



WILSONVILLE TOWN CENTER PLAN



Planning Commission Work Session

August 8, 2018

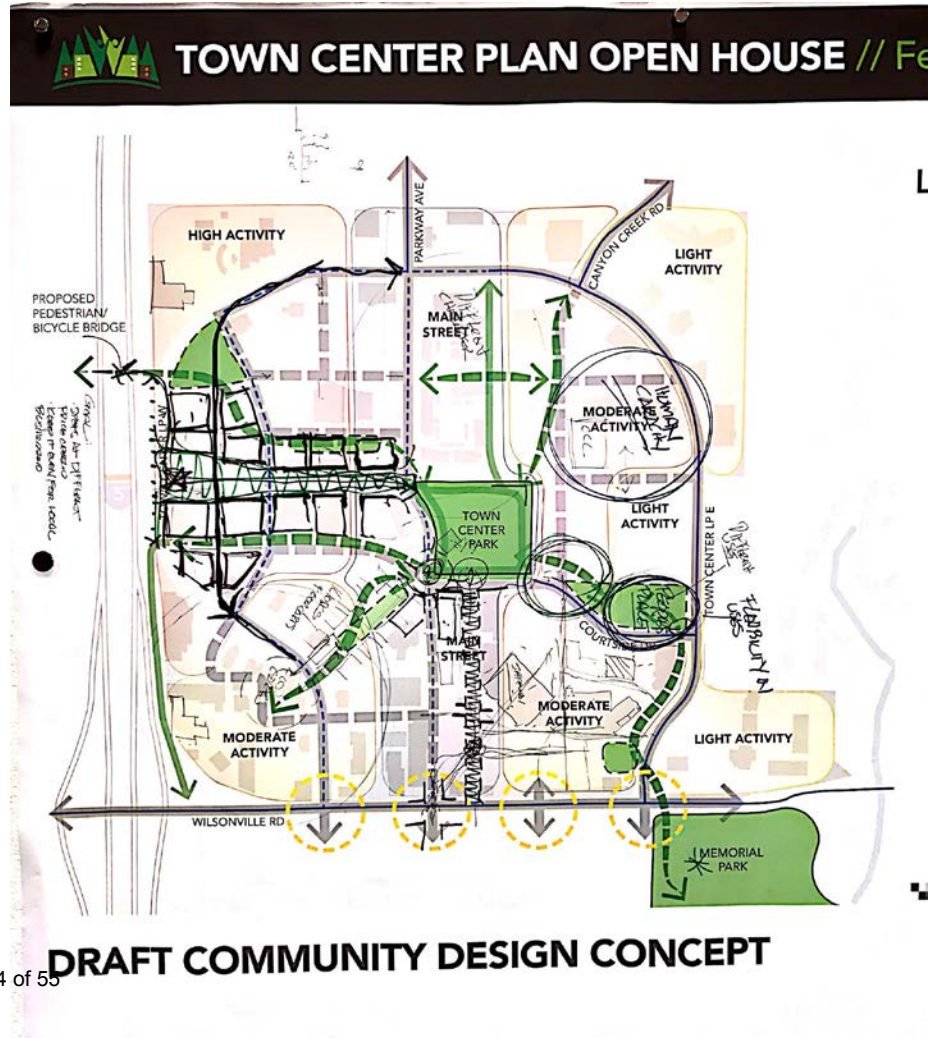
Community Concept: Update

Winter/Spring 2018

- Community Concept Open House
- Latino Family Night
- Online survey
- Out-and-about
- Question of the month
- Stakeholder meetings



Community Concept Open House



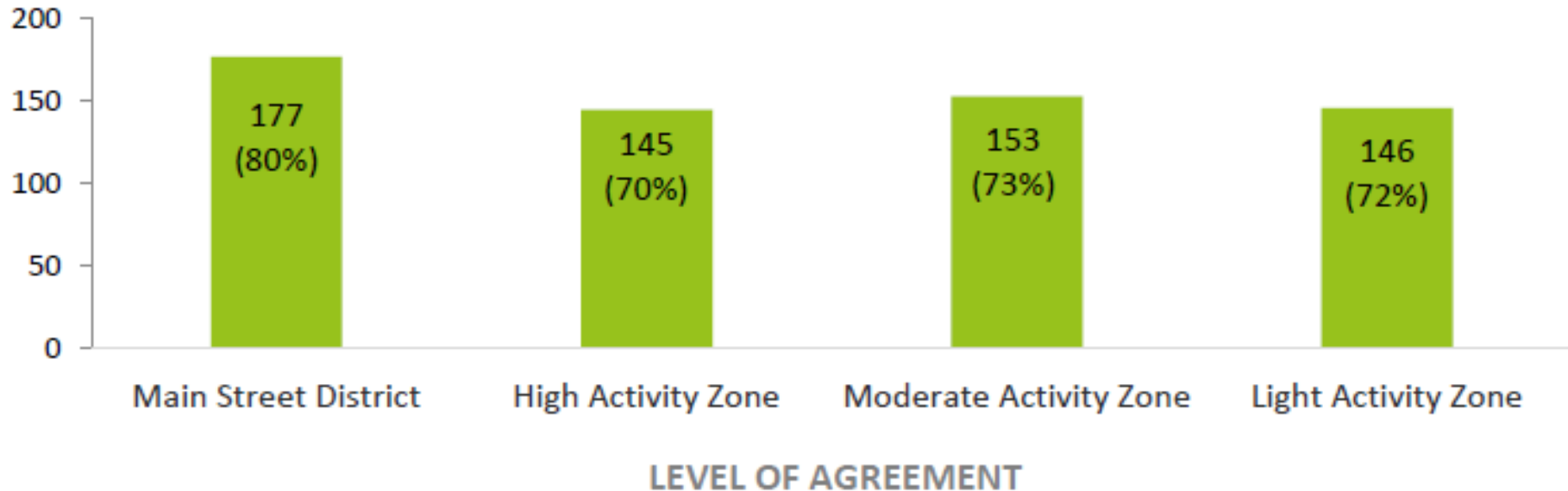
Latino Family Night



Online survey

Land Uses: Respondents who indicated "I agree" for each element of the proposed land use building block

NUMBER OF "RESPONDENTS"



Community supports...

- Main Street District
- Green links and multimodal transportation
- Mixed uses
- Retaining local business
- Ped/bike bridge connection and landing
- More activated public spaces
- Amenities for year-round pedestrian access

Community questions/concerns

- Bridge landing park type
- Modified Town Center Loop West
- Traffic congestion
- Parking
- Housing (both strong support and concerns)
- Need for transit

