



**PLANNING COMMISSION
WEDNESDAY, MARCH 8, 2017
6:00 PM**

AGENDA

I. 6:00 PM CALL TO ORDER - ROLL CALL

Jerry Greenfield, Chair Eric Postma, Vice Chair Peter Hurley
Al Levit Kamran Mesbah Phyllis Millan
Simon Springall

PLEDGE OF ALLEGIANCE

CITIZEN'S INPUT

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

CONSIDERATION OF THE MINUTES

I.A. Consideration Of The February 8, 2017 PC Minutes

Documents:

[I.A. CONSIDERATION OF THE MINUTES.pdf](#)

UPDATE ON LIAISON ASSIGNMENTS

II. 6:15 PM LEGISLATIVE HEARING

II.A. Transit Master Plan Hearing (Lashbrook) (10 Minutes)

Documents:

[II.A. TRANSIT MASTER PLAN HEARING CONTINUATION.pdf](#)

II.B. Frog Pond Master Plan (Neamtzu) (90 Minutes)

Documents:

[II.B. FROG POND MASTER PLAN HEARING.pdf](#)

II.B. Attachment - Frog Pond Master Plan Final With Appendices

Documents:

[II.B. ATTACHMENT FROG POND MASTER PLAN FINAL WITH APPENDICES 03.2017.Pdf](#)

II.B. FROG POND MASTER PLAN RECORD PC HEARING STAFF RPT & RECORD INDEX

[PC HEARING SR ON FROG POND WEST MASTER PLAN 03.08.17 FINAL](#)

FROG POND MASTER PLAN RECORD INDEX (Updated 3/8/2017)

II.B. FROG POND MASTER PLAN RECORD EXHIBIT A

EXHIBIT A - FROG POND AREA PLAN AND TECHNICAL APPENDICES

II.B. FROG POND MASTER PLAN RECORD EXHIBIT B

EXHIBIT B - FROG POND WEST MASTER PLAN

II.B. FROG POND MASTER PLAN RECORD EXHIBIT C

EXHIBIT C - COMPREHENSIVE PLAN TEXT AMENDMENTS

II.B. FROG POND MASTER PLAN RECORD EXHIBITS D, E & F

EXHIBIT D - RESIDENTIAL NEIGHBORHOOD ZONE TEXT

EXHIBIT E - SUPPORTING AMENDMENTS TO THE ZONING CODE TEXT

EXHIBIT F - MASTER PLAN FINDINGS REPORT, TPR, T11 AND SROZ ESEE

II.B. FROG POND MASTER PLAN RECORD EXHIBITS G, H & I

EXHIBIT G - PC MEETING MINUTES EXCERPT

EXHIBIT H - CC MEETING MINUTES EXCERPT

EXHIBIT I - CITIZEN INPUT – TESTIMONY

II.B. FROG POND MASTER PLAN RECORD EXHIBIT J

EXHIBIT J - OPEN HOUSE SUMMARIES

II.B. FROG POND MASTER PLAN RECORD EXHIBIT K & PC RESOLUTION LP17-0001 DRAFT

EXHIBIT K - DRAFT ORDINANCE

PC RESOLUTION LP17-0001 FROG POND DRAFT

II.B. FROG POND MASTER PLAN RECORD EXHIBIT L

EXHIBIT L - BOONES FERRY MESSENGER - BFM

II.B. FROG POND MASTER PLAN RECORD EXHIBIT M

EXHIBIT M - PLANNING COMMISSION INDEX RECORD

II.B. FROG POND MASTER PLAN RECORD EXHIBIT N

EXHIBIT N PIONEER DESIGN GROUP - B. ALTMAN LETTER 03.06.2017

II.B. FROG POND MASTER PLAN RECORD EXHIBIT O

EXHIBIT O - M. DANIELSON. ODOT EMAIL

II.B. FROG POND MASTER PLAN RECORD EXHIBIT P

EXHIBIT P - DKS S. MANSUR LETTER

II.B. FROG POND MASTER PLAN RECORD EXHIBIT Q

EXHIBIT Q - A. THURMOND LETTER 03.06.2017

II.B. FROG POND MASTER PLAN RECORD EXHIBIT R

EXHIBIT R PC HEARING PRESENTATION 03.08.2017

III. 7:55 PM OTHER BUSINESS

III.A. Town Center Plan Kick-Off Event Update (10 Minutes)

Documents:

[III.A. TOWN CENTER PLAN KICK-OFF EVENT UPDATE.pdf](#)

III.B. 2017 PC Work Program (5 Minutes)

Documents:

[III.B. 2017 PLANNING COMMISSION WORK PROGRAM.pdf](#)

IV. 8:10 PM ADJOURNMENT

Time frames for agenda items are not time certain.

Public Testimony

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

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

Thank you for taking the time to present your views.

For further information on Agenda items, call Tami Bergeron, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at bergeron@ci.wilsonville.or.us.

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting.

The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

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

To obtain services, please call the Planning Administrative Assistant at (503) 682-4960



PLANNING COMMISSION

WEDNESDAY, MARCH 8, 2017

I. CONSIDERATION OF THE MINUTES

A. Consideration of the February 8, 2017 Planning Commission minutes.

**PLANNING COMMISSION
WEDNESDAY, FEBRUARY 8, 2017
6:00 P.M.**

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

*Draft Minutes
For review and
Approval 3/8/2017*

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Greenfield called the meeting to order at 6:05 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Al Levit, Peter Hurley, Simon Springall, Phyllis Millan, and Kamran Mesbah. City Councilor Charlotte Lehan was absent.

City Staff: Chris Neamtzu, Barbara Jacobson, Miranda Bateschell, Daniel Pauly, Eric Mende

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

CITY COUNCIL LIAISON REPORT

No City Council Liaison Report was given due to Councilor Lehan's absence.

CONSIDERATION OF THE MINUTES

A. Consideration of the January 18, 2017 Planning Commission minutes
The January 18, 2017 Planning Commission minutes were accepted as presented.

II. INFORMATIONAL

A. Water Treatment Plant Master Plan Hearing Cancellation (Mende)
The Water Treatment Plant Master Plan has been withdrawn. The City will be preparing a mini-master plan for consideration. Please watch for updates on the project website www.ci.wilsonville.or.us/WTPMPupdate

Chris Neamtzu, Planning Director, noted a number of things changed since the Commission's January meeting, and Staff withdrew the Water Treatment Plant Master Plan project. He cited the Master Plan document's complexity, given its inclusion of many items that applied to other jurisdictions and only some applying to Wilsonville. He announced that any citizen present to hear or participate in the public hearing for the Master Plan could leave since the item had been withdrawn.

Eric Mende, Capital Projects Engineering Manager, presented a brief update on the Water Treatment Plant Master Plan via PowerPoint, highlighting the goals, issues, and next steps of the Master Plan, which would address the future water demands of the six partners involved: the Cities of Wilsonville, Sherwood, Beaverton, Hillsboro, and Tigard, and the Tualatin Valley Water District (TVWD). After discovering the need for safety, seismic, and other upgrades to the existing plant, a more site specific Mini-Master Plan would be developed that would also consider plans for the next logical expansion of the plant, increasing output to 22.5 million gallons a day. The Mini-Master Plan was expected to come before the Planning Commission in the fall.

B. Traffic Improvements (Mende)

Eric Mende, Capital Projects Engineering Manager, described the Exit 283 Congestion Improvement Projects via PowerPoint in response to the Commission's request for information about how the City was working to address traffic congestion, namely in the Wilsonville Rd/I-5 Interchange area.

He responded to questions and additional comments from the Commission were as follows:

- None of the projects done in Wilsonville would have a major impact on the congestion.
- While the additional stacking lane on the southbound I-5 ramp would only accommodate about 40 vehicles, it was not an issue of moving one traffic light's worth of vehicles as much as it was moving traffic off Wilsonville Rd to allow some of the free traffic going east-west to get out of the way to help with the congestion. The cost-benefit economics of the additional stacking lane was a City Council decision, but Council did want Staff to move forward with the design work. The key was the Boone Bridge; if vehicles could not get across the Boone Bridge, the stacking lane on the southbound ramp would not help.
- Although the same number of north and south lanes exist on I-5 between Salem and downtown Portland, the bottleneck likely occurred at the Boone Bridge due to traffic jockeying for position to get over to get off or on I-5 at the southbound ramps. The problem was not the bridge itself, but drivers not leaving space for others to get in and out, which slowed traffic and caused the congestion. Exacerbating the situation were the Miley Rd and Hubbard exits south of the Boone Bridge.
 - A November *Boones Ferry Messenger* article corroborated the two exits south of Wilsonville were adding to the congestion as well as the large number of exits in a very short distance.
- Concern was expressed about preserving a sufficient bike lane with the change in the striping for Projects 1 and 4, the two lane adjustments on Boones Ferry Rd.
 - Mr. Mende clarified the Boones Ferry Rd Re-stripe Project had no changes to the bike lanes, while the modification at the Fred Meyer Exit made the second lane a combined traffic/bike lane with sharrows, although the bike lane just past the crosswalk would be eliminated. A wider alternative with a full bike lane and two traffic lanes was considered; however, it was significantly more expensive and time-consuming.
 - If vehicles were backed up clear to the crosswalk, it would force bicyclists onto the sidewalk. Staff has received a number of reports of sidewalk, bike, and pedestrian conflicts in the entire walkable area, which included several retail shops. Unfortunately, there were no great solutions to the problem at this time.
 - It was important for the City needed to provide good access for all modes of transportation.
 - Directing bicyclists to go up on the sidewalk at that crosswalk and installing an off ramp from the sidewalk back into the bike lane when it resumed would result in minimal conflict all around.
- The second exit from the Fred Meyer shopping center also became congested when everything else was backed up. Staff has heard reports of people unable to even get out of the Fred Meyer parking lot at times.
- While a significant amount of money was being spent for very little benefit, in some people's opinions, the City had to do something about the congestion. Council decided to move forward with something and these were the projects Staff proposed. There simply was no magic bullet solution to the problem.

III. WORK SESSION

A. Frog Pond Master Plan (Neamtzu) (Attachment: Citizen Communication)

The following handout was distributed to the Planning Commission:

- Letter dated February 3, 2017 from Ben Altman, Pioneer Design Group, Inc.

Chris Neamtzu, Planning Director, stated the project team had been very responsive to issues raised during their discussions with the development community and had made many improvements to the Development Code language. He noted the correspondence he had received was included in the packet for the Commission's review. He had been unable to respond to Mr. Altman's letter in time for tonight's hearing, but his responses to all the comments received would be included in the March public hearing record.

- He and Mr. Dills had a very good, hour-long work session with City Council on the Frog Pond Master Plan. Council appreciated the Planning Commission's hard work and believed the project team was on the right track with the Master Plan document. Council would see the Development Code language for the first time on March 6th, along with information on the infrastructure finance work. A number of work sessions have been held with the development community regarding draft concepts on the infrastructure financing and a second round of interviews was scheduled for next week. The Commission would receive that information in a compendium piece to the Frog Pond Master Plan document, along with proposed Comprehensive Plan and Development Code language amendments, extensive findings supporting approval, and documentation regarding compliance with the Title XI Metro Functional Plan and Transportation Planning Rule Analysis.
- The March 8th hearing schedule was contingent upon whether City Council agreed with the draft Development Code language at its March 6 meeting. The City Council public hearing on the Frog Pond Master Plan was scheduled for April 17th to provide some flexibility in case the Commission or City Council wanted extra time to review the Master Plan.

Joe Dills, Angelo Planning Group (APG), outlined the revisions to the draft Code text of the Residential Neighborhood Zone, as noted in the work session agenda provided on Page 1 of 68 of the packet.

Discussion, key comments, and responses to questions from the Commission regarding the Code revisions were as follows:

- Section 4.127(.07)C.4 Lot Development Standards. The design standards specified a minimum 4-ft depth for front porches, which would prevent the construction of a 2-ft porch. For houses designed with a front stoop, the garage recess was measured from the front of the house, not from the stoop. (Page 6 of 21)
- Section 4.127(.08)B.2 Open Space. The three options proposed for open space standards were outlined in the comments section on Page 8 of 21.
 - Mr. Dills confirmed the Small Lot area between the new school site and the Boeckman Creek Significant Resource Overlay Zone (SROZ) with green space on either side would be redeveloped as one section.
 - Commissioner Springall believed the proposed changes of Option 2 clearly provided for flexibility and discretion by the Development Review Board (DRB). Given the very different areas of Small Lot development, some Small Lot areas might not have much adjacent green space, so it made sense that the standard should be very flexible. He was reluctant to strike the standard.
 - Mr. Neamtzu clarified the strikeout in B.2.c was intended as "~~4,000~~ 2,000 square feet".
 - Commissioner Levit said there was a huge amount of discretion built into the Open Space standard, but he was not sure how it would happen. It might not be presented that the DRB has the discretion to make changes, so it needed to be done carefully. He was also uncomfortable with the larger red insertion in B.2.a, which seemed very circular in reasoning. [46:10]
 - Mr. Dills clarified the "at least 50%" in B.2.a meant that at least 50% of the required open space must be usable open space, as defined at the end of the section. The 10% rule related to the subject property under review, regardless of the number of parcels comprising the property.
 - Commissioner Levit suggested including a provision that two separate developments could have their individual 10% open spaces abut each other to create a larger open space area, though he was uncertain how it would be done.
 - Commissioner Postma suggested using Mr. Altman's language to set a standard that if a property was X number of feet away from another open space, the developer could see some reduction in their open space requirement. He agreed it was difficult to predict, but if a project was within 600 ft of open space, which could include the public facility open space at the school, then the developer could see some reduction.
 - Commissioner Levit clarified he was not talking about any reduction or lumping open space requirements together, but rather setting two separate 10% open spaces next to each other to create a larger facility. While he could see some accountability for SubArea 1 because it would

be surrounded by non-buildable, usable green space, he did not want to eliminate the open space requirement because pedestrian walkways and connections would be needed.

