



Frog Pond East Infrastructure Fee

DATE: August 25, 2026

TO: Delora Kerber, P.E.
Wilsonville Public Works Director / Interim Community Development Director

FROM: Zachary Weigel, P.E.
City Engineer

Introduction

On December 19, 2022, the Wilsonville City Council adopted the Frog Pond East and South (FPES) Master Plan (FPES) in Ordinance No. 870. The FPES Master Plan identified a number of key infrastructure projects needed to support development within the FPES area, which include:

1. Stafford Road, including sanitary sewer and water
2. Advance Road, including sanitary sewer and water
3. Frog Pond East Neighborhood Park
4. Frog Pond East BPA Easement Trail
5. Frog Pond South Neighborhood Trail
6. 60th Avenue, including water and storm
7. Frog Pond East - Kahle East sanitary lift stations and force main
8. Frog Pond East - Advance East sanitary lift station and force main
9. Frog Pond South sanitary lift station and force main

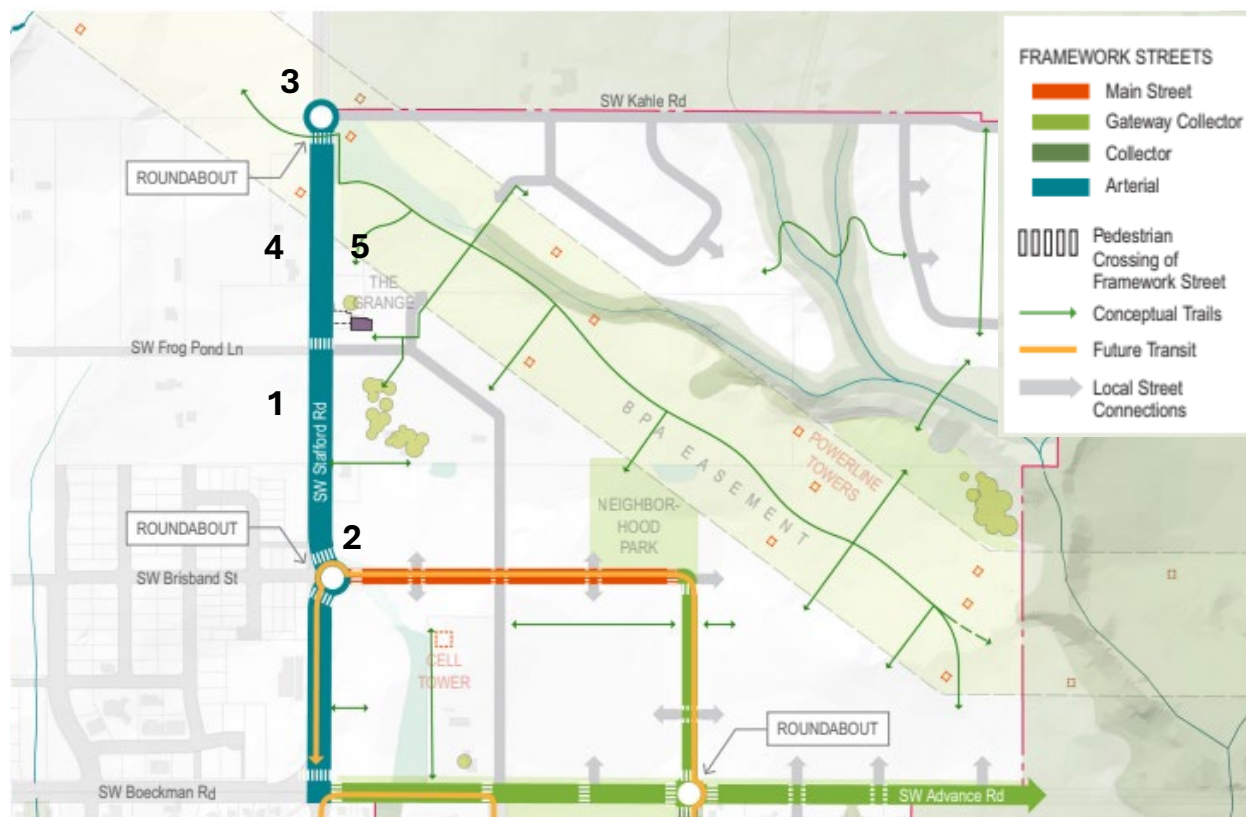
As part of the FPES Master Plan, an Infrastructure Funding Plan (IFP) was developed, providing an overarching strategy for use of financing tools that may support specific development projects and related infrastructure needs. The FPES IFP found that sufficient System Development Charge (SDC) revenue would be generated through development within the FPES area to account for City SDC infrastructure funding, as well as SDC credits issued for developer constructed infrastructure. Further, the FPES IFP recommended that the FPES infrastructure be provided utilizing a traditional methodology whereby the developer constructs the required infrastructure and is issued SDC credits for the “oversized” portion consistent with City policy.

