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CB XX-XX

ORDINANCE NO. XX

AMENDMENTS TO VOLUME 1, FINDINGS, VOLUME 2 POLICIES AND
VOLUME 3, DEVELOPMENT CODE OF THE GRESHAM COMMUNITY
DEVELOPMENT PLAN, REGARDING THE CIVIC NEIGHBORHOOD
VISION AND DESIGN DISTRICT UPDATE PROJECT

THE CITY OF GRESHAM DOES ORDAIN AS FOLLOWS:

Section 1. Volume 1, Findings, Appendix 38 is amended as follows:

Proposed Text Amendment	Commentary
<p style="text-align: center;"><u>APPENDIX 38</u></p> <p>(Added by Ord. 1366 adopted July 11, 1995; effective July 11, 1995) (Amended by Ordinance No. XXXX, effective _____, 2018)</p> <p style="text-align: center;"><u>GRESHAM CIVIC NEIGHBORHOOD</u></p> <p><u>Purpose and Process</u> <u>Civic Neighborhood, primarily bounded by Burnside Street, Eastman Parkway, Division Street, and Wallula Avenue, is a central part of the City of Gresham. In 1995, the City of Gresham adopted the Civic Neighborhood Plan which designated Civic Neighborhood with its own plan district to provide standards and guidelines for development activity specific to the area. A design for a mixed-use plan for the area was accomplished through a collaboration with Metro, TriMet, Winmar (a property owner in Civic Neighborhood), and Portland General Electric (“PGE”). The plan outlined a vision of a transit-supported, walkable neighborhood with improved connections to other destinations within Gresham. An important purpose of the plan was to “demonstrate that development of mixed uses at relatively high densities is not only feasible in Gresham, but can offer advantages not found in conventional suburban development”.</u></p> <p><u>The 1995 vision was translated into development standards and regulations that were incorporated into the City of Gresham’s Development Code (Section 4.1200). By guiding development, Civic has evolved into a transit-oriented neighborhood with multimodal connections to adjacent neighborhoods. With an active transportation network, those who live and work in Civic Neighborhood will generate fewer automobile trips than individuals elsewhere due to the proximity to light rail and the increased convenience of walking and biking to reach goods and services. In creating an active transportation network, Gresham continues to demonstrate the advantages of sustainable development and sets an important precedent for the region.</u></p> <p><u>Civic Neighborhood has evolved since 1995. In 1997, the City constructed Civic Drive, a north-south connection between Division</u></p>	<p><i>Replaced Volume I, Findings, Appendix 38 – Gresham Civic Neighborhood with updated findings reflecting changes to neighborhood context since 1995; the updated Civic Neighborhood Vision and Vision development process; Design District boundary update; Future Street Plan and updated street types; Land Use District Map and updated land use districts; and Implementation Steps.</i></p>

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Street and Burnside Road. In 1999, the City partnered with developers to create the Gresham Station Shopping Center, a multi-tenant, multi-building shopping center that covers approximately 24 acres of the south portion of Civic Neighborhood. In 2006, Metro and a private sector partner helped create *The Crossings*, a mixed-use, transit-oriented development near the Civic Drive MAX station. The partially-developed Civic Neighborhood consists of several different uses and includes residential, commercial, and institutional uses such as Gresham's City Hall.

Beginning in 1995, development in Civic Neighborhood was regulated using the Gresham Civic Neighborhood Plan District Standards, including non-discretionary design-related regulations and voluntary design guidelines. In 2008 the City designated the area as a Design District, and in 2010 Multi-family development within the district became subject to the City of Gresham Multi-Family Design Guidelines and Standards. Other design districts within the city are subject to design guidelines and standards for all uses other than single family.

2018 Policy Update

In 2016, the City began the Civic Neighborhood Vision and Design District Update project; working with residents, businesses, property owners, and other interested parties to update the vision for Civic Neighborhood and the policies to guide that vision's implementation. A series of project objectives were adopted based on work done by staff, a consultant team from MIG, Inc., and public feedback, including:

1. Revisit the vision and goals for Civic Neighborhood;
2. Update development rules to remove obstacles to development;
3. Create design guidelines and standards specific to Civic Neighborhood, consistent with vision and goals;
4. Develop new rules and processes that are clear to staff, applicants, and the general public; and
5. Set rules that balance the need for clarity, flexibility, quality design, and financial feasibility.

Project Process

In order to define what Civic Neighborhood is and what it should be, three primary project phases were undertaken starting in the spring of 2016. First, staff worked with a consultant team on research and analysis, reviewing the 1995 vision for Civic Neighborhood, evaluating current rules, and identifying issues and opportunities with existing development policies. The second phase included development of an updated vision and goals for the neighborhood based on discussions of community aspirations, the current and anticipated real estate market, and best practices in design and development. Lastly, alternate scenarios were considered for implementing the updated neighborhood vision by either maintaining current code language as-is, revising parts of existing code language, or completely revising the development regulations for Civic Neighborhood.

Public Outreach and Engagement

Public engagement with community members for the Civic Neighborhood Vision and Design District Update project was launched in early-2016,

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with outreach to residents of Civic Neighborhood, the Coalition of Gresham Neighborhood Associations, the business community, the Gresham-Barlow School District, and other groups through meetings, workshops, questionnaires and social media, including a dedicated page for the Civic Neighborhood update on the City's web site. In total, the project connected with over 3,000 interested residents and neighbors (in-person or online). The following summarizes key meetings and methods of outreach:

- January 2016 – Discussion of Civic Neighborhood update with Northwest Neighborhood Association
- February 2016 – Community Forum and online survey
- September to October 2016 – Civic Neighborhood Vision Survey
- September 2016 – Stakeholder Focus Groups
- September 2016 – Community Visioning Workshop
- October 2016 – Student Workshop
- November 2016 – Design Preferences Workshop
- November 2016 to January 2017 – Design Preferences Survey
- May to June 2017– Visual Goals Survey
- January 2018 – Draft Code Survey and Community Forum

Updated Vision

The original 1995 vision for the neighborhood has evolved to incorporate common interests and ideas from the community, while building on the opportunities and advantages that exist today. The updated vision is as follows:

Gresham's Civic Neighborhood is a distinctively urban mixture of uses and people with convenient places to live, work, and shop right next to Downtown. Inviting tree lined streets lead past high-quality buildings and lively storefronts, next to parks and plazas to meet and play, all designed around an active transportation network, with great public transit, well-connected streets and trails.

The updated Civic Neighborhood vision conforms with Metro's Region 2040 planning program (the region's plan for managing growth over a 50-year period), which recognizes the Civic Neighborhood, together with Downtown Gresham, as a regional center in the 2040 Growth Concept Map (September 2014). For purposes of the Metro 2040 Growth Concept, regional centers are described as follows:

As centers of commerce and local government services serving a market area of hundreds of thousands of people, regional centers become the focus of transit and highway improvements. They are characterized by two- to four-story compact employment and housing development served by high-quality transit. In the growth concepts, there are eight regional centers – Gateways serves central Multnomah County; downtown Hillsboro serves the western portion of Washington County; downtown Beaverton and Washington Square serve eastern Washington County; downtown Oregon City and Clackamas Town Center serve Clackamas County; downtown Gresham

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serves the eastside of Multnomah County; and downtown Vancouver, Washington, serves Clark County.

The 2040 Growth Concept Map further identifies areas as Station communities. The map designates the areas around the Civic and Gresham City Hall MAX light-rail stations as Station communities. Station communities are described as follows:

Station communities are areas of development centered around light-rail or high-capacity transit station that feature a variety of shops and services that will remain accessible to bicyclists, pedestrians and transit users as well as cars.

The updated vision for Civic Neighborhood also ties into the *One Gresham* initiative – a multi-year economic, urban redevelopment, and social strategy designed to strengthen and link the City’s three mixed-use centers – Civic, Downtown Gresham, and Rockwood. The *One Gresham* initiative identifies Civic Neighborhood to be a living/shopping village with a community plaza, a grocery store, entertainment options, and mixed-use housing.

The Civic Neighborhood Context

The Civic Neighborhood Plan was adopted by Gresham City Council in 1995. Since 1999, when the first part of the neighborhood developed with commercial and institutional uses, it has become home to several residential and mixed-use developments. The Gresham Station shopping center, the largest development in the neighborhood as of early-2018, was approved and developed between 2000 and 2001, subject to the development standards of the adopted Civic Neighborhood Plan. It joined the three-story Gresham City Hall building, which was completed in 1999 and the old City Hall building, to its north.

Though Civic Neighborhood experienced rapid commercial and residential development soon after the 1995 Civic Neighborhood Plan was adopted, this development stalled with the 2008 economic downturn. In 2010, a second MAX light-rail station was constructed in the neighborhood at Civic Drive, joining the Gresham City Hall MAX light-rail station, which opened in 1986. The new station provided residents and workers with additional options for access to services and amenities with connections to Downtown and areas throughout the region. In 2006, as part of a public-private partnership, Metro helped to develop *The Crossings*, a 5-story mixed-use development with retail and multi-family residential spaces adjacent to the Civic Drive MAX Station.

Several large, vacant or underutilized parcels remain in the neighborhood that provide additional opportunities for transit-oriented development at relatively high densities, including several Metro-owned properties with proximity to the Civic Drive MAX light-rail station, and the TriMet owned park-and-ride at the northwest corner of NW Eastman Parkway and NW Division Street. One of the largest opportunity sites, the privately owned ‘K-Mart property’ at the northeast corner of the plan area, will also allow for denser development that supports the neighborhood’s housing and employment goals.

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Development along the west and northwest side of the neighborhood, adjacent to NW Wallula Avenue is primarily moderate-density residential, which includes two- and three-story apartment, condominium, and townhouse developments as well as a few single-family residences. The area is also characterized by a moderate elevation change from the Civic Drive MAX station up to NW Fanning Way and NW Burnside Road, which allows for excellent views from the residences along Fanning Way to Mount Hood to the east and Gresham Butte to the south.

The Wallula Avenue street frontage is characterized by a mature tree canopy of cedar and Douglas Fir trees, with a number of spruce and coast redwood trees also found along the street. The variety and size of the trees enhances the overall appearance of the primarily residential street. At the northeast corner of the intersection of Wallula Avenue and NW Division Street is one of the largest undeveloped parcels in the neighborhood. The 7.85-acre site includes several mature trees, and a significant grade change that presents challenges for future development. However, its location adjacent to the Gresham Station shopping center and excellent transit access present an opportunity for high-density, residential and mixed-use development.

A portion of the updated 2018 Civic Neighborhood Design District and Plan District boundary extends south of Division Street, capturing approximately 4.5 acres of area at the southwest corner of Division Street and Eastman Parkway. These properties are partially developed with commercial uses. The location of these properties provides an opportunity to establish an attractive 'gateway' to Civic Neighborhood by providing high quality development at an important intersection that borders Downtown to the east.

The neighborhood is currently served by two MAX Blue Line light-rail stations, connecting east to Downtown Gresham and the Gresham Transit Center and west to Rockwood and the Gateway Transit Center (which provides transfers to Portland International Airport and Clackamas Town Center) then west into Portland. The neighborhood is also served by frequent service bus lines on Division Street and Eastman Parkway.