- Mr. Dills explained this Code style linked such decisions back to the Purpose Statement. The idea of connecting green spaces could be added into the Purpose language as a desired outcome which the DRB would determine. One possible scenario that would be guided by the language, in which Developer 1 put his open space in between the School's open space and the SROZ and Developer 2 provided the linkage. One possible scenario that would be guided by the language was Developer 1 would put his open space between the school's open space and the SROZ, and Developer 2 would provide the linkages between the open space areas. [52:30]
- Miranda Bateschell, Long-Range Planning Manager, suggested the language under Purpose (.08)A.3.c (Page 7 of 21) to provide access and connections to trails and adjacent open space areas might address Commissioner Levit's concern.
- Commissioner Mesbah said he considered usable recreational facilities of (.08)A.1 as more important to have usable open space for Small Lots because the Small Lots would not have a yard. Neither the SROZ or school site was necessarily good for those under school age. The school's security concerns would likely prevent the use of the school's facilities as active recreational opportunities for non-students during operational hours.
 - He preferred having a functional criterion instead of a percentage so the DRB could consider what functional opportunities were available nearby when determining whether to require open space. Continuing to add the 10% open space requirement to each property effectively reduced the density the City wanted to maintain. He would rather not have open space unnecessarily, which made him question why open space was required, though the three criteria, including active recreation, were helpful. [55:32]
- Commissioner Springall noted "the City *may require up to 10%*" was a significant change in wording and served as a guideline, allowing developers to justify why the 10% requirement was not necessary.
- Commissioner Postma reiterated his preference to remove discretionary items, as "may include up to 10%" meant 1% if a developer could convince the DRB to let him have it, which transferred the legislative function from the Planning Commission and City Council to the DRB, which he was not comfortable doing. It also took away some of the predictability that streamlined the process for developers by providing a hard and fast rule to work with, even if they did not like it. The discretion of "may require up to 10%" became a meaningless standard in his opinion.
- Commissioner Levit concurred the standard could flex down to 0%. He was concerned the proposed language could result in the first development putting in 10% open space, and the next developer citing how close his property was to existing open spaces so that no open space was required. [57:20]
 - Commissioner Mesbah stated if the green space was close enough to be usable, he was fine with not requiring the 10% because it was not necessary.
 - Commissioner Levit clarified he was concerned about putting a different burden on each development.
 - Mr. Dills noted according to the existing tax lotting pattern, larger 5- and 10-acre properties would be involved in the beginning. There were not many small properties in the Small Lot open spaces today. [58:15]
- Commissioner Springall believed the existing natural resource areas in the Small Lot Subareas would most likely be the open space when those areas developed. There were many geographic elements to utilize, and A.2.b under Purpose should become the core of the guidelines provided to developers and the DRB.
 - Commissioner Levit noted wetlands and wooded areas were not usable recreational facilities.
 - Chair Greenfield added (.08) A.1.a required usable recreational facilities, which should be defined as broad as possible, but no definition existed.

- The Commission discussed whether the three purposes under (.08)A Purpose (Page 7 of 21) should be read as “or” or “and”. Requiring all three purposes could be overly restrictive. Without “and” or “or”, one must assume the principles were mutually exclusive and not connected.
 - Mr. Dills clarified the Purpose Statements were intended to be complementary and reflected a broad vision for the open space. Sometimes the three statements worked in sync and sometimes one was a little weightier than the others. He encouraged the Commission to pick the option that best balanced the various concerns.
 - Commissioner Postma stated if the language was changed to Option 2, [1:02:15] he suggested the Commission provide factors for the DRB to consider outside of the Purpose statements, such as proximity. He agreed with Commissioner Mesbah that houses should be close enough to functional open space, rather than making only the unusable natural resource areas into open space. [1:03:00]
- Chair Greenfield preferred requiring 10% open space as the norm, not up to 10%. The waivers list in the Planned Development Residential (PDR) Code provided a laundry list of areas where the DRB could make exceptions. The Commission was setting the ‘normal’ standard in the Code that was subject to specific waivers or deviations based on whatever case the developer and the City believed was reasonable.
 - Mr. Dills stated the existing 10% standard was specific about what the waivers applied to while allowing a waiver for open space within the zone. He suggested stating the factors that would be considered for a waiver, which would include proximity to open space and the presence of functional or usable open space.
- The Commission discussed providing creative experiences along trails and in wooded settings, similar to what was done in Villebois.
 - Mr. Neamtzu confirmed ‘creative play’ was a defined category in the Villebois Master Plan, which allowed ‘nature play’ to be implemented in Villebois in a meaningful way. Examples included incorporating exercise stations and small interactive elements for kids.
 - The suggestion was made to transfer the language about creative play areas along trails and in tree groves from the Villebois Master Plan over to the Frog Pond Master Plan.
- Chair Greenfield reiterated his preference for removing ‘up to’ from the language, using the “will require” approach and waivers as opposed to the “may require” approach.
- Mr. Dills confirmed the Commission’s direction on Open Space was to remove the “may require” language and retain to the original 10% open space requirement, utilizing the PDR waiver process for flexibility, and include factors to consider, such as proximity to open space, usability of open space, and creative play. If a waiver was granted, at least 50 percent of the open space must be usable.
 - The preservation of natural resources was in the Purpose statement and not a factor for obtaining a waiver. [1:09:08]
 - Edits made to (.08)B.2.b, 2.c, and 2.d would be retained, which included allowing pedestrian connections to satisfy the requirement.
- With all the exclusions, like natural resources, land for streets, etc., resulting in a smaller piece of developable land, it was unlikely 50% open space could be provided with the 10% requirement. Having SROZ or other natural resources would trigger the possibility of a waiver request, which would include factors for the DRB to consider.
 - Mr. Dills confirmed the developer still had to provide some usable space, even with any natural resource areas counting towards the 10%.
 - A developer could still provide 10% open space through the SROZ, but request that the active component be waived. A waiver could be granted in relation to proximity considerations. The intent was for most of the homes to be close to an active space.
- Section 4.127(.011) Parking.
 - Concern was expressed about the principle of dealing with issues like parking generally through the City’s existing Development Code rather than addressing specific standards for Frog Pond in the Master

Plan. If the City changed the citywide parking standards in the future, it could not then apply them retroactively to Frog Pond. The Commission should do what it thought best for Frog Pond now, instead of doing something less than optimal simply because it should be done in the larger Code. The Commission should deal with the particular in view of what the general ought to be. The proposed language was fine, but setting that precedent in how the City did planning was concerning.

- Given the street parking available with the average frontage width of the Small Lots being 50 ft, in addition to any driveway parking, it was questionable whether there would be parking problems.
 - Car saturation and future transportation concepts like driverless cars were also considerations.
 - The phrase “well-connected street grid” was already contained within the Purpose Statement (09).A, which spoke of “a cohesive and connected pattern of streets.”
 - Given that potential obstacles like tree groves, wetlands, and existing houses were not indicated on the street grid, the possibility of creating dead-end streets or cul-de-sacs existed. Dead-end streets or cul-de-sacs should not be allowed, or at least minimized.
 - Mr. Dill explained obstacles would be considered on a case-by-case basis. The standard required substantially equivalent connectivity in the event of an obstruction. At a minimum, a developer would be required to provide pedestrian and bike connectivity in the case of a dead-end street. There might also be opportunity to align the streets differently so the obstruction was more interior to a block, for example.
 - Staff did consider the location of tree groves and other situations when drawing up the street grid. Some of the pedestrian connections were explicitly located where good tree groves or the potential wetlands in the eastern part of the neighborhood existed.
 - He clarified the location of the grove of Oaks seen from Stafford Rd, as well as another significant tree grove that was considered when developing the circulation.
 - He confirmed the proposed language was written to maintain as much connectivity as possible.
- Section 4.127(.013) Main Entrances, (.014) Garages, and (.015) Residential Design Standards.
 - Mr. Dills deferred questions about siding alternatives, such as Hardie Board, aluminum, and vinyl to West Hills Development. Aluminum could be added as a prohibited material, if desired.
 - Discussion included the pros and cons of various siding types. Cementitious siding was the most common type used in Wilsonville. Over time, vinyl siding colors fade significantly and the siding becomes brittle. Hardie Board required more maintenance. Aluminum siding came in a ribbed corrugated style and in an interlocking style similar to vinyl. [1:30:15]
 - Concern was expressed that the change of the double-car garage door width to a maximum of 50% of the house façade in (.014)B.3.b.i could effectively reduce the other half of the house to something smaller compared to the original requirement.
 - Mr. Dills clarified that with the recess, the total package should look fine given the goals of having the visual connection to the street, the emphasis of the semi-public space, and non-dominance of the garage.
 - Mr. Dills clarified the intent of “oddly shaped area” in the definition of usable open space was to prohibit little narrow spaces, such as the long pointy part of a triangular space, from being counted as usable open space.
 - Mr. Neamtzu explained developers typically did not include such small odd pieces in the adjacent lot in order to meet the 25% open space requirement. The remnants were considered beautification or landscape tracts and were owned by the homeowners associations (HOA).
- While creative play was to be included as a factor for a waiver, it should also be added in the definition of useable open space. [1:34:41]
 - Creative play was helpful in Villebois where some odd pieces of land that were not very useful were able to accommodate fun, creative uses to create an entirely different experience.

Chair Greenfield called for public comment.

Dorothy Von Eggers, 6567 SW Stratford Court, Wilsonville, said that she lived in the Landover subdivision bordering Frog Pond. She asked if the 4-ft brick wall with the 2-ft iron railing on top that was to be built along Boeckman Rd would provide sufficient privacy for the backyards of those homes, especially given the pedestrians on the adjoining sidewalks.

Mr. Neamtzu responded that Monday night the City Council discussed how to buffer a backyard along the Boeckman Rd frontage. The conclusion was to do so using vegetation, such as an arborvitae hedge, to screen the backyard if the wall did not provide sufficient privacy. The intent was not to have wooden fences behind the more opaque walls and fences as seen in Villebois. He clarified the City would not require the HOA or developer to provide the vegetation as that would be left to the homeowner. The City had required that arborvitae be planted in certain situations, but some of the shrubs often die within big blocks that are planted, which looked worse than just having the fence and some trees. The Commission could direct if extra vegetation should be required.

Ms. Von Eggers responded that the 4-ft brick wall would be subpar. She expressed concern that the 4-ft wall be set deep enough in the ground to help absorb the vibrations from trucks and school buses traveling along Boeckman Rd.

Mr. Neamtzu deferred to engineers on the depth of the wall, noting the wall would have to have an engineered footing to support the brick structure. Also, the houses would be substantially farther from the road than the houses in the Landover neighborhood because the rear setbacks on the larger lots were much deeper. There would also be a landscape tract between the road and the ~~road~~ right-of-way and then the wall.

Ms. Von Eggers said she was happy to see in writing that the relocation of the commercial property at the Four Corners would be subject to further study, as there had been much testimony regarding the concern of having a commercial store close to the middle school. She noted that she continues to see the commercial property at the Four Corners in the Frog Pond materials.

Chair Greenfield confirmed the City would keep the public informed about the issue, adding that the entire East Neighborhood was subject to further study.

Don Hanson, OTAK, 808 SW 3rd Suite 300, Portland, OR 97204, spoke on behalf of West Hills Development. He said the developers appreciated the progress that had been made and Staff's ability to respond quickly to the School District's plan to build the school and shape the plan to accommodate the school.

- He had intended to demand Option 3, the elimination of the open space requirement, but the Commission's discussion about flexibility and building standards that would fit the site changed his mind to strongly support Option 2. He acknowledged that there might be challenges regulating the standard and making it work on the ground, but he believed the intent was good.
- He noted West Hills Development used Hardie Board in all of their quality housing projects, as it was durable, it held paint, and it looked good over the long-term. The developers would use Hardie Board in Frog Pond as it was expected in this quality of a neighborhood.
 - Aluminum was not recommended because it was not durable, the paint faded, and dents could not be removed. Though inexpensive, vinyl was not recommended either because it warped, it blew off in windstorms, and it did not fit the quality intended for the neighborhood or the price level for the homes.
- The developers appreciated that the garage door dimension changed, as that really influenced the visual appearance of the front of the house. They wanted to do double-car garages wherever possible as double-car garages were expected at the price level and given the low-density intended for this neighborhood.
- He described building the brick wall, noting the wall would be built below frost level, about 12-inches below ground, the footing below that would extend about 8 inches into the ground and spread 2 to 3 ft equally on each side. He confirmed this alone would have a dampening effect, but the real dampening effect would be

the amount of landscape space between the moving lanes and the homes. They did not anticipate the vibrations being an issue.

- The developers also appreciated that the parking situation had been revisited, as they did not think it would be an issue in a neighborhood of this density.
- He concluded that West Hills was now advocates of the Frog Pond Master Plan and they appreciated Staff working with them on some of the details.

IV. OTHER BUSINESS

A Town Center Plan Update (Bateschell)

Miranda Bateschell, Long-Range Planning Manager, described the upcoming Town Center Plan Kick-Off Event, which would be held February 28th at City Hall with light refreshments provided. The City Hall doors would open at 5:30 pm with the program beginning at 6:00 pm. The event provided an opportunity to start engaging the citizens in a conversation about what the community envisioned for the Town Center in 5 to 20 years from now. A short presentation would be followed by small group exercises and interactive activities for adults and kids to learn how they used Town Center, how they got there, what was or was not working, the Town Center's strengths, what they might want changed, etc. A video station and poster exercises would be used to gather input, and informational materials would also be available.

- The project team sent postcards to every doorstep and business located in the Town Center, and also put announcements in the *Boones Ferry Messenger*, the Charbonneau newsletter, media releases, and on Facebook. Staff intended to continue sending out invitations to get as many people from the community involved as possible. She had additional postcards for the Commission to distribute as well.
- She addressed comments and questions from the Commission as follows:
 - Staff would highlight the kids' zone and activities available for the kids to participate on Facebook to encourage families to attend who might not normally engage with the City.
 - The event was also being advertised in Spanish and Spanish translation would be available as well as other language translation services with a 48-hour notice.
 - Staff was looking into contacting the middle and high schools to see about opportunities for some of the open house activities with the students, such as during the lunch hour or a leadership class. Staff planned to do a few satellite events in different locations with different groups that might not be able to attend the Kick-Off Event.
 - Staff did not have direct contact information for high school students, but invitations were being sent to the high school principals, and the high school student on the project task force was asked to share the information with people she knows at the school. Staff agreed it was important to get continuous input from high school students.

Ms. Bateschell thanked the Commissioners for attending either the discussion with Bob Gibbs or the Happy Hour. Since Mr. Gibbs provided expertise on the project team around what was achievable from a market perspective in the Town Center related to commercial uses, it was good the Commissioners were able to engage in dialogue with him. The success of this project depended on the number of perspectives brought to the table about what people wanted, what was achievable, and what would work for the community.