However, the FPES IFP acknowledges that development or phasing assumptions could change over time, and that consideration of additional funding strategies may be necessary in the future. The FPES IFP was adopted by the Wilsonville City Council as Appendix H to the FPES Master Plan by Resolution No. 3121 on November 18, 2024.

After additional discussion with developers and review of potential development phasing plans within Frog Pond East, establishing a supplemental infrastructure fee, as described in the “Alternatives Funding Sources for Consideration” section of the FPES IFP, is recommended to advance the following key infrastructure projects collectively referred to as the Stafford Road Improvements.

1. Stafford Road Improvements (Boeckman – Kahle)
2. Stafford @ Brisband Roundabout
3. Stafford @ Kahle Roundabout
4. Stafford Road Sanitary Sewer (Boeckman – Kahle)
5. Stafford Road Water (Boeckman – Kahle)

Figure 1. Frog Pond East Key Infrastructure Plan



A supplemental infrastructure fee was utilized in Frog Pond West to collect the developer portion of revenue needed to fund key infrastructure projects. The fee included an assessment per equivalent dwelling unit (EDU), collected by the City with each building permit and used to build City-led framework infrastructure projects, such as Boeckman Road and Frog Pond West Neighborhood Park.

In practice, construction of deferred “framework projects” through collection of a supplemental fee has not been successful, resulting in an unpredictable permit fee package for each new housing unit, rising infrastructure costs over time due to inflation, and under collection of the supplemental fee leading to City subsidy of the Frog Pond West private developments’ “local portion” responsibility.

To mitigate the challenges experienced with the Frog Pond West (FPW) Supplemental Infrastructure Fee (Fee), the Frog Pond East (FPE) Fee, as described in the FPES IFP, is to be established to reimburse City-led construction of infrastructure projects that serve the FPE development area. Under this modification, the City

would obtain loans to construct the necessary infrastructure projects prior to or at the same time as Frog Pond East development occurs. The FPE Fee is then based on actual project costs and applied to development within Frog Pond East. Over time, as Frog Pond East development occurs, the City's infrastructure costs are reimbursed through collection of the FPE Fee with each building permit.

Establishing the FPE Fee as reimbursement resolves the issues associated with delayed infrastructure construction, inflation pressures, and revenue under-collection associated with the infrastructure supplemental fee as implemented in Frog Pond West.

Stafford Road Preferred Funding Strategy

Establishing a Frog Pond East (FPE) Supplemental Infrastructure Fee (Fee) is recommended to complete framework infrastructure projects on Stafford Road that support development within Frog Pond East, which include roadway, pedestrian, bicycle, and transit improvements, roundabouts at Brisband Street and Kahle Road, sewer and water pipelines, and overhead utility undergrounding. The FPE Fee recommendation is based on the following:

- Developers have expressed concern with the financial capacity required of the private sector to front the costs of such a large infrastructure project. Reimbursement of those costs through SDC credits at the time of building permit and the sale of homes will occur over a long period of time, in a large development area. Carrying those borrowing costs for an extended period makes project financing challenging, resulting in potential development delays.
- The City will lead construction of the Stafford Road Improvements allowing the City to retain more control over the project to ensure it complies with the Frog Pond East Master Plan and City standards.
- The curb-to-curb Stafford Road Improvements will be completed in one phase, as detailed in "Stafford Road Infrastructure Cost Allocation" section, minimizing disruption to neighboring properties and roadway users, while reducing costs. This project approach eliminates coordination challenges resulting from multi-phase projects, while providing the needed infrastructure and safety improvements at the time of development, instead of later.
- Revenue from the FPW Fee is available to fund the west half of Stafford Road and half of the cost of the sanitary sewer and water pipelines, as identified in the FPW IFP. Development within Frog Pond West has progressed faster than anticipated in the FPW IFP, resulting in sufficient FPW Fee revenue to support construction of the Stafford Road Improvements in one phase.
- Revenue from SDC funds are available to fund the "oversized" portions of the Stafford Road Improvements, as detailed in Figure 4 and Figure 5, as one complete construction phase.
- The City will borrow money to fund the "developer" portions of the Stafford Road Improvements, as detailed in Figure 4 and Figure 5, that will be reimbursed through the FPE Fee as development occurs over time. If development does not take place at the pace expected, the City will be responsible for repayment of the borrowed money in installments from other funding sources, such as the General Fund, Operating Funds and SDC's. Based on recent developer interest and preliminary development activity within Frog Pond East, the risk of deferred development appears to be low and is preferred to the under collection of revenue experienced with the FPW Fee.

