

# SECTION 7.0200

## GENERAL DESIGN STANDARDS

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### 7.0210 TRANSIT AND PEDESTRIAN DESIGN CRITERIA AND STANDARDS

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#### A. Purpose and Applicability and Design Criteria and Standards

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

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

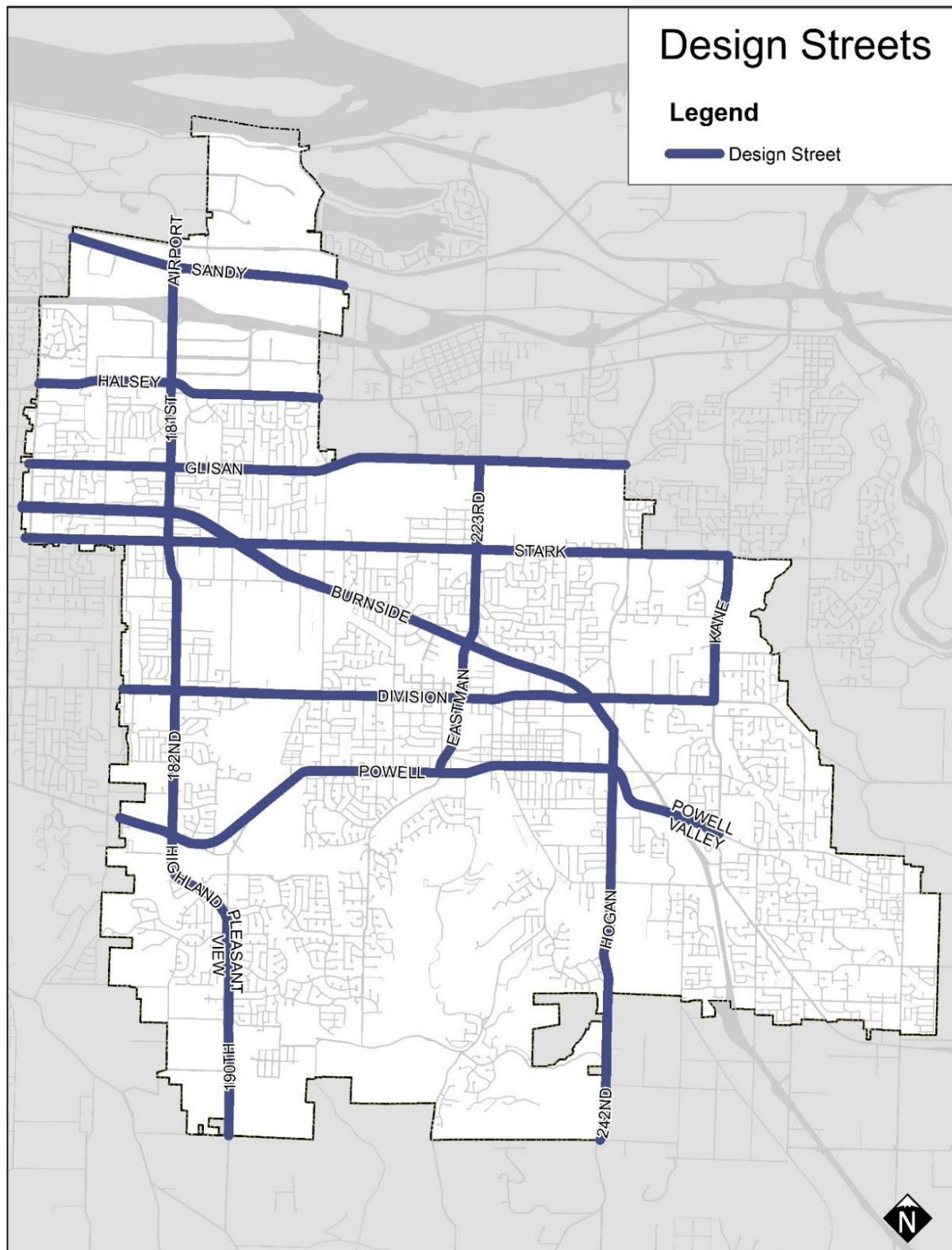
- b. If a lot has frontage on more than one Design Street, the building shall provide one primary entrance oriented to a Design Street or shall provide a single entrance at the corner where two streets intersect.
  - c. Buildings shall have a primary entrance connecting directly between the Design Street (or other abutting street when there is no Design Street) and the building interior. Primary entrances for non-residential development shall be open to the public during all business hours.
  - d. Primary building entrances shall be architecturally emphasized and visible from the street.
  - e. All building entrances and exits shall be well lighted. All unit entrances shall be posted with the assigned address as determined by the Manager. Failure to post an address as assigned by the Manager shall constitute a violation of the Code. Exterior lighting should be an integral part of the architectural and landscape design. The minimum lighting level for non-residential building entries is an average of 3.5 foot-candles. Lighting shall be a pedestrian scale (3 feet to 12 feet) and the source light shall be shielded to reduce glare.
  - f. For building facades over 300 feet in length on a Design Street, two or more primary entrances facing the street must be provided.
  - g. Building entrances shall incorporate arcades, roofs, porches, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.
  - h. Building entries must comply with the accessibility standards as outlined in the Building Code.
5. Ground Floor Windows, Window Walls, Blank Walls, and Design for Non-Residential Buildings on Design Streets and in those Station Center lands that are not within the Rockwood Design District.
- a. All development shall provide ground floor windows along street facades. Required window areas must be either windows that allow views into working areas or lobbies, or pedestrian entrances, or display windows. Required windows shall have a sill no higher than 4 feet above grade, except as follows: Where interior floor levels prohibit such placement, the sill height may be raised to allow it to be no more than 2 feet above the finished floor level, up to a maximum sill height of 6 feet above grade.
  - b. For any wall within 30 feet of a street, at least 20% of the ground floor wall area facing the street shall be display areas, windows, or doorways. Blank walls are prohibited.
  - c. Darkly tinted windows and mirrored windows that block two way visibility are prohibited as ground floor windows along street facades.
  - d. Buildings must include changes in relief on 15% of their street facades such as cornices, bases, window treatments, fluted masonry, or other designs for pedestrian interest and scale.
  - e. Building facades greater than 100 feet in length shall have offset jogs, using elements such as bay windows and recessed entrances for pedestrian scale.
6. Except for uses exempted under **Section 7.0210(A)(3)**, **Section 9.0821** (Parking Lot Location on Design Streets) shall apply to parking lots on sites that are subject to the Transit and Pedestrian Design Criteria and Standards.
7. Service and Loading areas shall be located in accordance with the restrictions of **Section 9.0822(A)(12)**.

