



THE WILSONVILLE LAND PLAN

A TOOL FOR BECOMING A
GARDEN CITY OF NEIGHBORHOODS

Lennertz Coyle & Associates
Architects & Town Planners

The City of Wilsonville, Oregon
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by Andres Duany & Elizabeth Plater-Zyberk

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Summary

Throughout the summer of 1996 the citizens of Wilsonville, its public staff, and in particular the Code Rewrite Citizen Advisory Committee worked with Lennertz Coyle & Associates to study the City Plan codes. The project included many public committee meetings and a three day public Charrette workshop which featured the participation of Bob Gibbs, a national retail consultant. The results, detailed in this book, chart a new direction for the city of Wilsonville, that of building authentic neighborhoods.

What This Document Does

The purpose of this document is to provide the essential elements of a zoning code and the related comprehensive plan and transportation components necessary to achieve the vision of a city made of neighborhoods, districts and corridors. These elements must then be incorporated into a complete new zoning code, the forthcoming transportation system study, and eventually into the comprehensive plan. The diagrams of Wilsonville on pages five through twelve are not intended to be followed exactly. The specific locations of the neighborhoods, centers, districts and corridors will require further detailed study.

The City's Vision

Through a series of visioning sessions, and a Visual Preference Survey, the people of Wilsonville, have been working to reformulate the way their city is built. The themes that have emerged from these events are: identity as a livable "garden" city, with an identifiable downtown, strong relationship to the river and, as the foundation of the community, strong neighborhoods.

Since its incorporation, Wilsonville has developed into a city with no real downtown and very few neighborhoods. This is not because of lack of a plan. It is because the plan is based on the idea of a large grid of collector streets off of which connect separate, single use developments which do not connect to each other. The result has been firstly, an overloaded street system. It is a problem that cannot be solved by a simple widening of streets. There are simply not enough streets to handle the traffic. The other more unfortunate result is that of social separation. Wilsonville's land pattern forces people to spend most of their time in public, separated from each other in their cars. It is akin to a house where each family member is forced to get from room to room by separate hallways, never passing each other: a recipe for divorce. The answer, as is being discovered from large cities like Los Angeles, to small cities like Salem, is to have more streets with more connections, and to allow a compatible mix of land uses.

Cities, towns and villages throughout history share similar fundamental structures. The most lucid description of this structure is the current theory by Andres Duany and Elizabeth Plater-Zyberk that identifies the basic elements of good communities as Neighborhoods, Districts and Corridors, (see following pages for entire text). Neighborhoods are roughly a half mile in diameter and have a center and an edge. Within the neighborhood one can walk comfortably to the essential services and public uses. This theory is the basis of the following report.

What Wilsonville Needs to Achieve its Vision.

1. A New Comprehensive Plan.
 - New guidelines without a plan to relate them to will not bring about the city described in the newly drafted vision. The comprehensive plan is the backbone of the city plan. It must describe a city of neighborhoods, districts and corridors, both in words and graphics (maps and diagrams).
2. A New Transportation Plan.
 - The transportation planning effort currently underway must support the comprehensive plan. The vision of neighborhoods, districts and corridors must direct the layout of new streets. The goals of traffic balancing and neighborhood development are interdependent. The transportation plan should describe a hierarchy of streets which balance the movement of the automobile, the bus, the cyclist and the pedestrian, providing equal freedom of movement for all modes of transportation. There should be a hierarchy from quiet, neighborhood streets, to active neighborhood connectors to major city corridors. Additionally, in order to correct the traffic overload and the handicap to the pedestrian and cyclist, there should be provisions for a minimum frequency of streets and intersections, or block size.
3. A New Zoning Ordinance.
 - The zoning map is the basic guide to how a city changes and grows. It describes the manner in which a lot can be developed: building size, height, use and position. It also describes the amount and location of parking and open space. It, therefore, must require the essential elements of a neighborhood, such as the uses located at the center that make it a social gathering place, and the provisions of compatible building/lot types.
4. Specific Plans for Downtown, the Boones Ferry District, and the Riverfront Neighborhoods.
 - The downtown (or Town Center area), the Boones Ferry area and the riverfront are areas that are critical to the city's function and identity. They are each made up of complex relationships between market, transportation and ownership which must be studied and planned for concurrently. These areas must be developed each according to a unified plan that goes beyond the comprehensive plan in detail.

A GUIDE TO THE WILSONVILLE LAND PLAN CODE

STREET NETWORK DIAGRAMS

The establishment of neighborhoods is dependent on a balanced transportation network which routes major traffic around them while allowing easy access to the neighborhood centers and to each block. The major transportation (and natural) corridors define the edge of each neighborhood. The secondary streets connect the centers and local streets serve the blocks. The street network diagrams describe the framework for the neighborhoods and districts, (see essay in the appendix). The colored city drawing on the first diagram page shows the entire concept plan which is the basis for the development of the Planning Areas and the lot and Building Regulations.

PLANNING AREAS

According to the Neighborhood, District, Corridor map, the city is divided into eight planning areas. Each area has a range of block sizes, lot coverage, and lot sizes, as well as a group of allowable lot/building types.

LOT & BUILDING TYPES

The lot and building standards for each area allow a compatible mix of uses by allowing only harmonious building types or configurations, (including amount and location of parking). The method for maintaining compatibility is to regulate the street front of the lot so that the building masses and the orientation of doors and windows are similar within the area. In particular, the consistent positioning of parking behind the front of the building reduces the impact of the ever-increasing number of cars in the city. In order to give a clear idea of the intention of each regulation, a hypothetical building arrangement is shown with each type.

STREET STANDARDS

Streets should be sized for the particular use and balanced for ease of access by pedestrians, cyclists and drivers alike. The right-of-way of the street and the private lot/building type are designed to combine in the making of the public realm; that place where citizens meet during the course of their day. A successfully designed street system is actually an attractive place for people to spend time. It is the meeting place of the community as it moves about in its day; walking, biking, driving, playing, dining, meeting. In such a public realm, the bonds of community are more likely to form.

BLOCK STANDARDS

Block standards are a major component in solving Wilsonville's traffic problems. A proper standard provides a street network that distributes traffic evenly, and minimizes the need for very wide streets. Equally important is a network of streets and paths that make it easy to get from place to place directly, within a reasonable distance.

OPEN SPACE STANDARDS

Open space is a requirement for healthy communities. It can be configured in a

variety of forms. In general, the open space standards promote well defined, safe, usable open space, such as parks and squares within neighborhoods, and more natural open space on the edges.

ARCHITECTURAL STANDARDS

Architectural standards are one more way to promote compatible buildings within an area. The standards apply to materials and configurations which promote quality construction standards and buildings that adhere to the visual standards represented in the vision. Each sheet in this section contains all relative information in order that they may be torn out and used individually. For this reason the information from page to page may be redundant.

CHARBONNEAU DISTRICT NOT SHOWN

The portion of the City of Wilsonville known as the Charbonneau District is not shown within this document. There are two reasons for this. First, Charbonneau is almost entirely built out (i.e., there is little vacant land that can be developed and not much likelihood that the existing buildings will be replaced with new development in the foreseeable future). Second, with the exception of poor pedestrian access in some areas the design of Charbonneau already embodies most of the principles contained in this document. One feature of Charbonneau that makes it especially noteworthy is its architectural diversity and mix of different housing densities.

ACKNOWLEDGMENTS

The Code Rewrite Citizen Advisory Committee of the City of Wilsonville.

The codes of Duany & Plater Zyberk and the code for the City of Davidson and Belmont North Carolina served as models for this work.. Appreciation for the use of the open space graphics from DPZ and Davidson.

Andres Duany & Elizabeth Plater-Zyberk

The fundamental elements of a true urbanism are the Neighborhood, the District, and the Corridor. Neighborhoods are urbanized areas having a balanced range of human activity. Districts are urbanized areas organized around a predominant activity. Corridors are linear systems of transportation or green space which connect or isolate the Neighborhoods and Districts.

Neighborhoods, Districts, and Corridors are complex urban elements. Suburbia, in contrast, is the result of simplified zoning concepts that segregate activities into enclaves. It is composed of residential subdivisions, shopping centers, office parks, and open space.

THE NEIGHBORHOOD can aggregate with other neighborhoods to form cities and towns. A single Neighborhood, isolated in the landscape, is a village. The nomenclature may vary, but there is a general agreement regarding the composition of the Neighborhood. The Neighborhood Unit of the 1929 New York Regional Plan, the *Quartier* identified by Leon Krier, the Traditional Neighborhood Development (TND), and Transit-Oriented Development (TOD) all share similar attributes:

1. *The neighborhood has a center and an edge.* The combination of a focus and a limit contribute to the social identity of the community. Both are important, but the center is necessary. The center is usually a public space, which may be a square, a green, or an important street intersection. It is located near the geographic center of the urbanized area unless compelled by a geographic circumstance to be elsewhere. Eccentric locations may be justified by a shoreline, a transportation corridor or a promontory creating a view.

The center is the locus of the civic buildings, such as churches, libraries and meeting halls. Commercial buildings such as shops and workplaces are also associated with the center of a village, but in the aggregations of neighborhoods which create towns and cities, commercial buildings are often at the edge, where they can intensify by combining with those of other neighborhoods.

The edge of a neighborhood varies in character. In villages, the edge is usually defined by land reserved for cultivation, or conservation in a natural state. In urban areas the neighborhood edge is often defined by boulevards or parkways.

2. *The neighborhood has a balanced mix of activities:* shopping, work, schooling, recreation, and dwellings of all types. This arrangement is particularly useful for those young, old, and poor people who cannot depend on the automobile for mobility.

The neighborhood provides housing for a range of incomes. Affordable housing types include backyard cottages, apartments above shops, and rowhouses. There should also be larger houses for those able to contribute time and wealth to civic causes.

3. *The optimal size of a neighborhood is a quarter-mile from center to edge.* This distance is the equivalent of a five-minute walk at an easy pace. The limited area gathers the residents within walking distance of many daily needs, including transit.

The location of a transit stop within walking distance of a predictable population substantially increases the likelihood of its use. Transit-oriented neighborhoods create a regional network of villages, towns, and cities accessible to a population without singular reliance on cars. Such a system is able to provide major cultural and social institutions, a variety of shopping, and the kind of broad job base that can only be supported by the substantial population of many neighborhoods.

4. *Neighborhood streets of varying types are detailed to provide equitably for the pedestrian, the bicycle and the automobile.* The concurrent provision of sidewalks, street trees, and on-street parking slows the automobile and increases pedestrian activity encouraging the casual meetings that form the bonds of community.

Neighborhood streets are laid out to create blocks for building sites, and to shorten pedestrian routes. A fine network of streets and roads provides multiple routes that diffuse traffic. This pattern keeps the local traffic away from the long-range transportation corridors.

5. *The neighborhood gives priority to the creation of public space and to the appropriate location of civic buildings.* Private buildings form a disciplined edge delineating the public spaces and the private block interior. Useful public spaces such as formal squares, informal parks, and small playgrounds provide places for gathering and recreation. Honorific sites are reserved for public buildings which reinforce the civic spirit of the community and provide places of assembly for educational, social, cultural, and religious activities.

THE DISTRICT is an urbanized area that is functionally specialized. Typical examples are theater districts, capitol areas, and college and sports campuses. Other Districts accommodate large scale transportation or manufacturing uses, such as airports, container terminals, and refineries.

Although Districts preclude the full range of activities of a Neighborhood, they are not always the single-activity zones of suburbia. A District allows multiple activities to support its primary identity.

The structure of the district parallels that of its neighborhood: an identifiable focus encourages orientation and identity and clear boundaries facilitate the formation of special taxing or management organizations. Like the neighborhood, attention to the character of the public space reinforces the community of recurrent users, which encourages the pedestrian, supports transit viability, and ensures security. Districts benefit from transit systems, and should be located within the regional network.

THE CORRIDOR is the connector or the isolator of Neighborhoods and Districts. Corridors are composed of natural and technical components ranging from wildlife trails to rail lines. The Corridor is not the haphazardly residual "open space" buffering the enclaves of suburbia, but a proactive civic element characterized by its continuity. It is defined by the boundaries of Neighborhoods and Districts and provides entry to them.

The trajectory of a transportation corridor is determined by its intensity. Highways and heavy rail corridors should remain tangent to towns and cities and enter only the industrial Districts. Light rail corridors and buses may be incorporated into the boulevards at the edges of neighborhoods. As such, they are detailed for pedestrian use and accommodate building sites. Bus corridors may pass into neighborhood centers on small conventional streets. These transportation corridors may be within continuous parkways, providing long-distance walking and bicycle trails and a continuous natural habitat.

Green corridors or greenways can be formed by the systematic accretion of recreational open spaces, such as parks, playing fields, schoolyards, and golf courses. These continuous natural spaces should gradually flow to the rural edges, connecting the regional ecosystem.

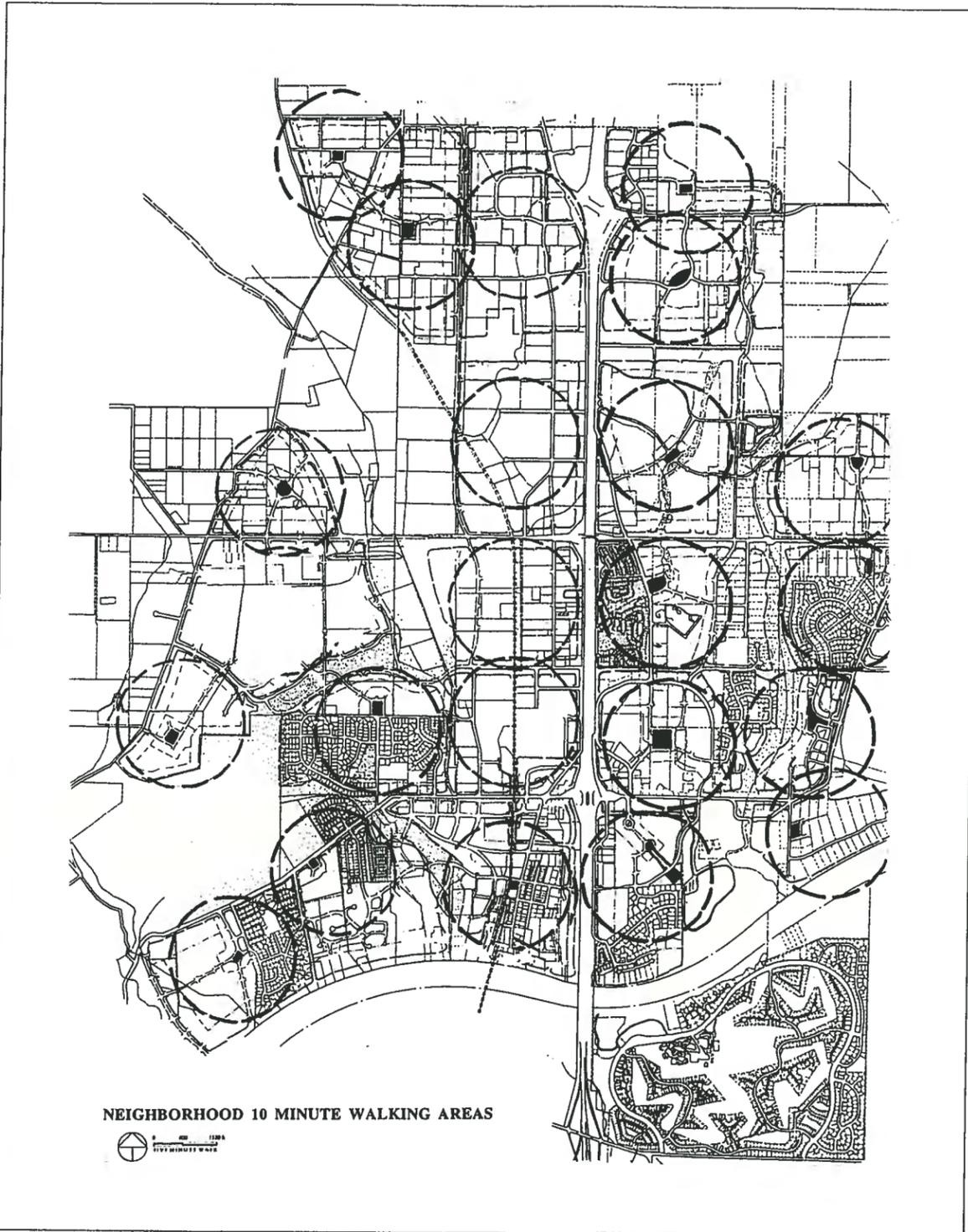
STREET NETWORK DIAGRAMS

WILSONVILLE LAND PLAN CODE

Five Minute Walking Radii - Neighborhood & District Centers

Descriptions

Neighborhood, District, & Corridor Plan



◀ **Five Minute Walking Radii Neighborhood & District Centers:** The circles locate the neighborhood centers and the area in which one can walk within 5 minutes. History shows a consistent pattern of neighborhoods and settlements this size.

▶ **Neighborhood, District, & Corridor Plan:** Good neighborhoods have a center and a defined edge. The transportation and natural corridors are the edges of the neighborhoods. The centers are roughly at the geographic center, providing civic buildings, parks, moderate density housing and small scale retail. The districts are dominated by a single use. In Wilsonville they are primarily industrial.



Existing Streets

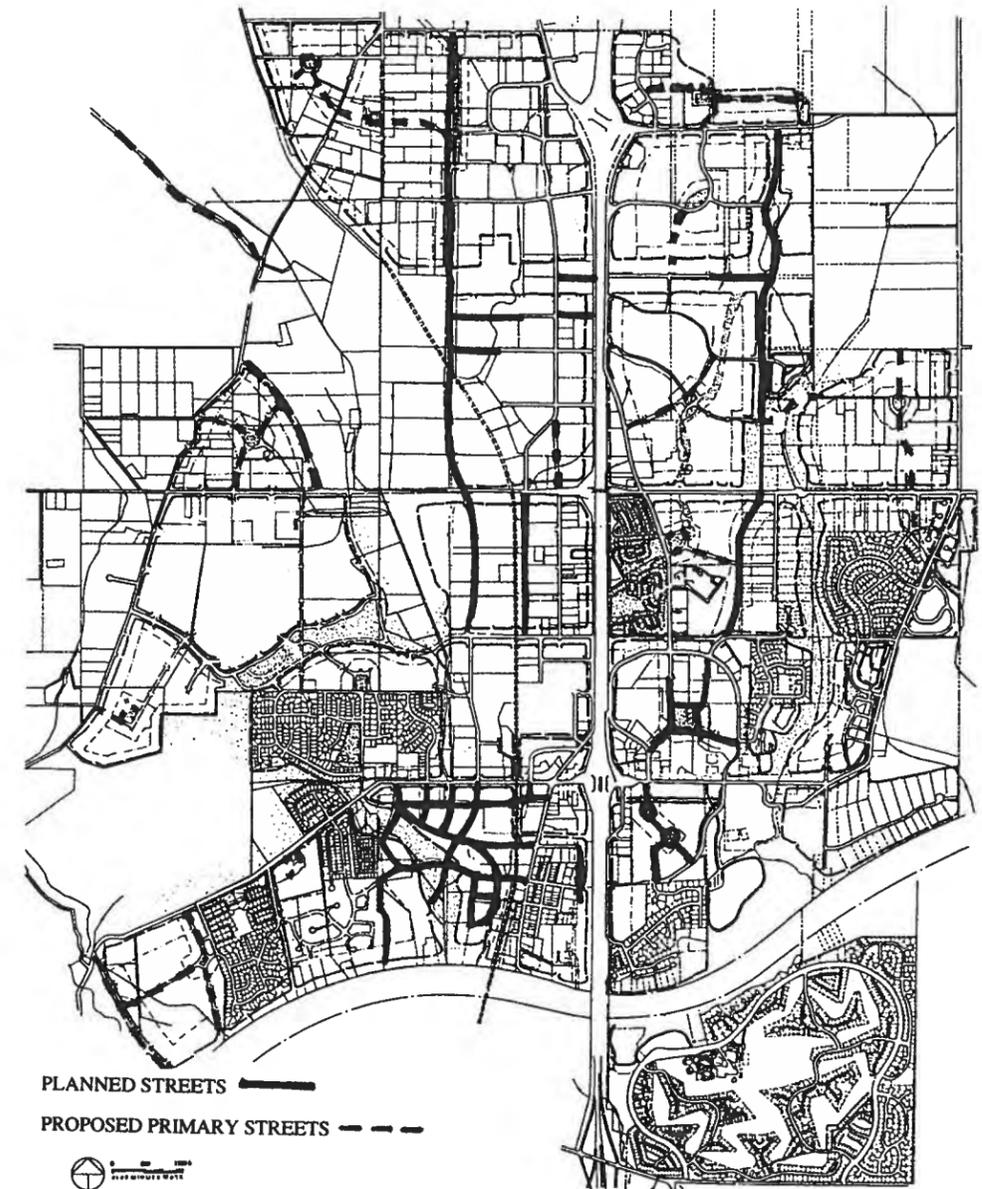
Descriptions

Planned & Proposed Street Connections



◀ **Existing Streets:** The existing streets, indicated in black, form an incomplete network. There are not enough streets and alternative routes in the city to successfully disperse the traffic. With this configuration, street widening can provide only moderate help. Significant improvements can only be made by adding more streets that connect to other streets.

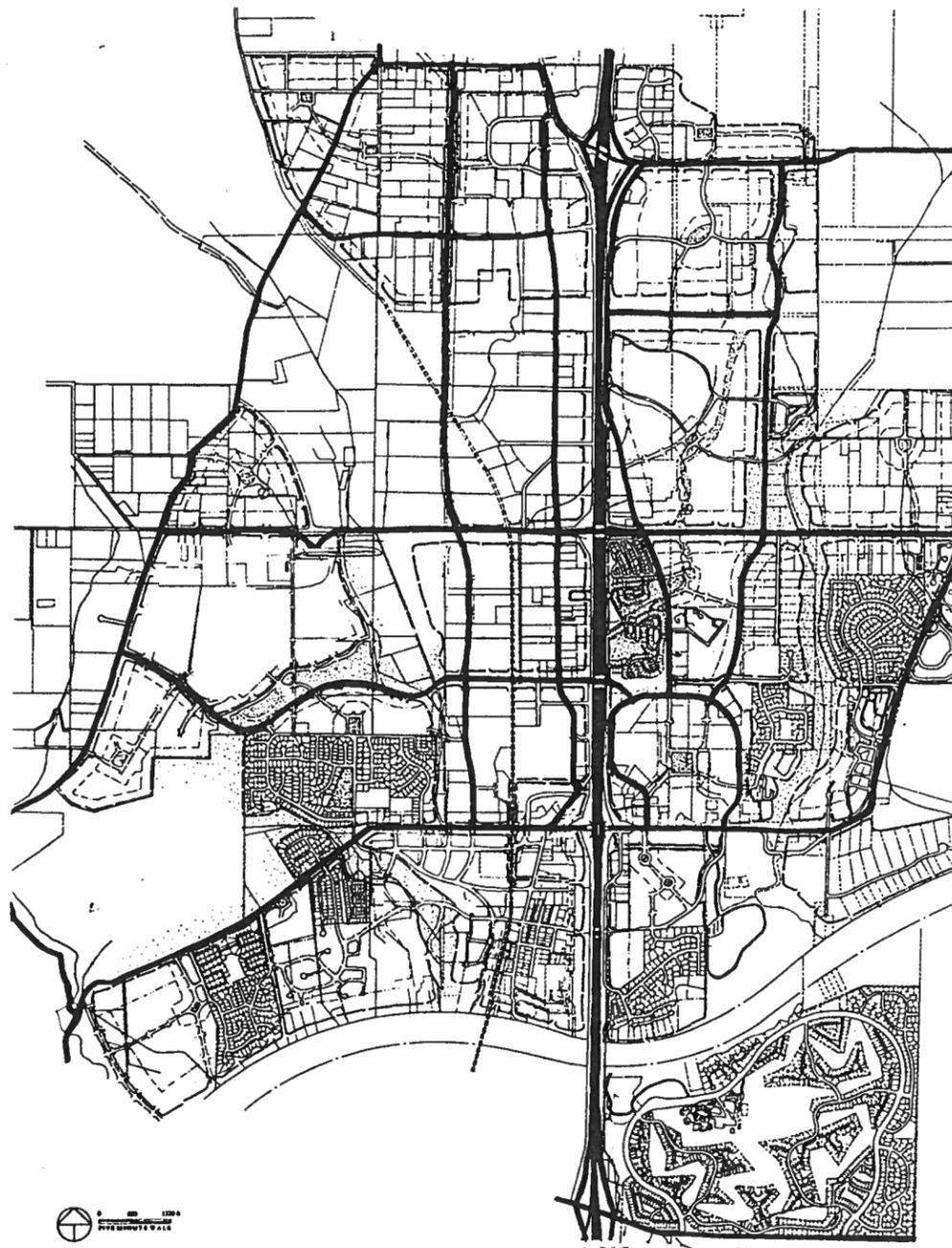
▶ **Planned & Proposed Street Connections:** The streets shown on the right in black are currently planned streets. The dashed lines indicate additional new streets proposed here. These new streets provide necessary connections for distribution of traffic, and the definition of neighborhoods without overloading residential areas.



STREET NETWORK DIAGRAMS

WILSONVILLE LAND PLAN CODE

Corridor Street Network

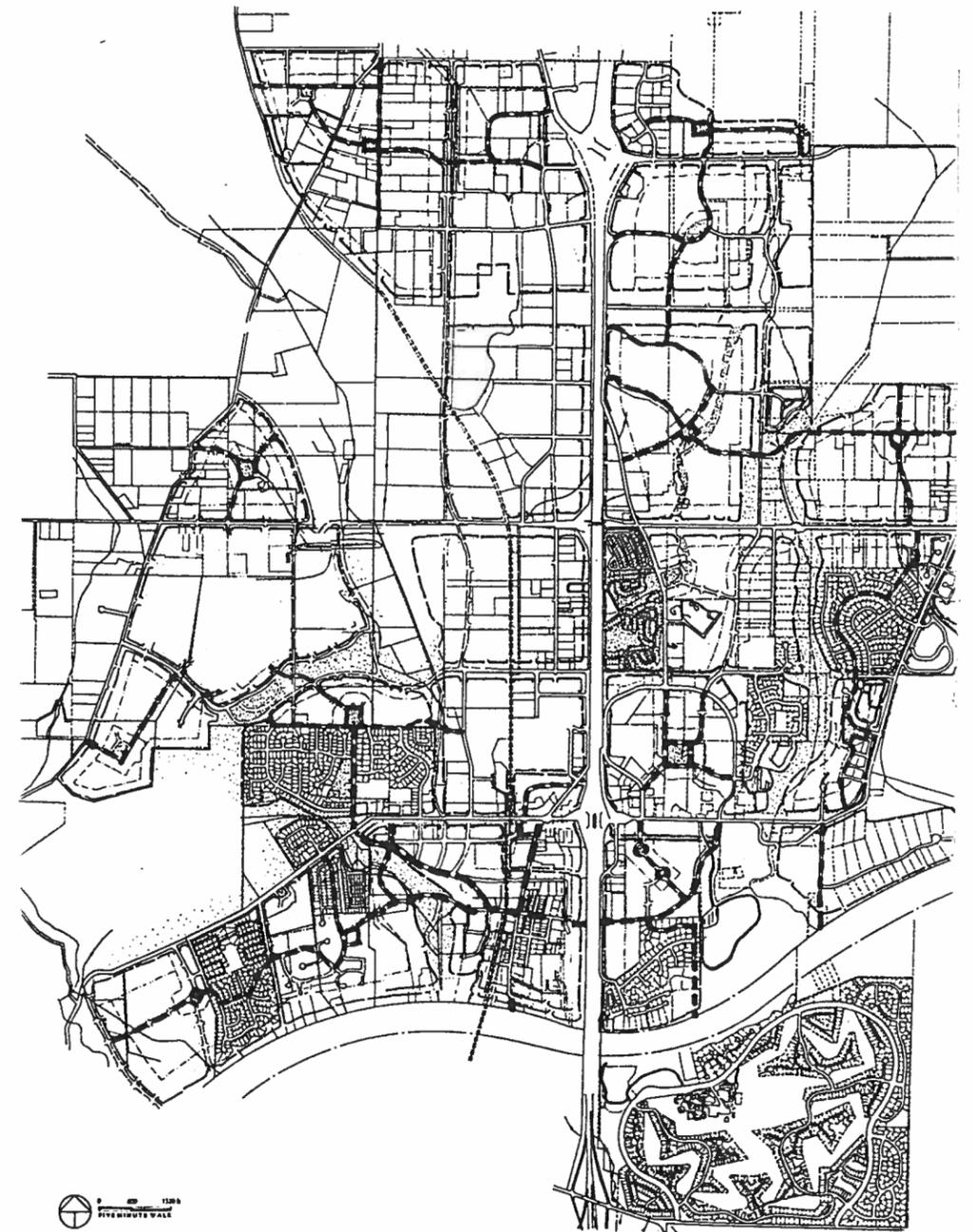


Descriptions

◀ **Corridor Street Network:** The streets on the left shown in black focus on the planned and proposed 'Corridor Streets.' These streets circumnavigate the neighborhoods, describing their edges and moving through traffic around them.

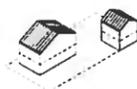
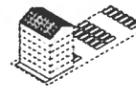
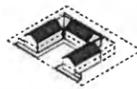
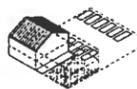
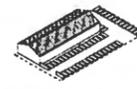
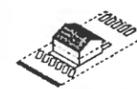
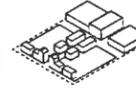
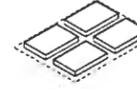
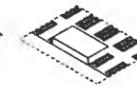
▶ **Secondary Street Network:** The streets on the right shown in black are secondary streets that connect the neighborhood centers. These streets are particularly important routes for the transit system. A bus stop in each neighborhood center would bring transit to within a 5 minute walk of most areas.

