

**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.

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# Design Guidelines

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

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INTRODUCTION



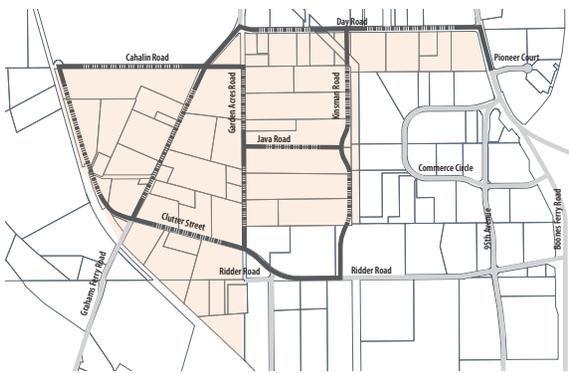
# Introduction

## 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

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**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               | <ul style="list-style-type: none"> <li>1.1 Connection spacing</li> <li>1.2 Large parcels</li> </ul>   |
|                                    | 2. Addressing Streets    | <ul style="list-style-type: none"> <li>2.1 Park-like character</li> <li>2.2 Serving multiple modes</li> <li>2.3 Prominent address</li> <li>2.4 Enclosed public realm</li> </ul>   |
|                                    | 3. Supporting Streets    | <ul style="list-style-type: none"> <li>3.1 Role of Supporting Streets.</li> <li>3.2 High-quality Supporting Streets</li> <li>3.3 Extension of the public realm</li> <li>3.4 Supporting Street as the primary access</li> <li>3.5 Supporting Street as the secondary access</li> </ul> |
|                                    | 4. Through Connections   | <ul style="list-style-type: none"> <li>4.1 Balancing extension of the public realm with flexible design</li> <li>4.2 Serving pedestrians</li> <li>4.3 Serving bicyclists</li> <li>4.4 Wayfinding</li> <li>4.5 Flexible alignment</li> <li>4.6 Flexible width</li> </ul>               |

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

| <b>Pattern Book Chapter</b>                | <b>Design Guideline Section</b> | <b>Design Guidelines</b>  |
|--|---------------------------------|---|
| B   District-Wide Planning and Landscaping | 1. The Natural Landscape        | 1.1 Water flow to Coffee Lake Creek<br>1.2 Natural landscape as visual unifier<br>1.3 Naturalistic landscape, native planting<br>1.4 Access to nature<br>1.5 Ice Age artifacts<br>1.6 Tree preservation within setbacks<br>1.7 Informal park-like landscaping |
|  | 2. Special Landscape Features   | 2.1 City of Wilsonville themes<br>2.2 Existing tree groves at points of access<br>2.3 Water features<br>2.4 Selective use of non-native plants<br>2.5 Intentional aesthetic use of industrial materials   |
|  | 3. Strong Gateways              | 3.1 Coffee Creek gateways<br>3.2 Buildings as gateway markers<br>3.3 Monument signs<br>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<br>1.2 Converging parcel access points<br>1.3 Formal landscape design that contrasts<br>1.4 Parcel access from an Addressing Street<br>1.5 Parcel Access from a Supporting Street<br>1.6 Parcel Access from a Through Connection<br>1.7 Pedestrian and bicycle access network<br>1.8 Accessible paths<br>1.9 Adjust paths to incorporate site features<br>1.10 Front yards that contribute to the public realm<br>1.11 Signs<br>1.12 Outdoor rooms |
|                      | 2. Parking Location and Design                      | 2.1 Front yard surface parking on an Addressing Street<br>2.2 Through Connections that provide parking<br>2.3 Surface parking<br>2.4 From the parking spot to the primary entry<br>2.5 Stormwater run-off<br>2.6 Planting  |
|                      | 3. Location and Screening of Utilities and Services | 3.1 Geometry<br>3.2 Screening materials<br>3.3 Native plant material   |
|                      | 4. Exterior Lighting                                | 4.1 Nighttime safety<br>4.2 Highlighting<br>4.3 No flood lighting<br>4.4 Sustainable lighting<br>4.5 Addressing and Supporting streets at night<br>4.6 Through Connections at night<br>4.7 Fixture heights<br>4.8 Night sky  |

## INTRODUCTION

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

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

## OVERVIEW OF THE TWO TRACK SYSTEM

### The Two Tracks

#### Track One

Your project complies with all Development Standards, or

Your project complies with all Development Standards and all needed Adjustment Allowances.

Your project is approved by staff

#### Track Two

Your project does not comply with all Development Standards.