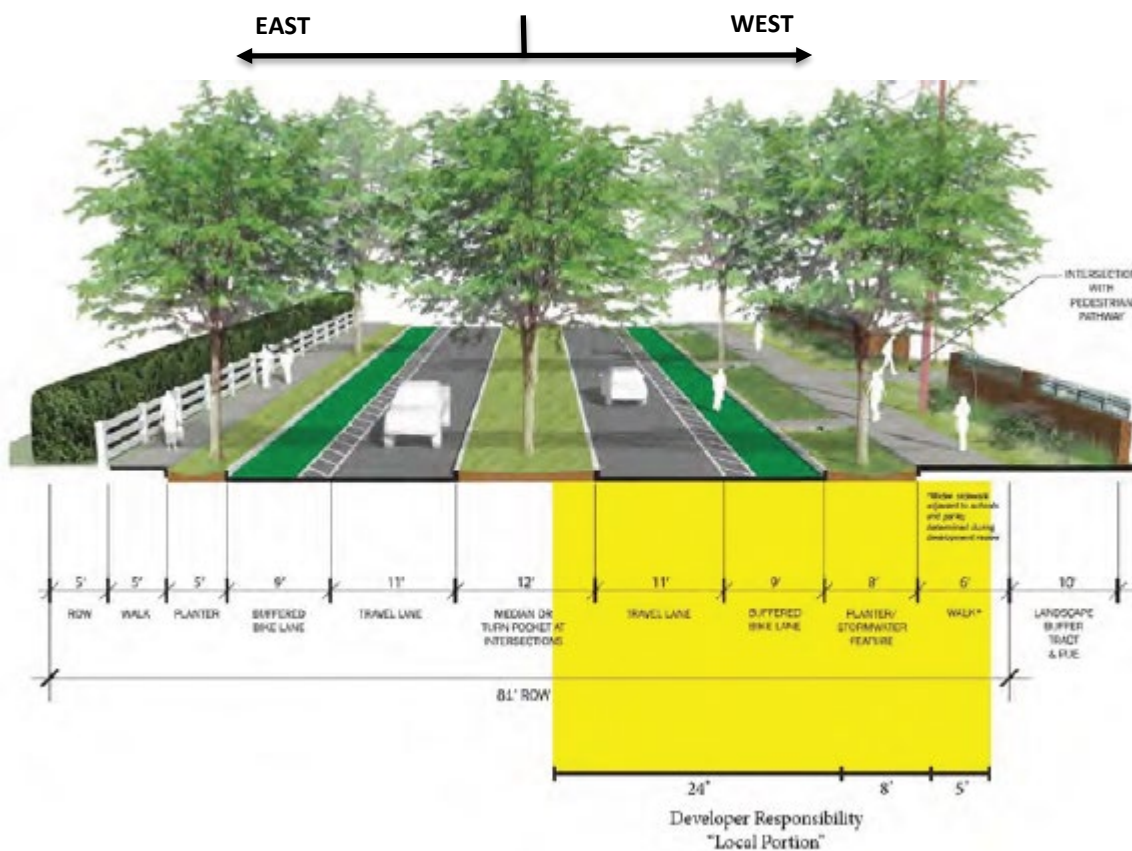
- The FPE Fee allows the Stafford Road Improvements cost to be equitably distributed across development in all of Frog Pond East and not just the fronting phases of development.

Stafford Road Infrastructure Cost Allocation

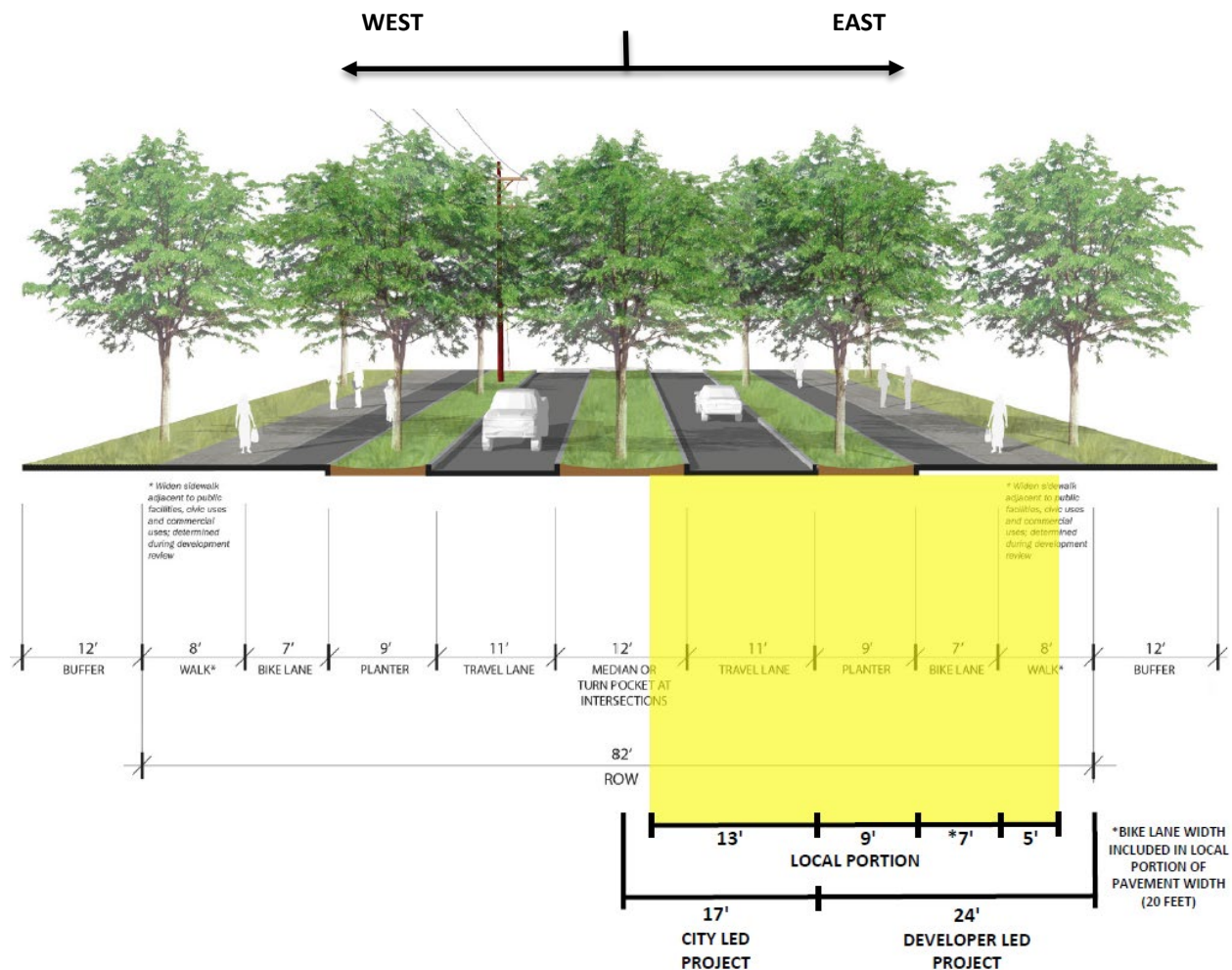
The total cost of the Stafford Road Improvements is allocated to different parties under current City policy and as documented in both the FPW IFP and FPES IFP, summarized as follows:

1. Stafford Road Improvements (Boeckman Road to Kahle Road)
 - a. West Side of Stafford Road (Boeckman Road to Kahle Road)
 - i. The FPW Fee is collected from developers in Frog Pond West to fund the “local portion” of Stafford Road. The local portion of Stafford Road as adopted in the FPW IFP is defined as the roadway cross section width of 24 feet of pavement, 8 feet of planter strip, and 5 feet of sidewalk.
 - ii. Transportation System Development Charge (TSDC) revenue will fund the “oversized portion” of Stafford Road, which includes the roadway cross section that exceeds the “local portion”.
 - iii. Note that the proposed Stafford Road cross-section has been modified as shown in Figure 3, but the FPW Fee calculation has not been adjusted and continues to be based on Figure 2.

Figure 2. Frog Pond West Stafford Road Local Portion



- ### Figure 3. Frog Pond East Stafford Road Local Portion



2. Stafford @ Brisband Roundabout

- a. As documented in the FPES IFP and FPES Master Plan – Appendix I Transportation Analysis, a single lane roundabout is necessary to mitigate traffic impacts resulting from development within Frog Pond West and Frog Pond East and is not related to future traffic conditions on Stafford Road. If not for development within Frog Pond, mitigation at this intersection would not be needed and is therefore the responsibility of development within Frog Pond to provide the roundabout improvement.
- b. As documented in the FPES IFP and FPES Master Plan-Appendix I Transportation Analysis, 35% of traffic is attributed to Frog Pond West and 65% of traffic is attributed to Frog Pond East.
- c. The Frog Pond West portion of the roundabout (35%) is funded through a combination of FPW Fee and City contribution. For simplification purposes, the Frog Pond West portion of the roundabout is shown as fully funded by City contribution in Figure 4 and is offset by FPW Fee contribution to the west side of the Stafford Road Improvements.
- d. The Frog Pond East portion of the roundabout (65%) is identified as developer responsibility or “local portion” and is fully incorporated into the FPE Fee.

3. Stafford @ Kahle Roundabout

- a. As documented in the FPES IFP and FPES Master Plan – Appendix I Transportation Analysis, a single lane roundabout is necessary to mitigate traffic impacts resulting from development within Frog Pond West and Frog Pond East and is not related to future traffic conditions on Stafford Road. If not for development within Frog Pond, mitigation at this intersection would not be needed and is therefore the responsibility of development within Frog Pond to provide the roundabout improvement.
- b. As documented in the FPES IFP and FPES Master Plan-Appendix I Transportation Analysis, 40% of traffic is attributed to Frog Pond West and 60% of traffic is attributed to Frog Pond East.
- c. The Frog Pond West portion of the roundabout (40%) is funded through a combination of FPW Fee and City contribution. For simplification purposes, the Frog Pond West portion of the roundabout is shown as fully funded by City contribution in Figure 4 and is offset by FPW Fee contribution to the west side of the Stafford Road Improvements.
- d. The Frog Pond East portion of the roundabout (60%) is identified as developer responsibility or “local portion” and is fully incorporated into the FPE Fee.

