Exhibit A – Section 4.134 Coffee Creek Industrial Design Overlay District

The Day Road Design Overlay District in Section 4.134 of the Wilsonville Code is proposed to be repealed and replaced with a new Section 4.134 as drafted below.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. 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 the Regulating Plan (Figure CC-1). The provisions of this section shall apply to:

A. All new building construction.

B. Any exterior modifications to existing, non-residential buildings, subject to Section 4.134 (.03).

C. All development of site improvements including but not limited to new paved parking lots, outdoor storage, display areas, signs, and landscaping.

D. All building expansions greater than 1,250 square feet.

(.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. Interior remodeling.

C. Maintenance of existing dwellings and accessory buildings.

D. Maintenance of 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 (.09) Regulating Plan. The Regulating Plan organizes all existing and future streets, drives, 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 (.10) Connectivity Standards.

1. New Supporting Streets and Through Connections are required within the Coffee Creek DOD to meet Connectivity Requirements as shown on Figure CC-4.

2. 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 apply 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 and CC-3.

C. Section 4.134 (.11) Development Standards Table.

1. 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.

2. 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.

3. Adjustments to Development Standards may be granted by the Planning Director for quantifiable provisions, as noted in Tables CC-1 though CC-4, if the Planning Director finds that the adjusted Development Standard will perform as well as the Development Standard.

D. Coffee Creek DOD Pattern Book. The Coffee Creek DOD Pattern Book provides supplemental design guidelines, which are intended to allow more flexibility in design than the Development Standards while satisfying the purpose of the Coffee Creek DOD.

(.07) Review Process. Development applications shall follow the application review process described in:

A. Section 4.197 Zone Changes and Amendments.

B. Section 4.198 Comprehensive Plan Changes.

C. Section 4.700 Annexation and Urban Growth Boundary Amendments

D. Section 4.140 Planned Development Regulations.

(.08) Waivers. The Development Review Board may waive standards as listed in Section 4.134 (.11), consistent with the provisions of Section 4.118 (.03).

A. The following standards shall not be waived, 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. Required minimum building height as provided in Section 4.134 (.11) Table CC-4;

2. Parking location and design along addressing streets in Section 4.134 (.11) Table CC-3; and

3. Parcel pedestrian access as listed in Section 4.134 (.11) Table CC-3.

B. In addition to meeting the purposes and objectives of Section 4.140, any waivers granted in the Coffee Creek DOD must be found to be consistent with the intent of the Coffee Creek DOD Pattern Book.

(.09) Coffee Creek DOD Regulating Plan, Figure CC-1.

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, Grahams Ferry Road, Garden Acres Road, and “Future” Street.

2. Overlay District. Land area identified within the Coffee Creek DOD on Figure CC-1 is subject to additional Connectivity Standards as detailed in Figure CC-4 and Table CC-1.

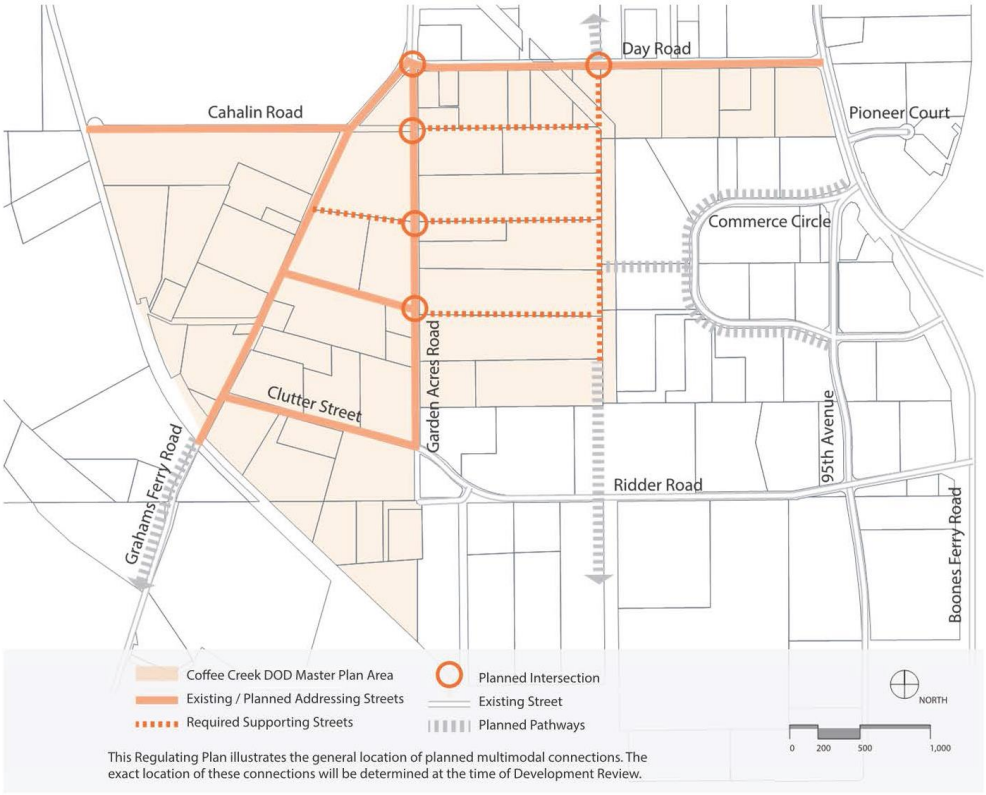


Figure CC-1 - Regulating Plan

(.10) Coffee Creek Connectivity Standards

A. Street Types, Figure CC-1. Within the land area bounded by Addressing Streets, connectivity shall be provided through new streets or private drives and shared use paths. The location, alignment, and cross-section of required streets or private drives 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 types:

1. Supporting Streets. Supporting Streets are new public streets or public easements. They shall meet the development standards set out in Figure CC-2.
    a. A Required Supporting Street is one that intersects with an Addressing Street as shown on Figure CC-1. The exact location and design of these connections will be determined at the time of development review.
    b. Planned Intersections are locations where Existing and Planned Addressing Streets intersect with required Supporting Streets, and Planned Pathways, as generally shown in Figure CC-1.

2. Through Connections. Through Connections are new public streets or public easements with multi-use paths, or streets or public easements that combine characteristics of streets and multi-use paths. They shall meet the Development Standards set out in Figure CC-3.

B. Planned Pathways are multi-use paths or pedestrian connections that are planned in the Transportation Systems Plan to occur in the location generally shown in Figure CC-1. A Planned Pathway may be employed to meet required connectivity, if it complies with Through Connection Standards for Connection Spacing and Connection Type, see Figure CC-6.

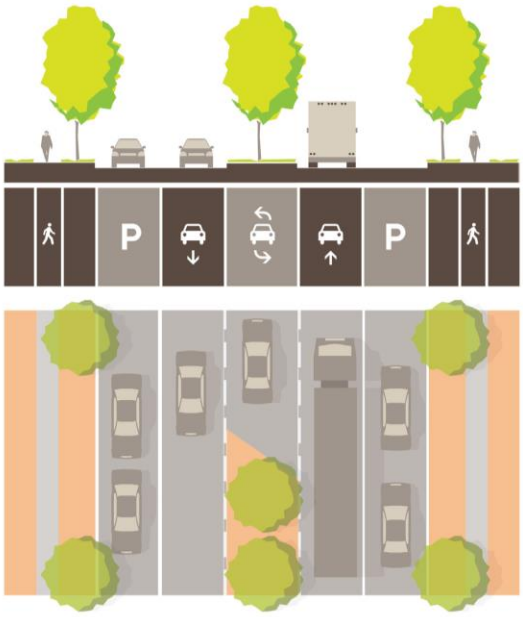
C. Maximum Connection Spacing.

1. Addressing Streets. When intersecting with an Addressing Street, new Supporting Streets and Through Connections shall meet maximum spacing standards as set out in Table CC-1.

2. Internal Supporting Streets and Through Connections. See Figure CC-4 and Table CC-1.

D. Required Connectivity Master Plan. Connectivity Master Plans are required for all development within the Coffee Creek DOD. Development proposals shall show conceptually how the Connectivity Requirements will be met. In addition, the Connectivity Master Plan should generally indicate how parking, driveways, walkways, waysides, etc., will relate or connect to adjacent parcels.

Specifications for Supporting Streets	
Type	Multimodal Connection*
Aesthetic Character / Identity	Minor Addressing Street
Role in Network	Bike, Pedestrian and Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Easement	Varies
Curb-to-Curb Width	24-54 feet
Travel Lanes (number)	2
Travel Lane Width	10-12 feet
Center Turn Lane Width	14 feet, max. (optional)
Parking Lane Width	8 feet (optional)
Bike Facilities	Shared Street
Sidewalk Width	6 feet (minimum)
Planting Strip Width	6 feet (minimum)
Planted Median Width	14 (minimum, optional)



*The Regulating Plan (Figure CC-1) illustrates the general location of planned multimodal connections. These are labeled as *Required Supporting Streets*. Within 300 feet of an Addressing Street, the exact location and design of these connections will be determined at the time of development review.

Figure CC-2 - Supporting Streets Standards

Specifications for Through Connections	
Type	Local Street
Aesthetic Character / Identity	
Role in Network	Bike, Pedestrian, Local Vehicular Connectivity
Design Speed	under 20 mph
Right-of-Way / Ease-ment	Varies
Curb-to-Curb Width	Varies
Travel Lanes (number)	Optional
Travel Lane Width	12 feet (maximum)
Center Turn Lane Width	NA
Parking Lane Width	8-30 feet (optional; head-in, diagonal or parallel parking, or a combination, permit-ted,)
Bike Facilities	Shared Street or Shared-Use Path
Sidewalk Width	5 feet (minimum) each side or 10 feet (minimum) one side or 10 feet (minimum) no travel lane
Planting Strip Width	6 feet (minimum)
Planted Median Width	NA

