

Base Zone Design Standards for Houses, Attached Houses, and Duplexes

**City Council Adopted Report
Ordinance No. 173593**



Judy Galantha



**Bureau of Planning
Portland, Oregon
July 1999**

Portland City Council

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Introduction



Project Summary

What are the base zone design standards?

The base zone design standards are a set of standards that will be added to the *Zoning Code* as base zone development standards for houses, manufactured homes, duplexes and attached houses in all zones that allow residential uses. These standards will ensure that there is a physical and visual connection between the living area of homes and the street or “public realm.” For this project, public realm has been defined as “the public right-of-way (streets, sidewalks, and planting strips) and adjacent private property that can be seen from the public right-of-way.”

Why do we need the base zone design standards?

Portland is experiencing a tremendous period of growth and development. New residential buildings are being built in existing neighborhoods, in new subdivisions, and on vacant and underdeveloped lots. These new buildings can have a large impact on the character of the surrounding neighborhoods.

People have expressed concern that some of this new development does not have a positive influence on the livability and safety of surrounding neighborhoods. Many of these new homes do not have a visual or physical connection to the public realm because they have some, or all, of the following design characteristics:

- Front facades that are dominated by the garage;
- Living areas that are set behind the garage;
- Main entrances that are not as prominent as the entrance to the garage;
- Main entrances that are set so far back that the front door is obscured from the street; and
- Street-facing facades that have very few, or no, windows.

These design characteristics do not promote community life or enhance neighborhood safety. Residents are not able to visually survey the activities occurring around their houses and they are less likely to interact with their neighbors.

To address these issues the recommended base zone design standards work together to strengthen the connection to the public realm by:

- Limiting the distance the garage can be set in front of the living area;
- Limiting the length of the garage wall along street-facing facades;
- Limiting the distance the main entrance can be set behind the street-facing wall of the dwelling unit;
- Requiring that the main entrance be oriented to the street or open onto a porch with an entrance that opens towards the street; and
- Requiring a minimum amount of street-facing windows.

(See Appendix A for examples of houses that would meet the base zone design standards.)

The chart below summarizes the City Council adopted base zone design standards.

	Houses, Duplexes, Manufactured Homes, and Attached Houses (Rowhouses)
Main Entrances	<p>At least one main entrance must:</p> <ul style="list-style-type: none"> • Be within eight feet of the longest street-facing wall of the dwelling unit, and • Face the street or be at an angle of up to 45 degrees from the street. The main entrance does not have to face the street if it opens onto a porch that faces the street.
Street-Facing Facades	<ul style="list-style-type: none"> • At least 15 percent of the area of street-facing facades must be windows or doors. [The calculation includes the area of all street-facing windows—except windows in garage doors—and the door at the main entrance if it faces the street.]
<p>Garages Length of street-facing walls</p> <p>Street lot line setback</p>	<ul style="list-style-type: none"> • The length of a garage wall facing the street may be up to 50 percent of the total length of the façade. Buildings with a length of 24 feet or less may have a 12-foot long garage if there is living area or a covered balcony above the garage. This standard will not apply to attached houses. • A garage wall that faces a street may be no closer to the street lot line than the longest street-facing wall of the dwelling unit. Garage walls that are 40 percent or less of the total length of the street-facing façade may be up to six feet in front of the longest street-facing wall of the dwelling unit if there is a porch. The garage wall can be no closer to the street than the front of the porch.

How will the base zone design standards be administered?

The base zone design standards will be applied by building type. The standards will apply to houses, manufactured homes, attached houses and duplexes in all zones that allow residential uses. There are some exceptions:

- **They will not be applied in the city's lowest density residential zones RF and R20.** These zones are not covered by the proposed standards because they have different characteristics with respect to the public realm than the other zones that allow residential uses.
- **They will not be applied to development on flag lots.** Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the proposed base zone design standards would not address the problems specific to flag lot development.
- **They will not be applied to multidwelling developments.** The standards will not be applied to apartments or groupings of buildings on a shared lot.
- **They will not be applied to subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995.** This is an interim measure the City Council added until the Land Division Code Rewrite project completes its work and adds language on vesting.
- **For remodeling projects, they will only be applied to the portion of the building being altered or added.** For example, a house with a garage that does not meet the garage standard would not be required to change the garage in order to add a family room. Only the new addition would have to meet the base zone design standards.

The base zone design standards will be added to the development standards that already exist in the base zone chapters of the *Zoning Code*. Even though these are being called “design” standards they will be included in the “development standards” of the base zones. Many existing development standards effect the design of buildings and influence the building’s connection to the public realm. (See Appendix B for more information about other *Zoning Code* regulations that influence building and site design.)

The base zone design standards will be administered through the plan check process. When an applicant requests a building permit, the project will be reviewed to check compliance with the applicable development standards. These standards are objective; they must be met exactly. Projects that do not meet a standard may apply for an adjustment. An adjustment is a land use review that may waive or allow an alternative to a standard that the project does not meet. A proposal must prove that it meets or exceeds the intent of the purpose statement to receive an adjustment.

City Council Actions:

On July 21, 1999 the Portland City Council took the following actions:

- ☑ Adopted the *Planning Commission's Report and Recommendations on the Base Zone Design Standards for Houses, Attached Houses, and Duplex*, May 19, 1999, as amended by the City Council; and
- ☑ Amended the *Zoning Code* as consistent with the Planning Commission's report, as amended by the City Council.

The City Council made the following amendments to the *Planning Commission's Report and Recommendations on the Base Zone Design Standards for Houses, Attached Houses, and Duplex*, May 19, 1999. (The ordinance number for their actions is Ord.173593.)

Amendment to the Location of the Main Entrance Standard

The City Council amended the location of the main entrance. The council increased the distance the main entrance may be behind the longest street-facing wall of the dwelling unit from 6 ft. to 8 ft. This revision allows more house plans from *Houses Plans for Narrow and Small Lots*, June 1997, by Livable Oregon and the Transportation and Growth Management Program to meet the base zone design standards.

Vesting Provision for Subdivisions and PUDs

The council added a vesting provisions that exempts subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, from meeting the base zone design standards. This is an interim measure until the Land Division Code Rewrite project completes its work and adds language on vesting.

Implementation Date. The council extended the usual 30-day effective date to accommodate the permit center relocation in August. The implementation date for the base zone design standards is September 3, 1999 at 5:00 p.m.

Monitoring Process. The council revised the ordinance to establish and fund a two-year monitoring process on the base zone design standards. This will ensure that buildings complying with the base zone design standards are meeting the intent of the project. This process will also analyze how the adjustment process is working as the alternative for meeting the base zone design standards.

Project Background

In Portland...

In 1997, the City Council, with the recommendation of the Planning Commission, approved amendments to Chapter 33.218 Community Design Standards. The community design standards are used only for projects that require design or historic design review. During that project people expressed concern in their public testimony about the design of residential properties *outside* of design and historic areas.

As part of their review of the community design standards, the Planning Commission appointed a subcommittee from the Planning, Design, and Historic Landmarks Commissions to identify design standards that could be appropriate for new residential construction citywide. The work of this subcommittee resulted in draft *Interim Design Regulations for Infill Development*, published in August 1997. This was a discussion draft intended to be a starting place for public input and internal city bureau review.

At the Planning Commission hearing on the *Interim Design Regulations* (October 1997), there were concerns that many of the draft interim design regulations were too prescriptive and stylistic. In response to this input, the Planning Commission narrowed the scope of the project to focus on new buildings and their relationship to the public realm. The project was also renamed the Base Zone Design Standards.

The recommended base zone design standards build on the work of the *Interim Design Regulations for Infill Development*. The recommended standards apply citywide three of the design concepts central to the community design standards. These design concepts are:

- The desirability of main entrances that are visible and identifiable from the street,
- The importance of windows in street-facing facades, and
- The need to reduce the dominance of the garage on street-facing facades.

(See Appendix C for more information about how the City of Portland regulates design.)

In other jurisdictions...

Portland is not alone in trying to address this issue. Many jurisdictions are concerned about the lack of connection between new houses and the public realm. There are different approaches such as—design review, objective

standards, and voluntary design guidelines. Some jurisdictions regulate construction in new subdivisions or special areas, while others regulate all residential buildings citywide. For example, in this area, Clackamas County's Sunnyside Village and Forest Grove's subdivision standards require the garage to be located behind the living area of the house.

Nationally, cities are addressing this issue also. In Phoenix, Arizona, planned residential developments are subject to design guidelines that call for "an improved streetscape appearance that is not dominated by garages" and "an enhanced sense of safety and community by creating a visual relationship between the front of the home and the public street".

In Fort Collins, Colorado, residential building standards are applied to "prevent residential streetscapes from being dominated by protruding garages". These standards require the main entrance to face the street and the garage to be behind the living area of the dwelling or flush with a covered porch.

Despite variations between Portland's recommended base zone design standards and the standards in Phoenix and Fort Collins, they all focus on three design elements: the orientation of main entrances, amount of street-facing windows, and the location and size of garages.

Project goals of the base zone design standards

This proposal fulfills the goals that were set at the beginning of the project. These goals—and some of the ways this proposal implements them—are summarized below.

- **Respond to the call for greater care in the design of new residential buildings without over-regulating the design of buildings.** The proposal strikes this balance by improving the design elements that have the most negative impact on the public realm with standards that continue to allow a great deal of design flexibility.
- **Focus on buildings and their relationship to the public realm—the public right-of-way (streets, sidewalks and planting strips) and adjacent private property.** Focusing on the public realm and the relationship of the building to its surrounding neighborhood is the most effective way to address the safety and livability issues that people have raised. It is the public realm that largely defines the character of a neighborhood. By focusing on the public realm, a few standards for development on private property can make a significant improvement to the quality of the city's neighborhoods.

- **Recognize and be sensitive to the issue of affordable housing.** The standards will not significantly increase the cost of construction. This was the conclusion of *A Report of Estimated Financial Impacts of the Proposed Base Zone Design Standards* prepared by Portland Community Design. This study had three contractors estimate the costs of building a house using a typical “garage in front plan” versus building a house that would meet the recommended standards. By bringing the house forward, flush with the garage, there were cost savings and benefits over the traditional “garage in front plan” that included lower utility connection fees, less exposed wall surface, and more room in the back for outdoor living space. These savings were balanced with the increased costs of providing elements that were not typically included in the “garage in front plan” such as more street-facing windows and, in some situations, living area above the garage, and front porches.

One group that has been especially concerned about the base zone design standards includes builders who are producing starter homes. Their profit margin is tight and they are sensitive to market demands. They are concerned that they will not be able to produce attached side-by-side double car garages on lots less than 50 feet wide.

Nonprofit housing groups have generally supported the base zone design standards. Representatives of these groups have participated in the project and attended public workshops. Often nonprofit builders do not include a garage so the issues raised by others about the garage regulations are not of concern to them. Many of the city’s nonprofit housing groups have built homes in the Albina Community Plan conservation districts where the community design standards have been in place since 1993. These groups have indicated that their biggest expense is in the initial plan, but after making that investment they are able to repeat the plan cost effectively.

For all levels of housing the most significant cost of the recommended standards will be that stock plans that have garages that do not meet the standards will need to be replaced or modified. However, the requirement that garages be flush or behind the living area of the house is becoming more common, (i.e. Sunnyside Village in Clackamas County and Forest Grove’s subdivision code have regulations that require the garage behind the living area of the house). As a result, stock plans for houses that meet these standards are becoming more available. The State’s Transportation and Growth Management Program has also published a catalogue of house plans for narrow and small lots that includes designs that would meet these standards.

- **Help implement the Region 2040 growth concepts.** The recommended standards provide more assurance that new residential development makes a positive contribution to Portland’s neighborhoods. This may make neighbors more receptive to infill development—a key in meeting the City’s housing goals.
- **Strike a balance between the different views of the key stakeholders.** The key stakeholder groups for this project are: builders/developers, architects/designers, and neighborhood groups. Staff has been meeting with these groups in an effort to develop standards that everyone can accept. Unfortunately, the views of these groups are so disparate that it is impossible to reach a complete consensus. However, this proposal strikes a balance.

In general terms, these groups said the following about the base zone design standards.

Builders/Developers—“Leave us alone as much as you can.”

What the proposal does:

Recognizing that every additional standard adds complexity to the permitting process, these standards are limited in scope. This proposal does not address the range of design concerns that neighborhood and architectural groups continue to raise. The Planning Commission made modifications to the proposed garage standards to address concerns raised by builders and developers.

Neighborhood Groups—“We need more design regulations on residential development in our neighborhoods.”

What the proposal does:

Many neighborhood groups and individual residents support base zone design standards that regulate more design elements than are presented in this proposal. However, this proposal will greatly improve the design of new residential development by regulating the location and orientation of the main entrance, adding street-facing windows, limiting the distance the garage can be in front of the living area, and limiting the amount of garage wall area along front façades. In general, neighborhood groups did not support the Planning Commission’s modifications to the garage standards.

Architects/Designers—“We want to promote good design, but don’t limit our design freedom.”

What the proposal does:

The proposal focuses on strengthening the relationship between the living area and the public realm by reducing the dominance of the garage on street-facing facades. The recommended standards are not unduly prescriptive or stylistic and will have a limited impact on design flexibility. In general, this group has been supportive of this project goals and the Planning Commission's recommendations.

Base zone design standards project participation

As part of this project the Planning Bureau established the **Design Advisory Committee (DAC)**—an intra-agency committee to advise the Bureau of Planning on design issues in legislative projects. The base zone design standards was their first project. The membership of the DAC includes staff from the Office of Transportation, Portland Development Commission, and the Office of Planning and Development Review. (The Office of Planning and Development Review was established in April 1999 and includes the former Bureau of Buildings, the Bureau of Planning's development review and permit center sections, and permit center staff from other bureaus.)

The Base Zone Design Standards Proposed Draft, September, 1998, was available to the public on September 4, 1998. The Bureau of Planning hosted several events to gather thoughts and concerns about the proposal.

- **Public Open Houses.** The Bureau of Planning held two open houses on Thursday, September 17th, and Wednesday, September 23rd, 1998. These open houses were held in Room 1054 in the Portland Building, 1120 SW 5th Avenue from 5:00 p.m. to 8:00 p.m. They were informal meetings, hosted by Bureau of Planning staff, to explain the project and gather the thoughts and concerns of participants.
- **Saturday Workshop, September 17, 1998.** On September 17, 1998, the Planning Bureau held a Saturday workshop on *The Base Zone Design Standards Proposed Draft*. This workshop was attended by representatives of all of the key stakeholders groups, builders/developers, architect/designers, and neighborhood groups, who participated in roundtable discussions.
- **Miscellaneous Meetings.** Staff has met with individuals and various groups who have requested briefings on the project. Staff has had continuing discussions with the AIA Housing Committee, AIA Urban Design Committee, individuals affiliated with the Home Builders Association, and interested neighborhood associations.

Base Zone Design Standards Report and Recommendation to the Planning Commission, October 1998 was available to the public October 26, 1998. The Planning Commission held a public hearing on November 24, 1998.

The Planning Commission refined the proposed base zone design standards of the October report based on the public testimony they heard. The most substantial change the Planning Commission made was to the garage standards. Initially, the proposed standards required the garage to be at least 3 ft. behind the longest street-facing wall of the dwelling unit. An exception to this requirement allowed the garage to be flush with the longest street-facing wall of the dwelling unit if there was a porch. The Planning Commission changed the general requirement to allow a garage to be flush with the street-facing wall of the dwelling unit without a porch. The revised exception allows garage walls to be up to 6 ft. in front of the living area, if there is a porch and the garage is 40 percent or less of the length of the front facade. (See the commentary pages for the recommended changes to the *Zoning Code* for more information on the Planning Commission's amendments to the garage standards.)

As part of the Planning Commission's action to approve the base zone design standards they have deferred several proposed standards for attached housing to a later date. The outcome of this work is being merged with the Land Division Code Rewrite project. Individuals who expressed interest in the Base Zone Design Standards project will be added to the Land Division Code Rewrite project's mailing list.

Base Zone Design Standards Planning Commission Report and Recommendations to the City Council, May 1999, was available to the public on May 19, 1999. City Council held a public hearing on June 30, 1999. Bureau of Planning staff hosted an open house on June 9 in the Portland Building, 1120 SW 5th, Room 1054, from 4:00 to 8:00 p.m. During the public review of this report, staff will also be available to meet with interested groups.

City Council held a work session on July 14, 1999 and took testimony on amendments they were considering to the Planning Commission's report. The City Council had a final vote of 5-0 approving the base zone design standards on July 21, 1999. They set an implementation date of September 3, 1999 at 5:00 p.m. (See page 6 for a summary of the City Council actions and amendments to the Planning Commission's report.)

Adopted Changes to the *Zoning Code*

Summary of adopted changes to the *Zoning Code*

The base zone design standards will be incorporated into the base zone development standards for all zones that allow residential uses. The standards affect three design elements of a building: main entrances, street-facing windows, and garages.

The standards have been incorporated into Chapters 33.110 Single-Dwelling Zones, 33.120 Multi-Dwelling Zones, 33.130 Commercial Zones, and 33.140 Employment and Industrial Zones in the following ways.

33.110 Single-Dwelling Zones.

- Add a new development standard called Main Entrances in R10 through R2.5.
- Add a new development standard called Street-Facing Facades in R10 through R2.5.
- Reformat 33.110.250 Detached Accessory Structures to include attached accessory structures and incorporate the base zone design standards for garages, which are accessory structures. This change simplifies the code by grouping all the regulations for accessory structures into one section.

33.120 Multi-Dwelling Zones.

- Add a new development standard called Main Entrances.
- Add a new development standard called Street-Facing Facades, which incorporates 33.120.245 Window Requirements.
- Delete 33.120.245 Window Requirements.
- Reformat 33.110.250 Detached Accessory Structures to include attached accessory structures and incorporate the base zone design standards for garages, which are accessory structures. This change simplifies the code by grouping all the regulations for accessory structures into one section.

33.130 Commercial Zones.

- Reformat 33.130.250 General Requirement for Residential and Mixed-Use Developments and incorporate all of the base zone design standards by adding subsections that address residential main entrances, street-facing facades, and garages.

33.140 Employment and Industrial Zones.

- Reformat 33.140.265 Residential Developments and incorporate all of the base zone design standards by adding subsections that address residential main entrances, street-facing facades, and garages.

How to read this section

Odd-numbered pages show *Zoning Code* language with adopted changes. Language added to the *Zoning Code* is underlined (example). Language deleted is shown in strikethrough (~~example~~).

Even-numbered pages contain commentary on the adopted changes and provide an explanation of the legislative intent of the *Zoning Code* changes.

Zoning Code language includes changes that will eliminate identified redundancies resulting from the addition of the base zone design standards. However, if conflicts should arise, section 33.700.070.E Hierarchy of Regulations sets the standards for implementation. (See Appendix D for a discussion of the hierarchy of regulations in the *Zoning Code*.)