4. Stafford Road Sanitary Sewer (Boeckman Road to Kahle Road)

- a. As documented in the FPES Master Plan, a 12-inch diameter sewer pipeline along Stafford Road is necessary to serve development within both Frog Pond West and Frog Pond East.
- b. The “oversize portion” of the sanitary sewer pipeline is funded by Sewer System Development Charge (SSDC) and is based on the cost difference between the required 12-inch diameter pipeline and the City minimum size of 8-inch diameter pipeline.
- c. The “local portion” of the sanitary sewer pipeline under developer responsibility is the cost of the City minimum size 8-inch diameter pipeline. With the developer responsible for only the cost of the minimum size sewer pipeline, the developer contribution for the Stafford Road Sanitary Sewer is split in half between Frog Pond West and Frog Pond East.
- d. The “oversize portion” of the sanitary sewer pipeline contribution from Frog Pond West funded by SSDC and is documented in the FPW IFP as 9.52%.
- e. The “local portion” of the sanitary sewer pipeline contribution from Frog Pond West is funded by FPW Fee.
- f. The “oversize portion” of the sanitary sewer pipeline contribution from Frog Pond East funded by SSDC is documented in the FPES IFP as 14.71%.
- g. The “local portion” of the sanitary sewer pipeline contribution from Frog Pond East is included in the FPE Fee.

5. Stafford Road Water (Boeckman Road to Kahle Road)
 - a. As documented in the FPES Master Plan, a 12-inch diameter water pipeline along Stafford Road is necessary to serve development within both Frog Pond West and Frog Pond East.
 - b. The “oversize portion” of the water pipeline is funded by Water System Development Charge (WSDC) and is based on the cost difference between the required 12-inch diameter pipeline and the City minimum size of 8-inch diameter pipeline.
 - c. The “local portion” of the water pipeline under developer responsibility is the cost of the City minimum size 8-inch diameter pipeline. With the developer responsible for only the cost of the minimum size water pipeline, the developer contribution for the Stafford Road Water is split in half between Frog Pond West and Frog Pond East.
 - d. The “oversize portion” of the water pipeline contribution from Frog Pond West funded by WSDC is documented in the FPW IFP as 19.44%.
 - e. The “local portion” of the water pipeline contribution from Frog Pond West is funded by FPW Fee.
 - f. The “oversize portion” of the water pipeline contribution from Frog Pond East funded by WSDC is documented in the FPES IFP as 33.00%.
 - g. The “local portion” of the water pipeline contribution from Frog Pond East is included in the FPE Fee.

Boeckman Bridge Cost Allocation

The Boeckman Bridge is a major piece of transportation infrastructure that is significantly greater in cost than typical infrastructure necessary to support development and those projects discussed above. The bridge project was completed in July 2025 and was funded through a \$14 million dollar contribution from the Year 2000 Urban Renewal Area (URA), as well as a number of various funding sources and loans totaling \$30,812,000. One of those funding sources included the Frog Pond West (FPW) Supplemental Infrastructure Fee (Fee).

As documented in the Frog Pond West (FPW) Infrastructure Funding Plan (IFP), the anticipated vehicle traffic resulting from development within Frog Pond West traveling over the Boeckman Bridge is 9.2% of the total estimated vehicle trips. With the Boeckman Bridge project excluded from the Transportation System Development Charge (TSDC) project list, the FPW IFP recommended that the Frog Pond West development contribute funding to the bridge project based on the resulting traffic impact. As a result, the FPW Fee included funding for the Boeckman Bridge at 9.2% of the total project cost over the URA contribution of \$14 million. Based on the final cost of the bridge project and including the URA contribution, the resulting FPW Fee contribution is 5.24% of the total cost.

As the City continues to make repayment of the Boeckman Bridge project costs in regular installments, including a proportionate share of the bridge project cost resulting from development within Frog Pond East in the FPE Fee is recommended. As documented in the FPES Master Plan – Appendix I Transportation Analysis, the anticipated vehicle traffic resulting from development within Frog Pond East and South traveling over the Boeckman Bridge is 11.1% of the total estimated vehicle trips. Based on the final cost of the Boeckman Bridge project, the resulting cost recovery from Frog Pond East and South development is 6.06% of the total cost, of which 3.91% is attributed to Frog Pond East.

Frog Pond East Supplemental Infrastructure Fee – Project Cost Recovery

As described above, a supplemental infrastructure fee (Fee) is recommended to fund the developer “local portion” responsibility of the Stafford Road Improvements and proportionate share of the Boeckman Bridge costs. The FPE Fee will be borne by all new development in Frog Pond East (FPE) through an equitable distribution of the costs on an Equivalent Dwelling Unit (EDU) basis that is collected at the time of building permit issuance. The FPE Fee is a different funding instrument than a supplemental System Development Charge (SDC) or reimbursement district fee; however, the City retains the option of using those tools if desired.

Figure 4 below summarizes the contribution of the existing Frog Pond West (FPW) Fee to each of the Frog Pond East infrastructure projects, including the Stafford Road Improvements and Boeckman Bridge projects. Removing the FRW Fee contribution from the Frog Pond East infrastructure project cost estimates establishes the cost basis to determine the Frog Pond East (FPE) Fee summarized in Figure 5.

