



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

11/15/2011

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Gresham Plan Amendment
DLCD File Number 003-11

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, November 29, 2011

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Lauren McGuire, City of Gresham
Angela Lazarean, DLCD Urban Planning Specialist
Jennifer Donnelly, DLCD Regional Representative

<paa> YA/ph



FORM 2

DLCD

Notice of Adoption

In person electronic mailed

DEPT OF

NOV 09 2011

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

DATE STAMP

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

Jurisdiction: **City of Gresham**

Local file number: **CPA 09-091**

Date of Adoption: **11-1-2011**

Date Mailed: **11-8-2011**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 7-7-11

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Adopted new Goals, Policies and Action Measures and Development Code Design Guidelines and Standards for the Rockwood Design District.

Does the Adoption differ from proposal? Please select one
Minor clarification language; no substantive changes.

Plan Map Changed from: **NA**

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment?

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Metro

Local Contact: **Lauren McGuire**

Phone: **(503) 618-2108** Extension:

Address: **1333 NW Eastman Parkway**

Fax Number: - -

City: **Gresham**

Zip: **97030**

E-mail Address:

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting, please print this **Form 2** on light green paper if available.
3. Send this Form 2 and One (1) Complete Paper Copy and One (1) Electronic Digital CD (documents and maps) of the Adopted Amendment to the address in number 6:
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. **DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.** (for submittal instructions, also see # 5)] **MAIL the PAPER COPY and CD of the Adopted Amendment to:**

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see ORS 197.615).
8. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (see ORS 197.830 to 197.845).
9. In addition to sending the Form 2 - Notice of Adoption to DLCD, please notify persons who participated in the local hearing and requested notice of the final decision at the same time the adoption packet is mailed to DLCD (see ORS 197.615).
10. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518.

Proposed new language is double-underlined;
Proposed deleted language is ~~stricken~~.

CB 09-11

ORDINANCE NO. 1710

AMENDMENTS TO VOLUME 2, POLICIES, AND
VOLUME 3, DEVELOPMENT CODE, OF THE GRESHAM COMMUNITY DEVELOPMENT
PLAN, REGARDING THE ROCKWOOD DESIGN STANDARDS PROJECT AND THE
DESIGN COMMISSION PROCESS

THE CITY OF GRESHAM DOES ORDAIN AS FOLLOWS:

Section 1. Volume 2, Policies to be amended as follows:

Proposed Text Amendment

SECTION 10.319 CENTRAL ROCKWOOD AREA

SUMMARY OF FINDINGS

The primary purpose of the Central Rockwood Plan is to serve as the means by which the vision of Rockwood's future is made real. Over the next 25 years, the image and character of Rockwood will change significantly as this process of bringing the vision to reality is carried out. The following policies and implementation strategies express the City's commitment to upgrading the image and character of Central Rockwood. Additional applicable design policies and implementation strategies can be found in Volume 2, Policies, Section 10.413.4 Design Standards for Development in the Rockwood Design District.

Volume 2, Policies to be amended by adding a new section 10.413.4 DESIGN STANDARDS FOR DEVELOPMENT IN THE ROCKWOOD DESIGN DISTRICT as follows:

BACKGROUND

Early in 2009, the City established a Council Work Plan project to create regulations that will result in new development and redevelopment which is attractive, innovative, of high-quality design and materials, and compatible with the surrounding neighborhoods in the Rockwood Design District. The project builds on the previous efforts of the Downtown Plan, the Multi-Family Residential and the Corridor Commercial Design Standards projects.

The project began with the creation of a vision for the design district, the identification of the issues to be addressed and then the selection of a desired urban development pattern. The project includes development regulations that relate to the site design, building design and sustainable design intended to promote livability, a sense of community and safety, and enhanced aesthetic appearance. The new regulations help facilitate the development of attractive and innovative developments by providing two (2) alternative review tracks: one (1) clear and objective standards track and one (1) discretionary guidelines track with allowance for architectural flexibility and greater Design Commission input.

The project has involved an extensive public outreach effort including:

- Three Community Forums to gather citizen and interested party input;
- Several Stakeholder Group meetings of elected officials, residents, business owners and commercial development specialists; and
- Multiple public meetings with the Design Commission, Planning Commission, Council and the general public.

ISSUES

The result of these outreach efforts is that a series of issues relating to new development and redevelopment have been identified which can be summarized as follows:

- **Rockwood Design District Vision:** The Gresham Community Development Plan needs a clear vision for superior quality design in the Rockwood Design District which addresses site and building design excellence, sustainability, crime prevention, access, compatibility and building material quality;
- **Rockwood Design District Goals, Policies, Principles and Action Measures:** Additional Goals, Policies, Principles and Action Measures specific for developments throughout the Rockwood Design District are needed;
- **Site, Building and Sustainable Design:** The existing clear and objective standards relevant to Rockwood in the Gresham Community Development Code (GCDC) are in need of updating. New standards are needed to support and begin to implement the desired urban village form with Guidelines and Standards which regulate site design, neighborhood connectivity, circulation, building placement and orientation, open space, parking and loading, landscaping, lighting, crime prevention, architectural building design, materials and sustainability to ensure high-quality, durable, people-friendly development projects. These regulations apply to both development and redevelopment.

The Site Design issues raised include the following:

- Appearance. The sites need to be attractive with lush green landscaping that enhances the appearance of the development, softens the bulk and scale of buildings, and screens parking areas.
- Maintenance. The long-term maintenance of the sites and buildings needs to be addressed.
- Green Open Space. Green public open spaces need to be added in the Triangle Area of 181st, Burnside and Stark Streets to encourage active use and enliven the area.
- Site Design and Livability. Developments need to prioritize land uses and orient the buildings to the street or a central open space in order to encourage pedestrian activity on the street or open space.
- Safe Design. The appropriate Crime Prevention through Environmental Design Standards (CPTED) need to be considered for creating safer, more livable developments with natural access control, natural surveillance, and territorial reinforcement.
- Connections. Bike, pedestrian, transit and vehicular connections need to be evaluated for transportation safety.

The Building Design issues raised include the following:

- Building Heights. Building heights need to be sized and scaled appropriately so they implement the desired urban form, and promote the livability and pedestrian quality of Rockwood.
- Design Excellence and Architectural Expression. The Code needs to facilitate design excellence and eliminate poorly designed building facades in the built environment by addressing architectural elements like building articulation and façade design.
- Transparency in Architectural Design. Transparent windows need to be required where it is essential to provide visibility into and out of the buildings for pedestrian safety, comfort and interest.
- High-Quality Materials. Architectural design needs to use the highest quality construction and the most durable materials in order to minimize long-term maintenance issues and provide long-lasting commercial developments.

The Sustainability Design issues raised include the following:

- Site Sustainability. There is a need for developments and the associated paved parking lots to be mitigated in order to achieve our sustainability goals such as minimizing the negative effects of stormwater runoff, heat islands and parking lot pollution.
- Sustainable Architectural Design. There is a need for architecture which is energy efficient, conserves resources and promotes sustainable measures.
- **Two-Track Process:** The Development Code has a two track review process established for Downtown, Multi-Family and Commercial Design District developments to provide flexibility and facilitate innovative developments that may not comply with all Design Standards. There are clear and objective Standards that the applicant can chose to follow or a series of discretionary Guidelines. Dependent upon development size threshold the Design Commission or Manager reviews the development proposals based on either the Guidelines or the Standards and the Design Principles. The Design Principles are the general statements that guide the design of development and are the foundation for the discretionary Guidelines and the clear and objective Standards. This two track process will also be applicable to developments in the Rockwood Design District.

OVERALL VISION

Rockwood's future will be transformed by new high-quality, long-lasting development. Residents will find all of their needs met within a 20 minute walk of home. Newer high-density residential development will blend with older established homes and form one of the most exciting, dynamic and diverse neighborhoods in Oregon. New employers will locate in Rockwood and will provide jobs for local residents. There will also be adequate and well-designed public spaces.

GOAL

Development and redevelopment in the Rockwood Design District will be attractive, safe, pedestrian-friendly, high-quality and sustainable in order to foster a positive image for Rockwood. Innovation and creativity in design are encouraged.

POLICIES

1. Rockwood development and redevelopment, including commercial, employment, mixed-use and residential types, should be designed and constructed to produce attractive, pedestrian-friendly and high-quality environments.
2. Rockwood development and redevelopment should incorporate sustainable measures and promote the efficient use of land and resources.
3. Rockwood development and redevelopment should be thoughtfully designed to create beautiful and functional site and building designs.
4. Rockwood development and redevelopment should be safe and inviting for residents and visitors.
5. Rockwood development and redevelopment should appropriately respond and relate to their surroundings, especially public streets, open spaces and recreation areas.
6. Rockwood development and redevelopment should minimize the impacts of parking, loading, garbage service areas and mechanical equipment on residents, public streets and existing properties.
7. Rockwood development and redevelopment should facilitate multi-modal transportation connections including bike, pedestrian, transit and vehicular modes.
8. The City should create a high-quality transportation plan for the Rockwood Triangle Area between 181st and the intersection of Stark Street and Burnside Street that has the following characteristics:
 - a. **Internal Streets.**

The streets front properties with a land use designation that permits a mix of uses. The streets are expected to develop primarily with residential, and perhaps live/work or mixed-use land uses on the adjacent properties. These streets will:

 - i. Be local streets in size and scale;
 - ii. Have traffic volumes not to exceed approximately 1,000 trips per day;
 - iii. Be pedestrian-friendly with walkable blocks;
 - iv. Implement sustainability measures using techniques such as permeable pavement and stormwater facilities;
 - v. Provide attractive green landscape infrastructure;
 - vi. Include street trees either within the right-of-way or in the private property setback area; and
 - vii. Include on-street parking with decorative permeable pavement treatment.
 - b. **Stark Street between 181st and Burnside Streets.**

This section of Stark Street fronts properties with a land use designation that permits a mix of uses including residential, office, commercial and mixed-use. The current pattern is primarily commercial in nature and it is anticipated that this trend will continue. This street segment will:

- i. Be a larger scale boulevard street to accommodate more vehicular traffic;
 - ii. Be particularly comfortable and convenient for walkers and shoppers;
 - iii. Be aesthetically pleasing to all users with decorative elements like special pavement treatments;
 - iv. Implement sustainability measures using techniques such as permeable pavement and stormwater facilities;
 - v. Include street trees in City designated tree grates;
 - vi. Permit high visibility of commercial entities to passing traffic volumes; and
 - vii. Provide potential for street-side parking if the site frontage and the City permits.
- c. **Burnside Street between 181st Avenue and Stark Street.**
The land use district permits a mix of uses including commercial and residential uses which currently exist. The street will:
- i. Be a divided two-way street system;
 - ii. Accommodate the MAX tracks and stations;
 - iii. Have a decorative, wide sidewalk corridor to encourage pedestrians to walk in comfort and also to provide an excellent appearance for people taking the MAX or travelling by vehicle or on foot;
 - iv. Implement sustainability measures using techniques such as permeable pavement and stormwater facilities;
 - v. Include street trees in City designated tree grates; and
 - vi. Provide the potential for street side parking if the site frontage and the City permits.
- d. **181st Street between Burnside and Stark Streets.**
The adjacent land use district permits multiple use possibilities. The street is primarily commercial in nature and a continuation of this trend is likely. The street will:
- i. Carry significant vehicular traffic;
 - ii. Facilitate pedestrian, bicycle, transit, and vehicular traffic;
 - iii. Be a safe transportation route;
 - iv. Accommodate walkers in as comfortable a fashion as possible; and
 - v. Include street trees in the right-of-way.
9. Open space within developments should be attractive, functional, safe and of high quality to provide opportunities for active social interaction.
10. Developments should provide diverse housing types.
11. Standards applicable to Rockwood developments and redevelopments should provide measures of consistency and certainty to expedite the development review process.

DESIGN PRINCIPLES

The Design Principles are general guiding statements which form the connection between the general planning goals and policies and implementing the Design Guidelines and Standards. The Design Principles were drafted to address the issues and to formulate design direction with input from the Design Commission, Planning Commission, the general public and City Staff. They are categorized as Site Design Principles and Building Design Principles and are included in the Gresham Community Development Code, Volume III.

Site Design Principles topics include:

- Physical Environment
- Sustainability
- Safe Design
- Transportation Modes
- Open Space
- Landscaping
- Compatibility

Building Design Principles topics include:

- Architectural Quality
- Sustainable Architectural Design
- Rehabilitation
- Housing Variety
- High-Quality Materials

ACTION MEASURES

1. Identify and assess methods that could be utilized to implement the Design Principles such as the two alternative review processes:
 - The clear and objective process applying the Design Standards; and
 - The discretionary process applying the Design Guidelines.
2. Create an illustrated Rockwood Architectural Pattern Book to provide a tool to assist the Rockwood property owners and developers to design buildings that achieve the desired urban form in Rockwood and meet the Design Standards. The pattern book will help facilitate the construction of beautiful buildings of enduring design and quality.
3. Amend the Transportation System Plan to reflect Rockwood Design District policies that:
 - a. Address all transportation modes (pedestrian, bicycle, vehicle, and transit, etc.);
 - b. Illustrate future street and pedestrian connections;
 - c. Accommodate future MAX expansions and improvements;
 - d. Create attractive street design standards for major pedestrian and transit streets; and
 - e. Provide a more people-friendly street environment.
4. Update the Public Works Design Standards for new and reconstructed streets to incorporate features which will fulfill the Rockwood Design District vision such as wide sidewalks, large canopy street trees, pedestrian amenities, and other safety and sustainability features.

Section 2. Volume 3, Development Code, Article 3 Definitions is amended as follows:

Proposed Text Amendment

3.0002. List of Terms

Terms used in the Development Code are presented below. General terms that apply throughout the Code are listed in **Section 3.0010**. Terms that are specific to a Development Code section are listed after the General Terms. These categories are:

- A. Habitat Conservation Area Terms and Definitions. **Section 3.0020**
- B. HCA, ESRA, and Article V Terms and Definitions. **Section 3.0030**
- C. Solar Related Terms and Definitions. **Section 3.0040**
- D. Tree Related Terms and Definitions. **Section 3.0050**

If a term is defined in both the General Definitions and in a Section-specific category, the Section-specific definition shall be used if the application of the term is within the parameters of the Code Section.

General Terms

Amenity Zone

Balustrade

Belt Course

Medallion

Mullion (See Window Mullion)

Munton

Outdoor Area

3.0010 General Terms and Definitions

Balustrade. A railing with its supporting balusters or decorative railing posts at the side of a staircase or balcony.

Belt Course. A continuous row or layer of stone, brick, tile, shingles, etc. in a wall that may or may not protrude from the wall. Typically it forms a horizontal band around the building.

Design District. Provides guidelines and standards for development activity in clearly defined special design areas. It can be used to ensure the conservation, continuity, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district and to promote quality development in centers, near transit facilities, and similar areas. Six initial design districts are generally described as:

a. **Rockwood Design District** is generally the Rockwood Town Center (RTC) lands and the Station Center (SC) lands along the MAX line from the west City limits to Birdsdales including the Station Center-Ruby Junction (SC-RJ) lands.

Medallion. An ornamental plaque on which is represented an object in relief such as a figure, head, flower, etc.

Mullion. See Window Mullion.

Munton. A vertical member between the casements or panels of a window or panels of a screen.

Structural Soil. A type of soil or soil structure which meets the load-bearing requirement for structurally sound pavement installation while encouraging an enhanced growing environment and deep root growth for trees away from the pavement surface. Typical examples include CU (Cornell University) Structural Soil™ and sand based structural soil. For purposes of this Code, the term also includes structural cells that suspend and support pavement while allowing trees to access larger, low compaction organic mineral loam soil volumes such as Silva Cells™ or other comparable products equal to Silva Cells™.

Outdoor Area. A particular extent of space or surface that is not within a building but rather in open air. Examples include:

- **Outdoor Sales Display.** An outdoor arrangement of objects, items, products, or other materials that is capable of rearrangement, is not in a fixed position, and which is designed and used for the purpose of sales. An outdoor sales display does not exceed fifteen percent (15%) of the ground floor area of the building(s) on the site or a maximum of one thousand (1,000) square feet, whichever is less. An outdoor sales display also does not remain outdoors for more than 24 hours and maintains an accessible pathway as defined in the Building Code.
- **Outdoor Storage.** The keeping of materials or goods associated with the rental, distribution, wholesale, manufacturing, processing or repair of equipment or supplies in the same outdoor place for more than 24 hours.

Window Mullion (or Mullion): A dividing element in a window or window opening which separates and supports individual panes of glass.

Section 3. Volume 3, Development Code, Section 4.0400 Corridor Districts is amended as follows:

Proposed Text Amendment

Section 4.0400

4.0410 Rockwood Town Center (RTC)

This district encompasses the heart of Central Rockwood. It is centered on the Triangle formed by E. Burnside, NE 181st Ave., and SE Stark St., but also takes in adjacent properties around the Triangle. Primary uses permitted in RTC are retail commercial, services, office uses and housing. Mixed-use developments and various institutional uses (e.g. library, public meeting halls, government facilities) are also permitted. The scale and character of new development is intended to support and reinforce the image of a town center, with buildings of at least two stories, oriented to streets and pedestrians, and with parking lots behind or to the sides of buildings.

A portion of the Rockwood Town Center will be the focus of more concentrated high-density residential, office, commercial, service and institutional mixed-use development in a village type urban form. Within this area, proposals to develop attached dwellings that front on streets (multi-family and attached single-family dwellings) are required to have a mixed-use component along the street frontage. Mixed-use consists of commercial, office, or community service uses or combinations thereof in combination with residential uses. This “Mixed-Use” Rockwood Town Center area consists of the “Triangle” described above, and other properties which front on its abutting streets (see **Appendix 9.000**).

Table 4.0420 Notes:

9. Within the area identified on the **Appendix 9.000** Map (Rockwood Town Center Mixed-Use Area), all buildings on Stark shall have commercial uses at the ground floor frontages with primary entries on Stark. In a mixed-use building, residential uses are allowed above the commercial uses and behind the commercial uses on Stark.

Ground floor residential uses on Burnside within the area identified on the **Appendix 9.000** Map (Rockwood Town Center Mixed-Use Area) shall have individual entries oriented to Burnside and located above grade a minimum of 4 three (3) feet and a maximum of nine (9) feet.

Windows into living areas for ground floor residential uses shall be sited for privacy. Except for **Section 7.0210(A)(4) and (5)**, Transit Design standards of **Section 7.0210** as noted therein shall apply to all residential development with frontage on Burnside within the RTC District. All other applicable design and development criteria in this Code shall apply.

Corridor District Standards

4.0430 Development Standards

Table 4.0430, below, summarizes development standards which apply in the Corridors Districts. The standards contained in this table are supplemented by referenced subsections which provide additional clarification or guidance. Furthermore, the regulations of **Section 7.0600** Corridor Design District Commercial Design Guidelines and Standards and **Section 7.0500** Rockwood Design District Design Guidelines and Standards shall also apply.

Table 4.0430 Development Requirements For Corridor Districts

	Rock-wood Town Center	Station Centers	Station Center (Ruby Jct. Overlay)	Corridor Multi-Family	Corridor Mixed-Use	Community Commercial	Moderate Commercial

G. Minimum Building Setbacks (Section 4.0433 and Section 7.0500)	0 feet front, side and rear for commercial, mixed-use, and community service uses; 5 feet front and street-side, 0 feet interior side, 15 feet rear for residential ^{1, 16}	0 feet front, side and rear for commercial, mixed-use, and community service uses; 5 feet front and street-side, 0 feet interior side, 15 feet rear for residential ^{1, 16}	0 feet front, side and rear for commercial, mixed-use, and community service uses; 5 feet front and street-side, 0 feet interior side, 15 feet rear for residential ^{1, 16} . For industrial uses, see Table 4.0330 (C) ¹	5 feet front; 15 feet rear; 0 feet interior side; 5 feet streetside ¹	5 feet front; 15 feet rear; 0 feet interior side; 5 feet streetside ¹	0 feet front, side and rear, including streetside	0 feet front, side and rear, including streetside

	Rockwood Town Center	Station Centers	Station Center (Ruby Jct. Overlay)	Corridor Multi-Family	Corridor Mixed-Use	Community Commercial	Moderate Commercial
I. Minimum Building Height (Section 4.0434)	2 stories ¹⁵	2 stories	2 stories (None for auto-dependent and industrial)	None	None	None	None
J. Maximum Building Height (Section 4.0434)	None <u>4 stories within Triangle Area and 10 stories in Outside Triangle Area</u> ¹⁵	<u>10 stories in Outside Triangle Area and 80 feet elsewhere</u> ¹⁵	<u>10 stories in Outside Triangle Area and 80 feet elsewhere</u> ¹⁵	45 feet	45 feet	45-feet	45 feet
K. Transit Design Criteria and Standards Apply (Section 4.0435)	Yes ⁷	Yes ⁷	Yes ⁷	Yes ⁷	Yes ⁷	Yes	Yes

Table 4.0430 Notes:

15. Within the Rockwood Design District:

- a. Triangle Area. For lands in the Triangle Area as described in Section 7.0501 buildings shall not exceed four (4) stories in height.
- b. Outside Triangle Area. For lands in the Outside Triangle Area as described in Section 7.0501 buildings shall not exceed ten (10) stories in height.

See Section 7.0503(1)(B)(6) Gateways and Prominent Façade Sections for additional building height requirements for properties at the three gateway street intersections of:

- a. 181st and Burnside
- b. 181st and Stark
- c. Burnside and Stark

16. Within the Rockwood Design District:

- a. Triangle Area. See Section 7.0503(1)(A)(3)(C) and Section 7.0503(1)(A)(3)(D) Building Placement and Frontage for minimum and maximum front building setbacks.
- b. Outside Triangle Area. See Section 7.0503(2)(A)(3)(C) and Section 7.0503(2)(A)(3)(D) Building Placement and Frontage for minimum and maximum front building setbacks.

4.0433 Setbacks

Required minimum and maximum setback standards are specified in **Table 4.0430** and **Section 7.0500**.

B.

1. For Rockwood Town Center (RTC), Station Centers (SC) and Station Center-Ruby Junction (SC-RJ) within the Rockwood Design District see Section 7.0500. For Station Center elsewhere in the City, the following shall apply: Conformance with maximum setback distance is achieved for a commercial or mixed-use building when at least one (1) primary entrance located on the façade facing the street is placed no farther from the property line than the distance specified for Maximum Building Setback in **Table 4.0430**. Maximum building setbacks may be exceeded when a development incorporates enhanced pedestrian spaces and amenities in the setback area. Enhanced pedestrian spaces and amenities consist of features such as plazas, arcades, courtyards, outdoor cafes, widened sidewalks, benches, shelters, street furniture, public art, or kiosks. In addition, on sites with more than one building, the maximum setback may be exceeded for commercial, mixed-use, and residential buildings containing three (3) or more dwelling units, provided conformance is achieved with the maximum setback distance for at least one (1) building. For single-family attached residential buildings, conformance also must be achieved with building orientation standards of **Section 7.0201(E)**.

4.0434 Building Height

Minimum and maximum building heights are specified in **Table 4.0430**. Any required building story must contain a habitable floor.

- B. In addition to conforming with the Ground Floor Windows requirement of **Section 7.0210**, for any new commercial or mixed-use building subject to a two (2) story height minimum, at least twenty percent (20%) of the upper facade area shall be made up of display areas or windows for all facades facing a street, except those developments subject to the Corridor Commercial Design Standards of **Section 7.0600** and those subject to the Rockwood Design Standards of Section 7.0500 and those subject to the Plan District requirements such as the Downtown Plan District.

4.0435 Transit Design Criteria and Standards in Central Rockwood and Corridor Districts

The Central Rockwood Plan and Corridor districts are pedestrian districts. As such, new development must have a strong orientation to the pedestrian and be transit-supportive, as well as enhance the appearance and functioning of these districts. In order to achieve these purposes, the provisions of Section 7.0500 apply to development within the Rockwood Design District. Additionally, the provisions of Section 7.0210(B)(8) and 7.0210(B)(10)(b) apply to new development requiring design review approval in the Rockwood Design District. Section 7.0103 and 7.0201 apply to new residential and mixed-use (residential) development. Section 7.0202 applies to new commercial, industrial and mixed-use (commercial) development requiring design review approval that is not in the Corridor Design District. Section 7.0600 Corridor District Commercial Design Guidelines and Standards applies to all commercial development in the Corridor Design District. Section 7.0210(A) applies in addition to other applicable standards and criteria to all developments except to those commercial developments in the Corridor Design District. Additionally, the provisions of Section 7.0210(B) apply to new development requiring design review approval in the Station Center outside the Rockwood Design District, and Rockwood Town Center Districts.

4.0438 Buffering and Screening Requirements

New development in the Rockwood Town Center district and the Station Centers district is exempt from the provisions of **Section 9.0100 - Buffering and Screening**, except where the development site abuts property designated Transit LDR, or Corridor Multi-Family, or Corridor Mixed-Use and except as noted in Section 7.0500. New development in the Station Center (Ruby Junction Overlay) district is exempt from the provisions of **Section 9.0100 - Buffering and Screening**, except for auto-dependent commercial developments, industrial developments, and where a development site abuts property designated Corridor Multi-Family.

Section 4. Volume 3, Development Code, Section 4.1100 Downtown Plan District is amended as follows:

Proposed Text Amendment

Section 4.1101 Purpose

~~Figure: Design Commission Process~~
(Figure to be removed from the Code)

Section 4.1151 Design Guidelines and Standards: All Downtown Sub-Districts Purpose

This section does not apply to single-family detached or duplex dwellings unless specified in 4.1130. Duplexes shall follow the Section 7.0100 Multi-Family Design Standards.

Headings in this section apply to:

All Development: All developments except single-family detached, duplex, and single-family attached dwellings. ~~The standards do~~ This section does not apply to transit bus shelters; recycling drop boxes;

utilities and public facilities (as described in Appendix 5: Public Facilities); cellular communication antennas; public urban plazas and walking paths with associated trail access points and trailheads; non-building developments; developments (such as parking lots) in public parks; park-related structures such as picnic shelters and public restrooms in public parks; cemeteries; sewerage or drainage system structures; water system structures; helicopter landing facilities; and similar uses/structures as determined by the Manager.

Section 4.1151.B.6. Prominent Entrances

D. Standards

Commercial, Employment, Live/work, Mixed-Use

3. Building entrances shall be located under a shade device such as an awning or portico, with a minimum depth of four (4) 5 feet.

Section 4.1152 Design Guidelines and Standards: Downtown Commercial Core (DCC)

Duplexes shall follow the Section 7.0100 Multi-Family Design Standards.

Headings in this section apply to:

All Development: All developments except single-family detached, duplex, and single-family attached dwellings. ~~The standards de~~ This section does not apply to transit bus shelters; recycling drop boxes; utilities and public facilities (as described in Appendix 5: Public Facilities); cellular communication antennas; public urban plazas and walking paths with associated trail access points and trailheads; non-building developments; developments (such as parking lots) in public parks; park-related structures such as picnic shelters and public restrooms in public parks; cemeteries; sewerage or drainage system structures; water system structures; helicopter landing facilities; and similar uses/structures as determined by the Manager.

Section 4.1153 Design Guidelines and Standards: Downtown Mixed-Use (DMU)

Duplexes shall follow the Section 7.0100 Multi-Family Design Standards.

Headings in this section apply to:

All Development: All developments except single-family detached, duplex, and single-family attached dwellings. ~~The standards de~~ This section does not apply to transit bus shelters; recycling drop boxes; utilities and public facilities (as described in Appendix 5: Public Facilities); cellular communication antennas; public urban plazas and walking paths with associated trail access points and trailheads; non-building developments; developments (such as parking lots) in public parks; park-related structures such as picnic shelters and public restrooms in public parks; cemeteries; sewerage or drainage system structures; water system structures; helicopter landing facilities; and similar uses/structures as determined by the Manager.

Section 4.1154 Design Guidelines and Standards: Downtown Transit Mid-Rise (DTM)

Duplexes shall follow the Section 7.0100 Multi-Family Design Standards.

Headings in this section apply to:

All Development: All developments except single-family detached, duplex, and single-family attached dwellings. ~~The standards do~~ This section does not apply to transit bus shelters; recycling drop boxes; utilities and public facilities (as described in Appendix 5: Public Facilities); cellular communication antennas; public urban plazas and walking paths with associated trail access points and trailheads; non-building developments; developments (such as parking lots) in public parks; park-related structures such as picnic shelters and public restrooms in public parks; cemeteries; sewerage or drainage system structures; water system structures; helicopter landing facilities; and similar uses/structures as determined by the Manager.

Section 4.1155 Design Guidelines and Standards: Downtown Transit Mid-Rise (DTM) Downtown Residential Low-Rise Sub-Districts (DRL-1, DRL-2)

Duplexes shall follow the Section 7.0100 Multi-Family Design Standards.

Headings in this section apply to:

All Development: All developments except single-family detached, duplex, and single-family attached dwellings. ~~The standards do~~ This section does not apply to transit bus shelters; recycling drop boxes; utilities and public facilities (as described in Appendix 5: Public Facilities); cellular communication antennas; public urban plazas and walking paths with associated trail access points and trailheads; non-building developments; developments (such as parking lots) in public parks; park-related structures such as picnic shelters and public restrooms in public parks; cemeteries; sewerage or drainage system structures; water system structures; helicopter landing facilities; and similar uses/structures as determined by the Manager.

Section 5. Volume 3, Development Code, Section 4.1200 Civic Neighborhood Plan District is amended as follows:

Proposed Text Amendment

Section 4.1244 Street Requirements

B. Street Improvements and Standards

1. The Functional Street Classification plan for the Civic Neighborhood is shown on **Map 4.1247A**, and streets, accessways and multi-use pathways shall be constructed per the standards contained in **Section 4.1247**.
2. Gresham Civic Neighborhood Pedestrian Accessways shown on **Map 4.1247A** may be replaced with a Shared Street if criteria for Shared Streets are met, and the replacement is approved by the Manager ~~Director~~.

Section 6. Volume 3, Development Code, Article 7, Design Review Section 7.0000 Purpose and Authority is amended as follows:

Proposed Text Amendment

7.0002 General

- C. In mixed-use projects, the standards and criteria for each component use as described in **Section 7.0100, and Section 7.0200, and Section 7.0500** shall apply to the review of each component of the mixed-use proposal.

7.0003 Applications

An application for Design Review is subject to the highest possible level of review, given the thresholds for different reviews described below. Design Review A is the lowest level; Design Review E is the highest level Design Review. For uses not listed in this section, the Manager shall determine which level of Design Review is appropriate.

- A. Design Review A. Design Review A is reviewed as part of the building permit review. Design Review A may apply when the primary use is not proposed to change. The Design Review may include one of the following:
1. Interior tenant improvements;
 2. Exterior façade updates including: additions of canopies, awnings or other mounted structures to an existing façade or roof; alteration of window or door location; or
 3. New structures and a Additions with the total addition area not to exceed one thousand (1,000) square feet including:
 - a. Floor area additions of up to five percent (5%) of the existing floor area of the entire site. ~~New floor area shall not create a separate structure and not meeting or exceeding fifty (50) feet of new building frontage on a street in a design district;~~ or
 - b. Outdoor area additions of up to five percent (5%) of the existing total outdoor area of the entire site.
- B. Design Review B. Design Review B is a Type I review. Design Review B may apply when: the primary use is not proposed to change; parking and landscaping requirements are already met; buffer requirements are already met; public facilities will already be adequate; and no additional residential units are proposed. The Design Review may include one of the following, provided it is greater than the thresholds in **Section 7.0003(A)**:
1. Additions to an industrial land use over one thousand (1,000) square feet and up to and including twenty-five thousand (25,000) square feet, not to exceed twenty-five percent (25%) of the existing floor area of the site and not in a design district;
 2. Additions to non-industrial land uses with the total addition area over one thousand (1,000) square feet and up to and including ten thousand (10,000) square feet and not in a design district:
 - a. Floor area additions not to exceed twenty-five percent (25%) of the existing floor area of the entire site. New floor area shall not create a separate structure; or
 - b. Outdoor area additions not to exceed twenty-five percent (25%) of the existing outdoor area of the entire site.
- C. Design Review C. Design Review C is a Type II review, but is not subject to a pre-application conference. Design Review C may apply when there is: no increase in residential density that requires an increase in building area; no new buildings; ~~or no new outdoor area, except as provided for below~~ or the development proposal is not in a Design District. The Design Review may include one of the following:

1. A change to the primary use. A change in use from an allowed commercial to a Type II or higher Community Service Use, and the change back to an allowed commercial use, shall not be considered a change to the primary use for purposes of this section;
 2. Duplexes in all land use and design districts except LDR-5, LDR-7, TR, TLDR, LDR-PV or LDR-SW;
 3. A change to public facility requirements;
 4. A change to buffers, including an alternate buffer;
 5. A new driveway access;
 6. A change in landscaping requirements;
 7. An expansion to an existing parking lot;
 8. A new parking lot;
 9. New Outdoor Area In a Design District, one (1) duplex on a single lot; or
 10. ~~In a Design District, additions to mixed-use, live-work, community services use, commercial or employment developments that are not subject to Design Review E and meet the following:~~
 - a. ~~The increase in building area is less than 10,000 square feet and does not exceed 25 percent of the existing floor area of the building. In the Corridor Design District, the increase in building area is less than 20,000 square feet and does not exceed 25 percent of the existing floor area of the building; and~~
 - b. ~~The expansion is at the rear of the lot and is not visible from streets on which the site has street frontage.~~
- D. Design Review D. Design Review D is a Type II review and is subject to a pre-application conference. Design Review D is a review by the Manager. The following are Design Review D, when they are greater than the thresholds in **7.0003(A)-(C)** and not subject to Design Review E.
1. Multi-family residential construction;
 2. Single-family attached residential construction;
 3. Manufactured dwelling parks construction;
 4. Commercial construction;
 5. Mixed-use construction;
 6. Industrial construction;
 7. Community services use construction; or
 8. Parking garages.
 9. In a Design District, additions to mixed-use, live-work, community services use, commercial or employment developments that are not subject to Design Review E and meet the following:
 - a. The increase in building area is over one thousand (1,000) square feet and up to and including ten thousand (10,000) square feet and does not exceed twenty-five percent (25%) of the existing floor area of the building. In the Corridor Design District, the increase in building area is over one thousand (1,000) square feet and less than twenty thousand (20,000) square feet and does not exceed twenty five percent (25%) of the existing floor area of the building.
- E. Design Review E. Design Review E is a Type III review and is subject to a pre-application conference. Design Review E is a review and decision by the Design Commission for applications within a Design District where clear and objective standards and discretionary guidelines have been established and that meet the following thresholds:
1. Developments that include residential developments with five (5) or more units if the proposal is adjacent to LDR-5, LDR-7, TR, TLDR, DRL-1, or DRL-2, LDR-PV and LDR-SW districts or within TLDR, DRL-1 or DRL-2.
 2. Developments that include ten (10) or more residential units if the proposal is adjacent to land use districts not specified in (1) above.
 3. Mixed-use, live-work, community services use construction; commercial or employment developments with either ten thousand (10,000) square feet of new floor area (twenty thousand

(20,000) square feet in the Corridor Design District) or fifty (50) feet of new building frontage on a street including new buildings or additions to existing buildings.

4. Public building and public urban plaza community service uses.
5. Development projects that propose to use the discretionary track, regardless of scale.

See also **Table 11.0204** Land Use Applications and Review Authorities.

F. **Table 7.0003** is provided to illustrate the application of the different levels of Design Review. This table does not supersede the information in **7.0003 (A)-(E)**. For each row of the table, a person assesses if the work to be completed is part of a proposal. If so, the Design Review type specified for that type of work is circled. Once a person goes through the entire table, the highest level of review circled applies for the proposal.

TABLE 7.0003 DESIGN REVIEW APPLICATION

Work to be Completed	D.R. Level				
	A	B	C	D	E
Interior tenant improvements	X				
Facade updates	X				
Additions not to exceed 1,000 square feet and less than 5% increase in floor area or outdoor use area	X				
Work to be Completed	A	B	C	D	E
<u>New structures or additions greater than in Design Review A, over 1,000 square feet and up to and including 25,000 square feet for industrial uses, and over 1,000 square feet and up to and including 25,000 square feet, and up to 10,000 square feet for all other uses; and not to exceed 25% increase in floor or outdoor use area and not in a design district.</u>		X			
Change to primary use			X		
Duplex in all <u>land use and design</u> districts except LDR-5, LDR-7, TR or TLDR, LDR-PV or LDR-SW			X		
Change in public facility requirement			X		
Change in buffer, or alternative buffer requested			X		
New curb cut, driveway access			X		
Change in landscaping requirements			X		
New or expanding parking lot			X		
<u>New outdoor area</u>			X		
Increase in residential density without an increase in existing building area			X		
Small additions not visible from the site's street frontage in a Design District			X		
Additions greater than Design Review B, exceeding 25,000 square feet for industrial uses; 10,000 square feet for all other uses and not in Design District				X	

Increase in number residential units and building area and not in Design District				X	
Manufactured dwelling park				X	
Community Services Uses not in Design District				X	
Site is currently undeveloped and not in Design District				X	
Developments in a Design District that <u>exceed a Design Review A and do not meet or</u> exceed the thresholds in 7.0003(E) and choose the clear and objective standards track				X	
Developments in a Design District that do not exceed the thresholds in 7.0003(E) and choose the discretionary guidelines track					X
Residential developments in a Design District that exceed the thresholds in 7.0003(E) and choose the discretionary guidelines track					X
Mixed-use, live/work, community service use, commercial and employment developments in a Design District that exceed the thresholds in 7.0003(E) and choose the discretionary guidelines track					X
All public building community service uses <u>construction</u>					X
Parking garages in Design District					X

Section 7. Volume 3, Development Code, Section 7.0100 Two or More Units, Elderly Housing and Mixed-Use (Residential) Design Guidelines and Standards is amended as follows:

Proposed Text Amendment

7.0101 Dwelling Structures Containing Two or More Units, Elderly Housing and Mixed-Use Developments (Residential) General

A. Applicability

This section shall apply to developments containing two (2) dwelling units on a single lot (duplexes), three (3) or more dwelling units on a single lot (multi-family), residential facilities, elderly housing and the residential component of mixed-use developments in all residential, Downtown, Civic Neighborhood, Pleasant Valley, Springwater and Corridor districts except as provided in Section 7.0002 or as excepted within the text of the Code.

