

PLANNING COMMISSION
WEDNESDAY, MARCH 10, 2021



6:00 PM
AGENDA

- I. 6:00 PM CALL TO ORDER - ROLL CALL**
- | | |
|-----------------------|-------------------------------|
| Olive Gallagher | Breanne Tusinski |
| Jerry Greenfield | Jennifer Willard – Vice Chair |
| Ron Heberlein | Aaron Woods |
| Kamran Mesbah – Chair | |

PLEDGE OF ALLEGIANCE

CITIZEN'S 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

- A. Consideration of February 10, 2021 Planning Commission Minutes

- II. 6:15 PM WORK SESSIONS**
- A. I-5 Bike Pedestrian Bridge (Weigel) (60 Minutes)
 - B. Town Center Streetscape Plan (Bradford) (60 Minutes)
 - C. Middle Housing (Pauly) (30 Minutes)

- III. 8:45 PM INFORMATIONAL**
- A. City Council Action Minutes (February 1 & 18, 2021)
(No staff presentation)
 - B. 2021 PC Work Program
(No staff presentation)

- IV. 9:00 PM ADJOURNMENT**

Timeframes for agenda items are not time-certain.

Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- Provide written summaries of their testimony
- Recognize that substance, not length, determines the value of testimony
- Endorse rather than repeat testimony of others

For further information on Agenda items, call Miranda Bateschell, Planning Director, at (503) 570-1581 or e-mail her at bateschell@ci.wilsonville.or.us.

Meeting packets are available on the City's web site at <https://www.ci.wilsonville.or.us/meetings>

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- *Qualified sign language interpreters for persons with speech or hearing impairments
- *Qualified bilingual interpreters.

To obtain services, please call Tami Bergeron, Planning Administrative Assistant at (503) 570-1571



PLANNING COMMISSION

WEDNESDAY, MARCH 10, 2021

I. ADMINISTRATIVE MATTERS

A. Consideration of the February 10, 2021 PC Minutes

**PLANNING COMMISSION
WEDNESDAY, FEBRUARY 10, 2021
6:00 P.M.**

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

*DRAFT PC Minutes to be
reviewed and approved at the
March 10, 2021 PC meeting*

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Kamran Mesbah called the meeting to order at 6:01 p.m. Those present:

Planning Commission: Kamran Mesbah, Jennifer Willard, Aaron Woods, Breanne Tusinski, Ron Heberlein, Jerry Greenfield, and Olive Gallagher

City Staff: Miranda Bateschell, Ryan Adams, Daniel Pauly, Khoi Le, and Tami Bergeron

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

A. Consideration of the January 13, 2021 Planning Commission minutes

Chair Mesbah noted there were a number of edits he was not sure were worth the Commission's time to present, adding they were mainly typos or editing comments.

Commissioner Greenfield commented that Scrivener's errors did not require any kind of action.

The January 13, 2021 Planning Commission minutes were accepted as presented.

II. WORK SESSION

A. HB 2001 Compliance Middle Housing (Pauly)

Miranda Bateschell, Planning Director, noted this was the Planning Commission's third work session focused on Wilsonville's Middle Housing project and there were still a lot of details to work through and decisions to be made. The project was to be wrapped up in the summer and fall in preparation for future planning and additional housing work resulting from House Bills 2001 and 2003. The goal was to integrate changes from the State bills, as well as the newly adopted Wilsonville Equitable Housing Strategic Plan into the City's housing policy changes to be more inclusive of middle housing in the city's single-family residential neighborhoods. On February 1st, City Council was presented the discussion from the Commission's January work session on integrating the Equitable Housing Strategic Plan, particularly in relation to Frog Pond West and some of the siting and design standards. Tonight's work session would focus on the discussion at City Council as well as the changes Staff and the project team integrated following feedback at the last Commission meeting. The Commission's continued input was needed on several policy questions to further the process regarding the Code amendments.

Daniel Pauly, Planning Manager, introduced project team members Joe Dills and Kate Rogers from Angelo Planning Group and Ben Weber from SERA Architects. Mr. Pauly presented Middle Housing in Wilsonville via

PowerPoint, which included a review of City Council's desired project outcomes, updated Frog Pond West concepts, existing Planned Development Code concepts, siting and design cut sheets, and outreach plans. Members of the project team also provided additional comments for the presentation.

Key discussion points and input from the Planning Commission on the following project components and policy questions posed by the project team were as follows with additional comments from the project team as noted:

Frog Pond West Master Plan Concepts

- Should two-unit townhouses continue to be an allowed use in addition to the required allowance of duplexes on all remaining undeveloped lots in Frog Pond West?
 - Mr. Pauly noted that because the State currently viewed the structures differently, the initial allowance of two-unit townhouses would not need to be on every lot. While similar in structure and within the marketplace, two-unit townhouses would be primarily ownership opportunities, while duplexes provided more rental opportunities, thus meeting different housing needs.
 - Ms. Bateschell explained the terms 'two-unit townhouse' and 'duplex' were used interchangeably to some degree, as they were the same in form; even if defined by Code as a two-unit townhouse, it might still be called a duplex. She confirmed the only difference was the location of the property line; however, the issue was not about how the City defined the terms. When the State adopted HB 2001, specific definitions were given for each middle housing type: duplex, triplex, four-plex, etc. A duplex was defined as two units on a single lot. The City often allowed flexibility to developers to either provide two units on one lot or a duplex with a divided parcel line down the middle of the structure with a zero-lot line on the shared wall, allowing the unit to be sold as two townhomes, or one unit per lot, which in form, the City still considered a duplex. However, it could no longer be called a duplex, because it did not meet the State's new definition.
 - Staff wanted to understand what the Planning Commission wanted to continue to allow. The City was required to allow duplexes on every lot, so should two-unit townhouses also continue to be allowed in the areas the City previously allowed in order to meet the same definition, which would now be written as a separate definition due to the complexity with State law.
 - She confirmed it could be difficult to determine from appearance alone whether a structure was defined as a two-unit townhouse or a duplex, which was determined by how the line was drawn on the plat.
 - Referencing the Duplex cut sheet, Mr. Pauly noted the structure could be a two-unit townhouse or a duplex depending on whether the property line ran between the units. (Slide 11) As displayed, the structure looked like two buildings, but it could also be designed with one roof to look like one building, similar to the duplex examples on Slide 7.
 - Allowing either duplexes or townhouses would allow for flexibility and provide opportunity for ownership. Each structure type would rent the same, allowing for both renters and to open the market for lower-end homeowners.
 - The functionality of duplexes was more amenable to multi-generational families living together in one compound, because they were under one ownership.
 - If the State wanted to ensure duplexes were allowed on each lot, based on setbacks and availability of space, and developers were moving toward building rowhouses or individually-owned, attached units, would developers eventually run into a problem with the State because technically, no duplexes were built because the majority of the potential development involved a rowhouse approach? Would the State's intent to create more middle housing be satisfied if no duplexes were created?
 - Ms. Bateschell responded that duplexes were required to be allowed on every lot, but not townhomes, which required more siting and design standards. In theory, depending on the lot size, both could be allowed on any lot. She did not believe the State had a preference over which housing type was built. The City already reported to the State each year on the housing constructed and that report would now be more refined to different housing types, including middle housing.

