



PLANNING COMMISSION

WEDNESDAY, JULY 14, 2021

III. WORK SESSION

- A. Middle Housing Parking Standards and Other Updates (Pauly)
(45 Minutes)



PLANNING COMMISSION WORK SESSION STAFF REPORT

Meeting Date: July 14, 2021		Subject: Middle Housing in Wilsonville Project	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input 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: N/A	
Staff Recommendation: Provide additional project guidance			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Thoughtful, Inclusive Built Environment; Equitable housing study and develop affordable housing strategies	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE PLANNING COMMISSION:

Review materials for the Middle Housing in Wilsonville project relating to driveway design and parking. In addition, review updates to building design standards based on feedback from last work session. Provide direction to the project team to refine the draft of proposed amendments.

EXECUTIVE SUMMARY:

The City is undertaking a project to update rules related to the allowance of middle housing. Middle housing includes housing types where a few homes are on one lot (duplex, triplex) and where homes are on separate lots that share a common wall (townhouses). The project is driven by updates to state law as well as local equitable housing policy. This will be the Planning Commission's seventh of eight work sessions on the topic. The Planning Commission has previously reviewed two large packages of Development Code and Comprehensive Plan updates. Since the last work session with the Commission, the project team has focused on completing development of driveway and parking standards as well as refining design standards applicable to middle housing, which are now reflected in excerpts from the draft Code (Attachment 1).

As a reminder, to assist in the review of the updates and help focus attention on the updates in need of the most attention, the project team categorized the updates. The draft amendments under review are color-coded by category as depicted below.

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

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

Category 3: Requirement of state compliance with local flexibility.

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

This July work session will primarily focus on Category 3 and 4 updates related to driveway design and parking. The work session also revisits some Category 3 updates related to design standards that incorporated prior feedback from Planning Commission.

Driveway Design Standards: House Bill 2001 allows cities some flexibility in how they regulate driveways for middle housing. As discussed during the June work session, the City is pursuing adoption of many of the standards for different middle housing types as laid out in the State's Model Code. This includes driveway standards. For driveway standards the Model Code presents two primary choices. Choice 1 is focused on driveway consolidation and Choice 2 is focused on driveway separation. In the April survey, photos of consolidated driveways were significantly less liked than individual, separated driveways (see relevant excerpts from survey results in Attachment 2). Comments further clarified the tendency to dislike the shared driveways both for functional and aesthetic reasons. Based on this feedback, Choice 2 (focused on driveway separation) is the direction the project team recommends the City take. The draft driveway standards in Section 4.113 (Attachment 1, pages 6 through 19) reflect the general preference.

Parking Standards: One of the project objectives directed by City Council, stemming from a 2018-2020 City Council Goal, is to minimize parking congestion. The City has significant limitations from House Bill 2001 under which it must seek to meet this objective. This includes: cities cannot require more than one parking space per single-family unit or middle housing unit.

In addition, cities cannot require any parking for Accessory Dwelling Units. Understanding what cannot be done, the project team turned attention to what can be done to minimize parking congestion under this regulatory environment. The project team recommends two approaches to minimizing parking congestion. The first approach is to ensure the minimum parking provided is usable and accessible. The second approach is to encourage shared visitor parking in areas with limited on-street parking.

The recommended related code updates, which can be found on pages 20 through 31 of Attachment 1, are summarized as follows:

Updated Standards to Ensure Required Parking is Usable and Accessible

- Require that to count as a required parking space, spaces in garages must be standardized (9 feet by 18 feet) and clear of any obstructions. Current code does not have any requirement for garage sizes or what else may be placed or programmed in the garages.
- Require identification of trash and recycling container storage on-site to ensure it does not interfere with parking.
- Clarify that sidewalks and pedestrian easements do not count as part of parking spaces.
- Establish that required single-family and middle housing parking be on-site.

New Incentives for Shared Visitor Parking in Areas with Limited On-street Parking

With parking requirements met on-site, any available on-street parking can be overflow or visitor parking. However, the question remains of what to do when there is limited on-street parking. Mandating wider streets for parking is not recommended as it is an inefficient use of finite land, creates unnecessary additional impervious surface, and leads to additional public repair and maintenance costs. The City cannot require the extra parking, so the project team explored an incentive approach to encourage developers to build extra visitor parking when these conditions are present. The project survey asked questions of participants regarding if they would be willing to trade off lot size or open space as an incentive for the developer to build extra parking. A slight majority supported the idea, but the results were mixed, so the project team's takeaway was to continue to pursue the concept but at a limited scale. See survey excerpt in Attachment 4.

The project team recommends the following, as reflected on pages 22-23 of Attachment 1:

- Reducing lot size or open space for shared visitor parking only when 10% or more of lots in a development do not have at least one adjacent on-street parking space.
- Shared visitor parking must be within 250 feet of a lot without on-street parking.
- Individual lot size may be reduced by up to 2.5%. This allows, even for a 3,000 square foot lot, enough land for about half a parking space or approximately one extra space for every 2 lots.
- Open space may be reduced by up to 1/10th from 25% to 22.5%. As an example, in a 5 acre development of about 50 lots this would allow development of up to 33 shared parking spaces with of 5,445 square-foot reduction of open space.
- Shared visitor parking will be owned and maintained by homeowners associations or similar organization and managed to ensure it is used for visitor parking and not for longer-term vehicle storage, etc.
- Shared visitor parking developed under these provisions are encouraged to be pervious to reduce stormwater runoff and the need for more land to treat runoff.

Updates to Design Standards: Since the June work session, the project team continued to refine design standards to incorporate feedback from Planning Commission. In particular, the team refined the language regarding house plan variety and standards to encourage a “single-family like” aesthetic.

For house plan variety, the updated draft gets more specific to identify the three options a developer can choose to comply. See page 3 of Attachment 1. The options reflect the three themes of architectural features, materials, and colors. Based on feedback from the project survey, the project team recommends each of these themes as an acceptable way to introduce the desired variety. Existing similar standards for Villebois and Frog Pond rely heavily on architectural features. The draft language in June did as well. The new language introduces the material and color variation options, which would allow the same floor plan with same architectural features to be used next to each other. Allowing the same adjacent plans with different colors or materials can reduce costs, particularly for cluster housing type development. The new variety standards would only apply to areas where no variety standards exist today. The variety standards for Villebois and Frog Pond would remain in place consistent with the Master Plans and previous public decisions.

During the June work session the Planning Commission also saw a proposal to allow a “unified roof line” to encourage middle housing structures to look more like single-family homes. The Planning Commission did not feel this was an effective tool for the desired result. Since June, the project team explored this specific topic more and now recommends two other standards instead that can support “single-family like” architecture without unduly increasing costs. See pages 4-5 of Attachment 1. The new standards relate to the general requirement for architectural elements every 30 feet. The first new standard encourages unifying architectural design elements by allowing a single larger architectural design element spanning two units to count as two elements and meet the requirement for 60 feet of façade length. The second new standard requires the variety and repetition of architectural design elements in a manner typical single-family architecture in Wilsonville. Single-family architecture is generally either symmetrical or asymmetrical without adjacent repetition of the same architectural design element. Most newer-built middle housing in Villebois and Frog Pond also have a similar variety of architectural elements and symmetry or asymmetry. To guide new development, including middle housing, to follow this same typical use of design elements the project team recommends a requirement that structures requiring 2-4 architectural design elements have at least two different design elements. This requirement would cover residential structures of over 30 feet wide up to 120 feet. Structures requiring 5 or more architectural design elements would require at least three different elements. The 5 or more elements is anticipated to apply only to larger townhouse developments with facades over 120 feet. The project team feels a combination of the unifying elements and element variety standards will support the preferences expressed during project outreach for architecture typical of single-family homes.

Discussion Items:

In summary, the project team requests the Commission’s discussion and feedback focus on the following items:

1. Do the driveway standards appropriately reflect public comment and present the best option for the City?
2. Are recommended new parking standards helpful to ensure usable and accessible parking on-site?
3. Do the shared visitor parking provisions provide a useful option for development while not unduly reducing lot size or open space?
4. Does the updated house plan variety language strike the right balance of avoiding aesthetically monotonous development while not unduly increasing development cost?
5. Does the Commission support the two-pronged approach to encouraging “single-family like architecture” by (a) encouraging architectural elements that visually tie together different units and (b) requiring a variety of architectural elements?
6. Does the Commission have additional questions or concerns as the project team prepares for the August work session and September public hearing?

EXPECTED RESULTS:

Gather additional feedback and direction from the Planning Commission to continue to guide the Middle Housing in Wilsonville Project both in preparation of their final work session in August and public hearing in September.

TIMELINE:

The Planning Commission is scheduled for an additional work session in August prior to a public hearing in September. The City Council will also review during work sessions over the coming months prior to their scheduled adoption in October.

CURRENT YEAR BUDGET IMPACTS:

The main consultant contract is for \$125,000. \$95,000 is covered by a grant from the Oregon Department of Land Conservation and Development (DLCD). The remaining amount is covered by funds budgeted in the City’s FY 2020-2021 Budget. Specific outreach to the Latinx community and other historically marginalized communities is funded by an \$81,200 Metro grant.

COMMUNITY INVOLVEMENT PROCESS:

Opportunities to engage have included community meetings, stakeholder meetings, focus groups, online surveys, and other online materials. Outreach included Latinx community focus groups supported by a Metro Community Engagement Grant. Comments have been solicited from the development community and other stakeholders. Staff recently held a second meeting with the Old Town neighborhood. A public forum is planned on July 20 to update the public prior to moving forward with public hearings.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

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

ALTERNATIVES:

The Commission may recommend additional or modified approaches that help the City achieve

compliance with House Bill 2001 and implement a key strategy from the Equitable Housing Strategic Plan. If the City does not adopt compliant standards by June 30, 2022, a state model code will come into effect for Wilsonville.

ATTACHMENTS:

- Attachment 1 Draft Middle Housing Plan and Code updates package 3, dated July 7, 2021
(Driveway and Parking Standards, Design Standards Refinements)
- Attachment 2 Driveway Related Excerpts from Online Survey
- Attachment 3 Parking Related Excerpts from Online Survey

Section 4.001 Definitions.**NOTE:**

Only those definitions directly related to the focus areas for the July 14, 2021 Planning Commission work session are included in the materials. Areas where definitions have been excluded from this review draft are indicated by three asterisks (***)

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

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

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

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

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

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

Commentary

Draft subsection (.14) below is entirely new code text. For ease of review, this proposed text is not shown with underline formatting.

NOTE: This review draft only includes sections related to parking and access, and those sections that have been revised since the last Planning Commission work session on June 9, 2021. The commentary boxes identify and explain the revisions to the previous draft.

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

- A. The design standards in this subsection apply generally throughout the city, except where conflicting design standards specific to certain zones are provided in the Code.
- 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.

Commentary

The draft provisions in subsection C below would apply to both single-family homes and middle housing. These are intended to establish basic standards related to design variation for adjacent structures, consistency of design within a single structure, and articulation. These standards borrow from the approaches used in Villebois, Frog Pond, and Old Town and apply them to development throughout the city. These proposed standards respond to the results of the middle housing visual preference survey and focus groups.

UPDATE: Several of these standards have been revised following the June 9 Planning Commission work session.

The House Plan Variety standard has been revised to be more clear and objective, but also to add flexibility. In particular, residential structures are given the option of varying only by color. This is intended, in part, to reduce additional costs associated with customized designs for each unit in a development—particularly for middle housing. NOTE: This has generally been a non-issue for single-family development

and Villebois and Frog Pond already have more restrictive standards. However, with middle housing more broadly allowed, it will be more important to ensure varied design, create interesting streetscapes, and prevent monotony.

Also, the standard has been modified to apply only within the same development. This way an applicant will not have to judge their building design against existing adjacent to or opposite buildings—they will only have to compare buildings within the proposed development.

See below for commentary about other revisions to the draft code.

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

1. House Plan Variety. Within the same proposed development, no two directly adjacent or opposite residential structures may possess the same front or public-facing elevation. This standard is met when elevations of front or public-facing facades (as defined in WC 4.001) differ from one another in at least one of the following ways:

- a. 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 facades feature the same projection type, the projections on adjacent/opposite facades must differ in at least one of the following ways:
 - i. At least 20% difference in width; or
 - ii. Horizontally offset by at least 5 feet. For the purposes of this standard, “offset” means a measurable difference of at least 5 feet from the left edge of the projection to the left edge of the front façade or at least 5 feet from the right edge of the projection to the right edge of the front façade.
- b. At least 20% of the façade (excluding glazing) is covered by different exterior finish materials. The use of the same material in different types of siding (e.g., cedar shingles vs. cedar lap siding) shall be considered different materials for the purpose of this standard.
- c. Variation in primary paint color as determined by a LRVR (Light Reflectance Value) difference of at least 15%.

Commentary

The Architectural Consistency Standard in subsection 2.a has been revised to remove item iv., which required “Consistent use of façade articulation features such as bay windows, balconies, awnings over entrances, and porches.” This is challenging to assess in a clear and objective manner, and was determined to be less important to regulate than things like roof pitch and façade materials. It also caused potential conflict with the “Articulation Element Variety” standard in subsection 2.d.

2. Architectural Consistency and Interest.

- a. Architectural Consistency. Architectural styles shall not be mixed within the same residential structure (a series of attached structures is one structure for the purpose of these standards). Architectural style consistency is defined by adherence to all of the following:
 - i. Use of the same primary and supporting façade materials throughout the structure.
 - ii. Use of no more than two roof pitch angles.
 - iii. Use of the same door size for each primary entrance in the structure.
- b. Articulation. All public-facing facades of residential structures other than townhouses shall incorporate a selection of the following design elements. Except as noted in 2.c. below, such elements shall occur at a minimum interval of 30 feet. For townhouse articulation standards, see subsection (.14) E.4.
 - i. Varying rooflines
 - ii. Offsets of at least 12 inches
 - iii. Balconies
 - iv. Projections of at least 12 inches and width of at least 3 feet
 - v. Porches
 - vi. Entrances that are recessed at least 24 inches or covered
 - vii. Dormers at least 3 feet wide

Commentary

The “Unified Roof Structure” standard (formerly subsection 2.c.) has been removed because it was not supported by the Planning Commission. In its place, the project team has suggested two additional standards to get at the idea of “single-family appearance.”

- One is an option to allow fewer or wider spaced articulation features if they unify different units in a multi-unit structure. This option (in subsection 2.c. below) would allow a single articulation feature from the list in subsection 2.b.—such as a roofline variation or a porch—to count as two features if it spans at least 50% of the façade. A similar option is included for townhouses in subsection (.14) E.4.
- The second (subsection 2.d.) is a requirement to provide “Articulation Element Variety”. The intent is to prevent repetition of the same architectural features across the same façade, as this repetition tends to make middle housing stand out from single-family homes. The proposed language should work for both single-family and middle housing.

Question for the PC:

Do you support one or both of these new proposed standards to promote “single-family appearance” as a replacement for the unified roof structure concept?

- c. For structures with two or more dwelling units, a single design element that spans at least 50% of the façade width can count as two articulation elements to meet the standard in subsection 2.b. and can meet the standard for 60 feet of façade width. Such elements may overlap horizontally with other required design elements on the façade.
- d. Articulation Element Variety. Different articulation elements shall be used as provided below. For the purpose of this standard, a “different element” is defined as one of the following: a completely different element from the list in subsection 2.b above; the same type of element but at least 50% larger; or for varying rooflines, vertically offset by at least 3 feet.
 - i. Where two to four elements are required on a façade, at least two different elements shall be used.
 - ii. Where more than four elements are required on a façade, at least three different elements shall be used.

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

*** Subsections (.14) D.1. to D.2. are not included in this review draft ***

Commentary

The intent of the standard in subsection D.3. below is to promote a pedestrian-friendly environment by preventing parking areas from dominating the streetscape for triplexes and quadplexes.

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 1. Width of Garages and Parking Areas).

