

SECTION 7.0200

STANDARDS AND CRITERIA

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Specific Design Review Criteria and Standards

7.0201 Single-Family Attached Dwelling Units

- A. Applicability. This section shall apply to single family attached dwelling units in all residential, 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.
- B. Purpose. The purposes of this section include promoting the livability, neighborhood compatibility and public safety of single-family attached dwelling developments. Design standards are to ensure that individual developments contribute to a quality environment for people utilizing the development and the surrounding neighborhood.
- C. Design Standards. In designing the site development plan and landscaping plan the following design criteria and standards shall apply: Landscaping; Building Orientation; Storage; Vehicular Circulation and Parking; Crime Prevention; Pedestrian Circulation; Architectural Design; Single Family Attached Standards; and Transition and Compatibility Between Attached Dwellings and LDR-5/LDR-7/TLDR/TR Development; and other standards as applicable.
- D. Landscaping Standards: Areas to be Landscaped as defined in **Section 3.0103**:
 - 1. All structures containing single family attached dwellings: All areas of the lot not occupied

by the structures or pavement. (Note: single family attached dwelling complexes of 20 units or more are also required to provide shared open space as per **Section 7.0201(L)**.)

2. All yard setbacks shall be landscaped and shall have at least 5 deciduous shade trees per 100 lineal feet. Such trees shall be capable of at least 25 feet in height and spread at maturity and be not less than 10 feet in height and 1.5 inches in caliper size at the time of planting. Existing evergreen trees may substitute for the required deciduous shade trees on a one-for-one basis, provided the tree is capable of at least 25 feet in height and is at least 10 feet in height. Where the yard abuts a required buffer the trees may be credited towards any tree required for the buffer.
3. Newly planted trees shall be supported (by use of stakes and wire, or similar material) to prevent damage by the strong northeast wind.
4. All landscaped areas shall be irrigated by an underground system except for dwelling structures containing less than four units.
5. The development is designed in such a manner that as many trees as possible can be preserved. Preserved trees and shrubs shall be protected during construction.
6. The grading and contouring of the site takes place and on-site surface drainage and on site storage of surface water facilities are constructed, when necessary, so there is no adverse effect on neighboring properties, public rights-of-way or the public storm drainage system (refer to **Section 9.0500** – Grading and Drainage Requirements, and **Section A5.205** – Drainage Management Practices).

E. Building Orientation

1. Any building abutting a public street right-of-way shall be oriented to the street. The street orientation standard is met when the following criterion is satisfied:

The primary entry or entries for all ground-floor units abutting the street shall open directly onto the street right-of-way, not to the interior of the site or to a parking lot. Secondary entrances may face parking lots or other interior site areas. Non-residential buildings, such as recreation or community centers, which abut a public street right-of-way shall have at least 20% of the ground floor wall area facing the street in windows, doorways, or display areas, including an entry opening directly onto the abutting street. The primary entry for attached single-family dwellings with frontage on both a public street and an alley shall be oriented to the street, not to the alley.

2. At least 50% of the site's frontage (not including access driveways) on any street shall be occupied by buildings oriented to the abutting street (excepting courtyard style single family attached developments. See **Section 7.0201(L)**). Where a site has less than 70 feet of street frontage this standard may be modified as needed to accommodate a driveway meeting code standards.
3. Except for individual driveways which may include parking for single-family attached dwellings, on-site surface parking areas, garages, and vehicular circulation areas shall not be located between a building and an abutting street right-of-way.
4. The Manager may require that a building that will abut a future street right-of-way, as shown on an approved future street plan or neighborhood circulation plan, be oriented to that future right-of-way.

5. Where a building is on a corner lot and fronts on two abutting streets, a dwelling unit at the corner of the building need be oriented to only one of the streets. However, if one of the abutting streets is a Transit Street, a corner dwelling unit shall be oriented to the Transit Street.

F. Storage

Space shall be provided for garbage, recycling and storage in accordance with the following standards:

1. Exterior garbage collection and recycling areas shall be entirely screened by the employment of a vegetative screening and/or minimum 6 foot high sight-obscuring fence or wall. This requirement applies to single-family attached dwellings only if common garbage collection and recycling facilities are provided for the site.
2. Outdoor storage facilities shall be provided for articles such as barbecues, outdoor furniture, etc., including single-family attached dwellings. The storage facility shall be a minimum 6'-0" high and 24 square feet in area. The facility shall either be connected to each unit, within a garage that belongs with a unit, or easily accessible (such as in a central facility), be completely enclosed and capable of being locked. If located within a garage, the storage space must be separate from and in addition to the area required for vehicle parking so as to not impede vehicle parking. (Except for retirement housing, elderly housing assisted living developments need not comply with this requirement.)

G. Vehicular Circulation and Parking

Vehicular circulation and parking shall be provided in accordance with the following standards:

1. Public streets shall be dedicated within the site and connected to adjacent streets as required to create blocks and street intervals that are consistent with **Section A5.402(D)**. The names of any such streets dedicated by deed, without a plat, shall be reviewed by and approved by the Manager prior to recording. Where public streets are required, the Manager may require that traffic-calming features, such as speed humps, curb extensions, and enhanced pedestrian crosswalks be included in the design and construction of the streets.
2. Where new parcels or blocks are created within a development site as a result of required public street dedications, individual parcels or blocks need not meet minimum residential density standards for the district, provided the development as a whole meets the standard. Applicable standards of **Section 7.0201** regarding site landscaping shall also apply to the development as a whole, except that any parcel or block within the development shall have a minimum of 20% of its total area in landscaping, as defined in **Section 3.0103**. In all districts, the Manager may require that deed restrictions be recorded to ensure that where project amenities such as swimming pools, community centers, and shared open space are on separate parcels within the same development, all residents of the development will have on-going access to those amenities and facilities.
3. Based on the anticipated vehicular and pedestrian traffic generation and the policies of the Community Development Plan, adequate right-of-way and improvements to abutting streets shall be provided by the applicant and shall meet the street standards of the City. This may include, but is not limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, paving, curbs, sidewalks, bikeways, dual street name, quadrant, and/or neighborhood signage, and other facilities needed because of anticipated vehicular and pedestrian traffic generation.

4. In designing accesses for single-family attached dwellings, efforts shall be made to mitigate adverse traffic impacts on adjacent, low-density residential neighborhoods. In assessing such impacts, the typical daily street volumes specified in **Sections A5.501** shall be considered.
5. Single-family dwellings shall submit a Neighborhood Parking Analysis that identifies potential on-street parking conflicts on adjacent streets and recommends possible mitigation measures. The analysis shall include an assessment of the supply and demand for adjacent on-street parking and the estimated on-street parking demand created by the proposed development. Mitigation measures may include, but are not limited to, parking duration limitations, time of day limitations, or supplemental off-street parking.
6. Garages for attached dwellings shall only be used for the parking or storing of vehicles of residents.

H. Crime Prevention

The site design shall promote crime prevention and public safety by meeting the following criteria:

1. An addressing system shall be provided and shall consist of the following:
 - a. Individual building addresses shall be clearly visible (as determined by the Fire Marshal) from the abutting public street right-of-way or from the abutting driveway or private street, shall be at least 6 inches in height, shall be of a contrasting color to the background and shall be illuminated so as to be visible during the hours of darkness. Building addresses (including any building identification letters) shall be clearly visible on all sides of the buildings.
 - b. Each individual unit within a complex shall display a unit number that shall be at least 4 inches in height and illuminated during the hours of darkness. Each breezeway shall also be posted with appropriate unit numbers and, when applicable, with appropriate building addresses or letters) for the breezeway.
2. For single family attached dwelling complexes, shared parking areas and common walkways shall be similarly lit. Lighting shall be designed so as to not shine directly into residential units by the use of cut-off-features. Lighting devices shall be protected by weather- and vandalism-resistant covers.
3. Any individual stair landing may serve a maximum of six units per landing. The area of railings on stair landings shall be a minimum of 50% open. The area of railing is the height of the railing times the length of the railing. This requirement does not apply to single-family attached dwelling structures.
4. Where parking spaces are numbered and assigned to specific dwelling units, numbers on parking spaces should correspond to the numbers of the units to which the spaces are assigned.
5. Safe Neighborhood Design Performance Standards of **Section 4.0132(D)** shall apply to single-family attached dwellings.