Your project must comply with some or all Design Guidelines in the Pattern Book.

Staff prepares a recommendation for applicable Design Guidelines.

Your project is approved by the Development Review Board

#### 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

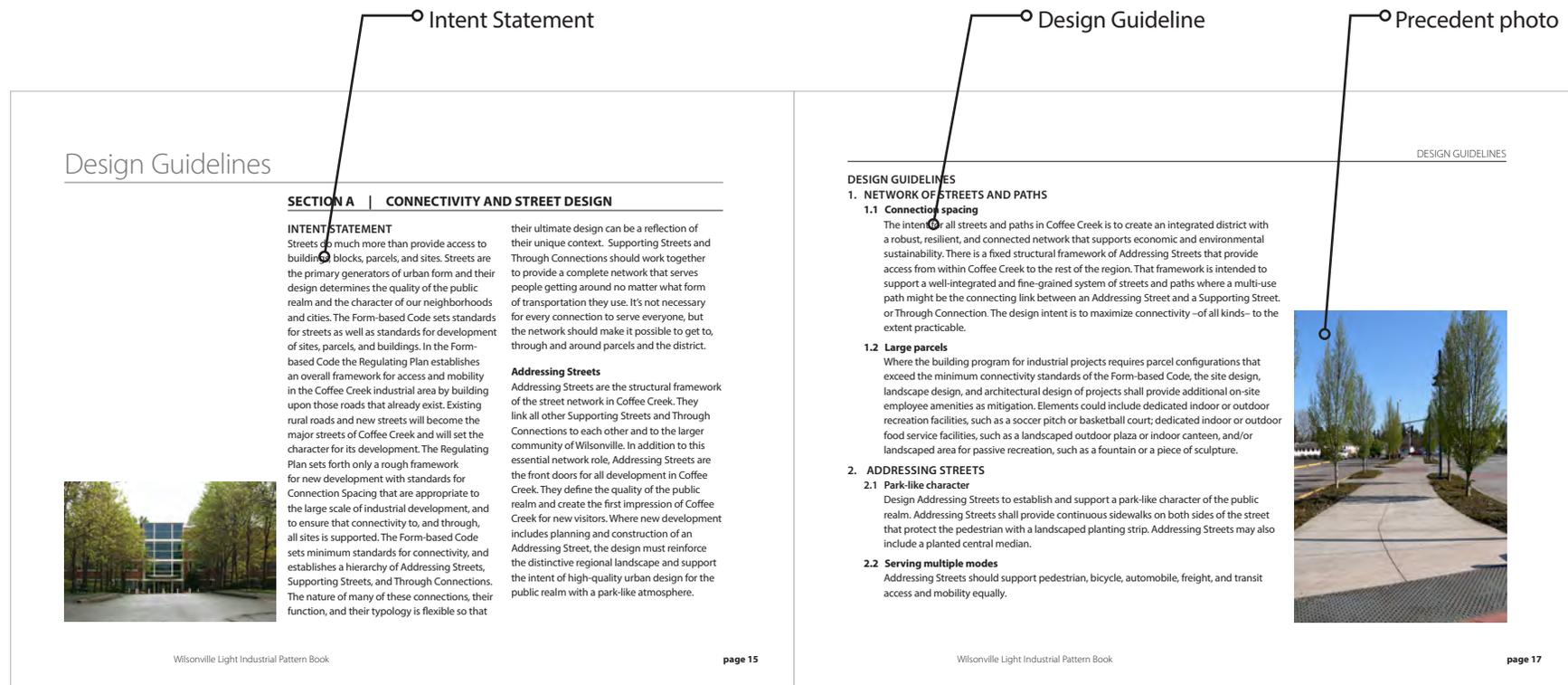
# HOW TO USE THE PATTERN BOOK

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.



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

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Wilsonville Light Industrial Pattern Book

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# 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.

