



PLANNING COMMISSION AGENDA

January 11, 2023 at 6:00 PM

Wilsonville City Hall & Remote Video Conferencing

PARTICIPANTS MAY ATTEND THE MEETING AT:

City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon

YouTube: <https://youtube.com/c/CityofWilsonvilleOR>

Zoom: <https://us02web.zoom.us/j/87239032604>

TO PROVIDE PUBLIC TESTIMONY:

Individuals may submit a testimony card online:

<https://www.ci.wilsonville.or.us/PC-SpeakerCard>

or via email to Dan Pauly: Pauly@ci.wilsonville.or.us, 503-570-1536

by 2:00 PM on the date of the meeting noting the agenda item

for which testimony is being submitted in the subject line.

CALL TO ORDER - ROLL CALL [6:00 PM]

Olive Gallagher
Jennifer Willard
Kamran Mesbah
Ron Heberlein

Andrew Karr
Nicole Hendrix
Kathryn Neil

PLEDGE OF ALLEGIANCE

CITIZEN INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

ADMINISTRATIVE MATTERS

- [1.](#) Consideration of the November 16, 2022 Planning Commission minutes

WORK SESSION [6:15 PM]

- [2.](#) Frog Pond East and South Implementation (Pauly)(60 Minutes)

INFORMATIONAL [7:15 PM]

- [3.](#) City Council Action Minutes (November 7 & 21 and December 5 & 19, 2022)(No staff presentation)

4. 2023 PC Work Program (No staff presentation)

ADJOURN [7:25 PM]

Time frames for agenda items are not time certain (i.e. agenda items may be considered earlier than indicated). The City will endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting by contacting Mandi Simmons, Administrative Assistant at 503-682-4960: assistive listening devices (ALD), sign language interpreter, and/or bilingual interpreter. Those who need accessibility assistance can contact the City by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.

Habr  interpretes disponibles para aqu llas personas que no hablan Ingl s, previo acuerdo. Comun quese al 503-682-4960.



PLANNING COMMISSION

WEDNESDAY, JANUARY 11, 2023

ADMINISTRATIVE MATTERS

1. Consideration of the November 16, 2022 PC Meeting Minutes



**PLANNING COMMISSION
MEETING MINUTES**

November 16, 2022 at 6:00 PM

City Hall Council Chambers & Remote Video Conferencing

Draft PC Minutes are to be reviewed and approved at the January 11, 2023 PC Meeting.

CALL TO ORDER - ROLL CALL

A regular meeting of the Wilsonville Planning Commission was held at City Hall beginning at 6:00 p.m. on Wednesday, November 16, 2022. Chair Heberlein called the meeting to order at 6:02 p.m., followed by roll call. Those present:

Planning Commission: Ron Heberlein, Kamran Mesbah, Olive Gallagher, Breanne Tusinski, and Andrew Karr. Jennifer Willard and Aaron Woods were absent.

City Staff: Miranda Bateschell, Ryan Adams, Daniel Pauly, Zach Weigel, and Mandi Simmons.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN'S INPUT

This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

ADMINISTRATIVE MATTERS

1. Consideration of the September 14, September 28, October 12, and October 19, 2022 Planning Commission Minutes

The September 14, September 28, October 12, and October 19, 2022 Planning Commission Minutes were accepted as presented.

PUBLIC HEARINGS

2. Airport Good-Neighbor Policies (Bateschell)

Chair Heberlein read the legislative hearing procedure into the record and opened the public hearing at 6:12 pm.

Miranda Bateschell, Planning Director, introduced the Airport Good-Neighbor Policies, noting that the City of Wilsonville, the businesses, and community members have interest in the airport and in the French Prairie farming area south of the Willamette River, and the potential growth that may happen at, and adjacent to the airport. The City was interested in having a voice at the table of any planning efforts that were occurring, whether they be at the airport or with development adjacent to or near it.

As an affected jurisdiction, the City wanted to have adopted policies in its Comprehensive Plan to help provide direction on how to participate in those processes. The purpose of the project was also to align with the role of the City's Comprehensive Plan. The City has had a lot of different discussions. Many of the issues that occur at the airport or might occur in the master planning at the airport may encompass more than the City's jurisdiction and the City's role, since the airport was not within the city's boundaries. The team tried to capture the relevant interests and concerns heard from the public and key stakeholders, as well as the Planning Commission and City Council in a manner and scope consistent with the City's role and that of its Comprehensive Plan. The project team had spent the past year working on this project with members of the public, key stakeholders, and City Council to shape the proposed policies before the Commission this evening and was seeking a recommendation to send to City Council on this matter.

- She noted the following attachments had been added to Exhibit A, the Staff report:
 - Attachment 1: Wilsonville Comprehensive Plan Map and Text Amendments regarding Area of Special Concern O
 - Attachment 2: Special Area of Concern O Context Map to show some of the other resources near the area being adopted.
 - Attachment 3: Airport Good-Neighbor Policies LP22-0003 Findings Report, which included the findings Staff prepared to show consistency with adopted City, regional, and statewide policies.
 - Attachment 4: The Planning Commission record regarding the Airport Good-Neighbor Policies, which included all the relevant public involvement information and record documents over the past year of planning work.

Chris Green, Senior Planner, HHPR, presented the Airport Good-Neighbor Policies via PowerPoint, reviewing the project background and context, what was heard from the community engagement process, the planning process and actual contents of the policies, as well as the proposed Area of Special Concern and Staff recommendation with these comments:

- He described the location and background of the Aurora State Airport, which was founded in 1943 and after World War II was transferred to the State of Oregon, making it part of Oregon Department of Aviation (ODA); it was considered a Category II, General Aviation Airport and had 281 aircrafts.
- The different development areas in and around the airport included the airport grounds, as well as several "Through-the-Fence" (TFF) or airport development areas where properties that were potentially airport related could use gates to get into the airport property and use the airport facility. (Slide 4)
- Master planning processes had occurred over the years. In 2018, the ODA applied for federal funds for a runway extension. The current master planning process for the airport itself kicked off in late 2021 and was a different process to help inform the City's participation in intergovernmental processes, such as master planning for the airport.
- In the vicinity of the Aurora Airport were the cities of Barlow and Aurora with Charbonneau being the closest neighborhood within Wilsonville's city limits, which were approximately 1.6 miles north of the boundary of the airport. French Prairie did not have a specific boundary but was generally

the area in between. The airport was at the edge of Marion and Clackamas Counties, just outside of both Wilsonville's and Metro's boundaries.

- The planning processes looked at airport compatibility from the perspective of planning for airport facilities and protecting air navigation, as well as how comprehensive planning related to it. The airport planning process was driven a lot by state and federal requirements and resulted in an Airport Master Plan that gets into what happens at the airport and its operations. The Airport Good-Neighbor Policies were related to Wilsonville's Comprehensive Plan, and the implementation of planning policies and goals around the airport. (Slide 8)
- The project goals included clarifying how the existing airport impacted the community, recognizing the economic benefits of the airport for the region, and ensuring the City of Wilsonville had a voice in discussions about the future of the airport and the ways it could affect the Wilsonville.
- Several different methods of community engagement were used to try to reach as many people as possible, starting with how the project and process were publicized in the *Boones Ferry Messenger*, on the City's webpage and social media, and *Let's Talk, Wilsonville!* to get a short response.
 - The project team connected and received more direct feedback through interviews with stakeholders, including firms located at the airport, different governments, farming interests, economic development organizations, etc. to get more in-depth knowledge from those working in and around the airport on a frequent basis.
 - An online survey in February and March garnered 100 participants who were primarily residents of Wilsonville as the survey had been publicized specifically to Wilsonville's community. The survey results revealed a high priority on neighborhood compatibility and surface transportation.
 - The online community conversations included two virtual open houses scheduled at different times of day to allow people with different schedules to attend and share feedback directly with the project team and hear about the project directly from Staff and the project team.
 - The team had also been refining the policies via several work sessions with both the Planning Commission and City Council.
- Overall, the community engagement revealed interests and concerns related to aviation and its impacts, as well as the land, resources, and development of the area around the airport. Key areas of interest and concern were as follows:
 - Concerns about noise and air pollution from flight patterns over Wilsonville had been heard prior to beginning the planning process. Charbonneau was the closest neighborhood and throughout the planning process, the team heard from different stakeholders that varying degrees of impacts exist over different parts of Wilsonville, particularly east of I-5, so there was no good way to draw a line to indicate the location of the impacts.
 - Water pollution in and around the Willamette River was especially a concern to some stakeholders near the airport. The City also draws from the river, which also provided a recreational opportunity for the city.
 - Loss of high-quality farmland was one of the biggest concerns with French Prairie being important to Wilsonville-based businesses and to the region.
 - Impacts on industrial and employment land area were also a concern given the airport was right near the Metro boundary. Wilsonville had regionally significant industrial and employment

areas, and the City had invested a lot, including money for infrastructure and planning processes to encourage industrial development in those areas. The concern regarded having an unincorporated area outside of the city and those requirements with industrial development could be an issue for the employment land the City had been promoting.

- Surface transportation was another big concern, both with I-5 and especially the network of county roads important for freight from farms and getting people to and from those communities in the area to the airport. Making sure development around that area did not cause roadway and traffic congestion that blocked access was important.
- A lot of different ideas were expressed about the degree to which Wilsonville would benefit from the capacity for emergency response or how that benefit would take place. Stakeholders were consistent about the emergency response and access to the airport being considered a real benefit to the city, as well as for economic development as it was close by and easy for businesses to use.
- Different options were available on how to address this area that was outside, but still impacting the city. The Comprehensive Plan section on Areas of Special Concern made the most sense as Areas A through N already existed and allowed the City to have things in its Comprehensive Plan where general language like citywide did not apply specifically enough. Some areas outside the city had since become part of the city, and others were still outside the city. There was a precedent for looking at areas close to Wilsonville that impact the community and ensure the City was engaged in planning for those areas. (Slide 14)
 - He noted one change was made to the proposed boundary the Commission had seen at the September work session. Previously everything north of Arndt Rd in Clackamas County had been omitted in Area of Special Concern O, which was now updated to include both Marion and Clackamas County areas.
 - Area of Special Concern O encompassed the airport boundary, the TTF areas, and one or two parcels generally away from the airport's boundary which were areas that could be considered development areas because of their proximity to the airport. (Slide 16)
- The objectives regarding Area of Special Concern O were described as follows (Slides 17-18):
 - Engaging in Airport master planning as an affected jurisdiction focused on ensuring the City had a seat at the table during that master planning.
 - Evaluating and responding to proposed changes to aviation activities at the airport was about making sure the City had a chance to address impacts from aviation.
 - Coordinating with federal and state agencies, which have detailed jurisdiction over airport safety, noise requirements, etc., and other organizations to minimize noise and other aviation impacts.
 - Evaluating and responding to public and private development and infrastructure projects in that area to ensure the City was engaged with planning as projects were proposed in the Area of Special Concern.
 - Ensuring concurrent infrastructure and public service upgrades maintain rural development patterns.
 - Advocating to keep the general aviation and existing services at the Airport and maintaining access to and from Wilsonville. This objective had been edited based on feedback from the

Planning Commission and City Council to recognize the Airport's role regarding resilience and emergency response in a more open-ended way than the previous draft.

Ms. Bateschell concluded the PowerPoint presentation, noting Staff's recommendation that the Planning Commission adopt Resolution No. LP22-0003, and announcing the City Council hearing was tentatively scheduled for December 5th, pending any recommendation from the Commission.

Chair Heberlein:

- Asked why Area of Special Concern Area O included the irregular section of land jutting to the east near the south side on Airport Rd as opposed to the rest of the property on that side given the way the rest of the boundary was drawn. (Slide 16)
 - Mr. Green replied it was difficult to choose one way or the other. On large parcel behind that section went all the way to the Pudding River and had a large hill. Compared to the three parcels that front the highway, a few parcels seeming a bit further removed in terms of development that would be related to the airport. The project team tried to look at what the conditions were on each parcel and did not want to split any parcels when drawing the boundaries.
- Asked about the rationale for not selecting as many properties on the west side of Highway 551 compared to the east side.
 - Mr. Green explained the parcels on the west side did not extend back quite as far as the parcels on the east. The parcel that extended all the way to the Pudding River extended even farther than other parcels to the east. The front part of each of parcels to the east on Airport Road were fairly flat, and if split, might not have been in Special Area O.

Chair Heberlein called for public testimony regarding the Airport Good-Neighbor Policies. Seeing none, he closed the public hearing at 6:35 pm.

Kamran Mesbah moved to adopt Resolution No. LP22-0003 with the addition of Attachments 1, 2, 3, and 4 to the Staff report (Exhibit A). Olive Gallagher seconded the motion.

Chair Heberlein confirmed for Commissioner Mesbah that the rewording on the last item of Staff's recommendations was acceptable.

A roll call vote was taken, and the motion passed 5 to 0.

3. Frog Pond East and South Master Plan (Pauly)

Chair Heberlein read the title of Resolution No. LP22-0002 into the record and opened the public hearing at 6:38 pm.

Miranda Bateschell, Planning Director started by marking this as an important moment in the chapter of the City of Wilsonville and for the Planning Commission which had been working very hard on this Master Plan specifically for the past year and a half. However, the work had been long coming before that as the City had already dealt with several other housing projects. She noted Frog Pond West came into the Metro Urban Growth Boundary (UGB) in 2002, and now, 20 years later, Frog Pond West was

under development with East and South coming into the UGB in 2018 after about a decade of work to get that land into the Metro UGB. Tonight, the Commission was considering a Master Plan to follow the great area planning work done before. She acknowledged hard work of the Commissioners, as well as the work of previous Commissioners over many years.

Daniel Pauly, Planning Manager, introduced the project team members, and thanking both the Commission and the project team for their patience, hard work, and thoughtfulness throughout the entire master planning process. He noted Consultant Joe Dills would provide an overview of the Master Plan, and he would review the updates made since the last Planning Commission work session. He acknowledged the great watercolor that provided an artist's rendition of what the master planned area might look like. (Slide 3)

Joe Dills, MIG, presented the Frog Pond East and South Master Plan via PowerPoint, providing a summary of the Master Plan and highlighting a couple new things of emphasis in the updated material while also giving an essence of the Plan to those online and in the audience.

- The composition of the Master Plan was comprehensive in that the chapters worked from vision to implementation, which was done thinking about how the private and public sector development would occur, and importantly, how both would come together to create a community. (Slide 4)
- The planning area was outlined in yellow on Slide 5. The South neighborhood south of Advanced Rd included the future community park and Meridian Middle School which were inside the UGB and the city limits. Because they were integral to the whole area, they were referenced throughout the document.
- Per tradition in Wilsonville, a lot of community engagement and outreach was done in many different ways. The theme was to create many ways to participate and make them all as meaningful as possible.
 - The focus groups involved stakeholders who were normally in the process, as well as those who were not, including those with affordable housing interests and whose first language was not English, and various other groups as well.
 - Online surveys and a variety of different public events were also held, from Popsicles in the Park to open houses where people could look at displays.
- As far as the Frog Pond Planning milestones, the City had been thoughtful about going from big picture in the Area Plan to the specifics of the two Master Plans, and various studies influenced those milestones. The City updated its residential Housing Needs Analysis, and then later, addressed the Equitable Housing Strategic Plan and Middle Housing Project, shining a new light on residential uses and the policy approach included as part of the recommendation before the Commission tonight. This was in addition to all the other things going on at the City about Diversity, Equity and Inclusion and so forth, so many different policy perspectives had come together in the Frog Pond East and South Master Plan. (Slides 7-8)
- The Master Plan's vision included the priorities found in the Frog Pond West Master Plan and its foundational policy approach to creating livable, walkable neighborhoods which garnered great feedback from those new residents who participated in the process. Additional priorities were included based on how some of the additional studies, including the housing studies and emphasis

on variety, had influenced this new Master Plan. He noted the engagement had always been inclusive, but the team tried to take it to a new level. (Slide 9)

- A lot of background studies were done on the area itself, including a comprehensive tree inventory to try to designate which trees were significant or not quite significant but still important to consider as development occurred. This was a combination with a buildable land inventory and other base studies that were done to make sure the base maps were correct.
 - Different housing and market conditions studies were also done. The housing affordability analysis gave a clear picture of the different types of housing that serve the different income needs of the community, from the most affordable on the public subsidized end of the spectrum to what was seen throughout most the city, middle and higher income detached housing, as well as some attached housing. Noting the spectrum of housing on the right, from 80% median income and above, he stated the City was trying to fill a new need and at least provide the opportunity for people to get a first home or perhaps a little more affordable attached home in these two new neighborhoods, along with all the other choices of detached and various sizes of lots. (Slide 11)
 - **Mr. Pauly** added at the same time, making sure all the regulatory barriers were removed for any of the other projects that otherwise got funding or ideas below 80%.
- The commercial market assessment looked at the area within about a half mile of Frog Pond. He reminded the Area Plan had identified the possibility for a neighborhood commercial center, ~~with~~ and the analysis reinforced there was a positive market for it over time. The vision was for it to be a main street gathering place for the adjacent neighborhoods and as pedestrian friendly as possible. The team was realistic that such models could not be found in the region, as it was about planning for the future and trying to take advantage of Wilsonville's location along Stafford Rd, which was a bit different compared to some of the other expansion areas. While part of the plan, the commercial vision might take some time to come through. (Slide 12)
- The Community Design Concepts started with determining where people would want to go in the neighborhoods, which provided a clear set of destinations in the Master Plan, ranging from the Grange to a potential new park in the East neighborhood, along with Main Street, the middle school, etc. These destinations were carried through in the land use and transportation work. (Slides 13-14)
 - Subdistricts were neighborhoods within the neighborhoods, such that in Frog Pond East, there would be a bit of cohesion to the middle and the Stafford Rd side of it, and maybe the eastern part as well; similar to the lobes along Kahle Rd, etc. Overtime, these subdistricts could take a little different shape than drawn on the plan, but the idea was to have a more neighborhood specific level within the neighborhoods in which the walkability and building form were all planned around.
 - The land use variety components that emerged out of this thinking included form-based planning, which was implemented/realized by the three urban forms: Type 1, larger, more closely spaced buildings, including apartments, townhomes, and other housing types; Type 2 was the next housing level down; and Type 3. The idea of putting these types all together was to create places with more compact housing as an intentional design so that feathered out and was also distributed throughout the neighborhoods. (Slide 16)

- **Mr. Pauly** noted there was a marked difference from most residential land use maps where the different colors often represented different types of housing and was used in a lot of jurisdictions. In Wilsonville, the colors traditionally represented units per acre, the density allowed; however, the subject colors indicated the form which include a wide variety of housing choices that were allowed to meet that form.
- **Mr. Dills** continued, noting the standards that would bring the urban forms into reality would be a checklist the Commission would work on after the adoption process, which involved the Development Code and more detailed implementation.
 - Two images were used throughout the process to discuss variety in the neighborhood. The cutout from the East neighborhood on the left conveyed the variety of housing types at the neighborhood or subdistrict scale of about 8 to 10 blocks of land in which there would be a whole variety of housings. (Slide 18)
 - The Development Code and Master Plan also aspired to do housing variety at a more granular, block-like level with a mixed-up variety of housing types in an intentional design. The cut out on the right was from Villebois where housing variety was done at the lot level through the master developer framework.
- Orienting viewers to site study for the Brisband Main Street, he noted Stafford Rd was on the left, and Brisband, having been extended from the West neighborhood, ran through the middle of the drawing as the Main Street. This area had a set of blocks and buildings in which the Master Plan called for vertical mixed use, buildings with shops or services on the ground level, and residential and possibly offices above on the upper floors. This would be the neighborhood commercial center for all neighborhoods located in the East neighborhood. (Slide 19)
- The public realm planning included a list ranging from trees to parks and open space, as well as transportation, street tree and lighting, and gateways. One of the benefits of doing this kind of master planning was the City could be thinking ahead to all these public investments. For example, in planning a safe and intentional way for kids to get to school, the team knew which streets the kids should use, how sidewalks and bike lanes would be placed, and how all those elements would come together to achieve the desired outcome. This also applied to open space and all the other components related to the public realm. Public realm planning served that role in the Master Plan and as development occurred. Slide 20
- He highlighted the following street cross sections included in the Master Plan with these key additional comments:
 - Stafford and Advance Road. Stafford Rd was an arterial street and Advance Rd was a collector street. Two options were shown with one being a boulevard-like design with lots of trees, a planted median in the middle, with the travel lanes next to the center median and the bike lanes outside of the planter strip on the sidewalk side. (Slide 21)
 - In coordinating with Tualatin Valley Fire & Rescue (TVF&R), the median would not be a fully continuous, as 50% would be broken to allow motorists to pull over or provide TVF&R extra room for their equipment in an emergency service situation. This design was part of the concept and would be realized in the design and engineering implementation.

- The second option had buffered bike lanes placed next to the travel lanes as opposed to being next to the sidewalk, the bike lane would be intermingled with the street, which was a typical configuration. (Slide 22)
- These were proposed as options because the team wanted the city engineer to have some flexibility in the site specific use of them. The second option might be more appropriate by the Grange where there was less land to work with.
- 60th Avenue north of Advance Rd would continue into the East neighborhood in a boulevard configuration, while 60th Ave would have an urban upgrade south of Advance Rd along the community park and school frontage on the left. (Slides 23- 24)
 - Both sections would have buffered bike lanes on the travel lanes and an extra wide, 12-ft wide sidewalk on the west side that would extend from the BPA power easement south clear to the school properties as a main walkway.
 - The text of the Master Plan included a number of traffic calming features that would be incorporated into the design of the street. For example, a center median south of Advance Rd where pedestrians could stop at the new crossing where SW Hazel would meet 60th Ave.
- Brisband Main Street was intentionally designed as a pedestrian oriented area so the Code would require buildings to be close to the street as it was intended to be a very walkable area with curb extensions and so on. (Slide 25)
- As far as implementing the housing policy direction in the Development Code, there were six strategies the project team and Commission worked on over the course of two or three meetings, ranging from listing the wide variety of housing types allowed throughout the neighborhoods, putting those into categories for developers to pick and choose from, and then setting some rules for minimums and maximums in order to end up with that variety. (Slide 26)
 - There were a lot of levers to pull using this approach and it would take some brain power to work out the final Code, but it was one way to get some assurance that the variety intended for these neighborhoods had a clear and objective way of being defined. While there would be some flexibility in the public hearing process, discretionary guidelines, and so on, this approach started from the clearing objective outcome for a variety of housing.
- On the commercial side, the Code would be updated with a few types of standards, including vertical mixed use, buildings close to the street, up to four stories along the Main Street, which would be the tallest part of the neighborhoods, everything else would be three stories or less.
- As for transportation, the streets had been classified and a Traffic Impact Analysis (TIA) had backed up that work. It was actually the third analysis over the years to verify that Stafford Rd would work in a three-lane condition with the ability to turn, and same for Advance Rd being a two-lane street with turning capabilities. The Master Plan updated a set of roundabouts at Kahle, Brisband, and 60th Ave as the main traffic control measures, a series of pedestrian crossings that were intentionally described in detail along these more major streets, and the local street network that would occur throughout the rest of the network. (Slide 28)
 - **Mr. Pauly** added the transportation modeling had assumed development in this area for years, so this was just an update to that prior modeling, not dumping all these houses into the existing model. As the City looked at forthcoming transportation projects, assumptions had been made for years that more homes would be out in this area.

- The water system had been laid out for its looping, pipe sizes, and connections to the existing system, even thinking outside of Frog Pond where a northern connection at the end of Frog Pond Lane would be needed in the future, making it a comprehensive water system analysis and layout. (Slide 29)
- As for the sanitary sewer, not all of the area could be served with gravity so small pump stations had been considered, as well as their location and catchment, which were part of the plan as well. Ultimately, everything got to gravity and to the main trunk line in Boeckman Rd, and then ultimately, the Boeckman trunk sewer upgrades.
- Stormwater was probably the most guiding and least specific of the three utility layouts as it depended on individual master plan developments. The City's priorities for low impact development applications (LIDA) were the first priority, and if all of the storm needs could not be accommodated beyond that, working down to the possibility of regional facilities was described in the technical memo and in the summary in the Master Plan. A green line along 60th Ave indicated the opportunity for a swale-type approach that would work well with the park and school properties as that street was built. (Slide 31)

Mr. Pauly continued the PowerPoint, reviewing the key recommended updates following questions and comments from the Planning Commission, as well as additional reviews by Staff, technical partners, such as the fire district, and City Council as follows:

- Edges between Urban Form Types. The Commission had a great discussion at its last work session about Stafford Rd in particular, which brought in the edges between urban form types, as opposed to the feathering Council had talked about to avoid abrupt edges. Language had been added about developing standards on how transitions occur at the edges of different urban forms.
- Following a technical review, the street trees and lighting had been updated based on that technical review. He appreciated the reviewers.
- Existing homes were evaluated to understand what could stay and not be redeveloped during the foreseeable timeline of the Master Plan. The project team had talked to a couple property owners, and some old homes might not be salvageable based on structural elements, such as the one built in 1900 on Stafford Rd. However, the 1920 home on 60th Ave had been highly modified in the 1960s or 1970s. A lot of new and high-value homes also exist in the Master Plan area that might not be demolished, having been built recently. The likelihood for redevelopment was also being considered as the City looked at infrastructure planning and funding. (Slide 35)
- Special design locations had been discussed, particularly around Stafford Rd and how to transition from the four stories at Brisband to two stories across the street and to the other adjacent areas. The updates acknowledged some special locations for urban form that might not be being considered. This would probably be a combination of clear and objective standards, as well as some discretionary guidance. Some particular areas were along Stafford Rd as discussed, and also having a friendly face from Stafford included adjusting height and form to transition from Main Street to what was typical for Type 2.
- On Advance Rd, making it a friendly street by having eyes on it, which meant having front doors to the street, traffic calming, and a pleasant place for pedestrians to be, not just a walled off thoroughfare.