I. Pedestrian Circulation

The site design shall promote safe, attractive and usable pedestrian facilities and a direct pedestrian connection between the street and buildings on the site by providing an on-site, continuous pedestrian circulation system that meets the following criteria:

1. For all uses including single family attached dwellings:
 - a. The on-site pedestrian circulation system shall consist of hard surfaced, minimum 5-foot wide walks. A 7-foot walk shall be provided when the walk abuts shared motor vehicle parking spaces unless wheel stops are used to ensure a minimum 5-foot wide, clear walk.
 - b. Walks shall be separated from auto parking and maneuvering areas, except for individual unit driveways, through physical barrier features such as planter strips, raised curbs, or bollards.
 - c. Where walks cross through driveway or parking areas except for individual unit driveways, they shall be paved with a material different and visually contrasting from the pavement material in the auto area.
 - d. The on-site pedestrian circulation system shall be continuous and connect the following: streets abutting the site; ground level units entrances and common building entrances; common buildings such as laundry and recreation facilities; parking areas; shared open space and children playground areas; abutting transit facility; and any pedestrian amenities such as plazas, resting areas and viewpoints.
2. The on-site shared pedestrian circulation system for all developments, including single-family attached dwellings, shall be designed to meet the accessibility standards of the Building Code.

J. Transition and Compatibility Between Single-Family Attached Dwellings and LDR-5/LDR-7/TLDR/TR Development

Restrictions for residential buildings, any portion of which is within 50 feet of an abutting LDR-5, LDR-7, TLDR or TR District:

1. The residential building shall contain no more than 12 dwelling units.
2. The Height Transition standards of **Section 9.0610(A)** shall apply to all residential buildings.
3. Minimum spacing distance between buildings shall be 15 feet. However, where a building exceeds 100 feet in length the minimum spacing distance between that building and any other residential building shall be 20 feet.

K. Architectural/Design Standards for Single Family Attached Dwelling Structures

The following structural and architectural design elements for single family attached dwelling structures are intended to help create a sense of individuality besides providing a measure of quality, and shall be provided for all proposals.

1. No building exterior wall dimension or row of contiguous dwellings (in one structure) shall exceed 100 feet in continuous building length. An exception to this are courtyards (“U” shaped) developments where no unbroken (i.e. continuous) section of the “U” shall exceed 100 feet. (Note: courtyard developments may also include multiple buildings that create a courtyard effect as long as individual building lengths do not exceed 100 feet.)
2. Offset every two dwelling units from the next dwelling unit by at least 4 feet in exterior wall offset for buildings 2 stories or taller and over 50 feet in length, or, at least 2 feet in offset for buildings 1 story in height or less than 50 feet in length.
3. For each entry, provide a covered porch or portico with a floor area of at least 40 square feet.

4. Roofs shall be pitched and have a minimum 3 to 12 slope.
5. Roof eaves shall be provided (minimum 12-inch projection).
6. Window trim shall be provided (minimum 3-inches wide).
7. Façade (wall) treatments (including exterior finish patterns, story lines/floor banding, window trim, corner trim/corner boards, and related items) shall be provided on all sides of the building.
8. Provide windows on building ends that front streets and where necessary to meet the safe neighborhood standards of **Section 7.0201(M)**.
9. The applicant shall also provide a minimum of 4 of the following architectural elements in the building design:
 - a. Dormers
 - b. Gables
 - c. Recessed entries
 - d. Cupolas or towers
 - e. Pillars or columns
 - f. Additional offsets in building face or roof (minimum 16-inches)
 - g. Bay windows
 - h. Decorative and/or alternating patterns on the exterior finish (e.g. scales/shingles, trim boards, ornamentation or similar features)
 - i. Decorative cornice or pediment
 - j. For one story buildings, the use of at least 2 or more different exterior finishes and patterns including such types as masonry, stone, stucco, wood, terra cotta, and tile
 - k. Where masonry is used for exterior finish, apply decorative bonds and a range of colors
 - l. Cantilevers
 - m. Energy Conservation features including non-window elements and other design features that channel natural light from exterior walls or roof (such as by the use of skylights, solar tubes, atriums, and related features)
 - n. Windows on all non-street fronting building ends.
10. Provide at least 2 different exterior finish patterns for all multi-story buildings.
11. The design of corner buildings that have facades facing both streets shall include a unique feature at the corner such as a tower, corner bay or gable, or a combination of architectural elements that visually enhance the building corner. As an alternative, a functional (i.e. usable) and decorative pedestrian or landscaping feature of not less than 300 square feet in ground area may be provided.
12. Non lineal (“U” or other shaped) building footprints that create common area courtyards may be permitted if proper rear access is provided.
13. Garage facades shall not be located closer to a street than façade portions of the structure facing said street containing living space (i.e. no “snout” units are permitted).

L. Other standards for Single Family Attached Dwellings

1. Street Frontage and Building Orientations

The following standards are intended to promote and maintain an orientation to the street for single family attached dwelling developments.

- a.** Single-family attached units are not allowed to be constructed on flag lots except in cases where minimum density standards would otherwise not be met. When located within LDR-5, LDR-7, TLDR or TR, the standards of **Section 4.0138** (Residential Compatibility Standards for LDR-5, LDR-7, TLDR and TR) would be applicable. The end unit abutting the street (as applicable) must have its primary entrance oriented to the street.
- b.** Where property configuration is such that development can not occur in standard row to row relationships, fronts of units shall not be permitted to face non-street fronting sides or rear of the site.
- c.** Back to front facing relationships between groups of buildings (such as front doors facing rear yards or service areas) are not allowed.
- d.** Projects that include a courtyard fronting a public street must provide a street fronting building orientation and doorway access for those portions of the project that directly face and abut a street and are not between the street and courtyard. Courtyard development building facades separated from a street by an approved courtyard are exempt from street orientation requirements.
- e.** Where two groups of single family attached dwelling buildings in a complex face each other, a minimum separation of 30 feet shall be required between front building facades, inclusive of setbacks. If such a grouping is provided internally within a single family attached dwelling complex, the separation area shall include, at minimum, a shared pedestrian walkway.
- f.** Buildings shall face one another with a front-to-front and a back-to-back relationship whether on either side of a street, alley or open space. An exception to this is with oddly configured properties where a partial building grouping accessed (for example) by a short section of public or private street or alley, might be located to a side in a side-to-rear relationship.
- g.** Single family attached units are required to be located adjacent to public streets and alleys and oriented to public streets. Private streets or alleys may be utilized only in districts that permit these following adopted public street and public works standards and appropriate design modifications.
- h.** In the case of single family attached complexes, private shared accesses to the rear or to common parking areas may be provided, subject to City circulation and parking standards. Such shared access and parking areas may be located in easements or tracts and shall not take the place of street orientation provisions.
- i.** Garage facades shall not be closer to the street than portions of the unit containing living space.

2. Driveways and Unit Access

The following standards are intended to promote access at the rear of the lots so as to limit the number of driveways to the street and to allow for availability of on street parking.

- a. Single family attached lots shall be accessed from the rear by alleyway, rather than from a public street except as otherwise authorized within this section. Exceptions to this are: lots at least 30 feet wide may direct access a public street or a development of 5 or less lots may access the street directly. Private alleys or access drives may be substituted where allowed by the district, where extension potential is not feasible and if appropriate maintenance provisions are established. In addition, a private side access to a common parking area may also be permitted if parking section standards are met. (Note: Single family attached developments on large parcels are not permitted to avoid alleyway and rear access requirements by utilizing multiple structures of 5 or less units/lots or providing serial or by sequential land divisions from one “parent” parcel.)
- b. Up to 20% of proposed lots less than 30 feet wide in a single family attached residential development, and, not covered by subsection (a) above, can be accessed from the front.
- c. The maximum width for individual single garage driveways located at the front of a dwelling unit is 10 feet wide (excluding the driveway approach width). Alternately, a driveway may be wider to access a garage that has a width no larger than 50% of the total dwelling width.
- d. The maximum width for a shared driveway that serves two units or a double car (side-by-side) garage is 20 feet (excluding the driveway approach width) where the maximum driveway width is 16 feet.
- e. A minimum distance of 20 feet shall be between driveways, whether shared or individual, so as to allow for on street parking.
- f. In the case of a single loaded public alleyway or private street or alley utilized for access, provide a 6 foot high sight obscuring fence or wall and a 5 foot wide landscape planter strip along the side of the alleyway/private street that abuts adjoining properties. Plant materials shall include a combination of ground cover, shrubs and trees and follow the same planting size requirements as for Shared Open Space Areas.
- g. When common area courtyards are being provided that face the street, private rear access and parking may be established provided secondary access or adequate turnaround area is available and maintenance provisions are adopted.
- h. When property configuration is such that rear access cannot be provided in consideration of setback and separation standards, parking to the side in a common parking area may be provided, or, shared driveway accesses to the street may be allowed up to the limit of minimum site density.
- i. If common rather than individual (per unit) parking areas are proposed, the General Design Standards for Surface Parking Lots (**Section 9.0820-9.0826**) shall apply to the common parking areas. Such common parking areas may be within easements or on commonly owned tracts held and maintained by a homeowners association. Provide a 6 foot high sight obscuring fence or wall and a 5 foot wide landscaped planter strip along any side(s) of the common parking area that abuts adjoining properties. Plant materials shall include a combination of ground cover,

shrubs and trees and follow the same planting size requirements as for Shared Open Space Areas.