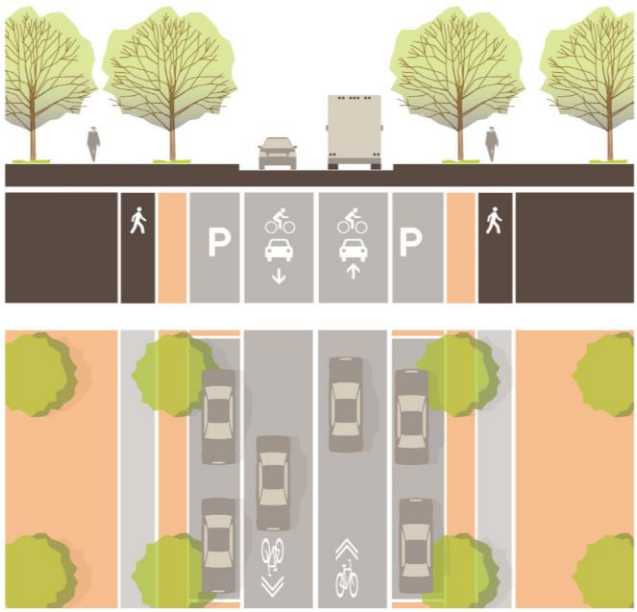
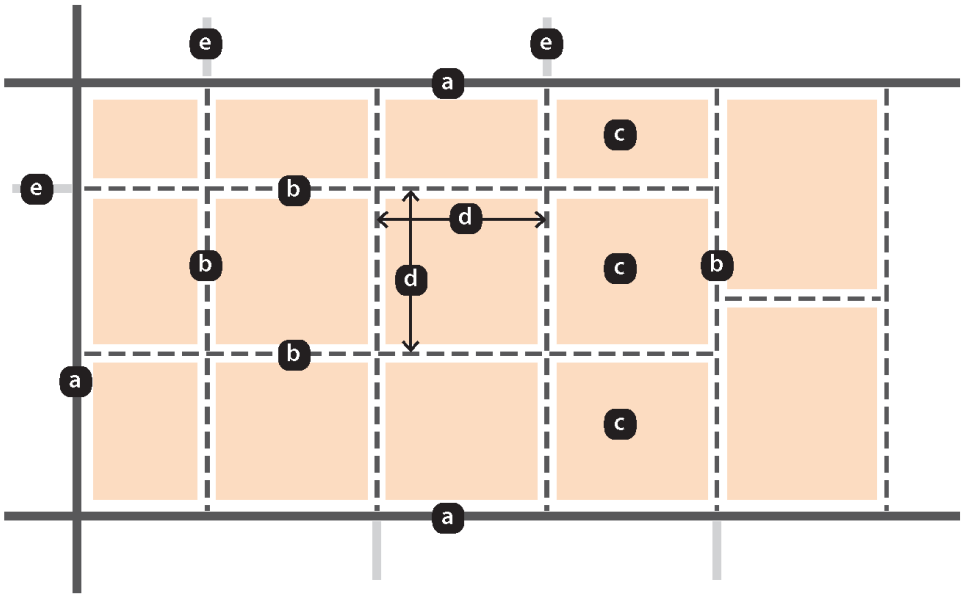


Figure CC-3 - Through Connections Standards



a Addressing Street
b Supporting Street or Through Connection
c Parcel (typical)
d Maximum Spacing
e Existing Road

Figure CC-4 - Connectivity Standards

(.11) Development Standards Table. Areas bounded by Addressing Streets, Supporting Streets and Through Connections shall be designated as a Parcel and subject to the Development Standards in Tables CC-1 through CC-4.

Table CC-1: Street Design and Connectivity

	Addressing Streets	Supporting Streets	Through Connections
General	Development Standards within this table are not adjustable.		
Connection Spacing	Not applicable, Addressing Streets exist or are planned	600 feet, maximum, centerline to centerline. Supporting Streets and Through Connections shall intersect with Garden Acres Road as shown on Figure CC-1, Regulating Plan; or if the Addressing Street is Day Road, no less than 1,000 feet apart, centerline to centerline.	
Connection Type	Addressing Streets are Day Road, Grahams Ferry Road, Cahalin Road, Garden Acres Road, Clutter Street, and "Future" Street.	Supporting Streets are those meeting Specifications, Figure CC-2. A Required Supporting Street is one that intersects with an Addressing Street. The exact location and design of these connections will be determined at the time of development review.	Through Connections 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.		