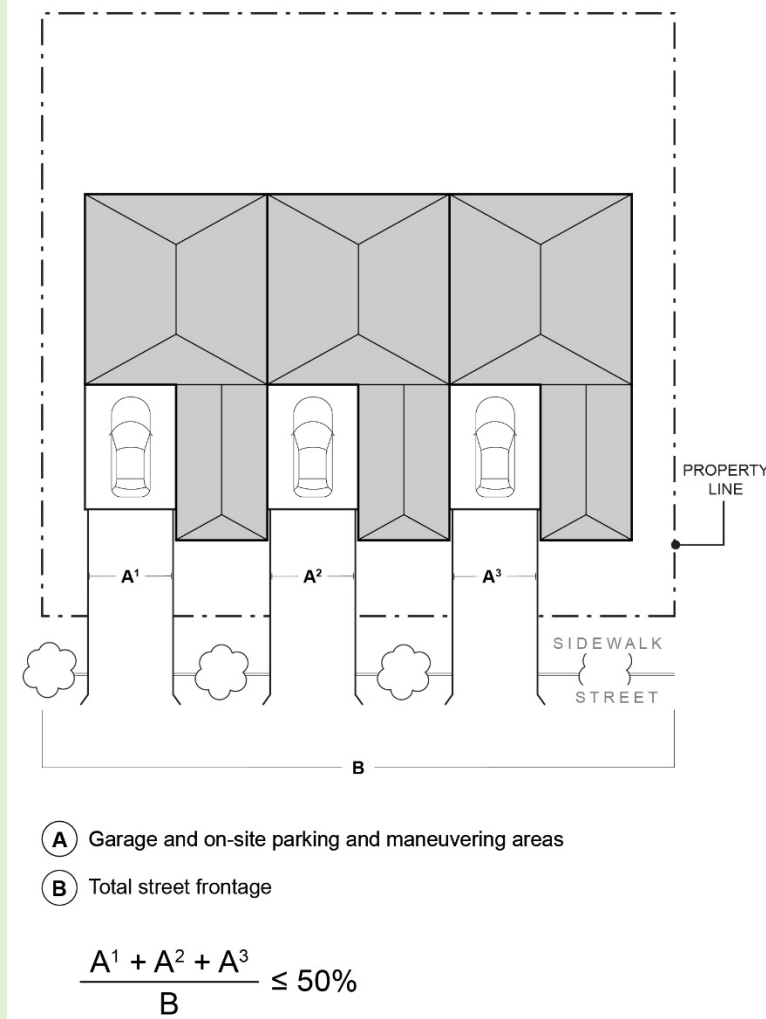


Figure 1. Width of Garages and Parking Areas

Commentary

The proposed driveway approach standards below are from the Model Code and are generally intended to promote pedestrian safety and comfort by limiting driveway width. The standards limit the total width of all driveway approaches to 32 feet per frontage. They allow driveways to be separated when access is from a local street. They also limit the total number of driveways on corner lots.

NOTE: The Model Code does not include a minimum spacing standard for driveways on local streets; however, DCLD has provided guidance that minimum spacing standards are acceptable. Some jurisdictions apply minimum spacing standards to ensure there is adequate room for on-street parking between driveways (e.g., at least 22 feet).

The Model Code standards may also be modified to be more flexible (e.g., to allow more or wider driveways for corner lots); however, besides the possible addition of minimum driveway spacing, the standards cannot be made more restrictive.

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 2. 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 3. 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 4. Driveway Approach Options for Multiple Local Street Frontages).

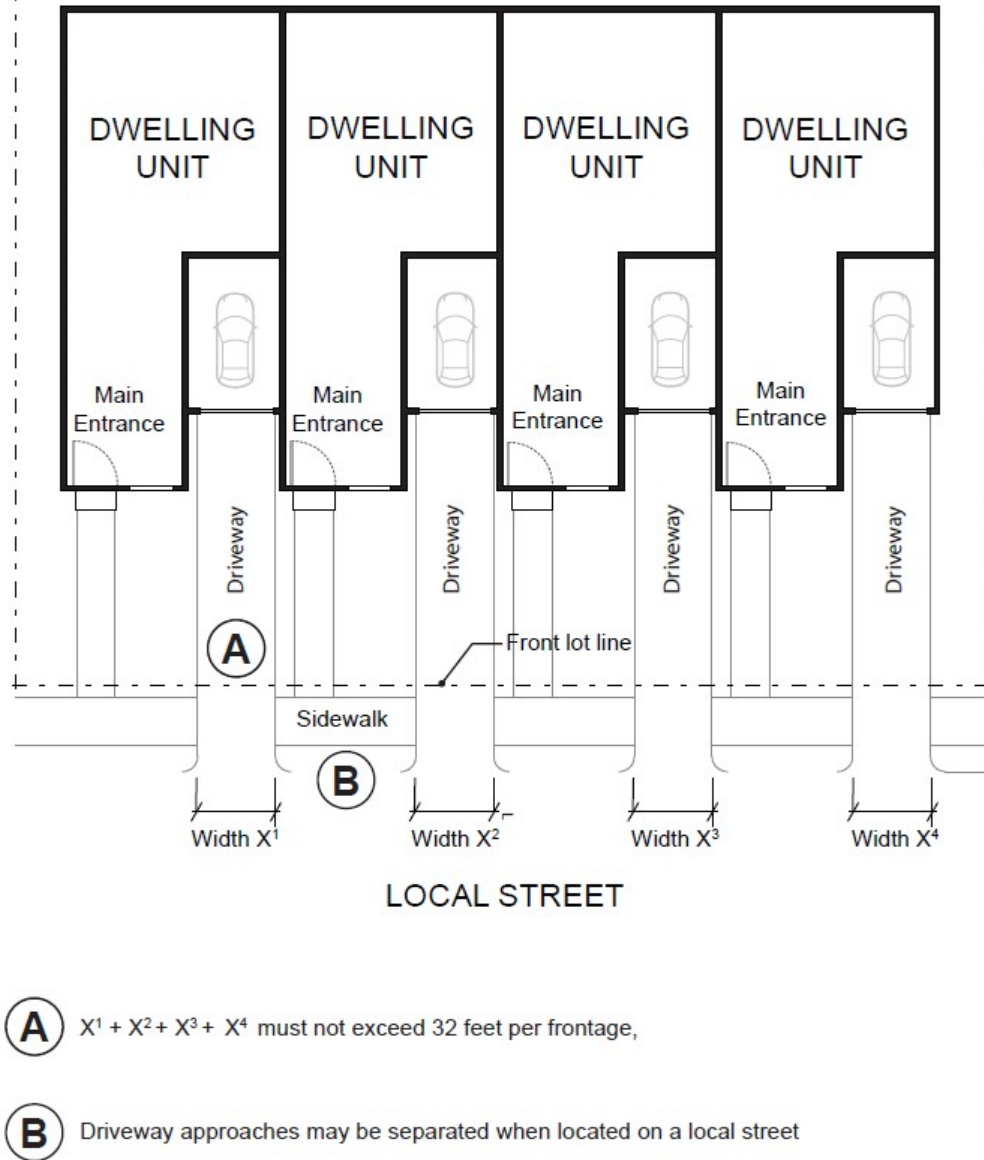


Figure 2. Driveway Approach Width and Separation on Local Street

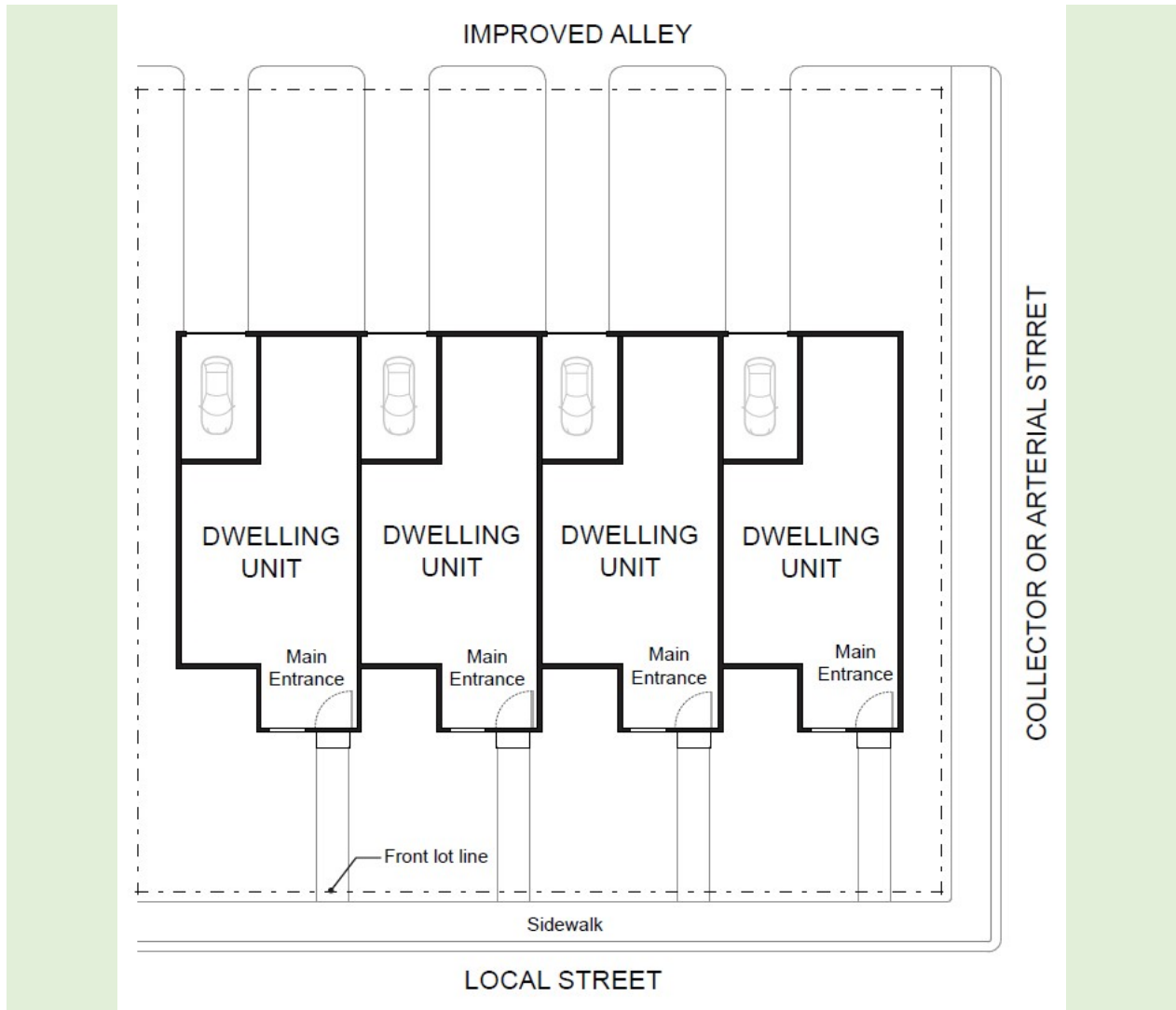
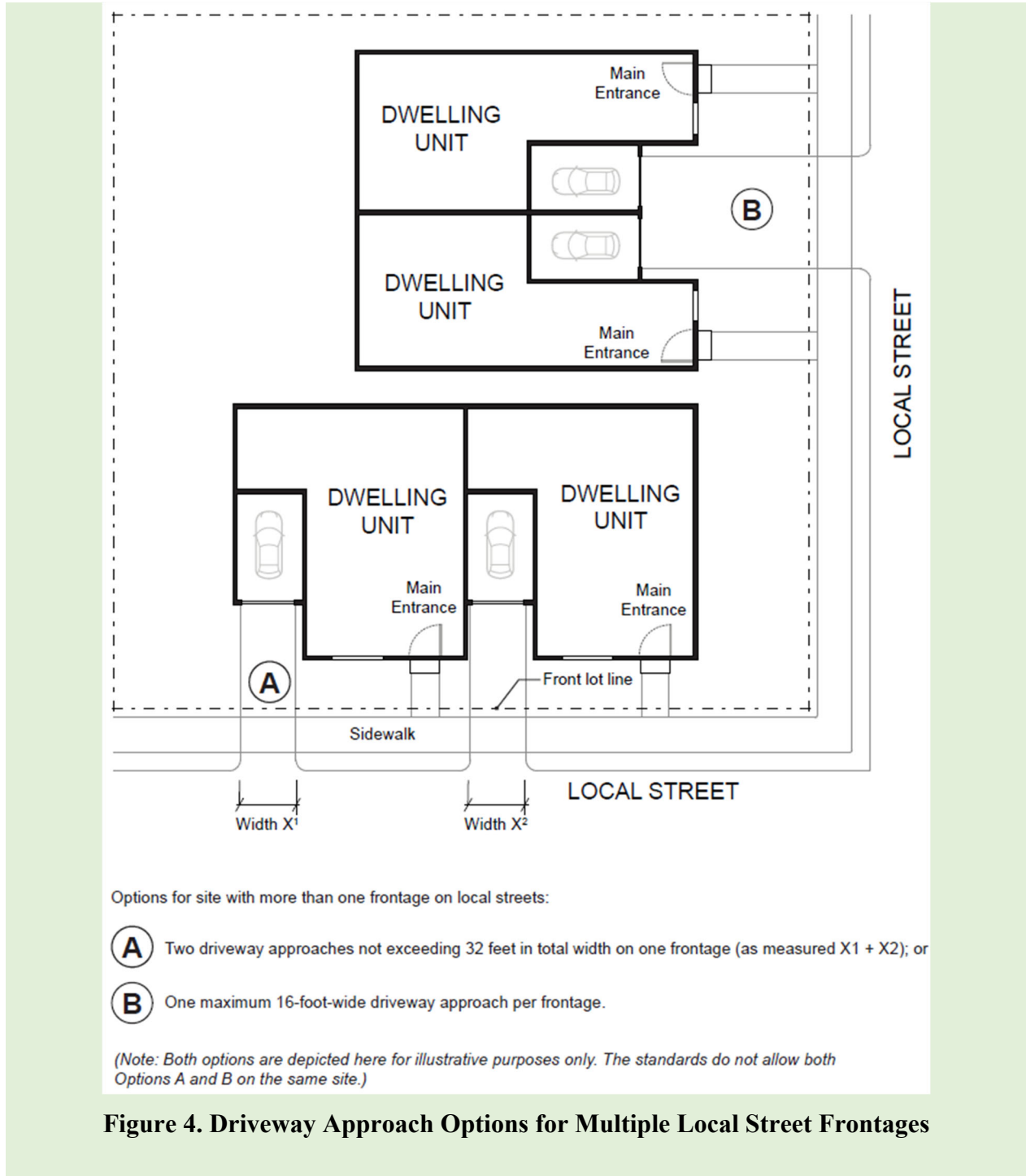


Figure 3. Alley Access



E. Standards applicable to Townhouses.

*** Subsections (.14) E.1. to E.3. are not included in this review draft ***

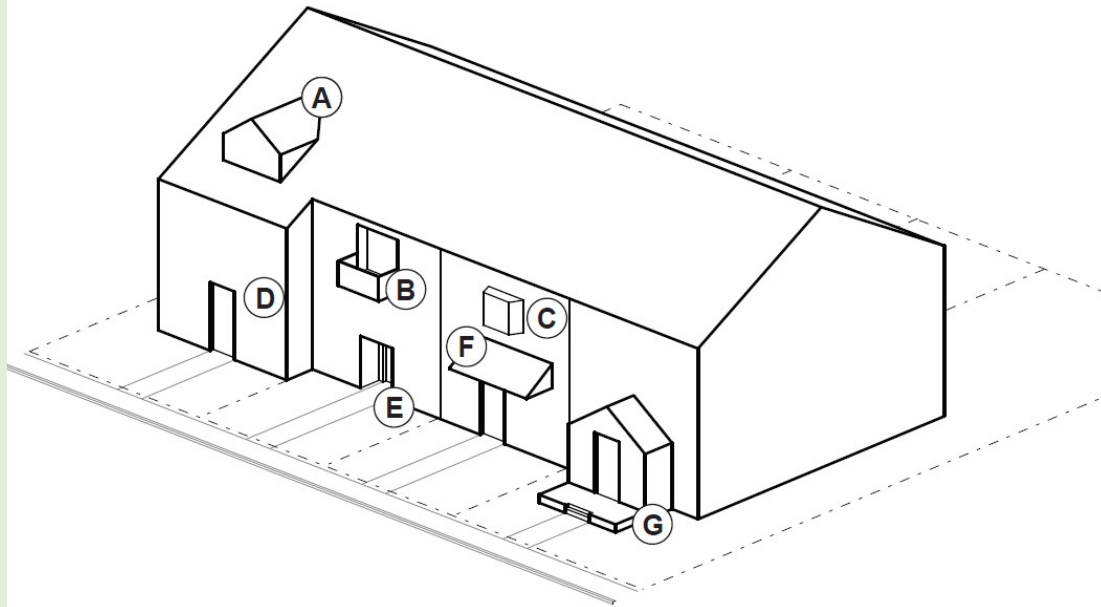
Commentary

The previous draft included a “Unified Roof Structure” option as an alternative to the Unit Definition standard for townhouses. As noted above, the PC did not support this option, so it has been removed. Similar to the updated standards for single-family and other middle housing types (in subsection C.2. above), the project team proposes allowing fewer articulation features for townhouses if they unify different dwelling units in a structure. As applied to townhouses, this would allow a single “unit definition” feature from the list in subsection E.4. to count as two features if it spans across two units.

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 5. Townhouse Unit Definition). Alternatively, if a single item from the list below spans across two townhouse units, it can meet the standard for two units.

- a. A roof dormer a minimum of 4 feet in width, or
- b. A balcony a minimum of 2 feet in depth and 4 feet in width and accessible from an interior room, or
- c. A bay window that extends from the facade a minimum of 2 feet, or
- d. An offset of the facade of a minimum of 2 feet in depth, either from the neighboring townhouse or within the façade of a single townhouse, or
- e. An entryway that is recessed a minimum of 3 feet, or
- f. A covered entryway with a minimum depth of 4 feet, or
- g. A porch meeting the standards of subsection (.14) E.2.b.iv.