Secondary Street Network



ZONING SUMMARY

WILSONVILLE LAND PLAN CODE

																
			CIVIC BUILDING	DETACHED HOUSE (P. 13)	DOUBLE HOUSE (P. 14)	ROW HOUSE (P. 15)	SMALL MIXED-USE BUILDING (P.16)	LARGE MIXED-USE BUILDING (P. 17)	MIXED-USE COURTYARD (P. 18)	STORE-FRONT BUILDING (P. 19)	SIDE LOT STOREFRONT (P. 20)	BOULEVARD STORE FRONT (P. 21)	COMPOSITE COMMERCIAL (P. 22)	WORKSHOP BUILDING (P. 23)	LARGE SCALE INDUSTRIAL (P. 24)	
NEIGHBORHOOD	NHC	NEIGHBORHOOD CENTER (P. 5)														
	NHG	NEIGHBORHOOD GENERAL (P. 6)	Conditional use				Limited retail and manufacture									
DISTRICT	CRD	CENTRAL RETAIL DISTRICT (P. 7)														
	WID	WORKSHOP INDUSTRIAL DISTRICT (P. 8)														
	CD	CAMPUS DISTRICT (P. 9)														
	LID	LARGE SCALE INDUSTRIAL DISTRICT (P. 10)					No Residential	No Residential		No Residential	No Residential	No Residential				
	CER	CORRIDOR EDGE RESIDENTIAL (P. 11)		Natural corridor only	Natural corridor only	Transportation corridor only	Transportation corridor only		Transportation corridor only							
CORRIDOR	CCC	CORRIDOR COMMERCIAL CENTER (P. 12)														

PLANNING AREA SUMMARY

NEIGHBORHOOD CENTER

WILSONVILLE LAND PLAN CODE

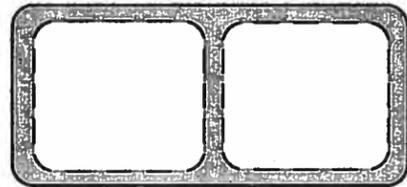
Area Description

A neighborhood is defined by its center and edge. The center is the location for social activities and small commercial businesses. It is located near the geographical center of the neighborhood. A public space such as a green or a square ideally establishes the center's location, around which churches, meeting halls, libraries and other such public buildings are located. The neighborhood center is also the location for more compact housing types such as town homes and apartment buildings. Shops and workplaces that are compatible with residential uses are also allowed in the center. This arrangement has the greatest impact on automobile trip reduction by locating more people closer to the shops and parks that provide some of their daily needs. Larger commercial areas, on the other hand, are prohibited from the centers of neighborhoods where their associated traffic loads would damage the neighborhood character. Instead they are located at the edges of neighborhoods, making them convenient to other nearby neighborhoods and a larger market.

Block Sizes

All property shall be planned as a network of interconnected streets and blocks.
 Maximum Block Perimeter in NHC = 1400 lineal feet.

Blocks longer than 500 feet shall provide through pedestrian access using an alley or path.



Lot Sizes

Min: 2500 SF
 Max: 5000 SF
 (A maximum of three 2500 SF lots may be combined per project)

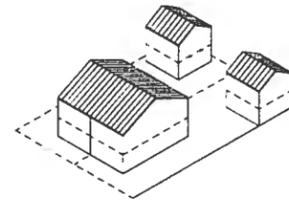
Building Coverage

Max: 70 %

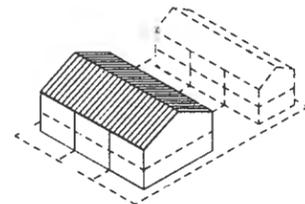
Lot / Building Types

VARIED

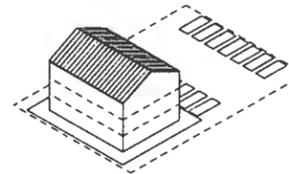
CIVIC BUILDING



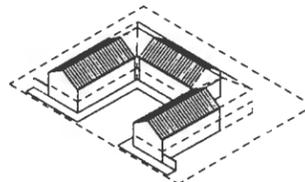
DOUBLE HOUSE



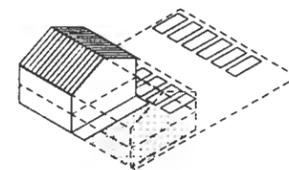
ROW HOUSE



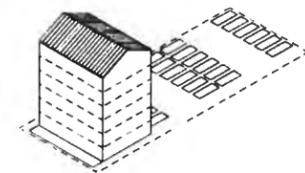
SMALL MIXED-USE BUILDING



COURTYARD MIXED-USE BUILDING

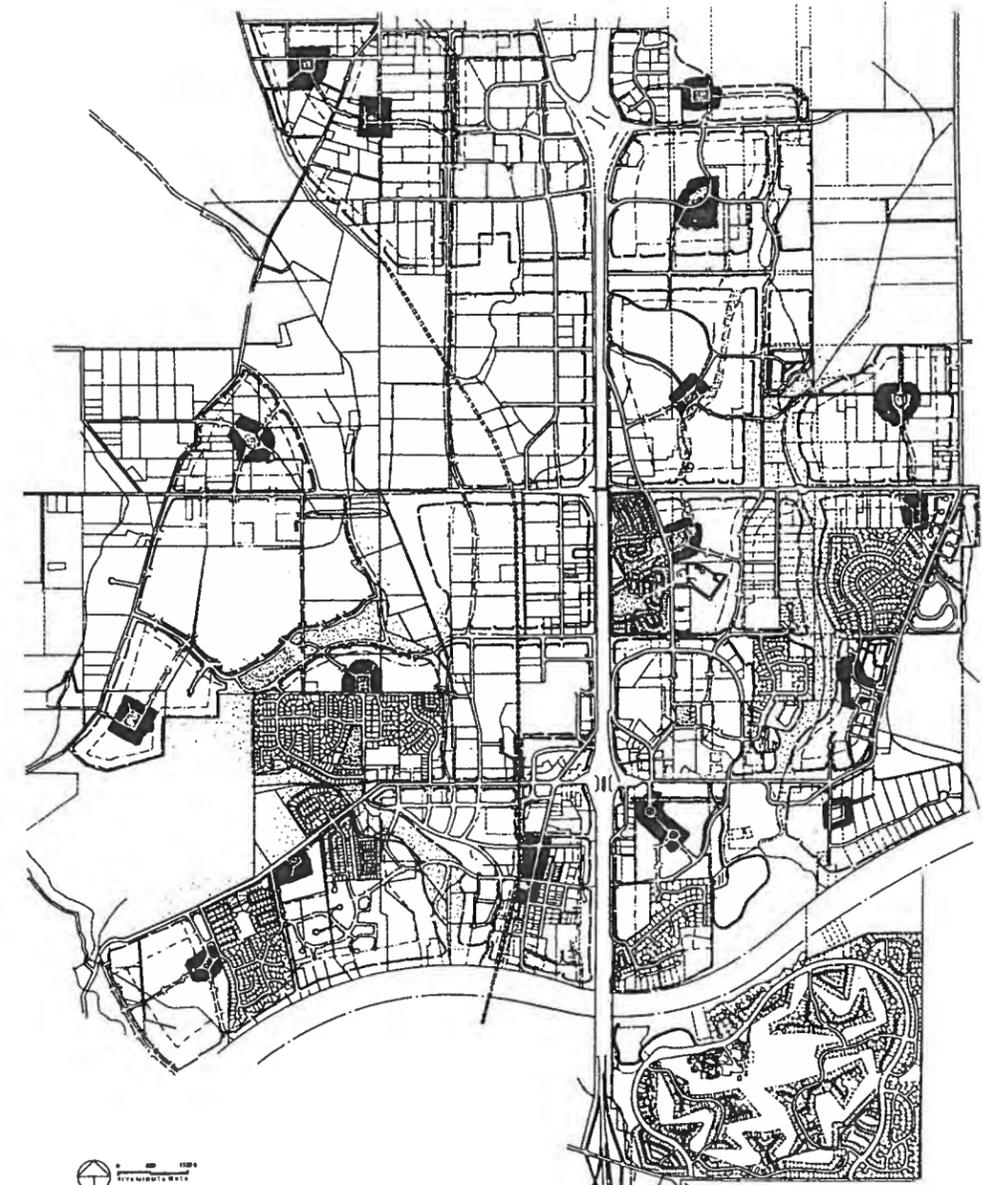


STOREFRONT BUILDING



LARGE MIXED-USE BUILDING

Area Map



PLANNING AREA SUMMARY

NEIGHBORHOOD GENERAL

WILSONVILLE LAND PLAN CODE

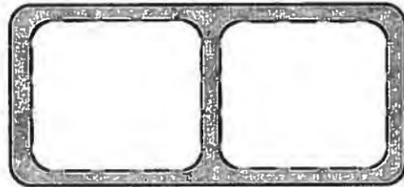
Area Description

The largest area of the neighborhood is the "neighborhood general." The predominant building blocks of the neighborhood general are midsize buildings such as attached homes, small apartment buildings and detached single family houses. These building types can coexist harmoniously because they all share the same basic size on the street and because the parking impact in each case is hidden from view, behind the building.

Block Sizes

All property shall be planned as a network of interconnected streets and blocks.
Maximum Block Perimeter in NHG = 1400 lineal feet.

Blocks longer than 500 feet shall provide through pedestrian access using an alley or path.



Lot Sizes

Min: 3500 SF

Max: 7000 SF

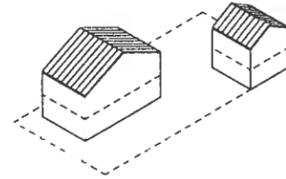
Building Coverage

Max: 50 %
(Note exception: row houses may cover up to 70% of each lot).

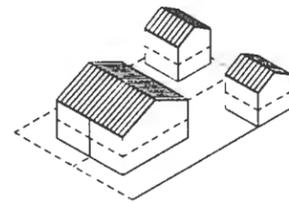
Lot / Building Types

VARIED

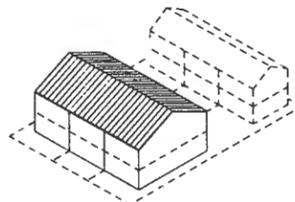
CIVIC BUILDING



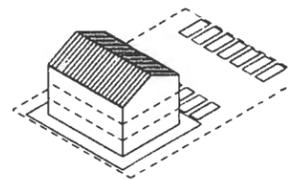
DETACHED HOUSE



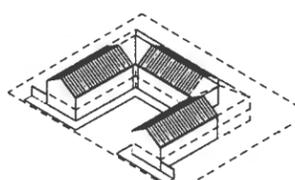
DOUBLE HOUSE



ROW HOUSE

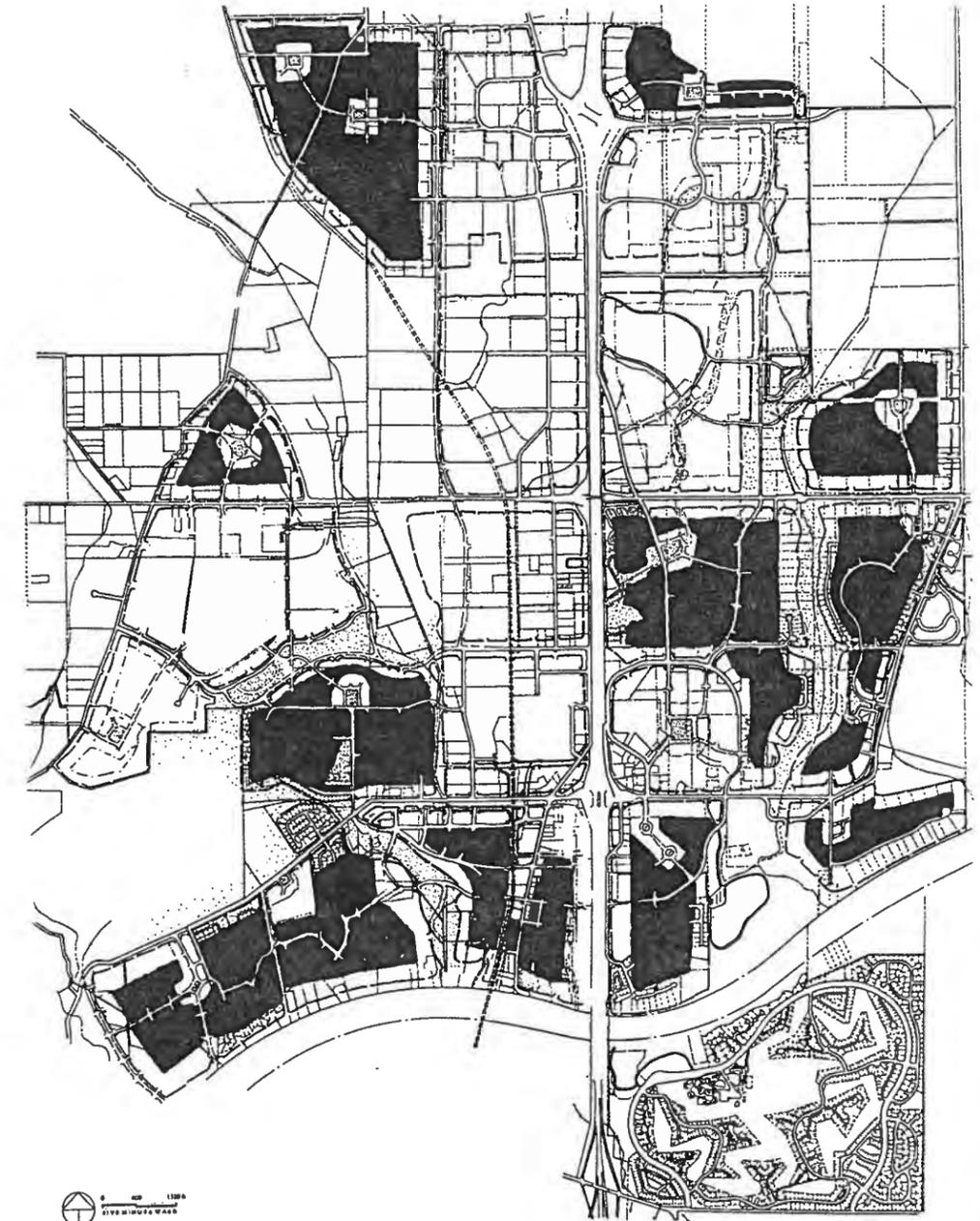


SMALL MIXED USE BUILDING



COURTYARD MIXED USE BUILDING

Area Map



PLANNING AREA SUMMARY

CENTRAL RETAIL DISTRICT

WILSONVILLE LAND PLAN CODE

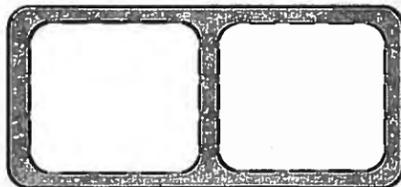
Area Description

The Central Retail District is the area of greatest commercial intensity within the city. It is located on the edge of and between several neighborhoods, and close to the main I-5 interchange. In order to maintain the pedestrian oriented quality of the surrounding neighborhoods, it is critical that there be frequent street connections between the CRD and the adjoining neighborhood general areas. The district is encouraged to not be exclusively commercial, so various compact residential types are allowed. The Lot/Building Types in the CRD respond to different street types. The small mixed-use, large mixed-use, courtyard, and storefront buildings require on-street parking in front, without which, the retail will have a difficult time surviving. The side lot storefront, boulevard storefront, and composite commercial compensate in various ways for lack of on street parking. Because they are the major centers of the city and because of the complexity of ownership, market and traffic, it is recommended that the east and west side CRD's be studied in detail through a specific plan process.

Block Sizes

All property shall be planned as a network of interconnected streets and blocks.
Maximum Block Perimeter in CRD = 2000 lineal feet.

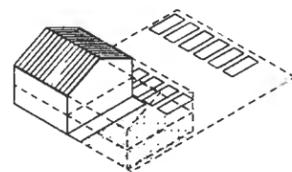
Blocks longer than 500 feet shall provide through pedestrian access using an alley, internal street, or path.



Lot Sizes

Min: 2000 S.F.
Max: NA
Lot size averaging is allowed

Building Coverage:
70 % Max

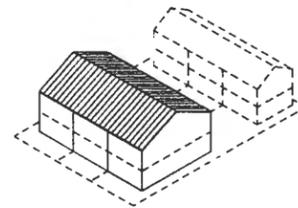


STOREFRONT BUILDING

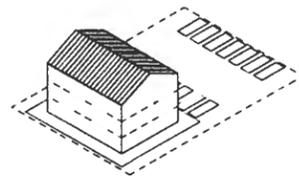
Lot / Building Types

VARIED

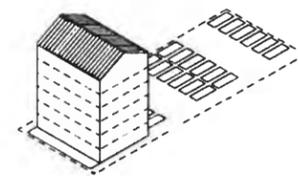
CIVIC BUILDING



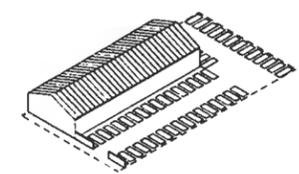
ROW HOUSE



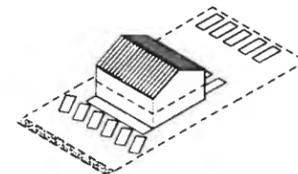
SMALL MIXED-USE BUILDING



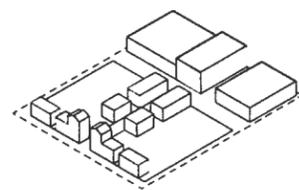
LARGE MIXED-USE BUILDING



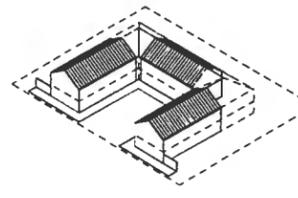
SIDE LOT STOREFRONT



BOULEVARD STOREFRONT

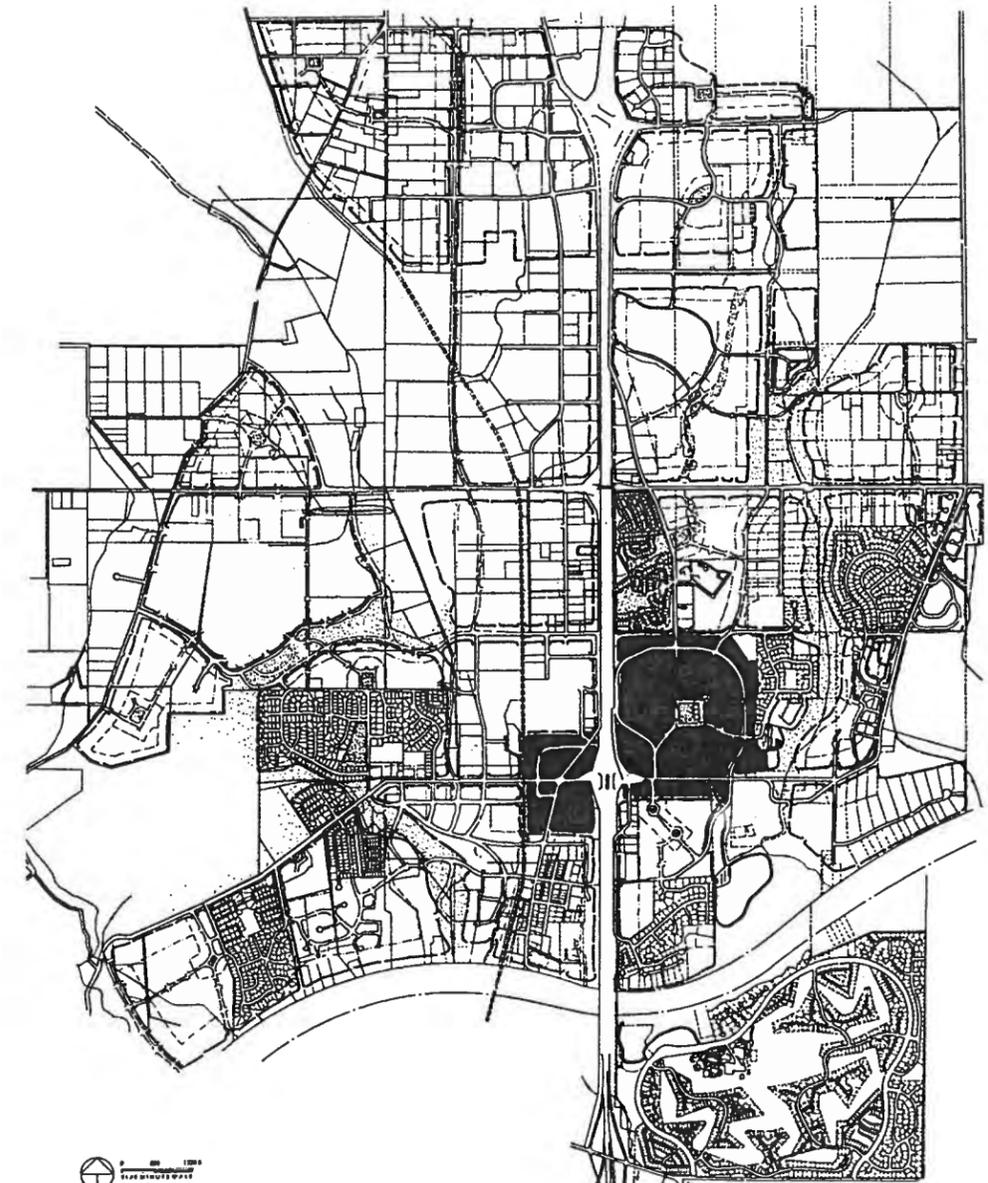


COMPOSITE COMMERCIAL



MIXED-USE COURTYARD BUILDING

Area Map



PLANNING AREA SUMMARY

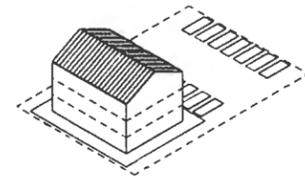
WORKSHOP INDUSTRIAL DISTRICT

WILSONVILLE LAND PLAN CODE

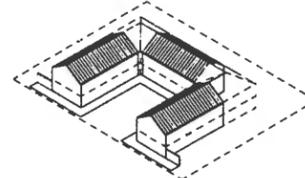
Area Description

Workshop Industrial District is limited to buildings that can fit into a large block. These buildings are frequently divided into small workshop ownerships. They are surrounded by industrial streets with head-in parking allowed. This district allows heavy truck and rail usage and, therefore, residential uses are excluded.

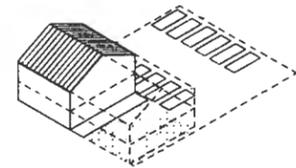
Lot / Building Types



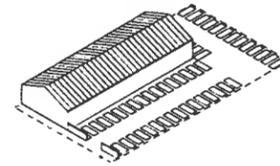
SMALL MIXED-USE BUILDING



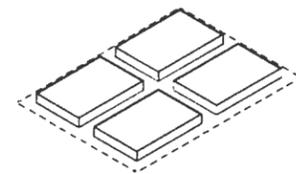
COURTYARD MIXED-USE BUILDING



STOREFRONT BUILDING

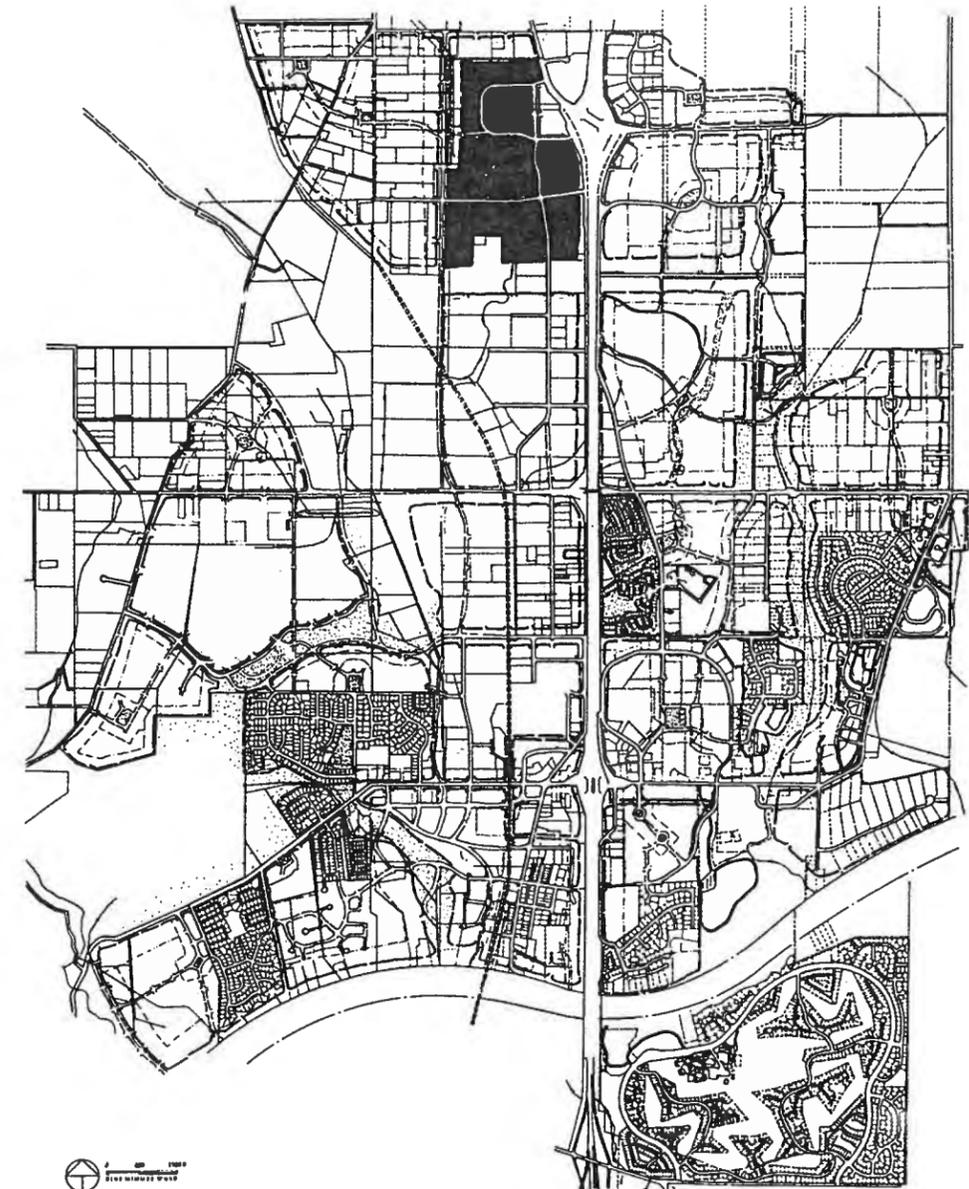


SIDE LOT STOREFRONT



WORKSHOP BUILDINGS

Area Map

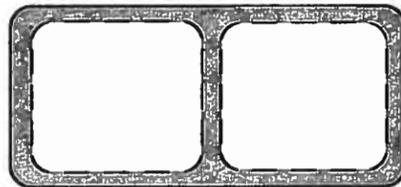


Block Sizes

All property shall be planned as a network of interconnected streets and blocks.

Maximum Block Perimeter in WID = 2000 lineal feet.

Blocks longer than 700 feet shall provide through pedestrian access using an alley or path.



Lot Sizes

Min: 3500 SF

Max: NA

Building Coverage

Max: 70 %

PLANNING AREA SUMMARY

CAMPUS DISTRICT

WILSONVILLE LAND PLAN CODE

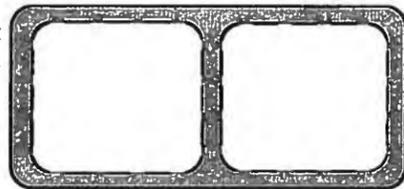
Area Description

The Campus District is for primarily single institution or corporate ownership. The district standards require generous street setbacks with landscaping. The model is that of a college or corporate campus, where a set of buildings form courtyards with lush landscaping. In order to allow a degree of self-sufficiency, residential and support commercial are allowed. Campus Districts should require master plans developed in a public review process.

Block Sizes

All property shall be planned as a network of interconnected streets and blocks.
Maximum Block Perimeter in CD = 3500 lineal feet.

Blocks longer than 700 feet shall provide pedestrian access using an alley or path.



