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# **Appendix E: Implementation**



**Three Mile Lane Area Plan**

**May 2021**

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*The following is model code language that implements the recommendations of the Implementation Plan of the Three Mile Lane Area Plan. Specifically, text is intended to guide future amendments to the Three Mile Lane Planned Development Ordinance, with the intended outcome of strengthening existing Zoning Ordinance requirements and ensuring that the urban design elements described in the Area Plan are addressed and included in future proposed development.*

### **Site Design - Non-Residential, Large Format Developments**

Land divisions within the Three Mile Lane Planned Development Overlay and plans for new non-residential or mixed-use developments, or any phase thereof, with a total floor plate area (ground floor area of all buildings) greater than [40,000] square feet shall meet all of the following standards in subsections 1-9, below. The Planning Commission may approve adjustments to the standards as part of a Planned Development approval, pursuant to Chapter 17.51.

1. The site plan or preliminary subdivision plan, as applicable, shall comply with the street connectivity standards of Section 17.53.070 and the Complete Streets Design Standards. The plan approval shall bind on all future phases of the development, if any, to the approved block layout.
2. Except as provided by subsection (7)-(9), below, the site shall be configured into blocks with building pads that have frontage onto improved streets meeting City standards.
3. The build-to line standards in [see proposed under Non-Residential and Mixed-use Development Standards] shall be met across not less than [50] percent of the site's street frontage, consistent with subsection [Building Orientation, proposed new section], except the build-to standard does not apply where Three Mile Lane, the Yamhill River, topographic constraint, or similar physical constraint makes it impractical to orient buildings to a particular street or highway.
4. Walkways shall connect the street right-of-way to all primary building entrances, and shall connect all primary building entrances to one another, including required pedestrian crossings. Walkways within a site with multiple structures shall be located and aligned to directly and continuously connect all buildings. Walkways within parking lots shall be raised or enhanced with a paved surface not less than six (6) feet in width. Drive aisles leading to main entrances shall have walkways on each side of the drive aisle.
5. Where it is necessary for the primary pedestrian access to cross drive aisles or other internal roadways, the pedestrian crossing shall emphasize and place priority on pedestrian access and safety. The material and layout of the pedestrian access shall be continuous as it crosses the driveway, with a break in continuity of the driveway paving and not in the pedestrian access way. The pedestrian crossings must be well-marked using pavement treatments, signs, striping, signals, lighting, traffic calming techniques, median refuge areas, or other design elements as may be approved.
6. Where the proposed development abuts land zoned for residential use, and no public street separates the residential zoned land from the subject property, the proposed use shall provide screening in the form of sight-obscuring, evergreen plantings, shade trees, fences, walls, or combinations of plantings and screens. Where plant material is used, emphasis shall be placed

on achieving an effective year-round vegetative screen, with an emphasis on native plantings, as approved by the Landscape Review Committee. Chain-link fencing shall not be permitted.

7. All buildings shall orient to a street, pursuant to [Building Orientation, proposed new section]. Where it is not practical to orient all buildings to streets due to existing parcel configuration or a similar site constraints, buildings may orient to a private “shopping street” providing, at a minimum, on-street parking (parallel or angled parking), [8-10]-foot sidewalks (which shall include a [four]-foot zone for street trees and furnishings such as benches and other street furniture), and pedestrian-scale lighting.
8. Each building that is proposed as orienting to a shopping street shall comply with the orientation standards of Section [Building Orientation, proposed new section] in reference to the shopping street, and shall have at least one primary entrance oriented to the shopping street.
9. Where a building fronts both a shopping street and a public street, that building shall contain at least one primary entrance oriented to each street; except that an entrance is not required where the public street is not improved with a sidewalk and the City determines that sidewalk improvements to the public street cannot required as a condition of approval.

### **Non-Residential and Mixed-use Development Standards**

Build-to standards.

**Build-To Line (feet):** The build-to line for new non-residential buildings and mixed-use buildings shall be [60] feet. For new buildings, at least one primary building entrance shall be built no farther from the street right-of-way than the build-to line; except where a greater setback is required for a Planned Street Improvement, then the build-to line increases proportionately. The build-to line may also be increased through Design Review when pedestrian amenities are provided between a primary building entrance and the street right-of-way.

Building Orientation.

