



PLANNING COMMISSION

WEDNESDAY, SEPTEMBER 8, 2021

II. Public Hearing

B. Middle Housing (Pauly) (40 Minutes)

**PLANNING COMMISSION
RESOLUTION NO. LP21-0003**

A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THE WILSONVILLE CITY COUNCIL ADOPT TEXT AMENDMENTS TO THE WILSONVILLE COMPREHENSIVE PLAN, DEVELOPMENT CODE, FROG POND WEST MASTER PLAN, VILLEBOIS VILLAGE MASTER PLAN, AND OLD TOWN NEIGHBORHOOD PLAN; ADOPT A LEGISLATIVE ZONE MAP AMENDMENT TO REZONE RESIDENTIAL PROPERTIES IN THE OLD TOWN NEIGHBORHOOD TO THE NEWLY ESTABLISHED OLD TOWN RESIDENTIAL ZONE; AND DECLARE DEVELOPMENT IN PLANNED DEVELOPMENT RESIDENTIAL ZONES AS LEGAL NON-CONFORMING TO INCREASE THE ALLOWANCE OF MIDDLE HOUSING IN WILSONVILLE.

WHEREAS, House Bill 2001, adopted by the Oregon Legislature in 2019, directs cities throughout Oregon to adopt regulations allowing duplexes on each lot zoned for residential use that allows for development of detached single-family dwelling, and allowing triplexes, quadplexes, cottage clusters, and townhouses in areas zoned for residential use; and

WHEREAS, the City adopted the Equitable Housing Strategic Plan in June 2020 which included Implementation Action 1B to “Incorporate Equitable Housing into Middle Housing Planning”; and

WHEREAS, the City performed an audit of current Comprehensive Plan text, legislative master plans and other similar documents, and the Planning and Land Development Ordinance (Development Code) to identify updates necessary to comply with House Bill 2001, implementing administrative rules, and the Equitable Housing Strategic Plan; and

WHEREAS, the current Comprehensive Plan text does not incorporate concepts from the City’s Equitable Housing Strategic Plan or address the requirements of House Bill 2001 and associated administrative rules; and

WHEREAS, the updated text incorporates middle housing into Comprehensive Plan text language along with new references to exemptions to density maximums as well as incorporates policy objectives and actions identified in the Equitable Housing Strategic Plan; and

WHEREAS, neither the Frog Pond West Master Plan or Villebois Village Master Plan addressed middle housing and allowance of middle housing consistent with House Bill 2001 and the related administrative rules; and

WHEREAS, adopting updates to the Frog Pond West Master Plan and Villebois Village Master Plan allows middle housing as prescribed by the State and furthers Wilsonville’s housing

policy while maintaining the intent of the master plans as well as the planned look and feel of the neighborhoods in the master plan areas; and

WHEREAS, the 2011 Old Town Neighborhood Plan included a number of references and statement no longer valid due to development over the last decade and changes to State law; and

WHEREAS, updating the Old Town Neighborhood Plan to reflect current development and law increases the relevance and usefulness of the document; and

WHEREAS, the 2011 Old Town Neighborhood Plan identified an implementation action of adopting a new Old Town-specific residential zone; and

WHEREAS, adopting a new Old Town Residential Zone and applying to residential properties in the Old Town Neighborhood by a legislative zone map amendment addresses middle housing compliance issues while helping implement the Old Town Neighborhood Plan; and

WHEREAS, the Development Code currently lacks adequate definitions and references to middle housing, and does not comply in a number of ways with House Bill 2001 and related administrative rules, and

WHEREAS, the updates to the Development Code addresses compliance including, but not limited to, allowance of middle housing, density calculations, and review process, as well as establishes reasonable standards for middle housing to be integrated into existing and future neighborhoods; and

WHEREAS, current regulations allow past planned development approvals to indefinitely take precedence over updated Development Code standards and zoning; and

WHEREAS, such indefinite precedence of planned development approvals leads to compliance issues with House Bill 2001 as it does not allow middle housing to be built within residential planned developments where middle housing was not previously allowed using the same process as single-family homes; and

WHEREAS, in all planned development zones within the City a substantial number of developments have been built over the last forty plus years that do not comply with current zoning standards; and

WHEREAS, the City finds it prudent as changes occur within these planned development sites for the changes to come further into compliance with current Development Code; and

WHEREAS, Senate Bill 458, adopted by the Oregon legislature in 2021, provides for division of land within middle housing development to better facilitate sale of units to individual buyers; and

WHEREAS, additional flexibility in dividing land for the purpose of platting and property transfer will provide additional for-sale housing choices at a lower price point increasing home buying opportunities for first-time homebuyers and homebuyers with lower home purchasing budgets; and

WHEREAS, by the proposed actions the City will comply with House Bill 2001 and it's implementing administrative rules, Senate Bill 458, and the City's Equitable Housing Strategic Plan; and

WHEREAS, the City conducted public outreach to impacted groups and the community in general to gather input for updates to City code, plans, and regulations; and

WHEREAS, the City made especial effort to reach out to the Latinx community, a growing demographic in Wilsonville and historically underrepresented in public outreach, to enable the Latinx community to have a meaningful impact on the final updates; and

WHEREAS, the Planning Commission has held eight work sessions and the City Council has held five work sessions to help guide and shape the recommended updates; and

WHEREAS, the Wilsonville Planning Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted the proposed amendments to the Wilsonville Comprehensive Plan, Frog Pond West Master Plan, Villebois Village Master Plan, Old Town Neighborhood Plan, and Development Code to the Planning Commission as well as a legislative Zone Map Amendment, along with a Staff Report, in accordance with the public hearing and notice procedures that are set forth in Sections 4.012, 4.197, and 4.198 of the Wilsonville Code; and

WHEREAS, the Planning Commission, after 13,733 Public Hearing Notices were mailed, Public Hearing Notices were posted in various public places in City buildings, posted on the City's website and social media accounts, published in the Wilsonville Spokesman and emailed to impacted agencies and other interested parties, held a Public Hearing on September 8, 2021 to review the proposed amendments to the Wilsonville Comprehensive Plan, Legislative Master Plans, Old Town Neighborhood Plan, and Development Code, as well as a Zone Map Amendment, and other related actions, and to gather additional testimony and evidence regarding the proposal; and

WHEREAS, the Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, BE IT RESOLVED:

1. The Wilsonville Planning Commission does hereby adopt the Planning Staff Report (attached hereto as Exhibit A) and Attachments, as presented at the September 8, 2021 public hearing, including the findings and recommendations contained therein and does hereby recommend that the Wilsonville City Council adopt the proposal as approved on September 8, 2021, by the Planning Commission; and

2. This Resolution shall be effective upon adoption.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 8th day of September 2021, and filed with the Planning Administrative Assistant on

_____, 2021.

Wilsonville Planning Commission

Attest:

Shelley White, Administrative Assistant II

SUMMARY of Votes:

Chair Kamran Mesbah: _____

Vice Chair Jennifer Willard _____

Commissioner Olive Gallagher: _____

Commissioner Jerry Greenfield: _____

Commissioner Ron Heberlein: _____

Commissioner Breanne Tusinski _____

Commissioner Aaron Woods: _____



PLANNING COMMISSION PUBLIC HEARING STAFF REPORT

Meeting Date: September 8, 2021		Subject: Middle Housing in Wilsonville Project	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 9/8/2021 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Recommend to City Council approval of the proposed Plan and Code updates, Zone Map Amendment, and resolutions.			
Recommended Language for Motion: I move to adopt Resolution LP21-0003 recommending adoption of updates to the Comprehensive Plan, Frog Pond West Master Plan, Villebois Village Master Plan, Old Town Neighborhood Plan, and Development Code, and a Legislative Zone Map Amendment in Old Town to the new Old Town Residential (OTR) Zone.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Expand home ownership		<input checked="" type="checkbox"/> Adopted Master Plan(s): Frog Pond West Master Plan, Villebois Village Master Plans	
		<input type="checkbox"/> Not Applicable	

ISSUE BEFORE PLANNING COMMISSION:

Review updates to the Comprehensive Plan, Frog Pond West Master Plan, Villebois Village Master Plan, Old Town Neighborhood Plan, Development Code, and Legislative Zone Map

Amendment in Old Town to the new Old Town Residential (OTR) Zone and make a recommendation to City Council.

EXECUTIVE SUMMARY:

The City is updating local development regulations related to the allowance of middle housing. Middle housing includes housing types where a few homes are on one lot (duplex, triplex) and where homes are on separate lots that share a common wall (townhouses). The project is driven by updates to state law as well as local equitable housing policy. The desired project outcomes, as directed by City Council, are as follows:

Desired Project Outcomes:

- Support the vision of a thoughtful, inclusive built environment.
- Comply with House Bill 2001 and related administrative rules adopted by the Land Conservation and Development Commission.
- Increase the opportunity for the development of more middle housing to help meet the housing needs of our diverse community.
- Public outreach to inform middle housing design, particularly from historically marginalized communities of color.
- Create standards that have a high likelihood for use by developers/property owners and result in actual development of middle housing.
- Update infrastructure plans, as needed, to support additional middle housing production.
- Understand options for infrastructure financing related to middle housing.
- Evaluate and update parking strategies and policies to minimize parking congestion.

The Planning Commission held eight work sessions on the project prior to the public hearing. The Planning Commission has previously reviewed drafts of Development Code and Comprehensive Plan updates. The proposed updates (Attachments 1-4) incorporate feedback from the Commission and City Council as well as feedback from community and stakeholder outreach.

To assist in understanding the updates the project team categorized the updates. The updates are color-coded by category as depicted below.

Category 1: Direct requirement for state compliance, no significant local flexibility.

Category 2: Indirect requirement for state compliance, no significant local flexibility. These updates make middle housing development feasible or acknowledge allowance of middle housing.

Category 3: Requirement of state compliance with local flexibility.

Category 4: Not necessary for compliance or feasibility and not directly related to middle housing. Includes technical code fixes and updates to the broader residential parking policy not required by the state. These updates are included out of convenience since much of the residential code is already being amended.

In summary the proposed updates to the Comprehensive Plan, Frog Pond West Master Plan, Villebois Village Master Plan, Old Town Neighborhood Plan, Development Code, and Zone Map do the following:

- Allows duplexes and other middle housing (triplexes, quadplexes, cottage clusters, and townhouses) on land that allows single-family houses, and ensures the review process for middle housing is the same as that for single-family homes to comply with Oregon House Bill 2001 (HB 2001).
- Establishes new design standards (architecture, parking design, etc.) for single-family houses and middle housing.
- Establishes land division processes for middle housing consistent with Oregon Senate Bill 458.
- Updates the Wilsonville Zoning Map and establishes the Old Town Residential Zone for residential land in the Old Town neighborhood.
- Establishes standards and processes for planned developments in all zones to become legal non-conforming.

EXPECTED RESULTS:

Recommendation to the City Council to adopt the proposed updates to the Comprehensive Plan, Zone Map, Development Code, Villebois Village and Frog Pond West Master Plans, and Old Town Neighborhood Plan and related actions.

TIMELINE:

The City Council will review the final draft of the proposed amendments during a work session briefing on September 20 prior to their scheduled hearing on October 4 to consider adoption.

CURRENT YEAR BUDGET IMPACTS:

The main consultant contract is for \$125,000. \$95,000 is covered by a grant from the Oregon Department of Land Conservation and Development (DLCD). The remaining amount is covered by funds budgeted in the City's FY 2020-2021 Budget. Specific outreach to the Latinx community is funded by an \$81,200 Metro grant. The remaining balance from the FY 2020-2021 budget will be rolled over into FY 2021-2022 for completion of the project..

COMMUNITY INVOLVEMENT PROCESS:

Opportunities to engage have included community meetings, stakeholder meetings, focus groups, online surveys, and other online materials. Outreach included Latinx community focus groups supported by a Metro Community Engagement Grant. Comments have been solicited from the development community and other stakeholders. See Outreach Report, Attachment 8 for more details.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

A greater amount of middle housing in neighborhoods meeting standards with broad community support. A greater amount of middle housing will create more housing opportunities for a variety of incomes, needs, and preferences.

ALTERNATIVES:

The Commission may recommend additional or modified approaches that help the City achieve compliance with House Bill 2001 and Senate Bill 458 and further the policy objectives of the City's Equitable Housing Strategic Plan. If the City does not adopt House Bill 2001 compliant standards by June 30, 2022, a state model code will come into effect for Wilsonville. If the City does not adopt Senate Bill 458 compliant standards by June 30, 2022 the City would similarly be out of compliance with State law, but no model code exists.

ATTACHMENTS:

- Attachment 1 Middle Housing in Wilsonville Comprehensive Plan updates
- Attachment 2 Middle Housing in Wilsonville Legislative Master Plan (Frog Pond West Master Plan and Villebois Village Master Plan) updates
- Attachment 3 Middle Housing in Wilsonville Old Town Neighborhood Plan updates
- Attachment 4 Middle Housing in Wilsonville Development Code updates (including updates to the Old Town Residential Design Standards)
- Attachment 5 Old Town Zone Map amendment
- Attachment 6 Middle Housing in Wilsonville Infrastructure Analysis Memoranda
- Attachment 7 Middle Housing in Wilsonville Outreach Report
- Attachment 8 LP21-0003 Middle Housing in Wilsonville Compliance Findings
- Attachment 9 LP21-0003 Middle Housing in Wilsonville Record Index (electronic only)

City of Wilsonville

Comprehensive Plan



RESIDENTIAL DEVELOPMENT

Housing is a basic human need which concerns everyone. With today's housing costs, satisfying this basic need is becoming an increasingly difficult task. Governments at all levels are giving more and more attention to housing issues.

In the process of adopting the Statewide Planning Goals, LCDC established the goal providing for the housing needs of citizens of the State. To meet this goal, all local jurisdictions in the State must develop plans, "that encourage the availability of adequate number of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density."

Equitable Housing Strategic Plan

In 2020, the Wilsonville City Council adopted the Equitable Housing Strategic Plan (EHSP), which calls for a set of actions intended to move toward more equitable housing outcomes for Wilsonville residents. The EHSP's actions aspire to encourage the production of more diverse housing types with access to services, improve partnerships with housing providers, expand homeownership opportunities, and reduce displacement risk for Wilsonville residents. The EHSP incorporates Metro's definition of equitable housing:

Equitable housing goes beyond simple affordability. It aims to ensure all people have housing choices that are diverse, high quality, physically accessible, and reasonably priced, with access to opportunities, services, and amenities. This broad definition includes choices for homes to buy or rent that are accessible across all ages, abilities, and incomes and convenient to everyday needs, such as transit, schools, childcare, food, and parks.

Equitable housing also represents a system that accounts for the needs of households with low income and communities of color, recognizes a history of housing discrimination, and complies with current state and federal fair housing policy.

The EHSP will guide the City's approach to housing planning going forward. This includes updates to the City's middle housing regulations, which are needed for compliance with House Bill 2001 (see below), and planning for new urban growth areas.

Updates to State Law

In 2019, the Oregon State Legislature passed House Bill 2001 (HB 2001) to help provide Oregonians with more housing choices. HB 2001 requires Oregon cities with populations over 25,000 and those within the Portland metro area (referred to as "Large Cities") to adopt zoning regulations and comprehensive plan amendments to allow "middle housing" (duplexes, triplexes, quadplexes, townhouses, and cottage clusters) in areas zoned for residential use that allow for the development of detached single-family dwellings. Specifically, Large Cities must allow:

- A duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings; and

- Triplexes, quadplexes, cottage clusters, and townhouses in areas zoned for residential use that allow for the development of detached single-family dwellings.

The related administrative rules exempt middle housing from density calculations or set specific density allowances. In addition, the rules require middle housing to be reviewed through the same development approval process that applies to single-family detached dwellings.

According to the 201420 Wilsonville Residential Land Study Annual Housing Report As of October 1999, the existing housing stock of 9,417 11,275,788 units consisted of 5,097 (45.2%) apartments; 541 (4.6%) condominiums; 50 (0.4%) duplexes; 141 (1.3%) mobile homes; 4,594 (40.7%) detached single-family homes, 837 (7.4%) attached single-family homes or townhouses, 10 (0.001%) ADU's, and 5 (0.0004%) cottage-style homes (detached units on common lot). 40% 41.2% single family detached and attached units, 58% 52.4% multi family dwellings (including duplexes and condominiums), 1% duplexes, and 2% 6.4% manufactured housing (mobile homes). This mix of housing types indicates that the City met the intent of the State's "Metro Housing Rule" applying to housing mix. It is also important to note that the total number of housing units within the City increased by more than 200% in thirteen years. During that period, there were 476 more multiple-family units than single-family units added to the City's housing mix. The number of mobile and manufactured housing units actually declined during that period, in spite of the fact that local codes were amended to permit those units to be located alongside conventionally built houses and multiple-family units.

Even prior to the adoption of the Statewide Planning Goals, Wilsonville's 1971 General Plan contained a goal that supported affordable housing, plus the following objectives:

- Establish residential areas that are safe, convenient, healthful, and attractive places to live;
- Encourage variety through the use of clusters and planned developments; and
- Develop a renewal program to update the "Old Town" area.

In compliance with these objectives, numerous residential developments, including apartments, single family subdivisions, planned developments, and a mobile home park were approved by the City. However, during the review hearings of many of these projects, questions of need, related to the timing, type, and number of units continually arose. Subsequently, as part of the 1988 Plan update, a detailed housing and economic development analysis was conducted (the Housing and Economic Development Report). While the report discussed several factors, it identified two significant factors related to housing. They were as follows:

The majority of workers employed in Wilsonville did not live in the City.

The prevailing vacancy rates for all types of housing as of January 1987, within the City were extremely low. This indicates that the demand for housing in Wilsonville exceeded the supply.

Many members of the community's sizable work force still cannot afford to live in Wilsonville because of their incomes and the lack of affordable housing.

The City recognizes that some of the existing mobile home parks were originally approved as temporary transitional uses, eventually to be phased out for commercial or industrial uses in conformance with the designations of the 1975 Plan map. The City also recognizes that existing residents within these parks have chosen to live in mobile or manufactured homes based on personal preference and economic factors. They have also invested money in their homes and, if their parks are phased out, will be faced with finding suitable relocation sites, be forced to relocate outside of the City or sell their mobile homes.

The City is required by Metro to assure that residential densities in new developments are not less than 80 percent of maximum-zoned densities. The City is also required to determine the calculated capacity of dwelling units and jobs by the year 2017, using the capacity of its current Comprehensive Plan and implementing ordinances.

Additionally, the City is required to periodically review its public facility capacities and plans to assure that planned public facilities can be provided to accommodate the calculated capacity within the planning period.

The City is required to calculate the increases in dwelling unit and job capacities by the year 2017 from any proposed changes to the current Comprehensive Plan and Development Code that must be adopted and add the increases to the calculation of expected capacities.

The City is required to determine the effect of each of the following on calculated capacities, and include any resulting increase or decrease in calculated capacities:

1. Required dedications for public streets, consistent with Metro's Regional Accessibility requirements;
2. Off-street parking requirements, consistent with the Metro Urban Growth Management Functional Plan;
3. Landscaping, setback, and maximum lot coverage requirements;
4. The effects of tree preservation ordinances, environmental protection ordinances, view preservation ordinances, solar access ordinances, or any other regulations that may have the effect of reducing the capacity of the land to develop at the zoned density;
5. The effects of areas dedicated to bio-swales, storm water retention, open space dedications, and other requirements of local codes that may reduce the capacity of the land to develop at the planned density.

If any of the calculated capacities are determined to be less than the City's target dwelling unit and job capacities specified by Metro, either jurisdiction-wide or in mixed-use areas, or both, then the City is required to increase calculated capacities, as needed, to comply with the calculated

capacities of Metro's Urban Growth Management Functional Plan. The City is required to achieve the target capacities for both dwelling units and jobs.

As stated above, housing is a basic human need. Therefore, residential development is considered a primary element of this Plan. A priority is given to satisfying the housing Goal. In so doing, however, it is not the intent of this section to ignore other sections of the Plan. Rather, the intent is to balance conformance to other provisions of the Plan so as to best satisfy housing needs within the City. To complete the framework for evaluating residential development, the following Implementation Measures have been established.

Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

Implementation Measure 4.1.4.a The City shall encourage that at least an area of land equal to that now utilized for existing mobile home parks within the City, shall be identified within the City for development of replacement mobile or manufactured parks or subdivisions prior to redevelopment of the existing parcels for other uses. Preservation of existing parks will be encouraged where consistent with other provisions of this Plan.

Implementation Measure 4.1.4.b Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.

Implementation Measure 4.1.4.c Establish residential areas that are safe, convenient, healthful, and attractive places to live while encouraging variety through the use of planned developments and clusters and legislative Master Plans.

Implementation Measure 4.1.4.d Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached houses, middle housing (including duplexes, triplexes, quadplexes, townhouses, and cottage clusters), ~~single family common wall~~, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms.

Implementation Measure 4.1.4.e Targets are to be set in order to meet the City's Goals for housing and assure compliance with State and regional standards.

Implementation Measure 4.1.4.f Accommodate the housing needs of the existing residents of the City of Wilsonville. The future status of existing mobile home dwellers within the City is a particular concern in establishing this Measure.

- Implementation Measure 4.1.4.g Coordinate housing development with the social and economic needs of the community.
- Implementation Measure 4.1.4.h Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.
- Implementation Measure 4.1.4.i Restrict the number of housing starts to the capacities of public facilities and services.
- Implementation Measure 4.1.4.j The City shall have a diverse range of housing types available within its City limits.
- Implementation Measure 4.1.4.k The City shall adopt specific goals for low and moderate cost housing to ensure that sufficient and affordable housing is available to households of all income levels that live or have a member working within the City of Wilsonville.
- Implementation Measure 4.1.4.l The City shall work to improve the balance of jobs and housing within its jurisdictional boundaries.
- Implementation Measure 4.1.4.m The City will consider the use of the following tools identified by Metro to improve availability of sufficient housing affordable to households of all income levels and manufactured housing to assure a diverse range of available housing types.
1. Donation of buildable tax-foreclosed properties to nonprofit organizations or governments for development as mixed-market affordable housing.
 2. Development of permitting process incentives for housing being developed to serve people at or below 80% of area median income.
 3. Provision of fee waivers and property tax exemptions for projects developed by nonprofit organizations or governments serving people at or below 60% of area median income.
 4. Creation of a land-banking program to enhance the availability of appropriate sites for permanently affordable housing.
 5. Adoption of replacement ordinances that would require developers of high-income housing, commercial, industrial, recreational or government projects to replace any affordable housing destroyed by these projects.
 6. Creation of linkage programs that require developers of job-producing development, particularly that which receives tax incentives, to contribute to an affordable housing fund.
 7. Committing locally controlled funds, such as Community Development Block Grants, Strategic Investment Program tax abatement funds, or general fund dollars, to the development of permanently affordable housing for people at or below 60% of area median income.

8. Within the limits set by State law, consider inclusionary zoning requirements, particularly in tax incentive programs, for new development in transit zones and other areas where public investment has contributed to the value and developability of land.

Implementation Measure 4.1.4.n Amend the Development Code to permit manufactured homes configured as duplexes, triplexes, fourplexes, etc. outside manufactured dwelling parks, consistent with zoning ~~densities~~.

Implementation Measure 4.1.4.o The City will encourage the development of housing of various types and densities. Guided by the urbanization, public facilities, and economic elements, the City will, however, manage residential growth to ensure adequate provision of public facilities and that proposed housing satisfies local need and desires, i.e., type, price and rent levels.

Implementation Measure 4.1.4.p In an effort to balance residential growth with the City's employment base, the City shall encourage the development of housing to meet the needs of the employees working in the City.

Implementation Measure 4.1.4.q The City will continue to allow for mobile homes and manufactured dwellings, subject to development review processes that are similar to those used for other forms of housing. Individual units will continue to be allowed on individual lots, subject to ~~design-applicable~~ standards. Mobile home parks and subdivisions shall be subject to the same procedures as other forms of planned developments.

Implementation Measure 4.1.4.r All development, except as indicated in the lowest density districts, will coincide with the provision of adequate streets, water, and sanitary sewerage and storm drainage facilities, as specified in the Public Facilities and Services Section of the Plan. These facilities shall be (a) capable of adequately serving all intervening properties as well as the proposed development and (b) designed to meet City standards.

Implementation Measure 4.1.4.s Residential subdivisions, including mobile home subdivisions, shall be developed with paved streets, curbs and gutters, street lights and walkways, according to City standards. All utilities, other than storm water facilities, will be placed underground.

Implementation Measure 4.1.4.t Site plans will provide for adequate open space to (a) protect adjacent properties; and (b) provide ample yard space and play areas for residents. The residential character of established neighborhoods, particularly low density developments, shall also be protected as surrounding development occurs. Site development standards shall continue to be applied to ensure compatibility with adjacent land uses. High design standards will be established for signage and appearance, including the landscaping of setback areas and the designation of access points.

Implementation Measure 4.1.4.u To provide variety and flexibility in site design and densities, residential lands shown on the Land Use Map and legislative Master Plans of the

Comprehensive Plan have been divided into districts, with different density ranges for each district. In all residential developments, other than those that are so small that it is not mathematically feasible to achieve the prescribed minimum density, the 80% minimum shall apply. The following density ranges have been prescribed for each district:

Density: 0-1 units/acre
 2-3 units/acre
 4-5 units/acre
 6-7 units/acre
 10-12 units/acre
 16-20 units/acre

Densities may also be defined for specific areas in legislative Master Plans. Certain housing is exempt from density requirements including Accessory Dwelling Units and specific middle housing types.

[Amended by Ord. #841, effective 06/04/2020]

Implementation Measure 4.1.4.v Site development standards and performance criteria have been developed for determining the approval of specific densities within each district. Densities may be increased through the Planned Development process to provide for meeting special needs (e.g., low/moderate income, elderly, or handicapped). Site development standards, performance criteria, density flexibility and other standards may be established for specific areas in legislative Master Plans.

Implementation Measure 4.1.4.w These Implementation Measures shall not be administered in such a manner as to violate other provisions of this Plan.

Implementation Measure 4.1.4.x Apartments and mobile homes are to be located to produce an optimum living environment for the occupants and surrounding residential areas. Development criteria includes:

1. Buffering by means of landscaping, fencing, and distance from conflicting uses.
2. Compatibility of design, recognizing the architectural differences between apartment buildings and houses.
3. On-site recreation space as well as pedestrian and bicycle access to parks, schools, mass transit stops and convenience shopping.
4. The siting of buildings to minimize the visual effects of parking areas and to increase the availability of privacy and natural surveillance for security.

Implementation Measure 4.1.4.y Housing units shall be designed, constructed, and maintained so that the community is assured of safe, sanitary, and convenient living conditions in dwellings that are sound, energy efficient, and attractive in their appearance. Conservation of housing resources shall be encouraged through code enforcement, renovation, and rehabilitation of the existing housing stock.

Implementation Measure 4.1.4.z The City shall continue to apply a minimum density standard to all zones allowing residential use, such that all development, including subdivisions, will result in the eventual build-out of 80 percent or more of the maximum number of dwelling units per net acre permitted by the zoning designation for a given development. The minimum density requirement does not apply inside areas designated by the City as open spaces or significant resource sites. The maximum-zoned density does not include the density bonus for zones that allow them. Certain housing is exempt from density requirements including Accessory Dwelling Units and specific middle housing types.

Implementation Measure 4.1.4.aa The City will continue to allow partitioning or subdividing where existing lot sizes are two or more times that of the minimum lot size in the Development Code, and all other applicable requirements are met.

Implementation Measure 4.1.4.bb The City allows the construction of one accessory dwelling unit with any detached single-family dwelling unit or ~~attached single family dwelling townhouse unit~~ on a lot meeting the minimum lot size for detached single-family ~~permitted to be built in any zone~~, subject to standards in the Land Development Code. Regulations of such units include size and parking requirements. [Amended by Ord. #825, 10/15/18]

Implementation Measure 4.1.4.cc In order to encourage originality, flexibility, and innovation in land development, and minimize monotonous standardized subdivisions, all subdivisions over two acres in size require Planned Development review (P.D.R.). Multi-plexes and single family attached units may also be approved as part of a planned development.

Implementation Measure 4.1.4.dd Continue the development of a renewal program to update/upgrade the "Old Town" area of Wilsonville.

RESIDENTIAL PLANNING DISTRICTS SHOWN ON THE LAND USE MAP OF THE COMPREHENSIVE PLAN

Density (0-1 du/ac)

The purpose of this district is to provide for very low density housing areas to satisfy individuals desiring to own a large lot within an urban setting. This district recognizes and protects existing and future large-lot developments within the City.

[Amended by Ord. #841, effective 06/04/2020]

The following areas should be designated and developed at this density:

1. Areas which are currently developed at suburban densities and where little need exists for redevelopment.
2. Areas where transportation is limited to minor collector and local streets, and where high volume traffic would create safety problems.

3. Areas where sensitivity to the natural environment or natural hazards warrant a reduced density.

Density (2-3 or 4-5 du/ac)

The purpose of these districts are to provide for low density residential areas.
[Amended by Ord. #841, effective 06/04/2020]

The following areas should be designated and developed at this density:

1. Areas with access to a minor arterial, collector, or local streets. However, direct vehicular access from individual lots onto a minor arterial will be restricted.
2. Undeveloped areas adjacent to existing lower density developments, or near the fringe of the Urban Growth Boundary.
3. Areas where sensitivity to the natural environment or natural hazards warrant a reduced density.

Density (6-7 or 10-12 du/ac)

The purpose of these districts are to ensure an efficient use of urban land by providing for the development of medium density housing areas.
[Amended by Ord. #841, effective 06/04/2020]

The following areas should be designated and developed as urban medium density:

1. Areas with access to a major or minor arterial or collector street. Siting should not, however, result in significant traffic impacts through lower density residential areas.
2. Areas located near or adjacent to commercial areas, employment centers and/or mass transit routes.
3. Areas adjacent to urban lower density developments or planning districts.

Permitted uses in this district typically include ~~single family~~ single-family dwellings, houses, middle housing (including duplexes, triplexes, quadplexes, townhouses, and cottage clusters), ~~whether detached or attached~~, accessory dwelling units, multi-family dwellings, including duplexes and tri-plexes, and mobile home parks or subdivisions, ~~multi~~ Multi-family developments, including duplexes and multi-plexes and mobile home parks or subdivisions, will be subject to Development Review approval.

Neighborhood or convenience commercial uses may be permitted as part of a Planned Development but should be integrated into the design of the surrounding residential development, i.e., first floor of multi-story structure or similar design as residential units. Such commercial developments shall be limited to locations where there is clearly demonstrated local need. All such uses shall be subject to Development Review approval.

Density (16-20 du/ac)

The purpose of this district is to provide for efficient use of land near the major commercial or employment centers by providing for high-density residential development. It is a further purpose of this district to encourage mixed uses in commercial areas.

[Amended by Ord. #841, effective 06/04/2020]

The following areas may be designated urban high-density residential:

1. Areas located on major or minor arterials and where such development will not result in significant traffic impacts through low- or medium-density residential areas.
2. Areas located within or adjacent to major shopping centers, employment centers and/or adjacent to mass transit routes.

Because of the land use intensity allowable in this district, the zoning will be restricted to a Planned Development review.

All developments, except as restricted by law for middle housing, will be subject to Development Review Board approval, including lot sizes, setbacks, open space, and parking requirements. Where feasible, under-structure parking will be encouraged on structures over two (2) stories in height.

Residential – Village

See the Compact Urban Development section of this Plan for the description of the Residential Village designation.

Residential – Neighborhood

See the Residential Neighborhood section of this Plan for the description of the Residential Neighborhood designation.

ENVIRONMENTAL RESOURCES AND COMMUNITY DESIGN

At a glance, most land appears to be much the same as the lands surrounding it, with the exception of obvious differences such as topography and vegetation. However, a more detailed analysis can reveal distinct differences in the land composition and physical characteristics of nearly any two adjacent parcels of land. These differences can affect the overall suitability of a particular parcel of land for various types of land use. Each piece of land has a natural land use intensity potential which results from variations in its physical features and their interrelationships with natural processes, such as:

1. Underlying geological deposits and associated characteristics.
2. Types of surface soils and associated characteristics.
3. Water, the hydrologic cycle and natural drainage.
4. Slope of the land.

5. Vegetative cover (type, size, and location).
6. Weather conditions.
7. Character of adjoining natural features and developments.

Certain combinations of these natural features and processes can create inherently hazardous or unstable conditions which have special significance to humans and their land use activities. These conditions, referred to as natural hazards, are more appropriately labeled physical or natural limitations and occur in the form of:

1. Flood plains and wetlands
2. Runoff and erosion potentials.
3. Soil instability, including landslides, settlement, shrink/swell potential and earthquakes.

In addition to natural limitations, there are also natural potentials which can provide a more desirable living environment if given proper consideration in determining land use patterns and development design. The elements which offer these potentials are:

1. Existing vegetation.
2. Topography.
3. Wildlife and their associated habitats.
4. River, streams, lakes, and ponds.

In nature, there is a balanced system of events and processes that affect and shape the land on which we live. Because these processes continually and ultimately affect land and property, it follows that we should respect these natural processes in making land use decisions. For example, unless mitigated, it would not be wise to make a land use decision that encourages subdivisions to be built in areas that are known to flood.

By using nature as a guide to initial land use decisions, it is possible to minimize potential development hazards due to physical limitations of the land. It is also possible to maximize the preservation of nature and natural processes, thereby insuring that development occurs in harmony with the natural features of the community. This approach can also maintain and even enhance the natural aesthetic qualities of the community.

Following a detailed analysis of the characteristics of Wilsonville's natural environment, several areas of special concern were identified. They are:

1. Areas containing weak foundation soils, which are soft or compressible or those prone to liquefaction in the event of earthquakes and require special foundation engineering for construction.
2. Areas subject to seasonal or periodic flooding.
3. Areas with seasonally high ground water tables.
4. Areas of steep slope and subject to landslide and/or erosion.

5. Fish and wildlife habitat and associated water courses and native vegetation.

These areas are discussed in detail in the Physical Inventory report. The most significant areas identified are as follows:

1. Coffee Lake Creek/Seely Ditch - this area contains historically hydric soils with a high water table and low compressive strength. The wet soil conditions are compounded by winter rains resulting in standing water over much of the area during the winter months.
2. Boeckman Creek and other small streams have formed steep-sided canyons and ravines as they drain into the Willamette River. These steep slopes, as well as the steep banks along the Willamette River itself, include locations that are extremely unstable and subject to landslide and/or excessive erosion.
3. The flood plains along the Willamette River, Coffee Lake Creek, and Seely Ditch which are subject to seasonal and/or periodic high water following heavy storms.
4. Several stands of native vegetation scattered throughout the City, particularly along natural drainage ways. These areas provide visual relief from urban development plus run-off erosion control and habitat for wildlife.

Generally, all intensive urban development creates conflicts with open space and associated wildlife areas. However, careful management within and adjacent to these areas can significantly reduce these conflicts. Open-space-use management can also increase public safety by controlling development in hazardous areas while preserving valuable natural resources.

The City has identified significant natural resource areas that warrant special use management consideration in order to preserve water quality, visual quality, and sensitive wildlife habitats. Uncontrolled development of adjacent properties could diminish the natural quality of these areas. Therefore, it is necessary to establish development standards for properties along the fringe of the sensitive areas. The management and protection of these natural resource areas is implemented through the provisions of the Significant Resource Overlay Zone ordinance. The economic loss of development of open space lands can be compensated for through such techniques as density transfers. In order for such a technique to work, the City must take an effective and creative approach to proposed developments, without placing unnecessary limitations on the density of development that will be permitted.

Many of these open space areas also provide scenic views, although no significant site-specific viewpoints have been identified. The Physical Inventory Report identifies the following general scenic views:

1. The Willamette River from the water, its bank, and from the I-5 bridge.
2. Numerous stands of trees throughout the City.
3. Mount Hood.
4. Boeckman Creek.

These views can be observed from numerous locations throughout the City and are infrequently threatened by development in accordance with current standards. Therefore, special scenic view standards are considered impracticable and unnecessary.

The City has determined that there is limited commercial timber resource in the numerous stands of trees throughout the City. However, as noted, they have been considered worthy of protection to preserve wildlife habitats and the community's air and visual quality, as well as providing shade, soil stabilization, and erosion control.

Other environmental resources investigated in the Physical Inventory Report include mineral and aggregate deposits. Based on the Report, there are no known mineral deposits in the City. There are some gravel deposits along the I-5 corridor north of the Willamette River. However, these deposits are of low grade in both quality and quantity. In addition, further excavation of these deposits would significantly conflict with the urban uses planned along the I-5 corridor. Therefore, no provisions have been made to protect this resource.

In addition to these factors, one of the major aspects of Wilsonville's natural environment is its relationship to agricultural land. Statewide Planning Goal #3 is intended to preserve agricultural lands.

Wilsonville's 1971 General Plan and 1988 Comprehensive Plan set objectives to allow for the continuation of agriculture as a viable part of the community's economy. Agricultural activities still exist as an interim use within the City, and they are the primary land use outside of the City. In recognition of this factor, Metro has established an urban growth boundary to protect prime agricultural lands outside of the urban area. The urban growth boundary has been established in consideration of the placement of existing and planned utilities in relation to existing and planned development patterns and provides sufficient vacant land for continued growth over the next 20 years.

As a basic framework for land use decisions in these areas, the following Policies and Implementation Measures have been established. Many of these Policies and Implementation Measures are complemented by policies in the parks and open space sections of the Public Facilities Element.

In combination, these Policies and Implementation Measures form the foundation for an integrated community design that preserves the integrity and aesthetic quality of the natural environment while allowing for development. It is the underlying intent of the Plan to reconcile these factors through site planning and design, so that they complement each other. Wilsonville's agricultural and rural heritage has long given it a sense of openness accented by lines and clusters of trees and other natural vegetation. As the City has become more urban, there remains a desire to create the sense of openness and to preserve natural features, while allowing for higher density development, as expected in urban areas.

Noise, water quality, and air quality affect our health, our economic interests and quality of life. High noise levels affect a person's mental and physical well being and ability to work. Poor water and air quality can be a health hazard. Because of their complexities, air and water quality and

noise control require both local and regional action. A regional and urban growth boundary has been established to concentrate urban growth within a specified area and to reduce sprawl. Wilsonville is within the regional growth boundary. While urban growth will be contained by the boundary, the boundary, without the necessary safeguards (such as performance standards), could simultaneously exaggerate and concentrate urban pollution.

Wilsonville is located within the Portland/Vancouver Air Quality Maintenance Area (AQMA). Within the AQMA there are three non-attainment areas (CO, TSP, 03). Only the 03 non-attainment area includes Wilsonville (it has the same boundaries as the AQMA). Consequently, the City is subject to the policies and standards set forth in the State Implementation Plan jointly adopted by Metro and State Department of Environmental Quality (DEQ).

Full compliance with these standards could result in some development constraints with the City and at a minimum could require installation of air pollution control devices on some industries. Air quality will remain a concern as urban development occurs.

Similarly, water quality is regulated by Federal Standards enforced by DEQ at the State level. For example, the City's sanitary sewer treatment system is monitored to insure compliance with DEQ wastewater discharge standards.

The major source of noise pollution within the City is the I-5 Freeway. Other noticeable sources include boats on the river and trains passing through town.

In recognition of the noise conflicts with the Freeway and railroad tracks, the City has made an effort to minimize the location of residential development adjacent to the Freeway or tracks. In addition, site design and sound control devices, i.e., berms and walls can be used to reduce noise conflicts.

In considering the overall character of the community, it is important to look to the past. As a community develops, it should not discard its past for the sake of the future. Historic features provide a link with the past and add character and variety to the community's design.

The Statewide Inventory of Historic Sites and Building identifies one historic site in the City, the Boones Ferry Landing Site. There is no physical evidence of this landing site, except that Boone's Ferry Road terminates at the river's edge. The site is part of a six-acre City Park and is located within the Willamette River Greenway Boundaries. Other than documentation and recognition that this landing site exists, no additional standards or measures are considered necessary to preserve its historic value.

Additional Wilsonville sites and buildings have been inventoried and the results have been included as an appendix to the Comprehensive Plan as potential historic sites and structures. The City has worked with the local Historical Society on that inventory in the past and is expected to continue to coordinate with that group in completing the Goal 5 process for historic resources in the future.

Policy 4.1.5 Protect valuable resource lands from incompatible development and protect people and property from natural hazards.

Implementation Measure 4.1.5.a Require the placement of utilities underground in new developments and seek means of undergrounding existing above-ground utilities, other than storm drainage facilities.

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary. Discourage long term agricultural uses within the urban boundary.

Implementation Measure 4.1.5.c Provide a buffer use or transition zone between urban and adjacent agricultural areas.

Implementation Measure 4.1.5.d Conserve and create open space throughout the City for specified objectives.

Implementation Measure 4.1.5.e Protect the beneficial uses and functional values of resources within the Water Quality and Flood Management Areas and Habitat Conservation Areas identified by Metro by limiting or mitigating the impact on these areas from development activities.

Implementation Measure 4.1.5.f Ensure protection of Water Quality and Flood Management Areas and Habitat Conservation Areas pursuant to Title's 3 and 13 of the Metro Urban Growth Management Functional Plan by either:

1. Adopting the relevant provisions of the Metro Water Quality and Flood Management model ordinance and Metro Water Quality and Flood Management Conservation Area Map; or
2. Adopting the relevant provisions of the Metro Title 13 model ordinance and Habitat Conservation Areas Map; or
3. Demonstrating that the City's plans and implementing ordinances substantially comply with the performance standards, including the map, contained in Title 3. In this case, the purpose of this map is to provide a performance standard for evaluation of substantial compliance for the City; or
4. Demonstrating that the City's plans and implementing ordinances substantially comply with the development standards, including the Habitat Conservation Areas Map; or
5. Any combination of 1 and 3 above that substantially complies with all performance standards in Section 4 of Title 3 of Metro's Urban Growth Management Functional Plan.
6. Any combination of 2 and 4 above that substantially complies with all development standards in Section 6 of Title 13 of Metro's Urban Growth Management Functional Plan.

Implementation Measure 4.1.5.g Encourage identification and conservation of natural scenic and historic areas within the City.

Implementation Measure 4.1.5.h Develop an attractive and economically sound community.

Implementation Measure 4.1.5.i Identify buildings of unusual or outstanding architectural style from earlier eras. Encourage preservation of these structures.

Implementation Measure 4.1.5.j Ensure that open space conforms to the characteristics of the land, type of land use, adjacent land uses and City needs.

Implementation Measure 4.1.5.k Develop open, limited, or restricted access natural areas connected where possible by natural corridors, for wildlife habitat, watershed, soil and terrain protection. Preservation of contiguous natural corridors throughout the City for the protection of watersheds and wildlife will be given priority in land use decisions regarding open space.

Implementation Measure 4.1.5.l Identify areas of natural and scenic importance and give them priority in selection of public open space. Where legal rights of access have been acquired, extend public access to, and knowledge of such areas, in order to encourage public involvement in their preservation.

Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

Implementation Measure 4.1.5.n Adopt performance and development standards, in accordance with Metro, to conserve, preserve, protect, and enhance fish and wildlife habitat within the fish and wildlife habitat conservation areas identified on Metro's water quality and flood management area map and Habitat Conservation Areas Map.

Implementation Measure 4.1.5.o Adopt Metro's Habitat-Friendly Development Practices, which provide a method of developing property that protects natural resources and focuses on land development and site design that mimic natural processes. The design and construction practices include the following categories:

1. Minimize hydrologic impacts
2. Minimize impacts on wildlife corridors and fish passage
3. Protect and enhance native landscaping

Implementation Measure 4.1.5.p Require compliance with Oregon Department of Fish and Wildlife (ODFW) seasonal restrictions for in-stream work. Limit development activities that would impair fish and wildlife during key life-cycle events according to the

guidelines contained in ODFW's "Oregon Guidelines for Timing of In-water Work to Protect Fish and Wildlife Resources."

Implementation Measure 4.1.5.q The Administrative Review, Variance and mitigation procedures within the Development Code may be used to consider claims of map error and unique hardship, to assure that the standards do not render any legal tax lot to be unbuildable by application of requirements for natural resource protection.

Implementation Measure 4.1.5.r Continue to regulate development in potential disaster and hazard areas to minimize risks to life or property.

Implementation Measure 4.1.5.s Housing development, and any other development intended for human occupancy, shall occur, to the greatest extent possible, on lands designated for development that are free from flood hazard, severe soil limitations, or other hazards.

Implementation Measure 4.1.5.t Ensure adequate storm drainage.

Implementation Measure 4.1.5.u Define risks of development by using Federal Emergency Management Agency maps showing flood plains and floodways. Restrict buildings in the flood plains and prohibit buildings in the floodway.

Implementation Measure 4.1.5.v Require engineering where necessary to minimize the potential effects of natural hazards.

Implementation Measure 4.1.5.w Require all future utilities to be placed underground, other than storm drainage facilities.

Implementation Measure 4.1.5.x Provide available information, when requested, to those interested in developing land in areas of the following hazards:

- a. 100 year floods;
- b. slides and earthquake damage; or
- c. wind damage, possible tree topping.

Implementation Measure 4.1.5.y Protect the Willamette River Greenway from incompatible uses or development activities, using the standards of the Greenway section of the Development Code.

Implementation Measure 4.1.5.z Riparian corridors, wetlands and wildlife habitat that are determined to be significant through the Goal 5 process shall be designated as one or more overlay zones on the City Zoning Map.

Implementation Measure 4.1.5.aa Protected natural resources within the Significant Resource Overlay Zone are intended to remain undeveloped with the possible exceptions of passive recreation and underground public facilities. These areas include the following:

1. Riparian corridors, wetlands and wildlife habitat that are determined to be significant through the Goal 5 process and are included in the Significant Resource Overlay Zone.
2. Water quality resource areas as defined by Metro's Title 3 of the Urban Growth Management Functional Plan.
3. Habitat Conservation Areas as defined by Metro's Title 13.

Implementation Measure 4.1.5.bb An Area of Limited Conflicting Use is defined as an area located between the riparian corridor boundary, riparian impact area or the Metro Urban Growth Management Functional Plan Title 3 Water Quality Resource Area boundary, whichever is furthest away from the wetland or stream and the outside edge of the SROZ or an isolated significant wildlife habitat area as defined by Goal 5. These areas can serve as a buffer between development and conservation. Limited development impacts may be permitted in accordance with special development standards found within the Planning and Land Development Ordinance.

Implementation Measure 4.1.5.cc Undeveloped portions of the Significant Resource Overlay Zone may be used towards satisfaction of open space requirements. A density transfer credit of not more than 50% of the designated Significant Resource Overlay Zone will also be allowed except where legislative Master Plans have defined subdistricts or use other means to determine the amount and location of residential density outside of the SROZ without the use of a density transfer credit.

Implementation Measure 4.1.5.dd In vegetated areas, the positive visual impact of the trees, etc., is to be preserved. Any clearing of trees for development is subject to arboricultural standards and the requirements of the Planning and Land Development Ordinance.

Implementation Measure 4.1.5.ee Due to potential hazards to human health, the high voltage powerline easements within the City are regulated by the Planning and Land Development Ordinance. No residential structures shall be allowed within the easements and any development, particularly residential, adjacent to the easements will be carefully reviewed. While these corridors offer some potential for recreational use, their use is also somewhat limited by utility requirements. Any proposed non-residential development within powerline easements shall also be coordinated with, and approved by, the Bonneville Power Administration or Portland General Electric Company, depending on the easement ownership.

Implementation Measure 4.1.5.ff To protect the integrity of the Willamette River Greenway, the City has established standards for the development of non-water-related and non-water-dependent uses consistent with Greenway standards. These standards:

- a. Direct incompatible (non-water-related and non-water-dependent) development away from the river.
- b. Establish a minimum setback from the top of bank where no native vegetation can be removed, and only allow selective vegetation removal within the remaining portion of the Greenway Boundaries with revegetation required.

- c. Establish a minimum setback from the river banks for all uses that are not appropriate river-dependent or river-related land uses.
- d. Provide protection of public and private property, as well as public safety.
- e. Provide necessary and needed public access to the river oriented through public lands, without precluding legal river access at appropriate locations across private property. Such public access shall be based upon recorded easements or other legal instruments.

Implementation Measure 4.1.5.gg Where possible, on-site drainage should be designed to preserve natural drainage channels and to allow for ground water infiltration. Man-made structures should be designed to complement the natural system. It is not the intent of this Measure to encourage unsightly and unsafe open ditches. Rather, open drainage systems should be designed to: (1) accent natural creeks and drainage channels and provide an attractive natural area-like appearance; and/or (2) be an integrated part of the streetscape; and/or (3) be designed as an attractive and functional amenity within a development.

Implementation Measure 4.1.5.hh Minimize the impact of urban development on adjacent rural and agricultural lands. Buffering of open space and low density land use designation may be employed.

Implementation Measure 4.1.5.ii The design of developments within the community can be regarded from two viewpoints: the design of structures as they relate to site and function (architectural design) and, their relationship to the surrounding area (community design). Both aspects shall be considered to be of equal importance. Good architectural design is necessary to provide visual variety and allow for individual identity. At the same time, good community design provides a sense of unity with other development while eliminating conflicting appearances.

Implementation Measure 4.1.5.jj All proposed developments, except single family dwellings and middle housing outside of designated significant natural resource areas, shall continue to be subject to site plan (including landscaping) and architectural development review approval. Single-family subdivisions are subject to development review for approval of street tree plans. Individual (single-family) dwellings and middle housing to be located within a designated significant natural resource area are subject to site plan review for removal of trees and vegetation and impacts to natural resources. They are not, however, subject to architectural review.

Implementation Measure 4.1.5.kk Minimum open space and landscaping standards have been established, emphasizing the incorporation of native vegetation and unique topographic features in site design. Additional landscaping may be required based on the scale and type of development and its compatibility with abutting land uses. Legislative Master Plans may further direct open space standards appropriate to their planning areas.

Implementation Measure 4.1.5.ll Landscaping and/or open space may be used to buffer non-compatible uses. It is intended to soften the visual impact and provide a sense of openness

and should be used to complement good building designs and may be used to screen certain types of development.

Implementation Measure 4.1.5.mm Sign standards have been established to control the visual impact of signs on the community and minimize sign clutter. Legislative Master Plans may specify sign standards appropriate to their planning area.

Implementation Measure 4.1.5.nn The City shall coordinate with and encourage the State and other appropriate agencies to assist in developing noise controls and mitigation measures.

Implementation Measure 4.1.5.oo Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City will cooperate with DEQ and ODOT in establishing and where practicable assisting in enforcing noise control standards.

Implementation Measure 4.1.5.pp In reviewing all major residential, commercial, industrial and public facility uses, the City shall coordinate with DEQ to insure compliance with the Portland AQMA Plan and standards as well as other applicable regional, State and Federal air, water and environmental quality standards.

Implementation Measure 4.1.5.qq The City will further cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.

Implementation Measure 4.1.5.rr The City recognizes that historic features form a desirable link with the past and that they form a vital part of and contribute to the overall character of Wilsonville. The City, therefore, will cooperate with the Wilsonville Historical Society, the State Historic Preservation Office, Clackamas County and other interested parties to evaluate and identify potential historic sites and structures and proceed with the Goal 5 process. The City shall determine which sites and structures, if any, are suitable for inclusion on the Plan Inventory and will contact the owners of potentially historic properties to determine whether they object to having their properties listed.

COMPACT URBAN DEVELOPMENT

Several hundred acres of the Metro Urban Growth boundary are affected by the directives of the Villebois Village Concept Plan (Ordinance No. 533). These properties, bounded generally on the north by Tooze Road, west by Grahams Ferry Road, south by the Metro Urban Growth Boundary at Brown and Evergreen Roads, and east to the current City western boundary, can be designated “Residential-Village” on the Comprehensive Plan Map.

Including Dammasch State Hospital property, development and redevelopment will integrate a mixed-use land pattern that combines natural resources, transportation facilities and land uses to create over 2300 residential units that are configured around three neighborhood areas.

The Residential-Village Plan Map Designation fulfills and replaces the intent of previous Comprehensive Plan language that addressed this portion of the City as Special Area of Concern B on the Comprehensive Plan Map. A Residential-Village Plan Map designation carries additional requirements and implementation tools as described below.

The City’s “Village” Zone District will implement this area’s development. The Villebois Village Master Plan will direct necessary infrastructure improvements. The Significant Resource Overlay Zone District will govern how identified natural resources are integrated under the Concept Plan.

Specific development proposals will be guided and directed by “specific area plans” and pattern books. In many cases a development proposal will be reviewed by the City’s Development Review Board for conformance with development requirements for this area.

Policy 4.1.6 Require the development of property designated “Residential-Village” on the Comprehensive Plan Map to create livable, sustainable urban areas which provide a strong sense of place through integrated community design, while also making efficient use of land and urban services.

Implementation Measure 4.1.6.a Development in the “Residential-Village” Map area shall be directed by the Villebois Village Concept Plan (depicting the general character of proposed land uses, transportation, natural resources, public facilities, and infrastructure strategies), and subject to relevant Policies and Implementation Measures in the Comprehensive Plan; and implemented in accordance with the Villebois Village Master Plan, the “Village” Zone District, and any other provisions of the Wilsonville Planning and Land Development Ordinance that may be applicable.

Implementation Measure 4.1.6.b The Villebois Village Master Plan shall contain the following elements:

1. An integrated plan addressing land use, transportation, utilities, open space and natural resources.
2. Direction for cohesive community design based on sustainable economic, social and environmental principles; pedestrian and transit friendly principles; mitigation of

traffic impacts; and enhanced connectivity within proposed development as well as to the remaining Wilsonville environs.

3. Identification of opportunities for employment and services within a village core area to reduce vehicle trip lengths.
4. Incorporation of designs or an indication of where those designs shall be developed that will implement Villebois Village Concept Plan principles of innovative rainwater management, aesthetic vistas, nature corridors and pathways, active and passive parks, wildlife corridors, protection of trees, wetlands, and other sensitive natural resources.
5. Identification of how the properties will accommodate a mix of housing types and densities so that an ultimate buildout of over 2300 housing units is accommodated.
6. Direction for provision of community housing consistent with Oregon Revised Statute 426.508.
7. Identification of architectural patterns and types, creating neighborhoods that encourage bicycle and pedestrian travel, human interaction, and appreciation for natural features and systems.

Implementation Measure 4.1.6.c The “Village” Zone District shall be applied in all areas that carry the Residential-Village Plan Map Designation.

Implementation Measure 4.1.6.d The “Village” Zone District shall allow a wide range of uses that befit and support an “urban village,” including conversion of existing structures in the core area to provide flexibility for changing needs of service, institutional, governmental and employment uses.

[*Compact Urban Development* added per Ordinance No. 554, June 2, 2003.]

RESIDENTIAL NEIGHBORHOOD DEVELOPMENT

Since the original 1971 General Plan, Wilsonville has planned for expansions of the City for residential growth. With the addition of the Frog Pond Area to the Urban Growth Boundary in 2002, and subsequent designation of Urban Reserve Areas in 2010, the vision for the expanded city gained new focus and attention. Overall, the City intends for these urban expansion areas to be walkable neighborhoods that are a connected part of the larger community. The vision for the Frog Pond Area Plan is indicative of the city's intent to coordinate development and ensure a high level of livability in these new neighborhoods. The Frog Pond Area Plan's vision statement is:

"The Frog Pond Area in 2035 is an integral part of the Wilsonville community, with attractive and connected neighborhoods. The community's hallmarks are the variety of quality homes; open spaces for gathering; nearby services, shops and restaurants; excellent schools; and vibrant parks and trails. The Frog Pond Area is a convenient bike, walk, drive, or bus trip to all parts of Wilsonville." (Frog Pond Area Plan, adopted November, 2015)

Policy 4.1.7.a New neighborhoods in residential urban growth expansion areas may be designated "Residential Neighborhood" on the Comprehensive Plan Map.

The purpose of the Residential Neighborhood designation is to:

- a. Implement legislative Area Plans and Master Plans for new neighborhoods in Wilsonville.
- b. Create attractive and connected residential neighborhoods.
- c. Regulate and coordinate development to result in cohesive neighborhoods that include: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community.
- d. Encourage and require high quality architectural and community design.
- e. Provide transportation choices, including active transportation options.
- f. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is appropriate visual and physical access to nature.

Implementation Measure 4.1.7.a Area Plans (also called Concept Plans) shall be prepared to guide the overall framework of land use, multi-modal transportation, natural resources, parks and open space, public facilities, and infrastructure funding. Master Plans shall direct more detailed planning. The City may at its discretion combine Area Planning and Master Planning.

Implementation Measure 4.1.7.b Legislative Master Plans for Residential Neighborhood areas shall be tailored to the needs of the specific area being planned and coordinated with the needs of the larger community. Master Plans should include but are not limited to:

1. An integrated plan addressing land use, transportation, utilities, open space and natural resources.
2. Zoning which directs the land uses, densities and development standards needed to regulate and guide development.
3. Identification of how the properties will accommodate a mix of housing types and densities to accommodate the City's housing needs and variety of housing that is appropriate to each neighborhood.
4. Recommendations that promote community interaction and the creation of community gathering places.
5. Community and site design standards that ensures quality development and implementation of the vision for the neighborhood.
6. Transportation recommendations that promote travel choices, including active transportation choices.
7. Street, path and trail designs that create complete and pedestrian-friendly streets, pedestrian and bicycle routes.
8. Park, open space and natural resource strategies that tie together green spaces into connected networks of open space and protect natural resources.
9. Design studies and strategies that illustrate the intended built form of the neighborhood and show how many individual developments can be knit together over time.
10. Infrastructure plans and funding strategies.
11. Strategies for promoting compatibility between new development and adjacent areas.

Implementation Measure 4.1.7.c The "Residential Neighborhood" Zone District shall be applied in all areas that carry the Residential Neighborhood Plan map designation, unless otherwise directed by an area plan or master plan.

[Residential Neighborhood Development was added by Ordinance No. 806, 07/17/2017]



FROG POND WEST

Master Plan



*A Vision and Implementation Strategy for
Wilsonville's Next Great Neighborhood*

Adopted by Wilsonville City Council

JULY 17, 2017

Planning Commission Meeting - September 8, 2021
Middle Housing



A VISION FOR FROG POND IN 2035

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

*Frog Pond Area Plan Vision Statement,
adopted by Wilsonville City Council November 16, 2015.*

Funding for the Frog Pond Area Plan was provided by a Metro Community Planning and Development Grant and the City of Wilsonville.



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Frog Pond **WEST**

Boeckman Road

Wilsonville Road



Willamette River

Purpose and scope



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PURPOSE

The purposes of the Frog Pond West Master Plan (Master Plan) are to:

1. Establish the overall vision for the Frog Pond West Neighborhood.
2. Illustrate and define neighborhood-specific plans and requirements for land use, streets, pedestrian connections, bike routes, parks and open spaces, and natural resource areas.
3. Describe and illustrate the City's expectations for high-quality architectural and community design.
4. Serve as the guide for coordinating individual developments and public realm improvements into a cohesive whole.
5. Provide implementation strategies for land use regulations and infrastructure funding.

SCOPE AND REGULATORY ROLE

The Master Plan applies to the 181-acre area added to the Urban Growth Boundary (UGB) in 2002, located west of Stafford Road and north of Boeckman Road in East Wilsonville. Frog Pond West is approximately one-third of the area that was concept planned as part of the Frog Pond Area Plan (Area Plan), which was adopted by the Wilsonville City Council on November 16, 2015. The chapters of the Master Plan address Frog Pond West's intended vision; land use; residential and community design; transportation; parks and open spaces; and public lighting, street trees, gateways, and signage. Regulatory and infrastructure funding implementation are also included. Infrastructure plans were completed as part of the Area Plan, and are included in the Appendix for reference.



The Frog Pond West Master Plan is an adopted “supporting document” of the Wilsonville Comprehensive Plan (Plan), with the regulatory force and effect of the Plan. The Master Plan fits within a three-part regulatory structure for development review in Frog Pond West. The Comprehensive Plan provides the policies and high level intent for Frog Pond West. The Master Plan establishes the overall vision, descriptive and illustrative guidance, and geographically-specific requirements for development, with a focus on integrating private development with planned public realm improvements. The Development Code (Code) establishes the zoning, standards, and procedures for development. The Code references parts of the Master Plan as regulatory elements, which are applied as standards and review criteria. Those parts of the Master Plan not specifically referenced by the Code are descriptive and illustrative of the City’s general expectations for development—they will be used as guidance to the City’s discretionary review of development.

THE PLANNING PROCESS

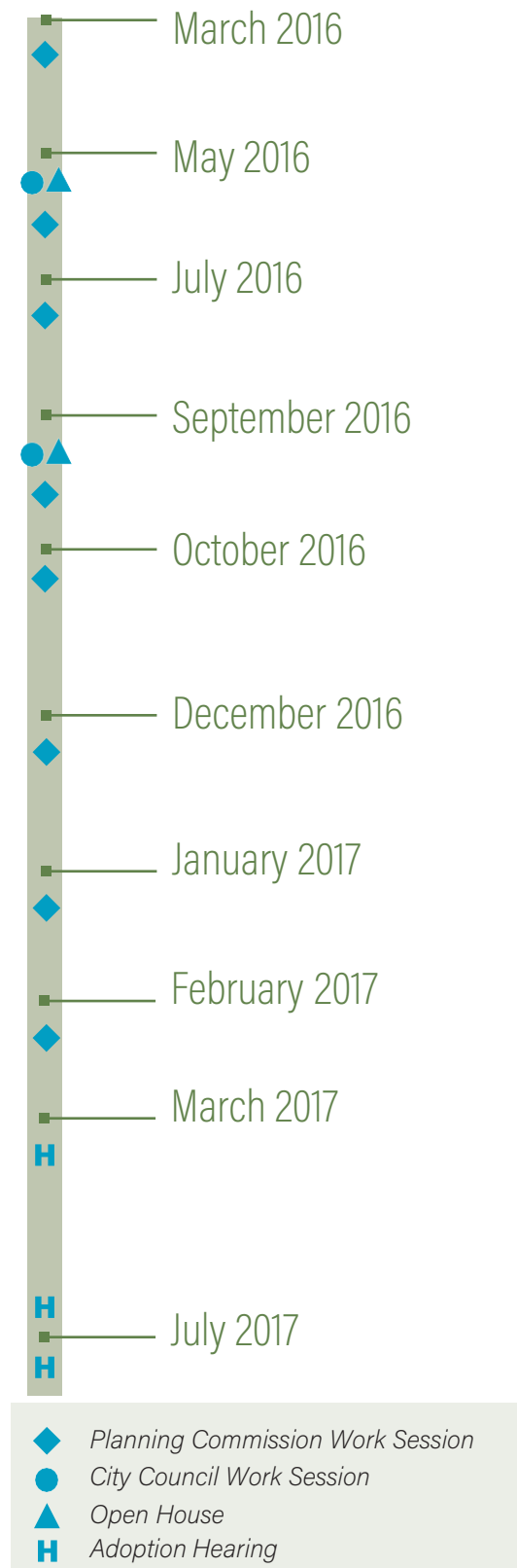
Planning for the Frog Pond Area as part of Wilsonville began with the City’s first City Plan in 1972, where it was shown as a residential area. The context for that vision evolved over time through the introduction of statewide planning, Wilsonville’s first Comprehensive Plan, the inclusion of the area in the UGB, and the designation of urban reserves. Figure 1 depicts key milestones during the four decades that led up to concept planning for the Frog Pond Area and master planning for Frog Pond West.

The Frog Pond Area Plan was a two-year planning process that provided extensive opportunities for community involvement, including:

Figure 1. Wilsonville Planning Milestones



Figure 2. Frog Pond Master Plan Timeline



- May 2014: Frog Pond Area Plan Kick Off
- October 2014: Open House and Online Survey
- January 2015: Joint City Council / Planning Commission Work Session
- April 2015: Open House and Online Survey
- June - August 2015: City Council / Planning Commission Work Sessions
- September - November 2015: Area Plan Adoption

Building from the community involvement process used for the Area Plan, the Master Plan was created through an open and inclusive process that began in March 2016 and continued through mid 2017. The process included:

- Eight work sessions with the Planning Commission.
- Two briefings with the City Council.
- Two community Open Houses.
- Ongoing maintenance of the project website.
- Ongoing distribution of information through email updates to the Interested Parties email list, articles in the Wilsonville Spokesman, updates in the Boones Ferry Messenger, and mailed notices of events.
- Stakeholder meetings with developers and property owners regarding the draft infrastructure funding plan.
- Many individual meetings and communications with property owners and interested parties.
- Public hearings in March (Planning Commission) and June-July (City Council), 2017.



MASTER PLAN UPDATE

Since adoption of the Frog Pond West Master Plan in 2017, additional plans and policies have been adopted at the State and City level addressing housing variety and affordability.

In 2019, the Oregon State Legislature passed House Bill 2001 (HB 2001) to help provide Oregonians with more housing choices. HB 2001 requires Oregon cities with populations over 25,000 and those within the Portland metro area (referred to as "Large Cities") to adopt zoning regulations and comprehensive plan amendments to allow middle housing in areas zoned for residential use that allow for the development of detached single-family dwellings. Specifically, Large Cities must allow:

- A duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings; and
- Triplexes, quadplexes, cottage clusters, and townhouses in areas zoned for residential use that allow for the development of detached single-family dwellings.

Because the Frog Pond West Master Plan is considered a supporting document of the Wilsonville Comprehensive Plan, updates to the Master Plan are needed to comply with the requirements of HB 2001 and associated statutes and administrative rules (Oregon Revised Statutes [ORS] 197.758 and Oregon Administrative Rules [OAR] Chapter 660, Division 46).

OAR 660-046 provides alternative options for compliance with middle housing requirements in "existing Master Planned Communities." This provision allows Large Cities to limit development of middle housing types other than duplexes in undeveloped portions of master planned areas as long as a net residential density of 8 units per acre is permitted overall and duplexes are permitted on every lot that allows a detached single-family dwelling. After a master planned area is built out, cities cannot limit development of middle housing (i.e., as infill or redevelopment) and must comply with the minimum OAR standards.

As originally adopted, the Frog Pond West Master Plan did not allow for adequate density to qualify for this alternative compliance option. Therefore, amendments to the Master Plan were necessary to increase allowed density in Frog Pond West.

Updating the Master Plan to allow additional middle housing also implements recommendations from the Wilsonville Equitable Housing Strategic Plan (EHSP). The EHSP, adopted in June 2020, identifies a set of actions meant to move the city toward more equitable housing outcomes. Implementation Action 1B of the EHSP calls for the City to "Incorporate Equitable Housing Needs into Middle Housing

Planning” by expanding housing diversity in neighborhoods throughout the city. In recognition of the equitable housing goals in the EHSP, the City chose to exceed the State’s minimum requirements for middle housing in Frog Pond West—both by allowing additional housing types besides duplexes during initial buildout, and by requiring that a portion of each development include middle housing units. This expands the previous limited requirement for large developments over 10 acres in the R-5 small lot subdistricts, which required 10% of units to be duplexes or 2-unit townhouses. This 10% requirement has been expanded to include all subdistricts and to allow more types of middle housing to fulfill the requirement. This requirement recognizes that the remaining land in Frog Pond West is an opportunity to implement Wilsonville’s Equitable Housing Strategy, and does so in a way that balances the intent of the original Master Plan with ensuring a modest amount of middle housing is built.

The 2021 update to the Frog Pond West Master Plan and to the Residential Neighborhood Zone (Wilsonville Code Section 4.127) is intended to comply with state laws regulating middle housing, to guide what remains of the initial Frog Pond West build-out, as well as to guide future infill and redevelopment of additional housing in the Master Plan area.

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Vision, Principles, and Intent



*** This chapter is not included in this review draft ***



Land Use

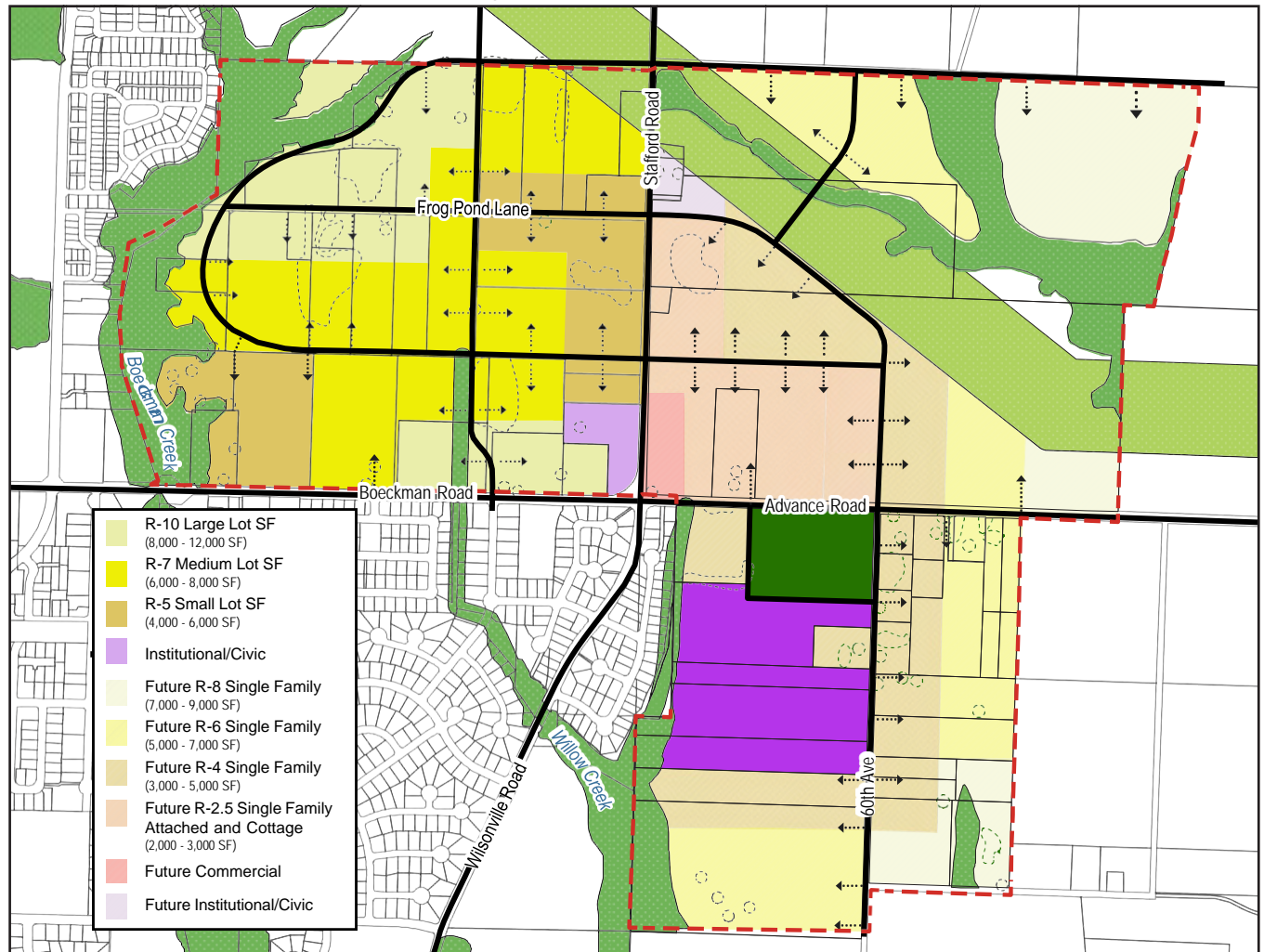


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FROG POND AREA PLAN CONTEXT

The 181-acre Frog Pond West Neighborhood is part of the larger 500-acre Frog Pond Area, which has been planned by the City in the adopted Frog Pond Area Plan.¹ The entire Frog Pond Area is a logical and intuitive extension of the City of Wilsonville. Historically, it was part of the City's early settlement pattern, with important gathering places for the rural farming community, such as the Grange Hall (originally the Frog Pond School) and the Frog Pond Church. Physically, it is adjacent to key connector streets (e.g. Wilsonville and Boeckman Roads), existing neighborhoods, and natural areas such as Boeckman Creek. Even the shape of the study area wraps around the edge of the community.

Figure 4. Land Use Framework from Frog Pond Area Plan



¹ The Frog Pond Area Plan, A Concept Plan for Three New Neighborhoods in East Wilsonville, was adopted by the Wilsonville City Council on November 16, 2015. The adopted Area Plan is shown above. The land use designations are subject to change as the Area Plan is implemented through adopted Master Plans, code updates, and development reviews.

The Frog Pond Area is naturally comprised of three parts: the area west of Stafford Road, which is inside the Urban Growth Boundary and is the subject of the Master Plan; the area east of Stafford Road and north of Advance Road; and the area south of Advance Road. The Area Plan utilizes this framework to establish a vision for three new walkable neighborhoods: Frog Pond West, Frog Pond East, and Frog Pond South.

The Area Plan provides an area-wide concept plan that includes a land use framework, transportation framework, bicycle/pedestrian framework, and parks framework (see Appendix B). The Area Plan also includes the following elements that set the planning context for the Frog Pond West Master Plan:

- A vision statement and guiding principles for the Frog Pond Area.
- A framework for three walkable and connected neighborhoods.
- A phased residential land use strategy that emphasizes lower density and detached homes in the West Neighborhood, and a greater mix of housing types in the East and South Neighborhoods.
- Demonstration plans that illustrate community design principles.
- A future 3.2-acre neighborhood commercial center in the East Neighborhood.
- Five civic land uses: the Frog Pond Grange, the Community of Hope Church, the 10-acre Community Park, the 30-acre middle school and future school site south of Advance Road, and the 10-acre future school site in Frog Pond West—all connected by pedestrian routes, bike paths, and trails.²
- A network of streets, traffic controls, intersection treatments, and potential local street connections.
- A network of bicycle routes, pedestrian routes, and trails. The trails wrap around the area and include the Boeckman Trail, BPA Easement Trail, School Connection Trail, and 60th Avenue Trail.
- Two parks and a future school site in the West Neighborhood, a neighborhood park in the East Neighborhood, and schools in the South Neighborhood
- Infrastructure plans to support full buildout of the area.

² *The future school site in the West Neighborhood was added as part of the Frog Pond West Master Plan process.*

PLANNING AND ZONING DESIGNATION – RESIDENTIAL NEIGHBORHOOD

A new “Residential Neighborhood” Comprehensive Plan Map and Zoning Map designation will be applied to Frog Pond West. The purpose of the new designation is to explicitly implement the vision for Frog Pond West as a great neighborhood, as described in the following Comprehensive Plan policy:

Policy 4.1.7a *New neighborhoods in residential urban growth expansion areas may be designated “Residential Neighborhood” on the Comprehensive Plan Map.*

The purpose of the Residential Neighborhood designation is to:

1. Implement legislative area plans and master plans for new neighborhoods in Wilsonville.
2. Create attractive and connected residential neighborhoods.
3. Regulate and coordinate development to result in cohesive neighborhoods that include: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and connections to and integration with the larger Wilsonville community.
4. Encourage and require high-quality architectural and community design.
5. Provide transportation choices, including active transportation options.
6. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is adequate visual and physical access to nature.

The Residential Neighborhood designation has been crafted so that it may be applied to the other neighborhoods within the Frog Pond Area Plan, as well as any other areas the City deems appropriate. Figure 5 shows the Residential Neighborhood designation in the context of surrounding Comprehensive Plan designations.

The Residential Neighborhood Zone district (RN) implements the Comprehensive Plan. It is a hybrid of the zoning approaches used within the City's Planned Development Residential Zones and the Villebois Village Zone. It includes the elements summarized below and is described in more detail in the Master Plan and in the Code.

- **Purpose.** The purpose statement mirrors the Comprehensive Plan policy cited above.
- **Planned Development Residential procedures.** The RN Zone will be administered through the same process as PDR Zones are in other areas of the City.

- **Uses similar to PDR but updated for Frog Pond.** The use lists from PDR have been used as a starting point for the RN Zone.
- **Subdistricts.** The Master Plan and the RN Zone establish “subdistricts” to geographically specify the minimum and maximum number of residential dwellings in each subdistrict area of the neighborhood.
- **Development standards tailored to Frog Pond.** Using the PDR and Villebois development standards as a base, development standards have been updated, as needed, to implement planning for Frog Pond.
- **Residential design standards.** The RN Zone includes residential design standards addressing main entrances, garages, architectural detailing and quality, and house plan variety.

FROG POND WEST RESIDENTIAL SUBDISTRICTS

The Master Plan establishes “subdistricts” to specify the minimum and maximum number of residential dwellings within twelve subareas of the neighborhood. The number of dwellings and density distribution are consistent with those adopted in the Frog Pond Area Plan. They are grouped into three “zones”: R-10 Large Lot, R-7 Medium Lot, and R-5 Small Lot districts. The key elements of the subdistrict approach include:

- **Net acreage calculations.** The density metrics are based on estimates of “net” buildable land, consistent with the Area Plan. Net buildable land is the remaining acreage after removing land for streets, Significant Resource Overlay Zones, storm water facilities, existing homes, wetlands, and the two planned parks.
- **Maximum densities.** For initial buildout, the maximum number of dwellings in a subdistrict is the net buildable acres divided by the average lot sizes assumed in the Area Plan: 10,000 net sq. ft. for R-10 Large Lot Single Family; 7,000 net sq. ft. for R-7 Medium Lot Single Family; and 5,000 net sq. ft. for Small Lot Single Family. Accessory Dwelling Units and Duplexes are exempt from maximum density requirements.
- **Density exemptions for Middle Housing redevelopment - After**

lots in the Master Plan area have been developed with at least one residential unit, redevelopment to add middle housing units other than townhouses shall be exempt from maximum density requirements. The maximum density for townhouses is established by the Residential Neighborhood Zone provisions (Wilsonville Code Section 4.127).

- **Minimum densities.** The minimum number of dwellings in a subdistrict is 80% of the maximum, as required by the Wilsonville Comprehensive Plan and Development Code.
- **Proportional basis for density calculations.** Where a subject property spans more than one subdistrict, or comprises only a portion of a subdistrict, the minimum and maximum densities are established on a proportional

basis, using gross acreage. See Appendix C for further information on the subdistrict metrics and method for calculating proportional density.

- Flexibility.** The City may allow a reduction in the minimum density for a subdistrict when it is demonstrated that the reduction is necessary due to topography; protection of trees, wetlands, and other natural resources; constraints posed by existing development; infrastructure needs; provision of non-residential uses; or similar physical conditions.

The subdistrict approach provides a straightforward and clear method of establishing lot types, densities, and standards that implement the Area Plan. It eliminates the uncertainty that the City, property owners, and developers often face when using the old formulas for density calculation in the Code. The draft Frog Pond West subdistrict method is simpler and more predictable for all parties, while still providing flexibility. Table 1 lists the minimum and maximum dwelling units in each subdistrict.

Table 1. Minimum and Maximum Dwelling Units Permitted in Each Subdistrict

Area Plan Designation	Frog Pond West Subdistrict	Minimum Dwelling Units in Subdistrict	Maximum Dwelling Units in Subdistrict
R-10 Large Lot Single Family (8,000 – 12,000 SF)	3	26	32
	7	24	30
	8	43	53
R-7 Medium Lot Single Family (6,000 – 8,000 SF)	2	20	25
	4	86	107
	5	27	33
	9	10	13
	11	46	58
R-5 Small Lot Single Family (4,000 – 6,000 SF)	1	66	82
	6	74	93
	10	30	38
Civic	12	0	7 ^a
Public Facilities (PF)	13	0	0
TOTAL		452	571

Attachment 2

- a *These metrics apply to infill housing within the Community of Hope Church property, should the property owner choose to develop housing on the site. Housing in the Civic subdistrict is subject to the R-7 Medium Lot ~~Single Family~~ regulations.*

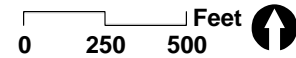
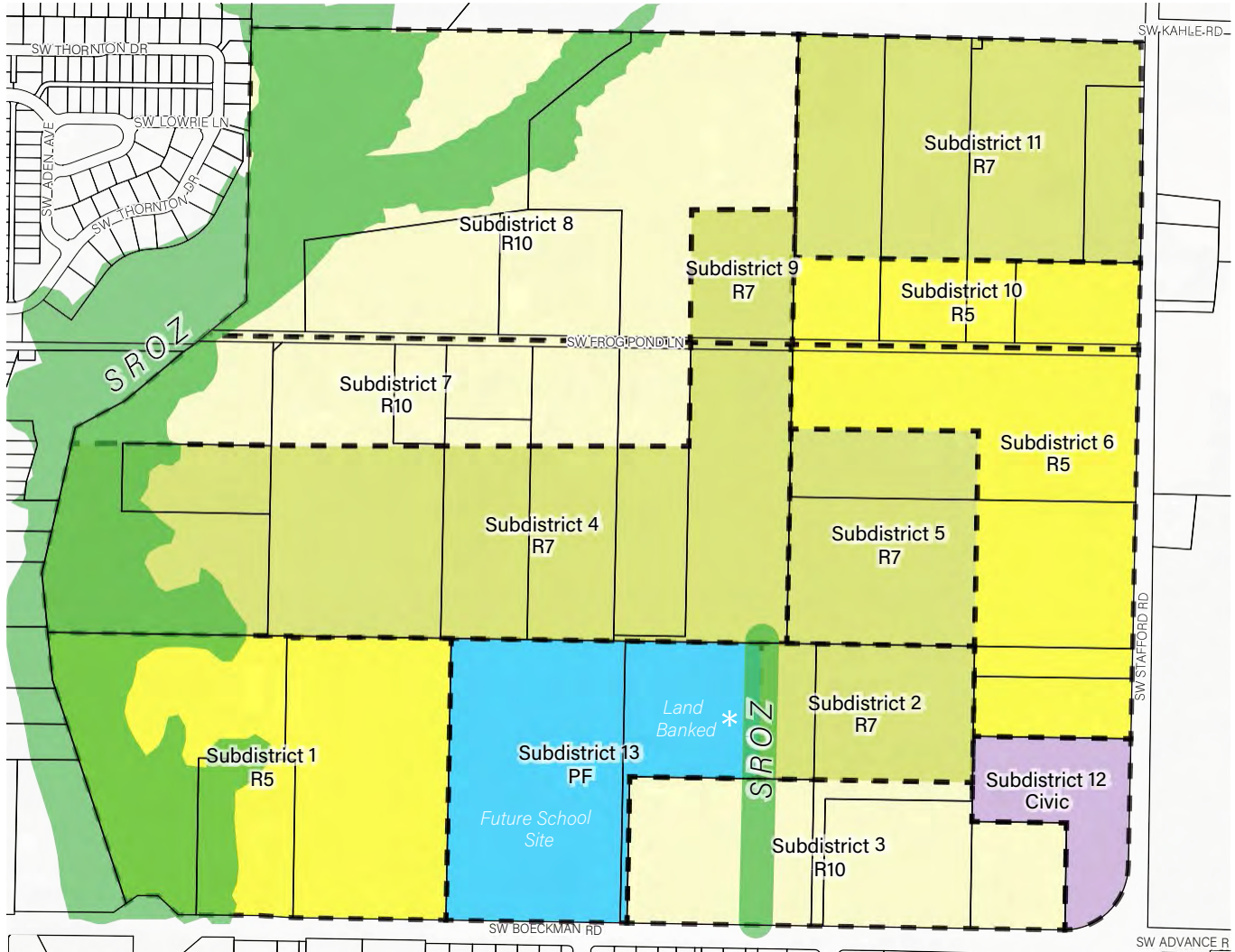
OTHER LAND USES







Land use in Frog Pond will be predominately, but not exclusively, residential. The streets, parks, future school, natural areas, and Community of Hope Church are important parts of the overall land use pattern. The following is an estimate of the acres of broad category land uses in Frog Pond West:

- **Net Residential Area:** 86.5 Acres
- **Significant Resource Overlay Zone (SROZ):** 27 Acres
- **BPA Corridor:** 2.8 Acres
- **Streets and Pedestrian Connections:** 46 Acres
- **Future School:** 10.9 Acres
- **Neighborhood Park:** 2.5 Acres
- **Trailhead Park:** 1.5 Acres
- **Community of Hope Church:** 3.8 Acres
- **Total Area:** 181 Acres

The West Linn-Wilsonville School District owns three tax lots comprising 25 acres within Frog Pond West. The 10-acre property that fronts on Boeckman Road is planned for a future school, which will provide a key civic land use serving the neighborhood and surrounding area. The adjacent 5-acre parcel is labeled "land banked". The intent for this parcel is for the School District to have options for its use including school facilities, a neighborhood park, and/or residential use. The district's remaining acreage fronts on Stafford Road and is land banked for future residential uses.

Figure 6. Frog Pond West Land Use and Subdistricts



- | | | | |
|---|-------------------------------|--|---|
|  | R5 - Small Lot Single Family |  | Public Facilities |
|  | R7 - Medium Lot Single Family |  | Civic |
|  | R10 - Large Lot Single Family |  | Significant Resources Overlay Zone (SROZ) |

* Land banked for school facilities, a neighborhood park, and/or residential use.



Community Design



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OBJECTIVES

Wilsonville places a high priority on quality design, as expressed in the following existing Comprehensive Plan implementation strategy:

Implementation Measure 4.1.5.ii *The design of developments within the community can be regarded from two viewpoints: the design of structures as they relate to site and function (architectural design) and, their relationship to the surrounding area (community design). Both aspects shall be considered to be of equal importance. Good architectural design is necessary to provide visual variety and allow for individual identity. At the same time, good community design provides a sense of unity with other development while eliminating conflicting appearances.*

The Master Plan further regulates and guides development in order to achieve quality and livability. In addition to the expectation cited above, it is the premise of the Master Plan that quality design will achieve the following benefits:

- **Economic value.** Property and structure values will be enhanced by quality development.
- **Compatibility with adjacent areas.** New development will be more acceptable to existing residents of Wilsonville if the City's high standards for quality design are implemented and enhanced.
- **Coordinated and cohesive development.** As described above, one of the key challenges for Frog Pond West is to knit individual developments together into a coordinated and cohesive whole. The design standards in the Master Plan are intended to help achieve that outcome.
- **Safety.** The Master Plan emphasizes walkability on multiple levels (e.g. street plan, orientation of residential main entrances toward streets). The intent is to create a neighborhood where walking is safe, inviting, and comfortable.
- **Precedence for future neighborhoods.** Frog Pond West is the first of the new residential expansion areas that will be developed in Wilsonville, principally in East Wilsonville. It is important that a successful precedent is set, and quality design is a key tool to achieve that outcome.

MAIN ENTRANCES

Principles

- *Each home is part of the larger neighborhood and community.*
- *Front doors and walkways should face streets.*
- *The front yard and porch or stoop are "semi-public" spaces.*

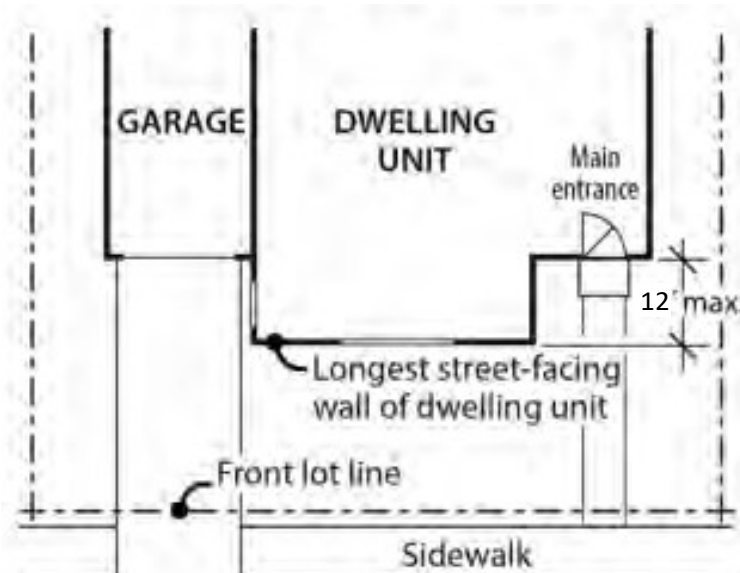
Master Plan Intent

The location of front doors, and their direct connections to the street, should:

1. Support a physical and visual connection between the living area of the residence and the street;
2. Enhance public safety for residents and visitors and provide opportunities for community interaction;
3. Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
4. Ensure a connection to the public realm for development on lots fronting both private and public streets by making the pedestrian entrance visible or clearly identifiable from the public street.

The Code standards require a direct visual connection between the front door of the home and the front yard and street. Porches are an excellent way to emphasize this relationship and create a transition between the private realm of the home, the "semi-public" realm of the front yard, and the public realm of the sidewalk and street.

Figure 7. Main Entrances



Precedents:
Main Entrances



Porches and yards that blend with the streetscape invite play and relaxation, fostering a sense of community.



Doors and porches facing the street increase neighborhood safety and a sense of community.



Houses where windows and doors are hidden from the street detract from the perceived safety of the neighborhood, because no one is aware of what happens in the street.



Well-designed garage doors help to create a more attractive neighborhood street.

GARAGES

Principles

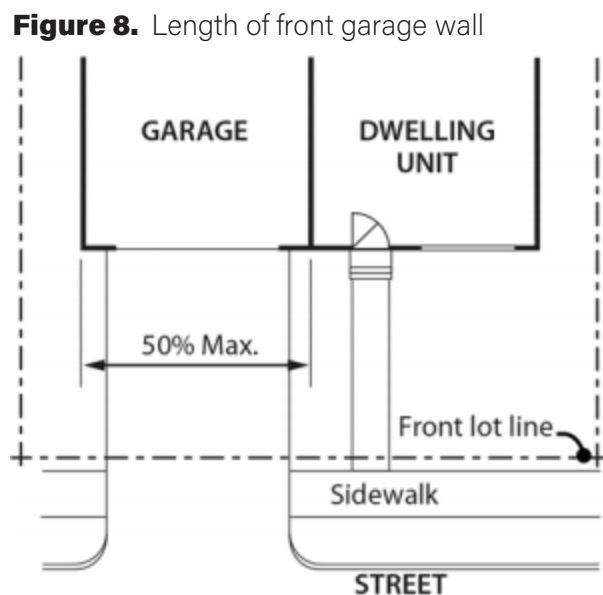
- *Parking and driveways should not dominate.*
- *Garages should not dominate.*

Master Plan Intent

The size and location of garages should be designed to:

1. Ensure that there is a physical and visual connection between the living area of the residence and the street;
2. Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;
3. Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
4. Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and
5. Enhance public safety by preventing garages from blocking views of the street from inside the residence.

The Code standards require limitations on the length and setback of the front garage wall so that they do not dominate the façade. Alleys and shared driveways are encouraged as a solution to be used where applicable; alleys are a specified solution for Small Lot Residential blocks along some collector streets. There is flexibility to have larger 3-bay garages, but with a 2-foot offset so the additional garage space is diminished in appearance. A minimum setback of 20-feet is required so that off-street parking in the driveway can be accommodated without parked cars overhanging the sidewalk.



Precedents:

Garages



Garages that are accessed from the side of a house can reduce the visual impact of the driveway.



Large driveway areas disconnect houses from the street and create an unattractive frontage.



Recessed garages help to create a more attractive neighborhood street.

RESIDENTIAL DESIGN STANDARDS

Principles

- *Each home is part of the larger neighborhood and community.*
- *Details are important.*
- *Variety is the spice of good design.*
- *Create great neighborhoods.*

Master Plan Intent

Detailed and varied home designs are intended to:

1. Support consistent quality standards so that each home contributes to the quality and cohesion of the larger neighborhood and community.
2. Support the creation of architecturally varied homes, blocks, and neighborhoods—whether a neighborhood develops all at once or one lot at a time—avoiding homogeneous street frontages that detract from the community's appearance.

There are three groups of standards to achieve quality residential design:

- **Windows and Articulation.** A percentage of the façade must be made up of windows, including glazed portions of doors. Varied rooflines, offsets, balconies, and other forms of articulation are required to add interest, shadow lines, and variety to the façade.
- **Design Menu.** Architectural detailing and variety is required through a flexible “menu” of standards. Builders may choose from a list of standards and meet a subset of them specified by the code. This system is in use in many cities and has proven to be effective and easily administered. Examples of the standards include: dormers, covered porch entries, second story balconies, roof overhangs (minimum 16”), decorative gables, stone or other decorative materials, transom windows, and decorative base materials (minimum 36” in height).
- **House Plan Variety.** The basic requirement is that no two adjacent or opposite dwellings residential structures may have the same elevation. Small lot developments over 10 acres are required to incorporate duplexes or attached 2-unit homes. These standards are intended to promote variety, create interesting streetscapes, and prevent monotony.





Precedents:
Residential Design Standards



Details are important.



Homogeneous homes, without adequate detailing and landscaping, detract from the attractiveness of the neighborhood.



Use of alleys and orientation to pedestrian connections provides pedestrian-friendly frontages.



High quality construction, detailing, and diverse architectural styles make a neighborhood more attractive.

LOT AND SITE DESIGN IN SMALL LOT SUBDISTRICTS

Principles

- *Each home is part of the larger neighborhood and community.*
- *Variety is the spice of good design.*
- *Design guidelines should be tailored to each zone.*

Master Plan Intent

Small Lot Subdistricts have unique lot and site design requirements in order to:

1. Ensure that development in the Small Lot Subdistricts is compatible with other developments in the Frog Pond West Neighborhood;
2. Ensure varied design that avoids homogenous street frontages;
3. Orient site design to support active pedestrian street frontages; and
4. Integrate open space into the development pattern.

Small lots present unique opportunities and challenges. On the positive side, they provide affordable housing choices, options for residents who do not want to maintain large homes and lots, and a solution for maintaining density while providing open space. They are an important part of Frog Pond's variety of housing. On the challenging side, they require careful site design to ensure an attractive street edge and compatibility with nearby larger lots. To address these issues, the Master Plan and the implementing code utilize a flexible system where one or more of the following site design elements are employed on each block:

- **Alleys**, so that streetscapes are "people places" and not dominated by closely-spaced driveways.
- **Residential main entries grouped around a common green or entry courtyard** (e.g. cluster housing) provide open space integrated with the small homes.
- **Four or more residential main entries facing a pedestrian connection** allowed by an applicable master plan to activate pedestrian connections with front doors and activity.
- **Garages recessed** at least 4 feet from the front façade or 6 feet from the front of a front porch.

***** The remainder of this chapter and all subsequent chapters are not included in this review draft *****



Villebois Village Master Plan



The City of Wilsonville
Adopted October 7, 2013
Middle Housing Update PC Hearing Draft 09.01.21
Updated Excerpts Only

VILLEBOIS VILLAGE MASTER PLAN

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THE VILLEBOIS VILLAGE MASTER PLAN WAS FIRST ADOPTED AUGUST 18, 2003 BY ORDINANCE NO. 556 AND HAS SINCE BEEN AMENDED BY THE FOLLOWING ORDINANCES:

ORDINANCE NO.:	DESCRIPTION	DATE ADOPTED
724	LAND USE PLAN FOR FUTURE STUDY AREA	OCT. 7, 2013
681	RELOCATION OF SCHOOL SITE FROM SAP-NORTH TO SAP-EAST	AUG. 2, 2010
609	CHAPTER 3 AND CHAPTER 4 AMENDMENTS	MAY 15, 2006
594	AMENDMENT PERTAINING TO CENTRAL SAP & SCHOOL SITE; DELETION OF REFERENCES TO LEC, & OTHER MINOR EDITS	DEC. 5, 2005
566	FIGURE 1A AMENDMENT	JUNE 21, 2004

CHAPTER 1 – PURPOSE & SCOPE OF VILLEBOIS VILLAGE MASTER PLAN

1.3 Master Plan Update

In 2019, the Oregon State Legislature passed House Bill 2001 (HB 2001) to help provide Oregonians with more housing choices. HB 2001 requires Oregon cities with populations over 25,000 and those within the Portland metro area (referred to as “Large Cities”) to adopt zoning regulations and comprehensive plan amendments to allow middle housing in areas zoned for residential use that allow for the development of detached single-family dwellings. Specifically, Large Cities must allow:

- A duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings; and
- Triplexes, quadplexes, cottage clusters, and townhouses in areas zoned for residential use that allow for the development of detached single-family dwellings.

Because the Villebois Village Master Plan is considered a supporting document of the Wilsonville Comprehensive Plan, updates to the Master Plan are needed to comply with the requirements of HB 2001 and associated statutes and administrative rules (Oregon Revised Statutes [ORS] 197.758 and Oregon Administrative Rules [OAR] Chapter 660, Division 46). OAR 660-046 provides alternative options for compliance with middle housing requirements in “existing Master Planned Communities.” This provision allows Large Cities to limit development of middle housing types other than duplexes in undeveloped portions of master planned areas as long as a net residential density of 8 units per acre is permitted overall and duplexes are permitted on every lot that allows a detached single-family dwelling. After a master planned area is built out, cities cannot limit development of middle housing (i.e., as infill or redevelopment) and must comply with the minimum OAR standards. Because the residential density planned for Villebois Village exceeds 8 units per net acre, the undeveloped portions of the Master Plan area are allowed to build out as previously planned other than allowing duplexes on all lots that allow detached single-family dwellings. For the built-out portions of Villebois, and the undeveloped areas after they are developed, all middle housing types must be permitted as infill or redevelopment on any lot where single-family detached dwellings are allowed.

The 2021 update to the Villebois Village Master Plan and to the Village Zone (Wilsonville Code Section 4.125) is intended to comply with state laws regulating middle housing, to guide what remains of the initial Villebois Village build-out, as well as to guide future infill and redevelopment of additional housing in the Master Plan area. The updates to the Master Plan are minor, and include amendments to the Land Use Policies and Implementation measures in Section 2.2 and in the Glossary.

CHAPTER 2 –LAND USE

2.2 VILLEBOIS VILLAGE MASTER PLAN IMPLEMENTATION

GENERAL – LAND USE PLAN

Goal

Villebois Village shall be a complete community that integrates land use, transportation, and natural resource elements to foster a unique sense of place and cohesiveness.

Policies

1. The Villebois Village shall be a complete community with a wide range of living choices, transportation choices, and working and shopping choices. Housing shall be provided in a mix of types and densities resulting in a minimum of 2,300 dwelling units within the *Villebois Village Master Plan* area.
2. Future development applications for initial development within the Villebois Village area shall provide land uses and other major components of the Plan such as roadways and parks and open space in general compliance with their configuration as illustrated on *Figure 1 – Land Use Plan* or as refined by Specific Area Plans. The proposed uses for the Future Study Area Specific Area Plan Amendment to SAP South shall be those identified in *Figure 1 – Land Use Plan*, which includes residential uses being limited to single-family lots in the medium to estate land use category identified in Wilsonville Code Subsection 4.125 (.18) F. 1. a. iv. arranged in a similar pattern as other areas on the edges of Villebois. Due to its location outside the general trapezoidal shape of Villebois and distance from the Village Center and neighborhood commons as well as its relatively small size, the Future Study Area Specific Area Plan Amendment to SAP South shall not be considered a neighborhood plan as defined in Section 2.1 of the *Villebois Village Master Plan*.
3. The Villebois Village shall provide civic, recreational, educational and open space opportunities.
4. The Villebois Village shall have full public services including: transportation; rainwater management; water; sanitary sewer; fire and police services; recreation, parks and open spaces; education; and transit.
5. Development of Villebois shall be guided by a Finance Plan and the City's Capital Improvement Plan, ensuring that the availability of services and development occur in accordance with the City's concurrency requirements (see Implementation Measure 4, below).

Implementation Measures

1. Allow for unique planning and regulatory tools that are needed to realize the *Villebois Village Master Plan*. These tools shall include, but are not limited to: Specific Area Plans; Pattern Books; and Community Elements Books.
2. Adopt the newly created Village zone district, which may be applied to the *Villebois Village Master Plan* area designated Residential-Village on the Comprehensive Plan Map. The new Village zone shall be based on the *Villebois Village Master Plan* Goals, Policies and Implementation Measures contained within this document.
3. Refinements to the *Villebois Village Master Plan* are anticipated as more detailed plans are developed for the Specific Area Plans. Specific Area Plans may propose refinements to the *Villebois Village Master Plan* without requiring an amendment to the *Villebois Village Master Plan* provided the refinement is not significant. Non-significant refinements shall be defined in the Village ("V") Zone text and may include, but are not limited to: minor alterations to street alignments or minor changes in area or uses.

Disagreement about whether a refinement is significant shall be resolved by a process provided in the

Village ("V") Zone text.

4. The Master Planner shall coordinate with the City on the development of a Finance Plan for necessary urban services and public infrastructure. Each developer within Villebois Village will sign their own Development Agreement that will address the necessary urban services and public infrastructure as appropriate.
5. The Specific Area Plan (SAP) Amendment to SAP South for the Future Study Area shall demonstrate compliance with the *Villebois Village Master Plan*, the City's Comprehensive Plan and its sub-elements, the City's Planning and Land Development Ordinance, and all other applicable regulatory requirements. The developer of the Future Study Area shall be responsible for obtaining any master plan or ordinance amendment(s) that may be necessitated by their proposal.
6. For each lot in the Villebois Village Master Plan area that is not developed as of November 18, 2021 and that is designated for development of a detached single-family dwelling, development of a duplex is also permitted.
- 5-7. For lots in the Villebois Village Master Plan area that have previously been developed with at least one residential unit, redevelopment to add middle housing units shall be permitted pursuant to Wilsonville Code Subsection 4.125 (.23). Redevelopment to add middle housing units includes replacement of residential structures, adding new residential structures, expanding existing residential structures, or adding units within a residential structure without expanding the structure. Permitted uses for middle housing redevelopment are listed in Wilsonville Code Subsection 4.125 (.02).

~~Need to add 2 new implementation measures 1. All lots not developed as of Dec. 31, 2021 designated for SF development shall also be allowed a duplex. 2. about potential future redevelopment to add housing within Villebois mentioning what does and does not apply~~

RESIDENTIAL NEIGHBORHOOD HOUSING

Goal

The Villebois Village shall provide neighborhoods consisting of a mix of homes for sale, apartments for rent, row homes, duplexes, and single-family homes on a variety of lot sizes, as well as providing housing for individuals with special needs. The Villebois Village shall provide housing choices for people of a wide range of economic levels and stages of life through diversity in product type.

Policies

1. Each of the Villebois Village's neighborhoods shall include a wide variety of housing options and shall provide home ownership options ranging from affordable housing to estate lots.
2. Affordable housing within Villebois shall include rental and home ownership opportunities.
3. The mix of housing shall be such that the Village development provides an overall average density of at least 10 dwelling units per net residential acre.
4. The Villebois Village shall accommodate a total of at least 2,300 dwelling units within the boundary of the *Villebois Village Master Plan*.
5. The Villebois Village shall provide a mix of housing types within each neighborhood and on each street to the greatest extent practicable.
6. The Villebois Village shall include community housing types consistent with Oregon Revised Statute 426.508(4), which requires that no more than 10 acres be retained from the sale of the former Dammasch State Hospital property for development of community housing for chronically mentally ill persons. The City of Wilsonville, the Oregon Department of Administrative Services, and the Mental Health and Developmental Disability Services Division shall jointly coordinate the identification of the acreage to be retained.

7. The development standards and Specific Area Plans required by the Village zone shall be consistent with the Governor's Quality Development Objectives and the Governor's Livability Initiative.
8. Each neighborhood shall be designed to increase transportation options. Neighborhoods shall be bike and pedestrian friendly.
9. Higher density residential uses shall be of a scale and design in keeping with the desired vision for Villebois as expressed in the *Villebois Village Concept Plan* and in the Policies and Implementation Measures of the *Villebois Village Master Plan*.
10. Natural features shall be incorporated into the design of each neighborhood to maximize their aesthetic character while minimizing impacts to said natural features.

Implementation Measures

1. Ensure, through the development standards and Pattern Book(s) required by the Village zone, that the design and scale of dwellings are compatible with the compact, pedestrian- oriented character of the concepts contained in the *Villebois Village Concept Plan* and the contents of this *Villebois Village Master Plan*.
2. Create a set of design guidelines for the development of Pattern Books with the Village zone requirements. Pattern Books shall address, at a minimum, architectural styles and elements, scale and proportions, and land use patterns with lot diagrams.
3. Develop affordable housing objectives for Villebois. Develop strategies to accomplish a variety of mixes and densities and indicate how build out under each Specific Area Plan implements those strategies and contributes to the overall goals and policies of the Villebois Village Master Plan. The affordable housing objectives and plan is to be submitted before, or together with, the application for SAP Central.

GLOSSARY

Glossary

Row House:

~~A form of Single Family Dwelling where fee simple, for sale multi-story units are arranged in an unbroken row with no side yards and with or without an accessory dwelling unit or building.~~ One of a series of houses, often of similar or identical design, situated side by side, and on their own lots. Within the Villebois Village Center Boundary, row houses may be attached or detached in accordance with the Village Center Architectural Standards. Attached row houses also meet the definition of townhouse. Detached row houses also meet the definition of single-family dwelling unit.

Old Town



Neighborhood Plan

Wilsonville Oregon

*Adopted September 19, 2011
Middle Housing Update
PC Hearing Draft 09.01.21*

Acknowledgements:

2011 Wilsonville City Council

Mayor Tim Knapp
Councilor Celia Núñez
Councilor Steve Hurst
Councilor Richard Goddard
Councilor Scott Starr
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1. Introduction and Intent: Old Town – “Our Vision”

The Old Town Neighborhood Plan (OTNP) sets forth a vision for the neighborhood. As the City continues to change, and development pressures and the cost of living increase, it is critical that the character that makes Old Town special needs to be identified, maintained and enhanced. City staff worked with neighbors and business owners who live and work within Old Town to develop a neighborhood vision and recommendations for the first neighborhood plan for the Old Town area. The Old Town Neighborhood Plan (OTNP) will help guide new development as it occurs in the neighborhood.

To the families that live in Old Town, and the businesses that are located there, Old Town is a very special place. For the most part, they made a choice to locate there (over other neighborhoods in Wilsonville) and would not consider relocating.

Many of Wilsonville’s residents have never been in Old Town and know very little about it. So what is it about Old Town that generates such fierce loyalty in its residents and business people?