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



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

Figure 5. Townhouse Unit Definition

Commentary

The proposed driveway and parking standards below are from the Model Code. The Front Access option in subsection 4.b. allows each townhouse to have its own separate driveway (provided the other standards in subsection 4.b. are met; if these standards cannot be met, a consolidated driveway or alley access must be provided). DCLD has also provided guidance that it is acceptable to require every two townhouse units to share a driveway, instead of allowing separate driveways,

and to apply a minimum spacing standard between the driveways. There are tradeoffs to each approach:

Separate Driveways:

- Allowing each townhouse to have its own separate driveway is the most flexible approach and may be preferred by individual townhouse owners.
- The visual preference survey indicated that respondents prefer narrower separated driveways to wider shared driveways.
- The current code allows individual driveways, with no specific separation standard, so this approach would be consistent with existing standards.

Shared Driveways:

- Requiring spacing between driveways can preserve space for on-street parking (e.g., if driveways are spaced at least 22 feet).
- Shared driveways can preserve more yard space for landscaping.
- More stringent front access requirements may encourage more developers to provide parking to the rear. This is more beneficial in terms of pedestrian safety and comfort, and helps preserve front yards, but can be more space-intensive and can require townhouses to give up backyard space.

Given these options, the project team has recommended the approach that is most consistent with current code and that responds to input received through community engagement. However, input and direction from the Planning Commission is appreciated.

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 6. Townhouses with Parking in Front Yard).
 - i. Each townhouse lot has a street frontage of at least 20 feet on a local street.
 - ii. A maximum of one (1) driveway approach is allowed for every townhouse. Driveway approaches and/or driveways may be shared.

- iii. Outdoor on-site parking and maneuvering areas do not exceed 12 feet wide on any lot.
- iv. The garage width does not exceed 12 feet, as measured from the inside of the garage door frame.

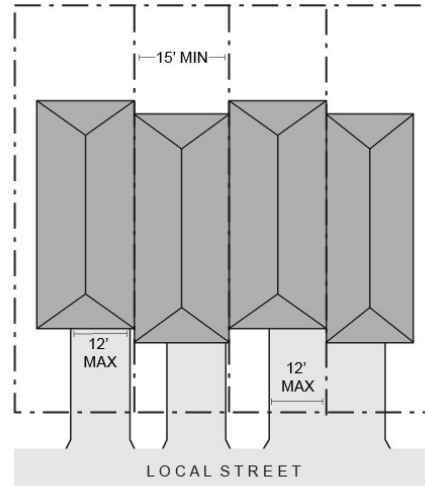


Figure 6. Townhouses with Parking in Front Yard

- 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 7. Townhouses on Corner Lot with Shared Access.

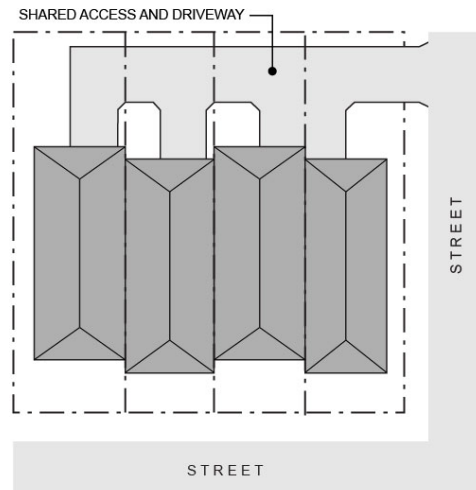


Figure 7. Townhouses on Corner Lot with Shared Access

- 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 8. Townhouses with Consolidated Access.

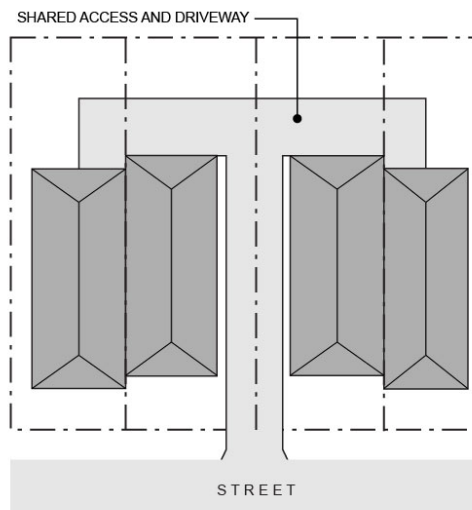


Figure 8. Townhouses with Consolidated Access

- 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.

*** Subsections (.14) F.1. to F.11. are not included in this review draft ***

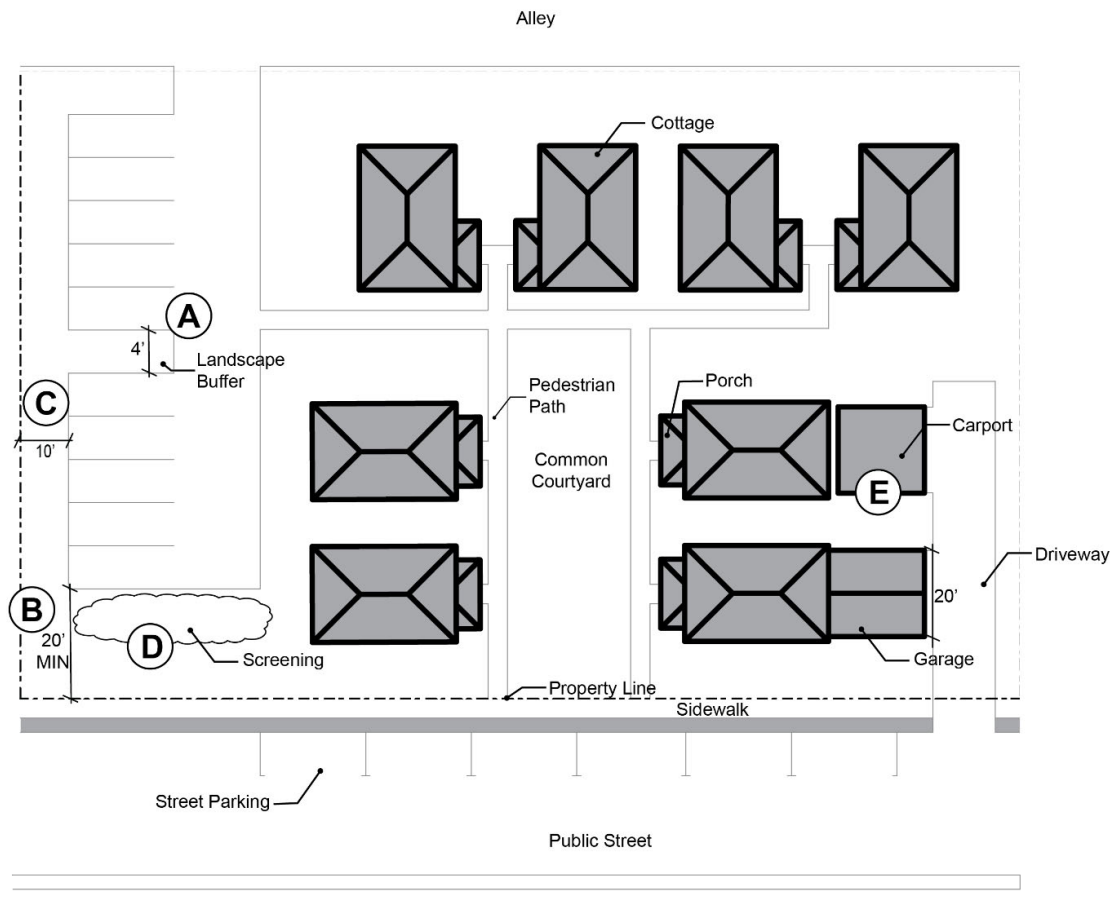
Commentary

The proposed cottage cluster parking design standards encourage shared parking, but also allow individual parking spaces and garages. Standards for clustered parking areas are generally intended to limit the visual impacts of large parking areas, as viewed from within the cottage cluster, from adjacent properties, and from the street. They establish a maximum number of parking spaces per grouping, and require landscaping between each grouping. The standards also include minimum setbacks from the street for parking spaces, screening requirements, and limits on the size of individual garages and garage doors.

12. Parking Design (see Figure 9. Cottage Cluster Parking Design Standards).

- a. Clustered parking. Off-street parking may be arranged in clusters, subject to the following standards:
 - i. A parking cluster must not exceed five (5) contiguous spaces.
 - ii. Parking clusters must be separated from other spaces by at least four (4) feet of landscaping.
 - iii. Clustered parking areas may be covered.
 - iv. Parking areas must also meet the standards in Subsections 4.155(.02)-(.03), except where they conflict with these standards.
- b. Parking location and access.
 - i. Off-street parking spaces and vehicle maneuvering areas shall not be located between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys.
 - ii. Off-street parking spaces shall not be located within 10 feet of any property line, except alley property lines.
 - iii. Driveways and drive aisles are permitted within 10 feet of property lines.
- c. Screening. Landscaping, fencing, or walls at least three feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets.
- d. Garages and carports.
 - i. Garages and carports (whether shared or individual) must not abut common courtyards.
 - ii. Individual attached garages up to 200 square feet shall be exempted from the calculation of maximum building footprint for cottages.

- iii. Individual detached garages must not exceed 400 square feet in floor area.
- iv. Garage doors for attached and detached individual garages must not exceed 20 feet in width.



- (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 9. Cottage Cluster Parking Design Standards

*** Subsections (.14) F.13. to F.14. are not included in this review draft ***

G. Standards applicable to Cluster Housing besides Cottage Clusters

Commentary

The proposed architectural consistency standard for 2-unit, 3-unit, and 4-unit cluster housing applies the same consistency standard to all units in a cluster that applies to a single residential structure for detached single-family and middle housing (above, in subsection (.14) C.2.). The intent is to ensure a cohesive design for detached units on the same lot, so they appear as part of a single development. The project team made the same revision here as in the equivalent standard above, by removing the requirement for “consistent use of façade articulation features.”

1. Architectural Consistency. Architecture shall be consistent within the same 2-unit, 3-unit, or 4-unit cluster. However, house plan 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.

*** Subsections (.14) G.2. to G.3. are not included in this review draft ***

Commentary

The standard in subsection G.4. below is the same as for triplexes and quadplexes, except that parking areas separated from the street by a dwelling (i.e., detached units to the rear of the site) are exempt.

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 1. Width of Garages and Parking Areas).

Commentary

The standard in subsection G.5. below is the same as for triplexes and quadplexes. See commentary box in that section for further explanation.

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 2. 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 3. 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 4. Driveway Approach Options for Multiple Local Street Frontages).

*** Subsections (.14) G.6. to (.14) J. are not included in this review draft ***

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.**(.01) Purpose:**

- A. The design of parking areas is intended to enhance the use of the parking area as it relates to the site development as a whole, while providing efficient parking, vehicle circulation and attractive, safe pedestrian access.
- B. As much as possible, site design of impervious surface parking and loading areas shall address the environmental impacts of air and water pollution, as well as climate change from heat islands.
- C. The view from the public right of way and adjoining properties is critical to meet the aesthetic concerns of the community and to ensure that private property rights are met. Where developments are located in key locations such as near or adjacent to the I-5 interchanges, or involve large expanses of asphalt, they deserve community concern and attention.

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
 - 1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
 - 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.
- B. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for the vehicles, as determined by the Planning Director.
- C. In cases of enlargement of a building or a change of use from that existing on the effective date of this Code, the number of parking spaces required shall be based on the additional floor area of the enlarged or additional building, or changed use, as set forth in this Section. Current development standards, including parking area landscaping and screening, shall apply only to the additional approved parking area.
- D. In the event several uses occupy a single structure or parcel of land/lot, the total requirement for off-street parking shall be the sum of the requirements of the several uses computed separately, except as modified by subsection "E," below. Within the TC Zone, the cumulative number of parking spaces required by this subsection may be reduced by 25 percent.

[Amended by Ord. 835, 6/5/19]

- E. Owners of two (2) or more uses, structures, or ~~parcels of land~~lots may utilize jointly the same parking area when the peak hours of operation do not overlap, provided satisfactory legal evidence is presented in the form of deeds, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. [Amended by Ord. # 674 11/16/09]
- F. Off-street parking spaces existing prior to the effective date of this Code may be included in the amount necessary to meet the requirements in case of subsequent enlargement of the building or use to which such spaces are necessary.
- G. Off-Site Parking. Except for single-family dwellings and middle housing, the vehicle parking spaces required by this Chapter may be located on another ~~parcel of land~~lot, provided the ~~parcel~~lot is within 500 feet of the use it serves and the DRB has approved the off-site parking through the Land Use Review. The distance from the parking area to the use shall be measured from the nearest parking space to the main building entrance, following a sidewalk or other pedestrian route. Within the TC Zone there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone. The right to use the off-site parking must be evidenced in the form of recorded deeds, easements, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. Within the TC zone, there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone. [Amended by Ord. 835, 6/5/19]
- H. The conducting of any business activity shall not be permitted on the required parking spaces, unless a temporary use permit is approved pursuant to Section 4.163.
- I. Where the boundary of a parking lot adjoins or is within a residential district, such parking lot shall be screened by a sight-obscuring fence or planting. The screening shall be continuous along that boundary and shall be at least six (6) feet in height.
- J. Parking spaces along the boundaries of a parking lot over 650 square feet in area, excluding access areas, shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.
- K. All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as pervious materials (i. e. pavers, concrete, asphalt) that is found by the City's authorized representative to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City's authorized representative, shall be provided. [Amended by Ord. # 674 11/16/09]
- L. Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.
- M. Off-street parking requirements for types of uses and structures not specifically listed in this Code shall be determined by the Development Review Board if an

application is pending before the Board. Otherwise, the requirements shall be specified by the Planning Director, based upon consideration of comparable uses.

- N. Up to forty percent (40%) of the off-street spaces may be compact car spaces as identified in Section 4.001 - "Definitions," and shall be appropriately identified.
- O. Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.
- P. Parklets are permitted within the TC Zone on up to two parking spaces per block and shall be placed in front of the business. Placement of parklet requires a temporary right-of-way use permit and approval by the City Engineer. [Added by Ord. 835, 6/5/19]

Q. Residential garages shall not count towards minimum parking requirements unless all of the following criteria are met:

1. The garage contains an area, clear of any obstructions, equal to a standard size parking space (nine feet by eighteen feet) for each counted parking space within the garage;
2. Nine square feet is provided either in the garage or in a screened area of the lot per waste and recycling container to ensure they are not placed in the parking spaces;

R. Public sidewalks, public sidewalk easements or other public non-vehicle pedestrian easement areas shall not be counted towards the area of parking spaces or used for parking.

S. Shared visitor parking in certain residential areas:

1. In order to provide visitor parking in non-multi-family residential areas with limited parking, lot size and/or required open space may be reduced equal to the area of standard-sized parking spaces as described in 2. below if all the following criteria are met:
 - a. 10% or more of lots in the development do not have at least one adjacent on-street parking space that is at least 22 feet long.
 - b. Shared parking spaces are within 250 feet of a lot without an on-street parking space.
 - c. Shared parking spaces will be owned by an HOA and have enforceable covenants in place to ensure spaces are managed for visitor parking and not storage of extra vehicles or overflow parking of residents. This may include time limits on parking, limits on overnight parking, or other similar limits.
2. When shared visitor parking is provided that meets the standards of 1. above, lot size or open space area for the development may be reduced as provided below. The same visitor parking spaces cannot be used to reduce both lot size

and open space area. To achieve both reductions, adequate visitor parking space must be provided to offset both lot size and open space area reductions.

a. Individual lot size may be reduced by up to 2.5% of the minimum lot size for the zone to allow an equal area to be developed as shared parking, as long as the shared parking space is within 250 feet of the reduced lot.

b. Open space required under Subsection 4.113 (.01) may be reduced by up to 2.5% of gross development area (from 25% down to as low as 22.5%) to allow an area equal to the reduced open space as shared parking. No more than 50% of the reduced open space area may be from the required usable open space. In the RN zone, the 10% Open Space requirement for Small-Lot Subdistrict may be reduced to 8%.

c. In order to reduce stormwater runoff and the need for stormwater facilities, shared visitor parking areas are encouraged to be constructed of pervious surfaces.

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
- B. Parking areas over 650 square feet, excluding access areas, and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:
1. Landscaping of at least ten percent (10%) of the parking area designed to be screened from view from the public right-of-way and adjacent properties. This landscaping shall be considered to be part of the fifteen percent (15%) total landscaping required in Section 4.176.03 for the site development.
 2. Landscape tree planting areas shall be a minimum of eight (8) feet in width and length and spaced every eight (8) parking spaces or an equivalent aggregated amount.
 - a. Trees shall be planted in a ratio of one (1) tree per eight (8) parking spaces or fraction thereof, except in parking areas of more than two hundred (200) spaces where a ratio of one (1) tree per six (six) spaces shall be applied as noted in subsection (.03)(B.)(3.). A landscape design that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.
 - b. Except for trees planted for screening, all deciduous interior parking lot trees must be suitably sized, located, and maintained to provide a branching minimum of seven (7) feet clearance at maturity.