Community Concept

*Open space locations and sizes are approximate

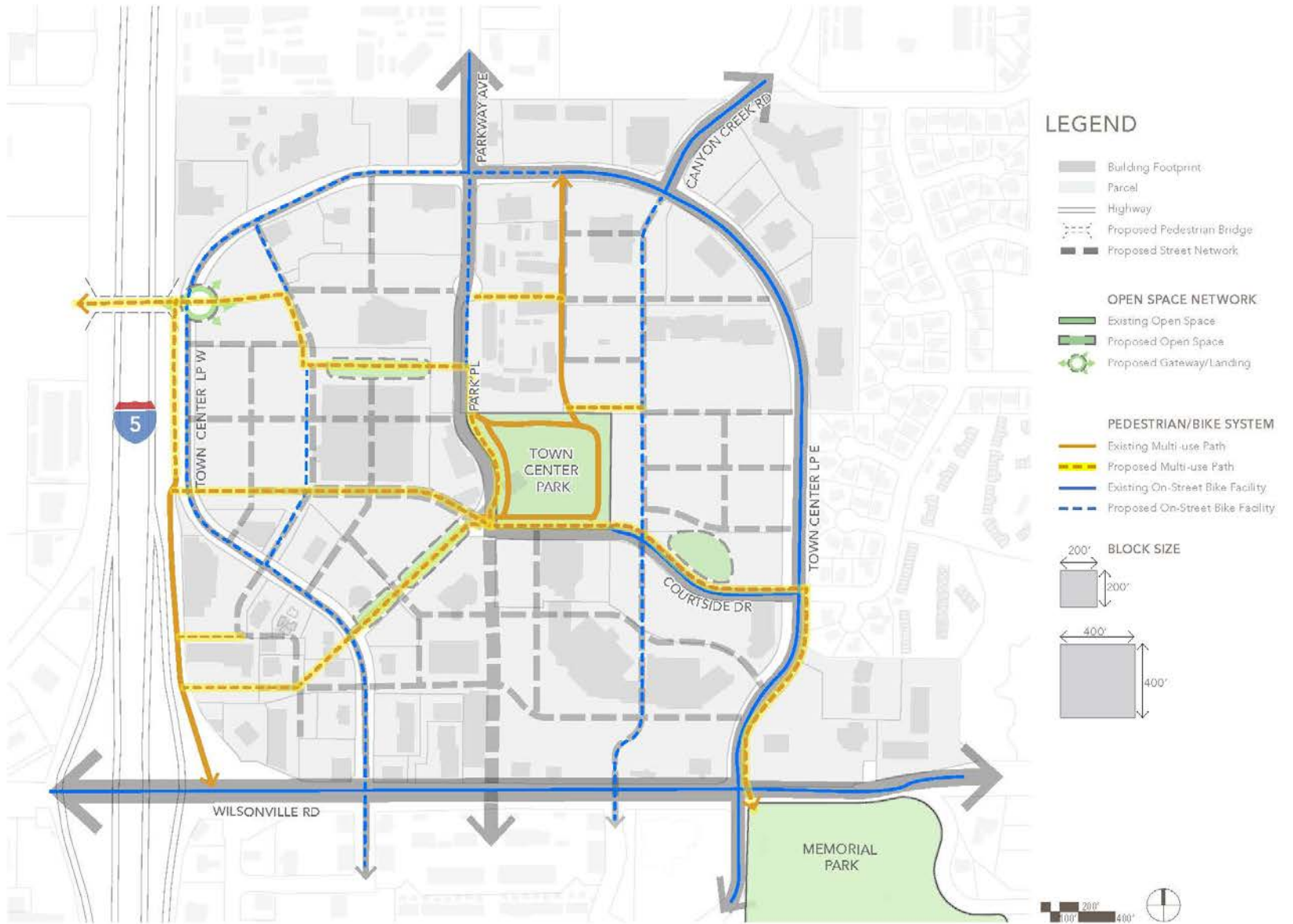


LEGEND

- Building Footprint
- Parcel
- Highway
- Proposed Pedestrian Bridge
- OPEN SPACE NETWORK**
- Existing Open Space
- Proposed Open Space
- Gateway/Landing

PROPOSED OPEN SPACE NETWORK





PROPOSED MULTI-MODAL NETWORK

*Open space locations and sizes are approximate



LEGEND

- Building Footprint
 - Parcel
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PROPOSED OPEN SPACE NETWORK



1" = 10'

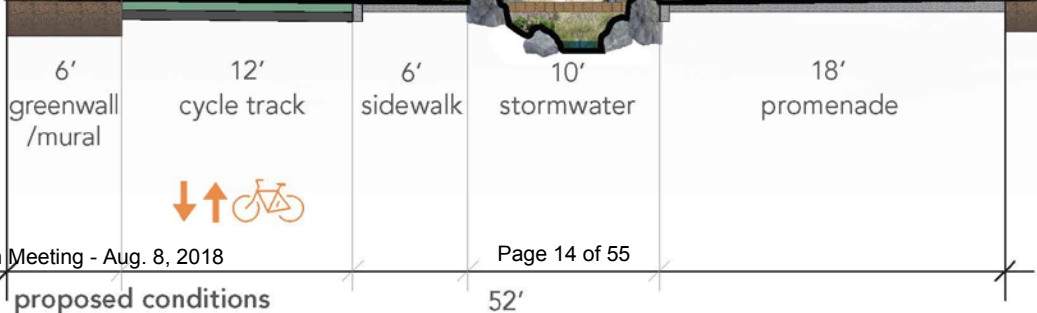
PROMENADE (PROPOSED) (LOOKING EAST)

existing theater



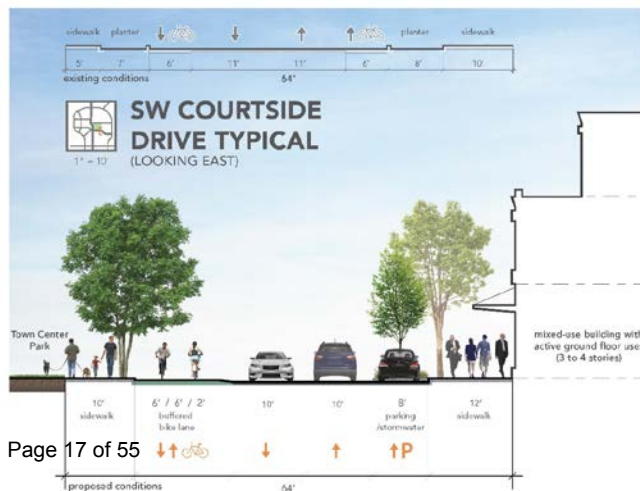
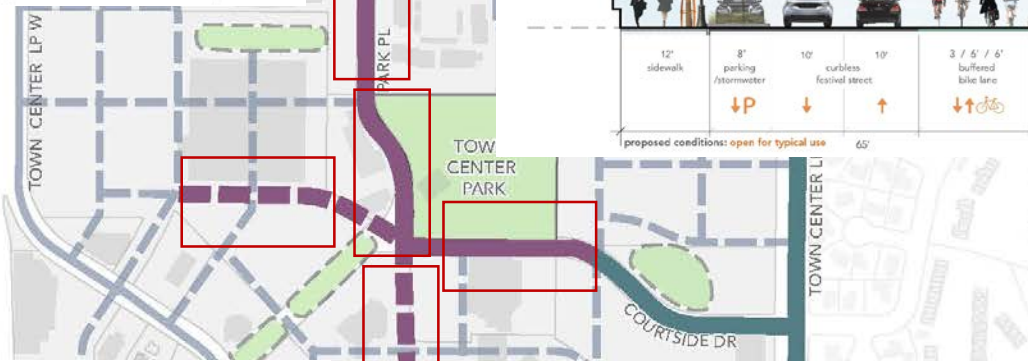
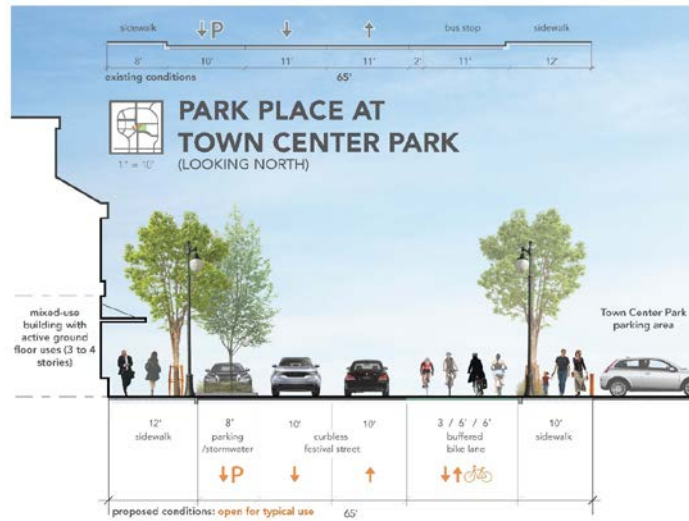
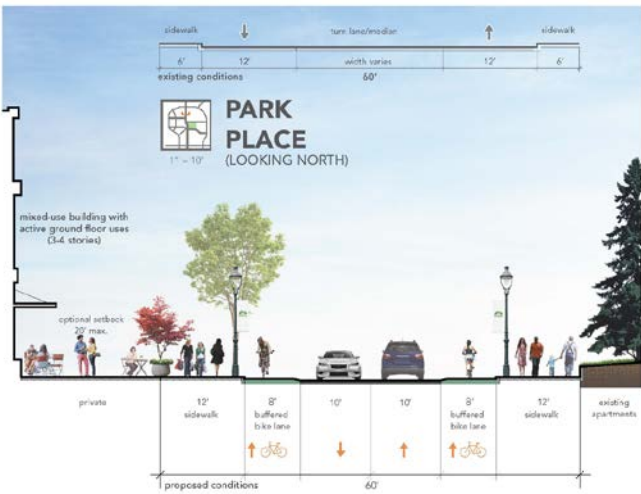
pedestrian crossing

mix of office, entertainment, hospitality, residential and civic uses (3 to 5 stories)