The neighborhood also includes bicycle infrastructure, with dedicated bicycle lanes present on Civic Drive, Division Street, Burnside Road, and Eastman Parkway. Wallula Avenue includes a shared bicycle/vehicle lane. The Wy'East Way Path, running adjacent to the MAX light-rail tracks, provides a dedicated pedestrian/bicycle trail connecting the city's three centers: Downtown Gresham, Civic Neighborhood, and Rockwood. The paved pathway is envisioned to connect through Downtown Gresham to NE Hogan Drive where it will eventually connect to a multi-use pathway system that intersects with other trail systems in the city.

History of Civic Neighborhood: Location and Characteristics

The Civic Neighborhood Plan area, as adopted in 1995, was bounded primarily by NW Burnside Road to the north, NW Eastman Parkway to the east, NW Division Street to the south, and NW Wallula Avenue to the west. The Plan District boundaries and the original Civic Neighborhood

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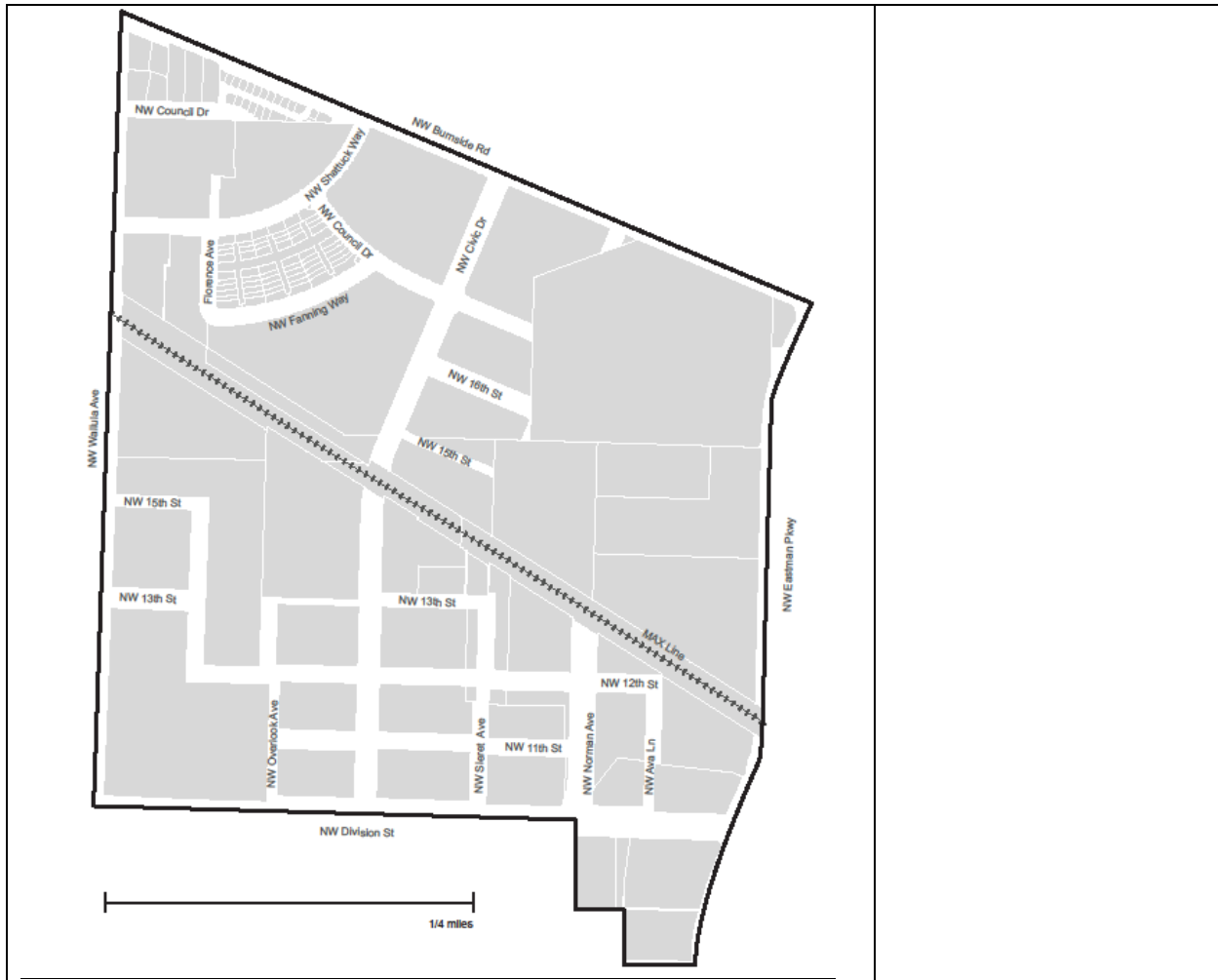
Design District boundaries from 1995 do not match. The original Design District boundaries extend across Burnside Road to the northwest corner of Burnside and Eastman Parkway, capturing a triangular piece of land occupied by a small shopping center (Burnside/Eastman Crossing) and restaurant.

The original plan area boundary also extended south of NW Division Street, capturing sites with frontages on Burnside Road between Eastman Parkway and NW Florence Avenue. These properties are developed with single-family detached and multi-family residential uses between NW Norman Avenue and Florence Avenue; and commercial uses between Norman Avenue and Eastman Parkway.

The 2018 revised Civic Neighborhood Plan District boundary removes the properties north of Burnside Road and the residential properties south of Division Street, but maintains three lots, and an access only portion of a fourth, at the southwest corner of the intersection of Division Street and Eastman Parkway, linking Civic Neighborhood with Downtown Gresham. The Civic Neighborhood Design District boundary was updated in 2018 in order to match the 2018 Plan District boundary, thereby aligning the two areas' rules and processes to fulfill the vision and goals for the neighborhood. The revised neighborhood boundaries encompass approximately 136 acres, as shown in Figure 1.

Figure 1: 2018 Civic Neighborhood Plan District and Design District Boundary

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The majority of land in the district is used for commercial uses, including retail uses such as the Gresham Station shopping center and the K-mart site; commercial and medical office uses adjacent to Civic Drive; and personal services, such as the LA Fitness gym at Civic Drive and Burnside Street. The neighborhood also includes institutional uses including Gresham City Hall, the TriMet park-and-ride facility, and the Center for Advanced Learning (CAL).

Residential uses are primarily located at the northwest corner of the neighborhood. The plan area contains approximately 693 dwelling units, with three-quarters of those being apartment units. The remaining land, approximately 21 acres, is vacant.

The 1995 plan classified land in the Civic Neighborhood Plan District into four land use categories: Transit Development District – Medium Density (TDM-C); Transit Development District – High Density (TDM-HC); High-Density Residential – Civic (HDR-C); and Moderate-Density Residential – Civic (MDR-C). The properties adjacent to the two MAX light-rail stations and the light-rail tracks were zoned for the most intense level of development. The TDM-C land use district allows slightly less intense

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development due to adjacent lower intensity residential uses, with the HDR-C and MDR-C allowing primarily residential development with no minimum FAR required.

Prior to 2018, land within the Design District, but outside the 1995 Plan District, south of NW Division Street was within the Station Center (SC), Transit Low-Density Residential (TLDR), and Corridor Mixed-Use (CMU) land use districts. The triangular piece of land north of NW Burnside Road, located within the original Design District boundary, was within the Community Commercial (CC) land use district. In 2018, these properties were reclassified from the Civic Neighborhood Design District to the Corridor Design District.

2018 Civic Neighborhood Plan Update

Civic Neighborhood Plan Land Use Sub-Districts

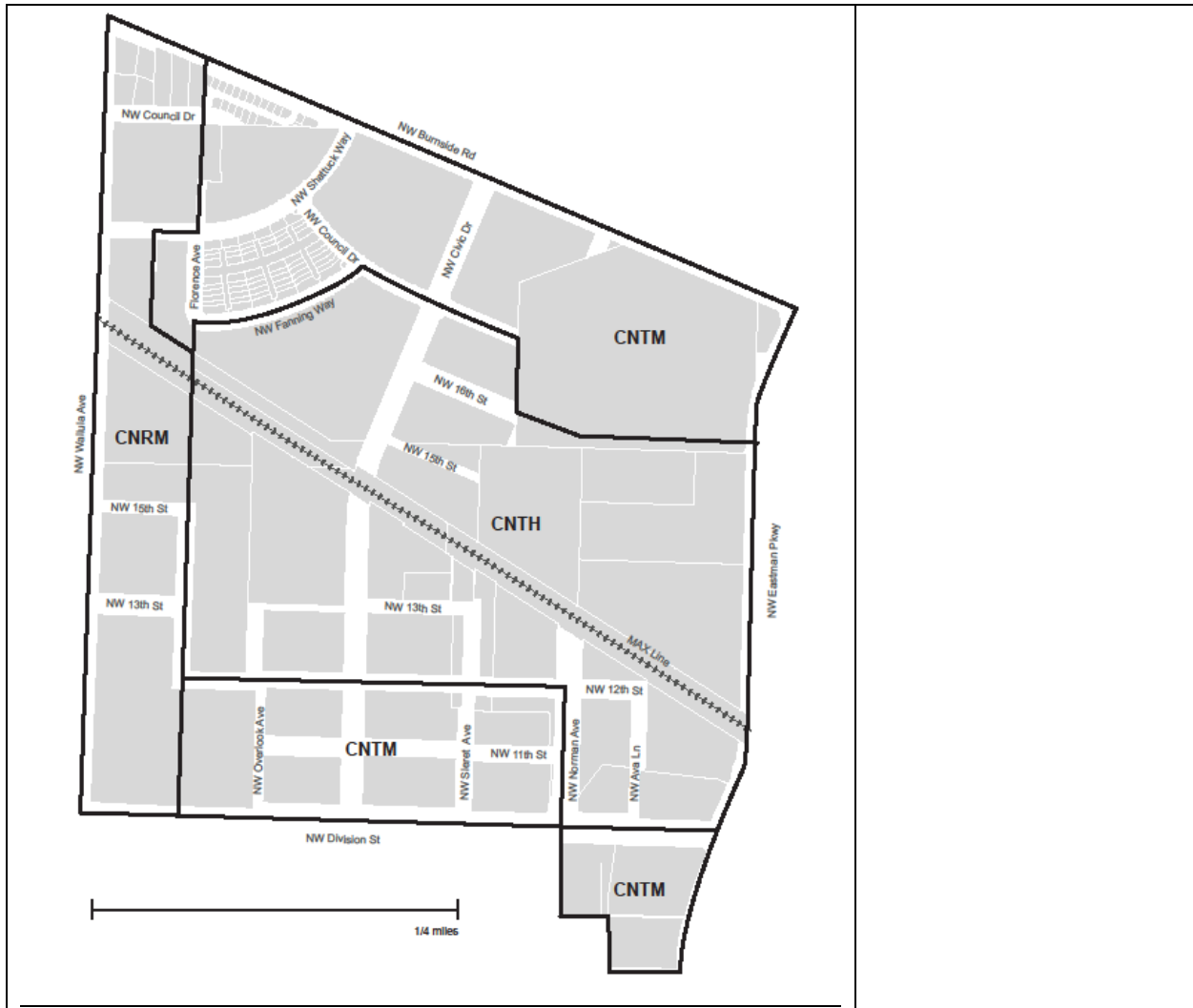
In addition to the realignment of the Plan District and Design District boundaries, the 2018 update replaced the previous four land use designations with three new designations: Civic Neighborhood Residential Mid-Rise (CNRM), Civic Neighborhood Transit Moderate Density (CNTM), and Civic Neighborhood Transit High Density (CNTH). The consolidation of the four land use districts into three, along with the simplification and clarification of development rules for these districts was intended to simplify regulations and reduce obstacles to development, as identified in the project goals.