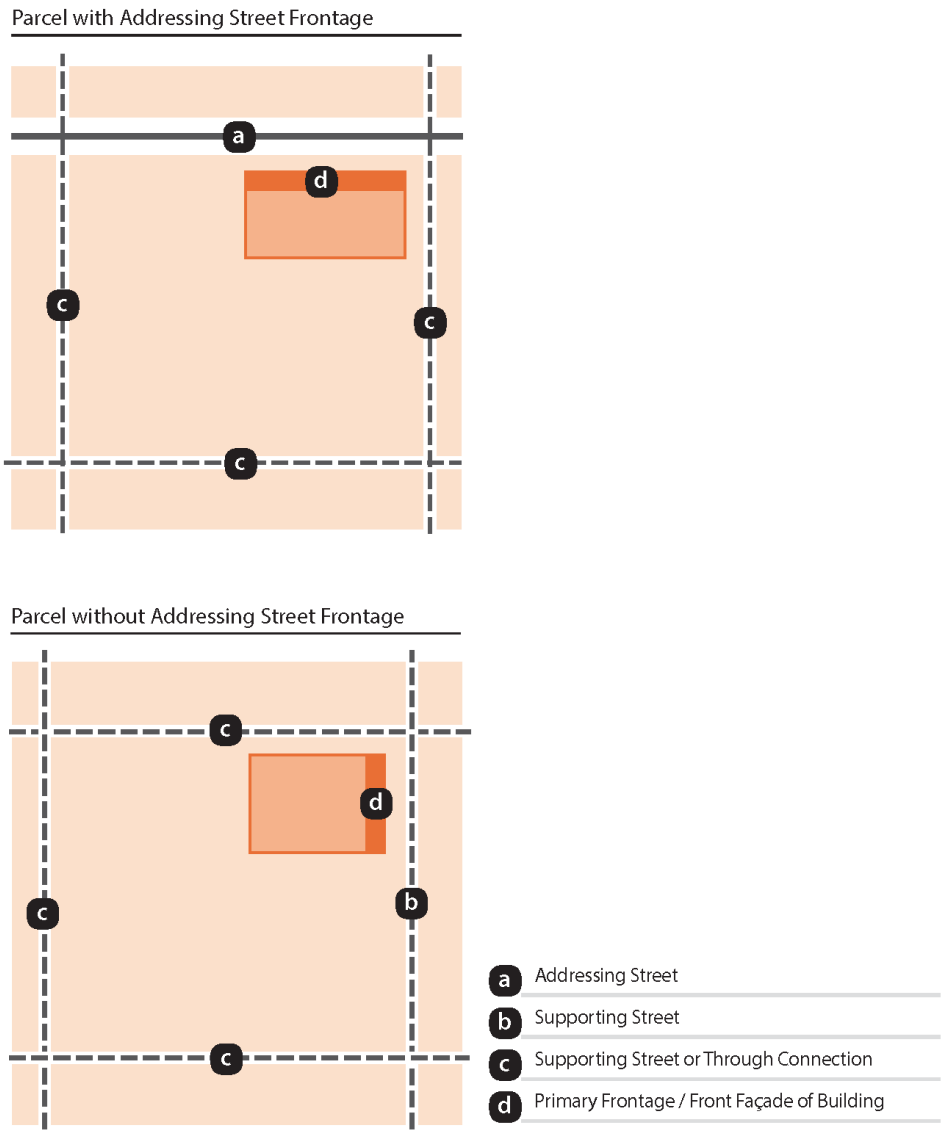


Figure CC-5 - Connection Hierarchy and Primary Frontage

Table CC-2: District-Wide Planning and Landscaping			
	Addressing Streets	**Supporting Streets**	**Through Connections**
General	The following provisions apply: • Section 4.176 for landscaping standards • Section 4.610.10 for tree removal, relocation or replacement. • Section 4.610.10 (.01) C. for consideration of development alternatives to preserve wooded areas & trees.		

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 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 feet, maximum or complies with Supporting Street Standards	24 feet, maximum or complies with Through Connection Standards

Table CC-3: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
2. Parcel Pedestrian Access			
General	Unless noted otherwise below, the following provisions apply: • Section 4.154 (.01) for separated & direct pedestrian connections between parking, entrances, street right-of-way & open space • Section 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 right-of-way & 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.		
Primary Frontage, Defined	The Primary Frontage is the Parcel Frontage on an Addressing Street. If the parcel is not bounded by Addressing Streets, it is the Parcel Frontage on a Supporting Street. See Figure CC-5.		
Parcel Frontage Occupied by a Building	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary 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: • 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		

Table CC-3: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
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 feet minimum from the right-of-way of an Addressing Street.	15 feet minimum from the right-of-way of a Supporting Street.	10 feet minimum from the right-of-way of a Through Connection.
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, Section 4.176 (.02) C. b. Low Berm Standard, Section 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, Section 4.176 (.02) D., or b. High Screen Landscaping Standard, Section 4.176 (.02) F., or c. High Wall Standard, Section 4.176 (.02) G., or d. Partially Sight-obscuring Fence Standard, Section 4.176 (.02) I.
Off-Street Loading Berth	One loading berth is permitted on the front façade of a building facing an Addressing Street. The maximum dimensions for a loading are 16 feet wide and 18 feet tall. A clear space 35 feet, minimum is required in front of the loading berth. The floor level of the	No limitation. Shall meet minimum standards in Section 4.155 (.05).	

Table CC-3: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
	loading berth shall match the main floor level of the primary building. No elevated loading docks or recessed truck wells are permitted. 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. 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.		
Carpool and Vanpool Parking	No limitation		
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.		
Required Materials	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.		
Retaining Wall Design	Retaining walls longer than 50 linear feet shall introduce a 5-foot, minimum horizontal offset to reduce their apparent mass.		