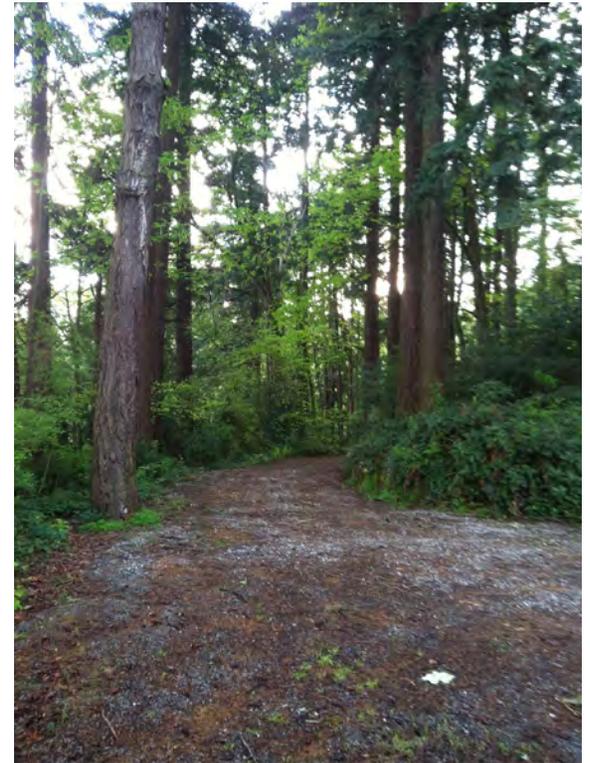
### 4.6 Flexible width

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

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**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**

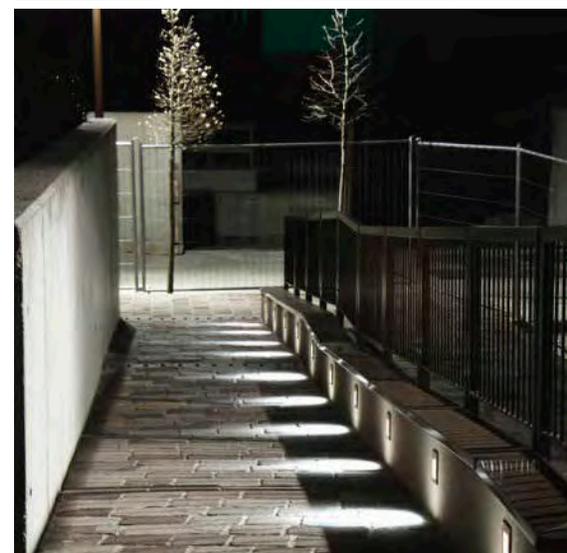
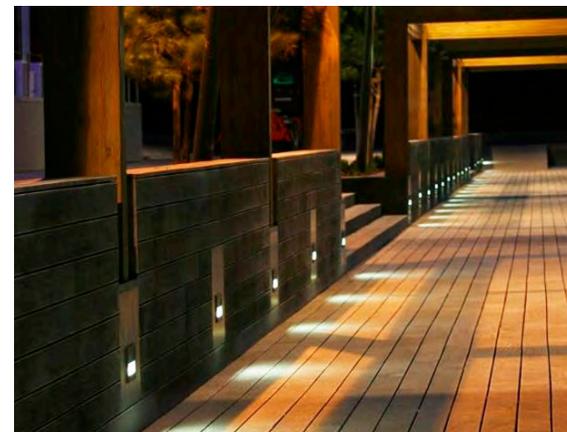
Lighting plays a supporting role in the design character of Through Connections in the evening and nighttime by promoting safety and security along routes of pedestrian access as well as the selective highlighting of significant architectural elements, such as building entries and circulation to those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

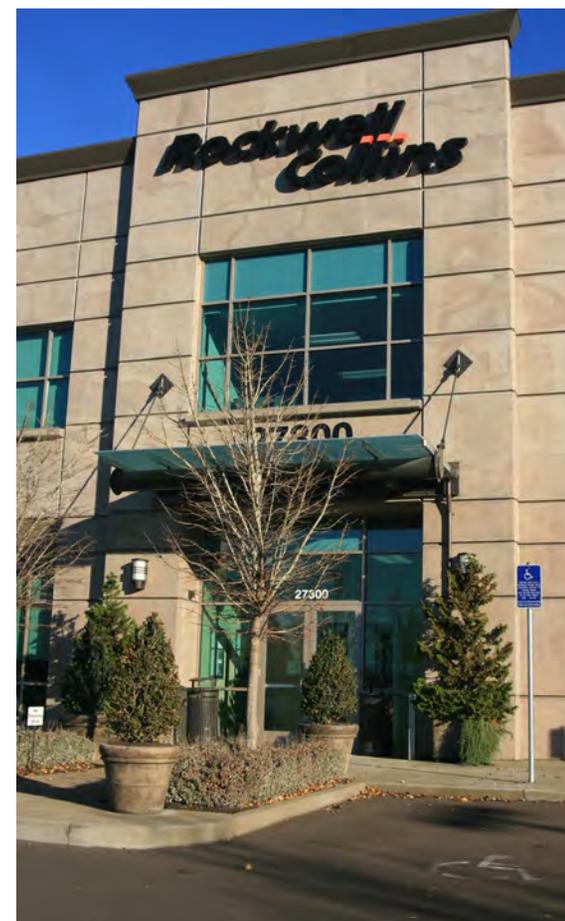
#### 1.3 Visual interest and human scale

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.

