

CHAPTER 8 - SITE ORIENTATION AND DESIGN STANDARDS

8.000 SITE AND DESIGN STANDARDS

8.010 Purpose. The purpose of this chapter is to advance all of the following objectives in the public interest:

- A. Carry out the development pattern and plan of the City and its comprehensive plan policies through efficient and effective review of site development proposals;
- B. Promote the public health, safety and general welfare;
- C. Provide adequate light and air, prevent overcrowding of land, and provide for adequate transportation, water supply, sewage, fire protection, pollution control, surface water management, and protection against natural hazards; and
- D. Encourage efficient use of land resources and public services, and provision of transportation options.

8.020 Applicability and Exemptions. Site development review approval is required for new development, change of use resulting in increased vehicle traffic or requiring an increase in minimum parking pursuant to Chapter 9, building expansions and to expand a nonconforming use or development. Except as specified by a condition of approval on a prior City decision, or as required for uses subject to conditional use permit approval, site development review is not required for the following:

- A. Change in occupancy from one allowed land use to another allowed land use;
- B. Physical expansion of existing structures by 10% or less, occurring in a single expansion or in several aggregated expansions relative to the originally approved project.
- C. Single-family detached dwelling (including manufactured home on its own lot);
- D. Duplex on a single lot;
- E. Home occupation;
- F. Accessory structures that do not require a building permit, with or without accessory parking;

- G. Public improvements required by City standards or as stipulated by a condition of land use approval (e.g., transportation facilities and improvements, parks, trails, utilities, and similar improvements), except where a condition of approval requires site development review;
- H. Regular maintenance, repair and replacement of materials (e.g., roof, siding, awnings, etc.), parking resurfacing and similar maintenance and repair.

8.030 Pedestrian Walkways. In addition to the standards above, all industrial parks, commercial developments, and community service uses shall meet the following requirements for pedestrian walkways:

- A. Number and Placement.
 - 1. At least one pedestrian walkway shall be provided to each street, other than limited access freeways, abutting the property.
 - 2. Pedestrian walkways shall reasonably connect building entrances to one another, to public street entrances, and/or to existing or planned transit stops.
 - 3. Where practical, on-site walkways shall connect with walkways, sidewalks, bike paths, alleyways, and other bicycle or pedestrian connections on adjacent properties used as, or planned for, industrial parks, commercial, multiple-family, or community service uses.
 - 4. Where practicable, pedestrian walkways and driveways shall provide a direct connection to walkways and driveways on abutting developments.
 - 5. A required walkway or walkway connection need not be provided where another required sidewalk or walkway route provides a reasonably direct alternate route. An alternate route is reasonably direct if the walking distance increases by less than 50% over the other required route.
 - 6. Pedestrian walkways are required between those parts of a site that people on the site normally would walk between. Walkways are not required between buildings or portions of a site which are not intended for, or likely to be used by, pedestrians. Such buildings and features include truck loading docks, warehouses not including office/warehouse combinations, automobile sales lots, temporary uses, outdoor storage areas, etc.

B. Routing.

1. Pedestrian walkways shall be as direct as reasonably possible.
2. Pedestrian driveway crossings should be minimized. Internal parking lot circulation and design shall maintain ease of access for pedestrians from streets and transit stops.
3. The on-site pedestrian circulation system shall connect adjacent streets to the main entrance of the primary structure on the site in a reasonably direct route.

8.040 Transit Facility Design. Any Type II land divisions where further divisions are possible, and all Type III land divisions, multiple-family developments, community services uses, and commercial or industrial uses located on an existing or future transit route shall meet the requirements of Tri-Met for transit facilities. Applicants shall consult with Tri-Met to determine necessary transit facility improvements in conjunction with the proposed development. Proposals shall be consistent with the road crossing improvements that are identified in the City Transportation System Plan on streets with existing or planned transit service.

8.045 Additional Transit Related Design Standards. All commercial and community service development, and any industrial development designed to accommodate 50 or more employees and located on parcels within 600 feet of existing or planned transit routes shall meet the following requirements:

A. Building Entrances.

1. Where practicable, buildings shall be oriented on the property in a transit friendly manner. At least one building entrance shall be oriented toward the transit street and shall be accessed from a public sidewalk. Public sidewalks shall be provided adjacent to public streets along the street frontage.
2. Buildings within 30 feet of the transit street shall have an entrance for pedestrians directly from the street to the building interior. This entrance shall be designed to be attractive and functional, and shall be open to the public during all business hours.
3. All uses in commercial zones must provide a public entrance on the façade of a building nearest to, and facing, a transit street or route. If the lot has frontage on more than one transit street, the building need only have one entrance oriented to a transit street, or to the corner where two transit streets intersect.