Lot Sizes

Min: 8000 SF
Max: NA

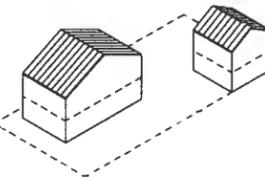
Building Coverage

Max: 50 %

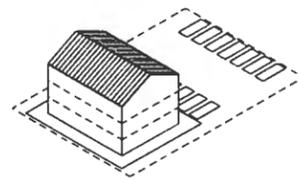
Lot / Building Types

VARIED

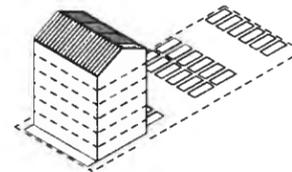
CIVIC BUILDING



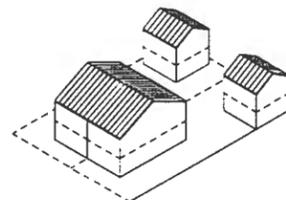
DETACHED HOUSE



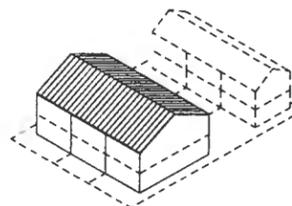
SMALL MIXED-USE BUILDING



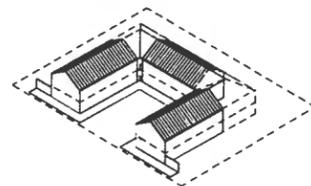
LARGE MIXED-USE BUILDING



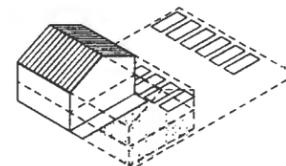
DOUBLE HOUSE



ROW HOUSE

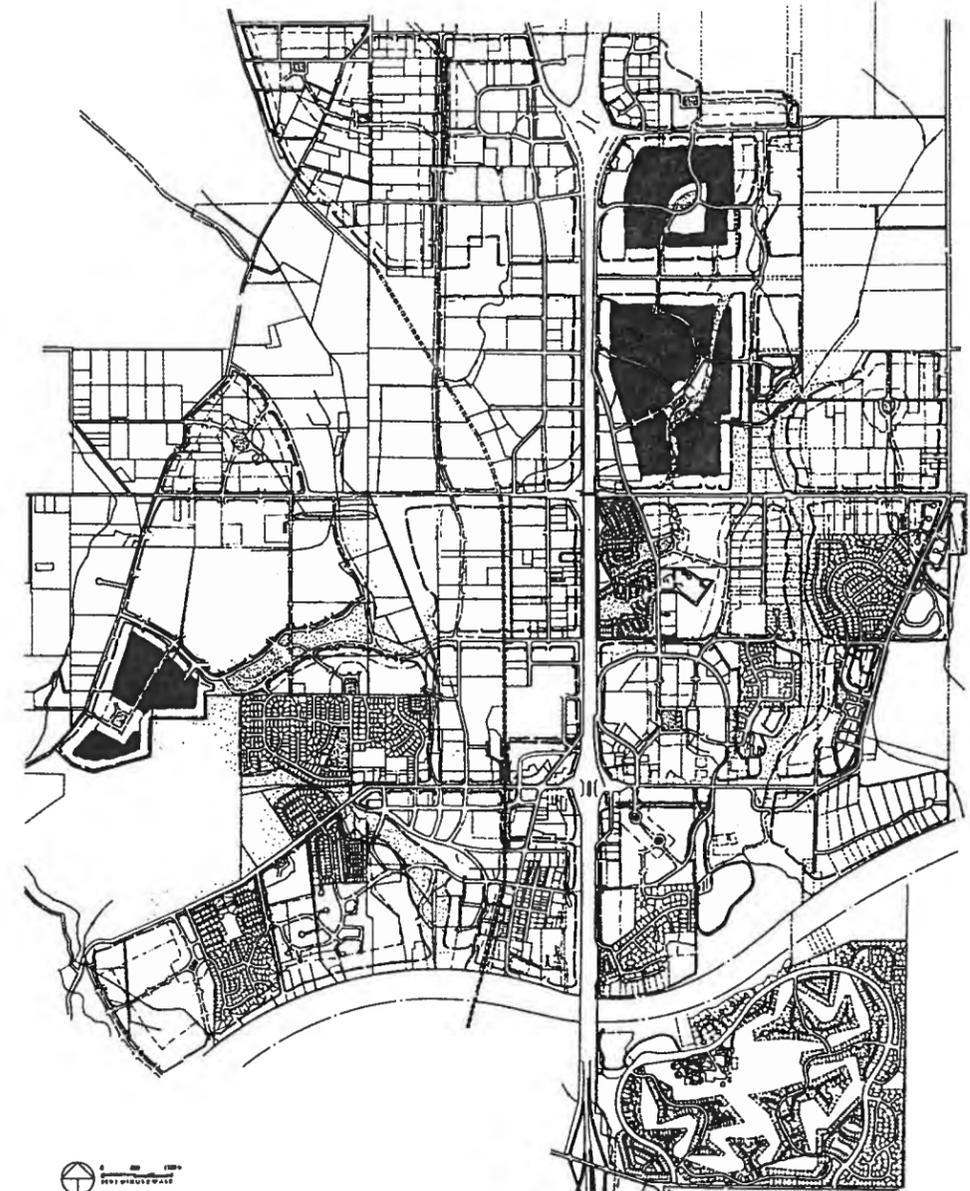


COURTYARD MIXED-USE BUILDING



STOREFRONT BUILDING

Area Map



PLANNING AREA SUMMARY

LARGE SCALE INDUSTRIAL DISTRICT

WILSONVILLE LAND PLAN CODE

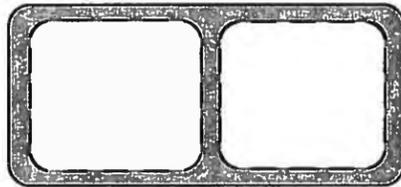
Area Description

Large Scale Industrial Districts are limited to buildings and uses that meet any of the following conditions; exceed the large block (3500 linear feet perimeter) size; require heavy, regular trucking use; require train use; or otherwise engage in activity that would be disruptive to housing or retail uses.

Block Sizes

All property shall be planned as a network of interconnected streets and blocks.
Block Perimeter in LID ≥ 3500 lineal feet.

Blocks longer than 700 feet shall provide through pedestrian access using an alley or path.



Lot Sizes

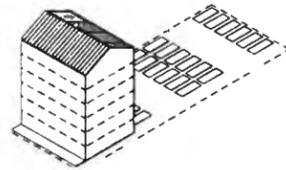
Min: 20,000SF

Max: NA

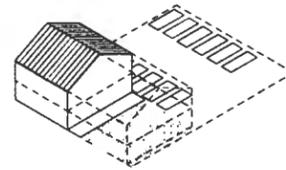
Building Coverage

Max: 70 %

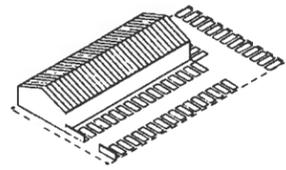
Lot / Building Types



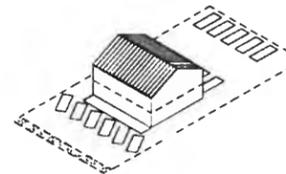
LARGE MIXED-USE BUILDING



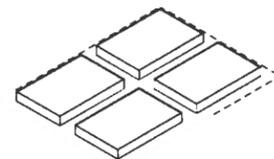
STOREFRONT BUILDING



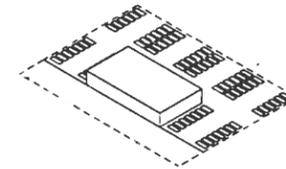
SIDE-LOT STOREFRONT



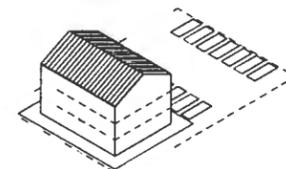
BOULEVARD STOREFRONT



WORKSHOP BUILDINGS

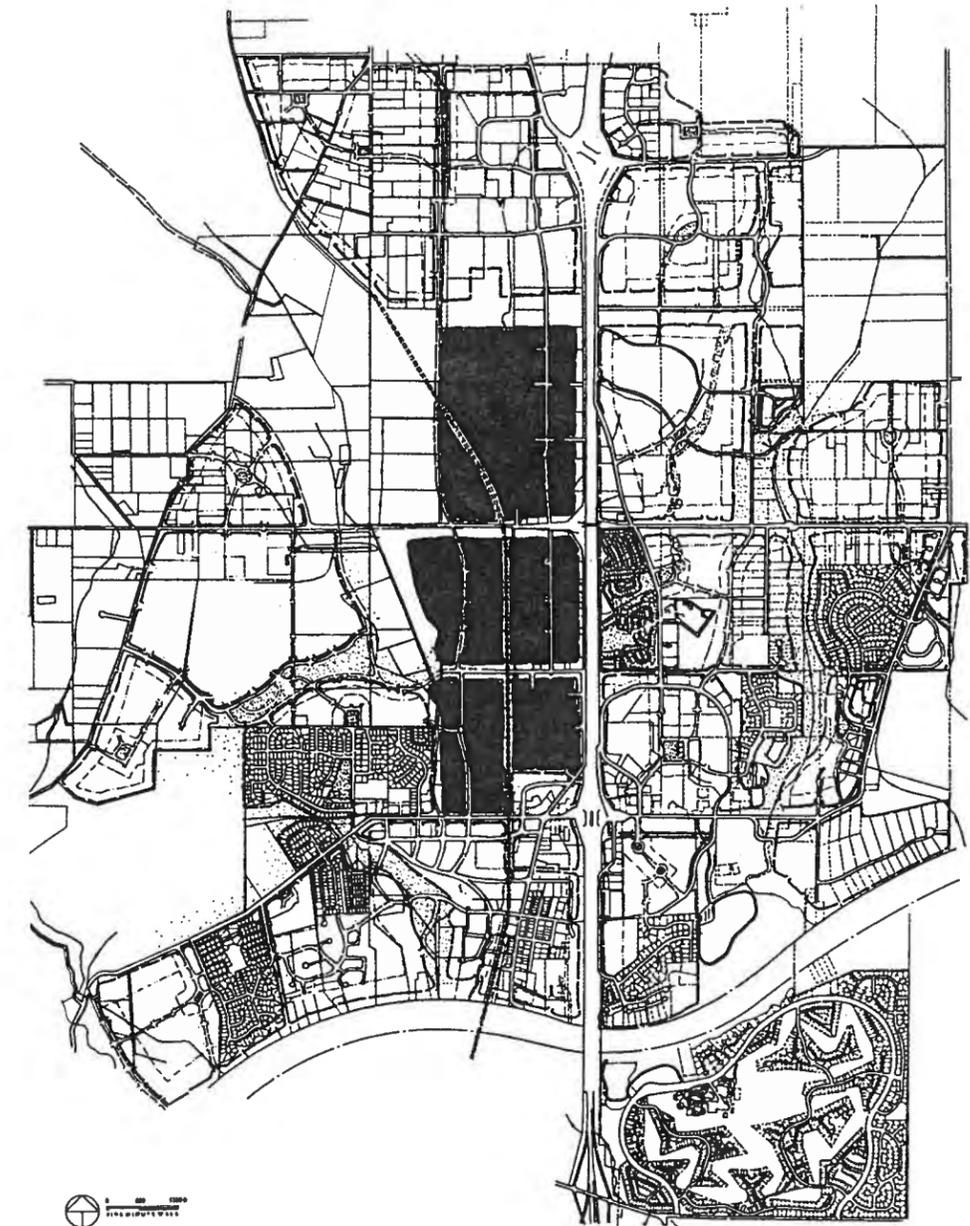


LARGE-SCALE INDUSTRIAL



SMALL MIXED USE

Area Map



PLANNING AREA SUMMARY

CORRIDOR EDGE RESIDENTIAL

WILSONVILLE LAND PLAN CODE

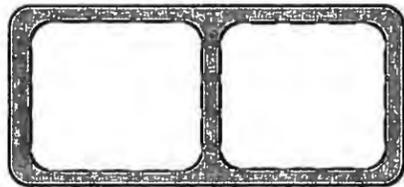
Area Description

Corridors typically fall into one of two categories; natural corridor or transportation corridor. The residential types allowed in these areas depend on the category of the corridor. Residential in a natural corridor edge is the least dense, with the largest lots (detached houses). Because of its ability to act as a buffer to the neighborhood behind, residential within the transportation corridor edge is higher density, and can be mixed use (double house, row house, courtyard, small mixed-use, courtyard, and storefront types).

Block Sizes

All property shall be planned as a network of interconnected streets and blocks.
Maximum Block Perimeter in CER = 1400 lineal feet.

Blocks longer than 700 feet shall provide through pedestrian access using an alley or path.



Lot Sizes

Min: Natural edge 8000 SF
Transportation edge 5000 SF
Max: NA

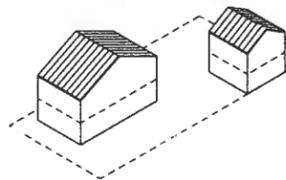
Building Coverage

Max: 50 %

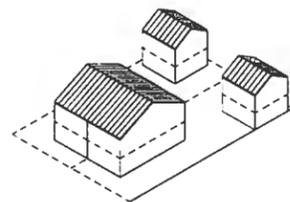
Lot / Building Types

VARIED

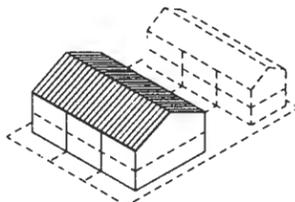
CIVIC BUILDING



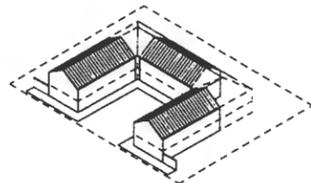
DETACHED HOUSE



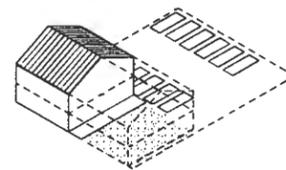
DOUBLE HOUSE



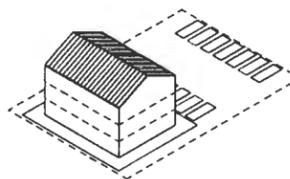
ROW HOUSE



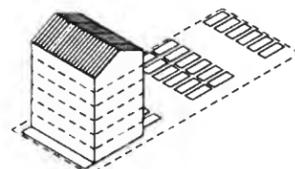
COURTYARD MIXED-USE BUILDING



STOREFRONT BUILDING

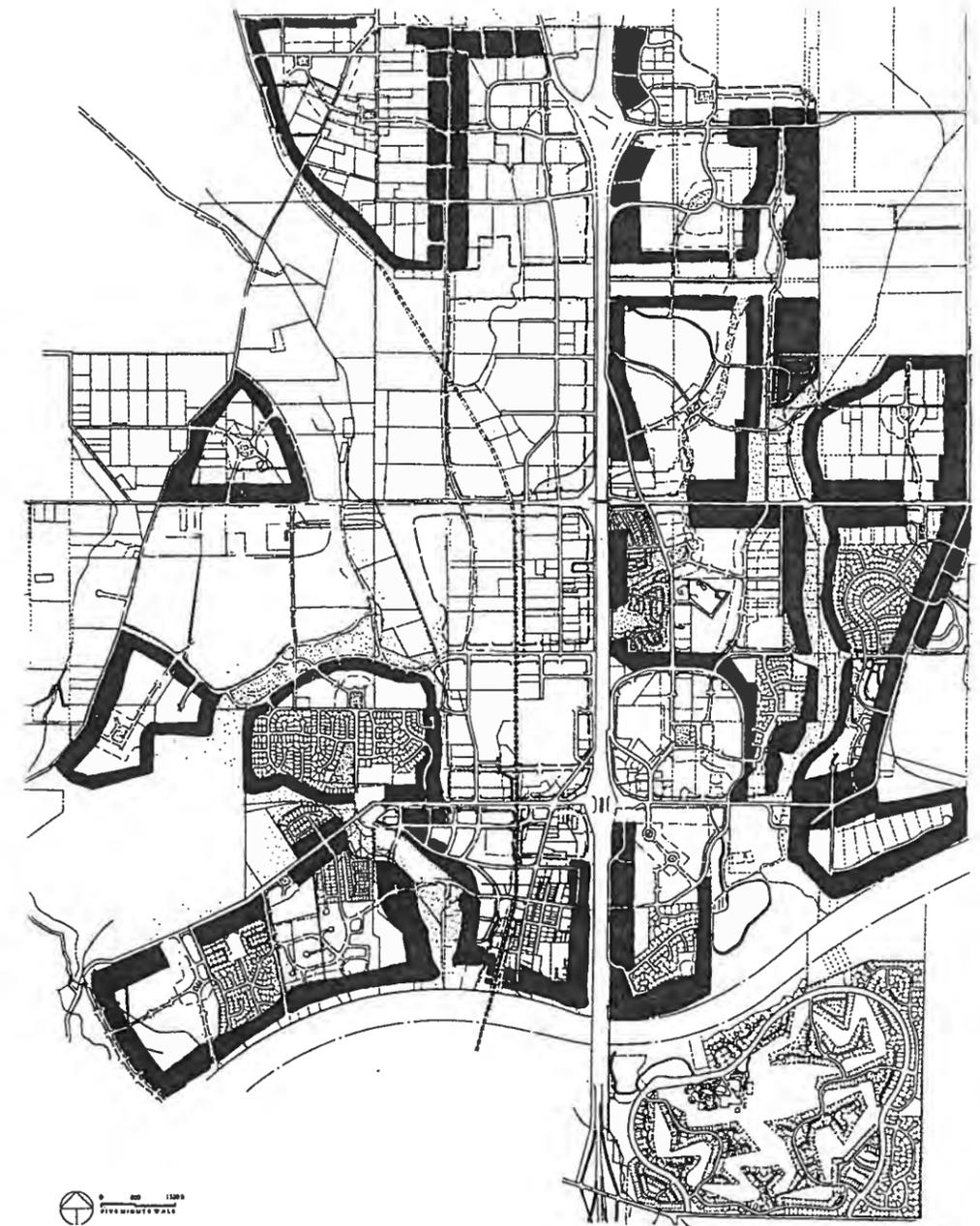


SMALL MIXED-USE BUILDING



LARGE MIXED-USE BUILDING

Area Map



PLANNING AREA SUMMARY

CORRIDOR COMMERCIAL CENTER

WILSONVILLE LAND PLAN CODE

Area Description

Corridor Commercial Centers serve several neighborhoods. They are primarily located along transportation corridors which provide a large enough market to support a retail center.

The Lot/Building Types in the CCC respond to different street types. The small mixed-use, large mixed-use, courtyard, and storefront buildings require on-street parking in front, without which, the retail there will have a difficult time surviving. The side lot storefront, boulevard storefront, and composite commercial, compensate in various ways for lack of on street parking.

Block Sizes

All property shall be planned as a network of interconnected streets and blocks.
Maximum Block Perimeter in CCC = 2000 lineal feet.

Blocks longer than 700 feet shall provide pedestrian access using an alley or path.



Lot Sizes

Min: 2000 SF

Max: NA

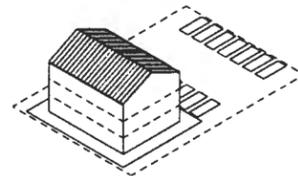
Building Coverage

Max: 70 %

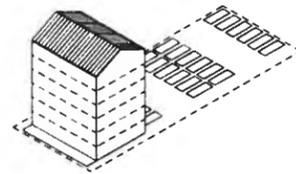
Lot / Building Types

VARIED

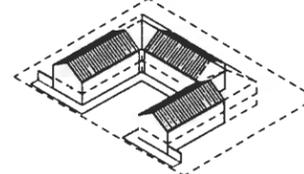
CIVIC BUILDING



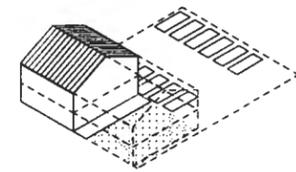
SMALL MIXED-USE BUILDING



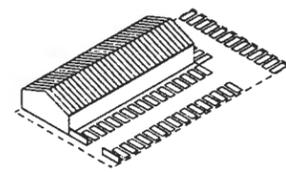
LARGE MIXED-USE BUILDING



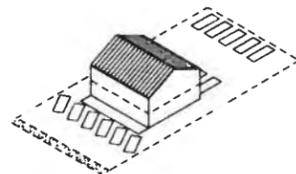
MIXED-USE COURTYARD BUILDING



STOREFRONT BUILDING

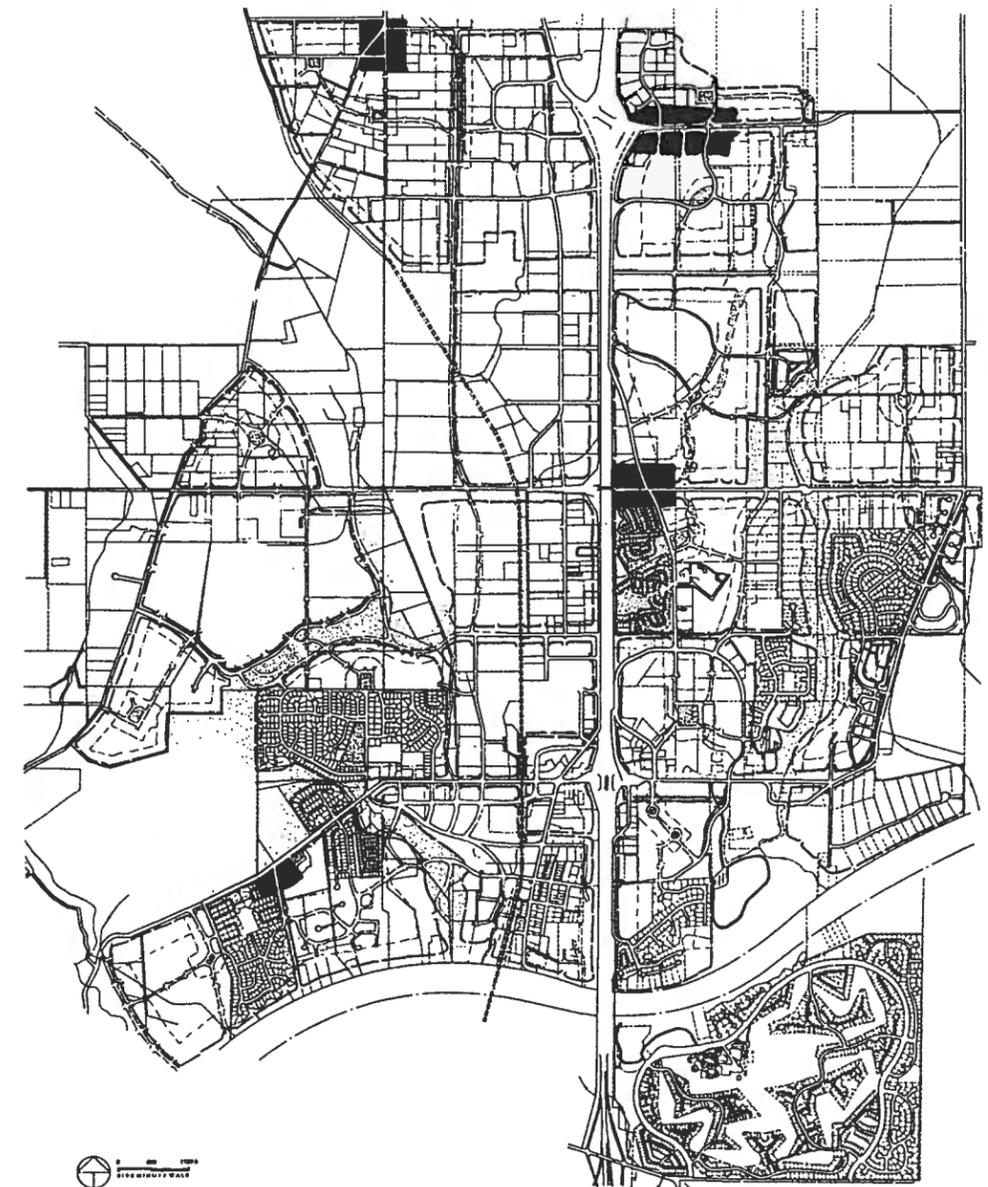


SIDE LOT STOREFRONT



BOULEVARD STOREFRONT

Area Map

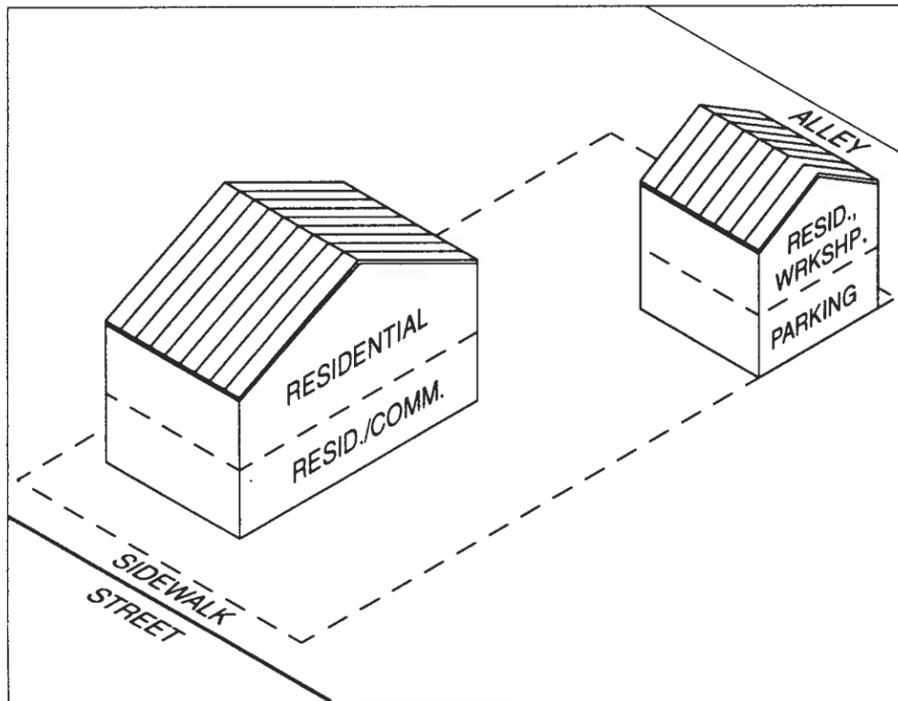


I. LOT & BUILDING REGULATIONS

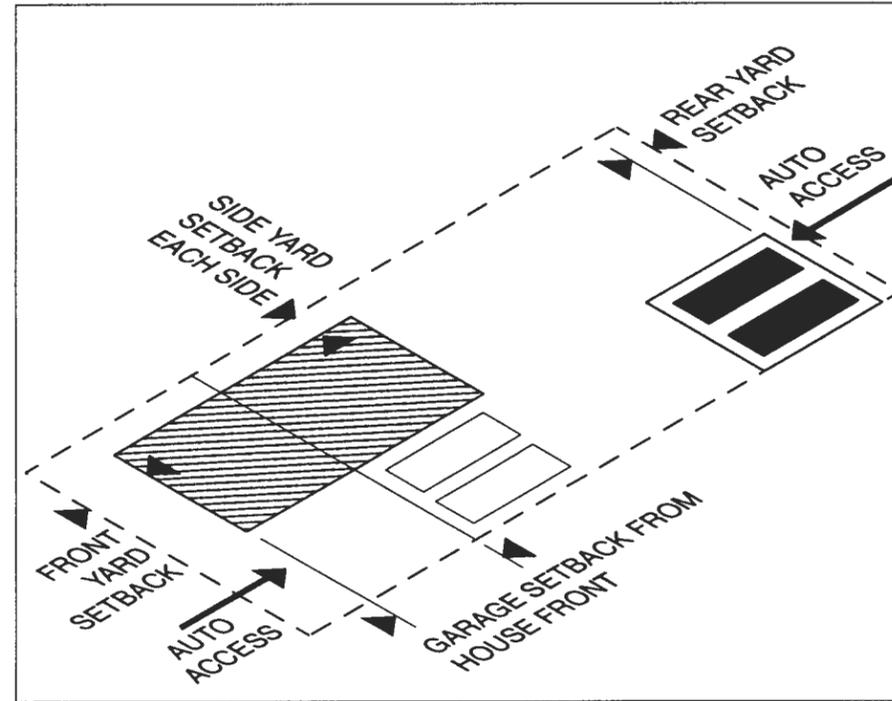
DETACHED HOUSE

WILSONVILLE LAND PLAN CODE

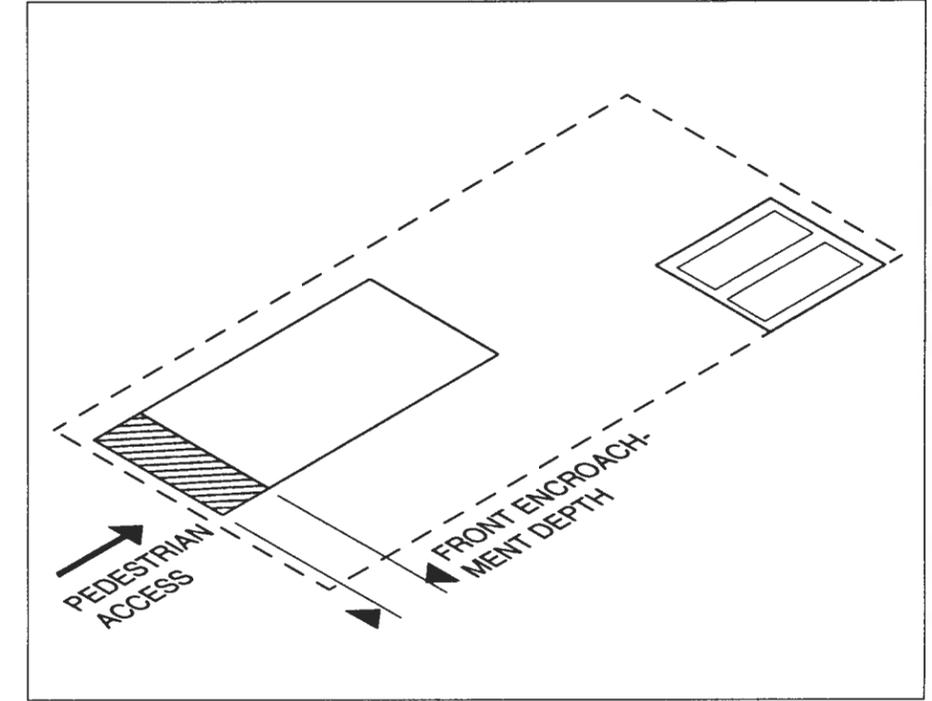
Building Use & Height



Building & Auto Placements



Building Encroachments & Pedestrian Access



Example Detached House

- **PRIMARY BUILDING :**
HEIGHT: 30 FT. at eaves
ALLOWABLE USES: 1st Floor: Residential & Neighborhood Commercial. 2nd Floor: Residential
- **ACCESSORY BUILDING :**
HEIGHT: 20 FT. at eaves
ALLOWABLE USES: 1st Floor: Garage. 2nd Floor: Residential or Office

- **SETBACKS IN NHG -** Front: 15 - 20 Ft. Reqd. Side: 5 FT. Min. Side @ Corner : 10 FT. Min. Rear: 15 FT. Min. main house 4 FT. Min. Garage
- **SETBACKS IN CER -** Front: 25 min. Side @ Corner : 15 FT. Min. Rear: 20 FT. Min. main house 4 FT. Min. Garage
- **GARAGE FRONT SETBACK:** Single car = 5 FT. min. Double Car = 10 FT. Triple Car = 15 FT. (If attached to house)
- **PARKING ALLOCATION:** 2 per House
- **ACCESSORY BUILDING:** Allowed within 25 FT. of rear lot line. (If detached from house).

- **FRONT ENCROACHMENT DEPTH:** Balconies, stoops, open porches, bay windows and awnings are permitted to encroach into the setback areas up to 8 feet as shown above.
- **BUILDING ENTRANCES:** Primary building pedestrian entrance is from the street frontage.

DESCRIPTION: The detached house is the dominant building in the neighborhood general zone (NHG). It is also allowed within the Corridor Edge Residential (CER) where the lots and setbacks are larger. The front of the house faces the street while the garage sets back. In this way the most interesting part of the house is seen from the street. The effort is to promote community use and awareness of the street, making it a desirable place to spend time and a place which is seen by more people and is thereby safer.