Single-Dwelling Zones Table of Contents

33.110.230 Main Entrances in R10 through R2.5

This new section incorporates the adopted standards for main entrances.

33.110.232 Street-Facing Facades in R10 through R2.5

This new section incorporates the adopted standard for street-facing facades.

33.110.250 ~~Detached~~ Accessory Structures

The Base Zone Design Standards project revisions to Chapter 33.110.250, Detached Accessory Structures, incorporate both attached and detached accessory structures into one section. The revised section incorporates the adopted standards for garages. (Garages are accessory structures.) The revisions do not make any content changes to the existing regulations for detached and attached accessory structures.

**CHAPTER 33.110
SINGLE-DWELLING ZONES**

Sections:

General

- 33.110.010 Purpose
- 33.110.020 List of the Single-Dwelling Zones
- 33.110.030 Other Zoning Regulations

Use Regulations

- 33.110.100 Primary Uses
- 33.110.110 Accessory Uses
- 33.110.120 Nuisance-Related Impacts

Development Standards

- 33.110.200 Housing Types Allowed
- 33.110.205 Density
- 33.110.210 Lot Size
- 33.110.215 Height
- 33.110.220 Setbacks
- 33.110.225 Building Coverage
- 33.110.230 Main Entrances in R10 through R2.5 Zones
- 33.110.232 Street-Facing Facades in R10 through R2.5 Zones
- 33.110.235 Required Outdoor Areas in R5 and R2.5 Zones
- 33.110.240 Alternative Development Options
- 33.110.245 Institutional Development Standards
- 33.110.250 ~~Detached~~ Accessory Structures
- 33.110.255 Fences
- 33.110.260 Demolitions
- 33.110.265 Excavations and Fills
- 33.110.270 Nonconforming Development
- 33.110.275 Parking and Loading
- 33.110.280 Signs
- 33.110.285 Street Trees

33.110.010 Purpose

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

The general purpose statement for the single-dwelling zones has been reformatted to distinguish between the purpose of the use regulations and the purpose of the development standards. There are several wording changes to emphasize that the development standards work together. The Planning Commission wants it to be clear that the base zone design standards work as a package to strengthen the connection buildings have to the public realm. When adjustments are requested to a development standard, the other standards may be appropriate to consider as part of the adjustment approval.

General

33.110.010 Purpose

The single-dwelling zones are intended to preserve land for housing and to provide housing opportunities for individual households. The zones implement the comprehensive plan policies and designations for single-dwelling housing.

A. Use regulations. The use regulations are intended to create, maintain and promote single-dwelling neighborhoods. They allow for some nonhousehold living uses but not to such an extent as to sacrifice the overall image and character of the single-dwelling neighborhood.

B. Development standards. The regulations development standards preserve the character of neighborhoods by providing six different zones with different densities and development standards. The regulations development standards work together to promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The site development standards allow for flexibility of development while maintaining compatibility within the City's various neighborhoods. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed. The development standards are generally written for houses on flat, regularly shaped lots. Other situations are addressed through special regulations or exceptions.

Table 110-3 Development Standards in Single-Dwelling Zones

The adopted garage standards add regulations to the walls of garages that need to be reflected in this table. There are no changes to the requirements of Table 110-3. The only change is an addition to footnote [7] that references 33.110.250.E. Special Standards for Garages.

Recommended Code Changes

33.110 Single-Dwelling Zones

Table 110-3 Development Standards In Single-Dwelling Zones [1]							
Standard	RF	R20	R10	R7	R5	R2.5	
						detached	attached
Maximum Density (See 33.110.205)	0.5 units per acre [2]	2.2 units per acre [2]	4.4 units per acre [2]	6.2 units per acre [2]	8.7 units per acre [2]	8.7 units per acre [2]	17.4 units per acre [2]
Minimum Lot Size - Min. lot area	2 acres	20,000 sq. ft.	10,000 sq. ft.	7,000 sq. ft.	5,000 sq. ft. [3]	5,000 sq. ft. [3]	1,600 sq. ft. [4]
- Min. lot width	100 ft.	80 ft.	70 ft.	60 ft.	50 ft.	50 ft.	16 ft.
- Min. lot depth (See 33.110.210)	150 ft.	120 ft.	100 ft.	90 ft.	80 ft.	80 ft.	40 ft.
Maximum Height (See 33.110.215)	30 ft.	35 ft.	35 ft.				
Minimum Setbacks - Front building setback	20 ft.	20 ft.	20 ft.	15 ft.	10 ft.	10 ft.	10 ft.
- Side building setback [5]	10 ft.	10 ft.	10 ft.	5 ft.	5 ft.	5 ft.	5 ft. [6]
- Rear building setback	10 ft.	10 ft.	10 ft.	5 ft.	5 ft.	5 ft.	5 ft.
- Garage entrance setback [7] (See 33.110.220)	18 ft.						
Maximum Building Coverage (See 33.110.225)	10% of site area	25% of site area	30% of site area	35% of site area	45% of site area	45% of site area	50% of site area [8]
Required Outdoor Area - Minimum area	none	none	none	none	250 sq.ft.	250 sq.ft.	200 sq.ft.
- Minimum dimension [9] (See 33.110.235)	none	none	none	none	12 ft. x 12 ft.	12 ft. x 12 ft.	10 ft. x 10 ft.

Notes:

Notes 1 through 6: [No change]

[7] The walls of the garage structure are subject to 33.110.250.E and the applicable front, side, or rear building setbacks.

Notes 8 and 9: [No change]

33.110.220 Setbacks

As part of this project, section 33.110.250, Detached Accessory Structures, has been reformatted in order to include both detached and attached accessory structures in one section. There are some changes to this section, 33.110.220 Setbacks, because it contains regulations for accessory structures that are attached to a building.

The changes to this section are needed in order to put all the regulations for accessory structures into one section. The regulations of the subsection that apply to attached accessory structures—which includes uncovered stairways, wheelchair ramps, and uncovered decks, vehicular and pedestrian entry bridges, and attached mechanical structures—have been moved to 33.110.250 Detached Accessory Structures. There are no content changes to this section.

33.110.220 Setbacks

A. Purpose. [No change]

B. Required setbacks. [No change]

C. Extensions into required building setbacks.

~~1. Minor projections of features attached to buildings.~~

~~1.a. Minor projection allowed.~~ Minor features of a building such as eaves, chimneys, fire escapes, bay windows up to 12 feet in length, and ~~uncovered stairways, wheelchair ramps, and uncovered decks or balconies,~~ may extend into a required building setback up to 20 percent of the depth of the setback. However, in no case may they be less than three feet from a lot line.

~~b. Full projection allowed.~~ In addition to Subparagraph a. above, the following features are allowed to project into required building setbacks to the property line:

~~(1) Uncovered stairways and wheelchair ramps that lead to the front door of a building;~~

~~(2) Uncovered decks and stairways that are no more than 2-1/2 feet above the ground; and~~

~~(3) On lots that slope down from the street, vehicular and pedestrian entry bridges that are no more than 2-1/2 feet above the average sidewalk elevation.~~

~~c. No projection allowed.~~ Attached mechanical structures such as heat pumps, air conditioners, emergency generators, and water pumps may not project into any building setback.

2. ~~Detached~~ Accessory structures. The setback standards for ~~detached~~ accessory structures are stated in 33.110.250, below. Fences are addressed in 33.110.255, below. Detached accessory dwelling units are addressed in Chapter 33.205. Signs are addressed in Chapter 33.286.

D. Exceptions to the required setbacks. [No change]

33.110.230 Main Entrances in R10 through R2.5 (new section)

A. Purpose.

These standards, together with the street-facing façade and garage standards, strengthen the physical and visual connection between the living area of a residence and the street by ensuring that the main entrance is visible or clearly identifiable from the street.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

B. Where these standards apply.

This subsection describes what building types must meet these standards—houses, manufactured homes, attached houses and duplexes—and the situations where development is not required to meet these standards.

- Development in the city's lowest density residential zones, RF and R20, is exempt from all base zone design standards. These zones have different characteristics with respect to the public realm than the other zones that allow residential uses.
- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the adopted base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.
- Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard. The City Council added this clause as an interim measure until the Land Division Code Rewrite project completes its work and adds language on vesting.

33.110.230 Main Entrances in R10 through R2.5 Zones

A. Purpose. These standards:

- Together with the street-facing façade and garage standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
- Enhance public safety for residents and visitors and provide opportunities for community interaction.
- Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
- Ensure that pedestrians can easily find the main entrance, and so establish how to enter the residence.

B. Where these standards apply. The standards of this section apply to houses, attached houses, manufactured homes, and duplexes in the R10 through R2.5 zones. Where a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added. Development on flag lots or on lots that slope up or down from the street with an average slope of 20 percent or more is exempt from these standards. In addition, subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from these standards.

33.110.230 Main Entrances in R10 through R2.5 Zones (continued)

33.110.230.C. Location

At least one main entrance for each structure must meet the adopted main entrance standards. There are special situations when more than one dwelling unit per structure is allowed in the single-dwelling zones. (For example, accessory dwelling units are allowed if they meet certain criteria.) When this occurs, only one main entrance for the entire structure must meet these standards. This is intended to preserve the character of single-dwelling zones where the majority of the houses only have one main entrance.

33.110.230.C.1

The main entrance must be within 8 ft. of the longest street-facing wall of the dwelling unit. (The *Zoning Code* describes the dwelling unit as the portion of a building that is living area. The garage is not included; it is an accessory structure.) This regulation ensures that the main entrance is not set so far back behind the building that it has no connection to the public realm.

Initially, the proposed standard called for the main entrance to have a maximum 25 ft. setback from the street lot line. The Planning Commission dropped this proposal and recommended a regulation that relates the main entrance to the bulk of the house rather than the street. The commission recommended that the main entrance must be within 6 ft. of the longest street-facing wall of the dwelling unit. This revision also addressed the commission's concern that a maximum setback would force new houses to the front of the lot in areas with an established pattern of large front setbacks. The City Council increased the distance the main entrance may be behind the longest street-facing wall of the dwelling unit from 6 ft. to 8 ft. This revision allows more house plans from *Houses Plans for Narrow and Small Lots*, June 1997, by Livable Oregon and the Transportation and Growth Management Program to meet the base zone design standards.

33.110.230.C.2.a. and b.

This paragraph addresses the orientation of the main entrance. It follows the format of 33.130.242 and 33.140.242 Transit Street Main Entrances of the commercial, employment, and industrial zones. In each of these regulations the main entrance must face the street or be at an angle of up to 45 degrees from the street. This ensures that the main entrance is visible from the street.

Figures 110-1.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the adopted main entrance standards. The main entrance faces the street and is less than 8 ft. behind the longest street-facing wall of the dwelling unit.

C. Location. At least one main entrance for each structure must:

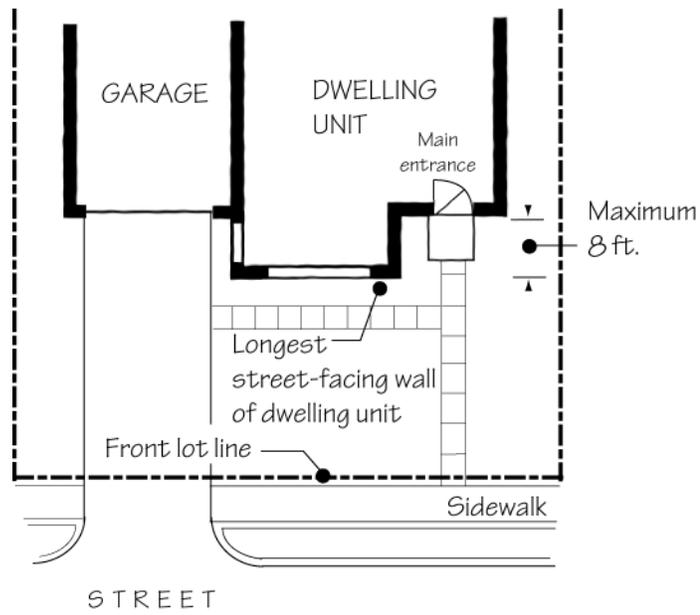
1. Be within 8 feet of the longest street-facing wall of the dwelling unit; and

2. Either:

a. Face the street. See Figure 110-1;

b. Be at an angle of up to 45 degrees from the street; or

**Figure 110-1
Main Entrance Facing the Street**



33.110.230 Main Entrances in R10 through R2.5 Zones (continued)

33.110.230.C.2.c.

The adopted main entrance standards also include a third option for main entrance orientation. The main entrance does not have to face the street if it opens onto a porch that faces the street. This option increases design flexibility, while still ensuring that the main entrance is articulated and easily identifiable from the street.

For a porch to meet the intent of this standard the Planning Commission thought the following elements were important.

- Design flexibility is very important. The porch can be designed in many ways to articulate the main entrance. Specifically, the roof does not have to be solid to achieve the intent of the standard. Trellises and other architectural elements above the front door can adequately mark the main entrance.
- The porch has to be a minimum size—but not necessarily a usable space—to meet the intent of the standard. The building code generally requires a 3 ft. by 3 ft. landing outside of exterior doors. The Planning Commission thinks this is too small of a landing to articulate the main entrance and recommends it be at least 25 sq. ft. in area.
- The porch roof has to be in close proximity to the front door—a porch that is roofed with second story eaves does not do a good job of articulating the main entrance.

Figures 110-2.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the adopted main entrance standards. The main entrance opens onto a porch that faces the street and is less than 8 ft. behind the longest street-facing wall of the dwelling unit.

c. Open onto a porch. See Figure 110-2. The porch must:

(1) Be at least 25 square feet in area;

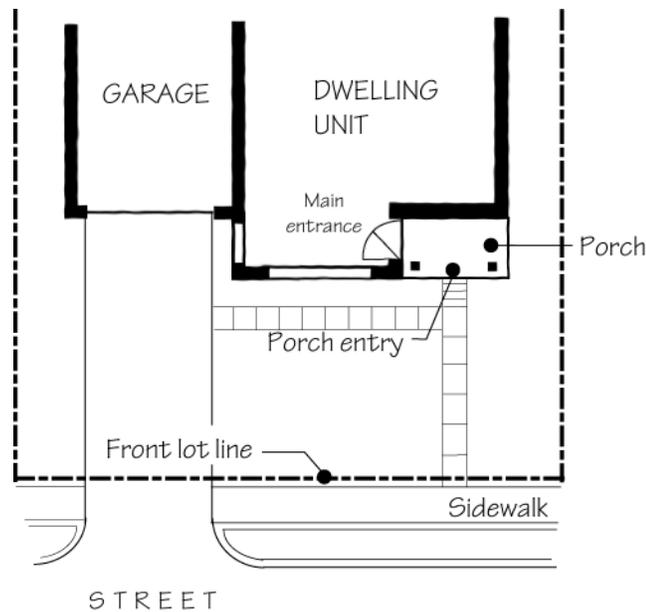
(2) Have at least one entrance facing the street; and

(3) Have a roof that is:

- No more than 12 feet above the floor of the porch; and

- At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.

**Figure 110-2
Main Entrance Opening Onto a Porch**



33.110.232 Street Facing Facades in R10 through R2.5 Zones (new section)

A. Purpose.

The purpose statement explains the intent of the regulation. This standard works with the main entrance and garage standards to strengthen the connection between the living area of a residence and the street by ensuring that there is a minimum amount of street-facing windows and by encouraging doors at the main entrance to face the street. Street-facing windows are beneficial for many reasons. Windows allow people inside of their home to survey activities in their neighborhood. This visual connection makes a safer, more community-oriented neighborhood. Windows also prevent large expanses of blank facades along streets and provide a more pleasant pedestrian environment.

B. Where this standard applies.

This subsection describes what building types must meet this standard—houses, manufactured homes, attached houses and duplexes—and the situations where development is not required to meet this standard.

- Development in the city's lowest density residential zones, RF and R20, is exempt from all base zone design standards. These zones have different characteristics with respect to the public realm than the other zones that allow residential uses.
- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.
- Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard. The City Council added this clause as an interim measure until the Land Division Code Rewrite project completes its work and adds language on vesting.

33.110.232 Street-Facing Facades in R10 through R2.5 Zones

A. Purpose. This standard:

- Together with the main entrance and garage standards, ensures that there is a visual connection between the living area of the residence and the street;
- Enhances public safety by allowing people to survey their neighborhood from inside their residences; and
- Provides a more pleasant pedestrian environment by preventing large expanses of blank facades along streets.

B. Where this standard applies. The standard of this section applies to houses, attached houses, manufactured homes, and duplexes in the R10 through R2.5 zones. Where a proposal is for an alteration or addition to existing development, the standard applies only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from this standard. In addition, subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard.

33.110.232 Street-Facing Facades in R10 through R2.5 Zones (continued)

C. The standard.

This regulation requires that all street-facing facades are at least 15 percent windows or main entrance doors. Fifteen percent windows or main entrance doors on street-facing facades has been set as a minimum in order to achieve the purpose of this standard.

The 15 percent window requirement is consistent with the street-facing window requirement for residential development in Chapter 33.218 Community Design Standards. The community design standards have been applied to certain projects that must meet a design review requirement since October of 1993. There have been no problems identified with the application of this standard as part of the community design standards.

Initially, the proposed base zone design standards called this standard "street-facing windows." The Planning Commission made one revision to the proposed standard. They recommend that the area of the front door at the main entrance, if it faces the street, count towards the 15 percent. This gives an incentive to have the main entrance face the street and meets the intent of the base zone design standards by providing a direct connection from the living area of the house to the street.

C. The standard. At least 15 percent of the area of each façade that faces a street lot line must be windows or main entrance doors. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard, a door must be at the main entrance and facing a street lot line.

33.110.240 Alternative Development Options

C. Attached Housing

The changes to this section are “clean-up.” The subparagraph that requires street-facing facades of attached housing in the R2.5 zone to be at least 8 percent windows has been deleted. This regulation is in conflict with the adopted street-facing facades standard that requires 15 percent windows or main entrance doors. When there is a conflict between base zone development standards, the one that is more restrictive applies.

33.110.240 Alternative Development Options

C. Attached Housing

1. R20 through R5 zones. [No change]
2. R2.5 zone.
 - a. through c. [No change]
 - d. Appearance. The intent of these standards is to make each housing unit distinctive and to prevent garages and blank walls from being the dominant front visual feature.
 - (1) The front façade of an attached house may not include more than 40 percent of garage wall area. For measurement information, see Chapter 930, Measurements.
 - (2) The roof of each attached house must be distinct from the other through either separation of roof pitches or direction, or other variation in roof design.
 - ~~(3) At least 8 percent of the area of each façade that faces a street property line must be windows.~~

33.110.250 ~~Detached~~ Accessory Structures

As part of this project, section 33.110.250, Detached Accessory Structures, has been reformatted in order to have regulations for both attached and detached accessory structures in one section.