3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
 - a. One (1) trees shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
 - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
 - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.
 - d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
 - e. All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer extending from the edge of the property line at the right of way to the edge of the parking area. Buffer landscaping shall meet the low screen standard of 4.176(.02)(D) except that trees, groundcovers and shrubs shall be grouped to provide visual interest and to create view openings no more than ten (10) feet in length and provided every forty (40) feet. Notwithstanding this requirement, view of parking area that is unscreened from the right of way due to slope or topography shall require an increased landscaping standard under 4.176(.02) in order to buffer and soften the view of vehicles as much as possible. For purposes of this section, "view from the public right of way" is intended to mean the view from the sidewalk directly across the street from the site, or if no sidewalk, from the opposite side of the adjacent street or road.
 - f. Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment in bioswales and related plantings. Use of berms or drainage swales are allowed provided that planting areas with lower grade are constructed so that they are protected from vehicle maneuvers. Drainage swales shall be constructed to Public Works Standards.
 - g. In addition to the application requirements of section 4.035(.04)(6)(d), where view of signs is pertinent to landscape design, any approved or planned sign plan shall accompany the application for landscape design approval.

[Amended by Ord. #719, 6/17/13]

- C. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces., provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.
- D. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel of utilizing the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.
- F. Except for single-family dwelling units and middle housing, On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking standards.
- G. Tables 5 shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. Structured parking and on-street parking are exempted from the parking maximums in Table 5. [Amended by Ordinance No. 538, 2/21/02.]
- H. Electrical Vehicle Charging Stations:
 - 1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
 - 2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.
- I. Motorcycle parking:
 - 1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.
 - 2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

[Amended by Ord. #719, 6/17/13]

(.04) Bicycle Parking:

*** Subsection (.04) is not included in this review draft ***

DRAFT

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

[Table 5 amended per Ordinance No. 835, 05/06/2019]

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single-family dwelling units, duplexes, middle housing, as well as multiple-family dwelling units of nine (9) or fewer units	1 per D.U. ^{1,2}	No Limit	Multiple-family dwelling units – Min. of 2
2. Accessory dwelling unit	Per Subsection 4.113 (.10) None required	No limit	None required
3. Multiple-family dwelling units of ten (10) or more units	1 per D.U. (less than 500 sq. ft.) 1.25 per D.U. (1 bdrm) 1.5 per D.U. (2 bdrm) 1.75 per D.U. (3 bdrm) Within the TC Zone, parking minimum is 1 per DU, regardless of the number of bedrooms, if constructed as a residential only building ²	No Limit	1 per D.U.
4. Manufactured or mobile home park	2 spaces/unit ²	No Limit	1 per D.U.
b. Commercial Residential			
1. Hotel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
2. Motel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2
3. Clubs, Lodges	Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.	No Limit	1 per 20 parking spaces Min. of 2
c. Institutions			
1. Welfare or correctional institution	1 space/3 beds for patients or inmates	No Limit	1 per 50 beds Min. of 2
2. Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	1 space/2 beds for patients or residents	No Limit	1 per 6000 sq. ft. Min. of 2
3. Hospital	2 spaces/bed	No Limit	1 per 20 parking spaces Min. of 2
d. Places of Public Assembly			
1. Church	1 space/4 seats, or 8 ft of bench length in the main auditorium	.8 per seat	1 per 50 seats Min. of 2
2. Library, reading room, museum, art gallery	2.5 per 1000 sq. ft.	No Limit	1 per 1000 sq. ft. Min. of 6
3. Preschool nursery, kindergarten	.2 per student and staff	.3 per student and staff	1 per 3500 sq. ft. Min. of 2

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
4. Elementary or Middle School	.2 per student and staff	.3 per student and staff	8 per class (above 2 nd grade) K – 2 nd grade: 1 per 3500 sq. ft.
5. High School	.2 per student and staff	.3 per student and staff	4 per class
6. College, commercial school for adults	.2 per student and staff	.3 per student and staff	1 per class Min. of 4
7. Other auditorium, meeting rooms	.3 per seat	.5 per seat	1 per 50 seats Min. of 4
8. Stadium, arena, theater	.3 per seat	.5 per seat	1 per 40 seats Min. of 4
9. Bowling alley	4 spaces/lane	No Limit	1 per 10 lanes Min. of 2
10. Dance hall, skating rink, gym, swim or fitness center	4.3 per 1000 sq. ft.	6.5 per 1000- sq. ft.	1 per 4000 sq. ft. Min. of 2
11. Tennis or racquetball facility	1 per 1000 sq. ft.	1.5 per 1000 sq. ft.	1 per court Min. of 2

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
e. Commercial			
1. Retail store except supermarkets and stores selling bulky merchandise and grocery stores 1500 sq. ft. gross floor area or less	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 2
2. Commercial retail, 1501 sq. ft. or more	4.1 per 1000 sq. ft. There is no minimum off-street parking requirement within the TC zone for commercial retail less than 5000 sq. ft. and within a mixed-use building	6.2 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 2
3. Service or repair shops	4.1 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 4000 sq. ft.
4. Retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building	1.67 per 1000 sq. ft.	6.2 per 1000 sq. ft.	1 per 8000 sq. ft. Min. of 2
5. Office or flex space (except medical and dental)	2.7 per 1000 sq. ft.	4.1 per 1000 sq. ft.	1 per 5000 sq. ft. Min. of 2

TABLE 5: PARKING STANDARDS

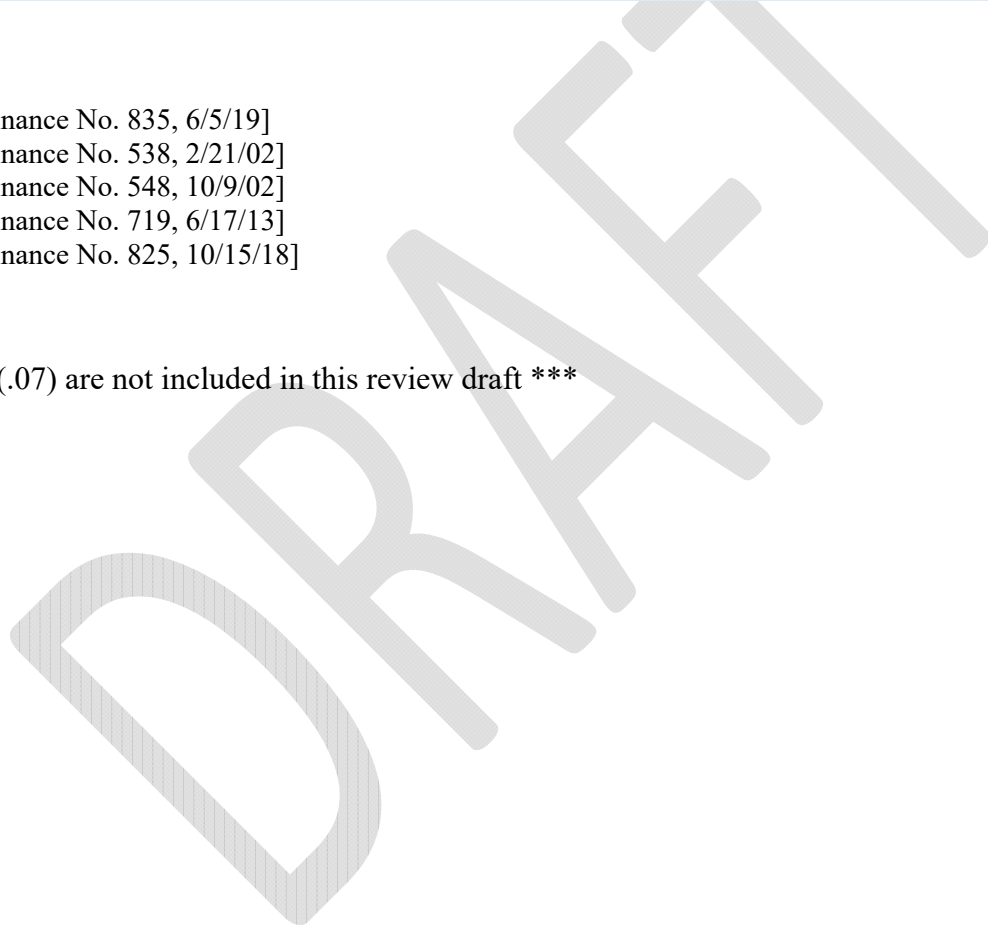
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
Bank with drive-thru	4.3 per 1000 sq. ft.	6.5 per 1000 sq. ft.	
6. Medical and dental office or clinic area	3.9 per 1000 sq. ft.	5.9 per 1000 sq. ft.	1 per 5000 sq. ft. Min. of 2
7. Eating or drinking establishments	15.3 per 1000 sq. ft.	23 per 1000 sq. ft.	1 per 4000 sq. ft. Min. of 4
Fast food (with drive-thru)	9.9 per 1000 sq. ft.	14.9 per 1000 sq. ft.	
Other			
8. Mortuaries	1 space/4 seats, or 8ft. of bench length in chapels	No Limit	Min. of 2
f. Industrial			
1. Manufacturing establishment	1.6 per 1000 sq. ft.	No Limit	1 per 10,000 sq. ft. Min. of 6
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	.3 per 1000 sq. ft.	.5 per 1000 sq. ft.	1 per 20,000 sq. ft. Min. of 2
g. Park & Ride or Transit Parking	As needed	No Limit	10 per acre, with 50% in lockable enclosures

NOTES:

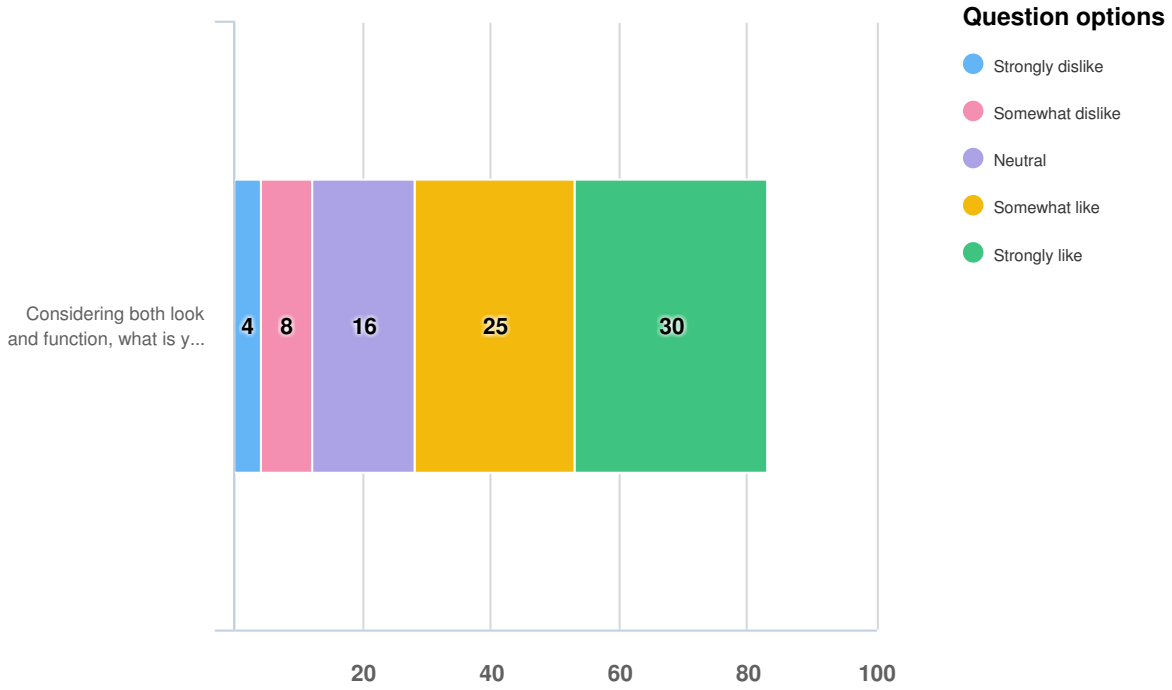
- ¹ No additional off-street parking is required for a triplex or quadplex created through the addition to, or conversion of, an existing single-family detached dwelling.
- ² Garages (except for parking structures in the Town Center) do not count towards minimum parking unless all the requirements of Subsection 4.155 (.02) Q. are met.

[Table 5 amended by Ordinance No. 835, 6/5/19]
[Table 5 amended by Ordinance No. 538, 2/21/02]
[Table 5 amended by Ordinance No. 548, 10/9/02]
[Table 5 amended by Ordinance No. 719, 6/17/13]
[Table 5 amended by Ordinance No. 825, 10/15/18]