General Notes:
1. Buildings may be built on the lot within the zone described by the setback dimensions above. The hatched area above represents a possible building footprint within the buildable zone.
2. Infill buildings: front setbacks shall be equal to the average setbacks for buildings on the same side of the street within 300 feet. Otherwise, the above standards apply.

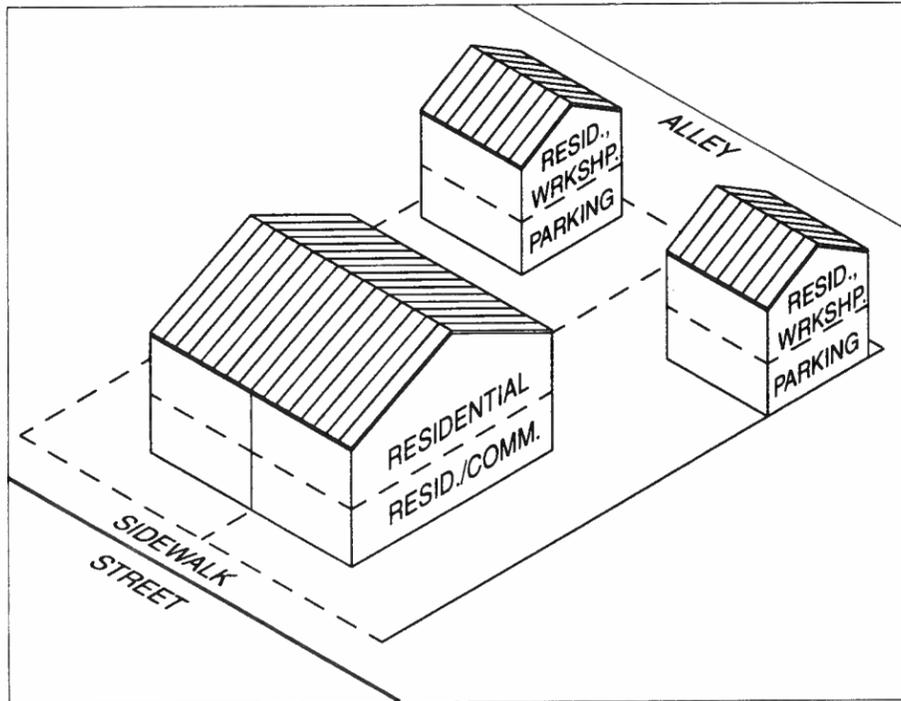
3. Front automobile access to the lot allowed only when alleys are not present.
4. Special architectural structures such as towers or cupolas may exceed the height limit provided a cornice or other detail helps to define the height limit line. In this case the protruding structure could not exceed 200 square feet.

I. BUILDING & LOT REGULATIONS

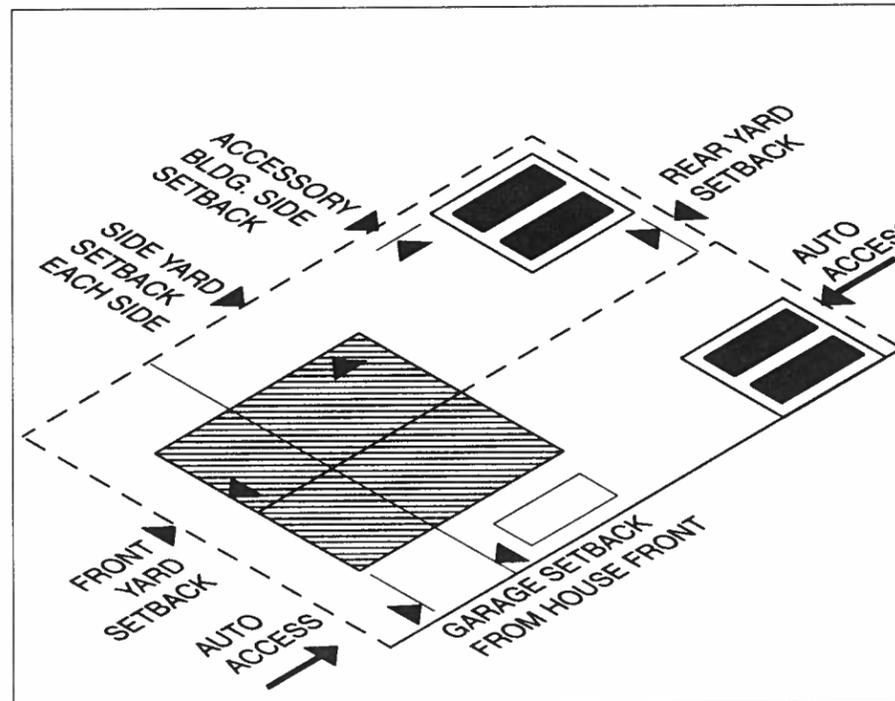
DOUBLE HOUSE

WILSONVILLE LAND PLAN CODE

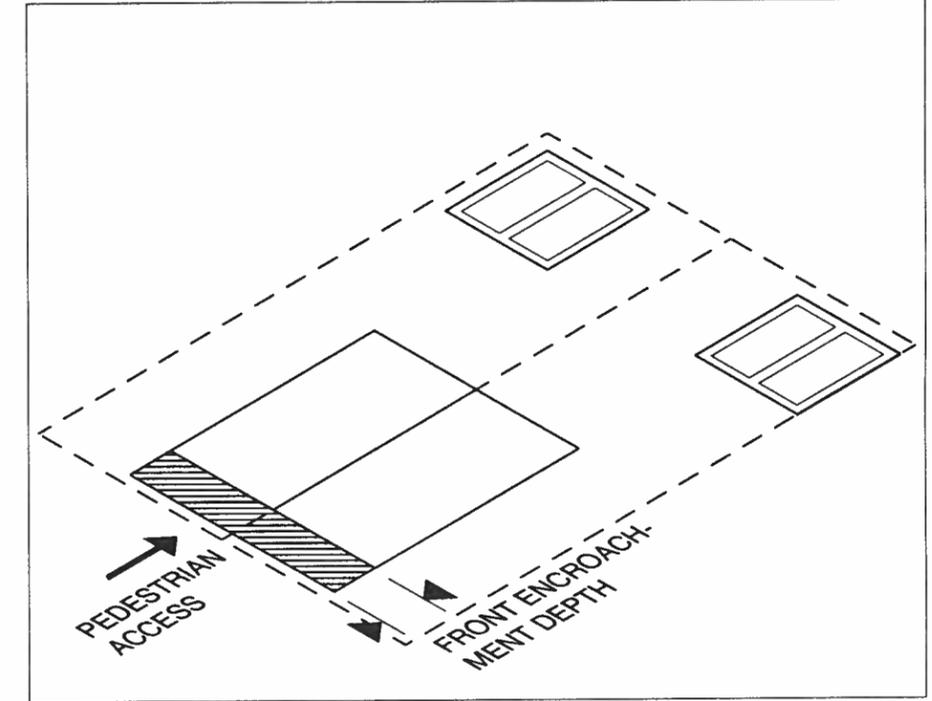
Building Use & Height



Building & Auto Placements



Building Encroachments & Pedestrian Access



Example Double House

- PRIMARY BUILDING :
HEIGHT: 30 FT. at eaves
ALLOWABLE USES: 1st Floor: Residential & Neighborhood Commercial.
2nd Floor: Residential
- ACCESSORY BUILDING :
HEIGHT: 20 FT. at eaves
ALLOWABLE USES: 1st Floor: Garage. 2nd Floor: Residential or Office

- SETBACKS - FRONT: 15 - 20 FT. SIDE: 5 FT. Min.
SIDE @ CORNER LOT: 10 FT. Min. REAR: 15 FT. Min. main house
4 FT. Min. Garage
- GARAGE FRONT SETBACK: Single car garage = 5 FT. min. Double car 10 FT. min. Triple car 15 FT. min.
- PARKING ALLOCATION: 2 per House
- ACCESSORY BUILDING: Allowed within 25 FT. of rear lot line.
- MINIMUM BUILDOUT AT FRONT SETBACK: 50% of lot frontage

- FRONT ENCROACHMENT DEPTH: Balconies, stoops, open porches, bay windows and awnings are permitted to encroach into the setback areas up to 8 feet as shown above.
- BUILDING ENTRANCES: Primary building pedestrian entrance is from the street frontage.

DESCRIPTION: The double house is a duplex, or two fee simple houses attached. The front of the house faces the street while the garage sets back. Because the garage sets back, the double house looks like a large single, detached house. This similar massing of the two types is what makes them compatible lot types.

GENERAL NOTES:

1. Buildings may be built on the lot within the zone described by the setback dimensions above. The hatched area above represents a possible building footprint within the buildable zone. Building facades shall be built along the lot frontage at the prescribed setback to the percentage designated above.
2. Infill buildings: front setbacks shall be equal to the average setbacks for buildings on the same side of the street within 300 feet. Otherwise, the above standards apply.

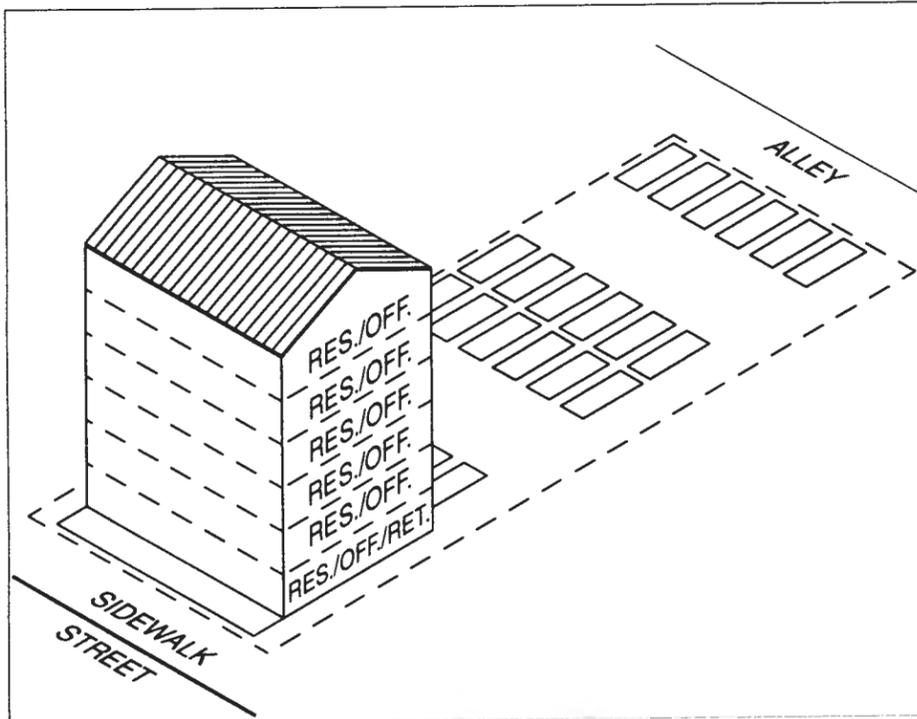
3. Front automobile access to the lot allowed only when alleys are not present.
4. Special architectural structures such as towers or cupolas may exceed the height limit provided a cornice or other detail helps to define the height limit line. In this case the protruding structure should not exceed 200 square feet.

I. BUILDING & LOT REGULATIONS

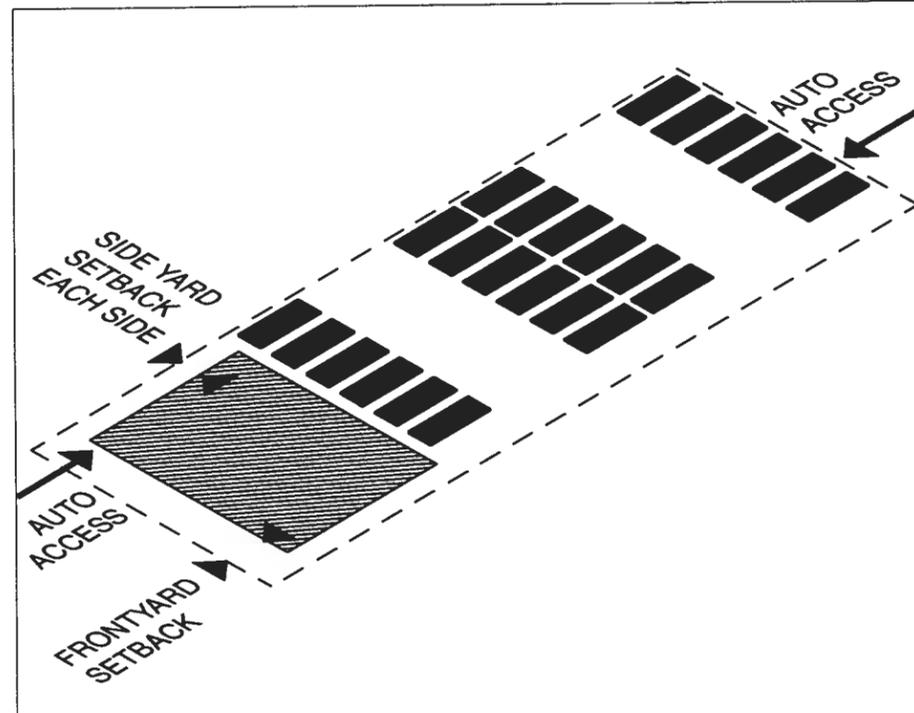
LARGE MIXED-USE BUILDING

WILSONVILLE LAND PLAN CODE

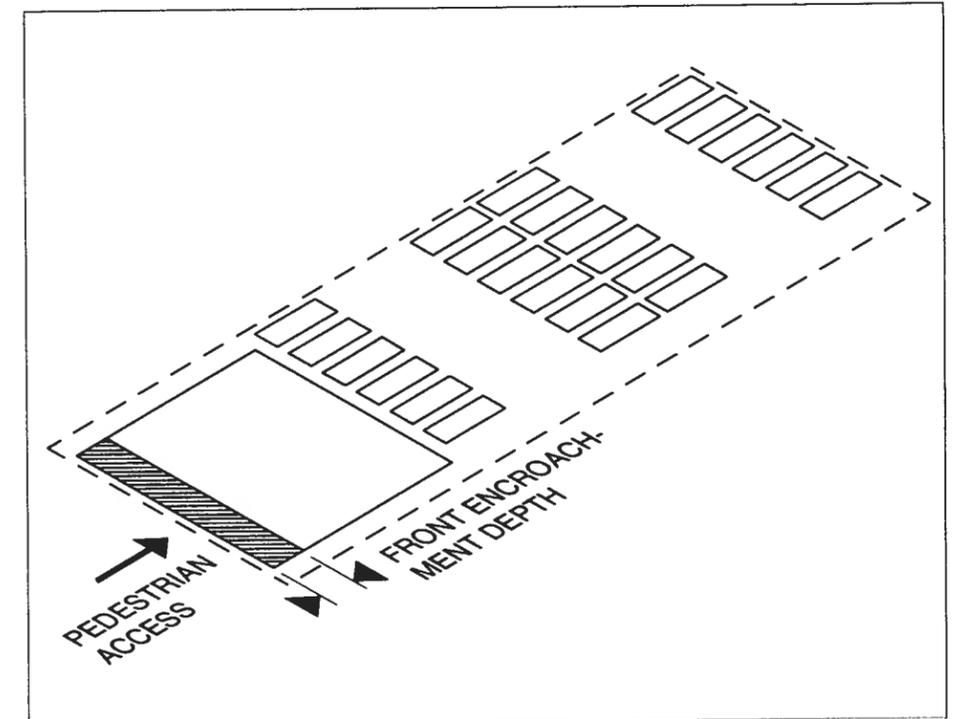
Building Use & Height



Building & Auto Placements



Building Encroachments & Pedestrian Access



Example Large Mixed-Use Building

- **PRIMARY BUILDING :**
HEIGHT: 65 FT. Max. at eaves
ALLOWABLE USES: Residential, office, storefront retail. Residential not allowed in LID.
- **ACCESSORY BUILDING :**
HEIGHT: 65 ft. Max. at eaves
ALLOWABLE USES: Structured parking limited to parking zone only.

- **SETBACKS - FRONT:** 15 - 20 FT.
FRONT IN CD: by Master plan
- **SIDE:** 10 FT. Min. ea. side
- **REAR:** 25 FT. Min. main building
- **FRONTYARD SETBACK:** 4 FT. Min. parking structures
- **SIDE @ CORNER LOT:** 10 FT. Min.
- **MINIMUM BUILDOUT AT FRONT SETBACK:** 80% of lot frontage
- **PARKING ZONE:** Behind building only.
- **PARKING ALLOCATION:** 1.75 per residential unit reqd.
max 3 per 1000 S.F. commercial
- **ACCESSORY BUILDING:** Allowed within parking zone.

- **FRONT ENCROACHMENT DEPTH:** Balconies, stoops, open porches, bay windows and awnings are permitted to encroach into the setback areas up to 8 feet as shown above.
- **BUILDING ENTRANCES:** Primary building pedestrian entrance is from the street frontage; secondary access is to the rear.

DESCRIPTION: The Large Mixed-Use Building is similar to the Small Mixed Use Building, except it does not allow the manufacturing component. It can take the form of an apartment building, or an office building in a Commercial Corridor Edge, Commercial Corridor Center, or the Central Retail District. The Large Mixed Use Building may be concentrated in a Campus form for a large corporate use in which case manufacturing would be allowed. The front of the building faces the street while parking lots, or structures are in the back.

GENERAL NOTES:

1. Buildings may be built on the lot within the zone described by the setback dimensions above. The hatched area above represents a possible building footprint within the buildable zone. Building facades shall be built along the lot frontage at the prescribed setback to the percentage designated above.
2. Infill buildings: front setbacks shall be equal to the average setbacks for buildings on the same side of the street within 300 feet. Otherwise, the above standards apply.

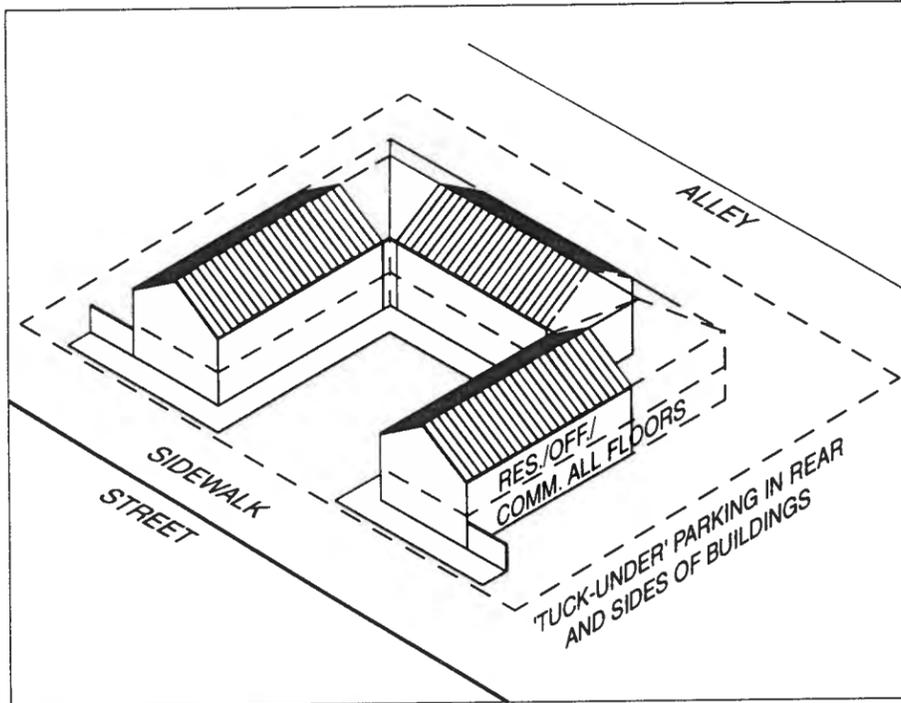
3. The above parking standards apply to alley accessed lots. Front access for automobiles is allowed only in the absence of alleys. In case of no alley access a 18 ft. maximum wide driveway may run from the street to the rear parking zone.
4. Special architectural structures such as towers and cupolas may exceed the height limit line if the protruding structure's footprint does not exceed 200 square feet.

I. BUILDING & LOT REGULATIONS

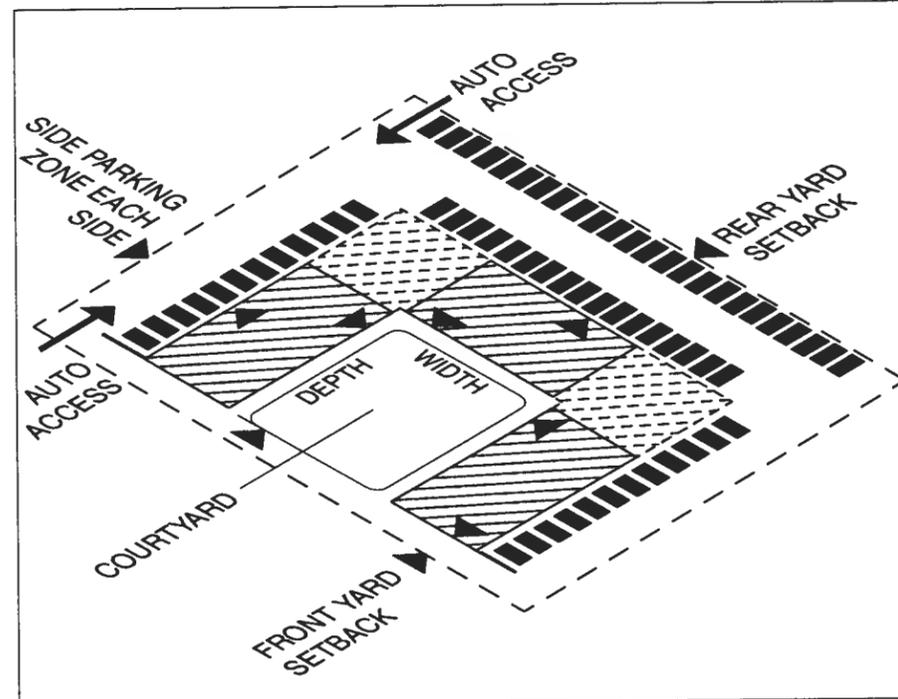
COURTYARD MIXED-USE BUILDING

WILSONVILLE LAND PLAN CODE

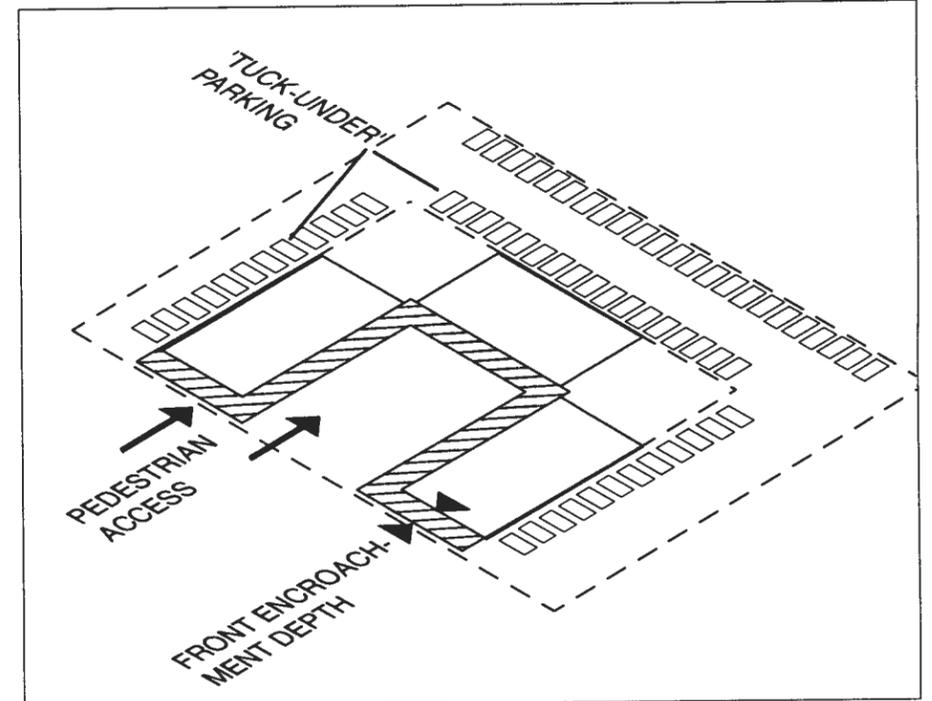
Building Use & Height



Building & Auto Placements



Building Encroachments & Pedestrian Access



Example Courtyard Building

- **PRIMARY BUILDING :**
HEIGHT: 36 FT. at eaves.
ALLOWABLE USES: Residential, Commercial. Commercial limited to first floor in NHC & NHG. Residential uses limited to second floor in CRD
- **ACCESSORY BUILDING :**
HEIGHT: 20 feet at eaves.
ALLOWABLE USES: 1st Floor: Garage. 2nd Floor: Residential or Office

- **SETBACKS - FRONT:** 15 - 20 FT. **SIDE:** 5 FT. Min. **SIDE @ CORNER LOT:** 10 FT. Min. **REAR:** 15 FT. Min.
- **FRONTAGE BUILDOUT:** Max. in NHC & NHG = 50 FT. continuous
- **COURTYARD SETBACKS:** 26 FT. x 26 FT. min. reqd.
- **PARKING ZONE:** Behind the front building facade.
- **PARKING ALLOCATION:** 1.75 per unit min.
- **ACCESSORY BUILDING:** Allowed with parking zone.

- **ENCROACHMENT DEPTH:** Balconies, stoops, open porches, bay windows and awnings are permitted to encroach into the setback areas up to 6 feet as shown above.
- **BUILDING ENTRANCES:** Primary building pedestrian entrance is from the street frontage; secondary access is to the rear.

DESCRIPTION: The Courtyard Building allows larger buildings to maintain a residential scale with the neighborhood. The combination of the maximum frontage buildout and the required courtyard guarantee a residential scale of building to green space.

GENERAL NOTES:

1. Buildings may be built on the lot within the zone described by the setback dimensions above. The hatched area above represents a possible building footprint within the buildable zone.
2. Infill buildings: front setbacks shall be equal to the average setbacks for buildings on the same side of the street within 300 feet. Otherwise, the above standards apply. Variances allowed in extreme topographic circumstances.

3. Front automobile access to the lot allowed only in when alleys are not present.
4. Special architectural structures such as towers or cupolas may exceed the height limit provided a cornice or other detail helps to define the height limit line. In this case the protruding structure should not exceed 200 square feet.

I. BUILDING & LOT REGULATIONS

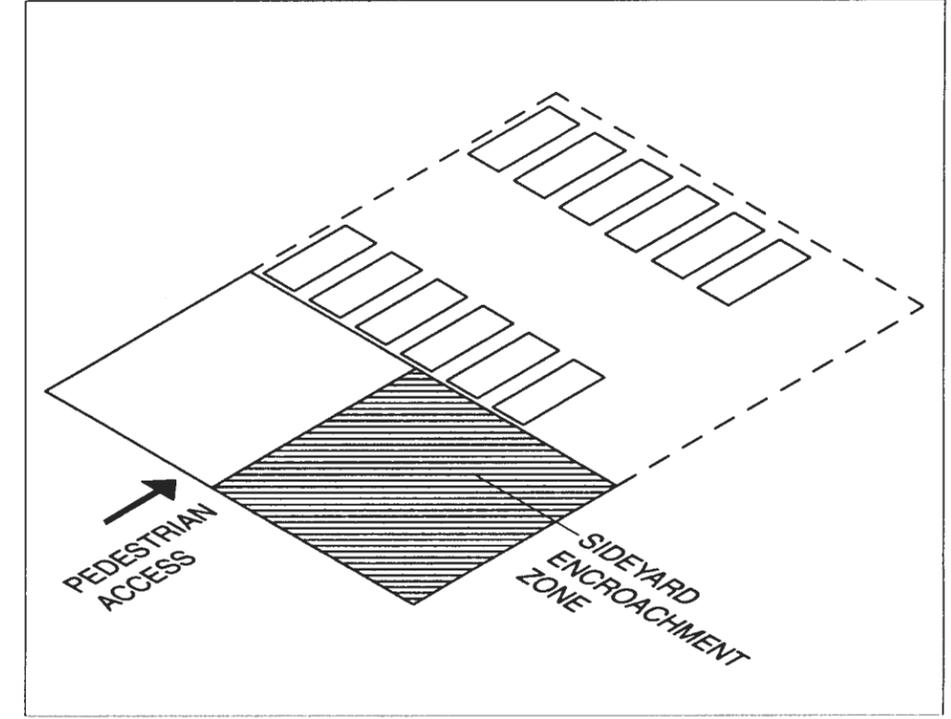
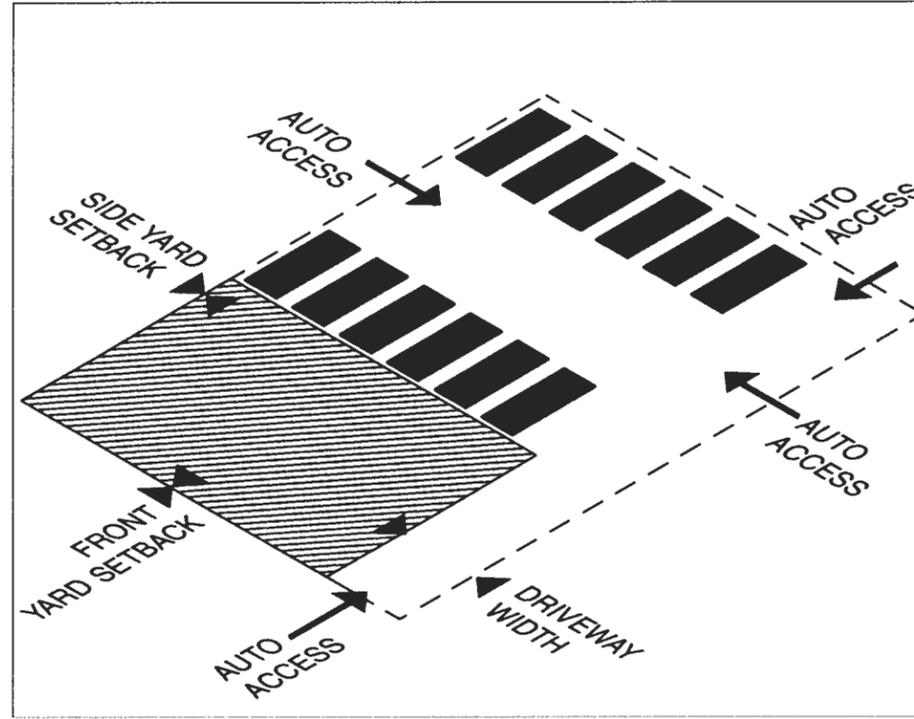
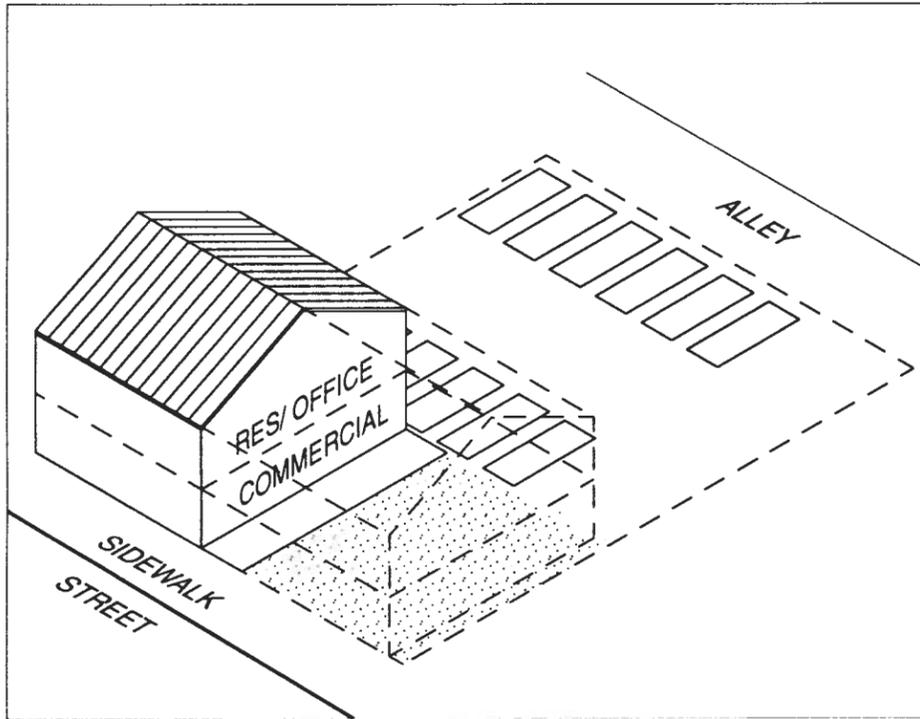
STOREFRONT BUILDING

WILSONVILLE LAND PLAN CODE

Building Use & Height

Building & Auto Placements

Building Encroachments & Pedestrian Access



Example Storefront

- PRIMARY BUILDING :
HEIGHT: 36 FT. Max. at eaves
ALLOWABLE USES: Ground floor retail. Upper floors: residential, office.
- ACCESSORY BUILDING :
HEIGHT: 36 FT. Max. at eaves
ALLOWABLE USES: Structured parking. Limited to parking zone on site.