B. General Standards

The changes to the general standards remove the word “detached” so that the regulations will apply to accessory structures that are attached to buildings as well as those that are detached.

33.110.250 Detached Accessory Structures

A. Purpose. This section regulates structures that are incidental to primary buildings to prevent them from becoming the predominant element of the site. The standards provide for necessary access around structures, help maintain privacy to abutting lots, and maintain open front setbacks.

B. General standards.

1. The regulations of this section apply to all ~~detached~~ accessory structures except detached accessory dwelling units. The regulations for detached accessory dwelling units are stated in Chapter 33.205.
2. Accessory structures must be constructed in conjunction with or after the primary building. They may not be built prior to the construction of the primary structure.
3. Unless stated otherwise in this section, the height and building coverage standards of the base zone apply to ~~detached~~ accessory structures.

C. Setbacks.

1. Mechanical structures. [No change]
2. Vertical structures. [No change]

33.110.250 ~~Detached~~ Accessory Structures (continued)

3. Uncovered horizontal structures.

There are no content changes associated with combining the regulations for attached and detached accessory structures into one section. The base zone design standards do not apply to uncovered horizontal structures.

a. Description. [No change]

b. Setback standards.

Dividing the setback standards into two groups is necessary because the setback standards for attached and detached accessory structures are slightly different.

(1) Detached Uncovered Horizontal Structures.

The changes to this subparagraph improve the language of the regulation without any content changes.

(2) Attached Uncovered Horizontal Structures.

The changes relocate the regulations for the attached accessory structures that were moved from 33.110.220 Setbacks. There are no content changes with this reformatting.

3. Uncovered horizontal structures.
- a. Description. Uncovered horizontal structures are items such as decks, stairways, entry bridges, wheelchair ramps, swimming pools, hot tubs, tennis courts, and boat docks that are not covered or enclosed.
- b. Setback standards.
- (1) Detached uncovered horizontal structures. The following regulations apply to detached uncovered horizontal structures.
- Structures ~~that are allowed in required setbacks if they are no more than 2-1/2 feet above the ground are. If they are higher, they are not~~ allowed in required building setbacks;
 - ~~However, on~~ On lots that slope down from the street, vehicular or pedestrian entry bridges are allowed in required setbacks if they are no more than 2-1/2 feet above the average sidewalk elevation.
- (2) Attached uncovered horizontal structures. The following regulations apply to attached uncovered horizontal structures.
- The following structures are allowed in required building setbacks:
 - Stairways and wheelchair ramps that lead to the front door of a building;
 - Decks and stairways that are no more than 2-1/2 feet above the ground; and
 - On lots that slope down from the street, vehicular and pedestrian entry bridges that are no more than 2-1/2 feet above the average sidewalk elevation.
 - Decks, stairways, and wheelchair ramps that are more than 2-1/2 feet above the ground may extend into a required building setback up to 20 percent of the depth of the setback. However, they must be at least three feet from a lot line.

33.110.250 ~~Detached~~ Accessory Structures (continued)

4. Covered Accessory Structures.

Garages are defined in the *Zoning Code* as “covered accessory structures.” The adopted garage standards are referenced in this subsection.

a. Description. [No change]

b. Setback Standard.

The changes to this subparagraph reference the additional regulations that garages must meet. These additional regulations include the adopted garage standards.

D. Building Coverage for Covered Accessory Structures.

The word “detached” has been added to this subsection to clarify that only detached, and not attached accessory structures, must meet these regulations. There is no content change.

4. Covered accessory structures.
 - a. Description. Covered accessory structures are items such as garages, greenhouses, storage buildings, wood sheds, covered decks, covered porches, and covered recreational structures.
 - b. Setback standard. Covered accessory structures if 6 feet or less in height are allowed in side and rear setbacks, but are not allowed in a front setback. Covered structures over 6 feet in height are not allowed in required building setbacks. See the exceptions and additional regulations for garages in Subsection E, below.

D. Building coverage for detached covered accessory structures.

1. The combined footprint of all detached covered accessory structures may not exceed 15 percent of the total area of the site.
2. A detached covered accessory structure may not have a larger footprint than the footprint of the primary structure.

33.110.250 ~~Detached~~ Accessory Structures (continued)

E. Special Standards for Garages

1. Purpose.

The purpose statement for the base zone design garage standards has been added to this subsection. The garage standards, together with the main entrance and street-facing façade standards, strengthen the connection between the living area of a residence and the street. They do this by ensuring that the garage is not the dominant feature of the front façade by limiting its size and prohibiting it from being located in front of the majority of the living area of a house.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

2. Existing Detached Garages.

Adding the word “detached” to this subsection clarifies that only detached, and not attached accessory structures, must meet this regulation.

3. Side and Rear Setbacks.

Adding the word “detached” to this subsection clarifies that only detached, and not attached accessory structures, must meet this regulation.

E. Special standards for garages.**1. Purpose. These standards:**

- Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
- Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;
- Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
- Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and
- Enhance public safety by preventing garages from blocking views of the street from inside the residence.

2. ~~1.~~ Existing detached garages. A detached garage that is nonconforming due to its location in a setback, may be rebuilt on its existing foundation if it was originally constructed legally. An addition may be made to these types of garages if the addition complies with the standards of this section, or if the combined size of the existing foundation and any additions is no larger than 12 feet wide by 18 feet deep.

3. ~~2.~~ Side and rear setbacks. ~~Garages in R7, R5 and R2.5 zones.~~ In the R7, R5 and R2.5 zones, detached garages are allowed in the side and/or the rear building setbacks if all of the following are met:

- a. The garage entrance is 40 feet from a front lot line, and if on a corner lot, 25 feet from a side street lot line;
- b. The garage has dimensions which do not exceed 24 feet by 24 feet; and
- c. The garage walls are no more than 10 feet high.

33.110.250 ~~Detached~~ Accessory Structures—(continued)

Length of Street-Facing Garage Wall

a. Where this standard applies.

This subsection describes what building types must meet this standard—houses, manufactured homes, and duplexes—and the situations where development is not required to meet this standard.

- Garages that are accessory to attached housing are exempt from the length of street-facing garage wall standard. This is the only base zone design standard that will not apply to attached houses.

The Planning Commission directed the Planning Bureau to further refine the design standards for attached houses that relate to garages and parking. This work was merged with the Land Division Code Rewrite project. The Planning Commission was comfortable applying the base zone design standards for the main entrance, street-facing facades, and garage street lot line setback to attached housing. However, they wanted to defer applying the length of the street-facing garage wall standard until the additional work on attached housing is completed.

- Development in the city's lowest density residential zones, RF and R20, is exempt from all base zone design standards. These zones have different characteristics with respect to the public realm than the other zones that allow residential uses.
- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the adopted base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.
- Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard. The City Council added this clause as an interim measure until the Land Division Code Rewrite project completes its work and adds language on vesting.

4. Length of street-facing garage wall.
 - a. Where this standard applies. The standard of this paragraph applies to garages that are accessory to houses, manufactured homes, and duplexes in the R10 through R2.5 zones. Where a proposal is for an alteration or addition to existing development, the standard applies only to the portion being altered or added. Garages that are accessory to attached houses, development on flag lots, or development on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from this standard. In addition, subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard.

33.110.250 ~~Detached~~ Accessory Structures—(continued)

b. Generally.

Garages create a barrier between the living area of a house and the public realm when they dominate the street-facing facade. This standard ensures that garage walls are not more than half of at least one street-facing façade by restricting their length to 50 percent of the length of street-facing facades.

This standard will have an effect on the ways that parking is provided on a site. Common ways that parking is provided for houses, attached houses, and duplexes are:

Uncovered parking pads. This standard will not affect parking pads. There are existing *Zoning Code* regulations that restrict the amount of paving for parking and driveway purposes in the front yard.

Detached garages. Generally, this standard will not affect detached garages. Detached garages are usually located toward the back of the site. This standard places no restrictions on the size of detached garages located behind the house. These structures are not visible from the street and do not create a barrier between the house and the public realm.

Attached garages. This standard will most directly affect attached garages. Houses built today commonly provide parking in attached garages—often side-by-side double car garages. On narrow lots these large garages can take over almost the entire street-facing façade. The standards allow attached garages in the following ways:

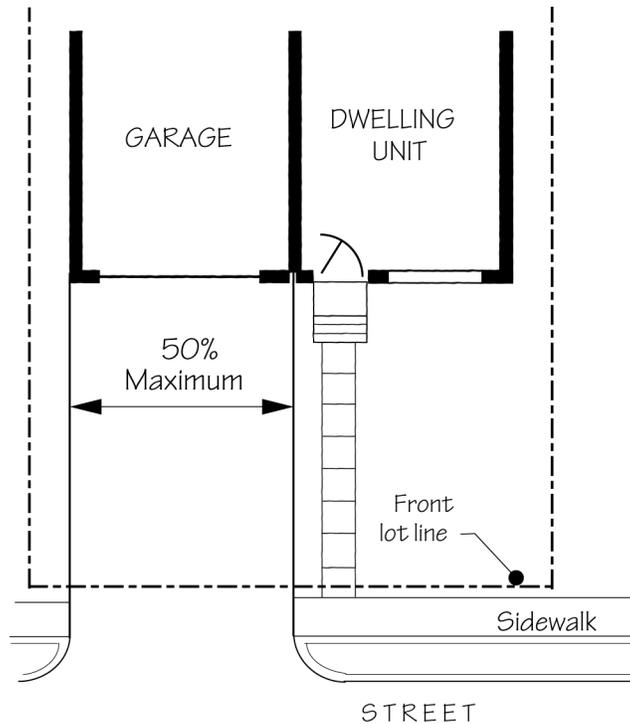
- All houses can have a 12 ft. single car garage. The exception, on the next page, allows a 12 ft. wide garage on houses 24 ft. or less if living area or a covered balcony is provided above the garage. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses wider than 24 ft. can have a 12 ft. single car garage without living area or a covered balcony above the garage. A 24 ft. wide house can be built in all zones—except R10—on a 34 ft. wide lot. A single car garage door can also provide tandem parking for more than one vehicle. (In the R10 zone where there are 10 ft. side setbacks the lot would have to be 44 ft. wide.)
- Houses wider than 40 ft. can have a standard 20 ft. side-by-side double car garage. A 40 ft. wide house can be built in all zones—except R10—on a 50 ft. wide lot. (In the R10 zone where there are 10 ft. side setbacks the lot would have to be 60 ft. wide.)

Figures 110-3.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the length of street-facing garage wall standard.

- b. Generally. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. See Figure 110-3. On corner lots, only one street-facing garage wall must meet this standard.

Figure 110-3
Length of Street-Facing Garage Wall



33.110.250 ~~Detached~~ Accessory Structures—(continued)

c. Exception.

All houses—regardless of their width—are guaranteed a 12 ft. wide attached garage. On buildings less than 24 ft. wide, if the garage exceeds more than 50 percent of the length of the building's street-facing façade, then there must be interior living area or a covered balcony above the garage. The balcony or living area may not be located more than 4 feet behind the garage wall. This dimension is required to ensure that these areas above the garages are large enough to bring the living area of the house closer to the street on narrow houses where the garage dominates the length of the street-facing façade.

Figures 110-4.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario of a dwelling less than 24 ft. wide that meets the length of street-facing garage wall standard by providing living area over the garage.

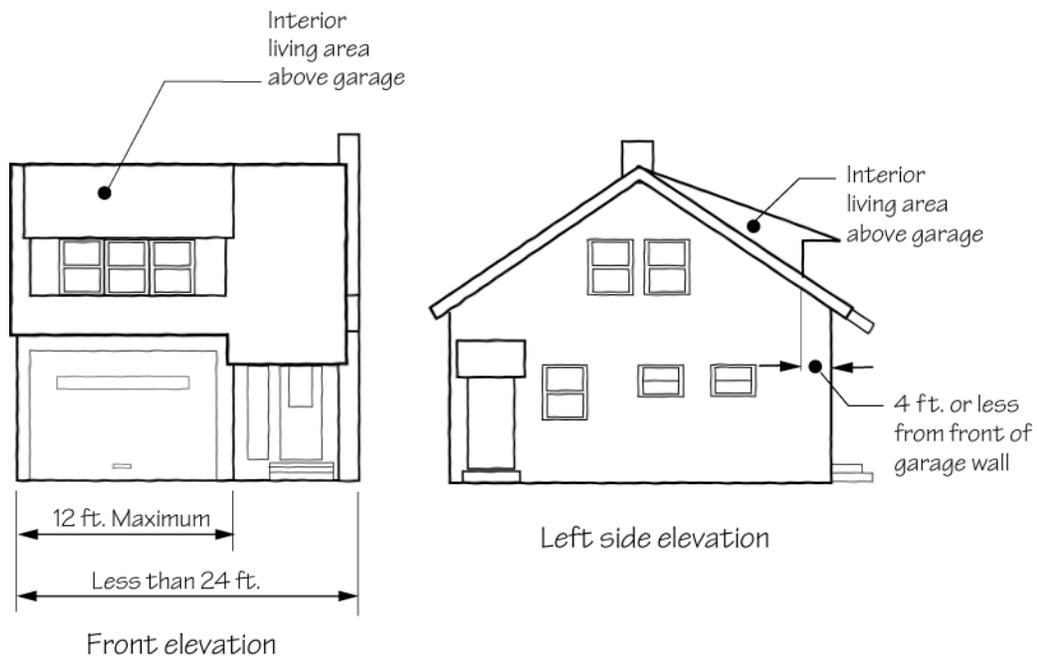
c. Exception. Where the street-facing façade of the building is less than 24 feet long, the garage wall facing the street may be up to 12 feet long if there is one of the following. See Figure 110-4:

(1) Interior living area above the garage. The living area must be set back no more than 4 feet from the street-facing garage wall; or

(2) A covered balcony above the garage that is:

- At least the same length as the street-facing garage wall;
- At least 6 feet deep; and
- Accessible from the interior living area of the dwelling unit.

**Figure 110-4
Length of Street-Facing Garage Wall Exception**



33.110.250 ~~Detached~~ Accessory Structures—(continued)

5. Street Lot Line Setbacks

a. Where this standard applies.

This subsection describes what building types must meet this standard—houses, manufactured homes, attached houses and duplexes—and the situations where development is not required to meet this standard.

- Development in the city's lowest density residential zones, RF and R20, is exempt from all base zone design standards. These zones have different characteristics with respect to the public realm than the other zones that allow residential uses.
- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are adequate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.
- Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard. The City Council added this clause as an interim measure until the Land Division Code Rewrite project completes its work and adds language on vesting.

5. Street lot line setbacks.

- a. Where this standard applies. The standard of this paragraph applies to garages that are accessory to houses, attached houses, manufactured homes, and duplexes in the R10 through R2.5 zones. Where a proposal is for an alteration or addition to existing development, the standard applies only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from this standard. In addition, subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard.

33.110.250 ~~Detached~~ Accessory Structures—(continued)

b. Generally.

The street lot line setback garage standard requires that the garage be no closer to the street than the longest street-facing wall of the dwelling unit. (The *Zoning Code* describes the dwelling unit as the portion of a building that is living area. The garage is not included, it is an accessory structure.) Requiring the garage to be flush with, or behind, the longest street-facing wall of the dwelling unit ensures that the living areas are as close, or closer, to the street than the garage. This strengthens the connection the living areas have to the public realm.

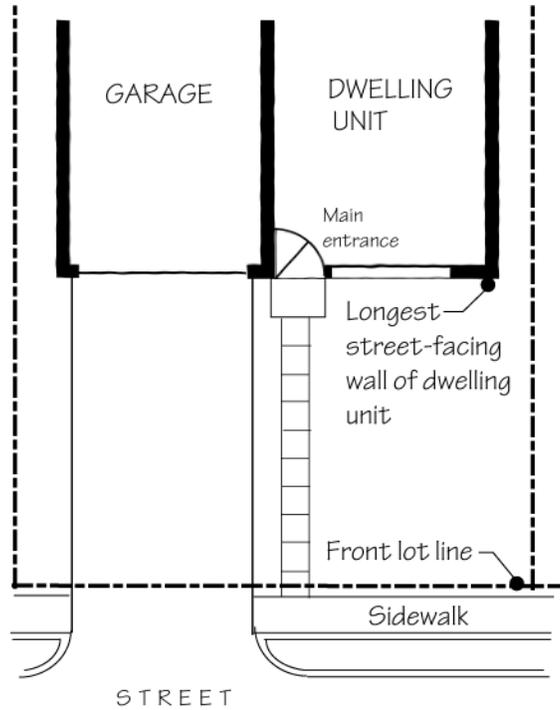
Initially, the proposed standards required the garage to be at least 3 ft. behind the longest street-facing wall of the dwelling unit. The Planning Commission changed the general requirement to allow a garage to be flush with the street-facing wall. The Planning Commission made these changes based on public testimony they heard. Their recommended standard, which the City Council approved— allows greater design flexibility.

Figure 110-5.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that would meet the street lot line setback standard for garages. Although the garage is flush with the longest street-facing wall of the dwelling unit, it could also be located behind it.

- b. Generally. A garage wall that faces a street may be no closer to the street lot line than the longest street-facing wall of the dwelling unit. See Figure 110-5.

**Figure 110-5
Street Lot Line Setback**



33.110.250 ~~Detached~~ Accessory Structures—(continued)

c. Exception.

An exception to the garage street lot line setback allows the garage wall to be up to 6 ft. in front of the longest street-facing wall of the dwelling unit if it is 40% or less of the length of the total façade and there is a porch. The porch—as outdoor living area—is required to balance the garage as it moves in front of the living area.

For a porch to meet the intent of this standard the Planning Commission thought the following elements are important.

- The roof of the porch should be solid;
- The porch must be a minimum size to balance the garage;
- The porch should be a usable outdoor space with a minimum width and depth requirement; and
- The porch roof should not be allowed to be second story eaves.

This exception allows attached garages to be in front of the longest street-facing wall of the dwelling unit in the following ways:

- Houses 30 ft. and wider can have a 12 ft. single car garage up to six feet in front of the longest street-facing wall of the dwelling unit. A 30 ft. wide house can be built in all zones—except R10—on a 40 ft. wide lot. A single car garage door can also provide tandem parking for more than one vehicle. (In the R10 zone where there are 10 ft. side setbacks the lot would have to be 50 ft. wide.)
- Houses 50 ft. and wider can have a standard 20 ft. side-by-side double car garage up to six feet in front of the longest street-facing wall of the dwelling unit. A 40 ft. wide house can be built in all zones—except R10—on a 60 ft. wide lot. (In the R10 zone where there are 10 ft. side setbacks the lot would have to be 70 ft. wide.)