- She reviewed the next steps and answered Commissioner questions as follows:
 - She explained that Mr. Gibbs would revise his initial market analysis findings based on the information he gained while here, and would continue partnering with Leland Consulting Group on the full market analysis, which would be in the existing conditions.
 - Once the project team had worked with the community on visioning and goals, the team would begin looking at different alternatives, such as different types of uses, development patterns, and scales that might fit the community's vision, and then do a market analysis to determine which of those would or would not work.
 - Mr. Gibbs would also be involved on the opportunity analyses on some specific sites. The team would consider the opportunities for two or three specific sites, as well as what was or was not achievable

from a market perspective, the related costs for achieving the vision, and the gap between the two, if one existed.

- The team wanted to see how the process worked for the two design workshops in the summer before deciding whether it was most beneficial for Mr. Gibbs to return when Staff made the initial recommendations or after Staff had done some refinements and more details were being discussed. She anticipated that Mr. Gibbs would return in the fall, but the intent was to bring him back to Wilsonville when it made the most sense in the project and when it would be most useful to have another dialogue with him.

Commissioner Postma:

- Suggested that the traffic analysis come to the Commission for discussion early on, so it could be a framing point for all later discussions, which would help avoid having to rethink a pie-in-the-sky design because it jammed up the streets.
- Ms. Bateschell said the Existing Conditions study in progress now would come to the Commission along with some findings from the initial visioning before anything else at the joint City Council/Planning Commission work session.
 - The Existing Conditions would include existing traffic counts and analysis, as well as a baseline showing what the transportation network would be able to handle at the 2035 planning horizon given normal development of vacant parcels, etc., under the City's current zoning. The project team would be able to compare that information to the alternatives developed later this year.
 - The joint work session would be a good time to discuss the differences between the baseline and the vision, and what Council and the Commission believe additional uses might do. However, when land uses change, trips may increase or decrease, depending on the new use. [1:58:55]
- Observed people could talk themselves into the traffic working out because they liked the design, which was his greatest concern. It was important to first look at what was possible and doable within a good traffic framework and then look at the design.
 - Ms. Bateschell reiterated the Commission would see the existing conditions first.

Ms. Bateschell offered project business cards for the Commissioners to hand to people when discussing the Town Center project or upcoming events. The cards had the project logo, website address, and a QR code.

- She explained the joint meeting with City Council shifted to May due to the time it took to pull the Task Force together and to find a first meeting date for them, which would be March 14th. Staff wanted two meetings with the Task Force prior to the joint City Council/Commission work session to work through the existing conditions, the public input received from the Kick-Off Event, and the information received from the online survey, which would remain open for four weeks after the Kick-Off Event.
- She confirmed the survey was map-based, making it easy to capture the respondents' demographics, especially where they lived and worked. Staff sent the postcard regarding the Kick-Off Event to every business and property owner in the Town Center Study Area as well as a one-third mile buffer to capture all the adjacent residential and business owners within walking distance of the Town Center. The three-mile radius buffer was part of Bob Gibbs' presentation about the primary trade or retail area, and there was a 10-mile secondary area as well.

B. 2017 Planning Commission Work Program

Chris Neamtzu, Planning Director, confirmed there was nothing on the April agenda now that the Water Treatment Plant Master Plan was withdrawn and that the Transit Master Plan was expected to come to the Planning Commission in March. Transit Director Stephan Lashbrook was retiring, but he did not yet know who would be filling the Transit Director or Park and Recreation Director positions.

Commissioner Postma clarified he supported moving the Transit Master Plan to April because he believed additional review needed to be done before it was presented.

Mr. Neamtzu responded the regular April meeting date could be maintained for a possible continuation of the Transit Master Plan hearing.

V. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 8:10 pm.

Respectfully submitted,

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



PLANNING COMMISSION

WEDNESDAY, MARCH 8, 2017

II. LEGISLATIVE HEARING

- A. Transit Master Plan Staff will be requesting that the public hearing be **continued** to a date certain of **April 12, 2017** to allow for the introduction of new materials. (Lashbrook) (10 Minutes)

MEMO

Date: February 28, 2017

To: Wilsonville Planning Commission and interested parties

From: Stephan Lashbrook, Transit Director

Subject: Rescheduled TMP Planning Commission Hearing

Purpose

SMART staff has now completed calculating the costs of proposed routes for the Transit Master Plan update. This new information will be added to the Future Bus Routes and Services chapter starting on page 75 of the current draft Plan. SMART staff will be presenting this information to the City Council in a work session on March 6th, 2017. It will be available to the Planning Commission at that time.

Action

Given the importance of this new information, staff has asked to continue the Commission hearing until April 12th, 2017. This will give decision makers and the public sufficient time to consider this new information before the Planning Commission hearing.



Stephan Lashbrook

February 28, 2017



PLANNING COMMISSION

WEDNESDAY, MARCH 8, 2017

II. LEGISLATIVE HEARING

B. Frog Pond Master Plan (Neamtzu) (90 Minutes)

Frog Pond Master Plan Records can be accessed
<http://www.ci.wilsonville.or.us/AgendaCenter>
Planning Commission Agenda for March 8, 2017



PLANNING COMMISSION STAFF REPORT

Meeting Date: March 8, 2017		Subject: Adoption of the Frog Pond West Master Plan and associated amendments	
		Staff Member: Chris Neamtzu, Planning Director Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: The Planning Commission action is in the form of a recommendation to the City Council.	
Staff Recommendation: Staff recommends that the Planning Commission conduct the public hearing, and when complete, forward a recommendation of approval to the City Council.			
Recommended Language for Motion: I move that the Planning Commission recommend approval of the Frog Pond West Master Plan and associated amendments to the Comprehensive Plan text and map, Planning and Land Development Ordinance text, and SROZ overlay zone to the City Council.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities Adopt the Frog Pond West Master Plan		<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL: In November of 2015, the City Council adopted the Frog Pond Area Plan, which was a concept plan for approximately 500-acres in 3 unique neighborhoods of the planning area (west, east and south). Over the course of 2016 to now, the project team has been working closely with the Planning Commission, City Council, property owners, citizens,

developers, home builders and planning consultants on the numerous elements of the Frog Pond West Master Plan. The subject property for the Master Plan is the approximately 180-acre area located generally west of Stafford Road and north of Boeckman Road within the Urban Growth Boundary.

EXECUTIVE SUMMARY: The purpose of the Master Plan is to: establish the overall vision for the neighborhood; illustrate and define neighborhood specific plans and requirements for land use, streets, pedestrian connections, bike routes, parks, open spaces and natural resource areas; describe and illustrate the City's expectations for high-quality architectural and community design; serve as the guide for coordinating individual developments and public realm improvements into a cohesive whole; and provide implementation strategies for land use regulation and infrastructure funding.

Building from the November 2015 adopted Frog Pond Area Plan, the Frog Pond West Master Plan and implementing amendments will build upon the vision established in the Area Plan for the Frog Pond West Neighborhood. The amendments include:

- Amendment to the Comprehensive Plan Map to add the 'Residential Neighborhood' and 'Public Facilities' designations.
- Amendments to the text of the Wilsonville Comprehensive Plan to implement the Frog Pond West Master Plan.
- Amendment to the Significant Resource Overlay Zone (SROZ) Map to incorporate the Willow Creek drainage.
- Adoption of the Frog Pond West Master Plan as a supporting document of the Comprehensive Plan.
- Amendments to the Wilsonville Planning and Land Development Ordinance (Development Code) creating the Residential Neighborhood (RN) Zone as well as supporting amendments to the text of the Code incorporating the new RN zone.

EXPECTED RESULTS: Adoption of the Frog Pond West Master Plan will set the stage for the next generation of great Wilsonville neighborhoods.

TIMELINE: The Planning Commission is scheduled to hold the first public hearing on the Frog Pond West Master Plan on March 8th. A tentative Council hearing date has been set for April 17th pending completion of the infrastructure funding plan.

CURRENT YEAR BUDGET IMPACTS: The Frog Pond Master Plan is largely a grant funded project, with funds being provided by Metro's Community Planning and Development Grant program.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS: Throughout the worksession process on the

Master Plan there has been excellent collaboration between the project team, the Commission and interested parties. This collaboration has allowed for vetting of many issues resulting in the draft Master Plan document that has been produced. To date, there have been 10 work sessions with the Planning Commission on the Master Plan. As the project enters the public hearing phase, there will be additional opportunities for community involvement.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): The creation of a new neighborhood in the Frog Pond West area will provide citizens with new housing choices as well as a future school, parks, trails and open spaces.

ALTERNATIVES: The Concept Plan (also known as the Frog Pond Area Plan) process included many alternatives. The Master Plan is honing in and refining the adopted concepts contained in the Area Plan. The Commission can continue the hearing or make a recommendation with or without modifications.

CITY MANAGER COMMENT:

EXHIBITS:

- A. Frog Pond Area Plan and Technical Appendices (2015)
- B. Frog Pond West Master Plan (2017)
- C. Frog Pond West Master Plan Comprehensive Plan Text Amendments
- D. Frog Pond West Master Plan Residential Neighborhood (RN) Zone Text
- E. Supporting Amendments to the Zoning Code Text
- F. Frog Pond West Master Plan Findings Report (includes Significant Resource Overlay Zone (SROZ) Economic, Social, Environment and Energy Analysis and February 27, 2017 DKS Associates Frog Pond West Master Plan – Transportation Planning Rule (TPR) Findings and Metro Urban Growth Management Functional Plan Title 11 Findings).
- G. Planning Commission Meeting Minutes
- H. City Council Meeting Minutes
- I. Citizen Input – testimony prior to public hearings
- J. Frog Pond West Master Plan Open House Summaries
- K. Draft Ordinance
- L. Boones Ferry Messenger Communications
- M. Planning Commission Index Record

**PLANNING COMMISSION
RESOLUTION NO. LP17-0001**

A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THAT THE WILSONVILLE CITY COUNCIL ADOPT THE FROG POND WEST MASTER PLAN AND ASSOCIATED AMENDMENTS TO ESTABLISH A NEIGHBORHOOD COMPREHENSIVE PLAN DESIGNATION AND ASSOCIATED LAND USES, TRANSPORTATION NETWORK AND OPEN SPACE FOR THE 180-ACRE FROG POND WEST AREA.

WHEREAS, the Wilsonville Planning Commission has held eight (8) work sessions to discuss and take public testimony on the Frog Pond West Master Plan (Phase 2: Master Planning); and

WHEREAS, the Wilsonville Planning Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted the proposed Frog Pond Master Plan (Phase 2: Master Planning) to the Planning Commission, along with a Staff Report, in accordance with the public hearing and notice procedures that are set forth in Sections 4.008, 4.010, 4.011 and 4.012 of the Wilsonville Code (WC); and

WHEREAS, the Planning Commission, after Public Hearing Notices were provided to 117 property owners, a list of interested agencies, emailed to 229 people, and posted in three locations throughout the City and on the City website, held a Public Hearing on March 8, 2017 to review the proposed Frog Pond Area Plan, and to gather additional testimony and evidence regarding the proposed Plan; and

WHEREAS, the Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt the Planning Staff Report (attached hereto as Exhibit A) and Exhibits, as presented at the March 8, 2017 public hearing, including the findings and recommendations contained therein and does hereby recommend that the Wilsonville City Council adopt the proposed Frog Pond Master Plan as approved on March 8, 2017 by the Planning Commission; and

BE IT RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 8th day of March 2017, and filed with the Planning Administrative Assistant on

_____, 2017.

Attest:

Tami Bergeron, Administrative Assistant III

SUMMARY of Votes:

Chair Jerry Greenfield: _____

Commissioner Eric Postma: _____

Commissioner Peter Hurley: _____

Commissioner Al Levit: _____

Commissioner: Kamran Mesbah _____

Commissioner Phyllis Millan: _____

Commissioner Simon Springall: _____

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WILSONVILLE AMENDING THE TEXT OF THE COMPREHENSIVE PLAN, THE COMPREHENSIVE PLAN MAP, THE WILSONVILLE DEVELOPMENT CODE, AND THE SIGNIFICANT RESOURCE OVERLAY ZONE MAP, AND ADOPTING THE FROG POND WEST MASTER PLAN AS A SUB-ELEMENT OF THE COMPREHENSIVE PLAN

WHEREAS, the Wilsonville Comprehensive Plan identifies the area to the north of Boeckman Road, west of Wilsonville/Stafford Road, and east of Boeckman Creek, commonly referred to as “Frog Pond West,” as an Area of Special Interest (Area L); and

WHEREAS, the Council for the City of Wilsonville (City) adopted Resolution No. 2553 on November 16, 2015, which adopted the Frog Pond Area Plan and established a vision for developing the 500-acre Frog Pond Area, including Frog Pond West; and

WHEREAS, the adoption of the Frog Pond Area Plan and the proposed adoption of the Frog Pond West Master Plan necessitates conforming amendments to the Wilsonville Comprehensive Plan, the Wilsonville Comprehensive Plan Map, the Wilsonville Code, and the Significant Resource Overlay Zone (SROZ) Map; and

WHEREAS, amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Wilsonville Code, and the SROZ Map are proposed, providing for implementation of the Frog Pond Area Plan by creation of a Residential Neighborhood plan designation, a Frog Pond West Master Plan, and a Residential Neighborhood Zone District; and

WHEREAS, the proposed Frog Pond West Master Plan, and the accompanying amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Wilsonville Code, and the SROZ Map, provide the policy and regulations governing build-out of Frog Pond West consistent with the adopted Frog Pond Area Plan; and

WHEREAS, following the timely mailing and publication of required notice, the Planning Commission conducted a public hearing on March 8, 2017, wherein the Commission received public testimony, staff reports and input, and exhibits, and thereafter deliberated and voted to approve Resolution No. LP17-0001 recommending to the City Council the approval of: (1) the proposed amendments to the Comprehensive Plan Text and

Comprehensive Plan Map; (2) the Frog Pond West Master Plan; (3) the proposed amendments to the Wilsonville Code; and (4) the proposed amendment to the SROZ Map; and

WHEREAS, a copy of the record of the aforementioned Planning Commission action and recommendation is marked Exhibit A, attached hereto and incorporated by reference herein; and

WHEREAS, following the Planning Commission public hearing, the Planning Director forwarded the recommended Frog Pond West Master Plan and the amendments to the Comprehensive Plan text, the Comprehensive Plan Map, the Wilsonville Code, and the SROZ Map onto the City Council, along with a staff report and attachments, in accordance with public hearing and notice procedures that are set forth in Sections 4.008, 4.011, 4.012, and 4.198 of the Wilsonville Code; and

WHEREAS, the City Council, after public hearing notices were provided to over ____ property owners, a list of interested agencies, emailed to over ____ people, and posted in ____ locations throughout the City and on the City website, held a public hearing on _____, 2017 to review the proposed Frog Pond West Master Plan and the amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Wilsonville Code text, and the SROZ Map and to gather additional testimony and evidence; and

WHEREAS, the City Council has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of its proceeding; and

WHEREAS, the City Council has duly considered the subject, including the Planning Commission recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

1. FINDINGS.

The above-recited findings are adopted and incorporated by reference herein as findings and conclusions of Resolution No. LP17-0001, which includes the staff report. The City Council further finds and concludes that the adoption of the proposed Frog Pond West Master Plan and amendments to the Comprehensive Plan text, the Comprehensive Plan Map, the Wilsonville Code, and the SROZ

Map are necessary to help protect the public health, safety, and welfare of the municipality by planning that will help ensure there will continue to be adequate residential housing within the City limits.