7.0103 Two or More Units, Elderly Housing and Mix-Use Development (Residential) Design Guidelines and Standards Specific Design Review Criteria, Guidelines and Standards

Section 7.0103.A Site Design

Section 7.0103.A.2 Sustainable Site Design

c. **Design Guidelines.** All developments except those developments in the Downtown Plan District shall comply with the following requirements. For those developments in the Downtown Plan District, only #(1), (2), (5), and (6) shall apply.

1. Developments shall utilize strategies that reduce water and energy usage attributed to site and building development, building use, and the transportation of building users while not detracting from good site and building design. Healthy and sustainable communities shall be created that incorporate “best practices” such as LEED™ for Neighborhood Development to conserve natural resources, reduce carbon emissions and promote interaction between residents.

Section 7.0103.A.2. Sustainable Site Design

d. **Design Standards.** All developments except those developments in the Downtown Plan District shall comply with the following requirements. For those developments in the Downtown Plan District, only #(1), (2), (5), and (6) shall apply.

1. Energy Conservation in site development shall be promoted through a minimum of two (2) of the following:

- d. Include solar energy panels on the roof of the building, garage or car port that generate ten percent (10%) of the typical energy usage for the building in renewable energy. The typical energy model for the building shall be determined by referencing the LEED™ standards. The location and configuration of solar energy panels shall be approved by the Manager or Design Commission depending on the procedure type. Solar panels shall be integrated into the building design or shall be screened from view at street level with materials that are consistent with the building design and yet do not interfere with the purpose of the solar panels.

Section 7.0103.B Building Design

Section 7.0103.B.2 Façade Composition

d. **Design Standards.**

Section 7.0103.B.4 Sustainable Architecture

c. **Design Guidelines.** All developments shall comply with the following requirements:

3. Sustainable Architectural Elements. Water and energy conservation shall be promoted through the establishment of a sustainable roof or the incorporation of solar photo-voltaic panels. Developments shall utilize strategies that reduce water and energy usage attributed to site and building development, building use, and the transportation of building users while not detracting from good site and building design. Healthy and sustainable communities shall be created that incorporate "best practices" such as LEED™ for Neighborhood Development to conserve natural resources and reduce carbon emissions.

d. Design Standards

3. Sustainable Architectural Elements

- d. An integrated solar panel system for a minimum of thirty percent (30%) of the total roof or building surface. Solar panels may also be placed on the facade of the buildings at the discretion of the Manager; The location and configuration of solar energy panels shall be approved by the Manager or Design Commission depending on the procedure type. Solar panels shall be integrated into the building design or shall be screened from view at street level with materials that are consistent with the building design and yet do not interfere with the purpose of the solar panels.

Section 8. Volume 3, Development Code, Section 7.0200 Standards and Criteria is amended as follows:

Proposed Text Amendment

7.0202 Community Service, Commercial, (except those in a the Corridor Design District), Industrial, and Mixed-Use Developments (Commercial Component)

The following design review criteria and standards shall apply to Community Service (except elderly housing), Commercial, (except those in and reviewed under a Design District the Corridor Design District reviewed under Section 7.0600), Industrial, 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**).

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 3.0010 – Definitions**. Decorative walkways, when integrated within the landscaped area, may not contribute more than 5% of the overall required landscaping area:
1. Community Services
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, Industrial and Mixed-Use Developments
 - a. A minimum of fifteen percent (15%) of the gross site area:
 - Office/Residential District
 - Neighborhood Commercial District
 - General and Heavy Industrial Districts
 - b. Setback areas shall be landscaped or provided with enhanced pedestrian spaces such as benches and drinking fountains:
 - ~~Station Center and Rockwood Town Center Districts~~
 - Neighborhood Commercial District
 - d. ~~Any site area not developed for structures, paving, or enhanced pedestrian spaces shall be improved with landscaping.~~
 - ~~Station Center and Rockwood Town Center Districts~~

7.0210 Transit Design Criteria and Standards

A. Purpose and Applicability

2. Transit Design Criteria and Standards shall apply to development along Transit Streets, ~~and within the Station Center and Rockwood Town Center Districts~~ 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.

4. Orientation/ Design of Building and Entrance for Non-Residential Buildings on Transit Streets, ~~in the Station Center District and in the Rockwood Town Center District~~ 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 Transit Street, or (if no Transit Street in the Station Center lands that are not within the Rockwood Design District) ~~or Rockwood Town Center Districts~~ toward an adjacent street.

5. Ground Floor Windows, Window Walls, Blank Walls, and Design for Non-Residential Buildings on Transit Streets, ~~and in those Station Center lands that are not within the Rockwood Design District, in the Station Center District and in the Rockwood Town Center District~~

B. Additional Design Criteria and Standards for Station Center lands that are not within the Rockwood Design District; ~~and Rockwood Town Center Districts~~

1. All development within the Station Centers lands that are not within the Rockwood Design District ~~and Rockwood Town Center Districts~~ 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 transit street are exempt from the parking location standards of **Section 9.0821(A) and (B)**. Development within the Station Centers lands that are not within the Rockwood Design District ~~and Rockwood Town Center Districts~~ shall also meet the following additional criteria of **subsections (B)(3) through (B)(10)** below.

8. Incidental Drive-Through Uses – All Sites:

Drive through uses as defined in **Section 3.0010** 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 (1) service window which is part of a primary use structure and to no more than two (2) queuing lanes. Vehicular service bays or islands are not permitted.
- b. On a street containing a transit way, 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 transit way, 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 transit way. 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**.

The development satisfies the applicable Public Transit Services and Central Area Development Policy Implementation strategies in Volume II, Policies, Gresham Community Plan.

See Section 13 of this document and the draft Code Attachment 'A' for discussion on Volume 3, Development Code Section 7.0500 Rockwood Design District Design Guidelines and Standards

Section 9. Volume 3, Development Code, Section 7.0600 Corridor Design District Commercial Design Guidelines and Standards is amended as follows:

Proposed Text Amendment

Section 7.0601 Corridor Design District Commercial Design Guidelines and Standards

- A. **Applicability:** This section shall apply to all commercial development within the Corridor Design District as defined in Article 3, unless superseded by the Plan District Standards. The Downtown Plan District is exempt from Section 7.0601 regulations.

Headings in this section apply to:

All Development: All developments that are commercial, employment, and the commercial portion of live/work and mixed-use structures. For purposes of the Corridor Design District Commercial Design Guidelines and Standards, Community Service Uses that are commercial, office or civic types of uses would follow the Standards herein listed as "Commercial Development." Mixed-use in this section refers to vertical mixed-use with commercial on the ground level and residential above. The commercial portions of horizontal mixed-use would follow the relevant commercial standards.

This section does not apply to transit bus shelters; recycling drop boxes; utilities and public facilities (as described in Appendix 5: Public Facilities); cellular communication antennas; public urban plazas and walking paths with associated trail access points and trailheads; non-building developments; developments (such as parking lots) in public parks; park-related structures such as picnic shelters and public restrooms in public parks; cemeteries; sewerage or drainage system structures; water system structures; helicopter landing facilities; and similar uses/structures as determined by the Manager.

Section 7.0603.A Site Design

Section 7.0603.A. Site Design

1. Neighborhood Connectivity and Block Structure

D. Design Standards

1. All new developments shall be designed in a manner that is consistent with and responds to the City's adopted Future Street Plans as determined by the Manager. Future street plans may be required at the discretion of the Manager or ~~Design Commission~~, and shall be prepared and approved as required in **Section 9.0700**.

Section 7.0603.B. Building Design

Section 7.0603.B.1 Building Rhythm and Façade Articulation

D. Design Standards

2. Facade Depth: Facades visible from streets, parking areas or those with customer entries shall incorporate design strategies and features which create depth in wall planes.
 - a. Depth shall be established in facades by utilizing one (1) of the following strategies:
 1. A repeating pattern of wall recesses and/or projections that has a relief of at least sixteen (16) inches (such as recessed structural bays or recessed window openings between columns). Wall recessions and projections shall be at intervals of not greater than thirty (30) feet on facades with customer entries and those facing the street, and at intervals not greater than one-hundred (100) ninety (90) feet on remaining facades.
 2. Changes in wall plane with a depth of at least twenty four (24) inches at intervals which respond to the building module. These changes in wall plane shall occur at intervals of and not less than twenty-five (25) thirty (30) feet and not more than one-hundred (100) ninety (90) feet.

5. Building Base: Building facades shall include design elements which establish a building base.
 - a. Building bases shall consist of a visible change in the building facade, and include a change in material, color, texture, pattern, or ornamentation and or a change in depth no less than four (4) inches. The required change in depth for bases may be reduced to two (2) inches when they intersect other articulating features, such as pilasters, in order to provide visual distinction.

- b. The base shall be a minimum height no less than five percent (5%) of the facade height and shall not exceed twenty percent (20%) of the facade height. At the discretion of the Manager or Design Commission, multi-story buildings of three levels or greater, ~~shall~~ may have a building base equal to the wall area attributed to the ground floor. A landscape area at the base of the building with plant material at least five percent (5%) of the facade height may count toward the building base requirement.

Section 7.0603.B.3 Prominent Façade Sections

- 3. Prominent facade sections shall include distinctive architectural expressions in its facade, including at least two (2) of the following:
 - a. Operable customer entry. If the building is at the intersection of two (2) streets, the building entry shall be no more than ten (10) feet from the building corner;
 - b. Tower forms with an increase in height no less than ten percent (10%) of the adjacent wall height;
 - c. Increased glazing and transparency, with the full height of the wall area composed of no less than forty percent (40%) transparent glass. For the purposes of measurement, this area shall be no less than twenty (20) feet in length on a wall section at the terminus of a primary internal drive or public street or ten (10) feet in length along each facade when located at a corner of a building;
 - d. Expressive canopies with colors and materials distinctive from the rest of the building;
 - e. Higher bays: minimum eighteen (18) feet;
 - f. Cupola; or
 - g. Turret.

Section 7.0603.B. Building Design

Section 7.0603.B.4 Transparency

D. Design Standards

Standards applicable to buildings greater than thirty thousand (30,000) square feet:

- 3. Buildings shall have an enhanced entry transparency zone, utilizing clear glass for sixty percent (60%) of the full height of the entry facade attributed to the ground floor space. This shall include the parapet in a single story building. Entry facade area shall be measured as the full height of the building by the horizontal distance thirty (30) feet on each side of the entry door.

Section 7.0603.C. 1 Sustainable Site and Building Design

C. Design Guidelines.

Guidelines applicable to buildings greater than thirty thousand (30,000) square feet:

- 3. ~~Buildings shall incorporate other sustainable design features that reduce heat islands, energy and water usage, manage stormwater and preserve existing environmental assets.~~ Developments shall utilize strategies that reduce water and energy usage attributed to site and building development, building use, and the transportation of building users while not detracting from good site and

building design. Healthy and sustainable communities shall be created that incorporate “best practices” such as LEED™ for Neighborhood Development to conserve natural resources and reduce carbon emissions.

D. Design Standards.

Guidelines applicable to buildings greater than thirty thousand (30,000) square feet:

3. Buildings shall comply with two (2) of the following requirements. The location and configuration of solar energy panels shall be approved by the Manager or Design Commission depending on the procedure type. Solar panels shall be integrated into the building design or shall be screened from view at street level with materials that are consistent with the building design and yet do not interfere with the purpose of the solar panels.

Section 10. Volume 3, Development Code, Section 9.0700 Neighborhood Circulation and Future Street Plans is amended as follows:

Proposed Text Amendment

Section 9.0712

New developments shall be consistent with adopted Future Street Plans and/or Pleasant Valley Master Plan. Where proposed new development is not consistent with an existing plan, the applicant shall seek revision through a separate application or in conjunction with a land division or site plan review application. In the case where the development is within an adopted Pleasant Valley Master Plan, a revision shall only occur through an amendment to the Master Plan. A new future street plan or revision to an approved future street plan may be approved by the Manager under a Type II procedure when it is applied for in conjunction concurrently with a land division or site plan review application. For the purposes of this section, concurrently means development permit applications are processed either in conjunction with another development permit application of the same review type at the same time or when two (2) development permits of different review types are processed at the same time. A revision to an approved future street plan may be reviewed by the Hearings Officer under a Type III procedure when it is applied for independent of any land development application.

An approved future street plan may be revised by the Council in conjunction with a revision to the Community Development Code, under the Type IV procedure. All revisions to future street plans must comply with **Section 9.0710.**

Section 11. Volume 3, Development Code, Section 11.0200 Initiation and Classification of Applications is amended as follows:

Proposed Text Amendment

Section 11.0203 Classification of Applications by Procedures

- B. Determination of Proper Procedure Type and Concurrent Reviews
1. The Manager shall determine whether a permit or application is categorized as Type I, II, III or IV in accordance with the guidelines set forth above. Questions as to the appropriate procedure shall be resolved in favor of the procedure type providing the greatest notice and opportunity to participate.
 2. An application that involves two (2) or more procedures may be processed collectively under the highest numbered procedure required for any part of the application or processed individually or concurrently under the procedures identified by the Code, with the reviews ordered from highest level of review to lowest level of review. When a new or revised Future Street Plan is done concurrently with a Design Review Type E, it must be done as a Type II with a Manager's decision.
 3. The applicant may determine whether the application will be processed collectively or individually, with the exception of single-family attached dwellings which require a combined (concurrent) review consisting of design review and land division and with the exception of a new or revised Future Street Plan, done concurrently with a Design Review Type E, which shall be done as a Type II.
 - ~~3.4.~~ In the event that the completed applications that are processed collectively involve applications where the decision making authority is a combination of the Manager, the Hearings Officer, Design Commission or Planning Commission, the decision making authority will be the highest decision authority assigned by **Table 11.0204.**
 - ~~4.5.~~ Notwithstanding any other provision, and, upon payment of the proper fee, an applicant may choose to have the proposal processed under a procedure type (except Type IV) which provides greater notice and opportunity to participate than would otherwise be required and with the exception of a new or revised Future Street Plan, done concurrently with a Design Review Type E, which must be done as a Type II.

Section 12. Volume 3, Development Code, Section 11.0500 Type III Quasi-Judicial Procedures and Section 11.0700 Pre-Application Conference is amended as follows:

Proposed Text Amendment

11.0500 Quasi-Judicial Procedures

11.0502 Type III Procedures

A. Pre-Application, Optional Early Assistance Design Advice and Optional Design Commission Consult

3. Optional Early Assistance Design Advice

- a. An applicant of a Type III proposal that is to be reviewed by the Design Commission may choose to meet with the Design Commission before the Pre-Application Conference and prior to the formal application submittal for advice on the proposal.**
- b. Optional Early Assistance Design Advice procedures are included in Section 11.0700.**

34. Optional Design Commission Consult

- a. An applicant of a Type III proposal that is to be reviewed by the Design Commission may choose to meet with the Design Commission after the Pre-Application Conference and prior to the formal application submittal for advice on the proposal.**
- b. Design Commission Consult procedures are included in Section 11.0700.**

11.0700 Optional Conferences and Pre-Application Conference

11.0700 Optional Conferences and Pre-Application Conference

11.0701 Purpose

11.0702 Applicability

11.0703 Optional Conferences and Pre-Application Conference Procedures

11.0700 Optional Conferences and Pre-Application Conference

11.0701 Purpose

- A. Optional Early Assistance Design Advice. The purpose of the Optional Early Assistance Design Advice meeting is to permit a conversation with the Design Commission prior to the applicant beginning the Development Permit process by submitting for a Pre-Application meeting. The Design Commission is not rendering a decision at this meeting on whether the proposal meets the Design Principles, Guidelines and Standards of the Design District nor is this meeting an exhaustive review of all potential issues. The conference does not bind or preclude the City from enforcing all applicable regulations or from applying regulations in a manner differently than may have been indicated in the Optional Early Assistance Design Advice.**
- A.B. Pre-Application Conference.** The purpose of the Pre-Application conference is to acquaint the applicant or representative with the requirements of this Code, including relevant approval criteria, standards and procedures. It is designed to assist the applicant. The Pre-Application conference is not an exhaustive review of all potential issues, and the conference does not bind or preclude the City from enforcing all applicable regulations or from applying regulations in a manner differently than may have been indicated in the Pre-Application conference.
- B.C. Optional Design Commission Consult.** The purpose of the Design Commission consult is to provide an opportunity for the applicant to gain initial insight into the Design Commission's preliminary evaluation of whether the proposal appears to meet the Design Principles, Guidelines and Standards of the Design District. The Design Commission is not rendering a decision at this meeting nor is this meeting an exhaustive review of all potential issues. The conference does not bind or preclude the City from enforcing all applicable regulations or from applying regulations in a manner differently than may have been indicated in the Design Commission consult.

11.0702 Applicability

Table 11.0204 identifies all applications that require a Pre-Application Conference. The Optional Early Assistance Design Advice and the Optional Design Commission Consult meetings ~~are-is an optional~~ for the applicant and not a requirement.

11.0703 ~~Pre-Application~~ Conference Procedures

A. Initiation and Scheduling of Optional Early Assistance Design Advice, Pre-Application Conference and Optional Design Commission Consult

1. The applicant shall submit a completed form provided by the Manager for that purpose, the relevant fee, and copies of information required on the form.
2. The City will schedule and conduct the Optional Early Assistance Design Advice, the Pre-Application Conference and the Optional Design Commission Consult within approximately twenty (20) calendar days of receipt of a request for ~~the meeting, a pre-application conference.~~ ~~The City will schedule and conduct the Design Commission Consult within approximately twenty (20) calendar days of receipt of a request for a Design Commission Consult meeting.~~
3. The Manager shall coordinate the involvement of City Staff responsible for planning, development review, roads, drainage, and other subjects, as appropriate, in the meetings. ~~the pre-application conference.~~ The Optional Early Assistance Design Advice and the Optional Design Commission Consult meetings with the Design Commission are open to the public. The Pre-Application Conference is not open to the general public.

The Manager shall coordinate the involvement of City Staff and the Design Commission members responsible for providing consult meeting input.

B. Optional Early Assistance Design Advice, Pre-Application Conference and Optional Design Commission Consult Summary

1. Within approximately fourteen (14) calendar days after an Optional Early Assistance Design Advice, Pre-Application Conference or Optional Design Commission consult, the Manager may provide to the applicant, or the applicant's agent, a written summary of the conference. The purpose of the written summary is to provide a preliminary assessment of a proposal and is not to be construed as a final recommendation by the City, by the Design Commission or by any other outside agency or service provider on the merits of the proposal.
2. The written Optional Early Assistance Design Advice summary should:
 - a. Summarize the proposed use and relevant characteristics of the proposal;
 - b. Identify Design Commission comments on the proposal; and
 - c. Identify the applicant's response to the Design Commission comments.
- ~~2.3.~~ The written Pre-Application Conference summary should:
 - a. Summarize the proposed use and relevant characteristics of the proposal;
 - b. Identify necessary application submittal requirements;
 - c. Identify the relevant approval criteria and development standards, with a disclaimer that the approval criteria and development standards in effect at the time an application is received will control;

- d. Identify specific additional information that is needed to respond to the relevant criteria and development standards or is recommended to respond to other issues; and
- e. Identify applicable application fees, with a disclaimer that fees are subject to change and that the fees in effect at the time a complete application is received will control.

3.4. The written Optional Design Commission Consult summary should:

- a. Summarize the proposed use and relevant characteristics of the proposal;
- b. Identify Design Commission comments on the proposal with regard to the relevant Design Principles, Guidelines and Standards; and
- c. Identify the applicant's response to the Design Commission comments.

C. Pre-Application Conference Validity Period, Optional Design Commission Consult Validity Period and Follow-Up

- 1. If a complete application relating to a proposed development action that was the subject of a Pre-Application Conference has not been submitted within eighteen (18) months of the conference, the applicant shall schedule a follow-up Pre-Application Conference.
- 2. An applicant may request a follow-up Pre-Application Conference, if desired.
- 3. A new or follow-up Pre-Application Conference is required in the following instances:
 - a. The number of residential units increases by twenty percent (20%) or more;
 - b. The proposed use changes between residential, mixed-use, commercial, or industrial;
 - c. There is a significant change in circulation;
 - d. The type of community service use is changed; or
 - e. Additional application reviews that require a Pre-Application Conference as per **Table 11.0204** are needed to accommodate the proposal.

A new or follow-up Pre-Application Conference is not needed if these instances were discussed in the Pre-Application Conference and incorporated in the City's meeting notes.

Section 13. Volume 3, Development Code, Section 7.0500 Rockwood Design District Design Guidelines and Standards are added as follows:

Section 7.0500 is currently an empty place-holder section. Sections 7.0500, 7.0501, 7.0502, and 7.0503 will be incorporated into Section 7.0500.

Proposed Text Amendment

See Attachment A - Section 7.0500 Rockwood Design District Design Guidelines and Standards.

First reading: October 4, 2011

Second reading and passed: November 1, 2011

Yes: Bemis, Fuhrer, Echols, Kilian, Warr-King, Stegmann

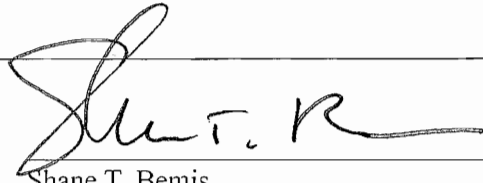
No: None

Absent: Widmark

Abstain: None

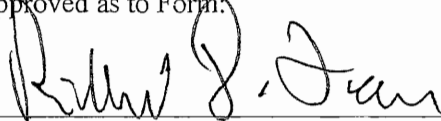


Erik Kvarsten
City Manager



Shane T. Bemis
Mayor

Approved as to Form:



Richard D. Faus
Senior Assistant City Attorney

BEFORE THE CITY COUNCIL OF THE
CITY OF GRESHAM

IN THE MATTER OF AMENDMENTS TO) Order No. 632
VOLUME 2, POLICIES, AND VOLUME 3,)
DEVELOPMENT CODE, OF THE GRESHAM) CPA 09-091
COMMUNITY DEVELOPMENT PLAN,)
REGARDING THE ROCKWOOD DESIGN)
STANDARDS PROJECT)

On October 4, 2011, the City Council held a public hearing to take testimony on amendments to Volume 2 and Volume 3 of the Gresham Community Development Plan as it relates to the Rockwood Design Standards Project.

The hearing was conducted under Type IV procedures. Mayor Shane T. Bemis presided at the hearing.

The Council closed the public hearing at the October 4, 2011 meeting, and a final decision was made at the November 1, 2011 meeting.

A permanent record of this proceeding is to be kept on file in the Gresham City Hall, along with the original of the Order.

The Council orders that these amendments are approved, adopts the standards, findings and conclusions as stated in the attached Planning Commission Recommendation Order and staff reports.

Dated: November 1, 2011



Erik Kvarsten
City Manager



Shane T. Bemis
Mayor

**BEFORE THE PLANNING COMMISSION OF THE
CITY OF GRESHAM**

TYPE IV RECOMMENDATION ORDER

CPA 09-091

A Type IV Legislative Public Hearing was held on August 22, 2011 to consider proposed amendments to Volume 2, Policies, and Volume 3, Development Code of the Gresham Community Development Plan regarding the **Rockwood Design Standards** project.

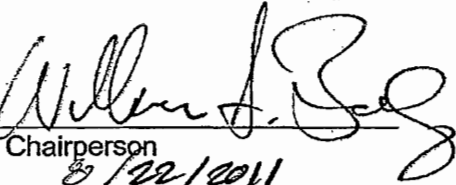
The Planning Commission closed the public hearing at the August 22, 2011 meeting, and a final recommendation was made at the August 22, 2011 meeting.

William Bailey, Chair, presided at the hearing.

A permanent record of this proceeding is to be kept on file in the Gresham City Hall, along with the original of this Type IV Recommendation Order.

The Planning Commission recommends **ADOPTION** of the proposed amendments to the Gresham Development Code regarding the Rockwood Design Standards with the following

changes: Amend the last sentence of the definition of Structural Soil to include wording to qualify the specification of Silva Cells™ by adding the terms "similar to" or "such as" and "equal to or exceeds" or "meets or exceeds". (Such as "For purposes of this Code, the term also includes structural cells that suspend and support pavement while allowing trees to access larger, low compaction organic mineral loam soil volumes such as Silva Cells™ or other comparable products equal to Silva Cells™.")



Chairperson

Date

8/22/2011



MEMORANDUM

URBAN DESIGN & PLANNING

STAFF REPORT TYPE IV HEARING—COMPREHENSIVE PLAN AMENDMENT ROCKWOOD DESIGN STANDARDS PROJECT

To: Gresham Planning Commission

From: Kia Selley, Urban Design & Planning Director
Jonathan Harker, AICP, Long Range Planning Manager
Lauren McGuire, Senior Landscape Architect

Hearing Date: August 22, 2011

Report Date: August 4, 2011

File: CPA 09-091

Proposal: To adopt Comprehensive Plan amendments to Volume 2 (Policies) and Volume 3 (Code) of the Community Development Plan with:

- 1) Text amendments creating new Rockwood Goal, Policies, Principles, and Action Measures for site, building and sustainability design in Rockwood Design District. (Volume 2)
- 2) Text amendments creating a new two-track review process with Design Guidelines and Standards for new development and redevelopment in the Rockwood Design District. (Volume 3)
- 3) Text amendments modifying the RTC, SC and SC-RJ land use districts and miscellaneous modifications regarding definitions, building heights, clarifications and cross-references. (Volume 3)

Exhibits: 'A' – Text Amendments, Proposed Council Bill XX-11; and Attachment 'A' to Exhibit 'A' Council Bill XX-11 Community Development Plan – Section 7.0500 Rockwood Design Guidelines and Standards

Recommendation: Staff recommends **adoption** of the proposed Comprehensive Plan amendments.

SECTION I EXECUTIVE SUMMARY

Purpose

The Rockwood Design Standards project is part of the 2011 Council Work Plan. Its purpose is to create design regulations that will result in development in Rockwood which is attractive, innovative, of high quality design and materials, and sustainable. The project is proposing draft amendments including Design Principles, discretionary Design Guidelines and clear and objective Design Standards that relate to site design, building design and orientation, sustainability, transit connections and other standards.

This project is ensuring that:

- The Rockwood Design District is developed in a way that meets the community's vision and the City's goals,
- Gresham's Community Development Plan contains urban design provisions that promote a sense of community and livability,
- Design Principles, Guidelines and Standards are created that:
 - Identify elements that constitute good site and building design.
 - Incorporate regulations that address redevelopment and smaller building and site modifications.
 - Support the City's sustainability goals.
 - Incorporate Crime Prevention through Environmental Design (CPTED) safety principles.
 - Allow two-track review processes by the Design Commission with a choice of a discretionary Design Guidelines process or clear and objective Design Standards process with decision by the Design Commission or Manager.
- Stakeholders are consulted and involved in the development of the Rockwood vision and in the selection of alternatives for Rockwood Design Principles, Guidelines and Standards.

This project addresses all commercial, employment, live/work, mixed-use and residential developments permitted in the Rockwood Design District except single-family detached, duplex, and single-family attached dwellings, and except the limited industrial uses permitted in the Station Center-Ruby Junction District.

Background

The project began in January 2009. The planning process included conducting issues research and analysis; developing alternative approaches to those issues; and selecting the preferred approach.

Public Involvement

This process has had extensive public participation and incorporated three Council policy meetings, five Planning Commission work sessions, nine Design Commission work sessions, three Stakeholder Group meetings and three Community Forums. Project issues were initially identified by a tour of Rockwood with the Design Commission. The issues raised included the need for a vision and a sense of place in Rockwood. Other issues included the need to address site and building design; open space design and landscaping, appearance and maintenance, public safety, lighting, vehicular and pedestrian circulation, building heights, building materials, and sustainability.

Vision

When the project began, there was no overall vision for the Rockwood Design District to inspire superior quality design in the built environment. The current policies for the Central Rockwood Plan Area do not address building or site design in its goal, policies or implementation strategies for new development or redevelopment.

The approach was to develop a vision which emphasizes high-quality, long lasting development in an attractive and functional community where residents can live, work and play. A goal was established to foster a positive image for Rockwood where creativity in design is encouraged.

Eleven policies were then created to help support the vision and goal by promoting site and building design that is attractive, people-friendly, high-quality, sustainable, safe and thoughtful. As part of the visioning process, the Rockwood Triangle at 181st, Burnside and Stark Streets was recognized as a unique place with distinct streets. New action measures provide design direction and describe specific actions to implement the vision.

Urban Form

The next step in the process was the exploration of alternative ways to configure Rockwood to help establish a sense of place there. The approach was to create two urban form concepts to describe how the buildings face the street, how the pedestrians experience the street, and how tall and dense buildings could be.

Feedback was gathered from the community on the two concepts. The Urban Village concept was identified in the process as best meeting the project's goals. This concept establishes the centrally located Triangle Area as a smaller scale, cultural and social hub with village type developments. Building heights in the Triangle are generally lower (2-4 stories) with the higher developments (5-10 stories) around it. Where Rockwood Town Center (RTC), Station Center (SC) and Station Center-Ruby Junction (SC-RJ) properties abut residential districts, the height transition standards still apply. The purpose of the urban form concept is to help test the desired development intensity factors such as building heights, maintaining allowed densities, parking locations and open space opportunities.

Design Regulations

The proposed vision, goal, policies, action measures and urban form concept are the basis for the proposed amendments to Volume 3, the Community Development Code. These amendments have been reviewed in detail by the Design Commission and the Planning Commission. The proposed amendments provide the regulatory framework to ensure that over time Rockwood's physical environment matches the City's vision for the area. The amendments establish:

- Two-track Design Review Processes for developments that offer either a discretionary process or a clear and objective process. Previously these processes were established for the Downtown Plan District, for multi-family developments and for commercial developments in Corridor Districts.
- Design Principles that are the general, over-arching statements and considerations that guide the design of the built environment. These Principles provide the foundation for the Design Guidelines and Standards.
- Design Guidelines and Standards that regulate site design, open spaces, landscaping, multi-modal transportation and circulation, building design and materials, and sustainability elements. Design Guidelines are the basis for the discretionary process and Design Standards are the basis for the clear and objective process.

The existing development Standards for Rockwood provide little direction regarding the design of development or redevelopment projects. While the existing Standards do address some concerns successfully such as transit design, it was found that new Design Guidelines and Standards are needed to address connectivity, circulation, building placement and orientation, open space and landscaping, parking and service areas, lighting, architectural building design, transparency, materials, and sustainability.

Proposed Comprehensive Plan Amendment Overview

Text changes to Volumes 2 (Community Development Plan Goals and Policies) and 3 (Development Code) are proposed. The format of the attached Exhibit "A" is ~~strikeout~~ /underline versions with comments inserted into the documents to help explain the relevance for each proposed change. The overview below provides a summary of some of the key proposed amendments and additional rationale for the changes. The new Section 7.0500 Rockwood Design Guidelines and Standards is included at the back of Exhibit 'A' as an attachment. Detailed commentary for Section 7.0500 can be found at the end of the Exhibit 'A' document.

Volume 2 (Goals, Policies and Action Measures) – Exhibit A

A new Section 10.413.4 Design Standards for Development in the Rockwood Design District is proposed. It includes the following Goal:

Development and redevelopment in the Rockwood Design District will be attractive, safe, pedestrian-friendly, high-quality and sustainable in order to foster a positive image for Rockwood. Innovation and creativity in design are encouraged.

The new Goal promotes quality design for development that is accessible and attractive to benefit the physical environment and aesthetics of Gresham. It supplements and supports Goal 10.413 – Community Design whose purpose is to encourage efficient and effective development designs which ensure that individual developments contribute to a quality environment.

The Volume 2 amendments also establish a series of Policies that describe how the Goal can be achieved, and highlights the Design Principles which have been incorporated into the Volume 3 Code Section 7.0502. Transportation policies are included for the existing and future streets of the Triangle Area. These transportation-related policies describe the characteristics of the type of streets that will make Rockwood a livable community.

Design Principles provide a connection between general planning Goals and Policies and implementing regulations. The main purpose of Design Principles is to convey a sense of preferred quality for a place and to formulate design direction on such topics as site design, building placement, open spaces, parking, transportation mode provisions, landscaping, architectural design excellence, high-quality materials and sustainable elements. The Design Principles are the basis for design direction in both the discretionary Design Guidelines and the clear and objective Design Standards.

The Volume 2 amendments also propose a set of Action Measures that are specific actions to implement the Goal and Policies as time and resources allow. Action Measure 1 implements a process which provides two track review processes: one that is clear and objective and one that is discretionary for Rockwood developments. This Action Measure is being completed with the Volume 3 Code amendments. Action Measure 2 creates an illustrated Rockwood Architectural Pattern Book that is in process.

Volume 3 (Community Development Code) – Exhibit A

Article 3 Definitions

A number of new or revised definitions are proposed to address terms used in the new Rockwood design regulations.

Section 4.0400 Corridor Districts

The Rockwood Town Center (RTC), Station Center (SC) and the Station Center-Ruby Junction (SC-RJ) are land use districts in the Corridor District. These three districts have been amended to support the new vision with the following major changes:

- **Building Setbacks:** The front setbacks are proposed to be amended in the Rockwood Town Center land use district within the Triangle Area so there is front setback flexibility and so that within the Triangle the front setbacks support the street type. The front setbacks outside the Triangle but within the Rockwood Design District remain as they currently exist in the Development Code.
- **Building Heights:** Currently there is no height limitation in the Rockwood Town Center district (RTC) and an 80-foot maximum height limit in the Station Center (SC) and in the Station Center-Ruby Junction (SC-RJ) districts. In discussions of the Downtown, Civic Neighborhood, Rockwood and Corridor Districts, the consensus is that the tallest buildings will be in the Downtown with lower building heights in Civic Neighborhood, Rockwood and the Corridor Districts. In order to accomplish this hierarchy of building heights, the preferred approach is to establish a four (4) story maximum building height limit in the Rockwood Town Center (RTC) land use district properties within the Triangle Area and a 10-story height limit in the Outside Triangle Area of the Rockwood Design District which includes Station Center (SC), Station-Ruby Junction (SC-RJ) and some RTC land use district properties.

Section 4.1100 Downtown Plan District

Minor changes to the Downtown Plan District have been made for consistency with the other design codes.

Section 7.0000 Design Review Purpose and Authority

The Design Review amendments clarify which type of projects fall into which review procedure category.

Section 7.0100 Two or More Units, Elderly Housing and Mixed-Use (Residential) Design Guidelines and Standards (Multi-Family Design Code)

Modifications are made to the Multi-Family Design Code to ensure that sustainable elements like solar panels are encouraged in a manner that does not diminish the design quality of the site or of the building.

Section 7.0200 Standards and Criteria

Current transit design standards are intended to facilitate the design of development which supports transit and pedestrian districts by promoting convenient access to transit facilities and safe pedestrian movement. The Rockwood Design Guidelines and Standards accomplish the transit design requirements so that the existing transit design criteria and standards, with a few exceptions, are no longer needed to be applied to the Rockwood Design District properties.

Section 7.0600 Corridor Design District Commercial Design Guidelines and Standards

- **Applicability:** Applicability language is added to clarify the types of developments to which the Corridor Design District Commercial Design regulations shall be applied. This ensures consistency with the Downtown and Rockwood Design Codes.
- **Sustainability:** Amendments are made to the Commercial Design Code to ensure that sustainable elements like solar panels are encouraged in a manner that does not diminish the design quality of the site or of the building.
- **Future Street Plans:** Code changes are made to give the decision-making power for implementation of the Transportation System Plan and its Future Street Plans in the Corridor Commercial Design District to City Staff rather than to the Design Commission.

Section 9.0700 Neighborhood Circulation and Future Street Plans

These amendments to the Future Street Plan review process places the decision making power for implementation of the Transportation System Plan and its Future Street Plan in the hands of City Staff when a new or revised future street plan is presented by an applicant concurrently with a land division or a site plan review application. The review of the Future Street Plan in this case is a Type II process by Staff. Other Future Street Plan revisions, such as revisions to the Rockwood Future Street Plan or the Civic Neighborhood Future Street Plan remain the decision of City Council.