Initially, the proposed standards required the garage to be at least 3 ft. behind the longest street-facing wall of the dwelling unit with an exception that allowed the garage to be flush with the longest street-facing wall of the dwelling unit if there was a porch. The Planning Commission revised the exception to allow garage walls to be up to 6 ft. in front of the living area, if there is a porch and the garage is 40 percent or less of the length of the front façade. The Planning Commission's amendment recognizes that as a garage occupies a smaller percentage of the total length of the façade then the negative impact to the public realm is reduced.

Figure 110-6.

This figure will be included in the *Zoning Code*. It illustrates a scenario that meets the exception to the street lot line setback standard for garages. This example illustrates the furthest in front of the living area a garage would be allowed.

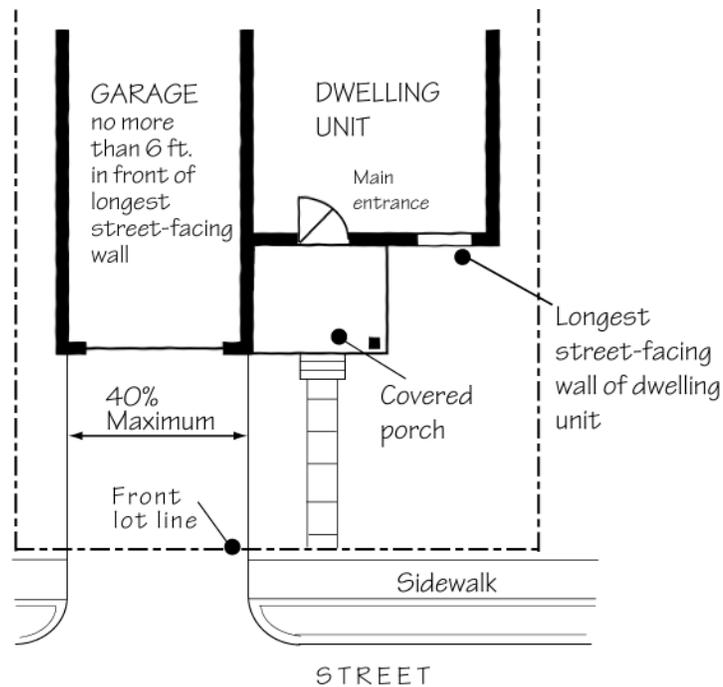
c. Exception. A street-facing garage wall may be up to 6 feet in front of the longest street-facing wall of the dwelling unit, if:

(1) The street-facing garage wall is 40 percent or less of the length of the building facade; and

(2) There is a porch at the main entrance. The garage wall may not be closer to the street lot line than the front of the porch. See Figure 110-6. The porch must meet the following:

- The porch must be at least 48 square feet in area and have minimum dimensions of 6 feet by 6 feet;
- The porch must have a solid roof; and
- The roof may not be more than 12 feet above the floor of the porch.

**Figure 110-6
Garage Front Setback Exception**



Multi-Dwelling Zones Table of Contents

33.120.231 Main Entrances.

This new section incorporates the adopted standards for main entrances.

33.120.232 Street-Facing Facades.

This new section incorporates the adopted standard for street-facing facades.

33.120.245 Window Requirements

The standards of this section have been incorporated into the new 33.120.232 Street-Facing Façade standard. There is no content change to the standards of 33.120.245.

33.120.280 ~~Detached~~ Accessory Structures

The Base Zone Design Standards project revisions to section 33.120.280, Detached Accessory Structures, incorporated both attached and detached accessory structures in one section. The revised section incorporates the adopted standards for garages. (Garages are accessory structures.) The revisions do not make any content changes to the existing regulations for detached and attached accessory structures.

**CHAPTER 33.120
MULTI-DWELLING ZONES**

Sections:

General

- 33.120.010 Purpose
- 33.120.020 List of the Multi-dwelling Zones
- 33.120.030 Characteristics of the Zones
- 33.120.040 Other Zoning Regulations

Use Regulations

- 33.120.100 Primary Uses
- 33.120.110 Accessory Uses
- 33.120.120 Nuisance-Related Impacts

Development Standards

- 33.120.200 Housing Types Allowed
- 33.120.205 Density
- 33.120.210 Lot Size
- 33.120.215 Height
- 33.120.220 Setbacks
- 33.120.225 Building Coverage
- 33.120.230 Building Length
- 33.120.231 Main Entrances
- 33.120.232 Street-Facing Facades
- 33.120.235 Landscaped Areas
- 33.120.240 Required Outdoor Areas
- ~~33.120.245 Window Requirements~~
- 33.120.250 Screening
- 33.120.255 Pedestrian Standards
- 33.120.260 Recycling Areas
- 33.120.265 Amenity Bonuses
- 33.120.270 Alternative Development Options
- 33.120.275 Development Standards for Institutions
- 33.120.277 Development Standards for Institutional Campuses in the IR Zone
- 33.120.280 ~~Detached~~ Accessory Structures
- 33.120.285 Fences
- 33.120.290 Demolitions
- 33.120.295 Excavations and Fills
- 33.120.300 Nonconforming Development
- 33.120.305 Parking and Loading
- 33.120.310 Signs
- 33.120.315 Street Trees

Supplemental Information

- Map 120-1, Park Block Frontage
- Maps 120-2 through 120-28, Floor Area Ratios in the RH Zone

33.120.010 Purpose

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard, the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

The general purpose statement for the multi-dwelling zones has been reformatted to distinguish between the purpose of the use regulations and the purpose of the development standards. There are several wording changes to emphasize that the development standards work together. The Planning Commission wanted it to be clear that the base zone design standards work as a package to strengthen the connection that buildings have to the public realm. When adjustments are requested to a development standard, the other standards may be appropriate to consider as part of the adjustment approval.

General

33.120.010 Purpose

The multi-dwelling zones are intended to preserve land for urban housing and to provide opportunities for multi-dwelling housing.

A. Use regulations. The use regulations are intended to create and maintain higher density residential neighborhoods. At the same time, they allow for large scale institutional campuses and other nonresidential uses but not to such an extent as to sacrifice the overall residential neighborhood image and character.

B. Development standards. The six multi-dwelling zones are distinguished primarily by density and development standards. The regulations development standards work together ~~are intended~~ to create desirable residential areas by promoting aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The development standards generally assure that new development will be compatible with the City's character. At the same time, the standards allow for flexibility for new development. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed. The development standards are generally written for development on flat, regularly shaped lots. Other situations are addressed through special standards or exceptions.

Table 120-3 Development Standards in Multi-Dwelling Zones

The adopted garage standards add regulations to the walls of garages that need to be reflected in this table. There are no changes to the requirements of Table 120-3. The only change is an addition to footnote [8] that references 33.120.280.E. Special Standards for Garages.

Recommended Code Changes

33.120 Multi-Dwelling Zones

Table 120-3 Development Standards in Multi-Dwelling Zones [1]						
Standard	R3	R2	R1	RH	RX	IR
Maximum Density	[No change]					
Minimum Density						
Minimum Lot Size						
Maximum Height						
Minimum Setbacks - Front building setback - Street building setback - Side and rear building setback. - Garage entrance setback [8] (See 33.120.220)	10 ft. - - - [14] 5-14 ft. [7] 18 ft.	10 ft. - - - [14] 5-14 ft. [7] 18 ft.	3 ft. - - - [14] 5-14 ft. [7] 5/18 ft.[9]	0 ft. 0 ft.[14] 5-14 ft. [7] 5/18 ft.[9]	0 ft. 0 ft.[14] 0 ft. 5/18 ft.[9]	1 ft. for every 2 ft. of bldg. height, but in no case less than 10 ft.
Maximum Setbacks Transit Street or Pedestrian District	[No change]					
Max. Building Coverage						
Max. Building Length						
Min. Landscaped Area						
Required Outdoor Area						

Notes:

Notes 1 through 7: [No change]

[8] The walls of the garage structure are subject to 33.110.280.E and the applicable front, side, or rear building setbacks. This setback also applies to structured parking that does not allow existing in a forward motion.

Notes 9 through 15: [No change]

33.120.220 Setbacks

As part of this project, section 33.120.280, Detached Accessory Structures, has been reformatted in order to include both detached and attached accessory structures in one section. There are some changes to this section, 33.120.220 Setbacks, because it contains regulations for accessory structures that are attached to a building.

The changes to this section are needed in order to put all the regulations for accessory structures into one section. The regulations of the subsection that apply to attached accessory structures—which includes uncovered stairways, wheelchair ramps, and uncovered decks, vehicular and pedestrian entry bridges, and attached mechanical structures—have been moved to 33.120.280 ~~Detached~~ Accessory Structures. There are no content changes to this section.

33.120.220 Setbacks

A. Purpose. [No change]

B. Building setback standard. [No change]

C. Extensions into required building setbacks.

~~1. Minor projections of features **attached** to buildings.~~

~~1.a. Minor projection allowed.~~ Minor features of a building such as eaves, chimneys, fire escapes, and bay windows up to 12 feet in length, ~~uncovered stairways, wheelchair ramps, and uncovered decks or balconies,~~ may extend into a required building setback up to 20 percent of the depth of the setback. However, in no case may they be less than three feet from a lot line.

~~b. Full projection allowed.~~ In addition to Subparagraph a. above, the following features are allowed to project into required building setbacks to the property line:

~~(1) Uncovered stairways and wheelchair ramps that lead to the front door of a building;~~

~~(2) Uncovered decks and stairways that are no more than 2-1/2 feet above the ground; and~~

~~(3) On lots that slope down from the street, vehicular and pedestrian entry bridges that are no more than 2-1/2 feet above the average sidewalk elevation.~~

~~c. No projection allowed.~~ Attached mechanical structures such as heat pumps, air conditioners, emergency generators, and water pumps may not project into any building setback.

2. ~~Detached~~ Accessory structures. The setback standards for ~~detached~~ accessory structures are stated in 33.110.250, below. Fences are addressed in 33.110.255, below. Detached accessory dwelling units are addressed in Chapter 33.205. Signs are addressed in Chapter 33.286.

D. Garage entrance and structured parking setback. (No change]

33.120.231 Main Entrances (new section)

A. Purpose.

These standards, together with the street-facing façade and garage standards, strengthen the physical and visual connection between the living area of a residence and the street by ensuring that the main entrance is visible or clearly identifiable from the street.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard, the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

B. Where these standards apply.

This subsection describes what building types must meet these standards—houses, manufactured homes, attached houses and duplexes—and the situations where development is not required to meet these standards.

- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thought the existing regulations are adequate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.
- Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard. The City Council added this clause as an interim measure until the Land Division Code Rewrite project completes its work and adds language on vesting.

33.120.231 Main Entrances

A. Purpose. The main entrance standards:

- Together with the window and garage standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
- Enhance public safety for residents and visitors and provide opportunities for community interaction;
- Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
- Ensure that pedestrians can easily find the main entrance, and so establish how to enter the residence.

B. Where these standards apply. The standards of this section apply to houses, attached houses, manufactured homes, and duplexes in the multi-dwelling zones. Where a proposal is for an alteration or addition to existing development, the standards apply only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards. In addition, subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard.

33.120.231 Main Entrances (continued)

C. Location

1.

The main entrance must be within 8 ft. of the longest street-facing wall of the dwelling unit. (The *Zoning Code* describes the dwelling unit as the portion of a building that is living area. The garage is not included; it is an accessory structure.) This regulation ensures that the main entrance is not set so far back behind the building that it has no connection to the public realm.

Initially, the proposed standards called for the main entrance to have a maximum 25 ft. setback from the street lot line. The Planning Commission dropped this proposal and recommended a regulation that would relate the main entrance to the bulk of the house rather than the street by requiring the main entrance to be within 6 ft. of the longest street-facing wall of the dwelling unit. This revision also addressed the commission's concern that a maximum setback would force new houses to the front of the lot in areas with an established pattern of large front setbacks. The City Council increased the distance the main entrance may be behind the longest street-facing wall of the dwelling unit from 6 ft. to 8 ft. This revision allows more house plans from *Houses Plans for Narrow and Small Lots*, June 1997, by Livable Oregon and the Transportation and Growth Management Program to meet the base zone design standards.

2.a. and b.

This paragraph addresses the orientation of the main entrance. It follows the format of 33.130.242 and 33.140.242 Transit Street Main Entrances of the commercial, employment, and industrial zones. In each of these regulations the main entrance must face the street or be at an angle of up to 45 degrees from the street. This ensures that the main entrance is visible from the street.

The recommended main entrance standards also include a third option. (See next page.)

Figures 120-1.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the main entrance standards. The main entrance faces the street and is less than 8 ft. behind the longest street-facing wall of the dwelling unit.

C. Location. At least one main entrance for each structure must:

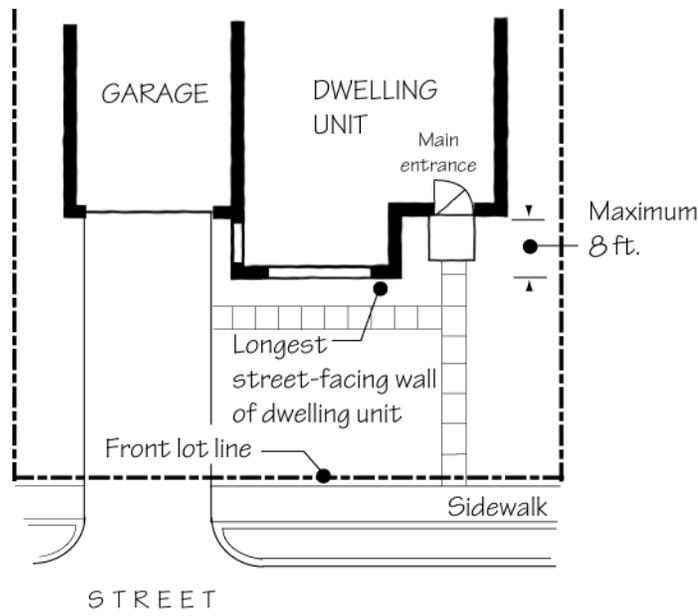
1. Be within 8 feet of the longest street-facing wall of the dwelling unit; and

2. Either:

a. Face the street. See Figure 120-1;

b. Be at an angle of up to 45 degrees from the street; or

**Figure 120-1
Main Entrance Facing the Street**



33.120.231 Main Entrances (continued)

2.c.

The main entrance standards also include a third option for main entrance orientation. The main entrance does not have to face the street if it opens onto a porch that faces the street. This option increases design flexibility, while still ensuring that the main entrance is articulated and easily identifiable from the street.

For a porch to meet the intent of this standard, the Planning Commission thinks the following elements are important.

- Design flexibility is very important. The porch can be designed in many ways to articulate the main entrance. Specifically, the roof does not have to be solid to achieve the intent of the standard. Trellises and other architectural elements above the front door can adequately mark the main entrance.
- The porch has to be a minimum size—but not necessarily a usable space—to meet the intent of the standard. The building code generally requires a 3 ft. by 3 ft. landing outside exterior doors. The Planning Commission thinks this is too small a landing to articulate the main entrance and recommends it be at least 25 sq. ft. in area.
- The porch roof has to be in close proximity to the front door—a porch that is roofed with second story eaves does not do a good job of articulating the main entrance.

Figures 120-2.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the main entrance standards. The main entrance opens onto a porch that faces the street and is less than 8 ft. behind the longest street-facing wall of the dwelling unit.

c. Open onto a porch. See Figure 120-2. The porch must:

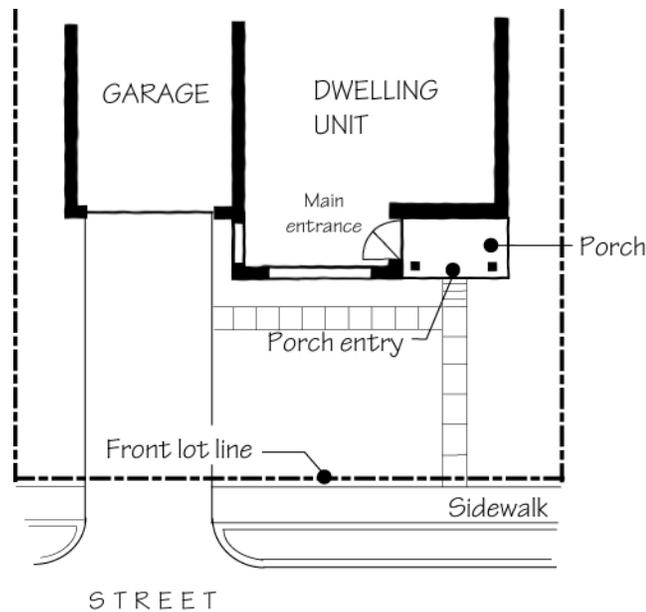
(1) Be at least 25 square feet in area;

(2) Have at least one entrance facing the street; and

(3) Have a roof that is:

- No more than 12 feet above the floor of the porch; and
- At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.

**Figure 120-2
Main Entrance Opening Onto a Porch**



33.120.232 Street Facing Facades (new section)

33.120.245 Window Requirements has been renumbered and renamed, 33.120.232 Street-Facing Facades. The revised section retains the existing window requirements and incorporates the street-facing facade standard.

A. Purpose.

This standard works with the main entrance and garage standards to strengthen the connection between the living area of a residence and the street by ensuring that there is a minimum amount of street-facing windows and by encouraging doors at the main entrance to face the street. Street-facing windows are beneficial for many reasons. Windows allow people inside of their home to survey activities in their neighborhood. This visual connection makes a safer, more community-oriented neighborhood. Windows also prevent large expanses of blank facades along streets and provide a more pleasant pedestrian environment.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard, the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

B. Where this standard applies.

This subsection describes what standards apply to certain building types. Paragraph B.1 is the base zone design standard that applies to houses, manufactured homes, attached houses and duplexes. Paragraphs B.1 and B.2 are the existing window requirement.

These standards apply only to the portion of a building that is being remodeled. Portions of the building—outside of the remodel area—that do not currently meet the standards will not be required to meet them. Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard. The City Council added this clause as an interim measure until the Land Division Code Rewrite project completes its work and adds language on vesting.

~~33.120.245 Window Requirements~~ 33.120.232 Street-Facing Facades

- A. Purpose.** ~~The window standards prevent large expanses of blank facades along streets and provide a more pleasant and safe pedestrian environment. These standards:~~
- ~~• Together with the main entrance and garage standards, ensure that there is a visual connection between the living area of the residence and the street;~~
 - ~~• Enhance public safety by allowing people to survey their neighborhood from inside their residences; and~~
 - ~~• Provide a more pleasant pedestrian environment by preventing large expanses of blank facades along streets.~~
- B. Where these standards apply.** The standards of this section apply to the street-facing facades of buildings that include any residential uses. The requirements of Paragraph B.1, below, apply to houses, attached houses, manufactured homes, and duplexes. Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from paragraph B.1, below. The requirements of Paragraphs B.2 and B.3, below, apply to all other residential structures, including those that include more than one use. Where a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added.