- B. **Setbacks.** Buildings shall be setback no more than 50 feet from a transit street, except that when a building is adjacent to a transit street that has a major transit stop within 500 feet of the building entrance, the building shall be setback no more than 20 feet from the transit street. Where the site is adjacent to more than one transit street, a building is required to meet the maximum setback standard on only one of the streets.
- C. As alternative to meeting the requirements in Subsection (A), a development proposal may incorporate the following design features through the design review process in such combination that the City may conclude the access for pedestrians, transit riders, and bicyclists to the development is as good as or better than if the building fronted a major transit route.
1. The building incorporates two entrances, one that provides direct access to the transit street, in addition to each an entrance that fronts a parking lot.
 2. The development proposes additional sidewalk amenities and width which allow the City to conclude that use of sidewalks is no less inviting than if a main building entrance fronted on a major transit route. Any additional sidewalk amenities will not prohibit future building modifications that move a building's main façade or main pedestrian access to a point on a major transit route. To qualify, an applicant must submit drawings of alternative designs that demonstrate future building modifications can comply with Subsection (A), above.
 3. The proposal will construct one or more onsite or offsite multi-use path connections that connect the building to existing or planned multi-use pedestrian and trail systems. These systems include but are not limited to current and future pedestrian or bicycle transit paths, or portions of the 40-mile trail loop and the Beaver Creek Trail. Such connection must invite users of the development to also use the path in their experience of accessing and using the development.
 4. The proposal will construct one or more mid-block bicycle or pedestrian accesses provided the following are met (not all are required):
 - a. Construction features such as ramps, bollards, or curb cuts, when used, physically limit use of the feature to bicycles or pedestrians.
 - b. The developer installs safety enhancements, such as bicycle

- stop signs, lights, walkway areas, or other features, to minimize conflicts between bicycles and pedestrians.
- c. Mid-block crossings connect to and obviously comprise part of the pedestrian or bicycle route to building parking lots or front door entrances.
 - d. Bollards and related safety barrier measures create or enhance an effect that a mid-block crossing is safeguarded or sequestered from passing motor vehicle traffic.
 - e. The overall building design has the effect of increasing or supporting increases in transit ridership in the same way as buildings which comply with Subsection (A), above.
 - f. The mid-block crossing connects to one or more primary building accessways between the development and the street system- that while multimodal (such as shared vehicle and pedestrian access) prioritizes pedestrian traffic over vehicle traffic.
5. The development amply uses wayfaring signs that:
 - a. Identify pedestrian and bicycle connections which are present upon, adjacent to, and that exist nearby, the development. Such signage should encourage use of such connections and be of similar size, attractiveness, or visibility as any vehicle parking signs; and
 - b. Identify bicycle parking areas.
 6. Signage inside the buildings, along with other information or with internal layout, alone or together alert and direct persons to transit stops or other transit amenities such as mid-block crossings or informational kiosks.
 7. The developer constructs offsite improvements such as pedestrian facilities of traffic control devices, that increase connectivity of dedicated pedestrian paths or demonstrates that constructed improvement will be compatible with and encourage future connections.

8.200 MULTIPLE-FAMILY, ATTACHED, DUPLEX, AND TRIPLEX DWELLING DESIGN STANDARDS

8.205 Purpose. The purpose of this Section is to provide general design standards for residential dwellings other than single-family detached, zero lot line dwellings, and duplex dwellings on separate lots. This chapter is intended to promote and ensure that high quality architectural building designs for these types of residential developments are maintained throughout the City.

8.210 Applicability. In addition to the development standards of the underlying zoning district or overlay zoning district and applicable Sections of Chapter 8, Site Orientation and Design Standards, of this Code, the provisions of this Section apply to all residential dwellings other than single-family detached, zero lot line dwellings, and duplex dwellings on separate lots. This Section also does not apply to dwelling units built above, below, or behind the street level floor of a commercial use.

8.215 General Design Standards.

- A. **Building Entrances.** The primary entrance to buildings that do not have residential units above or below other residential units shall face toward a public or private street, unless the lot configuration, site characteristics, onsite circulation, or other conditions make it impractical to face a building's primary entrance to the street. Exception: A primary entrance is not required to face a street designated as an arterial.
- B. **Building Separation.** Multiple residential buildings on a single lot shall be separated at least 15 feet from one another.
- C. **Pedestrian Access and Circulation.**
 - 1. Private streets or driveways greater than 20 feet in length and that serve more than one dwelling unit shall have sidewalks on at least one side that connect to the nearest public street.
 - 2. Each primary entrance to a residential building shall be connected to a sidewalk onsite that connects to either a public street, private street, or driveway.
 - 3. Onsite pedestrian circulation shall be continuous and connect streets abutting the site, ground level entrances, common buildings such as laundry and recreation facilities, parking areas, shared open space and play areas, abutting transit stops, and any pedestrian amenities such as plazas, resting areas, and viewpoints. There shall be at least one pedestrian connection to an abutting street frontage for each 200 linear feet of street frontage.

4. Vehicle/pedestrian conflicts shall be minimized by providing pedestrian routes that are separated from parking lots, including onsite sidewalks that connect to garbage enclosures or recycling areas and mailboxes.