3. Setback, Separation and Height Standards for single family attached dwellings

- a.** The minimum setback standards on the following table are required for single family attached dwellings in all districts where they are permitted excepting the Pleasant Valley (**Table 4.1408**) and Springwater Plan Districts (**Table 4.1508**):

Table 7.0201(L)(3)(a)

Minimum Setback Standards for SFA Dwelling Units	Districts with Maximum Density generally at or less than 24 units per acre (TR, TLDR, MDR-12, MDR-24, and OFR districts)	Districts with Maximum Density greater than 24 units per acre and the CMF and CMU Districts
Front facade	10 feet	5 feet
Front porch	6 feet	3 feet
Front face of garage	20 feet	20 feet
Interior side (not common wall)	5 feet	5 feet
Side (common wall)	0 feet	0 feet
Street side (façade)	6 feet	5 feet
Street side (porch)	6 feet	5 feet
Street side (garage face)	20 feet	20 feet
Rear (no alley)	10 feet	10 feet
Rear (alley)	6 feet	5 feet

- b.** Maximum setbacks are as provided by the individual districts with the exception that courtyard type developments are exempted from maximum setbacks for that portion of a building or buildings having a courtyard area between it and the street.
- c.** Where the rear of a dwelling unit(s) faces the side of another (within the same development project), provide a minimum separation of 20 feet between the building walls of both structures (i.e. side to rear).
- d.** Where the front, rear or side of a dwelling unit(s) faces the rear or side of an existing structure on adjoining property, provide adequate setback so that there is at least 20 feet of separation between the adjoining building structures. This separation distance may include required setbacks and is not intended to be in addition to required setbacks (such as with buffer calculations) except where setback distance is added in to obtain the 20 feet separation. Screening (which may consist of fencing and/or hedge plantings) shall be provided along the property line with the adjoining structure(s).
- e.** Referring to (d) above, if the structure on the adjacent property has an adjacent setback of 5 feet or less, the proposed dwelling unit(s) must provide a rear setback of at least 15 feet plus screening along the common property line so as to provide as close to the required 20 feet separation as is capable.

- f. To ensure rear yard privacy, second story and higher rear decks or balconies may not be permitted when the separation between the dwelling unit(s) and a structure on adjoining property is less than 20 feet, or, the structure on the adjoining property is residential, is a rear yard, and is shorter in height (as measured by the # of stories) than the proposed dwelling unit(s). This standard does not apply if the structure on the adjoining property is not residential, is a residential structure of the same height (in stories) as that proposed, is a residential yard other than the rear, or, a proposed deck or balcony would not be any higher in elevation than an existing deck or balcony on the abutting residential structure, or can be recessed or designed so that the deck or balcony will not directly overlook yard areas of abutting residential units.
- g. Except for the Pleasant Valley (**4.1400**) and Springwater (**4.1500**) Plan Districts, heights for single family attached dwellings are as identified in the following table:

Table 7.0201(L)(3)(g)

Building Heights for SFA Dwelling Units	TLDR, MDR-12, MDR-24, and OFR districts	All other districts where SFAs are permitted
Minimum building height	1 story	1 story in CMF and CMU; all others 2 stories
Maximum building height	35 feet*	45 feet*

*See Building Height and Grade definitions from Section 3.0103.

4. Private Open Space

Each unit needs its own private space so as to maintain a feeling of livability and to not encourage crowding. The following options are offered:

- a. Each single family attached unit shall have an attached private open space area located at the rear of the unit of at least 120 square feet in size. The area shall be enclosed, screened or otherwise designed to provide privacy with elements such as 6 feet high sight-obscuring fencing, building offsets, and/or vegetative screening. The combined total area of a deck or balcony and patio/rear yard area may be used to obtain the required private area square footage.
- b. Where it is not possible to locate the private open space entirely at the rear of the unit, a private open space may be located on the front façade in the form of an upper story balcony and the square footage counted towards the 120 square feet requirement.
- c. No dimension of private open space area shall be less than a minimum of 6 feet.

5. Shared Open Space Standards for Complexes

Large single family attached complexes are similar in scale and operation to multi-family and condominium complexes and shall, therefore, provide similar amenities on the property of the project including common open space, play areas, and a mechanism for maintenance of such areas. The following standards are provided for those purposes:

- a. For attached single family developments of 20 or more units (including elderly

housing single family attached complexes of 20 or more units), provide one or more common (shared) open spaces with a minimum combined total area of 1,000 square feet. For developments over 20 units, add an additional 250 square feet of open space for every additional 10 units. For phased developments open space requirements shall be met per phase.

- b.** No common open space area is to be less than 400 square feet in area nor have a horizontal dimension less than 12 feet.
- c.** Common open space areas shall primarily be planted in lawn unless the open space area comprises a natural area (such as a wetland feature or habitat area or a stormwater detention area). Up to 40% of the common open space area may be hard surfaced, improved and dedicated for a specific use (barbecue areas, tennis court, recreation building, community garden, playground, etc.), subject to approval by the City. Where feasible, the surface of open space areas shall be pervious, allowing infiltration of storm water.
- d.** If a hard surfaced area is provided, the perimeter shall be landscaped with a combination of evergreen groundcover, shrubs and trees, with the trees spaced 20 feet on center.
- e.** Required open space area landscaping shall include lawn, groundcover, shrubs and trees. Non-lawn groundcovers shall be a minimum of 4 inch pots spaced 2 feet on center. Shrubs shall be a minimum one gallon size at the time of planting. Trees shall be at least 1.5 inch caliper minimum size at the time of planting. Mulch materials are only permitted as a filler until living plant materials mature and spread.
- f.** For single family attached developments adjacent to public parks or public open spaces (such as schoolyards, public trails, natural areas, etc.):

 - i.** Parking, loading and service areas may not be located between the residences and the public areas. Parking may be located under a building provided access to the parking is not from the park or open space side of the development.
 - ii.** A minimum of 10% of the building façade facing the park or open space shall be comprised of windows.
 - iii.** Sight obscuring fences greater than 6 feet in height are not permitted between single-family attached developments and the park or open space.
- g.** Children’s play areas shall be provided for developments of 20 or more units following the dimensional, equipment and perimeter standards of **Section 7.0103.A.4.3.a-d**, except if the development is for elderly housing. Elderly housing complexes are not required to provide children’s play areas but are required to provide required open space area if 20 units or more in complex size. In addition, the following are required for children’s play areas:

 - i.** Shall be located outside of required yard setbacks and buffer areas.
 - ii.** Must be located so as to be visible from living area windows of at least 3

dwelling units.

Alternatives to children's play areas may be provided in an equivalent square footage as long as at least one play area is still provided within complexes that are family oriented. Suitable alternatives include shared picnic facilities, gazebos, gardens, exercise facilities, basketball area, and other related shared open space type uses.

- h.** Pedestrian access to common open space and children's play areas shall be provided by 5 foot wide, all weather hard surface walkways that connect to the overall site pedestrian walkway system and ultimately to public sidewalk.
- i.** If a private open space (in a front, rear or side yard) is adjacent to common or public open space, parking, or a property line at the perimeter of the development, provide a visual separation consisting of at minimum a 3 foot high fence, wall, or landscaping capable of growing to a 3 foot height between the private open space and the adjacent element.
- j.** Homeowners associations, site management offices, or other acceptable means shall be established for purposes of maintaining all common areas. An ongoing financial mechanism and oversight functions to provide for maintenance shall be established prior to occupancy of any unit.
- k.** Open space and other common or shared use areas may be established as tracts or as easements over portions of platted lots.
- l.** Landscaped areas within public right-of-way shall not be counted as project open space.

6. Pedestrian Walkways

Pedestrian walkways are required to provide access to the street(s) and within the site to common areas.

- a.** Walkways shall connect each unit's front entry to the public street and other features such as common parking areas, common open space areas, children's play areas, adjacent public uses or public parks/open space as applicable.
- b.** Walkways shall be barrier-free and unblocked at all times, and be an all weather hard surface.
- c.** Walkways in common areas shall measure a minimum of 5 feet wide.
- d.** Walkways in common areas (including shared parking areas) shall be illuminated to an average of 1.5 foot-candles and a minimum of 0.5 foot-candles during the hours of darkness. Lighting shall be designed so as to not shine directly into residential units by the use of cut-off or directional features.
- e.** All pedestrian walkways shall be in view of at least one unit's living area windows.
- f.** When pedestrian walkways are located between two buildings, a minimum 10 foot wide corridor shall be provided between the buildings. Such walkways are permitted within setback areas.
- g.** Front entry stoops shall not be elevated more than 6 feet above the grade of the

sidewalk.

