



# PLANNING COMMISSION

## WEDNESDAY, MAY 12, 2021

### II. WORK SESSIONS

A. Middle Housing (Pauly) (60 Minutes)



## PLANNING COMMISSION WORK SESSION STAFF REPORT

<b>Meeting Date:</b> May 12, 2021		<b>Subject:</b> Middle Housing in Wilsonville Project	
		<b>Staff Member:</b> Daniel Pauly, Planning Manager	
		<b>Department:</b> Community Development	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input checked="" 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 <b>Comments:</b> N/A	
<b>Staff Recommendation:</b> Provide additional project guidance			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b>			
<input checked="" type="checkbox"/> Council Goals/Priorities: Thoughtful, Inclusive Built Environment; Equitable housing study and develop affordable housing strategies	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

### ISSUE BEFORE PLANNING COMMISSION:

Review a number of materials for the Middle Housing in Wilsonville project. Provide direction to the project team to further refine the draft of proposed policy amendments.

## EXECUTIVE SUMMARY:

The City is undertaking a project to update rules 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. This will be the Planning Commission's sixth work session on the topic. Since the last work session with the Commission, the project team concluded an online survey and continued work to develop a recommended package of updates to the City development code and related policies based on compliance audits and feedback received.

As a reminder, to assist in the review of the updates and help focus attention on the updates in need of the most attention, the project team categorized the updates. The draft amendments in Attachment 1 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.

This May work session will focus on reviewing Category 1 and 2 updates; Category 3 updates for which the project team has previously received direction from Planning Commission and City Council, including draft percentage requirements for middle housing in future development projects in Frog Pond West; and highlighting Category 4 updates that are minor and do not require in-depth discussion. Future work sessions will focus on additional Category 3 and 4 updates needing more focus, including siting and design standards and residential parking policy. Note Category 1 and 2 updates to the RN zone (Frog Pond) are not included in this work session's package of amendments as they are intertwined with Category 3 updates subject to further discussion in June. The May work session will also share results of an online survey related to siting and design standards in preparation for the future work session discussion.

**Draft Code Updates:** The Planning Commission should come prepared with any comments and questions about the draft updates in Attachment 1 so that the project team can revise them following this work session. This is planned to be the final work session during which these particular updates will be a focused topic of discussion. As further summarized below, the nature of these updates are:

- Clearly defining middle housing terms and updating related references in the code;
- Specifically establishing middle housing as an allowed use in all residential zones;
- Updating the review process for middle housing to be the same as detached single-family homes;
- Incorporating density exemptions for middle housing for state compliance;

- Updating siting and design standards to limits set by the State;
- Referencing recent housing policy updates in policy documents; and
- Establishing status of previous planned development approvals.

#### Clearly Define Middle Housing and Update References

These updates add or refine definitions of the various types of middle housing consistent with state statute and rules. This includes adding definitions for triplex, quadplex, and their equivalent detached versions. An updated definition of cottage cluster and townhouse is also added. The definition of multi-family housing and detached single-family are updated to differentiate them from middle housing (see Section 4.001 pages 7-13 of Attachment 1). References to different housing types are updated throughout the Development Code to be consistent with the new definitions (see Section 4.124 page 34 of Attachment 1 as an example).

#### Clarify Middle Housing as an Allowed Use in Residential Zones

While residential zoning districts already technically allow most middle housing, the list of allowed uses in all the zones are updated to specifically list the newly defined middle housing types as allowed uses (see Section 4.124 page 34 of Attachment 1 as an example).

#### Update Review Process for Middle Housing

One state requirement is that middle housing go through the same review process as detached single-family housing. Currently, some middle housing types would go through the same process as multi-family housing. The updates add middle housing to the type of building permits reviewed administratively without notice by the Planning Director and designated staff (see Section 4.030, page 2 of Attachment 1). The updates also clarify middle housing, like detached single-family housing, is not subject to Site Design Review. Multi-family housing remains subject to Site Design Review (see Section 4.420, page 106 of Attachment 1).

#### Incorporate Density Exemptions for Middle Housing

The state rules exempt duplexes, triplexes, quadplexes, and cottage clusters from density maximums. In addition, the rules establish 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. Updates incorporate these exemptions and special treatment in the various references to density within the Comprehensive Plan and Development Code. For example, footnotes to the density table in Section 4.124, Planned Development Residential Zones, now includes language stating the exemptions (see Section 4.124, page 36 of Attachment 1).

#### Incorporate Required Limits for Siting and Design Standards

While a future work session will cover some “Category 3” siting and design standards that allow more local flexibility, the updates before the commission in this work session incorporate required “Category 1 and Category 2 updates” to siting and design standards. Specific State-required standards include minimum lot sizes for various middle housing types and cottage cluster setbacks. In addition, while in most residential zones the allowed lot coverage (the percentage of a lot covered by buildings) is high enough to not deter middle housing, the R Zone still has older lot coverage requirements that would limit the ability to add middle housing. The updates make the R Zone lot coverage consistent with similar-sized lots in the PDR and RN zones (see Section 4.122, page 30 of Attachment 1). Also, the updates incorporate the limit of

requiring no more than one parking space per most middle housing units and the limit of requiring no parking for ADUs (see Section 4.155, page 95 of Attachment 1). A future work session will cover more elements related to parking, including parking management, design, and potential incentives for extra parking.

#### Referencing Recent Housing Policy Updates

An explanation of the Equitable Housing Strategic Plan and House Bill 2001 is added to the introductory language of the Comprehensive Plan, Villebois Village Master Plan, and Old Town Neighborhood Plan (see pages 116-117, 141-142, 160-161 of Attachment 1). The reference provides the necessary introduction and background explanation of these policies to build a foundation for related updates to specific language in these documents and the Development Code.

#### Establish Status of Previous Planned Developments Not Matching New Standards

As discussed in a February work session, planned developments are a key part of Wilsonville's land use regulations. Currently, once approved, planned developments control uses on the land even if the underlying zoning code changes. This creates a compliance issue as existing single-family-only planned developments would not allow middle housing. The updates add language to the planned development regulations in Section 4.140 (see pages 91-92 of Attachment 1) to allow existing planned developments to become legal non-conforming development, and thus trigger newer zoning regulations to apply to new development. In addition, language specifically ensures the density exemptions for middle housing and density rules for townhouses apply moving forward in existing planned developments. It is worth noting existing private covenants restricting middle housing in planned residential developments may continue to apply.

**Online Survey Results and Recommended Actions:** The City posted a survey on *Let's Talk, Wilsonville!* The survey was posted April 5 through April 19. The survey specifically sought community feedback on key questions regarding siting and design standards and parking. The project team requests the Planning Commissions review the results and confirm the recommended actions below as the team prepares siting and design standards and parking standards for discussion over the next work sessions.

#### 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

*Recommended Action:* To encourage variety and compatible design, develop "rules of adjacency" to be applicable across the community, including to detached single-family, building off rules in Villebois and Frog Pond, but not be as detailed and extensive.

### 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.

*Recommended Action:* Continue to think about design standards that can help plexes look similar to detached single-family homes, but focus more on good design overall and compatible architecture regardless of how the different units manifest in the building design.

### 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

*Recommended Action:* Explore design standards that create visual separation of adjacent 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

*Recommended Action:* Siting and design standards, such as garage frontage limitations and certain setbacks, which encourage alleys should continue to be developed.

### 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.

*Recommended Action:*

- Adopted siting and design and parking standards should be careful to not discourage garages.
- Not incentivize parking at expense of other lot features.

### Shared Open Space/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.

**Middle Housing Percentage Requirement in Frog Pond:** Previously, the Planning Commission expressed concern that just allowing middle housing in Frog Pond West may not result in any additional middle housing. At the Commission's March work session, the concept was raised to require additional middle housing beyond the limited amount of duplexes currently required. In the April work session, the concept was revisited and the Planning Commission desired additional information on what the percentage requirement would look like. The project team has continued to analyze different percentage options for the Commissions' consideration. In the analysis of options, the project team prioritized having a nexus to the existing Master Plan and direction given in this project thus far and to ensuring an impactful level of middle housing in Frog Pond West. The project team desires the Commission's support of the recommended percentage approach below or an alternative. Using this direction, the project team will develop draft implementing code language to share at an upcoming work session.

The recommended option builds upon the existing 10% duplex requirement by **requiring 10% middle housing**, for the uncommitted subdistricts. The type of middle housing allowed for each subdistrict type can vary to optimize design compatibility. The 2017 Frog Pond Master Plan established 10% as a reasonable level of middle housing within a development to provide variety while maintaining a consistent look and feel. The project team checked to see how many actual middle housing units would actually result from the proposed 10% approach. If all the currently uncommitted lands in Frog Pond West developed with the proposed 10% requirement, the project team calculates approximately 35-55 middle housing units would likely be built. This assumes a developer would try to maximize density while building the minimum amount of middle housing and maximizing the amount of single-family lots, which is consistent with feedback received to date from developers. As a reminder, the current code will result in only 4-5 middle housing units because there is very little land remaining that is designated small-lot subdistrict.

An alternative approach would be to aim to increase the density in these uncommitted subdistricts by about 24.4% using a middle housing requirement. The 24.4% is the required density increase across the Master Plan area required by state rules. **A 15% middle housing requirement** would be the closest to resulting in a 24.4% density increase across the remaining uncommitted subdistricts. This is again assuming the likely scenario of a developer maximizing density while building the minimum amount of middle housing and maximizing the amount of single-family lots. This required percentage would likely result in between 65 and 85 middle housing units.

**Discussion Items:**

In summary, the project team requests the Commission's discussion at the work session, and feedback for staff, to focus on the following items:

1. Comments and questions about the draft Development Code updates (Attachment 1) to direct the project team as they finalize amendments for the upcoming public hearing. This will be the last time a work session will focus discussion on the specific code updates in this packet.
2. Confirm direction, for future draft Code language and review, on siting and design standards and parking standards based on the survey results, including:
  - o "Rules of Adjacency" standards,
  - o Design standards that help plexes look similar to detached single-family homes,
  - o Visual separation of adjacent driveways,
  - o Siting and design standards supportive of alleys,
  - o Siting and design standards do not discourage garages,
  - o Not incentivizing parking at expense of other lot features, and
  - o Shared parking area incentives.
3. Provide guidance concerning what percentage of middle housing to require, if any, in uncommitted portions of Frog Pond West.

**EXPECTED RESULTS:**

Gather additional feedback and direction from the Planning Commission to continue to guide the Middle Housing in Wilsonville Project both in preparation of upcoming work sessions and the upcoming public hearing.

**TIMELINE:**

The Planning Commission will participate in a number of work sessions over the coming months to provide project feedback. The City Council will also review during work sessions over the coming months. This will be the final Planning Commission work session on a number of required and recommended code updates. Work sessions over the next couple months will focus on siting and design standards and parking standards. A public hearing and recommendation to City Council is anticipated in September.

**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 and other historically marginalized communities is funded by an \$81,200 Metro grant.

**COMMUNITY INVOLVEMENT PROCESS:**

Community outreach has begun and will continue until late spring and into summer as needed, including to the Latinx community supported by a Metro Community Engagement Grant. Opportunities to engage have included community meetings, stakeholder meetings, focus groups, online surveys, and other online materials. Additional outreach and stakeholder meetings are



planned over the summer to review a complete package of proposed changes prior to moving forward with public hearings.

**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 implement a key strategy from the Equitable Housing Strategic Plan. If the City does not adopt compliant standards by June 30, 2022, a state model code will come into effect for Wilsonville.

**ATTACHMENTS:**

- Attachment 1 Draft Middle Housing Plan and Code updates package 1, dated May 5, 2021  
(Category 1 and 2 updates, with select Category 3 and 4 updates)
- Attachment 2 *Future of Wilsonville's Neighborhoods* Survey results (April 2021)

\*\*\* Sections 4.000 – 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 ~~or two-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. Applications for expedited 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 to take action approving, approving with conditions, or denying such applications, based on findings of fact.
  - b. Tentative Plat Requirements for Expedited Land Divisions. Tentative plats and all other application requirements for expedited 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, 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 – 4.035 are not included in this review draft \*\*\*

DRAFT

**Section 4.001 Definitions.**

**NOTE:**

Only those definitions which are proposed to be amended or which are particularly pertinent to the amendments 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:

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7. Accessory Dwelling Unit: A dwelling unit of not more than 800 square feet of habitable floor area subordinate to another dwelling unit on the same lot. [Section 4.001 7., Amended by Ord. #825, 10/15/18]

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

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39. Building Façade: The exterior elevation(s) of a building; usually set parallel to the front lot line, often distinguished by elaboration of architectural characteristics.

40. Building Façade, Primary: The main exterior elevation of a building; usually associated with its primary entrance and/or street address.

41. Building Frontage Width, Minimum: A Development Standard that controls the degree of spatial definition of public open space. Described as a percentage, the Minimum Building Frontage Width is calculated as the ratio of the length of the primary building façade(s) to its corresponding lot line length, exclusive of required setbacks.

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52. Cluster Housing: ~~A type of detached dwelling units development arranged in groups, on a single lot meeting one of the sub-definitions A.-D. below, with a courtyard(s) containing shared green space and a public access sidewalk easement. A type of middle housing.~~ [Amended by Ord. #825, 10/15/18]

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.

53. 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.

53. Cohousing: Cohousing is an intentional community of private homes clustered around a shared space, with design features to promote frequent interaction and close relationships. Cohousing can be comprised of a single housing type or a variety of housing types, as permitted by the base zone. Applicable regulations are determined by the base zone, specific housing types involved, and applicable regulations such as master plans.

[Cohousing Definition added by Ord. 806, 07/17/17]

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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.

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78. Density: The number of residential dwelling units per acre of land. As specifically identified elsewhere in this code, certain types of dwelling units may be excluded from density calculations.

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85. Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way. [Added by Ord. #719, 6/17/13.]

86. Duplex: Two attached dwelling units on a single lot, neither of which meets the definition of an accessory dwelling unit. [Amended by Ord. #825, 10/15/18]

87. Dwelling: A building, mobile home, or manufactured home, designed for residential occupancy, but not a house trailer or recreational vehicle.

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]

89. Dwelling Unit, Attached: A dwelling unit which (1) shares one or more common or abutting wall, floor, or ceiling with one or more dwelling units and/or (2) has a shared roof structure with or a roof without a spatial gap between one or more dwelling units. The common or abutting walls, floors, ceilings, and roofs includes those of attached garages, storage areas, or other accessory uses. When a dwelling unit is attached only to an accessory dwelling unit and the accessory dwelling unit is not attached to any other dwelling unit, the dwelling unit is not "Attached" under this definition while the accessory dwelling unit is "Attached" under this definition. [Added by Ord. #825, 10/15/18]

90. Dwelling Unit, Detached: A dwelling unit not meeting the definition of attached dwelling unit. [Added by Ord. #825, 10/15/18]

91. Dwelling Unit, Multiple-Family: ~~Three or more~~ 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]

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99. Façade. The exterior wall or elevation of a building. [Added by Ord. 649, 6/2/08]

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.~~

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112. Floor Area: The area of the building, exclusive of porches and exterior stairs which shall extend to the exterior faces of all walls. Floor area shall include all levels within a structure, including mezzanines and additional stories above the first floor. Within a residential structure, floor area does not include garages or carports.

\*\*\*

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 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]

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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.~~ Outside of applicable specific technical use under land division requirements consistent with definitions in state statute, the term lot is inclusive of parcels created through a partition.

148. Lot Area: The total horizontal area within the lot lines of a lot, excluding the driveway portion of a flag lot.

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.

150. Lot Depth: The lot depth is the mean average distance between the front lot line and rear lot line of a lot measured within the lot boundaries.

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157. Lot, Width: The 'lot width' is the mean horizontal distance between the side lot lines of a lot measured within the lot boundaries.

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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.

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~~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]~~

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188. Non-Conforming Lot: A legally created lot ~~or parcel~~ that does not conform in terms of area, width, depth, or other dimensions with the standards of the zone in which it is located.

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.]

4.001 Definitions

Wilsonville Middle Housing Code Update  
ATTACHMENT 1  
Draft Amendments 05.05.21

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.]

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199. Open Space: Land that is not covered by buildings, paving, or other hard surfaces, unless such hard surfaces are part of an approved landscape plan.

200. Open Space Area: A specific measurement. See Section 4.125(.08), Open Space.

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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]

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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.

\*\*\*

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 and division of previously platted lots.

**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.

**DC.** Required Open Space Characteristics:

1. Size of Individual Open Spaces. For developments with 10 or more 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 (excluding middle housing besides 1 unit per lot or parcel and ADU's) 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.

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

**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. ~~RA-H Residential~~ FDA-H Future Development  
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.

(.03~~2~~) Uses Permitted Outright:

A. On land with a residential Comprehensive Plan Designation:

1. One Single-family Dwelling Unit per lot, with or without Accessory Dwelling Units subject to the standards of Section 4.113 (.10).

B. On land with a non-residential Comprehensive Plan Designation that calls for future non-residential zoning:

1. 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~~ 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]

CB. 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.

DC. 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.

ED. 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 (.02) B., above.

FE. Temporary structures or uses, subject to the procedures for temporary uses set forth in Section 4.163.

GF. 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.

HG. 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.

IH. 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]

(.03) 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.

(.04) 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.~~

2. 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.
- (.05) Off-Street Parking Requirements: As provided in Section 4.155.
- (.06) Signs: As provided in Sections 4.156.01 through 4.156.11.  
[Amended by Ord. No. 704, 6/18/12]
- (.07) Corner Vision: As provided in Section 4.177.
- (.08) 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.
- (.09) 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,

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

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**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*	Max Density Per Acre**	Min. Density per Acre***
2-3	3	2.4
4-5	5	4
6-7	7.5	6
10-12	12	9.6

~~\*All dwelling unit types, except accessory dwelling units, are included for calculating density.~~ Accessory Dwelling Units are not included in calculating density. In addition, Duplexes, Triplexes, Quadplexes, and Cluster Housing are not included in calculating density beyond 1 unit per lot or parcel.

\*\*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.

\*\*\*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]~~ Duplexes, triplexes, quadplexes, townhouses, and cluster housing, including cottage clusters.

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, Townhouses, 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 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.

(.07) 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<sup>A, B</sup></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. The following are exceptions from the density requirements:

- A. Accessory Dwelling Units are not included in calculating density.
- B. Duplexes, Triplexes, Quadplexes, and Cluster Housing are not included in calculating density beyond 1 unit per lot.
- C. 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 be permitted.

(.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 must be at least 35 feet.
- B. Minimum street frontage of lot:

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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: 3,000 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.



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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).

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

(.01) Examples of principal uses that are typically permitted:

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

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

E. 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.

F. ~~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, sub-stations 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*	Max. Density per Acre**	Min. Density per Acre***
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	16-20	20	16
PDR-6	Over 20	As approved by Zoning Order/Stage 1 Master Plan, at least 25	80% of Max Density

**\* Accessory Dwelling Units are not included for calculating density. In addition, Duplexes, Triplexes, Quadplexes, and Cluster Housing are not included in calculating density beyond 1 unit per lot or parcel. All dwelling unit types, except accessory dwelling units, are included for calculating density.**

**\*\* 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.**

**\*\*\*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. Accessory Dwelling Units are not included in maximum unit count. In addition, Duplexes, Triplexes, Quadplexes, and Cluster Housing are not included in maximum unit count beyond 1 unit per lot or parcel.
- 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) <sup>AB</sup>	Setbacks	Maximum Lot Coverage (percent of lot area) of Largest Building/All Buildings <sup>A</sup> Buildings <sup>C</sup>	Minimum Lot Width at building Line/Minimum Street Frontage of Lot <sup>B</sup> -Lot <sup>DE</sup> (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 <sup>E</sup> 40 <sup>F</sup>	60	
PDR-4	3,000		75/75	35/35 <sup>E</sup> 35 <sup>F</sup>	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.

CF. Lot frontage may be reduced to 24 feet when the lot fronts a cul-de-sac.

(.08) Adjustments to Ensure Minimum Density is Met. In development not involving Multi-Family Dwelling Units, if demonstrated by the applicant that it is not physically possible to accommodate the minimum number of units at the required minimum lot size and the minimum open space, the following adjustments, A.-B., shall be made to the minimum extent necessary to enable minimum density to be met. To prioritize the provision of required open space, adjustments to minimum lot size, width, and depth shall be used to the extent allowed, as described in A. below, prior to any adjustment to open space requirements as described in B. below.

A. Adjustments to Minimum Lot Size, Width, and Depth: Reduce minimum lot size of up to 20% of the residential lots, rounded consistent with Subsection (.06) above or one lot for a four-lot subdivision, by up to 20%. For example, the potential adjustment, if determined necessary, for a 100-lot subdivision in the PDR-4 zone would be to reduce 20 lots to as low as 2,400 square feet (a 20% reduction of the 3,000 square foot minimum lot size). Also reduce the minimum lot width and minimum lot depth by up to 20% as necessary to allow the reduction of lot size.

B. Adjustment to Open Space Area: Reduce the amount of open space area required pursuant to Subsection 4.113 (.01). Reduce non-usable open space to the extent possible prior to usable open space required by Subsection 4.113 (.01) C. 3. After any adjustment to open space, all subdivisions with 10 or more units must still include a minimum of one usable, programmed open space of at least 2,000 square feet meeting the requirements of Subsection 4.113 (.01) C. 3. Subdivisions less than 10 units shall require one usable open space of at least 1,000 square feet meeting the same requirements.

[Sections (.06-.08) added by Ord. #841, effective 6/4/2020]

\*\*\* Subsections (.09) – (.12) are not included in this review draft \*\*\*

## ATTACHMENT 1

### 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~~ 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

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- 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



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Coffee shop including outdoor eating areas  
Convenience store  
Dry cleaners  
Florist  
Newsstand  
Postal services  
Service oriented offices  
Wine bar

### K. Group Living Facility

\*\*\* Subsections (.03) – (.04) are not included in this review draft \*\*\*

(.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:

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- 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.

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- 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.

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**Table A1: Development Standards<sup>21</sup>**

Building Type	Min. Lot Size (sq.ft.)	Min. Lot Width (ft.)	Min. Lot Depth (ft.)	Max. Lot Coverage (note)	Min. Building Frontage Width <sup>10, 12</sup> (%age)	Max. Bldg. Height <sup>9</sup> (ft.)	Setbacks <sup>10, 13, 20</sup>				Alley-Loaded Garage (note)	Street-Loaded Garage (note)
							Front Min. (ft.)	Front Max. (ft.)	Rear Min. (ft.)	Side Min. (ft.)		
Commercial Buildings - Village Center <sup>14</sup>	NR	NR	NR	1	90	60	NR <sup>3</sup>	5	NR	NR	NR	NA
Hotels - Village Center <sup>14</sup>	NR	NR	NR	1	80	60	NR <sup>3</sup>	15	NR	NR	NR	NA
Mixed Use Buildings - Village Center <sup>14</sup>	NR	NR	NR	1	90	60	NR <sup>3</sup>	8	NR	NR	NR	NA
Multi-Family Dwellings - Village Center <sup>14</sup>	NR	NR	NR	1	80	45	5 <sup>4</sup>	15	NR	NR	NR	NA
Row Houses <sup>11</sup> - Village Center <sup>14</sup>	NR	NR	NR	1	80	45	5 <sup>4</sup>	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 <sup>4</sup>	15	NR	NR	NR	NA
Row Houses <sup>11</sup>	NR	15	50	1	80	45	8 <sup>5</sup>	15	NR	NR	NR	NA
Duplexes	4,000	45	70	2	60 <sup>16</sup>	35	12 <sup>5,6</sup>	20 <sup>6</sup>	5	5 <sup>15</sup>	7	8,17,18
Single-Family Dwellings and Duplexes	2,250	35	50	2	60 <sup>16</sup>	35	12 <sup>5,6</sup>	20 <sup>6</sup>	5	5 <sup>15</sup>	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. 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.

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- 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.

\*\*\* Subsection (.06) is not included in this review draft \*\*\*



## ATTACHMENT 1

(.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, 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. This includes the ability to count on-street parking spaces towards minimum parking requirements for Redevelopment to Add Units as defined in Subsection 4.125 (.23).
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:

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- 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

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- 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.

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<b>Table V-2: Off Street Parking Requirements</b>				
	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
<b>Permitted or Conditional Use</b>				
<b>Permitted Uses</b>				
Single-Family Detached Dwellings	1.0/DU	NR	NR	NR
Single-Family Accessory Dwelling Units*	<del>NR</del> 1.0/DU	NR	NR	NR
<del>Duplex</del> Middle Housing <sup>2,3,4</sup>	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
<b>Commercial Uses</b>				
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
<b>Conditional Uses</b>				
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 <sup>1</sup>	5/1000 sf <sup>1</sup>	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: <sup>1</sup> 1/1000 sf min. for court facilities

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<sup>2</sup> For triplexes developed on lots smaller than 5,000 square feet, minimum off-street parking requirements are as follows:

- Lots under 3,000 square feet: 1 space per lot;
- Lots 3,000 square feet and over, but less than 5,000 square feet: 2 spaces per lot.

<sup>3</sup> For quadplexes developed on lots smaller than 7,000 square feet, minimum off-street parking requirements are as follows:

- Lots under 3,000 square feet: 1 space per lot;
- Lots 3,000 square feet and over, but less than 5,000 square feet: 2 spaces per lot.
- Lots 5,000 square feet and over, but less than 7,000 square feet: 3 spaces per lot.

<sup>4</sup> 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.

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- 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.]

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**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
<b>Exterior Surfaces of Building Walls and Chimneys</b>	<ul style="list-style-type: none"> <li>▪ Cedar siding and shingles</li> <li>▪ Dimensional lumber elements</li> <li>▪ Fiber-cement siding and shingles</li> <li>▪ Stucco, cementitious</li> <li>▪ Masonry: brick, stone, concrete, and faux-stone</li> <li>▪ Exposed cast-in-place concrete</li> <li>▪ Pre-cast concrete trim and veneer</li> <li>▪ Plywood with battens (not primary façade)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Materials can only be changed at horizontal lines or at an inside corner of two vertical planes</li> <li>▪ Any material used on a front façade shall return a minimum of 16" on side wall</li> <li>▪ Lap-siding shall not exceed 7" and drop-siding 10" to the weather</li> <li>▪ Board and batten shall not exceed 10", and 2" running alternately</li> <li>▪ Brick shall be laid in a true bonding pattern (no stack bond)</li> <li>▪ Stucco shall be smooth sand finish</li> <li>▪ Concrete block shall be split-faced or scored</li> <li>▪ Cast concrete walls shall have a textured finish</li> </ul>
<b>Building Elements</b>	<ul style="list-style-type: none"> <li>▪ Posts and columns shall be of stone masonry, brick, cast concrete, stucco, wood, built-up fiber-cement board, fiberglass, iron, or tubular steel</li> <li>▪ Arches and piers shall be stone masonry, brick, cast concrete, or stucco</li> <li>▪ Porches, balconies, decks, stoops, and stairs shall be of wood, wood polymer, stucco, concrete, brick, or stone</li> <li>▪ Railings and balustrades shall be iron, welded steel, pre-cast concrete, stone, wood or wood polymer</li> <li>▪ Trellises shall be iron, welded steel, or wood</li> <li>▪ Walls and fences may be of permitted wall materials, and wood pickets, lattice, boards, or open painted metal</li> </ul>	<ul style="list-style-type: none"> <li>▪ All balconies, decks, and trellises - whether cantilevered or not - shall be visibly supported by columns, beams, or brackets</li> <li>▪ Columns and posts shall be minimum 5" in section</li> <li>▪ Masonry shall be terminated on a concrete base or carried to the ground</li> <li>▪ The area under porches and decks shall be screened with wall or fencing material</li> <li>▪ Landscape walls and fences shall match materials on buildings</li> <li>▪ Concrete and masonry landscape walls shall be a minimum of 8" thick</li> <li>▪ Stucco landscape walls shall be over concrete or block walls</li> <li>▪ Metal fencing shall be of open nature and predominately vertical</li> <li>▪ Fence heights may step up or down in one ft. increments but not at corners</li> <li>▪ Ornamentation is only allowed to highlight or embellish a functional element</li> <li>▪ Balconies shall extend no more than 36 inches beyond the furthestmost adjacent building face</li> <li>▪ Fence boards must be stained or painted</li> </ul>
<b>Roofs</b>	<ul style="list-style-type: none"> <li>▪ Architectural grade composition shingles</li> <li>▪ Cedar shingles</li> <li>▪ Concrete or clay tiles</li> <li>▪ Slate</li> <li>▪ Built-up flat roofs</li> <li>▪ Standing seam metal, parallel to slope</li> <li>▪ Eco/Green roofs</li> <li>▪ Metal or wood gutters. Metal downspouts or (1) copper, brass or aluminum chain, (2) rope, or (3) freefall water, in lieu of metal downspouts.</li> <li>▪ Fabric, steel, or glass awnings</li> </ul>	<ul style="list-style-type: none"> <li>▪ Principal sloped roofs shall have symmetrical 4:12 to 12:12 pitches</li> <li>▪ Eaves shall overhang at least 12 inches or be tight to the wall and finished by a molding or stucco detail</li> <li>▪ Eco/Green roofs are permitted on flat roofs or sloped roofs up to 6.9:12 pitch.</li> <li>▪ Fascia gutters are not allowed</li> <li>▪ Gutters shall have a half-round, ogee, or square profile</li> <li>▪ Metal Downspouts shall be round or box and use standoffs instead of bending around trim boards or other elements.</li> <li>▪ All roof-mounted components, such as mechanical equipment, solar equipment, antennas, satellites, etc., shall be screened from view.</li> <li>▪ 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.</li> <li>▪ Roof vents shall be minimized where visible from public areas</li> <li>▪ Dormers shall be placed at least 36 inches from side building walls</li> <li>▪ Flat roofs shall be enclosed by parapets</li> </ul>
<b>Windows &amp; Doors</b>	<ul style="list-style-type: none"> <li>▪ Wood, metal or vinyl-clad wood, vinyl or steel frames and sashes</li> <li>▪ Clear or Low-E glass where visible from public areas</li> <li>▪ Entry and garage doors of wood, fiberglass, or embossed metal</li> <li>▪ Sliding glass doors are allowed only where screened from public areas</li> <li>▪ Wood, fiber-cement, vinyl, or fiberglass shutters</li> </ul>	<ul style="list-style-type: none"> <li>▪ Individual windows shall be square or vertical in proportion</li> <li>▪ Windows and doors shall be recessed at least 3" from the exterior wall surface or surrounded by trim</li> <li>▪ Door and window shutters shall be sized to cover the window</li> </ul>

\*\*\* Table V-4 is not included in this review draft. ATTACHMENT 1

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(.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.

\*\*\* Subsections (.17) – (.18) are not included in this review draft \*\*\*

(.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. The following are exempt from unit count calculation and the added units shall not count toward unit maximums defined by the SAP and PDP:

a. Accessory Dwelling Units

- b. Duplexes
- c. Triplexes
- d. Quadplexes
- e. Cluster housing

2. The allowed density for new townhouses built as redevelopment shall be the lesser of: (1) four times the unit count established for the lot or lots in the Preliminary Development Plan, or (2) 25 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), 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 4.138. 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~~ Designs 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 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.

\*\*\* Subsection (.05) is not included in this review draft \*\*\*

**NOTE:**

Attachment 1 Draft plan and code updates package 1 (Category 1 and 2 updates, with select Category 3 and 4 updates)

All proposed amendments included in this draft are necessary for compliance with state law (Category 1 and 2).

ATTACHMENT 1

# WILSONVILLE OLD TOWN

## Single-Family Residential Design Standards





# ATTACHMENT 1

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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.

## ATTACHMENT 1

## 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

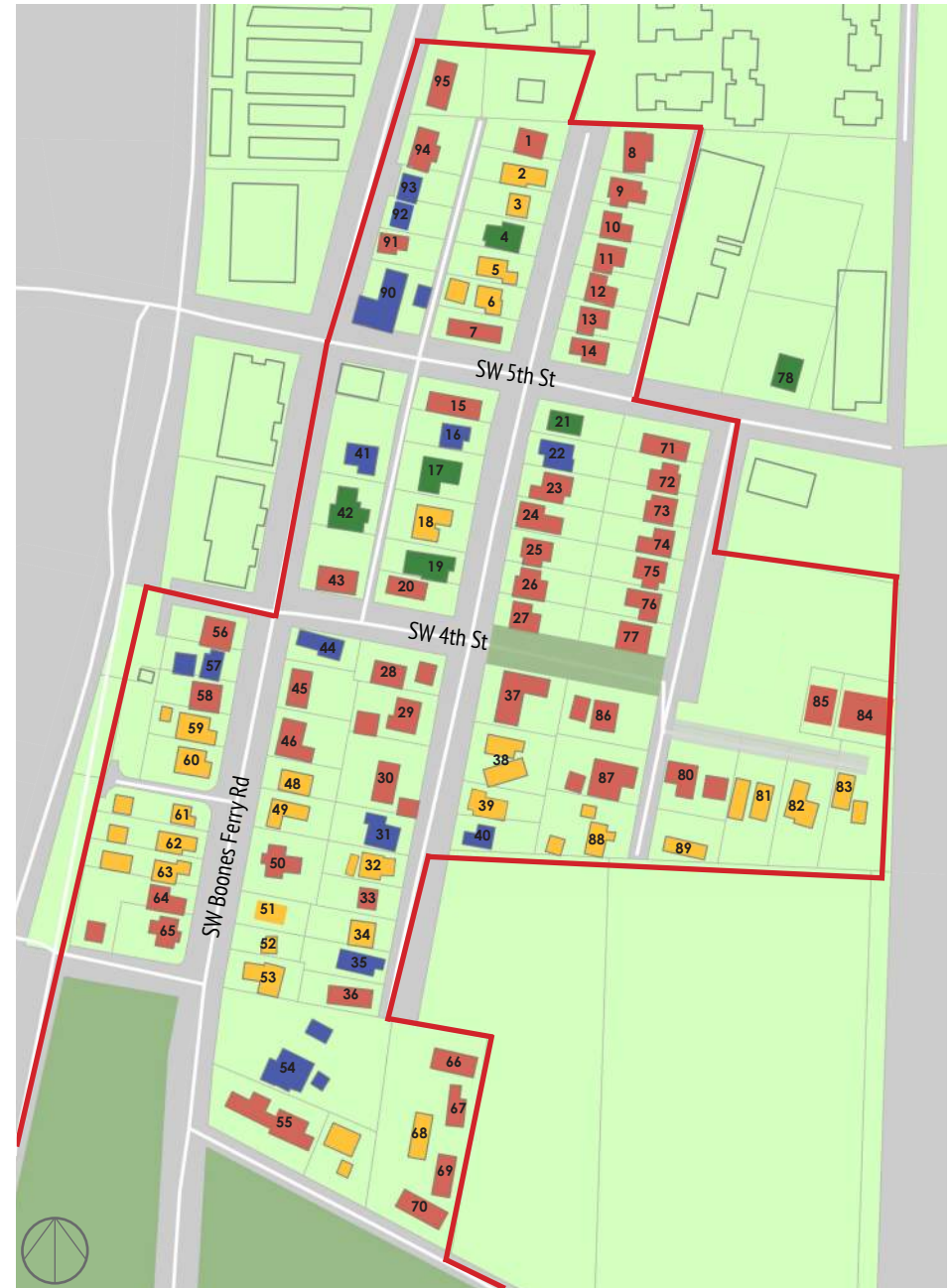
These Single-Family Residential Design Standards are designed with the intention of preserving the unique character of Wilsonville’s Old Town neighborhood, and uniting future development projects with a shared vision of preserving local traditions. Historic architecture offers important lessons about 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 ATTACHMENT 1

### 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?

## INTRODUCTION TO STYLES ATTACHMENT 1

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 and 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.





