

**Chapter 18.660**  
**RIVER TERRACE PLAN DISTRICT**

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**18.660.010 Purpose**

The River Terrace Community Plan provides for a variety of land uses and residential densities consistent with the city’s desire to create a community of great neighborhoods that includes housing, neighborhood-scale commercial businesses, schools, parks, and recreational opportunities. The purpose of the River Terrace Plan District is to implement the adopted River Terrace Community Plan, River Terrace Funding Strategy, and associated infrastructure master plans for water, sewer, stormwater, parks, and transportation. The titles of these plans and the numbers of their adopting ordinances and resolutions are as follows:

- River Terrace Community Plan (Ordinance 14-15).
- River Terrace Transportation System Plan Addendum (Ordinance 14-16).
- River Terrace Sanitary Sewer Master Plan Addendum (Resolution 14-25).
- River Terrace Water System Master Plan Addendum (Resolution 14-35).
- River Terrace Stormwater Master Plan (Resolution 14-42).
- River Terrace Park System Master Plan Addendum (Resolution 14-65).
- River Terrace Funding Strategy (Resolution 14-66).

This chapter ensures that public facilities are adequate to serve the anticipated levels of development throughout River Terrace by:

- Implementing the River Terrace Community Plan and associated infrastructure master plans.
- Facilitating the transition of River Terrace from rural to urban land use through the timely, orderly, and efficient provision of public facilities.
- Ensuring that public facilities are available in advance of or concurrent with development.
- Safeguarding the River Terrace community’s health, safety, and welfare.

This chapter also implements those unique aspects of the River Terrace Community Plan and associated infrastructure master plans related to commercial and residential design, transportation facilities, and park and trail development.

- The commercial area is envisioned as a vibrant mixed-use center with pedestrian-scale street and building amenities and high-quality design features.
- The transportation system is designed as a network of multi-modal streets that connects residents to trails, schools, parks, and services. One that conforms to the rolling topography, builds upon and connects to existing streets in the area, and effectively balances safety, comfort, and mobility through thoughtful and location-specific street and intersection design.
- River Terrace Boulevard is designed to seamlessly integrate the River Terrace Trail into its design, provide safe and comfortable multi-modal travel options, and include high-quality pedestrian-scale design treatments that defines it as the neighborhood’s signature street.
- Parks and trails are distributed throughout the area to provide a variety of convenient recreational opportunities for residents and visitors.

The statements in this section do not constitute distinct approval criteria, but they shall guide and inform the interpretation and application of the provisions in this chapter. (Ord. 15-03 §§1, 2)

**18.660.020 Applicability**

This chapter applies to all property that is located in the River Terrace Plan District. The boundaries of the plan district are shown on Map 18.660.A, which is located at the end of this chapter. The standards and requirements in this chapter apply in addition to, and not in lieu of, all other applicable provisions of the Tigard Community Development Code (TCDC). Compliance with all applicable standards and requirements must be demonstrated in order to obtain development approval. The standards and requirements in this chapter shall govern in the event of a conflict. (Ord. 15-03 §§1, 2)

**18.660.030 Provision of Adequate Public Facilities**

- A. Intent. The intent of this section is to address the provision of the infrastructure systems necessary to benefit and serve all property in River Terrace as provided for in the River Terrace Community Plan, River Terrace Funding Strategy, and related infrastructure master plans, in light of the desire of property owners to commence preliminary development prior to full implementation of these plans and with the understanding that no development rights vest and no development approvals can be granted until the infrastructure systems are in place or assured.
- B. Approval Standard. Land use applications for subdivisions, partitions, planned developments, site development reviews, and conditional uses may be approved when the applicable standards in subsection E of this section are met by the applicant and when all of the following funding components of the River Terrace Funding Strategy have been adopted by the city and are in effect:
1. Transportation. A citywide transportation system development charge (SDC), a River Terrace transportation SDC, and a River Terrace transportation utility fee surcharge.
  2. Sewer. A citywide utility fee surcharge.
  3. Stormwater. A River Terrace stormwater utility fee surcharge.
- C. Deferral of Compliance.
1. The applicant may request to defer demonstrating compliance with one or more of the standards in subsections B and E of this section as provided for below:

- a. Preliminary Plat. Deferral of compliance to final plat approval.
  - b. Planned Development Concept Plan (Without a Land Division Proposal). Deferral of compliance to detailed development plan approval.
  - c. All Other Development Applications. A condition of development approval requiring demonstration of compliance no later than 180 days after approval or prior to submission of applications for building or public facility improvement permits, whichever occurs first.
2. Deferral of compliance as provided for in paragraph 1 of this subsection C shall be granted only if:
- a. The applicant demonstrates that the approval standard will likely be met prior to filing an application for final plat or detailed development plan approval, or prior to expiration of the condition of approval described in subparagraph 1.c of this subsection C. A determination by the approval authority that it is likely that the standard will be met shall be for the purposes of deferral only and in no way constitutes an assurance, guarantee, or other representation that may in any way be relied upon by the applicant; and
  - b. The applicant executes a written agreement prepared by the city acknowledging that the applicant has determined that deferral is to its benefit and that any and all actions taken pursuant to or in furtherance of the approval are at the applicant's sole and exclusive risk. The acknowledgement shall waive, hold harmless and release the city, its officers, employees and agents for any and all claims for damages, including attorney fees, in any way arising from a denial for failure to demonstrate compliance with the standards in subsection B of this section, without regard to fault. Nothing in this section shall preclude the applicant from seeking review of any land use decision in accordance with ORS Chapters 197, 215, 227, or equitable relief in a court of competent jurisdiction.

D. Exception.

- 1. An exception to one or more of the standards in subsection B of this section may be obtained through a Type II procedure as governed by Section 18.390.040.
- 2. An exception shall be granted only if the applicant:
  - a. Demonstrates that the exception will not materially impact implementation of the River Terrace Sanitary Sewer Master Plan Addendum, River Terrace Water System Master Plan Addendum, River Terrace Stormwater Master Plan, River Terrace Transportation System Plan Addendum, and River Terrace Funding Strategy; and
  - b. Has proposed alternative(s) that ensures that the applicant will provide its proportional share of the funding and construction of the facilities in a timely manner as identified in the River Terrace Funding Strategy and related infrastructure master plans. This may include, but is not limited to, a development agreement or reimbursement district; and
  - c. Agrees to disclose in writing to each purchaser of property for which a building permit has been obtained that the property may be subject to future utility fees or SDCs as described in the River Terrace Funding Strategy; and

- d. Executes an agreement prepared by the city agreeing that, if the new transportation SDCs described in paragraph B.1 of this section are not in effect at the time of building permit issuance, the applicant shall pay an amount equal to the SDC amount assumed in the River Terrace Funding Strategy. No credits shall be issued against this payment, but the city shall issue a refund if:
  - i. The applicant made improvements to a facility that is eligible for credit under an adopted SDC credit, up to the amount of the credit, or
  - ii. An SDC is adopted and paid by the applicant or its successor, up to the amount of such payment, or
  - iii. The city has not adopted the SDCs within two years of the effective date of this ordinance.
3. An exception shall be granted only if the city finds that:
  - a. There are adequate funding components in place for the infrastructure that is needed to serve the proposed development; and
  - b. The exception will not materially impact implementation of the River Terrace Sanitary Sewer Master Plan Addendum, River Terrace Water System Master Plan Addendum, River Terrace Stormwater Master Plan, River Terrace Transportation System Plan Addendum, and River Terrace Funding Strategy; and
  - c. The proposed alternative(s) ensures that the applicant will provide its proportional share of the funding and construction of the facilities in a timely manner as identified in the River Terrace Funding Strategy and related infrastructure master plans.

E. Additional Standards.

1. Infrastructure improvements for water, sewer, stormwater, and transportation systems, including but not limited to pump stations and trunk lines, shall be located and designed to serve the proposed development and not unduly or unnecessarily restrict the ability of any other property to develop in accordance with the applicable River Terrace Infrastructure Master Plan. Infrastructure improvements shall be evaluated for conformance with this standard during the land use review process. The city shall take into account the topography, size, and shape of the development site; the impact of the improvement on the development site; and, the reasonableness of available options during its review. The applicant shall not be required to reduce otherwise permitted density or obtain a variance to demonstrate compliance, but this standard may be considered in reviewing a variance application.
2. Infrastructure improvements for water, sewer, and stormwater shall be placed in easements that are located, wherever possible, within existing or future rights-of-way. Easements and rights-of-way shall extend through and to the edge of the development site at such locations that would maximize the function and availability of the easement and right-of-way to serve adjacent and surrounding properties. Easements and rights-of-way shall be evaluated for conformance with this standard during the land use review process. Dedications of easements and rights-of-way shall be required as a condition of land use approval, except where the approval is for a future phase of a planned development or land division approval.