## 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.



#### 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.

**4.2 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

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Prototypes

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Connectivity and Street Design Patterns

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Street and Path Typology

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Site Design Patterns

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Building Design Patterns

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**PATTERNS AND TYPOLOGIES**

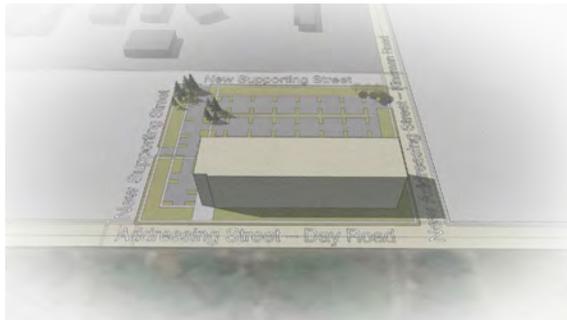


# Overview of the Prototypes

## Prototype 1

### HYPOTHETICAL SITE AND BUILDING PROGRAM

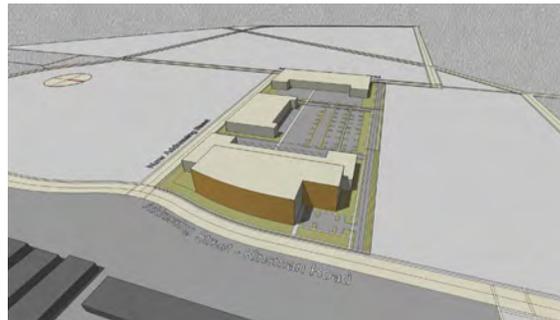
- 142,000 square feet located on Day Road
- Multi-story office building
- 40,000 square feet for office, research, lab, fabrication
- Building footprint of 20,000 square feet



## 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.

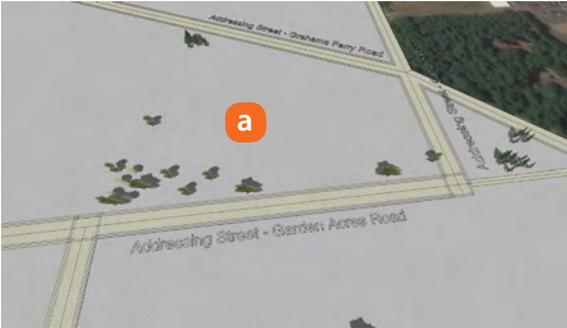
- a** Potential industrial development site
- b** Location of nearest existing or planned Addressing Street
- c** Priority Addressing Street
- d** Location of Through Connections



## Prototype 1



Prototype 2



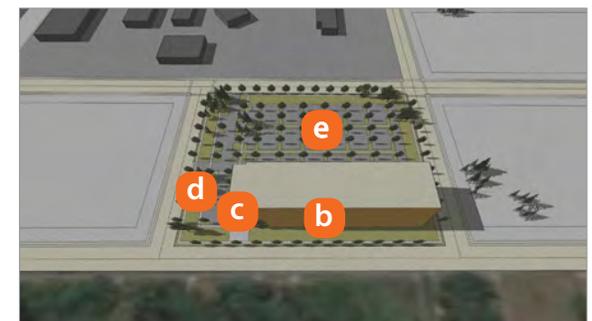
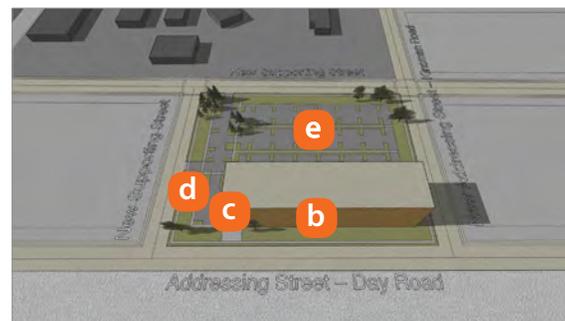
Prototype 3