- h.** Walkways adjacent to or within a parking area are subject to standards of **Section 9.0824**.

7. Landscaping

Landscaping is intended to enhance the visible appearance and livability of single family attached dwelling projects and preventing building footprints from dominating available lot areas.

- a.** At least 20% of the gross site area of a single family attached development must be landscaped.
- b.** All landscaped front, side, and rear yard areas, landscaped common open space, preserved natural areas, vegetated stormwater facilities, planter areas, landscaped screening and separation area, as well as landscaped strips located between the curb and sidewalk, can be included to meet the 20% landscaping requirement. In addition, shared walkways within landscaped areas may count for up to 10% of the total landscaping requirement (i.e. 10% of the 20% of gross area total).
- c.** Of the 20 % landscape requirement in (a) above, a portion of the landscaping total shall be located in rear yard areas of lots that are not rear accessed.
- d.** At least 80% of the front yard setback area must be landscaped when the driveway is at the rear of the unit or when a shared parking area is provided.
- e.** At least 25% of the front yard setback area must be landscaped when the driveway is at the front of the unit.
- f.** Of the required front yard landscaping as stated above, up to 20% of that area may be walkways or stoops associated with unit access and at least 80% of those areas must consist of a continuous ground cover of lawn and/or low growing evergreen shrubs, or other evergreen ground cover. Trees and larger shrubs may also be added to the landscaped area. Planting sizes are as follows:
 - i.** Groundcovers, other than lawn, must be a minimum of 4-inch pots spaced 2 feet on center.
 - ii.** Trees shall have a minimum caliper of 1 ½ inches at planting and must be staked for at least one year.
 - iii.** Evergreen shrubs must be at least 24 inches high at finished grade and a minimum one gallon size at planting.
 - iv.** Mulches and barkchips are only allowed as a filler, until required groundcover and shrub materials mature and spread. Mulches and barkchips are not permitted as a substitute for living plant materials.
- g.** All landscaped areas shall be irrigated with an in-ground irrigation system, unless a licensed landscape architect submits written verification that the proposed planting materials do not require irrigation.
- h.** In addition to street trees as required by **Section 9.1023**, landscape/site trees shall be required at the rate of one tree per 2,000 square feet of gross site area. Existing landscape/site trees that are preserved may count at a 1 to 1 ratio for purposes of meeting site tree requirements.

- i.** New landscape/site trees must be capable of growing to a height of 25 feet. However, when accompanied by an arborist's report, ornamental, dwarf, and other smaller species may be permitted in locations where larger sized trees are not appropriate.
- ii.** New deciduous landscape/site trees shall be a minimum of 1.5 inch caliper at the time of planting.
- iii.** Evergreen trees shall be a minimum 6 foot height at time of planting.
- iv.** As much as possible, new site trees shall be distributed throughout the project rather than clumping them in one location.
- v.** New landscape/site trees shall be staked for support for at least one year.
- i.** All plantings shall be maintained and dead or diseased plants replaced within 3 months of removal.

8. Miscellaneous Standards for Single Family Attached Dwellings

- a.** A minimum 6 foot high sight obscuring fence or wall shall screen common loading, garbage/recycling, and other service areas that are shared by two or more single family attached dwelling units within a development.
- b.** Screen transformers and heating, ventilation and air conditioning (HVAC) equipment.
- c.** Screen freestanding HVAC units with a sight obscuring fence, wall or evergreen landscaping if located adjacent to a property line shared with another residential unit/building or adjacent to open space.
- d.** Provide utility meter/box screening from the street or from public view.
- e.** Private storage areas are required for each unit. Each storage space shall consist of an enclosed closet type space at least 6 feet in height with at least 24 square feet of floor area. Optionally, the storage space may be in a central storage facility close to the unit or as designated storage area within a garage dedicated to said unit. If garage located, the storage unit shall be separate from and not impede parking within the garage.

- 9.** Except in the Downtown Plan District, the single family attached dwelling standards in these sections shall take precedence over individual plan district standards in case of conflict except as otherwise stated.

M. Safe Neighborhood Design Performance Standards

These provisions are intended to help create safer neighborhoods and a high-quality pedestrian environment by incorporating crime prevention design that emphasizes linkages and surveillance between the dwelling and the street. These provisions apply to construction of new attached single-family dwellings.

- 1. Visible Dwelling Front.** The front door shall be oriented towards the street which the dwelling faces. At least 75% of that street frontage shall be visible from:
- a.** the front door; or
 - b.** a street-facing ground floor window in a frequently used room such as a living

room, dining room, kitchen or bedroom (but, for example, not a window to a garage, bathroom or storage area); or

- c. a street-facing second story, minimum four-foot-by-four-foot window, except a bathroom window, placed no higher than 3 feet 6 inches from the floor to the bottom of the window sill.

This section allows portions of the front of a dwelling to protrude forward of other portions, as long as the visibility standard is satisfied. A dwelling on a lot created pursuant to **Section 10.1520** may use a private drive or future street to comply with this provision.

- 2. Street Pedestrian Connection Options. At least one of the following shall be provided:
 - a. Separate Walkway. A separate, minimum three foot wide hard surfaced walkway directly from the public sidewalk to the front door; or
 - b. Combined Walkway. A minimum three foot wide hard surfaced walkway from the public sidewalk to the front door with at least a portion of the walkway combined at the edge of the driveway. The walkway width must extend at least 3 feet beyond the edge of the garage door. (See **Figure 4.0132(D)(2)(b)**).
- 3. Street Surveillance Options. At least one of the following shall be provided:
 - a. Ground Level Outdoor Surveillance Area. A minimum 40 square foot covered hard surfaced entry area is placed immediately adjacent to the front door; or
 - b. Upper Level Outdoor Surveillance Area. A minimum 30 square foot second story covered or open porch, balcony or deck is placed on the front of the dwelling; or
 - c. Dwelling Front Location. The front of the dwelling (not including the garage) or of a covered entry has maximum setback of 16 feet; or
 - d. Dwelling and Garage Front Location. The front of the garage is flush with the front of the dwelling or is recessed back from the front of the dwelling.

7.0202 Commercial (except those in a Design District), Institutional and Mixed Use Developments (Non-Residential Component)

The following design review criteria and standards shall apply to Commercial (except those in and reviewed under a Design District), Institutional and Mixed Use Developments (with the exceptions that single family attached units in a mixed use development shall be reviewed per the standards of **Section 7.0201** and that the residential portion of the mixed-use development shall comply with **Sections 7.0101-7.0103**). The Downtown Plan District is exempt.

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

- A. Areas to be landscaped as defined in **Section 3.0100 – Definitions**. Decorative walkways, when integrated within the landscaped area, may not contribute more than 5% of the overall required landscaping area:
 - 1. Institutional Uses
All areas not occupied by structures, pavement, or outdoor business activity, display or storage areas. In no case shall less than fifteen percent (15%) of the gross site area be landscaped.

2. Commercial and Mixed Use Developments
 - a. A minimum of fifteen percent (15%) of the gross site area:
 - Office/Residential District
 - Neighborhood Commercial District
 - b. Setback areas shall be landscaped or provided with enhanced pedestrian spaces such as benches and drinking fountains:
 - Neighborhood Commercial District
- B. Energy conservation is promoted by one or all of the following measures:
 1. Evergreens are planted on the north and east sides of the proposed structure so that the trees will be within 10 feet of the structure at maturity to buffer against the cold north and east winds.
 2. Large areas of window glass and unprotected entry doors are avoided on the north and east sides of the structure. Where north and east facing entries cannot be avoided, there shall be an effective windbreak such as a wall, fence or double entry door.
 3. The long axis of the building is oriented east and west with unobstructed solar access to the south wall and roof.
 4. The majority of the windows are located on the south side of the structure to take advantage of passive solar collection and architectural shading devices (such as window overhangs) are incorporated to reduce summer heat gain.
- C. Newly planted trees shall be supported (by the use of stakes and wire) to prevent damage by the strong northeast wind;
- D. Landscaping shall be irrigated by an underground system except that landscaping certified by a licensed landscape architect as being able to survive without irrigation shall be excluded.
- E. When frequent deliveries coincide with customer hours the loading and delivery areas are separated from parking and pedestrian areas.
- F. Where possible, the loading and delivery areas are oriented to avoid the cold northeast wind.
- G. All outdoor storage areas and garbage collection areas, are entirely screened by the employment of vegetative materials or alternative as deemed appropriate by the approval authority. Exceptions to the preceding requirements include: New or used cars, cycles, and truck sales (but not including car parts or damaged vehicles); new or used boat sales; recreational vehicle sales; mobile homes sales; new or used large equipment sales or rentals; florists and plant nurseries.
- H. An identification system, as approved by the Manager shall be designed and posted in such a manner as to allow the quick location of on-site buildings and entries.
- I. Traffic Impacts and Transit Facilities. Based on the anticipated vehicular and pedestrian traffic generation, and the policies of the Community Development Plan, adequate right-of-way and improvements to abutting streets shall be provided by the applicant and shall meet the street standards of the City. Required right-of-way improvements may include but not be limited to installation of lighting, signalization, turn lanes, paving, curbs, sidewalks, street signs, bikeways and other facilities needed because of anticipated vehicular and pedestrian traffic generation (refer to **Sections A5.400 and A5.500**).