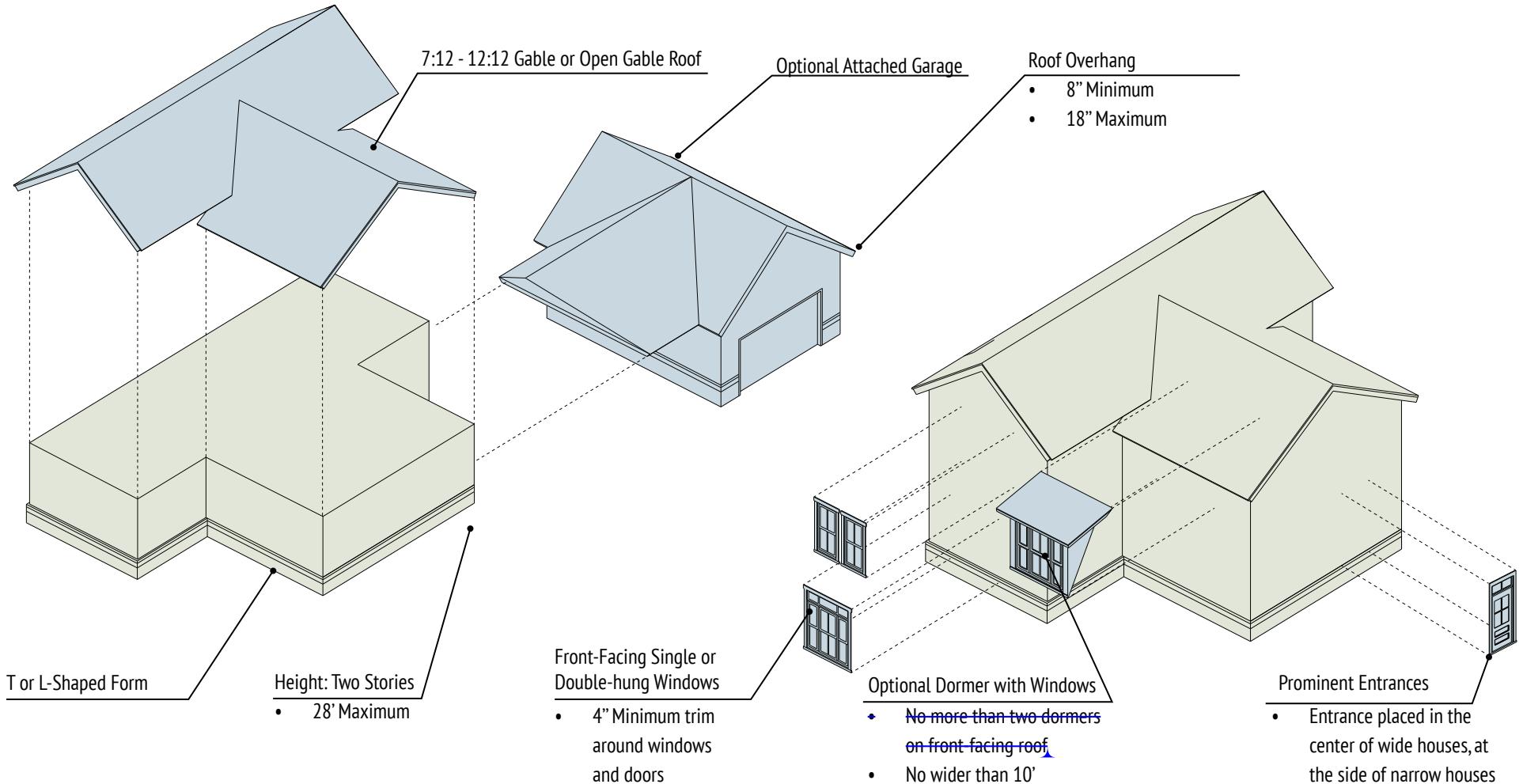
WESTERN FARMHOUSE STYLE  
ATTACHMENT 1



WESTER FARMHOUSE STYLE  
ATTACHMENT 1

**MASSING AND ROOFS**

**WINDOWS AND DOORS**

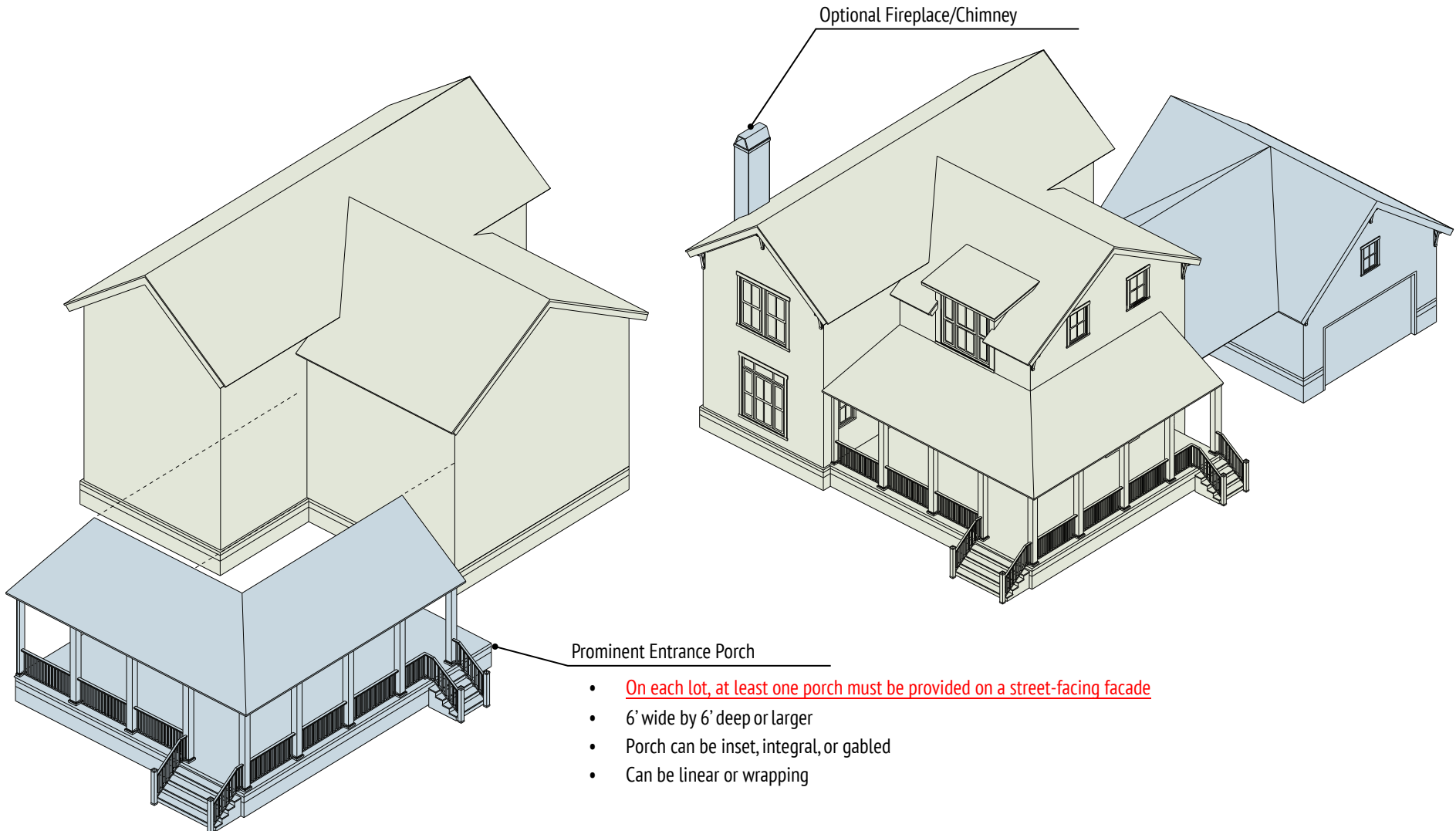




# ATTACHMENT 1

## PORCHES

## OTHER ELEMENTS



# ATTACHMENT 1

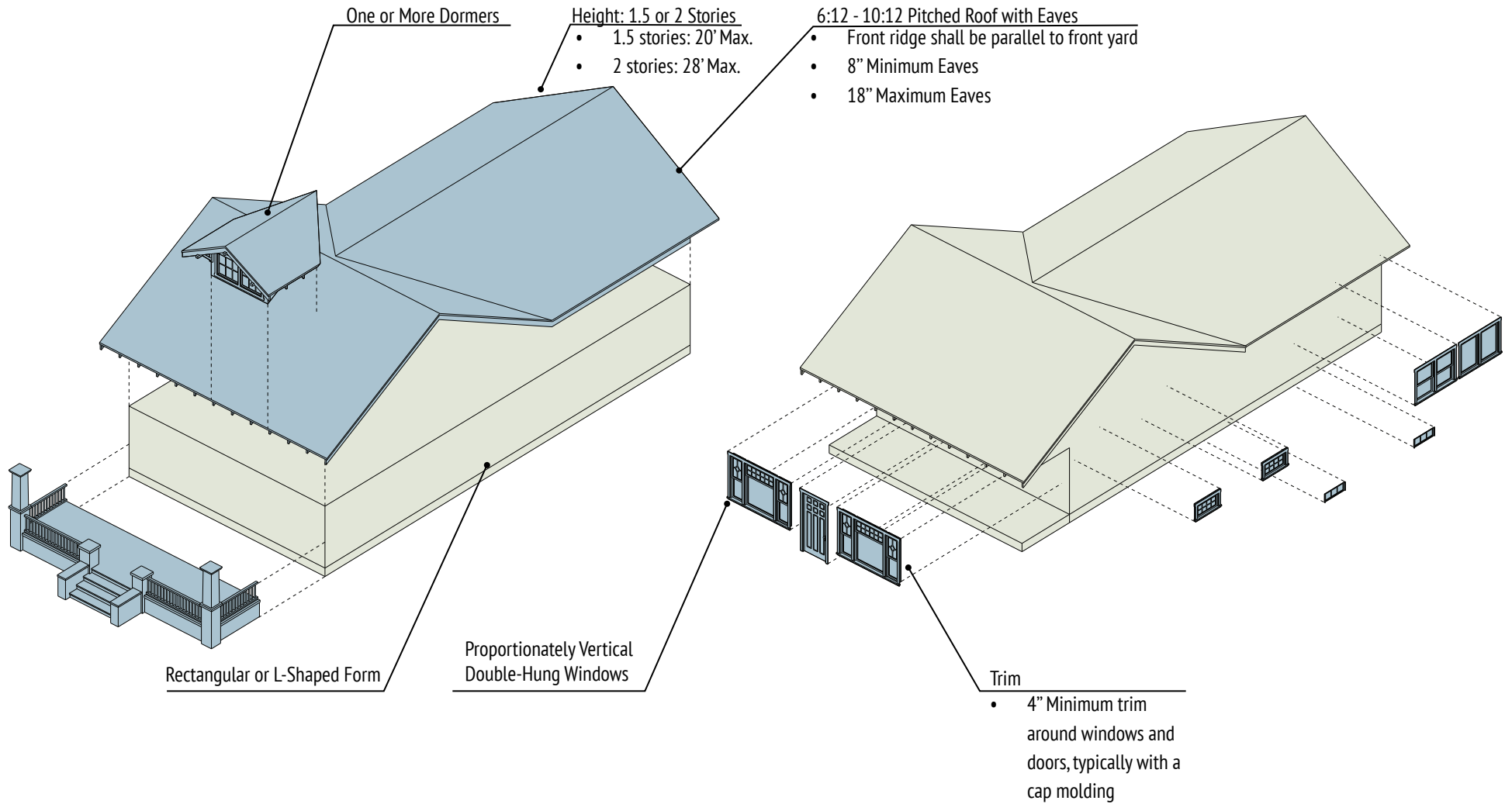




# ATTACHMENT 1

## MASSING AND ROOFS

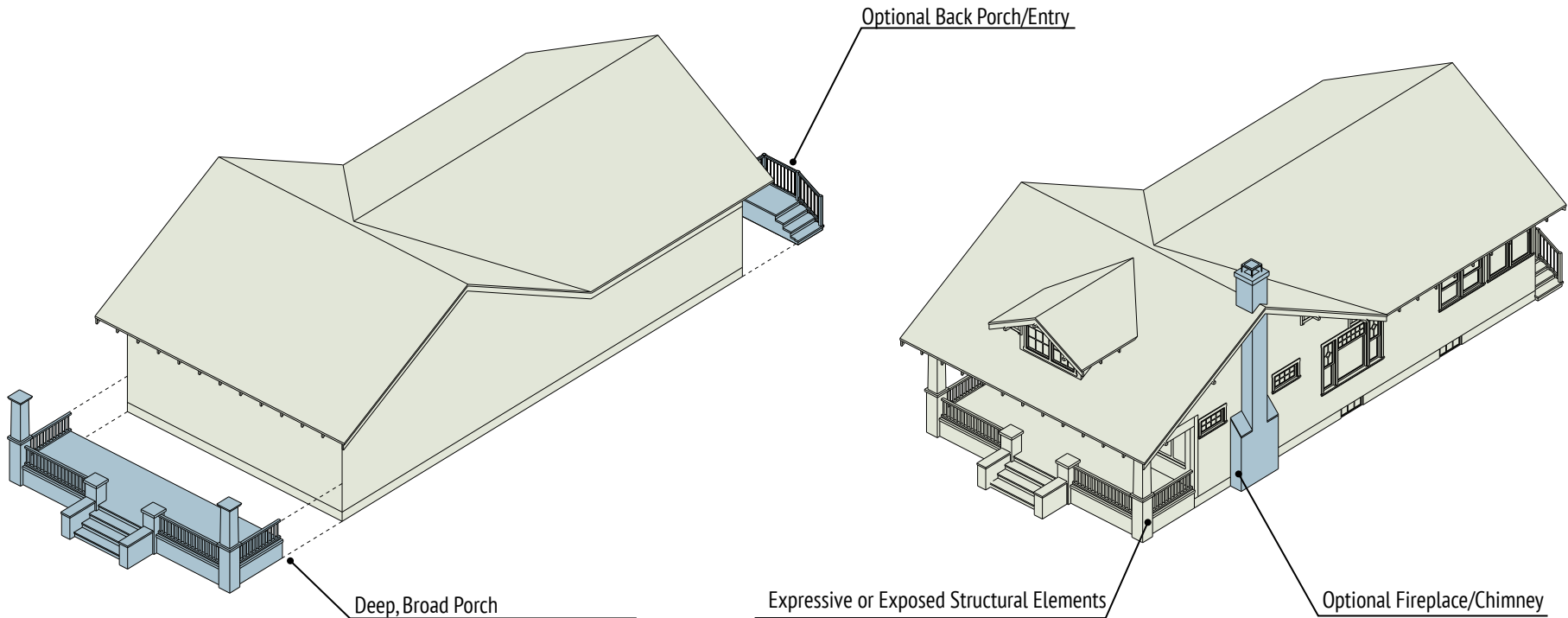
## WINDOWS AND DOORS



# ATTACHMENT 1

## PORCHES

## OTHER ELEMENTS



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

- Porch Columns
- Exposed Rafters and Beams
- Detailed Brackets





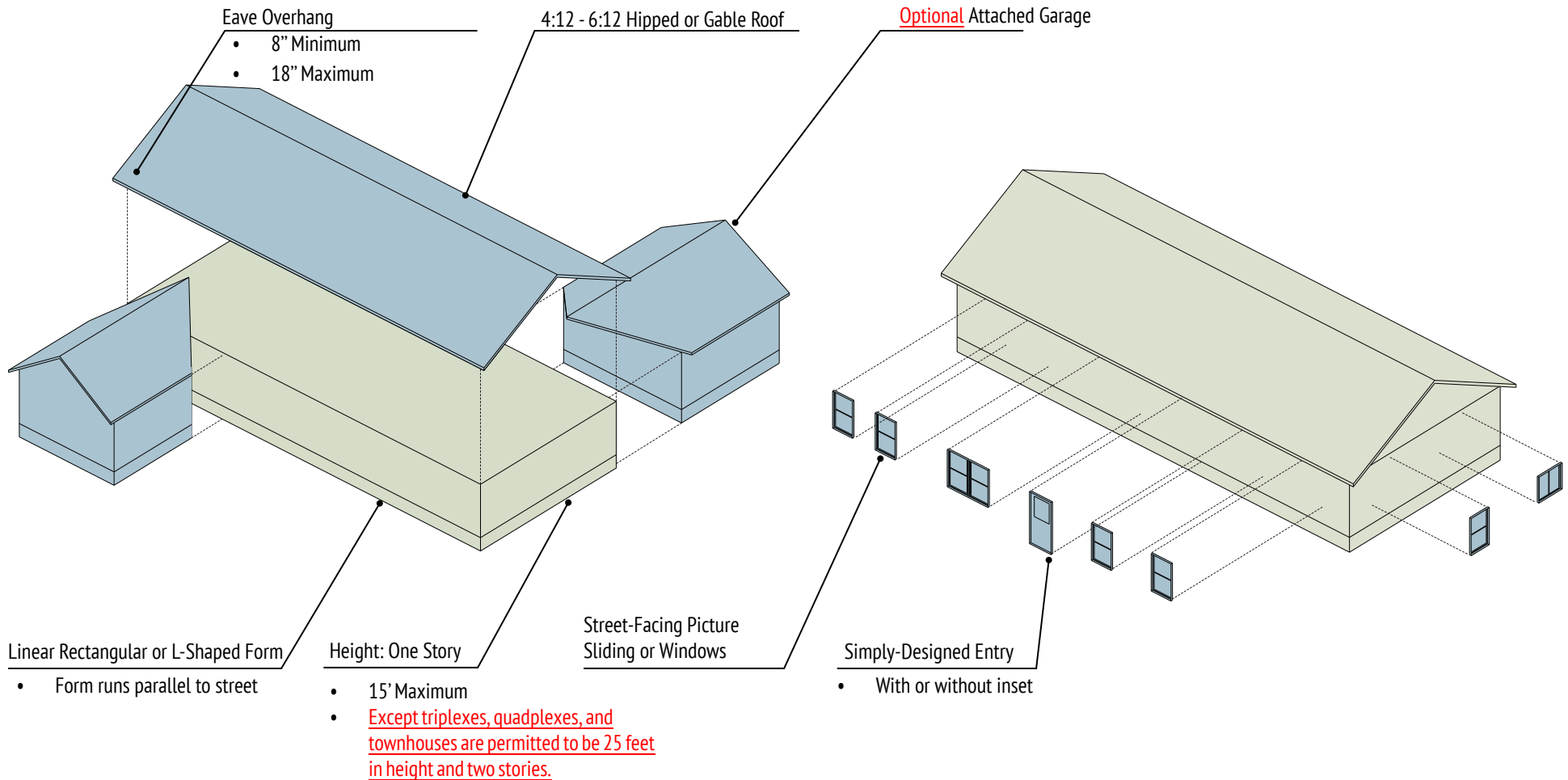
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# NEIGHBORHOOD ATTACHMENT 1

## MASSING AND ROOFS

## WINDOWS AND DOORS

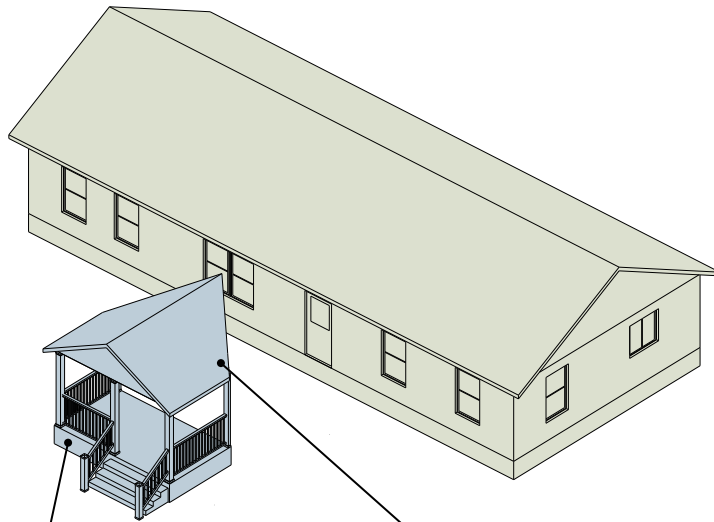




# ATTACHMENT 1

## PORCHES

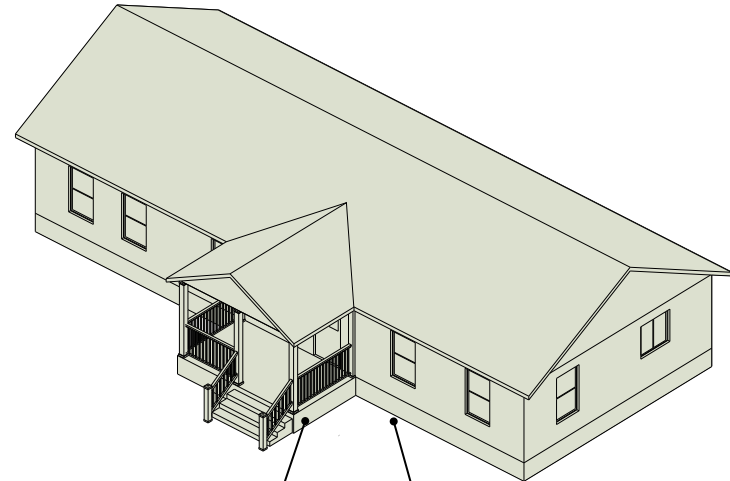
## OTHER ELEMENTS



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 ATTACHMENT 1

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 ATTACHMENT 1

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 Dwelling Units 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



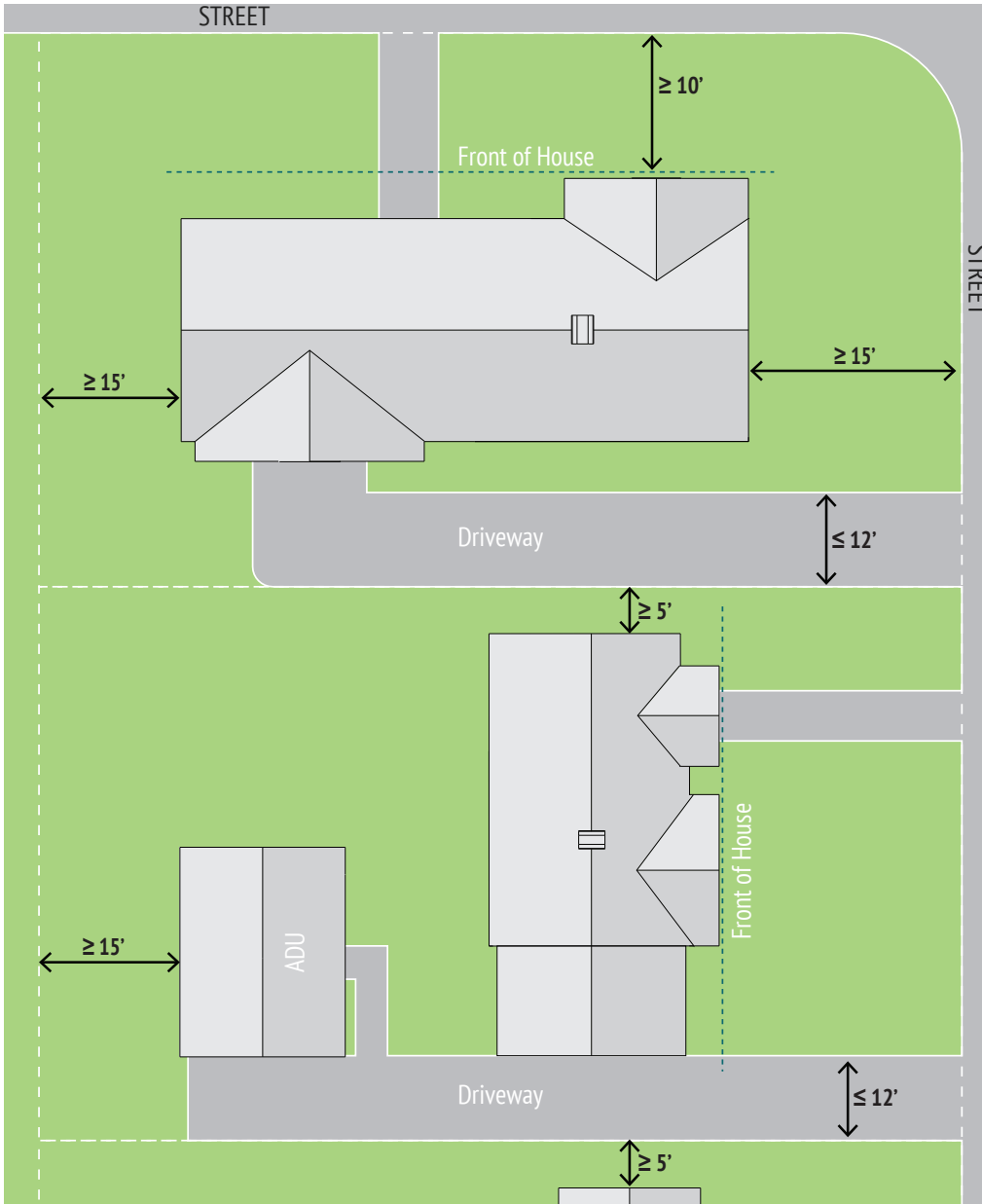
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© E.Allen Fine Designs, San Jose, CA



# 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

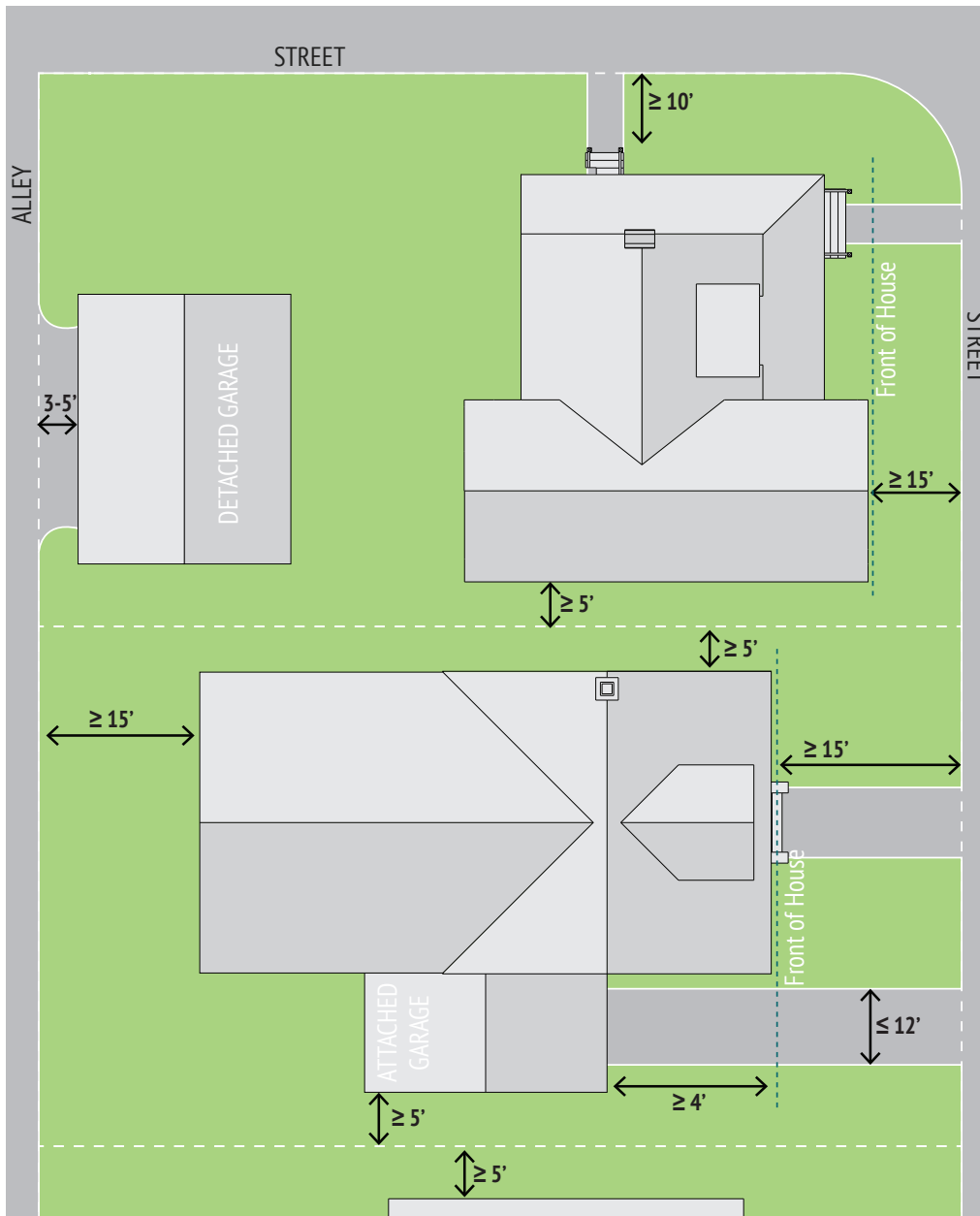
The ratio of building to lot area is a part of the Old Town historic character. The existing community is developed to have smaller homes on larger lots. The lot coverage ratio maintains the existing balance and openness of the neighborhood.

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: PREMIUM 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 feet, if an additional parking area is desired.

### DRIVEWAYS

For single-family homes and duplexes, 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 Sections 4.113 (.14) - (.16).

### FACADES AND ENTRIES

For lots over 100 feet wide at the front lot line, the street-facing building facade shall not exceed xx feet or xx percent of the lot width, whichever is less.

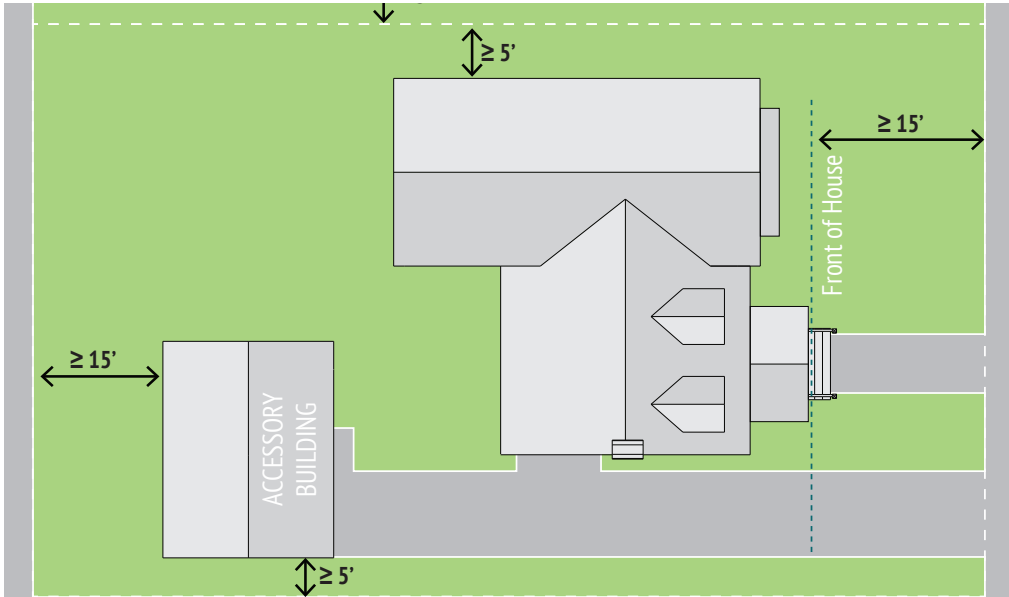
On each lot, no more than two entry doors shall face the same street.



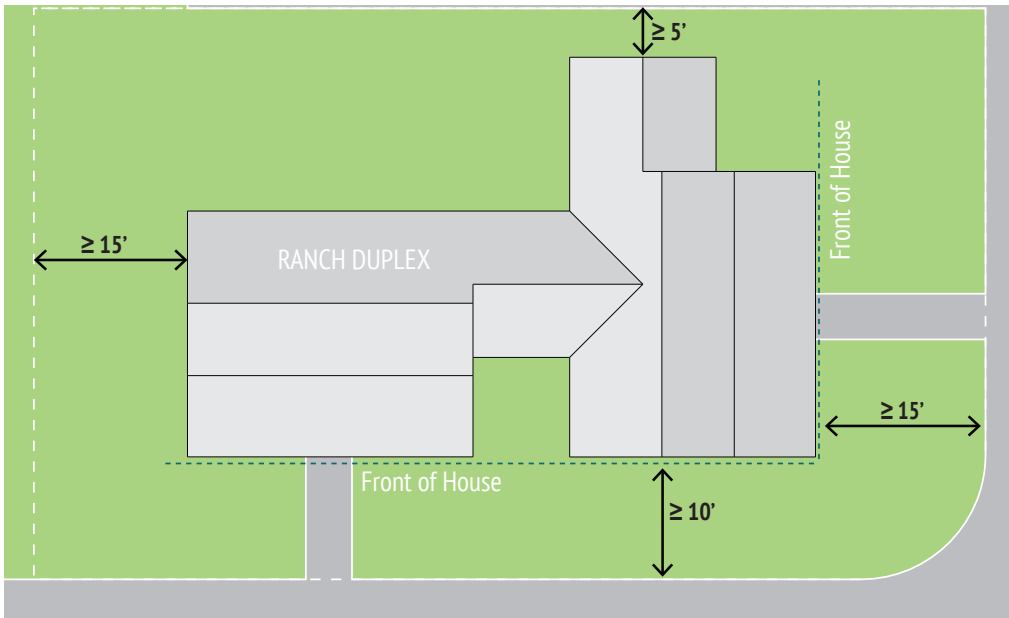




## EDGES AND DETAILS: ACCESSORY BUILDINGS



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).

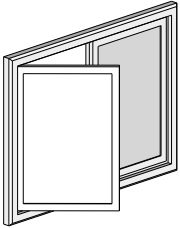


Duplexes **Middle housing** on corners could have entrances on separate street fronts.