- She understood the intent behind the legislation was to consider the fact that many duplexes were essentially single-family homes with two entrances, but they could vary in form and look and function like two rowhomes. The State was trying to determine if and how the proposed legislation would impact the definition of duplex.
- Chair Mesbah stated, in that case, he did not have any preference for townhouses or duplexes, but he hoped the City's would ensure that both functioned the same way, especially for those who preferred multi-generational living, which could be based in culture or kids having to move back home due to economic issues. Having one unit with two entries would assure privacy and freedom between generations, so such duplexes should not be overlooked as a preference.
- Market demands would impact whether developers built a duplex or rowhouse. The house bill was not prescribing what was built, but rather providing an opportunity for them to be built.
 - Ms. Bateschell added that while duplexes were required to be allowed on every lot, there was no need to also require two-unit townhomes on every lot where duplexes were required. Two-unit townhomes could be treated differently in the sense that they would still be allowed in Frog Pond West, but perhaps, only where they were currently allowed. That nuanced ability existed because that was not currently how the State defined duplex.
- HB 2001 would allow the flexibility to respond to the market and the needs of the community. Single-family as an exclusive category was no longer a viable option. Since the 1970s, those in the planning field have implicitly created exclusive communities across the country by requiring single-family zoning, which was now being remedied. Opening up the zoning to allow flexibility that actually allows the market to respond to the needs in every community was huge. Full communities across the country specialize in single-family, high-priced housing; that was why they were exclusive, which was not acceptable anywhere.
- The Planning Commission consented to include attached, two-unit row or townhouses in the mix of middle housing types in Frog Pond West.
 - Mr. Pauly confirmed that duplexes were being considered in every type of neighborhood, including those with medium-sized lots. The market would likely drive against building a small attached house with a large yard because land in Frog Pond was not cheap.
 - Mr. Dills added the project team was testing the setbacks and other development standards to ensure each of the lot size subdistricts of Frog Pond and all other zones of the City would work with the middle housing types being added as uses.
- Should incentives be provided for building cottage clusters to add additional unit capacity in Frog Pond West?
 - Mr. Pauly confirmed cottage clusters were already allowed in Frog Pond West, but they had to be on individual lots, and each lot still had to meet 80 percent of the otherwise minimum lot size. Also, each unit counted toward the density map. Not counting cottage clusters might incentivize cottage cluster development and help raise the overall density toward the required 8 dwelling units per acre (du/acre).
 - Cottage cluster homes, which could be as small as 450 sq ft, would not fit well within the Frog Pond West area because of the cluster layout and the design styles with one- and two-story homes. How would the existing or future residents respond? (Slide 14) Cottage clusters in Frog Pond East and Frog Pond South were a different story.
 - Mr. Pauly said it was important to keep in mind the assumption was that a lot could be redeveloped. Someone with yard space after the initial development could build a cottage cluster in the remaining yard.
 - Cottage clusters was a housing type that downsizing seniors embrace; however, other necessary support facilities needed to be available nearby. A housing type/neighborhood must function properly for the audience for which it was intended.
 - Making a cottage cluster blend in with the look and feel of the rest of the Frog Pond neighborhood was technically feasible.

- Mr. Pauly explained the potential incentives involved two changes. First, allow multiple units to be built on a single lot. Currently, cottage cluster units had to be built on individual lots and a reduced lot size was allowed if the units were grouped around a courtyard. The State standards eliminated the minimum lot size that currently existed in the Frog Pond West Master Plan.
 - The second change regarded the density bonus, where the additional homes built after initial development would be exempt from the density maximum. Currently, detached single-family units on their own lots had to surround a common courtyard, as seen in the housing pods on Canyon Creek Rd and in Villebois. The current standards allowed for a similar product type which would tend to be in the small lot subdistricts because the lot size would decrease in a cottage cluster from a 4000 sq ft lot to a 3200 sq ft lot. Under the rules defined by the State, four to six units around the courtyard could be added on a 10,000 or 14,000 sq ft lot even if the average lot area for each unit was below the minimum lot size.
- A 450 sq ft cottage cluster unit was smaller than what was allowed for accessory dwelling units (ADUs).
- Ben Weber, SERA Architects, confirmed the cut sheet represented possibilities for cottage cluster development prototypes, showing a range of small dwellings from a 450 sq ft one-story unit to an 1100 sq ft two-story unit. (Slide 14) If market conditions or developer interest in the Frog Pond area dictated that 450 sq ft was too small to be an appealing product, there was room in the development standards to build something larger. The trade-off would be that there might be fewer units on a lot, but the standards would allow a very broad range of unit sizes per cottage. The 450 sq ft unit was an example, but not a rule. He confirmed the 900 sq ft footprint was a rule, but since two stories were allowed, more than 900 sq ft was allowed.
 - The drawings showed what was allowed and possible under the State rules. Two stories might not be appealing to potential buyers or within the real estate market, but that was a different conversation.
 - He confirmed the cut sheet was not intended as a site design, but to show a range of sizes that could fit on a 900 sq ft lot and to test the different sizes and parking configurations.
- Mr. Pauly confirmed the incentive would allow cottage cluster homes to be owned similar to a condominium rather than each unit on its own lot. The concept was to have detached units surrounding a courtyard on common property with subsequent condominium platting such that each unit could be sold as a condominium unit.
 - He understood the Commission had some uncertainty whether cottage clusters were fully appropriate to include as an additional allowance for initial build-out and that more exploration and public input was wanted on the appropriateness of cottage clusters and how different siting and design standards might impact how they worked with the look, feel, and function of Frog Pond West.
- Providing some examples might help illustrate what was being proposed that was allowed versus not allowed in the current form, and what different designs could be done compared to what was already allowed.
- Additionally, determining where such a development would be appropriate and functional in the Frog Pond neighborhood might address concerns about how cottage clusters would fit in Frog Pond, which was a fundamental challenge. A duplex sitting next to a \$1.5 million home in the R-10 area might not be something the City and the residents wanted from the Frog Pond neighborhood.
- The appropriateness of whether middle housing types like cottage clusters were appropriate adjacent to certain other zones had been addressed by the State saying they would be allowed. The matter seemed to be out of the City's hand though it had some say about where middle housing was appropriate.
- Knowing where the control line was between the State mandate and what the City was proposing to allow was difficult.
 - Mr. Dills noted that during the master planning process for Frog Pond, some site studies looked at cottage clusters in the area close to Boeckman Creek, where a property owner might have some portions of their property that were unbuildable due to slopes and trees. The cottage cluster form for layout and site planning looked promising and was part of the rationale for inclusion in the use list of the RN zone. He confirmed that cottage clusters were allowed, but not required.

- Three-Plus Unit Townhouses
 - Mr. Dills noted the Frog Pond West master planning process had not focused on three-plus unit townhouses as a choice, but rather focused on overall density and the preference for single-family detached housing. He clarified the Commission was being asked if three-plus unit townhouses should be added as a residential use type during initial buildout.
 - Even though the City could say no and still meet the intent of the law, three-plus unit townhouses should be included as an option if the City was serious about providing more diverse housing types. This type of townhouse would be built compared to other middle housing types, which might not necessarily be built.
 - No commercial property was envisioned in the Frog Pond West area. The multi-unit townhouse attached dwellings seemed more appropriate in an area adjacent to some kind of commercial offering.
 - The three-plus unit townhouses seemed to be a big departure from the original intent of the Master Plan. Honoring the master planning process and keeping the Master Plan in tact was preferred where possible.
 - The townhouses would have to be two-story to fit well with the existing homes; a three-story townhouse complex was not recommended.
 - Commissioner Greenfield noted the State was requiring a backing away from some of the terms of the hard-fought compromise adopted for Frog Pond West, which was fine. He had favored approaching Frog Pond West more like Frog Pond East was envisioned. Allowing more duplexes and two-unit townhouses in Frog Pond West was enough to keep within the law and within the spirit of moving toward equity and inclusion to accommodate the newly emergent interests.
 - Three-plus unit townhouses would be a more appropriate focus when planning Frog Pond East, which would be a great location. The townhouses were not a good fit with what was already planned in Frog Pond West.
 - Inclusion and affordability were certainly important, but it seemed they were trying to put everything possible into Frog Pond West and that would not provide a sense of integrity about the area. There was a place to meet and exceed all the requirements, but why try to put everything into Frog Pond West?
 - Chair Mesbah noted while inclusion was an important element that needed to be thought through with every step, the bigger issue was design functionality because the neighborhood had to work. A three-plus unit townhouse product was part of a walkable neighborhood with its own commercial village center supporting local small businesses, which had unfortunately not seen success nationally in new developments. While supportive of diverse housing types, he questioned where a three-plus unit townhouse would properly function and fit in Frog Pond West without a commercial center.
 - Perhaps some examples could be provided of opportunities or possibilities for implementation that the Commission was overlooking.
 - Focusing on the center of town made more sense when creating affordable housing, inclusion, and diversity than in a far-removed neighborhood. People who were not interested in or able to buy large luxury homes still wanted to live in a nice community with access to nearby supermarkets, drug stores, and other resources, like SMART, if they did not have a car. It made sense that people living farther from the center of town might have bigger families and more cars.
 - Mr. Pauly clarified the discussion was not about starter homes, but rather a price point anywhere from \$300,000 to \$500,000. Those who traditionally lived in a suburban, single-family type of development, which was not attainable in the current market, might choose this type of development. People making good incomes, such as teachers, firefighters, and even attorneys, were still priced out of the current housing market. The emphasis was not on a small group of people. The idea was to include everybody in every neighborhood.
 - Income was only one of the elements of inclusion in housing policy and when discussing a wide range of products. Lifestyle choices were also important. An urban professional might not want a huge house with