J. In designing accesses for the development, efforts shall be made to mitigate adverse traffic impacts on adjacent, low-density residential neighborhoods. In assessing such impacts, the typical daily street volumes shall be considered as specified in **Sections A5.501**.

K. On-Site Pedestrian Circulation. Developments shall include an on-site Pedestrian Circulation system connecting building entrances, public sidewalks, bicycle and auto parking spaces, transit facilities, and other parts of a site or abutting properties that may attract pedestrians. All developments must comply with the following Standards for On-Site Pedestrian Circulation Systems:

1. On-Site exterior pedestrian circulation path facilities and improvements must be provided, and meet accessibility standards of the Building Code. Pedestrian circulation paths within the site, connections to the public sidewalk, and external connections off site shall provide convenient, accessible, and the most practical direct, barrier-free route design.
2. The on-site pedestrian circulation shall connect the street to the main entrance of the primary structure on the site; walks shall be aligned to minimize out-of-direction travel.
3. On-site pedestrian walks must be hard surfaced, and be at least 5 feet wide. A pedestrian walk must be increased to 7 feet wide when bordering parking spaces and surface material shall contrast visually with adjoining surfaces.
4. Where the pedestrian pathways are parallel and adjacent to an auto travel lane, the pathway shall use a raised walk or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walk is used the ends of the raised portions must be equipped with curb ramps.
5. On-site pedestrian circulation pathways must be lighted to a level where the system can be used at night by employees, residents, customers or the public to an average of 1.5 foot-candles and a minimum of 0.5 foot-candles. Pedestrian pathway lighting through parking lots shall be designed to light the walkway and to enhance pedestrian safety.
6. Pedestrian facilities must be designed and constructed to provide a direct connection to existing public rights-of-way, public accessways and other on-site pedestrian facilities. Pedestrian walkways and facilities shall be constructed:
 - a. Between all primary building entrances and all streets adjacent to the development site.
 - b. To connect any new building entrances on a development site to all other new and existing building entrances except those used for loading and unloading freight.
 - c. At least one access point must connect to any frontage transit stop.
 - d. To provide a reasonable direct connection between pedestrian destinations and limiting out of direction of travel.

Where berms, landscaping, fencing or other factors create or would create a site frontage impenetrable to pedestrians and bicyclists, there shall be no less than 1 point of pedestrian access every 200 feet of street frontage where feasible.

7. Sidewalks or pedestrian paths must connect to other pedestrian-use areas on site such as other buildings, parking areas, recreation or play areas, common outdoor areas, and any pedestrian amenities such as plazas, resting areas and viewpoints.

8. Pedestrian pathways must also connect to adjacent developments, when mutually agreed upon between uses. Development patterns must not preclude eventual site-to-site pedestrian connections, even if infeasible at the time of development.
 9. Public or Private Schools and Parks over one acre lot size, in addition, shall provide direct pedestrian access from adjacent neighborhoods, using multiple pedestrian access points in all directions, which minimize neighborhood walking distance to a site.
 10. On-site vehicular and pedestrian circulation shall be designed to minimize vehicular/pedestrian conflicts through measures such as minimizing driveway crossings, creating separate pedestrian paths through the site and parking areas, designating areas for pedestrians by marking crossings with changes in textural material, and other techniques for minimizing vehicular/pedestrian conflicts. Painted stripes are not allowed as permanent marked crossings.
- L. The grading and contouring of the site takes place and site surface drainage and on-site storage of surface water facilities are constructed, when necessary, so that there is no adverse effect on neighboring properties, public right-of-way or the public storm drainage system.
 - M. The circulation pattern is safe and efficient within the boundaries of the site. Consideration shall include the layout of the site with respect to the location, number, design and dimensions of vehicular and pedestrian access, exits, drives, walkways, bikeways, emergency equipment ways and other related facilities.
 - N. Attempts to preserve significant wildlife habitat have been made.
 - O. The development is designed in such a manner that as many trees as possible can be preserved. Preserved trees and shrubs shall be protected during construction
 - P. Crime prevention elements shall be included in the design, with specific attention to landscaping, parking areas, walkways, lighting, entries (with clear, visible address or unit number), exits and visibility.
 - Q. All mechanical equipment on roofs shall be screened when abutting a residentially designated property or a major or standard arterial street. Screening shall obscure mechanical equipment at elevation.
 - R. For mixed use developments including single-family attached housing, the residential or single-family attached housing shall address the standards within **Section 7.0101-7.0103 or 7.0201** as applicable while the commercial component shall address the standards of **Section 7.0202**.

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 and Civic Neighborhood Plan District are exempt.

- A. No less than 15 percent of the net site area shall be landscaping, as defined in **Section 3.0100**. For purposes of this subsection, net site area is the gross site area minus area dedicated to public right-of-way and area in a public access easement. Decorative walkways, when integrated within the landscaped area, may not contribute more than 5 percent of the overall required landscaping area. Landscaping, except for buffer and screening landscaping, shall allow for visibility between 3 and 6 feet to allow for natural surveillance. Up to 75 percent of the required landscaping may include preserved natural area and vegetated stormwater detention/retention facilities.

- B.** Newly planted trees shall be supported by the use of stakes and wire.
- C.** Landscaping shall be irrigated by an underground system, except that landscaping certified by a licensed landscape architect as being able to survive without irrigation shall be excluded.
- D.** An identification system shall be designed and posted as per the Oregon Fire Code as administered by the Gresham Fire Marshal, and as described in GRC 10.25.070.
- E.** Traffic Impacts. Based on the anticipated vehicular and pedestrian traffic generation, and the policies of the Community Development Plan, adequate right-of-way and improvements to abutting streets shall be provided by the applicant and shall meet the street standards of the City. Required right-of-way improvements may include but not be limited to installation of lighting, signalization, turn lanes, paving, curbs, sidewalks, street signs, bikeways and other facilities needed because of anticipated vehicular and pedestrian traffic generation (see **Sections A5.400 and A5.500**).
- F.** In designing accesses for the development, efforts shall be made to mitigate adverse traffic impacts on adjacent, low-density residential neighborhoods. In assessing such impacts, the typical daily street volumes shall be considered as specified in **Section A5.501**.
- G.** On-Site Pedestrian Circulation. Developments shall include an on-site pedestrian circulation system connecting building entrances, public sidewalks, bicycle and auto parking spaces, transit facilities, and other parts of a site that may attract pedestrian movement.
 - 1.** To the extent possible, pedestrian circulation paths shall provide convenient, practical barrier-free route design.
 - 2.** The on-site pedestrian circulation shall connect the street to the primary entry of the primary structure on the site.
 - 3.** On-site pedestrian walks must be hard surfaced and at least five feet wide. A pedestrian walk must be increased to seven feet wide when bordering parking spaces and surface materials shall contrast visually with adjoining surface.
 - 4.** Where a pedestrian pathway is parallel and adjacent to an auto travel lane, the pathway shall use a raised walk or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walk is used the ends of the raised portions must be equipped with curb ramps.
 - 5.** Where a pedestrian pathway crosses an auto travel lane, the crossing shall incorporate a change in textural material or other technique to minimize vehicular / pedestrian conflicts. Painted stripes are not allowed as permanent marked crossings.
 - 6.** On-site pedestrian circulation pathways must be lighted to a level where the system can be used at night – with a minimum of 0.5 foot candles and an average of 1.5 foot-candles. Pedestrian pathway lighting through parking lots shall be designed to light the walkway and to enhance pedestrian safety.
 - 7.** Pedestrian facilities must be designed and constructed to provide a direct connection to existing public rights-of-way, public accessways and other on-site pedestrian facilities. Pedestrian walkways and facilities shall be constructed:
 - a.** To connect any new building entrances on a development site to all other new and existing building entrances except those used for loading and unloading freight.
 - b.** To connect to a frontage transit stop, if present.

- c. To provide a reasonable direct connection between pedestrian destinations while limiting out-of-direction travel. Where berms, landscaping, fencing or other factors create or would create a site frontage impenetrable to pedestrians and bicyclists, there shall be at least one point of pedestrian access to the site.
- H. The grading and contouring of the site takes place and site surface drainage and on-site storage of surface water facilities are constructed, when necessary, so that there is no adverse effect on neighboring properties, public right-of-way or the public storm drainage system.