*** Subsections (.05) - (.07) are not included in this review draft ***

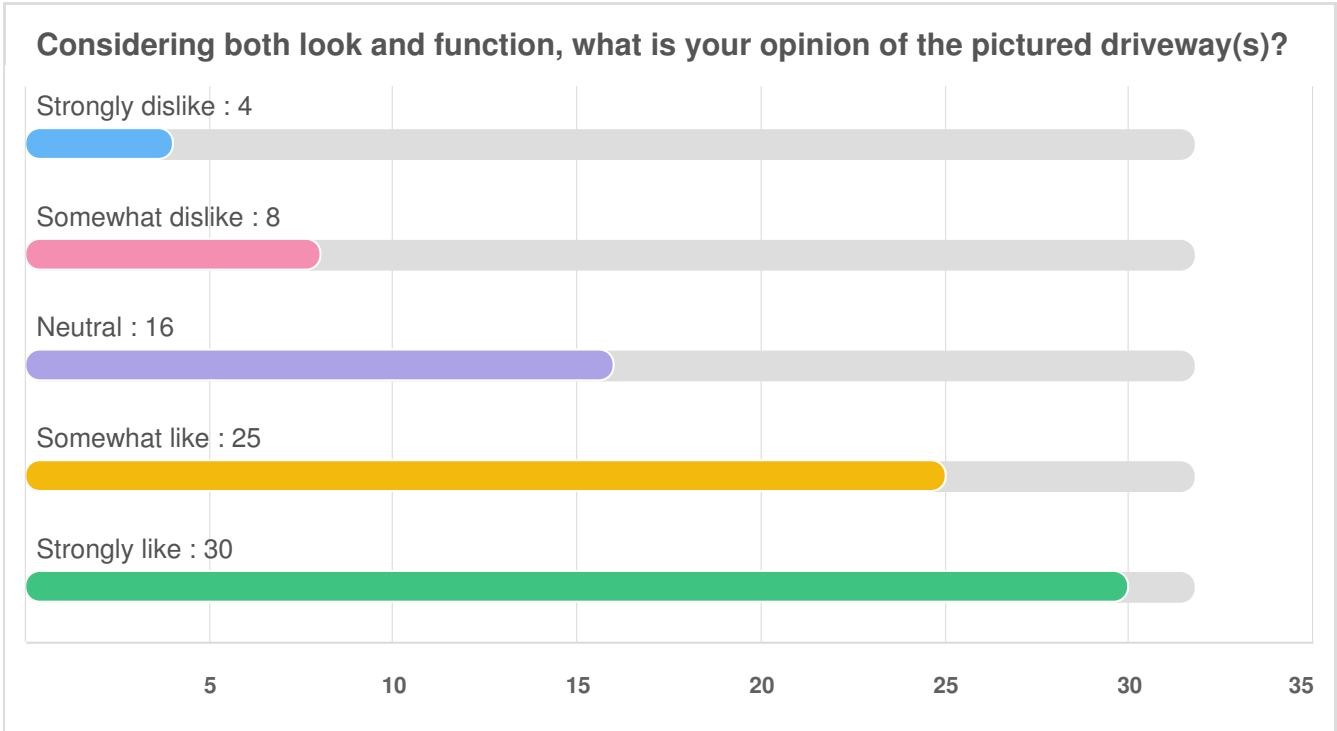


Q19

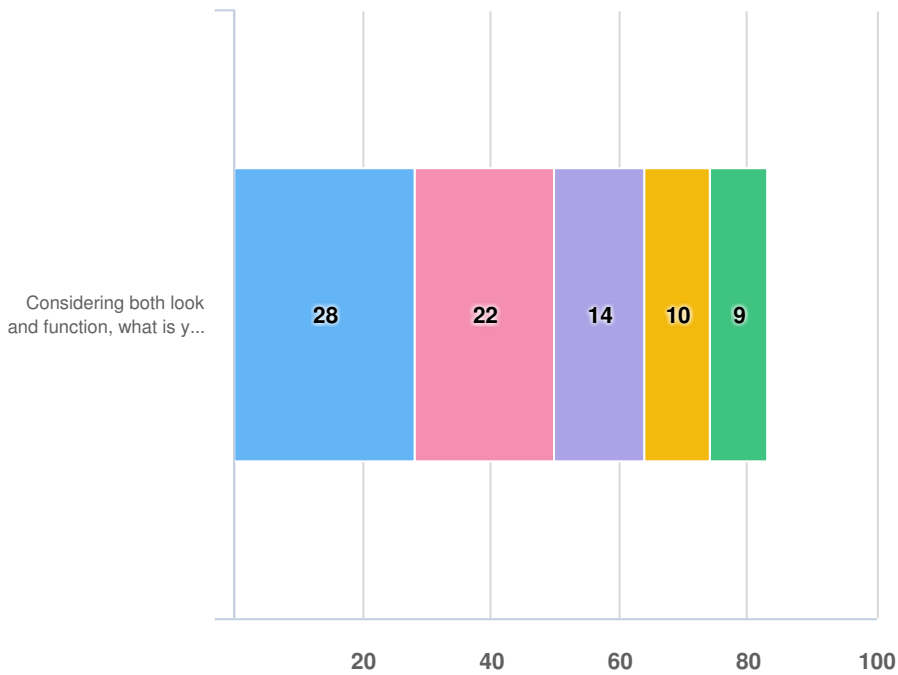


Mandatory Question (83 response(s))
Question type: Likert Question





Q20

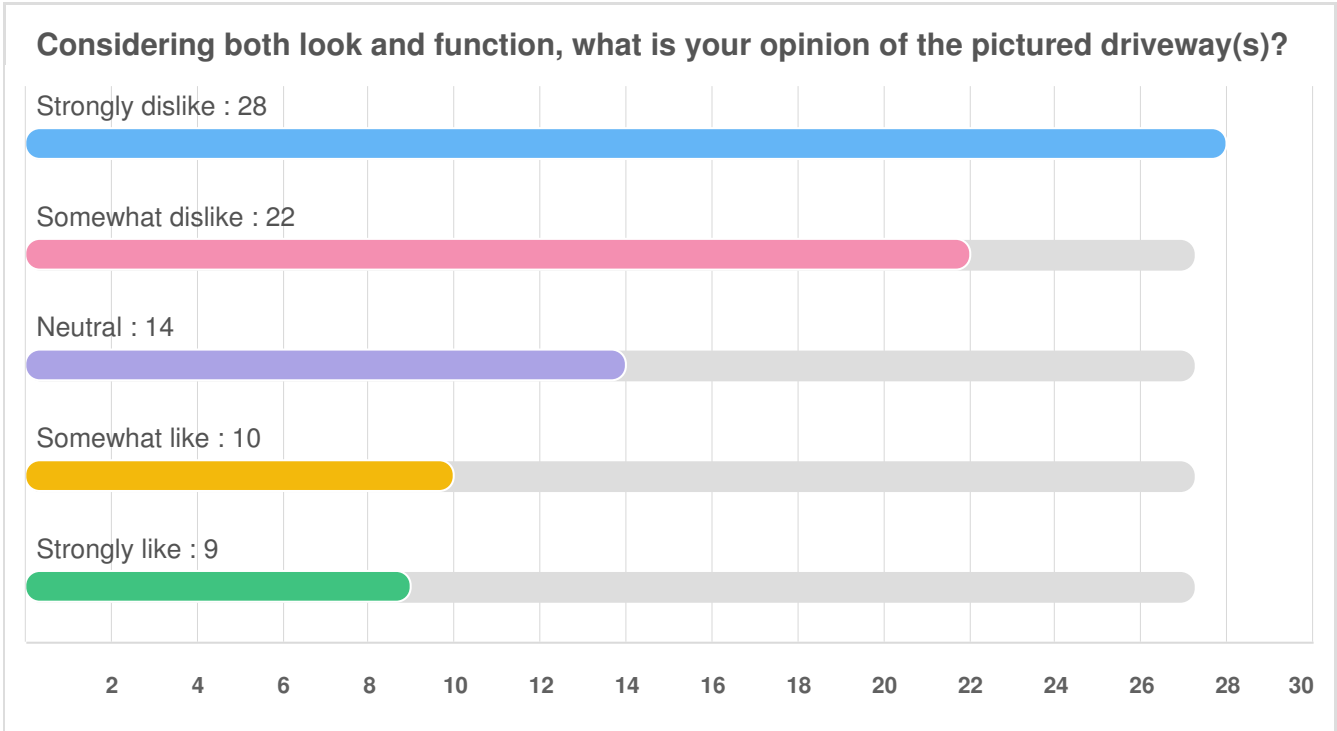


Question options

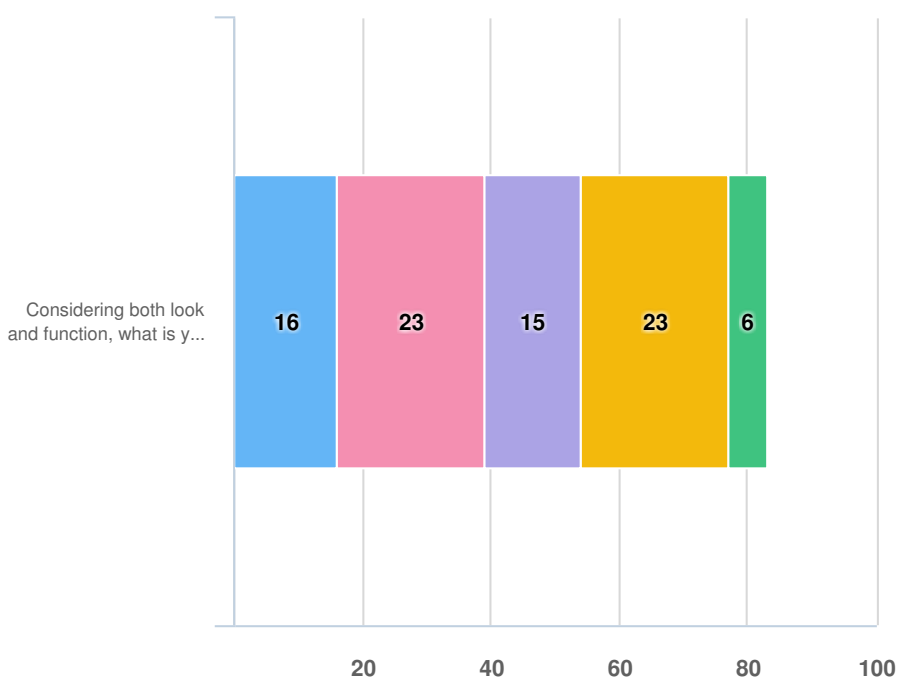
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- Somewhat like
- Strongly like



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



Q21

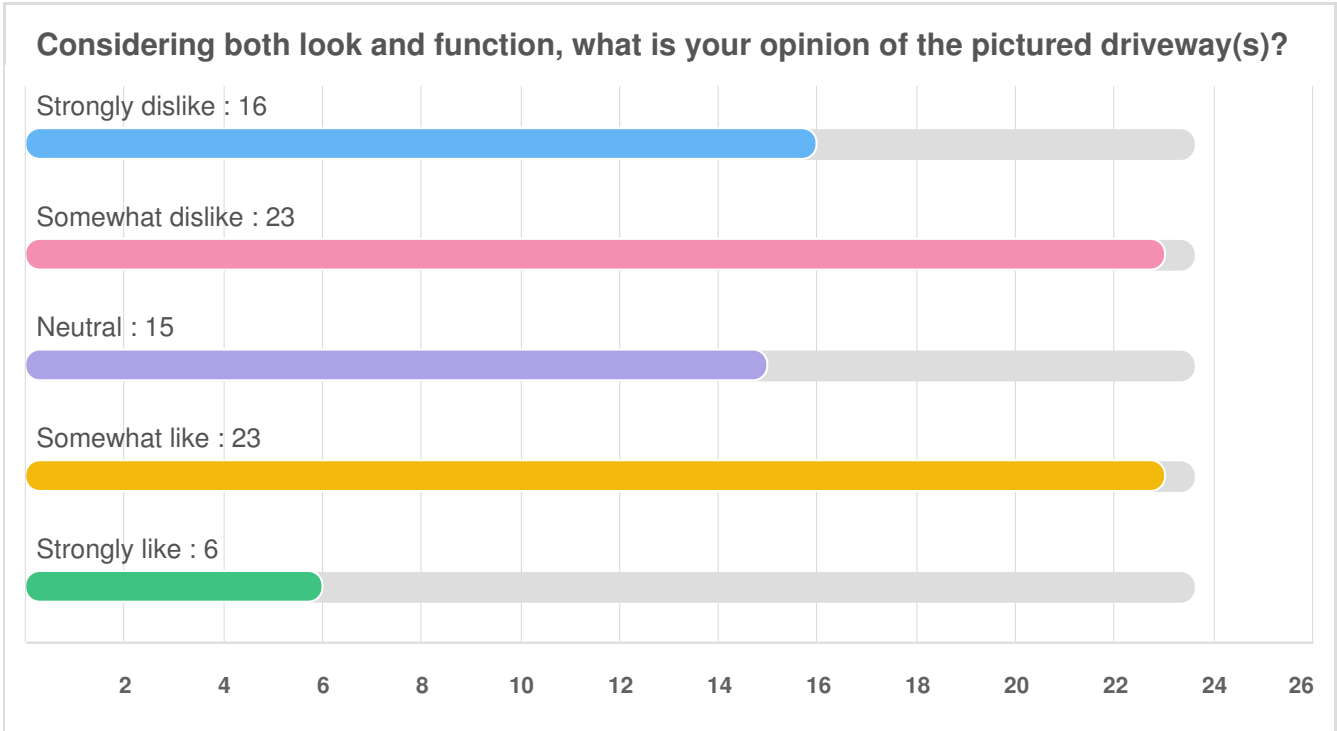


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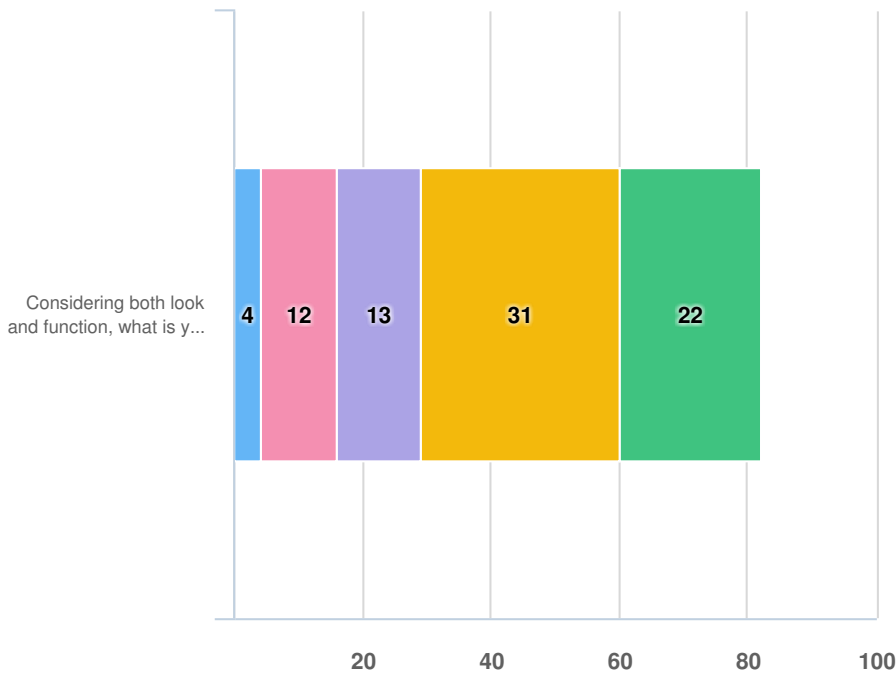
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- Somewhat dislike
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- Strongly like



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



Q22

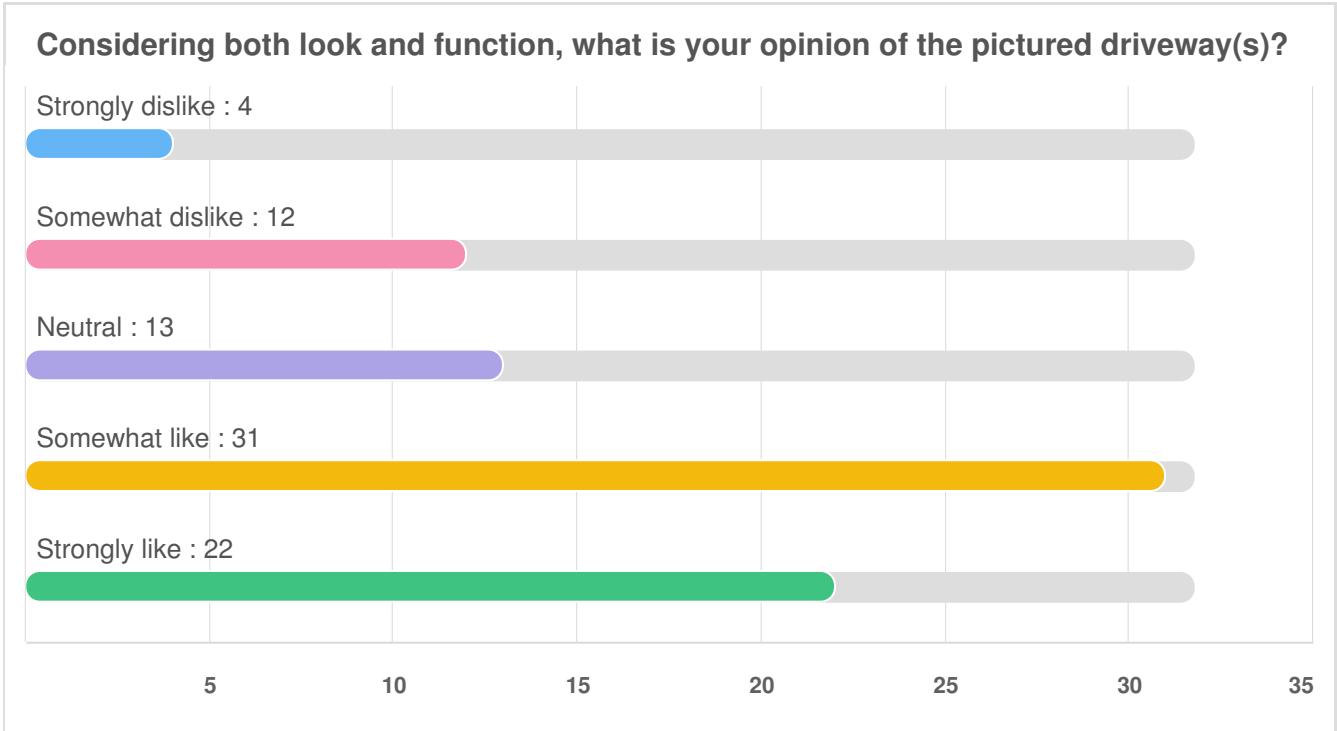


Question options

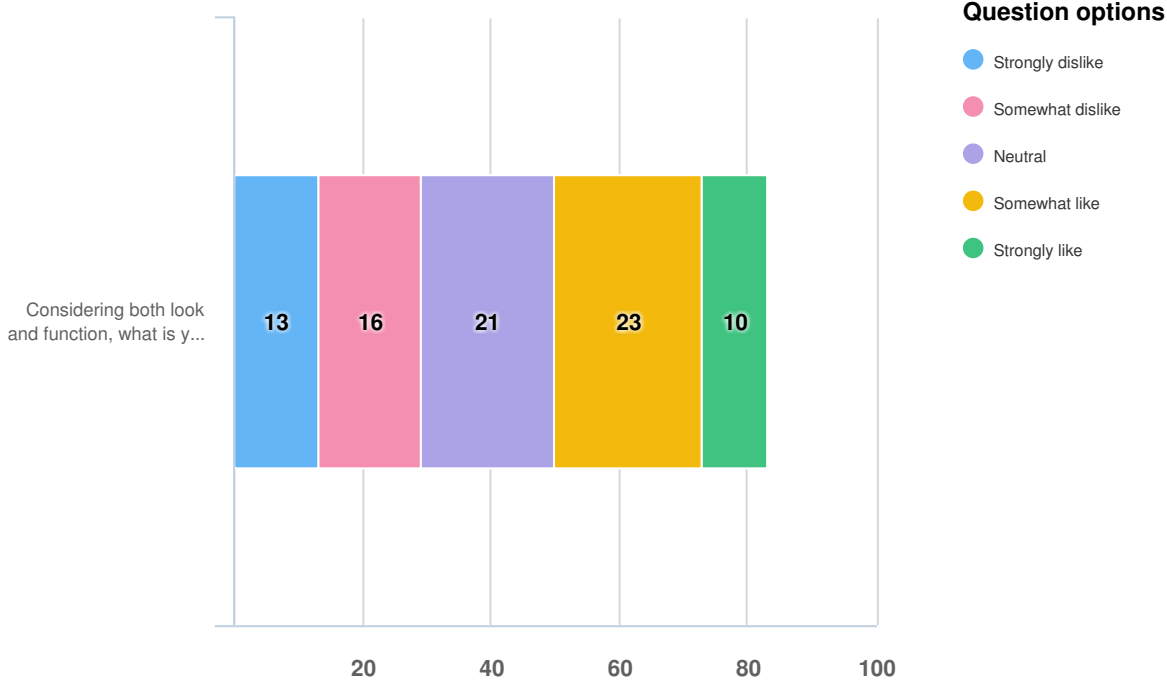
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- Somewhat dislike
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- Strongly like



