

Chapter 18.20 Design Overlays

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18.20.010 Purpose and Applicability.

A. Purpose and Intent

1. To encourage new development and business opportunities along identified corridors throughout the city;
2. To elevate the design standards beyond the base zoning requirements along the identified corridors that result in developments that are arranged, scaled, and designed to create a unique sense of place that is complementary with surrounding land uses; and
3. To promote a mix of uses with a compact growth pattern to efficiently use the remaining developable land and to help support community and neighborhood businesses and residents.

B. Applicability.

1. Unless provided elsewhere in this title or in adopted manuals, this chapter applies to all new development and redevelopment (including change in use, e.g., residential to commercial) within the identified overlays, which are shown on the City's Design Overlays map as Tier 1 and Tier 2 corridors. The overlay applies to properties within 200 feet of the frontage on these corridors. The underlying zoning standards still apply along with the overlay requirements. New development and redevelopment shall submit a site plan review application in accordance with Camas Municipal Code (CMC) Chapter 18.18 Site Plan Review, unless otherwise exempted in this title.
2. All new developments and redevelopment shall be required to submit a design review application in accordance with CMC Chapter 18.19 Design Review of this title prior to applying for a building permit.
3. Unless noted elsewhere in this title or in adopted manuals, landscaping requirements shall be the same as landscaping standards in the underlying base zones.
4. Development and redevelopment of public and private properties that have frontage along corridors in the Downtown Subarea shall comply with the standards found in the Downtown Design Manual.
5. To demonstrate arrival into the community, entry points along Tier 1 corridors shall feature public and private amenities in the form of public art and entry signage.

18.20.020 Permitted Uses.

The uses permitted in a Design Overlay shall be governed by *Chapter 18.07 Use Authorization.*

18.20.030 Downtown Design Overlays

All development and redevelopment within the Downtown Subarea shall meet the minimum design standards in the Downtown Design Manual.

18.20.040 General Overlay Design Standards.

Before any approval of a design review application is granted, all new development and redevelopment (including change in use, e.g., residential to commercial) within each design overlay shall comply with the general overlay design standards.

General standards are developed with the intent of being applied throughout each design overlay regardless of the underlying land use. Public improvements applied within design overlays that transition between the street segments of the Downtown Subarea and adjacent areas shall be consistent. Development/redevelopment within a design overlay must adhere to the applicable Design Overlay goals and policies in the Land Use element of the Comprehensive Plan. Development/redevelopment must also adhere to the applicable goals and policies in the Community Character, Land Use, Housing, Transportation, and Economic Development elements, as well as applicable development regulations and other design review standards.

1. Entry points shall be devoid of freestanding signs. Pre-existing freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation (exterior changes requiring a building permit) on the site. Exemptions include approved directional or community information signage as allowed by the approval authority.
2. Placement, size, and type of signs will be controlled by the zoning district and Chapter 18.15 Signs.
3. Permanent wayfinding, historic, and/or interpretive signage within a Design Overlay shall be standardized in a manner that creates a consistent look within the Design Overlay area. Permanent signage within entry points shall be standardized in terms of size, color, and materials.
4. The surface of pedestrian walkways within intersections shall be accentuated, consistent with ADA standards, with a unique character, such as stamped or colored concrete or pavers.
5. Bike lanes shall be incorporated into the public right of way where feasible, as determined by the City Engineer and approval authority.
6. A consistent iconic streetscape lighting scheme shall be used that portrays the primary development period, architecture characteristics, or predetermined theme as identified in a concept plan, sub-area plan, or master plan recognized by the City.
7. Layered landscaping must be provided as a transition to properties adjacent to the public right of way, including a mix of trees, shrubs, rockeries, and ground cover.
8. Sidewalks shall be separated from the roadway through the use of planter strips (minimum 4-feet wide), 6-foot diameter tree wells, or if feasible, raingardens/bioswales.
9. Street trees of no less than two inches in diameter shall be planted within planter strips or tree wells at a spacing that creates the appearance of a continuous canopy at tree maturation. Street trees must be replaced with an appropriate species as defined by the City's Plant Materials document if they are removed due to a hazardous condition or other reasons that are first verified by a certified arborist.