Table CC-3: Site Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
6. Planting			
General	Unless noted otherwise below, the following provisions apply: • Section 4.176 Landscaping and Screening Standards		
Landscaping Standards Permitted	General Landscape Standard, Section 4.176 (.02) C. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline	General Landscape Standard, Section 4.176 (.02) C. Low Screen Landscape Standard, Section 4.176 (.02) D. Screen loading areas with High Screen Landscaping Standard, Section 4.176 (.02) F., and High Wall Standard, Section 4.176 (.02) G.	
7. Location and Screening of Utilities and Services			
General	Unless noted otherwise below, the following provisions apply: • Sections 4.179 and 4.430. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings		
Location and Visibility	Site and building service, 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, Section 4.176 (.02) F. and/ or High Wall Standard, Section 4.176 (.02) G.	

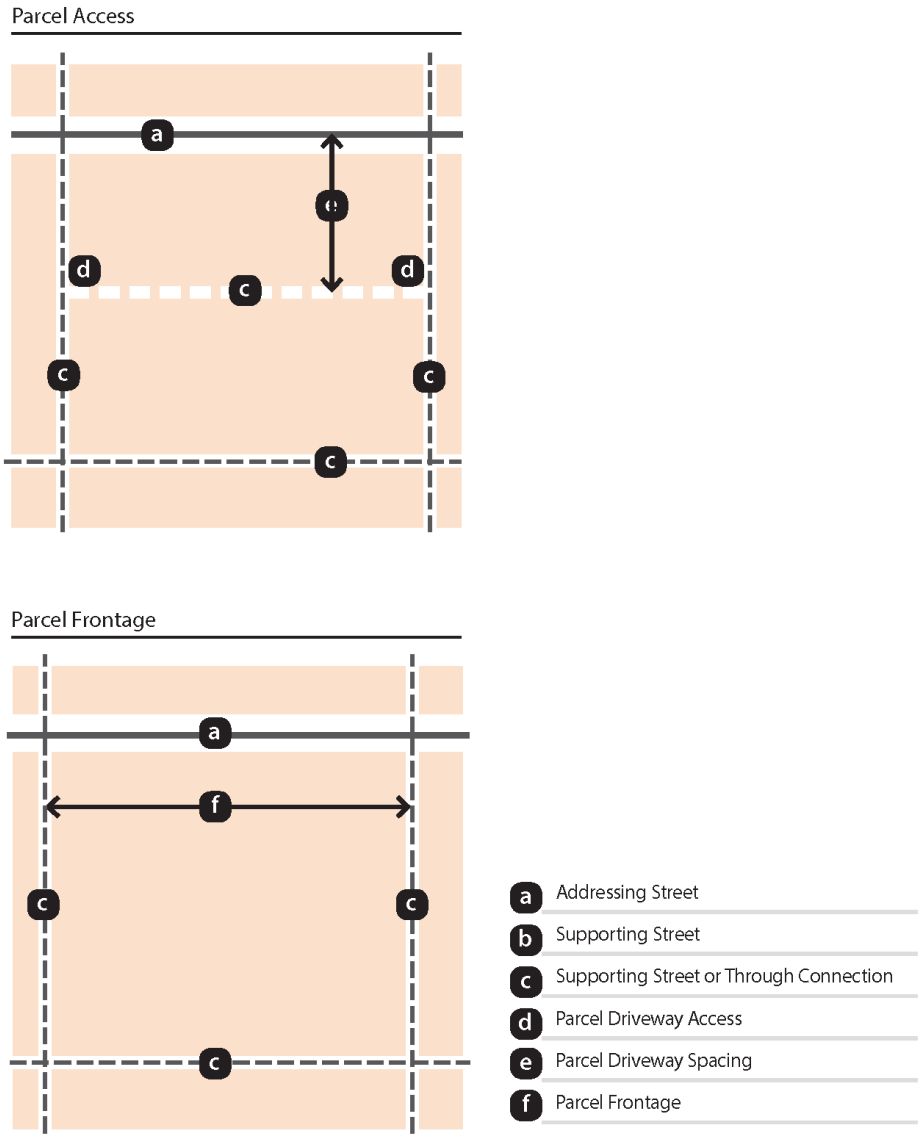


Figure CC-6 - Site Design - Parcel Access

Table CC-4: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
1. Building Orientation			
Front Façade	Buildings shall have one designated front façade and two designated side façades. 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. 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. In that case, the front façade must face Day Road. If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street. See Figure CC-5.		
Length of Front Façade	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.		
Articulation of Front Façade	Applies to a Front Façade longer than 175 feet that has more than 5,250 square feet of street-facing façade area: At least 10% of the street-facing façade of a building facing an Addressing Street must be divided into façade planes that are offset by at least 2 feet from the rest of the façade. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane.		
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.		
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.		

