

Old Town



Neighborhood Plan

Wilsonville Oregon

January 2009

Planning Commission Review Draft

Note: All changes made to the July 2008 PC Review Draft through December 10, 2008 have been incorporated into this Plan. Substantive changes made since then are shown in Red Bold Text. Scrivener edits are not indicated.

Some of the maps have been reorganized.

Old Town Neighborhood Plan

**January 2009
Planning Commission Review Draft**

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~~To be completed after the rest of the Plan is done.~~

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1. Introduction: Old Town – A Special Place

1. Introduction: Old Town - A Special Place

To the families that live here, and the businesses that are located here, Old Town is a very special place. For the most part, they chose it over other neighborhoods in Wilsonville and wouldn't consider relocating.

Many of the rest of Wilsonville's residents have never been in Old Town and know little or nothing about it. So what is it about Old Town that generates such fierce loyalty in its residents and business people?

The purpose of the Old Town Neighborhood Plan is to identify the essence of what makes Old Town a special place, and to provide guidance on how to move Old Town into the 21st Century while maintaining its unique character.

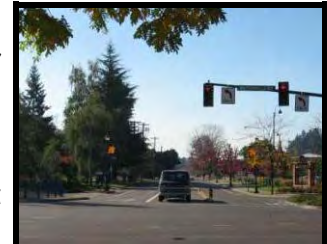
The Old Town Neighborhood Plan is based on the results of a series of meetings with Old Town residents, businesses and property owners. Each meeting was organized around a specific topic with a goal of learning how that subject or issue has been implemented in the past, determining whether that should change, and if so, developing recommendations for those changes.

The impetus for this series of meetings was a "New Urbanism" type residential development proposal on one of the few larger vacant lots in Old Town. The neighborhood was opposed to the development, feeling that it would set a precedent for future similar development proposals that would destroy much of what makes Old Town unique.

The City Council responded to that testimony by requesting that City staff work with the Old Town community to determine the parameters of acceptable development and redevelopment in their community.

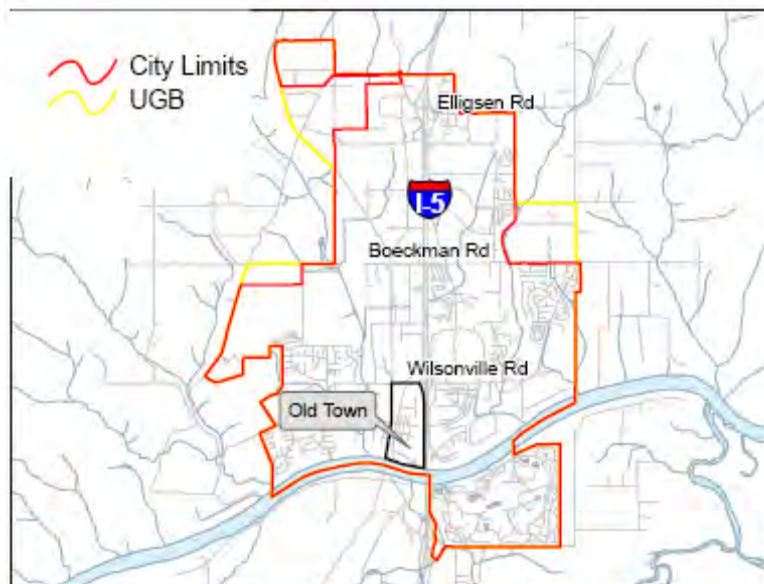
Where Is Old Town?

According to the West Side Master Plan, adopted by the City Council in December 1996, the Boones Ferry District (Old Town) includes all the lands located between the Oregon Electric Railway and the I-5 right-of-way, and between the Willamette River and approximately Wilsonville Road. (Map 1.1) Others would say that Old Town is smaller ending at Bailey Street on the north or even at the north end of Magnolia Avenue, but including the south, east and west boundaries identified as the Boones Ferry District. Still others feel that the historic core area developed around the Boones Ferry landing, and later, with the coming of the rail, expanding north to the vicinity of 5th Street is the 'real' Old Town. After discussion, it was decided to use the Boones Ferry District boundary extended north to Wilsonville Road for a more comprehensive planning effort. (Map 1.2)





Map 1.1. Boones Ferry District



Map 1.2. Old Town In Wilsonville

What Is Different About Old Town?

It is much older than the rest of the development in Wilsonville.

Most of the recent development in Wilsonville occurred after the construction of the Boone Bridge and I-5 in the late 1950's, and the incorporation of the City of Wilsonville in 1969. In contrast, the oldest buildings in Old Town were built in the late 1880's and early 1900's. Early aerial photos (1936) show Old Town surrounded by operating farms. The older buildings are simple in design and small in scale as shown in early photos. Several have been renovated in keeping with their historic character. Infill development has maintained the modest scale and has been repeating basic architectural style elements. At one time, Old Town was generally self-sufficient with a school, a church, a general store, post office and other businesses serving the community.

The plat of Old Town was recorded in 1908 (Map 5.3), and reflects larger lots than are generally found in today's residential developments. There has been little partitioning or further subdivision, so large lot sizes remain. The reasons for that are beyond the scope of this planning effort to determine.

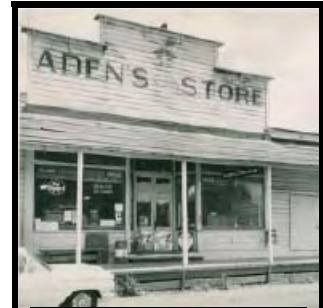
Because it is older, and very little redevelopment has occurred, stands of mature trees are found throughout Old Town.

Other factors creating a difference.

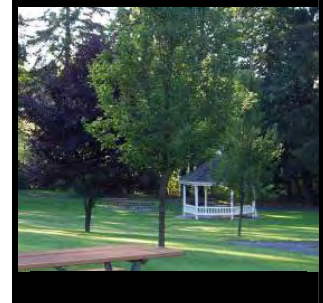
Streets were built to rural standards without curbs, gutters, and in many instances, without sidewalks. The overall appearance is less formal than in newer neighborhoods. There are no through streets, and no large scale commercial establishments so the neighborhood is quieter, and streets can be safely shared with bikes and pedestrians.

No riverfront development has occurred, other than Boones Ferry Park, an under-utilized City park located at the south end of Boones Ferry Road.

Existing development within Old Town includes a bank building, the Old Methodist Church, apartments, a mini-storage facility, two historic commercial structures, a manufacturing facility, Lowrie's Marketplace and three mixed-use commercial/industrial buildings, as well as many residential properties with varying densities. Two of the mixed-use buildings were recently developed as the first historic replica façade envisioned for the Old Town District discussed in the Land Use chapter.



1936 Wilsonville





Scale

One of the defining characteristics of Old Town is the human scale of the neighborhood. Unlike most of Wilsonville, Old Town was platted in the early 1900s and built out incrementally with a variety of architectural styles reflecting housing trends over that period. Most of the development occurred in the county before Wilsonville was incorporated. Dwellings are mostly single story with larger yards and mature trees. Since there are few sidewalks and no through traffic, the character of the neighborhood is “old fashioned” and much less formal. Residents walk and play in the streets, and visit with their neighbors. Social interaction is encouraged by the evolving patterns of the neighborhood. Infrastructure does not separate people, but enables them to interact more freely.

The majority of Wilsonville’s residential areas were developed after 1970 as planned unit developments, and built out with similar architectural styles in a relatively short time period. Dwellings are generally two-story or taller. The rights-of-way are fully developed with streets, sidewalks, street lights and street trees. A strong sense of identity and ownership has developed within each different development, as in, “I live in Rivergreen or Charbonneau, or Fox Chase”.

Conventional wisdom says that Old Town should be retrofitted with all the amenities of residential planned unit developments in the remainder of the city, and the housing stock upgraded to modern housing styles and densities. If that occurs, Old Town as it now exists, will be lost, and it will become just one more PUD in the city. The Old Town residents are trying very hard to preserve their existing neighborhood, while being open to redevelopment and infrastructure upgrades consistent with the Old Town character.

3.2. Issues and Recommendations

3.2 Issues and Recommendations

Land Use Issues and Recommendations:

West Side Master Plan Objectives

1. *Establish Old Town as a special overlay zoning district, with design criteria reflecting the character of Willamette Valley architecture that was prevalent between 1840 and 1940.*

Comments: The Old Town Overlay Zone (OTOZ) has been created and OTOZ language added to the zoning and Development Code. Amendments to the Overlay Zone language are recommended elsewhere in the Plan.

2. *As noted above, not all of Area 'F' is within the Old Town Overlay Zone. Because of this, there are two different standards of review for new development proposals in the area. Require master planning (Stage I) coordinating access, circulation, and streetscape, linking both sides of Boones Ferry Road, for any proposed development as far south as 5th Street. For properties within the Old Town Overlay Zone, include architectural design and general building orientation within the Stage I review process. A "Main Street" pedestrian-oriented feel and look is the desired outcome of such coordinated design. In order for that to be accomplished, on-street parking will need to be provided wherever feasible in the Old Town area only to accommodate residential parking.*

Comment: See recommendation under # 3 below.

3. *Coordinate public facilities, and in particular, master planning of commercial accesses and circulation options, consistent with Old Town Overlay zoning regulations. These requirements apply to all properties in Area F.*

Comment: A consultant has prepared a Boones Ferry Streetscape Plan for Boones Ferry Road from Wilsonville Road south to the proposed entrance to the French Prairie Bridge.

4. *Coordinate street improvements, including alternate routes to help relieve traffic impacts on Old Town neighborhood residents and on Wilsonville Road near the I-5 Interchange. The new coordinated access and circulation plan is intended, in part, to replace and expand upon the old local street plan set forth in the Wilsonville Square 76 Plan. Internal circulation is intended to provide flow through access from site to site, not limited by property lines. However, such access need not be via dedicated public streets.*

Comment: Coordinated access and circulation plans are evolving on Boones Ferry Road north of Bailey Street as part of the planning for the already constructed Lowrie's Marketplace, the proposed Fred Meyer development and the proposed Wilsonville Road/Boones Ferry Road/I-5 Interchange improvements. Access and circulation on Boones Ferry Road south of Bailey will be addressed as part of the Boones Ferry Road Streetscape Plan. An alternate access is provided in the City's Transportation Systems Plan which includes Project W-13, "Widen 5th Street from Brown Road extension to Boones Ferry Road."

5. *Maintaining reasonable access is an important factor in accommodating additional commercial development in this area. Commercial development will create additional traffic. Therefore, it will be necessary to balance maintaining an acceptable level of service and safety while providing reasonable and functional commercial access.*

Comment: The proposed improvements to Wilsonville Road/Boones Ferry Road/I-5 Interchanges will maintain an acceptable level of service and safety while

providing reasonable and functional commercial access. An alternate access is provided in the City's Transportation Systems Plan which includes Project W-13, "Widen 5th Street from Brown Road extension to Boones Ferry Road."

6. *Almost all of the long-standing businesses in this area of the community are now in need of modernization or redevelopment, and may also be planning to expand. Therefore, allowing for appropriate remodeling and/or redevelopment of the existing commercial sites or buildings is a concern for the current owners of these properties. There needs to be flexibility allowed to accommodate normal modernization and even redevelopment of existing commercial operations while still making provisions for coordinated design, access, and circulation.*

Comment: The City's Public Works Standards require upgrades in off-site infrastructure only when the existing use is changed or increased in intensity. Building Codes will generally apply unless the building is on the local Register of Historic and Cultural Resources. Such listing allows exceptions to the building codes for preservation of historic construction and features. The Old Town Overlay Zone applies to new building construction, substantial redevelopment of existing buildings and any exterior remodeling that requires a building permit when that remodeling is visible from a public street.

7. *New development and redevelopment is expected throughout most of the old Wilsonville Square 76 area. Redevelopment of the school property and the Lowrie's property (on the west side of Boones Ferry Road) is also anticipated. The anticipated redevelopment plan for the school site includes stores fronting Boones Ferry Road. There is also intent to preserve and remodel the old church on the east side of Boones Ferry Road as some form of public space.*

Comment: The redevelopment of the former school site and Lowrie's Marketplace has occurred. The design was determined to be consistent with the Overlay Zone criteria. A recent feasibility study sponsored by the City regarding viable uses for the old Methodist Church concluded that a commercially-related use was the most feasible, particularly regarding long-term upkeep and general public use of building. The Fred Meyer/Kroger Corporation owns the building, participated in the feasibility study and is investigating commercial options for the church in its existing location. Fred Meyer continues to work with the City on plans for changes to the Square 76 Plan and adjacent lands in their ownership.

8. *Community members have expressed concern about the loss of the park and play facilities which were part of the historic school site. The City will seek ways to replace the recreational space and explore incentive mechanisms to protect and encourage enhancement of the historic residential character of the neighborhood, while preserving appropriate public open space.*

Comment: The newly adopted Parks & Recreation Master Plan and Bicycle & Pedestrian Master Plan propose expansion of the play area in Boones Ferry Park, upgrades to the basketball court and/or (construction of) other active use facilities, improved access to the Willamette River Water Trail, to Memorial Park and to the regional Tonquin and Stafford trail systems, improved restrooms, a larger picnic area, increased environmental and historic interpretative features and cross river access via the French Prairie Bridge.

9. *Minimize the disruptive and incompatible nature of the railroad, which abuts this District. The City may consider pursuing a second Commuter Rail stop in or near Old Town, at such time as Commuter Rail service is extended south toward Salem. If a park & ride is added in this area, it will need to be sized and sited to be complimentary with the needs of the commercial district, without drawing unnecessary freeway traffic into the neighborhood.*

Comment: The historic train station was located at 5th Street and Boones Ferry Road adjacent to the tracks. There was discussion about locating a Commuter Rail

stop at or near the historic station site, but the consensus was that the amount of parking necessary for an effective stop location was incompatible with the character of Old Town. That does not rule out a station west of the tracks.