18.20.050 Tier 1 and Tier 2 Corridors Design Overlays

As shown on the Design Overlays map, Tier 1 and Tier 2 corridors extend along intersections and identified routes throughout the city. Tier 1 corridors are located along arterial roadway functional classifications. Tier 2

corridors primarily extend from Tier 1 corridors and include arterial and collector roadway functional classifications. Specific overlay design standards apply to Tier 1 and Tier 2 corridors. All development and redevelopment within the corridors shall comply with the special design standards outlined below.

- A. The following list of streets and street segments are referred to as Tier 1 corridors to which other standards below apply.
- a. NE Ingle Road Corridor: Just north of N 92nd Avenue to NE Goodwin Road.
 - b. NE Goodwin Road Corridor: NW Camas Meadows Drive to N Boxwood Street.
 - c. North Shore Boulevard Corridor: SR-500 to NE 232nd Ave
 - d. NE Everett Street Corridor: NE 15th Avenue to the northern Urban Growth Boundary and from SR-14 to E 1st Avenue.
 - e. NW Lake Road Corridor: NW Friberg-Strunk Street to NW Leadbetter Drive.
 - f. NW Brady Road/NW Parker Street Corridor: City Limits to NW Lake Road.
 - g. NW 38th Avenue Corridor: City Limits to NW Parker Street.
 - h. NW Pacific Rim Blvd Corridor: City Limits to NW Parker Street.
 - i. NW 6th Avenue Corridor: NW 6th Ave/Hwy 14 roundabout to NW Drake Street.
 - j. NE 3rd Avenue Corridor: 6th Street/Lechner to NE Joy Street.
- B. The following list of streets and street segments are referred to as Tier 2 corridors to which other standards below apply.
- a. NE Ingle Road Corridor: The northern Urban Growth Boundary to N 92nd Avenue.
 - b. Green Mountain Corridor: NE 92 Avenue to N Boxwood Street.
 - c. NW Camas Meadows Drive Corridor: NE Goodwin Road to NW Lake Road.
 - d. NW Friberg-Strunk Street Corridor: NE Goodwin Road to and NW Lake Road.
 - e. NW Lake Road Corridor: NW Leadbetter Drive to NE Everett Street.
 - f. NW 38th Avenue Corridor: NW 38th Avenue to NW Lake Road.
 - g. NW Sierra Street Corridor: NW Brady Road to NW 43rd Avenue.
 - h. NW McIntosh Road Corridor: NW Brady Road to NW 18th Avenue.
 - i. Division Street Corridor: NE 6th Avenue to NW Sierra Street.
 - j. NE Dallas Street Segment: NE 13th Avenue and NE 15th Avenue.
 - k. NE Garfield Street Segment: NE Ione Street and NE 15th Avenue.
 - l. SE Crown Road Corridor: NE 3rd Avenue to SE 15th Street.
 - m. NE 43rd Avenue/SE 15th Street Corridor: NE Everett Street and SE 283rd Avenue.

Table 18.20-1. Design Overlay Specific Standards

<u>Design Standards</u>	<u>Tier 1 Design Overlay</u>	<u>Tier 2 Design Overlay</u>
<u>18.20-010 Landscaping and Screening Standards</u>		
A. <u>Landscaping adjacent to the public right-of-way shall provide multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover.</u>	<u>S</u>	<u>S</u>