- Parks were also part of the discussion and having active doors on the park to avoid having walls along the park. In those areas, the team would continue to think about things like entry orientation or special treatments of materials for walls or fences that might be necessary to really tie everything together.
- Specific language was added about the history of the Meridian Creek Middle School project site and the adjacent school loan sites, as well as the future community park; that they were integral and throughout the Master Plan were referred to as part of the plan, but the school sites were not technically part of the Plan since they were already in the city and had been previously planned and annexed.
- Comments were received from the property owner about potential history of the treed area south of Kahle Rd. A note had been added that the area would be reassessed to look at the understory and determine whether it had been an old tree farm or something with no substantial habitat value, increasing the probability of it being homes rather than a resource area as currently mapped. (Slide 38)
- He concluded the PowerPoint by stating Staff recommended that the Planning Commission recommend to City Council the approval of the Master Plan document along with the list of corrections and updates included in his memorandum dated November 16, 2022, and later entered into the record as Attachment 5 to the Staff report. He reviewed key changes in the memo with these comments:
 - City Council wanted to include the definition of master planning to provide context of terms being used and that language was pulled from the outreach language on *Let's Talk Wilsonville!*.
 - The Engagement Summary included some additional editing and other clarifications.
 - Contradictory to the Staff report, which discussed adding discretionary review of development for specific urban design context, the Staff report and the Master Plan currently stated discretionary, but that was now being looked at as a blend of clear objectives, as well as discretionary, so the discretionary language was being removed to give more leeway as the project team worked through that.
 - Some details and previous comments from the City Engineer were added that had not made it into the Master Plan.
 - The notes were added from the City's collaboration with TVF&R about emergency access on Advance and Stafford Rds.
 - A list of street trees for the Main Street had remained that the project team had gone on to suggest deleting. Traditionally, master plans were pretty detailed on the street tree list, but Staff found that was not a good idea because things like ice storms, climate change, or weather pattern changes turn good ideas about trees into bad ones after 20 years. The City's current street tree list, which included the latest varieties and knowledge about how trees were responding to current conditions was now referenced.
 - City Council has specifically requested a clarification that the Grange building could potentially be a great amenity over the years for the Master Plan area. Currently, the Master Plan treated it as is, assuming it would stay as it was. However, ownership could change over the decades and now the language noted any future public ownership of the Grange building would depend on future funding, which had not been identified at this point.

- Some good points had been made in a Council work session about side yard usability based on some lived experiences, particularly in Villebois, so some ideas directed Staff when Code writing to think carefully about how to direct side yards to avoid ending up with useless weed patches that would use up valuable land.
- He asked that the Commission include the updates and the memo in its recommendation tonight.
- He referred to the letter dated November 7, 2022, from Kenneth Kent with the Clackamas County Engineering Division with some feedback, particularly around transportation, noting the letter did not reflect the collaboration that had been happening for some time between the City Clackamas County on many of those issues. The City Engineer and Scott Mansur from DKS were present to answer any questions about the letter, which was entered into the record as part of Attachment 4.
- A letter dated November 14, 2022, was also received from Tim O'Brien, Principal Regional Planner at Metro and who had been the grant administrator and a key partner in the project. Mr. O'Brien's comments were in support of the Master Plan, acknowledging the City still had work to do on infrastructure funding implementation, which would be presented to the Planning Commission early next year. The letter was also entered into the record as part of Attachment 4.

Commissioner Gallagher:

- Inquired what Mr. Pauly's comment about avoiding the list of trees meant given the Commission's discussions around tree canopy and preserving trees, and whether that would still be in effect in the Master Plan.
 - **Mr. Pauly** confirmed all the existing trees were still being preserved. Rather than having to choose the current variety on the market that was very specific, the change clarified the intent regarding the form of the trees and the amount of tree variety on a street, whether they were to be fairly uniform versus having a more natural look and mix. At the time of development, the landscape architect could work with the City off the current list to determine the best tree type would in 15 to 20 years in the future.
- Recalled concerns about tree preservation going by the wayside in other neighborhoods when developers come in and decide to remove trees.
 - **Mr. Pauly** acknowledged a tree's condition could change over time given they were living things and sometimes just fail and fall over. However, the intent was that every attempt would be made to preserve every tree identified to be preserved.

Mr. Pauly entered into the record the following attachments to the Staff report (Exhibit A)

- Added to Attachment 4:
 - Letter dated November 7, 2022, from Kenneth Kent, Clackamas County Engineering Division
 - Letter dated November 14, 2022, from Tim O'Brien, Principal Regional Planner, Metro
- Attachment 5: Memorandum dated November 16, 2022, from Daniel Pauly, AICP, Planning Manager.

Commissioner Tusinski asked if the improvements proposed and as designed in the cross section would be able to accommodate the most likely significantly increase in traffic from both the Master Plan the City created and people bypassing the proposed tolls on I-205.

- **Scott Mansur, DKS Associates**, confirmed she was inquiring about the location adjacent to the Frog Pond Development and stated the team had looked at the 20-year analysis, the full-growth of what was planned in the UGB and in the Frog Pond development and the cross section would provide for the long-term plan. The tolling study was still being done, but the team had asked the County about where the tolling would be and its impacts. An increase in traffic on Stafford Rd was not expected from the tolling.
 - He confirmed that as part of the analysis, the impacts created by the tolling would be addressed through by ODOT that tolling and the funding [revenue generated] from it.

Commissioner Mesbah:

- Noted if ODOT ends up building an I-5 through Wilsonville for the bypass, it would defeat the purpose of reducing congestion by pricing congestion. Wilsonville should not start expanding all its roads in order for I-5 to go through Wilsonville as that would be a disaster. It seemed with the traffic calming happening in Frog Pond, it would not be a chosen path for anybody on I-5 because traffic would back up all the way to the I-5 exit.
- Asked DKS to speak to the strategies related to diverting traffic from I-5 because of tolling.
 - **Mr. Mansur** explained one reason for the proposed design and the roundabouts was to slow traffic and have traffic serve the Frog Pond Development and Wilsonville, not to create an express way for cut through traffic within the city. The roads were designed and included design components to discourage a quick cut through the city.
- Asked about the idea of inducing demand by having capacity sitting there waiting for the bypass.
 - **Mr. Mansur** explained building a big wide facility that would be fast would only encourage cut through. Traffic travels like water, in the path of the least resistance. Building bigger streets and faster roads encourages the demand from other facilities to come use the new facility.
- Stated there were two ways to address it, one accommodating it, which would just invite more traffic from I-5, and the other was to create disincentives. He asked if Mr. Mansur expected to hear Clackamas County's assessment of what the likely routing would be of that traffic and how to comment and provide disincentives.
 - **Mr. Mansur** explained Clackamas County knew there would be traffic in the Frog Pond area. Traffic would head north on Stafford Rd, and the County wanted it to operate in a safe manner. The County had done some former studies, and the City was partnering with future safety improvements to make sure the facility was safe, not necessarily that the City would build a big wide street for an expressway. Clackamas County's focus was more that they wanted it to be safe for Wilsonville residents and other residents within the area to travel on Stafford Rd, which was what they were both trying to achieve.

Commission Karr:

- Expressed concern that Clackamas County stated in its letter to Wilsonville, "In addition, proposed I-205 tolling will add a significant amount of traffic to SW Stafford Rd and will bring some intersections along the corridor such as SW Stafford Rd/SW Mountain Rd close to capacity." (Item 4, Clackamas County Letter). Why was the County asking Wilsonville to be concerned about something completely outside the City's area of influence?

- **Zach Weigel, City Engineer**, explained the City was in conversations with Clackamas County regarding the content of the letter and working through some of the issues. It really did come down to the County's concern for safety for the corridor. The City was partnering with them on projects not within Wilsonville like 65th Ave, Elligsen, and Stafford Rd. It was strange to ask Wilsonville to analyze an intersection that far outside the city. He reiterated that new traffic was not being added to the model. Frog Pond had always been accounted for in the model and in what the County's Capital Improvement Plan and Transportation System Plan was addressing.
- **Mr. Pauly** added anything above what prior models assumed was de minimis.
- Believed people who wanted to use Frog Pond as a bypass would hit Elligsen and turn toward I-5. Drivers would not come clear into Stafford and Advance because it would not be a bypass for somebody trying to cheat the tolling system.
 - Item 5 of the County's letter regarded the whole Elligsen/65th Stafford mess. Clackamas County stated that prior to approval of the City's Master Plan, Wilsonville needed to mitigate the traffic impacts. The mitigation of traffic impacts should be identified, including funding mechanisms with approval criteria tied to capacity of intersections within the influence area of the Master Plan. It seemed the County was asking Wilsonville to solve its problem.
 - **Mr. Weigel** noted the City was currently working with the Clackamas County on that intersection for a temporary signal for construction of the Boeckman Bridge. The City was also coordinating with the County on the ultimate future improvements on that intersection and helping to fund some of that work.
- Remarkd the County's letter almost sounded like his dad calling him out to the woodshed saying, "Fix it or we are not going to approve this." He knew Wilsonville needed Clackamas County to approve the Master Plan.
 - **Mr. Weigel** clarified the City did not need Clackamas County's approval, adding the City was continuing to work through the issues that the County brought up.
 - **Mr. Pauly** clarified on the record that Clackamas County did not have approval authority on the Master Plan.
- Asked why Clackamas County implied that in its letter.

Commissioner Mesbah understood that Clackamas County hoped the City would take care of those things prior to the City's approval of the Master Plan, not their approval. The County assumed I-5 was going to be a bypass, but the only way Stafford Rd would be a bypass for I-5 would be through Wilsonville Rd and up through those neighborhoods to Stafford Rd, which was really circuitous. If that happened, he believed it would bog traffic downtown. In the conversations with the Clackamas County, the idea of whether Wilsonville would accommodate this bypass or try to discourage it should be nailed down early on.

Chair Heberlein:

- Noted the pictures of Options 1 and 2 for the street cross sections still showed high voltage power lines running through Stafford Rd and Advance Rd which was a question raised at the previous

work session. Had there been any additional conversation about the feasibility of undergrounding those high-power lines?

- **Mr. Pauly** stated if it was at all feasible, the City would require it and had the Code to do so. However, if it had to be cooled with water or something underground, it was not going to happen.
- **Mr. Weigel** noted the City was going through the same thing on the Boeckman Rd project right now, and those high voltage lines could not be undergrounded. It was doable, but it would cost the City \$10 million a mile. The lines did require cooling systems as they generate a lot of heat, making them very expensive to underground. A recent example was on Clutter Rd where the developer undergrounded everything that was overhead except the three, high voltage wires, and it looked good. When limited to only the three wires and they were very high, it was a lot less noticeable than what was seen there today.
- Noted a previous discussion about the stormwater basins K1 versus K2 and the rationale for having designating K2 as a separate basin and asked if the team had any additional thoughts about that. (Slide 31)
 - Mike Carr, Murray Smith, had technical difficulties when trying to respond.
 - **Mr. Pauly** understood the key difference was that due to topography K2 could not drain to any regional facility whereas K1 could.
- Noted the drain line pointed east, same as K1, toward Cruise Creek.
 - **Mr. Weigel** explained there were two separate outfalls and K1 needed to discharge at the top of the creek basin. The City could not dry up the Cruise Creek basin by not putting the outfall at the top of the creek there.
 - **Mr. Dills** confirmed Mr. Carr agreed with Mr. Weigel's response.
- Noted a Special Design Location was shown on the north side of Advance Rd and expressed concern about the south side. Would the area east of SW 60th have the north side facing the road but the south side not facing the road, potentially having backyards or side yards directly abutting Advance Rd? (Slide 36)
 - **Mr. Pauly** explained it was a built condition on those, adding that was where a lot of those homes that would not change during that period were located, and a lot of them did front on Advance Rd. However, it was a fair point that maybe even development west of 63rd Ave should face north on Advance Rd.
- Confirmed the memorandum (Attachment 5) could be updated to add a Special Design location on the south side of Advance Rd.
- Noted the text on Page 1 of the memorandum (Attachment 5) stating, "Somewhere in chapter 1" needed clarity about where that call-out should go.
 - **Mr. Pauly** explained it was essentially a formatting thing. It was something the City wanted as early as possible, but he did not want to throw their formatting work and design into disarray by saying it had to be in that one spot. He wanted to give the formatters leeway to put it where it fit within that chapter. It would a standalone call-out box.
 - **Mr. Dills** stated the team would try fit it to Page 2, noting it would have a bit of a domino effect. He asked that the team have the flexibility of including it on either Page 2 or 4.
 - **Mr. Pauly** clarified that Page 3 was a full-page map.

Chair Heberlein called for public testimony on the Frog Pond East and South Master Plan.

Dean Sprecher, 5696 Advance Rd, Wilsonville, stated this was nothing new to his family as they had been involved with the proposal from the beginning, and some things had been proposed and some things had been changed. If the Planning Commission was recommending approval of the resolution, he did not know exactly how far that went. However, he had questions about some of the legends and markings on the maps, one being the conceptual trails along the UGB. The first Frog Pond Master Plan that was implemented had lots of maps. A hiking trail was shown going from Advance Rd south right up against the UGB. The pictures on some of the maps, especially the one with the conceptual trails, showed trails going from east to west through the properties, but deadhead at the UGB. He asked why the road deadhead at the UGB, and what was going to be along there?

Mr. Pauly responded the trail locations were conceptual. In terms of the transportation network, the only things fairly set in stone were the framework streets, like 60th Ave and Brisband. All the other internal streets illustrated the size of blocks being aimed for, but their locations would be determined at the time of development. From an engineering and City standards perspective, even if a trail was somewhere that was not going to redevelop, the City always tried to take it to the edge, so it did not stop future connectivity, even if it was decades in the future.

Mr. Sprecher noted on the original Frog Pond plan, a trail came right down his driveway, and now there were lines going across in the back. He understood the plan was to do the trail down 60th Ave or would there be more than one trail out there.

Mr. Pauly explained the main connectivity from the regional trail system would be down the west side of 60th Ave.

- He clarified any images showing a trail down Mr. Sprecher's driveway would have been conceptual. The current plan was that main trail with local trails possibly connecting a small pocket park to another small pocket park or something like that in the future. However, the regional trail connected to the entire city trail system, essentially connecting from the BPA easement, down behind Meridian Creek Middle School to a future trail that would likely cross the creek over to Boeckman Creek Primary and that main connection would be down 60th Ave.

Mr. Sprecher said in reading some of the paperwork discussing annexation, he wondered if annexation was required.

Mr. Pauly explained that annexation would be the same as it had been historically in Wilsonville with the other master plans, which was at the request of the property owner. He confirmed Mr. Sprecher had a choice about whether to annex into the City. He noted the standards were there whenever Mr. Sprecher or a future owner decided to do something with the project.

Mr. Sprecher wondered about eminent domain after reading something about force of law when it came something like a trail.

Mr. Pauly explained it meant that if someone chose to come into the city, they could not build something completely different, but had to comply with the Master Plan; however, there was no force for coming into a city, but if the right-of-way was being widening for example, there could be a right-of-way purchase.

- He explained there could be a right-of-way purchase if it was a regional trail. However, he was not aware of any planned regional trail that would trigger anything like that.

Mr. Sprecher noted the Special Design Location would be directly across the street from his house, and he wondered if a four-story building would be sitting across the street from his house.

Mr. Pauly clarified the buildings would only be one to two stories and that four stories were planned on Stafford and Brisband, the first new crossroad in Frog Pond West. The standards were about how the area between Stafford and Brisband transitioned, because the Commission had discussed the need to be sensitive to that transition from the two-story t on the other side of Stafford to a more intense development. On purpose, a lot of the potentially more intense development was somewhat internal to the area, so the edges blended better with surrounding development.

Mr. Sprecher asked if the plan was to lead to high density housing right there and off of Brisband.

Mr. Pauly clarified Brisband would likely be ground floor with two or three stories of apartments above.

Mr. Sprecher stated Wilsonville traffic was a disaster, and everybody knew it, even people in other states. He noted when the Commission was talking about not going down Stafford Rd, that was not going to happen. All one had to do was go where he lived on a Sunday or Saturday afternoon and all of the streets were packed. Everybody came off the freeway, and all the City was going to do was screw up people like Mr. Sprecher because roundabouts and all that would just choke the traffic down to where he could not get around, even just putting the traffic light up at the end of Stafford Rd. He did not understand why somebody could not put a flashing yellow light on the left-hand turn lane heading south on Stafford Rd, so he could turn on to Advance Rd. He did not know what channels to go through to speak to somebody about it because he had lived there almost 20 years and in the Wilsonville area since 1966. If the City or whoever was in charge could not handle that at that intersection, how would they handle the other stuff? They did not even take that into consideration. He was a little frustrated about the traffic up there and asked where he could get the Frog Pond East and South Master Plan, as he had looked online with no success.

Ms. Bateschell assured Mr. Sprecher would receive an email with the information tomorrow morning.

- She clarified the public notice that went out had been for this hearing as well as the City Council hearings, so depending on the action the Planning Commission took tonight, a recommendation would go to City Council for a public hearing which was tentatively scheduled for December 5th, depending on tonight's outcome.

Chair Heberlein thanked Mr. Sprecher for his comments, noting the city engineer would be the right person to talk to specifically about any traffic concerns.

Mimi Doukas, AKS Engineering, representing West Hills, thanked the Planning Commission for incorporating much of their feedback, noting this was the first of very long chapter, acknowledging a lot would still need to be worked out in the details on the implementation side. West Hills believed the concept plan allowed them to move forward with the implementation components and be able to build the community West Hills had in mind. That being said, they did want to be on the record on a few things, just to avoid any confusion going forward.

- West Hills believed the plan reflected the ability to do a three-story structure, the garden style apartments along Stafford Rd, subject to design refinements they expected to see in the implementation measures.
- She sought clarification about the retail along Brisband. West Hills intended to build ground floor retail available space and then residential above. West Hills heard from City Council and Planning Commission retail was a very tricky land use. There was a lot of retail that did not work, and a lot of areas did not support it. West Hills' expectation was that the buildings along Brisband would be designed to a commercial standard so they could accommodate commercial. West Hills would do their best, but there was still the ability to have it be residential in the interim to avoid having vacant storefronts and vacant space along the Brisband frontage, and to give that area time to mature and grow into that retail.
 - There were a lot of rooftops with Frog Pond West. However, there was still a lot of rooftops expected that had not come in yet. Retail needed those rooftops in place before retail had some life and some dollars moving through the economy.
- West Hills mostly wanted to be on the record as it believed that was what the plan was communicating, and the language saying up to a certain square footage of commercial mimicked what she was describing, but she wanted that to be on the record.
- She thanked the Commission, stating West Hills would return for implementation.

Chair Heberlein asked Staff to confirm Ms. Doukas' statements regarding three-stories along Stafford Rd and the retail flexibility.

Mr. Pauly confirmed her comments reflected conversations had with the Planning Commission. The project team was exploring the exact language, but the record supported having some flexibility there.

Ms. Bateschell noted at the bottom of Page 107 of the Master Plan, Item 9 included new language that tried to capture the conversation from the last Planning Commission meeting and the desire to ensure a good transition between the Main Street and the Type 2, as well as the adjacency across Stafford Rd and the primarily single-family, two-story buildings on the west side of that road. The project team tried to capture the fact that when they got to implementation and the design of the Code standards, they wanted to be intentional about those areas and that transition, and that new language provided the policy guidance heard from the Commission. She asked the Commission to take a moment to scan the language and make sure that was captured adequately. A couple examples were mentioned, one being the potential for three-story buildings along Stafford as one made that transition, and another example was of buildings with step backs to provide the transition between the area adjacent to the park and the Type 2 that would be adjacent to that Type 1 area. The team had taken some time to

really think about where those different areas of transition would occur in the neighborhood, not just along Stafford Rd, but throughout the rest of the neighborhood.

Sally Bany, 28901 SW 60th Ave, stated her neighbor Mr. Sprecher raised most of the questions she had. She had never been through anything like this before in the City of Wilsonville and wondered if someone could walk her property with her to help her figure out what was going on as she also had questions about the pathways that connected the Meridian Creek School and parks and came through the corner of her property. Additionally, she did not know how to read some of the artist renditions, specifically regarding the water drainage, as it looked like the green lines went through her property. She also sought clarification about incorporating her property into the City of Wilsonville, and if saying no would be like eminent domain when widening 60th Ave or putting footpaths through. She did not know how it all worked.

Mr. Pauly replied Staff could certainly arrange for a site visit or something similar to help her understand what everything meant for her property and offered to be her contact. He explained there could be a scenario where the City would work to acquire edges of her property for 60th Ave or something. However, the City had not determined whether that would be the case at that point. Otherwise, the way the City worked was when a developer or someone selling to a developer or entering into a purchase agreement with a developer, the approval of the subdivision, annexation into the city, and rezoning all occurred concurrently.

Ms. Bateschell added that would be when the connections to facilities would occur. At the time of annexation and development, the improvement of services to urban standards would occur and the connection to city standards.

Ms. Bany stated she was more concerned about what looked like a drainage, adding it would be helpful to have the Master Plan book. She confirmed where her property was on a map provided by Ms. Bateschell.

Ms. Bateschell noted for the record, she was showing Ms. Bany Page 123 of the Master Plan, which was the Proposed Stormwater System. She reiterated these were improvements that would occur upon development, and so stormwater would need to be managed when there was new development and new impervious surface. That was the system that would be put in place to help appropriately manage that stormwater.

Mr. Pauly added that would not be necessary to build until Ms. Bany's property developed; it was not serving other properties.

Chair Heberlein confirmed there was no further public testimony and opened the floor to for Commissioner discussion.

Commissioner Mesbah:

- Noted in some municipalities, when going to urban standards for streets, if one side was annexed and the other side was not, one side of the street was constructed, leaving the other side rural until that other side came in. Was that how it was done in the City of Wilsonville.
 - **Mr. Pauly** responded yes, adding there could be situations where three-quarters of the street was built, enough for two-way traffic and sidewalks on one side, with the other side being just a curb or left for future development. There could be a scenario like on 60th Ave where the whole thing would need to be built at once as a City project. Both sides could be built, but typically a three-quarter street was done.
 - He clarified 60th Ave could be different in terms of the funding and needing to build it earlier because of the infrastructure that would need to go under it. They would get into the infrastructure funding later. However, typically, three quarters of the street was done.
- Noted for those property owners worried about eminent domain of the upgraded 60th Ave taking their land, even if they were not yet annexed into Wilsonville, perhaps clarifying that or maybe doing some research to have a more definitive answer might help them. Although even in that case, if only one property was not annexed that side of the street, for all practical purposes would be annexed. He could see that the City would build the upgraded 60th Ave with curb and gutter and not just leave a 140- or 100-ft wide property in rural, but that was probably not the way it would be develop.
 - **Mr. Pauly** clarified there could be a scenario where eminent domain could happen. However, in these sorts of development scenarios, it was rather rare.
 - **Ms. Bateschell** clarified for the record that when the City did an acquisition of right-of-way, there was a process that occurred with the City and fair market value was paid, though that rarely happened. Typically, this type of development occurred as land annexed and the improvements were built as a part of the construction of that development. The City did not always go out and do the right-of-way on its own, although there were examples of roads in the city where the City had acquired and paid fair market value for right-of-way to the property owners in order to build a facility that was needed in advance of the development happening, which was a process. The City would be going through the Infrastructure Funding Plan over the next six months and having conversations about the framework projects and the timing of those projects. If anyone in the audience was interested in understanding that better, and whether one of the roads adjacent to them could be a part of that conversation, Mr. Pauly would be their point of contact as he would be able to provide them with notice of those conversations and when that would be going before the Planning Commission.
- Assuming the City had not condemned any property for a trail, nor anybody's driveway, so the conceptual aspect of the map was just that, the City would look at where the logical location should be as development happened, and it would be where it made sense, not in somebody's driveway.
 - **Ms. Bateschell** replied that was correct, in addition to making sure those were put on the map to show future connections, acknowledging the City was living, operating, and putting a plan together for a certain point in history, and 20, 40, 60 years down the line, the community would look different and potentially have grown. What was currently outside of the UGB would not likely always be outside of the UGB, just like this Frog Pond neighborhood.

