

**PLANNING COMMISSION
WEDNESDAY, JULY 8, 2015
6:00 PM**

AGENDA

I. 6:00 PM CALL TO ORDER - ROLL CALL

Marta McGuire - Chair Jerry Greenfield - Vice Chair Peter Hurley
Al Levit Phyllis Millan
Eric Postma Simon Springall City Council Liaison Charlotte Lehan

II. 6:05 PM PLEDGE OF ALLEGIANCE

III. 6:10 PM CITIZEN'S INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

IV. 6:15 PM CITY COUNCIL LIAISON REPORT

V. 6:20 PM CONSIDERATION OF THE MINUTES

- A. Consideration Of The June 10, 2015 Minutes
The June 10, 2015 PC Minutes will be submitted for approval at the August 12, 2015 meeting.

VI. 6:25 PM WORK SESSIONS

- A. Frog Pond Area Plan Update (Neamtzu)
Documents: [July 8 2015 Frog Pond PC Memo.pdf](#)
- B. Coffee Creek Industrial Area Form-Based Code (Neamtzu)
Documents: [July 8 2015 Form-Based Code Staff Report And Attachments.pdf](#)
- C. Basalt Creek Concept Plan Update (Bateschell)
Documents: [July 8 2015 PC Basalt Creek Staff Report And Attachments.pdf](#)

VII. 8:50 PM OTHER BUSINESS

- A. 2015 Planning Commission Work Program
Documents: [PC Schedule July 2015.Pdf](#)

VIII. 9:00 PM ADJOURNMENT

Time frames for agenda items are not time certain.

Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- *Provide written summaries of their testimony*
- *Recognize that substance, not length, determines the value of testimony*
- *Endorse rather than repeat testimony of others*

Thank you for taking the time to present your views.

For further information on Agenda items, call Linda Straessle, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at straessle@ci.wilsonville.or.us.

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting.

The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- *Qualified sign language interpreters for persons with speech or hearing impairments
- *Qualified bilingual interpreters.

To obtain services, please call the Planning Administrative Assistant at (503) 682-4960



**PLANNING COMMISSION
WEDNESDAY, JULY 8, 2015
6:00 PM**

VI. WORK SESSIONS

- A. Frog Pond Area Plan update (Neamtzu)



FROG POND AREA PLAN

Creating a great community

Planning Commission Work Session – July 8, 2015

Date: July 8, 2015

Time: 6:15 to 7:45 PM

Wilsonville City Hall

29799 SW Town Center Loop East,
Wilsonville, OR 97070

Room: Willamette River 1 & 2
(upstairs)

Agenda

- | | | |
|-----------|---|----------------------------------|
| 6:15 p.m. | Welcome and Overview of Work Session <ul style="list-style-type: none">• Where we are in the Frog Pond process – goals for the work session and next steps | Chris Neamtzu |
| 6:20 p.m. | Key Issue 1 – Residential Lot Sizes and Housing, and Paying for Infrastructure

<i>Action requested: Staff requests that the Commission provide the project team with clear direction on which option, or hybrid option is preferred. Staff recommends the Commission consider the West Neighborhood first, followed by the East and South Neighborhoods together.</i> | Joe Dills, Angelo Planning Group |
| 7:10 p.m. | Key Issues 2-4 – 60th Avenue Status, West Park Refinement, and Neighborhood Commercial Design

<i>Action requested: No action is needed on the 60th Avenue status. Approval of the West Park Refinement is requested. Approval of the recommendation for the Neighborhood Commercial Design is requested.</i> | Joe Dills |
| 7:45 p.m. | Next Steps and Conclude Work Session | Chair |

Memorandum



June 30, 2015

To: Wilsonville Planning Commission
Cc: Frog Pond Area Plan Task Force, Project Team
From: Joe Dills and Andrew Parish, Angelo Planning Group
Re: Frog Pond Concept Plan – Key Issues, Options, and Solutions for July 8th Work Session

PURPOSE

The purpose of this memorandum is to follow-up on the Frog Pond Area Plan’s key issues that were discussed by the Planning Commission on June 10th. This memo addresses the following:

- Residential lot sizes and housing, and paying for infrastructure
- Status report on the 60th Avenue classification and cross-section
- Refinement for West Neighborhood Parks
- Neighborhood commercial design

As discussed in June, all other aspects of Area Plan are considered broadly supported and will be included in the Frog Pond Area Plan report. Implementation issues, such as zoning, will be addressed in Phase 2 of the project. The Infrastructure Funding Plan is not part of the “key issues” information. It will be updated after direction is received on the land use plan, and included in the draft Frog Pond Area Plan report that is brought back for public hearings and final adoption.

KEY ISSUE 1 – RESIDENTIAL LOT SIZES AND HOUSING, AND PAYING FOR INFRASTRUCTURE

Option F and Comparison of Options for the West Neighborhood

On June 10th, the Commission unanimously passed the following motion:

“Simon Springall moved to direct Staff and the consultant team to develop an Option F, converting 50 Medium Lots in the West Neighborhood into an equivalent area of Large Lots, and show the financial impacts to infrastructure and housing price. Eric Postma seconded the motion, which passed 6 to 0.”

The project team has prepared Option F, as displayed in Figure 1. In concept, the conversion of 50 lots in the Medium Single Family designation affects approximately 11 acres and results in an estimated 35 additional lots in the Large Lot Single Family designation. The revised Option F places the new Large Lot area on the north side of Boeckman Road. The rationale for this choice is: (a) adjacent properties are either Medium Single Family, Civic (the church), or developed lots across Boeckman – all of which are compatible adjacencies; (b) housing variety along Boeckman will be facilitated – a positive and interesting contrast to the uniformity of lots across the street; (c) the full housing variety of the West Neighborhood will be implemented in the early years of development; and, (d) it is responsive to a specific request of one of the property owners. This choice is a trade-off from the principles of more



density near transit and the potential neighborhood center in the East Neighborhood, but the trade-off is relatively minor given the overall low density nature of the plan.

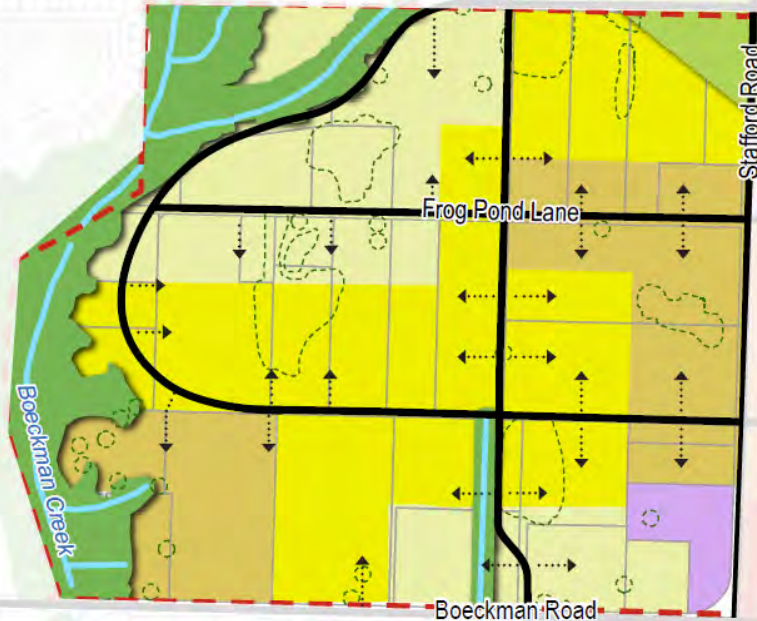
For comparison, Options E and D are attached (see Figures 2 and 3).

Tables 1 and 2 below provides basic metrics for Option F, for the West Neighborhood. The Required Home Price and Reimbursement Area Cost/Lot have been updated using the model prepared by Leland Consulting Group.



Figure 1 – Option F

Option F: Additional Large Lot Acreage
Land Use Framework



Small Lot SF
4000-6000 SF
Avg. 5000 SF
\$437,434
(Similar to Canyon
Creek Estates)

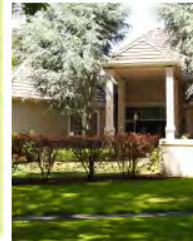
Medium Lot SF
6000-8000 SF
Avg. 7000 SF
\$573,777
(Similar to Landover
Neighborhood)

Large Lot SF
8000-12000 SF
Avg. 10000 SF
\$773,129
(Similar to
Charbonneau
Neighborhood)



NEIGHBORHOOD COMPARISONS

Large Lot SF - Comparable to Charbonneau



Avg. Lot Size: 9256 SF
Range: 7500-15000 SF
Net Density: 4.7 Units/Acre

Medium Lot SF - Comparable to Landover Neighborhood



Avg. Lot Size: 6690 SF
Range: 4100 - 11000 SF
Net Density: 6.5 Units/Acre

Small Lot SF - Comparable to Canyon Creek Estates Neighborhood

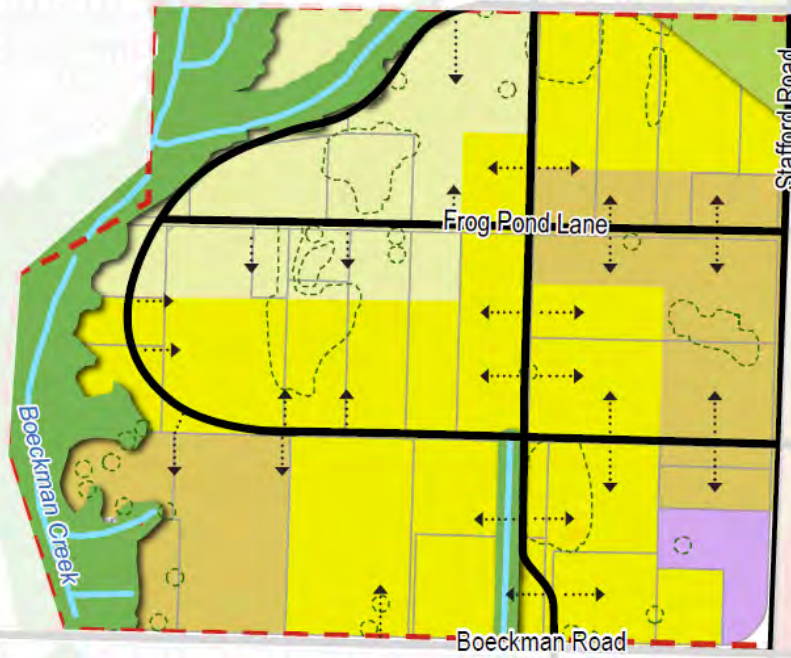


Avg. Lot Size: 5186 SF
Range: 4500 - 7800 SF
Net Density: 8.39 Units/Acre



Figure 2 – Option E

Option E: Larger Lot Option
Land Use Framework



Small Lot SF
4000-6000 SF
Avg. 5000 SF
\$437,434
(Similar to Canyon
Creek Estates)

Medium Lot SF
6000-8000 SF
Avg. 7000 SF
\$573,777
(Similar to Landover
Neighborhood)

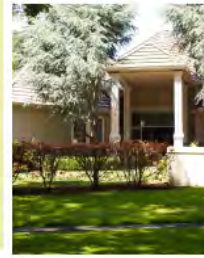
Large Lot SF
8000-12000 SF
Avg. 10000 SF
\$773,129
(Similar to
Charbonneau
Neighborhood)



Wilsonville Road

NEIGHBORHOOD COMPARISONS

Large Lot SF - Comparable to Charbonneau



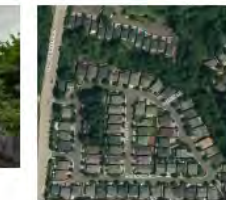
Avg. Lot Size: 9256 SF
Range: 7500-15000 SF
Net Density: 4.7 Units/Acre

Medium Lot SF - Comparable to Landover Neighborhood



Avg. Lot Size: 6690 SF
Range: 4100 - 11000 SF
Net Density: 6.5 Units/Acre

Small Lot SF - Comparable to Canyon Creek Estates Neighborhood

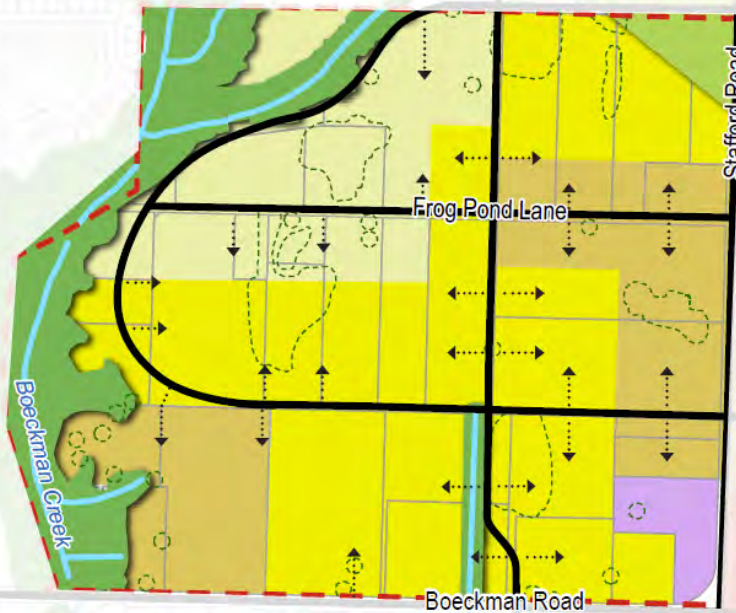


Avg. Lot Size: 5186 SF
Range: 4500 - 7800 SF
Net Density: 8.39 Units/Acre



Figure 3 – Option D

Option D: Draft Concept Plan
Land Use Framework



Small Lot SF
3000-5000 SF
Avg. 4000 SF
\$350,793
(Similar to Legend at Villebois)

Medium Lot SF
5000-7000 SF
Avg. 6000 SF
\$484,647
(Similar to Landover Neighborhood)

Large Lot SF
7000-9000 SF
Avg. 8000 SF
\$633,534
(Similar to Meadows Neighborhood)



NEIGHBORHOOD COMPARISONS

Large Lot SF - Comparable to Wilsonville Meadows



Avg. Lot Size: 8973 SF
Range: 6500 - 15000 SF
Net Density: 4.8 Units/Acre

Medium Lot SF - Comparable to Renaissance at Canyon Creek



Avg. Lot Size: 6136 SF
Range: 5000 - 8000 SF
Net Density: 7.1 Units/Acre

Small Lot SF - Comparable to Legend at Villebois



Avg. Lot Size: 3783 SF
Range: 3800 - 6100 SF
Net Density: 11.5 Units/Acre



Table 1 – West Neighborhood Housing Metrics for OPTION F

Designation	Lot Size Range (SF)	Gross Acres	Net Acres	Dwellings	Net Density (Dwellings/Net Acre)
Large Lot Single Family	8,000 - 12,000	42.8	28.4	124	4.4
Medium Lot Single Family	6,000 - 8,000	68.1	45.4	281	6.2
Small Lot Single Family	4,000 - 6,000	35.8	23.6	205	8.7
Civic Institutional	-	3.9	3.9	-	-
Totals	-	150.6	97.4	610	6.3

Table 2 – Estimated Dwelling Cost Range for Frog Pond West For OPTION F

Designation	Lot Size Range (SF)	Average Lot Size	Required Home Price
Large Lot Single Family	8,000 - 12,000	10,000	\$775,400
Medium Lot Single Family	6,000 - 8,000	7,000	\$576,000
Small Lot Single Family	4,000 - 6,000	5,000	\$439,700

Source for required home prices: Leland Consulting Group Market Price Model. These are estimates, based on infrastructure and development feasibility information prepared to date, and are subject to change.

The comparable metrics for Options E and D (as calculated for the June 10th Planning Commission meeting) are in the following tables.

Table 3 – West Neighborhood Housing Metrics for OPTION E

Designation	Lot Size Range (SF)	Gross Acres	Net Acres	Dwellings	Net Density (Dwellings/Net Acre)
Large Lot Single Family	8,000 - 12,000	31.8	20.6	89	4.4
Medium Lot Single Family	6,000 - 8,000	79.1	53.2	331	6.2
Small Lot Single Family	4,000 - 6,000	35.8	23.6	205	8.7
Civic Institutional	-	3.9	3.9	-	-
Totals	-	150.6	97.4	625	6.4

Table 4 – Estimated Dwelling Cost Range for Frog Pond West for OPTION E

Designation	Lot Size Range (SF)	Average Lot Size	Required Home Price
Large Lot Single Family	8,000 - 12,000	10,000	\$773,100
Medium Lot Single Family	6,000 - 8,000	7,000	\$573,800
Small Lot Single Family	4,000 - 6,000	5,000	\$437,400

Source: Leland Consulting Group Market Price Model. These are estimates, based on infrastructure and development feasibility information prepared to date, and are subject to change.



Table 5 – West Neighborhood Housing Metrics for OPTION D

Designation	Lot Size Range (SF)	Gross Acres	Net Acres	Dwellings	Net Density (Dwellings / Net Acre)
Large Lot Single Family	7,000-9,000	31.8	20.6	112	5.4
Medium Lot Single Family	5,000-7,000	79.1	53.2	386	7.3
Small Lot Single Family	3,000-5,000	35.8	23.6	256	10.9
Civic Institutional	-	3.9	3.9	-	-
Totals	-	150.6	97.4	754	7.7

Table 6 – Estimated Dwelling Cost Range for Frog Pond West For OPTION D

Designation	Lot Size Range (SF)	Average Lot Size	Required Home Price
Large Lot Single Family	7,000-9,000	8,000	\$633,500
Medium Lot Single Family	5,000-7,000	6,000	\$484,600
Small Lot Single Family	3,000-5,000	4,000	\$350,800

Based on the draft Infrastructure Funding Plan, the estimated cost per lot for infrastructure funded within Reimbursement Areas is as shown in Table 7.

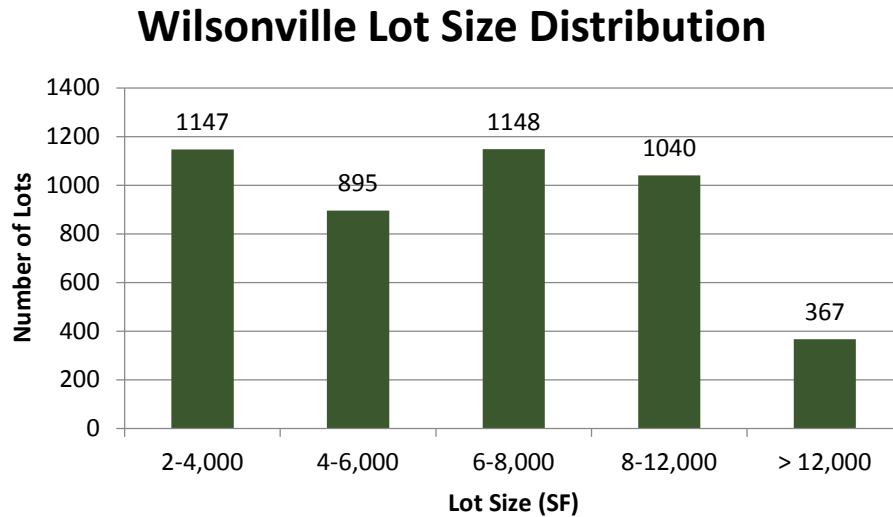
Table 7 – Estimated Cost per Lot in Each Plan Option

Plan Option	Estimated Cost per Lot for Infrastructure Funded by Reimbursement Areas	Percent Change Between Options
Option D	\$14,102	base
Option E	\$17,012	+ 20.6% over base
Option F	\$17,431	+ 23.6% over base



Table 8 below provides context for proposed lot sizes in Frog Pond West. Table 8 is the number of lots (developed and undeveloped) in each of the lot size categories, within the Wilsonville city limits today.

Table 8 – Distribution of Lot Sizes within City of Wilsonville



Consistency with the City’s Housing Needs Analysis

The Planning Commission’s June work session included a discussion of how the Frog Pond Area Plan complies with Statewide Planning Goal 10: Housing. The City’s factual base for assessing housing needs and Goal 10 compliance is the Wilsonville Housing Needs Analysis (HNA). The City recently updated its HNA and adopted it in May, 2014. The team has analyzed how the Frog Pond Plan would “move the needle” toward meeting the City’s stated need for a city-wide housing mix that is more balanced, i.e. less Multifamily and more Single Family than the current mix. That analysis is summarized below. Clearly the Frog Pond area is an important part of the City’s land supply that will increase single family housing as a percentage of the overall mix of housing in Wilsonville.

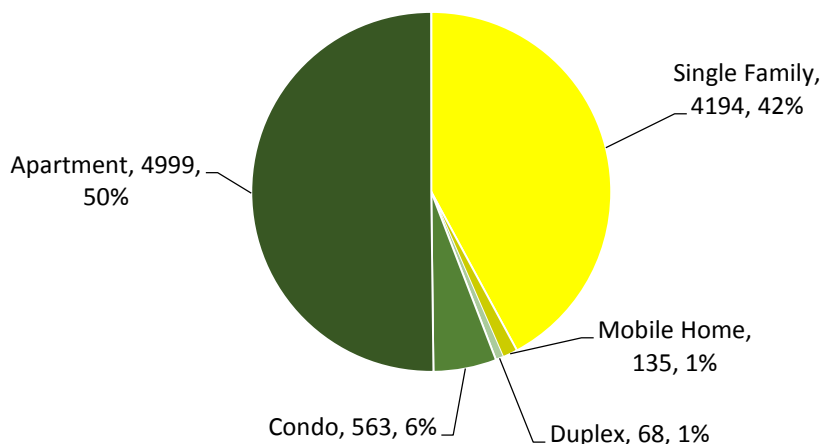
Current City-Wide Mix:

The current citywide housing mix is 43% Single Family (Includes detached single family, attached single-family, and mobile homes) and 57% Multifamily (Includes condos, apartments, and duplexes), as shown in Figure 4.



Figure 4 –Wilsonville Housing Mix 2014

Wilsonville Housing Mix 2014



Option D:

Addition of the West Neighborhood in Option D would add 754 single family units to the City and change the mix to be: 47.5% Single Family versus 52.5% Multifamily. The addition of the East and South Neighborhoods in Option D would add another 1,325 single family units to the City and bring the mix to 53.2% Single Family versus 46.7% Multifamily.

Option E:

Addition of the West Neighborhood in Option E would add 625 single family units to the City and change the mix to be: 46.8% Single Family versus 53.2% Multifamily. The addition of the East and South Neighborhoods in Option E would add another 1,091 single family units to the City and would bring the mix to 51.8% Single Family versus 48.2% Multifamily

Option F:

Option F would add slightly fewer single family units to the City than Option E, and its impact on overall mix would not differ significantly from Option E.

Criteria for Selecting an Option for the West Neighborhood

Which option, or hybrid, should the Planning Commission recommend to the City Council? Clearly the options present a range of opportunities and trade-offs. The key issues expressed to date by participants in the process include:

- Community character and livability
- Housing affordability and “target” demographic (i.e who will live in Frog Pond West)
- Development feasibility
- The ability to pay for infrastructure



The project team has provided a large volume of information to inform the concept planning process. The trade-offs to be balanced by the Planning Commission involve: consideration of how much value to place on lot size as an index to livability and achieving the Frog Pond vision; and, how much weight to place on the estimated impacts to housing affordability and ability to pay for infrastructure. The project team recommends that the Planning Commission weigh all of the information provided and use the Vision Statement and Guiding Principles as the main criteria by which to craft a recommendation to the City Council. The Vision Statement and Guiding Principles are attached to the end of this memo.

The range of trade-offs and considerations are summarized below:

Community character and livability

- From a process viewpoint, Options E and F provide lot sizes that are consistent with the requests for larger lots expressed in testimony. Option D was developed through a series of refinements to three initial concept plan designs that were the topic of public engagement through the Technical Advisory Committee, Task Force and first public open house.
- Achieving a high degree of livability in Frog Pond West will certainly be influenced by housing form and lot size, but it will equally be influenced by the quality of the public realm improvements. Examples include: safe and comfortable walking routes; safe, direct and convenient bike routes; good pedestrian-scale lighting and signage; parks which are community gathering points; and access to Boeckman Creek and other open spaces.
- All options will require quality design standards in Wilsonville’s code to ensure development achieves the vision for a highly livable and walkable neighborhood.

Housing Affordability and Target Demographics

- Option D is the most affordable option for future home buyers. Options E and F increase the price of homes as shown below.

Table 9 – Summary of Required Homes Prices for each option

Designation	Option D	Option E	Option F
Small Lot Single Family	\$350,800	\$437,400	\$439,700
Medium Lot Single Family	\$484,600	\$573,800	\$576,000
Large Lot Single Family	\$633,500	\$773,100	\$775,400

- Option D would provide home prices conducive to buyers in the following income ranges: \$75,000-\$100,000; \$100,000-\$150,000; and \$150,000+. These income ranges comprise an estimated 43 percent of households in Wilsonville.
- Options E and F would provide home prices conducive to a higher income demographic: \$100,000-\$150,000; and \$150,000+. These income ranges comprise an estimated 29 percent of households in Wilsonville.
- Some commenters have stated a priority, in their view, for orienting Frog Pond West to a higher-income demographic. One of the reasons cited is to attract executives and professionals that own or manage Wilsonville businesses but do not live in Wilsonville.



Development feasibility

- Option D is the most feasible to develop. Estimates of finished home price indicate that small lot and medium lot development would be at or below market prices. Large lots are estimated to be 16% over market, which can potentially be absorbed by higher income buyers who are motivated to find a home in Wilsonville.¹
- Option E is less feasible than Option D. The “percent over market” indicators are: small lot – 1% over market (feasible); medium lot – 13% (challenging because similar new homes outside Frog Pond would be more competitive based on price); large lot – 18% (challenging, but may be offset by the flexibility higher income home buyers have).
- Option F has a similar level of development feasibility as Option E.

Ability to pay for infrastructure

- Infrastructure funding work to date indicates that an area-wide reimbursement tool will be needed to pay for approximately \$10,632,800 in infrastructure projects that serve the entire Frog Pond West neighborhood, but would not typically be funded by an individual development project (e.g. Stafford Road Urban Upgrade).
- When the \$10,632,800 described above is divided by the number of lots in each option, the result is a cost per lot that will need to be funded through an instrument such as a reimbursement district. The reimbursement area cost per lot metrics for the three options are as follows:
 - Option D – \$14,102 per lot
 - Option E – \$17,012 per lot
 - Option F – \$17,431 per lot
- Regardless of which lot size option is selected, the West Neighborhood must stand on its own in terms of infrastructure funding.

Options for the East and South Neighborhoods

There are several considerations for finalizing the residential element for the East and South Neighborhoods, as summarized below.

Timing - As described previously, it is very difficult to predict when the East and South Neighborhoods will be brought into the Urban Growth Boundary by Metro. The project team estimates it is certainly not soon – perhaps in the 5-10 year time frame. Metro is currently charting its next steps. The following is an excerpt from a recent news release from Metro:²

¹ Frog Pond Area Plan: Land Development Financial Analysis, Leland Consulting Group, June 3, 2015. Market price information begins on page 12.

² Metro News, June 25, 2015. <http://www.oregonmetro.gov/news/hughes-calls-metro-staff-wrap-2015-growth-management-decision>



Until Clackamas County's urban reserves are resolved, the reserves in Clackamas County can't be used for a UGB expansion. The only city in the region that expressed a willingness to support a UGB expansion in the current cycle was Wilsonville, in Clackamas County.

Metro could ask state regulators for an extension of its current UGB review, but, [Metro Council President Tom} Hughes said, that poses its own problems.

"Asking for an extension creates a situation in which the data and analysis contained in the draft UGR may become stale by the time the extended deadline arrives," Hughes said. Some of the economic data in that draft urban growth report – accepted by the Metro Council in 2014 but still not finalized – dates back to 2010, in the nadir of the Great Recession.

In Thursday's Metro Council work session, Hughes said new data won't necessarily bring a dramatic change to the region's growth forecast. But it could help answer some questions about whether controversial elements of the growth forecast were trends or anomalies.

"It's not going to be conclusive, but it can give us some arrows pointing in a particular direction," Hughes said.

To that end, Hughes hopes the Metro Council can review the UGB again in 2018, emphasizing that he didn't want a permanent three-year review cycle for the UGB. He said the specific issue with Clackamas County's reserves prompted the need for a shorter cycle.

Metro councilors generally supported Hughes's timeline, which would have them voting on a final growth report sometime early this autumn.

Overall Housing Strategy – While Frog Pond West will be planned exclusively for single family detached homes, the East and South neighborhoods have been conceptualized to have a greater housing mix.

Metro Title 11 Compliance – As of the writing of this memo, staff is still coordinating with Metro on the implications of the various options for future addition of the urban reserves to the UGB. Concept Plans must comply with Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan.

During the Frog Pond Technical Advisory Committee meetings, Metro stated they were comfortable with Option B prepared as part of the alternatives analysis for the East and South Neighborhoods – Option B had net density of 11.5 units/net acre. Option D has a density of 10 units/net acre – lower than B due to the deletion of the high density residential category. For comparison, Option E and F have a density of 8.2 units/net acre in the East and South neighborhoods. The lower the density (with associated higher costs for housing), the more difficult it will be to demonstrate compliance with Metro Title 11 and convince elected regional officials that the best place to expand the UGB is in the Advance



Road urban reserve area when compared to other municipalities with more efficient use of urban reserves.

Mix and Match – The Planning Commission has the option to select from each of the options. For example, if Option F is selected for the West Neighborhood, the Planning Commission could select Option E or D for the East and South Neighborhoods.

KEY ISSUE 2 – STATUS REPORT ON THE 60TH AVENUE CLASSIFICATION AND CROSS-SECTION

As of the writing of this memo, the team is still coordinating options for 60th Avenue.

Issue Framing

There are two questions for this key issue:

1. Should 60th Avenue (south of Advance Road) be classified as a Collector Street or Local Framework Street?
2. What should be the preferred cross-section – specifically, should bike lanes be on-street or off-street?

The current working recommendation is that 60th Avenue should be classified as a Collector street from Advance Road south to the entry to the schools, and as a Local Framework street south of that point. The street would have two travel lanes (a center turn lane or median treatment is not needed due to the future traffic volumes). On-street parking could be allowed under Wilsonville standards. There is flexibility in how to site the bike lanes, but a Collector street in Wilsonville typically would have on-street striped lanes or a unique solution such as a cycle track.

Task Force member Bill Ciz (a property owner in the South Neighborhood) has advocated for the Local Framework option classification for 60th Avenue. This would also be a similar two-lane cross section (with parking possible), but the bike lanes would not be on-street. Mr. Ciz recommends that a multi-use path (off-street and parallel to 60th Avenue) be built on the west side of 60th. This would narrow the curb-to-curb cross-section and place a prominent path along the edges of the Community Park and school.

KEY ISSUE 3 – REFINEMENT FOR WEST NEIGHBORHOOD PARKS

Issue Description

This issue proposes flexibility for how the City implements the two neighborhood parks planned for the West Neighborhood. The refined concept would place a neighborhood park (2 acres minimum) within the neighborhood as the primary active neighborhood park. The second park could be located in the western portion of the neighborhood, along the Boeckman Trail, and would be a 2-acre linear park feature with a recreational trail adjacent to a natural setting intended to provide visual access to the Boeckman Creek corridor. The single-loaded street along the northern portion of Boeckman Creek in the West neighborhood lends itself well to this park design type.



This issue is being brought to the Planning Commission as a working idea that has emerged from the Infrastructure Funding Plan. The original plan for two “standard” neighborhood parks would cost an estimated \$7,950,000³. The refined concept would cost an estimated \$5,660,000, saving \$2,290,000.⁴ This savings is helpful to the project’s effort to reduce infrastructure costs and to have the West neighborhood stand on its own, while still providing quality infrastructure and leveraging the neighborhood’s abundant natural resources. It is recognized that through the platting and development process, additional private parks will be provided – the figures here represent the public portion of the parks system. Open space requirements and details will be analyzed in Phase 2 of the project.

The original 2-park concept stems from the Wilsonville Park and Recreation Master Plan. The team recommends that the Frog Pond Area Plan report and Infrastructure Funding Plan use the above-described refined concept, maintain flexibility to do two parks, or one plus linear green for the West Neighborhood parks.

Note: In addition to what is described above for the West Neighborhood, the City has received a parks-related request from the property owner on the west side of the Community Park (in the South Neighborhood). The request is to remove the “Potential Future Park Site” asterisk from the Land Use Framework map. The team recommends that this change be made, as there are no solid plans to acquire the property at this time.



Jackie Husen Park, bordering Cedar Mill Creek in Washington County.

³ October 10, 2014 memo titled “Frog Pond Area Plan: Funding Analysis” from Leland Consulting Group.

⁴ June 3, 2015 memo titled “Frog Pond Area Plan: Infrastructure Funding Strategy” from Leland Consulting Group.



Little Sugar Creek Greenway Park in Charlotte, NC.

KEY ISSUE 4 – NEIGHBORHOOD COMMERCIAL DESIGN

Issue Description

The question for this key issue is: “What guidance should be captured in the Concept Plan to ensure that the neighborhood commercial center is the appropriate scale and design to be a positive and compatible use in the East Neighborhood?”

At the January 21, 2015 joint meeting of the Planning Commission and City Council, the project team requested guidance on whether to include the neighborhood commercial center in the Land Use Framework, and if so, at what location. The Planning Commission and City Council voted on four possible options:

1. Retail in the “Four Corners” location, recommended by the project team. (5 votes)
2. A smaller commercial node at the Grange location, as examined in earlier iterations of the plan. (2 votes)
3. Flexible land use designations that allow for a "market-oriented" approach, allowing commercial development or residential development on these properties. (3 votes)



4. Removing retail from the planning area entirely, and instead considering a larger retail location west of Stafford Road within the Elligsen urban reserve area. (1 vote)

The Planning Commission and City Council informally voted to retain the use and locate it at the northeast corner of the Stafford-Boeckman-Wilsonville-Advance Road intersection. In short, the Planning Commission and Council members were supportive of the potential for local shops and services to complement the surrounding four neighborhoods, walking and biking to reduce the need for automobile trips to other commercial areas of the City. They noted that the design of the site should be compatible with the surrounding residential uses.

This key issue is being brought to the Planning Commission in response to community feedback from the on-line open house and testimony since the January joint meeting. For survey question 8 regarding the proposed commercial community design standards, 151 people responded and the response was generally positive (3.36 overall weighted average score, 72% rating the images as "Its okay" or better). In the written comments, common concerns included: doubt that the retail would be successful, belief that Wilsonville has ample retail in other locations, concern for competition with vacant spaces, and a sense that Villebois' retail was not successful so Frog Pond should not have local retail.

Positive comments centered around: liking the imagery, preference for small scale, blending with the neighborhood, not being a regional destination, support for walkability, and a desire for outdoor seating.

This issue is included because the project team believes it is important to acknowledge the concerns. The project team recommends that the use and location should be retained in the Concept Plan, following the direction from January. Additionally, the design elements that received support should also be included in the Concept Plan.



A VISION FOR FROG POND IN 2035

August 14, 2014 draft

The Frog Pond Area in 2035 is an integral part of the Wilsonville community, with attractive and connected neighborhoods. The community's hallmarks are the variety of quality homes; open spaces for gathering; nearby services, shops and restaurants; excellent schools; and vibrant parks and trails. The Frog Pond Area is a convenient bike, walk, drive, or bus trip to all parts of Wilsonville.

GUIDING PRINCIPLES FOR THE FROG POND AREA PLAN

Create great neighborhoods

Frog Pond's homes, streets, open spaces, neighborhood-scale retail, and other uses fit together into walkable, cohesive, and connected neighborhoods. Frog Pond is a fun place to live.

Create a complete streets and trails network

Streets are designed for safe and enjoyable travel by bike, on foot, or by car. A great network of trails is provided. Safe crossings and connections are provided throughout the street and trail network.

Provide access to nature

The creeks and natural areas provide opportunities to see and interact with nature close to home.

Create community gathering spaces

Beautiful parks, quality schools, and other public spaces serve as community centers and gathering places. The land uses, transportation, and open space around the Advance Road school and park sites support a compatible neighborhood plan in that area. The Frog Pond Grange, and adjacent uses, fit together as a focal point of the community.

Provide for Wilsonville's housing needs

A variety of attractive homes are provided to fulfill the City's housing needs and align with the market. Single-family homes, including some on large lots, are significant part of the mix. Neighborhoods are designed to be multi-generational and offer a diversity of attractive housing options at a variety of prices.

Create a feasible implementation strategy

A realistic funding plan for infrastructure, smart and flexible regulations, and other strategies promote successful implementation of the plan.

Frog Pond is an extension of Wilsonville

Frog Pond is truly connected – it is an easy and safe walk, drive, bike trip, or bus ride to other parts of Wilsonville, and Frog Pond feels like a well-planned extension of the city.



Retain trees

Mature native trees are integrated into the community to enhance the area's character and value.

Honor Frog Pond's history

A sense of history is retained, recognized, and celebrated.

Provide compatible transitions to surrounding areas

New urban land uses are good neighbors to adjacent rural land uses, future developable areas, and existing neighborhoods. The plan provides for future growth of the City into adjacent urban reserves.

Promote healthy, active lifestyles

Extensive walkways, community gardens, recreational facilities, and other elements support active and healthy lifestyles.

Integrate sustainability

The plan integrates solutions which address economic, environmental and social needs. Frog Pond is a sustainable community over the long term.

Coordinate with Wilsonville's transportation network

The plan is consistent with the Wilsonville Transportation System Plan for all modes of travel: trails, bikeways, SMART, and vehicles. Traffic impacts are managed for key streets and intersections, including the I-5 interchanges.

PROCESS PRINCIPLES

- Provide early and ongoing opportunities for stakeholders to raise issues and concerns.
- Facilitate equitable and constructive communication between the public and project team.
- Empower residents to become involved with the project.
- Provide the public with balanced and objective information to help the public understand issues, alternatives, opportunities, and solutions.
- Aim to create the best product, a model that could be used in other communities.



**PLANNING COMMISSION
WEDNESDAY, JULY 8, 2015
6:00 PM**

VI. WORK SESSIONS

- B. Coffee Creek Industrial Area Form-based Code (Neamtzu)

Date: Tuesday, 1 July 2015
To: Chris Neamtzu
From: Marcy McInelly, Urbsworks, Inc.
Copy: Joseph Readdy, Keith Liden

WILSONVILLE COFFEE CREEK INDUSTRIAL DESIGN OVERLAY DISTRICT

20 July 2015 City Council Presentation and Briefing

Progress status update on the Coffee Creek Industrial Design Overlay District, Form-based Code, and Pattern Book – Design Guidelines.

Background

The City was awarded a grant from the Transportation and Growth Management (TGM) Growth Assistance Program to create a Light-industrial Form-based Code (FBC) and Pattern Book that will apply to the Coffee Creek Industrial Area.

The Planning Commission received an orientation to Form-based Codes on 19 February 2014 and 21 June 2014. Planning Commission input to staff and the consultant team has directly informed recent work on both the Form-based Code and the Pattern Book.

The consultants have developed final drafts of the Form-based Code and Pattern Book with extensive staff review. At the meeting, the consultant team will present the Planning Commission a progress status report and update.

The purpose of the Form-based Code and Pattern Book is to support economic development and job creation through an integrated system of code elements that include:

1. An amended Coffee Creek Industrial Area Master Plan of 2007;
2. A Form-based Code for the master plan area with clear and objective standards that provides certainty to applicants;
3. A targeted set of specific Adjustments to the FBC standards that offer flexibility to applicants and that can be administered by staff; and
4. A Pattern Book with design guidelines that correlate with the clear and objective standards of the Form-based Code and encourage high-quality site and building design. The design guidelines provide flexibility to those applicants with special projects that go beyond the basic elements of the Form-based Code.

A challenge to the project has been planning for the implementation of a connected network of existing and new streets that add connectivity while also preserving large sites capable of supporting large-scale industrial buildings.

The project represents an opportunity to streamline the approval process for new projects. The project outcome will support economic development and job creation through regulations that provide the appropriate balance of certainty with a generous range of flexibility that results in high-quality design from the public realm to site design and landscaping to the buildings.

The Coffee Creek Industrial Area Master Plan (2007) will be amended to incorporate references to the connectivity standards of the Form-based Code.

The Coffee Creek Form-based Code and Pattern Book together establish regulations and guidelines for street design and connectivity, site design and circulation, building form and massing, and building design and architecture.

The intent is to create:

1. An industrial and employment district featuring cohesive and high-quality site, landscape and building design through an emphasis on the design of the public realm;
2. A complete network of existing and new streets, paths, and trails that will support a sense of place and identity; and
3. A multi-modal transportation network that accommodates pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern light industrial and employment district.

The Form-based Code uses clear and objective standards that are specific, discrete requirements and numerical standards, which substantially minimize judgment about compliance. Additional flexibility is built-in to the Form-based Code with adjustment criteria for a limited set of standards that provide additional flexibility to applicants and can be administered by staff.

Recent Work

Summary of work completed since last City Council briefing

21 July 2014 – City Council Briefing

Staff and the consultants introduced the Form-based Code and Pattern Book to Council.

The Mayor and Councilors present expressed support for the effort to streamline approval of light industrial development. As City Manager Bryan Cosgrove stated, “Developers like certainty and timing. If you can build that into your code I think it gives us a competitive advantage.”

30 October 2014 – Neighborhood Open House and Meeting

Staff and the consultants held a three-hour open house, presentation, and discussion with community members about the Coffee Creek Area master plan, the Light-industrial Form-based Code, and Pattern Book.

12 November 2014 – Technical Advisory Committee Meeting

Staff and the consultants held a project update and discussion about issues arising from the Road Test.