**B. Additional Design Criteria and Standards for Station Center lands that are not within the Rockwood Design District:**

1. All development within the Station Center lands that are not within the Rockwood Design District shall follow standards for Orientation/Design of Building and Entrance of **Section 7.0210(A)(4)** and parking lot location standards of **Section 9.0821**. However, townhouses and duplexes which are not located on a Design Street are exempt from the parking location standards of **Section 9.0821(A) and (B)**. Development within the Station Center lands that are not within the Rockwood Design District shall also meet the following additional criteria of **subsections (B)(3) through (B)(10)** below.
2. Exceptions: As specified in **subsections (B)(3) through (10)** below, some Additional Transit and Pedestrian Design Criteria apply only to sites that abut or face a transit station (across the street) or that abut a street containing a transitway (e.g. Burnside). Some criteria may not apply to sites with unique physical characteristics.
3. Pedestrian Environment and Access to Transit Facilities – All Sites
  - a. Development shall provide convenient, direct, and barrier-free pedestrian circulation between buildings and adjacent light rail stations, park and ride facilities, public sidewalks, and pedestrian routes. All buildings and sites shall orient their interior and on-site pedestrian circulation to the closest adjacent light rail station. Pedestrian activity centers within one-quarter mile walking distance should also be considered in the layout of pedestrian circulation.
  - b. On-site vehicular and pedestrian circulation shall be designed to minimize vehicular/pedestrian conflicts (e.g. driveway crossings).
  - c. Enhanced pedestrian spaces and amenities accessible to the public are encouraged, such as plazas, arcades, gallerias, courtyards, outdoor cafes, widened public sidewalks (more than 6 feet wide outside the public right of way), benches, shelters, street furniture, public art, kiosks, and street vending. Arcades (covered walks) are encouraged between public art, kiosks, and street vending. Covered walks are also encouraged between primary building entries and adjacent public sidewalks and on other on-site walkways.
4. Building Facades Adjacent to Transit Facilities
  - a. Site abutting or facing a light rail station: Building should maintain a continuity in design elements with the stations, such as roof lines and materials, and should connect to existing or proposed transit pedestrian spaces and amenities and to transit station landscape treatments.
  - b. All Sites: Buildings should avoid blank walls and provide a series of openings (windows, entries, display areas) on facades which are at street level and/or which face a light rail station.
  - c. All Sites: Enhanced pedestrian spaces as described in **subsection (3)(c)** above.
5. Building Orientation to Light Rail Transit
  - a. Site abutting or facing a light rail station, or abutting a street containing a transitway: At least one primary building entry and facade shall face the station or the transitway street.
  - b. Site abutting or facing a light rail station: All building(s) and site design arrangements shall be linked as directly as possible to the light rail station by a continuous on-site landscaped courtyard plaza or square that leads directly to the station and public walkways accessing the station. Areas for the courtyards, plazas, or squares must contain seating and 20% landscape areas including trees within the enhanced areas.