- Back when the City had prior developments, connections were shown up through the Boeckman corridor, recognizing the importance of that and having a regional trail that could connect up to the north, and now, up to the north was existing neighborhoods in the City of Wilsonville. Those things become much more formal as the areas actually ended up in the UGB, and then the City planned for them and were able to delineate them. Right now, the City was showing that it did not want this community to not have some of that inner connectivity and permeability with areas that could someday end up in the UGB as well. The City wanted those connections to be made and the ability for that to happen. Those trail connections were conceptual until the time of development, and until those other adjacent areas were added to the UGB. [
- Asked about the timeline for the Master Plan, noting some of the apprehension was that people who had lived there for 20 years were worried that next year, they would have a four-story building within their eyesight. He heard it took 20 years for the West neighborhood to develop, and the East was just starting, so those who lived there for 20 years would have another 20 years before they would be ready to sell, but even then, everyone had a choice.
 - **Mr. Pauly** confirmed that was correct, noting timelines were always uncertain in a world that changed all the time. Depending on the market, it could be slow, it could be fast. Indications were that development would start in Frog Pond East along Stafford Rd; however, following the infrastructure funding plan was a key piece because nothing could be built until the infrastructure was there. Infrastructure was not cheap and understanding the progression of the infrastructure would be key to understanding the timeline of how the neighborhood would develop.

Chair Heberlein closed the public hearing at 8:13 pm.

Chair Heberlein moved to adopt Resolution No. LP22-0002 with the addition of two letters to Attachment 4 and the addition of Attachment 5 with the following revisions:

- On Page 1, "~~Somewhere~~ **On Page 2 or 4** in Chapter 1, add call-out box describing what "Master Planning" is."
- Add the south side of Advance Rd to the Special Design locations.

Commissioner Gallagher seconded the motion.

Chair Heberlein thanked Staff for all their hard work on the Master Plan, noting the Commission had met a number of times talk about it and the number of Staff hours required to put it all together. He really appreciated all the hard work Staff did to make excellent plans, which was why Wilsonville was an excellent city.

Commissioner Karr stated he was bothered by the way Clackamas County worded its letter, adding the Commission had some assurance the City was working with them. He also echoed Chair Heberlein comments about Staff and the amazing job that was done and all the work that went into the Master Plan.

A roll call vote was taken, and the motion passed 5 to 0.

INFORMATIONAL

1. City Council Action Minutes (October 3 & 17, 2022) (No staff presentation)
2. 2022 & 2023 PC Work Program (No staff presentation)

Miranda Bateschell, Planning Director, recognized Commissioner Tusinski and Commissioner Woods for their service on the Planning Commission. Because there would not be a December meeting, she wanted to acknowledge all the time and effort both Commissioners had put into serving on the Planning Commission, which showed the great amount of care they had for the city and the people who lived in the community. The work done in City Hall was really important as the policies being set directly impacted the lives of the people who lived and worked in Wilsonville. She thanked them for their time and their thoughtfulness in doing the work, hoping that they took pride for what they had done and given to their community. She acknowledged Commissioner Tusinski's contributions to the process as she put herself in the shoes of those living in the community and considered how they would be impacted. She wished her the best in her next adventures and hoped to see her again at Planning Commission in some way, shape or form, perhaps at the microphone testifying. She noted she had plaques and thank you cards for Commissioners Tusinski and Woods and treats for everybody to enjoy after the meeting, as there was a lot to celebrate this evening.

Commissioner Tusinski thanked everyone on the Planning Commission as well as Staff, noting her time on the Commission had been a great learning experience and it was a privilege to serve the city.

Chair Heberlein also thanked Commissioner Tusinski, appreciating her insightful commentary and thoughts, as well as her attention to detail; not just going through the motions, but actually looking into things and really putting forth the effort.

ADJOURN

Commissioner Tusinski moved to adjourn the regular meeting of the Wilsonville Planning Commission at 8:21 p.m. Commissioner Gallagher seconded the motion, which passed unanimously.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, LLC. for
Mandi Simmons, Planning Administrative Assistant



PLANNING COMMISSION

WEDNESDAY, JANUARY 11, 2023

WORK SESSION

2. Frog Pond East and South Implementation (Pauly) (60 minutes)



**PLANNING COMMISSION MEETING
STAFF REPORT**

Meeting Date: January 11, 2023		Subject: Frog Pond East and South Master Plan Development Code	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd 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	
		Comments:	
Staff Recommendation: Provide requested input on draft Development Code amendments for Frog Pond East and South Implementation.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Expand home ownership	<input checked="" type="checkbox"/> Adopted Master Plan(s): Frog Pond East and South Master Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION

An important next step in realizing the vision of the Frog Pond East and South Master Plan is to write implementing Development Code amendments. This work session will be the first in a series of work sessions for the Commission to work through the details of these Development Code amendments.

EXECUTIVE SUMMARY:

In late 2022, the City Council, on recommendation from the Planning Commission, adopted the Frog Pond East and South Master Plan. The Master Plan identifies the types and locations of the homes, commercial development, parks, open spaces, streets, trails, and infrastructure to be built over the next 10-20 years in an area on the east side of Wilsonville added to the Metro Urban Growth Boundary in 2018. The Master Plan focuses on providing for the community's future housing needs, including providing diverse housing opportunities.

The Master Plan provides clear policy direction and guidance for future development in Frog Pond East and South. However, an important implementation step is to develop a detailed set of Development Code standards consistent with the Master Plan. These standards will be relied on by developers to plan and design development. These standards will also be relied on by City reviewers to ensure development meets City expectations.

This work session is the first in the series of four work sessions for the Planning Commission to review and guide the drafting of these Development Code amendments. The first three work sessions will focus on specific portions or sets of the draft amendments with the final work session providing an opportunity to review the draft amendments all together. As further explained below, the project team has prepared a number of attachments to assist the Planning Commission in reviewing the first set of draft Development Code amendments during this first work session.

Attachment 1 includes, for easy reference, excerpts from the Frog Pond East and South Master Plan that give specific direction for implementing Development Code. This directive language can be summarized and grouped as follows:

- Ensuring a variety of housing and encouraging specific housing types to be built;
- Creating design standards to implement the Type 1, Type 2, and Type 3 Urban Design Types mapped in the Master Plan and otherwise guide quality, cohesive development;
- Setting the design standards for sub-districts within the neighborhoods; and
- Establishing standards for the Brisband Main Street.

Attachment 2 contains the first set of draft Development Code amendments, arranged by topic. For each draft code amendment, the document also contains the following supporting information:

- **Intent:** A description of what the draft code amendment is trying to accomplish, including any reference to related Master Plan implementation language.
- **Explanation:** An explanation of how the draft code amendment was developed. As applicable, this includes reference to background and reference information in the packet.
- **Code Reference:** This includes where the draft code amendment would go in the Development Code. It specifies if it is a new Section or Subsection or amendment to an existing section.

For the Planning Commission's reference, Attachment 3 is a copy of the current Wilsonville Code Section 4.127, Residential Neighborhood Zone, where a majority of the code amendments are proposed. Also included, as Attachment 4, are excerpts from Section 4.113, Residential Development in Any Zone.

The project team invites the Planning Commission to review the draft code amendments and supporting information, ask any clarifying questions, and provide feedback. At the work session the project team requests the Planning Commission provide one of the following for each presented draft code amendment.

1. Confirmation that the draft code amendment is ready for finalization before being brought forward for a public hearing; or
2. Direction on next steps to further develop or refine the presented draft code amendment.

EXPECTED RESULTS:

Feedback from meeting will guide completion of a package of Development Code amendments for adoption in the coming months.

TIMELINE:

Four work sessions are planned for the Planning Commission (January, February, March, and April) to draft Wilsonville Development Code amendments to implement the Frog Pond East & South Master Plan, followed by a public hearing in May. City Council action on the Planning Commission's recommendation is planned for June.

CURRENT YEAR BUDGET IMPACTS:

The Development Code implementation work is funded remaining funds from the \$350,000 Metro grant for the Frog Pond East and South Master Plan and matching City funds in the form of staff time. \$311,000 total is budgeted in FY 22/23 including the adoption of the Master Plan and follow up implementation, including this Development Code work and the infrastructure funding implementation work.

COMMUNITY INVOLVEMENT PROCESS:

During this implementation phase the primary focus is on honoring past input. However, as needed, the project team will engage key stakeholders for input on draft Development Code amendments.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Realization of the policy objectives set out in the Frog Pond East and South Master Plan to create Wilsonville's next great neighborhoods. This includes furthering of the City's Equitable Housing Strategic Plan and Council's goal of affordable home ownership.

ALTERNATIVES:

The project team prepared draft amendments to help implement the Frog Pond East and South Master Plan. A number of alternative amendments can be considered to meet the same intent.

ATTACHMENTS:

1. Excerpts from Frog Pond East and South Master Plan related to Development Code Implementation (hearing draft)
2. Draft Development Code Amendments with Supporting Information
3. Wilsonville Development Code Section 4.127, Residential Neighborhood Zone
4. Excerpts of Wilsonville Development Code Section 4.113, Residential Development in Any Zone

FROG POND EAST & SOUTH MASTER PLAN



A VISION AND IMPLEMENTATION PLAN FOR TWO
NEW NEIGHBORHOODS IN EAST WILSONVILLE



DRAFT - NOVEMBER 9, 2022



COMMUNITY DESIGN CONCEPTS

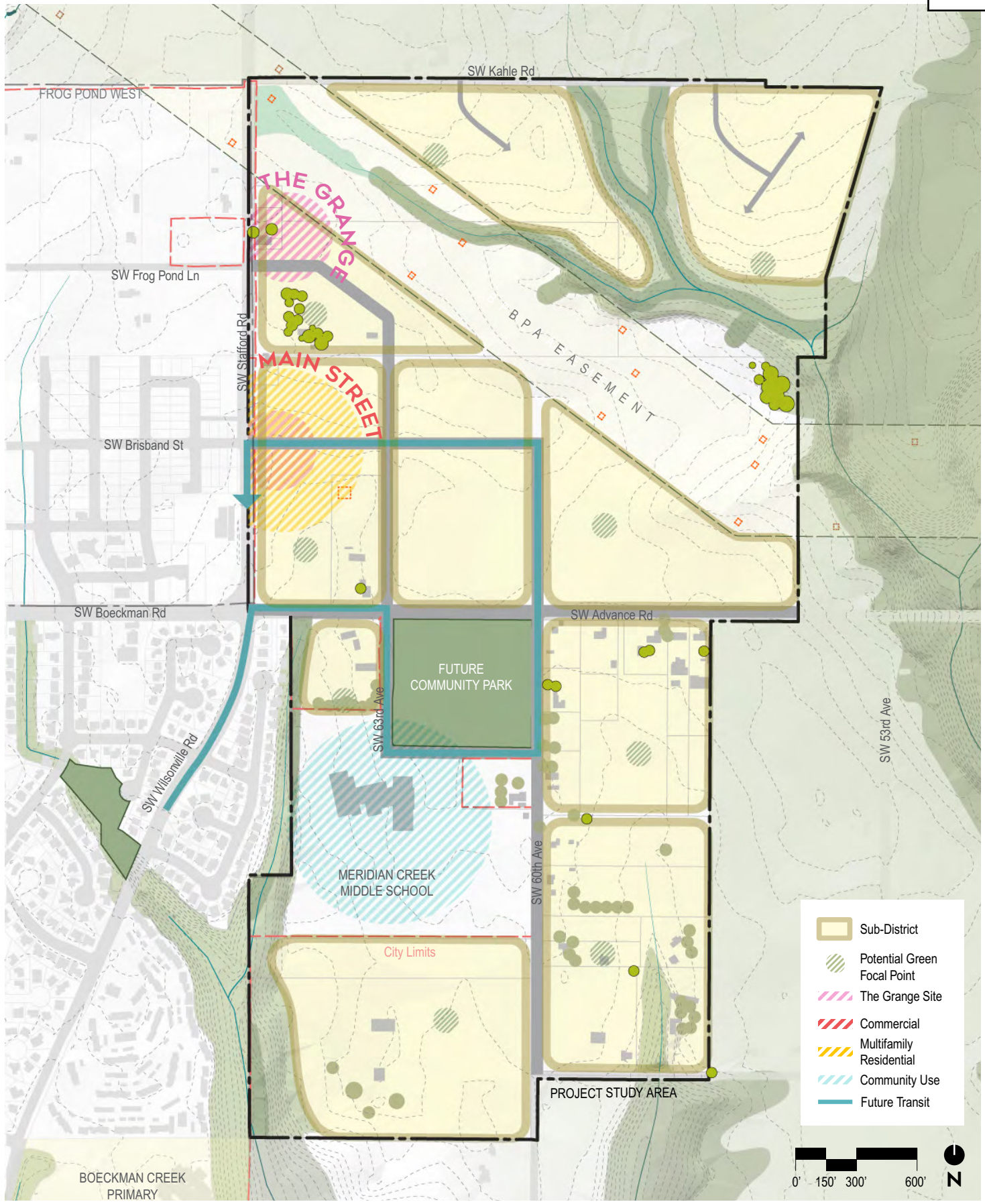
SUBDISTRICTS

Figure 14 shows the concept of “subdistricts” within Frog Pond East and South. The subdistricts are intended as “neighborhoods within neighborhoods” – areas with cohesive building form, public realm features, and other characteristics that give them identity. There are ten subdistricts planned for Frog Pond East and South. Each will have a “green focal point” that is central in the subdistrict and/or aligned with a key feature such as a tree grove. The focal points, together with the neighborhood destinations, will provide many community gathering places in Frog Pond East and South.



Figure 14. Diagram of Conceptual Sub-Districts Frog Pond East and South Work Session January 11, 2023
 Excerpts from Frog Pond East and South Master Plan for Implementation Reference (November 2022 Draft)

Item 2.





COMMUNITY DESIGN CONCEPTS

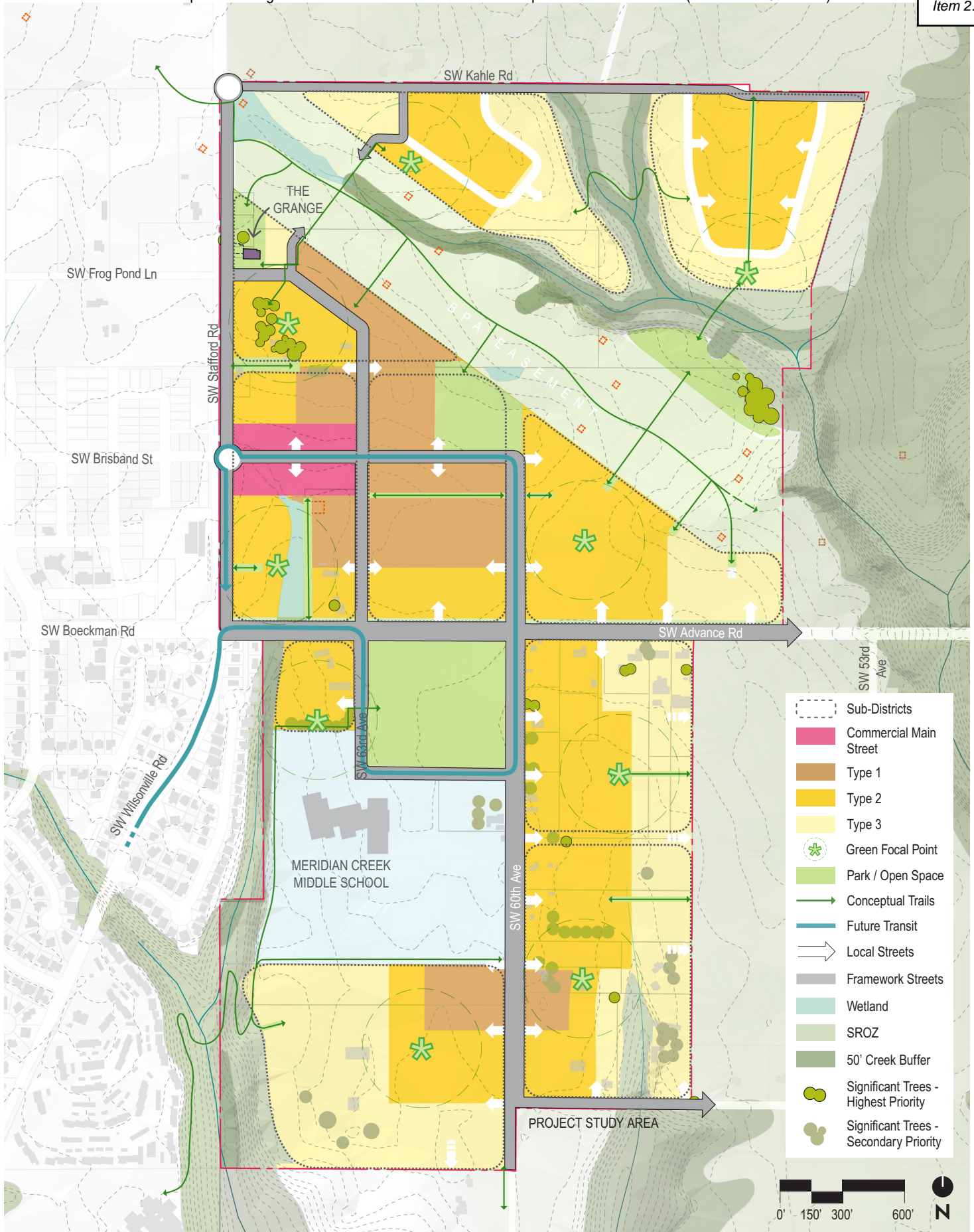
IMPLEMENTING THE DESIGN CONCEPTS

The design concepts discussed above are the foundation of the Master Plan's intent to create a strong sense of place and identity in Frog Pond East and South. The Master Plan's Land Use and Urban Form Plan is shown on Figure 15. The following section summarizes how the Master Plan's key features and intended outcomes implement the design concepts. Additional descriptions are provided in the Land Use and Public Realm chapters of this report.

NEIGHBORHOOD DESTINATIONS WITHIN FROG POND EAST AND SOUTH

- Park/gathering space at the Frog Pond Grange
- A Future Frog Pond East Neighborhood Park
- The SW Brisband Main Street as a neighborhood-scale commercial and mixed-use center
- The Frog Pond South Community Park
- Meridian Creek Middle School
- "Green focal points" within each subdistrict
- Meridian Creek and Newland Creek natural areas
- Significant tree groves







COMMUNITY DESIGN CONCEPTS

FORM BASED DESIGN AND TRANSECT

- More compact housing is in “Type 1” urban form areas (see Chapter 6 for more description of the urban form types)
- Adjacent areas are less compact and result in a transect or transition to even less compact housing form
- The East Neighborhood has its Type 1 housing in the central area adjacent to the Brisband Main Street, future Frog Pond East Neighborhood Park and BPA Easement
- The South Neighborhood has a small node of Type 1 housing located south of the Meridian Middle School property.
- In both neighborhoods, Type 2 and 3 housing form “feathers out” from the Type 1 areas.

A WIDE VARIETY OF HOUSING CHOICES

- Opportunities for a wide spectrum of housing choices: townhomes, quadplexes, tri-plexes, duplexes, cottage clusters, cottage developments, small-lot detached homes, medium and larger lot detached homes, accessory dwelling units, apartments/condos, tiny homes and co-housing
- Requirements for a mix of housing choices in each subdistrict
- Housing capacity for an estimated minimum of 1587 dwellings (See Chapter 6 for housing and land use metrics)





LAND USE

RESIDENTIAL LAND USE AND URBAN FORM

KEY OUTCOMES

The Land Use and Urban Form Plan includes residential areas intended to create three key outcomes:

- **A variety of housing choices** throughout the East and South Neighborhoods
- **Opportunities for affordable housing choices** integrated into the neighborhoods
- A planned **“transect”** of housing form in order to create a cohesive neighborhood that maximizes the amenities available to residents while creating an urban form sensitive to the local context.

VARIETY THROUGHOUT

The Master Plan creates opportunities for a wide variety of housing choices in each neighborhood and subdistrict. This concept focuses on mixing and integrating different housing choices throughout each subdistrict and block rather than having separate areas for separate types of housing units.

The plan defines and maps three types of urban form for housing – Types 1, 2, and 3 – that define the look and feel of the different subdistricts within the neighborhoods. The focus of this typology is urban form: the bulk, height and spacing of buildings. Each urban form type allows for a full array of housing choices.

For example, a detached home may exist in any of the urban form types, but for Type 1 it would have a smaller footprint and, be closer to adjoining homes, and for Type 3 it would have a larger footprint and be farther apart from adjoining homes. Building height will also tend to be taller where Type 1 is designated with height trending down in areas with Type 2 and Type 3 building form. A multi-family building also may exist in any of the urban forms, but for Type 1 the building would be taller and wider with more units per building and closer to adjoining buildings. For Type 3, a multi-family building would be shorter and smaller (similar to the size of a larger single-family home) with fewer units per building, and buildings would be further apart, likely interspersed with single-family homes.



LAND USE

TYPE 1 RESIDENTIAL URBAN FORM

Type 1 residential urban form is the most compact and urban of the three forms:

- Buildings 2-4 stories tall close to the street
- Buildings are closely spaced from each other
- Townhouse, condo/apartment buildings, and similar are not limited in width allowing larger buildings that may even occupy an entire block face
- Lot area per building for detached homes will be small with less yard space than in Type 2 and Type 3
- Townhouses, closely spaced detached homes, and multi-family buildings are expected to be common housing choices provided; cottages or similar small-unit housing is also likely to be built





LAND USE

TYPE 2 RESIDENTIAL URBAN FORM

Type 2 residential urban form is less compact than Type 1 but more compact than Type 3:

- Buildings are intended to be 2 stories, with 3 stories allowed under applicable State law for certain housing categories
- Moderate setbacks from the street
- Building separation is generally 10 feet,
- Building width is moderately limited, to maintain a building bulk consistent among multi-family, middle housing, and single-family detached housing choices
- Detached home lot size is approximately double that of Type 1 allowing for larger home footprints and larger yards than Type 1
- Small to medium sized single-family detached homes and townhouses are expected to be common housing choices, with duplexes, triplexes, quadplexes, cottage clusters, and smaller multi-family buildings also likely to be built.





LAND USE

TYPE 3 RESIDENTIAL URBAN FORM

Type 3 is the least compact residential urban form, characteristics include:

- Buildings primarily 1-2 stories in height, with 3 stories allowed for certain housing categories consistent with applicable State law
- Buildings are set back from the street
- Width of buildings is limited to create smaller buildings, which limits the number of units in multifamily or middle housing structures
- Building separation generally more than 10 feet
- Lot size for detached single-family homes generally 1.5 times that of Type 2 and 3 times that of Type 1, allowing for larger homes and yards
- Medium to large single-family detached homes along with smaller townhouse and duplex buildings are expected to be common housing choices, cottage clusters would be well-suited to this Type, and triplexes, quadplexes, and small multi-family buildings may also be built





PUBLIC REALM

GREEN FOCAL POINTS

In addition to the planned Community Park in Frog Pond South and the Neighborhood Park in Frog Pond East, several “green focal points” are identified in central locations within each walkable subdistrict of the planning area. These are flexible in location and size but are intended to serve as central neighborhood destinations or gathering places that contribute to neighborhood character and identity. In addition to being centrally located, these focal points will be integrated into the neighborhood with front doors facing them, where possible, and provide clear and inviting access for public use.

Many different kinds of uses and activities are envisioned for the green focal points. Examples include community garden plots, small playgrounds or splash pads, nature play areas, pocket parks or plazas, and central green courtyards within housing developments. These smaller open spaces also provide opportunities to preserve mature and significant trees and provide visible stormwater treatment.





IMPLEMENTATION

IMPLEMENTATION MEASURE 4.1.7.D

Implementation of the Frog Pond East & South Master Plan will include the following:

1. Designation and mapping of subdistricts. Subdistricts are smaller geographic areas within each neighborhood where specific regulations may be applied to implement the Master Plan.
2. Clear and objective Development Code standards that:
 - a. Set minimum number of units at the subdistrict or tax lot level.
 - b. Establish height, setback and other development standards for the Type 1, Type 2, and Type 3 Urban Forms described and mapped in the Frog Pond East & South Master Plan.
 - c. Require a variety of housing and include minimum and maximum amounts of specific housing types at the subdistrict or tax lot level.
 - d. Require middle housing.
3. Zoning provisions that provide an alternative path of discretionary review to provide flexibility for development while still achieving the intent of the Master Plan and Development Code.
 - a. The alternative path will include criteria to guide flexibility from the clear and objective height, setback, and other similar development standards for buildings in specific urban design contexts.
4. Define categories of housing for use in implementing housing variety standards.
5. Coordination with the owners of the Frog Pond Grange to coordinate and support continued use and development of the Grange as a community destination.
6. Coordination with the Bonneville Power Administration (BPA) on land use and development within their easement in the East Neighborhood.
7. A future study of design options for the creek crossings shown on the Park and Open Space plan in this Master Plan. This work will address potential structured crossings.
8. The City may initiate a Main Street study to evaluate specific designs and implementation for the SW Brisband Main Street.
9. Adoption of special provisions for design of both the public realm and private development along the east side of SW Stafford Road, north side of SW Advance Road, and surrounding the East Neighborhood Park.