Figure 4. Frog Pond West Fee Infrastructure Cost Allocation

Projects	Total Project Cost Public Sector Construction	Frog Pond West Contribution							
		Total		Oversize Components (City SDC/URA)		*City Share		Frog Pond West Fee	
		Percent	Total	Percent	Total	Percent	Total	Percent	Total
Stafford Road									
Road Improvements									
Community of Hope Frontage	\$1,529,083	100%	\$1,529,083	17%	\$259,944	-	-	83%	\$1,269,139
West Side Frontage	\$4,504,522	100%	\$4,504,522	17%	\$765,769	-	-	83%	\$3,738,753
East Side Frontage	\$3,109,993	0%	\$0	-	-	-	-	-	-
Brisband Roundabout	\$4,208,553	35%	\$1,472,994	-	-	35%	\$1,472,994	-	-
Kahle Roundabout	\$3,453,163	40%	\$1,381,265	-	-	40%	\$1,381,265	-	-
Sanitary Sewer	\$2,717,519	50%	\$1,358,759	4.76%	\$129,354	-	-	45.24%	\$1,229,406
Water	\$2,206,731	50%	\$1,103,365	9.72%	\$214,494	-	-	40.28%	\$888,871
Boeckman Bridge	\$30,812,000	93.94%	\$28,945,868	45.44%	\$14,000,000	43.48%	\$13,398,868	5.02%	\$1,547,000
Total Costs	\$52,541,563		\$40,295,856		\$15,369,561		\$16,253,127		\$8,673,169

* City policy choice established at the time of FPW Fee adoption.

Notes:

- Costs are in 2027 Dollars
- Project Acquisition Costs are Not Included

Figure 5 below summarizes the basis for establishing the Frog Pond East supplemental fee, including associated projects, preliminary cost estimates, and share of anticipated funding sources. The project cost

estimates will be updated as more current cost information becomes available, ultimately reflecting the actual project costs in establishing the FPE Fee.

Figure 5. Frog Pond East Estimate Infrastructure Cost Estimates and Allocation

Projects	Total Project Cost Public Sector Construction	Frog Pond East Contribution					
		Total		Oversize Components (City SDC)		Frog Pond East Fee (Cost Recovery)	
		Percent	Total	Percent	Total	Percent	Total
Stafford Road							
Road Improvements							
Community of Hope Frontage	\$1,529,083	0%	\$0	-	-	-	-
West Side Frontage	\$4,504,522	0%	\$0	-	-	-	-
East Side Frontage	\$3,109,993	100%	\$3,109,993	23.53%	\$731,781	76.47%	\$2,378,212
Brisband Roundabout	\$4,208,553	65%	\$2,735,559	-	-	65%	\$2,735,559
Kahle Roundabout	\$3,453,163	60%	\$2,071,898	-	-	60%	\$2,071,898
Sanitary Sewer	\$2,717,519	50%	\$1,358,759	7.36%	\$199,874	42.65%	\$1,158,886
Water	\$2,206,731	50%	\$1,103,365	16.50%	\$364,111	33.50%	\$739,255
Boeckman Bridge	\$30,812,000	6.06%	\$1,866,132	-	-	100%	\$1,866,132
Total Costs	\$52,541,563		\$12,245,707		\$1,295,765		\$10,949,941

Notes:

- Costs are in 2027 Dollars
- Project Acquisition Costs are Not Included

The total developer share of the Frog Pond East infrastructure costs is approximately \$11 million, representing the total funding amount to be recovered through assessment of the FPE Fee on each building permit within Frog Pond East.

Frog Pond East Supplemental Infrastructure Fee – Equitable Assessment

The necessary cost recovery of the Frog Pond East infrastructure identified in the previous section will be borne by all new development within the Frog Pond East through collection of the FPE Fee. Unlike FPW, which consisted primarily single-family residential housing, the planned FPE development consists of single-family residential, multi-family residential, and neighborhood commercial uses. Each development type has a different level of impact on the transportation system, sewer collection system, and water distribution system. For example, an apartment unit will generate less vehicle trips on Stafford Road than a single-family home. This difference in impact will be reflected in the calculation of the FPE Fee, described as follows.

To ensure the FPE infrastructure cost recovery reflects the actual impact of the planned development, the FPE Fee is based on an equitable distribution of costs on an Equivalent Dwelling Unit (EDU) basis. An EDU is an

approximation of the infrastructure demand generated by one single-family residential dwelling unit and is useful since EDUs can also be estimated for other residential and non-residential development.

The planned neighborhood commercial use envisioned in FPE is broadly defined and could take the form of live-work spaces that would have very little to no additional impact than a residential unit or as mixed-use residential buildings with ground floor retail spaces with impacts comparable to typical commercial uses in other areas of Wilsonville. Because the neighborhood commercial use makes up such a small proportion of the planned FPE development area and the associated impacts are so variable depending on the type of commercial uses constructed, the recommended FPE Fee will apply to residential development only.

However, the City reserves the right to amend the FPE Fee in the future should commercial uses develop with impacts to the transportation, sewer, or water systems greater than anticipated. The EDU methodology, detailed as follows, allows for quick calculation and assessment of the FPE Fee for different types of non-residential development.