# 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.

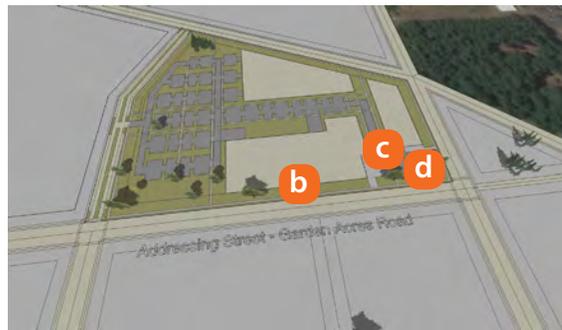
- a** Development parcel delineated by Addressing and Supporting Streets
- b** Primary building frontage
- c** Primary entrance
- d** Location of limited front yard surface parking
- e** Surface parking



## Prototype 1



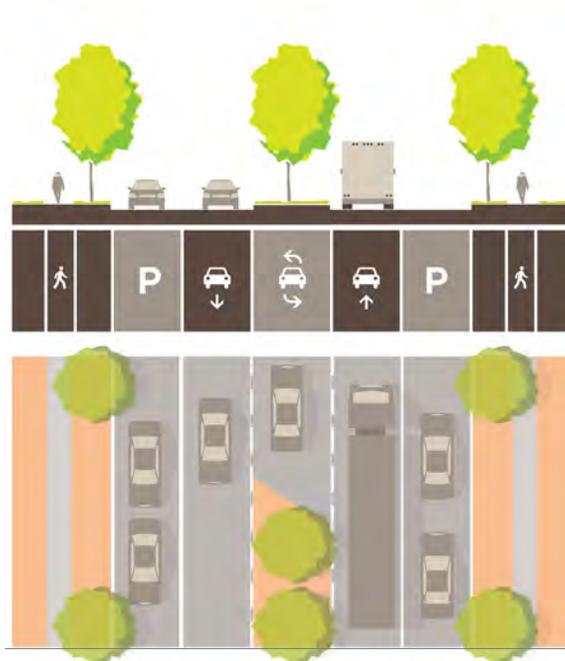
## Prototype 2



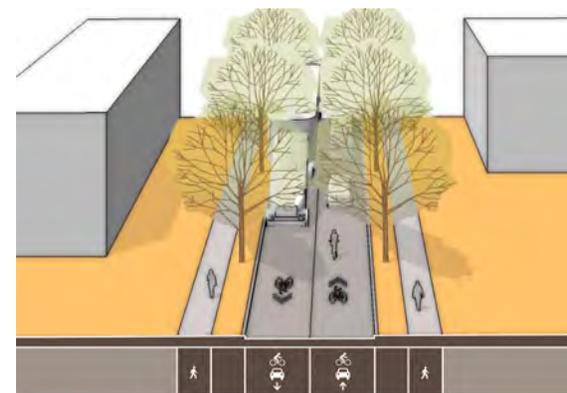
## Prototype 3

# Supporting Street Typology

Supporting Street

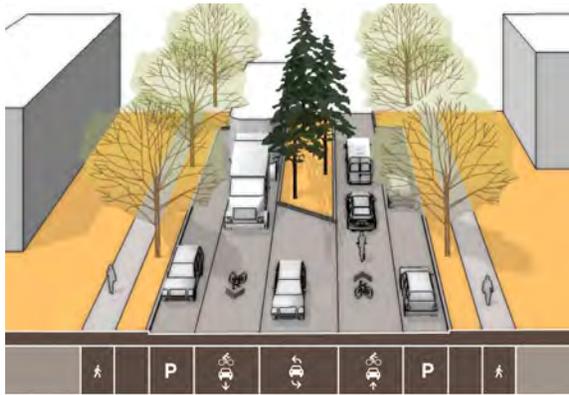


Supporting Street—Possible street section and plan



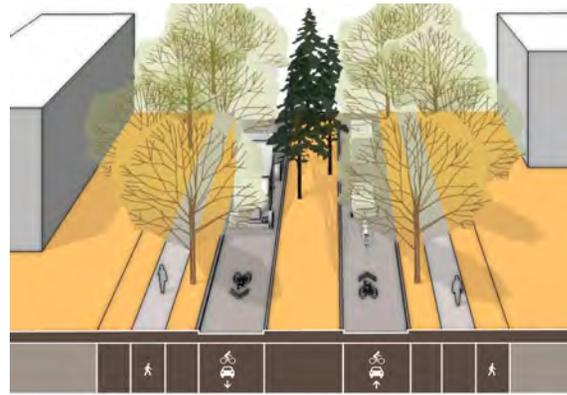
## Minimal

- 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



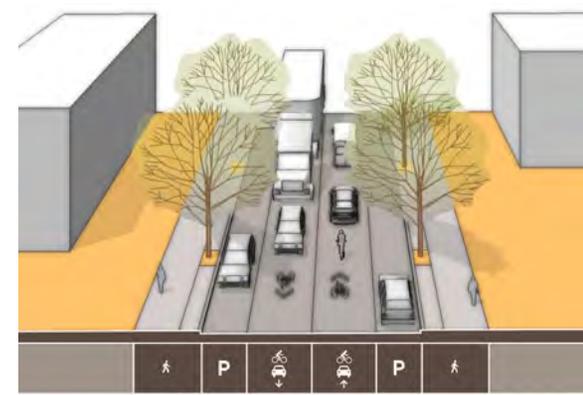
## Monumental

- 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

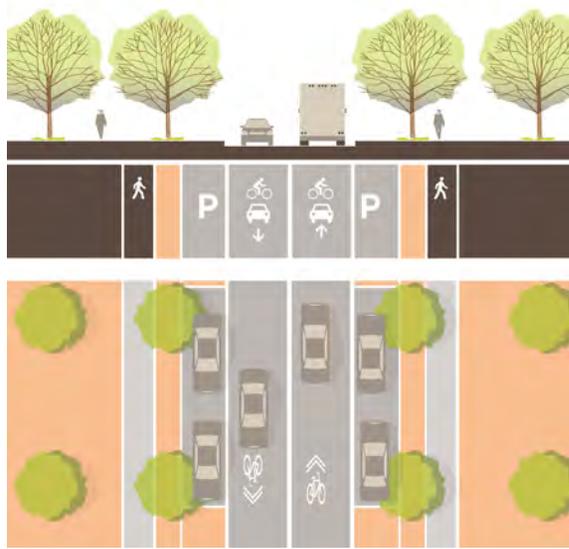
- Vehicular access
- Pedestrian access—sidewalks
- Bicycle access—shared lane
- Street trees—in continuous planted park strip
- Planted median
- Left turn lane
- On-street parking