33.120.232 Street-Facing Facades (continued)

B.1. Houses, Attached Houses, Manufactured Homes, and Duplexes.

This regulation requires that all street-facing facades are at least 15 percent windows or main entrance doors. Fifteen percent windows or main entrance doors on street-facing facades has been set as a minimum in order to achieve the purpose of this standard.

The 15 percent window requirement is consistent with the street-facing window requirement for residential development in Chapter 33.218 Community Design Standards. The community design standards have been applied to certain projects that must meet a design review requirement since October of 1993. There have been no problems identified with the application of this standard as part of the community design standards.

Initially, the proposed base zone design standards called this standard “street-facing windows.” The Planning Commission made one revision to the proposed standard. They recommend that the area of the front door at the main entrance, if it faces the street, count towards the 15 percent. This gives an incentive to have the main entrance face the street and meets the intent of the base zone design standards by providing a direct connection from the living area of the house to the street.

This subsection also describes the situations where development is not required to meet this standard.

- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the recommended base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are more appropriate.

B.2. Other Residential Structures

The changes to this standard improve the language of the regulation without any content changes.

B.3. RX and I R Zones

The changes to this standard improve the language of the regulation without any content changes.

1. Houses, attached houses, manufactured homes, and duplexes. At least 15 percent of the area of each façade that faces a street lot line must be windows or doors. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard a door must be at the main entrance and facing the street property line. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

- ~~B. 2. Residential windows. Other residential structures.~~ At least 8 percent of the area of each facade that faces a street ~~property~~ lot line must be windows.

- ~~C. 3. Ground Floor Windows in the~~ RX and IR zones. ~~In the RX and IR zones,~~ ~~€~~The portions of buildings in the RX and IR zones that have nonresidential development are subject to the ground floor window requirements of the CX zone in 33.130.230.B.2.

33.120.280 ~~Detached~~ Accessory Structures

As part of this project, section 33.120.280, Detached Accessory Structures, has been reformatted in order to include both attached and detached accessory structures in one section.

A. Purpose

No change.

B. General Standards

The changes to the general standards remove the word “detached” so that the regulations will apply to accessory structures that are attached to buildings as well as those that are detached.

33.120.280 Detached Accessory Structures

A. Purpose. This section regulates structures that are incidental to primary buildings to prevent them from becoming the predominant element of the site. The standards provide for necessary access around structures, help maintain privacy to abutting lots, and maintain open front yard areas.

B. General standards.

1. The regulations of this section apply to all ~~detached~~ accessory structures except detached accessory dwelling units. The regulations for detached accessory dwelling units are stated in Chapter 33.205.
2. Accessory structures must be constructed in conjunction with or after the primary building. They may not be built prior to the construction of the primary structure.
3. Unless stated otherwise in this section, the height and building coverage standards of the base zone apply to ~~detached~~ accessory structures.

C. Setbacks.

1. Mechanical structures. [No change]
2. Vertical structures. [No change]

33.120.280 ~~Detached~~ Accessory Structures (continued)

C.3. Uncovered horizontal structures.

There are no content changes associated with combining the regulations for attached and detached accessory structures into one section. The base zone design standards do not apply to uncovered horizontal structures.

a. **Description.** [No change]

b. **Setback standards.**

(1)

The changes to this standard improve the language of the regulation without any content changes.

(2)

This standard was added to replace the regulations for the attached accessory structures that were moved from 33.120.220 Setbacks. There are no content changes with this reformatting.

(3)

The changes to this standard improve the language of the regulation without any content changes.

C.4. Covered Accessory Structures.

Garages are defined in the *Zoning Code* as "covered accessory structures." The adopted garage standards of this project are referenced in this subsection.

a. **Description.** [No change]

b. **Setback Standard.**

The changes to this subparagraph reference the additional regulations that garages must meet. These additional regulations include the adopted garage standards of this project.

D. Building Coverage for Covered Accessory Structures.

The word "detached" has been added to this subsection to clarify that only detached, and not attached accessory structures, must meet these regulations. There is no content change.

3. Uncovered horizontal structures.
 - a. Description. Uncovered horizontal structures are items such as decks, stairways, entry bridges, wheelchair ramps, swimming pools, hot tubs, tennis courts, and boat docks that are not covered or enclosed.
 - b. Setback standard.
 - (1) ~~Uncovered horizontal structures that are allowed in required setbacks if they are~~ no more than 2-1/2 feet above the ground ~~are. If they are higher, they are not allowed in required building setbacks;~~
 - (2) Uncovered decks or balconies that are more than 2-1/2 feet above the ground are allowed in required setbacks if they are attached to the primary structure. They may extend into a required building setback up to 20 percent of the depth of the setback. However, they must be at least three feet from a lot line;
 - (3) ~~However, o~~On lots that slope down from the street, vehicular or pedestrian entry bridges are allowed in required setbacks if they are no more than 2-1/2 feet above the average sidewalk elevation.
4. Covered accessory structures.
 - a. Description. Covered accessory structures are items such as garages, greenhouses, storage buildings, wood sheds, covered decks, covered porches, and covered recreational structures.
 - b. Setback standard. Covered accessory structures if 6 feet or less in height are allowed in side and rear setbacks, but are not allowed in a front setback. Covered structures over 6 feet in height are not allowed in required building setbacks. See the exceptions and additional regulations for garages in Subsection E. below.

D. Building coverage for detached covered accessory structures.

1. The combined footprint of all detached covered accessory structures may not exceed 15 percent of the total area of the site.
2. A detached covered accessory structure may not have a larger footprint than the footprint of the primary structure.

33.120.280 ~~Detached~~ Accessory Structures (continued)

E. Special Standards for Garages

1. Purpose.

The purpose statement for the base zone design garage standards has been added to this subsection. The garage standards, together with the main entrance and street-facing façade standards, strengthen the connection between the living area of a residence and the street. They do this by ensuring that the garage is not the dominant feature of the front façade by limiting its size and prohibiting it from being located in front of the majority of the living area of a house.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard, the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

2. Existing Detached Garages.

Adding the word “detached” to this subsection clarifies that only detached, and not attached accessory structures, must meet this regulation.

3. Side and Rear Setbacks.

Adding the word “detached” to this subsection clarifies that only detached, and not attached accessory structures, must meet this regulation.

E. Special standards for garages.**1. Purpose.** These standards:

- Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
- Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;
- Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
- Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and
- Enhance public safety by preventing garages from blocking views of the street from inside the residence.

2. ~~4.~~ Existing detached garages. A detached garage that is nonconforming due to its location in a setback, may be rebuilt on its existing foundation if it was originally constructed legally. An addition may be made to these types of garages if the addition complies with the standards of this section, or if the combined size of the existing foundation and any additions is no larger than 12 feet wide by 18 feet deep.

3. ~~2.~~ Side and rear setbacks. ~~Garages in R3 through RX zones.~~ In the R3 through RX zones, detached garages are allowed in the side and/or the rear building setbacks if all of the following are met:

- a. The garage entrance is 40 feet from a front lot line, and if on a corner lot, 25 feet from a side street lot line;
- b. The garage has dimensions which do not exceed 24 feet by 24 feet; and
- c. The garage walls are no more than 10 feet high.

33.120.280 ~~Detached~~ Accessory Structures—(continued)

4. Length of Street-Facing Garage Wall

a. Where this standard applies.

This subsection describes what building types must meet this standard—houses, manufactured homes, and duplexes—and the situations where development is not required to meet this standard.

- Garages that are accessory to attached housing are exempt from the length of street-facing garage wall standard. This is the only recommended base zone design standard that will not apply to attached houses.

The Planning Commission directed the Planning Bureau to further refine the design standards for attached houses that relate to garages and parking. This work is being merged with the Land Division Code Rewrite project. At this time, the Planning Commission is comfortable applying the base zone design standards for the main entrance, street-facing facades, and garage street lot line setback to attached housing. However, they want to defer applying the length of the street-facing garage wall standard until the additional work on attached housing is completed.

- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the recommended base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are more appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.
- Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard. The City Council added this clause as an interim measure until the Land Division Code Rewrite project completes its work and adds language on vesting.

4. Length of street-facing garage wall.

- a. Where this standard applies. The standard of this paragraph applies to garages that are accessory to houses, manufactured homes, and duplexes in multi-dwelling zones. Where a proposal is for an alteration or addition to existing development, the standard applies only to the portion being altered or added. Garages that are accessory to attached houses, development on flag lots, or development on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from this standard. Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard.

33.120.280 ~~Detached~~ Accessory Structures—(continued)

4.b. Generally.

Garages create a barrier between the living area of a house and the public realm when they dominate the street-facing facade. This standard ensures that garage walls are not more than half of at least one street-facing facade by restricting their length to 50 percent of the length of street-facing facades.

This standard will have an effect on the ways that parking is provided on a site. Common ways that parking is provided for houses, attached houses, and duplexes are:

Uncovered parking pads. This standard will not affect parking pads. There are existing *Zoning Code* regulations that restrict the amount of paving for parking and driveway purposes in the front yard.

Detached garages. Generally, this standard will not affect detached garages. Detached garages are usually located toward the back of the site. This standard places no restrictions on the size of detached garages located behind the house. These structures are not visible from the street and do not create a barrier between the house and the public realm.

Attached garages. This standard will most directly affect attached garages. Houses built today commonly provide parking in attached garages—often side-by-side double car garages. On narrow lots these large garages can take over almost the entire street-facing facade. The standards allow attached garages in the following ways:

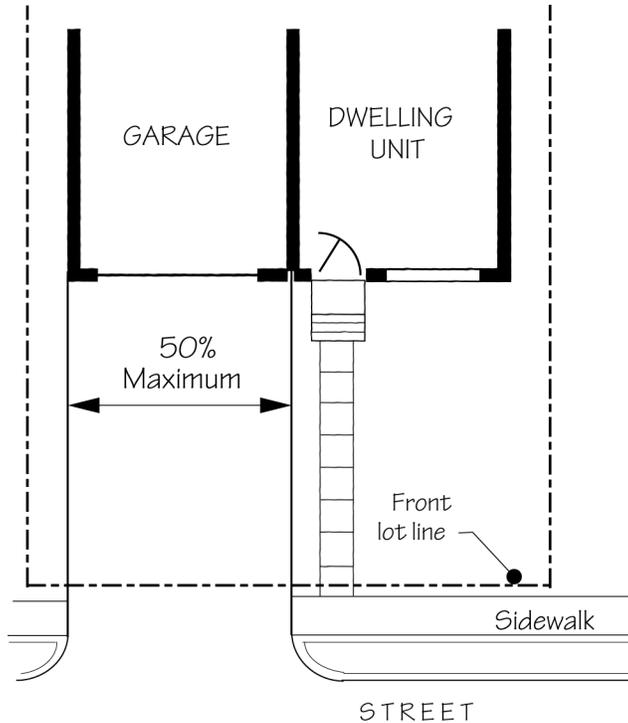
- All houses can have a 12 ft. single car garage. The exception, on the next page, allows a 12 ft. wide garage on houses 24 ft. or less if living area or a covered balcony is provided above the garage. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses wider than 24 ft. can have a 12 ft. single car garage without living area or a covered balcony above the garage. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses wider than 40 ft. can have a standard 20 ft. side-by-side double car garage.

Figures 120-3.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the length of street-facing garage wall standard.

- b. Generally. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. See Figure 120-3. On corner lots, only one street-facing garage wall must meet this standard.

Figure 120-3
Length of Street-Facing Garage Wall



33.120.280 ~~Detached~~ Accessory Structures—(continued)

4.c. Exception.

All houses—regardless of their width—are guaranteed a 12 ft. wide attached garage. On buildings less than 24 ft. wide, if the garage exceeds more than 50 percent of the length of the building's street-facing façade, then there must be interior living area or a covered balcony above the garage. The balcony or living area may not be located more than 4 feet behind the garage wall. This dimension is required to ensure that these areas above the garages are large enough to bring the living area of the house closer to the street on narrow houses where the garage dominates the length of the street-facing façade.

Figures 120-4.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario of a dwelling less than 24 ft. wide that meets the length of street-facing garage wall standard by providing living area over the garage.

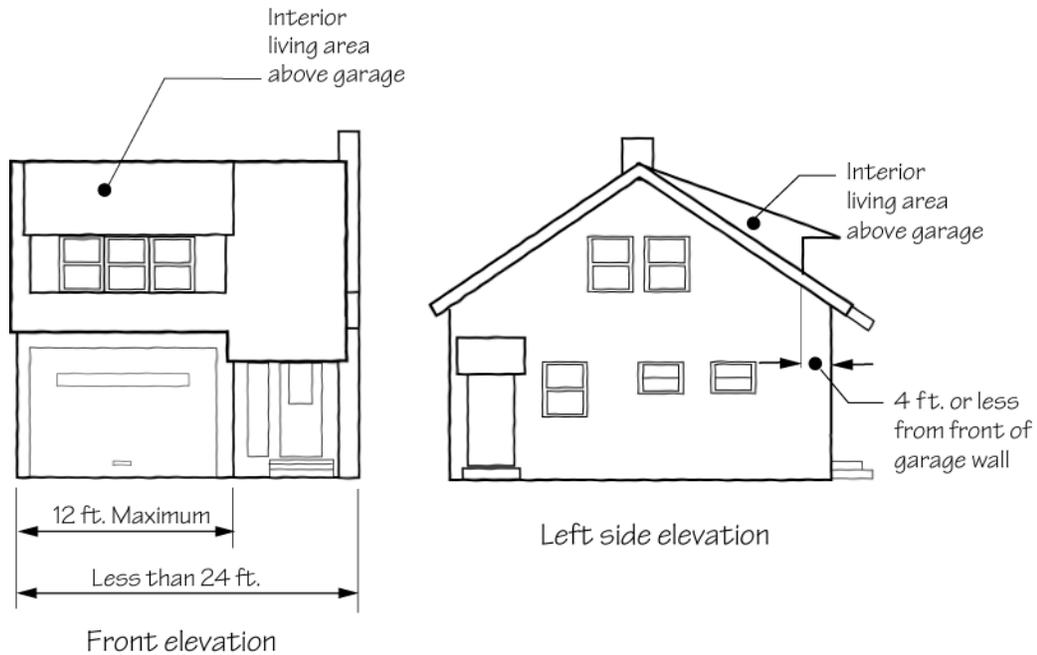
c. Exception. Where the street-facing façade of the building is less than 24 feet long, the garage wall facing the street may be up to 12 feet long if there is one of the following. See Figure 120-4.

(1) Interior living area above the garage. The living area may be set back no more than 4 feet from the street-facing garage wall, or

(2) A covered balcony above the garage that is:

- At least the same length as the street-facing garage wall;
- At least 6 feet deep; and
- Accessible from the interior living area of the dwelling unit.

Figure 120-4
Length of Street-Facing Garage Wall Exception



33.120.280 ~~Detached~~ Accessory Structures—(continued)

5. Street Lot Line Setbacks

a. Where this standard applies.

This subsection describes what building types must meet this standard—houses, manufactured homes, attached houses and duplexes—and the situations where development is not required to meet this standard.

- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the recommended base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are more appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.
- Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard. The City Council added this clause as an interim measure until the Land Division Code Rewrite project completes its work and adds language on vesting.

5. Street lot line setbacks.

- a. Where this standard applies. The standard of this paragraph applies to garages that are accessory to houses, attached houses, manufactured homes, and duplexes in multi-dwelling zones. Where a proposal is for an alteration or addition to existing development, the standard applies only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from this standard. Subdivisions and PUDs that received preliminary plan approval between September 9, 1990, and September 9, 1995, are exempt from this standard.

33.120.280 ~~Detached~~ Accessory Structures—(continued)

5.b. Generally.

The street lot line setback garage standard requires that the garage be no closer to the street than the longest street-facing wall of the dwelling unit. (The *Zoning Code* describes the dwelling unit as the portion of a building that is living area. The garage is not included; it is an accessory structure.) Requiring the garage to be flush with, or behind, the longest street-facing wall of the dwelling unit ensures that the living areas are as close, or closer, to the street than the garage. This strengthens the connection the living areas have to the public realm.

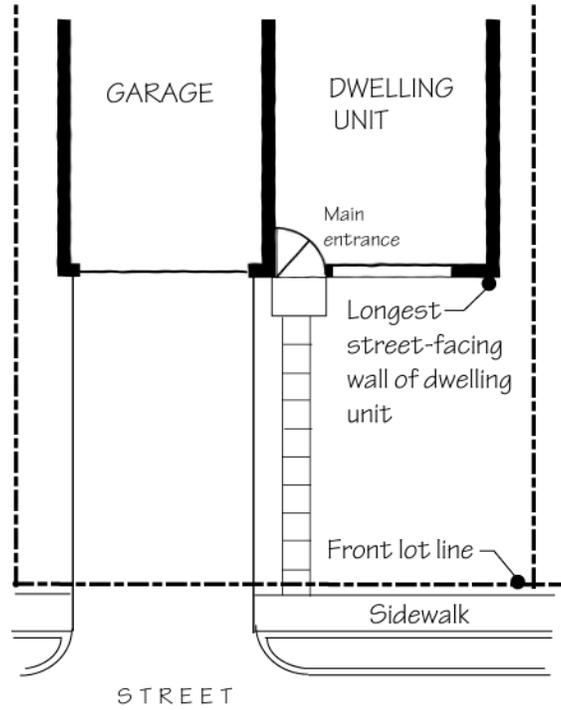
Initially, the proposed standards required the garage to be at least 3 ft. behind the longest street-facing wall of the dwelling unit. The Planning Commission changed the general requirement to allow a garage to be flush with the street-facing wall. The Planning Commission made these changes based on public testimony they heard. Their recommended standard allows more design flexibility.

Figure 120-5.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that would meet the street lot line setback standard for garages. Although the garage is flush with the longest street-facing wall of the dwelling unit, it could also be located behind it.

- b. Generally. A garage wall that faces a street may be no closer to the street lot line than the longest street-facing wall of the dwelling unit. See Figure 120-5.

**Figure 120-5
Street Lot Line Setback**



33.120.280 ~~Detached~~ Accessory Structures—(continued)

c. Exception.

An exception to the garage street lot line setback allows the garage wall to be up to 6 ft. in front of the longest street-facing wall of the dwelling unit if it is 40% or less of the length of the total façade and there is a porch. The porch—as outdoor living area—is required to balance the garage as it moves in front of the living area.

For a porch to meet the intent of this standard the Planning Commission thinks the following elements are important.

- The roof of the porch should be solid;
- The porch must be a minimum size to balance the garage;
- The porch should be a usable outdoor space with a minimum width and depth requirement; and
- The porch roof should not be allowed to be second story eaves.