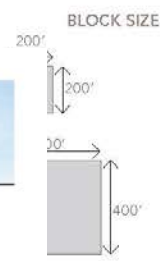






- Footprint
- Pedestrian Bridge
- Street
- Street Locations
- SPACE NETWORK
- Open Space
- Open Space
- Gateway/Landing

- Main Street
- Collector
- Minor Arterial
- Major Arterial

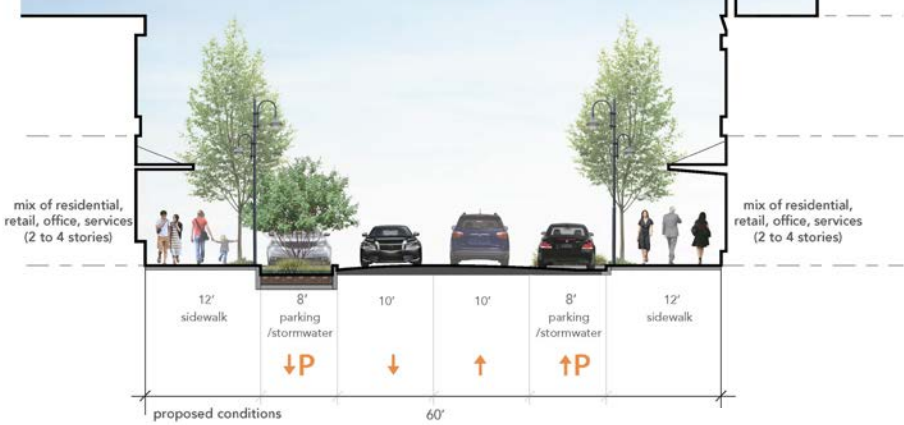


ETWOF



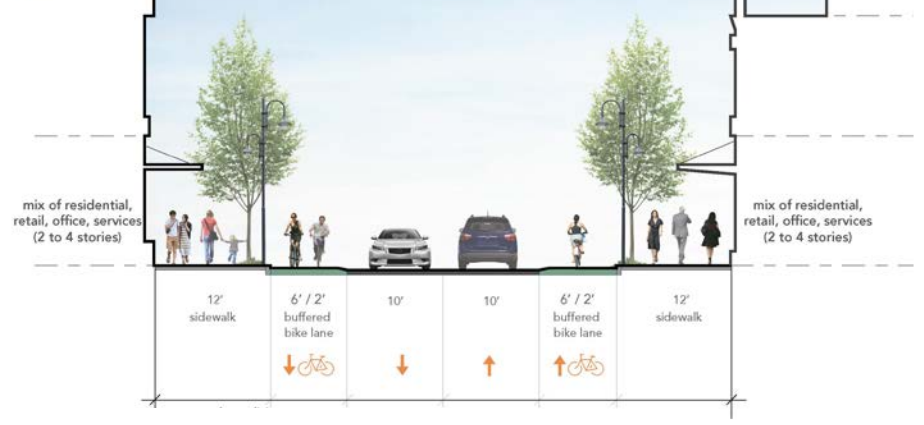
LOCAL STREET (OPTION 1)

1" = 10'



LOCAL STREET (OPTION 2)

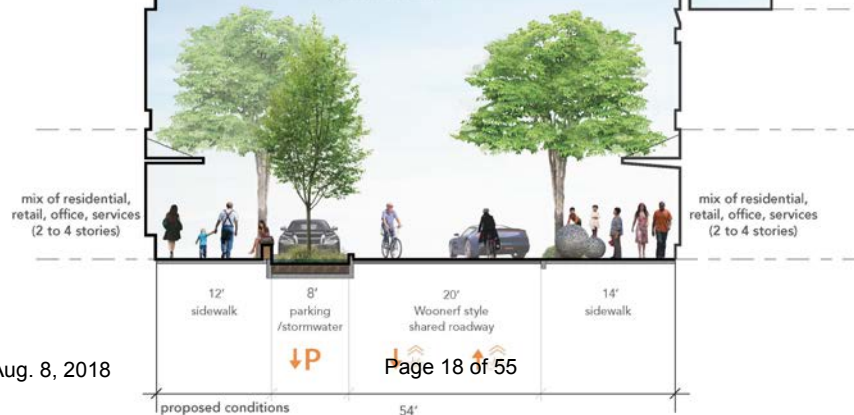
1" = 10'



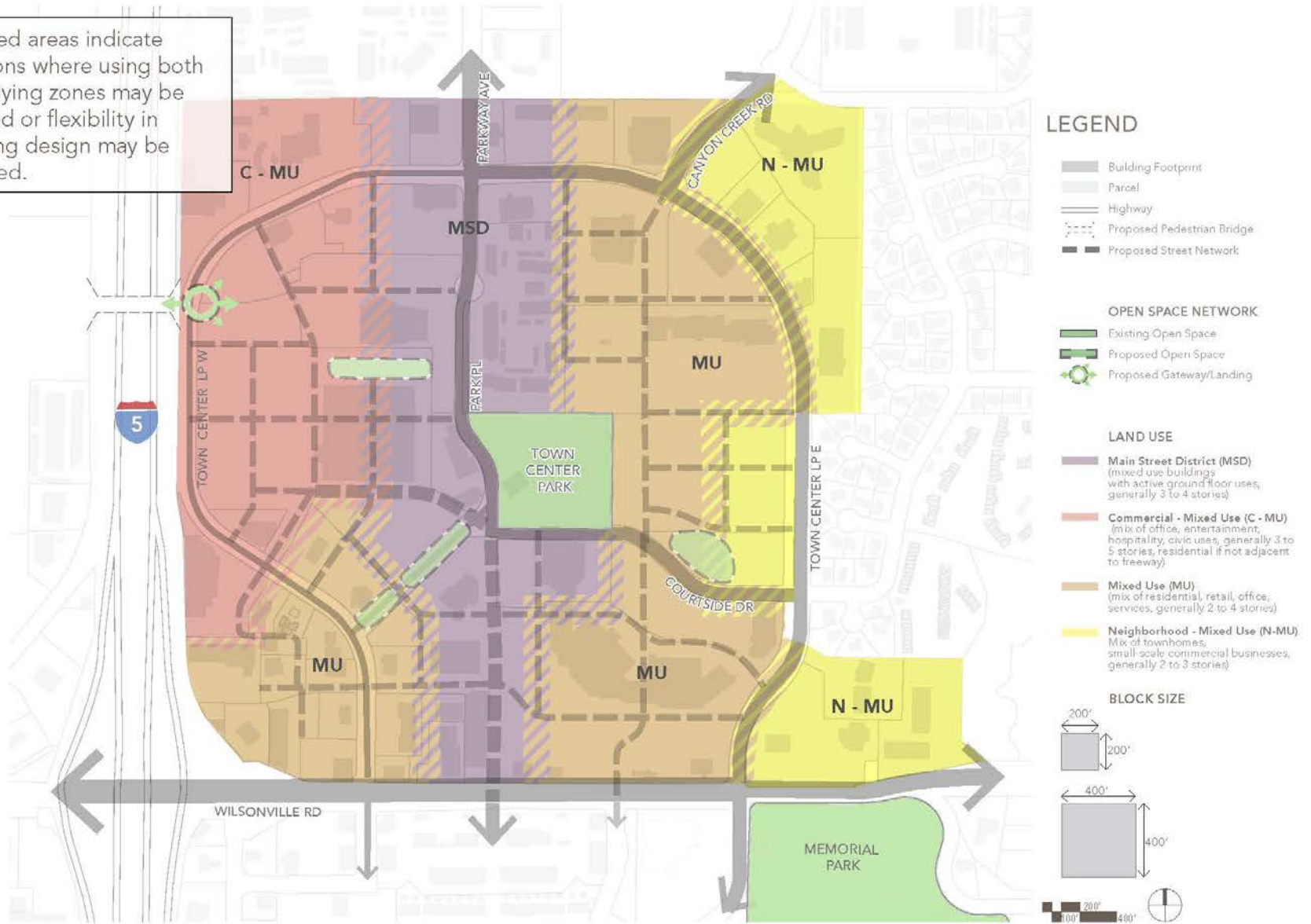
LOCAL STREET (OPTION 3)

1" = 10'

parking alternates sides to reduce speed and create space for variations in pedestrian amenities



Hatched areas indicate locations where using both underlying zones may be allowed or flexibility in building design may be required.