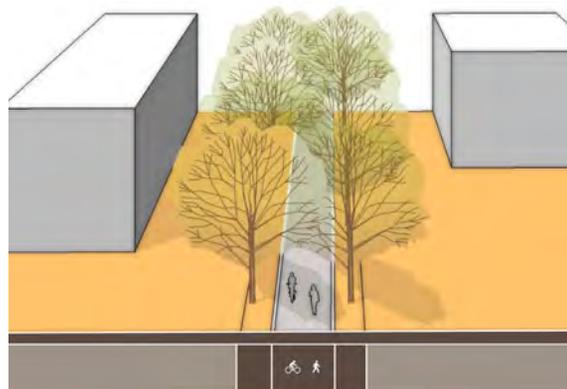
## Urban character

- 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

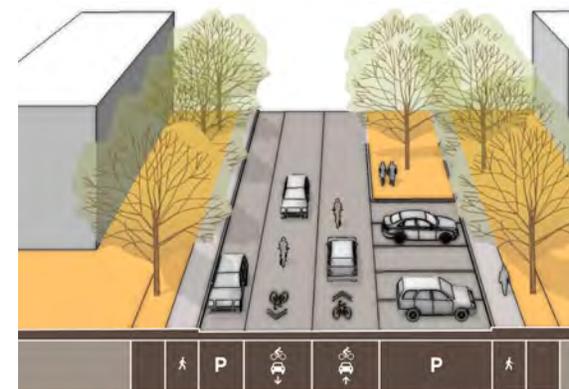


Through Connection—  
Possible street section and  
plan



## 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

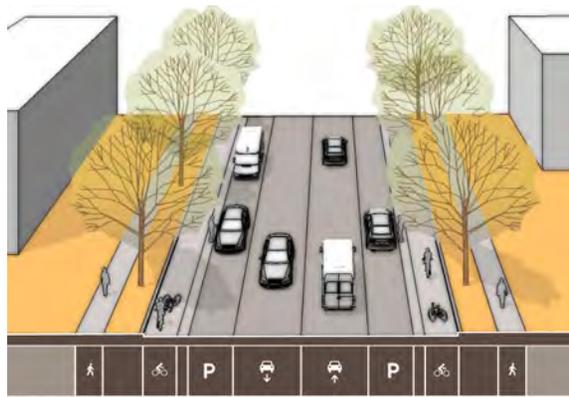


## Park-like

- 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

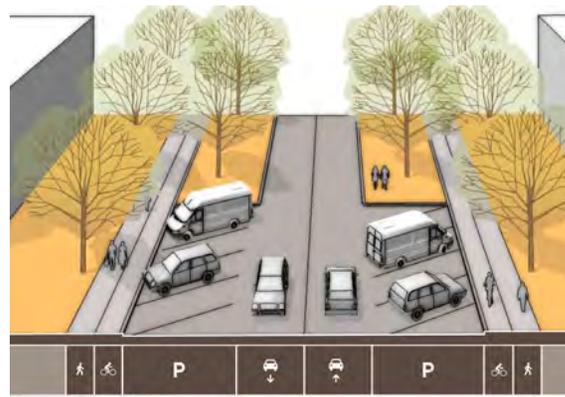
\*A "parklet" is a pocket park within the parking width

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



## Bike priority

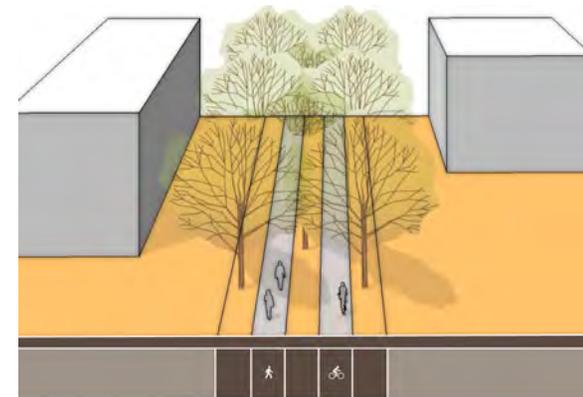
- Vehicular access
- Pedestrian access—in sidewalk
- Bicycle access—in buffered bike lane
- Street trees—in continuous planted park strip