Section 11.0200 Initiation and Classification of Applications

Amendments are made for consistent implementation of the Transportation System Plan and Future Street Plan by the requirement of a Type II design review procedure when a new or revised Future Street Plan is presented by an applicant concurrently with a land division or a site plan review application.

Section 11.0500 Quasi-Judicial Procedures & Section 11.0700 Pre-Application Conference

Text changes provide the opportunity for an applicant to meet with the Design Commission prior to investing money and energy for professional architects and engineers to create the plans submitted for a Pre-Application conference. This meeting is called an Optional Early Assistance Design Advice meeting.

Volume 3 (Community Development Code) – Attachment ‘A’ to Exhibit ‘A’

Section 7.0500

This new section incorporates the Rockwood Design Criteria, Guidelines and Standards regulations. It is a series of regulations that are graphically illustrated with photographs and images to help guide the design of the built environment.

Section 7.0501 Rockwood Design District

This new section is an introductory section explaining the applicability of the Code, its layout and the Two-Track Review processes. The section provides the applicant with the option to follow the discretionary process meeting the Design Guidelines and the Design Principles or the clear and objective process meeting the Design Standards. This is the same process currently in place for the Downtown Plan Design District, and for the Multi-Family and the Corridor Commercial Design Codes.

The new Rockwood Design Code is consistent with the concept of the Triangle Area as the central focal point of Rockwood and a village-type urban form. The Code is divided into two geographic areas within the Rockwood Design District. As each area is different, unique regulations have been drafted for each area. Generally speaking, the Rockwood Triangle Area Standards are most similar to the Downtown Standards and the Outside Triangle Area Standards are more consistent with the Corridor Commercial and Multi-Family Design Standards.

- Rockwood Triangle Area - The Rockwood Triangle Area is defined as the Triangle Area bounded by Stark Street on the south, Burnside on the north, 181st on the west and 190th on the east. This area is located in the center of Rockwood and is to be the cultural and social hub of Rockwood. The Triangle Area is a true community of residences and smaller scale services in a walkable, pedestrian-oriented environment with integrated open spaces.
- Outside Triangle Area - The Outside Triangle Area is defined by all areas outside the Triangle Area but still within the Rockwood Design District.

Section 7.0502

This is a new section that contains a series of Rockwood Design Principles that relate to Site Design and Building Design as well as sustainability. These Design Principles are the general, over-arching statements and considerations that guide the design of development and redevelopment. The Design Guidelines and Standards are written to support and carry out the Principles on a project-specific level.

The twelve (12) Design Principles are:

Site Design Principles

1. **Physical Environment:** Create a physical environment that fosters a positive image of Rockwood and embraces its unique character thereby allowing businesses to thrive and prosper.
2. **Sustainability:** Implement measures that promote the efficient use of land and resources by conserving and protecting trees, water and topography; reducing pesticide use; maximizing surface water infiltration; promoting energy conservation; promoting resident health; and other sustainability measures.
3. **Safe Design:** Design buildings, streets and public places that are safe and inviting for residents and visitors.
4. **Transportation Modes:** Encourage multi-modal design to support transportation choices and access opportunities.
5. **Open Space:** Develop open spaces where they are needed most and improve access to existing and future parks and public spaces.
6. **Landscaping:** Incorporate landscape elements such as trees, shrubs, and groundcover into a sustainable landscaping plan that provides an attractive green setting for Rockwood while reinforcing the architecture and softening the building scale.
7. **Compatibility:** Respect stable neighborhoods.

Building Design Principles

8. **Architectural Quality:** Create aesthetically pleasing, durable architecture for developments that contributes to the sense of place.
9. **Sustainable Architectural Design:** Promote sustainable architectural design that promotes energy efficiency, conservation of resources and other sustainability measures.
10. **Rehabilitation:** Accommodate rehabilitation of existing structures and sites where the structures and sites will contribute in a positive manner to the desired urban form of Rockwood.
11. **Housing Variety:** Improve the variety of housing types for current and future Rockwood residents.
12. **High-Quality Materials:** Utilize building materials that are of the highest quality and permanence and that build a sense of place for Rockwood.

Section 7.0503

This new section contains new Design Guidelines and Standards which address site, building and sustainable design of development and redevelopment in Rockwood. Several subsections exist within three major design regulation topic areas, Site Design, Building Design and Sustainability.

Staff Report Organization and Contents

- Section I is an Executive Summary of the project and provides an overview of proposed Community Development Plan and Code changes anticipated as part of this project.
- Section II identifies applicable Development Code procedures that apply to the proposal.
- Section III identifies those current Community Development Plan Policies that apply to the proposal.
- Section IV identifies the applicable Metro Urban Growth Functional Plan (UGMFP) titles that apply to the proposal.
- Section V identifies the applicable Statewide Planning Goals applicable to this proposal.
- Section VI contains findings of fact that indicate how the proposal is consistent with Sections III through V:
 - Subsection A is findings of fact for the Community Development Code procedures.
 - Subsection B is findings of fact for the Community Development Plan Goals and Policies.
 - Subsection C is findings of fact for the Metro Functional Plan titles.
 - Subsection D is findings of fact for the Statewide Planning Goals.
- Sections VII and VIII summarize staff conclusions and recommendations.
- Exhibit 'A' includes proposed amendments to Volume 2 (Policies) and Volume 3 (Development Code) as well as commentary.
- Attachment 'A' to Exhibit 'A' includes the new Section 7.0500 Rockwood Design District Design Guidelines and Standards dated August 22, 2011. The commentary in Exhibit 'A' provides additional findings for this proposal.

SECTION II APPLICABLE COMMUNITY DEVELOPMENT CODE PROCEDURES

Section 4.1100	Downtown Plan District
Section 11.0200	Initiation and Classifications of Application <ul style="list-style-type: none">• Section 11.0203 Classification of Applications• Section 11.0204 Review Authorities
Section 11.0600	Type IV Legislative Procedures
Section 11.1000	Public Hearings

SECTION III APPLICABLE COMMUNITY DEVELOPMENT PLAN GOALS & POLICIES

Section 10.014	Land Use Policies and Regulations
Section 10.100	Citizen Involvement
Section 10.314	Downtown Plan District
Section 10.319	Central Rockwood Area
Section 10.319.1	Transit Corridor Plan Area
Section 10.320	Transportation System
Section 10.413	Community Design
Section 10.600	Statewide Planning Goal 10: Housing

SECTION IV APPLICABLE METRO URBAN GROWTH FUNCTIONAL PLAN TITLES

Title 8	Compliance Procedures
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SECTION V APPLICABLE STATEWIDE PLANNING GOALS

Goal 1	Citizen Involvement
Goal 2	Land Use Planning
Goal 10	Housing
Goal 12	Transportation

SECTION VI FINDINGS OF FACT

The proposed Community Development Plan amendments attached as Exhibit 'A' are consistent with all applicable Procedures, Goals and Policies of the Community Development Plan, applicable titles of the Metro Urban Growth Management Functional Plan and the applicable Statewide Planning Goals as indicated in the following findings.

A. COMMUNITY DEVELOPMENT CODE PROCEDURES

1. **Section 11.0200 – Initiation and Classification of Applications.** This section provides that only the City Council may initiate a Type IV legislative application to amend the text of the Code of the Gresham Community Development Plan. This project was initiated by the City Council when they originally adopted the 2009 Council Work Plan which included the Rockwood Design Standards project. The Council continued the project with the adoption of the 2010 and 2011 Council Work Plans. The Code section provides that Type IV procedures are legislative and typically involve the adoption, implementation or amendment of policy by ordinance and that it generally applies to a relatively large geographic area containing many property owners. This project meets those conditions and is being processed under the Type IV procedures.

2. **Section 11.0600 – Type IV Legislative Procedures.** As a Type IV Comprehensive Plan Amendment, this section requires a submittal to the Department of Land Conservation and Development at least 45 days prior to the Planning Commission hearing. This submittal was made on July 7, 2011 which is at least 45 days prior to the Planning Commission hearing date of August 22, 2011. This section also requires that hearings be scheduled, a notice published in a newspaper of general circulation in the City and a copy of the decision be mailed to those required to receive such notice. Required notice of public hearing for these proposed text amendments has been published in the Gresham Outlook as required by this section.

This section also requires that the Planning Commission shall hold a public hearing and make a recommendation to the Council for an amendment to the Community Development Code and the Community Development Plan. The Council shall hold another public hearing and make a final decision. Interested persons may present evidence and testimony relevant to the proposal. The Planning Commission will make a recommendation and the Council will make a decision that will be based on findings of fact contained in this report and in the hearings record, and a decision will be sent to those who participated in the hearings. A decision shall be made accompanied by findings and an order. The tentative date for the City Council hearing is October 4, 2011.

3. **Section 11.1000 - Public Hearings.** This section outlines a hearing process where both the Planning Commission and the City Council, at public hearings will consider this proposal.

B. COMMUNITY DEVELOPMENT PLAN GOALS AND POLICIES (VOLUME III)

This section identifies the applicable Community Development Plan Goals and Policies. The text (*italicized*) of the Policy is followed by corresponding findings and conclusions. The applicable Policies are grouped by general categories.

1. General Goals & Policies

Section 10.014 Land Use Policies and Regulations

Goal: Maintain an up-to-date Comprehensive Plan and implement regulations as the legislative foundation of Gresham's land use program.

Policy 1: The City's land use program will be consistent with state and regional requirements but also shall serve the best interests of Gresham.

Policy 2: The City's land use regulations, actions and related plans shall be consistent with and implement the Comprehensive Plan.

Policy 12: The City shall establish Design Standards to assure quality development and enhance the community's attractiveness and livability.

Policy 21: Council may, upon finding it is in the overall public interest, initiate legislative processes to change the Comprehensive Plan text and Community Development Plan Map(s) and Development Code.

Findings:

These general Goals and Policies establish the City's intent to use its Comprehensive Plan (Gresham Community Development Plan [GCDP]) as the basis for appropriate planning processes and resulting land use plans.

The proposed amendments are part of the Rockwood Design Standards project, which was requested by the Gresham City Council in 2011 to address the quality of design of development in the Rockwood Design District. The City Council endorsed the project by adopting it in its 2009, 2010, and 2011 Council Work Plans.

The proposed Code and Policy amendments address design and quality issues identified through an extensive public participation process including many public meetings with the Design Commission, the Planning Commission, City Council, residents, property owners, business owners and other interested parties. The proposal is consistent with state and regional provisions and is intended to meet the interests of the public for quality design. The amendments provide Design Standards that are clear and objective in conformance with **ORS 197.307** governing local government reviews for needed housing as well as Design Guidelines for the discretionary review process. Density and land use provisions are not being changed, in conformance with Metro housing standards.

Conclusions:

Policies 1, 2 and 12 are addressed because the proposed amendments are consistent with state and regional regulations and are intended to meet the interests of the citizens of Gresham. The proposed amendments with new Rockwood Design Principles, Guidelines and Standards implement the Development Plan Goals and Policies with regulations that promote high quality design. The updates are consistent with state and regional requirements.

Policy 21 is addressed because the proposed amendments were initiated with Council's adoption of the Council Work Plan in January of 2009.

The proposal is consistent with the applicable general Goals and Policies listed in this section.

2. Citizen Involvement Goals & Policies

Section 10.100 - Citizen Involvement

Goal: The City shall provide opportunities for citizens to participate in all phases of the planning process by coordinating citizen involvement functions; effectively communicating information; and facilitating opportunities for input.

Policy 1: The City shall ensure the opportunity for citizen participation and input when preparing and revising policies, plans and implementing regulations.

Policy 2: The City shall consider the interests of the entire community and the Goals and Policies of the Comprehensive Plan when making decisions.

Policy 3: The City shall foster regular and ongoing two-way communication between citizens and City elected and appointed officials.

Policy 6: The City shall ensure that technical information necessary to make Policy decisions is readily available.

Policy 7: The City shall facilitate involvement of citizens in the planning process, including data collection, plan preparation, adoption, implementation, evaluation and revision.

Policy 10: The City shall ensure the opportunity for the public to be involved in all phases of planning projects and issues.

Findings:

The public involvement Goals and Policies establish the City's intent that its citizens have meaningful opportunities throughout a planning project to be informed and to affect proposals. The Rockwood Design and Development Standards project began in 2009 and continued on the 2010 and 2011 Council Work Plans. A Public Participation Plan was developed at the onset of the project and carried out throughout the project. The project has actively engaged the public in the planning process, including three community forums and numerous public Design Commission, Planning Commission and City Council meetings. The process also included meetings with the Rockwood Stakeholders Group made up of Rockwood business owners, property owners, members of the Rockwood Neighborhood Association and interested citizens.

The City's Comprehensive Planning project web page has been kept up to date with schedules and drafts of the proposal. Public notice was also provided to the Gresham Outlook and notice was also sent to the State Department of Land and Conservation Development (DLCD) and Metro.

The outreach included:

- Design Commission meetings on 12/10/09, 3/17/10, 4/7/10, 5/19/10, 9/15/10, 2/16/11, 3/16/11, 4/20/11, and 6/15/11.
- Planning Commission work sessions on 12/14/09, 5/24/10, 2/28/11, 4/25/11, and 7/25/11.
- City Council work sessions on 12/14/09, 5/24/10, and 2/28/11.
- Community Forums on 6/2/10, 4/18/11, and 7/7/11.
- Rockwood Business Coalition meeting on 11/4/2009.
- Developer's Group presentations on 6/7/11.
- Gresham Redevelopment Commission Advisory Committee on 5/12/10.
- Stakeholders Group meetings on 11/18/09, 4/8/10, and 5/27/10.
- City staff prepared project documents and posted them on a project web page on the City's website. Interested parties were invited to evaluate the documents and propose revisions and new ideas.
- Information on the project has been made available at other Comprehensive Planning workshops.
- The askGresham e-mail tool has been used to alert interested parties when new materials are available on the website and when upcoming meetings will occur.
- Project information has been available at the Urban Design & Planning office.

Conclusion:

Policies 1, 2, 3, 7 and 10 are addressed by the work sessions and community forums attended by property owners and developers during the City-initiated review process, by staff presentations at Design Commission, Rockwood Business Coalition, Stakeholders Group meetings and other meetings, and by Planning Commission and City Council public meetings and work sessions.

Policy 6 is addressed by the posting of materials on the City's website and by making materials available through City staff in the Comprehensive Planning Section within the Urban Design & Planning offices.

The *Citizen Involvement Goal (10.100)* is met by the combination of work sessions, community forums, mailings, and meetings as well as providing information about the proposal and schedule on the City website and at City Hall.

The proposal is consistent with the applicable citizen involvement Goals and Policies.

3. Downtown Plan District

Section 10.314 – Downtown Plan District

Goal 2: Make Downtown a special place that is visually interesting and that has buildings and streetscapes of high design quality.

Policy 1: Apply mandatory design standards to Downtown buildings and streetscapes.

Policy 2: Adopt special design standards for:

- a. The designated shopping streets of the Downtown core area that will make them more pedestrian friendly by addressing such design elements as having adequately sized display windows, a minimum height for the first story, and quality exterior building materials.*
- b. Redevelopment of the MAX facility (tracks and stations)*
- c. How nearby development should relate to the MAX line.*
- d. The design of the Beech Street "Park Block" (Center for the Arts to MAX)*
- e. How adjoining development should relate to Beech Street.*

Findings:

Goal 2, Policy 1 and Policy 2 are addressed in the original Downtown Plan District Design Manual. The proposed amendments to the Downtown Plan District Design Manual are minor and made for clarity and for consistency with the Rockwood Design Guidelines and Standards and the other design Codes.

Conclusion:

Goal 2, Policy 1 and Policy 2 are addressed as the proposed minor changes to the Downtown Plan Design Manual which are made simply for clarity and consistency.

4. Central Rockwood Area

Section 10.319 – Central Rockwood Area

Policy 1 - Central Rockwood Image and Character Policy: The City will seek to build a positive, productive image for Central Rockwood within Gresham and the larger metropolitan area, in accordance with the Gresham 2020 vision and the Metro Regional 2040 Plan.

Policy 2 – Rockwood Action Plan Policy: It is the City's policy to implement the Central Rockwood Plan through a follow-up action plan.

Policy 3 - Central Rockwood Land Use Policy: The City will permit and encourage land use types and intensities of use which accommodate forecast growth support creation of pedestrian friendly, transit oriented live work district, and are otherwise consistent with the Gresham 2020 Vision and the Metro Regional 2040 Functional Plan.

Policy 4 - Central Rockwood Transportation Policy: Provide for transportation systems and options in Central Rockwood which emphasize improved street connectivity, an enhanced pedestrian environment, and convenient access to transit service.

Findings:

Policies 1 and 2 are addressed through the creation of the Rockwood Design Guidelines and Standards whose purpose is to require high-quality design and construction of new developments. The Design Code will create a positive image in Rockwood as attractive, innovative developments begin to be constructed in the area.

Policy 3 is addressed as the land uses have not changed with this project so they continue to support the land use aspect of the policy. The maximum building heights permitted in the Triangle bounded by Burnside, Stark and 18th Streets have been changed to 4 stories to encourage development of the Triangle as an active, thriving village-type center. Maximum heights outside the Triangle Area are 10 stories to provide the residential densities necessary to support the commercial activities of the Triangle Area.

Policy 4 is addressed with new transportation policies for the Triangle Area streets. The street policies focus on pedestrian-friendly streets with amenities like street trees, and decorative pavements in walkable blocks.

Conclusion:

Policy 1 and 2 are addressed through the creation of the Design Guidelines and Standards for Rockwood.

Policy 3 is addressed through building height changes which support the intensities necessary to accommodate the forecast growth and the creation of a pedestrian friendly, transit oriented district. The land uses have not changed with this project.

Policy 4 is addressed through new Triangle Area street character policies which focus on walkable connecting streets and an enhanced pedestrian environment with convenient access to transit service.

5. Transit Corridor Plan Area Goals and Policies

Section 10.319.1 Transit Corridor Plan Area

Policy 1: The City will permit and encourage land use types and intensities of use which support the creation of transit supportive development along the City's transit streets, accommodate forecast growth and are otherwise consistent with the Urban Growth Management Functional Plan and the 2040 Growth Concept Map.

Findings:

A transit-supportive intensity for a Transit Corridor District is 25 persons per acre. The Rockwood Design Standards project has not changed land use types but has proposed a change in the building heights permitted from no height limit to a 4 story maximum height limit in the Rockwood Town Center (RTC) land use district that makes up the Triangle Area. The building heights in the Outside Triangle Area which are comprised of RTC, Station Center (SC) and Station Center-Ruby Junction (SC-RJ) are also proposed to change from an 80 foot building height limit to a 10 story height limit. The potential densities continue to meet the transit supportive density targets. The change to a height limit based upon stories rather than an absolute height limit was made to provide flexibility for the architects designing the buildings.

Conclusion:

Policy 1 is addressed through proposed building height changes which maintain transit supportive intensities.

6. Transportation System

Section 10.320 Transportation System

Goal 1: Develop and promote a balanced transportation system that provides a variety of travel choices and reduces reliance on automobiles.

Goal 2: Plan, implement and maintain an efficient transportation system.

Goal 3: Provide a transportation system that maximizes accessibility to and within regional centers, town centers, transit corridors, station centers and employment centers.

Goal 4: Provide a safe transportation system.

Findings:

These transportation goals are supported by the proposed transportation-related policies for the Triangle Area. The new transportation-related policies are intended to encourage streets that are comfortable and safe for all transportation modes such as pedestrians, bicyclists, transit users and vehicles. These transportation policies are expected to be incorporated into the City's Transportation System plan being currently updated.

Conclusion:

The transportation goals have been addressed through the proposed street character policies of the Triangle Area.

7. Community Design Goals & Policies

Section 10.413 Community Design

Policy 1: It is the City's policy to establish a community design process which:

- 1. Evaluates and locates development proposals in terms of scale and related community impacts with overall purpose being a complementary land use pattern and long term stability.*

2. *Evaluates individual developments from a functional design perspective, considering such factors as privacy, noise, lights, signing, access, circulation, parking provisions for the handicapped, and crime prevention techniques.*

Applicable Implementation Strategies

1. *The Community Development Code will establish an expeditious design process:*
 - a. *Based on design criteria;*
 - b. *As an administrative procedure with an appeals process;*
 - c. *Applicable to attached residential structures, moderate density development, commercial and industrial uses and community services.*
2. *The Community Development Standards document will include design criteria which:*
 - a. *Preserve and enhance the amenities of the natural and physical environment.*
 - b. *Maintain and improve the qualities of the relationships among buildings and surrounding neighborhoods;*
 - c. *Ensure that individual developments contribute to a quality environment for people utilizing the development and the surrounding neighborhood.*
 - d. *Encourage consideration for the climate, soil capabilities and limitations, topography, sun orientation and natural vegetation in the site plan.*
3. *The Community Development Standards will prescribe design requirements related to:*
 - a. *Community identity*
 - b. *Site layout;*
 - c. *Private outdoor spaces;*
 - d. *Parking;*
 - e. *Circulation;*
 - f. *Entry areas;*
 - g. *Outdoor storage*
 - h. *Landscaping and buffering;*
 - i. *Building orientation;*
 - j. *Transit and pedestrian access; and*
 - k. *Retention of natural features and significant vegetation.*

Findings

The Community Design Policies and Implementation Strategies establish the City's priority to factor design considerations into new development proposals as the City's character and attractiveness are determined by its urban design. The Implementation Strategies describe the need for design requirements relative to community identity, building and site layouts, multi-modal features, quality and preservation of the natural and physical environment.

The Rockwood Design Standards project is a continuation of the City's effort to improve the design quality of developments. The Community Design Policies of Section 10.413 lay the groundwork for providing both Plan Policies and Code regulations to address design issues for Rockwood developments. The proposed amendments regulate site, building and sustainable design, and promote enhancement of the natural and physical built environment.

The Code amendments also address the Implementation Strategy to establish an expeditious design review process. The new amendments provide the applicant with a choice to follow the clear and objective process by meeting the Design Standards or to follow the discretionary process meeting the Design Guidelines. Both the Guidelines and the Standards are based upon the Design Principles. The discretionary process is intended to provide the architect or designer creative flexibility to present a very innovative project that may not specifically meet the Design Standards but do meet the Design Guidelines. The intensity of the development proposal determines if the project is reviewed administratively or by the Design Commission.

Conclusion

Policies 1 and 2 and the applicable Implementation Strategies 1, 2, and 3 are addressed by creating the new Design Code and by creating a new Section 10.413.4 Design Standards for Development in the

Rockwood Design District that further defines design quality goals and policies specific to Rockwood. Policy 3 is addressed with the proposed Design Code amendments applicable to commercial, employment, mixed-use and multi-family residential developments.

The proposal is consistent with applicable Community Design Policies and Implementation Strategies.

8. Rockwood Design Goals & Policies

Section 10.413.4 Design Standards for Development in the Rockwood Design District

There are currently no Community Design Goals and Policies which specifically address development in the Rockwood Design District. Rockwood Goals and Policies are proposed as part of this process to address this. The specific vision, goal and policies of the new Section 10.413.4 Design Standards for Development in the Rockwood Design District follow.

OVERALL VISION: Rockwood's future will be transformed by new high-quality, long-lasting development. Residents will find all of their needs met within a 20 minute walk of home. Newer high-density residential development will blend with older established homes and form one of the most exciting, dynamic and diverse neighborhoods in Oregon. New employers will locate in Rockwood and will provide jobs for local residents. There will also be adequate and well-designed public spaces.

GOAL: Development and redevelopment in the Rockwood Design District will be attractive, safe, pedestrian-friendly, high-quality and sustainable in order to foster a positive image for Rockwood. Innovation and creativity in design are encouraged.

POLICIES

1. *Rockwood development and redevelopment, including commercial, employment, mixed-use and residential types, should be designed and constructed to produce attractive, pedestrian-friendly and high-quality environments.*
2. *Rockwood development and redevelopment should incorporate sustainable measures and promote the efficient use of land and resources.*
3. *Rockwood development and redevelopment should be thoughtfully designed to create beautiful and functional site and building designs.*
4. *Rockwood development and redevelopment should be safe and inviting for residents and visitors.*
5. *Rockwood development and redevelopment should appropriately respond and relate to their surroundings, especially public streets, open spaces and recreation areas.*
6. *Rockwood development and redevelopment should minimize the impacts of parking, loading, garbage service areas and mechanical equipment on residents, public streets and existing properties.*
7. *Rockwood development and redevelopment should facilitate multi-modal transportation connections including bike, pedestrian, transit and vehicular modes.*
8. *The City should create a high-quality transportation plan for the Rockwood Triangle Area between 181st and the intersection of Stark Street and Burnside Street that has the following characteristics:*
 - a. *Internal Streets.*

The streets front properties with a land use designation that permits a mix of uses. The streets are expected to develop primarily with residential, and perhaps live/work or mixed-use land uses on the adjacent properties. These streets will:

 - i. *Be local streets in size and scale;*
 - ii. *Have traffic volumes not to exceed approximately 1,000 trips per day;*
 - iii. *Be pedestrian-friendly with walkable blocks;*
 - iv. *Implement sustainability measures using techniques such as permeable pavement and stormwater facilities;*
 - v. *Provide attractive green landscape infrastructure;*

- vi. *Include street trees either within the right-of-way or in the private property setback area; and*
 - vii. *Include on-street parking with decorative permeable pavement treatment.*
- b. *Stark Street between 181st and Burnside Streets.*
This section of Stark Street fronts properties with a land use designation that permits a mix of uses including residential, office, commercial and mixed use. The current pattern is primarily commercial in nature and it is anticipated that this trend will continue. This street segment will:
- i. *Be a larger scale boulevard street to accommodate more vehicular traffic;*
 - ii. *Be particularly comfortable and convenient for walkers and shoppers;*
 - iii. *Be aesthetically pleasing to all users with decorative elements like special pavement treatments;*
 - iv. *Implement sustainability measures using techniques such as permeable pavement and stormwater facilities;*
 - v. *Include street trees in City designated tree grates;*
 - vi. *Permit high visibility of commercial entities to passing traffic volumes; and*
 - vii. *Provide potential for street-side parking if the site frontage and the City permits.*
- c. *Burnside Street between 181st Avenue and Stark Street.*
The land use district permits a mix of uses including commercial and residential uses which exist currently. The street will:
- i. *Be a divided two-way street system;*
 - ii. *Accommodate the MAX tracks and stations;*
 - iii. *Have a decorative, wide sidewalk corridor to encourage pedestrians to walk in comfort and also to provide an excellent appearance for people taking the MAX or travelling by vehicle or on foot;*
 - iv. *Implement sustainability measures using techniques such as permeable pavement and stormwater facilities;*
 - v. *Include street trees in City designated tree grates; and*
 - vi. *Provide the potential for street side parking if the site frontage and the City permits.*
- d. *181st Street between Burnside and Stark Streets.*
The adjacent land use district permits multiple use possibilities. The street is primarily commercial in nature and a continuation of this trend is likely. The street will:
- i. *Carry significant vehicular traffic;*
 - ii. *Facilitate pedestrian, bicycle, transit, and vehicular traffic;*
 - iii. *Be a safe transportation route;*
 - iv. *Accommodate walkers in as comfortable a fashion as possible; and*
 - v. *Include street trees in the right-of-way.*
9. *Open space within developments should be attractive, functional, safe and of high quality to provide opportunities for active social interaction.*
10. *Developments should provide diverse housing types.*
11. *Standards applicable to Rockwood developments and redevelopments should provide measures of consistency and certainty to expedite the development review process.*

ACTION MEASURES

1. *Identify and assess methods that could be utilized to implement the Design Principles such as the two alternative review processes:*
 - *The clear and objective process applying the Design Standards; and*
 - *The discretionary process applying the Design Guidelines.*
2. *Create an illustrated Rockwood Architectural Pattern Book to provide a tool to assist the Rockwood property owners and developers to design buildings that achieve the desired urban form in Rockwood and meet the Design Standards. The pattern book will help facilitate the construction of beautiful buildings of enduring design and quality.*
3. *Amend the Transportation System Plan to reflect Rockwood Design District policies that:*

- a. Address all transportation modes (pedestrian, bicycle, vehicle, and transit, etc.);
 - b. Illustrate future street and pedestrian connections;
 - c. Accommodate future MAX expansions and improvements;
 - d. Create attractive street design standards for major pedestrian and transit streets; and
 - e. Provide a more people-friendly street environment.
4. Update the Public Works Design Standards for new and reconstructed streets to incorporate features which will fulfill the Rockwood Design District vision such as wide sidewalks, large canopy street trees, pedestrian amenities, and other safety and sustainability features.

Findings:

The proposed regulations ensure buildings are sited appropriately and create attractive buildings oriented toward streets, with specific design attention paid to pedestrian-level facades. Regulations provide specific direction to enhance connectivity, and to foster pedestrian accessibility, transit utilization and minimize unnecessary vehicular movements. The design regulations utilize landscaping to improve the appearance of the sites and require sustainability measures to minimize environmental impacts associated with large developments.

The new amendments provide the applicant with a choice to follow the clear and objective process by meeting the Design Standards or to follow the discretionary process by meeting the Design Guidelines. Both the Guidelines and the Standards are based upon the Design Principles. The discretionary process is intended to provide the architect or designer creative flexibility to present a very innovative project that may not specifically meet the Design Standards but that does meet the Design Guidelines.

Conclusion:

Policies 1 through 10 are met through several regulations contained in the Site Design, Building Design and Sustainable Development section of the proposed Code amendment.

Policy 11 is met by allowing the applicant to follow the clear and objective track or the discretionary review process.

9. Housing Goal & Policies

Section 10.600 Housing

Goal: Ensure adequate quality housing for existing and future Gresham residents.

Policy 1: The City shall protect and enhance the quality and integrity of its residential neighborhoods.

Policy 4: The City shall promote housing development and design innovation and quality through methods such as planned residential development and master planning standards.

Policy 5: The City shall require multi-family and other attached housing development to conform to community design and development standards.

Action Measure 7: Encourage the use of site planning and building design methods for residential developments proposed adjacent to major streets to enhance livability, such as appropriate setbacks, buffering and screening, noise mitigation, building orientation, landscaping, etc.

Action Measure 8: Reduce compatibility problems between different residential densities by utilizing methods such as buffering and screening, increased setbacks, landscaping and modulating building bulk and scale.

Action Measure 9: Develop regulations, standards, educational tools and incentives to induce property owners to maintain residential property to prevent blight and promote safe and healthy living environments.

Findings

The proposed Code revisions support the Housing section by providing both discretionary and clear and objective architectural Design Standards for multi-family and the residential component of mixed-use

developments to improve the quality of design for these types of units. New Design Guidelines and Standards address quality design in the areas of site design, lighting, sustainable design, safety, open space design, landscaping, vehicular and pedestrian circulation, and architectural building design and materials.

Conclusion

The Housing Goal, Policies and Action Measures referenced all focus on a common theme which is housing quality. They are met in that housing quality will be encouraged through the adoption and implementation of the Rockwood Design Guidelines and Design Standards that address multiple aspects of excellent design quality in the built environment. Compliance with these Standards will provide an additional measure of architectural design quality that current housing standards do not provide.

The proposal is consistent with the applicable Housing Goal, Policies and Action Measures.

C. METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN (UGMFP)

Title 8 Compliance Procedures

Findings:

Section 3.07.820 of this title requires that at least 45 days prior to the first evidentiary hearing on an amendment to a Comprehensive Plan or land use regulation that the City submits the proposed amendments to Metro. Metro may review the amendments and can request that the City provide an analysis of compliance of the amendment with the Functional Plan.

The City submitted the proposed amendments to both DLCD and Metro on July 7, 2011 which was at least 45 days prior to the first evidentiary hearing of August 22, 2011. Metro has submitted no comments or request for an analysis.

Conclusion:

The City has submitted the proposed amendments to Metro at least 45 days prior to the first evidentiary hearing and Metro has made no comments or request about the proposal. The proposal is consistent with Title 8.

D. STATEWIDE PLANNING GOALS

1. Goal 1 -- Citizen Involvement

Goal 1: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Findings:

Goal 1 requires municipalities adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the ongoing land-use planning process.

The Rockwood Design Standards project has followed the City of Gresham Public Participation Guide and has provided significant opportunity for the public to comment on and shape the recommendations throughout the process. Three community forums were held with the express purpose of educating the public about the project and to gain input. Twenty public meetings were held.

Conclusion:

Goal 1 is met by utilizing a public participation plan consistent with the City's Public Participation Guidelines.

2. Goal 2 -- Land Use Planning

Goal 2: Land Use Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. The goal also specifies components of a citizen involvement program.

Findings:

Goal 2 requires the actions of jurisdictions and government agencies (in regards to land use) to be consistent with Comprehensive Plans adopted by cities, counties and regional governments. The Goal also describes considerations to be made as part of the development and adoption of Comprehensive Plans.

Gresham already has a State acknowledged Comprehensive Plan. The proposal here is a modification of that Plan and its Implementation Policies. Prior findings (above) have been provided to illustrate how the proposed modifications comply with the City's Comprehensive Plan.

Conclusion:

Goal 2 is met by showing conformance of the proposed provisions with the City's acknowledged Comprehensive Plan.

3. Goal 10 Housing

Goal 10: Housing: To provide for the housing needs of the citizens of the state.

Findings:

Statewide Planning Goal 10 requires that cities provide for the housing needs of citizens by planning for the "availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density." As part of this requirement, a buildable lands inventory (including a determination of what housing is needed) is required. Jurisdictions also need to determine how housing development will be facilitated (including the development and revision of implementation codes). In this case, residential developments such as multi-family dwellings are identified as a needed housing and the proposed Code revisions help to provide improved implementation and review through the use of clear and objective Standards. These revisions also are consistent with the requirements of ORS 197.303 and 197.307 which require clear and objective Standards for administrative reviews of needed housing.

Conclusion:

Goal 10 is complied with because residential development such as multi-family housing is a "needed housing" and the proposed Code amendments help to improve the development review process for this housing type through the use of the clear and objective Design Standards.

4. Goal 12 Transportation

Goal 12: Transportation: To provide and encourage a safe, convenient and economic transportation system.

Findings:

Goal 12 ensures a comprehensive transportation plan that provides a safe, convenient and economic transportation system. The Goal specifies elements to be incorporated into the transportation plan such as consideration of all modes of transportation and a plan that is based upon local, regional and state needs while minimizing adverse social, economic and environmental impacts.

The proposed new transportation policies describe three types of streets in the Rockwood Triangle. All three types accommodate multiple transportation modes in a manner that is safe and convenient. The emphasis of the street characteristics is to balance the needs of all users with a comfortable walking environment and safe, efficient streets.

Conclusion:

Goal 9 is met by providing transportation policies that encourage a safe, convenient and economic transportation system.

**SECTION VII
CONCLUSION**

The proposed Comprehensive Plan amendments attached as Exhibit 'A' are consistent with applicable Goals and Policies of the Community Development Plan; the applicable Development Code procedures of the Community Development Plan; and applicable Metro UGMFP Code as indicated by findings contained or referenced in Section VI of this report.

**SECTION VIII
RECOMMENDATION**

Staff recommends **adoption** of the proposed Comprehensive Plan Policy and Code amendments as contained in the attached Exhibit 'A'.

End of Staff Report



MEMORANDUM

URBAN DESIGN & PLANNING

ADDENDUM STAFF REPORT TYPE IV HEARING—COMPREHENSIVE PLAN AMENDMENT ROCKWOOD DESIGN STANDARDS PROJECT

To: Gresham Planning Commission

From: Kia Selley, Urban Design & Planning Director
Jonathan Harker, AICP, Long Range Planning Manager
Lauren McGuire, Senior Landscape Architect

Hearing Date: August 22, 2011

Report Date: August 22, 2011

File: CPA 09-091

Attachment: Substitute Pages 11-14 for the Draft Council Bill

Substitute Pages to Reflect July 2011 Code Changes

Since the Planning Commission report was issued August 11, 2011 it has come to staff's attention that there is a modification to Table 4.0430 needed to reflect the new Code changes effective in late July from the Residential Compatibility Council Work Plan project. The attached updated pages 11-14 are to be substituted for pages 11-14 in the Draft Council Bill for approval tonight.

New Footnote 15

The following language is also added as note 15 to Table 4.0430 on page 13 to clarify reference to the provision in the Rockwood Design Standards for additional height considerations for buildings at the gateway intersections.

15. See Section 7.0503(1)(B)(6) Gateways and Prominent Façade Sections for additional building height requirements for properties at the three gateway street intersections of:

- a. 181st and Burnside
- b. 181st and Stark
- c. Burnside and Stark

The Standard (page 7.05-65 of the Rockwood Design Code) requires buildings to be at least three stories in height at the three prominent intersections of the Triangle Area.

- a. 181 and Burnside
- b. 181 and Stark
- c. Burnside and Stark

The purpose of this requirement is to create a sense of prominence for the Triangle Area and to begin to visually narrow the arterial street at these corners.

Note that if an applicant came in with an innovative proposal that was less than 3 stories in height, he/she could follow the discretionary Guidelines process for approval of the proposal. Also the Design Commission has the option to waive a Guideline to achieve the flexibility necessary to support a particularly creative proposal.