6. Required Parking and Parking Location - All Sites: Parking and maneuvering areas, except spaces designated for park and ride or kiss and ride use, should be located on portions of a site that are furthest in walking distance from an adjacent light rail station.
7. Building Setback Variation – All Sites: The required minimum building yard setback standards of the underlying land use district may be reduced to zero. Minimum yard setbacks shall apply to off street parking spaces.
8. Incidental Drive-Through Uses – All Sites:  
Drive through uses as defined in **Section 3.0103** are not permitted, except when such use is incidental to a primary site use and when designed in conformance with the following standards:
  - a. The incidental drive-through use is limited to one service window which is part of a primary use structure and to no more than two queuing lanes. Vehicular service bays or islands are not permitted.
  - b. On a street containing a transitway, no curb cuts are permitted for the exclusive use of drive-through queuing or exit lanes.
  - c. The drive-through service window and queuing lane(s) are located as far as practical from the closest light rail transit station or a street containing a transitway, and not adjacent to such transit facilities.
9. Service and Loading Areas -- All Sites.  
Service and loading areas shall be visually screened from a light rail station or transitway. See also the restrictions of **Section 9.0822(A)(12)**.
10. Special Criteria for sites abutting or facing a light rail station or park and ride facility contiguous to a light rail station (e.g., Cleveland, or City Hall). The Manager shall approve a development when the applicant can demonstrate compliance with relevant portions of the Community Development Plan and the following criteria are satisfied:
  - a. The development satisfies applicable design review criteria and standards, especially those related to transit development (**Sections 7.0210 (A) and (B)**). Also see the applicable parking standards in **Section 9.0800** and the applicable transit standards found in **Section A5.504**.
  - b. The development satisfies the applicable Public Transit Services and Central Area Development Policy Implementation strategies in Volume II, Policies, Gresham Community Development Plan.

**Figure 7.0210: Design Streets**



## **7.0212 STANDARDS FOR NEW SOLID WASTE AND RECYCLING COLLECTION AREAS FOR MULTIFAMILY, COMMERCIAL, INDUSTRIAL, AND INSTITUTIONAL DEVELOPMENT**

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



12. Collection areas designed for containers smaller than three yards shall have a staging area in front of the enclosure with a minimum length and width to allow for a three-foot perimeter around all sides of the container when being serviced outside of the enclosure.
  13. The vehicular approach area and staging area shall not have a percent of grade exceeding three (3) percent, sloped in any direction.
  14. Adequate room shall be provided within enclosures for length and width of the service containers and for maneuverability in depositing solid waste or recyclable materials.
    - a. A minimum of two feet, including pad area, shall be provided around the sides and rear of each container.
    - b. A minimum of three feet, including pad area, shall be provided in front of each container for maneuverability in depositing solid waste or recyclable materials.
    - c. In cases where the containers face each other, a minimum of four feet shall be provided in between containers.
  15. Adequate area shall be provided around the outside of enclosures to allow for maintenance to prevent accumulation of waste.
  16. Containers 3 yards and larger must be placed facing the opening of the enclosure.
  17. For containers of three yards and larger, including drop boxes and compactors, the minimum safe access to the front of a service container pad or enclosure shall be a length of 65 feet and width of 12 feet.
- B.** Design and construction of collection areas that accommodate drop boxes and compactors shall comply with the standards listed in subsection (A) above as well as the following standards:
1. The size of the pad for drop boxes and compactors shall be at least 14 feet wide and at least 5 feet longer than the length of the drop box or compactor.
  2. The pad shall be located a minimum of two feet from any perimeter wall or structure.
  3. Loading dock areas that accommodate drop boxes or compactors shall have a guide rail and bumper stop placed at ground level or at dock level, where the rear of the drop box or compactor is to rest to protect any enclosure, wall, or structure from damage due to loading or unloading.
  4. Compactors shall be compatible with collection equipment and weight limits prescribed by State and local law. The local franchised collection firm shall be consulted for equipment compatibility.
- C.** The on-site storage of special wastes/recyclable materials shall conform to the following standards:
1. Environmentally hazardous wastes defined in ORS 466.005 shall be located, prepared, stored, maintained, collected, transported, and disposed of in a manner acceptable to the Oregon Department of Environmental Quality.
  2. Containers used to store food waste, cooking oils, grease or animal renderings shall not be located in the principal recyclable materials or solid waste storage areas. These materials should be stored in separate storage areas designed for this purpose, including a permanent cover and hydraulic isolation to prevent contact of waste containers with rainwater.
- D.** Exceptions. As part of a Type II development permit procedure, modification to these provisions may be permitted when the changes are consistent with the purpose of these provisions and the City receives written evidence from the local licensed solid waste and recycling firm that the proposed changes:
1. Are compatible with firm's methods of operations.
  2. Will not result in an unreasonable increase in the cost of service.

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**7.0220 OPTIONAL IMPROVEMENTS WITH DESIGN REVIEW**

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

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

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**7.0221 LANDSCAPING INSTALLATION**

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

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**7.0222 IRRIGATION PROVISIONS**

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

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**7.0223 MAINTENANCE RESPONSIBILITY**

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

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



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

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

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## **7.0224 SITE LIGHTING**

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