## GLOSSARY OF TERMS ATTACHMENT 1

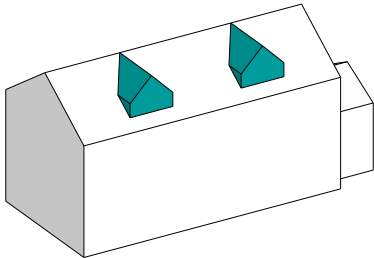
### CASEMENT WINDOWS

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



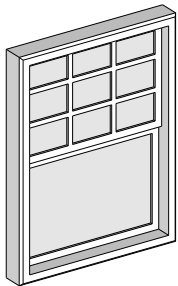
### DORMER

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

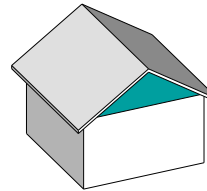


### "FRONT OF THE HOUSE"

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

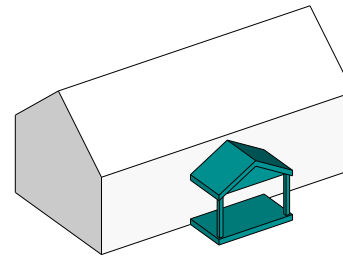
### GABLE

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



### GABLE PORCH

Porch with a front facing gable

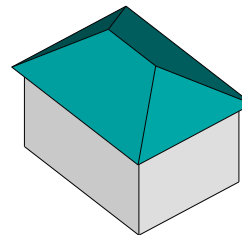


### GABLE ROOF

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



# ATTACHMENT 1



**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**

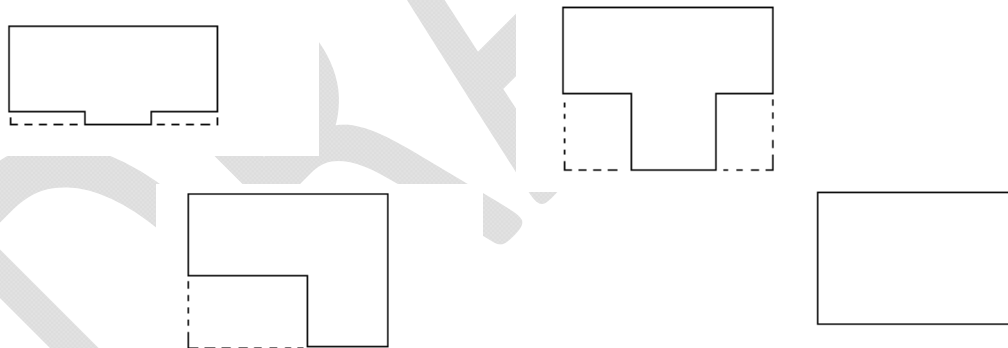
A request for exemption shall be consistent with the submittal requirements listed under Section 4.139.06(.01)(B – I), as applicable to the exempt use and activity. [Added by Ord. # 674 11/16/09]

- (.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,
  - 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**

- (.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.

**\*\*\* Sections 4.139.10 – 4.139.11 are not included in this review draft \*\*\***

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 in any approved plan in residential zones.

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.

(.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.]

DRAFT

**Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**

\*\*\* Subsections (.01) – (.04) are not included in this review draft \*\*\*

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ATTACHMENT 1

*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
<b>a. Residential</b>			
1. Single-family dwelling units, <del>duplexes, middle housing,</del> as well as multiple-family dwelling units of nine (9) or fewer units	1 per D.U. <sup>1,2,3,4</sup>	No Limit	Multiple-family dwelling units – Min. of 2
2. Accessory dwelling unit	<del>Per Subsection 4.113 (.10)</del> 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 <sup>4</sup>	No Limit	1 per D.U.
4. Manufactured or mobile home park	2 spaces/unit <sup>4</sup>	No Limit	1 per D.U.
<b>b. Commercial Residential</b>			
1. Hotel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2

## ATTACHMENT 1

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
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
<b>c. Institutions</b>			
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
<b>d. Places of Public Assembly</b>			
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
3. Preschool nursery, kindergarten	.2 per student and staff	.3 per student and staff	1 per 3500 sq. ft. Min. of 2



## ATTACHMENT 1

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
4. Elementary or Middle School	.2 per student and staff	.3 per student and staff	8 per class (above 2 <sup>nd</sup> grade) K – 2 <sup>nd</sup> 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
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

## ATTACHMENT 1

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
<b>e. Commercial</b>			
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 bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building	1.67 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 8000 sq. ft. Min. of 2
5. Office or flex space (except medical and dental)	2.7 per 1000 sq. ft.	4.1 per 1000 sq. ft.	1 per 5000 sq. ft. Min. of 2

## ATTACHMENT 1

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
Bank with drive-thru	4.3 per 1000 sq. ft.	6.5 per 1000 sq. ft.	
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	15.3 per 1000 sq. ft.	23 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 4
Fast food (with drive-thru)	9.9 per 1000 sq. ft.	14.9 per 1000 sq. ft.	
Other			
8. Mortuaries	1 space/4 seats, or 8ft. of bench length in chapels	No Limit	Min. of 2
<b>f. Industrial</b>			
1. Manufacturing establishment	1.6 per 1000 sq. ft.	No Limit	1 per 10,000 sq. ft. Min. of 6
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
<b>g. Park &amp; Ride or Transit Parking</b>	As needed	No Limit	10 per acre, with 50% in lockable enclosures

# ATTACHMENT 1

**NOTES:**

- <sup>1</sup> For triplexes developed on lots smaller than 5,000 square feet, minimum off-street parking requirements are as follows:
  - Lots under 3,000 square feet: 1 space per lot;
  - Lots 3,000 square feet and over, but less than 5,000 square feet: 2 spaces per lot.
- <sup>2</sup> For quadplexes developed on lots smaller than 7,000 square feet, minimum off-street parking requirements are as follows:
  - Lots under 3,000 square feet: 1 space per lot;
  - Lots 3,000 square feet and over, but less than 5,000 square feet: 2 spaces per lot.
  - Lots 5,000 square feet and over, but less than 7,000 square feet: 3 spaces per lot.
- <sup>3</sup> No additional off-street parking is required for middle housing created through the addition to, or conversion of, an existing single-family detached dwelling.

[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) – (.06) 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]

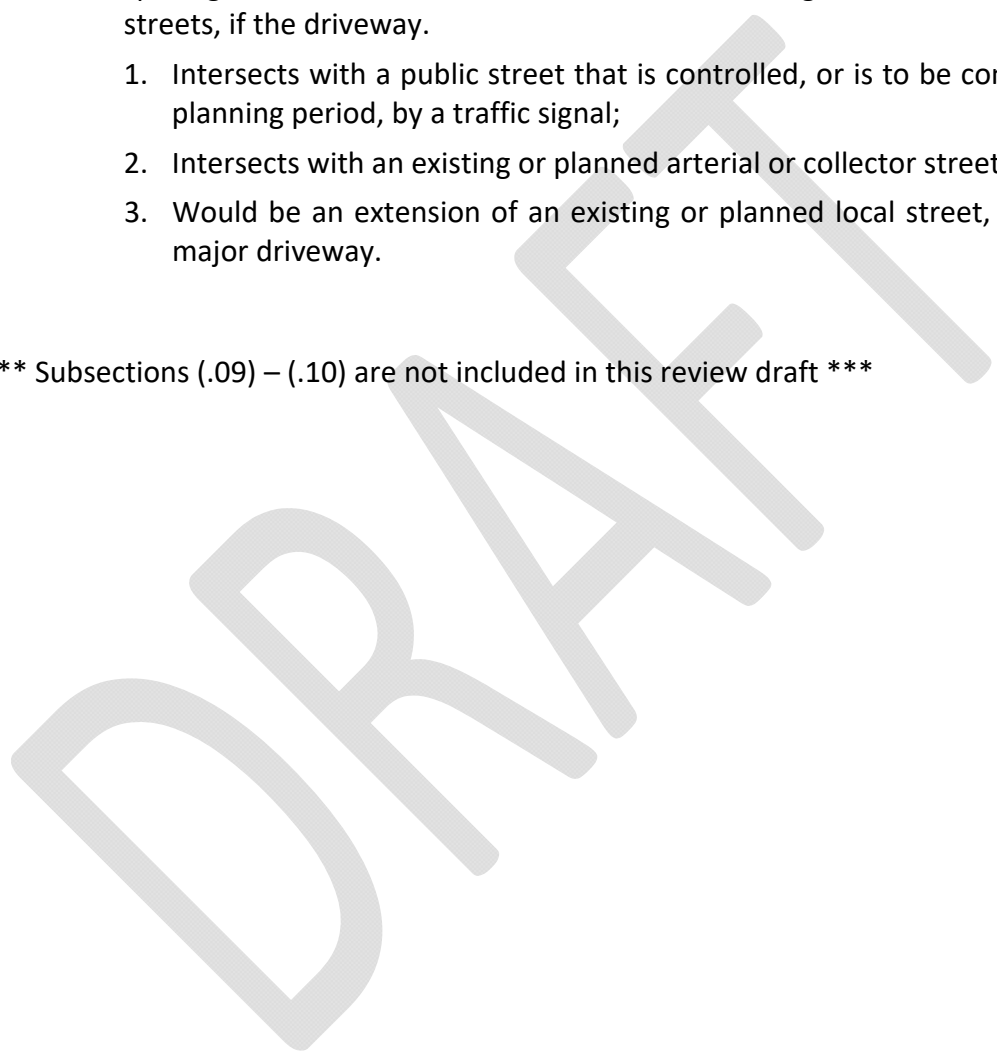
(.08). Access Drive and Driveway Approach Development Standards.

- 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 \*\*\*



## 2015 Development Code

**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.



**2015 Development Code**

- (.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-family unit~~ 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-Family Unit~~ 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]

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**\*\*\* Sections 4.189 – 4.191 are not included in this review draft \*\*\***

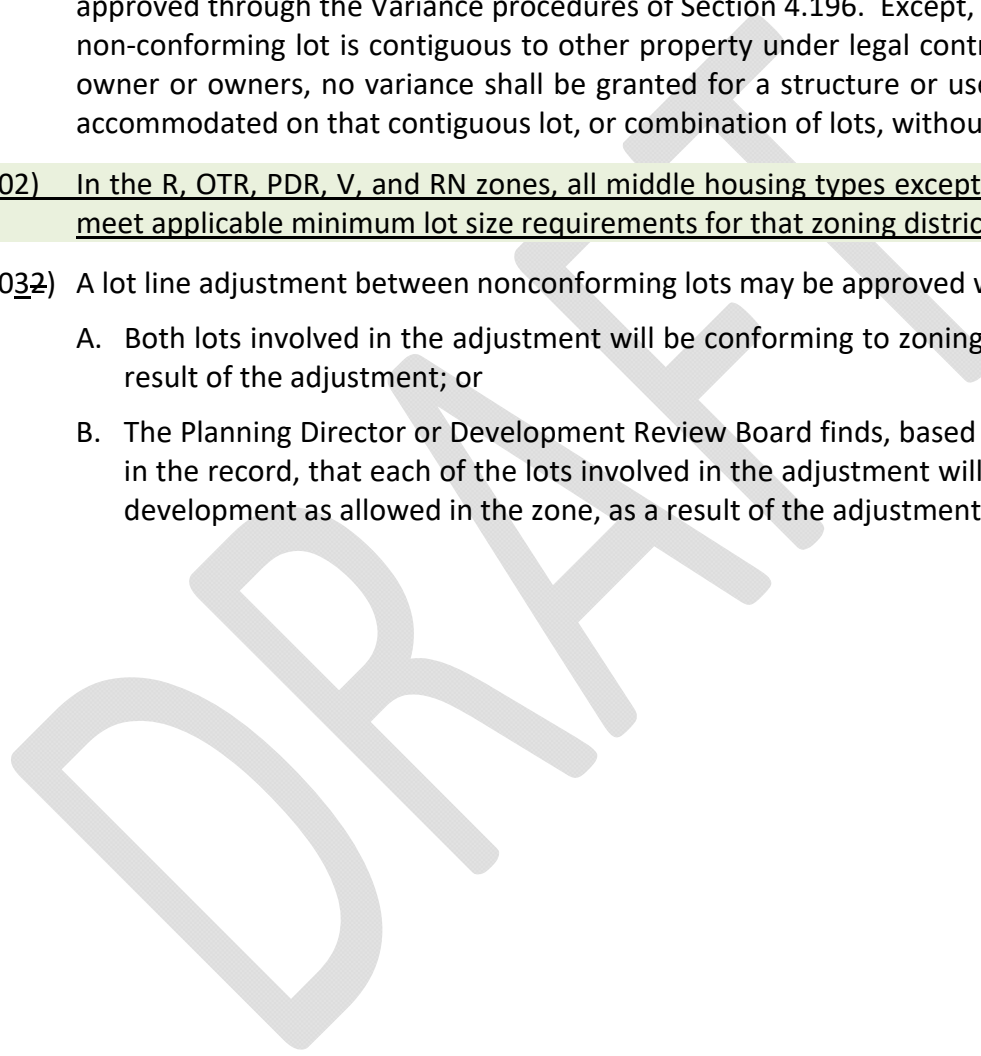
**Section 4.192. Non-Conforming Lots.**

(.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.



**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 two-family~~ and 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 \*\*\***

ATTACHMENT 1

City of Wilsonville  
**Comprehensive Plan**



**October 2018**

*Updated June 2020*

**ATTACHMENT 1**

**CITY OF WILSONVILLE  
 COMPREHENSIVE PLAN**

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## Wilsonville Middle Housing Code Update

Draft Amendments 05.05.2021

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The Wilsonville Comprehensive Plan was revised in entirety and adopted by City Council Ordinance No. 517 on October 16, 2000. It has been amended since then by the ordinances below. These ordinances have been incorporated into the December 2018 Comprehensive Plan.

Ordinance #	Description	Adoption Date
841	Planned Development Residential (PDR) and Residential (R ) Zones	5/4/2020
835	Town Center Plan	6/5/19
834	Comp. Plan and Map Amendments related to Basalt Creek Concept Plan	4/15/19
825	Accessory Dwelling Units and Other Housing	10/15/18
810	Old Town Development code	11/20/17
806	Frog Pond Master Plan Adoption	7/17/17
Res. 2536	Memorial Park Master Plan	5/2015
742	Wilsonville Residential Land Study	5/19/14
718	2013 Transportation System Plan (Replaces prior Transportation Systems Plan)	9/6/12
707	Water System Master Plan ( <i>Replaces all prior Water System Master Plans</i> )	9/6/12
700	Stormwater Master Plan ( <i>Repeals Ordinance No. 515</i> )	2/23/12
676	Accessory Dwelling Units	3/3/10
671	Transportation-related amendments	11/16/09
653	Transit Master Plan	7/7/08
638	Statewide Planning Goal 9: Economic Opportunities Analysis	12/3/07
637	Coffee Creek 1 Master Plan ( <i>Repeals Area H</i> )	10/15/07
625	Parks and Recreation Master Plan	9/17/07
623	Bicycle and Pedestrian Master Plan	12/20/06
609	Villebois Village Master Plan Amendments	5/15/06
610	Public Works Standards	5/1/06
594	Villebois Village Master Plan Amendments	12/3/05
574	Reduction of Allowable Commercial Uses in Industrially-Zoned Land	11/1/04
571	Wastewater Facility Plan	8/30/04
566	Villebois Village Master Plan Amendment	6/21/04
556	Villebois Village Master Plan (adoption of)	8/18/03
552	Transportation Systems Plan	6/2/03
555	Villebois Village Concept Plan - Comprehensive Plan Map amendment	6/2/03
554	Villebois Village Concept Plan text amendment	6/2/03
553	Villebois Village Concept Plan (adoption of)	6/2/03
549	Metro Title 5 Compliance	10/21/02
531	Water System Master Plan ( <i>Replaced by Ordinance No. 707, adopted 9/6/12</i> )	1/24/02
530	Wastewater Collection System Master Plan	7/17/01
515	Stormwater Master Plan ( <i>Repealed by Ordinance No. 700, adopted 2/23/12</i> )	6/7/01
516	Natural Resources Plan	6/7/01

Wilsonville Middle Housing Code Update

Draft Amendments 05.05.2021

**ATTACHMENT 1**

**\*\*\* The Introduction through Public Facilities and Services chapters are not included in this review draft \*\*\***



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## ATTACHMENT 1

### LAND USE AND DEVELOPMENT

The previous sections on urbanization and public facilities have addressed the City's intent in terms of where and when development should occur. This section discusses the “what” (type) and “how” (design) of development.

The City of Wilsonville is required to utilize standards to help implement the Metro 2040 Growth Concept and Metro functional plans. Such standards include allowing the creation of smaller lots and more flexible use of land, strategies to encourage land assembly, more flexible zoning, and improvements in the pre-application process to ensure timely and thorough review.

The following plan policies are divided into five sections. The first deals with general development standards applying throughout the City. The second deals with commercial development; followed by sections on the Town Center, industrial development and residential development.

*[Section amended per Ordinance No. 835, 05/06/2019]*

The last section deals with resource areas and natural hazards and it discusses the City's intention to protect environmental resources. It also supports the establishment of community design standards. It provides guidelines for integrating development with the natural features of the community, as well as with surrounding uses. In combination, these standards yield an integrated community design that blends the natural environment with urban development. The design criteria ensure the protection of significant natural resources and enhance the visual attractiveness of the community.

In reviewing this section of the Comprehensive Plan, it is important to remember that Wilsonville is required to conduct its planning efforts in conformance with state and regional requirements. The fundamental theme of the statewide planning program is that urban areas (especially cities) are expected to provide urban services and accommodate urban densities and intensities of development in order to reduce the development pressure on farm and forest lands. The fundamental theme of Metro's regional requirements is that the cities and counties in the urban Portland region must cooperate in meeting urban growth needs in order to reduce the development pressure on farms and forest lands outside the regional Urban Growth Boundary.

Metro has established its own standards for design that the City must consider in amending the local Comprehensive Plan. These “design types” can be found in Metro's 2040 Growth Concept. It is important to note that Wilsonville's Comprehensive Plan does not necessarily use the same terminology as Metro's Growth Concept and the results can be different. The following Metro design types do not necessarily have the same meaning as the words used in Wilsonville's Comprehensive Plan:

Town Center - Local retail and services will be provided within this area, with compact development and transit service. Note that the boundaries of Wilsonville's Town Center area, as defined in the local Comprehensive Plan and zoning, are more refined than Metro's Town Center designation. Recommended average density - 40 persons (residents and employees) per acre.

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*[Section amended per Ordinance No. 835, 05/06/2019]*

Station Communities - Include nodes of development centered approximately one-half mile around a light rail or high capacity transit station that feature a high-quality pedestrian environment. Depending on the location and design of a station within Wilsonville for commuter rail, a Station Community may be developed within the City. It should be noted, however, that commuter rail stations tend to have different operating characteristics than light rail stations because they have fewer arrivals and departures throughout the course of a day. Because of those different operating characteristics, development planned around Wilsonville's commuter rail station should not be expected to meet the same standards as light rail areas elsewhere in the region. Recommended average density - 45 persons (residents and employees) per acre.

Main Streets - Include the neighborhoods served by main streets, typically including retail and service developments, as well as housing, served by transit. Wilsonville's plans for the Old Town District along Boones Ferry Road would help to establish that neighborhood as a Main Street. Recommended average density - 39 persons (residents and employees) per acre.

Corridors - Along good quality transit lines, corridors feature a high-quality pedestrian environment, convenient access to transit, and generally high-densities. Corridor areas in Wilsonville include Parkway Drive from Town Center through the north Wilsonville freeway interchange, and the northern end of Boones Ferry Road leaving the city limits. Recommended average density - 25 persons (residents and employees) per acre.

Employment Areas - Various types of employment and some residential development are encouraged in employment areas, with limited commercial uses. Wilsonville has three employment areas according to Metro maps. Metro's employment areas are regarded primarily as industrial development sites in the City's Comprehensive Plan. The site that previously housed the Burns Brothers Truck Stop (Area of Special Concern 'A') is labeled as an employment area by Metro, but is zoned for commercial development by the City. Such sites with existing commercial zoning have been exempted from Metro requirements limiting large retail developments in employment areas. Recommended average density - 20 persons (employees) per acre.

Industrial Areas - Industrial areas are set aside primarily for industrial activities with limited supporting uses. Metro maps designate one large industrial area within the City. Most of Wilsonville's industrial properties have been categorized by Metro as employment areas. Recommended average density - 9 persons (employees) per acre.

Inner Neighborhoods - Residential areas accessible to jobs and neighborhood businesses with smaller lot sizes, are classified as inner neighborhoods. It should be noted that the residential designations on Wilsonville's Comprehensive Plan Land Use Map cover a wide range of densities. Overall, properties with residential zoning in Wilsonville will exceed the recommended density established by Metro. Recommended average density - 14 persons per acre.

Outer Neighborhoods - Residential neighborhoods farther away from large employment centers with larger lot sizes and lower densities, are classified as outer neighborhoods. (Please see the

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## ATTACHMENT 1

notes on residential densities in inner neighborhoods, above.) Recommended average density - 13 persons per acre.

*[Section amended per Ordinance No. 835, 05/06/2019]*

It should be noted that the City will revisit and reconsider Metro's design types as part of the on-going revisions to the Comprehensive Plan. The City will be considering possible changes to the Land Use Map of the Comprehensive Plan in the process of completing the Transportation Systems Plan in 2000 or 2001. The potential for changing City land use designations to better match Metro's design types will be considered at that time.

**\*\*\* The following sections of the Land Use and Development chapter are not included in this review draft: Economic Development, General Development, Commercial Development, Town Center Development, and Industrial Development \*\*\***

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within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.

Implementation Measure 4.1.3.k Encourage high-growth employment industries in which the City is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.

Implementation Measure 4.1.3.l Encourage growth in industrial business types prevalent in the region but new to the City, such as “craft” manufacturing (such as bicycle manufacturing, breweries, distilleries). Consider integrating live/work units into “craft” manufacturing areas.

Implementation Measure 4.1.3.m Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.

Implementation Measure 4.1.3.n Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

### 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.*

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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 2014 Wilsonville Residential Land StudyAs of October 1999, the existing housing stock of 9,4176,788 units consisted of 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.

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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;

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**ATTACHMENT 1**

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.

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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.



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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.

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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.

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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~~ 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)

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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.

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Permitted uses in this district typically include single family detached 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-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.

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### 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.

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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

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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.



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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, O<sub>3</sub>). Only the O<sub>3</sub> 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

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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

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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

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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.

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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.

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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.

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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.

---

## ATTACHMENT 1

**\*\*\* The following sections and chapters are not included in this review draft:  
Land Use and Development chapter – Compact Urban Development and  
Residential Neighborhood Development sections; The Plan Map; Areas of Special Concern  
\*\*\***



# ATTACHMENT 1



# Villebois

## Villebois Village Master Plan



The City of Wilsonville  
Adopted October 7, 2013

# ATTACHMENT 1 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

### 1.1 PURPOSE

The *Villebois Village Master Plan* was developed in close coordination with City staff, following adoption of the *Villebois Village Concept Plan*. The *Villebois Village Master Plan* affects an estimated 480-acre area identified on *Figure 1 – Land Use Plan* as the “Village Area Boundary.”

The *Villebois Village Master Plan* is intended to implement the *Villebois Village Concept Plan* and serve as a basis for Village zone development standards. These standards in turn direct development through the build-out period of the *Concept Plan*. The *Villebois Village Master Plan* provides a detailed analysis of the framework systems identified in the *Concept Plan*, including the land use program, parks and open space system, utilities framework and circulation system. Consistency of these elements with the relevant system Master Plans is shown in the *Villebois Village Master Plan*. Compliance with the *Concept Plan* and with all other City, State and Regional applicable review criteria is presented in a separate supporting document.

The *Villebois Village Master Plan* incorporates the guiding design principles that were adopted in the *Villebois Village Concept Plan*. The guiding design principles are listed below.

**Connectivity:** Refers to a series of physical connections created within the village that also fosters other “connections,” such as the link between land use and transportation, as well as a sense of place and a sense of community. The list of these connectivity options and where they are addressed are as follows:

- Land Use Patterns (see Chapter 2);
- Parks/Open Space and Pathways (see Chapter 3); and
- Transportation (see Chapter 5).

**Diversity:** Refers to Villebois’ commitment to providing a community that offers many options and choices for those who live, work and play there. The list of these diversity options and where they are addressed are as follows:

- Housing Options (see Chapter 2);
- Village Center (see Chapter 2);
- Parks/Open Space (see Chapter 3); and
- Transportation (see Chapter 5).

**Sustainability:** Refers to the thread of stewardship and viability – social, environmental and economic – that is woven throughout every aspect of Villebois. The list of sustainability examples and where they are addressed are as follows:

- Village Center and Neighborhood Centers (see Chapter 2);
- Parks/Open Space (see Chapter 3); and
- Rainwater Systems (see Chapter 4).

### 1.2 SCOPE

Prior to or concurrent with approval of this *Villebois Village Master Plan*, the City of Wilsonville Comprehensive Plan text will be amended to include a discussion of the Residential-Village (R-V) land use designation (City File 02PC07A) and the Comprehensive Plan Map will be revised to designate the *Villebois Village Master Plan* area Residential-Village (City File 02PC07C). The uses and systems envisioned by the *Villebois Village Master Plan* within the Residential-Village designation will be implemented through the ordinances of the Village zone and the review procedures established with the Village zone (City File 02PC08 – WC 4.125).

The Land Use Chapter, which follows, identifies the proposed land uses to be developed at Villebois Village to create a complete community with a vibrant mixed-use Village Center as envisioned in the *Villebois Village Concept Plan* (City File 02PC06). It provides goals, policies and implementation measures for the general land use plan, residential neighborhood housing, the Village Center, and the elementary school.

The Parks and Open Space / Off-Street Pathways Chapter demonstrates that Villebois Village meets the vision of the City's Parks & Recreation Master Plan of a "comprehensive parks and recreation system that grows along with the community" by providing diversity in the types of recreational opportunities within the Village and responding to the unique opportunity to provide a regional link between the adjacent major open space and wildlife areas. This project does not require amendment of the City's Parks & Recreation Master Plan in order to be implemented. However, the next scheduled update of the City's Parks & Recreation Master Plan will need to account for the addition of the *Villebois Village Master Plan* area.

The Utilities Chapter is broken into three sections: sanitary sewer, water, and storm drainage. Each section provides a description of the proposal, a technical analysis of the proposal's compliance with the relevant City Master Plan, and an analysis of the proposal's compliance with the City's implementation measures of the relevant Master Plan. The *Villebois Village Master Plan* is consistent with the City's Wastewater Collection System Master Plan and the City's Water System Master Plan. The *Villebois Village Master Plan* is consistent with the City's Stormwater Master Plan, and exceeds the standards of City's Stormwater Master Plan with the addition of the proposed Rainwater Management Program. The City's Stormwater Master Plan was recently updated to comply with Metro Title 13 for the entire city and including Villebois.

The Circulation Chapter compares the proposed street system for Villebois with the provisions of the City's Transportation Systems Plan (TSP). The analysis contained in the Circulation Chapter identifies the consistencies and differences between the *Villebois Village Master Plan* and the City's TSP. This Chapter recommends implementation measures that will assure that identified differences are addressed through the appropriate review process for the alternatives proposed with the Villebois street system.

The *Villebois Village Master Plan* will receive an extensive public review that includes public hearings before the City of Wilsonville Planning Commission and City Council. This *Villebois Village Master Plan* will be a supporting document to the City of Wilsonville Comprehensive 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 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 ATTACHMENT 1

\*\*\* Section 2.1 is not included in this review draft \*\*\*

### 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 Plan. 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 December 31, 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).

## 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.

## ATTACHMENT 1

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.

## VILLAGE CENTER

### Goal

The Villebois Village shall include a mixed-use Village Center that will be the core of the community.

### Policies

1. The Village Center shall be a highly pedestrian-oriented place that is the focus of a mix of residential, shopping, service, and civic and mixed-use buildings.
2. The Village Center shall encourage multi-modal transportation system opportunities with good access by vehicular, pedestrian, bicycle and transit traffic.
3. The Village Center shall include a civic plaza to serve as a community gathering space, along with a main street environment establishing a social atmosphere that encourages residents and visitors to linger and interact.
4. Connectivity to the Village Center from adjacent neighborhoods shall ensure that services

are centralized and convenient to pedestrian-oriented shopping.

5. The core area of the Village Center shall provide for mixed-use residential, retail, and employment areas that may include office uses and live-work housing opportunities.
6. The Villebois Village shall allow redevelopment of the former Dammasch State Hospital building provided that it does not create conflicts with the overall development plan.

### Implementation Measures

1. Establish a review process for the Village Center with the implementing Village zone ordinances. This review process shall guide development in the Village Center and recognize that uses may evolve over time as this area matures.
2. Specify a mixture of uses (residential, commercial, retail, civic, and office development) with the implementing Village zone that will support the long-term vitality of the Village Center and enhance the creation of a true urban village at its core. Employment may include uses related to high-tech businesses. The Village Center is intended to provide locations for uses consistent with, but not limited to, the following examples.
  - *Consumer Goods*: bookstore, clothing, florist, jeweler, pet shop, bicycle shop.
  - *Food & Sundries*: bakery, specialty grocery, hardware, laundromat, dry cleaner, gifts.
  - *General Office*: professional offices, non-profit, health services, governmental services, real estate, insurance, travel.
  - *Service Commercial*: bank, day care center, photo processing, telecommunications, upholstery shop.
  - *Lifestyle & Recreation*: hair salon, specialty retail, theater, video/DVD store, art gallery, health club, restaurants, dance studio.
  - *Hospitality*: hotel, bed and breakfast, conference center.
  - *Light Manufacturing/Research and Development*.
  - *Civic/Institutional*: meeting hall, library, museum, churches, farmer's market, community center.
  - *Residential*: condominiums, apartments, and townhouses.

## ELEMENTARY SCHOOL

### Goal

The *Villebois Village Master Plan* shall provide for an elementary school within the Villebois Village portion of the *Villebois Village Concept Plan*.

### Policies

1. The Plan for Villebois Village shall provide an elementary school site in a location that provides safe and convenient access and complements the surrounding neighborhood.
2. Coordination shall continue to occur among the West Linn/Wilsonville School District, the Master Planner, the City and the affected property owners throughout the subsequent planning and development stages relating to the elementary school.

### Implementation Measure

1. The school site shall be developed in the location noted on *Figure 1 – Land Use Plan*.
2. Architectural and community elements associated with the school shall be addressed in the

forthcoming SAP East application. If these details are not available at the time of SAP East application, a SAP amendment may be filed to address these elements when the school is ready to develop.

**\*\*\* Chapters 3 – 5 are not included in this review draft \*\*\***

# ATTACHMENT 1

## GLOSSARY

# ATTACHMENT 1

## Glossary

\*\*\* Definitions that are not proposed to be amended are not included in this review draft \*\*\*

**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.~~

\*\*\*

## ATTACHMENT 1

### LIST OF REFERENCE DOCUMENTS

City of Wilsonville Final Draft Wastewater Collection System Master Plan, June 2001.

City of Wilsonville Final Draft Wastewater Collection System Appendix, June 2001.

City of Wilsonville Parks & Recreation Master Plan, Final Report, December 1994.

City of Wilsonville Stormwater Master Plan, June 2001.

City of Wilsonville Transportation Systems Plan (TSP), April 17, 2003 Public Draft.

City of Wilsonville Water System Master Plan – Ordinance No. 531, Adopted January 24, 2001.

Creating Livable Streets: Street Design Guidelines for 2040, Metro, and June 2002.

Memorandum to Eldon Johansen, City of Wilsonville from Ransford S. McCourt, P.E., DKS Associates, April 6, 2004.

Villebois Village Master Plan Technical Appendix,

Appendix A: Capital Improvement List and Cost Estimate

Appendix B: DKS Memorandums dated:

February 28, 2003

January 6, 2003

April 6, 2004

June 15, 2005

August 7, 2013

Appendix C: Memorandum of Understanding between Villebois/City of Wilsonville and Metro, Metro Contract #926225

Appendix D: Bus Stop Exhibit

Appendix E: Memorandums regarding 100-year Flood Plan and Stormwater from HDR and inter-fluve

Appendix F: Parks Capacity Analysis Drawings

Appendix G: Parks PowerPoint Print-out

Appendix H: Parks Lighting Concept

Appendix I: Sanitary Lift Station for Future Study Area Requirements

ATTACHMENT 1

# Old Town



## *Neighborhood Plan*

### Wilsonville Oregon

*Adopted September 19, 2011*

## ATTACHMENT 1

# Acknowledgements:

### 2011 Wilsonville City Council

Mayor Tim Knapp  
Councilor Celia Núñez  
Councilor Steve Hurst  
Councilor Richard Goddard  
Councilor Scott Starr  
Former Councilor Alan Kirk  
Former Councilor Michelle Ripple

### 2011 Planning Commission

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Ray Phelps  
Amy Dvorak  
Al Levit  
Tom Sullivan  
Ben Altman  
Eric Postma

### Former Commissioners who reviewed Plan

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Carol A. Montclair  
Yvonne Peck  
Robert Meyer  
Steve Hurst  
Susan Guyton  
Craig Faiman  
Richard Goddard

### Old Town Neighborhood Committee

Steve Van Wechel – President  
Doug Muench – Vice President  
Barbara Bergmans – Secretary/Treasurer  
Thank you to all who participated in the preparation of this Plan

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- B. Boones Ferry Historic District & Architectural Pattern Book
- C. Boones Ferry Road Streetscape Project by Nevue Ngan Associates
- D. Proposed Capital Projects – Preliminary Cost Estimates, prepared by MacKay & Sposito, Inc.

*Wilsonville's Old Town Neighborhood Plan***ATTACHMENT 1****Maps**

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*Wilsonville's Old Town Neighborhood Plan*

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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 21<sup>st</sup> 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).