PROPOSED LAND USE













Draft Development Code and Design Guidelines

Goal: Harmonious Design

Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.

Measures of Success:

- a. A cohesive design palette of aesthetic qualities, derived from community- identified features, both new and existing for the Town Center.
- b. Provide for a variety of building types and uses within Town Center.
- c. Development standards that bring buildings together, frame the street, and increase pedestrian comfort and visibility.

Major Elements

Recommend new Town Center Zone and design standards/guidelines

- Permitted/prohibited uses
- Building/street frontage requirements
- Site design standards (including parking)
- Building design standards
- Street connectivity

Questions for Planning Commission

Standards and/or Guidelines

Should the development code focus on standards or guidelines?

Task Force recommendation: vary by location

- Main Street should have more design requirements.
- Other areas should have greater flexibility.
- Permit setbacks for active frontages



Maximum Block Length

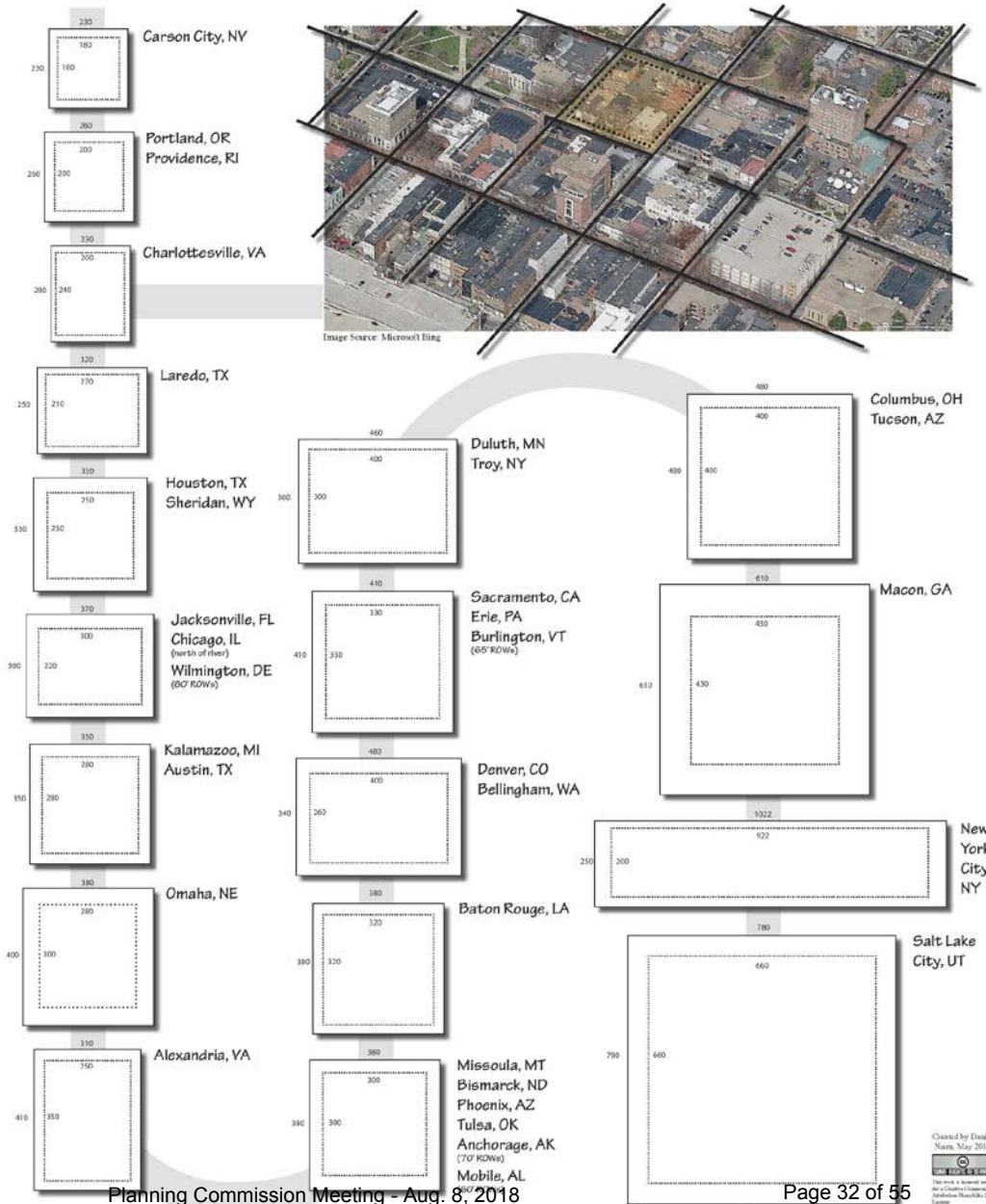
Should we reduce the current maximum block length of 530 feet to 400 feet?

Task Force recommendation: reduce to 400 feet

- Require mid-block pedestrian access at least every 250 feet
- Can be combined with driveway access
- Shared access encouraged