December 2014 – Road Test

According to the Scope of Work:

Consultant shall prepare a “road test” of the draft Light Industrial Form Based Code (Form-based Code) and Pattern Book (Draft #2) using three hypothetical development application examples, for one potential development site within the Coffee Creek Master Plan area. The purpose of this task is to demonstrate how the Form-based Code will work procedurally. The three applications will include one that is approved based on compliance with the clear and objective (i.e., non-discretionary) standards of the Form-based Code, a second that is approved according to the design guidelines in the Pattern Book, and a third that will follow a hybrid process: a combination of the Form-based Code and the Pattern Book. This task must include the following steps:

a) Consultant shall facilitate a road test work session with City to develop three example industrial developments for testing. Refinement of the hypothetical development applications may occur via telephone and email. Consultant shall prepare summary notes of the road test work session, including a description of each hypothetical development application.

b) Consultant shall apply the Form-based Code and Pattern Book, and Wilsonville Code provisions to the three example development applications and provide a road test memorandum explaining in detail the test results, i.e., what the process of approval was for each application.

c) Consultant shall lead a road test review meeting with City development review staff to review and confirm the results for the three examples. Consultant shall submit summary notes of the meeting, including a list of agreed upon amendments to the Form-based Code and Pattern Book drafts, and / or the Wilsonville Code.

d) Consultant shall facilitate a Technical Advisory Committee work session with a stakeholders group identified by City (the Technical Advisory Committee: technical advisory committee) to review the evaluation of the three examples and the recommendations. Consultant shall summarize additional recommendations made by the stakeholders and Technical Advisory Committee work session summary notes.

The “road test” was added to the scope of work to help inform how effectively the draft Light Industrial Form-Based Code would perform in simulated applications using hypothetical development prototypes. The two primary objectives of the road test are to determine if the standards of the form-based code in the Coffee Creek Design Overlay District and the design guidelines in the Pattern Book for Coffee Creek Industrial Area:

- Are complete, easy to understand, and easy to administer; and
- Are consistent with and complementary to other relevant provisions in the Wilsonville Code.

The project team met on 10 October to complete the work of Sub-task a) identification of three prototypical sites. Subsequent to that meeting, the consultant team reviewed seven actual project applications and selected three for modeling and testing on the prototypical sites. The results of the road test (subtask b) were summarized in the memorandum of 27 October (which is attached to this summary memo).

A follow-up project team review with the City development review staff on 31 October (subtask c) focused on the existing application and review process and how that process should best be refined to make the Form-based Code an effective planning tool. The goal is to fully integrate the Form-based Code into Chapter Four of the Wilsonville development code with three tracks to project approval:

1. Staff prepares a decision with findings that indicates that a project meets all of the clear and objective standards of the Form-based Code. The project can be approved by the Planning Director based on clear and objective standards.
2. Staff review indicates that a project meets all of the clear and objective standards of the Form-based Code, and/ or the targeted adjustments that are built into the code. Staff prepares a decision with findings and, in addition, justifies the targeted adjustments. The project can be approved by the Planning Director.
3. A project has elements that differ from the clear and objective standards of the Form-based Code and must be reviewed by the Development Review Board (DRB). The decision to go through the DRB process is either requested by the applicant or required by the Planning Director. Staff prepares a decision with findings, evaluation criteria for DRB review and a recommendation to inform the DRB.

The design team reviewed work-to-date with the Technical Advisory Committee meeting (subtask d) on 12 November. Input received from the TAC was incorporated in a draft road test summary memorandum completed on 17 November which served as the agenda for the final project team meeting on 21 November. The resolution of all outstanding issues was commemorated in the final draft summary memo of 24 November, which is attached to this summary memo.

An extra meeting with selected members of the TAC is scheduled for 12 December to review example projects and discuss design issues for possible incorporation into the Form-based Code or Pattern Book.

The consultant team is currently working on a final draft of the Form-based Code which will include draft criteria for targeted adjustments and draft justifications for DRB evaluation criteria.

12 December 2014 – Technical Advisory Committee: Virtual Tour

A special meeting of the Project Team and the Technical Advisory Committee to do a virtual tour on Google Earth of targeted industrial areas across the United States. Special consideration was given to:

- Primary streets and street frontages for industrial buildings;

- Location of curb cuts and access driveways;
- Location and screening of loading bays;
- Building design issues related to massing, articulation, materials and finishes; and
- Landscaping.

April 2015—3d Modeling of the Form-based Code

From the Scope of Work

a) Consultant shall facilitate a 3D modeling work session with City staff, to identify a site or sites for digital 3D modeling, and to review sample images to inform the creation of the final images, referenced in Task 4.7b. Refinement of the site selection and illustration techniques may occur via telephone and email. Consultant shall prepare summary notes of the 3D modeling work session, including a description of each digital 3D model.

b) Consultant shall prepare digital 3D models of a hypothetical development following the proposed Light Industrial Form-based Code and Pattern Book. The models shall be made for a corridor and a property, and shall include explanatory text and tables, showing the development standards and/ or guidelines being met. They shall be rendered in full color, with a version that can be uploaded to the City's project website. There shall be at least ten images for each model, five for the development standards, and five for the design guidelines.

Site selection: three representative sites within the Coffee Creek master plan area for modeling that represent a range of possible development contexts.

- A site on Day Road;
- A larger development site between Garden Acres Road and Kinsman Road; and
- An existing industrial site along Grahams Ferry Road.

Development Modeling: On each of the representative sites selected for 3D modeling, we have developed prototypical building and site development models.

- For the site on Day Road: a multi-story office building;
- For the larger development site between Garden Acres Road and Kinsman Road: an industrial/ warehouse building with loading docks and service bays; and
- For the existing industrial site along Grahams Ferry Road: a building type combining existing structures with new development.

For each building and site development prototype, a set of related illustrations clearly demonstrate how development that can be achieved under the clear and objective standards of the Form-based Code.

13 May 2015 – Planning Commission Briefing

July 2015 – Coffee Creek Industrial Design Overlay District, Form-based Code and Pattern Book – Design Guidelines, Final Draft

The final draft of the Coffee Creek Industrial Design Overlay District includes:

- A replacement section for the current Day Road Design Overlay Zone (Section 4.134).
- Minor amendments to a variety of Wilsonville Code sections to ensure consistency between the Coffee Creek Industrial Design Overlay District (CCDOD) and related code provisions.

- The Wilsonville Pattern Book for the Coffee Creek Light Industrial Area, to be administered by the Development Review Board (DRB) for all Class III applications.

Key Elements of the Form-based Code

There are several key elements, which should be carefully reviewed and considered. They are summarized below along with a consulting team recommendation. The recommendations are reflected in the draft amendments that are summarized in the table and shown in the attached code text amendments.

- **Two-Track review framework.** The CCDOD and related code amendments are designed with a two-track review framework.
 - 1) One track would allow a more streamlined review through the Class II Administrative process for applications, which can meet the CCDOD standards completely or with minor variations allowed through minor adjustments.
 - 2) For applications requiring approval of design elements, which do not meet the standards or adjustment criteria, the second track follows the current DRB process. The DRB would use the Wilsonville Pattern Book for the Coffee Creek Light Industrial Area in addition to applicable code requirements.
- **Planning Director authority.** The draft amendments would grant additional Class II Administrative decision-making authority to the Planning Director for development applications within the CCDOD. The purpose is to provide for a more streamlined development review process, which is one of the primary goals of this project. This expansion of review authority is recommended to include subdivisions, site design review, Stage I and II planned development review, and Type C tree removal permits.
- **Limitation of DRB waivers.** A form-based code approach is most effective when the design standards are closely adhered to. Therefore, it is recommended that DRB waivers allowed in Subsection 4.118 (.03) A should not apply to applications within the CCDOD. DRB waivers in the CCDOD are proposed to meet the requirements of Subsection 4.118 (.03) B where “substantial evidence” is required to approve a waiver, including consistency with the Wilsonville Pattern Book for the Coffee Creek Light Industrial Area. Several critical design elements are proposed to be eligible for waivers under the more stringent requirements in Subsection 4.118 (.03) C 5.
- **Delete the Day Road Design Overlay District.** The Day Road DOD (Section 4.134) would be deleted in its entirety and the CCDOD is proposed to take its place. In addition, the area covered by this section would be expanded from the Day Road corridor to the area covered by the Coffee Creek Industrial Area Master Plan, completed in 2007.
- **Design adjustments.** The CCDOD includes provisions for adjustments to the standards in Section 4.134. Adjustments are limited to a 10% or 20% deviation if specified standards if adjustment criteria (also in 4.134) are met.
- **Site Design Review criteria.** Section 4.400 contains general site design review criteria, which overlap with the proposed design standards proposed for the CCDOD in Section 4.134. These criteria are proposed not to apply within the CCDOD to avoid confusion and potentially conflicting criteria.
- **Tree protection.** Currently, the Planning Director only has authority to issue Type A, B, and D tree removal permits (Class I or II review), and Type C must be granted by the DRB. The amendment proposes Planning Director authority to review Type C tree removal permits in the CCDOD under the Class II process. The purpose of this change is to allow most development applications in the CCDOD to be eligible for Class II review. Because many sites will include some trees, it will be important to allow Planning Director authority for tree removal for the two-track process to be a realistic option for the majority of properties in the CCDOD. Alternative approaches to address tree protection could include:
 - 1) Review of trees and tree protection by including Stage I planned development review with applications for annexation, comprehensive plan amendments, and zone change. This way, the tree protection parameters could be addressed early allowing Planning Director review of subsequent development permits to ensure compliance.

- 2) A city-sponsored tree inventory could be conducted in advance of annexation and/or development applications for the Coffee Creek area to determine which trees are worthy of special protection. As with the above option, subsequent Planning Director or DRB action would be guided by the findings of the inventory.
- **Traffic impact reports.** The consulting team and city staff discussed the possibility of conducting a city-led master plan traffic study for the entire area to reduce the traffic impact report burden for individual development applications. This would represent an approach that would be complementary to the streamlined review process sought for this area.

Attachments:

- A. Coffee Creek Industrial Design Overlay District Code Amendments Summary Table
- B. June 23, 2015 Memo and Code Comment/Response Summary Table
- C. July 1, 2015 Wilsonville Draft Development Code Coffee Creek Industrial Area Form-based Code Amendments
- D. Wilsonville Pattern Book – Design Guidelines for Coffee Creek Industrial Design Overlay District, draft dated June 2015

Date: Tuesday, 1 July 2015
To: Chris Neamtzu
From: Marcy McInelly, Urbsworks, Inc.
Copy: Joseph Readdy, Keith Liden

WILSONVILLE COFFEE CREEK INDUSTRIAL DESIGN OVERLAY DISTRICT

Code Amendments Summary Table

Code Section	Page #	Amendment Summary
Administration: Sections 4.000 – 4.035		
4.001Definitions	A-1 to 32	Several definitions related to the new Coffee Creek Industrial Design Overlay District (CCDOD) are proposed to be added to this section and inserted in alphabetical order.
4.030 (.01) B.	A-52	Modification to give the Planning Director authority to review subdivisions through the Class II administrative process.
4.030 (.01) B.	A-53	Modifications to give the Planning Director authority to make Class II decisions in the CCDOD regarding subdivisions (Subsection 5); site design review and Stage I and 2 Planned Development applications (new Subsections 9. and 10), which meet the CCDOD applicable standards and adjustment criteria in 4.134; and Type B tree removal permits (new Subsection 11).
Zoning: Sections 4.100 – 4.141		
4.110 (.02)	B-2	Add new Subsection D. Coffee Creek Industrial Design Overlay District (CCDOD).
4.116 (.05)	B-12 to 14	Although there do not appear to be any conflicts between this section and the new CCDOD, the allowed outdoor activities should be reviewed with city staff to confirm this is the case.
4.118 (.03) A. & B.	B-16 to 17	This Subsection A allows the DRB to waive an extensive list of standards. New Subsections B 4 and C 5 proposed to only allow waivers to CCDOD standards when there is “substantial evidence” to support a waiver including consistency with the Wilsonville Pattern Book for the Coffee Creek Light Industrial Area.
4.134	B-80 to 87	Replace the Day Road Design Overlay District in its entirety with the Coffee Creek Industrial Design Overlay District (CCDOD).
4.135.5 (.05)	B-93 to 94	This section is amended to allow applications within the CCDOD to be reviewed by the access and block size standards in Section 4.134.
4.135.5 (.07)	B-96 to 97	This section contains standards pertaining setbacks, etc, which could potentially conflict with the CCDOD. Amendments to subsections C and D are recommended to allow the front, rear, and side yard setback requirements of the CCDOD govern.
4.140 (.05)	B-163	Subsection C. says DRB approval is governed by Sections 4.400-4.450. A new reference is added for the Planning Director to also make Planned Development decisions according to Sections 4.400-4.450. As noted below, Sections 4.400-4.450 are modified to recognize Planning Director authority regarding applications meeting the applicable standards and adjustment criteria in Section 4.134.
4.140 (.07)	B-164 to 165	A new Subsection D is introduced to refer to the Class II process for applications in the CCDOD.
4.140 (.09)	B-166 to 166	This section refers to Stage 2 review by the DRB. This section has been amended to include Planning Director review authority for applications within the CCDOD following a Class II administrative review process. In some case new text is provided and in others the term “Development Review Board” is replaced with “approval authority.” Also, Subsection (.08) is missing and perhaps the city would like to re-

Code Section	Page #	Amendment Summary
		number this section to be (.08).
General Development Regulations: Sections 4.154 – 4.199		
4.176 (.02) D.	C-60 to 62	A low berm standard is added as a new Subsection E. between the current D. Low Landscaping Standard and E. High Screen Landscaping Standard (now subsection F). The low berm standard is intended for situations where some significant buffering is desirable, but not to the level of the high berm standard. A new figure similar to Figure 25: High Berm Landscaping is provided on C-69 and C-70.
4.176 (.06) C.	C-64	Amended to allow the Planning Director, in addition to the DRB, to require larger or more mature plant materials for buildings higher than 24 feet or greater than 50,000 square feet.
4.180(.01) A.	C-77	This is amended by adding a new Subsection A 2 to allow architectural building projections in the CCDOD to be regulated by the provisions in Section 4.134.
Land Divisions: Sections 4.200 – 4.290		
4.210 (.01)	D-2 to D-5	There are no amendments proposed for this section. However, if the recommendation to allow Class II Planning Director review of subdivisions in the CCDOD is supported,, this section should be reviewed with city staff to ensure consistency.
Underground Utilities: Sections 4.300 – 4.320		
		No amendments are proposed for this section.
Site Design Review: Sections 4.400 – 4.450		
4.400 (.02)	F-1 to F-2	These are used as application evaluation criteria. While they are generally consistent with the CCDOC, they would be duplicative and confusing to apply in addition to CCDOD standards. As provided in the amendment to Sections 4.420 and 4.421 below, these criteria are intended not to be applied within the CCDOD.
4.420 (.01)	F-2	Expanded the exceptions to DRB review to include Class II applications in the CCDOD.
4.421(.01)	F-2	Amended to indicate that Site Design Review applications in the CCDOD will be subject only to the standards in 4.134.
4.430	F-4 to F-5	The city needs to determine how to apply the solid waste standards in this section and 4.179.
4.440 – 4.450	F-6 to F-8	These procedural requirements should continue to apply to applications in the CCDOD.
Willamette River Greenway: Sections 4.500 – 4.515		
		No amendments are proposed for this section.
Tree Preservation and Protection: Sections 4.600 – 4.640.20		
4.610.40	H-10 to H-11	An amendment of Subsection 4.610.40(.01) to include Type C tree removal permits under Class II review by the Planning Director is recommended. The purpose is to allow the majority of development applications within the CCDOD to take advantage of the streamlined Class II review track.
Annexations and Urban Growth Boundary Amendments: Section 4.700		
		No amendments are proposed for this section.
Wireless Communications Facilities: Sections 4.800 – 4.804		
		No amendments are proposed for this section.

2)

Date 23 June 2015 | **Project** TGM Code Assistance, Light Industrial Form-Based Zoning Code Standards, City of Wilsonville, Oregon

To Chris Neamtzu | **From** Consultant Team Keith Liden, Marcy McInnelly and Joseph Readdy
Copy Laura Buhl

WILSONVILLE COFFEE CREEK INDUSTRIAL DESIGN OVERLAY DISTRICT

Work Task 5 – Light Industrial FBC – Revised Final Draft

Introduction

A final draft of the Coffee Creek Industrial Design Overlay District was submitted for City review. This included:

- The new Coffee Creek Industrial Design Overlay Zone (replacing the Day Road Design Overlay Zone -Section 4.134).
- Minor amendments to a variety of Wilsonville Code sections to ensure consistency between the Coffee Creek Industrial Design Overlay District (CCDOD) and related code provisions.
- The Wilsonville Pattern Book for the Coffee Creek Light Industrial Area, to be administered by the Development Review Board (DRB) for all Class III applications.

The city staff prepared comments addressing four elements of the final draft:

- Coffee Creek Industrial Design Overlay Zone (Section 4.134).
- Illustrations and diagrams in Section 4.134.
- Other Wilsonville Code sections.
- Wilsonville Pattern Book for the Coffee Creek Light Industrial Area.

Response to Comments

The consulting team has reviewed the comments and has either 1) made the amendment suggested by the staff; 2) modified the staff amendment with an explanation; or 3) identified the comment or issue as one for further evaluation. The comments and responses are itemized on the following table, and they are followed by

- Coffee Creek Industrial Design Overlay Zone (Section 4.134).
- Minor amendments to a variety of Wilsonville Code sections to ensure consistency between the Coffee Creek Industrial Design Overlay District (CCDOD) and related code provisions.
- The Wilsonville Pattern Book for the Coffee Creek Light Industrial Area, to be administered by the Development Review Board (DRB) for all Class III applications.

Code Comment / Response Summary Table

The attachment contains the Wilsonville Code amendment language. The amendments are presented in the same order as the table. The initials of the commenter are noted in parenthesis. They are are Laura Buhl (BL), Barbara Jacobsen (BJ), Dan Pauley (DP), Mike Wheeler (MW), Chris Neamtzu (CN), and Miranda Bateschell (MB). The "Action" column symbols indicate how the comment was addressed:

- Changes made as recommended by staff.
- Staff recommendations incorporated in an amended form.
- Staff comments requiring further discussion or evaluation.

WILSONVILLE CODE – GENERAL AMENDMENTS			
Code Section	Page #	Comments	Action
Administration: Sections 4.000 – 4.035			
4.001Definitions	A-1 to 32	Change "street-addressing" to "addressing street" and street, supporting" to "supporting street" (BJ).	<input checked="" type="checkbox"/>
4.030 (.01) B.	A-52	B.2. Preceding this section, Section 4.008(.01)(I) needs alteration to enable Subdivisions by Planning Director for the FBC region, or add a new item N: Subdivisions located within the CCIDOD (MW). <i>Consulting team response: Section 4.030(.01)B.5. Amended to allow Planning Director review of subdivisions as a Class II review in the Coffee Creek Industrial Design Overlay District.</i>	<input checked="" type="checkbox"/>
		B.5. Also preceding this section, add Section 4.008(.02)(L) to describe the unique features of the CCIDOD (MW). This addition does not point to criteria specific to the CCIDOD, and would simply apply the partition criteria that are listed. If additional criteria are applicable, it must be referenced here, or established as a separate item that does so (MW). <i>Consulting team response: No special criteria appear to be warranted in Section 4.030(.01)B. and there do not appear to be any unique procedural aspects to note in Section 4.008(.02)L.</i>	<input type="checkbox"/>
4.030 (.01) B.	A-53	B.9. This section reference should be new Section 4.210, pointing to the heading "Jurisdiction and Powers of the Planning Director". New text should then be added, similar to Section 4.420 (MW). <i>Consulting team response: The request will need further discussion, because the intended result is not clear. A Section 4.210 exists dealing with application process, and Section 4.420 deals with jurisdictional powers of the board (DRB).</i>	<input type="checkbox"/>
		B.10. To enable the Planning Director to review Stage I and Stage II applications, the authority of the DRB found in Section 4.031(.01)(I) must be amended . <i>Consulting team response: Section 4.030(.01)B. was amended to enable the Planning Director to review these applications. Since the DRB would continue to have authority in cases where the applicant chooses, or is required to follow the DRB review track, the amendment suggested could strip the DRB of any review</i>	<input checked="" type="checkbox"/>

WILSONVILLE CODE – GENERAL AMENDMENTS			
Code Section	Page #	Comments	Action
		<p>authority.</p> <p>Also, language currently found in Section 4.140(.05)(A), (C) and (D) must be amended to add the special administrative process for the CCIDOD (MW).</p> <p><i>Consulting team response: Amended Sections 4.140(.05) A, C and D as recommended. Subsection D.4. should be reviewed regarding the requirement to link zone change and Stage I approval through the City Council.</i></p>	
		<p>B.11. This item is needed in Section 4.030(.01)(B) anyway, but first without the CCIDOD qualifier. Note that Section 4.030(.01)(A)(10) includes a Type A tree removal permit as a Class I review, but a similar item does not currently exist for Type B as Class II (MW).</p> <p><i>Consulting team response: Type B reference was incorrect. Changed to Type C.</i></p>	■
4.030 (.01) C.	A-53	<p>Type B Tree Permits are already Class II, or is this intended to read Type C (DP)?</p> <p><i>Consulting team response: Changed to type C.</i></p>	■
Zoning: Sections 4.100 – 4.141			
4.110 (.02)	B-2	<p>This should consistently be CCIDOD (MW).</p> <p><i>Consulting team response: Consensus should be reached regarding the acronym to use.</i></p>	<input type="checkbox"/>
4.116 (.05)	B-12 to 14	<p>No staff comments regarding allowed outdoor activities.</p> <p><i>Consulting team response: This section will not be amended.</i></p>	■
4.118 (.03) A. & B.	B-16 to 17	<p>B 4 "...Coffee Creek Industrial Design Overlay District provided contained within the waiver... (BJ)."</p> <p>B.4. Does this cover any standards in A above, which would then be more difficult to waive than they currently are (DP)?</p> <p><i>Consulting team response: Allowing deviations from the Coffee Creek Industrial Design Overlay District requirements, which go beyond what is allowed in 4.134 or called for in the Pattern Book is not recommended. For example, waivers to "13. architectural design standards" should not exceed the flexibility provided. However, other waivers listed in A. are not covered in 4.134 or the Pattern Book, such as minimum number of parking or loading spaces, waivers could be appropriate. This is an important issue that should be evaluated further.</i></p>	<input type="checkbox"/>
4.118 (.03) A. & B.	B-17	<p>C.4. "trails or pathways shown in the Parks and Recreation Master Plan; and(MW)"</p>	■
4.134	B-80 to 87	<p><i>Comments and actions pertaining to the new Coffee Creek Industrial Design Overlay District are addressed separately in this memorandum.</i></p>	
4.140(.05)	B-163	<p>C. This authorization is not as simple as just adding Planning</p>	■

WILSONVILLE CODE – GENERAL AMENDMENTS			
Code Section	Page #	Comments	Action
		Director here. See my earlier comments in this regard for section references and complexities (MW). <i>Consulting team response: Agreed. We believe this is addressed with the related code amendments.</i>	
4.140 (.07)	B-165	D.1. & 2. Several grammatical changes are requested (BJ).	<input checked="" type="checkbox"/>
		D.2. In the first sentence, make this edit, “. . . such conditions of approval as are in the his or her judgment . . . (LB).”	<input checked="" type="checkbox"/>
		D.4. Staff question about making the determination by the Planning Director (for Stage I approval in Coffee Creek) absolute (BJ). <i>Consulting team response: Yes, we believe this is consistent with the streamlined application review objective for the project.</i>	<input type="checkbox"/>
4.140 (.09)	B-165 to 166	A. Staff recommends that “approval authority” be defined in Section 4.001 and used consistently throughout the code (MW & BJ). <i>Consulting team response: The term is only used a few times. It could be defined, but if its use would be very limited, it may be better to simply list the potential decision makers (Planning Director, DRB, or City Council) and not create another term.</i>	<input type="checkbox"/>
General Development Regulations: Sections 4.154 – 4.199			
		No staff comments regarding this section.	
Land Divisions: Sections 4.200 – 4.290			
4.210 (.01)	D-2 to D-5	<i>There are no amendments proposed for this section. However, if the recommendation to allow Class II Planning Director review of subdivisions in the CCDOD is supported, this section should be reviewed with city staff to ensure consistency.</i>	
Underground Utilities: Sections 4.300 – 4.320			
		No amendments were proposed for this section.	
Site Design Review: Sections 4.400 – 4.450			
4.400 (.02)	F-1 to F-2	I don't like this language-the City Council declares everything in this Code to be as written (BJ). <i>Consulting team response: The introductory language for Section (.02) is existing and is not proposed for modification as part of this project. The city can certainly elect to edit this.</i> <i>Subsections A.-J. These are used as application evaluation criteria. While they are generally consistent with the CCDOD, they would be duplicative and confusing to apply in addition to CCDOD standards. The consulting team amended Sections 4.420 and 4.421, so these criteria would not be applied within the CCDOD.</i>	<input type="checkbox"/>
4.420 (.01)	F-2	This insertion is misplaced, and changes the meaning of the section with regard to Villebois. Move the phrase to follow the word "apartments" in the same sentence and it will be okay (MW).	<input checked="" type="checkbox"/>
4.430	F-4 to	(.02) Do we need to add that they will apply in the Coffee Creek	<input type="checkbox"/>

WILSONVILLE CODE – GENERAL AMENDMENTS			
Code Section	Page #	Comments	Action
	F-5	area here (BJ)? <i>Consulting team response: It was previously suggested that the city should determine how to apply the solid waste standards in this section and 4.179. In the draft for Section 4.134, Table CC-3 indicates that the provisions in 4.179 shall apply. If this approach is acceptable, then no change is needed here.</i>	
4.440 – 4.450	F-6 to F-8	4.440 Doesn't everything in this Code apply to Coffee Creek unless noted otherwise. I am getting confused here (BJ). <i>Consulting team response: This comment was in response to a margin notation, not a proposed code amendment. We're in agreement, and the note was meant to confirm this understanding with the reviewers.</i>	■
Willamette River Greenway: Sections 4.500 – 4.515			
		No amendments are proposed for this section.	
Tree Preservation and Protection: Sections 4.600 – 4.640.20			
4.610.40	H-10 to H-11	Other than a minor punctuation comment, no staff comments were made.	■
Annexations and Urban Growth Boundary Amendments: Section 4.700			
		No amendments are proposed for this section.	
Wireless Communications Facilities: Sections 4.800 – 4.804			
		No amendments are proposed for this section.	

Administration

Sections 4.000 – 4.035

June 2015

**WILSONVILLE CODE
PLANNING AND LAND DEVELOPMENT**

**CHAPTER 4
SECTIONS 4.000 – 4.035
ADMINISTRATION**

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Section 4.001 **Definitions.**

The following definitions, related to the Coffee Creek Industrial Design Overlay District, are proposed to be added to this section in alphabetical order.

Addressing street: A major existing or planned street within the Coffee Creek Industrial Design Overlay District as defined in Section 4.134.

Parcel: Within the Coffee Creek Industrial Design Overlay District, areas bounded addressing streets, supporting streets and/or through connections are defined as a parcel.

Regulating Plan: A plan that organizes the system of existing and future streets and multi-use paths within the Coffee Creek Industrial Design Overlay District.

Supporting street: New local streets within the Coffee Creek Industrial Design Overlay District, which may be located within public rights-of-way or public easements.

Through connections: New streets, multi-use paths, or streets that combine characteristics of local streets and multi-use paths. They are located within the Coffee Creek Industrial Design Overlay District and may be located within public rights-of-way or public easements.

Section 4.030. Jurisdiction and Powers of Planning Director and Community Development Director.

2. Residential accessory buildings or structures with less than one hundred and twenty (120) square feet of floor area located within the Willamette River Greenway Boundary pursuant to Section 4.500 and subject to the flood plain development standards of Section 4.172. Approval of such accessory structures in the Greenway shall be based on all of the following findings of fact:
 - a. The building or structure is located so that the maximum amount of landscape area, open space and/or vegetation is provided between the river and the building;
 - b. Public access to the river is preserved or is provided in accordance with an approved and adopted plan; and
 - c. That the change of use, intensification of use, or development will be directed away from the river to the greatest possible degree while allowing a reasonable use of the property.
3. Written interpretations of the text or maps of this Code, the Comprehensive Plan or sub-elements of the Comprehensive Plan, subject to appeal as provided in Section 4.022. The Planning Director may review and interpret the provisions and standards of Chapter 4 (Planning) of the Wilsonville Code upon receiving the required filing fee along with a specific written request. The Director shall publish and mail notice to affected parties and shall inform the Planning Commission and City Attorney prior to making a final written decision. The Director's letter and notice of decision shall be provided to the applicant, the Planning Commission, the City Council, and City Attorney and the notice shall clearly state that the decision may be appealed in accordance with Section 4.022 (Appeal Procedures). A log of such interpretations shall be kept in the office of the Planning Department for public review.
4. A permit to locate an accessory use on a lot adjacent to the site of the principal use.
5. Subdivisions located within the Coffee Creek Industrial Design Overlay District and land partitions, other than expedited land divisions, pursuant to Section 4.210. Approval shall be based on all of the following findings of fact:
 - a. The applicant has made a complete submittal of materials for the Director to review, as required in Section 4.210;
 - b. The proposed plan meets the requirements of the Code regarding minimum lot size and yard setbacks;
 - c. The approval will not impede or adversely affect the orderly development of any adjoining property or access thereto;
 - d. The public right-of-way bordering the lots or parcels will meet City standards;
 - e. Any required public dedications of land have been approved for acceptance by the City and will be recorded with the County prior to final plat approval;

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Section 4.030. Jurisdiction and Powers of Planning Director and Community Development Director.

- f. Adequate easements are proposed where an existing utility line crosses or encroaches upon any other parcel to be created by the partition;
 - g. All public utilities and facilities are available or can be provided prior to the issuance of any development permit for any lot or parcel; and
 - h. Roads extended or created as a result of the land division will meet City standards.
6. Decisions on the following:
- a. Lot line adjustments, where any of the lots increase by more than fifty percent (50%) in area, subject to the provisions of Section 4.233.
 - b. Temporary use permits for periods exceeding thirty (30) days. Temporary use permits may allow specific activities associated with the primary use or business located on the property for up to 120 days provided that:
 - i. the property owners have given written permission;
 - ii. no structure, sign or any other object shall exceed 20 feet in height;
 - iii. adequate parking is provided in designated spaces;
 - iv. signs are limited to a maximum of two and shall not exceed a total combined area of 24 square feet;
 - v. electrical and building permits are obtained as required;
 - vi. undue traffic congestion will not result and, if traffic congestion is expected, a traffic control plan is submitted along with the application that identifies the traffic control procedures that will be used;
 - vii. the activity and/or use shall not unduly interfere with motorists driving on adjacent roads and streets, including I-5; and
 - viii. public notice has been provided and the comments of interested parties have been considered in the action that has been taken.
7. Solar access permits, as specified in Section 4.137.3.

[Correction of numbering order for Section 4.030(.01)(B.) by Ordinance No. 538, 2/21/02.]

8. Class II Sign Permits. [Added by Ord. No. 704, 6/18/12.]

9. Site design review, as authorized in Section 4.400 for properties located within the Coffee Creek Industrial Design Overlay District, which satisfy all applicable standards and adjustment criteria in Section 4.134.

10. Review of Stage I and Stage II Planned Development applications for properties located within the Coffee Creek Industrial Design Overlay District, which satisfy all applicable standards and adjustment criteria in Section 4.134.

11. Type C tree removal permits as provided in Section 4.600 for properties located within the Coffee Creek Industrial Design Overlay District.

- C. Other specific actions or duties delegated by Planning Commission or Development Review Board Resolution, or by order of the Council, setting forth the review procedure guided by clear and objective standards for administration.
- D. Administrative Relief: In issuing the permits in subsection "B," above, the Planning Director may grant limited relief in cases of hardship. The Director shall follow the Class II - Administrative Approval procedures to determine whether administrative relief shall be granted. If the Director receives a complete

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Zoning

Sections 4.100 – 4.141

June 2015

**WILSONVILLE CODE
PLANNING AND LAND DEVELOPMENT**

**CHAPTER 4 SECTIONS 4.100 – 4.141
ZONING**

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Section 4.110. Zoning - Zones.

- (.05) The perimeter boundaries of the Official Zoning Map and the City are intended to be identical to each other at all times, except when properties have been annexed to the City and not yet zoned by the City. New developments in such areas shall require completion of the zone change process before proceeding.

Section 4.110. Zoning - Zones.

- (.01) The following Base Zones are established by this Code:
- A. Residential Agricultural H Holding, which shall be designated "RA-H".
 - B. Residential, which shall be designated "R".
 - C. Planned Development Residential, which shall be designated "PDR," and further divided into:
 - PDR-1
 - PDR-2
 - PDR-3
 - PDR-4
 - PDR-5
 - PDR-6
 - PDR-7.
 - D. Planned Development Commercial, which shall be designated "PDC," including PDC-TC (Town Center).
 - E. Planned Development Industrial, which shall be designated "PDI."
 - F. Public Facility, which shall be designated "PF."
 - G. Public Facility - Corrections, which shall be designated "PF-C."
 - H. Village, which shall be designated "V". (Added by Ord 557, adopted 9/5/03)
- (.02) The following Overlay Zones, to be used in combination with the underlying base zones, are established by this Code.
- A. Solar-Friendly (S) overlay zone;
 - B. Screening and Buffering (SB) overlay zone;
 - C. Old Town (O) overlay zone; and
 - D. Coffee Creek Industrial Design Overlay District (CCDOD).
- (.03) The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.
- (.04) The General Regulations listed in Sections 4.150 through 4.199 shall apply to all zones unless the text indicates otherwise.

Section 4.111. Zoning - Zone Boundary Lines.

- (.01) Except where reference is made on said map to a street line, political boundary, section line, legal description, or other designated line by dimensions shown on said

Section 4.113. Standards Applying To Residential Developments In Any Zone.

- 1, PDR-2, PDR-3, AND PDR-4 zones, bed and breakfast facilities over these size limits are prohibited.
3. Services to guests.
 - a. Food services may only be provided to overnight guests of a bed and breakfast facility.
 - b. Serving alcohol to overnight guests is allowed. The proprietor may need Oregon Liquor Control Commission approval to serve alcohol at a bed and breakfast facility.
 4. Meetings and Social Gatherings.
 - a. Commercial meetings. Activities including luncheons, banquets, parties, weddings, meetings, charitable fund raising, commercial or advertising activities, or other gatherings for direct or indirect compensation, are prohibited at a bed and breakfast facility.
 - b. Private social gatherings. The residents of bed and breakfast facilities are allowed to have only four (4) private social gatherings, parties, or meetings per year, for more than four (4) guests. The private social gatherings must be hosted by and for the enjoyment of the residents. The bed and breakfast operator must log the dates these social gatherings are held. Private social gatherings for four (4) or fewer guests are allowed without limit as part of a normal household living use at the site. All participants in the social gathering are counted as guests except for residents.
- F. Site-Related Standards.
1. Development Standards. Bed and breakfast facilities must comply with the development standards of the base zone, overlay zones, and plan districts, if applicable.
 2. Appearance. Bed and breakfast homes or inns in residential zones must be compatible with the surrounding residential neighborhood. No alterations to the exterior of the house shall be for the purpose of establishing a more commercial building appearance shall be permitted except for routine maintenance, alterations not requiring a building permit, restoration or requirements related to safety or handicapped accessibility. There shall be no exterior indication of a business except for the one (1) permitted sign.
 3. No cooking facilities are permitted in the individual guest rooms.
 4. Food service shall only be provided to guests taking lodging in the bed and breakfast home or inn.
 5. In PDR-1, PDR-2, PDR-3 or PDR-4 zones, no bed and breakfast home may be located on a lot closer than five hundred (500) feet from any other lot containing a bed and breakfast home, with only one (1) such establishment permitted per block face.
 6. There shall be no more than one (1) sign. Such sign shall not be self-illuminated and shall not exceed six (6) square feet in area. Additional sign

Section 4.115. Standards Applying to Manufactured Housing in All Zones Where Manufactured Housing is Permitted.

requirements described in Sections 4.156.02 through 4.156.10 of this Code shall be met.

7. Each such use must obtain a Certificate of Occupancy from the Building Official before it commences.
 8. Bed and Breakfast facilities must comply with the off-street parking standards for commercial development found in Section 4.155.
 9. Bed and Breakfast facilities must comply with the landscaping standards for commercial development found in Section 4.176.
- (.14) The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type. However, consideration of these factors shall not prevent the Board or Planning Director from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.

[Section 4.113 amended by Ord. No. 704, 6/18/12]

Section 4.115. Standards Applying to Manufactured Housing in All Zones Where Manufactured Housing is Permitted.

[Section 4.115 deleted by Ordinance No. 538, 2/21/02.]

Section 4.116. Standards Applying To Commercial Developments In Any Zone.

Any commercial use shall be subject to the applicable provisions of this Code and to the following:

- (.01) Commercial developments shall be planned in the form of centers or complexes as provided in the City's Comprehensive Plan. As noted in the Comprehensive Plan, Wilsonville's focus on centers or complexes is intended to limit strip commercial development.
- (.02) Where the land use map of Wilsonville's Comprehensive Plan calls for "Office Commercial" development, not less than 60% of the total square footage of the ground floors of buildings within the development shall be in office use. Total floor area dedicated to retail use shall not exceed 30%. On-site parking may be limited in order to control traffic generation.
- (.03) Where the land use map of Wilsonville's Comprehensive Plan calls for "Commercial/Industrial mixed use" development, not more than 50% of the total floor area of the development shall consist of retail space.
- (.04) Where the land use map of Wilsonville's Comprehensive Plan calls for "Residential/Commercial mixed use" development, not less than 50% of the total floor area of the development shall consist of residential units.
- (.05) All businesses, service or processing, shall be conducted wholly within a completely enclosed building; except for:

Comment [KL1]: Recommend review of allowed outdoor uses and appropriateness for the CCDOD.

Section 4.117. Standards Applying To Industrial Developments In Any Zone.

- B. Minimum Street Frontage: One hundred (100) feet.
- C. Front Yard Setback: Thirty (30) feet, unless located in the Old Town overlay zone, in which case the standards of the overlay zone shall apply. Structures on corner lots shall observe the minimum setback on both streets or tracts with a private drive. [amended by Ord. 682, 9/9/10]
- D. Minimum Rear Yard Setback: Thirty (30) feet.
- E. Minimum Side Yard Setback: Twenty-four (24) feet.
- (.12) Off-Street Parking is to be as specified in Section 4.155.
- (.13) Signs are subject to the standards of Sections 4.156.01 through 4.156.11. [Amended by Ord. No. 704, 6/18/12]
- (.14) Prohibited Uses.
 - A. The use of a trailer, trailer house, or mobile coach as a residence is prohibited except where approved within an RV park or approved as a temporary use during construction.
 - B. Any use that violates the performance standards of Section 4.135(.05), other than 4.135(.05)(M).(3.) is prohibited within commercial developments.

Section 4.117. Standards Applying To Industrial Developments In Any Zone.

- (.01) All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4. 135 (.05) (PDI Zone).

Section 4.118. Standards applying to all Planned Development Zones:

- (.01) Height Guidelines: In “S” overlay zones, the solar access provisions of Section 4.137 shall be used to determine maximum building heights. In cases that are subject to review by the Development Review Board, the Board may further regulate heights as follows:
 - A. Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.
 - B. To provide buffering of low density developments by requiring the placement of three or more story buildings away from the property lines abutting a low density zone.
 - C. To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River.
- (.02) Underground Utilities shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.

Section 4.118. Standards applying to all Planned Development Zones:

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. minimum lot area;
2. lot width and frontage;
3. height and yard requirements;
4. lot coverage;
5. lot depth;
6. street widths;
7. sidewalk requirements;
8. height of buildings other than signs;
9. parking space configuration and drive aisle design;
10. minimum number of parking or loading spaces;
11. shade tree islands in parking lots, provided that alternative shading is provided;
12. fence height;
13. architectural design standards;
14. transit facilities; and
15. On-site pedestrian access and circulation standards; and
16. Solar access standards, as provided in section 4.137.

[Amended by Ord. #719, 6/17/13.]

B. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:

1. open space requirements in residential areas;
2. minimum density standards of residential zones;
3. minimum landscape, buffering, and screening standards;
4. development standards in section 4.134 Coffee Creek Industrial Design Overlay District contained within the waiver is found to be consistent with the Wilsonville Pattern Book for the Coffee Creek Light Industrial Area, and the standard is not listed in 4.118 (.03) C 5;

C. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways, and the action taken will not violate any applicable federal, state, or regional standards:

1. maximum number of parking spaces;
2. standards for mitigation of trees that are removed;

Section 4.118. Standards applying to all Planned Development Zones:

3. standards for mitigation of wetlands that are filled or damaged;
 4. trails or pathways shown in the Parks and Recreation Master Plan;
 5. standards in section 4.134 Coffee Creek Industrial Design Overlay District pertaining to:
 - a. Sidewalk requirements;
 - b. Required minimum building height as provided in section 4.134(.10) Table CC-1;
 - c. Parking location and design along addressing streets in section 4.134(.10) Table CC-1; and
 - d. Parcel pedestrian access in section 4.134(.10) Table CC-1.
- D. Locate individual building, accessory buildings, off-street parking and loading facilities, open space and landscaping and screening without reference to lot lines; and
- E. Adopt other requirements or restrictions, inclusive of, but not limited to, the following:
1. Percent coverage of land by buildings and structures in relationship to property boundaries to provide stepped increases in densities away from low-density development.
 2. Parking ratios and areas expressed in relation to use of various portions of the property and/or building floor area.
 3. The locations, width and improvement of vehicular and pedestrian access to various portions of the property, including portions within abutting street or private drive. [amended by Ord. 682, 9/9/10]
 4. Arrangement and spacing of buildings and structures to provide appropriate open spaces around buildings.
 5. Location and size of off-street loading areas and docks.
 6. Uses of buildings and structures by general classification, and by specific designation when there are unusual requirements for parking, or when the use involves noise, dust, odor, fumes, smoke, vibration, glare or radiation incompatible with present or potential development of surrounding property. Such incompatible uses may be excluded in the amendment approving the zone change or the approval of requested permits.
 7. Measures designed to minimize or eliminate noise, dust, odor, fumes, smoke, vibration, glare, or radiation which would have an adverse effect on the present or potential development on surrounding properties.
 8. Schedule of time for construction of the proposed buildings and structures and any stage of development thereof to insure consistency with the City's adopted Capital Improvements Plan and other applicable regulations.
 9. A waiver of the right of remonstrance by the applicant to the formation of a Local Improvement District (LID) for streets, utilities and/or other public purposes.