The purpose of the Old Town Neighborhood Plan (OTNP) is to identify the essence of what makes Old Town a special place, and to provide guidance on how to move Old Town into the 21st Century while maintaining its unique character. The intent of the Old Town Neighborhood Plan is to retain those aspects that contribute to its unique character: older buildings with simple design and small scale, stands of mature trees, and streets with a rural feel which are safely shared with bikes and pedestrians. To accomplish this, the OTNP proposes land use, transportation, utilities, parks/trails/trees/open space, and architectural guidelines. A list of recommendations is proposed for those parts of the plan.

Background of the Old Town Neighborhood Plan:

The Old Town Neighborhood Plan is based on the results of a series of meetings with Old Town residents, businesses and property owners. Each meeting was organized around a specific topic with a goal of learning how that subject or issue has been implemented in the past, determining whether that should change, and if so developing recommendations for those changes.

The impetus for this series of meetings was a “New Urbanism” type residential development proposal on one of the few larger vacant lots in Old Town. The neighborhood was opposed to the development, feeling that it would set a precedent for future similar development proposals that would destroy much of what makes Old Town unique.

The City Council responded to that testimony by requesting that City staff work with the Old Town community to determine the parameters of acceptable development and redevelopment in their community.

Old Town Neighborhood Plan Update

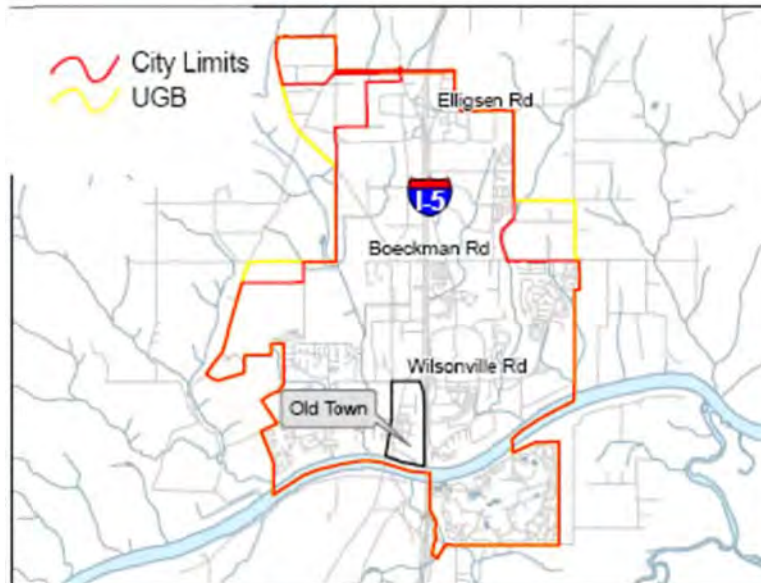
In 2021, the Old Town Neighborhood Plan was updated to reflect recent changes to Oregon state law and associated changes to Wilsonville’s Development Code and Zoning Map. These updates are found in the Land Use section of the plan (Chapter 6).

Where Is Old Town?

According to the West Side Master Plan, accepted by the City Council in December 1996, the Boones Ferry District (Old Town) includes all the lands located between the Oregon Electric Railway and the I 5 right-of-way, and between the Willamette River and approximately Wilsonville Road. (Map 1.1) Others would say that Old Town is smaller, ending at Bailey Street on the north or even at the north end of Magnolia Avenue, but including the south, east and west boundaries identified as “the Boones Ferry District”. Still others feel that the historic core area developed around the Boones Ferry landing, and later, with the coming of the rail, expanding north to the vicinity of 5th Street is the ‘real’ Old Town. After discussion, it was decided to use the Boones Ferry District boundary extended north to Wilsonville Road for a more comprehensive planning effort. (Map 1.1)



Map 1.1. Boones Ferry District



Map 1.2. Old Town In Wilsonville

What Is Different About Old Town?

Some of the defining characteristics of Old Town are the older development and the human scale of the neighborhood. The plat of Old Town was recorded in 1908 (See Chapter 5), and reflects larger lots than are generally found in today's residential developments. There has been little partitioning or further subdivision, so large lot sizes remain. Old Town has built out incrementally with a variety of architectural styles reflecting housing trends from the respective period. Most of the development occurred in the county before Wilsonville was incorporated. Dwellings are mostly single story with large yards and mature trees. Since there are few sidewalks and no through traffic, the character of the neighborhood is "old fashioned" and much less formal. Residents walk and play in the streets, and visit with their neighbors. Social interaction is encouraged by the evolving patterns of the neighborhood. Infrastructure does not separate people, but enables them to interact more freely.

Most of the recent development in Wilsonville occurred after the construction of the Boone

Bridge and I-5 in the late 1950's, and the incorporation of the City of Wilsonville in 1969. In contrast, the oldest buildings in Old Town were built in the late 1880's and early 1900's. Early aerial photos (1936) show Old Town surrounded by operating farms. The older buildings are simple in design and small in scale as shown in early photos. Several have been renovated in keeping with their historic character. Infill development has maintained the modest scale and has been repeating basic architectural style elements. At one time, Old Town was generally self-sufficient with a school, a church, a general store, post office and other businesses serving the community.

Because it is older, and very little redevelopment has occurred, stands of mature trees are found throughout Old Town.

Streets were built to rural standards without curbs, gutters, and in many instances, without sidewalks. The overall appearance is less formal than in newer neighborhoods. There are no

through streets and no large scale commercial establishments so the neighborhood is quieter, and streets can be safely shared with bikes and pedestrians.

No riverfront development has occurred other than Boones Ferry Park, which is an under-utilized City park located at the south end of Boones Ferry Road.

Existing Development:

Existing development within Old Town includes a bank building, the Old Methodist Church, apartments, a mini-storage facility, two historic commercial structures, a manufacturing facility, Lowries Marketplace and three mixed-use commercial/industrial buildings, as well as many residential properties with varying densities. Two of the mixed-use buildings were developed as the first historic replica façade envisioned for the Old Town District discussed in the Land Use chapter.

In 2009, the City approved development/re-development at the southeast corner of Boones Ferry Road and Wilsonville Road. The site was approved for mixed-use development, commercial and residential, with the main anchor being a Fred Meyer store, which opened in July 2011. The development is a much larger scale than typically found in Old Town, however, design consideration was given to provide smaller perimeter pad buildings architecturally designed to complement Old Town.

The majority of Wilsonville's residential areas were developed after 1970 as planned unit developments, and built out with similar architectural styles in a relatively short time period.

Dwellings are generally two-story or taller. The rights-of-way are fully developed with streets, sidewalks, street lights and street trees. A strong sense of identity and ownership has developed within each neighborhood.

Conventional wisdom says that Old Town should be retrofitted with all the amenities of residential planned unit developments (PUD) in the remainder of the city, and the housing stock upgraded to modern housing styles and densities. If that occurs, Old Town as it now exists will be lost, and it will become just one more PUD in the city. The intent of the OTNP is to preserve the existing neighborhood, while being open to redevelopment and infrastructure upgrades consistent with the Old Town character.

***** Chapters 2 – 5 are not included in this review draft *****

6. Land Use

Overview of Land Use

The Old Town Neighborhood has an overlay of land use regulations, some of which conflict. Old Town is subject to State, Metro and local land use rules and regulations.

State

The State's land use program is based on the Department of Land Conservation and Development's (DLCD) nineteen (19) Statewide Planning Goals and Guidelines; the first fifteen (15) of which apply to Wilsonville. The first 14 goals were adopted in December 1974, with the remaining goals adopted over the next two years. The Statewide Planning Goals have since been amended and readopted as part of the Oregon Administrative Rules (OAR 660, Division 15)

OAR 660 requires municipalities to prepare Comprehensive Land Use Plans and implementing ordinances, which are then reviewed by DLCD and the Land Conservation and Development Commission (LCDC) for compliance with the Goals. Plans and ordinances that are determined to comply are then "acknowledged" by LCDC to be in compliance with the Goals and become acknowledged plans. If a municipality does not have an acknowledged Plan, then the Statewide Goals must be applied directly to each development proposal in that municipality. Once a municipality has received acknowledgement, then development proposals are reviewed under the local Comprehensive Plan and development regulations. Municipalities are required to update their Comprehensive Plans and ordinances periodically, a process called "Periodic Review".

The City of Wilsonville has an acknowledged Comprehensive Plan and acknowledged development regulations which apply to all of Wilsonville, including Old Town. The Comprehensive Plan includes a Transportation Systems Plan, ~~the Villebois Village Master Plan,~~ the Water System Master Plan, the Wastewater Treatment System Master Plan, the Stormwater Master Plan, the Bike and Pedestrian Master Plan, Park and Recreation Master Plan, ~~and the Transit Master Plans, and various area-specific master plans, such as the Villebois Village Master Plan.~~ and will eventually include the The Old Town Neighborhood Plan was adopted by resolution, with a direction to work on specific tasks in the future, but is not considered a supporting document to the Comprehensive Plan.

Updates to the Old Town Neighborhood Plan were added in 2021 to reflect recent changes to state law. In 2017, the Oregon State Legislature passed Senate Bill 1051 (SB 1051), which requires cities with a population greater than 2,500 to allow the development of at least one accessory dwelling unit (ADU) for each detached single-family dwelling on a residentially-zoned lot, subject to reasonable local regulations relating to siting and design. The requirements of SB 1051 are codified in Oregon Revised Statutes (ORS) 197.312. The City of Wilsonville updated its Development Code to comply with these requirements in 2018.

Then, in 2019, the Legislature passed House Bill 2001 (HB 2001) to help provide Oregonians with more housing choices. HB 2001 requires Oregon cities with populations over 25,000 and those within the Portland metro area (referred to as "Large Cities") to adopt zoning regulations and comprehensive plan amendments to allow middle housing in areas zoned for residential use that allow for the development of detached single-family dwellings. Specifically, Large Cities must allow:

- A duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings; and
- Triplexes, quadplexes, cottage clusters, and townhouses in areas zoned for residential use

that allow for the development of detached single-family dwellings.

HB 2001's middle housing requirements are codified in ORS 197.758 and Oregon Administrative Rules (OAR) Chapter 660, Division 46. HB 2001 also modified the ADU provisions of SB 1051, clarifying that "reasonable local regulations relating to siting and design" does not include owner-occupancy requirements or requirements to construct additional off-street parking for ADUs.

Because the Old Town Neighborhood Plan is not a component of the Comprehensive Plan, amendments to the Old Town plan are not necessary for legal compliance with these state laws. However, amendments were needed to ensure that the plan continues to be a useful policy document going forward and contributes to the larger goal of increasing opportunities for housing in Wilsonville.

Metro:

The City of Wilsonville is a member of Metro, an elected regional service district serving three counties and 25 cities within its service area. Under its charter, Metro has jurisdiction over the urban growth boundary and other regional land use issues, solid waste and recycling, regional open space and regional transportation planning as well as several facilities such as the Zoo and the Convention Center. Metro also has adopted and acknowledged land use-related documents, including a 2040 Growth Concept Plan.

The Metropolitan Housing Rule (OAR 660-007/Division 7) establishes regional residential density and housing mix standards for communities within the Metro Urban Growth Boundary. It sets minimum residential density standards for new construction by jurisdiction. Wilsonville must provide for the opportunity to build new housing at an overall average density of 8 or more dwelling units per net buildable acre, as well as designate sufficient buildable land to provide the opportunity for at least 50% of new residential units to be attached housing (either single-family attached or multiple-family units.)

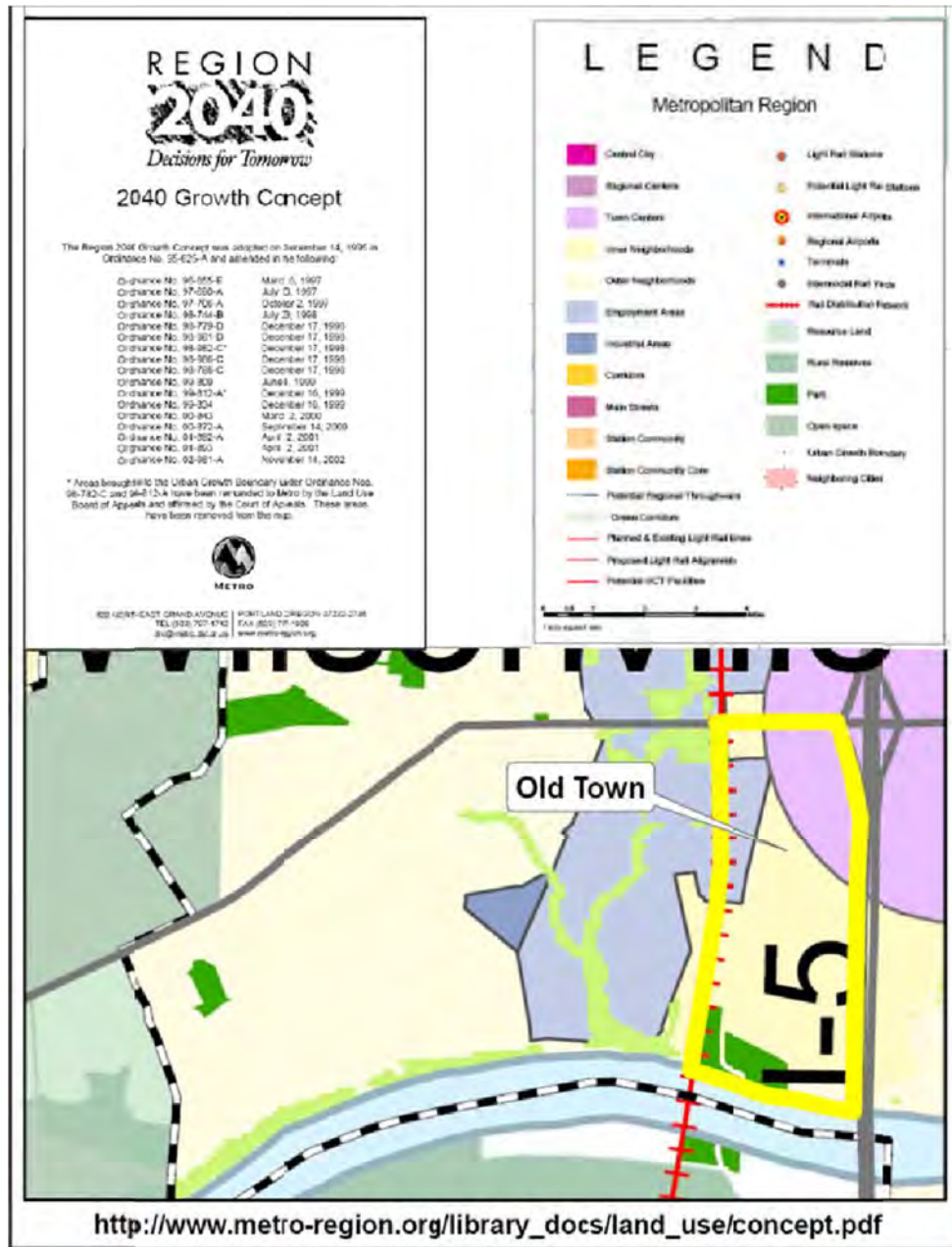
Title 1 of the Metro Urban Growth Management Functional Plan requires member cities to adopt minimum residential development density standards. If minimum density standards were not adopted by 2011, Title 1 requires cities to adopt a minimum density that is at least 80 percent of the maximum density in the zone.

Old Town

Title 12 of the Metro Urban Growth Management Functional Plan is titled "Protection of Residential Neighborhoods". It states that, "Existing neighborhoods are essential to the success of the 2040 Growth Concept" and that, "Metro shall not require any city to authorize an increase in residential density of a single-family neighborhood in an area mapped solely as an Inner or Outer Neighborhood pursuant to Metro Code Section 3.07.130 prior to May 22, 2002".

Wilsonville's Old Town Neighborhood Plan

The question becomes, “Is Old Town a single-family neighborhood mapped solely as an Inner Neighborhood?” Metro’s 2040 Growth Concept Plan was first adopted in 1995, and designated most of the Old Town area as an Inner Neighborhood. However, the map also included a Town Center designation which applies to the Town Center development north of Wilsonville Road, to the Village at Main, and extends across I-5 to the Fred Meyer lands, Lowries Marketplace (Albertson’s) and commercial lands along Wilsonville Road west almost to the railroad tracks. Due to large differences in the scale of Metro maps vs. city maps, City staff has been working to reconcile the exact location of the designations on the Metro map with the City’s Comprehensive Plan and zoning. For the purposes of this Plan, the residential area of Old Town is mapped as Inner Neighborhood and is protected by Title 12. (Map 6.1)



Map 6.1. Old Town's Metro's Region 2040 Growth Concept Map Designations

City

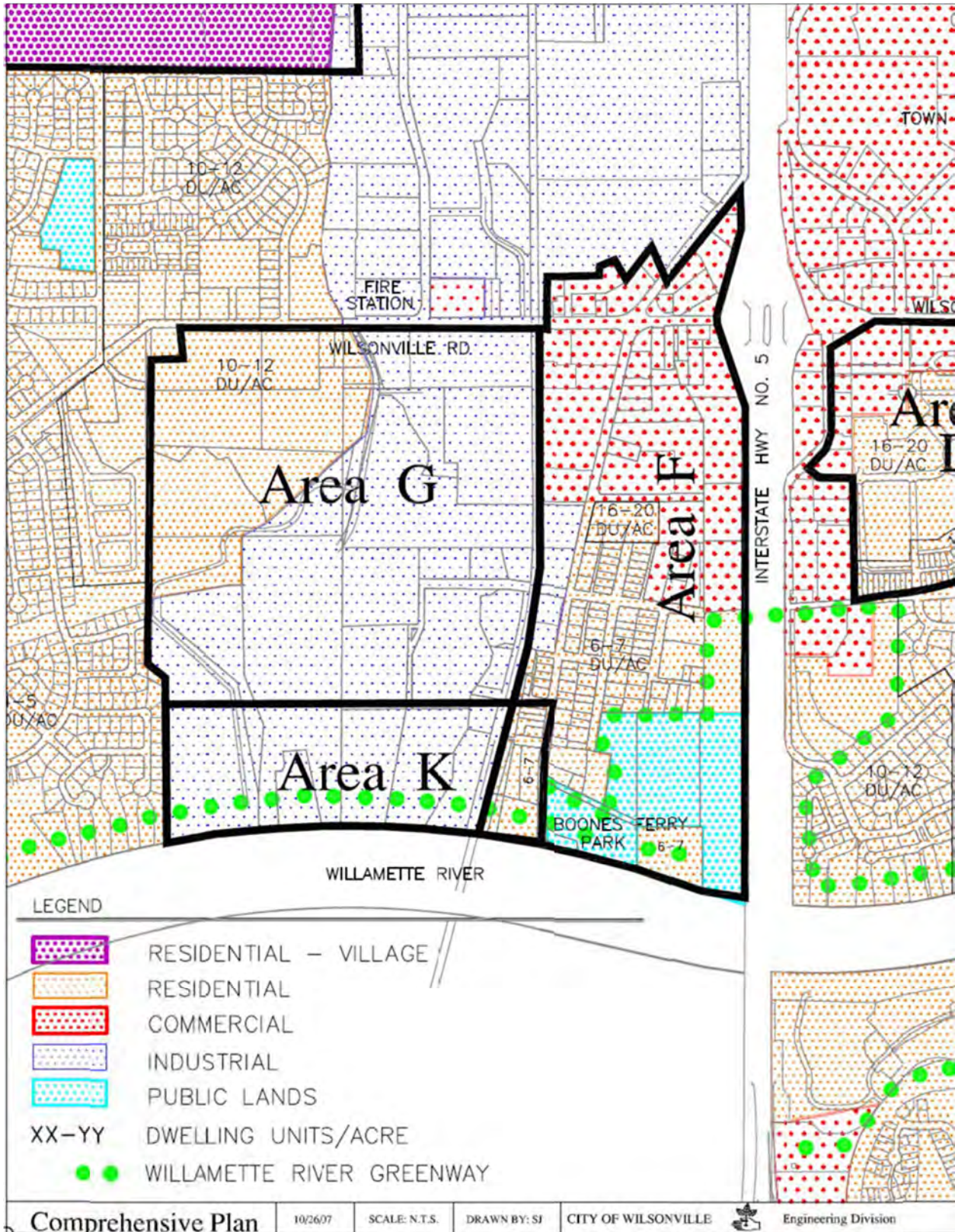
City regulations need to be reviewed in light of the City's development process which requires application for a development proposal at the same time as an application for a Zoning Map amendment. The City's Comprehensive Plan designates future land uses of properties in the City, but unlike many other communities in Oregon, zoning is not changed to be consistent with the Comprehensive Plan until a development application on a specific site has been reviewed by the DRB and approved by the City Council.

City Comprehensive Plan

The Comprehensive Plan designates lands between Wilsonville Road and Bailey Street as Commercial. (Map 6.2) Lands between Bailey Street and 5th Street, west of I-5 to the alley east of Magnolia Avenue, are also designated Commercial. Lands west of Boones Ferry Road between Bailey Street and 4th Street are designated Industrial. The remaining lands, except for those in public ownership are designated as a variety of residential densities, mostly 6 – 7 dwelling units/acre with the apartments being designated at 16 – 20 du/acre. The River Village Mobile Home Park, located at the east end of Tauchman Street between the street and the Willamette River, is also designated 6 – 7 dwelling units per acre.

According to the Comprehensive Plan, the 6 – 7 du/acre designation translates to zoning districts of Planned Development Residential – 3 (PDR-3) or Planned Development Residential – 4 (PDR-4). The Planning and Land Development Ordinance (Wilsonville's Development Code) further refines the designation by equating the PDR-4 zone with the 6 - 7 du/acre Plan designation.

Wilsonville's Old Town Neighborhood Plan



The Old Town area is also included in two Areas of Special Concern in the Comprehensive Plan. Area F includes almost all of Old Town.

Area of Special Concern F

This area is situated west of I-5 and primarily, although not entirely, south of Wilsonville Road, and includes commercial and residential properties in the Old Town neighborhood. It includes the existing retail centers, both north and south of Wilsonville Road, plus land to the south along both sides of Boones Ferry Road to the Willamette River. Future development applications in Area F must address the design objectives listed below, as well as all other applicable Development Code requirements.

This Area of Concern specifically includes the “Old Town” area of the City. A portion of Old Town includes properties previously master planned as “Wilsonville Square 76.” As a result of the West Side master planning effort, additional emphasis has been placed on creating an Old Town District (through overlay zoning), and reinforcing the appearance of the City’s historic beginnings.

The purpose of the Old Town Overlay Zone is to reinforce the appearance of the city’s historic beginnings and to create a unique commercial main street. The Old Town District is envisioned as a modern representation of the community’s past, and is intended to promote compatibility of commercial designs with Old Town residential development and to create a functional main street.

By moving in the direction of recreating an “Old Town”, it is recognized that the Wilsonville Square 76 Plan is outdated, falling short of new design objectives. Therefore, there is a need for coordinated planning and broader based master planning that addresses all of the commercial development in Old Town, not just that on the east side of Boones Ferry Road.

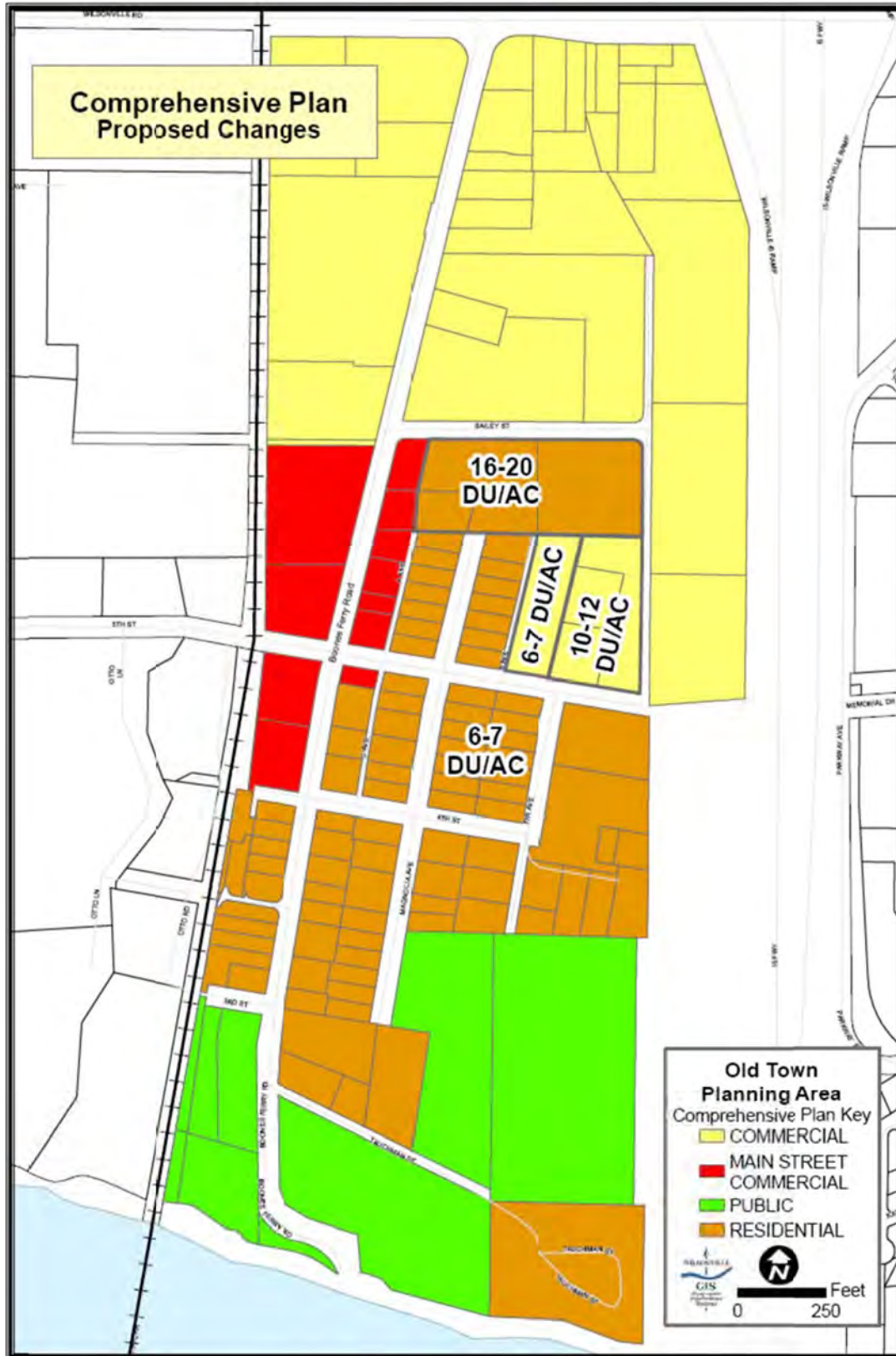
Area of Special Concern K

The portion of Old Town located west of Boones Ferry Road and south of 3rd Street is located in the second Area of Special Concern, Area K. Area K lies south of and immediately adjacent to Area G. Planning and development must be coordinated between the two areas for efficiency of infrastructure and compatibility of uses.

The Comprehensive Plan says, “Note: Area K, land along the Willamette River, west of Boones Ferry, has been designated in the West Side Master Plan for river-focused development. Text applying to this Area of Special Concern will be completed when the Natural Resource Plan has been adopted.” Within Area K, east of the railroad tracks, lands south of 2nd Street are in public ownership, while residential lots between 3rd Street and 2nd Street are in private ownership.

Recommendations:

- 6.1. Amend the Existing Comprehensive Plan Map (see Map 6.3) as follows:**
- 6.1.a. Designate lands in public ownership south of 2nd Street east of the railroad tracks from Residential to Public.
 - 6.1.b. Designate all ODOT-owned lands south of 5th Street as public.
 - 6.1.c. Designate lands one lot deep on both sides of Boones Ferry Road between Bailey Street and 5th Street; and lands on the west side of Boones Ferry Road between 4th Street and 5th Street; and Tax Lot 3S 1W 23AC, 4100, as the Old Town Main Street District.
 - 6.1.d. Designate all ~~single family~~ residential lands in Old Town south of Boones Ferry Village, including lands east of Boones Ferry Road between 4th and 5th as Old Town Residential. Designate existing multi-family complexes at either 10 -12 du/ac or 16 – 20 du/ac, whichever is closest to the existing density.
 - 6.1.e. Designate all of Boones Ferry Village as Residential, 16 – 20 du/ac.
 - 6.1.f. Designate Tax Lot 3S 1W 23AC, 2500 as Residential, 6 - 7 du/ac.
 - 6.1.g. Designate Tax Lots 3S 1W 23AC, 200, 201 and 202 as Residential, 10 – 12 du/ac.
 - 6.1.h. Re-designate the lot at the north end of Magnolia Avenue (Tax Lot 3S 1W 23AB, 2101) from Commercial to 6 – 7 du/ac, since its access is via Magnolia Avenue, a residential street.
 - 6.1.i. Move the Areas of Special Concern, Area F boundary to the north side of Wilsonville Road.
 - 6.1.j. Move the Areas of Special Concern, Area K boundary to the west side of the railroad right-of-way.
- 6.2. Amend the Comprehensive Plan text as follows:**
- ~~6.2.a. Adopt policies supporting the potential for changing the zoning for the River Village Mobile Home Park to a higher residential density at the time a development application is approved if trees are preserved.~~
 - ~~6.2.b.~~ **6.2.a.** Amend the Comprehensive Plan text to direct that the appropriate zone for implementation of the residential designation of 6 – 7 du/ac within the Old Town area is an Old Town Residential (R) Zone and not the PDR-4 Zone.
 - ~~6.2.c.~~ **6.2.b.** Amend the text for Area F to delete language relating to Old Town that has been implemented in the Old Town Plan and recommended code amendments.



Map 6.3. Comprehensive Plan – Proposed Changes

Zoning Designations

In order to provide a process to insure orderly development consistent with the availability of adequate public facilities, lands are rezoned consistent with the Comprehensive Plan on a case-by-case basis.

At time of acceptance of the Old Town Neighborhood Plan by the City in Old Town, lands within the approved Lowries Marketplace development and Wilsonville Square 76 are/were zoned Planned Development Commercial. Lands included in Old Town Village are/were zoned Planned Development Industrial, and most of the area between 2nd Street and 3rd Street has been/was zoned Planned Development Residential (PDR- 4). (Map 6.4) The remaining residential lands are/were zoned either Residential Agricultural-Holding (RA-H, Residential) or Residential (R), and the public lands are/were zoned RA-H (Public Lands).

Urbanizable properties within the City which are planned for development and which have not previously received development approval in accordance with the Comprehensive Plan are placed within the Future Development Residential Agricultural Holding (FDARA-H) Zone (formerly RA-H zone). At such time as development is proposed the property must be rezoned consistent with the Comprehensive Plan. The FDARA-H zone allows a single-family dwelling and accessory uses, and home occupations subject to the applicable criteria in Section 4.001(440) of the City's Development Code, as well as agricultural uses and public recreational facilities.

The purpose of the Residential (R) Zone is to provide standards and a simplified review process for small-scale low and medium density residential development. It is for sites which do not qualify as Planned Developments. The subject site must be 2 acres or less in size, and no more than 30% of the site can be proposed to be covered by buildings. Detached and attached single-family dwellings, middle housing, and apartments are permitted uses subject to the density limitations of the Comprehensive Plan. For example, the apartments north of Tauchman are zoned 'R'.

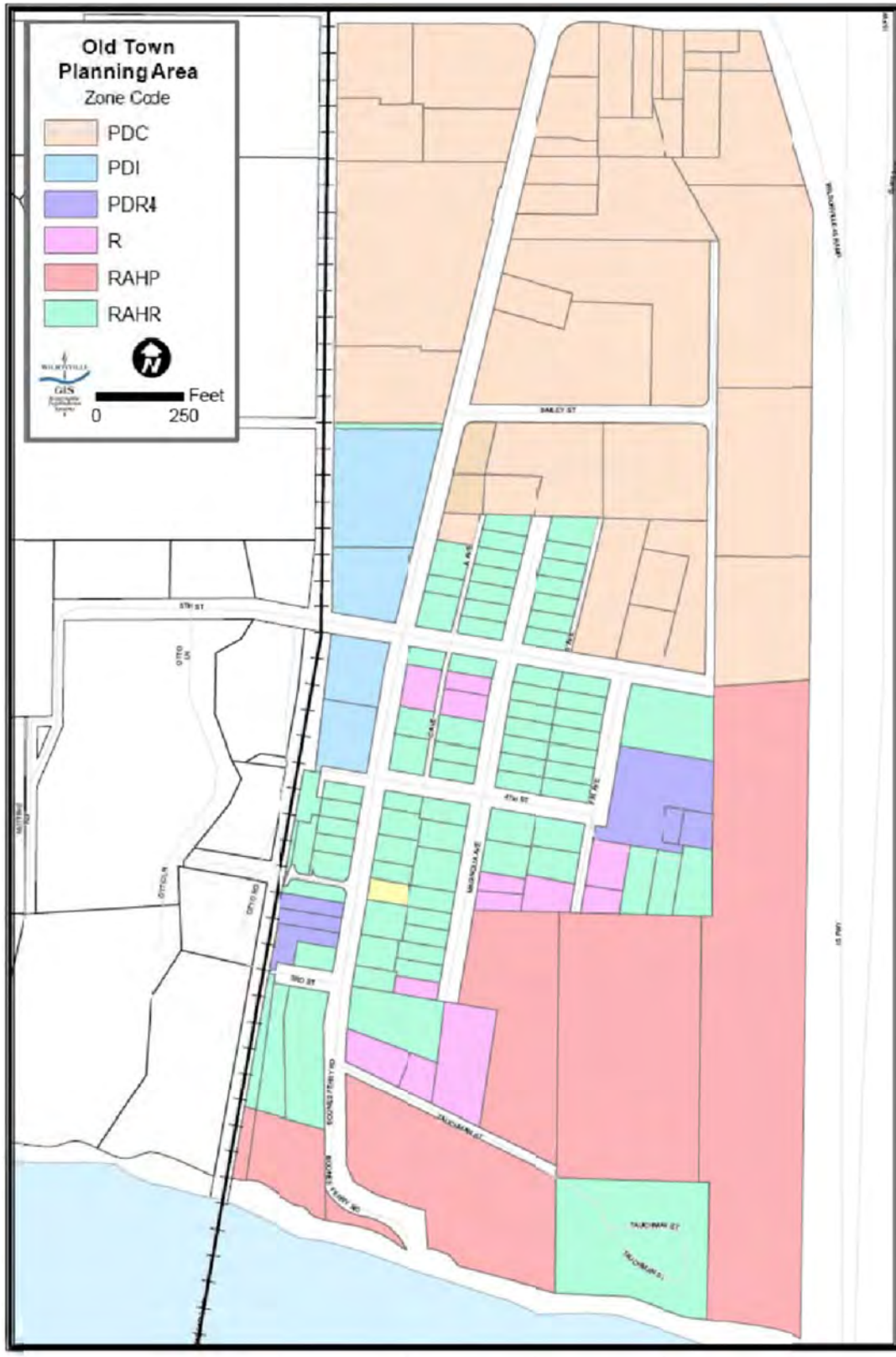
Table 6.1: Comparison of the PDR-4 Zone, the OTOZ and the R Zone (NOTE: These code provisions have changed since the adoption of this plan. This table is no longer accurate.)

	PDR-4	OTOZ	Residential (R) Zone
Average lot size	5000 square feet	5000 square feet	
Minimum lot size	4000 square feet	4000 square feet	5000 square feet
Minimum density	1 unit/6000 square feet		
Minimum lot width at building line	35 feet	35 feet	60'
Minimum street frontage on public street	35 feet		30'
Minimum lot depth	60 feet	60 feet	70'
Setbacks			
Minimum front yard	15 feet To garage or carport: 20'	15 feet To garage or carport: 20'	15' To garage or carport: 20'
Minimum side yard		5'	
One story	5'		5'
Two or more stories	7'		7'
Corner lots	10' adjacent to streets	10' adjacent to streets	10' adjacent to streets
To garage or carport	20'	20'	20'
Rear yard		15'	
One story	15'		15'
Two or more stories	20'		20'
Maximum building height	35 feet	35 feet	35'

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Maximum lot coverage	75% total for all buildings	75% total for all buildings	20% for all residential bldgs, 30% for all bldgs.
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Wilsonville's Old Town Neighborhood Plan



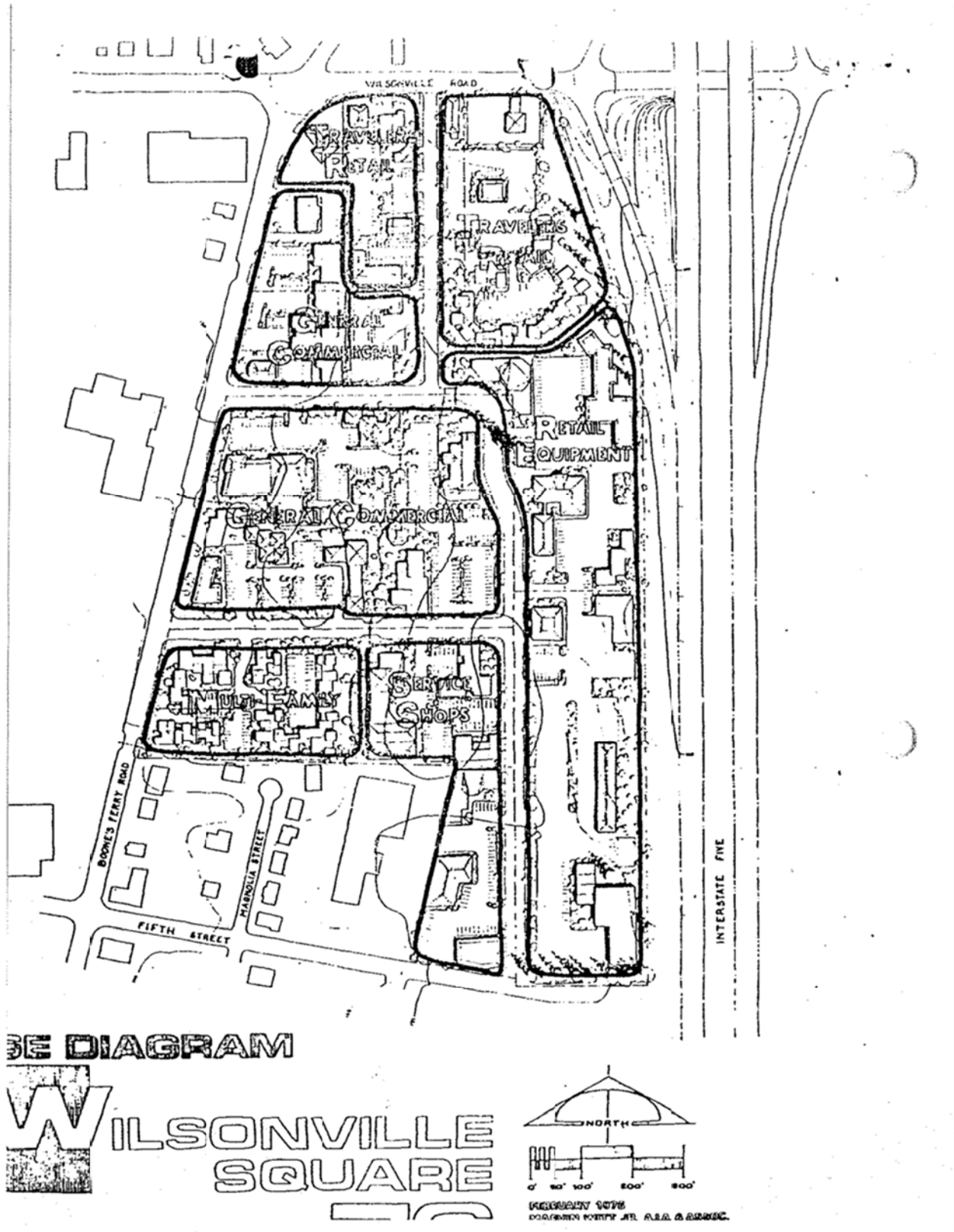
Map 6.4. Existing Old Town Planning Area – Zone Code (NOTE: The zoning map has changed since the adoption of this plan. This map is no longer accurate.)

Wilsonville Square 76 Plan:

The Square 76 Plan was approved in 1976, modifying an earlier Concept Plan adopted in 1973 (Map **6.5**). It includes 33 acres of land located east of Boones Ferry Road, between Wilsonville Road and a line running east from Boones Ferry Road at the north end of Magnolia Street, to the I-5 right-of-way; and also including lands located between the Curran Coil Spring, Inc. plant and I-5 north of 5th Street. In 1998, the Catholic Church purchased the lands due east of the Curran lands. Approval was received for modification of the Square 76 Plan and for the construction of the Church's Social Hall and parking lot. The modification located the building approximately where an internal street for Square 76 was located. According to the Clackamas County Assessor's Maps, there is a 25' right-of-way, dedicated to the public in 2003, running north-south along the east side of the Social Hall parcel. Tax Lot 3S 1W 23AC, 0101 located between I-5 and the dedicated public right-of-way is vacant and is still included in the Square 76 Plan.

Recommendations:

- 6.4 The Planning Commission should initiate a public hearing process to consider proposed changes to the Comprehensive Plan and Zoning.**



Map 6.5. W Isonville Square 76

Old Town Overlay Zone (OTOZ)

Over the period from the mid-1990's until today, the city has consulted with a variety of nationally recognized planning and development experts. Several of these experts came to Wilsonville to assess the needs of the city from the standpoint of transportation needs, commercial services, neighborhood development, pedestrian-friendly and human-scale concepts as applied to Wilsonville. Expert consultants who have worked with the city in these areas include Architectural and Planning Consultants, Bill Lennertz and Steve Coyle (Lennertz & Coyle), Retail Development Expert Robert Gibb and renowned Urban Planner Fred Kent.

Several important concepts were developed through these discussions. These concepts include:

- Development of amenities for people will enhance the community. Development of amenities for automobiles will increase traffic.
- Infrastructure development to encourage alternate transportation modes will have to occur before growth in non-automobile transportation mode usage can be expected.
- Delineation of "neighborhoods" should guide plans to make direct connections from each neighborhood center to adjacent neighborhood centers.
- Multiple connections need to be available to residents to choose routes when faced with vehicle congestion on the roads. More small connections are better than a few large ones.
- Residents need to be able to travel to schools, commercial services, recreation and employment on routes other than Wilsonville Road, if they are not intending to access I-5.
- Commercial goods and services need to be available to residents on both sides of I-5, so that unnecessary congestion-causing trips across I-5 are avoided.

The creation of the Old Town Overlay was the first step in implementing this vision of creating a commercial development to serve west side residents. It was envisioned that that development would be located along Boones Ferry Road (Map 6.6). Significant investment by the private sector in commercial development and street improvements based on these concepts has occurred, and more is pending. The next steps to codify a master plan for Old Town north of 5th Street need to honor and continue the vision, concepts and plans to which this commitment has been made. Clarification, refinement and improvements can be made while maintaining the integrity of the overall concept. Building communities is a long-term project requiring consistent long-term direction for success.

The OTOZ is an overlay zone over base zoning. The criteria in the base zone apply, unless specifically modified by the OTOZ.

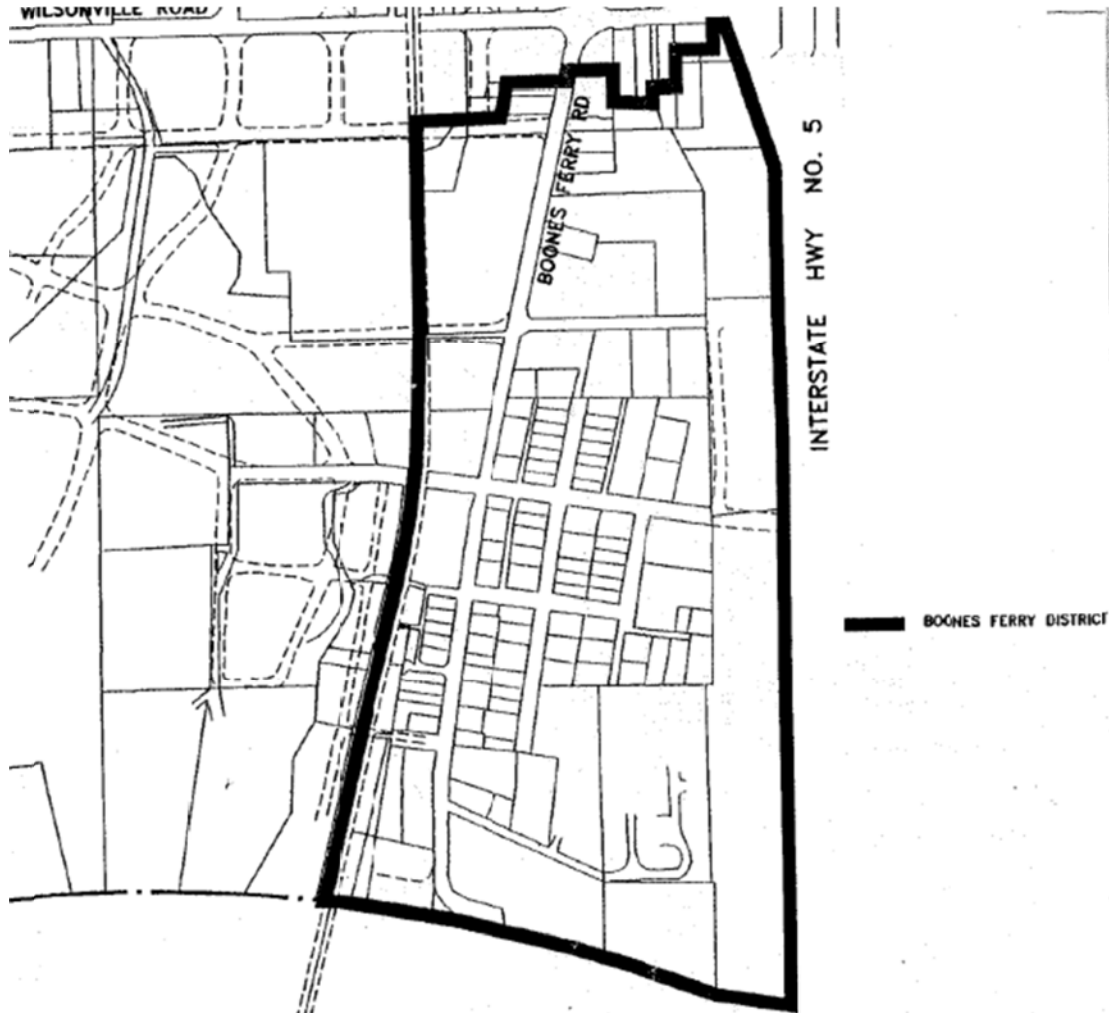
Section 4.138 of the City's Development Code states that the purpose of the Old Town Overlay Zone is to establish design standards that will be applied to developments within the Old Town Neighborhood. It is not intended as an additional set of permit criteria, but rather to serve as guidelines creating a traditional Old Town Main Street and mixed-use neighborhood. It is recognized that the Old Town neighborhood is of unique significance because of its existing pattern of mixed uses, its access to the Willamette River and because it was the original center of housing and commerce for the community. It is the desire of the City to have buildings in the Overlay Zone reflect a range of architectural types and styles that were popular in the Willamette Valley from approximately 1880 to 1930. The OTOZ assumes gradual, but significant redevelopment in Old Town, rather than lot-by-lot improvements and/or replacements of existing

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dwellings. The majority of the standards included in the OTOZ apply to development along Boones Ferry Road and/or to commercial, industrial and multi-family dwellings.

The primary land use type in Old Town, south of Bailey Street, is the detached single-family dwelling on 50' x 125' (6250 square feet) or larger lots. The character is more similar to development under the provisions of the R Zone, rather than the PDR-4 Zone. (Table 6.1) The greatest difference in character is the difference in allowable lot coverage. The R Zone standards clearly provide more open lot area, and by default, a smaller dwelling footprint, both of which are typical of existing Old Town development patterns.

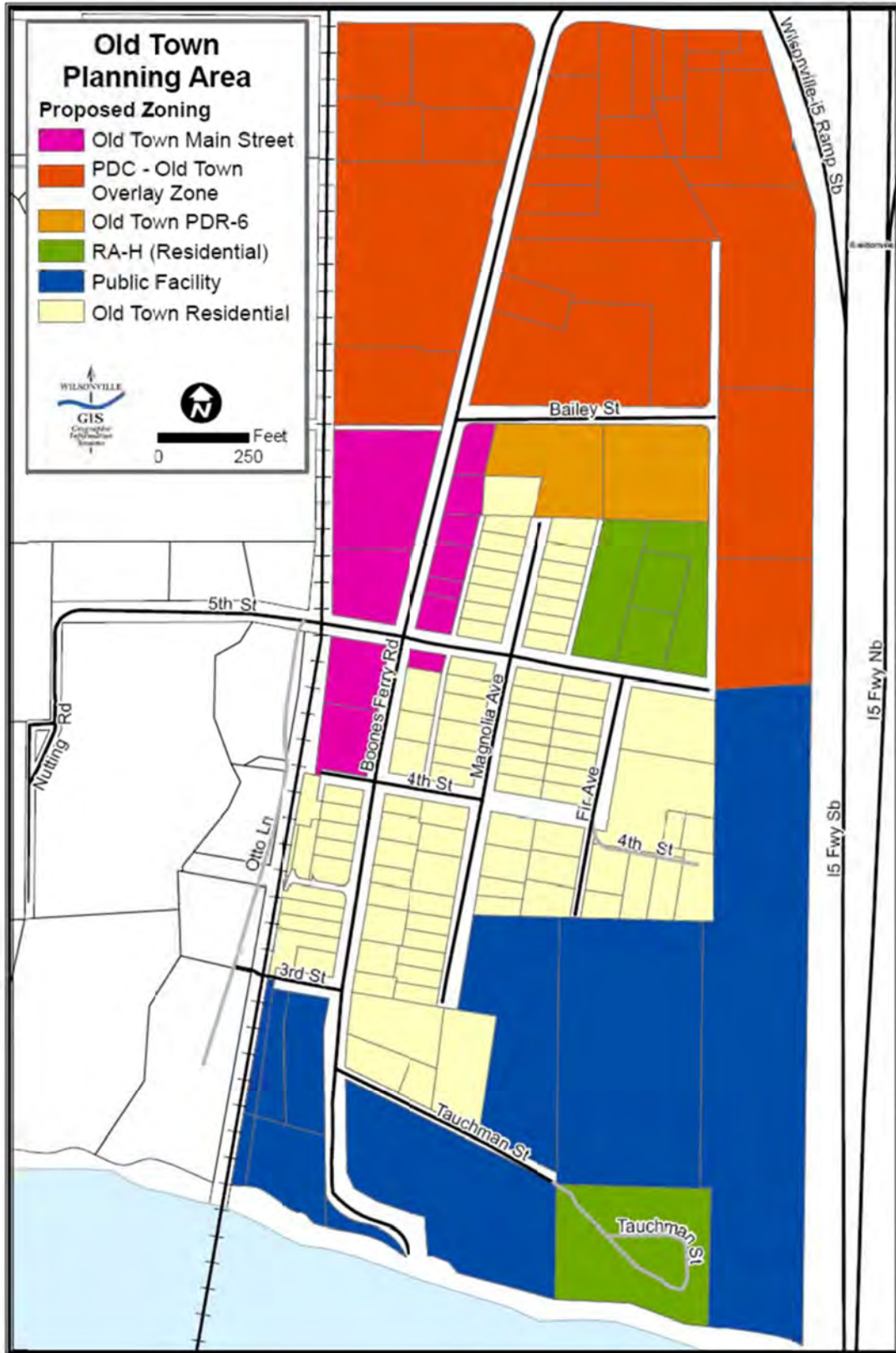
The architectural design standards in the OTOZ will not preserve the character of Old Town without accompanying regulations that continue to allow the existing ratio of open yard area to building on individual lots.



Map 6.6. Old Town Overlay Zone.

Recommendations: (See Map 6.7)**6.5. Amend the Planning and Land Development Ordinance as follows:**

- 6.5.a. Adopt an Old Town Residential Zone based on the City's existing Residential (R) Zone, incorporating by reference architectural ~~standards~~ guidelines and including a special subsection applicable to residential land abutting Boones Ferry Road south of 4th Street, and incorporating Boones Ferry Streetscape Concept Plan standards. Provide for adaptive reuse of the historic buildings east of Boones Ferry Road between 4th Street and 5th Street in keeping with their historic character and Main Street principles.**
- 6.5.b. Rezone all single-family lots in Old Town as Old Town Residential (OTR) Zone. Normally, rezoning is done at the time of development, but this is a developed neighborhood. Rezoning at this time requires new development and alterations to existing development to meet the requirements of the OTR Zone and not the PDR-4 Zone, thus helping to maintain the historic development pattern of Old Town.**
- 6.5.c. Adopt a Planned Development Commercial-Old Town District modeled on the PDC-TC Zone, but including applicable sections of the Old Town Overlay District. Amend the Zoning Map to PDC-OT for lands between Bailey Street and Wilsonville Road that are also between the railroad and I- 5, and for vacant lands adjacent to the ODOT right-of-way east of Boones Ferry Village and St. Cyril's Social Hall.**
- 6.5.d. Adopt an Old Town Main Street District applicable to lands one lot deep adjacent to Boones Ferry Road between Bailey Street and 5th Street, to lands on the west side of Boones Ferry Road between 4th Street and 5th Street, and to the lot at the southeast corner of Boones Ferry Road and 5th Street. Incorporate applicable design guidelines from the existing Old Town Overlay Zone. Include the Old Town Architectural Guidelines and the Boones Ferry Streetscape Concept Plan by reference.**
- 6.5.e. Repeal the Old Town Overlay District and the Square 76 Plan when these recommended zones are adopted.**
- 6.5.f. See Accessory Dwelling Unit section for ADU recommendations.**



Map 6.7. Recommended Zoning Map

Accessory Dwelling Units (ADU's)

Accessory dwelling units, sometimes called “granny flats” are small dwelling units accessory to the main dwelling unit on a lot. They may be attached or detached. ADU's are widely used within the United States, initially to provide housing for dependent relatives, for caregivers for a resident of the main dwelling, or as a living unit for caretakers of property. In college communities, ADUs provide student housing and income for the resident family while reducing the number of illegal apartment conversions. Over time, as housing has become more costly, the use of ADU's has been broadened in many places to allow affordable occupancy by anyone, whether related to the occupants or operation of the main dwelling unit or not.

As noted previously, Oregon state statute requires cities with a population greater than 2,500 to allow the development of at least one ADU for each detached single-family dwelling on a residentially-zoned lot, subject to reasonable local regulations relating to siting and design (per ORS 197.312). As defined by the statute, “reasonable local regulations relating to siting and design” does not include owner-occupancy requirements or requirements to construct additional off-street parking for ADUs. In addition, ADUs cannot be subject to density limits.

At the time the Old Town Neighborhood Plan was initially adopted, the placement of ADU's in Old Town is still anwas a controversial issue. The City's Development Code presently allows ADU's as a permitted use in residential zones subject to certain standards. A compromise proposal was drafted by Old Town residents and is included in the Appendix. Other property owners have provided another alternative also included in the appendix. If adopted, limitation on ADU's in Old Town would differ from other neighborhoods with Wilsonville. However, state law requires Wilsonville to allow an ADU for every single-family detached dwelling, special exceptions for the Old Town neighborhood would not be permissible.

Table 6.2, below, compares the two proposals to the existing City Code. This table was updated in 2021 to reflect recent Code updates. It is important to note that the Old Town residents' and developers' proposals do not comply with state law with regard to occupancy, off-street parking, and density standards.

Table 6.2. Comparisons of ADU Characteristics

ADU characteristics	City Code	OT residents & Property Owners	Developers' Preferred Alternative
Size of unit	600 sq. ft.	600 sq. ft.	600 sq. ft.
# of units/sfd	1	1	1
Occupancy	Anyone	Family member in ADU or primary unit	Anyone
Architectural compatibility	yes	yes	yes
Off-street parking spaces	0+	1	1
Limit on # of total occupants on lot	no	yes	no
Limit density of ADUs in neighborhood	no Specific to Planned Development approvals.	yes	no

Areas of Consensus on ADUs:**Architectural Design:**

There is agreement that the architecture of the ADU should be compatible with the architectural style of the main dwelling unit.

The City's Development Code was updated to make the ADU design standards clear and objective, as required by state law. The code currently requires that roof and siding materials for the ADU match either the primary dwelling, a primary dwelling on an adjacent lot, or a primary dwelling within the same subdivision. "The Accessory Dwelling Unit must be of substantially the same exterior design and architecture (i.e., siding, windows, doors and roofing materials) as the primary dwelling unit on the property."

Size and location of ADUs:

The ADU may be attached to, or detached from the primary dwelling unit. The size of ADUs is limited to 600 square feet or less. There appears to be consensus on these requirements.

Parking:

~~The Development Code requires one parking space per ADU. The Architectural Pattern Books for Villebois included one parking space per ADU. There are a few ADUs in Canyon Creek Estates. They do not have extra parking spaces for those units. Concerns have been raised about the additional congestion and loss of neighborhood character caused by onstreet parking for ADUs.~~

Limit density of ADUs in the neighborhood:

~~There is a strong desire by Old Town residents to limit the number of ADUs that can be approved in Old Town, due to parking, traffic and character of the area issues. However, no mechanism has been identified for directly limiting density of ADUs in the neighborhood, since ADUs are not counted in density calculations within the city. They are, in essence, bonus units to encourage provision of affordable housing. The recommendation to require that either the main unit or the ADU be occupied by the owner of the lot will serve to somewhat limit the number of ADUs.~~

Recommendations:

(NOTE: The recommendations regarding ADUs that were originally included in this plan no longer comply with state law. Therefore, they have been deleted.)

~~**6.6.1 Amend the Planning and Land Development Code to regulate ADU development in the Old Town Residential Zone by density and dispersal restrictions to retain the historic single-family character of the neighborhood.**~~

~~**6.6.2. Amend the Planning and Land Development Code requiring one onsite parking space per ADU in residential zones. The additional parking space should not be in the front yard unless screened from the street by fencing or landscaping.**~~

***** Chapters 7 – 12 are not included in this review draft *****

Section 4.001 Definitions.**NOTE:**

Only those definitions which are proposed to be amended have been included in the materials. Areas where definitions have been excluded from this review draft are indicated by three asterisks (***)

In addition to the definitions set forth in Section 4.001, below, for the purpose of this Chapter, the following terms are hereby defined. The word "occupy" includes premises designed or intended to be occupied. The word "shall" is always mandatory. All other words shall have the following respective meanings, unless the context otherwise requires:

17. Apartment: A type of attached multi-family dwelling unit in a building that contains five or more dwelling units.

52. Cluster Housing: Detached dwelling units on a single lot meeting one of the sub-definitions A.-D. below. A type of middle housing.

A. Cottage Cluster: Cluster housing of four or more units in which each unit has a footprint of 900 square feet or less and units have a common courtyard(s) containing shared green space.

B. 2-Unit Cluster Housing: Cluster housing containing two units where neither unit is an Accessory Dwelling Unit.

C. 3-Unit Cluster Housing: Cluster housing containing three units.

D. 4-Unit Cluster Housing: Cluster housing containing four units but not meeting the definition of cottage cluster.

5352. Cluster Housing (Frog Pond West Master Plan): A type of detached dwelling unit development arranged in groups, each unit on its own lot, with a courtyard(s) containing shared green space and a public access sidewalk easement. Cluster Housing, as used in the Frog Pond West Master Plan, is not considered a type of middle housing. [Amended by Ord. #825, 10/15/18]

55. Common courtyard: A common area for use by residents of a cottage cluster or other type of residential development. A common courtyard may function as a community yard. Hard and soft landscape features may be included in a common courtyard, such as pedestrian paths, lawn, groundcover, trees, shrubs, patios, benches, or gazebos.

69. Cottage cluster project: A development site with one or more cottage clusters. Each cottage cluster as part of a cottage cluster project must have its own common courtyard.

78. Density: The number of residential dwelling units per acre of land.

88. Dwelling Unit: A building or portion thereof providing complete housekeeping facilities for one family household, including a kitchen and bathroom, but not a trailer house or other recreational vehicle. [Added by Ord. #825, 10/15/18]

91. Dwelling Unit, Multiple-Family: Three Multiple or more dwelling units located on a single lot where units are not an accessory dwelling unit and the dwelling units are not middle housing. Multiple-family dwelling units may be detached or attached. [Amended by Ord. #825, 10/15/18]

92. Dwelling Unit, Single-Family: A single detached dwelling unit designed for occupancy by one family located on its own lot. A single family dwelling unit may be detached or attached. [Amended by Ord. #825, 10/15/18]

100. Family: One or two persons with or without their direct descendants and adopted children (and including domestic employees thereof) together with not more than five (5) persons not so related, living together in a room or rooms comprising a single housekeeping unit. Every additional group of five (5) or fewer persons living in such housekeeping unit shall be considered a separate family. For housing developed to implement ORS 426.508 or under the Fair Housing Amendments Act of 1988, family shall mean all persons living in a dwelling unit, regardless of relationship.

114. Front lot line: For purposes of the solar access regulations, a lot line abutting a street. For corner lots the front lot line is that with the narrowest frontage. When the lot line abutting a street is curved, the front lot line is the chord or straight line connecting the ends of the curve. For a flag lot, the front lot line is the shortest lot line adjoining the pole portion of the lot, excluding the unbuildable portion of the pole (see Figure 2: Front Line Lot in Section 4.137).

115. Garage: Enclosure for the storage of vehicles. with sufficient space and access to store a vehicle. May be detached from other structures, attached, or portion of a structure.

116. Garage, private: An accessory building, or portion thereof, or portion of a main building used for the parking or temporary storage of vehicles. [Amended by Ord. #825, 10/15/18]

127. Home Occupation: An occupation, profession, or craft, which is customarily incidental to or carried on in a dwelling ~~place~~unit or premises and not one in which the use of the premises as a dwelling ~~place~~unit is largely incidental to the business use. A home occupation is carried on by an ~~immediate~~ member of the ~~family~~household residing within the dwelling ~~place~~unit. A home occupation shall require no structural alteration or changes to the exterior of the dwelling unit, and shall include no display of merchandise on the premises which can be seen from the exterior of the dwelling unit. Any instruction shall be limited to one pupil at a time. Noise, odor, smoke, gases, fallout, vibration, heat or glare resulting from the use shall not be of the intensity as to be detected outside of the containing structure. Traffic and parking are to be such as to give no outward appearance that a business is being conducted on the premise. Short-term rental of a dwelling unit or portion thereof where the operator of the short-term rental lives on the same lot is a home occupation. [Amended by Ord. #825, 10/15/18]

132. Household. A group of individuals comprising a single house-keeping unit sharing such facilities as bathrooms and kitchens. No more than 5 unrelated individuals paying rent or otherwise having financial obligations towards the dwelling unit may comprise a single household. Every group of 5, or portion thereof, shall be considered a separate household. ~~One or two persons with or without their direct descendants and adopted children (and including domestic employees thereof) together with not more than five (5) persons not so related, living together in a room or rooms comprising a single housekeeping unit. Every additional group of five (5) or fewer persons living in such housekeeping unit shall be considered a separate family.~~ For housing developed to implement ORS 426.508 or under the Fair Housing Amendments Act of 1988, ~~family~~household shall mean all persons living in a dwelling unit, regardless of relationship.

147. Lot: A unit of land owned by or under the lawful control and in the lawful possession of one distinct ownership, or separated from other land by a drawing on a recorded subdivision or partition plat, ~~for separate individual use or development.~~ However, does not include a unit of land created through a middle housing land division.

149. Lot Coverage: The area of a lot covered by ~~all of the~~ buildings on that lot ~~or parcel~~, expressed as a percentage of the total lot ~~or parcel~~ area.

153. Lot Line, Front: The boundary line of a lot abutting a street or private drive, other than a boundary line along a side or rear yard. If the lot does not abut a street or private drive, the narrowest boundary line shall be considered to be the front. In the Village zone: the case of an interior lot, the lot line separating the lot from the public space, street or private drive, other than an alley. In the case of a corner lot, the shortest lot line along a public space, street or private drive, other

4.001 Definitions

than an alley. ~~The boundary line of a lot abutting a street or private drive, other than a boundary line along a side or rear yard. If the lot does not abut a street or private drive, the narrowest boundary line shall be considered to be the front.~~ A private drive bounded on two sides by a single lot shall not be considered in determining if a lot is a through lot.

173. Middle Housing: A class of dwelling units comprising duplexes, triplexes, quadplexes, cluster housing (including cottage clusters), and townhouses.

174. Middle Housing, Higher: All middle housing dwelling units besides duplexes and 2-Unit Cluster Housing.

175. Middle Housing Land Division: The replat of a lot to create separate units of land for each dwelling unit in a Middle Housing development that could otherwise be built on the lot without a land division or to create a separate unit of land for an Accessory Dwelling Unit. Following the land division, the units of land resulting from a Middle Housing Land Division shall collectively be considered a single lot along with the parent lot for all but platting and property transfer purposes under City code and state rules and statutes, including, but not limited to, the following purposes:

- Lot standards such as size, setback, lot coverage, and lot width and depth;
- Definition of unit types (e.g., a 2-Unit Cluster Housing development where each unit is on its own lot through a Middle Housing Land Division would still be considered 2-Unit Cluster Housing rather than single-family units; a duplex would still be considered a duplex rather than townhouses);
- Allowance of number of Middle Housing units and Accessory Dwelling Units;
- Compliance with Middle Housing rules and statutes in ORS 197 and OAR 660-046.

Units of land resulting from Middle Housing Land Divisions are not divisible.

176. Middle Housing Land Division Unit: A unit of land resulting from a Middle Housing Land Division. Not considered a lot except for platting and property transfer purposes. Each Middle Housing Land Division Unit is considered part of a parent lot and are not further divisible.- Each Middle Housing Land Division Unit has one dwelling unit.

~~181. Multi-family housing. Buildings or structures that contains three or more dwelling units used, intended, or designed to be built, used, rented, leased, let or hired out to be occupied, or that are occupied for living purposes, apartment houses, condominiums, congregate residences, townhouses and similar non-transient dwellings. [Added by Ord. 649, 6/2/08, amended by Ord. 682 9/9/10]~~

189. Non-Conforming Site Conditions: A legally established site that does not conform with the landscaping, parking or other site development standards of the zone in which it is located. A site may be rendered non-conforming to development standards through a change in zoning requirements or through the acquisition of some portion of the property by a public agency. For purposes of this Code, a site for which Stage II Planned Development approval has been granted by the City, and which approval remains in effect, shall not be deemed non-conforming, except as provided in Subsection 4.140(.10)C. [Amended by Ordinance No. 538, 2/21/02.]
190. Non-Conforming Structure: A legally established building or other structure that does not conform with the height, setback, area, lot coverage, or other standards for structures of the zone in which it is located. A structure may be rendered non-conforming through a change in zoning requirements or through the acquisition of some portion of the property by a public agency. For purposes of this Code, a structure for which Stage II Planned Development approval has been granted by the City, and which approval remains in effect, shall not be deemed non-conforming, except as provided in Subsection 4.140(.10)C. [Amended by Ordinance No. 538, 2/21/02.]
191. Non-Conforming Use: A legally established use, which was established prior to the adoption of the zoning use requirements for the site with which it does not conform. For purposes of this Code, a use for which or Stage II Planned Development approval has been granted by the City, and which approval remains in effect, shall not be deemed non-conforming, except as provided in Subsection 4.140(.10)C. [Amended by Ordinance No. 538, 2/21/02.]

206. Parcel: (1) A unit of land resulting from a partition and (2) Within the Coffee Creek Industrial Design Overlay District, areas bounded by addressing streets, supporting streets and/or through connections are defined as a parcel. [Added by Ord. #812, 2/22/18]

230. Private Drive: A private way, other than an alley, that includes a roadway.
- A. Private Access/Circulation Drive - Industrial/Commercial/Multi-family/Mixed Use: A private drive in an industrial, commercial, multi-family (including mobile home parks), or mixed-use development providing vehicular ingress and egress to the development and/or internal circulation.
- B. Residential Private Access Drive: A private drive in a non-multi-family residential development providing primary vehicle access to no more than four (4) ~~dwelling units~~ lots for single family dwelling units, accessory dwelling units, or middle housing on which dwelling units can be developed, excluding accessory dwelling units. A residential private access drive provides for no through vehicle access and is not extendable. This definition does not include private alleys.

C. Residential Private Drive - Pre-existing: A private drive in a non-multi-family residential development approved prior to (effective date of ordinance) including those that provides vehicular access to more than four (4) dwelling units lots.

235. Public-facing Façade. A building façade that faces a public or private street, public space, or public pedestrian connections (includes parks and open spaces with public pedestrian access) without an intervening building that blocks its view from the public area it faces.

237. Quadplex: Four attached dwelling units on a single lot.

252. Row House: In the Village Zone One one of a series of houses, often of similar or identical design, situated side by side, and on their own lots, with or without an accessory dwelling unit or building. Within the Villebois Village Center Boundary, row houses may be attached or detached in accordance with the Village Center Architectural Standards. Attached row houses also meet the definition of townhouse. Detached row houses also meet the definition of single-family dwelling unit. [Amended by Ord. # 667 8/17/09]

321. Townhouse: A configuration of a Multiple Family Dwelling where multi-story units are attached in an unbroken row sharing common walls, and each having a separate entrance. A dwelling unit constructed in a row of two or more attached units, where each dwelling unit is located on an individual lot .

322. Townhouse project: One or more townhouse structures constructed, or proposed to be constructed, together with the development site where the land has been divided, or is proposed to be divided, to reflect the townhouse property lines and any commonly owned property.

332. Triplex: Three attached dwelling units on a single lot.

***** Sections 4.000 – 4.007 are not included in this review draft *****

Section 4.008. Application Procedures - In General.

- (.01) The general application procedures listed in Sections 4.008 through 4.024 apply to all land use and development applications governed by Chapter 4 of the Wilsonville Code. These include applications for all of the following types of land use or development approvals:
- A. Class I and Class II Administrative Reviews, pursuant to Section 4.030;
 - B. Stage I and Stage II Site Development Permits, pursuant to Section 4.035;
 - C. Conditional Use Permits, pursuant to Section 4.184;
 - D. Variances, pursuant to Section 4.196;
 - E. Quasi-judicial zone changes, pursuant to Section 4.197;
 - F. Changes to the text of Chapter 4, pursuant to Section 4.197;
 - G. Quasi-judicial changes to the map or maps of the Comprehensive Plan, pursuant to Section 4.198;
 - H. Changes to the text of the Comprehensive Plan, including adoption of new Plan elements or sub-elements, pursuant to Section 4.198;
 - I. Subdivisions, condominium divisions, and land partitions, pursuant to Section 4.200;
 - J. Expedited land divisions and middle housing land divisions, pursuant to Section 4.232;
 - K. Annexations, pursuant to Section 4.700; and
 - L. Street vacations, pursuant to ORS 271 and Sections 4.031 and 4.032 of this Code.
 - M. Specific Area Plans, preliminary Development Plans and Final Development Plans, pursuant to Section 4.125. (Added by Ord. 557 adopted 9/5/03)
- (.02) Unique features of Wilsonville’s development review processes. The Wilsonville Land Development and Planning Ordinance is structured and implemented differently than the Codes of most other cities. These differences are summarized below:
- A. Most of Wilsonville’s vacant land (without active approved projects) is zoned RA-H, a Residential-Agricultural holding zone with a large minimum lot size. Properties in this holding zone must be rezoned to conform with the Comprehensive Plan as part of the planned development review process.
 - B. If the subject property is over 2 acres in size, it must be zoned in one of the Planned Development categories, (PDR, PDC, TC, PDI, RN etc.), or zoned for

public use, before it can be developed. [Definition amended by Ord. 835, 6/5/19]

- C. Some portions of a parcel may have development constraints because of such things as steep slopes, wetlands, wildlife habitat, hazard areas, or trees.
- D. In residential developments, at least 25% of the site area must be preserved as open space, unless otherwise provided for in a legislative master plan. Some of the site is also typically required to be recreational area. See Section 4.113 for more information on requirements for open space and recreational area in residential developments. For all projects, at least 15% of the net site area must be landscaped including vegetative plant materials. [Definitions amended by Ord. 806, 07/17/17]
- E. Unless waived by the Community Development Director for good cause, a traffic study must be completed to determine that the City's level of service standards can be met, considering the subject development and all previously approved projects.
- F. For a Planned Development there are four (4) phases of project approval. Some of these phases may be combined, but generally the approvals move from the conceptual stage through to detailed architectural, landscape and site plan review in stages:
 - 1. Rezoning;
 - 2. Stage 1 - Preliminary Plan;
 - 3. Stage 2 - Final Plan; and
 - 4. Site Design Review.
- G. Approval of each stage shall remain valid unless it expires as provided in Section 4.023. A Stage I approval will not be revoked or substantially altered during the Stage II review process, unless requested by the applicant. Stage II approval will not be revoked or substantially altered during the Site Design Review process, unless requested by the applicant. Zoning may be changed by action of the City Council, but will not be subject to automatic revocation unless such revocation is specifically made a condition of approval at the time of the original zone change.
- H. In Wilsonville, the practice is to review each new phase in light of previous approvals and conditions. At construction and occupancy, the review includes inspections to verify compliance with conditions of approval. These inspections include detailed site comparison with previous plan approvals (including number and types of plants and design of elevations and setbacks). Developers are often required to post a bond or provide other financial security for the completion of the conditions of approval for the project.
- I. Wilsonville uses a "concurrency" requirement regarding public services and facilities. Basically, the needed services and facilities must be scheduled for

completion within two years of occupancy and a positive finding of such concurrency must be made prior to project approval.

- J. Wilsonville expects project progress to be made in a timely fashion. For each step in the Planned Development, the applicant must take action to “exercise” the approval within a given time period or the approval lapses.
- K. Special additional features include: mixed use provisions for most zones ability to “waive” many of the typical development standards based on design improvements that will result; density transfers; strong variance provisions; tree protection with mitigation requirements for tree cutting; City Council “Call Up” provisions; heavy landscaping requirements; owner/developer signature to accept and abide by conditions; limited administrative approval power; enforcement powers and practice.

[Section 4.008(.02)(K.) amended by Ord. No. 574, 11/1/04]

- L. For Land in the Village zone, there are three (3) phases of project approval. Some of these phases may be combined, but generally the approvals move from the conceptual stage through to detailed architectural, landscape and plan review in phases:

1. Specific Area Plan (SAP);
2. Preliminary Development Plan (PDP), Rezoning, and Final Development Plan (FDP); and
3. Land Division Approval.

Land within the Central SAP or multi-family dwellings outside of the Central SAP may be developed in four phases, with the application and approval of an FDP occurring after PDP approval.

[Added by Ord. 557 adopted 9/5/03]

[Section 4.008(.02)(L) amended by Ord. No. 587, 5/16/05.]

***** Sections 4.009 – 4.012 are not included in this review draft *****

Section 4.013. Hearing Procedures.

- (.01) Public Hearings shall be conducted in accordance with procedures for evidentiary hearings set forth in Section 2.560 of the Wilsonville Code, or as otherwise amended by City Council action.
- (.02) Decision. Following the public hearing, the hearing body shall approve, conditionally approve, or deny the application or if the hearing is in the nature of an appeal, affirm, reverse or remand the decision that is on appeal.
- (.03) A final decision involving a hearing on an application for a Development Permit shall be made within one hundred and twenty (120) days of the application being deemed complete; other than expedited land divisions and certain eligible middle housing

land divisions, as indicated in Section 4.232, which require a final decision within sixty-three (63) days of a complete filing. Except, however, that with agreement of the hearing body and the applicant or appellant, the processing of a matter under consideration may be extended for a reasonable period of time as determined by the hearing body.

***** Sections 4.014 – 4.21 are not included in this review draft *****

Section 4.022. Appeal and Call-up Procedures.

- (.01) Administrative Action Appeals. A decision by the Planning Director on issuance of a Site Development Permit may be appealed. Such appeals shall be heard by the Development Review Board for all quasi-judicial land use matters except expedited land divisions and certain middle housing land divisions, as indicated in Section 4.232, which may be appealed to a referee selected by the City to consider such cases. Only the applicant may appeal a Class I decision unless otherwise specified in Section 4.030, and such appeals shall be filed, including all of the required particulars and filing fee, with the City recorder as provided in this Section. Any affected party may appeal a Class II decision by filing an appeal, including all of the required particulars and filing fee, with the City Recorder within fourteen (14) calendar days of notice of the decision. Either panel of the Development Review Board, or both panels if convened together, may also initiate a call-up of the Director's decision by motion, without the necessity of paying a filing fee, for matters other than expedited land divisions and certain middle housing land divisions, as indicated in Section 4.232. The notice of appeal shall indicate the nature of the action or interpretation that is being appealed or called up and the matter at issue will be a determination of the appropriateness of the action or interpretation of the requirements of the Code.
- (.02) Board Action. A decision of the Development Review Board may be appealed to the Council by any affected party who participated in the hearing before the Board by filing an appeal within fourteen (14) calendar days of the posting of the notice of decision, or by the call-up procedures listed below. The notice of appeal shall indicate the decision that is being appealed.
- (.03) City Council Call-up.
- A. Within fourteen (14) calendar days of the posting of the Development Review Board notice of decision on any project, the City Council on its own motion, may cause any final action taken by the Development Review Board to be called up for review by the full Council. If the City Council determines by majority vote that an emergency exists in that the Development Review Board will not complete its review of a given application with sufficient time for the Council to

consider and resolve any appeals within the statutorily mandated 120-day limit, the City Council may vote to call the matter up for hearing by the Council prior to the completion of the Development Review Board's action on the matter.

[Amended by Ord. No. 761, 12/1/14]

- B. Notice of the call-up shall be provided in the same manner as an appeal to all parties who have testified or submitted written materials, the Planning Director, and the members of the respective commission or board, and shall also be posted and published as provided in Section 4.012. The notice shall describe the property, set forth the nature of the action and state the time, place and date set for hearing and whether public testimony is to be received.
 - C. In the event the City Council votes to call-up an action taken by the Development Review Board, any approvals granted by the Board shall be suspended until the Council has acted on the call-up.
 - D. Upon review, the Council may, by resolution or order, affirm, reverse or modify in whole or part, a determination, condition or requirement, or remand with or without instruction, the decision or part thereof that has been called up. (Added by Ordinance #396 - May 4, 1992)
- (.04) Notice. Legal notice of a hearing on an appeal shall set forth:
- A. The date of the hearing.
 - B. The issue(s) being appealed.
 - C. Whether the review will be on the record or whether new evidence will be accepted, if known.
- (.05) Scope of Review.
- A. At its discretion, the hearing body may limit an appeal or review to a review of the record and a hearing for receipt of oral arguments regarding the record, or may accept new evidence and testimony. Except, however, that the standard of review on an appeal or call up of a staff decision to be heard by the Development Review Board is de novo.
 - B. The reviewing body shall issue an order stating the scope of review on appeal to be one of the following:
 - 1. Restricted to the record made on the decision being appealed.
 - 2. Limited to such issues as the reviewing body determines necessary for a proper resolution of the matter.
 - 3. A de novo hearing on the merits.
- (.06) Review on the Record
- A. Unless otherwise provided for by the reviewing body, review of the decision on appeal shall be confined to the record of the proceeding as specified in this section. The record shall include:

1. A factual report prepared by the Planning Director or the Director's designee.
 2. All exhibits, materials, pleadings, memoranda, stipulations and motions submitted by any party and received or considered in reaching the decision under review.
 3. The written transcript or electronic recording of the hearing and a detailed summary of the evidence.
- B. The reviewing body shall make its decision based upon the record after first granting the right of argument on the record, but not the introduction of additional evidence to any party who has filed a notice of appeal. The reviewing body shall decide if the correct procedure was followed and if so, was the correct or appropriate decision made based on the applicable policies and standards.
- (.07) Review Consisting of Additional Evidence or De Novo Review.
- A. Except as otherwise specified in this Code, or required by State law, the reviewing body may hear the entire matter de novo; or it may admit additional testimony and other evidence without holding a de novo hearing if it is satisfied that that additional testimony or other evidence could not reasonably have been presented at the prior hearing. The reviewing body shall consider all of the following in making such a decision.
1. Prejudice to the parties.
 2. Convenience or availability of evidence at the time of the initial hearing.
 3. Surprise to opposing parties.
 4. The competency, relevancy and materiality of the proposed testimony or other evidence.
 5. Such other factors as may be determined by the reviewing body to be appropriate.
- B. "De novo hearing" shall mean a hearing by the review body as if the action had not been previously heard and as if no decision had been rendered, except that all testimony, evidence and other material from the record of the previous consideration shall be included in the record of the review.
- (.08) Review Body Decision
- A. Upon review, the referee, Commission, or Board may by Resolution or the Council shall by order, affirm, reverse or modify in whole or part a determination or requirement of the decision that is under review.
1. When the referee, Commission, or Board modifies or renders a decision that reverses a decision of the Planning Director, the referee, Commission or Board, in its Resolution, shall set forth its findings and state its reasons for taking the action.

2. When the Council modifies or renders a decision that reverses a decision of the Commission or Board, the Council, in its order, shall set forth its findings and state its reasons for taking the action.
 3. When the Council modifies or renders a decision of the Commission or Board, the Council, in its order, shall set forth its findings and state its reasons for taking the action.
 4. When the Council elects to remand the matter back to the lower review body for such further consideration as it deems necessary, it shall include a statement explaining the error to have materially affected the outcome of the original decision and the action necessary to rectify such.
- B. Action by the review body shall be decided by a majority vote of its members present at the meeting at which review was made and shall be taken either at that or any subsequent meeting. The review body shall render its decision no later than sixty (60) calendar days after the filing of the request for review and shall file that decision with the City Recorder within five (5) working days after it is rendered.
- (.09) Effective Date of Decisions. A decision of the Planning Director, Planning Commission, or Development Review Board shall become effective on the fifteenth (15th) calendar day after the postmarked date of the written notice of decision, unless appealed or called up for review by the Council in accordance with this Section. If a matter is heard by the Council or referee, the decision shall become effective immediately.

***** Sections 4.023 – 4.029 are not included in this review draft *****

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

- (.01) Authority of Planning Director. The Planning Director shall have authority over the daily administration and enforcement of the provisions of this Chapter, including dealing with non-discretionary matters, and shall have specific authority as follows:
- A. A Class I application shall be processed as a ministerial action without public hearing, shall not require public notice, and shall not be subject to appeal or call-up, except as noted below. Pursuant to Class I procedures set forth in Section 4.035, and upon finding that a proposal is consistent with the provisions of this Code and any applicable Conditions of Approval, shall approve the following, with or without conditions:
 1. Minor site clearing and grading, prior to the approval of a Site Development Plan, provided that:
 - a. no clearing or grading occurs within the Significant Resource Overlay Zone. Clearing or grading in the Significant Resource Overlay Zone shall

- require, at a minimum, approval of a Class II permit through the procedures specified below;
- b. no clearing or grading occurs within twenty-five (25) feet of an area that has been identified by the City as a wetland;
 - c. not more than three (3) trees are proposed to be removed;
 - d. no fill or removal is proposed;
 - e. adequate measures are utilized to control erosion and runoff from the site and that the applicant will submit a final Site Development application within seven (7) days of submitting the minor site grading application. All grading activities require compliance with the requirements of the applicable building code and City Public Works standards.
2. Class I Sign Permits, and Temporary Sign Permits for thirty (30) days or less. [Amended by Ord. No. 704, 6/18/12.]
 3. Architectural, landscape, tree removal, grading and building plans that substantially conform to the plans approved by the Development Review Board and/or City Council. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters.
 4. Building permits for single family dwellings, middle housing, and in the Village zone, row houses or apartments, meeting zoning requirements and located on lots that have been legally created. The Planning Director's approval of such plans shall apply only to Development Code requirements and shall not alter the authority of the Building Official or City Engineer on these matters. [Amended by Ord 557 adopted 9/5/03].
 5. Lot line adjustments, where none of the lots increase in area by fifty percent (50%) or more, subject to the standards specified in Section 4.233.
 6. A temporary use permit for not more than thirty (30) days, subject to the following standards:
 - a. the applicant has the written permission of the property owner to use the site;
 - b. the proposed use will not create an obstruction within a sight vision clearance area that would impair the vision of motorists entering onto or passing by the property;
 - c. adequate parking is provided;
 - d. signs shall meet the standards of Section 4.156.09. A maximum of two signs, not exceeding a combined total of 24 square feet, are allowed; and
 - e. the proposed use has the approval of the Fire Marshal.
 7. Determination that an existing use or structure is a non-conforming use or non-conforming structure, as defined in this Code. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the

history of the property, choose to process such determinations through the Class II procedures below.

8. Actions taken subject to Site Development Permits which have been approved by the appropriate decision-making body of the City.
 9. Final plats for condominiums, subdivisions, or partitions that are substantially the same as tentative plats approved by the City and which are submitted for review and signature prior to recordation with the appropriate county.
 10. Type A tree removal permits as provided in Section 4.600.
 11. Determination, based upon consultation with the City Attorney, whether a given development application is quasi-judicial or legislative. Except, however, that the Planning Director may, in cases where there is any uncertainty as to the nature of the application, choose to process such determinations through the Class II procedures below.
 12. Expedited land divisions and certain middle housing land divisions. Applications for expedited land divisions and certain middle housing land divisions, as provided for in Section 4.232 of this Code and ORS Chapter 197 shall be processed without public hearing, and shall be subject to appeal through the special appeal procedures specified in Section 4.232.
 - a. Authority of Planning Director. The Planning Director shall have authority to review applications for expedited land divisions and certain middle housing land divisions and to take action approving, approving with conditions, or denying such applications, based on findings of fact.
 - b. Tentative Plat Requirements for Expedited Land Divisions and certain middle housing land divisions. Tentative plats and all other application requirements for expedited land divisions and certain middle housing land divisions shall be the same as for other forms of land divisions, except as those requirements are specifically altered by the Oregon Revised Statutes.
 - c. Administrative Relief Not Available. In taking action on an application for an expedited land division or certain middle housing land divisions, the Planning Director is not authorized to grant Variances or waivers from the requirements of the Code.
 - d. Residential Areas Only. As specified in ORS 197, expedited land divisions shall only be approved in areas zoned for residential use.
- B. A Class II application shall be processed as an administrative action, with or without a public hearing, shall require public notice, and shall be subject to appeal or call-up, as noted below. Pursuant to Class II procedures set forth in Section 4.035, the Director shall approve, approve with conditions, deny, or refer the application to the Development Review Board for a hearing:
1. Minor alterations to existing buildings or site improvements of less than twenty-five percent (25%) of the previous floor area of a building, but not to

exceed 1,250 square feet, or including the addition or removal of not more than ten (10) parking spaces. Minor modifications to approved Architectural and Site Development Plans may also be approved, subject to the same standards.

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

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

7. Solar access permits, as specified in Section 4.137.3.

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

- 8. Class II Sign Permits. [Added by Ord. No. 704, 6/18/12.]
- 9. Site design review, as authorized in Section 4.400 for properties located within the Coffee Creek Industrial Design Overlay District, which satisfy all applicable standards and adjustment criteria in Section 4.134.10.
- 10. Review of Stage I and Stage II Planned Development applications for properties located within the Coffee Creek Industrial Design Overlay District,

which satisfy all applicable standards and adjustment criteria in Section 4.134.

11. Type C tree removal permits as provided in Section 4.600 for properties located within the Coffee Creek Industrial Design Overlay District.
 - C. Other specific actions or duties delegated by Planning Commission or Development Review Board Resolution, or by order of the Council, setting forth the review procedure guided by clear and objective standards for administration.
 - D. Administrative Relief: In issuing the permits in subsection "B," above, the Planning Director may grant limited relief in cases of hardship. The Director shall follow the Class II - Administrative Approval procedures to determine whether administrative relief shall be granted. If the Director receives a complete application, along with the required filing fee, and the request involves only the expansion or reduction by not more than 20 percent of one or more quantifiable provisions of yard, area, lot dimension, or parking requirements of the zone, the Director may approve the application, based upon findings of fact supported by evidence in the record. The Variance procedures and standards specified in Section 4.196 shall be used in determining whether administrative relief shall be granted.
 - E. Emergency Situations: The Planning Director may review and approve any reasonable and necessary emergency measure, including the removal of trees and vegetation from the Willamette River Greenway, Significant Resource Overlay Zone and wetlands, necessary for the safety and/or protection of persons or property. The standard shall be that the least amount of activity or disruption is used to provide the necessary protection to the property or to avert damage to the property. The Director may require restoration of landscaping, vegetation or soil to repair any damage resulting from enacting emergency protection measures.
- (.02) Authority of Community Development Director. The Community Development Director shall serve as the City's Flood Plain Administrator and shall have specific additional authority as follows:
- A. Reviewing proposed site development applications to assure compliance with the requirements of Section 4.172 (Flood Plain Regulations);
 - B. Reviewing proposed site development applications to determine whether sufficient information exists to waive the requirement of a traffic study.
 - C. Reviewing and determining the adequacy of security provided in lieu of improvements for a development.
 - D. Reviewing final plats for compliance with conditions of approval and City engineering standards.

[Updated by Ord. #812, 2/22/18]

***** Sections 4.031 – 4.032 are not included in this review draft *****

Section 4.033. Authority of City Council.

- (.01) Upon appeal, the City Council shall have final authority to act on all applications filed pursuant to Chapter 4 of the Wilsonville Code, with the exception of applications for expedited land divisions and certain middle housing divisions, as specified in Section 4.232. Additionally, the Council shall have final authority to interpret and enforce the procedures and standards set forth in this Chapter and shall have final decision-making authority on the following:
- A. Applications for zone changes and changes to the text of Chapter 4, as authorized in Section 4.197.
 - B. Applications for amendments to, or adoption of new elements or sub-elements to, the maps or text of the Comprehensive Plan, as authorized in Section 4.198.
 - C. Appeals of any action taken by the Development Review Board, as authorized in Section 4.022.
 - D. Items called up from the Development Review Board by the City Council, as authorized in Section 4.022.
 - E. Consideration of the recommendations of the Planning Commission.
 - F. Review of requests for annexations to the City of Wilsonville.
 - G. Recommendations to the Metro Council on proposed changes to the portion of the Urban Growth Boundary adjoining Wilsonville.
 - H. Final actions on street vacation applications.
- (.02) When a decision or approval of the Council is required, the Planning Director shall schedule a public hearing pursuant to Section 4.013. At the public hearing the staff shall review the report of the Planning Commission or Development Review Board and provide other pertinent information, and interested persons shall be given the opportunity to present testimony and information relevant to the proposal and make final arguments why the matter shall not be approved and, if approved, the nature of the provisions to be contained in approving action.
- (.03) To the extent that a finding of fact is required, the Council shall make a finding for each of the criteria applicable and in doing so may sustain or reverse a finding of the Planning Commission or Development Review Board. The Council may delete, add or modify any of the provisions pertaining to the proposal or attach certain development or use conditions beyond those warranted for compliance with standards in granting an approval if the Council determines the conditions are appropriate to fulfill the criteria for approval.

- (.04) To the extent that a policy is to be established or revised, the Council shall make its decision after information from the hearing has been received. The decision shall become effective by passage of an Ordinance, Resolution or order.
- (.05) Legislative enactments not restricted. Nothing in Sections 4.030 through 4.035 shall limit the authority of the Council to make changes in district designations or requirements as part of some more extensive revision of the Comprehensive Plan, an implementing ordinance or development standards or relieve a use or development from compliance with other applicable laws.

***** Sections 4.034 – 4.035 are not included in this review draft *****

Section 4.113. Standards Applying To Residential Developments In Any Zone.**(.01) Open Space**

[Section 4.113 (01) Outdoor Recreational Area in Residential Developments was omitted by Ord. #841, effective 6/4/2020]

A. Purpose. The purposes of the following standards for open space are to provide adequate light, air, open space and usable recreational facilities to occupants of each residential development.

B. Applicability.**1. The open space standards of this subsection shall apply to the following:**

- a. Subdivisions.
- b. Planned Developments.
- c. Multi-family Development.

2. These standards do not apply to the following:

- a. Partitions for non-Multi-family development. However, serial or adjacent partitions shall not be used to avoid the requirements.
- b. Middle Housing Land Divisions.

CB. Area Required. The minimum open space area required in a development is an area equal to 25% of the size of the Gross Development Area except if reduced for shared parking pursuant to Subsection 4.155 (.03) S.

DE. Required Open Space Characteristics:

1. Size of Individual Open Spaces. For developments with 10 or more ~~units~~ lots buildable with dwelling units (or 10 or more multi-family units) (excluding middle housing besides 1 unit per lot or parcel and ADU's) an open space area must be at least 2,000 square feet to be counted towards the 25% open space requirement. For developments with less than 10 ~~units~~ lots buildable with dwelling units (or less than 10 multi-family units) an open space area must be at least 1,000 square feet to be counted towards the 25% open space requirement.
2. Types of Open Space and Ownership. The following types of areas count towards the minimum open space requirement if they are or will be owned by the City, a homeowners' association or similar joint ownership entity, or the property owner for Multi-family Development.
 - a. Preserved wetlands and their buffers, natural and/or treed areas, including those within the SROZ
 - b. New natural/wildlife habitat areas
 - c. Non-fenced vegetated stormwater features

- d. Play areas and play structures
 - e. Open grass area for recreational play
 - f. Swimming and wading areas
 - g. Other areas similar to a. through f. that are **publically** accessible
 - h. Walking paths besides required sidewalks in the public right-of-way or along a private drive.
3. Usable open space requirements. Half of the minimum open space area, an area equal to 12.5% of the size of the Gross Development Area, shall be located outside the SROZ and be usable open space programmed for active recreational use. Any open space considered usable open space programmed for active recreation use shall meet the following requirements.
- a. Be designed by a registered professional landscape architect with experience designing residential park areas. An affidavit of such professional's credentials shall be included in the development application material.
 - b. Be designed and programmed for a variety of age groups or other user groups.
4. Enhancing Existing Wildlife Habitat through Design of Open Space.
- a. Open space designed, as wildlife habitat shall be placed adjacent to and connect to existing, preserved wildlife habitat to the extent feasible.
 - b. To the extent feasible, open space shall create or enhance connections between existing wildlife habitat.
- ED. ~~Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for~~ Any dedication of land as public park land purposes, the must meet size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any open space land outside the SROZ and BPA easements, whether dedicated to the public or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage considered part of the Gross Development Area.
- FE. ~~The Development Review Board may specify the method of assuring~~ Approval of open space must ensure the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.
- GF. The open space requirements of this subsection are subject to adjustments in PDR zones pursuant to Subsection 4.124 (.08).

~~G. Partitions for non-Multi-family development are exempt from the open space area requirements of this subsection, however serial or adjacent partitions shall not be used to avoid the requirements.~~

[Amended by Ord. #841, effective 6/4/2020]

(.02) Building Setbacks (for Fence Setbacks, see subsection .08). The following provisions apply unless otherwise provided for by the Code or a legislative master plan.

[Section .03 Building Setbacks amended by Ord. 806, 7/17/2017]

A. For lots over 10,000 square feet:

1. Minimum front yard setback: Twenty (20) feet.
2. Minimum side yard setback: Ten (10) feet. In the case of a corner lot less than one hundred (100) feet in width, abutting more than one street or tract with a private drive, the side yard on the street or private drive side of such lot shall be not less than twenty percent (20%) of the width of the lot, but not less than ten (10) feet.
3. In the case of a key lot, the front setback shall equal one-half (1/2) the sum of depth of the required yard on the adjacent corner lot along the street or tract with a private drive upon which the key lot faces and the setback required on the adjacent interior lot.
4. No structure shall be erected within the required setback for any future street shown within the City's adopted Transportation Master Plan or Transportation Systems Plan.
5. Minimum setback to garage door or carport entry: Twenty (20) feet. Except, however, in the case of an alley where garages or carports may be located no less than four (4) feet from the property line adjoining the alley.
6. Minimum rear yard setback: Twenty (20) feet. Accessory buildings on corner lots must observe the same rear setbacks as the required side yard of the abutting lot.

7. Cottage Cluster Setbacks: Setbacks in 1.-3. and 6. above do not apply to cottage clusters. For cottage clusters, minimum front, rear, and side setbacks are ten (10) feet.

8. Townhouse Setbacks: No setback is required along property lines where townhouses are attached.

B. For lots not exceeding 10,000 square feet:

1. Minimum front yard setback: Fifteen (15) feet, with open porches allowed to extend to within ten (10) feet of the property line.

2. Minimum side yard setback: One story: five (5) feet; Two or more stories: seven (7) feet. In the case of a corner lot, abutting more than one street or tract with a private drive, the side yard on the street side of such lot shall be not less than ten (10) feet.
3. In the case of a key lot, the front setback shall equal one-half (1/2) the sum of depth of the required yard on the adjacent corner lot along the street or tract with a private drive upon which the key lot faces and the setback required on the adjacent interior lot.
4. No structure shall be erected within the required setback for any future street shown within the City's adopted Transportation Master Plan or Transportation Systems Plan.
5. Minimum setback to garage door or carport entry: Twenty (20) feet. Wall above the garage door may project to within fifteen (15) feet of property line, provided that clearance to garage door is maintained. Where access is taken from an alley, garages or carports may be located no less than four (4) feet from the property line adjoining the alley.
6. Minimum rear yard setback: One story: fifteen (15) feet. Two or more stories: Twenty (20) feet. Accessory buildings on corner lots must observe the same rear setbacks as the required side yard of the abutting lot.
7. Cottage Cluster Setbacks: Any minimum setback in 1.-3. or 6. above that would exceed ten (10) feet for a cottage cluster shall be ten (10) feet.
8. Townhouse Setbacks: No setback is required along property lines where townhouses are attached.

[Section 4.113(.03) amended by Ord. 682, 9/9/10]

***** Subsections (.03) - (.09) are not included in this review draft *****

(.10) Accessory Dwelling Units.

- A. Accessory Dwelling Units, are permitted subject to standards and requirements of this Subsection. [Amended by Ord. #825, 10/15/18]
- B. Standards
 1. Number Allowed
 - a. For detached single-family dwellings units, and attached single-family dwelling units for townhouses on lots meeting the minimum lot size for detached single-family in the zone: One per dwelling unit.
 - b. For all other ~~attached~~ dwelling units: None. [Amended by Ord. #825, 10/15/18]

2. Maximum Floor Area: per definition in Section 4.001, 800 square feet of habitable floor area. Per Subsection 4.138 (.04) C. 1., in the Old Town Overlay Zone the maximum is 600 square feet of habitable floor area. Larger units shall be subject to standards applied to duplex housing.
3. Accessory dwelling units shall be on the same lot as the dwelling unit to which they are subordinate.
4. Accessory Dwelling Units may be either attached or detached, but are subject to all zone standards for setbacks, height, and lot coverage, unless those requirements are specifically waived through the Planned Development waiver or Variance approval processes.
5. Design Standards:
 - a. Roof pitch shall be 4:12 to 12:12. No flat roofs allowed.
 - i. Where the primary dwelling unit has a roof pitch of less than 4:12 the minimum roof pitch does not apply.
 - b. Roof and siding materials shall match the respective material of one or more of the following: (1) the primary dwelling unit on the same lot, (2) a primary dwelling unit on an immediately adjacent lot, or (3) a primary dwelling unit within the same subdivision.
 - i. For the purpose of the requirement to match material, fiber cement siding made to appear like wood, stucco, or masonry may be used to match wood, stucco, or masonry respectively.
 - c. Where design standards established for a zone or overlay zone are more restrictive and/or extensive than a. and b. above the more restrictive and/or extensive design standards shall apply. This includes design standards for the Village (V) Zone, the Residential Neighborhood (RN) Zone, and the Old Town Overlay Zone.
6. Where an Accessory Dwelling Unit is proposed to be added to an existing residence and no discretionary land use approval is being sought (e.g., Planned Development approval, Conditional Use Permit approval, etc.) the application shall require the approval of a Class I Administrative Review permit. ~~Application for duplex construction shall be subject to the density standards of the zone in which it is located, or as otherwise provided in a Neighborhood Plan or Stage II/Final Development Plan.~~
7. Authorization to develop Accessory Dwelling Units does not waive Building Code requirements. Increased firewalls or building separation may be required as a means of assuring adequate fire separation from one unit to the next. Applicants are encouraged to contact, and work closely with, the Building Division of the City's Community Development Department to assure that Building Code requirements are adequately addressed.

~~Parking: Each accessory dwelling unit shall have one standard sized parking space on the same lot.~~

~~Where an off street parking space is not available to serve the accessory dwelling unit, on street parking satisfies this requirement if at least 45 feet of frontage along the lot is available for on street parking and is not otherwise approved to meet minimum parking standards for another use.~~

8. Each accessory dwelling unit shall provide complete, independent permanent facilities for living, sleeping, eating, cooking, bathing and sanitation purposes, and shall have its own separate secure entrance.

10. Accessory dwelling units may be short-term rentals, but the owner/local operator must maintain an active business license with the City of Wilsonville for a short-term rental business and pay all applicable lodging and other taxes.

~~-[Subsection 4.113 (.11) amended by Ord. 677, 3/1/10 and Ord. #825, 10/15/18]~~

(.11) Reduced Setback Agreements. The following procedure has been created to allow the owners of contiguous residential properties to reduce the building setbacks that would typically be required between those properties, or to allow for neighbors to voluntarily waive the solar access provisions of Section 4.137. Setbacks can be reduced to zero through the procedures outlined in this subsection.

A. Examples

1. First example: the owner of one house is allowed to build to the sideyard property line, with no setback, provided that the owner of the neighboring property agrees and that the agreements of both owners are recorded with the deed records for those properties.
2. Second example: the owner of one property is allowed to build a structure, or grow trees that are not solar friendly, shading an adjoining property beyond the amount that is permitted in Section 4.137.

B. Standards

1. The use of the Reduced Setback Agreement procedure does not waive Building Code requirements. The Building Code may require increased firewall standards or increased setbacks on one property as a means of assuring adequate fire separation from the adjoining property. Applicants are advised to work with the Building Division of the Community Development Department prior to filing for approval of a Reduced Setback Agreement.

~~2. The Reduced Setback Agreement procedure may be used to allow for the construction of common wall units.~~

3. Property owners using the Reduced Setback Agreement procedure have responsibility for notifying lien holders of the changes, for meeting all

requirements of utility providers, and for avoiding conflicts with established easements.

4. The Reduced Setback Agreement procedure shall require the approval of a Class I Administrative Review permit.
5. Owners must provide accurate metes and bounds descriptions of all areas to be covered by non-construction easements.
6. Nothing in this Section shall abrogate any easements or utility locations existing on the subject properties. The property owners are responsible for assuring that easements and utilities are not adversely affected by any construction that is anticipated.

***** Subsection (.12) - (.13) are not included in this review draft *****

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

*** Subsections (.1) - (.13) are not included in this review draft ***

Commentary

Draft subsection (.14) below is entirely new text. For ease of review, this proposed text is not shown with underline formatting. NOTE: This review draft only includes those sections that have been revised since the last Planning Commission work session on June 9, 2021. The commentary boxes identify and explain the revisions.

(.14) Design Standards for Detached Single-family and Middle Housing.

A. The standards in this subsection apply in all zones, except as indicated in 1.-2. below:

1. The Façade Variety standards in Subsection C.1. do not apply in the Village Zone or Residential Neighborhood Zones, as these zones have their own variety standards, except that the standards do apply within middle housing development with multiple detached units on a single lot which the standards of these zones do not address;
2. The entry orientation and window standards for triplexes, quadplexes, and townhouses in Subsections D.1-2. and E. 2-3. do not apply in the Village Zone or Residential Neighborhood Zone as these zones have their own related standards applicable to all single-family and middle housing.

B. For the purpose of this subsection the term “residential structure” is inclusive of a series of structures that are attached to one another such as a grouping of townhouses.

C. Standards applicable to all residential structures except as noted in I. below.

in at least one of the following ways:

1. Facade Variety:
 - a. Each public-facing façade of a residential structure shall differ from the public-facing facades of directly adjacent residential structures in at least one of the three ways listed in Subsection d. below.
 - b. Where public-facing facades repeat on the same block, at least two residential structures with different public-facing facades shall intervene between residential structures with the same public-facing facades, with

sameness defined by not differing in at least one of the three ways listed in Subsection d. below.

- c. For façades of residential structures facing a public street, the façade of any residential structures directly across the street shall differ in at least one of the three ways listed in Subsection d. below. Directly across means any residential structure façade intersected by imaginary lines extending the shortest distance across the street from the mid-point of a façade and from the edges of a façade. See Figure 1 below.
- d. A façade shall be considered different if it differs from another façade in at least one of the following ways:
 - i. Variation in type, placement, or width of architectural projections (such as porches, dormers, or gables) or other features that are used to meet the Articulation standards in Subsection (.14)C.2.b or Subsection (.14)E.4. If adjacent or opposite façades feature the same projection type, the projections on adjacent/opposite façades must differ in at least one of the following ways:
 - At least 20% difference in width; or
 - Horizontally offset by at least 5 feet. For the purposes of this standard, “offset” means a measurable difference of at least 5 feet from the left edge of the projection to the left edge of the front façade or at least 5 feet from the right edge of the projection to the right edge of the front façade.
 - ii. At least 20% of the façade (excluding glazing) is covered by different exterior finish materials. The use of the same material in different types of siding (e.g., cedar shingles vs. cedar lap siding) shall be considered different materials for the purpose of this standard.
 - iii. Variation in primary paint color as determined by a LRVR (Light Reflectance Value) difference of at least 15%.