3. Development in water pressure zone 550 shall either provide or demonstrate that there is sufficient water capacity in water pressure zone 550 to serve the proposed development, or that it can be served by another water pressure zone that has sufficient capacity, to the satisfaction of the city engineer and Tualatin Valley Fire and Rescue during the land use review process.
4. Development in the north and south sewer sub-basins shall demonstrate, where applicable, that there is sufficient pump station capacity and associated force mains to serve the proposed development, or that it can be served by other system improvements, to the satisfaction of the city engineer and Clean Water Services during the land use review process.
5. If compliance with stormwater management standards is dependent upon an off-site conveyance system or an on- or off-site regional facility that has not yet been provided, the applicant may propose alternative and/or interim systems and facilities as described in the River Terrace Stormwater Master Plan.
  - a. Development approval for an interim facility shall include a condition to decommission the interim facility, connect it to the permanent facility when it becomes available to serve the development, and assurance that adequate financial resources are available to decommission the interim facility when the permanent facility becomes available.
  - b. Development approval for an alternative or on- or off-site regional system or facility may include a condition to form a reimbursement district.
  - c. No stormwater management system or facility shall be approved if it would prevent or significantly impact the ability of other properties to implement and comply with the River Terrace Stormwater Master Plan or other applicable standards.

F. Other Provisions.

1. Unless expressly authorized in a development approval, no person shall impose a private fee or any charge whatsoever that prohibits, restricts, or impairs adjacent or surrounding properties from accessing a public easement, facility, or service.
2. For purposes of this section, an ordinance or resolution adopting an SDC, utility fee, or other charge to fund public facilities and/or services described in this section shall be deemed effective if it has taken effect and the time for any legal challenge has expired or any legal challenge has been finally decided. (Ord. 15-03 §§1, 2)

**18.660.040 Approval Criteria**

A. Preliminary Plat Approval Criteria. In addition to the approval criteria in Sections 18.420.050 and 18.430.040, the following approval criteria shall apply to all Partition and Subdivision Preliminary Plat applications in River Terrace.

1. Unless the applicable approval authority determines it is in the public interest to make modifications, the applicant shall design and construct all streets, street extensions, and intersections to conform to:
  - a. The River Terrace Transportation System Plan Addendum; and

- b. The street spacing and connectivity standards of this chapter, the TCDC, and Washington County, where applicable; and
    - c. The approved plats of subdivisions and maps of partitions of abutting properties, if any, as to width and general direction.
  - 2. The preliminary plat shall not impede the future use or development of adjacent property in River Terrace not under the control or ownership of the applicant proposing the preliminary plat.
  - 3. Where future re-division is proposed pursuant to subsection 18.420.020.D or 18.430.020.C, a plan for future phases shall show the location of lot lines, rights-of-way, easements, and other details of layout that demonstrates that future division may readily occur without violating applicable zoning district requirements and development standards of the TCDC.
- B. Conditional Use, Planned Development, and Site Development Review Approval Criteria. In addition to the approval criteria in Sections 18.330.030, 18.350.050, 18.350.070, and 18.360.090, the following approval criterion shall apply to all conditional use, planned development, and site development review applications in River Terrace.
  - 1. Unless the applicable approval authority determines it is in the public interest to make modifications, the applicant shall design construct all streets, street extensions, and intersections to conform to:
    - a. The River Terrace Transportation System Plan Addendum; and
    - b. The street spacing and connectivity standards of this chapter, the TCDC, and Washington County, where applicable; and
    - c. The approved plats of subdivisions and maps of partitions of abutting properties, if any, as to width and general direction.
  - 2. The development shall not impede the future use or development of adjacent property in River Terrace not under the control or ownership of the applicant proposing the conditional use, planned development, multifamily, or commercial development.
- C. Conditions of Approval. The approval authority may attach such conditions as are necessary to comply with the River Terrace Community Plan, related infrastructure master plans, this chapter, and other applicable provisions of the TCDC. (Ord. 15-03 §§1, 2)

**18.660.050 Community Commercial Development Standards (Reserved)**

**18.660.060 River Terrace Boulevard Development Standards**

- A. Applicability. The applicable development standards contained in the underlying base zone shall apply to all development in River Terrace, except where the applicant has obtained variances or adjustments in accordance with Chapter 18.370 or subsection D of this section, and except as specified below.

The development standards in this section shall apply to the types of development listed below on lots abutting the River Terrace Boulevard right-of-way (ROW). The general location of the River Terrace Boulevard ROW is shown on Map 18.660.B, which is located at the end of this chapter. The public

works director, in consultation with the community development director, shall approve the final ROW alignment.

1. All single-family attached, single-family detached, and duplex development.
2. All multifamily residential development.
3. All development subject to conditional use approval.

**B. Building Placement and Design.**

1. The following standards shall apply to all single-family, duplex, and multifamily residential development that is located on the side of the River Terrace Boulevard ROW opposite the trail corridor, except as approved through the adjustment process in accordance with subsection D of this section.
  - a. Single-family and duplex development lots shall abut the River Terrace Boulevard ROW with their front or side lot lines.
    - i. Lots with front lot lines abutting the River Terrace Boulevard ROW shall meet all of the building design standards in subsection 18.660.070.I.
    - ii. Lots with side lot lines abutting the River Terrace Boulevard ROW shall meet the building design standards for articulation, eyes on the street, detailed design, and garages and carports in subparagraphs 18.660.070.I.1, 2, 4, and 5 for the façade that faces the River Terrace Boulevard ROW.
  - b. Any building designed for residential use on a multifamily residential development site that is located within 40 feet of the River Terrace Boulevard ROW shall meet all of the building design standards in subsection 18.660.070.I for the entire elevation that faces the River Terrace Boulevard ROW, including those portions of the building façade that may be further than 40 feet from the ROW.
  - c. Multifamily residential development sites shall not include non-residential buildings or uses (e.g., parking lots, detached garages or carports, and utility or storage buildings) within 40 feet of the River Terrace Boulevard ROW.
2. The following standards shall apply to all single-family, duplex, and multifamily residential development that is located on the side of the River Terrace Boulevard ROW with the trail corridor, except as approved through the adjustment process in accordance with subsection D of this section.
  - a. Single-family and duplex development lots shall abut the River Terrace Boulevard ROW with their front, side, or rear lot lines.
    - i. Lots with front lot lines abutting the River Terrace Boulevard ROW shall meet all of the building design standards in subsection 18.660.070.I.
    - ii. Lots with side or rear lot lines abutting the River Terrace Boulevard ROW shall meet the building design standards for articulation, eyes on the street, detailed design, and garages

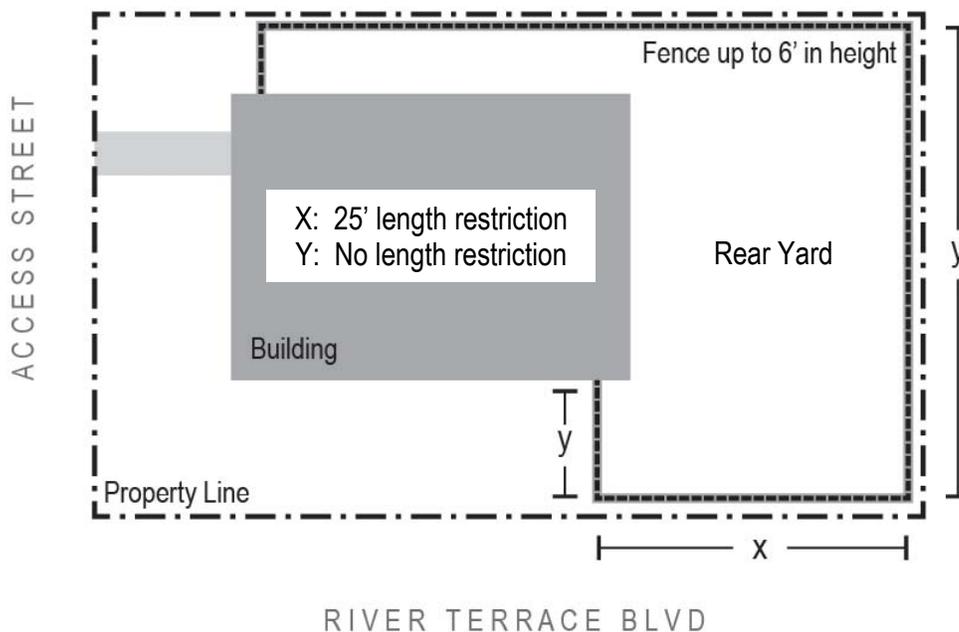
and carports in subparagraphs 18.660.070.I.1, 2, 4, and 5 for the façade that faces the River Terrace Boulevard ROW.