a garden and yard. Owning a private unit in a three-plus unit townhouse that cost \$500,000 might be what they want at that point in their life.

- Should Triplexes and Quadplexes be included as a product option for initial buildout?
 - The triplexes and quadplexes examples seemed similar to the three-plus unit townhomes, and were disliked for the same reasons. Some triplexes and quadplexes were more like a cluster with entrances coming from east/west angles.
 - Some good examples of triplexes and quadplexes could be found in Charbonneau. The designs could be done in much better harmony with single-family neighborhoods.
 - Again, the focus was on design as opposed to functionality. The introduction stated the product used all the standards of a single-family home, but the examples did not look like a single-family home, which was a problem. Being more specific about the design would be fine.
 - Triplexes and quadplexes should be kept as a possibility for expansion and redevelopment to provide property owners with flexibility as their needs changed.
 - Whether triplexes and quadplexes were appropriate for initial buildout was questionable, as only a niche market would be interested in brand new units.
 - From a functionality perspective, there seemed to be no significant difference between the triplexes and quadplexes and three-plus unit townhomes. If there was no market for this product, why put in the work into Frog Pond West to allow the units?
 - Mr. Pauly confirmed anyone who owned a suitably sized lot anywhere in Frog Pond West could build any of the middle housing types, even if the lot was a single-dwelling lot. Regulations would apply so that certain products could only be built on certain sized lots, for example, a triplex could not be put on a 4,000 sq ft lot.
 - He clarified tonight's discussion regarded whether the options should be available during initial build out, but ultimately the products were allowed on all lots.
 - Design standards would be important considering that all of the presented products would be allowed during redevelopment.
 - Mr. Pauly explained the cut sheet examples were designed to test the limits of the middle housing options.
 - He confirmed the Commission was more amenable to siting and design standards that resulted in structures that looked more like a single structure from the street, rather than a row of attached structures.
 - He also confirmed the Commissioners favored duplexes and attached two-unit townhouses during the initial buildout of the Master Plan, and were concerned about how the other products would fit into the planned urban form of Frog Pond West.
- Where should middle housing options be allowed within Frog Pond West?
 - Mr. Dills explained that Frog Pond West was planned for a bit more than 6.5 units per acre and approximately 517 homes. To meet the State requirement of 8 du/acre, 125 units would need to be added to the subdistricts and about 100 acres of undeveloped land were left of the 180-acre area. The question was whether to spread the additional units amongst many subdistricts or focus on more individualized locations for middle housing during initial buildout.
 - He confirmed that the 100 remaining acres needed to have a zoned capacity of roughly 10 du/acre to meet the overall 8 du/acre requirement, but there was no requirement for that capacity to be developed.
- The Commission consented that having a greater distribution of housing types over all of Frog Pond West was a better plan for diversity and inclusion and would create variety on every block and from every view. The Commission did not want to go down the slope of deciding which zones would have their density increased.

- With minimum housing costs already in the \$500,000 range, anything that could be identified as clumping lower income should be avoided; such segregation by income was not an ideal that should be pursued.
- The Siting and Design Cut Sheets would be utilized in community and developer outreach as a way of discussing some of the development outcomes and design standard considerations. The cut sheets represented the maximum a developer might want to feasibly do in order to begin thinking about what needed done to ensure the best fit of the design into existing and planned neighborhoods. (Slides 27-42)
 - The general concept of using the cut sheets for providing details was good.
 - Mr. Pauly confirmed different names could be considered for “detached duplex”. The term “two-unit cluster housing” would be introduced to the community, but for tracking purpose the City wanted to be sure to reference detached duplex, which was the State called the structures. The City’s definition of “two-unit cluster housing” would reference that the structure was a detached duplex under State law.
- Project Outreach and Community Meeting Questions
 - It seemed a wide net was being cast to get as much feedback and input about the project from as many residents as possible.
 - Mr. Pauly briefly reviewed the outreach plans for the Latinx community, which included three specific focus groups that would be conducted in Spanish and for which a large number of participants had already signed up for thanks to recruitment efforts by Centro Cultural. The partnership with Centro had enabled the City to reach and engage the Latinx community in new ways.
 - He clarified that some of the outreach would be more general to the broader community, while some was more specifically focused on Frog Pond West, such as working with developers who had options or were actively working with property owners to get a sense of the feasibility of the amendments being considered. While Frog Pond West would be the focus of much of the engagement, middle housing would also be discussed on a broader scale. He noted discussions were also happening with affordable housing developers.
 - The community’s response to Frog Pond West would be more conservative than for communities that were not yet master planned. Separate outreach would be important, so people could express their preferences for Frog Pond West separately from other developments.
 - Mr. Pauly noted that with regard to other diverse communities, the outreach was meant to cast a broad net and outreach specific to the Latinx community was based on the growth of the Latinx community and as identified in the Equitable Housing Strategic Plan. The City had received grant funds from Metro for this particular Latinx component of outreach.
 - How would the project team ensure the feedback and input from the Latinx community had the same weight as the rest of the community or the very vocal part of the community that was looking for something specific?
 - Mr. Pauly responded those components would all be part of the data brought forward to the Planning Commission and City Council when making decisions. The input would be integrated equally at the project team level and any opposing feedback or views would prompt further discussions with the Commission. The Latinx outreach was intended to have a real tangible impact on the project, which was a focus of the grant request.
 - Conversations would also occur with the Diversity, Equity, and Inclusion (DEI) Committee, which would be integrated into the process as much as possible.

III. INFORMATIONAL

A. Transportation Performance Evaluation (Le)

Miranda Bateschell, Planning Director, noted the Transportation Performance Evaluation presentation was the most recent performance report update since the last major Transportation System Plan (TSP) overhaul. The

purpose was to evaluate investments made and how they compared to the performance of the system overall, as well as to report that information to the community, but also to the Planning Commission and City Council since many of their decisions impacted the transportation system.

Khoi Le, Development Engineering Manager, explained the presentation would provide important data and findings from this year's evaluation of the transportation system. The City of Wilsonville was very active in monitoring and evaluating the transportation system to track how well planning efforts impacted transportation design outcomes.]