Deleted: and

Section 4.133.06. Comprehensive Plan and Zoning Map Amendments

- iv. Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and
 - v. Otherwise comply with applicable requirements of the City of Wilsonville's Development Code.
- F. Conditions of Approval. The City may deny, approve, or approve a development proposal with appropriate conditions.
- 1. Where the existing transportation system will be impacted by the proposed development, dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or access ways may be required to ensure that the transportation system is adequate to handle the additional burden caused by the proposed use.
 - 2. Where the existing transportation system is shown to be burdened by the proposed use, improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.
 - 3. Where planned local street connectivity is required to improve local circulation for the betterment of interchange function, local street system improvements will be required.
- (.02) Land Use Review Coordination.
- A. The City shall not deem the land use application complete unless it includes a Traffic Impact Analysis prepared in accordance with the requirements of this Section.
 - B. The City shall provide written notification to ODOT when the application within ten (10) calendar days of receiving a complete Class II Permit application.
 - C. ODOT shall have at least 20 calendar days, measured from the date completion notice was mailed, to provide written comments to the City. If ODOT does not provide written comments during this 20-day period, the City staff report will be issued without consideration of ODOT comments.

Section 4.133.06. Comprehensive Plan and Zoning Map Amendments

This Section applies to all Comprehensive Plan Map and Zoning Map amendments to parcels wholly or partially within the IAMP Overlay Zone.

- (.01) IAMP Amendment. If the proposed land use is inconsistent with the current Comprehensive Plan Map or Zoning Map land use designation the applicant will be required to undertake a legislative process to amend and update the Wilsonville Road Interchange Area Management Plan in order to demonstrate that the proposed amendment will be consistent with the planned improvements in the Overlay Zone.
- (.02) Transportation Planning Rule Requirements.
 - A. Review of Applications for Effect on Transportation Facilities. A proposed comprehensive plan amendment, zone change or land use regulation change

Section 4.134. Coffee Creek Industrial Design Overlay District (CCDOD)

pertaining development within the IAMP Overlay Zone, whether initiated by the City or by a private interest, shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the Transportation Planning Rule – “TPR”). “Significant” means the proposal would:

1. Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 2. Change standards implementing a functional classification system; or
 3. As measured at the end of the planning period identified in the adopted transportation system plan:
 - a. Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - b. Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or
 - c. Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.
- B. Amendments That Affect Transportation Facilities. Amendments to the comprehensive plan and land use regulations that significantly affect a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one or a combination of the following:
1. Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
 2. Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of Section -0060 of the TPR.
 3. Altering land use designations, densities, or design requirements to reduce demand for vehicle travel and meet travel needs through other modes of transportation.
 4. Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
- C. Traffic Impact Analysis. A Traffic Impact Analysis shall be submitted with a plan amendment or zone change application. [See Section 4.133.05(.01) Traffic Impact Analysis]. [Section 4.133.00 – 4.133.06 added by Ord. 672, 11/16/09]

Section 4.134. ~~Coffee Creek Industrial Design Overlay District (CCDOD)~~

~~(.01) Purpose. The Day Road Design Overlay District (DOD) is an overlay district within the larger Planned Development Industrial – Regionally Significant Industrial Area (RSIA) Zone. It is the purpose of the Day Road DOD to establish standards for site~~

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Section 4.134. Coffee Creek Industrial Design Overlay District (CCDOD)

~~design and exterior architecture of all structures located in the Day Road DOD in order to ensure high quality design of development and redevelopment at the Day Road gateway to the City of Wilsonville. These standards are intended to create an aesthetically pleasing aspect for properties abutting Day Road by ensuring:~~

~~A. Coordinated design of building exteriors, additions and accessory structure exteriors~~

~~B. Preservation of trees and natural features~~

~~C. Minimization of adverse impacts on adjacent properties from development that detracts from the character and appearance of the area~~

~~D. Integration of the design of signage into architectural and site design, and~~

~~E. Minimization of the visibility of vehicular parking, circulation and loading areas.~~

~~It is the intent to create improved pedestrian linkages and to provide for public transit.~~

~~It is also the intent of this section to encourage architectural design in relationship to the proposed land use, site characteristics and interior building layout.~~

~~(.02) Applicability. The Day Road DOD shall apply to all properties abutting Day Road. The provisions of this section shall apply to:~~

~~A. All new building construction~~

~~B. Any exterior modifications to existing, non-residential buildings~~

~~C. All new parking lots~~

~~D. All outdoor storage and display areas~~

~~E. All new signage~~

~~F. All building expansions greater than 1,250 square feet.~~

~~(.03) Exceptions. This section does not apply to the following activities:~~

~~A. Maintenance of the exterior of an existing industrial/employment structure such as painting to the approved color palette, reroofing, or residing with the same or similar materials~~

~~B. Industrial/employment building expansions less than 1,250 square feet~~

~~C. Interior remodeling~~

~~D. Essential public facilities~~

~~E. Existing dwellings and accessory buildings~~

~~F. Agricultural buildings~~

~~(.04) Review Process:~~

~~A. Compliance with the Day Road DOD shall be reviewed as part of Stage One Preliminary Plan, Stage Two Final Approval and Site Design Review. Such review shall be by the Development Review Board. Building expansions less~~

Section 4.134. Coffee Creek Industrial Design Overlay District (CCDOD)

than 2500 square feet and exterior building modifications less than 2500 square feet may be reviewed under Class II Administrative procedures;

~~B. Waivers. Under City Code [4.118(.03)], waivers to several development standards may be approved, including waivers to height and yard requirements, and architectural design standards, provided that the proposed development is equal to or better than that proposed under the standards to be waived. For example, a height waiver might be granted on a smaller site if the façade presentation was significantly enhanced, additional landscaping or open space is provided and site modifications are necessary to preserve significant trees. Waivers to the additional front yard setback for future improvements on Day Road may not be granted. [4.134(.05)(C)(1)]~~

~~(.05) Design Review Standards. The DRB shall use the standards in this section together with the standards in Sections 4.400–4.421 to ensure compliance with the purpose of the Day Road DOD. These standards shall apply on all Day Road frontages, and on the frontage of corner lots abutting both Day Road and either Boones Ferry Road, Kinsman Road, Garden Acres Road or Grahams Ferry Road.~~

~~A. Natural Features. Buildings shall be sited in compliance with WC 4.171, Protection of Natural Features and Other Resources and with WC 4.600, Tree Preservation and Protection.~~

~~B. Building Location and Orientation: New buildings shall have at least one principal building entrance oriented towards the Day Road frontage. All building elevations fronting on Day Road or on the frontage on corner lots as described in (.05) above, shall have at least 20% glazing.~~

~~C. Setbacks:~~

~~1. Front Yard: For public health and safety reasons, the front yard setback shall be 30' plus additional setback (15' minimum) to accommodate future improvements to Day Road.~~

~~2. Side and rear setbacks shall be 30'. Side and rear yard setbacks may be reduced from the 30' minimum setback requirement where the setback is adjacent to industrial development subject to meeting other requirements of this section and Building Code requirements.~~

~~D. Building Height: A minimum building height of three stories, 48' is required, on the Day Road frontage and on frontages described in (.05) above. Sites may contain a combination of taller building space abutting the identified street frontages together with 1 or 2 story lab, R&D, and/or manufacturing building space on the remainder of the site. The 1 and 2-story portions of the buildings will be designed to be compatible with the taller structure's design, building materials and colors. Increased building height is encouraged, particularly in combination with site amenities such as under-structure parking, preservation of significant trees rated good or better in the arborist's report, and/or provision of trail segments or of open space areas open to the public.~~

Section 4.134. Coffee Creek Industrial Design Overlay District (CCDOD)

E. Building Design:

1. Buildings shall be planned and designed to incorporate green building techniques wherever possible.
2. Exterior Building Design: Buildings with exterior walls greater than 50 feet in horizontal length shall be constructed using a combination of architectural features and a variety of building materials and landscaping near the walls. Walls that can be viewed from public streets or public spaces shall be designed using architectural features for at least 60% of the wall. Other walls shall incorporate architectural features and landscaping for at least 30% of the wall. Possible techniques include:
 - a. Vary the planes of the exterior walls in depth and/or direction.
 - b. Vary the height of the building, so that it appears to be divided into distinct massing elements.
 - c. Articulate the different parts of a building's facade by use of color, arrangement of facade elements, or a change in materials.
 - d. Avoid blank walls at the ground floor levels. Utilize windows, trellises, wall articulation, arcades, change in materials — textured and/or colored block or similar finished surface, landscape, or other features to lessen the impact of an otherwise bulky building.
 - e. Define entries within the architecture of the building.
 - f. Incorporate, if at all possible, some of the key architectural elements used in the front of the building into rear and side elevations where seen from a main street or residential district.
3. Building Color: All colors shall be harmonious and compatible with colors of other structures in the development and the natural surroundings. Concrete finishes must be painted. The general overall atmosphere of color must be natural tones. Stained wood, natural stone, brick, dark aluminum finishes, etc. shall be used as background colors. The use of corporate colors is permitted provided that such colors are not patterned so as to compete for visual attention. The use of corporate colors shall not create an advertisement of the building itself. Corporate colors shall not violate any other color or design limitations within the Code.
4. Building facade articulation: Both vertical and horizontal articulation is required. If a building is at a corner, all facades must meet the requirement. Incorporation of several of the techniques is the preferred option. The purpose is not to create a standard rigid solution but rather to break up the mass in creative ways.
 - a. Horizontal articulation: Horizontal facades shall be articulated into smaller units. Appropriate methods of horizontal facade articulation include two or more of the following elements:
 - i. change of facade materials
 - ii. change of color
 - iii. facade planes that are vertical in proportion
 - iv. bays and recesses

Section 4.134. Coffee Creek Industrial Design Overlay District (CCDOD)

~~v. breaks in roof elevation, or other methods as approved~~

~~Building facades shall incorporate design features such as offsets, projections, reveals, and/or similar elements to preclude large expanses of uninterrupted building surfaces. Articulation shall extend to the roof.~~

~~b. Vertical Facade Articulation: The purpose is to provide articulation, interest in design and human scale to the façade of buildings through a variety of building techniques. Multi-story buildings shall express a division between base and top. Appropriate methods of vertical façade articulation for all buildings include two or more of the following elements:~~

~~i. Change of material~~

~~ii. Change of color, texture, or pattern of similar materials~~

~~iii. Change of structural expression (for example, pilasters with storefronts spanning between at the base and punched openings above)~~

~~iv. Belt course~~

~~v. The division between base and top shall occur at or near the floor level of programmatic division~~

~~vi. Base design shall incorporate design features such as recessed entries, shielded lighting, and/or similar elements to preclude long expanses of undistinguished ground level use~~

~~vii. Differentiation of a building's base shall extend to a building's corners but may vary in height~~

~~5. Building Materials:~~

~~a. No less than 50% of the exterior exposed walls of any new building, or any expansion over 1,250 square feet, shall be constructed of noncombustible, non-degradable and low-maintenance construction materials such as face brick, architectural or decorative block, natural stone, specially designed pre-cast concrete panels, concrete masonry units, concrete tilt panels, or other similar materials. Metal roofs may be allowed if compatible with the overall architectural design of the building. Where an elevation of the building is not currently, or will not likely in the future, be exposed to public view, the above standard does not apply.~~

~~b. Accessory structures visible to the public shall be constructed of materials similar to or the same as the principal building(s) on the site.~~

~~6. Roof Design:~~

~~a. Roofs shall be designed to reduce the apparent exterior mass of a building, add visual interest and be appropriate for the architectural design of the building. Variations within an architectural style are highly encouraged. Visible rooflines and roofs that project over the exterior wall of buildings, and especially over entrances, are highly encouraged.~~

~~b. Mechanical Equipment and Service Areas: Mechanical equipment and service areas shall be screened from adjacent properties, from Day Road and on Day Road corner properties abutting SW Boones Ferry Road, Kinsman Road, Garden Acres Road and Grahams Ferry Road. The~~

Section 4.134. Coffee Creek Industrial Design Overlay District (CCDOD)

~~architectural design of the building shall incorporate design features which screen, contain and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks and service yards. Such screening shall blend visually with the related structure.~~

~~7. Pedestrian Walkways:~~

- ~~a. A continuous pedestrian walkway shall be provided from the primary entrance to the sidewalk along Day Road for access to building entrances and to transit facilities.~~
- ~~b. Walkways from parking areas to building entrances shall be at least six (6) feet in width, and shall be separated from moving vehicles. Walkways shall be distinguished from vehicular areas through the use of special pavers, bricks, scored concrete or similar materials providing a clear demarcation between pedestrian and vehicular traffic.~~
- ~~c. Buildings shall be connected with onsite walkways at least six (6) feet in width.~~

~~8. Community Amenities: Community amenities such as patio seating, water features, art work or sculpture, clock towers, pedestrian plazas with park benches, connections to area trails, parks and open spaces, and similar amenities are strongly encouraged.~~

~~9. Lighting and Flag Poles: All lighting shall be shielded and directed interior to the site, including parking lot lighting. Lighting shall not spill over onto adjacent properties. Light poles, light fixtures and flagpoles shall conform to the City's Outdoor Lighting Standards. Flagpoles shall not exceed 40' in height.~~

~~10. Signage: Signage shall include a monument sign on the Day Road frontage identifying the industrial/business park and buildings therein. Each building may have wall signage, and such other directional and informational signage as allowed by WC 4.156.05, 4.156.08, and 4.156.09. Pole signs are prohibited. The design of signage must be integrated into the overall architectural and site design for the project. [Amended by Ord. No. 704, 6/18/12]~~

~~11. Parking: Employee parking shall be located at the rear of the building, or in courtyard parking areas between buildings. If no other option is available due to site limitations, then employee parking may be located to the side of buildings. Time and number limited visitor parking is allowed at the front of the building. Within a Stage I master plan, employee parking may be combined in a shared facility or facilities with mutual use agreements. Any parking areas visible from Day Road shall be screened from view with broadleaf evergreen or coniferous shrubbery and/or architectural walls or berms.~~

~~(-06) Infill construction. The following general rules shall be followed when constructing a new building adjacent to existing industrial/employment buildings built under the Day Road DOD. Adjacent includes buildings north of Day Road built under the Day Road DOD.~~

Section 4.134. Coffee Creek Industrial Design Overlay District (CCDOD)

- A. Proportions and Façade:** The average height and width of the surrounding buildings determines a general set of proportions for an infill structure or the bays of a larger structure. The infill building shall fill the entire space and reflect the characteristic rhythm of façades along Day Road. If the site is large, the mass of the façade must be broken into a number of smaller bays to maintain a rhythm similar to the surrounding buildings.
- B. Composition:** The composition of the infill façade (i.e. the organization of its parts) shall be similar to surrounding buildings. Rhythms that carry throughout the block, such as window and door spacing, shall be similar to those on surrounding façades.
- C. Detailing/Textures:** Infill architecture shall reflect some of the detailing of surrounding buildings in window shapes, cornice lines, brick or stone work, etc. Textures of exterior surfaces shall be reflected in the design of new buildings.
- D. Materials:** An infill façade shall be composed of materials similar to adjacent façades. The new building(s) shall not stand out from existing buildings.
- E. Color:** All colors shall be harmonious and compatible with colors of other structures in the development and the natural surroundings.
- F. Setbacks:** Setbacks for new buildings shall be an average of the setbacks of the two adjacent buildings built under the Day Road DOD, or if none exist, shall meet the setback requirements of the Day Road DOD. Rear yard setbacks may be reduced from the 30' minimum setback requirement in Section 4.135(.06)(D) where the setback is adjacent to industrial development subject to meeting Building Code requirements. Front yard setbacks must include additional setback (15' minimum) to accommodate future improvements to Day Road.
- G. Building Height:** A minimum building height of three stories, 48' is required on the Day Road frontage and on frontages described in (.05) above. Sites may contain a combination of taller building space abutting the identified street frontages together with 1 or 2 story lab, R&D, and/or manufacturing building space on the remainder of the site. The 1 and 2-story portions of the buildings will be designed to be compatible with the taller structure's design, building materials and colors. Increased building height is encouraged, particularly in combination with site amenities such as under structure parking, preservation of significant trees rated good or better in the arborist's report, and/or provision of trail segments or of open space areas open to the public.
- H. Lighting and Flag Poles:** All lighting shall be shielded and directed interior to the site, including parking lot lighting. Lighting shall not spill over onto adjacent properties. Light poles, light fixtures and flagpoles shall conform to the City's Outdoor Lighting Standards. Flagpoles shall not exceed 40' in height.

NEW CODE**REVISION OF WILSONVILLE CODE SECTION 4.134**

The Day Road Design Overlay District in Section 4.134 of the Wilsonville Code is proposed to be repealed and replaced with a new Section 4.134 as drafted below.

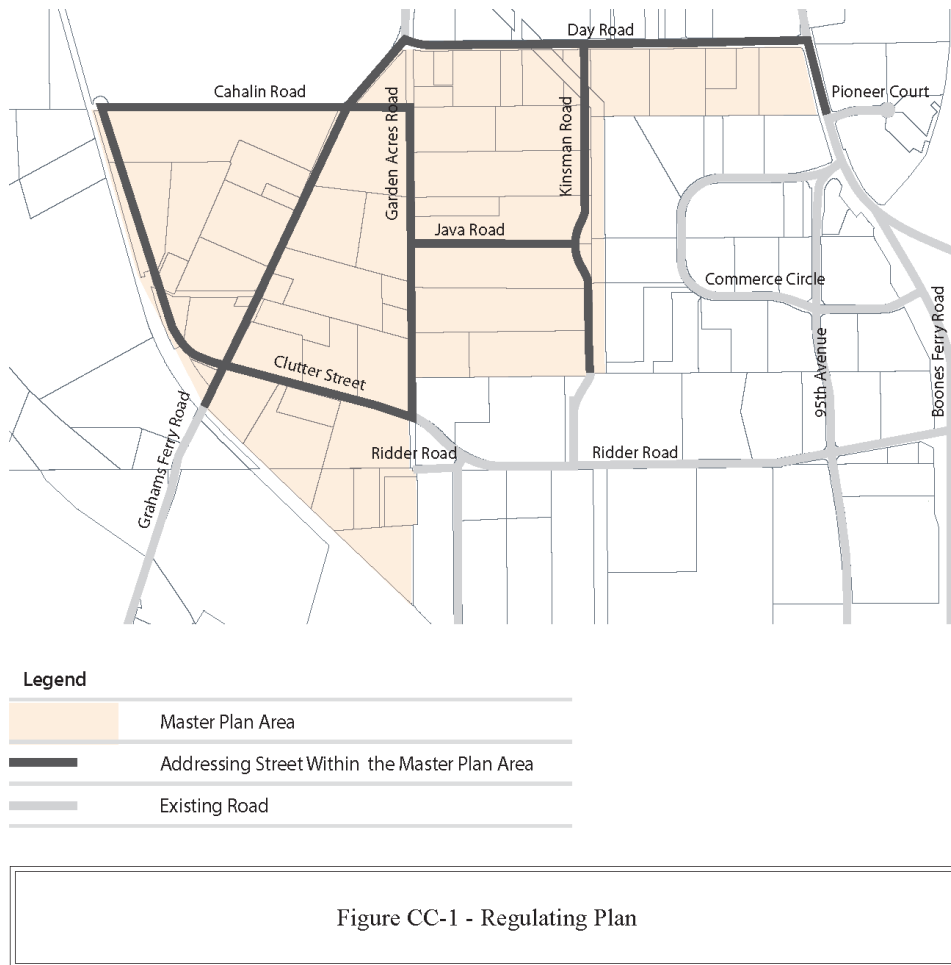
Section 4.134**Coffee Creek Industrial Design Overlay District**

- (.01) Purpose. The Coffee Creek Industrial Design Overlay District (Coffee Creek DOD) is an overlay district within the Planned Development Industrial - Regionally Significant Industrial Area (RSIA) Zone Section 4.135.5. It is the purpose of this Coffee Creek DOD is to implement the Coffee Creek Industrial Area Master Plan (2007) by establishing standards for street design and connectivity, site design and circulation, building form, and building architecture and landscape for all development located within the master plan area. These standards are intended to result in:
- A. An industrial district featuring cohesive and high-quality site, landscape, and building design that is well integrated with adjacent streetscapes and other public spaces.
 - B. A multi-modal transportation network accommodating pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern light industrial district.
 - C. Preservation of trees and natural features.
 - D. Minimization of adverse impacts to adjacent properties from development that detracts from the character and appearance of the area.
 - E. Minimization of the off-site visibility of vehicular parking, circulation and loading areas.
 - F. Creation of a pleasant and functional industrial district for employees and visitors.
 - G. A predictable and timely process for reviewing light industrial development applications.
- (.02) Applicability. The Coffee Creek DOD shall apply to all properties within the Coffee Creek Industrial Area Master Plan as shown in Figure CC-1. Regulating Plan. The provisions of this section shall apply to:
- A. All new building construction.
 - B. Any exterior modifications to existing, non-residential buildings, subject to 4.134(.03). Exceptions.
 - C. All new paved parking lots.

- D. All new outdoor storage and display areas.
 - E. All new signage.
 - F. All building expansions greater than 1,250 square feet.
 - G. Landscaping and other site improvements associated with A. through F. above.
- (.03) Exceptions. This section does not apply to the following:
- A. Maintenance of the exterior of an existing industrial/employment structure, such as painting to the approved color palette, reroofing, or residing with the same or similar materials.
 - B. Industrial/employment building expansions less than 1,250 square feet.
 - C. Interior remodeling.
 - D. Essential public facilities.
 - E. Maintenance of existing dwellings and accessory buildings.
 - F. Maintenance agricultural buildings.
- (.04) Uses that Are Typically Permitted. The uses permitted shall be governed by Section 4.135.5(.03).
- (.05) Prohibited Uses. The uses prohibited shall be governed by Section 4.135.5(.04).
- (.06) Overview of Coffee Creek DOD Standards.
- A. Section 4.134(.08). Regulating Plan. The Regulating Plan organizes all existing and future streets and shared-use paths within the Coffee Creek Industrial Area into a hierarchy of Addressing Streets, Supporting Streets and Through Connections.
 - B. Section 4.134(.09). Connectivity Standards. New Supporting Streets and Through Connections are required within the Coffee Creek Master Plan Area to meet Connectivity Requirements as shown on Figure CC-4. Connectivity Standards Diagram.
 - C. Section 4.134(.10). Development Standards. The Development Standards Table provides an overview of all applicable Development Standards. The development standards for any given parcel are determined by the existing or future street or shared-use path type on which the parcel fronts, as detailed in Table –CC-1. Development Standards Table.
 - D. Section 4.134(.09). Street Types. The Street Types specify the cross sections for each of the street and shared-use path types within the Regulating Plan. These cross section specifications are applicable to both existing and proposed new streets. A range of cross sections for Supporting Streets and Through Connections

is permitted and detailed in Figures CC-2 - Supporting Streets, and CC-3 - Through Connections.

- E. Section 4.134(.10). Coffee Creek FBC Development Standards. Areas bounded by new Supporting Streets and Through Connections are designated as Parcels and are required to comply with Development Standards governing site design, building orientation and frontage. The development standards for site design, building façade and landscape design are intended to work in tandem with the street types to create a cohesive and unified public realm.
 - F. Pattern Book. The Wilsonville Pattern Book for Coffee Creek Industrial Area provides supplemental design guidelines, which are intended to allow additional design flexibility than the Development Standards while satisfying the purpose of the Coffee Creek DOD.
 - G. Adjustments to Development Standards may be granted by the Planning Director for quantifiable provisions, as noted in Tables CC-1 through CC-4, if the Planning Director finds that the adjusted Development Standard will perform as well as the Development Standard.
- (.07) Review Process. Development applications shall follow the application review process described in:
- A. Section 4.197. Zone Changes and Amendments.
 - B. Section 4.140. Planned Development Regulations.
 - C. Section 4.035(.03). Class II – Administrative Review.
- (.08) Coffee Creek DOD Regulating Plan, Figure CC-1. Regulating Plan
- A. Components of the Regulating Plan Map
 1. Addressing Streets. Existing and planned streets within the Regulating Plan Area are called Addressing Streets and include Cahalin Road, Day Road, Clutter Street, Ridder Road, Grahams Ferry Road, Garden Acres Road, and Kinsman Road, Java Road and Tonquin Road.
 2. Master Plan Area. Land area identified as “Master Plan Area” on Figure CC-1. Regulating Plan is subject to additional Connectivity Standards as detailed in Figure CC-4. Connectivity Standards, and Table CC-1.
 3. Access Zone. New streets and new shared use paths shall intersect with Addressing Streets within the Access Zone. Outside of the Access Zone, only non-vehicular shared use paths may intersect with the Addressing Street.



(.09) Coffee Creek Connectivity Standards

A. Supporting Streets and Through Connections, Figure CC-1. Regulating Plan.

Within the land area bounded by Addressing Streets, called Master Plan Area, connectivity is required to be provided through new local streets and shared use paths. The location, alignment and cross-section of required local streets and shared-use paths is flexible, as long as they comply with spacing and minimum cross section standards. New connections may be one of the following two Types:

1. Supporting Streets. Supporting Streets are new local streets. They may be public rights-of-way or public easements. They shall meet the Development Standards set out in Figure CC-2. Supporting Streets.
2. Through Connections. Through Connections are new streets or multi-use paths, or streets that combine characteristics of local streets and multi-use paths. They may be public rights-of-way or public easements. They shall meet the Development Standards set out in Figure CC-3. Through Connections.

- B. Minimum spacing. See Figure CC-4. Connectivity Standards Diagram and Table CC-1. Development Standards.
- C. Access Zone. The Access Zone is defined by City access management spacing standards. Parcel Access is not permitted from any Addressing Street within 150 feet of an intersection of existing or planned Addressing Streets. See Figure CC-4. Connectivity Standards.

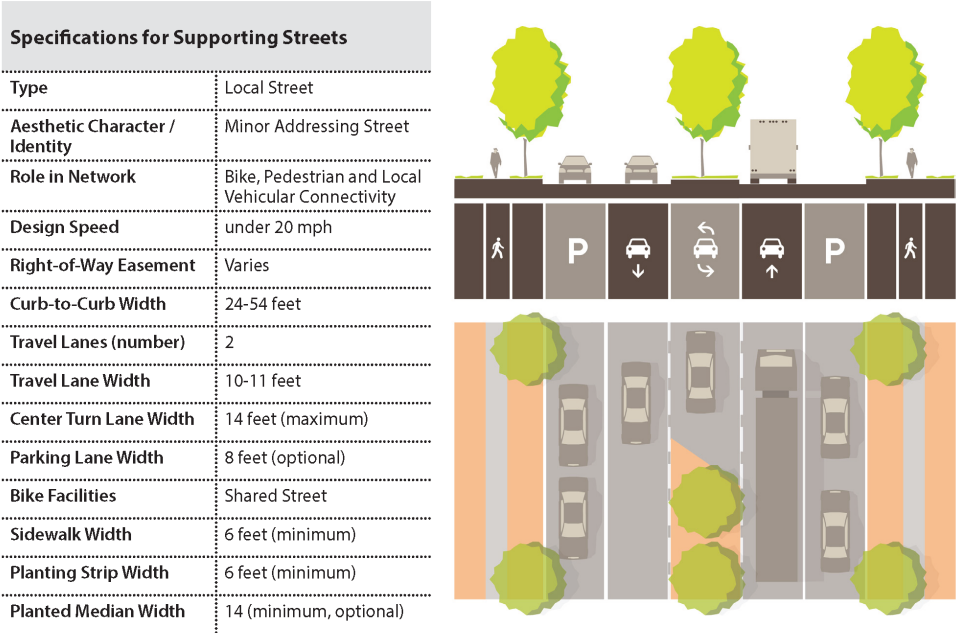


Figure CC-2 - Supporting Streets Connectivity Standards

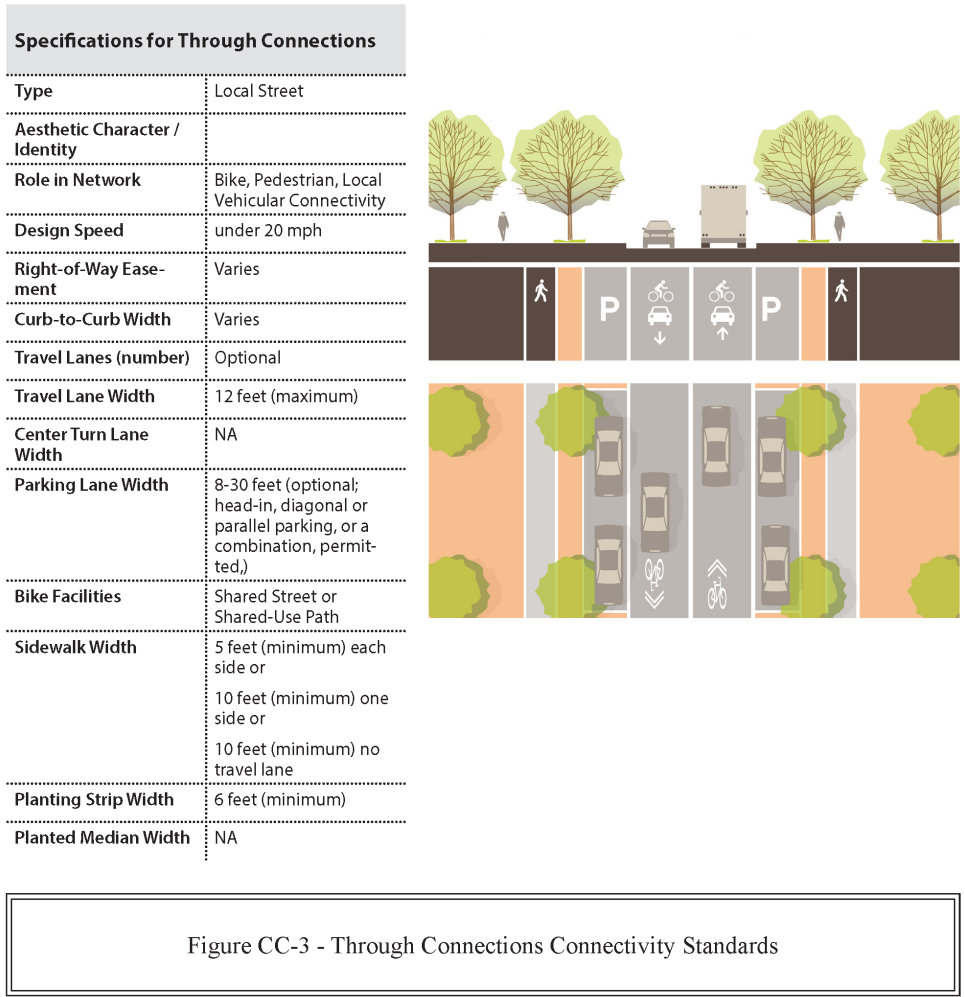


Figure CC-3 - Through Connections Connectivity Standards

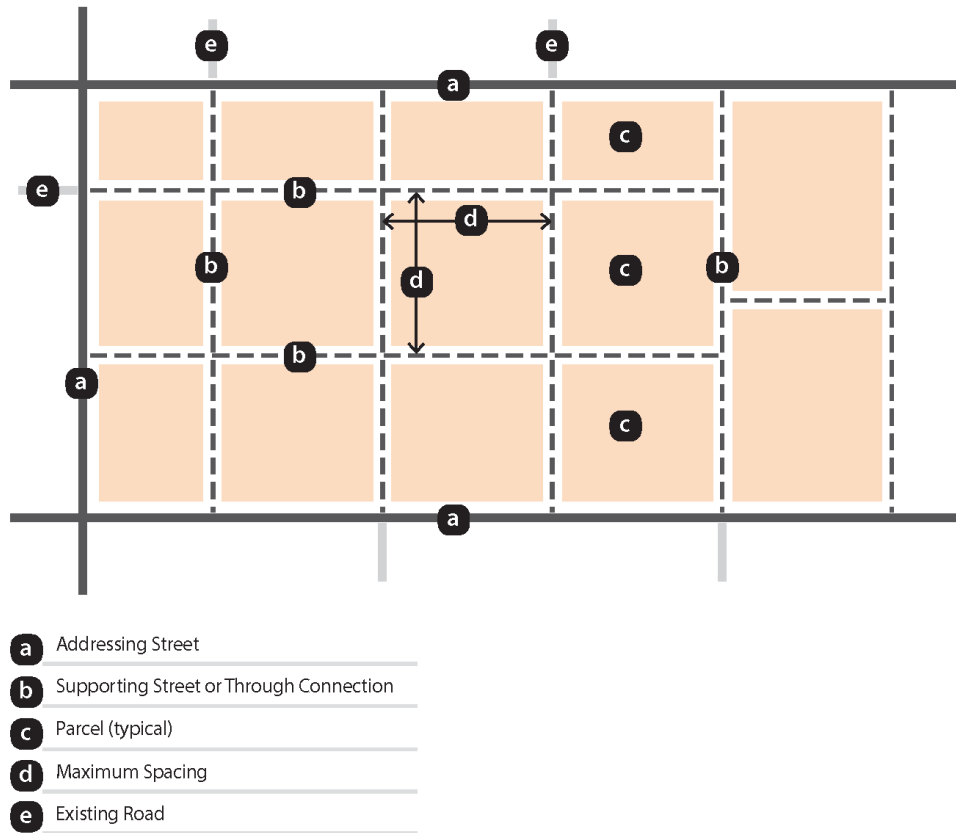


Figure CC-4 - Connectivity Standards

(.10) Development Standards Table.

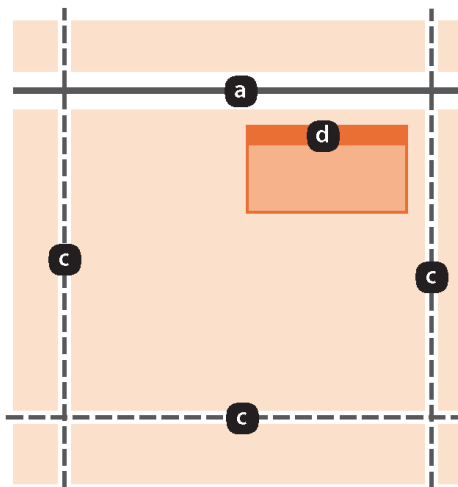
A. Site Design

1. Applicability. Areas bounded by Addressing Streets, Supporting Streets and Through-Parcel Connections shall be designated as a Parcel and subject to the Development Standards in Table CC-1 Development Standards.

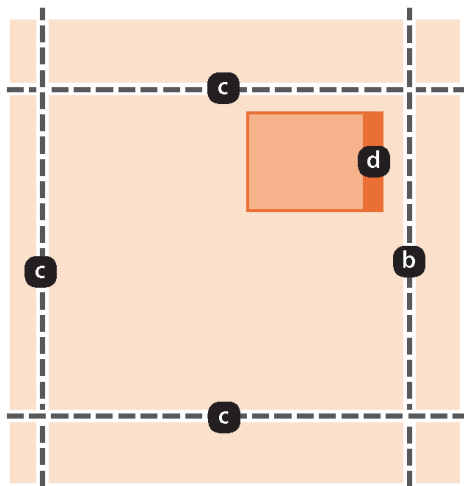
Table CC -1: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
A. Street Design and Connectivity			
General	The following Development Standards are adjustable: <ul style="list-style-type: none"> • Connection Spacing, 20% 		

Table CC -1: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
A. Street Design and Connectivity			
Connection Spacing	Not applicable, Addressing Streets exist or are planned	600-feet, maximum, centerline to centerline Exact location and alignment may vary by 50 feet maximum in either direction, provided that the Supporting Street or Through Connection intersects with Addressing Streets at nearest existing or planned intersection	
Connection Type	Addressing Streets are Day Road, Boones Ferry Road, Grahams Ferry Road, Cahalin Road, Garden Acres Road, Clutter Street, Ridder Road, and Java Road.	Supporting Street are those meeting Specifications, Figure CC- 2. Supporting Streets may be multimodal or used exclusively for bicycle and pedestrian access	Through Connection are those meeting Specifications, Figure CC- 3. Through Connections may be multimodal or used exclusively for bicycle and pedestrian access
Connection Hierarchy and Primary Frontage	If one of the streets or connections bounding a parcel is an Addressing Street, the Addressing Street shall be the Primary Frontage. If none of the bounding streets or connections is an Addressing Street, a Supporting Street. shall be the Primary Frontage. See Figure CC-5.		

Parcel with Addressing Street Frontage



Parcel without Addressing Street Frontage



- a** Addressing Street
- b** Supporting Street
- c** Supporting Street or Through Connection
- d** Primary Frontage / Front Façade of Building

Figure CC-5 - Connection Hierarchy and Primary Frontage

Table CC - 2: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
B. District-Wide Planning and Landscaping			
General	The following provisions apply: <ul style="list-style-type: none"> • 4.610.10 for tree removal, relocation or replacement. • 4.610.10(.01)(C.) for consideration of development alternatives to preserve wooded areas & trees. 		

Table CC-3: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
C. Site Design			
Applicability	Areas bounded by Addressing Streets, Supporting Streets, and Through Connections shall be designated as a Parcel and subject to the Development Standards for Site Design.		
1. Parcel Access			
General	Unless noted otherwise below, the following provisions apply: <ul style="list-style-type: none"> • 4.177(.02) for street design; • 4.177(.03) to (.10) for sidewalks, bike facilities, pathways, transit improvements, access drives & intersection spacing. The following Development Standards are adjustable: <ul style="list-style-type: none"> • Parcel Driveway Spacing: 20% • Parcel Driveway Width: 10% 		
Parcel Driveway Access	Not applicable	Limited by connection spacing standards Parcel Driveway Access may be employed to meet required connectivity, if it complies with Supporting Street Standards for Connection Spacing and Connection Type, see Figure CC-6. Subject to approval by City Engineer	Limited by connection standards for motorized vehicle access. Parcel Driveway Access may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure CC-6. Subject to approval by City Engineer
Parcel Driveway Spacing	Not applicable	150-feet, minimum See Figure CC-6	150-feet, minimum See Figure CC-6
Parcel Driveway Width	Not applicable	24-foot, maximum or complies with Supporting Street Standards	24-foot, maximum or complies with Through Connection Standards
2. Parcel Pedestrian Access			

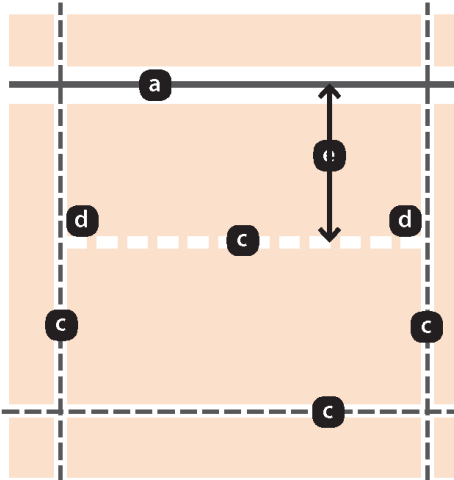
Table CC-3: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
C. Site Design			
General	Unless noted otherwise below, the following provisions apply: <ul style="list-style-type: none"> • 4.154(.01) for separated & direct pedestrian connections between parking, entrances, street ROW & open space • 4.167(.01) for points of access. 		
Parcel Pedestrian Access Spacing	No restriction		
Parcel Pedestrian Access Width	8 feet wide minimum		
Parcel Pedestrian Access to Transit	Provide separated & direct pedestrian connections between transit stops and parking, entrances, street ROW & open space.		
3. Parcel Frontage			
Parcel Frontage, Defined	Parcel Frontage shall be defined by the linear distance between centerlines of the perpendicular Supporting Streets and Through-Parcel Connections. Where Parcel Frontage occurs on a curved segment of a street, Parcel Frontage shall be defined as the linear dimension of the Chord.		
Parcel Frontage Occupied by a Building	A minimum of 50% of the Parcel Frontage shall be occupied by a building. The maximum Parcel Frontage occupied by a building shall be limited only by required side yard setbacks.	No minimum	
4. Parking Location and Design			
General	Unless noted otherwise below, the following provisions apply: <ul style="list-style-type: none"> • Section 4.155 (03) Minimum and Maximum Off-Street Parking Requirements: • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping - permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: <ul style="list-style-type: none"> • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street 		
Parking Location and Extent	Limited to one double-loaded bay of parking, 16 spaces, maximum, designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	Parking is permitted between right-of-way of Supporting Street and building.	Parking is permitted between right-of-way of Through Connection and building.
Parking Setback	20-foot minimum from the right-of-way of an Addressing Street.	15-foot minimum from the right-of-way of a Supporting Street.	10-foot minimum from the right-of-way of a Through Connection.

Table CC-3: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
C. Site Design			
Parking Lot Sidewalks	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the curbs shall be increased to a minimum of seven (7) feet in depth.	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planted areas adjacent to the curbs shall be increased to a minimum of nine (9) feet in depth.	
Parking Perimeter Screening and Landscaping	Screen parking area from view from Addressing Streets and Supporting Streets by means of one or more of the following: a. General Landscape Standard, 4.176(.02)(C.) b. Low Berm Standard, 4.176(.02)(E), except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline.		Screen parking area from view from Through Connections by means of a. Low Screen Landscape Standard, 4.176(.02)(D.), or b. High Wall Standard, 4.176 (.02)(G.), or c. High Screen Landscaping Standard, 4.176(.02)(H). d. Partially Sight-obscuring Fence Standard, 4.176(.02)(I).