- SETBACKS - FRONT: 0 FT. REQ. SIDE: 0 FT. Min.
SIDE @ CORNER LOT: 0 FT. REQ. REAR: 20 FT. Min. main building
4 FT. Min. garage
- MINIMUM BUILDOUT AT FRONT SETBACK: 60% of lot frontage
- PARKING ZONE: Access from alley or front drive when there is no alley. Parking zone only behind rear of building. Only landscape and/ or plaza permitted adjacent to building on any unbuilt length of frontage.
- PARKING ALLOCATION: 4 / 1000 sq. FT. building max.
- ACCESSORY BUILDING: Allowed within parking zone.

- ALLOWABLE ENCROACHMENTS: Balconies, stoops, open porches, bay windows and awnings are permitted to encroach into the setback areas up to 8 feet as shown above. A landscaped area, garden or courtyard must take the place of unbuilt frontage. Outdoor retail activities are allowed in these areas.
- BUILDING ENTRANCES: Primary building pedestrian entrance is from the street frontage.

DESCRIPTION: The Storefront Building is the fundamental 'Main Street' building. In these locations upper story apartments or offices are ideal. Whereas, Storefront Buildings may stretch for an entire block length, they are distinct from 'big box' retail in that they present many retail windows and doors toward the street. The storefront must face on-street parking for retail viability. The bulk of parking is to the rear accessed from a rear alley, or in case of no alley, through a narrow drive beside the building.

General Notes:
 1. Buildings may be built on the lot within the zone described by the setback dimensions above. The hatched area above represents a possible building footprint within the buildable zone. Building facades shall be built along the lot frontage at the prescribed setback to the percentage designated above.
 2. The above parking standards apply to alley accessed lots. Front access for automobiles is allowed only in the absence of alleys. In case of no alley access a 18 ft. maximum wide driveway may run from the street to the rear parking zone.

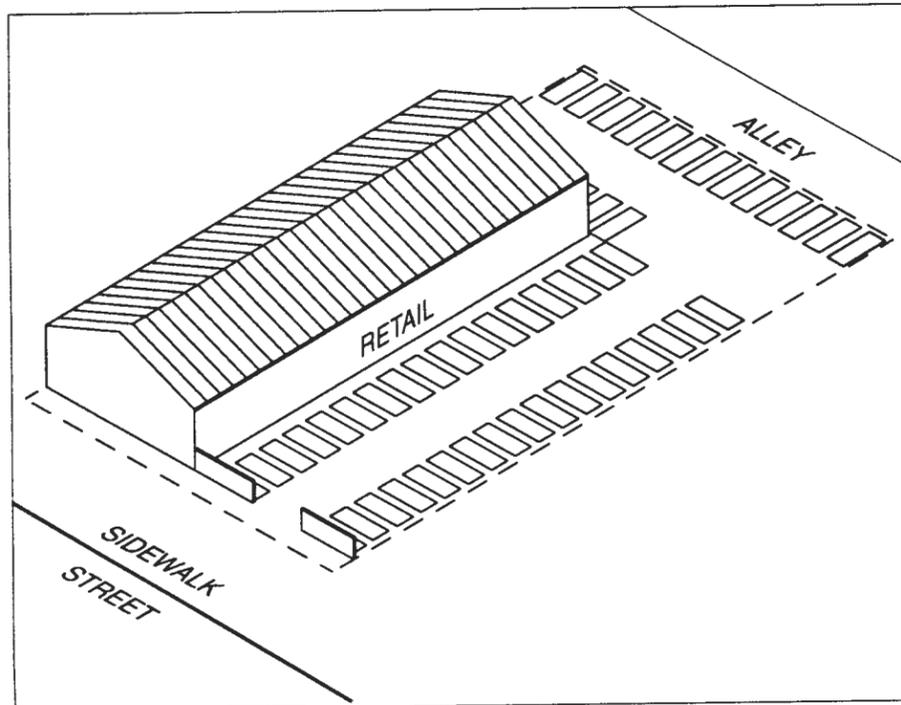
4. Special architectural structures such as towers and cupolas may exceed the height limit line if the structure's footprint does not exceed 200 square feet.
 5. Rooftop structures such as elevator penthouses, equipment enclosures, and trellises may exceed the height limit by 10 ft. provided they are set back a minimum of 10 feet from the front facade and are screened by parapets or roofs.

I. BUILDING & LOT REGULATIONS

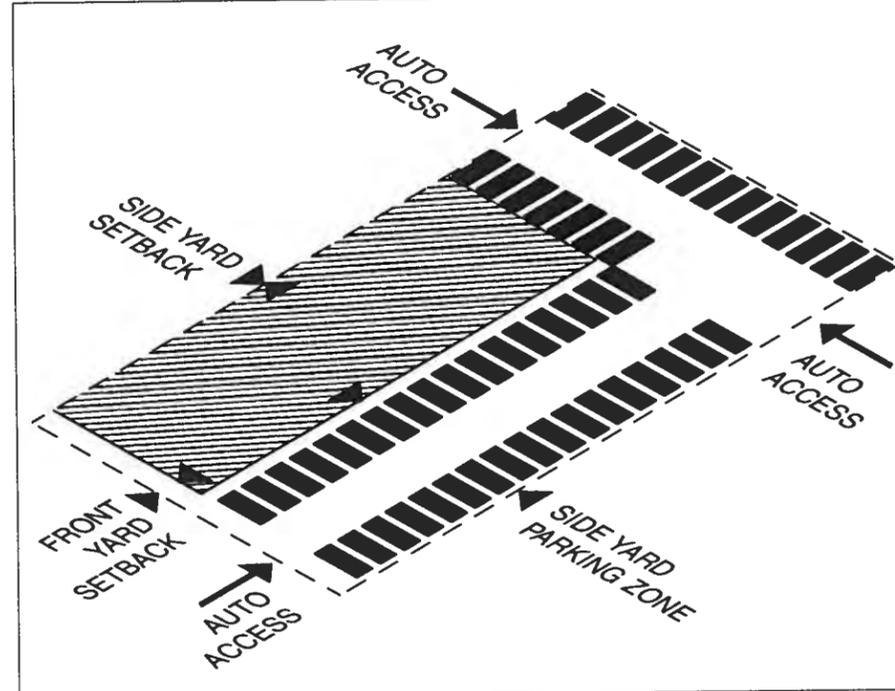
SIDE LOT STOREFRONT

WILSONVILLE LAND PLAN CODE

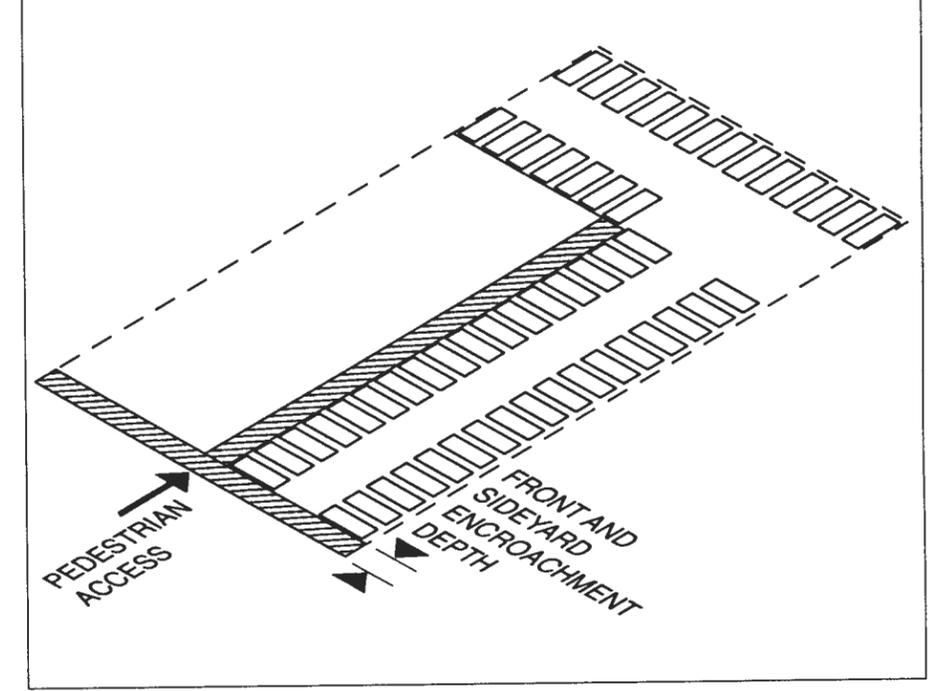
Building Use & Height



Building & Auto Placements



Building Encroachments & Pedestrian Access



Example Sidelot Storefront Building

- PRIMARY BUILDING :
HEIGHT: 36 FT. Max. at eaves
ALLOWABLE USES: Ground floor retail. Upper floors: residential, office.
- ACCESSORY BUILDING - NA

- SETBACKS - FRONT: 0' min for 50% of street frontage
SIDE: 5 FT. min.
REAR: 15 FT. min.
- MINIMUM BUILDOUT AT FRONT SETBACK: 50% of lot frontage
- PARKING ZONE: Building side and rear.
- PARKING ALLOCATION: 4 per 1000 S.F. commercial max.
- ACCESSORY BUILDING: NA

- ALLOWABLE ENCROACHMENTS: Balconies, stoops, open porches, bay windows, awnings and cafe seating are permitted to encroach into the setback areas up to 8 feet as shown above.
- BUILDING ENTRANCES: Primary pedestrian entrance on building front corner, secondary entrance on building sides.

DESCRIPTION: The Side Lot Storefront Building is an option for the large retailer, reserved only for locations with no on-street parking in the CCC area. Half of the street frontage must be built upon. The street facade must have a primary entrance and a storefront, (see commercial architectural standards).

General Notes:

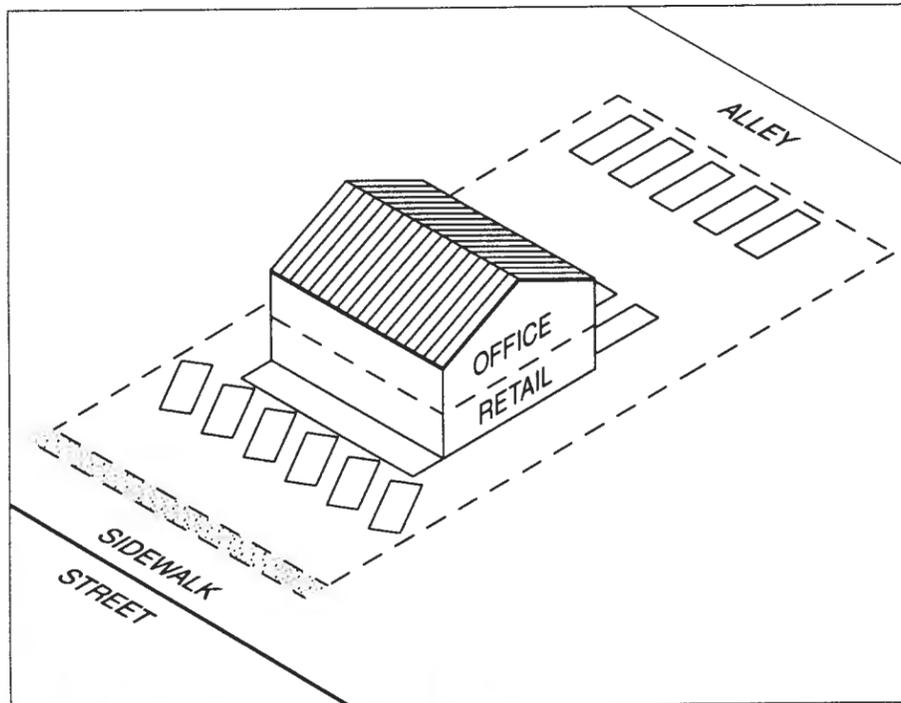
1. Buildings may be built on the lot within the zone described by the setback dimensions above. The hatched area above represents a possible building footprint within the buildable zone. Building facades shall be built along the lot frontage at the prescribed setback to the percentage designated above.

I. BUILDING & LOT REGULATIONS

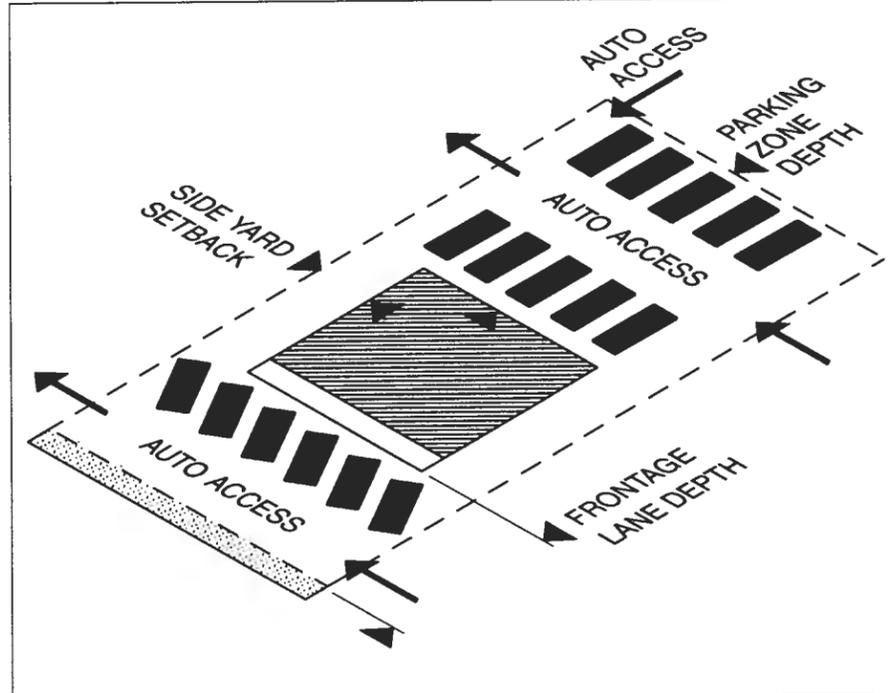
BOULEVARD STOREFRONT

WILSONVILLE LAND PLAN CODE

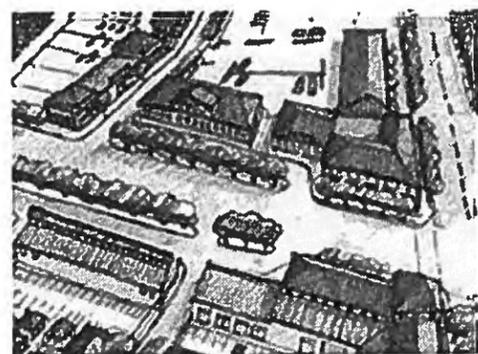
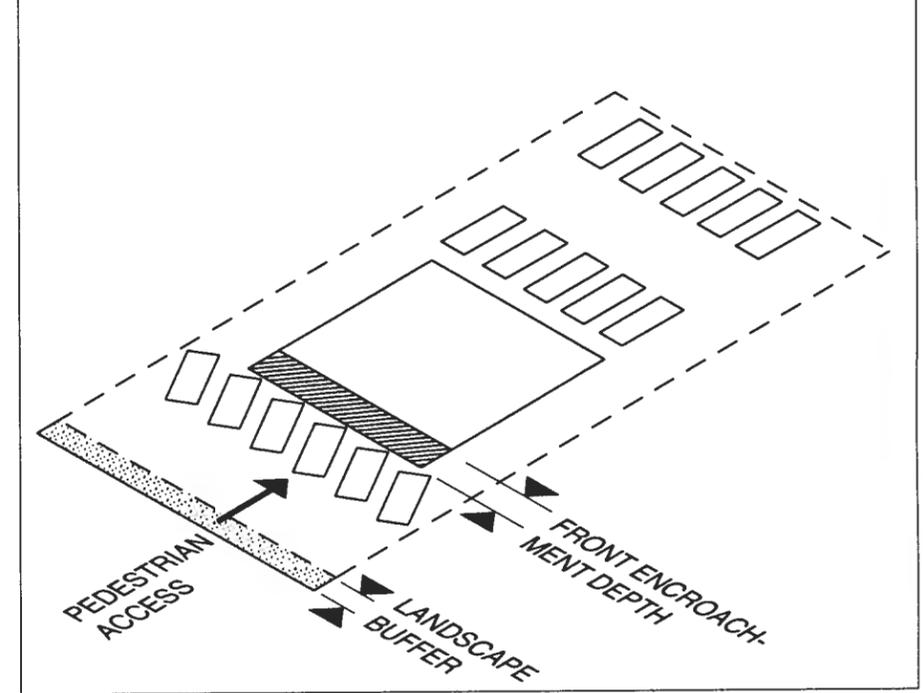
Building Use & Height



Building & Auto Placements



Building Encroachments & Pedestrian Access



Example Boulevard Storefront Buildings

- PRIMARY BUILDING :
HEIGHT: 18 FT. Min, 75 FT. Max. at eaves
ALLOWABLE USES: Commercial (required ground floor), Residential & Commercial upper floors
- ACCESSORY BUILDING :
NA

- SETBACKS - FRONT: 50 FT. Max. SIDE: 5 FT. Min. SIDE @ CORNER LOT: 10 FT. Min. REAR: 15 FT. Min.
- FRONTAGE LANE: 36 FT. Max. curb to curb.
- MINIMUM BUILDOUT AT FRONT SETBACK: 70% of lot frontage
- PARKING ZONE: One diagonal row max. allowed in front, with the remainder behind the building.
- PARKING ALLOCATION: 1 per 300 S.F. of commercial max. 1.5 per unit residential min.
- ACCESSORY BUILDING: NA

- ALLOWABLE ENCROACHMENTS: Balconies, stoops, open porches, bay windows and awnings are permitted to encroach into the setback areas up to 8 feet as shown above. A landscaped area, garden or courtyard must take the place of unbuilt frontage. Outdoor retail activities are allowed in these areas.

- BUILDING ENTRANCES: Primary building pedestrian entrance is from the street frontage.

DESCRIPTION: The Boulevard Storefront is reserved for CCC locations that have no possibility of on street parking. This type allows the landowner to locate one layer of parking in front of the building, so that commercial uses can orient to the street. Several properties or a whole district would have to be planned together in order for this model to work. The minimum height requirement provides the necessary building mass for the resulting wide street area. Trees are required to be planted along the frontage.

General Notes:

1. Buildings may be built on the lot within the zone described by the setback dimensions above. The hatched area above represents a possible building footprint within the buildable zone. Building facades shall be built along the lot frontage at the prescribed setback to the percentage designated above.
2. Rooftop structures such as elevator penthouses, and equipment enclosures may exceed the height limit by 10 feet provided they are set back a minimum of 10 feet from the front facade and are screened by parapets or roofs.

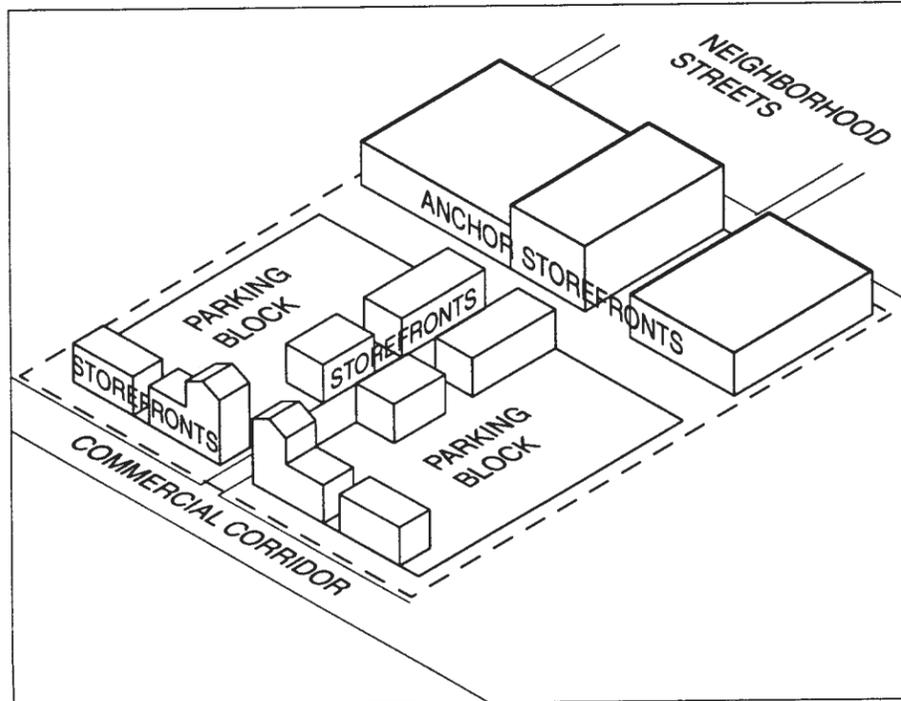
3. Special architectural structures such as towers or cupolas may exceed the height limit provided a cornice or other detail is articulated at the height limit line, and the structure does not exceed 200 square feet.

I. BUILDING & LOT REGULATIONS

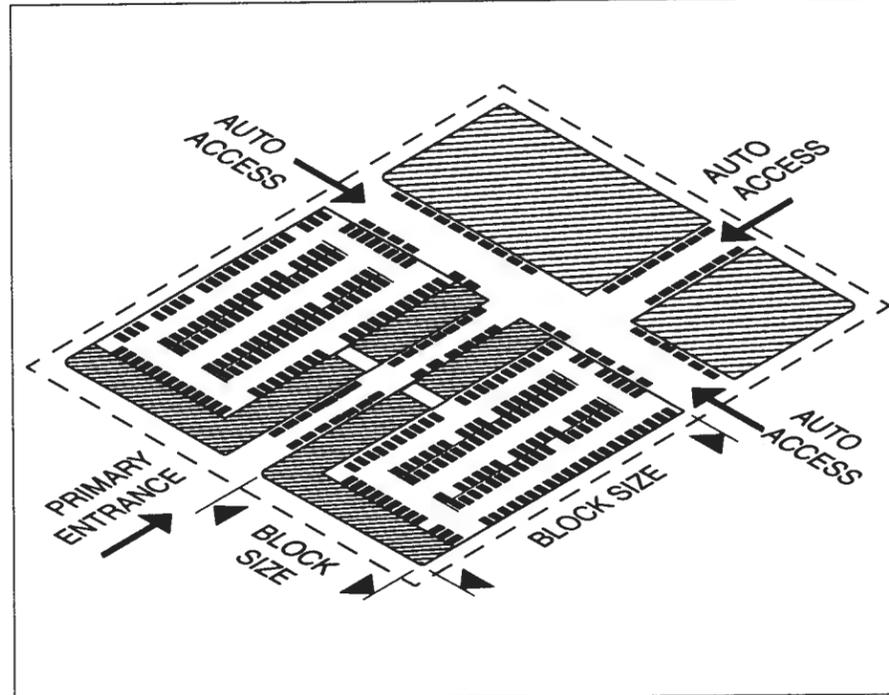
COMPOSITE COMMERCIAL

WILSONVILLE LAND PLAN CODE

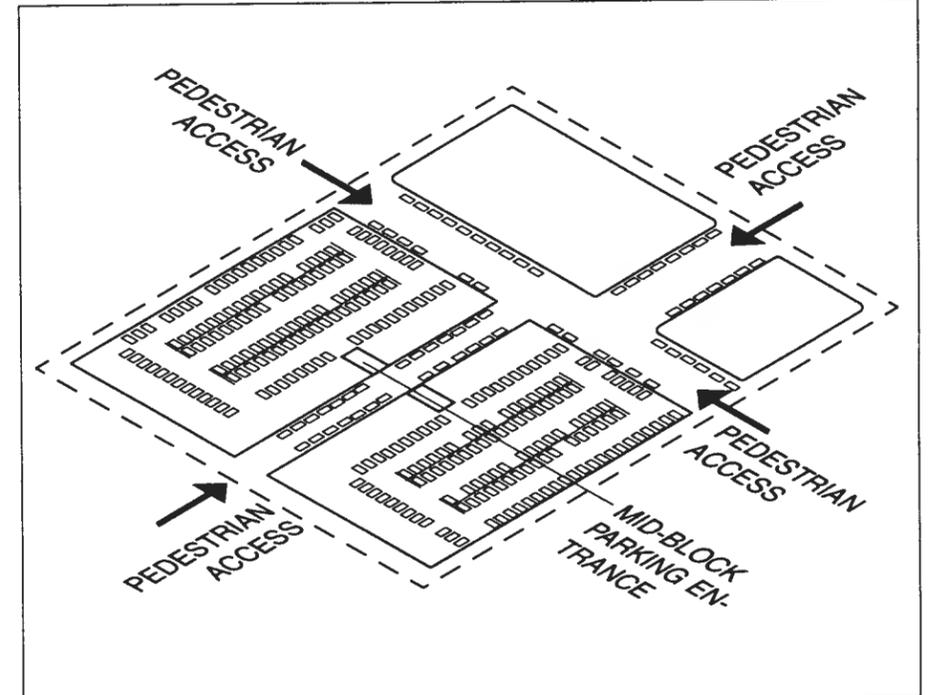
Building Use & Height



Building & Auto Placements



Building Encroachments & Pedestrian Access



Example Composite Commercial Building

- PRIMARY BUILDING - HEIGHT: 18 foot minimum, 40' max.
- ALLOWABLE USES: Retail, Commercial
- ACCESSORY BUILDING - NA

- SETBACKS @ STOREFRONT ST: FRONT: 0' required
SIDE: 20' max (courtyard/patio only)
REAR: NA
- PARKING ZONE: Along the storefront street, behind the storefront buildings, and in front of the large retail building.
- PARKING ALLOCATION: 4 Per 1000 SF Commercial Max.
- ACCESSORY BUILDING: NA

- ALLOWABLE ENCROACHMENTS: Balconies, stoops, open porches, bay windows, awnings and cafe seating are permitted to encroach into the setback areas up to 8 feet as shown above.
- BUILDING ENTRANCES: Primary entrances from main sidewalk.

DESCRIPTION: The Composite Commercial type prescribes an alternative arrangement of commercial buildings for large retailers. This type allows the large building to locate far from the street, provided there is a storefront street connecting the frontage street to the large building. The purpose is to provide a high quality pedestrian street from the frontage street through the site and to the adjacent neighborhoods. The City of Wilsonville presently requires a master planning (or planned development) process for all large development appli-

cations. This includes a two-stage review process that goes from the conceptual to detailed design review.