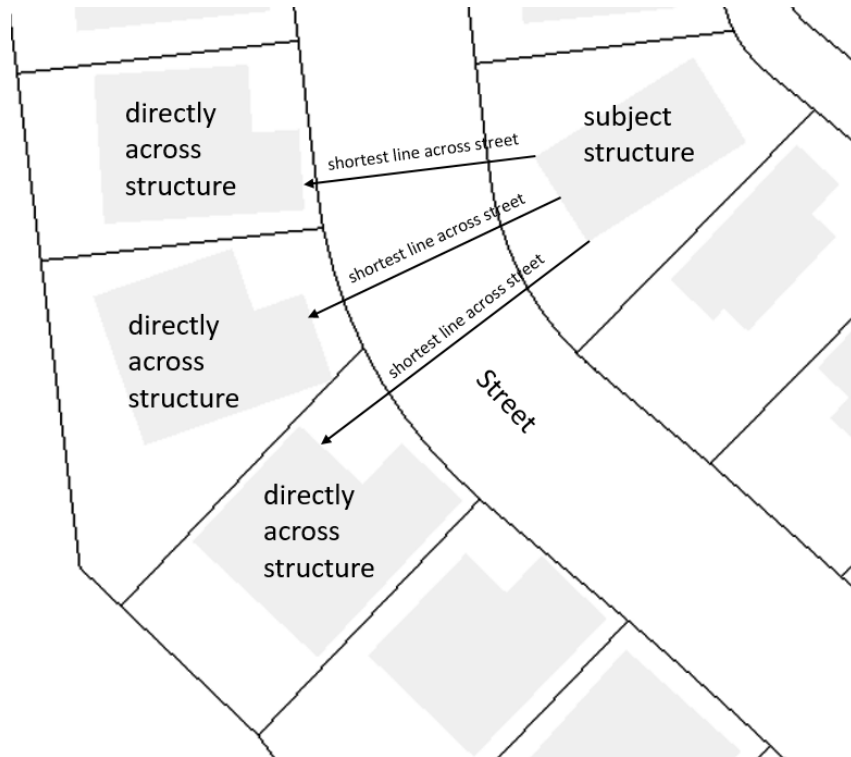


Figure 1. Determining If A Residential Structure is Directly Across the Street from Another

2. Architectural Consistency and Interest.

a. Architectural styles shall not be mixed within the same residential structure (a series of attached structures is one structure for the purpose of these standards). Architectural style consistency is defined by adherence to all of the following:

- i. Use of the same primary and supporting façade materials throughout the structure.
- ii. Use of no more than two roof pitch angles.
- iii. Use of the same door size for each primary entrance in the structure.

b. Articulation. All public-facing facades of residential structures other than townhouses shall incorporate the required number of the following design elements. Except as noted in 2.c. below, such elements shall occur at a minimum interval of 30 feet. For townhouse articulation standards, see subsection (.14) E.4.

- i. varying rooflines
- ii. offsets of at least 12 inches
- iii. balconies

- iv. projections of at least 12 inches and width of at least 3 feet
 - v. porches
 - vi. entrances that are recessed at least 24 inches or covered
 - vii. dormers at least 3 feet wide
- c. For structures with two or more dwelling units, a single design element that spans at least 50% of the façade of two adjacent units can count as two articulation elements to meet the standard in subsection b. and can meet the standard for 60 feet of façade width. Such elements may overlap horizontally with other required design elements on the façade.
- d. Articulation Element Variety: Different articulation elements shall be used as provided below. For the purpose of this standard, a “different element” is defined as one of the following: a completely different element from the list in subsection 2.b above; the same type of element but at least 50% larger; or for varying rooflines, vertically offset by at least 3 feet.
- i. Where two to four elements are required on a façade, at least two different elements shall be used.
 - ii. Where more than four elements are required on a façade, at least three different elements shall be used.
- e. Reductions to required windows percentage: The required percent of façade of a residential structure in the public-facing facade covered by windows or entry doors for single-family or middle housing in any zone may be reduced as follows:
- i. For of 1.5 or 2-story facades facing the front or rear lot line:
 - 12.5% if 6 of the design features in Subsection e. v. below are used.
 - 10% if 7 or more of the design features in Subsection e. v. below are used.
 - ii. For 1-story facades facing the front or rear lot line;
 - 12.5% if less than 6 design features in Subsection e. v. are used
 - 10% if 6 or more design features in Subsection e. v. are used
 - iii. For facades facing a side lot line:
 - 5% regardless of the number of design features
 - iv. Glass block does not count towards meeting window and entry percentage

v. Window reduction design features:

- Dormers at least three (3) feet wide.
- Covered porch entry – minimum 48 square foot covered front porch, minimum six (6) feet deep and minimum of a six (6) foot deep cover. A covered front stoop with minimum 24 square foot area, 4 foot depth and hand rails meets this standard.
- Front porch railing around at least two (2) sides of the porch.
- Second story balcony – projecting from the wall of the building a minimum of four (4) feet and enclosed by a railing or parapet wall.
- Roof overhang of 8 inches or greater.
- Columns, pillars or posts at least four (4) inches wide and containing larger base materials.
- Decorative gables – cross or diagonal bracing, shingles, trim, corbels, exposed rafter ends or brackets (does not include a garage gable if garage projects beyond dwelling unit portion of street façade).
- Decorative molding above windows and doors.
- Decorative pilaster or chimneys.
- Bay or bow windows – extending a minimum of 12 inches outward from the main wall of a building and forming a bay or alcove in a room within the building.
- Sidelight and/or transom windows associated with the front door or windows in the front door.
- Window grids on all façade windows visible from behind fences (excluding any windows in the garage door or front door).
- Maximum nine (9) foot wide garage doors or a garage door designed to resemble two (2) smaller garage doors and/or windows in the garage door (only applicable to street facing garages).
- Decorative base materials such as natural stone, cultured stone or brick extending at least 36 inches above adjacent finished grade occupying a minimum of 10 % of the overall primary street facing façade. This design element does not count if behind a site-obscuring fence.
- Entry courtyards which are visible from, and connected directly to, the street. Courtyards shall have a minimum depth of 10 feet and

minimum width of 80% of the non-garage/driveway building width to be counted as a design element.

D. Standards applicable to Triplexes and Quadplexes except as noted in I. below.

1. Entry Orientation.

- a. At least one main entrance for each triplex or quadplex must meet the standards in subsections b. and c. below.
- b. The entrance must be within 8 feet of the longest street-facing exterior wall of the dwelling unit or if no exterior wall faces a street the front of the dwelling unit facing a common drive or open space as designated by the applicant; and
- c. The entrance must either:
 - i. Face the street (see Figure 2. Main Entrance Facing the Street);
 - ii. Be at an angle of up to 45 degrees from the street (see Figure 3. Main Entrance at 45 degree angle from the street); or
 - iii. Open onto a porch (see Figure 4. Main Entrance Opening onto a Porch). The porch must:
 - Be at least 25 square feet in area; and
 - Have at least one entrance facing the street or have a roof.

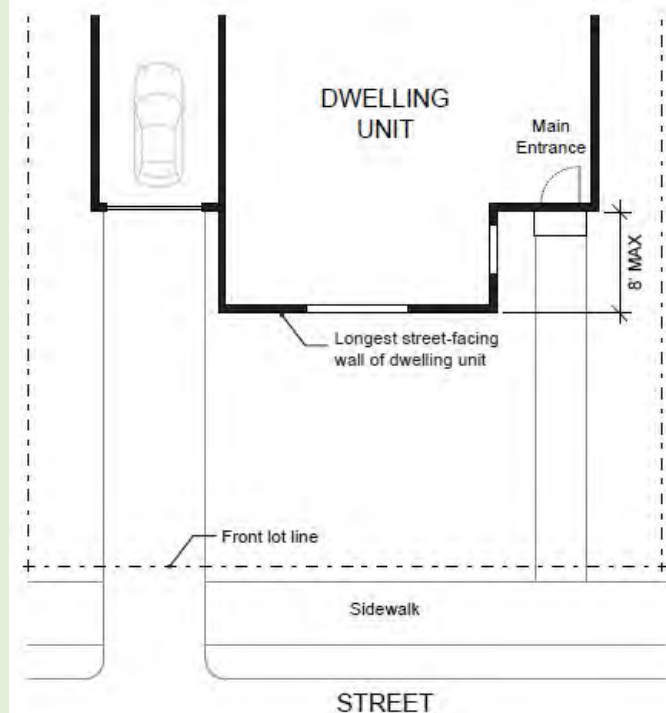


Figure 2. Main Entrance Facing the Street

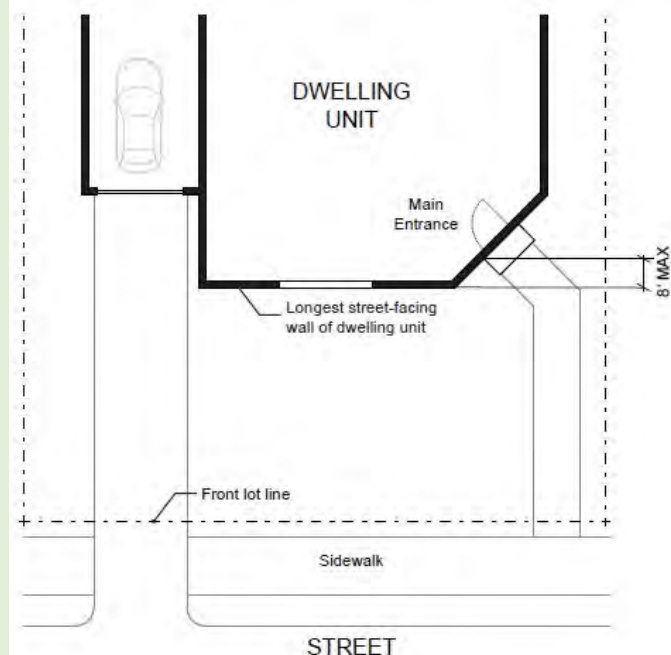


Figure 3. Main Entrance at 45° Angle from the Street

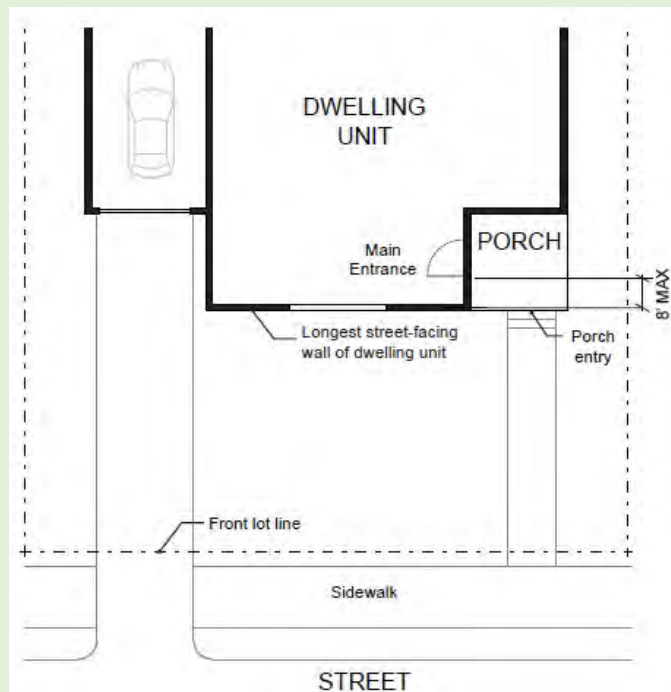


Figure 4. Main Entrance Opening onto a Porch

2. Windows. A minimum of 15 percent of the area of all street-facing facades must include windows or entrance doors. Facades separated from the street

property line by a dwelling are exempt from meeting this standard. See Figure 5. Window Coverage.



Figure 5. Window Coverage

3. Garages and Off-Street Parking Areas. The combined width of all garages and outdoor on-site parking and maneuvering areas shall not exceed a total of 50 percent of any street frontage (other than an alley) (see Figure 6. Width of Garages and Parking Areas).

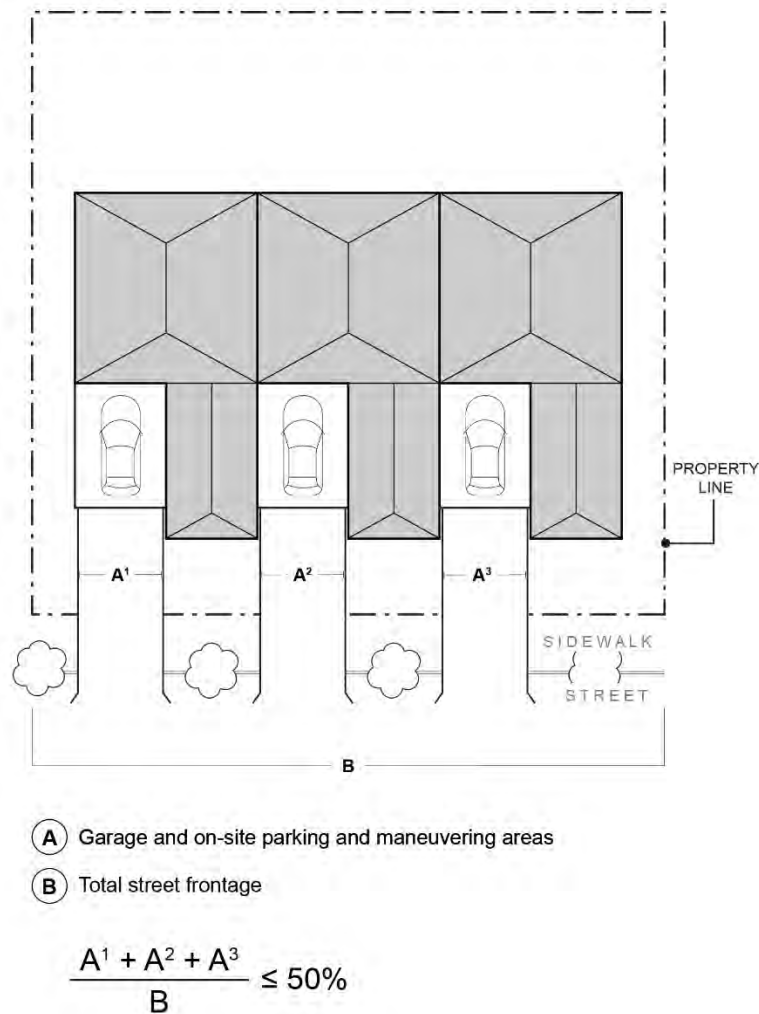
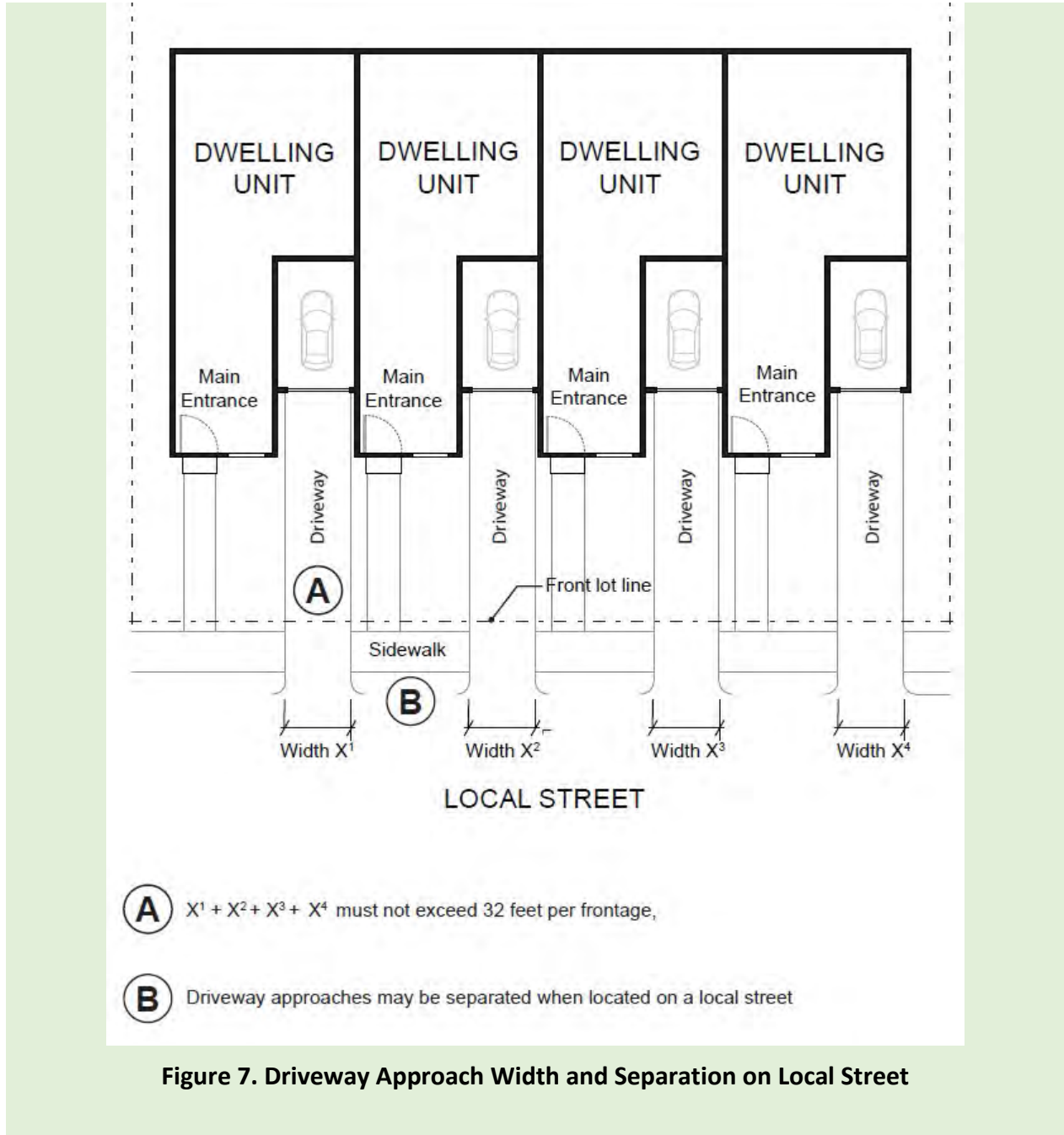


Figure 6. Width of Garages and Parking Areas

4. Driveway Approach. Driveway approaches must comply with all of the following:
 - a. The total width of all driveway approaches must not exceed 32 feet per frontage, as measured at the property line (see Figure 7. Driveway Approach Width and Separation on Local Street). For lots or parcels with more than one frontage, see subsection c.
 - b. Driveway approaches may be separated when located on a local street.
 - c. In addition, lots or parcels with more than one frontage must comply with the following:
 - i. Lots or parcels must access the street with the lowest transportation classification for vehicle traffic. For lots or parcels abutting an alley

that is improved with a paved surface, access must be taken from the alley (see Figure 8. Alley Access).

- ii. Lots or parcels with frontages only on collectors and/or arterial streets must meet the access standards in the Wilsonville Public Works Standards.
- iii. Lots or parcels with frontages only on local streets may have either:
 - Two driveway approaches not exceeding 32 feet in total width on one frontage; or
 - One maximum 16-foot-wide driveway approach per frontage (see Figure 9. Driveway Approach Options for Multiple Local Street Frontages).



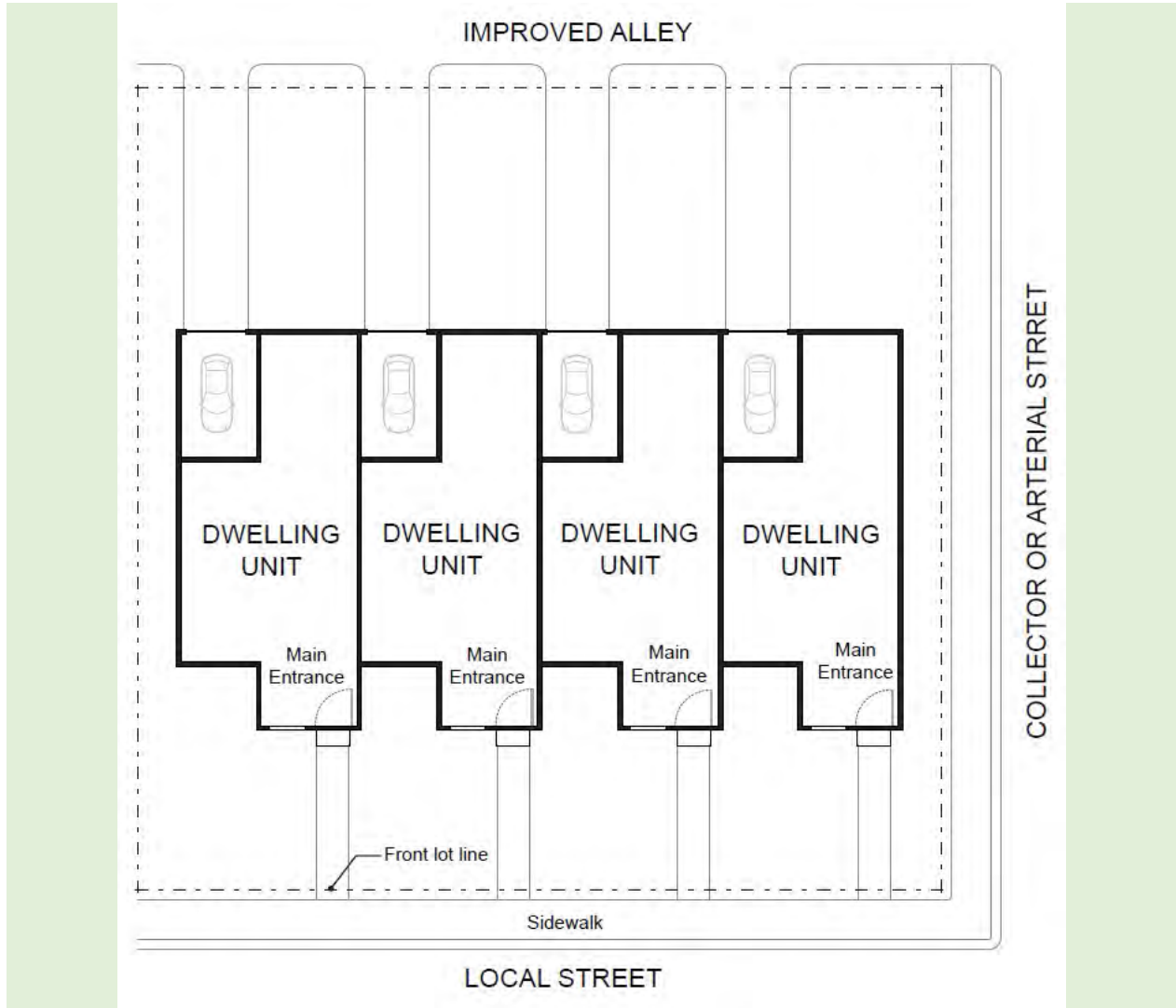
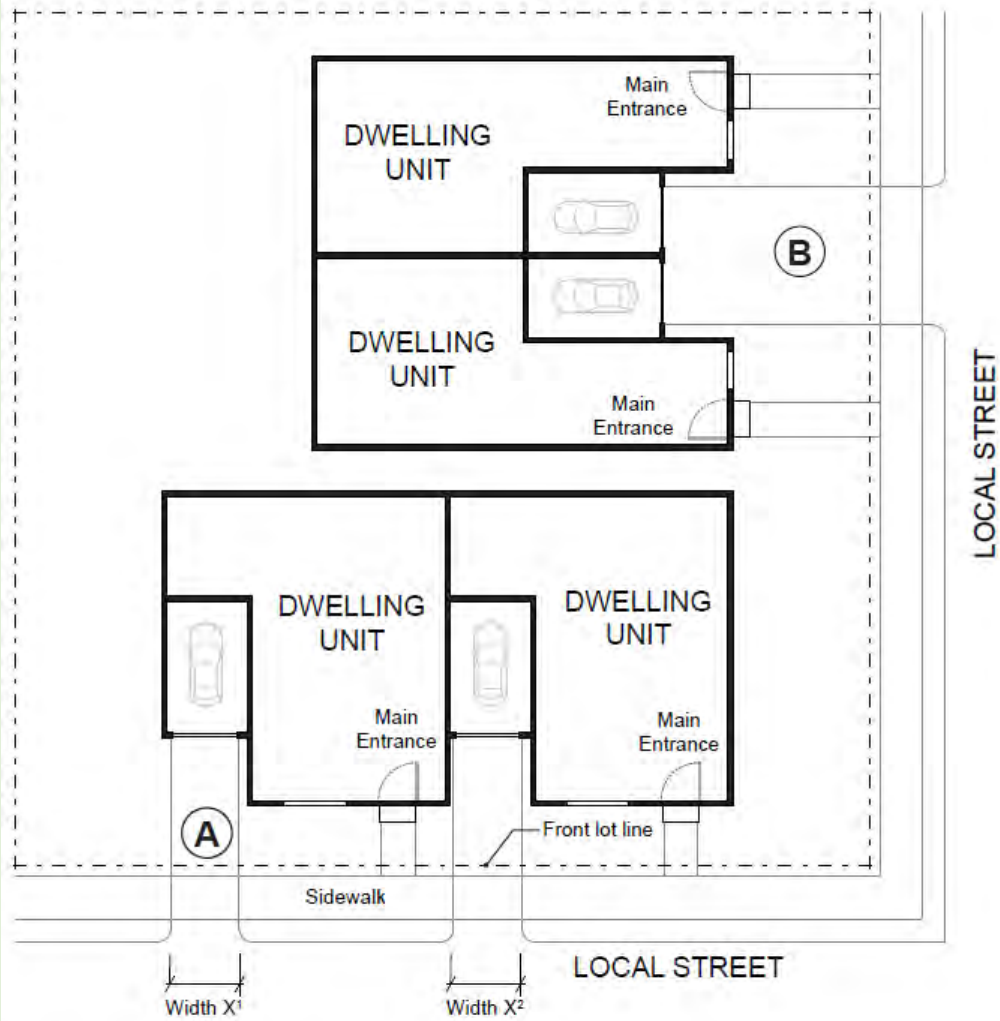


Figure 8. Alley Access



Options for site with more than one frontage on local streets:

- (A)** Two driveway approaches not exceeding 32 feet in total width on one frontage (as measured X1 + X2); or
- (B)** One maximum 16-foot-wide driveway approach per frontage.

(Note: Both options are depicted here for illustrative purposes only. The standards do not allow both Options A and B on the same site.)

Figure 9. Driveway Approach Options for Multiple Local Street Frontages

E. Standards applicable to Townhouses.

1. Number of Attached Dwelling Units.

- a. Minimum. A townhouse project must contain at least two attached units.

b. **Maximum.** The maximum number of townhouse units that may be attached together to form a group is specified below.

- R, OTR, PDR-1 – PDR-3 Zones: maximum 4 attached units per group
- RN, V, PDR-4 – PDR-7 Zones: maximum 8 attached units per group, except for initial development in Frog Pond West per Section 4.124.

2. **Entry Orientation.** The main entrance of each townhouse unit must:

a. Be within 8 feet of the longest wall of the dwelling unit facing a street or private drive; and

b. Either:

- i. Face the street or private drive (see Figure 2. Main Entrance Facing the Street);
- ii. Be at an angle of up to 45 degrees from the street or private drive (see Figure 3. Main Entrance at 45° Angle from the Street);
- iii. Face a common open space or private access or driveway that is abutted by dwellings on at least two sides; or
- iv. Open onto a porch (see Figure 4. Main Entrance Opening onto a Porch). The porch must:

A. Be at least 25 square feet in area; and

B. Have at least one entrance facing the street or private drive or have a roof.

3. **Windows.** A minimum of 15 percent of the area of all public-facing facades on each individual unit must include windows or entrance doors. Half of the window area in the door of an attached garage may count toward meeting this standard. See Figure 5. Window Coverage.

4. **Unit definition.** Each townhouse unit must include at least one of the items listed in a. through g. below on at least one public-facing façade (see Figure 10. Townhouse Unit Definition). Alternatively, if a single item from the list below spans across at least 50% of two adjacent townhouse units, it can meet the standard for two units.

a. A roof dormer a minimum of 4 feet in width, or

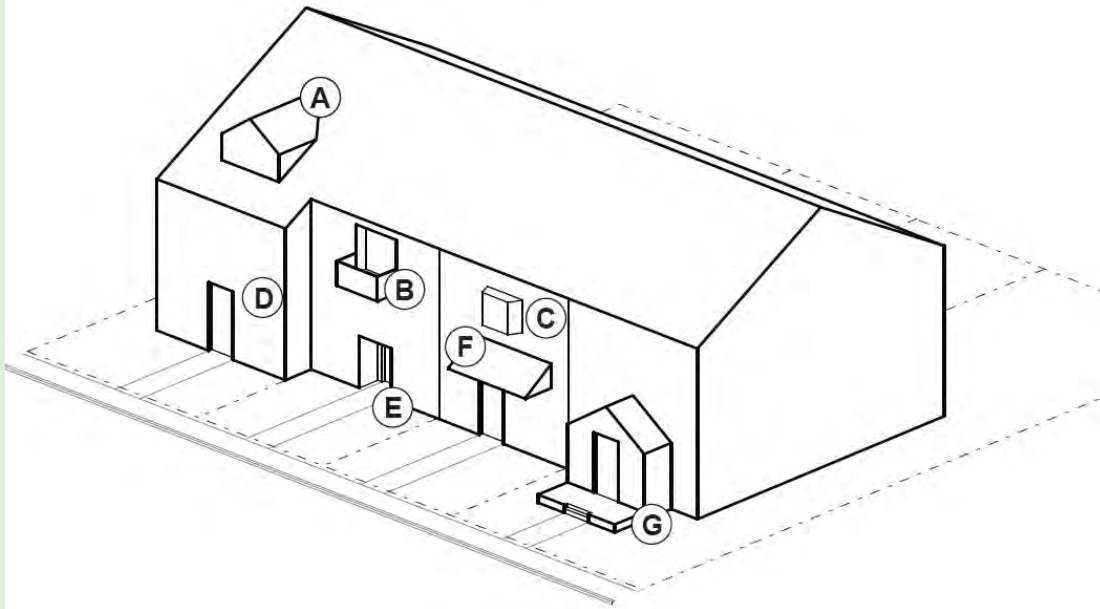
b. A balcony a minimum of 2 feet in depth and 4 feet in width and accessible from an interior room, or

c. A bay window that extends from the facade a minimum of 2 feet, or

d. An offset of the facade of a minimum of 2 feet in depth, either from the neighboring townhouse or within the façade of a single townhouse, or

- e. An entryway that is recessed a minimum of 3 feet, or
- f. A covered entryway with a minimum depth of 4 feet, or
- g. A porch meeting the standards of subsection (.14) E.2.b.iv.

Balconies and bay windows may encroach into a required setback area, pursuant to Section 4.180.



- (A) Roof dormer, minimum of 4 feet wide
- (B) Balcony, minimum 2 feet deep and 4 feet wide. Accessible from interior room.
- (C) Bay window extending minimum of 2 feet from facade
- (D) Facade offset, minimum of 2 feet deep
- (E) Recessed entryway, minimum 3 feet deep
- (F) Covered entryway, minimum of 4 feet deep
- (G) Porch, meets standards of subsection (1)(b)(iv) of section (C)

Figure 10. Townhouse Unit Definition

5. Driveway Access and Parking. Townhouses with frontage on a street or private drive shall meet the following standards:

- a. Alley Access. Townhouse project sites abutting an alley that is improved with pavement shall take access to the rear of townhouse units from the alley rather than the public street.
- b. Front Access. Garages on the front façade of a townhouse, off-street parking areas in the front yard, and driveways in front of a townhouse are allowed if they meet the following standards (see Figure 11. Townhouses with Parking in Front Yard).
 - i. Each townhouse lot has a street frontage of at least 20 feet on a local street.
 - ii. A maximum of one (1) driveway approach is allowed for every townhouse. Driveway approaches and/or driveways may be shared.
 - iii. Outdoor on-site parking and maneuvering areas do not exceed 12 feet wide on any lot.
 - iv. The garage width does not exceed 12 feet, as measured from the inside of the garage door frame.

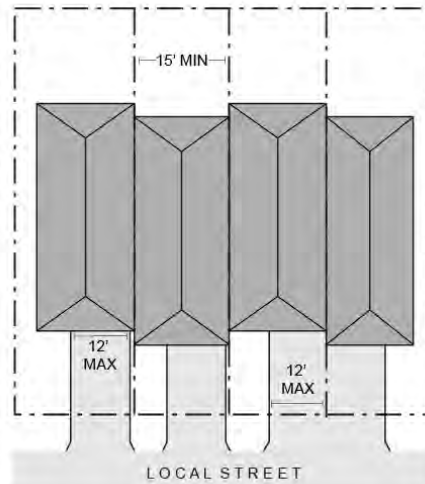


Figure 11. Townhouses with Parking in Front Yard

- c. Shared Access. The following standards apply to driveways and parking areas for townhouse projects that do not meet all of the standards in subsections a. or b.
 - i. Off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard of a townhouse.
 - ii. A townhouse project that includes a corner lot shall take access from a single driveway approach on the side of the corner lot. See Figure 12. Townhouses on Corner Lot with Shared Access.

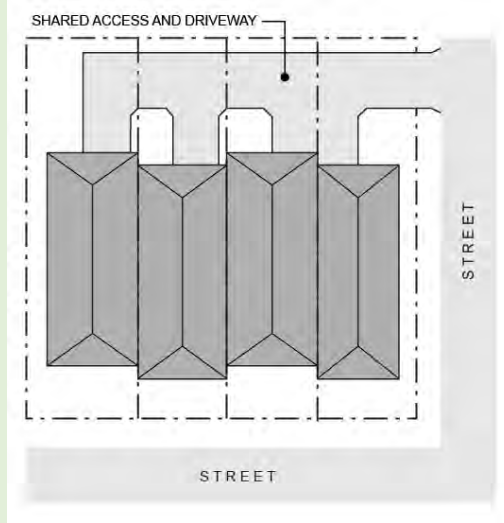


Figure 12. Townhouses on Corner Lot with Shared Access

- iii. Townhouse projects that do not include a corner lot shall consolidate access for all lots into a single driveway. The driveway and approach are not allowed in the area directly between the front façade and front lot line of any of the townhouses. See Figure 13. Townhouses with Consolidated Access.

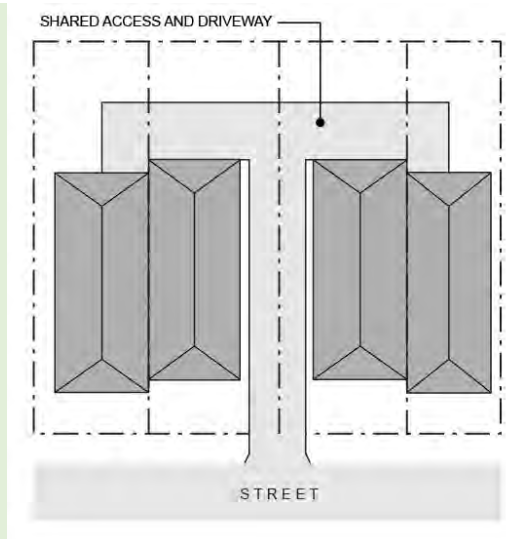


Figure 13. Townhouses with Consolidated Access

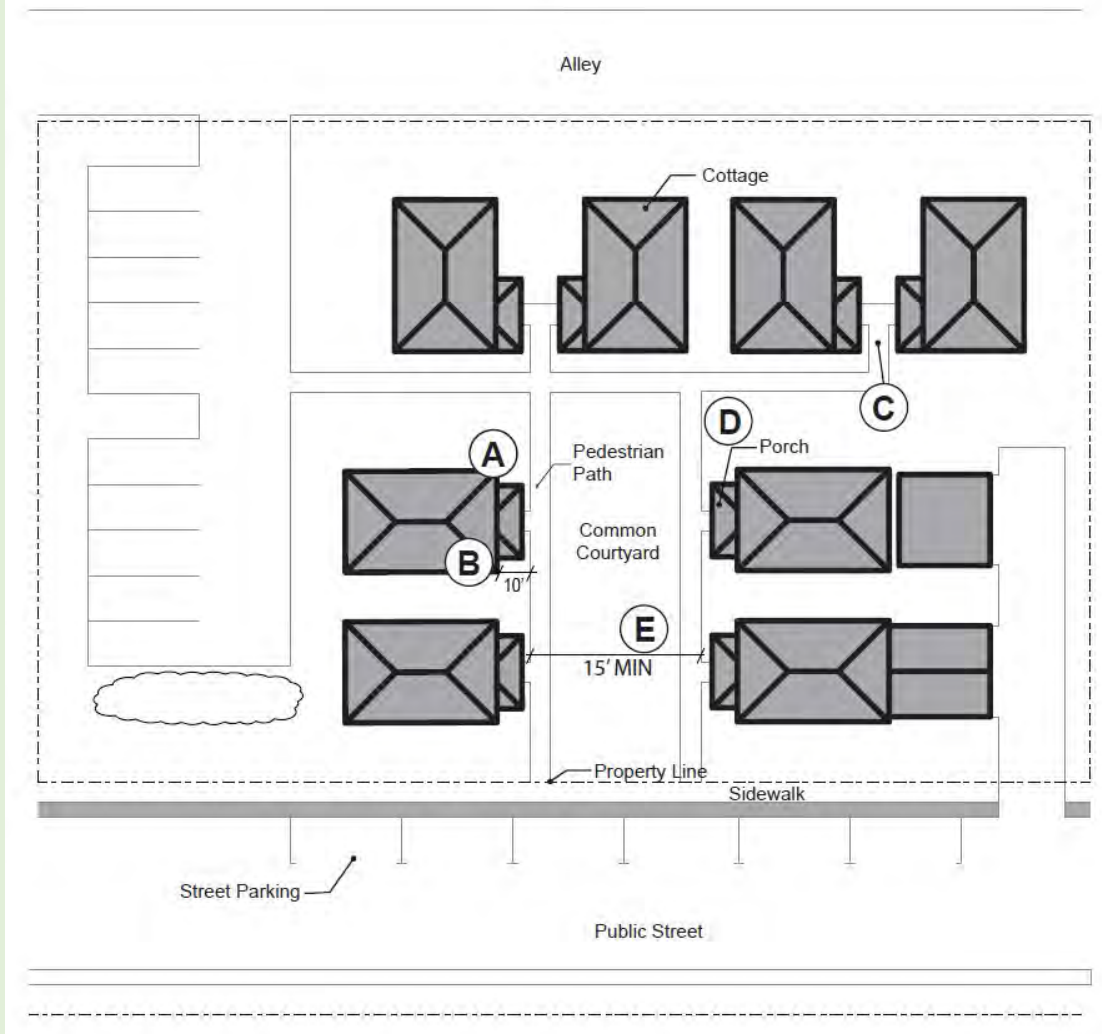
- iv. A townhouse project that includes consolidated access or shared driveways shall grant access easements to allow normal vehicular access and emergency access.

F. Standards applicable to Cottage Clusters.

1. **Courtyard Required**. All cottages within a single cottage cluster must share a common courtyard. A cottage cluster project may include more than one cluster and more than one common courtyard.
2. **Number of Dwellings**.
 - a. A single cottage cluster shall contain a minimum of four (4) and a maximum of eight (8) cottages.
3. **Setbacks**.
 - a. **Building Separation**. Cottages shall be separated by a minimum distance of 6 feet. The minimum distance between all other structures, including accessory structures, shall be in accordance with building code requirements.
 - b. All other setbacks are provided in section (.02) or in the applicable base zone.
4. **Building Height**. The maximum building height for all structures is 25 feet.
5. **Footprint**. The maximum building footprint for each cottage is 900 square feet. Individual attached garages up to 200 square feet shall be exempted from the calculation of maximum building footprint.
6. **Maximum Habitable Floor Area**. The maximum habitable floor area of each cottage is 1,400 square feet.
7. **Cottage Orientation**. Cottages must be clustered around a common courtyard and must meet the following standards (see Figure 14. Cottage Cluster Orientation and Common Courtyard Standards:
 - a. Each cottage within a cluster must either abut the common courtyard or must be directly connected to it by a pedestrian path.
 - b. A minimum of 50 percent of cottages within a cluster must be oriented to the common courtyard and must:
 - i. Have a main entrance facing the common courtyard;
 - ii. Be within 10 feet from the common courtyard, measured from the façade of the cottage to the nearest edge of the common courtyard; and
 - iii. Be connected to the common courtyard by a pedestrian path.
 - c. Cottages within 20 feet of a street property line may have their entrances facing the street.
 - d. Cottages not facing the common courtyard or the street must have their main entrances facing a pedestrian path that is directly connected to the common courtyard.
8. **Common Courtyard Design Standards**. Each cottage cluster must share a common courtyard in order to provide a sense of openness and community

of residents. Common courtyards must meet the following standards (see Figure 14. Cottage Cluster Orientation and Common Courtyard Standards):

- a. The common courtyard must be a single, contiguous piece.
- b. Cottages must abut the common courtyard on at least two sides of the courtyard.
- c. The common courtyard must contain a minimum of 150 square feet per cottage within the associated cluster.
- d. The common courtyard must be a minimum of 15 feet wide at its narrowest dimension.
- e. The common courtyard shall be developed with a mix of landscaping, lawn area, pedestrian paths, and/or paved courtyard area, and may also include recreational amenities. Impervious elements of the common courtyard shall not exceed 75 percent of the total common courtyard area.
- f. Pedestrian paths must be included in a common courtyard. Paths that are contiguous to a courtyard shall count toward the courtyard's minimum dimension and area. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.



- (A)** A minimum of 50% of cottages must be oriented to the common courtyard.
- (B)** Cottages oriented to the common courtyard must be within 10 feet of the courtyard.
- (C)** Cottages must be connected to the common courtyard by a pedestrian path.
- (D)** Cottages must abut the courtyard on at least two sides of the courtyard.
- (E)** The common courtyard must be at least 15 feet wide at its narrowest width.

Figure 14. Cottage Cluster Orientation and Common Courtyard Standards

9. Community Buildings. Cottage cluster projects may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day

care, or community eating areas. Community buildings must meet the following standards:

- a. Each cottage cluster is permitted one community building
- b. The community building shall have a maximum floor area of 1,400 sf.
- c. A community building that meets the definition of a dwelling unit must meet the maximum 900 square foot footprint limitation that applies to cottages (pursuant to subsection (.14) F.5.), unless a covenant is recorded against the property stating that the structure is not a legal dwelling unit and will not be used as a primary dwelling.

10. Pedestrian Access.

- a. An accessible pedestrian path must be provided that connects the main entrance of each cottage to the following:
 - i. The common courtyard;
 - ii. Shared parking areas;
 - iii. Community buildings; and
 - iv. Sidewalks in public rights-of-way abutting the site or rights-of-way if there are no sidewalks.
- b. The pedestrian path must be hard-surfaced and a minimum of four (4) feet wide.

11. Windows. Cottages within 20 feet of a street property line must meet any window coverage requirements of the applicable base zone.

12. Parking Design (see Figure 15. Cottage Cluster Parking Design Standards).

- a. Clustered parking. Off-street parking may be arranged in clusters, subject to the following standards:
 - i. A parking cluster must not exceed five (5) contiguous spaces.
 - ii. Parking clusters must be separated from other spaces by at least four (4) feet of landscaping.
 - iii. Clustered parking areas may be covered.
 - iv. Parking areas must also meet the standards in Subsections 4.155(.02)-(.03), except where they conflict with these standards.
- b. Parking location and access.
 - i. Off-street parking spaces and vehicle maneuvering areas shall not be located between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys.
 - ii. Off-street parking spaces shall not be located within 10 feet of any property line, except alley property lines.

iii. Driveways and drive aisles are permitted within 10 feet of property lines.

c. Screening. Landscaping, fencing, or walls at least three feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets.

d. Garages and carports.

i. Garages and carports (whether shared or individual) must not abut common courtyards.

ii. Individual attached garages up to 200 square feet shall be exempted from the calculation of maximum building footprint for cottages.

iii. Individual detached garages must not exceed 400 square feet in floor area.

iv. Garage doors for attached and detached individual garages must not exceed 20 feet in width.

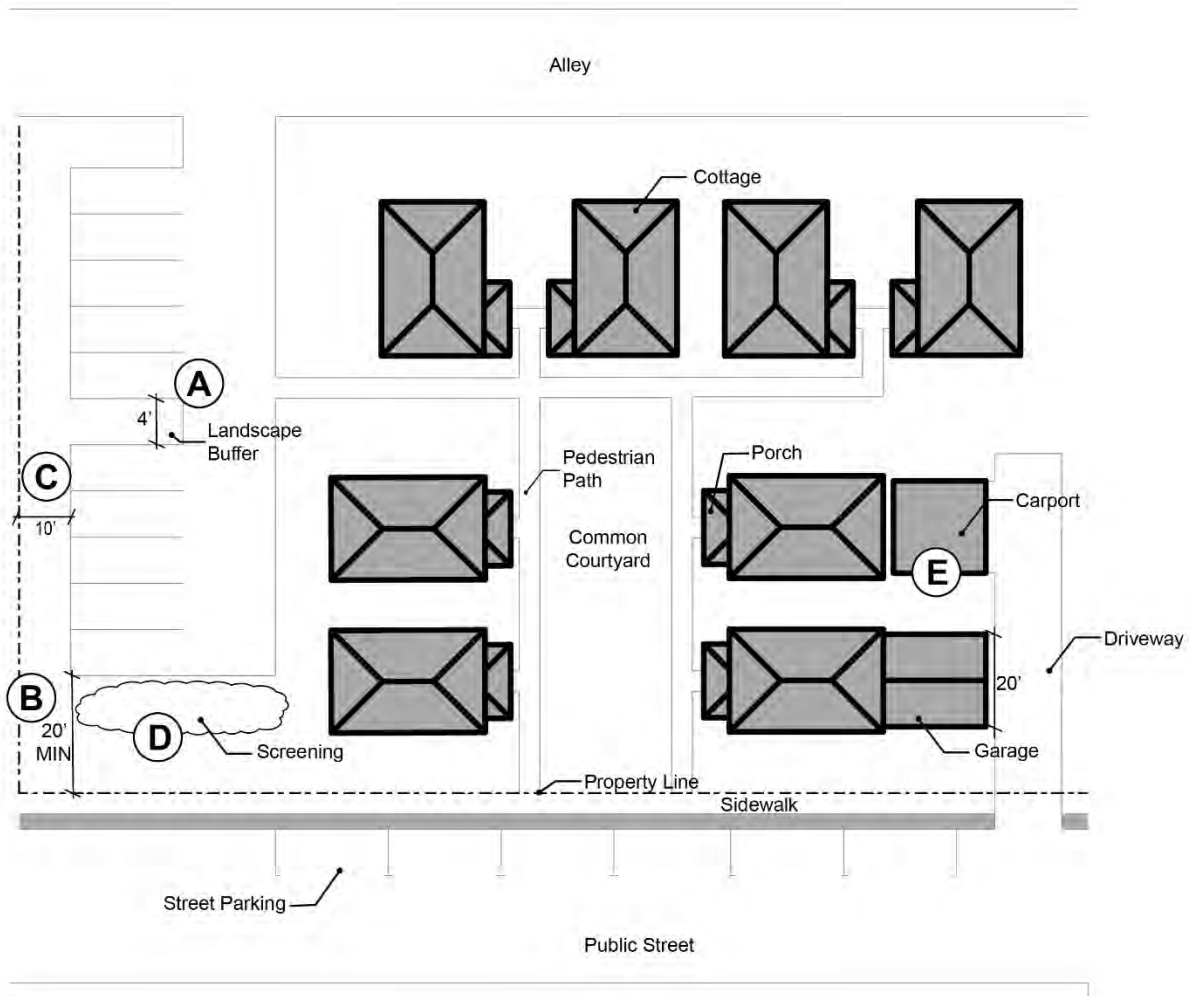
13. Accessory Buildings. Accessory buildings must not exceed 400 square feet in floor area.

14. Existing Structures. On a lot or parcel to be used for a cottage cluster project, an existing detached single-family detached dwelling on the same lot at the time of proposed development of the cottage cluster may remain within the cottage cluster project area under the following conditions:

a. The existing dwelling may be nonconforming with respect to the requirements of this subsection (.14) F.

b. The existing dwelling may be expanded up to a maximum height of 25 feet or a maximum building footprint of 900 square feet; however, existing dwellings that exceed these maximum height and/or footprint standards may not be expanded.

c. The existing dwelling shall be excluded from the calculation of orientation toward the common courtyard, per subsection (.14) F.7.b.



- (A)** Parking allowed in clusters of up to 5 spaces. Clusters separated by minimum 4 feet of landscaping.
- (B)** No parking or vehicle area within 20 feet from street property line (except alley).
- (C)** No parking within 10 feet from other property lines (except alley). Driveways and drive aisles permitted within 10 feet.
- (D)** Screening required between clustered parking areas or parking structures and public streets or common courtyards.
- (E)** Garages and carports must not abut common courtyards. Garage doors for individual garages must not exceed 20 feet in width.

Figure 15. Cottage Cluster Parking Design Standards

G. Standards applicable to Cluster Housing besides Cottage Clusters

1. Architectural Consistency. Architecture shall be consistent within the same 2-unit, 3-unit, or 4-unit cluster. However, facade variety standards in Subsection (.14) C.1. shall continue to apply. Architectural consistency is defined by adherence to all of the following:
 - a. Use of the same primary and supporting façade materials throughout the cluster.
 - b. Use of no more than two roof pitch angles.
 - c. Use of the same door size for each primary entrance in the structures.
2. Entry Orientation.
 - a. The entry orientation standards apply as follows:
 - i. At least one main entrance for each cluster home must meet the standards in subsections b and c below.
 - b. The entrance must be within 8 feet of the longest street-facing exterior wall of the dwelling unit or if no exterior wall faces a street the front of the dwelling unit, facing a common drive or open space as designated by the applicant; and
 - c. The entrance must either:
 - i. Face the street (see Figure 2. Main Entrance Facing the Street);
 - ii. Be at an angle of up to 45 degrees from the street (see Figure 3. Main Entrance at 45° Angle from the Street); or
 - iii. Open onto a porch (see Figure 4. Main Entrance Opening onto a Porch). The porch must:
 - Be at least 25 square feet in area; and
 - Have at least one entrance facing the street or have a roof.
3. Windows. A minimum of 15 percent of the area of all street-facing facades must include windows or entrance doors. Facades separated from the street property line by a dwelling are exempt from meeting this standard. See Figure 5. Window Coverage.
4. Garages and Off-Street Parking Areas. The combined width of all garages and outdoor on-site parking and maneuvering areas shall not exceed a total of 50 percent of any street frontage (other than an alley). Garages and off-street parking areas that are separated from the street property line by a dwelling are not subject to this standard. (See Figure 6. Width of Garages and Parking Areas).
5. Driveway Approach. Driveway approaches must comply with all of the following:

- a. The total width of all driveway approaches must not exceed 32 feet per frontage, as measured at the property line (see Figure 7. Driveway Approach Width and Separation on Local Street). For lots or parcels with more than one frontage, see subsection c.
- b. Driveway approaches may be separated when located on a local street.
- c. In addition, lots or parcels with more than one frontage must comply with the following:
 - i. Lots or parcels must access the street with the lowest transportation classification for vehicle traffic. For lots or parcels abutting an alley that is improved with pavement access must be taken from the alley (see Figure 8. Alley Access).
 - ii. Lots or parcels with frontages only on collectors and/or arterial streets must meet the access standards in the Wilsonville Public Works Standards.
 - iii. Lots or parcels with frontages only on local streets may have either:
 - Two driveway approaches not exceeding 32 feet in total width on one frontage; or
 - One maximum 16-foot-wide driveway approach per frontage (see Figure 9. Driveway Approach Options for Multiple Local Street Frontages).

6. Setbacks.

- a. Building Separation. Cluster housing structures shall be separated by a minimum distance of 6 feet. The minimum distance between all other structures, including accessory structures, shall be in accordance with building code requirements.
- b. All other setbacks are provided in the applicable base zone.

7. Pedestrian Access.

- a. An accessible pedestrian path must be provided that connects the main entrance of each unit to the following:
 - i. Shared open space;
 - ii. Shared parking areas; and
 - iv. Sidewalks in public rights-of-way abutting the site or rights-of-way if there are no sidewalks.
- b. The pedestrian path must be hard-surfaced and a minimum of four (4) feet wide.

H. Combining Unit Types in One Development.

1. If a project proposes a mix of middle housing types which creates a conflict with various standards, the more restrictive standards shall apply.

I. Existing Structures and Conversions:

1. Where a residential structure is converted from one type of dwelling unit to another without any additions, the design standards in C.-H. do not apply.
2. Where a residential structure is added on to, the design standards in C.-H. only apply if the footprint is expanded by 25% or more.

J. Alternative Discretionary Review: As an alternative to meeting one or more design standards of this subsection an applicant may request Site Design Review by the Development Review Board of a proposed design. In addition to the Site Design Review Standards, affirmative findings shall be made that the following standards are met:

1. The request is compatible with existing surrounding development in terms of placement of buildings, scale of buildings, and architectural design;
2. The request is due to special conditions or circumstances that make it difficult to comply with the applicable Design Standards, or the request would achieve a design that is superior to the design that could be achieved by complying with the applicable Design Standards;
3. The request continues to comply with and be consistent with State statute and rules related to Middle Housing, including being consistent with State definitions of different Middle Housing types.

Section 4.118. Standards applying to all Planned Development Zones:

- (.01) Height Guidelines: In “S” overlay zones, the solar access provisions of Section 4.137 shall be used to determine maximum building heights. In cases that are subject to review by the Development Review Board, the Board may further regulate heights as follows:
- A. Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.
 - B. To provide buffering of low density developments by requiring the placement of three or more story buildings away from the property lines abutting a low density zone.
 - C. To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River.
 - D. In no case shall the height of duplexes, triplexes, fourplexes, or townhouses be limited to less than the maximum height allowed for detached single-family dwellings in the same zone. In addition, in no case shall the height of triplexes, fourplexes, or townhouses be limited to less than 25 feet.
- (.02) Underground Utilities shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.
- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:
- A. Waive the following typical development standards:
 1. minimum lot area;
 2. lot width and frontage;
 3. height and yard requirements;
 4. lot coverage;
 5. lot depth;
 6. street widths;
 7. sidewalk requirements;
 8. height of buildings other than signs;
 9. parking space configuration and drive aisle design;
 10. minimum number of parking or loading spaces;
 11. shade tree islands in parking lots, provided that alternative shading is provided;
 12. fence height;

13. architectural design standards;
 14. transit facilities; and
 15. On-site pedestrian access and circulation standards; and
 16. Solar access standards, as provided in section 4.137.
- [Amended by Ord. #719, 6/17/13.]
- B. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:
 1. open space requirements in residential areas;
 2. minimum density standards of residential zones;
 3. minimum landscape, buffering, and screening standards;
 - C. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways, and the action taken will not violate any applicable federal, state, or regional standards:
 1. maximum number of parking spaces;
 2. standards for mitigation of trees that are removed;
 3. standards for mitigation of wetlands that are filled or damaged; and
 4. trails or pathways shown in the Parks and Recreation Master Plan.
 - D. Locate individual building, accessory buildings, off-street parking and loading facilities, open space and landscaping and screening without reference to lot lines; and
 - E. Adopt other requirements or restrictions, inclusive of, but not limited to, the following, except that no additional requirements or restrictions can conflict with established clear and objective standards for residential development or be grounds for denying a residential development proposal when the applicant has selected the clear and objective path for approval:
 1. Percent coverage of land by buildings and structures in relationship to property boundaries to provide stepped increases in densities away from low-density development.
 2. Parking ratios and areas expressed in relation to use of various portions of the property and/or building floor area.
 3. The locations, width and improvement of vehicular and pedestrian access to various portions of the property, including portions within abutting street or private drive. [amended by Ord. 682, 9/9/10]
 4. Arrangement and spacing of buildings and structures to provide appropriate open spaces around buildings.
 5. Location and size of off-street loading areas and docks.

6. Uses of buildings and structures by general classification, and by specific designation when there are unusual requirements for parking, or when the use involves noise, dust, odor, fumes, smoke, vibration, glare or radiation incompatible with present or potential development of surrounding property. Such incompatible uses may be excluded in the amendment approving the zone change or the approval of requested permits.
7. Measures designed to minimize or eliminate noise, dust, odor, fumes, smoke, vibration, glare, or radiation which would have an adverse effect on the present or potential development on surrounding properties.
8. Schedule of time for construction of the proposed buildings and structures and any stage of development thereof to insure consistency with the City's adopted Capital Improvements Plan and other applicable regulations.
9. A waiver of the right of remonstrance by the applicant to the formation of a Local Improvement District (LID) for streets, utilities and/or other public purposes.
10. Modify the proposed development in order to prevent congestion of streets and/or to facilitate transportation.
11. Condition the issuance of an occupancy permit upon the installation of landscaping or upon a reasonable scheduling for completion of the installation of landscaping. In the latter event, a posting of a bond or other security in an amount equal to one hundred ten percent (110%) of the cost of the landscaping and installation may be required.
12. A dedication of property for streets, pathways, and bicycle paths in accordance with adopted Facilities Master Plans or such other streets necessary to provide proper development of adjacent properties.

***** Subsections (.04) – (.09) are not included in this review draft *****

Section 4.120. Zones. FDA-H Future Development RA-H Residential Agricultural - Holding Zone.

(.01) Purpose. It is the purpose of this zone to serve as a holding zone to preserve the future urban level development potential as undeveloped or underdeveloped property designated for more intensive development. This zone has been applied to all urbanizable properties within the city which are planned for development and which have not previously received development approval in accordance with the Comprehensive Plan.

(.02) Where zone can be applied. No land zoned one of the other zoning designations in Wilsonville's Development Code can be rezoned to FDA-H.

(.032) Uses Permitted Outright:

- A. One single-family dwelling, per lot and accessory dwelling units subject to the standards of Section 4.113 (.10). Where the Comprehensive Plan calls for future non-residential zoning of the site, the building permit for any proposed residential development shall not be granted until a statement has been recorded applying to the title of the subject property, notifying any potential buyer that future development in the area is expected to be non-residential. [Amended by Ord. #825, 10/15/18]
- B. Except for existing lots of record of less than two acres, recorded prior to the effective date of this Code, partitioning or subdivision of properties designated for development shall only be considered in conjunction with or following a zone change in conformance with the Comprehensive Plan. Said zoning shall confirm the adequate provision of public facilities and the protection of future urban development potentials.
- C. If the proposed development is for a less intensive interim density consisting of large lots, a pre-plat and Site Plan review shall be required that provides for future development of the property in accordance with the uses and densities shown in the Comprehensive Plan. Said plat shall be filed on the City's Lien Docket as an obligation toward the property, together with an agreement of non-remonstrance towards the formation of any local improvement district which may serve the subject site.
- D. For properties designated in the City's Comprehensive Plan for nonresidential use, the intensity of use shall be restricted to activities which do not require construction of a permanent structure and which will not tend to restrict, obstruct, or adversely affect the future development of the property for its designated use. Except, however, that the development of a single-family dwelling shall be permitted as specified in subsection (.023) A., above.

4.120 RA-H Zone

- E. Temporary structures or uses, subject to the procedures for temporary uses set forth in Section 4.163.
- F. Agriculture, horticulture, greenhouses, nurseries (provided that any commercial sales of products shall require the approval of a conditional use permit), timber growing, grazing, and the small scale raising of livestock and animals.
- G. Public parks, playgrounds, recreational and community buildings and grounds, public golf courses, tennis courts, and similar recreational uses, all of a non-commercial nature. Any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot in a residential or RA-H district.
- H. Accessory Uses Permitted:
 1. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal uses permitted located on the same lot therewith.
 2. Home occupations.
 3. Signs, subject to the provisions of Sections 4.156.01 through 4.156.11. [Amended by Ord. No. 704, 6/18/12]

(.043) Uses Permitted Subject to receiving approval of a Conditional Use Permit:

- A. Private parks, municipal and government buildings, public utilities, public information centers, semi-public buildings of a non-commercial nature, churches, ~~attached family dwelling units limited to two (2) family maximum~~, public, private, and parochial schools as provided in Section 4.184 when approved by the Development Review Board at a Public Hearing as provided in Section 4.013.
- B. Roadside stands when located on the same property as the principal uses, selling only those products that are produced on the same property on which the stand is located, or on adjacent property.

(.054) Dimensional Standards:

- A. Minimum Lot Size: 30,000 square feet.
- B. Minimum Front and Rear Yard Setbacks: Thirty (30) feet. Minimum Side Yard Setback: Ten (10) feet.
 - ~~1. Legal, non-conforming RA-H lots in the Old Town Overlay Zone shall have the following setbacks:~~
 - ~~a. Front: Ten (10) feet for single family dwellings, for all other uses: none;~~
 - ~~b. Rear: Fifteen (15) feet;~~
 - ~~c. Side: Five (5) feet.~~

~~12.~~ Minimum setback for residential garage or carport: At least five (5) feet behind the front of the nearest residential unit on the property. In no case shall the front of a garage or carport be located less than twenty (20) feet behind a sidewalk or a public right-of-way providing access to that garage or carport. Except, however, in the case of an alley where garages or carports are located within five (5) feet of the property line adjoining the alley. [Amended by Ord. 682, 9/9/10]

- C. Minimum Street Frontage: Seventy-five (75) feet. A reduced street frontage may be approved, based on a finding that the proposed lot frontage will not hinder the future development of the site to densities proposed in the Comprehensive Plan.
- D. Maximum Height: thirty-five (35) feet.
- E. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.

~~(.065)~~ Off-Street Parking Requirements: As provided in Section 4.155.

~~(.076)~~ Signs: As provided in Sections 4.156.01 through 4.156.11.
[Amended by Ord. No. 704, 6/18/12]

~~(.087)~~ Corner Vision: As provided in Section 4.177.

~~(.098)~~ Prohibited Uses:

- A. Uses of structures and land not specifically listed as permitted or conditionally permitted in the zone, or substantially similar to those uses, are prohibited in all FDARA-H Zones.
- B. The use of a trailer, travel trailer, or mobile coach as a residence.
- C. Service stations for petroleum products.

~~(.1009)~~ Block and access standards:

1. Maximum block perimeter: 1,800 feet.
2. Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.
[Amended by Ordinance No. 538, 2/21/02; Ord. 682, 9/9/10.]
3. Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings,

4.120 RA-H Zone

topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.

Section 4.122. Residential Zone.

- (.01) Purpose: The purpose of this zone is to provide for standards and a simplified review process for small-scale urban low and medium density residential development. Developments in the ‘R’ zone are not intended to be Planned Developments.
- (.02) Residential Densities: Residential densities shall be determined using Table 1 of this section based on the Comprehensive Plan Map Density Range District.

Table 1. R. Zone Density Calculations

Comprehensive Plan Map Density Range District* ^a	Max Density Per Acre ^{b, c}	Min. Density per Acre ^d
2-3	3	2.4
4-5	5	4
6-7	7.5	6
10-12	12	9.6

*a. Accessory Dwelling Units are not included in density calculations. All dwelling unit types, except accessory dwelling units, are included for calculating density.

b. Middle housing units, except townhouses, are not included in calculating maximum density beyond 1 unit per lot or parcel.

c. For Townhouses, the maximum density is the less of: (1) four times the maximum net density listed in Table 1; or (2) net density of 25 units per acre. If applying a maximum density for townhouses of four times the density listed in Table 1, the minimum density remains 80% of the maximum density listed in Table 1.

d. For Cottage Clusters, the minimum net density shall be no less than 4 units per acre.

[Amended by Ord. #841, effective 6/04/2020]

- (.03) Lot Size Qualifications:
 - A. The owner or the owner's authorized agent shall not hold or cause to be held any interest in any adjacent property with the intent to avoid PDR regulations.
 - B. The lot or any part thereof shall not be an identified area of special concern as defined in the Comprehensive Plan.

C. The development area must be two (2) acres or less in size. Development of larger properties shall be reviewed through planned development procedures.

~~D. Not more than thirty percent (30%) of the lot shall be covered by buildings.~~

(.04) Principal Uses Permitted:

A. Single-Family Dwelling Units.

~~B. Duplexes. [Amended by Ord. #825, 10/15/18] Middle Housing.~~

C. Multiple-Family Dwelling Units. [Amended by Ord. #825, 10/15/18]

D. Public parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature. Any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot in a residential or RA-H zone.

E. Manufactured homes. [Note: Section 4.115 Standards Applying to Manufactured Housing in All Zones Where Manufactured Housing is Permitted deleted per by Ord. 538, 2/21/02.]

(.05) Accessory Uses Permitted to Single Family and Detached Dwelling Units:

A. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses, including accessory dwelling units ~~subject to the standards allowed pursuant to of~~ Subsection 4.113 (.10), located on the same lot therewith. [Amended by Ord. #825, 10/15/18]

B. Home occupations.

C. A private garage or parking area.

D. Temporary real estate signs, small announcement or professional signs, and subdivision signs, as provided in Sections 4.156.05, 4.156.07, 4.156.09, and 4.156.10. [Amended by Ord. No. 704, 6/18/12]

E. Temporary buildings for uses incidental to construction work, which buildings shall be removed immediately upon completion or abandonment of the construction work. In no case shall such buildings remain on the premises longer than ten (10) days after the receipt of a Certificate of Occupancy or the expiration of construction permits.

F. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses are detached and located behind the rear most line of the main buildings, at least one-half (1/2) of the side yard setback is required. In no case shall a setback less than three (3) feet be permitted unless a Reduced Setback Agreement has been approved and properly recorded, as provided in Section 4.113.

G. Livestock and farm animals shall be permitted subject to the provisions of Section 4.162.

~~(.06) Accessory Uses Permitted for Duplexes, Triplexes, Quadplexes, and Attached Multiple Family Dwelling Units: [Amended by Ord. #825, 10/15/18]~~

- ~~A. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses, located on the same lot therewith.~~
- ~~B. Home occupations.~~
- ~~C. A private garage or parking area.~~
- ~~D. Temporary buildings for uses incidental to construction work, which buildings shall be removed immediately upon completion or abandonment of the construction work. In no case shall such buildings remain on the premises longer than ten (10) days after the receipt of a Certificate of Occupancy or the expiration of construction permits.~~
- ~~E. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses are detached and located behind the rear most line of the main building, at least one half (1/2) of the side yard setback is required.~~
- ~~F. Livestock and farm animals shall be permitted, subject to the provisions of Section 4.162.~~

~~(.067) Other Standards:~~

- ~~A. Minimum lot width at building line:

 - ~~1. For Townhouses: Twenty (20) feet.~~
 - ~~2. For all other housing types: Sixty (60) feet.~~~~
- ~~B. Minimum street frontage of lot:

 - ~~1. For Townhouses: Twenty (20) feet, except as provided in 3. below.~~
 - ~~2. For all other housing types: Thirty (30) feet; however, except as provided in 3. below.~~
 - ~~3. No street frontage is required when the lot fronts on an approved, platted private drive.~~~~
- ~~C. Minimum lot size:

 - ~~1. For single-family dwelling units, duplexes, and triplexes and 2 or 3 unit cluster housing: 5000 square feet.~~
 - ~~2. For quadplexes, 4-unit cluster housing, and cottage clusters: 7000 square feet.~~~~

3. For development with multi-family dwelling units: 10000 square feet.

4. For townhouses: 1250 square feet.

- D. Minimum lot depth: Seventy (70) feet.
- E. Maximum building or structure height: Thirty-five (35) feet.
- F. Maximum lot coverage: ~~Twenty percent (20%) for all residential dwelling units; thirty percent (30%) for all buildings.~~

<u>Lot Size</u>	<u>Maximum Lot Coverage (percent of lot area) of Largest Building/All Buildings^{A, B}</u>
<u>20,000 sf or more</u>	<u>20/25</u>
<u>More than 12,000 sf and less than 20,000 sf</u>	<u>25/30</u>
<u>More than 8,000 sf up to 12,000 sf</u>	<u>40/50</u>
<u>More than 7,000 sf up to 8,000 sf</u>	<u>45/55</u>
<u>7,000 square feet or less</u>	<u>50/60</u>

A. A building must be completely detached from the largest building to be considered a separate building for the purpose of lot coverage calculations.

B. Cottage clusters are exempt from maximum lot coverage standards.

- G. Block and access standards:
 1. Maximum block perimeter in new land divisions: 1,800 feet.
 2. Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.
 3. Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.

[Section 4.122(.07) amended by Ord. 538, 2/21/02; Ord 682, 9/9/10.]

Section 4.123. Old Town Residential (OTR) Zone.

(.01) Purpose: The purpose of this zone is to provide for standards and a simplified review process for small-scale residential development in the Old Town Neighborhood. Developments in the 'OTR' zone are not intended to be Planned Developments.

(.02) Residential Densities: This zone falls within the 6-7 units per acre Comprehensive Plan Density Range district thus allowing a maximum of 7.5 units per acre of Gross Development Area and requiring a minimum of 6 units per acre of Gross Development Area. Accessory Dwelling Units are not included in density calculations. Middle Housing, besides townhouses, is not included in maximum density calculation beyond one unit per lot. For Townhouses, the maximum net density is 25 units per acre.

(.03) Principal Uses Permitted:

A. Single-Family Dwelling Units.

B. Middle Housing.

(.04) Accessory Uses Permitted to Single-Family Dwelling Units and Middle Housing:

A. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses, including accessory dwelling units subject to the standards of Subsection 4.113 (.10).

B. Home occupations.

C. A private garage or parking area.

D. Accessory buildings and uses shall conform to front and side yard setback requirements. If a non-dwelling unit accessory building is detached and located behind the rear most line of the main buildings, the side-yard setback may be reduced by half. In no case shall a setback less than three (3) feet.

(.05) Lot Standards:

A. Minimum lot width at building line: Thirty-five (35) feet, except as provided in 1. below.

1. There is no minimum lot width for individual townhouse lots. The total cumulative lot width for townhouses attached to each other must be at least 35 feet.

B. Minimum street frontage of lot:

1. For townhouses: Twenty (20) feet.

2. For all other housing types: Thirty-five (35) feet.

C. Minimum lot size:

1. For single-family dwelling units, duplexes, and two-unit cluster housing: 3000 square feet.

2. For triplexes and 3-unit cluster housing: 5,000 square feet.

3. For quadplexes, 4-unit cluster housing, and cottage clusters: 7,000 square feet.

4. For individual townhouse lots: 1,500 square feet; however, the cumulative area of lots for all townhouses attached to each other shall be as follows:

a. For 2 attached units: minimum 3,000 square feet

b. For 3 attached units: minimum 5,000 square feet

c. For 4 attached units: minimum 7,000 square feet.

(.06) Design and Siting Standards:

A. Development shall comply (except as noted in 1. and 2. below) with the standards of the Old Town Residential Design Standards Book including but not limited to architectural design, height, setbacks, and lot coverage.

1. An applicant for a remodel of and/or addition to structures existing prior to December 1, 2017 may elect to match the existing design of the structure rather than comply with the architectural design standards of the Old Town Residential Design Standards Book if all of the following are met:

a. The height of the structure remains the same and any additions do not exceed the height of the existing structure;

b. The roof pitch on the existing portion of the structure remains the same and is matched for additions involving facades facing a street or public open space;

c. All exterior materials are substantially similar in style and texture to the existing materials on the structure;

d. For facades of the structure facing a street or public open space (does not include alleys) all architectural elements, such as windows, doors, porches, dormers, details, etc. are kept the same, or in the case of extending out a wall during an addition, reproduced; and

e. Setbacks and lot coverage set in the Old Town Residential Design Standards are met or maintain current legal non-conforming status.

2. Accessory structures less than 120 square feet and 10 feet in height are not subject to the Old Town Residential Design Standards but rather the standards of the underlying zone.

B. The following standards shall apply to Accessory Dwelling Units (ADU's) within the "OTR" Zone to ensure smaller bulk of residential buildings consistent with the historic character of the neighborhood. Where these standards differ from those of Subsection 4.113 (.10), including size and design, these standards take precedence. All other standards of Subsection 4.113 (.10), including but not limited to number of ADU's and review process, continue to apply.

1. Size: ADU's shall not exceed 600 square feet of living space.

2. Design: ADU's shall be substantially the same exterior design and architecture (i.e. siding, windows, color, roof pitch, doors and roofing materials) as the primary dwelling unit on the property. ADU's shall be either:

a. Detached single-story structures; or

b. Over a detached garage meeting the following requirements:

i. The garage/ADU structure is a maximum 1.5 stories tall, not exceeding a height of 20 feet; and

ii. The primary dwelling unit on the property is 1.5 or 2 stories tall.

C. Rather than meet the standards prescribed above, applicants may elect to go through a Site Design review process before the Development Review Board for any housing type which include requirements to meet standards in Subsection 4.138 (.05).

NOTE:

Most proposed amendments included in this draft are necessary for compliance with state law (Category 1 and 2). **Category 4 items**, for which the City has more flexibility, are highlighted in green.

Middle Housing Update PC Hearing Draft 09.01.21

WILSONVILLE OLD TOWN

Single-Family Residential Design Standards





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Wilsonville Old Town **Residential** ~~Single-Family~~ Design Standards were produced by The Urban Collaborative, LLC and Town Green in collaboration with the City of Wilsonville and the Old Town Neighborhood Association.

Drawings in the **Residential** ~~Single-Family~~ Design Standards Book are for illustrative purposes only and not to be used for construction purposes. A professional architect or engineer should be consulted for any residential construction.

INTRODUCTION AND HISTORY



Boone's Ferry on the Willamette River, OSU Special Collections: Gifford Photographic Collection

The city of Wilsonville, Oregon was first developed in the mid-19th century around the Boone's Ferry landing on the Willamette River. The landing served as the starting point for a new community to spring up, initially consisting of stores, hotels, shops, offices, and banks-- many of which were later converted into residences. The neighborhoods that first formed from this social and economic landmark are reflective of the city's historic culture and character. The modern-day result of the preservation of this historic style is a traditional neighborhood in which collections of interesting and diverse houses and sequences of small shops join together to create beautiful streets and public spaces that preserve a rural feel while in an urban setting.



Wilsonville Railroad Bridge Under Construction - circa 1907, Old Oregon Historic Photos

The area as a whole shares a visual richness and celebrates historic character. The historical residences in this area were constructed primarily between the 1880's and the 1930's, creating a beautiful snapshot of the era when the area was first developed. As new homes and businesses are constructed in the neighborhood, it is important to preserve Old Town's visual historical identity.



George Law Curry House, Front View - 1934, Old Oregon Historic Photos

The following design standards reflect the cultural characteristics of the Boone's Ferry neighborhood as it has developed over the past 160 years while integrating the current community's goals for the future. It provides a clear and straightforward set of architectural and planning guidelines to preserve historical integrity as new homes are constructed and existing homes are renovated.



PURPOSE AND OVERVIEW

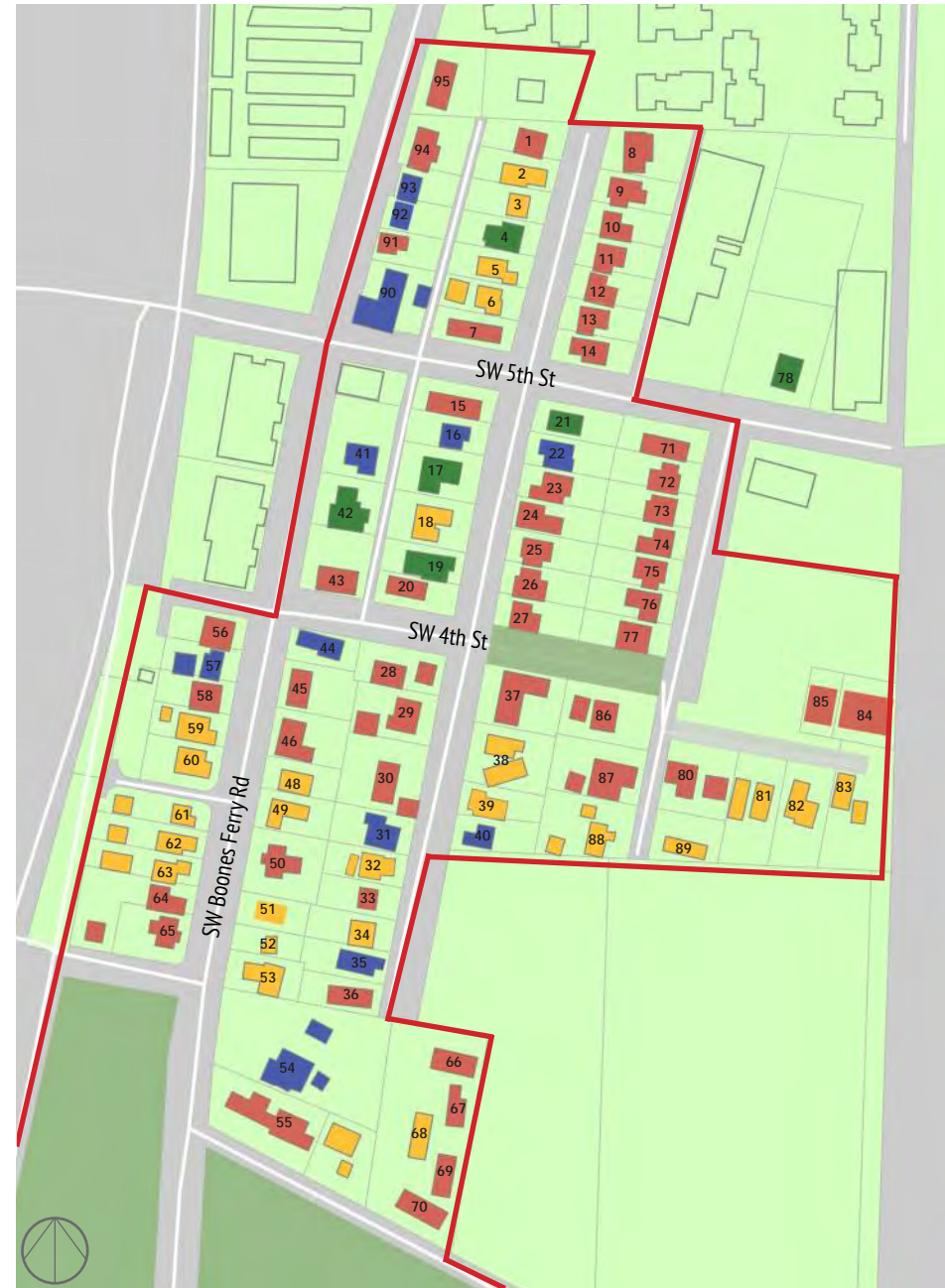
These ~~Single-Family~~ Residential Design Standards are designed with the intention of preserving the unique character of Wilsonville’s Old Town neighborhood, and uniting future development projects with a shared vision of preserving local traditions. Historic architecture offers important lessons about making buildings work at both the street and pedestrian scale. The Design Standards apply to the homes within the red boundary on the neighborhood map to the right. This map shows the style of homes within Old Town and the current mix of new and historical homes.

Old Town Wilsonville maintains a unique character reflective of a period before the rest of Wilsonville existed. However, as the City of Wilsonville grows, the neighborhood has been experiencing development pressures. In order to maintain the desired scale and massing for residential buildings within Old Town, the Design Standards present clear guidelines for new build, renovations, or additions to existing buildings in the neighborhood.

The Old Town Overlay Zone, within the Wilsonville Zoning Code, refers directly to these Design Standards and the two documents should be referred to in conjunction when planning any new homes or when renovating homes in Old Town.

This document provides simple, clear, and objective standards that illustrate the patterns and elements of architectural styles in Old Town Wilsonville. The guidelines provide the City of Wilsonville and the community with tools to minimize problems regarding future development and redevelopment projects that are inconsistent with the context of Old Town. By protecting the spirit and sense of place in Old Town, the look, feel, and culture unique to the neighborhood is also preserved.

- Western Farmhouse
- Craftsmen
- Ranch
- Modern Mix and Other
- Residential Scope Border
- City Parks
- Roads
- Tax Lots



OLD TOWN HISTORICAL RESIDENTIAL TYPES



Existing Farmhouse Styles



The residential housing types currently present in the Boones Ferry district of Old Town Wilsonville include Farmhouses, Craftsman Style homes, and Ranch Style homes among other more modern homes. To preserve the historic character of the neighborhood, this document will focus on these three historic styles: Farmhouse, Craftsman, and Ranch, which together compose about 80% of the homes in old Town.

The Farmhouse style in Wilsonville dates back to when the neighborhood was first developed in the 19th century. This style is prevalent throughout the Willamette Valley and consists primarily of a simple building form with added features and forms to add character to the home. Farmhouse homes have porches and pitched roofs, and have a traditional and historic visual style such as vertical or horizontal wood siding, vertically aligned windows, and a large front porch.



Existing Craftsman Styles



The Craftsman style first appeared along the American west coast at the turn of the 20th century, featuring arts-and-crafts style elements that were popular at the time. This style uses detailed features, gabled porches, dormers, and structurally expressive elements to maintain a classic appearance with a contemporary charm.

The State Historic Preservation Office recognizes structures that are 50 years or older as historically consistent with the criteria for listing on the National Register of Historic Places. For this reason, the Ranch style home was added to the historic residential types. This addition reflects the evolving nature of Old Town.



Existing Ranch Styles



The Ranch style first appeared in the 1940's, and was popular into the 1960's. The style features a linear or shallow L-shaped form, with large front-facing windows and a pitched or hipped roof. Exterior ornamentation is limited, making these homes a versatile addition to this historic neighborhood.



USING DESIGN STANDARDS

STEP 1: Identify Appropriate Architectural Project Type

- 1.1 Is it new build or renovation?
- 1.2 Is a garage or carport planned?
- 1.3 Is there an Accessory Dwelling Unit?

STEP 2: Choose an Architectural Style

- 2.1 Under which of the three architectural styles does your project fit?
 - i. How does the style define roofs, windows, porches, doors, etc?
 - ii. How many stories does it have?
- 2.2 Does your building height fit into the immediate context?
 - i. Immediate context is defined as the homes on the same block face as the project as well as the homes along the facing street.
 - a. If immediate context is 1 story, stay within 1.5 stories
 - b. If immediate context is mixed, stay within 2 stories
 - c. If project is along SW Boones Ferry Road, north of SW 4th, dwellings are encouraged to be 2 stories
 - d. Regardless of context, triplexes, quadplexes, and townhouses are permitted to be 25 feet in height and two stories.
- 2.3 What shape, form, and massing will the building have?

STEP 3: Identify Site and Lot Requirements

- 3.1 Are there appropriate landscaping needs to fit with immediate context?
- 3.2 How will the development meet setback standards and address edges?
- 3.3 Does your plan meet the Old Town Overlay Zoning code in areas not covered by these Design Standards?

Attachment 4
INTRODUCTION TO STYLES

Three distinct historical building typologies reoccur throughout the Boone's Ferry Old Town neighborhood and can be used to guide future residential construction as well as additions and renovations.

While there are modern architectural styles in Old Town, these building types represent the scale, massing, and historical precedent desired by the community.

Western Farmhouse

This style is typically two stories, in a 'T' or 'L' shape, and featuring an entry porch with gable or hipped roofs.



Craftsman

Typically one and a half stories, this style features an integrated porch with medium-pitched roofs and dormers. This historic style is often richly detailed with structurally expressive elements.



New Ranch

This style is often a long rectangular shape or 'L' plan. It is typically one story with an attached garage, adorned with a large street-facing picture window.





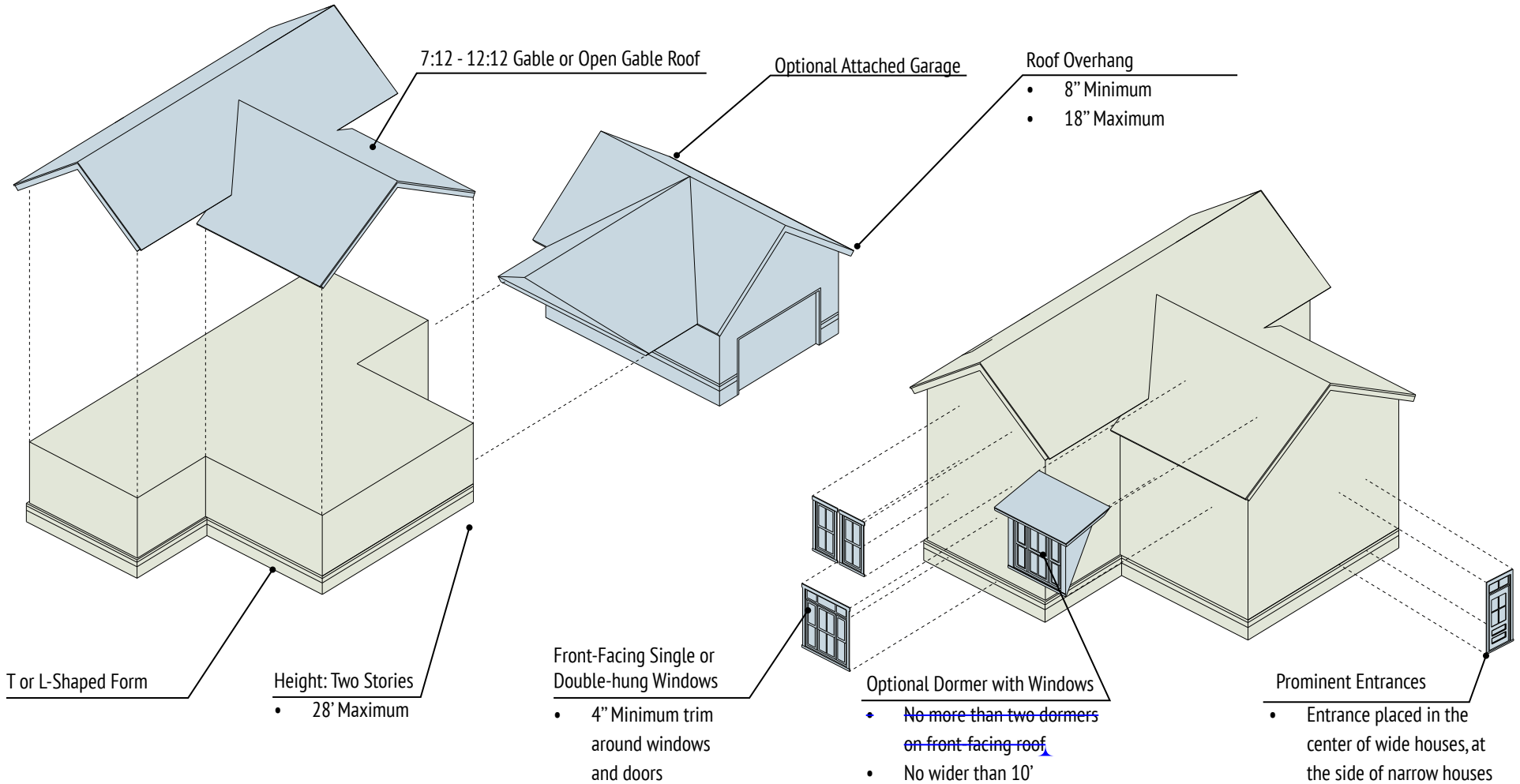
WESTERN FARMHOUSE STYLE



WESTERN FARMHOUSE STYLE

MASSING AND ROOFS

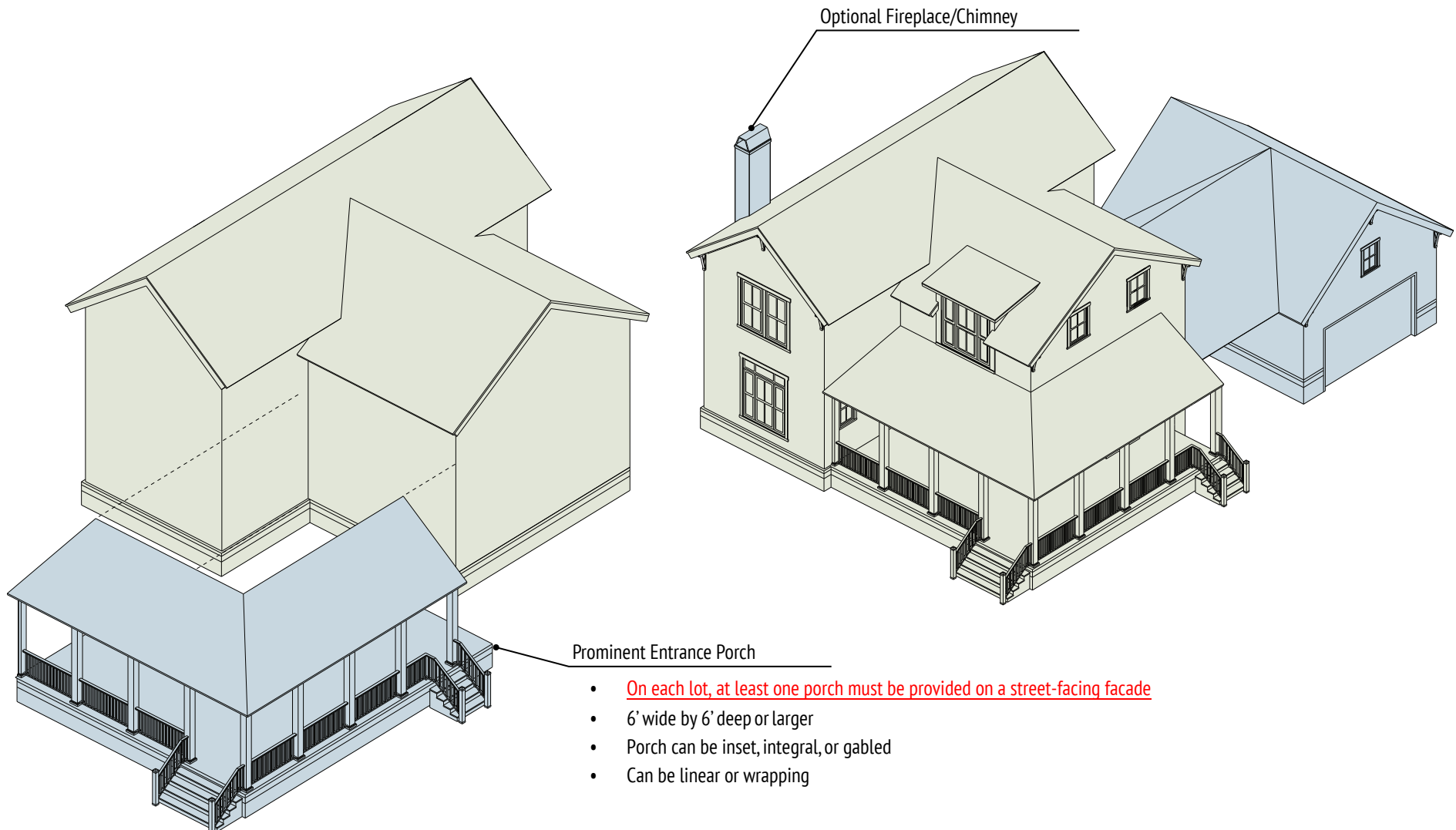
WINDOWS AND DOORS





PORCHES

OTHER ELEMENTS



CRAFTSMAN STYLE

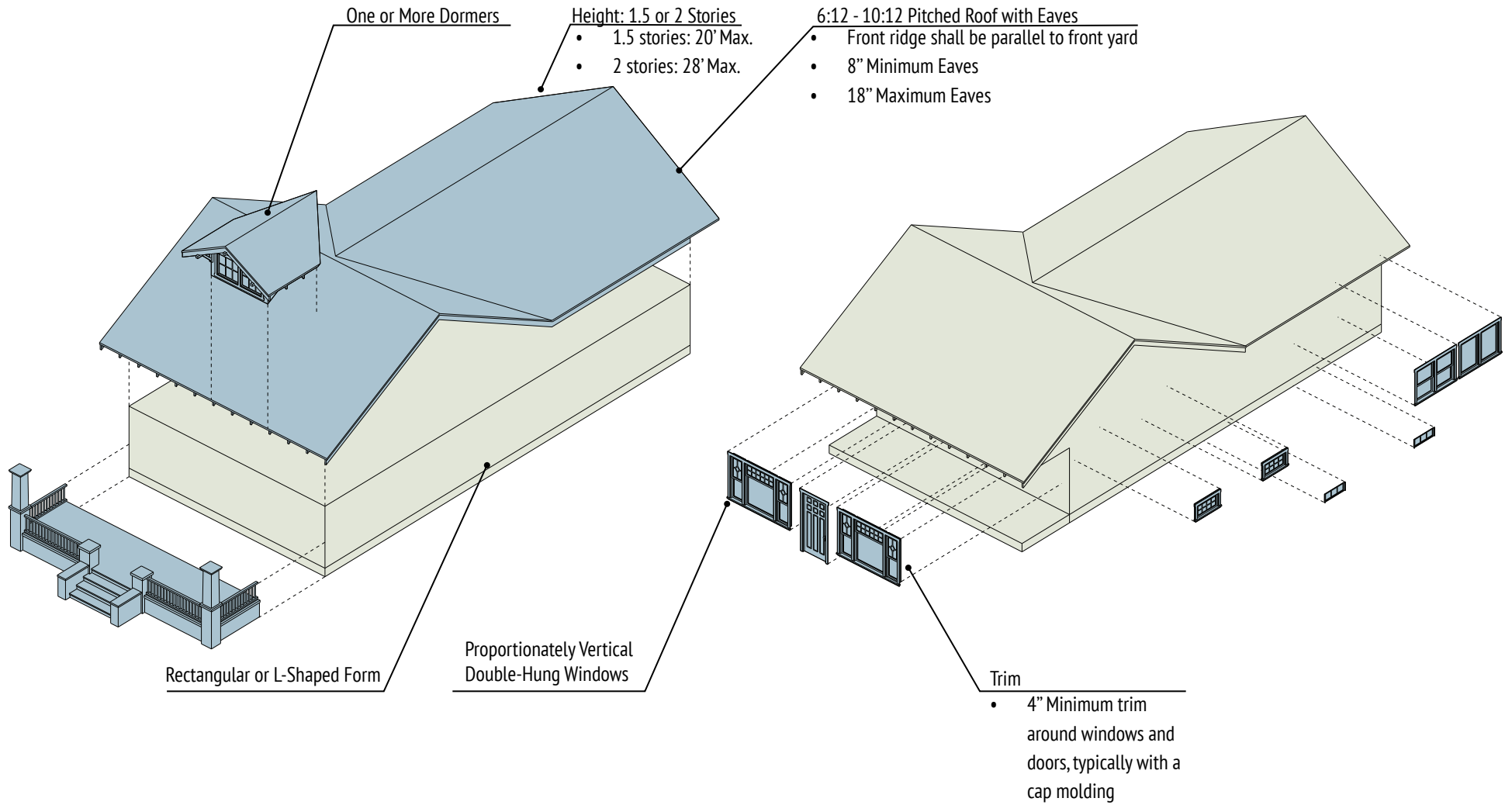




CRAFTSMAN STYLE

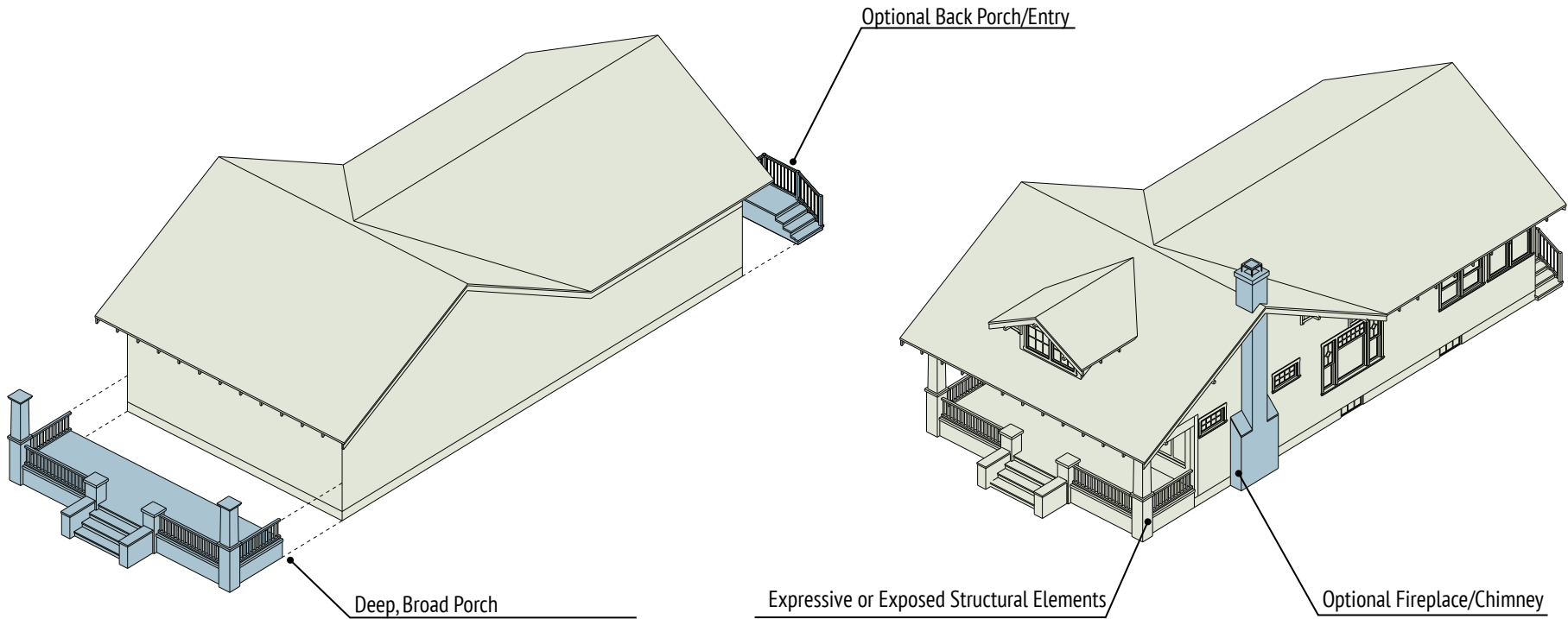
MASSING AND ROOFS

WINDOWS AND DOORS



PORCHES

OTHER ELEMENTS



- Deep, Broad Porch**
- On each lot, at least one porch must be provided on a street-facing facade
 - Integrated with building form
 - Minimum 6' deep, 6' wide

- Expressive or Exposed Structural Elements**
- Porch Columns
 - Exposed Rafters and Beams
 - Detailed Brackets

Optional Fireplace/Chimney



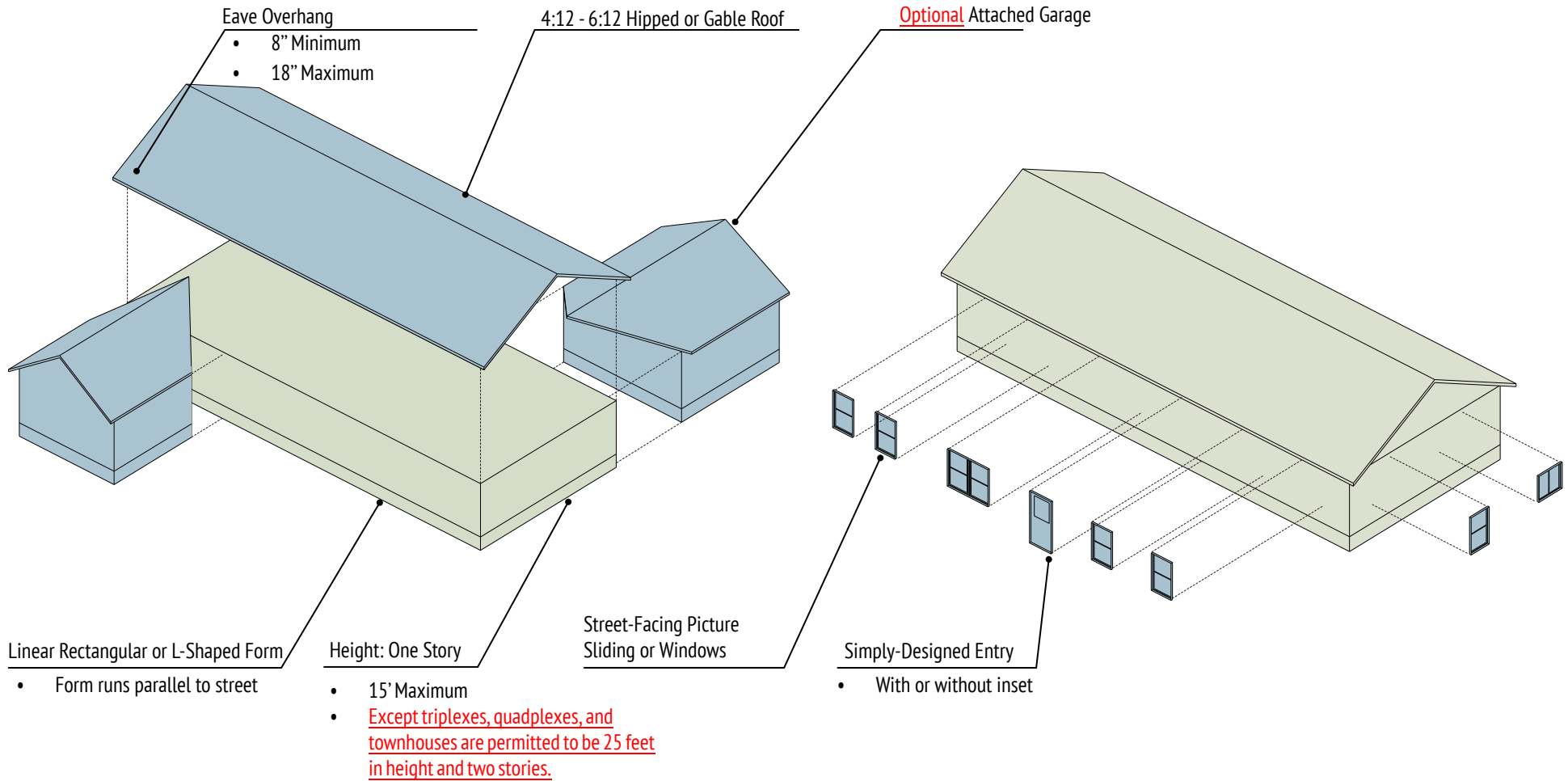
NEW RANCH STYLE



NEW RANCH STYLE

MASSING AND ROOFS

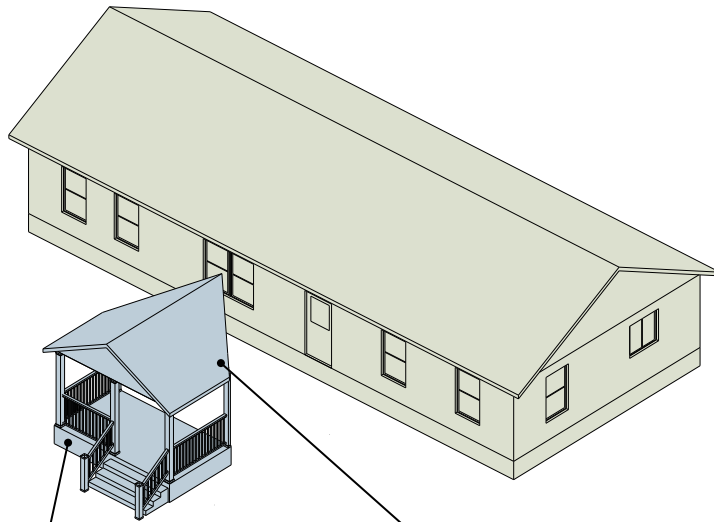
WINDOWS AND DOORS





PORCHES

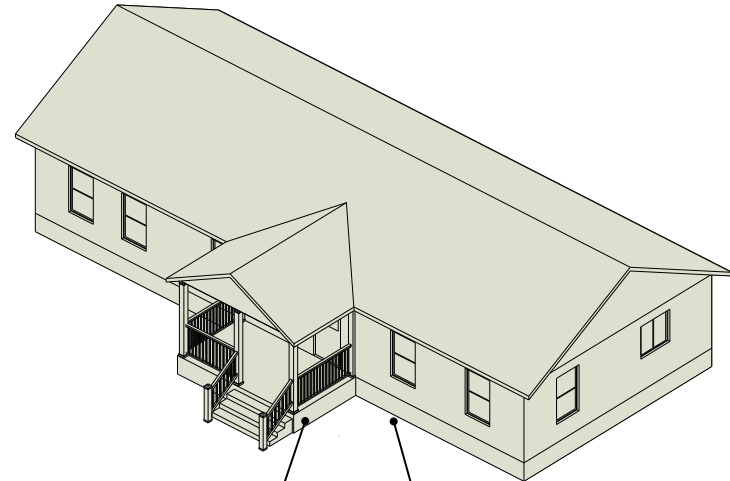
OTHER ELEMENTS



Porch or Portico

Gable or Shed Roof

- On each lot, at least one porch must be provided on a street-facing facade
- Minimum 6' wide
- Minimum 6' deep
- Porches are encouraged on remodels and required for new homes



Simple Features with Minimal Ornamentation

Asymmetrical Facade Elements

- Shutters are encouraged (but optional) and should be sized and mounted as if operable.

RENOVATION GUIDELINES

Remodels, renovations, and/or additions shall comply with the same Design Standards as new construction except that remodels, renovations, and/or additions to structures existing prior to December 1, 2017, including the creation of middle housing through conversion of or addition to an existing single-family home, may elect to match the existing design of the structure rather than comply with the Old Town Residential Single-Family Design Standards Book if all of the following are met:

- a. The height of the structure remains the same and any additions do not exceed the height of the existing structure;
- b. The roof pitch on the existing portion of the structure remains the same and is matched for additions involving facades facing a street or public open space;
- c. All exterior materials are substantially similar in style and texture to the existing materials on the structure;
- d. For facades of the structure facing a street or public open space (does not include alleys) all architectural elements, such as windows, doors, porches, dormers, details, etc. are kept the same, or in the case of extending out a wall during an addition, reproduced; and
- e. Setbacks and lot coverage requirements of the underlying zone are met.

See Wilsonville Code Subsection 4.138 (.04) B.



**DUPLEX** EXAMPLES OF MIDDLE HOUSING STYLES

Duplexes shall appear indistinguishable from single-family houses except for the two entries. If new, the duplex-New middle housing shall meet all design standards for the applicable architectural style.

New middle housing shall also meet the applicable design standards in Wilsonville Code Sections 4.113 (.14) - (.16), unless they conflict with the standards in this design book.

New Ranch Duplexes are middle housing is encouraged, but not required, to have entries on separate streets so that each one or more primary entrance faces a different street front. This could be accomplished on any corner lot.

Western Farmhouse Duplex

This style is typically two stories, in a 'T' or 'L' shape, and featuring an entry porch and gable or hipped roofs.

**Craftsman Duplex**

Typically one and a half stories, this style features an integrated porch with medium-pitched roofs and dormers. This historic style is often richly detailed with structurally expressive elements.

**New Ranch Duplex**

This style is often a long rectangular shape or 'L' plan. It is typically one story and adorned with a large street-facing picture window.