The 2018 update maintained the most intense level of development adjacent to the MAX light-rail stations and tracks, in the CNTH land use district. Properties adjacent to NW Burnside Road, NW Eastman Parkway, and NW Division Street include the next highest level of development, in the CNTM land use district. The mostly residential properties adjacent to NW Wallula Avenue are within the CNRM land use district.

The 2018 land use districts depicted in Figure 2 below, are further elaborated as follows.

Figure 2: 2018 Civic Neighborhood Sub-District Boundaries

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Civic Neighborhood Residential Mid-Rise (CNRM): The predominantly residential sub-district supports a transition between the lower-scale neighborhood west of Wallula into the more urban scale at the core of the Civic Neighborhood. Areas designated CNRM are moderate to high density residential uses, with a lower scale fronting Wallula. Typical forms of housing include row houses, garden apartments, condominiums, and multi-family apartments. Commercial uses are allowed to locate on sites fronting an Arterial Street.

Civic Neighborhood Transit Moderate Density (CNTM): The CNTM sub-district includes convenient access to arterial streets as well as local and regional transit routes including light rail stations, bus lines, and bike and pedestrian paths. This sub-district is intended to evolve over time from a shopping center largely organized around automobile trips and parking, into a full-service area with a diverse mix of jobs, housing, and commercial opportunities. The sub-district allows for the widest

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range of intensities in the neighborhood, supporting diverse projects with varied uses, scales, and ownership structures.

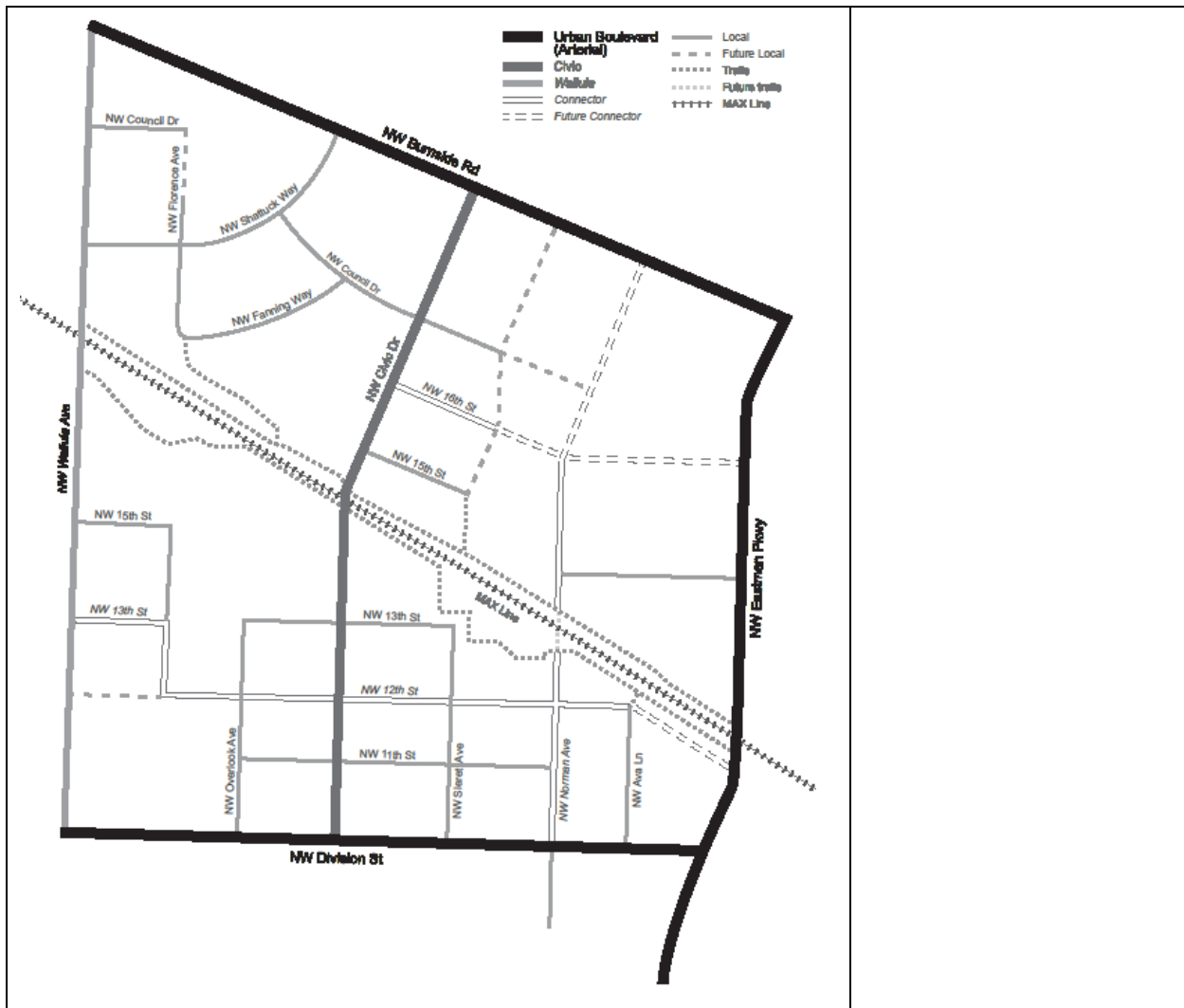
Civic Neighborhood Transit High Density (CNTH): This sub-district is the core of the Civic Neighborhood, centered around the two light rail stations, and permits the highest intensity of development. This walkable, urban center includes a range of public spaces, paths, and amenities connected by active street fronts and multi-modal paths. The CNTH sub-district includes an active, engaging mix of uses – retail, service, office, and residential that will help create a vibrant area that is active all day and through the evening.

Civic Neighborhood Plan Street Types

The 2018 update included an update of street types specific to the Civic Neighborhood. Streets within Civic Neighborhood include specific standards for how buildings and sites interface with the public right-of-way (e.g., building orientation, building setbacks, etc.). Certain streets may also require a higher level of building transparency in order to create a more pedestrian friendly environment. The street types, described below, are identified in Figure 3.

Figure 3: 2018 Civic Neighborhood Street Types and Future Street Plan

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Urban Boulevard (Arterials): This street type, which includes Burnside Road, Eastman Parkway and Division Street, is typified by the widest cross-section; with two vehicle travel lanes in each direction, in addition to dedicated bike lanes, an optional parking lane, and sidewalks with ample amenity strips for street trees and street furniture.

Civic Drive: The existing Civic Drive right-of-way that runs north-south through Civic Neighborhood has its own street type. The street includes a single vehicle travel lane in each direction, dedicated bike lanes, a parking lane on each side of the street, and wider sidewalks with amenity strips for street trees and street furniture.

Wallula Avenue: Wallula Avenue is also a unique street type within Civic Neighborhood. The cross-section for the street includes one travel lane in each direction, bike lanes, and a sidewalk on each side with wider amenity zones to accommodate the existing mature trees present along the street frontage. The sidewalk and amenity zone are structured to provide flexibility in width, design, and location in

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order to maintain the streets characteristic mature trees, where possible.

Civic Neighborhood Connector: The Civic Neighborhood Connector is envisioned as the primary north-south and east-west street type through the northeast, south east, and southwest quadrants of the neighborhood. The cross-section for the street includes two narrow vehicle travel lanes, with bike lanes and parking lanes on each sides of the street. The street design includes an amenity zone with optional storm water planter, and a wide sidewalk to encourage pedestrian activity on the street.

Civic Neighborhood Local: This street type is envisioned as the most common street type in Civic Neighborhood, with most new streets (not including the Connectors) designed to the standards for Local streets. The Local street is designed to prioritize pedestrian movement and safety. The street's cross section includes two narrow travel lanes and optional on-street parking lanes on each side of the street. When on-street parking is provided, curbed bulb-outs are to be provided at street intersections allowing for shorter pedestrian crossings. The design also incorporates a sidewalk and amenity zone or storm planter area.

Non-Public Street Types: The Civic Neighborhood is also envisioned to include primary internal drives that appear similar to a Local street-type, but are privately owned and maintained. The primary internal drive will serve to break up larger blocks and large parking areas. The design of the primary internal drive may be scaled up to accommodate emergency vehicle access, at the discretion of the Manager.

New development may also include pedestrian pathways, which are intended to be privately owned and maintained paths that bisect larger blocks, providing through-connections for pedestrians and bicyclists. Pedestrian pathways are differentiated from trails, such as the Wy'East Way Path, which are publicly owned and maintained.

Future Street Plan

In addition to the 2018 updates to street types in Civic Neighborhood, the update includes a modification to the future street plan "Street Modifications" process. Prior to 2018, the Civic Neighborhood Plan District standards allowed for only limited lateral shifts of proposed future streets, with more significant changes requiring approval of City Council under a Type IV process.

In order to bring the future street plan process into alignment with other areas of the city, the 2018 update allows future street plans in Civic Neighborhood to be subject to Section 9.0700 standards for Neighborhood Circulation and Future Street Plans. Per the standard, a new future street plan or revision to an approved future street plan may be approved by the Manager under a Type II procedure when it is applied for concurrently with a land division or site plan review application. The Future Street Plan for Civic Neighborhood is outlined in Figure 3 above.

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Open Space, Parks, and Trails

Development of the vacant and underutilized properties in the neighborhood is envisioned to include new public spaces in the form of a neighborhood park in the northeast quadrant of the neighborhood, one or more plazas in the neighborhood, and maintenance of the existing Wy'East Way Path and public path system adjacent to the MAX light-rail tracks.

The new neighborhood park is envisioned to include both active and passive spaces with significant landscaping, including shade trees and grassy areas for recreation. The park shall also include play areas for children of various ages and other amenities typically found in urban parks.

Development of the property directly to the north of the Civic Drive MAX light-rail station is identified to include a public plaza and open space between a half- to one-acre in size. The Civic Neighborhood Station Plaza will sit adjacent to the MAX platform and will serve as a focal point for the neighborhood, contributing to its identity and sense of place. The plaza components will be required to integrate with and take advantage of the site's existing slope; such as the extension of plaza elements up the hillside to Fanning Way via a pedestrian path constructed in 2017. The plaza will also integrate and complement the existing Wy'East Way Path that runs adjacent to the MAX light-rail tracks.

Implementation

Implementation of the vision and policies outlined in this document requires the development and adoption of principles, regulations, and design guidelines and standards for development in the Civic Neighborhood Plan District. This multi-component strategy will ensure that the vision and goals identified herein can lead to the development of high-quality buildings and successful and sustainable urban spaces that will benefit current and future residents of the city.

The next steps in the implementation of the 2018 Civic Neighborhood vision and the policies that will guide the vision's implementation are identified below:

1. Adoption of the updated policies found in Volume II – Section 10.318 Gresham Civic Neighborhood.
2. Evaluation of their effectiveness with future Development Code revision and update projects.

The goals, objectives, and action measures – including development principles – are described in more detail in Volume 2 – Section 10.318 Gresham Civic Neighborhood.