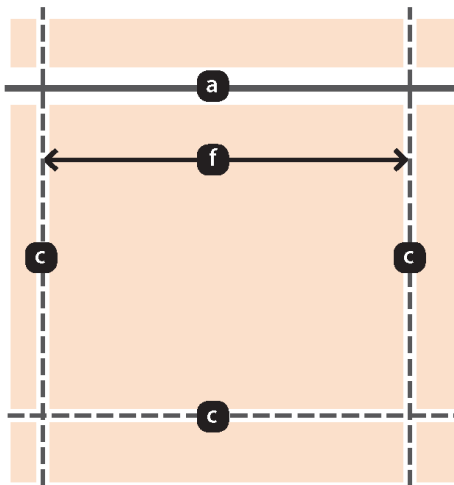
Table CC-3: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
C. Site Design			
Off-Street Loading Berth	<p>One loading berth is permitted on the front façade of a building facing an Addressing Street. The maximum dimensions for a loading are sixteen (16) feet wide and eighteen (18) feet tall. A clear space thirty-five (35) feet, minimum is required in front of the loading berth.</p> <p>The floor level of the loading berth shall match the main floor level of the primary building. No elevated loading docks or recessed truck wells are permitted.</p> <p>Access to a Loading Berth facing an Addressing Street may cross over, but shall not interrupt or alter, a required pedestrian path or sidewalk. All transitions necessary to accommodate changes in grade between access aisles and the loading berth shall be integrated into adjacent site or landscape areas.</p> <p>Architectural design of a loading berth on an Addressing Street shall be visually integrated with the scale, materials, colors, and other design elements of the building.</p>	No limitation. Shall meet minimum standards in Subsection 4.155 (.05).	
Carpool and Vanpool Parking	No limitation		
5. Grading and Retaining Walls			
General	<p>The following Development Standards are adjustable:</p> <ul style="list-style-type: none"> Retaining Wall Design: 20% 		
Maximum height	<p>Where site topography requires adjustments to natural grades, landscape retaining walls shall be 48-inches tall maximum.</p> <p>Where the grade differential is greater than 30-inches, retaining walls may be stepped.</p>		
Required Materials	<p>Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate.</p>		

Table CC-3: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
C. Site Design			
Retaining Wall Design	Retaining walls longer than 50 linear feet shall introduce a 5-foot, minimum horizontal offset to reduce their apparent mass.		
6. Planting			
General	Unless noted otherwise below, the following provisions apply: <ul style="list-style-type: none"> 4.176.02 Landscaping and Screening Standards 		
Landscaping Standards Permitted	General Landscape Standard, 4.176(.02)(C.) Low Berm Standard, 4.176(.02)(G.), except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline	General Landscape Standard, 4.176(.02)(C.) Low Screen Landscape Standard, 4.176(.02)(D.) Screen loading areas with High Wall Standard, 4.176(.02)(F.), and High Screen Landscaping Standard, 4.176(.02)(E.)	
7. Location and Screening of Utilities and Services			
General	Unless noted otherwise below, the following provisions apply: <ul style="list-style-type: none"> Section 4.179. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings 		
Location and Visibility	Site and building service, utility equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted	Site and building service, utility equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted within the setback	No limitation
Required Screening	Not permitted	High Screen Landscaping Standard, 4.176(.02)(F.) and/ or High Wall Standard, 4.176(.02)(G.)	

Parcel Access



Parcel Frontage



- a** Addressing Street
- b** Supporting Street
- c** Supporting Street or Through Connection
- d** Parcel Driveway Access
- e** Parcel Driveway Spacing
- f** Parcel Frontage

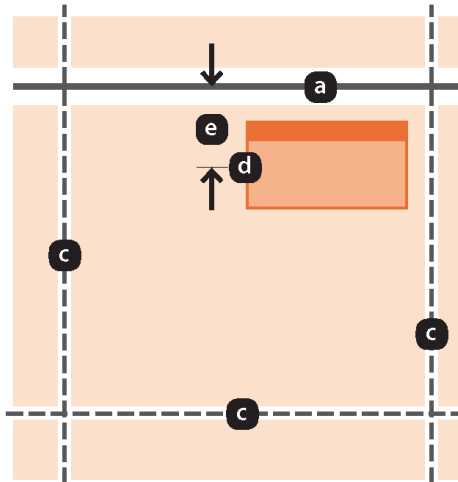
Figure CC-6 - Site Design - Parcel Access

Table CC-4: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
D. Building Design			
1. Building Orientation			
Front Façade	<p>Buildings shall have one designated front façade and two designated side façades.</p> <p>If one of the streets or connections bounding a parcel is an Addressing Street, the front façade of the building shall face the Addressing Street.</p> <p>If two of the streets or connections bounding a parcel are Addressing Streets, the front façade of the building may face either Addressing Street, except when one of the Addressing Streets is Day Road.</p> <p>If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street.</p> <p>See Figure CC-5.</p>		
2. Primary Building Entrance			
General	<p>The following Development Standards are adjustable:</p> <ul style="list-style-type: none"> • Required Canopy: 10% • Transparency: 20% 		
Accessible Entrance	<p>The Primary Building Entrance shall be visible from, and accessible to, an Addressing Street (or a Supporting Street if there is no Addressing Street frontage). A continuous pedestrian pathway shall connect from the sidewalk of an Addressing Street to the Primary Building Entrance with a safe, direct and convenient path of travel that is free from hazards and provides a reasonably smooth and consistent surface consistent with the requirements of Americans with Disabilities Act (ADA)</p>		
Location	150-feet, maximum from right-of-way of an Addressing Street, see Figure CC-7.	150-feet, maximum from right-of-way of a Supporting Street, if there is no Addressing Street Frontage, see Figure CC-7.	
Visibility	Direct line of sight from an Addressing Street to the Primary Building Entrance.		
Accessibility	Safe, direct, and convenient path from adjacent public sidewalk.		
Required Canopy	Protect the Primary Building Entrance with a canopy with a minimum vertical clearance of 15-feet and an all-weather protection zone that is 8-feet deep, minimum and 12-feet wide, minimum.		
Transparency	Walls and doors of the Primary Building Entrance shall be a minimum of 65% transparent.		
Lighting	<p>The interior and exterior of the Primary Building Entrance shall be illuminated to extend the visual connection between the sidewalk and the building interior from day to night. Pathway lighting connecting the Primary Building Entrance to the adjacent sidewalk on an Addressing Street shall be scaled to the needs of the pedestrian.</p> <p>Comply with Outdoor Lighting, 4.199</p>		
3. Overall Building Massing			

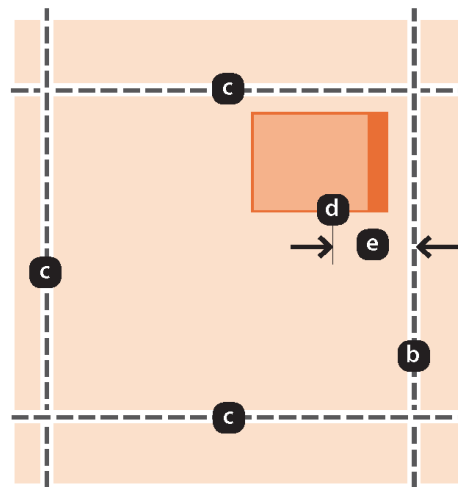
Table CC-4: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
D. Building Design			
General	<p>The following Development Standards are adjustable:</p> <ul style="list-style-type: none"> • Required Minimum Height: 10% • Ground Floor Height: 10% • Base, Body, and Top Dimensions: 10% • Base Design: 10% • Top Design: 10% 		
Front Setback	30-feet, minimum, except as provided below	30 feet maximum	30 feet maximum
Allowance of Primary Building Entrance	<p>Where the Primary Building Entrance is located on an Addressing Street it may extend into the required front yard setback by 15-foot maximum provided that:</p> <ol style="list-style-type: none"> a. It has a two-story massing with a minimum height of 24-feet; b. The Parcel Frontage on the Addressing Street is limited to 100-feet; c. The building extension is 60% transparent, minimum; d. The entrance is protected with a weather-protecting canopy with a minimum vertical clearance of 15-feet; and e. The standards for site design and accessibility are met. 	Not applicable	Not applicable
Required Minimum Height	30-feet minimum.		
Ground Floor Height	The Ground Floor height shall measure 15-feet, minimum from finished floor to finished ceiling (or 17.5-feet from finished floor to any exposed structural member).		

Table CC-4: Development Standards			
	Addressing Streets	Supporting Streets	Through Connections
D. Building Design			
Base, Body, and Top Dimensions	<p>Buildings elevations shall be composed of a clearly demarcated base, body and top.</p> <p>a. For Buildings 30 feet in height (unless lower by adjustment):</p> <ol style="list-style-type: none"> i. The base shall be 30-inches, minimum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18-inches, minimum. <p>b. For Buildings between 30 feet and 5-stories in height:</p> <ol style="list-style-type: none"> i. The base shall be 30-inches, minimum; 2-stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18-inches, minimum. <p>c. For Buildings greater than 6-stories in height:</p> <ol style="list-style-type: none"> i. The base shall be 1-story, minimum, 3-stories, maximum. ii. The body shall be equal to or greater than 75% of the overall height of the building. iii. The top of the building shall be 18-inches, minimum. 		
Base Design	<p>The design of the building Base shall:</p> <ol style="list-style-type: none"> a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; b. Create a change in surface position where the Base projects beyond the Body of the building by 1 -1/2 -inches, minimum; and/ or c. Low Berm Landscape Standard, 4.176(.02)(E). 		
Top Design	<p>Building Tops define the skyline.</p> <p>The design of the Building Top shall:</p> <ol style="list-style-type: none"> a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/ or b. Create a change in surface position where the Top projects beyond, or recesses behind, the Body of the building by 1 -1/2 -inches, minimum. 		
Required Screening of Roof-mounted Equipment	<p>Screen roof-mounted equipment with architectural enclosures using the materials and design of the building Body and/ or the building Top. No roof-mounted equipment shall be visible from an Addressing Street or Supporting Street.</p>		

Parcel with Addressing Street Frontage



Parcel without Addressing Street Frontage



- a** Addressing Street
- b** Supporting Street
- c** Supporting Street or Through Connection
- d** Primary Building Entrance
- e** Primary Building Entrance Location

Figure CC-7 - Building Design - Primary Building Entrance

Section 4.134. Coffee Creek Industrial Design Overlay District (CCDOD)

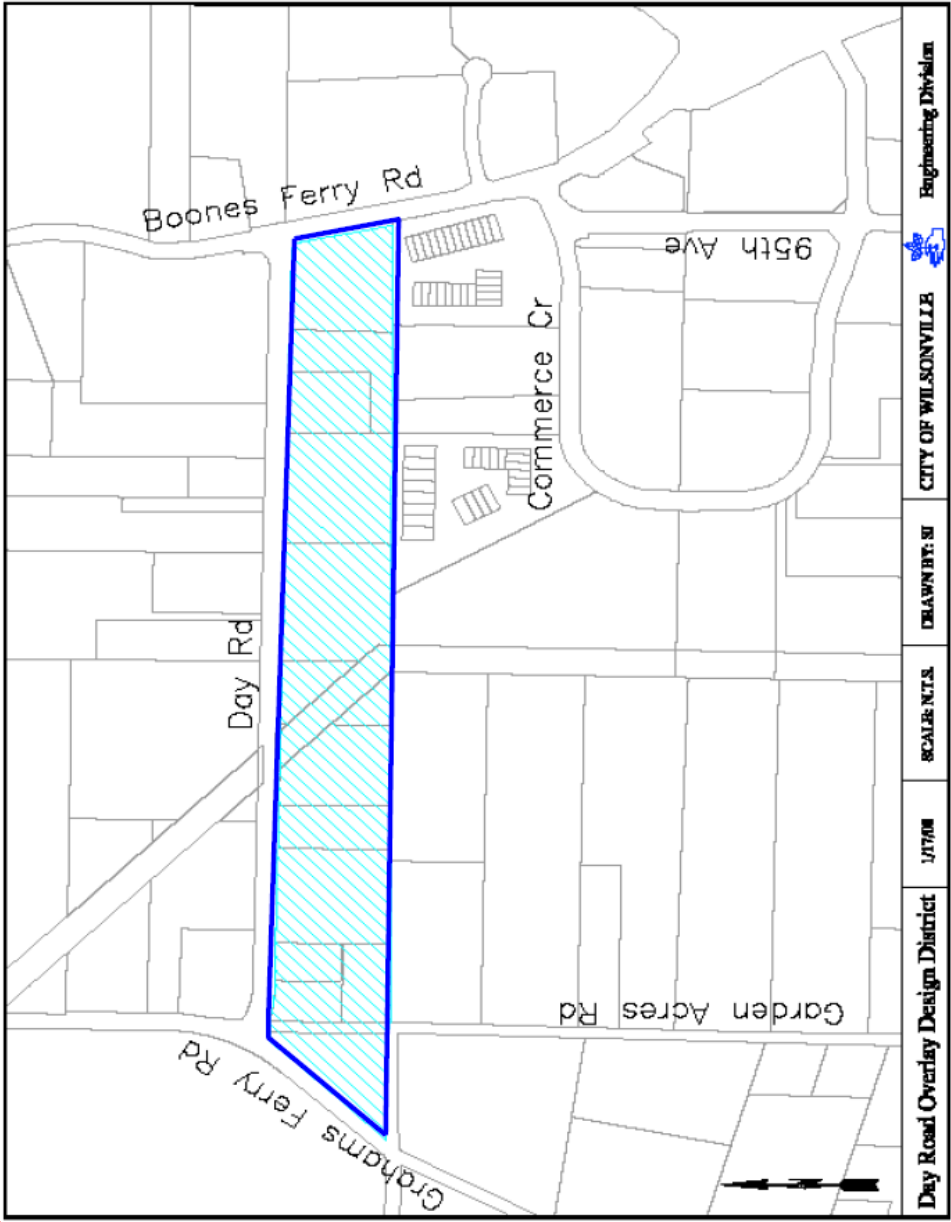


Figure D-1: Day Road Design Overlay District Area Map

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Section 4.135.5: Planned Development Industrial – Regionally Significant Industrial Area

maintained from the planned rights-of-way shown on any adopted City street plan.

- D. Rear and Side Yard Setback: Thirty (30) feet. Structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan.
 - E. No setback is required when side or rear yards abut on a railroad siding.
 - F. Corner Vision: Corner lots shall have no sight obstruction to exceed the vision clearance standards of Section 4.177.
 - G. Off-Street Parking and Loading: As provided in Section 4.155.
 - H. Signs: As provided in Sections 4.156.01 through 4.156.11. [Amended by Ord. No. 704, 6/18/12]
- [Section 4.135 amended by Ordinance No. 574, 11/1/04.]

Section 4.135.5: Planned Development Industrial – Regionally Significant Industrial Area

- (.01) Purpose. The purpose of the PDI-RSIA Zone is to provide opportunities for regionally significant industrial operations along with a limited and appropriate range of related and compatible uses; to provide the flexibility to accommodate the changing nature of industrial employment centers, to protect industrially zoned lands for industrial uses, primarily in those areas near significant transportation facilities for the movement of freight and to facilitate the redevelopment of under-utilized industrial sites.
- (.02) The PDI-RSIA Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.
- (.03) Uses that are typically permitted:
 - A. Wholesale houses, storage units, and warehouses.
 - B. Laboratories, storage buildings, warehouses, and cold storage plants.
 - C. Assembly of electrical equipment, including the manufacture of small parts.
 - D. The light manufacturing, simple compounding or processing packaging, assembling and/or treatment of products, cosmetics, drugs, and food products, unless such use is inconsistent with air pollution, excess noise, or water pollution standards.
 - E. Office Complexes-Technology (as defined in Section 4.001).
 - F. Experimental, film or testing laboratories.
 - G. Storage and distribution of grain, livestock feed, provided dust and smell is effectively controlled.
 - H. Motor vehicle service facilities complementary or incidental to permitted uses.

Section 4.135.5: Planned Development Industrial – Regionally Significant Industrial Area

- I. Any use allowed in a PDC Zone or any other light industrial uses provided that any such use is compatible with industrial use and is planned and developed in a manner consistent with the purposes and objectives of Sections 4.130 to 4.140 and is subject to the following criteria:
 - 1. Service Commercial (defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices) shall not exceed 3000 square feet of floor space in a single building or 20,000 square feet of combined floor area within a multiple building development.
 - 2. Office Use (as defined in Section 4.001) shall not exceed 20% of total floor area within a project site.
 - 3. Retail uses not to exceed 3000 square feet of indoor and outdoor sales, service, or inventory storage area for a single building or 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.
 - 4. Combined uses under I.1 and 3. above shall not exceed a total of 3000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.
- J. Residential uses shall not exceed 10% of total floor area.
- K. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses.
- L. Temporary buildings or structures for uses incidental to construction work, which buildings or structures shall be removed upon completion or abandonment of the construction work.
- M. Expansion of a building, structure or use approved prior to October 25, 2004 of up to 20% additional floor area and/or 10% additional land area.
- N. Other similar uses which in the judgment of the Planning Director are consistent with the purpose of the PDI-RSIA Zone.

(.04) Prohibited uses.

- A. Retail operations exceeding 3,000 square feet of area for sales, service area or storage area for retail inventory in a single building, or 20,000 square feet of sales, service or storage area for multiple buildings, except training facilities whose primary purpose is to provide training to meet industrial needs.
- B. Any use or activity that violates the performance standards specified in Subsection 4.135.5(.06), below.

(.05) Block and Access Standards. The PDI-RSIA Zone shall be subject to:

- A. The same block and access standards as the PDC Zone [Section 4.131(.02) and (.03)] for properties located outside of the Coffee Creek Industrial Design Overlay District; or

Section 4.135.5: Planned Development Industrial – Regionally Significant Industrial Area

B. The access and block size standards in Section 4.134 for those properties located within the Coffee Creek Industrial Design Overlay District.

- (.06) Performance Standards. The following performance standards apply to all industrial properties and sites within the PDI-RSIA Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property or site.
- A. All uses and operations except storage, off-street parking, loading and unloading shall be confined, contained and conducted wholly within completely enclosed buildings, unless outdoor activities have been approved as part of Stage II, Site Design or Administrative Review.
 - B. Vibration: Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any boundary line of the property or site on which the use is located.
 - C. Emission of odorous gases or other odorous matter in quantities detectable at any time and at any point on any boundary line of the property or site on which the use is located are prohibited.
 - D. Any open storage shall comply with the provisions of Section 4.176 and this Section.
 - E. No building customarily used for night operation, such as a bakery, bottling and distribution plant or other similar use, shall have any opening, other than stationary windows or required fire exits, within one hundred (100) feet of any residential district and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within one hundred (100) feet of any residential district.
 - F. Heat and Glare.
 1. Operations producing heat or glare shall be conducted entirely within an enclosed building.
 2. Exterior lighting on private property shall be screened, baffled, or otherwise directed away from adjacent residential properties. This is not intended to apply to street lighting.
 - G. Dangerous Substances: Any use which involves the presence, storage or handling of any explosive, nuclear waste product or any other substance in a manner which would cause a health or safety hazard on any adjacent land use or site shall be prohibited.
 - H. Liquid and Solid Wastes:
 1. Any storage of wastes which would attract rodents or insects or otherwise create a health hazard shall be prohibited.

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Deleted: the same block and access standards as the PDC Zone [Section 4.131(.02) and (.03)]

Section 4.135.5: Planned Development Industrial – Regionally Significant Industrial Area

2. Waste products which are stored outside shall be concealed from view from any property line by a sight-obscuring fence or planting as required by Section 4.176.
 3. No connection with any public sewer shall be made or maintained in violation of applicable City or State standards.
 4. No wastes conveyed shall be allowed to or permitted, caused to enter, or allowed to flow into any public sewer in violation of applicable City or State standards.
 5. All drainage permitted to discharge into a street gutter, caused to enter or allowed to flow into any pond, lake, stream or other natural water course shall be limited to surface waters or waters having similar characteristics as determined by the City, County, and State Department of Environmental Quality.
 6. All operations shall be conducted in conformance with the city's standards and ordinances applying to sanitary and storm sewer discharges.
- I. Noise: Noise generated by the use, with the exception of traffic uses from automobiles, trucks and trains, shall not violate any applicable standards adopted by the Oregon Department of Environmental Quality and W.C. 6.204 governing noise control in the same or similar locations. [Amended by Ord. 631, 7/16/07]
- J. Electrical Disturbances. Except for electrical facilities wherein the City is preempted by other governmental entities, electrical disturbances generated by uses within the PDI-RSIA Zone which interfere with the normal operation of equipment or instruments within the PDI-RSIA Zone are prohibited. Electrical disturbances which routinely cause interference with normal activity in abutting residential uses are also prohibited.
- K. Discharge Standards: There shall be no emission of smoke, fallout, fly ash, dust, vapors, gases or other forms of air pollution that may cause a nuisance or injury to human, plant or animal life or to property. Plans for construction and operation shall be subject to the recommendations and regulations of the State Department of Environmental Quality. All measurements of air pollution shall be by the procedures and with equipment approved by the State Department of Environmental Quality or equivalent and acceptable methods of measurement approved by the City. Persons responsible for a suspected source of air pollution upon request of the City shall provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operation conditions.
- L. Open burning is prohibited.
- M. Storage.
1. Outdoor storage must be maintained in an orderly manner at all times.
 2. Outdoor storage areas shall be gravel surfaced or better and shall be sufficient for the materials being handled and stored. If a gravel surface is not sufficient to meet the performance standards for the use, the area shall be suitably paved.

Section 4.135.5: Planned Development Industrial – Regionally Significant Industrial Area

3. Any open storage that would otherwise be visible at the property line shall be concealed from view at the abutting property line by a sight obscuring fence or planting not less than 6' in height.

N. Landscaping.

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1. Unused property, or property designated for expansion or other future use shall be landscaped and maintained as approved by the Development Review Board. Landscaping for unused property disturbed during construction shall include such materials as plantings of ornamental shrubs, lawns, native plants, and mowed, seeded fieldgrass.
2. Contiguous unused areas of undisturbed fieldgrass may be maintained in their existing state. Large stands of invasive weeds such as Himalayan blackberry, English ivy, cherry laurel, reed canary grass or other identified invasive species shall be removed and/or mowed at least annually to reduce fire hazard. These unused areas, located with a phased development project or a future expansion cannot be included in the area calculated to meet the landscape requirements for the initial phase(s) of the development.
3. Unused property shall not be left with disturbed soils that are subject to siltation and erosion. Any disturbed soil shall be seeded for complete erosion cover germination and shall be subject to applicable erosion control standards.

(.07) Other Standards.

A. Lot Size:

1. Parcels less than 50 acres in size at the time of adoption of this amended Section: Land divisions may occur in conformance with an approved Master Plan consistent with the requirements of this section. No lot size limit, save and except as shall be consistent with the other provisions of this code.
2. Parcels 50 acres or greater in size existing on October 25, 2004 may be divided into any number of parcels or lots pursuant to an approved Master Plan provided that at least one lot or parcel of at least 50 acres in size remains. Provided further however, at least forty percent (40%) of the lot or parcel so created has been developed or planned for industrial uses and associated accessory uses and no portion has been developed or planned for the uses listed in Section 4.135.5(03)(L)(1.) through (3).
3. Uses not subject to the foregoing lot size provisions:
 - a. Public facilities and services
 - b. Separation of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by DEQ pursuant to ORS 465.225.
 - c. Separation of a lot or parcel containing a nonconforming use from the remainder of the site in order to improve the utility of the remainder site for the intended industrial uses
 - d. Separation for the purposes of financing when the new lot or parcel is consistent with the approved Master Plan.

Section 4.136. PF - Public Facility Zone.

- e. Division of lots or parcels consistent with a Master Plan approved by the City prior to July 1, 2004.
- B. Maximum Lot Coverage. No limit save and except as shall be consistent with the other provisions of this code.
- C. Front Yard Setback. Thirty (30) feet. Except as otherwise provided for properties within the Coffee Creek Industrial Design Overlay District, structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan. Deleted: s
- D. Rear and Side Yard Setback. Thirty (30) feet. Except as otherwise provided for properties within the Coffee Creek Industrial Design Overlay District, structures on corner or through lots shall observe the minimum rear and side yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan. Deleted: s
- E. No setback is required when rear or side yards abut a railroad siding.
- F. Corner Vision. Corner lots shall have no lot obstruction to exceed the vision clearance standards of Section 4.177.
- G. Off-street Parking and Loading. As required in Section 4.155.
- H. Signs. As required in Sections 4.156.01 through 4.156.11. [Amended by Ord. No. 704, 6/18/12]

[Section 4.135.5 added by Ordinance No. 574, 11/1/04.]

Section 4.136. PF - Public Facility Zone.

- (.01) Purpose: The PF zone is intended to be applied to existing public lands and facilities; including quasi-public lands and facilities which serve and benefit the community and its citizens. Typical uses permitted in the PF Zone are schools, churches, public buildings, hospitals, parks and public utilities. Not all of the uses permitted in this zone are expected to be publicly owned.
- (.02) Uses Permitted Outright:
 - A. Municipal or Governmental Service Building
 - B. Churches
 - C. Hospital
 - D. Marina, public
 - E. Recreational and community buildings and grounds, playgrounds, swimming pools, tennis courts and similar recreational uses
 - F. Parking facilities
 - G. Public utilities and buildings
 - H. Library

Section 4.140. Planned Development Regulations.

the provisions found in Section 4.113 of the Planning and Land Development Ordinance.

- (.03) Alteration of constructed drainageways. Alteration of constructed drainageways may be allowed provided that such alterations do not adversely impact stream flows, flood storage capacity and in stream water quality and provide more efficient use of the land as well as provide improved habitat value through mitigation, enhancement and/or restoration. Such alterations must be evaluated through an SRIR and approved by the City Engineer and Development Review Board.

Section 4.140. Planned Development Regulations.

(.01) Purpose.

- A. The provisions of Section 4.140 shall be known as the Planned Development Regulations. The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.
- B. It is the further purpose of the following Section:
1. To take advantage of advances in technology, architectural design, and functional land use design;
 2. To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;
 3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.
 4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;
 5. To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.

Section 4.140. Planned Development Regulations.

6. To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.
7. To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.
8. To allow flexibility and innovation in adapting to changes in the economic and technological climate.

(.02) Lot Qualification.

- A. Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.
- B. Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD." All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code. Smaller sites may also be developed through the City's PD procedures, provided that the location, size, lot configuration, topography, open space and natural vegetation of the site warrant such development.

(.03) Ownership.

- A. The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.
- B. Unless otherwise provided as a condition for approval of a Planned Development permit, the permittee may divide and transfer units or parcels of any development. The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.

(.04) Professional Design.

- A. The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.
- B. Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:
 1. An architect licensed by the State of Oregon;
 2. A landscape architect registered by the State of Oregon;
 3. An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience

Section 4.140. Planned Development Regulations.

representing clients before the Development Review Board, Planning Commission, or City Council; or

4. A registered engineer or a land surveyor licensed by the State of Oregon.
 - C. One of the professional consultants chosen by the applicant from either 1, 2, or 3, above, shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.
 - D. The selection of the professional coordinator of the design team will not limit the owner or the developer in consulting with the planning staff.
- (.05) Planned Development Permit Process.
- A. All parcels of land exceeding two (2) acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:
 1. Be zoned for planned development;
 2. Obtain a planned development permit; and
 3. Obtain Planning Director, Development Review Board, or, on appeal, City Council approval.
 - B. Zone change and amendment to the zoning map are governed by the applicable provisions of the Zoning Sections, inclusive of Section 4.197
 - C. Development Review Board and Planning Director approval is governed by Sections 4.400 to 4.450
 - D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:
 1. Pre-application conference with Planning Department;
 2. Preliminary (Stage I) review by the Development Review Board or the Planning Director for properties within the Coffee Creek Industrial Design Overlay District. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval to the Board; and
 3. Final (Stage II) review by the Development Review Board or the Planning Director for properties within the Coffee Creek Industrial Design Overlay District.
 4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan except for properties within the Coffee Creek Industrial Design Overlay District, which may receive separate zone change or zone boundary amendment approvals.
- (.06) Staff Report:
- A. The planning staff shall prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the land use designated on the

Section 4.140. Planned Development Regulations.

Comprehensive Plan. If there is a disagreement as to whether the use contemplated is consistent, the applicant, by request, or the staff, may take the preliminary information provided to the Development Review Board for a use interpretation.

- B. The applicant may proceed to apply for Stage I - Preliminary Approval - upon determination by either staff or the Development Review Board that the use contemplated is consistent with the Comprehensive Plan.

(.07) Preliminary Approval (Stage One):

- A. Applications for preliminary approval for planned developments shall:
1. Be made by the owner of all affected property or the owner's authorized agent; and
 2. Be filed on a form prescribed by the City Planning Department and filed with said Department.
 3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.
 4. State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.
- B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:
1. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.
 2. Topographic information as set forth in Section 4.035
 3. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre.
 4. A stage development schedule demonstrating that the developer intends receive Stage II approval within two (2) years of receiving Stage I approval, and to commence construction within two (2) years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.
 5. A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.
 6. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.
 7. Statement of anticipated waivers from any of the applicable site development standards.

Section 4.140. Planned Development Regulations.

- C. An application for a Stage I approval shall be considered by the Development Review Board as follows:
1. A public hearing as provided in Section 4.013.
 2. After such hearing, the Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in its judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Board may, in its discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. It shall do so only upon evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.
 3. A final decision on a complete application and preliminary plan shall be rendered within one hundred and twenty (120) days after the application is deemed complete unless a continuance is agreed upon by the applicant and the appropriate City decision-making body.
 4. The determination of the Development Review Board shall become final at the end of the appeal period for the decision, unless appealed to the City Council in accordance with Section 4.022 of this Code.
- D. As provided in Section 4.134, an application for a Stage I approval within the Coffee Creek Industrial Design Overlay District may be considered by the Planning Director as follows:
1. A Class II – Administrative Review as provided in Section 4.035(.03).
 2. After considering available information, the Planning Director shall determine whether the proposal conforms to the permit criteria set forth in this Code and may approve or disapprove the application and the accompanying preliminary development plan or require such changes therein or impose such conditions of approval as are in his or her judgment, necessary to ensure conformity to said criteria and regulations. In so doing, the Planning Director may, in his or her discretion, authorize submission of the final development plan in stages, corresponding to different units or elements of the development. The Planning Director shall do so only upon evidence assuring completion of the entire development in accordance with the preliminary development plan and stage development schedule.
 3. A final decision on a complete application and preliminary plan shall be rendered within one hundred and twenty (120) days after the application is deemed complete unless a continuance is agreed upon by the applicant and the appropriate City decision-making body.
 4. The determination of the Planning Director shall become final at the end of the appeal period for the decision, unless appealed to the Development Review Board in accordance with Section 4.022 of this Code.

Section 4.140. Planned Development Regulations.

(.09) Final Approval (Stage Two):

[Note: Outline Number is incorrect.]

- A. Unless an extension has been granted by the Approval Authority, within two (2) years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire development or when submission in stages has been authorized pursuant to Section 4.035 for the first unit of the development, a public hearing shall be held on each such application as provided in Section 4.013.
- B. After such hearing, the Development Review Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and shall approve, conditionally approve, or disapprove the application.
- C. The final plan shall conform in all major respects with the approved preliminary development plan, and shall include all information included in the preliminary plan plus the following:
1. The location of water, sewerage and drainage facilities;
 2. Preliminary building and landscaping plans and elevations, sufficient to indicate the general character of the development;
 3. The general type and location of signs;
 4. Topographic information as set forth in Section 4.035;
 5. A map indicating the types and locations of all proposed uses; and
 6. A grading plan.
- D. The final plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development or phase of development. However, Site Design Review is a separate and more detailed review of proposed design features, subject to the standards of Section 4.400.
- E. Copies of legal documents required by the Development Review Board for dedication or reservation of public facilities, or for the creation of a non-profit homeowner's association, shall also be submitted.
- F. Within thirty (30) days after the filing of the final development plan, the Planning staff shall forward such development plan and the original application to the Tualatin Valley Fire and Rescue District, if applicable, and other agencies involved for review of public improvements, including streets, sewers and drainage. The Development Review Board shall not act on a final development plan until it has first received a report from the agencies or until more than thirty (30) days have elapsed since the plan and application were sent to the agencies, whichever is the shorter period.
- G. Upon receipt of the final development plan, the Development Review Board shall conduct a public hearing and examine such plan and determine:
1. Whether it conforms to all applicable criteria and standards; and
 2. Whether it conforms in all substantial respects to the preliminary approval; or

Deleted: Development Review Board

General Development Regulations

Sections 4.154 – 4.199

June 2015

WILSONVILLE CODE
PLANNING AND LAND DEVELOPMENT
CHAPTER 4 SECTIONS 4.154 – 4.199
GENERAL DEVELOPMENT REGULATIONS

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Section 4.176. Landscaping, Screening, and Buffering.

- (.04) Exterior lighting shall be designed and oriented to discourage crime.

Section 4.176. Landscaping, Screening, and Buffering.

Note: the reader is encouraged to see Section 4.179, applying to screening and buffering of storage areas for solid waste and recyclables.

- (.01) Purpose. This Section consists of landscaping and screening standards and regulations for use throughout the City. The regulations address materials, placement, layout, and timing of installation. The City recognizes the ecological and economic value of landscaping and requires the use of landscaping and other screening or buffering to:
- A. Promote the re-establishment of vegetation for aesthetic, health, erosion control, flood control and wildlife habitat reasons;
 - B. Restore native plant communities and conserve irrigation water through establishment, or re-establishment, of native, drought-tolerant plants;
 - C. Mitigate for loss of native vegetation;
 - D. Establish and enhance a pleasant visual character which recognizes aesthetics and safety issues;
 - E. Promote compatibility between land uses by reducing the visual, noise, and lighting impacts of specific development on users of the site and abutting sites or uses;
 - F. Unify development and enhance and define public and private spaces;
 - G. Promote the retention and use of existing topsoil and vegetation. Amended soils benefit stormwater retention and promote infiltration;
 - H. Aid in energy conservation by providing shade from the sun and shelter from the wind; and
 - I. Screen from public view the storage of materials that would otherwise be considered unsightly.
 - J. Support crime prevention, create proper sight distance clearance, and establish other safety factors by effective landscaping and screening.
 - K. Provide landscaping materials that minimize the need for excessive use of fertilizers, herbicides and pesticides, irrigation, pruning, and mowing to conserve and protect natural resources, wildlife habitats, and watersheds.
- (.02) Landscaping and Screening Standards.
- A. Subsections “C” through “I,” below, state the different landscaping and screening standards to be applied throughout the City. The locations where the landscaping and screening are required and the depth of the landscaping and screening is stated in various places in the Code.
 - B. All landscaping and screening required by this Code must comply with all of the provisions of this Section, unless specifically waived or granted a Variance as otherwise provided in the Code. The landscaping standards are minimum requirements; higher standards can be substituted as long as fence and vegetation-

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height limitations are met. Where the standards set a minimum based on square footage or linear footage, they shall be interpreted as applying to each complete or partial increment of area or length (e.g., a landscaped area of between 800 and 1600 square feet shall have two trees if the standard calls for one tree per 800 square feet).

C. General Landscaping Standard.

1. Intent. The General Landscaping Standard is a landscape treatment for areas that are generally open. It is intended to be applied in situations where distance is used as the principal means of separating uses or developments and landscaping is required to enhance the intervening space. Landscaping may include a mixture of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees.
2. Required materials. Shrubs and trees, other than street trees, may be grouped. Ground cover plants must fully cover the remainder of the landscaped area (see Figure 21: General Landscaping). The General Landscaping Standard has two different requirements for trees and shrubs:
 - a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.
 - b. Where the landscaped area is 30 feet deep or greater, one tree is required for every 800 square feet and two high shrubs or three low shrubs are required for every 400 square feet.

D. Low Screen Landscaping Standard.

1. Intent. The Low Screen Landscaping Standard is a landscape treatment that uses a combination of distance and low screening to separate uses or developments. It is intended to be applied in situations where low screening is adequate to soften the impact of one use or development on another, or where visibility between areas is more important than a total visual screen. The Low Screen Landscaping Standard is usually applied along street lot lines or in the area separating parking lots from street rights-of-way.
2. Required materials. The Low Screen Landscaping Standard requires sufficient low shrubs to form a continuous screen three (3) feet high and 95% opaque, year-round. In addition, one tree is required for every 30 linear feet of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area. A three (3) foot high masonry wall or a berm may be substituted for the shrubs, but the trees and ground cover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area. (See Figure 22: Low Screen Landscaping).

E. Low Berm Landscaping Standard (amend 1 & 2 as needed).

1. Intent. The Low Berm Standard is intended to be applied in situations where moderate screening to reduce both visual and noise impacts is needed to

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protect abutting uses or developments from one-another, and where it is desirable and practical to provide separation by both distance and sight-obscuring materials. This screening is most important where either, or both, of the abutting uses or developments can be expected to be particularly sensitive to noise or visual impacts.

2. Required materials. The Low Berm Standard requires a berm at least four (4) feet high along the interior side of the landscaped area (see Figure 25: High Berm Landscaping). If the berm is less than six (6) feet high, low shrubs meeting the Low Screen Landscaping Standard, above, are to be planted along the top of the berm, assuring that the screen is at least six (6) feet in height. In addition, one tree is required for every 30 linear feet of berm, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area.

F. High Screen Landscaping Standard.

1. Intent. The High Screen Landscaping Standard is a landscape treatment that relies primarily on screening to separate uses or developments. It is intended to be applied in situations where visual separation is required.
2. Required materials. The High Screen Landscaping Standard requires sufficient high shrubs to form a continuous screen at least six (6) feet high and 95% opaque, year-round. In addition, one tree is required for every 30 linear feet of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area. A six (6) foot high masonry wall or a berm may be substituted for the shrubs, but the trees and ground cover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area. (See Figure 23: High Screen Landscaping).

G. High Wall Standard.

1. Intent. The High Wall Standard is intended to be applied in situations where extensive screening to reduce both visual and noise impacts is needed to protect abutting uses or developments from one-another. This screening is most important where either, or both, of the abutting uses or developments can be expected to be particularly sensitive to noise or visual impacts, or where there is little space for physical separation.
2. Required materials. The High Wall Standard requires a masonry wall at least six (6) feet high along the interior side of the landscaped area (see Figure 24: High Wall Landscaping). In addition, one tree is required for every 30 linear feet of wall, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area.

H. High Berm Standard.

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Deleted: G

Section 4.176. Landscaping, Screening, and Buffering.

1. Intent. The High Berm Standard is intended to be applied in situations where extensive screening to reduce both visual and noise impacts is needed to protect abutting uses or developments from one-another, and where it is desirable and practical to provide separation by both distance and sight-obscuring materials. This screening is most important where either, or both, of the abutting uses or developments can be expected to be particularly sensitive to noise or visual impacts.
2. Required materials. The High Berm Standard requires a berm at least four (4) feet high along the interior side of the landscaped area (see Figure 25: High Berm Landscaping). If the berm is less than six (6) feet high, low shrubs meeting the Low Screen Landscaping Standard, above, are to be planted along the top of the berm, assuring that the screen is at least six (6) feet in height. In addition, one tree is required for every 30 linear feet of berm, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area.

J. Partially Sight-Obscuring Fence Standard.

Deleted: H

1. Intent. The Partially Sight-Obscuring Fence Standard is intended to provide a tall, but not totally blocked, visual separation. The standard is applied where a low level of screening is adequate to soften the impact of one use or development on another, and where some visibility between abutting areas is preferred over a total visual screen. It can be applied in conjunction with landscape plantings or applied in areas where landscape plantings are not necessary and where nonresidential uses are involved.
2. Required materials. Partially Sight-Obscuring Fence Standard are to be at least six (6) feet high and at least 50% sight-obscuring. Fences may be made of wood (other than plywood or particle-board), metal, bricks, masonry or other permanent materials (see Figure 26: Partially Sight-Obscuring Fence).

K. Fully Sight-Obscuring Fence Standard.

Deleted: I

1. Intent. The Fully Sight-Obscuring Fence Standard is intended to provide a totally blocked visual separation. The standard is applied where full visual screening is needed to reduce the impact of one use or development on another. It can be applied in conjunction with landscape plantings or applied in areas where landscape plantings are not necessary.
2. Required materials. Fully sight-obscuring fences are to be at least six (6) feet high and 100% sight-obscuring. Fences may be made of wood (other than plywood or particle-board), metal, bricks, masonry or other permanent materials (see Figure 27: Totally Sight-Obscuring Fence).

- (.03) Landscape Area. Not less than fifteen percent (15%) of the total lot area, shall be landscaped with vegetative plant materials. The ten percent (10%) parking area landscaping required by section 4.155.03(B)(1) is included in the fifteen percent (15%) total lot landscaping requirement. Landscaping shall be located in at least three separate and distinct areas of the lot, one of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to structures. Landscaping shall be used to define, soften or screen the appearance of buildings and off-street parking

Section 4.176. Landscaping, Screening, and Buffering.

areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. (For recommendations refer to the Native Plant List maintained by the City of Wilsonville). [Amended by Ord. # 674 11/16/09]

- (.04) Buffering and Screening. Additional to the standards of this subsection, the requirements of the Section 4.137.5 (Screening and Buffering Overlay Zone) shall also be applied, where applicable.
- A. All intensive or higher density developments shall be screened and buffered from less intense or lower density developments.
 - B. Activity areas on commercial and industrial sites shall be buffered and screened from adjacent residential areas. Multi-family developments shall be screened and buffered from single-family areas.
 - C. All exterior, roof and ground mounted, mechanical and utility equipment shall be screened from ground level off-site view from adjacent streets or properties.
 - D. All outdoor storage areas shall be screened from public view, unless visible storage has been approved for the site by the Development Review Board or Planning Director acting on a development permit.
 - E. In all cases other than for industrial uses in industrial zones, landscaping shall be designed to screen loading areas and docks, and truck parking.
 - F. In any zone any fence over six (6) feet high measured from soil surface at the outside of fenceline shall require Development Review Board approval.
- (.05) Sight-Obscuring Fence or Planting. The use for which a sight-obscuring fence or planting is required shall not begin operation until the fence or planting is erected or in place and approved by the City. A temporary occupancy permit may be issued upon a posting of a bond or other security equal to one hundred ten percent (110%) of the cost of such fence or planting and its installation. (See Sections 4.400 to 4.470 for additional requirements.)
- (.06) Plant Materials.
- A. Shrubs and Ground Cover. All required ground cover plants and shrubs must be of sufficient size and number to meet these standards within three (3) years of planting. Non-horticultural plastic sheeting or other impermeable surface shall not be placed under mulch. Native topsoil shall be preserved and reused to the extent feasible. Surface mulch or bark dust are to be fully raked into soil of appropriate depth, sufficient to control erosion, and are confined to areas around plantings. Areas exhibiting only surface mulch, compost or barkdust are not to be used as substitutes for plant areas. [Amended by Ord. # 674 11/16/09]
 - 1. Shrubs. All shrubs shall be well branched and typical of their type as described in current AAN Standards and shall be equal to or better than 2-gallon containers and 10" to 12" spread.
 - 2. Ground cover. Shall be equal to or better than the following depending on the type of plant materials used: gallon containers spaced at 4 feet on center

Section 4.176. Landscaping, Screening, and Buffering.

minimum, 4" pot spaced 2 feet on center minimum, 2-1/4" pots spaced at 18 inch on center minimum. No bare root planting shall be permitted. Ground cover shall be sufficient to cover at least 80% of the bare soil in required landscape areas within three (3) years of planting. Where wildflower seeds are designated for use as a ground cover, the City may require annual re-seeding as necessary.