- Pocket parks
- Planted median
- On-street parking—parallel



## 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

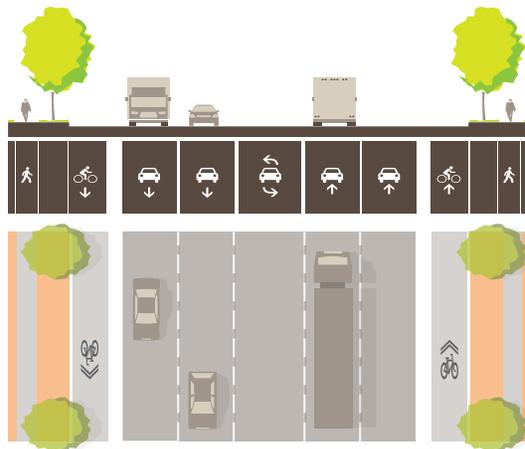
\*A "parklet" is a pocket park within the parking width



## Bike-ped

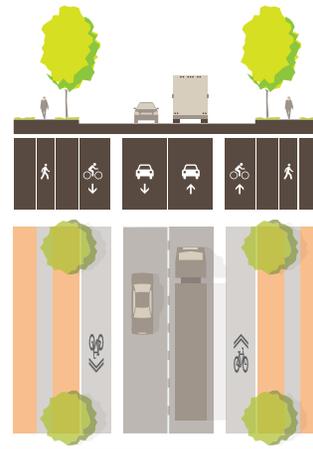
- Vehicular access
- Pedestrian access—multi-use path
- Bicycle access—multi-use path
- Street trees—in continuous planted park strip
- Pocket parks—in parklets\*
- Planted median
- On-street parking

# Addressing Street Typology



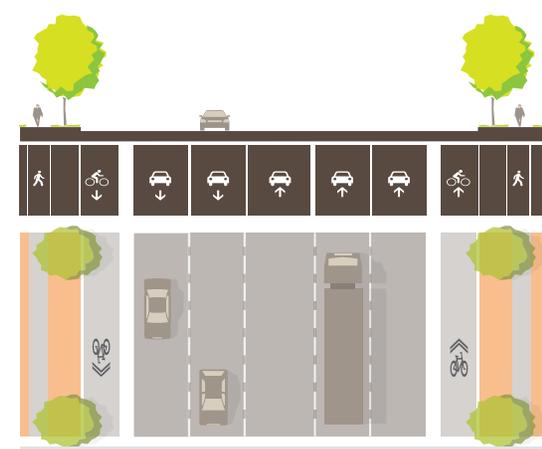
## Day Road

|                        |                            |
|------------------------|----------------------------|
| 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                     |