Scott Mansur, DKS Associates, presented the Wilsonville Transportation Performance Report Update via PowerPoint, describing its purpose, detailing current Wilsonville statistics, and reviewing transportation performance goals as well as the existing and recommended projects and action steps related to those goals. The update would be presented to City Council on March 10, 2021.

- He confirmed that Slides 6 and 8 should be corrected to indicate Boeckman Rd west of Stafford Rd and Advance Rd east of Stafford Rd.

Commissioner Heberlein asked if any information about the cluster of Injury A Collisions at the Boeckman/Canyon Creek Rd intersection would identify whether a signalized intersection would have mitigated the injury events.

- Mr. Mansur replied the City's TSP included a plan to install a signal at that intersection; however, the City was also designing the bridge structure to the east which involved grade changes, so any work related to installing the signal had to wait. Once the bridge was complete, a signal would be installed.
 - He noted the all-way stop was still a safe option. He highlighted the injuries he could recall at the intersecting, adding he would review the data further before the Council meeting.]

B. City Council Action Minutes (January 4, 14 & 21, 2021) (No staff presentation)
There were no comments.

C. 2021 PC Work Program (No staff presentation)

Commissioner Heberlein noted a lot of time was often spent on work sessions, leaving less energy for informational sessions. He asked about swapping the order of agenda items so the Commission could offer some energy to the informational sessions as opposed to just the work session.

Miranda Bateschell, Planning Director, said she appreciated the question, noting the agendas had always been ordered that way, but she was happy to accommodate swapping the order when appropriate. She thanked Mr. Le and Mr. Mansur for their patience in sitting through such a long work session to deliver a brief presentation.

IV. ADJOURNMENT

Chair Mesbah adjourned the regular meeting of the Wilsonville Planning Commission at 9:07 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, LLC. for
Tami Bergeron, Administrative Assistant-Planning



PLANNING COMMISSION

WEDNESDAY, MARCH 10, 2021

II. WORK SESSIONS

- A. I-5 Bike Pedestrian Bridge (Weigel) (60 Minutes)



PLANNING COMMISSION STAFF REPORT

Meeting Date: March 10, 2021		Subject: I-5 Pedestrian Bridge and Gateway Plaza	
		Staff Member: Zach Weigel, PE, Capital Projects Engineering Manager; Kimberly Rybold, AICP, Senior Planner	
		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: Review and provide feedback on the 30% design package for the I-5 Pedestrian Bridge and Gateway Plaza project in Wilsonville Town Center.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities I- 5 Bike-Pedestrian Bridge, Town Center	<input checked="" type="checkbox"/> Adopted Master Plan(s) Bicycle & Pedestrian Connectivity Plan, Transportation System Plan, Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

The project team will provide an update on the progress of the bridge and plaza design and share design elements for consideration, including lighting, protective screening, walls, and landscape materials.

EXECUTIVE SUMMARY:

In 2017, the City was awarded a Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Funds (RFFA) grant from Metro for the design of the I-5 Pedestrian Bridge. The project, first identified as a need in the 2006 Bicycle and Pedestrian Master Plan and subsequently added to the Transportation System Plan (TSP) in 2013, will provide a safe pedestrian and bike crossing of Interstate 5, connecting the Villebois neighborhood and the Wilsonville Transit Center to the Town Center and adjacent residential areas. The project also includes design of the Gateway Plaza, a community gathering space identified as a community priority as part of the Town Center Plan process, on a City-owned parcel at the east bridge landing. Per the IGA for this grant, 90% design for the project must be completed in fall 2021.

In October 2020, City Council selected the Tied Arch as the preferred bridge alternative based on input provided through public outreach and Planning Commission recommendations. With this direction, City Council also supported a plaza design combining elements of the Drops and Ripples and River Oxbow concepts. Based on this, the project team began more detailed design work to advance these concepts.

At this work session, the project team will present the aesthetics package for the bridge and plaza 30% design. This package provides a variety of options and design considerations for the bridge and plaza to respond to feedback and preferences received during prior public outreach efforts. To continue refining bridge and plaza design, the project team seeks feedback on the following questions:

- For the bridge design, which design elements or options best represent the project themes, feedback, and direction provided to the design team to date?
- For the plaza design, do the proposed design elements reflect the feedback and direction thus far? Are there elements that need further consideration?
- Which design elements are most important to incorporate into the bridge and plaza design, and which elements could be reduced in scope or quality for cost savings?
- Is there specific public feedback on any design elements that would be helpful in making your recommendations as design progresses?

The project team will present this design package, along with Planning Commission input, to the City Council at a work session on March 15. Following these work sessions, the project team will use the input received from the Planning Commission and City Council to examine ways to reduce project costs as design progresses. The project team will also use *Let's Talk, Wilsonville!* to seek additional feedback on detailed design considerations.

EXPECTED RESULTS:

Planning Commission feedback will be shared with City Council at its March 15 work session to confirm design direction and identify opportunities for additional public input.

TIMELINE:

Project work and public engagement activities will continue throughout 2021 to further inform bridge design, plaza materials, and amenities. The project team will use *Let's Talk, Wilsonville!* to gather additional public feedback on detailed bridge and plaza design elements as the project moves through the design phase. Additional work sessions will be facilitated with the Planning

Commission over the course of this project, with the next update anticipated at 60% design. Ultimately, design will advance to 90% design with an anticipated completion in fall 2021.

CURRENT YEAR BUDGET IMPACTS:

The amended budget for FY2020-21 includes \$6,513,809 in Transportation SDCs for CIP project #4202. The remaining project design work over the next year is estimated at \$1.5 million. The remaining budget is intended to begin to accrue funds to pay for project construction in future years.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The pedestrian and bikeway bridge was identified as a high priority project through the last update to the Wilsonville Transportation System Plan, which included an extensive community involvement process. Likewise, the RFFA grant process included a public review and comment period in which the project garnered positive feedback from the community. In addition, the Town Center Plan included a robust and inclusive public outreach process where the Bridge Project was identified as a key framework project through extensive community support.

There have been several opportunities to participate in the design of the Bridge Project and Gateway Plaza as scoped within the Public Engagement Plan for the project. In addition to the public kickoff event, outreach opportunities included an online open house, online surveys, stakeholder interviews, and pop-up information displays. The project team will provide additional input opportunities through *Let's Talk, Wilsonville!* as design progresses. The engagement plan is designed to reach as broad an audience as possible and to gather the variety of perspectives in the community. It also includes targeted outreach to specific stakeholders more impacted by activity in the Town Center.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The Bridge Project will provide a safe bike and pedestrian crossing of I-5 that is separated from vehicular traffic with direct access to essential services in the Wilsonville Town Center, the Wilsonville Transit Center, employment areas, and educational resources. The bridge will serve all populations within and around the project area and will help the Town Center become a more vibrant, pedestrian and transit-supportive mixed-use district. Public art and environmental features integrated into the Bridge Project and plaza will help to create an attractive and accessible place for visitors and residents of all ages to shop, eat, live, work, learn, and play. The bridge and plaza investment will exemplify the City's commitment to realizing the community's vision for Town Center and serve as an incentive for private investment.

ALTERNATIVES:

The Commission can provide recommendations to add or remove bridge and plaza design elements to consider as the project moves into the 60% design phase.

CITY MANAGER COMMENT:

N/A

ATTACHMENT:

N/A



PLANNING COMMISSION

WEDNESDAY, MARCH 10, 2021

II. WORK SESSIONS

B. Town Center Streetscape Plan (Bradford) (60 Minutes)



PLANNING COMMISSION WORK SESSION STAFF REPORT

Meeting Date: March 10, 2021		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		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: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center Plan Implementation	<input checked="" type="checkbox"/> Adopted Master Plan(s) Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: The project team will provide an update on the Town Center Streetscape project. The project team will present initial public outreach feedback and seek additional input from Commissioners regarding the refined design concept and styles to include in the first draft of the Streetscape Plan.