10. *Minimize non-residential traffic impacts south of 4th Street, while planning for improving the recreational potential of the Willamette River and Boones Ferry Park.*
11. *Allow flexible mixed-use development, including retail commercial, offices, service commercial and light industrial, residential, and public activities within the Old Town Overlay Zone north of 5th Street. Limit the area of service commercial development based on traffic capacity.*
12. *Coordination of utilities and street locations, alignment, and connections will require cooperation among property owners. The City will need to work with private landowners and developers to deliver the desired outcomes.*
13. *Two-story buildings shall be encouraged along Boones Ferry Road in the Old Town area in order to add to the "Main Street" feel.*

Comprehensive Plan Recommendations:

- 5.1. Amend the Comprehensive Plan Map as follows:
 - 5.1.a Designate lands in public ownership south of 2nd Street east of the railroad tracks from Residential to Public.
 - 5.1.b Designate all ODOT-owned lands south of 5th Street as public.
 - 5.1.c Designate lands one lot deep on both sides of Boones Ferry Road between Bailey Street and 5th Street; and lands on the west side of Boones Ferry Road between 4th Street and 5th Street; and Tax Lot 3S 1W 23AC, 4100, as the Old Town Main Street District.
 - 5.1.d Designate all single family residential lands in Old Town south of Boones Ferry Village, including lands east of Boones Ferry Road between 4th and 5th as Old Town Residential. Designate existing multi-family complexes at either 10 -12 du/ac or 16 – 20 du/ac, whichever is closest to the existing density.
 - 5.1.e Designate all of Boones Ferry Village as Residential, 16 – 20 du/ac.
 - 5.1.f Designate Tax Lot 3S 1W 23AC, 2500 as Residential, 6 - 7 du/ac.
 - 5.1.g Designate Tax Lots 3S 1W 23AC, 200, 201 and 202 as Residential, 10 – 12 du/ac.
 - ~~Consider changing the zoning for the River Village Mobile Home Park to a higher residential density at the time a development application is approved if trees are preserved, and an alternate access can be created east of the Wastewater Treatment Plant on ODOT land to connect to the recommended alternate St. Cyril's Church's access east of the Social Hall and thence north to Bailey Street and Boones Ferry Road.~~
 - 5.1.a *Redesignate the lot at the north end of Magnolia Avenue (Tax Lot 3S 1W 23AB, 2101) from Commercial to 6 – 7 du/ac, since its access is via Magnolia Avenue, a residential street.*
 - 5.1.b Move the Areas of Special Concern, Area F boundary to the north side of Wilsonville Road.
 - 5.1.c Move the Areas of Special Concern, Area K boundary to the west side of the railroad right-of-way.
 - ~~Amend the text for Area F to delete language relating to Old Town that has been implemented in the Old town Plan and recommended code amendments.~~
- 5.2. *Amend the Comprehensive Plan text as follows:*
 - 5.2.a *Consider **Adopt policies supporting the potential for** changing the zoning for the River Village Mobile Home Park to a higher residential density at the time a development*

application is approved if trees are preserved, and an alternate access can be created east of the Wastewater Treatment Plan on ODOT land to connect to the recommended alternate St. Cyril's Church's access east of the Social Hall and thence north to Bailey Street and Boones Ferry Road.

- 5.2.b *Amend the Comprehensive Plan text to direct that the appropriate zone for implementation of the residential designation of 6 – 7 du/ac within the Old Town area is an Old Town Residential (R) Zone and not the PDR-4 Zone.*
- 5.2.c Amend the text for Area F to delete language relating to Old Town that has been implemented in the Old Town Plan and recommended code amendments.

~~2. Amend the Planning and Land Development Ordinance as follows:~~

- ~~• Adopt an Old Town Residential Zone with a subsection applying to residential lands on Boones Ferry Road between 4th Street and 5th Street, and between 4th Street and 2nd Street.~~
- ~~• Adopt a PDC Old Town Overlay Zone patterned on the PDC-TC zone for properties north of Bailey Street and east of the north/south streets in the Square 76 Plan area.~~

Wilsonville Square 76 Master Plan Recommendation:

- 5.3 *An alternative vehicle access should be constructed between 5th Street and Bailey Street, utilizing this 25-ft right-of-way, together with addition of approximately 25-ft of right-of-way from the property to the east, thus relieving some of the traffic conflicts with the neighborhood on 5th Street. The right-of-way width would also allow sidewalks on both sides providing access from the neighborhood to the commercial facilities in Old Town Square. This street should be extended south to the Wastewater Treatment Plan, providing alternate access for trucks serving both the WWTP and the adjacent ODOT property, removing conflicts with residential and commercial uses on Boones Ferry Road, south of Bailey Street.*

~~This 25' right of way, together with addition of approximately 25' of right of way from the property to the east would allow development of an alternate vehicle access between the Church and Bailey, thus relieving some of the traffic conflicts with the neighborhood on 5th Street. The right-of-way width would also allow sidewalks on both sides providing access from the neighborhood to the commercial facilities in Square 76.~~

~~All of the Square 76 lands north of Bailey Street are now owned by Fred Meyer, and an application to amend the Square 76 Plan has been submitted, but tolled pending resolution of traffic issues.~~

Development Code Amendment Recommendations:

(See Map-6 5.7)

2 5.4. Amend the Planning and Land Development Ordinance as follows:

- 5.4.a *Adopt an Old Town Residential Zone based on the City's existing Residential (R) Zone, incorporating by reference architectural guidelines and including a special subsection applicable to residential land abutting Boones Ferry Road south of 4th Street, and incorporating Boones Ferry Streetscape Concept Plan standards. Provide for adaptive reuse of the historic buildings east of Boones Ferry Road between 4th Street and 5th Street in keeping with their historic character and Main Street principles.*
- 5.4.b *Rezone all single-family lots in Old Town as Old Town Residential (OTR) Zone. Normally, rezoning is done at the time of development, but this is a developed neighborhood. Rezoning at this time requires new development and alterations to existing development to meet the requirements of the OTR Zone and not the PDR-4 Zone, thus helping to maintain the historic development pattern of Old Town.*
- 5.4.c *Adopt a Planned Development Commercial-Old Town District modeled on the PDC-TC Zone, but including applicable sections of the Old Town Overlay District. Amend the*

Zoning Map to PDC-OT for lands between Bailey Street and Wilsonville Road that are also between the railroad and I-5, and for vacant lands adjacent to the ODOT right-of-way east of Boones Ferry Village and St. Cyril's Social Hall.

- 5.4.d *Adopt an Old Town Main Street District applicable to lands one lot deep adjacent to Boones Ferry Road between Bailey Street and 5th Street, to lands on the west side of Boones Ferry Road between 4th Street and 5th Street, and to the lot at the southeast corner of Boones Ferry Road and 5th Street. Incorporate applicable design guidelines from the existing Old Town Overlay Zone. Include the Old Town Architectural Guidelines and the Boones Ferry Streetscape Concept Plan by reference.*
- 5.4.e Repeal the Old Town Overlay District and the Square 76 Plan when these recommended zones are adopted.
- 5.4.f See Accessory Dwelling Unit section for ADU recommendations.

- ~~Adopt a PDC-Old Town Overlay Zone patterned on the PDC-TC zone for properties north of Bailey Street and east of the north/south streets in the Square 76 Plan area.~~
- ~~Adopt an Old Town Residential Zone with a subsection applying to residential lands on Boones Ferry Road between 4th Street and 5th Street, and between 4th Street and 2nd Street.~~
- ~~Determine whether architectural provisions will be guidelines or standards.~~
- ~~Determine the period of architecture desired. The West Side Master Plan recommends 1840 – 1940. The Old Town Overlay District requires styles from 1880 – 1930. The recommendation of the neighborhood is 1909 – 1969, which includes ranch style dwellings that are now 50 years old or older and qualify as historic dwellings.~~
- ~~Adopt an Old Town Residential Zone with a subsection applying to residential lands on Boones Ferry Road between 4th Street and 5th Street, and between 4th Street and 2nd Street based on the criteria in the existing Residential (R) Zone. Include the appropriate architectural and site design standards from the existing Old Town Overlay Zone, as well as others that have been developed in neighborhood work sessions and included elsewhere in the Plan.~~
- ~~Adopt an Old Town Main Street Zone applicable to lands one lot deep on both sides of Boones Ferry Road between Wilsonville Road and 5th Street, and on the west side of Boones Ferry Road between 4th Street and 5th Street. Retain the architectural and site design criteria from the Old Town Overlay Zone, and add any others evolving from the preparation of the Boones Ferry Road Streetscape Plan and other applicable Main Street standards.~~
- ~~Adopt a PDC-Old Town Overlay District based on the PDC-TC model incorporating the applicable architectural and site design standards from the Old Town Overlay District. This zone would apply to lands presently zoned PDC located between Wilsonville Road and Bailey Street (Lowrie's Marketplace, Fred Meyer) and those privately owned lands lying east of Boones Ferry Village and St. Cyril's Social Hall all within Old Town.~~

Architectural Guidelines Recommendations

The Architectural Guidelines are to be adopted at a later date. The neighborhood committee is working with the State Historic Preservation Office.

Transportation Recommendations

Street network and classification Recommendations:

- 7.1. ~~It is recommended that the City consider changing~~ **Change** the designation of Boones Ferry Road between Bailey Street and 5th Street to a minor collector with on-street parking consistent with Main Street guidelines regarding a pedestrian friendly character.
- 7.2. ~~The Old Town Neighborhood requests that the City p~~ **Pursue** funds for the construction of an alternate access to Old Town, and construct that access by 2012.

Parking Recommendations:

- 7.3. ~~It is recommended that t~~ **The** streetscape of Boones Ferry Road from Wilsonville Road to 5th Street, and streets adjacent to new multi-family development **should** include curbs, sidewalks, plantings and paved, on-street parking. Between 4th and 5th Streets, the streetscape should respect the historic buildings east of Boones Ferry Road, and any associated existing streetscape features.
- 7.4. It is further recommended that, in single-family neighborhoods in Old Town, parking be provided by the installation of 8-ft. wide gravel, paver or other alternate material, parking strips within the right-of-way adjacent to, and separated from the private property by a hedge or fence, or other similar permanent demarcation. Such strips to be maintained by the homeowner at all times.

Streetlight Recommendations:

- 7.5. ~~It is recommended that s~~ **Streetlight** design and placement ~~be included~~ **is** in the Boones Ferry Road streetscape plan, ~~and that standards for shielding/reduction in lighting intensity also be included in the streetscape plan.~~ **New lighting, while maintaining the pattern of fixtures currently in place, will need to be "dark sky" compliant.** For the residential neighborhood, it is recommended that the existing cobra head fixtures be replaced with the PGE black Independence **"dark sky" compliant historic style** fixtures on black fluted poles at the same height as those in Old Town Village. Spacing should be at the greatest intervals permitted in order to maintain a sense of an older, peaceful residential area. Brightness is not desired; rather low intensity lighting levels are preferred.

Speed Recommendations:

- 7.6. ~~It is recommended that t~~ **The** City and the neighborhood **will** work together on resolution of speeding issues **in Old Town.**

Parking/congestion Recommendations:

- 7.7. ~~It is recommended that t~~ **The** neighborhood, the church, and the city **will** work together to identify a solution and implement it as soon as possible.

Vision Clearance Recommendations:

- 7.8. ~~It is recommended that p~~ **Property** owners owning corner lots work with the City to determine the impacts of both vision triangle calculations as it applies to their site, and work with the City to move towards compliance without removal of significant trees.

Utilities Recommendations

- 8.1. ~~The Old Town Neighborhood Plan recommends that a~~ Any future expansion of the wastewater treatment plant be to the east to save the large stands of mature trees located on the City-owned parcel to the west.
- 8.2. Due to the difficulty in constructing a standard piped system, and the very pervious nature of the area, this is an excellent opportunity to create Wilsonville's first green stormwater management system for a neighborhood.
- 8.3. The Old Town neighborhood would like to work with the City to develop costs and a plan for eventual undergrounding of overhead utility wires. Under transportation, there is a recommendation for replacement of streetlights which are currently cobra heads on the same utility poles. There will also need to be some streetscape improvements as recommended in the transportation section. Perhaps all the associated improvements could be done at the same time with an LID and city participation.

Parks, Trails, Trees and Open Spaces Recommendations

Parks Recommendations:

- 9.1. The neighborhood should be made aware of the CIP schedule for the expansion of the play area in Boones Ferry Park, upgrades to the basketball court and/or construction of other active use facilities, improved access to the Willamette River Water Trail, to Memorial Park and to the regional Tonquin and Stafford trail systems, improved restrooms, a larger picnic area, increased environmental and historic interpretative features and cross river access via the proposed French Prairie Bridge (as discussed in Chapter 8).
- 9.2. Maintain the feeling of open green area by continuing the existing proportion of building to lot in new and redeveloped areas.

Trees Recommendations:

- 9.3. As a neighborhood project, have residents prepare a lot by lot inventory (using the City's 2001 topography maps and recent aerial photos as a base) under the guidance of a professional arborist.
- 9.4. The groves of mature trees in Old Town are an essential part of the character of the area and should be preserved. Development should be designed to accommodate trees, not to remove and replant.
- 9.5. Add additional trees and vegetative screening between Old Town and I-5 wherever possible.
- 9.6. Install Heritage Tree interpretative signage at all locations in Old Town. Add the locations to the Historical Society Walking Tour Map.

4 3. Neighborhood Meetings

4.3 Neighborhood Meetings

A neighborhood meeting was held in December 2006, to explore options for resolution of development issues raised by the application for the Wilsonville residential project. Invitations sent to all property owners in Old Town and flyers were distributed. Approximately 40 people attended. Issues were identified, and a schedule of meetings established in which to explore and attempt to reach resolution of those issues. Invitations to the December meeting were sent to all property owners in Old Town and flyers were distributed.

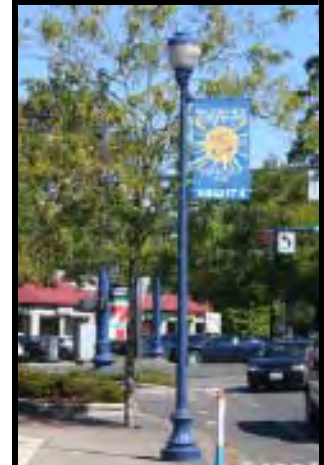
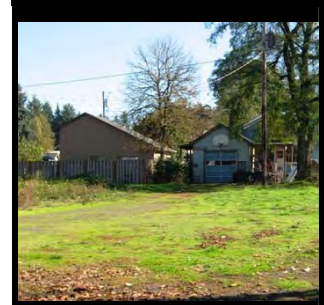
The issues that were identified were:

- Maintaining the “character of Old Town”. Human scale, diverse, historic, eclectic, safe, walkable, friendly, slower paced.
- Transportation, alternative ingress/egress, speeding, large trucks, increasing traffic, street cross-sections.
- Utilities, streetlights, underground utilities
- Keep large trees.
- SW Boones Ferry Road, commercial between Wilsonville Road and 4th Street. Residential character south of 4th Street. Need a streetscape plan.
- Do not want CC&Rs or other tight controls for design issues.