2. DETERMINATION.

Based on such findings, the City Council hereby adopts the Frog Pond West Master Plan, attached hereto and marked as B, and incorporated by reference as if fully set forth herein. The City Council further adopts the amendments to the Comprehensive Plan text, the Comprehensive Plan Map, the Wilsonville Code, and the SROZ Map, attached hereto and marked as Exhibit C, and incorporated by reference as if fully set forth herein. The City Recorder is hereby directed to prepare final Plan and Code format and address codification and semantic errata.

3. EFFECTIVE DATE OF ORDINANCE.

This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED to the Wilsonville City Council and read for the first time at a meeting thereof on the ____ day of _____, 2017, and scheduled for second reading on _____, commencing at the hour of 7 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the ____ day of _____, 2017, by the following votes: Yes: ____ No: ____

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this ____ day of _____, 2017.

TIM KNAPP, MAYOR

SUMMARY OF VOTES:

Mayor Knapp
Council President Starr
Councilor Stevens
Councilor Lehan
Councilor Akervall

Attachments:

Exhibit A – Planning Commission Resolution and Record (including staff report)
Exhibit B – Frog Pond West Master Plan
Exhibit C – Amendments to Comprehensive Plan, Comprehensive Plan Map, Wilsonville Code, and SROZ Map

ORDINANCE NO. _____

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FROG POND MASTER PLAN RECORD INDEX

Frog Pond Master Plan Records can be accessed <http://www.ci.wilsonville.or.us/AgendaCenter>
Planning Commission Agenda for March 8, 2017

- EXHIBIT A FROG POND AREA PLAN AND TECHNICAL APPENDICES
- EXHIBIT B FROG POND WEST MASTER PLAN
- EXHIBIT C COMPREHENSIVE PLAN TEXT AMENDMENTS
- EXHIBIT D RESIDENTIAL NEIGHBORHOOD ZONE TEXT
- EXHIBIT E SUPPORTING AMENDMENTS TO THE ZONING CODE TEXT
- EXHIBIT F MASTER PLAN FINDINGS REPORT, TPR, T11 AND SROZ ESEE
- EXHIBIT G PC MEETING MINUTES EXCERPT
- EXHIBIT H CC MEETING MINUTES EXCERPT
- EXHIBIT I CITIZEN INPUT – TESTIMONY
- EXHIBIT J OPEN HOUSE SUMMARIES
- EXHIBIT K DRAFT ORDINANCE
- EXHIBIT L BOONES FERRY MESSENGER - BFM
- EXHIBIT M PLANNING COMMISSION INDEX RECORD

PC HEARING SR ON FROG POND WEST MASTER PLAN 03.08.17 FINAL
PC RESOLUTION LP17-0001 FROG POND DRAFT. cn



FROG POND WEST

Master Plan



*A Vision and Implementation Strategy for
Wilsonville's Next Great Neighborhood*

MARCH 1, 2017



A VISION FOR FROG POND IN 2035

The Frog Pond Area in 2035 is an integral part of the Wilsonville community, with attractive and connected neighborhoods. The community's hallmarks are the variety of quality homes; open spaces for gathering; nearby services, shops and restaurants; excellent schools; and vibrant parks and trails. The Frog Pond Area is a convenient bike, walk, drive, or bus trip to all parts of Wilsonville.

*Frog Pond Area Plan Vision Statement,
adopted by Wilsonville City Council November 16, 2015.*

Funding for the Frog Pond Area Plan was provided by a Metro Community Planning and Development Grant and the City of Wilsonville.



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Frog Pond **WEST**

Boeckman Road

Wilsonville Road



Willamette River

Purpose and Scope



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PURPOSE

The purposes of the Frog Pond West Master Plan (Master Plan) are to:

1. Establish the overall vision for the Frog Pond West Neighborhood.
2. Illustrate and define neighborhood-specific plans and requirements for land use, streets, pedestrian connections, bike routes, parks and open spaces, and natural resource areas.
3. Describe and illustrate the City's expectations for high-quality architectural and community design.
4. Serve as the guide for coordinating individual developments and public realm improvements into a cohesive whole.
5. Provide implementation strategies for land use regulations and infrastructure funding.

SCOPE AND REGULATORY ROLE

The Master Plan applies to the 181-acre area added to the Urban Growth Boundary (UGB) in 2002, located west of Stafford Road and north of Boeckman Road in East Wilsonville. Frog Pond West is approximately one-third of the area that was concept planned as part of the Frog Pond Area Plan (Area Plan), which was adopted by the Wilsonville City Council on November 16, 2015. The chapters of the Master Plan address Frog Pond West's intended vision; land use; residential and community design; transportation; parks and open spaces; and public lighting, street trees, gateways, and signage. Regulatory and infrastructure funding implementation are also included. Infrastructure plans were completed as part of the Area Plan, and are included in the Appendix for reference.



The Frog Pond West Master Plan is an adopted “supporting document” of the Wilsonville Comprehensive Plan (Plan), with the regulatory force and effect of the Plan. The Master Plan fits within a three-part regulatory structure for development review in Frog Pond West. The Comprehensive Plan provides the policies and high level intent for Frog Pond West. The Master Plan establishes the overall vision, descriptive and illustrative guidance, and geographically-specific requirements for development, with a focus on integrating private development with planned public realm improvements. The Development Code (Code) establishes the zoning, standards, and procedures for development. The Code references parts of the Master Plan as regulatory elements, which are applied as standards and review criteria. Those parts of the Master Plan not specifically referenced by the Code are descriptive and illustrative of the City’s general expectations for development—they will be used as guidance to the City’s discretionary review of development.

THE PLANNING PROCESS

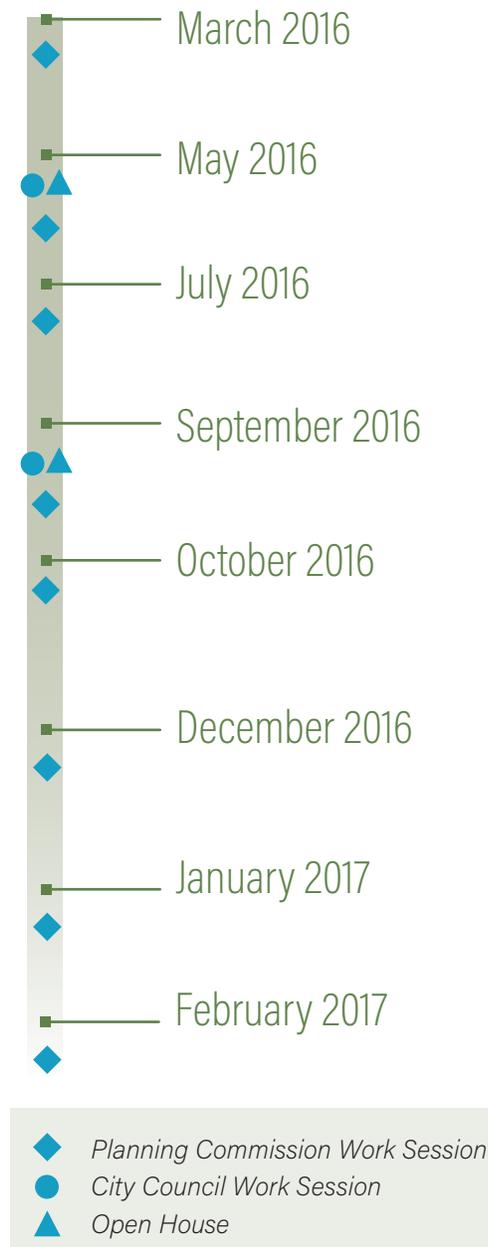
Planning for the Frog Pond Area as part of Wilsonville began with the City’s first City Plan in 1972, where it was shown as a residential area. The context for that vision evolved over time through the introduction of statewide planning, Wilsonville’s first Comprehensive Plan, the inclusion of the area in the UGB, and the designation of urban reserves. Figure 1 depicts key milestones during the four decades that led up to concept planning for the Frog Pond Area and master planning for Frog Pond West.

The Frog Pond Area Plan was a two-year planning process that provided extensive opportunities for community involvement, including:

Figure 1. Wilsonville Planning Milestones



Figure 2. Frog Pond Master Plan



- May 2014: Frog Pond Area Plan Kick Off
- October 2014: Open House and Online Survey
- January 2015: Joint City Council / Planning Commission Work Session
- April 2015: Open House and Online Survey
- June - August 2015: City Council / Planning Commission Work Sessions
- September - November 2015: Area Plan Adoption

Building from the community involvement process used for the Area Plan, the Master Plan was created through an open and inclusive process that began in March 2016 and continued through early 2017. The process included:

- Eight work sessions with the Planning Commission.
- Two briefings with the City Council.
- Two community Open Houses.
- Ongoing maintenance of the project website.
- Ongoing distribution of information through email updates to the Interested Parties email list, articles in the Wilsonville Spokesman, updates in the Boones Ferry Messenger, and mailed notices of events.
- Stakeholder meetings with developers and property owners regarding the draft infrastructure funding plan.
- Many individual meetings and communications with property owners and interested parties.



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Vision, Principles, and Intent



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VISION

The vision for Frog Pond West was first crafted as part of the Frog Pond Area Plan (see inside cover). The specific vision for Frog Pond West is consistent with the Area Plan. The vision is for Frog Pond West to be:

- **A great neighborhood** that is a connected part of Wilsonville.
- **A cohesive place** where individual private developments and public realm improvements fit seamlessly together into a coordinated whole.
- **A neighborhood with walkable and active streets**, a variety of housing, extensive walking and biking routes, an excellent school, and quality parks, open spaces, and natural areas.
- A part of the city known for its **high quality architectural and community design**.
- A part of Wilsonville that has **visual and physical access to nature**.

Figure 3. Conceptual view of Frog Pond West and Wilsonville, looking southwest



PRINCIPLES

As with the vision statement, the guiding principles for Frog Pond West were crafted and adopted as part of the Area Plan. Throughout the Master Plan process, the City developed residential design principles, called the Ten Essentials of Residential Design, which are listed on page 12, to realize the vision and guiding principles.

Guiding Principles from the Frog Pond Area Plan

The following Guiding Principles were adopted as part of the Frog Pond Area Plan and apply to the Master Plan.

Create great neighborhoods

Frog Pond's homes, streets, open spaces, neighborhood-scale retail, and other uses fit together into walkable, cohesive, and connected neighborhoods. Frog Pond is a fun place to live.

Create a complete streets and trails network

Streets are designed for safe and enjoyable travel by bike, on foot, or by car. A great network of trails is provided. Safe crossings and connections are provided throughout the street and trail network.

Provide access to nature

The creeks and natural areas provide opportunities to see and interact with nature close to home.

Create community gathering spaces

Beautiful parks, quality schools, and other public spaces serve as community centers and gathering places. The land uses, transportation, and open space around the Advance Road school and park sites support a compatible neighborhood plan in that area. The Frog Pond Grange, and adjacent uses, fit together as a focal point of the community.

Provide for Wilsonville's housing needs

A variety of attractive homes are provided to fulfill the City's housing needs and align with the market. Single-family detached homes, including some on large lots, are a significant part of the mix. Neighborhoods are designed to be multi-generational and offer a diversity of attractive housing options at a variety of prices.

Create a feasible implementation strategy

A realistic funding plan for infrastructure, smart and flexible regulations, and other strategies promote successful implementation of the plan.

Frog Pond is an extension of Wilsonville

Frog Pond is truly connected—it is an easy and safe walk, drive, bike trip, or bus ride to other parts of Wilsonville, and Frog Pond feels like a well-planned extension of the city.

Retain trees

Mature native trees are integrated into the community to enhance the area's character and value.



Honor Frog Pond's History

A sense of history is retained, recognized, and celebrated.

Provide compatible transitions to surrounding areas

New urban land uses are good neighbors to adjacent rural land uses, future developable areas, and existing neighborhoods. The plan provides for future growth of the City into adjacent urban reserves.

Promote healthy, active lifestyles

Extensive walkways, community gardens, recreational facilities, and other elements support active and healthy lifestyles.

Integrate sustainability

The plan integrates solutions which address economic, environmental, and social needs. Frog Pond is a sustainable community over the long term.

Coordinate with Wilsonville's transportation network

The plan is consistent with the Wilsonville Transportation System Plan for all modes of travel: trails, bikeways, SMART, and vehicles. Traffic impacts are managed for key streets and intersections, including the I-5 interchanges.

Process Principles

- *Provide early and ongoing opportunities for stakeholders to raise issues and concerns.*
- *Facilitate equitable and constructive communication between the public and the project team.*
- *Empower residents to become involved with the project.*
- *Provide the public with balanced and objective information to help them understand issues, alternatives, opportunities, and solutions.*
- *Aim to create the best product, a model that could be used in other communities.*



The Ten Essentials of Residential Design

1. Each home is part of the larger neighborhood and community.
2. Front doors and walkways should face streets.
3. The front yard and porch or stoop are “semi-public” spaces.
4. Parking and driveways should not dominate.
5. Garages should not dominate.
6. Details are important.
7. Variety is the spice of good design.
8. Green is great.
9. Design guidelines should be tailored to each zone.
10. Adopt the fewest number of rules needed to get the job done.



KNITTING TOGETHER A LIVABLE NEIGHBORHOOD

Frog Pond West is a unique opportunity for a walkable, cohesive neighborhood that looks, feels, and functions as a master planned community. But it faces some challenges: the 181-acre area is comprised of 32 tax lots and 26 different ownerships (as of 2015); development is likely to occur incrementally, perhaps through 10-15 different development reviews spanning 10-20 years; and parcel lines are oriented north-south and east-west, but topography and other natural conditions in some areas will require development patterns that fit the landscape rather than straight parcel boundaries.