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

The intent of the Town Center Streetscape Plan project is to create a document that contains the specificity necessary to guide the future construction of the multi-modal street network identified in the Town Center Plan that achieves the well-designed public realm envisioned by the Plan. The Town Center Streetscape Plan will include sidewalk and street cross-sections that clearly define widths, amenity zones, and landscaping zones along with selecting specific street furniture, lighting, and materials to create a distinct visual appearance for Town Center. The Streetscape Plan will include streetscape treatments specific to the Main Street District, and also further refine design elements and street cross-sections for specific projects contained in the Town Center Plan such as Parklets, the Festival Street, and components of the Emerald Chain.

The project team led by project consultant SERA Architects began the streetscape project in September 2020. The project team utilized existing public engagement results on aesthetics to quickly move forward with three preliminary streetscape concepts. These were presented to the public at the initial public forum and at the November Planning Commission work session.

Utilizing the feedback received from the public, in addition to direction from City Council and Planning Commission, the project team further refined the streetscape design concepts (Agricultural Legacy, Technological Innovation, and River Environment). Each concept now contains an illustrative street intersection for each of the three concepts to demonstrate how these could look in the future, along with precedent images for each concept to highlight materials and other design characteristics that could be used in each.

The project was introduced to City Council at the February 1, 2021, work session. The Council provided confirmation the concepts capture the vision for Town Center and feedback on the designs of each concept. The project team also presented the refined concepts at the second Public Forum on February 9, 2021. To accompany the Public Forum, the project team posted a short survey with similar questions that were asked in the Public Forum to receive additional public input on the concept designs. A summary of key themes from the February 9th Public Forums is attached (Attachment 1) along with the results of the *Let's Talk, Wilsonville!* survey (Attachment 2).

The overall preference of participants in the second Public Forum and *the Let's Talk, Wilsonville!* was the River Environment concept, with the Technological Innovation concept second in ranked choice voting. One write-in response for the survey noted a preference of combining River Environment and Technological Innovation while another noted that Technological Innovation provides better ease of movement when compared to the more undulating forms of the River Environment. Participants of the forums noted that ease of movement and motive space areas were the most important element of the future streetscape. As Town Center is located near the Willamette River, and will be connected to the City's technology businesses to the north and west

through the I-5 Pedestrian Bridge project, the project team recommends moving forward with a concept that is predominantly River Environment focused and incorporates elements of the Technological Innovation concept that received positive feedback in the Public Forum and survey.

At the March 10 work session, the project team will present an overview of the refined concepts and initial visualizations of the draft concept that blends River Environment with the well-received elements of the Technological Innovation concept. Prior to moving forward with this concept, the project team seeks feedback from the Planning Commission on the following questions:

- Do you support the recommendation to move forward with a predominantly River Environment focused draft streetscape plan concept with elements of the Technological Innovation concept?
- Given cost considerations, which streetscape element(s) (motive space, gathering space, public art, landscaped areas) should receive priority for higher levels of design?
- Are there any additional recommendations or adjustments to the recommended draft concept?

Based on this feedback, the project team will develop a final concept that will serve as the basis for the draft Streetscape Plan. Additional work sessions are planned with the Planning Commission and City Council in the spring to review and provide input on the draft Streetscape Plan, with adoption planned for summer 2021.

EXPECTED RESULTS:

The project team will incorporate Planning Commission feedback along with public input gathered from the February public forums into a draft final concept to serve as the basis for the draft Streetscape Plan.

TIMELINE:

Project work and public engagement activities will continue in 2021 to further inform the design concepts utilized in the Streetscape Plan. Additional work sessions will be facilitated with the Planning Commission over the course of this project. The draft plan will be presented in the spring of 2021, with adoption of the plan anticipated during the summer of 2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$185,000 for Town Center Implementation Activities in CIP project #3004. The Streetscape Plan is estimated to cost \$50,000, with all of these funds anticipated to be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENTS: N/A

LEGAL REVIEW / COMMENT: N/A

COMMUNITY INVOLVEMENT PROCESS:

The project team conducted community outreach holding Public Forums via Zoom, along with an ideas board and survey on *Let's Talk, Wilsonville!* Stakeholder interviews are planned along with additional work sessions and public hearings before the Planning Commission and City Council.

Town Center Streetscape Plan Staff Report

Page 3 of 4

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POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan’s implementation activities, including the Streetscape Plan, the City will begin to realize the community’s vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

The Planning Commission can recommend additional design elements and aesthetic themes to be considered in development of the Streetscape Plan.

ATTACHMENTS:

1. Public Forum #2 Engagement Summary
2. Results of *Let’s Talk, Wilsonville!* Survey



Public Forum #2 Feedback Summary – Town Center Streetscape Plan

The project team conducted two online public forums on February 9, 2021. The afternoon session had 12 participants and the evening session had 15. Participants of the public forums were asked four questions; the questions along with the responses provided by participants are shown below:

- Which of these concepts best reflects the goals of the Town Center Plan for: Design, Ecology, Safety and Comfort, Versatility, Sociability, Vibrant and Active?
Results: 13 River Environment, 7 Technological Innovation, 2 Agricultural Legacy
- Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape? Do you see those qualities in these concepts?
Results: 4 Movement Areas, 3 Plazas, 2 Landscape
- Please rank these concepts in order from favorite to least favorite
Results: 1st Place – 9 River Environment, 2 Technological Innovation, 0 Agricultural Legacy
2nd Place – 1 River Environment, 5 Technological Innovation, 5 Agricultural Legacy
3rd Place – 0 River Environment, 4 Technological Innovation, 6 Agricultural Legacy
- Open Response: Things you like or don't, Ways the concepts could blend together, Anything we haven't shown, Ways you could see yourself and the people you know using these streets

The purpose of this attachment is to provide an overview of the themes that emerged in response to these questions from public forum participants in order to familiarize Planning Commission and City Council with the feedback received on the aesthetic direction of the refined Streetscape concepts.

Summary of Key Comments:

- Construction costs and long term maintenance cost concerns
- Importance of lighting for safety and 24/7 usability of Town Center
- Concern about impact to existing businesses
- Movement areas (motive space) should be most prioritized
- Ensure design speeds of future Town Center streets are low to ensure safety
- Integrate public art into streetscape pavement or plaza / gathering spaces
- Incorporate art from young residents as seen in the Wilsonville Road / I-5 Interchange



- Include spaces for tactical urbanism (Tactical urbanism refers to low-cost, short-term changes to the built environment with the intent of catalyzing long-term change. Citizens, organizations, or local governments most commonly initiate tactical urbanism efforts.)
- Incorporate public art that reflects multi-ethnic backgrounds of residents
- Provide ADA plates that are tactile and highly visible
- River Environment concept is strong but may be excessive for the large scale of Town Center
- Movement areas should be direct and less meandering even if other components are curvilinear due to accessibility concerns
- Interest in a design that will age well



Streetscape Concepts Survey

SURVEY RESPONSE REPORT

19 July 2019 - 28 February 2021

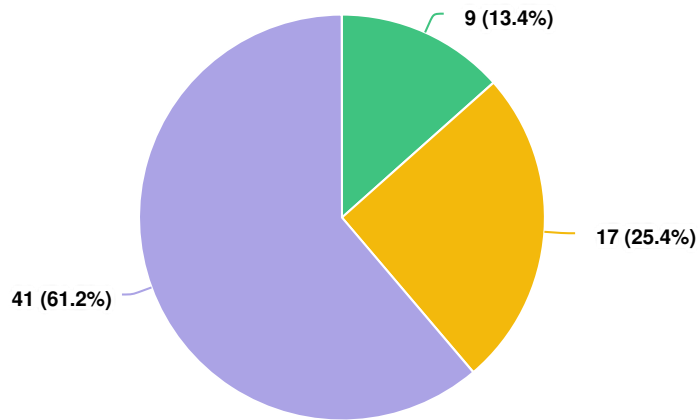
PROJECT NAME:

Wilsonville Town Center Streetscape Plan



SURVEY QUESTIONS

Q1 Which streetscape concept contains the materials you would most like to see in future Town Center streetscapes? (Click to e...



