

ATTACHMENT C: CORRIDOR DESIGN DISTRICT UPDATES OVERVIEW

Corridor Design District Guidelines and Standards (Sections 7.0100 Multi-Family Design Guidelines and Standards and 7.0600 Corridor Design District Commercial Design Guidelines and Standards)

The Phase One DCPU project will result in a combined Corridor Design Guidelines and Standards section of the Development Code for the Commercial Corridor (Section 7.0603) and Multi-Family (Section 7.0103) Design Districts, providing simpler, more accessible code language that reduces repetition of standards and focuses on standards that result in quality urban design.

Issue

Presently, commercial development in corridor land use districts are subject to standards in the Commercial Corridor Design District. Multi-family residential projects of three or more units (including elderly housing and the residential component of mixed-use projects) are subject to the standards in Multi-Family Design District. In addition, commercial and multi-family developments in the Rockwood Design District (Section 7.0503) are subject to certain standards from both the Commercial Corridor and Multi-Family Design Districts.

Urban Design and Planning staff, as part of its project review for new development, has identified design standards in both the Commercial Corridor and Multi-Family Design Districts that are repeated in other sections of the code, conflict with other design standards, or do little to facilitate attractive, high-quality, and innovative urban design. Staff has also noted that at 68 pages for the Multi-Family and 78 pages for the Commercial Corridor Design Guidelines and Standards, the Design Districts may be over-codified resulting in an excessive number of standards that provide minimal benefit to the built environment. Smaller projects that could potentially be reviewed at staff level are being elevated to Design Commission review due to the number of discretionary requests. (Presently, a project in a design district with more than three discretionary requests will be reviewed by the Design Commission).

Project

Staff has undertaken a comprehensive review of the Commercial Corridor and Multi-Family Design Guidelines and Standards with the goal of identifying key standards that support the design principles identified in the preamble of each design district section. These standards will be maintained and combined into a single Corridor Design District section, following the model of the recently adopted Civic Neighborhood Plan District Design Manual (Section 4.1250). All standards will be edited for clarity, where needed.

Standards that are complimentary, that repeat or that conflict, will either be removed or consolidated into a single standard. In addition, standards that are not written to be clear and objective will need to be modified to make them clear and objective. Some standards that have consistently resulted in discretionary requests may also be modified, subject to further discussion with the Design Commission. Further revisions to the design standards will be considered as part of future phases of the Development Code Update project.

Proposed Modifications

The Corridor Design Guidelines and Standards will be organized under section headings, consistent with the headings in the Civic Neighborhood Plan District Design Manual. These include sections for Site Design (Building Frontage and Placement, Parking, Open Space, etc.) and Building Design (Massing and Articulation, Entries, Materials, etc.).

The following are the types of proposed modifications being considered as part of the combined Commercial Corridor and Multi-Family Design Guidelines and Standards, with examples of how the code may be modified.

- Consolidation of Complementary Standards**

Where standards are complementary they may be grouped into one standard. For example, two standards for on-site pedestrian circulation in the Commercial Corridor Design District can be combined into one standard because the language of the first standard is supported by the language of the second (in red). The new standard will be applicable to all development types in the combined Corridor District. The deleted text (in red strike-through) was removed because the language is not clear and objective, as it gives discretion to the Manager or Design Commission.

Pedestrian Circulation	
Code Sections:	Proposed Standard
7.0603 (A)(8)(d)(1) and 7.0603 (A)(8)(d)(3)	All developments shall include an on-site pedestrian circulation system that provides connections between all adjacent streets, building entries (except service) including those of future buildings, transit stops and facilities, vehicular and bicycle parking areas, public spaces, <u>and</u> other amenities on site and other important locations at the discretion of the Manager or Design Commission. <u>The system shall provide reasonably direct connections between all destinations and out of direction travel shall be minimized.</u>

- Clarification of Standards**

Additional language may be added to standards to clarify intent. The additional language below (in red) provides more clarity in what the code is asking, reducing the need for code interpretation for developers, the public, and planning staff. The deleted text (in red strike-through) was removed because the language is not clear and objective, as it gives discretion to the Manager or Design Commission.

Building Frontage and Placement	
Code Section:	Proposed Standard
7.0603 (A)(3)(d)(2)	Buildings and/or publicly accessible open spaces shall occupy one hundred percent (100%) of the street frontage at existing street intersections for a minimum of forty (40) feet <u>per frontage</u> , as measured by the length present within the setback zone (except as required to meet clear vision requirements) . If

	a publicly accessible open space is present at an intersection, its internal site edges shall be lined by buildings for no less than eighty percent (80%) of their length; however if a connection through the open space is required, a ten (10) foot walkway shall be allowed if otherwise prevented by the frontage requirement, at the discretion of the Manager or Design Commission.
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- Reconcile Conflicting Standards**

A standard for window recesses is present in the Multi-Family and Commercial Corridor Design Districts. The Multi-Family standard requires a 2-inch window recess. The Commercial Corridor standard requires a 4-inch window recess. Both seek to achieve the same goal of demonstrating depth in facades and creating shadow lines for visual interest. Staff has identified that a 2-inch window recess for all development in the combined Corridor District will support the intent of the standard and reconciled the conflicting standards with the below modification.

Transparency	
Code Sections:	Proposed Standard
7.0103 (B)(2)(d)(3) and 7.0603 (B)(1)(d)(8) [reduced from 4 inches]	Exterior windows shall have a minimum of two (2) inch reveal (depth) to create a shadow line that highlights materials and the thickness of the wall.

- Eliminate Repetition of Standards**

Where design standards repeat or reference standards that are found elsewhere in the code, they may be deleted. For example, the Multi-Family Design District includes a standard for bicycle parking. However, Sections 9.0830 – 9.0832 and Table 9.0851 provide standards for long-term and short-term bicycle parking requirements, including locational requirements for new development. Staff is recommending the standard be deleted.

Code Section:	Deleted Standard
7.0103 (A)(7)(d)(2)	Bike parking shall be in accordance with Table 9.0851 and shall be accommodated within dedicated storage areas in individual dwelling units, under covered entries or breezeways or within designated common storage areas in multi-family structures. Bike storage is to be in addition to the required storage space per unit. Visitor bike parking is encouraged.

- Eliminate Low Impact Standards**

Some standards were seen to have minimal impact on the built environment of Gresham, thus contributing to the impression that we were over-codified. The below standard for mulch color was one of the standards identified by staff for elimination as it was not seen as

a key element for addressing the design principles identified in the preambles of the Multi-Family and Commercial Corridor Design Districts.

Code Section:	<i>Deleted Standard</i>
7.0103 (A)(5)(d)(12)	Natural colored mulches such as shredded hardwood bark, oyster shells, stones and bark chip mulches are only allowed as filler until required groundcovers and shrub materials mature and spread. Artificially colored mulches are prohibited. Mulches are not permitted as a substitute for living plant materials.