maximum illumination at the property line shall not exceed one (1) foot candle. Average foot candles shall be the average amount of light at 3 foot height above a surface as determined using a photometric plan with 1 foot grid spot foot-candle readings. The Manager may modify these levels if such modifications are deemed necessary and appropriate for the use and surrounding area. ○ Developments shall use full cut-off lighting fixtures to avoid off site lighting, 	<p>The lighting Standards are consistent with the newly adopted Multi-Family Design Standards.</p>

	<p>night sky pollution and shining lights into residential units. The Manager may choose to waive or alter cut-off requirements of this section when appropriate historic or decorative fixtures are proposed (e.g. use of decorative up-lighting to illuminate the underside of a canopy or columns on a facade, where a canopy or roof projection restricts the projection of the light into the night sky or bollards). Weather- and vandalism-resistant covers shall protect lighting devices.</p> <ul style="list-style-type: none">○ TABLE HERE<ul style="list-style-type: none">● *The minimum light measured in foot-candles at the point of least illumination when measured at three-foot (3') above ground level.● i. Light fixtures shall not exceed twenty-five (25) feet in height.● ii. Fixtures shall have a cut-off angle of ninety (90) degrees as measured perpendicular to the ground.● iii. No direct light source shall be visible at the property line (adjacent to residential) at ground level.	
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A. Site Design

11. Service and Loading Areas and Perimeter Screening

- a. Intent: To minimize the negative impacts that required service functions, such as deliveries and trash removal, have on surrounding areas and adjacent properties.
- b. Applicable Retail Design Principles: F, I

c. Design Guidelines	d. Design Standards	e. Comments
<ul style="list-style-type: none"> • Service areas shall be located away from public view to the greatest degree possible and shall minimize visual, acoustic and lighting impacts on surrounding areas. • The use of liner spaces to screen service areas on the side or behind a building facing a street is encouraged. • Service area screening shall incorporate strategies which provide year round screening and buffering, such as walls, intensive landscaping and berms. • Screening shall be present along the site perimeter and intensified at service areas to mitigate any potential visual or acoustic impacts on surrounding properties. • The operations within service areas shall respect adjoining property owners and not create undue negative impacts. 	<ul style="list-style-type: none"> • Dedicated Loading Facilities. <ul style="list-style-type: none"> ○ When dedicated loading facilities are required, loading areas shall be located at the rear of the building or as approved by the Manager. If loading areas cannot be located on the rear of the building, they may be placed along the building’s side and recessed from the front façade a distance which minimizes visual impacts and prevents vehicles from extending onto adjacent walkways. Required loading area dimensions can be found in Section 9.0840. ○ Dedicated loading such as loading docks shall be screened parallel to the building wall with liner spaces or walls integrated into the building and no less than sixteen (16) feet in height. The liner spaces or walls shall fully conceal service vehicles except at the entry in order to allow for safe vehicular movement while exiting. ○ Liner spaces and screening walls shall include articulation, materials and detailing identical to the principal building. ○ When located next to residential areas, service vehicles shall not be left idling in excess of ten (10) minutes between the hours of 10:00 pm and 6:00 am. Signage shall be posted in a visible location within the loading area to inform 	<p><i>Questions:</i></p> <p><i>12. Semi-trailers are 14'-4" in height. Do you agree that all commercial development with loading docks will be required to have a 16 foot wall integrated into the building to screen loading facilities?</i></p> <p>Dedicated Loading Facilities</p> <ul style="list-style-type: none"> • Allowing vehicles to idle up to ten (10) minutes would allow for trash removal and other brief delivery.

	<p>drivers of this requirement.</p> <p>In addition to requirements stated in Section 7.0212 Solid Waste and Recycling Collection Area , the collection areas shall be entirely screened and enclosed by a masonry wall of at least six (6) feet in height, which is designed using identical materials and detailing. Permanent covering shall be provided over the enclosure.</p> <ul style="list-style-type: none"> • Perimeter Site Screening <ul style="list-style-type: none"> ○ In addition to buffering and screening requirements specified in Section 9.0110, sites with Tier 2 or Tier 3 retailers shall utilize a twenty foot buffer zone, a six to eight (6-8) foot masonry wall, two-and-a-half (2.5) inch caliper trees and shrubs capable of reaching five (5) feet within five (5) years of planting. ○ When dedicated loading facilities abut or face residential properties, an additional five (5) evergreen trees per one hundred (100) feet within fifty (50) shall be planted along the perimeter buffer within line of site of the opening of the dedicated loading facility in order to provide year round screening. This requirement will be waived if liner spaces are used in place of a screening wall. 	<p>Perimeter Site Screening</p> <ul style="list-style-type: none"> • Current Code buffer requirements when adjacent to residential only include the following: <ul style="list-style-type: none"> ○ Twenty (20) foot buffer zone; ○ (One-and-a-half (1.5) inch caliper / ten (10) feet) shade trees at twenty (20) foot spacing; ○ Fifty shrubs per 100 lineal feet with plants to be of a one (1) gallon size at the time of planting; and ○ Six to eight (6-8) foot site obscuring fence. <p>Design Commission:</p> <ul style="list-style-type: none"> • Include evergreens in site screening. • Evergreens are intended to provide year round screening in critical areas.
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