Table CC-4: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
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.		
Transparency	Walls and doors of the Primary Building Entrance shall be a minimum of 65% transparent.		
Lighting	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. Comply with Outdoor Lighting, Section 4.199		
3. Overall Building Massing			
General	The following Development Standards are adjustable: • 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	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

Table CC-4: Building Design			
	Addressing Streets	**Supporting Streets**	**Through Connections**
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).		
Base, Body, and Top Dimensions	Buildings elevations shall be composed of a clearly demarcated base, body and top. a. For Buildings 30 feet in height (unless lower by adjustment): 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. b. For Buildings between 30 feet and 5 stories in height: 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. c. For Buildings greater than 6 stories in height: 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	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 1 -1/2 inches, minimum; and/ or c. Low Berm Landscape Standard, Section 4.176 (.02) E.		
Top Design	Building Tops define the skyline. The design of the Building Top 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; 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	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.		

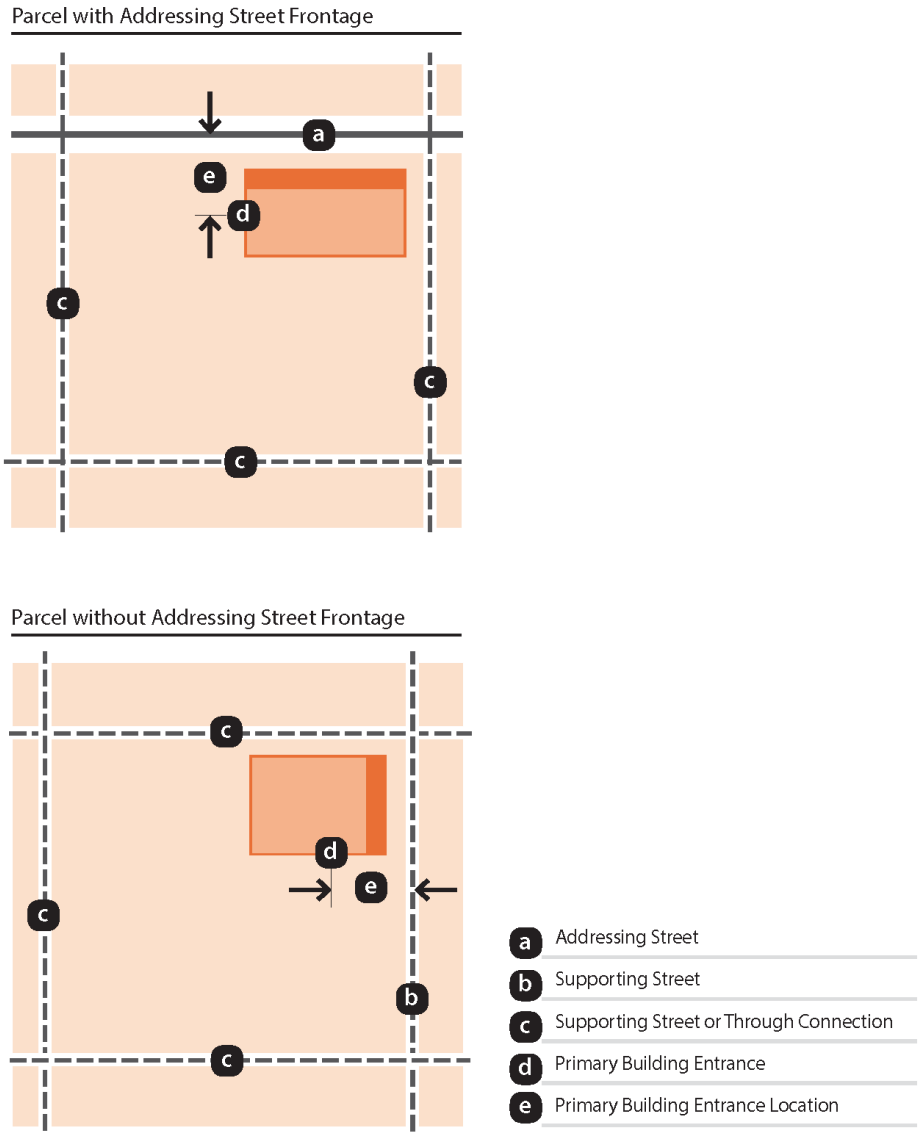


Figure CC-7 - Building Design - Primary Building Entrance

(.12) Waysides.

A. Purpose. This section consists of standards and regulations for use throughout the Coffee Creek Design Overlay District. The regulations address materials, placement, layout, installation, and maintenance of Industrial Waysides. The City recognizes the need to:

1. Provide multiple, distributed destinations for passive and active recreation for the public and employees along a network of streets and trails;
2. Be convenient, usable and accessible. Industrial Waysides should be physically and visually accessible from the adjacent Addressing Street, Supporting Street or Through Connection;
3. Connect Industrial Waysides to transit;
4. Be inviting. Inviting open spaces feature designs that encourage users to explore the Industrial Wayside and design elements that support a sense of the human scale. These elements include landscaping, benches and other seating areas, and pedestrian-scaled lighting.
5. Provide access. Provide access to the employees and the public between the hours of 6:00am and 8:00pm;
6. Be safe. Safe open spaces incorporate principles of natural surveillance, lighting, and prominent entrances;
7. Provide facilities appropriate for the scale of the proposed development; and
8. Be easy to maintain. Industrial Waysides should be constructed of commercial grade materials that will endure and are readily maintainable.