*Wilsonville's Old Town Neighborhood Plan*

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**Where Is Old Town?**

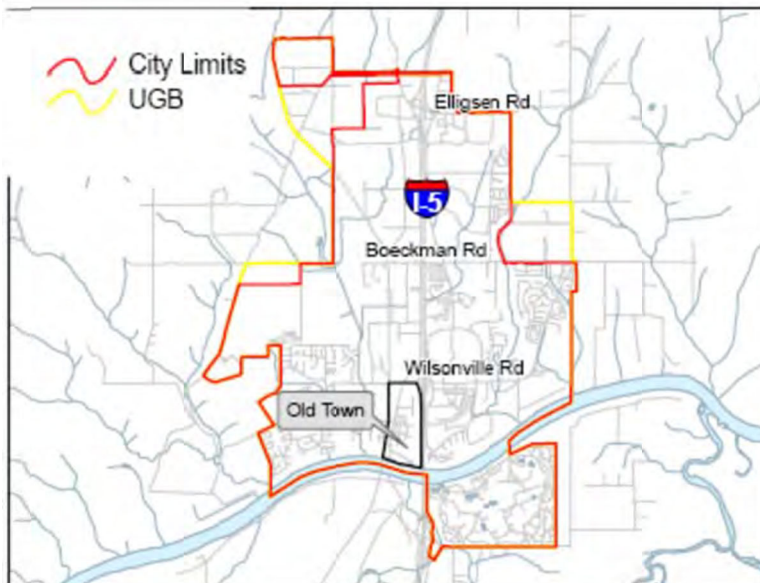
According to the West Side Master Plan, accepted by the City Council in December 1996, the Boones Ferry District (Old Town) includes all the lands located between the Oregon Electric Railway and the I 5 right-of-way, and between the Willamette River and approximately Wilsonville Road. (Map 1.1) Others 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 5<sup>th</sup> 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**

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**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

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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 \*\*\***

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## 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



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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*

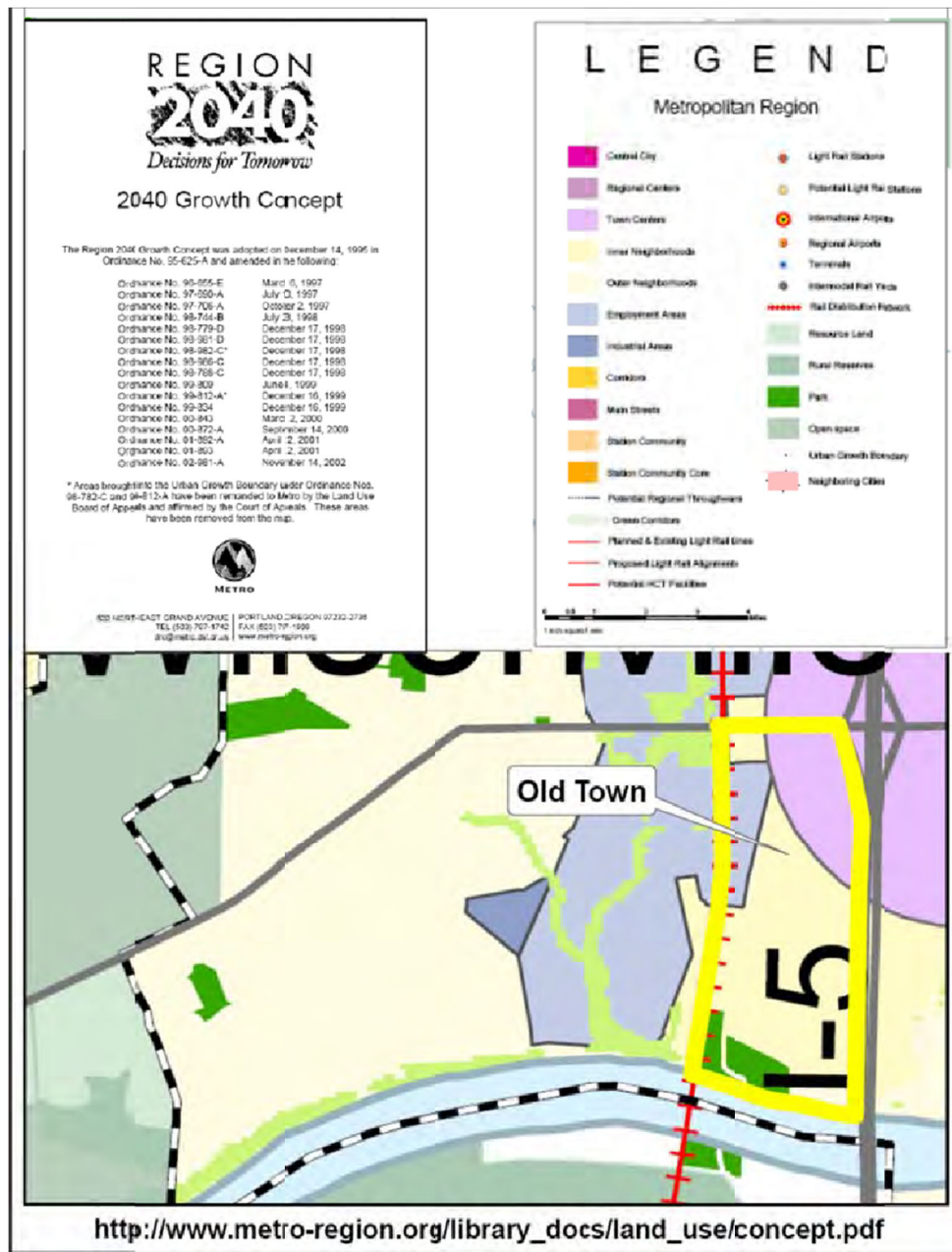
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The question becomes, "Is Old Town a single-family neighborhood mapped solely as an Inner Neighborhood?" Metro's 2040 Growth Concept Plan was first adopted in 1995, and designated most of the Old Town area as an Inner Neighborhood. However, the map 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**

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**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.

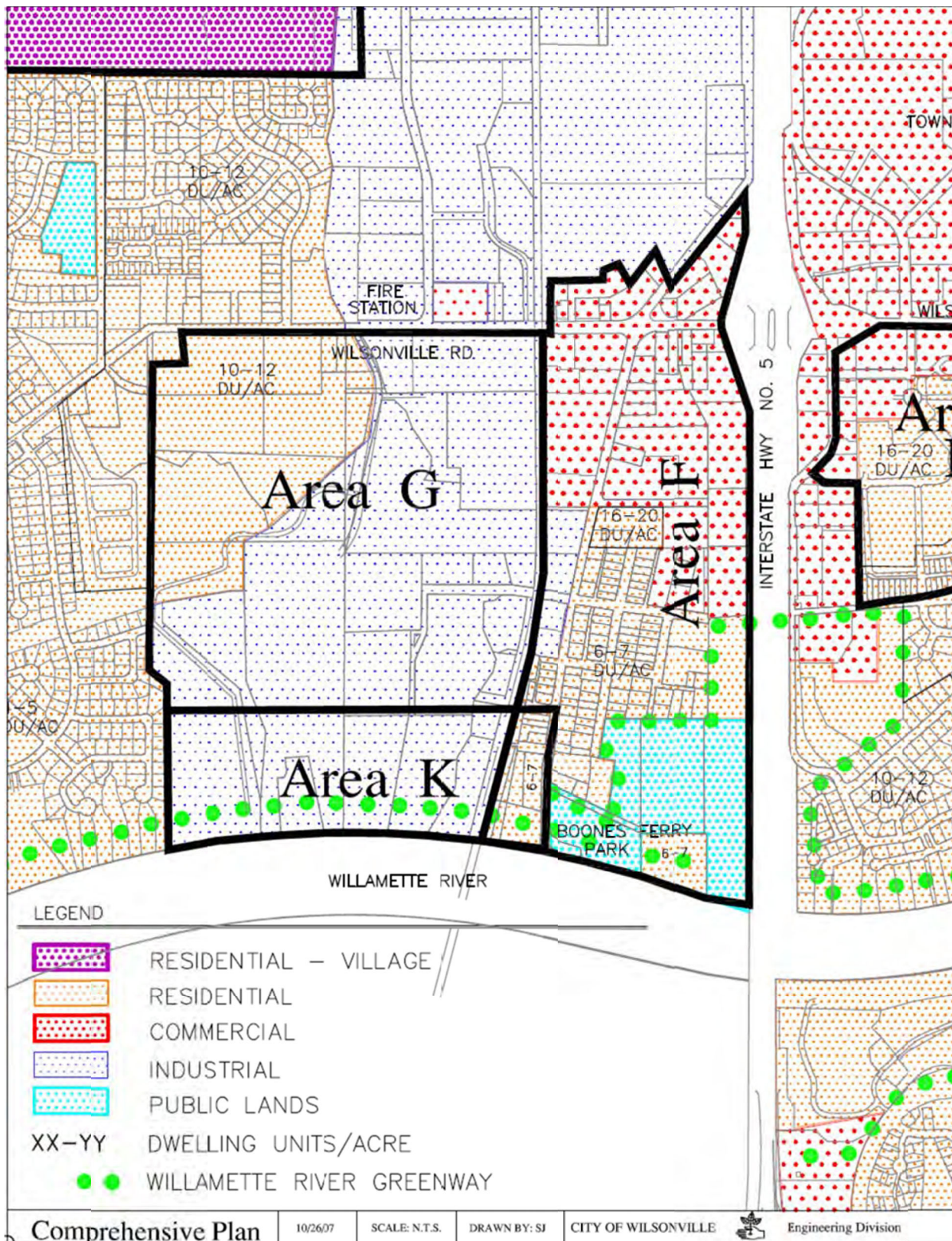
**City Comprehensive Plan**

The Comprehensive Plan designates lands between Wilsonville Road and Bailey Street as Commercial. (Map 6.2) Lands between Bailey Street and 5<sup>th</sup> 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 4<sup>th</sup> 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.

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Map 6.2. Existing Old Town Planning Area Comprehensive Plan

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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 3<sup>rd</sup> 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 2<sup>nd</sup> Street are in public ownership, while residential lots between 3<sup>rd</sup> Street and 2<sup>nd</sup> Street are in private ownership.

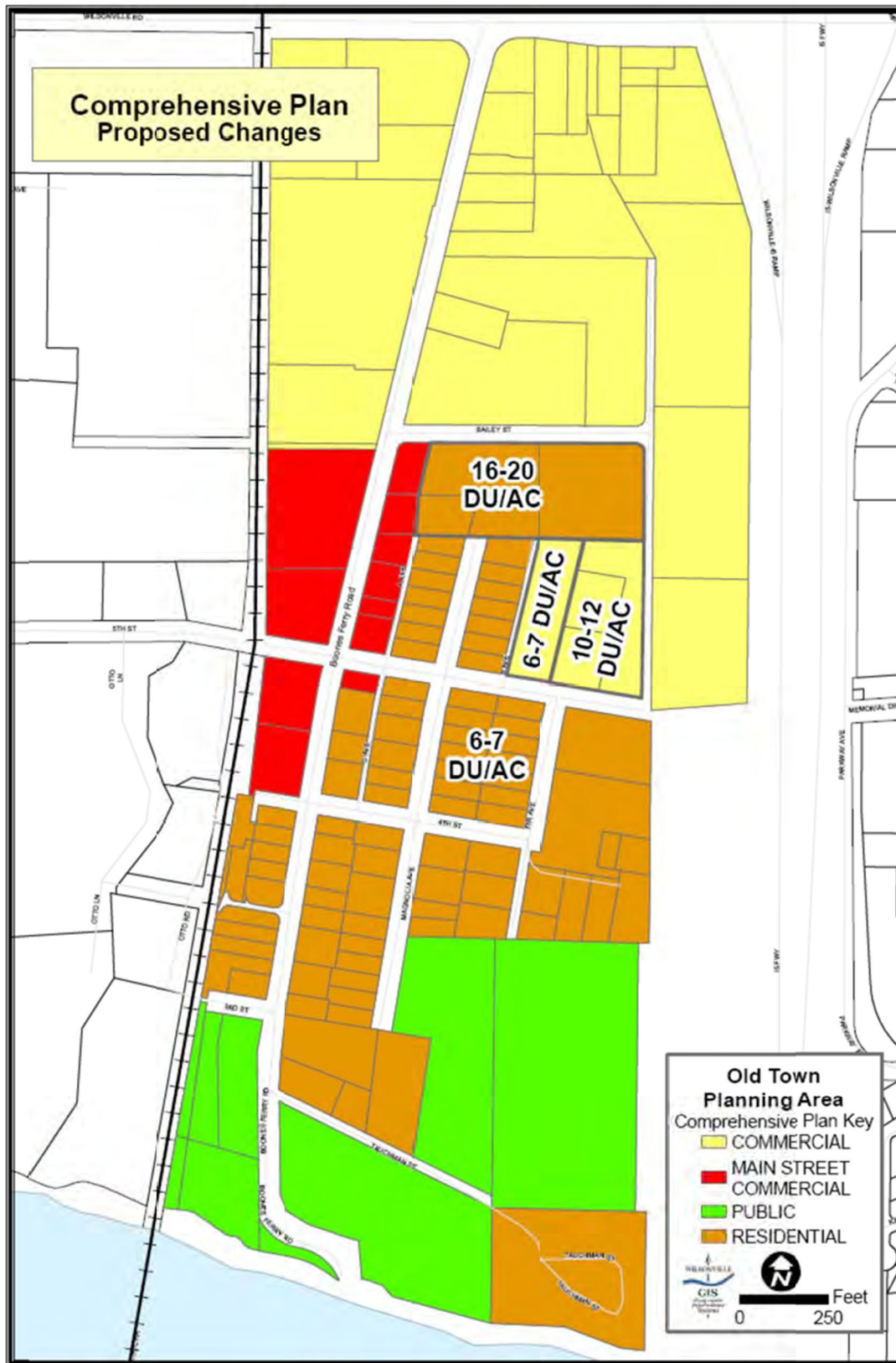
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**Recommendations:**

- 6.1. Amend the Existing Comprehensive Plan Map (see Map 6.3) as follows:**
  - 6.1.a. Designate lands in public ownership south of 2<sup>nd</sup> Street east of the railroad tracks from Residential to Public.**
  - 6.1.b. Designate all ODOT-owned lands south of 5<sup>th</sup> 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.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.**

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**Map 6.3. Comprehensive Plan – Proposed Changes**

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**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 2<sup>nd</sup> Street and 3<sup>rd</sup> 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.)

	<b>PDR-4</b>	<b>OTOZ</b>	<b>Residential (R) Zone</b>
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'



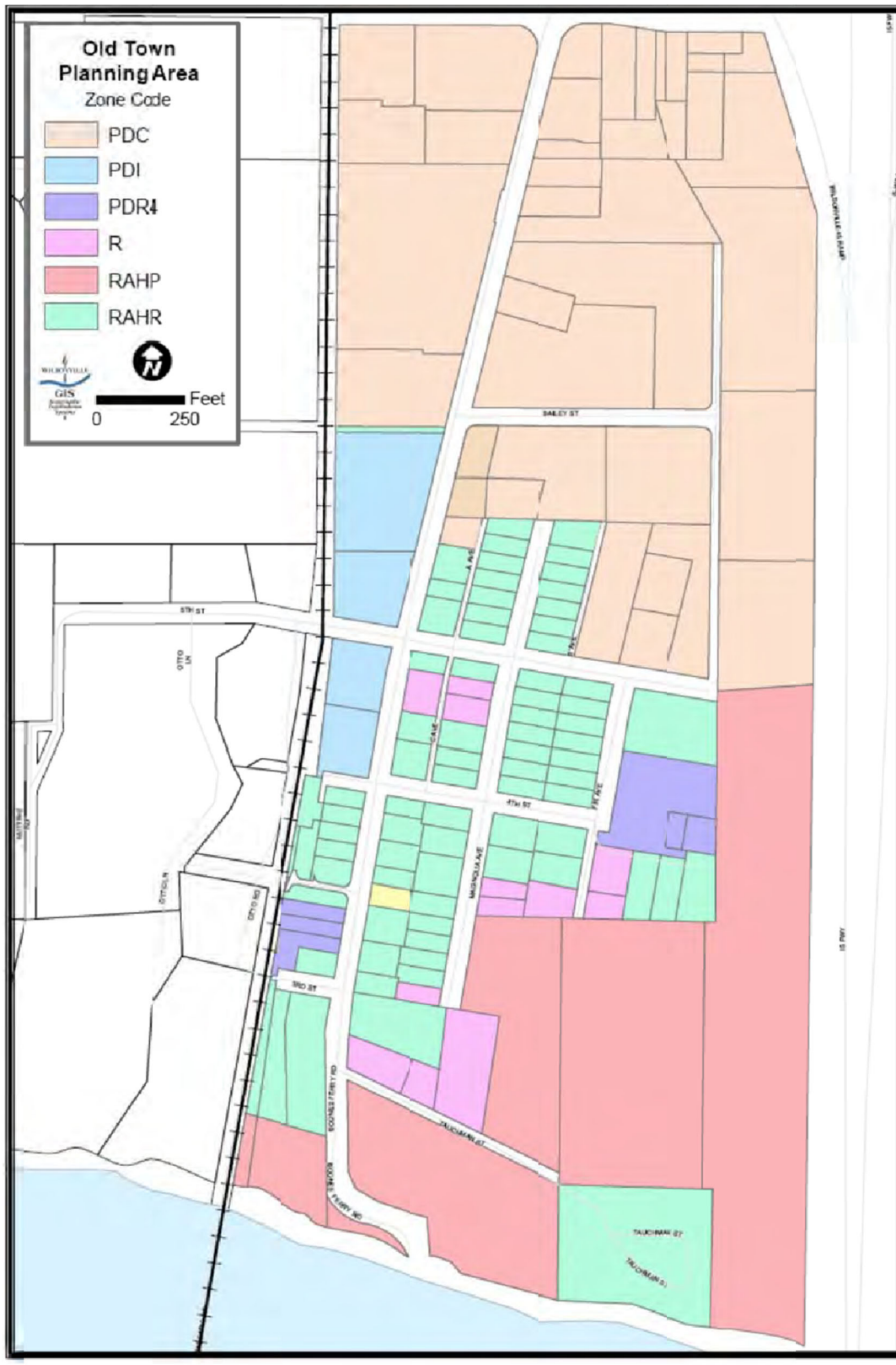
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Maximum lot coverage	75% total for all buildings	20% for all residential bldgs, 30% for all bldgs.
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**Map 6.4. Existing Old Town Planning Area – Zone Code** (NOTE: The zoning map has changed since the adoption of this plan. This map is no longer accurate.)

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**Wilsonville Square 76 Plan:**

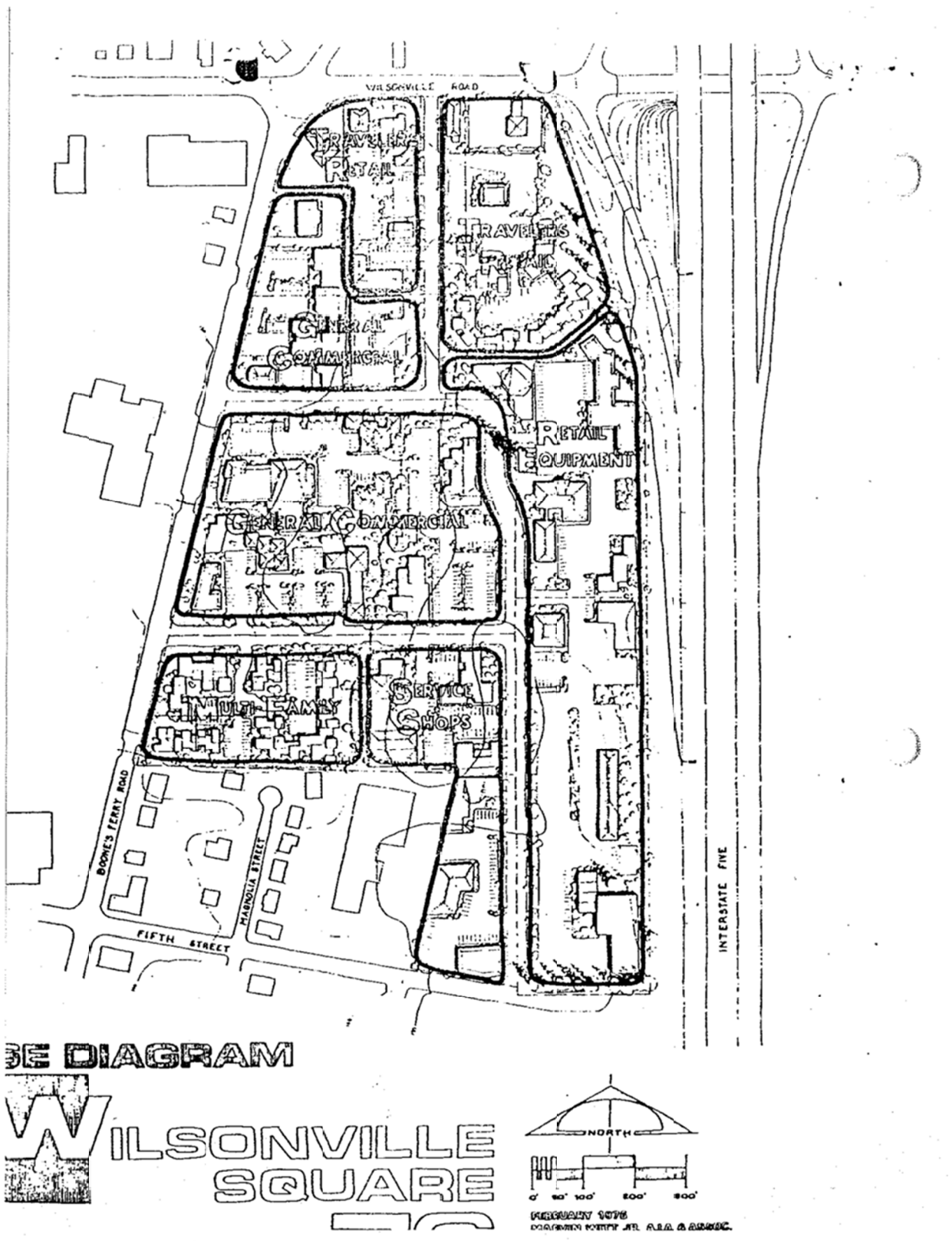
The Square 76 Plan was approved in 1976, modifying an earlier Concept Plan adopted in 1973 (Map **6.5**). It includes 33 acres of land located east of Boones Ferry Road, between Wilsonville Road and a line running east from Boones Ferry Road at the north end of Magnolia Street, to the I-5 right-of-way; and also including lands located between the Curran Coil Spring, Inc. plant and I-5 north of 5<sup>th</sup> 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.**

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**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 5<sup>th</sup> 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

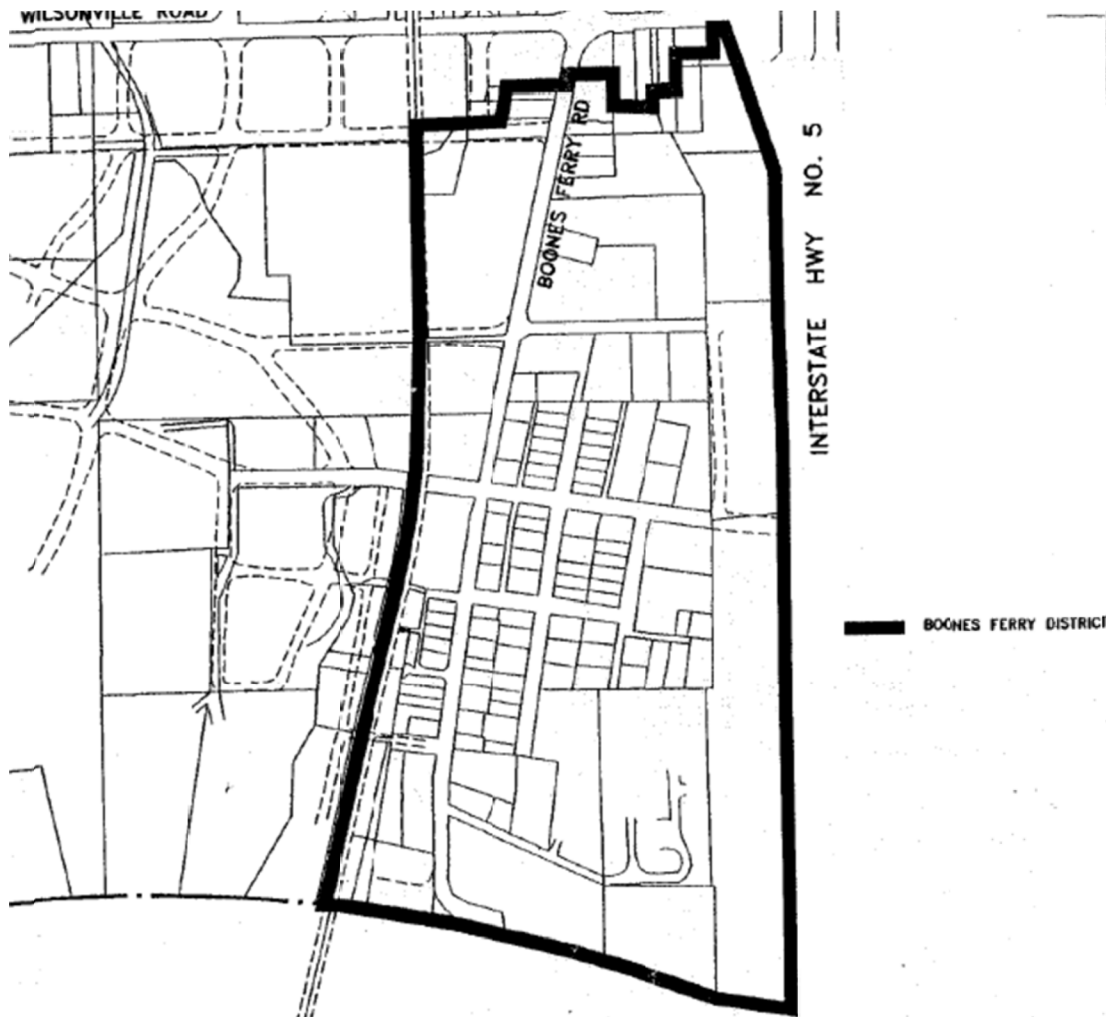
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dwellings. The majority of the standards included in the OTOZ apply to development along Boones Ferry Road and/or to commercial, industrial and multi-family dwellings.

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.**

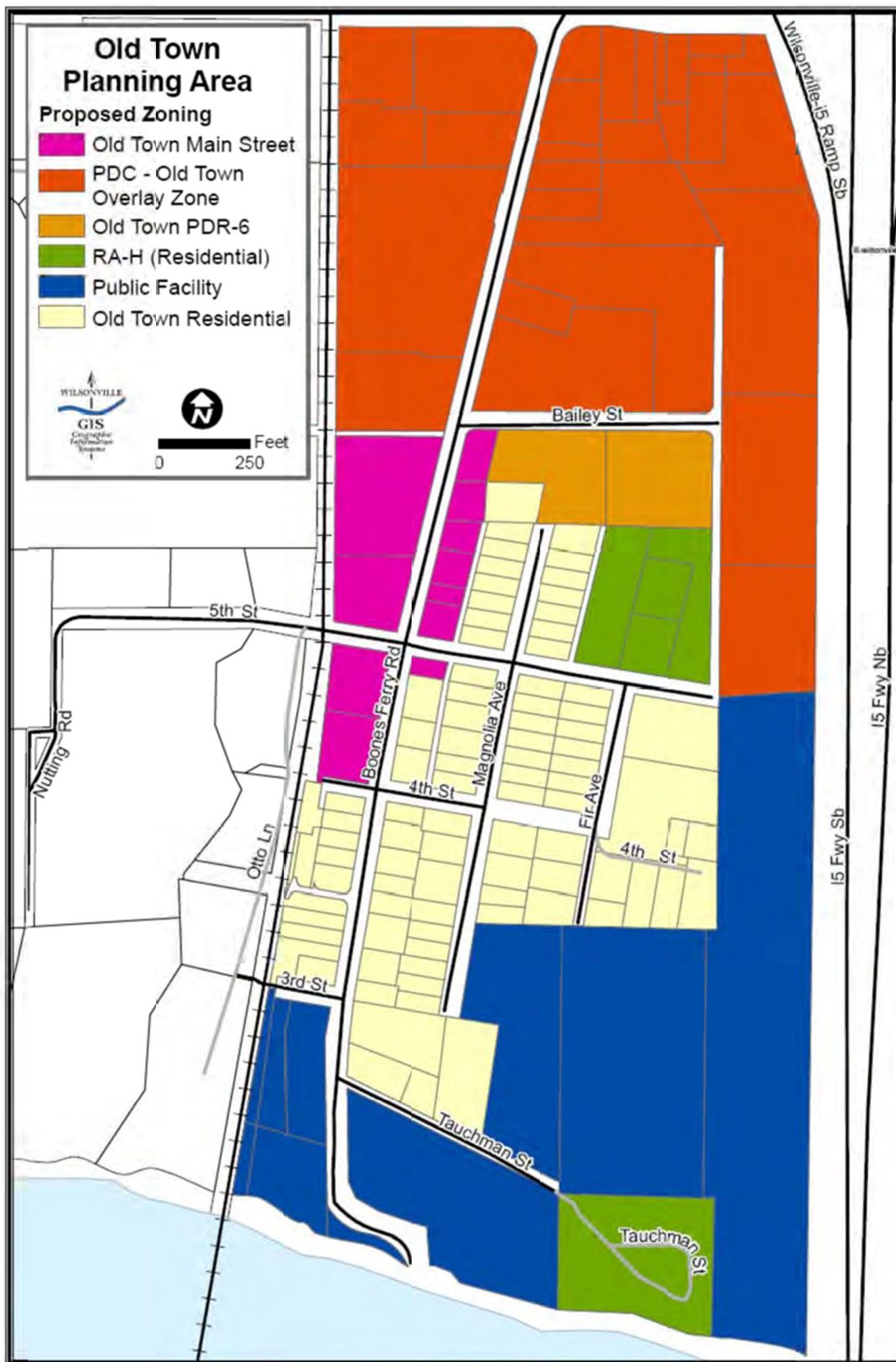
**Recommendations: (See Map 6.7)**

**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 4<sup>th</sup> Street, and incorporating Boones Ferry Streetscape Concept Plan standards. Provide for adaptive reuse of the historic buildings east of Boones Ferry Road between 4<sup>th</sup> Street and 5<sup>th</sup> 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 5<sup>th</sup> Street, to lands on the west side of Boones Ferry Road between 4<sup>th</sup> Street and 5<sup>th</sup> Street, and to the lot at the southeast corner of Boones Ferry Road and 5<sup>th</sup> 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.**

Wilsonville's Old Town Neighborhood Plan

ATTACHMENT 1



Map 6.7. Recommended Zoning Map



*Wilsonville's Old Town Neighborhood Plan*

**ATTACHMENT 1**

**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 ~~is~~ ~~an~~ ~~was~~ 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**

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

*Wilsonville's Old Town Neighborhood Plan*

**ATTACHMENT 1**

**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 \*\*\***

# Future of Wilsonville's Neighborhoods

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## **SURVEY RESPONSE REPORT**

19 July 2019 - 18 April 2021

**PROJECT NAME:**

Middle Housing in Wilsonville Project



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ATTACHMENT 2

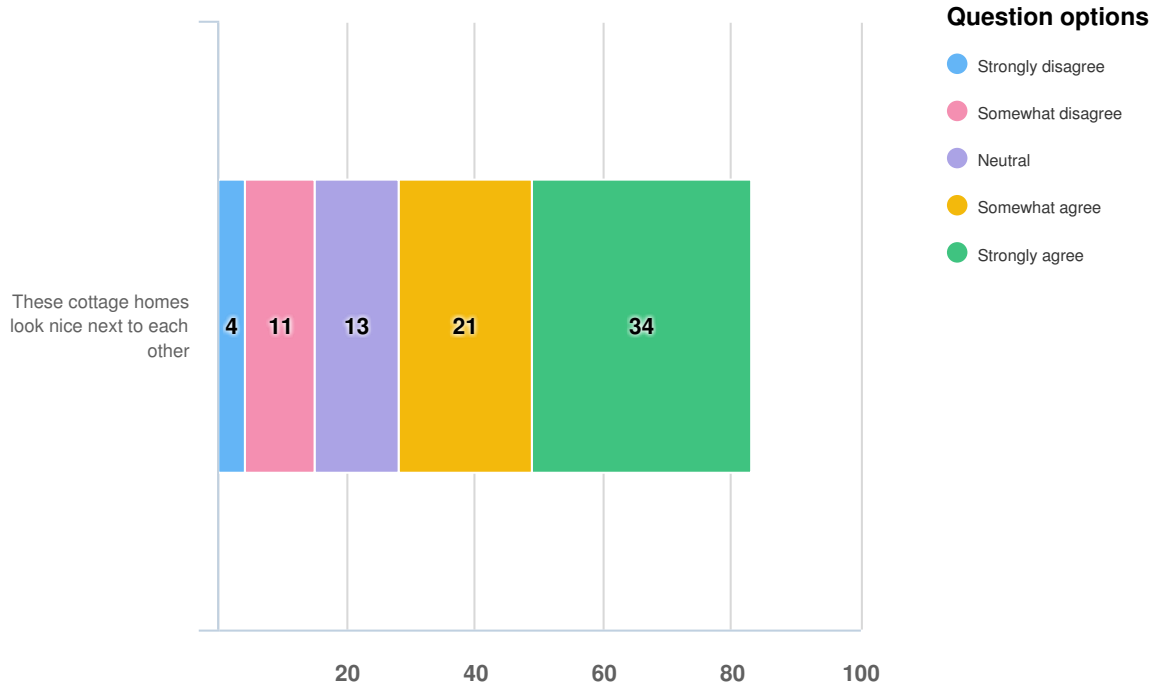
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SURVEY QUESTIONS

ATTACHMENT 2

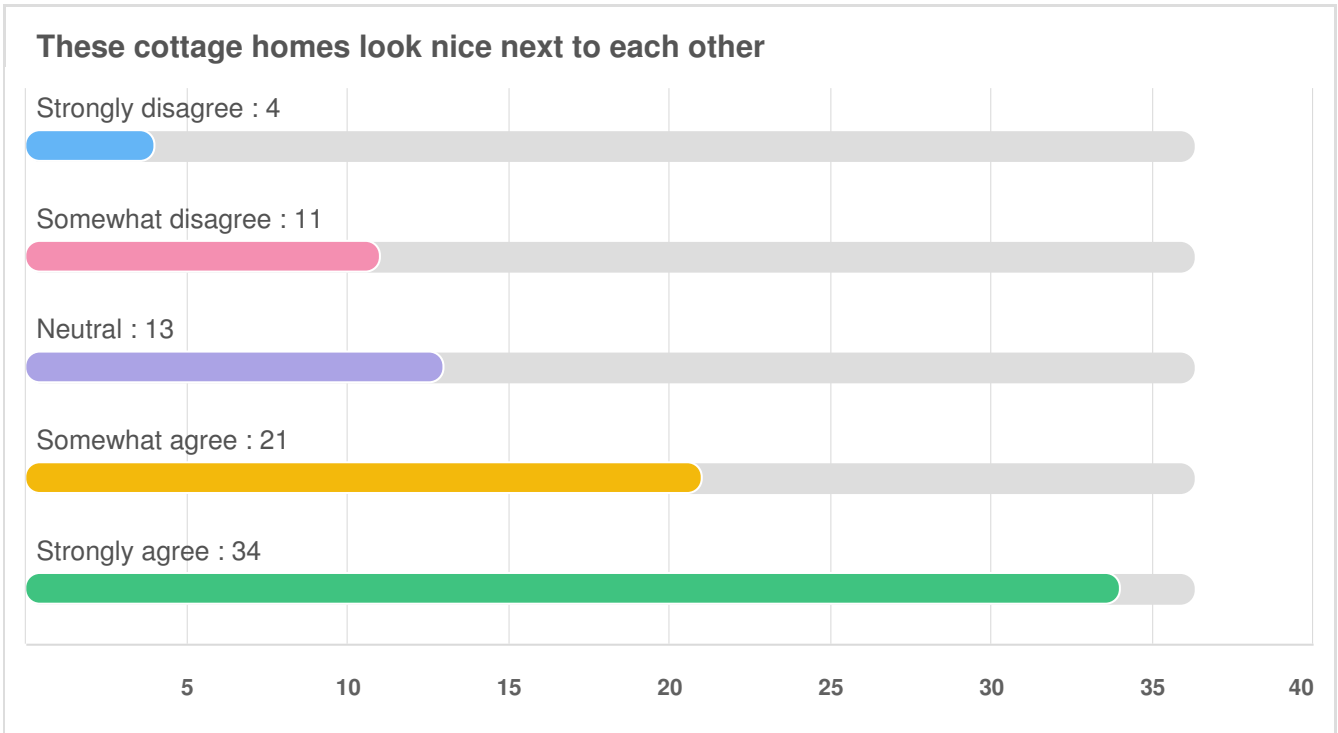
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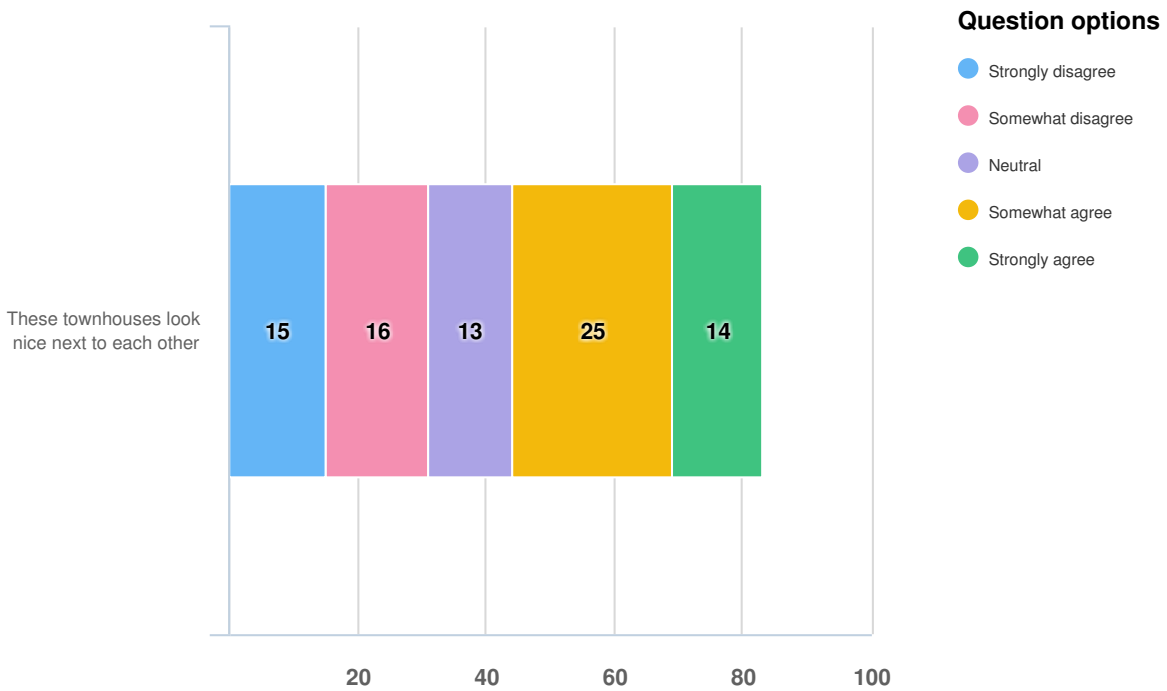
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Question type: Likert Question