IMPLEMENTATION

- a. On the east side of SW Stafford Road, provisions will combine blending the brick wall design used in Frog Pond West and the desire to have structures have a presence fronting SW Stafford Road with pedestrian access to the protected sidewalk and bicycle path and generally providing entrances facing SW Stafford Road, besides those fronting the SW Brisband Main Street.
- b. On the north side of SW Advance Road provisions will be added to require residential structure orientation, including main entrance, to SW Advance Road. This provision intends to ensure SW Advance is integrated into the design of the development like other collectors in the area such as SW Willow Creek Drive in Frog Pond West. The provisions also ensure homes on the north side of SW Advance across from the community park face the community park.
- c. Provisions will require development around the East Neighborhood Park to orient as to have an active side of the development facing the park.
- d. For all three areas, specific design standards will address adjacent different Urban Design Types, mix of land uses, and key public realm facilities. Provisions will enhance opportunities to provide a better transition between these spaces and a focus on the public realm. For example, allowing three-story buildings in Urban Design Type 2 adjacent to the Commercial Main Street and along Stafford Road coupled with appropriate design measures, to provide a better transition between the four-story structures on SW Brisband and the 2-story residential across Stafford Road and in the rest of the Type 2 area. The design standards will focus on maintaining the community's desires to both, avoid an abrupt height differential between the buildings on the west and east sides of Stafford Road, and also, to focus the tallest buildings around the Main Street and Neighborhood Park, internal to the neighborhood and not on the edge / major roadways. Building stepbacks is another design option that would allow an appropriate transition from the tallest buildings on Main Street heading east along Brisband toward the park and areas with lower densities and building heights.

10. The Master Plan shows the entire area between streams just below where SW Kahle Road forks as SROZ based on existing tree canopy. According to the property owner a portion of this area may have been planted as agricultural trees and may not meet criteria to be SROZ. The City will coordinate with the property owner to further evaluate if a portion of this area is developable or if it should remain in the SROZ. If it is found to be developable, code provisions will allow it to be developed consistent with Type 3 Urban Design standards.

ZONING IMPLEMENTATION

ZONING MAP AMENDMENTS AND IMPLEMENTATION

Table 7 lists the zone districts that will implement each of the Comprehensive Plan designations identified within the planning area.



IMPLEMENTATION

Table 7. Implementing Zoning Designations

COMPREHENSIVE PLAN DESIGNATION	IMPLEMENTING ZONE
Residential Neighborhood	Residential Neighborhood (RN)
Commercial	Planned Development Commercial (PDC)
Public	Public Facilities (PF)
All, where applicable	Significant Resource Overlay Zone (SROZ)

Zoning will be applied concurrent with the annexation and development review process for individual properties.

CODING FOR VARIETY AND PRIORITY HOUSING TYPES

Providing a variety of housing types, and particular housing types, throughout the East and South neighborhoods are important intended outcomes for the Master Plan. There are many examples of how variety and specific housing is designed and delivered in master planned communities such as Northwest Crossing in Bend and like Villebois here in Wilsonville. In those communities, a master developer defines and maps the planned housing types at a very site-specific level such as individual lots or blocks. Master planned communities can also implement specific and strategic phasing of infrastructure and housing types.

The Frog Pond East & South Master Plan aspires to have the detailed variety of a master planned community like Villebois even though it does not have the oversight of a single master developer. There is an opportunity to require and encourage housing that is a priority for the City. Examples include: home ownership opportunities for households of modest income (80-120% of AMI), middle housing units, dwellings that provide for ground floor living (full kitchen, bath and master bedroom on the main floor), and dwellings that provide for ADA³ accessibility.

The standards for Frog Pond’s housing variety will also recognize and accommodate several development realities:

- The neighborhoods will develop incrementally. There may be several larger projects where a developer prepares a coordinated plan for relatively large areas (e.g. 20+ acres). However, there will also be many smaller developments that will occur by different developers, on varied parcel sizes, and at different points of time. The code’s variety standards must work for the likely range of differently scaled projects.
- Flexibility will be needed for evolving market and housing needs over time, including to reflect the City's future Housing Needs Analyses and Housing Production Strategies..

3 Americans with Disabilities Act (1990).



IMPLEMENTATION

- All standards that address housing must be clear and objective. A discretionary review path can be provided as an alternative to provide additional flexibility.

Below is a list of potential strategies for requiring variety throughout Frog Pond East and South. These show the intent of the implementing standards and are subject to refinement or change as the development code is prepared.

Strategy 1: Permit a wide variety of housing types.

Amend the RN Zone to allow the following types in Frog Pond East and South:

- Single-Family Dwelling Units⁴
- Townhouses
- Duplex, Triplex, and Quadplex
- Cluster Housing
- Multiple-Family Dwelling Units
- Cohousing
- Manufactured Dwellings⁵
- Accessory Dwelling Units

Strategy 2: Define “categories” of housing units to be used for implementing variety standards.

Each category would provide a range of housing units to choose from when meeting the variety standards. The categories will be based on the policy objectives of the Council for equitable housing opportunities. They will also include specific housing types desired by the City (e.g. accessory dwelling units). The categories will be defined as part of the development code.

4 Tiny homes are included in this use type
5 Manufactured dwellings are subject to the definitions and requirements of ORS 443.



IMPLEMENTATION

Strategy 3: Establish minimum dwelling unit requirements

Establish the minimum number of dwelling units required in each subdistrict (or on each pre-existing tax lot). The minimum number of required dwellings will help ensure the provision of attached housing forms.

Minimum number of dwelling unit requirements helps ensure variety by preventing a lower production of units than anticipated by the Master Plan. The unit count anticipated in the Master Plan assumes a variety of housing and meeting the minimum is not anticipated to be met without provision of a variety of housing.

Note: The housing capacity estimates prepared for the Master Plan could be used as the basis for the minimums.

Strategy 4: Create development standards for lots and structures that regulate built form according to the mapped Type 1, Type 2, and Type 3 urban form typologies.

This strategy uses form-based standards to create the transect of most compact urban form in Type 1 areas to least compact urban form in Type 3 areas. For each of the Urban form types, define standards for:

- Minimum lot size
- Minimum lot width/street frontage
- Maximum height setbacks for front, side, and rear yards, and garages
- Minimum building spacing
- Maximum lot coverage
- Maximum building width

Strategy 5: Establish minimum housing variety standards by subdistrict and development area.

For each subdistrict (or existing tax lots within subdistricts), define:

- The minimum number of categories required. This standard ensures variety at the subdistrict or tax lot level.
- The maximum percent of net development area for a category. This standard ensures no single category dominates a subdistrict.
- The minimum percent of net development area for categories that represent more affordable and/or accessible housing choices not traditionally provided by the private market and meeting City housing objectives..

Strategy 6: Encourage variety at the block level



IMPLEMENTATION

Housing variety on the block level prevents segregation of housing types that often subsequently segregates populations by economic status. Code provisions, likely incentives but potentially requirements, related to the percent of net area of blocks by housing category will help ensure a fine grained variety of housing type and integration of lower cost housing.

CODING FOR MAIN STREET

The Brisband Main Street received very strong support in open houses, focus groups, tabling events and surveys for the Master Plan. Community members were excited that Main Street could become a walkable and attractive destination with restaurants, shops and services.

Wilsonville has existing and future models of the type of pedestrian-oriented commercial center envisioned for the Frog Pond's Main Street. The village center in Villebois is an anchor point for that community with its well-designed public realm, higher density housing, mixed-use, and strong connections to the adjacent neighborhoods. Wilsonville's Town Center Main Street is a central element of the Town Center Plan and will include attractive streetscapes, mixed-use buildings, and three-to-four story building form.

To achieve the vision for the Brisband Main Street, the following design and development strategies for the Brisband Main Street will be implemented:

- Permit neighborhood-scale retail, services, mixed-use, multi-family residential
- Prohibit drive-through uses and facilities
- Adopt development standards such as:
 - › Shallow setbacks to bring buildings close to Main Street's sidewalks
 - › Up to 4-story building height

"The overall vision for the neighborhood commercial center is that it is a place that provides local goods and services within easy access of the local neighborhoods, has a high quality and pedestrian-oriented design, and serves as a gathering place for the community. Due to its small scale and local orientation, it will not compete with other commercial areas in Wilsonville."

— Frog Pond Area Plan



IMPLEMENTATION

- › Tall ground floors to emphasize storefront character
- › Building frontages that occupy a high percentage of the block faces along Main Street
- Adopt design standards such as:
 - › Primary entrances oriented to Brisband or its intersections
 - › Front setback areas designed for pedestrian use
 - › Parking to the sides or rears of buildings
 - › Small plazas designed as an accessible amenity
 - › Weather protection (awnings and/or canopies) along sidewalks
 - › Building articulation, fenestration, and materials that make Main Street an attractive place and contribute to the vitality of the street environment

The City may initiate a design study for Main Street to evaluate detailed public realm improvements and coordinate them with private development.



Frog Pond East and South Implementation

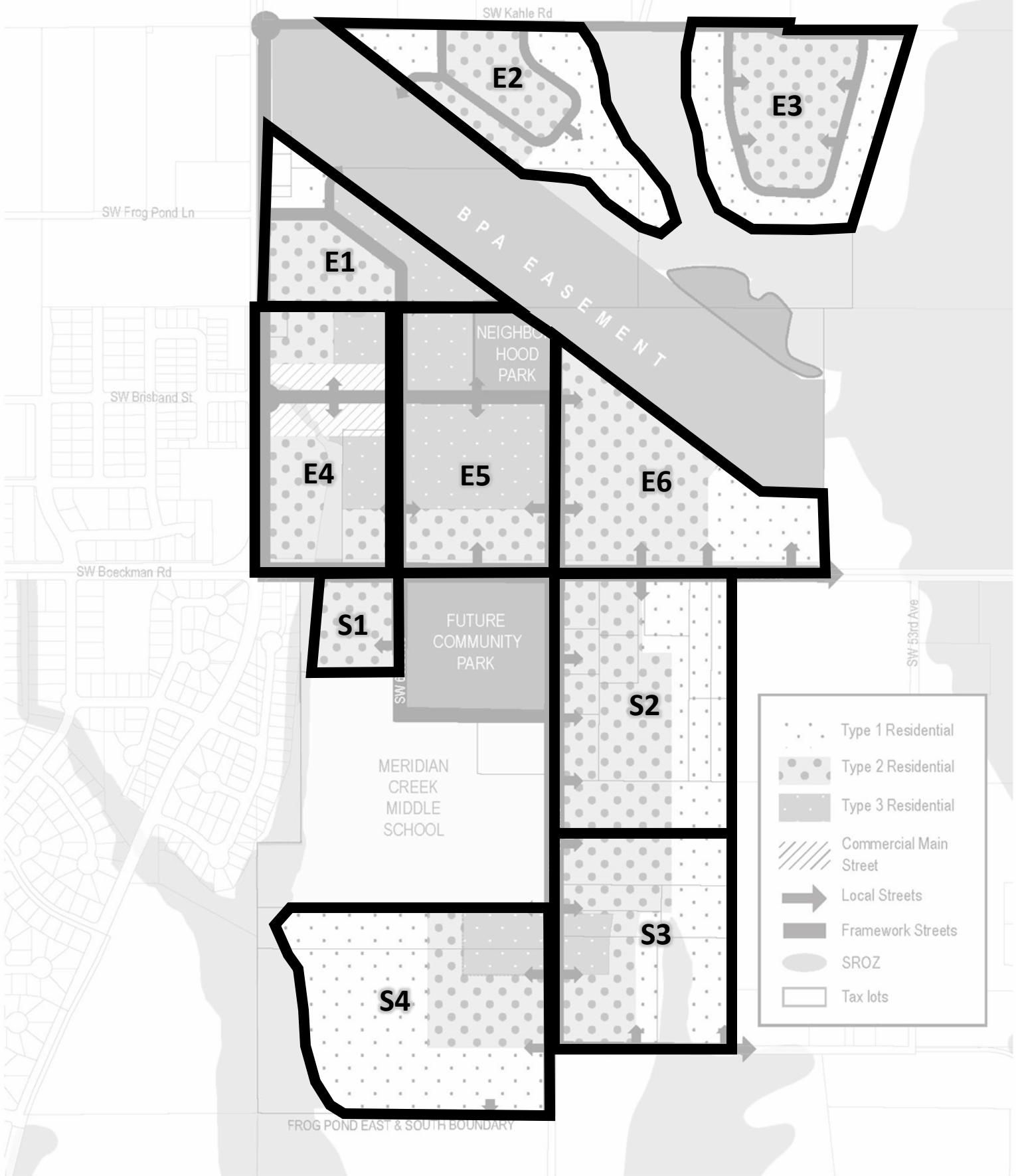
Draft Development Code Concepts for January 2023 Work Session

1. Designation of Subdistricts

- **Intent:** To clearly designate subdistrict boundaries based on existing property lines consistent with the subdistricts shown in the Master Plan.
- **Explanation:** Put the subdistricts map in the zoning Code, so there is no need to reference Master Plan.
- **Code Reference:** Add to Subsection 4.127 (.05) *Residential Neighborhood Zone Sub-districts*.
- **Draft Code Amendment:** See map on next page - - >

Figure X. Frog Pond East and South Subdistricts

Item 2.



2. **Minimum number of units for subdistricts and tax lots**

- **Intent:** Establish minimum unit count for consistency with the Master Plan. Minimum unit count provides needed certainty for infrastructure planning ensuring sufficient units to help pay for planned infrastructure. While other standards will be primary drivers of variety, the minimum unit count helps encourages housing variety as meeting unit count minimums would require some housing variety. Minimums also achieve compliance with Metro standards and State metropolitan housing rules. See Strategy 3 on page 111 of the Master Plan.
- **Explanation:** Presented in table format, establishes minimum unit numbers, consistent with calculation of property capacity based on expected unit types for each urban form type reflected in the Master Plan appendix. Where an entire subdistrict is currently under single ownership, the number is shown for only the entire subdistrict. Where the subdistrict covers multiple existing properties and ownerships, it is broken down by tax lot for the scenario that a tax lot develops independently of other lots in the subdistrict. A footnote explains what happens in the scenario that a developer controls multiple adjacent taxlots that are listed separately in the table.
- **Code Reference:** Table X, Section 4.127 (.06). Subsection (.06) will be retitled *Minimum and Maximum Residential Lots or Units* and this table will be added under a new Subsection C. which sets the minimum unit count specifically for Frog Pond East and South.
- **Draft Code Amendment:** See table on next page - - >

Table X. Minimum Number of Units in Frog Pond East and South Sub-districts	
Sub-Districts	Minimum Number of Units
E1	101
E2	138
E3	172
E4*	169
E4 TL 1101 (portion)	129
E4 TL 1200	40
E4 TL 1000	0
E5	299
E6	205
S1	27
S2*	94
S2 TL 1000 28050 SW 60 th Ave	1
S2 TL 800 5890 SW Advance Rd	1
S2 TL 500 5780 SW Advance Rd	1
S2 TL 300 5738 SW Advance Rd	2
S2 TL 100 5696 SW Advance Rd	2
S2 TL 900	11
S2 TL 700	52
S2 TL 400	5
S2 TL 200	5
S2 TL 1100 28152 SW 60 th Ave	3
S2 TL 1200	9
S2 TL 1300 28300 SW 60 th Ave	2
S3*	156
S3 TL 1400 28424 SW 60 th Ave	33
S3 TL 1500 28500 SW 60 th Ave	31
S3 TL 1600	13
S3 TL 1800 28668 SW 60 th Ave	4
S3 TL 1700 28580 SW 60 th Ave	5
S3 TL 1900 5899 SW Kruse Rd	48
S3 TL 2000 5691 SW Kruse Rd	11
S4*	219
S4 TL 2600	64
S4 TL 2700 28901 SW 60 th Ave	155

*Where an application includes two or more adjacent tax lots within the subdistrict, the minimum does not need to be met on each individual tax lot so long as the total number of units proposed for all the included tax lots within the subdistrict is equal to or greater than the sum of the minimums in this table for the included tax lots.

3. *Urban form standards*

- **Intent:** Provide clear guidance for development of residential buildings in each of the different urban forms, Type 1, Type 2, Type 3, mapped in the Master Plan. See Strategy 4 on page 111 of the Master Plan.
- **Explanation:** Numeric standards for each Type presented in a table format to articulate clear and objective siting and design standards. The table follows the format of the lot standards table for Frog Pond West. The proposed numbers represent precedent structures of a variety of housing types, as well as seek to remain consistent with similar standards in Frog Pond West and elsewhere in the City. See pages after table on next page for precedent examples.
- **Code Reference:** Subsection 4.127 (.08) *Lot Development Standards* Table 4. Subsection (.08) will be reorganized to clearly differentiate between standards for Frog Pond West and those for Frog Pond East and South.
- **Draft Code Amendment:** See table on next page - - >

Table 4. Lot and Structure Standards for Frog Pond East and South Neighborhoods

Land Use Map Designation	Min. lot size except townhouses (sq. ft.)	Min. lot size for townhouses (sq. ft.)	Min. lot width / street frontage (ft.)	Max height (ft.)	Front Setbacks			Rear Setbacks			Distance Between Buildings (feet)	Max. lot coverage ^l
					Front Min. (ft.)	Front Max. (ft.)	Maximum Building Width Facing Street (feet)	Rear Min. (ft.)	Garages (note)	Side Min. (ft.)		
Urban Form Type 1	2,000	1,200	30 ^C	45	6 ^D	10 ^E	None	10	^G	5	Per building code	75%
Urban Form Type 2	4,000	1,500 ^A	35 ^C	35	10	25 ^E	120 except that buildings over 90 feet cannot occupy entire block face.	10	^G	5	8	60%
Urban Form Type 3	6,000	1,500 ^B	35 ^C	35	10	None	90	15 ^F	^G	7.5	12 ^H	45%

Notes:

- A. The combined area for two or more lots for a townhouse building shall be at least 4,000 square feet. This means the average lot size per unit for a two-unit townhouse building would be at least 2,000 square feet. Either of the lots could be as low as 1,500 square feet as long as the other lot compensates to add up to 4,000 square feet.
- B. The combined area for two or more lots for a townhouse building shall be at least 6,000 square feet. This means the average lot size per unit for a two-unit townhouse would be at least 3,000 square feet, and for a three-unit townhouse would be 2,000 square feet per unit. Any individual lot can be as small as 1,500 square feet as long as other lots for the townhouse building compensate to add up to a total of 6,000 square feet.
- C. Minimum lot width / street frontage for townhouse lots is 20 feet.
- D. In Urban Form Type 1 the minimum front setback is 6 feet to accommodate a public utility easement (PUE) for franchise utilities. If the City requires a wider PUE the minimum setback shall increase to accommodate the PUE. If a finding can be made that no PUE is necessary and access stairs or ramps can be accommodated without impeding on the public right of way, no setback is required.
- E. Where a maximum setback exists, and the property line it is measured from is either curvilinear or intersects with a connecting property line at anything besides a right angle, the maximum setback need only be met at one point along the property line.
- F. The minimum rear setback for a cottage cluster and Accessory Dwelling Unit (ADU) is 10 feet.
- G. Setbacks for residential garages are as follows:
 - 1. Front (street loaded): minimum 20 feet.
 - 2. Alley loaded with exterior driveway: minimum 18 feet from the alley.
 - 3. Alley loaded without exterior driveway: minimum 3 feet and maximum 5 feet.
- H. Minimum building spacing for cottage clusters is 10 feet, for ADUs it is as-required by Building Code.
- I. On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%. Cottage clusters and ADUs are exempt from maximum lot coverage standards.

Precedent Examples for Proposed Building Width and Other Standards

With Google Street View (where available) and Aerial Photo

Multi-family (Apartments and Condos)

Type 1 Urban Form Precedents

11395 SW Toulouse Street

Toulouse Street block-wide multi-family

Building Width 257 feet

Front Setback 5 feet



Type 2 Urban Form Precedents

11489 SW Toulouse Street

Toulouse Street small multi-family

Building Width 100 feet

Front Setback 6 feet



Type 2 Urban Form Precedents continued

28796 SW Ashland Loop

Traditional multi-family-Boulder Creek

Building Width 116 feet

Setback from Street 30 feet

Setback from Parking lot 20 feet



7114 SW McDonald Drive

Traditional multi-family-Berkshire Court

(Could be Type 3 Urban Form if buildings without single-level connection)

Building Width 125 feet

Setback from Street 35 feet

Setback from Parking lot 20 feet



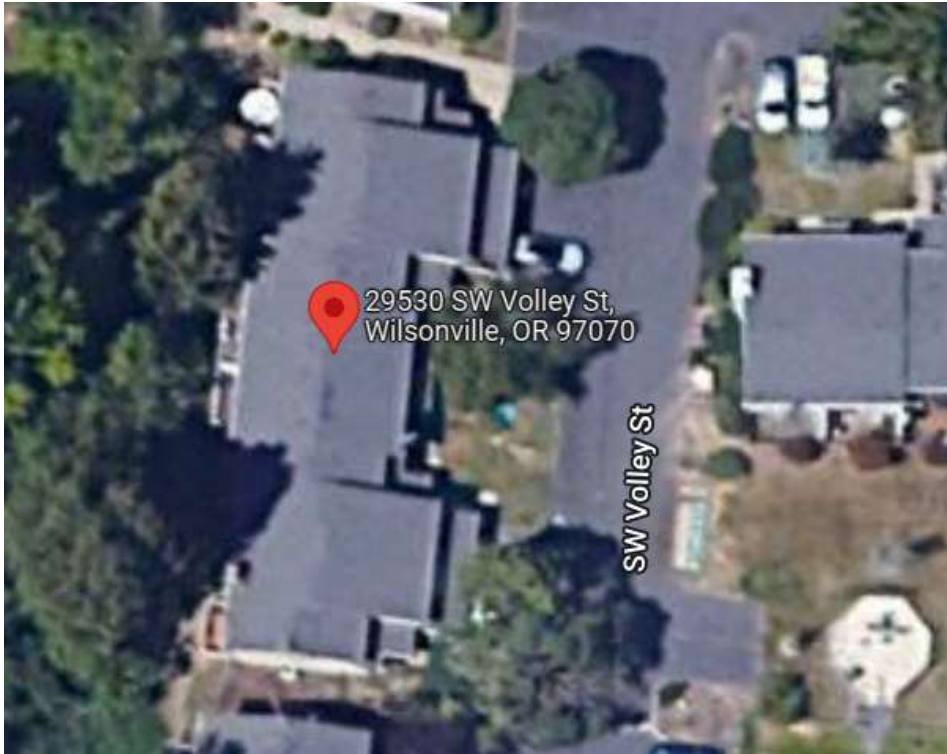
Type 2 Urban Form Precedents continued

29530 SW Volley Street

Six-unit condo building

Building Width 120 feet

Setback from Circulation Drive 16 feet



Plexes and Townhouses

Type 1 Urban Form Precedents

28515 through 28535 SW Paris Ave

Villebois six-unit townhouse

(Could also be Type 2 Urban Form)

Building Width `92 feet

Front Setback 10 feet



29136 through 29152 SW Costa Circle E

Five-unit townhouse in Villebois next to detached single-family

(Could also be Type 2 Urban Form)

Building Width 88 feet

Front Setback 15 feet

Distance Between Buildings 8 feet



Type 2 Urban Form Precedent

29520 SW Brown Road

Older six-unit apartment building

Building Width 98 feet

Setback from Parking Lot 5 feet



Type 3 Urban Form Precedents

28760 and 27870 SW Painter Drive

Two-unit townhouse (aka attached single-family) Frog Pond West

Building Width 83 feet

Front Setback 15 feet



Type 3 Urban Form Precedents continued

29455 SW Serenity Way

Older triplex

Building Width 80 feet

Front Setback 20 feet



29670 SW Brown Road

Older four-plex, with stacked flats

Building Width 55 feet

Setback from Parking Lot 5 feet



Type 3 Urban Form Precedents continued

29631 SW Serenity Way

Older four-plex (side by side configuration)

Building Width 89 feet

Front Setback more than 20 feet



28741 through 28753 SW Costa Circle East

Four-unit townhouse on Costa Circle

Building Width 78 feet

Front Setback 15 feet

Distance Between Buildings 10 feet



Detached Single-Family

Type 1 Urban Form Precedent

11325 and 11331 SW Barber Street

Narrow detached homes

Building Width 20 feet, each

Distance between buildings 5 feet

Front Setback 5 feet



Type 2 Urban Form Precedent

7245 SW Chestnut Lane

Frog Pond West small-lot detached home

Building Width 38 feet

Front Setback 10 feet

Distance Between Homes 8 feet



Type 3 Urban Form Precedents

6761 SW Primrose Court

Street of Dreams single-family Frog Pond West

Building Width 90 feet

Front Setback 20 feet



30944 SW Kensington Drive

Detached single-family home from 1990's

Building Width 53 feet

Front Setback 25 feet

Distance Between Buildings 12 feet



4. Define categories for housing variety

- **Intent:** To create categories that will be the foundation to variety standards for Frog Pond East and South meeting to help meet key housing policy objectives of the City. See Strategy 2 under housing variety on page 110 of the Master Plan.
- **Explanation:** Creates a table separating housing unit types into four categories based on built form and existing definitions in the City's Development Code.
- **Code Reference:** These Code amendments will be part of a new subsection within Section 4.127 focused on housing variety in Frog Pond East and South. Housing type definitions will remain as adopted with Middle Housing in Wilsonville Project found in Section 4.001 *Definitions*.
- **Code Concept:**

Table 7. Housing Unit Categories for Frog Pond East and South Neighborhoods

Unit Category A	Unit Category B	Unit Category C	Unit Category D
Attached Multi-family units	Attached middle housing, including: <ul style="list-style-type: none"> • Townhouses • Duplex • Triplex • Quadplex 	<ul style="list-style-type: none"> • Cottage clusters • Detached units 1200 sf^A or less (besides cottage cluster units) • Accessory dwelling units 	Detached dwelling units more than 1200 sf ^A <ul style="list-style-type: none"> • Detached homes on their own lot • Cluster housing • Detached multi-family units

Footnotes to Table 7

A. Square footage represents a measurement of the Habitable Floor Area as defined in Section 4.001 *Definitions*

5. Clear and objective design standards for multi-family

- **Intent:** Provide clear and objective design and siting standards for multi-family buildings similar to single-family and middle housing to provide consistent review of all housing types in Frog Pond East and South, and potentially citywide.
- **Explanation:** Adapt and modify current design standards for middle housing, especially townhouses, to apply to attached multi-family. A policy decision is needed to determine whether to apply these standards only in Frog Pond East and South or to apply to new multi-family buildings citywide.
- **Code Reference:** Add new subsection to Subsection 4.113 (.14) if citywide or add as new subsection in Section 4.127 if applying only to Frog Pond East and South
- **Draft Code Amendment:** N/A. For this work session there is no draft language proposed. Rather, the project team is only looking for direction from the Commission on how to proceed and then draft Code

amendment language will be brought forward at a subsequent work session. The key directional questions the project team is looking to get answered are:

- **Policy Questions:**

1. Should multi-family buildings be reviewed in the same manner as single-family homes and middle housing or remain subject to Site Design Review by the Development Review Board?
2. If new standards are development for review of multi-family buildings, should the standards be applied citywide or only to Frog Pond East and South?