Subsequent meetings were held on the second and fourth Thursday evenings at St. Cyril’s Church in Old Town from January 2007 through May 2007. During that time, it was decided that incorporating the results of discussions at those meetings into an Old Town Neighborhood Plan would provide guidelines for development, redevelopment and infrastructure upgrades in Old Town. The Plan could be adopted by the City and made part of the Comprehensive Plan. Notice of the January and February meeting dates was mailed to the same list as the initial December invitation. Flyers were distributed in the neighborhood for the April 26, 2007 meeting, and for the June 28, 2007 neighborhood barbecue. Agendas and meeting notes were posted on the City’s Old Town website.

Meeting dates and discussion topics were:

- December 7: Initial exploration of the issues and ideas for resolution
- January 11: Land use and housing
- January 25: Historic character, architectural styles, etc.
- February 8: Transportation
- February 22: Transit Master Plan, Bike and Pedestrian Master Plan and Natural Resources
- March 8: Park and Recreation Master Plan, Boones Ferry Streetscape
- March 22: Utilities



OLD TOWN NEIGHBORHOOD
PLANNING MEETING



The following series of meetings have been scheduled for
Old Town Neighborhood Planning

Thursday, January 11
Thursday, January 25
Thursday, February 8
Thursday, February 22
At
St. Cyril's Catholic Church
Middle School Room
6:30 - 8:30 pm

You are invited to attend these meetings with your neighbors. Old Town property and business owners, and city staff to create a neighborhood plan for Old Town.

For further information, please visit: <http://www.ci.wilsonville.or.us>

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April 12: Miscellaneous topics, odds and ends.
 April 26: Economics of Infill Development
 May 10: Design factors
 May 24: Design factors, ADU's
 July 31: Review of June Old Town Plan Draft
 August 28: Continued Review of Draft Plan
 Sept. 13: Streetscape Plan
 Oct. 29: Streetscape Plan, Oct. Draft Plan

A core group developed, which included Rose Case, Barbara Bergmans, Michelle Dempsey, Doug Muench, Tim Knapp, Monica Keenan, Nathan and Sandra Lawrence, Connie Kenny, Carol Dickey, and Jeff Cameron. Others attended one of several meetings, depending on the topic and schedules. Jack Kohl, or a representative, attended several meetings as did Sue Guyton, Paul Missal, Steve VanWechel, and the Duckworths. John Ludlow and State Representative Jerry Krummel attended several of the initial meetings, having worked on the 1996 West Side Master Plan and having been prior residents of Old Town.

The draft Old Town Neighborhood Plan was presented to the core group and to city staff for edits in July 2007. Corrections and edits were made during July, August and early September. The draft Plan was presented to a neighborhood meeting on September 20, 2007. The draft Plan was placed on the City's Old Town website. The Wilsonville Spokesman printed a news story on the draft Plan on November 29, 2006.

During August 2007, the City contracted with the consulting firm, Nevue Ngan Associates to work with Boones Ferry Road property and business owners on preparation of a streetscape plan for Boones Ferry Road from Wilsonville Road to the Willamette River. The consultants held an initial meeting with Boones Ferry Road property and business owners on September 13, 2007.

The Planning Commission was presented with the revised draft Plan as recommended by the Old Town Neighborhood at worksessions on July 11, 2007, and December 12, 2007, **and July 9, 2008, and at a Council worksession on xxxx.** Public hearings for adoption of the Old Town Neighborhood Plan into the City's Comprehensive Plan were noticed for **xxx August 13, 2008, for the Planning Commission and xxxx, 2008, for the City Council.**

In addition to recommending adoption of the OTNP, Old Town residents would like to **have organized as** a neighborhood association to assist in implementing the Old Town Neighborhood Plan. ~~If desired, City staff can assist the new association in setting up bylaws, determining duties and developing a first year action plan.~~ **The Old Town Neighborhood residents continued to work on their own during 2008 to develop architectural guidelines which are attached to the Plan as**

Appendix B.

5 4. Historic Character

5-4. Historic Character

Wilsonville was settled in 1846 by Alfonso Boone, grandson of Daniel Boone. He started a ferry service across the Willamette River, which was later operated by his son, Jesse. Jesse enhanced the ferry business by creating a trail north to Portland and south to Salem. (Boones Ferry Road) At its height, there were as many as 300 people crossing per day!

Bill Flynn's Saloon was located on the land near the river west of Boones Ferry (now owned by the City) and probably enjoyed a thriving business. The building was destroyed during a windstorm in 1971.

Jesse Boone was gunned down at the south ferry landing in 1872 in a dispute with a neighboring settler. The ferry was operated by various operators in the subsequent years. Tauchman House overlooks the site of the ferry operations and was the home of Emil Tauchman, who operated the ferry for 30 years.

The ferry operation, one of the first across the Willamette, was a critical link in commerce between the Willamette Valley and Portland. Farmers shipped agricultural products directly from their docks at their farms. At one time, there were 38 landings in the stretch of river between Butteville and Canby.

The community was renamed Wilsonville in 1880 after the town's first postmaster, Charles Wilson.

The coming of the railroad brought change. The trestle was completed in 1907, and a train depot was built at the corner of 5th Street and Boones Ferry Road. As businesses moved away from the river towards the railroad depot, a small community developed near the intersection of 5th Street and Boones Ferry Road which included: .

School: A one-room school was built in the 1870's at the site now known as the Lowrie's Marketplace. That site continued as a school site until the redevelopment of the Lowrie's Market to the Albertson's complex in 2000.

Stores: Aden's Store and home were built in 1897, and included the post office. A drugstore and community center was built at 5th Street and Boones Ferry Road in the early 1900's.

Lodging: The Cottage Hotel was built around 1907 for rail passengers.

Churches: The Methodist Church was built in 1911. St. Cyril's Catholic Church was built in 1926.





Train Depot: About 1907 on the west side of Boones Ferry Road near 5th Street.



Services The Norris Young Machine Shop, now a cabinet shop, was built in the late 1800's on the corner of 5th and Boones Ferry Road.

Both the railroad and ferry continued to be critical to commerce in and through Wilsonville. **The railroad operated as an electric railroad until 1945, with freight service through Wilsonville still in operation.** The ferry closed in 1954 after the I-5 Bridge was constructed. The location of I-5 caused many businesses to move once again to be closer to the interchange, and Old Town became primarily a quiet, residential community until 2000 with the commercial development of Old Town Village and the adaptive reuse of the machine shop to a cabinet shop.

Structures were built along Boones Ferry Road and Magnolia Street as follows:

Boones Ferry Road:		
Address	Year built	Comments
30310	1911	Methodist Church
30520		
30535		
30550	1951-60	
30580	Vacant	
30596	Vacant	
30610	Prior to 1930?	
30623	1962, Remodel 2008	Old Town Village
30625	1962, Remodel 2008	Old Town Village
30650	1904	Old Feed Store
←-----5th Street-----→		
30690	1905	Norris Machine
30740	1905	Aden's Store
30760	1923	
30775	1999	Old Town Village
30789	2001	Old Town Village
←-----4th Street-----→		
30825	1971-80	
30865	??	
30870	1961-70	
30885	1971-80	
30895	1971-80	
30900	1961-70	
30924	1971-80	

Magnolia Avenue		
Address	Year built	Comments
30555	1920	
30560	1961-70	
30570	1971-80	
30575	1971-80	
30590	1971-80	
30595	1971-80	
30605	Prior to 1930??	
30610	1971-80	
30625	1971-80	
30640	1971-80	
30645	Prior to 1930?	
30670	1971-80	
←-----5th Street-----→		
30710	1907	Cottage Hotel
30720	2001-2010	
30725	Prior to 1930?	
30730	1981-90	
30740	1981-90	
30745		Old Train Station (partial)
30750	1971-80	
30765	1981-90	
30780	1971-80	
30785	2001-2010	
30800	1971-80	

30935	1971-80	
30945	1981-90	
30950	1971-80	
30990	Prior to 1930??	
30965	1981-90	
30983	1981-90	
30999	1981-90	
31020	Prior to 1930??	
31025	1930-40	
31050	1991-2000??	
31090	Prior to 1930?	
←-----Tauchman Street-----→		
31240	1880	Tauchman House
4th Street & Extension		
9150		
9155	vacant	
9180		
9185	Vacant	
9210		
9250		
9415	1951-60	
9430	1961-70	
9455	1971-80	
9460	1900	Old Bank
Fir Street		
30705	1971-80	
30755	1971-80	
30775	1971-80	
30795	1971-80	
30820	1981-90	
30825	1971-80	
30845	1971-80	
30875	1951-60	
30925	Prior to 1920?	
30950	Prior to 1920?	
30955	Prior to 1920?	
←-----Otto Lane-----→		
30825		
30995	1930-40	

←-----4 th Street-----→		
30870	1961-70	
30895	1961-70	
30900	Prior to 1920?	
30930	1981-90	
30935	Prior to 1920?	
30950	1981-90	
30955	1951-60	
30965	1984	
30995	1961-70	
31015	1961-70	
31029	2001-2010	
31045	1971-80	
5th Street		
9201		St. Cyril's
9205		St. Cyril's
9210	1926	St. Cyril's
9265		Curran's
9270	1971-80	
9301	1971-80	
9350	1991-2000	
9355	1971-80	
9655	1890	West of RR
9655	1890	West of RR

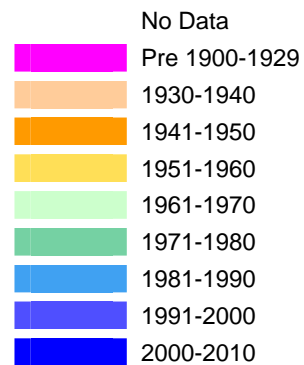


Table 5 4.1. Old Town Structure Construction Dates



Map 5 4.1. Old Town Historic Structures

Should Old Town become a Historic District?

At this time, there is not enough support for the formation of a historic district in Old Town. Historic buildings are scattered throughout Old Town, and most are in private ownership. It would take a concerted effort in the neighborhood, and the assistance of consultants, to determine whether a historic district was desirable or even possible under the federal criteria. A first step would be the placement of city-owned historic buildings on the City's Register of Historic Places, and then application for placement on the National Register. This would include the Tauchman House in Old Town. It is possible that Fred Meyer would be open to the designation of the Methodist Church as an historic structure, provided that their proposed modifications do not alter it to the point where it would not qualify.

Listing of Individual Properties on the National Register of Historic Places

Properties are nominated to the National Register by the State Historic Preservation Office (SHPO) of the State in which the property is located, by the Federal Preservation Officer for properties under Federal ownership or control, or by the Tribal Preservation Officer if the property is on tribal lands. Ordinarily, State nomination forms are prepared by private individuals or the staff of the State Historic Preservation Officer. These nomination forms are then submitted to a State review board, composed of professionals in the fields of American history, architectural history, architecture, prehistoric and historic archeology, and other related disciplines. The review board makes a recommendation to the State Historic Preservation Officer either to approve the nomination if, in the board's opinion, it meets the National Register criteria, or to disapprove the nomination if it does not. During the time the proposed nomination is reviewed by the SHPO, property owners and local officials are notified of the intent to nominate and public comment is solicited. Owners of private property are given an opportunity to concur in or object to the nomination. If the owner of a private property, or the majority of private property owners for a property or district with multiple owners, objects to the nomination, the historic property cannot be listed in the National Register. In that case, the SHPO may forward the nomination to the National Park Service only for a determination of eligibility. If the historic property is listed or determined eligible for listing, then the Advisory Council on Historic Preservation must be afforded the opportunity to comment on any Federal project that may affect it.

The SHPO forwards nominations to the National Park Service to be considered for registration if a majority of private property owners has not objected to listing. During the National Register's evaluation of nomination documentation, another opportunity for public comment is provided by the publication of pending nominations in the Federal Register.

The following photos are from the Emery and Alice Aden Digital Image Collection, courtesy of the Wilsonville-Boones Ferry Historical Society



The following photos are from the Emery and Alice Aden Digital Image Collection, courtesy of the Wilsonville-Boones Ferry Historical Society



In Wilsonville, it is highly unlikely that a nomination for designation on private property would be made without support of the property owner. Therefore, if the decision is made to move forward with consideration of designation of identified historic structures, property owners must be involved from the beginning of that effort.

Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in prehistory or history.
- E. Generally, properties eligible for listing in the National Register are at least 50 years old.

Designation of a Historic District

A historic district is an area or neighborhood that has a concentration of buildings and associated landscape and streetscape features (50 years or older) that retains a high degree of historic character and integrity, and represents an important aspect of a city's history

Documenting a Historic District

A historic district is treated as one property by the National Register of Historic Places. A district nomination is prepared using the same National Register Bulletins, form and continuation sheets that one would use to document an individual property. The district nomination is processed in generally the same manner as an individual property, but there are some additional considerations:

Survey documentation is required for proposed districts. This involves photographing and describing all buildings and related features in the district, recording their basic characteristics, and assessing whether or not they contribute to the historic character of the district. Contributing properties retain and exhibit sufficient integrity (materials, design, setting) to convey a sense of history. In those cases where a jurisdiction already has an updated survey of the proposed district area, a list of the buildings that includes their addresses, pertinent descriptive information, and contributing status may be substituted for detailed survey information.

A *historical overview* of the entire district based on the survey of the district, the individual property histories, and other local history information is required. This narrative statement of significance provides a basic background history of the area and justifies the significance of the district.

The National Register requires a *map showing the boundaries* of the district and each building and structure in the district, with the contributing properties distinguished from the non-contributing properties. Having a map completed early in the process will often help in determining district boundaries, since it will be obvious where the contributing buildings are concentrated.

Property Owner Objections

Owners of private property within a proposed historic district may object to the listing by submitting to the SHPO a notarized statement certifying that the party is the sole or partial owner of the property and objects to the listing. The National Register will not list a district if the majority of property owners within the proposed district object.

Each owner of private property in a district has one "vote" regardless of how many properties or what part of the one property that party owns and regardless of whether the property contributes to the significance of the district. An owner is defined as an entity (individual, partnership, corporation or public agency) holding fee simple title to property.

Implications of Historic District Designation

One of the primary benefits of National Register designation is the fostering of community awareness and pride in the city's heritage and the neighborhood. Designation tends to help stabilize a neighborhood, stimulate increased owner-occupancy by making it a more distinct and desirable place to live and work, and generate increased property values as buildings are rehabilitated.

These beneficial effects vary depending on the area and the economy at the time. Overall, historic district designation has produced positive results both in Oregon and throughout the country.

The following photos are from the Emery and Alice Aden Digital Image Collection, courtesy of the Wilsonville-Boones Ferry Historical Society



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Restrictions and controls in a historic district are set forth by the local jurisdiction. There are no restrictions imposed by federal regulations on private property owners in a historic district, provided the property is not benefiting from federal money through federally funded projects, grants or tax incentive programs.