ATTACHMENT 2



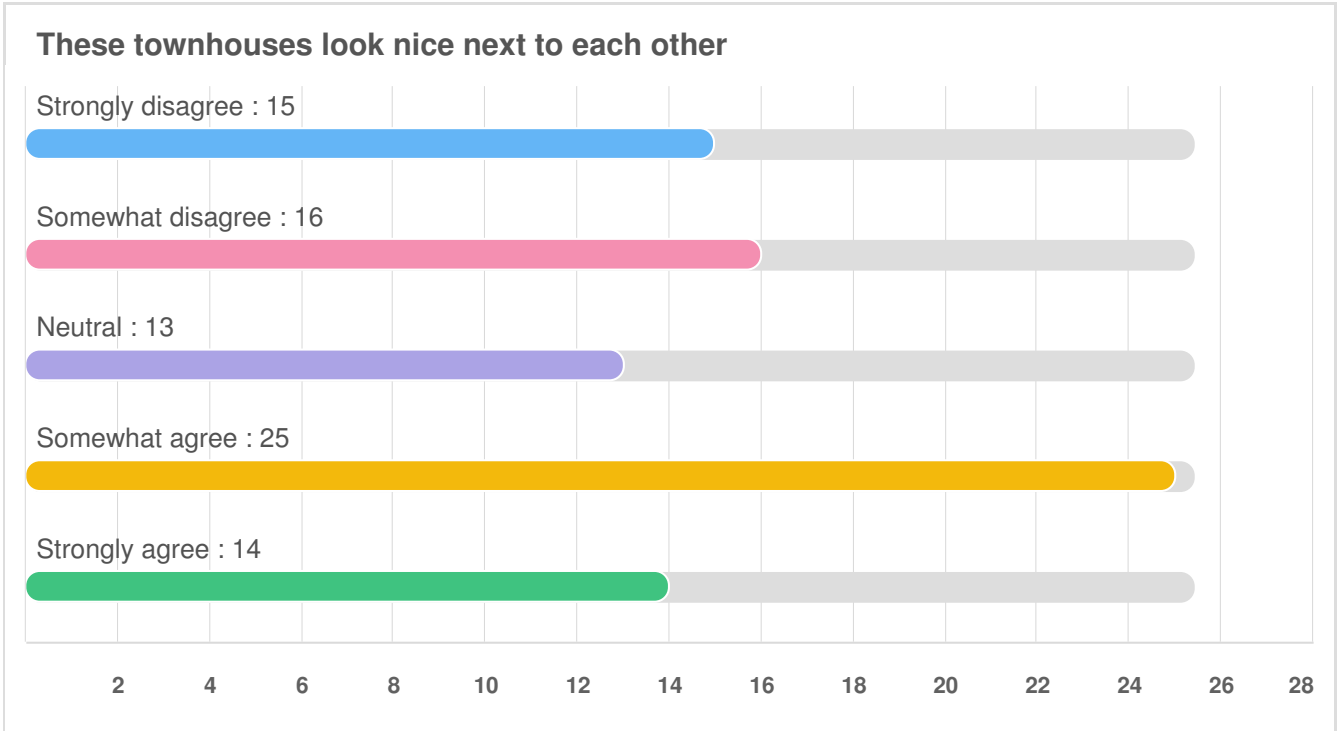
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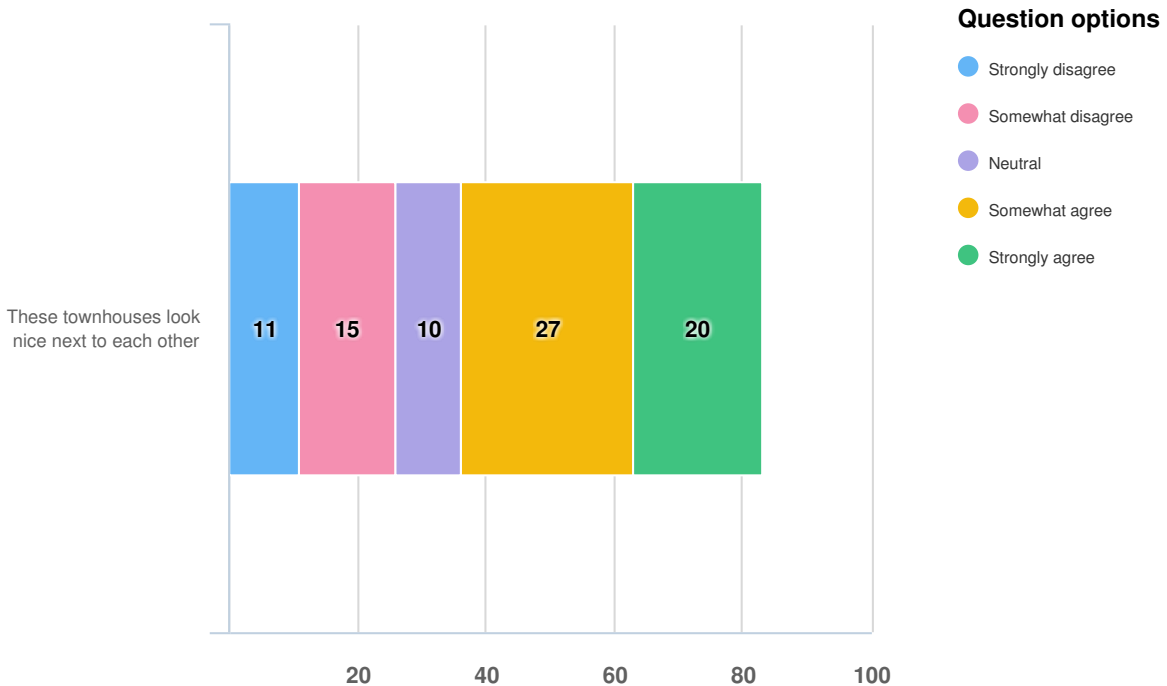
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Question type: Likert Question



ATTACHMENT 2



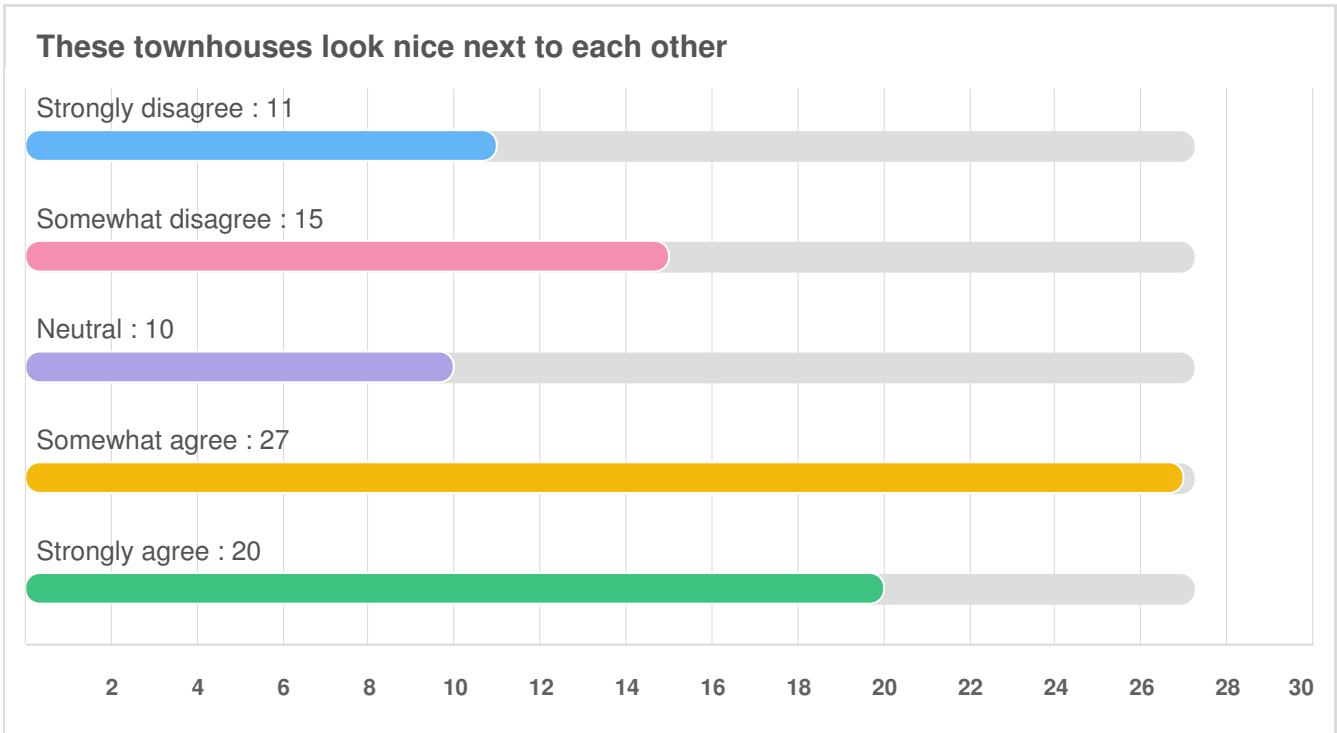
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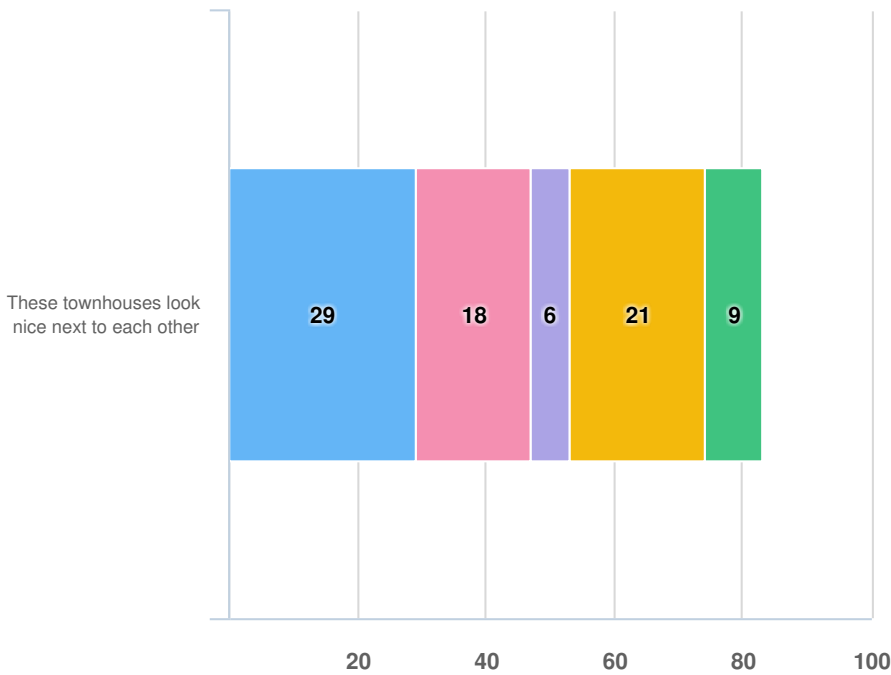
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Question type: Likert Question



ATTACHMENT 2



Q4



Question options

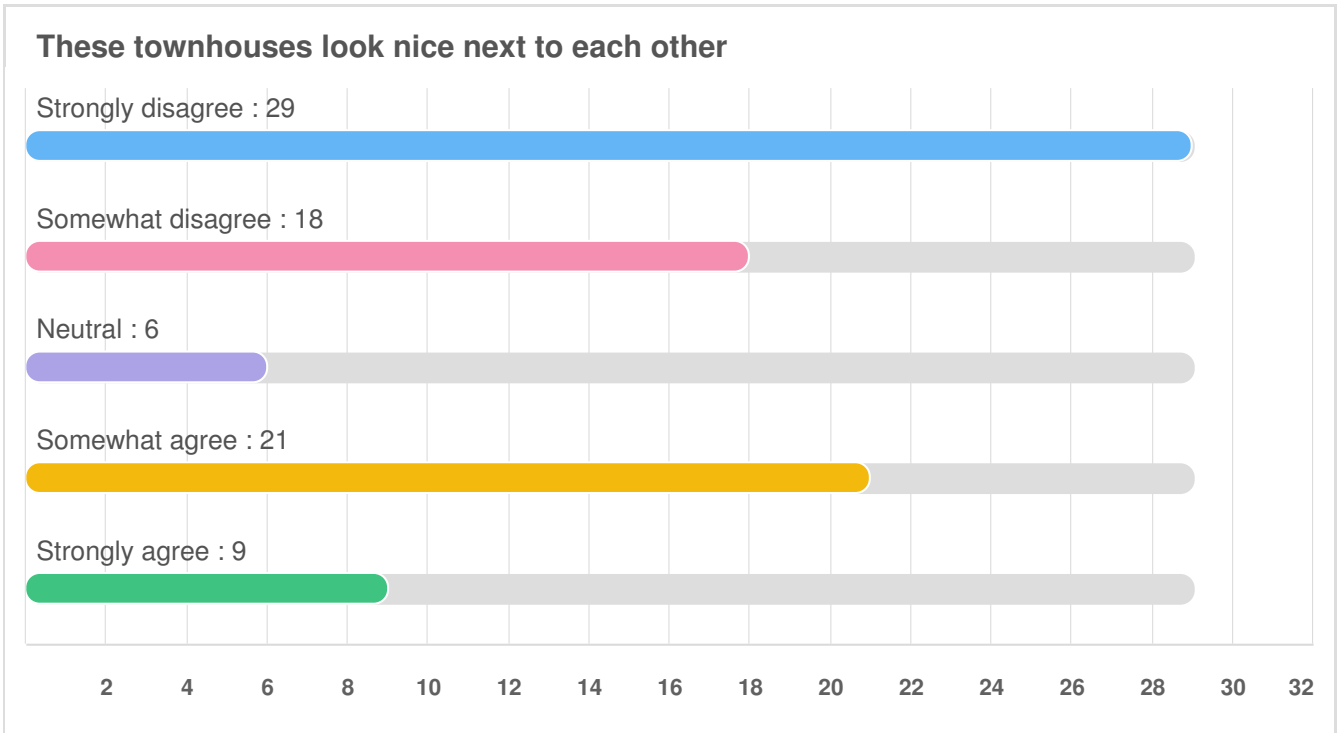
- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



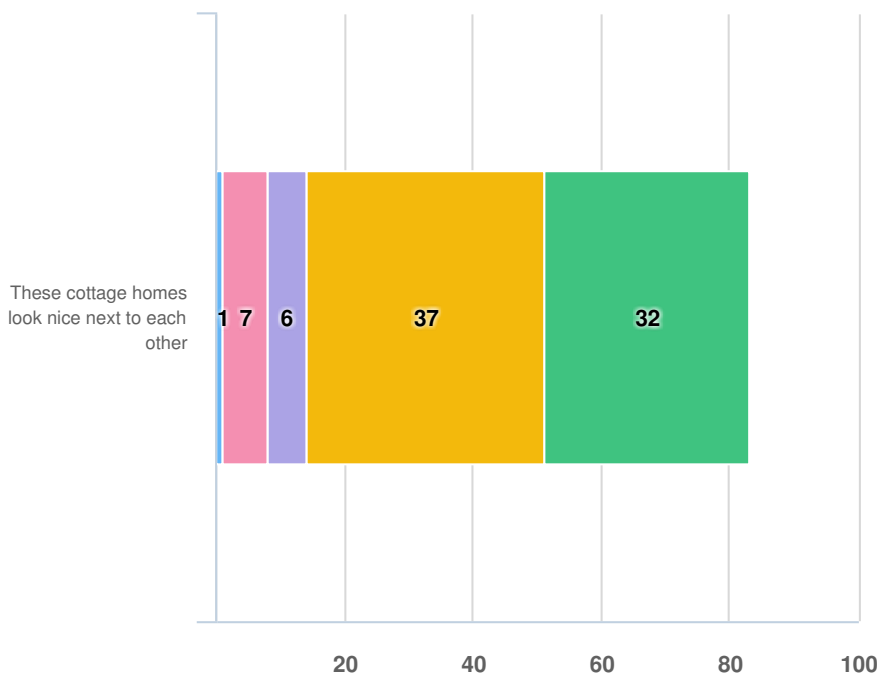
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Question type: Likert Question



ATTACHMENT 2



Q5



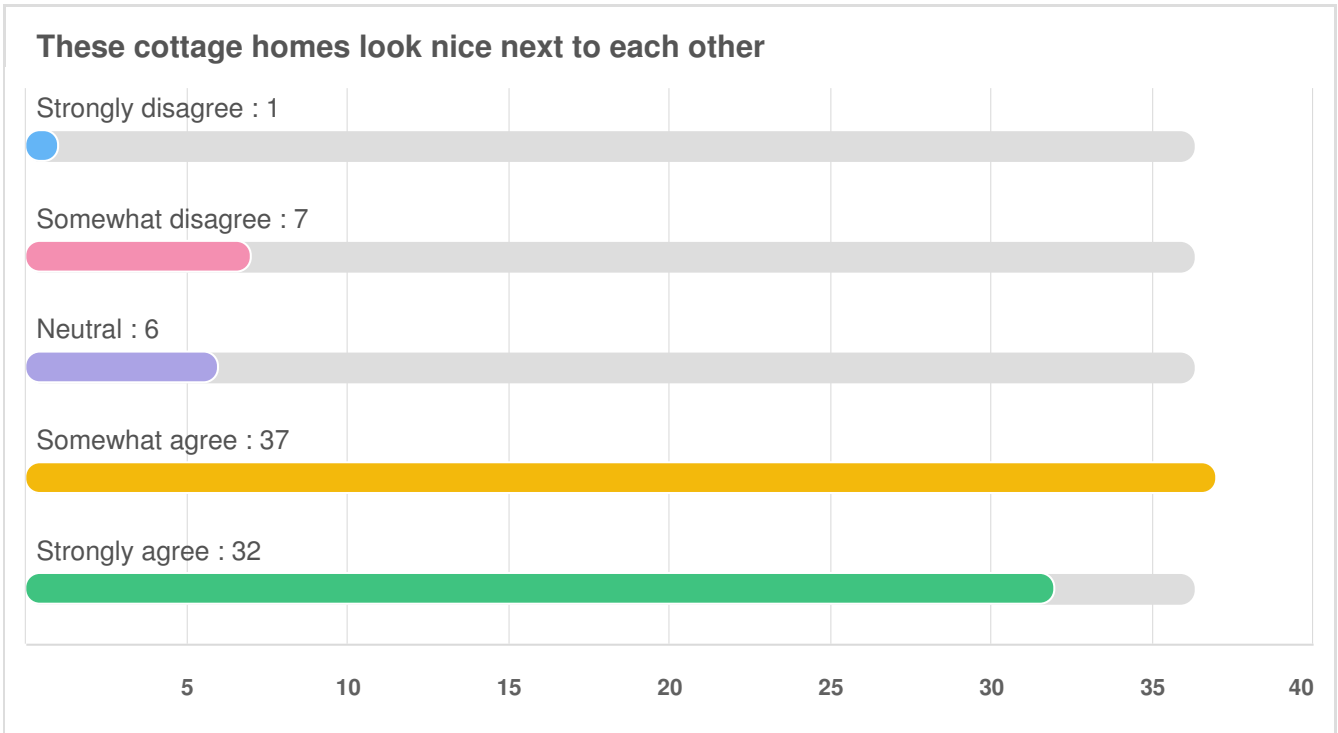
Question options

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- Neutral
- Somewhat agree
- Strongly agree

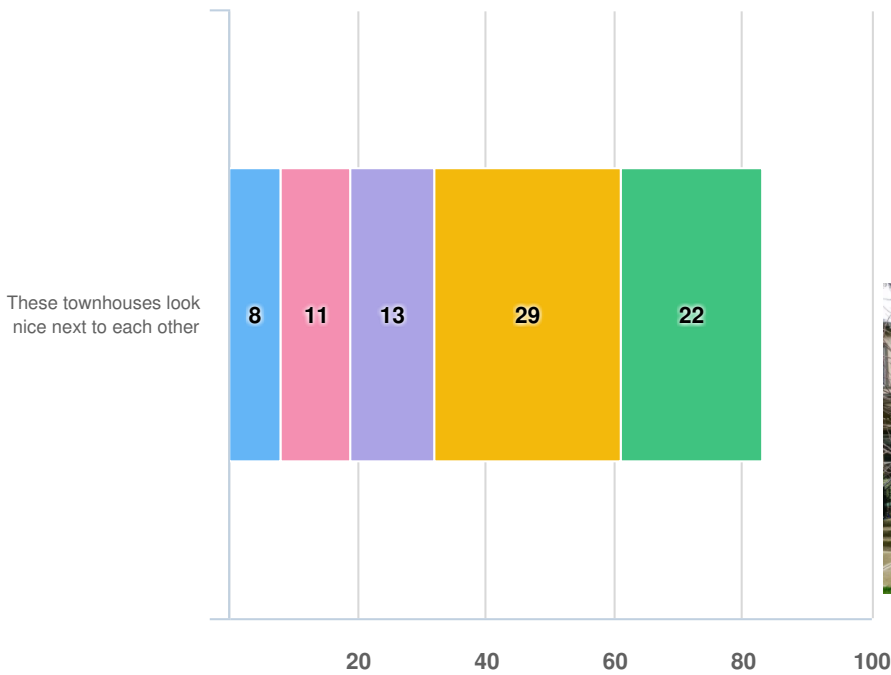


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Question type: Likert Question

ATTACHMENT 2



Q6



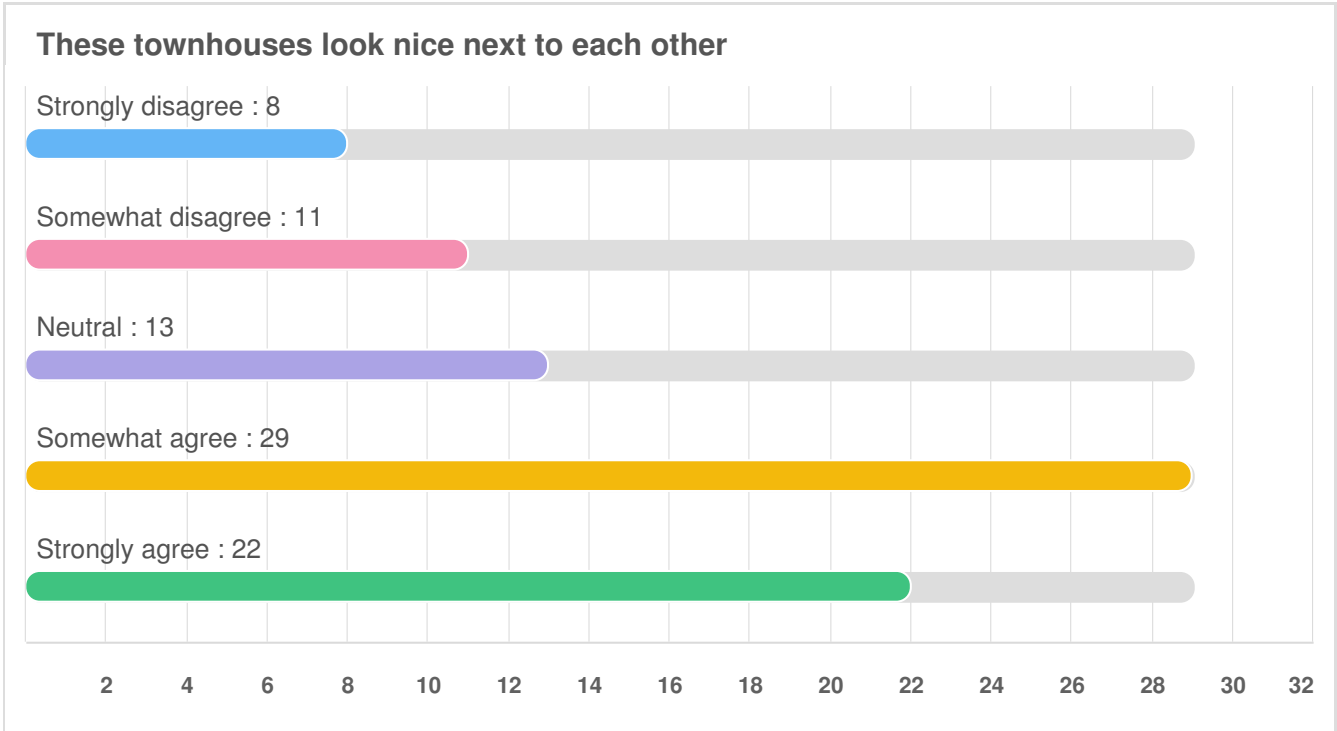
Question options

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- Neutral
- Somewhat agree
- Strongly agree

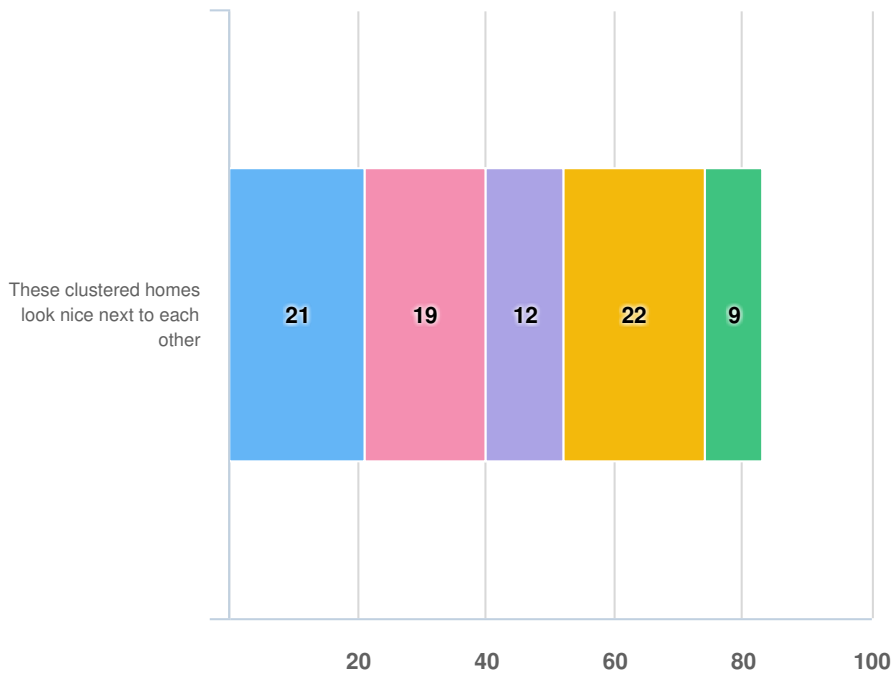


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Question type: Likert Question

ATTACHMENT 2



Q7



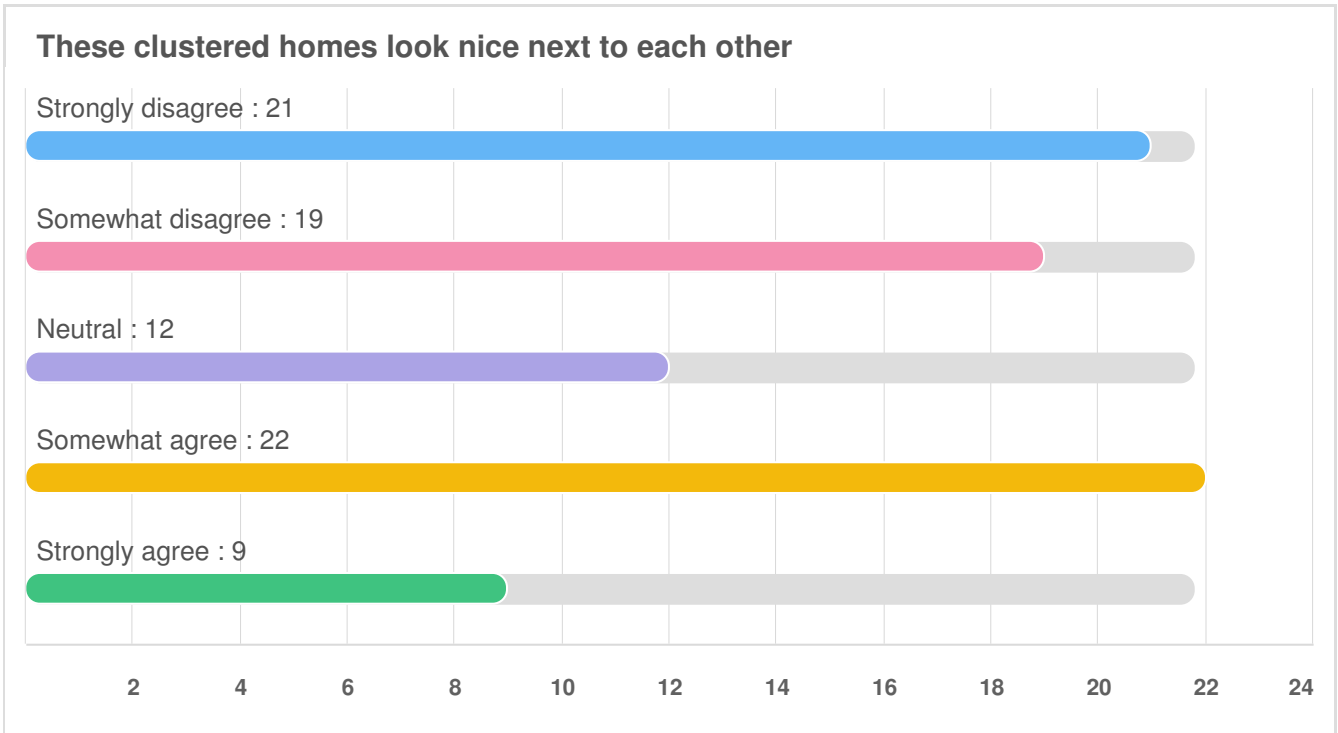
Question options

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- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



Mandatory Question (83 response(s))  
Question type: Likert Question

ATTACHMENT 2



**Q8** Explain or add comments about your answers to above questions 1-7 regarding neighboring homes (optional)

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## ATTACHMENT 2

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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

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ATTACHMENT 2

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,

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ATTACHMENT 2

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.

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ATTACHMENT 2

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



ATTACHMENT 2

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

---

## ATTACHMENT 2

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.

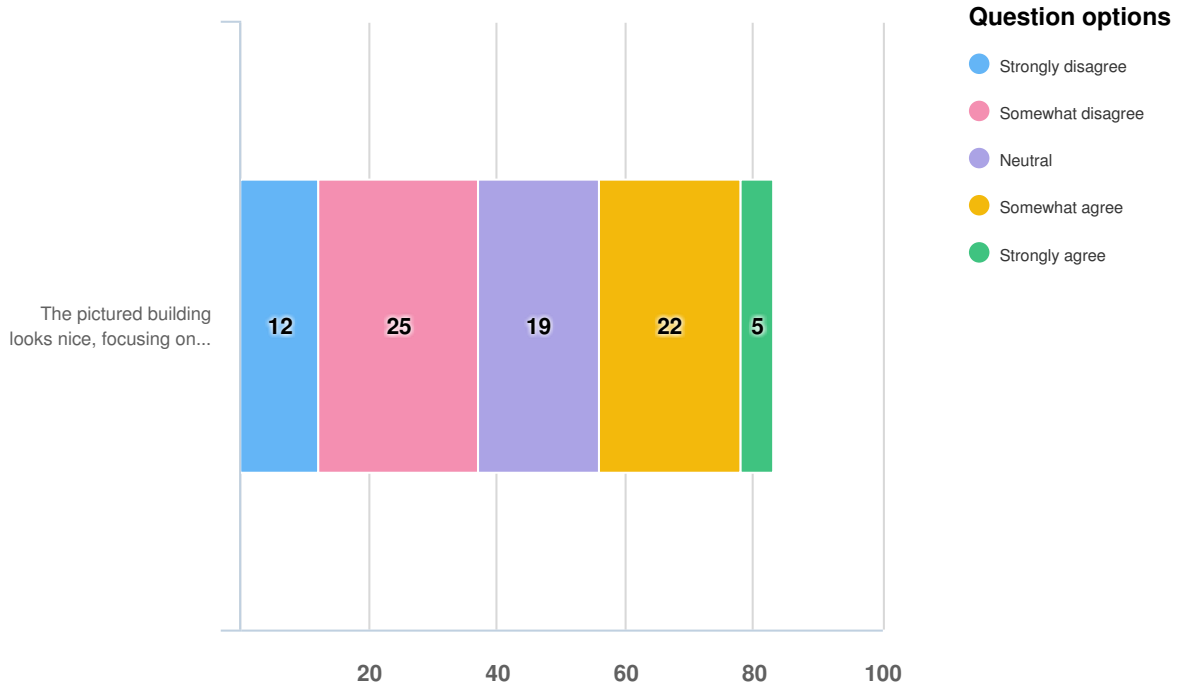
they are too close together. no privacy or space or yard.