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Section 2. Volume II, Policies, 10.318 is amended as follows:

Proposed Text Amendment	Commentary
<p style="text-align: center;">10.318 GRESHAM CIVIC NEIGHBORHOOD</p> <p><u>SUMMARY OF FINDINGS INTRODUCTION</u></p> <p>Gresham Civic Neighborhood, describes a partly developed superblock site of 130 acres close to the core of the city. Bounded primarily bounded by Burnside Street, Eastman Parkway, Division Street and Wallula (212th Ave.), Avenue, the block is bisected by light rail is a central part of the City of Gresham. The term name “Civic Neighborhood” connotes signifies an urban neighborhood which includes uses and features associated with the center of a city; it is an area which embodies civic qualities and is likely to inspire a sense of civic pride in those who use it and enjoy the neighborhood. The mixed-use neighborhood presents some of the best opportunity sites for transit-oriented development, with two MAX light-rail stations, multiple bus lines serving the neighborhood, and a well-connected public path system leading to surrounding areas. Future development is envisioned to support an urban environment that is multimodal, convenient, and characterized by high-quality buildings and pedestrian friendly streetscapes.</p> <p><u>BACKGROUND</u></p> <p><u>The 1995 Civic Neighborhood Plan</u></p> <p>During Between 1994-95, the City was joined by Metro, Tri-Met, property owners, and PGE in preparing a mixed-use master plan for the superblock area which became known as the Gresham Civic Neighborhood. The plan outlined a vision of a transit-supported, walkable neighborhood with improved connections to other destinations within Gresham. An important purpose of the plan is was to “demonstrate that development of mixed uses at relatively high densities is not only feasible in Gresham, but can offer advantages not found in conventional suburban development”. This is to be a transit-oriented neighborhood with good connections to adjacent neighborhoods — on foot as well as by car and bicycle. Those who live and work in the Civic Neighborhood will generate fewer automobile trips than their counterparts elsewhere; not only because of the proximity of light rail, but also because it would be more convenient to walk to nearby commercial uses to obtain needed goods and services.”.</p> <p>By guiding development within the The Civic Neighborhood towards a mix of uses at relatively high densities Plan was adopted by the City Council in 1995. As part of the plan adoption, implementation strategies under four overarching themes (Land Use, Open Space and Pedestrian Circulation, Transportation, and</p>	<p><i>Updated Volume II, Policies – 10.318 Gresham Civic Neighborhood.</i></p> <p><i>Updated section titles (i.e., Introduction, Background, District Goals, Policies, and Action Measures) to be consistent with formatting of Downtown Plan District (10.314) and Central Rockwood Area (10.319).</i></p> <p><i>Provided additional language to reflect the current neighborhood environment and vision and goals of the community in the Introduction and Background sections.</i></p> <p><i>Reformatted the section headers and sub-headers to clarify document organization.</i></p> <p><i>Reordered historic context language and incorporated portions of text into other sections of the document.</i></p>

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Civic Neighborhood Character) were identified in order to create in the Civic Neighborhood a mixed-use, transit-oriented urban environment with a strong civic presence.

The 1995 vision was translated into development standards and regulations that were incorporated into the City of Gresham's Development Code (Section 4.1200). In 2008 the City designated the area as a Design District. Since the district's establishment, Civic has been evolving into a transit-oriented neighborhood with multimodal connections to adjacent neighborhoods. With an active transportation network, those who live and work in Civic Neighborhood will generate fewer automobile trips than individuals elsewhere due to the proximity of light rail and the increased convenience of walking and biking to reach nearby goods and services. In creating an active transportation network around higher-density mixed-use developments, Gresham continues to demonstrate the advantages of sustainable development and set ~~sets~~ an important precedent for the region.

HEALTH AND THE BUILT ENVIRONMENT

Health and the Built Environment

In 2011, the City Council Work Plan included a project to examine how city ~~City~~ goals and policies related to the built environment affect health, especially related to obesity. The built environment, which includes sidewalks, bike walkways, bicycle lanes, parks, land uses and schools, and and open spaces, can offer more opportunities to walk, bike, and use public transit to promote more active lifestyles. Therefore, the built environment plays a role in ~~people's~~ peoples' health by providing better access to ~~food~~ options and opportunities for physical activity as part of normal routine. ~~Opportunities to walk, bike and use transit promote active living and a healthier lifestyle. A well-designed and planned~~ Planning for a variety of uses – such as grocery stores, schools, parks, and employment centers – ~~in close proximity to, near~~ where people live increases the opportunity for ~~active living~~ improved health. Providing these opportunities, ~~ensuring they are part of a complete network, and ensuring they are designed to promote~~ designed as part of a neighborhood environment that promotes pleasant and safe experiences, increases the likelihood ~~that~~ people will use ~~these~~ alternative modes of travel and increase their physical activity.

HOUSING AND THE GRESHAM CIVIC NEIGHBORHOOD PLAN DISTRICT

Housing and the Gresham Civic Neighborhood Plan District

In 2013, the City Council Work Plan included a Housing Policy project designed to result in a long-term strategy for meeting and

investing in Gresham's ~~Housing~~ housing needs. This project ~~was~~ aimed to address:

- Types and amounts of housing required by various economic segments;
- Housing needs based on current and projected population; and
- Existing conditions, challenges, and opportunities in the ~~city's Housing~~ City's housing market.

The Civic Neighborhood Plan was adopted by Gresham City Council in 1995. Since the first part of the ~~project plan area~~ developed commercially in 1999, it ~~has quickly become a~~ became home to several residential, commercial, and mixed use developments. ~~The median sale price of housing is approximately 10% higher than that found in the Downtown.~~ Rents in the Civic Neighborhood are higher than the city average.

~~The Civic Neighborhood has some of the city's best examples of Transit Oriented development. It has, however, taken public-private partnerships to achieve most of this development.~~

~~Although the~~ Though Civic Neighborhood experienced rapid commercial and residential development soon after the 1995 Civic Neighborhood Plan was adopted, this development stalled with the 2008 economic downturn. In 2010, a second MAX light-rail station was constructed in the neighborhood at Civic Drive, joining the Gresham City Hall MAX light-rail station, which opened in 1986. The new station provided residents and workers with additional options for access to services and amenities with connections to Downtown and areas throughout the region. In 2006, as part of a public-private partnership, Metro helped to develop The Crossings, a 5-story mixed-use, transit oriented development with retail and multi-family residential spaces adjacent to the Civic Drive MAX Station.

Several large, vacant and underdeveloped or underutilized parcels remain that ~~present~~ provide additional opportunities for ~~additional~~ transit-oriented development at relatively high densities, including several Metro-owned properties with proximity to the Civic Drive MAX light-rail station. One of the largest opportunity sites, the privately owned 'K-Mart site on property' at the northwest northeast corner of the plan area, could present a future redevelopment opportunity will also allow for denser development that will support housing and employment goals.

~~An additional Civic Neighborhood MAX station was constructed next to the Center for Advanced Learning in 2010, providing~~

Provided clarification on pre-existing and current development patterns. Removed out of date statistics, and combined discussion of Transit Oriented Development into the discussion of The Crossings project in the following paragraph.

Provided additional language to reflect the current neighborhood environment and vision and goals of the community in the Introduction and Background sections.

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Proposed deleted language is ~~stricken~~.

~~residents with additional options for access to services and amenities.~~

~~The Multi-Family Residential Design Standards apply to residential development in the Civic Neighborhood, but no projects have yet been constructed using these standards.~~

2018 Vision, Policy, and Design District Update

Beginning in early-2016, the City of Gresham launched a Vision and Design District Update project for Civic Neighborhood and its development regulations. The 2016-2017 process involved four major phases toward updating the vision for the neighborhood, along with development of regulations and design guidelines and standards for the area. These four phases included initial research and analysis; development of an updated vision for the neighborhood; development of design alternatives and implementation strategies; and lastly, regulatory updates that included the adoption of new Civic Neighborhood design guidelines and standards as part of a Development Code update. At each stage, stakeholder input played a key role in determining what the community wanted Civic Neighborhood to be in the future. From this process, an updated neighborhood vision was crafted. The neighborhood vision describes the many aspirations of the community, conveying how the neighborhood will look and feel in the future:

“Gresham’s Civic Neighborhood is a distinctively urban mixture of uses and people with convenient places to live, work, and shop right next to Downtown. Inviting, tree-lined streets lead past high-quality buildings and lively storefronts, next to parks and plazas to meet and play, all designed around an active transportation network, with great public transit, well-connected streets and trails.”

Civic Neighborhood’s updated vision statement is inspired by existing advantages and opportunities, and the interests and ideas of the community. As part of this updated neighborhood vision, a policy framework plan was developed to provide a general direction to guide new development, growth, and change.

CIVIC NEIGHBORHOOD POLICY

~~*It is the City’s policy to create on the Gresham Civic Neighborhood site a mixed-use, transit-oriented urban environment with a strong civic presence, accommodating some of the highest intensities of residential and commercial uses in Gresham.*~~

IMPLEMENTATION STRATEGIES

Removed reference to Multi-Family Residential Design Standards. The Civic Neighborhood Design District will include guidelines and standards specific to the neighborhood for multi-family development.

Added section for 2018 Vision, Policy, and Design District Update discussion.

**CIVIC NEIGHBORHOOD PLAN DISTRICT GOALS, POLICIES,
AND ACTION MEASURES**

**Vision, Policy, and Design District Update for Civic
Neighborhood**

In 2016, the City of Gresham launched a Vision and Design District Update project for Civic Neighborhood. The following six general vision components, or neighborhood values, build upon the 2018 neighborhood vision to describe the desired future for the area.

Neighborhood Character

An urban neighborhood and community gathering place for all of Gresham. Civic Neighborhood is a place to celebrate Gresham's most valuable asset: its' people. As a true urban center, the neighborhood has a range of public spaces and amenities that promote social connections and gathering, and offers places for local art and culture.

Design

Well-designed buildings and places at a human scale. Civic Neighborhood is characterized by a range of high quality businesses and buildings. The design of buildings is timeless, durable and appealing, at a pedestrian scale and easily accessible. Sustainability is part of the design, with buildings, sites, and public spaces that integrate nature and environmental systems.

Connections

Streets, trails, and transit stations that are connected and welcoming. Civic Neighborhood provides safe environments and connections for people who bike, walk, take transit and drive, with streets and trails that are direct and easy to navigate within and around the neighborhood.

Public and Open Spaces

Integrated public areas and green spaces. Civic Neighborhood features accessible, fun, and welcoming places to gather, play and relax. Green spaces are interwoven throughout the neighborhood and can be seen along streets and sidewalks and in public parks, small plazas, and natural areas.

Land Use

A place for employment, education, shopping, and entertainment. Civic Neighborhood offers a range of options for employment, health care, and higher education. It has a great variety of shops to explore, large and small, with dining, family entertainment and night life.

Beginning with the existing "Civic Neighborhood Housing Goal" section, the 1995 policies were reorganized and updated as noted below.