- iii. All development shall provide at least one walkway connection between the development and the trail a minimum of every 200 feet of River Terrace Boulevard ROW length, or as otherwise required by the city engineer for connectivity purposes.
  - b. Any building designed for residential use on a multifamily residential development site that is located within 40 feet of the River Terrace Boulevard ROW shall meet all of the building design standards in subsection 18.660.070.I for the entire elevation that faces the River Terrace Boulevard ROW, including those portions of the building façade that may be further than 40 feet from the ROW.
  - c. Multifamily residential development sites shall not include nonresidential buildings or uses (e.g., parking lots, detached garages or carports, and utility or storage buildings) within 40 feet of the River Terrace Boulevard ROW.
3. The following standards shall apply to all development subject to conditional use approval that is located on either side of the River Terrace Boulevard ROW, except as approved through the adjustment process in accordance with subsection D of this section.
- a. Any building that is located within 40 feet of the River Terrace Boulevard ROW shall meet all of the building design standards in subsection 18.660.070.I for the entire elevation that faces the River Terrace Boulevard ROW, including those portions of the building façade that may be further than 40 feet from the ROW, or as otherwise determined by the approval authority through the conditional use review process.
  - b. Any landscape element or structure, including an accessory structure or fence, that is located in a yard abutting the River Terrace Boulevard ROW shall be located and designed to support and reinforce a positive pedestrian streetscape experience.
  - c. Conditional use development located on the side of the River Terrace Boulevard ROW with the trail corridor shall provide at least one walkway connection between the development and the trail a minimum of every 200 feet of River Terrace Boulevard ROW length, or as otherwise determined by the approval authority through the conditional use review process.
  - d. Conditional use development shall not include parking lots within 40 feet of the River Terrace Boulevard ROW.
4. Direct individual access to River Terrace Boulevard from single-family and duplex development sites is not permitted along the River Terrace Boulevard ROW, except as approved through the adjustment process in accordance with subsection D of this section. Direct access to River Terrace Boulevard from multifamily residential, conditional use, and commercial development sites are allowed where no other practicable alternatives exist. If direct access is permitted by the city through the site development or conditional use review process, the applicant shall be required to mitigate for any safety or traffic management impacts identified by the city engineer. This may include, but is not limited to, the construction of an on-site vehicle turnaround to eliminate the need for any vehicle turning or backing movements in the public right-of-way.
5. Fences, walls, hedges, or any combination thereof, such as a fence on top of a retaining wall, over three feet in height are not permitted in any front, side, or rear yard that lies between any single-

family, duplex, or multifamily residential development site and the River Terrace Boulevard ROW, except as allowed below or as approved through the adjustment process in accordance with subsection D of this section. Unstained wood, unfaced concrete masonry units (CMU), and chain link fencing are not permitted, except as required for wetlands or other sensitive areas.

- a. Fences or walls that are an integral part of an entry, such as on a porch or stoop, are allowed subject to the underlying base zone's setback standards.
- b. Single-family and duplex development sites with side lot lines abutting the River Terrace Boulevard ROW may have a fence, wall, or hedge up to six feet in height and 25 feet in length along the side lot line for the purpose of enclosing a rear yard. Additionally, a fence, wall, or hedge up to six feet in height may be of any length along the rear lot line and in the side yard abutting the River Terrace Boulevard ROW for the purpose of enclosing the same rear yard. See Figure 18.660.1 below for an illustration of this fence allowance.

**Figure 18.660.1: Fence Allowance for Side Lot Lines Abutting River Terrace Boulevard**



- C. Density Bonus. In order to help offset the land and development costs associated with the construction of River Terrace Boulevard, residential development sites abutting River Terrace Boulevard ROW that are not proposing a planned development may choose to propose smaller and narrower lots along River Terrace Boulevard in accordance with Table 18.660.1 below. The reduced lot sizes and lot areas per dwelling unit that are described below shall be used to calculate the maximum and minimum number of residential units allowed in accordance with subsections 18.715.020.B and C. This density bonus shall only apply to those proposed residential lots within a subdivision that will have a front, side, or rear lot line abutting the River Terrace Boulevard ROW. All other proposed lots within the subdivision shall be subject to the minimum lot size and width standards of the underlying base zone.

**Table 18.660.1  
Reduced Minimum Lot Size and Width for Residential Lots  
Abutting River Terrace Boulevard**

	<b>Minimum Lot Size</b>	<b>Minimum Lot Width</b>
<b>R-4.5 Zone</b>		
Single-family detached lots	4,500 sf	40 ft
Duplex lots	7,000 sf	80 ft
<b>R-7 Zone</b>		
Single-family detached lots	3,500 sf	35 ft
Duplex lots	7,000 sf	50 ft
Single family attached lots	2,500 sf	25 ft
<b>R-12 Zone</b>		
Multifamily	2,000 sf*	NA
Single-family detached, duplex, and single-family attached lots	2,500 sf	NA

\* Minimum lot area per dwelling unit for multifamily developments

- D. Adjustments. Adjustments shall be processed through a Type II procedure, as governed by Section 18.390.040. The applicable approval authority may grant a special adjustment to a standard(s) in this section, as provided for by paragraph 18.370.020.A.2, if all of the following approval criteria can be met.
1. The standard(s) cannot be met due to:
    - a. Topography or other natural constraints associated with the specific development site; or
    - b. Public safety concerns or other legitimate considerations associated with the specific use.
  2. The proposed design provides safe and convenient vehicle and pedestrian connections to River Terrace Boulevard.
  3. If fences or walls, including retaining walls, over three feet in height are proposed, they are constructed of high-quality materials including, but not limited to, brick, stone, or wrought iron. Unstained wood, unfaced concrete masonry units (CMU), and chain link are not permitted, except as required for wetlands or other sensitive areas. (Ord. 15-03 §§1, 2)

**18.660.070 Planned Developments**

The requirements of Chapter 18.350 shall apply to all planned developments in River Terrace, except as modified below.

- A. Density Calculation. To encourage development that is consistent with the design concept for River Terrace Boulevard, the River Terrace Community Plan, and the building design standards in this chapter, planned developments in River Terrace may limit the land dedicated for public or private rights-of-way, including tracts for vehicle access, to 20% of gross site acreage for the purpose of calculating net development area and density as described in paragraphs 18.715.020.A.3 and 4.

- B. Development Standards. The provisions of the underlying base zone(s) shall apply except as modified by this section. The specific development standards contained in subsection 18.350.060.C shall not apply. The following specific development standards shall apply in their place.
1. Lot Dimensions. The minimum lot area and lot width standards of the underlying base zone shall not apply to any lots, including those lots abutting right-of-way, with the following exception: Lots along the eastern and northern perimeter of the River Terrace Plan District abutting existing residential development, or residentially-zoned land that is undeveloped or is in an easement or tract, shall meet the minimum lot area and lot width standards of the underlying base zone.
  2. Building Height. The maximum building height standard of the underlying base zone shall not apply to any building on any lot, including those lots abutting right-of-way, with the following exception: Buildings on lots along the eastern and northern perimeter of the River Terrace Plan District abutting existing residential development, or residentially-zoned land that is undeveloped or is in an easement or tract, shall be set back one additional foot for every two feet of height above the maximum height allowed on the side of the lot abutting the perimeter.
  3. Setbacks. The setback standards of the underlying base zone shall not apply to any building on any lot, including those lots abutting right-of-way, except as follows:
    - a. All buildings on lots along the eastern and northern perimeter of the River Terrace Plan District abutting existing residential development, or residentially-zoned land that is undeveloped or is in an easement or tract, shall meet the setback standard of the underlying base zone or the abutting zone, whichever provides the greater setback, on the side of the lot abutting the perimeter. This standard may be met by proposing an open space tract between the proposed development and the abutting development or land.
    - b. All buildings shall meet the minimum requirements of the Oregon Specialty Codes and the Oregon Fire Code.
    - c. All garages and carports shall be set back a minimum of 20 feet on the side of the lot from which vehicle access is taken from a public right-of-way. If vehicle access is taken from a private street or alley, this setback may be reduced to zero feet where proper clearances for turning and backing movements are provided.
    - d. Where the applicant proposes to reduce the underlying base zone setbacks for buildings on lots not included in subparagraph a of this paragraph 3, the applicant shall specify the proposed setbacks on either a lot-by-lot or area-wide basis.
  4. Planning Commission Discretion. The Planning Commission may approve a smaller perimeter lot and/or a lesser perimeter setback where the applicant demonstrates that a smaller lot or lesser setback will have no greater impact on abutting development or land than the minimum standards for perimeter lots described above in paragraphs 1 through 3 of this subsection B.
- C. Private Outdoor Area—Residential Use. The private outdoor area requirements of paragraph 18.350.070.D.5 shall only apply to multifamily development.
- D. Shared Outdoor Recreation and Open Space Facility Areas—Residential Use. The shared outdoor recreation and open space requirements of paragraph 18.350.070.D.6 shall only apply to multifamily development.