Accessory Buildings, ADUs, and Garages

DESIGN

Design guidelines are applicable to any and all exterior building elements visible from the public right-of-way or public parcel, in any direction, regardless of existing or proposed landscaped or natural visual barriers between the public view shed and exterior building elements.

The garage and other accessory buildings over 120sf and 10ft in height must be designed using the same exterior design and architecture (i.e. siding, windows, doors, and roofing materials) as the primary residence on the lot. Accessory buildings cannot be taller than the primary residence. If the primary residence is less than 15 feet, an accessory building can be 15 feet or less.

Accessory Dwelling Units (ADU's) in Old Town shall:

1. Size: ADU's shall not exceed 600 square feet of living space.
2. Design. ADU's shall be either:
 - a. Detached single-story structures; or
 - b. Over a detached garage meeting the following requirements:
 - i. The garage ADU structure is a maximum 1.5 stories tall, not exceeding a height of 20 feet; and
 - ii. The primary dwelling unit on the property is 1.5 or 2 stories tall.

All other standards of Subsection 4.113 (.10) related to ADU's apply. See Subsection 4.138 (.04) C. Wilsonville Code.

STYLE GUIDELINES

Western Farmhouse

Roof Style: Gable
 Roof Pitch: 7:12 to 12:12
 Eaves: 8" minimum to 18" maximum

New Ranch

Roof Style: Hip or Low-Pitched Gable
 Roof Pitch: 4:12 to 6:12
 Eaves: 8" minimum to 18" maximum

Craftsman

Roof Style: Gable
 Roof Pitch: 6:12 to 10:12
 Eaves: 8" minimum to 18" maximum



© The Bungalow Company, Portland, Oregon



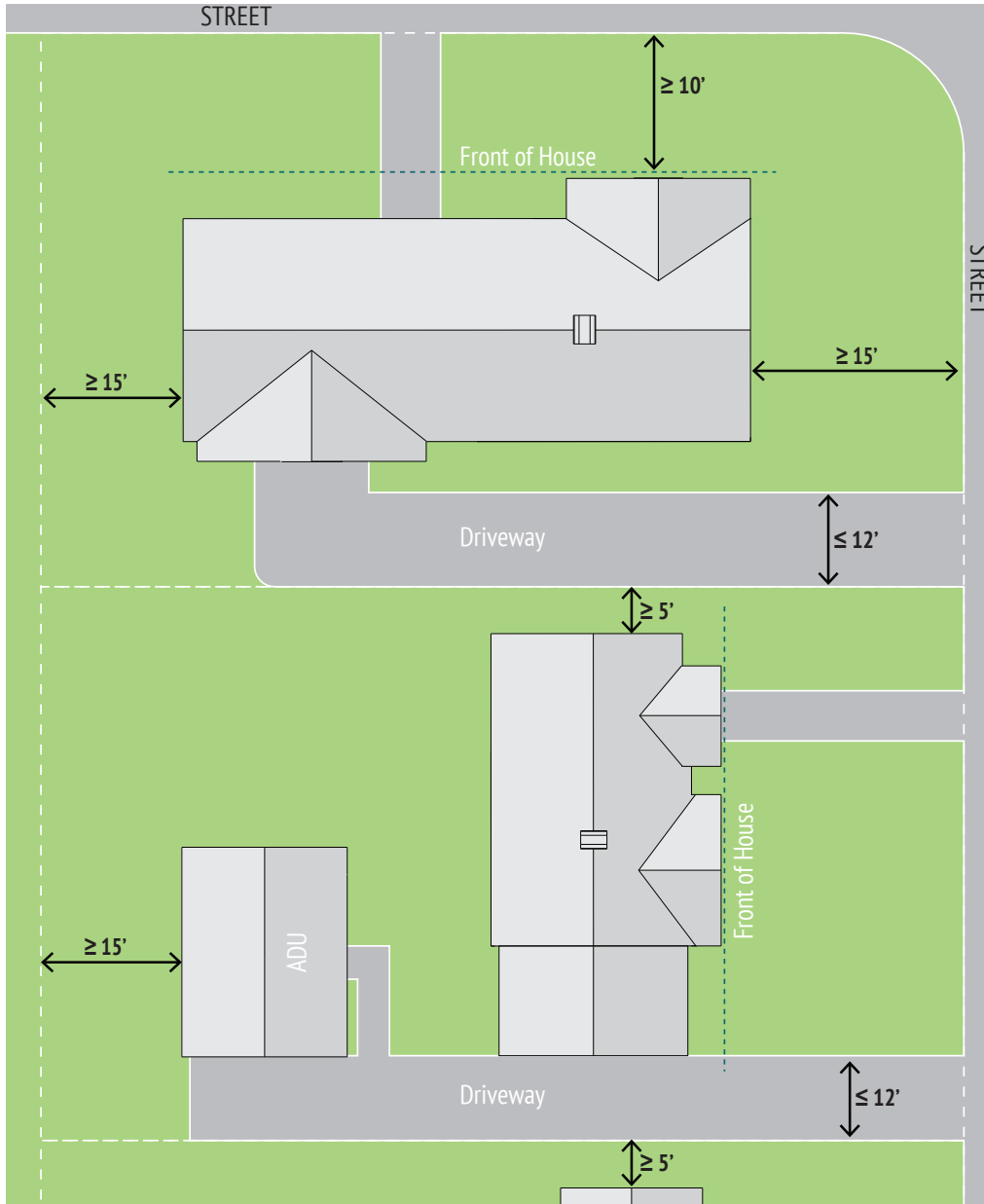
© Candace Kramer, Portland, Oregon



© E.Allen Fine Designs, San Jose, CA



MATERIALS AND LOT COVERAGE



MATERIALS

The following construction materials may not be used as an exterior finish:

1. Vinyl siding.
2. Wood fiber hardboard siding.
3. Oriented strand board siding.
4. Corrugated or ribbed metal.
5. Fiberglass panels

LOT COVERAGE

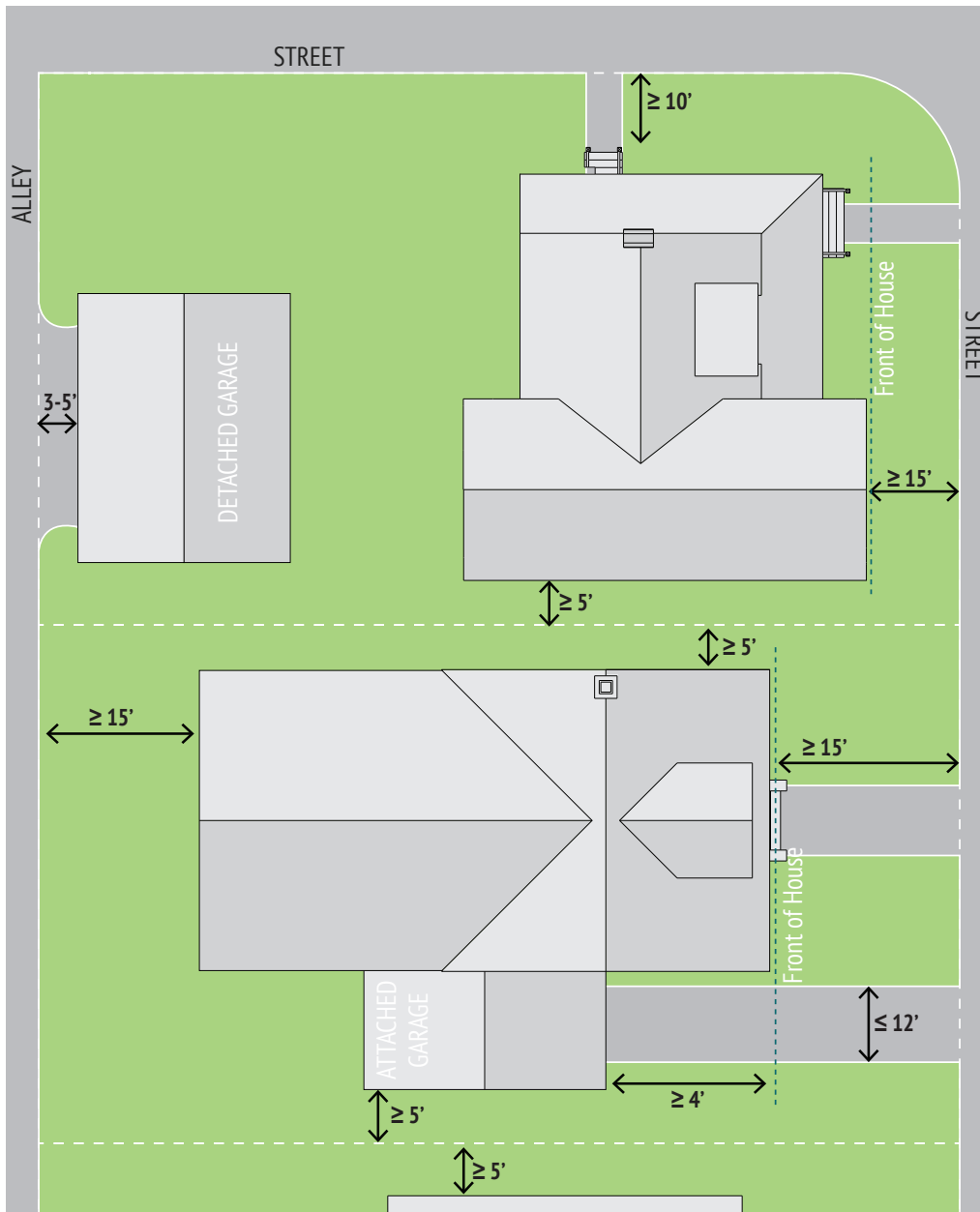
The ratio of building to lot area is a part of the Old Town historic character. The existing community is developed to have smaller homes on larger lots. The lot coverage ratio maintains the existing balance and openness of the neighborhood.

All built structures are not to exceed 40% lot coverage.*

Buildings under 120sf and 10ft in height are not counted in lot coverage.

*Lot coverage for townhouses is calculated based on the overall townhouse project, rather than each townhouse lot. Cottage clusters are exempt from maximum lot coverage standards.

EDGES AND SETBACKS: PRIMARY RESIDENCES

FRONT SETBACKS*

Street-facing: Minimum 15' from street edge to front of the house

Porches added as part of a remodel to an existing Ranch house can encroach 6 feet into the front setback.

Residences along SW Boones Ferry Road, north of SW 4th Street: 5 feet minimum setback

SIDE AND REAR SETBACKS*

Minimum side yard: 5'

Minimum rear yard: 15'

Minimum side street setback: 10'

**For cottage clusters, minimum front and rear setbacks are 10'.*

GARAGES

Minimum front setback for any and all garages and/or accessory buildings is 4 feet from the front building line, not including the front porch.

The width of garage doors shall not exceed 50 percent of the length of the street-facing façade.

Where access is taken from an alley, garages or carports may be located a minimum of 3 feet and maximum of 5 feet from the property line adjoining the alley. Or a minimum of ~~16~~ 18 feet, if an additional parking area is desired.

DRIVEWAYS

For single-family detached homes and duplexes, maximum Maximum driveway width at the front property line extending to the minimum required primary building setback dimension is encouraged (*but not required*) to be no greater than 12 feet.

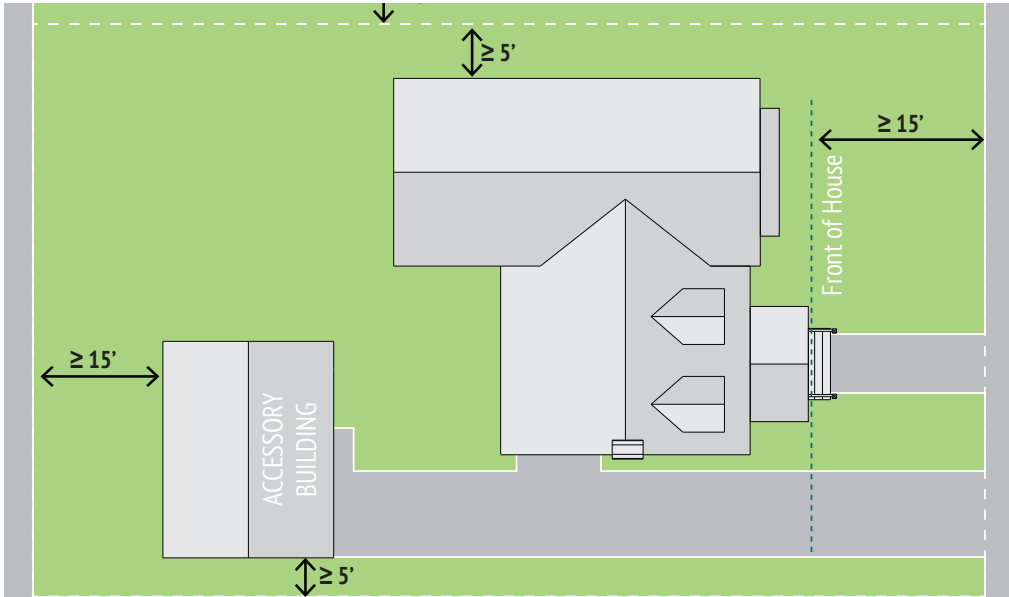
Other middle housing types must meet the applicable driveway design standards in Wilsonville Code Subsection 4.113 (.14).

FACADE WIDTH

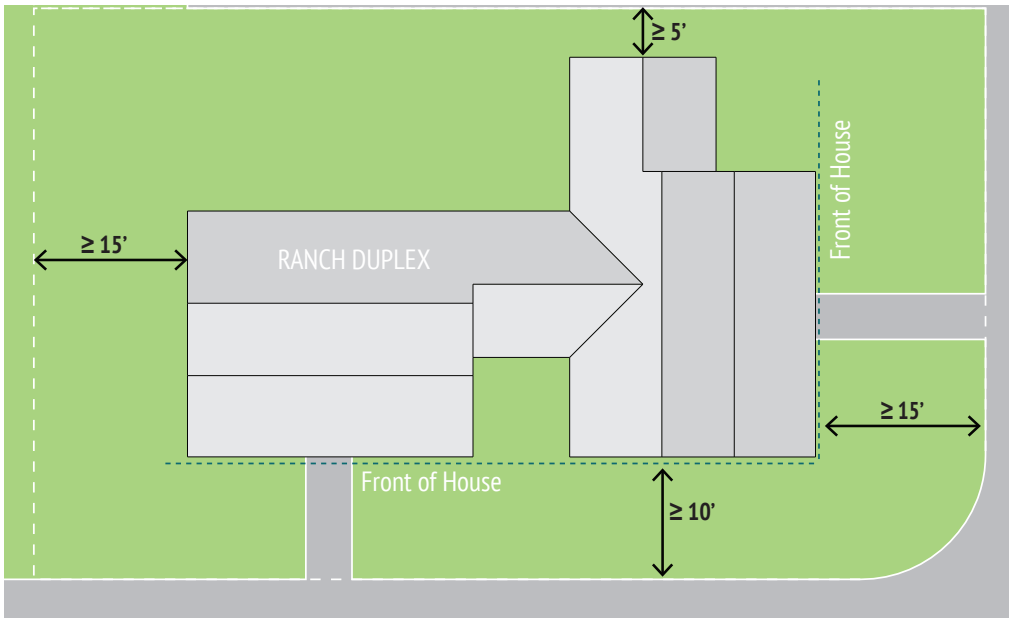
For lots over 75 feet wide at the front lot line, the width of a single street-facing building facade shall not exceed or 60 percent of the lot width.



EDGES AND SETBACKS: ACCESSORY BUILDINGS



Accessory buildings ~~should~~ **shall** follow the same front, rear, and side yard setbacks as primary dwellings and fit within the 40% maximum lot coverage (except accessory buildings that are part of a cottage cluster are exempt from lot coverage standards).

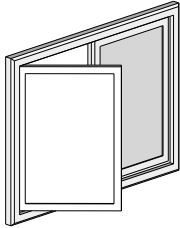


Duplexes Middle housing on corners could have entrances on separate street fronts.

GLOSSARY OF TERMS

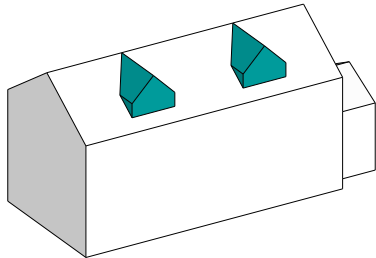
CASEMENT WINDOWS

A window that is attached to its frame by one or more hinges at the side and opens outward



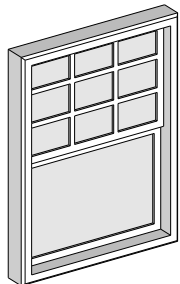
DORMER

A roofed structure, often containing a window, that projects vertically beyond the plane of a pitched roof. Dormers can have gable, hip, or flat roofs



DOUBLE-HUNG WINDOW

Vertically moving windows with two panels where both the top and bottom panels move

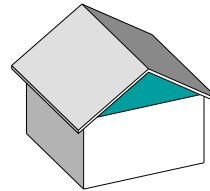


“FRONT OF THE HOUSE”

The first built element of the primary dwelling: wall, porch, etc.

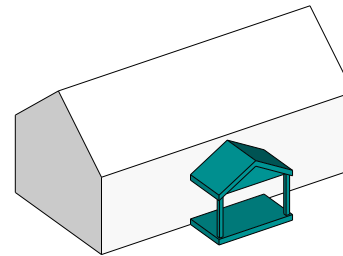
GABLE

Generally triangular portion of a wall between the edges of intersecting roof pitches



GABLE PORCH

Porch with a front facing gable

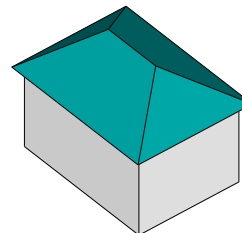


GABLE ROOF

Two roof sections sloping in opposite directions and placed such that the highest, horizontal edges meet

HIP ROOF

A roof where all sides slope downwards to the walls, usually with a fairly gentle slope. A hipped roof house has no gables or other vertical sides to the roof





Section 4.124. Standards Applying To All Planned Development Residential Zones.

(.01) ~~Examples of principal uses that are typically p~~Permitted Uses:

A. Open Space.

B. Single-Family Dwelling Units.

C. ~~Duplexes.~~ [Added by Ord. #825, 10/15/18] Duplexes, triplexes, quadplexes, townhouses.

D. Cluster housing, including cottage clusters.

~~ED.~~ Multiple-Family Dwelling Units. [Amended by Ord. #825, 10/15/18]

~~FE.~~ Public parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot.

~~GF.~~ Manufactured homes, subject to the standards of Section 4.115 (Manufactured Housing).

(.02) ~~Permitted accessory uses to single family and middle housing and detached dwelling units:~~ [Amended by Ord. #825, 10/15/18]

A. Accessory uses, buildings and structures customarily incidental to any of the principal permitted uses listed above, and located on the same lot.

B. Living quarters without kitchen facilities for persons employed on the premises or for guests. Such facilities shall not be rented or otherwise used as a separate dwelling unless approved as an accessory dwelling unit or duplex.

C. Accessory dwelling units, subject to the standards of Section 4.113 (.10). [Amended by Ord. #841, 6/04/2020]

D. Home occupations.

E. A private garage or parking area.

G. Temporary real estate signs, small announcement or professional signs, and subdivision signs, as provided in the provisions of Sections 4.156.05, 4.156.07, 4.156.09, and 4.156.10. [Amended by Ord. No. 704, 6/18/12]

H. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.

I. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120

square feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.

J. Livestock and farm animals, subject to the provisions of Section 4.162.

(.03) Permitted accessory uses for duplexes and attached multiple-family dwelling units: [Amended by Ord. #825, 10/15/18]

- A. Accessory uses, buildings, and structures customarily incidental to any of the aforesaid principal permitted uses, located on the same lot therewith.
- B. Home occupations.
- C. A private garage or parking area.
- D. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.
- E. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.
- F. Livestock and farm animals, subject to the provisions of Section 4.162.

(.04) Uses permitted subject to Conditional Use Permit requirements:

- A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, substations and pump stations.
- B. Public or private clubs, lodges or meeting halls. Public or private parks, playground, golf courses, driving ranges, tennis clubs, community centers and similar recreational uses.
- C. Churches, public, private and parochial schools, public libraries and public museums.
- D. Neighborhood Commercial Centers limited to the provisions of goods and services primarily for the convenience of and supported by local residents, and not requiring a zone change to a commercial designation:
 1. The site of a Neighborhood Commercial Center was proposed at the time of the original application.
 2. Such centers are of a scale compatible with the surrounding residential structures.

3. Such centers shall be compatible with the surrounding residential uses.
 4. The site of a Neighborhood Commercial Center shall be at least one-quarter (1/4) mile from any other sites zoned for commercial uses.
 5. The site of a Neighborhood Commercial Center shall not exceed five percent (5%) of the total area or one (1) acre, whichever is less.
 6. The site of a Neighborhood Commercial Center shall have direct access to a street of a collector classification and shall have direct pedestrian access to the residential areas.
 7. The site of a Neighborhood Commercial Center shall not include more than one quadrant of an intersection and shall not result in traffic of a nature which causes a substantial adverse impact on the residential character of the planned development.
- E. Commercial Recreation which is compatible with the surrounding residential uses and promotes the creation of an attractive, healthful, efficient and stable environment for living, shopping or working. All such uses except golf courses and tennis courts shall conform to the requirements of subsection "D" (Neighborhood Commercial Centers), above.
- F. Home businesses. [Added by Ord. #825, 10/15/18]

(.05) Appropriate PDR Zoning Designation and Maximum and Minimum Density based on Comprehensive Plan Density Range District:

Table 1: PDR Zoning Designation and Maximum and Minimum Density based on Comprehensive Plan Density Range District

Zoning Designation	Comprehensive Plan Map Density Range District ^{a,*}	Max. Density per Acre ^{b,c}	Min. Density per Acre ^d
PDR-1	0-1	1	.8
PDR-2	2-3	3	2.4
PDR-3	4-5	5	4
PDR-4	6-7	7.5	6
PDR-5	10-12	12	9.6
PDR-5 6	16-20	20	16
PDR-6 7	Over 20	As approved by Zoning Order/Stage 1 Master Plan, at least 25	80% of Max Density

****a. Accessory Dwelling Units are not included for calculating density. All dwelling unit types, except accessory dwelling units, are included for calculating density.***

b. Middle Housing, besides, townhouses, is not included in calculating maximum density beyond 1 unit per lot or parcel.

c. For townhouses, the maximum density is the less of: (1) four times the maximum net density listed in Table 1; or (2) net density of 25 units per acre. If applying a maximum density for townhouses of four times the density listed in Table 1, the minimum density remains 80% of the maximum density listed in Table 1.

d. For Cottage Clusters, the minimum net density shall be no less than 4 units per acre.

[Amended by Ord. #841, effective 6/4/2020]

(.06) **Unit Count Limitations. Unit count limitations are calculated as follows:**

- A. **Maximum Unit Count.** Maximum unit count at build out of Stage I Master Plan area: is calculated by taking the Gross Development Area multiplied by Maximum Density per Acre stated in Table 1 of this Code section, plus any density transferred from SROZ areas pursuant to Subsection 4.139.11 (.02). For example, any number greater than 4 and less than 5 shall be rounded down to 4.
- B. **Minimum Unit Count.** Minimum unit count at build out of Stage I Master Plan area: 80% of maximum unit count described in A. above.
- C. If the Stage I Master Plan area is subject to more than one Comprehensive Plan Map Density Range District and Zoning Designation, calculations for areas of differing densities shall be done separately and then summed together, and the final summed number rounded down to the nearest whole number.

(.07) Lot Standards

Table 2: Lot Standards for All PDR Zoned Lots

Zoning Designation	Minimum Lot Size (square feet) ^{AB}	Setbacks	Maximum Lot Coverage (percent of lot area) of Largest Building/All Buildings ^A Building ^B s ^C	Minimum Lot Width at building Line/Minimum Street Frontage of Lot ^B -Lot ^{DE} (feet)	Minimum Lot Depth (feet)	Maximum Building Height (feet)
PDR-1	20,000	Per Section 4.113 (.02)	20/25	80/80	100	35
PDR-2	7,000		25/30 (more than 12000 and less than 20000 sf lot) 40/50 (more than 8000 up to 12000 sf lot) 45/55 (7000 to 8000 sf lot)	60/30	70	
PDR-3	4,500		50/60	40/40 ^C 40 ^E	60	
PDR-4	3,000		75/75	35/35 ^C 35 ^E	60	

PDR-5	2,000		75/75	30/30	60	
PDR-6	NA		75/75	30/30	60	
PDR-7	NA		75/75	30/30	60	

- A. For townhouses the minimum lot size in PDR-1 through PDR-5 zones is 1,500 square feet.
- B. For the PDR 3 through PDR 7 zones, the minimum lot size for triplexes and 3-unit cluster housing is 5,000 square feet; the minimum lot size for quadplexes, 4-unit cluster housing, and cottage clusters is 7,000 square feet.
- AC. A building must be completely detached from the largest building to be considered a separate building for the purpose of lot coverage calculations. Cottage clusters are exempt from maximum lot coverage standards.
- BD. Lot frontage may be on a public street or approved, platted private drive.
- E. For townhouses the minimum lot width at building line and minimum street frontage is 20 feet in all PDR zones.
- €E. Lot frontage may be reduced to 24 feet when the lot fronts a cul-de-sac.

***** Subsections (.08) – (.12) are not included in this review draft *****

Section 4.125. V – Village Zone**(.01) Purpose.**

The Village (V) zone is applied to lands within the Residential Village Comprehensive Plan Map designation. The Village zone is the principal implementing tool for the Residential Village Comprehensive Plan designation. It is applied in accordance with the Villebois Village Master Plan and the Residential Village Comprehensive Plan Map designation as described in the Comprehensive Plan.

- A. The Village zone provides for a range of intensive land uses and assures the most efficient use of land.
- B. The Village zone is intended to assure the development of bicycle and pedestrian-sensitive, yet auto-accommodating, communities containing a range of residential housing types and densities, mixed-use buildings, commercial uses in the Village Center and Neighborhood Centers, and employment opportunities.
- C. The Village zone, together with the Architectural Pattern Book and Community Elements Book, is intended to provide quantitative and objective review guidelines.

(.02) Permitted Uses. Examples of principle uses that are typically permitted:

- A. Single Family Dwellings
- B. Accessory Dwelling Units, subject to the standards of Section 4.113 (.10)
- C. Duplexes, Triplexes, and Quadplexes
- D. Row Houses
- E. Multi-Family Dwellings
- F. Cluster Housing, including Cottage Clusters
- G. Residential Facilities, Residential Homes, and Community Housing developed to implement ORS 426.508
- H. Non-commercial parks, plazas, playgrounds, recreational facilities, community buildings and grounds, tennis courts, and other similar recreational and community uses owned and operated either publicly or by an owners association.
- I. Commercial uses within the Village Center, subject to the standards of (.06) Standards Applying to Commercial Uses and similar to the following:
 - 1. Sales and servicing of consumer goods:
 - Bicycle shop
 - Bookstore
 - Clothing store
 - Electronics and appliances store

- Florist
 - Furniture store
 - Jeweler
 - Pet shop
2. Food and sundries:
- Bakery
 - Butcher shop
 - Convenience store
 - Delicatessen
 - Drugstore
 - Gifts Store
 - Hardware store
3. Lifestyle and recreation:
- Art gallery
 - Barbershop or hair salon
 - Boutique shops and other specialty retail
 - Coffee shops including outdoor eating areas
 - Health club or gymnasium
 - Restaurants and pubs including outdoor eating areas
 - Dance or martial arts studio
4. Service Commercial:
- Banking and investment services
 - Child day care
 - Custom tailoring
 - Dry cleaners
 - Photo processing
 - Postal service
 - Reproduction services
 - Laundromat
 - Locksmith
 - Telecommunications services
 - Upholstery shop
5. General Office:
- Computer and technology companies
 - Governmental services
 - Health services
 - Insurance agencies
 - Nonprofit organizations
 - Professional-type services
 - Real estate offices
 - Secretarial services
 - Travel agencies

- J. Commercial uses within a Neighborhood Center, subject to the standards of (.06) Standards Applying to Commercial Uses, and similar to the following:
- Bakery
 - Barbershop and/or hair salon
 - Bookstore
 - Coffee shop including outdoor eating areas
 - Convenience store
 - Dry cleaners
 - Florist
 - Newsstand
 - Postal services
 - Service oriented offices
 - Wine bar
- K. Group Living Facility
- (.03) Permitted Accessory Uses
- A. Uses, buildings and structures customarily incidental to any of the principal permitted uses and located on the same lot
 - B. Home Occupations
 - C. Structured parking, garages, and parking areas
 - D. Temporary Uses per Section 4.163.
 - E. Signs subject to the standards of (.12) Signage and Wayfinding.
 - F. Temporary buildings for uses incidental to construction work, which buildings shall be removed immediately upon completion or abandonment of the construction work. In no case shall such buildings remain on the premises longer than ten (10) days after the receipt of a Certificate of Occupancy or the expiration of construction permits.
- (.04) Conditional Uses Applications for the following conditional uses shall be processed in accordance with the procedures listed in Section 4.512:
- A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, utility sub-stations and pump stations
 - B. Public or private clubs, lodges or meeting halls
 - C. Public or private libraries and museums
 - D. Religious institutions.
 - E. Transit Stations
 - F. Community Centers
 - G. Conference Centers

- H. Non-commercial community buildings and grounds, and other similar community uses, owned and operated either publicly or by an owners association.
 - I. Commercial parks, plazas, playgrounds, recreational facilities, community buildings and grounds, tennis courts, and other similar recreational and community uses owned and operated privately.
 - J. Schools (public, private, or commercial)
 - K. Theaters
 - L. Home Business
 - M. Commercial Parking Facility
 - N. Light Manufacturing / Research and Development located within the Village Center.
 - O. Overnight Lodging Facility
 - P. Grocery Store or Specialty Grocery Store
- (.05) Development Standards Applying to All Developments in the Village Zone. In addition to other applicable provisions of the Wilsonville Planning and Land Development Ordinance, all development in the Village zone shall be subject to Tables V-1 through V-4, and to the following. If there is a conflict between the provisions of the Village zone and other portions of the Code, then the provisions of this section shall apply.
- A. Block, Alley, Pedestrian and Bicycle Standards:
 - 1. Maximum Block Perimeter: 1,800 feet, unless the Development Review Board makes a finding that barriers such as existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent a block perimeter from meeting this standard.
 - 2. Maximum spacing between streets or private drive for local access: 530 feet, unless the Development Review Board makes a finding that barriers such as existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions from meeting this standard. Under such circumstances, intervening pedestrian and bicycle access shall be provided, with a maximum spacing of 330 feet from those local streets or private drives, unless the Development Review Board makes a finding that barriers such as existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions from meeting this standard. [Amended by Ord. 682, 9/9/10]
 - B. Access: All lots with access to a public street, and an alley, shall take vehicular access from the alley to a garage or parking area, except as determined by the City Engineer.

- C. Trailers, travel trailers, mobile coaches, or any altered variation thereof shall not be used for the purpose of conducting a trade or calling, or for storage of material, unless approved for such purpose as a temporary use.
- D. Fences:
1. General Provisions:
 - a. Fencing in the Village Zone shall be in compliance with the Master Fencing Program in the adopted Architectural Pattern Book for the appropriate SAP. [Section 4.125(.09)(D)(1)(a) amended by Ord. No. 596, 10/3/05.]
 - b. When two or more properties with different setbacks abut, the property with the largest front yard setback requirement shall be used to determine the length and height of the shared side yard fence, as required by Section 4.125(.05)(D)(1)(a), above.
Example: Building 'A' has 20' front yard setback and Building 'B' has zero front yard setback. Since Building 'A' has the larger front yard setback, it shall be used to determine the height and length of the shared side yard fence. It is 6' tall, but is reduced to 3' in front of Building 'A's building line.
 - c. The Development Review Board may, in their discretion, require such fencing as deemed necessary to promote and provide traffic safety, noise mitigation, and nuisance abatement, and the compatibility of different uses permitted on adjacent lots of the same zone and on adjacent lots of different zones.
 2. Residential:
 - a. The maximum height of any fence located in the required front yard of a residential development shall not exceed three (3) feet.
 - b. Fences on residential lots shall not include chain link, barbed wire, razor wire, electrically charged wire, or be constructed of sheathing material such as plywood or flake board. Fences in residential areas that protect wetlands, or other sensitive areas, may be chain link.
- E. Recreational Area in Multi-family Residential and Mixed Use Developments
1. The Recreational Area requirement is intended to provide adequate recreational amenities for occupants of multiple family developments and mixed use developments where the majority of the developed square footage is to be in residential use.
 2. Recreational Area is defined as the common area of all lawns, community gardens, play lots, plazas, court yards, interior and exterior swimming pools, ball courts, tennis courts, exercise rooms, health and exercise facilities, libraries, internet/electronic media rooms, decks and other similar areas for common recreational uses. Recreational Area may include Parks required under the Villebois Village Master Plan, and any usable park areas not shown

in such plan. Private areas under this definition, defined as those areas that are accessible only by a single owner or tenant, or commercial or retail recreation facilities serving the general public, shall not constitute or contribute to the measurement of Recreational Area.

3. A variety of age appropriate facilities shall be included in the mix of Recreational Area facilities.
 4. Recreational Area shall be calculated at the following ratios:
 - a. At the SAP Level – 195 square feet per residential unit.
 - b. At the PDP level – an additional 30 square feet per residential unit
 3. Outdoor Living Area shall be considered to be part of the Open Space requirement in Section 4.125(.08). [Section 4.125(.05)(E.) amended by Ord. 606, 4/3/06.]
- F. Fire Protection:
1. All structures shall include a rated fire suppression system (i.e., sprinklers), as approved by the Fire Marshal

Table V-1: Development Standards²¹

Building Type	Min. Lot Size (sq.ft.)	Min. Lot Width (ft.)	Min. Lot Depth (ft.)	Max. Lot Coverage (note)	Min. Building Frontage Width ^{10, 12} (%age)	Max. Bldg. Height ⁹ (ft.)	Setbacks ^{10, 13, 20}				Alley-Loaded Garage (note)	Street-Loaded Garage (note)
							Front Min. (ft.)	Front Max. (ft.)	Rear Min. (ft.)	Side Min. (ft.)		
Commercial Buildings - Village Center ¹⁴	NR	NR	NR	1	90	60	NR ³	5	NR	NR	NR	NA
Hotels - Village Center ¹⁴	NR	NR	NR	1	80	60	NR ³	15	NR	NR	NR	NA
Mixed Use Buildings - Village Center ¹⁴	NR	NR	NR	1	90	60	NR ³	8	NR	NR	NR	NA
Multi-Family Dwellings - Village Center ¹⁴	NR	NR	NR	1	80	45	5 ⁴	15	NR	NR	NR	NA
Row Houses ¹¹ - Village Center ¹⁴	NR	NR	NR	1	80	45	5 ⁴	10	NR	NR	NR	NA
Commercial Buildings	NR	NR	NR	1	60	45	NR	15	NR	NR	NR	NA
Mixed Use Buildings	NR	NR	NR	1	60	45	NR	15	NR	NR	NR	NA
Multi-Family Dwellings	NR	NR	NR	1	60	45	8 ⁴	15	NR	NR	NR	NA
Row Houses ¹¹	NR	15	50	1	80	45	8 ⁵	15	NR	NR	NR	NA
Duplexes	4,000	45	70	2	60 ¹⁶	35	12 ^{5,6}	20 ⁶	5	5 ¹⁵	7	8,17,18
Single-Family Dwellings and Duplexes	2,250	35	50	2	60 ¹⁶	35	12 ^{5,6}	20 ⁶	5	5 ¹⁵	7	8,17,18

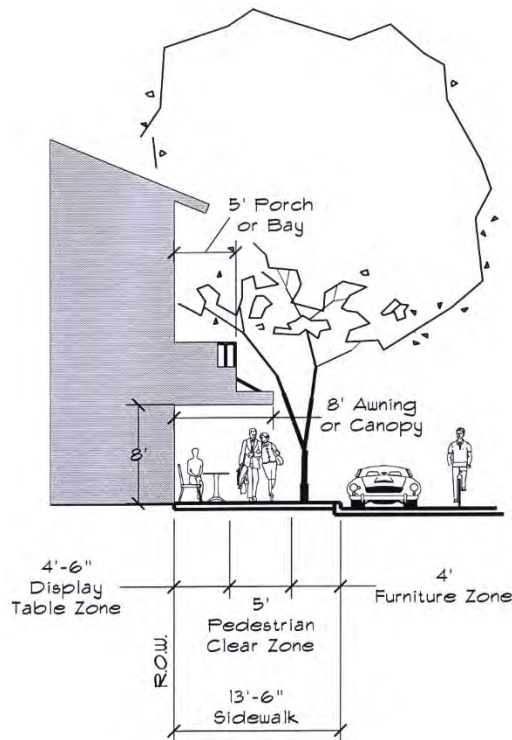
Notes: NR No Requirement
 NA Not Allowed
 1 Lot < 8000sf: NR; Lot >8000sf: 80% (Max. Lot Coverage)
 2 Small lots: 75%, Medium Lots: 65%, Standard and Large Lots: 55%, Estate Lots: 45% Maximum Lot Coverage
 On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%.
 3 Bay windows, balconies, and other structural building projections above 8 ft. may encroach up to 5 ft. into the Public Way; canopies, awnings, and other non-structural projections may encroach up to 8 ft. into the Public Way.
 4 Porches, stairs, stoops, decks, canopies, balconies, bay windows, chimneys, awnings, and other building projections may encroach up to the Public Way.
 5 Porches, stoops, decks, canopies, balconies, bay windows, chimneys, awnings, and other building projections may encroach to within 8 ft. of the Public Way. Stairs may encroach to the Public Way.
 6 For Standard, or Large Lots on Collector Avenues, front setbacks are 20 ft. min., (13' setback to porch), side street setbacks are 15' (8' setback to porch). Pie-shaped lots or lots with significant trees or grade banks at frontage have no maximum front setback.
 7 The garage setback from alley shall be between 3 and 5 foot or, when as optional parking space is located between the garage and the alley, shall be 16 ft. minimum, or 18 ft. minimum if driveway will serve as required parking. Lots with important trees, as identified in the Master Plan, or grade differences at the alley, affecting garage location shall be exempt from this requirement.
 8 Street-loaded garages shall be a minimum 20 ft. front setback to face of garage, and located a minimum of 5 ft. behind main façade of the associated dwelling unit.
 9 Vertical encroachments are allowed up to ten additional feet, for up to 10% of the building footprint; vertical encroachments shall not be habitable space.
 10 For Village Center buildings with lots fronting two or more streets, at least two facades shall be subject to the minimum frontage width and front setback requirements.
 11 Row Houses are typically attached, but may be detached within the Village Center Boundary. When attached, no more than ten units shall be contiguous along a street edge. When row houses are detached, the Minimum Building Frontage Width is 65%. The Minimum Building Frontage Width for detached row houses may be less than 65% on corner lots or to accommodate the curve radius of street frontage, public utility easements, important trees, grade differences, public open space requirements, or as otherwise approved by the DRB.
 12 See Definitions, 4.0014-125.01, for measurement of Minimum Building Frontage Width.
 13 Front Setback is measured as the offset of the front lot line or a vehicular or pedestrian access easement line. On lots with alleys, Rear Setback shall be measured from the rear lot line abutting the alley.
 14 See Figure 2A - Village Center Boundary & Land Use Plan in the Villebois Village Master Plan for areas included within the Village Center.
 15 On Estate Lots and Large Lots with frontage 70 ft. or wider, the minimum combined side yard setbacks shall total 15 ft. with a minimum of 5 ft. On Small and Medium Lots, minimum side setback shall be 0 ft. or as required by Building Code.

- 16 For cluster housing with lots arranged on a courtyard, frontage shall be measured at the front door face of the building adjacent to a public right of way or a public pedestrian access easement linking the courtyard with the Public Way.
- 17 Dwellings on lots without alley access shall be at least 36 feet wide.
- 18 ~~Single-family dwellings and duplexes~~ with front-loaded garages are limited to one ~~shared~~ standard-sized driveway/apron.
- 19 Maximum setbacks may be increased as necessary to accommodate deeper porches, building code, public utility easements or public open space requirements.
- 20 Lots are categorized as small, medium, standard, large or estate as shown in the Pattern Book. [Table V-1 amended by Ord. 667 on 8/17/09; Ord. 682, 9/9/10]
- 21 ~~Subsection 4.125 (.23) contains special provisions for redevelopment to add middle housing units.~~

(.06) Standards Applying To Commercial Uses

A. All commercial uses shall be subject to the following:

1. A Neighborhood Center shall only be located at a Neighborhood Commons
2. The total area of all commercial uses in a Neighborhood Center shall not exceed 3,500 sq. ft. (excluding residential uses, home occupations, or home businesses).
3. Commercial use shall not include “drive-through” facilities.
4. A commercial use shall be adjacent to a street.
5. All businesses, service or processing, shall be conducted wholly within a completely enclosed building; except for off-street parking and off-street loading. Except, however, that exterior displays, outdoor dining areas, or exterior sales may be specifically authorized through temporary use permit or development permit approval, subject to conditions of approval. Exterior sales that may be permitted are those that are limited in time duration, such as sidewalk sales, grand openings, or farmers’ markets. Said areas must maintain the minimum required clear space accessible to pedestrian movement on pathways and/or sidewalks. See the following figure:



<p>Figure V-1: Exterior Displays/Outdoor Dining</p>

6. Except as may be approved through the processes noted in Section (.07)(A)(5), above, all commercial uses shall meet the performance standards specified in Section 4.135(.05).
- (.07) General Regulations - Off-Street Parking, Loading and Bicycle Parking Except as required by Subsections (A) through (D), below, the requirements of Section 4.155 shall apply within the Village zone.
- A. General Provisions:
1. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
 2. The Board shall have the authority to grant variances or refinements to these standards in keeping with the purposes and objectives set forth in this zone.
- B. Minimum and Maximum Off-Street Parking Requirements:
1. Table V-2, Off-Street Parking Requirements, below, shall be used to determine the minimum and maximum parking standards for noted land uses. The minimum number of required parking spaces shown in Table V-2 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required.
 2. Minimum parking requirements may be met by dedicated off-site parking, including surfaced parking areas and parking structures.
 3. Except for ~~initial development of~~ detached single-family dwellings and ~~duplexes~~ middle housing, on-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking requirements.
 4. Minimum parking requirements may be reduced under the following conditions:
 - a. When complimentary, shared parking availability can be demonstrated, or;
 - b. Bicycle parking may substitute for up to 25% of required Mixed-Use or Multi-Family Residential parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement for compact spaces may be reduced by one space.

C. Minimum Off-Street Loading Requirements:

1. Loading facilities shall be sited at the rear or side whenever practicable, and if adjacent to a residential use, shall be screened. Screening shall match the adjacent residential development in terms of quality of materials and design. Such screening shall minimize light glare and noise levels affecting adjacent residential uses. See also Section 4.155(.03)(B).

D. Bicycle Parking Requirements:

1. Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles for short and long stays.
 - a. Short-term bicycle parking is intended to encourage shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
 - b. Long-term bicycle parking is intended to provide employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. The intent of the long-term standards is to provide bicycle parking within a reasonable distance in order to encourage bicycle use.
2. General Provisions
 - a. Required Bicycle Parking:
 - i. The required minimum number of bicycle parking spaces for each use category is shown in Table V-2, Parking Requirements, below. Bicycle parking is not required for uses not listed.
 - ii. Bicycle parking spaces are not required for accessory uses. If a primary use is listed in Table V-2, bicycle parking is not required for the accessory use.
 - iii. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
3. Bicycle Parking Standards:
 - a. Short-term bicycle parking. Required short-term bicycle parking shall meet the following standards:
 - i. Short-term bicycle parking shall be provided in lockers or racks that meet the standards of this section.
 - ii. Short-term bicycle parking shall be located either within 30 feet of the main entrance to the building; or inside a building, in a location that is easily accessible for bicycles.
 - iii. If 10 or more short-term bicycle spaces are required, then at least 50 percent of the required short-term bicycle spaces shall be covered and meet the standards of this section.

- b. Long-term bicycle parking. Required long-term bicycle parking shall meet the following standards:
 - i. Long-term bicycle parking shall be provided in racks or lockers that meet the standards of this section.
 - ii. Long-term bicycle parking shall be located on the site or in an area where the closest point is within 300 feet of the site
 - iii. At least 50 percent of required long-term bicycle parking shall be covered in compliance with the standards of this section
 - iv. To provide security, long-term bicycle parking shall be in at least one of the following locations:
 - In a locked room or locker
 - In an area that is enclosed by a fence with a locked gate. The fence shall be either eight (8) feet high, or be floor-to-ceiling, subject to review and approval of a building permit;
 - In an area that is visible from employee work areas or within view of an attendant or security guard;
 - In a dwelling unit or dormitory unit. If long-term bicycle parking is provided in a dwelling unit or dormitory unit, neither racks nor lockers shall be required.
- c. Bicycle Lockers, Racks and Cover (Weather Protection):
 - i. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
 - ii. Covered bicycle parking, as required by this section, shall be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be permanent, designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.

Table V-2: Off Street Parking Requirements				
	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Permitted or Conditional Use				
Permitted Uses				
Single-Family Detached Dwellings	1.0/DU	NR	NR	NR
Single-Family Accessory Dwelling Units [*]	NR 1.0/DU	NR	NR	NR
Duplex Middle Housing ²	1.0/DU	NR	NR	NR
Row Houses	1.0/DU	NR	NR	NR
Multi-Family Dwellings	1.0/1 Bdr 1.5/2 Bdr 1.75/3 Bdr	NR	1 per 20 units Min. of 2	1 per 4 units Min. of 2
Community Housing	1 per 4 residents	1 per unit	None	1 per 8 residents Min. of 2
Commercial Uses				
Convenience Store	2/1000 sf	5/1000 sf	1 per 5000 sf Min. of 2	1 per 12,000 sf Min. of 2
Restaurant/Pub	2/1000 sf	10/1000 sf	1 per 5000 sf Min. of 2	1 per 12,000 sf Min. of 2
Child Day Care	0.2 per student/staff	0.3 per student/staff	None	1 per 10,000 sf Min. of 2
Medical/Dental	3/1000 sf	4/1000 sf	1 per 40,000 sf Min. of 2	1 per 70,000 sf Min. of 2
All other commercial uses	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
Conditional Uses				
Schools	0.2 per student/staff	0.3 per student/staff	0.3 per student/staff	0.2 per classroom
Recreational Facilities	3/1000 sf ¹	5/1000 sf ¹	1 per 3,000 sf Min. of 4	1 per 3000 sf Min. of 4
Conference Center	0.3 per seat	0.5 per seat	1 per 15 seats Min. of 2	1 per 40 seats Min. of 10
Library/Museum	2/1000 sf	4/1000 sf	1 per 1000 sf Min. of 6	1 per 1000 sf Min. of 6
Religious Institution	.25 per seat	.5 per seat	1 per 2,000 sf Min. of 2	1 per 4,000 sf Min. of 2
Theater	.25 per seat	.5 per seat	1 per 20 seats Min. of 2	1 per 50 seats Min. of 4
Overnight Lodging Facility	1 per room	1.5 per room	1 per 20 rooms Min. of 2	1 per 20 rooms Min. of 2
Light Manufacturing/Research and Development	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
All other Conditional Uses	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2

Notes: ¹ 1/1000 sf min. for court facilities

² No additional off-street parking is required for middle housing created through the addition to, or conversion of, an existing single-family detached dwelling.

NR No requirement

* See WC Section 4.113(.10) Accessory Dwelling Units

[Table 4-2 amended by Ord. 677, 3/1/10]

***** Subsections (.08) – (.13) are not included in this review draft *****

(.14) Design Standards Applying to the Village Zone

A. The following Design Standards implement the Design Principles found in Section 4.125(.13), above, and enumerate the architectural details and design requirements applicable to buildings and other features within the Village (V) zone. The Design Standards are based primarily on the features, types, and details of the residential traditions in the Northwest, but are not intended to mandate a particular style or fashion. All development within the Village zone shall incorporate the following:-

1. General Provisions:

- a. Flag lots are not permitted.
- b. The minimum lot depth for a single-family dwelling with an accessory dwelling unit shall be 70 feet.
- c. Village Center lots may have multiple front lot lines.
- d. For Village Center lots facing two or more streets, two of the facades shall be subject to the minimum building frontage width requirement. Where multiple buildings are located on one lot, the facades of all buildings shall be used to calculate the Minimum Building Frontage Width.
- e. Neighborhood Centers shall only be located within a Neighborhood Commons.
- f. Commercial Recreation facilities shall be compatible with surrounding residential uses.
- g. Convenience Stores within the Village zone shall not exceed 4,999 sq. ft., and shall provide pedestrian access.
- h. Specialty Grocery Stores within the Village zone shall not be more 19,999 square feet in size.
- i. A Grocery Store shall not be more than 40,000 square feet in size.

2. Building and site design shall include:

- a. Proportions and massing of architectural elements consistent with those established in an approved Architectural Pattern Book or Village Center Architectural Standards.

- b. Materials, colors and architectural details executed in a manner consistent with the methods included in an approved Architectural Pattern Book, Community Elements Book or approved Village Center Architectural Standards.
 - c. Protective overhangs or recesses at windows and doors.
 - d. Raised stoops, terraces or porches at single-family dwellings.
 - e. Exposed gutters, scuppers, and downspouts, or approved equivalent.
 - f. The protection of existing significant trees as identified in an approved Community Elements Book.
 - g. A landscape plan in compliance with Sections 4.125(.07) and (.11), above.
 - h. Building elevations of block complexes shall not repeat an elevation found on an adjacent block.
 - i. Building elevations of detached buildings shall not repeat an elevation found on buildings on adjacent lots.
 - j. A porch shall have no more than three walls.
 - k. A garage shall provide enclosure for the storage of no more than three motor vehicles, as described in the definition of Parking Space, except that a single garage for a quadplex may provide enclosure for up to four motor vehicles.
3. Lighting and site furnishings shall be in compliance with the approved Architectural Pattern Book, Community Elements Book, or approved Village Center Architectural Standards.
 4. Building systems, as noted in Tables V-3 and V-4 (Permitted Materials and Configurations), below, shall comply with the materials, applications and configurations required therein. Design creativity is encouraged. The LEED Building Certification Program of the U.S. Green Building Council may be used as a guide in this regard.

[Section 4.125(.14) amended by Ord. No. 595, 12/5/05.]

Table V-3: Permitted Materials and Configurations

All Single Family Detached, ~~Duplexes, Row Houses~~ Middle Housing - any location
 All Mixed-Use, Multi-Family, and Commercial Buildings - outside the Village Center*

Permitted Materials

Configuration and Application

<p>Exterior Surfaces of Building Walls and Chimneys</p>	<ul style="list-style-type: none"> ▪ Cedar siding and shingles ▪ Dimensional lumber elements ▪ Fiber-cement siding and shingles ▪ Stucco, cementitious ▪ Masonry: brick, stone, concrete, and faux-stone ▪ Exposed cast-in-place concrete ▪ Pre-cast concrete trim and veneer ▪ Plywood with battens (not primary façade) 	<ul style="list-style-type: none"> ▪ Materials can only be changed at horizontal lines or at an inside corner of two vertical planes ▪ Any material used on a front façade shall return a minimum of 16" on side wall ▪ Lap-siding shall not exceed 7" and drop-siding 10" to the weather ▪ Board and batten shall not exceed 10", and 2" running alternately ▪ Brick shall be laid in a true bonding pattern (no stack bond) ▪ Stucco shall be smooth sand finish ▪ Concrete block shall be split-faced or scored ▪ Cast concrete walls shall have a textured finish
<p>Building Elements</p>	<ul style="list-style-type: none"> ▪ Posts and columns shall be of stone masonry, brick, cast concrete, stucco, wood, built-up fiber-cement board, fiberglass, iron, or tubular steel ▪ Arches and piers shall be stone masonry, brick, cast concrete, or stucco ▪ Porches, balconies, decks, stoops, and stairs shall be of wood, wood polymer, stucco, concrete, brick, or stone ▪ Railings and balustrades shall be iron, welded steel, pre-cast concrete, stone, wood or wood polymer ▪ Trellises shall be iron, welded steel, or wood ▪ Walls and fences may be of permitted wall materials, and wood pickets, lattice, boards, or open painted metal 	<ul style="list-style-type: none"> ▪ All balconies, decks, and trellises - whether cantilevered or not - shall be visibly supported by columns, beams, or brackets ▪ Columns and posts shall be minimum 5" in section ▪ Masonry shall be terminated on a concrete base or carried to the ground ▪ The area under porches and decks shall be screened with wall or fencing material ▪ Landscape walls and fences shall match materials on buildings ▪ Concrete and masonry landscape walls shall be a minimum of 8" thick ▪ Stucco landscape walls shall be over concrete or block walls ▪ Metal fencing shall be of open nature and predominately vertical ▪ Fence heights may step up or down in one ft. increments but not at corners ▪ Ornamentation is only allowed to highlight or embellish a functional element ▪ Balconies shall extend no more than 36 inches beyond the furthestmost adjacent building face ▪ Fence boards must be stained or painted
<p>Roofs</p>	<ul style="list-style-type: none"> ▪ Architectural grade composition shingles ▪ Cedar shingles ▪ Concrete or clay tiles ▪ Slate ▪ Built-up flat roofs ▪ Standing seam metal, parallel to slope ▪ Eco/Green roofs ▪ Metal or wood gutters. Metal downspouts or (1) copper, brass or aluminum chain, (2) rope, or (3) freefall water, in lieu of metal downspouts. ▪ Fabric, steel, or glass awnings 	<ul style="list-style-type: none"> ▪ Principal sloped roofs shall have symmetrical 4:12 to 12:12 pitches ▪ Eaves shall overhang at least 12 inches or be tight to the wall and finished by a molding or stucco detail ▪ Eco/Green roofs are permitted on flat roofs or sloped roofs up to 6.9:12 pitch. ▪ Fascia gutters are not allowed ▪ Gutters shall have a half-round, ogee, or square profile ▪ Metal Downspouts shall be round or box and use standoffs instead of bending around trim boards or other elements. ▪ All roof-mounted components, such as mechanical equipment, solar equipment, antennas, satellites, etc., shall be screened from view. ▪ Chain or rope downspouts anchored at bottom, or gutter freefall, shall convey water to a no-splash basin. The basin and drainage conveyance away from the basin require City approval on a per design basis. ▪ Roof vents shall be minimized where visible from public areas ▪ Dormers shall be placed at least 36 inches from side building walls ▪ Flat roofs shall be enclosed by parapets
<p>Windows & Doors</p>	<ul style="list-style-type: none"> ▪ Wood, metal or vinyl-clad wood, vinyl or steel frames and sashes ▪ Clear or Low-E glass where visible from public areas ▪ Entry and garage doors of wood, fiberglass, or embossed metal 	<ul style="list-style-type: none"> ▪ Individual windows shall be square or vertical in proportion ▪ Windows and doors shall be recessed at least 3" from the exterior wall surface or surrounded by trim ▪ Door and window shutters shall be sized to cover the window

- | | |
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| <ul style="list-style-type: none">▪ Sliding glass doors are allowed only where screened from public areas▪ Wood, fiber-cement, vinyl, or fiberglass shutters | |
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Table V-4: Permitted Materials and Configurations:

Commercial Buildings - Inside the Village Center*		Educational Facilities (Schools) - any location	
Multi-Family Buildings - Inside the Village Center*		Religious Institutions - any location	
Mixed-Use Buildings - Inside the Village Center*			
	Permitted Materials	Configuration and Application	
Exterior Surfaces of Building Walls	<ul style="list-style-type: none"> ▪ Metal Panel ▪ Cedar siding and wood elements ▪ Fiber-cement siding ▪ Stucco, cementitious ▪ Masonry: brick, stone, concrete, concrete masonry units and faux-stone ▪ Exposed cast-in-place concrete ▪ Pre-cast concrete trim and veneer ▪ Plywood w/ battens (not primary façade) 	<ul style="list-style-type: none"> ▪ Materials may be changed at horizontal lines or at an inside corner of two vertical planes ▪ Lap-siding shall not exceed 7" and drop-siding 10" to the weather ▪ Board and batten shall not exceed 10", and 2" running alternately ▪ Brick shall be laid in a true bonding pattern (no stack bond) ▪ Concrete block shall be split-faced, ground-faced, or scored 	
Building Elements	<ul style="list-style-type: none"> ▪ Posts and columns shall be of stone, masonry, brick, cast concrete, stucco, wood, built-up fiber-cement board, fiberglass, or welded steel ▪ Arches and piers shall be stone masonry, brick, cast concrete, or stucco ▪ Porches, balconies, decks, stoops, and stairs shall be of wood, stucco, concrete, brick, stone, or welded steel ▪ Railings and balustrades shall be iron, welded steel, or wood ▪ Trellises shall be iron, welded steel, or wood ▪ Walls and fences may be of permitted materials, and wood pickets, lattice, boards, or open painted metal 	<ul style="list-style-type: none"> ▪ Balconies shall extend no more than 36 inches beyond the furthest adjacent building face ▪ Masonry shall be terminated on a concrete base or carried to the ground ▪ Columns and posts shall be minimum 5" in section ▪ The area under porches and decks shall be screened with wall or fencing material ▪ Concrete and masonry landscape walls shall be a minimum of 8" thick 	
Roofs	<ul style="list-style-type: none"> ▪ Architectural grade composition shingles ▪ Concrete or clay tiles ▪ Slate ▪ Built-up flat roofs ▪ Standing seam metal, parallel to slope ▪ Metal gutters and downspouts ▪ Eco/Green roofs ▪ Metal or wood gutters. Metal downspouts or (1) copper, brass or aluminum chain, (2) rope, or (3) freefall water, in lieu of metal downspouts. ▪ Fabric, steel, or glass awnings 	<ul style="list-style-type: none"> ▪ Principal sloped roofs shall have 4:12 to 12:12 pitches (excluding mansard roofs) ▪ Where eaves are used, rafter ends may be exposed or concealed by fascia ▪ Eco/Green roofs are permitted on flat roofs or sloped roofs up to 6.9:12 pitch. ▪ Fascia gutters are not allowed ▪ Gutters shall have a half-round, ogee, or square profile ▪ Downspouts shall be round or box and use standoffs instead of bending around trim boards or other elements ▪ Chain or rope downspouts anchored at bottom, or gutter freefall, shall convey water to a no-splash basin. The basin and drainage conveyance away from the basin require City approval on a per design basis. ▪ All roof-mounted components, such as mechanical equipment, solar equipment, antennas, satellites, etc., shall be screened from public streets ▪ Dormers shall be placed at least 36 inches from side building walls ▪ Flat roofs shall be enclosed by parapets or shall project horizontally a min. of 36 inches as an eave 	
Windows & Doors	<ul style="list-style-type: none"> ▪ Wood, metal or vinyl-clad wood, vinyl or steel frames and sashes ▪ Clear or Low-E glass where visible from public areas ▪ Entry and garage doors of wood, fiberglass, or embossed metal 	<ul style="list-style-type: none"> ▪ Individual windows shall be square or vertical in proportion ▪ Hexagonal windows are not allowed ▪ Windows and doors shall be recessed at least 3" from the exterior wall surface or surrounded by trim ▪ Shutters shall be sized to cover the window or door 	

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|---|
| <ul style="list-style-type: none"> ▪ Wood, fiber-cement, vinyl, or fiberglass shutters |
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*Note: See Figure 2 of the Villebois Village Master Plan for boundaries of Village Center

(.15) Village Center Design Principles

- A. In addition to the design principles found in Section 4.125(.13), above, the following principles reflect the fundamental concepts, support the objectives of the Villebois Village Master Plan, and guide the fundamental qualities within the Village Center:
1. The buildings, streets and open spaces of the Village Center are intended to relate in such a way as to create an identifiable and related series of public and private spaces.

(.16) Village Center Design Standards

- A. In addition to the design standards found in Section 4.125(.14), above, the following Design Standards are applicable to the Village Center, exclusive of single-family detached dwellings and row houses middle housing:
1. Off-street parking areas shall not be located between buildings and the street.
 2. The design of off-street parking areas shall include pedestrian connections to the buildings they serve, sidewalks, and adjacent parking areas.
 3. The design of buildings and public spaces shall include interior (through-buildings) and exterior public pedestrian accessways, as required, to facilitate pedestrian connections.
 4. The design of buildings shall include rear and side entrances in addition to primary street front entrances when necessary to facilitate pedestrian connections.
 5. Building facades shall be broken into multiple vertical elements.
 6. Canopies and awnings should be provided as specified in the Village Center Architectural Standards. [Section 4.125(.16)(A)(6) amended by Ord. No. 595, 12/5/05.]
 7. The design of buildings and landscapes shall provide opportunities for public art at a minimum of one location per block.

(.17) Village Center Plaza Design Standards

- A. In addition to the design standards found in Section 4.125(.16), above, the following Design Standards are specific to the design of the Village Center Plaza:
1. The Village Center Plaza shall be measured as all space enclosed by the surrounding buildings.

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2. The Village Center Plaza landscape shall consist of textured paving differentiated from typical street pavement. Vehicular movement and on-street parking within the Village Center Plaza is encouraged to have similar paving treatments and occur at the same elevation as the sidewalk and the Village Center Plaza.
3. The Village Center Plaza shall include the following:
 - a. Incorporation of existing significant trees, street furniture, bollards or similar elements, and exterior lighting.
 - b. One vertical tower element facing the Village Center Plaza with proportions, massing, and architectural elements consistent with the Village Center Architectural Standards.

[Section 4.125(.17) amended by Ord. No. 595, 12/5/05.]

- (.18) Village Zone Development Permit Process. Except as noted below, the provision of Sections 4.140(.02) through (.06) shall apply to development in the Village zone.
- A. Purpose and Intent. It is the purpose of this subsection to describe the process by which development plans are proposed, reviewed and adopted and to provide the procedures and criteria for development permit application, review and approval.
 - B. Unique Features and Processes of the Village (V) Zone: To be developed, there are three (3) phases of project approval. Some of these phases may be combined, but generally the approvals move from the conceptual stage through to detailed architectural, landscape and site plan review in stages. All development within the Village zone shall be subject to the following processes:
 1. Specific Area Plan (SAP) approval by the Development Review Board, as set forth in Sections 4.125(.18)(C) through (F), below (Stage I equivalent). To be developed, a site must be included in an approved SAP.
 2. Preliminary Development Plan (PDP) approval by the Development Review Board, as set forth in Sections 4.125(.18)(G) through (K) (Stage II equivalent), below. Following SAP approval, an applicant may file applications for Preliminary Development Plan approval (Stage II equivalent) for an approved phase in accordance with the approved SAP, and any conditions attached thereto. Land divisions may also be preliminarily approved at this stage. Except for land within the Central SAP or multi-family dwellings outside the Central SAP, application for a Zone Change and Final Development Plan (FDP) shall be made concurrently with an application for PDP approval. The SAP and PDP/FDP may be reviewed simultaneously when a common ownership exists.

Final Development Plan (FDP) approval by the Development Review Board or the Planning Director, as set forth in Sections 4.125(.18)(L) through (P) (Site Design Review equivalent), below, may occur as a separate phase for lands in the Central SAP or multi-family dwellings outside the Central SAP.

3. Administrative Review approvals, by the Planning Director, as set forth in Section 4.030. Prior to commencement of development, final approval for land divisions, tree removal permits, grading permits, and compliance with prior approvals must be received. Development permit issuance follows completion of the foregoing stages.

[Section 4.125(.18)(B) amended by Ord. No. 587, 5/16/05.]

C. Specific Area Plan (SAP) Application Procedures.

1. Purpose – A SAP is intended to advance the design of the Villebois Village Master Plan.
2. If not initiated by the City Council, Planning Commission or Development Review Board, an application for SAP approval shall be submitted by the Master Planner, or by landowners pursuant to subsection C.3 below. The application shall be accompanied by payment of a fee established in accordance with the City's fee schedule.
3. The owners of property representing at least 80 percent of a SAP area may request in writing that the Master Planner submit a SAP application. The Master Planner must provide a written response within thirty days. If the Master Planner agrees to submit a request, the Master Planner shall have 180 days to submit the SAP application. If the Master Planner denies the request, fails to respond within 30 days, or fails as determined by the Planning Director to diligently pursue the application after agreeing to submit it, by providing drafts of a pattern book and all other SAP elements within 60 days and thereafter pursuing approval in good faith, the property owners may submit a SAP application for review and approval. A copy of a SAP application submitted by property owners must be provided to the Master Planner. Once the application has been deemed complete by the City, the Master Planner shall have 30 days to review and comment in writing before the proposed SAP is scheduled for public hearing by the DRB.

D. SAP Application Submittal Requirements:

1. Existing Conditions – An application for SAP approval shall specifically and clearly show the following features and information on maps, drawings, application form or attachments. The SAP shall be drawn at

a scale of 1" = 100' (unless otherwise indicated) and may include multiple sheets depicting the entire SAP area, as follows:

- a. Date, north arrow and scale of drawing.
 - b. The boundaries of the Specific Area Plan as may be refined and in keeping with the intent of the Villebois Village Master Plan's conceptual location of SAPs. (See Figure 3 "Conceptual Specific Area Plan Boundaries" of the Villebois Village Master Plan.) [Amended by Ord. 565, adopted 6/21/04.]
 - c. A vicinity map showing the location of the SAP sufficient to define its location and boundaries and Clackamas County Tax Assessor's map numbers of the tract boundaries. The vicinity map shall clearly identify the nearest cross streets.
 - d. An aerial photograph (at 1" = 500') of the proposed site and properties within 50 feet of the SAP boundary.
 - e. The size, dimensions, and zoning of each lot or parcel tax lot and Tax Assessor's map designations for the SAP and properties within 50 feet of the SAP boundary.
 - f. The location, dimensions and names, as appropriate, of existing and platted streets and alleys on and within 50 feet of the perimeter of the SAP, together with the location of existing and planned easements, sidewalks, bike routes and bikeways, trails and the location of other important features such as section lines, section corners, and City boundary lines. The plan shall also identify all trees 6 inches and greater d.b.h. on the project site only in that SAP .
 - g. Contour lines shall relate to North American Vertical Datum of 1988 and be at minimum intervals as follows:
 - i. One (1) foot contours for slopes of up to five percent (5%);
 - ii. Two (2) foot contours for slopes of from six percent (6%) to twelve percent (12%);
 - iii. Five (5) foot contours for slopes of from twelve percent (12%) to twenty percent (20%). These slopes shall be clearly identified, and
 - iv. Ten (10) foot contours for slopes exceeding twenty percent (20%).
 - h. The location of areas designated Significant Resource Overlay Zone (SROZ), and associated 25-foot Impact Areas, within the SAP and within 50 feet of the SAP boundary, as required by Section 4.139.
2. SAP Development Information – The following information shall also be shown at a scale of 1" = 100' and may include multiple sheets depicting the entire SAP area:

- a. A site circulation plan showing the approximate location of proposed vehicular, bicycle and pedestrian access points and circulation patterns, and parking and loading areas.
- b. The approximate location of all proposed streets, alleys, other public ways, curb extensions, sidewalks, bicycle and pedestrian accessways, neighborhood commons, and easements. The map shall identify existing subdivisions and development and un-subdivided land ownerships adjacent to the proposed SAP site.
- c. The approximate project location, acreage, type, preliminary lot lines and density of the proposed development. For the residential portions of the SAP, the master planner shall identify: 1) the overall minimum and maximum number of housing units to be provided; and 2) the overall minimum and maximum number of housing units to be provided, by housing type.
- d. The approximate locations of proposed parks, playgrounds or other outdoor play areas, outdoor common areas, usable open spaces, and natural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use. This information shall be provided in tabular form, and shall reconcile all such areas as may have been adjusted through prior approvals.
- e. A composite utility plan illustrating existing and proposed water, sanitary sewer, and storm drainage facilities necessary to serve the SAP.
- f. A grading plan illustrating existing and proposed contours as prescribed previously in this section.
- g. A development sequencing plan
- h. A utilities sequencing plan
- i. A bicycle and pedestrian circulation plan
- j. A tree removal, preservation and protection plan
- k. A property ownership list, as required by Section 4.035(.04)(A)(6)(j).
- l. At the applicant's expense, the City shall have a Traffic Impact Analysis prepared, as required by Section 4.030(.02)(B), to review the anticipated traffic impacts of the proposed development. This traffic report shall include an analysis of the impact of the SAP on the local street and road network, and shall specify the maximum projected average daily trips and maximum parking demand

- associated with buildout of the entire SAP, and it shall meet Subsection 4.140(.09)(J)(2).
- m. A master signage and wayfinding plan
 - n. A rainwater management program
3. Architectural Pattern Book – An Architectural Pattern Book shall be submitted with a SAP application. The Architectural Pattern Book shall apply to all development outside of the Village Center Boundary, as shown on Figure 1 of the currently adopted Villebois Village Master Plan. An Architectural Pattern Book shall address the following: [Section 4.125(.18)(D)(3) was amended by Ord. No. 595, 12/5/05.]
- a. Illustrate areas within the Specific Area Plan covered by the Architectural Pattern Book.
 - b. An explanation of how the Architectural Pattern Book is organized, and how it is to be used.
 - c. Define specific standards for architecture, color, texture, materials, and other design elements.
 - d. Include a measurement or checklist system to facilitate review of development conformity with the Architectural Pattern Book.
 - e. Include the following information for all row houses, duplexes, middle housing, and single-family detached housing inside and outside of the Village Center, and for all other buildings outside of the Village Center, including Neighborhood Center(s) within the SAP:
 - i. Illustrate and describe the Regional and Climatic conditions affecting the SAP, and the proposed building types including:
 - Relationship of indoor and outdoor spaces.
 - Design for rainwater paths including roof forms, gutters, scuppers and downspouts.
 - Design for natural day-lighting.
 - Massing and materials.
 - f. Illustrate and describe examples of appropriate architectural styles and how they would be applied to specific land use types, including the definitions (i.e., specifications) of the elements, massing, and facade composition for each style including:
 - i. Architectural precedent and/or historic relevance of each style.
 - ii. Massing, proportions, and roof forms, including details.
 - iii. Doors, windows and entrances showing trim types and details.
 - iv. Porches, chimneys and unique features and details.
 - v. Materials, colors, light fixtures and accents.
 - vi. Downspouts and gutters.

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- g. Illustrate and describe examples of appropriate exterior lighting types, and how their design:
 - i. Minimizes glare.
 - ii. Minimizes emission of light beyond the boundaries of a development site.
 - iii. Conserves energy.
 - iv. Maintains nighttime safety, utility, security, and productivity.
 - v. Minimizes the unnatural brightening of the night sky.
 - h. A Master Fencing Program illustrating and describing the specifications and materials for fencing within the SAP. [Section 4.125(.18)(D)(3.)(h) added by Ord. No. 596, 10/305.]
4. Community Elements Book – A Community Elements Book shall be submitted, including the following:
- a. Lighting Master Plan and Specifications, which address the requirements of Section 4.125(.18)(D)(3)(g), above.
 - b. Lighting Master Plan and Specifications
 - c. Site Furnishings Master Plan and Specifications
 - d. Curb Extensions Master Plan and Specifications
 - e. Street Tree Master Plan and Specifications
 - f. Post Box Specifications
 - g. Bollard Specifications
 - h. Trash Receptacle Specifications
 - i. Recycling Receptacle Specifications
 - j. Bench Specifications
 - k. Bicycle Rack and Locker Specifications
 - l. Playground Equipment Specifications
 - m. Master Plant List and Specifications
 - n. For SAP Central, provide additional information regarding the elements within the Address Overlay Areas.
[Section 4.125(.18)(D)(4) amended by Ord. No. 595, 12/5/05.]
5. Rainwater Management Program – A Rainwater Management Program shall be submitted, addressing the following:
- a. Provision for opportunities to integrate water quality, detention, and infiltration into the SAP's natural features and proposed development areas;
 - b. Provision of methods reducing the increase in runoff from the 90th percentile of all rain events and meet pre-development hydrology to the greatest extent practicable;
 - c. Identification of guidelines and standards for the design of all Rainwater Management Systems within the SAP, that:

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- i. Manage the ¼-inch, 24-hour rainfall event at pre-development levels.
 - ii. Mitigate 100% of impervious area from private areas within public areas and/or private areas (i.e., parks and open space areas, public street rights-of-way).
 - iii. Mitigate 100% of impervious area from all public areas within public areas (i.e., parks and open space areas, public street rights-of-way).
 - iv. Remove 70% of Total Suspended Solids (TSS) for ¼-inch, 24-hour storm event for all development areas.
 - v. Remove 65% of Phosphorous for ¼-inch, 24-hour storm event for all development areas.
 - vi. Integrate compost-amended topsoil in all areas to be landscaped to help detain runoff, reduce irrigation and fertilizer needs, and create a sustainable, low-maintenance landscape.
 - vii. Treatment associated with stormwater runoff will be considered in meeting Total Suspended Solids (TSS) and Phosphorus removal requirements.
- [Section 4.125(.18)(D)(5)(c) amended by Ord. No. 579, 3/7/05]
6. Master Signage and Wayfinding – A Master Signage and Wayfinding Plan shall be submitted with an SAP application and shall address the following:
 - a. Illustrate the boundaries of the SAP covered by the Master Signage and Wayfinding Plan.
 - b. An explanation of how the Master Signage and Wayfinding Plan is organized and how it is to be used.
 - c. Define specific standards for signage and wayfinding elements within the subject SAP.
 - d. Define specifications for logo, typography, symbols and color palette.
 - e. Narrative shall be submitted as part of the application to adopt the Master Signage and Wayfinding Plan showing how the proposed Master Signage and Wayfinding Plan meets the Purpose statement of W.C. Section 4.156.01 and how the proposed Plan is consistent with site signs, sited directional signs and information signs in other Villebois SAPs. Narrative shall also be provided describing how the proposed Master Signage and Wayfinding Plan compares conceptually with the signage allowed in the Wilsonville Town Center, as described in Section 4.156.08, to ensure that signage is allowed in a equitable manner throughout the City.

Section 4.156.08 is not to be used for a direct comparison of sign standards. [Section 4.125(18)(D)(6) added by Ord. No. 596, 10/3/05. Subsequent subsection numbering adjusted.] [Amended by Ord. No. 704, 6/18/12]

7. Village Center Architectural Standards – Village Center Architectural Standards shall be submitted with an application for the Central SAP. The Village Center Architectural Standards shall apply to the portion of SAP Central within the Village Center boundary. This area is shown on Figure 1 of the currently adopted Master Plan. The Village Center Architectural Standards shall address the following:
 - a. Provide an explanation of how the Village Center Architectural Standards is organized, and how it is to be used.
 - b. Include a measurement or checklist system to facilitate review of development conformity with the Village Center Architectural Standards.
 - c. The Village Center Architectural Standards shall address Village Center Design Standards required by Sections 4.125(.16) and (.17), above.
 - d. Illustrate the boundaries of all Address Overlay Areas.
 - e. For each Address Overlay Area, the Village Center Architectural Standards shall include a narrative describing the intended characteristics.
 - f. The Village Center Architectural Standards shall include standards for all buildings regarding the following elements:
 - i. Building massing and proportions
 - ii. Roof forms, including typical components
 - iii. Building components, including but not limited to:
 - Doors and primary entrances
 - Canopies and awnings
 - Windows
 - Porches, balconies, bay windows.
 - iv. Exterior materials and color palette
 - g. The Village Center Architectural Standards shall work in coordination with the following SAP documents:
 - i. The Parks and Open Space Plan
 - ii. The Site Circulation Plan
 - iii. Composite Utility Plan
 - iv. The Master Signage and Wayfinding Plan
 - v. The Community Elements Book
 - vi. The Rainwater Management Program
- [Section 4.125(.18)(D)(6) amended by Ord. No 595, 12/5/05.]

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8. SAP Narrative Statement – A narrative statement shall be submitted, addressing the following:
 - a. A description, approximate location and timing of each proposed phase of development within the SAP.
 - b. An explanation of how the proposed development complies with the applicable standards of this section.
 - c. A statement describing the impacts of the proposed development on natural resources within the SAP and how the proposed development complies with the applicable requirements of Chapter 4.
 - d. Includes a description of the goals and objectives of the Villebois Village Master Plan and the Design Principles of the V-Zone, and how they will be met for the specified land use area.
 - e. Includes information demonstrating how the Architectural Pattern Book satisfies the goals and concepts of the Villebois Village Master Plan, the Design Principles and Design Standards of the Village zone.
 - f. Where applicable, a written description of the proposal’s conformance with the Village Center Design Principles and Standards.
- E. SAP Approval Process and Review Criteria
 1. An application for SAP approval shall be reviewed using the following procedures:
 - a. Notice of a public hearing before the Development Review Board regarding a proposed SAP shall be made in accordance with the procedures contained in Section 4.012.
 - b. The Development Review Board may approve an application for SAP approval only upon finding the following approval criteria are met:
 - i. That the proposed SAP:
 - Is consistent with the standards identified in this section.
 - Complies with the applicable standards of the Planning and Land Development Ordinance, and
 - Is consistent with the Villebois Village Master Plan. Those elements of the Village Master Plan with which the SAP must be consistent are the Plan’s Goals, Policies, and Implementation Measures, and, except as the text otherwise provides, Figures 1, 5, 6A, 7, 8, 9A, and 9B.
 - ii. If the SAP is to be phased, as enabled by Sections 4.125(.18)(D)(2)(g) and (h), that the phasing sequence is reasonable.

- iii. The Development Review Board may require modifications to the SAP, or otherwise impose such conditions, as it may deem necessary to ensure conformance with the Villebois Village Master Plan, and compliance with applicable requirements and standards of the Planning and Land Development Ordinance, and the standards of this section.

F. Refinements to Approved Villebois Village Master Plan

1. In the process of reviewing a SAP for consistency with the Villebois Village Master Plan, the Development Review Board may approve refinements, but not amendments, to the Master Plan. Refinements to the Villebois Village Master Plan may be approved by the Development Review Board, upon the applicant's detailed graphic demonstration of compliance with the criteria set forth in Section 4.125(.18)(F)(2), below. Amendments to the Villebois Village Master Plan may be approved by the Planning Commission as set forth in Section 4.032(.01)(B).
 - a. Refinements to the Master Plan are defined as:
 - i. Changes to the street network or functional classification of streets that do not significantly reduce circulation system function or connectivity for vehicles, bicycles or pedestrians.
 - ii. Changes to the nature or location of park type, trails, or open space that do not significantly reduce function, usability, connectivity, or overall distribution or availability of these uses in the Specific Area Plan.
 - iii. Changes to the nature or location of utilities or storm water facilities that do not significantly reduce the service or function of the utility or facility.
 - iv. Changes to the location or mix of land uses that do not significantly alter the overall distribution or availability of uses in the affected SAP. For purposes of this subsection, “land uses” or “uses” are defined in the aggregate, with specialty condos, mixed use condos, urban apartments, condos, village apartments, neighborhood apartments, row houses and small detached uses comprising a land use group and medium detached, standard detached, large and estate uses comprising another.
 - v. A change in density that does not exceed ten percent, provided such density change does not result in fewer than 2,300 dwelling units in the Village.
 - vi. Changes that are significant under the above definitions, but necessary to protect an important community resource or

- substantially improve the function of collector or minor arterial streets. [Amended by Ord. 682, 9/9/10]
- b. As used herein, “significant” means:
 - i. More than ten percent of any quantifiable matter, requirement, or performance measure, as specified in (.18)(F)(1)(a), above, or,
 - ii. That which negatively affects an important, qualitative feature of the subject, as specified in (.18)(F)(1)(a), above.
 2. Refinements meeting the above definition may be approved by the DRB upon the demonstration and finding that:
 - a. The refinements will equally or better meet the Goals, Policies and Implementation Measures of the Villebois Village Master Plan
 - b. The refinement will not result in significant detrimental impacts to the environment or natural or scenic resources of the SAP and Village area, and
 - c. The refinement will not preclude an adjoining or subsequent SAP area from development consistent with the Master Plan.
 3. Amendments are defined as changes to elements of the Master Plan not constituting a refinement. Amendments to the Master Plan must follow the same procedures applicable to adoption of the Master Plan itself.
- G. Preliminary Development Plan Approval Process (Equivalent to Stage II):
1. An application for approval of a Preliminary Development Plan for a development in an approved SAP shall:
 - a. Be filed with the City Planning Division for the entire SAP, or when submission of the SAP in phases has been authorized by the Development Review Board, for a phase in the approved sequence.
 - b. Be made by the owner of all affected property or the owner's authorized agent; and
 - c. Be filed on a form prescribed by the City Planning Division and filed with said division and accompanied by such fee as the City Council may prescribe by resolution; and
 - d. Set forth the professional coordinator and professional design team for the project; and
 - e. State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.
 - f. Include a preliminary land division (concurrently) per Section 4.200, as applicable.
 - g. Include a concurrent application for a Zone Map Amendment (i.e., Zone Change) for the subject phase.

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2. The application for Preliminary Development Plan approval shall include conceptual and quantitatively accurate representations of the entire development sufficient to demonstrate conformance with the approved SAP and to judge the scope, size and impact of the development on the community and shall be accompanied by the following information:
 - a. A boundary survey or a certified boundary description by a surveyor licensed in the State of Oregon.
 - b. Topographic information sufficient to determine direction and percentage of slopes, drainage patterns, and in environmentally sensitive areas, (e.g., flood plain, wetlands, forested areas, steep slopes or adjacent to stream banks). Contour lines shall relate to North American Vertical Datum of 1988 and be at minimum intervals as follows:
 - i. One (1) foot contours for slopes of up to five percent (5%);
 - ii. Two (2) foot contours for slopes of from six percent (6%) to twelve percent (12%);
 - iii. Five (5) foot contours for slopes of from twelve percent (12%) to twenty percent (20%). These slopes shall be clearly identified, and
 - iv. Ten (10) foot contours for slopes exceeding twenty percent (20%).
 - c. The location of areas designated Significant Resource Overlay Zone (SROZ), and associated 25-foot Impact Areas, within the PDP and within 50 feet of the PDP boundary, as required by Section 4.139.
 - d. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre.
 - e. The location, dimensions and names, as appropriate, of existing and platted streets and alleys on and within 50 feet of the perimeter of the SAP, together with the location of existing and planned easements, sidewalks, bike routes and bikeways, trails, and the location of other important features such as section lines, section corners, and City boundary lines. The plan shall also identify all trees 6 inches and greater d.b.h. on the project site only.
 - f. Conceptual drawings, illustrations and building elevations for each of the listed housing products and typical non-residential and mixed-use buildings to be constructed within the Preliminary Development Plan boundary, as identified in the approved SAP and where required, the approved Village Center Architectural Standards. [Section 4.125(.18)(G)(2)(f) amended by Ord. No. 595, 12/5/05.]

- g. A composite utility plan illustrating existing and proposed water, sanitary sewer, and storm drainage facilities necessary to serve the SAP.
- h. If it is proposed that the Preliminary Development Plan will be executed in phases, the sequence thereof shall be provided.
- i. A commitment by the applicant to provide a performance bond or other acceptable security for the capital improvements required by the project.
- j. At the applicant's expense, the City shall have a Traffic Impact Analysis prepared, as required by Section 4.030(.02)(B), to review the anticipated traffic impacts of the proposed development. This traffic report shall include an analysis of the impact of the SAP on the local street and road network, and shall specify the maximum projected average daily trips and maximum parking demand associated with buildout of the entire SAP, and it shall meet Subsection 4.140(.09)(J)(2).

H. PDP Application Submittal Requirements:

1. The Preliminary Development Plan shall conform with the approved Specific Area Plan, and shall include all information required by Sections 4.125(.18)(D)(1) and (2), plus the following:
 - a. The location of water, sewerage and drainage facilities;
 - b. Conceptual building and landscape plans and elevations, sufficient to indicate the general character of the development;
 - c. The general type and location of signs;
 - d. Topographic information as set forth in Section 4.035;
 - e. A map indicating the types and locations of all proposed uses; and
 - f. A grading and erosion control plan illustrating existing and proposed contours as prescribed previously in this section.
2. In addition to this information, and unless waived by the City's Community Development Director as enabled by Section 4.008(.02)(B), at the applicant's expense, the City shall have a Traffic Impact Analysis prepared, as required by Section 4.030(.02)(B), to review the anticipated traffic impacts of the proposed development. This traffic report shall include an analysis of the impact of the PDP on the local street and road network, and shall specify the maximum projected average daily trips and maximum parking demand associated with buildout of the entire PDP, and it shall meet Subsection 4.140(.09)(J)(2) for the full development of all five SAPs.
3. The Preliminary Development Plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the phase of development. However, approval of a Final Development Plan is a

separate and more detailed review of proposed design features, subject to the standards of Section 4.125(.18)(L) through (P), and Section 4.400 through Section 4.450.

4. Copies of legal documents required by the Development Review Board for dedication or reservation of public facilities, or for the creation of a non-profit homeowner's association, shall also be submitted.
- I. PDP Approval Procedures
 1. An application for PDP approval shall be reviewed using the following procedures:
 - a. Notice of a public hearing before the Development Review Board regarding a proposed PDP shall be made in accordance with the procedures contained in Section 4.012.
 - b. A public hearing shall be held on each such application as provided in Section 4.013.
 - c. After such hearing, the Development Review Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and shall approve, conditionally approve, or disapprove the application.
 - J. PDP Refinements to an Approved Specific Area Plan
 1. In the process of reviewing a PDP for consistency with the approved Specific Area Plan, the DRB may approve refinements, but not amendments, to the SAP. Refinements to the SAP may be approved by the Development Review Board, upon the applicant's detailed graphic demonstration of compliance with the criteria set forth in Section (.18)(J)(2), below.
 - a. Refinements to the SAP are defined as:
 - i. Changes to the street network or functional classification of streets that do not significantly reduce circulation system function or connectivity for vehicles, bicycles or pedestrians.
 - ii. Changes to the nature or location of park type, trails, or open space that do not significantly reduce function, usability, connectivity, or overall distribution or availability of these uses in the Preliminary Development Plan.
 - iii. Changes to the nature or location of utilities or storm water facilities that do not significantly reduce the service or function of the utility or facility.
 - iv. Changes to the location or mix of land uses that do not significantly alter the overall distribution or availability of uses in the Preliminary Development Plan. For purposes of this subsection, "land uses" or "uses" are defined in the aggregate,

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- with specialty condos, mixed use condos, urban apartments, condos, village apartments, neighborhood apartments, row houses and small detached uses comprising a land use group and medium detached, standard detached, large and estate uses comprising another.
- v. A change in density that does not exceed ten percent, provided such density change has not already been approved as a refinement to the underlying SAP or PDP, and does not result in fewer than 2,300 dwelling units in the Village.
 - vi. Changes that are significant under the above definitions, but necessary to protect an important community resource or substantially improve the functioning of collector or minor arterial streets. [Amended by Ord. 682, 9/9/10]
- b. As used herein, “significant” means:
 - i. More than ten percent of any quantifiable matter, requirement, or performance measure, as specified in (.18)(J)(1)(a), above, or,
 - ii. That which negatively affects an important, qualitative feature of the subject, as specified in (.18)(J)(1)(a), above.
2. Refinements meeting the above definition may be approved by the DRB upon the demonstration and finding that:
 - a. The refinements will equally or better meet the conditions of the approved SAP, and the Goals, Policies and Implementation Measures of the Villebois Village Master Plan.
 - b. The refinement will not result in significant detrimental impacts to the environment or natural or scenic resources of the PDP and Village area, and
 - c. The refinement will not preclude an adjoining or subsequent PDP or SAP areas from development consistent with the approved SAP or the Master Plan.
 3. Amendments to the SAP, not including SAP amendments for phasing, must follow the same procedures applicable to adoption of the SAP itself. Amendments are defined as changes to elements of the SAP not constituting a refinement.
 4. Amendments to the SAP for phasing will be processed as a Class II administrative review proposal. [Section 4.125(.18)(J)(1) amended by Ord. No. 587, 5/16/05.]
- K. PDP Approval Criteria. The Development Review Board may approve an application for a PDP only upon finding that the following approval criteria are met:
1. That the proposed PDP:

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- a. Is consistent with the standards identified in this section.
 - b. Complies with the applicable standards of the Planning and Land Development Ordinance, including Sections 4.140(.09)(J)(1) – (3).
 - c. Is consistent with the approved Specific Area Plan in which it is located.
 - d. Is consistent with the approved Architectural Pattern Book and, where required, the approved Village Center Architectural Standards. [Section 4.125(.18)(K)(1)(d) amended by Ord. No. 595, 9/19/05.]
2. If the PDP is to be phased, that the phasing schedule is reasonable and does not exceed two years between commencement of development of the first, and completion of the last phase, unless otherwise authorized by the Development Review Board.
 3. Parks within each PDP or PDP phase shall be constructed prior to occupancy of 50% of the dwelling units in the PDP or PDP phase, unless weather or other special circumstances prohibit completion, in which case bonding for the improvements shall be permitted.
 4. In the Central SAP, parks shall be constructed within each PDP as provided above, and that pro rata portion of the estimated cost of Central SAP parks not within the PDP, calculated on a dwelling unit basis, shall be bonded or otherwise secured to the satisfaction of the city.
 5. The Development Review Board may require modifications to the PDP, or otherwise impose such conditions as it may deem necessary to ensure conformance with the approved SAP, the Villebois Village Master Plan, and compliance with applicable requirements and standards of the Planning and Land Development Ordinance, and the standards of this section. [Section 4.125(.18)(K.) amended by Ord. 607, 4/3/06]
- L. Final Development Plan Approval Procedures (Equivalent to Site Design Review):
1. Unless an extension has been granted by the Development Review Board as enabled by Section 4.023, an application for FDP approval on lands within the Central SAP or multi-family dwellings outside of the Central SAP shall be filed within two (2) years after the approval of a PDP. All applications for approval of a FDP shall:
 - a. Be filed with the City Planning Division for the entire FDP, or when submission of the PDP in phases has been authorized by the Development Review Board, for a phase in the approved sequence.

- b. Be made by the owner of all affected property or the owner's authorized agent.
- c. Be filed on a form prescribed by the City Planning Division and filed with said division and accompanied by such fee as the City Council may prescribe by resolution.
- d. Set forth the professional coordinator and professional design team for the project. [Section 4.125(.18)(L) amended by Ord. No. 587, 5/16/05]

M. FDP Application Submittal Requirements:

- 1. An application for approval of a FDP shall be subject to the provisions of Section 4.034.

N. FDP Approval Procedures

- 1. An application for approval of a FDP shall be subject to the provisions of Section 4.421

O. FDP Refinements to an Approved Preliminary Development Plan

- 1. In the process of reviewing a FDP for consistency with the underlying Preliminary Development Plan , the DRB may approve refinements, but not amendments, to the PDP. Refinements to the PDP may be approved by the Development Review Board, upon the applicant's detailed graphic demonstration of compliance with the criteria set forth in Section 4.125(.18)(O)(2), below.

a. Refinements to the PDP are defined as:

- i. Changes to the street network or functional classification of streets that do not significantly reduce circulation system function or connectivity for vehicles, bicycles or pedestrians.
- ii. Changes to the nature or location of park type, trails, or open space that do not significantly reduce function, usability, connectivity, or overall distribution or availability of these uses in the PDP.
- iii. Changes to the nature or location of utilities or storm water facilities that do not significantly reduce the service or function of the utility or facility.
- iv. Changes to the location or mix of land uses that do not significantly alter the overall distribution or availability of uses in the affected PDP. For purposes of this subsection, "land uses" or "uses" are defined in the aggregate, with specialty condos, mixed use condos, urban apartments, condos, village apartments, neighborhood apartments, ~~row houses~~ middle housing and small detached uses comprising a land use group and medium detached, standard detached, large and estate uses comprising another.

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[Section 4.125(.18)(O)(1)(a)(iv) amended by Ord. No. 587, 5/16/05.]

- v. Changes that are significant under the above definitions, but necessary to protect an important community resource or substantially improve the functioning of collector or minor arterial streets. [Amended by Ord. 682, 9/9/10]
- b. As used herein, “significant” means:
 - i. More than ten percent of any quantifiable matter, requirement, or performance measure, as specified in (.18)(O)(1)(a), above, or,
 - ii. That which negatively affects an important, qualitative feature of the subject, as specified in (.18)(F)(1)(a), above.
- 2. Refinements meeting the above definition may be approved by the DRB upon the demonstration and finding that:
 - a. The refinements will equally or better meet the approved conditions of approval of the PDP
 - b. The refinement will not result in significant detrimental impacts to the environment or natural or scenic resources of the PDP, the associated SAP, and
 - c. The refinement will not preclude adjoining or subsequent PDPs, associated or adjoining SAPs from development consistent with an approved SAP or the Villebois Village Master Plan.
- 3. Amendments to the PDP must follow the same procedures applicable to adoption of the PDP itself. Amendments are defined as changes to elements of the PDP not constituting a refinement.

P. FDP Approval Criteria

1. An application for approval of a FDP shall be subject to the provisions of Section 4.421.
2. An application for an FDP shall demonstrate that the proposal conforms to the applicable Architectural Pattern Book, Community Elements Book, Village Center Architectural Standards and any conditions of a previously approved PDP. [Section 4.125(.18)(P)(2) amended by Ord. No. 595, 9/19/05.]

(.19) Expiration of SAP, PDP and FDP Approvals

A SAP approval shall not expire. A PDP or FDP approval shall expire two years after its approval date, if substantial development has not occurred on the property prior to that time. Provided, however, that the Development Review Board may extend these expiration times for up to three (3) additional periods of not more than one (1) year each. Applicants seeking time extensions shall make their requests in writing at least thirty (30) days in advance of the expiration date. Requests for time extensions shall only be granted upon a showing that the applicant has in good faith attempted to develop or market the property in the preceding year or that development can be expected to occur within the next year. For purposes of this section, “substantial development” is deemed to have occurred if the subsequently-required development approval, building permit or public works permit has been submitted for the development, and the development has been diligently pursued, including the completion of all conditions of approval established for the permit.

- (.20) Adherence to Approved Plan and Modification Thereof: The applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a FDP. The approved FDP and phase development sequence shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved FDP may be approved by the Planning Director if such changes are consistent with the purposes and general character of the approved development plan. All other modifications, excluding revision of the phase development sequence, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements. [Section 4.125(.20) amended by Ord. No. 587, 5/16/05.]

- (.21) In the event of a failure to comply with the approved FDP, or any prescribed condition of approval, including failure to comply with the phase development schedule, the Development Review Board may, after notice and hearing, revoke a FDP. General economic conditions that affect all in a similar manner may be considered as a basis for an extension of a development schedule.

(.22) In the Village Zone approved SAPs, PDPs, and FDPs, are considered “approved plans” and are the basis of legal conforming status of development consistent with Subsection 4.140 (.10) C. SAPs, PDPs, and FDPs can become or be declared by ordinance to be legal non-conforming in the same manner as other planned developments in the City as described in Subsection 4.140 (.10) C.

(.23) Redevelopment to Add Middle Housing Units: For lots previously developed with at least one residential unit in the Village Zone, the following standards apply for adding additional residential units. This includes replacement of residential structures, adding new residential structures, expanding existing residential structures, or adding units within a residential structure without expanding the structure.

A. Residential Density Calculation:

1. Middle housing units other than townhouses shall be exempt from maximum density requirements. The maximum density for townhouses shall be the less of: (1) four times the density permitted for single-family detached dwellings, or (2) 25 dwelling units per net acre.

B. Lot and Development Standards: The standards of Table V-1 for single-family dwellings apply with the following exceptions:

1. The minimum lot size for duplexes, and 2-unit cluster housing is the same as single-family homes.
2. The minimum lot size for triplexes and 3-unit cluster housing is 5,000 square feet.
3. The minimum lot size for quadplexes, 4-unit cluster housing, and cottage clusters is 7,000 square feet
4. If front, rear, or side setbacks would otherwise exceed 10 feet for cottage clusters they shall be reduced to 10 feet.
5. Cottage clusters are exempt from maximum lot coverage standards.
6. Cottage clusters must be developed at a minimum density of 4 units per acre.

C. Compliance with Architectural Pattern Book: Where the size of the residential structure and lot is the same as shown for one of the unit types in the Architectural Pattern Book for the PDP, all standards for that unit type shall be adhered to. If the residential structure or lot size does not match at least one of the unit types in the Architectural Pattern Book, only the Architectural Styles, Architectural Patterns (can comply with the

unit type of choice but must follow variety rules such as rules of adjacency), and Fencing must be complied with.

D. Parking: Parking shall be provided consistent with Table V-2 and other related provisions of Section 4.125.

(.24) The Village Zone zoning designation shall not be applied to any land not within the boundaries of the Villebois Village Master Plan as of December 31, 2021.

[Section 4.125 V-Village Zone, added by Ord 557, adopted 9/5/03.]

Section 4.127 Residential Neighborhood (RN) Zone.**(.01) Purpose.**

The Residential Neighborhood (RN) zone applies to lands within Residential Neighborhood Comprehensive Plan Map designation. The RN zone is a Planned Development zone, subject to applicable Planned Development regulations, except as superseded by this section or in legislative master plans. The purposes of the RN Zone are to:

- A. Implement the Residential Neighborhood policies and implementation measures of the Comprehensive Plan.
- B. Implement legislative master plans for areas within the Residential Neighborhood Comprehensive Plan Map designation.
- C. Create attractive and connected neighborhoods in Wilsonville.
- D. Regulate and coordinate development to result in cohesive neighborhoods that include: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community.
- E. Encourage and require quality architectural and community design as defined by the Comprehensive Plan and applicable legislative master plans.
- F. Provide transportation choices, including active transportation options.
- G. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is visual and physical access to nature.
- H. Create housing opportunities for a variety of households, including housing types that implement the Wilsonville Equitable Housing Strategic Plan and housing affordability provisions of legislative master plans.

(.02) Permitted uses:

- A. Open Space.
- B. Single-Family Dwelling Unit.
- C. ~~Attached Single-Family Dwelling Unit~~ Townhouses. During initial development in the Frog Pond West Neighborhood, a maximum of 2 dwelling units townhouses, not including ADU's, may be attached, except on corners, a maximum of 3 townhouses may be attached.
- D. Duplex.
- E. Triplex and quadplex. During initial development in the Frog Pond West

Neighborhood, triplexes are permitted only on corner lots and quadplexes are not permitted.

F. Cluster housing. During initial development in the Frog Pond West Neighborhood, only 2-unit cluster housing is permitted except on corner lots where 3-unit cluster housing is permitted.

~~D.G.~~ Multiple-Family Dwelling Units, except when not permitted in a legislative master plan, subject to the density standards of the zone. Multi-family dwelling units are not permitted within the Frog Pond West Master Plan area.

~~E.H.~~ Cohousing.

~~F.I.~~ Cluster Housing (Frog Pond West Master Plan).

~~G.J.~~ Public or private parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot.

~~H.K.~~ Manufactured homes.

(.03) Permitted accessory uses ~~to single family dwellings:~~

- A. Accessory uses, buildings and structures customarily incidental to any of the principal permitted uses listed above, and located on the same lot.
- B. Living quarters without kitchen facilities for persons employed on the premises or for guests. Such facilities shall not be rented or otherwise used as a separate dwelling unless approved as an accessory dwelling unit or duplex.
- C. Accessory Dwelling Units, subject to the standards of Section 4.113 (.10).
- D. Home occupations.
- E. A private garage or parking area.
- F. Keeping of not more than two (2) roomers or boarders by a resident family household.

G. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.

H. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square

feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.

I. Livestock and farm animals, subject to the provisions of Section 4.162.

(.04) Uses permitted subject to Conditional Use Permit requirements:

- A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, sub-stations and pump stations.
- B. Commercial Recreation, including public or private clubs, lodges or meeting halls, golf courses, driving ranges, tennis clubs, community centers and similar commercial recreational uses. Commercial Recreation will be permitted upon a finding that it is compatible with the surrounding residential uses and promotes the creation of an attractive, healthful, efficient and stable environment for living, shopping or working. All such uses except golf courses and tennis courts shall conform to the requirements of Section 4.124(.04)(D) (Neighborhood Commercial Centers).
- C. Churches; public, private and parochial schools; public libraries and public museums.
- D. Neighborhood Commercial Centers limited to the provisions of goods and services primarily for the convenience of and supported by local residents. Neighborhood Commercial Centers are only permitted where designated on an approved legislative master plan.

(.05) Residential Neighborhood Zone Sub-districts:

- A. RN Zone sub-districts may be established to provide area-specific regulations that implement legislative master plans.
 - 1. For the Frog Pond West Neighborhood, the sub-districts are listed in Table 1 of this code and mapped on Figure 6 of the Frog Pond West Master Plan. The Frog Pond West Master Plan Sub-District Map serves as the official sub-district map for the Frog Pond West Neighborhood.

(.06) Minimum and Maximum Residential ~~Units~~Units/Lots:

- A. The minimum and maximum number of residential ~~units~~units-lots approved shall be consistent with this code and applicable provisions of an approved legislative master plan.

- 1. For initial development of the Frog Pond West Neighborhood, Table 1

in this code and Frog Pond West Master Plan Table 1 establish the minimum and maximum number of residential ~~lots~~ units for the sub-districts.

2. For ~~parcels or~~ areas that are a portion of a sub-district, the minimum and maximum number of residential ~~lots~~ units are established by determining the proportional gross acreage and applying that proportion to the minimums and maximums listed in Table 1. The ~~maximum density on a parcel~~ of the area may be increased, up to a maximum of 10% of what would otherwise be permitted, based on an adjustment to an SROZ boundary that is consistent with 4.139.06.
- B. The City may allow a reduction in the minimum density for a sub-district when it is demonstrated that the reduction is necessary due to topography, protection of trees, wetlands and other natural resources, constraints posed by existing development, infrastructure needs, provision of non-residential uses and similar physical conditions.

Table 1. Minimum and Maximum Residential Lots/Dwelling Units by Sub-District in the Frog Pond West Neighborhood

Area Plan Designation	Frog Pond West Sub-district	Minimum Dwelling Units Lots in Sub-district ^{a,b}	Maximum Dwelling Units Lots in Sub-district ^{a,b}
R-10 Large Lot Single Family	3	26	32
	7	24	30
	8	43	53
R-7 Medium Lot Single Family	2	20	25
	4	86	107
	5	27	33
	9	10	13
	11	46	58
R-5 Small Lot Single Family	1	66	82
	6	74	93
	10	30	38
Civic	12	0	7 ^c
Public Facilities (PF)	13	0	0

a. Each lot must contain at least 1 dwelling unit but may contain additional units consistent with the allowance for ADUs and middle housing.

b. For townhouses, the combined lots of the townhouse project shall be considered a single lot for the purposes of the minimum and maximum of this table. In no case shall the density of a townhouse project exceed 25 dwelling units per net acre.

c. These metrics apply to infill housing within the Community of Hope Church property, should they choose to develop housing on the site. Housing in the Civic sub-district is subject to the R-7 Medium Lot Single Family regulations.

(.07) Development Standards Generally

- A. Unless otherwise specified by this the regulations in this Residential Development Zone chapter, all development must comply with Section 4.113, Standards Applying to Residential Development in Any Zone.

(.08) Lot Development Standards:

- A. Lot development shall be consistent with this code and applicable provisions of an approved legislative master plan.
- B. Lot Standards Generally. For the Frog Pond West Neighborhood, Table 2 establishes the lot development standards unless superseded or supplemented by other provisions of the Development Code.

C. Lot Standards for Small Lot Sub-districts. The purpose of these standards is to ensure that development in the Small Lot Sub-districts includes varied design that avoids homogenous street frontages, creates active pedestrian street frontages and has open space that is integrated into the development pattern.

Standards. Planned developments in the Small Lot Sub-districts shall include one or more of the following elements on each block:

1. Alleys.
2. Residential main entries grouped around a common green or entry courtyard (e.g. cluster housing (Frog Pond West Master Plan)).
3. Four or more residential main entries facing a pedestrian connection allowed by an applicable legislative master plan.
4. Garages recessed at least 4 feet from the front façade or 6 feet from the front of a front porch.

Table 2: Neighborhood Zone Lot Development Standards

Neighborhood Zone Sub-District	Min. Lot Size (sq.ft.) ^{A,B}	Min. Lot Depth (ft.)	Max. Lot Coverage (%)	Min. Lot Width ^{L,G,J} (ft.)	Max. Bldg. Height ^{F,H} (ft.)	Setbacks ^{H,K,L,M}				
						Front Min. (ft.)	Rear Min. (ft.)	Side Min. (note)	Garage Min. Setback from Alley (ft.)	Garage Min. Setback from Street ^K Street ^{O,P} (ft.)
R-10 Large Lot Single Family	8,000 ^A	60'	40% ^{B,E}	40	35	20 ^E 20 ^E	20	1'	18 ^D 18 ^G	20
R-7 Medium Lot Single Family	6,000 ^{A,C}	60'	45% ^{B,E}	35	35	15 ^E	15	1'	18 ^D 18 ^G	20
R-5 Small Lot Single Family	4,000 ^{A,C,D}	60'	60% ^{B,E}	35	35	12 ^E	15	1'	18 ^D 18 ^G	20

Notes A Minimum lot size may be reduced to 80% of minimum lot size for any of the following three reasons: (1) where necessary to preserve natural resources (e.g. trees, wetlands) and/or provide active open space-, (2) lots designated for cluster housing (Frog Pond West Master Plan) may be reduced to 80% of minimum lot size-, (3) to increase the number of lots up to the maximum number allowed so long as for each lot reduced in size a lot meeting the minimum lot size is designated for development of a duplex or triplex. Duplexes in the R-5 Sub-District have a 6,000 SF minimum lot size.