Added section describing the six general vision components that were developed with community input to fulfill the neighborhood vision. The six components are:

- *Neighborhood Character*
- *Design*
- *Connections*
- *Public and Open Spaces*
- *Land Use*
- *Housing*

These six new vision component topics replace the five 1995 Civic Neighborhood Policy "Implementation Strategies" subheadings of:

- *Land Use*
- *Open Space and Pedestrian Circulation*
- *Transportation*
- *Civic Neighborhood Character*
- *Implementation*

The 1995 implementation strategies have been reorganized and replaced by and/or incorporated into the six new component sections identified above (where appropriate); with goals, policies, and action measures

<p><u>Housing</u> <u>A convenient place to live, close to amenities. Civic Neighborhood is a great place to call home. Nearby transit connections support a walkable, active community with proximity to jobs and education. Civic is family friendly, with proximity to a range of convenient amenities that are accessible to all ages. A range of housing options are located throughout the neighborhood.</u></p> <p><u>The following goals and policies inform future actions, projects, and programs to fulfill the vision for Civic Neighborhood.</u></p> <p>CIVIC NEIGHBORHOOD CHARACTER</p> <ol style="list-style-type: none"> 1. Foster a character for the Civic Neighborhood which is appropriate to its central location and complementary to its residential and commercial neighbors, including West Gresham. 2. Project an image of a welcoming environment. 3. Encourage architectural diversity within defined parameters of building scale and density. 4. Design the street system as the framework for a walkable scaled and densely developed central city district; streets that feel safe to walk on by day and after dark. 5. Set a precedent for the quality of public and private development with the design, materials and workmanship evident in all public infrastructure improvements. 6. Establish design guidelines to be used uniformly throughout the superblock to ensure consistency in adherence to these objectives. 7. Phase development so that it appears to be fully integrated with other components of the neighborhood. Avoid leaving unfinished edges between phases. 8. Respect the integrity of nearby neighborhoods. <p>Foster a <u>Neighborhood Character</u> <u>Goal: Natural features, public spaces, active streetscapes, and high-quality developments create a strong neighborhood identity and sense of place.</u></p> <p><u>Policies:</u></p> <ol style="list-style-type: none"> 1. <u>Adjacent to key intersections, major and minor gateways will convey a sense of arrival to the neighborhood through varied building scales, massing, details, and articulation, as well as landmarks, public art, and signage.</u> 2. <u>Connected parks, plazas, open spaces, and natural areas will be located throughout the neighborhood, providing active and iconic spaces for people to gather.</u> 	<p>identified for each component, similar to Section 10.314 Downtown Plan District.</p> <p><i>“Civic Neighborhood Character” is retitled as “Neighborhood Character” and reorganized to be the first topic listed.</i></p> <p><i>Updates built on existing policy and incorporated goals and policies from the 2017 Civic Neighborhood Policy Framework Plan.</i></p>
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3. The Neighborhood will include enhanced sidewalk spaces with pedestrian amenities that blend the public and private realm to create active, vibrant streetscapes.
4. High-quality, mixed-use developments within the neighborhood will work to catalyze new investment and strengthen the district's identity.
5. Natural features unique to Civic Neighborhood, such as slopes, mature trees, and habitat areas, will be celebrated and integrated with new developments.
6. New developments will celebrate key views from within the neighborhood to Mount Hood and the surrounding buttes and will incorporate context-sensitive design which minimizes the impact of new development on these views.

Action Measures:

1. Create design guidelines and standards that support a unique character for the Civic Neighborhood as an urban, mixed-use neighborhood, to be developed over time
2. Encourage new development to take advantage of views to Mount Hood and surrounding buttes by strategically locating open space areas and orienting primary facades. The views of existing development should be considered in the siting of new buildings.
3. Develop guidelines and standards that requires new development to integrate with and preserve (where possible) surrounding natural features, including mature trees, slopes, and views to the surrounding buttes and Mount Hood.

Design

Goal: Site and building designs create aesthetically pleasing, durable architecture with diverse, timeless designs that enliven the public realm and contribute to a sense of place, neighborhood character, urban sustainability, and pride in the city.

Policies:

1. New developments will demonstrate high-quality urban architecture which promotes a unique sense of place in the neighborhood.
2. New developments will provide rhythm and depth in building massing and articulated façade details which are designed at a pedestrian scale.
3. Pedestrian-oriented developments in the Civic Neighborhood will feature large areas of transparency, weather protection, canopies, and architectural elements that increase visual interest, safety, and activate the public realm on street-level facades.
4. Buildings and sites will be developed with innovative and best practices for green building and sustainable urban design.

Added "Design" component which incorporates goals and objectives from the 2017 Civic Neighborhood Policy Framework Plan and implementation strategies from the 1995 "Civic Neighborhood Character" subheading.

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<p><u>Climate responsive design strategies such as solar access and orientation, multi-modal access, east-wind protection, rain protection, etc. will be incorporated into new developments.</u></p> <ol style="list-style-type: none"><u>5. Developments will utilize materials that are high-quality, durable, timeless, and attractive and create a sense of authenticity in the building design.</u><u>6. Signs will be located and designed such that their materials and detailing complement the design of the building and the use to which they relate.</u><u>7. Building frontage and location will be sufficient to activate streetscapes and corners while also allowing for building articulation and active outdoor amenity spaces at the street level.</u><u>8. Primary building facades will have a strong connection with the abutting streetscape through strategies such as locating buildings close to the street edge, orienting primary building entrances to streets, and providing pedestrian scaled details and increased transparency at the sidewalk level.</u><u>9. Setback requirements will be related to adjacent street classifications to establish active commercial streetscapes, while also allowing for transitions to first floor residential and commercial uses.</u><u>10. Greater height will be allowed in new development to support desired uses, functional building designs, and urban amenities. Taller buildings will maintain the urban character and human scale of the neighborhood. Building heights are transitioned when adjacent to existing lower-scale residential neighbors, including West Gresham on Wallula.</u><u>11. Civic Neighborhood will support innovative and shared parking strategies to maximize access to parking and reduce site area dedicated to parking.</u><u>12. Off-street parking will be located behind buildings and will be visually minimized adjacent to public spaces and streets.</u><u>13. Parking areas will be designed to emphasize pedestrian safety and connectivity.</u><u>14. Parking areas will incorporate landscaping and green infrastructure to minimize the impacts of paved areas (i.e., the heat island effect, stormwater runoff, etc.).</u> <p><u>Action Measures:</u></p> <ol style="list-style-type: none"><u>1. Develop guidelines and standards for new development and improvements to existing sites and structures, to create site and building designs that engage passers-by and enhance the neighborhoods sense of place.</u><u>2. Promote best practices in sustainable design through specific guidelines and standards that encourage reduction in greenhouse gases by reducing energy and water consumption, and waste.</u>	
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3. Increase allowed heights in Civic Neighborhood, to be comparable to heights allowed in Downtown and Rockwood.
4. Reduce the size and number of parking lots in the neighborhood by encouraging shared parking agreements, establishment of a shared parking district, and construction of public or semi-public multi-level structured parking garages.

TRANSPORTATION

1. Design the Civic Neighborhood as a model multi-modal access community, accommodating the needs of all modes in a balanced and non-exclusionary manner.
2. Capitalize on the presence of light rail at the site.
3. Locate and configure parking in ways which will not dilute urban densities nor interrupt street frontages or public open spaces.
4. Parking should be convenient yet not dominant; adequate but not over-provided for normal, day to day needs.
5. Provide a hierarchy of local access streets within the superblock which will provide flexibility in circulation options and will be effective in serving a changing range of land uses over time.
6. Respect the established character and functions of existing streets in the vicinity.
7. Dimension streets for their local access functions, using no more land than is necessary.
8. Improve accessibility to the rest of central Gresham, with which this superblock is intended to function as an integral part.
9. Accommodate an effective link between historic downtown Gresham and the Civic Neighborhood.
10. Actively encourage walking and use of bicycles and transit.
11. To mitigate external neighborhood traffic impacts in the Civic Neighborhood environs, the City will develop a Neighborhood Traffic Management Plan in cooperation with all adjacent neighborhoods, Civic Neighborhood owners and developers, and interested parties.
 - a. The Plan's goal is to reduce and minimize non-local Civic Neighborhood vehicle trips on surrounding local and neighborhood collector streets, between Powell and Stark, Birdsdale to Eastman/223rd.
 - b. The Plan should assure convenient pedestrian, bike and transit access between the Civic Neighborhood and its surrounding community.

Connections

Goal: Interconnected streets, sidewalks, transit routes, and trails form a transportation network to and within the neighborhood that is convenient, safe, and accessible by multiple modes of travel. Streets support multi-modal users, are scaled

Retitled "Transportation" as "Connections".

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appropriately for their location, and include frontage designs which support active and engaging public spaces at the pedestrian level.

Policies:

1. Civic Neighborhood will include clear and easy-to-access multimodal connections between activity centers in Civic as well as to Downtown Gresham and the regional system of streets, trails, and transit.
2. New development will encourage walking, biking, transit use, and other alternate modes of transportation, and reduce travel distances within the neighborhood, by limiting block lengths and unbroken building facades, and by creating safe and frequent street and rail crossings.
3. Civic Neighborhood will allow visitors who arrive by private vehicle to park once, and access the entire neighborhood conveniently and safely as a pedestrian.
4. The safety and convenience of the pedestrian will be primary considerations in site and building design.
5. Civic Neighborhood will include a hierarchy of street types that support a range of uses and intensities, from primary vehicle routes through the neighborhood to local, multimodal routes and connections unique within the neighborhood.
6. Streetscape designs will be flexible in order to provide maximum accessibility and safety for all users and to allow for alternative uses such as outdoor dining, public plazas, storefront displays, and residential stoops.
7. Civic Neighborhood will provide clearly identifiable wayfinding systems through the designs of streets, public spaces, and buildings and the use of public art and directional signage.

Action Measures:

1. Provide street designs unique to Civic Neighborhood that encourage and allow for safe and convenient movement by alternate means of travel other than single occupancy vehicles.
2. Work in cooperation with TriMet and other partner agencies to build a minimum of one additional pedestrian crossing of the MAX tracks to better connect the north and south portions of the neighborhood.
3. Break up large blocks by requiring pedestrian and vehicle connections as part of new development.

OPEN SPACE AND PEDESTRIAN CIRCULATION

1. Create a comprehensive pedestrian network, linking the Civic Neighborhood with adjacent areas and developments.

The Connections component incorporates goals and policies from the 2017 Civic Neighborhood Policy Framework Plan and several implementation strategies from the 1995 "Open Space and Pedestrian Circulation" subheading.

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- ~~2. Integrate public open spaces and landscaped areas as a cohesive system.~~
- ~~3. To the extent that it is practical to do so, integrate the pedestrian system and the open space system.~~
- ~~4. Use open space and pedestrian circulation to reinforce desired land use patterns.~~
- ~~5. Encourage access to public and commercial facilities by those who live or work in adjacent areas, without use of automobiles.~~
- ~~6. Provide safe and convenient access for all to transit stations.~~
- ~~7. Capitalize on the near and distant views which distinguish this location.~~
- ~~8. Integrate flood control measures with components of public and private landscape.~~
- ~~9. Capitalize on flood control measures to enhance the quality and attractions of the superblock to appropriate land uses and development types.~~
- ~~10. Maintain the special character of the Wallula corridor and its natural features.~~

Public and Open Spaces

Goal: Natural features, parks, plazas, open spaces, paths, and other landscaping features form interconnected public spaces and support an urban tree canopy, enhance recreation opportunities, community health, and social interaction throughout the neighborhood.

Policies:

1. Civic Neighborhood will provide opportunities for social interaction and encourage visitors to stay and explore through development of a series of connected plazas, open spaces, and paths that are integrated throughout the neighborhood.
2. Public gathering spaces at a variety of scales will support a range of social and recreational opportunities for residents and visitors.
3. Well-defined gathering spaces that provide high levels of visibility within programmed spaces will create a safe and welcoming environment.
4. Significant amounts of landscaping will be incorporated into the design of sites and pedestrian areas, with spaces sized to support passive and active outdoor recreation opportunities for the uses on site.
5. Natural features and man-made elements, such as landscaping and stormwater facilities, will enhance sites and create passive and active green spaces which encourage social interaction on site.
6. Civic Neighborhood will allow for flexibility in building siting where public spaces are provided, and/or natural features are protected.