This exception allows attached garages to be in front of the longest street-facing wall of the dwelling unit in the following ways:

- Houses 30 ft. and wider can have a 12 ft. single car garage up to six feet in front of the longest street-facing wall of the dwelling unit. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses 50 ft. and wider can have a standard 20 ft. side-by-side double car garage up to six feet in front of the longest street-facing wall of the dwelling unit.

Initially, the proposed standards required the garage to be at least 3 ft. behind the longest street-facing wall of the dwelling unit with an exception that allowed the garage to be flush with the longest street-facing wall of the dwelling unit if there was a porch. The Planning Commission revised the exception to allow garage walls to be up to 6 ft. in front of the living area, if there is a porch and the garage is 40 percent or less of the length of the front facade. The Planning Commission's amendment recognizes that as a garage occupies a smaller percentage of the total length of the façade then the negative impact to the public realm is reduced.

Figure 120-6.

This figure will be included in the *Zoning Code*. It illustrates a scenario that meets the exception to the street lot line setback standard for garages. This example illustrates the furthest in front of the living area a garage would be allowed.

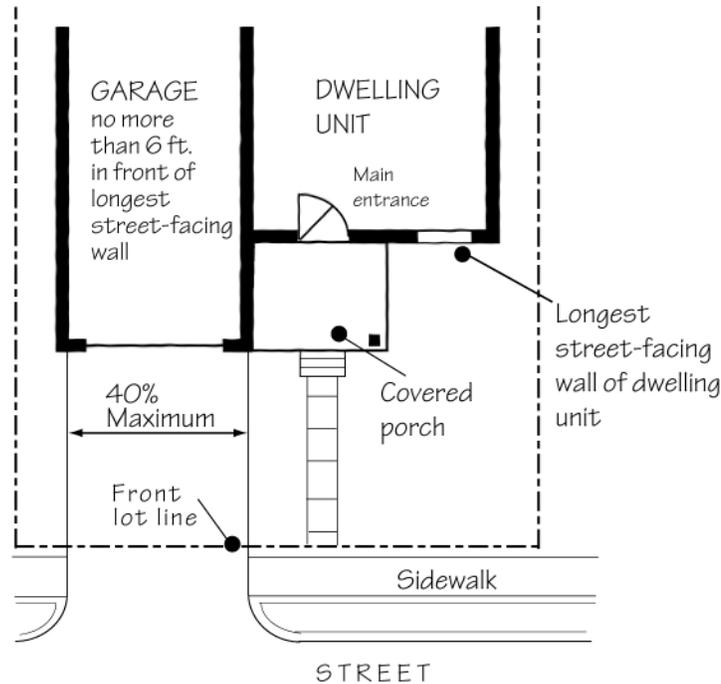
c. Exception. A street-facing garage wall may be up to 6 feet in front of the longest street-facing wall of the dwelling unit, if:

(1) The street-facing garage wall is 40 percent or less of the length of the building facade; and

(2) There is a porch at the main entrance. The garage wall may not be closer to the street lot line than the front of the porch. See Figure 120-6. The porch must meet the following:

- The porch must be at least 48 square feet in area and have minimum dimensions of 6 feet by 6 feet;
- The porch must have a solid roof; and
- The roof may not be more than 12 feet above the floor of the porch.

**Figure 120-6
Garage Front Setback Exception**



33.130.242 Transit Street Main Entrance

A reference for houses, attached houses, manufactured homes, and duplexes has been added to this standard. These building types must meet the residential main entrance requirements of 33.130.250 General Requirements for Residential and Mixed-Use Developments.

33.130.242 Transit Street Main Entrance

- A. Purpose.** Locating the main entrance to a building on a transit street provides convenient pedestrian access to the building from public sidewalks and transit facilities, and so promotes walking and the use of transit.
- B. Applicability.**
1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, must meet the standards of Subsection C, below. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;
 2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.
- C. Location.** At least one main entrance must be:
1. Within 25 feet of the transit street; and
 2. Either:
 - a. Facing the transit street; or
 - b. At an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-2, below.
- D. Unlocked during regular business hours.** [No change]

33.130.250 General Requirements for Residential and Mixed-Use Developments

All the base zone design standards have been included in 33.130.250 General Requirements for Residential and Mixed-Use Developments. The changes to these subsections do not change the context. They are format only.

33.130.250 General Requirements for Residential and Mixed-Use Developments

A. Generally. Except as specified in this section, all development—residential, mixed-use, and nonresidential—must meet the other development standards for the zone such as height, setbacks, and building coverage.

B. Floor area ratio. The floor area ratio standards in Table 130-3 are for non-residential uses only. Floor area for residential uses is not calculated as part of the FAR for the site and is allowed in addition to the FAR limits. ~~However, all development, residential, mixed-use, and nonresidential, must meet the other development standards for the zone such as height, setbacks, and building coverage.~~

33.130.250.C. Residential Main Entrances

1. Purpose.

These standards, together with the street-facing façade and garage standards, strengthen the physical and visual connection between the living area of a residence and the street by ensuring that the main entrance is visible or clearly identifiable from the street.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

2. Where these standards apply.

This subsection describes what building types must meet these standards—houses, manufactured homes, attached houses and duplexes—and the situations where development is not required to meet these standards.

- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the recommended base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are more appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.

C. Residential main entrance.

1. Purpose. These standards:
 - Together with the window and garage standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
 - Enhance public safety for residents and visitors and provide opportunities for community interaction;
 - Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
 - Ensure that pedestrians can easily find the main entrance, and so establish how to enter the residence.

2. Where these standards apply. The standards of this subsection apply to houses, attached houses, manufactured homes, and duplexes in the commercial zones. Where a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

33.130.250.C. Residential Main Entrances (continued)

3. Location

a.

The main entrance must be within 8 ft. of the longest street-facing wall of the dwelling unit. (The *Zoning Code* describes the dwelling unit as the portion of a building that is living area. The garage is not included; it is an accessory structure.) This proposed regulation ensures that the main entrance is not set so far back behind the building that it has no connection to the public realm.

Initially, the proposed standards called for the main entrance to have a maximum 25 ft. setback from the street lot line. The Planning Commission dropped this proposal and recommended a regulation that would relate the main entrance to the bulk of the house rather than the street by requiring the main entrance to be within 6 ft. of the longest street-facing wall of the dwelling unit. This revision also addressed the commission's concern that a maximum setback would force new houses to the front of the lot in areas with an established pattern of large front setbacks. The City Council increased the distance the main entrance may be behind the longest street-facing wall of the dwelling unit from 6 ft. to 8 ft. This revision allows more house plans from *Houses Plans for Narrow and Small Lots*, June 1997, by Livable Oregon and the Transportation and Growth Management Program to meet the base zone design standards.

b.(1) and (2)

This paragraph addresses the orientation of the main entrance. It follows the format of 33.130.242 and 33.140.242 Transit Street Main Entrances of the commercial, employment, and industrial zones. In each of these regulations the main entrance must face the street or be at an angle of up to 45 degrees from the street. This ensures that the main entrance is visible from the street.

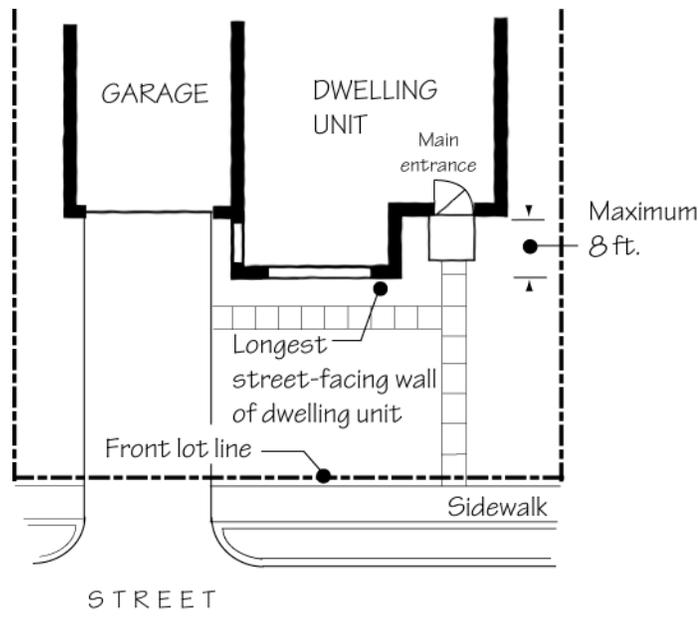
The recommended main entrance standards also include a third option. (See next page.)

Figures 130-1.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the recommended main entrance standards. The main entrance faces the street and is less than 8 ft. behind the longest street-facing wall of the dwelling unit.

3. Location. At least one main entrance for each structure must:
- a. Be within 8 feet of the longest street-facing wall of the structure; and
 - b. Either:
 - (1) Face the street. See Figure 130-1;
 - (2) Be at an angle of up to 45 degrees from the street; or

Figure 130-1
Main Entrance Facing the Street



33.130.250.C. Residential Main Entrances (continued)

b.(3)

The main entrance standards also include a third option for main entrance orientation. The main entrance does not have to face the street if it opens onto a porch that faces the street. This option increases design flexibility, while still ensuring that the main entrance is articulated and easily identifiable from the street.

For a porch to meet the intent of this standard the Planning Commission thinks the following elements are important.

- Design flexibility is very important. The porch can be designed in many ways to articulate the main entrance. Specifically, the roof does not have to be solid to achieve the intent of the standard. Trellises and other architectural elements above the front door can adequately mark the main entrance.
- The porch has to be a minimum size—but not necessarily a usable space—to meet the intent of the standard. The building code generally requires a 3 ft. by 3 ft. landing outside of exterior doors. The Planning Commission thinks this is too small of a landing to articulate the main entrance and recommends it be at least 25 sq. ft. in area.
- The porch roof has to be in close proximity to the front door—a porch that is roofed with second story eaves does not do a good job of articulating the main entrance.

4. Duplexes.

This standard requires duplexes to meet the same main entrance standard as attached houses. The Planning Commission thinks that two-unit attached houses and duplexes are basically the same building type and should be treated the same regardless of how the land is owned underneath the buildings.

Figures 130-2.

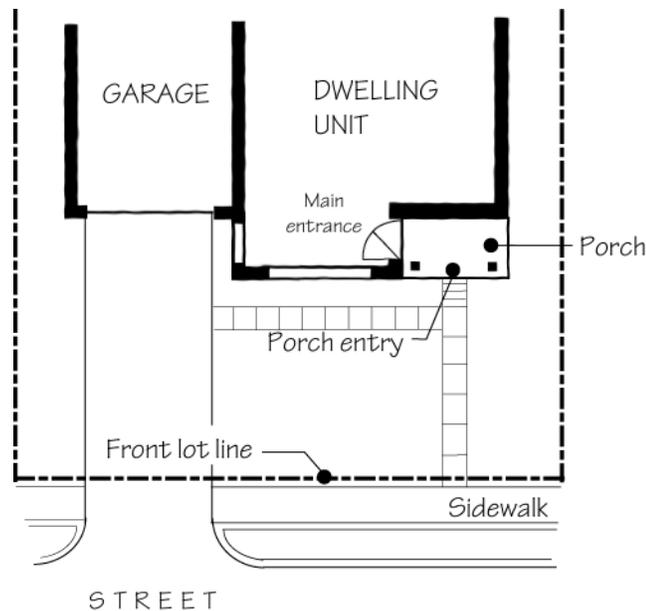
This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the main entrance standards. The main entrance opens onto a porch that faces the street and is 8 ft. or less behind the longest street-facing wall of the dwelling unit.

(3). Open onto a porch. See Figure 130-2. The porch must:

- Be at least 25 square feet in area;
- Have at least one entrance facing the street; and
- Have a roof that is:
 - No more than 12 feet above the floor of the porch; and
 - At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with lattice or other open material if no more than 70 percent of the area of the material is open.

4. Duplexes on corner lots. Where a duplex is on a corner lot, the requirements of Paragraph C.3, above, must be met for both dwelling units. Both main entrances may face the same street.

**Figure 130-2
Main Entrance Opening Onto a Porch**



33.130.250.D. Street-Facing Facades

1. Purpose.

This standard works with the main entrance and garage standards to strengthen the connection between the living area of a residence and the street by ensuring that there is a minimum amount of street-facing windows and encouraging doors at the main entrance to face the street. Street-facing windows are beneficial for many reasons. Windows allow people inside their home to survey activities in their neighborhood. This visual connection makes a safer, more community-oriented neighborhood. Windows also prevent large expanses of blank facades along streets and provide a more pleasant pedestrian environment.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard, the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

B. Where this standard applies.

This subsection describes what building types must meet this standard—houses, manufactured homes, attached houses and duplexes—and the situations where development is not required to meet this standard.

- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the recommended base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are more appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.

D. Street-facing facades.

1. Purpose. This standard:

- Together with the main entrance and garage standards, ensures that there is a visual connection between the living area of the residence and the street;
- Enhances public safety by allowing people to survey their neighborhood from inside their residences; and
- Provides a more pleasant pedestrian environment by preventing large expanses of blank facades along streets.

2. Where this standard applies. The standard of this subsection applies to houses, attached houses, manufactured homes, and duplexes in commercial zones. Where a proposal is for an alteration or addition to existing development, the standard applies only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from this standard.

33.130.250.D. Street-Facing Facades (continued)

3. The standard.

This regulation requires that all street-facing facades are at least 15 percent windows or main entrance doors. Fifteen percent windows or main entrance doors on street-facing facades has been set as a minimum in order to achieve the purpose of this standard.

The 15 percent window requirement is consistent with the street-facing window requirement for residential development in Chapter 33.218 Community Design Standards. The community design standards have been applied to certain projects that must meet a design review requirement since October of 1993. There have been no problems identified with the application of this standard as part of the community design standards.

Initially, the proposed base zone design standards called this standard "street-facing windows." The Planning Commission made one revision to the proposed standard. They recommend that the area of the front door at the main entrance, if it faces the street, count towards the 15 percent. This gives an incentive to have the main entrance face the street and meets the intent of the base zone design standards by providing a direct connection from the living area of the house to the street.

3. The standard. At least 15 percent of the area of each façade that faces a street lot line must be windows or main entrance doors. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard a door must be at the main entrance and facing the street lot line.

33.130.250.E. Garages

1. Purpose.

The purpose statement for the adopted garage standards of this project have been added to this subsection. These garage standards, together with the main entrance and street-facing façade standards, strengthen the connection between the living area of a residence and the street. They do this by ensuring that the garage is not the dominant feature of the front façade by limiting its size and prohibiting it from being located in front of the majority of the living area of a house.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

2. Where these standards apply.

This subsection describes what building types must meet this standard and the situations where development is not required to meet this standard. Generally, they will apply to houses, manufactured homes, duplexes and attached houses.

- Garages that are accessory to attached housing are exempt from the length of street-facing garage wall standard. The Planning Commission directed the Planning Bureau to further refine the design standards for attached houses that relate to garages and parking. At this time, the Planning Commission is comfortable applying the base zone design standards for the main entrance, street-facing facades, and garage street lot line setback to attached housing. However, they want to defer applying the length of the street-facing garage wall standard until the additional work on attached housing is completed.
- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the recommended base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are more appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.

E. Garages.

1. Purpose. These standards:

- Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
- Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;
- Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
- Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and
- Enhance public safety by preventing garages from blocking views of the street from inside the residence.

2. Where these standards apply. The requirements of Paragraphs E.3 and E.4, below, apply to houses, manufactured homes, and duplexes. The requirements of Paragraph E.4, below, also apply to garages that are accessory to attached houses. When a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

33.130.250.E. Garages (continued)

3.a. Generally.

Garages create a barrier between the living area of a house and the public realm when they dominate the street-facing facade. This standard ensures that garage walls are not more than half of at least one street-facing façade by restricting their length to 50 percent of the length of street-facing facades.

This standard will have an effect on the ways that parking is provided on a site. Common ways that parking is provided for houses, attached houses, and duplexes are:

Uncovered parking pads. This standard will not affect parking pads. There are existing *Zoning Code* regulations that restrict the amount of paving for parking and driveway purposes in the front yard.

Detached garages. Generally, this standard will not affect detached garages. Detached garages are usually located toward the back of the site. This standard places no restrictions on the size of detached garages located behind the house. These structures are not visible from the street and do not create a barrier between the house and the public realm.

Attached garages. This standard will most directly affect attached garages. Houses built today commonly provide parking in attached garages—often side-by-side double car garages. On narrow lots these large garages can take over almost the entire street-facing façade. The standards allow attached garages in the following ways:

- All houses can have a 12 ft. single car garage. The exception, on the next page, allows a 12 ft. wide garage on houses 24 ft. or less if living area or a covered balcony is provided above the garage. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses wider than 24 ft. can have a 12 ft. single car garage without living area or a covered balcony above the garage. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses wider than 40 ft. can have a standard 20 ft. side-by-side double car garage.

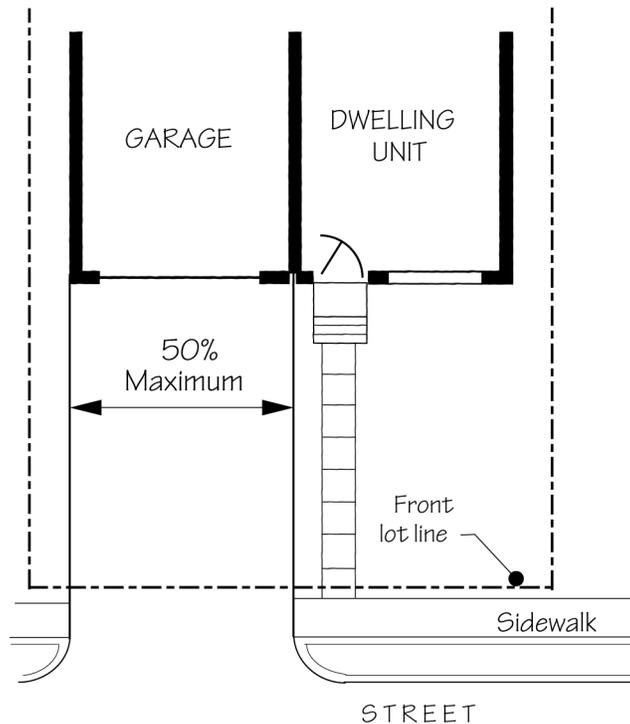
Figures 130-3.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the length of street-facing garage wall standard.

3. Length of street-facing garage wall.

- a. Generally. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. See Figure 130-3. On corner lots, only one street-facing garage wall must meet this standard.

Figure 130-3
Length of Street-Facing Garage Wall



33.130.250.E. Garages (continued)

3.b. Exception.