B For townhouses the minimum lot size in all sub-districts is 1,500 square feet

C In R-5 and R-7 sub-districts the minimum lot size for quadplexes and cottage clusters is 7,000 square feet

D In R-5 sub-districts the minimum lot size for triplexes is 5,000 square feet

- ~~BE~~ On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%. Cottage clusters are exempt from maximum lot coverage standards.
- ~~CF~~ Front porches may extend 5 feet into the front setback.
- ~~DG~~ The garage setback from alley shall be minimum of 18 feet to a garage door facing the alley in order to provide a parking apron. Otherwise, the rear or side setback ~~requirements apply,~~ shall be between 3 and 5 feet.
- ~~FH~~ Vertical encroachments are allowed up to ten additional feet, for up to 10% of the building footprint; vertical encroachments shall not be habitable space.
- I. For townhouses in all sub-districts minimum lot width is 20 feet.
- ~~GJ~~ May be reduced to 24' when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive or a public pedestrian access in a cluster housing (Frog Pond West Master Plan) development.
- ~~HK~~ Front Setback is measured as the offset of the front lot line or a vehicular or pedestrian access easement line. On lots with alleys, Rear Setback shall be measured from the rear lot line abutting the alley.
- L For cottage clusters all setbacks otherwise greater than 10 feet for other housing types is reduced to 10 feet
- ~~JM~~ On lots greater than 10,000 SF with frontage 70 ft. or wider, the minimum combined side yard setbacks shall total 20 ft. with a minimum of 10 ft. On other lots, minimum side setback shall be 5 ft. On a corner lot, minimum side setbacks are 10 feet.
- ~~JN~~ For cluster housing (Frog Pond West Master Plan) with lots arranged on a courtyard, frontage shall be measured at the front door face of the building adjacent to a public right of way or a public pedestrian access easement linking the courtyard with the Public Way.
- ~~KO~~ All lots Duplexes with front-loaded garages are limited to one shared standard-sized driveway/apron per street regardless of the number of units on the lot.
- P The garage shall be setback a minimum of 18 feet from any sidewalk easements that parallels the street.

D. Lot Standards Specific to the Frog Pond West Neighborhood.

1. Lots adjacent to Boeckman Road and Stafford Road shall meet the following standards:
 - a. Rear or side yards adjacent to Boeckman Road and Stafford Road shall provide a wall and landscaping consistent with the standards in Figure 10 of the Frog Pond West Master Plan.
2. Lots adjacent to the collector-designated portions of Willow Creek Drive and Frog Pond Lane shall not have driveways accessing lots from these streets, unless no practical alternative exists for access. Lots in Large Lot Sub-districts are exempt from this standard.

(.09) Open Space:

A. Purpose. The purposes of these standards for the Residential Neighborhood Zone are to:

1. Provide light, air, open space, and useable recreation facilities to occupants of each residential development.
2. Retain and incorporate natural resources and trees as part of developments.
3. Provide access and connections to trails and adjacent open space areas.

For Neighborhood Zones which are subject to adopted legislative master plans, the standards work in combination with, and as a supplement to, the park and open space recommendations of those legislative master plans. These standards supersede the ~~Outdoor Recreational Area~~ Open Space requirements in WC Section 4.113 (.01).

B. Within the Frog Pond West Neighborhood, the following standards apply:

1. ~~Properties within the R-10 Large Lot Single Family sub-districts and R-7 Medium Lot Single Family sub-districts are exempt from the requirements of this section.~~ If the Development Review Board finds, based upon substantial evidence in the record, that there is a need for open space, they may waive this exemption and require open space proportional to the need.
2. For properties within the R-5 Small Lot ~~Single Family~~ sub-districts, Open Space Area shall be provided in the following manner:
 - a. Ten percent (10%) of the net developable area shall be in open space. Net developable area does not include land for non-residential uses, SROZ-regulated lands, streets and private drives, alleys and pedestrian connections. Open space must include at least 50% usable open space as defined by this Code and other like space that the

Development Review Board finds will meet the purpose of this section.

- b. Natural resource areas such as tree groves and/or wetlands, and unfenced low impact development storm water management facilities, may be counted toward the 10% requirement at the discretion of the Development Review Board. Fenced storm water detention facilities do not count toward the open space requirement. Pedestrian connections may also be counted toward the 10% requirement.
- c. The minimum land area for an individual open space is 2,000 square feet, unless the Development Review Board finds, based on substantial evidence in the record, that a smaller minimum area adequately fulfills the purpose of this Open Space standard.
- d. The Development Review Board may reduce or waive the usable open space requirement in accordance with Section 4.118(.03). The Board shall consider substantial evidence regarding the following factors: the walking distance to usable open space adjacent to the subject property or within 500 feet of it; the amount and type of open space available adjacent or within 500 feet of the subject property, including facilities which support creative play.
- e. The Development Review Board may specify the method of assuring the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants or agreements prior to recordation.

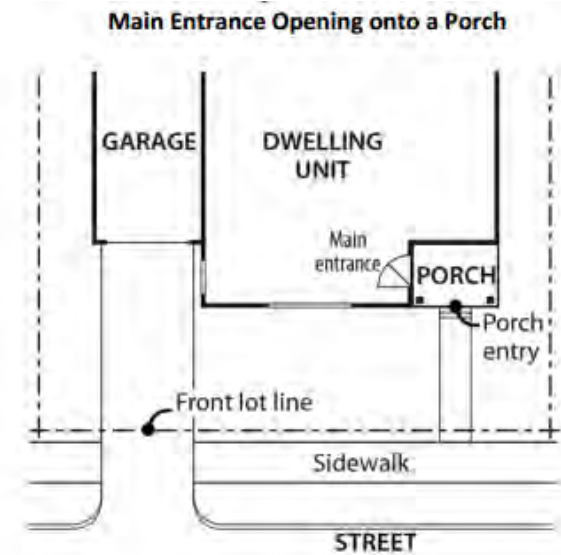
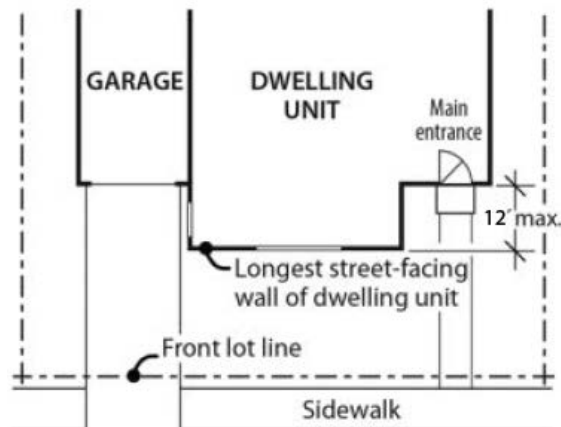
(.10) Block, access and connectivity standards:

- A. Purpose. These standards are intended to regulate and guide development to create: a cohesive and connected pattern of streets, pedestrian connections and bicycle routes; safe, direct and convenient routes to schools and other community destinations; and, neighborhoods that support active transportation and Safe Routes to Schools.
- B. Blocks, access and connectivity shall comply with adopted legislative master plans.
 - 1. Within the Frog Pond West Neighborhood, streets shall be consistent with Figure 18, Street Demonstration Plan, in the Frog Pond West Master Plan. The Street Demonstration Plan is intended to be guiding, not

binding. Variations from the Street Demonstration Plan may be approved by the Development Review Board, upon finding that one or more of the following justify the variation: barriers such as existing buildings and topography; designated Significant Resource Overlay Zone areas; tree groves, wetlands or other natural resources; existing or planned parks and other active open space that will serve as pedestrian connections for the public; alignment with property lines and ownerships that result in efficient use of land while providing substantially equivalent connectivity for the public; and/or site design that provides substantially equivalent connectivity for the public.

2. If a legislative master plan does not provide sufficient guidance for a specific development or situation, the Development Review Board shall use the block and access standards in Section 4.124 (.06) as the applicable standards.
- (.11) Signs. Per the requirements of Sections 4.156.01 through 4.156.11 and applicable provisions from adopted legislative master plans.
- (.12) Parking. Per the requirements of Section 4.155 and applicable provisions from adopted legislative master plans.
- (.13) Corner Vision Clearance. Per the requirements of Section 4.177.
- (.14) Main Entrance Standards
- A. Purpose. These standards:
 1. Support a physical and visual connection between the living area of the residence and the street;
 2. Enhance public safety for residents and visitors and provide opportunities for community interaction;
 3. Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
 4. Ensure a connection to the public realm for development on lots fronting both private and public streets by making the pedestrian entrance visible or clearly identifiable from the public street.
 - B. Location. At least one main entrance for each structure must:
 1. Be within 12 feet of the longest street-facing front wall of the dwelling unit; and
 2. Either:
 - a. Face the street

- b. Be at an angle of up to 45 degrees from the street; or
- c. Open onto a porch. The porch must:
 - (i) Be at least 6 feet deep
 - (ii) Have at least one entrance facing the street; and
 - (iii) Be covered with a roof or trellis



C. Distance from grade. Main entrances meeting the standards in subsection B., above, must be within 4 feet of grade. For the purposes of this Subsection, grade is the average grade measured along the foundation of the longest

street-facing wall of the dwelling unit.

(.15) Garage Standards

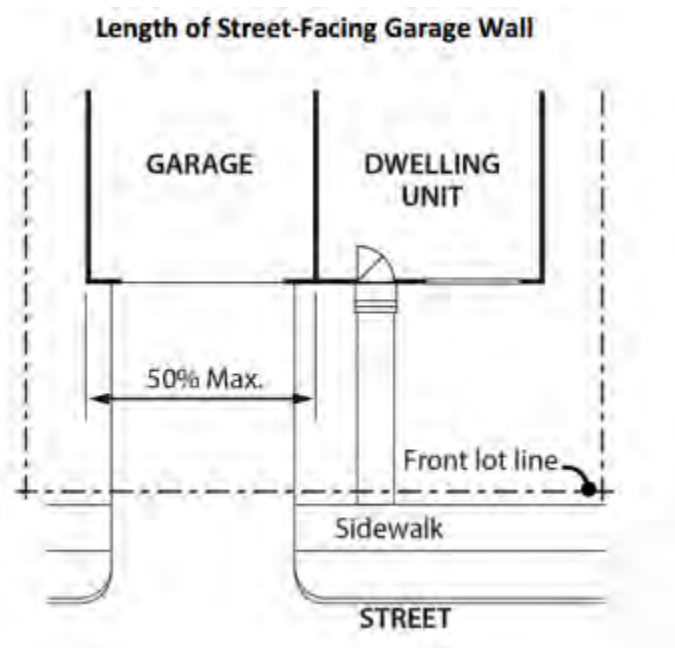
A. Purpose. These standards:

1. Ensure that there is a physical and visual connection between the living area of the residences and the street;
2. Ensure that the location and amount of the living area of the residences, as seen from the street, is more prominent than ~~the garages~~;
3. Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
4. Provide for a pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and
5. Enhance public safety by preventing garages from blocking views of the street from inside the residence.

B. Street-Facing Garage Walls

1. Where these regulations apply. Unless exempted, the regulations of this subsection apply to garages accessory to residential units.
2. Exemptions:
 - a. Garages on flag lots.
 - b. Development on lots which slope up or down from the street with an average slope of 20 percent or more.
3. Standards.
 - a. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. For ~~duplexes~~ middle housing, this standard applies to the total length of the street-facing façades. For ~~all other lots~~ detached single-family and accessory structures, the standards apply to the street-facing façade of each unit. For corner lots, this standard applies to only one street side of the lot. For lots less than 50 feet wide at the front lot line, the standard in (b) below applies.
 - b. For lots less than 50 wide at the front lot line, the following standards apply:
 - (i) The width of the garage door may be up to 50 percent of the length of the street-facing façade.

- (ii) The garage door must be recessed at least 4 feet from the front façade or 6 feet from the front of a front porch.
- (iii) The maximum driveway width is 18 feet.
- c. Where a dwelling abuts a rear or side alley or a shared driveway, the garage shall orient to the alley or shared drive.
- d. Where three or more contiguous garage parking bays are proposed facing the same street, the garage opening closest to a side property line shall be recessed at least two feet behind the adjacent opening(s) to break up the street facing elevation and diminish the appearance of the garage from the street. Side-loaded garages, i.e., where the garage openings are turned away from the street, are exempt from this requirement.
- e. A garage entry that faces a street may be no closer to the street than the longest street facing wall of the dwelling unit. There must be at least 20 feet between the garage door and the sidewalk. This standard does not apply to garage entries that do not face the street.



(.16) Residential Design Standards

A. Purpose. These standards:

1. Support consistent quality standards so that each home contributes to the quality and cohesion of the larger neighborhood and community.

2. Support the creation of architecturally varied homesstructures, blocks and neighborhoods, whether a neighborhood develops all at once or one lot at a time, avoiding homogeneous street frontages that detract from the community's appearance.
- B. Applicability. These standards apply to all façades facing streets, pedestrian connections, parks, open space tracts, the Boeckman Trail, or elsewhere as required by this Code or the Development Review Board. Exemptions from these standards include: (1) Additions or alterations adding less than 50% to the existing floor area of the structure; and, (2) Additions or alterations not facing a street, pedestrian connection, park, or open space tract.
- C. Windows. The standards for minimum percentage of façade surface area in windows are below. These standards apply only to facades facing streets, and pedestrian connections, parks, and open space tracts.
1. For two-story homesstructures:
 - a. 15% - front facades
 - b. 12.5% – front facades if a minimum of six (6) design elements are provided per Section 4.127 (0.15) E, Design Menu.
 - c. 10% - front facades facing streets if a minimum of seven (7) design elements are provided per Section 4.127 (0.15) E, Design Menu.
 2. For one-story homesstructures:
 - a. 12.5% - front facades
 - b. 10 % – front facades if a minimum of six (6) design elements are provided per Section 4.127 (0.15) E, Design Menu.
 3. For all homesstructures: 5% for street-side facades.
 4. Windows used to meet this standard must provide views from the building to the street. Glass block does not meet this standard. Windows in garage doors and other doors count toward this standard.
 5. Street-facing facades along Boeckman Road and Stafford Road must meet the standards for front facades.
- D. Articulation. Plans for residential buildings shall incorporate design features such as varying rooflines, offsets, balconies, projections (e.g., overhangs, porches, or similar features), recessed or covered entrances, window reveals, or similar elements that break up otherwise long, uninterrupted elevations. Such elements shall occur at a minimum interval of 30 feet on façades facing streets, pedestrian connections, parks, open space tracts, or elsewhere as required by this Code or the Development Review Board. Where a façade

governed by this standard is less than 30 feet in length, at least one of the above-cited features shall be provided.

- E. Residential Design Menu. Residential structures shall provide a minimum of five (5) of the design elements listed below for front facades and facades facing Boeckman Road and Stafford Road, unless otherwise specified by the code. For side facades facing streets, ~~or~~ pedestrian connections, parks, open space tracts, a minimum of three (3) of the design elements must be provided. Where a design features includes more than one element, it is counted as only one of the five required elements.
1. Dormers at least three (3) feet wide.
 2. Covered porch entry – minimum 48 square foot covered front porch, minimum six (6) feet deep and minimum of a six (6) foot deep cover. A covered front stoop with minimum 24 square foot area, 4 foot depth and hand rails meets this standard.
 3. Front porch railing around at least two (2) sides of the porch.
 4. Front facing second story balcony – projecting from the wall of the building a minimum of four (4) feet and enclosed by a railing or parapet wall.
 5. Roof overhang of 16 inches or greater.
 6. Columns, pillars or posts at least four (4) inches wide and containing larger base materials.
 7. Decorative gables – cross or diagonal bracing, shingles, trim, corbels, exposed rafter ends or brackets (does not include a garage gable if garage projects beyond dwelling unit portion of street façade).
 8. Decorative molding above windows and doors.
 9. Decorative pilaster or chimneys.
 10. Shakes, shingles, brick, stone or other similar decorative materials occupying at least 60 square feet of the street façade.
 11. Bay or bow windows – extending a minimum of 12 inches outward from the main wall of a building and forming a bay or alcove in a room within the building.
 12. Sidelight and/or transom windows associated with the front door or windows in the front door.
 13. Window grids on all façade windows (excluding any windows in the garage door or front door).
 14. Maximum nine (9) foot wide garage doors or a garage door designed to

resemble two (2) smaller garage doors and/or windows in the garage door (only applicable to street facing garages).

15. Decorative base materials such as natural stone, cultured stone or brick extending at least 36 inches above adjacent finished grade occupying a minimum of 10 % of the overall primary street facing façade.
16. Entry courtyards which are visible from, and connected directly to, the street. Courtyards shall have a minimum depth of 10 feet and minimum width of 80% of the non-garage/driveway building width to be counted as a design element.

F. House Plan Variety. No two directly adjacent or opposite ~~dwelling units~~ residential structures may possess the same front or street-facing elevation. A structure containing multiple middle housing units shall be considered a single residential structure for the purpose of house plan variety. This standard is met when front or street-facing elevations differ from one another due to different materials, articulation, roof type, inclusion of a porch, fenestration, and/or number of stories. Where façades repeat on the same block face, they must have at least three intervening ~~lots-residential structures~~ between them that meet the above standard. ~~Small Lot developments over 10 acres shall include duplexes and/or attached 2-unit single family homes comprising 10% of the homes — corner locations are preferred.~~

G. Prohibited Building Materials. The following construction materials may not be used as an exterior finish:

1. Vinyl siding.
2. Wood fiber hardboard siding.
3. Oriented strand board siding.
4. Corrugated or ribbed metal.
5. Fiberglass panels.

(.17) Fences

- A. Within Frog Pond West, fences shall comply with standards in 4.113 (.07) except as follows:
 1. Columns for the brick wall along Boeckman Road and Stafford Road shall be placed at lot corners where possible.
 2. A solid fence taller than 4 feet in height is not permitted within 8 feet of the brick wall along Boeckman Road and Stafford Road, except for fences placed on the side lot line that are perpendicular to the brick wall and

end at a column of the brick wall.

3. Height transitions for fences shall occur at fence posts.

(.18) ~~Homes~~ Homes Residential Structures Adjacent to Schools, Parks and Public Open Spaces

- A. Purpose. The purpose of these standards is to ensure that development adjacent to schools and parks is designed to enhance those public spaces with quality design that emphasizes active and safe use by people and is not dominated by driveways, fences, garages, and parking.
- B. Applicability. These standards apply to development that is adjacent to or faces schools and parks. As used here, the term adjacent includes development that is across a street or pedestrian connection from a school or park.
- C. Development must utilize one or more of the following design elements:
 - 1. Alley loaded garage access.
 - 2. On corner lots, placement of the garage and driveway on the side street that does not face the school, park, or public open space.
 - 3. Recess of the garage a minimum of four feet from the front façade of the home. A second story above the garage, with windows, is encouraged for this option.
- D. Development must be oriented so that the fronts or sides of ~~homes~~ residential structures face adjacent schools or parks. Rear yards and rear fences may generally not face the schools or parks, unless approved through the waiver process of 4.118 upon a finding that there is no practicable alternative due to the size, shape or other physical constraint of the subject property.

[4.127 Residential Neighborhood Zone Section updated by Ord. No. 806, July 2017]

Section 4.138. Old Town (O) Overlay Zone.

[Section 4.138 amended in its entirety by Ord. 810, 11/20/2017]

- (.01) Purpose. The purpose of this overlay zone is to establish the design standards that will be applied to developments within the Old Town neighborhood, mapped as the Boones Ferry District in the City's West Side Master Plan. The following purpose statement is not intended as a set of additional permit criteria. Rather, it is a description of the desired outcome as development occurs incrementally, over time. This overlay district is intended to create a modern interpretation of a traditional old town Main Street and mixed use neighborhood. It is recognized that the Old Town neighborhood is of unique significance because of its existing pattern of mixed uses, its access to the Willamette River and because it was the original center of housing and commerce for the community.
- A. The standards of the "O" overlay zone are intended to assure that, through the appropriate use of architectural details, windows, building orientation, facades, and construction materials, new structures, and major alterations of existing structures, create a pleasing and pedestrian-friendly environment.
 - B. It is the desire of the City to have commercial, industrial, multi-family, and mixed use buildings in the "O" overlay zone reflect a range of architectural types and styles that were popular in the Willamette Valley from approximately 1880 to 1930 and for single-family homes and middle housing to be consistent with and enhance the historic small town residential character of the neighborhood. The following design standards are intended to further define those characteristics that will convey the desired architecture.
 - C. These standards are intended to encourage quality design, to enhance public safety, and to provide a comfortable and attractive street environment by providing features and amenities of value to pedestrians. Quality design will result in an arrangement of buildings that are in visual harmony with one-another, leading to a neighborhood that is vital, interesting, attractive, and safe. These qualities contribute to the health and vitality of the overall community.
 - D. These standards shall be used by the City's Planning Division and Development Review Board in reviewing development applications within the Old Town neighborhood.
- (.02) The "O" Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood.

(.03) Review Process in the “O” Overlay zone.

- A. The following shall be reviewed using the Site Design Review process for conformance with the standards in Subsection (.05) as well the Site Design Review standards (Sections 4.421) and other applicable standards:
1. New commercial, industrial, public facility, multi-family residential, and mixed use building construction and the substantial redevelopment of existing buildings; and
 2. Exterior remodeling of commercial, industrial, public facility, multi-family residential, or mixed use building that requires a building permit, when that remodeling is visible from a public street (other than an alley) and changes the existing design of the building; and
 3. Upon the request of an applicant, in order to pursue a design not in conformance with the Old Town Single-Family Residential Design Standards Book, new single-family homes, middle housing, ~~(including duplexes)~~ and accessory buildings, or remodeling thereof. Standards for ADU’s in Subsection (.04) C. below shall apply.
- B. The following (except as noted in A.3. above) shall be reviewed through the Class I administrative review process for conformance with the Development Standards of Subsection (.04) concurrently with building plan review:

1. New single-family homes ~~(including duplexes and middle housing)~~, single-family home or middle housing additions, remodels, accessory dwelling units, garages, and other buildings accessory to a single-family ~~use or middle housing use.~~

(.04) Single-Family and Middle Housing Development Standards (including accessory buildings and duplexes)

- A. The standards of this subsection shall take precedence over setback, lot coverage, height, and accessory dwelling unit standards otherwise established in the Development Code except that 10 foot front and rear setbacks for cottage clusters and zero setbacks for attached townhouses shall continue to apply. All other standards of the base zone and/or approved planned developments shall apply. For PDR Zones, the setback and lot coverage standards are subject to the waiver provisions of Section 4.118.
- B. Development shall comply (except as noted in 1. and 2. below) with the standards of the Old Town Single-Family Residential Design Standards Book including but not limited to architectural design, height, setbacks, and lot coverage.
1. An applicant for a remodel of and/or addition to structures existing prior to December 1, 2017, including the creation of middle housing

through conversion of or addition to an existing single-family home, may elect to match the existing design of the structure rather than comply with the Old Town Single-Family Residential Design Standards Book if all of the following are met:

- a. The height of the structure remains the same and any additions do not exceed the height of the existing structure;
 - b. The roof pitch on the existing portion of the structure remains the same and is matched for additions involving facades facing a street or public open space;
 - c. All exterior materials are substantially similar in style and texture to the existing materials on the structure;
 - d. For facades of the structure facing a street or public open space (does not include alleys) all architectural elements, such as windows, doors, porches, dormers, details, etc. are kept the same, or in the case of extending out a wall during an addition, reproduced; and
 - e. Setbacks and lot coverage requirements of the underlying zone are met.
2. Accessory structures less than 120 square feet and 10 feet in height are not subject to the Old Town Single-Family Residential Design Standards but rather the standards of the underlying zone.
- C. The following standards shall apply to Accessory Dwelling Units (ADU's) within the "O" Overlay Zone to ensure smaller bulk of residential buildings and minimal use of on-street parking consistent with the historic character of the neighborhood. Where these standards differ from those of Subsection 4.113 (.10), including size design and parking, these standards take precedence. All other standards of Subsection 4.113 (.10), including but not limited to number of ADU's and review process, continue to apply.
1. Size: ADU's shall not exceed 600 square feet of living space.
 2. Design: ADU's shall be substantially the same exterior design and architecture (i.e. siding, windows, color, roof pitch, doors and roofing materials) as the primary dwelling unit on the property. ADU's shall be either:
 - a. Detached single-story structures; or
 - b. Over a detached garage meeting the following requirements:
 - i. The garage/ADU structure is a maximum 1.5 stories tall, not exceeding a height of 20 feet; and
 - ii. The primary dwelling unit on the property is 1.5 or 2 stories tall.

- (.05). Standards for Development Subject to Site Design Review
- A. Building Setbacks - Buildings fronting Boones Ferry Road shall abut the public sidewalk except where public plazas, courtyards, approved landscaping, or other public pedestrian amenities are approved. Except, however, that residential garages or carports shall be set back a minimum of twenty (20) feet from any sidewalk or traveled portion of a street across which access to the garage or carport is taken. The Development Review Board may approve other setbacks to accommodate sidewalks, landscaping, or other streetscape features located between the street right-of-way and the building.
 - B. Landscaping - Not less than fifteen (15) percent of the development site shall be landscaped. In the event that a building is set back from a street side property line, along Boones Ferry Road, Bailey Street, or 5th Street, the intervening area shall be landscaped. In reviewing proposals for parking lots in locations between buildings and streets, the Development Review Board may require special landscaping treatments or designs to screen the view of the parking lot from the public right-of-way.
 - C. Building height - As specified in the underlying base zone.
 - D. Street access to Boones Ferry Road. Ingress and egress points along Boones Ferry Road shall be designed and constructed such that access points on one side of the road shall be consistent with the Public Works Standards. New developments along Boones Ferry Road and north of Bailey Street will have access points designed and constructed in a pattern that replicates the shape of Main Street blocks.
 - E. Pedestrian environment. In order to enhance the pedestrian scale of the neighborhood:
 - 1. Special attention shall be given to the primary building entrances, assuring that they are both attractive and functional.
 - 2. The pedestrian environment shall be enhanced by amenities such as street furniture, landscaping, awnings, and movable planters with flowers, as required by the Development Review Board.
 - 3. Sidewalk width may vary from block to block, depending upon the nature of adjacent land uses and the setbacks of existing buildings. Provided, however, that a continuity of streetscape design is maintained along Boones Ferry Road, generally following the pattern that has been started with the 1996 approval for Old Town Village on the west side of Boones Ferry Road from Fourth Street to Fifth Street. [Amended by Ordinance No. 538, 2/21/02.]

- a. North of Bailey Street, where the most intense commercial development is anticipated, the widest sidewalks and most mature landscaping are required.
 - b. In situations where existing buildings are located at the right-of-way line, special sidewalk designs may be necessary to assure pedestrian access.
- F. When practicable, buildings along Boones Ferry Road shall occupy 100% of the street frontage between block segments. Up to 25% of street frontage may be in public plazas, courtyards, and similar landscape or streetscape features that provide public spaces adjacent to the sidewalk. For smaller lots, which may not have functional alternatives for parking, up to 40% of lot frontage may be used for parking, provided that appropriate screening and visual enhancement is created between the parking area and the sidewalk. Appropriate pedestrian connections shall be constructed between such parking lots and sidewalks.
- G. Building compatibility.
1. The design and materials of proposed buildings shall reflect the architectural styles of the Willamette Valley during the period from 1880 to 1930.
 2. Commercial and manufacturing buildings shall be designed to reflect the types of masonry or wood storefront buildings that were typical in the period from 1880 to 1930. Larger modern buildings shall be designed with facades that are divided to give the appearance of a series of smaller buildings or distinctive store fronts, and/or multi-storied structures with, at least, the appearance of second stories.
 3. Residential buildings shall be designed to reflect the size and shape of traditional dwellings from the period from 1880 to 1930. Where larger ~~multiple~~ multi-family residential buildings are proposed, their building facades shall be divided into units that give the appearance of a series of smaller dwellings.
 4. Manufactured housing units and mobile homes, if located outside of approved manufactured or mobile home parks, shall meet the design standards applied to other single family dwellings in the area.
- H. Building materials.
1. Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger developments, variations in facades, floor levels, architectural features, and/or exterior finishes shall be used to create the appearance of a series of smaller buildings.

2. Exterior building materials shall be durable, and shall convey a visual impression of durability. Materials such as masonry, stone, stucco, and wood will generally provide such an appearance. Other materials that replicate the appearance of those durable materials may also be used.
 3. Where masonry is to be used for exterior finish, varied patterns are to be incorporated to break up the appearance of larger surfaces.
 4. Wood siding is to be bevel, shingle siding or channel siding or the equivalent. T-111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards.
 5. Exterior materials and colors are to match the architecture of the period.
- I. Roof materials, roof design and parapets.
1. Pitched roof structures shall have a minimum pitch of 4:12.
 2. Roofs with a pitch of less than 4:12 are permitted, provided that they have detailed, stepped parapets or detailed masonry coursing.
 3. Parapet corners are to be stepped. Parapets are to be designed to emphasize the center entrance or primary entrance(s).
 4. Sloped roofs that will be visible from the adjoining street right-of-way shall be of a dark, non-ornamental color.
 5. Preferred roofing materials that are visible from a public street include wood or architectural grade composition shingle, tile, or metal with standing or batten seams. Metal roofs without raised seams shall not be used in visible locations.
 6. All roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes are to be completely screened from public view by parapets, walls or other approved means; or , alternatively, may be effectively camouflaged to match the exterior of the building.
 - a. "Public view" is intended to mean the view from the sidewalk directly across the street from the site.
 - b. Roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes that are visible from Interstate-5 shall be effectively camouflaged to match the exterior of the building

- J. Building entrances. If visible from the street, entrances to commercial, industrial, or multi-family residential buildings are to be architecturally emphasized, with coverings as noted in subsection (.09), below.
1. The Development Review Board may establish conditions concerning any or all building entrances, especially where such entrances are adjacent to parking lots. For buildings fronting on Boones Ferry Road, at least one entrance shall be from the sidewalk.
 2. Secondary building entrances may have lesser architectural standards than primary entrances.
- K. Building facades.
1. Ornamental devices, such as moldings, entablature, and friezes, are encouraged at building roof lines. Where such ornamentation is to be in the form of a linear molding or board, it shall match or complement the architecture of the building.
 2. Buildings are to incorporate amenities such as alcoves, awnings, roof overhangs, porches, porticoes, and/or arcades to protect pedestrians from the rain and sun. Awnings and entrances may be designed to be shared between two adjoining structures. (See subsection (.08), above.)
 3. Commercial and manufacturing buildings with frontage on Boones Ferry Road shall incorporate the following traditional storefront elements:
 - a. Building fronts to be located at the right-of-way line for streets, except in cases where an approved sidewalk or other streetscape features are located between the street right-of-way and the building. Intervening areas are to be attractively landscaped.
 - b. Upper and lower facades are to be clearly delineated.
 - c. Lower facades shall include large windows, as specified in subsection "(L.," below, and recessed entries.
 - d. Tops of facades shall have decorative cornices.
 4. Buildings are to have variations in relief, including such things as cornices, bases, fenestration, fluted masonry, and other aesthetic treatments to enhance pedestrian interest.
- L. Windows in buildings adjacent to Boones Ferry Road.
1. Windows shall include amenities such as bottom sills, pediments, or awnings. Glass curtain walls, highly reflective glass, and painted or darkly tinted glass are not permitted other than stained or leaded glass.

2. Ground-floor windows on commercial or industrial buildings shall include the following features:
 - a. Windows shall be designed to allow views into interior activity areas and display areas along street frontages.
 - b. Sills shall be no more than four (4) feet above grade, unless a different design is necessitated by unusual interior floor levels.
 - c. At least twenty percent (20%), of ground floor wall area along Boones Ferry Road, Bailey Street, or 5th Street shall be in windows or entries. No blank walls shall be permitted abutting any street other than an alley.
3. Upper-floor windows on commercial, industrial, or multi-family residential buildings shall include the following features:
 - a. Glass dimensions shall not exceed five (5) feet wide by seven (7) feet high.
 - b. Windows shall be fully trimmed with molding that is at least two (2) inches wide.
 - c. Multiple-light windows or windows with grid patterns may be required by the Development Review Board when architecturally consistent with the building.

M. Landscapes and streetscapes.

1. The street lights to be used in the area shall be of a standardized design throughout the Old Town Overlay District.
2. Benches, outdoor seating, and trash receptacles are to be designed to match the architecture in the area.
3. Benches and other streetscape items placed within the public right-of-way must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.

N. Lighting.

1. All building entrances and exits shall be well-lit. The minimum lighting level for commercial, industrial, or multi-family residential building entrances is to be four (4) foot-candles. The maximum standard is to be ten (10) foot-candles. A lighting plan shall be submitted for review by the Development Review Board.
2. Exterior lighting is to be an integral part of the architectural design and must complement the street lighting of the area, unless it is located at the side or rear of buildings in locations that are not facing a public street that is not an alley.

3. In no case is lighting to produce glare on neighboring properties or public rights-of-way such that a nuisance or safety hazard results.

O. Exterior storage.

1. Exterior storage of merchandise or materials shall be subject to the fencing or screening standards of Section 4.176 of the Wilsonville Code. The Development Review Board may prescribe special standards for landscaping or other screening of walls or fences.
2. Temporary outdoor displays of merchandise shall be permitted, subject to the conditions of the development permit or temporary use permit for the purpose. Where pedestrian access is provided, a minimum walkway width of five (5) feet shall be maintained at all times.

P. Storage of Trash and Recyclables. Storage areas for trash and recyclables shall meet the applicable City requirements of Sections 4.179 and 4.430 of the Wilsonville Code.

Q. Signs. Signs shall match the architecture of buildings in the area, and shall be subject to the provisions of Sections 4.156.01 through 4.156.11 of the Wilsonville Code.

Section 4.139.00 Significant Resource Overlay Zone (SROZ) Ordinance

***** Section 4.139.00 is not included in this review draft *****

Section 4.139.01 SROZ - Purpose

The Significant Resource Overlay Zone (SROZ) is intended to be used with any underlying base zone as shown on the City of Wilsonville Zoning Map. The purpose of the Significant Resource Overlay Zone is to implement the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway. In addition, the purposes of these regulations are to achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and Title 13 Habitat Conservation Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources. It is not the intent of this ordinance to prevent development where the impacts to significant resources can be minimized or mitigated. [Amended by Ord. # 674 11/16/09]

Section 4.139.02 Where These Regulations Apply

The regulations of this Section apply to the portion of any lot or development site, which is within a Significant Resource Overlay Zone and its associated "Impact Areas". The text provisions of the Significant Resource Overlay Zone ordinance take precedence over the Significant Resource Overlay Zone maps. The Significant Resource Overlay Zone is described by boundary lines shown on the City of Wilsonville Significant Resource Overlay Zone Map. For the purpose of implementing the provisions of this Section, the Wilsonville Significant Resource Overlay Zone Map is used to determine whether a Significant Resource Impact Report (SRIR) is required. Through the development of an SRIR, a more specific determination can be made of possible impacts on the significant resources.

Unless otherwise exempted by these regulations, any development proposed to be located within the Significant Resource Overlay Zone and/or Impact Area must comply with these regulations. Where the provisions of this Section conflict with other provisions of the City of Wilsonville Planning and Land Development Ordinance, the more restrictive shall apply.

The SROZ represents the area within the outer boundary of all inventoried significant natural resources. The Significant Resource Overlay Zone includes all land identified and protected under Metro's UGMFP Title 3 Water Quality Resource Areas and Title 13 Habitat Conservation Areas, as currently configured, significant wetlands, riparian corridors, and significant wildlife habitat that is inventoried and mapped on the Wilsonville Significant Resource Overlay Zone Map. [Amended by Ord. # 674 11/16/09]

***** Section 4.139.03 is not included in this review draft *****

Section 4.139.04 Uses and Activities Exempt from These Regulations

A request for exemption shall be consistent with the submittal requirements listed under Section 4.139.06(.01)(B – I), as applicable to the exempt use and activity. [Added by Ord. # 674 11/16/09]

- (.01) Emergency procedures or emergency activities undertaken which are necessary for the protection of public health, safety, and welfare. Measures to remove or abate hazards and nuisances. Areas within the SROZ that are disturbed because of emergency procedures or activities should be repaired and mitigated.
- (.02) Maintenance and repair of buildings, structures, yards, gardens or other activities or uses that were in existence prior to the effective date of these regulations.
- (.03) Alterations of buildings or accessory structures which do not increase building coverage.
- (.04) The following agricultural activities lawfully in existence as of the effective date of this ordinance:
 - A. Mowing of hay, grass or grain crops.
 - B. Tilling, disking, planting, seeding, harvesting and related activities for pasture, tree crops, commercial woodlots, food crops or business crops, provided that no additional lands within the SROZ are converted to these uses after the effective date of this ordinance.
- (.05) Operation, maintenance, and repair of irrigation and drainage ditches, constructed ponds, wastewater facilities, stormwater detention or retention facilities, and water facilities consistent with the Stormwater Master Plan or the Comprehensive Plan.
- (.06) Maintenance and repair of streets and utility services within rights-of way, easements, access drives or other previously improved areas. [Amended by Ord. 682, 9/9/10]
- (.07) Normal and routine maintenance and repair of any public improvement or public recreational area regardless of its location.
- (.08) The construction of new roads, pedestrian or bike paths into the SROZ in order to provide access to the sensitive area or across the sensitive area, provided the location of the crossing is consistent with the intent of the Wilsonville Comprehensive Plan. Roads and paths shall be constructed so as to minimize and repair disturbance to existing vegetation and slope stability.

- (.09) Maintenance and repair of existing railroad tracks and related improvements.
- (.10) The removal of invasive vegetation such as Himalayan Blackberry, English Ivy, Poison Oak, Scots (Scotch) Broom or as defined as invasive in the Metro Native Plant List.
- (.11) The planting or propagation of any plant identified as native on the Metro Native Plant List. See Wilsonville Planning Division to obtain a copy of this list.
- (.12) Grading for the purpose of enhancing the Significant Resource as approved by the City.
- (.13) Enhancement of the riparian corridor or wetlands for water quality or quantity benefits, fish, or wildlife habitat as approved by the City and other appropriate regulatory authorities.
- (.14) Flood control activities pursuant to the Stormwater Master Plan, save and except those stormwater facilities subject to Class II Administrative Review, as determined by the Planning Director, to ensure such facilities meet applicable standards under federal, state and local laws, rules and regulations.
- (.15) Developments that propose a minor encroachment into the Significant Resource Overlay Zone. The purpose of this adjustment would be to allow for minor encroachments of impervious surfaces such as accessory buildings, eave overhangs, building appurtenances, building access and exiting requirements or other similar feature. The total adjustment shall not exceed 120 square feet in cumulative area.
- (.16) The expansion of an existing single family dwelling or duplex not exceeding 600 square feet in area. The expansion of an existing single family dwelling or duplex or structures that are accessory to a single family dwelling or duplex inside the SROZ, provided that the following criteria have been satisfied. An SRIR is not required to evaluate and reach a decision on the issuance of a permit to expand a single-family residence under this paragraph.
 - A. The expansion of a single family or duplex structure or improvement (including decks and patios) shall not be located any closer to the stream or wetland area than the existing structure or improvement; and
 - B. The coverage of all structures within the SROZ on the subject parcel shall not be increased by more than 600 square feet, based on the coverage in existence prior to the effective date of this ordinance; and,

4.139.00-.11 SROZ

- C. The applicant must obtain the approval of an erosion and sediment control plan from the City’s Building and Environmental Services Divisions; and,
- D. No part of the expansion is located within the Metro UGMFP Title 3 Water Quality Area.

(.17) New Single-Family Dwelling or Duplex. The construction of a new single family dwelling or duplex, including a duplex created through conversion of an existing detached single-family dwelling, is exempt unless the building encroaches into the Impact Area and/or the SROZ.

- A. If the proposed building encroaches only into the Impact Area then an abbreviated SRIR may be required as specified in Section 4.139.05, unless it can be clearly determined by the Planning Director that the development proposal will have no impact on the Significant Resource. The primary purpose of the Impact Area is to insure that development does not encroach into the SROZ. Development otherwise in compliance with the Planning and Land Development Ordinance may be authorized within the Impact Area.
- B. If the proposed building encroaches into the SROZ, then a complete or abbreviated SRIR report is required.

- (.18) Private or public service connection laterals and service utility extensions.
- (.19) A Stage II development permit or other development permits issued by the City and approved prior to the effective date of this ordinance.
- (.20) The installation of public streets and utilities specifically mapped within a municipal utility master plan, the Transportation Systems Plan or a capital improvement plan.
- (.21) Structures which are non conforming to the standards of this Section may be re-built in the event of damage due to fire or other natural hazard subject to Sections 4.189 – 4.192 of the Planning and Land Development Ordinance, provided that the structure is placed within the same foundation lines (See Figure NR-6.). An SRIR is not required to evaluate and reach a decision on the issuance of a permit to replace a structure subject to this paragraph.

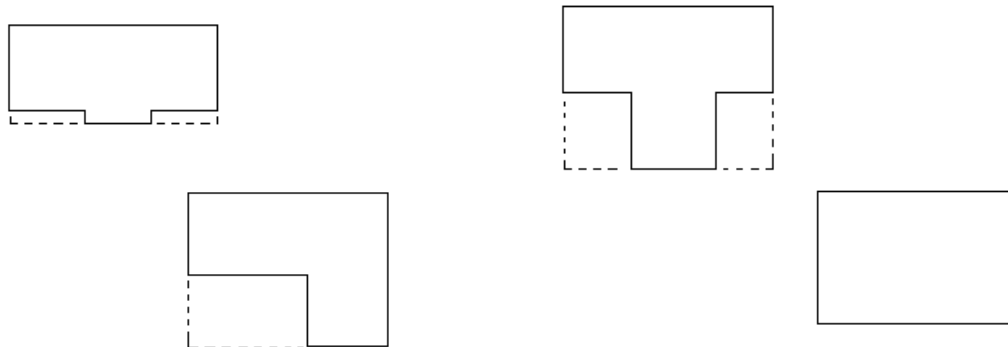


Figure NR-6. Building Line Examples
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- (.22) Any impacts to resource functions from the above excepted activities, such as gravel construction pads, erosion/sediment control materials or damaged vegetation, shall be mitigated using appropriate repair or restoration/enhancement techniques.

***** Sections 4.139.05 – 4.139.08 are not included in this review draft *****

Section 4.139.09 Activities Requiring a Class II Administrative Review Process

- (.01) The review of any action requiring an SRIR except:
- A. Activities and uses exempt under this Section;
 - B. Adjustments permitted as a Class I Administrative Review.
 - C. Adjustments permitted as part of a Development Review Board public hearing process.
- (.02) Single family dwelling or duplex or the expansion of a single family dwelling on lots with limited buildable land. Single family dwelling or duplex or the expansion of a single family dwelling which meet all of the following requirements:
- A. The lot was legally created and has less than 5,000 square feet of buildable land located outside the SROZ; and
 - B. No more than one single family house or duplex is permitted on the property and no more than 3,000 square feet of land is to be developed by impervious improvements within the SROZ; and
 - C. The single-family or duplex structure shall be sited in a location, which reduces the impacts to the Significant Resources.
 - D. An Abbreviated SRIR is required to be submitted.
- (.03) The expansion of an existing single family dwelling or duplex or structures that are accessory to a single-family dwelling or duplex located inside Metro's UGMFP Title 3 Water Quality Resource Areas.

- A. The expansion of a single family structure or improvement is located no closer to the stream or wetland area than the existing structures, roadways, driveways or accessory uses and development; and
- B. The coverage of all structures shall not be increased by more than 600 square feet, based on the coverage in existence as of the effective date of this ordinance; and
- C. The applicant must obtain the approval of an erosion and sediment control plan from the City's Building and Environmental Services Divisions.
- D. In determining appropriate conditions of approval, the applicant shall:
 - 1. Demonstrate that no reasonably feasible alternative design or method of development exists that would have a lesser impact on the Water Quality Resource Area than the one proposed; and
 - 2. If no such reasonably feasible alternative design or method of development exists, the project shall be conditioned to limit its disturbance and impact on the Water Quality Resource to the minimum extent necessary to achieve the proposed addition, alteration, restoration, replacement or rehabilitation; and
 - 3. Provide mitigation consistent with Section 4.139.06 to ensure that impacts to the functions and values of the Water Quality Resource Area will be mitigated or restored to the extent practicable.

Section 4.139.10 Development Review Board (DRB) Process

The following actions require review through a Development Review Board quasi-judicial process. Nothing contained herein shall be deemed to require a hearing body to approve a request for a permit under this Section.

- (.01) Exceptions. The following exceptions may be authorized through a Development Review Board quasi-judicial review procedure.
 - A. **Unbuildable Lot.** For existing non-developed lots that are demonstrated to be unbuildable by the provisions of this Section, the SROZ shall be reduced or removed to assure the lot will be buildable by allowing up to 3,000 square feet of land to be developed by impervious improvements for residential use, or 5,000 square feet of impervious improvements for non-residential uses, while still providing for the maximum protection of the significant resources, if not in conflict with any other requirements of the Planning and Land Development Ordinance. This section shall not apply to lots created after the effective date of this ordinance.
 - B. **Large Lot Exception.** An exception under this paragraph is authorized and may allow impact into wetlands, riparian corridors and wildlife

habitat areas, and shall not be limited to locations solely within the Area of Limited Conflicting Use. Mitigation is required, and for wetland impacts, state and federal permit requirements shall be followed. An exception to the standards of this Section may be authorized where the following conditions apply:

1. The lot is greater than one acre in size; and
2. At least 85 percent of the lot is located within the SROZ based on surveyed resource and property line boundaries; and
3. No more than 10 percent of the area located within the SROZ on the property may be excepted and used for development purposes; and
4. Through the review of an SRIR, it is determined that a reduction of the SROZ does not reduce the values listed on the City of Wilsonville Natural Resource Function Rating Matrix for the resource site; and
5. The proposal is sited in a location that avoids or minimizes impacts to the significant resource to the greatest extent possible.
6. For purposes of this subsection, "lot" refers to an existing legally created lot of record as of the date of the adoption of the SROZ.

7. Where a lot is proposed to be divided for middle housing, the area of the lot prior to the land division shall be that used for the purpose of this subsection.

- C. Public. If the application of this Section would prohibit a development proposal by a public agency or public utility, the agency or utility may apply for an exception pursuant to this Section. The hearing body shall use the SRIR review criteria identified within this section.
- D. Map Refinement process. The applicant may propose to amend the SROZ boundary through a Development Review Board quasi-judicial zone change where more detailed information is provided, such as a state approved wetland delineation. The criteria for amending the SROZ are as follows:
 1. Any map refinement must be evaluated by considering the riparian corridor types contained in this ordinance.
 2. Other supporting documents to be considered in evaluating a proposal to refine a map include, but are not limited to:
 - a. Natural Resources Inventories (LWI/RCI);
 - b. The Economic, Social, Environmental and Energy (ESEE) Analysis;
 - c. Metro Functional Plans;
 - d. Wilsonville Comprehensive Plan;
 - e. State approved wetland delineations;
 - f. Detailed slope analysis

3. An SRIR must be prepared by the applicant in conformance with the provisions of this Section.
 4. The Hearing Body (including City Council) may amend the Significant Resource Overlay Zone (in or out) upon making a determination that the land area in question is or is not a significant resource. The criteria for determining that land is significant shall be based on finding that the site area has at least one rating of “high” using the function criteria listed in the Natural Resource Function Rating Matrices.
- (.02) Adding Wetlands. Except for water quality or storm water detention facilities, the City shall initiate amendments to the Significant Resource Overlay Zone maps to add wetlands when the City receives significant evidence that a wetland meets any one of the following criteria:
- A. The wetland is fed by surface flows, sheet flows or precipitation, and has evidence of flooding during the growing season, and has 60 percent or greater vegetated cover, and is over one-half acre in size; or the wetland qualifies as having intact water quality function under the 1996 Oregon Freshwater Wetland Assessment Methodology; or
 - B. The wetland is in the Metro Title 3 Flood Management Area as corrected by the most current FEMA Flood Insurance Rate Maps, and has evidence of flooding during the growing season, and is five acres or more in size, and has a restricted outlet or no outlet; or the wetland qualifies as having intact hydrologic control function under the 1996 Oregon Freshwater Wetland Assessment Methodology; or
 - C. The wetland or a portion of the wetland is within a horizontal distance of less than one - fourth mile from a water body which meets the Department of Environmental Quality definition of water quality limited water body in OAR Chapter 340, Division 41 (1996).
 - D. Created or restored wetlands that meet the requirements of Section 4.139.10(.02) shall be added to the Significant Resource Overlay Zone.
[Added by Ord. # 674 11/16/09]
- (.03) Development of structures, additions and improvements that relate to uses other than single family residential.
- (.04) Variiances. A variance may be taken to any of the provisions of this Section per the standards of Section 4.196 of the Planning and Land Development Ordinance.

***** Section 4.139.11 is not included in this review draft *****

Section 4.140. Planned Development Regulations.**(.01) Purpose.**

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

***** Subsections (.02) – (.09) are not included in this review draft *****

(.10) Adherence to Approved Plans, Modification

~~A.~~ Adherence to Approved Plan and Modification Thereof: The applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a development. The approved final plan and stage development schedule shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved preliminary or final development plan may be approved by the Director of Planning if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.

~~B.~~ In the event of a failure to comply with the approved plan or any prescribed condition of approval, including failure to comply with the stage development schedule, the Development Review Board may, after notice and hearing, revoke a Planned Development permit. General economic conditions that affect all in a similar manner may be considered as a basis for an extension of a development schedule. The determination of the Board shall become final thirty (30) days after the date of decision unless appealed to the City Council.

C. Approved plans and non-conforming status with updated zoning and development standards.

1. Approved plans are the basis of legal conforming status of development except where one of the following occurs, at which point, the approved planned development becomes legally non-conforming:

a. the zoning of land within the plan area has been changed since adoption of the plan; or

b. the zoning standards for the zone under which it was approved have been substantially modified (50% or more of the regulatory standards have been modified as determined by the Planning Director); or

c. the City Council declared all planned developments in a certain zone or zones to be legal non-conforming as part of an ordinance to update or replace zoning standards; or

d. the City Council declared, by a stand-alone ordinance, planned developments in a certain zone not complying with current standards to be legal non-conforming. The City Council may, in an ordinance establishing non-conforming status of a planned development, declare the entire planned development to be non-conforming or declare certain

standards established in the planned development to be non-conforming (i.e., lot coverage, setbacks, stormwater standards).

2. If one of the conditions of subsection 1. is met, development that is consistent with the approved plan, but not complying with current zoning standards, shall be considered legal non-conforming and subject to the standards of Sections 4.189 thru 4.192.

3. In no case shall a planned development approved within the previous 24 months, or under a time-extension under WC Section 4.023, be considered non-conforming; but automatically will become non-conforming after 24-months, and the end of any extensions, if it otherwise would qualify as legally non-conforming or is so declared pursuant to this subsection.

D. The following are exempt from established residential density requirements.

1. Accessory Dwelling Units

2. Duplexes

3. Triplexes

4. Quadplexes

5. Cluster housing

E. For new townhouses in existing residential planned developments in residential zones, the allowed density shall be the lesser of: (1) 4 times the maximum net density for the lot(s) or parcel(s) established in the approved plan, or (2) 25 units per acre.

F. Notwithstanding Subsection C. above, single-family residential built consistent with an approved master plan in the Planned Development Commercial or Planned Development Industrial zones prior to November 18, 2021 shall continue to be legal conforming uses. However, all lots within these master plans that allow for detached single-family must also allow all middle housing types with density exemptions and allowances consistent with D. and E. above. In addition, any lot coverage maximums established in the master plans less than those listed in Table 2 of Subsection 4.124 (.07) are superseded by lot coverage standards in that table.

(.110) Early Vesting of Traffic Generation. Applicants with Stage I or Master Plan approvals occurring after June 2, 2003 may apply to vest the right to use available transportation capacity at the intersections of Wilsonville Road with Boone's Ferry Road and with Town Center Loop West, and/or the I-5 interchange. Vesting for properties with such approvals shall occur upon execution of a vesting agreement satisfactory to the city, which agreement shall include a proposed development schedule or phasing plan and either provide for the payment of any and all Supplemental Street SDCs or provide other means of financing public improvements. Vesting for properties pending such approvals shall occur upon such agreement and the date the approvals are final.

The number of trips vested is subject to modification based upon updated traffic analysis associated with subsequent development approvals for the property. A reduction in vested trips shall attend repayment of vesting fees by the City. An increase in available vested trips shall occur upon payment of necessary vesting fees.

Vesting shall remain valid and run with the property, unless an approval that is necessary for vesting to occur is terminated or a vesting agreement is terminated. If the vested right to use certain trips is lost or terminated, as determined by the Community Development Director with the concurrence of City Council, such trips shall be made available to other development upon City repayment, without interest, of associated vesting fees. [Added by Ord. 561, adopted 12/15/03.]

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**(.01) Purpose:**

- A. The design of parking areas is intended to enhance the use of the parking area as it relates to the site development as a whole, while providing efficient parking, vehicle circulation and attractive, safe pedestrian access.
- B. As much as possible, site design of impervious surface parking and loading areas shall address the environmental impacts of air and water pollution, as well as climate change from heat islands.
- C. The view from the public right of way and adjoining properties is critical to meet the aesthetic concerns of the community and to ensure that private property rights are met. Where developments are located in key locations such as near or adjacent to the I-5 interchanges, or involve large expanses of asphalt, they deserve community concern and attention.

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
 1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a finding that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.
- B. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for the vehicles, as determined by the Planning Director.
- C. In cases of enlargement of a building or a change of use from that existing on the effective date of this Code, the number of parking spaces required shall be based on the additional floor area of the enlarged or additional building, or changed use, as set forth in this Section. Current development standards, including parking area landscaping and screening, shall apply only to the additional approved parking area.
- D. In the event several uses occupy a single structure or parcel of land, the total requirement for off-street parking shall be the sum of the requirements of the several uses computed separately, except as modified by subsection "E," below.

Within the TC Zone, the cumulative number of parking spaces required by this subsection may be reduced by 25 percent.

[Amended by Ord. 835, 6/5/19]

- E. Owners of two (2) or more uses, structures, or parcels of land lots may utilize jointly the same parking area when the peak hours of operation do not overlap, provided satisfactory legal evidence is presented in the form of deeds, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. [Amended by Ord. # 674 11/16/09]
- F. Off-street parking spaces existing prior to the effective date of this Code may be included in the amount necessary to meet the requirements in case of subsequent enlargement of the building or use to which such spaces are necessary.
- G. Off-Site Parking. Except for single-family dwellings and middle housing, the vehicle parking spaces required by this Chapter may be located on another parcel of land lot, provided the parcel lot is within 500 feet of the use it serves and the DRB has approved the off-site parking through the Land Use Review. The distance from the parking area to the use shall be measured from the nearest parking space to the main building entrance, following a sidewalk or other pedestrian route. Within the TC Zone there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone. The right to use the off-site parking must be evidenced in the form of recorded deeds, easements, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. Within the TC zone, there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone. [Amended by Ord. 835, 6/5/19]
- H. The conducting of any business activity shall not be permitted on the required parking spaces, unless a temporary use permit is approved pursuant to Section 4.163.
- I. Where the boundary of a parking lot adjoins or is within a residential district, such parking lot shall be screened by a sight-obscuring fence or planting. The screening shall be continuous along that boundary and shall be at least six (6) feet in height.
- J. Parking spaces along the boundaries of a parking lot over 650 square feet in area, excluding access areas, shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.
- K. All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as pervious materials (i. e. pavers, concrete, asphalt) that is found by the City's authorized representative to be

suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City's authorized representative, shall be provided. [Amended by Ord. # 674 11/16/09]

- L. Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.
- M. Off-street parking requirements for types of uses and structures not specifically listed in this Code shall be determined by the Development Review Board if an application is pending before the Board. Otherwise, the requirements shall be specified by the Planning Director, based upon consideration of comparable uses.
- N. Up to forty percent (40%) of the off-street spaces may be compact car spaces as identified in Section 4.001 - "Definitions," and shall be appropriately identified.
- O. Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.
- P. Parklets are permitted within the TC Zone on up to two parking spaces per block and shall be placed in front of the business. Placement of parklet requires a temporary right-of-way use permit and approval by the City Engineer. [Added by Ord. 835, 6/5/19]

Q. Residential garages shall not count towards minimum parking requirements unless all of the following criteria are met:

1. The garage contains an area, clear of any obstructions, equal to a standard size parking space (nine feet by eighteen feet) for each counted parking space within the garage;
2. Nine square feet is provided either in the garage or in a screened area of the lot per waste and recycling containers to ensure they are not placed in the parking spaces;
3. A deed restriction is placed on the property requiring the space stay clear except for identified exceptions such as 30 days before and after a change of tenant or an equivalent restriction within the development's CC&R's;

R. Public sidewalks, public sidewalk easements or other public non-vehicle pedestrian easement areas shall not be counted towards the area of parking spaces or used for parking.

S. Shared visitor parking in certain residential areas:

1. In order to provide visitor parking in non-multi-family residential areas with limited parking, lot size and/or required open space may be reduced equal

to the area of standard-sized parking spaces as described in 2. below if all the following ~~are~~ criteria ~~in~~ are met:

- a. 10% or more of lots in the development do not have at least one adjacent on-street parking space that is at least 22 feet long.
- b. Shared parking spaces are within 250 feet of a lot without an on-street parking space.
- c. Shared parking spaces will be owned by an HOA and have enforceable covenants in place to ensure spaces are managed for visitor parking and not storage of extra vehicles or overflow parking of residents. This may include time limits on parking, limits on overnight parking, or other similar limits.

2. When shared visitor parking is provided that meets ~~ing~~ the standards of 1. above, lot size or open space area for the development may be reduced as provided below. The same visitor parking spaces cannot be used to reduce both lot size and open space area. To achieve both reductions, adequate visitor parking space must be provided to offset both lot size and open space area reductions.

- a. Individual lot size may be reduced by up to 2.5% of the minimum lot size for the zone to allow an equal area to be developed as shared parking, as long as the shared parking space is within 250 feet of the reduced lot.
- b. Open space required under Subsection 4.113 (.01) may be reduced by up to 2.5% of gross development area, (from 25% down to as low as 22.5%), to allow an area equal to the reduced open space as shared parking. No more than 50% of the reduced open space area may be from the required usable open space. In the RN zone, the 10% Open Space requirement for Small-Lot Subdistrict may be reduced to 8%.
- c. In order to reduce stormwater runoff and the need for stormwater facilities, shared visitor parking areas are encouraged to be constructed of pervious surfaces.

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
- B. Parking areas over 650 square feet, excluding access areas, and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

1. Landscaping of at least ten percent (10%) of the parking area designed to be screened from view from the public right-of-way and adjacent properties. This landscaping shall be considered to be part of the fifteen percent (15%) total landscaping required in Section 4.176.03 for the site development.
2. Landscape tree planting areas shall be a minimum of eight (8) feet in width and length and spaced every eight (8) parking spaces or an equivalent aggregated amount.
 - a. Trees shall be planted in a ratio of one (1) tree per eight (8) parking spaces or fraction thereof, except in parking areas of more than two hundred (200) spaces where a ratio of one (1) tree per six (six) spaces shall be applied as noted in subsection (.03)(B.)(3.). A landscape design that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.
 - b. Except for trees planted for screening, all deciduous interior parking lot trees must be suitably sized, located, and maintained to provide a branching minimum of seven (7) feet clearance at maturity.
3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
 - a. One (1) trees shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
 - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
 - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.
 - d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
 - e. All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer extending from the edge of the property line at the right of way to the edge of the parking area. Buffer landscaping shall meet the low screen standard of 4.176(.02)(D) except that trees, groundcovers and shrubs shall be grouped to provide visual

interest and to create view openings no more than ten (10) feet in length and provided every forty (40) feet. Notwithstanding this requirement, view of parking area that is unscreened from the right of way due to slope or topography shall require an increased landscaping standard under 4.176(.02) in order to buffer and soften the view of vehicles as much as possible. For purposes of this section, "view from the public right of way" is intended to mean the view from the sidewalk directly across the street from the site, or if no sidewalk, from the opposite side of the adjacent street or road.

- f. Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment in bioswales and related plantings. Use of berms or drainage swales are allowed provided that planting areas with lower grade are constructed so that they are protected from vehicle maneuvers. Drainage swales shall be constructed to Public Works Standards.
- g. In addition to the application requirements of section 4.035(.04)(6)(d), where view of signs is pertinent to landscape design, any approved or planned sign plan shall accompany the application for landscape design approval.

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

- C. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces., provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.
- D. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel of utilizing the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.
- F. Except for single-family dwelling units and middle housing, On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking standards.
- G. Tables 5 shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where

the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. Structured parking and on-street parking are exempted from the parking maximums in Table 5. [Amended by Ordinance No. 538, 2/21/02.]

H. Electrical Vehicle Charging Stations:

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

I. Motorcycle parking:

1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.
2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

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

***** Subsection (.04) is not included in this review draft *****

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

[Table 5 amended per Ordinance No. 835, 05/06/2019]

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single-family dwelling units, duplexes, middle housing, as well as multiple-family dwelling units of nine (9) or fewer units	1 per D.U. dwelling unit, ^{1,2} 2 spaces are encouraged for dwelling units over 1000 square feet ³	No Limit	Multiple-family dwelling units – Min. of 2
2. Accessory dwelling unit	Per Subsection 4.113 (.10) None required	No limit	None required
3. Multiple-family dwelling units of ten (10) or more units	1 per D.U. (less than 500 sq. ft.) 1.25 per D.U. (1 bdrm) 1.5 per D.U. (2 bdrm) 1.75 per D.U. (3 bdrm) Within the TC Zone, parking minimum is 1 per DU, regardless of the number of bedrooms, if constructed as a residential only building ²	No Limit	1 per D.U.
4. Manufactured or mobile home park	2 spaces/unit ²	No Limit	1 per D.U.
b. Commercial Residential			

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
1. Hotel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2
2. Motel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2
3. Clubs, Lodges	Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.	No Limit	1 per 20 parking spaces Min. of 2
c. Institutions			
1. Welfare or correctional institution	1 space/3 beds for patients or inmates	No Limit	1 per 50 beds Min. of 2
2. Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	1 space/2 beds for patients or residents	No Limit	1 per 6000 sq. ft. Min. of 2
3. Hospital	2 spaces/bed	No Limit	1 per 20 parking spaces Min. of 2
d. Places of Public Assembly			
1. Church	1 space/4 seats, or 8 ft of bench length in the main auditorium	.8 per seat	1 per 50 seats Min. of 2
2. Library, reading room, museum, art gallery	2.5 per 1000 sq. ft.	No Limit	1 per 1000 sq. ft. Min. of 6

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. Preschool nursery, kindergarten	.2 per student and staff	.3 per student and staff	1 per 3500 sq. ft. Min. of 2
4. Elementary or Middle School	.2 per student and staff	.3 per student and staff	8 per class (above 2 nd grade) K – 2 nd grade: 1 per 3500 sq. ft.
5. High School	.2 per student and staff	.3 per student and staff	4 per class
6. College, commercial school for adults	.2 per student and staff	.3 per student and staff	1 per class Min. of 4
7. Other auditorium, meeting rooms	.3 per seat	.5 per seat	1 per 50 seats Min. of 4
8. Stadium, arena, theater	.3 per seat	.5 per seat	1 per 40 seats Min. of 4
9. Bowling alley	4 spaces/lane	No Limit	1 per 10 lanes Min. of 2

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
10. Dance hall, skating rink, gym, swim or fitness center	4.3 per 1000 sq. ft.	6.5 per 1000-sq. ft.	1 per 4000 sq. ft. Min. of 2
11. Tennis or racquetball facility	1 per 1000 sq. ft.	1.5 per 1000 sq. ft.	1 per court Min. of 2
e. Commercial			
1. Retail store except supermarkets and stores selling bulky merchandise and grocery stores 1500 sq. ft. gross floor area or less	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 2
2. Commercial retail, 1501 sq. ft. or more	4.1 per 1000 sq. ft. There is no minimum off-street parking requirement within the TC zone for commercial retail less than 5000 sq. ft. and within a mixed-use building	6.2 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 2
3. Service or repair shops	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000 sq. ft.
4. Retail stores and outlets selling furniture, automobiles or other	1.67 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 8000 sq. ft. Min. of 2

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building			
5. Office or flex space (except medical and dental) Bank with drive-thru	2.7 per 1000 sq. ft. 4.3 per 1000 sq. ft	4.1 per 1000 sq. ft. 6.5 per 1000 sq. ft.	1 per 5000 sq. ft Min. of 2
6. Medical and dental office or clinic area	3.9 per 1000 sq. ft.	5.9 per 1000 sq. ft.	1 per 5000 sq. ft. Min. of 2
7. Eating or drinking establishments Fast food (with drive-thru) Other	15.3 per 1000 sq. ft. 9.9 per 1000 sq. ft.	23 per 1000 sq. ft. 14.9 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 4
8. Mortuaries	1 space/4 seats, or 8ft. of bench length in chapels	No Limit	Min. of 2
f. Industrial			
1. Manufacturing establishment	1.6 per 1000 sq. ft.	No Limit	1 per 10,000 sq. ft. Min. of 6

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	.3 per 1000 sq. ft.	.5 per 1000 sq. ft.	1 per 20,000 sq. ft. Min. of 2
g. Park & Ride or Transit Parking	As needed	No Limit	10 per acre, with 50% in lockable enclosures

NOTES:

- ¹ No additional off-street parking is required for a triplex or quadplex created through the addition to, or conversion of, an existing single-family detached dwelling.
- ² Garages (except for parking structures in the Town Center) do not count towards minimum parking unless all the requirements of Subsection 4.155 (.02) Q. are met.
- ³ No permit for single-family dwelling units, middle housing, or multiple-family dwelling units of nine (9) or fewer units shall be denied based on only providing one parking space per unit.

[Table 5 amended by Ordinance No. 835, 6/5/19]
 [Table 5 amended by Ordinance No. 538, 2/21/02]
 [Table 5 amended by Ordinance No. 548, 10/9/02]
 [Table 5 amended by Ordinance No. 719, 6/17/13]
 [Table 5 amended by Ordinance No. 825, 10/15/18]

***** Subsections (.05) - (.07) are not included in this review draft *****

Section 4.177. Street Improvement Standards.

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

***** Subsections (.01) – (.06) are not included in this review draft *****

(.07) Residential Private Access Drives. Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) ~~dwelling units, excluding accessory dwelling units~~ residential lots.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.08) of this Section.
[Amended by Ord. 682, 9/1/10]

(.08). Access Drive and Driveway Approach Development Standards.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.

- C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a ~~parcel-lot~~ and be designed to allow for future extension and inter-~~parcel-lot~~ circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.

- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.
- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
 - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
 - 2. Intersects with an existing or planned arterial or collector street; or
 - 3. Would be an extension of an existing or planned local street, or of another major driveway.

***** Subsections (.09) – (.10) are not included in this review draft *****

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

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

circumstances which may result in the storage area exceeding its capacity. The hauler shall notify the City by letter of their review of site plans and make recommendations for changes in those plans pursuant to the other provisions of this section.

- (.08) Existing ~~multi-familyunit~~ residential and non-residential developments wishing to retrofit their structures to include storage areas for mixed solid waste and recycling may have their site plans reviewed and approved through the Class I Administrative Review process, according to the provisions of Section 4.035. Site plans for retrofitting existing developments must conform to all requirements of this Section, "Mixed Solid Waste and Recyclables Storage In New ~~Multi-FamilyUnit~~ Residential and Non-Residential Buildings," and 4.430, "Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas," of the Wilsonville City Code. [Added by Ordinance #426 - April 4, 1994]

***** Sections 4.189 – 4.191 are not included in this review draft *****

Section 4.192. Non-Conforming Lots.

(.01) Except as provided in subsection (.02), Aa non-conforming lot may be used for any purpose allowed by zoning, provided that any structure built or located upon a non-conforming lot must meet all of the lot development standards of the zone, or be approved through the Variance procedures of Section 4.196. Except, however, if the non-conforming lot is contiguous to other property under legal control of the same owner or owners, no variance shall be granted for a structure or use that could be accommodated on that contiguous lot, or combination of lots, without a Variance.

(.02) In the R, OTR, PDR, V, and RN zones, all middle housing types except duplexes must meet applicable minimum lot size requirements for that zoning district.

- (.03~~2~~) A lot line adjustment between nonconforming lots may be approved where either:
- A. Both lots involved in the adjustment will be conforming to zoning standards as a result of the adjustment; or
 - B. The Planning Director or Development Review Board finds, based on information in the record, that each of the lots involved in the adjustment will be suitable for development as allowed in the zone, as a result of the adjustment.

LAND DIVISIONS

Section 4.202. General - Authorization.

- (.01) Pursuant to ORS Chapter 92, plans and plats must be approved by the Planning Director or Development Review Board (Board), as specified in Sections 4.030 and 4.031, before a plat for any land division may be filed in the county recording office for any land within the boundaries of the City, except that the Planning Director shall have authority to approve a final plat that is found to be substantially consistent with the tentative plat approved by the Board.
- (.02) The Development Review Board and Planning Director shall be given all the powers and duties with respect to procedures and action on tentative and final plans, plats and maps of land divisions specified in Oregon Revised Statutes and by this Code.
- (.03) Approval by the Development Review Board or Planning Director of divisions of land within the boundaries of the City, other than statutory subdivisions, is hereby required by virtue of the authority granted to the City in ORS 92.
- (.04) No person shall sell any lot or parcel in any condominium, subdivision, or land partition until a final condominium, subdivision or partition plat has been approved by the Planning Director as set forth in this Code and properly recorded with the appropriate county.
 - A. No development permit shall be issued for any lot or parcel that is not legally created in accordance with this Code.
 - B. It shall be a violation of this Code to divide a tract of land into a parcel smaller than the lot size required in the Zoning Sections of this Code unless specifically approved by the Development Review Board or City Council. No conveyance of any portion of a lot, for other than a public use, shall leave a structure on the remainder of the lot with less than the minimum lot size, width, depth, frontage, yard or setback requirements, unless specifically authorized through the Variance procedures of Section 4.196 or the waiver provisions of the Planned Development procedures of Section 4.118.
- (.05) Expedited land divisions and Middle Housing land divisions, pursuant to ORS 197, shall be processed as provided in Section 4.232.
- (.06) New condominium developments shall be subject to the planned development procedures of Section 4.118 and the standards of Section 4.140.
- (.07) Condominium conversions shall be subject to the standards and procedures applicable to land divisions, and the following.
 - A. Upon application, formal notice shall be provided to tenants on the land and to adjacent landowners within two hundred fifty (250) feet of the affected property.

Not less than thirty (30) days after the formal notice, a public hearing as set forth in Section 4.013 shall be held.

- B. In the case of a conversion of apartments or rental units to condominiums, a minimum of 120 days' notice shall be afforded any tenants, prior to conversion. All the provisions of the Oregon Revised Statutes shall be met, and a plat, together with a homeowners' association agreement and By-Laws, shall be submitted for Development Review Board consideration as part of the public hearing process.
 - C. The owner will bear the burden of proving that there are an adequate number of vacant rental units available within Wilsonville, at approximately the same costs as the units that are proposed for conversion, to house those people who may be displaced as a result of the conversion.
- (.08) Lot line adjustments shall be subject to the standards and procedures established in Sections 4.233. In no case shall the boundaries between adjoining lots or parcels be altered without compliance with those standards.

Section 4.232. Expedited Land Divisions and Middle Housing Land Divisions.

- (.01) Applicants for subdivisions or land partitions may request that their applications be processed as expedited land divisions, pursuant to ORS 197. In order to be processed as an expedited land division, each such request must be filed in writing at the time that the application is filed.
- (.02) Additional to the relevant standards and criteria applying to partitions and subdivisions, applications for expedited land divisions shall only be approved where the subject property is in a residential zone and the application includes no requests for waivers or variances from the standards applying to land divisions in the zone.
- (.03) An applicant for a land division may process the land division as a Middle Housing land division if all the following are met:
 - A. The proposed land division is occupied by Middle Housing or an Accessory Dwelling Unit and the associated primary dwelling;
 - B. Separate utilities are provided for each dwelling unit within the land division;
 - C. Easements are provided for each dwelling unit for:
 - 1. Locating, accessing, replacing and servicing all utilities;
 - 2. Pedestrian access from each dwelling unit to a street or private drive;
 - 3. Any common areas or shared building elements;
 - 4. Any dedicated driveways or parking; and
 - 5. Any dedicated common area.

E. Evidence demonstrates how buildings or structures on a resulting lot or parcel will comply with applicable building codes provisions relating to new property lines and, notwithstanding the creation of new middle housing land division units, how structures or buildings located on the newly created middle housing land division units will comply with the Oregon residential specialty code.

F. Notes are added to the final plat indicating the following:

1. Further division of the resulting middle housing land division units is prohibited;
2. The approval of the middle housing land division is pursuant to ORS 92.010 to 92.192, as applicable.

(.04) Provisions of Middle Housing Land Divisions:

1. A Middle Housing Land Division creates separate units of land for each dwelling unit in a Middle Housing development that could otherwise be built on the lot without a land division or to create a separate unit of land for an Accessory Dwelling Unit.
2. Following a Middle Housing Land Division, the units of land resulting from a Middle Housing Land Division shall collectively be considered a single lot, along with the parent lot, for all but platting and property transfer purposes under City code and state rules and statutes, including, but not limited to, the following purposes:
 - A. Lot standards such as size, setback, lot coverage, and lot width and depth;
 - B. Definition of unit types (e.g., a 2-Unit Cluster Housing development where each unit is on its own lot through a Middle Housing Land Division would still be considered 2-Unit Cluster Housing rather than single-family units; a duplex would still be considered a duplex rather than townhouses);
 - C. Allowance of number of Middle Housing units and Accessory Dwelling Units;
 - D. Compliance with Middle Housing rules and statutes in ORS 197 and OAR 660-046.
3. Middle Housing Land Division Units, the units of land resulting from a Middle Housing Division, shall:
 - A. Have exactly one dwelling unit (except for tracts for common space), and
 - B. Not be further divisible.

(.0305) Procedures and Requirements for Expedited Land Divisions and Middle Housing Land Divisions

- A. Expedited land divisions and Middle Housing Land Divisions for new middle housing, shall be subject to the same procedures and requirements as conventional land divisions, with the following exceptions:
- A1. The Planning Director shall have the authority to approve, conditionally approve, or deny tentative plat applications through the Administrative Review procedures of Section 4.035. The Director shall not refer an application for an expedited land division to the Development Review Board for hearing and the Board shall not have the authority to call up the decision of the Director for review.
 - B2. The Director shall render a decision on an expedited land division within thirty (30) days of a complete filing, unless a time extension has been requested by the applicant.
 - C3. Appeals of the decisions of the Director on expedited land divisions shall be heard by a referee who has been retained by the City for the purpose of considering such appeals. Decisions of the referee shall be final and the City Council shall not have the authority to call up such decisions for review.
 - D4. The referee shall render a decision on an expedited land division or middle housing land division appeal within sixty-three (63) days of a complete filing, unless a time extension has been requested by the applicant.
- B. Middle Housing Land Division occupied by existing middle housing or an Accessory Dwelling Unit and the associated primary dwelling shall be subject to the same procedures and requirements as partitions.
- C. For either process described in A. and B., an applicant may submit multiple tentative middle housing land divisions within the same recorded subdivision or partition plat as a single application.
- D. Notwithstanding Subsections A. and B. above, an applicant may elect to have one or more tentative middle housing land divisions reviewed concurrently with the tentative plat of a subdivision subject to review by the Development Review Board. Such tentative divisions shall be shown on separate sheet(s) than the tentative subdivision plat and be clearly identified as being created from one or more lots created by the subdivision.

SITE DESIGN REVIEW.

***** Section 4.400 is not included in this review draft *****

Section 4.420. Jurisdiction and Powers of the Board.

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

***** Sections 4.421 – 4.450 are not included in this review draft *****

**BEFORE THE CITY COUNCIL OF
THE CITY OF WILSONVILLE,
OREGON**

In the Matter of the Application of)	
CITY OF WILSONVILLE)	
for a Rezoning of Land and Amendment)	ZONING ORDER LP21-0003
of the City of Wilsonville Zoning Map)	
Incorporated in Section 4.102 of the)	
Wilsonville Code.)	

The above-entitled matter is before the Council to consider the application of LP21-0003, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property (“Property”), described and shown on the attached table and sketch, has heretofore appeared on the City of Wilsonville zoning map zoned as Planned Development Residential-4 (PRD-4), Residential Agriculture-Holding (RA-H) and Residential (R).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, including the Planning Commission record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that The Property, consisting of approximately 19.64 acres located in Sections 23AC, 23BD, and 23DB, T3S, R1W, City of Wilsonville, Clackamas County, Oregon, as more particularly shown and described in the attached table and sketch, is hereby rezoned to Old Town Residential (OTR), subject to conditions detailed in this Order’s adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This 4th day of October, 2021.

JULIE FITZGERALD, MAYOR

APPROVED AS TO FORM:

Barbara A. Jacobson, City Attorney

ATTEST:

Kimberly Veliz, City Recorder

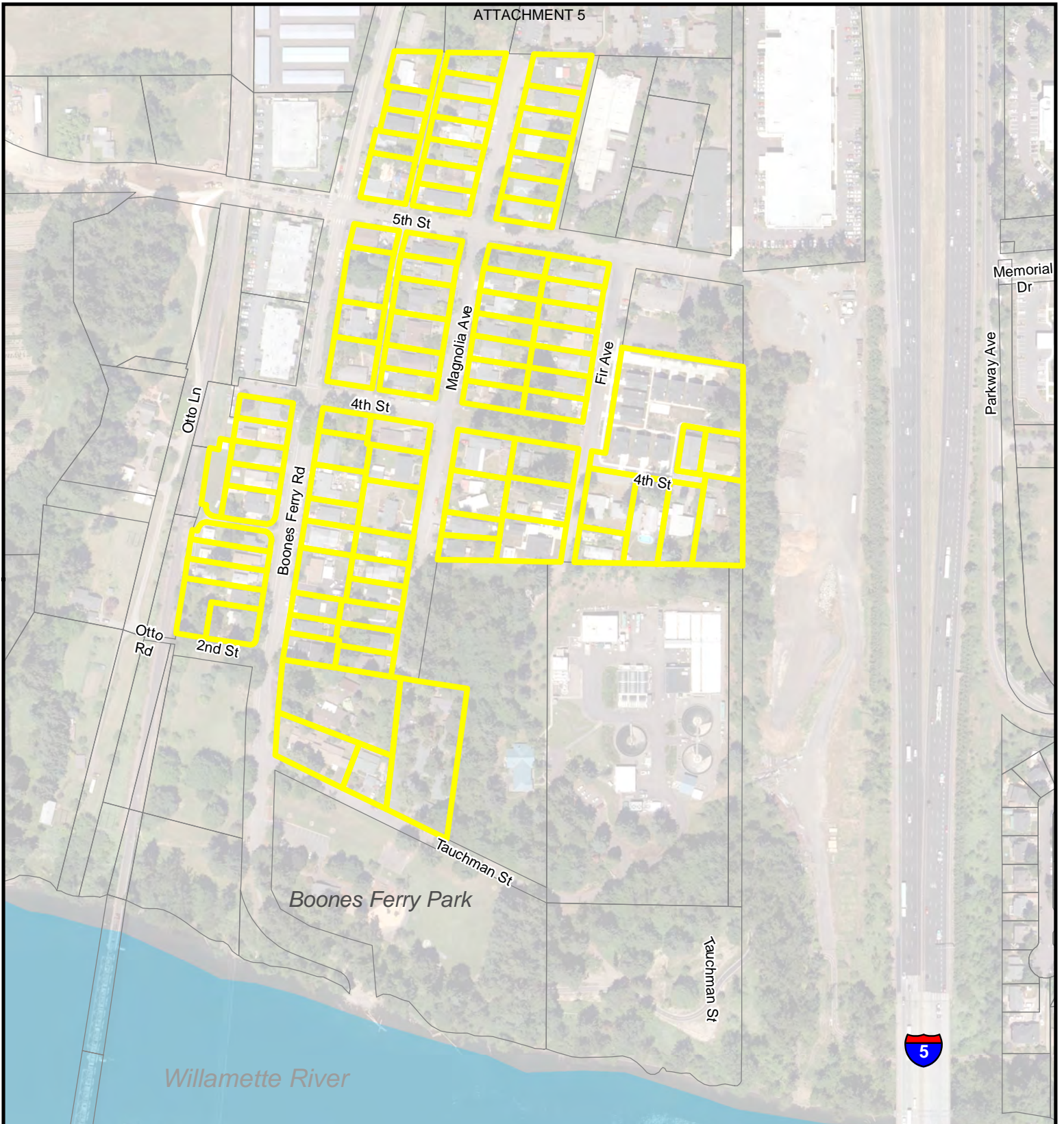
Attachment: Table and Sketch Depicting Land/Territory to be Rezoned

Tax Lot	Property Address	Existing Zoning	Acres
31W23AC03400	30550 SW BOONES FERRY RD	RA-H	0.20
31W23AC03300	30555 SW MAGNOLIA AVE	RA-H	0.15
31W23AC03100	30560 SW MAGNOLIA AVE	RA-H	0.22
31W23AC03201	30570 SW MAGNOLIA AVE	RA-H	0.14
31W23AC03301	30575 SW MAGNOLIA AVE	RA-H	0.14
31W23AC03801	30580 SW BOONES FERRY RD	RA-H	0.11
31W23AC03200	30590 SW MAGNOLIA AVE	RA-H	0.14
31W23AC03601	30595 SW MAGNOLIA AVE	RA-H	0.14
31W23AC03802	30596 SW BOONES FERRY RD	RA-H	0.11
31W23AC03600	30605 SW MAGNOLIA AVE	RA-H	0.14
31W23AC03800	30610 SW BOONES FERRY RD	RA-H	0.12
31W23AC02702	30610 SW MAGNOLIA AVE	RA-H	0.14
31W23AC03901	30625 SW MAGNOLIA AVE	RA-H	0.14
31W23AC02700	30640 SW MAGNOLIA AVE	RA-H	0.14
31W23AC03900	30645 SW MAGNOLIA AVE	RA-H	0.14
31W23AC04000	30650 SW BOONES FERRY RD	RA-H	0.23
31W23AC02701	30670 SW MAGNOLIA AVE	RA-H	0.14
31W23AC04100	30690 SW BOONES FERRY RD	RA-H	0.12
31W23AC02300	30705 SW FIR AVE	RA-H	0.16
31W23AC02200	30710 SW MAGNOLIA AVE	RA-H	0.16
31W23AC02201	30720 SW MAGNOLIA AVE	RA-H	0.15
31W23AC04400	30725 SW MAGNOLIA AVE	RA-H	0.15
31W23AC02102	30730 SW MAGNOLIA AVE	RA-H	0.15
31W23AC04200	30740 SW BOONES FERRY RD	R	0.28
31W23AC02100	30740 SW MAGNOLIA AVE	RA-H	0.15
31W23AC04500	30745 SW MAGNOLIA AVE	R	0.22
31W23AC02101	30750 SW MAGNOLIA AVE	RA-H	0.15
31W23AC02001	30755 SW FIR AVE	RA-H	0.16
31W23AC04700	30760 SW BOONES FERRY RD	RA-H	0.18
31W23AC04600	30765 SW MAGNOLIA AVE	RA-H	0.22
31W23AC02000	30775 SW FIR AVE	RA-H	0.16
31W23AC01800	30780 SW MAGNOLIA AVE	RA-H	0.15
31W23AC04901	30785 SW MAGNOLIA AVE	RA-H	0.14
31W23AC01900	30795 SW FIR AVE	RA-H	0.16
31W23AC01801	30800 SW MAGNOLIA AVE	RA-H	0.15
31W23AC00400	30820 SW FIR AVE	PDR 4	1.48
31W23BD01000	30825 SW BOONES FERRY RD	RA-H	0.14
31W23AC01700	30825 SW FIR AVE	RA-H	0.16
31W23AC01600	30845 SW FIR AVE	RA-H	0.16
31W23BD01100	30865 SW BOONES FERRY RD	RA-H	0.14
31W23AC05200	30870 SW BOONES FERRY RD	RA-H	0.20
31W23AC01500	30870 SW MAGNOLIA AVE	RA-H	0.26
31W23AC01000	30875 SW FIR AVE	RA-H	0.28
31W23BD01200	30885 SW BOONES FERRY RD	RA-H	0.14
31W23BD01301	30895 SW BOONES FERRY RD	RA-H	0.14
31W23AC05300	30895 SW MAGNOLIA AVE	RA-H	0.22

Zoning Order LP21-0003 List of Affected Properties

EXHIBIT B

31W23AC05500	30900 SW BOONES FERRY RD	RA-H	0.20
31W23AC01400	30900 SW MAGNOLIA AVE	RA-H	0.27
31W23AC05501	30924 SW BOONES FERRY RD	RA-H	0.13
31W23AC01100	30925 SW FIR AVE	RA-H	0.28
31W23AC01300	30930 SW MAGNOLIA AVE	R	0.14
31W23BD01300	30935 SW BOONES FERRY RD	RA-H	0.19
31W23AC05600	30935 SW MAGNOLIA AVE	RA-H	0.32
31W23BD01502	30945 SW BOONES FERRY RD	RA-H	0.16
31W23AC05700	30950 SW BOONES FERRY RD	RA-H	0.16
31W23AC00901	30950 SW FIR AVE	R	0.18
31W23AC01301	30950 SW MAGNOLIA AVE	R	0.15
31W23AC01200	30955 SW FIR AVE	R	0.30
31W23AC05701	30955 SW MAGNOLIA AVE	RA-H	0.17
31W23BD01500	30965 SW BOONES FERRY RD	PDR 4	0.17
31W23DB00600	30965 SW MAGNOLIA AVE	RA-H	0.14
31W23BD01501	30983 SW BOONES FERRY RD	PDR 4	0.17
31W23DB00700	30990 SW BOONES FERRY RD	RA-H	0.27
31W23DB00500	30995 SW MAGNOLIA AVE	RA-H	0.14
31W23BD01503	30999 SW BOONES FERRY RD	PDR 4	0.30
31W23DB00400	31015 SW MAGNOLIA AVE	RA-H	0.15
31W23DB00801	31020 SW BOONES FERRY RD	RA-H	0.12
31W23BD01700	31025 SW BOONES FERRY RD	RA-H	0.20
31W23DB00401	31029 SW MAGNOLIA AVE	RA-H	0.15
31W23DB00800	31036 SW BOONES FERRY RD	RA-H	0.10
31W23DB00300	31045 SW MAGNOLIA AVE	R	0.14
31W23DB00900	31050 SW BOONES FERRY RD	RA-H	0.16
31W23DB01000	31090 SW BOONES FERRY RD	RA-H	0.87
31W23AC00600	9150 SW 4TH ST	RA-H	0.43
31W23AC00500	9155 SW 4TH ST	PDR 4	0.21
31W23AC00700	9180 SW 4TH ST	RA-H	0.31
31W23AC00501	9185 SW 4TH ST	PDR 4	0.11
31W23AC00800	9210 SW 4TH ST	RA-H	0.33
31W23AC00900	9250 SW 4TH ST	R	0.32
31W23AC02400	9270 SW 5TH ST	RA-H	0.16
31W23AC02600	9301 SW 5TH ST	RA-H	0.14
31W23AC04300	9350 SW 5TH ST	RA-H	0.15
31W23AC03902	9355 SW 5TH ST	RA-H	0.14
31W23AC04900	9415 SW 4TH ST	RA-H	0.14
31W23DB01002	9425 SW TAUCHMAN ST	R	1.03
31W23AC05000	9430 SW 4TH ST	RA-H	0.19
31W23AC04800	9455 SW 4TH ST	RA-H	0.23
31W23DB01003	9455 SW TAUCHMAN ST	R	0.23
31W23DB01001	9459 SW TAUCHMAN ST	R	0.40
31W23AC05100	9460 SW 4TH ST	RA-H	0.12
31W23BD00900 (portion)	NA	RA-H	0.23
31W23BD00901	NA	RA-H	0.17
		TOTAL ACRES	19.64

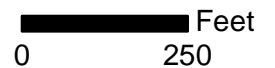


The City of Wilsonville, Oregon
 Clackamas and Washington Counties

 Old Town Residential (OTR) Zone



8/13/2021



Planning Commission Meeting - September 8, 2021
 Middle Housing



Memorandum

From: Daniel Pauly AICP, Planning Manager
To: Planning Commission and City Council
Date: September 1, 2021
RE: Middle Housing Infrastructure Analyses

Attached you will find a series of sensitivity analyses exploring how potential middle housing could impact the City's infrastructure. Adopted by the Oregon Legislature in 2019, House Bill 2001 directs cities throughout Oregon to take a number of actions allowing more middle housing development; the most noteworthy being the requirements to allow duplexes on each lot that allows for development of detached single-family dwellings and allow triplexes, quadplexes, cottage clusters, and townhouses "in areas zoned for residential use." Requirements from House Bill 2001 increase the potential number of residential units on residentially-zoned land in Wilsonville, because middle housing must be allowed on all land that also allows for detached single-family homes. To do this, new middle housing construction is exempt from established density maximums. Whenever policy changes increase the allowed number of dwelling units in an area, it is important to understand potential impacts to infrastructure, particularly traffic increases. The City has a long-standing policy of infrastructure concurrency, meaning sufficient infrastructure is provided for all development in a timely manner. In order to understand the impacts of the new law and its intersection with City infrastructure plans and policies, the scope of the City's Middle Housing Project included analysis of the range of potential infrastructure impacts of the new middle housing policy.

To look at the infrastructure impacts, the City turned to the various Engineering consultants that had previously helped the City prepare the infrastructure Master Plans that are sub-components of the City's Comprehensive Plan. This approach brought a high level of familiarity with each specific piece of infrastructure to each analysis. An exception to this approach is that a stormwater analysis is not included at this time. A Stormwater Master Plan update is currently underway and is already incorporating new assumptions related to potential middle housing, and therefore, potential impacts will be addressed by the Plan.

General Approach

Wilsonville has a strong history of proactive infrastructure planning, including planning for future growth, so major issues were not anticipated. As such, the attached infrastructure system analyses do not perform an exhaustive analysis of all City infrastructure at a level done for a citywide infrastructure Master Plan. Rather, they perform a limited sensitivity or "stress test" analysis to look for potential failures or inadequacies of existing or planned infrastructure in

handling additional residential units than originally planned. The sensitivity analyses identify what, if any, areas will need more in-depth analysis as part of future updates to the respective infrastructure Master Plan or as a separate process as determined by the City.

The purpose of the analyses is to look at different growth scenarios to test what infrastructure has less excess capacity and that the City may need to further analyze. It is not forecasting actual number of additional units in these neighborhoods. The number of additional units reflected in the analyses are high, but potentially feasible numbers, for sensitivity analyses purposes. The numbers used do not reflect vetted forecasts of how many middle housing units each neighborhood will see. That level of forecasting is not part of the scope of the current project. Of note, other studies of suburban infill under House Bill 2001, such as one recently completed for Washington County by ECONorthwest, found the actual feasible infill rate of middle housing units in suburban areas to be 3%-4% at buildout.

Areas of Focus

The analyses focused on areas of the City where middle housing could potentially add units above previously assumed unit maximums for infrastructure planning purposes. This includes infill in existing, developed areas and increasing assumptions for the number of units in future growth areas, including Frog Pond.

Existing Developed Areas

For existing developed areas, the City focused on areas without existing, active homeowners' associations, which may have private restrictions on middle housing development. House Bill 2001 prohibits new private deed restrictions/agreement (such as CC&R's) from restricting Middle Housing, but does not apply retroactively. Existing neighborhoods with active HOA's generally have CC&R's that could restrict Middle Housing development; thus for this analysis, the City assumed no new or very few middle housing units would be built in these neighborhoods.

Neighborhoods/areas the City assumed, for this exercise, as not having restrictive covenants and having more potential to produce middle housing, include:

- Montgomery Way/Schroeder Way
- Courtyard Estates/Vlahos
- Canyon Creek Rd./Boeckman Rd. area properties not in subdivisions
- Daydream Ranch (plus nearby Village at Main Street single-family and Kalyca Terrace)
- Old Town
- Riverside lots adjacent to Morey's Landing
- Fox Chase
- Serene Acre/Jaci Park (Montebello area)
- Wilsonville Road/Brown Road area properties not in subdivisions
- Cyrus Estates (Queens Court)

The City provided the consultants assumed middle housing growth rates for the studied neighborhoods. The rates provided where 1.5% increase in units over 10 years, 5% over 25 years,

and 6% over 30 years. These rates started with a combination of numbers. This included growth forecasts for all housing from Metro and information from other jurisdiction about assumed middle housing infill rates. In addition, staff considered the rate of ADU development in Wilsonville as a representation of rate of development of additional housing when allowed. Knowing the purpose was to test the infrastructure system for potential issues, staff then added generous buffer amounts. The buffer amount is 0.5% for the 10-year growth rate and 2% for the 25 to 30-year growth rates. After calculating the increase based on the growth rates, staff reviewed and modified as appropriate the final forecasted numbers considering unique contexts of each neighborhood.

Frog Pond West

For Frog Pond West, the analyses used a specific number based on City staff's best "highest level of development" assumption. Frog Pond West must increase overall allowed number of units so the entire Master Plan area averages out to 8 dwelling units per net acre from about 6.5 units per net acre. This results in approximately 138 additional units being allowed. To test the infrastructure the entire new additional allowed capacity of 138 was considered. In addition, per State rules, duplexes do not count towards meeting the 8 dwelling unit per net acre. Staff, therefore, added in an assumption for some duplex units during initial build beyond the 138 addition allowed units, resulting in an analysis number of 200 additional units. Again, staff does not anticipate 200 additional units in Frog Pond West; rather, this is a high but potential number to test the infrastructure.

Other Future Urban Reserves

The State's Administrative Rules adopted to implement House Bill 2001 specifically require future growth areas to plan for 20 dwelling units per net acre to ensure capacity for middle housing. Based on these rules, the analyses for Frog Pond East and South and the three urban reserves included in Wilsonville's infrastructure forecasting reflect this specific requirement. The difference between any previous assumptions and the new 20-units per net acre assumption was incorporated into the analyses.

Summary of Findings

For most the City, the analyses did not find any areas of additional infrastructure needs or failure needing further study or action at this time. Existing and planned infrastructure can accommodate any infill middle housing in developed areas of the City. Infrastructure impacts warranting further study do exist for the Frog Pond area. This further study is already scoped as part of the Frog Pond East and South Master Plan.

Attachments:

Transportation Analysis (DKS)
Water Analysis (Keller and Associates)
Sanitary Sewer Analysis (MurraySmith)



MEMORANDUM

DATE: April 29, 2021

TO: Matt Palmer | City of Wilsonville
Daniel Pauly | City of Wilsonville

FROM: Scott Mansur, P.E., PTOE | DKS Associates
Jenna Bogert, E.I. | DKS Associates

SUBJECT: Wilsonville HB 2001 Transportation Evaluation



Project #18197-009

INTRODUCTION

This memorandum documents the evaluation of transportation impacts for increased residential density (duplexes, triplexes, quadplexes, cottage clusters, and townhomes) that is allowed under the recent House Bill (HB) 2001, which was passed by the Oregon Legislature in 2019. The allowance of the denser housing type, called middle housing, could cause an increase in the trip generation in Wilsonville during the PM peak hour as it allows a higher number of housing units per acre than what is currently allowable. Therefore, this memorandum will compare trip generation estimates based on previous land use assumptions to trip generation estimates based on denser middle housing allowed under HB 2001 to determine the impacts, if any, to Wilsonville streets and intersections. The trip generation representing the allowance of middle housing reported in this memorandum is conceptual as it is being used to estimate the extent of potential impacts to City streets.

The purpose of this evaluation is to identify any areas or intersections that may experience increases in vehicle trips due to the change in housing density. Particularly increased density for the future Frog Pond East & South development, which will have greater impacts than previously forecasted. However, the City already plans on doing this analysis as part of the Frog Pond East & South Master Plan project.

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles that are added to the roadway network by the proposed project during a specified period (i.e., the PM peak hour). The PM peak hour refers to the hour with the highest volume of vehicles between 4 and 6 p.m. consistent with City of Wilsonville Code requirements. The trip generation rates used for single-family and middle housing trips are from the ITE Trip Generation Manual.¹ Typically, trip generation for middle housing (duplexes, triplexes, townhomes, etc.) is about half the rate of the trip generation for a single-family home.

The following two tables report the reasonable maximum potential increase in middle housing units and subsequent decrease in single-family housing units for future years 2025 and 2045 as well as the estimated net increase in trip generation. The estimated amount of increased middle housing units and decreased single-family units were provided by the City of Wilsonville for each transportation analysis zone (TAZ). For the majority of the TAZs, the number of single-family homes that were assumed to be replaced by middle housing was approximately 1.5% and 5% of the total housing in that TAZ in 2025 and 2045, respectively. Some variations to these percentages were needed to account for Homeowners Association restrictions, amount of existing multifamily housing, and TAZs that have very few housing units currently but could be fully built out by 2045 (i.e., Frog Pond). For the TAZs that contain future residential development areas, like Frog Pond, a conservative middle housing density (up to 15 dwelling units/acre) was assumed so as to estimate the higher end of potential trip generation.

Table 1 shows the higher end of potential trip generation for the PM peak hour for future year 2025 for each quadrant (NW, NE, SW, and SE). The NE quadrant is divided into TAZs. See the appendix for a map of where each quadrant is located.

As shown, there is an estimated increase of 681 housing units in Wilsonville based on conservative estimates for conversion of single-family housing to middle housing. If all those units are built, an additional 89 PM peak hour trips would be generated in Wilsonville. The NE quadrant, which includes future developments such as Frog Pond, would generate the majority of that trip increase with 77 PM peak hour trips. The remaining other quadrants (with primarily infill and redevelopment opportunities for middle housing) would generate less than 10 additional PM peak hour trips each.

¹ Trip Generation Manual, 10th Edition, Institute of Transportation Engineers (ITE), 2017. Average rates for Land Use 210 (single-family) and Land Use 220 (low-rise multifamily).

TABLE 1: HIGH POTENTIAL PM PEAK HOUR TRIP GENERATION INCREASE (2025)

QUADRANT (TAZ)	HOUSING UNITS			PM PEAK HOUR TRIPS		
	SINGLE-FAMILY HOUSING (DECREASE)	MIDDLE HOUSING (INCREASE)	NET UNIT DIFFERENCE	SINGLE-FAMILY HOUSING (DECREASE)	MIDDLE HOUSING (INCREASE)	NET TRIP DIFFERENCE
SW	-32	+65	+33	-32	+37	+5
SE	-66	+129	+63	-66	+73	+7
NW	-1	+2	+1	-1	+1	0
NE	-583	+1,167	+584	-577	+654	+77
<i>(FROG POND EAST & SOUTH)</i>	-474	+948	+474	-469	+531	+62
<i>(FROG POND WEST)</i>	-100	+200	+100	-99	+112	+13
<i>(ELDIGEN URBAN RESERVE)</i>	0	0	0	0	0	0
<i>(CANYON CREEK)</i>	-9	+19	+10	-9	+11	+2
TOTAL	-682	1,363	+681	-676	+765	+89

Table 2 shows the higher end of potential trip generation for the PM peak hour for future year 2045 for each quadrant. The NE quadrant is further divided into TAZs. See the appendix for a map of where each quadrant is located. As shown, by 2045, there would be a potential increase of 2,430 housing units in Wilsonville. If all those units are built, an additional 315 PM peak hour trips would be generated in Wilsonville. Again, the majority of those trips would occur in the NE quadrant, specifically in Frog Pond East & South.

TABLE 2: HIGH POTENTIAL PM PEAK HOUR TRIP GENERATION INCREASE (2045)

QUADRANT (TAZ)	HOUSING UNITS			PM PEAK HOUR TRIPS		
	SINGLE-FAMILY HOUSING (DECREASE)	MIDDLE HOUSING (INCREASE)	NET UNIT DIFFERENCE	SINGLE-FAMILY HOUSING (DECREASE)	MIDDLE HOUSING (INCREASE)	NET TRIP DIFFERENCE
SW	-124	+249	+125	-123	+140	+17
SE	-240	+479	+239	-238	+268	+30
NW	-339	+678	+339	-336	+380	+44
NE	-1,729	+3,456	+1,727	-1,711	+1,935	+224
<i>(FROG POND EAST & SOUTH)</i>	-985	+1,970	+985	-975	+1,103	+128
<i>(FROG POND WEST)</i>	-267	+533	+266	-264	+298	+34
<i>(ELLIGSEN URBAN RESERVE)</i>	-462	+923	+461	-457	+517	+60
<i>(CANYON CREEK)</i>	-15	+30	+15	-15	+17	+2
TOTAL	-2,432	+4,862	+2,430	-2,408	+2,723	+315

IMPACTED STREETS AND INTERSECTIONS

This section contains a list of intersections that would see an increase in residential trips under the potential 2025 trip generation show in Table 1. As stated earlier, the addition of middle housing is estimated to generate an addition 89 PM Peak hour trips in Wilsonville, with 77 of those trips originating/destined for the NE quadrant of the City (i.e., Frog Pond, the City's new urban growth area). Based on trip distribution data from the Frog Pond Master Plan², the following intersections in the NE quadrant are expected to see the highest trip generation increase in 2025.

Primary Intersections

100% of potential additional trips (77 trips) in NE quadrant will travel through this intersection:

- Stafford Road/Wilsonville Road/Advance Road/Boeckman Road (Signalized)

55% of potential additional trips (42 trips) in NE quadrant will travel through this intersection:

- Stafford Road/Elligsen Road/65th Avenue (Two-Way Stop)

Secondary Intersection

30% of additional trips (23 trips) in NE quadrant will travel through this intersection:

- Canyon Creek Road/Boeckman Road intersection (All-Way Stop)

² Frog Pond Area Master Plan, Adopted on July 17, 2017.

No other intersections in the NE quadrant or the other quadrants of the City are expected to be significantly impacted by the change in number of housing units in 2025. The impact on these study intersections will be analyzed as part of the upcoming Frog Pond East & South Master Planning project. The Frog Pond Master Plan will not be limited to these study intersections but will also include other intersections that may also see a trip generation increase due to middle housing.

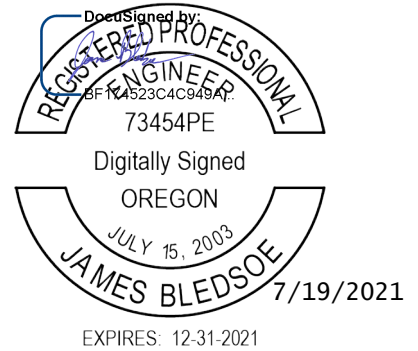
SUMMARY

The following are a list of the key findings from the potential trip generation analysis for the allowable middle housing under HB 2001.

- In both 2025 and 2045, most of additional potential household trips in Wilsonville would occur in the NE quadrant, specifically in the Frog Pond East & South development area.
- The potential PM peak hour trip increase at the intersections of Stafford Road/Wilsonville Road/Advance Road/Boeckman Road and Stafford Road/Elligsen Road/65th Avenue will be analyzed as part the upcoming Frog Pond East & South Master Plan project.
- No other intersections in the NE quadrant or other quadrants of the City are expected to be significantly impacted by the change in number of housing units. Therefore, no additional analysis is needed for other areas beside the Frog Pond East & South development.



Technical Memorandum



TO: City of Wilsonville – Matt Palmer, P.E.

FROM: James Bledsoe P.E.

DATE: May 4, 2021

SUBJECT: Middle Housing Water Infrastructure Sensitivity Analysis

BACKGROUND

The City of Wilsonville (City) is investigating the impacts of additional housing in several areas associated with increased development densities that may be triggered by HB 2001. Figure 1 shows the areas where higher densities from HB 2001 could be anticipated. The potential additional homes for each of these areas assumed for purposes of this sensitivity analysis by the year 2050 is presented in Table 1.

FIGURE 1: MIDDLE HOUSING WATER INFRASTRUCTURE SENSITIVITY ANALYSIS AREAS

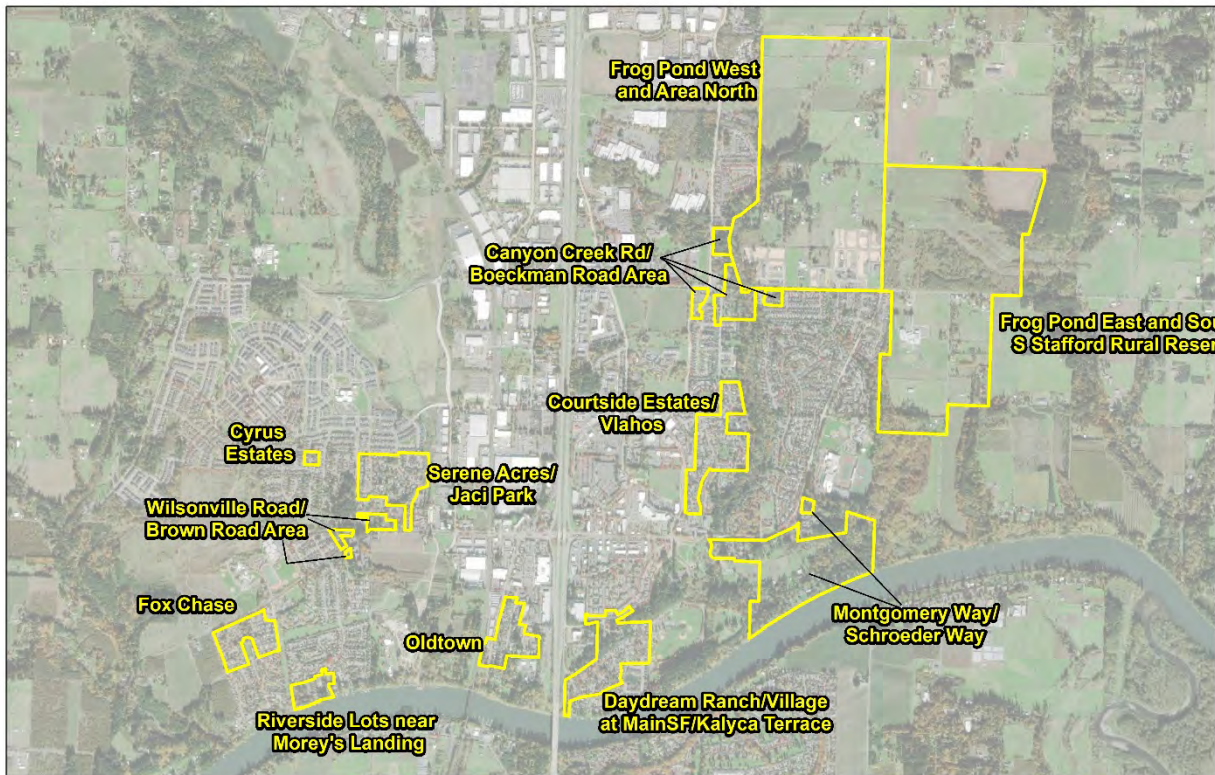




TABLE 1: MIDDLE HOUSING WATER INFRASTRUCTURE SENSITIVITY ANALYSIS 2050
POTENTIAL ADDITIONAL HOUSEHOLDS

Area	2050 Additional Homes
Daydream Ranch/Village at MainSF/Kalyca Terrace	10
Montgomery Way/Schroeder Way	4
Courtside Estates/Vlahos	9
Canyon Creek Rd/Boeckman Road Area	3
Riverside Lots near Morey's Landing	1
Oldtown	6
Serene Acres/Jaci Park	8
Wilsonville Road/Brown Road Area	2
Cyrus Estates	1
Fox Chase	6
Frog Pond West and Area North	275
Frog Pond East and South	985
Total	1,310

The City has requested the assistance of Keller Associates to exercise the City's potable water model to evaluate the impacts of the potential additional housing units with respect to peak hour demand (PHD) pressures and maximum day demand (MDD) available fire flow. This technical memorandum documents the results of Keller Associates' analysis.