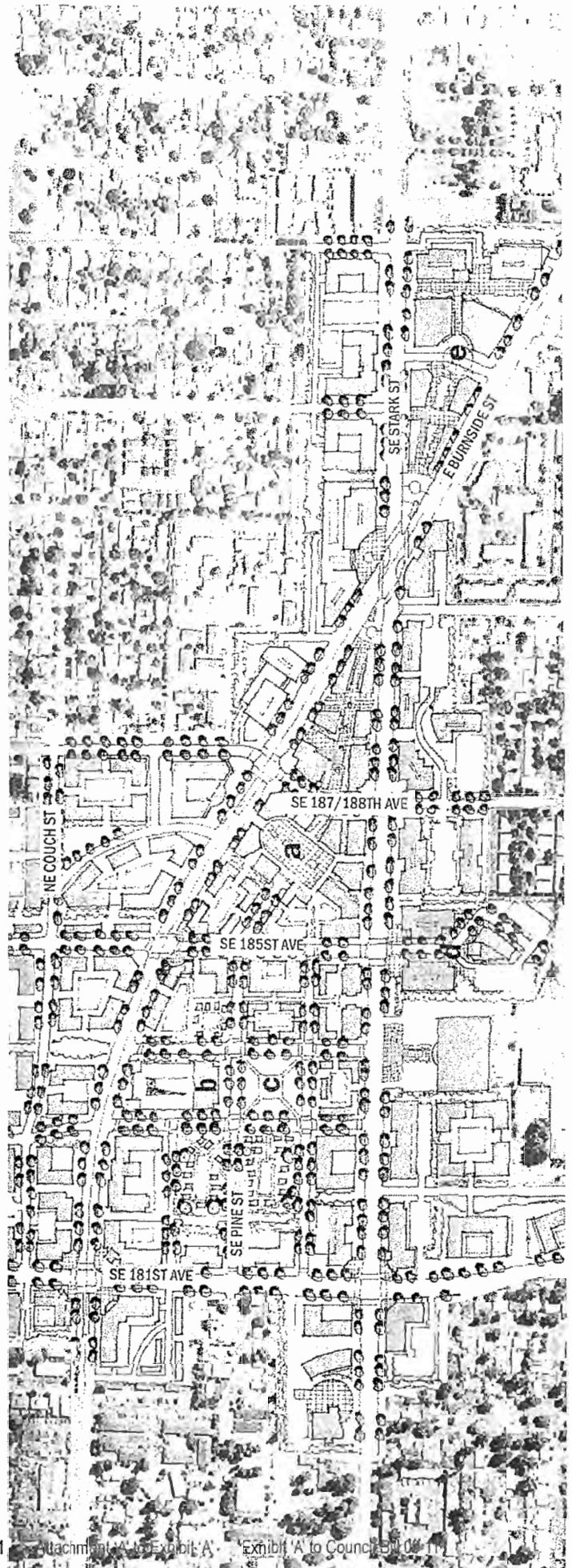
Section 7.0500

ROCKWOOD DESIGN DISTRICT

DESIGN GUIDELINES AND STANDARDS

November 1, 2011

City of Gresham



7.0501 Rockwood Design District

Design Guidelines and Standards

A. Applicability:

This section shall apply to all commercial, mixed-use, multi-family, single-family attached and industrial development within the Rockwood Design District. This section does not apply to single-family detached or duplex dwellings unless otherwise specified. Duplexes shall follow the **Section 7.0100** Multi-Family Design Standards.

Headings in this section apply to:

All Development: All developments except single-family detached, duplex, and single-family attached dwellings, and except the industrial uses permitted in the Station Center-Ruby Junction land use district. For existing developments undergoing renovations, the regulations apply to those proposals that require a Type II or Type III Design Review Level D or E. This section does not apply to transit bus shelters; recycling drop boxes; utilities and public facilities (as described in Appendix 5: Public Facilities); cellular communication antennas; public urban plazas and walking paths with associated trail access points and trail heads; non-building developments, developments (such as parking lots) in public parks; park-related structures such as picnic shelters and public restrooms in public parks; cemeteries; sewerage or drainage system structures; water system structures; helicopter landing facilities; and similar uses/structures as determined by the Manager.

Commercial, Employment, Live/Work, Mixed-Use: All developments that are commercial, live/work or employment uses, including commercial, live/work and employment uses as components of mixed-use structures. For purposes of the Rockwood Design Standards, Community Service Uses that are commercial, office or civic types of uses would follow the Standards herein listed as "Commercial Development." Community Service Uses that are residential in nature would follow the "Residential Development." Mixed-use in this section refers to vertical mixed-use with commercial on the ground level and residential above. Horizontal mixed-use would follow the relevant standards of "Commercial Development" or "Residential Development" depending upon the use.

Multi-Family Residential: Attached dwellings on a single lot, residential facilities and elderly housing, unless otherwise specified.

Single-Family Attached: Single-family attached dwellings.

Standards and Guidelines with no heading apply to all development.

B. Purpose:

The City has prioritized high-quality design for new development and for redevelopment throughout the city. It is also recognized that Gresham is comprised of many districts and neighborhoods – each one unique with distinct physical, social, and economic conditions and special assets to build upon to attract quality investment. Therefore, certain districts have their own design standards and guidelines to address design concerns that have cultural, architectural, or even market significance to that area.

As part of the 2011 Council Work Plan, the Rockwood Design Standards and Guidelines augment existing Code regulations which apply to the area. These Design Guidelines and Standards provide Rockwood with the regulations that identify good site and building design thereby facilitating the development of high-quality, attractive, innovative, sustainable and livable developments that foster a true sense of community.

C. Design Review Process:

New Rockwood developments, additions and remodels are subject to design review as defined in **Section 7.0500** for the determination of consistency with the Criteria, Guidelines

and/or Standards contained in this Code. Projects subject to design review are either reviewed by the Design Commission or reviewed by the Manager. Either the Design Commission or the Manager shall make findings and decisions concerning conformance with the Design Standards or Guidelines based on which review process is selected. Refer to **Article 11** Procedures for review process details.

D. How to Use this Code:

1. Design Review: Two Track Process

The City has set up two tracks for the Design Review process. Applicants have the choice of complying with either option:

- a. **Discretionary Process.** The discretionary process is intended to permit innovative and creative development proposals that might not comply with all or some of the Standards in **Section 7.0500** to be reviewed and permitted if the projects meet the Design Guidelines, Intent Statement and Principles. The aim is to encourage applicants to propose exciting, innovative designs while still ensuring the City's design goals and objectives are met. The Design Commission may waive a Guideline or Guidelines to achieve the flexibility necessary to support a particularly creative proposal. Approval requires that the applicant demonstrate to the Design Commission that the waiver from the Guideline(s) would result in a development that better meets the applicable Design Principles and the Intent Statement preceding the Guidelines.
- b. **Clear and Objective Process.** The Clear and Objective Process includes measurable Standards to meet the desired urban form. In the Clear and Objective Process the applicant must meet all relevant Design Standards. Deviation from any of the Standards or referenced Standards in Article 7 will place the application in the Discretionary Process.

2. Layout:

The Rockwood design regulations are divided into two primary areas, the Rockwood Triangle Area and the Outside Triangle Area, to recognize the unique characteristics of the two areas.

Rockwood Triangle Area. The Rockwood Triangle Area is defined as the Triangle Area bounded by Stark Street on the south, Burnside on the north, 181st on the west and 190th on the east. This area is located in the center of Rockwood and is to be the cultural and social hub of Rockwood. The Triangle Area is a true community of residences and smaller scale services in a walkable, pedestrian-oriented environment with integrated open spaces.

Outside Triangle Area. The Outside Triangle Area includes all areas outside the Rockwood Triangle Area but still within the Rockwood Design District.

Within each of those two areas there are three categories of Guidelines and Standards:

- a. **Site Design:** Site Design Guidelines and Standards address the organization and arrangement of a development's components. They focus on the location and orientation of buildings, parking, service areas, landscaping and site features such as open space. Good site planning is of critical importance to the design of commercial, mixed-use, civic, industrial and residential development. Excellent site design can improve the aesthetics of a community, minimize a project's impacts on its neighbors, improve the quality of the streetscape, relate to or establish desirable development patterns, promote sustainability and improve neighborhood connectivity.
- b. **Building Design:** Building Design Guidelines and Standards address the massing and exterior architectural elements of buildings – components that define the scale, quality and character of a building, such as roofs, entries, windows, materials and details. Excellent building designs enhance the quality of life for residents by improving the appearance of the city, by establishing a sense of community, and by improving the long-term economic value of the properties.
- c. **Sustainability:** Sustainability Guidelines and Standards address the use of sustainable site and building techniques promote the conservation of land and natural resources.

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

4. Images:

Most images, including photographs and illustrations, are not part of the Development Code and do not act as Guidelines or Standards. These images are provided to assist readers in envisioning the intent and potential outcomes of the Guidelines and Standards. Images that are not part of the Development Code are labeled as figures and are included in the Code to better illustrate the theory behind the Guidelines and Standards. Images that are part of the Development Code will be labeled with Development Code section numbers.

7.0502 Approval Criteria and Standards

Rockwood Design Principles

Site Design Principles

- A. **Physical Environment:** Create a physical environment that fosters a positive image of Rockwood and embraces its unique character thereby allowing businesses to thrive and prosper.
- B. **Sustainability:** Implement measures that promote the efficient use of land and resources by conserving and protecting trees, water and topography; reducing pesticide use; maximizing surface water infiltration; promoting energy conservation; promoting resident health; and other sustainability measures.
- C. **Safe Design:** Design buildings, streets and public places that are safe and inviting for residents and visitors.
- D. **Transportation Modes:** Encourage multi-modal design to support transportation choices and access opportunities.
- E. **Open Space:** Develop open spaces where they are needed most and improve access to existing and future parks and public spaces.
- F. **Landscaping:** Incorporate landscape elements such as trees, shrubs, and groundcover into a sustainable landscaping plan that provides an attractive green setting for Rockwood while reinforcing the architecture and softening the building scale.
- G. **Compatibility:** Respect stable neighborhoods.

Building Design Principles

- H. **Architectural Quality:** Create aesthetically pleasing, durable architecture for developments that contributes to the sense of place.
- I. **Sustainable Architectural Design:** Promote sustainable architectural design that promotes energy efficiency, conservation of resources and other sustainability measures.
- J. **Rehabilitation:** Accommodate rehabilitation of existing structures and sites where the structures and sites will contribute in a positive manner to the desired urban form of Rockwood.
- K. **Housing Variety:** Improve the variety of housing types for current and future Rockwood residents.
- L. **High-Quality Materials:** Utilize building materials that are of the highest quality and permanence, and that build a sense of place for Rockwood.

1. Neighborhood Connectivity and Block Structure

A. **Intent:** To design sites in a manner that creates connections to surrounding properties and areas, reducing the distance required to access the site while encouraging walking and alternate modes of transportation. Block structures shall be used to break down the scale of the site, creating an environment which is comfortable for people and allows for improved infill development and redevelopment potential.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- D. Transportation Modes
- E. Open Space
- G. Compatibility

C. **Design Guidelines:**

All Development

1. The Standard of Section 7.0503 (1)(A)(1)(D)(1) describing the Future Street Plan is required without exception.
2. Pedestrian, bicycle and vehicular access to adjoining properties and surrounding residential neighborhoods shall occur in appropriate locations to facilitate access and movement in the district.

Commercial, Employment, Live/Work and Mixed-Use Development

3. Connections shall be provided to adjacent abutting properties to prevent unnecessary traffic on public streets.
4. Block sizes of commercial and mixed-use development shall be limited to promote pedestrian connectivity, accessibility and to allow for the infiltration of sunlight and air. Internal roadways and walkways within larger developments shall function as “pedestrian streets,” with the development pattern establishing a human scale block pattern.

Residential: Multi-Family/Single-Family Attached

5. Within multi-family developments, block sizes shall be limited to promote pedestrian connectivity, accessibility and to allow for the infiltration of sunlight and air.
6. Streets that are pedestrian-friendly shall be created where possible. Typical characteristics of people-friendly streets include gracious wide



Fig. 1.A.1.C.1: Block structures create pedestrian-scaled and oriented developments.



Fig. 1.A.1.C.2: A pedestrian path connecting a development to surrounding areas.



Fig. 1.A.1.C.3: Internal roadways include pedestrian infrastructure to function as pedestrian streets.

1. Neighborhood Connectivity and Block Structure, continued



Fig. 1.A.1.C.4: Streets that include street trees, wide sidewalks and other amenities encourage greater pedestrian usage and are more attractive.

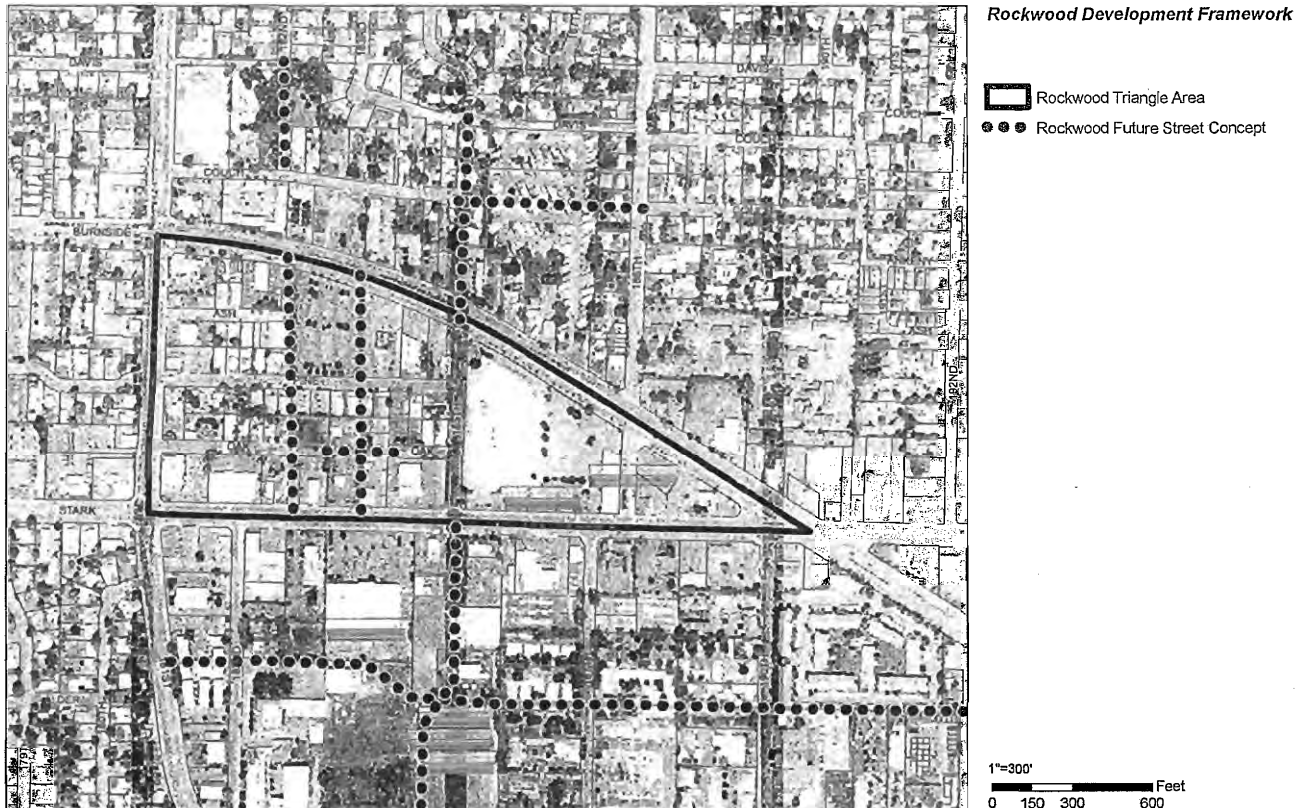
sidewalks, street-trees, on-street parking, and buffering between pedestrian areas and travel lanes, for example.

D. Design Standards:

All Development

1. All new developments shall be designed in a manner that is consistent with and responds to the City's approved Future Street Plan. Future Street Plans may be required at the discretion of the Manager and shall be prepared and approved as required by **Section 9.0700**.
2. Connections to surrounding properties and neighborhoods shall be established and include streets as determined by the Manager and/or pedestrian paths at an average spacing no greater than one (1) every four hundred (400) feet or as determined by the Manager.

Fig. 1.A.1.D.1: Future Street Concept for Rockwood.



1. Neighborhood Connectivity and Block Structure, continued

Commercial, Employment, Live/Work and Mixed-Use Development

3. When public streets are not present to connect to neighboring commercial properties, vehicular and pedestrian connections shall be provided to existing or future parking areas on adjacent properties as required by **Section 9.0822(A)(8)**.
4. For an individual development, the maximum block length shall be two hundred fifty (250) feet by two hundred fifty (250) feet from curb to curb. Departures shall be considered by the Manager based on one (1) or more items listed below:
 - a. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions that impose an unusual hardship on the project applicant, and an equivalent alternative which can meet the Rockwood Town Center goals and policies, as applicable, is available;
 - b. A departure provides the opportunity for a public open space or other public amenity that would otherwise not be possible;
 - c. The location of an institutional campus or other similar Community Service Uses that require a larger block size; or
 - d. When a primary internal drive(s) or pedestrian route is used to meet cross circulation Standards as determined by the Manager, the following applies:
 - i. Pedestrian pathways shall be constructed to surrounding areas at an average spacing no greater than one (1) every four hundred (400) feet.
 - ii. Roadways shall be designed to look and function like public streets with planting strips, street trees, sidewalks, and parallel parking where appropriate per the Manager.
 - iii. Roadways or pedestrian routes shall be fully accessible to the public.
 - iv. For development sites over one (1) acre, a mid-block pedestrian connection shall be provided between the adjacent primary street and secondary street to facilitate pedestrian movement through the Triangle Area.

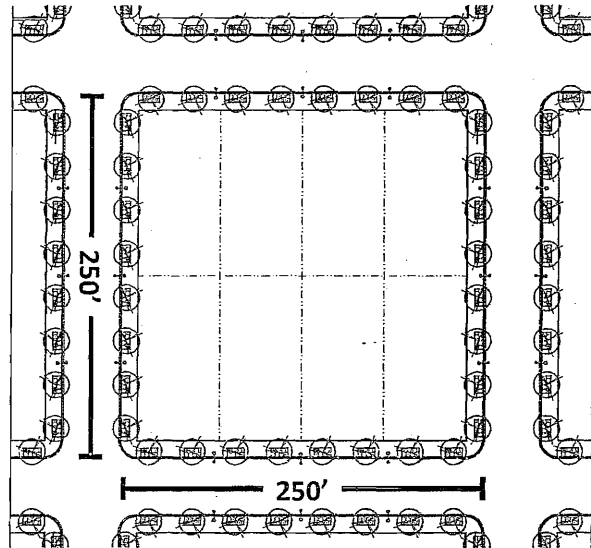


Fig. 1.A.1.D.4: Maximum block size within the Triangle Area of Rockwood.



Fig. 1.A.1.D.4.d: Primary internal drives may be used to meet circulation standards when configured to look and function like public streets.

1. Neighborhood Connectivity and Block Structure, continued



Fig. 1.A.1.D.4.d: A mid-block pedestrian path improves the walkability of dense urban neighborhoods.

Residential: Multi-Family/Single-Family Attached

5. For an individual development, the maximum block length shall be two hundred fifty (250) feet by two hundred fifty (250) feet from curb to curb. Departures shall be considered by the Manager based on one (1) or more of the conditions listed in **Section 7.0503(1)(A)(1)(D)(4)** above.
6. All other Multi-Family Standards from **Section 7.0100** and Single-Family Standards from **Section 7.0200** shall apply.

2. Internal Circulation: Public Streets and Primary Internal Drives

- A. **Intent:** To create internal vehicular circulation which accommodates pedestrian and vehicular access needs while providing amenities to improve the appearance of the development.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
- A. Physical Environment
 - B. Sustainability
 - D. Transportation Modes
 - F. Landscaping
 - G. Compatibility
- C. **Design Guidelines:**
- All Development**
1. The Standard of **Section 7.0503(1)(A)(2)(D) (1)** describing public street design is required without exception.
 2. Internal drives and walkways within larger developments shall function as pedestrian-friendly streets and establish a human scale block pattern. Shared pedestrian/vehicle (woonerf) streets may be utilized.
 - a. Internal drives shall provide for the functional and visual integration of buildings, services, vehicular access and parking, and pedestrian circulation.
 - b. Internal drives for non-residential and multi-family uses are encouraged to be coordinated with other access drives.
 - c. Driveway access shall be designed to minimize conflicts with pedestrians, and efforts shall be made to limit the number of driveways per block.
 - d. Sidewalks, pedestrian walkways, and drives shall connect to and align with surrounding pedestrian and vehicular circulation patterns.
 3. When parking is present on internal drives, the amenity zone shall be appropriately designed and efforts shall be taken to ensure pedestrian safety when crossing the roadway.
 4. Visually distinct crosswalks shall be provided to enhance the appearance of the development.
 5. Trees shall be planted along internal drives in a pattern consistent with those on public streets.
 6. In limited conditions, a landscaped area may be permitted to substitute for an enhanced internal roadway condition.



Fig. 1.A.2.C.3: An internal roadway which serves vehicles and pedestrians while supporting adjacent mixed-use development.



Fig. 1.A.2.C.4: An internal roadway that is integrated into a larger surrounding street system.

Fig. 1.A.2.C.5: Pedestrian conflicts are minimized by limiting driveways and providing visually distinct crosswalks.



2. Internal Circulation: Public Streets and Primary Internal Drives, continued



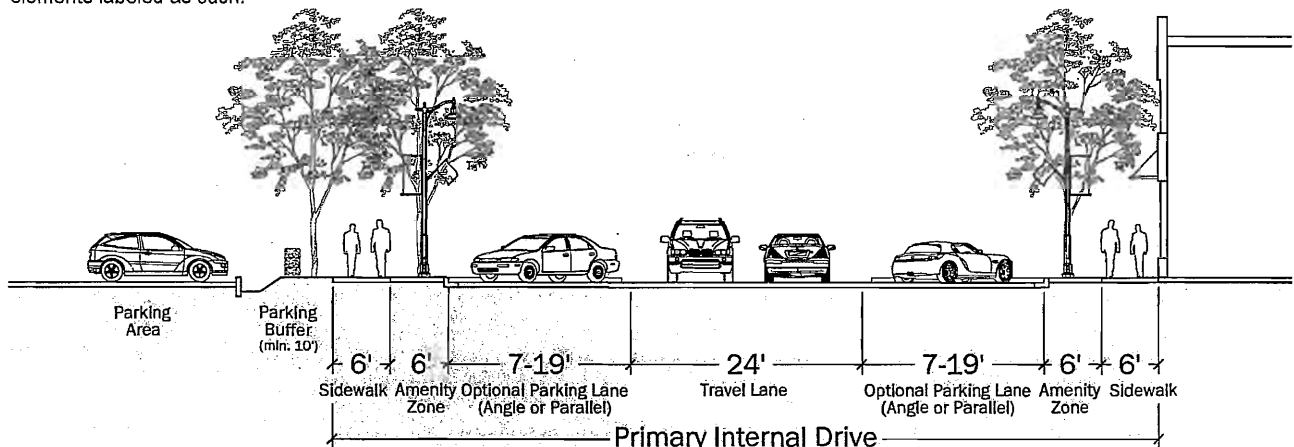
Fig. 1.A.2.D.2: Pedestrian and vehicular routes are organized to connect to existing circulation patterns.

D. Design Standards:

All Development

1. Public streets shall be designed to Public Works Standards when streets are required by the Manager.
2. Primary internal drives shall be consistent with the section shown in Figure 1.A.2.D.3. The addition of a center landscaped median may be permitted at the discretion of the Manager. Primary internal drives shall consist of a twenty four (24) foot two-way drive lane; a sidewalk with a minimum six (6) foot amenity zone and a minimum six (6) foot clear walk zone shall be provided on each side of the drive.
 - a. The specific drive lanes may be required to be a minimum width of twenty six (26) feet to accommodate emergency vehicles as determined by the Manager.
 - b. Primary internal drives may include angled or parallel parking in locations approved by the Manager.
 - c. Where primary internal drives are not adjacent to buildings, the amenity zone and sidewalk may each be reduced to five (5) feet in width.

Fig. 1.A.2.D.3: Section of Primary Internal Drive. Optional elements labeled as such.



2. Internal Circulation: Public Streets and Primary Internal Drives, continued

3. When primary internal drives include parking:
 - a. The amenity zone shall be landscaped and/or paved to match or accent the sidewalk using concrete, decorative paving or paving which allows stormwater infiltration as approved by the Manager.
 - b. Bump outs in the street alignment shall be provided at intersections which extend to the depth of the parking lane to lessen crossing distances for the pedestrian. Landscaped areas that do not interfere with clear vision requirements and stormwater infiltration areas may be included in the bump outs.
 - c. Where no parking abuts the amenity zone, it may be planted instead of paved.
4. Crosswalks shall be provided on primary internal drives and shall receive enhanced paving that creates a visual distinction between the crosswalk and the surrounding surfaces, such as scored concrete, brick, stone or concrete pavers or other high-quality material as approved by the Manager. Striping shall not be the sole method of creating visual distinction for the crosswalks.
5. Shade (or canopy) trees on primary internal drives shall be planted in the amenity zone at an average spacing of thirty (30) feet. The trees shall be of a size no smaller than three (3) inch caliper for commercial, employment, live/work and mixed-use developments. All trees planted on the primary internal drives shall be selected from the City of Gresham Recommended Street Trees list.

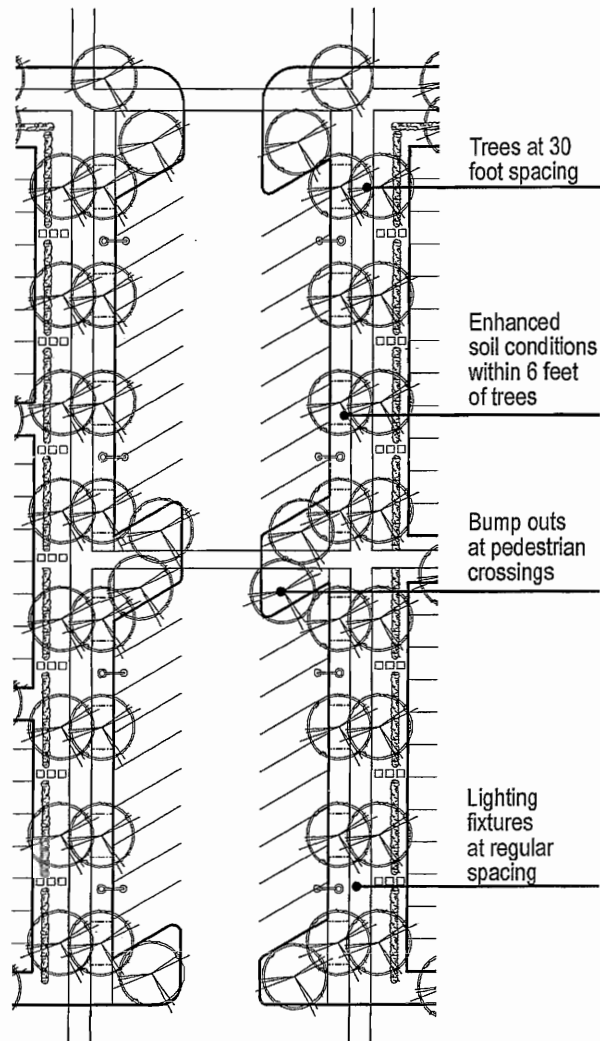


Fig. 1.A.2.D.3(2): Plan of Primary Internal Drive showing optional angle parking.

2. Internal Circulation: Public Streets and Primary Internal Drives, continued

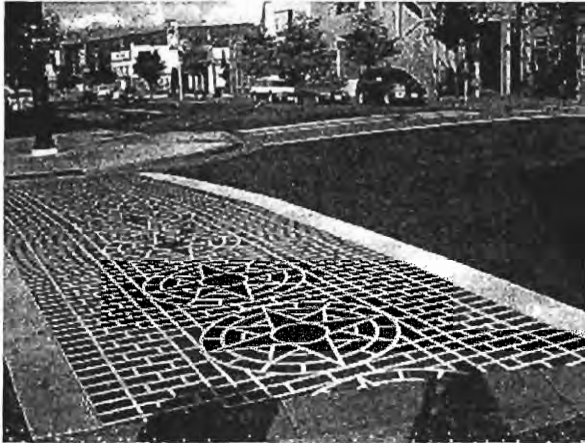
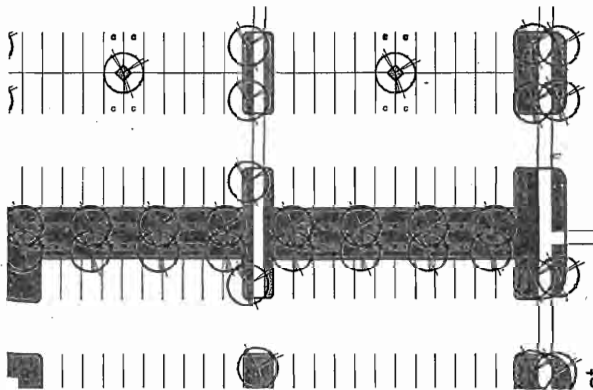


Fig. 1.A.2.D.4: Bump-outs and crosswalks with decorative paving are present on primary internal drives when parking is included.

Fig. 1.A.2.D.5: Major landscape division used as a substitute for a primary internal drive.



6. When used as a substitute for a primary drive aisle as provided for in Block Structure in **Section 7.0503(1)(A)(1)(D)**, major landscape divisions shall consist of a twenty four (24) foot wide landscaped area planted with trees, shrubs and ground cover.
 - a. This area may be designed to allow for stormwater infiltration.
 - b. A pedestrian walking path may be integrated into this area as described in **Section 7.0503(1)(A)(1)(D)** and, at the discretion of the Manager or Design Commission, may be required if it improves circulation within the site.
 - c. If the walking path is between buildings, the building to building spacing shall be at least ten (10) feet in width to provide ample space for attractive landscape plantings, natural lighting and adequate open space between buildings.
 - d. Throughout the site, the walkway shall be a minimum five (5) feet in width, except as noted in **Sections 7.0503(1)(A)(2)(D)(6)(C)** and **7.0503(1)(A)(2)(D)(2)** above.

3. Building Placement and Frontage

A. **Intent:** To ensure buildings are oriented in a manner appropriate to the use and to enhance pedestrian accessibility and place the most visually interesting facade in public view.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- C. Safe Design
- D. Transportation Modes
- E. Open Space

C. **Design Guidelines:**

All Development

1. Buildings shall be located to positively define public streets and civic spaces, such as public plazas.
 - a. Parking and loading services shall be located so as to allow desired uses and activities to face the street and to support pedestrian-oriented streets.
 - b. The pedestrian shall have principal access into the building from the sidewalk. Clear pedestrian connections shall be established on-site; for example, direct pedestrians from surface or structure parking to buildings, streets, and public spaces.
 - c. As long as street and/or retail continuity is not unduly interrupted, arcades or colonnades, if utilized, shall be integrated along the sidewalk edge.
2. Sufficient length of buildings shall be present to maintain a continuous building street wall and in general limit spatial gaps to those necessary to accommodate vehicular and pedestrian access in order to define the street edge.
3. Greater concentrations of buildings and building mass shall be present at the intersection of streets to better define these areas.
 - a. Buildings that converge along different street types shall provide a graceful transition from taller buildings to lower buildings
 - b. Buildings at corners may be set back to promote visibility into public open spaces at these locations.
4. Developments may pull back from the street edge to accommodate plazas, outdoor cafe



Fig. 1.A.3.C.1: Buildings located at the street define the street edge and create a pedestrian-friendly development pattern.



Fig. 1.A.3.C.4: A building which uses an increased setback to accommodate an outdoor cafe.

Fig. 1.A.3.C.3: A building that transitions height successfully at the corner.



3. Building Placement and Frontage continued



Fig. 1.A.3.C.7: Townhomes utilize a small setback defined with landscaping and stoops to transition from public space.

Fig. 1.A.3.D.1(a): Stark Street: 0-5 foot setback and 90% building frontage.

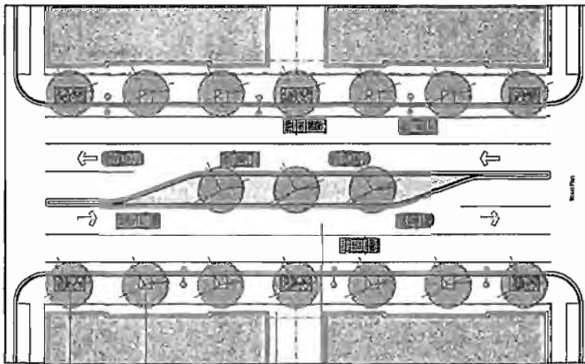
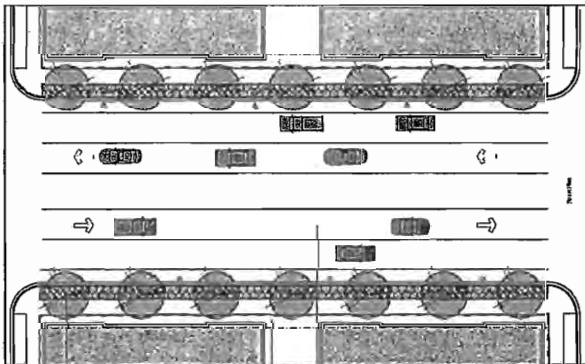


Fig. 1.A.3.D.1(b): 181st Avenue: 0-5 foot setback and 90% building frontage.



areas, or gracious entry fore-courts, provided street continuity is not unduly interrupted along the majority of the block.

5. If an open space is present at an intersection, buildings shall be present on internal open space edges that define and activate the space.

Exception: Civic Buildings

6. Civic buildings shall be placed to provide continuous visual interest to the pedestrian.

Residential: Multi-Family/Single-Family Attached

7. Buildings shall promote an active street environment that minimizes pedestrian conflicts with drives and the impact of street facing garages.
8. If an open space is present at an intersection, buildings shall be present on internal site edges that define and activate the space.

D. Design Standards:

All Development

1. Along public street frontages, building setbacks shall be dependent upon their street location as follows:
 - a. Stark Street - between zero (0) and five (5) feet from the right-of-way (min. and max.);
 - b. 181st Avenue - between zero (0) and five (5) feet from the right-of-way (min. and max.);
 - c. Burnside Street - between ten (10) and fifteen (15) feet from the right-of-way (min. and max.);
 - d. 185th Ave./187th Ave./Ash Street/Future 182nd and 183rd Avenues - between ten (10) and fifteen (15) feet from the right-of-way (min. and max.);
 - e. Pine/Oak Streets - between ten (10) and fifteen (15) feet from the right-of-way (min. and max.);
2. Building Frontage: Building frontage shall be measured by the length of the building present between the minimum and maximum setback. Space attributed to public streets, driveways and primary internal drives and their associated required landscaping shall be subtracted from the total length of the frontage calculations. Commercial, employment, live/work and mixed-use development frontage on existing or new

3. Building Placement and Frontage, continued

public streets shall be dependent upon their street location and shall be no less than the following values:

- a. Stark Street – ninety percent (90%) building frontage;
- b. 181st Avenue – ninety percent (90%) building frontage;
- c. Burnside Street – seventy five percent (75%) building frontage;
- d. 185th Ave./187th Ave./Ash Street/Future 182nd and 183rd Avenues – seventy five percent (75%) building frontage; and
- e. Pine/Oak Streets – seventy five percent (75%) building frontage.

3. If a building resides on a corner with frontage on both streets, the frontage requirement shall apply to the street with the highest functional classification. One hundred percent (100%) of the frontage at street intersections shall be occupied by buildings or pedestrian-oriented open spaces for a minimum distance of sixty (60) feet, as measured along the minimum setback line, except as required to meet clear vision requirements for developments with direct access to an arterial street.
4. Pedestrian-oriented open spaces may count towards the frontage requirement along a street frontage on existing public streets up to ten percent (10%) of the total requirement when:
 - a. Pedestrian-oriented open spaces are next to or in front of a building setback and no more that forty (40) feet from the right-of-way. This distance may be increased at the intersection of streets to accommodate vision triangles at the discretion of the Manager.
 - b. The space contains vertical elements which screen off-street parking and define the street edge.
 - c. Parking shall be generally located on the side, interior or rear of the site and shall not be present along the public street frontages. Parking is permitted to front 185th and 187th Streets if a screening wall or hedge at a height of thirty (30) inches is provided as a buffer.
5. If a pedestrian-oriented open space is present at

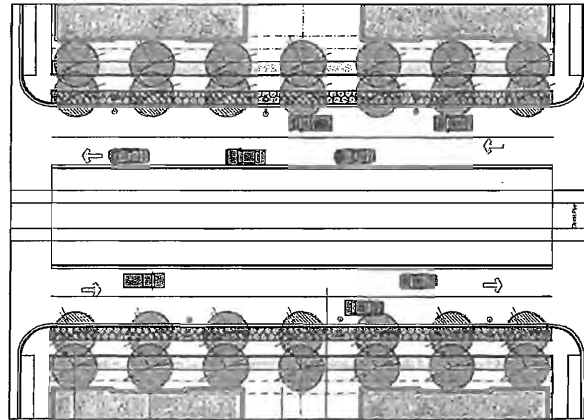


Fig. 1.A.3.D.1(c): Burnside Street: 10-15 foot setback and 75% building frontage.