The total EDUs for Frog Pond East are based on the Frog Pond East and South minimum Dwelling Unit (DU) count by development type as documented in the FPES IFP and summarized in Figure 6. These unit counts represent the minimum amount of development that could occur within Frog Pond East and South and provide a conservative estimate on which to base the FPE Fee, ensuring full cost recovery of the Frog Pond East infrastructure upon full build out of the development area.

Figure 6. Frog Pond East & South Minimum Unit Counts by Development Type

Timing	Single Family Homes	Townhomes	Apartments	Small Lot (Cottages)	Subtotal (for SDCs)	ADUs	Total Housing
Phase 2025-2030							
Frog Pond East	137 DUs	92 DUs	181 DUs	1 DUs	411 DUs	4 DUs	415 DUs
Frog Pond South	0 DUs	0 DUs	0 DUs	0 DUs	0 DUs	0 DUs	0 DUs
Phase 2030-2035							
Frog Pond East	122 DUs	104 DUs	23 DUs	6 DUs	255 DUs	25 DUs	280 DUs
Frog Pond South	130 DUs	121 DUs	22 DUs	8 DUs	281 DUs	32 DUs	313 DUs
Phase 2035-2040							
Frog Pond East	16 DUs	11 DUs	7 DUs	0 DUs	34 DUs	1 DUs	35 DUs
Frog Pond South	55 DUs	43 DUs	0 DUs	6 DUs	104 DUs	26 DUs	130 DUs
Phase 2040-2045							
Frog Pond East	50 DUs	47 DUs	2 DUs	4 DUs	103 DUs	17 DUs	120 DUs
Frog Pond South	12 DUs	12 DUs	4 DUs	1 DUs	29 DUs	3 DUs	32 DUs
Total							
Frog Pond East	325 DUs	254 DUs	213 DUs	11 DUs	803 DUs	47 DUs	850 DUs
Frog Pond South	197 DUs	176 DUs	26 DUs	15 DUs	414 DUs	61 DUs	475 DUs
GRAND TOTAL	522 DUs	430 DUs	239 DUs	26 DUs	1,217 DUs	108 DUs	1,325 DUs

The Single-Family Residential category includes unit counts identified in Figure 6 from Single Family Homes, Townhomes, and Small Lot Cottages. Whereas the Multi-Family Residential category only includes the Apartment unit counts identified in Figure 6. Accessory Dwelling Units (ADUs) are exempted from infrastructure fees by City policy and are not included in the FPE Fee calculation or assessment.

Transportation Assessment

For the transportation related projects, such as Stafford Road Improvements and the Boeckman Bridge, the EDUs are calculated based on person trips developed from the Institute of Transportation Engineers (ITE) Trip Generation Manual. For consistency, the person trips for different types of uses are based on Wilsonville's 2017 Transportation System Development Charge Methodology Report Exhibit A. The transportation EDUs are calculated for both Frog Pond East and South development areas as summarized in Figure 7.

Figure 7. Frog Pond East & South Transportation Equivalent Dwelling Units (EDUs)

Frog Pond East	*ITE Code	Units	*Person Trips	Unit	Total Trips	**EDU
Single Family Residential	210	590 DUs	15.19	Dwelling Unit	8,962.10	590
Multi Family Residential	220	213 DUs	10.45	Dwelling Unit	2,225.85	147
Frog Pond East Total					11,187.95	737
Frog Pond South	*ITE Code	Units	*Person Trips	Unit	Total Trips	**EDU
Single Family Residential	210	388 DUs	15.19	Dwelling Unit	5,893.72	388
Multi Family Residential	220	26 DUs	10.45	Dwelling Unit	271.70	18
Frog Pond South Total					6,165.42	406
					Total EDUs	1,143

*ITE Code and Person Trips from 2017 Transportation System Development Charge Methodology Report Exhibit A

** EDU = Single Family Residential Dwelling Unit

Note that for the Boeckman Bridge project, the EDUs include both Frog Pond East and South development areas, spreading the project cost over both development areas. However, only the Frog Pond East portion of the Boeckman Bridge project will be included in the FPE Fee calculation. Should a Frog Pond South supplemental infrastructure fee be recommended in the future, the Boeckman Bridge calculations can be utilized from this report.

Sanitary Sewer and Water Assessment

For the sanitary sewer and water projects, the EDUs are calculated based on the average sewer and water usage by development type as documented by Wilsonville's 2015 Wastewater Collection System Master Plan. Based on the Master Plan information, the sewer and water usage is the same for both single-family and multi-family residential dwelling units. The sanitary sewer and water EDUs are summarized in Figure 8.