Other Design Review Criteria and Standards

7.0210 Transit and Pedestrian Design Criteria and Standards

- A. Purpose and Applicability
1. Transit and Pedestrian Design Criteria and Standards are intended to provide for convenient, direct, and accessible pedestrian routes to and from public sidewalks and transit facilities and other pedestrian destinations; to provide for safe, pleasant, and convenient pedestrian circulation by connecting activities within a structure to the adjacent sidewalk and to nearby transit stops; and to promote the use of pedestrian and transit modes to retail and commercial facilities. Standards for windows and walls are designed to encourage surveillance opportunities, to avoid a monotonous pedestrian environment, and to prevent fortress-like facades along public streets.
 2. Transit and Pedestrian Design Criteria and Standards shall apply to development along designated Design Streets as shown on Figure 7.0210 and in those Station Center lands that are not within the Rockwood Design District. **Section 7.0210(B)(8)** and **Section 7.0210(B)(10)(b)** do apply to developments within the Rockwood Design District.
 3. Exceptions to Transit and Pedestrian Design Criteria and Standards on Design Streets
 - a. Certain motor vehicle service uses permitted in the underlying district are exempt from Transit and Pedestrian Design Criteria and Standards: These uses include gas pump islands, service stations, car washes, and vehicle service bays. However, walk-in retail uses such as a mini-mart or convenience store connected with a motor vehicle service use, are not exempt.
 - b. Industrial uses within the General and Heavy Industrial Districts.
 - c. When a site has frontage on both a Design Street and on other streets, the Transit and Pedestrian Design Criteria and Standards shall apply only to site development along the Design Street frontage, unless otherwise specified.
 4. Orientation/ Design of Building and Entrance for Non-Residential Buildings on Design Streets and in those Station Center lands that are not within the Rockwood Design District.
 - a. Primary building and entry orientation shall be to the street rather than to a parking lot. All buildings shall have at least one (1) of their primary entrances oriented toward a Design Street, or (if no Design Street in the Station Center lands that are not within the Rockwood Design District) toward an adjacent street. A

building may have more than one primary entry as defined in the Building Code. When a primary entrance is located on more than one street, the full address (including street name) shall also be clearly posted on or near the entrance not bearing the assigned street address.

- b.** If a lot has frontage on more than one Design Street, the building shall provide one primary entrance oriented to a Design Street or shall provide a single entrance at the corner where two streets intersect.
 - c.** Buildings shall have a primary entrance connecting directly between the Design Street (or other abutting street when there is no Design Street) and the building interior. Primary entrances for non-residential development shall be open to the public during all business hours.
 - d.** Primary building entrances shall be architecturally emphasized and visible from the street.
 - e.** All building entrances and exits shall be well lighted. All unit entrances shall be posted with the assigned address as determined by the Manager. Failure to post an address as assigned by the Manager shall constitute a violation of the Code. Exterior lighting should be an integral part of the architectural and landscape design. The minimum lighting level for non-residential building entries is an average of 3.5 foot-candles. Lighting shall be a pedestrian scale (3 feet to 12 feet) and the source light shall be shielded to reduce glare.
 - f.** For building facades over 300 feet in length on a Design Street, two or more primary entrances facing the street must be provided.
 - g.** Building entrances shall incorporate arcades, roofs, porches, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.
 - h.** Building entries must comply with the accessibility standards as outlined in the Building Code.
- 5.** Ground Floor Windows, Window Walls, Blank Walls, and Design for Non-Residential Buildings on Design Streets and in those Station Center lands that are not within the Rockwood Design District.
- a.** All development shall provide ground floor windows along street facades. Required window areas must be either windows that allow views into working areas or lobbies, or pedestrian entrances, or display windows. Required windows shall have a sill no higher than 4 feet above grade, except as follows: Where interior floor levels prohibit such placement, the sill height may be raised to allow it to be no more than 2 feet above the finished floor level, up to a maximum sill height of 6 feet above grade.
 - b.** For any wall within 30 feet of a street, at least 20% of the ground floor wall area facing the street shall be display areas, windows, or doorways. Blank walls are prohibited.
 - c.** Darkly tinted windows and mirrored windows that block two way visibility are prohibited as ground floor windows along street facades.

- d. Buildings must include changes in relief on 15% of their street facades such as cornices, bases, window treatments, fluted masonry, or other designs for pedestrian interest and scale.
 - e. Building facades greater than 100 feet in length shall have offset jogs, using elements such as bay windows and recessed entrances for pedestrian scale.
 - 6. Except for uses exempted under **Section 7.0210(A)(3)**, **Section 9.0821** (Parking Lot Location on Design Streets) shall apply to parking lots on sites that are subject to the Transit and Pedestrian Design Criteria and Standards.
 - 7. Service and Loading areas shall be located in accordance with the restrictions of **Section 9.0822(A)(12)**.
- B. Additional Design Criteria and Standards for Station Center lands that are not within the Rockwood Design District:
 - 1. All development within the Station Center lands that are not within the Rockwood Design District shall follow standards for Orientation/Design of Building and Entrance of **Section 7.0210(A)(4)** and parking lot location standards of **Section 9.0821**. However, single-family attached dwellings and duplexes which are not located on a Design Street are exempt from the parking location standards of **Section 9.0821(A) and (B)**. Development within the Station Center lands that are not within the Rockwood Design District shall also meet the following additional criteria of **subsections (B)(3) through (B)(10)** below.
 - 2. Exceptions: As specified in **subsections (B)(3) through (10)** below, some Additional Transit and Pedestrian Design Criteria apply only to sites that abut or face a transit station (across the street) or that abut a street containing a transitway (e.g. Burnside). Some criteria may not apply to sites with unique physical characteristics.
 - 3. Pedestrian Environment and Access to Transit Facilities – All Sites
 - a. Development shall provide convenient, direct, and barrier-free pedestrian circulation between buildings and adjacent light rail stations, park and ride facilities, public sidewalks, and pedestrian routes. All buildings and sites shall orient their interior and on-site pedestrian circulation to the closest adjacent light rail station. Pedestrian activity centers within one-quarter mile walking distance should also be considered in the layout of pedestrian circulation.
 - b. On-site vehicular and pedestrian circulation shall be designed to minimize vehicular/pedestrian conflicts (e.g. driveway crossings).
 - c. Enhanced pedestrian spaces and amenities accessible to the public are encouraged, such as plazas, arcades, gallerias, courtyards, outdoor cafes, widened public sidewalks (more than 6 feet wide outside the public right of way), benches, shelters, street furniture, public art, kiosks, and street vending. Arcades (covered walks) are encouraged between public art, kiosks, and street vending. Covered walks are also encouraged between primary building entries and adjacent public sidewalks and on other on-site walkways.

4. Building Facades Adjacent to Transit Facilities
 - a. Site abutting or facing a light rail station: Building should maintain a continuity in design elements with the stations, such as roof lines and materials, and should connect to existing or proposed transit pedestrian spaces and amenities and to transit station landscape treatments.
 - b. All Sites: Buildings should avoid blank walls and provide a series of openings (windows, entries, display areas) on facades which are at street level and/or which face a light rail station.
 - c. All Sites: Enhanced pedestrian spaces as described in **subsection (3)(c)** above.
5. Building Orientation to Light Rail Transit
 - a. Site abutting or facing a light rail station, or abutting a street containing a transitway: At least one primary building entry and facade shall face the station or the transitway street.
 - b. Site abutting or facing a light rail station: All building(s) and site design arrangements shall be linked as directly as possible to the light rail station by a continuous on-site landscaped courtyard plaza or square that leads directly to the station and public walkways accessing the station. Areas for the courtyards, plazas, or squares must contain seating and 20% landscape areas including trees within the enhanced areas.
6. Required Parking and Parking Location - All Sites: Parking and maneuvering areas, except spaces designated for park and ride or kiss and ride use, should be located on portions of a site that are furthest in walking distance from an adjacent light rail station.
7. Building Setback Variation – All Sites: The required minimum building yard setback standards of the underlying land use district may be reduced to zero. Minimum yard setbacks shall apply to off street parking spaces.
8. Incidental Drive-Through Uses – All Sites:
Drive through uses as defined in **Section 3.0103** are not permitted, except when such use is incidental to a primary site use and when designed in conformance with the following standards:
 - a. The incidental drive-through use is limited to one service window which is part of a primary use structure and to no more than two queuing lanes. Vehicular service bays or islands are not permitted.
 - b. On a street containing a transitway, no curb cuts are permitted for the exclusive use of drive-through queuing or exit lanes.
 - c. The drive-through service window and queuing lane(s) are located as far as practical from the closest light rail transit station or a street containing a transitway, and not adjacent to such transit facilities.
9. Service and Loading Areas -- All Sites.
Service and loading areas shall be visually screened from a light rail station or transitway. See also the restrictions of **Section 9.0822(A)(12)**.