3. Turf or lawn in non-residential developments. Shall not be used to cover more than ten percent (10%) of the landscaped area, unless specifically approved based on a finding that, due to site conditions and availability of water, a larger percentage of turf or lawn area is appropriate. Use of lawn fertilizer shall be discouraged. Irrigation drainage runoff from lawns shall be retained within lawn areas.
 4. Plant materials under trees or large shrubs. Appropriate plant materials shall be installed beneath the canopies of trees and large shrubs to avoid the appearance of bare ground in those locations.
 5. Integrate compost-amended topsoil in all areas to be landscaped, including lawns, to help detain runoff, reduce irrigation and fertilizer needs, and create a sustainable, low-maintenance landscape. [Added by Ord. # 674 11/16/09]
- B. Trees. All trees shall be well-branched and typical of their type as described in current American Association of Nurserymen (AAN) Standards and shall be balled and burlapped. The trees shall be grouped as follows:
1. Primary trees which define, outline or enclose major spaces, such as Oak, Maple, Linden, and Seedless Ash, shall be a minimum of 2" caliper.
 2. Secondary trees which define, outline or enclose interior areas, such as Columnar Red Maple, Flowering Pear, Flame Ash, and Honeylocust, shall be a minimum of 1-3/4" to 2" caliper.
 3. Accent trees which, are used to add color, variation and accent to architectural features, such as Flowering- Pear and Kousa Dogwood, shall be 1-3/4" minimum caliper.
 4. Large conifer trees such as Douglas-Fir or Deodar Cedar shall be installed at a minimum height of eight (8) feet.
 5. Medium-sized conifers such as Shore Pine, Western Red Cedar or Mountain Hemlock shall be installed at a minimum height of five to six (5 to 6) feet.
- C. Where a proposed development includes buildings larger than twenty-four (24) feet in height or greater than 50,000 square feet in footprint area, the [Planning Director or the](#) Development Review Board may require larger or more mature plant materials:
1. At maturity, proposed trees shall be at least one-half the height of the building to which they are closest, and building walls longer than 50 feet shall require tree groups located no more than fifty (50) feet on center, to break up the length and height of the façade.
 2. Either fully branched deciduous or evergreen trees may be specified depending upon the desired results. Where solar access is to be preserved, only solar-

Section 4.176. Landscaping, Screening, and Buffering.

friendly deciduous trees are to be used. Where year-round sight obscuring is the highest priority, evergreen trees are to be used.

3. The following standards are to be applied:

a. Deciduous trees:

- i. Minimum height of ten (10) feet; and
- ii. Minimum trunk diameter (caliper) of 2 inches (measured at four and one-half [4 1/2] feet above grade).

b. Evergreen trees: Minimum height of twelve (12) feet.

D. Street Trees. In order to provide a diversity of species, the Development Review Board may require a mix of street trees throughout a development. Unless the Board waives the requirement for reasons supported by a finding in the record, different types of street trees shall be required for adjoining blocks in a development.

1. All trees shall be standard base grafted, well branched and typical of their type as described in current AAN Standards and shall be balled and burlapped (b&b). Street trees shall be planted at sizes in accordance with the following standards:

- a. Arterial streets - 3" minimum caliper
- b. Collector streets - 2" minimum caliper.
- c. Local streets or residential private access drives - 1-3/4" minimum caliper. [Amended by Ord. 682, 9/9/10]
- d. Accent or median tree -1-3/4" minimum caliper.

2. The following trees and varieties thereof are considered satisfactory street trees in most circumstances; however, other varieties and species are encouraged and will be considered:

- a. Trees over 50 feet mature height: *Quercus garryana* (Native Oregon White Oak), *Quercus rubra borealis* (Red Oak), *Acer Macrophyllum* (Native Big Leaf Maple), *Acer nigrum* (Green Column Black Maple), *Fraxinus americanus* (White Ash), *Fraxinus pennsylvannica* 'Marshall' (Marshall Seedless Green Ash), *Quercus coccinea* (Scarlet Oak), *Quercus pulustris* (Pin-Oak), *Tilia americana* (American Linden).
- b. Trees under 50 feet mature height: *Acer rubrum* (Red Sunset Maple), *Cornus nuttallii* (Native Pacific Dogwood), *Gleditsia triacanthos* (Honey Locust), *Pyrus calleryana* 'Bradford' (Bradford Pear), *Tilia cordata* (Little Leaf Linden), *Fraxinus oxycarpa* (Flame Ash).
- c. Other street tree species. Other species may be specified for use in certain situations. For instance, evergreen species may be specified where year-round color is desirable and no adverse effect on solar access is anticipated. Water-loving species may be specified in low locations where wet soil conditions are anticipated.

[Section 4.176(.06)(D.) amended by Ordinance No. 538, 2/21/02.]

E. Types of Plant Species.

Section 4.176. Landscaping, Screening, and Buffering.

1. Existing landscaping or native vegetation may be used to meet these standards, if protected and maintained during the construction phase of the development and if the plant species do not include any that have been listed by the City as prohibited. The existing native and non-native vegetation to be incorporated into the landscaping shall be identified.
2. Selection of plant materials. Landscape materials shall be selected and sited to produce hardy and drought-tolerant landscaping. Selection shall be based on soil characteristics, maintenance requirements, exposure to sun and wind, slope and contours of the site, and compatibility with other vegetation that will remain on the site. Suggested species lists for street trees, shrubs and groundcovers shall be provided by the City of Wilsonville.
3. Prohibited plant materials. The City may establish a list of plants that are prohibited in landscaped areas. Plants may be prohibited because they are potentially damaging to sidewalks, roads, underground utilities, drainage improvements, or foundations, or because they are known to be invasive to native vegetation.

[Section 4.176(.06)(E.) amended by Ordinance No. 538, 2/21/02.]

F. Tree Credit.

Existing trees that are in good health as certified by an arborist and are not disturbed during construction may count for landscaping tree credit as follows (measured at four and one-half feet above grade and rounded to the nearest inch):

Existing trunk diameter	Number of Tree Credits
18 to 24 inches in diameter	3 tree credits
25 to 31 inches in diameter	4 tree credits
32 inches or greater	5 tree credits

[Amended by Ord. # 674 11/16/09]

1. It shall be the responsibility of the owner to use reasonable care to maintain preserved trees. Trees preserved under this section may only be removed if an application for removal permit under Section 4.610.10(01)(H) has been approved. Required mitigation for removal shall be replacement with the number of trees credited to the preserved and removed tree.
 2. Within five years of occupancy and upon notice from the City, the property owner shall replace any preserved tree that cannot be maintained due to disease or damage, or hazard or nuisance as defined in Chapter 6 of this code. The notice shall be based on complete information provided by an arborist. Replacement with the number of trees credited shall occur within one (1) growing season of notice.
- G. Exceeding Standards. Landscape materials that exceed the minimum standards of this Section are encouraged, provided that height and vision clearance requirements are met. [Amended by Ordinance No. 538, 2/21/02.]

Section 4.176. Landscaping, Screening, and Buffering.

H. Compliance with Standards. The burden of proof is on the applicant to show that proposed landscaping materials will comply with the purposes and standards of this Section.[Amended by Ordinance No. 538, 2/21/02.]

(.07) Installation and Maintenance.

A. Installation. Plant materials shall be installed to current industry standards and shall be properly staked to assure survival. Support devices (guy wires, etc.) shall not be allowed to interfere with normal pedestrian or vehicular movement.

B. Maintenance. Maintenance of landscaped areas is the on-going responsibility of the property owner. Any landscaping installed to meet the requirements of this Code, or any condition of approval established by a City decision-making body acting on an application, shall be continuously maintained in a healthy, vital and acceptable manner. Plants that die are to be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City. Failure to maintain landscaping as required in this Section shall constitute a violation of this Code for which appropriate legal remedies, including the revocation of any applicable land development permits, may result.

C. Irrigation. The intent of this standard is to assure that plants will survive the critical establishment period when they are most vulnerable due to a lack of watering and also to assure that water is not wasted through unnecessary or inefficient irrigation. Approved irrigation system plans shall specify one of the following:

1. A permanent, built-in, irrigation system with an automatic controller. Either a spray or drip irrigation system, or a combination of the two, may be specified.
2. A permanent or temporary system designed by a landscape architect licensed to practice in the State of Oregon, sufficient to assure that the plants will become established and drought-tolerant.
3. Other irrigation system specified by a licensed professional in the field of landscape architecture or irrigation system design.
4. A temporary permit issued for a period of one year, after which an inspection shall be conducted to assure that the plants have become established. Any plants that have died, or that appear to the Planning Director to not be thriving, shall be appropriately replaced within one growing season. An inspection fee and a maintenance bond or other security sufficient to cover all costs of replacing the plant materials shall be provided, to the satisfaction of the Community Development Director. Additionally, the applicant shall provide the City with a written license or easement to enter the property and cause any failing plant materials to be replaced.

D. Protection. All required landscape areas, including all trees and shrubs, shall be protected from potential damage by conflicting uses or activities including vehicle parking and the storage of materials.

(.08) Landscaping on Corner Lots. All landscaping on corner lots shall meet the vision clearance standards of Section 4.177. If high screening would ordinarily be required

Section 4.176. Landscaping, Screening, and Buffering.

by this Code, low screening shall be substituted within vision clearance areas. Taller screening may be required outside of the vision clearance area to mitigate for the reduced height within it.

- (.09) Landscape Plans. Landscape plans shall be submitted showing all existing and proposed landscape areas. Plans must be drawn to scale and show the type, installation size, number and placement of materials. Plans shall include a plant material list. Plants are to be identified by both their scientific and common names. The condition of any existing plants and the proposed method of irrigation are also to be indicated. Landscape plans shall divide all landscape areas into the following categories based on projected water consumption for irrigation:
- A. High water usage areas (+/- two (2) inches per week): small convoluted lawns, lawns under existing trees, annual and perennial flower beds, and temperamental shrubs;
 - B. Moderate water usage areas (+/- one (1) inch per week): large lawn areas, average water-using shrubs, and trees;
 - C. Low water usage areas (Less than one (1) inch per week, or gallons per hour): seeded fieldgrass, swales, native plantings, drought-tolerant shrubs, and ornamental grasses or drip irrigated areas.
 - D. Interim or unique water usage areas: areas with temporary seeding, aquatic plants, erosion control areas, areas with temporary irrigation systems, and areas with special water-saving features or water harvesting irrigation capabilities.
- These categories shall be noted in general on the plan and on the plant material list.
- (.10) Completion of Landscaping. The installation of plant materials may be deferred for a period of time specified by the Board or Planning Director acting on an application, in order to avoid hot summer or cold winter periods, or in response to water shortages. In these cases, a temporary permit shall be issued, following the same procedures specified in subsection (.07)(C)(3), above, regarding temporary irrigation systems. No final Certificate of Occupancy shall be granted until an adequate bond or other security is posted for the completion of the landscaping, and the City is given written authorization to enter the property and install the required landscaping, in the event that the required landscaping has not been installed. The form of such written authorization shall be submitted to the City Attorney for review.
- (.11) Street Trees Not Typically Part of Site Landscaping. Street trees are not subject to the requirements of this Section and are not counted toward the required standards of this Section. Except, however, that the Development Review Board may, by granting a waiver or variance, allow for special landscaping within the right-of-way to compensate for a lack of appropriate on-site locations for landscaping. See subsection (.06), above, regarding street trees.
- (.12) Mitigation and Restoration Plantings. A mitigation plan is to be approved by the City's Development Review Board before the destruction, damage, or removal of any existing native plants. Plantings intended to mitigate the loss of native vegetation are subject to the following standards. Where these standards conflict with other

Section 4.176. Landscaping, Screening, and Buffering.

requirements of this Code, the standards of this Section shall take precedence. The desired effect of this section is to preserve existing native vegetation.

- A. **Plant Sources.** Plant materials are to be native and are subject to approval by the City. They are to be non-clonal in origin; seed source is to be as local as possible, and plants must be nursery propagated or taken from a pre-approved transplantation area. All of these requirements are to be addressed in any proposed mitigation plan.
- B. **Plant Materials.** The mitigation plan shall specify the types and installation sizes of plant materials to be used for restoration. Practices such as the use of pesticides, fungicides, and fertilizers shall not be employed in mitigation areas unless specifically authorized and approved.
- C. **Installation.** Install native plants in-suitable soil conditions. Plant materials are to be supported only when necessary because of extreme winds at the site. Where support is necessary, all stakes, guy wires or other measures are to be removed as soon as the plants can support themselves. Protect from animal and fowl predation and foraging until establishment.
- D. **Irrigation.** Permanent irrigation systems are generally not appropriate in restoration situations, and manual or temporary watering of new plantings is often necessary. The mitigation plan shall specify the method and frequency of manual watering, including any that may be necessary after the first growing season.
- E. **Monitoring and Reporting.** Monitoring of native landscape areas is the on-going responsibility of the property owner. Plants that die are to be replaced in kind and quantity within one year. Written proof of the survival of all plants shall be required to be submitted to the City's Planning Department one year after the planting is completed.

[Section 4.176 amended by Ordinance No. 536, 1/7/02]

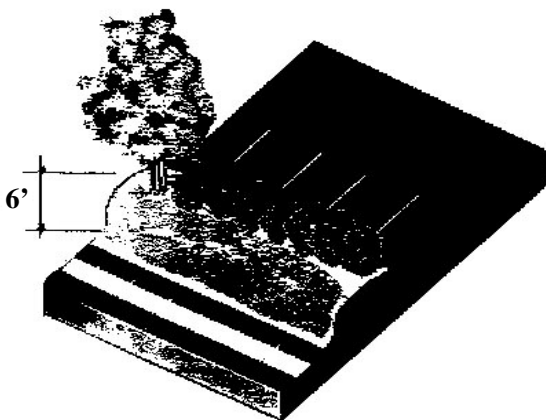


Figure 25: High Berm Landscaping

Section 4.177. Street Improvement Standards.

Comment [KL1]: A revised version of Figure 25 to show the new low berm standard will be provided.

Figures 21-24 and 26-29 deleted to make Sections 4.154 – 4.199.6 emailable.

Section 4.177. Street Improvement Standards.

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations..
- (.02) Street Design Standards.
- A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards.
- C. Rights-of-way.
1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Transportation System Plan. All dedications shall be recorded with the County Assessor's Office.
 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.

Section 4.179. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

- (.01) All site plans for multi-unit residential and non-residential buildings submitted to the Wilsonville Development Review Board for approval shall include adequate storage space for mixed solid waste and source separated recyclables. [Amended by Ordinance No. 538, 2/21/02.]
- (.02) The floor area of an interior or exterior storage area shall be excluded from the calculation of building floor area for purposes of determining minimum storage requirements.
- (.03) The storage area requirement shall be based on the predominant use(s) of the building. If a building has more than one of the uses listed herein and that use occupies 20 percent or less of the floor area of the building, the floor area occupied by that use shall be counted toward the floor area of the predominant use(s). If a building has more than one of the uses listed herein and that use occupies more than 20 percent of the floor area of the building, then the storage area requirement for the whole building shall be the sum of the requirement for the area of each use.
- (.04) Storage areas for multiple uses on a single site may be combined and shared.
- (.05) The specific requirements are based on an assumed storage height of four feet for solid waste/recyclables. Vertical storage higher than four feet but no higher than seven feet may be used to accommodate the same volume of storage in a reduced floor space. Where vertical or stacked storage is proposed, the site plan shall include drawings to illustrate the layout of the storage area and dimensions for the containers.
- (.06) The specific requirements for storage area are as follows:
 - A. Multi-unit residential buildings containing five-ten units shall provide a minimum storage area of 50 square feet. Buildings containing more than ten residential units shall provide an additional five square feet per unit for each unit above ten.
 - B. Non-residential buildings shall provide a minimum storage area of ten square feet, plus:
 - 1. Office: Four square feet per 1,000 square feet gross floor area (GFA);
 - 2. Retail: Ten square feet per 1,000 square feet GFA;
 - 3. Wholesale / Warehouse / Manufacturing: Six square feet per 1,000 square feet GFA; and
 - 4. Other: Four square feet per 1,000 square feet GFA.
- (.07) The applicant shall work with the City's franchised garbage hauler to ensure that site plans provide adequate access for the hauler's equipment and that storage area is adequate for the anticipated volumes, level of service and any other special circumstances which may result in the storage area exceeding its capacity. The hauler shall notify the City by letter of their review of site plans and make recommendations for changes in those plans pursuant to the other provisions of this section.
- (.08) Existing multi-unit residential and non-residential developments wishing to retrofit their structures to include storage areas for mixed solid waste and recycling may have their site plans reviewed and approved through the Class I Administrative Review

Section 4.180. Exceptions and Modifications - Projections into Required Yards.

process, according to the provisions of Section 4.035. Site plans for retrofitting existing developments must conform to all requirements of this Section, "Mixed Solid Waste and Recyclables Storage In New Multi-Unit Residential and Non-Residential Buildings," and 4.430, "Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas," of the Wilsonville City Code. [Added by Ordinance #426 - April 4, 1994]

Section 4.180. Exceptions and Modifications - Projections into Required Yards.

(.01) Certain non-structural architectural features are permitted to project into required yards or courts, without requiring the approval of a Variance or Reduced Setback Agreement, as follows:

A. Into any required yard:

1. Architectural features may project into the required yard not more than two (2) inches for each foot of required setback.
2. Architectural features on buildings within the Coffee Creek Industrial Design Overlay District shall be subject to the applicable requirements in Section 4.134.
3. Open, unenclosed fire escapes may project a distance not exceeding forty-eight (48) inches.

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B. Into any required yard, adjoining a street or tract with a private drive: [Amended by Ord. 682, 9/9/10]

1. Architectural features may project a distance not exceeding forty (40) inches.
2. An uncovered porch, terrace, or patio extending no more than two and one-half (2 1/2) feet above the finished elevation may extend within three (3) feet of an interior side lot line, or within ten (10) feet of a front lot line or of an exterior side lot line.

Section 4.181. Exceptions & Modifications - Height Limits.

Except as stipulated in Sections 4.800 through 4.804, height limitations specified elsewhere in this Code shall not apply to barns, silos or other farm buildings or structures on farms; to church spires; belfries; cupolas; and domes; monuments; water towers; windmills; chimneys; smokestacks; fire and hose towers; flag poles; above-ground electric transmission, distribution, communication and signal lines, towers and poles; and properly screened mechanical and elevator structures.

Section 4.182. Exceptions and Modifications - Setback Modifications.

In any residential zone where the average depth of at least two (2) existing front yards on adjoining lots or within one hundred fifty (150) feet of the lot in question and within the same block front is less or greater than the minimum or maximum front yard depth prescribed elsewhere in this Code, the required depth of the front yard on such lot shall be modified. In such case, the front yard depth shall not be less than the average depth, nor more than the greater depth, of existing front yards on at least two (2) adjoining lots within one hundred and fifty (150) feet. In the case of a corner lot, the depth of the front yard may be reduced to that of the lot immediately adjoining, provided, however, that the depth of a front yard on any corner lot shall be at least ten (10) feet.

Site Design Review

Sections 4.400 – 4.450

June 2015

WILSONVILLE CODE
PLANNING AND LAND DEVELOPMENT

CHAPTER 4 – SECTIONS 4.400 – 4.450
SITE DESIGN REVIEW

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SITE DESIGN REVIEW.

Section 4.400. Purpose.

- (.01) Excessive uniformity, inappropriateness or poor design of the exterior appearance of structures and signs and the lack of proper attention to site development and landscaping in the business, commercial, industrial and certain residential areas of the City hinders the harmonious development of the City, impairs the desirability of residence, investment or occupation in the City, limits the opportunity to attain the optimum use in value and improvements, adversely affects the stability and value of property, produces degeneration of property in such areas and with attendant deterioration of conditions affecting the peace, health and welfare, and destroys a proper relationship between the taxable value of property and the cost of municipal services therefor.
- (.02) The City Council declares that the purposes and objectives of site development requirements and the site design review procedure are to:
- A. Assure that Site Development Plans are designed in a manner that insures proper functioning of the site and maintains a high quality visual environment.
 - B. Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development;
 - C. Discourage monotonous, drab, unsightly, dreary and inharmonious developments;
 - D. Conserve the City's natural beauty and visual character and charm by assuring that structures, signs and other improvements are properly related to their sites, and to surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures, signs and other improvements;
 - E. Protect and enhance the City's appeal and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial purposes;
 - F. Stabilize and improve property values and prevent blighted areas and, thus, increase tax revenues;
 - G. Insure that adequate public facilities are available to serve development as it occurs and that proper attention is given to site planning and development so as to not adversely impact the orderly, efficient and economic provision of public facilities and services.
 - H. Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and, thus, decrease the cost of governmental services and reduce opportunities for crime through careful consideration of physical design and site layout under defensible space guidelines that clearly define all areas as either public, semi-private, or private, provide clear identity of structures and

Comment [KL1]: These are used as application evaluation criteria. They appear consistent with the CCDOC, but using the purpose statements as criteria along with the CCDOD in Section 4.134 and the pattern book will be potentially confusing and duplicative.

Section 4.420. Jurisdiction and Powers of the Board.

opportunities for easy surveillance of the site that maximize resident control of behavior -- particularly crime;

- I. Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvements;
- J. Sustain the comfort, health, tranquility and contentment of residents and attract new residents by reason of the City's favorable environment and, thus, to promote and protect the peace, health and welfare of the City.

Section 4.420. Jurisdiction and Powers of the Board.

- (.01) Application of Section. Except for single-family or two-family dwellings in any residential zoning district, ~~in the Village zone, row houses or apartments, and Class II applications in the Coffee Creek Industrial Design Overlay District,~~ no Building Permit shall be issued for a new building or major exterior remodeling of an existing building, and no Sign Permit, except as permitted in Sections 4.156.02 and 4.156.05, shall be issued for the erection or construction of a sign relating to such new building or major remodeling, until the plans, drawings, sketches and other documents required for a Sign Permit application have been reviewed and approved by the Board. [Amended by Ord. No. 538, 2/21/02.] [Amended by Ord. No. 557, 9/5/03.] [Amended by Ord. No. 704, 6/18/12]
- (.02) Development in Accord with Plans. Construction, site development and landscaping shall be carried out in substantial accord with the plans, drawings, sketches and other documents approved by the Board, unless altered with Board approval. Nothing in this subsection shall be construed to prevent ordinary repair, maintenance and replacement of any part of the building or landscaping which does not involve a substantial change from the purpose of Section 4.400. If the Board objects to such proposed changes, they shall be subject to the procedures and requirements of the site design review process applicable to new proposals.
- (.03) Variances. The Board may authorize variances from the site development requirements, based upon the procedures, standards and criteria listed in Section 4.196. Variances shall be considered in conjunction with the site design review process.

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Section 4.421. Criteria and Application of Design Standards.

- (.01) The following standards shall be utilized by the Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review except for applications located within the Coffee Creek Industrial Design Overlay District, which are subject to the standards in Section 4.134. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention and innovation. The specifications of one or more particular architectural

Section 4.421. Criteria and Application of Design Standards.

styles is not included in these standards. (Even in the Boones Ferry Overlay Zone, a range of architectural styles will be encouraged.)

- A. Preservation of Landscape. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soils removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.
 - B. Relation of Proposed Buildings to Environment. Proposed structures shall be located and designed to assure harmony with the natural environment, including protection of steep slopes, vegetation and other naturally sensitive areas for wildlife habitat and shall provide proper buffering from less intensive uses in accordance with Sections 4.171 and 4.139 and 4.139.5. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings and the creation of focal points with respect to avenues of approach, street access or relationships to natural features such as vegetation or topography.
 - C. Drives, Parking and Circulation. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.
 - D. Surface Water Drainage. Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties of the public storm drainage system.
 - E. Utility Service. Any utility installations above ground shall be located so as to have a harmonious relation to neighboring properties and site. The proposed method of sanitary and storm sewage disposal from all buildings shall be indicated.
 - F. Advertising Features. In addition to the requirements of the City's sign regulations, the following criteria should be included: the size, location, design, color, texture, lighting and materials of all exterior signs and outdoor advertising structures or features shall not detract from the design of proposed buildings and structures and the surrounding properties.
 - G. Special Features. Exposed storage areas, exposed machinery installations, surface areas, truck loading areas, utility buildings and structures and similar accessory areas and structures shall be subject to such setbacks, screen plantings or other screening methods as shall be required to prevent their being incongruous with the existing or contemplated environment and its surrounding properties. Standards for screening and buffering are contained in Section 4.176.
- (.02) The standards of review outlined in Sections (a) through (g) above shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.

Section 4.430. Location, Design and Access Standards for mixed Solid Waste and Recycling Areas

- (.03) The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.
- (.04) Conditional application. The Planning Director, Planning Commission, Development Review Board or City Council may, as a Condition of Approval for a zone change, subdivision, land partition, variance, conditional use, or other land use action, require conformance to the site development standards set forth in this Section.
- (.05) The Board may attach certain development or use conditions in granting an approval that are determined necessary to insure the proper and efficient functioning of the development, consistent with the intent of the Comprehensive Plan, allowed densities and the requirements of this Code. In making this determination of compliance and attaching conditions, the Board shall, however, consider the effects of this action on the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions either singularly or accumulatively have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type.
- (.06) The Board or Planning Director may require that certain paints or colors of materials be used in approving applications. Such requirements shall only be applied when site development or other land use applications are being reviewed by the City.
 - A. Where the conditions of approval for a development permit specify that certain paints or colors of materials be used, the use of those paints or colors shall be binding upon the applicant. No Certificate of Occupancy shall be granted until compliance with such conditions has been verified.
 - B. Subsequent changes to the color of a structure shall not be subject to City review unless the conditions of approval under which the original colors were set included a condition requiring a subsequent review before the colors could be changed.

Section 4.430. Location, Design and Access Standards for mixed Solid Waste and Recycling Areas

- (.01) The following locations, design and access standards for mixed solid waste and recycling storage areas shall be applicable to the requirements of Section 4.179 of the Wilsonville City Code.
- (.02) Location Standards:
 - A. To encourage its use, the storage area for source separated recyclables shall be co-located with the storage area for residual mixed solid waste.
 - B. Indoor and outdoor storage areas shall comply with Uniform Building and Fire Code requirements.
 - C. Storage area space requirements can be satisfied with a single location or multiple locations and can combine with both interior and exterior locations.

Comment [KL2]: These standards and 4.179 would apply within the CCDOD.

Section 4.430. Location, Design and Access Standards for mixed Solid Waste and Recycling Areas

- D. Exterior storage areas can be located within interior side yard or rear yard areas. Minimum setback shall be three (3) feet. Exterior storage areas shall not be located within a required front yard setback, including double frontage lots.
- E. Exterior storage areas shall be located in central and visible locations on a site to enhance security for users.
- F. Exterior storage areas can be located in a parking area if the proposed use provides at least the minimum number of parking spaces required for the use after deducting the area used for storage. Storage areas shall be appropriately screened according to the provisions of Section 4.430 (.03), below.
- G. The storage area shall be accessible for collection vehicles and located so that the storage area will not obstruct pedestrian or vehicle traffic movement on the site or on public streets adjacent to the site.

(.03) Design Standards.

- A. The dimensions of the storage area shall accommodate containers consistent with current methods of local collection.
- B. Storage containers shall meet Uniform Fire Code standards and be made of or covered with waterproof materials or situated in a covered area.
- C. Exterior storage areas shall be enclosed by a sight obscuring fence, wall or hedge at least six (6) feet in height. Gate openings for haulers shall be a minimum of ten (10) feet wide and shall be capable of being secured in a closed or open position. In no case shall exterior storage areas be located in conflict with the vision clearance requirements of Section 4.177.
- D. Storage area(s) and containers shall be clearly labeled to indicate the type of materials accepted.

(.04) Access Standards.

- A. Access to storage areas can be limited for security reasons. However, the storage area shall be accessible to users at convenient times of the day and to collect service personnel on the day and approximate time they are scheduled to provide collection service.
- B. Storage areas shall be designed to be easily accessible to collection trucks and equipment, considering paving, grade and vehicle access. A minimum of ten (10) feet horizontal clearance and eight feet of vertical clearance is required if the storage area is covered.
- C. Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion. (Added by Ordinance #426, April 4, 1994.)

Section 4.440. Procedure.

Section 4.440. Procedure.

Comment [KL3]: Sections 4.400 – 4.450 should continue to apply in the CCDOD.

- (.01) Submission of Documents. A prospective applicant for a building or other permit who is subject to site design review shall submit to the Planning Department, in addition to the requirements of Section 4.035, the following:
- A. A site plan, drawn to scale, showing the proposed layout of all structures and other improvements including, where appropriate, driveways, pedestrian walks, landscaped areas, fences, walls, off-street parking and loading areas, and railroad tracks. The site plan shall indicate the location of entrances and exits and direction of traffic flow into and out of off-street parking and loading areas, the location of each parking space and each loading berth and areas of turning and maneuvering vehicles. The site plan shall indicate how utility service and drainage are to be provided.
 - B. A Landscape Plan, drawn to scale, showing the location and design of landscaped areas, the variety and sizes of trees and plant materials to be planted on the site, the location and design of landscaped areas, the varieties, by scientific and common name, and sizes of trees and plant materials to be retained or planted on the site, other pertinent landscape features, and irrigation systems required to maintain trees and plant materials. An inventory, drawn at the same scale as the Site Plan, of existing trees of 4" caliper or more is required. However, when large areas of trees are proposed to be retained undisturbed, only a survey identifying the location and size of all perimeter trees in the mass in necessary.
 - C. Architectural drawings or sketches, drawn to scale, including floor plans, in sufficient detail to permit computation of yard requirements and showing all elevations of the proposed structures and other improvements as they will appear on completion of construction. Floor plans shall also be provided in sufficient detail to permit computation of yard requirements based on the relationship of indoor versus outdoor living area, and to evaluate the floor plan's effect on the exterior design of the building through the placement and configuration of windows and doors.
 - D. A Color Board displaying specifications as to type, color, and texture of exterior surfaces of proposed structures. Also, a phased development schedule if the development is constructed in stages.
 - E. A sign Plan, drawn to scale, showing the location, size, design, material, color and methods of illumination of all exterior signs.
 - F. The required application fee.
- (.02) As soon as possible after the preparation of a staff report, a public hearing shall be scheduled before the Development Review Board. In accordance with the procedures set forth in Section 4.010(2) and 4.012, the Development Review Board shall review and approve, approve with conditions, or deny the proposed architectural, site development, landscaping or sign plans of the applicant. If the Board finds that additional information or time are necessary to render a decision, the matter may be

Section 4.441. Effective Date of Decisions.

continued to a date certain. The applicant shall be immediately notified in writing of any such continuation or delay together with the scheduled date of review.

Section 4.441. Effective Date of Decisions.

A decision of the Board shall become effective fourteen (14) calendar days after the date of the decision, unless the decision is appealed to, or called up by, the Council. If the decision of the Board is appealed to, or called up by, the City Council, the decision of the Council shall become effective immediately.

Section 4.442. Time Limit on Approval.

Site design review approval shall be void after two (2) years unless a building permit has been issued and substantial development pursuant thereto has taken place; or an extension is granted by motion of the Board.

Section 4.443. Preliminary Consideration.

An applicant may request preliminary consideration by the Board of general plans prior to seeking a building permit. When seeking preliminary consideration, the applicant shall submit a site plan showing the proposed structures, improvements and parking, together with a general description of the plans. The Board shall approve or reject all or part of the applicant's general plan within the normal time requirements of a formal application. Preliminary approval shall be deemed to be approval of the final plan to the extent that the final design contains the characteristics of the preliminary design.

Section 4.450. Installation of Landscaping.

- (.01) All landscaping required by this section and approved by the Board shall be installed prior to issuance of occupancy permits, unless security equal to one hundred and ten percent (110%) of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six (6) months of occupancy. "Security" is cash, certified check, time certificates of deposit, assignment of a savings account or such other assurance of completion as shall meet with the approval of the City Attorney. In such cases the developer shall also provide written authorization, to the satisfaction of the City Attorney, for the City or its designees to enter the property and complete the landscaping as approved. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the Board, the security may be used by the City to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the City shall be returned to the applicant.
- (.02) Action by the City approving a proposed landscape plan shall be binding upon the applicant. Substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan shall not be made without official action of the Planning Director or Development Review Board, as specified in this Code.
- (.03) All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Board, unless altered with Board approval.

Section 4.450. Installation of Landscaping.

- (.04) If a property owner wishes to add landscaping for an existing development, in an effort to beautify the property, the Landscape Standards set forth in Section 4.176 shall not apply and no Plan approval or permit shall be required. If the owner wishes to modify or remove landscaping that has been accepted or approved through the City's development review process, that removal or modification must first be approved through the procedures of Section 4.010.

Tree Preservation and Protection

Sections 4.600 – 4.640.20

June 2015

**WILSONVILLE CODE
PLANNING AND LAND DEVELOPMENT**

**CHAPTER 4 – SECTIONS 4.600 – 4.640.20
TREE PRESERVATION AND PROTECTION**

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Section 4.610.40. Type C Permit

application to DRB under the Class II administrative review procedures of this Chapter.

- B. The DRB shall review and render a decision on any application referred by the Planning Director within sixty (60) days. The Planning Director shall review a completed permit application within thirty (30) days.
- C. The decision to grant or deny a Type B permit shall be governed by the standards established in WC 4.610.10.

Section 4.610.40. Type C Permit

- (.01) Approval to remove any trees on property as part of a site development application may be granted in a Type C permit. A Type C permit application shall be reviewed by the standards of this subchapter and all applicable review criteria of Chapter 4. Application of the standards of this section shall not result in a reduction of square footage or loss of density, but may require an applicant to modify plans to allow for buildings of greater height. If an applicant proposes to remove trees and submits a landscaping plan as part of a site development application, an application for a Tree Removal Permit shall be included. The Tree Removal Permit application will be reviewed in the Stage II development review process. The DRB shall review all Type C permits, with the exception of Class II development review applications located within the Coffee Creek Industrial Design Overlay District, where the Planning Director shall have review authority. Any plan changes made that affect trees after Stage II review of a development application shall be subject to review by the original approval authority. Where mitigation is required for tree removal, such mitigation may be considered as part of the landscaping requirements as set forth in this Chapter. Tree removal shall not commence until approval of the required Stage II application and the expiration of the appeal period following that decision. If a decision approving a Type C permit is appealed, no trees shall be removed until the appeal has been settled.
- (.02) The applicant must provide ten copies of a Tree Maintenance and Protection Plan completed by an arborist that contains the following information:
- A. A plan, including a topographical survey bearing the stamp and signature of a qualified, registered professional containing all the following information:
 - 1. Property Dimensions. The shape and dimensions of the property, and the location of any existing and proposed structure or improvement.
 - 2. Tree survey. The survey must include:
 - a. An accurate drawing of the site based on accurate survey techniques at a minimum scale of one inch (1") equals one hundred feet (100') and which provides a) the location of all trees having six inches (6") or greater d.b.h. likely to be impacted, b) the spread of canopy of those trees, (c) the common and botanical name of those trees, and d) the approximate location and name of any other trees on the property.
 - b. A description of the health and condition of all trees likely to be impacted on the site property. In addition, for trees in a present or proposed public

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WILSONVILLE
PATTERN BOOK – DESIGN GUIDELINES
FOR COFFEE CREEK INDUSTRIAL DESIGN OVERLAY DISTRICT

FINAL DRAFT

JUNE 2015

CITY OF WILSONVILLE | TRANSPORTATION GROWTH MANAGEMENT (TGM)

URBSWORKS INC | BAINBRIDGE.

Planning Commission - July 8, 2015
Coffee Creek Industrial Area Form-based Code
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This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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INTRODUCTION



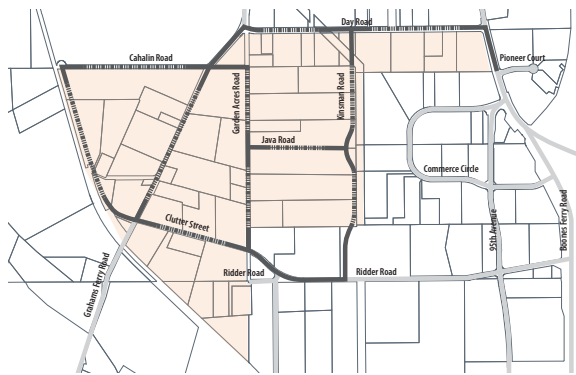
Introduction

GOALS OF THE PATTERN BOOK

The Coffee Creek Industrial Design Overlay District (Coffee Creek DOD) is an overlay district within the Planned Development Industrial - Regionally Significant Industrial Area (RSIA) Zone Section 4.135.5 of the Wilsonville Code. It is the purpose of the Coffee Creek DOD to implement the Coffee Creek Industrial Area Master Plan (2007) by establishing standards and guidelines for development. Wilsonville Code Section 4.134 (Form-based Code, or FBC) and the Pattern Book together establish regulations and guidelines for street design and connectivity, site design and circulation, building form, and building architecture and landscape of all development located within the Coffee Creek Industrial Area Master Plan area. Together, or separately, the clear and objective standards of the FBC and the Pattern Book (Design Guidelines) are intended to result in:



Aerial view of the Coffee Creek Master Plan area



Regulating Plan from Section 4.134 Coffee Creek Industrial Design Overlay District

- A multi-modal transportation network that accommodates pedestrians, bicyclists, transit riders, motorists, and freight in the context of a modern light industrial district;
- A complete network of existing and new streets, paths, and trails that will support a sense of place and identity within the City of Wilsonville;
- An industrial district featuring cohesive and high-quality site, landscape, and building design through a de-emphasis on building design and more appropriate emphasis on the design of the public realm;
- Minimization of the visibility of vehicular parking, circulation, and loading areas;
- Public realm design that considers the contribution that landscape design has made to the design quality of other industrial lands in Wilsonville, where landscaping is effective at breaking down the scale of industrial development and providing a human scale to the public realm;
- Preservation of trees and natural features, which supports the creation of a special place with a distinctive image and identity;
- Minimization of adverse impacts on adjacent properties from development that detracts from the character and appearance of the area; and
- Connectivity requirements that achieve City policy objectives but are appropriate for industrial scale sites and buildings, establish connectivity between parcels, and address challenges of shared site access between landlocked parcels.

INTRODUCTION

RELATIONSHIP TO THE WILSONVILLE CODE

The Form-based Code for industrial areas sets the standards for development and defines the essential determinants for design that are critical to development. These standards are clear, objective, and represent a baseline minimum for the sound development of employment uses in industrial areas. Because the community standards for design are high, the expectation for the design for all new development is correspondingly high. The design guidelines in this Pattern Book encourage and promote the design of buildings and landscapes that exceed the minimum functional standards established in the Wilsonville Code. The design guidelines illustrate how the provisions of the Form-based Code can be practically applied with examples from specific context zones. However, no single guideline or illustration is capable of representing the full, complete, and exhaustive range of possible design solutions. Rather than representing an ultimate design, the design guidelines and their illustrative examples are intended to promote a creative response to the development regulations and foster a collaborative discussion of design that includes City staff and members of the Development Review Board.

The City of Wilsonville expects new development in industrial areas to be successful contributors to the quality of life in the city by:

- Constructing well-designed, high-quality buildings that serve current needs and are adaptable to future uses;
- Integrating industrial land uses with all modes of transportation including active modes of transportation of walking, biking, and transit;
- Preserving existing trees and natural features and enhancing the character and qualities of a unique landscape with a distinctive image and identity;
- Preserving existing jobs and creating new ones; and
- Creating a quality workplace for employees.