There may be financial benefits. Under provisions of the Economic Recovery Tax Act, owners of listed properties may qualify for a 20% investment tax credit for the certified rehabilitation of income-producing property such as commercial, industrial, or rental residential buildings. In Oregon, under state law, owners of listed properties may apply for a property tax benefit - a "freeze" of the assessed value of the property for a 15-year period, provided the property is in need of rehabilitation.

There are also limited funds available annually on a competitive basis to owners of listed properties through the Oregon SHPO's Preserving Oregon Grant Program. In historic districts, these financial incentives are only available to contributing properties in the district.

Buildings listed in the National Register can be given more leniencies in complying with building code requirements in order to protect the qualities of the historic resource. They can often qualify more easily for conditional use permits or other code exemptions or variances.

Preservation of individual historic structures and dwellings:

An example of a preservation effort is provided below, and represents an actual situation in Old Town in 2008. One of the oldest dwellings in Old Town is currently at risk. It is located on a property listed for sale and is currently a rental dwelling. That property has an approval for a new structure which would require

the demolition of the present historic dwelling. In order to be eligible for funds which could help move it to another site currently available in Old Town and provide the substantial rehabilitation necessary, it would need to go through a series of steps in order to qualify for incentives such as a federal income tax credit and/or a freeze on assessed value. The building must be listed in the National Register of Historic Places in order to be eligible for assistance associated with that designation.

The federal income tax incentive is a federal income tax credit equal to 20 percent of the rehabilitation costs (example: \$500,000 rehab project = \$100,000 tax credit applied to federal income taxes). The building must be listed in the National Register of Historic Places, either individually or as a contributing building in a historic district. Rehab work must meet the Secretary of the Interior's Standards for Rehabilitation. NPS and SHPO approval are required before the project is completed, preferably even before it is started in order to avoid ineligible work and expenses. The building must be used for income-producing purposes after its rehab, i.e. affordable rental housing. The rehab project must be substantial, exceeding either the "adjusted basis"

of the building or \$5,000, whichever is greater. "Adjusted basis" is the purchase price minus the value of the land minus any depreciation already taken by the current owner of the building, plus any capital improvements (see examples below).

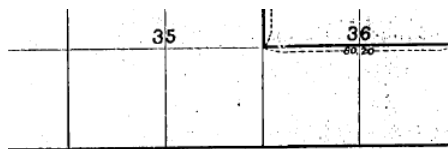
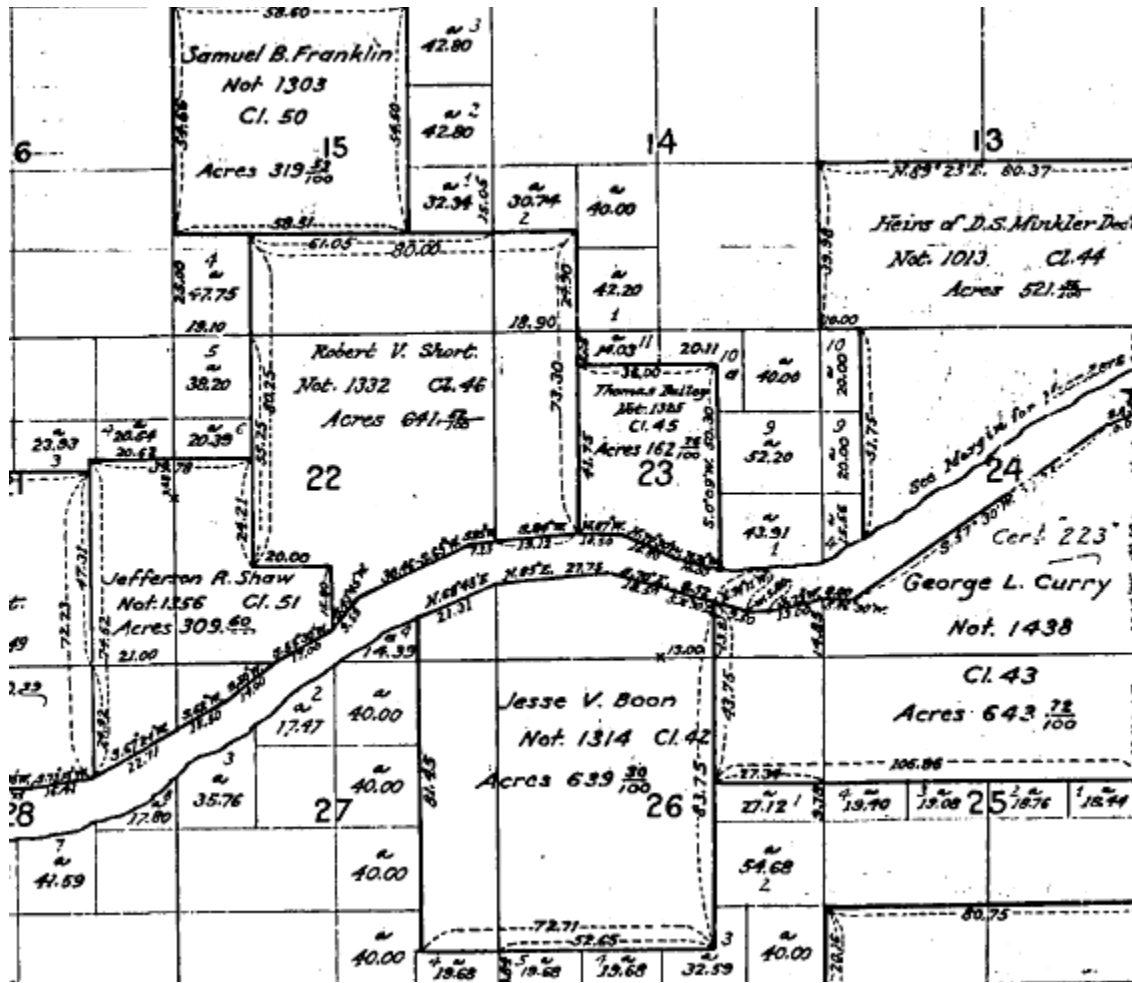
Another incentive is Oregon's Special Assessment of Historic Property Program. Established in 1975, it was the nation's first state-level historic preservation tax incentive. It "freezes" a property's assessed value for 15 years. It is most effective when the "freeze" starts before substantial rehabilitation work is undertaken that would otherwise increase the assessed value considerably. Basic program requirements are as follows:

- The property must be listed in the National Register of Historic Places, either individually or as a contributing property in a historic district.
- A preservation plan must be prepared that outlines substantial rehab work the building will undergo during the 15-year period.
- There is an application fee equal to 1/3 of 1% (0.0033) of the real market value.
- A four-hour public open house is required annually.
- An approved plaque must be installed on the building.
- State Historic Preservation Office (SHPO) approval is needed for exterior and interior work of any substance.
- There may be other incentives or combinations of incentives that could be used, depending on the actual use of the structure.

There is an opportunity to preserve the historic structure and to create permanently affordable housing through a combination of funding sources and cooperation of property owners and nonprofit housing agencies. A successful effort here would provide a template for future efforts.

The following photos are from the Emery and Alice Aden Digital Image Collection, courtesy of the Wilsonville-Boones Ferry Historical Society





The above Survey of Cl. 55, John Anderson in T. 35, R. 1 W, Will. Mer. Or., is strictly conformable to the field notes of the survey thereof on file in this office, which have been examined and approved.
 Surveyor General's Office,
 Eugene City, Nov. 14th 1863.
 (signed) J. Pengra
 Sur. Gen. of Ore.

I certify the above to be a correct copy of the original plat on file in this office.
 U.S. Surveyor General's Office,
 Portland Oregon, Nov. 21, 1923.

Surveyed
Completed

Wesley M. Coarines
 Surveyor General for Oregon.
 Claims in

The above map of Township No. 3 South, Range No. 1 West of the _____ Meridian is strictly conformable to the field notes of the surveys thereof on file in this office, which have been examined and approved.

U.S. Surveyor General's Office.
 Salem, July 23rd 1855. (signed) C. K. Gardner
 Surveyor General of Oregon.

Scale 40 Chains to an inch

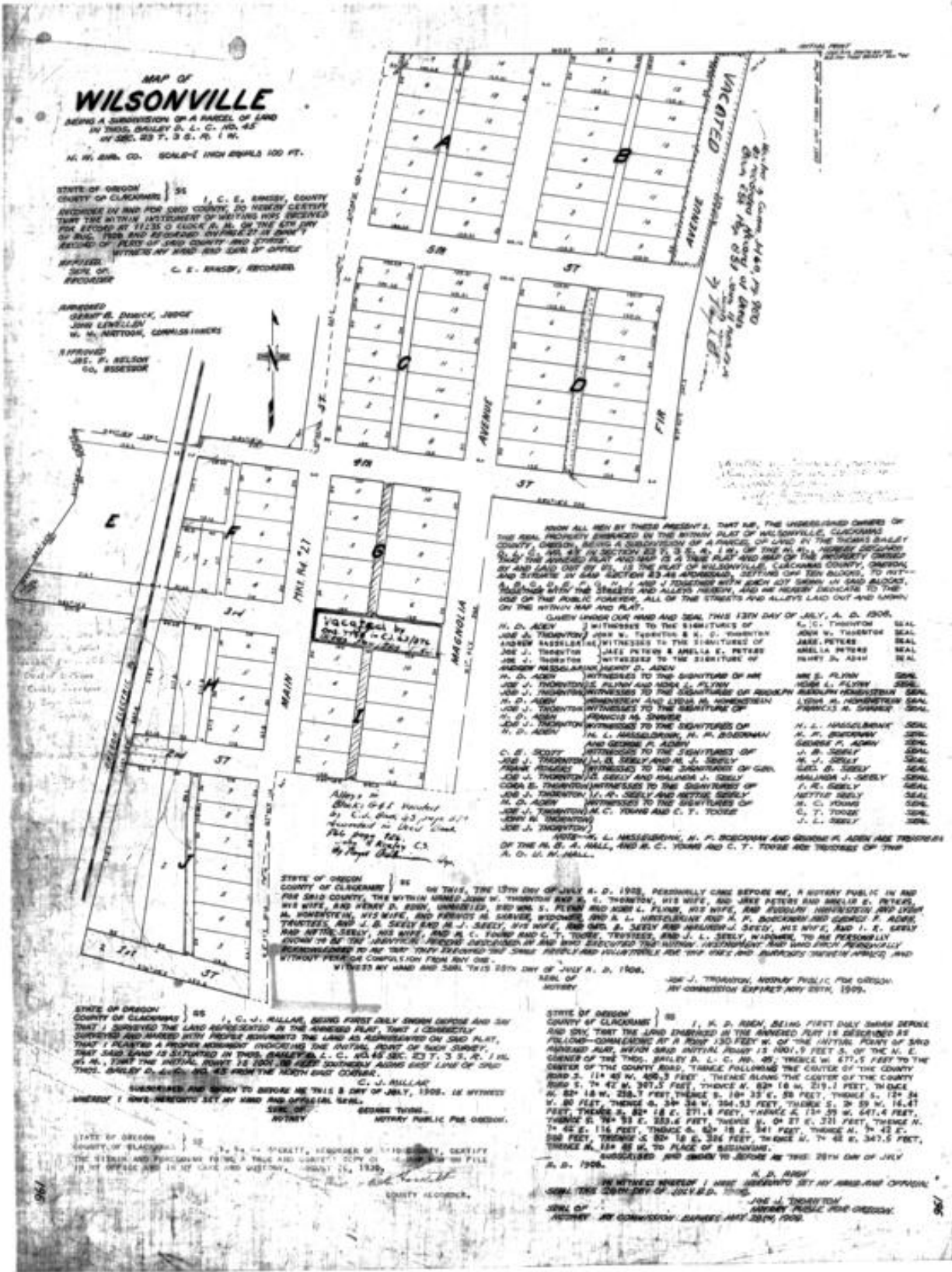
Mean Magnetic Declination _____

Map 5 4.2. 1855 Old Town Plat

7/08

Old Town

NE23



Map 5 4.3. 1908 Old Town Plat

6.5. Land Use

6.5. Land Use

The Old Town Neighborhood has an overlay of land use regulations, some of which conflict. Old Town is subject to state, Metro and local land use rules and regulations.

State

The State's land use program is based on the Department of Land Conservation and Development's (DLCD) nineteen (19) Statewide Planning Goals and Guidelines. The first 14 goals were adopted in December 1974, with the remaining goals adopted over the next two years. The Statewide Planning Goals have since been amended and readopted as part of the Oregon Administrative Rules (OAR 660, Division 15)

OAR 660 requires municipalities to prepare Comprehensive Land Use Plans and implementing ordinances, which are then reviewed by DLCD and the Land Conservation and Development Commission (LCDC) for compliance with the Goals. Plans and ordinances that are determined to comply are then "acknowledged" by LCDC to be in compliance with the Goals and become acknowledged plans. If a municipality does not have an acknowledged Plan, then the Statewide Goals must be applied directly to each development proposal in that municipality. Once a municipality has received acknowledgement, then development proposals are reviewed under the local Comprehensive Plan and development regulations. Municipalities are required to update their Comprehensive Plans and ordinances periodically, a process called "Periodic Review".

The City of Wilsonville has an acknowledged Comprehensive Plan and acknowledged development regulations which apply to all of Wilsonville, including Old Town. The Comprehensive Plan includes a Transportation Systems Plan, the Villebois Village Master Plan, the Water System Master Plan, the Wastewater Treatment System Master Plan, the Stormwater Master Plan, the Bike and Pedestrian, Park and Recreation and the Transit Master Plans, and will eventually include the Old Town Neighborhood Plan.

Metro:

The City of Wilsonville is a member of Metro, an elected regional service district serving three counties and 25 cities within its service area. Under its charter, it has jurisdiction over the urban growth boundary and other regional land use issues, solid waste and recycling, planning and implementation, regional open space and regional transportation planning as well as several facilities such as the Zoo and the Convention Center. Metro also has adopted and acknowledged land use-related documents, including a 2040 Growth Concept Plan,



Department of Land Conservation and Development

The mission of the department is to support all of our partners in creating and implementing comprehensive plans that reflect and balance the statewide planning goals, the vision of citizens, and the interests of local, state, federal and tribal governments

Statewide Planning Goals

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of that program is a set of 19 Statewide Planning Goals.



METRO



a Regional Framework Plan, an Urban Growth Boundary that includes the three member counties and 25 member cities, an implementing Urban Growth Management Functional Plan, and a Regional Transportation Plan. The City's Plans and ordinances must be compatible not only with DLCD rules, but also with Metro rules and regulations.