DEMANDS

Planning criteria for MDD and PHD flows per household were taken from the City's 2013 Water Master Plan and coupled with the additional households expected in each area to estimate the additional demand. Table 2 provides the estimated additional demand for each individual area. Note that the 2013 Water Master Plan accounted for 1,000 additional homes associated with the Frog Pond development (see Section 2.2.2 of the Water Master Plan); therefore, it was assumed that only 260 additional homes would be expected in both of the Frog Pond areas ($275 + 985 - 1,000 = 260$). For the purpose of this analysis, it was assumed that these 260 homes would be split evenly between the two Frog Pond areas. Additional analysis will be done with the Frog Pond East and South Master Plan.



TABLE 2: HB 2001 ADDITIONAL DEMAND

Area	2050 Potential Additional Homes	Area	Area Size (ac)	2050 Additional Homes per Area ¹	Additional MDD ² (gpd)	Additional MDD ³ (gpm)	Additional PHD ⁴ (gpm)
Daydream Ranch / Village at MainSF / Kalyca Terrace	10	1	41.54	10.0	6,060	4.2	7.2
Montgomery Way / Schroeder Way	4	1	1.58	0.1	41	0.03	0.0
Montgomery Way / Schroeder Way		2	91.27	3.9	2,383	1.7	2.8
Courtside Estates / Vlahos	9	1	39.2	9.0	5,454	3.8	6.4
Canyon Creek Rd / Boeckman Road Area	3	1	4.47	0.5	315	0.2	0.4
Canyon Creek Rd / Boeckman Road Area		2	15.11	1.8	1,066	0.7	1.3
Canyon Creek Rd / Boeckman Road Area		3	2.66	0.3	188	0.1	0.2
Canyon Creek Rd / Boeckman Road Area		4	3.54	0.4	250	0.2	0.3
Riverside Lots Near Morey's Landing	1	1	10.16	1.0	606	0.4	0.7
Old Town	6	1	22.57	6.0	3,636	2.5	4.3
Serene Acres / Jaci Park	8	1	33.63	8.0	4,848	3.4	5.7
Wilsonville Road / Brown Road Area	2	1	4.16	1.2	733	0.5	0.9
Wilsonville Road / Brown Road Area		2	0.44	0.1	78	0.1	0.1
Wilsonville Road / Brown Road Area		3	2.28	0.7	402	0.3	0.5
Cyrus Estates	1	1	1.89	1.0	606	0.4	0.7
Fox Chase	6	1	21.95	6.0	3,636	2.5	4.3
Frog Pond West and Area North	130	1	340.27	130.0	78,780	54.7	93.0
Frog Pond East and South, S Stafford Rural Reserve	130	1	325.67	130.0	78,780	54.7	93.0
Total	310	-	962.39	310	187,860	130.5	221.8

1. The additional homes per area of the Montgomery Way / Schroeder Way, Canyon Creek Road / Boeckman Road, and Wilsonville Road / Brown Road Areas were split proportionally between their sub areas based on the size of the sub area.
2. Additional MDD is based on the planning criteria of 606 gallons per day (gpd) from the 2013 Water Master Plan (see Table 2.8 of the Water Master Plan).
3. The additional MDD in gpd converted to gallons per minute (gpm).
4. The additional PHD, in gpm, was calculated based off the MDD to PHD peaking factor of 1.7 from the 2013 WMP (see Section 2.2.5 and Chart 2.1 of the Water Master Plan).

MODEL ANALYSIS

The City's potable water model from the 2013 Water Master Plan was used to evaluate the impact to PHD pressures and MDD available fire flows from the potential additional homes from HB 2001. The Buildout model scenario with and without the increased demands were used to evaluate the impacts. The build-out scenario was used rather than the existing model as it included transmission pipelines that have been constructed since 2013 as well as future pipeline networks intended to service the Frog Pond area.

For the build-out fire flow analysis, the City confirmed with the local fire authority that the same minimum fire flow requirements identified in the master plan would apply to the areas where increased development densities were expected even with the Middle Housing added. Available fire flows reported in the model reflect how much water could be pulled from a location in the mainline without dropping system pressures below 20 psi. Actual available fire flows will be a function of hydrant locations and may be subject to peak velocity constraints. Additionally, while reported values from the model may exceed 3,000 gpm, the local fire authority requirements (as well as pumping and fire storage requirements in the master plan) were based on an upper limit of 3,000 gpm target fire flow.

The Buildout MDD model scenario (~36.1 MGD of demand) was exercised to evaluate available fire flows. A peaking factor of 1.7 was applied to the MDD demands (~46.7 MGD of demand) to simulate peak hour demand pressures (the 1.7 peaking factor was taken from the Water Master Plan, Section 2.2.5). These two model runs were again performed with the potential additional demands from HB 2001 added to their respective areas. The differences between the two model runs, with and without the HB 2001 demands, are compared in the following figures.

The addition of the potential demands related to increased development of Middle Housing have minimal effects on pressures and available fire flows; the effects are de minimis.



FIGURE 2: DAY DREAM RANCH / VILLAGE AT MAINSF / KALYCA TERRACE
PHD PRESSURES

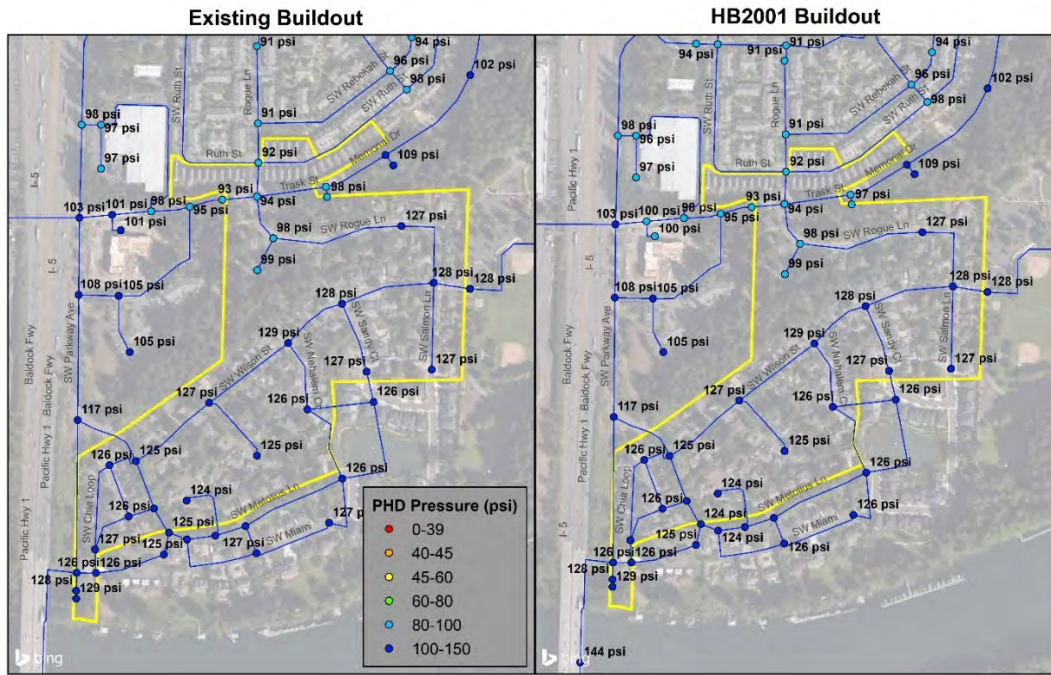
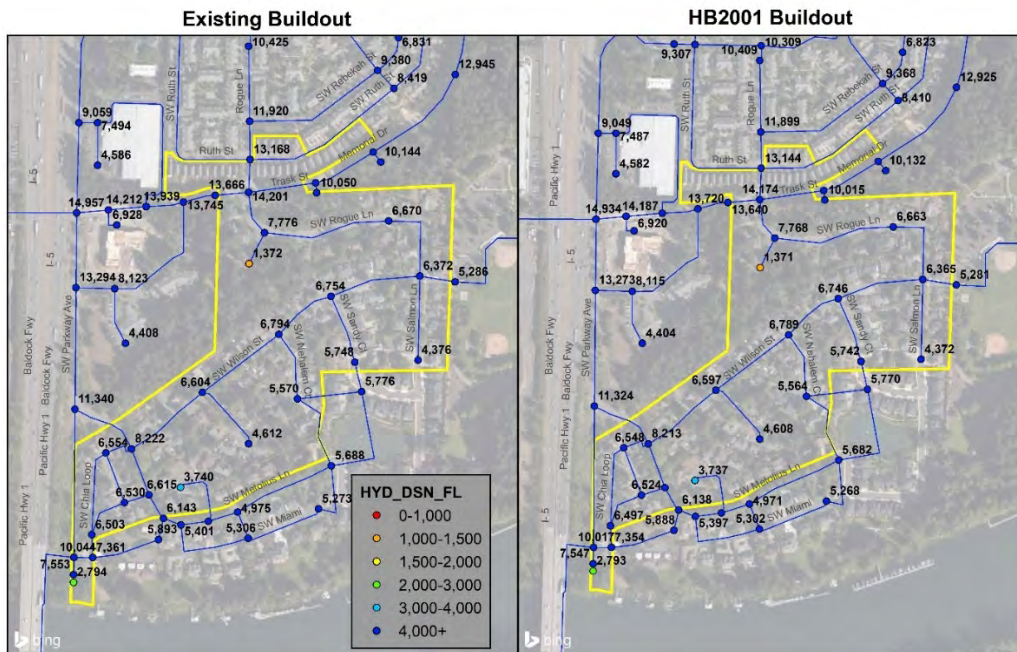


FIGURE 3: DAY DREAM RANCH / VILLAGE AT MAINSF / KALYCA TERRACE
MDD AVAILABLE FIRE FLOWS





For the Day Dream Ranch / Village at Main SF / Kalyca Terrace the PHD pressures are essentially unchanged. Available fire flows decrease by less than 50 gpm and were still above minimum targets.

FIGURE 4: MONTGOMERY WAY / SCHROEDER WAY
PHD PRESSURES

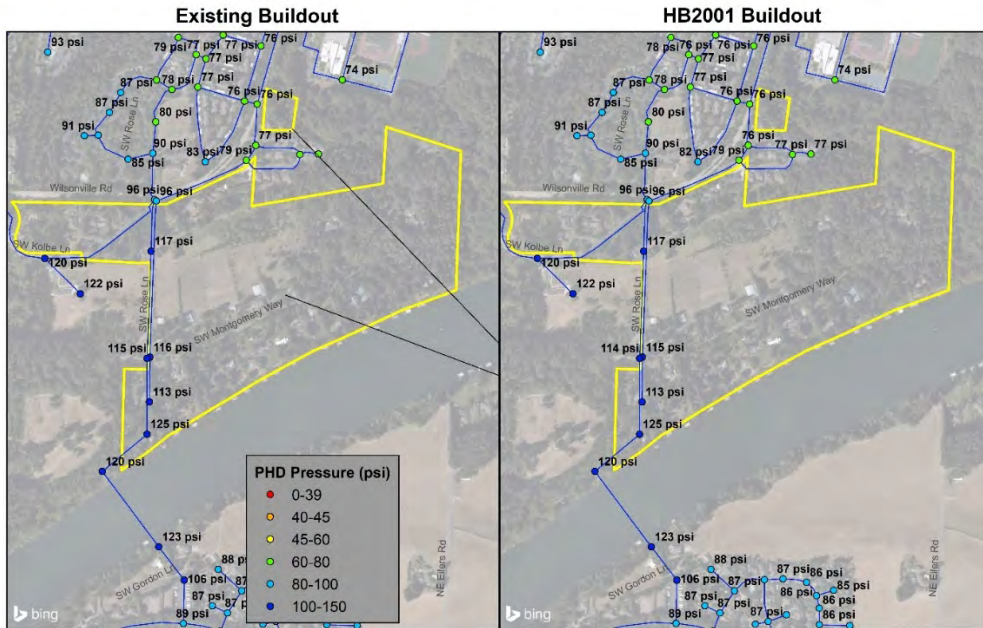
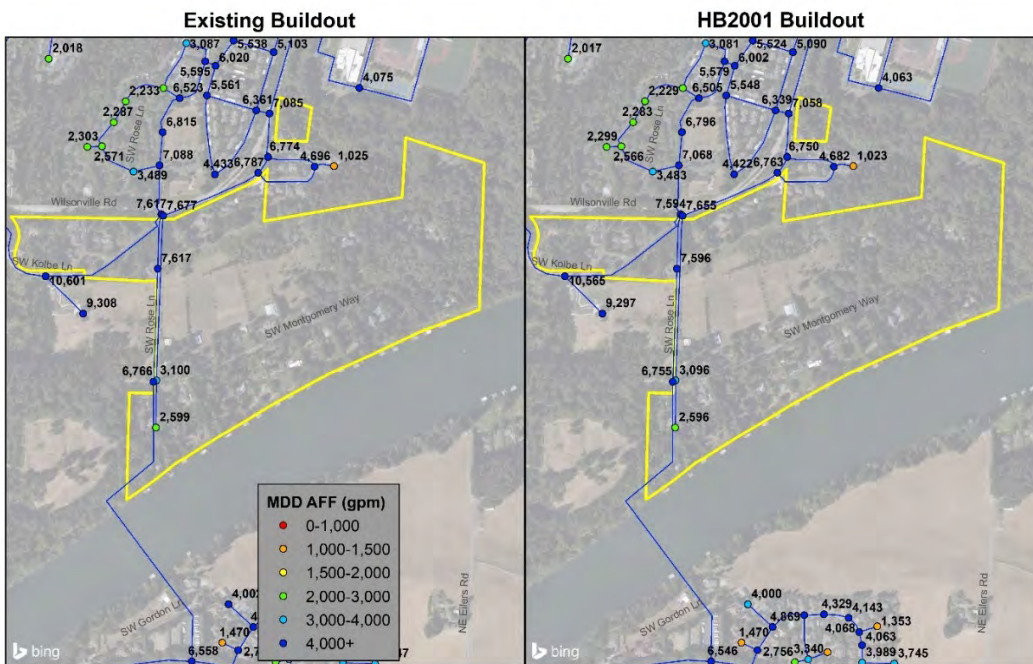


FIGURE 5: MONTGOMERY WAY / SCHROEDER WAY
MDD AVAILABLE FIRE FLOWS





For the Montgomery Way / Schroeder Way area the PHD pressures are essentially unchanged. Available fire flows decrease by approximately 20 gpm in one location but are essentially unchanged in the majority of this area.

FIGURE 6: COURTSIDE ESTATES / VLAHOS PHD PRESSURES

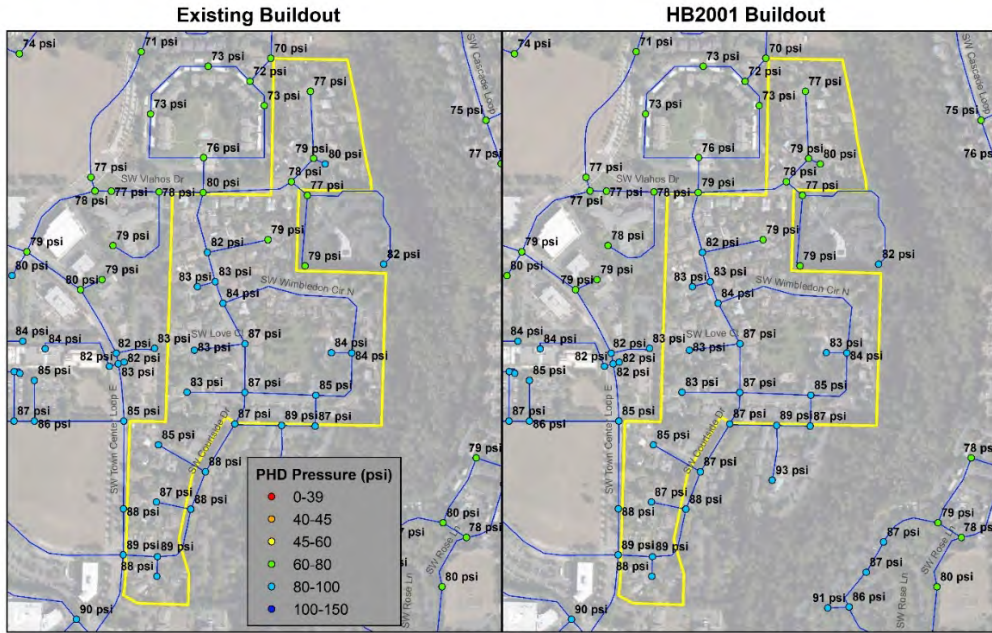
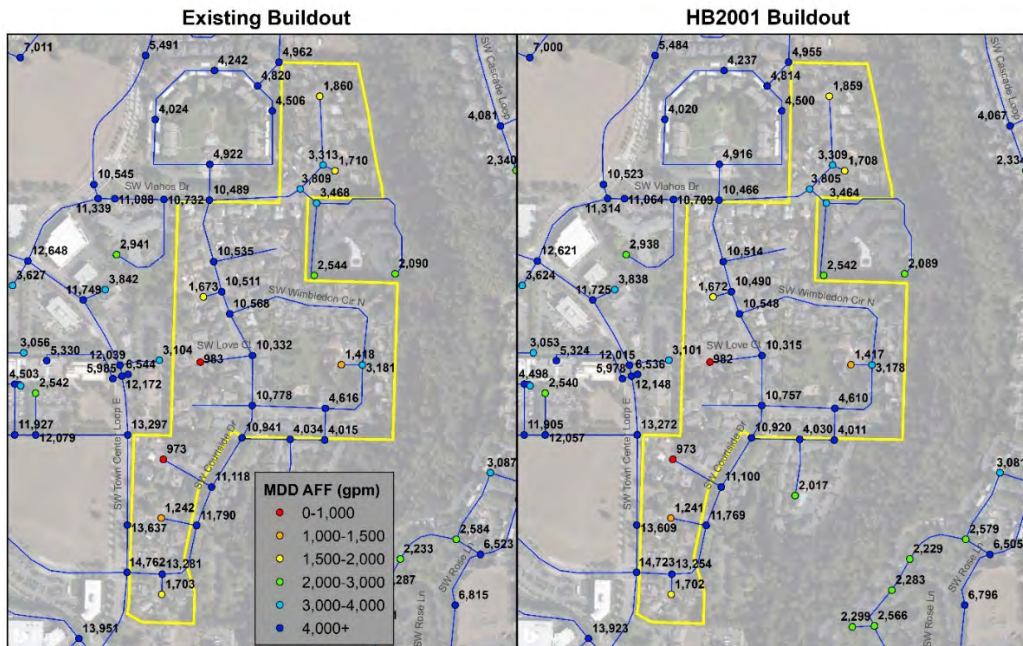


FIGURE 7: COURTSIDE ESTATES / VLAHOS MDD AVAILABLE FIRE FLOWS





For the Courtside Estates / Vlahos area the PHD pressures are essentially unchanged. Available fire flows decrease by approximately 20 gpm in some locations, but this small decrease is a relatively insignificant based on the amount of available fire flow.

FIGURE 8: RIVERSIDE LOTS NEAR MOREY'S LANDING & FOX CHASE PHD PRESSURES

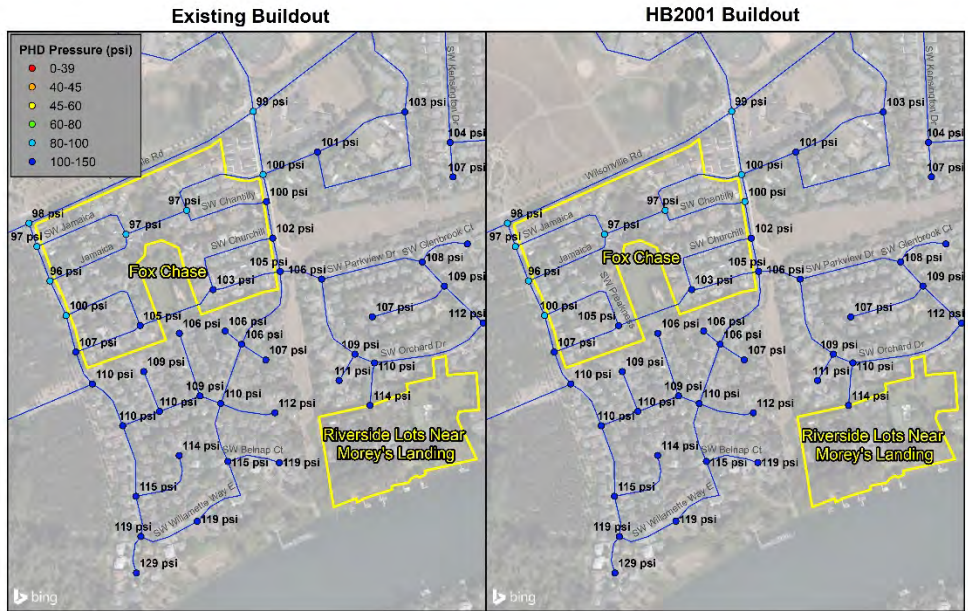
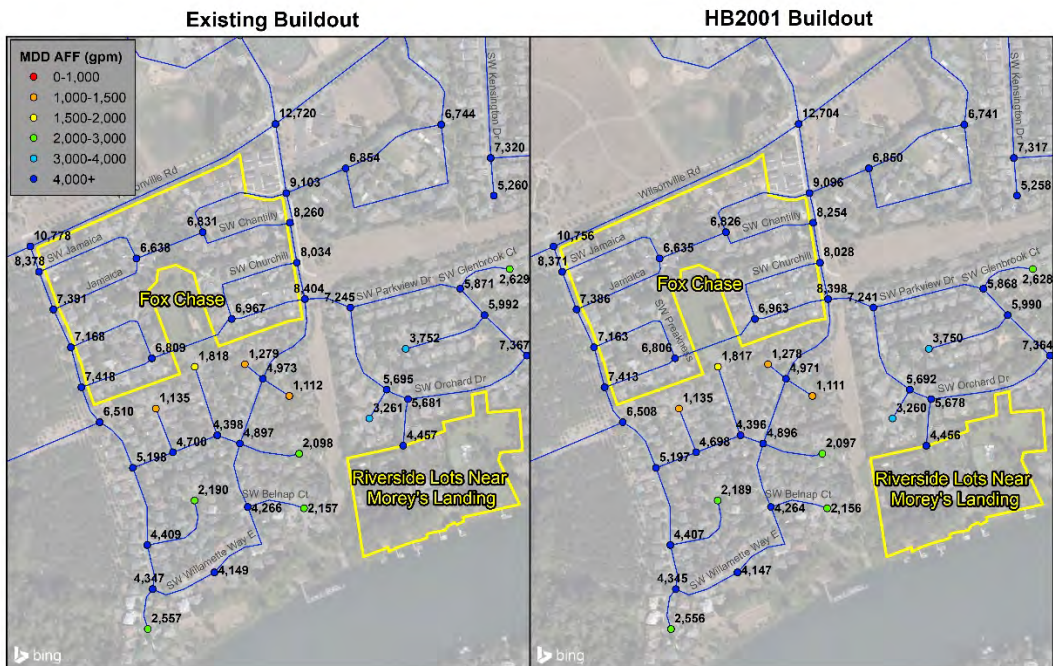


FIGURE 9: RIVERSIDE LOTS NEAR MOREY'S LANDING & FOX CHASE MDD AVAILABLE FIRE FLOWS





For the Fox Chase and Riverside Lots Near Morey's Landing areas the PHD pressures are essentially unchanged. Available fire flows decrease by approximately 3-5 gpm in some locations, but this small decrease is insignificant based on the amount of available fire flow.

FIGURE 10: CANYON CREEK ROAD / BOECKMAN ROAD AREAS
PHD PRESSURES

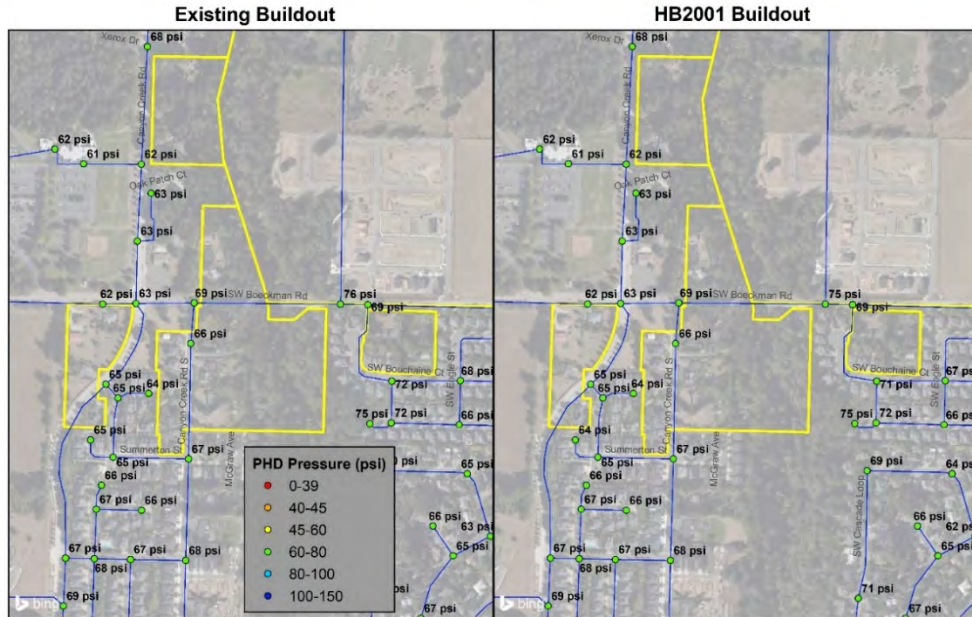
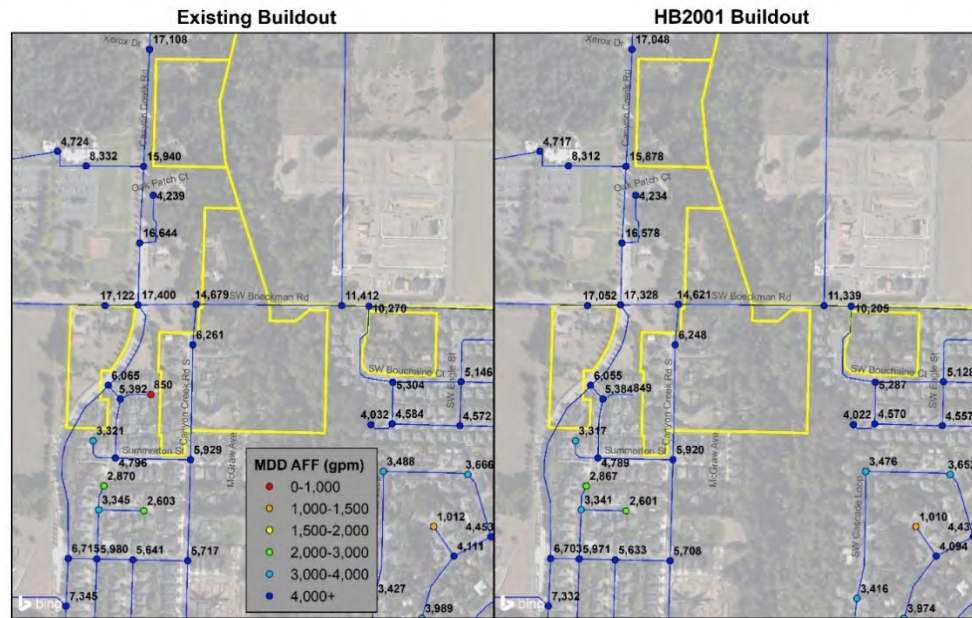


FIGURE 11: CANYON CREEK ROAD / BOECKMAN ROAD AREAS
MDD AVAILABLE FIRE FLOWS



For the Canyon Creek Road / Boeckman Road areas we understand that there are planned system improvements that will account for the larger planned demands in this area. However, even with these additional demands the PHD pressures are essentially unchanged. Available fire flows decrease by up to



approximately 70 gpm. The larger fire flow decrease is associated with this area being located adjacent to the Frog Pond areas where the majority of additional homes and existing master planned demands are located. This decrease in available fire flow is relatively insignificant based on the amount of available fire flow.

FIGURE 12: OLD TOWN
PHD PRESSURES

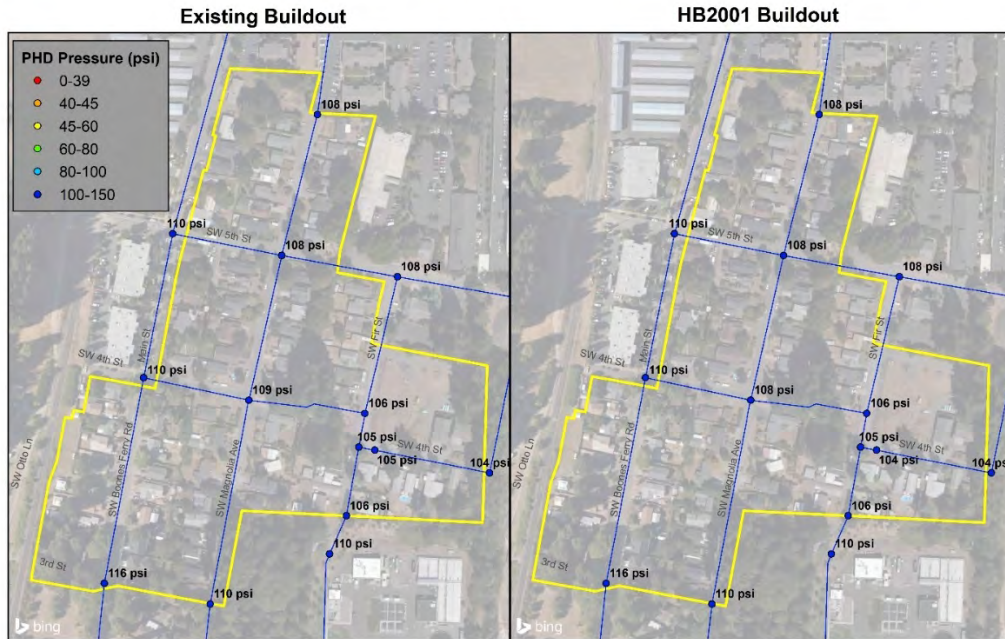
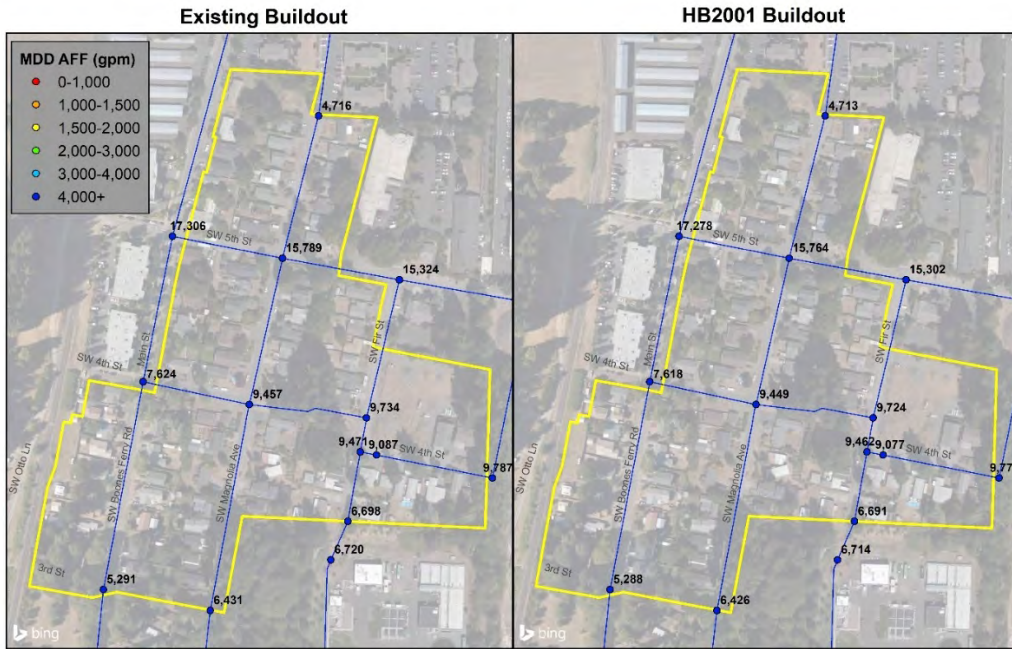




FIGURE 13: OLD TOWN
MDD AVAILABLE FIRE FLOWS



For the Old Town area, the PHD pressures are essentially unchanged. Available fire flows decrease by up to approximately 30 gpm. This decrease in available fire flow is relatively insignificant based on the amount of available fire flow.

FIGURE 14: SERENE ACRES / JACI PARK, CYRUS ESTATES, AND WILSONVILLE ROAD / BROWN ROAD AREAS PHD PRESSURES

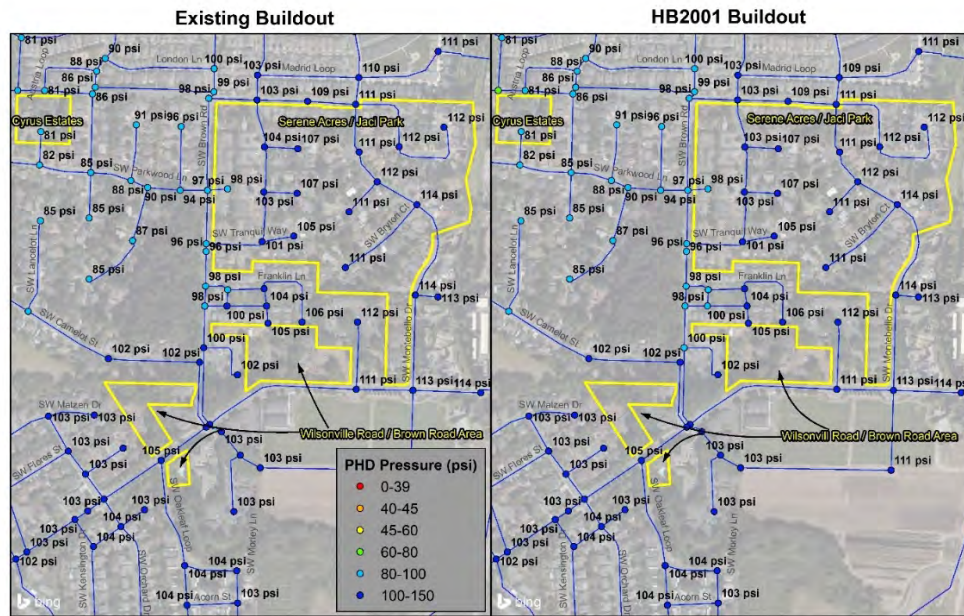
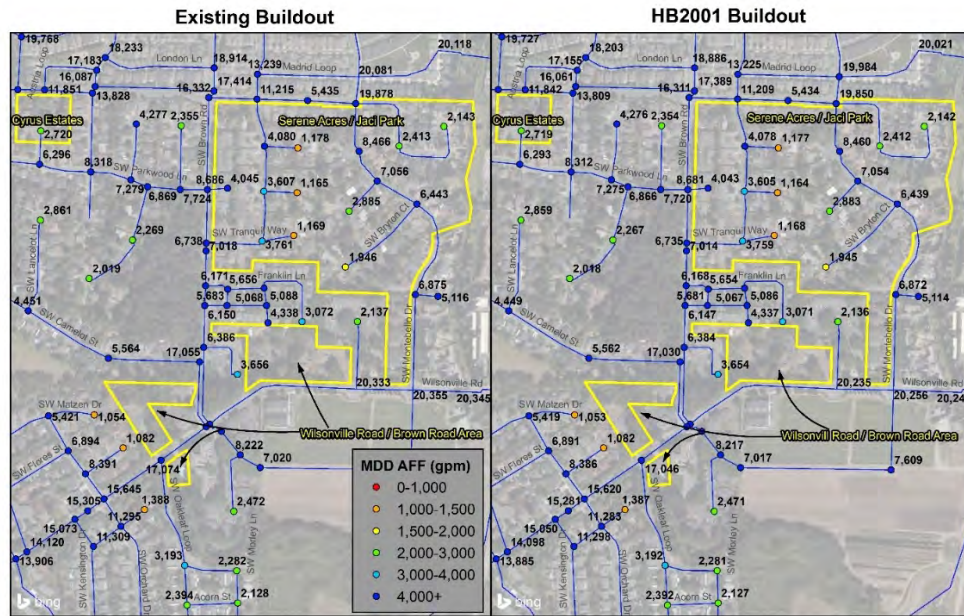




FIGURE 15: SERENE ACRES / JACI PARK, CYRUS ESTATES, AND WILSONVILLE ROAD / BROWN ROAD AREAS MDD AVAILABLE FIRE FLOWS



For the Serene Acres / Jaci Park, Cyrus Estates, and Wilsonville Road / Brown Road Areas the PHD pressures are essentially unchanged. Available fire flows decrease by 1-5 gpm in the Cyrus Estates and Serene Acres / Jaci Park areas. Fire flow in the 18-inch main line along Wilsonville Road near the Wilsonville Road / Brown Road Areas decreased by approximately 30 gpm. These decreases in available fire flow is relatively insignificant based on the amount of available fire flow.



FIGURE 16: FROG POND AREAS
 PHD PRESSURES

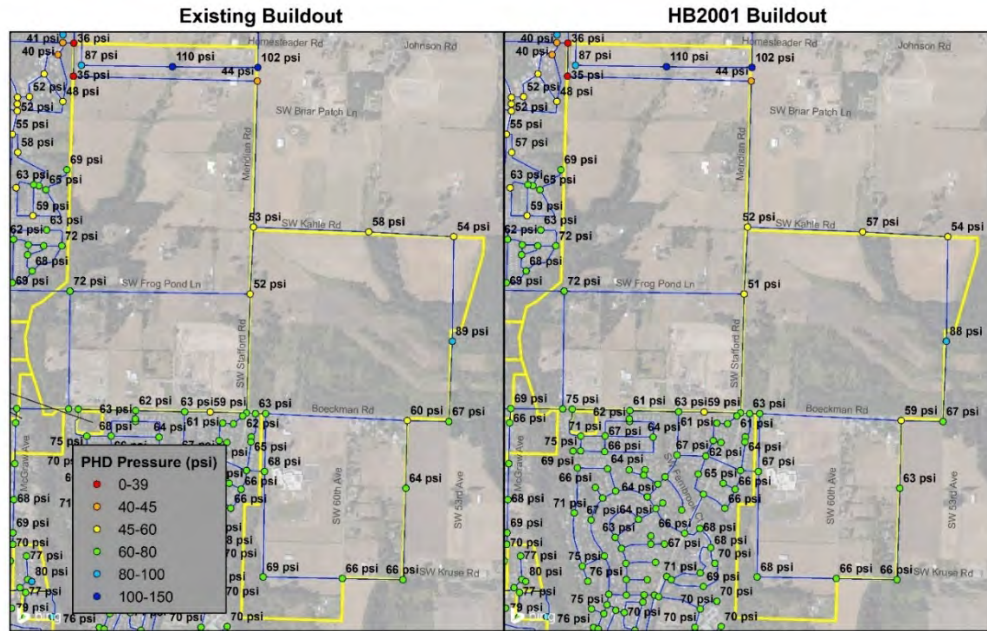
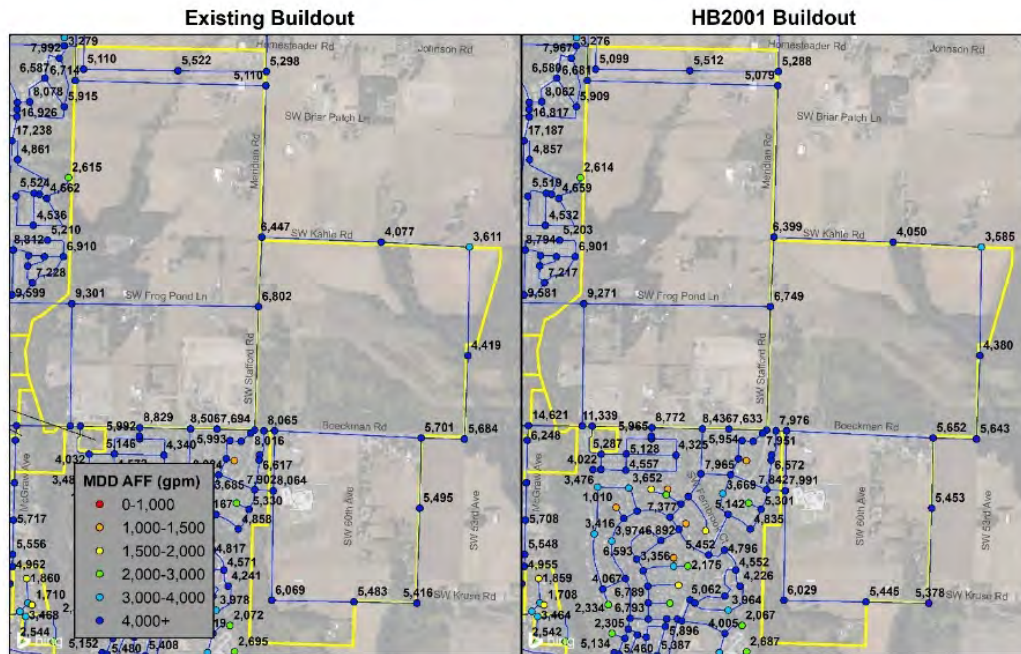


FIGURE 17: FROG POND AREAS
 MDD AVAILABLE FIRE FLOWS



For the Frog Pond areas, the PHD pressures decreased slightly by 1 psi. The available fire flow in these areas has decreased by 30-90 gpm. This decrease in available fire flow is relatively insignificant compared to the amount of available fire flow.



OTHER IMPACTS

The potential additional homes will also have an impact on the water system's treatment and storage facilities. The water treatment system will need to be able to accommodate an additional 130.5 gpm (the MDD). Storage facilities have several storage components including operational, equalization, fire, and emergency storage. These storage component requirements are outlined in the Water Master Plan (Table 3.1). The additional storage needed for the potential additional homes is as shown in Table 3.

TABLE 3: STORAGE REQUIREMENTS FOR THE POTENTIAL ADDITIONAL HOMES

Component	Requirement	ADD ²	MDD	Storage Requirement Rounded (gal)
Operational	10% MDD	-	130.5	18,800
Equalization	14.6% MDD	-	130.5	27,400
Fire ¹	0%	-	-	0
Emergency	2x ADD	41.3	-	119,000
Total	-	-	-	165,200

1. Assumes fire storage is already provided.
 2. ADD calculated by dividing the ADD to MDD peaking factor of 3.16 (calculated from projected Master Plan demands).

The Water Master Plan identifies a future storage deficit of 8.97 million gallons (MG). This value is very conservative and does not factor in any of the City's backup wells. The Master Plan lists a preferred storage analysis scenario where all but the Nike and Canyon Creek backup wells are factored into the storage analysis. In this preferred scenario, the Master Plan identifies a future storage deficit of 2.05 MG. It is Keller Associates' understanding that the City had identified a site near Tooze Road and Baker Road where a new 3.0 MG storage reservoir would be constructed. The planned storage appears to have adequate capacity to meet the 2.05 MG deficit and the potential additional 165,200-gallon storage requirement from HB 2001.

CONCLUSION

Modeling results indicate that the potential increase in demands due to HB 2001 will have minimal effects on the system's ability to provide sufficient pressures and available fire flows provided that the City continues to implement improvements as outlined in the existing master plan.

The buildout model assumes that several system improvements have been implemented. To refine the more immediate impacts of the potential density increases on the existing system, the City should move forward with an existing system model update that would include updated system demands and infrastructure improvements completed since 2013.



Technical Memorandum

Date: May 20, 2021

Project: HB 2001 Sanitary Sewer Sensitivity Analysis

To: Dan Pauly
City of Wilsonville

From: Andrew Henson, PE (Murraysmith)

Reviewed By: Mike Carr, PE (Murraysmith)

Re: Findings of HB 2001 Sensitivity Analysis

Introduction

The City of Wilsonville (City) has requested Murraysmith perform a high-level sensitivity analysis on the sanitary sewer system regarding potential change in housing density in portions of their service area related to the passing of House Bill 2001 (HB 2001) by the Oregon Legislature in 2019. The City has prepared an estimate of the potential number of dwelling units (DUs) per Metro transportation Analysis Zone (TAZ) that could result from HB 2001 as discussed in a memorandum “Middle Housing Infrastructure Analysis” by the City of Wilsonville dated May 5, 2021. The City has identified 6 TAZ areas that would allow higher number of DUs than were anticipated when the City’s Wastewater Collection System Master Plan (WCSMP) was adopted in 2014.

This technical memorandum (TM) summarizes the analysis and findings of the sensitivity analysis. This document references many figures and tables found in the WCSMP and should be considered alongside that document.

Sensitivity Analysis

The City provided summary information regarding their projected DUs per TAZ that may result through implementation of HB 2001. Each TAZ consists of multiple sub-TAZ areas. Based on review of the available sewer system maps and the City’s existing infrastructure as described in the WCSMP, a given TAZ can potentially contribute flow to multiple sewer basins.

The estimated number of DUs per TAZ was apportioned to a sub-TAZ based on City-provided locations that would allow additional housing units (referred to as “Analyzed Neighborhoods”). Identified sub-TAZ areas were correlated to the WCSMP sewer basins they drain to as represented

in the WCSMP (particularly Figure 6-6 of the WCSMP, “Sanitary Sewer Collection System Build-Out System Loading”). **Table 1** summarizes this information.

Table 1 Estimated Additional DU by Sub-TAZ

TAZ	Sub-TAZ	Sewer Basin	Potential Additional HB 2001 Units in TAZ	Analyzed Neighborhood Proportion of Sub-TAZ	Potential Additional HB 2001 Units in Sub-TAZ
965	8090	Charbonneau	89	100%	89
966	907	Canyon Creek	142	50%	71
966	4051	Boeckman	142	50%	71
967	4001	Old Town	132	10%	13
967	4002	Old Town	132	20%	26
967	4006	Wood School	132	40%	53
967	4007	Wood School	132	20%	26
967	4009	Wood School	132	10%	13
972	900	Villebois	344	30%	103
972	4015	Villebois	344	5%	17
972	4022	Villebois	344	30%	103
972	4023	Villebois	344	10%	34
972	4024	Villebois	344	15%	52
972	4025	Villebois	344	10%	34
976	905	Boeckman	275	50%	138
976	4040	Boeckman	275	50%	138
977	1016	Canyon Creek	501	60%	301
977	4141	Boeckman	501	40%	200
1128	908	Boeckman	985	80%	788
1128	4052	Boeckman	985	10%	99
1128	4053	Boeckman	985	10%	99

The additional DUs estimated for each sub-TAZ area were used, in conjunction with the unit flow rate and recommended peaking factors from the WCSMP, to estimate peak dry weather flow (DWF) rates from each area that could result from HB 2001. (Note, the WCSMP uses a unit rate of 166 gallons per day (gpd) per unit, and DWF peaking factors can be estimated from WCSMP Table 5-6, “Existing Dry Weather Flow Summary by Basin”) The estimated dry weather peak flows potentially resulting from HB 2001 in each sub-TAZ were then summed and compared to the estimated total future flows (peak DWF plus peak wet weather flow) for each sewer basin as shown in WCSMP Table 5-15, “Future Total Peak Flow Estimates”. This comparison provides context for the magnitude of the estimated additional DWF that could result with the additional DUs due to HB 2001 as compared to the future flows expected in the WCSMP. The information is summarized in **Table 2** below. Based on this information, the most impacted basins are likely to

be Boeckman and Canyon Creek. However, the increase is less than 10 percent of what was planned for in the 2014 WCSMP.

Table 2 Estimated Peak DWF from HB 2001 DU Compared to WCSMP Estimated Future Flow

Basin	Est. Additional HB 2001 DUs	Est. Peak DWF HB 2001 (mgd)	WCSMP Future Total Flow (mgd) ¹	Percent Increase (%)
Charbonneau	89	0.023	0.78	3%
Boeckman	1531	0.445	5.31	8%
Canyon Creek	372	0.123	3.14	4%
Coffee Creek	0	0.000	0.00	0%
Old Town	40	0.009	0.94	1%
Villebois	344	0.098	3.15	3%
Wood School	92	0.031	1.43	2%

¹Values taken from WCSMP Table 5-15, "Future Total Peak Flow Estimates"

The existing sanitary sewer system analysis presented in the WCSMP, along with planned capital improvement projects (CIPs), were also reviewed for potential areas of concern due to estimated increases in DWF due to HB 2001. Figures ES-4 ("Existing System Capacity Upgrades"), 6-6 ("Build-out System Loading"), 6-7 ("Build-out Wet Weather Flow Scenario, Deficiencies (High Density)"), and 6-8 ("Build-out Wet Weather Flow Scenario, Improved (High Density)") of the WCSMP were used to inform this qualitative analysis. The TAZ for each sub-TAZ discussed below is indicated in parenthesis.

- Sub-TAZs 4051 (966), 905, 4040 (976), 4141 (977), 4053, 908 and 4052 (1128) in the Frog Pond Area all drain to the Boeckman Interceptor. This pipeline was already identified to have capacity limitations under build-out conditions (build-out includes Urban Growth Boundary (UGB) and Urban Reserve Area (URA)). Additional middle-housing DUs could impact the sizing of the CIPs and should be further analyzed once the upcoming Frog Pond East and South Master Plan project has better established future housing needs in the area. This basin was estimated to have the highest potential increase in flows due to HB 2001. CIPs for this basin for existing system capacity upgrades for future development included (WCSMP Table 7-1):
 - CIP-05 Boeckman Interceptor Phase 1
 - CIP-06 Boeckman Interceptor Phase 2
 - The Boeckman Interceptor drains to the Memorial Park PS. The Memorial Park PS is currently being replaced to provide a future build-out capacity of 3,200 gpm (identified as CIP-03 in the WCSMP). This build-out capacity was developed using assumptions for growth in the Frog Pond East, South, and West Neighborhoods as well as the Elligsen URA. Additional DUs resulting from HB 2001 could use up capacity estimated for other portions of the pump station service area (e.g. additional DUs in the Frog pond area could leave little excess capacity for the Elligsen URA). It is recommended this be analyzed in more detail following the

completion of the upcoming Frog Pond East and South Master Plan project. Based on this preliminary analysis, HB 2001 could potentially increase peak DWF by 0.445 mgd or 310 gallons per minute (gpm), as shown in **Table 2** above. This is nearly 10 percent of the build out capacity of the Memorial Park PS.

- Portions of sub-TAZs 907 (966) and 1016 (977) would likely drain to the Canyon Creek Interceptor. This pipeline was shown in the WCSMP to have moderate capacity constraints, but not enough to trigger an improvement project. A project to upsize the Canyon Creek PS was identified in the WCSMP (CIP-08), driven by URA development and was sized at 1100 gpm. Increases from HB 2001 are a minor concern for this CIP but should be considered when the project advances in the future. There is one section of the interceptor that was estimated to have a depth over diameter ratio (d/D) of 0.9 in the build-out condition along SW Canyon Creek Rd and SW Daybreak St that could become surcharged with more DUs that included in the build-out condition; however, this section of pipe is of little concern as no capacity issues are apparent under existing conditions.
- Sub-TAZ 8090 (965) drains to the Charbonneau PS. The WCSMP did not identify any deficiencies in the local collection system in the Charbonneau sewer basin nor at the Charbonneau PS. WCSMP Table 6-6 (“Future Pump Station Capacity”) indicates the PS has 530 gpm of excess capacity in the future development scenario that was used. Using the assumptions for per capita flows in the WCSMP, this excess capacity could support more than 1,000 additional DUs. Further study of this area is needed to develop a more precise number of additional units that the Charbonneau sewer system could handle. However, the 89 potential DUs estimated by the City falls well under the excess capacity of the PS.
- The WCSMP assumed that all of TAZ 972 would flow to the Coffee Creek Interceptor via the Villebois sewer basin. The WCSMP does indicate deficiencies in the existing conditions in the upper portions of this pipeline and identified CIP projects to address existing capacity concerns (CIP-01, CIP-02, CIP-04, and CIP-10). Additional middle-housing DUs could impact the sizing of CIPs depending on how flows are routed. However, the CIP most likely to be impacted would be CIP-10 Coffee Creek Interceptor Phase 3 which was driven by URA development (flows from the Villebois basin connect to the portion of the interceptor included in this CIP). Therefore, HB 2001 is likely a minor concern at this time but future wastewater system planning efforts should take into account potential density impacts.
- The City indicated that any additional middle-housing DUs in TAZ 967 would be in sub-TAZs 4001 (Old Town), 4002 (Old Town), 4006 (Wood School), 4007 (Wood School), and 4009 (Wood School). These areas would all drain to areas along the Wood School Interceptor upstream of the connection to the Coffee Creek Interceptor. Sub-TAZs 4001 and 4002 would likely drain to the interceptor closer to the Wastewater Treatment Plant (WWTP). No existing capacity deficiencies were noted in these areas; however, the portions of the interceptor near the WWTP were predicted to have a 0.9 d/D in the WCSMP build-out scenario. Sub-TAZs in the Wood School basin could rely on a future PS to convey flow to the interceptors (WCSMP Figure 7-3 New Infrastructure) and any future PS sizing should consider increased density from HB 2001. Potential increase in flows were estimated to be more modest in these areas, therefore impacts from HB 2001 are of minor concern.
- Wastewater from the Wood School sub-TAZs flows through the Seely Ditch crossing which was identified as a condition-based CIP (CIP-13). This CIP had a more immediate timeframe

as of the completion of the WCSMP, and the assumptions used to determine the size should be reviewed prior to design.

Summary of Findings

The estimated increase in flows resulting from additional DUs due to HB 2001 represents less than a 10 percent overall increase over projected future flows in the WCSMP.

The largest anticipated impact would be to the Boeckman Sewer Basin, with an estimated 8% increase in flow due to HB 2001. The Boeckman Interceptor was already determined by the WCSMP to have the most significant capacity deficiencies in future build-out scenarios prior to HB 2001.

The Memorial Park PS, located in the Boeckman Sewer Basin, is currently being replaced with a new larger-capacity station. The station will have sufficient capacity for middle-housing in Frog Pond as that area builds out. However, if the PS service area grows further to the north and east, its ability to serve full build-out of the intended service area could be impacted by HB 2001.

Many of the other TAZ locations where the City expects additional DUs to be located already have capacity-related CIP projects identified in the WCSMP. Sizing and timing of all planned CIP projects should consider the potential of increased DUs due to HB 2001, and the CIP should be adjusted accordingly. This is recommended to be done through a comprehensive update of the sewer collection system master plan, once the City has better defined and understood the specifics of implementing HB 2001.

cc: Matt Palmer, City of Wilsonville

Middle Housing Project Outreach Report

This report presents the different outreach efforts of the project, summarizes feedback received from the efforts, and indicates how the feedback impacted the recommended updates

Community Meeting and Forums for General Public

Date and Description: A February 24, 2021 meeting featured a presentation by City staff and the consultant team. The presentation introduced the project and sought to get feedback on how to make Middle Housing a success in Wilsonville.

Feedback Summary: Desire to keep Frog Pond West Master Plan consistent with previous approval. When a question was posed to the community of *what success looks like walking through a future neighborhood that incorporated middle housing*, answers primarily involved the integration of different housing into the neighborhood, the presence of natural elements, and connectivity.

Feedback Impact: The feedback reaffirmed the project focus on the look, feel, and function of neighborhoods through siting and design standards applicable to a variety of housing types. It also affirmed the deference given to previous planning efforts during the project.

Date and Description: July 20, 2021. Hosted via Zoom, the Planning Commission and the project team answered a number of questions about the project and allowed participants to offer additional feedback as the proposed updates to policies and codes continued to be refined.

Feedback Summary: Project on track with feedback to date. Additional feedback about size of alley-loaded parking spaces.

Feedback Impact: Being on track with previous feedback continued on the trajectory it was one. Where development standards only required 16-foot long alley-loaded driveways, they were updated to require 18-foot.

General Developer Stakeholder Meetings

Dates and Description: February 25 and July 22, 2021. Virtual meeting via Zoom with the Homebuilders Association and interested developers

Feedback Summary: While some developers had feasibility concerns about having middle housing “look like single-family” others did not share the same concerns. While some developers were hesitant to introduce new types of housing products, others felt the current market would absorb any variety of housing they built. Developers continue to express a desire for clear and objective criteria while balance with the appropriate amount of flexibility.

Feedback Impact: The project team carefully crafted standards to encourage the “single-family look” of middle housing. Feedback on specific standards has been incorporated into the draft standards where possible.

Outreach to Frog Pond West Property Owners/Developers

Dates and Description: February 16, 18, and 23, 2021. Individual meetings with developers active in Frog Pond West and property owners they are working with.

Feedback Summary: Development and development planning for Frog Pond West is fairly far along with plans being for primarily single-family homes. Developers are interested in how the proposed middle housing updates could impact their projects.

Feedback Impact: With information on the trajectory of development in Frog Pond West the City was able to better tailor proposed changes to Frog Pond West to match development trends. This includes looking for ways to ensure some level of additional middle housing is built in Frog Pond West.

Old Town Neighborhood Meetings

Dates and Description: March 3 and June 17, 2021. Online group meeting and discussion held via Zoom between City staff and Old Town residents.

Feedback Summary: Concern expressed about change in the neighborhood. Some owners/residents interested in additional flexibility and redevelopment opportunities the new standards would bring. Strong sentiment that a lot of effort had gone into Old Town Neighborhood planning efforts and there is a desire to stay true to those efforts as much as possible. Neighborhood generally open to adopting new Old Town Neighborhood Zone and rezoning properties as long as it supported Old Town Neighborhood Plan.

Feedback Impact: The project team focused on keeping standards in Old Town what they are to the extent allowed by State law. The project team move forward with drafting the new Old Town Residential zoning district and preparing a proposed rezoning of residential land in Old Town to the new zone.

Latinx Focus Groups (see Attachment 1)

Dates and Description: Virtual focus groups over Zoom on Saturday afternoons March 13, April 10, May 1, and May 22. All groups had a similar presentation from City Staff and Mariana Valenzuela with Centro Cultural, but the subsequent conversations were different for each.

Feedback Summary: Many participants were very pleased with the opportunity to participate. Feedback included the important of housing security and how the lack thereof can impact individuals and families.

Feedback Impact: Related to housing security is affordability. Overall, the focus groups relayed a preference for detached units. A desire for home ownership was expressed. Participants also relayed the importance of having visitor parking to be able to host culturally significant gatherings.

Feedback impact: Feedback from these focus groups led additional focus on detached middle housing options, additional focus on middle housing land divisions to provide more affordable ownership opportunities, and options to provide visitor parking, and

Old Town Neighborhood Meetings

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Feedback Summary: Concern expressed about change in the neighborhood. Some owners/residents interested in additional flexibility and redevelopment opportunities the new standards would bring. Strong sentiment that a lot of effort had gone into Old Town Neighborhood planning efforts and there is a desire to stay true to those efforts as much as possible. Neighborhood generally open to adopting new Old Town Neighborhood Zone and rezoning properties as long as it supported Old Town Neighborhood Plan.

Feedback Impact: The project team focused on keeping standards in Old Town what they are to the extent allowed by State law. The project team move forward with drafting the new Old Town Residential zoning district and preparing a proposed rezoning of residential land in Old Town to the new zone.

Online Surveys (see Attachment 2)

Dates and Description: Building off input from other outreach the project team developed an online survey to guide the project that was available during the month of April. The survey was available in both English and Spanish. The survey had 92 respondents.

Feedback Summary:

Rules of Adjacency

Key question: What level of regulation is needed for architecture variety of adjacent homes, attached or detached?

Related survey results summary:

- Attached building should have compatible architecture
- Some variation (even if just color) should occur between adjoining detached homes

Similarity of Plexes to Detached-Single Family

Key question: What level of regulation is needed for buildings containing multiple homes to look similar to detached single-family homes?

Related survey results summary: Preference does exist for the plexes that look most like single-family, but respondents were supportive of good design of plexes where differentiation of units is more prevalent.

Visual Separation of Adjacent Driveways

Key question: What design standards should be in place for driveways?

Related survey results summary:

- Dislike of shared driveways
- Preference for visual separation of driveways

Alley-Supportive Siting and Design Standards

Key question: What level of community support is there for siting and design standards that encourage vehicle access via alleys?

Related survey results summary: Support of alley access design

Residential Lot Amenities and Feature Prioritization

Key question: With the limited space on residential lots, which amenities and features are most important (parking, yard space, setbacks)?

Related survey results summary:

- Garage very important, a higher priority than driveway parking
- Parking is important, but not more important than other elements that take up space on a residential lot like separation of buildings and rear yards.

Shared Open Space and Lot Size/Parking Area Trade-off

Key question: Is the community open to trading off other priorities in order to encourage additional parking?

Related survey results summary:

- Mixed results, but more support for reducing open space for shared parking than opposition.

Recommendation: Continue a policy discussion about allowing a developer to reduce a small percent of the required open space to provide shared neighborhood extra parking.

Feedback Impact:

To encourage variety and compatible design, the draft updated development standards includes façade variety standards to be applicable across the community, including to detached single-family, building off rules in Villebois and Frog Pond.

Broad allowance of detached middle housing, defined as cluster housing, that is the equivalent of attached duplexes, triplexes, and quadplexes.

Draft standards include provisions, including architecture feature variety and allowing larger features to visually tie together adjacent units, which encourage plexes to look similar to detached single-family homes.

For driveways, the draft standards reflect a preference and emphasis for visually separated driveways and alley access.

With feedback favoring having garages, development of siting and design and parking standards was careful to not discourage garages.

With parking being of moderate importance with ranked with other “land consuming” site features, standards did not incentivize parking at expense of other lot features.

Developed standards allowing a developer to reduce a small percent of the required open space or lot size to provide shared visitor parking.

Attachments

Attachment 1 Outreach Report from Centro Cultural of Washington County

Attachment 2 Survey Report

WILSONVILLE MIDDLE-HOUSING COMMUNITY OUTREACH



March - May, 2021

Community Outreach Activities Report

By Mariana E. Valenzuela
Director of Community Partnerships &
Advocacy Centro Cultural de Washington
County

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Wilsonville Middle-Housing Community Outreach

COMMUNITY OUTREACH ACTIVITIES REPORT

EXECUTIVE SUMMARY

The City of Wilsonville contracted with Centro Cultural de Washington County to conduct a series of focus groups regarding the development of Middle -Housing, and to create a community outreach framework that would establish guidelines for the city to engage the Latinx community from neighboring cities. The purpose of this document is to report the opinions and perspectives of Latinx community members regarding their lived experiences with housing opportunities, their views on neighborhoods, and middle housing types. This outreach effort is part of the strategy of the City of Wilsonville to comply with new state laws and rules under House Bill 2001 and implement action items from the City's Equitable Housing Strategic Plan 1 by considering the needs of the community.

Methodology

This section explains the community outreach strategies used to recruit participants, as well as the description of material developed for the community engagement activities. We held four focus group events, which were delivered via Zoom to comply with the social distancing requirements.

- Focus Group I on March 13
- Focus Group II on April 10
- Focus Group III on May 1, and
- Focus Group IV on May 22

Social Media- The community was informed of the upcoming virtual event via social media using the following add:



The information was posted and shared on the following Facebook pages:

- Centro Cultural de Washington County
- Promotores Ambientales
- Latinos en Oregón
- Chilenos en Portland
- ¡Conéctate!
- What's Up Wilsonville?
- Announcement of events at staff meetings

Additionally, the event information was shared in other social media pages, such as Instagram and Centro Cultural's website.

Participants included adult Latinos living in Portland, Gresham, Tualatin, Beaverton, Hillsboro, Cornelius and Forest Grove. Attendance at the focus groups ranged from 2 to 18 participants per meeting. For the four focus groups the total attendance was 35 participants. Some of them have lived in this area all their lives, while others have arrived from other countries, including Mexico, Venezuela, Colombia, and Nicaragua during the last two decades, and have made Oregon their home. While the participants were from outside of Wilsonville, their views represent potential future Wilsonville residents and the challenges the Latinx community faces with housing in the Portland region, including Wilsonville. Future outreach will need to continue to find connections to local groups, which as stated later in the report can be facilitated by Cultural Centers and similar community gathering spaces. In a period of non-Covid, efforts would have occurred to go to in-person events where engaging local Latino Wilsonville residents

There were phone calls and follow up emails sent to participants to thank them and welcome them to the upcoming event. Additionally, a survey was sent to them to gather detailed contact and demographic information. A reminder phone call was made one day before the virtual event. The key factor to emphasize on this section is the importance of contacting potential participants once they register for the event.

Moreover, a phone call is always more effective than an email as the first means of contacting a new participant.

Focus Groups

Centro Cultural de Washington County conducted four focus groups with members of the Latino Community who are residents of Washington, Clackamas and Multnomah County to provide information and gather input from participants regarding Middle-Housing. The meetings were interactive, and we were able to have meaningful discussions and participation. Participants were very grateful for the information provided, but mostly for the opportunity to be part of the conversation.

Relevant Quotes:

“Thank you for this opportunity, thank you for bringing our voices to the decision - making process.”

“Thank you so much for inviting us to be part of this. Thank you for all the information.”

Focus Group Meetings

Each meeting was co-facilitated by Mariana E. Valenzuela, Director of Community Partnerships & Advocacy at Centro Cultural, and Dan Pauly representing the City of Wilsonville. The virtual focus group events included the description and background information for the project: Community outreach, and Oregon Law HB 2001. Following introductions, participants were asked to tell their story. Many shared their stories about housing security and challenges finding adequate housing for them and their families. All their responses brought to light the challenges these members of the community have had in the process of finding a safe and affordable place to live. Each group provided valuable information. They spoke from the heart and most were active participants in the conversation. After sharing their housing stories, participants engaged in a discussion to respond to the following questions:

1. What is most important to you about a house knowing you may not get everything you want in a house? Think number of bedrooms, bathrooms, yard space, parking, size of kitchen, other.
2. Would you consider choosing a house that shared a wall with another house? Why or why not?
3. What characteristics would make a neighborhood a great place to live?
4. What services and amenities are important to you?
5. Imagine you return to Wilsonville in 20 years. The City's middle housing is widespread and successful! As you walk in neighborhoods, you really like what you see. What do you see?
6. What other characteristics are important to you for a neighborhood?

Wilsonville Middle-Housing Community Outreach

The material provided consisted of a Power Point presentation which included the following content:


1. Meeting Agenda

Meeting Agenda		Agenda para hoy	
2-2:30 pm	Introductions, Instructions & Your Story	2-2:30 pm	Presentaciones, Instrucciones & Su historia
2:30-2:35 pm	Project Description City of Wilsonville and HB 2001 Compliance & Requirements	2:30-2:35 pm	Descripción del Proyecto: La ley estatal HB 2001 Misión de cumplimiento de la Municipalidad de Wilsonville
2:35-2:40 pm	How about Wilsonville?	2:35-2:40 pm	¿Por qué Wilsonville?
2:40-3:10 pm	Middle-Housing Types	2:40-3:10 pm	Los diferentes tipos de viviendas intermedias
3:10-3:20 pm	A great neighborhood	3:10-3:20 pm	El vecindario ideal
3:20-3:30 pm	End of Meeting	3:20-3:30 pm	Comentarios para concluir

CENTRO

2. Project Description

Descripción del Proyecto	
<ul style="list-style-type: none"> Procedencia del Proyecto-La ley estatal HB 2001 Objetivo (s)- Misión de cumplimiento de la Municipalidad de Wilsonville con la ley HB 2001 Escuchando a la comunidad 	<ul style="list-style-type: none"> Project Background- HB 2001 Objectives - City of Wilsonville's compliance with HB 2001 Listening to the community
¿Preguntas?	Questions?



CENTRO

3. Description of Wilsonville



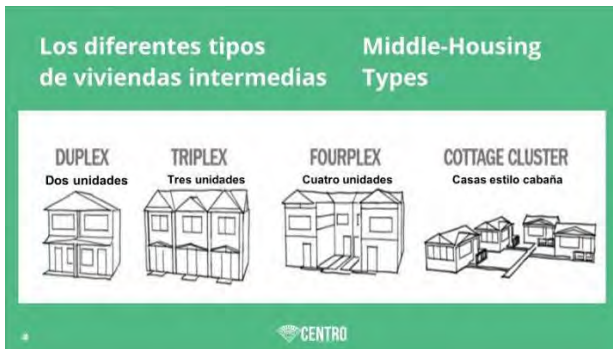
How about Wilsonville?	
¿Preguntas?	Questions?

CENTRO

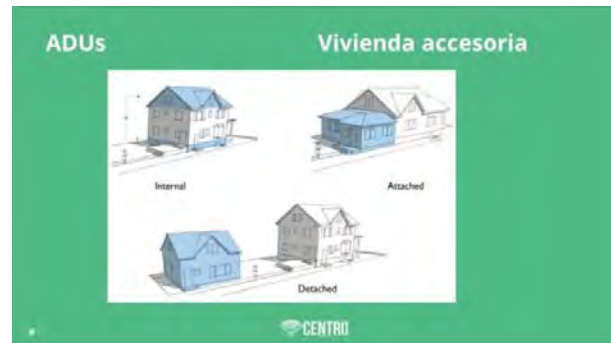
4. Middle-Housing in Wilsonville



5. Middle-Housing Types I



6. Middle-Housing Types II



7. Questions about housing preferences

Preguntas sobre sus preferencias de vivienda

Tipos de Vivienda con respecto a características y comodidades:

- ¿Qué es lo más importante para usted en una vivienda si no puede incluir todo lo que desea? Piense en el número de cuartos, baños, espacio del patio, estacionamiento, tamaño de la cocina, u otras características.
- ¿Consideraría usted una vivienda con pared compartida con otra vivienda? ¿Por qué sí? ¿Por qué no?

6

Questions about your housing preferences

Housing Types In terms of features and amenities:

- What is most important to you about a house knowing you may not get everything you want in a house? Think number of bedrooms, bathrooms, yard space, parking, size of kitchen, other.
- Would you consider choosing a house that shared a wall with another house? Why or why not?



Wilsonville Middle-Housing Community Outreach

8. Characteristics of a Good Neighborhood

El vecindario ideal

Preguntas:

1. ¿Qué elementos debe tener un vecindario para ser un lugar ideal para vivir?
2. ¿Qué servicios y facilidades son importantes para usted?
3. ¿Qué otras características son importantes para usted?

Questions:

1. What characteristics would make a neighborhood a great place to live?
2. What services and amenities are important to you?
3. What other characteristics are important to you for a neighborhood?

CENTRO

9. Wilsonville in 20 years from now

Última pregunta

Imagine que usted regresa a Wilsonville en 20 años. Las viviendas intermedias ya han sido incorporadas por toda la ciudad con éxito. Al caminar por los vecindarios, a usted le gusta mucho lo que ve.

¿Qué es lo que ve?

Last question:

Imagine you return to Wilsonville in 20 years. The City's middle housing is widespread and successful! As you walk in neighborhoods, you really like what you see. What do you see?

CENTRO

10. Closing



Each slide has the content in English and Spanish. Making language accessible to participants is an essential aspect of community engagement. A survey in Spanish was also sent to each participant to inquire demographic information for our records, and to provide more in-depth assessment of our community engagement activities. We provided an interpreter for each meeting as well to mitigate the potential language barrier.

Focus Group I Summary

March 13th, 2021- Main Themes: Mobility & Affordable Housing

Experiences related to housing:

Participants' description of their housing experience reflects instability and hardship due to the rapid increase in rental

costs. 26.7 % of participants live with relatives, and 66.7 % are renting. There is much concern among the community regarding housing affordability.

Feedback on Middle-Housing Types:

- Main concerns for this section: Space, parking regulations, privacy, preferred number of bedrooms is 3, and bathrooms at least 2. Backyard space seems to be important for most participants to have family gatherings.
- Question about ADU's financial support or incentives provided by the city to build. Fees are waived, exploring other options the City has to provide the support. Question about City regulations to build ADU's. There is concern about very expensive cost for permits.
- Responses regarding a shared wall and important characteristic of a home: kitchen, 2 bathrooms, and three bedrooms. Preferred alternative by participants are cluster homes, which do not have a shared wall. Space is also important. It seems that homes are getting smaller all the time. A dignified home should have enough space. For families with children a larger backyard. It depends on the family structure. Parking space is also important. Although, one participant does not mind to share a wall as long as it is her home. It seems like a dream that may not be realized due to cost. Another participant does not mind sharing a wall with her parents.
- Responses regarding a shared wall and important characteristic of a home: kitchen, 2 bathrooms, and three bedrooms. Preferred alternative by participants are cluster homes which do not have a shared wall.
- Space is also important. It seems that homes are getting smaller all the time. A dignified home should have enough space. For families with children a larger backyard. It depends on the family structure.
- Parking space is also important. Although, one participant does not mind to share a wall as long as it is her home. It seems like a dream that may not be realized due to cost. Another participant does not mind sharing a wall with her parents. There were questions about home buying options. Educating community members about the home buying process is essential.

Feedback on characteristics of a good neighborhood

- Walking and bike trails
- Good schools and health center nearby

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- Grocery store
- Libraries
- Recreational area for sports
- Parks
- Fire Department
- Childcare Center
- Police Department
- Good lighting in the areaPublic transportation
- Entertainment Center/Town center/Movie Theater/ Restaurants
- Cultural Community Center
- A church is important
- Nearby amenities
- Recycling Center

Feedback on what future neighborhoods**should be The City of Wilsonville:**

Wilsonville in 20 years...

- Would like to see that their ideas from this meeting were heard. They listened to my opinions, and now Wilsonville has grown and is more diverse.
- Green spaces, families walking around.
- Sidewalks so people can walk comfortably.
- Balance between nature and urbanization.
- A good transportation system so community members can connect easily with other places.
- It includes everything we said, and additionally it is a safe place. It's a calm place, I can get to places easily, accessible to all. It is now a welcoming community. Opportunities to get to know families, it has a sense of community. Very beautiful.
- There is a farmers' market.
- Diverse family structures.
- Places for pets, green areas, places for children.
- Indicators of good quality of life.
- Amenities for people with disabilities to make the community inclusive.

Focus Group II

April 10th, 2021-Main themes: Safety & Affordable Housing

Experiences related to housing:

"It has been a radical change. We have lived in four different places. It is difficult to have to move due to the cost of rent." This quote from one of our participants describes the experience of most participants in all our focus group events.

Feedback on Middle-Housing Types:

- “Well, when you have kids, the number of bedrooms and bathrooms are important. Also, a backyard, a space for children to go outside and play, or for a barbecue. At least 2 bathrooms. The living room is not essential, since we work, but a dining room is fine. One parking space is good. Generally, those who visit us find parking on the street, but it is important to have space for one car.”
- Does not prefer shared wall due to noise, so it is not very convenient. Prefers the cottage cluster model.

Feedback on characteristics of a good neighborhood:

- Safety above all. I believe that all neighbors create the elements for a safe neighborhood
- A park, something for kids, walking trails
- School nearby
- Basic Public Services
- Access to neighborhood
- Community Center to hold meetings or celebrations, or to discuss concerns
- Access to post office, retail stores

Feedback on what future neighborhoods should be The City of Wilsonville in 20 years:

- Safe community
- Clean streets
- Urbanization
- Convenience stores
- Kids playing safely
- Businesses and buildings
- Prosperity
- The city is growing with improved infrastructure
- Health clinics for everyone
- Resource centers
- Everything that is needed to create a safe and prosperous city
- Small restaurants
- Dental clinics
- Sports Center
- Police and Fire Service
- City council office to bring concerns instead of having to go to the City Hall
- Easier access to city government

Focus Group III

May 1st-Main themes: Privacy & Home ownership

Experiences related to housing:

The conversation evolved around issues with lack of privacy, access to affordable housing, and safety concerns. Only one of the participants is now a homeowner, but would prefer to live in Wilsonville. They appreciate the location and opportunities in the city. In her words: “There are green spaces, it’s a small city, and a good place to raise a family.” Other challenges heard at the prior meetings were also present during

this discussion. For example, the need to move from place to place trying to find more affordable rent opportunities. One of our participants used to work in Wilsonville, but had to quit his job due to difficulty with transportation. He could not afford to live in Wilsonville due to high rental cost, and the commute was more than 2 hours.

Feedback on Middle-Housing Types:

- Bedrooms and the kitchen are the most important rooms in a home
- Would not like to share a wall with neighboring house
- For most participants, 3 bedrooms and 2 bathrooms is the preferred option
- Privacy
- Strict neighborhood rules are more desirable, referring specifically to use of tobacco and cannabis
- Private backyard

Feedback on characteristics of a good neighborhood:

- Schools
- Parks for fresh air and physical activities
- Grocery store nearby
- Bicycle lanes
- Access to Public transportation
- Library
- Green spaces
- Good lighting
- Good neighbors
- Police presence for safety
- Suggestion for safety: Fence around neighborhood with exclusive access to residents-access code to residents.
- Hospital or healthcare service clinic nearby
- Sports center
- Community Center, similar to Centro Cultural

Feedback on what future neighborhoods should be City of Wilsonville in 20 years:

- More people
- More houses
- More lights
- Stores-grocery store
- Neighborhoods with fences around, green spaces inside, bicycles by the house because it's safe, medium and affordable homes, affordable for immigrants, there are many of us who dream of having our own home.
- Gardens and places to grow trees, vegetables,
- Clean, fresh air
- Retail stores
- Hospital nearby
- Shopping mall
- Recreational spaces for kids
- New streets
- Clean
- More variety of foods

Focus Group IV

May 22nd, 2021-Main theme: The process of home ownership

Experiences related to housing:

There were several challenges related to housing mentioned during this meeting. Finding a place close to work is important for this group, but again, many of the participants have moved several times seeking affordable units to rent. Most of them expressed the desire to purchase their own home someday. However, there is little knowledge about the home buying process, and unfortunately this can result in losses. One of our participants shared her experience. We were very moved to hear about the people who offered to help her and her husband to purchase a home. They gave the down payment, but their friends signed the documents as if the home was actually theirs. Our participant and her husband made the monthly mortgage payments and property taxes, while at the same time the friends remained at the house rent free which was the ask for providing their name on the home purchase. Since the home was in their name they decided to sell it, although they had not paid for it. Our participant and her family had to leave the house. They consulted an attorney who could not do anything to help them since no documents were signed to honor the agreement. One of the important facts that we have learned from these meetings is that there is a great need to inform and educate the community regarding home ownership and the home buying process.

Feedback on Middle-Housing Types:

- Backyard is important for most participants, particularly those who have children
- Kitchen is an important place to gather with family
- Bathrooms are also a priority
- Sharing a wall is annoying due to noise for adjacent unit
- Number of bedrooms and bathrooms depends on the size of the family
- Interior space
- Parking spaces; parking can be an issue for Middle-housing residents
- Shared wall not desirable
- Reasons: noise, safety issues,

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- To mitigate: sound proof walls; shared wall should be the garage wall, and build the homes on opposite sides
- However, sharing a wall with elderly parents is a great idea. One of our participants mentioned that she plans to have her parents next to her in the future so she can take care of them.

Feedback on characteristics of a good neighborhood:

- Good neighbors
- Good lighting on the streets
- Safety
- Green spaces
- Schools
- Safe sidewalks
- Family living in the same neighborhood
- Parks, playground
- Respect and cordiality among neighbors
- Community center
- Retail and convenience stores
- Tranquility and nature
- Vegetation
- Grocery store at a walking distance
- Schools nearby
- Recreation center/Aquatic center
- Sports fields
- Dog parks

Feedback on what future neighborhoods should be City of Wilsonville in 20 years:

- A lot of vegetation, trees, grass
- Nice homes
- Middle-housing with parking and privacy
- Library
- Enough parking
- Garbage bins
- Walking trails
- Sports center for the youth
- Would **not** like to see too many cars parked on the street. It's not good for property value, and it does not look good.
- Good lighting
- There are no homeless folks

Survey

The objective of the survey was to gather relevant background and demographic information from community members of historically marginalized communities, specifically members of the Latinx Community. The following charts describe demographic data gathered from a survey which was sent to participants one week before the virtual focus group event. We received a total of 25 responses. The survey included the following questions:

1. First and Last name (s)
2. Address
3. Phone number
4. Language preference for focus group meeting (English or Spanish)
5. Why would you like to attend this virtual event?
6. Which of the following best describes your current housing status?
7. How old are you?
8. Ethnicity
9. Gender
10. Annual income

Summary of survey results

For the purpose of this summary, and to comply with the confidentiality agreement between Centro Cultural and participants, I will provide information gathered from responses to questions 5 through 10 and address those answers which best represent all participants.

Question # 5- Why would you like to attend this virtual event?

Most of the participants responded that they would attend hoping to learn about the community and affordable housing opportunities. The housing crisis is felt by many throughout the country, particularly for those of modest income and those who do not understand the process of purchasing a home, how to build credit, and other essential requirements for mortgage loans.

Relevant quotes:

“Todo ser humano tiene derecho a tener un lugar digno y accesible en donde vivir y creo que debemos trabajar mucho en esta área para proveer recursos a quienes les es imposible pagar la renta de un lugar para su familia.”

Translation: “All human beings have the right to have an affordable and dignified place to live, and I believe that we have to work a lot in this area in order to provide resources to those who are unable to afford the rent to provide a place for their family.”

Wilsonville Middle-Housing Community Outreach

“Para contribuir con mi opinión en la expansión de estas viviendas. Compartir mi experiencia alquilando. Además de traer la voz de las personas con quien he convivido en el trabajo y grupos que participo.”

Translation: “To contribute with my opinion for the expansion of this type of housing (Middle-Housing), to share my rental experience. Also, to bring the voice of the people with whom I work and participate in groups.”

“Porque me gustaría conocer si hay una oportunidad de tener una vivienda propia o una renta económica para mí u otras familias que están pasando por una situación económica difícil.”

Translation: “Because I would like to know if there is an opportunity to purchase a home or more affordable rental for mi or other families who are going through a difficult financial situation.”

“La razón de mi interés en participar en este evento es porque mi familia y yo estamos pensando en movernos de ciudad y Wilsonville es una de las ciudades que tenemos en mente.”

Translation: “The reason for my interest in attending this event is because my family and I are thinking about moving, and Wilsonville is one of the cities we have in mind.”

“Vivo en Wilsonville y quero saber lo que está pasando con la comunidad Latina. Tal vez hay algo que yo pueda hacer para ayudar.”

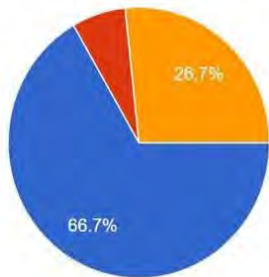
Translation: “I live in Wilsonville and I want to know what is happening with the Latinx Community. Perhaps there is something I can do to help.”

“Porque tengo mala experiencia con respecto a la vivienda en el estado de Oregón y quiero saber o abogar para que esto cambie.”

Translation: “Because I have had bad experiences with housing in the State of Oregon, and I want to know or advocate so this situation changes.”

Question # 6

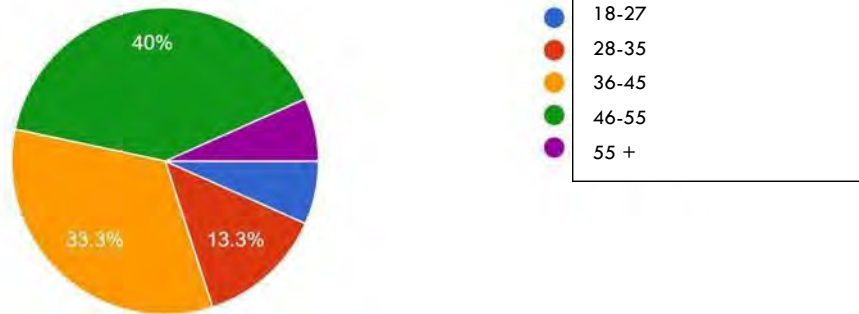
Which of the following best describes your current housing statu



- I rent
- I own my home
- I live with relatives
- Other

Question # 7

Indicate your age group



Question # 8- Ethnicity

With which ethnic group do you identify yourself?

¿Dónde ubica usted su raza o identidad étnica? (marque todas las respuestas relevantes)

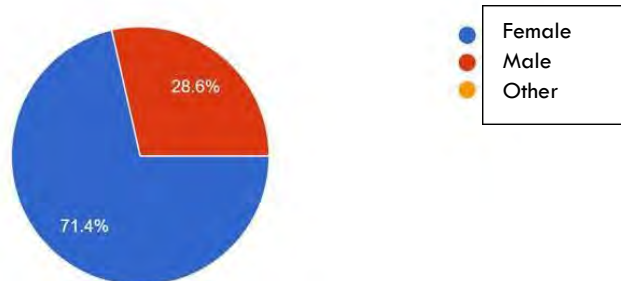
15 responses



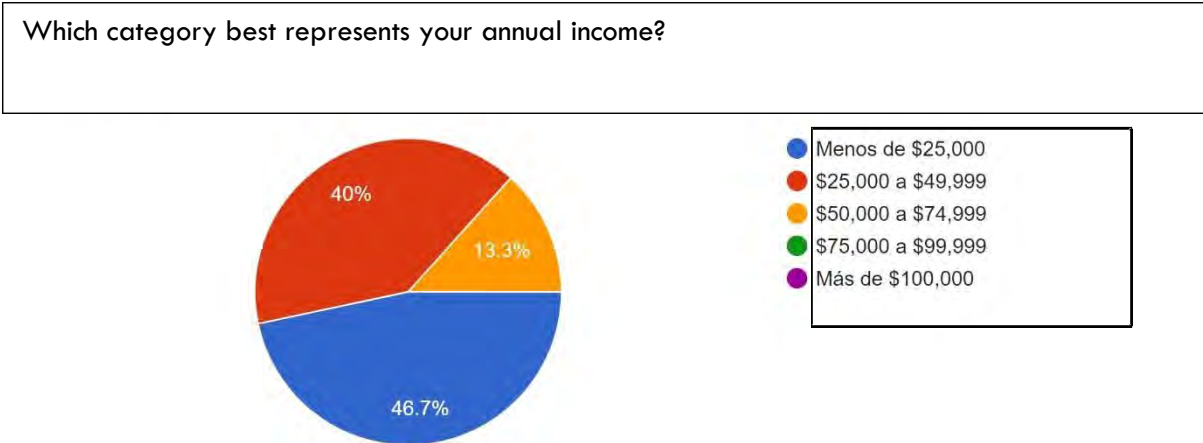
Question # 9- Gender

¿Con cuál género se identifica usted?

14 responses



Question # 10- Income level



Key Findings

- The Latinx Community is characterized by a strong sense of family, community and inclusion.
- Importance of centers and/or culturally specific organizations within a city to provide services and support to the community.
- Job opportunities and economy in Wilsonville: manufacturing, warehouse, technology jobs, retail, the whole variety of jobs, and near farmlands, Coca-Cola and Pacific Foods, Clackamas Community College, reflect a prosperous economy and an incentive for members of the Latinx Community.
- Participants were not familiar with HB 2001, nor the concept of Middle-Housing.
- Nature and green spaces are essential for this community.
- One of the important facts that we have learned from these meetings is that there is a great need to inform and educate the community regarding the process of home ownership.

About Centro Cultural and the Value of Cultural Centers

Centro Cultural was founded in 1972 by twelve migrant families who had come from Mexico to Cornelius, Oregon to work, mainly in agriculture. These families gathered frequently, and decided to create a safe place where other immigrants from Mexico could find friendship and support. Since that time, Centro has served the Latino Community in Western Washington County, and beyond. This nonprofit organization has grown by acknowledging the needs of the communities, finding necessary resources, and providing solutions. It has become an essential asset for the community by building bridges through partnerships, and delivering what we offer. Currently, Centro serves the community through a variety of programs which provide opportunities for growth, leadership development, and empowerment which reflect the mission and values of our organization.

Wilsonville is a prosperous city. It has much to offer in terms of economic and professional development opportunities, such as jobs, education and trainings. The location and size of the city are ideal characteristics to create healthy and prosperous communities. However, in order to bring in a diverse population, investments will have to be made. In addition to affordable housing, a cultural center is essential. Such a place is more than a building with office space and a gathering room for meetings,

workshops, and special events. Creating a cultural center is a process that goes beyond the upgrading or construction of a new building. The non-tangible aspects of this space must be co-created with the community, particularly with the diverse group (s) the city wishes to engage. There are two elements that must be present in a cultural or community center: Safety and Trust. I capitalized these words because without them any effort will not succeed. By co-creating this space with the community through community engagement activities, focus groups, and/or surveys, the city will be building a relationship of trust while embracing diversity. What should this place offer? It must offer basic services and resources, such as information regarding public transportation and healthcare resources; It should offer workshops to inform and educate community members on important topics; It should be a safe place for everyone who seeks help, and it should provide volunteering opportunities for the youth and others. Language must be considered as well. In addition to the practical services that a cultural community center must offer, it should also be a place to hold or plan events that are important to community members. For example, celebrating the Hispanic Heritage Month, El Grito, Day of the Dead shrine contest, these are all activities that the Latino Community will welcome.

Conclusion

The implementation of the focus groups for the purpose of this project was to provide information regarding the concept of Middle-Housing and how this concept relates to the City of Wilsonville's current and future urban developments. Everyone learned much more through the open conversations. First and foremost, the City learned that the essence of the Latino Community is based on a strong sense of family and community, as well as a genuine believe that everyone should be included in the decision-making process, particularly when it relates to housing, nature, green spaces, and opportunities to thrive.

Participants also expressed the need to create a cultural center that welcomes everyone, and provides a safe space to gather, to celebrate and/or to search for resources, such as jobs, ESL classes, health insurance, transportation, and professional development opportunities.

Another important takeaway from our community engagement activities is that the concept of Middle-Housing is unknown to many, more so HB 2001. We provided the relevant information, and answered questions to make sure all attendees understood the opportunities that implementing HB 2001 would mean for the future of Wilsonville.

Participants learned that Wilsonville has much to offer in terms of jobs and education opportunities.

However, housing is not affordable for most. HB 2001 provides hope for many community members that in the near future they will be able to live in the same city where they work.

Participants were open and candid, grateful to be there, and to have been invited to be part of the process. Most of them dream to someday become a homeowner. They learned about this concept, and we learned about their dreams.

Next Steps

Through our recent community engagement activities, the City of Wilsonville has begun to build a bridge with members of the community who had been marginalized for too long. Their feedback is essential to the planning process of urban development of the city, as it is also imperative to continue strengthening the relationships with community members of diverse background, and with community organizations that represent them.

Moving forward, participants will continue to be informed of any new developments, and most importantly, they will be updated on how their participation and feedback is being considered during the planning process of future developments by the City of Wilsonville.

Acknowledgments

from Mariana Valenzuela, Director Community Partnerships and Advocacy

I want to express my gratitude to the City of Wilsonville, particularly to Dan Pauly, for giving us the opportunity to work on this community engagement project with members of the Latinx Community. I am particularly grateful to the thirty-five participants who attended, shared openly their stories, and provided

valuable information regarding their experiences with housing. I would also like to thank my colleagues at Centro, especially Anna Bird who provided support in advertising and promoting each event. It has been a rewarding experience thanks to all of you who have been part of this project.