OVERVIEW OF THE DESIGN GUIDELINES

Coffee Creek Industrial Design Overlay District **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
A Street Design and Connectivity	1. Network	1.1 Connection spacing 1.2 Large parcels
	2. Addressing Streets	2.1 Park-like character 2.2 Serving multiple modes 2.3 Prominent address 2.4 Enclosed public realm
	3. Supporting Streets	3.1 Role of Supporting Streets. 3.2 High-quality Supporting Streets 3.3 Extension of the public realm 3.4 Supporting Street as the primary access 3.5 Supporting Street as the secondary access
	4. Through Connections	4.1 Balancing extension of the public realm with flexible design 4.2 Serving pedestrians 4.3 Serving bicyclists 4.4 Wayfinding 4.5 Flexible alignment 4.6 Flexible width

INTRODUCTION

Coffee Creek Industrial Design Overlay District **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
B District-Wide Planning and Landscaping	1. The Natural Landscape	1.1 Water flow to Coffee Lake Creek 1.2 Natural landscape as visual unifier 1.3 Naturalistic landscape, native planting 1.4 Access to nature 1.5 Ice Age artifacts 1.6 Tree preservation within setbacks 1.7 Informal park-like landscaping
	2. Special Landscape Features	2.1 City of Wilsonville themes 2.2 Existing tree groves at points of access 2.3 Water features 2.4 Selective use of non-native plants 2.5 Intentional aesthetic use of industrial materials
	3. Strong Gateways	3.1 Coffee Creek gateways 3.2 Buildings as gateway markers 3.3 Monument signs 3.4 Iconic elements

Coffee Creek Industrial Design Overlay District **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
C Site Design	1. Parcel Access	1.1 Distinctive identity of visitor arrival point 1.2 Converging parcel access points 1.3 Formal landscape design that contrasts 1.4 Parcel access from an Addressing Street 1.5 Parcel Access from a Supporting Street 1.6 Parcel Access from a Through Connection 1.7 Pedestrian and bicycle access network 1.8 Accessible paths 1.9 Adjust paths to incorporate site features 1.10 Front yards that contribute to the public realm 1.11 Signs 1.12 Outdoor rooms
	2. Parking Location and Design	2.1 Front yard surface parking on an Addressing Street 2.2 Through Connections that provide parking 2.3 Surface parking 2.4 From the parking spot to the primary entry 2.5 Stormwater run-off 2.6 Planting
	3. Location and Screening of Utilities and Services	3.1 Geometry 3.2 Screening materials 3.3 Native plant material
	4. Exterior Lighting	4.1 Nighttime safety 4.2 Highlighting 4.3 No flood lighting 4.4 Sustainable lighting 4.5 Addressing and Supporting streets at night 4.6 Through Connections at night 4.7 Fixture heights 4.8 Night sky

INTRODUCTION

Coffee Creek Industrial Design Overlay District **Design Guidelines**

Pattern Book Chapter	Design Guideline Section	Design Guidelines
D Building Design	1. Primary Building Orientation and Entries	<ul style="list-style-type: none"> 1.1 Primary building entry relationship to Addressing Street 1.2 Primary entry as significant building feature 1.3 Primary entry characteristics 1.4 Visual interest and human scale
	2. Building Façades	<ul style="list-style-type: none"> 2.1 Façade articulation 2.2 Office building façades 2.3 Multi-story building façades 2.4 Addressing Street façades 2.5 Addressing Street enclosure and street wall
	3. Roof Forms	<ul style="list-style-type: none"> 3.1 Fifth elevation 3.2 Natural light 3.3 Roof edge 3.4 Roof forms 3.5 Incorporation of mechanical systems 3.6 Roof stormwater
	4. Materials and Colors	<ul style="list-style-type: none"> 4.1 Coffee Creek colors 4.2 Emphasize base, body, and top 4.3 Muted color palette
	5. Sustainable Building Design	<ul style="list-style-type: none"> 5.1 Solar advantage and daylight 5.2 Shading 5.3 Non-mechanical light and ventilation 5.4 Minimal site alteration

OVERVIEW OF THE TWO TRACK SYSTEM

The Two Tracks	
<p>Track One</p> <p>Your project complies with all Development Standards, or</p> <p>Your project complies with all Development Standards and all needed Adjustment Allowances.</p> <p>Your project is approved by staff</p>	<p>Track Two</p> <p>Your project does not comply with all Development Standards.</p> <p>Your project must comply with some or all Design Guidelines in the Pattern Book.</p> <p>Staff prepares a recommendation for applicable Design Guidelines.</p> <p>Your project is approved by the Development Review Board</p>

TRACK ONE: CLEAR AND OBJECTIVE DEVELOPMENT STANDARDS (SECTION 4.134)

Track One is similar to the City's current process classification of Class II approval.

The development applicant must meet **Development Standards** (numerical standards) for Connectivity, District-wide Planning, Site Design, and Building Design. Projects are approved by the **Planning Director**.

Many development standards are adjustable up to pre-set percentage of the quantifiable standard, and compliance is determined by the Planning Director.

TRACK TWO: DESIGN GUIDELINES

Track Two is similar to the City's current process classification of Class III approval.

The development applicant must meet **Design Guidelines** for Connectivity, District-wide Planning, Site Design, and Building Design. Projects are approved by the **Development Review Board**.

HOW THE DEVELOPMENT STANDARDS AND DESIGN GUIDELINES ARE INTENDED TO BE USED

The clear and objective standards in Section 4.134 are written to allow streamlined development approval. As long as a proposed development meets the numerical standards it may be approved.

Clear and objective standards are not good at expressing design intent, however. That is the purpose of the Pattern Book.

The two documents—Section 4.134 Coffee Creek Industrial Design Overlay District and the Design Guidelines—both address four design concerns in parallel: 1) Street Design and Connectivity, 2) District-wide Planning and Landscaping, 3) Site Design, and 4) Building Design. For every Development Standard listed in Section 4.134, there is a corresponding set of Design Guidelines in the Pattern Book.

If an applicant elects to meet the Development Standards and be approved through the streamlined approval process (Track One), the Design Guidelines, particularly the Intent Statements, will guide both applicant and staff in understanding the design purpose behind the clear and objective standards. See the table on the following page for an overview of the two corresponding, parallel sets of regulations and how the Design Guidelines in this Pattern Book are related to sections of Section 4.134.

RELATIONSHIP OF THE DESIGN GUIDELINES TO SECTION 4.134 DEVELOPMENT STANDARDS

Section 4.134 Coffee Creek Industrial Design Overlay District

Chapter 4.134 Development Standards

A | Street Design and Connectivity

- Connection Spacing (Adjustable 20%)
- Connection Type
- Connection Hierarchy and Primary Frontage

B | District-wide Planning and Landscaping

- Tree Removal
- Tree Protection

C | Site Design

- Parcel Access (Adjustable—varies)
- Parcel Pedestrian Access
- Parcel Frontage
- Parking Location and Design (Adjustable—varies)
- Grading and Retaining Walls (Adjustable—varies)
- Planting
- Location and Screening of Utilities

D | Building Design

- Building Orientation
- Primary Building Entrance
- Overall Building Massing (Adjustable—varies)

Design Guidelines (Alternative Path)

A | Street Design and Connectivity

- Network
- Addressing Streets
- Supporting Streets
- Through Connections

B | District-wide Planning and Landscaping

- The Natural Landscape
- Special Landscape Features
- Strong Gateways

C | Site Design

- Parcel Access
- Parking Location and Design
- Location and Screening of Utilities and Services
- Exterior Lighting

D | Building Design

- Primary Building Orientation and Entries
- Building Façades
- Roof Forms
- Materials and Colors
- Sustainable Building Design

HOW TO USE THE PATTERN BOOK

The Pattern Book for Coffee Creek uses design guidelines and prototypes to illustrate the principles that inform the Coffee Creek Industrial Design Overlay District. For those projects where the clear and objective standards of the Form-based Code do not provide sufficient flexibility to address specific issues for site design, landscape design, or building design the Pattern Book provides guidance to the applicant and the Development Review Board.

What is an Intent Statement? Intent statements summarize the fundamental principles for the four primary patterns and their typologies that guide development in Coffee Creek.

What is a Design Guideline? Every design guideline is intended to promote a carefully articulated and well-crafted design response that is consistent with the principles of the Intent Statement.

What is a Precedent Photo? Each image is intended to provide a visual reference to the text that represents a level of quality and aesthetics appropriate to the industrial context of Coffee Creek. They are intended to inspire creativity and a thoughtful, considered design response to addressing the unique conditions of street, site, building, and landscape design.


○ Intent Statement
○ Design Guideline
○ Precedent photo

Design Guidelines

SECTION A | CONNECTIVITY AND STREET DESIGN

INTENT STATEMENT
Streets do much more than provide access to buildings, blocks, parcels, and sites. Streets are the primary generators of urban form and their design determines the quality of the public realm and the character of our neighborhoods and cities. The Form-based Code sets standards for streets as well as standards for development of sites, parcels, and buildings. In the Form-based Code the Regulating Plan establishes an overall framework for access and mobility in the Coffee Creek industrial area by building upon those roads that already exist. Existing rural roads and new streets will become the major streets of Coffee Creek and will set the character for its development. The Regulating Plan sets forth only a rough framework for new development with standards for Connection Spacing that are appropriate to the large scale of industrial development, and to ensure that connectivity to, and through, all sites is supported. The Form-based Code sets minimum standards for connectivity, and establishes a hierarchy of Addressing Streets, Supporting Streets, and Through Connections. The nature of many of these connections, their function, and their typology is flexible so that their ultimate design can be a reflection of their unique context. Supporting Streets and Through Connections should work together to provide a complete network that serves people getting around no matter what form of transportation they use. It's not necessary for every connection to serve everyone, but the network should make it possible to get to, through and around parcels and the district.

Addressing Streets
Addressing Streets are the structural framework of the street network in Coffee Creek. They link all other Supporting Streets and Through Connections to each other and to the larger community of Wilsonville. In addition to this essential network role, Addressing Streets are the front doors for all development in Coffee Creek. They define the first impression of Coffee Creek for new visitors. Where new development includes planning and construction of an Addressing Street, the design must reinforce the distinctive regional landscape and support the intent of high-quality urban design for the public realm with a park-like atmosphere.



Wilsonville Light Industrial Pattern Book

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DESIGN GUIDELINES

DESIGN GUIDELINES

1. NETWORK OF STREETS AND PATHS


1.1 Connection spacing
The intent for all streets and paths in Coffee Creek is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provide access from within Coffee Creek to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity –of all kinds– to the extent practicable.

1.2 Large parcels
Where the building program for industrial projects requires parcel configurations that exceed the minimum connectivity standards of the Form-based Code, the site design, landscape design, and architectural design of projects shall provide additional on-site employee amenities as mitigation. Elements could include dedicated indoor or outdoor recreation facilities, such as a soccer pitch or basketball court; dedicated indoor or outdoor food service facilities, such as a landscaped outdoor plaza or indoor canteen, and/or landscaped area for passive recreation, such as a fountain or a piece of sculpture.

2. ADDRESSING STREETS

2.1 Park-like character
Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a landscaped planting strip. Addressing Streets may also include a planted central median.

2.2 Serving multiple modes
Addressing Streets should support pedestrian, bicycle, automobile, freight, and transit access and mobility equally.



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INTRODUCTION

Example projects, or Prototypes—representing a range of possible building and development typologies—are modeled in dimensionally accurate illustrations. Each of the prototypes illustrates how a development may comply with the Design Guidelines and Intent Statements.

In the Patterns and Prototypes section starting on page 33, Prototypes and Design Guidelines are arrayed side-by-side to demonstrate different ways that a project may comply with the Design Guidelines.

What is a Prototype? Prototypes are models of possible development, designed to-scale for a particular context. Development prototypes are used in a wide variety of applications—to illustrate design objectives, to test development capacity for a specific site, to model a real estate development proforma, or to test proposed zoning designations and development standards. Prototypes provide an easy-to-understand visual representation of complex spatial information and are often drawn in three dimensions to help users visualize results. The Coffee Creek

Industrial prototypes are aimed at City staff, the Development Review Board, developers who want clear guidance about the type of development that is permitted by the Coffee Creek Industrial Design Overlay District, and neighborhood representatives trying to visualize the effect of the zoning.

Excerpts from Design Guidelines

PATTERNS AND TYPOLOGIES

Prototype 2

A. 2.1 PARK-LIKE CHARACTER
Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a landscaped planting strip. Addressing Streets may also include a planted central median.

A. 2.3 PROMINENT ADDRESS
Design Addressing Streets to serve as the “front door” or “address” for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous planted landscape strip.

A. 2.4 ENCLOSE THE PUBLIC REALM
Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive frame for the streets, and support the sense of place in Coffee Creek.

A. 3.3 EXTENSION OF PUBLIC REALM
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

SECTION C. INTENT STATEMENT
Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the Coffee Creek Industrial Area. Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. The landscape design, installation, and maintenance help to define the Coffee Creek industrial district and to diminish the large-scale industrial buildings. It also helps to define and direct people to building entries. The native plant material are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

D. 1.3 VISUAL INTEREST AND HUMAN SCALE
Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. The smaller-scale first floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.

Prototype illustration demonstrating compliance with Design Guidelines

PATTERNS AND TYPOLOGIES

- a) Primary Addressing Street
- b) Addressing Street park-like character
- c) Front door on the Addressing Street as front door
- d) Enclosure of the public realm
- e) Native trees in the setback
- f) Visual interest and human scale

Wilsonville Light Industrial Pattern Book

Design Guidelines

SECTION A | CONNECTIVITY AND STREET DESIGN

INTENT STATEMENT

Streets do much more than provide access to buildings, blocks, parcels, and sites. Streets are the primary generators of urban form and their design determines the quality of the public realm and the character of our neighborhoods and cities. The Form-based Code sets standards for streets as well as standards for development of sites, parcels, and buildings. In the Form-based Code, the Regulating Plan establishes an overall framework for access and mobility in the Coffee Creek industrial area by building upon those roads that already exist. Existing rural roads and new streets will become the major streets of Coffee Creek and will set the character for its development. The Regulating Plan sets forth only a rough framework for new development with standards for Connection Spacing that are appropriate to the large scale of industrial development, and to ensure that connectivity to, and through, all sites is supported. The Form-based Code sets minimum standards for connectivity, and establishes a hierarchy of Addressing Streets, Supporting Streets, and Through Connections. The nature of many of these connections, their function, and their typology is flexible so that

their ultimate design can be a reflection of their unique context. Supporting Streets and Through Connections should work together to provide a complete network that serves people getting around no matter what form of transportation they use. It's not necessary for every connection to serve everyone, but the network should make it possible to get to, through and around parcels and the district.

Addressing Streets

Addressing Streets are the structural framework of the street network in Coffee Creek. They link Supporting Streets and Through Connections to each other and to the larger community of Wilsonville. In addition to this essential network role, Addressing Streets are the front doors for all development in Coffee Creek. They define the quality of the public realm and create the first impression of Coffee Creek for new visitors. Where new development includes planning and construction of an Addressing Street, the design must reinforce the distinctive regional landscape and support the intent of high-quality urban design for the public realm with a park-like atmosphere.



Example of a Supporting Street

On the largest sites in Coffee Creek where multiple buildings are developed, Supporting Streets may share the same function of defining the public realm as Addressing Streets: they may provide the “address” and “front door” for a building located on the interior of a parcel.

Supporting Streets

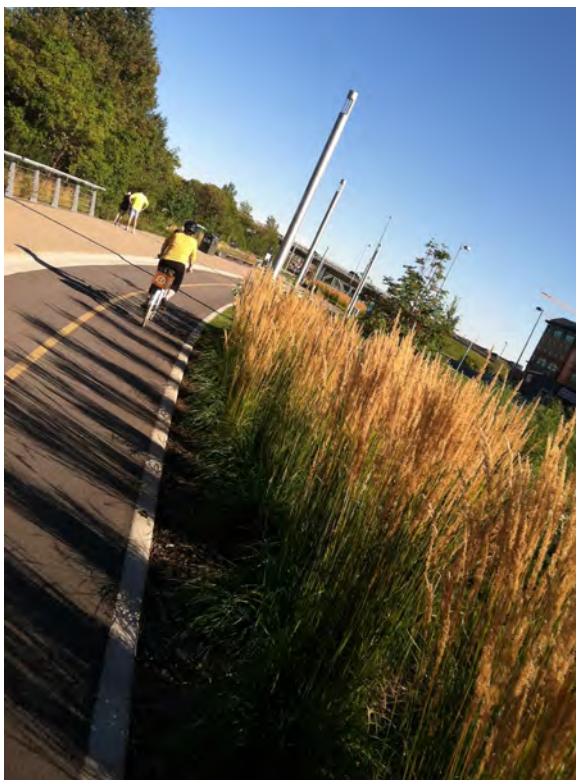
Supporting Streets are primarily intended to be the flexible links between Addressing Streets and destinations. They play a significant role in supporting freight and automobile access, but they also connect people on foot or bike to transit. They have a fundamental role in providing fine-grained connectivity within the large scale of industrial blocks. On the largest sites in Coffee Creek where multiple buildings are developed, Supporting Streets may share the same function of defining the public realm as Addressing Streets: they may provide the “address” and “front door” for a building located on the interior of a parcel. Where they do, Supporting Streets should contribute to the overall urban design quality of Coffee Creek. Design elements of Supporting Streets may share many of the same characteristics as Addressing Streets: continuous sidewalks on both sides of the street protected by landscaped park strips.

In other contexts Supporting Streets may be more utilitarian in service to the nature of their program and function. Supporting Streets can provide access to services and utilities. Their design expression may be simple and functional.

Through Connections

Through Connections offer a broad range of design possibilities that support specific needs for access and mobility. Through Connections may look like Addressing Streets or Supporting Streets and function like any other street; they may look like a street and at the same time function as access to parking within a surface parking lot. They may serve as a multi-use path for bicycles and pedestrians; or they may look and function like a sidewalk. Regardless of their ultimate appearance or configuration, Through Connections are intended to link the Coffee Creek industrial area together as a network of streets, routes, and paths that support multi-modal transportation. Through Connections are also intended to link Coffee Creek to other local and regional destinations, such as the Ice Age Tonquin Trail or Coffee Lake Creek Natural Area.

The design of the landscape along Through Connections is intended primarily as a visual relief from the large-scale industrial development. A simple, natural landscape of native plant materials will result in an attractive contribution to the quality of this limited part of the public realm.



Example of a Through Connection

Through Connections may serve as a multi-use path for bicycles and pedestrians.

DESIGN GUIDELINES

1. NETWORK OF STREETS AND PATHS

1.1 Connection spacing

The intent for all streets and paths in Coffee Creek is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provide access from within Coffee Creek to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity of all kinds to the extent feasible.

1.2 Large parcels

Where the building program for industrial projects requires parcel configurations that exceed the minimum connectivity standards of the Form-based Code, the site design, landscape design, and architectural design of projects shall provide additional on-site employee amenities as mitigation. Elements could include dedicated indoor or outdoor recreation facilities, such as a soccer field or basketball court; dedicated indoor or outdoor food service facilities, such as a landscaped outdoor plaza or indoor canteen, and/or landscaped area for passive recreation, such as a fountain or a piece of sculpture.

2. ADDRESSING STREETS

2.1 Park-like character

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a planting strip landscaped with shade trees. Addressing Streets may also include a planted central median.

2.2 Serving multiple modes

Addressing Streets should support pedestrian, bicycle, automobile, freight, and transit access and mobility equally.



Example of a Through Connection

Through Connections may function as access to parking within a surface parking lot.

2.3 Prominent address

Design Addressing Streets to serve as the “front door” or “address” for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted by another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous landscape strip planted with shade trees.

2.4 Enclosed public realm

Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive enclosure of the public realm, and support the sense of place in Coffee Creek.

3. SUPPORTING STREETS

3.1 Role of Supporting Streets

Supporting Streets are the flexible links between Addressing Streets and destinations. Supporting Streets may sometimes function as the “front door” or “address for new buildings and development. In other contexts Supporting Streets may be more utilitarian in service to the nature of their program and function. Supporting Streets can provide access to services and utilities. Their design expression may be simple and functional.

3.2 High-quality Supporting Streets

Where appropriate to the master plan for large development sites, design Supporting Streets to the same standards as Addressing Streets. Match street design standards for Addressing Streets, including street profiles, street trees, and sidewalks.

3.3 Extension of the public realm

Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

3.4 Supporting Street as the primary access

If the Supporting Street serves as the development’s primary access street, it should be developed to the same standards as Addressing Streets and serve as the “front door” or “address” for new buildings and development.



Extension of public realm

Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

3.5 Supporting Street as the secondary access

If the Supporting Streets does not serve as the development's primary access street, it should be developed as a secondary service connection from the designated Addressing Streets.

4. THROUGH CONNECTIONS

4.1 Balancing extension of the public realm with flexible design

Design Through Connections to fully support the extension of the public realm while responding to a wide range of functions.

4.2 Serving pedestrians

Through Connections must serve pedestrians and function as an extension of the sidewalk network in Coffee Creek.

4.3 Serving bicyclists

Through Connections must serve as multi-use paths and support the effective use of bicycles for transportation

4.4 Wayfinding

Install a system of signage that serves to orient people to their location and assist them in wayfinding to their destination.

4.5 Flexible alignment

Adjust the alignment of Through Connections to accommodate natural features and resources.

4.6 Flexible width

Increase the width of a Through Connection designed as a multi-use path to incorporate amenities such as benches, lighting, or trash receptacles, and to create visual interest.



Serving pedestrians

Through Connections must serve pedestrians and function as an extension of the sidewalk network in Coffee Creek.



Naturalistic landscape, native planting

Promote a landscape that supports ecological function and habitat by using native species in a naturalized manner

SECTION B | DISTRICT-WIDE SITE PLANNING AND LANDSCAPING

INTENT STATEMENT

The impact of the Ice Age floods on the Willamette Valley defies the imagination. The cataclysmic effects of the Missoula Floods created the modern-day landscape that includes Coffee Lake Wetlands and Coffee Lake Creek. These remnants of the geologic events of 12,000 years ago and the landscape that has emerged since that time are authentic elements that establish our sense of place and contribute to creating a distinctive image and identity that is unique to the City of Wilsonville. In Coffee Creek, the oak savanna is the most distinctive and significant landscape feature visible today that emerged as a result of the Missoula Floods. The effects of settlement have diminished the extent of this oak forest and groves of fir trees are now a distinctive part of the skyline. There may well be elements of the floods still to be discovered; the glacial erratics of the Willamette Valley were scattered here as the ice rafts that they arrived with melted.

The City's commitment to preserving and enhancing the heritage of this distinctive landscape is reflected in several of the patterns and guidelines. At the scale of the district, the City expects development to promote visual and physical connections from the industrial district to the Coffee Lake Creek Natural Area and the future Tonquin Ice Age Trail.

The themes that express the unique character, quality, and culture of Coffee Creek are still emerging as the district becomes fully integrated with the larger, more established city. Existing stands of Douglas Fir acknowledge both the city's status as a Tree City USA and its commitment to maintaining its natural beauty. The city is also home to three water features by the celebrated Pacific Northwest landscape architect Bob Murase: water features are strongly encouraged as part of the Coffee Creek Industrial Master Plan.

Within the Coffee Creek Industrial District the design of individual buildings should be linked by unifying elements. The public realm of Addressing Streets provides unity to the district by establishing a pastoral character of place with the regular planting of street trees, sidewalks, and front yard setbacks. Trees help to define place, and enhance the public realm by giving context and scale to the Coffee Creek Industrial Area.

Improving existing and providing new pedestrian and bicycle connections to and through natural areas strengthens the sense of place by developing the character of place.

Gateways reinforce a sense of arrival or departure and mark the transition from one precinct of the city to another.



Trees

Trees help to define place, and enhance the public realm by giving context and scale to the Coffee Creek Industrial Area.

DESIGN GUIDELINES

GUIDELINES

1. THE NATURAL LANDSCAPE

1.1 Water flow to Coffee Lake Creek

Design landscapes to acknowledge the Ice Age heritage of Coffee Creek by orienting patterns of new landscape plantings reflecting the natural flows of water from the industrial district to Coffee Lake Creek.

1.2 Natural landscape as visual unifier

Use the unifying elements of the natural landscape to visually connect and functionally integrate the industrial district.

1.3 Naturalistic landscape, native planting

Promote a landscape that supports ecological function and habitat by using native species in a naturalized manner.

1.4 Access to nature

Pedestrian and bicycle connection is critical and incorporating public connections through large-scale industrial sites is encouraged. Access connections to the creek, natural areas, and greenway trails should be clearly marked and provide safe and convenient passage.

1.5 Ice Age artifacts

Identify, preserve, and enhance any Ice Age elements found on site, such as erratics the foreign boulders carried to the site on ice rafts as elements that influence site design and development.

1.6 Tree preservation within setbacks

Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

1.7 Informal park-like landscaping

The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal,

**Tree preservation within setbacks**

Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

natural, and original landscape that preceded development and persists in places across the site.

2. SPECIAL LANDSCAPE FEATURES

2.1 City of Wilsonville themes

Integrate the themes related to the City of Wilsonville as unifying elements in the conceptual design for new development, and into the landscape design.

2.2 Existing tree groves at points of access

Incorporate elements such as existing stands of native trees to emphasize points of site access and/ or building access.

2.3 Water features

Integrate fountains and water features to emphasize important places, such as parcel access, building entries, and employee amenities.

2.4 Selective use of non-native plants

Non-native, ornamental plants, shrubs, and trees should be used sparingly and strategically as elements that accent special elements of the site or building, such as entries.

2.5 Intentional aesthetic use of industrial materials

Integrate the materials of industry at an industrial scale. This guideline may be accomplished by designing buildings, enclosures, and retaining walls with the simple, natural, unembellished materials common to industry. Use unfinished steel, raw aluminum, and plain concrete as the finish materials for the construction of site and building elements.

3. STRENGTHEN GATEWAYS

3.1 Coffee Creek gateways

Design gateway locations to promote a sense of place and to reinforce the distinct identity of Coffee Creek. This guideline may be accomplished by placing new buildings strategically at areas that define boundaries and edges to create gateways in conjunction with other buildings or with significant landscape features.



Existing tree groves at points of access

Incorporate elements such as existing stands of native trees to emphasize points of site access and/ or building access.



Informal park-like landscaping

The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal, natural, and original landscape that preceded development and persists in places across the site.

DESIGN GUIDELINES

3.2 Buildings as gateway markers

Develop gateway buildings at strategic intersections.

3.3 Monument signs

Use freestanding monument signs to mark gateways.

1.4 Iconic elements

Install iconic elements within the right-of-way, such as signs, monuments, or art, that help identify a specific address as a district-wide or site-specific gateway to Coffee Creek.

**Natural landscape as visual unifier**

Use the unifying elements of the natural landscape to visually connect and functionally integrate the industrial district.

SECTION C | SITE DESIGN

INTENT STATEMENT

Access and mobility

Access and mobility are essential elements of successful industrial development. We tend to think of tractor-trailer rigs as essential to industry, and they are, but equally essential to industry is an educated work force that can get to their shifts with a full range of transportation options: options that offer employees real choices that include driving alone, but also support and encourage transit, walking, and biking.

Automobile and freight access from Addressing Streets and Supporting Streets to a parcel should be obvious, clear, simple, and safe. Parcel access provides an opportunity to create a gateway and reinforce a strong sense of place.

Bicycle and pedestrian access to a parcel from Addressing Streets and Supporting Streets can also reinforce the sense of place in Coffee Creek. Bicycle and pedestrian access from an Addressing Street to a parcel should be convenient, direct, and complete. Cyclists and walkers should be able to clearly perceive their ultimate destination from the Addressing Street.

Access and mobility are for all people. The pedestrian system is successful only when

all people can conveniently reach their destinations. Universal and equitable barrier-free design is most successful when designed and developed systematically from initial site design through final building design and construction.

Parking Design

Surface parking is permitted in the front yard setback for development along Addressing Streets with limitations. Surface parking lots are limited in scale and designated for short-term parking for visitors, people with disabilities, and deliveries. The design guidelines are intended to establish the character for surface parking lots in a manner that supports the City's goals for pedestrian convenience, comfort, and safety.

Ensure that the parking lot landscape is planned, installed, and maintained to promote the informal design character associated with each landscape frontage type.

Design that Contributes to the Site

Minimize site grading to preserve the natural character of the site. Contoured slopes are generally preferred to the installation of retaining walls. Where retaining walls are necessary to support site development, ensure that they facilitate surface drainage, limit soil erosion, and avoid increasing instability of native soils.



Access from an Addressing Street

Walkers should be able to clearly perceive their ultimate destination from the Addressing Street.

DESIGN GUIDELINES

Integrate retaining walls with other site design features, such as stairs, ramps, and planters wherever possible.

To the extent possible, site development should maintain and enhance natural drainage patterns. Incorporate features for the storage, cleaning, transport, and re-infiltration of stormwater into site design and landscaping. Stormwater facilities such as swales should be designed to reinforce the natural quality and visual continuity of the landscape at the scale of the site and the district.

Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the Coffee Creek Industrial Area. Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. Landscape design, installation, and maintenance helps to define the Coffee Creek Industrial District and to diminish the large scale of industrial buildings. Landscaping also helps direct people to building entries. The native plant materials are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

Industrial building types typically need extensive, relatively flat surfaces for buildings, parking lots, service yards, access lanes, and truck maneuvering areas. It may still be possible to fit a multistory building into the terrain of Coffee Creek. Integrating buildings with their sites is strongly encouraged.

Landscape that Contributes to the Building

Building designs should acknowledge and respect the natural character of their sites. The Coffee Creek industrial area has a strong character that derives from context, topography, and native vegetation. New site development, landscaping, and building design can reinforce this distinctive character.

Provide a consistent and high-quality environment for the Coffee Creek industrial area by obscuring views of loading areas, work yards, above-grade utilities and services, and recycling and refuse areas from Addressing Streets, Supporting Streets and Through Connections. Whenever possible, group utilities and services to minimize visual clutter.

The primary building entry is a significant element of building design in Coffee Creek. The design guidelines recommend that the primary entrance for all buildings front on an Addressing Street. This is not a requirement

of the Form-based Code; an entrance on a Supporting Street or Through Connection is acceptable provided the entry is clearly visible from the Addressing Street and a clear public route to the entry is provided. Emphasize the importance of the primary building entry with glass, canopies, signage, public art, landscaping, and lighting.

GUIDELINES

1. PARCEL ACCESS

1.1 Distinctive identity of visitor arrival point

Where parcel access is also the primary automobile access to a building for visitors, use landscaping and signage to create a distinctive sense of arrival.

1.2 Converging parcel access points

Use routes providing parcel access to build active intersections where pedestrians, bicyclists, and motorists have access to site amenities.

1.3 Formal landscape design that contrasts

Design guidelines for the landscape of front yards along Addressing Streets encourage a natural, irregular pattern of native plant materials. Along parcel access routes consider breaking this informal character of the landscape frontage with design and plant materials that are more formal, regular, and ornamental.

1.4 Parcel access from an Addressing Street

Where parcel access connects the primary building entrance to the Addressing Street extend the design, character, scale, and materials of the entry to the public sidewalk.

1.5 Parcel access from a Supporting Street

Where parcel access from a Supporting Street is the primary automobile access to a building for visitors use landscaping and signage to create a distinctive sense of arrival.

1.6 Parcel access from a Through Connection

Where parcel access connects only with a pedestrian walkway or multi-use path with the Coffee Creek pedestrian and bicycle network, design the walkway or multi-use path for safety, comfort, and convenience of pedestrians and cyclists.

1.7 Pedestrian and bicycle access network

Develop an integrated system for pedestrians and bicycles that includes good connections to other parts of the Coffee Creek Industrial District and to the larger city beyond.

1.8 Accessible paths

Make paths accessible for all.

DESIGN GUIDELINES

1.9 Adjust paths to incorporate site features

Add character and interest to the path by adjusting its direction and/ or width to incorporate unique natural features of the site, such as streams, pools, or rock outcroppings.

1.10 Front yards that contribute to the public realm

Design the landscape in front yards along Addressing Streets to result in an attractive contribution to the quality of the public realm.

1.11 Signs

Plan the size and location of signs and their structure so that they do not detract from the natural quality of the native landscape.

1.12 Outdoor rooms

Establish and maintain a sense of the public realm as an outdoor room where building elevations serve as walls and the streets, sidewalks, and landscape serve as the floor. Use buildings to create and maintain a sense of urban enclosure.

2. PARKING LOCATION AND DESIGN**2.1 Front yard surface parking on an Addressing Street**

Surface parking is permitted in the front yard setback for development along Addressing Streets and Supporting Streets with limitations. Design parking lots to result in an attractive and functional experience for staff and visitors arriving by car. To enhance the design quality of parking lots in front yards along Addressing Streets, consider increasing the quality of the materials used and treating the surface of the parking lot and walkway system as a plaza that connects to, and integrates with, the primary building entrance.

2.2 Through Connections that provide parking

Through Connections can support a wide range of on street parking options including parallel, diagonal, or perpendicular parking. Choose the type of parking most appropriate to the context: consider natural features and resources as well as programmatic needs associated with building use. Adjust the layout of parking lots to accommodate natural features and resources.

2.3 Surface parking

Vary the scale of parking lots, the pattern of landscape elements and lighting to add visual

**Screening materials**

Walls used for screening may be constructed from stone, self-weathering sheet steel, or smooth-finished cast-in-place or board-formed concrete.

interest and reduce the monotonous effect of large extents of surface parking.

2.4 From the parking spot to the primary entry

Design parking lots for the comfort and convenience of visitors and the disabled. The accessible route from one's parking spot to the primary building entrances should be clear, obvious, and unobstructed.

2.5 Stormwater run-off

Consider the integration of permeable paving to reduce stormwater run-off.

2.6 Planting

Design and install new landscapes with plantings grouped in natural, irregular masses to establish and support a continuous, integrated, and natural district-wide appearance. Landscapes and plant materials shall be maintained throughout the year.



3. LOCATION AND SCREENING OF UTILITIES AND SERVICES

3.1 Geometry

Organize above-grade services elements, such as transformers, with the geometry of the adjacent streets or nearby site elements and buildings.

3.2 Screening materials

Walls used for screening may be constructed from stone, self-weathering sheet steel, or smooth-finished cast-in-place or board-formed concrete. Long extents of fencing should be modulated with the use of reveals and other techniques. Where required, service access gates and doors should be constructed of high-quality, durable materials that complement the design of screening walls and receive regular maintenance.

3.3 Native plant material

Where appropriate, screening walls should be enhanced with native plant material to diminish the visual mass and integrate with the landscape.

4. EXTERIOR LIGHTING

4.1 Nighttime safety

Exterior lighting should support safe access and use of sites in the evening and nighttime.



Nighttime safety

Exterior lighting should support safe access and use of sites in the evening and nighttime.

DESIGN GUIDELINES

4.2 Highlighting

The selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape will contribute to the high-quality design of the Coffee Creek industrial area.

4.3 Flood lighting

Surface parking lots, building entries and courtyards, and loading areas and service yards should be illuminated, but the use of flood lighting is discouraged.

4.4 Sustainable lighting

Exterior lighting should be selected for maximum energy-efficiency, durability, and maintainability.

4.5 Addressing and Supporting streets at night

Lighting plays a significant role in supporting the design character of Addressing Streets and Supporting Streets in the evening and nighttime by encouraging the selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape frontages required along Addressing Streets.

4.6 Through Connections at night

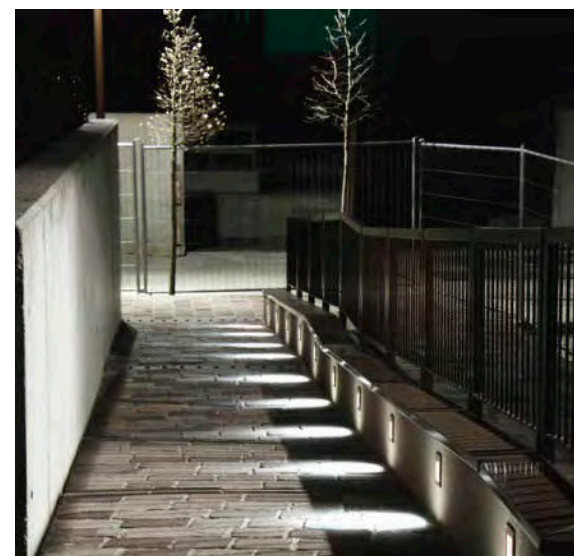
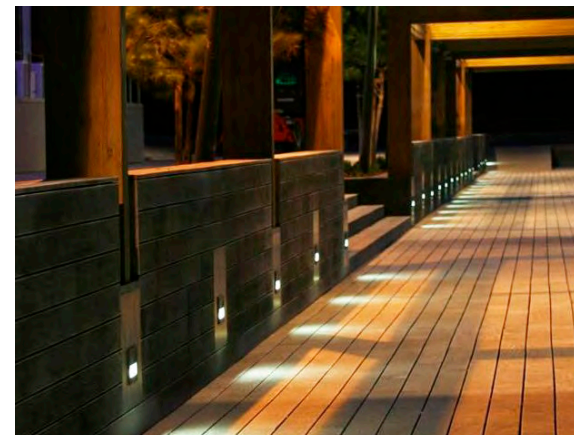
Lighting plays a supporting role in the design character of Through Connections in the evening and nighttime by promoting safety and security along routes of pedestrian access as well as the selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements.

4.7 Fixture heights

Fixture heights of 15-20' are preferred for surface parking lots and loading areas and service yards. Through connections, internal walks, courtyards, and paths should be illuminated with pedestrian-scaled lighting.

4.8 Night sky

Lighting shall protect night skies, and not extend beyond site boundaries. Light fixtures shall be cast downward with full cut-off shades. In-ground up-lighting should be avoided.

**Highlighting**

The selective highlighting of significant architectural elements, such as building entries and circulation to those entries from the street and landscape elements such as sculpture or other featured elements in the landscape will contribute to the high-quality design of the Coffee Creek industrial area.

SECTION D | BUILDING DESIGN

INTENT STATEMENT

Building massing and the architectural expression of building design elements define the scale, quality, and character of the built environment. The design guidelines for buildings focus on the following elements:

- Prominent building entrance visible from an Addressing Street
- Overall building mass and bulk
- Composition of building elevations
- Roof forms
- Materials and colors
- Sustainable building design

The massive size, enormous bulk, and large surface areas of many industrial buildings represent design challenges and opportunities. Not all of the buildings developed in the Coffee Creek will be warehouses or factories. Some will be office buildings or industrial hybrid buildings that incorporate office, research, assembly, manufacturing, distribution or warehousing. Buildings designed to support industrial or warehouse functions should have strong, simple forms and use windows and doors to create visual interest. Office buildings may have more varied forms that emphasize windows into, and views from, the office floors. While methods for reducing building bulk, mass,

and scale will differ, the design for all buildings should consider architectural techniques that reduce their perceived scale along streets and adjacent to public spaces and help them blend into the district-wide landscape context for the aesthetic benefit of motorists, bicyclists, and pedestrians.

Interaction between the private enterprise inside of a building and the public contributes to the vitality of the streets in the Coffee Creek Industrial District. Transparency in front façade of buildings adds a subtle message that behavior in the public realm is being observed which contributes to the overall safety of the neighborhood. When passersby can sense activity that occurs inside of a building, they get a sense of people participating in their community.

Many types of businesses incorporate programmatic functions that require and benefit from daylighting. These functions include dining areas, lobbies, lounges, fitness centers, waiting rooms, conference rooms, lunch/break rooms, as well as related outdoor seating areas. Placing these types of rooms within view of Addressing and Supporting Streets and Through Connections enhances safety of the public realm and creates a sense of connection.



Visual connection to the public realm

Many types of businesses incorporate programmatic functions that require and benefit from daylighting. These functions include dining areas, lobbies, lounges, fitness centers, waiting rooms, conference rooms, lunch/break rooms, as well as related outdoor seating areas. Placing these types of rooms within view of Addressing and Supporting Streets and Through Connections enhances safety of the public realm and creates a sense of connection.

DESIGN GUIDELINES

Every address, business, and destination in Coffee Creek deserves a good entrance. Every destination is ultimately reached on foot, so making every building entrance clearly visible and fully accessible is a fundamental pattern. The intent of the design guidelines is that every primary entrance of every building will contribute to the quality and vitality of the public realm by creating a clear sense of entry.



Primary entry as significant building feature

Make the primary building entry a significant element of building design in Coffee Creek. Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.

GUIDELINES

1. BUILDING ORIENTATION AND ENTRIES

1.1 Primary building entry relationship to Addressing Street

The primary building entrance shall be visible to and accessible from an Addressing Street.

1.2 Primary entry as significant building feature

Make the primary building entry a significant element of building design in Coffee Creek. Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.

1.3 Visual interest and human scale

Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. The smaller-scale first floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.

2. BUILDING FAÇADES

2.1 Façade articulation

Articulate façades with a sense of depth by including design elements that create shadow lines, change color or materials, or incorporate other details that together with the required landscape breakdown large expanses of flat, unembellished surfaces.



Building entrance

Every destination is ultimately reached on foot, so making every building entrance clearly visible and fully accessible is a fundamental pattern. The intent of the design guidelines is that every primary entrance of every building will contribute to the quality and vitality of the public realm by creating a clear sense of entry.

2.2 Office building façades

Office building windows and doors offer opportunities to decrease apparent building mass and promote a sense of the human scale. Express the programmatic elements of office buildings including lobbies, conference rooms, lunch rooms, and fitness centers as distinct elements on the building exterior, especially the front façade.

2.3 Multi-story building façades

Because their building program is more flexible than industrial or warehouse projects, multi-story office buildings in Coffee Creek should incorporate elements such as jogs or offsets in street-facing building elevations, building step-backs at upper floor levels, projections that create shadow lines, deep roof overhangs, major recesses in the building elevation to mark entries, or the bold expression of the building's structural system.

2.4 Addressing Street façades

Building elevations fronting Addressing Streets offer an initial impression of design quality and deserve special design attention. The design for all elevations for all buildings facing an Addressing Street shall clearly delineate a distinctive three-part design of base, body, and top. The intent of this guideline is to visually ground all buildings in the Coffee Creek landscape and provide a distinctive silhouette of each building against the skyline.

2.5 Addressing Street enclosure and street wall

Site and building design shall support a uniform street wall of buildings along Addressing Streets that frames the public realm and supports a unified streetscape.

3. ROOF FORMS**3.1 Fifth elevation**

The roof forms of office buildings and industrial buildings in the Coffee Creek industrial area should be considered as the "fifth elevation" of the building and their design should be fully considered as one element in the overall design of any building.

3.2 Natural light

For manufacturing or warehousing facilities, the design guidelines strongly encourage the historic "saw tooth" roof form with integrated north-facing clerestory windows.

3.3 Roof edge

At a minimum, the roof edge of all buildings will create a distinctive profile against the sky when seen from the public realm. In the case of warehouse or factory buildings with large floor plates, the roof may not be visible from grade and other elements of the building –the primary building entry, landscape plantings, signage, or elements of the building façade will be the prominent design features.