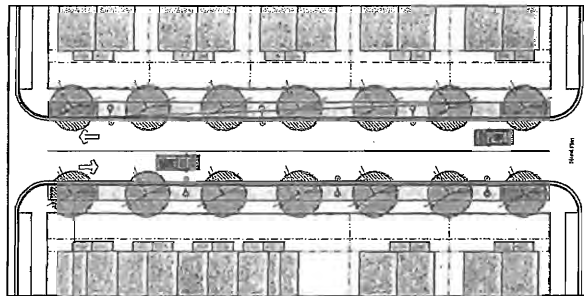


Fig. 1.A.3.D.1(d): 185th Ave./187th Ave./Ash Street/Future 182nd and 183rd Avenues: 10-15 foot setback and 75% building frontage.

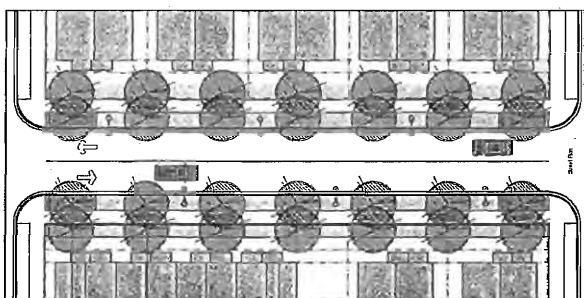
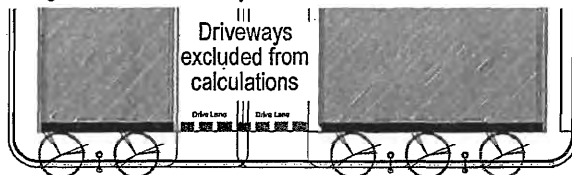


Fig. 1.A.3.D.1(c): Pine and Oak Streets: 10-15 foot setback and 75% building frontage.

Fig. 1.A.3.D.3: Diagram showing a 90% building frontage configuration with driveways excluded from calculations.



3. Building Placement and Frontage, continued

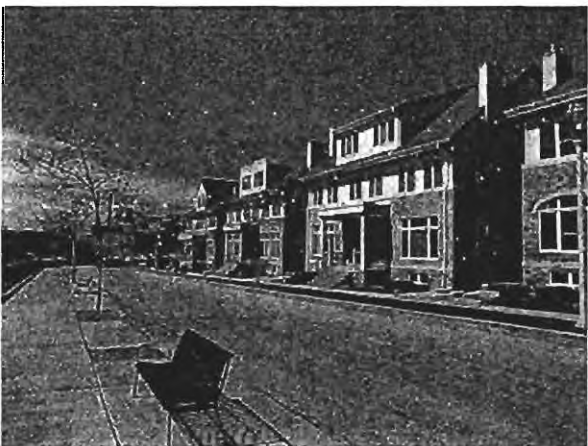


Fig. 1.A.3.D.6: Civic buildings may have increased setbacks so long as no parking is located between the building and the street.



Fig. 1.A.3.D.5: An open space located at an intersection with its edges defined by buildings on internal site edges.

Fig. 1.A.3.D.7: A series of duplex units with parking located at the rear of the site and not visible from the street.



an intersection of two public streets, its internal site edges shall be lined by buildings for eighty percent (80%) of their length.

Exception: Civic Buildings

6. To provide greater flexibility and to emphasize the importance of civic uses, civic buildings do not have to meet the maximum setback requirements so long as parking is not located between the building frontage and the primary street frontage. However, alternative frontage treatments shall meet the following objectives, as determined by the Manager or Design Commission:
 - a. The building(s) shall emphasize civic use(s) and shall include visually prominent architecture visible from the adjoining public street of the highest traffic volume street classification;
 - b. The site design treatment shall contribute to the desired pedestrian-oriented character of the Triangle Area by providing public open space of a minimum of six hundred (600) square feet in size; and
 - c. There is a direct and inviting pedestrian connection between the building and the street.

Residential Development: Multi-Family and Single-Family Attached

7. On-site surface parking areas, garages, and vehicular circulation areas shall be located to the side or rear of the building and shall not be present between the building and the street except for individual driveways for Duplex and Townhouse style units. Any street-facing garages shall have a maximum width of fifty percent (50%) of the overall building width.
8. If a pedestrian-oriented open space is present at an intersection, its internal site edges shall be lined by buildings for sixty percent (60%) of their length.

4. Building Orientation and Entries

- A. **Intent:** To orient buildings appropriately to enhance pedestrian accessibility and place the most visually interesting facade in public view.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - A. Physical Environment
 - C. Safe Design
 - D. Transportation Modes
 - G. Compatibility

- C. **Design Guidelines:**
 - All Development**

1. All buildings shall be oriented toward and accessed from the street. If a building has frontage on more than one street, it shall be oriented and designed to provide reasonable pedestrian access along the most active street frontages. Buildings shall address transit facilities.
2. Buildings shall generally orient an entry to the intersection of public streets if located on a corner. Addressing shall be posted as required in **Section 7.0503.1.A.4.D.2.**
3. Pedestrian circulation routes shall connect to building entries.

- Commercial, Employment, Live/Work and Mixed-Use Development**

4. Buildings with long street frontages or multiple street-facing tenant spaces shall provide additional entries to ensure reasonable pedestrian access and improve the appearance of the building and the public realm.
5. Buildings located at the rear of the site shall provide entries that correspond with pedestrian circulation routes, such as the intersection of public streets, primary internal drives and other pedestrian connections.
6. Mixed-use buildings shall have distinct entries for each component of the mixed use.

- Additional Guidelines Applicable to Buildings Greater than Thirty Thousand (30,000) Square Feet**

7. When a building faces multiple streets, entries shall be provided on multiple frontages to enhance the accessibility and walkability of the development.



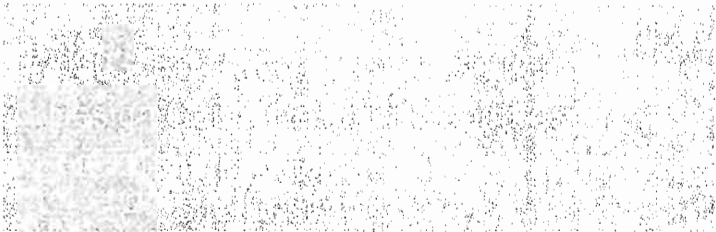
Fig. 1.A.4.C.1: A building oriented toward the street with entries present on the sidewalk.



Fig. 1.A.4.C.2: A corner entry on a building located at the intersection of two streets.

Fig. 1.A.4.C.4: A mixed-use building with entries for each ground floor retail tenant and separate entrances for upper level uses.





4. Building Orientation and Entries, continued

Residential Development: Multi-Family and Single-Family Attached

- 8. Residential buildings shall be oriented to and accessible from the street. Building entries may either face the street or face a common area that is prominently located and visible from the street.
- 9. Transitions. The development shall promote security by permitting passive surveillance while providing a sense of privacy for the residents and a distinction between the public sidewalk realm and the private unit realm.
 - a. Residential units located at the sidewalk level shall be connected to the sidewalk while providing a degree of visual privacy for residents. A separation between the first floor and the street level where residential uses occupy the first floor shall be provided to create layers (such as gardens, stoops, and porch railings) that mark the transition between public and private spaces.
 - b. Within the setback area, the setback shall convey a residential character, with planting or hardscape, and may not be used for storage or service access. Fences and railings shall not create a visual barrier.



Fig. 1.A.4.C.9: Townhomes which include landscaping and an increase in grade from street level to ensure privacy.



Fig. 1.A.4.D.2: A commercial building with an entry located at the corner.

Fig. 1.A.4.D.4: A multi-tenant building over 120 feet in length with multiple street-facing entries.



D. Design Standards:

All Development

- 1. Each building shall provide at least one (1) entry facing the primary street on which the building is located. The primary street shall be the street of highest functional classification or Transit Street as determined by the Manager or Design Commission. For sites abutting or facing a light rail station or abutting a street containing a transit way, at least one primary building entry and façade shall face the station or transit way street.
- 2. If a building is located at the intersection of two (2) streets classified as an arterial, boulevard or transit street, an entry shall be located at the building corner or within ten (10) feet of the corner. The full address assigned by the Manager shall be posted on or near the entrance not bearing the assigned street address. Failure to post an address as assigned

4. Building Orientation and Entries, continued

by the Manager shall constitute a violation of Code

3. Pedestrian circulation routes shall connect to all public building entries .

Commercial, Employment, Live/Work and Mixed-Use Development

4. Additional entries on a single building facade shall be required as follows:
 - a. When a building faces a public street or primary internal drive and its length exceeds three hundred (300) feet, the building shall provide at least two (2) operable entries on that street-facing facade.
 - b. When a multi-tenant building facade exceeds one hundred twenty (120) feet in length with multiple tenant spaces located at the street edge, a minimum of two (2) entries shall be provided on that facade. At the discretion of the Manager or Design Commission, a covered breezeway through the building may count as one (1) entry for the purposes of this requirement.
5. Buildings located at the rear of the site along public streets or primary internal drives shall provide entries as noted in **Section 7.0503(1)(A)(4)(D)(1)-(4)** above.
6. When part of a mixed-use development, residential and other non-retail commercial uses shall have a distinct entry that is not shared with a retail use. A shared lobby space may serve multiple users of the same type. Required residential and non-retail entries shall be on and face a public street and may count toward the building entry requirement.

Additional Standards Applicable to Buildings Greater than Thirty Thousand (30,000) Square Feet

7. Each building shall provide at least one (1) entry on each street frontage it faces except as follows:
 - a. If the building has three (3) street frontages, the building shall have a minimum of two (2) frontages with operational entries.
 - b. If the building has four (4) or more street frontages, the building shall have a minimum of three (3) frontages with operational entries.

Fig. 1.A.4.D.4(2): Site diagram illustrating potential entry configuration of multiple buildings on a site.

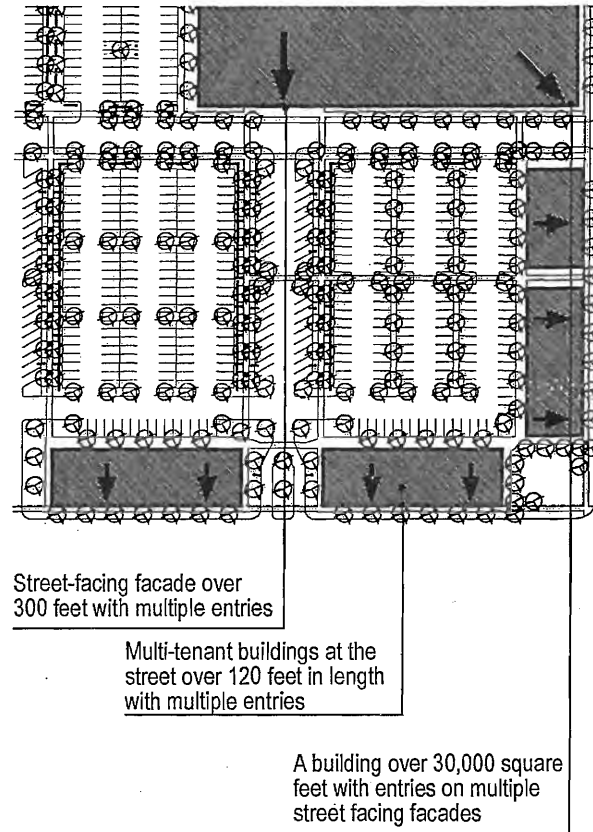
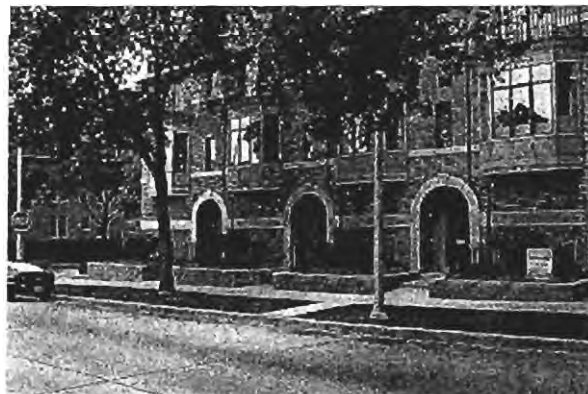


Fig. 1.A.4.D.8: Townhomes with each unit facing the street and connected to the sidewalk.



4. Building Orientation and Entries, continued

- c. Corner entries facing two (2) street frontages shall count as an entry on each frontage.

Residential Development: Multi-Family and Single Family Attached

8. Residential buildings shall incorporate entries as follows:
 - a. For buildings without a courtyard:
 - i. 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.
 - ii. The primary entry for dwellings with frontage on both a public street and an alley shall be oriented to the street, not to the alley.
 - b. For buildings with a central courtyard space: The primary entry or entries for all ground-floor units abutting the street or courtyard shall open directly onto the street right-of-way or onto a central courtyard. Secondary entrances may face parking lots or other interior site areas. A second entrance facing the street right-of-way shall present the same finished appearance as the primary entry and shall not include rear fenced-in patios or sliding glass doors.
9. Ground floor residential units shall incorporate a minimum of one (1) of the following transition elements:
 - a. Front porch that is six (6) feet deep and three (3) feet above grade;
 - b. Stoop that is a minimum of three (3) feet above grade and four (4) feet wide;
 - c. Front landscape courtyard; or
 - d. A thirty (30) inch decorative iron or metal garden fence or decorative brick or stone wall.



Fig. 1.A.4.D.8: A courtyard residential building with multiple ground floor entries.



Fig. 1.A.4.D.9(b): Townhomes which have elevated stoops as transition elements.

Fig. 1.A.4.D.9(d): Landscaping behind a decorative metal fence defines private space at the street edge.



5. Pedestrian-Oriented Open Space

- A. **Intent:** To create a network of pedestrian spaces that supports the larger street and open space network. Open spaces shall be developed as a focal point of large development, encouraging pedestrian activity in highly visible locations.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
- A. Physical Environment
 - B. Sustainability
 - D. Transportation Modes
 - E. Open Space
 - F. Landscaping
- C. **Design Guidelines:**
- All Development**
1. Sites abutting or facing a light rail station shall be linked for pedestrians as directly as possible with attractive open space.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Well-defined open spaces, such as on-site plazas, interior courtyards, patios, terraces and gardens, are critical to the Triangle's public realm and are especially encouraged in association with large developments. The total amount of open spaces shall relate to the size of the overall development
3. The dimensions of outdoor spaces shall be sufficient to encourage usage and activity. They shall be proportioned and designed to be comfortable for human activity and social interaction – standing, sitting, talking,
4. Open spaces shall be sited in accordance with the location and scale of adjacent streets, buildings, and uses; for instance, on-site plazas shall not unduly interrupt the retail continuity of streets in the Triangle. Publicly accessible open spaces intended for public use shall be located at or near street grade to promote physical and visual connection to the street.
5. Publicly accessible open spaces shall be designed with strategies and features that encourage activity within the space.
 - a. Incorporate features that advance sustainable principles, such as use of gray water, solar collection for powering pumps or lighting, rain gardens, pervious paving, containers for recycling, and benches made



Fig. 1.A.5.C.4: A public space adjacent to the street and at the same grade ensures physical and visual connection to the street and accessibility of all users.

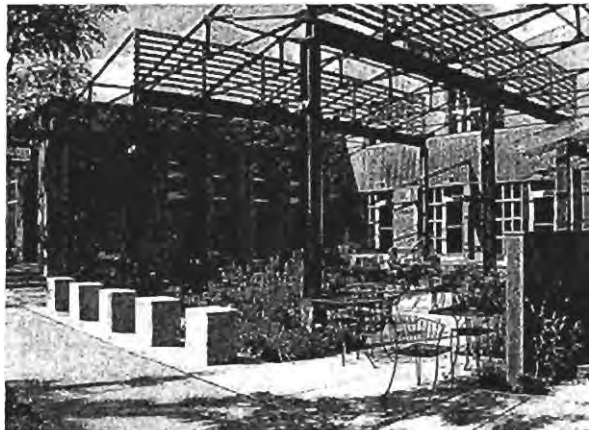
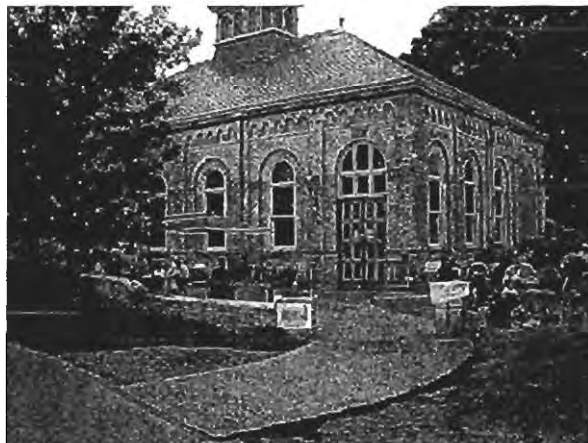


Fig. 1.A.5.C.5.a: A public space which captures rainwater for irrigation of landscaping on site.

Fig. 1.A.5.C.5: An open space intended for dining with tables and chairs encourages activity next to a cafe.



5. Pedestrian-Oriented Open Space, continued

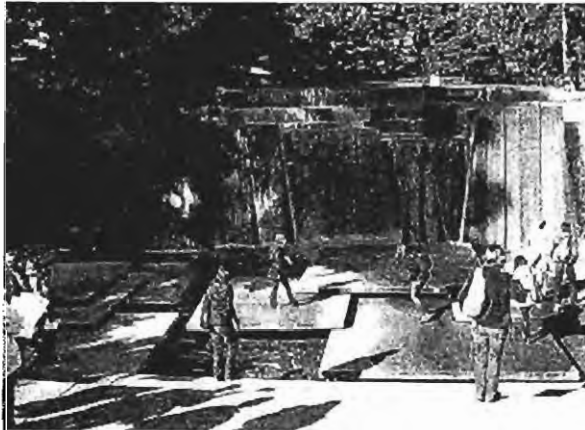


Fig. 1.A.5.C.5.d: A fountain is used as a focal point of a public space and encourages activity.



Fig. 1.A.5.C.7: A large shared open space serves as a small park for residents of this multi-family development.

Fig. 1.A.5.D.4: A pedestrian-oriented open space visible from the street and within 50 feet of the building entry.



from recycled materials.

- b. Design spaces with safety in mind: on-site plazas shall promote visibility from the street and provide lighting to enhance nighttime security.
 - c. Encourage the presence of uses that will activate outdoor space and complement street activity, such as locating retail, outdoor cafes, and vendors within a plaza or around its perimeter.
 - d. Add a focal element, such as a sculpture, fountain, or other art piece to draw people into the space.
 - e. Link adjoining outdoor spaces with comfortable paths and walks to create a network of spaces.
6. Greatly enhanced streetscapes may count as open spaces if they contain amenities that significantly improve the character of the street.

Residential Development: Multi-Family and Single-Family Attached

7. Publicly accessible open space serving multi-family development shall follow the Guidelines specified in **Section 7.0103(A)(4)(C)** and the following Guidelines:
 - a. Provide at least one (1) landscaped common open space in multi-family building developments for use by residents. The open space shall be easily accessible to all residents and contain areas of hardscape pavement and landscape plantings. This space may count as part of the required landscaped space.
 - b. Open space shall be provided through ground level courtyards, residential courtyards at upper levels, or rooftop decks and gardens.
 - c. Common open spaces shall provide amenities to accommodate a variety of ages and activities to enhance the livability in the Triangle.
 - d. Incorporate communal garden spaces that use rain water and allow residents to grow vegetables and flowers.
 - e. Open spaces shall be easily visible and accessible from adjacent residential units

5. Pedestrian-Oriented Open Space, continued

on the same site for safety and accessibility. Provide an appropriate level of pedestrian lighting and avoid safety risks associated with areas hidden from view.

- f. Open spaces shall not be located next to dumpster enclosures, loading/service areas or other incompatible uses.

D. Design Standards:

All Development

1. Sites abutting or facing a light rail station shall be linked as directly as possible by a continuous on-site landscaped courtyard plaza or square that leads directly to the station or public walkways accessing the station. Areas for the courtyards, plazas, or squares must contain seating and landscaped areas with trees.

Commercial, Employment, Live/Work and Mixed-Use Development

2. For sites larger than twenty thousand (20,000) square feet, developments shall include pedestrian-oriented open space of a size no less than four percent (4%) of all ground floor commercial space on site, or one thousand (1,000) square feet, whichever is less. Publicly accessible open spaces may count toward landscaped area requirements and may count toward building frontage for the development site if the pedestrian-oriented open space has a clear visual and physical connection to the street.
3. Publicly accessible open spaces shall have a minimum width of twenty (20) feet and a minimum depth of twenty (20) feet unless otherwise approved by the Manager or Design Commission due to site constraints such as site size, site shape or topography.
4. Publicly accessible open spaces shall be visible from a public street frontage or primary internal drive and a building entrance shall be located within forty (40) feet of a pedestrian-oriented open space.
 - a. At the discretion of the Manager or Design Commission, open space may be located on other areas of the site in order to preserve a natural feature of the site but must remain visible from the adjacent buildings. Direct pedestrian access to active open



Fig. 1.A.5.D.3: A pedestrian-oriented open space that is 20 feet in width.



Fig. 1.A.5.D.4: Building entries are easily accessible from the street via walkways through the open space.

Fig. 1.A.5.D.5(b): Decorative paving improves the appearance of this open space.



5. Pedestrian-Oriented Open Space, continued



Fig. 1.A.5.D.5(c): Seating is a key element to pedestrian spaces.



Fig. 1.A.5.D.5(f): A pedestrian space incorporates pervious paving and other stormwater management techniques.

Fig. 1.A.5.D.5: Sidewalks that received additional design features may be counted as pedestrian-oriented open spaces.



space areas of the site shall be provided if the spaces are not accessible via other circulation routes.

- b. Spaces may be located above or below grade provided they are publicly accessible during normal business hours.
 - c. Pedestrian-oriented open spaces located between a building and a sidewalk shall provide direct pedestrian access to the abutting building.
5. Publicly accessible open spaces shall incorporate at a minimum the following:
- a. At least thirty percent (30%) of the area shall be planted with trees, shrubs, groundcover and perennial landscape plantings and shall meet the landscape standards of **Section 7.0503(1)(A)(8)(D)**.
 - b. At least fifty percent (50%) of the area shall be hardscaped with decorative paving.
 - c. There shall be at least one (1) bench or seating unit for each two hundred (200) square feet of area (seating may be grouped into benches or ledges).
 - d. Structural soil, silva cells or approved special soil treatment that is at least twenty four (24) inches deep shall be used as soil base for trees in plazas to prevent soil compaction and to encourage tree root growth.
 - e. Pedestrian-scaled lighting fixtures no taller than eighteen (18) feet.
 - f. One (1) element with sustainability attributes such as rain gardens, green roofs and walls, commercial grade solar powered lights or equipment, pervious paving, or other elements as determined by the Manager or Design Commission.
 - g. One (1) artistic design element such as decorative paving patterns, ornamental art features, creative lighting elements, etc. or other elements as approved by the Manager or the Design Commission.
6. Sidewalks and amenity zones on public streets and primary internal drives that receive enhanced design and intensive streetscaping may be counted toward the pedestrian-oriented open space requirement under the following

5. Pedestrian-Oriented Open Space, continued

conditions:

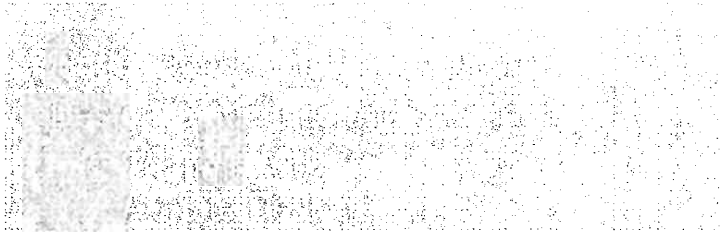
- a. All designs within the public right-of-way must meet the Public Works Standards or receive a Design Modification from the Manager.
- b. Enhanced streetscape shall be present for a consecutive distance of four hundred (400) feet on one side abutting the street or primary internal drive or for two hundred (200) feet abutting both sides of a public street or primary internal drive. Enhanced streetscape does not have to meet the minimum pedestrian-oriented open space dimensional requirements.
- c. Buildings in this area shall contain transparent glazing for sixty percent (60%) of the area between the heights of two (2) feet and twelve (12) feet.
- d. Only areas directly in front of buildings and areas which meet the Public Works Standards or receive a Design Modification shall count toward this requirement.
- e. Enhanced streetscapes shall include a minimum of three (3) of the following requirements to qualify:
 - i. Provide sidewalks and amenity zones with decorative paving for the required length as stated above in **Section 7.0503(1)(A)(5)(D)(6)(b)**. Decorative paving includes stone pavers, brick pavers, decorative concrete pavers, or other pavement treatments as approved by the Manager or Design Commission.
 - ii. Provide trees of three (3) inch minimum caliper and other landscape plantings located in the amenity zone. Trees shall be spaced an average of no greater than thirty (30) feet apart.
 - iii. Decorative benches or other durable, permanent seating features shall be placed within the amenity zone with an average placement of two (2) seats per fifty (50) linear feet of sidewalk.
 - iv. Include one (1) public art piece per two hundred (200) feet of sidewalk.



Fig. 1.A.5.D.6: Sidewalks comprised of brick pavers greatly enhance the character of the streetscape.



Fig. 1.A.5.D.7: A shared open space which is fronted by several multi-family buildings.



- v. Decorative pedestrian level lighting no taller than eighteen (18) feet placed within the amenity zone and at consistent spacing.

Residential Development: Multi-Family and Single-Family Attached

- 7. Multi-Family Residential Open Space Standards, **Section 7.0103(A)(4)**, shall apply.

6. Parking

A. **Intent:** To ensure buildings are placed in appropriate locations to define the street, create a comfortable pedestrian environment and minimize the visual impact of parking from primary streets.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- C. Safe Design
- D. Transportation Modes

C. **Design Guidelines:**

All Development

1. Surface parking areas and lots shall be located at the rear of the site or on the interior of the site and removed from the adjacent light rail station, except as noted in **Section 7.0503(1)(A)(6)(D)(1)**.
2. The design of surface parking areas, including a landscaped buffer, shall include the following:
 - a. Parking is accessed by common driveways from secondary streets.
 - b. Parking areas are designed as smaller, connected lots rather than large lots.
 - c. Layout shall accommodate pedestrian circulation.
 - d. The functional requirements of parking are balanced with the provision of pedestrian amenities.
 - e. Transition areas between parking and civic, commercial, or residential uses are designed with textured paving, landscaping and street furniture.
 - f. Choice of plantings, buffer width, type of screening, and location and frequency of tree planting are appropriate for a town center setting.
 - g. Drainage improvements are designed as natural landscape features to the greatest extent practical.
3. Well-defined pedestrian walkways from parking areas shall be provided to link to public sidewalks throughout the site.
4. Surface parking areas shall not be located adjacent to street intersections. Structured parking facilities with active ground floor uses may locate in these areas.

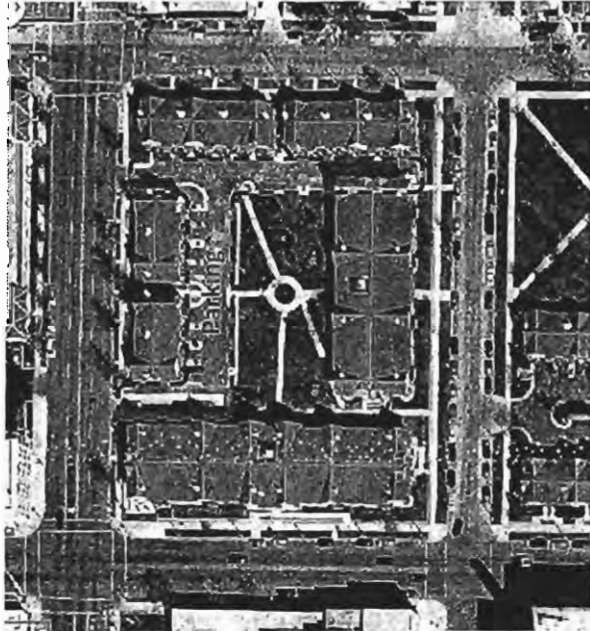


Fig. 1.A.6.C.1(a): A multi-family development with buildings lining the perimeter of the block and parking located in an internal area.

Fig. 1.A.6.C.1(c): A landscaped area is used to divide a large parking area into series of smaller lots.



6. Parking, continued



Fig. 1.A.6.C.1(d): A defined walkway links the parking area to the street and sidewalk.

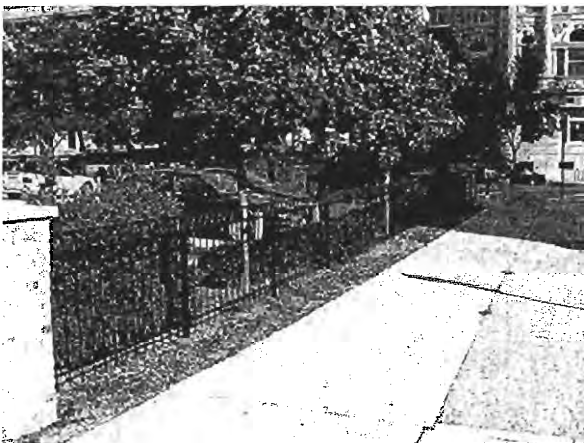


Fig. 1.A.6.C.1(h): Trees, shrubs and a decorative fence buffer the parking area from an adjacent walkway.

Fig. 1.A.6.C.2: A parking structure with retail uses on the ground floor.



5. Structured parking shall meet the following guidelines:
 - a. Below grade and structured parking facilities are especially encouraged.
 - b. Parking facilities shall be located and oriented to the rear or interior of the property to minimize negative visual impacts. Parking garages shall incorporate active uses at the ground level along public streets, especially at corners.
 - c. Structured parking layouts shall provide pedestrian circulation and connections with building uses.
6. The number of vehicular access points shall be minimized by locating vehicular entries on alleys and secondary streets. Pedestrian safety measures shall be provided, such as signage, textured surfaces at entries, and other design techniques.

Commercial, Employment, Live/Work and Mixed-Use Development

7. Parking located at the street frontage on the side of a building shall be minimized.

Residential Development: Multi-Family and Single-Family Attached

8. Parking located at the street frontage on the side of a building shall be minimized.

D. Design Standards:

All Development

1. Off-Street parking is prohibited between the building and the street or primary internal drive. Exceptions to this Standard include developments which front on 185th and 187th Avenues, which must provide a thirty (30) inch decorative wall or hedge to buffer the parking area. Parking and maneuvering areas, except spaces designated for park and ride or kiss and ride use, should be located on portions of the site that are furthest in walking distance from an adjacent rail station.
2. All off-street surface parking shall have a landscaped buffer in compliance with **Section 9.0823 Landscaping of Parking Lots** between the back of the sidewalk and the parking area.
3. For surface parking lots greater than twenty (20) spaces, a safe, attractive pathway consistent

6. Parking, continued

with **Section 7.0201(1)(1,2)** shall be provided between the parking areas and the building.

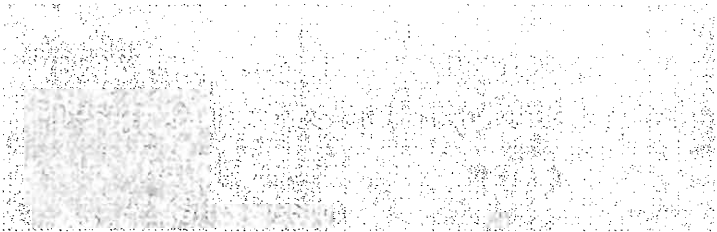
4. Parking lots shall not be located adjacent to street intersections. Parking structures may be located at street intersections provided commercial uses occupy the ground floor at the street corner. The depth of the commercial space shall be at least thirty (30) feet and its total length per side shall be at least fifty (50) feet.
5. Structured parking facilities shall be designed to accommodate commercial or residential uses on the ground floor level, be concealed within the site, or shall be located under or above the ground floor of buildings. Where structured parking is provided on the ground floor, residential or retail uses shall be provided along the street front with parking facilities placed behind the uses and away from streets. Structured parking on upper floors along streets shall be allowed if the facade meets articulation standards and transparency standards set forth in **Sections 7.0503(1)(B)(2)(D) and 7.0503(1)(B)(4)(D)**. Ground level structured parking exposed to the street shall be prohibited except for the following:
 - a. Required driveways; and
 - b. Where the design features add visual interest to the pedestrian; and
 - c. When unwanted views into garages are minimized; and
 - d. When the requirements of **Section 7.0503(1)(B)(2)(D) Facade Design and Building Articulation** are met.
6. Where alleys are present, vehicular access shall be from the alley where practical.

Commercial, Employment, Live/Work and Mixed-Use Development

7. Required off-street parking shall be located to the rear, interior, side, on top of or beneath the structure. Parking located to the side of the building shall be limited to ten percent (10%) of the overall frontage.



Fig. 1.A.6.D.3: An attractive walkway is provided in a large parking area which connects the building entry to other walkways.



6. Parking, continued

Residential Development: Multi-Family and Single-Family Attached

- 8. In addition to requirements specified in **Section 7.0103(A)(8)(D)** Vehicular Circulation and Off-Street Parking for multi-family developments and **Section 7.0201(G)** Vehicular Circulation and Parking, required off-street parking shall be located to the rear, interior, side, on top of or beneath the structure. Parking located to the side of the building shall be limited to the area along the street not required for building frontage and landscaping.



7. Pedestrian Circulation

- A. **Intent:** Create a network of pedestrian-oriented connections that supports the larger street and open space network and encourages appropriately scaled and oriented development.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
- A. Physical Environment
 - B. Sustainability
 - C. Safe Design
 - D. Transportation Modes
 - G. Compatibility
- C. **Design Guidelines:**
- All Development**
1. **Section 9.0824** Pedestrian Circulation/Walkways and **Section 7.0603(A)(8)(C)** apply.
 2. Convenient, direct and accessible pedestrian routes to and from public sidewalks and transit facilities shall be provided.
 3. Pedestrian circulation routes shall comply with the following guidelines:
 - a. Where pedestrian circulation routes, such as mid-block paths, intersect major streets, features shall be present that give prominence to these locations.
 - i. These elements shall contribute to pedestrian circulation having a higher priority than vehicular circulation in the design and layout of development sites in the Triangle.
 - ii. Pedestrian and/or bike connections shall connect residential areas, retail centers and open spaces. Pedestrian, bike and visual connections shall also be made wherever auto connections are not feasible.
 - iii. Clear and safe pedestrian routes shall be provided through parking areas to provide pedestrian access between buildings with minimum conflicts with vehicles. Where walks cross drive aisles, they shall be clearly marked with visually contrasting paving.
 - b. Pedestrian circulation routes, including sidewalks and mid-block paths, shall be present where necessary to enhance connectivity.



Fig. 1.A.7.C.3.a: A walkway which connects an open space to an abutting mixed-use building.

Fig. 1.A.7.C.3.a: A walkway provides additional connectivity where an automobile connection would not be feasible.



Fig. 1.A.7.C.3: An attractive walkway through a parking area minimizes pedestrian conflicts and improves the appearance of the development.



7. Pedestrian Circulation, continued

D. Design Standards:

All Development

1. The Standards found in Section 9.0824 Pedestrian Circulation, Section 7.0603(A)(8) (D), Section 7.0503(1)(A)(1)(D) and Section 7.0503(1)(A)(2)(D) apply.
2. Pedestrian Environment and Access to Transit Facilities
 - 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 on-site pedestrian circulation to the closest adjacent light rail station. Pedestrian activity centers within 1/4 mile walking distance should also be considered in the layout of pedestrian circulation.
 - b. On-site vehicular and pedestrian circulation design shall minimize vehicular/pedestrian conflicts (e.g. driveway crossings).
 - c. Enhanced accessible pedestrian spaces and amenities are encouraged, such as plazas, arcades, galleries, 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. Covered walks are also encouraged between primary building entries and adjacent public sidewalks and on other on-site walkways.
3. Where publicly accessible open spaces meet Burnside, Stark or 181st, they shall:
 - a. Incorporate a minimum of one (1) of the following elements from the arterials and boulevards into the larger Triangle neighborhood:
 - i. An entry gate feature;
 - ii. Columns;
 - iii. Special lighting which compliments the building architecture (at least two (2) lighting features to frame the entry); or
 - iv. Art work approved by the Manager.



Fig. 1.A.7.D.3: A well-landscaped walkway creates a pleasant pathway through a parking area.

Fig. 1.A.7.D.3.a: A covered walkway adds prominence to this walkway.



Fig. 1.A.7.D.3: A key intersection is bordered by a plaza with a fountain, walking paths and a building with a turret fronting the intersection in the background.