Future of Wilsonville's Neighborhoods

SURVEY RESPONSE REPORT

19 July 2019 - 18 April 2021

PROJECT NAME:

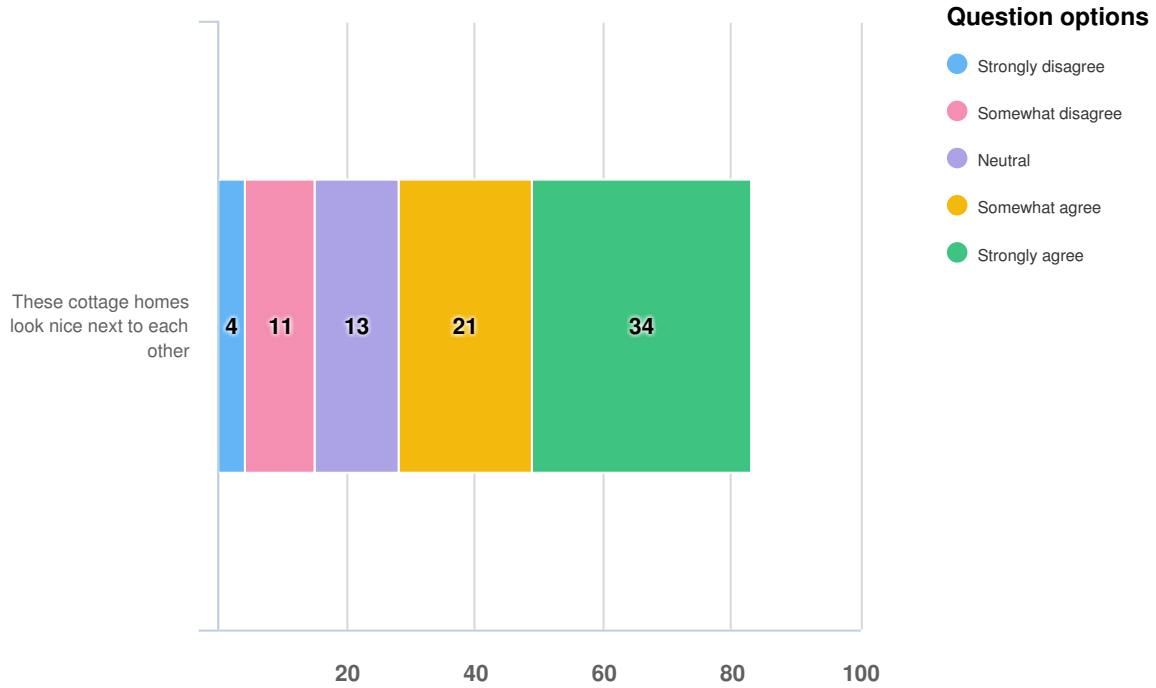
Middle Housing in Wilsonville Project





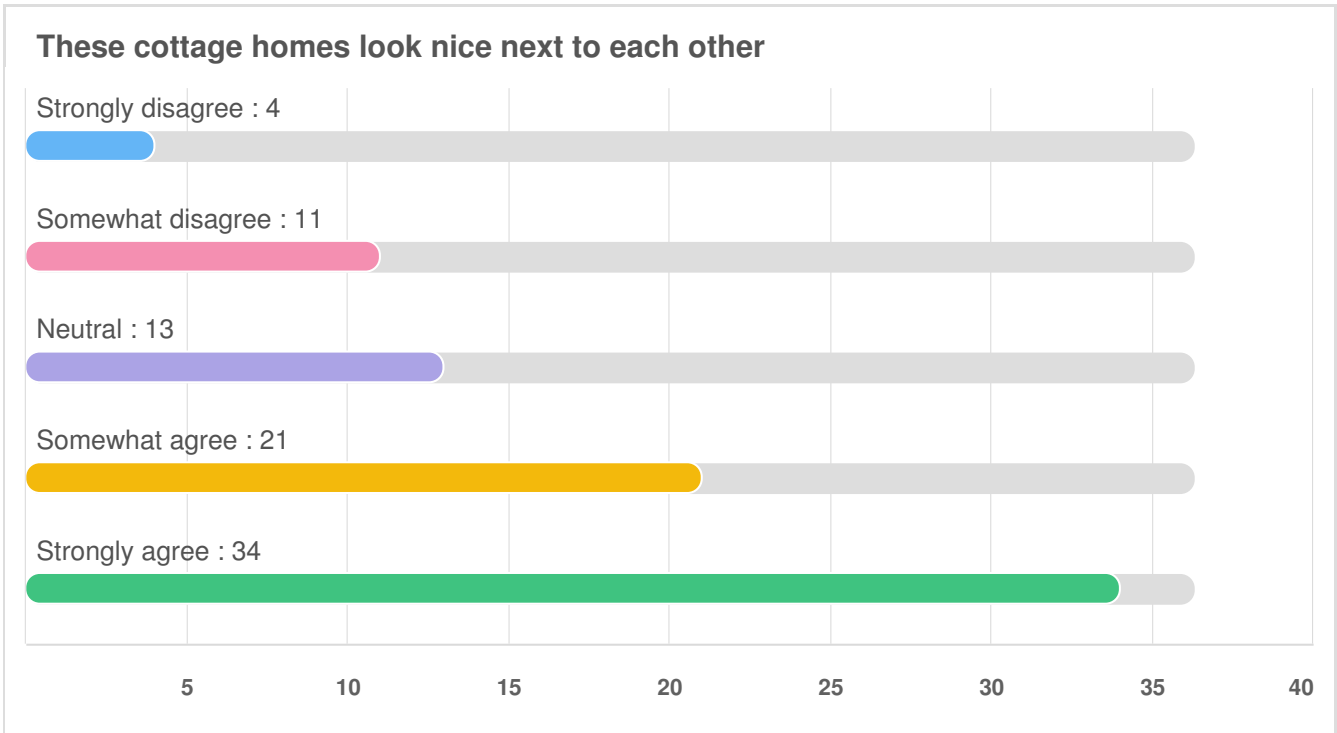
SURVEY QUESTIONS

Q1 | These cottage homes look nice next to each other

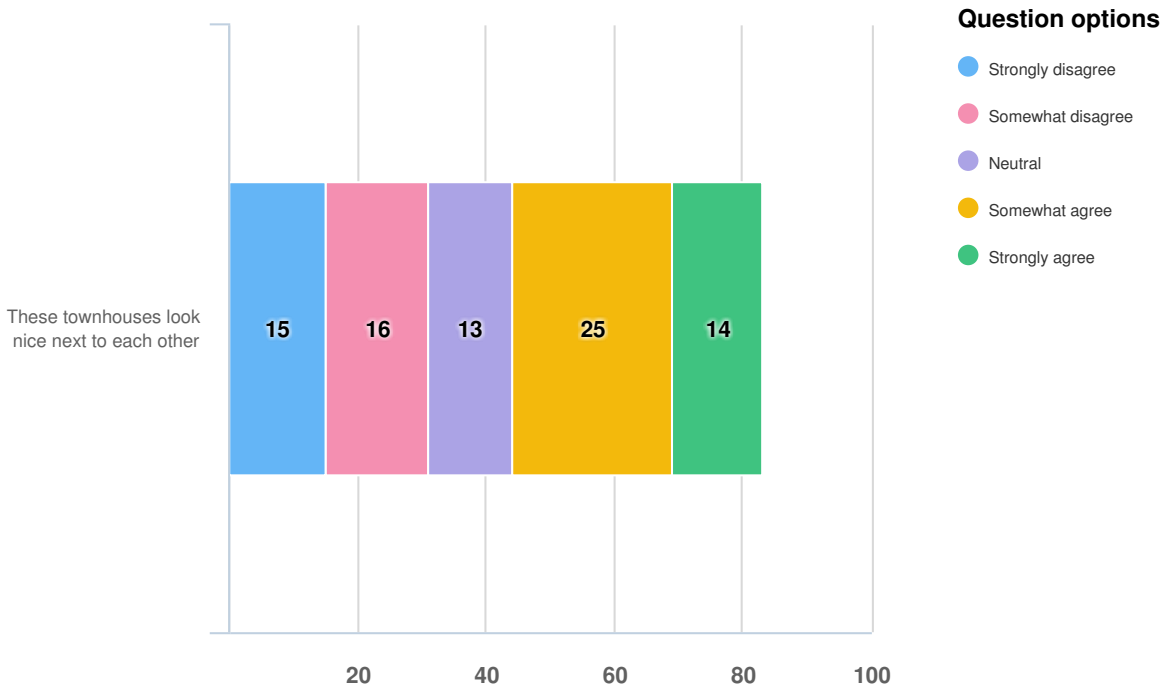


Mandatory Question (83 response(s))
Question type: Likert Question



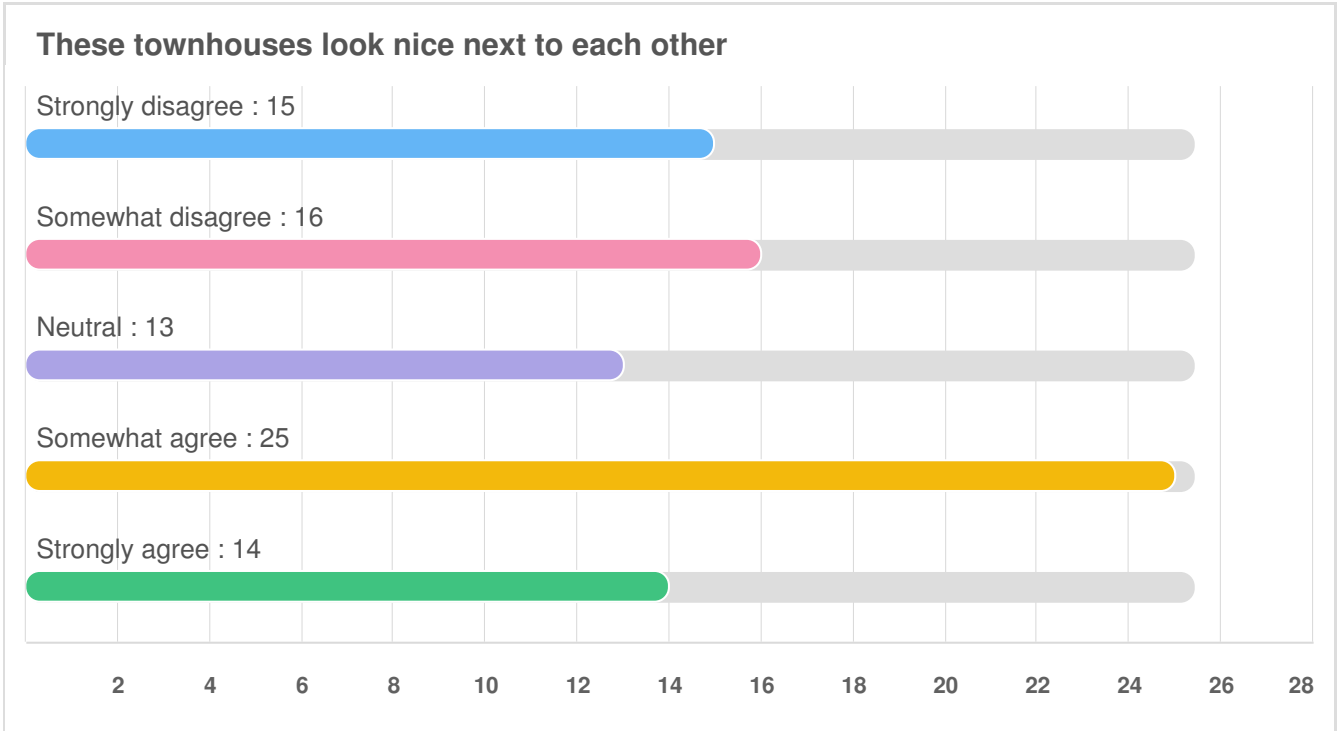


Q2 These townhouses look nice next to each other

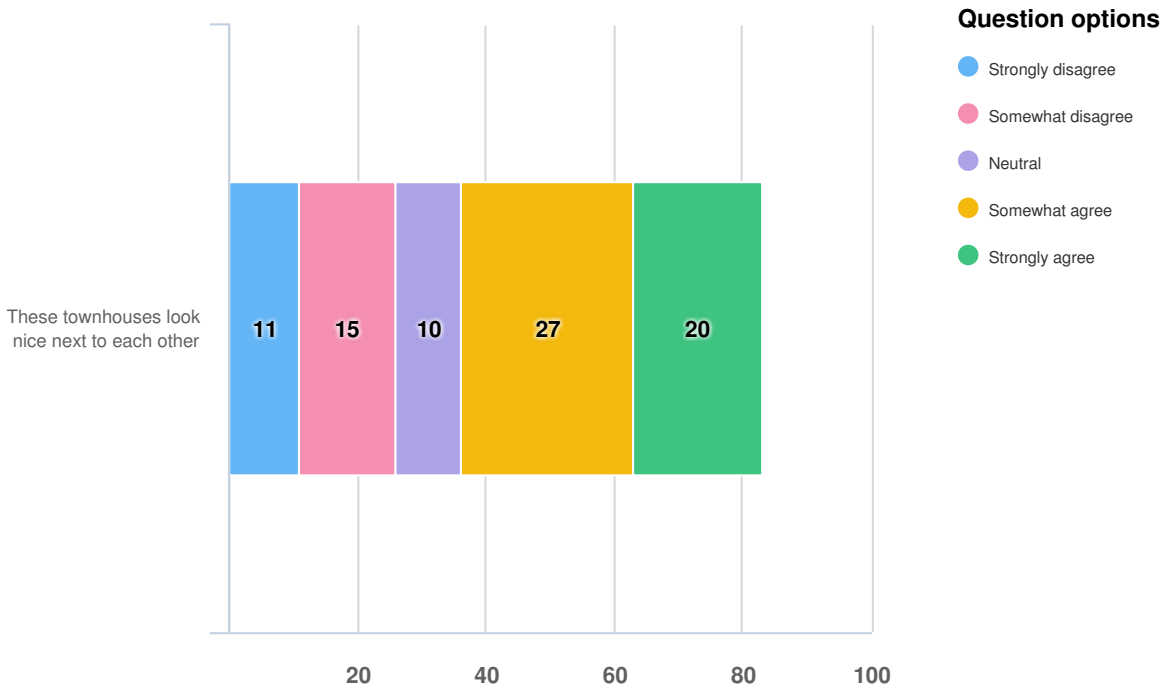


Mandatory Question (83 response(s))
Question type: Likert Question



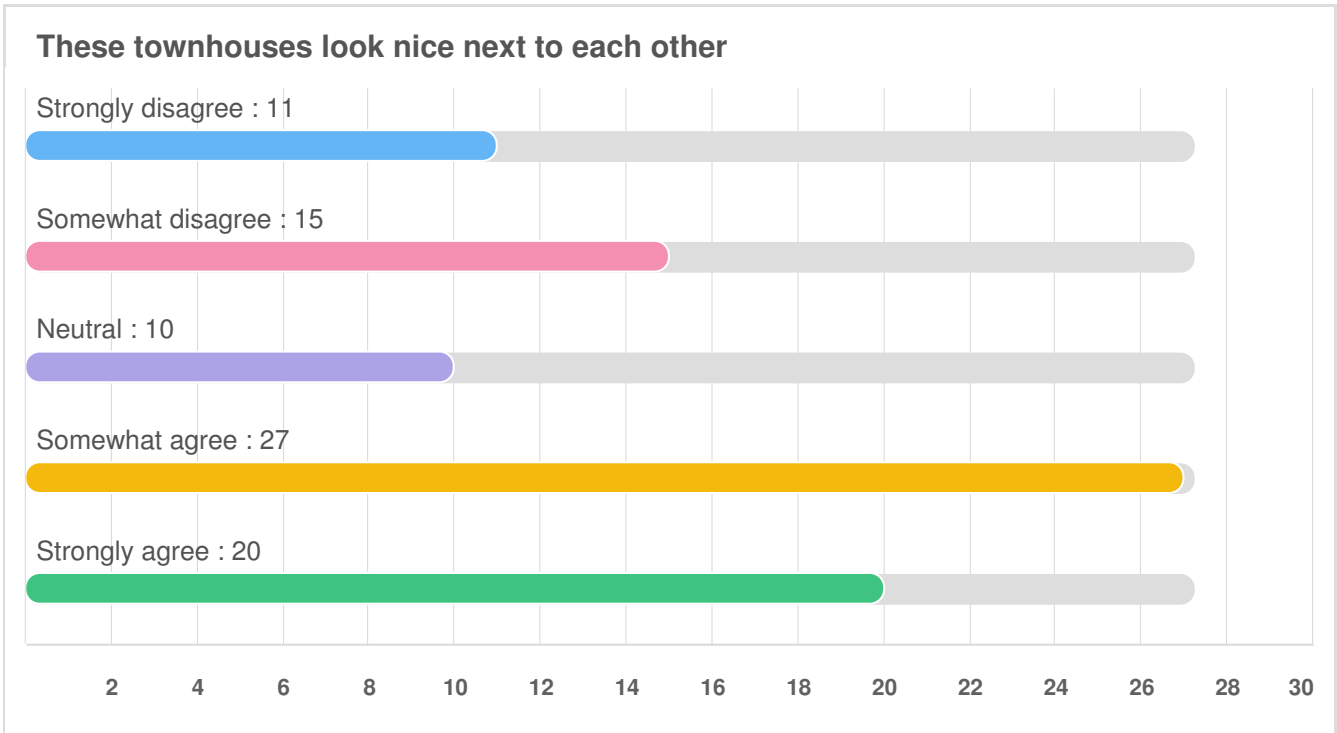


Q3 These townhouses look nice next to each other

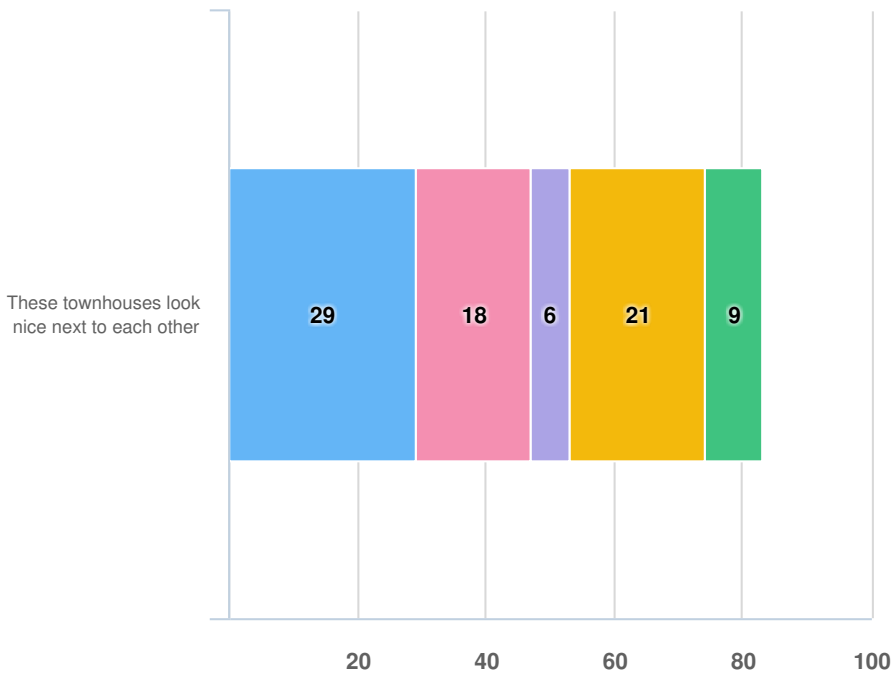


Mandatory Question (83 response(s))
Question type: Likert Question





Q4 These townhouses look nice next to each other

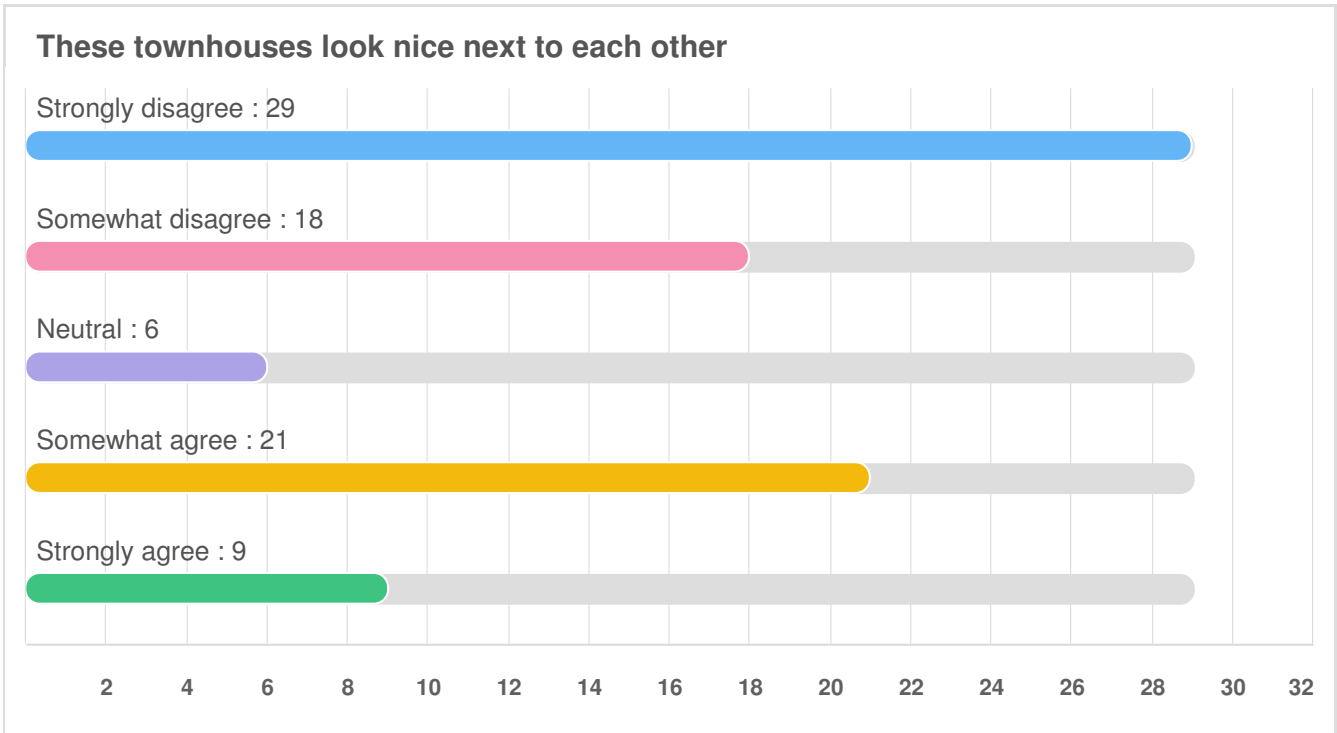


Question options

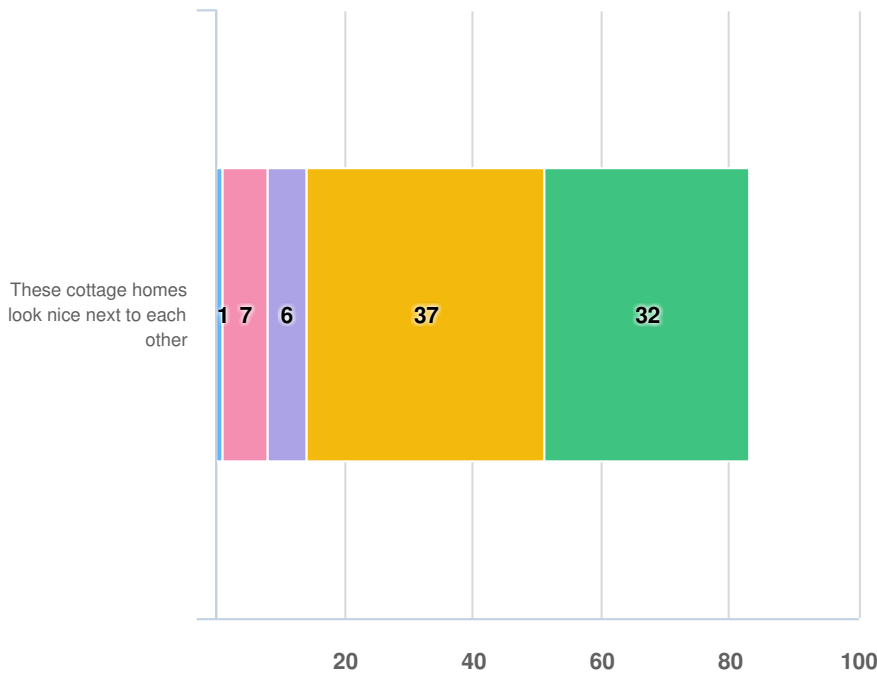
- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



Mandatory Question (83 response(s))
Question type: Likert Question



Q5 These cottage homes look nice next to each other

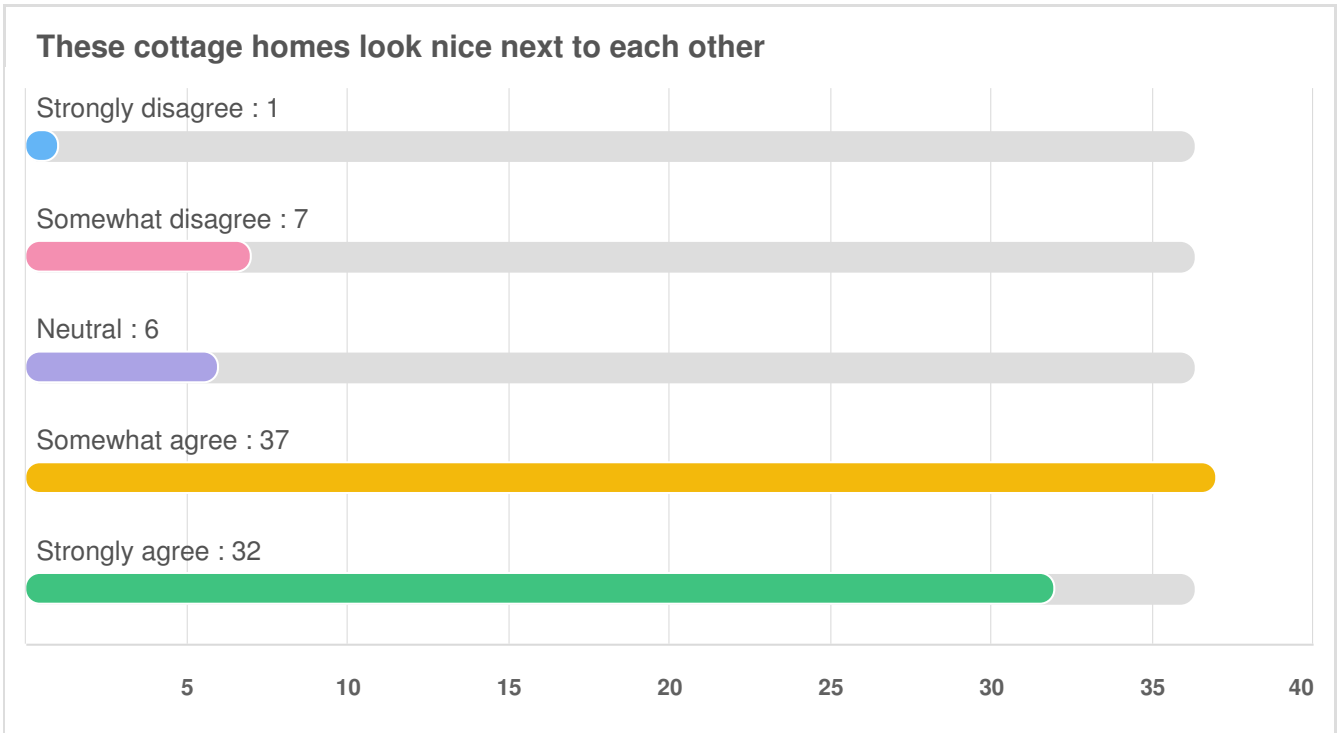


Question options

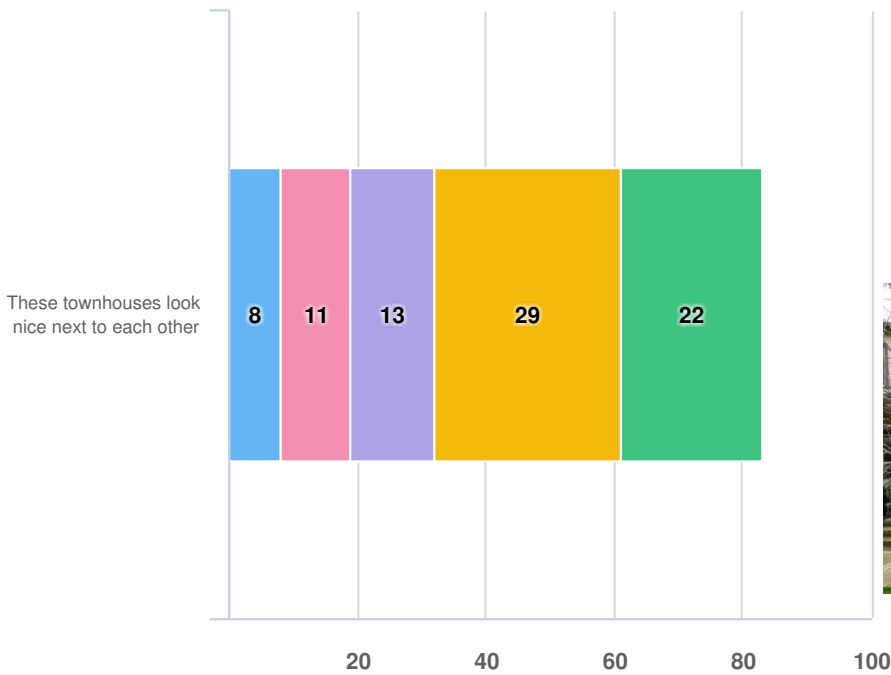
- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



Mandatory Question (83 response(s))
Question type: Likert Question



Q6 These townhouses look nice next to each other

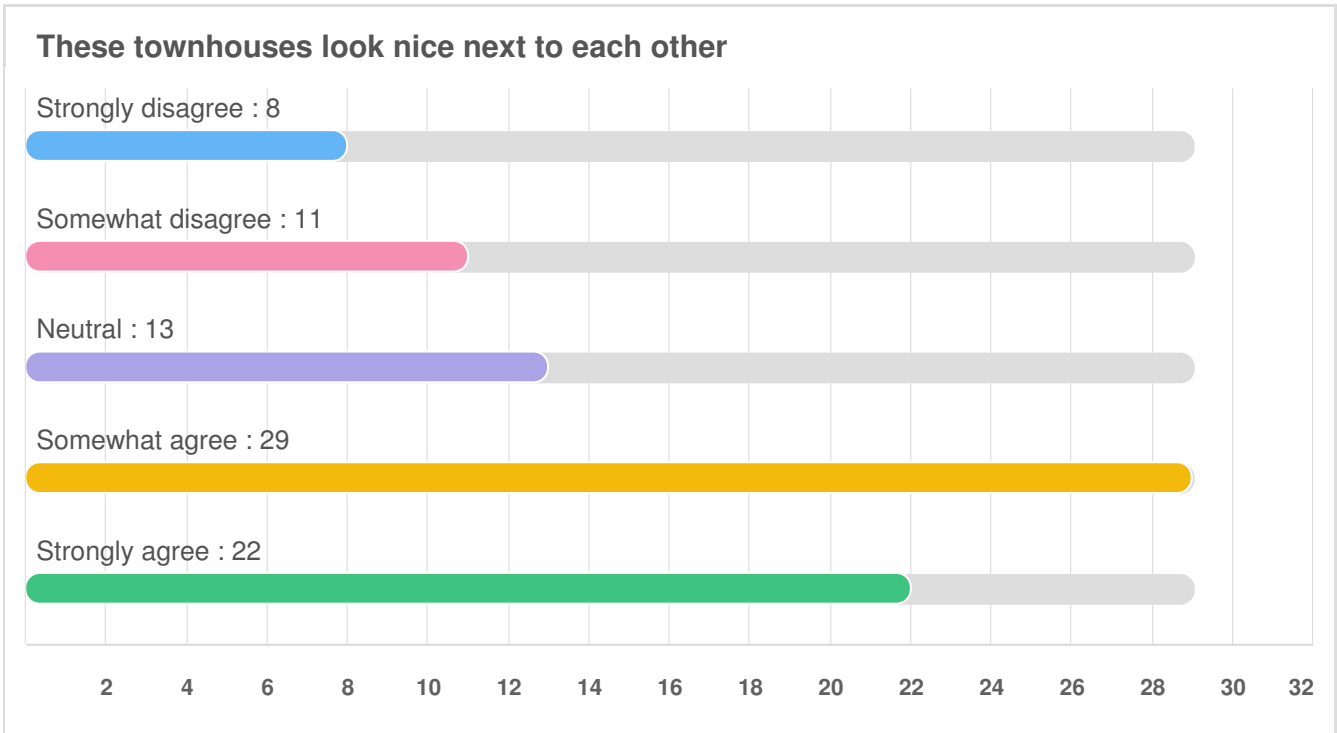


Question options

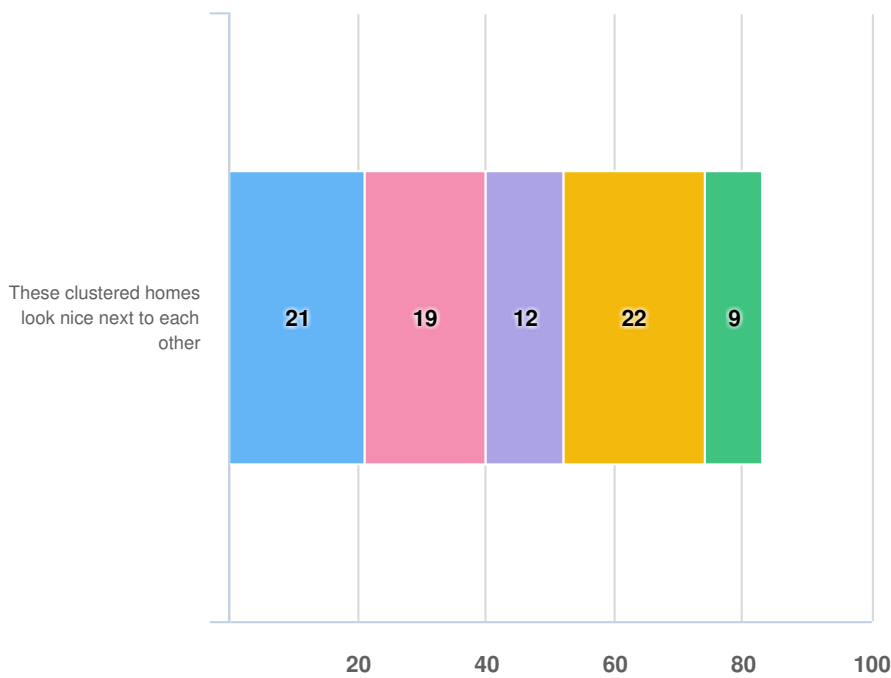
- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



Mandatory Question (83 response(s))
Question type: Likert Question



Q7 These clustered homes look nice next to each other

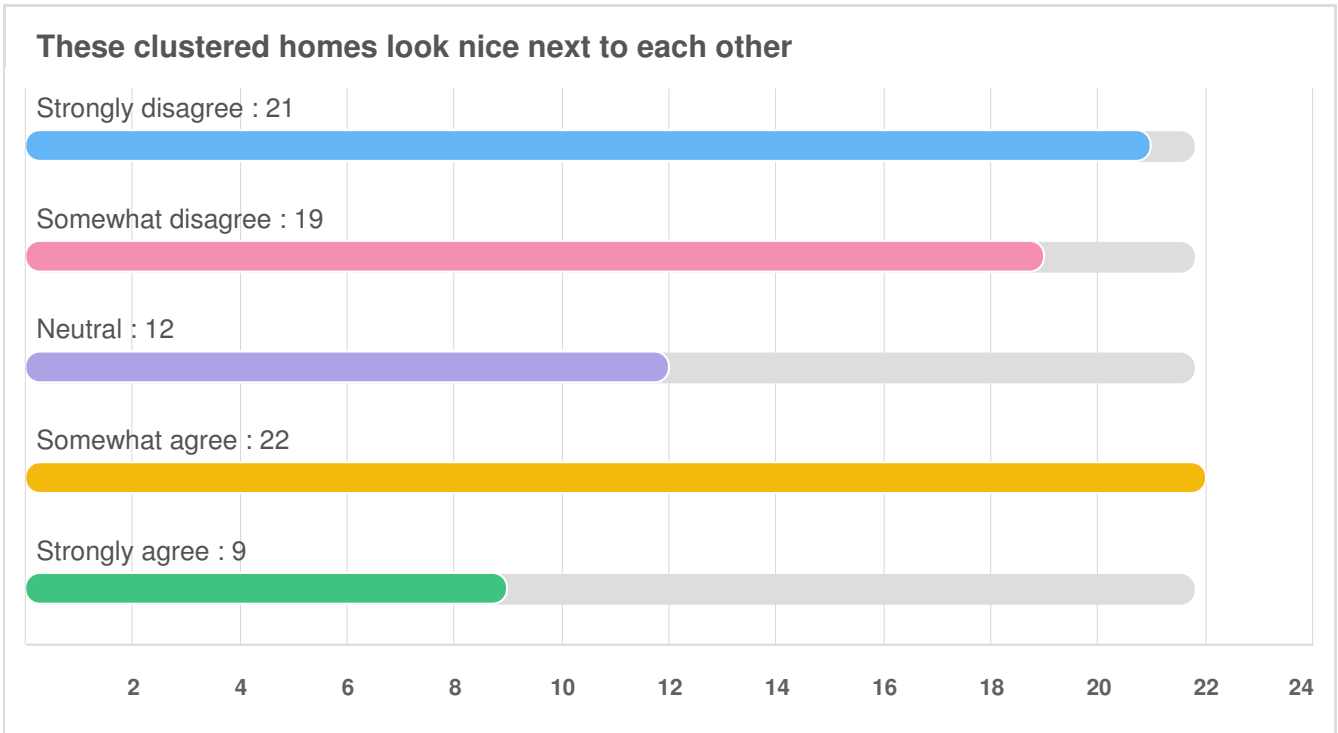


Question options

- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



Mandatory Question (83 response(s))
Question type: Likert Question



Q8 Explain or add comments about your answers to above questions 1-7 regarding neighboring homes (optional)

Generally, I prefer complementary colors over a whitewashed look. The versions i liked also seemed to have a few more landscaping details.

Attached townhomes okay. Detached should not be so close to each other.

Using different paint colors for each unit would make me like these better.

There needs to be adequate garage and driveway space in order to ensure the other parts of the neighborhood are not littered with on-street cars.

Don't make it look too similar Mix it up!

Cottage houses look nice as the break between buildings create a better aesthetic appearance. What I don't like is seeing houses that are "flat" (at same depths) or uniform.

I must admit a preference for detached/cottage style homes, which I know is not always feasible. When that's not possible, the connected townhome style homes should be visually distinct from bordering neighbors (at least in color, if not also in other façade work)

should look like separate homes as much as can be

I'm a strong advocate against townhome or cluster homes. I believe that outdoor space is just as important as indoor space. And privacy is crucial too. Not sharing walls is ideal.

I feel after the large neighborhood fires this town has experienced there

should be more spacing between the homes. I feel like cramming people into an area is placing lives at risk and that the politicians are just trying to increase property ownership and voting population instead of doing the right thing and protecting the citizens of the town. Plus this devalues the existing homes for the community. Why are we worried about appearance and not about the economy for the current residents. We need a better road system, more local jobs that are not minimum wage, we need a hospital, there are basic structures missing in this town and we are worried how houses look. Please the focus is off here. Please re-evaluate priorities. Let us fix the existing problems before we add to the population and pressure. In the last 20-years I have grown more and more disappointed in how the growth of this town has been handled and surveys like this just prove the big picture is not being evaluated. It is all about new residents and nothing for those of us that already live here.

I prefer the look when they are set back from the curb/street. Also, I don't think they need to resemble each other necessarily, but I know I'm likely in the minority there. I am aware that it is cost prohibitive, but more space between homes is truly wonderful for privacy, noise, outdoor area, etc.

I am not a big fan of adjoining homes. Besides looking big and boxy I think they could be a fire hazard to the occupants.

I don't have strong opinions on any. The setting seems as important as the structures.

We like the natural wood cabin feel,

feel natural and blends with the trees.

Personally I feel having no space around your neighbors just makes it look clunky and unappealing.

While these homes look nice next to each other, the true test is how they look next to homes that do NOT have the same design style. Not all of these style of homes would look appropriate (or nice) next to the variety of style of home options that are available.

I think a private back yard is more important than a front yard or porch. A private fenced backyard allows more options to enjoy family, friends and pets.

I am not sure why some did not look good next to each other; they just did not look right. Also, it was a little difficult choosing when I did not like the overall look of the design.

First design is the closest looking to a single-family home. With Wilsonville's density already high and parking has been a major issue for years, not packing and stacking homes directly on top of one another is a major plus. When Hathaway and Berkshire apt complexes were built the Meadows homeowners were told that there were be NO STREET PARKING on Meadows Loop from apt residents. For years you cannot have two large vehicles (a school bus or a delivery truck) be able to pass one another on that 3 blocks of Meadows Loop b/c of the cars parked on either side of the street. There is a great demand for single-family homes but for years city government seems focused on pursuing Metro high-density policies.

I don't like houses together that look exactly alike

Architectural details that complement rather than match (replicate) in row homes would be great... the same look repeated monotonously is not a great look - we can do better.

I don't like the cookie cutter look, where every house looks identical. The houses are all too close together. I don't like "alley" homes.

Detached houses preserve (at least a little bit) of the feeling of single family homes. Endless rows of townhouses with shared walls starts to feel more like apartments buildings. Too much of that makes the neighborhood less desirable.

I prefer #1. Although small, they look like houses, not apartments #2 is OK. Actually it looks pretty good for a rowhouse.

Do we need to use more land in housing still in WV?

"Nice" is a little distance between neighbors. We live in the suburbs for this reason. Don't let the density fanatics ruin wilsonville.

Stop cramming people in like sardines. This so-called affordable housing is more expensive than my single family home with 4 bedrooms and a backyard! I couldn't even get a VA loan to cover the cost of these because they are too expensive. The only people who can afford it are landlords who come in and scoop them up, charge outrageous rent, discriminate against applicants, and make it so a family can't make it a home by having so many rules you are afraid to even sit down inside. No

room for a pet or landlords won't let you have one. They come with crazy HOA fees and rules (Villebois). How is that affordable? Why does affordable housing mean living on top of each other? Lower income people don't deserve to have privacy? Stop destroying natural resources by building [REDACTED] housing. I have to ask permission and pay a fee just to have a single tree removed/replaced on my property but bring in these corporate douchebags and their [REDACTED] homes and we change all the rules for them and even pay them to do so. I hate that Wilsonville is getting rid of its small town vibe and putting up ridiculous housing. I would live in Portland if I wanted that [REDACTED]

Each unit should stand out with individual characteristics so it easy do distinguish one home from the other while coordinating. Also they should not look generic next to each other. Also where the semi-detach or duplex options. Homes attached by shared garages walls decrease complaints about neighbors noise and vibrations. It also feels more single detached but takes up less space.

No more density. Give people a little space and separation.

Lawns/green spaces are so important for human beings. Car-centric housing is unappealing. Townhouses #2 is atrocious: heat in summer rising up, car fumes right outside windows--ugh. Put yourself in these homes: you'd want your own yard; a different color house/apt from your neighbor, privacy on your front porch. #5 Cottage homes is the best. #1 houses have non-private front

porches.

Where are the garages for many of these? Not everyone has access to mass transit at work and not everyone works and lives in Wilsonville. In addition, from what I have seen built locally,, many of the "back door" type garages on these "townhome" style properties are so tight and small, not even my moderate Subaru would be able to access them. We have two or three cars at times, no place to park many of them in these "homes" either. We need affordable housing that also has parking/garages that for real cars. Not for storage.

The more variety in color and getting away from bland neutral beige makes it more appealing looking. Clusters of 3-4 townhomes look okay. Anything more than 4 looks really bad and makes it feel dumpy

I prefer homes that have a least a small space in between other homes, but if homes are connected, I prefer a more style that looks more natural with earthen tones and native landscaping.

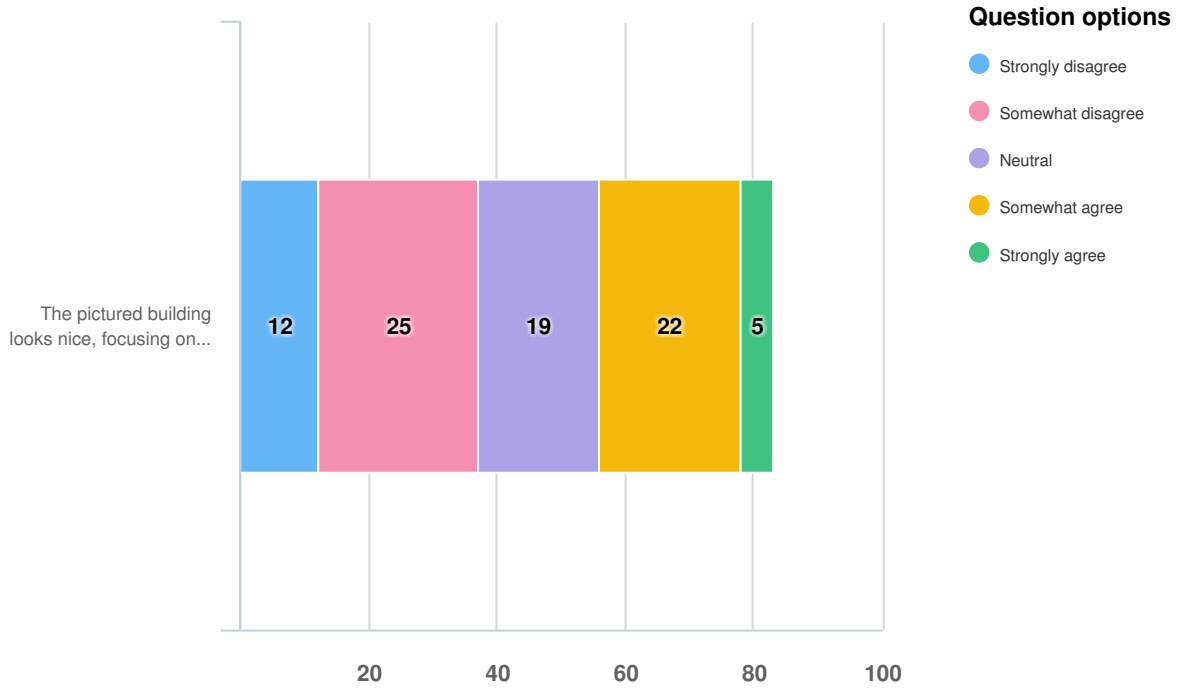
I don't like it when the same design repeats over and over like a stamp. I realize this is cheaper to design, but it's visually boring. Also, I think very classic designs age better. One of the things I like about Wilsonville is that the housing doesn't look like it was built to just make a quick buck as soon as possible.

they are too close together. no privacy or space or yard.

Optional question (35 response(s), 48 skipped)

Question type: Essay Question

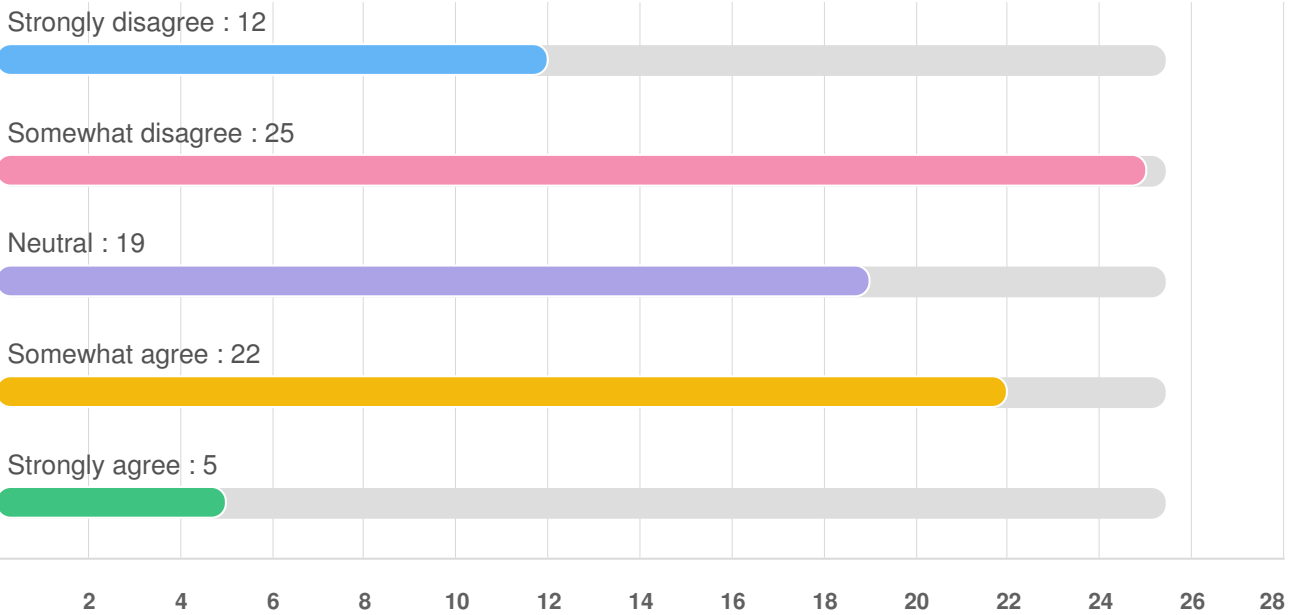
Q9 The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



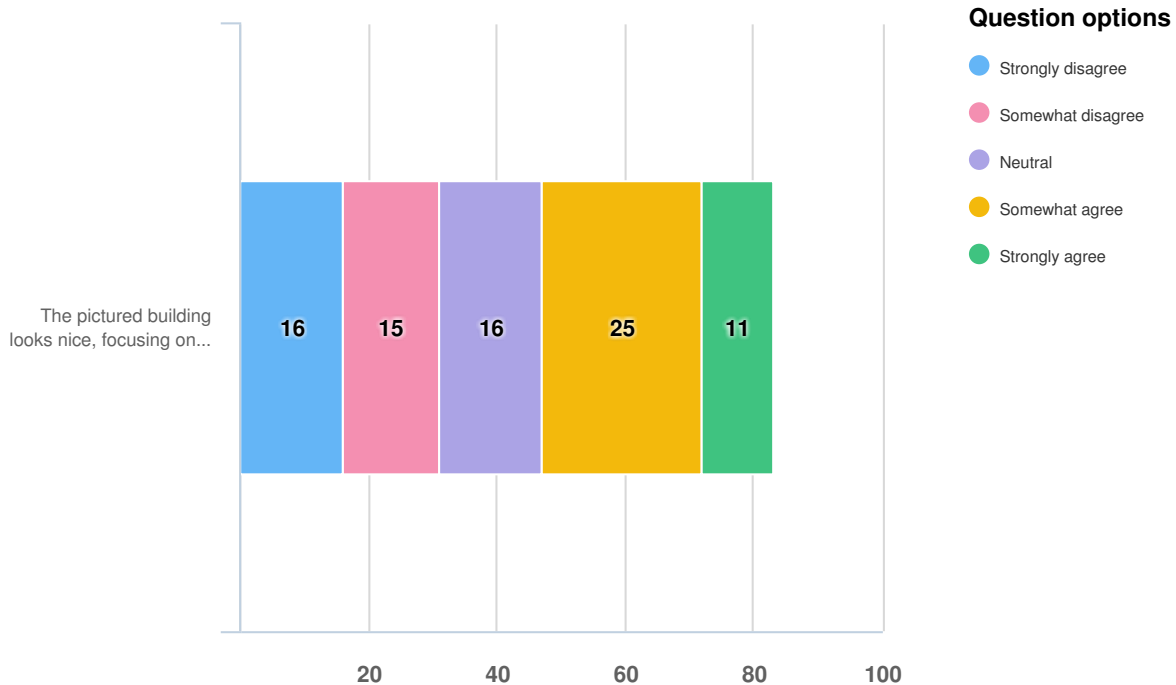
Mandatory Question (83 response(s))
Question type: Likert Question



The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



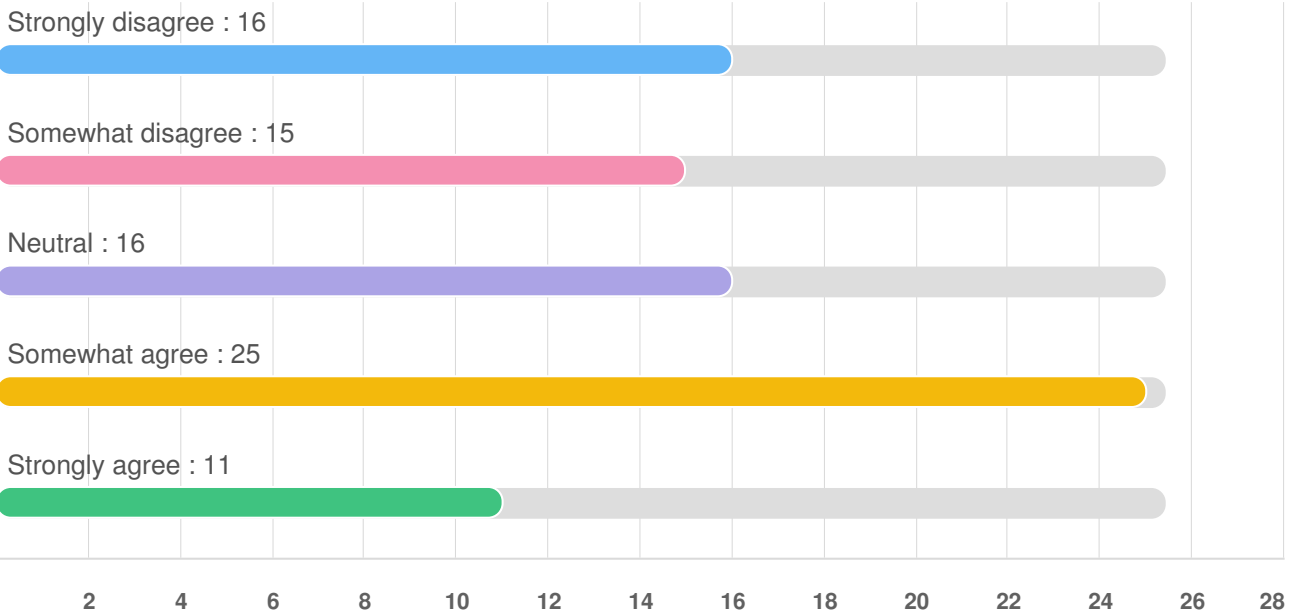
Q10 The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Mandatory Question (83 response(s))
Question type: Likert Question

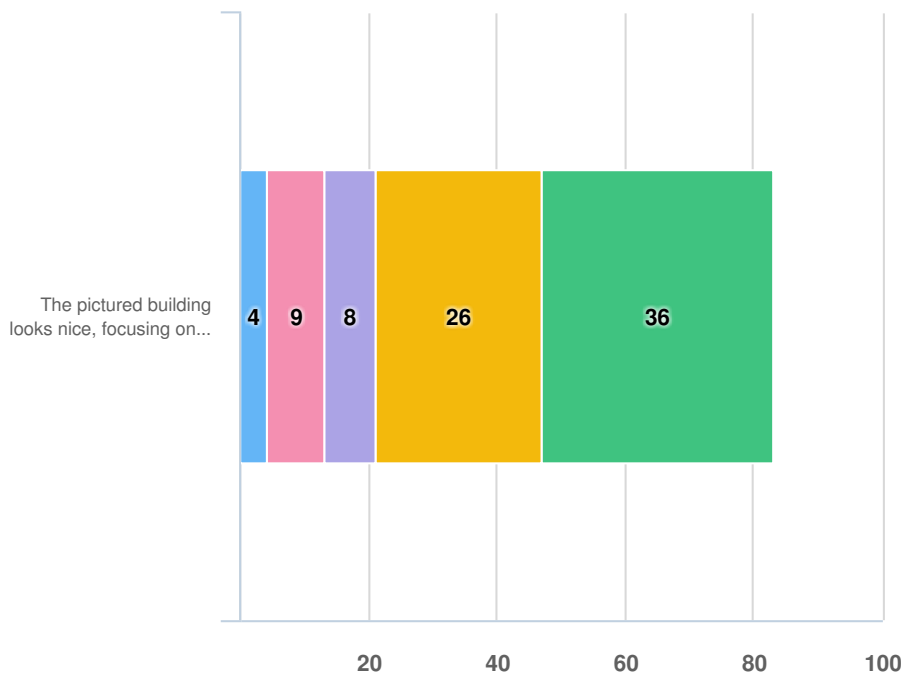


The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q11

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



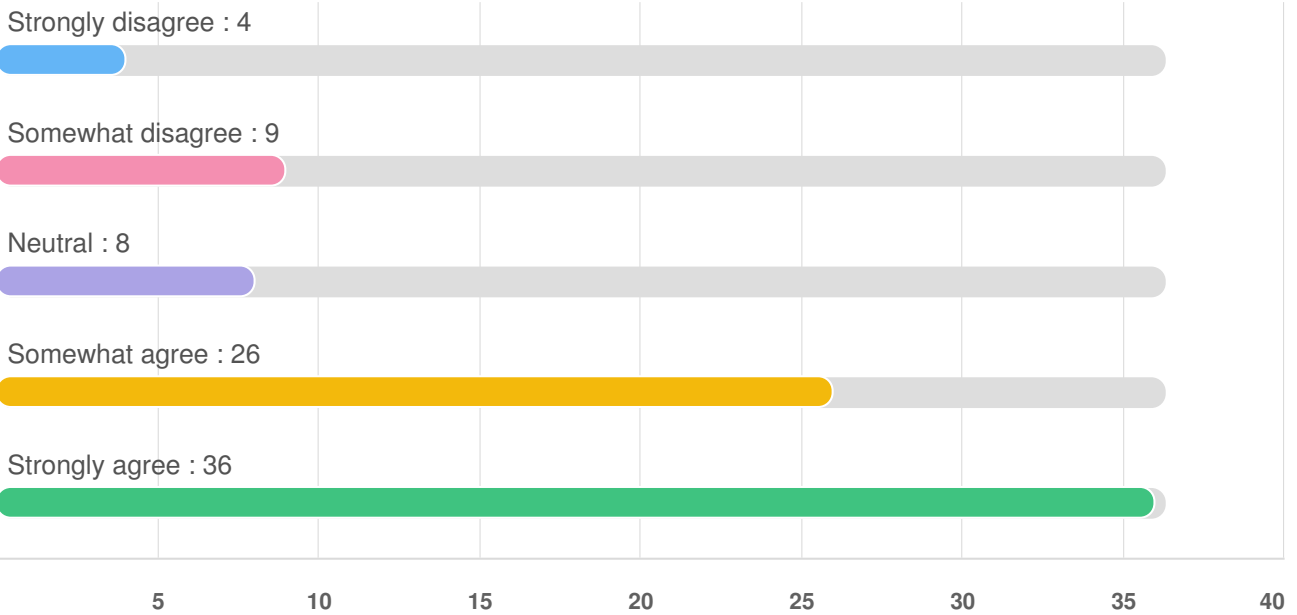
Question options

- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree

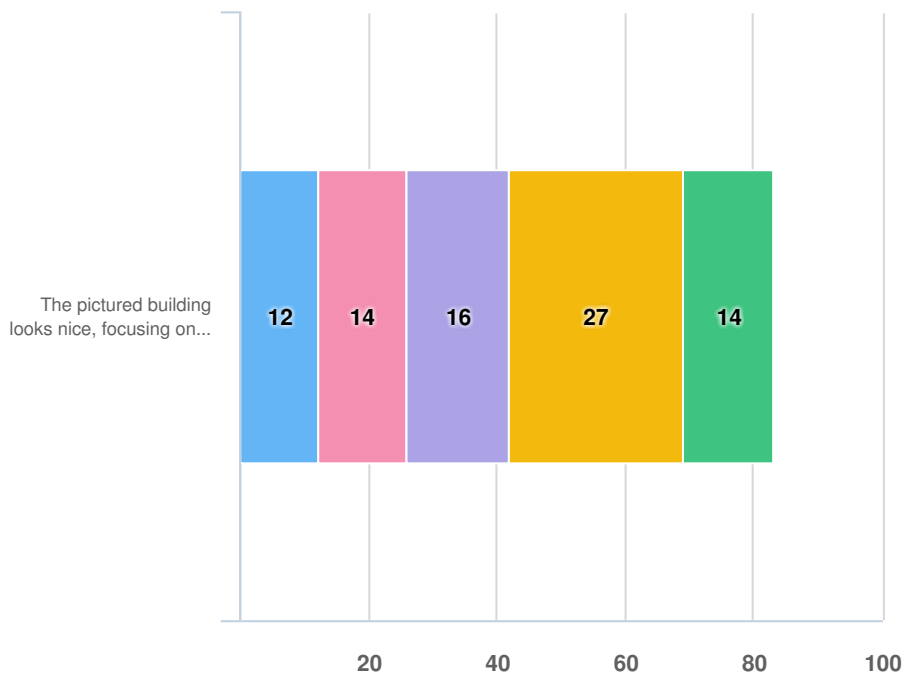


Mandatory Question (83 response(s))
Question type: Likert Question

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q12 The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



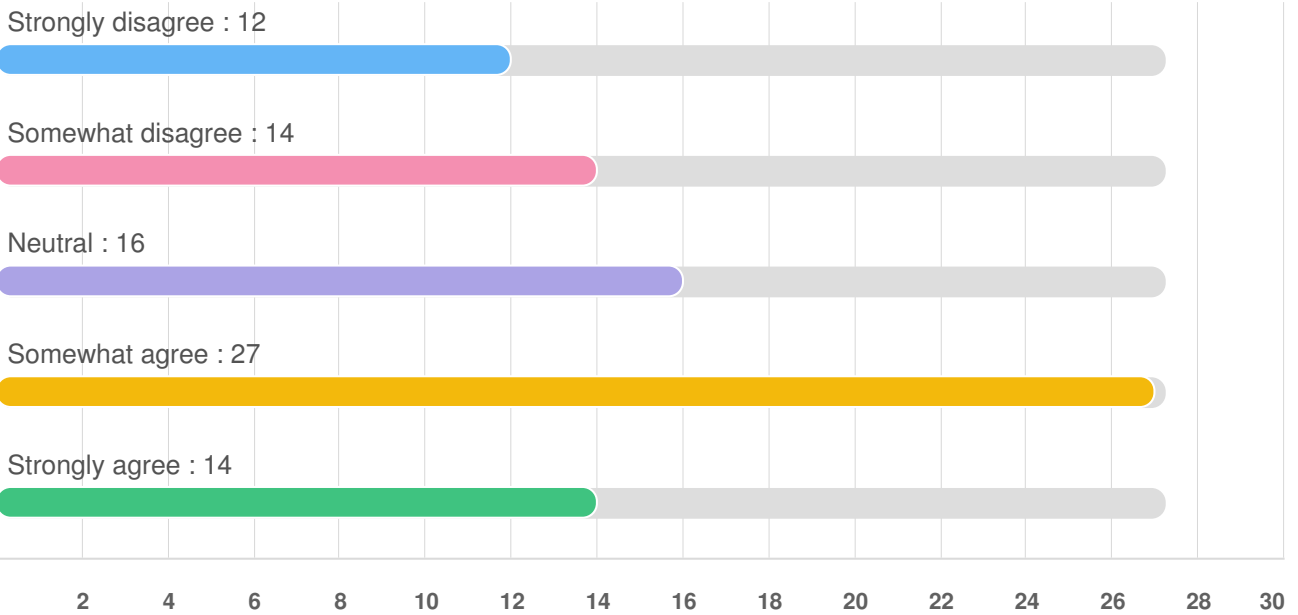
Question options

- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree

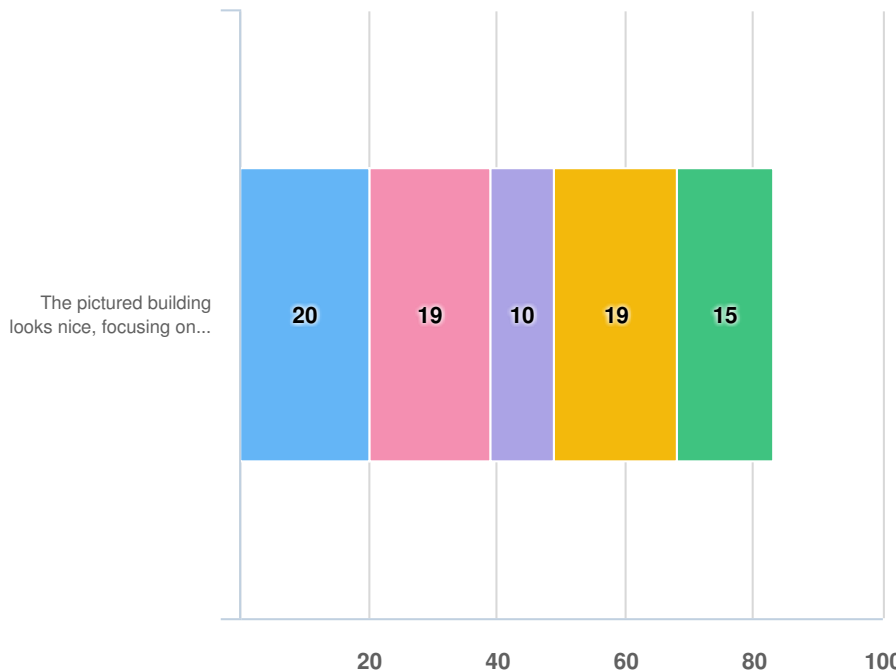


Mandatory Question (83 response(s))
Question type: Likert Question

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q13 The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.

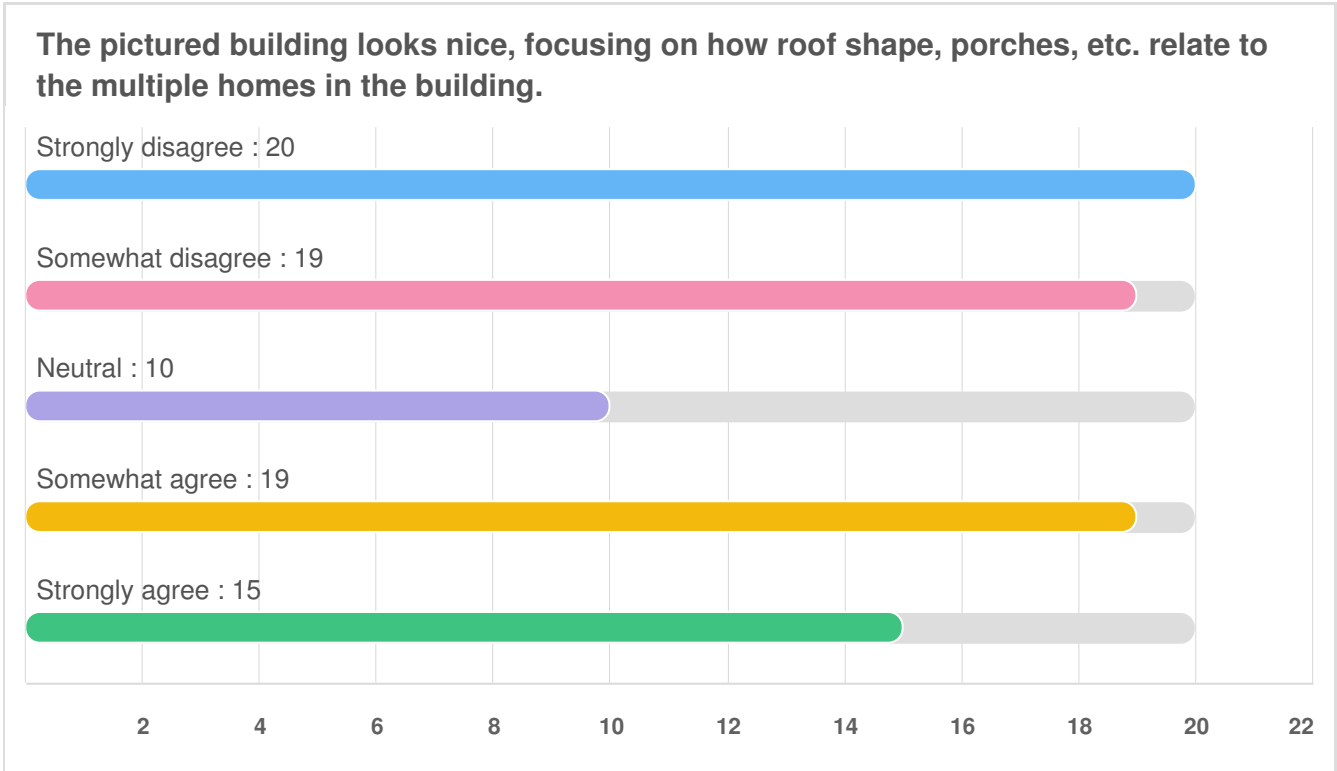


Question options

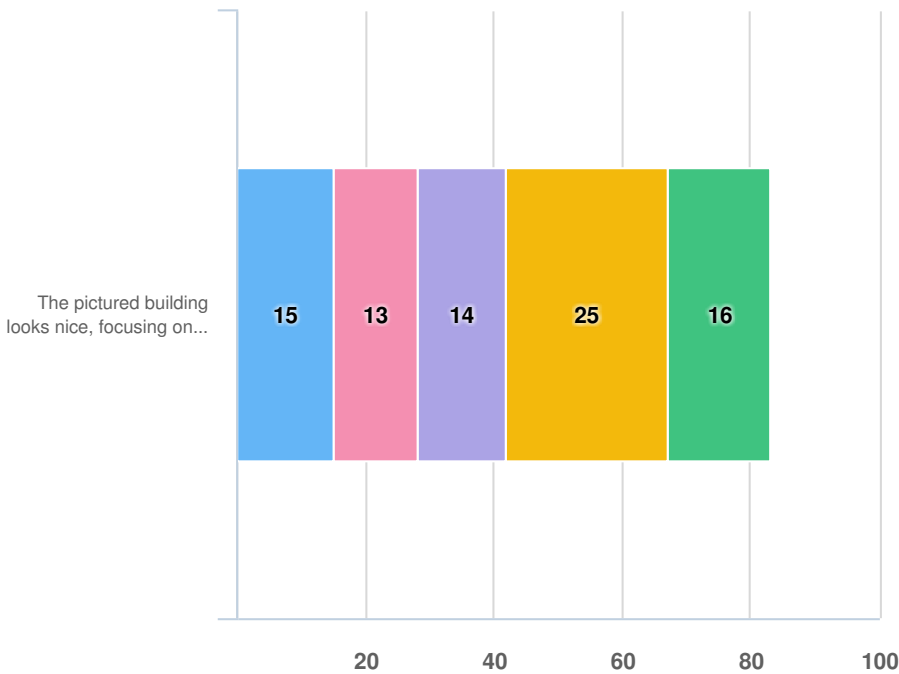
- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



Mandatory Question (83 response(s))
Question type: Likert Question



Q14 The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



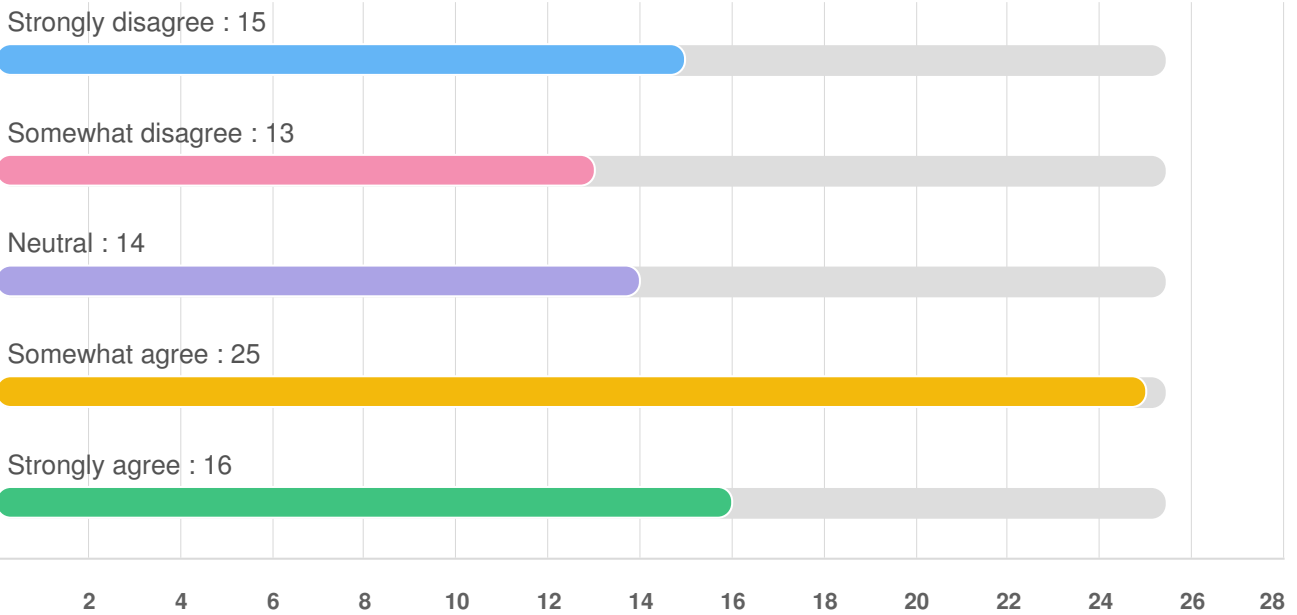
Question options

- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree

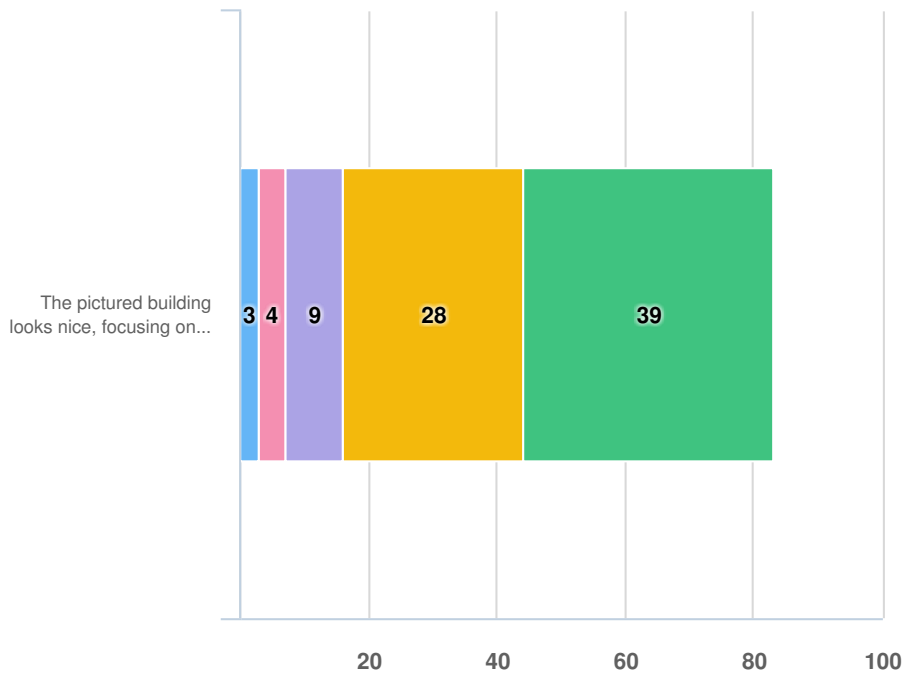


Mandatory Question (83 response(s))
Question type: Likert Question

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q15 The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



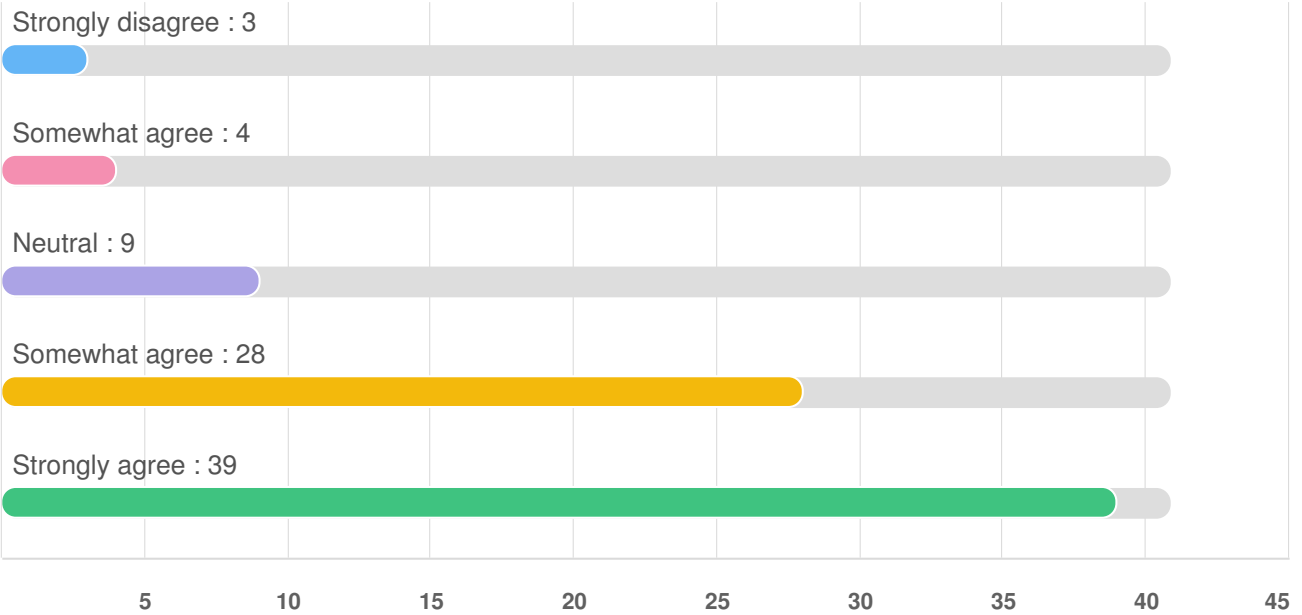
Question options

- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



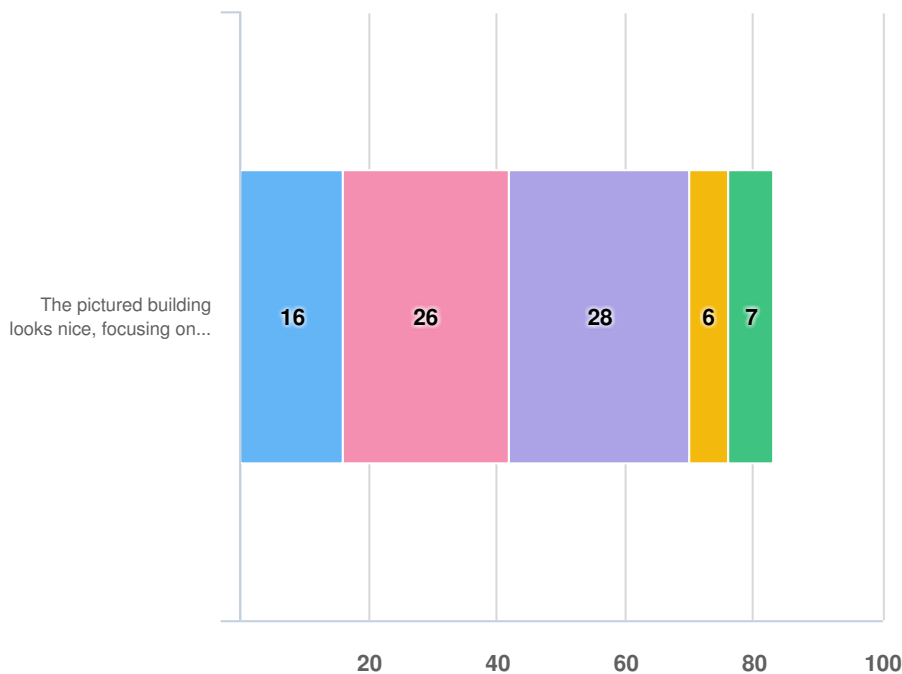
Mandatory Question (83 response(s))
Question type: Likert Question

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q16

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



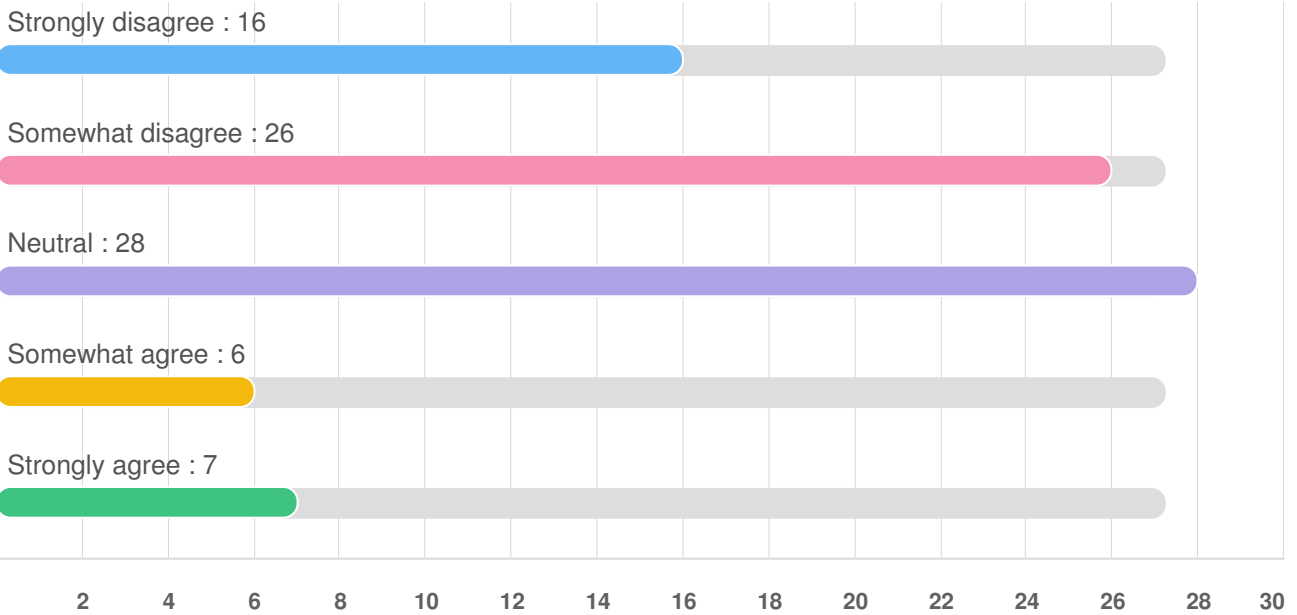
Question options

- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree

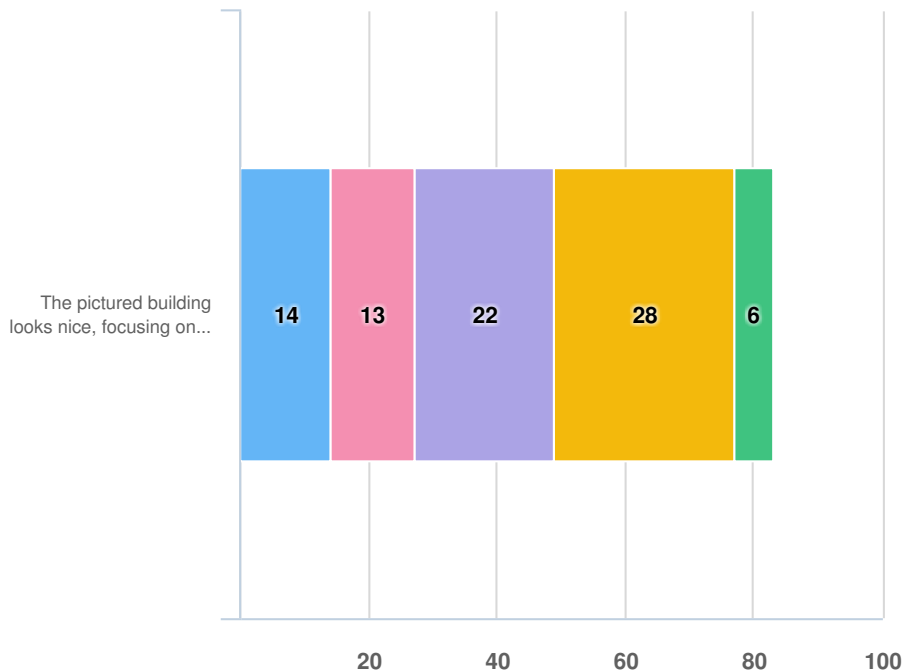


Mandatory Question (83 response(s))
Question type: Likert Question

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q17 The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



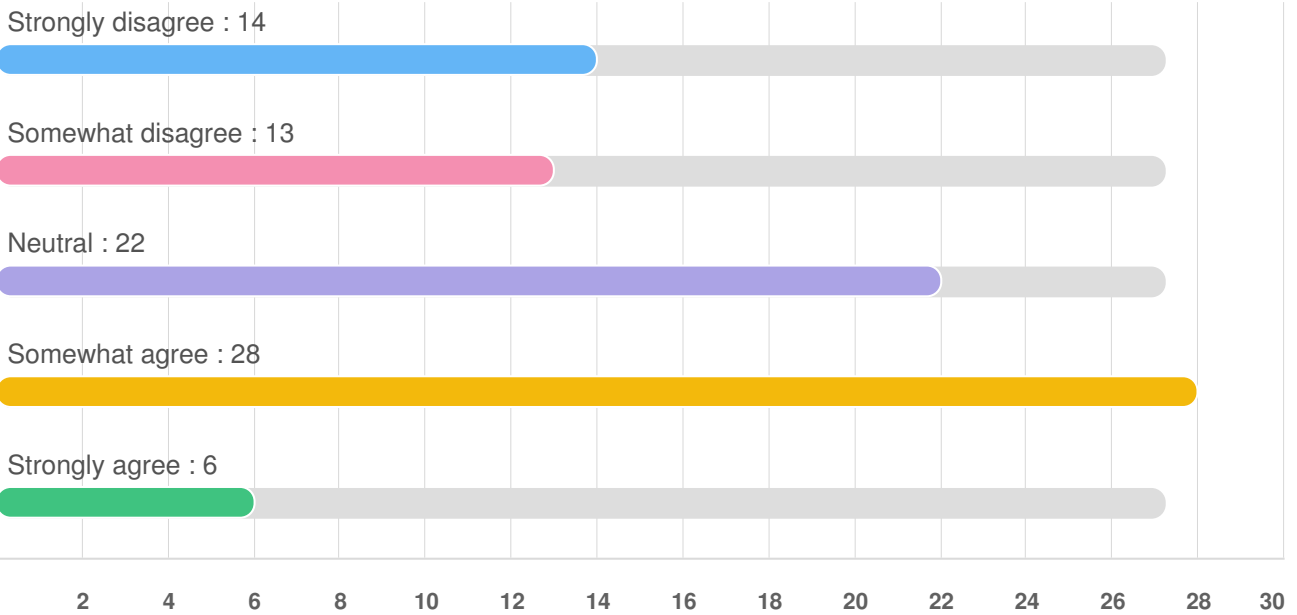
Question options

- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



Mandatory Question (83 response(s))
Question type: Likert Question

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q18 Explain or add comments about your answers to above questions 9-17 regarding multi-unit building design (optional)

9 & 10 are decades old contemporary design. Zero creativity nor character.

Don't like same roof lines. Really like the one with the garages between the units.

Most of these buildings are functionally inadequate due to the lack of off-street parking. Making sure all designs are livable, i.e., that occupant vehicles can be parked on the lot, needs to be made a priority.

I don't think uniformity looks good for these houses, when there is a difference in setbacks or roof/porch differences it promotes a better visual experience in my opinion.

Multihome units make the homes look cheap. It cheapens the look of

the community. Please stop designing neighborhoods that are dangerous and that devalue the property value for existing home owners. This is ridiculous. There is not thought by the planning committee here.

The duplexes look particularly nice when symmetrical. The arrangement of multiple units to look like a large home looks quite busy.

Some duplexes can look like larger single family homes

Ditto on few strong opinions. I like #15 due to combination of chimneys and offset of the houses - looks less like a mirror image.

We selected ones that feel blend with the style of homes we already have in the area.

Space and distance of entrances for neighbors helps reduce sounds when coming and going.

I did not like No. 14 because the garage doors were way too prominent.

The less high-density looking the better....

11 and 15 are the best options presented because of their appearance to be one house but divided into two. A street that had many different architectural details but with each multiple unit building appearing as one would be a huge selling point to our community and future buyers!

I will NEVER prefer multi-unit buildings, and I do not want to live in a town that had too much of it. When Wilsonville goes more in this

direction... then Wilsonville is no longer where I want to live.

#11 works for me. A throwback for sure but interesting architecturally.

Yards and offstreet parking matter
10x > roof shape.

Stop cramming people in like sardines. This so-called affordable housing is more expensive than my single family home with 4 bedrooms and a backyard! I couldn't even get a VA loan to cover the cost of these because they are too expensive. The only people who can afford it are landlords who come in and scoop them up, charge outrageous rent, discriminate against applicants, and make it so a family can't make it a home by having so many rules you are afraid to even sit down inside. No room for a pet or landlords won't let you have one. They come with crazy HOA fees and rules (Villebois). How is that affordable? Why does affordable housing mean living on top of each other? Lower income people don't deserve to have privacy? Stop destroying natural resources by building [REDACTED] housing. I have to ask permission and pay a fee just to have a single tree removed/replaced on my property but bring in these corporate douchebags and their [REDACTED] homes and we change all the rules for them and even pay them to do so. I hate that Wilsonville is getting rid of its small town vibe and putting up ridiculous housing. I would live in Portland if I wanted that [REDACTED]

Porches give it more of a home feeling and helps create community. Some of the roof styles look outdated already.

#14 & 15 are the best: 14 allows privacy & respect for both residents. #16 looks like a converted gas station, #17 has too many houses hooked together; #13 is just odd: 2 arches @entry tells all "yes we are cheap/cramped"; 11 & 12 just look dopey. My apologies to architects. Understand it's cheaper to build one bldg, but one house exactly like the other reminds me of barracks on an army post.

Same answer as above> Where are the garages for many of these? Not everyone has access to mass transit at work and not everyone works and lives in Wilsonville. In addition, from what i have seen built locally,, many of the "back door" type garages on these "townhome" style properties are so tight and small, not even my moderate Subaru would be able to access them. We have two or three cars at times, no place to park many of them in these "homes" either. We need affordable housing that also has parking/garages that for real cars. Not for storage. Plus sharing walls is a pain for insurance and privacy.

Variance in the houses makes it look better. 4 exact same next to each other looks boring

I prefer the multi-unit building design in which each home has more a distinct roof, rather than one long roof over all of the units. Also, I prefer the design in which each home has feature that makes it obvious that it is a separate home, for instance a front yard fence and second story accents.

A couple of those don't look like multiple homes are in the building. Freak if I know how it's divided or

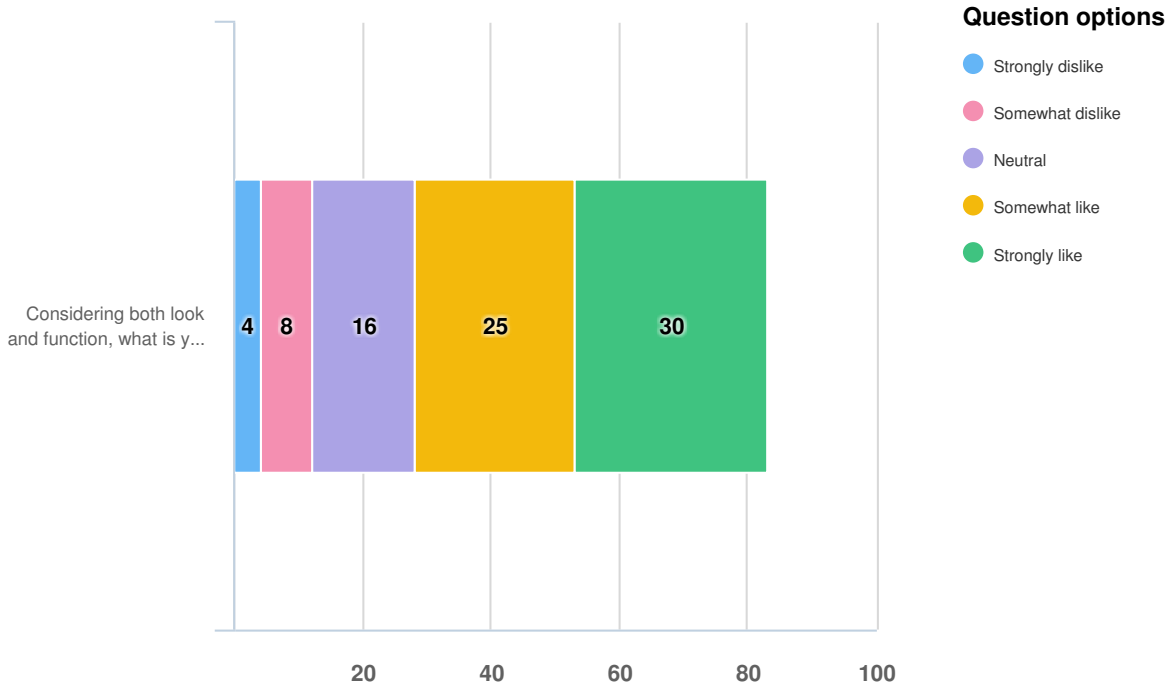
where.

I like it when it is not immediately apparent that it is multiple units all together.

Optional question (24 response(s), 59 skipped)

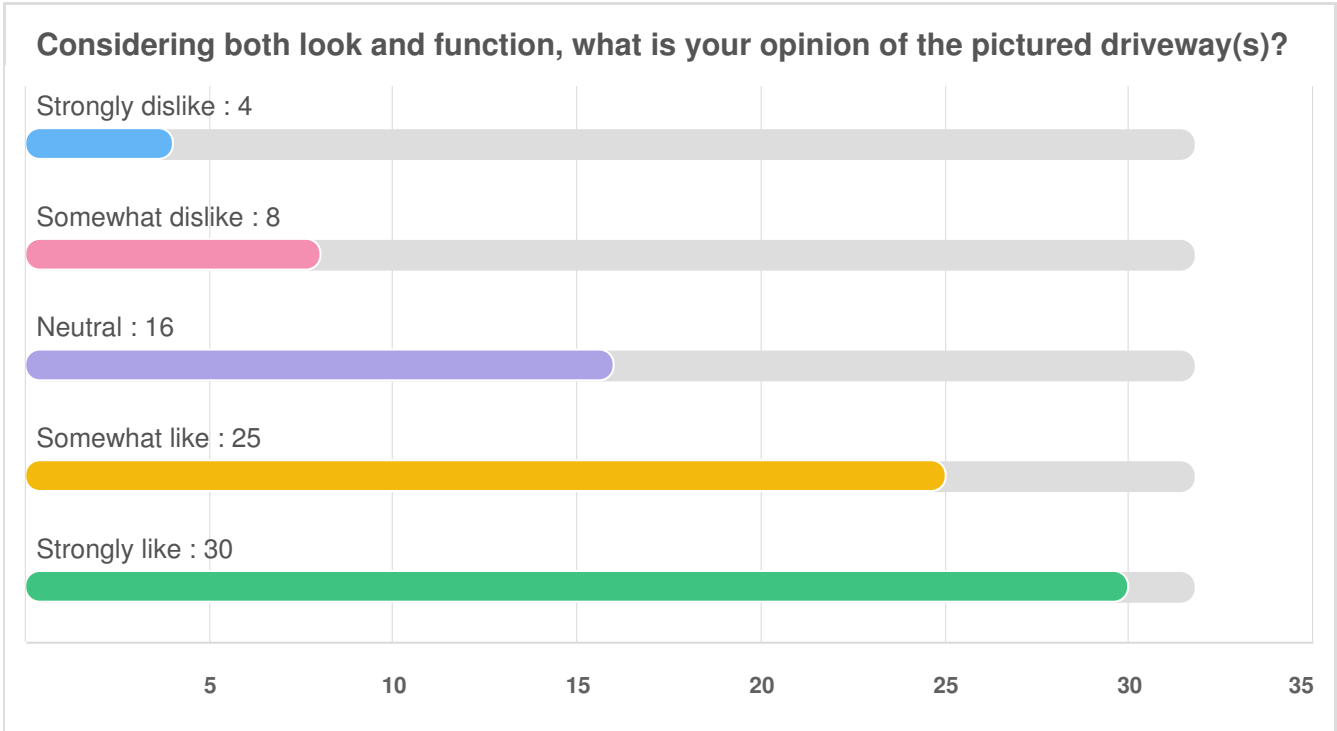
Question type: Essay Question

Q19 Considering both look and function, what is your opinion of the pictured driveway(s)?

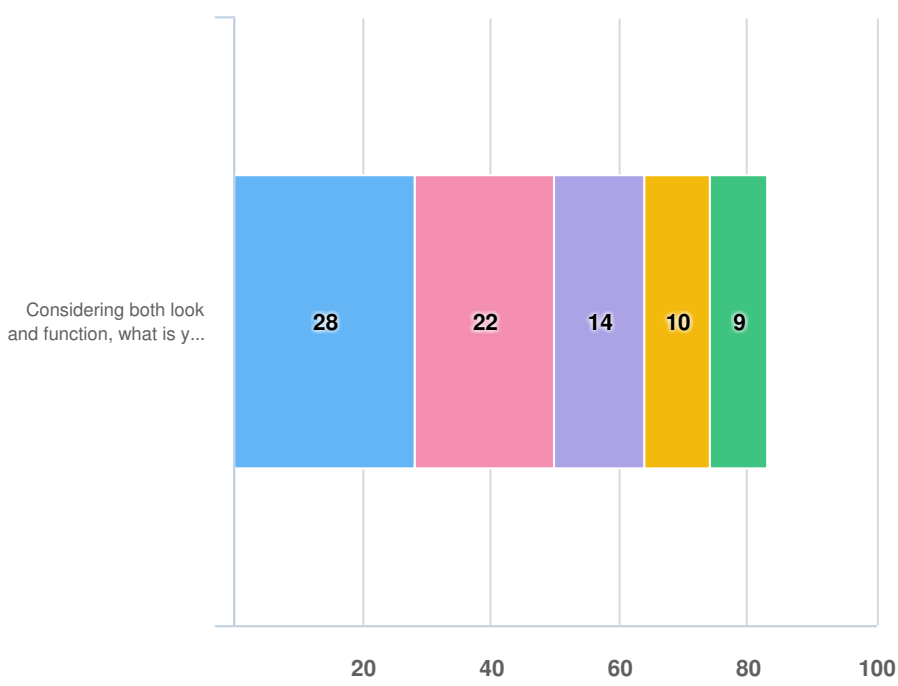


Mandatory Question (83 response(s))
Question type: Likert Question





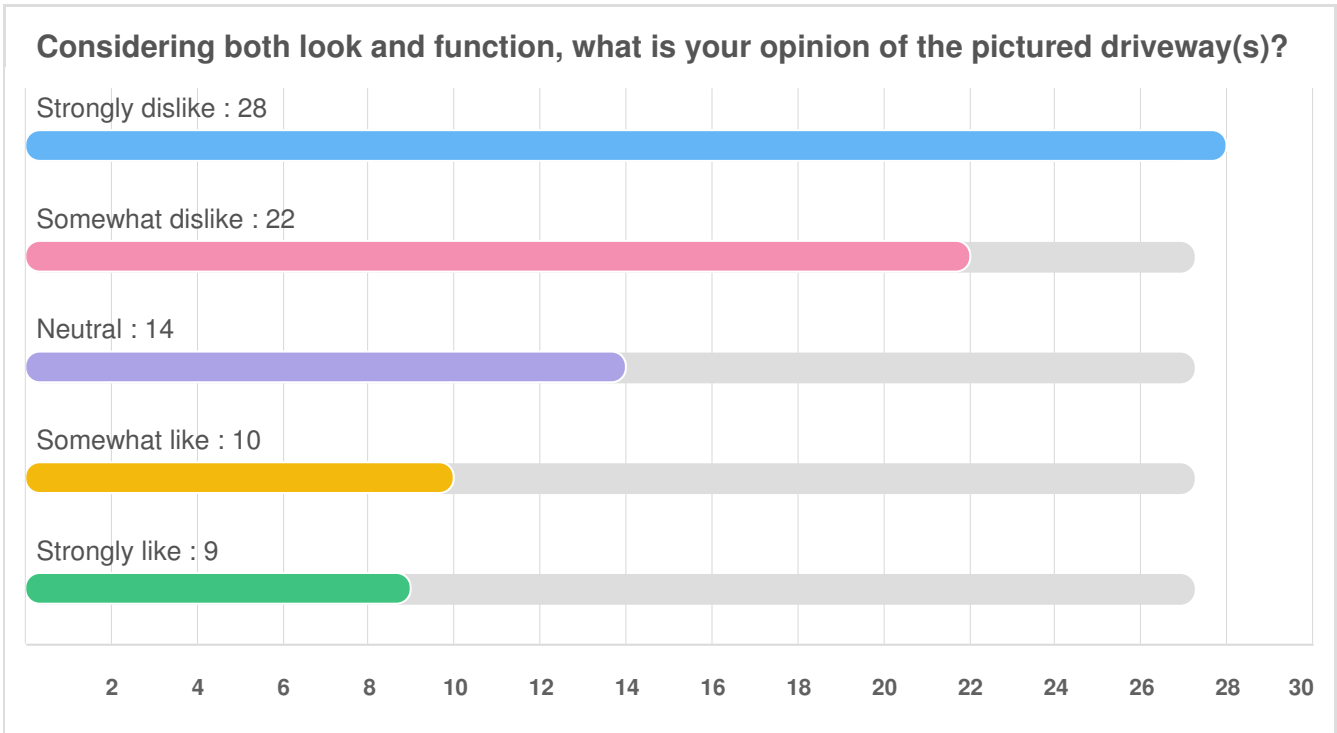
Q20 Considering both look and function, what is your opinion of the pictured driveway(s)?



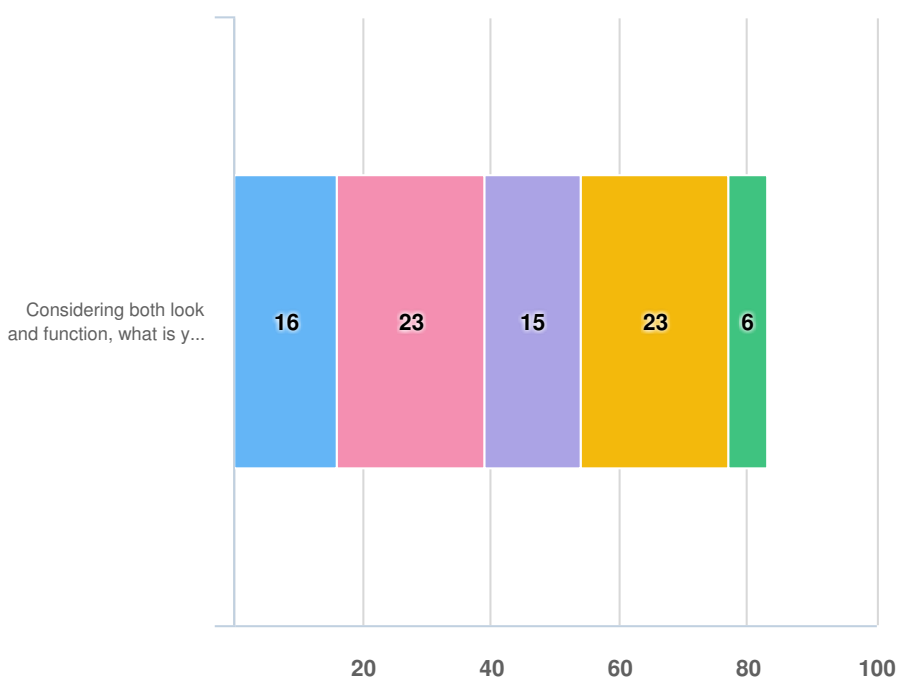
- Question options**
- Strongly dislike
 - Somewhat dislike
 - Neutral
 - Somewhat like
 - Strongly like



Mandatory Question (83 response(s))
Question type: Likert Question



Q21 Considering both look and function, what is your opinion of the pictured driveway(s)?

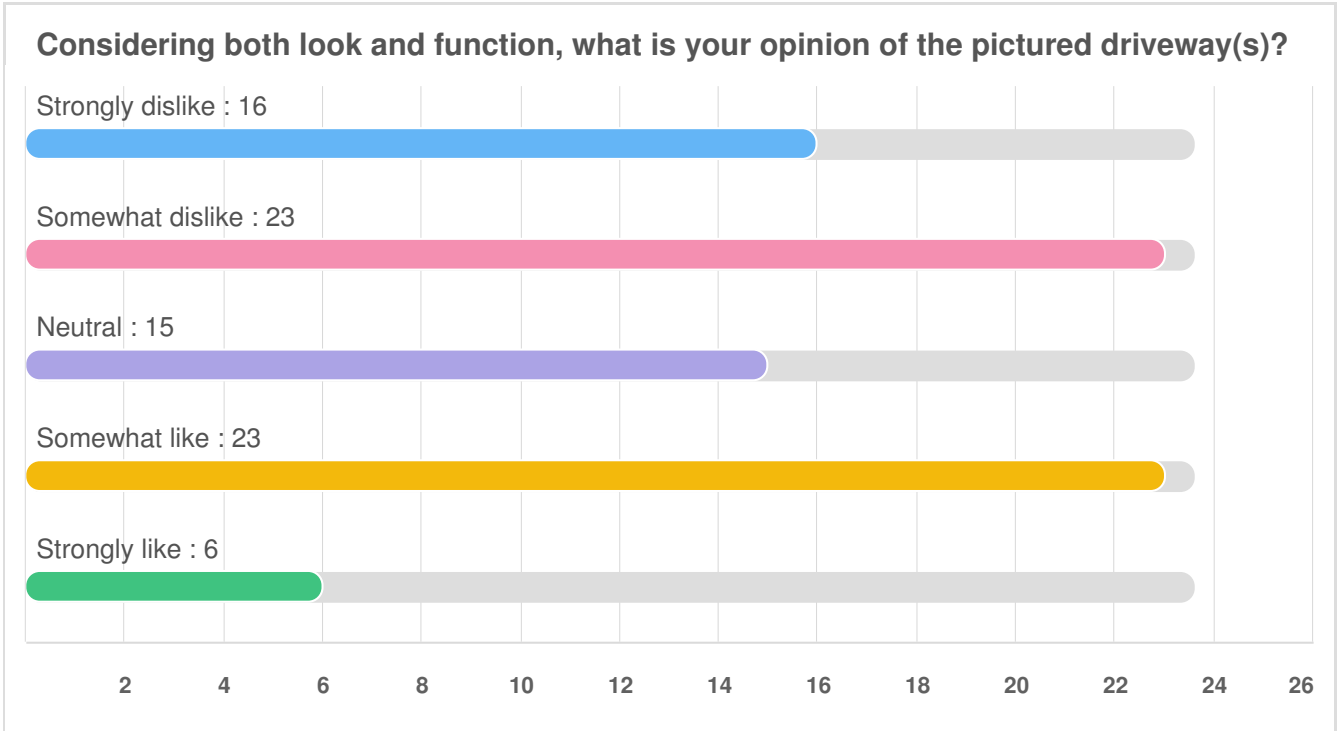


Question options

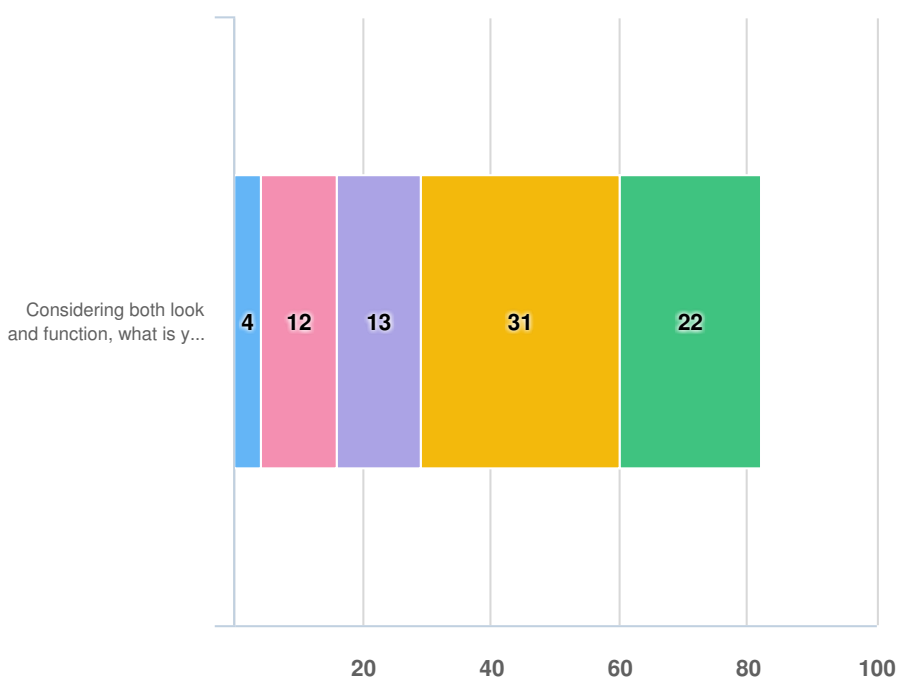
- Strongly dislike
- Somewhat dislike
- Neutral
- Somewhat like
- Strongly like



Optional question (83 response(s), 0 skipped)
Question type: Likert Question



Q22 Considering both look and function, what is your opinion of the pictured driveway(s)?



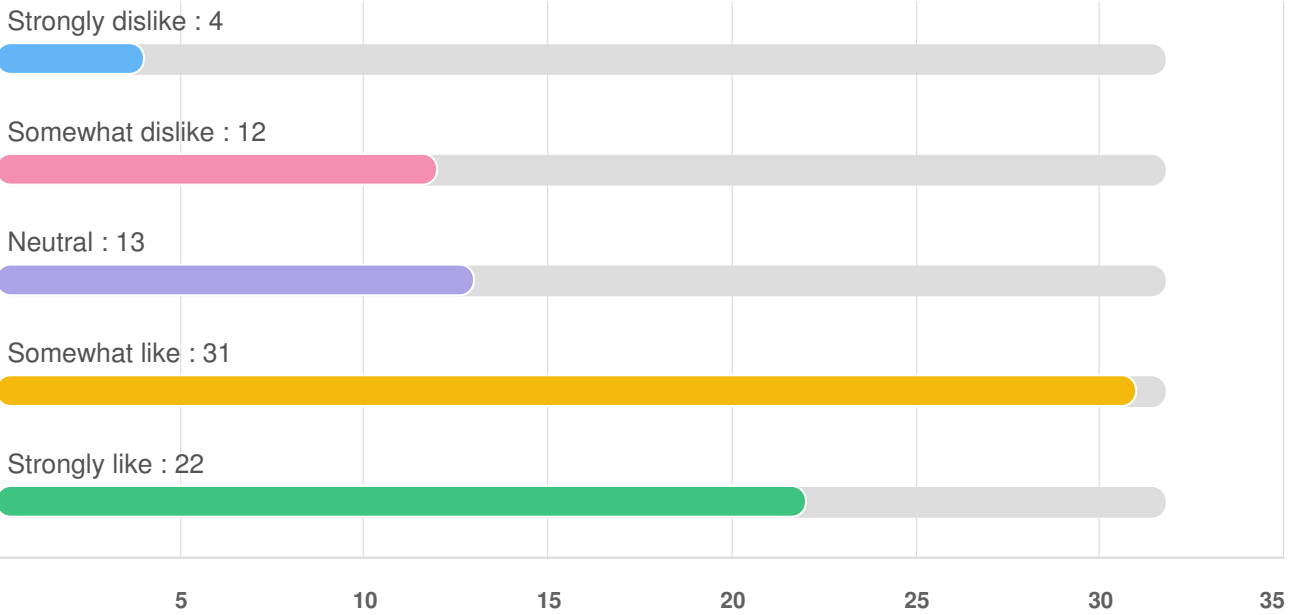
Question options

- Strongly dislike
- Somewhat dislike
- Neutral
- Somewhat like
- Strongly like

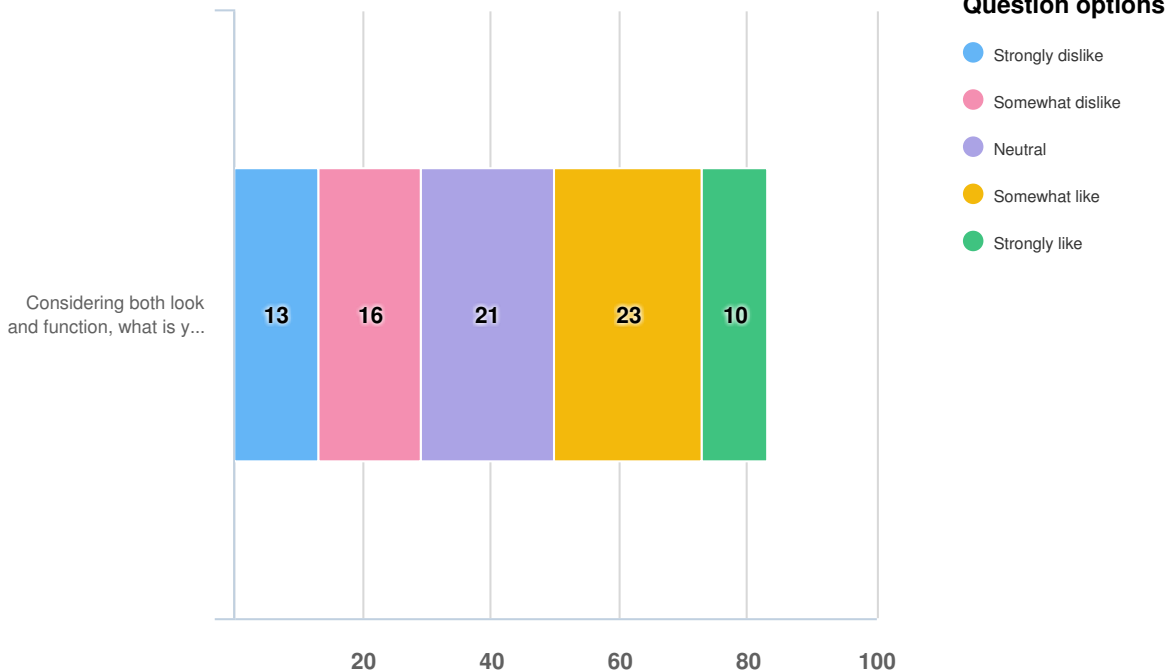


Optional question (82 response(s), 1 skipped)
Question type: Likert Question

Considering both look and function, what is your opinion of the pictured driveway(s)?

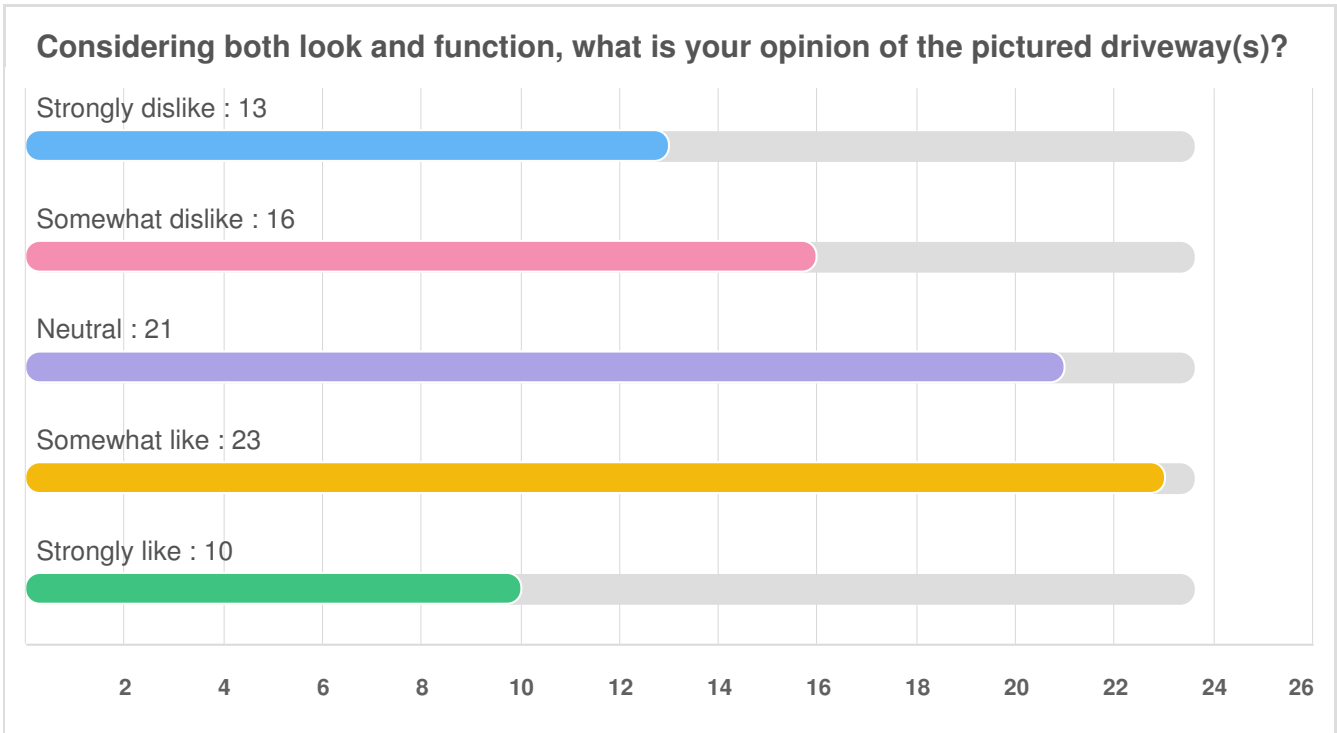


Q23 Considering both look and function, what is your opinion of the pictured driveway(s)?