B. Applicability. All projects in the Coffee Creek Master Plan Area shall provide waysides according to the standards in Table CC-5.

C. General. The following development standards apply to all Waysides:

1. Required Wayside Area is exclusive of required landscape screening.
2. Required Minimum Dimension of 20 feet (either width or depth).

D. Criteria. Waysides shall meet the following criteria:

1. Perimeter Landscaping. In addition to the minimum size and dimensions, landscape three sides of the Industrial Wayside to a depth of 20 feet, minimum according to Section 4.176 (.02). Permitted screening includes: Section 4.176 (.02) D. Low Screen Landscaping Standard; Section 4.176 (.02) E. Low Berm Standard; or Section 4.176 (.02) F. High Screen Landscaping Standard. Perimeter landscaping shall not obscure visual access to the Industrial Wayside. Unscreened surface parking lots, chain link fencing, or service yards are prohibited adjacent to Industrial Waysides.
2. Visibility. Industrial Waysides shall be visible from and accessible to Addressing Streets.

3. Accessible Pathway. A paved walking surface, width: 5 feet, minimum, meeting ADA standards is required to connect Industrial Wayside with Addressing Street.
4. Accessible Surface. Industrial Waysides shall have an accessible surface, 100 square feet, minimum; dimensions 10 feet, minimum meeting ADA standards.
5. Required Amenities.
    a) Seating. Outdoor seating shall be provided. Publicly accessible plazas, courtyards, and pocket parks shall include at least one linear foot of seating per each 40 square feet of plaza, courtyard or pocket park space on site. Outdoor seating shall be in the form of:
        1) Free standing outdoor benches consistent with the standards; or
        2) Seating incorporated into low walls, berms, or raised planters.
    b) Landscaping. The landscaping must be planted and maintained according to Section 4.176 (.02) C.
    c) Lighting.
    d) Recycling/ Waste Receptacle. Locate waste and recycling stations nearest to the accessible path and away from stormwater facilities.
6. Installation and Maintenance. Industrial Waysides shall be programmed, planned, constructed, and maintained at the expense of the applicant. The landscaping must be planted and maintained according to Section 4.176 (.07). Recycling, waste receptacles, and pet waste stations shall be serviced at an acceptable professional interval to prevent being over filled or creating unsanitary or visually messy appearances.
7. Solar Access. Exposure to sunlight. Southern exposure is encouraged. Design facilities to permit direct sunlight to enter the Industrial Wayside and strike the required accessible surface between the hours of 10:00am and 2:00pm local time.
8. Lighting. Lighting for Industrial Waysides is required to permit reasonable use, utility, security, and nighttime safety. Lighting installed in Industrial Waysides shall conform to the requirements of Section 4.199. All outside lighting shall be so arranged and shielded so as not to shine into adjacent areas and to prevent any undue glare or reflection and any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.

E. Optional Amenities include the following:

1. Picnic tables and benches. Locate picnic tables and benches on the Accessible Surface;
2. Arbors or trellises;
3. Drinking Fountains. Locate drinking fountains and benches on the Accessible Surface;

4. Sculpture and other works of art;
5. Bicycle repair stations;
6. Exercise stations; or
7. Pet waste stations. Locate pet waste stations nearest to the accessible path and away from stormwater facilities.

Table CC-5: Waysides

Parcel Area	Required Wayside Area	Number of Waysides	Enhanced Transit Plaza ‡
Less than or equal to 5.0 acres	Not required	n/a	n/a
Greater than 5.0 acres, less than or equal to 8.0 acres	400 square feet, minimum	One	Not permitted
Greater than 8.0 acres, less than or equal to 13.0 acres	600 square feet, minimum	One	Not permitted
Greater than 13.0 acres, less than or equal to 23.0 acres	800 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.
Greater than 23.0 acres, less than or equal to 36.0 acres	1,600 square feet, minimum	One, minimum	Permitted*. Up to 400 square feet.
Greater than 36.0 acres, less than or equal to 51.0 acres	3,200 square feet, minimum	Two, minimum	Permitted*. Up to 400 square feet.
*** Greater than 51.0 acres, less than or equal to 70.0 acres	6,400 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.
*** Greater than 70.0 acres, less than or equal to 92.0 acres	12,800 square feet, minimum	Two, minimum	Permitted**. Up to 800 square feet.

‡ In the future when SMART serves Coffee Creek, Industrial Waysides may comply with the standards for Enhanced Transit Plazas, as follows:

*Up to 400 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.

**Up to 800 square feet of the space requirement for Industrial Waysides may be satisfied by installation of an enhanced transit stop, provided parcel fronts on two or more Addressing Streets. An enhanced transit stop must provide weather protection, paved surface, and seating, as approved by SMART Transit.