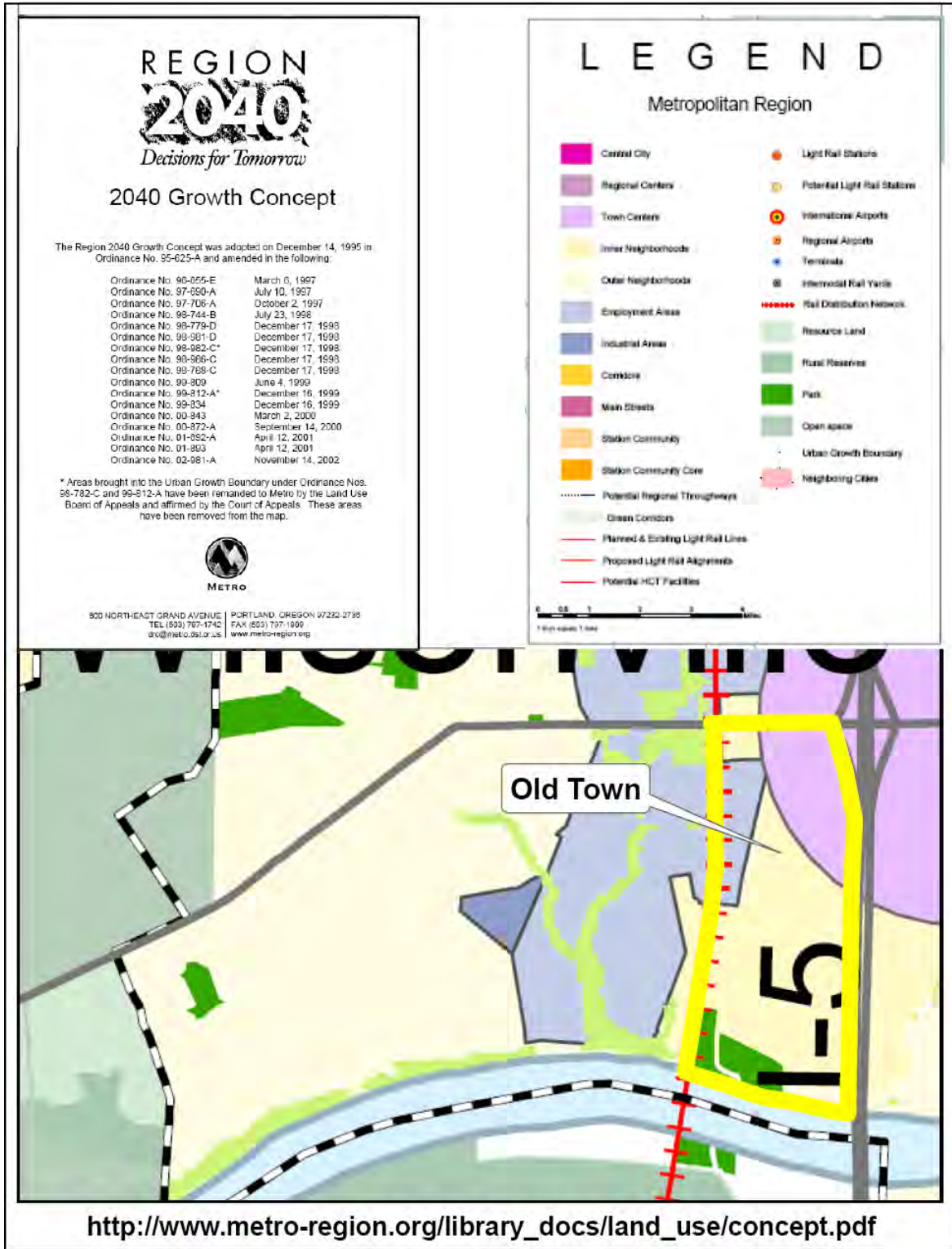
Old Town

So, how does all this apply to Old Town, and what does it all mean? First, Statewide Land Use Goals do not apply directly to Old Town since the City has an acknowledged Comprehensive Plan and land use ordinances. However, Metro plans and requirements may apply to the extent that the City may have not included all Metro's requirements and rules within the City's Plans and ordinances.

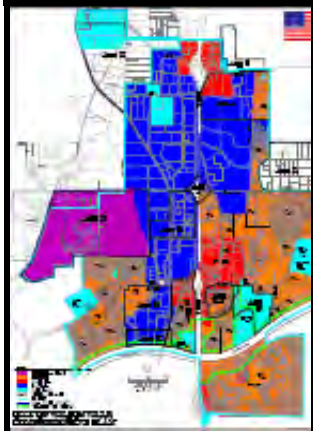
Old Town is designated as an Inner Neighborhood on the 2040 Growth Concept Map (Map 6 5.1). In the Metro Urban Growth Management Functional Plan (Title 1), an Inner Neighborhood is defined as, "...(a) residential area(s) accessible to jobs and neighborhood businesses with smaller lot sizes". The assigned average density for Inner Neighborhoods is 14 persons per acre. In Wilsonville, the 2000 Census average household size was 2.34 persons per household, so the density translates to an average of 6 dwelling units per acre for Old Town. For comparison purposes, Villebois is also an Inner Neighborhood, while the Old Canyon Creek area prior to development was designated as an Outer Neighborhood.

Title 12 of the Metro Urban Growth Management Functional Plan is titled "Protection of Residential Neighborhoods". It states that, "Existing neighborhoods are essential to the success of the 2040 Growth Concept" and that, "Metro shall not require any city to authorize an increase in residential density of a single-family neighborhood in an area mapped solely as an Inner or Outer Neighborhood pursuant to Metro Code Section 3.07.130 prior to May 22, 2002".

The question becomes, "Is Old Town a single-family neighborhood mapped solely as an Inner Neighborhood?" Metro's 2040 Growth Concept Plan was first adopted in 1995, and designated most of the Old Town area as an Inner Neighborhood. However, the map also included a Town Center designation which applies to the Town Center development north of Wilsonville Road, to the Village at Main, and extends across I-5 to the Fred Meyer lands, Lowrie's Marketplace (Albertson's) and commercial lands along Wilsonville Road west almost to the railroad tracks. Due to large differences in the scale of Metro maps vs. city maps, City staff has been working to reconcile the exact location of the designations on the Metro map with the City's Comprehensive Plan and zoning. For the purposes of this Plan, the residential area of Old Town is mapped as Inner Neighborhood and is protected by Title 12.



Map 6 5.1. Old Town's Metro's Region 2040 Growth Concept Map Designations



City

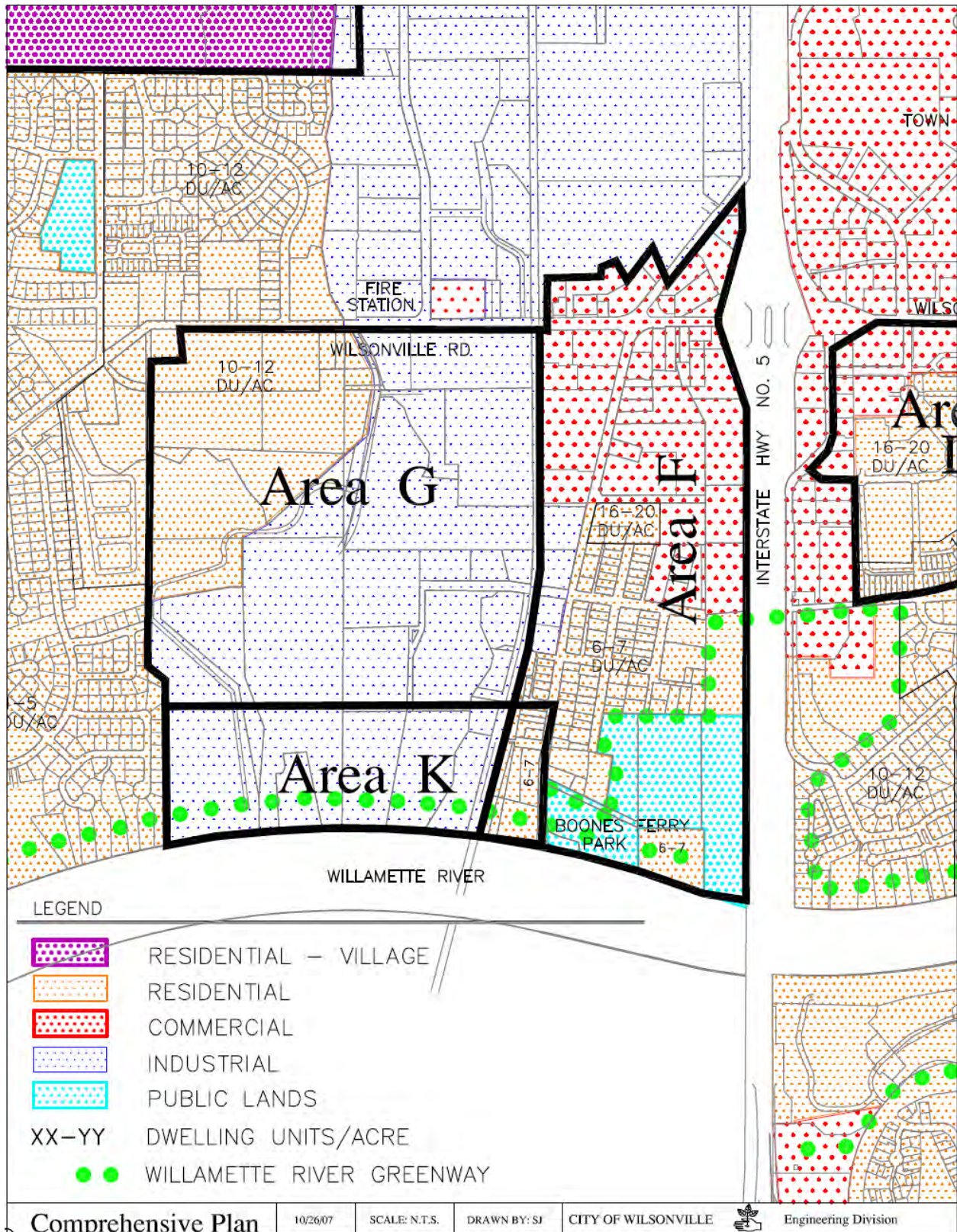
City regulations need to be reviewed in light of the City's development process which requires application for a development proposal at the same time that a Zoning Map amendment is applied for. The City's Comprehensive Plan designates future land uses of properties in the city, but unlike many other communities in Oregon, zoning is not changed to be consistent with the Comprehensive Plan until a development application on a specific site has been reviewed by the DRB and the zoning application reviewed and approved by the City Council.

City Comprehensive Plan

The Comprehensive Plan designates lands between Wilsonville Road and Bailey Street as Commercial. (Map 6 5.2) Lands between Bailey Street and 5th Street, west of I-5 to the alley east of Magnolia Avenue, are also designated Commercial. Lands west of Boones Ferry Road between Bailey Street and 4th Street are designated Industrial. The remaining lands, except for those in public ownership are designated as a variety of residential densities, mostly 6 – 7 dwelling units/acre with the apartments being designated at 16 – 20 du/acre. The River Village Mobile Home Park, located at the east end of Tauchman Street between the street and the Willamette River, is also designated 6 – 7 dwelling units per acre.



According to the Comprehensive Plan, the 6 – 7 du/acre designation translates to zoning districts of Planned Development Residential – 3 (PDR-3) or Planned Development Residential – 4 (PDR-4). The Planning Land Development Ordinance (Wilsonville's Development Code) further refines the designation by equating the PDR-4 zone with the 6 - 7 du/acre Plan designation.





The Old Town area is also included in two Areas of Special Concern in the Comprehensive Plan. Area F includes almost all of Old Town.

Area of Special Concern F

This area is situated west of I-5 and primarily, although not entirely, south of Wilsonville Road, and includes commercial and residential properties in the Old Town neighborhood. It includes the existing retail centers, both north and south of Wilsonville Road, plus land to the south along both sides of Boones Ferry Road to the Willamette River. Future development applications in Area F must address the design objectives listed below, as well as all other applicable Development Code requirements.

This Area of Concern specifically includes the “Old Town” area of the City. A portion of Old Town includes properties previously master planned as “Wilsonville Square 76.” As a result of the West Side master planning effort, additional emphasis has been placed on creating an Old Town District (through overlay zoning), and reinforcing the appearance of the City’s historic beginnings.

The purpose of the Old Town Overlay Zone is to reinforce the appearance of the city’s historic beginnings and to create a unique commercial main street. The Old Town District is envisioned as a modern representation of the community’s past, and is intended to promote compatibility of commercial designs with Old Town residential development and to create a functional main street.

By moving in the direction of recreating an “Old Town”, it is recognized that the Wilsonville Square 76 Plan is outdated, falling short of new design objectives. Therefore, there is a need for coordinated planning and broader based master planning that addresses all of the commercial development in Old Town, not just that on the east side of Boones Ferry Road.

The Design Objectives in the West Side Master Plan listed below include provisions dealing with both commercial and noncommercial properties.

West Side Master Plan Objectives

1. *Establish Old Town as a special overlay zoning district, with design criteria reflecting the character of Willamette Valley architecture that was prevalent between 1840 and 1940.*

Comments: The Old Town Overlay Zone (OTOZ) has been created and OTOZ language added to the zoning and Development Code. Amendments to the Overlay Zone language are recommended elsewhere in the Plan.

2. *As noted above, not all of Area 'F' is within the Old Town Overlay Zone. Because of this, there are two different standards of review for new development proposals in the area. Require master planning (Stage I) coordinating access, circulation, and streetscape, linking both sides of Boones Ferry Road, for any proposed development as far south as 5th Street. For properties within the Old Town Overlay Zone, include architectural design and general building orientation within the Stage I review process. A "Main Street" pedestrian-oriented feel and look is the desired outcome of such coordinated design. In order for that to be accomplished, on-street parking will need to be provided wherever feasible in the Old Town area only to accommodate residential parking.*

Comment: See recommendation under # 3 below.

3. *Coordinate public facilities, and in particular, master planning of commercial accesses and circulation options, consistent with Old Town Overlay zoning regulations. These requirements apply to all properties in Area F.*

Comment: A consultant has prepared a Boones Ferry Streetscape Plan for Boones Ferry Road from Wilsonville Road south to the proposed entrance to the French Prairie Bridge.