- A. **Applicability.** Non-residential and mixed-use buildings are subject to this Section and shall conform to the applicable build-to line standard.
- B. **Build-to line.** The standard is met when at least [50] percent of the abutting street frontage has a building placed no farther from at least one street property line than the build-to line. The Planning Director, through Design Review, may waive the build-to line standard where one or more of the conditions in subsections (a)-(g) occurs.
  1. A proposed building is adjacent to a single-family dwelling, and an increased setback promotes compatibility with the adjacent dwelling.
  2. The standards of the roadway authority preclude development at the build-to line.
  3. The applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed to be placed between the building and public right-of-way, [Pedestrian Amenities and Civic Space] and subject to Design Review approval.
  4. The build-to line may be increased to provide a private open space (e.g., landscaped forecourt), between a residential use in a mixed-use development (e.g., live-work building with ground floor residence) and a front or street property line.

5. A significant tree or other environmental feature precludes strict adherence to the standard and will be retained and incorporated in the design of the project.
  6. A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance with the build-to line impracticable. In this case, the building shall instead be placed as close to the street as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area, etc.) shall be provided within the street setback in said location pursuant to Section [Pedestrian Amenities and Civic Space].
  7. An expansion is proposed on an existing building that was lawfully created but does not conform to the above standard, and the building addition moves in the direction of compliance where practicable.
- C. Except as provided in subsection (F), below, all buildings shall have at least one primary entrance (i.e., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) facing an abutting street (i.e., within 45 degrees of the street property line); or if the building entrance must be turned more than 45 degrees from the street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk in conformance with Section Chapter 17.53
- D. Off-street parking, trash storage facilities, and ground-level utilities (e.g., utility vaults), and similar obstructions shall not be placed between building entrances and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by alleys or driveways.
- E. Off-street parking shall be oriented internally to the site to the extent practicable, and shall meet the Access and Circulation requirements of Chapter 17.53, the Landscape and Screening requirements of Chapter 17.57, and the Parking and Loading requirements of Chapter 17.60.
- F. Where a development contains multiple buildings and there is insufficient street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities, subject to Design Review approval. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway conforming to Section [Pedestrian Walkways, new section based on 17.56.050(C).(2.), Large Format Retail Development Standards].

## Windows

- A. The following standards apply to new non-residential buildings and building additions that are subject to Site Design Review. The Planning Director may approve adjustments to the standards as part of a Design Review approval.
1. Windows – General. Except as approved for accessory structures, the front/street-facing elevations of buildings shall provide display windows, windowed doors, and where applicable, transom windows to express a storefront character.
  2. Storefront Windows. Storefront windows shall consist of framed picture or bay windows, which may be recessed. The ground floor, street-facing elevation(s) of all buildings shall comprise at least [50] percent transparent windows, measured as a section extending the width of the street-facing elevation between the building base (or [30] inches above the sidewalk grade, whichever is less) and a plane [72] inches above the sidewalk grade.

3. **Buildings Not Adjacent to a Street.** Buildings that are not adjacent to a street or a shopping street, such as those that are setback behind another building and those that are oriented to a civic space (e.g., internal plaza or court), shall meet the [60] percent transparency standard on all elevations abutting civic spaces(s) and on elevations containing a primary entrance.
4. **Side and Rear Elevation Windows.** All side and rear elevations, except for zero-lot line or common wall elevations, where windows are not required, shall provide not less than [30] percent transparency.
5. **Window Trim.** At a minimum, windows shall contain trim, reveals, recesses, or similar detailing of not less than [four] inches in width or depth as applicable.
6. **Projecting Windows, Display Cases.** Windows and display cases shall not break the front plane of the building (e.g., projecting display boxes are discouraged). For durability and aesthetic reasons, display cases, when provided, shall be flush with the building façade (not affixed to the exterior) and integrated into the building design with trim or other detailing. Window flower boxes are allowed provided they do not encroach into the pedestrian through-zone.