GENERAL NOTES:

1. Buildings may be built on the lot within the zone described by the setback dimensions above. The hatched area above represents a possible building foot-

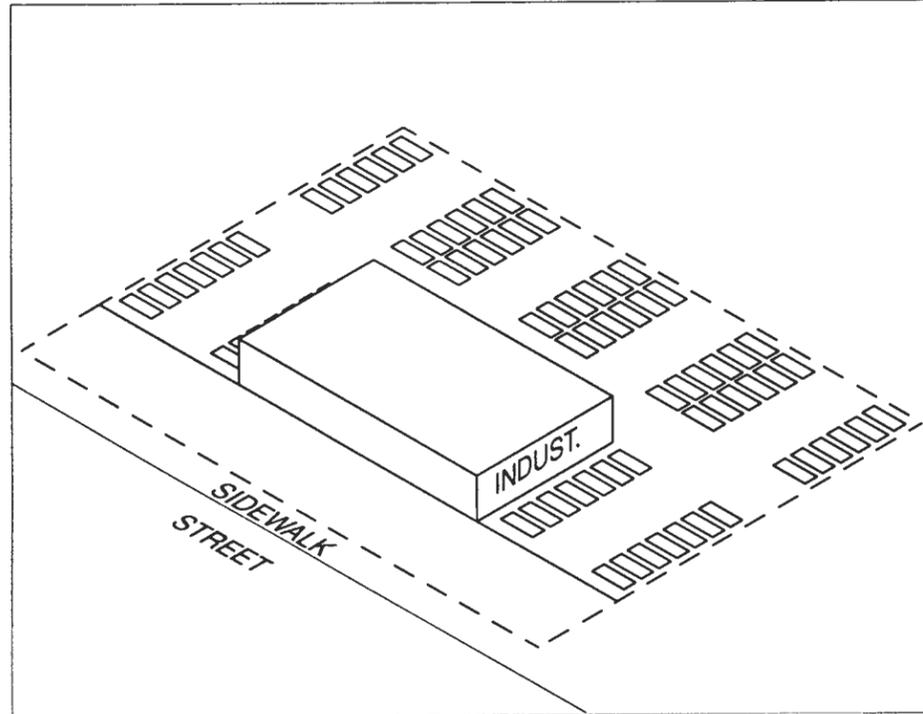
print within the buildable zone. Building facades shall be built along the lot frontage at the prescribed setback to the percentage designated above.
2. Phasing for large projects is allowed as long as the corners of the lots are built out in phase one.

I. BUILDING & LOT REGULATIONS

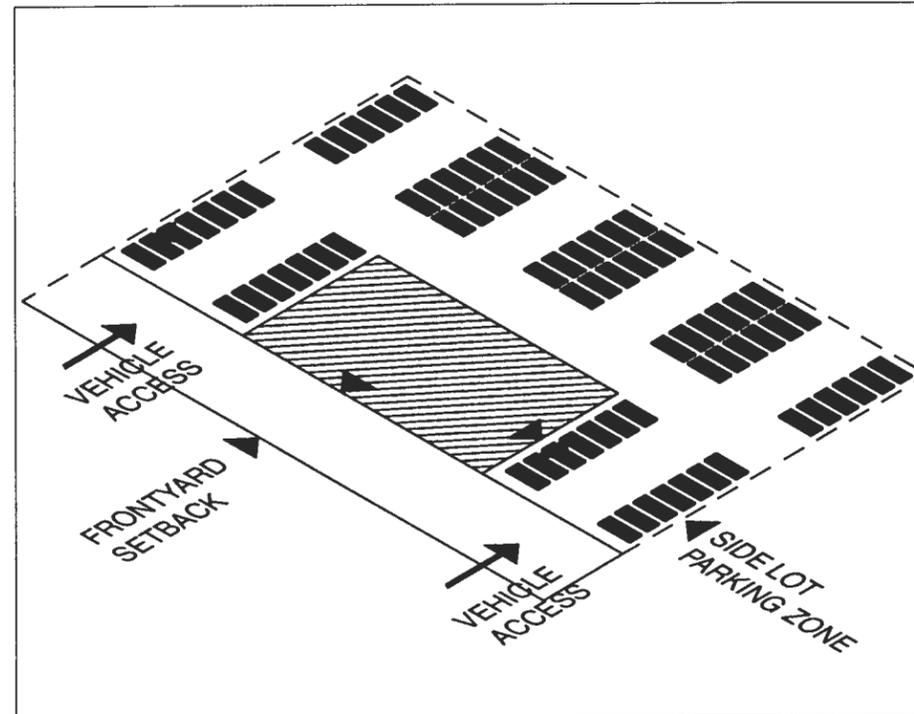
LARGE SCALE INDUSTRIAL

WILSONVILLE LAND PLAN CODE

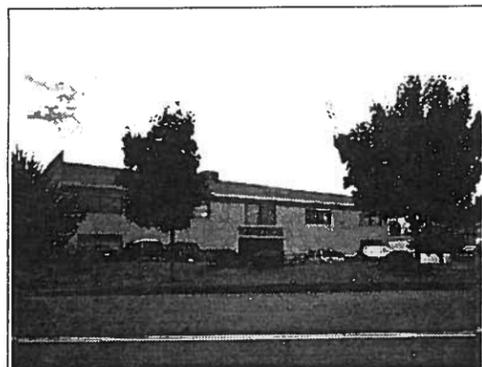
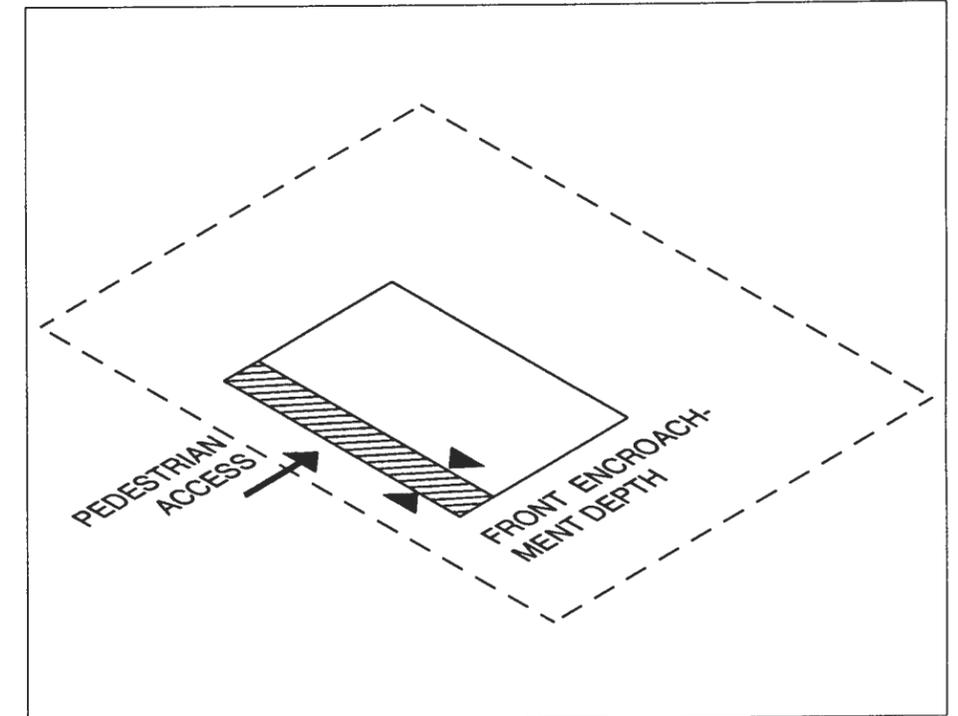
Building Use & Height



Building & Auto Placements



Building Encroachments & Pedestrian Access



Example Large Industrial Building

- PRIMARY BUILDING - HEIGHT: 40 FT. max.
- ALLOWABLE USES: Industrial/office
- ACCESSORY BUILDING - NA

- SETBACKS - FRONT: 40' min. SIDE: 30 FT. min. REAR: 25 FT. min.
- SIDE @ CORNER LOT: 40'
- PARKING ZONE: Building side and rear.
- PARKING ALLOCATION: 1 space per 500 S.F. building min.
- ACCESSORY BUILDING: NA

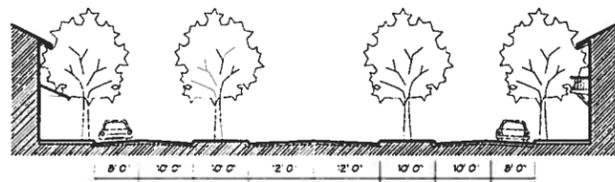
- ALLOWABLE ENCROACHMENTS: Balconies, stoops, open porches, bay windows and awnings are permitted to encroach into the setback areas up to 8 feet as shown above.

- BUILDING ENTRANCES: Primary entrance on building front, secondary entrances on building sides.

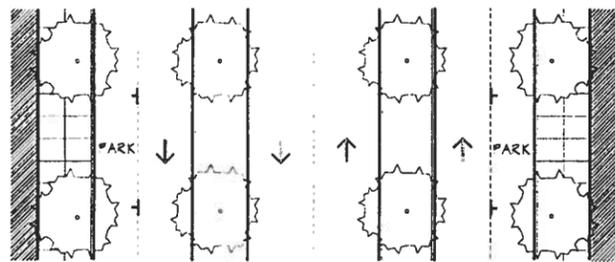
DESCRIPTION: The large scale industrial building accommodates uses that require heavy truck and/or rail access, and noxious processes. These are the largest of the industrial buildings. Residential uses are not allowed in this area.

GENERAL NOTES:
 1. Buildings may be built on the lot within the zone described by the setback dimensions above. The hatched area above represents a possible building footprint within the buildable zone. Building facades shall be built along the lot frontage at the prescribed setback to the percentage designated above.

Corridor Edge Streets



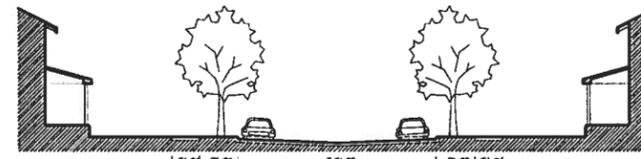
100' ROW SECTION



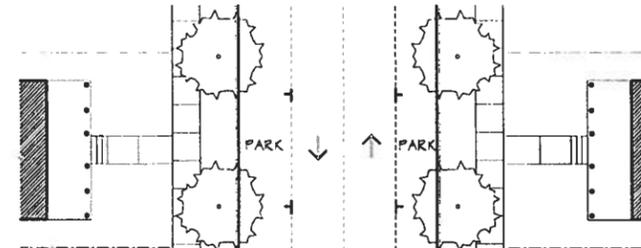
80' BOULEVARD

Example Street Section (Others may apply)

Neighborhood Connector Streets



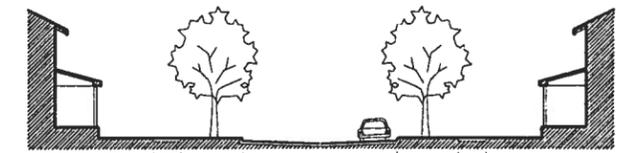
60' R.O.W.



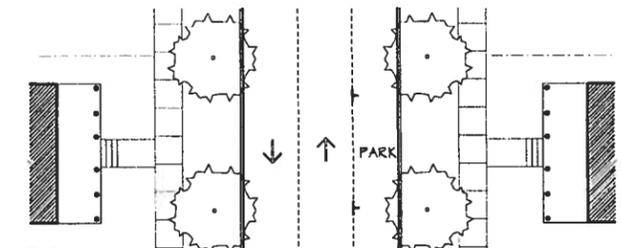
36' NIEGHBORHOOD COLLECTOR

Example Street Section

Neighborhood General Streets



60' R.O.W.



28' NEIGHBORHOOD STREET

Example Street Section

DESCRIPTION:

1. Street types are divided into three general categories:

- A. Corridor Edge Streets - These streets are the main transportation routes which run between, and form the edges of Neighborhoods and Districts. They often have limited on street parking and few curb cuts to facilitate the flow of traffic. The Boulevard with frontage lanes on either public or private property provides on street parking separate from faster traffic in the center lanes.
- B. Neighborhood Connector Streets - These streets form a network of main streets through the neighborhoods connecting Neighborhood Centers. They have on street parking, narrow lanes, and act as the primary retail streets of the neighborhood.
- C. Neighborhood General Streets - These are the smallest sized streets in the least traveled, primarily residential areas of the neighborhoods. They have on street parking, and include service lanes or alleys in the middle of blocks.

DEFINITIONS:

- All vehicular ways, public or private, shall be built to the standards set forth here for public streets.
- Exceptions to street standards:
 - Drive aisles within parking blocks
 - Parking lots located to the rear of buildings or lots on the interior of blocks that are accessed by service lanes.
- The following shall be regulated in this code:
 - On street parking, street trees, and sidewalk requirements on most street types,
 - Travel lane width (pedestrian crossing time should be considered),
 - Vehicle design speeds,
 - Curb turning radii.

General Notes

BLOCK

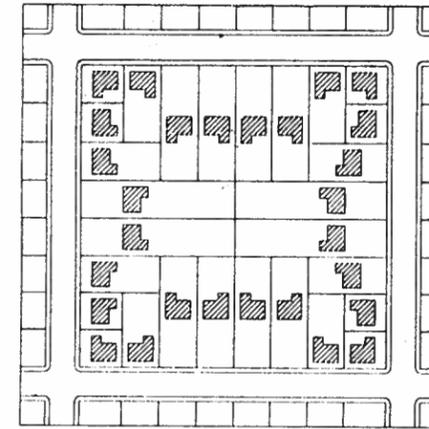
DEFINITIONS:

- The area circumscribed by a closed perimeter of vehicular thoroughfares.
- Blocks could contain properties of private or public ownership.
- Blocks contain open space, built areas, and/or parking lots (as 'Parking Blocks').
- Block sizes are regulated by maximum perimeter for each zone.
- Block size directly determines street network and street connectivity, i.e. small blocks = fine street network = numerous street connections.
- See 'Block Standards' for 'Neighborhood Block', 'District Block', and 'Corridor Block'
- 'Parking Block' - A block containing primarily parking, and is circumscribed by public or private street rights of way.

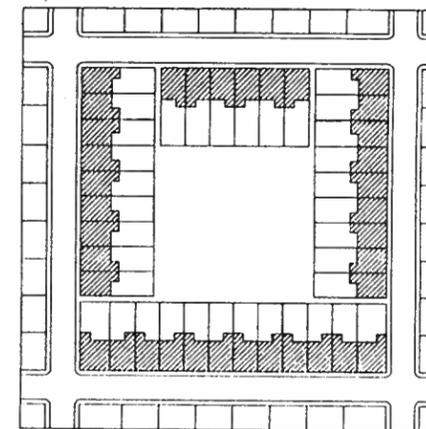
INTENTION:

1. All developable land shall be divided into blocks, which conform to maximum block size standards, and streets which are regulated by the list of specific 'Street Types'. All driving surfaces, whether publicly or privately owned, shall be regulated by the standards set out in the 'Street Types'. This will ensure an acceptable circulation system for pedestrians, cyclists, and drivers through a network of numerous small streets and blocks, even if they are privately owned.
2. Cul de sacs are not permitted, except for small residential 'Closes', resulting from the limitation of the maximum block perimeter. Exceptions to the use of cul de sacs are granted in cases of extreme topographical conditions or other barriers such as long peninsulas of land.
3. In case of preexisting blocks which do not meet the maximum size standards, all attempts should be made to enable future street and pedestrian connections.
4. 'Parking Blocks' are permitted in some zones which contain uses that require large amounts of parking adjacent to large buildings. Parking lots for shopping centers shall be subdivided into 'Parking Blocks', and streets that meet public standards in order to provide the minimum network of pedestrian sidewalks alongside driving lanes.

Block Types



SQUARE BLOCK

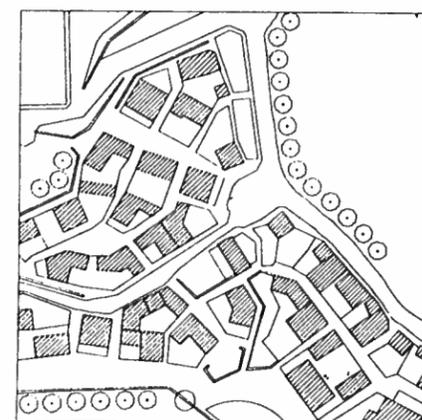


SQUARE BLOCK

SQUARE BLOCK

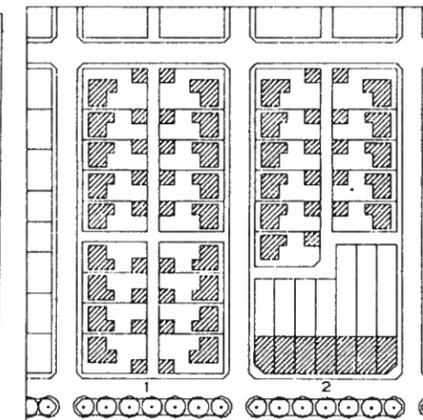


ORGANIC BLOCK

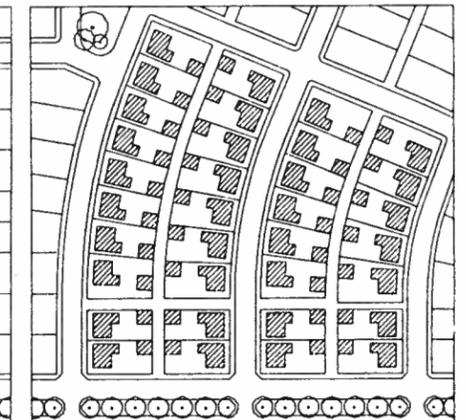


ORGANIC BLOCK

ORGANIC BLOCK



ELONGATED BLOCK



ELONGATED BLOCK

ELONGATED BLOCK

BLOCK STANDARDS

INNER GREEN BLOCKS

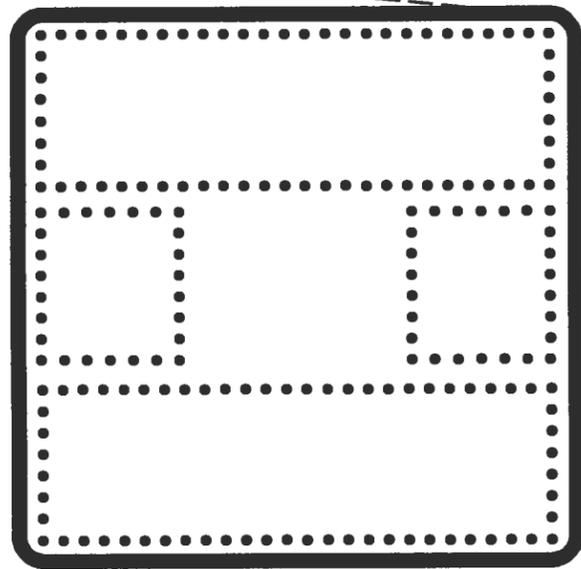
WILSONVILLE LAND PLAN CODE

Block Size

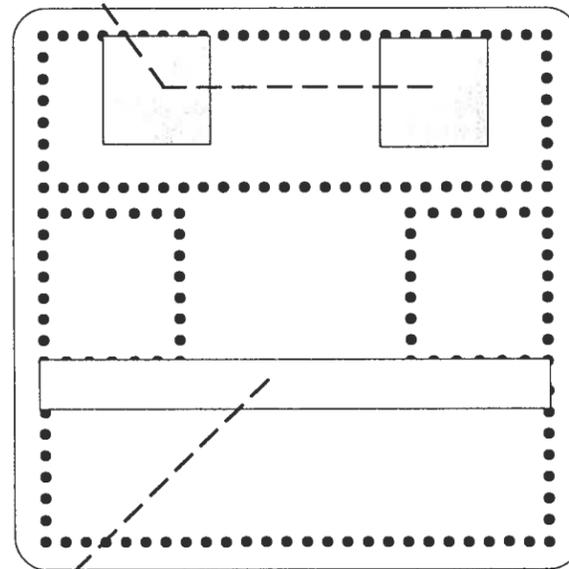
Auto Access

Pedestrian Access

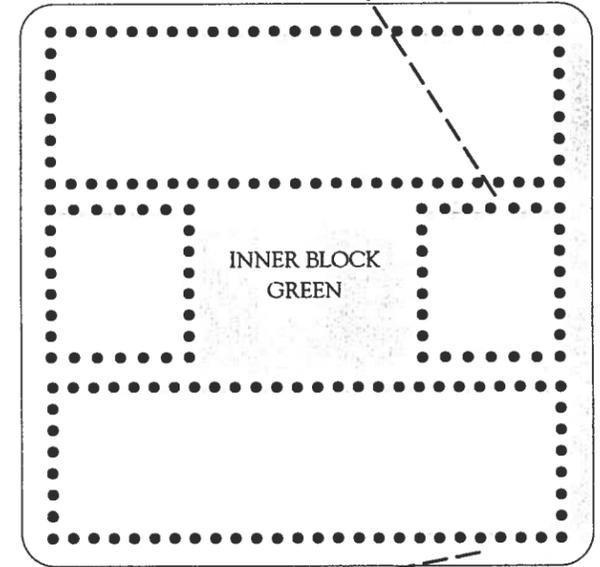
VEHICULAR PERIMETER



PARKING COURTS



PEDESTRIAN PATHWAYS OR SERVICE ALLEYS



SERVICE ALLEY

SIDEWALKS ON ALL STREETS

- VEHICULAR PERIMETER: - 2,000 FT. MAXIMUM
- PERIMETER MEASURED AT EDGE OF RIGHT OF WAY.

- AUTOMOBILE PARKING AND ACCESS:
 - ALLEY ACCESS TO MID-BLOCK PARKING BEHIND BUILDINGS
 - 'PARKING COURTS' OFF STREET MAXIMUM 100 FT. DEPTH
 - 'STRUCTURED PARKING'

- PEDESTRIAN PERIMETER - 1,400 FT. MAXIMUM

DESCRIPTION

Inner green blocks are allowed in all residential areas. They are accomplished by lotting a large parcel in the center of blocks as public property rather than as the back yards of the surrounding lots. The benefit to doing this is to provide open space that is available to the whole neighborhood and is safe due to the 'eyes on' quality of the surrounding houses.

GENERAL NOTES

1. Divisions between zones shall occur only through blocks along the rear of lots, not along street fronts.
2. Rear service lanes required in all newly planned blocks.
3. All streets must connect to others whenever practical within the site and to streets adjacent to the property. Thus the maximum block perimeter shall apply

as well to connections to street adjacent to site.

4. Automobile parking and access: on-site parking shall be primarily out of view from the street.
5. Pedestrian block size: measured around blocks of private lots (along street sidewalks, inner block pedestrian paths, and through public parks).
6. Pedestrian pathways in mid-block locations are encouraged in neighborhoods where residences provide security. In these situations there should be a direct line of sight through the block. Sidewalks on streets with building fronts oriented to them provide the best surveillance for pedestrian security.

Regulatory Intent

General Public Open Space

General Public Open Space consists of all public areas outside of or at the edges of neighborhoods, not covered by buildings, parking, streets, setbacks, easements, golf courses or public safety access.

Public Open Spaces provide visual orientation, organization and civic identification. The areas shall be incorporated into the block and corridor system.

Public Open Space shall be planned, improved and maintained for the primary use by residents, workers, and other users. While the spaces are described as "public", the spaces may be privately owned.

The General Public Open Space Regulations are organized into the following six types: Natural Corridors Types A, B and C., Plazas, Squares and Greens.

Open Space Types: General

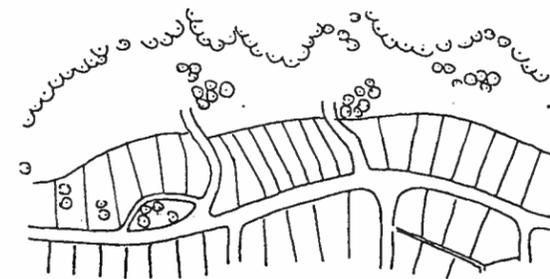
Natural Corridors, Type A

A Type A Corridor consists of natural space bordered by at least 50% of public rights of way or access which shall occur at least once every 200 feet. Although this type inherently entails more cost in road construction, the benefits include more public access and a more complete integration of the open space into the neighborhood.



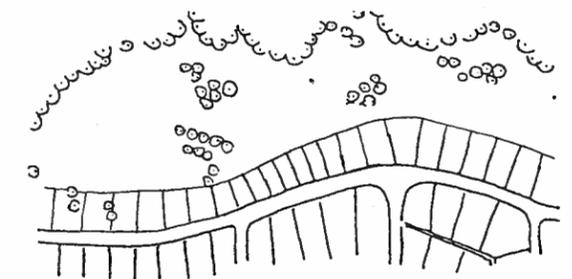
Natural Corridors, Type B

A Type B Corridor consists of natural space bordered by at least 10% of public rights of way or access which shall occur at least every 400 feet.



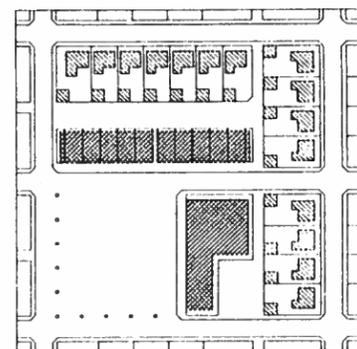
Natural Corridors, Type C

A Type C Corridor consists of natural space bordered by private land, without public access.



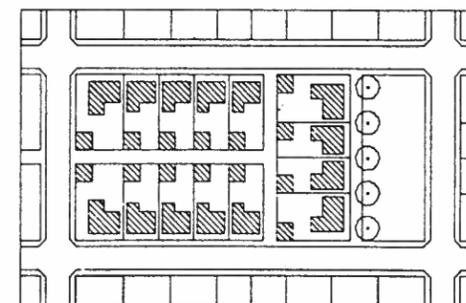
Plazas

A Plaza is a paved public space which may be bordered by landscaping. It is adjacent to a commercial or civic building with buildings on a minimum of two sides and streets on a maximum of two sides. Plazas, while primarily pedestrian oriented, may be used for parking as an interim use until structured parking becomes feasible on another site.



Squares

A Square is a landscaped public space bordered by streets on at least three sides. The square may contain an important civic or cultural building or monument.



Greens

A Green is a natural public space with limited landscaping. It is bordered by streets and buildings and contains no structures other than pavilions or memorials.



Regulatory Intent

Neighborhood Open Spaces

Neighborhood Open Space consists of all public areas inside neighborhoods, not covered by buildings, parking, streets, setbacks or easements.

Neighborhood Open Spaces provide visual orientation, organization and civic identification for pedestrians and motorists. The open areas shall be incorporated into the neighborhood block and lot system.

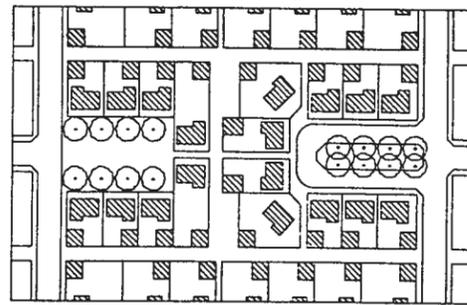
Neighborhood Open Space shall be planned for the primary use by nearby residents or other local constituents. While the spaces are described as "public", the spaces may be privately owned.

The Neighborhood Public Open Space Regulations are organized into the following six types: Close, Neighborhood Parks, City /Town Parks, Neighborhood Greenway, Buffers and Forecourts.

Open Space Types: Neighborhood

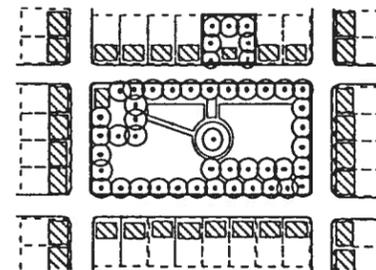
Closes

A Close is a natural or landscaped common space bordered by streets, shared and surrounded on two or more sides by residences. The Close provides a traditional alternative to the cul-de-sac and is recommended as a physical common area for group housing arrangement such as assisted living units and co-housing.



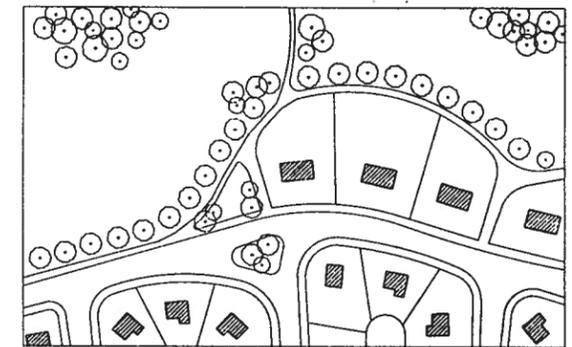
Neighborhood Park

A Neighborhood Park is a natural or landscaped public space one block or less in area, at least 50% bordered by streets or other public rights of way, and designed for passive or active recreational use.



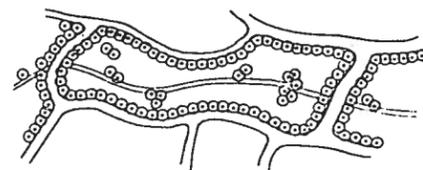
City or Town Parks

A City or Town Park is a natural or landscaped public space over one block in area within a neighborhood, district or corridor, at least 50% bordered by streets or other public rights of way, and designed for passive or active recreational and other civic uses.



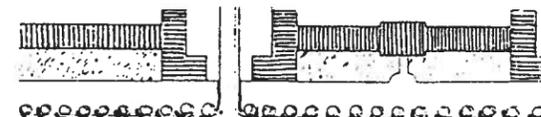
Neighborhood Greenways

A Neighborhood Greenway is a public, natural open space within a neighborhood, at least 50% bordered by streets and other public rights of way.



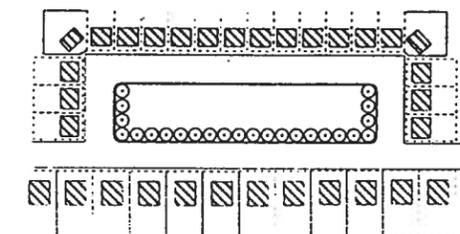
Buffers

A Buffer is a natural or landscaped open space which shields, separates and borders residences from high traffic streets.



Forecourts

A Forecourt is a natural or landscaped open space which buffers residential buildings from commercial or institutional buildings and streets.



Design Alternatives

Design Standards for Surface Parking Lots

These Design Standards are intended to create and maintain an acceptable level of public and commercial parking lot design quality, to achieve a spatial harmony between parking lots, buildings, streets and other open space, and to minimize the impact of parked vehicles on the public right of way. The Standards apply to all private and public surface parking areas with at least 10 continuous vehicle spaces or all double loaded bays over 6 spaces long.

Lot Types

The Standards divide parking lots into two Lot Types: (1) Parking Blocks, which consist of lots configured into Block Standards and bordered by streets or other rights of way, and (2) Parking Plazas, which consist of smaller lots configured into areas within a block, bordered by streets, buildings and other rights of way.