4. *Coordinate street improvements, including alternate routes to help relieve traffic impacts on Old Town neighborhood residents and on Wilsonville Road near the I-5 Interchange. The new coordinated access and circulation plan is intended, in part, to replace and expand upon the old local street plan set forth in the Wilsonville Square 76 Plan. Internal circulation is intended to provide flow through access from site to site, not limited by property lines. However, such access need not be via dedicated public streets.*

Comment: Coordinated access and circulation plans are evolving on Boones Ferry Road north of Bailey Street as part of the planning for the already constructed Lowrie's Marketplace, the proposed Fred Meyer development and the proposed Wilsonville Road/Boones Ferry Road/I-5 Interchange improvements. Access and circulation on Boones Ferry Road south of Bailey will be addressed as part of the Boones Ferry Road Streetscape Plan. An alternate access is provided in the City's Transportation Systems Plan which includes Project W-13, "Widen 5th Street from Brown Road extension to Boones Ferry Road."

5. *Maintaining reasonable access is an important factor in accommodating additional commercial development in this area. Commercial development will create additional traffic. Therefore, it will be necessary to balance maintaining an acceptable level of service and safety while providing reasonable and functional commercial access.*

Comment: The proposed improvements to Wilsonville Road/Boones Ferry Road/I-5 Interchanges will maintain an acceptable level of service and safety while providing reasonable and functional commercial access. An alternate access is provided in the City's Transportation Systems Plan which includes Project W-13, "Widen 5th Street from Brown Road extension to Boones Ferry Road."

6. *Almost all of the long-standing businesses in this area of the community are now in need of modernization or redevelopment, and may also be planning to expand. Therefore, allowing for appropriate remodeling and/or redevelopment of the existing commercial sites or buildings is a concern for the current owners of these properties. There needs to be flexibility allowed to accommodate normal modernization and even redevelopment of existing commercial operations while still making provisions for coordinated design, access, and circulation.*

Comment: The City's Public Works Standards require upgrades in off-site infrastructure only when the existing use is changed or increased in intensity. Building Codes will generally apply unless the building is on the local Register of Historic and Cultural Resources. Such listing allows exceptions to the building codes for preservation of historic construction and features. The Old Town Overlay Zone applies to new building construction, substantial redevelopment of existing buildings and any exterior remodeling that requires a building permit when that remodeling is visible from a public street.

7. *New development and redevelopment is expected throughout most of the old Wilsonville Square 76 area. Redevelopment of the school property and the Lowrie's property (on the west side of Boones Ferry Road) is also anticipated. The anticipated redevelopment plan for the school site includes stores fronting Boones Ferry Road. There is also intent to preserve and remodel the old church on the east side of Boones Ferry Road as some form of public space.*

Comment: The redevelopment of the former school site and Lowrie's Marketplace has occurred. The design was determined to be consistent with the Overlay Zone criteria. A recent feasibility study sponsored by the City regarding viable uses for the old Methodist Church concluded that a commercially-related use was the most feasible, particularly regarding long-term upkeep and general public use of building. The Fred Meyer/Kroger Corporation owns the building, participated in the feasibility study and is investigating commercial options for the church in its existing location. Fred Meyer continues to work with the City on plans for changes to the Square 76 Plan and adjacent lands in their ownership.

8. *Community members have expressed concern about the loss of the park and play facilities which were part of the historic school site. The City will seek ways to replace the recreational space and explore incentive mechanisms to protect and encourage enhancement of the historic residential character of the neighborhood, while preserving appropriate public open space.*

Comment: The newly adopted Parks & Recreation Master Plan and Bicycle & Pedestrian Master Plan propose expansion of the play area in Boones

Ferry Park, upgrades to the basketball court and/or (construction of) other active use facilities, improved access to the Willamette River Water Trail, to Memorial Park and to the regional Tonquin and Stafford trail systems, improved restrooms, a larger picnic area, increased environmental and historic interpretative features and cross river access via the French Prairie Bridge.

9. *Minimize the disruptive and incompatible nature of the railroad, which abuts this District. The City may consider pursuing a second Commuter Rail stop in or near Old Town, at such time as Commuter Rail service is extended south toward Salem. If a park & ride is added in this area, it will need to be sized and sited to be complimentary with the needs of the commercial district, without drawing unnecessary freeway traffic into the neighborhood.*

Comment: The historic train station was located at 5th Street and Boones Ferry Road adjacent to the tracks. There was discussion about locating a Commuter Rail stop at or near the historic station site, but the consensus was that the amount of parking necessary for an effective stop location was incompatible with the character of Old Town. That does not rule out a station west of the tracks.

10. *Minimize non-residential traffic impacts south of 4th Street, while planning for improving the recreational potential of the Willamette River and Boones Ferry Park.*
11. *Allow flexible mixed-use development, including retail commercial, offices, service commercial and light industrial, residential, and public activities within the Old Town Overlay Zone north of 5th Street. Limit the area of service commercial development based on traffic capacity.*
12. *Coordination of utilities and street locations, alignment, and connections will require cooperation among property owners. The City will need to work with private landowners and developers to deliver the desired outcomes.*
13. *Two-story buildings shall be encouraged along Boones Ferry Road in the Old Town area in order to add to the "Main Street" feel.*

The portion of Old Town located west of Boones Ferry Road and south of 3rd Street is located in the second Area of Special Concern, Area K. Area K lies south of and immediately adjacent to Area G. Planning and development must be coordinated between the two areas for efficiency of infrastructure and compatibility of uses.

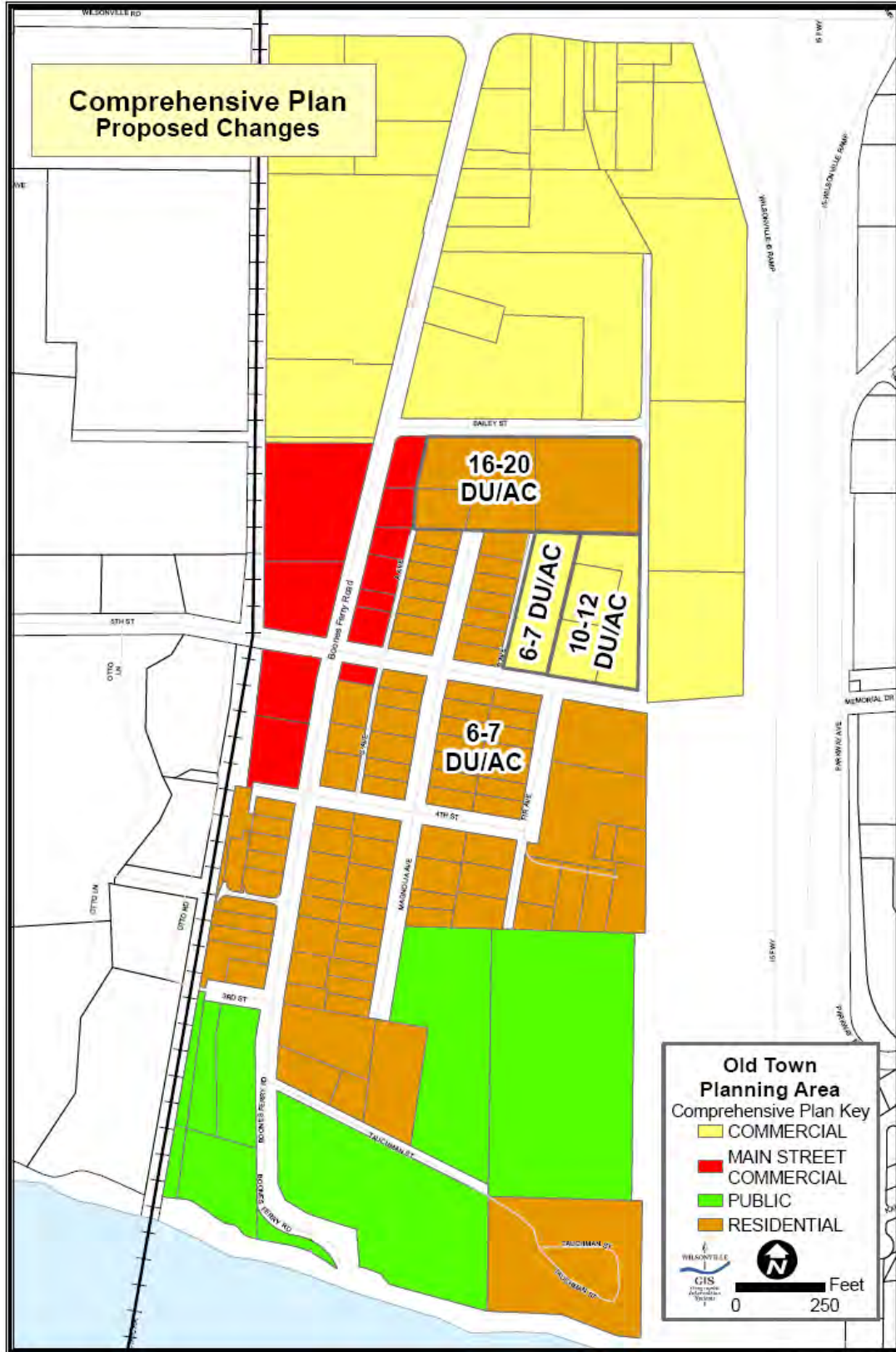
Area of Special Concern K

The Comprehensive Plan says, "Note: Area K, land along the Willamette River, west of Boones Ferry, has been designated in the West Side Master Plan for river-focused development. Text applying to this Area of Special Concern will be completed when the Natural Resource Plan has been adopted." Within Area K, east of the railroad tracks, lands south of 2nd Street are in public ownership, while residential lots between 3rd Street and 2nd Street are in private ownership.



Recommendations:

- 5.1. Amend the Comprehensive Plan Map as follows:
- 5.1.a Designate lands in public ownership south of 2nd Street east of the railroad tracks from Residential to Public.
 - 5.1.b Designate all ODOT-owned lands south of 5th Street as public.
 - 5.1.c Designate lands one lot deep on both sides of Boones Ferry Road between Bailey Street and 5th Street; and lands on the west side of Boones Ferry Road between 4th Street and 5th Street; and Tax Lot 3S 1W 23AC, 4100, as the Old Town Main Street District.
 - 5.1.d Designate all single family residential lands in Old Town south of Boones Ferry Village, including lands east of Boones Ferry Road between 4th and 5th as Old Town Residential. Designate existing multi-family complexes at either 10 -12 du/ac or 16 – 20 du/ac, whichever is closest to the existing density.
 - 5.1.e Designate all of Boones Ferry Village as Residential, 16 – 20 du/ac.
 - 5.1.f Designate Tax Lot 3S 1W 23AC, 2500 as Residential, 6 - 7 du/ac.
 - 5.1.g Designate Tax Lots 3S 1W 23AC, 200, 201 and 202 as Residential, 10 – 12 du/ac.
 - ~~Consider changing the zoning for the River Village Mobile Home Park to a higher residential density at the time a development application is approved if trees are preserved, and an alternate access can be created east of the Wastewater Treatment Plan on ODOT land to connect to the recommended alternate St. Cyril's Church's access east of the Social Hall and thence north to Bailey Street and Boones Ferry Road.~~
 - 5.1.a *Redesignate the lot at the north end of Magnolia Avenue (Tax Lot 3S 1W 23AB, 2101) from Commercial to 6 – 7 du/ac, since its access is via Magnolia Avenue, a residential street.*
 - 5.1.b Move the Areas of Special Concern, Area F boundary to the north side of Wilsonville Road.
 - 5.1.c Move the Areas of Special Concern, Area K boundary to the west side of the railroad right-of-way.
 - ~~Amend the text for Area F to delete language relating to Old Town that has been implemented in the Old town Plan and recommended code amendments.~~
- 5.2. **Amend the Comprehensive Plan text as follows:**
- 5.2.a Consider *Adopt policies supporting the potential for* changing the zoning for the River Village Mobile Home Park to a higher residential density at the time a development application is approved if trees are preserved, and an alternate access can be created east of the Wastewater Treatment Plan on ODOT land to connect to the recommended alternate St. Cyril's Church's access east of the Social Hall and thence north to Bailey Street and Boones Ferry Road.
 - 5.2.b *Amend the Comprehensive Plan text to direct that the appropriate zone for implementation of the residential designation of 6 – 7 du/ac within the Old Town area is an Old Town Residential (R) Zone and not the PDR-4 Zone.*
 - 5.2.c Amend the text for Area F to delete language relating to Old Town that has been implemented in the Old Town Plan and recommended code amendments.
2. ~~Amend the Planning and Land Development Ordinance as follows:~~
- ~~Adopt an Old Town Residential Zone with a subsection applying to residential lands on Boones Ferry Road between 4th Street and 5th Street, and between 4th Street and 2nd Street.~~
 - ~~Adopt a PDC Old Town Overlay Zone patterned on the PDC-TC zone for properties north of Bailey Street and east of the north/south streets in the Square 76 Plan area.~~



Map 6 5.3. Comprehensive Plan – Proposed Changes

Zoning Designations

Consistent with practice in Wilsonville, lands are not rezoned to be consistent with the Comprehensive Plan until a development proposal on the site requesting a rezone has been reviewed and approved. In the interim, lands are held in holding zones which allow very limited uses.