#### Parking

- A. **Credit for on-street parking.** The amount of required off-street parking shall be reduced by one off-street parking space for every on-street parking space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking, subject to City standards. The configuration of the on-street parking and allowable credit toward off-street parking requirements shall be addressed during Design Review.
- B. **Reduce or waive minimum off-street parking standards.** The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; availability of transit service; and adjacent on-street parking. The parking study is subject to review and approval or modification by the City.
- C. **Maximum parking ratio.** Surface parking shall not exceed 110% of the minimum parking requirement for the subject land use(s). Exemptions to the standard can be approved through site/design review for developments that provide parking structures, shared parking, valet parking spaces, market rate parking, or similarly managed parking facilities;

#### Pedestrian Amenities and Civic Space

- A. **Applicability.** All new non-residential developments with more than (x) square feet of gross leasable floor area or (y) square feet of site area within the Three Mile Lane Planned Development Overlay are required to meet the standards of this section.
- B. **Standards.**
  1. **Minimum Pedestrian Shelter Coverage.** Permanent awnings, canopies, recesses, or similar pedestrian shelters shall be provided along at least [75] percent of the ground floor elevation(s) of a building where the building abuts a sidewalk, civic space, or pedestrian access way. Pedestrian shelters used to meet the above standard shall extend at least [five] feet over the pedestrian area; except that the Planning Director, through Design Review, may reduce the above standards where it is found that existing

- right-of-way dimensions, easements, or building code requirements preclude standard shelters.
2. Civic Space Standards. Except as provided by subsection (C), below, at least [3] percent of every development site shall be designated and improved as civic space (plaza, landscaped courtyard, or similar space) that is accessible to the general public, pursuant to all of the following standards in subsections a-e:
    - a. The highest priority locations for civic space improvements are those with the highest pedestrian activity (e.g., street corners and pedestrian access ways), as generally illustrated.
    - b. Civic spaces shall abut a public right-of-way or otherwise be connected to and visible from a public right-of-way by a sidewalk or pedestrian access way. Access ways shall be identifiable with a change in paving materials (e.g., pavers inlaid in concrete or a change in pavement scoring patterns or texture).
    - c. Where public access to a civic space is not practical due to existing development patterns, physical site constraints, or other hardship presented by the applicant, the City may allow a private area, such as an outdoor eating area attached to a restaurant, in finding the project complies with the standard.
    - d. All civic spaces shall have dimensions that allow for reasonable pedestrian access. For example, by extending the width of an existing sidewalk by [four] feet, a developer might provide space for an outdoor eating area; whereas a larger development at a street corner could meet the standard by creating a plaza adjacent to a building entrance.
    - e. Civic space improvements shall conform to Chapter 17.57 Landscaping.
  3. Pedestrian Improvements in Civic Spaces. Except as provided by subsection (C) below, where this section requires the provision of civic space, such space shall be improved with pedestrian amenities, pursuant to the following standards in subsections a-e:
    - a. Pedestrian amenities shall be provided in an amount equal to or greater than [0.5] percent of the estimated construction cost of the proposed building(s). A licensed architect, landscape architect, or other qualified professional, shall prepare cost estimates for civic space improvements, which shall be subject to review and approval by the Planning Director.
    - b. Pedestrian amenities include plaza surfaces (e.g., pavers, landscapes, etc.), sidewalk extensions (e.g., with outdoor cafe space), street furnishings (e.g., benches, public art, pedestrian-scale lighting, water fountains, trash receptacles, bus waiting shelters, shade structures, or others), way-finding signs, or similar amenities, as approved by the [Planning Director/ Planning Commission].
    - c. Where a civic space adjoins a building entrance it should incorporate a permanent weather protection canopy, awning, pergola, or similar feature, consistent with subsection B.1.
    - d. The City may accept pedestrian amenities proposed within a public right-of-way (e.g., street corner or mid-block pedestrian access way) and grant the developer credit toward fulfilling the above improvement standard.
    - e. The cost of a proposed public parking facility may be subtracted from building costs used in the assessment of civic space improvements.

- C. Exception for Minor Projects. Building additions and remodels are not required to provide civic space where the estimated cost of the proposed building improvement is less than [50] percent of the existing assessed value of improvements on the subject site. Cost estimates are based on those used to estimate building permit fees, or other independent and credible source, subject to review and approval by the [Planning Official]. Assessed values shall be the market value of record at the [name] County Assessor's Office.

#### Landscaping

Landscaping plans submitted to meet subsection 17.57.060 shall include a list of native plants to be installed and maintained as part of the completed landscape project.

#### Allowed Uses

##### Innovation Campus

- A. Permitted office uses include all professional, administrative and business offices, subject to the following:
1. Retail sales are not allowed except for those sales incidental to the principal occupation conducted therein.
  2. Office uses:
    - a. Are associated with the production or development of products or services on site and/or
    - b. Serve as the corporate or regional headquarters for products that are manufactured off-site.