8. Landscaping

- A. **Intent:** To integrate landscaping into open spaces, parking areas and general site design to contribute to an attractive and sustainable development that enhances the overall character of the Triangle.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - A. Physical Environment
 - B. Sustainability
 - E. Open Space
 - F. Landscaping

C. Design Guidelines:

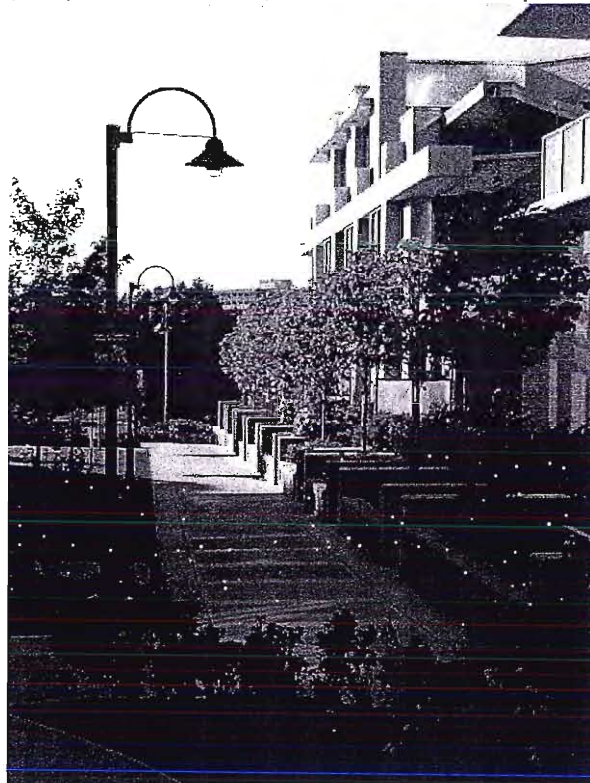
All Development

1. Licensed Design Professional. The landscape plan shall be created by a licensed design professional such as a Landscape Architect, Architect or Civil Engineer. The landscape plan shall exhibit the following characteristics:
 - a. The overall design of the site and the design of the proposed landscape materials shall achieve unique, attractive and significant landscaping on the site as a whole;
 - b. The proper type, spacing, height, placement and location of plant materials shall be provided to ensure that the intent of this ordinance is met;
 - c. The choice and selection of plant materials shall insure that root systems will not interfere with public utilities and so that fruit and other debris, except leaves, will not constitute a nuisance within public rights-of-way or to abutting property owners;
 - d. The choice and selection of plant materials shall insure that the type of plantings selected will be of a type that will survive and thrive in the area in which they are to be located; and
 - e. The proper relationship between deciduous and evergreen plant materials shall exist so as to ensure that the desired buffering effect will be accomplished.



Fig. 1.A.8.C.1(a): A variety of appropriate plant material creates attractive landscaped areas.

Fig. 1.A.8.C.2(a): Planters with trees are used to provide privacy to residential development.



8. Landscaping, continued



Fig. 1.A.8.C.2(b): Building base plantings create an attractive transition between the structure and the ground.

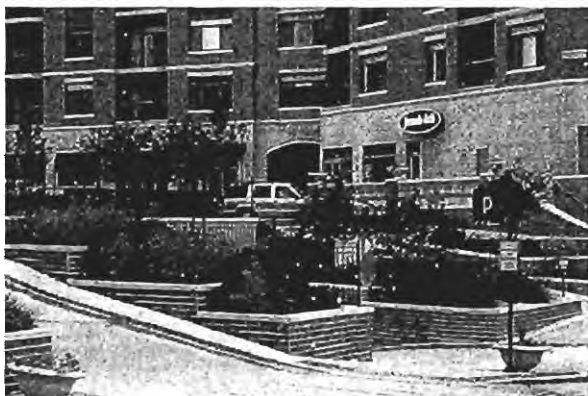
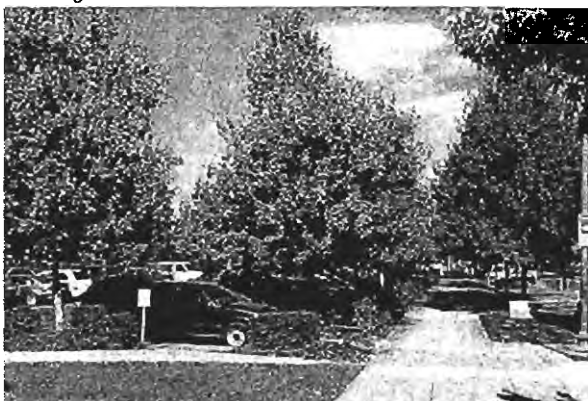


Fig. 1.A.8.C.2(c): Dense plantings are used to enhance the appearance of an entry to a parking area.

Fig. 1.A.8.C.2(d): Trees and other landscaping screen parking areas from an adjacent walkway while shading pavement and reducing the associated heat island effect.



Commercial, Employment, Live/Work and Mixed-Use Development

2. Commercial and mixed-use development shall follow Landscape Guidelines specified in **Section 7.0603(A)(7)(C)**. The Standards of **Section 7.0603(A)(7)(D)(7)** regarding the maintenance agreement is required without exception.
3. Site shall utilize a range of landscape materials, such as trees, evergreen shrubs, groundcovers and seasonal flowers, in sufficient quantity to provide for color and enhanced visual interest on site.
 - a. Separation of active and passive uses is encouraged through placement of planters, street furniture and landscaping. Planters or large pots with small shrubs and seasonal flowers can be used to create protected sub-areas within the plaza with pedestrian seating.
 - b. Creative use of plant materials such as climbing vines or trellises are also encouraged.
 - c. Screen views of automobiles from public view and adjacent sensitive land uses with dense planting.
 - d. Use landscaping to minimize the expansiveness of surface parking lots. Shade surface parking and reduce heat build-up with rows of mature canopy trees.
 - e. Use of native plantings is encouraged where practical.

Residential Development: Multi-Family and Single-Family Attached

4. Multi-family development shall follow guidelines specified in **Section 7.0103(A)(5)(C)**. In addition, the use of turf lawn, as the urban core of the district, shall be minimized except within open play areas within multi-family developments.
5. Parking areas shall be effectively landscaped to reduce the visual impact on surrounding areas, improve the appearance of the lots from within their perimeter and to minimize heat islands and high-temperature run-off.

8. Landscaping, continued

D. Design Standards:

All Development

1. The landscape plan shall be created by a licensed design professional such as a Landscape Architect, Architect or Civil Engineer.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Site Landscaping. **Section 7.0603(A)(7)(D)(1) through (D)(7)** Commercial Design and Development Standards Landscaping shall apply to all new commercial developments except for **Section 7.0603(A)(7)(D)(2)(a)** except as noted in **Section 7.0503(1)(A)(8)(D)(3)** regarding the percentage of site landscape to be provided and the tree caliper requirements.
3. Site Landscaping. A minimum of fifteen percent (15%) of the gross site area shall be landscaped. Up to five percent (5%) of the required landscape area can be paved walks, pedestrian plazas, etc.

Residential Development: Multi-Family and Single-Family Attached

4. Site Landscaping. The standards of **Section 7.0103(A)(5)(D)** shall be met including a minimum of fifteen percent (15%) of the gross site area shall be landscaped. Up to five percent (5%) of the required landscape area can be paved walks, pedestrian plazas, etc.
5. **Section 9.0823** Landscaping of Parking Lots shall be met. The following additional standards supplement this section.
 - a. Parking lot landscaping shall include one (1) tree for every six (6) parking stalls.
 - b. Perimeter Screening. Surface parking lots shall be screened to a height of three (3) feet using at least one (1) of the following:
 - i. A combination of evergreen and deciduous shrubs spaced no more than three (3) feet apart planted in an area at least five (5) feet wide.
 - ii. Ornamental masonry wall clad with brick or tile.
 - iii. A combination of a masonry wall and ornamental fencing.

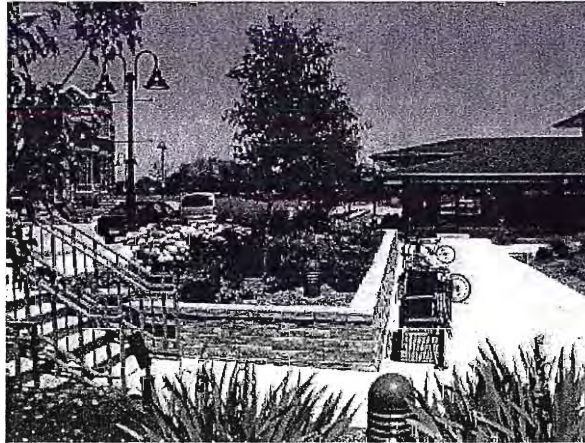
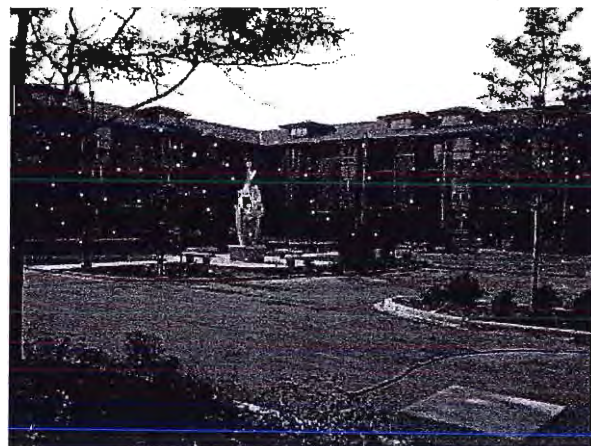


Fig. 1.A.8.D.1: A landscaped area which utilizes a variety of complimentary plant material.

Fig. 1.A.8.D.5: An attractively landscaped parking area of a multi-family building includes trees, shrubs and a sculpture.





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9. Service and Loading Areas and Perimeter Screening

- A. **Intent:** To minimize the negative impacts that required service functions, such as deliveries and trash removal, have on surrounding areas and adjacent properties.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
- A. Physical Environment
 - C. Safe Design
 - D. Transportation Modes
- C. **Design Guidelines:**
- All Development**
1. Service areas shall be located away from public view to the greatest degree possible and shall minimize visual, acoustic and lighting impacts on surrounding areas.
 - a. The use of liner spaces to screen service areas on the side or behind a building facing a street is encouraged.
 - b. The operations within service areas shall respect adjoining property owners and not create undue negative impacts.
 - c. Service and loading areas shall not be highly visible from a light rail station or transitway.
 - d. **Section 7.0503.1.A.D.1.d** shall be met.
 2. Service areas in public view, such as dumpster enclosures, shall be attractively designed in a manner that compliments surrounding buildings.
 3. Service area screening shall incorporate strategies which provide year-round screening and buffering such as walls, intensive landscaping and berms. Screening shall be present along the site perimeter and intensified at service areas to mitigate any potential visual or acoustic impacts on surrounding properties.



Fig. 1.A.9.C.1: Service areas located away from public areas of the site.

Fig. 1.A.9.C.3: A service area is screened by walls with a character similar to the adjacent building.



9. Service and Loading Areas and Perimeter Screening, continued



Fig. 1.A.9.D.1(a): A loading area that is incorporated into the side of a building, but located away from the entry and other active areas.



Fig 1.A.9.D.1(a)(1): Conifer trees provide year-round screening to service and loading areas.

Fig. 1.A.9.D.1(b): Screening wall of a loading area using similar materials and articulation as the primary structure.



D. Design Standards

All Development

1. When dedicated loading facilities are required, loading areas shall be located at the rear of the building or as approved by the Manager or Design Commission. If loading areas cannot be located at the rear of the building, they may be placed along the building's side and recessed from the front facade a distance which minimizes visual impacts and prevents vehicles from extending onto adjacent walkways.

Required loading area dimensions can be found in **Section 9.0840**.

- a. Dedicated loading such as loading docks shall be screened parallel to the building wall with liner spaces or walls integrated into the building and no less than sixteen (16) feet in height. This area may count towards the frontage requirement if it meets the Standards within the Facade Composition and Building Articulation described in **Section 7.0503(1)(B)(2)(D)**. The liner spaces or walls shall fully conceal service vehicles except at the entry in order to allow for safe vehicular movement while exiting.
- b. Liner spaces and screening walls shall include articulation, materials and detailing identical to the principal building.
- c. Service and loading areas shall be visually screened from a light rail station or transit way.
- d. When located next to residential areas, service vehicles shall not be left idling in excess of ten (10) minutes between the hours of 10:00 PM. and 6:00 AM. Signage shall be posted in a visible location within the loading area to inform drivers of this requirement.

2. In addition to requirements stated in **Section 7.0212 Solid Waste and Recycling Collection Area**, the collection areas shall be entirely screened and enclosed by a masonry wall of at least six (6) feet in height that is designed using materials and detailing which are identical to the main building.

9. Service and Loading Areas and Perimeter Screening, continued

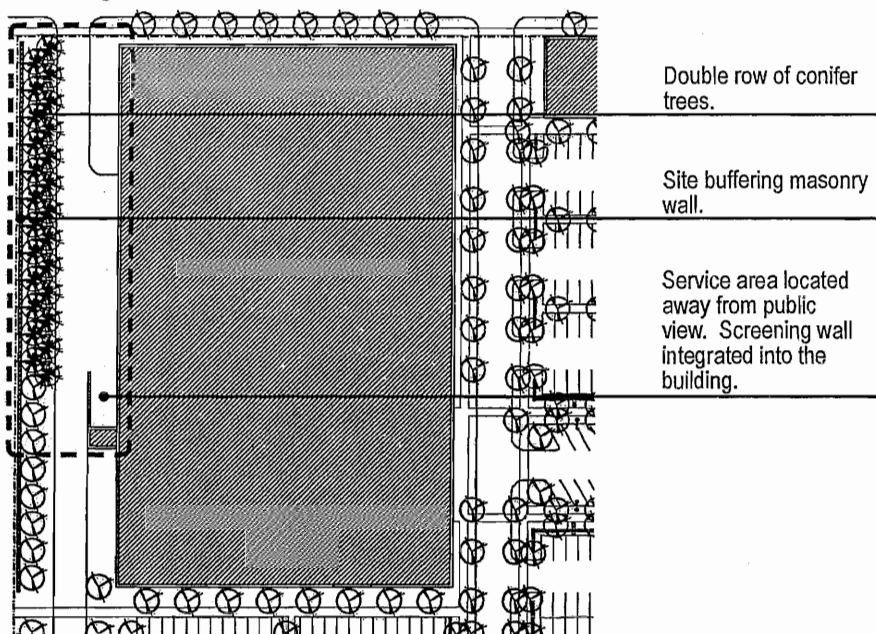
3. Perimeter Site Screening.

- a. In addition to buffering and screening requirements specified in **Section 9.0110**, a six to eight (6-8) foot masonry wall, two and one half (2.5) inch caliper trees and shrubs capable of reaching five (5) feet within five (5) years of planting are required.
- b. When dedicated loading facilities abut or face residential properties, an additional five (5) evergreen trees per one hundred (100) feet shall be planted along the perimeter buffer within line of sight of the opening of the dedicated loading facility in order to provide year-round screening. This requirement will be waived if liner spaces are used in place of a screening wall.



Fig. 1.A.9.D.2: A masonry enclosure screens dumpsters while complimenting the design of the building.

Fig. 1.A.9.D.3: Site design diagram showing a potential service area configuration.





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10. Site Lighting

A. **Intent:** To create a safe and attractive environment by incorporating lighting and Crime Prevention Through Environmental Design (CPTED) principles while providing an attractive visual site design element.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- C. Safe Design
- D. Transportation Modes

C. **Design Guidelines:**

All Development

1. Paths between buildings and parking areas shall be well lit, clear and direct to ensure safe pedestrian access.
2. Building facades facing parking areas shall have entrances and enough activity and transparency to provide natural surveillance.
3. Blind corners shall be avoided by installing mirrors or by designing curves, angles or windows in place of ninety (90) degree corners.
4. Landscaping shall be sufficiently low as not to block lighting and therefore surveillance opportunities.
5. Lighting fixtures shall provide appropriate illumination levels for all areas of the site, creating inviting spaces and enhancing the safety of the site during evening hours.
6. Lighting fixtures shall not create negative impacts on surrounding properties or unnecessary glare within the site.
7. Lighting fixtures shall not create unnecessary upward directed illumination which contributes to sky-glow.

D. **Design Standards**

All Development

1. The site shall be designed to achieve uniform illumination levels with a minimum glare to adjacent properties in order to create a comfortable environment that promotes safety. The following areas shall be illuminated during the hours of darkness: primary internal drives, parking area, pedestrian walkways, pedestrian-oriented open spaces, and building entries.

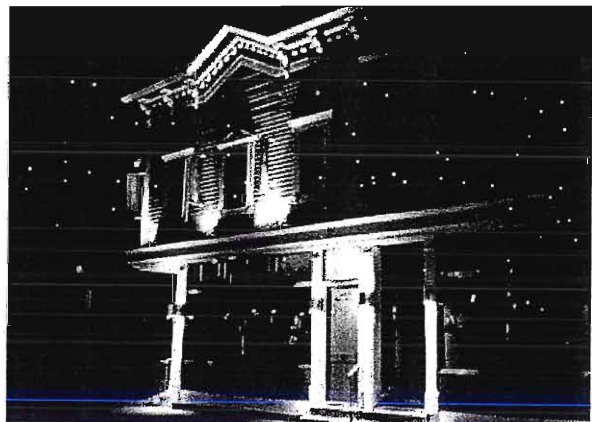


Fig. 1.A.10.C.2: Storefronts and wall sconces create appropriate illumination levels on a pedestrian walkway.



Fig. 1.A.10.C.4: Light fixtures on the ground prevent landscaping elements from blocking light and creating dark spots.

Fig. 1.A.10.C.7: Light fixtures can highlight architectural features but caution should be used to prevent sky-glow.





10. Site Lighting, Continued



Fig. 1.A.10.D.1: Storefronts and exterior light fixtures create uniform illumination levels at the building entry.

2. Shielded lighting along primary internal drives shall be provided and shall not exceed twenty four (24) feet in height, or a height determined by the Manager.
3. The following illumination levels plus those stated in the following table shall act as minimum Standards for all exterior lighting. Maximum average lighting will be governed by the six to one (6:1) ratio of maximum average to minimum illumination of the surface being lit as stated in **Table 7.0503(1)(A)(10)(D)(3)**. Generally, maximum illumination at the property line shall not exceed one-half (0.5) foot-candle. However, where a site abuts a non-residential district, maximum illumination at the property line shall not exceed one (1) foot-candle. Average foot-candles shall be the average amount of light at three (3) foot height above a surface as determined using a photometric plan with one (1) foot grid spot foot-candle readings. The Manager or Design Commission may modify these levels if such modifications are deemed necessary and appropriate for the use and surrounding area.
4. Developments shall use full cut-off lighting fixtures to avoid off-site lighting, night sky pollution and shining lights into residential units. The Manager or Design Commission may choose to waive or alter cut-off requirements of this section when appropriate historic or decorative fixtures are proposed (e.g. use of decorative up-lighting to illuminate the underside of a canopy or columns on a facade, where a canopy or roof projection restricts the projection of the light into the night sky or bollards). Weather- and vandalism-resistant covers shall protect lighting devices.
5. The minimum light measured in foot-candles at the point of least illumination when measured at three (3) feet above ground level.
 - a. Light fixtures shall not exceed twenty five (25) feet in height.
 - b. Fixtures shall have a cut-off angle of ninety (90) degrees as measured perpendicular to the ground.
 - c. No direct light source shall be visible at the property line (adjacent to residential) at ground level.

Table 7.0503(1)(A)(10)(D)(3): Site Illumination Values.

Area of Illumination	Illumination Level (Foot-Candles)
Primary Internal Drives	1.0 minimum with an average of 3.5
Parking Areas	0.5 minimum
Loading and Unloading Areas	0.5 minimum
Open Spaces	0.5 minimum with an average of 1.5
Walkways	0.5 minimum with an average of 1.5
Building Entrances - Frequent Use	1.0 minimum with an average of 3.5
Building Entrances - Infrequent Use	1.0 minimum with an average of 2.0

1. Building Massing

A. **Intent:** To improve the appearance and reduce the visual scale of large buildings by interrupting long expanses of walls.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- G. Compatibility
- H. Architectural Quality
- J. Rehabilitation
- L. High-Quality Materials

C. **Design Guidelines:**

All Development

1. Buildings shall be designed with volumes to maintain a compatible scale with their surroundings. Volumes shall reinforce a human scale within the built environment so people do not feel dwarfed by the building structure.
2. The massing changes shall create an attractive building with enhanced visual interest for the public.

Commercial, Employment, Live/Work and Mixed-Use Development

3. The quantity of masses required shall be sufficient to add interest to buildings of that scale.
4. Buildings shall not include long, monotonous, uninterrupted walls and shall utilize design strategies which create depth and add interest to the facade. Changes in masses shall be sufficient to provide visual distinction between wall planes.
5. Buildings shall utilize building masses to frame and define streets and public spaces, establishing more prominence at these locations.
6. Building masses shall emphasize highly visible areas including street intersections.

Residential Development

7. Multi-family buildings shall follow the Guidelines specified in **Section 7.0103**.



Fig 1.B.1.C.2: Massing changes create attractive facades and visual interest in the building.

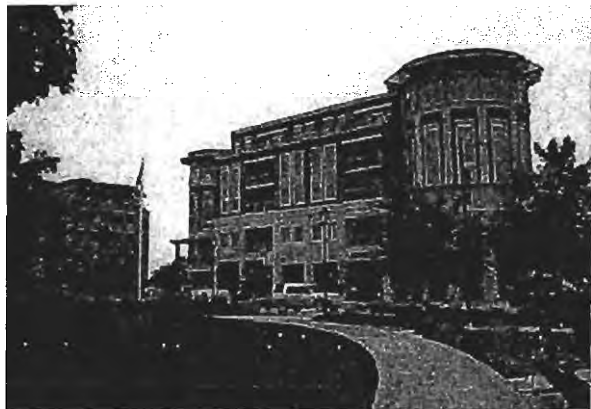


Fig 1.B.1.C.5: Changes in building massing frame the public space and highlight important locations, such as street intersections.

Fig 1.B.1.C.7: Changes in massing reinforce a human scale that relates to the pedestrian.



1. Building Massing, continued



Fig 1.B.1.D.2: Changes in building mass are visible from the street.

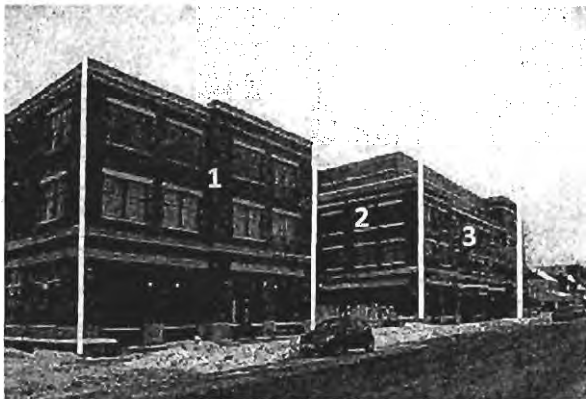


Fig 1.B.1.D.3: A building with a large footprint is divided into multiple masses, each greater than 25% of the footprint.

Fig 1.B.1.D.6: The tallest mass of the building is placed along the primary street on which the building is located.



Existing Development

8. Existing buildings shall follow the above Guidelines when changes are made to the building envelope.
9. New additions to historic buildings shall complement the original facade without competing with it.

D. Design Standards:

All Development

1. The minimum building mass or volume change shall be at twenty five percent (25%) of the total volume of the overall building.
2. The changes in mass shall be visible from the public street.

Commercial, Employment, Live/Work and Mixed-Use Development

3. Buildings shall have a quantity of masses which correspond to the footprint size:
 - a. Buildings with footprints up to and including thirty thousand (30,000) square feet may consist of one (1) mass or building volume.
 - b. Buildings with footprints greater than thirty thousand (30,000) square feet shall be comprised of at least two (2) masses or building volumes.
4. Masses shall be attributed to distinct building volumes, jogs in the facades or other changes in the facade as approved by the Manager. Changes in mass shall include a change in depth greater than that used for articulating features as specified in **Section 7.0503(1)(B)(2)(D)**.
5. Buildings which are required to have multiple masses shall place the tallest mass within the setback area specified in **Section 7.0503(1)(A)(3)(D)**.
6. When the building is on the corner of two streets, the tallest mass shall be within the setback area of the primary street or at the corner.

Residential Development

7. Multi-family buildings shall follow Standards specified in **Section 7.0103**.

1. Building Massing, continued

Existing Development

8. Renovations of existing buildings with footprints over thirty thousand (30,000) square feet that add five thousand (5,000) square feet of footprint or greater shall have no less than two (2) masses at the discretion of the Manager. Renovations which do not change the existing building envelope are exempt from Standards specified in Building Massing.
9. New additions to buildings designated as historic on the City of Gresham's Historic and Cultural Landmarks List shall be complimentary and a separate distinct mass from the existing building.

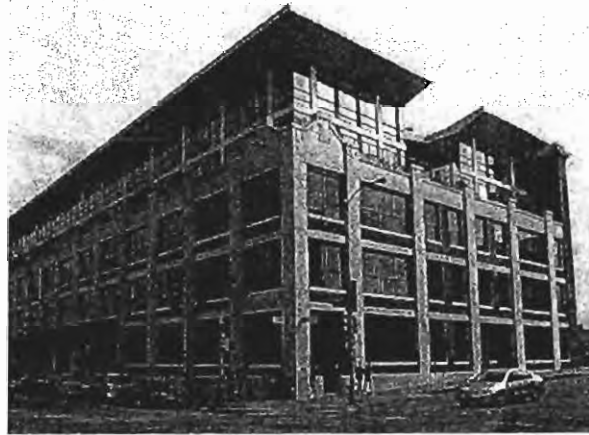


Fig 1.B.1.D.9: An addition (above the original three stories) to a historic building that is visually distinct and complimentary to the original form.

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2. Facade Composition and Building Articulation

A. **Intent:** To incorporate contextually sensitive design features and strategies which add depth, details and interest to enliven wall planes and create attractive building facades.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- G. Compatibility
- H. Architectural Quality
- J. Rehabilitation
- L. High-Quality Materials

C. **Design Guidelines:**

All Development

1. **Mechanical Screening:** The Standard in Section 7.0503(1)(B)(2)(D)(1) is required. Utilities shall be screened from the public realm and the internal public or private areas.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Commercial, mixed-use and civic buildings shall not include long, monotonous, uninterrupted walls and shall utilize design strategies which create depth and add interest to the facade. Changes in depth shall be sufficient to provide visual distinction between wall planes.
 - a. Articulating elements shall provide surface relief, depth and shadows to the facade by being recessed and/or projected.
 - b. Changes in building depth shall reinforce and create a consistent street wall.
3. Commercial, mixed-use and civic buildings shall create a rhythm of repeating elements that help establish continuity in the facade.

Residential Development

4. **Multi-Family Buildings:** Multi-family buildings shall follow the Guidelines specified in Section 7.0103.

Existing Development

5. **Existing Buildings:** Existing buildings shall follow the appropriate building facade Guidelines when changes to the building facade are reviewed for a permit.

D. **Design Standards:**

All Development

1. Mechanical and communication equipment and components shall be screened so they are



Fig 1.B.2.C.2: A mixed-use building which utilizes a variety of design strategies to add depth and interest to the facade.



Fig 1.B.2.C.3: Horizontal elements, including a series of belt courses, the cornice and the bulkhead, establish rhythm in the storefront.

Fig 1.B.2.C.6: Repeating recessions that accommodate porches create rhythm and depth in the facade of these contemporary row houses.



2. Facade Composition and Building Articulation, continued



Fig 1.B.2.D.3.a: A building which is designed with pilasters and belt courses to enhance the facades.



Fig 1.B.2.D.3.b: Major vertical mullions, in conjunction with a change in plane, visually break up an all glass facade.

Fig 1.B.2.D.3.e: In addition to changes in wall plane, pointed and round arches over windows enhance the facade.



not visible from streets and other street level public spaces, including alleys. They shall be screened in a manner that is compatible with the architectural character of the building. Appropriate screening for rooftop equipment includes parapet walls or architecturally compatible fabricated enclosures such as panels and walls. The Manager may require a review of rooftop equipment screening by requesting sight line studies. Utilities such as transformers, heating and cooling, electric meters and other utility equipment shall not be located within five (5) feet of the front entrances and shall be screened with landscape materials.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Commercial, Mixed-Use and Civic Buildings: Building walls shall be articulated with design features which add visual interest and prevent the appearance of blank walls. Facades visible from streets, public spaces and parking areas shall utilize at least one (1) of the following strategies:
 - a. A repeating pattern of wall recesses and/or projections that has a relief of at least twelve (12) inches (such as recessed structural bays or recessed window openings between columns). Wall recessions and projections shall be at intervals of not greater than thirty (30) feet with customer entries and those facing the street and at intervals not greater than one-hundred (100) feet on remaining facades; or
 - b. Changes in wall plane with a depth of at least twenty-four (24) inches which respond to the building module. These changes in wall plane shall occur at intervals of not less than twenty-five (25) feet and not more than one-hundred (100) feet.
3. All facades shall establish a rhythm by repeating design elements at regular spacing along the length and/or height of the facade. All facades in the Triangle Area shall contain at least one (1) of the following design features:
 - a. Columns or pilasters with plinths at regular intervals no greater than thirty (30) feet apart.
 - b. Major vertical mullions of at least six (6)

2. Facade Composition and Building Articulation, continued

inches in width, and larger than other mullions in the same window opening, on all-glass facades.

- c. Vertical reveals no less than six (6) inches.
- d. Belt courses above ground floor level and along the entire facade.
- e. Lintels or arches over the windows and doors.

Residential Development

- 4. Multi-family buildings shall follow the Standards specified in **Section 7.0103**.

Existing Development

- 5. Renovations which modify the exterior building facades and require a permit shall follow **Section 7.0503(1)(B)(2)(D)** Facade Composition and Building Articulation at the discretion of the Manager. Renovations which do not change the existing exterior building facade are exempt from Standards specified in **Section 7.0503(1)(B)(2)(D)** Facade Composition and Building Articulation.

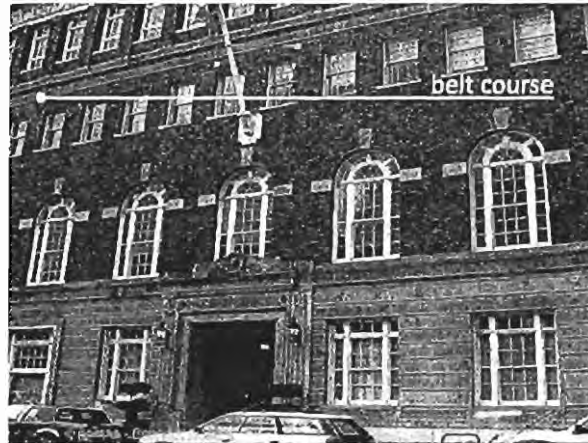



Fig 1.B.2.D.3: This building has a belt course running across the building above the third story windows.



2. Facade Composition and Building Articulation, continued

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3. Ground Level Details

A. **Intent:** To enhance and enliven wall planes with design features which add visual interest and reduce the scale of long sections of building facade.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- H. Architectural Quality
- J. Rehabilitation
- L. High-Quality Materials

C. **Design Guidelines:**

Commercial and Mixed-Use Development

1. Street-facing facades shall have additional design elements at the street level to add interest, enhance the building appearance, establish greater depth in the facade and enliven the pedestrian realm. These features shall compliment those used to satisfy the Guidelines and Standards of **Section 7.0503(1)(B)(2)(D) Facade Composition and Building Articulation.**
2. Storefront windows shall utilize a bulkhead or other design feature to transition the building to the ground and establish depth and interest in the facade.
3. Buildings shall feature an architecturally distinct base to address and enhance the meeting of the building and ground.
4. Building bases shall be proportional to the size of the building and shall be visually pleasing.
5. Commercial, mixed-use and civic buildings shall be designed to allow easy access between public areas and the building's interior.

Residential Development

6. **Multi-Family Buildings:** Multi-family buildings shall contain features and design strategies that create defensible space and a separation between public and private spaces.
7. On street facing facades, multi-family units shall be elevated above grade to reinforce ownership and territoriality.



Fig 1.B.3.C.1: The ground level is enhanced by features including light fixtures, an awning over the door and transom windows.



Fig 1.B.3.C.3: A defined base transitions the building facade to the ground and compliments other features on the building.

Fig 1.B.3.C.6: Townhomes that are elevated above grade and have large front porches. This strategy reinforces ownership and encourages eyes on the street.



3. Ground Level Details, continued



Fig 1.B.3.D.1: Transom windows, projecting signage and a seating area enhance the ground level of this facade.



Fig 1.B.3.D.1.e: An example of ornamental brickwork in a mixed-use building.

Fig 1.B.3.D.1.i: Large awnings shade windows and provide weather protection on the ground level of a commercial building.



D. Design Standards:

Commercial, Employment, Live/Work and Mixed-Use Development

1. Commercial, mixed-use and civic building facades facing public streets shall contain additional ground level details that further enliven the pedestrian realm and create attractive building fronts: Building facades facing public streets in the Triangle Area shall contain at least three (3) of the following design features:
 - a. Medallions at regular intervals no greater than thirty (30) feet.
 - b. Transom windows above storefront windows and doors.
 - c. Projecting sills, a minimum of two (2) inches from the window pane.
 - d. Lintels or arches (including but not limited to flat, segmented and round arches) over windows and doors.
 - e. Ornamental brick or tile work, such as a herringbone pattern, on a minimum of five percent (5%) of the ground level facade.
 - f. Pedestrian-scaled lighting fixtures or wall-mounted projecting lighting fixtures such as wall sconces at regular spacing no greater than thirty (30) feet.
 - g. Awnings, canopies or solar shades/reflectors placed over windows, doors or outdoor spaces with a minimum projection of four (4) feet.
 - h. Projecting signs or banners oriented toward pedestrian walks.
 - i. Outdoor seating areas enclosed by a fence, wall or landscaping at a height of thirty (30) inches.
 - j. Planter boxes, a minimum of six (6) square feet, and not in an accessible pedestrian walk.
 - k. Other feature approved by the Manager or Design Commission.
2. Ground floor storefront windows shall be designed with bulkheads between one (1) and two (2) feet above ground level.

3. Ground Level Details, continued

3. Building Base: Building facades shall include design elements which establish a building base. Building bases shall consist of a visible change in the building facade, and include one (1) of the following:

- a. A change in material;
- b. Texture;
- c. Pattern;
- d. Ornamentation; or
- e. A change in depth no less than four (4) inches. The required change in depth for bases may be reduced to two (2) inches when they intersect other articulating features, such as pilasters, in order to provide visual distinction.

4. Building Base: The building base shall be a minimum height no less than five percent (5%) of the facade height and shall not exceed twenty percent (20%) of the facade height. At the discretion of the Manager or Design Commission, multi-story buildings of three (3) levels or greater may have a building base equal to the wall area attributed to the ground floor. A landscape area at the base of the building with plant material at least five percent (5%) of the facade height may count toward the building base requirement.

5. On street-facing facades, ground floor commercial, employment and live/work uses shall be at the sidewalk elevation.

Residential Development

6. When multi-family space is present on the ground floor, one (1) of the following features shall be present on street facing facades:

- a. Building base landscaping no less than five (5) feet deep.
- b. On street frontages, a space-defining decorative fence, wall, hedge or retaining wall thirty (30) inches in height located at the property line or setback no more than five (5) feet.

7. Multi-family space on the ground floor, excluding mixed-use buildings with commercial ground floors, shall be elevated to no less than three (3) feet above grade. Entries may be at grade.



Fig 1.B.3.D.3: A building base which utilizes a change in material. A full story base may be appropriate on taller multi-story buildings.



Fig 1.B.3.D.4: Integrated planters may be used in place of a building base.

Fig 1.B.3.D.6: An elevated landscaped area and a decorative wall create a division between public and private space.



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4. Transparency

- A. **Intent:** To create visual interest on building facades by providing views into active spaces and by allowing for passive surveillance of exterior areas while providing for day lighting of interior spaces.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - A. Physical Environment
 - B. Sustainability
 - C. Safe Design
 - H. Architectural Quality
 - J. Rehabilitation
 - L. High-Quality Materials
- C. **Design Guidelines:**
 - All Development**
 1. Windows shall be designed to establish a sense of depth and create shadows within the facade.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Buildings that face the most active streets with the highest street classifications shall contain the highest levels of transparency at the pedestrian level.
3. Buildings that face less active streets shall contain high levels of transparency at the pedestrian level on facades which face the street.
4. Non-street facing facades which have entries shall have sufficient levels of transparency to ensure safety of these areas by allowing for natural surveillance.
5. Upper building stories shall provide clear glass windows.
6. Windows shall reinforce a vertical proportion on the facade and not contribute to a dominant horizontal geometry in the building.
7. When buildings require specific areas not to be transparent, a limited amount of displays that are integrated into the building may substitute for transparent glazing.
8. Glass shall not be mirrored or tinted to prevent views into spaces. Glass shall be as clear as possible while meeting applicable energy codes.



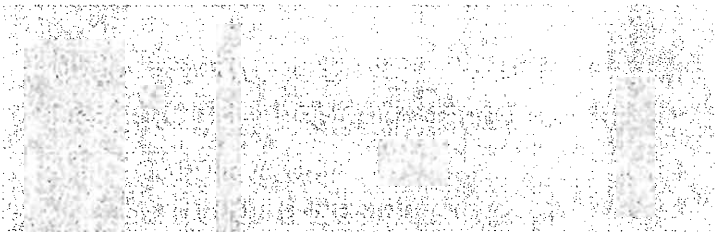
Fig 1.B.4.C.1: Ground floor windows are recessed from the building wall to create depth.