Question options

- Agricultural Legacy
- Technological Innovation
- River Environment

Optional question (67 response(s), 1 skipped)
 Question type: Radio Button Question

Q2 Which elements (gathering space, movement areas, landscape, plazas, or public art) of the streetscape are most important to your enjoyment of a streetscape? (Please rank in order of importance)

OPTIONS	AVG. RANK
Landscaped Areas	1.84
Gathering Space	2.62
Movement Areas / Motive Space	2.72
Plaza / Public Art / Transit Stop	2.82

Optional question (68 response(s), 0 skipped)
 Question type: Ranking Question

Q3 | Please rank the three streetscape concepts in order of preference:

OPTIONS	AVG. RANK
Concept 3: River Environment	1.55
Concept 2: Technological Innovation	2.10
Concept 1: Agricultural Legacy	2.34

Optional question (67 response(s), 1 skipped)
Question type: Ranking Question

Q4 | Provide any additional feedback you have for the project team, such as: likes / dislikes, additional elements to incorporate, how you see yourself using these streetscapes, ways the concepts could be blended together

<p>Screen Name Redacted 2/17/2021 11:05 PM</p>	<p>I really appreciate the Korean War memorial and the history as well as the inclusion in unity it represents towards our fellow humans.</p>
<p>Screen Name Redacted 2/18/2021 09:33 AM</p>	<p>The more trees and landscaping, the better! Please don't cover everything up with concrete. I think creating a downtown environment that seamlessly blends with our surrounding area will look the most timeless of the three options.</p>
<p>Screen Name Redacted 2/18/2021 09:34 AM</p>	<p>Not a big fan of any of these. I love how McMenamin's Old Church has paid tribute to our agricultural and river roots in its design at its 97070 restaurant. There are elements of all three designs that could be combined. Not sure why agriculture and river are split in the design concepts? I like the "concepts" but the imagery of the agricultural and river designs is not a home run in my opinion. Murase Plaza was well done.</p>
<p>Screen Name Redacted 2/18/2021 11:57 AM</p>	<p>I would love to see a combination of the technological and the River environment especially with curved concrete banding. I personally love a modern industrial look with touches of eco friendly mixed in. As for the concrete I think the use of porous concrete should be utilized.</p>
<p>Screen Name Redacted 2/18/2021 01:05 PM</p>	<p>Would like to add more water features</p>
<p>Screen Name Redacted 2/18/2021 01:38 PM</p>	<p>I would prefer green materials and sustainable concepts whenever possible</p>
<p>Screen Name Redacted 2/19/2021 04:09 PM</p>	<p>Stay true to our River community and nature.</p>
<p>Screen Name Redacted 2/19/2021 04:54 PM</p>	<p>Open air dining and street fair friendly options</p>
<p>Screen Name Redacted 2/19/2021 05:01 PM</p>	<p>While parks are wonderful, it would be great to have gathering areas where family can meet up and there are restaurants, cafes, stores. The plaza in Villebois is a great "meet up spot" but there isn't much to do besides the coffee cart. The splash pads are a great meet up, but not many restaurants or coffee shops to walk to from there. I would love to see areas that are perfect for 8 months of rainy weather where people can gather and get outdoors without being soaked, like in other countries where it rains, snows, or is cold. We have a lot of spaces for great summer weather to socialize, but almost no where to be active in nasty weather. No aquatic park, indoor play space, indoor skatepark, indoor museums, etc.</p>
<p>Screen Name Redacted 2/19/2021 05:05 PM</p>	<p>The Technological Innovation, because its ease of movement, facilitates access to business and services establishments; and therein lends itself to the most practical and productive features to this project. If the goal is to act as a magnet to draw residents (and out of town shoppers) to a "downtown"venue , which benefits everyone; then this is the most effective</p>

Screen Name Redacted 2/19/2021 05:28 PM	innovation. I would like to be able to walk under trees with beautiful landscaping while having the opportunity to meet new people and visit friends.
Screen Name Redacted 2/19/2021 06:08 PM	I love the materials used for the Technological Innovation concept, and would suggest adding some of the curvilinear touches from the River Environment. The Agricultural Legacy look seems outdated.
Screen Name Redacted 2/19/2021 08:55 PM	Nice job!!
Screen Name Redacted 2/20/2021 09:01 AM	I would love to see as much organic landscape/ greenery as possible included! Less concrete and more natural materials, trees, and plants
Screen Name Redacted 2/20/2021 10:02 AM	Avoid rigid grid feel, but don't go overboard with wavy either; use plantings and natural or natural-looking materials where practical
Screen Name Redacted 2/20/2021 06:09 PM	Very nice work thus far, and much appreciation for the opportunity to provide input!
Screen Name Redacted 2/20/2021 08:24 PM	I really love the presence of water features and material design elements. I'm strongly in favor of the organic shapes and non-rectilinear vibe. I say this as an aerospace engineer. Features that provide cooling in the summer are especially helpful in the hot months
Screen Name Redacted 2/21/2021 07:12 AM	I like the curving lines of the river concept. Nature doesn't typically produce straight lines and the curving lines gives it a natural look which I find beautiful.
Screen Name Redacted 2/21/2021 11:43 AM	Please use plants that are not invasive. Use low maintenance plants that will not spread into public walking spaces, ie: roses are pretty, but when they are not properly maintained their prickly branches can cause harm to pedestrians. Keep the plants that are placed by streets, especially cross walks. short in stature so that both drivers and pedestrians can see one another.
Screen Name Redacted 2/21/2021 10:38 PM	River gives a calm, serene feeling. I like the way it flows.
Screen Name Redacted 2/22/2021 10:20 AM	I would like to see as much landscaping with native plants as possible, including native trees, shrubs, flowers, and ground cover. It is important to maintain a larger landscaping element than the other elements, in order to promote healthy air quality and a soothing sense of nature in an urban area.
Screen Name Redacted 2/22/2021 03:13 PM	These all look good. Anything will be far better than the asphalt & strip malls that we have now.
Screen Name Redacted	I would recommend that the committee and staff making the final

2/25/2021 03:35 PM

recommendations take a field trip to the Lake Oswego streetscape being constructed along Boons Ferry Rd in Lake Oswego. I seems to be very well done and provides all the elements needed for a livable community.

Screen Name Redacted

2/25/2021 07:25 PM

Given covid challenges, I would urge folks to design larger spaces across from business locations for future gathering spaces.

Screen Name Redacted

2/25/2021 08:35 PM

Without easily accessible parking, I will avoid this area of town.

Screen Name Redacted

2/25/2021 09:42 PM

I believe Wilsonville should be community-focused, moving more high-density living spaces closer to where people want to hang out in open gathering spaces with nearby options to shop. Wilsonville already has a strong community but it could be bolstered by encouraging city design that allows access to large areas to gather easily but not with cars. I Personally bike and walk places and don't drive at all and I feel that living near mentor graphics puts me at a distance from the cities core. I already live next to a loud highway which puts me near my job but far from walking distance to our downtown, I think this could be a good direction the city can move toward

Optional question (26 response(s), 42 skipped)

Question type: Essay Question



PLANNING COMMISSION

WEDNESDAY, MARCH 10, 2021

II. WORK SESSIONS

C. Middle Housing (Pauly) (30 Minutes)



PLANNING COMMISSION WORK SESSION STAFF REPORT

Meeting Date: March 10, 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 based on initial outreach			
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:

Receive a briefing on recent outreach and provide additional guidance. In addition, discuss what success of middle housing in Wilsonville will look like in 20 years. The work session is also an opportunity to ask any outstanding questions from previous work session material.