- 10.** Special Criteria for sites abutting or facing a light rail station or park and ride facility contiguous to a light rail station (e.g., Cleveland, or City Hall). The Manager shall approve a development when the applicant can demonstrate compliance with relevant portions of the Community Development Plan and the following criteria are satisfied:
 - a.** The development satisfies applicable design review criteria and standards, especially those related to transit development (**Sections 7.0210 (A) and (B)**). Also see the applicable parking standards in **Section 9.0800** and the applicable transit standards found in **Section A5.504**.
 - b.** The development satisfies the applicable Public Transit Services and Central Area Development Policy Implementation strategies in Volume II, Policies, Gresham Community Development Plan.

7.0211 Manufactured Dwelling Park Design Standards

Except as otherwise provided by the Building Code, ORS 446.003 to ORS 446.140 and OAR 918-600-0005 to 918-600-0095, the following standards shall apply:

A. Permitted structures

1. Manufactured dwellings have a gross floor area of at least 400 square feet, provided that all manufactured dwellings shall:
 - a. Bear an insignia of compliance with the Federal Manufactured Housing Construction and Safety Standards Code; or
 - b. If manufactured prior to June 15, 1976, be demonstrated to be in a condition that is not less than the substantial equivalent of construction standards in effect in Oregon at the time the manufactured dwelling was constructed.
2. Accessory structures, including garages, carports, awnings, and storage buildings located on individual spaces; and utility, service, and recreation facilities to be used in common by residents of the park.
3. One dwelling other than a manufactured dwelling for the use of a caretaker or park manager responsible for maintaining or operating the park.

B. Space Dimension and Separation

1. Minimum length for any manufactured dwelling space shall be 50 feet; minimum space width shall be 30 feet at any point adjacent to a manufactured dwelling on that space.
2. Manufactured dwellings shall be separated by a distance of at least 15 feet.
3. An accessory structure shall be separated from any other structure by a distance of at least 6 feet, except that an accessory structure may be less than 6 feet from a manufactured dwelling on the same space.
4. Each manufactured dwelling shall be set back a distance of at least 6 feet from the closest edge of an adjacent park street or sidewalk. This area shall remain unobstructed by any structure with a height of more than 30 inches above ground level, except that poles, posts, and other customary yard accessories may be permitted.

C. Landscaping as defined in **Section 3.0103**:

1. Perimeter Buffering and Screening
 - a. Abutting all contiguous parcels occupied by uses other than manufactured dwelling parks and adjacent to all public streets, a perimeter setback and buffer area of at least 20 feet in width shall be provided. This area shall remain unoccupied by any structure, street, parking or driveway area, except that private street entrances may cross the perimeter buffer area where necessary to provide access to the park. A perimeter setback of at least 5 feet in width shall be provided when abutting parcels are occupied by manufactured dwelling parks.
 - b. The entire perimeter setback and buffer area shall be landscaped. No less than 75% of the perimeter setback and buffer area shall be covered with living plant material, including lawns and other ground covers, shrubs, and trees. The landscape plan shall indicate plant species and spacing of plant materials sufficient to achieve the required 75% coverage within two years of planting.

- c. Within that portion of the perimeter setback and buffer area which abuts public street right-of-way, screening of the park shall be achieved through a combination of earth berms, or decorative masonry walls, or plant materials sufficient to form a visual screen at least 6 feet in height. When warranted by topography or other local conditions, the Manager may require screening in excess of 6 feet in height in order to achieve effective visual screening of the park from an abutting public street. Clear vision areas shall be maintained in accordance with **Section 9.0200**.
 - d. Within that portion of the perimeter setback and buffer area which abuts adjacent parcels, a sight-obscuring wooden fence or a decorative masonry wall at least 6 feet in height shall be installed to screen the park from adjacent properties. When warranted by topography or other local conditions, the Manager may require screening in excess of 6 feet in height in order to achieve effective visual screening of the park from adjacent properties.
- 2. Interior Open Space
 - a. At least 15% of the gross area of a manufactured dwelling park shall be in landscaped open space. Such open space may include the perimeter setback and buffer area, vegetated stormwater facilities, and improved outdoor recreation facilities, but shall not include streets, parking areas, or any land area within designated manufactured dwelling spaces.
 - b. For each space in a manufactured dwelling park where occupancy by children under 18 years of age is permitted, 100 square feet of improved recreation area shall be provided within the park. Any such recreation area shall contain at least 2,500 square feet and have a minimum width dimension of 30 feet.
- 3. All landscaped areas shall be irrigated by an underground system unless a licensed landscape architect certifies that the landscaping will likely survive without irrigation.
- 4. Newly planted trees shall be irrigated by an underground system unless a licensed landscape architect certifies that the landscaping will likely survive without irrigation.
- D. Interior streets and pedestrian facilities shall be designed in accordance with the following standards:
 - 1. Each manufactured dwelling space shall have direct access to an interior street improved with a hard surface.
 - 2. No manufactured dwelling space shall have direct access to a public street.
 - 3. The intersection of any entrance to a manufactured dwelling park and a public street shall be separated from any other public street intersection in accordance with public street intersection spacing standards of **Section A5.502**.

4. Interior streets shall be improved to the following minimum widths:

Street Class	Parking	Pavement Width
Class 1		
Serving fewer than 50 spaces	None	20 feet
	One side	30 feet
	Both Sides	32 feet
Class 2		
Serving 50 or more spaces	None	22 feet
	One side	30 feet
	Both Sides	34 feet

5. Private cul-de-sac streets and dead-end driveway accesses shall serve no more than 25 spaces, and shall not exceed a length of 600 feet. Minimum radius for a cul-de-sac turnaround shall be 43 feet, except that the Manager may approve a reduction of pavement width to a 35' radius with a rolled or low profile curb with a sidewalk adjacent to the pavement; where additional off-street parking is provided and the cul-de-sac posted with "No Parking" signs.

6. In any manufactured dwelling park containing more than 18 spaces, more than one public street access may be required.

7. Interior streets shall be designed and constructed in accordance with state standards established for manufactured dwelling park roads and streets.

8. A system of sidewalks or pedestrian pathways shall be installed linking all manufactured dwelling spaces, recreation areas, parking lots, and common buildings. This system may consist of conventional sidewalks flanking interior streets or an independent network of pathways, provided that for Class 2 streets a sidewalk shall be constructed along at least one side of the street. Where sidewalks are installed along the sides of streets, and for all on-site walkways, public or private walks shall meet applicable City construction and dimensional standards.

9. Minimum sidewalk width shall be 4 feet unless otherwise specified in this Code.

10. Maximum grade for any interior street shall be 12%.

11. The property owner(s) shall be responsible for posting and maintenance of any private street signage, building identification, and individual space identification in accordance with a plan approved by the Manager.

E. Parking facilities shall be provided in accordance with the following standards:

1. Each manufactured dwelling space shall be provided with a hard surface parking area. The parking surface may be a permeable surface to meet stormwater requirements. Each such parking area shall have minimum dimensions of 10 feet by 40 feet or 20 feet by 20 feet.

2. Where on-street parking is prohibited on both sides of an interior street, guest parking shall be provided in off-street parking bays at the rate of 1 parking space for every three manufactured dwelling spaces along the street. Guest parking bays shall be located in close proximity to the manufactured dwelling spaces being served.
3. Where on-street parking is available on a public street which borders the manufactured dwelling park, such parking spaces may count toward fulfillment of the requirement for guest parking for those manufactured dwellings located between the public street and an interior street on which parking is prohibited. Such parking spaces shall count toward fulfillment of the guest parking requirement only when suitable pedestrian links exist between the public street and the manufactured dwelling park, and only those on-street parking spaces which are located on the side of the public street which abuts the manufactured dwelling park shall be counted toward fulfillment of the guest parking requirement.
4. Recreational vehicles, trailers, and boats shall not be permitted to park on interior streets or in guest parking areas. Such vehicles may be stored within the park in areas designated for storage of personal items.

F. General Design Standards

1. No more than 60% of any manufactured dwelling space may be occupied by a manufactured dwelling and any other attached or detached accessory buildings.
2. Each manufactured dwelling space shall be provided with at least one slab, deck, or patio constructed of concrete, wood, asphalt, flagstone, or other equivalent material with a minimum size of 120 square feet and a minimum width dimension of 8 feet.
3. A system of hydrants, water lines, and related fire suppression facilities shall be constructed within the manufactured dwelling park as required by the Manager.
4. Wheels, axles, and hitch mechanisms shall be removed from all manufactured dwellings at time of placement.
5. All manufactured dwellings shall have continuous skirting consisting of weather-resistant, non-combustible materials which blend with the exterior siding of the manufactured dwelling.
6. Each manufactured dwelling space shall be provided with one accessory storage building with at least 100 square feet of enclosed floor area. All such storage buildings within the park shall be of a uniform design and constructed of the same materials.