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

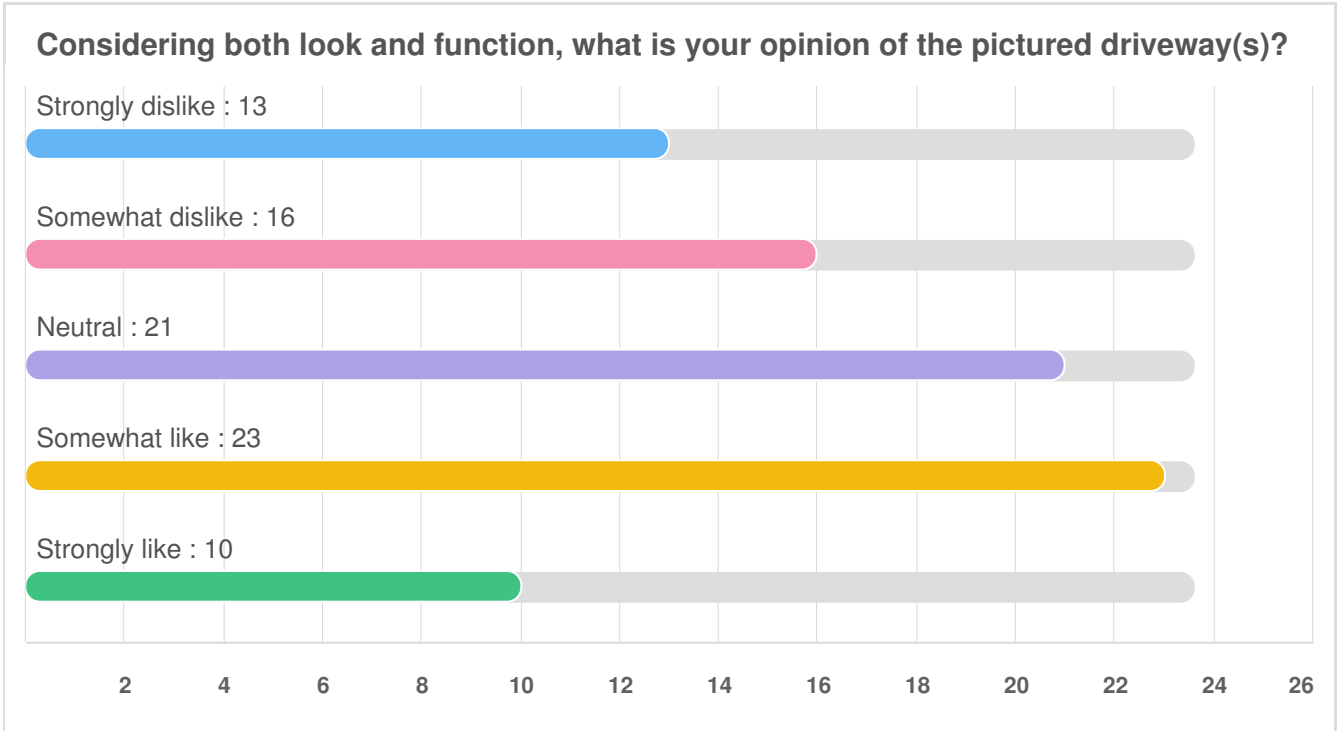


Q23

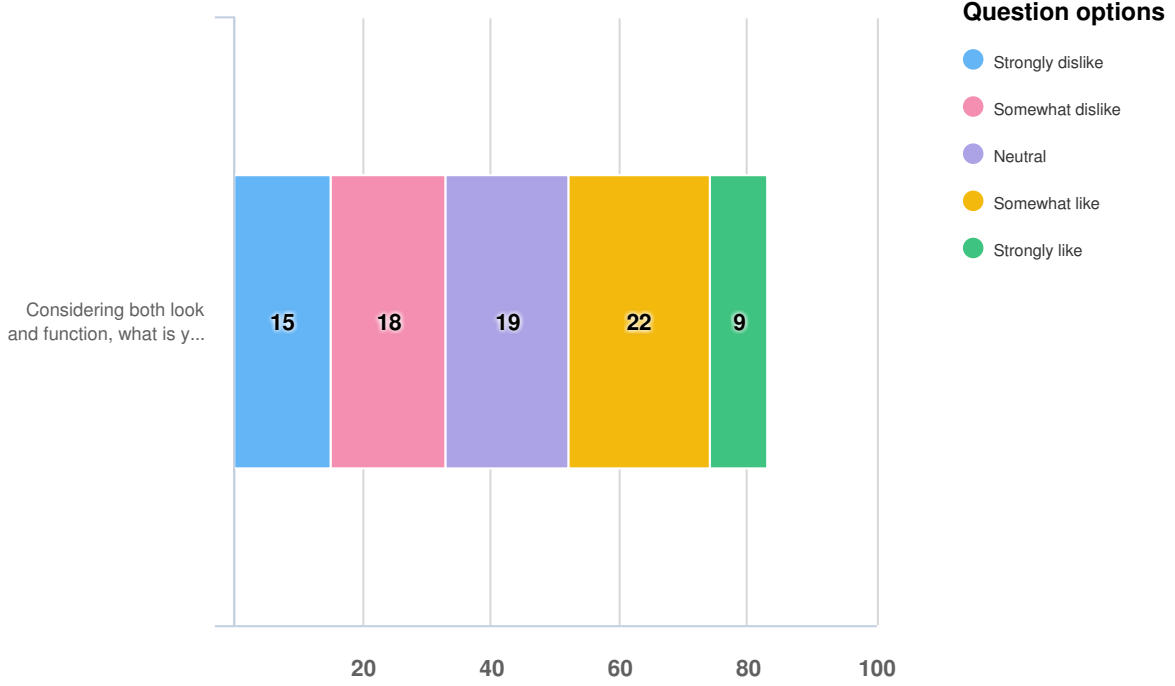


Mandatory Question (83 response(s))
Question type: Likert Question



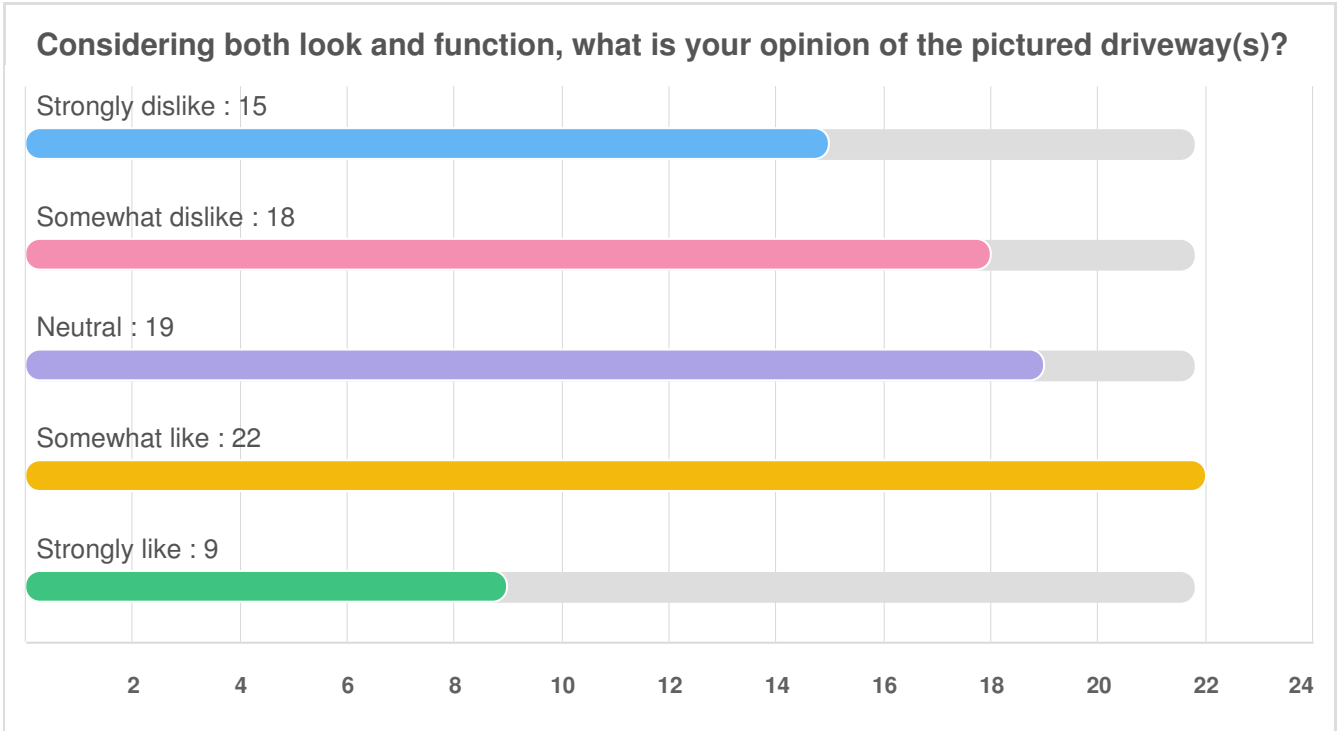


Q24

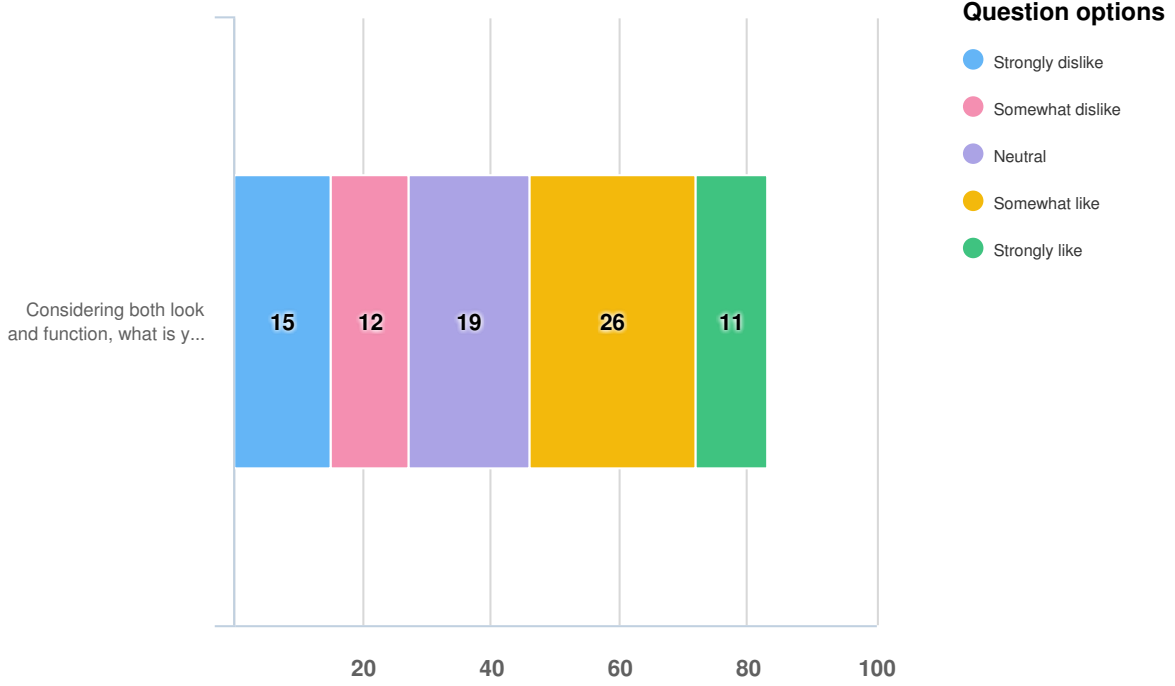


Optional question (83 response(s), 0 skipped)
Question type: Likert Question



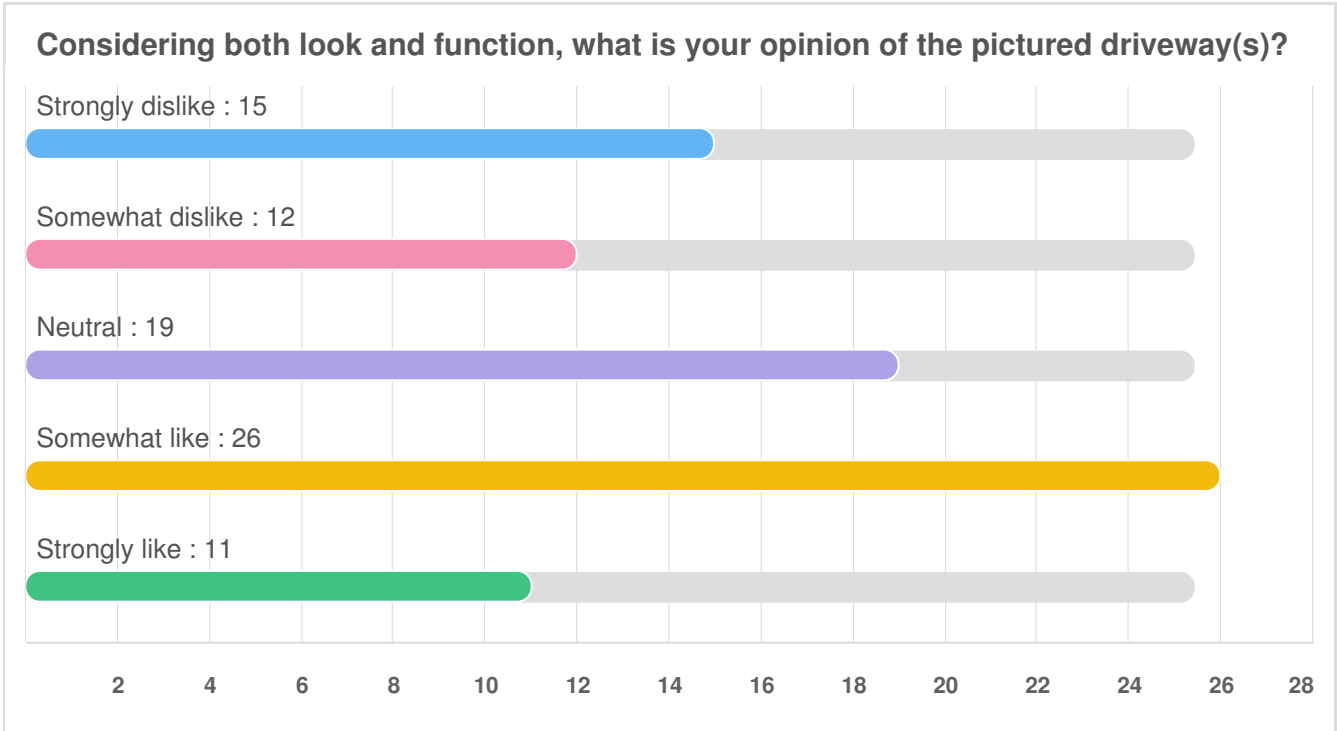


Q25

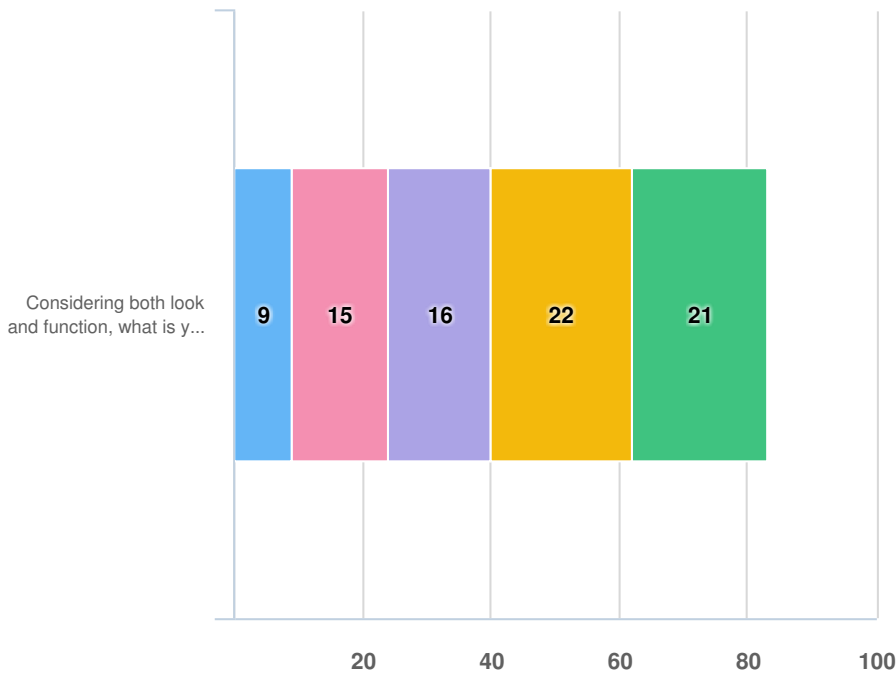


Mandatory Question (83 response(s))
Question type: Likert Question





Q26

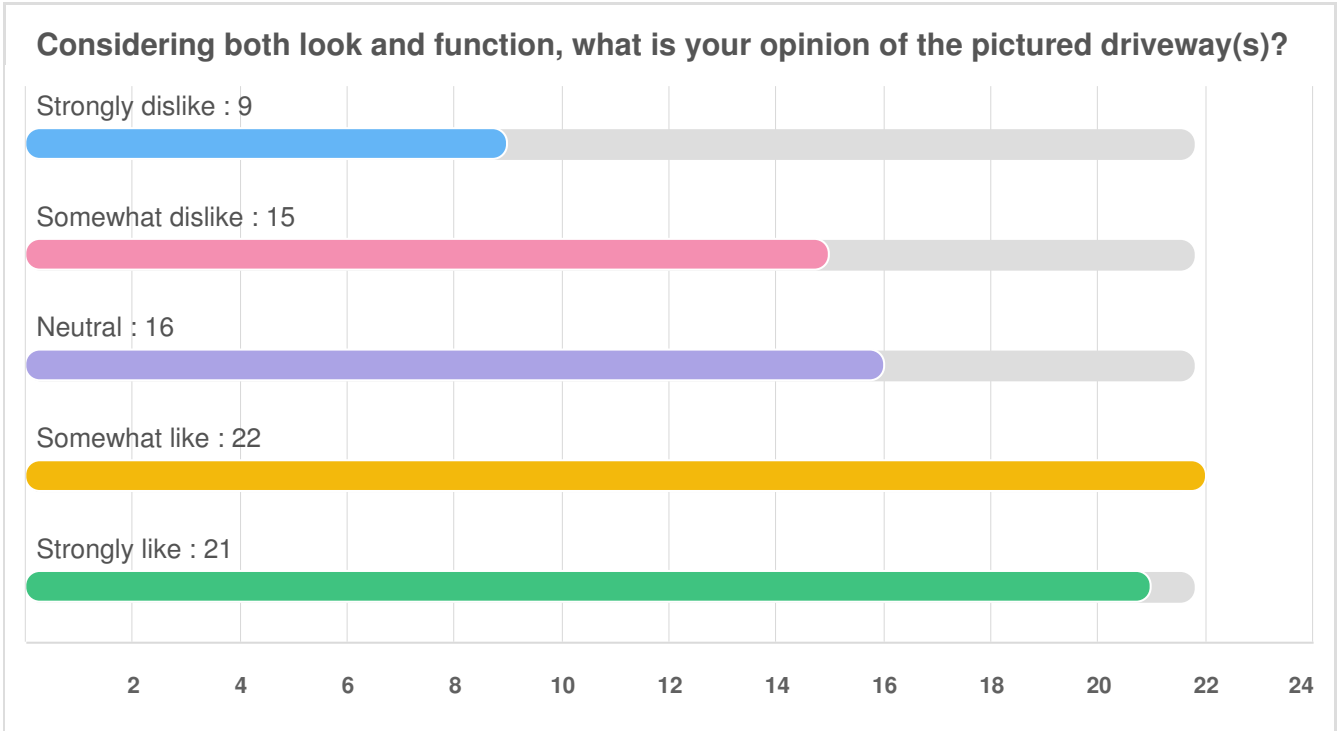


Question options

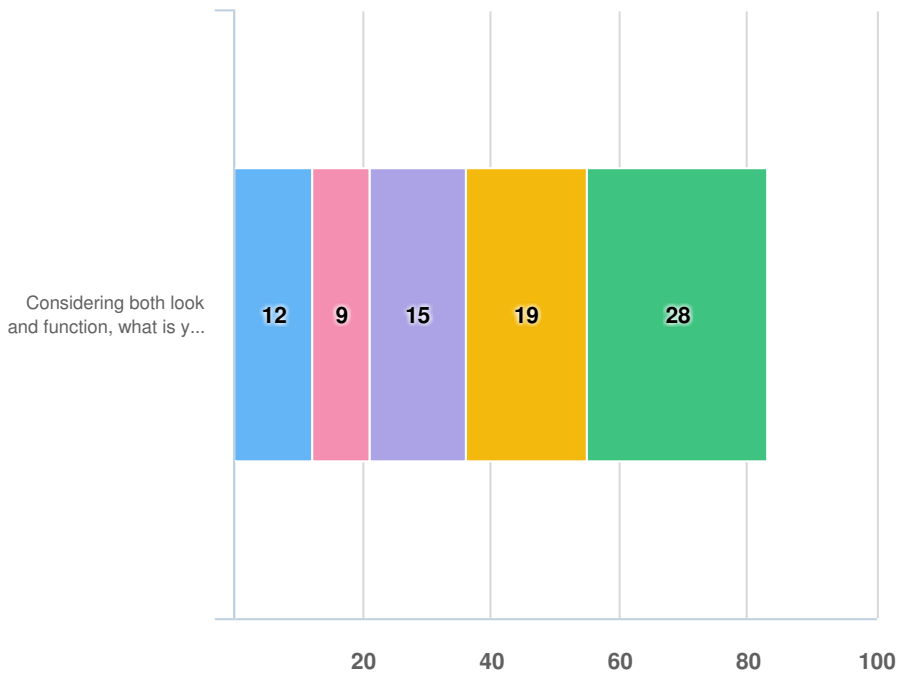
- Strongly dislike
- Somewhat dislike
- Neutral
- Somewhat like
- Strongly like



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



Q27 No front driveway, accessed via alley



Question options

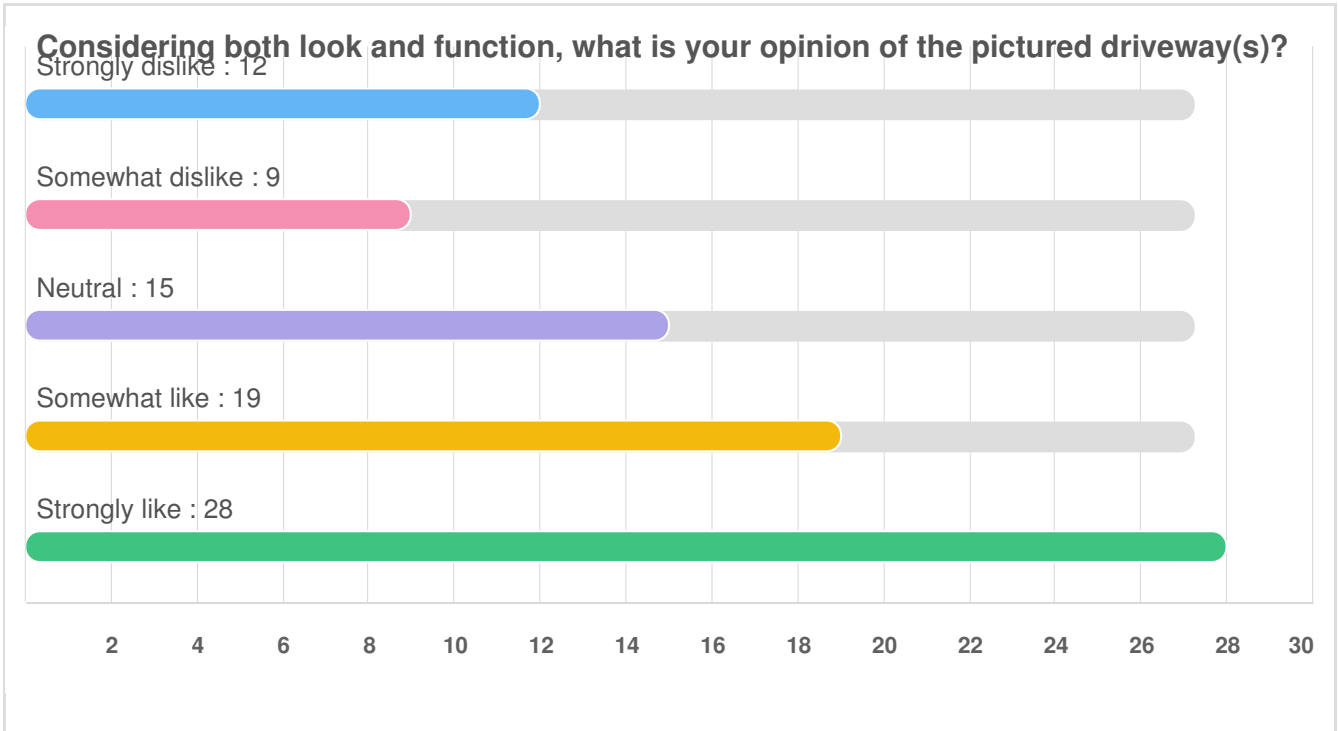
- Strongly dislike
- Somewhat dislike
- Neutral
- Somewhat like
- Strongly like



No front driveway, accessed via alley *

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

Q27 | No front driveway, accessed via alley



Q28 | Explain or add comments about your answers to above questions 19-27 regarding driveways (optional)

Strongly dislike garages that have to be accessed from an alley.

Hard to tell if the alley configuration would have enough off-street parking to be functional.

The driveways should be distinct from another, and generally have some separation.

alleyways prevent people from having decent sized yards

garages are used as closets these days. anything to hide cars make them more attractive

I don't trust my neighbors not to poorly manage their driveway. I

would most prefer to have my own driveway that isn't shared in any way with my neighbors.

Really, driveway appearances? This is the suburbs, how about single family homes with old fashioned drive ways. No matter how you place a driveway the homes will still cheapen the look of this community. Move away from this plan please. We want to be an upscale community!!! Thats why all the professionals bought homes out here, we did not want to live next to apartment building and town homes we want to live on large lots in large homes.

The garages in between the homes serve as a good noise buffer to avoid shared wall space.

I like the look of homes that have the driveway and garage behind the home with access thru any alley. I realize that this is not always possible.

I think common undivided driveways are the easiest but the least practical.

Really like the accessed via alley.

Driveway access via rear alley makes for friendlier, more walkable sidewalks.

My preference is not to have shared driveways for single family homes. It relies on a shared use agreement that can be contentious at times. Additionally, my preference is to ensure more linear street footage to ensure that there is ample parking for guests and not relying solely on driveway parking for homes.

Again, I like designs where the

garage is not the focus of the building.

Driveways that preserve green space in the front of the building look best.

People want "their own" driveway, a physically defined space that's their theirs. especially if they have kids. Shared driveway feels more like an apartment.

I do not like to share a driveway with a neighbor.

Shared driveways are an undesirable feature in any suburban neighborhood. No one wants them.

It provides privacy to the entrance yet it's simple.