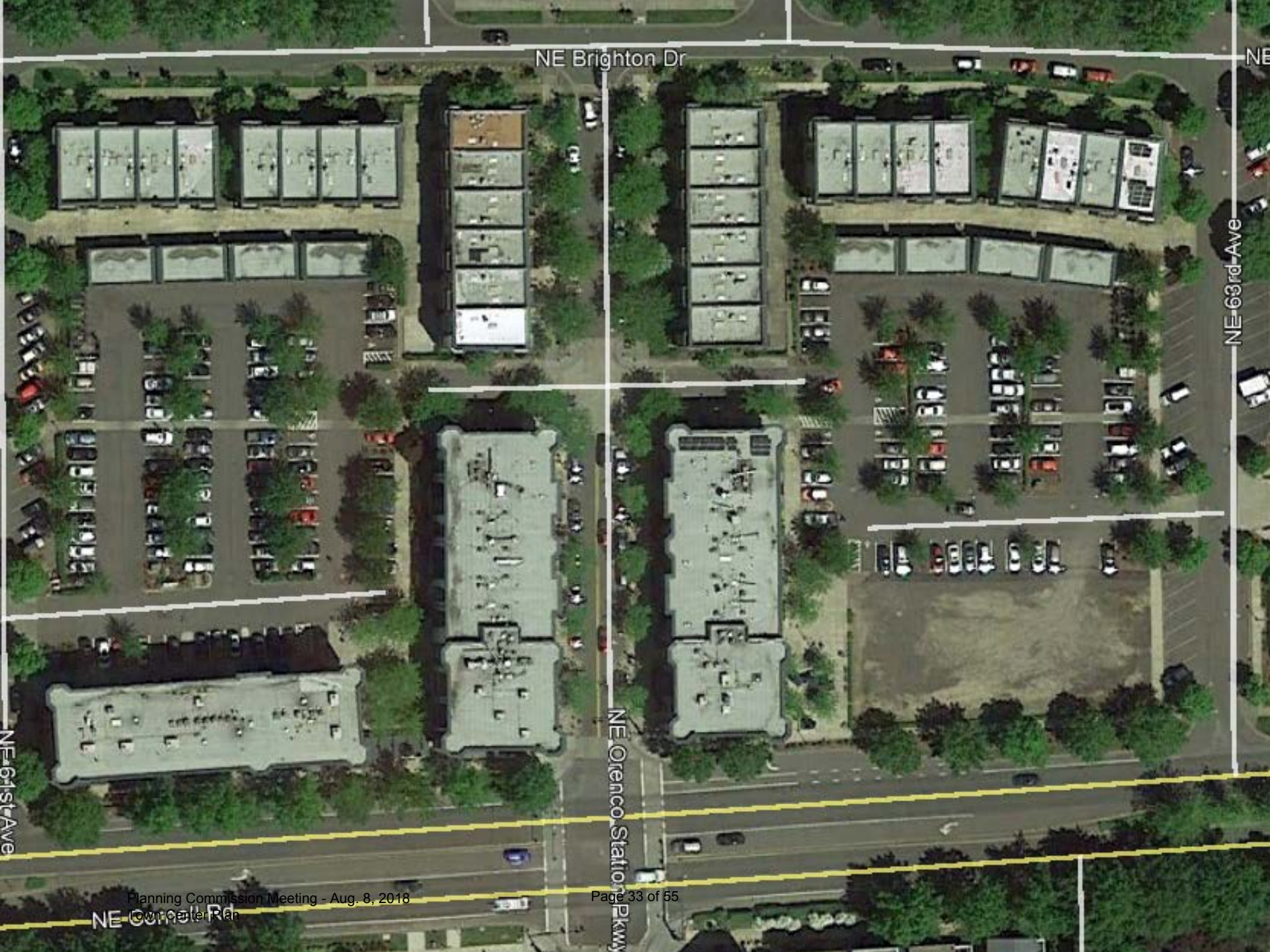


THE VARIETY OF AMERICAN GRIDS



- Existing block length: Existing- 530 feet
- Recommended: Approximately 400 feet
- Pedestrian- scale
- Increased travel options





NE Brighton Dr

NE 63rd Ave

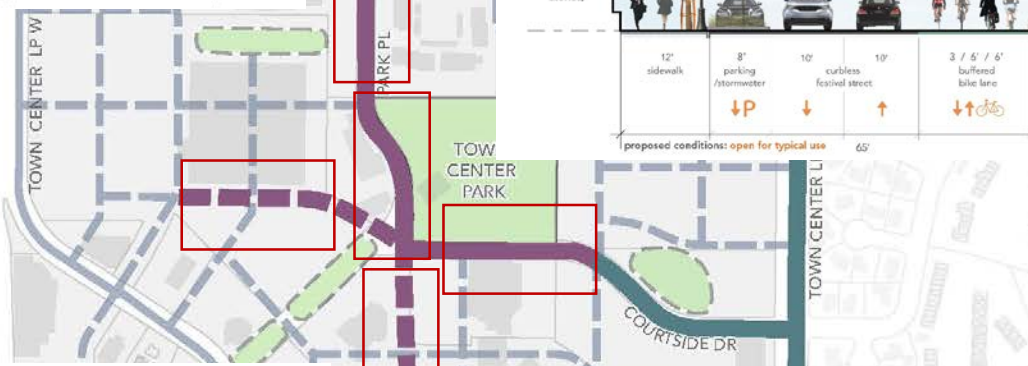
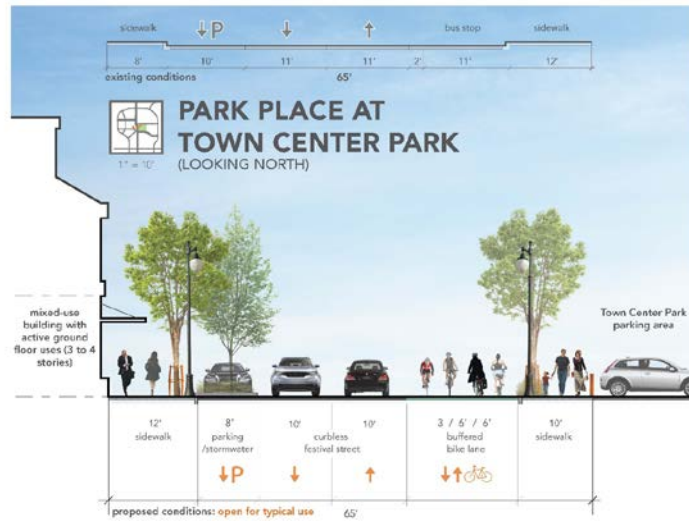
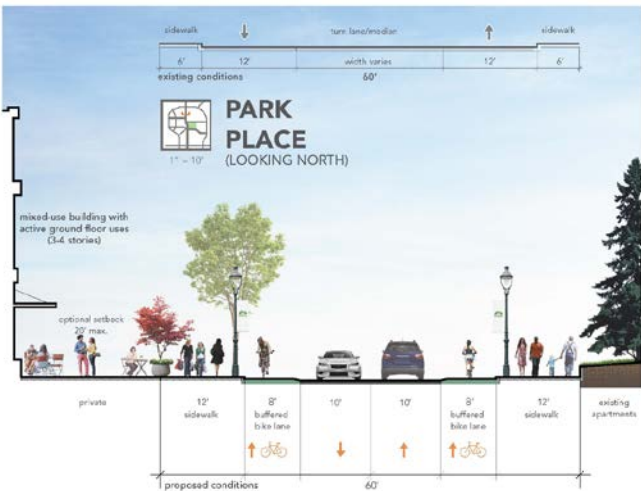
NE 61st Ave

NE Orenco Station Pkwy

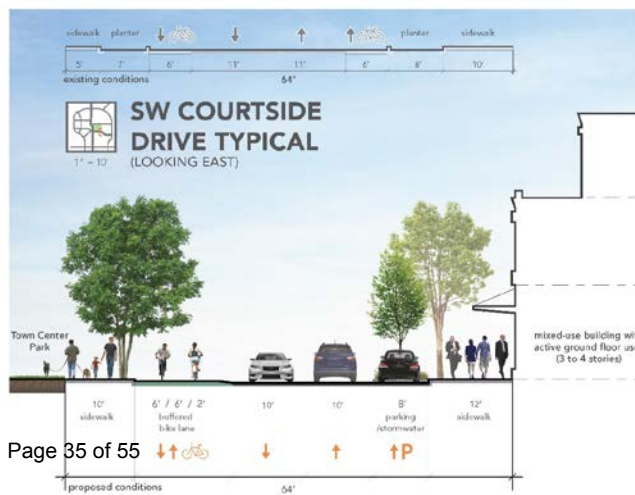
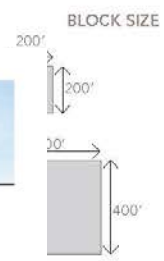
Street Location Framework

Do the proposed cross-section types and locations fit the vision?

- Task Force recommendation: not discussed
 - Incorporates adjacent site design recommendations for active ground floor spaces
 - Prioritizes pedestrians and permits all modes of travel



- Footprint
- id Pedestrian Bridge
- Street
- id Street Locations
- SPACE NETWORK
- id Open Space
- id Open Space
- id Gateway/Landing
- T HIERARCHY*
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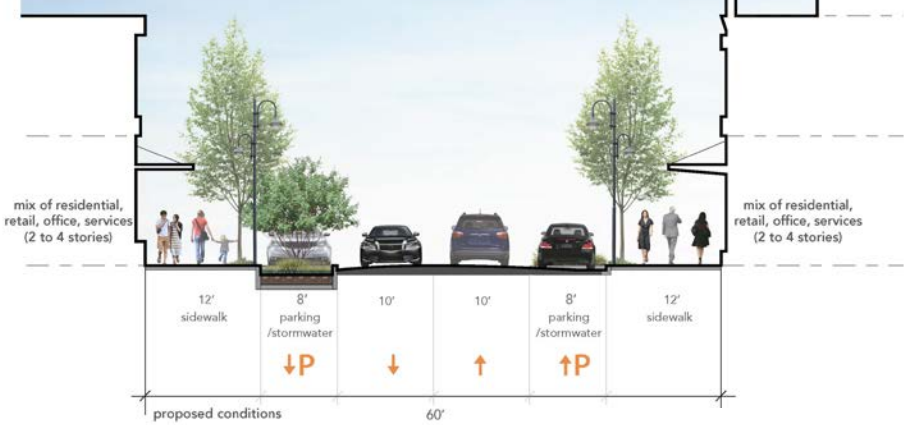