**Optional question** (35 response(s), 48 skipped)

**Question type:** Essay Question

ATTACHMENT 2

Q9

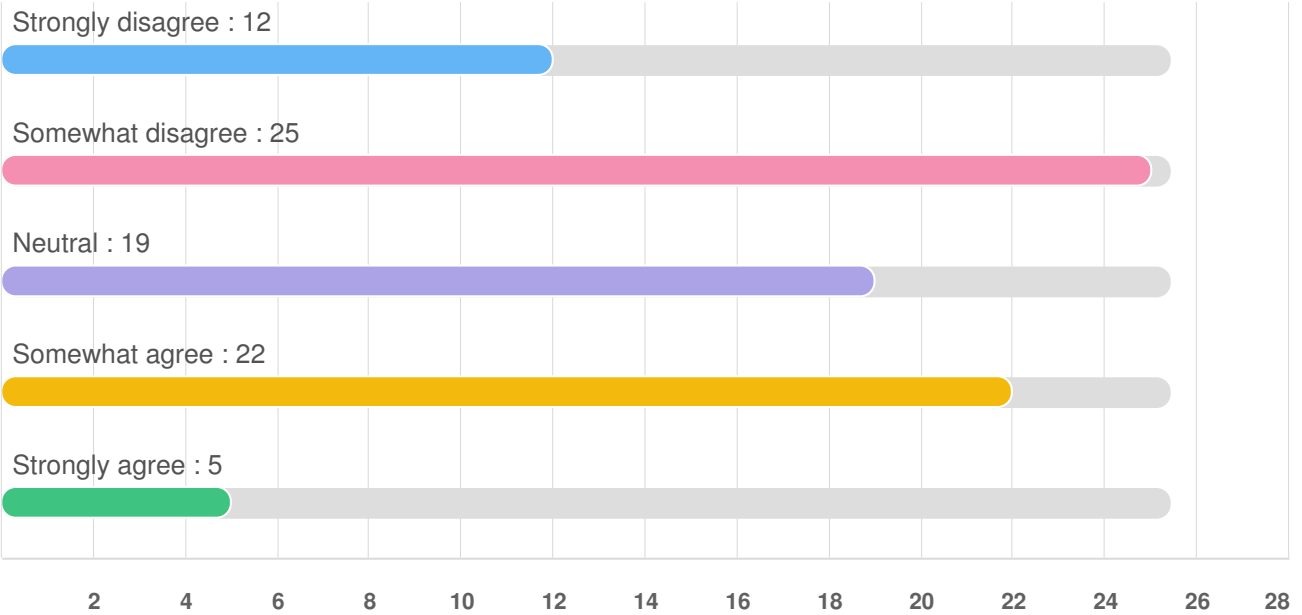


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Question type: Likert Question

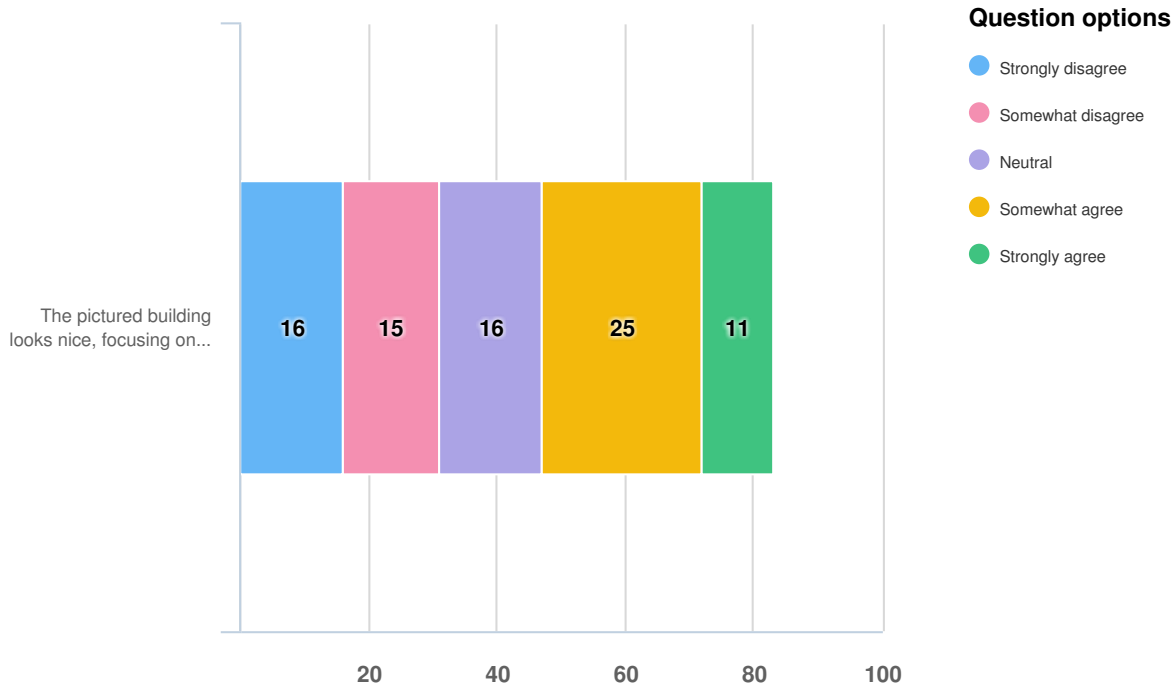


ATTACHMENT 2

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q10

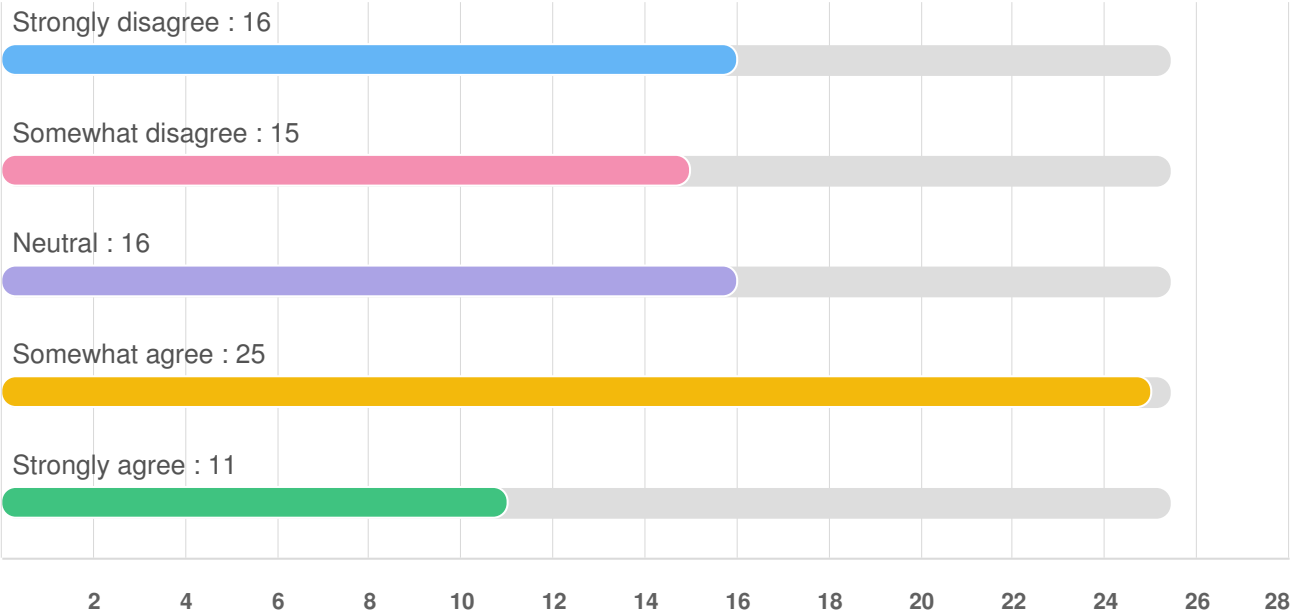


Mandatory Question (83 response(s))  
Question type: Likert Question

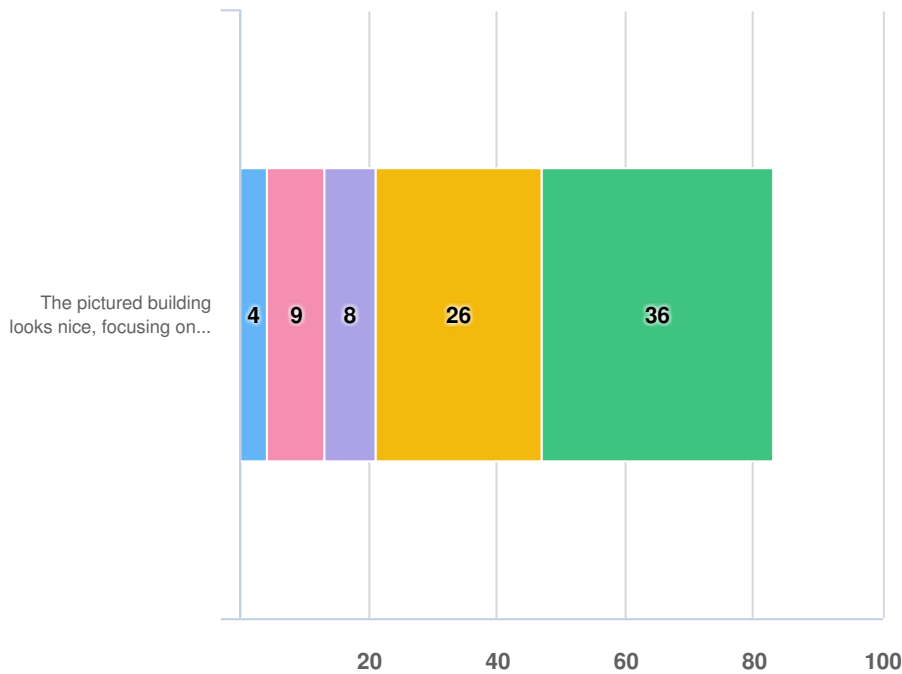


ATTACHMENT 2

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q11



Question options

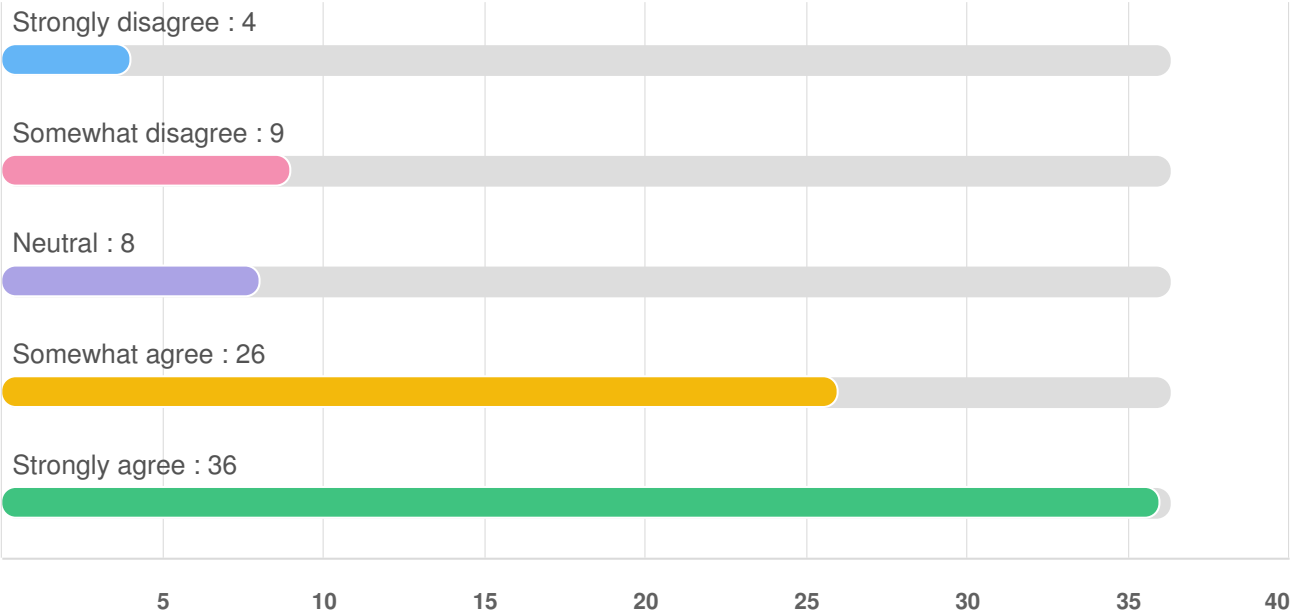
- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



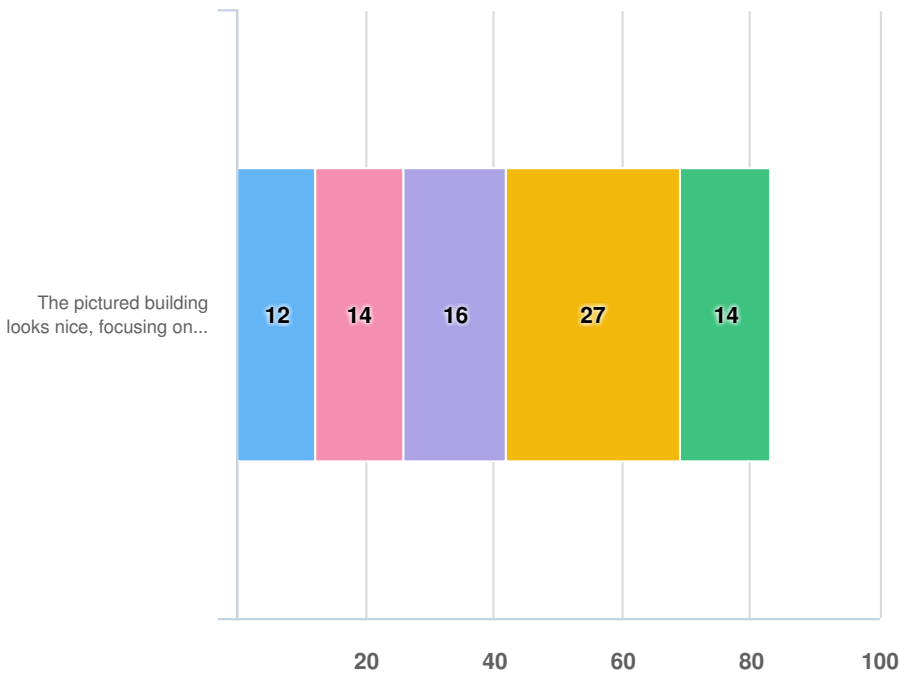
Mandatory Question (83 response(s))  
Question type: Likert Question

ATTACHMENT 2

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q12



Question options

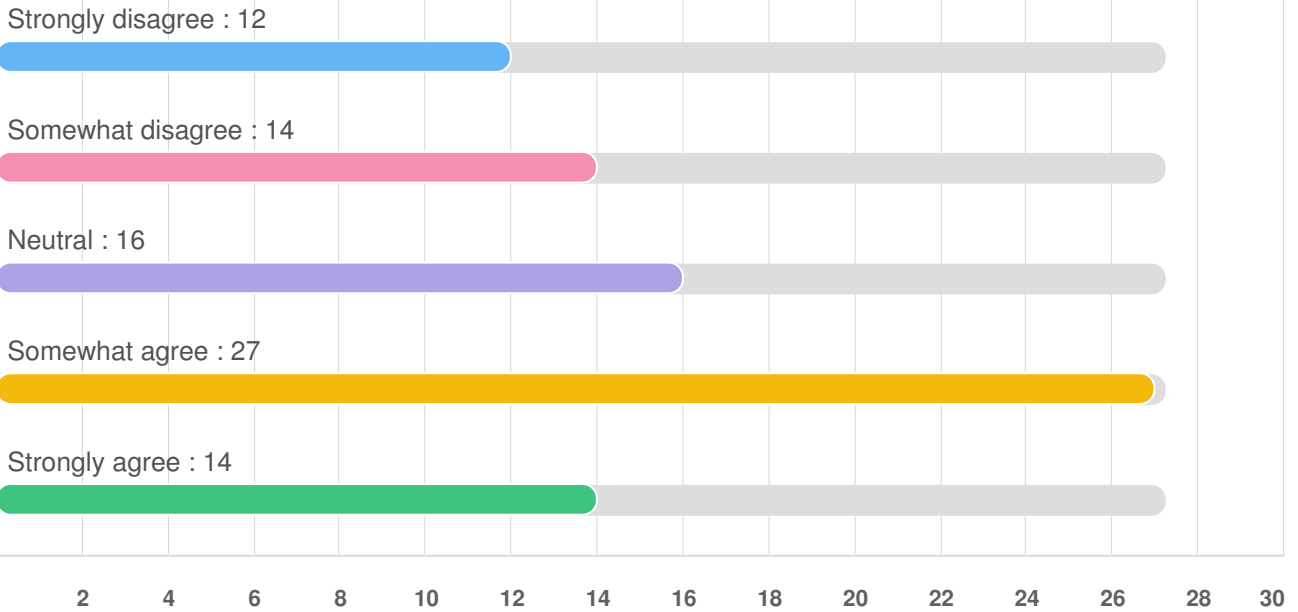
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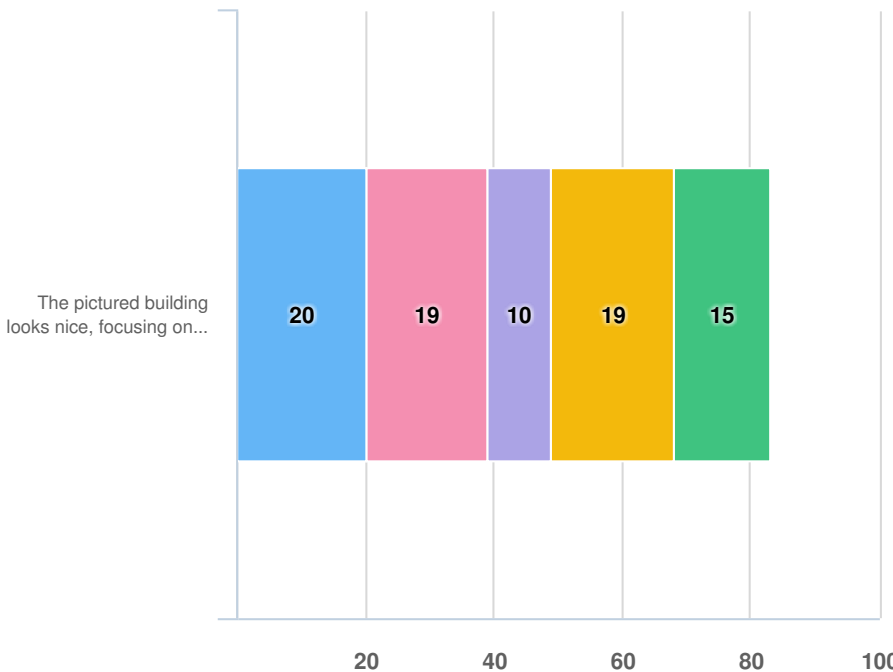
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Question type: Likert Question

ATTACHMENT 2

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q13



Question options

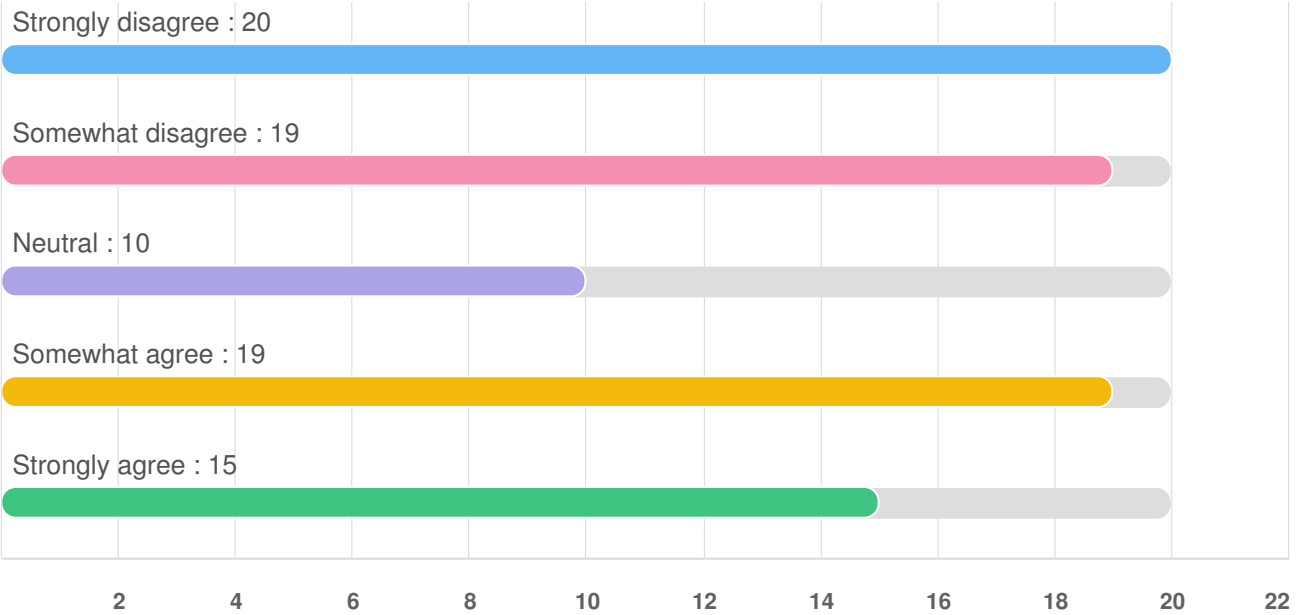
- Strongly disagree
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- Somewhat agree
- Strongly agree



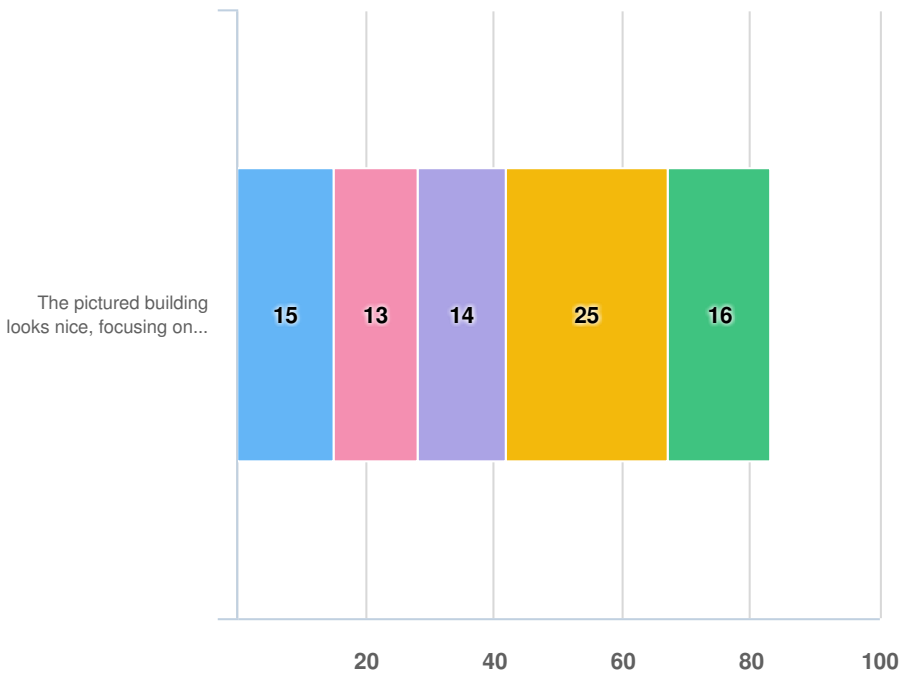
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Question type: Likert Question

ATTACHMENT 2

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q14



Question options

- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree

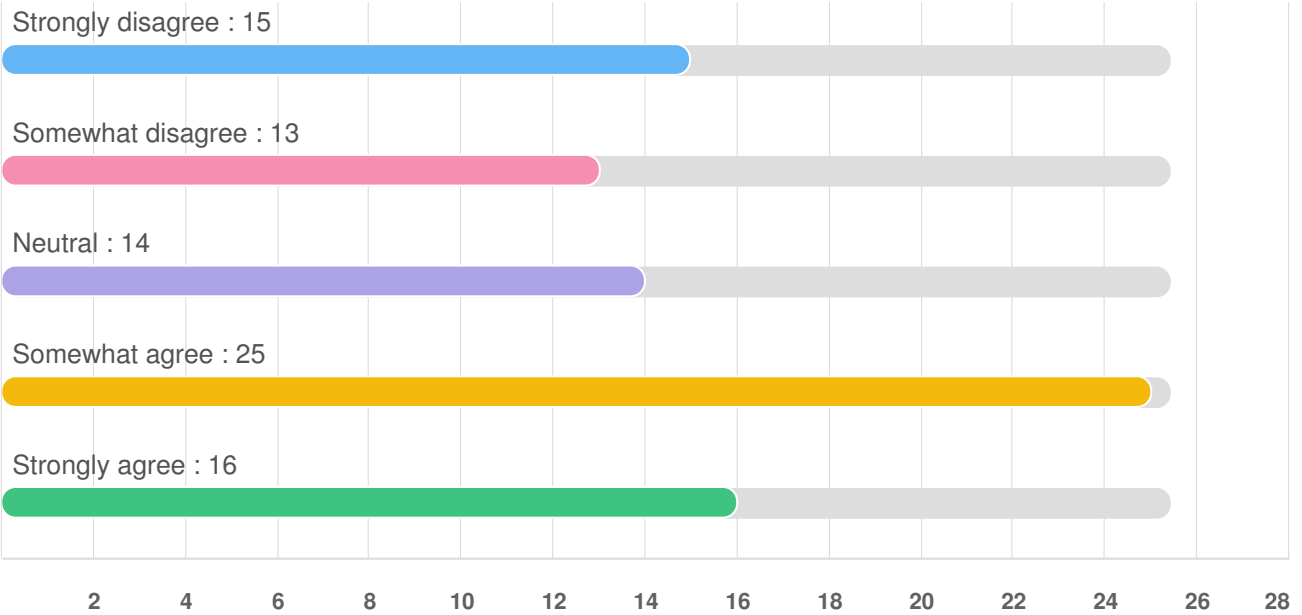


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Question type: Likert Question

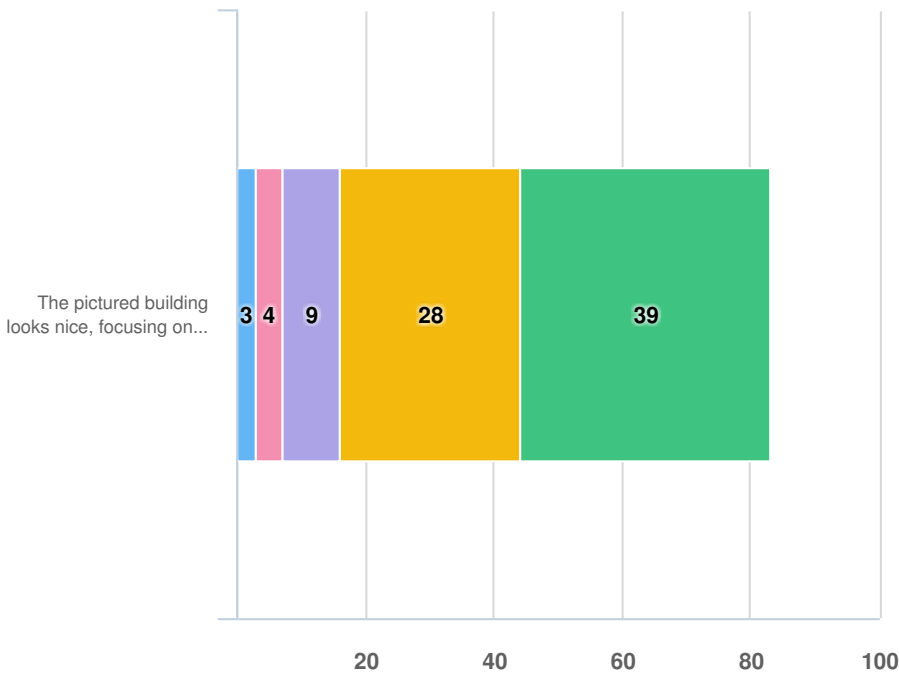


ATTACHMENT 2

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q15



Question options

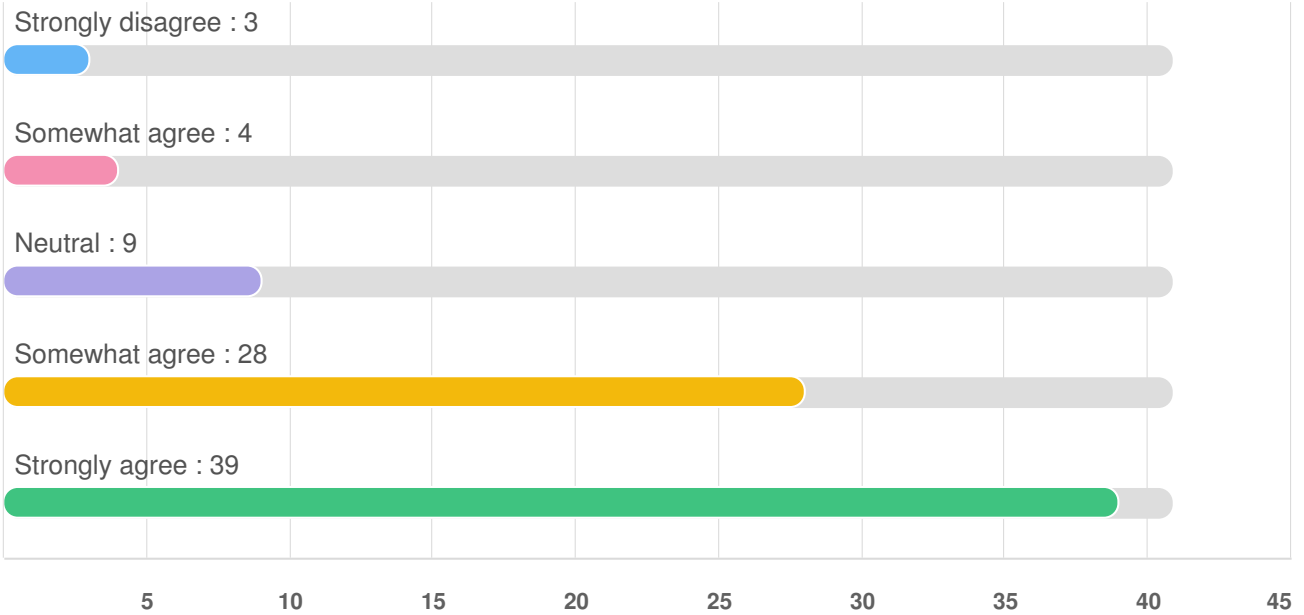
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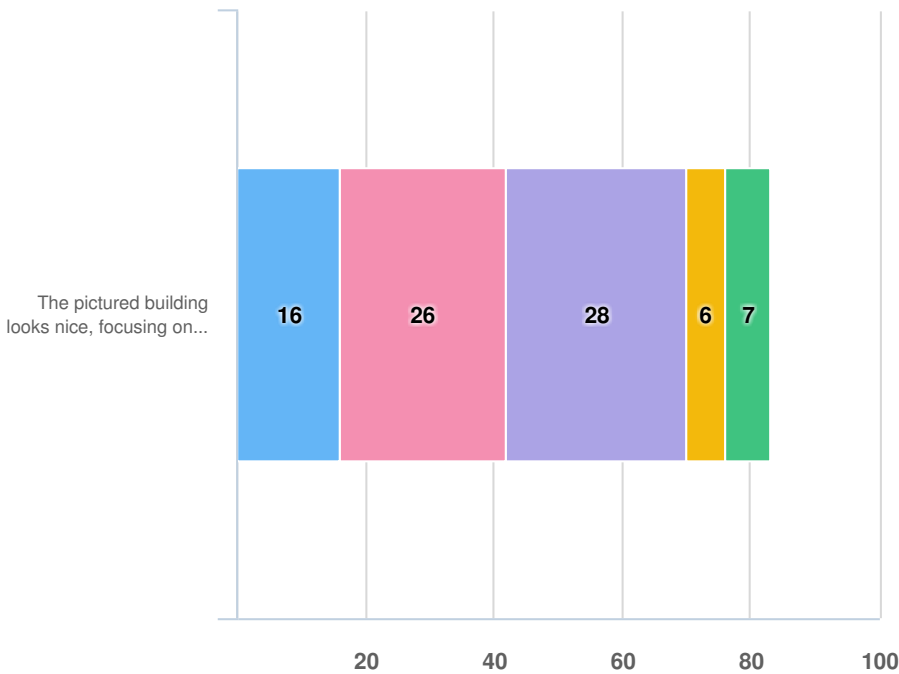
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 Question type: Likert Question

ATTACHMENT 2

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q16



Question options

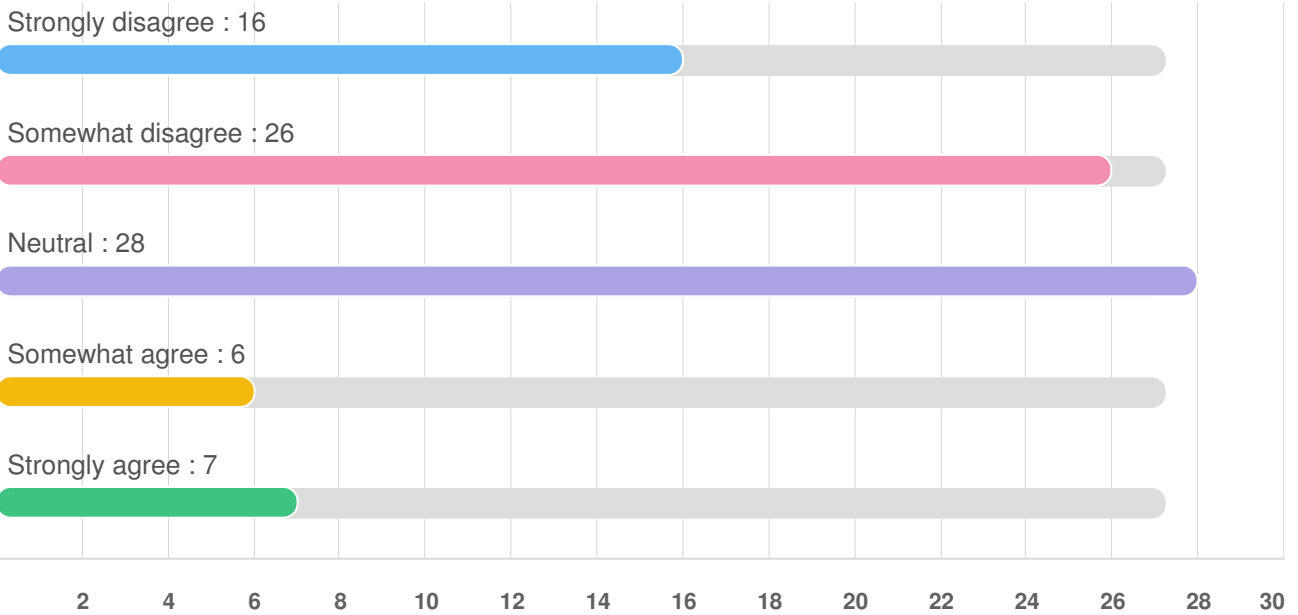
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- Strongly agree



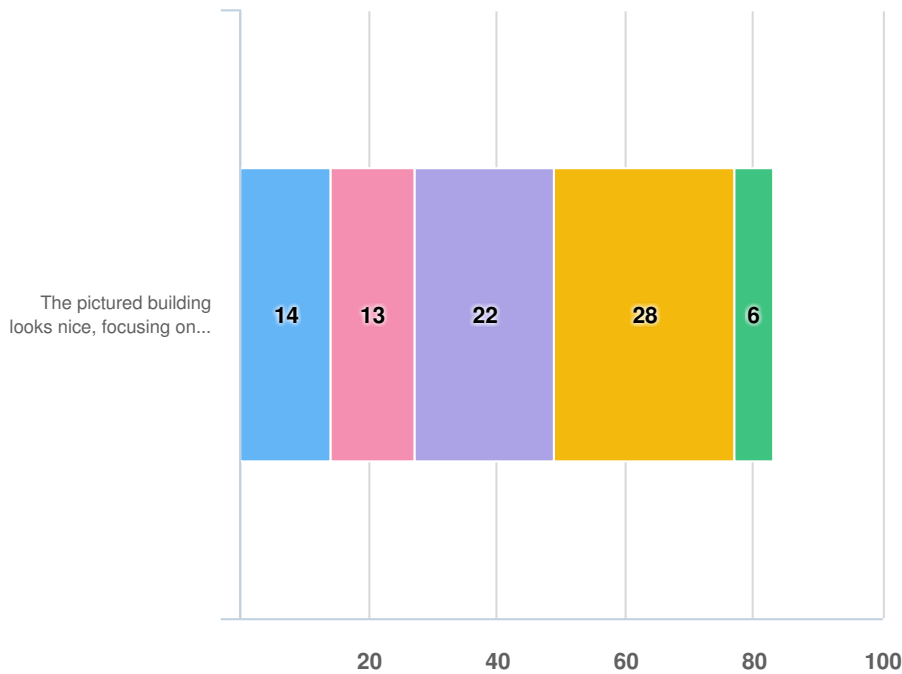
Mandatory Question (83 response(s))  
Question type: Likert Question

ATTACHMENT 2

The pictured building looks nice, focusing on how roof shape, porches, etc. relate to the multiple homes in the building.