The Master Plan and its implementing regulations provide solutions and strategies to help overcome the above-listed challenges, with a goal of knitting together a cohesive, livable neighborhood. Those solutions and strategies include:

- A. Comprehensive Plan and Code Requirements.** Creating a cohesive neighborhood is a stated purpose and goal within the Comprehensive Plan, the Master Plan, and the implementing code.
- B. Planned Development Review (PDR) process.** The PDR review process will ensure that code requirements are met, with flexibility for site planning and adaptation to local site conditions.
- C. Street Demonstration Plan.** A street “demonstration plan” illustrates the intended level of street connectivity, with flexibility to propose site-specific street alignments and types.
- D. Community Gathering Places.** A 2.5-acre public park will provide a community gathering place enjoyed by all residents of the neighborhood. A 1.5-acre linear park will provide another key green space that links the neighborhood to the Boeckman Trail and Boeckman Creek resource area. A future school will serve both Frog Pond West and adjoining neighborhoods.
- E. Public Lighting Plan.** The public lighting plan will provide effective lighting of public streets and places to enhance livability and safety.
- F. Street Tree Plan.** The street tree plan will provide continuity and wayfinding between individual developments.
- G. Gateways, Monuments, and Signage Plan.** Coordinated entry gateways, monuments, and signage will help reinforce the cohesive identity of the neighborhood.



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Land Use



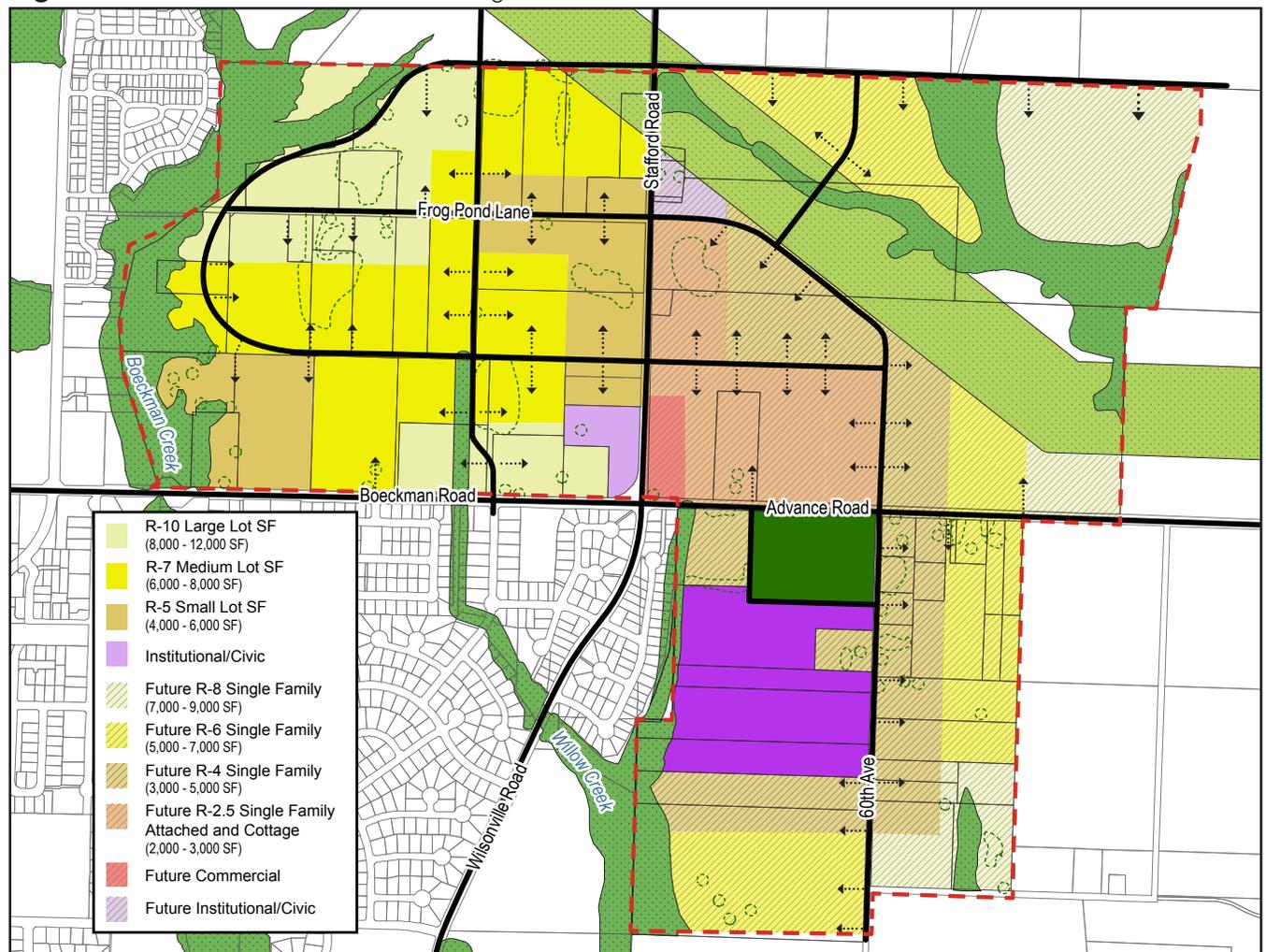
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FROG POND AREA PLAN CONTEXT

The 181-acre Frog Pond West Neighborhood is part of the larger 500-acre Frog Pond Area, which has been planned by the City in the adopted Frog Pond Area Plan.¹ The entire Frog Pond Area is a logical and intuitive extension of the City of Wilsonville. Historically, it was part of the City's early settlement pattern, with important gathering places for the rural farming community, such as the Grange Hall (originally the Frog Pond School) and the Frog Pond Church. Physically, it is adjacent to key connector streets (e.g. Wilsonville and Boeckman Roads), existing neighborhoods, and natural areas such as Boeckman Creek. Even the shape of the study area wraps around the edge of the community.

Figure 4. Land Use Framework from Frog Pond Area Plan



¹ The Frog Pond Area Plan, A Concept Plan for Three New Neighborhoods in East Wilsonville, was adopted by the Wilsonville City Council on November 16, 2015.



The Frog Pond Area is naturally comprised of three parts: the area west of Stafford Road, which is inside the Urban Growth Boundary and is the subject of the Master Plan; the area east of Stafford Road and north of Advance Road; and the area south of Advance Road. The Area Plan utilizes this framework to establish a vision for three new walkable neighborhoods: Frog Pond West, Frog Pond East, and Frog Pond South.

The Area Plan provides an area-wide concept plan that includes a land use framework, transportation framework, bicycle/pedestrian framework, and parks framework (see Appendix B). The Area Plan also includes the following elements that set the planning context for the Frog Pond West Master Plan:

- A vision statement and guiding principles for the Frog Pond Area.
- A framework for three walkable and connected neighborhoods.
- A phased residential land use strategy that emphasizes lower density and detached homes in the West Neighborhood, and a greater mix of housing types in the East and South Neighborhoods.
- Demonstration plans that illustrate community design principles.
- A future 3.2-acre neighborhood commercial center in the East Neighborhood.
- Five civic land uses: the Frog Pond Grange, the Community of Hope Church, the 10-acre Community Park, the 30-acre middle school and future school site south of Advance Road, and the 10-acre future school site in Frog Pond West—all connected by pedestrian routes, bike paths, and trails.²
- A network of streets, traffic controls, intersection treatments, and potential local street connections.
- A network of bicycle routes, pedestrian routes, and trails. The trails wrap around the area and include the Boeckman Trail, BPA Easement Trail, School Connection Trail, and 60th Avenue Trail.
- Two parks and a future school site in the West Neighborhood, a neighborhood park in the East Neighborhood, and schools in the South Neighborhood
- Infrastructure plans to support full buildout of the area.

² *The future school site in the West Neighborhood was added as part of the Frog Pond West Master Plan process.*



PLANNING AND ZONING DESIGNATION – RESIDENTIAL NEIGHBORHOOD

A new “Residential Neighborhood” Comprehensive Plan Map and Zoning Map designation will be applied to Frog Pond West. The purpose of the new designation is to explicitly implement the vision for Frog Pond West as a great neighborhood, as described in the following Comprehensive Plan policy:

Policy 4.1.7a *New neighborhoods in residential urban growth expansion areas may be designated “Residential Neighborhood” on the Comprehensive Plan Map.*

The purpose of the Residential Neighborhood designation is to:

1. Implement legislative area plans and master plans for new neighborhoods in Wilsonville.
2. Create attractive and connected residential neighborhoods.
3. Regulate and coordinate development to result in cohesive neighborhoods that include: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and connections to and integration with the larger Wilsonville community.
4. Encourage and require high-quality architectural and community design.
5. Provide transportation choices, including active transportation options.
6. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is adequate visual and physical access to nature.

The Residential Neighborhood designation has been crafted so that it may be applied to the other neighborhoods within the Frog Pond Area Plan, as well as any other areas the City deems appropriate. Figure 5 shows the Residential Neighborhood designation in the context of surrounding Comprehensive Plan designations.

The Residential Neighborhood Zone district (RN) implements the Comprehensive Plan. It is a hybrid of the zoning approaches used within the City’s Planned Development Residential Zones and the Villebois Village Zone. It includes the elements summarized below and is described in more detail in the Master Plan and in the Code.

- **Purpose.** The purpose statement mirrors the Comprehensive Plan policy cited above.
- **Planned Development Residential procedures.** The RN Zone will be administered through the same process as PDR Zones are in other areas of the City.



- **Uses similar to PDR but updated for Frog Pond.** The use lists from PDR have been used as a starting point for the RN Zone.
- **Subdistricts.** The Master Plan and the RN Zone establish “subdistricts” to geographically specify the minimum and maximum number of residential dwellings in each subdistrict area of the neighborhood.
- **Development standards tailored to Frog Pond.** Using the PDR and Villebois development standards as a base, development standards have been updated, as needed, to implement planning for Frog Pond.
- **Residential design standards.** The RN Zone includes residential design standards addressing main entrances, garages, architectural detailing and quality, and house plan variety.

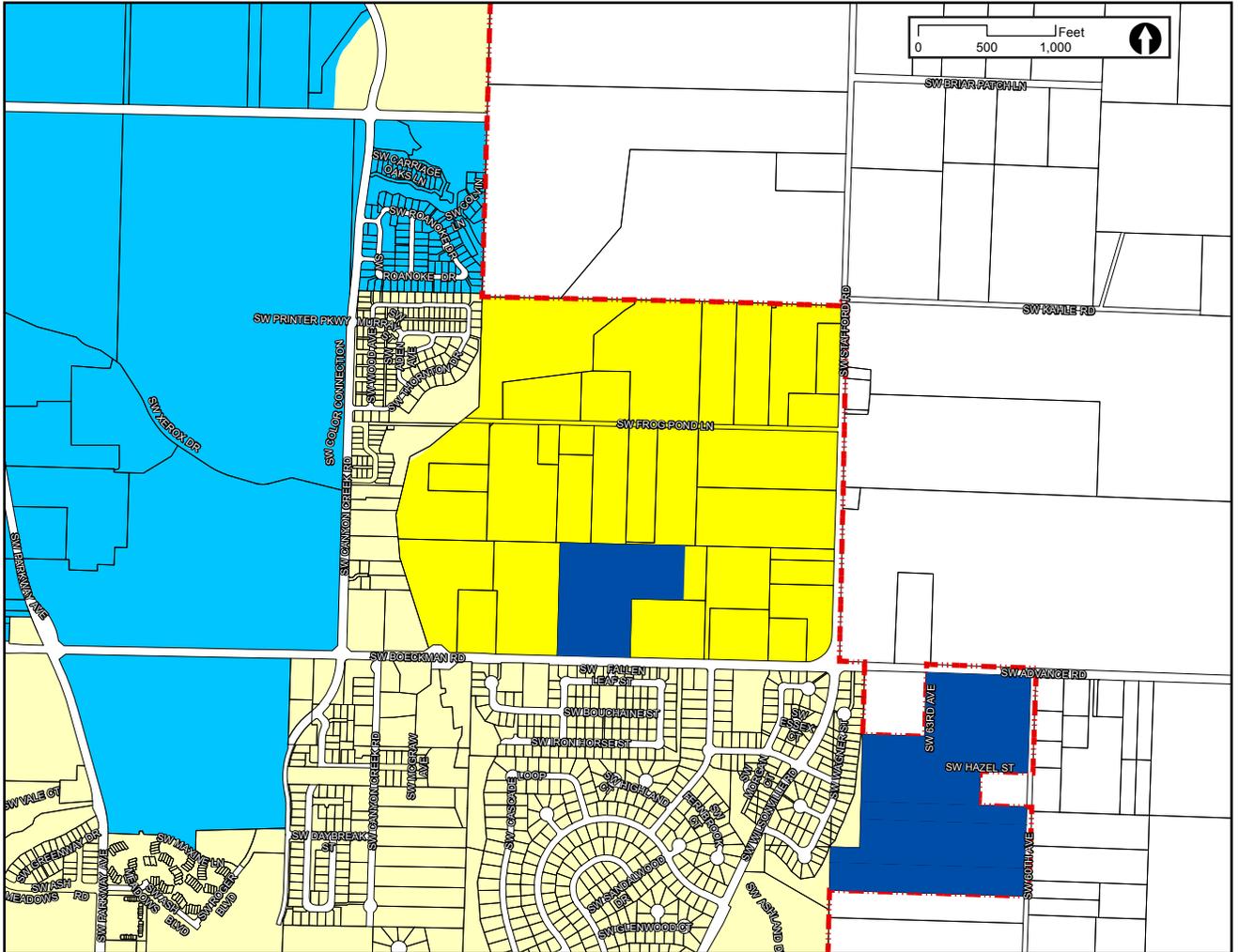
FROG POND WEST RESIDENTIAL SUBDISTRICTS

The Master Plan establishes “subdistricts” to specify the minimum and maximum number of residential dwellings within twelve subareas of the neighborhood. The number of dwellings and density distribution are consistent with those adopted in the Frog Pond Area Plan. They are grouped into three “zones”: R-10 Large Lot, R-7 Medium Lot, and R-5 Small Lot single family districts. The key elements of the subdistrict approach include:

- **Net acreage calculations.** The density metrics are based on estimates of “net” buildable land, consistent with the Area Plan. Net buildable land is the remaining acreage after removing land for streets, Significant Resource Overlay Zones, storm water facilities, existing homes, wetlands, and the two planned parks.
- **Maximum densities.** The maximum number of dwellings in a subdistrict is the net buildable acres divided by the average lot sizes assumed in the Area Plan: 10,000 net sq. ft. for R-10 Large Lot Single Family; 7,000 net sq. ft. for R-7 Medium Lot Single Family; and 5,000 net sq. ft. for Small Lot Single Family.
- **Minimum densities.** The minimum number of dwellings in a subdistrict is 80% of the maximum, as required by the Wilsonville Comprehensive Plan and Development Code.
- **Proportional basis for density calculations.** Where a subject property spans more than one subdistrict, or comprises only a portion of a subdistrict, the minimum and maximum densities are established on a proportional



Figure 5. Comprehensive Plan Designations



Industrial Plan Designation



Residential Plan Designation



Public Facilities



Residential Neighborhood Plan Designation



basis, using gross acreage. See Appendix C for further information on the subdistrict metrics and method for calculating proportional density.