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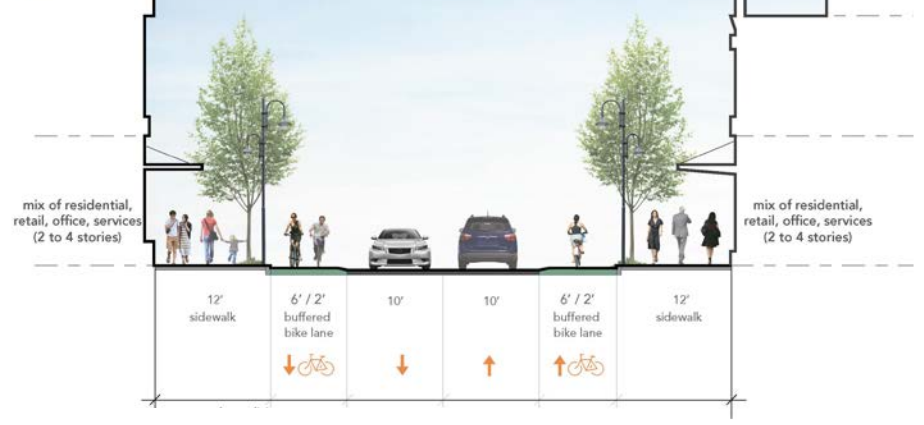
LOCAL STREET (OPTION 1)

1" = 10'



LOCAL STREET (OPTION 2)

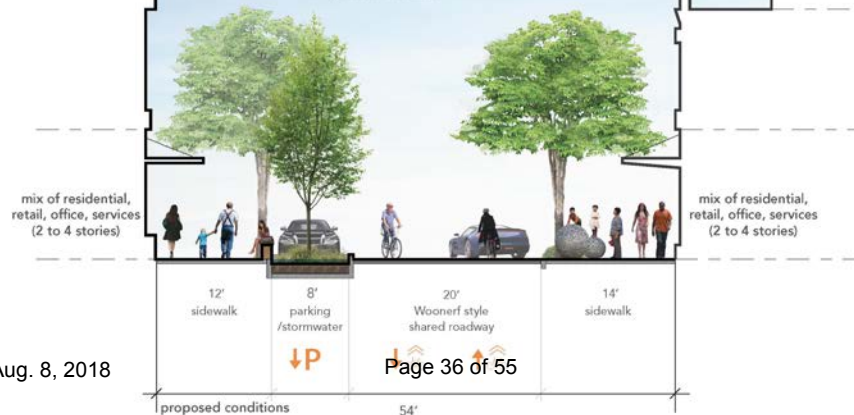
1" = 10'



LOCAL STREET (OPTION 3)

1" = 10'

parking alternates sides to reduce speed and create space for variations in pedestrian amenities



Building Materials

Should there be specific building materials required or more general building design standards?

- Task Force recommendation: Mixed
 - Require varied articulation and materials
 - Require weather protection in most areas



BARTLETT DRUGS

1935



END SCHOOL ZONE



Retail Building Size and Height

Should we permit one-story commercial buildings?

Are there areas that should limit the amount and size of retail uses?

Task Force input: not discussed



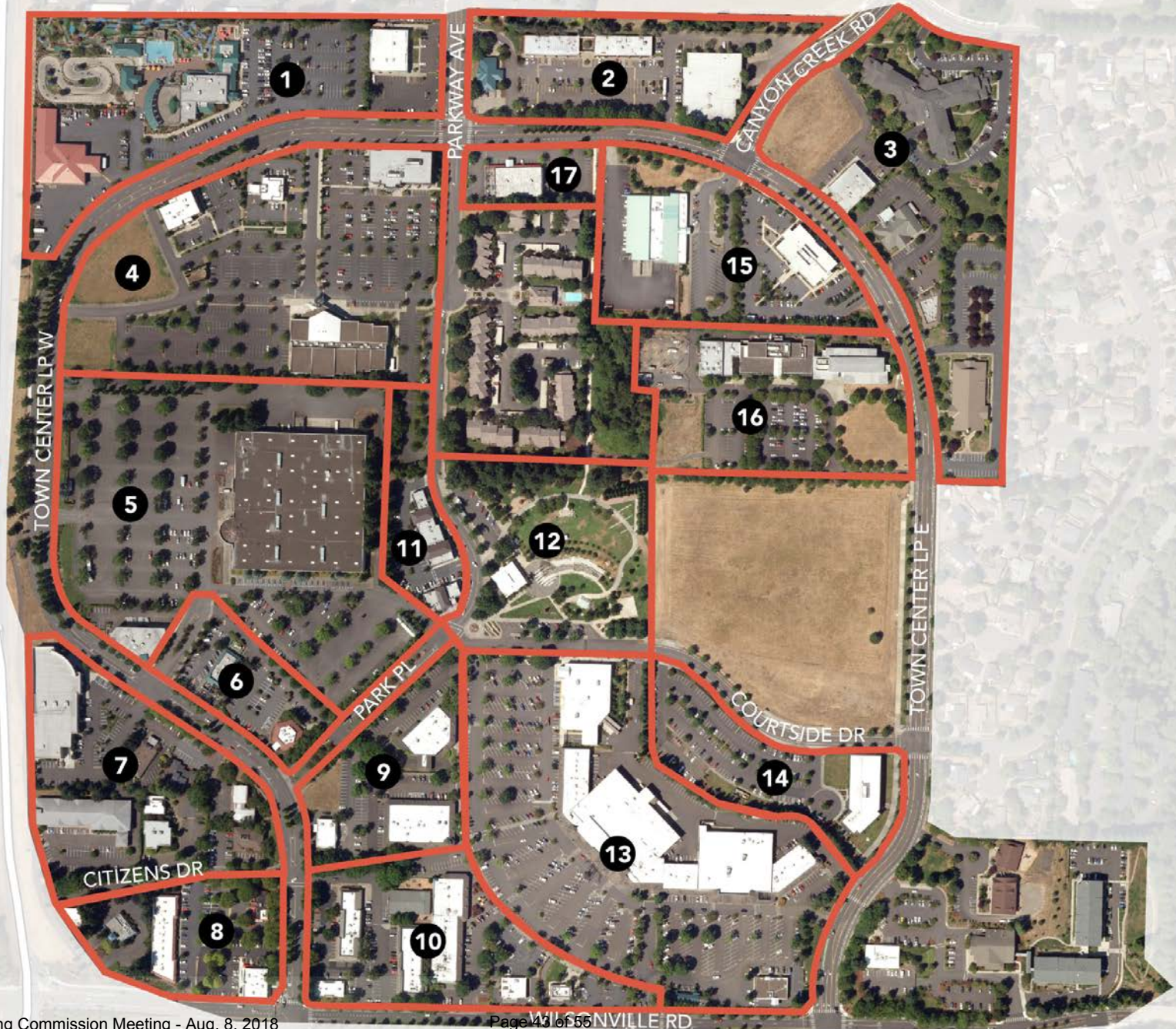
Off Street Parking

Should we consider special parking requirements for Town Center?