Stop cramming people in like sardines. This so-called affordable housing is more expensive than my single family home with 4 bedrooms and a backyard! I couldn't even get a VA loan to cover the cost of these because they are too expensive. The only people who can afford it are landlords who come in and scoop them up, charge outrageous rent, discriminate against applicants, and make it so a family can't make it a home by having so many rules you are afraid to even sit down inside. No room for a pet or landlords won't let you have one. They come with crazy HOA fees and rules (Villebois). How is that affordable? Why does affordable housing mean living on top of each other? Lower income people don't deserve to have privacy? Stop destroying natural resources by building [REDACTED] housing. I have to ask permission and pay a fee just to have a single tree removed/replaced on my property but

bring in these corporate douchebags and their [REDACTED] homes and we change all the rules for them and even pay them to do so. I hate that Wilsonville is getting rid of its small town vibe and putting up ridiculous housing. I would live in Portland if I wanted that [REDACTED]

Anything over a 2 bedroom should be required to have a 2 car garage. It should be required to have parking between driveways or connecting driveways. There should be enough parking for 2 vehicles in garage, driveway, or adjacent to each. Plus enough parking for each unit to have another guest parking. It is too dangerous for kids to play if the streets are lined with nothing but cars. It also causes tension between neighbors and promotes unsafe parking if there is not enough parking. This is a big investment for people, they should be treated with respect and not like packed animals because all they can afford is condensed housing. The more it can look and feel like a traditional single home the better.

Shared driveway spaces could lead to conflict over use and maintenance. If you purchase the "house" you should have clearly delineated property.

I only like alley plan if still allowed a full drive way. No driveway presents inconveniences.

#19 (as well as #14 above) has a physical division in the driveway-- helps both neighbors from encroaching on the other's side. #22 is cute, but what happened to the neighbor's arched entrance? You didn't ask, but #24 looks like a large house was cut in two. Shared

driveways aren't fun for families--
can't imagine how they'd work for
strangers. Better to put a border--
which is what #25 did, but I guess
you drive your car into the house to
enter it?? Again: it's car-centric--not
a good look--or good health w/car
fumes floating up to the 2nd floor.
#19 is the best design.

Sorry, garages and driveways should
not be shared. I have seen too many
places like this become headaches
due to rude neighbors or renters.
They leave junk cars and or take up
more room than they should. No
thanks.

I love the garage in the back. I think
it's brilliant for curb appeal

For the driveway design, I prefer for
the driveways to be connected in
multi-unit homes, rather than on
outer side of the homes. This offers a
bit more distance from the neighbor
when the driveway is connected and
the living space is on the other side
of the driveway. Also, I prefer when
the driveway looks distinct for each
home, although I also like when the
driveways are located behind the
homes cannot be seen from the
front.

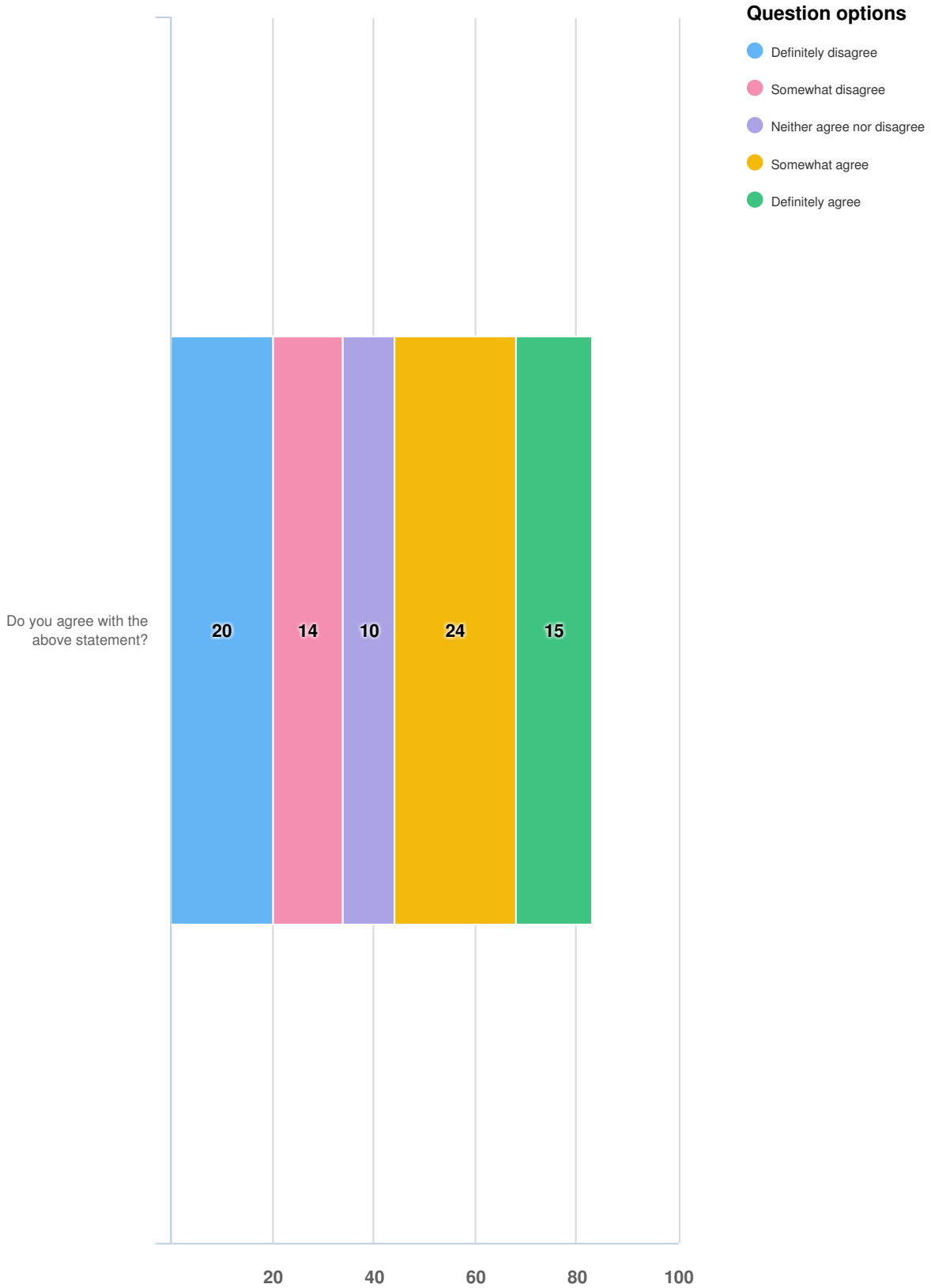
Driveways with no divider are going
to create parking contention and
messes. Don't do it.

I much prefer alleys- that design style
makes for more interesting,
approachable building fronts that
make a neighborhood more pleasant
to walk in.