Fig 1.B.4.C.3: Upper levels as well as the ground floor shall include high levels of transparency.

Fig 1.B.4.C.4: Non-street facing facades shall include transparency to allow passive observation of the parking area.





4. Transparency, continued

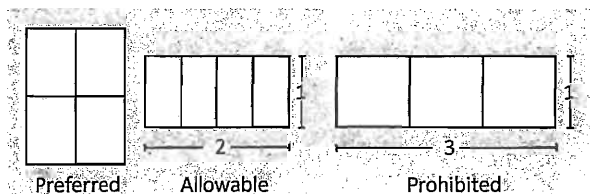


Fig 1.B.4.D.1: Storefront windows recessed to establish depth.



Fig 1.B.4.D.2: High levels of transparency are required between the heights of 2 and 12 feet on street facing facades.

Fig 1.B.4.D.6: Window proportions are preferred to be vertical. Horizontal proportions are allowable up to 2:1.



Residential Development

9. When the common areas of multi-family buildings do not require privacy, they shall have high levels of transparency.
10. Multi-family building entries shall provide sufficient transparency at the entry to enhance safety.

Existing Development

11. Existing buildings under renovation which require a permit shall maximize transparency if windows are being replaced.

D. Design Standards:

All Development

1. Windows shall be recessed a minimum of four (4) inches from the building plane.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Street-facing facades of buildings that face Stark or 181st Street shall be composed of clear glass for a minimum of sixty percent (60%) of the ground floor between the heights of two (2) and twelve (12) feet.
3. Street-facing facades other than the buildings that face 181st and Stark Street shall be composed of clear glass for a minimum of fifty percent (50%) of the ground floor between the heights of two (2) and twelve (12) feet, except as noted below.
4. Non-street-facing facades that face parking areas or other frequently used outdoor spaces, as determined by the Manager, shall be composed of clear glass for a minimum of twenty five percent (25%) of the ground floor between the heights of two (2) and twelve (12) feet to allow for passive surveillance of these areas. Landscaping and other features between the facade and these areas shall be designed so as not to obstruct views from interior spaces.
5. Upper levels of street facing facades shall be composed of clear glass for twenty five percent (25%) of the wall area above the ground floor, excluding roof shapes and parapets.
6. Window openings are preferred to exhibit a vertical proportion. Window openings shall not exhibit a horizontal proportion greater (more horizontal) than two-to-one (2:1).

4. Transparency, continued

7. Visual Connectivity: The following Standards ensure true visual connectivity between interior and exterior spaces:
- Ground floor windows shall provide views into active spaces such as storefronts, offices, lobbies, etc. At the discretion of the Manager or Design Commission, display windows that do not provide views into the building may count towards the required transparency if the display extends a minimum of four (4) feet into the building and contains three dimensional (3D) objects, such as product displays. Window boxes added to the exterior of the building are not permitted.
 - Up to twenty five percent (25%) of the required ground floor transparent area may be attributed to display windows as described in this section.
8. To meet the clear, transparent glass requirement, storefront windows shall have a Visible Transmittance (VT) value of sixty percent (60%) or greater.

Residential Buildings

9. Multi-Family Buildings: Multi-family buildings shall follow transparency Standards specified in **Section 7.0103**. In addition, the following Standards shall apply:
- Ground floor spaces of multi-family buildings attributed to common areas, such as lobbies, shared community rooms, fitness rooms, etc., shall be composed of clear glass for a minimum of forty percent (40%) of the wall area between the heights of two (2) and ten (10) feet.
 - Building entries that access the parking area shall be designed with transparent glass that allows users to look out prior to exiting the building.
 - Accessory, non-residential buildings, such as recreation or community centers, which abut a public street right-of-way, shall have at least twenty percent (20%) of the ground floor wall area facing the street in transparent windows, doorways, or display areas, including an entry opening directly onto the abutting street.

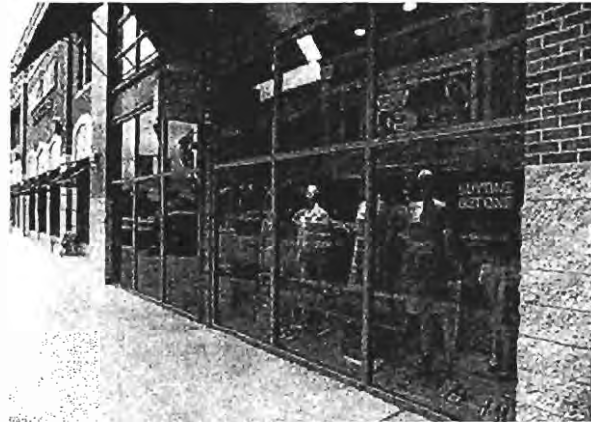


Fig 1.B.4.D.7: A limited amount of displays which extend into the building may count toward the transparency requirement.



Fig 1.B.4.D.8: Only clear glass shall count toward the transparency requirement.

Fig 1.B.4.D.10: Lobbies and other common areas shall have increased levels of transparency in multi-family buildings.



4. Transparency, continued

Existing Development

10. Existing Buildings: Existing buildings with levels of transparency less than the amount specified shall not lessen the amount of transparency during renovations which require a permit if the exterior building facade is altered.
11. When changes are being made to the facade of existing buildings, window openings which have been replaced with other materials (brick, block or other materials) and are visible from the street shall have transparent windows re-installed in these locations.



Fig 1.B.4.D.11: A renovated building in which windows were reinstalled.

5. Building Entry

A. **Intent:** To ensure building entries establish prominence in the facade and are an attractive component of the buildings while promoting pedestrian comfort, safety and orientation.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- C. Safe Design
- H. Architectural Quality
- L. High-Quality Materials

C. **Design Guidelines:**

All Development

1. Building entries shall be designed as a distinct, prominent element of the building which compliments the remainder of the design.
2. Entries shall include a change in form of sufficient dimension to visually distinguish the entry from the remainder of the building facade.
3. Entries shall include design features and strategies which highlight these areas of the facade.
4. Materials on and surrounding the entry feature shall be attractive and of high-quality.
5. Entries shall provide pedestrians protection from weather.

Commercial, Employment, Live/Work and Mixed-Use Development

6. Entries shall meet the requirements of **Section 7.0503.(1)(B)(5)(D)(6)**.

Residential Development

7. Multi-family building entries shall incorporate transparent elements to allow residents to view in and out before opening doors.

Existing Development

8. Existing Buildings: Existing buildings under extensive renovation shall comply with the appropriate Guidelines and Standards specified in this section.

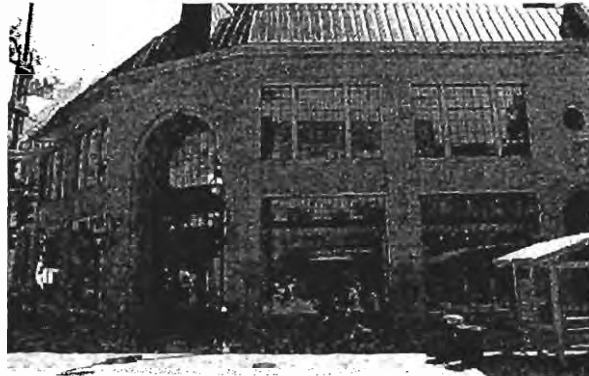
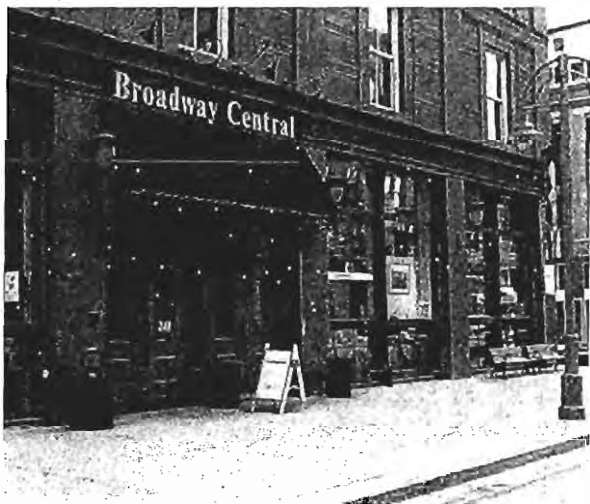


Fig 1.B.5.C.2: Building entries shall be a prominent element in the facade.



Fig 1.B.5.C.2: An entry courtyard is used to distinguish it from the rest of the facade.

Fig 1.B.5.C.4: Areas surrounding the entry shall utilize high-quality materials such as brick.



5. Building Entry, continued



Fig 1.B.5.D.2: A small projection, complimented by a taller parapet and unique windows, gives prominence to the entry.



Fig 1.B.5.D.3.b: A change of materials highlights the entries to this traditional storefront.

Fig 1.B.5.D.3.g: An entry courtyard with landscaped features adds prominence to the building's entry.



D. Design Standards:

All Development

1. Building entries shall feature a design that demonstrates visual prominence and architectural emphasis. Primary building entrances shall be open to the public during all business hours.
2. Building entries shall include a visible change in building form from adjacent facade sections with a change in depth of at least twelve (12) inches. This could include recessed building entries, changes in mass or smaller changes in wall plane.
3. Building entry features shall include two (2) of the following features in the entry design to highlight the entry:
 - a. Oversized entry door(s) of a minimum height of eight (8) feet;
 - b. Change in material, color, texture, pattern or articulation at the entry;
 - c. Projecting entry including porches, canopies and articulated lintels above the doorway;
 - d. Change in roof form such as but not limited to a curved, straight or sloped roof;
 - e. Enhanced building ornamentation in the entry area, in addition to that required in other sections of the Code, including but not limited to:
 - i. Ornamental glazing, such as sidelights, flanking the doorway that is a minimum width of one (1) foot and is the full height of the doorway;
 - ii. Ornamental railings leading to the entry;
 - iii. Ornamental balustrades;
 - iv. Wall sconces on each side of the entry; and
 - v. Flanking columns.
 - f. Distinct and decorative stone, masonry or tile paving pattern on the adjacent entry private sidewalk section. The size and design of the paving pattern shall correspond to the geometry established in the entry feature;
 - g. An entry courtyard of a minimum dimension of five hundred (500) square feet where

5. Building Entry, continued

the minimum dimensions for either length or width is twenty (20) feet. The courtyard shall provide year-round site furnishings like benches, tables and sitting areas; prominent landscape features such as integrated planters, trellis or arbors; or

h. Water feature.

4. Buildings shall utilize attractive and high-quality materials surrounding the entry.
 - a. Building entry doors shall be of high-quality materials such as commercial-grade solid wood, decorative glass, or other materials as approved by the Manager or Design Commission.
 - b. Within thirty (30) feet along the length of the facade from each side of the entry doors, the building shall utilize only primary materials as specified in **Section 7.0503(1)(B)(7)(D)**.
5. Buildings shall provide weather protection in the form of a canopy, awning or other feature to a depth of at least four (4) feet.

Commercial, Employment, Live/Work and Mixed-Use Development

6. Primary building entrances shall be open to the public during all business hours.

Residential Development

7. Multi-family buildings shall follow entry design Standards specified in **Section 7.0103**. In addition, the following Standards shall apply:
 - a. Exterior corridors, exit ways and stairs visible from the street are not permitted, except for the main entry stair leading to the building entrance.
 - b. Building entries, including those that access the parking area, shall be designed with transparent glass that allows users to look out prior to exiting the building.

Existing Development

8. When existing building entries are renovated and require a permit, the buildings shall comply with all entry Standards. If the building exterior is not changed and the entry feature does not include a change in form, these entry Standards shall not be required.



Fig 1.B.5.D.5: A recessed entry and continuous roof provides weather protection.

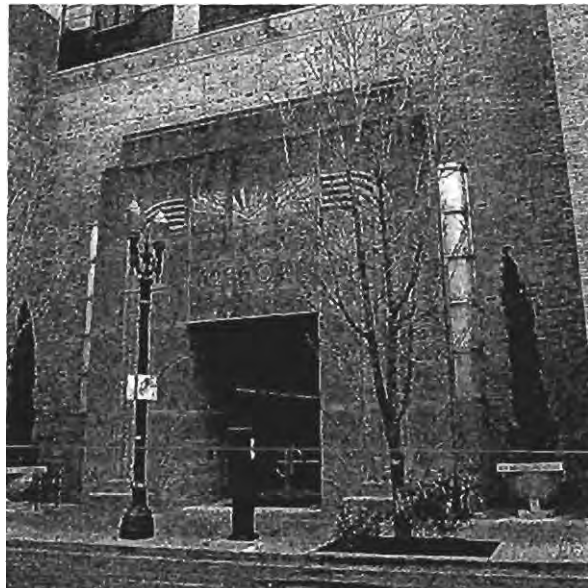


Fig 1.B.5.D.7: Clear entry doors allow residents of multi-family buildings to look out before exiting.



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6. Gateways and Prominent Facade Sections

- A. **Intent:** To enhance important intersections and locations within Rockwood through strategies such as creating a strong architectural building statement, making changes to building form, and enhancing building details and landscape.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
- A. Physical Environment
 - E. Open Space
 - H. Architectural Quality

C. **Design Guidelines:**

Gateways

1. Gateways shall mark prominent intersections which are highly visible within Rockwood as shown in Fig.1.B.6.C.1.
 - a. 181st and Burnside
 - b. 181st and Stark
 - c. Burnside and Stark
2. Buildings surrounding these intersections shall be of a sufficient height to emphasize the hierarchy of these places. These buildings shall be generally taller than the surrounding buildings.
3. To create pedestrian activity and additional interest in these areas, building entries shall be prominently located to emphasize the gateways.
4. Buildings facades shall utilize high-quality materials to create attractive, durable and timeless buildings.
5. Landscape plazas may be developed to add pedestrian spaces in areas that would be difficult to otherwise develop. The plazas shall be designed to encourage pedestrian gathering and utilization.

Prominent Facades

6. Highly visible facade sections, including corners and facades fronting public spaces, shall be designed as a distinct, prominent element of the building while complimenting the remainder of the design.
7. Prominent facade sections shall have forms which are distinct from adjacent wall sections, responding to highly visible areas of the site.
8. Prominent facade sections shall include design elements and details which add visual interest to



Fig 1.B.6.C.1: The location of Gateway intersections establish the Triangle Area within Rockwood.



Fig 1.B.6.C.3: Building entries shall be very close to gateway intersections to encourage pedestrian activity in these areas.

Fig 1.B.6.C.4: Gateway buildings shall have increased levels of transparency on facades facing these important areas.



6. Gateways and Prominent Facade Sections, continued

these areas.

9. Materials on and surrounding prominent facade sections shall be attractive and of high-quality.

D. Design Standards:

Gateways

1. The following intersections as shown in Fig. 1.B.6.C.1 shall be considered Gateways and shall follow the Design Standards on private property as specified in this section:
 - a. 181st and Burnside
 - b. 181st and Stark
 - c. Burnside and Stark
2. Building Scale: Building massing shall respond to the importance of these areas. Building masses facing and abutting these intersections shall be taller than adjacent facade sections and no less than three (3) occupiable stories. An occupiable story may include a mezzanine if the facade contains elements such as windows that would indicate the presence of a second level. The three (3) story mass shall extend no less than sixty (60) feet along each street frontage.
3. Buildings Entries: Buildings shall have an entry accessible from the gateway. The building entry shall be no more than ten (10) feet from the building corner.
4. Primary Materials, as defined in Section 7.0503(1)(B)(7)(D), shall be used for no less than eighty percent (80%) of the street-facing facades. Primary material usage on the remainder of the facade shall be measured independently and shall follow the Standards specified in Section 7.0503(1)(B)(7)(D).
5. Landscaped Plazas: Because of irregular parcels created by the orientation of Burnside and Stark, landscaped plazas may be developed in place of buildings and count toward the building frontage requirement at the gateways. These plazas shall include the following features:
 - a. At least twenty percent (20%) of the area shall be hardscaped with decorative paving;
 - b. At least thirty percent (30%) of the area shall be landscaped with trees, shrubs, groundcover and perennial landscape plantings;



Fig 1.B.6.C.5: Stone and other high-quality materials are appropriate for highly visible gateway buildings.

Fig 1.B.6.D.2: Facade sections fronting the Gateway intersections shall be at least 3 occupiable stories.



6. Gateways and Prominent Facade Sections, continued

- c. Pedestrian-scaled lighting fixtures shall be no taller than eighteen (18) feet;
- d. At least an average of one (1) bench or seating unit for each two hundred (200) square feet of area shall be provided (seating may be grouped into benches or ledges);
- e. One (1) element with sustainability attributes (such as but not limited to rain gardens, solar powered lights or equipment, or pervious pavement) shall be provided; and
- f. An element that provides a focal point to the space shall be provided, such as but not limited to:
 - i. An artistic design element such as a decorative paving pattern, a pair of ornamental lighting elements, etc.;
 - ii. A clock tower;
 - iii. A water feature;
 - iv. An art installation as approved by the Design Commission; or
 - v. Other features as approved by the Design Commission or Manager.

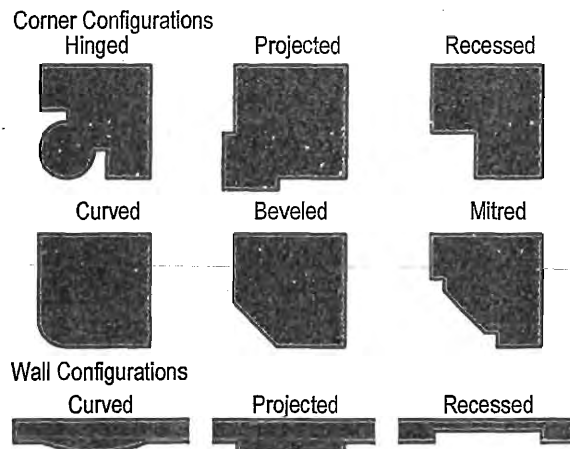


Fig 1.B.6.D.5: High-quality materials, including brick, stone and glass, are used on facades facing important intersections.



Fig 1.B.6.D.6: Landscaped plazas with pedestrian amenities encourage activity at the Gateways.

Fig 1.B.6.D.7.a: Prominent Facade Sections Profiles:



6. Gateways and Prominent Facade Sections, continued

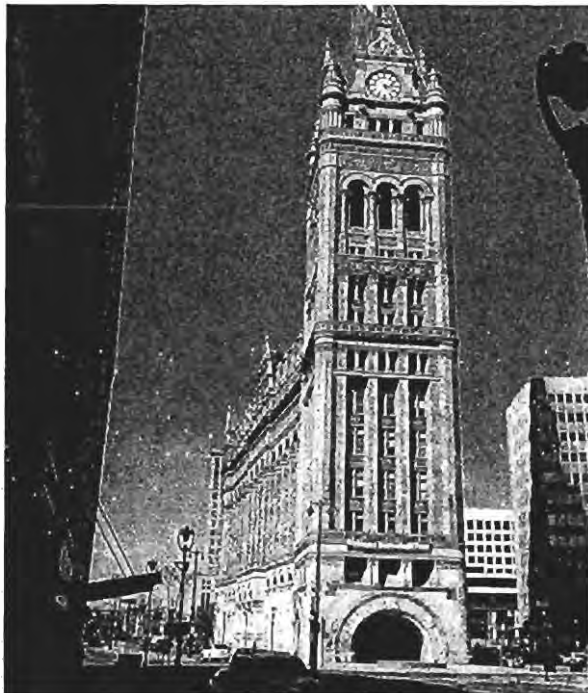
Prominent Facade Sections

6. Prominent facade sections shall include design elements that establish prominence in the building, responding to unique site configurations including street corners and the terminus of streets or primary internal drives. The orientation, massing and articulation of buildings shall place strong visual emphasis on these areas.
7. Prominent facade sections shall include one (1) of the following profiles (in plan view) for at least one (1) story of the building:
 - a. Curved or hinged corner or wall section;
 - b. A form which is projected or recessed from both abutting facades;
 - c. Beveled or mitered corner; or
 - d. Alternative configurations approved by the Manager or Design Commission, such as cantilevered forms.
8. Prominent facade sections shall include distinctive architectural expressions in its facade, including at least two (2) of the following:
 - a. Operable entry within ten (10) feet of the building corner or within the terminating view;
 - b. Tower forms with an increase in height no less than ten percent (10%) of the adjacent wall height;
 - c. Windows of an increased size, quantity or distinct character that results in a higher level of transparency than adjacent facade sections;
 - d. Increased glazing and transparency, with the full height of the wall area composed of no less than thirty percent (30%) transparent glass. For the purposes of measurement, this area shall be no less than twenty (20) feet in length on a wall section at the terminus of a primary internal drive or public street or ten (10) feet in length along each facade when located at a corner of a building;



Fig 1.B.6.D.7.b: A tower form on a building fronting a major intersection adds prominence to the location.

Fig 1.B.6.D.8: A building which terminates the view of a major street is enhanced by high-levels of details within the facade.



6. Gateways and Prominent Facade Sections, continued

- e. Marquee or expressive canopies with colors and materials distinctive from the rest of the building;
 - f. Special paving such as scoring or pavers; or
 - g. Focal point such as a fountain or sculpture.
 - h. Higher bays which may include multiple floor levels and are a minimum fourteen (14) feet or change in bay size which is reflected in the facade, not exceeding thirty (30) feet;
 - i. Change in building base and/or cornice treatments that result in an increased level of detail from surrounding facade sections;
 - j. Cupola; or-
 - k. Turret.
9. Primary Materials, as defined in **Section 7.0503(1)(B)(7)(D)**, shall be used for no less than eighty percent (80%) of the street-facing facades. Primary material usage on the remainder of the facade shall be measured independently and shall follow standards specified in **Section 7.0503(1)(B)(7)(D)**.



Fig 1.B.6.D.8.e: A unique canopy adds interest to highly visible areas.



Fig 1.B.6.D.8.h: Higher bays, which extend two-stories in height, emphasise a highly-visible facade section.



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7. Materials

- A. **Intent:** To promote the use of high-quality, durable and attractive materials in buildings which contribute to the aesthetic quality of the development and to the urban design fabric of the community.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - C. Safe Design
 - H. Architectural Quality
 - I. Sustainable Architectural Design
 - J. Rehabilitation
 - L. High-Quality Materials

C. Design Guidelines:

All Development

1. The predominant building materials shall be high-quality, durable and attractive.
2. The predominant building material may be complimented with other secondary materials which may not be appropriate on large areas of the facade.
3. Accent materials, which would generally not be acceptable on large areas of the facade, may be used in limited areas of the facade to highlight architectural features.
4. **Prohibited Materials:** Materials identified as prohibited in **Table 7.0503(1)(B)(7)(D)** shall not be used on any building.
5. Fencing shall be durable, maintainable and attractive.

Existing Development

6. Existing Buildings: Renovated facade sections shall utilize high-quality, attractive and durable materials.
7. When buildings are renovated, high-quality original materials shall be exposed.



Fig 1.B.7.C.1(1): Finished wood compliments the brick, concrete and glass structure.

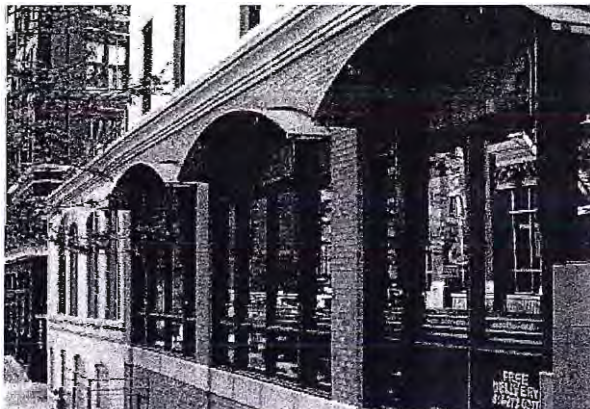


Fig 1.B.7.C.1(2): A brick storefront enhanced with ceramic tiles highlighting the windows.

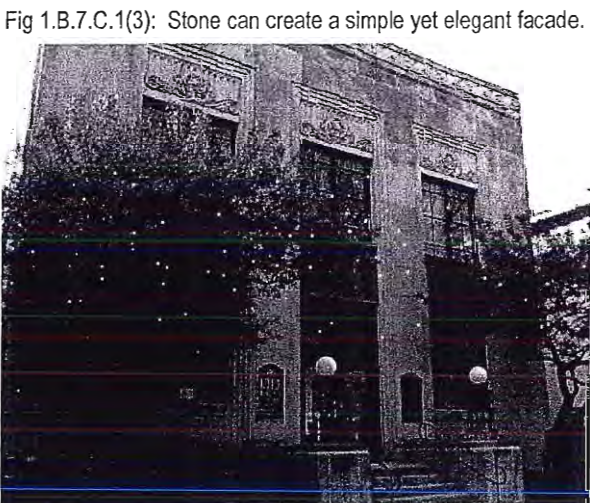


Fig 1.B.7.C.1(3): Stone can create a simple yet elegant facade.

7. Materials, continued

Table 7.0503 (1)(B)(7)(D): Primary, Secondary, Accent and Prohibited Materials.

	Commercial, Mixed-Use or Civic	Multi-Family Residential
<i>P: Primary Material</i>		
<i>S: Secondary Material</i>		
<i>A: Accent Material</i>		
<i>N: Prohibited Material or Prohibited Fencing Type</i>		
Brick	<i>P</i>	<i>P</i>
Stone/masonry	<i>P</i>	<i>P</i>
Stucco	<i>P</i>	<i>P</i>
Glass (transparent, spandrel)	<i>P</i>	<i>P</i>
Finished wood, wood veneers and wood siding	<i>S</i>	<i>P</i>
Finished metal panels such as anodized aluminum, stainless steel or copper, featuring a polished, brushed or patina finish	<i>S</i>	<i>S</i>
Concrete blocks with integral color (ground, polished or glazed finishes)	<i>S</i>	<i>S</i>
Concrete (poured in place or precast)	<i>S</i>	<i>S</i>
Fiber reinforced cement siding and panels	<i>S</i>	<i>P</i>
Ceramic tile	<i>S</i>	<i>S</i>
Concrete blocks with integral color (split face finish)	<i>A</i>	<i>A</i>
Standing seam and corrugated metal	<i>A</i>	<i>A</i>
Glass block	<i>A</i>	<i>A</i>
Vegetated wall panels or trellises	<i>A</i>	<i>A</i>
Vinyl siding	<i>N</i>	<i>N</i>
T-111 Plywood	<i>N</i>	<i>N</i>
Exterior Insulation Finishing System (EIFS)	<i>N</i>	<i>N</i>
Plastic or vinyl fencing	<i>N</i>	<i>N</i>
Chain link fencing	<i>N</i>	<i>N</i>

D. Design Standards:

All Development

1. Buildings shall utilize primary materials for no less than sixty five percent (65%) of the building facades.
2. Secondary materials are prohibited as primary cladding on building facades and shall not be allowed on more than thirty five percent (35%) of building facade area.
3. Accent materials are permitted on no greater than five percent (5%) of the facade as trims or accents (e.g. flashing, projecting features, ornamentation, etc.).
4. Buildings shall not utilize materials listed as prohibited.
5. Fencing materials shall be durable, maintainable and attractive.

Existing Development

6. Existing Buildings: If renovations include facade modifications, modified sections shall comply with Standards specified in **Section 7.0503(1)(B)(7)(D)**.
7. Existing brick and stone buildings undergoing facade renovations shall remove any paint, paneling or other covering applied to these materials to reveal original surfaces.

1. Sustainable Site and Building Design

A. **Intent:** To minimize negative environmental impacts from development by utilizing sustainable building techniques which reduce stormwater runoff, heat island effects and pollution associated with energy usage and transportation.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- B. Sustainability
- C. Safe Design
- F. Landscaping
- I. Sustainable Architectural Design

C. **Design Guidelines:**

All Development

1. New development shall preserve trees and other environmental features of the site. The standard in **Section 7.0503(1)(C)(1)(D)(1)** is required without exception.
2. Water conservation measures and on-site treatment and infiltration of stormwater shall be incorporated in new development.
 - a. Landscape practices and strategies that reduce wasteful water practices shall be included in all developments in a creative way.
 - b. Consider using porous paving systems to allow for stormwater infiltration and reduce the urban heat island effect in the summer.
 - c. High efficiency irrigation strategies shall be utilized to minimize potable water usage.
 - d. Consider using green roof systems to collect and evapo-transpire rainwater, reducing runoff as well as heating and cooling loads.
3. Buildings with low-sloped roofs shall use design strategies to minimize heat islands and reduce energy usage associated with solar gain attributed to the roof surface.
4. Developments shall utilize strategies that reduce water and energy usage attributed to site and building development, building use and the transportation of building users while not detracting from good site and building design. Healthy and sustainable communities shall be created that incorporate "best practices" such as LEED™ to conserve natural resources and reduce energy usage and carbon emissions.



Fig 1.C.1.C.2: An open space which incorporates stormwater infiltration facilities.



Fig 1.C.1.C.2: A modular vegetated roof system reduces stormwater and insulates the roof surface.

Fig 1.C.1.C.2: This green roof provides an attractive, sustainable habitat for wildlife.



1. Sustainable Site and Building Design, continued

D. Design Standards:

All Development

1. New development shall retain healthy, regulated trees at eight (8) inches or greater or replace them at a ratio of three (3) new trees for every one (1) healthy, existing regulated tree removed. Regulated trees must be healthy as determined by a consulting arborist, a qualified arborist or a registered consulting arborist.
2. Water conservation and treatment shall be promoted through a minimum of two (2) of the following:
 - a. An irrigation system that minimizes water usage by incorporating at least one (1) of the following:
 - i. A rain sensor to prevent watering during a rain event;
 - ii. Water conserving rotor irrigation heads; or
 - iii. A drip irrigation system.
 - b. On-site rain gardens and stormwater facilities that are designed in accordance with Gresham Green Development Practices for Stormwater Management;
 - c. Art elements, fountains or other features that use rainwater to activate public spaces;
 - d. A system that collects rainwater from a minimum of fifty percent (50%) of the total roof area for reuse (i.e. site irrigation or grey water re-use);
 - e. Permeable paving over at least forty percent (40%) of all paved surfaces;
 - f. Other Low Impact Development (LID) features that capture and filter runoff into the ground approved by the Manager or Design Commission.
3. All low-sloped roof surfaces (pitches less than or equal to 2:12) shall utilize a "white roof" with a Solar Reflectance Index (SRI) of seventy eight (78) or greater, exclusive of space dedicated to mechanical systems, vegetated roof surfaces or solar panels.
4. Energy conservation in site and building development shall be promoted through sustainable building techniques and design strategies specified in this section.



Fig 1.C.1.D.2.c: A public art piece collects rain water and discharges it into a stormwater area.

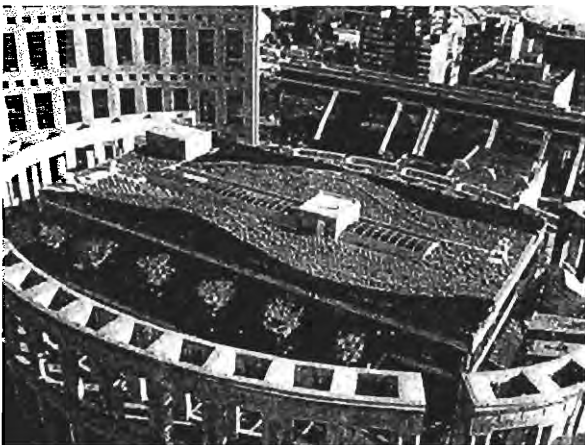


Fig 1.C.1.D.2.d: This green roof system absorbs rainwater to minimize stormwater run-off and provides opportunity for possible water re-use.

Fig 1.C.1.D.2.: Permeable pavement allows water to infiltrate the soil thereby reducing stormwater discharge.



1. Sustainable Site and Building Design, continued

- a. The minimum quantity of required sustainable building techniques and design strategies shall be as follows:
 - i. Commercial, employment, live/work mixed-use and civic developments shall include a minimum of one (1) sustainable building technique and design strategy.
 - ii. Commercial buildings over thirty thousand (30,000) square feet shall include a minimum of two (2) sustainable building techniques and design strategies.
- b. Sustainable building techniques and design strategies shall include any of the following:
 - i. Solar energy panels installed on the roof or other location shall be approved by the Manager or Design Commission depending on the procedure type. Solar energy panels shall be integrated into the building design or shall be designed to have minimal adverse visual impacts on other surrounding areas (such as by screening from view at street level) and yet not interfere with the purpose of the solar panels. The quantity of solar energy panels shall:
 - a. Generate ten percent (10%) of the typical energy usage for the building in renewable energy. The typical energy model for the building shall be determined by referencing the LEED™ standards; or
 - b. Comprise an area equivalent to twenty percent (20%) of the roof area.
 - ii. A vegetated roof surface comprising a minimum of thirty percent (30%) of the roof area.
 - iii. One of the following passive energy reduction design strategies:
 - a. Include protected double door vestibule on the north and east sides of the structure or add an effective windbreak such as a wall;

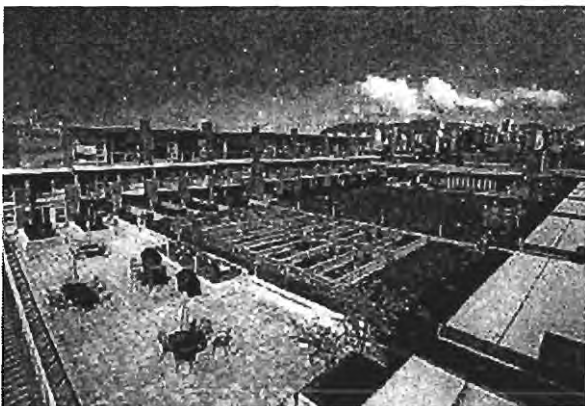


Fig 1.C.1.D.4.B: This Hydrotech™ roof-top garden provides attractive functional open space while saving building energy costs.



Fig 1.C.1.D.4.B: These green roof gardens help purify the urban air and lower urban air temperatures.

Fig 1.C.1.D.4.b.2: A large green roof reduces heat islands, minimizes stormwater and provides residents with a roof-top amenity in this mixed-use development.





1. Sustainable Site and Building Design, continued



Fig 1.C.1.D.4.b.3: Solar shades are used to minimize summer heat gain while allowing passive heating in the winter.

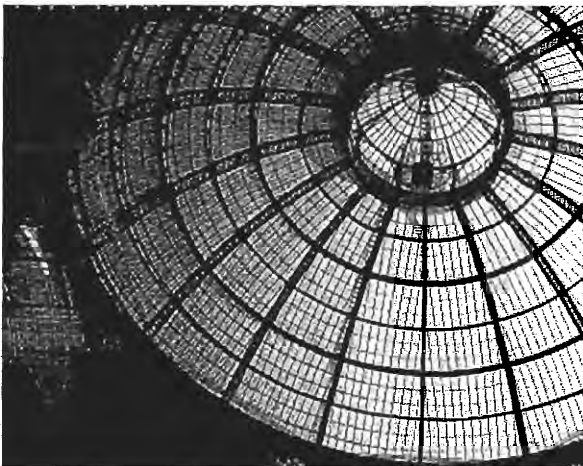


Fig 1.C.1.D.4.b.4: A skylight is the primary means of illumination in the center of this pedestrian mall.

Fig 1.C.1.D.4.b.5: An electric vehicle charging station located in a highly visible place encourages its use.



- b. Orient the long axis of the building east and west, with unobstructed solar access to the south wall and roof; or
- c. Locate the windows to take advantage of passive solar collection and include architectural shades/reflectors (such as window overhangs) that reduce summer heat gain while increasing natural illumination and encouraging passive solar heating in the winter.
- iv. Skylights or another day lighting system which illuminates seventy five percent (75%) of the building floor area, with skylights occupying a minimum of three percent (3%) of the roof area with spacing between the skylights not greater than one and four tenths (1.4) times the ceiling height.
- v. Provide alternative transportation infrastructure including:
 - a. An on-site alternative fuel refueling station (such as an electric, biodiesel, or natural gas fueling station, etc.) An electric fueling station must be within sight of a functional building entry; and
 - b. Bicycle facilities including employee showers and changing areas.
- vi. Source sustainable and local building materials from within five hundred (500) miles of the development site for no less than twenty percent (20%) of the total construction materials.
- vii. Another sustainable element approved by the Manager.

7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area A. Site Design

1. Neighborhood Connectivity and Block Structure

A. **Intent:** To design sites in a manner that creates connections to surrounding properties and areas, reducing the distance required to access the site while encouraging walking and alternate modes of transportation. Block structures shall be used to break down the scale of the site, creating an environment that is comfortable and which allows for improved infill development and redevelopment potential.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- D. Transportation Modes
- E. Open Space
- G. Compatibility

C. **Design Guidelines:**

All Development

- 1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(1)(C)**.

D. **Design Standards:**

All Development

- 1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(1)(D)** except as noted below.