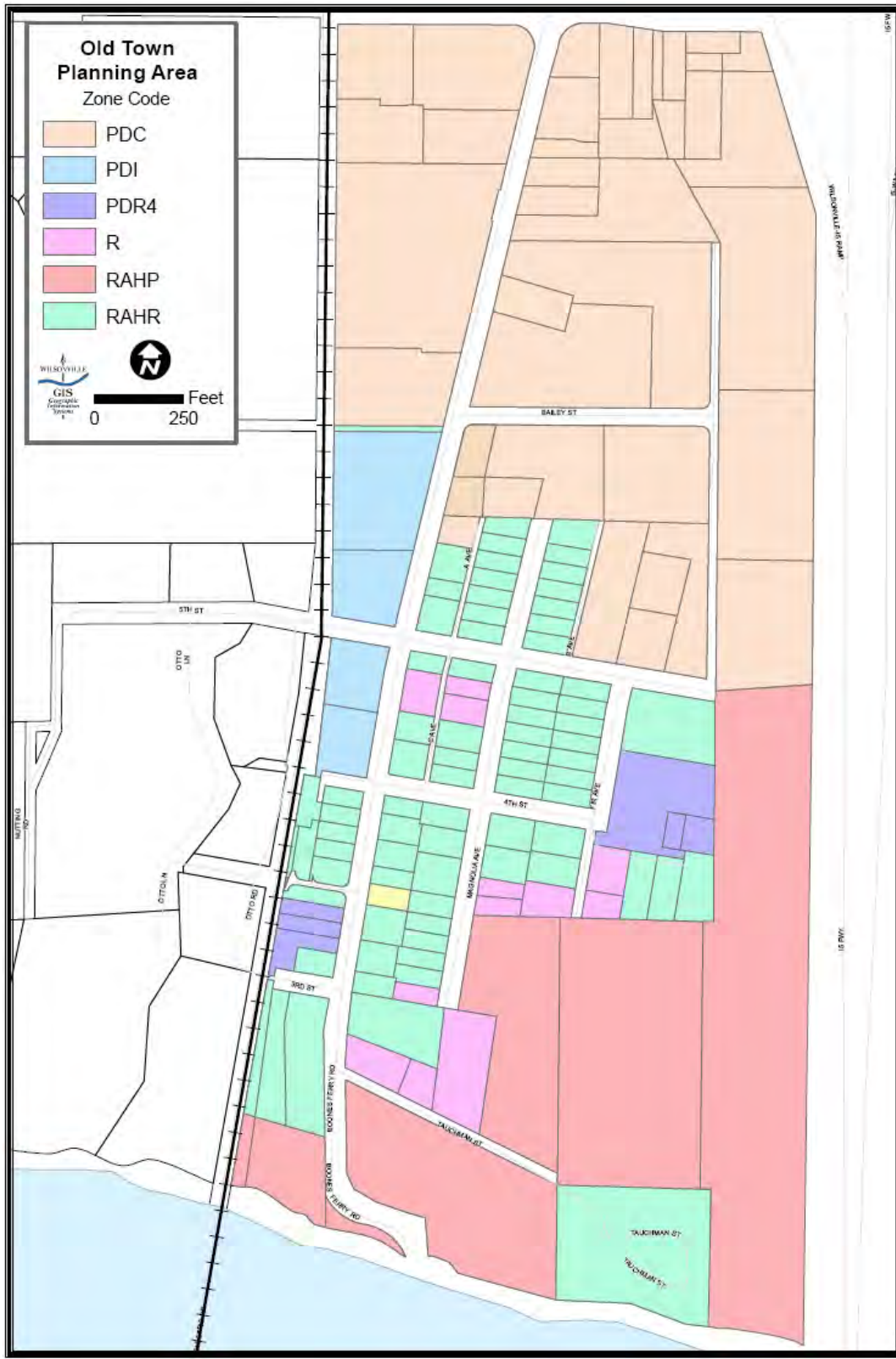
In Old Town, lands within the approved Lowrie's Marketplace development and Wilsonville Square 76 are zoned Planned Development Commercial. Lands included in Old Town Village are zoned Planned Development Industrial, and most of the area between 2nd Street and 3rd Street has been zoned Planned Development Residential (PDR- 4). (Map 5.4)

The remaining residential lands are zoned either Residential Agricultural-Holding (RA-H, Residential) or Residential (R), and the public lands are zoned RA-H (Public Lands). The RA-H zone allows a single-family dwelling and accessory uses, home occupations subject to the criteria in Section 4.001(110) of the City's Development Code, agricultural uses and public recreational facilities.

The purpose of the Residential (R) Zone is to provide standards and a simplified review process for small-scale low and medium density residential development. It is for sites which do not qualify as Planned Developments. The subject site must be 2 acres or less in size, and no more than 30% of the site can be proposed to be covered by buildings. Detached and attached single-family dwellings and apartments are permitted uses subject to the density limitations of the Comprehensive Plan. For example, the apartments north of Tauchman are zoned 'R'.

A single accessory dwelling unit (ADU) is allowed as part of any single family dwelling anywhere in the city subject to Class I Administrative Review. ADUs provide a separate, but nearby, residential opportunity for older family members and relatives, college students, newlyweds, disabled or impaired adult children, or caregivers, or can be used as rentals to supplement family income. ADUs are limited to 600-square feet in total area.





Map 6.5.3. Old Town Planning Area – Zone Code

Wilsonville Square 76 Plan:

The Square 76 Plan was approved in 1976, modifying an earlier Concept Plan adopted in 1973. It includes 33 acres of land located east of Boones Ferry Road, between Wilsonville Road and a line running east from Boones Ferry Road at the north end of Magnolia Street, to the I-5 right-of-way; and also including lands located between the Curran Coil Spring, Inc. plant and I-5 north of 5th Street. (Map 6 5.5) In 1998, the Catholic Church purchased the lands due east of the Curran lands. Approval was received for modification of the Square 76 Plan and for the construction of the Church's Social Hall and parking lot. The modification located the building approximately where an internal street for Square 76 was located. According to the Clackamas County Assessor's Maps, there is a 25' right-of-way, dedicated to the public in 2003, running north-south along the east side of the Social Hall parcel. Tax Lot 3S 1W 23AC, 0101 located between I-5 and the dedicated public right-of-way is vacant and is still included in the Square 76 Plan.

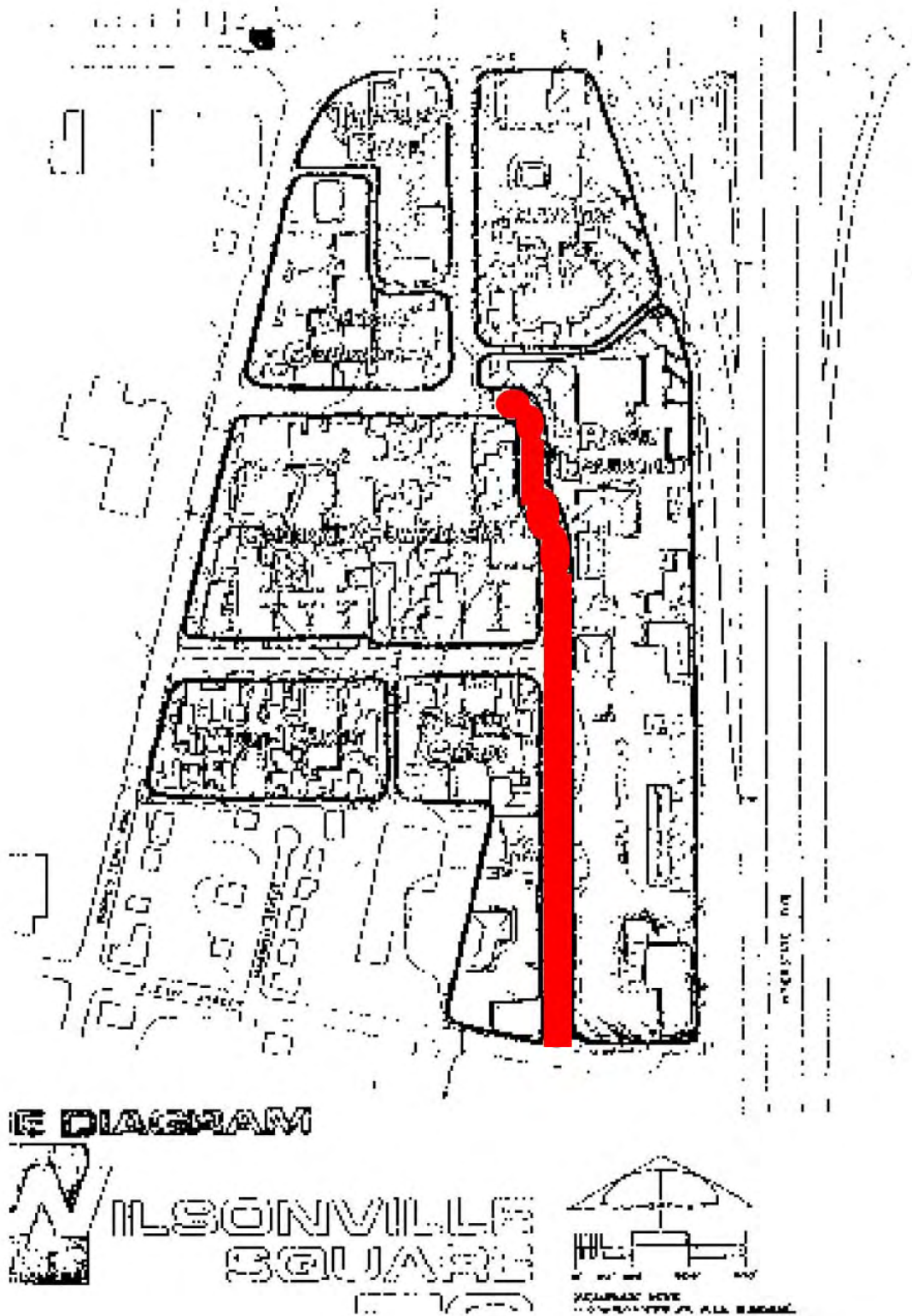
Recommendation

- 5.3 *An alternative vehicle access should be constructed between 5th Street and Bailey Street, utilizing this 25-ft right-of-way, together with addition of approximately 25-ft of right-of-way from the property to the east, thus relieving some of the traffic conflicts with the neighborhood on 5th Street. The right-of-way width would also allow sidewalks on both sides providing access from the neighborhood to the commercial facilities in Old Town Square. This street should be extended south to the Wastewater Treatment Plant, providing alternate access for trucks serving both the WWTP and the adjacent ODOT property, removing conflicts with residential and commercial uses on Boones Ferry Road, south of Bailey Street.***

~~This 25' right-of-way, together with addition of approximately 25' of right-of-way from the property to the east would allow development of an alternate vehicle access between the Church and Bailey, thus relieving some of the traffic conflicts with the neighborhood on 5th Street. The right-of-way width would also allow sidewalks on both sides providing access from the neighborhood to the commercial facilities in Square 76.~~

~~All of the Square 76 lands north of Bailey Street are now owned by Fred Meyer, and an application to amend the Square 76 Plan has been submitted, but tolled pending resolution of traffic issues.~~





Map 6 5.5. Wilsonville Square 76

Old Town Overlay Zone (OTOZ)

Over the period from the mid-1990's until today, the city has consulted with a variety of nationally recognized planning and development experts. Several of these experts came to Wilsonville to assess the needs of the city from the standpoint of transportation needs, commercial services, neighborhood development, pedestrian-friendly and human-scale concepts as applied to Wilsonville. Expert consultants who have worked with the city in these areas include Bill Lennertz and Steve Coyle, (Lennertz & Coyle), Robert Gibbs and Fred Kent.

Several important concepts were developed through these discussions. These concepts include:

- Development of amenities for people will enhance the community. Development of amenities for automobiles will increase traffic.
- Infrastructure development to encourage alternate transportation modes will have to occur before growth in non-automobile transportation mode usage can be expected.
- Delineation of "neighborhoods" should guide plans to make direct connections from each neighborhood center to adjacent neighborhood centers.
- Multiple connections need to be available to residents to choose routes when faced with vehicle congestion on the roads. More small connections are better than a few large ones.
- Residents need to be able to travel to schools, commercial services, recreation and employment on routes other than Wilsonville Road, if they are not intending to access I-5.
- Commercial goods and services need to be available to residents on both sides of I-5, so that unnecessary congestion-causing trips across I-5 are avoided.

During plans to reconstruct Wilsonville Road as far west as Brown Road, a series of meetings and discussions were held by City staff, elected officials and residents. Consideration was given to making Wilsonville Road five lanes to Brown Road in order to accommodate commercial development on both sides of the road. Consideration was also given to creating a "couplet" consisting of Wilsonville Road for one-way traffic and a parallel road one block south to carry return traffic, with commercial development along the couplet. After extensive debate, the decision was made that the commercial development to serve the west side residents should be along Boones Ferry Road. Wilsonville Road should be held to the minimum size practical and the City should not have commercial development on Wilsonville Road west of the railroad tracks.



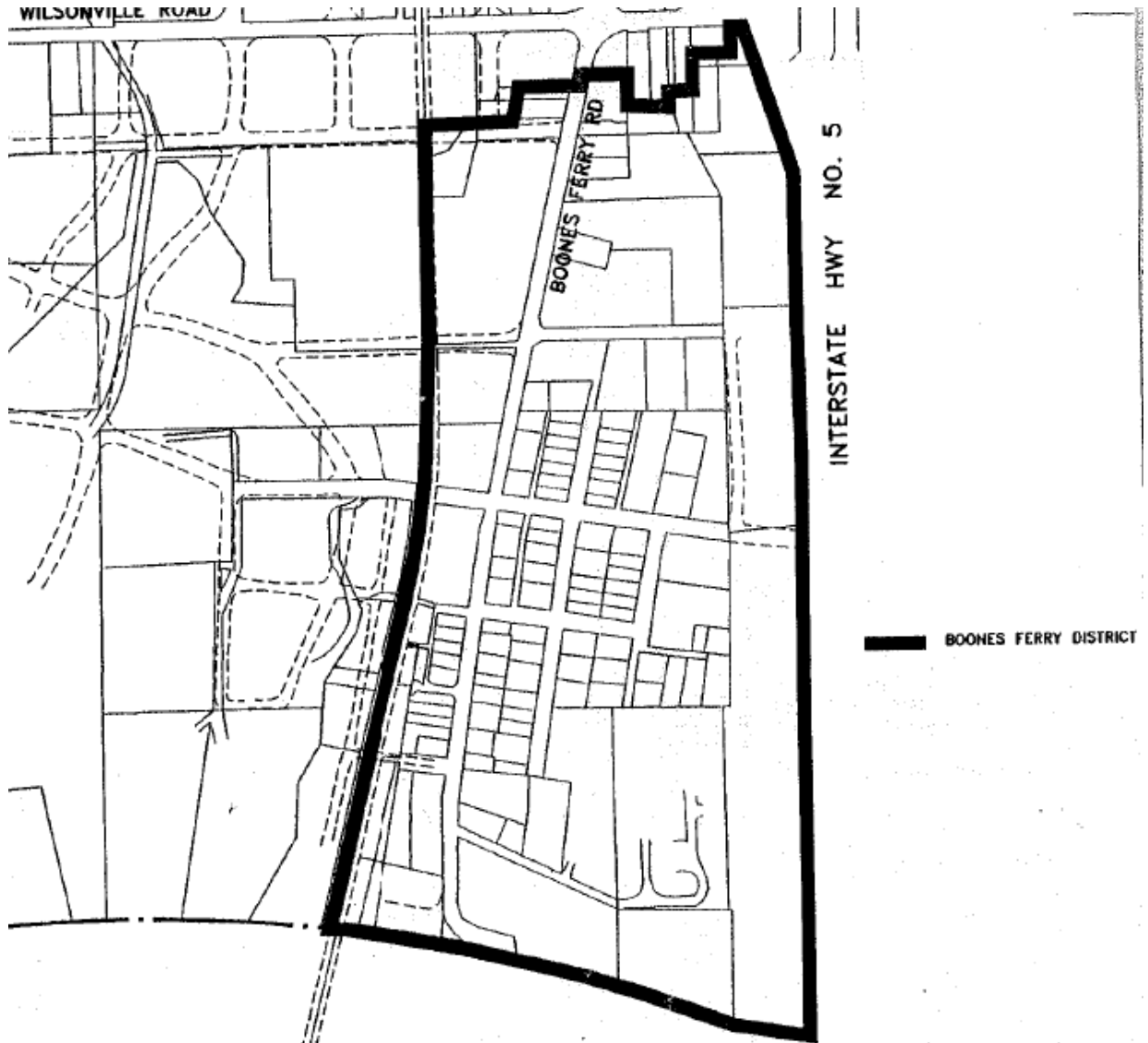


The creation of the Old Town Overlay was the first step in implementing this vision. (Map 6 5.6) Significant investment by the private sector in commercial development and street improvements based on these concepts has occurred, and more is pending. The next steps to codify a master plan for Old Town north of 5th Street need to honor and continue the vision, concepts and plans to which this commitment has been made. Clarification, refinement and improvements can be made while maintaining the integrity of the overall concept. Building communities is a long-term project requiring consistent long-term direction for success.