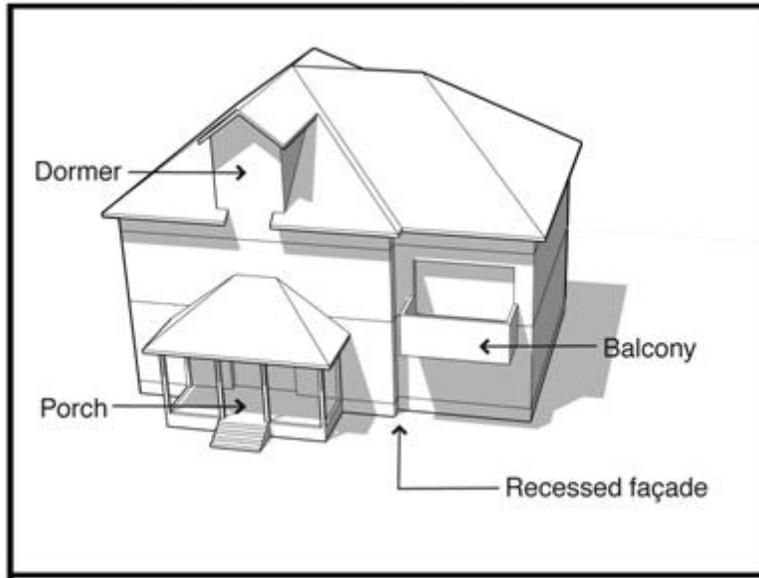
- E. Shared Open Space Facilities. The shared open space facility requirements of paragraph 18.350.070.D.13 shall not apply. In lieu of these requirements, the following open space requirements and development enhancements shall apply. These requirements are intended to provide the community with added benefits that are consistent with the overall development vision for River Terrace as described in the River Terrace Community Plan and River Terrace Park System Master Plan Addendum.
1. The development shall provide parks, trails, and/or open space that:
    - a. Meets a need for neighborhood parks, linear parks, open space, and/or trails that is identified in the River Terrace Park System Master Plan Addendum with respect to both location and the plan's level of service standard; and
    - b. Will be dedicated to the public if the proposal is for a neighborhood park, linear park, or trail.
  2. The development shall include at least three of the following development enhancements:
    - a. Trails or paths that augment the public sidewalk system and facilitate access to parks, schools, trails, open spaces, commercial areas, and similar destinations. Trails and paths shall meet all applicable ADA standards and be dedicated to the public or placed in a public access easement. Trails and paths in a public access easement shall be maintained by a homeowner association.
    - b. Nature trails along or through natural resource areas or open spaces. Trails through protected natural resource areas must obtain all necessary approvals and meet all applicable development standards. Trails shall meet all applicable ADA standards and be dedicated to the public or placed in a public access easement. Trails in a public access easement shall be maintained by a homeowner association.
    - c. Trails, paths, or sidewalks that provide direct access to a public park or recreation area that is no further than one-quarter mile from the development site. Trails and paths shall meet all applicable ADA standards and be dedicated to the public or placed in a public access easement. Trails and paths in a public access easement shall be maintained by a homeowner association.
    - d. Intersection treatments that are acceptable to the City Engineer and that elevate the pedestrian experience through art, landscaping, signage, enhanced crossings, and/or other similar treatments.
    - e. High-quality architectural features on attached and detached single-family dwelling units and duplexes that meet the building design standards in subsection I of this section.
  3. For those properties abutting Roy Rogers Road or River Terrace Boulevard, one or more of the following enhancements may be provided in lieu of one or more of the enhancements listed in paragraph 2 of this subsection E:
    - a. Long-term maintenance plan administered by a homeowner association that is acceptable to the applicable road authority for any proposed and/or required landscaping in or adjacent to the Roy Rogers Road or River Terrace Boulevard right-of-way that is not part of a stormwater management facility.

- b. High-quality visual and noise buffer along Roy Rogers Road that includes both a vegetative and solid barrier component outside of the public right-of-way.
  - c. Park facilities in the River Terrace Trail corridor, including, but not limited to, benches, picnic tables, lighting, and/or small playground areas (i.e., tot lots or pocket parks). Provision of such facilities may allow the applicant to count the trail corridor as a linear park facility, thus contributing to meeting the city's level of service standards in the River Terrace Park System Master Plan Addendum for both linear parks and trails. The public works director shall determine whether the proposed facilities elevate the trail corridor to a linear park facility.
- F. Open Space Conveyance. The standards of paragraph 18.350.070.D.14 shall apply to the conveyance of open space in River Terrace. The standards of subsection 18.810.080.B shall not apply.
- G. Street Design Standards. The standards of Chapter 18.810 shall apply in addition to the specific provisions for public skinny streets, private streets, and private alleys in subsections 18.660.080.D and E.
- H. Phased Development. The provision for phased development allowed by paragraph 18.350.030.D.1 is modified as follows to clarify the total time period allowed for developing a site in phases: Any additional required land use approvals shall be obtained, e.g., partition or subdivision, and a complete building permit application(s) for the final proposed phase of development shall be submitted to the city within seven years of the detailed development plan approval in order to be issued under the original approval.
- I. Design Standards for Single-Family Dwelling Units and Duplexes. The following design standards apply only when the applicant chooses to provide them under subparagraph E.2.e of this section or where otherwise specified in this chapter.

These standards apply to attached and detached single-family dwelling units and duplexes. They are intended to promote architectural detail, human-scale design, street visibility, and privacy of adjacent properties, while affording flexibility to use a variety of architectural styles. The graphics provided are intended to illustrate how development could comply with these standards and should not be interpreted as requiring a specific architectural style. An architectural feature may be used to comply with more than one standard.

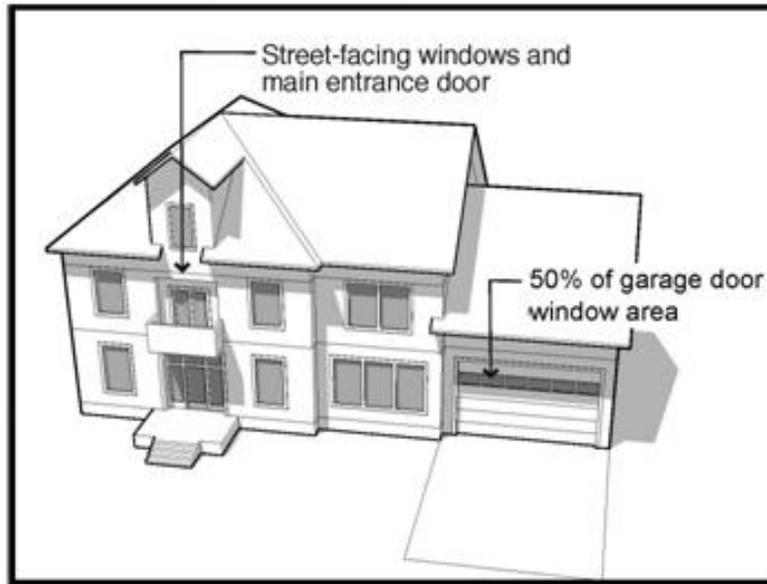
- 1. Articulation. All buildings shall incorporate design elements that break up all street-facing façades into smaller planes as follows. See Figure 18.660.2 below for an illustration of articulation.

**Figure 18.660.2: Building Articulation**



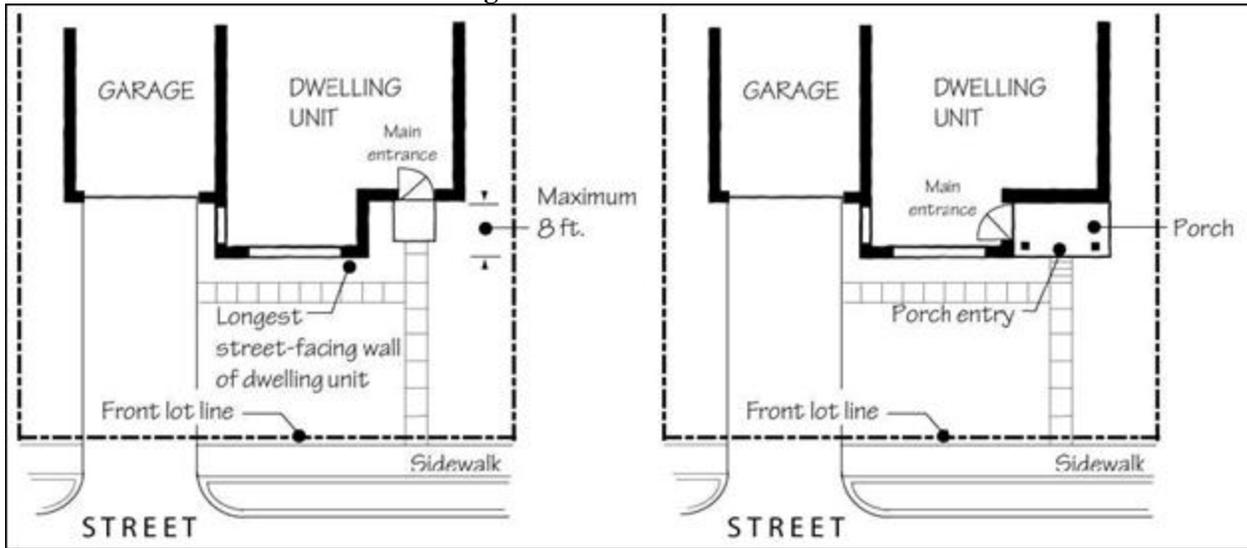
- a. This standard does not apply to buildings on lots that have less than 30 feet of street frontage.
  - b. For buildings on lots with 30 to 60 feet of street frontage, a minimum of one of the following elements shall be provided on each street-facing façade that has 30 to 60 feet of street frontage.
    - i. A porch that is at least five feet deep.
    - ii. A balcony that is at least two feet deep and is accessible from an interior room.
    - iii. A window that projects at least two feet from the street-facing façade and is at least five feet wide (e.g., bay window).
    - iv. A vertical wall section that is offset by at least two feet from the street-facing façade and is at least six feet wide.
    - v. A gabled dormer.
  - c. For buildings on lots with over 60 feet of street frontage, a minimum of one additional element from subparagraph b of this paragraph 1 shall be provided for every 30 feet of street frontage over 60 feet, on each street-facing façade that has over 60 feet of street frontage. Elements shall be distributed along the length of the façade so that there is no more than 30 feet between elements.
2. Eyes on the Street. At least 12% of the area of each street-facing façade must include windows or entrance doors. See Figure 18.660.3 below for an illustration of eyes on the street. Street-facing façade is defined as the aggregate area of all vertical exterior walls measured from top of finished floor at lowest level to top plate or roof eave at highest level, including areas of exterior walls above top plate or roof eave, such as areas within gables, dormers, and clerestories.