Retitled "Open Space and Pedestrian Circulation" as "Public and Open Spaces", and relocated to be the forth topic.

The Public and Open Spaces component incorporates goals and policies from the 2017 Civic Neighborhood Policy Framework Plan and implementation strategies from the 1995 "Open Space and Pedestrian Circulation" subheading.

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Action Measures:

1. Work with new development to incorporate appropriately scaled on-site open space for residents, and where appropriate, the community.
2. Require new development adjacent to the Civic Drive MAX stations to include development of a new half- to one-acre plaza located to the north of the station.
3. Through available funding mechanisms, create a new neighborhood park that provides both active and passive recreation opportunities for residents.
4. Through specific guidelines and standards, promote best practices in sustainable site design to reduce water and energy consumption.

LAND USE

- ~~1. Provide for a compatible mix of land uses which support and complement nearby uses.~~
- ~~2. Provide for uses of a density and configuration that will capitalize fully on the presence of light rail and bus service.~~
- ~~3. Uses which are consistent with the urban character of a civic central neighborhood will be encouraged.~~
- ~~4. A mix of commercial developments will be encouraged to:
 - ~~Create new jobs~~
 - ~~Generate direct and indirect tax revenue~~
 - ~~Attract new central area residents~~
 - ~~Provide new amenities~~~~
- ~~5. Accommodate an appropriate mix of uses to satisfy community needs, including:
 - ~~Support regional goals for increased densities~~
 - ~~Provision of new housing options in Gresham~~
 - ~~Reduced dependence on automobiles~~
 - ~~Public open space and other public facilities~~~~

Land Use

Goal: Commercial, residential, institutional, and office uses all fit together at different scales and development intensities to support a diverse population and provide multiple options for jobs, housing, shopping, and services.

Policies:

1. New vertical and horizontal mixed-use projects will be designed to place the most active uses adjacent to the street to support an engaging public realm.
2. An active, pedestrian-scaled first floor will support a wide variety of uses that allows for transitions between public and private spaces.
3. New developments will include building floor plates at a variety of complementary sizes and scales to support varied functions

Replaced "Land Use" implementation strategies and relocated as the fifth topic.

Updated "Land Use" component to incorporate goals and objectives from the 2017 Civic Neighborhood Policy Framework Plan.

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<p><u>including residential, commercial, office, entertainment, food, education, small-scale manufacturing and maker spaces, medical, institutional, civic, and mixed uses.</u></p> <p><u>4. New developments will support convenient urban living opportunities by providing multiple housing types with a variety of scales, intensities, and ownership structures to encourage a mix of residents, including attached townhomes, live-work units, condominiums, and multi-family apartments. Housing is provided as both multi-family developments and integrated as part of mixed-use projects.</u></p> <p><u>5. Civic Neighborhood will welcome a mix of office uses including start-ups, co-working environments, information services, traditional term-lease office tenants, and business headquarters.</u></p> <p><u>6. Civic Neighborhood will provide community-oriented uses which include urban service amenities such as micro-food production and brewing or distilling venues with dining and entertainment.</u></p> <p><u>Action Measures:</u></p> <p><u>1. Develop a new Civic Neighborhood Plan District plan map that allows for intense development adjacent to public transit and a greater variety of uses within the neighborhood.</u></p> <p><u>2. Develop Civic Neighborhood Design Guidelines and Standards which allow, and encourage, the best in urban living – providing a mix of uses that provides opportunities for employment, recreation, and housing in the neighborhood.</u></p> <p><u>3. Actively encourage and incentivize through reduced zoning barriers, the development of recreation and entertainment opportunities in the neighborhood.</u></p> <p>CIVIC NEIGHBORHOOD HOUSING GOAL</p> <p><u>Housing</u></p> <p><u>Goal:</u> <i>Civic Neighborhood will continue to be developed with medium- to high-density, quality housing that complements its mixed-use, transit-oriented character.</i></p> <p>CIVIC NEIGHBORHOOD HOUSING POLICIES</p> <p><u>Policies:</u></p> <p>1. Civic Neighborhood land use regulations <u>will</u> provide for a variety <u>mix</u> of housing types that support a transit-oriented mixed-use neighborhood.</p> <p>2. <u>Civic Neighborhood will</u> allow for housing types that accommodate citizens <u>residents</u> with special needs, such as the elderly and those <u>requiring care</u> for with disabilities.</p> <p>3. <u>New developments will</u> promote home ownership opportunities in the Gresham Civic Neighborhood.</p>	<p><i>Retitled “Civic Neighborhood Housing Goal” as “Housing”, reorganized to be the final topic.</i></p> <p><i>Retitled “Civic Neighborhood Housing Policies” as “Policies”.</i></p>
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<ol style="list-style-type: none"> 4. <u>Civic Neighborhood land use regulations will</u> encourage the development of higher end, executive home ownership <u>a variety of housing types for different income levels, including market rate and rental workforce housing</u>, in the Gresham neighborhood. 5. <u>The City of Gresham will support innovative, high-quality housing developments in Civic Neighborhood through the use of practical incentives.</u> 5. Incent Civic Neighborhood housing development through all means practical. 	<p><i>The updated Housing component incorporates goals and objectives from the 2017 Civic Neighborhood Policy Framework Plan and policy and action measures from the 1995 "Housing" subheading.</i></p>
<p>CIVIC NEIGHBORHOOD HOUSING ACTION MEASURES <u>Action Measures:</u></p> <ol style="list-style-type: none"> 1. Create <u>design guidelines and standards for residential Design Standards development that are specific to the Gresham Civic Neighborhood.</u> 2. Proactively work with developers proposing all residential and mixed use projects in <u>and communicate to the Civic Neighborhood development community</u> to ensure that the <u>urban</u> character of the Civic Neighborhood is promoted <u>supported and enhanced as part of all new residential and mixed-use development.</u> 3. Review all forms of potential incentives including, but not limited to, the TOD <u>transit-oriented development</u> program, fee adjustments, process adjustments, and any other partnership opportunities that could provide additional impetus for Civic Neighborhood housing developments. 	<p><i>Retitled "Civic Neighborhood Action Measures" as "Action Measures".</i></p>
<p>IMPLEMENTATION</p> <p>The guiding principles for this implementation strategy are summarized below:</p> <ol style="list-style-type: none"> 1. Development within the Civic Neighborhood is a primary City priority. 2. Public investment in major infrastructure improvements which have regional and community-wide significance should be given high priority by the City and throughout the region. 3. Public actions should be focused on development products which support transit and contribute to the role of a Regional Center. Primary development types include medium- and high-density housing, and office projects. Public actions should be re-evaluated five years from the adoption of this policy. 4. Public investment activities in the near term will consider known funding sources including the City's capital improvement programs, development fees and City share of regional implementation programs. In the longer term, other funding sources will be considered, including urban renewal, 	<p><i>Removed "Implementation" subheading and section. The individual components of the 1995 implementation strategy are incorporated into the applicable new topics as "Action Measures".</i></p>

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<p>residential tax abatement, and other programs as they may become authorized and feasible.</p>	
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Section 3. Volume 3, Development Code, Section 3.0103 General Terms and Definitions is amended as follows:

Proposed Text Amendment	<i>Commentary</i>
<p>3.0103 General Terms and Definitions *** Civic Neighborhood Design District is generally all of the Civic Neighborhood Plan District; Station Center (SC) lands south side of Division and west of Eastman; Community Commercial (CC) land north of Burnside and west of Eastman; and Transit Low Density Residential (TLDR) and Corridor Mixed Use (CMU) west of Eastman along Division. <u>is all of the Civic Neighborhood Plan District (CNPD) lands as described in Section 4.1200. This area generally encompasses properties between Wallula on the west, Burnside to the north, Eastman on the east, and Division to the south, including both sides of Division at the intersection of Division and Eastman.</u> *** Mixed Use (Civic Neighborhood). A Mixed Use Development is the combination on a site of commercial uses with residential uses and/or the combination of retail and non-retail commercial uses. A Mixed Use Building is the combination within a building of commercial uses with residential uses and/or the combination of retail and non-retail commercial uses. Mixed Use Development. The combination on a site, of residential uses with commercial or institutional uses. *** Residentially Designated Land. Includes land in the following land use districts: LDR-5, LDR-7, TLDR, TR, MDR-12, MDR-24, CMF, DRL-1, DRL-2, MDR-C, HDR-C<u>CNRM</u>, LDR-GB, LDR-PV, MDR-PV, HDR-PV, VLDR-SW, LDR-SW and THR-SW. ***</p>	<p><i>Update definition to match updated plan district boundary.</i></p> <p><i>Removal of unnecessary definition unique to the Civic Neighborhood.</i></p> <p><i>Update to reflect new zone district designations.</i></p>

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Section 4. Volume 3, Development Code, Section 4.1200 Civic Neighborhood Plan District is amended as follows:

Proposed Text Amendment	Commentary
Section 4.1200 Civic Neighborhood Plan District	Section is repealed in its entirety and replaced with Attachment A: Section 4.1200 Civic Neighborhood Plan District Design Manual

Section 5. Volume 3, Development Code, Article 7 Design Review Section 7.0002 General is amended as follows:

Proposed Text Amendment	Commentary
<p>7.0002 General ***</p> <p>D. Uses exempt from Design Review include:</p> <ol style="list-style-type: none"> 1. Duplexes in the LDR-5, LDR-7, TR, TLDR district, LDR-PV or LDR-SW 2. Single-Family detached homes 3. Accessory and Ancillary dwellings 4. Minor basic utilities 5. Portable classrooms 6. Co-located antennas for a wireless communications facility 7. Renewable energy systems except that the following standards discussing mechanical equipment placement and screening apply: <ol style="list-style-type: none"> a. 4.1151(A)(1)(C)(13) and (25) b. 4.1151(A)(1)(D)(13) and (25) c. 4.1151(B)(2)(C)(1) and (2) d. 4.1151(B)(2)(D)(1) and (2) e. 4.125042(G)(11)(B)(4)(G2) f. <u>4.1250(B)(4)(S1) and (G1)</u> g. <u>4.1250(B)(4)(S7) and (G7)</u> h. <u>4.1250(B)(7)(S3) and (G3)</u> <p>***</p>	<p>References updated.</p>

Section 6. Volume 3, Development Code, Section 7.0101 Multi-family Design Guidelines and Standards is amended as follows:

Proposed Text Amendment	Commentary
<p>7.0101 Two or More Units, Elderly Housing and Mixed-Use Development (Residential) Design Guidelines and Standards</p> <p>a. Applicability: This section shall apply to developments containing three or more dwelling units on a single lot (multi-family), residential facilities, elderly housing and the residential component of mixed-use</p>	

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<p>developments in all residential, Civic Neighborhood, Pleasant Valley, Springwater and Corridor districts except as provided in Section 7.0002 or as excepted within the text of the Code. This section shall apply to duplexes in the Downtown Design District.</p>	<p><i>Section no longer applicable to Civic Neighborhood.</i></p>
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Section 7. Volume 3, Development Code, Section 7.0201 Single-Family Attached Dwelling Units is amended as follows:

Proposed Text Amendment	Commentary
<p>7.0201 Single-Family Attached Dwelling Units A. Applicability. This section shall apply to single family attached dwelling units in all residential, Civic Neighborhood, Pleasant Valley, Springwater and Corridor districts, except as provided in Section 7.0002. In addition, Section 7.0210(B) shall apply to single family attached dwelling units in Station Center and Rockwood Town Center Districts. ***</p>	<p><i>Section is no longer applicable in the Civic Neighborhood zone districts as these standards are covered in the new design guidelines and standards of Section 4.1200.</i></p>
<p>L. Other standards for Single Family Attached Dwellings *** Table 7.0201(L)(3)(a) *For street side in MDR-C, see Table 4.1230(E).</p>	<p><i>Remove table note referencing Civic Neighborhood zone district.</i></p>

Section 8. Volume 3, Development Code, Section 7.0203 Industrial Developments is amended as follows:

Proposed Text Amendment	Commentary
<p>7.0203 Industrial Developments The following design review criteria and standards shall apply to Industrial developments, unless stated elsewhere in the Development Code. Industrial developments in the Downtown Plan District <u>and Civic Neighborhood Plan District</u> are exempt. ***</p>	<p><i>Section is no longer applicable in the Civic Neighborhood zone districts as these standards are covered in the new design guidelines and standards of Section 4.1200.</i></p>

Section 9. Volume 3, Development Code, Section 9.0600 Height Transition is amended as follows:

Proposed Text Amendment	Commentary
<p>9.0602 Applicability The following standards apply to buildings to be built on lots in the following districts:</p> <ul style="list-style-type: none"> Corridor Districts: Community Commercial, Moderate Commercial, Station Center, Station Center Ruby Junction Overlay, Rockwood Town Center, Corridor Multi-Family and Corridor Mixed Use 	

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 Proposed deleted language is ~~stricken~~.