Staff recommendation: Citywide, besides Villebois. Villebois is not included as it has its own design standard system and review process separate from the rest of the City. Citywide, besides Villebois, is consistent with how design standards are applied for other housing types including single-family homes and middle housing. This is a ministerial, or staff, review based on clear and objective standards that occurs at the time of building permit issuance. The intent would be to allow multi-family to go through a similar ministerial review process as middle housing and single-family homes rather than be subject to Site Design Review and review by the Development Review Board. Public processes such as these have been used historically to prevent needed housing. Also, with limits on housing review criteria (must be clear and objective) these processes can be frustrating to interested neighbors by providing on the surface an opportunity to comment and potentially stop a project, but in reality the City is required to approve despite neighborhood objections if clear and objective criteria are met. Staff notes multi-family is not an allowed use in Old Town or Frog Pond West, so those detailed design standards would not conflict with new detailed design standards.

3. If supportive of standards to review multi-family like other housing, does the Commission support an approach of adapting and modifying, as appropriate, design standards applied to similarly sized structures like townhouses in order to apply them to multi-family buildings?

6. Standards for Green Focal Points in Each Subdistrict

- **Intent:** To establish clear and objective standards for green focal points such as small playgrounds or plazas, which will be an important urban design focus of each subdistrict, as identified in the Master Plan. See page 79 of the Master Plan.
- **Explanation:** The draft Code amendment is primarily in table form. For each subdistrict, the table identifies minimum green focal point size, location and other requirements, as applicable. Where multiple

existing properties share a subdistrict, particularly in Frog Pond South, an explanation is provided of what would be expected if existing taxlots were developed independently. The minimum green focal point size is based on existing open space requirements in Section 4.113 *Standards Applying to Residential Development in Any Zone*. See further explanation below.

With the provision of green focal points in each subdistrict, standards need to also be put in place for surrounding development in subdistricts to treat them as a focal point. Standards include how direct the path is to the focal point and the orientation of surrounding buildings.

In addition, a purpose statement is added to the open space section of the Residential Neighborhood Zone reflecting the intent of green focal points in the Master Plan for Frog Pond East and South.

- **Code Reference:** Standards added as Subsection C. to 4.127 (.09) *Open Space*. Purpose statement added to Subsection A. of this Open Space subsection.
- **Draft Code Amendment:**

Purpose: For the East and South Neighborhoods, Green Focal Points are intended to serve as central neighborhood destinations or gathering places that contribute to neighborhood character and identity. Green Focal Points can take a variety of forms, including community garden plots, small playgrounds or splash pads, nature play areas, pocket parks or plazas, and central green courtyards within housing developments.

Table X. Green Focal Points			
Sub-Districts	Minimum Size		Location and other requirements
E1	0.75 acres		Located either north of Grange building or in grove around existing home at 27480 SW Stafford Road.
E2	0.75 acres		N/A
E3	0.75 acres		At trailhead adjacent to SROZ leading to the south.
E4	0.75 acres		Plaza space integrated into commercial main street, linear area

			may extend north or south of main street.
E5	None additional, location of East Neighborhood Park		East Neighborhood Park serves as green focal point
E6	0.75 acres		Does not include park area on north side of BPA Easement, this green focal point must be located south of the BPA Easement.
S1	0.25 acres		N/A
S2	0.75 acres		To be located on Tax Lot 700, Section 18B aligned with terminus of future extension of SW Hazel Street
S3	0.75 acres		To be located near northern end of creek potentially collocated with regional storm facility. At least 0.25 acre each on Tax Lots 1600, 1700, 1800, of Section 18B.
S4	0.75 acres		To be located along boundary between Tax Lots 2600 and 2700 with 0.50 acre on Tax Lot 2700 and 0.25 acres on Tax Lot 2600, Section 18.

1. Within each subdistrict, streets shall provide direct access to the subdistrict's green focal point. Direct access, for this purpose of this requirement, means from any point on any local street within the subdistrict,

a traveler would need to take travel on no more than two different streets to reach the green focal point.

2. Structures adjacent to or across the street from green focal points shall have at least one entrance oriented towards the green focal point.

Additional Explanation and Rational of Green Focal Point Size:

Section 4.113 requires 25% of residential development to be open space, half of which must be usable, while the other can be natural area or similar. As recently as 2020, with citywide residential standard updates, the City Council has expressed a priority to maintain this level of open space and no direction has come to exempt Frog Pond East and South from this citywide standard.

The total developable residential area of Frog Pond East and South is approximately 170 acres. This excludes mapped natural areas (SROZ), the BPA easement, the planned mixed use commercial area, and the planned neighborhood park in Frog Pond East.

25% of 170 acres is 42.5 acres. Half of this acreage can be non-usable open space, such as natural areas. As established in Section 4.113, SROZ and non-active BPA easement area can be counted to meet non-active open space requirements. This is easily met in Frog Pond East and South with the riparian SROZ areas and BPA easement, leaving only the 21.25-acre active open space requirement (50% of required open space or 12.5% of 170 acre) to examine as it relates to green focal points.

The Master Plan calls for a 10 acre community park, a 3-acre neighborhood park, a 1-acre park in an area of Frog Pond East between the BPA Easement and SROZ that is otherwise not accessible for development, and at least 1 acre of trails and other active amenities in the BPA easement. All these known active spaces add up to approximately 15 acres, leaving 6.25 acres for other active open spaces in the form of green focal points.

The 6.25 acres is then divided evenly across the subdistricts, with a couple exceptions. Subdistrict E5 already has the neighborhood park as the focal point, and would not require any additional area. Subdistrict S1 is notably smaller than other subdistricts, and therefore should have a reduced (1/3 of other subdistricts) requirement. The 6.25 can therefore be divided by 8.33 (five East subdistricts, with the sixth exempt, plus three and 1/3 South subdistricts). This comes out to 0.75 acres per subdistrict, with 0.25 for subdistrict S1

Section 4.127. Residential Neighborhood (RN) Zone.

(.01) *Purpose.* The Residential Neighborhood (RN) zone applies to lands within Residential Neighborhood Comprehensive Plan Map designation. The RN zone is a Planned Development zone, subject to applicable Planned Development regulations, except as superseded by this section or in legislative master plans. The purposes of the RN Zone are to:

- A. Implement the Residential Neighborhood policies and implementation measures of the Comprehensive Plan.
- B. Implement legislative master plans for areas within the Residential Neighborhood Comprehensive Plan Map designation.
- C. Create attractive and connected neighborhoods in Wilsonville.
- D. Regulate and coordinate development to result in cohesive neighborhoods that include: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community.
- E. Encourage and require quality architectural and community design as defined by the Comprehensive Plan and applicable legislative master plans.
- F. Provide transportation choices, including active transportation options.
- G. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is visual and physical access to nature.
- H. Create housing opportunities for a variety of households, including housing types that implement the Wilsonville Equitable Housing Strategic Plan and housing affordability provisions of legislative master plans.

(.02) *Permitted uses:*

- A. Open Space.
- B. Single-Family Dwelling Unit.
- C. Townhouses. During initial development in the Frog Pond West Neighborhood, a maximum of two townhouses may be attached, except on corners, a maximum of three townhouses may be attached.
- D. Duplex.
- E. Triplex and quadplex. During initial development in the Frog Pond West Neighborhood, triplexes are permitted only on corner lots and quadplexes are not permitted.
- F. Cluster housing. During initial development in the Frog Pond West Neighborhood, only two-unit cluster housing is permitted except on corner lots where three-unit cluster housing is permitted.
- G. Multiple-Family Dwelling Units, except when not permitted in a legislative master plan, subject to the density standards of the zone. Multi-family dwelling units are not permitted within the Frog Pond West Master Plan area.
- H. Cohousing.
- I. Cluster Housing (Frog Pond West Master Plan).
- J. Public or private parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than 45 feet from any other lot.

K. Manufactured homes.

(.03) *Permitted accessory uses:*

- A. Accessory uses, buildings and structures customarily incidental to any of the principal permitted uses listed above, and located on the same lot.
- B. Living quarters without kitchen facilities for persons employed on the premises or for guests. Such facilities shall not be rented or otherwise used as a separate dwelling unless approved as an accessory dwelling unit or duplex.
- C. Accessory Dwelling Units, subject to the standards of Section 4.113 (.10).
- D. Home occupations.
- E. A private garage or parking area.
- F. Keeping of not more than two roomers or boarders by a resident household.
- G. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.
- H. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten 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 feet.
- I. Livestock and farm animals, subject to the provisions of Section 4.162.

(.04) *Uses permitted subject to Conditional Use Permit requirements:*

- A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, sub-stations and pump stations.
- B. Commercial Recreation, including public or private clubs, lodges or meeting halls, golf courses, driving ranges, tennis clubs, community centers and similar commercial recreational uses. Commercial Recreation will be permitted upon a finding that it is compatible with the surrounding residential uses and promotes the creation of an attractive, healthful, efficient and stable environment for living, shopping or working. All such uses except golf courses and tennis courts shall conform to the requirements of Section 4.124(.04)(D) (Neighborhood Commercial Centers).
- C. Churches; public, private and parochial schools; public libraries and public museums.
- D. Neighborhood Commercial Centers limited to the provisions of goods and services primarily for the convenience of and supported by local residents. Neighborhood Commercial Centers are only permitted where designated on an approved legislative master plan.

(.05) *Residential Neighborhood Zone Sub-districts:*

- A. RN Zone sub-districts may be established to provide area-specific regulations that implement legislative master plans.
 - 1. For the Frog Pond West Neighborhood, the sub-districts are listed in Table 1 of this Code and mapped on Figure 6 of the Frog Pond West Master Plan. The Frog Pond West Master Plan Sub-District Map serves as the official sub-district map for the Frog Pond West Neighborhood.

(.06) *Minimum and Maximum Residential Lots:*

- A. The minimum and maximum number of residential lots approved shall be consistent with this Code and applicable provisions of an approved legislative master plan.

1. For initial development of the Frog Pond West Neighborhood, Table 1 in this Code and Frog Pond West Master Plan Table 1 establish the minimum and maximum number of residential lots for the sub-districts.
 2. For areas that are a portion of a sub-district, the minimum and maximum number of residential lots are established by determining the proportional gross acreage and applying that proportion to the minimums and maximums listed in Table 1. The maximum density of the area may be increased, up to a maximum of ten percent of what would otherwise be permitted, based on an adjustment to an SROZ boundary that is consistent with 4.139.06.
- B. The City may allow a reduction in the minimum density for a sub-district when it is demonstrated that the reduction is necessary due to topography, protection of trees, wetlands and other natural resources, constraints posed by existing development, infrastructure needs, provision of non-residential uses and similar physical conditions.

Table 1. Minimum and Maximum Residential Lots by Sub-District in the Frog Pond West Neighborhood			
Area Plan Designation	Frog Pond West Sub-district	Minimum Lots in Sub-district ^{a,b}	Maximum Lots in Sub-district ^{a,b}
R-10 Large Lot	3	26	32
	7	24	30
	8	43	53
R-7 Medium Lot	2	20	25
	4	86	107
	5	27	33
	9	10	13
	11	46	58
R-5 Small Lot	1	66	82
	6	74	93
	10	30	38
Civic	12	0	7 ^a
Public Facilities (PF)	13	0	0

- a. Each lot must contain at least one dwelling unit but may contain additional units consistent with the allowance for ADUs and middle housing.
- b. For townhouses, the combined lots of the townhouse project shall be considered a single lot for the purposes of the minimum and maximum of this table. In no case shall the density of a townhouse project exceed 25 dwelling units per net acre.
- c. These metrics apply to infill housing within the Community of Hope Church property, should they choose to develop housing on the site. Housing in the Civic sub-district is subject to the R-7 Medium Lot Single Family regulations.

(.07) Development Standards Generally:

- A. Unless otherwise specified by this the regulations in this Residential Development Zone chapter, all development must comply with Section 4.113, Standards Applying to Residential Development in Any Zone.

(.08) Lot Development Standards:

- A. Lot development shall be consistent with this Code and applicable provisions of an approved legislative master plan.
- B. Lot Standards Generally. For the Frog Pond West Neighborhood, Table 2 establishes the lot development standards unless superseded or supplemented by other provisions of the Development Code.
- C. Lot Standards for Small Lot Sub-districts. The purpose of these standards is to ensure that development in the Small Lot Sub-districts includes varied design that avoids homogenous street frontages, creates active pedestrian street frontages and has open space that is integrated into the development pattern.

Standards. Planned developments in the Small Lot Sub-districts shall include one or more of the following elements on each block:

- 1. Alleys.
- 2. Residential main entries grouped around a common green or entry courtyard (e.g. cluster housing).
- 3. Four or more residential main entries facing a pedestrian connection allowed by an applicable legislative master plan.
- 4. Garages recessed at least four feet from the front façade or six feet from the front of a front porch.

Neighborhood Zone Sub-District	Min. Lot Size (sq. ft.) ^{A,B}	Min. Lot Depth (ft.)	Max. Lot Coverage (%)	Min. Lot Width ^{J, N} (ft.)	Max. Bldg. Height ^H (ft.)	Setbacks ^{K, L, M}				
						Front Min. (ft.)	Rear Min. (ft.)	Side Min. (note)	Garage Min Setback from Alley (ft.)	Garage Min Setback from Street ^{O,P} (ft.)
R-10 Large Lot	8,000	60'	40% ^E	40	35	20 ^F	20	^M	18 ^G	20
R-7 Medium Lot	6,000 ^C	60'	45% ^E	35	35	15 ^F	15	^M	18 ^G	20
R-5 Small Lot	4,000 ^{C,D}	60'	60% ^E	35	35	12 ^F	15	^M	18 ^G	20

Notes:

- A. Minimum lot size may be reduced to 80% of minimum lot size for any of the following three reasons: (1) where necessary to preserve natural resources (e.g. trees, wetlands) and/or provide active open space, (2) lots designated for cluster housing (Frog Pond West Master Plan), (3) to increase the number of lots up to the maximum number allowed so long as for each lot reduced in size a lot meeting the minimum lot size is designated for development of a duplex or triplex.
- B. For townhouses the minimum lot size in all sub-districts is 1,500 square feet.
- C. In R-5 and R-7 sub-districts the minimum lot size for quadplexes and cottage clusters is 7,000 square feet.
- D. In R-5 sub-districts the minimum lot size for triplexes is 5,000 square feet.
- E. On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%. Cottage clusters are exempt from maximum lot coverage standards.
- F. Front porches may extend 5 feet into the front setback.

- G. The garage setback from alley shall be minimum of 18 feet to a garage door facing the alley in order to provide a parking apron. Otherwise, the rear or side setback shall be between 3 and 5 feet.
 - H. Vertical encroachments are allowed up to ten additional feet, for up to 10% of the building footprint; vertical encroachments shall not be habitable space.
 - I. For townhouses in all sub-districts minimum lot width is 20 feet.
 - J. May be reduced to 24' when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive or a public pedestrian access in a cluster housing (Frog Pond West Master Plan) development.
 - K. Front Setback is measured as the offset of the front lot line or a vehicular or pedestrian access easement line. On lots with alleys, Rear Setback shall be measured from the rear lot line abutting the alley.
 - L. For cottage clusters all setbacks otherwise greater than 10 feet for other housing types is reduced to 10 feet
 - M. On lots greater than 10,000 SF with frontage 70 ft. or wider, the minimum combined side yard setbacks shall total 20 ft. with a minimum of 10 ft. On other lots, minimum side setback shall be 5 ft. On a corner lot, minimum side setbacks are 10 feet.
 - N. For cluster housing (Frog Pond West Master Plan) with lots arranged on a courtyard, frontage shall be measured at the front door face of the building adjacent to a public right-of-way or a public pedestrian access easement linking the courtyard with the Public Way.
 - O. All lots with front-loaded garages are limited to one shared standard-sized driveway/apron per street regardless of the number of units on the lot.
 - P. The garage shall be setback a minimum of 18 feet from any sidewalk easements that parallels the street.
- D. Lot Standards Specific to the Frog Pond West Neighborhood.
- 1. Lots adjacent to Boeckman Road and Stafford Road shall meet the following standards:
 - a. Rear or side yards adjacent to Boeckman Road and Stafford Road shall provide a wall and landscaping consistent with the standards in Figure 10 of the Frog Pond West Master Plan.
 - 2. Lots adjacent to the collector-designated portions of Willow Creek Drive and Frog Pond Lane shall not have driveways accessing lots from these streets, unless no practical alternative exists for access. Lots in Large Lot Sub-districts are exempt from this standard.

(.09) *Open Space:*

- A. *Purpose.* The purposes of these standards for the Residential Neighborhood Zone are to:
 - 1. Provide light, air, open space, and useable recreation facilities to occupants of each residential development.
 - 2. Retain and incorporate natural resources and trees as part of developments.
 - 3. Provide access and connections to trails and adjacent open space areas.

For Neighborhood Zones which are subject to adopted legislative master plans, the standards work in combination with, and as a supplement to, the park and open space recommendations of those legislative master plans. These standards supersede the Open Space requirements in WC Section 4.113(.01).
- B. *Within the Frog Pond West Neighborhood, the following standards apply:*
 - 1. Properties within the R-10 Large Lot sub-districts and R-7 Medium Lot sub-districts are exempt from the requirements of this section. If the Development Review Board finds, based upon substantial evidence in the record, that there is a need for open space, they may waive this exemption and require open space proportional to the need.
 - 2. For properties within the R-5 Small Lot sub-districts, Open Space Area shall be provided in the following manner:

- a. Ten percent of the net developable area shall be in open space. Net developable area does not include land for non-residential uses, SROZ-regulated lands, streets and private drives, alleys and pedestrian connections. Open space must include at least 50 percent usable open space as defined by this Code and other like space that the Development Review Board finds will meet the purpose of this section.
- b. Natural resource areas such as tree groves and/or wetlands, and unfenced low impact development storm water management facilities, may be counted toward the ten percent requirement at the discretion of the Development Review Board. Fenced storm water detention facilities do not count toward the open space requirement. Pedestrian connections may also be counted toward the ten percent requirement.
- c. The minimum land area for an individual open space is 2,000 square feet, unless the Development Review Board finds, based on substantial evidence in the record, that a smaller minimum area adequately fulfills the purpose of this Open Space standard.
- d. The Development Review Board may reduce or waive the usable open space requirement in accordance with Section 4.118(.03). The Board shall consider substantial evidence regarding the following factors: the walking distance to usable open space adjacent to the subject property or within 500 feet of it; the amount and type of open space available adjacent or within 500 feet of the subject property, including facilities which support creative play.
- e. The Development Review Board may specify the method of assuring the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants or agreements prior to recordation.

(.10) *Block, access and connectivity standards:*

- A. *Purpose.* These standards are intended to regulate and guide development to create: a cohesive and connected pattern of streets, pedestrian connections and bicycle routes; safe, direct and convenient routes to schools and other community destinations; and, neighborhoods that support active transportation and Safe Routes to Schools.
- B. *Blocks, access and connectivity shall comply with adopted legislative master plans:*
 1. Within the Frog Pond West Neighborhood, streets shall be consistent with Figure 18, Street Demonstration Plan, in the Frog Pond West Master Plan. The Street Demonstration Plan is intended to be guiding, not binding. Variations from the Street Demonstration Plan may be approved by the Development Review Board, upon finding that one or more of the following justify the variation: barriers such as existing buildings and topography; designated Significant Resource Overlay Zone areas; tree groves, wetlands or other natural resources; existing or planned parks and other active open space that will serve as pedestrian connections for the public; alignment with property lines and ownerships that result in efficient use of land while providing substantially equivalent connectivity for the public; and/or site design that provides substantially equivalent connectivity for the public.
 2. If a legislative master plan does not provide sufficient guidance for a specific development or situation, the Development Review Board shall use the block and access standards in Section 4.124(.06) as the applicable standards.

(.11) *Signs.* Per the requirements of Sections 4.156.01 through 4.156.11 and applicable provisions from adopted legislative master plans.

(.12) *Parking.* Per the requirements of Section 4.155 and applicable provisions from adopted legislative master plans.

(.13) *Corner Vision Clearance.* Per the requirements of Section 4.177.

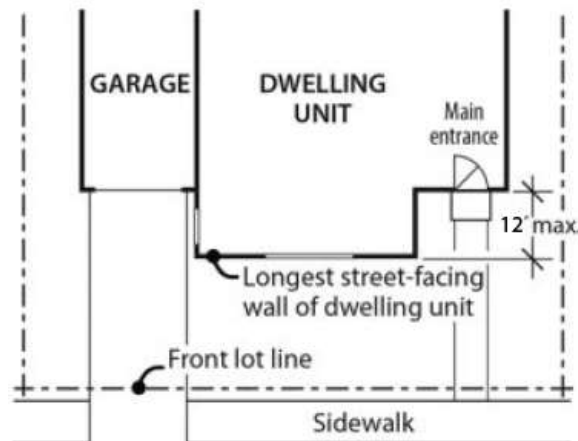
(.14) *Main Entrance Standards:*

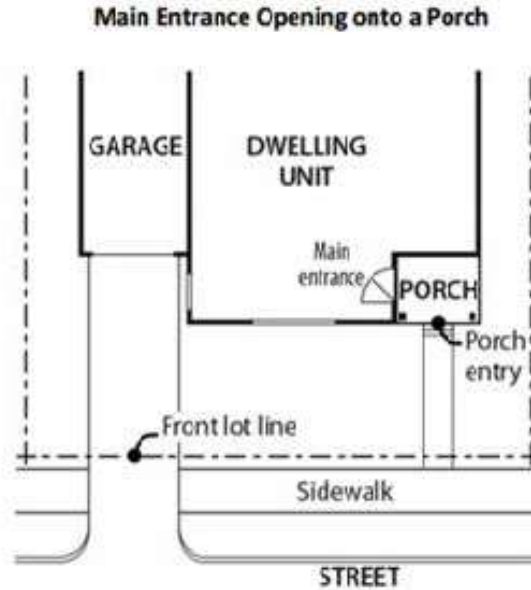
A. *Purpose.* These standards:

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

B. *Location.* At least one main entrance for each structure must:

1. Be within 12 feet of the longest street-facing front wall of the dwelling unit; and
2. Either;
 - a. Face the street;
 - b. Be at an angle of up to 45 degrees from the street; or
 - c. Open onto a porch. The porch must:
 - (i) Be at least six feet deep;
 - (ii) Have at least one entrance facing the street; and
 - (iii) Be covered with a roof or trellis.





- C. *Distance from grade.* Main entrances meeting the standards in subsection B., above, must be within four feet of grade. For the purposes of this Subsection, grade is the average grade measured along the foundation of the longest street-facing wall of the dwelling unit.