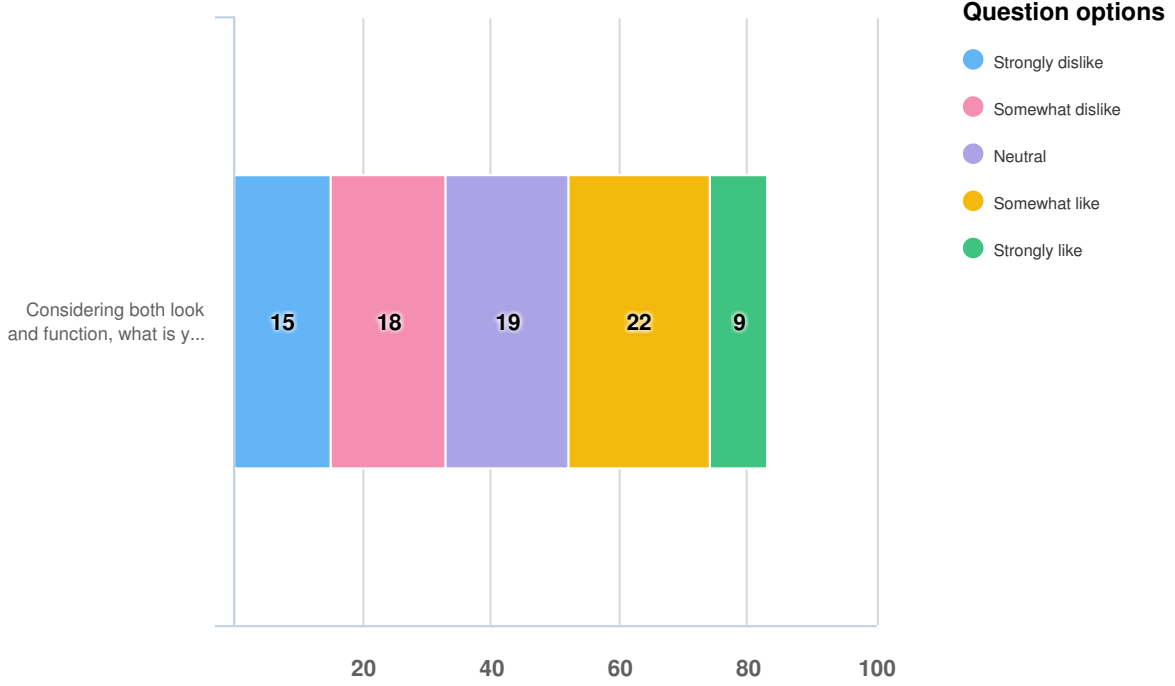


Mandatory Question (83 response(s))
Question type: Likert Question



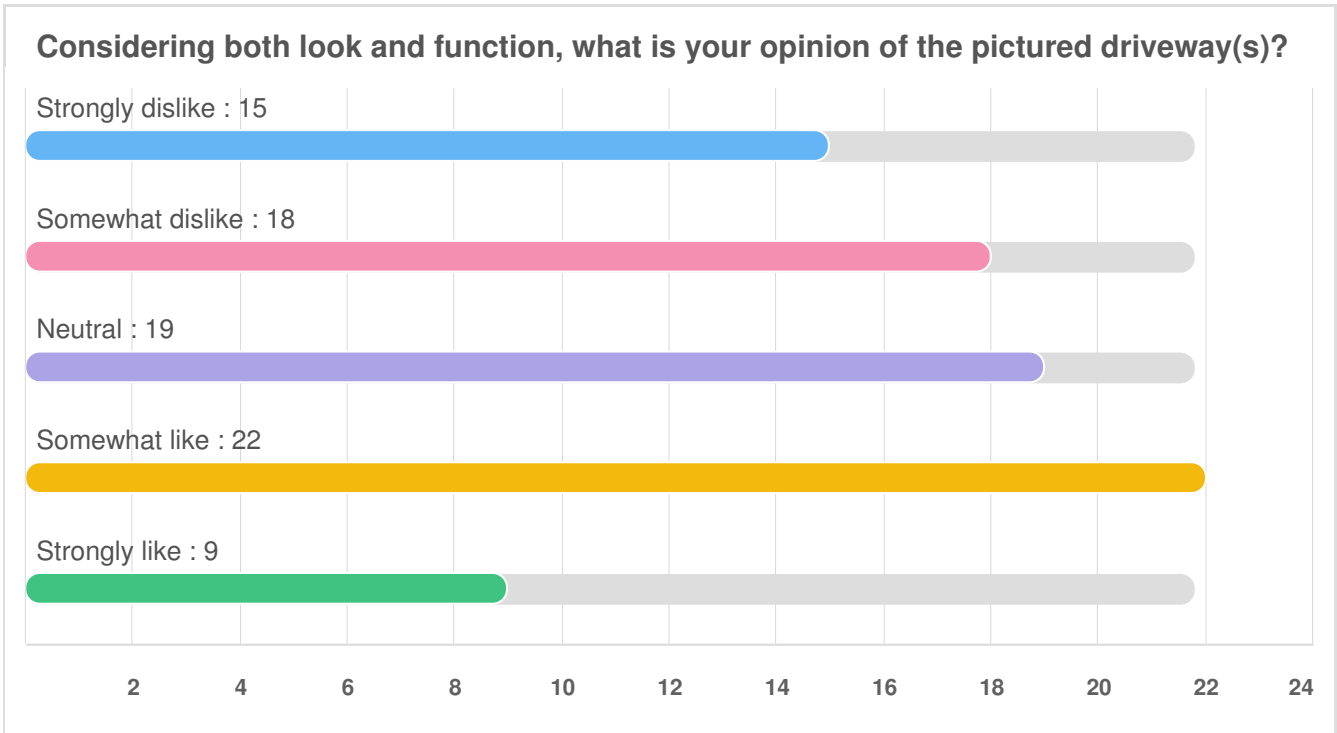


Q24 Considering both look and function, what is your opinion of the pictured driveway(s)?

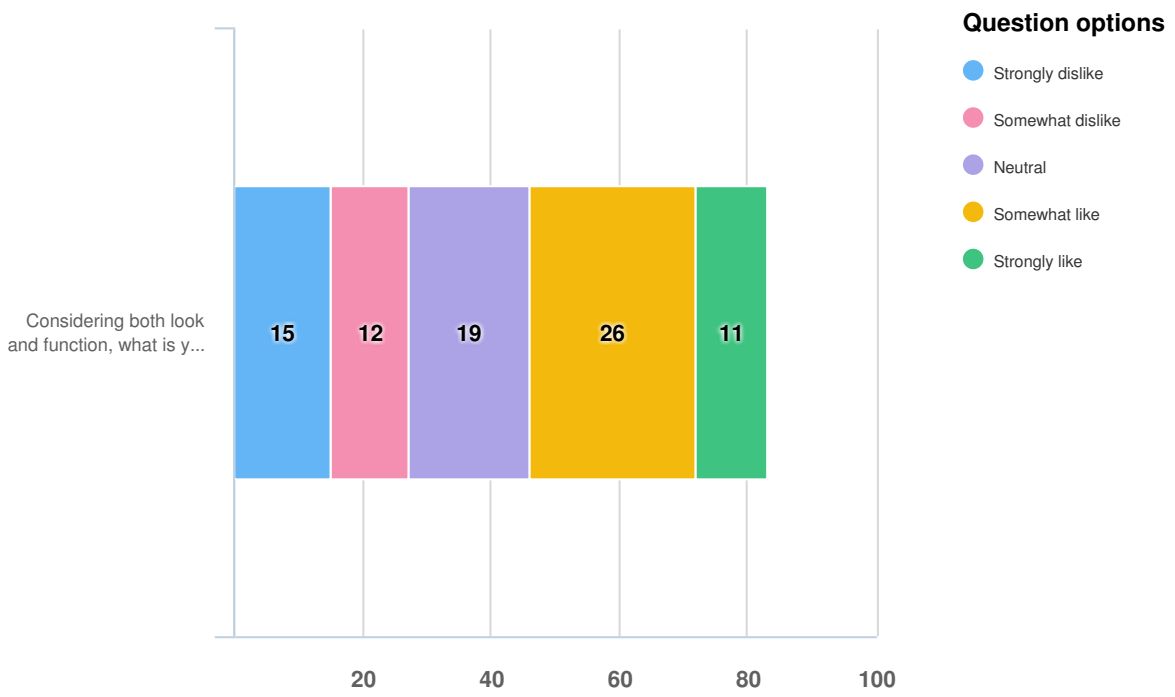


Optional question (83 response(s), 0 skipped)
Question type: Likert Question



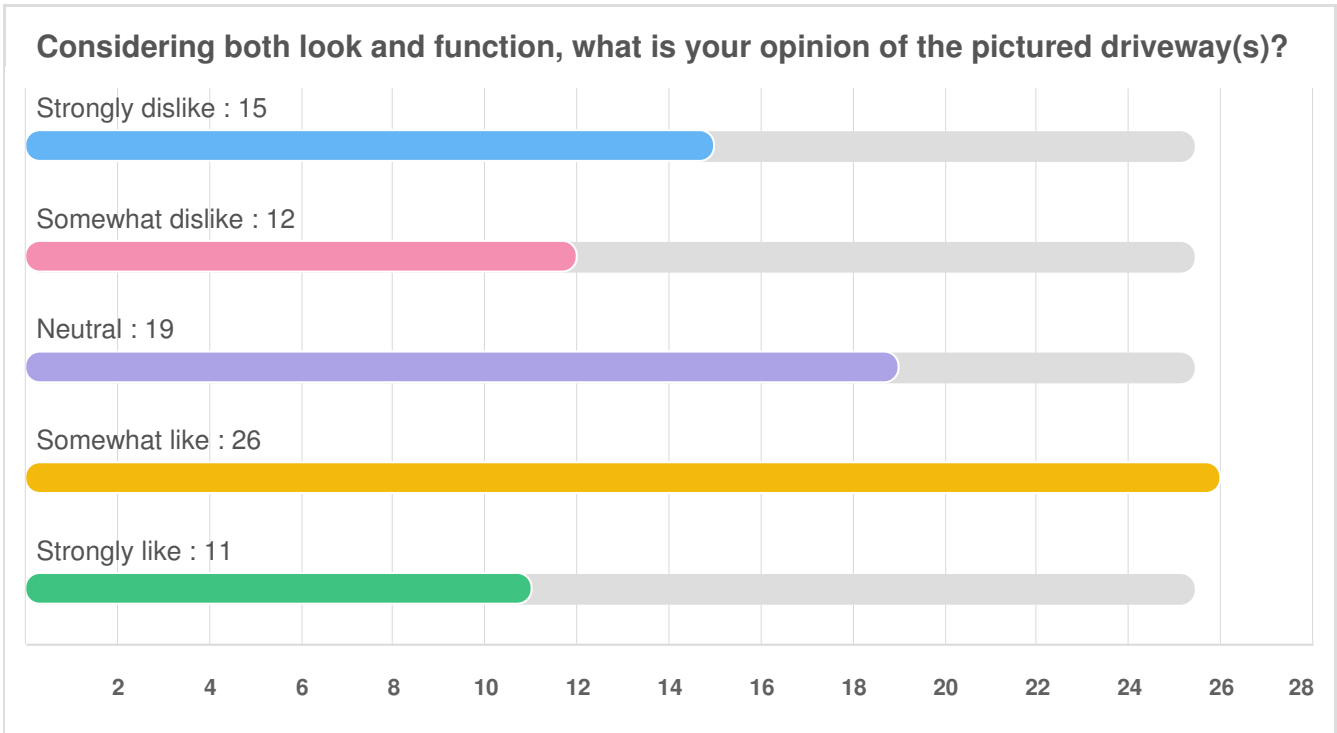


Q25 Considering both look and function, what is your opinion of the pictured driveway(s)?

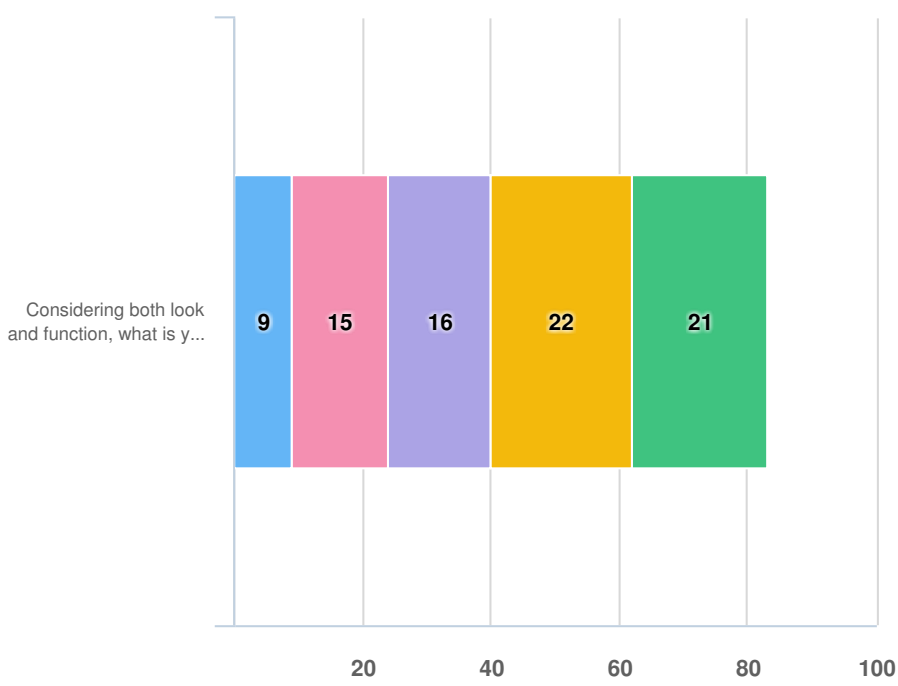


Mandatory Question (83 response(s))
Question type: Likert Question





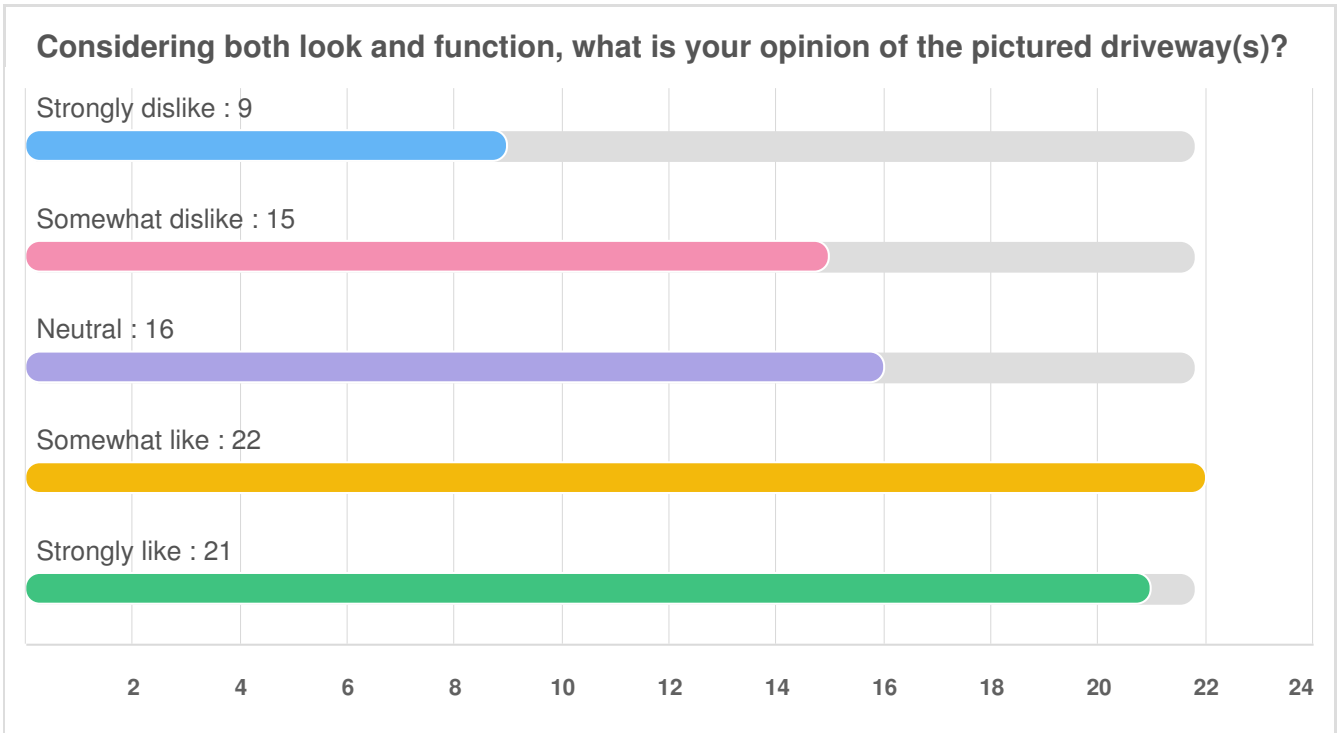
Q26 Considering both look and function, what is your opinion of the pictured driveway(s)?



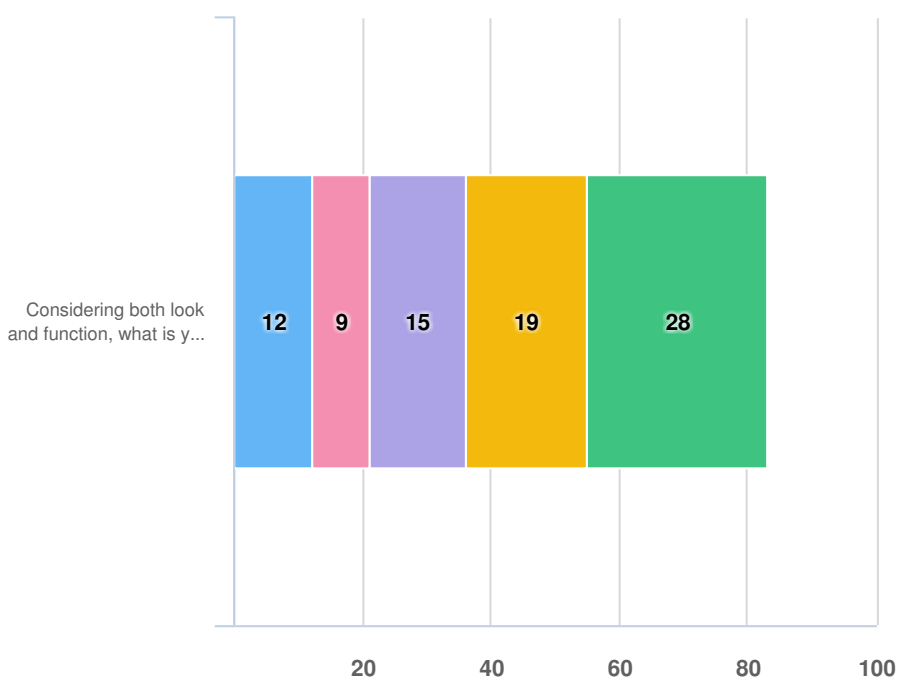
- Question options**
- Strongly dislike
 - Somewhat dislike
 - Neutral
 - Somewhat like
 - Strongly like



Mandatory Question (83 response(s))
Question type: Likert Question



Q27 | **No front driveway, accessed via alley** | Considering both look and function, what is your opinion of the pictured driveway(s)?



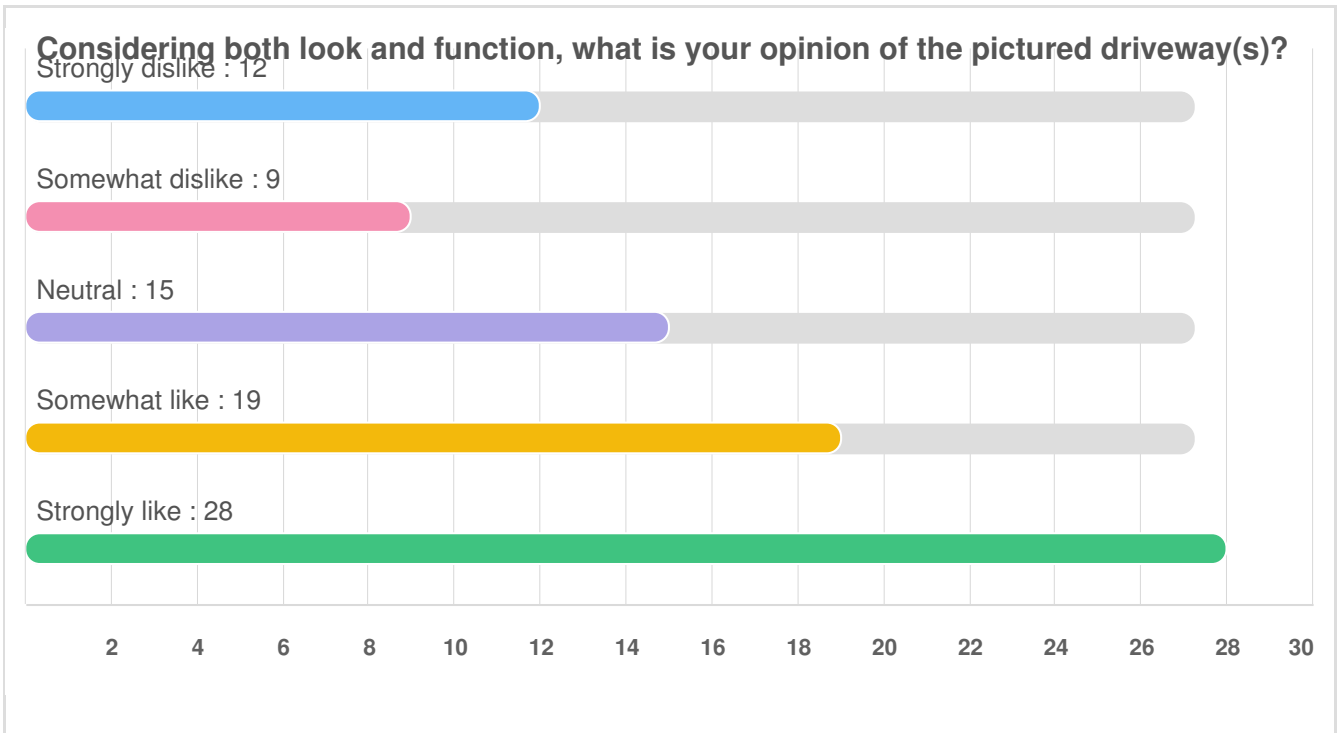
- Question options**
- Strongly dislike
 - Somewhat dislike
 - Neutral
 - Somewhat like
 - Strongly like



No front driveway, accessed via alley *

Mandatory Question (83 response(s))
 Question type: Likert Question

Q27 | No front driveway, accessed via alley



Q28 | Explain or add comments about your answers to above questions 19-27 regarding driveways (optional)

Strongly dislike garages that have to be accessed from an alley.

Hard to tell if the alley configuration would have enough off-street parking to be functional.

The driveways should be distinct from another, and generally have some separation.

alleyways prevent people from having decent sized yards

garages are used as closets these days. anything to hide cars make them more attractive

I don't trust my neighbors not to poorly manage their driveway. I

would most prefer to have my own driveway that isn't shared in any way with my neighbors.

Really, driveway appearances? This is the suburbs, how about single family homes with old fashioned drive ways. No matter how you place a driveway the homes will still cheapen the look of this community. Move away from this plan please. We want to be an upscale community!!! Thats why all the professionals bought homes out here, we did not want to live next to apartment building and town homes we want to live on large lots in large homes.

The garages in between the homes serve as a good noise buffer to avoid shared wall space.

I like the look of homes that have the driveway and garage behind the home with access thru any alley. I realize that this is not always possible.

I think common undivided driveways are the easiest but the least practical.

Really like the accessed via alley.

Driveway access via rear alley makes for friendlier, more walkable sidewalks.

My preference is not to have shared driveways for single family homes. It relies on a shared use agreement that can be contentious at times. Additionally, my preference is to ensure more linear street footage to ensure that there is ample parking for guests and not relying solely on driveway parking for homes.

Again, I like designs where the

garage is not the focus of the building.

Driveways that preserve green space in the front of the building look best.

People want "their own" driveway, a physically defined space that's their theirs. especially if they have kids. Shared driveway feels more like an apartment.

I do not like to share a driveway with a neighbor.

Shared driveways are an undesirable feature in any suburban neighborhood. No one wants them.

It provides privacy to the entrance yet it's simple.

Stop cramming people in like sardines. This so-called affordable housing is more expensive than my single family home with 4 bedrooms and a backyard! I couldn't even get a VA loan to cover the cost of these because they are too expensive. The only people who can afford it are landlords who come in and scoop them up, charge outrageous rent, discriminate against applicants, and make it so a family can't make it a home by having so many rules you are afraid to even sit down inside. No room for a pet or landlords won't let you have one. They come with crazy HOA fees and rules (Villebois). How is that affordable? Why does affordable housing mean living on top of each other? Lower income people don't deserve to have privacy? Stop destroying natural resources by building [REDACTED] housing. I have to ask permission and pay a fee just to have a single tree removed/replaced on my property but

bring in these corporate douchebags and their [REDACTED] homes and we change all the rules for them and even pay them to do so. I hate that Wilsonville is getting rid of its small town vibe and putting up ridiculous housing. I would live in Portland if I wanted that [REDACTED]

Anything over a 2 bedroom should be required to have a 2 car garage. It should be required to have parking between driveways or connecting driveways. There should be enough parking for 2 vehicles in garage, driveway, or adjacent to each. Plus enough parking for each unit to have another guest parking. It is too dangerous for kids to play if the streets are lined with nothing but cars. It also causes tension between neighbors and promotes unsafe parking if there is not enough parking. This is a big investment for people, they should be treated with respect and not like packed animals because all they can afford is condensed housing. The more it can look and feel like a traditional single home the better.

Shared driveway spaces could lead to conflict over use and maintenance. If you purchase the "house" you should have clearly delineated property.

I only like alley plan if still allowed a full drive way. No driveway presents inconveniences.

#19 (as well as #14 above) has a physical division in the driveway-- helps both neighbors from encroaching on the other's side. #22 is cute, but what happened to the neighbor's arched entrance? You didn't ask, but #24 looks like a large house was cut in two. Shared

driveways aren't fun for families--
can't imagine how they'd work for
strangers. Better to put a border--
which is what #25 did, but I guess
you drive your car into the house to
enter it?? Again: it's car-centric--not
a good look--or good health w/car
fumes floating up to the 2nd floor.
#19 is the best design.

Sorry, garages and driveways should
not be shared. I have seen too many
places like this become headaches
due to rude neighbors or renters.
They leave junk cars and or take up
more room than they should. No
thanks.

I love the garage in the back. I think
it's brilliant for curb appeal

For the driveway design, I prefer for
the driveways to be connected in
multi-unit homes, rather than on
outer side of the homes. This offers a
bit more distance from the neighbor
when the driveway is connected and
the living space is on the other side
of the driveway. Also, I prefer when
the driveway looks distinct for each
home, although I also like when the
driveways are located behind the
homes cannot be seen from the
front.

Driveways with no divider are going
to create parking contention and
messes. Don't do it.

I much prefer alleys- that design style
makes for more interesting,
approachable building fronts that
make a neighborhood more pleasant
to walk in.

Optional question (29 response(s), 54 skipped)

Question type: Essay Question

Q29 All of the following features are often cited as desirable features on residential lots. Thinking of a single residential l...

OPTIONS	AVG. RANK
Garage	2.88
Ample space between houses	3.40
Houses detached rather than attached	3.47
Large back yard	3.78
Room for second car in driveway	3.82
Ample parking for guest and visitors in driveway	4.94
Large front yard	5.71

Mandatory Question (83 response(s))

Question type: Ranking Question

Q30 Explain or add comments about your answer to question 29 above regarding priorities on residential lots (optional)

Almost every home buyer has at least 2 cars - need to provide off-street parking for that. Would prefer 2-car garages, but if only a 1-car garage, require car to be parked in it rather than for storage. That means the garage has to be large enough to accommodate most cars & suvs.

There should be room for a second car in every garage. We essentially live in the country, so finding a way to not stack people on top of each other when there is farm land yards away, would should be the priority.

kids need room to play without

worrying about traffic

With concerns over security, I would prefer my kids not play in a front yard, so backyard space is more important than front yard. Privacy from my neighbors is my number one concern, but I may be biased right now as I live in an apartment and feel that I have no privacy.

There would need to be easy, accessible parking for guests and visitors, but wouldn't necessarily have to be in the driveway.

A garage is an important feature to any home. A larger backyard is an important feature for family unity.

I wonder if you'll have as many different responses on this as total responses.

A fenced private backyard allows for more relaxing social entertaining as well as relaxation for pets and residents alike.

Garages big enough to fit two cars really is important. Otherwise, residents will either not park their car in the garage at all and fill it with their storage - thus clogging on-street parking. If houses are not going to be far a quarter acre apart they might as well be attached and maximize the remaining open space.

If I'm buying a home, I want the traditional advantages and the space of a home, including yard, garage and driveway. Otherwise, I'd buy a condo (or rent).

Not sure how you could have "ample space" between houses that aren't detached. This must skew the rankings.

Stop cramming people in like

4/13/2021 08:11 AM

sardines. This so-called affordable housing is more expensive than my single family home with 4 bedrooms and a backyard! I couldn't even get a VA loan to cover the cost of these because they are too expensive. The only people who can afford it are landlords who come in and scoop them up, charge outrageous rent, discriminate against applicants, and make it so a family can't make it a home by having so many rules you are afraid to even sit down inside. No room for a pet or landlords won't let you have one. They come with crazy HOA fees and rules (Villebois). How is that affordable? Why does affordable housing mean living on top of each other? Lower income people don't deserve to have privacy? Stop destroying natural resources by building [REDACTED] housing. I have to ask permission and pay a fee just to have a single tree removed/replaced on my property but bring in these corporate douchebags and their [REDACTED] homes and we change all the rules for them and even pay them to do so. I hate that Wilsonville is getting rid of its small town vibe and putting up ridiculous housing. I would live in Portland if I wanted that [REDACTED]

People should be forced to invest in glorified apartment living as their only option for affordable housing. It should as much of a traditional neighborhood feel as possible as that is why people move to Wilsonville. And I agree that Wilsonville should have traditional neighborhoods that our affordable along with high end. People also move here for the country feel while living near the big city. Let's not loose site of the real issue. Wilsonville's identity is not the issue but it is why people move here.

So why are we trying to change our identity while solving the housing issue. Condensed housing creates real issues.

Everyone needs storage (garage) even if not for a vehicle. Backyard should provide privacy and ability to contain pets.

Attached vs. detached to me really depends on where and how attached. Would much prefer garages attached and enter Andes spaced out on ends.

The number one comment we get in Park at Merryfield is how lovely the space is between the homes. We agree. Love a garage: great for cars, to work on projects, or out-of-sight storage. Converted ours to Covid visit area w/6 foot spacing last year! Large back yards are great for kids. Big front yards need a lot of work for little return--we only use ours for Easter Egg hunts & Firework viewing on the 4th--we talk w/neighbors at the mailbox or on the street/sidewalk. Room for a 2nd car in drive appeals as a place for Grandma & Grandpa to park when they visit. Guests park out front or across the street; feels like there is ample street parking for a lot of guests when a party ensues. In our neighborhood, neighbors offer their driveway if needed (joy of a good neighbors).

We would need a two car garage that allows us to park side by side not front to back and a drive way long enough so friends can visit and have off street parking. Also at least 10 ft between homes and single story. My GF has bad knees and not climb up and down all day. .

Parking is an issue! It is ridiculous to think that one household will only

have one car. I think providing ample parking in the driveway and in the garage and reducing the street parking will eliminate many issues that arise in neighborhood subdivisions. Also, it is important to keep as many natural elements as possible. Providing large front yards add natural landscaping elements. Back yards are important as well, but not everyone will keep their back yards naturally landscaped.

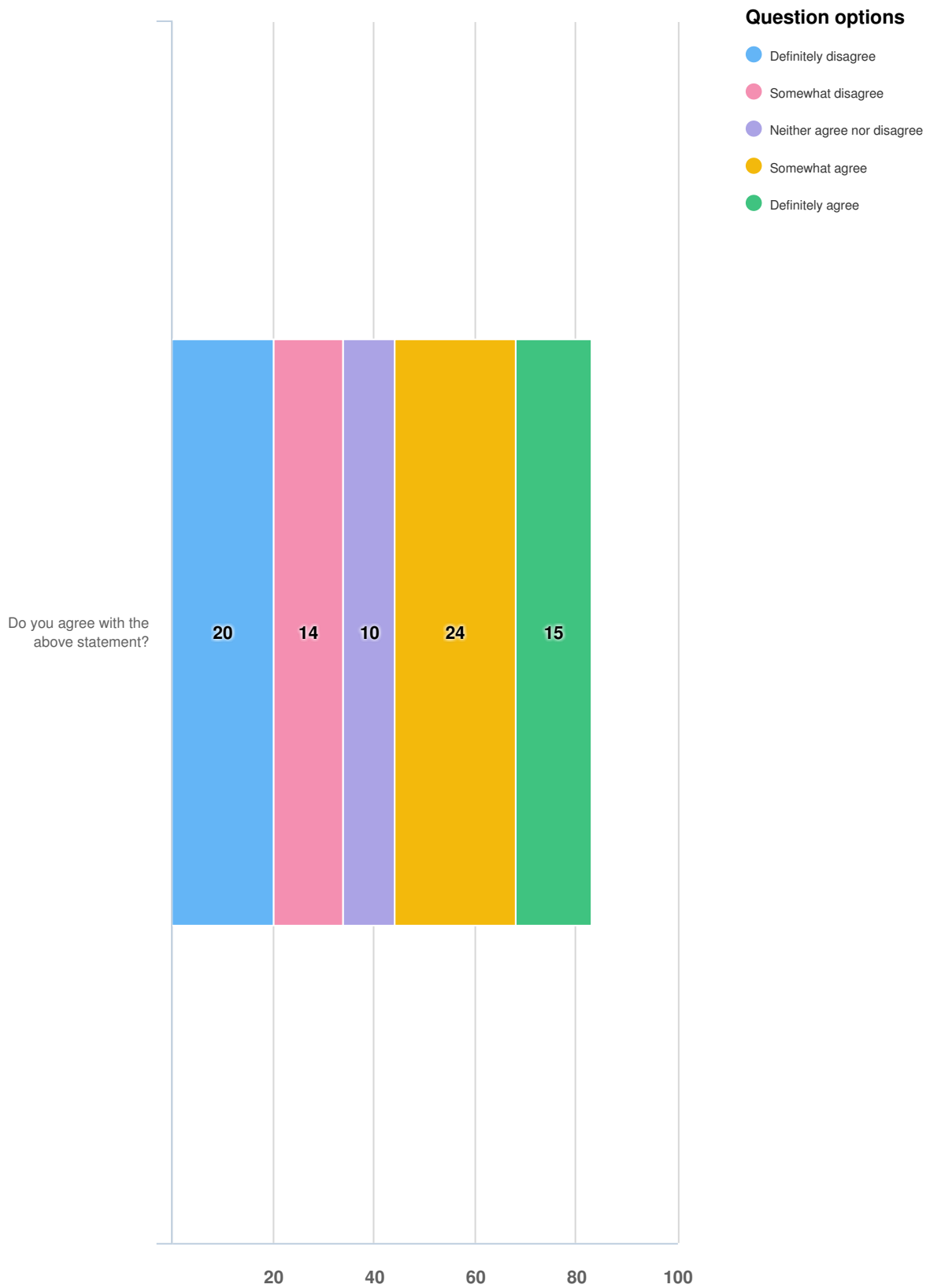
I love the idea of cottage clusters. I need a very small house (my current condo is 750 square feet), but I also work nights and don't love sharing walls with my neighbors and their dogs. A cottage would be a dream. I also recognize that they probably aren't the most efficient use of very expensive land.

more space is preferred. and housing units being separate from each other for noise reduction and privacy.

Optional question (20 response(s), 63 skipped)

Question type: Essay Question

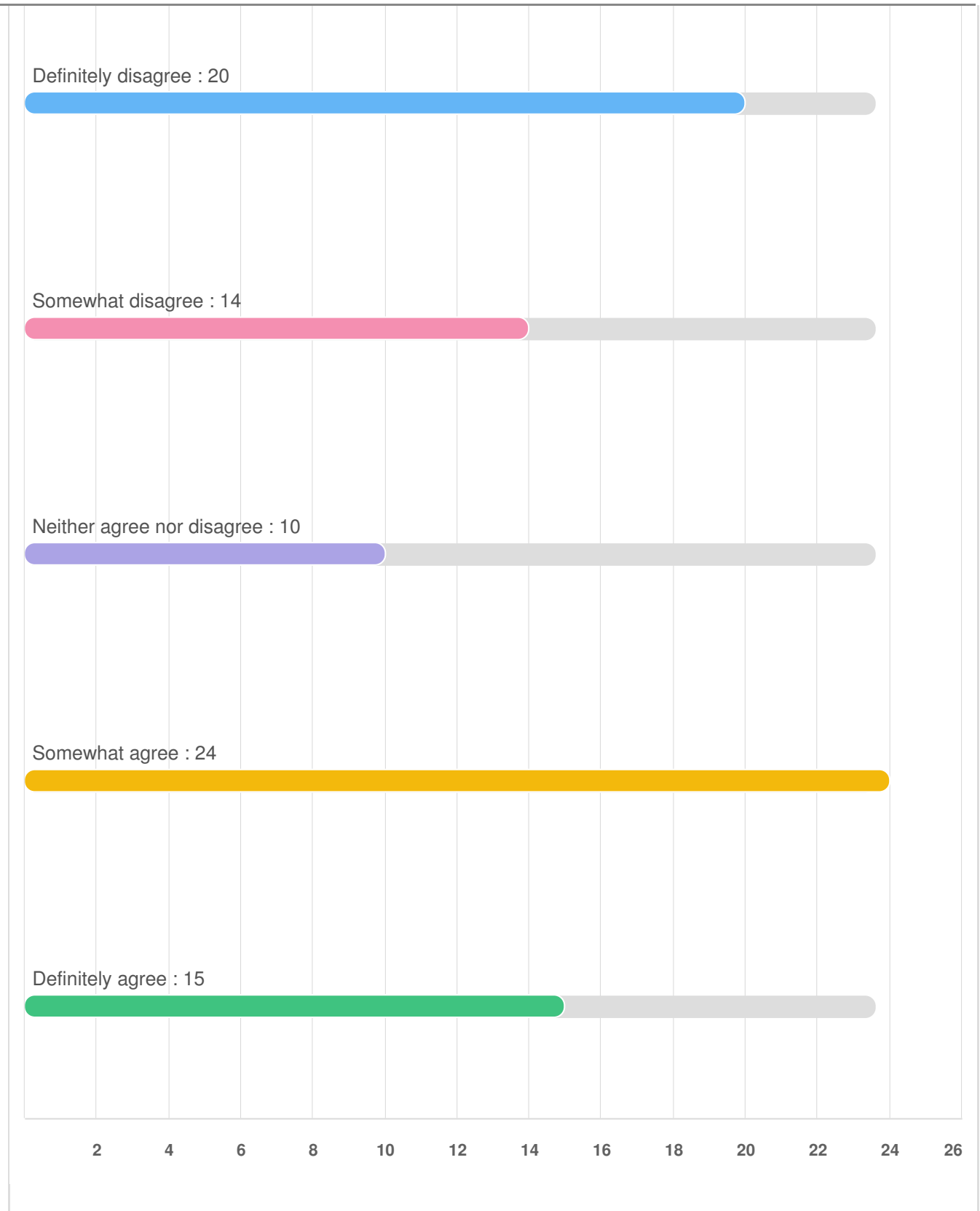
Q31 | I support reducing residential lot size to provide shared parking area or wider streets with on-street parking



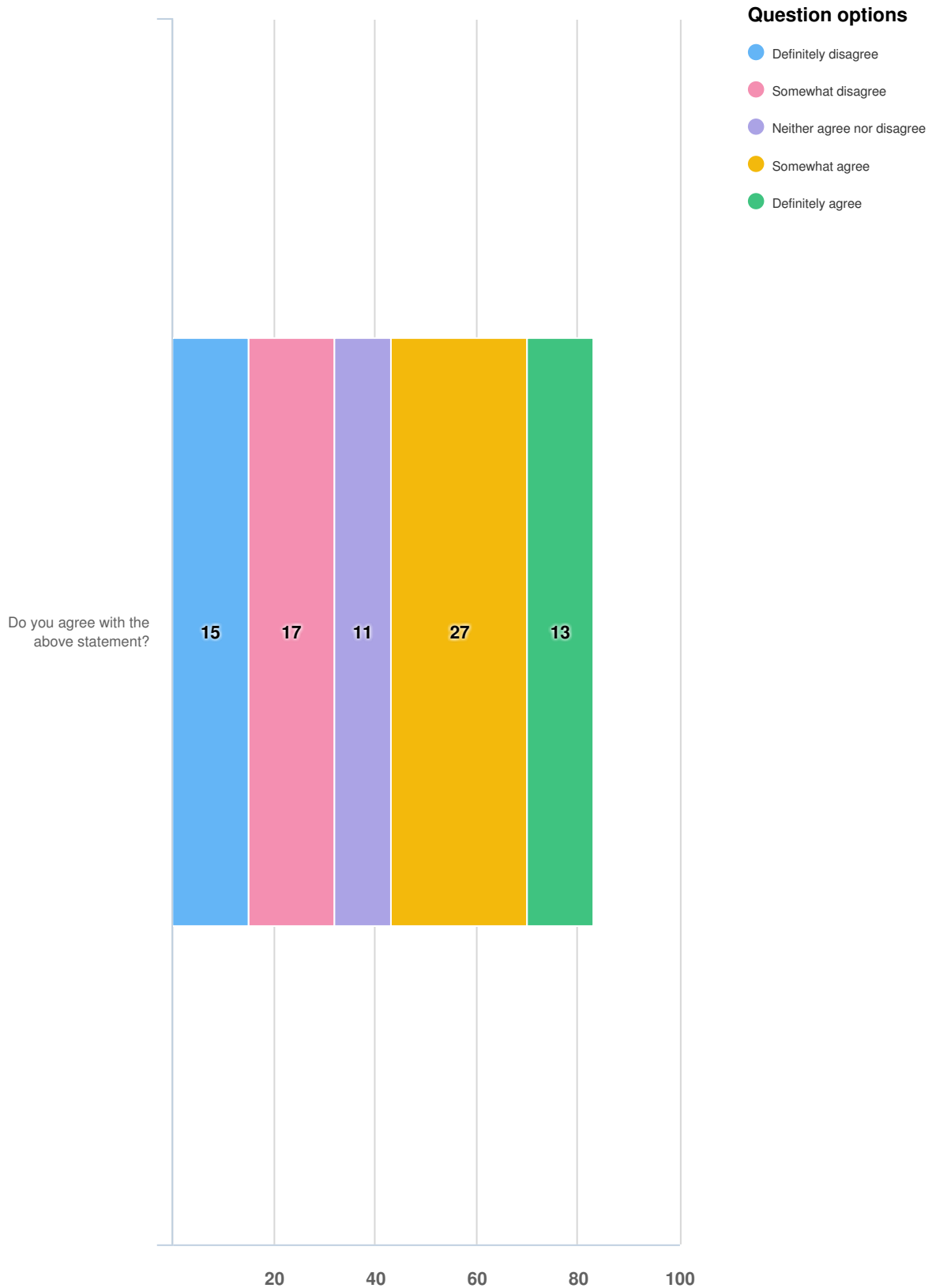
Mandatory Question (83 response(s))
Question type: Likert Question

Q31 | I support reducing residential lot size to provide shared parking area or wider streets with on-street parking

Do you agree with the above statement?



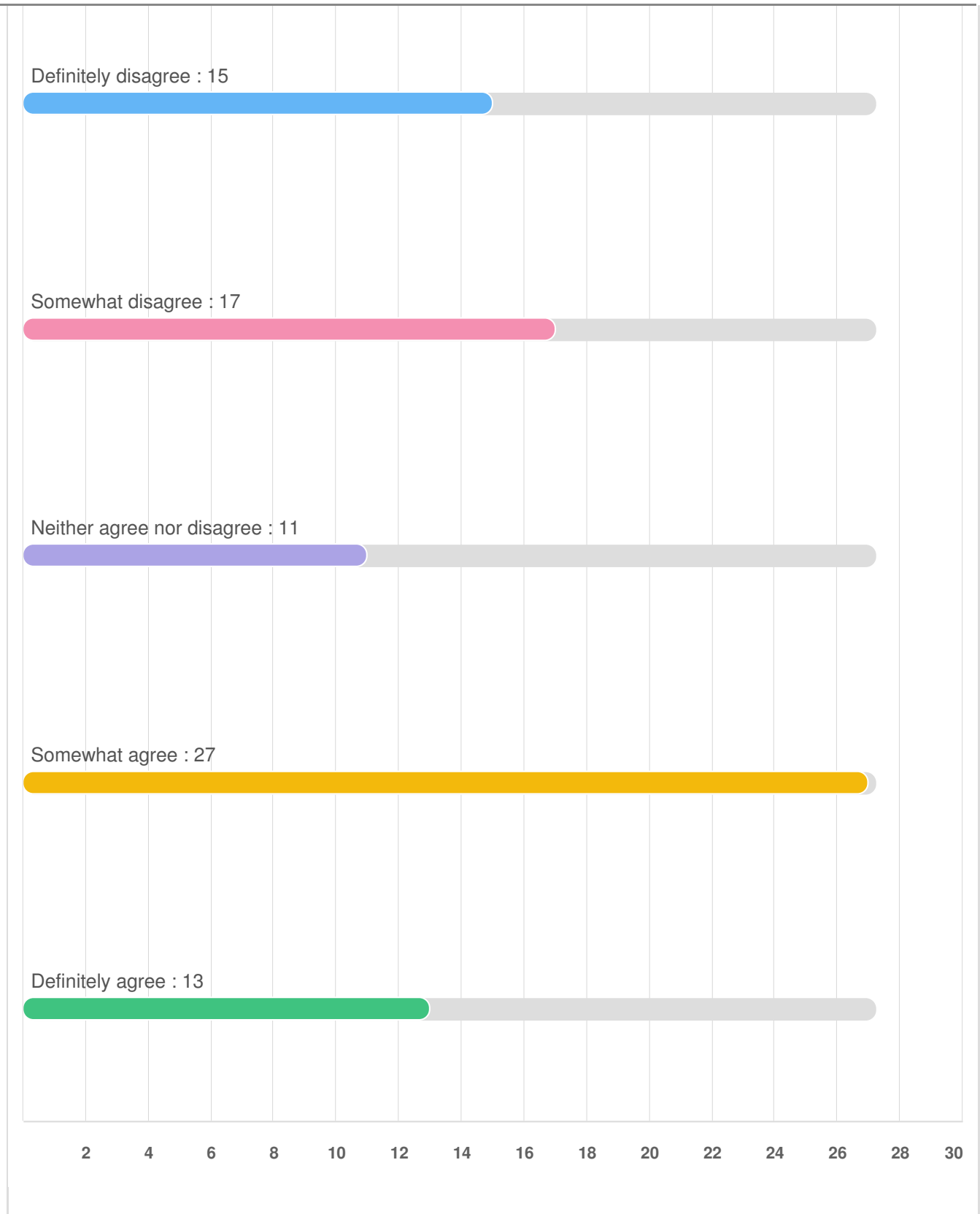
Q32 | I support reducing the amount of shared open space/park area to provide extra shared neighborhood parking while still ensuring some open space is provided



Mandatory Question (83 response(s))
Question type: Likert Question

Q32 | I support reducing the amount of shared open space/park area to provide extra shared neighborhood parking while still ensuring some open space is provided

Do you agree with the above statement?



Q33 Explain or add comments about your answer to questions 31-32 above regarding trade-offs for shared neighborhood parking (optional)

It really depends on how many resources are within bikeable/walkable distance and therefore how necessary cars really are to that neighborhood location.

Street & driveway parking matters. People use garage for storage, not cars. Villebois failed in this regard.

We already have a parking problem in many areas of the city. You must leave enough room for at least 2 cars per unit to park, with additional guest parking.

There should be adequate on-lot parking, i.e., in a garage or driveway, to not have to make either of these trade-offs.

I think that street parking should be minimal and reserved for guests/visitors not residents. Shared parking areas should be made available around shared community spaces only.

Driveways and garages should provide enough space for owners to park cars with at least on space for a visitor. The streets should only allow parking on onside, this way there is still spacing for drivers to move around.

I would much rather have more usability from my own personal space than shared public space.

Common street side parking should be available for both "second car" as well as guest parking.

Residential lots are already really small (which I'm OK with), but that doesn't leave much room for further reduction.

Not a fan of shared neighborhood parking. I believe there should be enough parking provided via street

parking, driveways, and garage spaces for a neighborhood. Being able to park near your home meets a safety need of both accessing your vehicle, keeping an eye on your vehicle, and traveling between your vehicle and your home.

As long as there is a large fenced back yard there is little need for front yard or large green spaces for the neighborhood.

Planned parking at new developments in 97070 has always been a major issue...Creekside (only giving 1/2 space per resident/forcing residents to park up above in public lot and walking down), Jory Trail and Terrene (homeowners had to fight to get permits), Boulder Creek apts (were parking across Wilsonville Road in Meadows), major sections of Villebois....

Homes should have room for 2 cars to park

Recommend homes have garages/driveways and residents use the garages to eliminate over crowded streets with homeowner parking. Those of us that use our garages to park cars should not be punished by having less green park space to enjoy.

Decreasing lot size (and smaller homes) would just force people to store their things in the garage and then clog on-street parking with their cars. Open space is essential to a good looking neighborhood and preserving wildlife in an exurb.

Its dangerous when streets are narrow and cars are parked on each side, which in many instances means only 1 car can get through, also it

limits the ability to see children and people trying to get in their cars. Keep the streets passable and safe.

Why on earth do we want to turn Wilsonville into so many neighborhoods in SoCal, where finding parking is a nightmare? Shared parking spaces for multiple homes is one way to do just that.

Wide streets!

Love our parks but not at the cost of further densification. We want larger lots AND wider streets AND sufficient parking (on and offstreet). Fight the power in Salem! Push back at Metro!

Stop cramming people in like sardines. This so-called affordable housing is more expensive than my single family home with 4 bedrooms and a backyard! I couldn't even get a VA loan to cover the cost of these because they are too expensive. The only people who can afford it are landlords who come in and scoop them up, charge outrageous rent, discriminate against applicants, and make it so a family can't make it a home by having so many rules you are afraid to even sit down inside. No room for a pet or landlords won't let you have one. They come with crazy HOA fees and rules (Villebois). How is that affordable? Why does affordable housing mean living on top of each other? Lower income people don't deserve to have privacy? Stop destroying natural resources by building [REDACTED] housing. I have to ask permission and pay a fee just to have a single tree removed/replaced on my property but bring in these corporate douchebags and their [REDACTED] homes and we

change all the rules for them and even pay them to do so. I hate that Wilsonville is getting rid of its small town vibe and putting up ridiculous housing. I would live in Portland if I wanted that [REDACTED]

Wilsonville should fight this requirement. We know from our current housing issues with apartments and Villa Bois that there is typically at least 2 adults or more living in each home each with a car. Often there is more as people will rent out a spare room to help with costs. This has created huge issues in some of these communities who do not have adequate parking. Also these smaller homes will lack storage, as a result, the garage will be used for storage and not parking causing more of a parking shortage. While Wilsonville has good public transportation, it is nowhere near adequate to support all these homes to be car free. Nor is this something, I would support spending more resources to create. Families with multiple need affordable housing too. They should be able to comfortably park their cars. Again they are buying a home and not renting. They should feel comfortable with their investment long term. It is not like renting where, when you discover the parking issue or a noise, you can just move when the lease is up. People come to Wilsonville for a quality of life and a specific life style. If we lose sight of this, we will become a generic town sprawling into the next town with no identity. This is why I do not like Tualatin, Tigard, and Sherwood. We should be proud of who Wilsonville and set the example of how to create affordable housing and maintain a quality of life. We need to stand up for the needs of

Wilsonville's residents and future residents. Affordable housing owners should have a right to quality life too. Also how do we prevent these affordable housing from being bought by investors and then rented out?

If the demand is for more open space, more parking - then build that. Common complaints of no parking, not enough open space come with higher density. Build what the buyers want, not what you think the city mandates. Already plenty of multiple and high density housing in town. Build something more desirable and accommodating to a wider variety of owners.

There are dozens of park areas as part of housing developments around town and 99% of the time there is no one there.

Parks and green spaces are important. Everyone deserves places to enjoy nature near their home.

I find it frustrating when people/families park no cars in their garage and take up all street/community parking. Would not be happy to shrink lot size or open spaces so some people can use all street parking and not use their own garages for cars.

Charbonneau has visitor parking and it seems to work well in practice. My parents lived there in a patio home in their later years & visiting family could use the two spaces in front of their garage with spill-over to the visitor areas. For a new development, 2-3 extra clearly-marked visitor parking spaces interspersed throughout for visitors would keep extra cars off the streets.

I think people should use their

garages for cars, not stuff. I'd rather have all cars parked inside, protected, and not an eyesore to look at.

I do not want to see Wilsonville turn into a concrete jungle. Parks and open spaces are vitally important for city wildlife such as birds, squirrels, etc. As a community, we have a responsibility to consider the flora and fauna as much as the people. People can live in smaller houses, but most wildlife cannot live in concrete alone.

Reduce number of housing units in order to maintain livability

Honestly I could also see putting a 2-story parking garage or a small parking lot in the midst of a bunch of tightly-packed homes.

Parking is a huge dissatisfier for people since they fill their garages with junk instead of parking their cars in them. Since we can't change their behavior as much as I would love to, we have to provide parking for them instead.

we dont need as many shared areas/parks. more parking is preferred over parks.

Optional question (32 response(s), 51 skipped)

Question type: Essay Question

Q34 | Please share any additional thoughts you have related to the topics of this survey

Thanks for giving us so many options from which to choose.

The lack of forethought regarding parking has caused problems for the City in the past. While I am happy to see it being considered ahead-of-

time, many of the designs seem to be prioritizing aesthetics over functionality (on-lot parking), which is concerning.

we have Villebois as a reasonable target

I want to make sure that "Middle Housing" is actually attainable. My wife and I make a combined \$120k a year and cannot afford anything in Wilsonville. If these homes exceed \$350k it would be an insult.

This whole project seems rushed and poorly planned. The idea of placing so many homes next to each other after the fire means the city and the planning commission will not acknowledge the dangers. What will have to happen before this is recognized? We do not need anymore homes here until we have the infrastructure to support the population we already have. Please, there are more important matters at hand than this for this community.

This is much-needed in Wilsonville and I am very excited to know it is in the works!

Quit allowing neighborhoods like the Renaissance Boat Club. Ridiculous. What a waste of space and resources.

I'm always happy to offer my \$0.02, but I'm not sure it's worth even that on this topic. It's all personal preferences and, unlike open space or infrastructure, I'm not going to be using these.

Less cement and more green is preferred. Keep the nature feel of our environment.

Great survey and thank you for

providing it. Please remember to include large fenced backyards. Good tall fences make for good neighbors.

It seems we are being force-fed high-density yet again. As homeowners in Meadows we were promised single-family home for Frog Pond West as Frog Pond East and South were to be a minimum of 20 units per acre. It seems with the new state law, the City is taking this opportunity to go beyond the minimums to increasing density even more. Traffic is already a mess...adding so much more density to the Frog Pond area is going to cause even more major bottlenecks. As an administrator for the Community page of Wilsonville, I feel we should be posting the names/numbers/email addresses for those involved in Planning and on the Planning Commission every time a resident posts a complaint about being stuck in traffic on Stafford/Boeckman/Wilsonville Roads.

Please be conscientious of where middle housing is planned in the city. Central locations that are close to I-5, shopping centers are ideal to decrease traffic.

I hope this is going to be affordable housing for people who are struggling to make ends meet but working hard to provide for their family. 2 people working for minimum wage have no chance of affording the rent in this area as it is -

I dread where this new housing direction is going. Take everything special about Wilsonville and flush it away, turning it into just another high density suburb — and with little or no possibility of alleviating road

congestion? No thanks. I'll be out of here.

None of these density policies are making housing more affordable, they are just making it less livable the places that used to be affordable.

Stop cramming people in like sardines. This so-called affordable housing is more expensive than my single family home with 4 bedrooms and a backyard! I couldn't even get a VA loan to cover the cost of these because they are too expensive. The only people who can afford it are landlords who come in and scoop them up, charge outrageous rent, discriminate against applicants, and make it so a family can't make it a home by having so many rules you are afraid to even sit down inside. No room for a pet or landlords won't let you have one. They come with crazy HOA fees and rules (Villebois). How is that affordable? Why does affordable housing mean living on top of each other? Lower income people don't deserve to have privacy? Stop destroying natural resources by building [REDACTED] housing. I have to ask permission and pay a fee just to have a single tree removed/replaced on my property but bring in these corporate douchebags and their [REDACTED] homes and we change all the rules for them and even pay them to do so. I hate that Wilsonville is getting rid of its small town vibe and putting up ridiculous housing. I would live in Portland if I wanted that [REDACTED]

See above

Overregulation of building codes has made it impossible for builders to

provide a wide variety of housing and meet more needs/wants of the home buyers. Affordable single family homes with adequate parking, open space, private space can be built if the city will acknowledge there is a demand for it instead of trying to force people into newly fashionable denser housing that only hits the price point. Look back to the bungalows and smaller ranch homes built in 40's and 50's that were the entry point of home ownership and would accommodate aging population as well. 1200-1600 sq ft home, garage, smallish backyard.

Thanks for the opportunity to weigh in! We've lived all over the US and overseas w/all types of housing & roads (even a road of sand that needed to be leveled periodically in Tripoli, Libya, on the edge of the Sahara Desert!). Housing that respects the folks who live there allows for birth of respect & compassion for the world outside. Add some beauty and you have paradise.

I support condensed housing as long as it contains the urban growth boundary. So, it is important that Wilsonville add more protected places, such as large natural parks like Memorial Park and Graham Oaks Nature Park, as it adds more subdivisions and high density residential tracks.

This is a topic I'm pretty passionate about, as someone of somewhat limited means who loves living in Wilsonville, I want other people to be able to live here too. Becoming a monoculture like Lake Oswego will destroy the character of Wilsonville. I want people of all incomes to be able to live in our great city. Middle

housing is CRUCIAL to fill gaps in
housing stock.

Optional question (21 response(s), 62 skipped)

Question type: Essay Question

Attachment 8
 Planning Commission Resolution LP21-0003 Staff Report
 Compliance Findings

Middle Housing Development Code and Comprehensive Plan Update

Date of Findings: September 1, 2021

Request: Amend the Wilsonville Development Code Text and Text of the Comprehensive Plan to allow development of Middle Housing in areas zoned for residential use, in compliance with House Bill 2001, ORS 197.758, and OAR 660-046, and consistent with the Wilsonville Equitable Housing Strategic Plan.

Affected Properties: Vacant and likely to be redeveloped land that is zoned for residential use or has the potential to be so zoned consistent with the Comprehensive Plan. May apply to other existing development in these zones if redeveloped.

Staff Reviewer: Daniel Pauly AICP, Planning Manager

Staff Recommendation: Recommend adoption of the Development Code and Comprehensive Plan text amendments to the Wilsonville City Council.

Applicable Review Criteria:

<u>Oregon Revised Statutes and Administrative Rules:</u>	
ORS 197.758	Development of Middle Housing
OAR 660-046	Middle Housing in Medium and Large Cities
<u>Statewide Planning Goals:</u>	
Goal 1	Citizen Involvement
Goal 2	Land Use Planning
Goal 5	Natural Resources, Scenic and Historic Areas, and Open Spaces
Goal 9	Economic Development
Goal 10	Housing
Goal 11	Public Facilities and Services
Goal 12	Transportation
Goal 14	Urbanization
<u>Wilsonville Comprehensive Plan:</u>	
Introduction-Plan Amendments	Comprehensive Plan Amendments
Goal 1.1 and applicable Policy and Implementation Measures	Encourage Public Involvement
Goal 1.1 and applicable Policy and Implementation Measures	Interested, Informed, and Involved Citizenry

Policy 4.1.4 and applicable Implementation Measures	Housing
<u>Development Code:</u>	
Section 4.197	Changes and Amendments to Development Code
Section 4.198	Comprehensive Plan Changes
<u>Metro Code</u>	
Title 1	Housing Capacity
Title 3	Water Quality and Flood Management
Title 7	Housing Choice
Title 11	Planning for New Urban Areas
Title 12	Protection of Residential Neighborhoods
Title 13	Nature in Neighborhoods

Compliance Findings

As described in the Findings below, the request meets the applicable criteria.

Oregon Revised Statutes and Administrative Rules

Development of Middle Housing
ORS 197.758 and OAR 660-046

1. ORS 197.758(2), which is the implementing statute for House Bill 2001 (HB 2001), requires Oregon cities with populations over 25,000 and those within the Portland Metro boundary (collectively referred to as “Large Cities”) to adopt development code regulations and comprehensive plan amendments to allow for the development of: (1) all Middle Housing types (duplexes, triplexes, quadplexes, townhouses, and cottage clusters) in areas zoned for residential use that allow for the development of detached single-family dwellings; and (2) a duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings. The proposed Comprehensive Plan and Development Code text amendments comply with this requirement because the amendments allow all Middle Housing types in all residential zones (R, PDR-1 through PDR-7, V, RN, and the new proposed OTR zone), in compliance with the statute.
2. ORS 197.758(5) states that local governments may regulate siting and design of Middle Housing provided that the regulations do not, individually or cumulatively, discourage the development of all Middle Housing types permitted in the area through unreasonable costs or delay. OAR 660-046-0220 provides specific standards limiting which siting standards comply with this ORS requirement. The requirement regarding unreasonable costs and delay was identified early in the Planning Commission’s deliberations and audit of applicable regulations, and, throughout the development of code amendments. The OAR’s limitations have been incorporated into the Development Code text amendments throughout the new text by ensuring that the same standards apply to Middle Housing as do to single family detached housing.

3. OAR 660-046-0210 specifies that all siting and design standards applied to Middle Housing must be clear and objective. In accordance, the proposed Development Code text amendments include only clear and objective standards, also in compliance with ORS 197.307(4).
4. OAR 660-046-0225 specifies what design standards local governments may apply to Middle Housing. These include: design standards in the Model Code for Large Cities; design standards that are less restrictive than those in the Model Code for Large Cities; the same clear and objective design standards that the Large City applies to detached single-family structures in the same zone; or alternative design standards as provided in OAR 660-046-0235. All design standards for Middle Housing that are proposed in the Development Code text amendments are either the same as (or less restrictive than) the Model Code for Large Cities or are the same as those applied to single-family detached dwellings in the same zone. The proposed text amendments do not include any “alternative design standards” as defined in OAR 660-046-0235.
5. Senate Bill 458 (SB 458), which is added to ORS 92.010 to 92.192, requires local governments subject to HB 2001 to allow land divisions for any middle housing type permitted in accordance with code provisions adopted under ORS 197.758. While SB 458 does not require local governments to amend their development codes or comprehensive plans, the City of Wilsonville has chosen to incorporate the middle housing land division requirements of SB 458 as part of the proposed Development Code text amendments. The proposed amendments include revisions to definitions, review procedures, and land division regulations, among others.

Statewide Planning Goals

Citizen Involvement

Goal 1

6. The citizen involvement processes and requirements established in Wilsonville’s Comprehensive Plan are consistent with Goal 1. The preparation of the proposed Plan and Code amendments had a comprehensive public involvement process that included work sessions of the Planning Commission and City Council, stakeholder outreach and community meetings, a community survey, and public information on Let’s Talk Wilsonville! and other platforms. Please see Findings 27 through 35 below for detailed descriptions of these opportunities to participate in the project.

Land Use Planning

Goal 2

7. The City followed the land use planning process and policy framework established in the City’s acknowledged Comprehensive Plan and Development Code as a basis for the decisions and actions related to the new regulations regarding the use of land and to assure an adequate factual base for these decisions and actions. The amendments will be adopted by the City

Council after a public hearing. Multiple opportunities were provided for review and comment by citizens and affected parties during the preparation of the ordinance.

8. Goal 2 specifically states that “all land-use plans and implementation ordinances ... shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances.” In accordance with this requirement, the proposed Plan and Code text amendments take into account changing state laws (ORS 197.758) and administrative rules (OAR 660-046). The proposed amendments are also consistent with changing public policies, pursuant to the recently-adopted Wilsonville Equitable Housing Strategic Plan (EHSP). New Middle Housing opportunities, as afforded by the proposed Plan and Code text amendments, will implement the policies and recommendations in the EHSP and be a tangible step forward toward achieving more equitable housing outcomes in Wilsonville. The EHSP, adopted by City Council resolution in June 2020, includes Implementation Action 1B, which calls for the City to “Incorporate Equitable Housing Needs into Middle Housing Planning.” The policy direction provided by the EHSP informed the City’s approach to Middle Housing regulation throughout the project.
9. In compliance with Goal 2, the proposed Comprehensive Plan and Development Code text amendments are also consistent with the goals, policies, and implementation measures of the City’s Comprehensive Plan, as demonstrated by all the findings in response to the Comprehensive Plan review criteria (Findings 36 through 39).

Housing

Goal 10

10. The proposed Comprehensive Plan and Development Code text amendments strongly support the City’s ongoing efforts to meet the housing needs of its residents. The amendments will allow development of housing types where they were previously prohibited—and potentially at a higher density than currently permitted—which will increase the capacity of lands to accommodate identified housing need. The proposed amendments will also provide more housing choices within existing and new neighborhoods, and may result in housing that is more affordable than existing single-family detached housing development. These changes will provide additional opportunities to meet the housing needs of Wilsonville residents.

In adopting the amendments in compliance with ORS 197.758, the City of Wilsonville has considered how these regulations will affect its compliance with Goal 10, including how they will affect the City’s adopted Buildable Lands Inventory (BLI) and Housing Needs Analysis (HNA), to ensure the sufficient availability of buildable lands to accommodate needed housing types identified in the HNA. The adopted BLI is dated 2014 and therefore the specific impact on the current, updated development capacity is not known at the time of adoption of these amendments. However, the City anticipates the BLI and HNA will be updated in 2023 and adopted no later than December 31, 2023 per OAR 660, Division 8 – Exhibit A, and further consideration of the impact of these amendments on land capacity will be analyzed in the HNA at that time. ORS 197.296(6)(b), as amended by House Bill 2001, allows jurisdictions to

assume up to a three percent increase in zoned capacity for housing. The City will incorporate these considerations in the updated HNA.

11. OAR 660-046-0030(2) states that, “In adopting or amending regulations or amending a comprehensive plan to allow Middle Housing, a local government must include findings demonstrating consideration, as part of the post acknowledgement plan amendment process, of methods to increase the affordability of Middle Housing through ordinances or policies that include but are not limited to: a. Waiving or deferring system development charges; b. Adopting or amending criteria for property tax exemptions [...] or property tax freezes [...]; and c. Assessing a construction tax under ORS 320.192 and ORS 320.195.”

Regarding consideration of waiving or deferring system development charges (SDCs) for Middle Housing – the City of Wilsonville already waives SDCs for accessory dwelling units, and the City’s Equitable Housing Strategic plan identifies SDC waivers or reductions as a potential strategy for incentivizing Middle Housing development. The City will continue to study this incentive strategy after adoption of the Middle Housing Comprehensive Plan and Development Code text amendments. The City is also considering the option of variable-rate SDCs and infrastructure fees in planning for Frog Pond East and South – areas that were recently brought into the Urban Growth Boundary (UGB). The scope of the Frog Pond East and South Master Plan project includes examining variable rate infrastructure fees and SDCs to charge proportionate fees for proportional impact, toward the goal of reducing costs per unit of Middle Housing. The project schedule anticipates bringing forward recommendations for adoption by the end of 2022 that would apply beyond Frog Pond East and South, including Frog Pond West, for which master planning was completed in 2017 and portions of which are already being developed.

Regarding consideration of property tax exemptions for affordable Middle Housing – this is also identified as a potential strategy in the City’s Equitable Housing Strategic Plan. The City already provides a property tax abatement to nonprofit affordable housing providers through the Nonprofit Low-Income Rental Housing Exemption. The EHSP also identifies the Multiple Unit Property Tax Exemption (MUPTE) and Homebuyer Opportunity Limited Tax Exemption (HOLTE) as potentially effective programs, due to their ability to encourage affordable housing at multiple scales and promote affordable homeownership, respectively. The HOLTE potentially has more applicability for Middle Housing, since the MUPTE typically applies to multi-family housing. The EHSP identifies specific steps for the City to take in evaluating and adopting a potential new tax abatement for affordable housing.

Regarding consideration of a construction tax, the EHSP also identifies this as a funding tool to explore to support development of affordable housing. The EHSP states that the City Council provided direction to begin evaluating the potential for creating a Construction Excise Tax early in the implementation of the plan. Appendix C of the EHSP provides an implementation roadmap for adoption of a construction excise tax.

As recommended in the EHSP, the City will also be evaluating other tools and strategies to increase the affordability of Middle Housing—and to promote equitable housing more broadly in the city.

See also Findings 36 through 39 and Finding 55, which address the City’s Comprehensive Plan policies related to housing and residential areas and Title 1 of the Metro Urban Growth Management Functional Plan. Taken together, the above-cited planning programs and implementation that are supportive of Middle Housing demonstrate the City’s action to “take into account changing public policies and circumstances” in compliance with Goal 2.

Agricultural Lands and Forest Lands

Goals 3 and 4

12. The proposed amendments apply to residential lands within the Urban Growth Boundary and are therefore not directly applicable to agricultural lands or forest lands; however, the amendments are supportive of goal to encourage development within the UGB in a more compact and efficient land use pattern that helps to preserve agricultural and forest lands.

Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 5

13. The City’s natural resource regulations will continue to apply and to protect Goal 5 resources and that there is no change to the standards related to water, air and sound quality. The City of Wilsonville implements Goal 5 natural resource protections through the Significant Resource Overlay Zone (SROZ) (WC 4.139) and in WC 4.171 General Regulations - Protection of Natural Features and Other Resources. The City will limit the development of Middle Housing other than Duplexes in significant natural resource sites identified and protected pursuant to Goal 5 as allowed by OAR 660-046. The proposed changes to WC 4.139 are necessary to extend the same exemption from certain SROZ regulations to Duplexes that is currently provided to single-family detached dwellings, as required by OAR 660-046. The City’s regulations in WC 4.171 related to hillsides, trees and wooded areas, earth movement hazard areas, and soil hazard areas will continue to apply to all development, including Middle Housing, as allowed by OAR 660-046.
14. Regarding historic resources, the City implements Goal 5 historic resource protections through the regulations in WC 4.171. The proposed amendments do not impact the City’s regulations for protection of designated historic or cultural resources. The City does not have any designated Goal 5 historic districts, therefore provisions in OAR 660-046 related to development of Middle Housing in historic districts do not apply. The Old Town Neighborhood in Wilsonville is not a designated historic district, but the City has been careful in considering how Middle Housing should be regulated in Old Town because of the historic qualities and regulations that apply in the neighborhood. The City has attempted to strike a balance between allowing Middle Housing in residential portions of Old Town (as required by ORS 197.758) and maintaining consistency with the vision and regulations of the Old Town Residential Design Standards. Those are intended to ensure that new development and renovations are consistent with the historic character in Old Town – they have been retained and will be applied to Middle Housing, with some minor proposed amendments to ensure they comply with OAR 660-046.

Air, Water and Land Resources Quality

Goal 6

15. This goal is not applicable because the City's acknowledged regulations implementing Goal 6 remain in effect with no change in applicability.

Areas Subject to Natural Hazards

Goal 7

16. As described in Finding 13 above, the City's standards in WC 4.171 related to hillsides, trees and wooded areas, earth movement hazard areas, and soil hazard areas will continue to apply to development including Middle Housing. Similarly, the Flood Plain Regulations in WC 4.172 will continue to apply equally to all residential development, including Middle Housing.

Recreational Needs

Goal 8

17. This goal is not applicable as the amendments have no effect on the availability of or access to recreational opportunities.

Economic Development

Goal 9

18. Goal 9 is implemented through Oregon Administrative Rule (OAR) Division 9, which is intended to ensure that each jurisdiction maintains adequate land supply for economic development and employment growth. This goal is not directly applicable because the proposed amendments are related to residential land, not industrial or commercial land. However, the proposed amendments will support economic development goals by removing code barriers to Middle Housing, thereby enabling additional housing options for Wilsonville's resident workforce. Improving opportunities for workforce housing is one way in which the City can provide a supportive environment for the development and expansion of desired businesses. In particular, this can help address the mismatch between residents/housing and jobs by providing more housing opportunities for people to live where they work.

Public Facilities and Services

Goal 11

19. The City of Wilsonville conducted a study of the City's existing infrastructure plans and systems in order to determine the range of potential Middle Housing infill impacts to the City's existing infrastructure plans and systems. The City worked with the consultants that previously worked on the various Citywide infrastructure Master Plans to run analyses to identify potential infrastructure issues resulting from the addition of residential units. The "stress test" analyses seek to understand how much potential Middle Housing the infrastructure systems could absorb without major additional capital investments or infrastructure failure. (Note: The analysis did not include stormwater infrastructure; an

updated Stormwater Master Plan is currently underway and updated assumptions related to potential Middle Housing production are included as part of the update.)

Water infrastructure was evaluated. See Keller Associates analysis dated May 4, 2021 in Attachment 6 to LP21-0003 Staff Report, Middle Housing in Wilsonville Infrastructure Analysis. The consultant input additional housing estimated by the City into its “Buildout MDD Water Model”, and also evaluated water treatment and storage needs. The memo concludes (page 12):

Modeling results indicate that the potential increase in demands due to HB 2001 will have minimal effects on the system’s ability to provide sufficient pressures and available fire flows provided that the City continues to implement improvements as outlined in the existing master plan.

The buildout model assumes that several system improvements have been implemented. To refine the more immediate impacts of the potential density increases on the existing system, the City should move forward with an existing system model update that would include updated system demands and infrastructure improvements completed since 2013.

Sewer infrastructure was evaluated. See Murraysmith analysis dated May 20, 2021 in Attachment 6 to LP21-0003 Staff Report, Middle Housing in Wilsonville Infrastructure Analysis. As with the water analysis, the consultant evaluated estimated additional land use and modelled it in appropriate sanitary sewer basins. The consultant used Transportation Analysis Zones (TAZs) as the unit of analysis for evaluating the impacts of potential new middle housing dwelling units. The Summary of Findings on page 5 states:

The estimated increase in flows resulting from additional dwelling units (DUs) due to HB 2001 represents less than a 10 percent overall increase over projected future flows in the City’s Wastewater Collection System Master Plan (WCSMP).

The largest anticipated impact would be to the Boeckman Sewer Basin, with an estimated 8% increase in flow due to HB 2001. The Boeckman Interceptor was already determined by the WCSMP to have the most significant capacity deficiencies in future build-out scenarios prior to HB 2001.

The Memorial Park Pump Station (PS), located in the Boeckman Sewer Basin, is currently being replaced with a new larger-capacity station. The station will have sufficient capacity for middle-housing in Frog Pond as that area builds out. However, if the PS service area grows further to the north and east, its ability to serve full build-out of the future service area could be impacted by HB 2001.

Many of the other TAZ locations where the City expects additional DUs to be located already have capacity-related capital improvement program (CIP) projects identified in the WCSMP. Sizing and timing of all planned CIP projects should consider the potential of increased DUs due to HB 2001, and the CIP should be adjusted accordingly. This is recommended to be done through a comprehensive update of the sewer collection system master plan, once the City has better defined and understood the specifics of implementing HB 2001.

As described in the sewer infrastructure evaluation, much of the potential impact of added middle housing units can be addressed as part of already-planned infrastructure improvements. Pursuant to the recommendations in the evaluation, the City will integrate the potential for increased middle housing units into its future work to update planned CIP projects and in future updates to the WCSMP.

20. The Wilsonville Code’s public facilities and services standards will apply to Middle Housing and the City’s procedures for the review of building permits will continue to apply. As described in OAR 660-046, the City will apply these standards and will work with applicants developing Middle Housing to determine whether Sufficient Infrastructure will be provided, or can be provided, upon submittal of a triplex, quadplex, townhouse or cottage cluster development application. As defined in 660-046-0020(16) “Sufficient Infrastructure” means the following level of public services to serve new Triplexes, Quadplexes, Townhouses, or Cottage Cluster development:
- a. Connection to a public sewer system capable of meeting established service levels.
 - b. Connection to a public water system capable of meeting established service levels.
 - c. Access via public or private streets meeting adopted emergency vehicle access standards to a city’s public street system.
 - d. Storm drainage facilities capable of meeting established service levels for storm drainage.

Transportation

Goal 12

21. As described in Finding 19, the City conducted an infrastructure study to assess the potential impacts of Middle Housing allowances, and this included an analysis of the transportation system. See DKS Associates transportation analysis dated April 29, 2021 in Attachment 6 to LP21-0003 Staff Report, Middle Housing in Wilsonville Infrastructure Analysis. As noted in that analysis, the allowance of denser housing types has the potential to cause an increase in the trip generation in Wilsonville during the PM peak hour. The study compared trip generation estimates based on previous land use assumptions to trip generation estimates based on denser Middle Housing allowed under HB 2001 to determine the impacts, if any, to Wilsonville streets and intersections. The study found that the “primary intersections” impacted by the estimated net new housing were the Stafford Road/Wilsonville Road/Advance Road/Boeckman Road (signalized) intersection and the Stafford Road/Ellignson Road/65th Avenue (two-way stop) intersection. The study identified the Canyon Creek Road/Boeckman Road (all-way stop) intersection as a “secondary impact intersection”.

The Summary section (memo, page 5) of the analysis states:

- In both 2025 and 2045, most of additional potential household trips in Wilsonville would occur in the NE quadrant, specifically in the Frog Pond East & South development area.
- The potential PM peak hour trip increase at the intersections of Stafford Road/Wilsonville Road/Advance Road/Boeckman Road and Stafford Road/Ellignson

Road/65th Avenue will be analyzed as part the Frog Pond East & South Master Plan project.

- No other intersections in the NE quadrant or other quadrants of the City are expected to be significantly impacted by the change in number of housing units. Therefore, no additional analysis is needed for other areas beside the Frog Pond East & South development.
22. The City’s street standards in WC 4.177 will apply to Middle Housing to help ensure a safe transportation system. The increased density that could be provided by Middle Housing helps support a compact urban form which can be more transit-supportive and pedestrian and bicycle-friendly thus potentially reducing the number and length of automobile trips.

Energy Conservation

Goal 13

23. Goal 13 states that, “Land use planning should, to the maximum extent possible, seek to recycle and re-use vacant land and those uses which are not energy efficient.” The proposed amendments support this goal by encouraging more efficient use of vacant and infill properties in areas zoned for single-family residential development through the allowance of Middle Housing types. These housing types consume less land per unit, therefore they provide a more energy-efficient alternative to single-family detached homes.

Urbanization

Goal 14

24. Goal 14 requires the City to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. The proposed amendments support this goal by increasing the development capacity of lower-density residential lands inside the UGB. The amendments also support land use patterns and development plans which take advantage of density and location to reduce the need for travel and dependency on the private automobile, facilitate energy-efficient public transit systems, and permit building configurations which increase the efficiency of energy use.
25. The Frog Pond UGB expansion areas have been a focus of the Middle Housing project because it is currently the primary opportunity area for new housing development in the city. The City has focused on various ways to facilitate and encourage Middle Housing development in Frog Pond West. The City will continue working on strategies to accommodate and promote Middle Housing in Frog Pond East and South as it undertakes the master planning work for these areas over the next year plus.

Willamette River Greenway

Goal 15

26. The City’s Willamette River Greenway goals and policies will continue to be implemented through the Willamette River Greenway regulations in WC 4.500-4.515. These standards will continue to apply to all development, including Middle Housing.

Wilsonville Comprehensive Plan-Public Involvement

27. Below is a summary of the public involvement process that was conducted during the preparation of the proposed Comprehensive Plan and Development Code text amendments. In addition, each of the applicable Comprehensive Plan Public Involvement policies and implementation measures is individually addressed.

Summary of Public Involvement

In 2020, the Land Conservation and Development Commission (LCDC) adopted new administrative rules governing how some Oregon jurisdictions regulate Middle Housing and established a deadline for compliance of June 30, 2022.

The Wilsonville Planning Commission served as the advisory body for this project. Eight Planning Commission work sessions were held on November 12, 2020 and on January 13, February 10, April 14, May 12, June 9, July 14, and August 11, 2021 to discuss working concepts and draft Comprehensive Plan and Development Code amendments. All work sessions were open to the public, with notification to stakeholders and interested parties. In addition, in their role as the Committee for Citizen Involvement (CCI) the Planning Commission hosted a virtual forum on July 20, 2021 to discuss the project with the public.

The Wilsonville City Council was also briefed about the project at five work sessions and provided strategic direction for the project—particularly for the project goals and desired outcomes.

Community meetings were held to discuss Plan and Code concepts and to gain input from targeted stakeholders and community members. Because of public health concerns associated with the ongoing COVID-19 pandemic, all meetings were held virtually on the Zoom videoconference platform.

- Old Town Neighborhood Association, February 23, 2021 and June 17, 2021
- General community meeting / Frog Pond neighborhoods, February 24, 2021
- General developers focus groups, February 25, 2021 and July 22, 2021
- Frog Pond developer and property owner focus groups, February 16, 18, and 23, 2021
- Latinx focus group (in partnership with Centro Cultural), March 13, April 10, May 1, and May 22, 2021
- Public forum, July 20, 2021

An online survey was developed and made available from April 7 to May 25, 2021. A total of 92 respondents participated. This “visual preference” survey focused on gaining input from community members about preferences for design of single-family and Middle Housing design. The results from the survey were incorporated into the proposed Middle Housing and single-family design standards in Section 4.113 of the Development Code text amendments.

Interested individuals were invited to sign up for an “interested parties” mailing list and to provide general comments. A total of 29 comments were received via direct email to City staff.

A webpage on the City's "Let's Talk Wilsonville" online engagement platform was created and maintained throughout the project. The page was periodically updated with new project documents and public meeting dates. The webpage also offered a range of opportunities for participants to learn about the project and provide feedback, including project FAQs, an opportunity to share personal stories about Middle Housing, the online survey mentioned above, and contact information for City staff.

City staff shared project updates at key stages of the project through emails to the interested parties list, press releases, and social media posts (on Facebook and Twitter).

Input received from stakeholders, community members, and the Planning Commission was incorporated into revisions to draft Plan and Code text amendments.

A notice of the proposed text amendments (LP21-0003) was issued to the Oregon Department of Land Conservation and Development (DLCD) on July 29, 2021, at least 35 days before the first evidentiary hearing, in accordance with OAR 660-018-0020.

A Notice of Public Hearing (LP21-0003) was mailed on August 16, 2021, to partner agencies/jurisdictions. A Citywide Public Notice was mailed August 16, 17, and 18, 2021. A Notice of Public Hearing was provided for publishing in the Wilsonville Spokesman on August 18, 2021. These notices informed the public that the amendments would be considered during the September 8, 2021, Planning Commission and October 4, 2021, City Council public hearings, consistent with the legislative hearing notice requirements of WC 4.012 and State law.

A staff report concerning the proposed text amendments (LP21-0003) was posted on the City's website on September 1, 2021 at least seven days before the first evidentiary public hearing.

Through the notification and public hearing process, all interested parties were afforded the opportunity to review proposed text amendments, comment on the proposal, attend the public hearings, and for decisionmakers to consider testimony from members of the public as they decided upon on the final proposed amendments.

Public Involvement-In General

Goal 1.1, Policy 1.1.1,

28. By following the applicable implementation measures, see Findings 29 through 35 below, the City provided opportunities for public involvement encouraging, and providing means for, involvement of interested parties.

Early Involvement

Implementation Measure 1.1.1.a.

29. As described in Finding 27 above, the City reached out early in the process to stakeholders and community members in Wilsonville through various engagement avenues to provide information about the project and to solicit early input. The Planning Commission and City Council and community members have opportunity to comment on the proposed code

amendments while still in draft form. The City held eight Planning Commission work sessions and five City Council work sessions between November 2020 and August 2021. For all these meetings the opportunity was available to the public to view remotely or in-person. The meeting recordings were made available for viewing afterwards on the City's YouTube channel.

Encourage Participation of Certain Individuals, Including Residents and Property Owners

Implementation Measure 1.1.1.e.

30. The City encouraged residents, property owners, and other interested parties impacted by the proposed Plan and Code amendments to participate as described in Finding 27 above.

Procedures to Allow Interested Parties to Supply Information

Implementation Measure 1.1.1.f.

31. The City afforded interested parties the opportunity to provide oral input and testimony during the public hearings. In addition, the City afforded them the opportunity to provide written input and testimony. Throughout the work sessions and year of work, the City also encouraged and afforded opportunity for comments either in writing or in-person or virtually at Planning Commission meetings.

Types of Planning Commission Meetings, Gathering Input Prior to Public Hearings

Implementation Measure 1.1.1.g.

32. Prior to the scheduled public hearing on the proposed Plan and Code amendments, the Planning Commission held a series of work sessions open to the public on November 12, 2020 and on January 13, February 10, April 14, May 12, June 9, July 14, and August 11, 2021, during which the Planning Commission considered public input and provided feedback, which was incorporated into the current draft.

Public Notices for Planning Commission Meetings

Implementation Measure 1.1.1.h.

33. The notice regarding the public hearing, described in Finding 27 above, clearly indicated the type of meeting.

User Friendly Information for Public

Policy 1.2.1, Implementation Measures 1.2.1.a., b., c.

34. The published notecard mailings and notices, as described in Finding 27, provided user-friendly information about the purpose, location, and nature of the meetings. The mailings widely publicized different ways for impacted parties to participate, access additional information about the proposal, and staff contact information for questions they may have. The notice to impacted parties provided the necessary information for them to access to the

draft text amendments and staff report on which the Planning Commission will base their decision. Staff provided contact information and links to these files via the Let's Talk, Wilsonville! webpage and interested parties email list.

Coordinate Planning Activities with Affected Agencies

Implementation Measure 1.3.1.b.

35. The proposed Comprehensive Plan and Development Code text amendments will have limited impact to other agencies.

Wilsonville Comprehensive Plan-Housing and Residential Areas

Variety and Diversity of Housing

Policy 4.1.4, Implementation Measures 4.1.4.b.,d.,j.,o.

36. The proposed Development Code text amendments strongly support Wilsonville's policies and implementation measures related to providing a variety of housing options to meet diverse housing preferences and needs. The proposed amendments allow Middle Housing types—duplexes, triplexes, quadplexes, townhouses, and cottage clusters—in areas where they were previously prohibited or limited, which will provide more housing choices within existing and new neighborhoods. Middle housing helps provides variety in terms of housing cost, density, design, unit size, living arrangements, and ownership and rental options—and helps fill the gap between single-family detached homes and larger multi-family development. New Middle Housing is typically less expensive to rent or purchase than new single-family detached homes, and allowing construction of more housing contributes to housing affordability over the long term. This will help meet the housing needs of a wider range of incomes and lifestyle choices. Middle housing also provides more options for those who prefer housing with lower maintenance costs, and can provide multi-generational living opportunities. Allowing land divisions for Middle Housing will provide greater opportunities for fee-simple, affordable homeownership, in addition to condominium ownership and rental options. Single-story Middle Housing types (such as cottage clusters) can also provide greater physical accessibility for those with mobility challenges. All these features of Middle Housing can help Wilsonville provide a wider diversity of housing to meet a greater range of housing needs and preferences.

Public Services and Facilities

Implementation Measure 4.1.4.b.,h.,i.,o.,r.

37. The proposed amendments will ensure that adequate public facilities and services continue to be provided in conjunction with Middle Housing development. As described in Finding 20 above, the Wilsonville Code's public facilities and services standards will apply to Middle Housing and the City's procedures for the review of building permits will continue to apply. As allowed by OAR 660-046, the City will apply these standards and will work with applicants developing Middle Housing to determine whether Sufficient Infrastructure will be

provided, or can be provided, upon submittal of a Middle Housing development application. Also as described in Finding 19, the City is looking more closely at the Frog Pond neighborhoods—particularly Frog Pond East and South—to determine how Middle Housing allowances will impact the provision of infrastructure and services. In addition, as described in Finding 11, the City’s plans to improve affordability for Middle Housing include assessing system development charges to ensure that infrastructure funding is equitably distributed among Middle Housing and other types of development in Frog Pond East and South.

Safe, Convenient, Healthful, Attractive Residential Areas; Compatibility with Adjacent Areas

Implementation Measure 4.1.4.c.,t.

38. The proposed Development Code text amendments include new design standards for Middle Housing—and some standards that will also apply to single-family homes—which will help ensure that Wilsonville’s residential areas are safe and attractive. The design standards are focused on promoting quality and varied building design through requirements for façade variety and detail. The design standards are also geared toward promoting a pedestrian-friendly environment by ensuring that building entries are visible from the street, windows provide visibility onto the street, and driveways and parking areas are limited so they do not negatively impact pedestrian safety and comfort. These regulations are intended to create safe and healthful neighborhoods. In addition, the building and site design standards, coupled with consistency of development standards such as maximum height, lot coverage, and minimum setbacks, are intended to promote compatibility with adjacent homes and neighborhoods—especially in lower-density neighborhoods with mostly single-family homes.

Housing Needs

Implementation Measure 4.1.4.f.-g.,k.-m.,p.

39. Wilsonville’s current Housing Needs Analysis (HNA), adopted in 2014, found that the city is projected to grow by 3,749 households over the 2014 to 2034 period (based on Metro forecasts). The analysis also found that Wilsonville has capacity to accommodate between 3,390 and 4,229 new dwelling units—based on “low capacity” and “high capacity” scenarios. Under the “low capacity scenario,” and based on current land use regulations, the City does not have enough land to accommodate needed housing over the 20-year period. As described in Finding 36, the proposed Development Code text amendments will help accommodate the City’s identified housing needs by allowing a greater variety of Middle Housing types in areas currently zoned for single-family detached dwellings. This will increase the housing capacity of existing residential areas in the city, thereby furthering the City’s work to address Wilsonville’s housing needs by accommodating more dwelling units within the city. By providing greater housing choices, and by allowing for development of more housing overall, the amendments are intended to: help meet housing needs for existing and future Wilsonville residents; provide more local housing choices for those working in the city; and will help address the imbalance between jobs and homes.

While Middle Housing is not necessarily “affordable” or “low-cost housing,” it is typically more affordable to more residents than new single-family detached homes, and will therefore help meet the needs of those with a wider range of incomes. Also, as described in Finding 11, the City is considering a variety of strategies to improve the affordability of Middle Housing, such as tax abatement, SDC reductions/exemptions, and construction excise tax funding.

Wilsonville Development Code-Amendments to the Code

Overview

40. Below is a high-level summary of the proposed Development Code text amendments.

- Definitions and Terms – Updated or refined definitions of the various types of middle housing consistent with state statute and rules. Updated references to different housing types the code to be consistent with the new definitions. Added definitions as needed for the new or amended siting and design standards and to implement SB 458 provisions.
- Review Procedure – Updated the review procedures and application provisions to apply the same approval process to Middle Housing as applies to detached single-family dwellings, as required by OAR 660-046. Added middle housing to the type of building permits reviewed administratively without notice by the Planning Director and designated staff.
- Allowed Uses in Residential Zones – In each residential zone (R, PDR-1 through PDR-7, V, RN, and the new proposed OTR zone), updated the allowed uses to list the middle housing types as allowed uses. In addition to the types mandated by HB 2001, Wilsonville proposes to also permit detached forms of duplexes, triplexes, and quadplexes (referred to as 2-unit, 3-unit, and 4-unit cluster housing). In the V and RN zones, a smaller subset of middle housing is permitted during initial development, pursuant to the OAR compliance options for existing Master Planned Communities, but all types are allowed as future infill or redevelopment.
- Incorporated Density Exemptions for Middle Housing – Updated the residential zones to exempt duplexes, triplexes, quadplexes, and cottage clusters from density maximums, as required by OAR 660-046. Also established the allowed density of townhouses as the lesser of four times the allowed density for single-family detached dwellings or 25 units per net acre. In the RN zone, the proposed amendments modify the table regulating maximum residential units to instead regulate maximum lots (thus allowing additional middle housing units).
- Incorporated Required Limits for Siting Standards – Updated development standards for middle housing (such as minimum lot sizes, setbacks, lot coverage, etc.) as required to comply with OAR 660-046.
- Added New Design Standards for Middle Housing – Incorporated most of the design standards from the Model Code for Large Cities. Also added new standards that would

apply equally to single-family detached dwellings and middle housing, as allowed by OAR 660-046.

- Old Town Residential Design Standards – Revised the Old Town design standards to comply with OAR 660-046 restrictions to siting and design standards.
- Parking Standards – Updated middle housing parking standards to comply with OAR 660-046, added new standards to ensure that required parking is usable and accessible/ and added new incentives for shared visitor parking in areas with limited on-street parking.
- Other Siting Standards – Updated other standards, such as solid waste storage and street standards, to generally apply the same standards middle housing as apply to single-family detached dwellings.
- Established Status of Previous Planned Developments – Added language to the planned development regulations in Section 4.140 to allow existing planned developments to become legal non-conforming development, and thus trigger newer zoning regulations to apply to new development.
- Significant Resource Overlay Zone – Updated the SROZ standards to apply the same exceptions to duplexes that apply to single-family detached dwellings, as required by OAR 660-046.
- Land Divisions – Updated land division regulations to create new provisions for middle housing land divisions, in accordance with SB 458.

Planning Commission Public Hearing, Recommendation to City Council
Subsection 4.197 (.01) A.

- 41.** The Planning Commission will conduct a public hearing and then, by resolution, forward findings and a recommendation to the Wilsonville City Council within the allowed 40-day timeframe.

Findings Required: Compliance with Procedures of 4.008
Subsection 4.197 (.01) B. 1., Section 4.008, Sections 4.009 through 4.024 as applicable

- 42.** The City mailed notices to affected properties and published/posted notices consistent with established procedures for legislative actions. The City produced written findings of fact regarding the application in this document for adoption by the Planning Commission. The City also published the findings and other elements a week prior to the Public Hearing as required by law.

Findings Required: Compliance with Goals, Policies, and Objectives of Comprehensive Plan
Subsection 4.197 (.01) B. 2.

- 43.** Findings 27 through 39 above provide findings related to the applicable goals, policies, objectives, and implementation measures of Wilsonville’s Comprehensive Plan.

Findings Required: No Conflict with Other Code Provisions
Subsection 4.197 (.01) B. 3.

44. While drafting the code amendments staff took care to ensure the proposed code changes do not conflict with or endanger other provisions of the Development Code. Staff looked carefully at all definitions and provisions that the initial amendments may affect and made additional changes to improve clarity and function and avoid conflicts.

Findings Required: Compliance with Statewide Land Use Planning Goals, State Rules and Statutes, Federal Statutes
Subsection 4.197 (.01) B. 4.-5.

45. Findings 1 through 26 above provide findings related to compliance with the applicable Statewide Land Use Planning Goals as well as applicable state statutes and administrative rules.

Affirmative Findings Required
Subsection 4.197 (.03)

46. Findings 1 through 39 provide the required affirmative findings on which a recommendation can be made to City Council for adoption of the requested amendments to the Wilsonville Development Code.

Comprehensive Plan Text Amendments

Overview

47. Below is a summary of the proposed Comprehensive Plan text amendments, including amendments to the Villebois Village and Frog Pond West Legislative Master Plans. These amendments are intended to acknowledge updated local policies and state laws and to ensure the Comprehensive Plan text supports and enables Development Code text amendments required for compliance with ORS 197.758 and OAR 660-046.
- In the introductory language of the Comprehensive Plan, Villebois Village Master Plan, and Frog Pond West Master Plan, the amendments describe how the recently-adopted Equitable Housing Strategic Plan will guide the City's approach to housing planning going forward. They also describe the requirements of HB 2001/ORS 197.758 and associated Administrative Rules.
 - In the Residential Development section of the Comprehensive Plan, the amendments:
 - Incorporate additional data and background information about Middle Housing.
 - Where housing types are listed in implementation measures (including for various residential Comprehensive Plan designations), the text includes all Middle Housing types.
 - Revise terms to reflect updated terminology (e.g., "attached single-family" units are now referred to as "townhouses").

- Update references to maximum residential densities to indicate that certain housing is exempt from density requirements including Accessory Dwelling Units and specific Middle Housing types.
- Update references to discretionary development review (e.g., by the Development Review Board) to indicate that Middle Housing is generally exempt from these review procedures.
- In the Environmental Resources and Community Design section, the amendments:
 - Update review procedures for significant natural resource areas so the same procedures apply to Middle Housing as apply to single-family dwellings.
- In the Villebois Village Master Plan:
 - OAR 660-046 provides alternative options for compliance with Middle Housing requirements in existing Master Planned Communities. This OAR section allows the City to limit development of Middle Housing types other than duplexes in undeveloped portions of master planned areas as long as it permits a net residential density of 8 units per acre overall and permits duplexes on every lot. After a master planned area is built out, the City cannot limit development of Middle Housing (i.e., as infill or redevelopment) and must comply with the minimum OAR standards. Villebois Village qualifies for these OAR provisions because the overall residential density planned for Villebois is at least 10 dwelling units per net acre. This allows the undeveloped portions of the Master Plan area to build out as previously planned other than allowing duplexes on all lots that allow single-family. For the built-out portions of Villebois and the undeveloped areas after they are developed, the City must allow Middle Housing to be developed in the future as infill or redevelopment on any lot where single-family detached dwellings are allowed. The proposed amendments to the Villebois Village Master Plan add new implementation measures to indicate the required duplex allowance for initial build-out, and the allowance of all Middle Housing types once lots are initially developed.
 - The definition of “row house” is also updated to reflect how the term has been used in practice, which includes both attached units (i.e., townhouses) and detached units (i.e., single-family dwellings) with similar repetitive characteristics.
- In the Frog Pond West Master Plan:
 - As originally adopted, the Frog Pond West Master Plan did not allow for adequate density to qualify for the alternative compliance option for master planned communities described above. Therefore, amendments are necessary to increase allowed density in Frog Pond West. This increase in allowed density is primarily achieved through the amended Development Code (RN zone), by allowing additional Middle Housing types during initial build-out—duplexes; 2-unit cluster housing; 2-unit townhouses; and triplexes, 3-unit cluster housing, and 3-unit townhouses on corner lots. The RN zone amendments also change how minimum and maximum density is achieved—changing from maximum units in each subdistrict to maximum lots. Since multiple Middle Housing units are

allowed on each lot, this effectively provides an increase in allowed density that exceeds 8 units per net acre overall. In the RN zone, the combined lots of townhouses are considered a single lot for the purposes of calculating maximum density; this provision contributes to the flexibility to build townhouses and comply with OAR 660-046.

- The Master Plan amendments reference the different allowances for initial build-out versus later infill or redevelopment.
- The term “single-family” is removed from the subdistrict labels because the subdistricts are no longer exclusive to single-family development.

Follow Procedures and Criteria in Comprehensive Plan

Subsection 4.198 (.01)

48. Findings 1 through 39 above and Finding 52 below confirm that the process to amend the Comprehensive Plan text followed applicable procedures established in the Comprehensive Plan. Findings 49 through 51 below establish that the proposed Comprehensive Plan text amendments meet the criteria contained in the Comprehensive Plan. The development and adoption of the proposed text amendments followed applicable procedures in the Comprehensive Plan as follows: the Planning Commission initiated the legislative Plan amendments; the City Council will consider the amendments after receiving findings and recommendations from the Planning Commission and public testimony; and amendments were provided sufficiently in advance of the first evidentiary Planning Commission hearing to allow adequate time for providing public notice and preparing a staff report on the proposal. As detailed in Finding 26 above, concepts and incremental drafts were available for public review between November 2020 and August 2021.

Meet a Public Need/In the Public Interest

Subsection 4.198 (.01) A.-B. and Comprehensive Plan Introduction: Plan Amendments 4. b.-c.

49. The public need for the proposed Comprehensive Plan text amendments (and associated Development Code text amendments) is for housing options that meet the needs of all Wilsonville residents – present and future. As described in Findings 10-11, 36, and 39, the proposed amendments help meet this need by facilitating Middle Housing development, and are therefore in the public interest.

Support Statewide Planning Goals

Subsection 4.198 (.01) C.

50. Findings 6 through 26 above establish that the proposed text amendments support Statewide Planning Goals.

Conflict with Other Portions of Comprehensive Plan

Subsection 4.198 (.01) D. and Comprehensive Plan Introduction: Plan Amendments 4. a.

51. The City finds that proposed text amendments changes are necessary to ensure compliance with state law and provide Comprehensive Plan support for the proposed Development Code text amendments. The City has carefully reviewed the proposed Comprehensive Plan and finds that there are no conflicts between the proposed language and other language existing in the Comprehensive Plan.

Submission and Review Process, Noticing

Subsection 4.198 (.02)-(.03) Comprehensive Plan Introduction: Plan Amendments 1.-3., 5.

52. The City initiated the proposed Comprehensive Plan text amendments. The Planning Commission and City Council will review the proposed text amendments. The Planning Commission will adopt a resolution making a recommendation to City Council. City Council will consider the amendments after receiving findings and recommendations from the Planning Commission and public testimony and will adopt the text amendments by Ordinance. As detailed in Finding 26 above, concepts and incremental drafts were available for public review between November 2020 and August 2021. All noticing requirements, as described under public involvement findings for the Comprehensive Plan (Findings 27 through 35) above, have been followed. Notice has been provided as follows:

- Mailed to all addresses in Wilsonville
- Mailed to all property owners with non-Wilsonville addresses
- Emailed to affected agencies and other parties requesting notices
- Published in the Wilsonville Spokesman newspaper on Aug 18, 2021
- Posted at City Hall, Community City, and Wilsonville Library
- Posted on the City's website and social media accounts

Factors to Address in Proposed Amendments

Comprehensive Plan Introduction: Plan Amendments 4. d.

53. Each applicable factor listed, including density of development and public need for healthful, safe and aesthetic surroundings and conditions, has one or more corresponding implementation measures in the Comprehensive Plan. Compliance with the applicable Comprehensive Plan implementation measures is demonstrated in Findings 29 through 39. By demonstrating compliance with applicable corresponding implementation measures, the proposed amendments address these factors.

Conflict with Metro Requirements

Comprehensive Plan Introduction: Plan Amendments 4. e.

54. Findings 55 through 60 below establish that the proposed text amendments are consistent with applicable requirements of the Metro Urban Growth Management Functional Plan (UGMFP or "Functional Plan").

Metro Functional Plan

Housing Capacity

Title 1 3.07.120

55. Title 1 of the UGMFP is intended to promote efficient land use within the Metro UGB by increasing the capacity to accommodate housing. The proposed Development Code and Comprehensive Plan text amendments will allow development of Middle Housing types where they were previously not allowed—and potentially at a higher density than currently permitted—which will increase the City of Wilsonville’s zoned housing capacity. The City’s minimum dwelling unit density for each residential zone will remain consistent with the current adopted minimum densities in the Development Code and in compliance with Title 1. The City’s allowance for accessory dwelling units remains in compliance with Metro requirements. These numerical aspects of the proposed amendments have been developed in concert with updates to siting and design standards.

Water Quality and Flood Management

Title 3

56. Title 3 calls for the protection of the beneficial water uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. The City of Wilsonville implements Title 3 protections through the Significant Resource Overlay Zone (SROZ) (WC 4.139), and these regulations remain largely unchanged. The proposed changes to WC 4.139 are necessary to extend the same exemption from certain SROZ regulations to duplexes that is currently provided to single-family detached dwellings, as required by OAR 660-046.

Housing Choice

Title 7 3.07.730

57. Title 7 is intended to ensure the production of affordable housing within the UGB. Under Title 7, the City is required to ensure that its Comprehensive Plan and implementing ordinances include strategies to: ensure the production of a diverse range of housing types, maintain the existing supply of affordable housing, increase opportunities for new affordable housing dispersed throughout the City, and increase opportunities for households of all income levels to live in affordable housing. The proposed Development Code and Comprehensive Plan text amendments further Wilsonville’s compliance with Title 7 by allowing Middle Housing types in all areas zoned for single-family detached dwellings, and by establishing siting and design standards that meet the criteria in OAR 660-046-0220 and -0225 for standards that do not discourage development of Middle Housing through unreasonable costs or delay. See also Findings 10-11, 36, and 39, which address criteria related to housing needs. In addition, as described in Finding 11, the City will consider a range of strategies to increase the affordability of Middle Housing, consistent with Title 7.

Planning for New Urban Areas

Title 11

58. Title 11 provides guidance on the conversion of land from rural to urban uses. Land brought into the Metro UGB is required to be maintained at rural densities until the completion of a concept plan and annexation into the municipal boundary. Concept planning and comprehensive plan provisions must ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. The City met the concept planning requirements of Title 11 (3.07.1110) through the development and adoption of The Frog Pond Area Plan. The City met the comprehensive plan implementation requirements of Title 11 (3.07.1120) through the development and adoption of the Frog Pond West Master Plan.

The Frog Pond UGB expansion areas have been a focus of the Middle Housing project because they are the primary opportunity areas for new housing development in the city (due to the area planning initiatives summarized above). The City has focused on various ways to facilitate and encourage Middle Housing development and increase housing options and affordability in Frog Pond West. The proposed amendments to the Frog Pond West Master Plan do not alter the plan's compliance with the requirements of Title 11 (both 3.07.1110 and 3.07.1120). The new allowances for Middle Housing in Frog Pond West increase the potential diversity and supply of housing in that neighborhood, consistent with Title 7 and therefore consistent with 3.07.1120(c)(4). The City will continue working on strategies to accommodate and promote Middle Housing in Frog Pond East and South as it undertakes the master planning work for these areas over the next year plus, which will be conducted in compliance with Title 11.

Protection of Residential Neighborhoods

Title 12

59. Title 12 protects existing residential neighborhoods from air and water pollution, noise, and crime and ensures neighborhoods are provided adequate levels of public services. The proposed Development Code and Comprehensive Plan text amendments further compliance with Title 12 by allowing more housing development within existing neighborhoods with existing access to parks and greenspaces, thereby making these spaces more accessible to residents by walking or biking. Planning for parks, schools, and commercial services will also be key focus areas for the planning of Frog Pond East and South in the coming year.

Habitat Conservation

Title 13

60. The purpose of Title 13 is to protect riparian areas and wildlife habitat, and to prevent water pollution and improve water quality. The proposed amendments maintain current preservation of lands designated with the City's Significant Resource Overlay Zone (SROZ), which is the City's regulatory mechanism for compliance with Title 13. As described in Finding 56, only minor changes are proposed for these regulations, which are required by state law.

Planning Commission Record Index
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LP21-0003

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- August 11, 2021 – PC Worksession
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- July 19, 2021 – CC Worksession
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- June 9, 2021 – PC Worksession
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Public Comment

Email:

- 08.23.21 Baughman, Marilou
- 05.31.21 Budaio, John
- 05.31.21 Budaio, Kat
- 06.07.21 Dicken, Kevin
- 06.06.21 Dunwell, Katie
- 06.07.21 Edwards, Jay
- 06.02.21 Ericson, Cathie and Nels
- 06.07.21 Evert, Brian
- 06.07.21 Evert, Jennifer
- 06.07.21 Grano, Karin
- 06.07.21 Greenfield, Kate
- 06.07.21 Jeffries, Margaret

05.27.21 Mager, Steve
06.07.21 McClelland, Emily
06.07.21 McIlmoil, Karen
06.07.21 McKnight, Alys
06.01.21 Meacham, Tony
01.19.21 Moody, Bruce
06.07.21 Pettenger, Mary
06.07.21 Prior, Gareth
06.06.21 Reep, Susan
01.20.21 Riewald, Claudia
02.11.21 Rudnitsky, Vlad
06.07.21 Truitt, Rich
08.19.21 Walsh, Mike
01.21.21 Wehler, Doris
07.09.21 Wehler, Doris
07.13.21 Wehler, Doris

Letters, etc

07.13.21 Wehler, Doris (petition)
05.26.21 Wehler, Doris (with attachment)
07.14.21 Taylor Morrision