All houses—regardless of their width—are guaranteed a 12 ft. wide attached garage. On buildings less than 24 ft. wide, if the garage exceeds more than 50 percent of the length of the building's street-facing façade, then there must be interior living area or a covered balcony above the garage. The balcony or living area may not be located more than 4 feet behind the garage wall. This dimension is required to ensure that these areas above the garages are large enough to bring the living area of the house closer to the street on narrow houses where the garage dominates the length of the street-facing façade.

Figures 130-4.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario of a dwelling less than 24 ft. wide that meets the length of street-facing garage wall standard by providing living area over the garage.

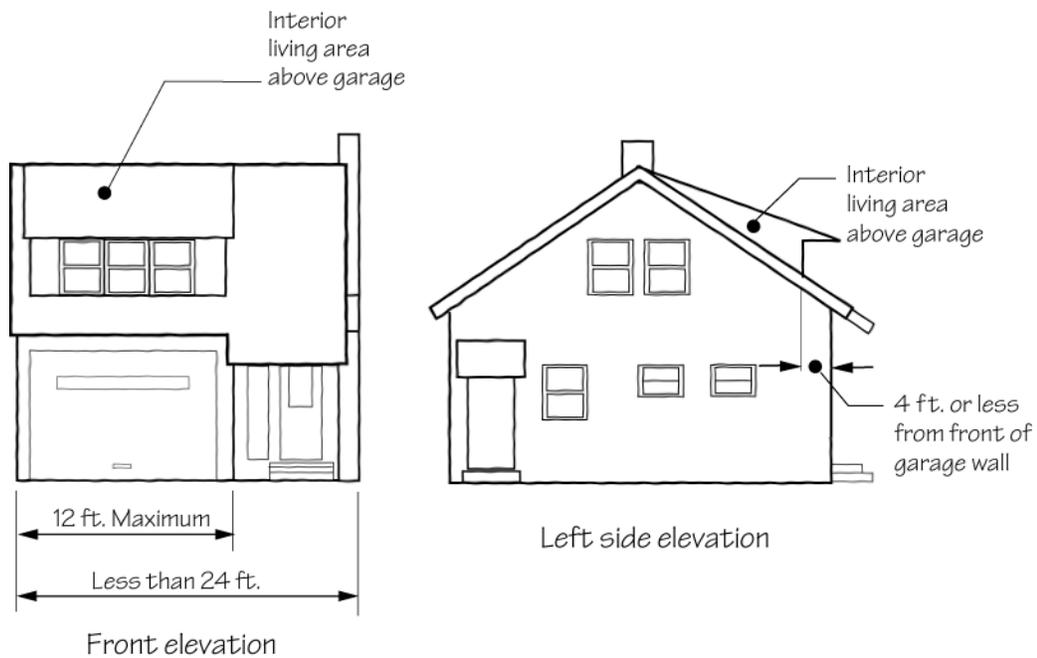
b. Exception. Where the street-facing façade of the building is less than 24 feet long, the garage wall facing the street may be up to 12 feet long if there is one of the following. See Figure 130-4.

(1) Interior living area above the garage. The living area must be set back no more than 4 feet from the street-facing garage wall, or

(2) A covered balcony above the garage that is:

- At least the same length as the street-facing garage wall;
- At least 6 feet deep; and
- Accessible from the interior living area of the dwelling unit.

Figure 130-4
Length of Street-Facing Garage Wall Exception



33.130.250.E. Garages (continued)

4.a. Generally.

The street lot line setback garage standard requires that the garage be no closer to the street than the longest street-facing wall of the dwelling unit. (The *Zoning Code* describes the dwelling unit as the portion of a building that is living area. The garage is not included; it is an accessory structure.) Requiring the garage to be flush with, or behind, the longest street-facing wall of the dwelling unit ensures that the living areas are as close, or closer, to the street than the garage. This strengthens the connection the living areas have to the public realm.

Initially, the proposed standards required the garage to be at least 3 ft. behind the longest street-facing wall of the dwelling unit. The Planning Commission changed the general requirement to allow a garage to be flush with the street-facing wall. The Planning Commission made these changes based on public testimony they heard. Their recommended standard allows more design flexibility.

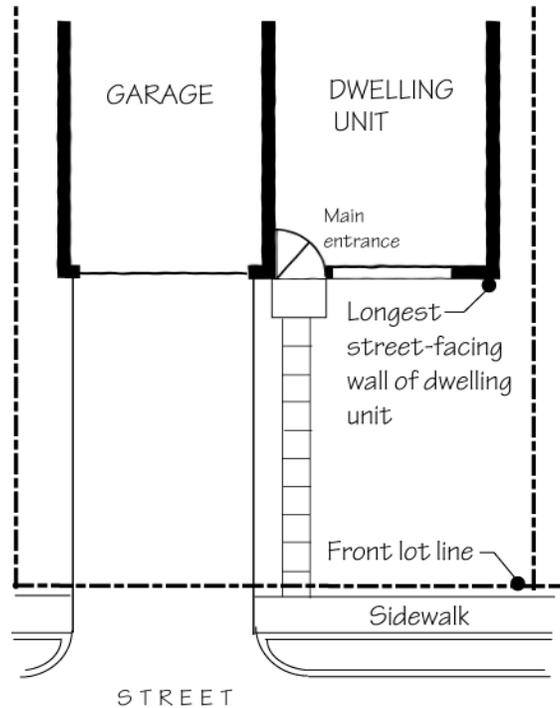
Figure 130-5.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that would meet the street lot line setback standard for garages. Although the garage is flush with the longest street-facing wall of the dwelling unit, it could also be located behind it.

4. Street lot line setbacks.

- a. Generally, A garage wall that faces a street may be no closer to the street lot line than the longest street-facing wall of the dwelling unit. See Figure 130-5.

Figure 130-5
Street Lot Line Setback



33.130.250.E. Garages (continued)

4.b. Exception.

An exception to the garage street lot line setback allows the garage wall to be up to 6 ft. in front of the longest street-facing wall of the dwelling unit if it is 40% or less of the length of the total façade and there is a porch. The porch—as outdoor living area—is required to balance the garage as it moves in front of the living area.

For a porch to meet the intent of this standard the Planning Commission thinks the following elements are important.

- The roof of the porch should be solid;
- The porch must be a minimum size to balance the garage;
- The porch should be a usable outdoor space with a minimum width and depth requirement; and
- The porch roof should not be allowed to be second story eaves.

This exception allows attached garages to be in front of the longest street-facing wall of the dwelling unit in the following ways:

- Houses 30 ft. and wider can have a 12 ft. single car garage up to six feet in front of the longest street-facing wall of the dwelling unit. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses 50 ft. and wider can have a standard 20 ft. side-by-side double car garage up to six feet in front of the longest street-facing wall of the dwelling unit.

Initially, the proposed standards required the garage to be at least 3 ft. behind the longest street-facing wall of the dwelling unit with an exception that allowed the garage to be flush with the longest street-facing wall of the dwelling unit if there was a porch. The Planning Commission revised the exception to allow garage walls to be up to 6 ft. in front of the living area, if there is a porch and the garage is 40 percent or less of the length of the front facade. The Planning Commission's amendment recognizes that as a garage occupies a smaller percentage of the total length of the façade then the negative impact to the public realm is reduced.

Figure 130-6.

This figure will be included in the *Zoning Code*. It illustrates a scenario that meets the exception to the street lot line setback standard for garages. This example illustrates the furthest in front of the living area a garage would be allowed.

b. Exception. A street-facing garage wall may be up to 6 feet in front of the longest street-facing wall of the dwelling unit, if:

(1) The street-facing garage wall is 40 percent or less of the length of the building facade; and

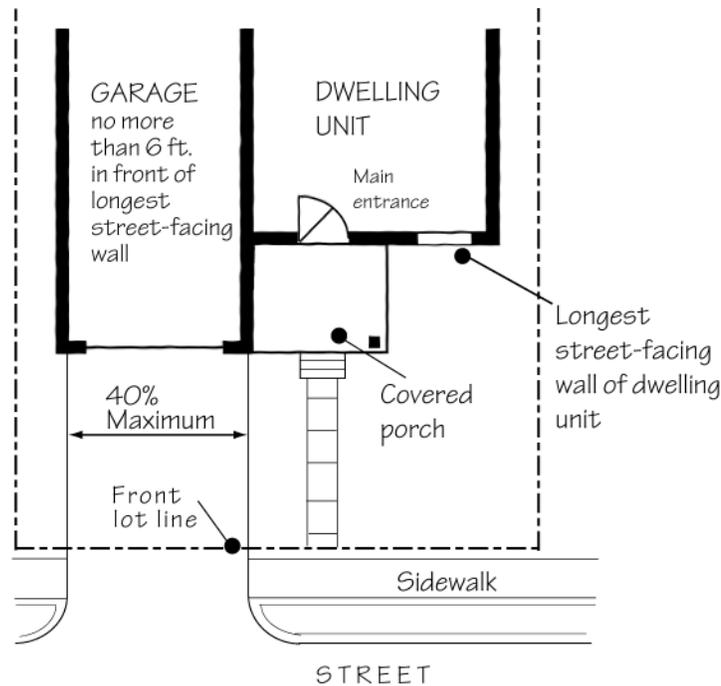
(2) There is a porch at the main entrance. The garage wall may not be closer to the street lot line than the front of the porch. See Figure 130-6. The porch must meet the following:

- The porch must be at least 48 square feet in area and have minimum dimensions of 6 feet by 6 feet;

- The porch must have a solid roof; and

- The roof may not be more than 12 feet above the floor of the porch.

**Figure 130-6
Garage Front Setback Exception**



33.130.265 Detached Accessory Structures

A reference has been added to this section that directs readers to 33.130.250, General Requirements for Residential and Mixed-Use Developments for additional requirements for garages that are accessory to residential development.

33.130.265 Detached Accessory Structures

- A. Purpose.** These standards are intended to maintain separation and privacy to abutting residential lots from nonresidential development.
- B. General standards.**
1. The regulations of this section apply only to detached accessory structures.
 2. The height and building coverage standards of the base zone apply to detached accessory structures.
- C. Setbacks.**
1. Uncovered accessory structures. Uncovered accessory structures such as flag poles, lamp posts, signs, radio antennas and dishes, mechanical equipment, uncovered decks, play structures, and tennis courts are allowed in a street setback, but not in a required setback from an abutting residential zone.
 2. Covered structures. Covered structures such as storage buildings, greenhouses, work shed, covered decks, and covered recreational structures are subject to the setbacks for buildings. See Section 33.130.250, General Requirements for Residential and Mixed-Use Developments for additional requirements for garages accessory to residential development.

33.140.242 Transit Street Main Entrance

A reference for houses, attached houses, manufactured homes, and duplexes has been added to this standard. These building types must meet the residential main entrance requirements of 33.140.265.D. Residential Main Entrance, instead of the requirements of this section.

33.140.242 Transit Street Main Entrance

- A. Purpose.** Locating the main entrance to a building on a transit street provides convenient pedestrian access to the building from public sidewalks and transit facilities, and so promotes walking and the use of transit.
- B. Applicability.**
1. Generally. In the EX and EG1 zones, all sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, must meet the following standards. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;
 2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes, must meet the standards of subsection 33.140.265.D, Residential Main Entrance, instead of the requirements of this section.
- C. Location.** At least one main entrance must be:
1. Within 25 feet of the transit street; and
 2. Either:
 - a. Facing the transit street; or
 - b. At an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 140-2, below.
- D. Unlocked during regular business hours.** (No change)

33.140.265 Residential Developments

All the base zone design standards have been included in 33.140.265 Residential Developments. The changes to these subsections do not change the context. They are format only.

33.140.265 Residential Development

When allowed, residential development is subject to the following development standards:

- A. Generally.** ~~Except as specified in this section, Residential uses in existing buildings have no density limit within the building.~~ base zone development standards continue to apply;
- B. Existing buildings.** Residential uses in existing buildings have no density limit within the building;
- C. New development.** Residential uses in new development are subject to the development standards of the EX zone, except as specified in this section;

33.140.265.D. Residential Main Entrances

1. Purpose.

These standards, together with the street-facing façade and garage standards, strengthen the physical and visual connection between the living area of a residence and the street by ensuring that the main entrance is visible or clearly identifiable from the street.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard, the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

2. Where these standards apply.

This subsection describes what building types must meet these standards—houses, manufactured homes, attached houses and duplexes—and the situations where development is not required to meet these standards.

- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the recommended base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are more appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.

D. Residential main entrance.

1. Purpose. The main entrance standards serve several purposes:
 - The main entrance standards, together with the window and garage standards ensure that there is a physical and visual connection between the living area of the residence and the street;
 - They enhance public safety for residents and visitors and provide opportunities for community interaction;
 - They ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
 - Ensure that pedestrians can easily find the main entrance, and so establish how to enter the residence.

2. Where these standards apply. The standards of this subsection apply to houses, attached houses, manufactured homes, and duplexes in the employment and industrial zones. Where a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

33.140.265.D. Residential Main Entrances (continued)

3. Location

a.

The main entrance must be within 8 ft. of the longest street-facing wall of the dwelling unit. (The *Zoning Code* describes the dwelling unit as the portion of a building that is living area. The garage is not included; it is an accessory structure.) This proposed regulation ensures that the main entrance is not set so far back behind the building that it has no connection to the public realm.

Initially, the proposed standards called for the main entrance to have a maximum 25 ft. setback from the street lot line. The Planning Commission dropped this proposal and recommended a regulation that would relate the main entrance to the bulk of the house rather than the street by requiring the main entrance to be within 6 ft. of the longest street-facing wall of the dwelling unit. This revision also addressed the commission's concern that a maximum setback would force new houses to the front of the lot in areas with an established pattern of large front setbacks. The City Council increased the distance the main entrance may be behind the longest street-facing wall of the dwelling unit from 6 ft. to 8 ft. This revision allows more house plans from *Houses Plans for Narrow and Small Lots*, June 1997, by Livable Oregon and the Transportation and Growth Management Program to meet the base zone design standards.

b.(1) and (2)

This paragraph addresses the orientation of the main entrance. It follows the format of 33.130.242 and 33.140.242 Transit Street Main Entrances of the commercial, employment, and industrial zones. In each of these regulations the main entrance must face the street or be at an angle of up to 45 degrees from the street. This ensures that the main entrance is visible from the street.

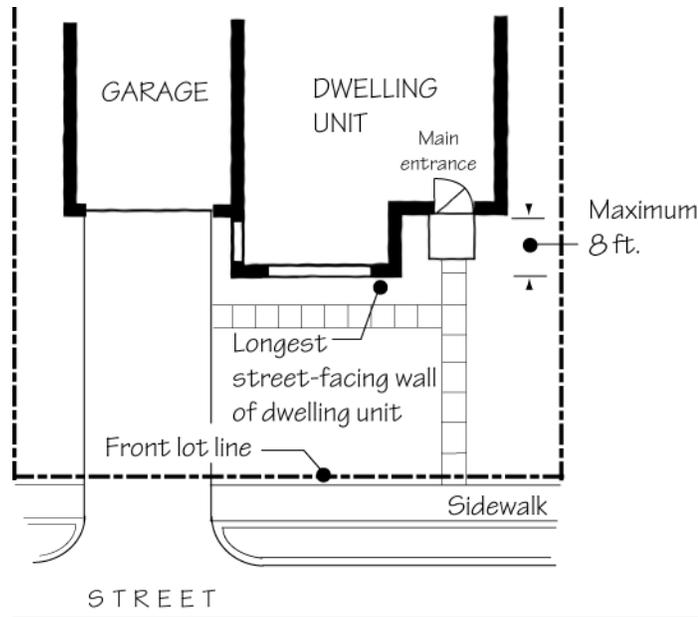
The recommended main entrance standards also include a third option. (See next page.)

Figures 140-1.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the recommended main entrance standards. The main entrance faces the street and is 8 ft. or less behind the longest street-facing wall of the dwelling unit.

3. Location. At least one main entrance for each dwelling unit must:
- a. Be within 8 feet of the longest street-facing wall of the dwelling unit; and
 - b. Either:
 - (1) Face the street. See Figure 140-1;
 - (2) Be at an angle of up to 45 degrees from the street; or

**Figure 140-1
Main Entrance Facing the Street**



33.140.265.D. Residential Main Entrances (continued)

b.(3)

The recommended main entrance standards also include a third option for main entrance orientation. The main entrance does not have to face the street if it opens onto a porch that faces the street. This option increases design flexibility, while still ensuring that the main entrance is articulated and easily identifiable from the street.

For a porch to meet the intent of this standard the Planning Commission thinks the following elements are important.

- Design flexibility is very important. The porch can be designed in many ways to articulate the main entrance. Specifically, the roof does not have to be solid to achieve the intent of the standard. Trellises and other architectural elements above the front door can adequately mark the main entrance.
- The porch has to be a minimum size—but not necessarily a usable space—to meet the intent of the standard. The building code generally requires a 3 ft. by 3 ft. landing outside exterior doors. The Planning Commission thinks this is too small a landing to articulate the main entrance and recommends it be at least 25 sq. ft. in area.
- The porch roof has to be in close proximity to the front door—a porch that is roofed with second story eaves does not do a good job of articulating the main entrance.

4. Duplexes.

This standard requires duplexes to meet the same main entrance standard as attached houses. The Planning Commission thinks that two-unit attached houses and duplexes are basically the same building type and should be treated the same regardless of how the land is owned underneath the buildings.

Figures 140-2.

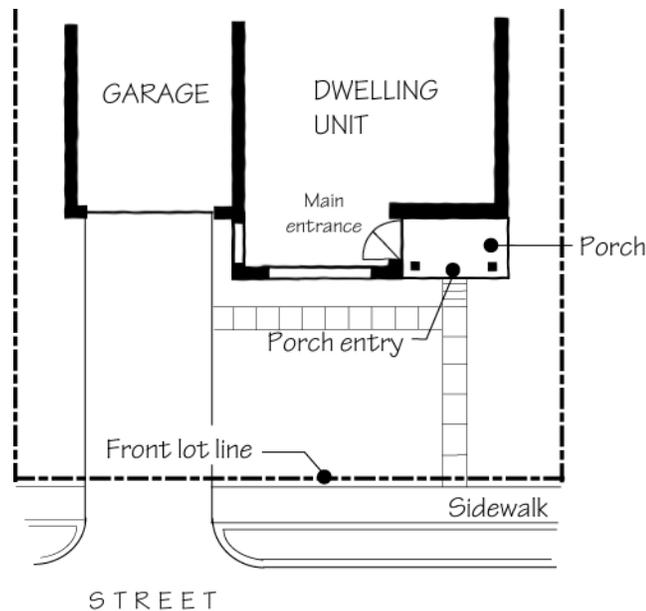
This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the main entrance standards. The main entrance opens onto a porch that faces the street and is less than 8 ft. behind the longest street-facing wall of the dwelling unit.