Figure 8. Frog Pond East & South Sewer and Water Equivalent Dwelling Units (EDUs)

Frog Pond East	*Sewer Rate	**Unit	Units	Sewer Rate	**Unit	***EDU
Single Family Residential	166	gpad	590 DUs	97,940	gpad	590
Multi Family Residential	166	gpad	213 DUs	35,358	gpad	213
Frog Pond East Total				133,298	gpad	803
Frog Pond South	*Sewer Rate	**Unit	Units	Sewer Rate	**Unit	***EDU
Single Family Residential	166	gpad	388 DUs	64,408	gpad	388
Multi Family Residential	166	gpad	26 DUs	4,316	gpad	26
Frog Pond South Total				68,724	gpad	414
Total EDUs						1,217

*Sewer Rates from the 2015 Wastewater Collection System Master Plan reported in gallons per average day (gpad)

*** EDU = Single Family Residential Dwelling Unit

Frog Pond East Supplemental Infrastructure Fee – Cost Allocation

Based on the Frog Pond East infrastructure cost recovery identified in Figure 5 and equitable assessment of those costs over the Frog Pond East development area represented by the EDUs identified in Figures 7 and 8, the FPE Fee allocation by project can be determined and is summarized in Figure 9. A 15% administrative overhead cost is applied to each project, which represents the City's costs to oversee and manage completion of the infrastructure projects that apply to all capital improvement projects. Because the Boeckman Bridge project is already complete, the administrative overhead cost is set to zero and the actual City project management costs are represented in the Total Project Cost Public Sector Construction line item.

Figure 9. Frog Pond East Supplemental Infrastructure Fee Allocation

Projects	Net Project Cost to Recover	Number of EDU	Allocation per EDU	Admin Overhead 15%	Total Allocation per EDU
Stafford Road					
Road Improvements					
Community of Hope Frontage	\$0	Funded by Frog Pond West Fee & System Development Charges			
West Side Frontage	\$0	Funded by Frog Pond West Fee & System Development Charges			
East Side Frontage	\$2,378,212	737	\$3,226.88	\$484.03	\$3,710.91
Brisband Roundabout	\$2,735,559	737	\$3,711.75	\$556.76	\$4,268.51
Kahle Roundabout	\$2,071,898	737	\$2,811.26	\$421.69	\$3,232.95
Sanitary Sewer	\$1,158,886	803	\$1,443.20	\$216.48	\$1,659.67
Water	\$739,255	803	\$920.62	\$138.09	\$1,058.71
Boeckman "Dip" Bridge	\$1,866,132	1143	\$1,632.66	\$0.00	\$1,632.66
Totals	\$10,949,941		\$13,746.36	\$1,817.06	\$15,563.42

The recommended FPE Fee to be collected at the time of issuance of each building permit for development within Frog Pond East is summarized in Figure 10.

Figure 10. Frog Pond East Supplemental Infrastructure Fee

Development Type	Transportation			Sewer & Water			Total Fee	Unit
	Factor	Rate	Unit	Factor	Rate	Unit		
Single-Family Residential	1	\$12,845.03	Dwelling Unit	1	\$2,718.38	Dwelling Unit	\$15,563.42	Dwelling Unit
Multi-Family Residential	0.69	\$8,863.07	Dwelling Unit	1	\$2,718.38	Dwelling Unit	\$11,581.46	Dwelling Unit

Frog Pond East Supplemental Infrastructure Fee – Recommendation Summary

As described above, a Frog Pond East Supplemental Infrastructure Fee is recommended to recover the developer share of the public infrastructure cost needed to support development within Frog Pond East. A summary of the recommendations are as follows:

- The FPE Fee will be equitably distributed across all residential development in Frog Pond East. The total costs are allocated on the basis of Equivalent Dwelling Units (EDUs) and summarized in Figure 9 above.
- The City will collect the FPE Fee and will lead the construction of the Stafford Road Improvements project. However, it is also possible that under a development agreement, developers could build those projects in exchange for credits against supplemental fees and City SDCs, which would also likely result in lower construction costs.
- The City will collect the FPE Fee to fund repayment of the Boeckman Bridge project costs, approximately 3.91% of the total project cost, representing the demand for the Boeckman Bridge generated by Frog Pond East development.
- Adopt the FPE Fee as recommended in Figure 10 and collect at the time of building permit issuance for all development within the Frog Pond East area.
- The recommended FPE Fee is based on preliminary (30%) engineering design cost estimate prepared by DOWL, LLC dated May 13, 2026. The FPE Fee should be updated on a regular basis as cost estimates are refined with progression of infrastructure design work, at the time of construction bid, and at completion of construction. The FPE Fee in place at the time of building permit issuance shall be the fee amount assessed.
- The recommended FPE Fee will be adjusted as needed, but not longer than annually, based on interest rate(s) for funds borrowed to pay the “developer” portion of the Frog Pond East infrastructure and as EDU projection updates occur after approval of stage 2 land use applications.

- The City may modify the FPE Fee methodology to apply to commercial development, should the City find that the commercial use impacts to the City infrastructure are greater than anticipated.
- The recommended FPE Fee amount is established to collect sufficient funds to recover the developer share of the identified public infrastructure project costs. If funds are collected greater than necessary for the cost recovery, those funds will be used for public capital projects within, adjacent, or for the benefit of Frog Pond East until all funds are exhausted.