Section 4.138 of the City's Development Code states that the purpose of the Old Town Overlay Zone is to establish design standards that will be applied to developments within the Old Town Neighborhood. It is not intended as an additional set of permit criteria, but rather to serve as guidelines creating a traditional Old Town Main Street and mixed-use neighborhood. It is recognized that the Old Town neighborhood is of unique significance because of its existing pattern of mixed uses, its access to the Willamette River and because it was the original center of housing and commerce for the community. It is the desire of the City to have buildings in the Overlay Zone reflect a range of architectural types and styles that were popular in the Willamette Valley from approximately 1880 to 1930. The OTOZ appears to assume gradual, but significant redevelopment in Old Town, rather than lot-by-lot improvements to and/or replacements of existing dwellings. The majority of the standards included in the OTOZ apply to development along Boones Ferry Road and/or to commercial, industrial and multi-family dwellings. The OTOZ is an overlay zone over the base PDR-4 Zone. The criteria in the PDR-4 zone apply, unless specifically modified by the OTOZ.

The primary land use type in Old Town, south of Bailey Street, is the detached single-family dwelling on 50' x 125' (6250 square feet) or larger lots. The character is more similar to development under the provisions of the R Zone, rather than the PDR-4 Zone. (Table 6.1) The greatest difference in character is the difference in allowable lot coverage. The R Zone standards clearly provide more open lot area, and by default, a smaller dwelling footprint, both of which are typical of existing Old Town development patterns.

The architectural design standards in the OTOZ will not preserve the character of Old Town without accompanying regulations that continue to allow the existing ratio of open yard area to building on individual lots.



Map 5.6. Old Town Overlay Zone.

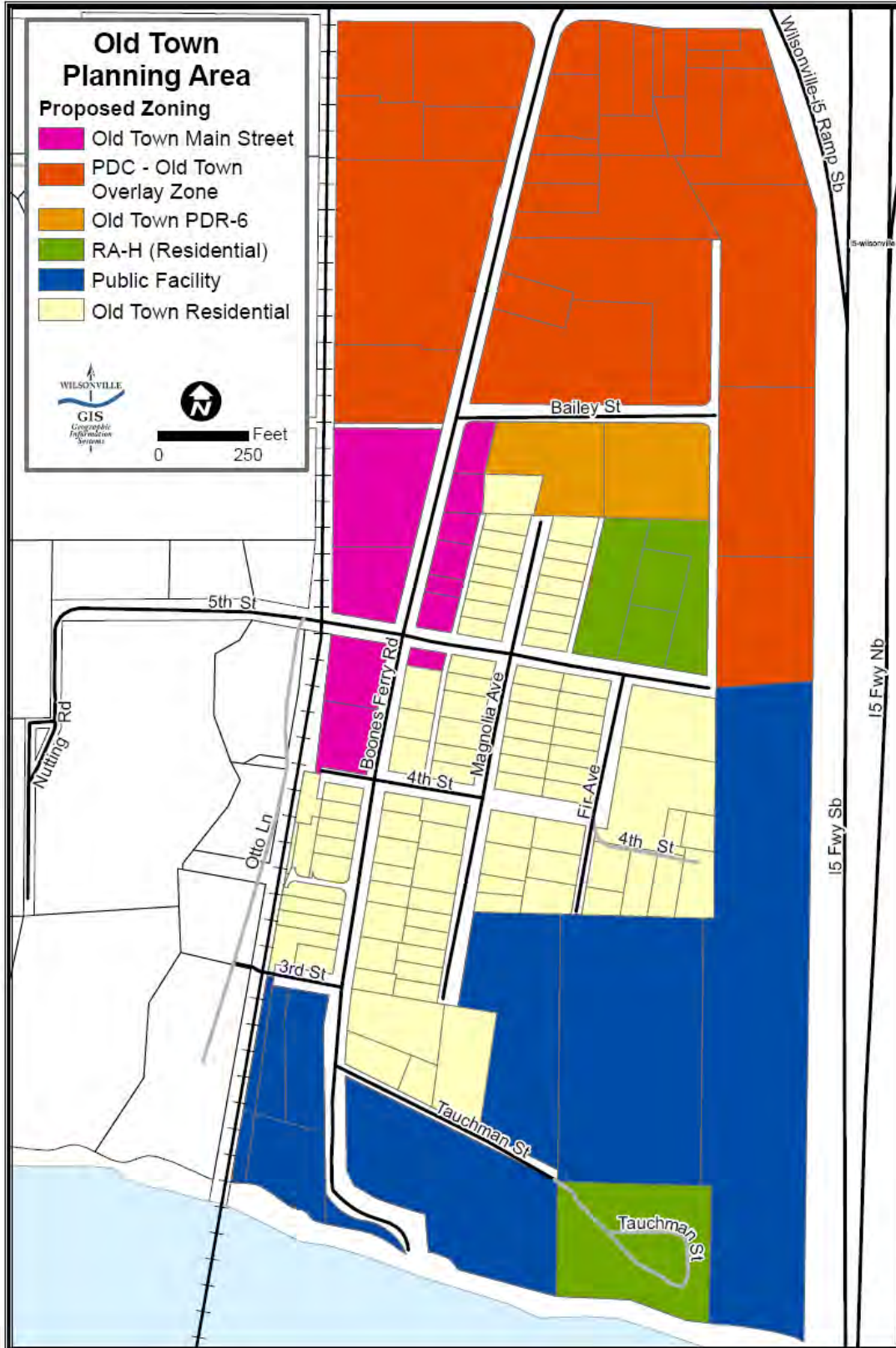
Table 6 5.1: Comparison of the PDR-4 Zone, the OTOZ and the R Zone

	PDR-4	OTOZ	Residential (R) Zone
Average lot size	5000 square feet	5000 square feet	
Minimum lot size	4000 square feet	4000 square feet	5000 square feet
Minimum density	1 unit/6000 square feet		
Minimum lot width at building line	35 feet	35 feet	60'
Minimum street frontage on public street	35 feet		30'
Minimum lot depth	60 feet	60 feet	70'
Setbacks			
Minimum front yard	15 feet To garage or carport: 20'	15 feet To garage or carport: 20'	15' To garage or carport: 20'
Minimum side yard		5'	
One story	5'		5'
Two or more stories	7'		7'
Corner lots	10' adjacent to streets	10' adjacent to streets	10' adjacent to streets
To garage or carport	20'	20'	20'
Rear yard		15'	
One story	15'		15'
Two or more stories	20'		20'
Maximum building height	35 feet	35 feet	35'
Maximum lot coverage	75% total for all buildings	75% total for all buildings	20% for all residential bldgs, 30% for all bldgs.

Recommendations: (See Map-6 5.7)**2 5.4. Amend the Planning and Land Development Ordinance as follows:**

- 5.4.a** *Adopt an Old Town Residential Zone based on the City's existing Residential (R) Zone, incorporating by reference architectural guidelines and including a special subsection applicable to residential land abutting Boones Ferry Road south of 4th Street, and incorporating Boones Ferry Streetscape Concept Plan standards. Provide for adaptive reuse of the historic buildings east of Boones Ferry Road between 4th Street and 5th Street in keeping with their historic character and Main Street principles.*
- 5.4.b** *Rezone all single-family lots in Old Town as Old Town Residential (OTR) Zone. Normally, rezoning is done at the time of development, but this is a developed neighborhood. Rezoning at this time requires new development and alterations to existing development to meet the requirements of the OTR Zone and not the PDR-4 Zone, thus helping to maintain the historic development pattern of Old Town.*
- 5.4.c** *Adopt a Planned Development Commercial-Old Town District modeled on the PDC-TC Zone, but including applicable sections of the Old Town Overlay District. Amend the Zoning Map to PDC-OT for lands between Bailey Street and Wilsonville Road that are also between the railroad and I-5, and for vacant lands adjacent to the ODOT right-of-way east of Boones Ferry Village and St. Cyril's Social Hall.*
- 5.4.d** *Adopt an Old Town Main Street District applicable to lands one lot deep adjacent to Boones Ferry Road between Bailey Street and 5th Street, to lands on the west side of Boones Ferry Road between 4th Street and 5th Street, and to the lot at the southeast corner of Boones Ferry Road and 5th Street. Incorporate applicable design guidelines from the existing Old Town Overlay Zone. Include the Old Town Architectural Guidelines and the Boones Ferry Streetscape Concept Plan by reference.*

- 5.4.e** Repeal the Old Town Overlay District and the Square 76 Plan when these recommended zones are adopted.
- 5.4.f** See Accessory Dwelling Unit section for ADU recommendations.
- ~~Adopt a PDC-Old Town Overlay Zone patterned on the PDC-TC zone for properties north of Bailey Street and east of the north/south streets in the Square 76 Plan area.~~
 - ~~Adopt an Old Town Residential Zone with a subsection applying to residential lands on Boones Ferry Road between 4th Street and 5th Street, and between 4th Street and 2nd Street.~~
 - ~~Determine whether architectural provisions will be guidelines or standards.~~
 - ~~Determine the period of architecture desired. The West Side Master Plan recommends 1840 – 1940. The Old Town Overlay District requires styles from 1880 – 1930. The recommendation of the neighborhood is 1909 – 1969, which includes ranch style dwellings that are now 50 years old or older and qualify as historic dwellings.~~
 - ~~Adopt an Old Town Residential Zone with a subsection applying to residential lands on Boones Ferry Road between 4th Street and 5th Street, and between 4th Street and 2nd Street based on the criteria in the existing Residential (R) Zone. Include the appropriate architectural and site design standards from the existing Old Town Overlay Zone, as well as others that have been developed in neighborhood work sessions and included elsewhere in the Plan.~~
 - ~~Adopt an Old Town Main Street Zone applicable to lands one lot deep on both sides of Boones Ferry Road between Wilsonville Road and 5th Street, and on the west side of Boones Ferry Road between 4th Street and 5th Street. Retain the architectural and site design criteria from the Old Town Overlay Zone, and add any others evolving from the preparation of the Boone's Ferry Road Streetscape Plan and other applicable Main Street standards.~~
 - ~~Adopt a PDC-Old Town Overlay District based on the PDC-TC model incorporating the applicable architectural and site design standards from the Old Town Overlay District. This zone would apply to lands presently zoned PDC located between Wilsonville Road and Bailey Street (Lowrie's Marketplace, Fred Meyer) and those privately owned lands lying east of Boones Ferry Village and St. Cyril's Social Hall all within Old Town.~~



Map 6 5.7. Recommended Zoning Map



Accessory Dwelling Units (ADUs)

Accessory dwelling units, sometimes called “granny flats” are small dwelling units accessory to the main dwelling unit. They may be attached or detached. ADUs are widely used within the United States, initially to provide housing for dependent relatives, for caregivers for a resident of the main dwelling, or as a living unit for caretakers of property. In college communities, ADUs provide student housing and income for the resident family while reducing the number of illegal apartment conversions. Over time, as housing has become more costly, the use of ADUs has been broadened in many places to allow affordable occupancy by anyone, whether related to the occupants or operation of the main dwelling unit or not.

The placement of ADUs in Old Town is still an issue. The City’s Development Code presently allows ADUs as a permitted use in residential zones subject to certain standards. A compromise proposal was drafted by Old Town residents and is included in the Appendix. Other property owners have provided another alternative also included in the appendix.

The table below compares the two proposals to the existing City Code.

Table 6 5.2. Comparisons of ADU Characteristics

ADU characteristics	City Code	OT residents & Property Owners	Developers’ Preferred Alternative
Size of unit	600 sq. ft.	OK	OK
# of units/sfd	1	1	1
Occupancy	Anyone	Family member in ADU or primary unit	Anyone
Architectural compatibility	yes	yes	yes
Offstreet parking spaces	0	1	1
Limit on # of total occupants on lot	no	yes	no
Limit density of ADUs in neighborhood	no	yes	no

Areas of Consensus on ADUs:**Architectural Design:**

There is agreement that the architecture of the ADU should be compatible with the architectural style of the main dwelling unit.

The City's Development Code currently requires that, "The Accessory Dwelling Unit must be of substantially the same exterior design and architecture as the primary dwelling unit on the property."

Size and location of ADUs:

The ADU may be attached to, or detached from the primary dwelling unit. The size of ADUs is limited to 600 square feet or less. There appears to be consensus on these requirements.

Parking:

In the Development Code, there are no parking requirements for ADUs. The Architectural Pattern Books for Villebois included one parking space per ADU. There are a few ADUs in Canyon Creek Estates. They do not have extra parking spaces for those units. Concerns have been raised about the additional congestion and loss of neighborhood character caused by onstreet parking for ADUs.

Limit density of ADUs in the neighborhood:

There is a strong desire by Old Town residents to limit the number of ADUs that can be approved in Old Town, due to parking, traffic and character of the area issues. However, no mechanism has been identified for directly limiting density of ADUs in the neighborhood, since ADUs are not counted in density calculations within the city. They are, in essence, bonus units to encourage provision of affordable housing. The recommendation above to require that either the main unit or the ADU be occupied by the owner of the lot will serve to somewhat limit the number of ADUs.

**Recommendation:**

- 5.5.1 Amend the Planning and Land Development Code to reflect changes in ADU standards require that either the main unit or the ADU be owner occupied for all ADUs in Old Town.**
- 5.5.2. Amend the Planning and Land Development Code requiring one onsite parking space per ADU in residential zones. The additional parking space should not be in the front yard unless screened from the street by fencing or landscaping.**

7.6. Architectural Guidelines

*This Chapter is to be adopted at a later date.
The neighborhood committee is working with the
State Historic Preservation Office*