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 fourth work session on the topic. Since the last work session with the Commission, the project team held three stakeholder meetings with individual Frog Pond developers, a general community meeting, an Old Town community meeting, and a developer stakeholder meeting. In addition, a Spanish-language focus group is scheduled for Saturday March 13. While initial outreach is not complete, some themes are beginning to emerge that the team wanted to share with the Commission. Please note, a more detailed outreach summary report will be prepared once this phase of outreach is complete.

The following are key takeaways from the meetings thus far and what they mean for the project. Staff notes that the Old Town meeting was postponed due to the winter storm until the day prior to Planning Commission, and thus, feedback from that meeting will not be available in writing ahead of time. Staff will present key takeaways from that meeting at the work session:

Familiarity with "Missing" Middle Housing

Description of feedback: The explanation of "what is middle housing?" was well received. Familiarity with the term, as it is used in Oregon state law and rules, was not widespread. The traditional dichotomy of single-family and multi-family is the base understanding of many community members and the concept of something that does not fit the mold of either is "missing" from the broad community understanding.

What this means for the project: The project will need to continue to clearly communicate what middle housing and the different types of middle housing mean and share examples both from Wilsonville's existing neighborhoods and other jurisdictions to help the community learn about these terms and what it means for future housing choices.

Middle Housing Outlook for Frog Pond West

Description of feedback: Many of the decisions of what will be built in Frog Pond West are well in progress and are not likely to change drastically. Generally speaking, the builders working in Frog Pond West are intending to focus on single-family product consistent with the master plan and their typical development portfolio. Based on developer feedback, any limited amount of middle housing developed in Frog Pond West is likely to be for-sale units on individual lots.

What this means for the project: In previous work sessions much focus has been put on the impact of the changes on Frog Pond West. While still needing to address compliance, whichever option the City chooses is not likely to have a significant impact on the ground. If the City desires to see a noticeable increase in housing variety in Frog Pond West it would need to explore additional policy changes, programs, incentives, etc.

Single-Family Scale of Middle Housing

Description of feedback: A reoccurring theme is to have middle housing have the “look and feel” of traditional single-family neighborhoods. The project team worked to understand the development community’s perspective on the feasibility of design requirements for multiple units to be incorporated into a single-family looking structure. Developers had different responses depending on their expertise. Developers with expertise focused primarily on single-family detached products had concern about feasibility and desirability in both construction methods and marketability. Developers with more expertise with a variety of housing products did not share the same concerns and recognized the demand for and shortage in supply of more diverse housing options.

What this means for the project: It appears feasible, though not preferred by some developers, to have design standards requiring a unified “single-family” architectural form, if this were determined to be a desired outcome in certain areas of the City.

Focus on Look, Feel, and Function

Description of feedback: When a question was posed to the community of *what success looks like walking through a future neighborhood that incorporated middle housing*, answers primarily involved the integration of different housing into the neighborhood, the presence of natural elements, and connectivity.

What this means for the project: The feedback reaffirmed the project focus on the look, feel, and function of neighborhoods through siting and design standards applicable to a variety of housing types.

As the project team continues to gather community input and reflects on this feedback, the team will consider how this impacts the policy choices considered thus far and provide recommendations to the Commission on options that will still help the City meet its Desired Outcomes for this work:

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

Planning Commission Discussion Questions

The following is the prompt given to community meeting attendees to help them think about the inclusion of middle housing in Wilsonville and what success of the Middle Housing Project looks like. The project team would like to hear the Planning Commissioners' thoughts to this question:

Imagine you leave Wilsonville and return in 20 years. The City's middle housing code has been successful! As you walk in Frog Pond or other neighborhoods, you really like what you see. What do you see?

In addition, the project team would like the Planning Commission to consider:

- Do you have any additional guidance based on initial community feedback?
- Do you have any outstanding questions from previous work session topics, discussions, or materials?

EXPECTED RESULTS:

Gather additional feedback and direction from the Planning Commission to continue to guide the Middle Housing in Wilsonville Project.

TIMELINE:

The Planning Commission will participate in a number of work sessions over the coming months to provide project feedback. The City Council will also review during work sessions over the coming months. The proposed amendments to design standards, the City's Development Code, Comprehensive Plan and Master Plans will be further refined over the spring through public input and additional work sessions. Public hearings and recommendation to City Council are anticipated by late summer/early fall 2021.

CURRENT YEAR BUDGET IMPACTS:

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

COMMUNITY INVOLVEMENT PROCESS:

Community outreach has begun and will continue until late spring and into summer as needed, including to the Latinx community and other historically marginalized communities.

Opportunities to engage include community meetings, stakeholder meetings, focus groups, online surveys, and other online materials. The current round of meeting outreach will be complete by mid-March. At that time the project team will determine if additional targeted meetings are needed for certain groups not well represented in initial outreach. The additional meetings would occur by mid-April. Additional Latinx focus groups will occur in April and May. Additional outreach and stakeholder meetings are planned in June to review a complete package of proposed changes prior to moving forward with public hearings.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

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

ALTERNATIVES:

The Commission may recommend additional or modified approaches that help the City achieve compliance with House Bill 2001 and implement a key strategy from the Equitable Housing Strategic Plan. If the City does not adopt compliant standards by June 30, 2022, a state model code will come into effect for Wilsonville.

ATTACHMENTS:

N/A



PLANNING COMMISSION

WEDNESDAY, MARCH 10, 2021

III. INFORMATIONAL

- A. City Council Action Minutes (February 1 & 18, 2021)
(No staff presentation)

City Council Meeting Action Minutes February 1, 2021

City Council members present included:

Mayor Fitzgerald
Council President Akervall
Councilor Lehan
Councilor West
Councilor Linville

Jeanna Troha, Assistant City Manager
Beth Wolf, Senior Systems Analyst
Kim Rybold, Senior Planner
Dan Pauly, Planning Manager
Miranda Bateschell, Planning Director
Chris Neamtzu, Community Development Director
Philip Bradford, Associate Planner
Cathy Rodocker, Finance Director
Andy Stone, IT Director
Zoe Monahan, Assistant to the City Manager

Staff present included:

Bryan Cosgrove, City Manager
Barbara Jacobson, City Attorney
Kimberly Veliz, City Recorder

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:03 p.m.
A. City Council Representation Assignments to Tourism and Wilsonville-Metro Community Enhancement Committee	Council discussed possible reassignments to the Tourism Promotion Committee and Wilsonville-Metro Community Enhancement Committee.
B. Middle Housing Project	Staff shared details of the upcoming Middle Housing Plan project.
C. Town Center Streetscape Plan	Staff presented on three preliminary Town Center Streetscape design concepts for Council's consideration.
D. Refunding of Outstanding Borrowings	Due to time constraints, this item was presented on during the City Council meeting.
REGULAR MEETING	
<u>Mayor's Business</u>	
A. 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. Restaurant Relief Program Update	Staff detailed the results of COVID-19 grant relief program for local restaurants.