Commercial and Employment Development

- 2. For an individual development, the maximum block length shall be six hundred (600) feet by three hundred (300) feet from curb to curb. Departures shall be considered by the Manager based on one (1) or more listed in **Section 7.0503(1)(A)(1)(D)**.
 - a. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions that impose an unusual hardship on the project applicant, and an equivalent alternative which can meet the Rockwood Town Center goals and policies as applicable is available;
 - b. A departure provides the opportunity for a public open space or other public amenity that would otherwise not be possible;
 - c. The location of institutional campus or other similar community service uses that require a larger block size; or

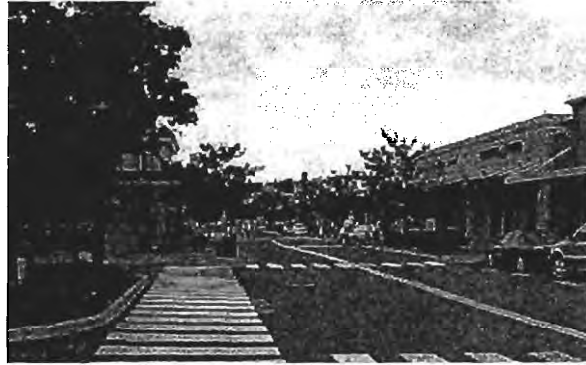
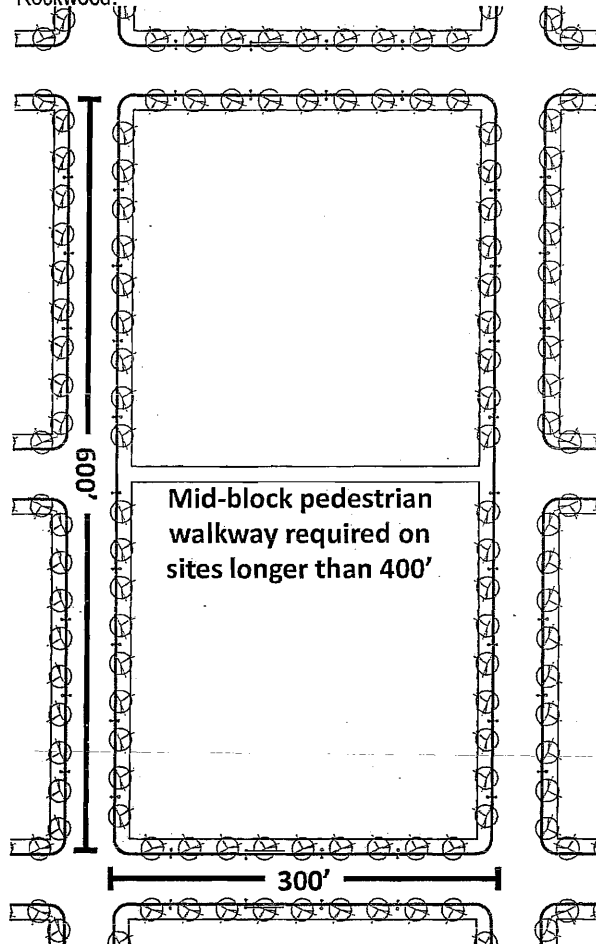


Fig. 2.A.1.C.1: Large development shall utilize a network of streets (or drives with a street character) to improve accessibility and connectivity.

Fig. 2.A.1.D.5: Maximum block size: Commercial and employment development outside the Triangle Area of Rockwood.



7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area A. Site Design

1. Neighborhood Connectivity and Block Structure, continued

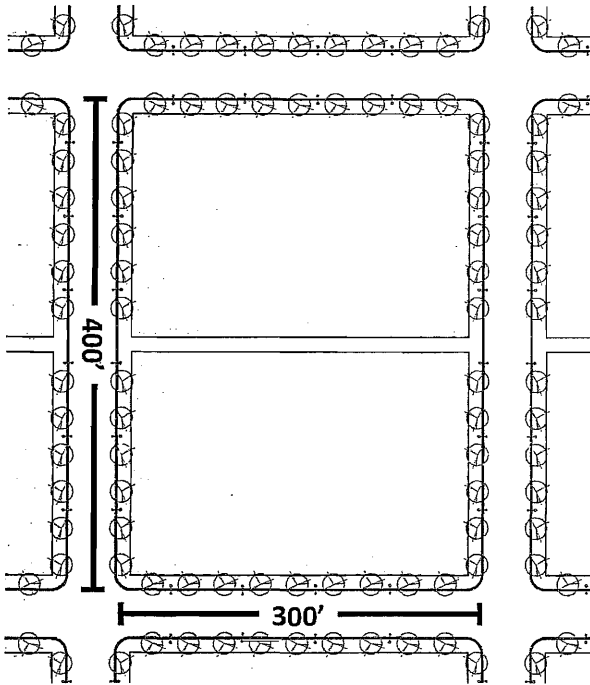
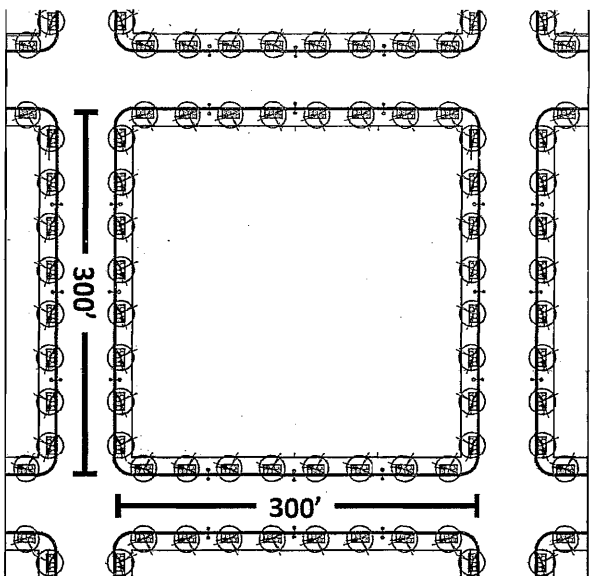


Fig. 2.A.1.D.5: Maximum block size: Mixed-use development outside the Triangle Area of Rockwood.

Fig. 2.A.1.D.6: Maximum block size: Multi-family development outside the Triangle Area of Rockwood.



- d. A primary internal drive(s) or pedestrian route may be used to meet cross circulation Standards as determined by the Manager or Design Commission and as noted below.
 - i. Pedestrian pathways shall be present to surrounding areas at an average spacing of no greater than one (1) every four hundred (400) feet.
 - ii. Roadways shall be designed to look and function like public streets with planting strips, street trees, sidewalks, and parallel parking where appropriate per the Manager.
 - iii. Roadways or pedestrian routes shall be fully accessible to the public.
 - iv. For development sites over one (1) acre, a mid-block pedestrian connection shall be provided between the adjacent primary street and secondary street to facilitate pedestrian movement through the Triangle Area.

- 3. For development sites greater than four hundred (400) feet in length, a mid-block pedestrian walkway shall be provided for connections to surrounding streets and nearest transit facilities.
- 4. A primary internal drive(s) or pedestrian route may be used to meet cross circulation standards as determined by the Manager or Design Commission per the following:
 - a. Roadway shall be designed to look and function like a public local street.
 - b. Roadway or pedestrian route shall be accessible to the public.

Mixed-Use and Live/Work Development

- 5. For an individual development, the maximum block length shall be four hundred (400) feet by three hundred (300) feet from curb to curb. Departures shall be considered by the Manager.

Residential Development: Multi-Family and Single-Family Attached

- 6. For an individual development, the maximum block length shall be three hundred (300) feet by three hundred (300) feet from curb to curb. Departures shall be considered by the Manager.

7.0503 Rockwood Design District
 Design Guidelines and Standards
 2. Outside Triangle Area
 A. Site Design

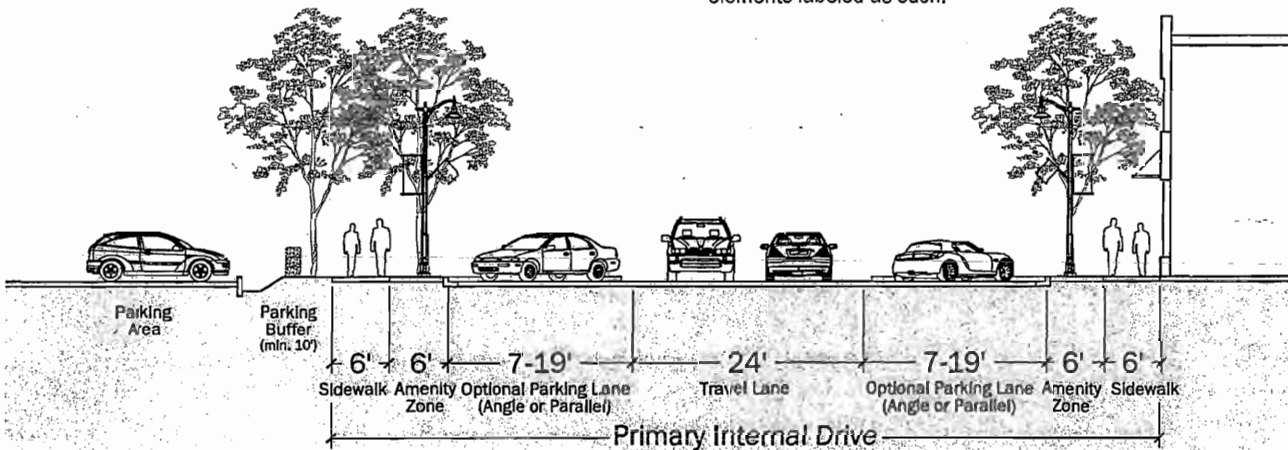
2. Internal Circulation: Public Streets and Primary Internal Drives

- A. **Intent:** To create internal vehicular circulation which accommodates pedestrian and vehicular access needs while providing amenities to improve the appearance of the development.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - A. Physical Environment
 - B. Sustainability
 - D. Transportation Modes
 - F. Landscaping
 - G. Compatibility
- C. **Design Guidelines:**
All Development
 - 1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(2)(C)**.
- D. **Design Standards:**
All Development
 - 1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(2)(D)** except as noted below.
 - a. Shade (or canopy) trees on primary internal drives shall be planted in the amenity zone at an average tree spacing of thirty (30) feet. The trees shall be healthy and of a size no smaller than two and one half (2.5) inch caliper.



Fig 2.A.2.C.1: Public streets or private drives with a street character improve the accessibility and appearance of large developments.

Fig. 2.A.2.D.1: Section of Primary Internal Drive. Optional elements labeled as such.



7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area A. Site Design

3. Building Placement and Frontage Requirements



Fig 2.A.2.C.1: Buildings shall create a consistent street character appropriate for an urban neighborhood.



Fig 2.A.3.D.1.a: Commercial buildings shall be placed close to the street with a landscaped area between the building and the sidewalk.

Fig 2.A.3.D.1.c: Multi-family buildings shall be placed close to the street but shallow setbacks are allowed to increase the level of privacy for individual units.



A. **Intent:** To ensure buildings are oriented in a manner appropriate to the use and to enhance pedestrian accessibility and place the most visually interesting facade in public view.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- C. Safe Design
- D. Transportation Modes
- E. Open Space

C. **Design Guidelines:**

All Development

1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(3)(C)**.

D. **Design Standards:**

All Development

1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(3)(D)** except as noted below.

Commercial, Employment, Live/Work and Mixed-Use Development

- a. The front building setbacks shall be a minimum of zero (0) feet to a maximum of ten (10) feet in the Rockwood Town Center (RTC) and a minimum of zero (0) feet to a maximum of twenty (20) feet in the Station Center (SC) and the Station Center-Ruby Junction (SC-RJ) land use districts. Portions of the building setback greater than five (5) feet within this frontage requirement shall be heavily landscaped, meeting requirements set forth in **Section 7.0503(1)(A)(8)(D)**.
- b. Public street frontages shall be occupied by building facades for a minimum of sixty percent (60%) of the frontage length.

Residential Development: Multi-Family and Single-Family Attached

- c. The residential front building setbacks shall be a minimum of five (5) feet to a maximum of twenty (20) feet in RTC, SC and SC-RJ land use districts.
- d. Public street frontages shall be occupied by building facades for a minimum of fifty percent (50%) of the frontage length.

7.0503 Rockwood Design District
Design Guidelines and Standards

2. Outside Triangle Area
A. Site Design

4. Building Orientation and Entries

- A. **Intent:** Buildings are oriented appropriately to enhance pedestrian accessibility and place the most visually interesting facade in public view.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - A. Physical Environment
 - C. Safe Design
 - D. Transportation Modes
 - G. Compatibility
- C. **Design Guidelines:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(4)(C)**.
- D. **Design Standards:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(4)(D)**.



Fig. 2.A.4.C.1: Frequent street facing entries improve the character of buildings and increase accessibility for pedestrians.

7.0503 Rockwood Design District
Design Guidelines and Standards
2. Outside Triangle Area
A. Site Design

5. Pedestrian-Oriented Open Space



Fig. 2.A.5.C.1: Enhanced sidewalks greatly contribute to the appearance of large developments and may count toward open space requirements.

Fig. 2.A.5.D.2: A streetscape which features decorative paving, trees in planters, benches and pedestrian-level light fixtures compliments the abutting building with high levels of transparency and frequent entries.



A. **Intent:** To create a network of pedestrian spaces that supports the larger street and open space network. Open spaces shall be developed as a focal point of large development, encouraging pedestrian activity in highly visible locations.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- B. Sustainability
- D. Transportation Modes
- E. Open Space
- F. Landscaping

C. **Design Guidelines:**

All Development

1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(5)(C)**.

D. **Design Standards:**

All Development

1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(5)(D)**.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Enhanced streetscapes shall include a minimum of three (3) of the following requirements to qualify:
 - a. Provide sidewalks and amenity zones with decorative paving for the required length as stated above in **Section 7.0503(1)(A)(5)(D)**. Decorative paving includes stone pavers, brick pavers, decorative concrete pavers, or other pavement treatments as approved by the Manager or Design Commission.
 - b. Provide trees of two and one half (2.5) inch minimum caliper and other landscape plantings in decorative raised planters located in the amenity zone. Trees shall be spaced an average of no greater than thirty (30) feet apart.
 - c. Decorative benches or other durable, permanent seating features shall be placed within the amenity zone with an average placement of two (2) seats per fifty (50) linear feet of sidewalk.
 - d. Include one (1) public art piece per two hundred (200) feet of sidewalk.
 - e. Decorative pedestrian level lighting no taller than eighteen (18) feet placed within the amenity zone and at consistent spacing.

7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area A. Site Design

6. Parking

- A. **Intent:** To ensure buildings are placed in appropriate locations, defining the street, creating a comfortable pedestrian environment and minimizing the visual impact of parking from primary streets.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - A. Physical Environment
 - C. Safe Design
 - D. Transportation Modes
- C. **Design Guidelines:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(6)(C)**.
- D. **Design Standards:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(6)(D)** except as noted below.

Commercial, Employment, Live/Work and Mixed-Use Development

- a. Required off-street parking shall be located to the rear, interior, side, on top of or beneath the structure. Parking located to the side of the building shall be limited to forty percent (40%) of the overall frontage.

Residential Development: Multi-Family and Single-Family Attached

- b. In addition to requirements specified in **Section 7.0103(A)(8) Vehicular Circulation and Off-Street Parking**, required off-street parking shall be located to the rear, interior, side, on top of or beneath the structure. Parking located to the side of the building shall be limited to fifty percent (50%) of the overall frontage.



Fig. 2.A.6.D.1.a: A limited amount of parking may be placed on the side of a building at the street edge when screening is present.

Fig. 2.A.6.D.1.b: An internal parking area is visible between townhouses which line the street.



7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area A. Site Design

7. Pedestrian Circulation



Fig. 2.A.7.C.1: A mid-block path can create connectivity where it is impossible or impractical for a street connection.

A. **Intent:** Create a network of pedestrian-oriented connections that supports the larger street and open space network and encourages appropriately scaled and oriented development.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- B. Sustainability
- C. Safe Design
- D. Transportation Modes
- G. Compatibility

C. **Design Guidelines:**

All Development

1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(7)(C)**.

D. **Design Standards:**

All Development

1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(7)(D)**.

7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area A. Site Design

8. Landscaping

A. **Intent:** To integrate landscaping into open spaces, parking areas and general site design to contribute to an attractive and sustainable development that enhances the overall character of the Outside Triangle Area.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- B. Sustainability
- E. Open Space
- F. Landscaping

C. **Design Guidelines:**

All Development

1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(8)(C)**.

D. **Design Standards:**

All Development

1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(8)(D)** except as noted below.

Commercial, Employment, Live/Work and Mixed-Use Development

- a. **Site Landscaping. Section 7.0603(A)(7)(D)(1) through (D)(7)** Commercial Design and Development Standards Landscaping shall apply to all new commercial developments except for **Section 7.0603(A)(7)(D)(2)(a)** except as noted in **Section 7.0503(1)(A)(8)(D)** regarding the percentage of site landscaping to be provided.
- b. **Site Landscaping.** A minimum of fifteen percent (15%) of the gross site area shall be landscaped. Up to twenty percent (20%) of the required landscape area can be paved walks, pedestrian plazas, etc.

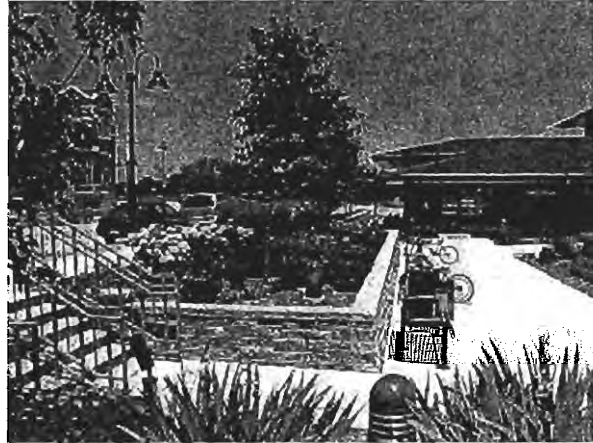


Fig. 2.A.8.C.1: A landscaped area defines the street and creates an edge to a pedestrian plaza.



Fig. 2.A.8.D.1: A well-maintained landscape enhances the visual appeal of developments.

7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area A. Site Design

9. Service and Loading Areas and Perimeter Screening

- A. **Intent:** To minimize the negative impacts that required service functions, such as deliveries and trash removal, have on surrounding areas and adjacent properties.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - A. Physical Environment
 - C. Safe Design
 - D. Transportation Modes
- C. **Design Guidelines:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(9)(C)**.
- D. **Design Standards:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(9)(D)**.



Fig. 2.A.9.C.1: Service areas shall be screened by masonry walls which are consistent with the building design.



Fig. 2.A.9.D.1: Dumpsters shall be located in masonry enclosures.

7.0503 Rockwood Design District
Design Guidelines and Standards
2. Outside Triangle Area
A. Site Design

10. Site Lighting

- A. **Intent:** To create a safe and attractive environment by incorporating lighting and Crime Prevention through Environmental Design (CPTED) principles while providing an attractive visual site design element.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
- A. Physical Environment
 - C. Safe Design
 - D. Transportation Modes
- C. **Design Guidelines:**
- All Development**
1. Development shall comply with the Triangle Area Site Guidelines of **Section 7.0503(1)(A)(10)(C)**.
- D. **Design Standards:**
- All Development**
1. Development shall comply with the Triangle Area Site Standards of **Section 7.0503(1)(A)(10)(D)**.



Fig. 2.A.10.C.1: Illumination levels shall be appropriate for the area and not detract from surrounding areas.

7.0503 Rockwood Design District
Design Guidelines and Standards
2. Outside Triangle Area
A. Site Design

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7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area B. Building Design

1. Building Massing

- A. **Intent:** To improve the appearance and reduce the visual scale of large buildings by interrupting long expanses of walls.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - G. Compatibility
 - H. Architectural Quality
 - J. Rehabilitation
 - L. High-Quality Materials
- C. **Design Guidelines:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Building Guidelines of **Section 7.0503(1)(B)(1)(C)** except as noted below.
- D. **Design Standards:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Building Standards of **Section 7.0503(1)(B)(1)(D)** except as noted below.

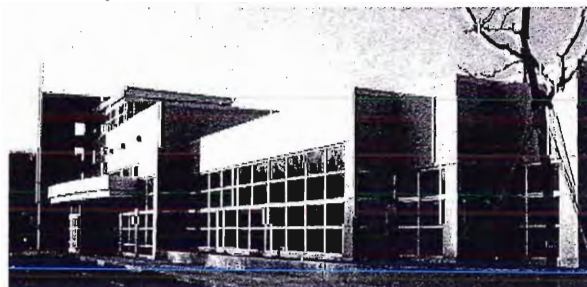


Fig. 2.B.1.C.1: Changes in mass add interest to buildings by creating multiple volumes in the structure.



Fig. 2.B.1.D.1: Multiple volumes are required for larger footprint buildings.

Fig. 2.B.1.D.1: Buildings may have multiple volumes attributed to the entry feature.



7.0503 Rockwood Design District
 Design Guidelines and Standards
 2. Outside Triangle Area
 B. Building Design

2. Facade Composition and Building Articulation

A. **Intent:** To incorporate contextually sensitive design features and strategies which add depth, details and interest to enliven wall planes and create attractive building facades.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- G. Compatibility
- H. Architectural Quality
- J. Rehabilitation
- L. High-Quality Materials

C. **Design Guidelines:**

All Development

1. Development shall comply with the Triangle Area Building Guidelines of **Section 7.0503(1)(B)(1)(C)** except as noted below.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Commercial, mixed-use and civic buildings shall not include long, monotonous, uninterrupted walls and shall utilize design strategies which create depth and add interest to the facade. Changes in depth shall be sufficient to provide visual distinction between wall planes.
 - a. Articulating elements shall provide surface relief, depth and shadows to the facade by being recessed or projected.
 - b. Changes in building depth shall reinforce and create a consistent street wall.

D. **Design Standards:**

All Development

1. Development shall comply with the Triangle Area Standards of **Section 7.0503(1)(B)(1)(D)** except as noted below.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Commercial, mixed-use and civic building walls shall be articulated with design features which add visual interest and prevent the appearance of blank walls. Facades visible from streets, public spaces and parking areas shall utilize at least one (1) of the following strategies:
 - a. Changes in plane with a depth of at least twenty four (24) inches at intervals of not less than thirty (30) feet and not more than ninety (90) feet. Changes in plane attributed to required changes in building mass shall not count toward this requirement; or
 - b. A repeating pattern of wall recesses and projections at intervals of not less than thirty (30) feet and not more than ninety (90) feet. These recesses and projections shall have a relief no less than sixteen (16) inches.



Fig. 2.B.2.C.2: Changes in wall plane are used to create visual interest and reduce the perceived scale of wall planes.



Fig. 2.B.2.C.3: Recessed windows create depth in the facade.

Fig. 2.B.2.D.2: Bay windows in a mixed-use building provide depth in the facade and an amenity to residents.



7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area B. Building Design

3. Ground Level Details

A. **Intent:** To enhance and enliven wall planes with design features which add visual interest and reduce the scale of long sections of building facade.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- H. Architectural Quality
- J. Rehabilitation
- L. High-Quality Materials

C. **Design Guidelines:**

All Development

1. Development shall comply with the Triangle Area Building Guidelines of **Section 7.0503(1)(B)(3)(C)** except as noted below.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Street-facing facades of commercial mixed-use and civic buildings shall have additional design elements at the street level to add interest, enhance the building appearance and establish greater depth in the facade.

D. **Design Standards:**

All Development

1. Development shall comply with the Triangle Area Standards of **Section 7.0503(1)(B)(3)(D)** except as noted below.

Commercial, Employment, Live/Work and Mixed-Use Development

2. Street-facing facades of commercial mixed-use and civic buildings shall contain additional ground level details that further enliven the pedestrian realm and create attractive building fronts. Buildings facades facing public streets in the Outside Triangle Area shall contain at least two (2) of the following design features:

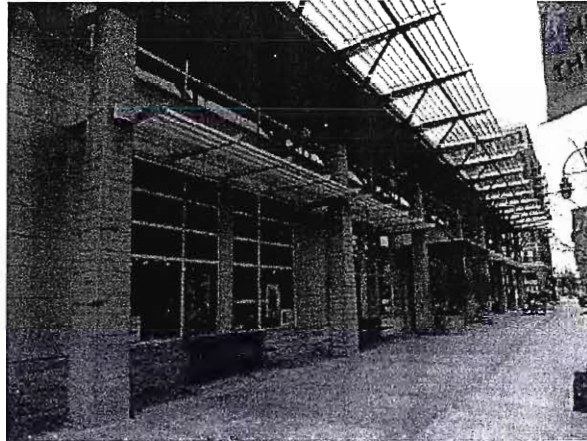
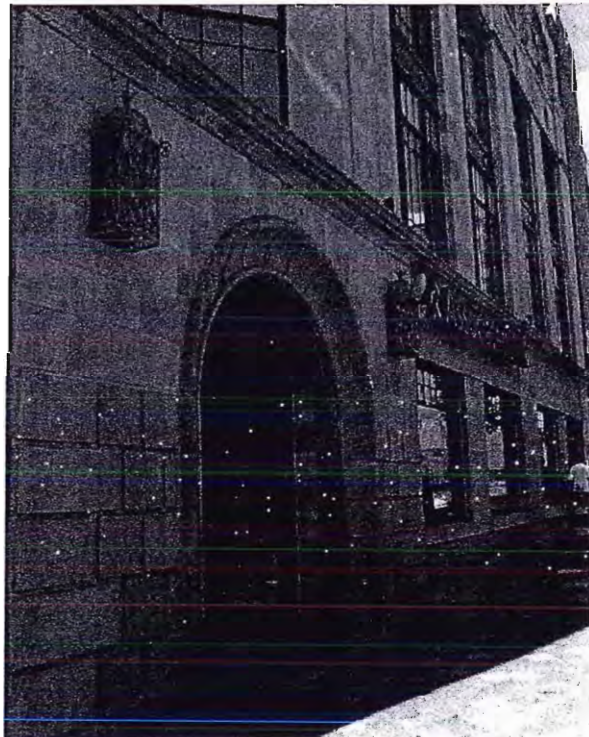


Fig. 2.B.3.C.1: Details at the ground level, including integrated seating and solar shades, enhance the pedestrian experience.

Fig. 2.B.3.D.2: A mixed-use building is enhanced with decorative light fixtures at an entry.



7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area B. Building Design

3. Ground Level Details, continued



Fig. 2.B.3.D.2.c: Projecting sills and wall-mounted lighting fixtures add detail to this commercial building's facade.

- a. Medallions at regular intervals no greater than thirty (30) feet;
- b. Transom windows above storefront windows;
- c. Projecting sills, a minimum of four (4) inches from the window pane;
- d. Lintels or arches (including but not limited to flat, segmented and round arches) over windows and doors;
- e. Ornamental brick or tile work, a minimum of five percent (5%) of the ground level facade;
- f. A minimum of two (2) pedestrian-scaled lighting fixtures or wall-mounted projecting lighting fixtures such as wall sconces at regular spacing no greater than thirty (30) feet;
- g. Awnings, canopies or solar shades/reflectors placed over windows, doors or outdoor spaces with a minimum projection of four (4) feet;
- h. Projecting signs or banners oriented toward pedestrian ways such as sidewalks not larger than sixteen (16) square feet;
- i. Outdoor seating areas enclosed by a fence, wall or landscaping of a height of thirty (30) inches;
- j. Planter boxes, a minimum of six (6) square feet, not in a pedestrian way; or
- k. Other feature approved by the Manager or Design Commission.

Fig. 2.B.3.D.2.i: An outdoor seating area adds interest and creates opportunities for pedestrian activity.



7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area B. Building Design

4. Transparency

A. **Intent:** To create visual interest on buildings by providing views into active spaces and allowing for passive surveillance of exterior areas while providing for day lighting of interior spaces.

B. **Applicable Rockwood Design Principles from Section 7.0502:**

- A. Physical Environment
- B. Sustainability
- C. Safe Design
- H. Architectural Quality
- J. Rehabilitation
- L. High-Quality Materials

C. **Design Guidelines:**

All Development

1. Development shall comply with the Triangle Area Building Guidelines of **Section 7.0503(1)(B)(4)(C)** except as noted below.

Commercial, Employment, Live/Work, and Mixed-Use Development

2. Commercial buildings that face the most active streets with the highest street classifications shall contain higher levels of transparency at the pedestrian level.
3. Commercial, mixed-use and civic buildings shall contain high levels of transparency at the pedestrian level on facades which face the street.
4. Non-street facing facades which have entries shall have sufficient levels of transparency to ensure the safety of these areas by allowing for natural surveillance.
5. Upper building stories shall provide clear glass windows.
6. Vertical window openings are preferred; however, window openings may exhibit a horizontal proportion.
7. When buildings require specific areas to not be transparent, a limited amount of displays that are integrated into the building may substitute for transparent glazing. Objects which obstruct views between interior and exterior spaces shall be limited to ensure visibility.
8. Glass shall not be mirrored or tinted to prevent views into spaces. Glass shall be as clear as possible while meeting applicable energy codes.



Fig 2.B.4.C.1: Ground floor windows are recessed from the building wall to create depth.



Fig 2.B.4.C.2: Upper levels as well as the ground floor shall include high levels of transparency.



Fig 2.B.4.C.3: Facades facing the primary street of the site shall have the highest level of transparency.

7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area B. Building Design

4. Transparency, continued



Fig 2.B.4.D.2: High levels of transparency are required between the heights of 2 and 12 feet on street facing facades.

Fig 2.B.4.D.5: The upper level incorporates vertically-oriented windows to increase transparency and prevent a dominant horizontal geometry in the facade.



D. Design Standards:

All Development

1. Development shall comply with the Triangle Area Standards of Section 7.0503(1)(B)(4)(D) except as noted below.

Commercial, Employment, Live/Work, and Mixed-Use Development

2. Street facing facades of commercial, mixed-use and civic buildings that face Stark or 181st Street shall be composed of clear glass for sixty percent (60%) of the ground floor between the heights of two (2) and twelve (12) feet.
3. Street-facing facades of commercial, mixed-use and civic buildings, other than those that face Stark or 181st, shall be composed of clear glass for fifty percent (50%) of the ground floor between the heights of two (2) and twelve (12) feet.
4. Non-street-facing facades that face a parking area or other frequently used outdoor space, as determined by the Manager, shall be composed of clear glass for a minimum of twenty five percent (25%) of the ground floor between the heights of two (2) and twelve (12) feet to allow for passive surveillance of these areas. Landscaping and other features between the facade and these areas shall not obstruct views from interior spaces.
5. Upper levels of street facing facades shall be composed of clear glass for twenty percent (20%) of the wall area above the ground floor, excluding roof shapes and parapets.
6. Window openings are preferred to exhibit a vertical proportion. Window openings shall not exhibit a horizontal proportion greater (more horizontal) than two-to-one (2:1).

7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area B. Building Design

4. Transparency, continued

7. Visual Connectivity: The following Standards ensure true visual connectivity between interior and exterior spaces:
 - a. At the discretion of the Manager or Design Commission, display windows that do not provide views into the building may count towards the required transparency if the display extends a minimum of four (4) feet into the building and contains three dimensional (3D) objects, such as product displays. Window boxes added to the exterior of the building are not permitted.
 - b. Up to fifty percent (50%) of the required ground floor transparent area may be attributed to display windows as described in this section.
8. To meet the clear, transparent glass requirement, storefront windows shall have a Visible Transmittance (VT) value of sixty percent (60%) or greater.

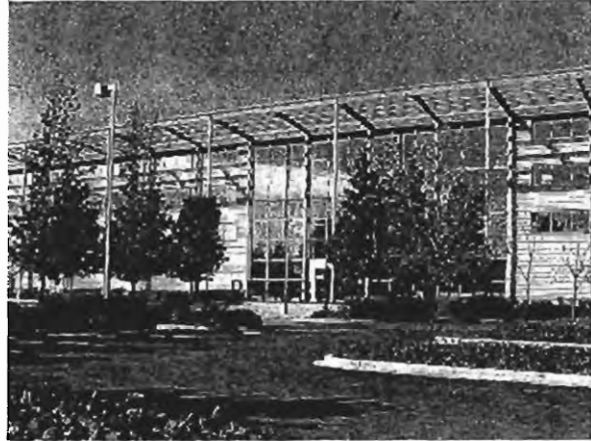


Fig 2.B.4.D.9: A building with high levels of transparency at its entry.

7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area B. Building Design

5. Building Entry



Fig 2.B.5.C.1: Building entries shall be designed to establish prominence through changes in form and additional details.

- A. **Intent:** To ensure building entries establish prominence in the facade and are an attractive component of the buildings while promoting pedestrian comfort, safety and orientation.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - A. Physical Environment
 - C. Safe Design
 - H. Architectural Quality
 - L. High-Quality Materials
- C. **Design Guidelines:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Building Guidelines of **Section 7.0503(1)(B)(5)(C)**.
- D. **Design Standards:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Building Standards of **Section 7.0503(1)(B)(5)(D)**.

7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area B. Building Design

6. Gateways and Prominent Facade Sections

- A. **Intent:** To enhance important intersections and locations within Rockwood through strategies such as creating a strong architectural building statement, making changes to building form, and enhancing building details and landscape.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
- A. Physical Environment
 - E. Open Space
 - H. Architectural Quality
- C. **Design Guidelines:**
All Development
1. Development shall comply with the Triangle Area Building Guidelines of **Section 7.0503(1)(B)(6)(C)**.
- D. **Design Standards:**
All Development
1. Development shall comply with the Triangle Area Building Standards of **Section 7.0503(1)(B)(6)(D)**.

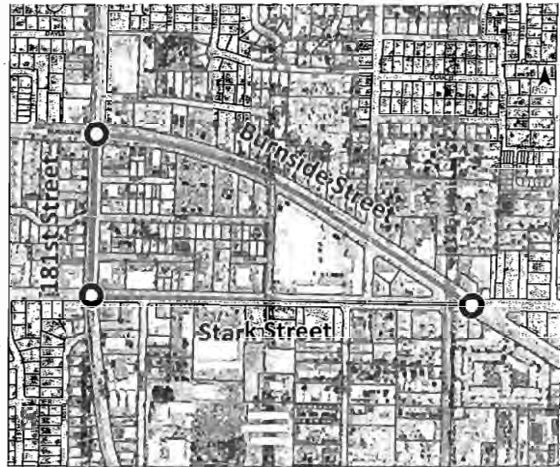


Fig 2.B.6.C and D.1 The location of Gateways indicated with red circles on the map establish prominence at these intersections.



Fig 2.B.6.C.1: Highly visible building facades, including those fronting the intersection of streets, shall be designed with strategies which create additional interest in these areas.

7.0503 Rockwood Design District Design Guidelines and Standards

2. Outside Triangle Area B. Building Design

7. Materials



Fig 2.B.7.C.1: Buildings shall utilize high-quality, attractive and durable materials for all facades.

- A. **Intent:** To promote the use of high-quality, durable and attractive materials in buildings which contribute to the aesthetic quality of the development and to the urban design fabric of the community.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - C. Safe Design
 - H. Architectural Quality
 - I. Sustainable Architectural Design
 - J. Rehabilitation
 - L. High-Quality Materials
- C. **Design Guidelines:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Building Guidelines of **Section 7.0503(1)(B)(7)(C)**.
- D. **Design Standards:**
 - All Development**
 - 1. Development shall comply with the Triangle Area Building Standards of **Section 7.0503(1)(B)(7)(D)**.

7.0503 Rockwood Design District
Design Guidelines and Standards
2. Outside Triangle Area
C. Sustainability

1. Sustainable Site and Building Design

- A. **Intent:** To minimize negative environmental impacts from development by utilizing sustainable building techniques which reduce stormwater runoff, heat island effects and pollution associated with energy usage and transportation.
- B. **Applicable Rockwood Design Principles from Section 7.0502:**
 - A. Physical Environment
 - B. Sustainability
 - C. Safe Design
 - F. Landscaping
 - I. Sustainable Architectural Design
- C. **Design Guidelines:**
 - All Development
 - 1. Development shall comply with the Triangle Area Building Guidelines **Section 7.0503(1)(C) (1)(C)**.
- D. **Design Standards:**
 - All Development
 - 1. Development shall comply with the Triangle Area Building Standards of **Section 7.0503(1)(C) (1)(D)**.

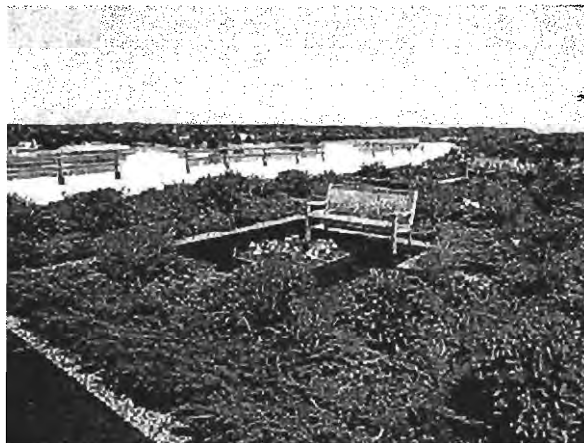


Fig. 2.C.1.C.1: A roof garden on a commercial building creates an inviting space while limiting stormwater runoff and heat gain.



Fig. 2.C.1.C.1: A stormwater swale within a parking lot filters and manages the pavement run-off.

7.0503 Rockwood Design District
Design Guidelines and Standards
2. Outside Triangle Area
C. Sustainability

1. Sustainable Site and Building Design, continued

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