Q17



Question options

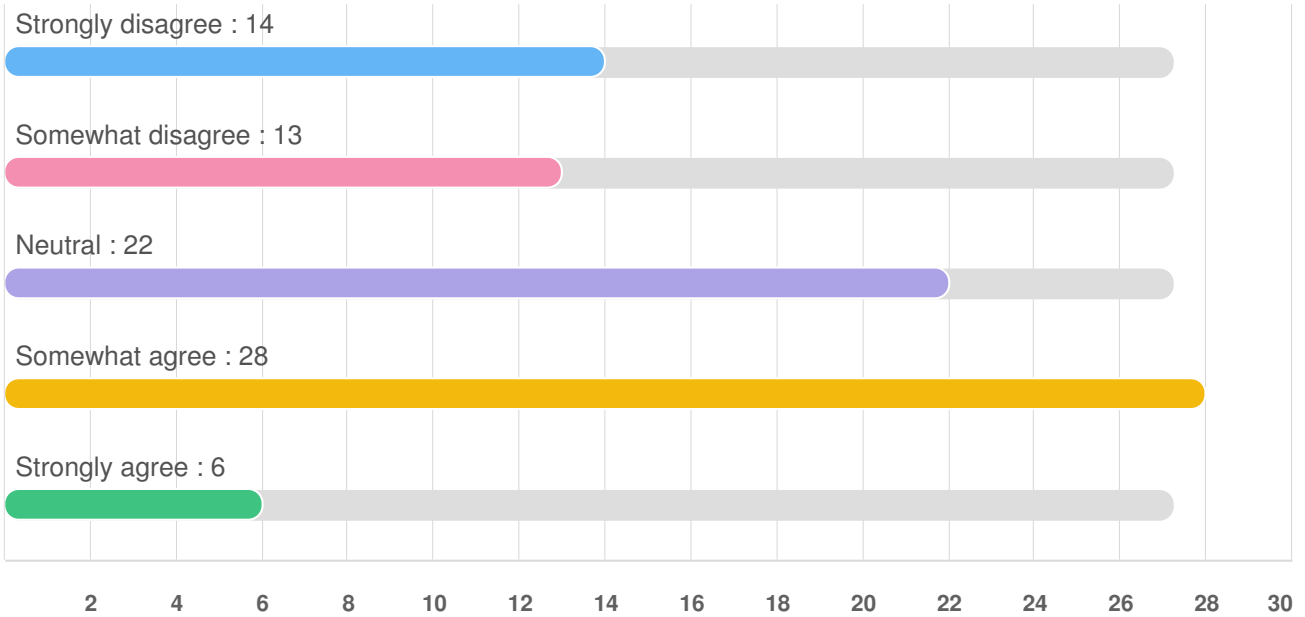
- Strongly disagree
- Somewhat disagree
- Neutral
- Somewhat agree
- Strongly agree



Mandatory Question (83 response(s))  
Question type: Likert Question

ATTACHMENT 2

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

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ATTACHMENT 2

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

ATTACHMENT 2

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.

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## ATTACHMENT 2

#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

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where. **ATTACHMENT 2**

I like it when it is not immediately  
apparent that it is multiple units all  
together.

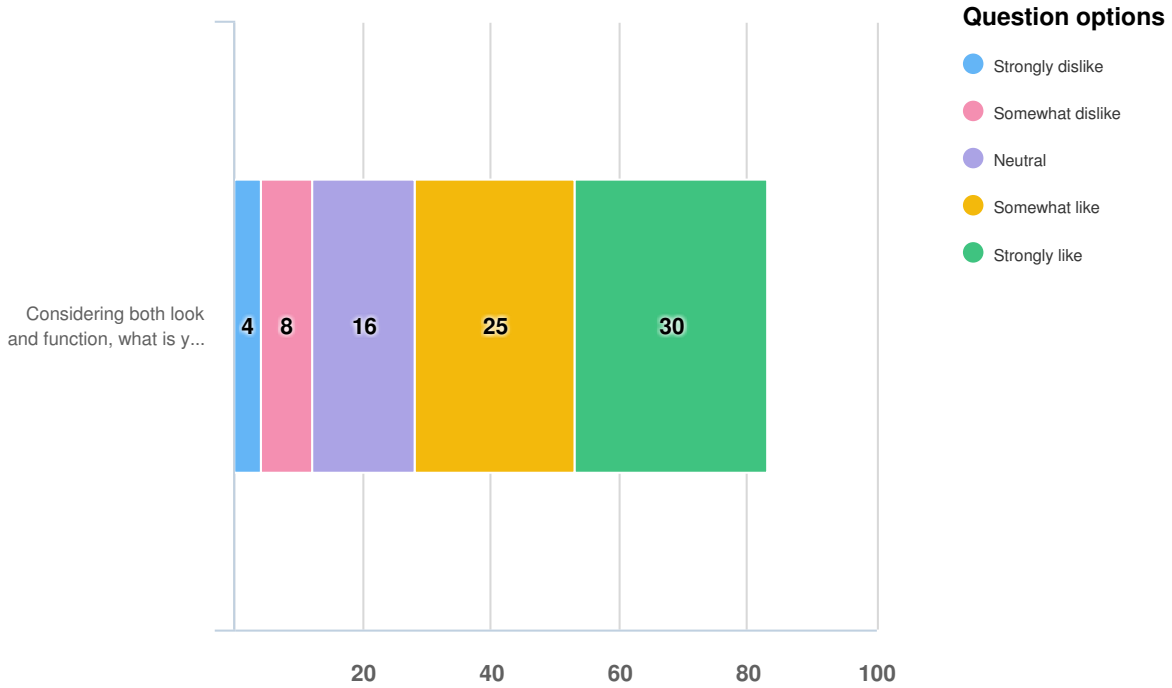
**Optional question** (24 response(s), 59 skipped)

**Question type:** Essay Question



ATTACHMENT 2

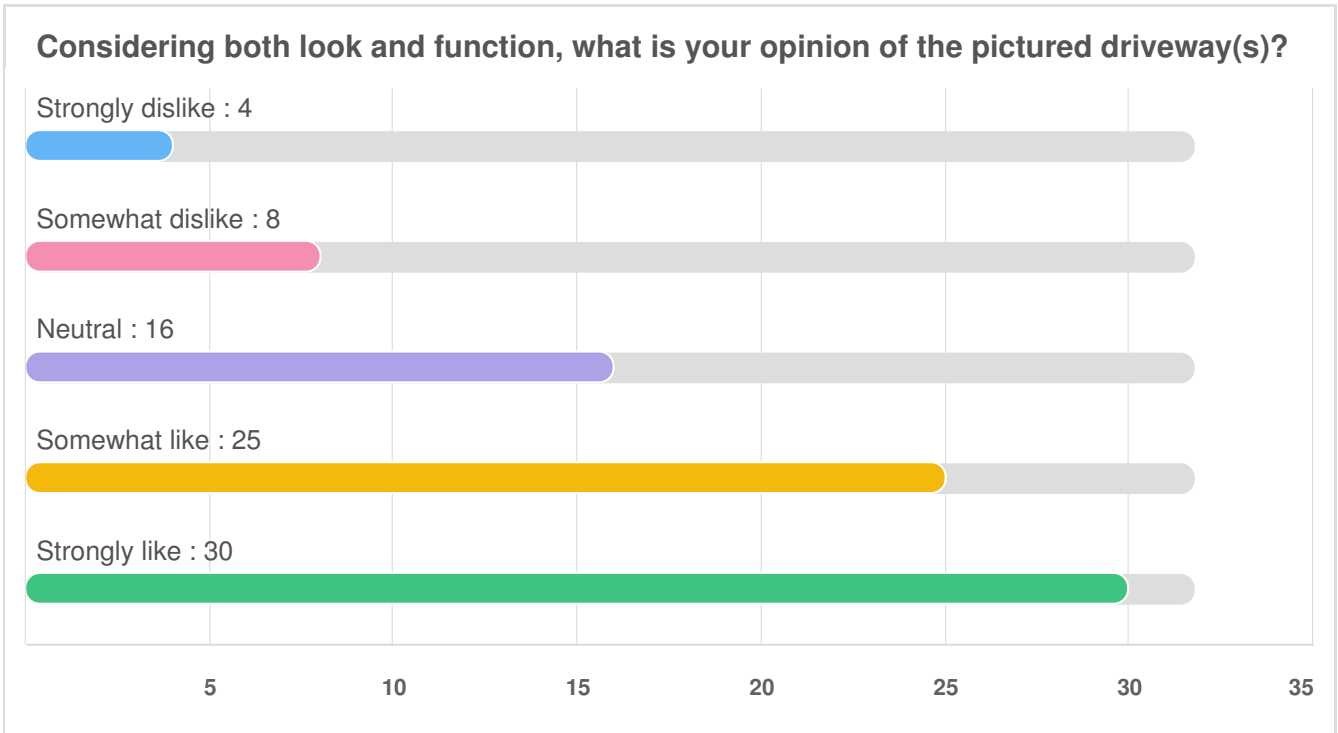
Q19



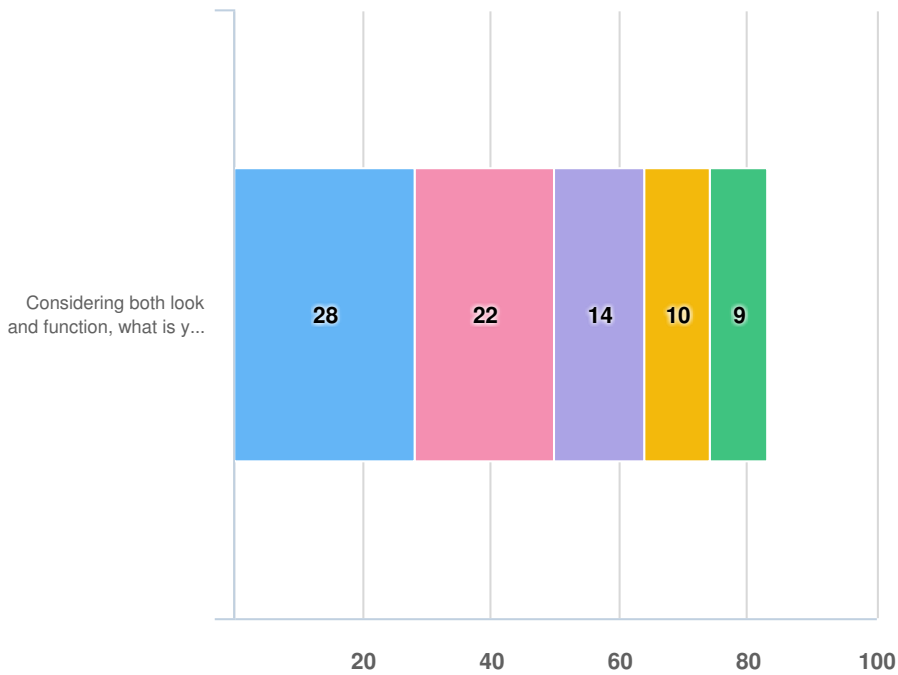
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Question type: Likert Question



ATTACHMENT 2



**Q20**



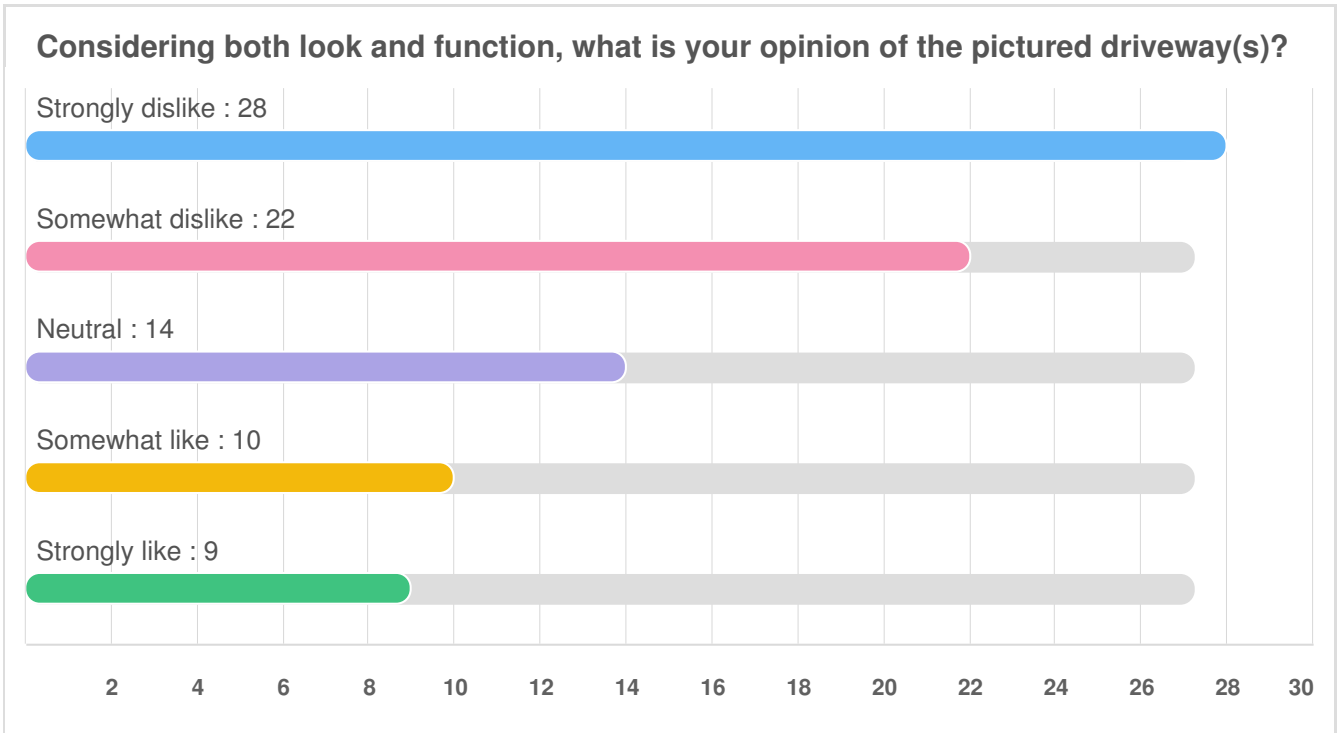
**Question options**

- Strongly dislike
- Somewhat dislike
- Neutral
- Somewhat like
- Strongly like

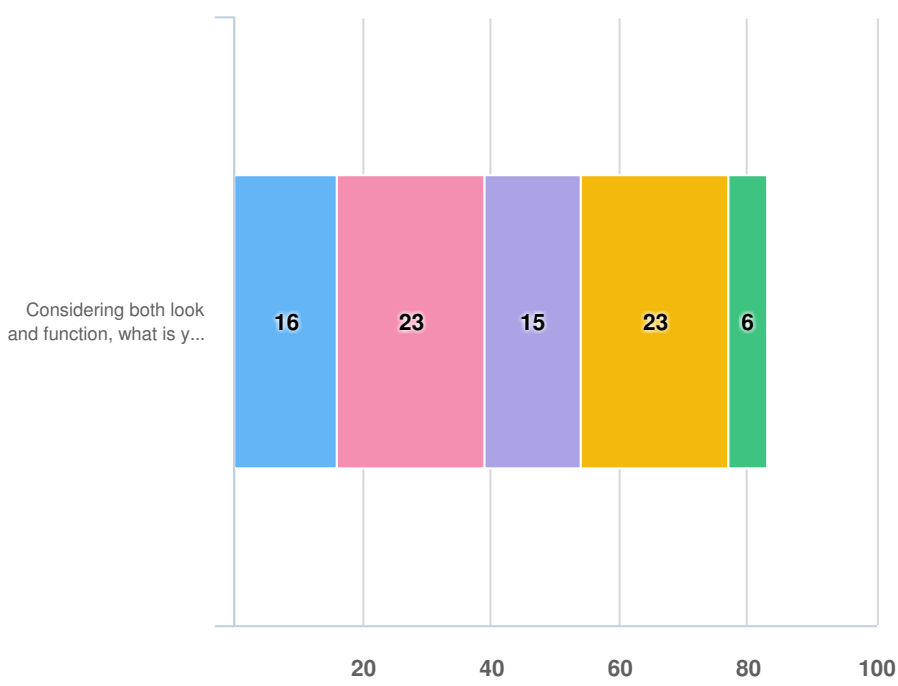


Mandatory Question (83 response(s))  
Question type: Likert Question

ATTACHMENT 2



**Q21**



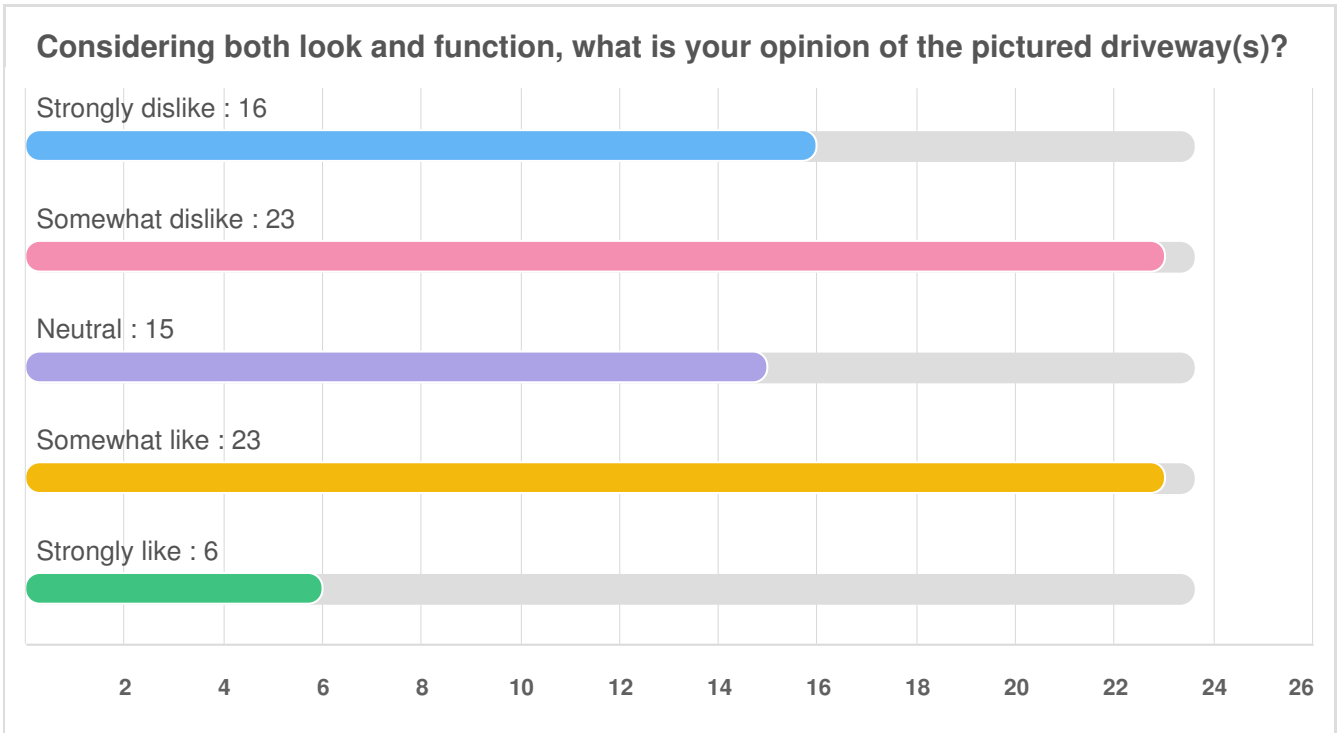
**Question options**

- Strongly dislike
- Somewhat dislike
- Neutral
- Somewhat like
- Strongly like

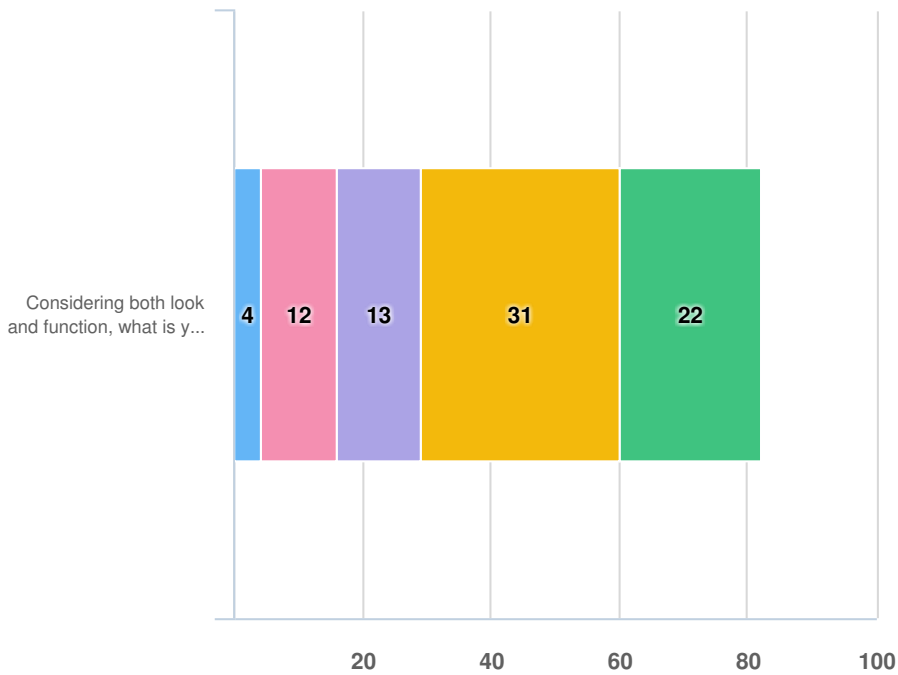


Optional question (83 response(s), 0 skipped)  
Question type: Likert Question

ATTACHMENT 2



**Q22**



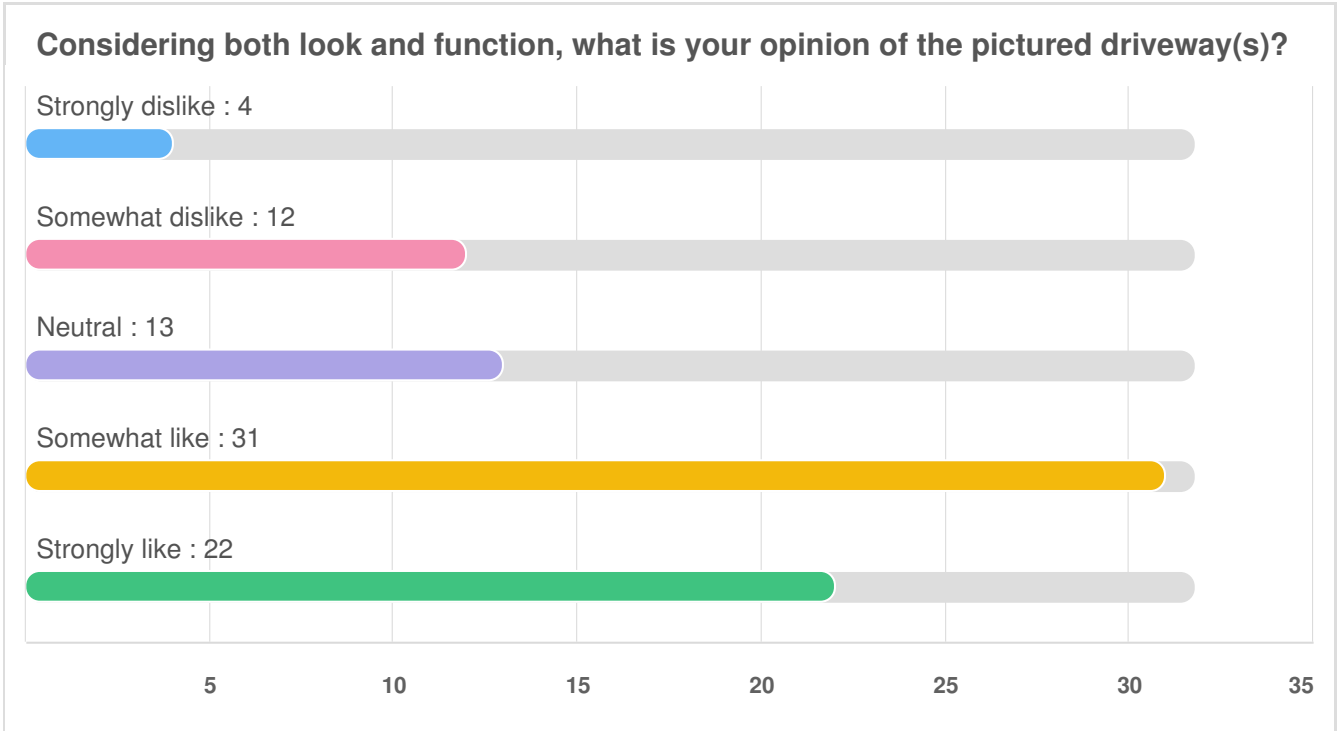
**Question options**

- Strongly dislike
- Somewhat dislike
- Neutral
- Somewhat like
- Strongly like

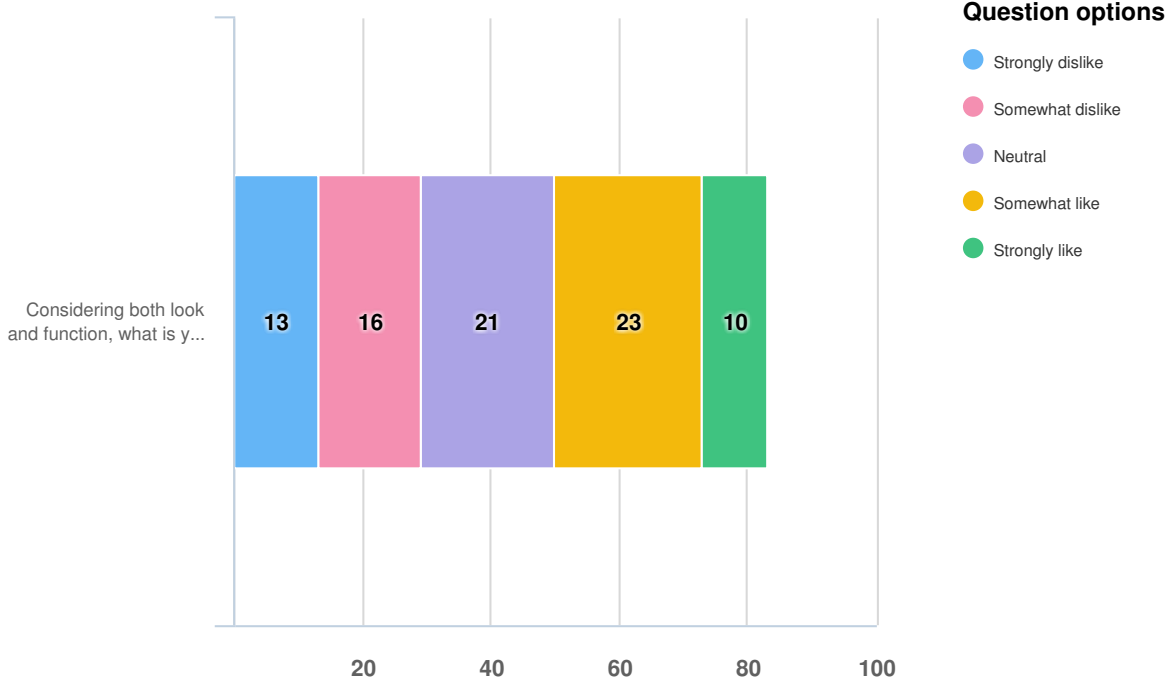


Optional question (82 response(s), 1 skipped)  
Question type: Likert Question

ATTACHMENT 2



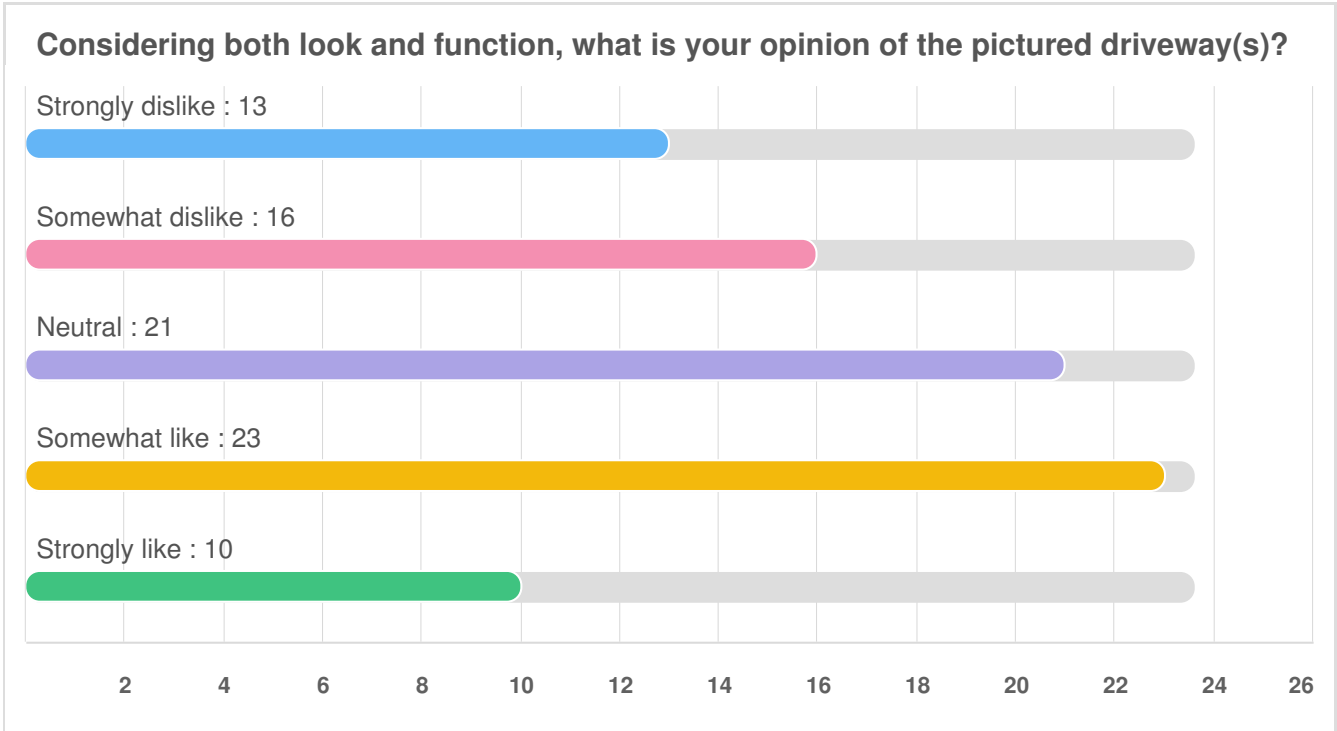
**Q23**



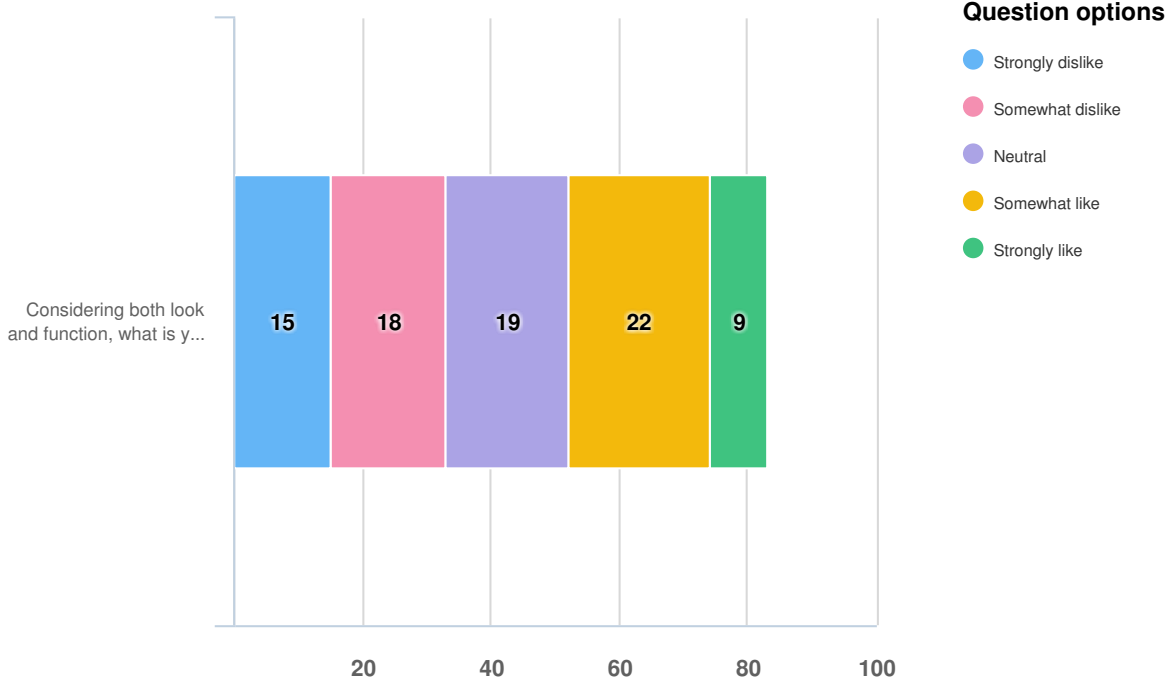
Mandatory Question (83 response(s))  
Question type: Likert Question