Optional question (29 response(s), 54 skipped)

Question type: Essay Question

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

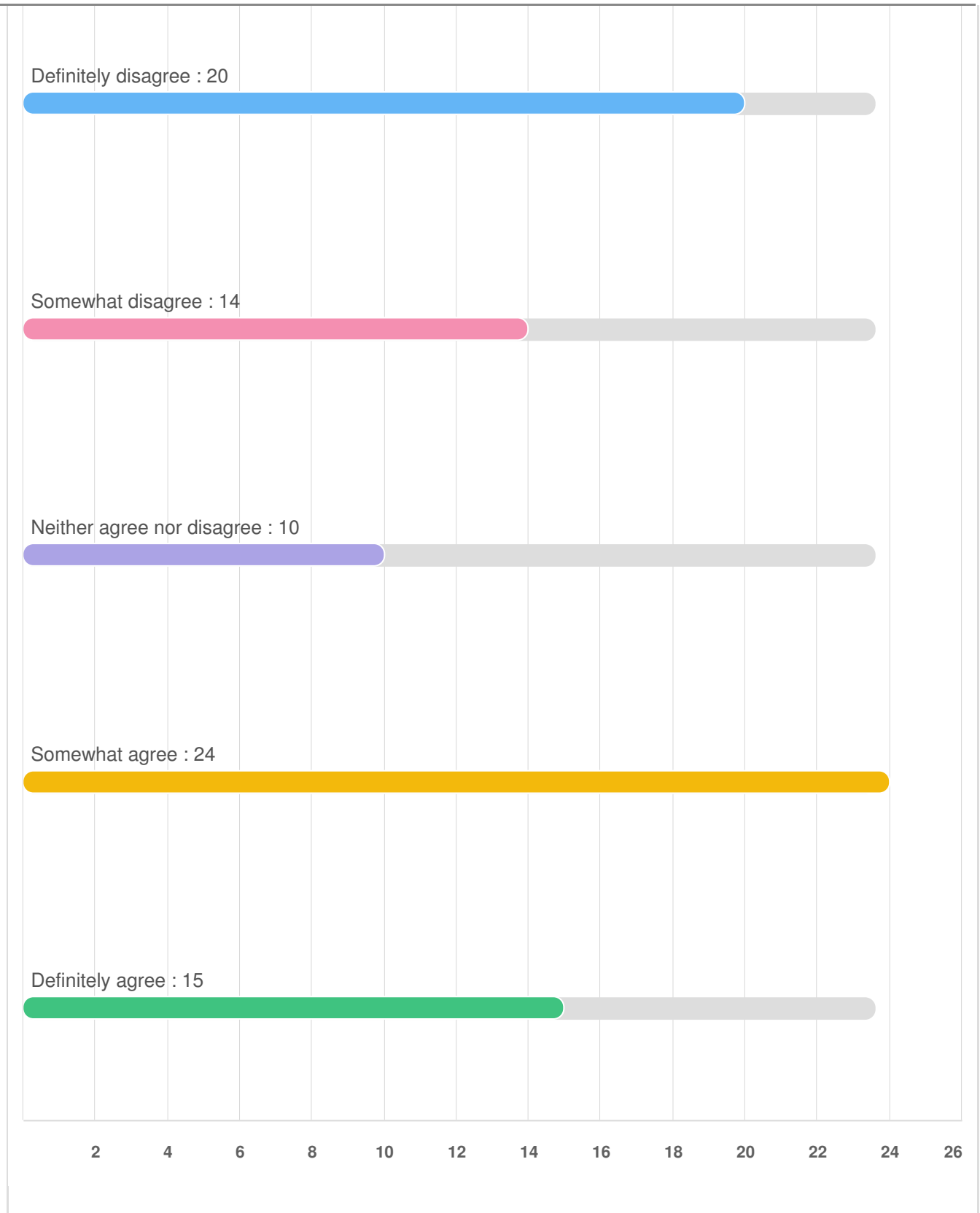


Mandatory Question (83 response(s))
 Question type: Likert Question

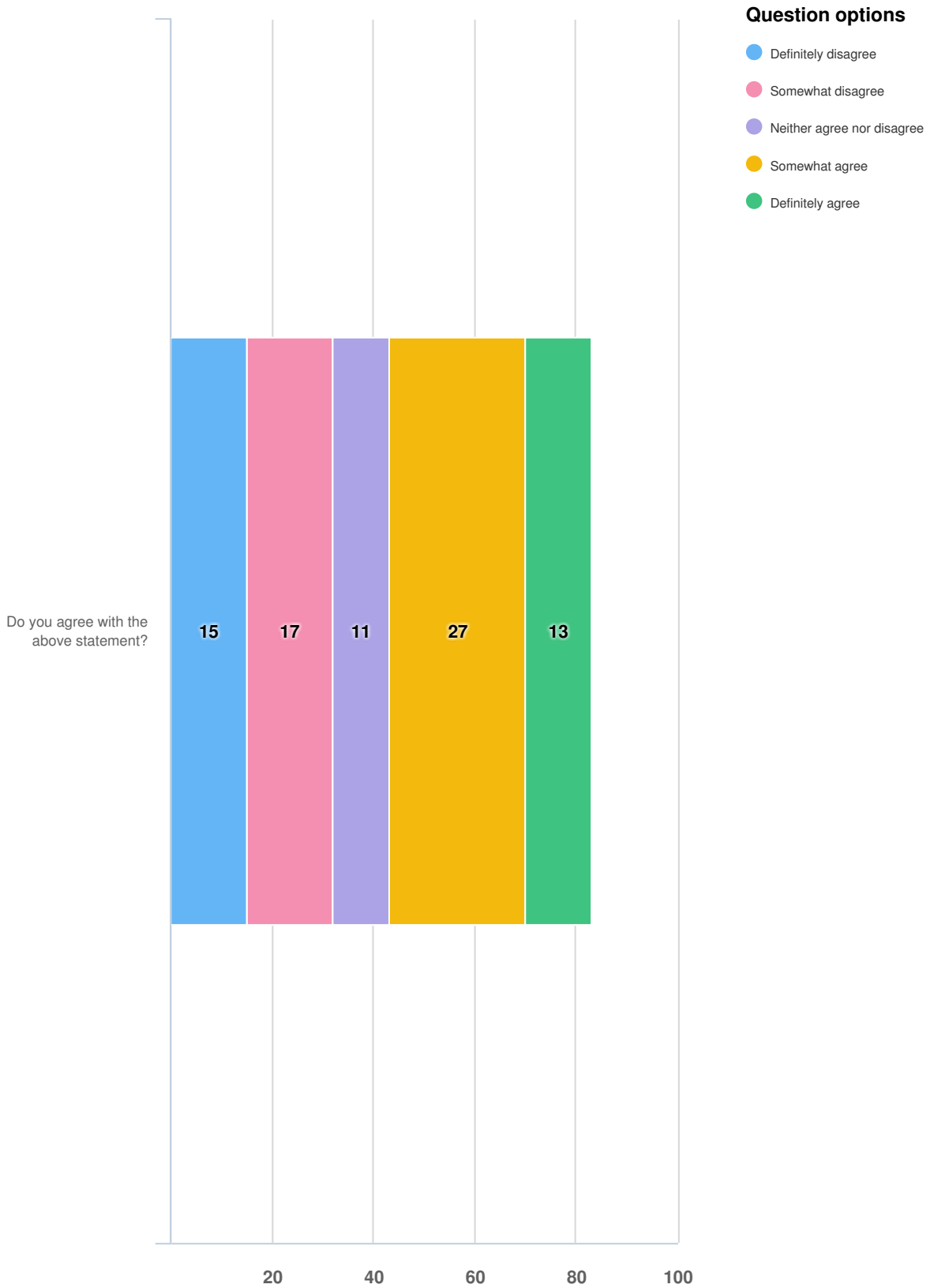
Q31 | I support reducing residential lot size to provide shared parking area or wider streets with on-street parking

Do you agree with the above statement?

Future of Wilsonville's Neighborhoods : Survey Report for 19 July 2019 to 18 April 2021



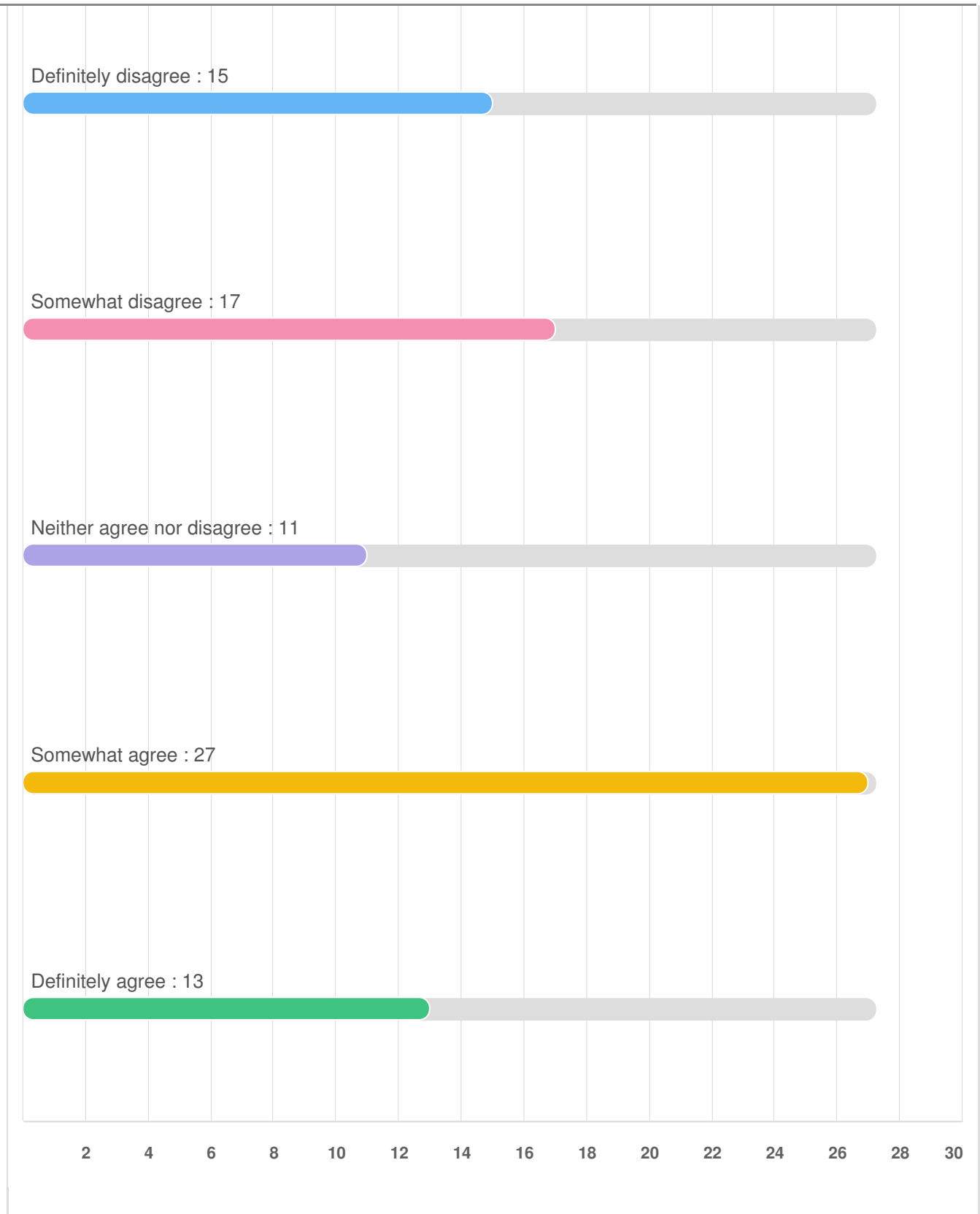
Q32 | I support reducing the amount of shared open space/park area to provide extra shared neighborhood parking while still ensuring some open space is provided



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

Q32 | I support reducing the amount of shared open space/park area to provide extra shared neighborhood parking while still ensuring some open space is provided

Do you agree with the above statement?



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

It really depends on how many resources are within bikeable/walkable distance and therefore how necessary cars really are to that neighborhood location.

Street & driveway parking matters. People use garage for storage, not cars. Villebois failed in this regard.

We already have a parking problem in many areas of the city. You must leave enough room for at least 2 cars per unit to park, with additional guest parking.

There should be adequate on-lot parking, i.e., in a garage or driveway, to not have to make either of these trade-offs.

I think that street parking should be minimal and reserved for guests/visitors not residents. Shared parking areas should be made available around shared community spaces only.

Driveways and garages should provide enough space for owners to park cars with at least on space for a visitor. The streets should only allow parking on onside, this way there is still spacing for drivers to move around.

I would much rather have more usability from my own personal space than shared public space.

Common street side parking should be available for both "second car" as well as guest parking.

Residential lots are already really small (which I'm OK with), but that doesn't leave much room for further reduction.

Not a fan of shared neighborhood parking. I believe there should be enough parking provided via street

parking, driveways, and garage spaces for a neighborhood. Being able to park near your home meets a safety need of both accessing your vehicle, keeping an eye on your vehicle, and traveling between your vehicle and your home.

As long as there is a large fenced back yard there is little need for front yard or large green spaces for the neighborhood.

Planned parking at new developments in 97070 has always been a major issue...Creekside (only giving 1/2 space per resident/forcing residents to park up above in public lot and walking down), Jory Trail and Terrene (homeowners had to fight to get permits), Boulder Creek apts (were parking across Wilsonville Road in Meadows), major sections of Villebois....

Homes should have room for 2 cars to park

Recommend homes have garages/driveways and residents use the garages to eliminate over crowded streets with homeowner parking. Those of us that use our garages to park cars should not be punished by having less green park space to enjoy.

Decreasing lot size (and smaller homes) would just force people to store their things in the garage and then clog on-street parking with their cars. Open space is essential to a good looking neighborhood and preserving wildlife in an exurb.

Its dangerous when streets are narrow and cars are parked on each side, which in many instances means only 1 car can get through, also it

limits the ability to see children and people trying to get in their cars. Keep the streets passable and safe.

Why on earth do we want to turn Wilsonville into so many neighborhoods in SoCal, where finding parking is a nightmare? Shared parking spaces for multiple homes is one way to do just that.

Wide streets!

Love our parks but not at the cost of further densification. We want larger lots AND wider streets AND sufficient parking (on and offstreet). Fight the power in Salem! Push back at Metro!

Stop cramming people in like sardines. This so-called affordable housing is more expensive than my single family home with 4 bedrooms and a backyard! I couldn't even get a VA loan to cover the cost of these because they are too expensive. The only people who can afford it are landlords who come in and scoop them up, charge outrageous rent, discriminate against applicants, and make it so a family can't make it a home by having so many rules you are afraid to even sit down inside. No room for a pet or landlords won't let you have one. They come with crazy HOA fees and rules (Villebois). How is that affordable? Why does affordable housing mean living on top of each other? Lower income people don't deserve to have privacy? Stop destroying natural resources by building [REDACTED] housing. I have to ask permission and pay a fee just to have a single tree removed/replaced on my property but bring in these corporate douchebags and their [REDACTED] homes and we

change all the rules for them and even pay them to do so. I hate that Wilsonville is getting rid of its small town vibe and putting up ridiculous housing. I would live in Portland if I wanted that [REDACTED]

Wilsonville should fight this requirement. We know from our current housing issues with apartments and Villa Bois that there is typically at least 2 adults or more living in each home each with a car. Often there is more as people will rent out a spare room to help with costs. This has created huge issues in some of these communities who do not have adequate parking. Also these smaller homes will lack storage, as a result, the garage will be used for storage and not parking causing more of a parking shortage. While Wilsonville has good public transportation, it is no where near adequate to support all these homes to be car free. Nor is this something, I would support spending more resources to create. Families with multiple need affordable housing too. They should be able to comfortably park their cars. Again they are buying a home and not renting. They should feel comfortable with their investment long term. It is not like renting where, when you discover the parking issue or a noise, you can just move when the lease is up. People come to Wilsonville for a quality of life and a specific life style. If we loose site of this, we will become a generic town sprawling into the next town with no identity. This is why I do not like Tualatin, Tigard, and Sherwood. We should be proud of who Wilsonville and set the example of how to create affordable housing and maintain a quality of life. We need to stand up for the needs of

Wilsonville's residents and future residents. Affordable housing owners should have a right to quality life too. Also how do we prevent these affordable housing from being bought by investors and then rented out?

If the demand is for more open space, more parking - then build that. Common complaints of no parking, not enough open space come with higher density. Build what the buyers want, not what you think the city mandates. Already plenty of multiple and high density housing in town. Build something more desirable and accommodating to a wider variety of owners.

There are dozens of park areas as part of housing developments around town and 99% of the time there is no one there.

Parks and green spaces are important. Everyone deserves places to enjoy nature near their home.

I find it frustrating when people/families park no cars in their garage and take up all street/community parking. Would not be happy to shrink lot size or open spaces so some people can use all street parking and not use their own garages for cars.

Charbonneau has visitor parking and it seems to work well in practice. My parents lived there in a patio home in their later years & visiting family could use the two spaces in front of their garage with spill-over to the visitor areas. For a new development, 2-3 extra clearly-marked visitor parking spaces interspersed throughout for visitors would keep extra cars off the streets.

I think people should use their

garages for cars, not stuff. I'd rather have all cars parked inside, protected, and not an eyesore to look at.

I do not want to see Wilsonville turn into a concrete jungle. Parks and open spaces are vitally important for city wildlife such as birds, squirrels, etc. As a community, we have a responsibility to consider the flora and fauna as much as the people. People can live in smaller houses, but most wildlife cannot live in concrete alone.

Reduce number of housing units in order to maintain livability

Honestly I could also see putting a 2-story parking garage or a small parking lot in the midst of a bunch of tightly-packed homes.

Parking is a huge dissatisfier for people since they fill their garages with junk instead of parking their cars in them. Since we can't change their behavior as much as I would love to, we have to provide parking for them instead.

we dont need as many shared areas/parks. more parking is preferred over parks.

Optional question (32 response(s), 51 skipped)

Question type: Essay Question

Q34 Please share any additional thoughts you have related to the topics of this survey

Thanks for giving us so many options from which to choose.

The lack of forethought regarding parking has caused problems for the City in the past. While I am happy to see it being considered ahead-of-