<u>Design Standards</u>	<u>Tier 1 Design Overlay</u>	<u>Tier 2 Design Overlay</u>
B. <u>Hanging baskets shall be used along building frontages to add visual interest, and must be installed so that the bottom of the basket is a minimum of 80 inches above the finished grade of the sidewalk.</u>	<u>S</u>	<u>N/A</u>
C. <u>Median planting design/plant selection shall create a unique and cohesive streetscape design.</u>	<u>S</u>	<u>S</u>
<u>18.20-020 Use Standards</u>		
A. <u>If allowed in the underlying zone, drive-throughs are allowed in a Tier 1 Design Overlay and shall be screened with landscaping or architectural features that integrate them into the building. Freestanding drive-throughs are not allowed.</u>	<u>S/C (if allowed in underlying zone, see Chapter 18.07 Use Authorization)</u>	<u>N/A</u>
B. <u>Those Neighborhood Commercial uses listed as permitted (P) are allowed within residential zones on corner lots at intersections with collector or arterial streets. The neighborhood commercial use must be pedestrian oriented with access to a public sidewalk or walkway and may have a maximum building footprint of 2,500 square feet and no more than five (5) off-street parking spaces, which can be satisfied by on-street parking provided they are along the frontage of the subject parcel.</u>	<u>S</u>	<u>S</u>
<u>18.20-030 Architecture Standards</u>		
A. <u>Permanent signage within Design Overlays shall be standardized in terms of size, color, and materials.</u>	<u>S</u>	<u>N/A</u>
<u>18.20-040 Massing and Setback Standards</u>		
A. <u>New construction shall include a maximum setback of 20 feet. Main entrances to the buildings must be oriented to the street.</u>	<u>S</u>	<u>N/A</u>
B. <u>On-site parking areas shall be located to the rear or the side of a building.</u>	<u>S</u>	<u>N/A</u>
C. <u>Setbacks shall include landscaping, hardscaping, and public art to enhance the pedestrian experience.</u>	<u>S</u>	<u>N/A</u>
<u>18.20-050 Historic and Heritage Preservation Standards</u>		
A. <u>The use of historic markers, information kiosks, project names, architectural features, or other elements of the project shall promote the historic heritage of the site or surrounding area, where appropriate.</u>	<u>S</u>	<u>N/A</u>
<u>18.20-060 Circulation and Connections Standards</u>		
A. <u>Orient the main public entrance toward the public right-of-way. Pedestrian walkways shall connect each building's front entry with the sidewalk, without conflicting with accessways on the site.</u>	<u>S</u>	<u>S</u>
B. <u>New developments shall include plans for alternative transportation, such as providing attractive and convenient bus stop shelters, bicycle parking, etc.</u>	<u>S</u>	<u>S</u>

<u>Design Standards</u>	<u>Tier 1 Design Overlay</u>	<u>Tier 2 Design Overlay</u>
C. <u>Trees and planting strips or raingardens/bioswales shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.</u>	<u>S</u>	<u>S</u>
<u>18.20-070 Public Realm Standards</u>		
A. <u>Where applicable (as determined by the City), and when corridors intersect with an existing street, provide modular, movable, and durable seating in public spaces and ensure seating areas are shaded and accessible.</u>	<u>S/C (see Chapter 18.07 Use Authorization)</u>	<u>S/C (see Chapter 18.07 Use Authorization)</u>

NA – Not Applicable

S – Standard

S/C – Standard with certain conditions

C. Design Overlay Features

Specific design standards in Table 18.20-1 apply to Tier 1 and Tier 2 corridors. Additional design features are recommended to be included along Tier 1 and Tier 2 corridors that represent the character and style desired for a particular design overlay area. Development/redevelopment proposals within Tier 1 and Tier 2 Design Overlays should include public and private design features listed in Table 20-2 to demonstrate arrival into the community.

- a. Tier 1 Design Overlay areas should include two additional design features from Table 20- 2.
- b. Tier 2 Design Overlay areas should include one additional design feature from Table 20- 2.

Table 20-2. List of unique design overlay features.

<u>Sidewalks</u>	• <u>Wide sidewalk (minimum of 8 feet)</u> • <u>Bus stop improvements (shelter, lighting, bench) – develop consistent bus stop standards to be implemented throughout the city</u>
<u>Roadway Right-of-way</u>	• <u>Roundabouts at entry point intersections</u> • <u>Public art in center of roundabout</u> • <u>Protected or buffered bike lanes to provide a horizontal separation of 1 to 3 feet between the bike lane and motor vehicle lane</u>
<u>Other Public Realm amenities and features</u>	• <u>Install posts/poles for community pride/event banners (less than 16 square feet), such as school pendants and community events</u> • <u>Identify and develop locations for public green spaces and pedestrian access through campus style development</u> • <u>Iconic guardrails (e.g., Columbia River Highway)</u> • <u>Limit lighting to allow for views of the night sky (motion sensors, or other technology to limit excessive light)</u> • <u>Deep/wide frontage landscaping areas should match the natural areas along the DNR property that is west of Ingle Road.</u>

18.20.060 Incentives.

A. Public Art. A five percent increase in lot coverage area may be granted upon staff approval for providing public art, equal in value to 1% of a project's construction cost, within a proposed project.

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)