ATTACHMENT 2



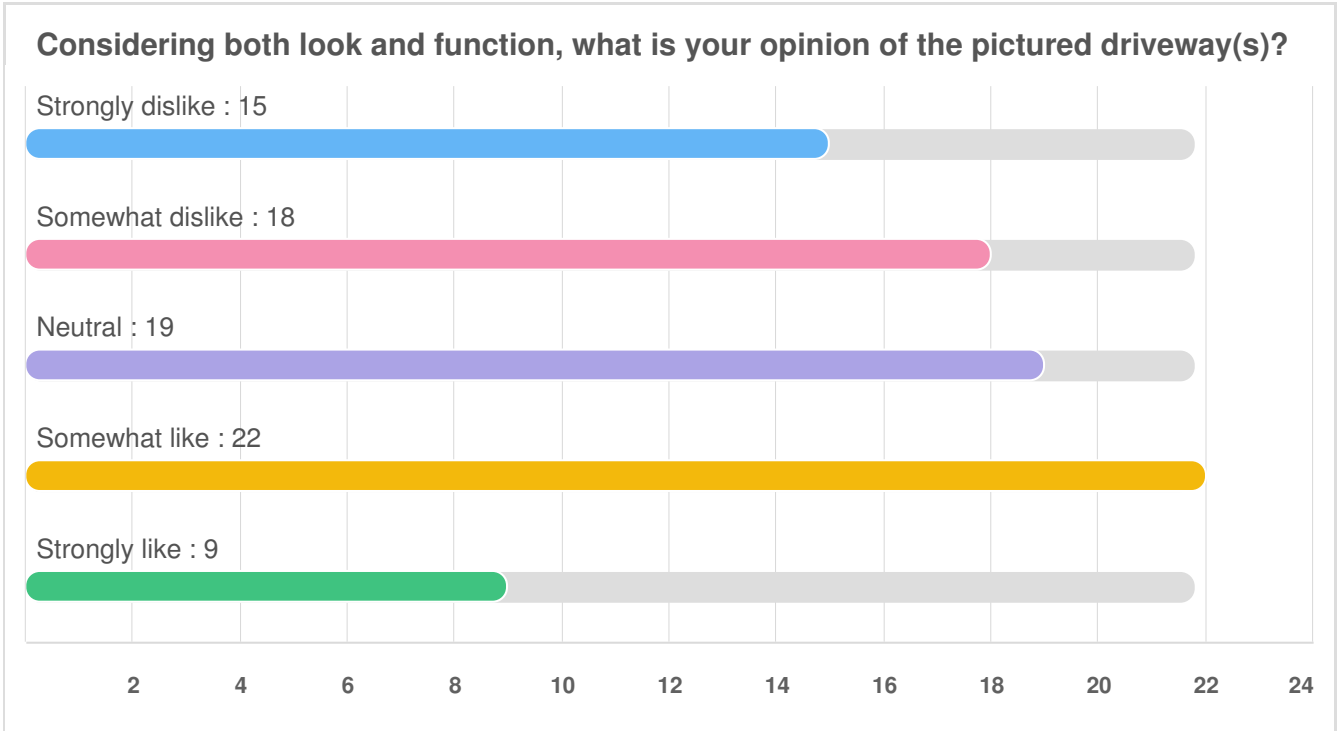
**Q24**



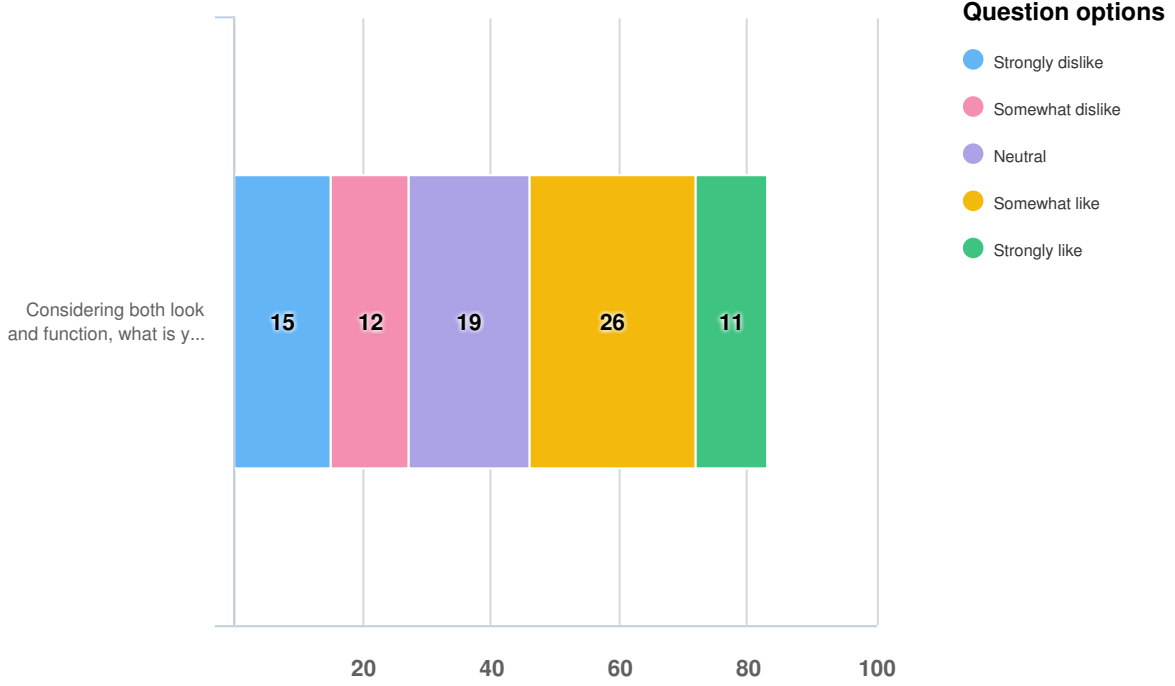
Optional question (83 response(s), 0 skipped)  
Question type: Likert Question



ATTACHMENT 2



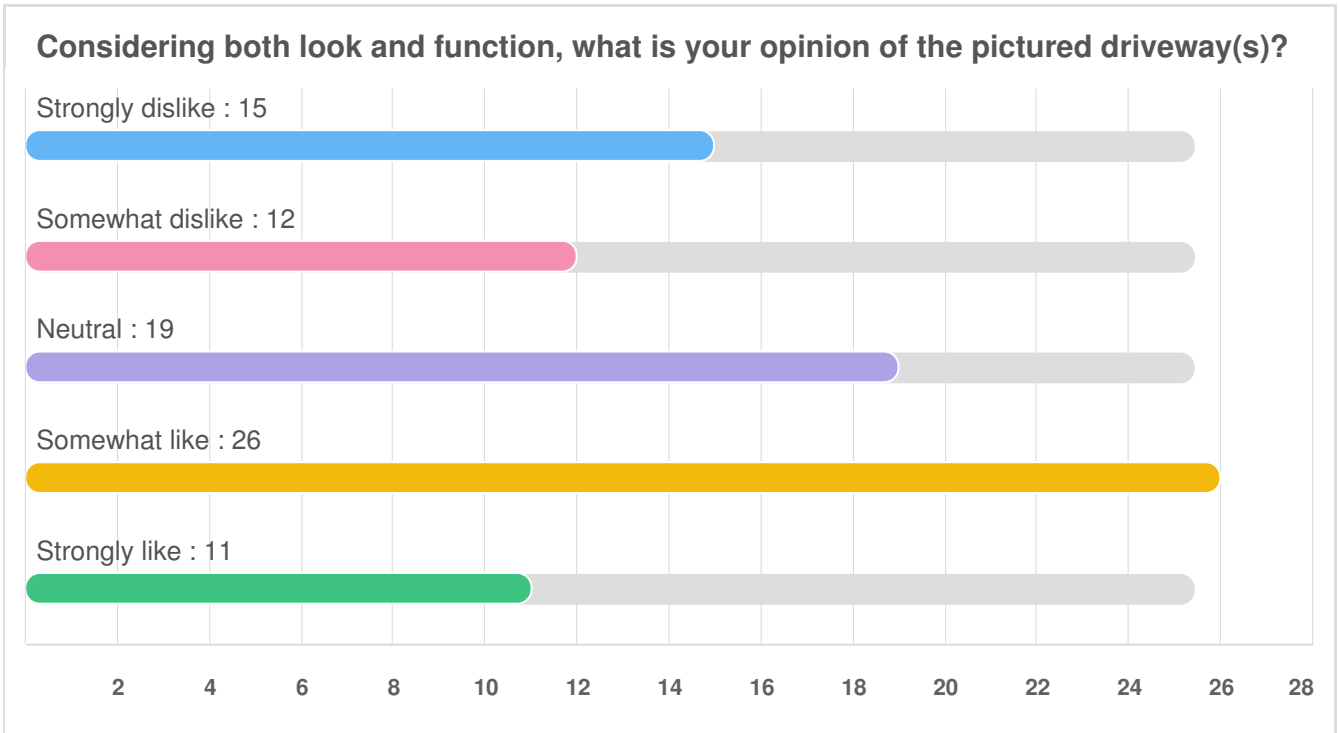
**Q25**



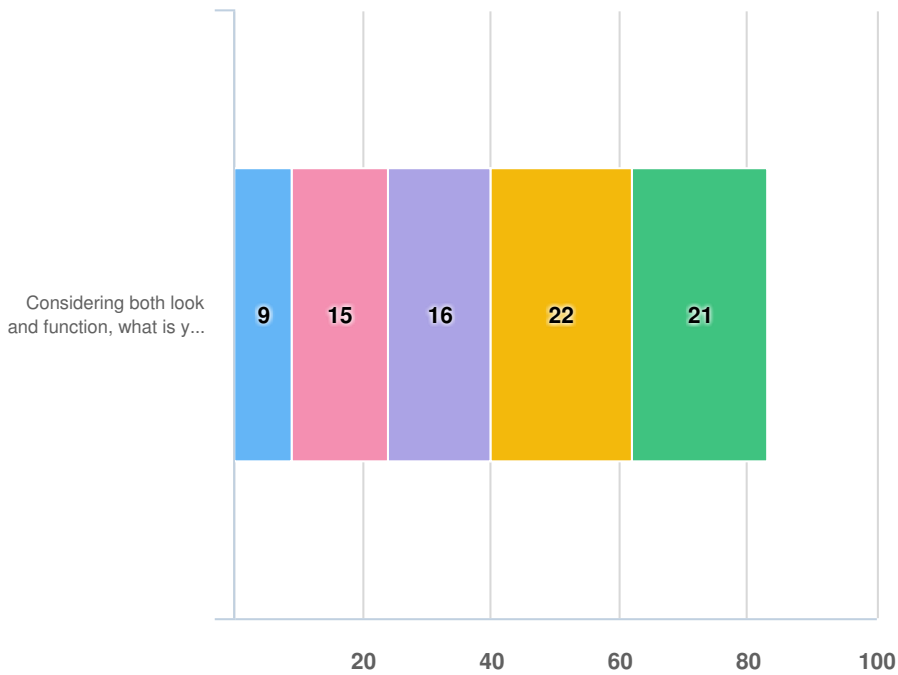
Mandatory Question (83 response(s))  
Question type: Likert Question



ATTACHMENT 2



**Q26**



**Question options**

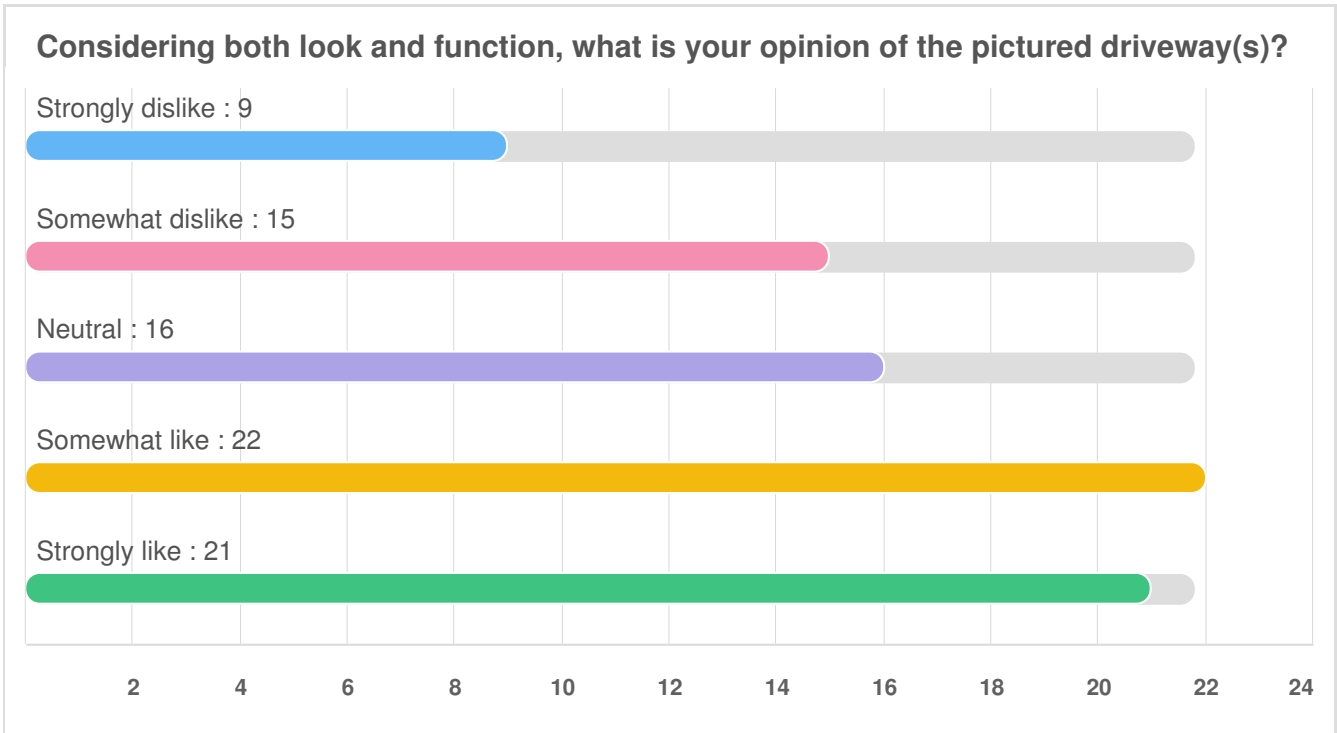
- Strongly dislike
- Somewhat dislike
- Neutral
- Somewhat like
- Strongly like



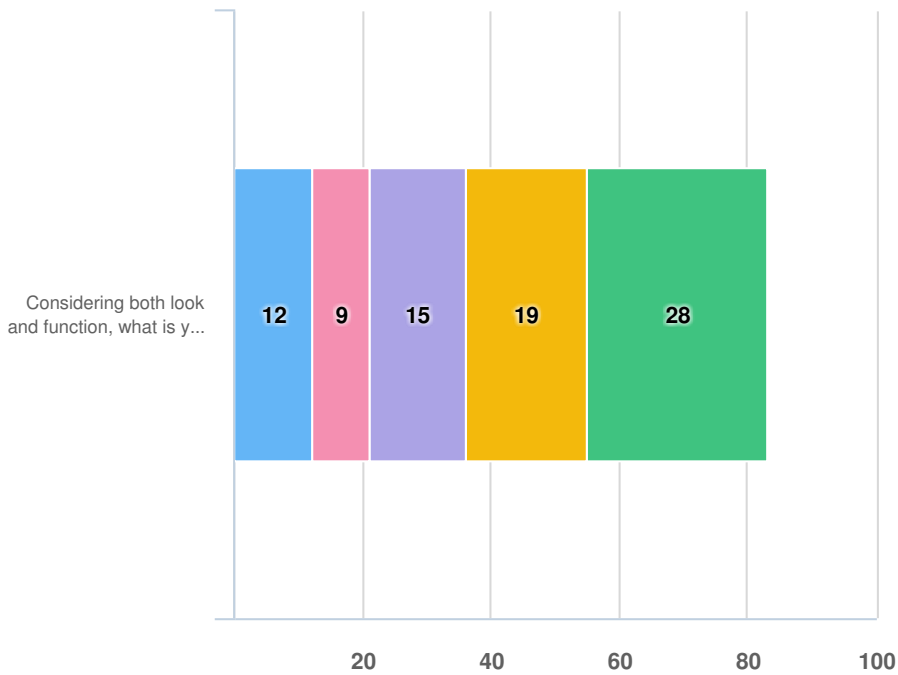
Mandatory Question (83 response(s))  
Question type: Likert Question



ATTACHMENT 2



**Q27 No front driveway, accessed via alley**



**Question options**

- Strongly dislike
- Somewhat dislike
- Neutral
- Somewhat like
- Strongly like

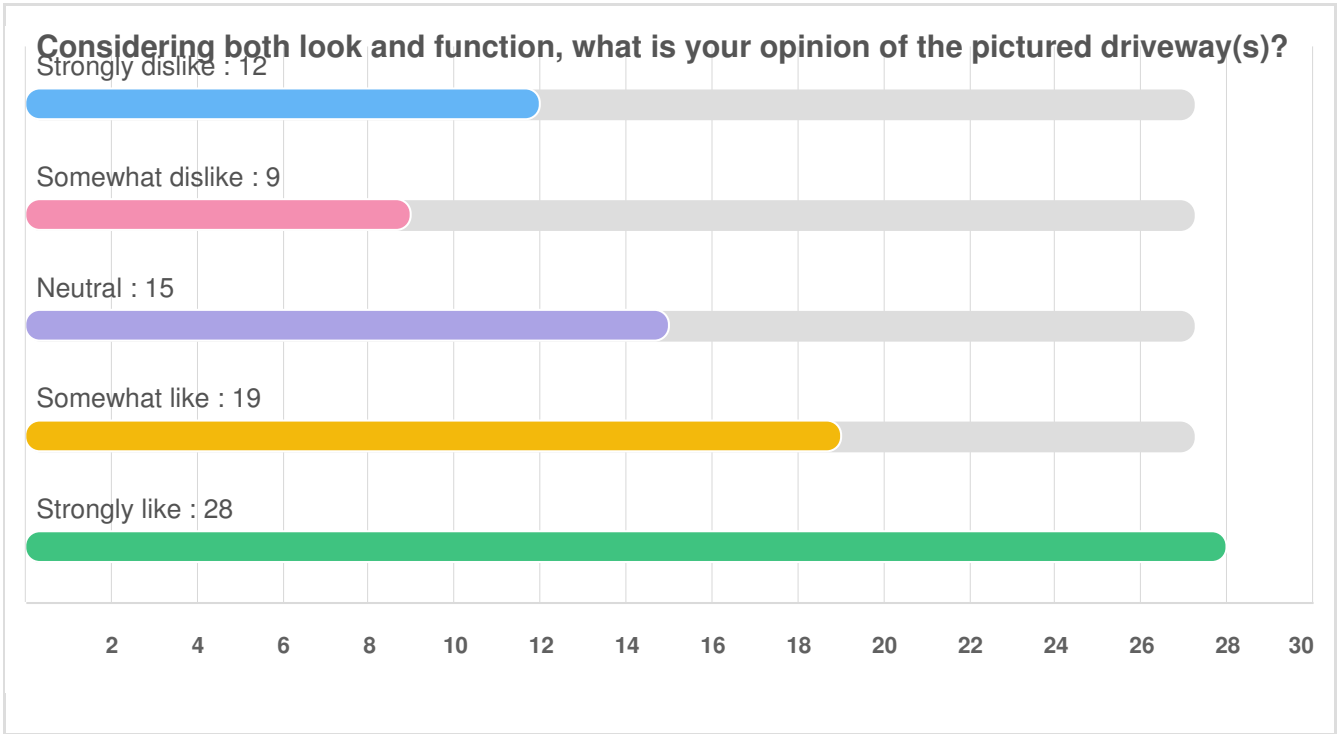


No front driveway, accessed via alley \*

Mandatory Question (83 response(s))  
 Question type: Likert Question

ATTACHMENT 2

**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

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ATTACHMENT 2

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

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ATTACHMENT 2

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

ATTACHMENT 2

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

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ATTACHMENT 2

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

**ATTACHMENT 2**

**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

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ATTACHMENT 2  
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



ATTACHMENT 2

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.

---

## ATTACHMENT 2

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

## ATTACHMENT 2

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.

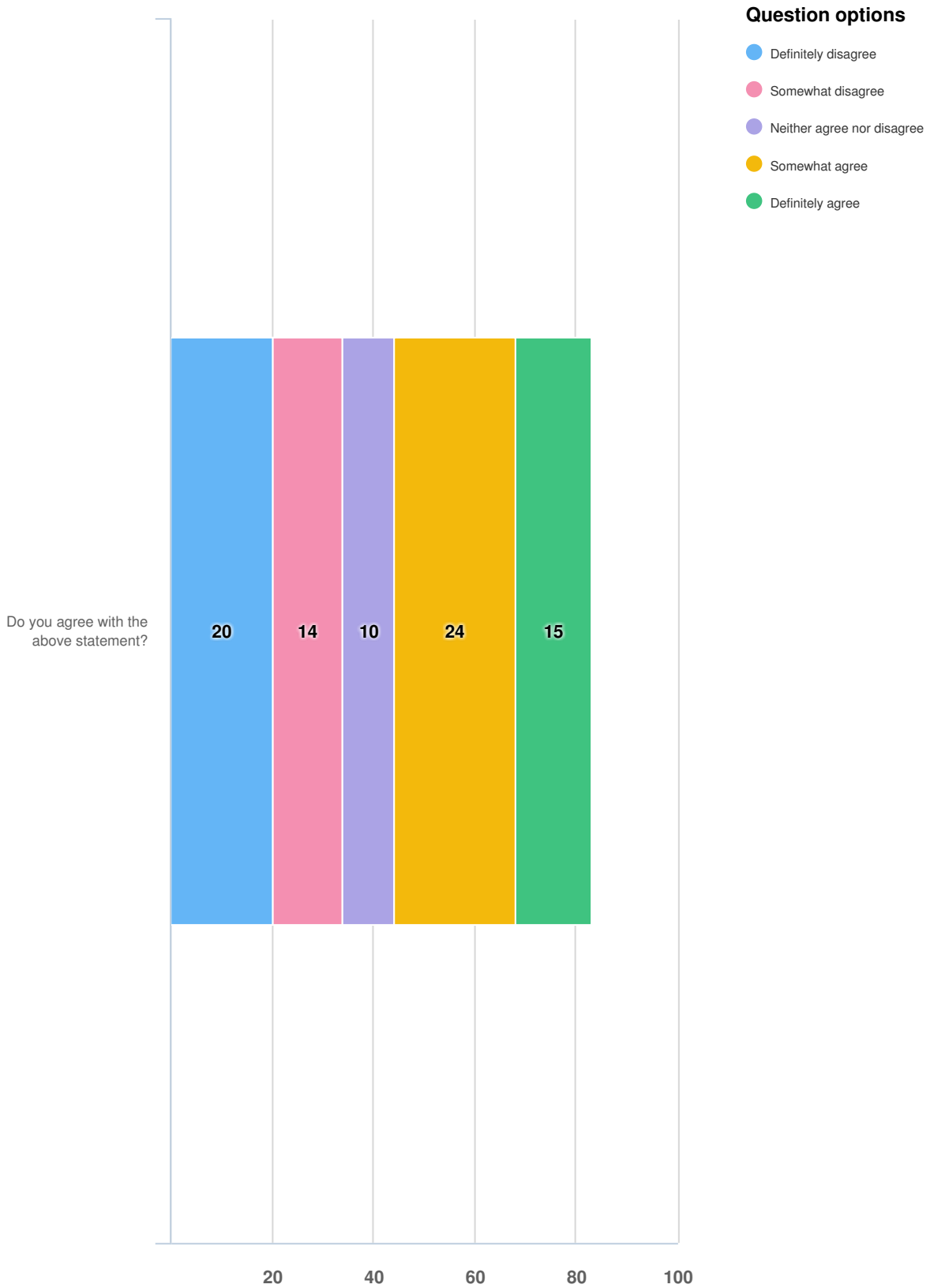
more space is preferred. and housing units being separate from each other for noise reduction and privacy.

**Optional question** (20 response(s), 63 skipped)

**Question type:** Essay Question

ATTACHMENT 2

**Q31** | I support reducing residential lot size to provide shared parking area or wider streets with on-street parking



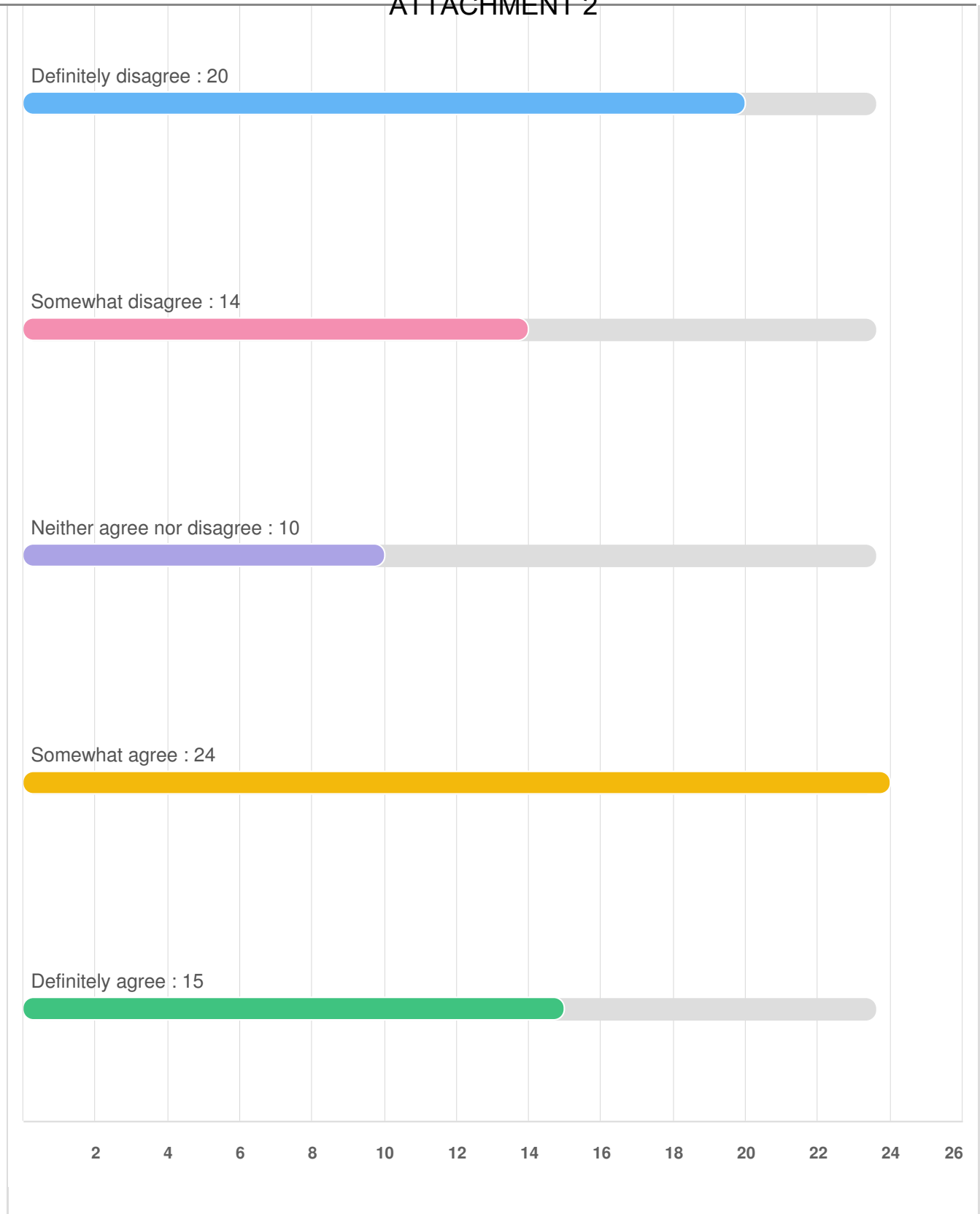
Mandatory Question (83 response(s))  
Question type: Likert Question

**ATTACHMENT 2**

**Q31 | I support reducing residential lot size to provide shared parking area or wider streets with on-street parking**

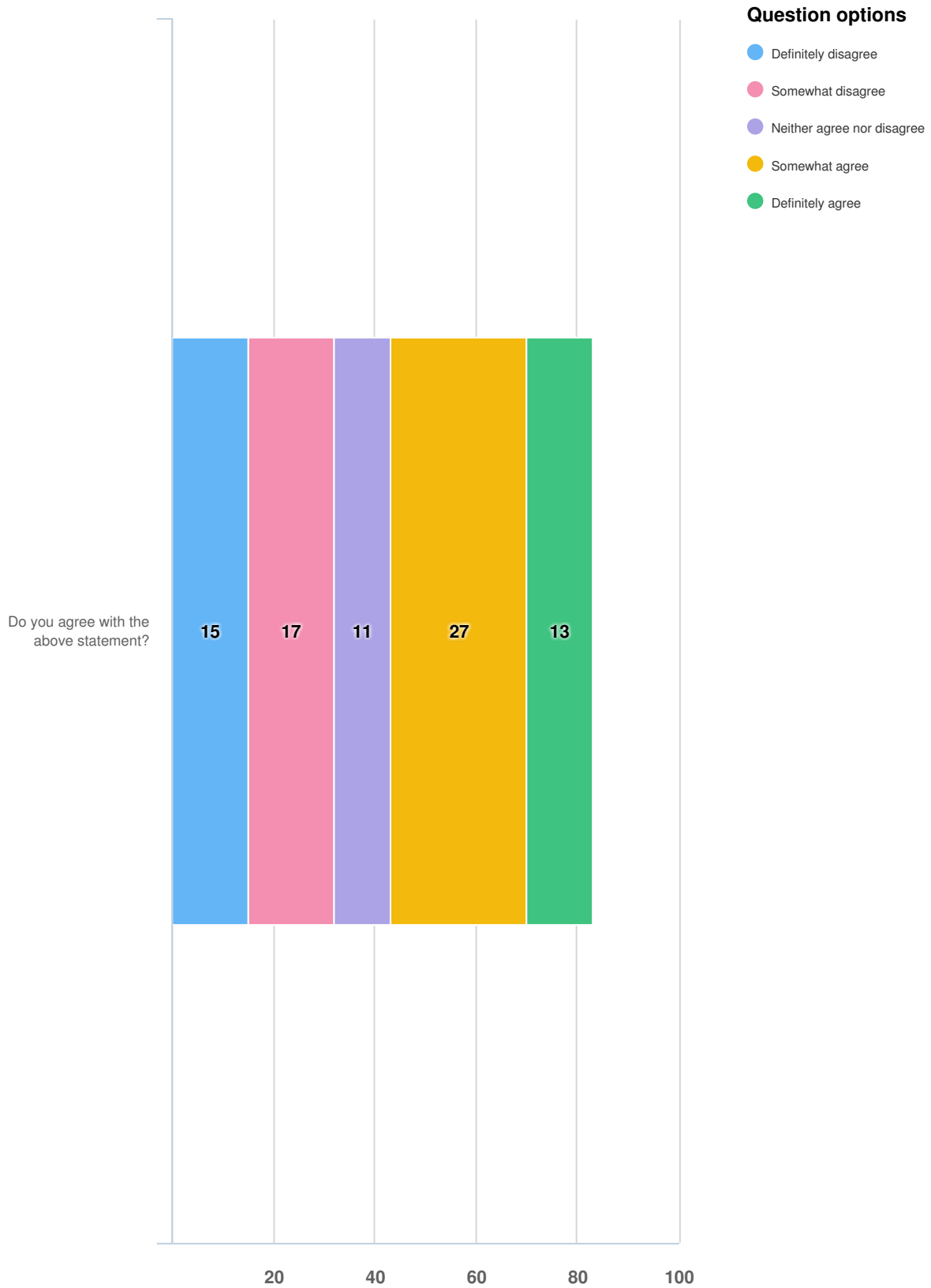
Do you agree with the above statement?

### ATTACHMENT 2



ATTACHMENT 2

**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

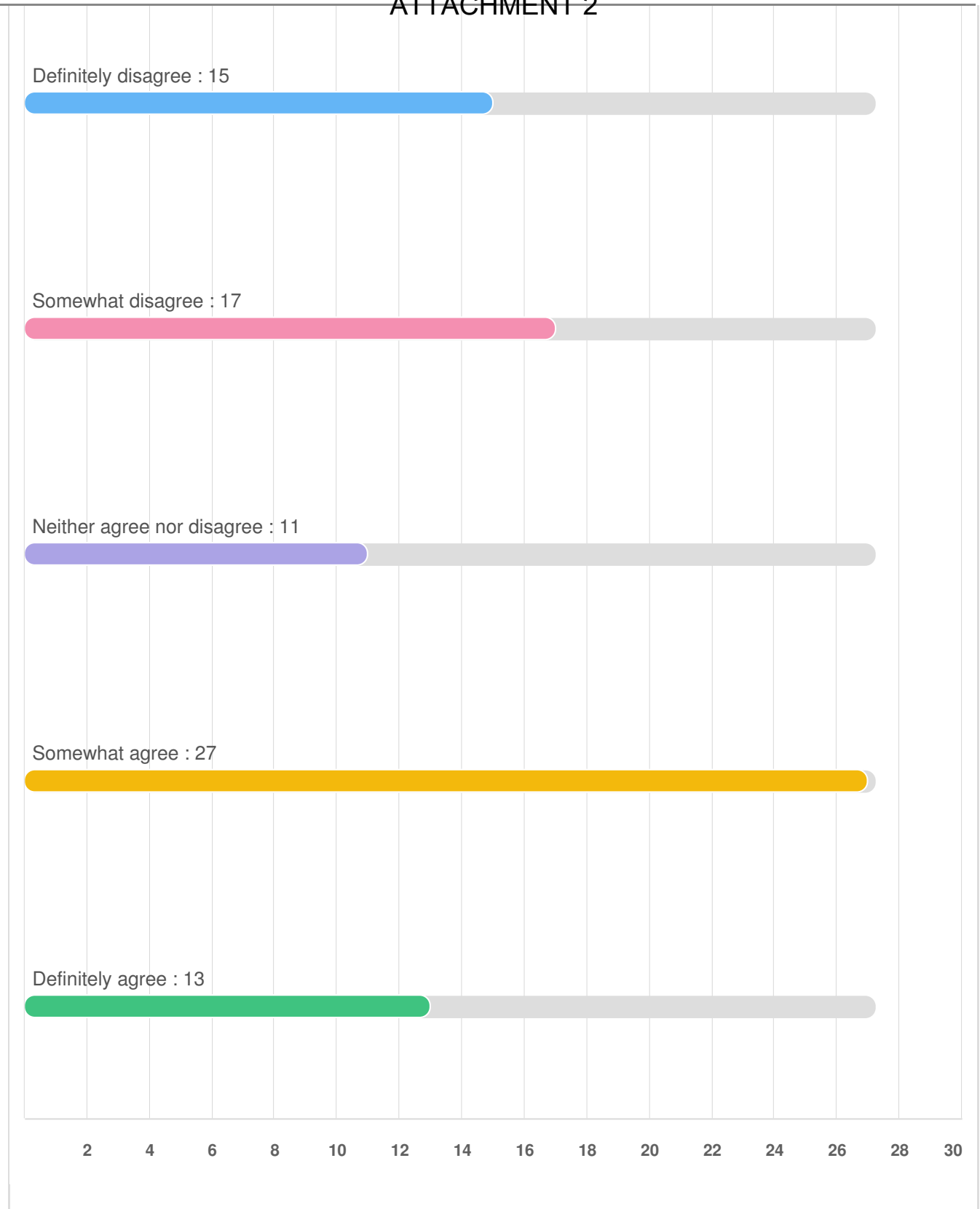
**ATTACHMENT 2**

**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?**



## ATTACHMENT 2



**Q33** Explain or add comments about your answer to questions 31-32 above regarding trade-offs for shared neighborhood parking (optional)

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## ATTACHMENT 2

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

## ATTACHMENT 2

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

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ATTACHMENT 2

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

ATTACHMENT 2

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 no where 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 loose site of this, we will become a generic town sprawling into the next town with no identity. This is why I do not like Tuatatin, 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

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## ATTACHMENT 2

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

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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-

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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



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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

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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

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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

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housing is CRUCIAL to fill gaps in  
housing stock.

**Optional question** (21 response(s), 62 skipped)

**Question type:** Essay Question