Optional Lot Treatments

The Standards divide the Lot Types into two optional Lot Treatments: (1) Bordered Parking, consisting of lots bordered by street trees and other landscaping, and (2) Orchard Parking, consisting of lots containing a regular grid of trees throughout the parking field.

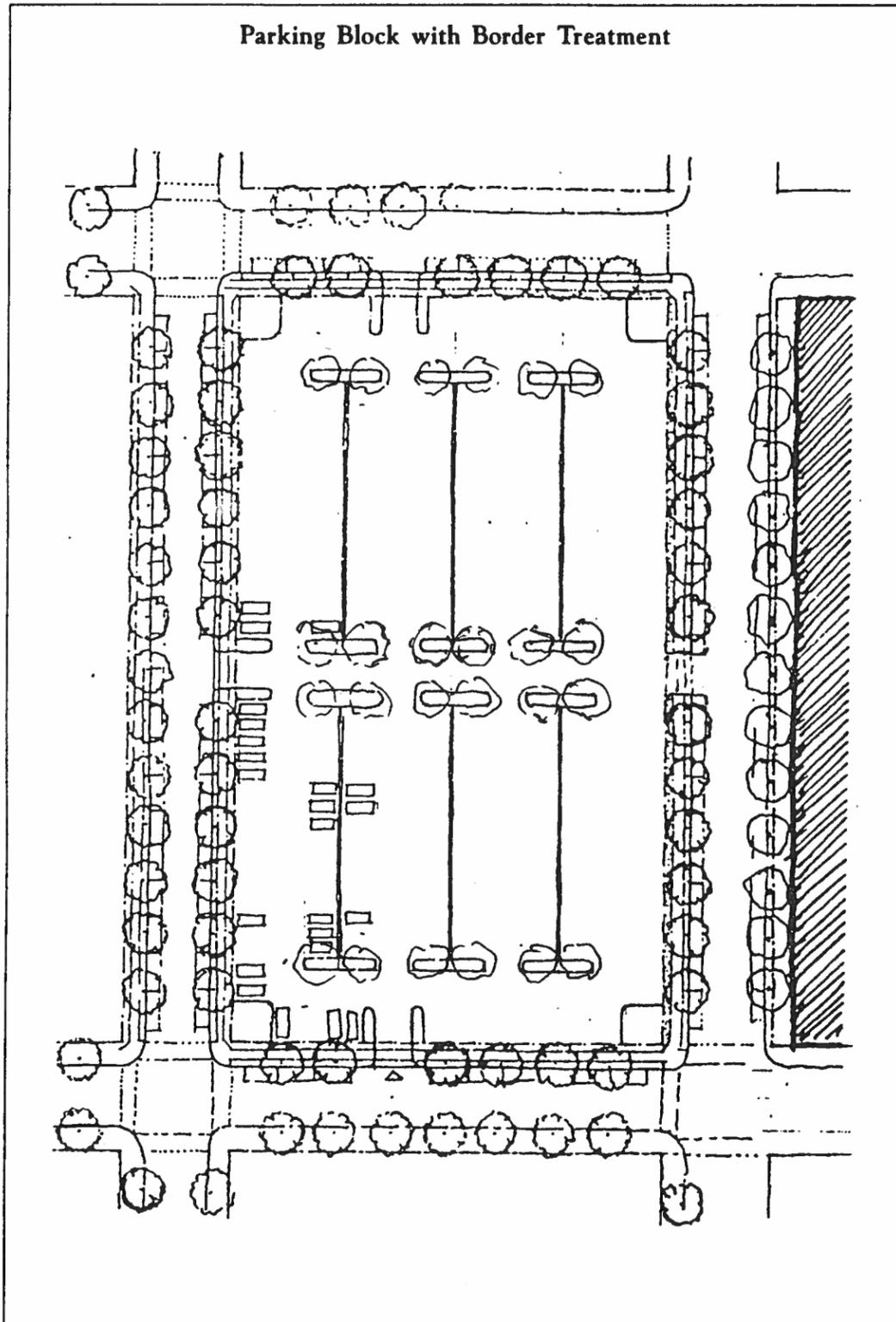
Lot Construction Materials

The Standards include the following recommended materials:

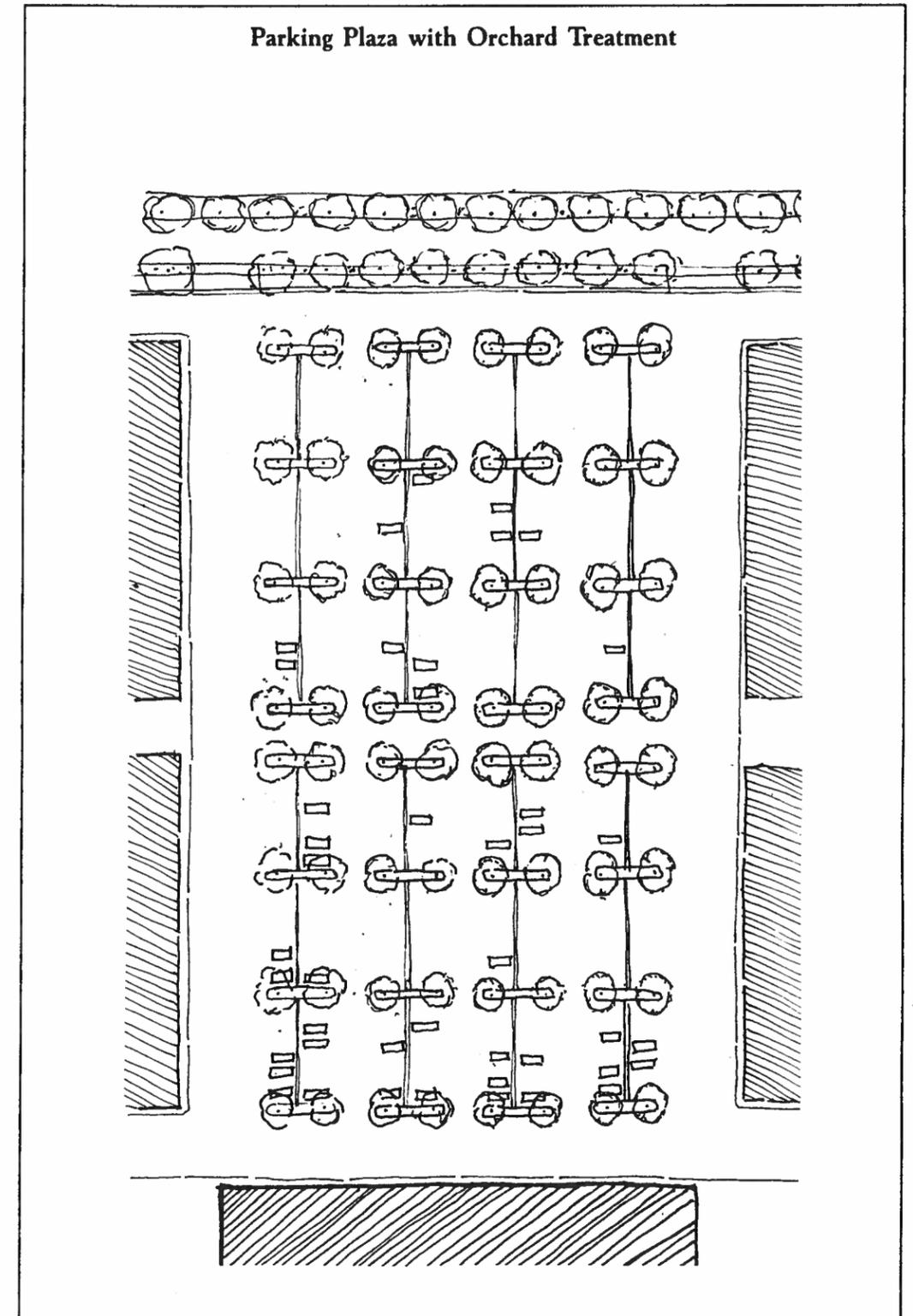
- Paving: Asphalt and concrete with internal pigment color, special aggregate, surface scoring and patterns.
- Pavers: Concrete, brick and asphalt unit pavers.
- Light Poles: 18' to 28' tapered, fluted with top-mounted luminaires, no "cobra head" fixtures.

Parking Lot Types and Treatments

Parking Block with Border Treatment



Parking Plaza with Orchard Treatment



Regulatory Intent

Standards for Detached, Estate, Double and Row House Residential Buildings

These Architectural Standards are intended to create and maintain an acceptable level of residential-style building and site improvement design quality, to promote the use of authentic materials, and to achieve a spatial harmony between buildings. The Standards are not intended to mandate any particular style or fashions, but rather provide the designer with a benchmark to build upon. The Standards are based primarily on the Northwest residential tradition's features, types and details.

The Standards are organized into Design Principles, and Building Materials, Applications and Requirements. The Standards apply to all residential-style buildings and related accessory buildings and site improvements. Civic buildings and monuments are not included in these Standards, but should receive special design consideration due to their significance in the Community.

Building Codes

In the application of these Architectural Standards, all construction shall comply with the Oregon State Building Code.

Design Principles

Local and Regional Policy

Wilsonville is a small, civic-minded town with the historic vestiges of an agricultural past and a strong neighborhood base. To develop and improve the historical character of Wilsonville, enhance pedestrian-oriented activities, and reestablish it's regional context as a unique Northwest community, all new residential-style development shall incorporate the following Design Policies:

Design Policies

Residential buildings collectively and individually should be sited and designed as follows:

1. Each building or assembly of buildings should be designed within the context of it's larger surroundings and environment, in overall impact, scale, height and configuration.
2. Building exterior proportions and silhouettes shall relate to and demonstrate consistency with regional historical traditions and adjacent structures.
3. Building exterior materials and detailing shall be appropriate for the specific location, construction practices and local character.
4. Building entrances, windows, bays, balconies and trellises shall incorporate traditional proportions, relate harmoniously to surrounding facade and adjacent buildings.
5. Building ornamentation and variety shall rely on the traditional assembly of authentic materials.
6. Apartment and row house entries should be raised slightly off street level and provide a stoop in order to increase the feeling of privacy.
7. Multiple block complexes of the same design should be avoided in order to ward off monotony and disorienting scale.

Spatial Policies

Residential buildings and their landscapes should be sited and configured to reduce and enclose open space into smaller units of space.

Site and Building Materials, Applications and Requirements

Permitted Exterior Materials

Building Walls

- Wood clapboard and shingles
- Composite wood lap siding, vinyl lap siding
- Stucco, cementitious
- Brick, concrete and stone masonry
- Exposed cast-in-place concrete

Landscape/Retaining Walls and Fences

- Brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Stucco, cementitious
- Wood pickets, lattice and boards
- Painted solid metal and wrought iron

Chimneys

- Brick, concrete, stucco, stone masonry or wood shingles

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- Columns and posts shall be cast concrete, brick, stucco, stone masonry, wood or fiberglass.
- Piers and arches shall be cast concrete, brick, stucco or stone masonry.
- Decks, stoops, stairs, porches and balconies shall be wood, brick, concrete or stone masonry.
- Trellises shall be wood, welded steel or iron.
- Railings, balustrades and related components shall be wood, welded steel or iron.

Roofs, Awnings, Gutters and Roofing Accessories

- Wood, asphalt, cementitious, slate and tile shingles
- Preformed metal roofing, parallel to the slope
- Metal or wood gutters and metal downspouts
- Glass, steel, wood or fabric awnings

Windows, Glazing, Entrances and Accessories

- Wood, vinyl or prefinished metal frames and sashes
- Clear or 'Low E' glazing, no tinted or reflective glass except at areas not visible from the public right of way
- Entry and overhead doors shall be wood, embossed metal or fiberglass
- Wood, fiberglass or vinyl shutters
- Sliding glass doors only at areas not visible from the public right of way.

Applications and Requirements

Building Walls

- Brick, stucco and stone front facades shall return at least 12" around side walls
- Building walls of more than one material shall change materials along horizontal lines only.
- Heavier appearing materials shall be used only below lighter appearing materials.

Landscape/Retaining Walls and Fences

- Concrete and masonry walls shall be minimum 8" thick
- Stucco shall be applied over concrete or masonry walls
- Walls should generally match building materials
- Metal and iron fencing shall be configured in predominately vertical elements.

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- All trellises, balconies and decks, whether cantilevered or not, shall be visibly supported by vertical and horizontal elements (e.g., brackets, columns, beams)
- Posts and columns shall be minimum 5" cross section
- The underside of porches and decks shall be screened with wall or fencing materials
- Balustrades and rail guards in general shall be vertically configured

Roofs, Awnings, Gutters and Roofing Accessories

- Main roofs shall be symmetrical gables or hips sloped 4:12 to 14:12.
- Eaves shall be continuous and clearly detailed.
- Shed roofs shall be attached to main building wall or roof ridge, minimum 3:12 slope.
- Flat roofs shall be limited to 20% of the building foot print, if accessible as a balcony and are concealed by sloped roofs, parapets or railing assemblies.

Windows, Glazing, Entrances and Accessories

- Windows shall be square, vertical, circular, hexagonal or octagonal in proportion, and glass should be recessed at least 3" from the exterior wall surface. Double hung windows are preferred.
- Total gross window area of the street facade shall not exceed 35%.
- Overhead doors visible from the street shall be maximum 12' wide.

Regulatory Intent

Standards for Small Mixed Use Buildings

These Architectural Standards are intended to create and maintain an acceptable level of small or neighborhood-scale mixed use (residential, office, workshop and limited retail) building and site improvement design quality, to promote the use of authentic materials, and to achieve a spatial harmony between buildings. The Standards are not intended to mandate any particular style or fashions, but rather provide the designer with a benchmark to build upon. The Standards are based primarily on the Northwest tradition's of mixed use building features, types and details.

The Standards are organized into Design Principles, and Building Materials, Applications and Requirements. The Standards apply to all small scale mixed use buildings and related accessory buildings and site improvements, whether the buildings are intended for residential, office or other permitted occupancies. Civic buildings and monuments are not included in these Standards, but should receive special design consideration due to their significance in the Community.

Building Codes

In the application of these Architectural Standards, all construction shall comply with the Oregon State Building Code.

Design Principles

Local and Regional Policy

Wilsonville is a small, civic-minded town with the historic vestiges of an agricultural past and a strong residential and commercial base. To develop and improve the historical character of Wilsonville, enhance pedestrian-oriented activities, and reestablish it's regional context as a unique Northwest community, all new small scale mixed use development shall incorporate the following Design Policies:

Design Policies

Small mixed use buildings collectively and individually should be sited and designed as follows:

1. Each building or assembly of buildings should be designed within the context of it's larger surroundings and environment, in overall impact, scale, height and configuration.
2. Each building's three dimensional form or mass, exterior proportions and silhouettes shall be consistent with regional and local historical traditions and shall relate harmoniously to adjacent structures and public rights of way.
3. Building exterior materials shall be appropriate for the specific location, construction practices and local character.
4. Each building shall have a base, a clear pattern of facade openings, surface features, an identifiable, articulated entry, and a roof line which complements the base and facade composition.
5. Building entrances, windows, bays, balconies and trellises shall incorporate traditional proportions, relate harmoniously to surrounding facade and adjacent buildings.
6. Building ornamentation and variety shall rely on the traditional assembly of authentic materials.

Spatial Policies

Small mixed use buildings and their landscapes should be sited and configured to reduce and enclose open space into smaller units of space.

Site and Building Materials, Applications and Requirements

Permitted Exterior Materials

Building Walls

- Wood clapboard and shingles
- Composite wood lap siding, vinyl lap siding
- Cement stucco
- Brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Decorative concrete block, solid and veneer tiles.

Landscape/Retaining Walls and Fences

- Brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Cement stucco
- Wood pickets, lattice and boards
- Painted solid metal and wrought iron
- Decorative concrete block, solid and veneer tiles.

Chimneys

- Brick, concrete, stucco, stone masonry or wood shingles

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- Columns and posts shall be cast concrete, brick, stucco, stone masonry, wood or fiberglass.
- Piers and arches shall be cast concrete, brick, stucco or stone masonry.
- Decks, stoops, stairs, porches and balconies shall be wood, brick, concrete or stone masonry.
- Trellises shall be wood, welded steel or iron.
- Railings, balustrades and related components shall be wood, welded steel or iron.

Roofs, Awnings, Gutters and Roofing Accessories

- Wood, asphalt, cementitious, slate and tile shingles
- Preformed metal roofing, parallel to the slope
- Metal or wood gutters and metal downspouts
- Glass, steel, wood or fabric awnings

Windows, Glazing, Entrances and Accessories

- Storefront assemblies are optional, in limited quantities
- Wood, vinyl or prefinished metal frames and sashes
- Clear or 'Low E' glazing, no tinted or reflective glass except at areas not visible from the public right of way
- Entry and overhead doors shall be wood, metal or fiberglass
- Wood, fiberglass or vinyl shutters
- Sliding glass doors only at areas not visible from the public right of way.

Applications and Requirements

Building Walls

- The building's base should be visually distinguishable from the upper facade.
- Brick, stucco and stone front facades shall return at least 12" around side walls
- Building walls of more than one material shall change materials along horizontal only, with maximum of three material changes.
- Heavier appearing materials shall be used only below lighter appearing materials. Material joint lines in the same plane shall be architecturally detailed.

Landscape/Retaining Walls and Fences

- Concrete and masonry walls shall be minimum 8" thick
- Stucco shall be applied over concrete walls
- Walls should generally match building materials
- Metal and iron fencing shall be configured in predominately vertical elements.

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- All trellises, balconies and decks, whether cantilevered or not, shall be visibly supported by vertical and horizontal elements (e.g., brackets, columns, beams)
- Posts and columns shall be minimum 5" cross section
- The underside of porches and decks shall be screened with wall or fencing materials
- Balustrades and rail guards in general shall be vertically configured

Roofs, Awnings, Gutters and Roofing Accessories

- Main roofs shall be symmetrical gables or hips sloped 4:12 to 14:12.
- Eaves shall be continuous and clearly detailed.
- Shed roofs shall be attached to main building wall or roof ridge, minimum 3:12 slope.
- Flat roofs shall be limited to 40% of the building foot print, if accessible as a balcony and are concealed by sloped roofs, parapets or railing assemblies.

Windows, Glazing, Entrances and Accessories

- Windows and other glazing shall be square, vertical, circular, hexagonal or octagonal in proportion, and glass should be recessed at least 3" from the exterior wall surface. Double hung windows are preferred.
- Total gross window area of the street facade shall not exceed 50%.
- Overhead doors visible from the street shall be maximum 12' wide.

Regulatory Intent

Standards for Large Mixed Use Buildings

These Architectural Standards are intended to create and maintain an acceptable level of larger single or mixed use (residential, retail, office, workshop) building and site improvement design quality, to promote the use of authentic materials, and to achieve a spatial harmony between buildings. The Standards are not intended to mandate any particular style or fashions, but rather provide the designer with a benchmark to build upon. The Standards are based primarily on the Northwest residential, retail and office tradition's features, types and details.

The Standards are organized into Design Principles, and Building Materials, Applications and Requirements. The Standards apply to all mixed use buildings with unlimited retail composition, and related accessory buildings and site improvements. Industrial, civic buildings and monuments are not included in these Standards, but should receive special design consideration due to their impact and/or significance in the Community.

Building Codes

In the application of these Architectural Standards, all construction shall comply with the Oregon State Building Code.

Design Principles

Local and Regional Policy

Wilsonville is a small, civic-minded town with the historic vestiges of an agricultural past and a strong residential, office and commercial base. To develop and improve the larger mixed use buildings and the historical character of Wilsonville, enhance and help shape pedestrian places, and reestablish Wilsonville's regional context as a unique Northwest community, all new mixed use development shall incorporate the following Design Policies:

Design Policies

Larger mixed use buildings collectively and individually should be sited and designed as follows:

1. Each building or assembly of buildings should be designed within the context of it's larger surroundings and environment, in overall impact, scale, height and configuration.
2. Each building's three dimensional form or mass, exterior proportions and silhouettes shall be consistent with regional and local historical traditions and shall relate harmoniously to adjacent structures and public rights of way.
3. Building exterior materials shall be appropriate for the specific location, construction practices and local character.
4. Each building shall have a base, a clear pattern of facade openings and surface features, an identifiable, articulated entry, and a roof line which complements the base and facade composition.
5. Building storefronts, entrances, awnings, windows, bays, balconies and trellises shall incorporate traditional proportions, relate harmoniously to surrounding facade and adjacent buildings.
6. Building ornamentation and variety shall rely on the traditional assembly of authentic materials.

Spatial Policies

Mixed use buildings and their landscapes should be sited and configured to reduce and enclose open space into smaller units of space.

Site and Building Materials, Applications and Requirements

Permitted Exterior Materials

Building Walls

- Wood clapboard and shingles
- Composite wood lap siding, vinyl lap siding
- Cement-based stucco, brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Decorative concrete block, solid and veneer tiles.

Landscape/Retaining Walls and Fences

- Stucco, brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Wood pickets, lattice and boards
- Painted solid metal and wrought iron
- Decorative concrete block and tiles

Chimneys

- Brick, concrete, stucco, stone masonry or wood shingles
- Round metal flues

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- Columns and posts shall be cast concrete, brick, stucco, stone masonry, wood or fiberglass.
- Piers and arches shall be cast concrete, brick, stucco or stone masonry.
- Decks, stoops, stairs, porches and balconies shall be wood, brick, concrete or stone masonry.
- Trellises shall be wood, welded steel or iron.
- Railings, balustrades and related components shall be wood, welded steel or iron.

Roofs, Awnings, Gutters and Roofing Accessories

- Wood, asphalt, cement, slate and tile shingles
- Preformed metal roofing, parallel to the slope
- Metal or wood gutters and metal downspouts
- Glass, steel, wood or fabric awnings

Storefronts, Windows, Glazing, Entrances and Accessories

- Storefronts are optional.
- Wood, vinyl or prefinished metal frames and sashes
- Clear or 'Low E' glazing, no tinted or reflective except at areas not visible from the public right of way
- Entry and overhead doors shall be wood, glass, metal or fiberglass
- Wood, fiberglass or vinyl shutters
- Sliding glass doors only at areas not visible from the public right of way.

Applications and Requirements

Building Walls

- The building's base should be visually distinguishable from the upper facade.
- Brick, stucco and stone front facades shall return at least 18" around side walls
- Building walls of more than one material shall change materials along horizontal and vertical lines only, with maximum of three material changes, preferably at building recesses and projections.
- Heavier appearing materials shall be used only below lighter appearing materials. Material joint lines in the same plane shall be architecturally detailed.

Landscape/Retaining Walls and Fences

- Concrete and masonry walls shall be minimum 8" thick
- Stucco shall be applied over concrete walls
- Walls should generally match building materials
- Metal and iron fencing shall be mainly of vertical configuration.

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- All trellises, balconies and decks, whether cantilevered or not, shall be visibly supported by vertical and horizontal elements (e.g., brackets, columns, beams).
- Posts and columns shall be minimum 5" cross section.
- The underside of porches and decks shall be screened with wall or fencing materials.
- Balustrades shall be vertically configured.
- Porches and trellises may extend to 50% of the street facade width.

Roofs, Awnings, Gutters and Roofing Accessories

- Main roofs shall be symmetrical gables or hips sloped 4:12 to 14:12
- Eaves shall be continuous
- Shed roofs shall be attached to main building wall or roof ridge, minimum 3:12 slope.
- Flat roofs shall be allowed if concealed by sloped roofs, parapets or railing assemblies which obscure the roof.

Storefronts, Windows, Glazing, Entrances and Accessories

- If storefronts are used, the following storefront requirements apply: Storefronts and/or building bays should be about 25 ft. in width, or should provide vertical elements such as columns every 25 ft. Building entries should be spaced about every 50 ft. when possible. Storefront glazing and windows shall be comprise at least 50% of the facade. Clerestory windows above storefronts are recommended. Glass shall be recessed at least 2" from the exterior wall surface. Butt jointed glass is not recommended.
- Windows and other glazing shall be square, vertical, circular, hexagonal or octagonal in proportion.
- Overhead doors facing the street shall be maximum 12' wide.

Regulatory Intent

Standards for Storefront, Side Lot Storefront, Boulevard Storefront and Composite Commercial Buildings.

These Architectural Standards are intended to create and maintain an acceptable level of commercial building and site improvement design quality, to promote the use of authentic materials, and to achieve a spatial harmony between buildings. The Standards are not intended to mandate any particular style or fashions, but rather provide the designer with a benchmark to build upon. The Standards are based primarily on the Northwest commercial tradition's features, types and details.

The Standards are organized into Design Principles, and Building Materials, Applications and Requirements. The Standards apply to all commercial buildings and related accessory buildings and site improvements. Industrial, civic buildings and monuments are not included in these Standards, but should receive special design consideration due to their impact and/or significance in the Community.

Building Codes
In the application of these Architectural Standards, all construction shall comply with the Oregon State Building Code.

Design Principles

Local and Regional Policy
Wilsonville is a small, civic-minded town with the historic vestiges of an agricultural past and a strong commercial base. To develop and improve both the 'Main Street' retail and historical character of Wilsonville, enhance and help shape pedestrian commercial markets, and reestablish Wilsonville's regional context as a unique Northwest community, all new storefront development shall incorporate the following Design Policies:

- Design Policies**
Commercial storefront buildings collectively and individually should be sited and designed as follows:
1. Each building or assembly of buildings should be designed within the context of it's larger surroundings and environment, in overall impact, scale, height and configuration.
 2. Each building's three dimensional form or mass, exterior proportions and silhouettes shall be consistent with regional and local historical traditions and shall relate harmoniously to adjacent structures and public rights of way.
 3. Building exterior materials shall be appropriate for the specific location, construction practices and local character.
 4. Each building shall have a base, a clear pattern of facade openings, surface features, an identifiable, articulated entry, and a roof line which complements the base and facade composition.
 5. Building entrances, awnings, windows, bays, balconies and trellises shall incorporate traditional proportions, relate harmoniously to surrounding facade and adjacent buildings.
 6. Building ornamentation and variety shall rely on the traditional assembly of authentic materials.

Spatial Policies
Commercial buildings and their landscapes should be sited and configured to reduce and enclose open space into smaller units of space.

Site and Building Materials, Applications and Requirements

Permitted Exterior Materials

Building Walls

- Wood clapboard and shingles
- Composite wood lap siding, vinyl lap siding
- Cement-based stucco, brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Decorative concrete block, solid and veneer tiles.
- Corrugated or ribbed metal siding on a pre-approval basis

Landscape/Retaining Walls and Fences

- Stucco, brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Wood pickets, lattice and boards
- Painted solid metal and wrought iron
- Decorative concrete block and tiles on a pre-approval basis

Chimneys

- Brick, concrete, stucco, stone masonry or wood shingles
- Round metal flues

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- Columns and posts shall be cast concrete, brick, stucco, stone masonry, wood or fiberglass.
- Piers and arches shall be cast concrete, brick, stucco or stone masonry.
- Decks, stoops, stairs, porches and balconies shall be wood, brick, concrete or stone masonry.
- Trellises shall be wood, welded steel or iron.
- Railings, balustrades and related components shall be wood, welded steel or iron.

Roofs, Awnings, Gutters and Roofing Accessories

- Wood, asphalt, cement, slate and tile shingles
- Preformed metal roofing, parallel to the slope
- Metal or wood gutters and metal downspouts
- Glass, steel, wood or fabric awnings

Storefronts, Windows, Glazing, Entrances and Accessories

- Wood, vinyl or prefinished metal frames and sashes
- Clear or 'Low E' glazing, no tinted or reflective except at areas not visible from the public right of way
- Entry and overhead doors shall be wood, embossed metal or fiberglass
- Wood, fiberglass or vinyl shutters
- Sliding glass doors only at areas not visible from the public right of way.

Applications and Requirements

Building Walls

- The building's base should be visually distinguishable from the upper facade.
- Brick, stucco and stone front facades shall return at least 18" around side walls
- Building walls of more than one material shall change materials along horizontal and vertical lines only, with maximum of three material changes, preferably at building recesses and projections.
- Heavier appearing materials shall be used only below lighter appearing materials. Material joint lines in the same plane shall be architecturally detailed.

Landscape/Retaining Walls and Fences

- Concrete and masonry walls shall be minimum 8" thick
- Stucco shall be applied over concrete or masonry walls
- Walls should generally match building materials
- Metal and iron fencing shall be mainly of vertical configuration.

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- All trellises, balconies and decks, whether cantilevered or not, shall be visibly supported by vertical and horizontal elements (e.g., brackets, columns, beams).
- Posts and columns shall be minimum 5" cross section.
- The underside of porches and decks shall be screened with wall or fencing materials.
- Balustrades shall be vertically configured.
- Porches and trellises may extend to 50% of the street facade width.

Roofs, Awnings, Gutters and Roofing Accessories

- Main roofs shall be symmetrical gables or hips sloped 4:12 to 14:12
- Eaves shall be continuous
- Shed roofs shall be attached to main building wall or roof ridge, minimum 3:12 slope.
- Flat roofs shall be allowed if concealed by sloped roofs, parapets or railing assemblies.

Storefronts, Windows, Glazing, Entrances and Accessories

- Storefronts and/or building bays should be about 25 ft. in width, or should provide vertical elements such as columns every 25 ft. Building entries should be spaced about every 50 ft. when possible.
- Storefront glazing and windows shall comprise at least 50% of the facade and shall be square, vertical, circular, hexagonal or octagonal in proportion. Clerestory windows above storefronts are recommended.
- Storefronts shall have wood or metal frames. Glass shall be recessed at least 2" from the exterior wall surface. Butt jointed glass is not recommended.
- Overhead doors facing the street shall be maximum 12' wide.

Regulatory Intent

Standards for Workshop Industrial Buildings

These Architectural Standards are intended to create and maintain an acceptable level of large workshop building design quality, to promote the use of authentic materials, and to achieve a spatial harmony between buildings. The Standards are not intended to mandate any particular style or fashions, but rather provide the designer with a benchmark to build upon. The Standards are based on the Northwest utilitarian building types and details.

The Standards are organized into Design Principles, and Building Materials, Applications and Requirements. The Standards apply to all workshop buildings, and related accessory buildings and site improvements.

Building Codes
In the application of these Architectural Standards, all construction shall comply with the Oregon State Building Code.

