Proposed Amendments to the
Coffee Creek Industrial Design Overlay District Form-based Code

Note: The tables below contain current Code language. Text highlighted in red is the subject of the proposed Code amendments.

Wilsonville Development Code

Section 4.134 (.11) Coffee Creek Industrial Design Overlay District

Table CC-3: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Parcel Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.177(.02) for street design; • Section 4.177(.03) to (.10) for sidewalks, bike facilities, pathways, transit improvements, access drives & intersection spacing. The following Development Standards are adjustable: • Parcel Driveway Spacing: 20% • **Parcel Driveway Width: 10%**		
Parcel Driveway Width	**Not applicable**	**24 feet, maximum or complies with Supporting Street Standards**	**24 feet, maximum or complies with Through Connection Standards**

Proposed Code Amendments:

Modify the standard to include two driveway width maximums:
- Keep 24-foot width with 10% allowed adjustment to 26.4 feet for the primary driveway providing access for passenger vehicles, light delivery, etc.
- Increase the driveway width to 40 feet maximum with 10% allowed adjustment to 44 feet for a secondary driveway or a driveway that provides access for heavy delivery vehicles, large trucks, etc.

Rationale for Proposed Changes:

- Two waivers were requested to allow increased width of a secondary driveway from a Supporting Street for heavy vehicle ingress/egress.
- The allowed driveway width, even with a 10% adjustment, was not sufficient for large truck ingress/egress from a Supporting Street or Through Connection.
- Applicants suggest a maximum of 40 to 45 feet would be adequate for a driveway providing truck ingress/egress.
- Auto-only driveway width of 24 feet with allowed adjustment to 26.4 feet is sufficient.
- While the main goal of the driveway maximum width is limiting the distance that pedestrians have to cross a driveway, thus providing for better pedestrian connectivity, the pedestrian crossing distance needs to be balanced with safe turning radius for larger

vehicles to prevent traffic slowdowns and stacking on the street, and damage to curbs and landscape areas from turning trucks.

Table CC-3: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
2. Parcel Pedestrian Access			
Parcel Pedestrian Access Width	**8 feet wide minimum**		

Proposed Code Amendments:

Modify the standard to limit where an access width of 8 feet is required:
- Specify that the 8-foot access width is for pathways between the public ROW and Primary Building Entrance(s).

Rationale for Proposed Changes:

- No waivers were requested, but clarification is needed of specific locations where the access width must be 8 feet versus where 5 feet is sufficient.
- While the width requirement appears to apply to all connections into a site, it seems overly burdensome to require all connections from the public right-of-way to be 8 feet wide.
- The highest priority should be connecting the primary frontage to the primary building entrance.

Table CC-3: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
4. Parking Location and Design			
General	Unless noted otherwise below, the following provisions apply: • 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: • **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.**

Proposed Code Amendments:

Modify the standard to eliminate the limitation of one parking bay and allow some parking to be used for a longer duration:

- Keep the number of spaces unchanged at 16 spaces maximum with allowed adjustment to 20 spaces.
- Eliminate the requirement that all allowed spaces be located within one double-loaded bay of parking.
- Require that 50% of allowed spaces be designated for short-term, visitor, and disabled parking only, allowing other spaces to be utilized by other users or for longer duration.

Rationale for Proposed Changes:

- Three waivers were requested: one to the number of spaces due to unique site constraints and the waiver gave the City extra leverage to get enhanced landscaping along the frontage; another to allow two different parking bays, rather than one on an Addressing Street, while still meeting the maximum number of spaces; and two to allow some of the parking along an Addressing Street to be used by employees.
- Much of the development thus far (3 of 4 projects) tends not to have many customers or visitors; a majority of employees might work in the office area at the front of the building.
- Minimization of the appearance of parking from an Addressing Street is a key focus in the Pattern Book with the intent of providing a human scale to the public realm.

Table CC-3: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
5. Grading and Retaining Walls			
General	The following Development Standards are adjustable: • **Retaining Wall Design: 20%**		
Maximum height	**Where site topography requires adjustments to natural grades, landscape retaining walls shall be 48 inches tall maximum.** **Where the grade differential is greater than 30 inches, retaining walls may be stepped.**		
Retaining Wall Design	**Retaining walls longer than 50 linear feet shall introduce a 5-foot, minimum horizontal offset to reduce their apparent mass.**		

Proposed Code Amendments:

Modify the standard to increase the maximum height for walls not visible from the right-of-way of adjacent streets and to allow a horizontal and/or vertical offset to reduce their mass.