- Flexibility.** The City may allow a reduction in the minimum density for a subdistrict when it is demonstrated that the reduction is necessary due to topography; protection of trees, wetlands, and other natural resources; constraints posed by existing development; infrastructure needs; provision of non-residential uses; or similar physical conditions.

The subdistrict approach provides a straightforward and clear method of establishing lot types, densities, and standards that implement the Area Plan. It eliminates the uncertainty that the City, property owners, and developers often face when using the old formulas for density calculation in the Code. The draft Frog Pond West subdistrict method is simpler and more predictable for all parties, while still providing flexibility. Table 1 lists the minimum and maximum dwelling units in each subdistrict.

Table 1. Minimum and Maximum Dwelling Units Permitted in Each Subdistrict

Area Plan Designation	Frog Pond West Subdistrict	Minimum Dwelling Units in Subdistrict	Maximum Dwelling Units in Subdistrict
R-10 Large Lot Single Family (8,000 – 12,000 SF)	3	26	32
	7	24	30
	8	43	53
R-7 Medium Lot Single Family (6,000 – 8,000 SF)	2	20	25
	4	86	107
	5	27	33
	9	10	13
	11	46	58
R-5 Small Lot Single Family (4,000 – 6,000 SF)	1	66	82
	6	74	93
	10	30	38
Civic	12	0	7 ^a
Public Facilities (PF)	13	0	0
TOTAL		452	571

^a These metrics apply to infill housing within the Community of Hope Church property, should the property owner choose to develop housing on the site. Housing in the Civic subdistrict is subject to the R-7 Medium Lot Single Family regulations.



OTHER LAND USES

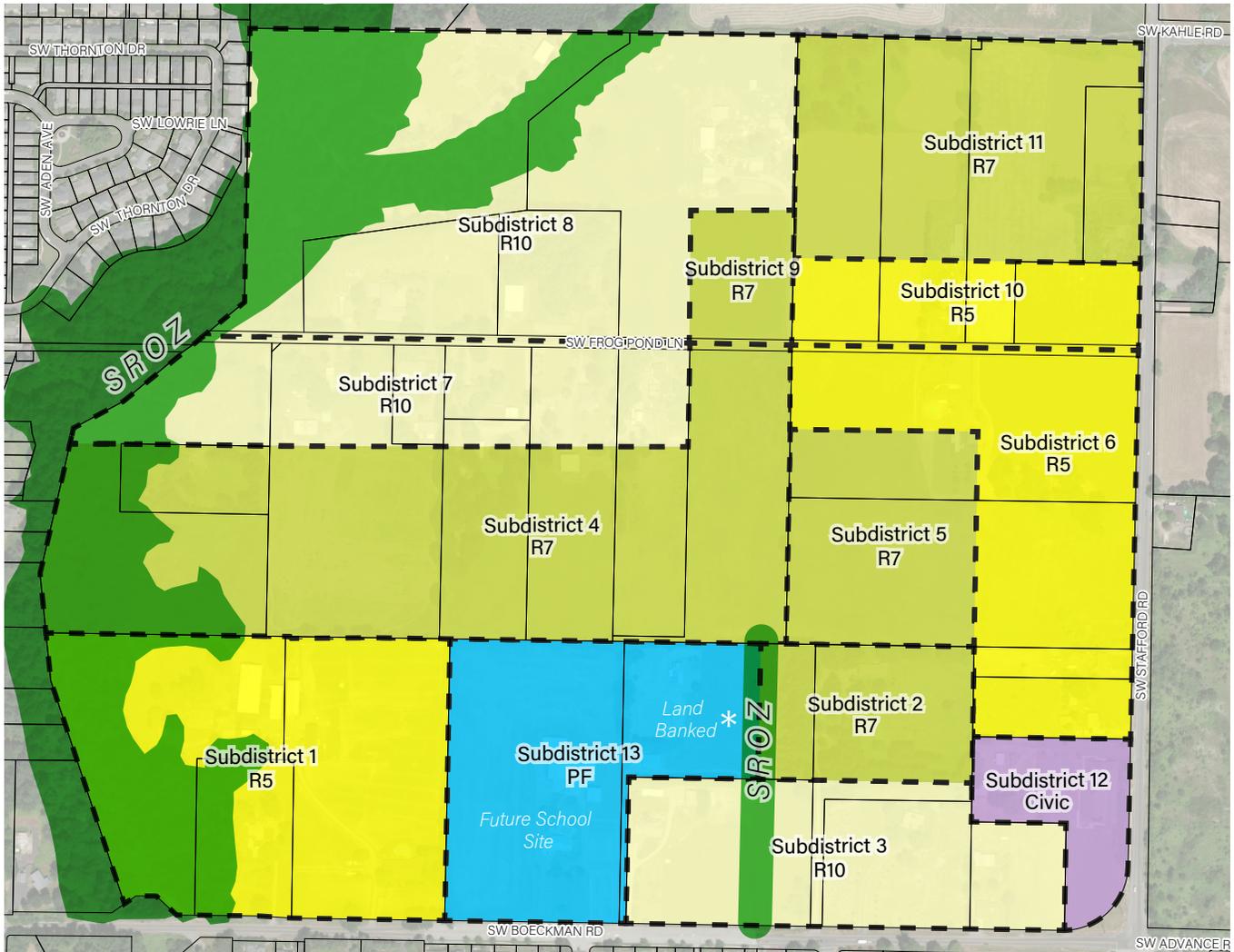
Land use in Frog Pond will be predominately, but not exclusively, residential. The streets, parks, future school, natural areas, and Community of Hope Church are important parts of the overall land use pattern. The following is an estimate of the acres of broad category land uses in Frog Pond West:

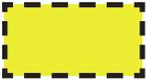
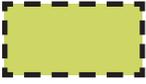
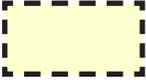
- **Net Residential Area:** 86.5 Acres
- **Significant Resource Overlay Zone (SROZ):** 27 Acres
- **BPA Corridor:** 2.8 Acres
- **Streets and Pedestrian Connections:** 46 Acres
- **Future School:** 10.9 Acres
- **Neighborhood Park:** 2.5 Acres
- **Linear Park:** 1.5 Acres
- **Community of Hope Church:** 3.8 Acres
- **Total Area:** 181 Acres

The West Linn-Wilsonville School District owns three tax lots comprising 25 acres within Frog Pond West. The 10-acre property that fronts on Boeckman Road is planned for a future school, which will provide a key civic land use serving the neighborhood and surrounding area. The adjacent 5-acre parcel is labeled “land banked”. The intent for this parcel is for the School District to have options for its use including school facilities, a neighborhood park, and/or residential use. The district’s remaining acreage fronts on Stafford Road and is land banked for future residential uses.



Figure 6. Frog Pond West Land Use and Subdistricts



- | | | | |
|---|-------------------------------|--|---|
|  | R5 - Small Lot Single Family |  | Public Facilities |
|  | R7 - Medium Lot Single Family |  | Civic |
|  | R10 - Large Lot Single Family |  | Significant Resources Overlay Zone (SROZ) |

* Land banked for school facilities, a neighborhood park, and/or residential use.





Residential and Community Design



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OBJECTIVES

Wilsonville places a high priority on quality design, as expressed in the following existing Comprehensive Plan implementation strategy:

Implementation Measure 4.1.5.ii *The design of developments within the community can be regarded from two viewpoints: the design of structures as they relate to site and function (architectural design) and, their relationship to the surrounding area (community design). Both aspects shall be considered to be of equal importance. Good architectural design is necessary to provide visual variety and allow for individual identity. At the same time, good community design provides a sense of unity with other development while eliminating conflicting appearances.*

The Master Plan further regulates and guides development in order to achieve quality and livability. In addition to the expectation cited above, it is the premise of the Master Plan that quality design will achieve the following benefits:

- **Economic value.** Property and structure values will be enhanced by quality development.
- **Compatibility with adjacent areas.** New development will be more acceptable to existing residents of Wilsonville if the City's high standards for quality design are implemented and enhanced.
- **Coordinated and cohesive development.** As described above, one of the key challenges for Frog Pond West is to knit individual developments together into a coordinated and cohesive whole. The design standards in the Master Plan are intended to help achieve that outcome.
- **Safety.** The Master Plan emphasizes walkability on multiple levels (e.g. street plan, orientation of residential main entrances toward streets). The intent is to create a neighborhood where walking is safe, inviting, and comfortable.
- **Precedence for future neighborhoods.** Frog Pond West is the first of the new residential expansion areas that will be developed in Wilsonville, principally in East Wilsonville. It is important that a successful precedent is set, and quality design is a key tool to achieve that outcome.



MAIN ENTRANCES

Principles

- Each home is part of the larger neighborhood and community.
- Front doors and walkways should face streets.
- The front yard and porch or stoop are “semi-public” spaces.

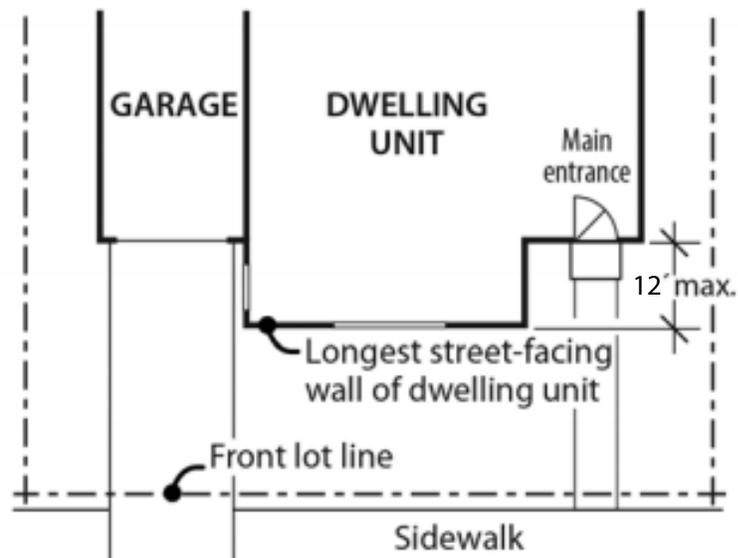
Master Plan Intent

The location of front doors, and their direct connections to the street, should:

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

The Code standards require a direct visual connection between the front door of the home and the front yard and street. Porches are an excellent way to emphasize this relationship and create a transition between the private realm of the home, the “semi-public” realm of the front yard, and the public realm of the sidewalk and street.

Figure 7. Main Entrances



Precedents:
Main Entrances



Porches and yards that blend with the streetscape invite play and relaxation, fostering a sense of community.



Doors and porches facing the street increase neighborhood safety and a sense of community.



Houses where windows and doors are hidden from the street detract from the perceived safety of the neighborhood, because no one is aware of what happens in the street.



Well-designed garage doors help to create a more attractive neighborhood street.



GARAGES

Principles

- *Parking and driveways should not dominate.*
- *Garages should not dominate.*

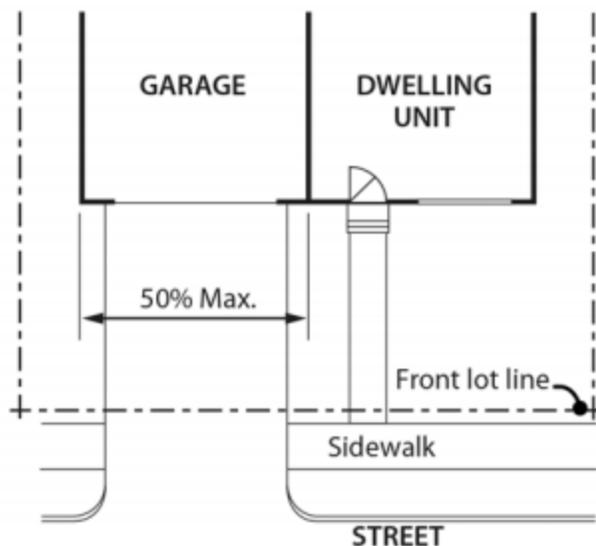
Master Plan Intent

The size and location of garages should be designed to:

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

The Code standards require limitations on the length and setback of the front garage wall so that they do not dominate the façade. Alleys and shared driveways are encouraged as a solution to be used where applicable; alleys are a specified solution for Small Lot Residential blocks along some collector streets. There is flexibility to have larger 3-bay garages, but with a 2-foot offset so the additional garage space is diminished in appearance. A minimum setback of 20-feet is required so that off-street parking in the driveway can be accommodated without parked cars overhanging the sidewalk.

Figure 8. Length of front garage wall



Precedents:
Garages



Garages that are accessed from the side of a house can reduce the visual impact of the driveway.



Large driveway areas disconnect houses from the street and create an unattractive frontage.



Recessed garages help to create a more attractive neighborhood street.



