



Middle Housing in Wilsonville

Wilsonville Planning Commission

Work Session

July 14, 2021

Topics for Discussion

- Draft Code & Plan Updates – focus on:
 - Driveway and parking design
 - Parking standards
 - Updates to building design standards



Future Code Work Session(s)

- July 20: Public Forum
- August: Final Check In
- Public Hearing in September



Desired Project Outcomes

- Thoughtful, inclusive built environment
- House Bill 2001 compliance
- Meet housing needs
- Impactful public outreach
- Infrastructure to support middle housing
- Usable standards
- Minimize parking congestion



Driveway & Parking Design



Code + Plan Updates: Four Categories

- **Category 1:** Direct requirement for state compliance, no significant local flexibility.
- **Category 2:** Indirect requirement for state compliance, no significant local flexibility. 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, but intended to improve the code or provide technical updates.

← Key Focus

Driveway & Parking Design: Key Options

- City has some flexibility in how to regulate driveway access and parking design
- Design standards cannot be more restrictive than Model Code
- General choice in Model Code between promoting:
 - Consolidated driveways or
 - Separated driveways
- Survey indicated preference for separated driveways

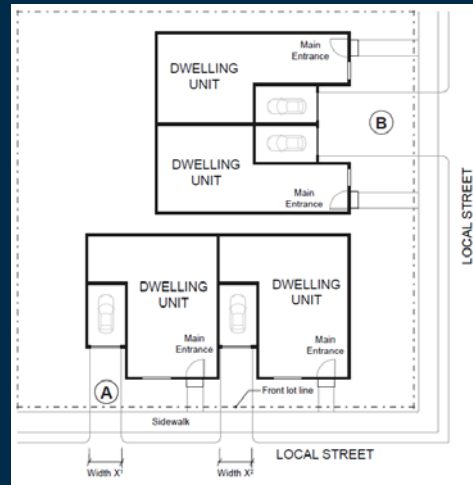
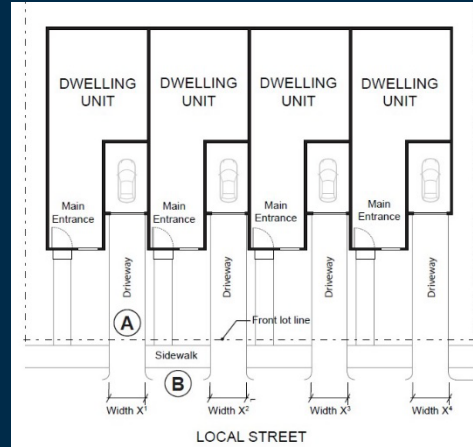
Driveway & Parking Design: General Approach

- Generally, apply driveway and parking design standards from Model Code
- Model Code allows separated driveways, provided they meet certain standards
- Also includes options for consolidated driveways and alley access

Triplexes & Quadplexes (and Cluster Housing)

Driveway Approach

- Generally intended to promote pedestrian safety and comfort by limiting driveway width.
- Limits the total width of all driveway approaches to 32 feet per frontage.
- Allows driveways to be separated when access is from a local street. No minimum spacing between driveways.
- Further limits the total number of driveways on corner lots.



Townhouses

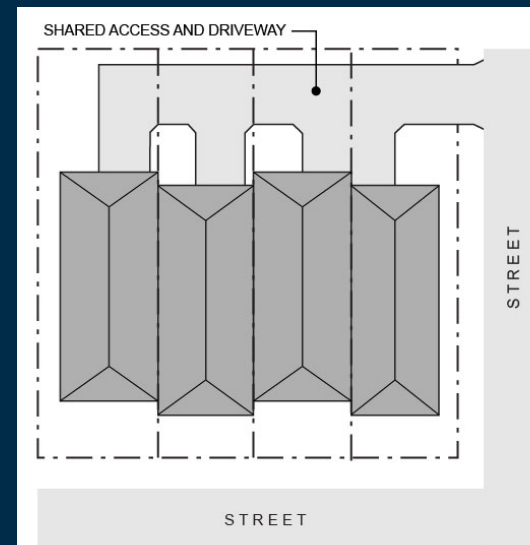
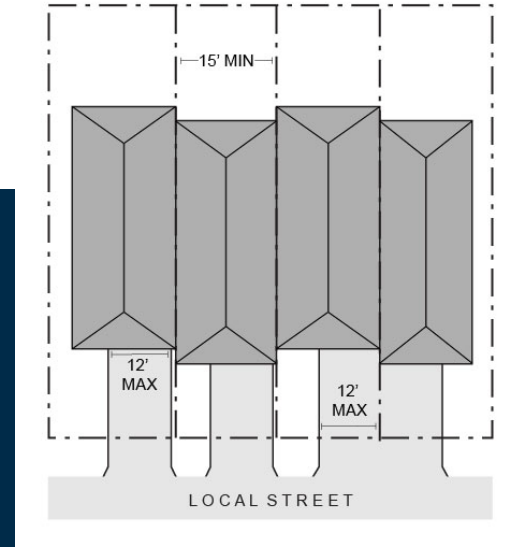
- Project team considered whether to require shared driveways for every two units or allow individual, separated driveways.
- Pros and cons for each approach:
 - **Separated driveways:**
 - Most flexible approach.
 - Survey respondents preferred narrower separated driveways to wider shared driveways.
 - Current code allows individual driveways, with no specific separation standard.
 - **Shared Driveways:**
 - Requiring spacing between driveways can preserve space for on-street parking.
 - Can preserve yard space for landscaping.
 - May encourage more parking to the rear.