3.4 Roof forms

Buildings in the Coffee Creek industrial area are encouraged to include prominent roof forms. This guideline may be accomplished by accentuating the required building top with upturned eaves or projections, using sloped roofs, extending roofs beyond the building elevation to create deep overhangs, adding architectural elements like braces or brackets, and prominent vertical features such as towers or vertical circulation.

3.5 Incorporation of mechanical systems

Design roof forms to incorporate a building’s mechanical systems and fully screen roof-mounted equipment from view from the public realm. Minimize any visual clutter of multiple, isolated roof-top equipment by grouping such elements and screening them from view with architectural elements.

3.6 Roof stormwater

Collection, storage, and discharge of stormwater from building roofs should be expressed as distinct architectural features, integrated into building design using the design of sloping roofs, gutters, scuppers, downspouts, and cisterns that collect and store rain water. Green roofs technologies could be appropriate in new buildings in Coffee Creek as an integrated element in stormwater management.



Natural light

For manufacturing or warehousing facilities, the design guidelines strongly encourage the historic “saw tooth” roof form with integrated north-facing clerestory windows.



Roof edge

At a minimum, the roof edge of all buildings will create a distinctive profile against the sky when seen from the public realm.

4. MATERIALS AND COLORS

4.1 Coffee Creek colors

Use of authentic, durable, and sustainable materials that derive their color from the natural setting of Coffee Creek support a consistent image and identity of the industrial area as a high-quality employment hub of the City of Wilsonville. Simple, basic, industrial materials, such as board-formed or cast-in-place concrete, architectural metal panels, corrugated steel, brick masonry, and architecturally-finished concrete masonry units are encouraged.

4.2 Emphasize base, body, and top

Materials should be organized on each building elevation to emphasize the three zones of base, body, and top and to highlight important features such as entrances.

4.3 Muted color palette

Site features and buildings should incorporate the subtle color palette derived from the natural landscape. Larger building forms can be made less prominent by employing a muted color palette drawn from the colors prevalent on the site.

5. SUSTAINABLE BUILDING DESIGN**5.1 Solar advantage and daylight**

Sustainable building practices help to create healthy communities and ecosystems. To the extent possible, building orientation should consider solar exposure and capture the energy of the sun in a passive manner. Entries and public spaces should be sited where they can benefit from daylight.

5.2 Shading

Building elevations facing south and west should incorporate deep roof overhangs, projections, or sun shading devices.

5.3 Non-mechanical light and ventilation

Introduce natural light into buildings using clerestory windows and skylights. In those areas, such as offices, operable windows, and natural ventilation is encouraged.

5.4 Minimal site alteration

Where possible, buildings, surface parking lots, drive aisles, service yards, and loading areas should merge with the existing grades, rather than significantly altering them.

Coffee Creek Light Industrial Patterns and Typologies

Prototypes

Connectivity and Street Design Patterns

Street and Path Typology

Site Design Patterns

Building Design Patterns

PATTERNS AND TYPOLOGIES

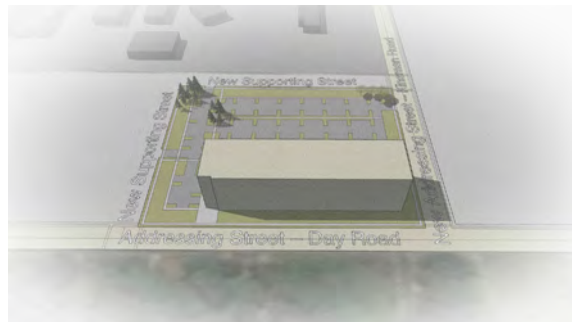


Overview of the Prototypes

Prototype 1

HYPOTHETICAL SITE AND BUILDING PROGRAM

- 142,000 square feet located on Day Road
- Multi-story office building
- 40,000 square feet for office, research, lab, fabrication
- Building footprint of 20,000 square feet



Prototype 2

HYPOTHETICAL SITE AND BUILDING PROGRAM

- 700,000 square feet located between Garden Acres Road and Kinsman Road
- Industrial / warehouse building with loading docks and service bays
- 400,000 square feet for warehouse, office



Prototype 3

HYPOTHETICAL SITE AND BUILDING PROGRAM

- Existing 525,000 square foot industrial site on Grahams Ferry Road
- Combines existing structures with new development
- Hypothetical: 261,000 square feet for industrial fabrication and office

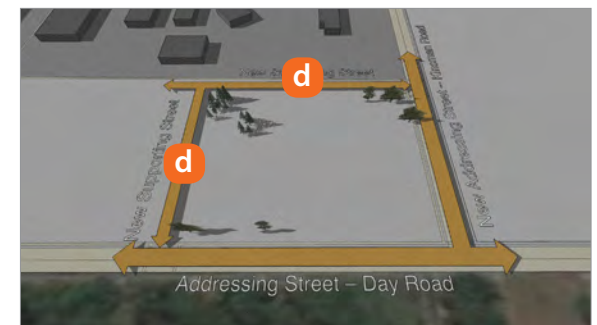
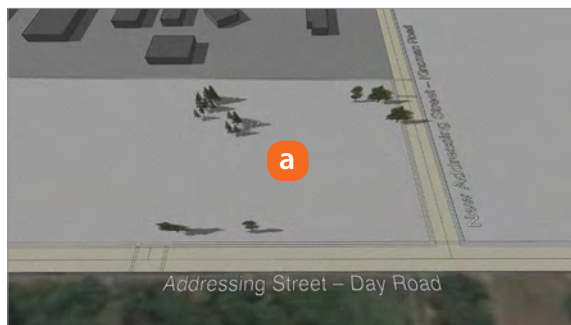


Connectivity and Street Design Patterns

A.1.1 CONNECTION SPACING

The intent for all streets and paths in Coffee Creek is to create an integrated district with a robust, resilient, and connected network that supports economic and environmental sustainability. There is a fixed structural framework of Addressing Streets that provides access from within Coffee Creek to the rest of the region. That framework is intended to support a well-integrated and fine-grained system of streets and paths where a multi-use path might be the connecting link between an Addressing Street and a Supporting Street or Through Connection. The design intent is to maximize connectivity –of all kinds– to the extent feasible.

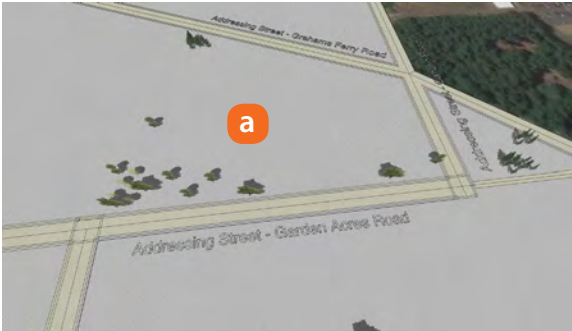
- a** Potential industrial development site
- b** Location of nearest existing or planned Addressing Street
- c** Priority Addressing Street
- d** Location of Through Connections



Prototype 1



Prototype 2



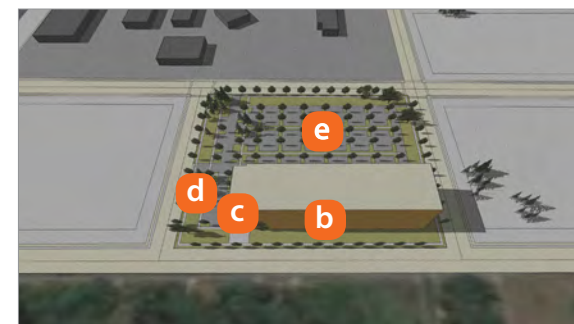
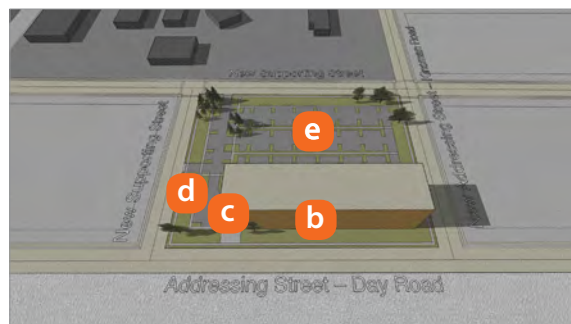
Prototype 3

Site Design Patterns

SECTION C. INTENT STATEMENT

The primary building entry is a significant element of building design in Coffee Creek. The design guidelines recommend that the primary entrance for all buildings front on an Addressing Street. This is not a requirement of the Form-based Code; an entrance on a Supporting Street or Through Connection is acceptable provided the entry is clearly visible from the Addressing Street and a clear public route to the entry is provided. Emphasize the importance of the primary building entry with glass, canopies, signage, public art, landscaping, and lighting.

- a** Development parcel delineated by Addressing and Supporting Streets
- b** Primary building frontage
- c** Primary entrance
- d** Location of limited front yard surface parking
- e** Surface parking

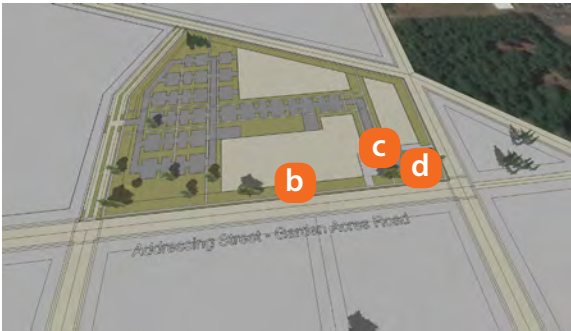


Prototype 1

PATTERNS AND TYPOLOGIES

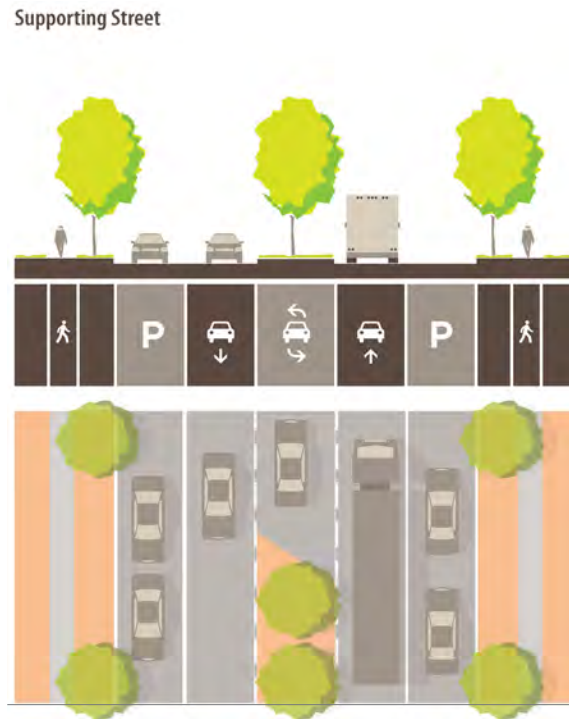


Prototype 2

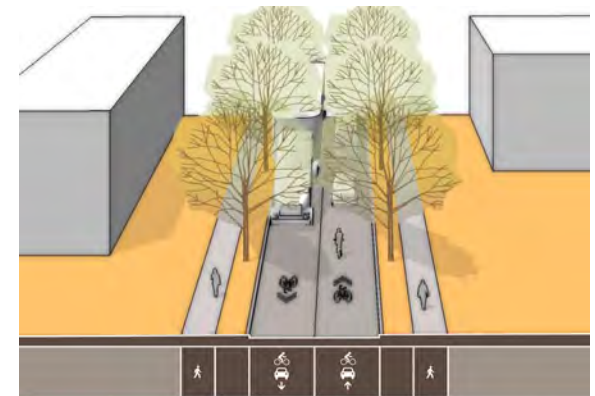


Prototype 3

Supporting Street Typology

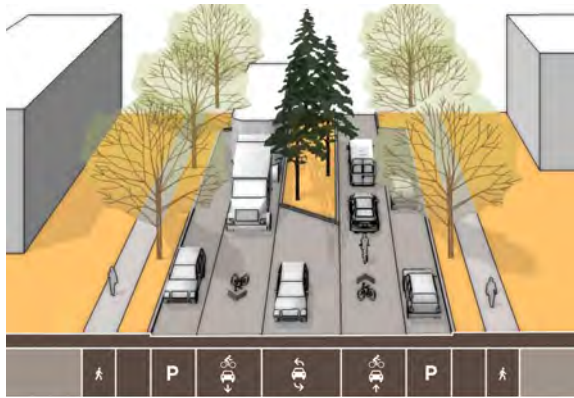


Supporting Street—Possible street section and plan



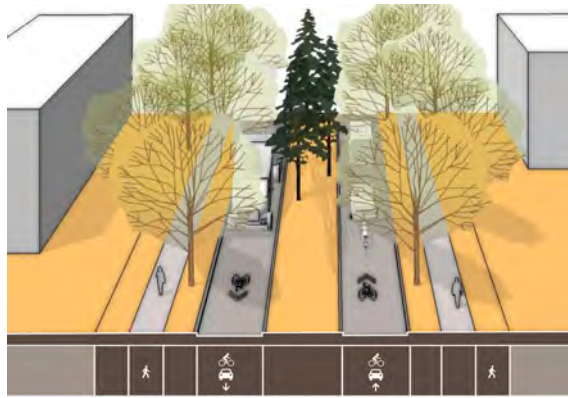
Minimal

- Vehicular access
- Pedestrian access—in sidewalks
- Bicycle access—in shared lane
- Street trees—in continuous planted park strip
- Planted median
- Left turn lane
- On-street parking



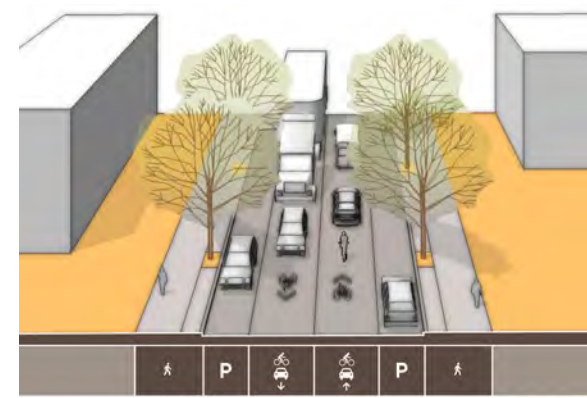
Monumental

- Vehicular access
- Pedestrian access—in sidewalks
- Bicycle access—in shared lane
- Street trees—in continuous planted park strip
- Planted median
- Left turn lane
- On-street parking



Park-like character

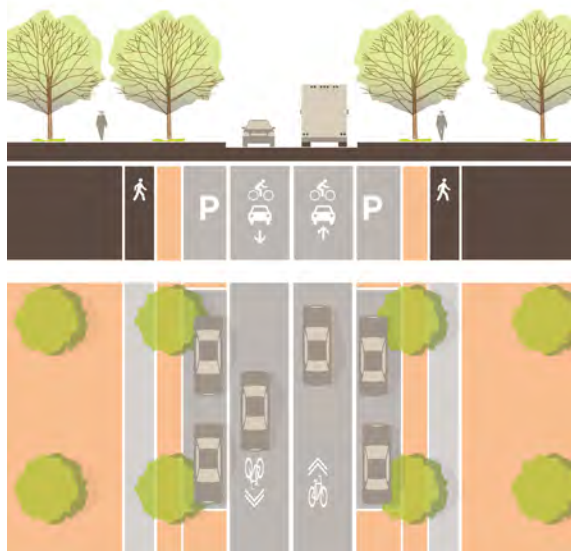
- Vehicular access
- Pedestrian access—sidewalks
- Bicycle access—shared lane
- Street trees—in continuous planted park strip
- Planted median
- Left turn lane
- On-street parking



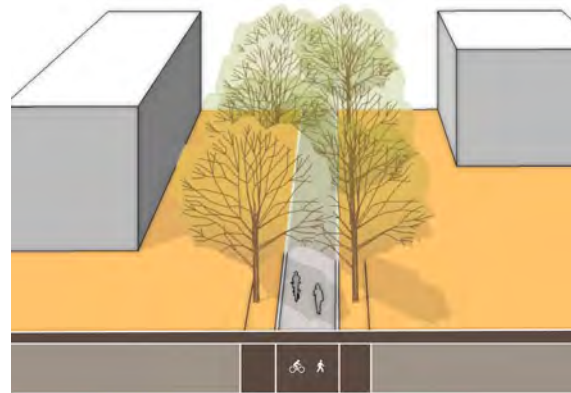
Urban character

- Vehicular access
- Pedestrian access—in sidewalks
- Bicycle access—in shared lane
- Street trees—in tree wells
- Planted median
- Left turn lane
- On-street parking

Through Connection Typology

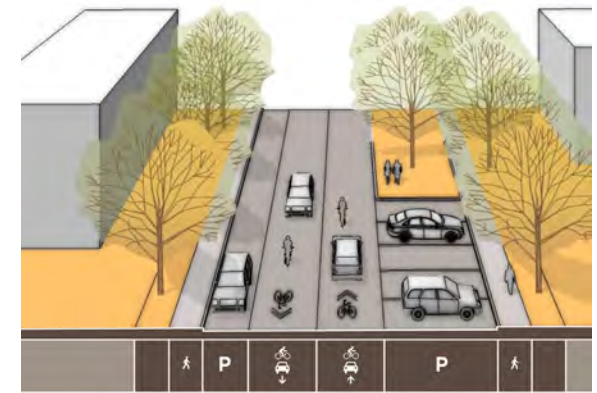


Through Connection—
Possible street section and
plan



Minimal bike-ped

- Vehicular access
- Pedestrian access—in multi-use path
- Bicycle access—in multi-use path
- Street trees—in continuous planted park strip
- Pocket parks
- Planted median
- On-street parking

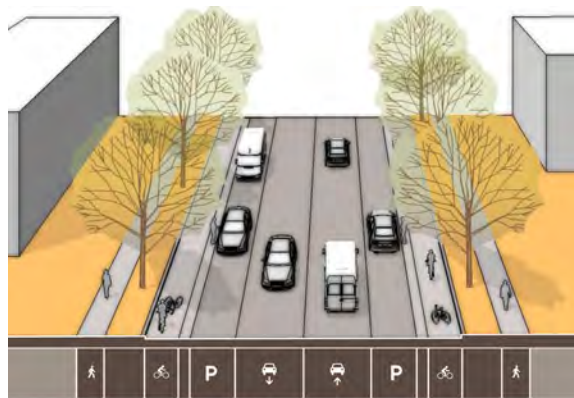


Park-like

- Vehicular access
- Pedestrian access—in sidewalks
- Bicycle access—in shared lane
- Street trees—in continuous planted park strip
- Pocket parks—in parklets*
- Planted median
- On-street parking—head-in

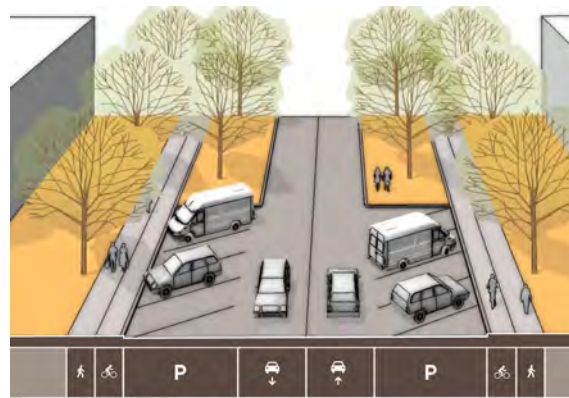
*A "parklet" is a pocket park within the parking width

CONNECTIVITY AND STREET DESIGN PATTERNS: STREET AND MULTI-USE PATHS



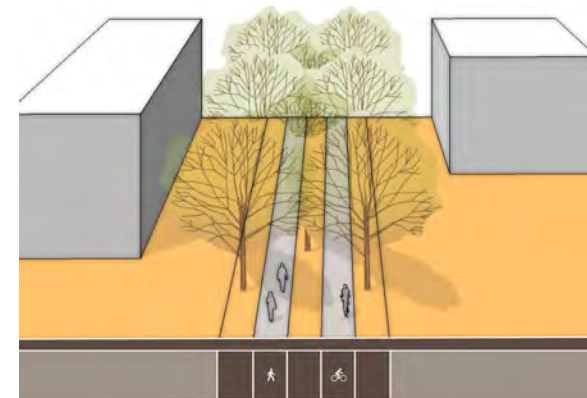
Bike priority

- Vehicular access
- Pedestrian access—in sidewalk
- Bicycle access—in buffered bike lane
- Street trees—in continuous planted park strip
- Pocket parks
- Planted median
- On-street parking—parallel



Maximum parking

- Vehicular access
- Pedestrian access—in sidewalks
- Bicycle access—in buffered bike lane
- Street trees—in continuous planted park strip
- Pocket parks—in parklets*
- Planted median
- On-street parking—diagonal

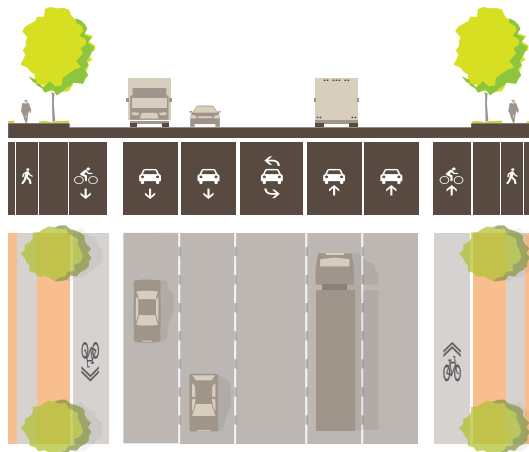


Bike-ped

- Vehicular access
- Pedestrian access—multi-use path
- Bicycle access—multi-use path
- Street trees—in continuous planted park strip
- Pocket parks—in parklets*
- Planted median
- On-street parking

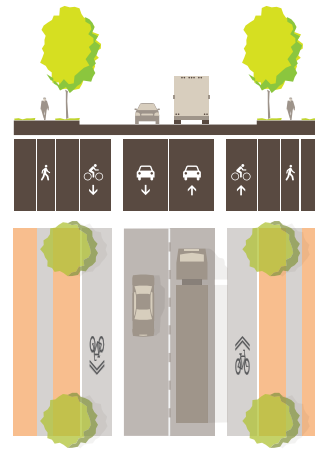
*A "parklet" is a pocket park within the parking width

Addressing Street Typology



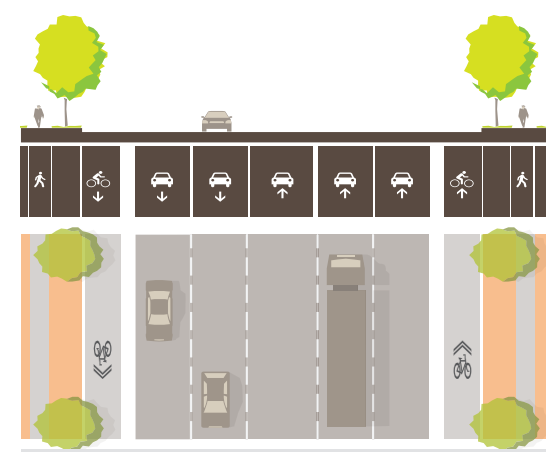
Day Road

Type	Major Arterial
Role in Network	Freight and Bike Route
Design Speed	Under 35 mph
Right-of-Way Easement	110 feet
Curb-to-Curb Width	82 feet
Travel Lanes (number)	4
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



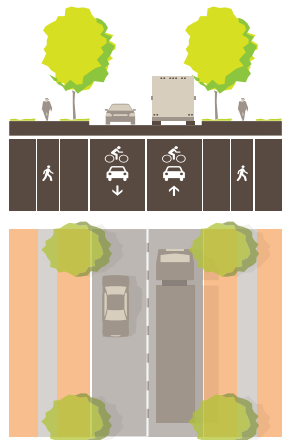
Cahalin Road

Type	Local Street
Role in Network	Bike Route
Design Speed	Under 20 mph
Right-of-Way Easement	72 feet
Curb-to-Curb Width	44 feet
Travel Lanes (number)	2
Travel Lane Width	10-11 feet
Center Turn Lane Width	NA
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



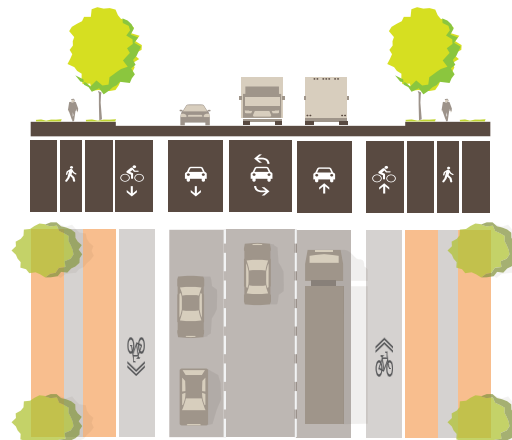
Grahams Ferry Rd

Type	Minor Arterial
Role in Network	Freight and Bike Route
Design Speed	Under 30 mph
Right-of-Way Easement	110 feet
Curb-to-Curb Width	82 feet
Travel Lanes (number)	4
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



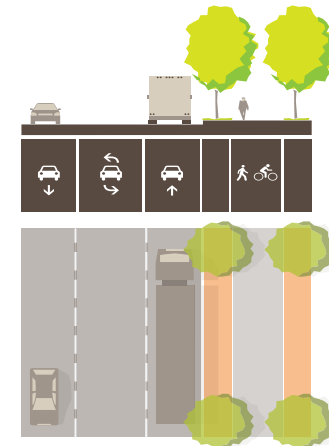
Garden Acres Rd

Type	Local Street
Role in Network	
Design Speed	Under 25 mph
Right-of-Way Easement	52 feet
Curb-to-Curb Width	24 feet
Travel Lanes (number)	2
Travel Lane Width	10-11 feet
Center Turn Lane Width	NA
Parking Lane Width	0
Bike Facilities Width	Shared Street
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



Clutter Road

Type	Collector
Role in Network	Freight Route
Design Speed	Under 25 mph
Right-of-Way Easement	86 feet
Curb-to-Curb Width	58 feet
Travel Lanes (number)	2
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	10 feet Buffered Bike Lane
Sidewalk Width	6 feet each side
Planting Strip Width	8 feet



Kinsman Road

Type	Minor Arterial
Role in Network	Freight and Bike Route
Design Speed	Under 25 mph
Right-of-Way Easement	56 feet
Curb-to-Curb Width	38 feet
Travel Lanes (number)	2
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet
Parking Lane Width	0
Bike Facilities Width	12 feet Shared-Use Path
Sidewalk Width	12 feet Shared-Use Path
Planting Strip Width	6 feet

Prototype 1

B. 2.2 EXISTING TREE GROVES AT POINTS OF ACCESS

Incorporate elements such as existing stands of native trees to emphasize points of site access and building access.

C. 1.4 PARCEL ACCESS FROM AN ADDRESSING STREET

Where parcel access connects the primary building entrance to the Addressing Street extend the design, character, scale, and materials of the entry to the public sidewalk.

C. 1.10 FRONT YARDS THAT CONTRIBUTE TO THE PUBLIC REALM

Design the landscape in front yards along Addressing Streets to result in an attractive contribution to the quality of the public realm.

SECTION D. INTENT STATEMENT

Interaction between the private enterprise inside of a building and the public contributes to the vitality of the streets in the Coffee Creek Industrial District. Transparency in front façade of buildings adds a subtle message that behavior in the public realm is being observed which contributes to the overall safety of the neighborhood. When passersby can sense activity that occurs inside of a building, they get a sense of people participating in their community.

D. 1.2 PRIMARY ENTRY AS SIGNIFICANT BUILDING FEATURE

Make the primary building entry a significant element of building design in Coffee Creek. Emphasize the importance of the primary building entry with elements that could include a landscaped forecourt; a wide pedestrian path from the sidewalk with special paving; accent and pathway lighting; special plantings and landscape; a prominent roof form at the building's entrance; a generous canopy of metal or glass that offers protection from the elements; a major recess in the façade; seating elements such as benches, ledges, and movable chairs; or an open, transparent building lobby or vestibule that projects beyond the body of the building. Place these functional elements on an Addressing Street or Supporting Street and make their function visible from the streets and sidewalks.

D. 2.5 ADDRESSING STREET ENCLOSURE AND STREET WALL

Site and building design shall support a uniform street wall of buildings along Addressing Streets that frames the public realm and supports a unified streetscape.

PATTERNS AND TYPOLOGIES



- a** Primary Addressing Street

- b** Existing tree groves at points of access

- c** Front yards that contribute to the public realm

- d** Enhanced public realm safety through interaction of public and private spaces

- e** Primary building entry relationship to Addressing Street

- f** Primary entrance

Prototype 2

A. 2.1 PARK-LIKE CHARACTER

Design Addressing Streets to establish and support a park-like character of the public realm. Addressing Streets shall provide continuous sidewalks on both sides of the street that protect the pedestrian with a planting strip landscaped with shade trees. Addressing Streets may also include a planted central median.

A. 2.3 PROMINENT ADDRESS

Design Addressing Streets to serve as the “front door” or “address” for new buildings and development. New Addressing Streets shall include sidewalks on both sides that provide safe, continuous access for pedestrians to all abutting sections of the primary street network of Addressing Streets. Unless interrupted by another Addressing Street or a Supporting Street, the sidewalks shall be protected by a continuous landscape strip planted with shade trees.

A. 2.4 ENCLOSED PUBLIC REALM

Orient building massing, form, architecture, and programmatic function along Addressing Streets to help define the public realm, create a distinctive enclosure of the public realm, and support the sense of place in Coffee Creek.

A. 3.3 EXTENSION OF PUBLIC REALM

Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

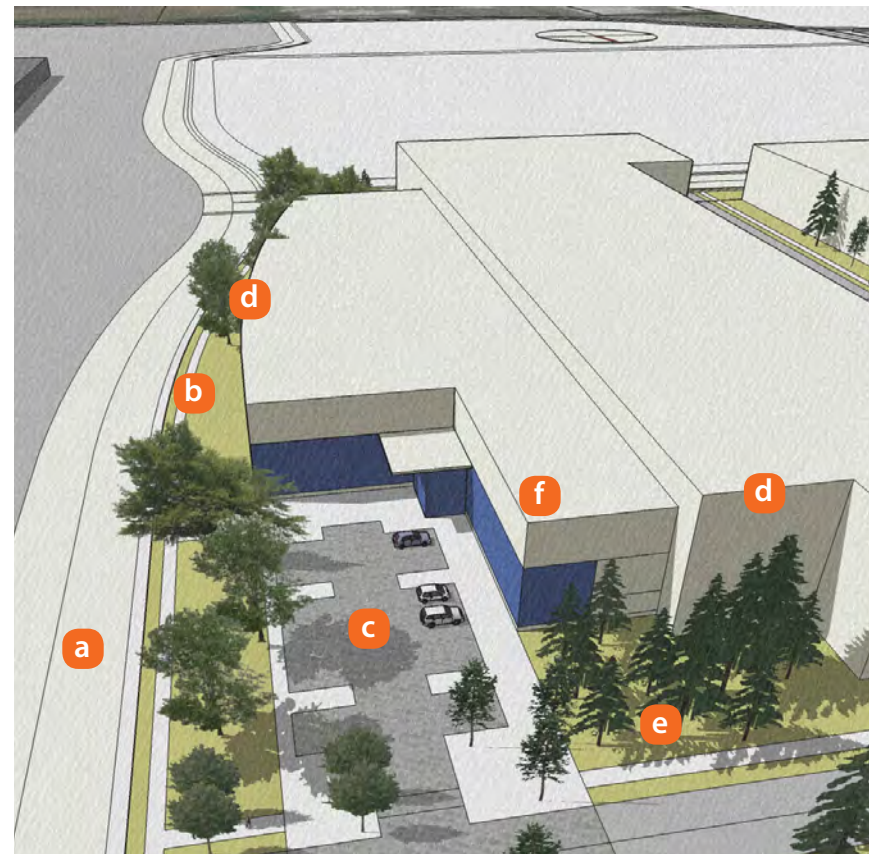
SECTION C. INTENT STATEMENT

Trees help to define place. Whether individually, or in groves of native species, trees enhance the public realm by giving context and scale to the Coffee Creek Industrial Area. Landscape planting in front, side, and rear yards and as screening for parking lots, service drives, and service enclosures gives form and defines the public realm and parcels. Landscape design, installation, and maintenance helps to define the Coffee Creek Industrial District and to diminish the large scale of industrial buildings. Landscaping also helps direct people to building entries. The native plant materials are climate adaptive, have low water and maintenance requirements, and visually blend with adjacent, undisturbed landscapes. Native trees should be preserved and employed as the visual anchors of new landscapes.

D. 1.3 VISUAL INTEREST AND HUMAN SCALE

Locate the office and support spaces for warehouse and industrial buildings on the Addressing Street or Supporting Street instead of burying these functions in the interior of a large monolithic structure. Expressing the smaller-scale of these programmatic functions on the ground floor can help soften the bulk of large buildings and add visual interest and a human scale to the public realm. This guideline may be accomplished by wrapping the high-bay industrial form with lower-scaled structures on the street; extending a discrete element of the building that contains these functions and giving this element a distinctive, contrasting architectural expression; or providing a visual break in the building mass and structure that creates an impression of two separate buildings.

PATTERNS AND TYPOLOGIES



- a** Primary Addressing Street
- b** Addressing Street park-like character
- c** Addressing Street as front door
- d** Enclosed public realm
- e** Native trees in the setback
- f** Visual interest and human scale

PATTERNS AND TYPOLOGIES

Prototype 3

B. 1.6 TREE PRESERVATION WITHIN SETBACKS

Whether individually or in groves of native species, preserve trees within the setbacks of the development, particularly when they occur within the setback of an Addressing Street, or a Supporting Street that serves as the development's primary access street.

B. 1.7 INFORMAL PARK-LIKE LANDSCAPING

The park-like character of the design of the Addressing Streets should be complemented by landscaping around buildings, parking lots, and open space that reflects the informal, natural, and original landscape that preceded development and persists in places across the site.

SECTION C. INTENT STATEMENT

Surface parking is permitted in the front yard setback for development along Addressing Streets with limitations. Surface parking lots are limited in scale and designated for short-term parking for visitors, people with disabilities, and deliveries only. The design guidelines are intended to establish the character for surface parking lots in a manner that supports the City's goals for pedestrian convenience, comfort, and safety.

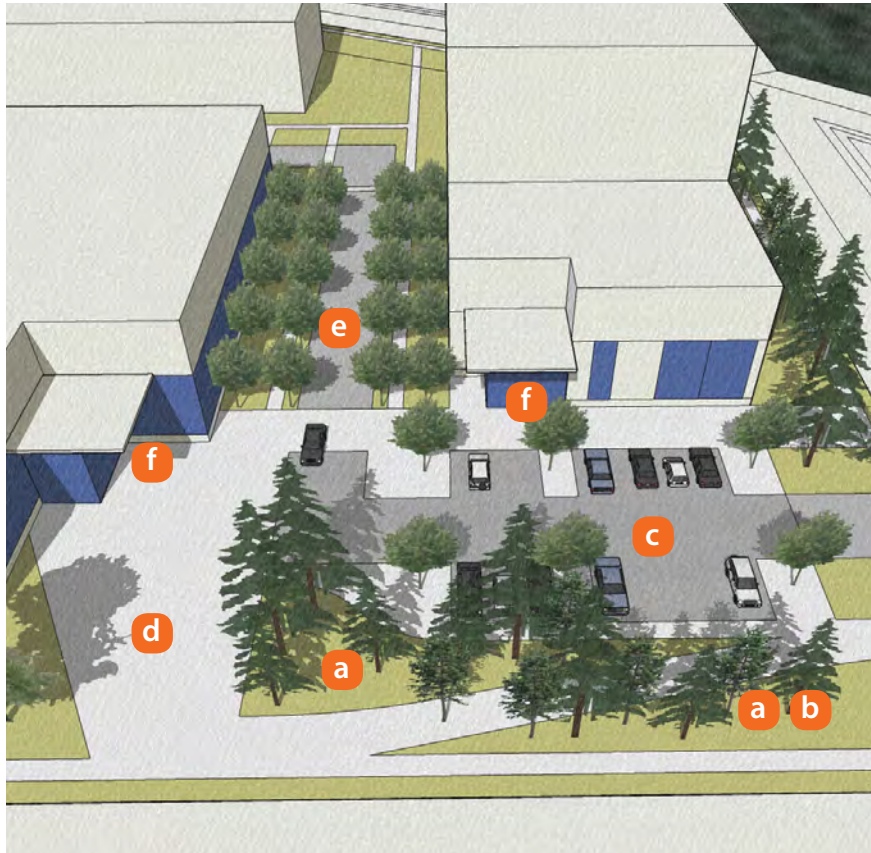
C. 1.1 DISTINCTIVE IDENTITY OF VISITOR ARRIVAL POINT

Where parcel access is also the primary automobile access to a building for visitors, use landscaping and signage to create a distinctive sense of arrival.



C. 1.3 FORMAL LANDSCAPE DESIGN THAT CONTRASTS

Design guidelines for the landscape of front yards along Addressing Streets encourage a natural, irregular pattern of native plant materials. Along parcel access routes consider breaking this informal character of the landscape frontage with design and plant materials that are more formal, regular, and ornamental.



D. 1.1 PRIMARY BUILDING ENTRY RELATIONSHIP TO ADDRESSING STREET

The primary building entrance shall be visible to and accessible from an Addressing Street.

- a** Tree preservation within setbacks
- b** Informal park-like landscaping
- c** Limited surface parking in the front setback
- d** Distinctive identity of visitor arrival point
- e** Formal landscaping that contrasts
- f** Primary entrance



**PLANNING COMMISSION
WEDNESDAY, JULY 8, 2015
6:00 PM**

VI. WORK SESSIONS

- C. Basalt Creek Concept Plan update (Bateschell)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: July 8, 2015		Subject: Basalt Creek Concept Plan	
		Staff Member: Miranda Bateschell, Chris Neamtzu Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Basalt Creek Concept Plan	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

Staff will provide Commission with an update on the Basalt Creek Concept Plan.

EXECUTIVE SUMMARY:

On June 17, 2015, there was a Joint Wilsonville-Tualatin City Council meeting to discuss the results of the land use scenario analysis for the Basalt Creek planning area. In preparation, staff presented a summary of the results and answered questions at a Wilsonville City Council work session on June 15. The project team is using the feedback to refine the jurisdictional boundary and prepare a preferred alternative for additional Council and public input over the fall, which will be the focus of the Basalt Creek Concept Plan.

The Basalt Creek Concept Plan will establish a vision and jurisdictional boundary for the 847 acres between the cities of Wilsonville and Tualatin. At the Wilsonville-Tualatin Joint Council meeting in December, the project team presented a base-case infrastructure and land use scenario with an initial jurisdictional boundary along the future east-west connector, Basalt Creek Parkway.

At that meeting, members of the Councils expressed key objectives for the project team to focus on in preparing alternative scenarios:

- Design efficient infrastructure systems (considering both construction and long-term operating and maintenance costs) independent of jurisdictional boundary.
- Examine additional boundary options that do not necessarily follow the future Basalt Creek Parkway alignment.
- Aim for jurisdictional equity when considering the various measures altogether.
- Provide more residential capacity in the northern portion of the planning area for the City of Tualatin.
- Propose creative solutions for transitions from employment to housing.
- Focus on land uses that will create development forms reflective of the two cities.
- Present a scenario designed around an implementable infrastructure plan.

These objectives, as well as the Basalt Creek: Guiding Principles and Evaluation Criteria (Attachment A), guided the project team during the scenario analysis and in developing the two land use and boundary options (Attachment B) presented at the June 17th Joint Council meeting. Using Envision Tomorrow (modeling software), the analysis included land use modeling with specific building types from each of the cities and localized fees and SDCs. Once these land uses were modeled, particular indicators were reviewed to evaluate the different scenarios. More information on the model outputs will be provided at the work session, but indicators closely related to the guiding principles and objectives are included in the attached materials (Attachment C).

Land Use Considerations:

Through the land use analysis, it has become clear both West Railroad and Basalt Creek Canyon provide the area with incredible natural resource assets. At approximately 240 acres and 100 acres respectively, they represent 40 percent of the entire study area. In both options, West Railroad is a significant portion of the land designated for the City of Wilsonville (Option 1: 31 percent, Option 2: 23 percent), but a very limited portion of jobs created (Option 1: 6 percent, Option 2: 4 percent). West Railroad has limited development opportunities due to topography; natural areas, habitat, and wetlands; limited access; and high cost to provide infrastructure service.

In comparing the two land use scenario boundary options, both provide:

- high-quality employment and housing opportunities,
- innovative and appropriate transition areas between residential and employment uses,
- responsiveness to the real estate market,
- robust and efficient infrastructure systems, and
- development that generally “pays its way.”

In both scenarios, options remain for how sanitary sewer service will be shared in specific portions of the study area. This will be determined in the future in preparation for development and through shared service agreements regardless of the selected boundary option.

There are also some differences between the two options. Option 2 appears to provide:

- more jobs overall, which was the key reason for adding this area to the Urban Growth Boundary;
- less disparity between cities in regards to estimated assessed value at build-out;
- less disparity between cities in the revenue-cost difference for infrastructure construction;
- a more equitable split of the Basalt Creek Canyon and West Railroad areas;
- a more equitable split of the more developable acreage outside of the highly constrained Basalt Creek Canyon and West Railroad areas; and
- a better opportunity to loop the water system in the City of Wilsonville (which improves potable water system reliability and water quality).

Finally, it is important to think about: *which option creates the most complete cohesive community for Wilsonville?*

In addition to the observations above, Option 2 offers cohesion to the Wilsonville's existing west-side/north-end industrial and employment area. Having residential uses south of the future Basalt Creek Parkway, as shown in Option 1, will become disconnected from the housing north of the Parkway. And eventually, with employment and industrial uses nearby (to the south and on the east side of Boones Ferry Road) and in line-of-sight across the canyon wetlands, providing this area with employment-based redevelopment options may be desirable and would be more consistent with surrounding land uses. Option 2 also provides more land north of the prison, which allows the massing needed to build an industrial neighborhood as well as consistent zoning and development standards to ensure a cohesive design on both sides of the future Parkway.