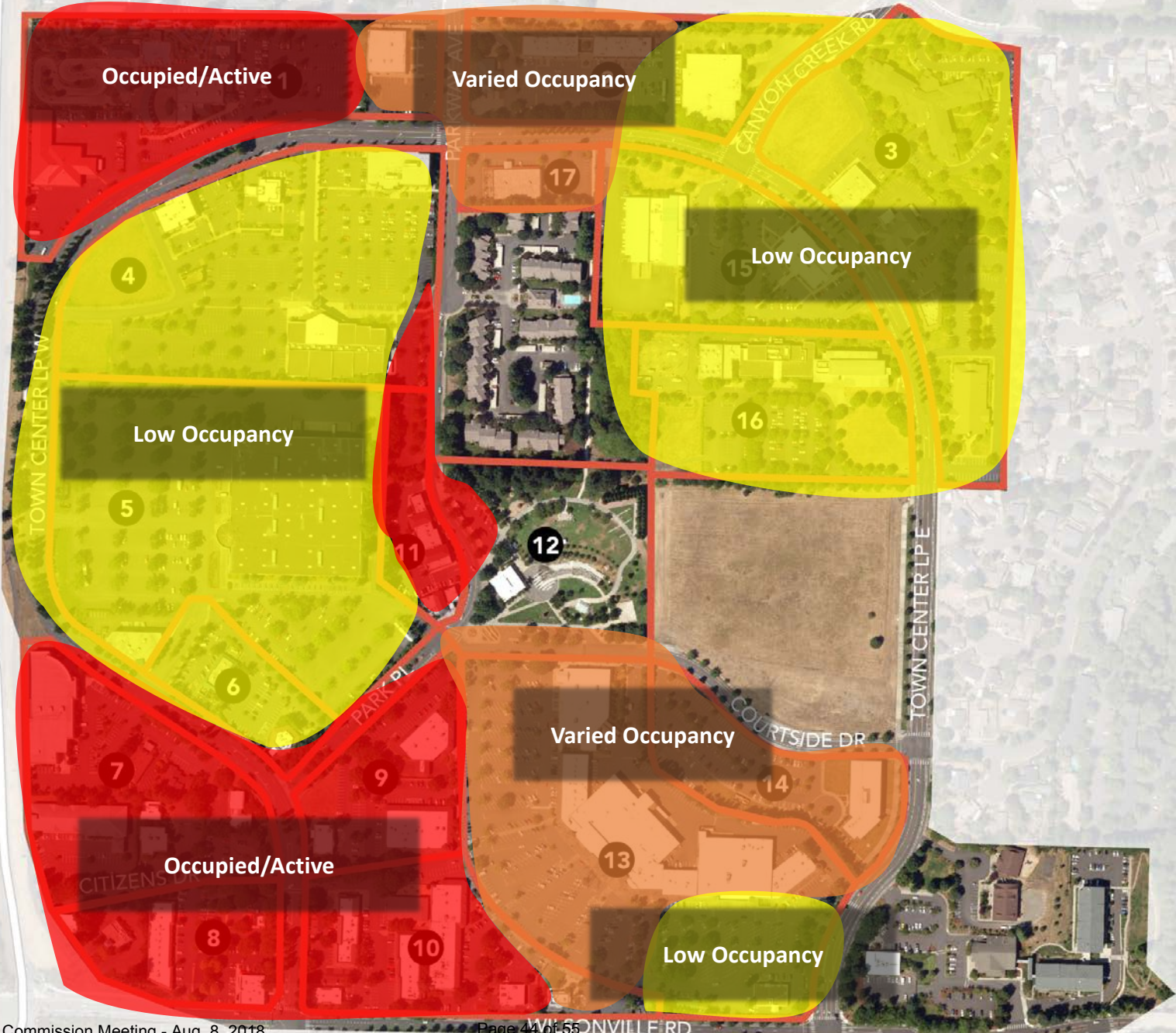
Task Force input: not discussed

Current Standards:

- Multi-family-spaces based on bedrooms (no max)
- Multiple tenant buildings require the sum of all uses
- No mixed-use standards
- Shared/off site parking permitted
- On street parking can be counted towards minimums
- No exemptions for small-scale retail or smaller restaurants



5



Precedent Examples

Tigard Triangle District

- No minimum for any use. Max set (by use)

Downtown Tigard District

- Multifamily: one space per unit
- New commercial (<20,000 sq. ft.): no minimum
- All other uses: 75 percent of total uses

Downtown Hillsboro

- No minimum for commercial
- .75 spaces for residential (including mixed-use)
- Planning Director Discretion



Parking: Potential Considerations

- Exempt small retail/restaurant (<5,000 sq. ft.)
- Institute graduated requirements for mixed use buildings
- Change multi-family from a per bedroom to per unit
- Reduce commercial and office/flex minimums



Next Steps

- Revise draft code design standards/guidelines based on Planning Commission input
- Vet results with the Task Force
- Develop draft Plan and implementation strategies





WILSONVILLE TOWN CENTER PLAN



PARK PLACE

(LOOKING NORTH)

1" = 10'

mixed-use building with active ground floor uses (3-4 stories)

optional setback 20' max.



private

12' sidewalk

8' buffered bike lane

10'

10'

8' buffered bike lane

12' sidewalk

existing apartments



proposed conditions

60'



1" = 10'

PARK PLACE EXTENSION

(LOOKING NORTH)

mixed-use building
w/ active ground
floor uses
(3 to 4 stories)

mixed-use building
w/ active ground
floor uses
(3 to 4 stories)



12'
sidewalk

8'
parking
/stormwater

10'

10'

8'
parking
/stormwater

12'
sidewalk

↓P

↓

↑

↑P



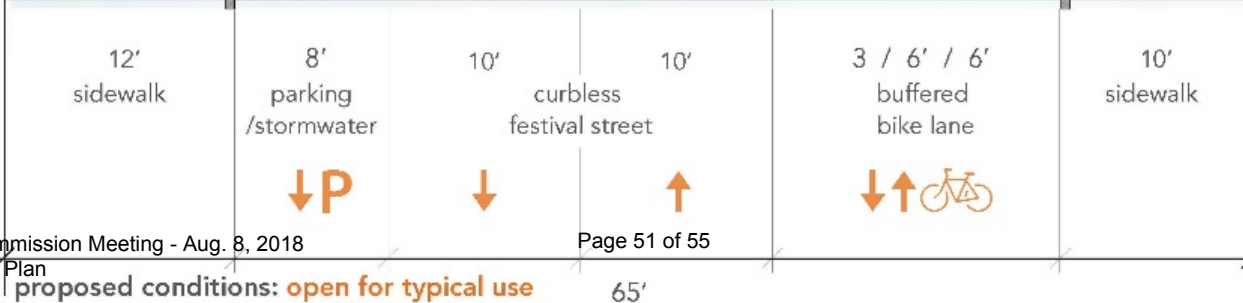
1" = 10'

PARK PLACE AT TOWN CENTER PARK

(LOOKING NORTH)

mixed-use building with active ground floor uses (3 to 4 stories)

Town Center Park parking area

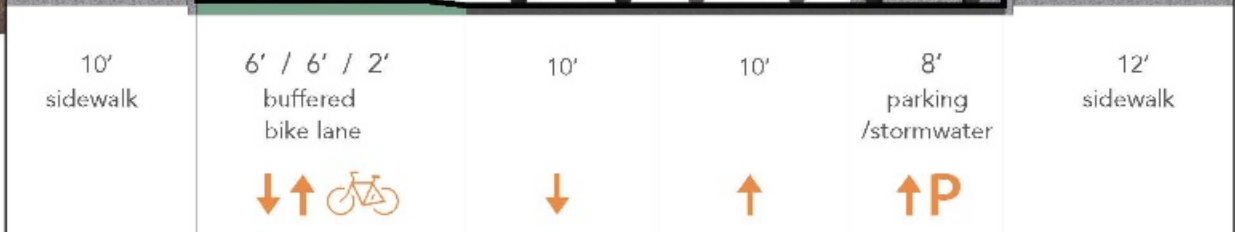




1" = 10'

SW COURTSIDE DRIVE TYPICAL

(LOOKING EAST)