- Keep the maximum height of 48 inches with a 20% allowed adjustment to 57.6 inches for retaining wall that are visible from the right-of-way of adjacent streets.
- Increase the height maximum to 60 inches with a 20% allowed adjustment to 72 inches for retaining walls that are only visible to users from within a site.
- Keep the requirement for an offset in walls longer than 50 linear feet, but clarify the meaning of "horizontal offset" by providing explanatory text or graphics/illustrations.

Rationale for Proposed Changes:

- Two waivers were requested to allow taller retaining walls to accommodate large flat buildings that require a level expanse within which to build, to meet grade at adjacent street right-of-way, and due to unique, site-specific design challenges.
- It is unclear how the requirement for a 5-foot minimum horizontal offset should be applied. Because it focuses on the linear length of the wall, rather than its height, it seems that the offset should be a vertical, rather than horizontal. Introducing a vertical offset can result in stability issues. It can lead to water penetration and wall failure.
- The Pattern Book (pages 23-24) emphasizes the intent to minimize site grading to preserve the natural character of a site. Contoured slopes are generally preferred to the installation of retaining walls. Where retaining walls are necessary to support site development, they should facilitate surface drainage, limit soil erosion, and avoid increasing instability of native soils. Retaining walls should be integrated with other site design features, such as stairs, ramps, and planters wherever possible.

Table CC-4: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
2. Primary Building Entrance			
General	The following Development Standards are adjustable: • **Required Canopy: 10%** • Transparency: 20%		
Accessible Entrance	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). **The Primary Building Entrance shall be 15 feet wide, minimum and 15 feet tall, minimum.**		
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 15 feet wide, minimum.**		
3. Overall Building Massing			
Allowance of Primary Building Entrance	Where the Primary Building Entrance is located on an Addressing Street it may extend into the required front yard setback by 15 feet maximum provided that: 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 65% 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
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).**		

Proposed Code Amendments:

Modify the standard to increase the allowed adjustment for required canopy height:
- Increase the allowed adjustment for required canopy height from 10% to 20% to allow a minimum canopy height of 12 feet.
- Add a footnote to Table CC-4 at the standards for "Accessible Entrance", "Allowance of Primary Building Entrance", and "Ground Floor Height" to allow corresponding reduction in the minimum height of the primary building entrance and ground floor height when an applicant elects to use the allowed adjustment to reduce the required canopy height.

Rationale for Proposed Changes:

- Two waivers were requested to reduce the required canopy height to 12 feet and two waivers were requested to adjust the interior ground floor height to 12 feet.
- A canopy height of 10 to 12 feet is the standard storefront dimension, where a height above 12 feet requires a curtain wall system, which is more expensive and likely requires custom fabrication.
- A lower canopy height may allow for better weather protection at the primary entrance, and can facilitate interior/exterior integration and line of sight.
- Applicants noted that an interior ceiling height requirement matching the exterior canopy feels more spacious in comparison to the typical dropped ceiling of 9 to 10 feet.
- If the allowed adjustment is changed to 20% from 10%, the resulting minimum would be 12 feet, which is the standard storefront dimension.

Table CC-4: Building Design		
	Addressing Streets	**Supporting Streets**	**Through Connections**
3. Overall Building Massing		
Base Design	The design of the building Base shall: 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 1½ inches, minimum; and/or c. Low Berm Landscape Standard, Section 4.176(.02)E.		

Proposed Code Amendments:

Modify the standard to clarify that any one of the three design options satisfies the requirement:

- Add "and/or" after "finish;" under (a.) in the standard.

Rationale for Proposed Changes:

- No waivers were requested, but clarification is needed as to whether the intent of the standard is to require (a.) **and/or** (b.), similar to with the Top Design, or to require **both** (a.) and (b.)
- Having a base that is both visually (a.) and dimensionally (b.) distinct is difficult to achieve, particularly with tilt-up concrete construction technology that has a large flat surface that is poured on the ground. Projecting panels, mesh treatment, or other means must be used to achieve the change in surface position.