Joint Council Discussion

At the June 17th Joint Council meeting, the two Councils discussed the land use types, key indicators and potential benefits of the two draft boundary options. The Tualatin City Council favored Option 1 while the Wilsonville City Council favored Option 2. In particular, Tualatin Councilors expressed significant interest in designating the extra land south of the future Basalt Creek Parkway, along Boones Ferry Road and the Basalt Creek Canyon, as future City of Tualatin residential land in recognition of the existing residential community. City of Wilsonville Councilors expressed concern over the disparity in Option 1 in regards to the benefits realized by each city and proposed a modified boundary north of the future Basalt Creek Parkway to the west of the Basalt Creek Canyon. Both Councils agreed the West Railroad Area is significantly constrained and at this point should be removed from the analysis and its future development discussed further between the Cities as well as Metro. The Councils also discussed the proposed sanitary sewer system, as it differs from the proposed boundary options, and how the risks can be ameliorated and the financial savings shared. The Joint Council directed to staff to develop an alternative that addressed these various interests and concerns.

EXPECTED RESULTS:

The presentation at the Wilsonville Planning Commission Work Session will provide the Commissioners with an understanding of the land use alternative scenarios for Basalt Creek, direction received from the Joint Council meeting, and the next steps for the project.

TIMELINE:

The meeting on June 17, 2015 was the third Wilsonville-Tualatin Joint Council Meeting for the Basalt Creek Concept Plan. Based on the discussion and guidance, the project team is refining the land use scenario for the Basalt Creek Concept Plan. The preferred alternative will be developed over the summer for further input from both Councils as well as the public in the fall. Input received over the fall on that preferred alternative will then be incorporated into the final Basalt Creek Concept Plan to begin the process for adopting plan amendments by the end of this year. A project timeline is included in the materials for context on what the project has already accomplished and how this meeting relates to next steps for the project (Attachment D).

CURRENT YEAR BUDGET IMPACTS:

None. The City of Tualatin received approximately \$350K from Metro's Construction Excise Tax (CET) grant program to perform concept planning. The City of Wilsonville has, and will continue to, invest staff time into the process.

COMMUNITY INVOLVEMENT PROCESS:

The project includes participation from affected residents, businesses, and property owners. Citizens will be asked to share ideas about the land use alternatives at a Public Open House over the summer.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

A portion of the Basalt Creek area will be important for the long-term growth of Wilsonville's industrial base and employment opportunities for residents in the city. Conducting a thorough and thoughtful planning process will identify and resolve potential impacts to the community. The Basalt Creek area presents an opportunity to maximize assessed property value, integrate jobs and housing, develop efficient transportation and utility systems, create an attractive business community, and incorporate natural resource areas and provide recreational opportunities as community amenities and assets.

ATTACHMENTS:

- A. Basalt Creek: Guiding Principles and Evaluation Criteria
- B. Basalt Creek Land Use Scenario: Boundary Option 1 & 2
- C. Key Scenario Indicators Summary
- D. Project Timeline

MEMORANDUM

Basalt Creek: Guiding Principles and Evaluation Criteria

TO: Basalt Creek Project Management Team (Cities of Tualatin and Wilsonville)

FROM: Leila Aman, Project Lead, Fregonese Associates

DATE: December 29, 2014

RE: Guiding Principles and Evaluation Criteria for the Basalt Creek Concept Plan

Purpose of Guiding Principles

Guiding Principles are intended to represent the collective interests and goals for the Basalt Creek planning area. The guiding principles provide a framework for gathering input and developing transparent and meaningful measures that can help inform the decision making process.

Purpose of Scenario Indicators

Indicators are the outputs of evaluation criteria which are created near the beginning of the scenario planning process. They generally reflect the guiding principles as well as previously adopted community goals. Indicators may also be related to new or emerging community goals or issues: such as transit access, housing costs, or air quality.

The indicators will be used during the development and evaluation of the scenarios within Envision Tomorrow to communicate the benefits, impacts and tradeoffs of different policy choices and investments. Using Envision Tomorrow, alternative scenarios are tested and refined, and then compared and evaluated based on their indicator performance. Indicators enable Envision Tomorrow users to tie the scenario results to the community values and guiding principles.

In practice, this approach not only allows the public to visualize their region's future, final plans created using our scenario planning process will come with a dashboard of indicators so policymakers can monitor their progress and make adjustments along the way, in concert with established guiding principles and long-term vision.

Guiding Principles

Qualitative Guiding Principles

1. Maintain and complement the Cities' unique identities

The cities of Wilsonville and Tualatin each have unique qualities that draw people to live and work there. Those qualities should be maintained and enhanced by development in the Basalt Creek planning area.

2. Capitalize on the area's unique assets and natural location

Development in the planning area should preserve and leverage the natural beauty of Basalt Creek by protecting key natural resources and sensitive areas while minimizing the negative impacts of new development. Recreation opportunities should be made accessible in the area through the creation of new open spaces and trails and integrating them with existing regional networks.

3. Explore creative approaches to integrate jobs and housing

Long distances between centers of employment and residential neighborhoods can cause long travel times, congestion and pollution. Planning for the Basalt Creek area should consider a range of methods (and the feasibility of those methods) for integrating residential and employment land uses to create more high quality living and working environments.

4. Create a uniquely attractive business community unmatched in the metropolitan region

Planning for the Basalt Creek area should capitalize on its unique assets - the location of the planning area near the center of one of the region's largest clusters of employment land, projections for rapid employment growth in the local market, and superior access to major transportation routes (I-5, I-205 and Highway 217) – to facilitate development of high quality employment facilities and opportunities that will benefit both the local and regional economies.

5. Ensure appropriate transitions between land uses

While integration of housing and employment can enrich a community, there remains a need for physical separation between uses that might negatively impact one another. Land uses should be arranged within the study area to minimize these impacts, such as excessive noise, traffic, nighttime light, or air pollution. Use of buffers to mitigate auditory, aesthetic, and safety impacts may include swaths of vegetated land, sound walls, or commercial development (among others).

Quantitative Guiding Principles

Associated measures from Envision Tomorrow and other quantitative analysis that will be conducted as part of the concept planning process are described.

6. Meet regional responsibility for jobs and housing

Population and employment forecast performance

Using output from the Envision Tomorrow scenario modeling tool added jobs and housing units will be compared back to the regional forecast estimate (from Metro's Gamma model) for jobs and households within the planning area.

7. Design cohesive and efficient transportation and utility systems

Evaluation of Wet Infrastructure

Aggregate water and sewer requirements will be developed for each of the three (3) alternatives. A comparison will be provided indicating required capacity and potential infrastructure elements based on each alternative land use plan and the existing systems inventory.

Performance of transportation systems

Motor vehicle transportation system for each of three alternatives will be evaluated including the development of future year 2035 PM peak hour volumes using a focus-area travel demand model. Intersection operation analysis (level of service and v/c ratios) based on the forecasted 2035 PM volumes will be conducted using Synchro.

Internal water consumption and Landscaping water consumption

Water consumption has a major impact both financially and environmentally. Water bills can make up a large proportion of household or business utility costs, and excessive water consumption can put a strain on water supplies and infrastructure, especially in regions with water scarcity. Anticipated domestic and irrigation water consumption by residential households and commercial or industrial businesses will be estimated based on existing usage patterns within Tualatin and Wilsonville."

8. Maximize assessed property value

Building value and local revenue

Adding new housing and employment space to a community brings additional tax revenue that can be used for new infrastructure and services to support new and existing residents and businesses. Different scenarios can produce different amounts of tax

revenue (property tax, sales tax and transportation impact fee (TIF)) due to the differing values of particular building types and locations. .

9. Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

Percent of Natural Area Protected within the planning area

Types of natural areas to be considered for protection from development include:

- Wetlands and Floodplains
- Metro Title 3 Lands
- Metro Title 13 Lands

Some development may occur in these areas. However, the proportion of total development planned for non-environmentally sensitive areas should be maximized in order to preserve habitat, ecosystem services, open space, and recreation opportunities in the planning area.

Environmentally sensitive lands are identified and described in the Basalt Creek Existing Conditions Report.

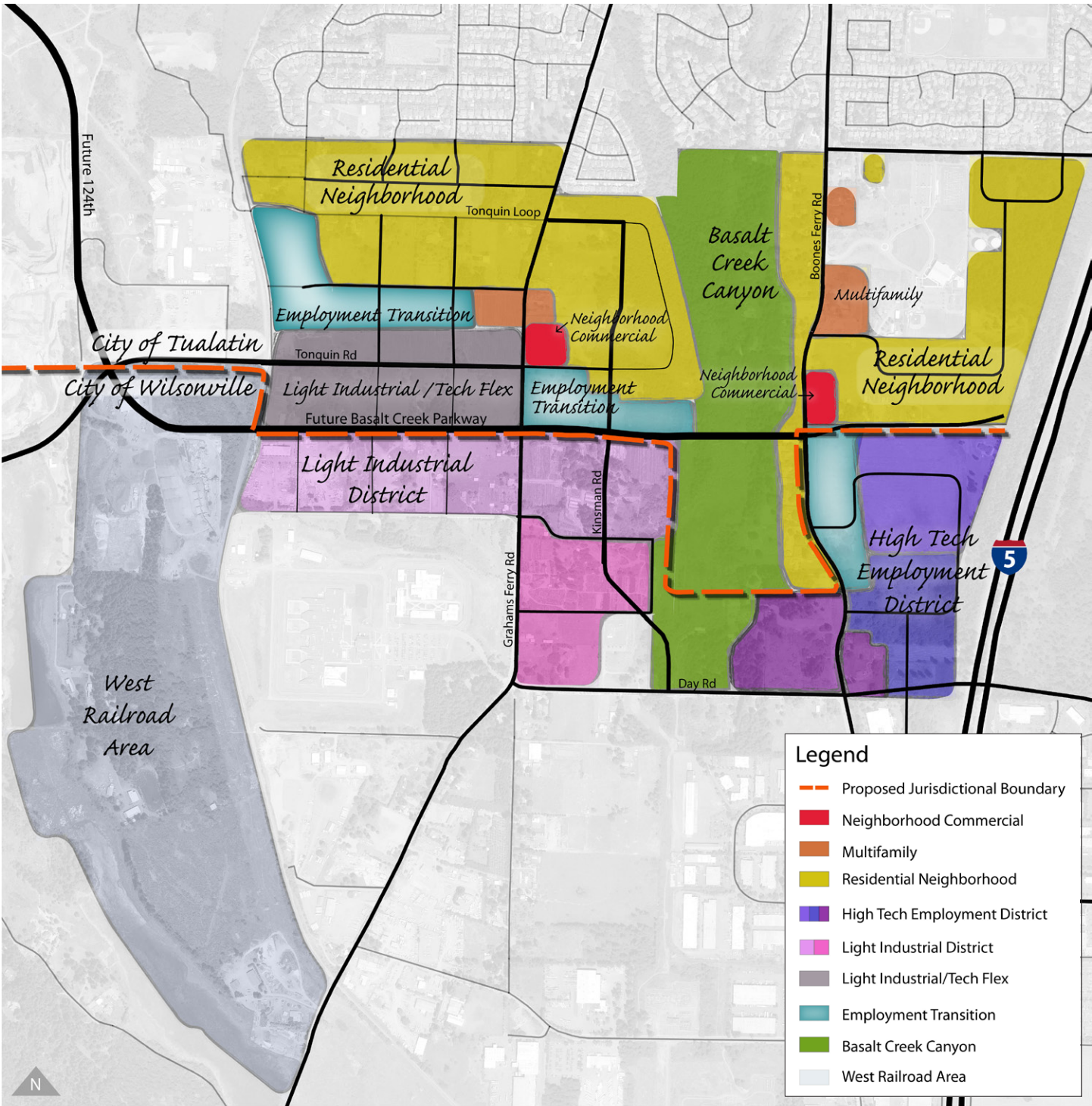
Total jobs allocated to prime flat industrial lands within the planning area

The largest proportion possible of new jobs forecasted for the planning area should be allocated to lands identified as suitable for industrial and/or office development, one factor of which is the absence of sensitive environmental features and constraints.

Land suitable for industrial and/or office development is identified and described in the Basalt Creek Existing Conditions Report.

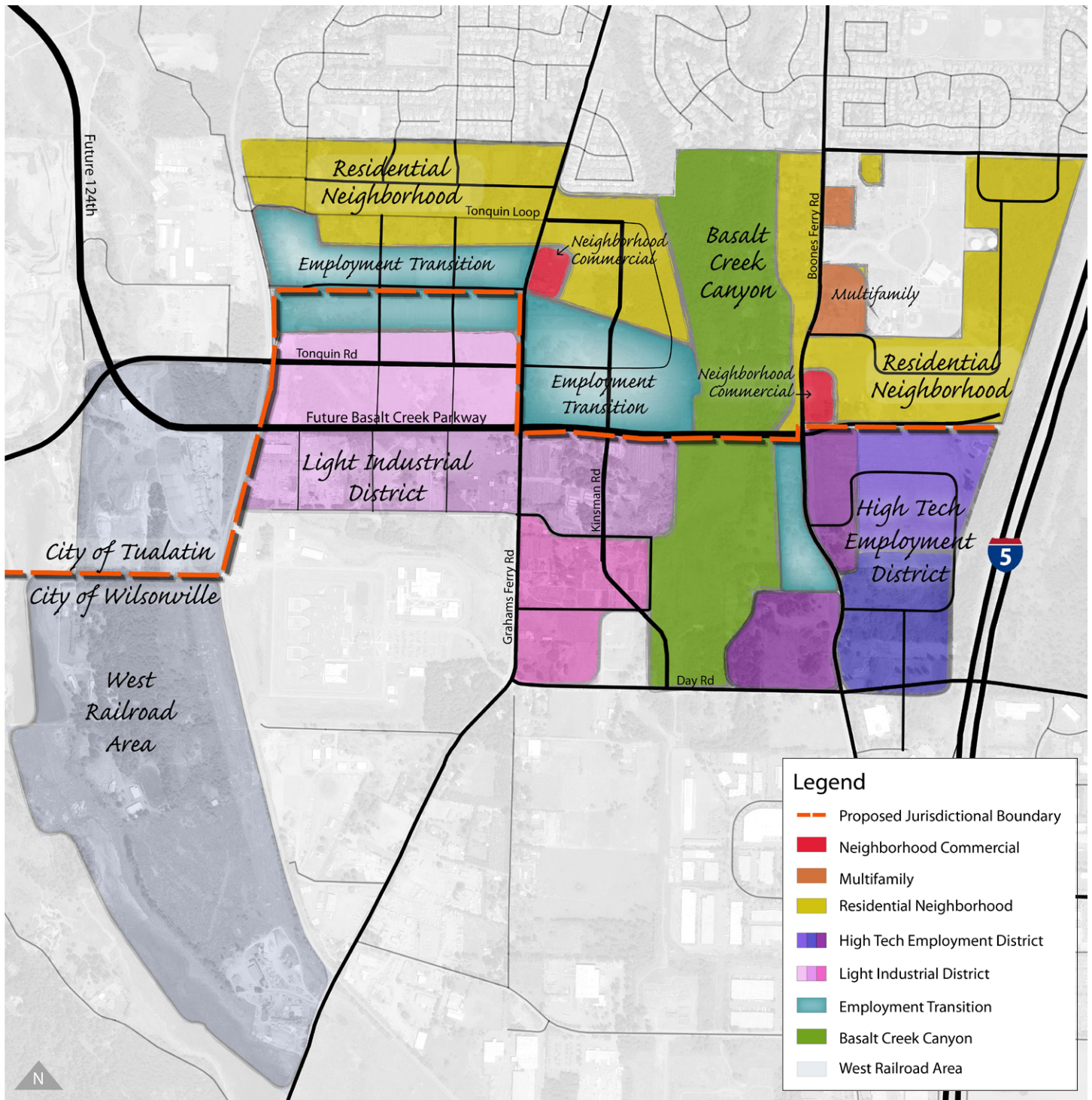
Acres of impervious surface

Impervious surface can have a negative impact on the health of a region's waterways. Instead of soaking in and filtering through the soil, rainwater runs off impervious surfaces, washing many polluting substances such as pesticides and oils into streams and other aqueous habitats. Increasing impervious surface runoff also increases the volume of runoff, and the speed which the water is delivered to streams, resulting in higher peak flows.



Boundary Option 1 Land Use Scenario
Basalt Creek Concept Plan





Boundary Option 2 Land Use Scenario Basalt Creek Concept Plan

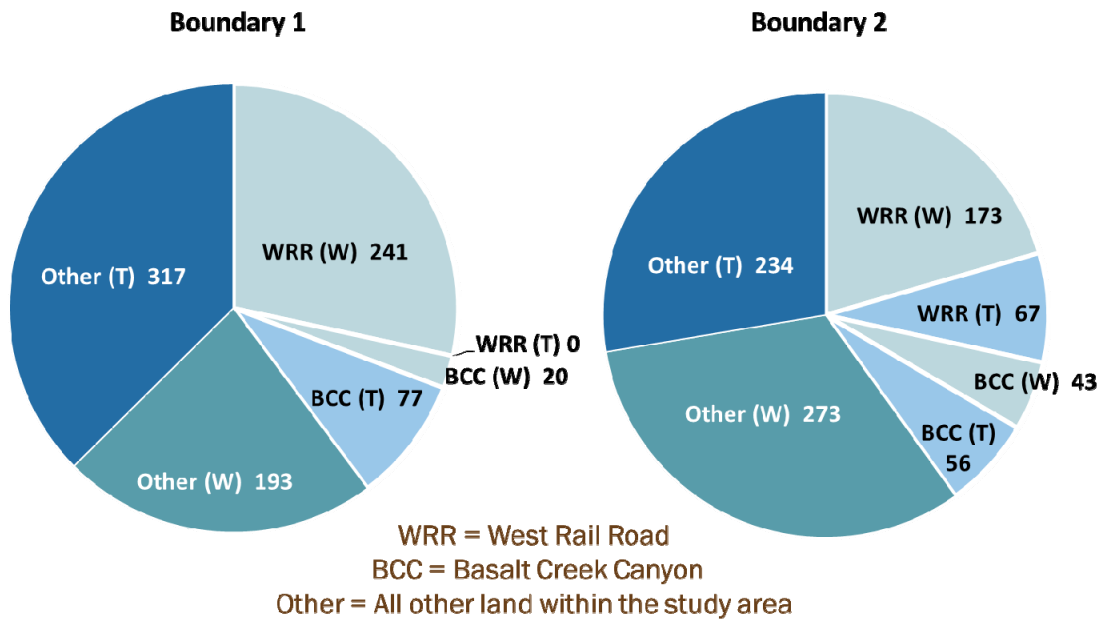


Key Scenario Indicators Summary

Using Envision Tomorrow, alternative scenarios are tested and refined, and then compared and evaluated based on their indicator performance. Indicators are the outputs of evaluation criteria which are created near the beginning of the scenario planning process. They generally reflect the guiding principles as well as previously adopted community goals. Indicators enable Envision Tomorrow users to tie the scenario results to the community values and guiding principles as well as communicate the benefits, impacts and tradeoffs of different policy choices and investments.

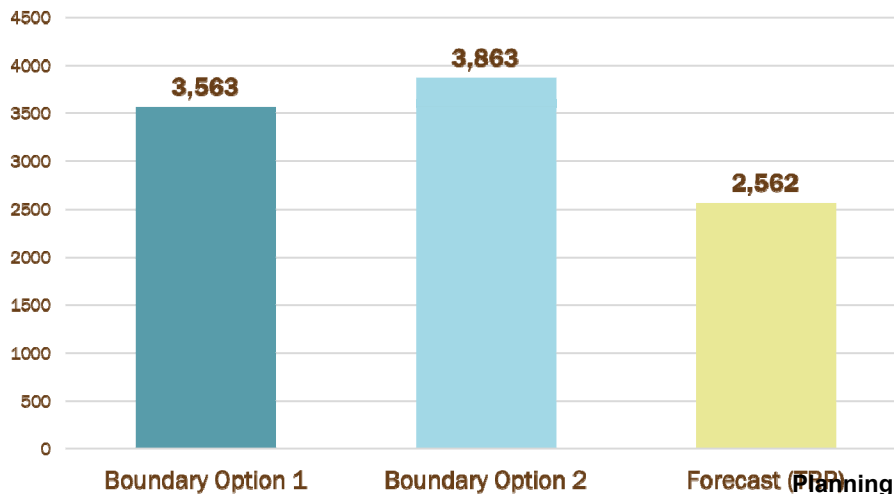
The indicators below help us understand the two boundary options (Attachment B) and what each means for the cities of Wilsonville and Tualatin.

Total Acres Added



*** Total Land for full study area - 847 acres

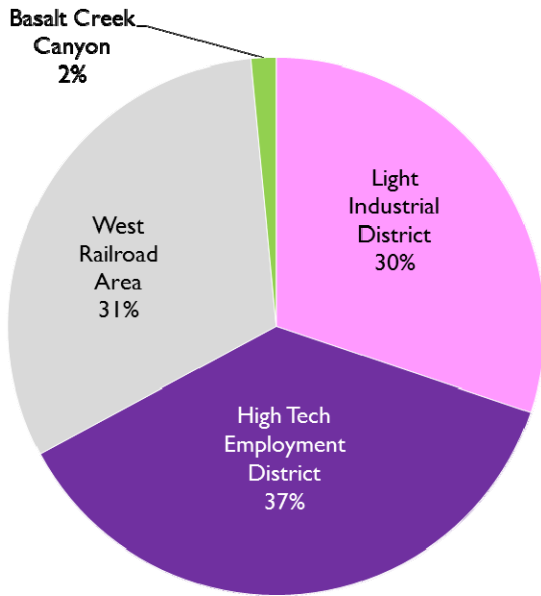
Total Jobs Added



Wilsonville Land Use Mix

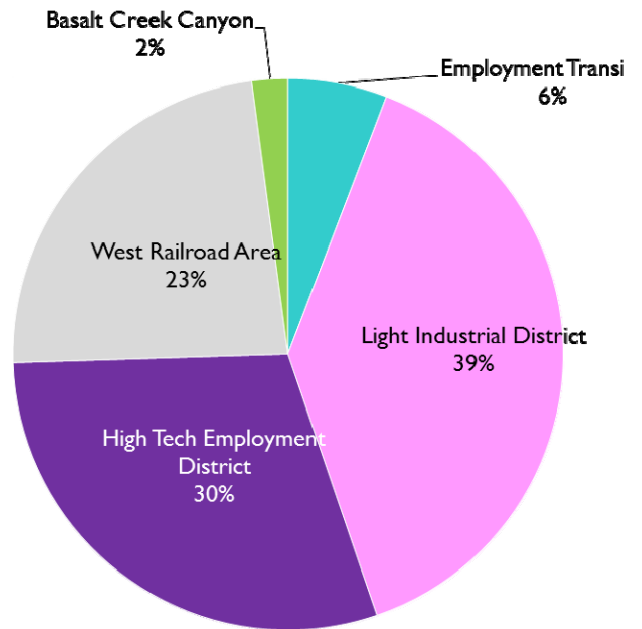
* % of developable acres

Boundary Option 1



- Employment Transition
- High Tech Employment District
- Basalt Creek Canyon

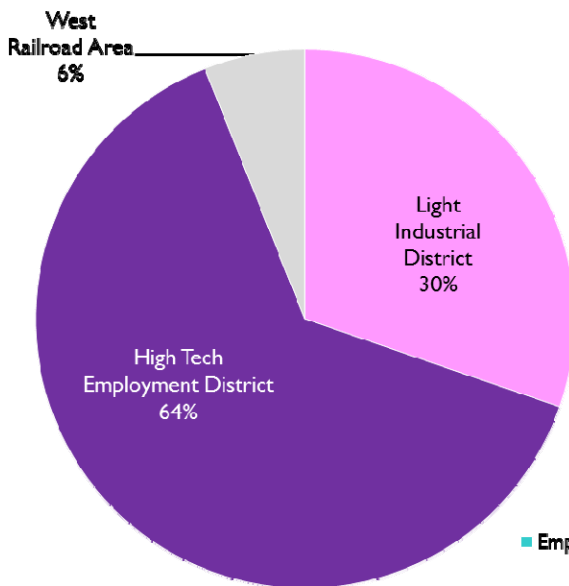
Boundary Option 2



- Light Industrial District
- West Railroad Area

Wilsonville Employment Mix

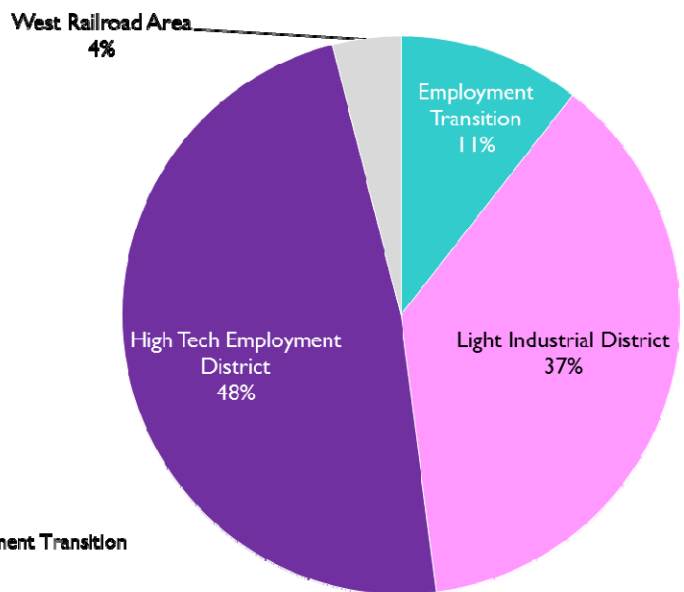
Boundary Option 1



Total Jobs: 1,974

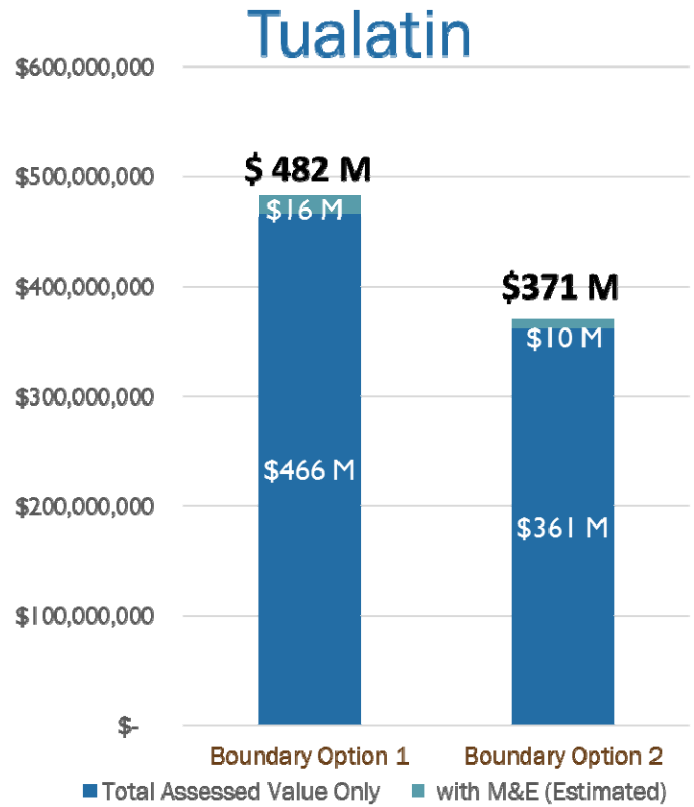
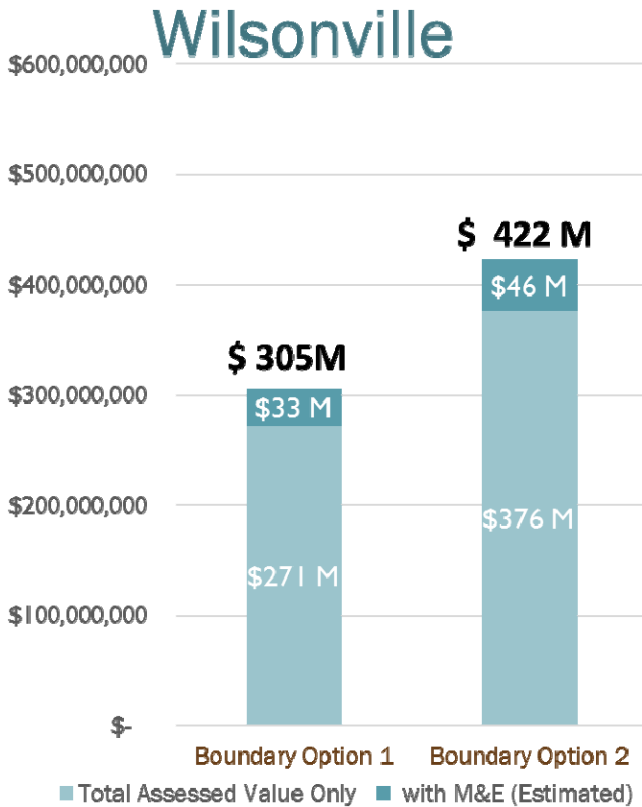
- Employment Transition
- Light Industrial District
- High Tech Employment District
- West Railroad Area

Boundary Option 2

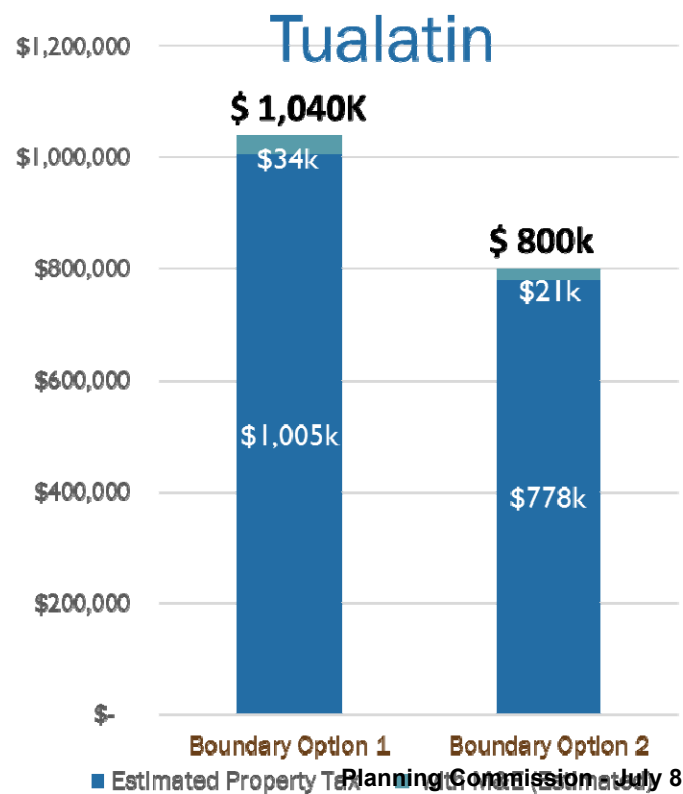
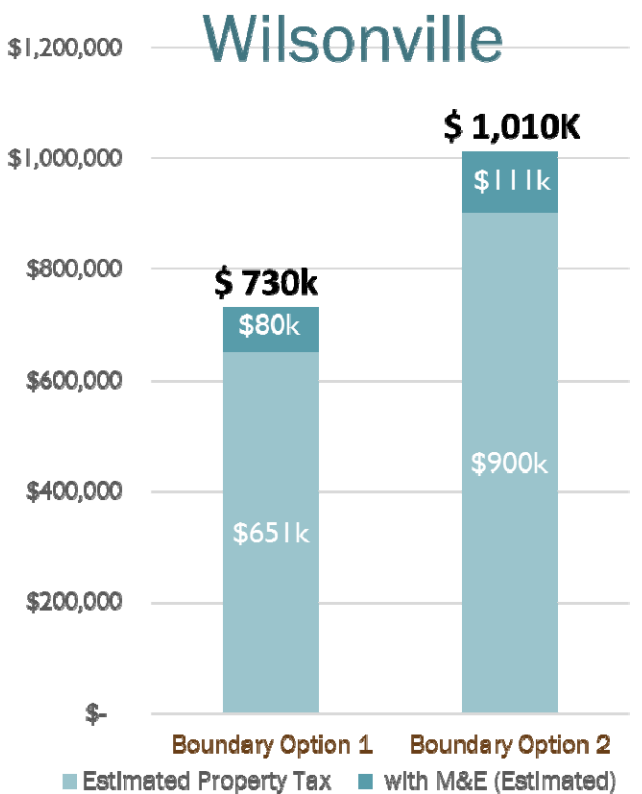


Total Jobs: 2,821

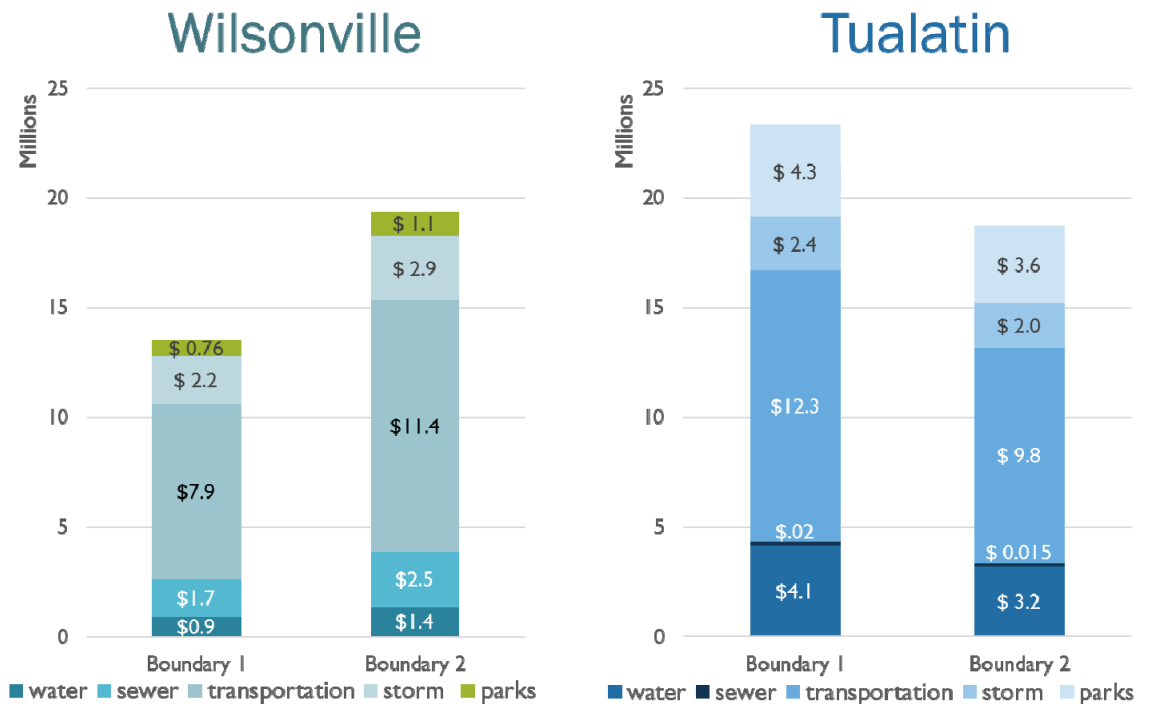
Assessed Value at Buildout with Machinery and Equipment



Annual Property Tax at Buildout with Machinery and Equipment



SDCs at Buildout by Type

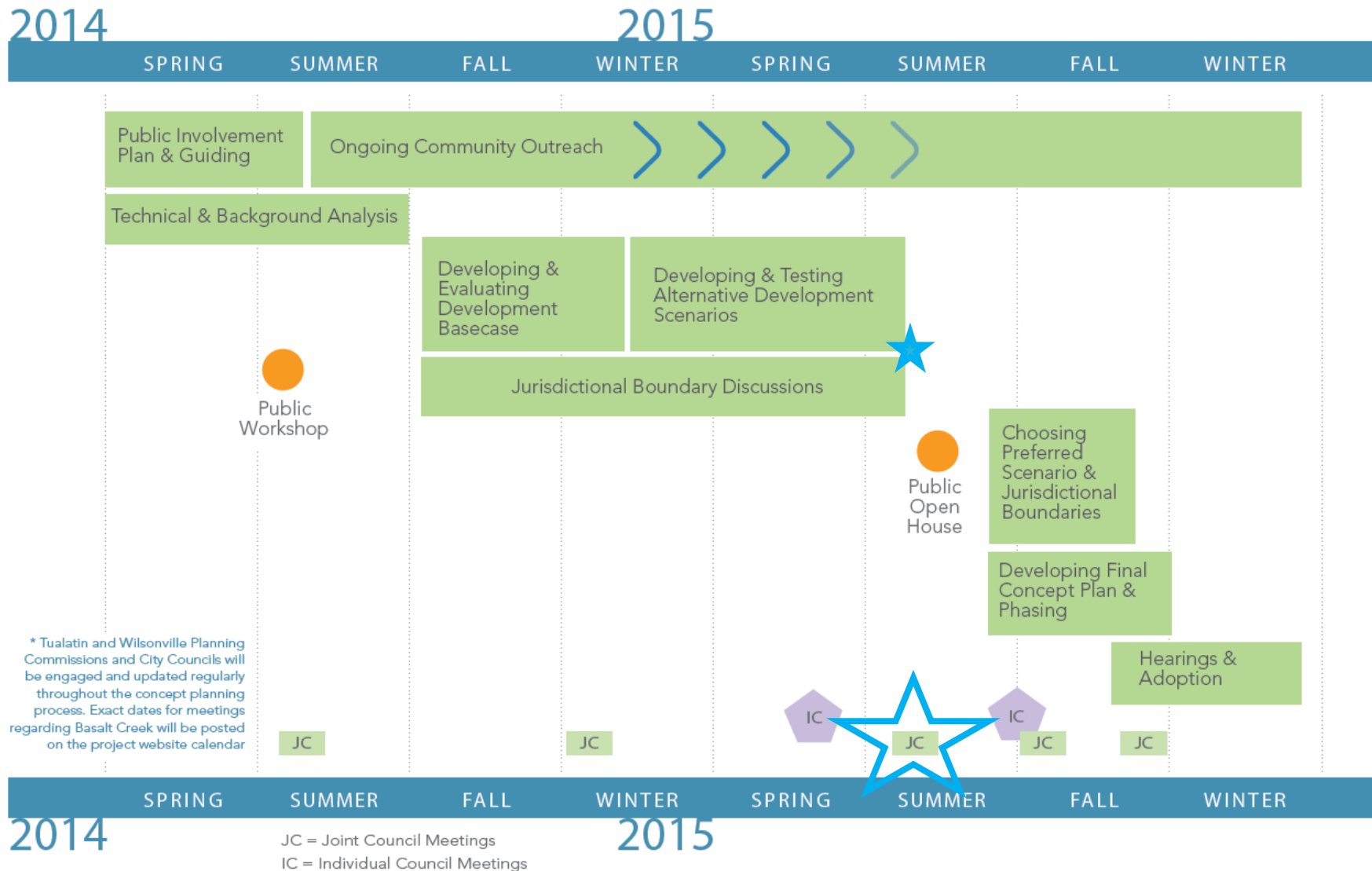


Summary: Boundary Comparison

Indicators all dollar values shown in millions	Tualatin Option 1	Wilsonville Option 1	Tualatin Option 2	Wilsonville Option 2
Developable Acres	201 ac	190 ac	155 ac	236 ac
WRR & BCC Acres*	10 ac	63 ac	12 ac	61 ac
Unconstrained Dev. Acres	191 ac	127 ac	143 ac	175 ac
Households	906	36	755	75
Jobs	1,600	2,000	1,000	2,800
Assessed Value	\$483 M	\$305 M	\$371 M	\$423 M
City Property Tax	\$1.0 M	\$0.7 M	\$0.8 M	\$1.0 M
Sanitary (cost/revenue Δ)	\$(1.8) M	\$(1.8) M	\$(1.8) M	\$(1.0) M
Water (cost/revenue Δ)	\$3.2 M	\$(0.1) M	\$2.3 M	\$0.2 M
Transportation (cost/revenue Δ)	\$11.0 M	\$3.0 M	\$8.6 M	\$6.1 M
Stormwater (revenue)	\$2.4 M	\$2.2 M	\$2.0 M	\$3.0 M
Parks (revenue)	\$4.3 M	\$0.8 M	\$3.6 M	\$1.1 M

*Developable Acres includes portions of the West Railroad and Basalt Creek Canyon areas

Concept Plan - Timeline



* Tualatin and Wilsonville Planning Commissions and City Councils will be engaged and updated regularly throughout the concept planning process. Exact dates for meetings regarding Basalt Creek will be posted on the project website calendar



**PLANNING COMMISSION
WEDNESDAY, JULY 8, 2015
6:00 PM**

VIII. OTHER BUSINESS

- A. 2015 Planning Commission Work Program

2015 Annual Planning Commission Work Program

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
2015			
July 08		Frog Pond Area Plan Coffee Creek Industrial Area Form-based Code Basalt Creek Concept Plan	
August 12		Transportation Performance Modeling Basalt Creek Concept Plan	
September 09		Coffee Creek Industrial Area Form Based Code	Frog Pond Area Plan

2015

- 1 Asset Management Plan
- 2 **Basalt Creek Concept Planning**
- 6 Citywide signage and way finding program
- 7 **Coffee Creek Industrial Area Form-Based Code**
- 5 Density Inconsistency Code Amendments
- 11 **French Prairie Bike/Ped Bridge**
- 8 **Frog Pond Area Plan**
- 9 **Transportation Performance Modeling**
- 10 Parks & Rec MP Update
- 3 Solid Waste and Recycling Code Amendments
- 12 **Transit Master Plan**
- 13 Town Center Vision

**Projects in bold are being actively worked on in preparation for future worksessions*