**Figure 18.660.3: Eyes on the Street**



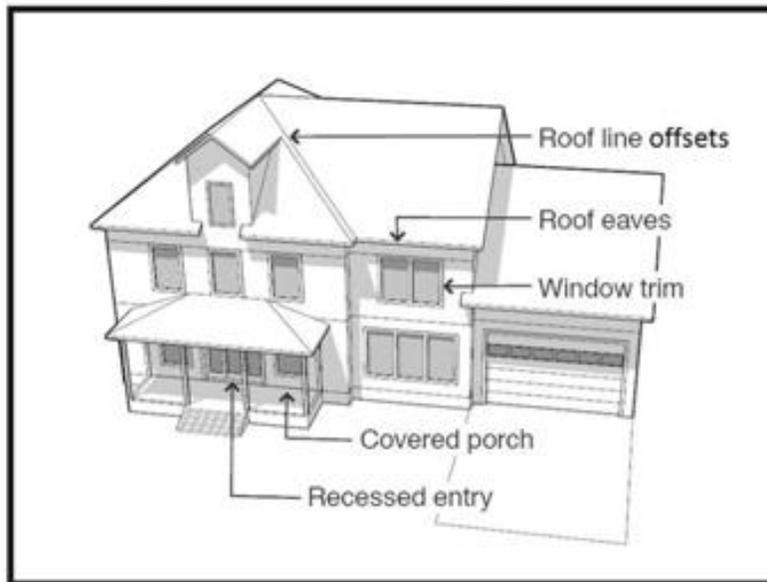
- a. Windows. Window area is the aggregate area of each window unit measured around the visible perimeter of the window, including the outer window frame and any interior grids, mullions, or transoms.
    - i. Wall Windows. All of the window area in a street-facing façade wall, including the side wall of a garage, may count toward meeting this standard provided that the windows are transparent and allow views from the building to the street. Glass blocks and privacy windows in bathrooms do not count toward meeting this standard.
    - ii. Garage Door Windows. Half of the window area in the door(s) of an attached garage may count toward meeting this standard.
  - b. Entrance Doors. Door area is considered the portion of the door that moves. Door frames do not count toward this standard. Entrance doors used to meet this standard must be parallel to the street or at an angle that is no more than 45 degrees from the street.
3. Entrances. At least one entrance must meet both of the following standards. See Figure 18.660.4 below for an illustration of entrances. The entrance must be:
- a. Set back no further than eight feet beyond the longest street-facing wall of the building; and
  - b. Parallel to the street, at an angle that is no more than 45 degrees from the street, or open onto a porch. If the entrance opens onto a porch, the porch must meet the following standards:
    - i. Have a minimum area of 25 square feet and a minimum depth of five feet, and
    - ii. Have at least one porch entry facing the street, and
    - iii. Have a roof that is no more than 12 feet above the floor of the porch, and
    - iv. Have a roof that covers at least 30% of the porch area.

**Figure 18.660.4: Entrances**



4. Detailed Design. All buildings shall include at least five of the following elements on all street-facing façades. See Figure 18.660.5 below for an illustration of detailed design elements.
  - a. Covered porch: a minimum depth of five feet, as measured horizontally from the face of the building wall, and a minimum width of five feet.
  - b. Recessed entry area: A minimum depth of two feet, as measured horizontally from the face of the building wall, and a minimum width of five feet.

**Figure 18.660.5: Detailed Design Elements**

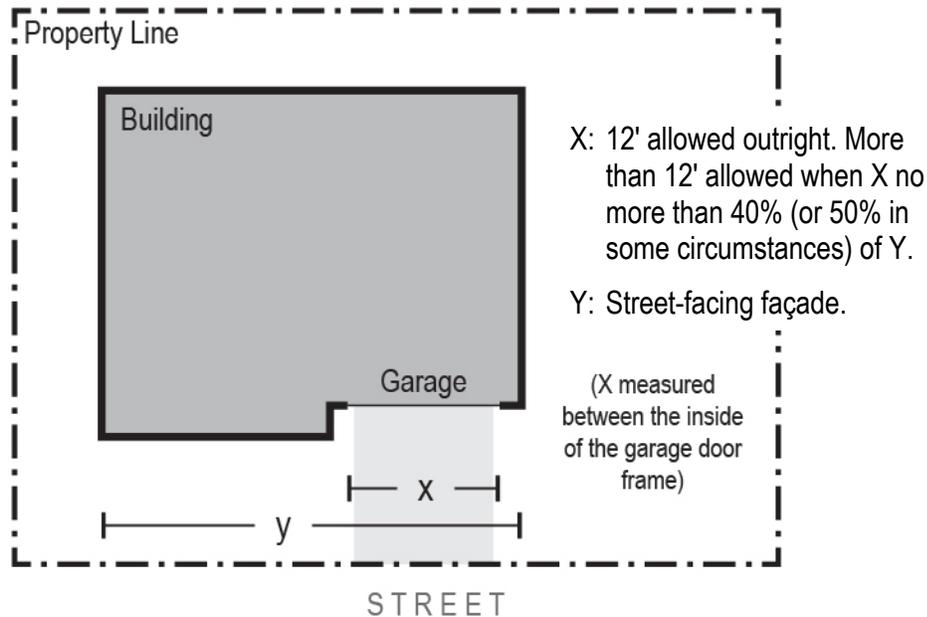


- c. Wall offset: a minimum offset of 16 inches from one exterior wall surface to the other.
- d. Dormer: a minimum width of four feet that is integrated into the roof form.

- e. Roof eave: a minimum projection of 12 inches from the intersection of the roof and the building walls.
  - f. Roof offset: a minimum offset of two feet from the top surface of one roof to the top surface of the other.
  - g. Roof shingles: tile or wood shingle roofing material.
  - h. Roof design: gable roof, hip roof, or gambrel roof design.
  - i. Roof pitch: one roof pitch of at least 500 square feet in area that is sloped to face the southern sky and has its eave line oriented within 30 degrees of the true north/south axis.
  - j. Horizontal lap siding: a minimum visible lap width of three to seven inches once installed. The siding material must be wood, fiber-cement, or vinyl to meet this standard.
  - k. Accent siding: brick, cedar shingles, stucco, or other accent material that covers a minimum of 40% of the street-facing façade.
  - l. Window trim: a minimum width of two and one-half inches and a minimum depth of five-eighths inches around all street-facing windows.
  - m. Window recess: a minimum depth of three inches, as measured horizontally from the face of the building wall, for all street-facing windows except where a bay window is proposed that meets the standard in subparagraph n of this paragraph 4.
  - n. Window projection (e.g., bay window): a minimum depth of two feet, as measured horizontally from the face of the building wall, and a minimum width of five feet.
  - o. Balcony: a minimum depth of three feet and a minimum width of five feet that is accessible from an interior room.
  - p. Attached garage: thirty-five percent or less of the street-facing façade width, as measured between the inside of the garage door frame.
5. Garages and Carports. These standards are intended to prevent garages from obscuring or dominating the street-facing façade of residential buildings. See Figure 18.660.6 below for an illustration of garage door width.
- a. Garage Setback. A garage or carport shall be no closer to the front or side lot line than the longest street-facing wall of the building that encloses living area, except as follows:
    - i. A garage or carport may extend up to five feet in front of the longest street-facing wall if there is a covered front porch and the garage or carport does not extend beyond the front of the porch.
    - ii. A garage or carport may extend up to five feet in front of the longest street-facing wall where the garage is part of a two-story building and there is a window on the second story above the garage that faces the street with a minimum area of 12 square feet.

- b. **Garage Door Width.** The width of a garage door is the width of the opening as measured from inside the garage door frame.
  - i. A dwelling is allowed one 12-foot-wide garage door, regardless of the total width of the street-facing façade.
  - ii. A dwelling may have a garage door wider than 12 feet provided that it does not exceed 40% of the total width of the street-facing façade on which the garage door is located.
  - iii. The maximum allowed garage door width may be increased to 50% of the total width of the street-facing façade provided that a total of seven detailed design elements from paragraph 4 of this subsection I are included on the street-facing façade on which the garage door is located.
- c. **Garage Orientation.** A garage may face the front or side lot line on a corner lot provided that the eyes on the street standard in paragraph 2 of this subsection I is met for both street-facing façades.