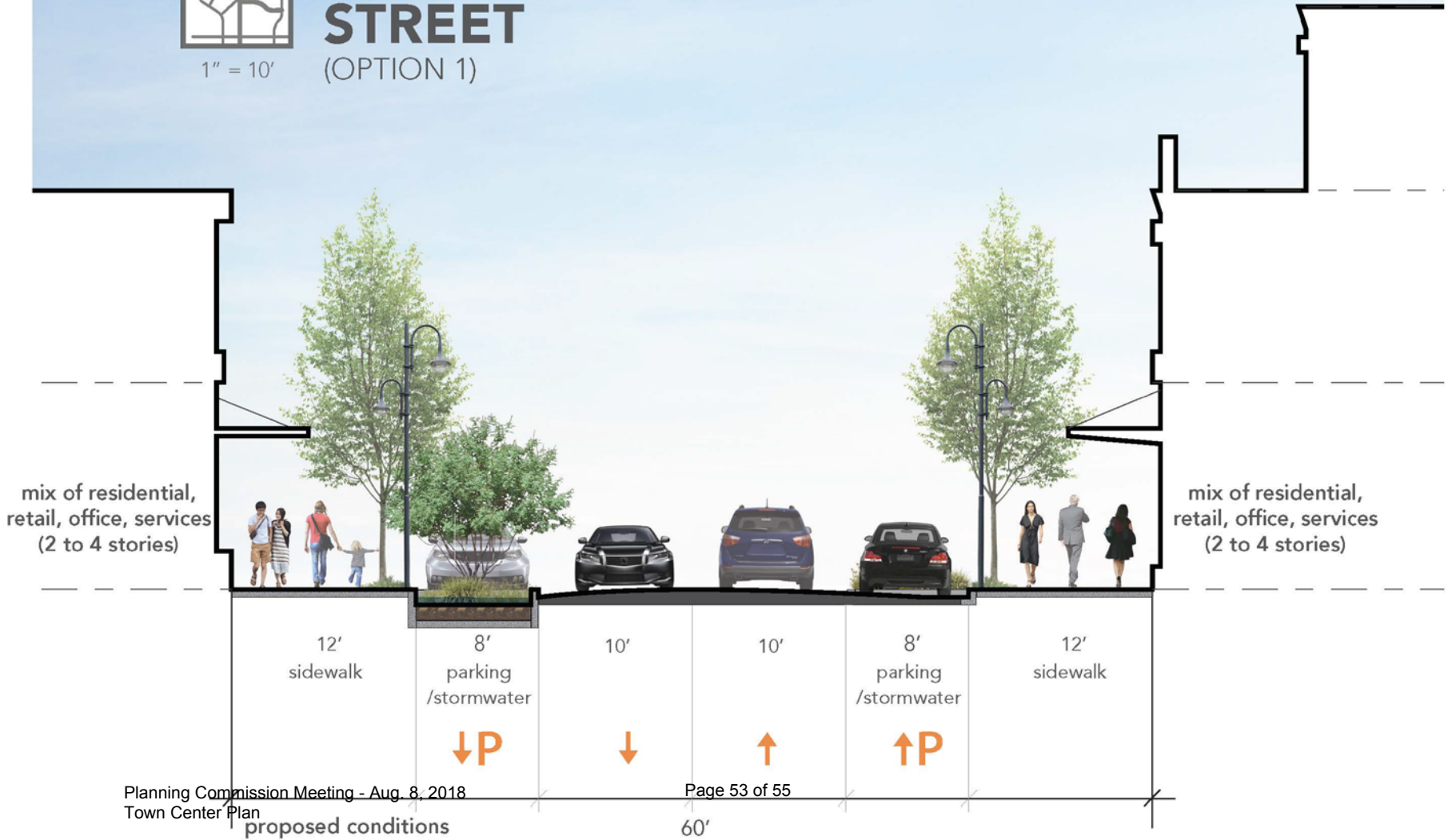




LOCAL STREET

(OPTION 1)

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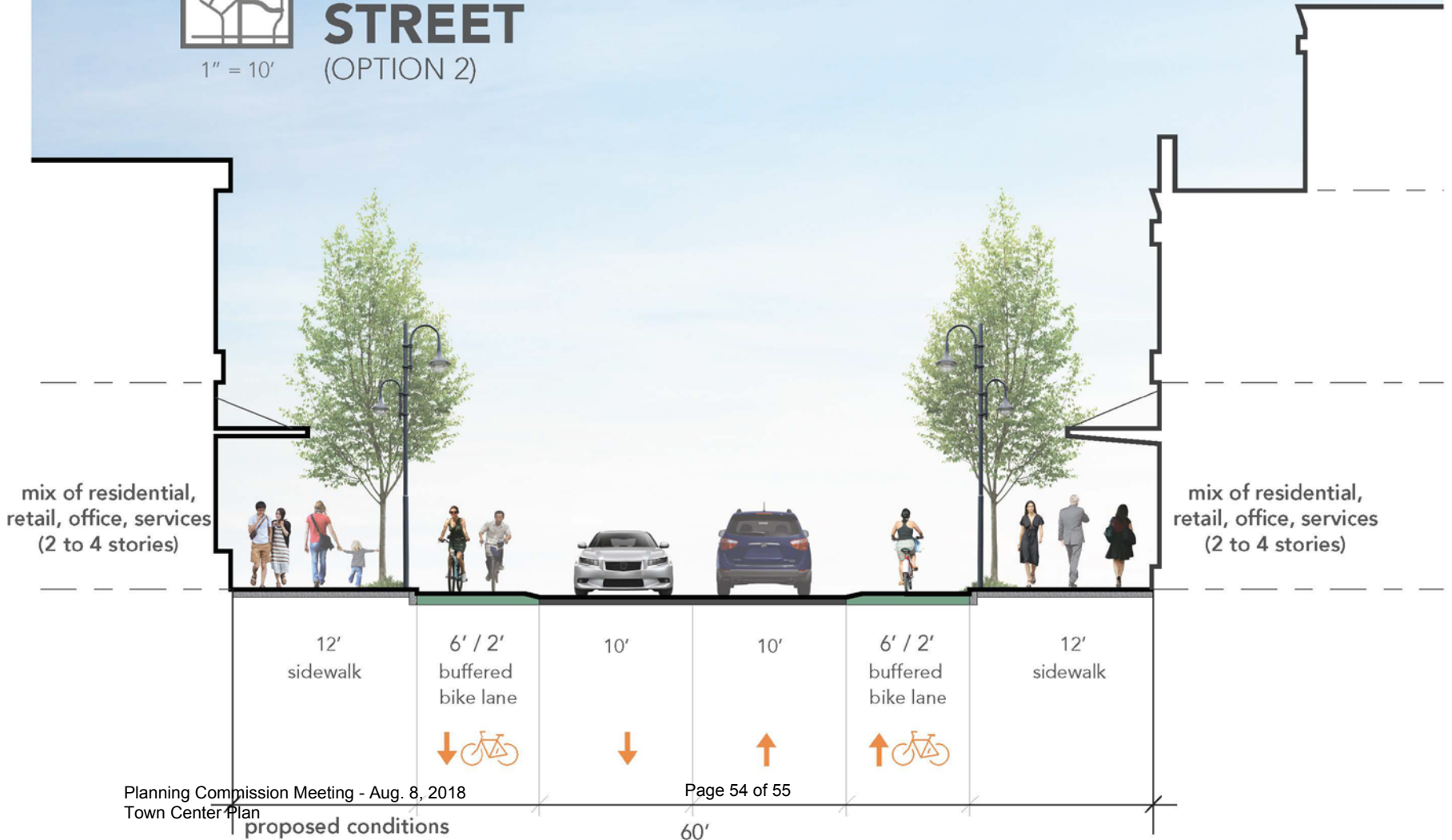




LOCAL STREET

(OPTION 2)

1" = 10'



mix of residential, retail, office, services (2 to 4 stories)

mix of residential, retail, office, services (2 to 4 stories)

12' sidewalk

6' / 2' buffered bike lane

10'

10'

6' / 2' buffered bike lane

12' sidewalk





1" = 10'

LOCAL STREET (OPTION 3)

parking alternates sides to reduce speed and create space for variations in pedestrian amenities

mix of residential, retail, office, services (2 to 4 stories)

mix of residential, retail, office, services (2 to 4 stories)

12' sidewalk

8' parking /stormwater

20' Woonerf style shared roadway

14' sidewalk