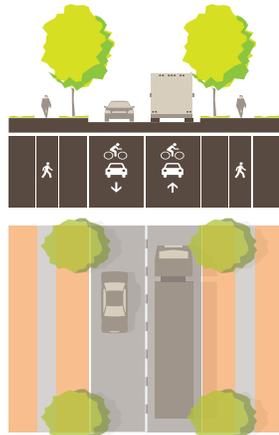
## Cahalin Road

|                        |                            |
|------------------------|----------------------------|
| 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                     |



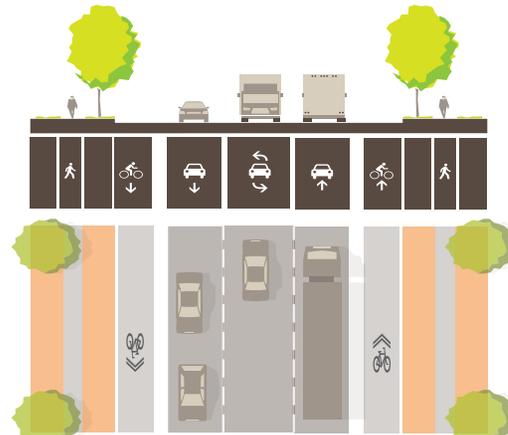
## Grahams Ferry Rd

|                        |                            |
|------------------------|----------------------------|
| 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                     |



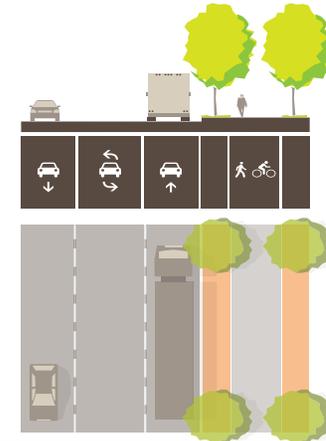
## Garden Acres Rd

|                        |                  |
|------------------------|------------------|
| 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.



- a** Primary Addressing Street

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- b** Existing tree groves at points of access

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

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

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- e** Primary building entry relationship to Addressing Street

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- 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**

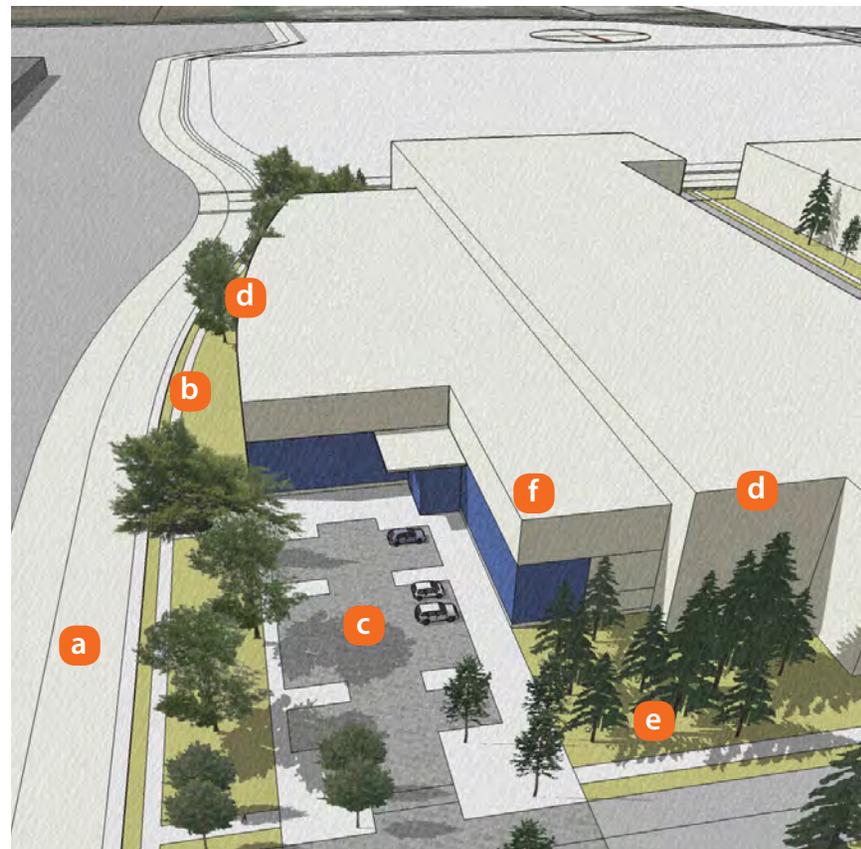
Design Supporting Streets to establish and support the extension of the public realm established by the network of Addressing Streets.

### **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.



- 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

## 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