**Figure 18.660.6: Garage Door Width**

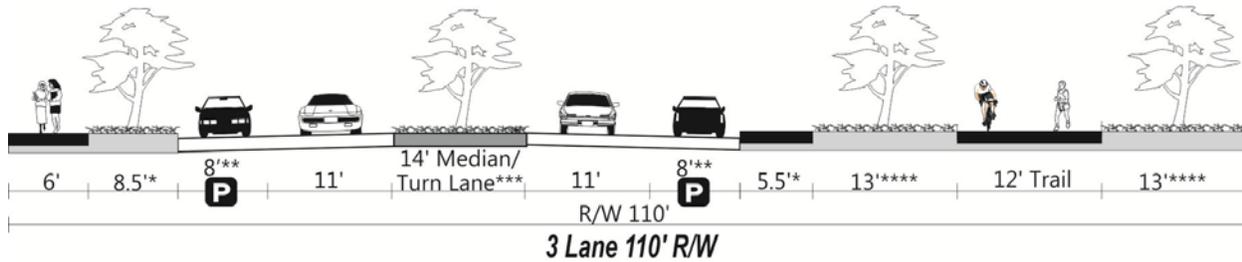


(Ord. 15-03 §§1, 2)

**18.660.080 Street Design**

- A. River Terrace Boulevard. The following street design standards apply to River Terrace Boulevard as shown in Figure 18.660.7 below. The general location of River Terrace Boulevard is shown on Map 18.660.B, which is located at the end of this chapter.

**Figure 18.660.7: River Terrace Boulevard Cross-Section**



\* Includes 0.5' curb

\*\* Interspersed with 6' landscape strip extensions

\*\*\* Includes 2' clearance from travel lanes and 0.5' curb on both sides

\*\*\*\* 26' minimum width of landscaping unequally distributed on both sides of the trail

1. Design Standards for River Terrace Boulevard. Right-of-way width shall be 110 feet, plus additional right-of-way as needed for slopes, retaining walls, etc. Right-of-way and improvement widths may be reduced to lessen impacts on protected natural resource areas. Right-of-way and improvement widths may also be reduced where the city determines that on-street parking adjacent to the trail corridor is not feasible or necessary or where a reduction is otherwise in the public interest as described in the River Terrace Community Plan, River Terrace Transportation System Plan Addendum, or River Terrace Park System Master Plan Addendum. Given the unique nature of this street, the public works director, in consultation with the community development director, shall determine the final alignment, right-of-way width, and improvement widths using the following standards as guidelines unless the applicant requests a formal adjustment through a Type II procedure, as governed by Section 18.390.040 and using approval criteria from paragraph 18.370.020.C.9. All landscaped areas shall meet the Public Improvement Design Standards for River Terrace Boulevard.

a. Sidewalks.

- i. With or without on-street parking, and not adjacent to trail corridor: six-foot minimum width.
- ii. With on-street parking, and adjacent to trail corridor: five and one-half-foot minimum width (includes one-half-foot curb).
- iii. Without on-street parking, and adjacent to trail corridor: no sidewalk required.

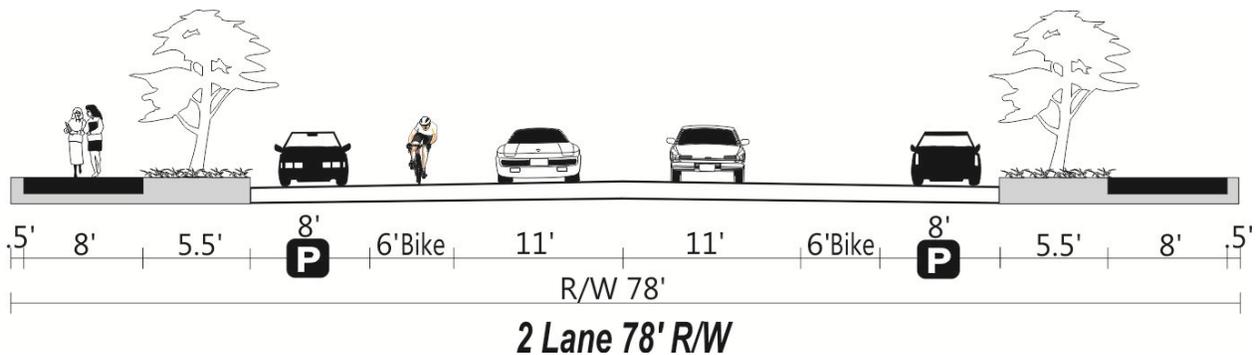
b. Landscape Strips.

- i. With or without on-street parking, and not adjacent to trail corridor: eight and one-half-foot minimum width (includes one-half-foot curb).
- ii. With on-street parking, and adjacent to trail corridor: no landscape strip required.
- iii. Without on-street parking, and adjacent to trail corridor: eight and one-half-foot minimum width (includes one-half-foot curb) between travel lane and trail. This width may also be used to meet the trail corridor landscaping requirement in subparagraph f.ii of this paragraph 1.

- c. Bike Facilities. Accommodated within trail corridor described in subparagraph f of this paragraph 1.
- d. On-Street Parking. Eight-foot minimum width where provided, interspersed with six-foot minimum width landscape strip extensions.
- e. Travel Lanes.
  - i. Through lanes: one 11-foot travel lane in each direction.
  - ii. Median: fourteen feet between travel lanes to be used for landscaping, pedestrian crossing refuge, or left-turn lane (includes two-foot clearance from travel lanes and one-half-foot curb on both sides).
  - iii. Left-turn lane: eleven-foot minimum width where left turns are allowed, as determined by the city engineer.
- f. Trail Corridor. Thirty-eight feet minimum width on one side of the street.
  - i. Trail: twelve feet minimum width of paving.
  - ii. Trail corridor landscaping: twenty-six feet minimum width of landscaping unequally distributed on both sides of the trail to facilitate trail curvature. This width may be reduced if adjacent to a public park or other open space easement or tract and may be used for stormwater management purposes with the approval of the city engineer.
- g. Required Street Lighting. Intersection safety lighting and basic street lighting per Public Improvement Design Standards.
- h. Vehicle Access. See paragraph 18.660.060.B.4.

B. Commercial Collector. The following street design standards apply to the commercial collector as shown in Figure 18.660.8 below. These standards apply to the collector street located in the community commercial zone as shown on the city’s zoning map. The general location of the commercial collector is shown on Map 18.660.B, which is located at the end of this chapter.

**Figure 18.660.8: Commercial Collector Cross-Section**



1. Design Standards for Commercial Collector. Right-of-way width shall be 78 feet, plus additional right-of-way as needed for slopes, retaining walls, etc. Right-of-way and improvement widths

may be reduced to lessen impacts on protected natural resource areas. Right-of-way and improvement widths may also be reduced where the city determines that a reduction is in the public interest as described in the River Terrace Community Plan, River Terrace Transportation System Plan Addendum, or River Terrace Park System Master Plan Addendum. The city engineer shall determine the final alignment, right-of-way width, and improvement widths using the following standards as guidelines unless the applicant requests a formal adjustment through a Type II procedure, as governed by Section 18.390.040 and using approval criteria from paragraph 18.370.020.C.9.

- a. Sidewalks. Eight-foot minimum width on both sides of the street.
  - b. Landscape Strips/Furnishing Zones/Tree Wells. Five and one-half-foot minimum width on both sides of the street (includes one-half-foot curb).
  - c. Bike Facilities. Six-foot minimum width bike lanes on both sides of the street.
  - d. On-Street Parking. Eight-foot minimum width on both sides of the street.
  - e. Travel Lanes.
    - i. Through lanes: one 11-foot lane in each direction.
    - ii. Left-turn lane: eleven-foot minimum width where left turns are allowed, as determined by the city engineer.
  - f. Required Street Lighting. Intersection safety lighting, basic street lighting, and pedestrian-scale lighting.
  - g. Pedestrian Street Crossings. Curb extensions shall be provided at all pedestrian street crossings (midblock or at intersections) unless the city engineer finds it is in the public interest not to require curb extensions (e.g., to facilitate truck turning movements).
- C. Arterial Streets. The following street design standards apply to the arterial streets in the River Terrace Plan District as shown on Map 18.660.B, which is located at the end of this chapter. [PLACEHOLDER FOR ROY ROGERS ROAD AND SCHOLLS FERRY ROAD CROSS SECTIONS]
- D. Public Skinny Streets and Private Streets. Development sites that have public street frontage on an arterial street upon which they cannot take vehicle access shall take access from a private street that meets city standards or from another public street that, at a minimum, meets the skinny street option as shown in Figure 18.810.6.B. Private street standards are established by the city engineer pursuant to subsection 18.810.030.T.
1. The skinny street option in Figure 18.810.6.B may be used:
    - a. Regardless of the expected number of vehicles per day; and
    - b. When the applicant can demonstrate that the development fronting the proposed skinny street meets the on-street parking standards in Section 18.660.100; and
    - c. When the proposed skinny street is located in a planned development.