G. See Section 7.0220 - 7.0223 for additional requirements.

7.0212 Standards for New Solid Waste and Recycling Collection Areas for Multi-Family, Commercial, Industrial, and Institutional Development

- A.** Multi-family development of four or more units, commercial development, industrial development, and institutional development shall provide for solid waste and recycling collection areas (collection areas) according to the following standards:
- 1.** There shall be unobstructed and safe access for the local licensed hauler's equipment and personnel, including unobstructed overhead and vertical clearance for collection.
 - 2.** Collection areas shall be adequately sized for the necessary number and size of recycling and solid waste containers to serve the development at maximum occupancy, as outlined in the City of Gresham Solid Waste and Recycling Collection Service Planning Matrix guidelines.
 - 3.** An adequate number of collection areas shall be provided in locations that are conveniently accessible by the development's users, tenants and/or residents.
 - 4.** When solid waste and recycling collection areas are not within the same enclosure, they shall be located in close proximity to each other, no more than 20 feet from each other.
 - 5.** No collection area shall be located within any required buffer, screening or setback areas.
 - 6.** Collection areas shall comply with the Gresham Revised Code, 7.25, related to placement of containers for collection.
 - 7.** Exterior collection areas shall be entirely screened by the employment of a vegetative screening and/or minimum six-foot high sight-obscuring enclosure (fence) or wall. Alternatively, they may be screened by a 6-foot high brick or concrete block (or similar material) wall. This applies to single-family attached dwellings only if a shared common collection area is provided for the site.
 - a.** Enclosures constructed of wood or chain link fencing material shall contain a bumper curb at ground level inside the enclosure or fencing, at least 8 inches thick and four inches high, and 12 inches from enclosure walls to prevent damage from container impacts.
 - b.** Enclosures constructed of concrete, brick, masonry block, or similar type of materials shall contain a bumper curb to prevent damage from container impacts, or a bumper rail. The rail shall be secured by anchor bolts recessed in the rail within the perimeter walls of the enclosure at a height compatible with service container.
 - 8.** Enclosure gates shall swing free of obstructions and have restrainers in the open and closed positions. The gate swing should open to a minimum of 120 degrees.
 - 9.** "No Parking" signs shall be placed in a prominent location on, or near, the enclosure or painted on the pavement in front of the collection area to provide unobstructed and safe access for servicing containers.
 - 10.** The location for collection areas and method of storage shall conform to local fire and structural specialty code provisions and be accepted by the approval authority.

11. Within enclosures, containers shall be located on a level cement concrete pad, a minimum four (4) inches thick, at ground elevation or other location compatible with the local licensed hauler's equipment at the time of construction. A permanent cover must be added over the entire waste enclosure for multi-family residential developments, businesses generating food waste, and enclosures where oil and grease waste will be stored. The area under the cover shall be hydraulically isolated and drain to the sanitary sewer system. Waste storage areas for all other businesses must provide water quality treatment for any stormwater coming into contact with waste containers.
 12. Collection areas designed for containers smaller than three yards shall have a staging area in front of the enclosure with a minimum length and width to allow for a three-foot perimeter around all sides of the container when being serviced outside of the enclosure.
 13. The vehicular approach area and staging area shall not have a percent of grade exceeding three (3) percent, sloped in any direction.
 14. Adequate room shall be provided within enclosures for length and width of the service containers and for maneuverability in depositing solid waste or recyclable materials.
 - a. A minimum of two feet, including pad area, shall be provided around the sides and rear of each container.
 - b. A minimum of three feet, including pad area, shall be provided in front of each container for maneuverability in depositing solid waste or recyclable materials.
 - c. In cases where the containers face each other, a minimum of four feet shall be provided in between containers.
 15. Adequate area shall be provided around the outside of enclosures to allow for maintenance to prevent accumulation of waste.
 16. Containers 3 yards and larger must be placed facing the opening of the enclosure.
 17. For containers of three yards and larger, including drop boxes and compactors, the minimum safe access to the front of a service container pad or enclosure shall be a length of 65 feet and width of 12 feet.
- B.** Design and construction of collection areas that accommodate drop boxes and compactors shall comply with the standards listed in **subsection (A)** above as well as the following standards:
1. The size of the pad for drop boxes and compactors shall be at least 14 feet wide and at least 5 feet longer than the length of the drop box or compactor.
 2. The pad shall be located a minimum of two feet from any perimeter wall or structure.
 3. Loading dock areas that accommodate drop boxes or compactors shall have a guide rail and bumper stop placed at ground level or at dock level, where the rear of the drop box or compactor is to rest to protect any enclosure, wall, or structure from damage due to loading or unloading.
 4. Compactors shall be compatible with collection equipment and weight limits prescribed by State and local law. The local franchised collection firm shall be consulted for equipment compatibility.

- C. The on-site storage of special wastes/recyclable materials shall conform to the following standards:
 - 1. Environmentally hazardous wastes defined in ORS 466.005 shall be located, prepared, stored, maintained, collected, transported, and disposed of in a manner acceptable to the Oregon Department of Environmental Quality.
 - 2. Containers used to store food waste, cooking oils, grease or animal renderings shall not be located in the principal recyclable materials or solid waste storage areas. These materials should be stored in separate storage areas designed for this purpose, including a permanent cover and hydraulic isolation to prevent contact of waste containers with rainwater.
- D. Exceptions. As part of a Type II development permit procedure, modification to these provisions may be permitted when the changes are consistent with the purpose of these provisions and the City receives written evidence from the local licensed solid waste and recycling firm that the proposed changes:
 - 1. Are compatible with firm's methods of operations.
 - 2. Will not result in an unreasonable increase in the cost of service.

Additional Requirements

7.0220 Optional Improvements With Design Review

To the extent necessary to meet the criteria for design review contained in this ordinance, the approval authority may impose the following additional requirements on a development subject to advising the applicant of the reason in writing.

- A. Establish the suitability of the landscape plan by having it prepared by a licensed landscape architect.
- B. Obtain City Engineer's approval of a grading and drainage plan for the collection, treatment, retention/detention and conveyance of storm or ground water.
- C. Establish vehicle and pedestrian access facilities with due consideration to size, location and grade.
- D. Dedicate and improve public street right-of-way, a pedestrian way, or an easement for utilities, a waterway or slope protection.
- E. In the case of commercial, institutional or industrial development, provide access by a frontage road having limited and controlled access onto a major or standard arterial street by means of traffic signals, traffic control islands, or other means that will preserve the traffic carrying capacity and safety of the major or standard arterial street and will avoid the cumulative effect of individual access points directly onto the major or standard arterial street.
- F. Provide access to a street that intersects a major or standard arterial street instead of taking access directly from the major or standard arterial street in order to preserve the traffic carrying capacity and safety of the major or standard arterial street and avoid the cumulative effect of individual access points directly onto the major or standard arterial street.

7.0221 Landscaping Installation

- A.** Occupancy permits may be issued prior to the complete installation of all required landscaping if a Guarantee of Completion equal to 110% of the estimated cost of plant materials and labor as determined by the Manager is filed with the City ensuring such installation within a time specified by the Manager, but not exceeding six months after occupancy.
- B.** The final landscape inspection shall be made prior to any security being returned. Any portions of the plan not installed, not properly installed, or not properly maintained shall cause the inspection to be postponed until the project is completed or cause the security to be used by the City.

7.0222 Irrigation Provisions

Except as required in **Section 7.0103**, underground irrigation may be eliminated without the signature of a licensed landscape architect if the existing vegetation which is employed in the landscape plan has been previously established.

7.0223 Maintenance Responsibility

The property owner is responsible for the maintenance of the site improvements including plant material, restriping parking stalls, posting of the correct address as determined by the Manager, and ensuring the preservation of the Clear Vision area and the visibility of addresses and street signage.

For the purpose of this subsection, maintenance also includes the replacement of landscaping and street trees that are dead or damaged for various reasons.

For complexes, homeowner associations, site management offices, or such other system (including financial assurances) for maintenance management shall be established for purposes of maintenance responsibilities. Where private easements are established (such as with single family attached complexes) to meet open space requirements, property owners will be held responsible for maintenance responsibilities via easement language and deed covenants and restrictions. Maintenance systems shall be established prior to occupancy and appropriate documentation provided to the City for verification. Two or more units, elderly housing and mixed-use developments have additional maintenance requirements in **Section 7.0103**.

Failure to maintain site improvements and landscaping may be determined to be a violation of this section.

7.0224 Site Lighting

On-site lighting for all developments subject to design review shall be hooded or directional so as to reduce the lighting of adjacent properties. The Manager may require reduced lighting intensities or special fixtures to accomplish this provision. Lighting plans addressing this requirement are required to be submitted as part of the design review application package.