<ul style="list-style-type: none"> • Moderate Density Residential-12 • Moderate Density Residential-24 • Office/Residential • Commercial Districts: Neighborhood Commercial • Industrial: General Industrial, Heavy Industrial • Downtown Plan Districts • <u>Civic Neighborhood Plan Districts</u> <p>When they abut the following land-use districts:</p> <ul style="list-style-type: none"> • Low-Density Residential-5 • Low-Density Residential-7 • Transit Low-Density Residential • Transitional Residential <p>These standards do not apply in the Civic Neighborhood, Springwater and Pleasant Valley plan districts. Refer to those sections for height and height transition information. These standards also do not apply to single-family detached dwellings and duplexes.</p>	<p><i>Include applicability in the Civic Neighborhood Plan District as the updated boundaries include adjacencies to affected residential districts.</i></p>
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Section 10. Volume 3, Development Code, Section 9.0700 Neighborhood Circulation and Future Street Plans is amended as follows:

Proposed Text Amendment	<i>Commentary</i>
<p>9.0702 Applicability</p> <p>A. The requirements of this section shall apply as follows:</p> <ol style="list-style-type: none"> 1. To all Type II and Type III tentative partition and subdivision plans. 2. To all design reviews, level D <u>and E</u>. 3. To design reviews, level C at the discretion of the Manager. 4. To uses subject to Special Use Review, except for basic utilities. <p>B. An applicant is required to submit a future street plan as part of an application for development except when the applicant demonstrates to the satisfaction of the Manager one of the following:</p> <ol style="list-style-type: none"> 1. An existing street or a new proposed street need not continue beyond the land to be divided in order to complete or extend an appropriate street system or to provide access to adjacent parcels within 600 feet of the proposed development. 2. The proposed street layout is consistent with a street pattern adopted as part of the Community Development Code, or with an existing approved Future Street Plan. 3. The proposed street layout is consistent with an adopted Pleasant Valley master plan. 	<p><i>Clarification of existing procedures.</i></p>

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<p>9.0721 Civic Neighborhood Future Street Plan</p> <p><u>A1.</u> The Civic Neighborhood Plan District includes a future street plan, as shown on the Gresham Civic Neighborhood Plan, contained in Volume 1 - Findings, of the Community Development Plan. This future street plan shall be distinct from future street plans created in connection with land divisions, or at the initiative of the Planning Commission. Street rights-of-way shall be dedicated, and streets shall be constructed, in locations and alignments as shown on the Civic Neighborhood Plan map, except where adjustments are authorized <u>in this section or</u> under Section 4.120044. <u>The future street plan as shown on the Gresham Civic Neighborhood Plan shall be considered a conceptual plan, in that it does not establish precise alignments or construction details for any street.</u></p> <p><u>B2.</u> When development is proposed for a site, and a future street, as shown on the Gresham Civic Neighborhood Plan, would abut or run through the site, the site plan submitted with the development permit application shall indicate the conceptual alignment of the future street as it would affect the site. Street rights-of-way within and abutting the site shall be dedicated, and streets shall be constructed, as necessary to serve the proposed development and to conform with requirements of <u>Section 4.1200 and the Public Works Standards. Section A5.400.</u></p> <p><u>C.</u> <u>When a traffic analysis is required in connection with a development permit application and a future street, as shown on the Gresham Civic Neighborhood Plan, would abut or run through the site, the traffic analysis shall include, in addition to addressing all elements specified in Section A5.411, an analysis of the extent to which the future street may be needed in order to maintain acceptable levels of service on existing streets following the proposed development, and to satisfy provisions of Section A5.401.</u></p> <p><u>D.</u> <u>If the Manager finds that dedication of all or a portion of a future street, as shown on the Gresham Civic Neighborhood Plan, is needed in order to maintain acceptable levels of service on existing streets following the proposed development, or to satisfy provisions of Section A5.401, the Manager may require dedication of all or a portion of the future street as a condition of development permit approval. Any such required dedication shall be roughly proportional in nature and extent to the anticipated impacts of the proposed development.</u></p> <p><u>E.</u> <u>When development is proposed for a site, and a future street, as shown on the Gresham Civic Neighborhood Plan, would abut or run through the site, but dedication of right-of-way for the future street is not required under Subsection (D) above, the Manager may require modification of the proposed site development plan</u></p>	<p><i>Updates to numbering convention to match other code sections.</i></p> <p><i>Updates to procedure for changes to a future street plan in Civic Neighborhood to match those of the rest of the city.</i></p> <p><i>Additional code language to be consistent with procedures for streets in the Downtown Plan District.</i></p> <p><i>Updates to reflect new location of Civic Neighborhood street sections and future street plan.</i></p> <p><i>Additional code language to be consistent with procedures for streets in the Downtown Plan District.</i></p>
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<p><u>as needed to reserve portions of the site for future street acquisition, as a condition of approval of a development permit. Such modification may include limiting any future street right-of-way portions of the site to non-building purposes, such as landscaping, or surface parking.</u></p>	
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Section 11. Volume 3, Development Code, Section 9.0800 Parking is amended as follows:

Proposed Text Amendment	Commentary
<p>9.0821 Parking Lot Location on Design Streets and in the Civic Neighborhood Plan District</p> <p>A. Auto parking lots shall be located behind or beside buildings on one or both sides.</p> <p>B. Auto parking and maneuvering areas (including any permitted drive-through service lanes) shall not be located between the street and the building facade with the primary entrance (abutting primary or secondary pedestrian street in the Civic Neighborhood).</p> <p>C. Auto parking lots and maneuvering areas located to the side of a building cannot occupy more than 50% of the site's frontage onto a Design Street or a primary or secondary pedestrian street in the Civic Neighborhood. When a site in the Civic Neighborhood has frontage on both a primary and a secondary pedestrian street, an auto parking lot located to the side of a building may occupy more than 50% of the site's frontage on the secondary pedestrian street.</p> <p>D. Wherever possible, auto parking lots and maneuvering areas on corner lots should not be located adjacent to intersections.</p> <p>E. In the Civic neighborhood, if a multi-block development includes a block or blocks with frontage on a primary pedestrian streets and a block or block without frontage, no block that has frontage on the primary pedestrian street may be entirely occupied with parking.</p> <p>F. Exemption. On sites of less than 10 acres with an average down-slope from the abutting Design Street in excess of 7%, parking may be located between the Design Street and a building or located adjacent to a Design Street intersection, provided that:</p> <p>1. On-site pedestrian connections are made from the parking lot to all adjacent Design Streets in a direct as practical manner. Stairs may be required where curb ramps are impractical. Circuitous routes shall be avoided.</p> <p>2. There is at least one direct accessible route, from the Design Street and to the primary building entrance, part of which may be located along an adjacent intersecting street.</p> <p>3. If the sloped site is adjacent to another street that intersects a Design Street, then Design Street, Downtown Plan and Civic Neighborhood design standards that apply to Design Streets shall apply to the adjacent street instead of the Design Street.</p>	<p><i>Remove full text of 9.0821. Requirements are covered by the new Section 4.1250 Design Guidelines and Standards, or elsewhere in 9.0800.</i></p>

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<p>4. On the adjacent street frontage, auto parking lots shall be located behind or beside buildings on one or both sides. Auto parking and maneuvering areas shall not be located between the building facade with the primary entrance and the adjacent street. (For purposes of subsection (F), the slope perpendicular to the street, shall be the average as measured at regular intervals between the transit street frontage. The average slope shall be measured between the street and the rear lot line, prior to any grading.)</p>	
<p>9.0840 Off-Street Loading Requirements *** C. General Loading Area Regulations. *** 9. Design Districts: The following off-street loading standards apply in DCC, DMU, DTM, DRL-2, TDM-C, TDH-C <u>CNTM, CNTH</u>, and RTC within the Rockwood triangle as defined in Section 7.0501(D):</p>	<p><i>Update to reflect new zone district designations.</i></p>
<p>9.0852 Plan District Minimums and Maximums A. Civic Neighborhood Plan District. Off-street parking facilities provided in connection with new development must be appropriate to the dense mix of uses which characterize the Civic Neighborhood Plan District. Parking should be secondary to easy and safe pedestrian movement. The scale and orientation of parking lots shall be consistent with their purposes in supporting a mix of commercial and residential uses and the vital, pedestrian and transit oriented community to which they contribute. 1. Minimum Off-Street Parking. Minimum off-street parking for automobiles shall be provided as specified below in Table 4.1230 (I). Off-street parking for automobiles is not required for new commercial development in the Civic Neighborhood PD. However, if required by the Building Code, accessible parking spaces shall be provided regardless of the provisions of this subsection. Bicycle parking shall be provided in connection with new development as provided in Table 9.0851. <u>a. Minimum Off-street Parking for Commercial uses: zero spaces.</u> <u>If required by the Building Code, accessible parking spaces shall be provided regardless of the provisions of this subsection.</u> <u>b. Minimum off-street parking for the following residential uses:</u> i. <u>Single-family attached dwellings, attached dwellings on a single lot: 1.0 space per unit.</u> ii. <u>All other residential uses: See Table 9.0851.</u></p>	<p><i>Parking standards removed from 4.1200 to reduce redundant code.</i></p> <p><i>Inserted existing parking requirements from Section 4.1200. Format updated to be consistent with Section 9.0852(B) for Downtown.</i></p>

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- c. Minimum off-street parking for institutional uses within 1,000 feet of a MAX station: 1 space per 1,000 square feet of floor area or the minimum in **Table 9.0851**, whichever is less. The only exceptions allowed to the institutional use minimum are **Sections 9.0853(C) and (E)** and **Sections 10.1510 and 10.1530**. Institutional uses greater than 1,000 feet from a MAX station, see Section 9.0851.
 - d. Minimum off-street parking for other uses: See **Table 9.0851**.
 - e. For mixed-use developments, the total requirements for off-street parking shall be the sum of the requirements for the various uses computed separately.
2. Maximum Off-Street Parking. ~~Maximum off-street parking permitted for residential uses shall be as specified in **Table 4.1230 (J)**.~~
- a. Maximum off-street parking for commercial uses shall be as specified in **Table 9.0852(A)** below:

~~3.~~

TABLE 9.0852(A)

Permitted Land Use (Section 4.1220)	Maximum Parking up to 65,000 SF of floor area	Maximum Parking 65,000 to 90,000 SF of floor area	Maximum Parking greater than 90,000 SF of floor area
Retail & Commercial	4.5 : 1000 SF	3.61 : 1000 SF	2.89 : 1000 SF
Office	2.75 : 1000 SF	2.75 : 1000 SF	2.75 : 1000 SF
Theatre	The lesser number of spaces calculated under Section 9.0851 , provided the minimum density standards in Section 4.12302 are met.	The lesser number of spaces calculated under Section 9.0851 , provided the minimum density standards in Section 4.12302 are met.	The lesser number of spaces calculated under Section 9.0851 , provided the minimum density standards in Section 4.12302 are met.