2. A private street option may be used:
  - a. When the applicant can demonstrate that a public street option is not appropriate for the development being proposed and/or is not practicable due to topography or other natural constraints associated with the specific development site; and
  - b. When the applicant can demonstrate that the proposed private street design provides safe and convenient vehicle and pedestrian connections to the public street network; and
  - c. When the applicant can demonstrate that the development fronting the proposed private street meets the on-street parking standards in Section 18.660.100; and
  - d. When the proposed private street is located in a planned development; and
  - e. When the proposed private street will be managed by a homeowner association into perpetuity. For each private street there shall be a legal recorded document that includes the following at a minimum:
    - i. A legal description, and
    - ii. Ownership, and
    - iii. Use rights, including responsibility for enforcement, and
    - iv. A maintenance agreement, including an allocation or method of determining liability for a failure to maintain.
3. Private streets that are proposed in locations other than those described in paragraph 2 of this subsection D shall meet all of the standards in subsection 18.810.030.T.
4. Adjustments to any of these standards shall be processed by means of a Type II procedure, as governed by Section 18.390.040, using approval criteria from paragraph 18.370.020.C.9.
- E. Private Alleys. Development sites that have public street frontage on a local street, neighborhood route, or collector street may choose to provide vehicle access through a private alley provided that the alley meets all of the standards below and in subsection 18.810.030.R. Adjustments to any of these standards shall be processed by means of a Type II procedure, as governed by Section 18.390.040, using approval criteria from paragraph 18.370.020.C.9.
  1. The proposed alley is located in a tract for private access purposes; and
  2. The proposed alley is managed by a homeowner association into perpetuity. For each alley there shall be a legal recorded document that includes the following at a minimum:
    - a. A legal description; and
    - b. Ownership; and
    - c. Use rights, including responsibility for enforcement; and

- d. A maintenance agreement, including an allocation or method of determining liability for a failure to maintain. (Ord. 15-03 §§1, 2)

#### **18.660.090 Street Connectivity**

- A. Street Alignment and Connections. In addition to the exceptions already allowed in subsection 18.810.030.H, the following exceptions shall also apply to development in River Terrace.
  1. For development sites located on the side of the River Terrace Boulevard right-of-way with the trail corridor, an additional exception to the street spacing requirement is allowed and encouraged to minimize the number of trail crossings, provided that there are bicycle and pedestrian connections in public easements or rights-of-way a minimum of every 330 feet.
  2. For public or private school sites, an additional exception to the street spacing requirement is allowed, provided that there is adequate internal circulation for pedestrians, cyclists, and vehicles within and through the site and a sufficient number and distribution of public access points from the site to public streets, sidewalks, and trails as determined by the approval authority.
- B. Block Perimeter. The perimeter of blocks formed by streets shall not exceed a total of 1,600 feet measured along the centerline of the streets except where street location is precluded by natural topography, wetlands, significant habitat areas, bodies of water, pre-existing development, or an arterial or collector street along which the city has identified a need to minimize the number of intersections. (Ord. 15-03 §§1, 2)

#### **18.660.100 On-Street Parking**

- A. Applicability. In addition to the standards in Chapter 18.765 for off-street parking, the following on-street parking standards shall also apply to all residential single-family attached, single-family detached, and duplex development in River Terrace with individual off-street parking and vehicle access on a local street, neighborhood route, or private street or alley.
- B. Quantity Standards. All single-family and duplex development described in subsection A of this section shall provide the following number of on-street parking spaces:
  1. For a dwelling with one off-street parking space, a minimum of two on-street parking spaces shall be provided.
  2. For a dwelling with two off-street parking spaces, a minimum of one on-street parking space shall be provided.
  3. For dwellings with more than two off-street parking spaces, a minimum of one on-street parking space shall be provided for every two lots with more than two off-street parking spaces that are adjacent to each other.
- C. Dimensional Standards. Parking spaces shall be at least 20 feet in length. Parking spaces may not utilize street frontage that contains a driveway, driveway apron, crosswalk, congregate mailbox structure, or fire hydrant to meet the required dimensional standard.
- D. Location Standards. Required on-street parking spaces shall be provided within the development site and along the affected lot's street frontage by parallel parking, except as provided below.

1. All or some of the on-street parking spaces required in paragraphs B.1 through 3 of this section may be provided on a street frontage not associated with the affected lot provided that the required parking space(s) is located on the same block and within 200 feet of the affected lot.
2. All or some of the on-street parking spaces required in paragraphs B.1 through 3 of this section may be provided in parking courts that are interspersed throughout the development when all of the following standards are met:
  - a. A parking court shall contain no more than eight parking spaces.
  - b. A parking court shall be located within 200 feet of the affected lots.
  - c. Parking courts within the same block and on the same side of the street shall be separated by at least 200 feet of street frontage.
  - d. A parking court shall be paved and comply with all applicable grading and drainage standards in the TCDC.
  - e. A parking court shall have a landscape strip around its perimeter that is at least five feet wide and contains living ground cover and trees spaced every 15 to 40 feet on center. The ground cover shall include shrubs of an appropriate height to minimize headlight glare impacts on adjacent residential uses.
  - f. A parking court shall be illuminated. All lighting shall be shielded and directed away from adjacent residential uses.
  - g. A parking court that takes access on a public or private local street or alley may be designed to allow vehicle turning or backing movements within the street or alley. A parking court that takes access on a public neighborhood route may be designed to allow vehicle turning or backing movements within the public right-of-way with the approval of the city engineer.
  - h. All parking spaces in a parking court shall be clearly marked.
  - i. A parking court shall be privately owned and maintained by a homeowner association into perpetuity. For each parking court there shall be a legal recorded document that includes, at a minimum, the following:
    - i. A legal description; and
    - ii. Ownership; and
    - iii. Use rights, including responsibility for enforcement; and
    - iv. A maintenance agreement, including an allocation or method of determining liability for a failure to maintain.
  - j. No portion of a parking court, including landscaped areas, shall be used to satisfy any requirement for open space or recreation. Additionally, no paved portion of a parking court shall be used as a development's stormwater management facility where it would interfere with the use of the court for parking.

- k. A parking court shall be used solely for the parking of operable passenger vehicles.
- E. Adjustments. Adjustments to these standards shall be processed by means of a Type II procedure, as governed by Section 18.390.040, using approval criteria from subparagraph 18.370.020.C.6.a. (Ord. 15-03 §§1, 2)

**18.660.110 Temporary Sales Offices and Model Homes**

One temporary sales office and one or more model homes may be located and used prior to final plat approval when proposed by the applicant in conjunction with a preliminary plat application for a subdivision. Any such proposal and approval shall be processed in accordance with Section 18.785.030, meet the approval criteria in subsection 18.785.040.C, and comply with the provisions in this section. If the applicant does not propose a temporary sales office or model home in conjunction with a preliminary plat application for a subdivision, one or both may be proposed at a later date in accordance with Chapter 18.785.

A. Temporary Sales Office.

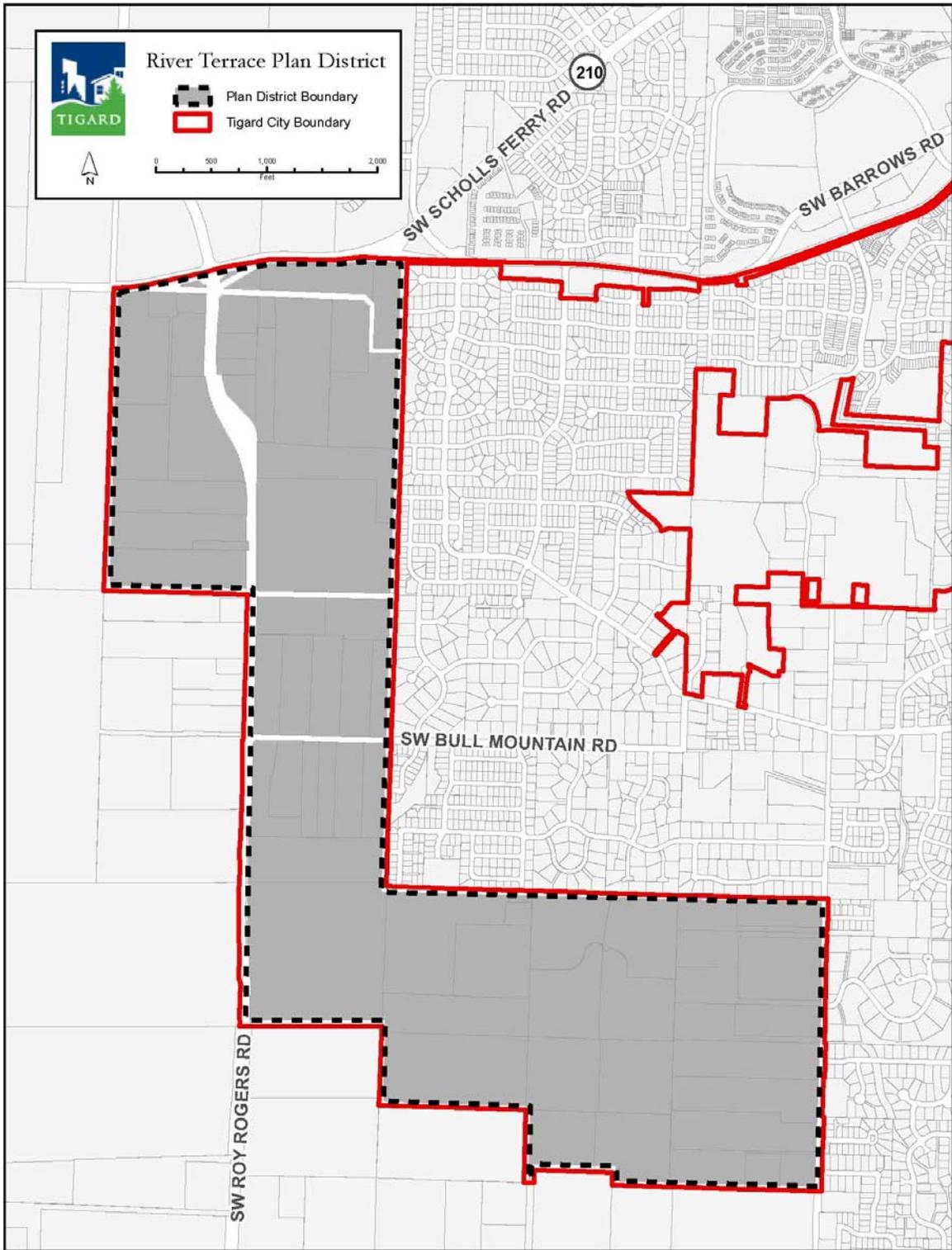
- 1. No more than one temporary sales office, not including a sales office in a model home, per subdivision may be approved for placement on a lot intended for a dwelling unit as shown on the preliminary plat.
- 2. Conditions of approval for a temporary sales office shall protect the public's health, safety, and welfare. Conditions of approval shall include, but are not limited to, the following:
  - a. Provision of adequate fire access and water supply, including fire hydrants.
  - b. Provision of safe and adequate pedestrian and vehicle access, including a sidewalk along the frontage of each sales office lot and curbs and the first lift of asphalt on all streets proposed to serve the sales office lot.
  - c. Installation of utilities within all streets proposed to serve the sales office lot.
  - d. Provision of adequate parking.
- 3. Any improvements to the property shall be designed and constructed so as to not preclude future use of the property as zoned.