Design Principles

Local and Regional Policy

Wilsonville is a small, civic-minded town with the historic vestiges of an agricultural past and a strong industrial/commercial base. To develop and improve workshop buildings, enhance and help shape vehicular and pedestrian places, and reestablish Wilsonville's regional context as a unique Northwest community, all new workshop development shall incorporate the following Design Policies:

Design Policies

Workshop buildings collectively and individually should be sited and designed as follows:

1. Each building or assembly of buildings should be designed within the context of its larger surroundings and environment, in overall impact, scale, height and configuration.
2. Each building's three dimensional form or mass, exterior proportions and silhouettes shall relate harmoniously to adjacent structures and public rights of way.
3. Building exterior materials shall be appropriate for the specific location, construction practices and local character.

Site and Building Materials, Applications and Requirements

Permitted Exterior Materials

Building Walls

- Wood clapboard and shingles
- Composite wood lap siding, vinyl lap siding
- Cement-based stucco, brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Decorative concrete block, solid and veneer tiles.
- Preformed metal siding

Landscape/Retaining Walls and Fences

- Stucco, brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Wood pickets, lattice and boards
- Painted or vinyl chain link, solid metal and wrought iron
- Decorative concrete block and tiles

Chimneys and Flues

- Metal, brick, concrete, stucco, stone masonry

Roofs, Awnings, Gutters and Roofing Accessories

- Asphalt, cement, slate and tile shingles
- Preformed metal roofing
- Metal gutters and metal downspouts
- Glass, steel, or fabric awnings

Applications and Requirements

Building Walls

- Brick, stucco and stone front facades shall return at least 18" around side walls
- Building walls of more than one material shall change materials along horizontal and vertical lines only, with maximum of three material changes
- Heavier appearing materials shall be used only below lighter appearing materials.

Landscape/Retaining Walls and Fences

- Concrete and masonry walls shall be minimum 8" thick
- Walls should generally match building materials
- Metal and iron fencing shall be mainly of vertical configuration.
- Chain link fencing shall not be allowed along street facades.

Roofs, Awnings, Gutters and Roofing Accessories

- Main roofs shall be symmetrical gables or hips sloped 4:12 to 8:12
- Shed roofs shall be attached to main building wall or roof ridge, minimum 3:12 slope.
- Flat roofs shall be allowed without concealment

Regulatory Intent

Standards for Manufactured Housing

These Architectural Standards are intended to create and maintain an acceptable level of manufactured residential building and site improvement design quality, to promote the use of more appropriate materials, and to achieve a spatial harmony between buildings. The Standards are not intended to mandate any particular style or fashions, but rather provide the designer with a minimum standard to build upon. The Standards are based primarily on the Northwest residential tradition's features, types and details.

The Standards are organized into Design Principles, and Building Materials, Applications and Requirements. The Standards apply to all manufactured residential-style buildings and related accessory buildings and site improvements.

Building Codes

In the application of these Architectural Standards, all construction shall comply with the Oregon State Building Code.

Design Principles

Local and Regional Policy

Wilsonville is a small, civic-minded town with the historic vestiges of an agricultural past and a strong neighborhood base. To develop and maintain the historical character of Wilsonville, enhance pedestrian-oriented activities, and reestablish it's regional context as a unique Northwest community, all new manufactured housing development shall incorporate the following Design Policies:

Design Policies

Manufactured residential buildings collectively and individually should be sited and designed as follows:

1. Each building or assembly of buildings should be determined within the context of it's larger surroundings and environment, in overall impact, scale, height and configuration.
2. As much as possible, building exterior proportions and silhouettes shall relate to and demonstrate consistency with regional historical traditions and adjacent structures.
3. As much as possible, building exterior materials and detailing shall be appropriate for the specific location, construction practices and local character.
4. As much as possible, building entrances, windows, bays and balconies shall incorporate traditional proportions, relate harmoniously to surrounding facade and adjacent buildings.
5. Field applied building assemblies and ornamentation such as awnings, trellises and porches shall rely on the traditional assembly of authentic materials.
6. Manufactured housing shall not be used for nonresidential purposes.

Spatial Policies

Manufactured residential buildings and their landscapes should be sited and configured to reduce and enclose open space into smaller units of space.

Site and Building Materials, Applications and Requirements

Permitted Exterior Materials

Building Walls

- Wood clapboard and shingles
- Composite wood lap siding, vinyl lap siding
- Aluminum siding or trim shall not be allowed.
- Stucco
- Brick, concrete and stone masonry
- Exposed cast-in-place concrete

Landscape/Retaining Walls and Fences

- Brick, concrete and stone masonry
- Exposed cast-in-place concrete
- Stucco
- Wood pickets, lattice and boards
- Painted solid metal and wrought iron

Chimneys

- Brick, concrete, stucco, stone masonry or wood shingles

Field Applied Trellises, Decks, Stairs, Stoops, Porches and Balconies

- Columns and posts shall be cast concrete, brick, stucco, stone masonry, wood or fiberglass.
- Piers and arches shall be cast concrete, brick, stucco or stone masonry.
- Decks, stoops, stairs, porches and balconies shall be wood, brick, concrete or stone masonry.
- Trellises shall be wood, welded steel or iron.
- Railings, balustrades and related components shall be wood, welded steel or iron.

Roofs, Awnings, Gutters and Roofing Accessories

- Wood, asphalt, cementitious, slate and tile shingles
- Preformed metal roofing, parallel to the slope
- Metal or wood gutters and metal downspouts
- Glass, steel, wood or fabric awnings

Windows, Glazing, Entrances and Accessories

- Wood, vinyl or prefinished metal frames and sashes
- Clear or 'Low E' glazing, no tinted or reflective glass except at areas not visible from the public right of way
- Entry and overhead doors shall be wood, embossed metal or fiberglass
- Wood, fiberglass or vinyl shutters
- Sliding glass doors only at areas not visible from the public right of way.

Applications and Requirements

Building Walls

- Field applied brick, stucco and stone front facades shall return at least 12" around side walls
- Building walls of more than one material shall change materials along horizontal lines only.
- Heavier appearing materials shall be used only below lighter appearing materials
- Siding materials shall be comparable in composition, appearance and durability to standard residential construction.

Landscape/Retaining Walls and Fences

- Concrete and masonry walls shall be minimum 8" thick
- Stucco shall be applied over concrete or masonry walls
- Walls should generally match building materials
- Metal and iron fencing shall be configured in predominately vertical elements.

Field Applied Trellises, Decks, Stairs, Stoops, Porches and Balconies

- All trellises, balconies and decks, whether cantilevered or not, shall be visibly supported by vertical and horizontal elements (e.g., brackets, columns, beams)
- Posts and columns shall be minimum 5" cross section
- The underside of porches and decks shall be screened with wall or fencing materials
- Balustrades and rail guards in general shall be vertically configured

Roofs, Awnings, Gutters and Roofing Accessories

- Main roofs shall be symmetrical gables or hips sloped minimum 4:12
- Eaves shall be continuous and clearly detailed.
- Field applied shed roofs shall be attached to main building wall or roof ridge, minimum 3:12 slope.

Windows, Glazing, Entrances and Accessories

- Windows shall be square, vertical, circular, hexagonal or octagonal in proportion, and glass should be recessed at least 2" from the exterior wall surface. Double hung windows are preferred.
- Total gross window area of the street facade shall not exceed 35%.
- Overhead doors visible from the street shall be maximum 12' wide.

Regulatory Intent

Standards for Buildings in the Boones Ferry District

These Architectural Standards are intended to create and maintain an acceptable level of Boones Ferry District building and site improvement design quality, to promote the use of authentic materials, and to achieve a spatial harmony between buildings. The Standards are not intended to mandate any particular style or fashions, but rather provide the designer with a benchmark to build upon. The Standards are based primarily on the Northwest historic tradition's features, types and details.

The Standards are organized into Design Principles, and Building Materials, Applications and Requirements. The Standards apply to all buildings and related accessory buildings and site improvements in the Boones Ferry District, whether the buildings are intended for residential, office or other permitted occupancies. Civic buildings and monuments are not included in these Standards, but should receive special design consideration due to their significance in the Community.

Building Codes

In the application of these Architectural Standards, all construction shall comply with the Oregon State Building Code.

Design Principles

Local and Regional Policy

Wilsonville is a small, civic-minded town with a strong historic past. To develop and improve the historical character of Wilsonville, enhance the Boones Ferry District, and reestablish it's regional context as a unique Northwest community, all new development in the Boones Ferry District shall incorporate the following Design Policies:

Design Policies

All buildings in the Boones Ferry District collectively and individually should be sited and designed as follows:

1. Each building or assembly of buildings should be designed within the context of it's larger surroundings and environment, in overall impact, scale, height and configuration.
2. Building exterior proportions and silhouettes shall relate to and demonstrate consistency with regional historical traditions and adjacent structures.
3. Building exterior materials and detailing shall be appropriate for the specific location, construction practices and local character.
4. Building entrances, windows, bays, balconies and trellises shall incorporate traditional proportions, relate harmoniously to surrounding facade and adjacent buildings.
5. Building ornamentation and variety shall rely on the historic traditional assembly of authentic materials.

Spatial Policies

Boones Ferry District buildings and their landscapes should be sited and configured to reduce and enclose open space into smaller units of space.

Special Approvals

All new buildings developed in the Boones Ferry District shall be reviewed and approved by the Development Review Board.

Site and Building Materials, Applications and Requirements

Permitted Exterior Materials

Building Walls

- Wood clapboard and shingles
- Stucco, cementitious
- Brick and stone masonry

Landscape/Retaining Walls and Fences

- Brick and stone masonry
- Cement stucco
- Wood pickets, lattice and boards
- Wrought iron, or welded steel which replicates wrought iron
- Wood, brick and stone

Chimneys

- Brick, stucco, stone masonry or wood shingles

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- Columns and posts shall be brick, stucco, stone masonry, wood or fiberglass
- Piers and arches shall be brick, stucco or stone masonry
- Decks, stoops, stairs, porches and balconies shall be wood, brick or stone masonry
- Trellises shall be wood or iron, or welded steel which replicates wrought iron
- Railings, balustrades and related components shall be wood, iron, or welded steel which replicates wrought iron

Roofs, Awnings, Gutters and Roofing Accessories

- Wood and slate shingles
- Wood gutters and metal downspouts
- Wood or fabric awnings

Windows, Glazing, Entrances and Accessories

- Wood window frames and sashes shall use historically authentic details with solid, through muntins
- Clear or 'Low E' glazing, no tinted or reflective glass
- Entry and overhead doors shall be wood and shall use historically authentic details
- Wood shutters shall use historically authentic details
- Sliding glass doors are not allowed where visible from the street.

Applications and Requirements

Building Walls

- Brick, stucco and stone front facades shall return at least 24" around side walls and shall use historically authentic details
- Building walls shall consist of a maximum of two materials which shall change along horizontal lines only.
- Heavier appearing materials shall be used only below lighter appearing materials.

Landscape/Retaining Walls and Fences

- Brick and stone masonry walls shall be minimum 8" thick
- Walls should generally match building materials
- Metal and iron fencing shall be configured in predominately vertical elements and shall use historically authentic details

Trellises, Decks, Stairs, Stoops, Porches and Balconies

- All trellises, balconies and decks, whether cantilevered or not, shall be visibly supported by vertical and horizontal elements (e.g., brackets, columns, beams) and shall use historically authentic details
- Posts and columns shall be minimum 6" cross section
- The underside of porches and decks shall be screened with wall or fencing materials
- Balustrades and rail guards in general shall be vertically configured in historically authentic details

Roofs, Awnings, Gutters and Roofing Accessories

- Main roofs shall be symmetrical gables or hips sloped 4:12 to 14:12. Flat roofs shall not be allowed
- Eaves shall be continuous and clearly detailed.
- Shed roofs shall be attached to main building wall or roof ridge, minimum 3:12 slope.

Windows, Glazing, Entrances and Accessories

- Windows shall be square, vertical, circular, hexagonal or octagonal in proportion, and glass should be recessed at least 3" from the exterior wall surface. Double hung windows are required
- Total gross window area of the street facade shall not exceed 30%.
- Double-wide overhead doors shall not be visible from the street.

Regulatory Intent

Intent

Signs shall be designed and installed to enhance both building and street. All exterior signs shall be approved by the City Planning Office.

Building Sign Allowance

Each building may install a total of 2 signs from the following types: Window, Wall and Freestanding. In addition, one Projecting sign may be installed per business, plus directional and building directory signs as indicated at right.

Exempt Signs

1. Temporary cultural and public service window posters, when posted inside businesses shall be permitted.
2. Temporary promotional or special window signs posted inside businesses, shall be permitted for 14 days.
3. Special signs, such as custom neon, shall be submitted for approval to the City Planning Office.

Prohibited Signs

1. Internally illuminated signs.
2. Signs on roofs, chimneys and balconies.
3. Off-site advertisements.
4. Flashing, blinking or moving, or mobile signs.
5. Banners, except for public events approved by the City.

Restricted/Regulated Signs

1. Billboards
2. Neon or other gas filled signs

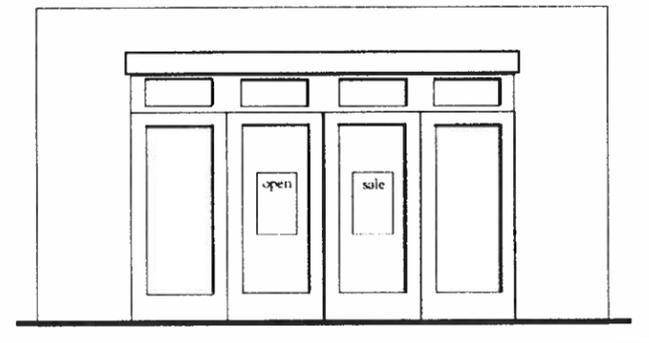
Sign Lighting

1. Signs shall be backlit, top or bottom lit with single or multiple sources.

Signage Types and Requirements

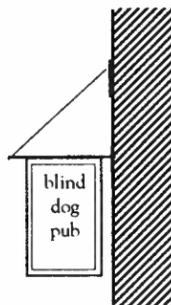
Window Signs

1. Maximum sign size shall be 10% of window area or 4 square feet, whichever is less.
2. Signs shall be silk screen or hand painted.
3. Signs shall be limited to one sign per window or door for each street or main entry facade.



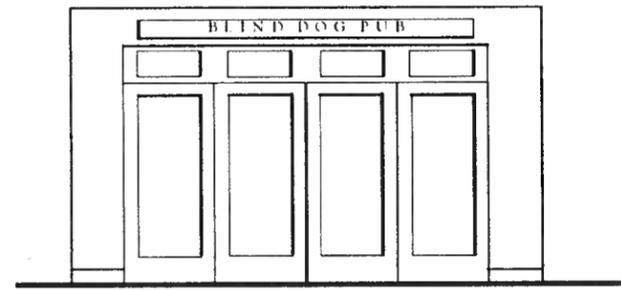
Projecting Signs

1. Maximum sign area shall be 6 sf.
2. Distance from the lower edge of the signboard to the ground shall be minimum 7 feet.
3. Single story buildings: Top signboard edge shall be no higher than the wall from which it projects.
4. Multistory buildings: Top signboard edge shall be no higher than the sill or bottom of the average second story window height.
5. Distance from building wall to signboard shall be maximum 6 inches.
6. Maximum signboard width shall be 3 feet.
7. Projected signs shall be limited to one per business.
8. One entry sign per service entry, maximum of 2 sf, shall be permitted.
9. One directional sign, maximum 2 sf, facing a rear or side parking lot, shall be permitted.



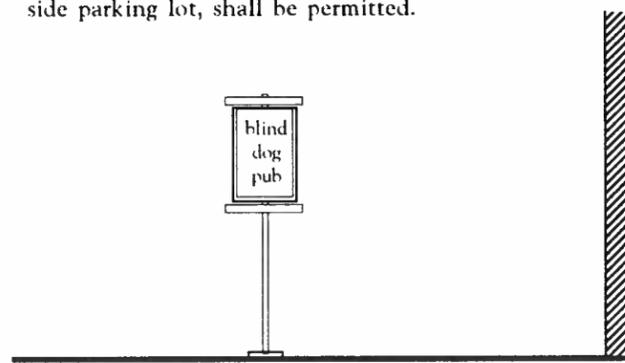
Wall Signs

1. Maximum sign size shall be 5% of ground floor facade area or 24 sf, whichever is less.
2. Maximum height shall be 18 feet above the sidewalk.
3. Signs only at buildings facing public streets or ways.
4. One wall sign up to 6 sf area shall be permitted on any side or entrance open to the public.
5. Applied lettering may be substituted for wall signs.
6. One building directory sign identifying occupants, a maximum 3 sf in area, shall be permitted in addition to other types of signs, providing location is adjacent to the entry and projecting a maximum of 6 inches from the wall.
7. One entry sign per service entry, maximum of 2 sf, shall be permitted.
8. One directional sign, maximum 2 sf, facing a rear or side parking lot, shall be permitted.



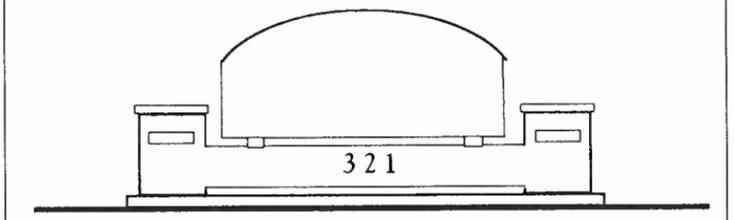
Freestanding Signs

1. Minimum building setback at sign location shall be 5 feet.
2. Maximum sign area shall be 8 sf.
3. Maximum signboard height at top edge or any supporting or decorative element shall be 7 feet.
4. Maximum 4 feet from main building entrance.
5. One sign per building shall be permitted.
6. One directional sign, maximum 2 sf, facing a rear or side parking lot, shall be permitted.



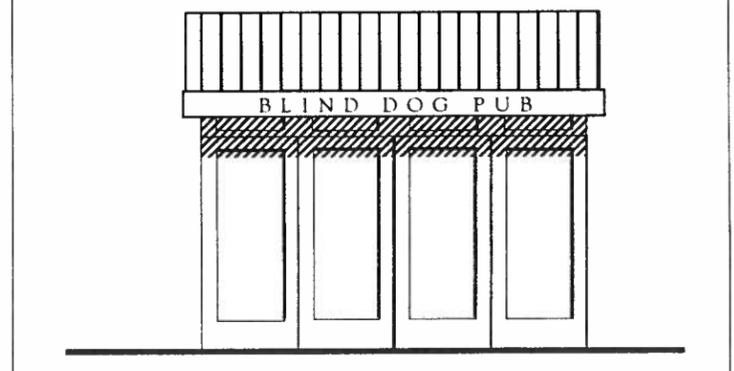
Residential and Commercial Development Signs

1. One freestanding sign shall be permitted at public right of way access.
2. Maximum sign area 4 sf.
3. Maximum letter and other graphic height shall be 4 inches.
4. Maximum signboard height at top edge or any supporting or decorative element shall be 8 feet by 3 feet in width.
5. Sign shall not interfere with pedestrian or vehicular circulation.



Awning and Canopy Signs

1. One sign per awning per facade shall be permitted.
2. Maximum sign area shall be 10 sf on main awning face, and 4 sf on awning valance.
3. Lettering may appear on sloped or curved portions but shall not dominate them. Lettering and signboard may be integrated along the valance or fascia or free standing letters may be mounted on top of and extending above the fascia.



Glossary of Terms

Accessory Building

A structure subordinate to the principle structure on a lot in square footage and primary use. There are instances in commercial and institutional development where an accessory structure may be larger in square footage than the principle structure and serve in an auxiliary capacity to the principle structures primary use. (Example: meeting hall of a church). Other accessory uses in commercial and institutional developments include but are not limited to stadiums, libraries, cafeterias, dormitories, research facilities, hospitals, assisted living, dependent and independent living facilities, and recreational facilities.

Alley

A narrow access route servicing the rear of buildings on a street in an urban area. Alleys have no sidewalks or building setbacks.

Auto Dependent Design

The construction of buildings and development to accommodate the car as the only method of transportation i.e.: drive through windows, plentiful parking located in front of entrances, wide road lanes with the elimination of on street parking, sidewalks, street trees, and large intersections. The codification of auto design standards in engineering regulations makes the car the principle means of transport for all necessary trips, thereby inhibiting the construction of mixed use and compact development.

Bed and Breakfast Inn

A use that takes place within a building that prior to such an establishment was a single family residence. A use that consists of renting one or more dwelling rooms on a daily basis to tourists, vacationers, and business people, where provision of meals is limited to breakfast and is available only to guests. The homeowner shall reside on site and employment shall not exceed 2 full time employees not including the owner(s).

Build to Line

The line at which construction of a building is to occur on a lot. A build to line runs parallel to the front property line and is established to create an even building facade line on a street.

Building Line

The line formed by the facades of buildings which creates a frame defining the public realm. Respecting building lines means placing walls or landscaping in such a manner as to continue the frame where there is an absence of buildings.

CCC

Corridor Commercial Center. See page 12 for description.

Close

See page 29 for description

Customary Home Occupation

Any use conducted for gain entirely within the dwelling and carried on by the occupants thereof. This use is clearly incidental and subordinate to the residential use and does not change the character thereof. When observed from beyond the lot on which it is located, the home occupation does not give visual, audible, sensory, or physical evidence that the property is used for any nonresidential purpose.

Detached and Attached single family home

Attached housing does not provide for an open yard on all sides of the home (perimeter yard). Any group of attached housing containing more than 2 dwelling units on a single lot is multi family. Attached housing with each house on its own deeded lot (zero lot line) is not multi family. Detached housing must have a perimeter yard and be located on a single deeded lot. Manufactured Housing is not included in this definition.

Duplex

An attached single family structure containing 2 dwelling units located on a singly deeded lot.

Encroachment

The part of a structure which intrudes into an easement or dedicated right of way.

Esplanade

A wide pedestrian walk, formal in design, which runs parallel to a waterfront. An esplanade may be made of pavers, asphalt, crushed gravel, grass, or concrete.

Facades

The vertical surface of a building which is set along a frontage line. The elevation of a facade is the vertical surface area. Facades are subject to visual definition by building height, setback lines, recess lines and transition lines. A recess line is a line prescribed for the full width of the facade above which the facade sets back. The location of a recess line is determined by the desired height to width ratio of the enfronting space or by a desired compatibility with existing buildings. A transition line is a line prescribed for the full width of the facade expressed by a variation of material or by a limited projection such as a cornice or balcony.

Flat Roof

Refers to the silhouette formed by a roof line. Flat roof lines infer a roof with no pitch. The actual roof structure is required to have a slope for drainage purposes. This is separate from the roof line which can be stepped or flat in appearance through architectural elements such as cornices, mansards, and parapets; or pitched as with residential homes.

Frontage

The lot boundary which coincides with a public thoroughfare or space. The facade of a structure facing the street.

Frontage Buildout

The portion of lot frontage which has a building or wall running parallel to it.

Garage

Any building, premises or land in which or upon which the primary use is a business which involves the maintenance or servicing of vehicles. This differs from a Body Shop which involves the painting of vehicles or external repairing of damaged vehicles.

Garden Wall

A wall, fence, or hedge along rear and side property lines.

Gazebo

A free standing, roofed, open sided structure providing a shady resting place.

Group Homes

A dwelling housing four or more handicapped persons, including resident staff who live together as a housekeeping unit. As used herein "handicapped" shall mean a record of, or being regarded as having, physical or mental impairment that substantially limits one or more of a persons major life activities. This does not include alcohol or drug treatment centers, or work release facilities for convicts or ex-convicts.

Height

The vertical distance from the mean grade elevation taken at the fronting street side of a structure to the parapet or roof line of a flat roof, the eaves of a pitched roof, or the deck line of a mansard roof. Towers, spires, steeples, and enclosed roof top mechanical equipment are not included in height measurements.

Impervious Cover

All areas covered by buildings, pavement (not including ungrouted

Glossary of Terms

pavers for sidewalks), gravel and rooftops of stored merchandise i.e.: cars and manufactured housing displays even if located on grass surfaces. Wooden slatted decks and pool surfaces are exempt.

Interconnected

Refers to streets which provide through access to other streets. Interconnected means the existence of a grid or grid pattern and includes curvilinear street layouts.

Irregularly Shaped Lots

Lots which are located on corners or at intersections which create lots with three sides or lots with more than four sides, with corner angles greater or less than 90 degrees. The front yard of such lots shall be determined with respect to adjacent homes, and the maintenance of street vistas.

Light Industrial

No light industrial use shall emit noise or odor which alters or impacts adjacent property, or discharge gas or liquid waste into the environment which impacts adjacent property. Light industrial uses shall be conducted indoors and any accompanying storage shall be indoors or screened from all abutting property lines and non-industrial uses.

Lot

A parcel of land whose boundaries have been established by some legal instrument such as a recorded deed or a recorded map and which is recognized as a separate legal entity for purposes of transfer of title.

Lot Types

Corner Lot

A lot located at the intersection of 2 or more streets.

Interior Lot

A lot other than a corner lot with only one frontage on a street.

Through Lot (Double Frontage Lot)

A lot other than a corner lot with frontage on more than one street. Through lots abutting 2 streets may be referred to as double frontage lots.

Single-Tier Lot

A lot which backs upon a limited access highway, a railroad, a physical barrier, or another type of land use and to which access from the rear is usually prohibited.

Machine Shop

A workshop which is mechanized to size and assemble pieces of machinery.

Maintained Easement

A recorded right-of-way made of crushed gravel, pavement, or graded and cleared of brush, so as to permit access by all vehicles.

Manufactured Housing

A residential dwelling unit that is constructed in accordance with the standards set forth in the U.S. Housing and Urban Development requests, and is composed of one or more components, each of which was assembled in a manufacturing plant and designed to be transported to the home site on its own chassis.

Mechanical Equipment

All HVAC (heating, ventilation, and air conditioning) equipment located on the roof of a building or outside a home or building.

Mixed Use

The presence of residential and nonresidential uses within the same complex or same building. Mixed use can also refer to different categories of nonresidential uses such as institutional, retail, and office within the same complex of building. The advantage of mixed uses is the promotion of architectural compatibility, and pedestrian scaled environments.

Modular Home

A dwelling unit which is constructed in compliance with the Oregon State Building Code and composed of components substantially assembled in an off site manufacturing plant and transported to the building site for final assembly on a permanent foundation.

Multi Family

Three or more attached single family dwelling units located on lot of record.

Nursing Home, Retirement

A licensed facility that provides supportive services to 3 or more elderly or disabled adults who need assistance in meeting their day to day basic needs.

Off Street Parking Parking which occurs on a lot and not on a street or other public right of way.

Office Use

Business, professional, service, and governmental occupations within a building or buildings

Open Space

Any area which does not consist of buildings, streets, right of ways, parking, or easements, and serves as a passive or active recreational area, or as pervious cover for watershed requirements.

Overlay District

A set of regulations which add an additional layer of design provisions to an underlying regulating district.

Parallel District

A set of provisions that apply to a property as an optional set of standards to the underlying base district provisions. Once chosen only the provisions of the chosen district apply. Parallel Districts may apply to all or portions of a property.

Parking Area

All the area in square footage of land designated for the storage of cars. The parking area also includes all areas for storage and trash facilities.

Porch

An open, roofed structure supported by posts or columns attached to a residence and no less than 8 feet in depth.

Principle Building

A building in which is conducted the principle use on a lot.

Public Street

Any right of way used for vehicular traffic that is permanently maintained by the City or State of Oregon and is open to all traffic.

R-O-W (Right Of Way)

An area of land dedicated to infrastructure such as streets, sewer lines, water lines, electric lines, and gas lines.

Retention (Detention)

Engineered facilities for storing or detaining rain water runoff from a site. Retention delays the flow off a site to prevent flooding. Detention stores water on a site to allow time for pollutants to precipitate out of the runoff. This cleans the water before it is allowed to flow to nearby drinking.

Setbacks

The mandatory distance between a frontage line and a facade or a lot line and a building wall.

Storefront

A business or retail use whose facade is aligned directly on the frontage line with the entrance at grade. This is typical for sidewalk retail. Storefronts often have awnings or a colonnade. A transition line should separate the signage from the facade below.

Glossary of Terms

Stoop

A small platform and/or entrance stairway at a house door.

Street

A dedicated and accepted public right-of-way for vehicular traffic. The dedication of half streets at the perimeter of a new subdivision is prohibited. If circumstances render this impracticable, adequate provision for the concurrent dedication on the remaining half of the street must be furnished by the subdivider. Where there may exist a half street in an adjoining subdivision, the remaining half shall be provided by the proposed development.

Street Orientation

The direction of the architectural front facade of a building in relation to the street.

Temporary Structures

Buildings placed on a lot for a specific purpose which are to be removed within a specified time period. Examples of temporary structures are monitoring stations, mobile classroom or office space, construction trailers and guard houses, manufactured housing placed on a lot for temporary housing while principle home renovations are done, and produce stands

Traditional Neighborhood

A Traditional Neighborhood incorporates the best in design principles to produce compact, mixed use, pedestrian scaled, sustainable communities. The following conventions are shared by Traditional Neighborhoods:

1- The neighborhood is limited in area to that which can be traversed in a 10 to 15 minute walk.

2- Residences, shops, workplaces, and civic buildings are located in close proximity.

3- A well defined and detailed system

of interconnected streets serve the needs of the pedestrian and the car equitably, providing multiple routes to all parts of the neighborhood.

4- Physically defined open spaces in the form of plazas, squares, and parks, provide places for formal social activity and recreation.

5- Private buildings form a clear edge, delineating the private from the public realm

6- Civic buildings reinforce the identity of the neighborhood, providing places of assembly for social, cultural, and religious activities.

Underpinning

The skirting around the base of a manufactured home or temporary structure which forms a continuous wall around the structure from the foundation or grade level, to the base, or bottom floor level, of the structure.

Yard

A yard is land area immediately adjacent to a building. Yards are broken into front, rear, and side. Front yards extend from the architectural front of a building to the fronting street or R-O-W. Side yards extend from the sides of a building to a street R-O-W or property line. Rear yards extend from the back of a building to a property line or R-O-W. Yard configuration establishes building typologies. There are 4 typologies into which most building can be classified: Perimeter yard buildings, Side yard buildings, Rear yard buildings, and courtyard buildings.