Townhouses

Driveway Access & Parking

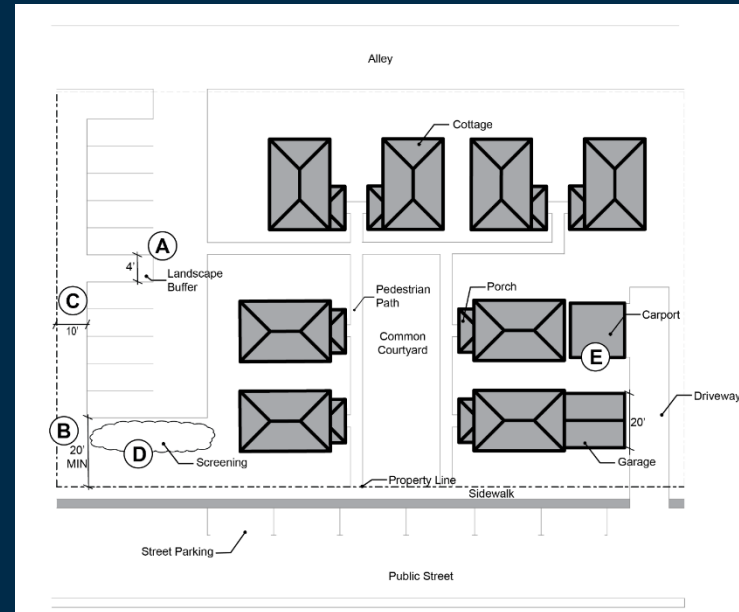
- **Recommended approach:** allow either separated or shared driveways.
- Allow parking in front of townhouses only if:
 - Lots have at least 20 feet of frontage on a local street.
 - Garages and driveways are limited to 12 ft wide.
- Otherwise, access must be provided to the rear of rowhouse units—via shared access, consolidated driveway, or alley.
- Alley access must be provided, if available.



Cottage Clusters

Parking Design

- Allow parking to either be clustered or provided in individual driveways or garages
- Standards for clustered parking intended to limit visual impact (maximum spaces per grouping; landscaping between groupings)
- Parking areas must be setback from street; screening required
- Limits on garage door widths and size of detached garages



Driveway & Parking Design

PC Feedback:

1. Do the driveway/parking standards appropriately reflect public comment and present the best option for the City?



Parking Standards



Parking Standards

- Desired Project Outcome:
 - Minimize parking congestion

Minimizing Parking Congestion

- Constraints:
 - Limited land
 - State requirement: No more than 1 space per unit can be required
- Opportunities:
 - Make parking spaces more usable and accessible
 - Incentivize additional parking

Usable and Accessible Parking

- On-site
- Standard size
- Clear of obstructions
- Exclude sidewalks and pedestrian easements



Incentivize Visitor Parking

- Not for extra vehicles
- Allow for visitors
- Incentivize through “land consuming” trade-offs
 - Lot Size
 - Open Space