References updated.

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<p><u>b.</u> <u>Maximum off-street parking for the following residential uses:</u></p> <p><u>i.</u> <u>Single-family attached dwellings, attached dwellings on a single lot: 1.5 space per unit.</u></p> <p><u>ii.</u> <u>All other residential uses: See Table 9.0851.</u></p> <p><u>c.</u> <u>Maximum off-street parking for other uses: See Table 9.0851.</u></p> <p><u>3.</u> Under Type II procedures, the Manager may approve off-street parking in excess of the maximum allowed parking spaces specified in this section, in addition to spaces allowed pursuant to Section 9.0860(A) and (B), when the applicant can show that all the following criteria are met:</p> <p>a. The proposed development is highly supportive of the intent of the Gresham Civic Neighborhood Plan, as appended to Volume 1 - Findings, of the Community Development Plan; and</p> <p>b. The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and</p> <p>c. The proposed development demonstrates that its design and intended uses will support high levels of both transit and pedestrian activity; and</p> <p>d. The proposal complies with the minimum density standards of Section 4.12302; and</p> <p>e. The development incorporates special features beyond the minimum <u>meeting the design guidelines and</u> standards of Sections 4.1250 4.1235, 4.1236, 4.1237 and 4.1242. Special features will include at least one of the following <u>as approved by the Manager</u>: Covered exterior pedestrian arcades or public plazas with <u>one or more</u> fountains / or public art pieces; ground floor retail, <u>restaurant, or community service uses, or mixed uses, or community services</u> which especially promote high levels of pedestrian and transit activity; multiple-story buildings; underground or structured parking.</p>	<p><i>Inserted existing parking requirements from Section 4.1200.</i></p> <p><i>Reference updated.</i></p> <p><i>Updated for clarify and to reflect the neighborhood vision and new design guidelines and standards.</i></p>
<p>9.0853 Exceptions to Minimum Parking Space Standards (refer to <u>Table 9.0851 and Section 9.0852</u>)</p> <p>***</p> <p>D. Motor Vehicle Parking Reductions near LRT Stations. Minimum off-street vehicle parking requirements may be reduced by an additional 10% to the reduction permitted in Subsection (B) above in the <u>Civic Neighborhood Transit High Density District (CNTH), Civic Neighborhood Transit Moderate Density District (CNTM), and Civic Neighborhood Residential Mid-Rise District (CNRM)</u> Transit Development District – Medium Density – Civic; Transit Development District – High Density – Civic; High Density</p>	<p><i>Reference updated to include all locations of numerical parking space standards.</i></p> <p><i>Update to reflect new zone district designations.</i></p>

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<p>Residential—Civic; Moderate—Density Residential—Civic. The reduction in this section also applies to residential uses. ***</p>	
<p><u>9.0860 Interim Parking</u> <u>A.</u> In Dedicated Rights of Way. Buildings and projects shall provide sidewalk and street improvements to meet City development standards in the dedicated public right of way along all the frontages of sites, as provided in <u>Section A5.400</u>. Where construction of a half-street is required by the Manager in the Civic Neighborhood PD, it shall be designed with a minimum width of 32 feet of roadway, utilities, sidewalks, street trees, street lighting and street furnishings. Typically, a half-street improvement would comprise a 12-foot sidewalk plus 20 feet of street pavement, leaving 28 feet width of unimproved right-of-way available for interim parking use. The remaining, unimproved portion of street right of way may be used on an interim basis for off-street parking, provided that the frontage abutting the unimproved portion of the half-street is not occupied by any buildings, and is under a single ownership for the length of the half-street. Any such interim parking area must be designed and improved in conformance with <u>Section 4.1237</u>. Land area within public street right-of-way shall not be counted in minimum and maximum parking or Floor Area Ratio calculations. Where construction of a half-street is not required by the Manager in the Civic Neighborhood Plan District, the full-street right-of-way may be used on an interim basis for off-street parking subject to the same conditions noted above. <u>B.</u> Blocks within Civic Neighborhood. A development in the Civic Neighborhood Plan District may occupy an entire block with parking, on an interim basis, when such parking serves a development located across an abutting street, and provided minimum floor area ratio standards are met. Where a multi-block development includes a block or blocks with frontage on a primary pedestrian street, and a block or blocks without frontage on a primary pedestrian street, any block with frontage on a primary pedestrian street shall not be occupied entirely by parking.</p>	<p><i>Remove full text of 9.0860. Section is no longer relevant and does not match the updated Civic Neighborhood goals to minimize the appearance of parking areas. Sections applicable outside of Civic Neighborhood are covered by Appendix 5 Section 5.400.</i></p>

Section 12. Volume 3, Development Code, Section 10.0301, is amended as follows:

Proposed Text Amendment	<i>Commentary</i>
10.0301 Ancillary Dwellings	

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Proposed deleted language is ~~stricken~~.

<p>***</p> <p>B. Criteria for Ancillary Dwellings: A maximum of one ancillary dwelling per lot may be permitted when the Manager finds conformance, under the Type I Procedure, with the following criteria:</p> <p>1. The lot on which the ancillary dwelling will be located is in one of the following districts: DCC, DMU, DTM, DRL-1, DRL-2, or MDR-C <u>CNRM</u>.</p> <p>***</p>	<p><i>Update to reflect new zone district designations.</i></p>
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Section 13. Volume 3, Development Code, Section 10.1312, is amended as follows:

Proposed Text Amendment	Commentary
<p>10.1312 Approval Criteria</p> <p>***</p> <p>C. The manufactured home to be occupied as the temporary accessory dwelling is located on the site of an existing single-family detached dwelling, or on a vacant lot abutting the site of the existing single-family detached dwelling and in the following districts: MDR-12, MDR-24, OFR, NC, RTC, SC, SC-RJ, CMF, CMU, CC, MC, TDM-C, TDH-C, HDR-C, and MDR-C <u>CNTH, CNTM and CNRM</u>.</p> <p>***</p>	<p><i>Update to reflect new zone district designations.</i></p>

Section 14. Volume 3, Development Code, Section 10.1420, is amended as follows:

Proposed Text Amendment	Commentary
<p>***</p> <p>Table 10.1420: Where Uses are Permitted</p> <p>***</p> <p>Table 10.1420 Notes:</p> <p>1 LDR-5, LDR-7, TLDR, TR, LDR-PV, VLDR-SW, LDR-SW, THR-SW.</p> <p>2 MDR-12, MDR-24, CMF, DRL-1, MDR-C, HDR-C <u>CNRM</u>, MDR-PV, HDR-PV.</p> <p>3 Includes districts that allow commercial that are not listed in footnote 1 or 2 and that are not listed as industrial districts in Table 10.1420. These are CC, CMU, DCC, DMU, DRL-2, DTM, DEM, DCL, HDR-C, MC, MDR-C <u>CNRM</u>, MUE-PV, NC-PV, OFR, RTC, SC, SC-RJ, TC-PV, TDH-C <u>CNTH</u>, TDM-C <u>CNTM</u>, VC-SW, EC-PV, GC, NC, NC-SW.</p> <p>***</p>	<p><i>Update to reflect new zone district designations.</i></p>

Section 15. Volume 3, Development Code, Section 10.1620, is amended as follows:

Proposed Text Amendment	Commentary
<p>***</p>	

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Proposed deleted language is ~~stricken~~.

<p>Table 10.1620: Where Food and Beverage Carts are Permitted</p> <p>***</p> <p>Table 10.1620 Notes:</p> <p>1 LDR-5, LDR-7, TLDR, TR, LDR-PV, VLDR-SW, LDR-SW, THR-SW.</p> <p>2 MDR-12, MDR-24, CMF, DRL-1, <u>MDR-C</u>, <u>HDR-CCNRM</u>, MDR-PV, HDR-PV.</p> <p>3 Includes districts that allow commercial that are not listed in footnote 1 or 2 and that are not listed as industrial districts in Table 10.1420. These are CC, CMU, DCC, DMU, DRL-2, DTM, DEM, DCL, <u>HDR-C</u>, MC, <u>MDR-CCNRM</u>, MUE-PV, NC-PV, OFR, RTC, SC, SC-RJ, TC-PV, <u>FDH-CCNTH</u>, <u>FDM-CCNTM</u>, VC-SW, EC-PV, GC, NC, NC-SW.</p> <p>***</p>	<p><i>Update to reflect new zone district designations.</i></p>
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Section 16. Volume 3, Development Code, Section A5.501 Streets is amended as follows:

Proposed Text Amendment	Commentary
<p>A5.501(D)(1) Major Collector</p> <p>Major collectors consist of two 11’ auto lanes, 6’ bicycle lanes, 7’ parking zones, 6’ planter strips, and 6’ sidewalks and on-street parking. They are located primarily in the specially planned areas of Civic Neighborhood and Pleasant Valley.</p>	<p><i>Reference no longer relevant, Civic Neighborhood Plan District has new unique street sections.</i></p>

Section 17. Volume 3, Development Code, Section A6.000 Sign Regulations is amended as follows:

Proposed Text Amendment	Commentary
<p>A6.001 General Provisions</p> <p>The installation of all signs within the City of Gresham shall be subject to the issuance of a development permit, establishing compliance with the Community Development Code. See Section 4.1101(A)(6) in the Downtown Plan District and Section 4.1250(B)(6)4.1246 Signage in the Civic Neighborhood Plan District for additional signage standards.</p>	<p><i>Reference updated.</i></p>

Section 18. Volume 3, Development Code, Appendix 11.000 Gresham Civic Neighborhood Street Design Requirement Figures is amended as follows:

Proposed Text Amendment	Commentary
<p>APPENDIX 11.000 GRESHAM CIVIC NEIGHBORHOOD STREET DESIGN REQUIREMENT FIGURES</p> <p>Figures</p> <p>Figure A11.001 Shared Street Concept</p> <p>Figure A11.002 Shared Street Concept Plan View</p> <p>Figure A11.003 Sidewalk Corridor</p> <p>Figure A11.004 Sidewalk Corridor Intersection Treatment</p> <p>Figure A11.005 Pedestrian Accessway</p>	<p><i>Section removed, content not relevant or replaced in new Section 4.1200 Civic Neighborhood Plan District Design Manual.</i></p>

Section 19. Volume 2, Appendix C: Community Plan Map is amended as follows:

Commentary is for information only.
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Proposed Text Amendment	<i>Commentary</i>
Appendix C: Community Development Plan Map	<i>The existing boundaries for the Civic Neighborhood Plan District and Design District are updated as noted in Attachment B.</i>
Appendix C: Community Development Plan Map	<i>The Civic Neighborhood sub-district boundaries are updated as shown in Attachment C.</i>