[3] Open onto a porch. See Figure 140-2. The porch must:

- Be at least 25 square feet in area;
- Have at least one entrance facing the street; and
- Have a roof that is:
 - No more than 12 feet above the floor of the porch; and
 - At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with lattice or other open material if no more than 70 percent of the area of the material is open.

4. Duplexes on corner lots. Where a duplex is on a corner lot, the requirements of Paragraph C.3, above, must be met for both dwelling units. Both main entrances may face the same street.

**Figure 140-2
Main Entrance Opening Onto a Porch**



33.140.265.E. Street-Facing Facades

1. Purpose.

This standard works with the main entrance and garage standards of this project to strengthen the connection between the living area of a residence and the street by ensuring that there is a minimum amount of street-facing windows and encouraging doors at the main entrance to face the street. Street-facing windows are beneficial for many reasons. Windows allow people inside of their home to survey activities in their neighborhood. This visual connection makes a safer, more community-oriented neighborhood. Windows also prevent large expanses of blank facades along streets and provide a more pleasant pedestrian environment.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard, the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

2. Where this standard applies.

This subsection describes what building types must meet this standard—houses, manufactured homes, attached houses and duplexes—and the situations where development is not required to meet this standard.

- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the recommended base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are more appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.

E. Street-facing facades.

1. Purpose. The standard:

- Together with the main entrance and garage standards, ensures that there is a visual connection between the living area of the residence and the street;
- Enhances public safety by allowing people to survey their neighborhood from inside their residences; and
- Provides a more pleasant pedestrian environment by preventing large expanses of blank facades along streets.

2. Where this standard applies. The standard of this subsection applies to houses, attached houses, manufactured homes, and duplexes in the employment and industrial zones. Where a proposal is for an alteration or addition to existing development, the standard applies only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from this standard.

33.140.265.E. Street-Facing Facades (continued)

3. The standard.

This regulation requires that all street-facing facades are at least 15 percent windows or main entrance doors. Fifteen percent windows or main entrance doors on street-facing facades has been set as a minimum in order to achieve the purpose of this standard.

The 15 percent window requirement is consistent with the street-facing window requirement for residential development in Chapter 33.218 Community Design Standards. The community design standards have been applied to certain projects that must meet a design review requirement since October of 1993. There have been no problems identified with the application of this standard as part of the community design standards.

Initially, the proposed base zone design standards called this standard "street-facing windows." The Planning Commission made one revision to the proposed standard. They recommend that the area of the front door at the main entrance, if it faces the street, count towards the 15 percent. This gives an incentive to have the main entrance face the street and meets the intent of the base zone design standards by providing a direct connection from the living area of the house to the street.

3. The standard. At least 15 percent of the area of each façade that faces a street lot line must be windows or main entrance doors. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard, a door must be at the main entrance and facing a street lot line.

33.130.250.F. Garages

1. Purpose.

The purpose statement for the garage standards of this project has been added to this subsection. The garage standards, together with the main entrance and street-facing façade standards, strengthen the connection between the living area of a residence and the street. They do this by ensuring that the garage is not the dominant feature of the front façade by limiting its size and prohibiting it from being located in front of the majority of the living area of a house.

The purpose statement explains the intent of the regulation. It is important that the intended outcome of the regulation is clearly described for two reasons. First, in order for a project to receive an adjustment to a standard, the applicant must demonstrate that the project will equally or better meet the purpose of the standard to be modified. Also, the purpose statement provides the basis for future evaluation of the regulation.

2. Where these standards apply.

This subsection describes what building types must meet this standard and the situations where development is not required to meet this standard. Generally, they will apply to houses, manufactured homes, duplexes and attached houses.

- Garages that are accessory to attached housing are exempt from the length of street-facing garage wall standard. The Planning Commission directed the Planning Bureau to further refine the design standards for attached houses that relate to garages and parking. At this time, the Planning Commission is comfortable applying the base zone design standards for the main entrance, street-facing facades, and garage street lot line setback to attached housing. However, they want to defer applying the length of the street-facing garage wall standard until the additional work on attached housing is completed.
- Development on flag lots is exempt from all the base zone design standards. Development on a flag lot, because it is located behind another lot that fronts the street, is typically removed from the public realm. Although flag lot development does impact the public realm, the recommended base zone design standards do not address the problems specific to flag lot development.
- Development on steeply sloping lots is exempt from all the base zone design standards. The *Zoning Code* has special regulations for lots that slope up or down from the street with an average slope of 20 percent or more. Because of the difficulty of developing these lots, the Planning Commission thinks the existing regulations are more appropriate.
- The base zone design standards only apply to the portion of a building that is being remodeled. Portions of the house—outside of the remodel area—that do not currently meet the standards will not be required to meet them.

F. Garages.

1. Purpose. These standards:

- Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
- Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;
- Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
- Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and
- Enhance public safety by preventing garages from blocking views of the street from inside the residence.

2. Where these standards apply. The requirements of Paragraphs F.3 and F.4, below, apply to houses, manufactured homes, and duplexes. The requirements of Paragraph F.4, below, also apply to garages that are accessory to attached houses. When a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

33.140.265.F. Garages (continued)

3.a. Generally.

Garages create a barrier between the living area of a house and the public realm when they dominate the street-facing facade. This standard ensures that garage walls are not more than half of at least one street-facing façade by restricting their length to 50 percent of the length of street-facing facades.

This standard will have an effect on the ways that parking is provided on a site. Common ways that parking is provided for houses, attached houses, and duplexes are:

Uncovered parking pads. This standard will not affect parking pads. There are existing *Zoning Code* regulations that restrict the amount of paving for parking and driveway purposes in the front yard.

Detached garages. Generally, this standard will not affect detached garages. Detached garages are usually located toward the back of the site. This standard places no restrictions on the size of detached garages located behind the house. These structures are not visible from the street and do not create a barrier between the house and the public realm.

Attached garages. This standard will most directly affect attached garages. Houses built today commonly provide parking in attached garages—often side-by-side double car garages. On narrow lots these large garages can take over almost the entire street-facing façade. The standards allow attached garages in the following ways:

- All houses can have a 12 ft. single car garage. The exception, on the next page, allows a 12 ft. wide garage on houses 24 ft. or less if living area or a covered balcony is provided above the garage. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses wider than 24 ft. can have a 12 ft. single car garage without living area or a covered balcony above the garage. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses wider than 40 ft. can have a standard 20 ft. side-by-side double car garage.

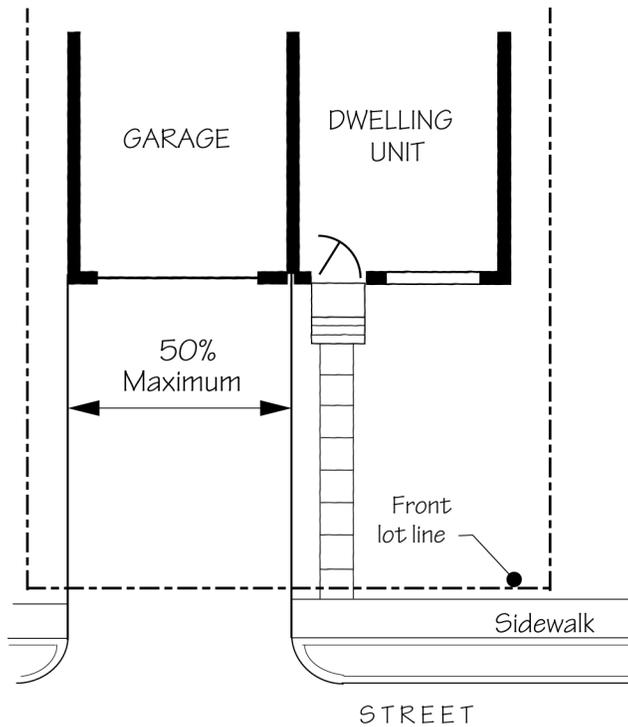
Figures 140-3.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that meets the length of street-facing garage wall standard.

3. Length of street-facing garage wall.

- a. Generally. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. See Figure 140-3. On corner lots, only one street-facing garage wall must meet this standard.

Figure 140-3
Length of Street-Facing Garage Wall



33.140.265.F. Garages (continued)

3.b. Exception.

All houses—regardless of their width—are guaranteed a 12 ft. wide attached garage. On buildings less than 24 ft. wide, if the garage exceeded more than 50 percent of the length of the building's street-facing façade, then there must be interior living area or a covered balcony above the garage. The balcony or living area may not be located more than 4 feet behind the garage wall. This dimension is required to ensure that these areas above the garages are large enough to bring the living area of the house closer to the street on narrow houses where the garage dominates the length of the street-facing façade.

Figures 140-4.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario of a dwelling less than 24 ft. wide that meets the length of street-facing garage wall standard by providing living area over the garage.

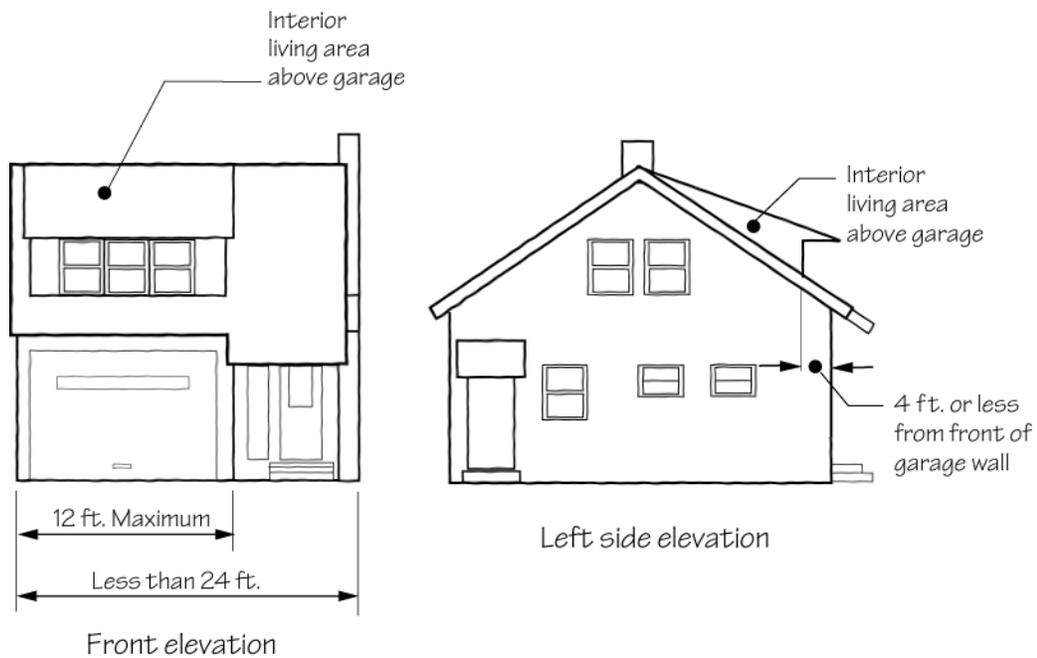
b. Exception. Where the street-facing façade of the building is less than 24 feet long, the garage wall facing the street may be up to 12 feet long if there is one of the following. See Figure 140-4.

(1) Interior living area above the garage. The living area must be set back no more than 4 feet from the street-facing garage wall, or

(2) A covered balcony above the garage that is:

- At least the same length as the street-facing garage wall;
- At least 6 feet deep; and
- Accessible from the interior living area of the dwelling unit.

**Figure 140-4
Length of Street-Facing Garage Wall Exception**



33.140.265.F. Garages (continued)

4.a. Generally.

The street lot line setback garage standard requires that the garage be no closer to the street than the longest street-facing wall of the dwelling unit. (The *Zoning Code* describes the dwelling unit as the portion of a building that is living area. The garage is not included, it is an accessory structure.) Requiring the garage to be flush with, or behind, the longest street-facing wall of the dwelling unit ensures that the living areas are as close, or closer, to the street than the garage. This strengthens the connection the living areas have to the public realm.

Initially, the proposed standards required the garage to be at least 3 ft. behind the longest street-facing wall of the dwelling unit. The Planning Commission changed the general requirement to allow a garage to be flush with the street-facing wall. The Planning Commission made these changes based on public testimony they heard. Their recommended standard—which City Council adopted—allows more design flexibility.

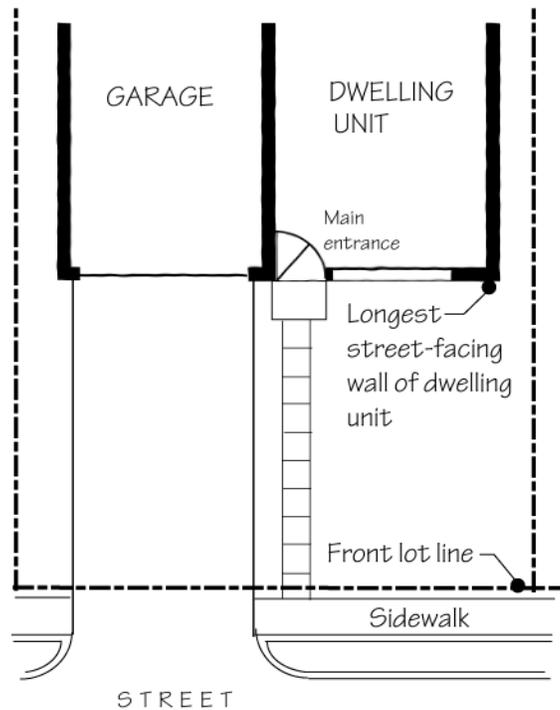
Figure 140-5.

This figure will be included in the *Zoning Code*. It illustrates a typical development scenario that would meet the street lot line setback standard for garages. Although the garage is flush with the longest street-facing wall of the dwelling unit, it could also be located behind it.

4. Street lot line setbacks.

- a. Generally. A garage wall that faces a street may be no closer to the street lot line than the longest street-facing wall of the dwelling unit. See Figure 140-5.

**Figure 140-5
Street Lot Line Setback**



33.140.265.F. Garages (continued)

4.b. Exception.

An exception to the garage street lot line setback allows the garage wall to be up to 6 ft. in front of the longest street-facing wall of the dwelling unit if it is 40% or less of the length of the total façade and there is a porch. The porch—as outdoor living area—is required to balance the garage as it moves in front of the living area.

For a porch to meet the intent of this standard the Planning Commission thinks the following elements are important.

- The roof of the porch should be solid;
- The porch must be a minimum size to balance the garage;
- The porch should be a usable outdoor space with a minimum width and depth requirement; and
- The porch roof should not be allowed to be second story eaves.

This exception allows attached garages to be in front of the longest street-facing wall of the dwelling unit in the following ways:

- Houses 30 ft. and wider can have a 12 ft. single car garage up to six feet in front of the longest street-facing wall of the dwelling unit. A single car garage door can also provide tandem parking for more than one vehicle.
- Houses 50 ft. and wider can have a standard 20 ft. side-by-side double car garage up to six feet in front of the longest street-facing wall of the dwelling unit.

Initially, the proposed standards required the garage to be at least 3 ft. behind the longest street-facing wall of the dwelling unit with an exception that allowed the garage to be flush with the longest street-facing wall of the dwelling unit if there was a porch. The Planning Commission revised the exception to allow garage walls to be up to 6 ft. in front of the living area, if there is a porch and the garage is 40 percent or less of the length of the front facade. The Planning Commission's amendment recognizes that as a garage occupies a smaller percentage of the total length of the façade the negative impact to the public realm is reduced.

Figure 140-6.

This figure will be included in the *Zoning Code*. It illustrates a scenario that meets the exception to the street lot line setback standard for garages. This example illustrates the furthest in front of the living area a garage would be allowed.

b. Exception. A street-facing garage wall may be up to 6 feet in front of the longest street-facing wall of the dwelling unit, if:

(1) The street-facing garage wall is 40 percent or less of the length of the building facade; and

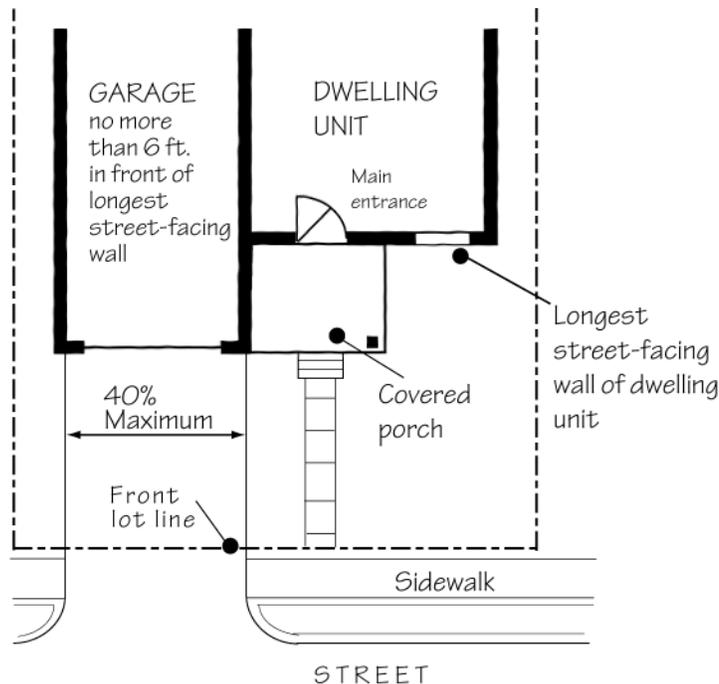
(2) There is a porch at the main entrance. The garage wall may not be closer to the street lot line than the front of the porch. See Figure 140-6. The porch must meet the following:

- The porch must be at least 48 square feet in area and have minimum dimensions of 6 feet by 6 feet;

- The porch must have a solid roof; and

- The roof may not be more than 12 feet above the floor of the porch.

**Figure 140-6
Garage Front Setback Exception**



33.140.270 Detached Accessory Structures

A reference to 33.140.265, Residential Developments has been added to this standard. It directs readers to additional requirements for garages that are accessory to residential development.

33.140.270 Detached Accessory Structures

- A. Purpose.** These standards are intended to maintain separation and privacy to abutting residential lots from nonresidential development.
- B. General standards.**
1. The regulations of this section apply to detached accessory structures only.
 2. Unless stated in this section, the height and building coverage standards of the base zone apply to detached accessory structures.
- C. Setbacks.**
1. Uncovered accessory structures. Uncovered accessory structures such as flag poles, lamp posts, signs, radio antennas and dishes, mechanical equipment, uncovered decks, play structures, and tennis courts are allowed in a street setback, but not in a required setback from an abutting residential zone.
 2. Covered structures. Covered structures such as storage buildings, greenhouses, work shed, covered decks, and covered recreational structures are subject to the setbacks for buildings. See section 33.140.265, Residential Development, for additional requirements for garages that are accessory to residential development.

Appendices