RESIDENTIAL DESIGN STANDARDS

Principles

- *Each home is part of the larger neighborhood and community.*
- *Details are important.*
- *Variety is the spice of good design.*
- *Create great neighborhoods.*

Master Plan Intent

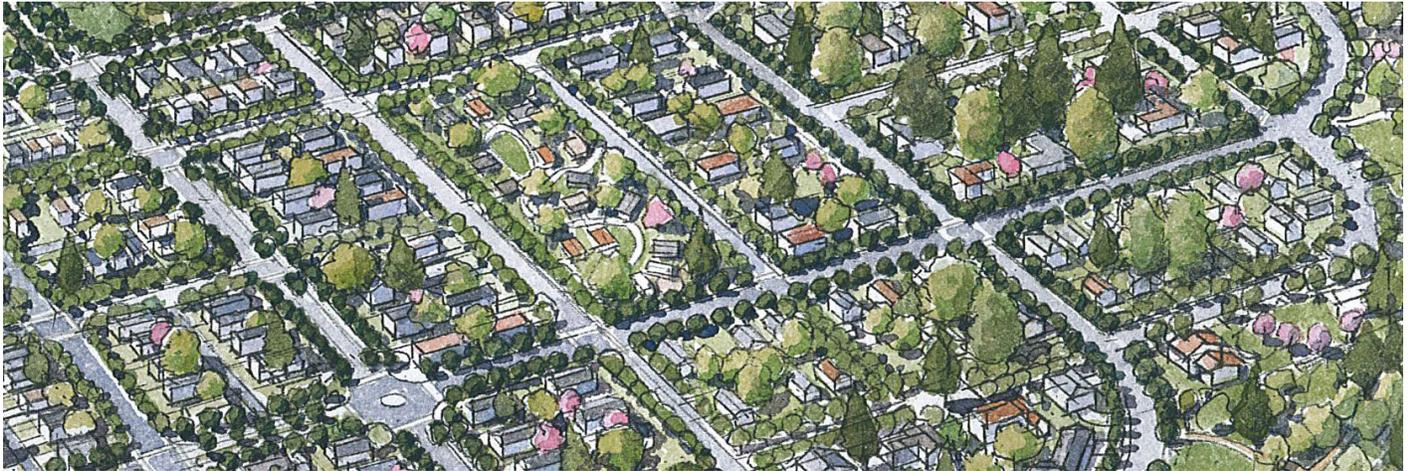
Detailed and varied home designs are intended to:

1. Support consistent quality standards so that each home contributes to the quality and cohesion of the larger neighborhood and community.
2. Support the creation of architecturally varied homes, blocks, and neighborhoods—whether a neighborhood develops all at once or one lot at a time—avoiding homogeneous street frontages that detract from the community's appearance.

There are three groups of standards to achieve quality residential design:

- **Windows and Articulation.** Ten percent of the façade must be made up of windows, including glazed portions of doors. This percentage was tested during the preparation of the Master Plan and shown to be readily met. Varied rooflines, offsets, balconies, and other forms of articulation are required to add interest, shadow lines, and variety to the façade.
- **Design Menu.** Architectural detailing and variety is required through a flexible “menu” of standards. Builders may choose from a list of 15 standards and meet at least 5 of them. This system is in use in many cities and has proven to be effective and easily administered. Examples of the standards include: dormers, covered porch entries, second story balconies, roof overhangs (minimum 16”), decorative gables, stone or other decorative materials, transom windows, and decorative base materials (minimum 36” in height).
- **House Plan Variety.** The basic requirement is that no two adjacent or opposite dwellings may have the same elevation. Small lot developments over 10 acres are required to incorporate duplexes or attached 2-unit homes. These standards are intended to promote variety, create interesting streetscapes, and prevent monotony.





Precedents:
Residential Design Standards



Details are important.



Homogeneous homes, without adequate detailing and landscaping, detract from the attractiveness of the neighborhood.



Use of alleys and orientation to pedestrian connections provides pedestrian-friendly frontages.



High quality construction, detailing, and diverse architectural styles make a neighborhood more attractive.



LOT AND SITE DESIGN IN SMALL LOT SUBDISTRICTS

Principles

- *Each home is part of the larger neighborhood and community.*
- *Variety is the spice of good design.*
- *Design guidelines should be tailored to each zone.*

Master Plan Intent

Small Lot Subdistricts have unique lot and site design requirements in order to:

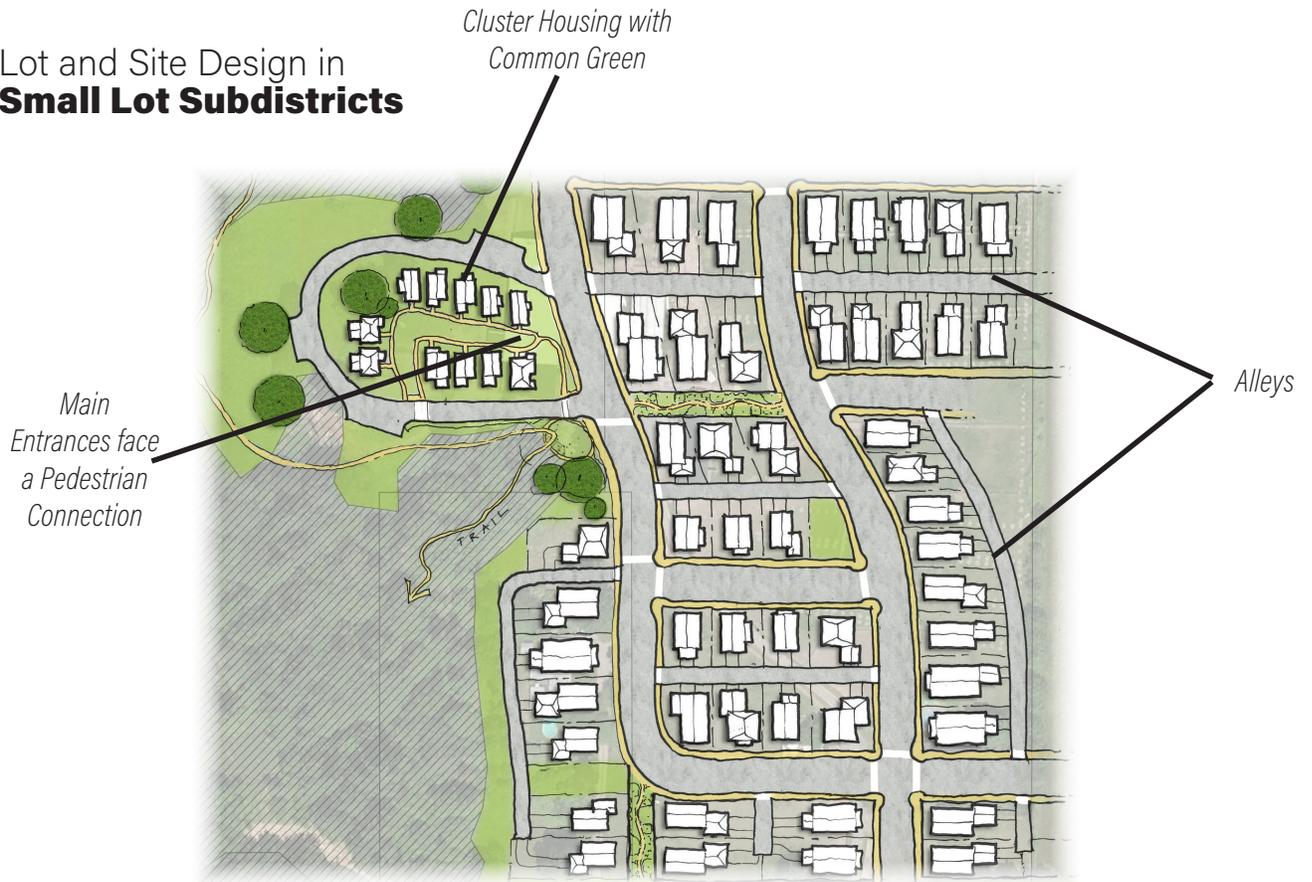
1. Ensure that development in the Small Lot Subdistricts is compatible with other developments in the Frog Pond West Neighborhood;
2. Ensure varied design that avoids homogenous street frontages;
3. Orient site design to support active pedestrian street frontages; and
4. Integrate open space into the development pattern.

Small lots present unique opportunities and challenges. On the positive side, they provide affordable housing choices, options for residents who do not want to maintain large homes and lots, and a solution for maintaining density while providing open space. They are an important part of Frog Pond's variety of housing. On the challenging side, they require careful site design to ensure an attractive street edge and compatibility with nearby larger lots. To address these issues, the Master Plan and the implementing code utilize a flexible system where one or more of the following site design elements are employed on each block:

- **Alleys**, so that streetscapes are "people places" and not dominated by closely-spaced driveways.
- **Residential main entries grouped around a common green or entry courtyard** (e.g. cluster housing) provide open space integrated with the small homes.
- **Four or more residential main entries facing a pedestrian connection** allowed by an applicable master plan to activate pedestrian connections with front doors and activity.
- **Garages recessed** at least 4 feet from the front façade or 6 feet from the front of a front porch.



Lot and Site Design in
Small Lot Subdistricts



Small Lot Single Family Demonstration Plan



Alleys.



Varied design to avoid homogenous frontages.



Residences facing pedestrian connection.



Main entries grouped around a common green.



OPEN SPACE IN SMALL LOT SUBDISTRICTS

Principles

- *Variety is the spice of good design.*
- *Green is great.*
- *Create community gathering spaces.*

Master Plan Intent

The Master Plan, and the implementing Code, require that open space is included in developments within Small Lot Single Family Subdistricts. The amount of open space is “10 percent of net developable area,” meaning 10% of the net area after “take-outs” for non-residential uses, SROZ-regulated lands, streets, alleys, and pedestrian connections. The required open space must be in the form of active greens, courtyards, community gardens, tot lots, public pedestrian ways, tracts with preserved trees and wetlands, and similar spaces. The City’s rationale and purpose for this open space requirement is to:

1. Add variety and livability to the built form in Small Lot Subdistricts, where density is highest in the neighborhood.
2. Provide a useful tool to preserve trees and wetlands in areas of smaller lots.
3. Provide active play spaces close to homes that have smaller yards.

Natural resource areas such as tree groves and/or wetlands and unfenced low impact development storm water management facilities may be counted toward the 10% requirement at the discretion of the City. Fenced storm water detention facilities do not count toward the open space requirement. The minimum area for a single facility or tract is 4,000 square feet so that spaces are a meaningful size for active uses or resource protection; the City may approve smaller spaces on a case-by-case basis.

The Small Lot Subdistrict open space requirement is one part of the framework of open spaces planned for Frog Pond West. In summary, the open space framework for the neighborhood includes:

- Land within the Boeckman Creek SROZ
- SROZ along Willow Creek
- BPA Corridor
- One 2.5-acre neighborhood park and one 1.5-acre trailhead park
- A 10-acre future school with expected fields and play areas
- An estimated 20% of identified wetlands
- Pedestrian greenways that will result from implementation of the Street Demonstration Plan
- Small Lot Subdistrict open spaces

Please see page page 67 for further information on the Open Space Framework.



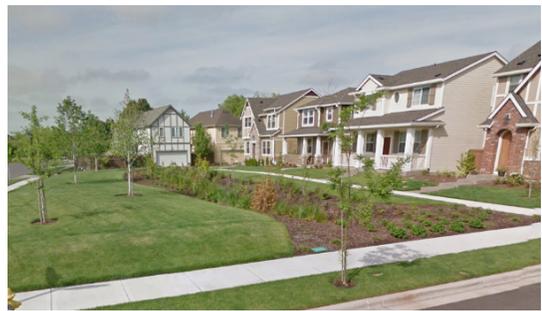
Open Space in
Small Lot Subdistricts



Demonstration Plan of 10% Open Space Standard in Small Lot Subdistrict



Trailhead Park



Common Green



Pedestrian Connection



Community Garden



BOECKMAN AND STAFFORD ROAD FRONTAGES

Principles

- *Details are important.*
- *Create a complete streets and trails network.*
- *Provide compatible transitions to surrounding areas.*

Master Plan Intent

Boeckman Road and Stafford Road are very important streets for Frog Pond West. Visually and functionally, Boeckman Road is a “front door” to Frog Pond West. It is also a “seam” between Frog Pond West and existing neighborhoods to the south. It serves an important connecting function between East Wilsonville and Central and West Wilsonville. Stafford Road will be the new gateway into Wilsonville from the north and a seam between Frog Pond West and the future Frog Pond East.

The Master Plan seeks to: (1) Ensure that development does not “wall off” Boeckman Road and Stafford Road from their adjacent neighborhoods; (2) Create walkable and bikeable streets, even though they are arterial classifications and will carry relative large volumes of traffic; (3) Coordinate frontage standards to create an attractive edge to the neighborhood and a strong connection with the larger community; and (4) Find the right balance between a streetscape that works for people, and development that seeks residential privacy.

There are two strategies employed by the Master Plan to achieve the above objectives. The first strategy involves tailored cross-sections that have a planted median, a buffered bike lane, a generous planter strip and wide sidewalks. The second strategy involves coordinated frontage requirements that will create a cohesive and attractive design along the frontages of both roads. Figure 10 shows the required frontage improvements. The elements include:

1. **Brick wall with wrought iron fence on top.** The property line fencing along Boeckman Road and Stafford Road will include a 4’ high brick wall with a 2’ high wrought iron fence located at the lot line. 6’ high brick columns will be placed at regular intervals.
2. **Foundation landscaping.** Landscaping comprised of low shrubs and ornamental plants will be provided at the foot of the wall to offer variety and visual interest.
3. **Pedestrian connections.** Connections will be provided from Boeckman Road into the neighborhood, at a spacing consistent with the Street Demonstration Plan. The pedestrian connections will be consistent with the Pedestrian Connection cross-section in the Frog Pond West Master Plan.



4. **Landscape buffer tract landscaping.** A Landscape Buffer Tract will be provided between the right-of-way and the rear of the abutting lots. The buffer will be a common tract and will be planted with climate-adaptive shrubs to create a landscaped edge to the streetscape and reduce the visibility of the walls.
5. **Enhanced elevations.** The street-facing facades of the homes along Boeckman will meet the standards (windows, articulation, residential design standards, house plan variety) for front elevations elsewhere. These elevations do not need to mirror the fronts, but they do need to meet the Code's standards. These "enhanced elevations" requirements also apply to facades facing pedestrian connections, parks, open space tracts and the Boeckman Trail.