B. Model Homes.

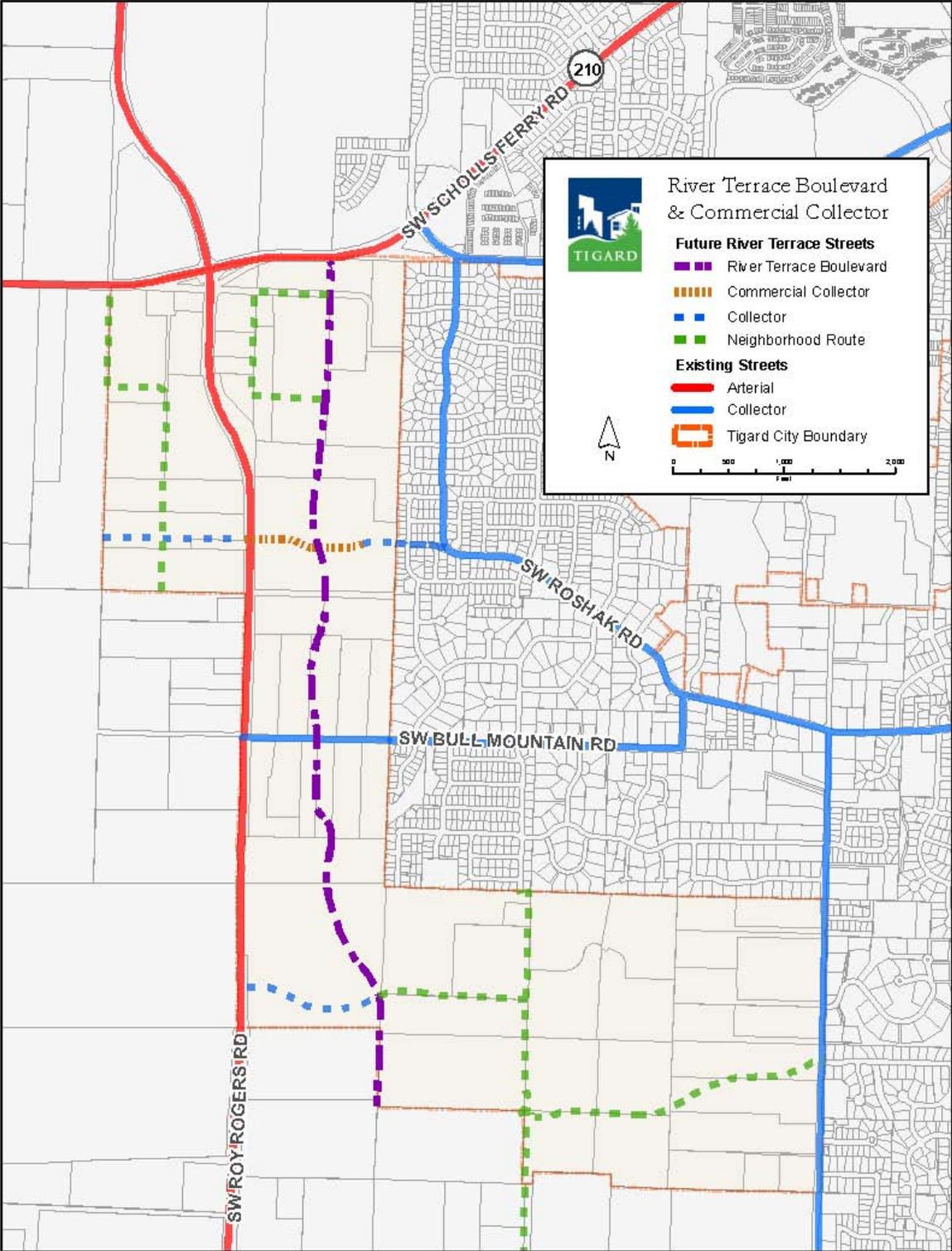
- 1. The number of model homes shall be limited to:
  - a. Three, or one for every six acres of land proposed for subdivision in a preliminary plat, whichever is greater, if the preliminary plat application is proposed in conjunction with a planned development application.
  - b. One, or one for every six acres of land proposed for subdivision in a preliminary plat, whichever is greater, if the preliminary plat application is not proposed in conjunction with a planned development application.

2. Conditions of approval for a model home shall protect the public's health, safety, and welfare. Conditions of approval shall include, but are not limited to, the following:
    - a. Provision of adequate fire access and water supply, including fire hydrants.
    - b. Provision of safe and adequate pedestrian and vehicle access, including a sidewalk along the frontage of each model home lot and curbs and the first lift of asphalt on all streets proposed to serve each model home lot.
    - c. Installation of utilities within all streets proposed to serve each model home lot.
    - d. Provision of adequate parking.
  3. Any improvement to the property shall be designed and constructed so as to not preclude full compliance with all applicable development standards upon final plat approval. The applicant bears the sole and complete risk of altering and/or relocating the model home prior to final plat approval if such actions are necessary for it to comply with all applicable development standards upon final plat approval.
  4. Each model home shall be located and constructed on a separate preliminary lot intended for a dwelling unit as shown on the preliminary plat and in conformance with all applicable development standards, including but not limited to: setbacks, lot coverage, height, façade design, and access. Nothing in this section shall be construed as recognizing the lot on which the model home is located as a final approved lot for any purpose. Nor shall the model home approval be the basis for a variance, exception, vested right or nonconforming use.
  5. No model home may be occupied except during established business hours and in no event shall be used as an overnight accommodation.
  6. One model home may be used as a temporary sales office in lieu of a temporary sales office approved in accordance with either subsection 18.660.110.A or subsection 17.785.020.C.
- C. Owner Authorization and Performance Bond. The temporary use application for the sales office and/or model home(s) shall include authorization from the owner, binding its successors and assigns, for the city to enter the property and take such actions as are necessary to demolish and remove any temporary sales office or model home that has been declared a nuisance pursuant to paragraph D.2 of this section. The applicant shall post a performance bond in favor of the city in an amount designated in the temporary use approval as a reasonable estimate of the cost sufficient for this purpose. The bond shall be released upon final plat approval.
- D. Removal of Model Home or Temporary Sales Office.
1. If final plat approval is not obtained prior to the lapse of the preliminary plat approval, each model home or temporary sales office shall be removed and the property restored and made safe by the applicant or owner. This shall occur no later than 60 days after the lapse of the preliminary plat approval in accordance with Section 18.430.030, including any approved extension.
  2. A model home or temporary sales office not removed in accordance with paragraph 1 of this subsection D shall be declared a nuisance. The city shall enter the property and abate the nuisance by taking such actions as are necessary to demolish and remove the structure(s) in accordance with the owner authorization and performance bond required in subsection C of this section.

Map 18.660.A: River Terrace Plan District Boundary



**Map 18.660.B: River Terrace Boulevard and Commercial Collector Location**



(Ord. 15-03 §§1, 2) ■