(.15) *Garage Standards:*

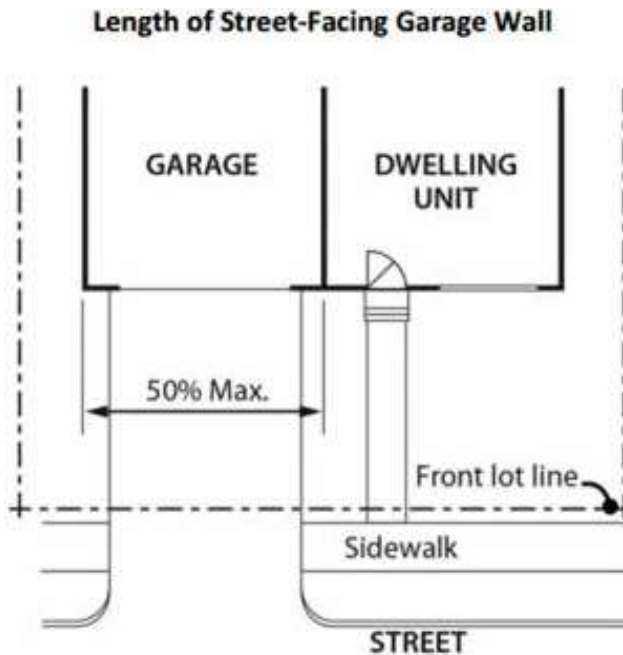
A. *Purpose.* These standards:

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

B. *Street-Facing Garage Walls:*

1. Where these regulations apply. Unless exempted, the regulations of this subsection apply to garages accessory to residential units.
2. *Exemptions:*
 - a. Garages on flag lots.
 - b. Development on lots which slope up or down from the street with an average slope of 20 percent or more.
3. *Standards:*

- a. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. For middle housing, this standard applies to the total length of the street-facing façades. For detached single-family and accessory structures, the standards apply to the street-facing façade of each unit. For corner lots, this standard applies to only one street side of the lot. For lots less than 50 feet wide at the front lot line, the standard in (b) below applies.
- b. For lots less than 50 wide at the front lot line, the following standards apply:
 - (i) The width of the garage door may be up to 50 percent of the length of the street-facing façade.
 - (ii) The garage door must be recessed at least four feet from the front façade or six feet from the front of a front porch.
 - (iii) The maximum driveway width is 18 feet.
- c. Where a dwelling abuts a rear or side alley or a shared driveway, the garage shall orient to the alley or shared drive.
- d. Where three or more contiguous garage parking bays are proposed facing the same street, the garage opening closest to a side property line shall be recessed at least two feet behind the adjacent opening(s) to break up the street facing elevation and diminish the appearance of the garage from the street. Side-loaded garages, i.e., where the garage openings are turned away from the street, are exempt from this requirement.
- e. A garage entry that faces a street may be no closer to the street than the longest street facing wall of the dwelling unit. There must be at least 20 feet between the garage door and the sidewalk. This standard does not apply to garage entries that do not face the street.



(.16) Residential Design Standards:

- A. Purpose. These standards:

1. Support consistent quality standards so that each home contributes to the quality and cohesion of the larger neighborhood and community.
 2. Support the creation of architecturally varied structures, blocks and neighborhoods, whether a neighborhood develops all at once or one lot at a time, avoiding homogeneous street frontages that detract from the community's appearance.
- B. *Applicability.* These standards apply to all façades facing streets, pedestrian connections, parks, open space tracts, the Boeckman Trail, or elsewhere as required by this Code or the Development Review Board. Exemptions from these standards include: (1) Additions or alterations adding less than 50 percent to the existing floor area of the structure; and, (2) Additions or alterations not facing a street, pedestrian connection, park, or open space tract.
- C. *Windows.* The standards for minimum percentage of façade surface area in windows are below. These standards apply only to facades facing streets, pedestrian connections, parks, and open space tracts.
1. For two-story structures:
 - a. 15 percent front facades.
 - b. 12.5 percent—front facades if a minimum of six design elements are provided per Section 4.127(0.15)E., Design Menu.
 - c. Ten percent—front facades facing streets if a minimum of seven design elements are provided per Section 4.127(0.15)E., Design Menu.
 2. For one-story structures:
 - a. 12.5 percent—front facades.
 - b. Ten percent—front facades if a minimum of six design elements are provided per Section 4.127(0.15)E., Design Menu.
 3. For all structures: Five percent for street-side facades.
 4. Windows used to meet this standard must provide views from the building to the street. Glass block does not meet this standard. Windows in garage doors and other doors count toward this standard.
 5. Street-facing facades along Boeckman Road and Stafford Road must meet the standards for front facades.
- D. *Articulation.* Plans for residential buildings shall incorporate design features such as varying rooflines, offsets, balconies, projections (e.g., overhangs, porches, or similar features), recessed or covered entrances, window reveals, or similar elements that break up otherwise long, uninterrupted elevations. Such elements shall occur at a minimum interval of 30 feet on façades facing streets, pedestrian connections, parks, open space tracts, or elsewhere as required by this Code or the Development Review Board. Where a façade governed by this standard is less than 30 feet in length, at least one of the above-cited features shall be provided.
- E. *Residential Design Menu.* Residential structures shall provide a minimum of five of the design elements listed below for front façades and façades facing Boeckman Road and Stafford Road, unless otherwise specified by the code. For side façades facing streets, pedestrian connections, parks, open space tracts, a minimum of three of the design elements must be provided. Where a design feature includes more than one element, it is counted as only one of the five required elements.
1. Dormers at least three feet wide.

2. Covered porch entry—minimum 48 square foot covered front porch, minimum six feet deep and minimum of a six foot deep cover. A covered front stoop with minimum 24 square foot area, four foot depth and hand rails meets this standard.
 3. Front porch railing around at least two sides of the porch.
 4. Front facing second story balcony - projecting from the wall of the building a minimum of four feet and enclosed by a railing or parapet wall.
 5. Roof overhang of 16 inches or greater.
 6. Columns, pillars or posts at least four inches wide and containing larger base materials.
 7. Decorative gables - cross or diagonal bracing, shingles, trim, corbels, exposed rafter ends or brackets (does not include a garage gable if garage projects beyond dwelling unit portion of street façade).
 8. Decorative molding above windows and doors.
 9. Decorative pilaster or chimneys.
 10. Shakes, shingles, brick, stone or other similar decorative materials occupying at least 60 square feet of the street façade.
 11. Bay or bow windows - extending a minimum of 12 inches outward from the main wall of a building and forming a bay or alcove in a room within the building.
 12. Sidelight and/or transom windows associated with the front door or windows in the front door.
 13. Window grids on all façade windows (excluding any windows in the garage door or front door).
 14. Maximum nine foot wide garage doors or a garage door designed to resemble two smaller garage doors and/or windows in the garage door (only applicable to street facing garages).
 15. Decorative base materials such as natural stone, cultured stone or brick extending at least 36 inches above adjacent finished grade occupying a minimum of ten percent of the overall primary street facing façade.
 16. Entry courtyards which are visible from, and connected directly to, the street. Courtyards shall have a minimum depth of ten feet and minimum width of 80 percent of the non-garage/driveway building width to be counted as a design element.
- F. *House Plan Variety.* No two directly adjacent or opposite residential structures may possess the same front or street-facing elevation. A structure containing multiple middle housing units shall be considered a single residential structure for the purpose of house plan variety. This standard is met when front or street-facing elevations differ from one another due to different materials, articulation, roof type, inclusion of a porch, fenestration, and/or number of stories. Where façades repeat on the same block face, they must have at least three intervening residential structures between them that meet the above standard. Small Lot developments over ten acres shall include duplexes and/or two-unit townhouses comprising ten percent of the homes—corner locations are preferred.
- G. *Prohibited Building Materials.* The following construction materials may not be used as an exterior finish:
1. Vinyl siding.
 2. Wood fiber hardboard siding.
 3. Oriented strand board siding.
 4. Corrugated or ribbed metal.

5. Fiberglass panels.

(.17) *Fences:*

- A. Within Frog Pond West, fences shall comply with standards in 4.113 (.07) except as follows:
 1. Columns for the brick wall along Boeckman Road and Stafford Road shall be placed at lot corners where possible.
 2. A solid fence taller than four feet in height is not permitted within eight feet of the brick wall along Boeckman Road and Stafford Road, except for fences placed on the side lot line that are perpendicular to the brick wall and end at a column of the brick wall.
 3. Height transitions for fences shall occur at fence posts.

(.18) *Residential Structures Adjacent to Schools, Parks and Public Open Spaces.*

- A. *Purpose.* The purpose of these standards is to ensure that development adjacent to schools and parks is designed to enhance those public spaces with quality design that emphasizes active and safe use by people and is not dominated by driveways, fences, garages, and parking.
- B. *Applicability.* These standards apply to development that is adjacent to or faces schools and parks. As used here, the term adjacent includes development that is across a street or pedestrian connection from a school or park.
- C. *Development must utilize one or more of the following design elements:*
 1. Alley loaded garage access.
 2. On corner lots, placement of the garage and driveway on the side street that does not face the school, park, or public open space.
 3. Recess of the garage a minimum of four feet from the front façade of the home. A second story above the garage, with windows, is encouraged for this option.
- D. Development must be oriented so that the fronts or sides of residential structures face adjacent schools or parks. Rear yards and rear fences may generally not face the schools or parks, unless approved through the waiver process of 4.118 upon a finding that there is no practicable alternative due to the size, shape or other physical constraint of the subject property.

(Ord. No. 806, 7-17-2017)

Section 4.113. Standards Applying to Residential Developments in any Zone.

(.01) *Open Space:*

- 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.
- C. *Area Required.* The minimum open space area required in a development is an area equal to 25 percent of the size of the Gross Development Area except if reduced for shared parking pursuant to Subsection 4.155(.03)S.
- D. *Required Open Space Characteristics:*
 - 1. *Size of Individual Open Spaces.* For developments with ten or more lots buildable with dwelling units (or ten or more multi-family units) an open space area must be at least 2,000 square feet to be counted towards the 25 percent open space requirement. For developments with less than ten lots buildable with dwelling units (or less than ten multi-family units) an open space area must be at least 1,000 square feet to be counted towards the 25 percent 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 [publicly] 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 percent 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.
- E. Any dedication of land as public park land must meet City parks standards. The square footage of any open space land outside the SROZ and BPA easements, whether dedicated to the public or not, shall be considered part of the Gross Development Area.
- F. 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.
- G. The open space requirements of this subsection are subject to adjustments in PDR zones pursuant to Subsection 4.124(.08).

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

- A. The standards in this subsection apply in all zones, except as indicated in 1.—2. below:
 1. The Façade Variety standards in Subsection C.1. do not apply in the Village Zone or Residential Neighborhood Zones, as these zones have their own variety standards, except that the standards do apply within middle housing development with multiple detached units on a single lot which the standards of these zones do not address;
 2. The entry orientation and window standards for triplexes, quadplexes, and townhouses in Subsections D.1-2. and E. 2-3. do not apply in the Village Zone or Residential Neighborhood Zone as these zones have their own related standards applicable to all single-family and middle housing.
- B. For the purpose of this subsection the term "residential structure" is inclusive of a series of structures that are attached to one another such as a grouping of townhouses.
- C. Standards applicable to all residential structures except as noted in I. below.
 1. *Façade Variety:*
 - a. Each public-facing façade of a residential structure shall differ from the public-facing façades of directly adjacent residential structures in at least one of the three ways listed in Subsection d. below.
 - b. Where public-facing façades repeat on the same block, at least two residential structures with different public-facing façades shall intervene between residential structures with the same public-facing façades, with sameness defined by not differing in at least one of the three ways listed in Subsection d. below.

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

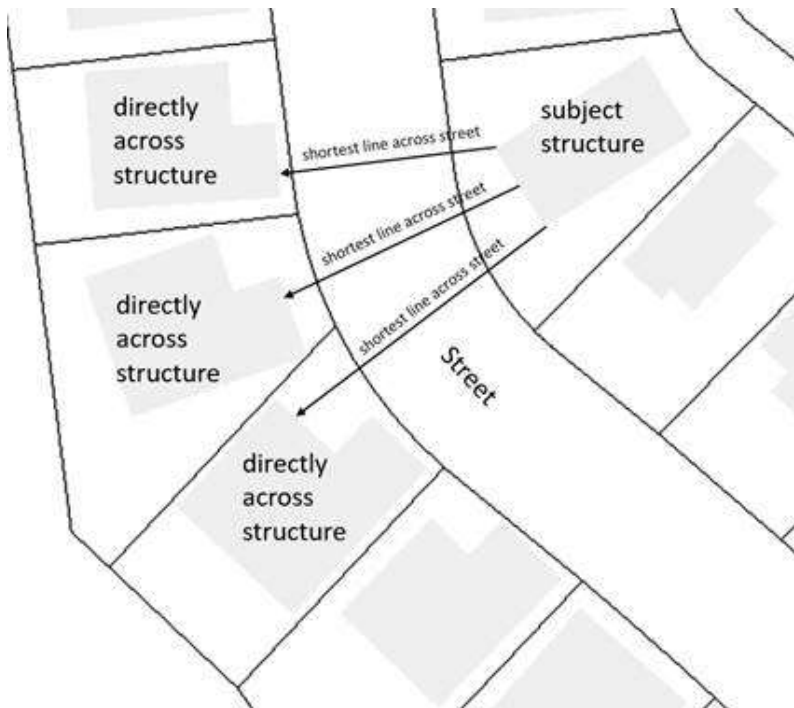


Figure 1. Determining If A Residential Structure is Directly Across the Street from Another

2. *Architectural Consistency and Interest.*
 - a. Architectural styles shall not be mixed within the same residential structure (a series of attached structures is one structure for the purpose of these standards). Architectural style consistency is defined by adherence to all of the following:
 - i. Use of the same primary and supporting façade materials throughout the structure.
 - ii. Use of no more than two roof pitch angles.
 - iii. Use of the same door size for each primary entrance in the structure.
 - b. Articulation. All public-facing façades of residential structures, other than townhouses, shall incorporate the following design elements at a minimum interval of every 30 feet, except as noted in 2.c. below. The minimum number of design elements is determined by dividing the façade length by 30 and rounding up to the nearest whole number. For townhouse articulation standards, see subsection (.14)E.4.
 - i. varying rooflines.
 - ii. offsets of at least 12 inches.
 - iii. balconies.
 - iv. projections of at least 12 inches and width of at least three feet.
 - v. porches.
 - vi. entrances that are recessed at least 24 inches or covered.
 - vii. dormers at least three feet wide.
 - c. For structures with two or more dwelling units, a single design element that spans at least 50 percent of the façade of two adjacent units can count as two articulation elements to meet the standard in subsection b. and can meet the standard for 60 feet of façade width (two adjacent 30 foot intervals). Such elements may overlap horizontally with other required design elements on the façade.
 - d. Articulation Element Variety: Different articulation elements shall be used as provided below. For the purpose of this standard, a "different element" is defined as one of the following: a completely different element from the list in subsection 2.b above; the same type of element but at least 50 percent larger; or for varying rooflines, vertically offset by at least three feet.
 - i. Where two to four elements are required on a façade, at least two different elements shall be used.
 - ii. Where more than four elements are required on a façade, at least three different elements shall be used.
 - e. Reductions to required windows percentage: The required percent of façade of a residential structure in the public-facing façade covered by windows or entry doors for single-family or middle housing in any zone may be reduced to the percentages that follows:
 - i. For of 1.5 or 2-story façades facing the front or rear lot line:

- 12.5 percent if six of the design features in Subsection e.v. below are used.
- Ten percent if seven or more of the design features in Subsection e.v. below are used.
- ii. For 1-story façades facing the front or rear lot line;
 - 12.5 percent if less than six design features in Subsection e.v. are used
 - ten percent if six or more design features in Subsection e.v. are used
- iii. For façades facing a side lot line:
 - Five percent regardless of the number of design features
- iv. Glass block does not count towards meeting window and entry percentage
- v. Window reduction design features:
 - Dormers at least three feet wide.
 - Covered porch entry—minimum 48 square foot covered front porch, minimum six feet deep and minimum of a six foot deep cover. A covered front stoop with minimum 24 square foot area, four foot depth and hand rails meets this standard.
 - Front porch railing around at least two sides of the porch.
 - Second story balcony—projecting from the wall of the building a minimum of four feet and enclosed by a railing or parapet wall.
 - Roof overhang of eight inches or greater.
 - Columns, pillars or posts at least four inches wide and containing larger base materials.
 - Decorative gables—cross or diagonal bracing, shingles, trim, corbels, exposed rafter ends or brackets (does not include a garage gable if garage projects beyond dwelling unit portion of street façade).
 - Decorative molding above windows and doors.
 - Decorative pilaster or chimneys.
 - Bay or bow windows—extending a minimum of 12 inches outward from the main wall of a building and forming a bay or alcove in a room within the building.
 - Sidelight and/or transom windows associated with the front door or windows in the front door.
 - Window grids on all façade windows visible from behind fences (excluding any windows in the garage door or front door).
 - Maximum nine foot wide garage doors or a garage door designed to resemble two smaller garage doors and/or windows in the garage door (only applicable to street facing garages).
 - Decorative base materials such as natural stone, cultured stone or brick extending at least 36 inches above adjacent finished grade occupying a

minimum of ten percent of the overall primary street facing façade. This design element does not count if behind a site-obscuring fence.

- Entry courtyards which are visible from, and connected directly to, the street. Courtyards shall have a minimum depth of ten feet and minimum width of 80 percent of the non-garage/driveway building width to be counted as a design element.

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

1. *Entry Orientation.*

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

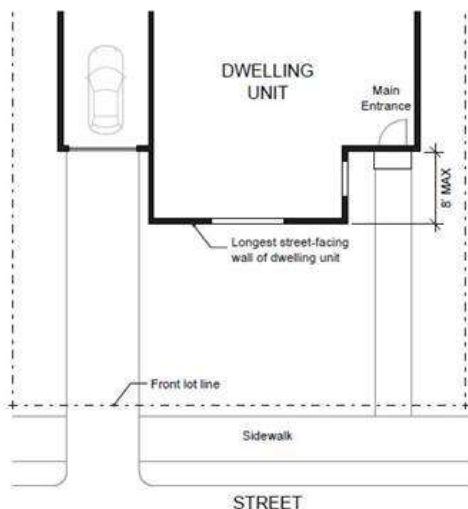


Figure 2. Main Entrance Facing the Street

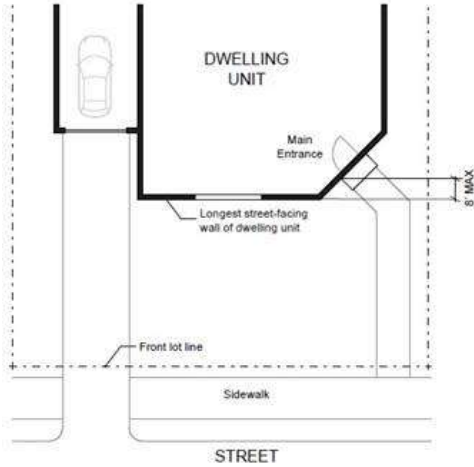


Figure 3. Main Entrance at 45° Angle from the Street

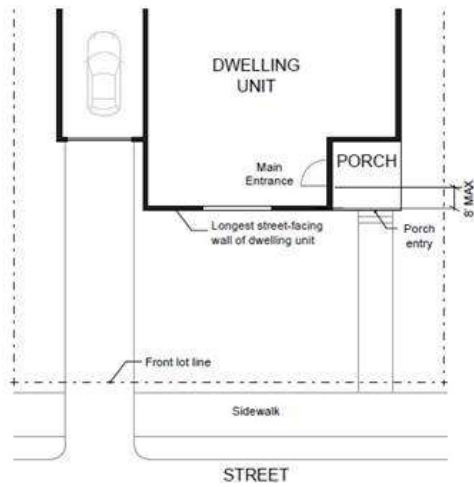


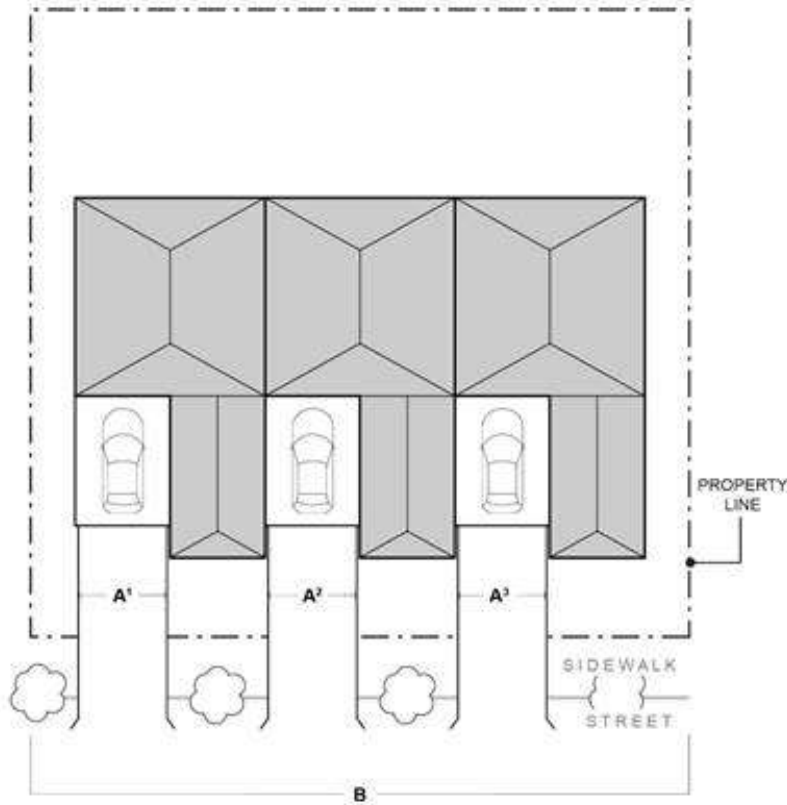
Figure 4. Main Entrance Opening onto a Porch

2. *Windows.* A minimum of 15 percent of the area of all street-facing façades must include windows or entrance doors. Façades separated from the street property line by a dwelling are exempt from meeting this standard. See Figure 5. Window Coverage.



Figure 5. Window Coverage

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



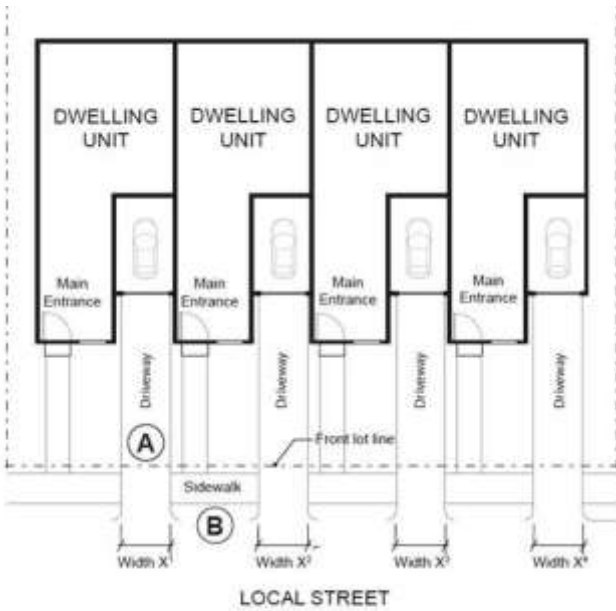
- (A) Garage and on-site parking and maneuvering areas
- (B) Total street frontage

$$\frac{A^1 + A^2 + A^3}{B} \leq 50\%$$

Figure 6. Width of Garages and Parking Areas

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

- iii. Lots or parcels with frontages only on local streets may have either:
 - Two driveway approaches not exceeding 32 feet in total width on one frontage; or
 - One maximum 16-foot-wide driveway approach per frontage (see Figure 9. Driveway Approach Options for Multiple Local Street Frontages).