<p><u>Consent Agenda</u></p> <p>A. <u>Resolution No. 2872</u> A Resolution Of The City Of Wilsonville Authorizing the City Manager To Execute A Professional Services Agreement Contract Amendment With DOWL, LLC For Advance Engineering Design Services For The I-5 Pedestrian Bridge Project.</p> <p>B. Minutes of the January 4, 2021 Council Meeting.</p>	<p>The Consent Agenda was approved 5-0.</p>
<p><u>New Business</u></p> <p>A. <u>Resolution No. 2878</u> Resolution Authorizing Refunding Of Outstanding Borrowings.</p>	<p>Resolution No. 2878 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>Reminded Council of the upcoming implicit bias training and gave an update on DEI.</p>
<p><u>Legal Business</u></p>	<p>No report.</p>
<p>ADJOURN</p>	<p>7:54 p.m.</p>

City Council Meeting Action Minutes
February 18, 2021

City Council members present included:

Mayor Fitzgerald
Council President Akervall
Councilor Lehan
Councilor West
Councilor Linville

Beth Wolf, Senior Systems Analyst
Andy Stone, IT Director
Zach Weigel, Capital Projects Engineering Manager
Andy Stone, IT Director
Zoe Monahan, Assistant to the City Manager
Dwight Brashear, Transit Director
Eric Loomis, Transit Operations Manager
Miranda Bateschell, Planning Director
Martin Montalvo, Public Works Ops. Manager
Delora Kerber, Public Works Director
Rob Wurpes, Chief of Police

Staff present included:

Bryan Cosgrove, City Manager
Barbara Jacobson, City Attorney
Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:04 p.m.
A. Diversity, Equity and Inclusion Committee Update	Staff provided an update on the City’s ongoing work to establish a DEI Committee, and received go-ahead from the Council to begin the recruitment of committee members this month.
B. Intelligent Transportation System Contract Award	Staff presented on Resolution No. 2860, which authorizes SMART to purchase an intelligent transportation system.
REGULAR MEETING	
<u>Mayor’s Business</u>	
A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.
B. City Council Representation Assignments to Tourism and Wilsonville – Metro Community Enhancement Committee	Council moved that Councilor Lehan serve as the representative Council liaison and ex-officio member of the Tourism Promotion Committee. Passed 5-0. Council moved that Councilors Linville and West serve as the City Council voting members on the Wilsonville- Metro Community Enhancement Committee. Passed 5-0.

<p>C. VRF Letter to Clackamas County Board of Commissioners</p>	<p>Council moved to approve a letter be sent expressing the Council's support of the road utility fee. It was approved 4-1.</p>
<p><u>Communications</u></p> <p>A. Clackamas County Sheriff's Department</p> <p>B. ODOT I-5/Boone Bridge & Seismic Improvement Project "Feasibility Study" Presentation</p> <p>C. Response and Recovery – Winter Event 2021</p>	<p>New Clackamas County Sheriff Brandenburg made an introductory visit to discuss current and future law enforcement efforts in the County.</p> <p>ODOT staff shared a summary of the I-5 Boone Bridge and Seismic Improvements Feasibility Study.</p> <p>Staff shared details of the City's response to the recent ice storm.</p>
<p><u>Consent Agenda</u></p> <p>A. <u>Resolution No. 2860</u> A Resolution Of The City Of Wilsonville Authorizing South Metro Area Regional Transit (SMART) To Purchase An Intelligent Transportation System.</p> <p>B. <u>Resolution No. 2879</u> A Resolution Of The City Of Wilsonville Authorizing The Purchase Of A Closed Circuit TV (CCTV) Inspection Equipment And Vehicle.</p> <p>C. <u>Resolution No. 2880</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A First Amendment To The Agreement For Provision Of Preliminary Engineering Services In Connection With Grade Crossing Improvements With Portland & Western Railroad For Phase II – Preliminary Engineering And Construction Engineering Inspection Services For The 5th Street Railroad Crossing Work Associated With The 5th Street / Kinsman Road Extension Project.</p> <p>D. Minutes of the January 14, 2021; January 21, 2021 and February 1, 2021 City Council Meetings.</p>	<p>The Consent Agenda was approved 5-0.</p>
<p><u>New Business</u></p> <p>A. None.</p>	
<p><u>Continuing Business</u></p> <p>A. None.</p>	

<u>Public Hearing</u> A. None.	
<u>City Manager's Business</u>	Reported staff, would invite responding partners to a hot wash to debrief on the ice storm event.
<u>Legal Business</u>	Council moved to pay a fine assessed by the Department of Environmental Quality (DEQ) and communicate to the agency the City's intention. Motion passed 5-0.
URBAN RENEWAL AGENCY	
<u>URA Consent Agenda</u> A. <u>URA Resolution No. 313</u> A Resolution Of The City Of Wilsonville Urban Renewal Agency Board Authorizing The City Manager To Execute A First Amendment To The Agreement For Provision Of Preliminary Engineering Services In Connection With Grade Crossing Improvements With Portland & Western Railroad For Phase II – Preliminary Engineering And Construction Engineering Inspection Services For The 5 th Street Railroad Crossing Work Associated With The 5 th Street / Kinsman Road Extension Project. B. Minutes of the January 21, 2021 URA Meeting.	The URA Consent Agenda was approved 5-0.
<u>New Business</u> A. None.	
<u>URA Public Hearing</u> A. None.	
ADJOURN	9:46 p.m.



PLANNING COMMISSION
WEDNESDAY, MARCH 10, 2021

III. INFORMATIONAL

- B. 2021 PC Work Program
(No staff presentation)

2021 DRAFT PC WORK PROGRAM SCHEDULE

Updated: 03.02.2021

AGENDA ITEMS			
Date	Informational	Work Sessions	Public Hearings
JANUARY 13		<ul style="list-style-type: none"> • Middle Housing 	
FEBRUARY 10	<ul style="list-style-type: none"> • Transportation Performance Evaluation 	<ul style="list-style-type: none"> • Middle Housing 	
MARCH 10		<ul style="list-style-type: none"> • Town Center Streetscape Plan • I-5 Bike Ped Bridge • Middle Housing 	
APRIL 14		<ul style="list-style-type: none"> • Middle Housing • Urban Forestry Management Plan 	
MAY 12	<ul style="list-style-type: none"> • Annual Housing Report 	<ul style="list-style-type: none"> • Town Center Streetscape Plan • Middle Housing 	<ul style="list-style-type: none"> • WIN Program Urban Renewal Plan
JUNE 9		<ul style="list-style-type: none"> • Equitable Housing Action 1A • Town Center Infrastructure Funding Strategy • Frog Pond Master Plan 	
JULY 14		<ul style="list-style-type: none"> • Middle Housing 	<ul style="list-style-type: none"> • Town Center Streetscape Plan
AUGUST 11		<ul style="list-style-type: none"> • Middle Housing 	<ul style="list-style-type: none"> • Urban Forestry Management Plan
SEPTEMBER 8		<ul style="list-style-type: none"> • Town Center Infrastructure Funding Strategy • I-5 Bike Ped Bridge 	
OCTOBER 13			<ul style="list-style-type: none"> • Middle Housing
NOVEMBER 10			
DECEMBER 8		<ul style="list-style-type: none"> • Frog Pond Master Plan 	
JAN. 12, 2022			
2021 Projects		Future/Potential Fill In Projects	
<ul style="list-style-type: none"> <li style="width: 50%;">• TC Streetscape Plan <li style="width: 50%;">• Urban Forestry Mgmt Plan <li style="width: 50%;">• TC Programming Plan <li style="width: 50%;">• I-5 Bike/Pedestrian Bridge <li style="width: 50%;">• TC Ec Dev/Business Retention <li style="width: 50%;">• TC Finance Plan <li style="width: 50%;">• Middle Housing 		<ul style="list-style-type: none"> <li style="width: 50%;">• Recreation in Industrial Zones <li style="width: 50%;">• Mobile Food Vendor Standards <li style="width: 50%;">• Small Wireless updates <li style="width: 50%;">• Basalt Creek Zoning <li style="width: 50%;">• Basalt Creek Infra. 	

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