***For Parcel Frontage greater than 1,500 feet, and area greater than 51.0 acres, up to fifty percent of the space requirement for Industrial Waysides may be satisfied by restoration of wetlands, riparian zones, or other habitat because of the significant passive recreation opportunities provided.

(.13) Signs.

A. Applicability. PDI Zone requirements of Section 4.156.01 through 4.156.11 apply to the Coffee Creek DOD with the following modifications and adjustments.

B. General.

1. Site Frontage as described in Section 4.156.08 is the Primary Frontage.
2. Monument-style signs are required. Pole-style freestanding signs are not permitted.
3. Maximum area for signs on buildings is based on linear length (in feet) of the façade adjacent to the Primary Frontage.
4. Directional and Wayfinding Signs shall be placed at the intersection of Supporting Streets and Through Connections.

~~**Section 4.134. Day Road Design Overlay District**~~

~~(.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 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 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.

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 façade articulation: Both vertical and horizontal articulation is e 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 façade articulation include two or more of the following elements:

i. change of façade materials

ii. change of color

iii. façade planes that are vertical in proportion

iv. bays and recesses

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 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.

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 facades 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 facades.

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.

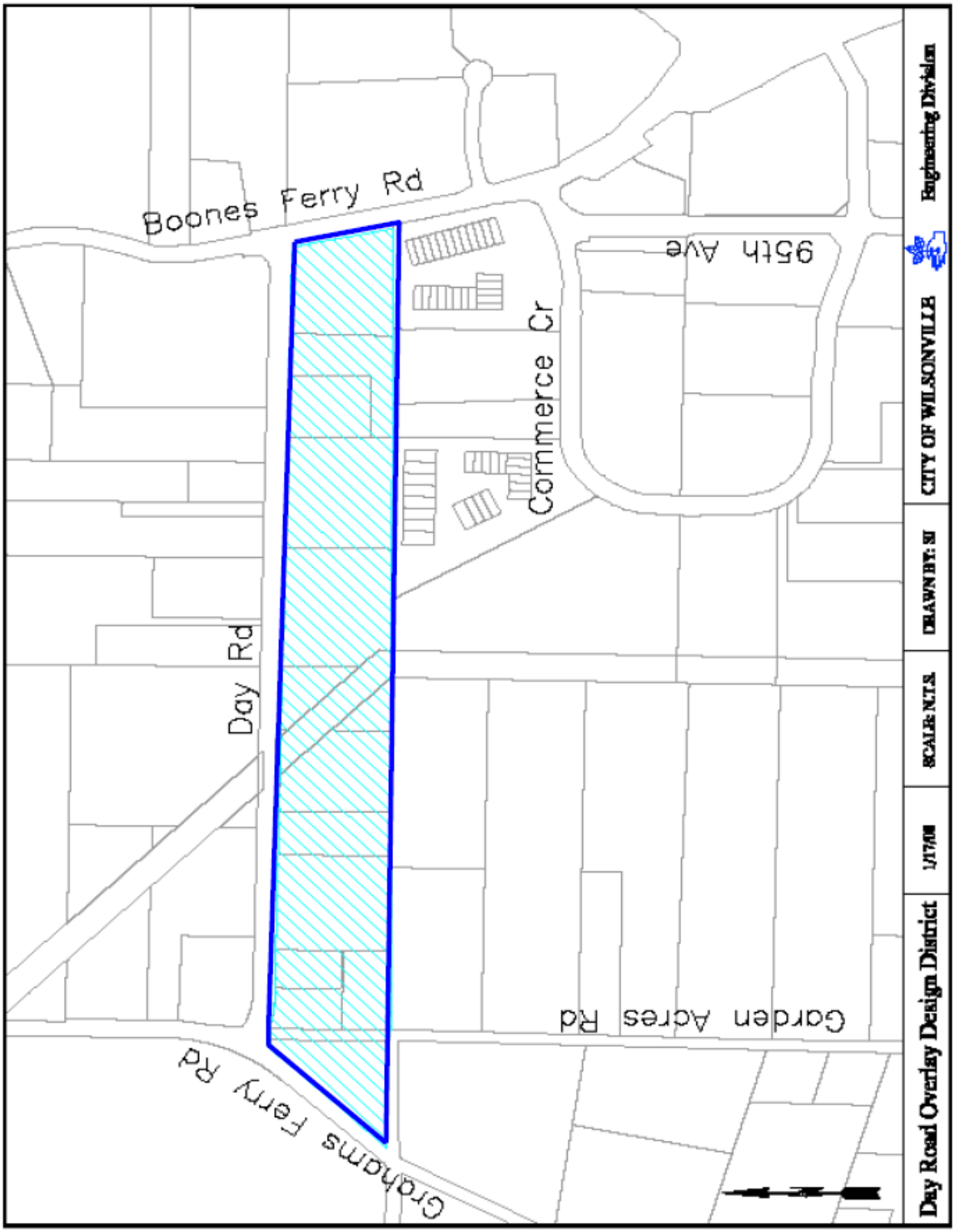
~~D. Materials: An infill façade shall be composed of materials similar to adjacent facades. The new building(s) shall not standout from existing buildings.~~

~~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.~~



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