- (A) $X^1 + X^2 + X^3 + X^4$ must not exceed 32 feet per frontage.
- (B) Driveway approaches may be separated when located on a local street

Figure 7. Driveway Approach Width and Separation on Local Street

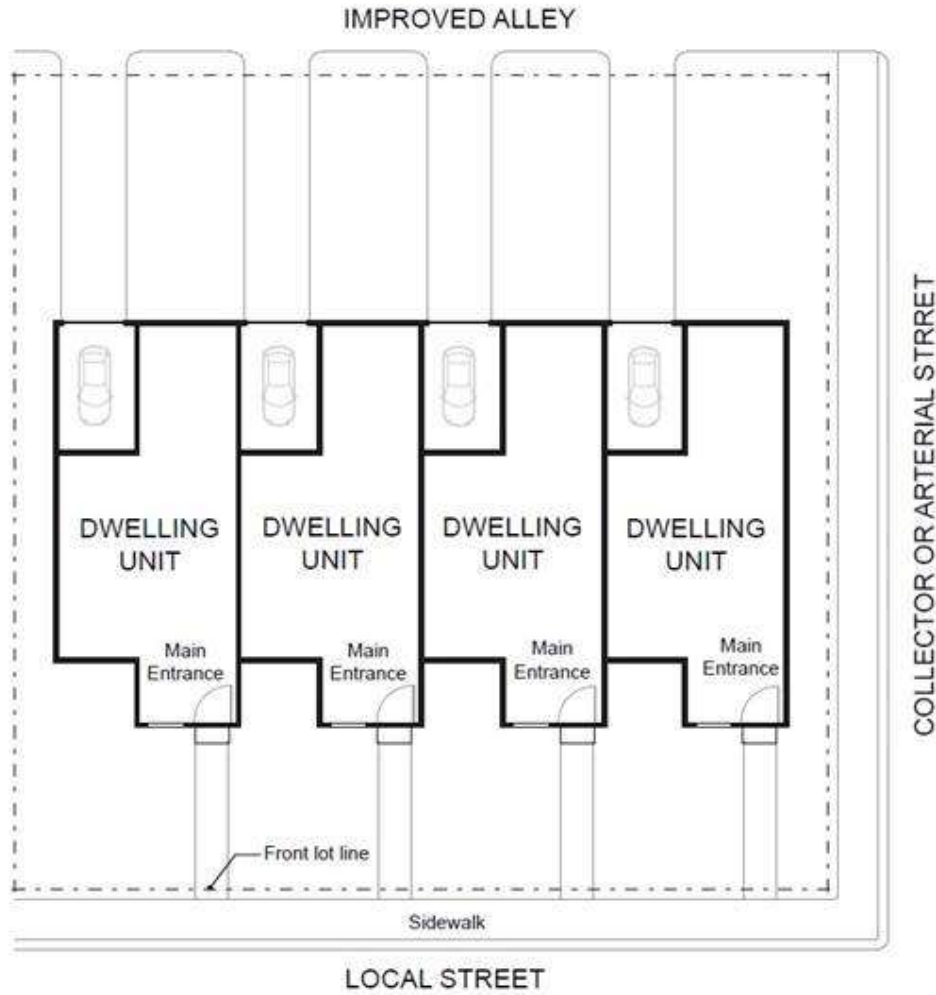
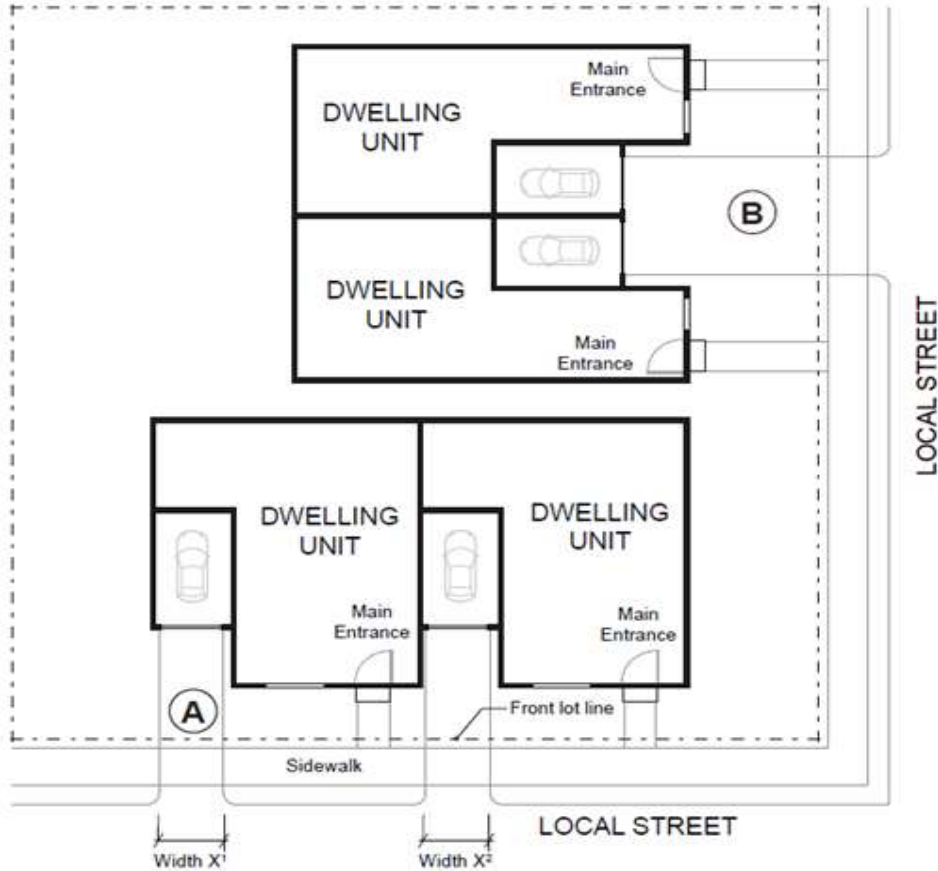


Figure 8. Alley Access



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

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

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

Figure 9. Driveway Approach Options for Multiple Local Street Frontages

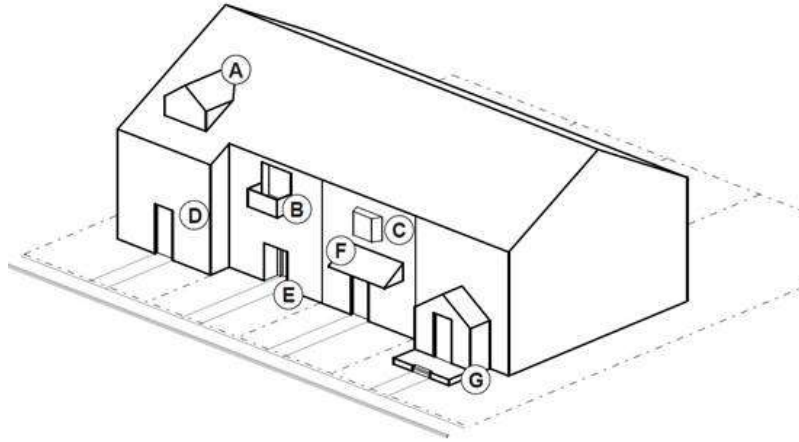
E. Standards applicable to Townhouses.

1. *Number of Attached Dwelling Units.*

- a. Minimum. A townhouse project must contain at least two attached units.
- b. Maximum. The maximum number of townhouse units that may be attached together to form a group is specified below.
 - R, OTR, PDR-1—PDR-3 Zones: maximum four attached units per group
 - RN, V, PDR-4—PDR-7 Zones: maximum eight attached units per group, except for initial development in Frog Pond West per Section 4.124.

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

- a. Be within eight feet of the longest wall of the dwelling unit facing a street or private drive;
and
- b. Either:
 - i. Face the street or private drive (see Figure 2. Main Entrance Facing the Street);
 - ii. Be at an angle of up to 45 degrees from the street or private drive (see Figure 3. Main Entrance at 45° Angle from the Street);
 - iii. Face a common open space or private access or driveway that is abutted by dwellings on at least two sides; or
 - iv. Open onto a porch (see Figure 4. Main Entrance Opening onto a Porch). The porch must:
 - A. Be at least 25 square feet in area; and
 - B. Have at least one entrance facing the street or private drive or have a roof.
3. *Windows.* A minimum of 15 percent of the area of all public-facing façades on each individual unit must include windows or entrance doors. Half of the window area in the door of an attached garage may count toward meeting this standard. See Figure 5. Window Coverage.
4. *Unit definition.* Each townhouse unit must include at least one of the items listed in a. through g. below on at least one public-facing façade (see Figure 10. Townhouse Unit Definition). Alternatively, if a single item from the list below spans across at least 50 percent of two adjacent townhouse units, it can meet the standard for two units.
 - a. A roof dormer a minimum of four feet in width, or
 - b. A balcony a minimum of two feet in depth and four feet in width and accessible from an interior room, or
 - c. A bay window that extends from the façade a minimum of two feet, or
 - d. An offset of the façade of a minimum of two feet in depth, either from the neighboring townhouse or within the façade of a single townhouse, or
 - e. An entryway that is recessed a minimum of three feet, or
 - f. A covered entryway with a minimum depth of four feet, or
 - g. A porch meeting the standards of subsection (.14)E.2.b.iv.Balconies and bay windows may encroach into a required setback area, pursuant to Section 4.180.



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

Figure 10. Townhouse Unit Definition

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

- iv. The garage width does not exceed 12 feet, as measured from the inside of the garage door frame.

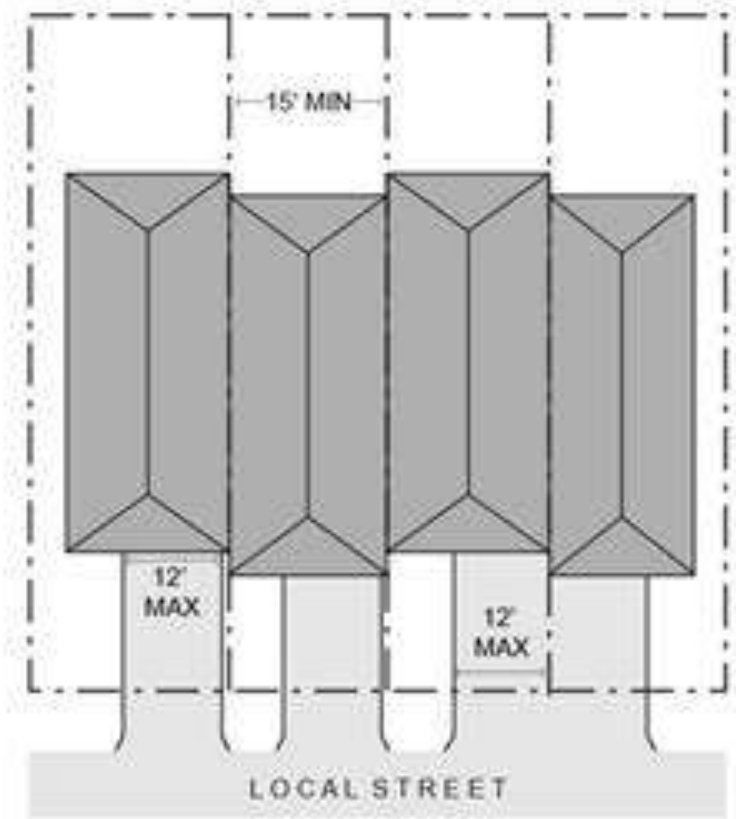


Figure 11. Townhouses with Parking in Front Yard

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

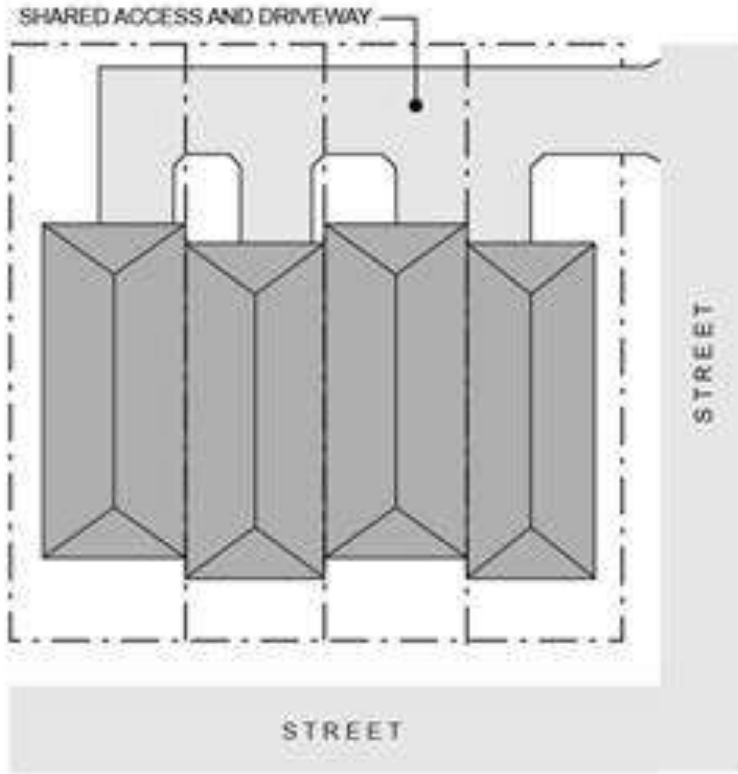


Figure 12. Townhouses on Corner Lot with Shared Access

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

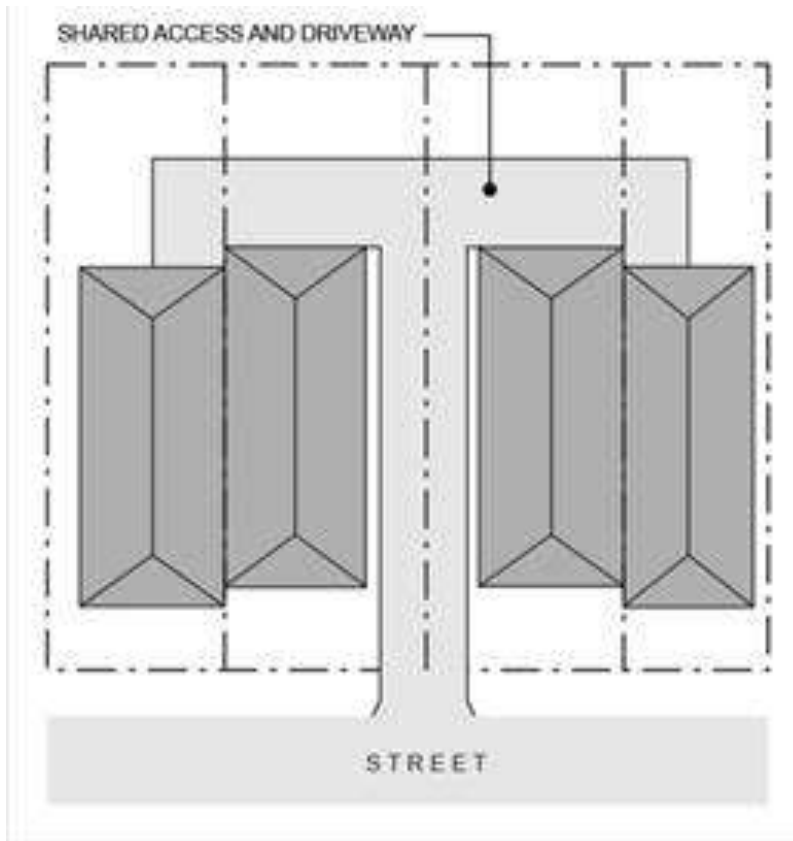
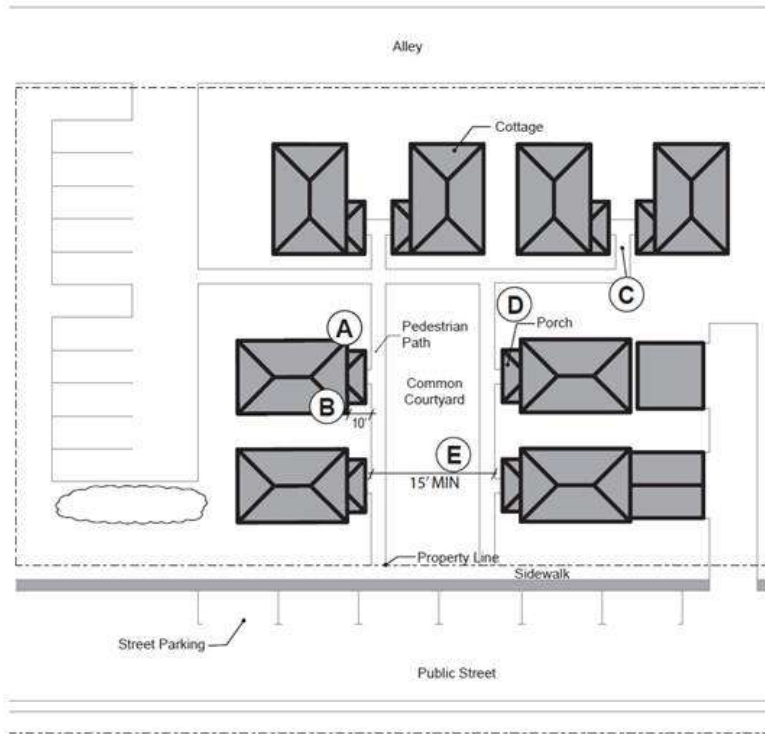


Figure 13. Townhouses with Consolidated Access

- iv. A townhouse project that includes consolidated access or shared driveways shall grant access easements to allow normal vehicular access and emergency access.
- F. Standards applicable to Cottage Clusters.
- 1. *Courtyard Required.* All cottages within a single cottage cluster must share a common courtyard. A cottage cluster project may include more than one cluster and more than one common courtyard.
 - 2. *Number of Dwellings.*
 - a. A single cottage cluster shall contain a minimum of four and a maximum of eight cottages.
 - 3. *Setbacks.*
 - a. *Building Separation.* Cottages shall be separated by a minimum distance of six feet. The minimum distance between all other structures, including accessory structures, shall be in accordance with building code requirements.
 - b. All other setbacks are provided in section (.02) or in the applicable base zone.
 - 4. *Building Height.* The maximum building height for all structures is 25 feet.

5. *Footprint.* The maximum building footprint for each cottage is 900 square feet. Individual attached garages up to 200 square feet shall be exempted from the calculation of maximum building footprint.
6. *Maximum Habitable Floor Area.* The maximum habitable floor area of each cottage is 1,400 square feet.
7. *Cottage Orientation.* Cottages must be clustered around a common courtyard and must meet the following standards (see Figure 14. Cottage Cluster Orientation and Common Courtyard Standards):
 - a. Each cottage within a cluster must either abut the common courtyard or must be directly connected to it by a pedestrian path.
 - b. A minimum of 50 percent of cottages within a cluster must be oriented to the common courtyard and must:
 - i. Have a main entrance facing the common courtyard;
 - ii. Be within ten feet from the common courtyard, measured from the façade of the cottage to the nearest edge of the common courtyard; and
 - iii. Be connected to the common courtyard by a pedestrian path.
 - c. Cottages within 20 feet of a street property line may have their entrances facing the street.
 - d. Cottages not facing the common courtyard or the street must have their main entrances facing a pedestrian path that is directly connected to the common courtyard.
8. *Common Courtyard Design Standards.* Each cottage cluster must share a common courtyard in order to provide a sense of openness and community of residents. Common courtyards must meet the following standards (see Figure 14. Cottage Cluster Orientation and Common Courtyard Standards):
 - a. The common courtyard must be a single, contiguous piece.
 - b. Cottages must abut the common courtyard on at least two sides of the courtyard.
 - c. The common courtyard must contain a minimum of 150 square feet per cottage within the associated cluster.
 - d. The common courtyard must be a minimum of 15 feet wide at its narrowest dimension.
 - e. The common courtyard shall be developed with a mix of landscaping, lawn area, pedestrian paths, and/or paved courtyard area, and may also include recreational amenities. Impervious elements of the common courtyard shall not exceed 75 percent of the total common courtyard area.
 - f. Pedestrian paths must be included in a common courtyard. Paths that are contiguous to a courtyard shall count toward the courtyard's minimum dimension and area. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.



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

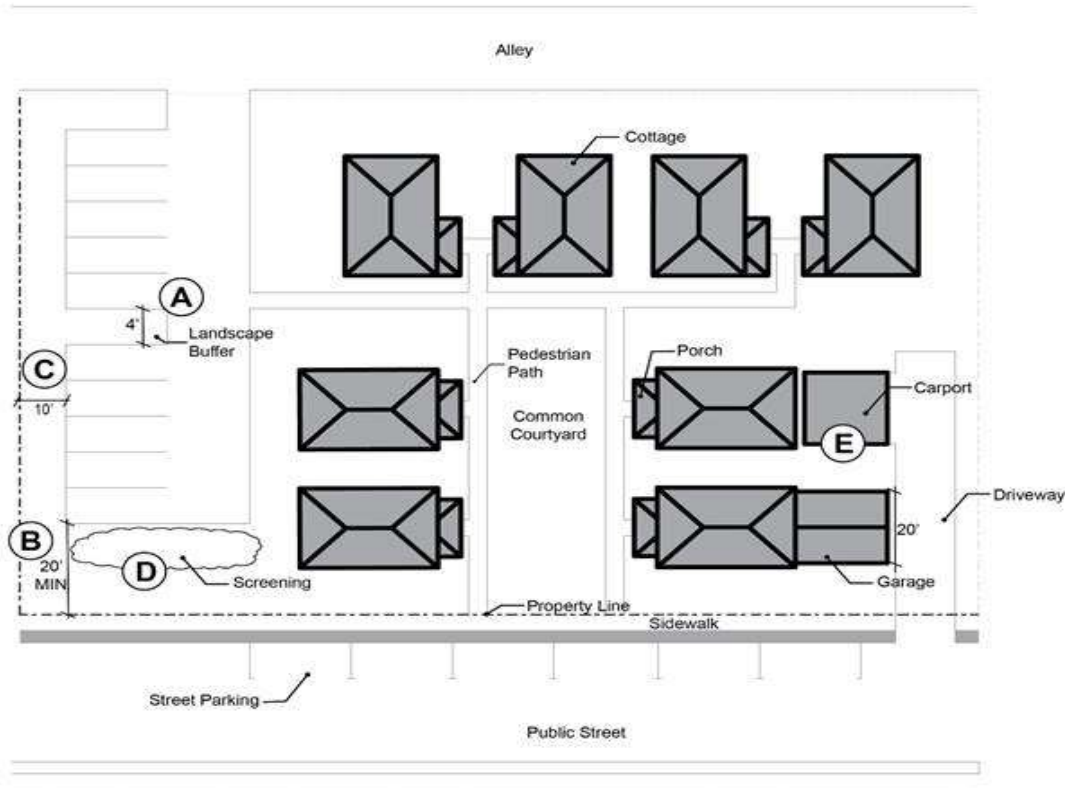
Figure 14. Cottage Cluster Orientation and Common Courtyard Standards

9. *Community Buildings.* Cottage cluster projects may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. Community buildings must meet the following standards:
 - a. Each cottage cluster is permitted one community building.
 - b. The community building shall have a maximum floor area of 1,400 sf.
 - c. A community building that meets the definition of a dwelling unit must meet the maximum 900 square foot footprint limitation that applies to cottages (pursuant to subsection (.14)(F.5.)), unless a covenant is recorded against the property stating that the structure is not a legal dwelling unit and will not be used as a primary dwelling.
10. *Pedestrian Access.*

- a. An accessible pedestrian path must be provided that connects the main entrance of each cottage to the following:
 - i. The common courtyard;
 - ii. Shared parking areas;
 - iii. Community buildings; and
 - iv. Sidewalks in public rights-of-way abutting the site or rights-of-way if there are no sidewalks.
 - b. The pedestrian path must be hard-surfaced and a minimum of four feet wide.
11. *Windows.* Cottages within 20 feet of a street property line must meet any window coverage requirements of the applicable base zone.
12. *Parking Design (see Figure 15. Cottage Cluster Parking Design Standards).*
- a. *Clustered parking.* Off-street parking may be arranged in clusters, subject to the following standards:
 - i. A parking cluster must not exceed five contiguous spaces.
 - ii. Parking clusters must be separated from other spaces by at least four feet of landscaping.
 - iii. Clustered parking areas may be covered.
 - iv. Parking areas must also meet the standards in Subsections 4.155(.02)—(.03), except where they conflict with these standards.
 - b. *Parking location and access.*
 - i. Off-street parking spaces and vehicle maneuvering areas shall not be located between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys.
 - ii. Off-street parking spaces shall not be located within ten feet of any property line, except alley property lines.
 - iii. Driveways and drive aisles are permitted within ten feet of property lines.
 - c. *Screening.* Landscaping, fencing, or walls at least three feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets.
 - d. *Garages and carports.*
 - i. Garages and carports (whether shared or individual) must not abut common courtyards.
 - ii. Individual attached garages up to 200 square feet shall be exempted from the calculation of maximum building footprint for cottages.
 - iii. Individual detached garages must not exceed 400 square feet in floor area.
 - iv. Garage doors for attached and detached individual garages must not exceed 20 feet in width.
13. *Accessory Buildings.* Accessory buildings must not exceed 400 square feet in floor area.
14. *Existing Structures.* On a lot or parcel to be used for a cottage cluster project, an existing detached single-family detached dwelling on the same lot at the time of proposed development

of the cottage cluster may remain within the cottage cluster project area under the following conditions:

- a. The existing dwelling may be nonconforming with respect to the requirements of this subsection (.14)F.
- b. The existing dwelling may be expanded up to a maximum height of 25 feet or a maximum building footprint of 900 square feet; however, existing dwellings that exceed these maximum height and/or footprint standards may not be expanded.
- c. The existing dwelling shall be excluded from the calculation of orientation toward the common courtyard, per subsection (.14)F.7.b.