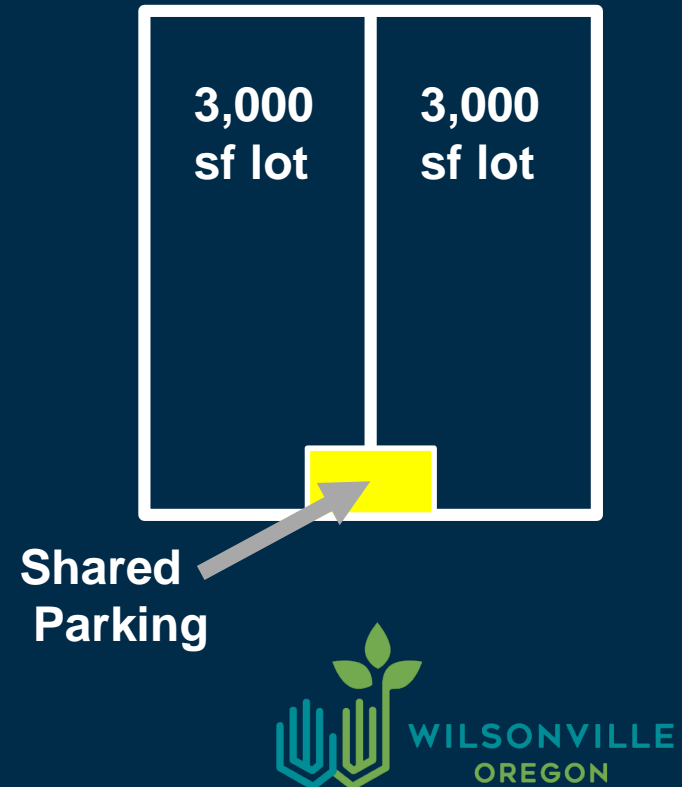
General Visitor Parking Requirements

- Option available if 10% or more lots do not have adjacent on-street parking
- Parking must be within 250 feet of a lot without on-street parking
- Parking areas encouraged to be pervious
- Owned, maintained, enforced by HOA



Reduced Lot Size Option

- Reduce lot size by up to 2.5%



Reduced Open Space Option

- Reduce open space by 1/10th
- Example 5 acres with 50 lots- 33 visitor spaces

	5 Acres	
	W/O Visitor Parking	With Visitor Parking
Total Req. Open Space	1.25 acre	1.125 acres
Req. Usable Open Space	0.625 acre	.563 acres
Shared Parking Area	NA	0.125 acrs (5,445 square feet)
		33 shared parking spaces

Parking Standards

PC Feedback:

2. Are recommended new parking standards helpful to ensure usable and accessible parking on-site?
3. Do the shared visitor parking provisions provide a useful option for development while not unduly reducing lot size or open space?



Updates to Building Design Standards



House Plan Variety

Applies to all single-family and middle housing

- Adjacent or opposite structures cannot have the same façade design.
- Inspired by existing standards in Frog Pond and Villebois.
- Concerns about prior draft language unnecessarily increasing costs.



House Plan Variety

- Updated draft is more specific in identifying options to comply:
 - Architectural features
 - Materials
 - Colors
- Options would allow the same architectural features – but varied in terms of materials or color.
- Intent is to reduce costs, particularly for cluster-type development.
- Reminder: No variety standard currently applies outside of Frog Pond or Villebois.



Standards to Encourage “Single-family Appearance”

Applies to all single-family and middle housing

- PC did not feel “Unified Roof Structure” was an effective tool to achieve desired result
- Project team proposes two new standards to encourage “single-family like” architecture without unduly increasing costs



*Image
Credit:*



Standards to Encourage “Single-family Appearance”

New Proposed Standards:

1. Added flexibility for multi-unit buildings to meet Articulation requirement
 - New option encourages architectural elements to unify multiple units
 - Allows a single articulation feature to count as two features if it spans at least 50% of the façade. A similar option is included for townhouses.

Unifying
roof
element



Unifying
porch



Standards to Encourage “Single-family Appearance”

New Proposed Standards:

2. “Articulation Element Variety”

- Intended to prevent repetition of the same architectural features across the same façade—this repetition tends to make middle housing stand out from single-family homes.
- Requires variety of articulation features within a single façade.
- The proposed language should work for both single-family and middle housing

**Different
roof
elements**



**Roofline
variation
and
porch**



Updates to Building Design Standards

PC Feedback:

4. Does the updated house plan variety language strike the right balance of avoiding aesthetically monotonous development while not unduly increasing development cost?
5. Does the Commission support the two-pronged approach to encouraging “single-family like architecture” by (a) encouraging architectural elements that visually tie together different units and (b) requiring a variety of architectural elements?



**Additional Questions or
Discussion?**