8.220 Architectural Elements and Building Facades. Residential units shall be designed with vertical and horizontal offsets to break up rooflines, define private outdoor areas, allow greater views, and admit light and air to unit interiors. Large, blank walls shall be avoided. Windows and projecting walls shall be used to break up larger walls in order to establish visual interest.

- A. No wall of a residential building shall exceed a length of 40 feet without a foundation offset of at least four feet for a distance of at least 16 feet.
- B. The wall of a building that faces a public street shall incorporate architectural features including, but not limited to, at least three of the following:
 1. Porches.
 2. Balconies.
 3. Dormer windows.
 4. Recesses/alcoves.
 5. Unique entry areas, such as porticos or atriums.
- C. The same level of architectural design and quality of materials shall be applied to all sides of the building.
- D. The following window detail shall be incorporated into the building design:
 1. Windows shall account for at least 15% of any rear or front building elevation no matter what the building's orientation on the lot is.
 2. Windows shall account for at least 10% of any side building elevation no matter what the building's orientation is.
 3. All windows shall have outer casings or frames.
- E. Garages, carports, and accessory structures shall maintain the same level of design, aesthetic quality, and architectural compatibility as the residential structure(s).

- F. Roofline offsets shall be provided at intervals of 40 feet or less to create variety in the massing of structures and relieve the effect of a single, long roof. Roofline offsets shall be a minimum four-foot variation either vertically from the gutter line, or horizontally.
- G. The rooflines of attached dwellings shall be multi-gabled or have varied parapets over every unit's main entrance.
- H. Rooflines, porches, and doors shall have trim.

8.225 Off-Street Parking, Garages, and Carports. In addition to the standards of Chapter 9, Off-Street Parking and Loading, off-street parking for attached dwellings on a single lot shall include these design standards:

- A. Parking lots may not be located between a multiple-family structure and the right-of-way the structure fronts on.
- B. If there is no parking lot or alley access to attached dwellings, and motor vehicle access is from the street, parking must be either in an attached garage that is set back a minimum of five feet behind the front door of the residential structure, in a detached accessory structure located at least 50 feet from the front property line, or in a parking area at the side or rear of the site, or shall comply with the following standards:
 - 1. The garage door width of the dwelling is 50% or less of the width of the street facing elevation, and does not extend beyond the front door; or
 - 2. The garage door is behind or even with the front door and the dwelling has a roofed front porch, which is at least 1/3 as wide as the front elevation and at least five feet deep. The porch may encroach within the required front yard setback a maximum of five feet without a variance provided the foundation for the dwelling complies with the minimum front setback standard; and
 - 3. The street facing wall of the dwelling contains at least one window on the ground floor that allows visibility of the street.
- C. Side and rear yard setbacks for parking lots and/or garages shall be the same as the minimum building setbacks of the underlying zoning district or the same as the minimum building setback of any adjacent residential zoning district, whichever is more restrictive. Side and rear yard setbacks based on building height shall not be applied to parking lots or the access driveways.

8.230 Outdoor Private Space. Outdoor private space is required for each residential dwelling unit.

- A. Each ground level dwelling unit shall have an attached accessible outdoor private space of not less than 60 square feet in area. Individual outdoor areas for ground level units must be visually screened from each other by walls, fences, or vegetation screening that is at least 6 feet high and totally sight-obscuring.
- B. Each upper level unit shall have an attached outdoor private space, such as a balcony, of not less than 60 square feet in area. The area shall be enclosed, screened, or otherwise designed to provide privacy from adjacent units by walls, building offsets, or similar sight-obscuring screening.

8.235 Recreation Areas.

- A. Recreational facilities or open space areas are required for attached dwelling developments that contain six or more dwelling units on one lot. Such recreational facilities and open space areas must be located on the development site or on a lot adjacent to the site. Common recreation areas, whether indoor, outdoor, or both, shall be provided at the rate of at least 200 square feet per dwelling unit. No more than 50% of the required recreation area may be in passive open space. Recreation facilities may include children's play structures and play equipment and shall be located outside of bioswales, detention ponds, steep slopes, or a vegetation corridor as defined in this Code. More than one recreation area may be developed on the site. Any play structure exceeding 10 feet in height must comply with the underlying zoning district setbacks.
- B. Recreation facilities or open space areas are not required for development within the area between Historic Columbia River Highway and 2nd Street extended west to its intersection with 257th Avenue from 257th Avenue to the SE Sandy Street right-of-way.

8.240 Authority to Adjust Standards.

A. Because of the diverse topography, parcel configurations, and site characteristics within the City, it is neither practical nor feasible to uniformly apply these design standards to all development projects. The Director may grant adjustments to these design standards upon making the following written findings:

1. The adjustment is justified due to the unique site conditions.
2. The proposal conforms to the extent practicable with these design standards.
3. Any impacts from the adjustments are mitigated to the extent practical.
4. The decision to adjust a standard is a Type II decision.