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

Figure 15. Cottage Cluster Parking Design Standards

G. Standards applicable to Cluster Housing besides Cottage Clusters.

1. *Architectural Consistency.* Architecture shall be consistent within the same two-unit, three-unit, or four-unit cluster. However, facade variety standards in Subsection (.14)C.1. shall continue to apply. Architectural consistency is defined by adherence to all of the following:
 - a. Use of the same primary and supporting façade materials throughout the cluster.
 - b. Use of no more than two roof pitch angles.
 - c. Use of the same door size for each primary entrance in the structures.
2. *Entry Orientation.*
 - a. The entry orientation standards apply as follows:
 - i. At least one main entrance for each cluster home must meet the standards in subsections b and c below.
 - b. The entrance must be within eight feet of the longest street-facing exterior wall of the dwelling unit or if no exterior wall faces a street the front of the dwelling unit, facing a common drive or open space as designated by the applicant; and
 - c. The entrance must either:
 - i. Face the street (see Figure 2. Main Entrance Facing the Street);
 - ii. Be at an angle of up to 45 degrees from the street (see Figure 3. Main Entrance at 45° Angle from the Street); or
 - iii. Open onto a porch (see Figure 4. Main Entrance Opening onto a Porch). The porch must:
 - Be at least 25 square feet in area; and
 - Have at least one entrance facing the street or have a roof.
3. *Windows.* A minimum of 15 percent of the area of all street-facing facades must include windows or entrance doors. Facades separated from the street property line by a dwelling are exempt from meeting this standard. See Figure 5. Window Coverage.
4. *Garages and Off-Street Parking Areas.* The combined width of all garages and outdoor on-site parking and maneuvering areas shall not exceed a total of 50 percent of any street frontage (other than an alley). Garages and off-street parking areas that are separated from the street property line by a dwelling are not subject to this standard. (See Figure 6. Width of Garages and Parking Areas).
5. *Driveway Approach.* Driveway approaches must comply with all of the following:
 - a. The total width of all driveway approaches must not exceed 32 feet per frontage, as measured at the property line (see Figure 7. Driveway Approach Width and Separation on Local Street). For lots or parcels with more than one frontage, see subsection c.
 - b. Driveway approaches may be separated when located on a local street.
 - c. In addition, lots or parcels with more than one frontage must comply with the following:
 - i. Lots or parcels must access the street with the lowest transportation classification for vehicle traffic. For lots or parcels abutting an alley that is improved with pavement access must be taken from the alley (see Figure 8. Alley Access).

- ii. Lots or parcels with frontages only on collectors and/or arterial streets must meet the access standards in the Wilsonville Public Works Standards.
 - iii. Lots or parcels with frontages only on local streets may have either:
 - Two driveway approaches not exceeding 32 feet in total width on one frontage; or
 - One maximum 16-foot-wide driveway approach per frontage (see Figure 9. Driveway Approach Options for Multiple Local Street Frontages).
6. *Setbacks.*
- a. **Building Separation.** Cluster housing structures shall be separated by a minimum distance of six feet. The minimum distance between all other structures, including accessory structures, shall be in accordance with building code requirements.
 - b. All other setbacks are provided in the applicable base zone.
7. *Pedestrian Access.*
- a. An accessible pedestrian path must be provided that connects the main entrance of each unit to the following:
 - i. Shared open space;
 - ii. Shared parking areas; and
 - iv. Sidewalks in public rights-of-way abutting the site or rights-of-way if there are no sidewalks.
 - b. The pedestrian path must be hard-surfaced and a minimum of four feet wide.
- H. **Combining Unit Types in One Development.**
- 1. If a project proposes a mix of middle housing types which creates a conflict with various standards, the more restrictive standards shall apply.
- I. **Existing Structures and Conversions:**
- 1. Where a residential structure is converted from one type of dwelling unit to another without any additions, the design standards in C.—H. do not apply.
 - 2. Where a residential structure is added on to, the design standards in C.—H. only apply if the footprint is expanded by 25 percent or more.
- J. **Alternative Discretionary Review:** As an alternative to meeting one or more design standards of this subsection an applicant may request Site Design Review by the Development Review Board of a proposed design. In addition to the Site Design Review Standards, affirmative findings shall be made that the following standards are met:
- 1. The request is compatible with existing surrounding development in terms of placement of buildings, scale of buildings, and architectural design;
 - 2. The request is due to special conditions or circumstances that make it difficult to comply with the applicable Design Standards, or the request would achieve a design that is superior to the design that could be achieved by complying with the applicable Design Standards; and
 - 3. The request continues to comply with and be consistent with State statute and rules related to Middle Housing, including being consistent with State definitions of different Middle Housing types.

(Ord. No. 677, 3-1-2010; Ord. No. 682, 9-9-2010; Ord. No. 704, 6-18-2012; Ord. No. 806, 7-17-2017; Ord. No. 825, 10-15-2018; Ord. No. 841, eff. 6-4-2020)



PLANNING COMMISSION

WEDNESDAY, JANUARY 11, 2023

INFORMATIONAL

3. City Council Action Minutes (November 7 & 21 and December 5 & 19, 2022) *(No staff presentation)*

City Council Meeting Action Minutes
November 7, 2022

City Council members present included:

Mayor Fitzgerald
Council President Akervall
Councilor Lehan
Councilor West
Councilor Linville

Amanda Guile-Hinman, City Attorney
Kimberly Veliz, City Recorder
Andrea Villagrana, Human Resource Manager
Zach Weigel, City Engineer
Mark Ottenad, Public/Government Affairs Director
Dan Pauly, Planning Manager
Miranda Bateschell, Planning Director
Chris Neamtzu, Community Development Director
Zoe Mombert, Assistant to the City Manager

Staff present included:

Bryan Cosgrove, City Manager

AGENDA ITEM	ACTIONS
WORK SESSION	
START: 5:00 p.m.	
A. Frog Pond East and South Master Plan	Council provided staff additional feedback and input on the draft Frog Pond East and South Master Plan.
B. City of Wilsonville Flag Policy and Update to Wilsonville Code Section 6.150	The City Attorney reviewed the draft City Flag Policy and draft revision to Wilsonville Code (WC) Section 6.150 with Council and sought their feedback.
REGULAR MEETING	
<u>Mayor's Business</u>	
A. Approval of City Application to Metro for the Acquisition of the Frog Pond West Park Property Utilizing Local Share Funds	This item was voted on during the Communications portion of the agenda.
B. League of Oregon Cities (LOC) Opioid Settlement Board	Council moved to endorse and support Councilor Linville's nomination to serve on the state's Opioid Settlement Board. Passed 4-0-1.
C. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.
<u>Communications</u>	
A. Frog Pond West Neighborhood Park Community Engagement	Council moved to approve the City's application to Metro for the acquisition of the Frog Pond West Neighborhood Park Property utilizing Local Share Funds. Passed 5-0.

<p><u>Consent Agenda</u></p> <p>A. Resolution No. 3010 A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement Contract Amendment With AKS Engineering & Forestry, LLC For Design And Construction Engineering Services For The 2022 Curb Ramps Upgrade Project (Capital Improvement Project # 4014, 4118, And 4717).</p> <p>B. Minutes of the October 17, 2022 City Council Meeting.</p>	<p>The Consent Agenda was approved 5-0.</p>
<p><u>New Business</u></p> <p>A. Resolution No. 3004 A Resolution Of The City Of Wilsonville Adopting The Findings And Recommendations Of The “Solid Waste Collection Rate Report, October 2022” And Maintaining The Current Republic Services Rate Schedule, Effective January 1, 2022.</p>	<p>Resolution No. 3004 was adopted 5-0.</p>
<p><u>Continuing Business</u></p> <p>A. None.</p>	
<p><u>Public Hearing</u></p> <p>A. None.</p>	
<p><u>City Manager’s Business</u></p>	<p>The City Manager announced he would check on the status of the archeologist report on Boones Ferry Landing and forward to Council once available.</p>
<p><u>Legal Business</u></p>	<p>No report.</p>
<p>ADJOURN</p>	<p>8:19 p.m.</p>

City Council Meeting Action Minutes
November 21, 2022

City Council members present included:

Mayor Fitzgerald
Council President Akervall - Excused
Councilor Lehan
Councilor West - Excused
Councilor Linville

Beth Wolf, Senior Systems Analyst
Becky White, Permit Technician
Dwight Brashear, Transit Director
Scott Simonton, Fleet Services Manager
Chris Neamtzu, Community Development Director
Katherine Smith, Assistant Finance Director
Dan Carlson, Building Official
Kris Ammerman, Parks and Recreation Director
Dustin Schull, Parks Supervisor
Tommy Reeder, Parks Maintenance Specialist
Zack Morse, Parks Maintenance Specialist
Roger Moeller, Parks Maintenance Specialist
Brian Stevenson, Program Manager
Zach Weigel, City Engineer

Staff present included:

Bryan Cosgrove, City Manager
Andrea Villagrana, Human Resource Manager
Amanda Guile-Hinman, City Attorney
Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Delora Kerber, Public Works Director
Kimberly Rybold, Senior Planner
Matt Lorenzen, Economic Development Manager
Bill Evans, Communications & Marketing Manager

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:01 p.m.
A. Local Public Contracting Code Update	The City Attorney discussed future updates to the City’s Public Contracting Code that are to be examined and recommended by an inter-departmental project team.
B. City Facilities Master Plan Update	Council heard a presentation on the findings of the 2022 City Facility Master Plan.
REGULAR MEETING	
<u>Mayor’s Business</u>	
A. Letter to the Clackamas County Board of County Commissioners	Council made a motion to approve and send the City’s letter of comment on protecting the French Prairie Rural Reserve. It was approved 3-0.
B. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.

Communications

A. Clackamas County Opioid Settlement Presentation

Clackamas County staff shared information on Oregon’s opioid crisis and outlined terms and conditions of financial awards to be received from pharmaceutical companies by local governments to support treatment and prevention of opioid addiction.

B. Oregon Building Officials Association 2022 Permit Technician of the Year Award

Becky White, Permit Technician was recognized as the Oregon Building Officials Association (OBOA) 2022 Permit Technician of the Year.

C. SMART Award Presentation

NW Natural Gas representatives recognized Scott Simonton, Fleet Services Manager and SMART with the Achievement Award-Natural Gas Transit Fleet Program from Natural Gas Vehicles for America (NGVAmerica), which recognizes outstanding contributions to the advancement of natural gas for transportation fuel.

D. Nature Play Area Awards

Parks & Recreation staff was recognized as recipients of the Oregon Recreation & Park Association (ORPA) 2022 “Design & Construction Award” in the small project category for the design and construction of the new Nature Playground at Memorial Park.

Consent Agenda

A. **Resolution No. 2993**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Enter Into An Intergovernmental Agreement Between Clackamas County, Washington County, And The City Of Wilsonville Related To The Stafford Road At 65th Avenue Temporary Traffic Signal And Traffic Control Changes At 65th Avenue At Elligsen Road Project.

The Consent Agenda was approved 3-0.

B. **Resolution No. 3005**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement With DOWL To Provide Engineering Consulting Services For The Willamette Water Supply PLM 1.3: Construction Inspection Of City Infrastructure Project (Capital Improvement Project No. 1127).

<p>C. <u>Resolution No. 3007</u> A Resolution Of The City Of Wilsonville Authorizing The Arts, Culture, And Heritage Commission To Administer And Recommend Funding Of The Community Cultural Events And Programs Grant.</p> <p>D. <u>Resolution No. 3011</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement Contract Amendment With Carollo Engineers For The Wastewater Treatment Plant Master Plan Project (Capital Improvement Project #2104).</p> <p>E. Minutes of the November 7, 2022 City Council Meeting.</p>	
<p><u>New Business</u></p> <p>A. <u>Resolution No. 3001</u> A Resolution Of The City Of Wilsonville Approving The Findings Of The 2022 City Facility Master Plan.</p> <p>B. <u>Resolution No. 3012</u> A Resolution Of The Wilsonville City Council Adopting The 2022 Urban Renewal Strategic Plan As Recommended By The Urban Renewal Task Force.</p> <p>C. <u>Resolution No. 3013</u> A Resolution Of The City Of Wilsonville Adopting The Town Center Infrastructure Funding Plan.</p>	<p>Resolution No. 3001 was adopted 3-0.</p> <p>Resolution No. 3012 was adopted 3-0.</p> <p>Resolution No. 3013 was adopted 3-0.</p>
<p><u>Continuing Business</u></p> <p>A. None.</p>	
<p><u>Public Hearing</u></p> <p>A. None.</p>	
<p><u>City Manager’s Business</u></p>	<p>The City Manager shared that the Shred Day event brought in about \$2,200 in donations for Wilsonville Community Sharing.</p>
<p><u>Legal Business</u></p>	<p>No report.</p>

URBAN RENEWAL AGENCY	
<u>URA Consent Agenda</u> A. <u>URA Resolution No. 333</u> A Resolution Of The City Of Wilsonville Urban Renewal Agency Authorizing The City Manager To Enter Into An Intergovernmental Agreement Between Clackamas County, Washington County, And The City Of Wilsonville Related To The Stafford Road At 65th Avenue Temporary Traffic Signal And Traffic Control Changes At 65th Avenue At Elligsen Road Project. B. Minutes of the October 17, 2022 Urban Renewal Agency Meeting.	The URA Consent Agenda was approved 3-0.
<u>New Business</u> A. <u>URA Resolution No. 332</u> A Resolution Of The City Of Wilsonville Urban Renewal Agency Adopting The 2022 Urban Renewal Strategic Plan As Recommended By The Urban Renewal Task Force.	URA Resolution No. 332 was adopted 3-0.
<u>URA Public Hearing</u> A. None.	
ADJOURN	9:39 p.m.

City Council Meeting Action Minutes
December 5, 2022

Item 3.

City Council members present included:

Mayor Fitzgerald
Council President Akervall
Councilor Lehan – Work Session Only
Councilor West - Excused
Councilor Linville

Amanda Guile-Hinman, City Attorney
Jeanna Troha, Assistant City Manager
Zoe Mombert, Assistant to the City Manager
Miranda Bateschell, Planning Director
Dan Pauly, Planning Manager
Dustin Schull, Parks Supervisor
Chris Delk, Parks Maintenance Specialist
Dan Carlson, Building Official
Bill Evans, Communications & Marketing Manager

Staff present included:

Bryan Cosgrove, City Manager

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:05 p.m.
A. Cultural Calendar	Council was presented a draft calendar that identifies several dates of cultural significance.
B. Update on City Response to Emerald Ash Borer	Staff discussed efforts to mitigate Emerald Ash Borer (EAB) a destructive insect that threatens the City’s ash trees.
C. Willamette Water Supply Program Wilsonville Area Pipeline Project (PLM_1.3)	Council was informed construction plans for a two-mile segment of underground water pipeline to be installed along portions of Kinsman Road, 95 th Avenue, Boeckman Road, and Ridder Road.
D. Commercial and Mechanical Building Codes	Staff presented on Resolution No. 3015, which adopts the Structural Specialty Code and the Mechanical Specialty Code and repeals all prior resolutions.
REGULAR MEETING	
<u>Mayor’s Business</u>	
A. Wilsonville Wildcats Week Proclamation	The Mayor read a proclamation declaring the week of December 5 – 9, 2022 as Wildcats Week and presented a proclamation to the Wilsonville High School Girls Soccer Team.
B. Boards/Commission Appointments/Reappointments	<u>Budget Committee – Reappointment</u> Reappointment of Synthea Russell to the Budget Committee for a term beginning 1/1/2023 to 12/31/2025. Passed 3-0.

Development Review Board A

Reappointment of Rachelle Barrett and Jean Svadlenka to the Development Review Board A for a term beginning 1/1/2023 to 12/31/2024. Passed 3-0.

Development Review Board

Appointment of Jordan Herron, Yara Alatawy, John Hildum and Rob Candrian to the Development Review Board for a term beginning 1/1/2023 to 12/31/2024. Passed 3-0.

Kitakata Sister City Advisory Board

Reappointment of Seiji Shiratori and Ashleigh Sumerlin to the Kitakata Sister City Advisory Board for a term beginning 1/1/2023 to 12/31/2025. Passed 3-0.

Kitakata Sister City Advisory Board

Appointment of Yuki Puram and John Bohlen to the Kitakata Sister City Advisory Board for a term beginning 1/1/2023 to 12/31/2025. Passed 3-0.

Parks and Recreation Advisory Board

Appointment of Keith Gary to the Parks and Recreation Advisory Board for a term beginning 1/1/2023 to 12/31/2026. Passed 3-0.

Planning Commission

Appointment of Nicole Hendrix to the Planning Commission for a term beginning 1/1/2023 to 12/31/2026. Passed 3-0.

Wilsonville-Metro Community Enhancement Committee

Appointment of Maripat Hensel to the Wilsonville-Metro Community Enhancement Committee for a term beginning 1/1/2023 to 12/31/2026. Passed 3-0.

Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.

C. Upcoming Meetings

<u>Communications</u> A. None.	
<u>Consent Agenda</u> A. Minutes of the November 21, 2022 Council Meeting.	The Consent Agenda was approved 3-0.
<u>New Business</u> A. <u>Resolution No. 3015</u> A Resolution Of The City Of Wilsonville Adopting The Structural Specialty Code And The Mechanical Specialty Code And Repealing All Prior Resolutions That Previously Adopted A Structural Specialty Code Or Mechanical Specialty Code.	Resolution No. 3015 was adopted 3-0.
<u>Continuing Business</u> A. None.	
<u>Public Hearing</u> A. <u>Ordinance No. 871</u> An Ordinance Of The City Of Wilsonville Amending The Comprehensive Plan Text And Areas Of Special Concern Map To Adopt Airport Good-Nighbor Policies And Designate The Aurora State Airport And Surrounding Properties As An Area Of Special Concern. B. <u>Ordinance No. 870</u> An Ordinance Of The City Of Wilsonville Adopting The Frog Pond East And South Master Plan And Related Comprehensive Plan Text And Map Amendments.	<p>After a public hearing was conducted, Ordinance No. 871 was adopted on first reading by a vote of 3-0.</p> <p>After a public hearing was conducted, Ordinance No. 870 was adopted on first reading, with the additions of Exhibits D and G and details shared during staff presentation. Passed 3-0.</p>
<u>City Manager's Business</u>	The City Manager reiterated the Tree Lighting event was amazing.
<u>Legal Business</u>	No report.
ADJOURN	8:21 p.m.

City Council Meeting Action Minutes
December 19, 2022

City Council members present included:

Mayor Fitzgerald
Council President Akervall
Councilor Lehan
Councilor West
Councilor Linville

Dwight Brashear, Transit Director
Eric Loomis, Transit Operations Manager
Zach Weigel, City Engineer
Ryan Adams, Assistant City Attorney
Jeanna Troha, Assistant City Manager
Chris Neamtzu, Community Development Director
Matt Lorenzen, Economic Development Manager
Dan Carlson, Building Official
Miranda Bateschell, Planning Director
Dan Pauly, Planning Manager
Keith Katko, Finance Director
Katherine Smith, Assistant Finance Director
Bill Evans, Communications & Marketing Manager

Staff present included:

Bryan Cosgrove, City Manager
Amanda Guile-Hinman, City Attorney
Kimberly Veliz, City Recorder
Zoe Mombert, Assistant to the City Manager
Anne MacCracken, Transit Management Analyst

AGENDA ITEM	ACTIONS
WORK SESSION	
START: 5:01 p.m.	
A. Survey Results Childcare/Workforce Wilsonville	Staff shared the results of a recent survey to assess the childcare needs of local families and the impact of the current childcare environment on the local labor force.
B. SMART Annual Rider Survey Results	Staff shared details from SMART’s annual passenger survey, an internal tool used to improve service levels, satisfy reporting requirements, and inform future routes.
C. Canyon Creek / Boeckman Intersection Design Update	Staff shared approximate costs and alternatives under consideration to improve the Canyon Creek Road / Boeckman Road intersection in conjunction with the Boeckman Road Corridor Improvement Project. The Council agreed with staff’s recommendation to proceed with a roundabout at this intersection.
REGULAR MEETING	
<u>Mayor’s Business</u>	
A. Recognition of Outgoing Councilors Ben West and Charlotte Lehan	Councilors Ben West and Charlotte Lehan whom terms end December 31, 2022 were recognized appreciated for their service.
B. Transit Oriented Development Project	Council moved to approve Palindrome as the successful proposer for the Transit Oriented Development Project. Passed 5-0.

C. Boards/Commission Appointments/Reappointments

Development Review Board

Appointment of Megan Chuinard and Justin Brown to the Development Review Board for a term beginning 1/1/2023 to 12/31/2023. Passed 5-0.

Diversity, Equity and Inclusion

Reappointment of Erika Pham and Luis Gonzalez to the Diversity, Equity and Inclusion Committee for a term beginning 1/1/2023 to 12/31/2025. Passed 5-0.

Diversity, Equity and Inclusion

Appointment of Karla Brashear to the Diversity, Equity and Inclusion Committee for a term beginning 1/1/2023 to 12/31/2025. Passed 5-0.

Diversity, Equity and Inclusion – Student

Appointment of George Luo and Aasha Patel to the Diversity, Equity and Inclusion Committee for a term beginning 1/1/2023 to 12/31/2023. Passed 5-0.

Parks and Recreation Advisory Board

Reappointment of Amanda Aird to the Parks & Recreation Advisory Board for a term beginning 1/1/2023 to 12/31/2026.. Passed 5-0.

Planning Commission

Appointment of Kathryn Neil to the Planning Commission for a term beginning 1/1/2023 to 12/31/2023. Passed 5-0.

Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.

D. Upcoming Meetings

Communications

A. Demo Permit Map/Historic Documentation

Council heard details of a new City archival project to preserve images of Wilsonville buildings before they are demolished.

Consent Agenda

A. **Resolution No. 3009**

A Resolution Of The City Of Wilsonville Adopting The South Metro Area Regional Transit (SMART) Public Transportation Agency Safety Plan.

The Consent Agenda was approved 5-0.

<p>B. <u>Resolution No. 3014</u> A Resolution Adopting The Canvass Of Votes Of The November 8, 2022 General Election.</p> <p>C. <u>Resolution No. 3026</u> A Resolution Of The City Of Wilsonville Authorizing South Metro Area Regional Transit (SMART) To A Renewal Of Goods And Services Contract With Optibus, Inc.</p> <p>D. Minutes of the December 5, 2022 City Council Meeting.</p>	
<p><u>New Business</u> A. None.</p>	
<p><u>Continuing Business</u> A. <u>Ordinance No. 870</u> An Ordinance Of The City Of Wilsonville Adopting The Frog Pond East And South Master Plan And Related Comprehensive Plan Text And Map Amendments.</p> <p>B. <u>Ordinance No. 871</u> An Ordinance Of The City Of Wilsonville Amending The Comprehensive Plan Text And Areas Of Special Concern Map To Adopt Airport Good-Neighbor Policies And Designate The Aurora State Airport And Surrounding Properties As An Area Of Special Concern.</p> <p>B.</p>	<p>Ordinance No. 870 was adopted on second reading by a vote of 5-0.</p> <p>Ordinance No. 871 was adopted on second reading by a vote of 5-0.</p>
<p><u>Public Hearing</u> A. <u>Resolution No. 3016</u> A Resolution Of The City Of Wilsonville Authorizing A Supplemental Budget Adjustment For Fiscal Year 2022-23.</p>	<p>After a public hearing was conducted, Resolution No. 3016 was adopted by a vote of 5-0.</p>
<p><u>City Manager’s Business</u></p>	<p>The City Manager echoed the comments made by others about Councilors Lehan and West.</p>
<p><u>Legal Business</u></p>	<p>Council moved to file an amicus brief on Oregon Court of Appeals cases 179661, 179649 and 179634. Passed 5-0.</p>
<p>ADJOURN</p>	<p>8:50 p.m.</p>



PLANNING COMMISSION

WEDNESDAY, JANUARY 11, 2023

INFORMATIONAL

4. 2023 PC Work Program (*No staff presentation*)

2023 DRAFT PC WORK PROGRAM SCHEDULE

Item 4.

Updated 12/14/2022

AGENDA ITEMS			
Date	Informational	Work Sessions	Public Hearings
JANUARY 11	•	• Frog Pond E+S Implementation	
FEBRUARY 8	•	• Frog Pond E+S Implementation • Frog Pond E+S TSP	
MARCH 8	•	• Frog Pond E+S Implementation	• Wastewater Treatment Plant Master Plan • Frog Pond E+S TSP
APRIL 12	• Annual Housing Report	• Transit Master Plan • Frog Pond E+S Implementation	
MAY 10		•	• Transit Master Plan • Frog Pond E+S Implementation
JUNE 14	•	• Housing Needs Analysis	
JULY 12	• Frog Pond E+S Infrastructure Financing Plan and Policy	•	
AUGUST 9		• Housing Needs Analysis	
SEPTEMBER 13		•	•
OCTOBER 11	•	• Housing Needs Analysis	
NOVEMBER 8			• Housing Needs Analysis
DECEMBER 13			
JAN. 10, 2024			
2023 Projects		Future (2024)/Potential Fill In Projects	
<ul style="list-style-type: none"> • Annual Housing Report • Housing Needs Analysis • Housing Production Strategy • Transit Center TOD • Transit Master Plan Update 		<ul style="list-style-type: none"> • Frog Pond E&S TSP Ammend. • Frog Pond E&S Devt. Code • TC Programming Plan • TC Ec Dev/Business Retention • Mobile Food Vendor Standards • Basalt Creek Zoning • Basalt Creek Infrastructure • CFEC Parking Code Updates & TC Parking Study • CFEC Transportation Model Update • CFEC TSP Update (2025) 	

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