Figure 9. Boeckman Road Frontage

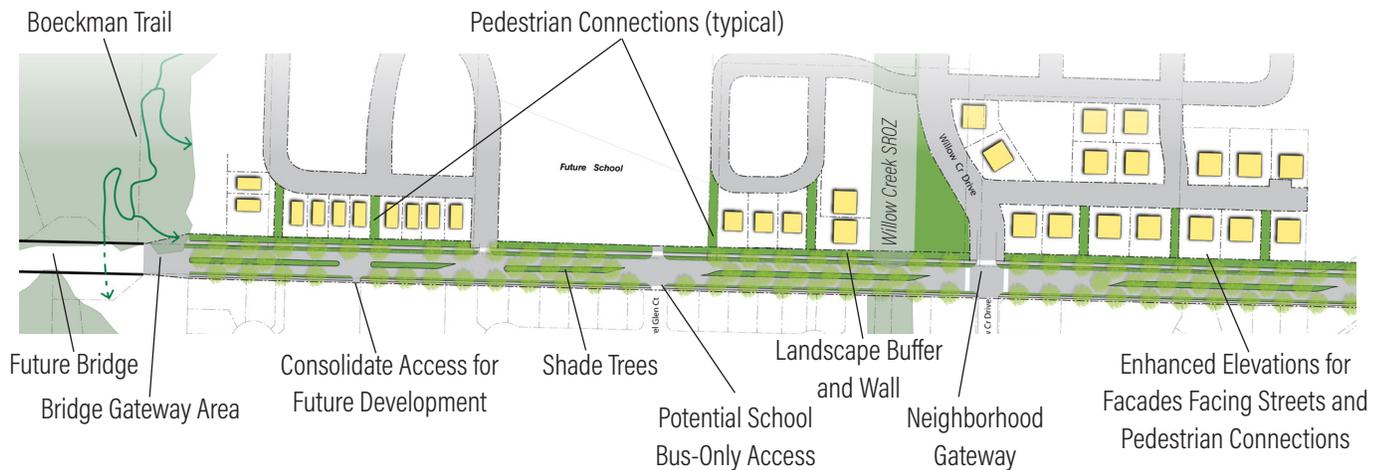
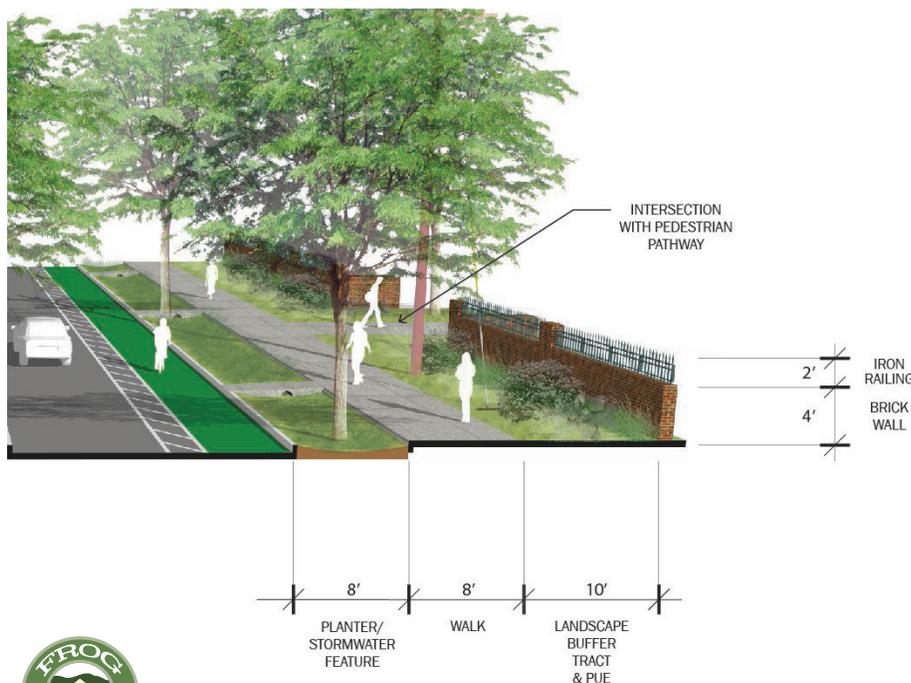


Figure 10. Boeckman Road and Stafford Road Frontage Improvements



BOECKMAN CREEK FRONTAGES

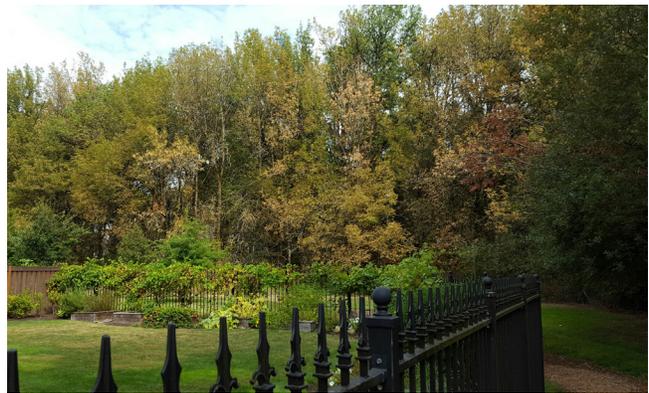
Principles

- *Green is great.*
- *Design guidelines should be tailored to each zone.*
- *Provide access to nature.*
- *Provide compatible transitions to surrounding areas.*

Master Plan Intent

The Boeckman Creek Significant Resource Overlay Zone (SROZ) is a unique asset to the West Neighborhood. It provides a scenic backdrop, a large open space, the location of the Boeckman Trail, and a planned future trail crossing that will connect the Frog Pond neighborhoods to the Canyon Creek Road area on the west side of the Boeckman Creek corridor. The character and form of adjacent development—the orientation of lots, the design and location of open space tracts, the type of fencing, and the landscape plantings—will all influence (1) how compatible (or incompatible) new development is with the resource area; and (2) how much physical and visual access the neighborhood and larger community has to Boeckman Creek.

Figure 11. Examples of Creekside Treatment



The Master Plan intends for the following to be implemented in order to ensure development is compatible with the adjacent SROZ and that physical and visual access to the Boeckman Creek Trail and SROZ area is provided:

1. The SROZ shall not be “walled off” or privatized by development. Rather, the objective is to ensure compatibility and to create physical and visual access for all neighborhood residents and visitors.
2. Streets shall terminate in, or run adjacent to, the Boeckman Creek trail at trailhead locations shown on the Street Demonstration Plan. It is particularly important for the east-west streets to follow this requirement, so that there are clear visual corridors from the interior of the neighborhood to the Boeckman Creek SROZ area.
3. Open space tracts and pedestrian connections that are provided with development shall be oriented to support the goals of compatibility and physical and visual access.
4. Where possible, lots shall be oriented to minimize rear-yard orientation to the SROZ area.
5. All elevations adjacent to the Boeckman Creek trail shall be enhanced with articulation and architectural detailing consistent with the Residential Design Standards of the Neighborhood Residential Zone.
6. Fences facing onto the Boeckman Creek SROZ open space shall be comprised of wrought iron or other transparent materials acceptable to the City. Colors shall be black or a similar dark color.
7. The City’s SROZ regulations for the use of native vegetation, preservation of existing trees, and other “Habitat Friendly Development Practices” will be applied.



EAST-WEST STREET ORIENTATION

Principles

- Create a complete street and trail network.
- Provide access to nature.

Master Plan Intent

The east-west streets that will be built in Frog Pond West are an opportunity to provide visual and physical access to the Boeckman Creek Trail and resource area. The intent of the Master Plan is to:

- Ensure that there are sight lines between the interior of the neighborhood and the Boeckman Creek corridor.
- Ensure direct and convenient access to the Boeckman Creek Trail.

Figure 12 illustrates this concept in plan view. Figure 13 illustrates how the concept would look at the neighborhood street level.

Figure 12. Sight Lines to Boeckman Creek Corridor

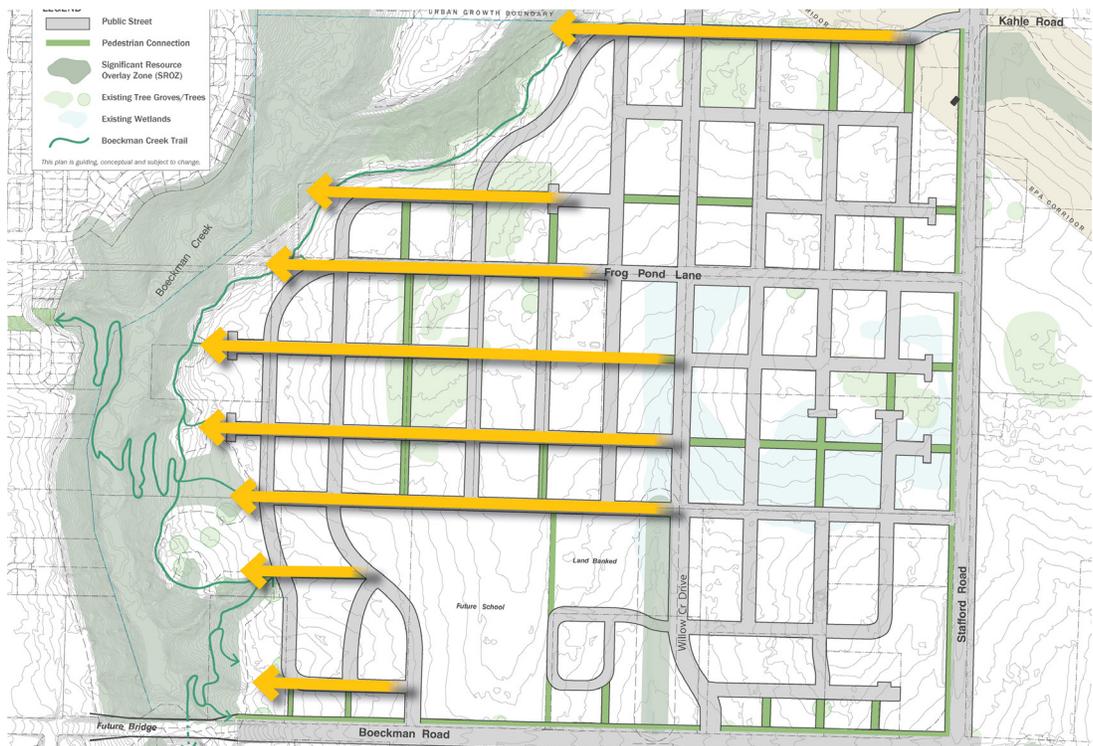


Figure 13. Conceptual View of Street Culminating on Boeckman Creek Corridor



SITE PLANNING TO PRESERVE TREES AND WETLANDS

Principles

- *Green is great.*
- *Provide access to nature.*
- *Retain trees.*
- *Integrate sustainability.*

Master Plan Intent

The tree groves within the planning area provide a key visual asset and are a link to the historic character of the area. To the extent that existing mature trees can be retained and protected as annexation and development occurs, it will contribute to the character and desirability of new neighborhoods. The city has existing annexation policies that incentivize tree retention.¹

Maps prepared for the City show an area of farmed wetlands in the southeast area of the neighborhood. They are relatively low-quality wetlands that do not meet the City's criteria for "significant" designation and application of the SROZ. However, they do have potential to be restored, used as storm water areas, and incorporated as amenities into the neighborhood.

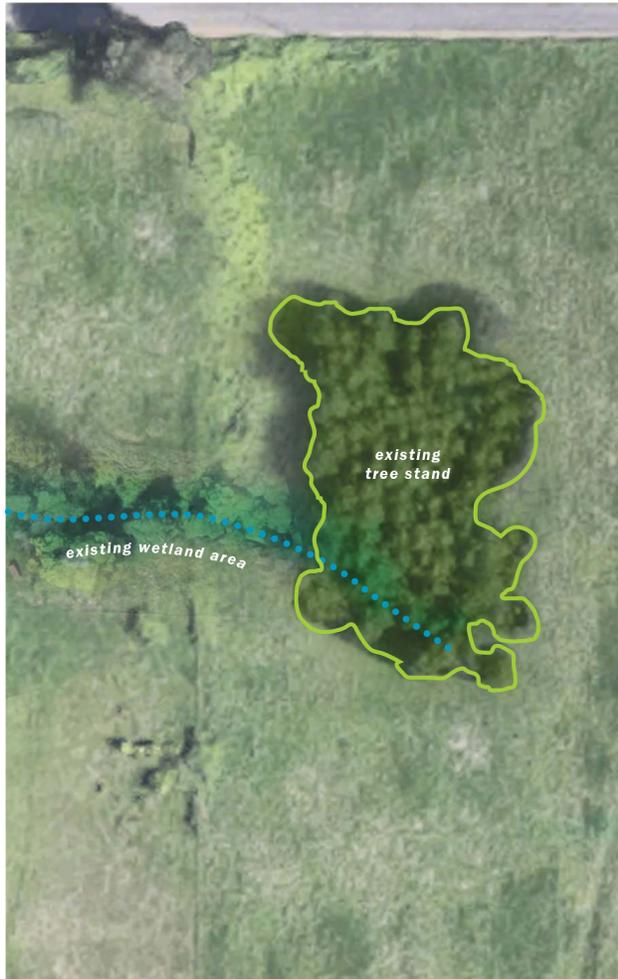
The Master Plan intends for tree groves to be preserved and incorporated into the design of developments as much as possible. This will be achieved through the Planned Development Review and application of Section 4.600, Tree Preservation and Protection, of the Development Code. Tree protection is also incentivized by counting toward open space requirements in the Small Lot subdistricts.

Figure 14 shows a site with a grove of trees, and how those trees might be incorporated into a development plan that would be acceptable to the City. The City encourages exploration of tree and wetland issues during the pre-application process before significant funds have been invested in designs that may not be approved.

¹ See *Wilsonville Natural Resources Annexation Policy*, adopted July 16, 2007. Available at <http://www.ci.wilsonville.or.us/DocumentCenter/View/550>.



Figure 14. Preservation of Existing Trees



Before development



After development



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Transportation



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OVERVIEW

The vision for Frog Pond West is to be a highly-connected neighborhood with a transportation network that is safe and convenient, whether one is traveling by foot, bike, SMART Transit, or car. The network of streets, pedestrian paths, and bikeways will knit together to provide public access to areas and amenities within the neighborhood, in the rest of the city, and in future growth areas. The City's overarching transportation strategy is in the Comprehensive Plan:

Implementation Measure 3.2.1a *Provide a safe, well-connected, and efficient network of streets and supporting infrastructure for all travel modes.*

The Frog Pond Area Plan Transportation Framework (Figure 15) and Bicycle/Pedestrian Framework (Figure 16) provide the foundation for a strong multi-modal network between and within each of the Frog Pond neighborhoods. The transportation element for Frog Pond West is the first stage for implementing these area-wide framework plans at a neighborhood-specific level of planning and design. The Master Plan recommendations recognize well-designed streets will provide other amenities in addition to transportation, including: a sense of community identity; provision of street trees and green space; locations for active transportation and healthy activity; and facilities for low impact stormwater treatment.



Figure 15. Frog Pond Area Plan Transportation Framework

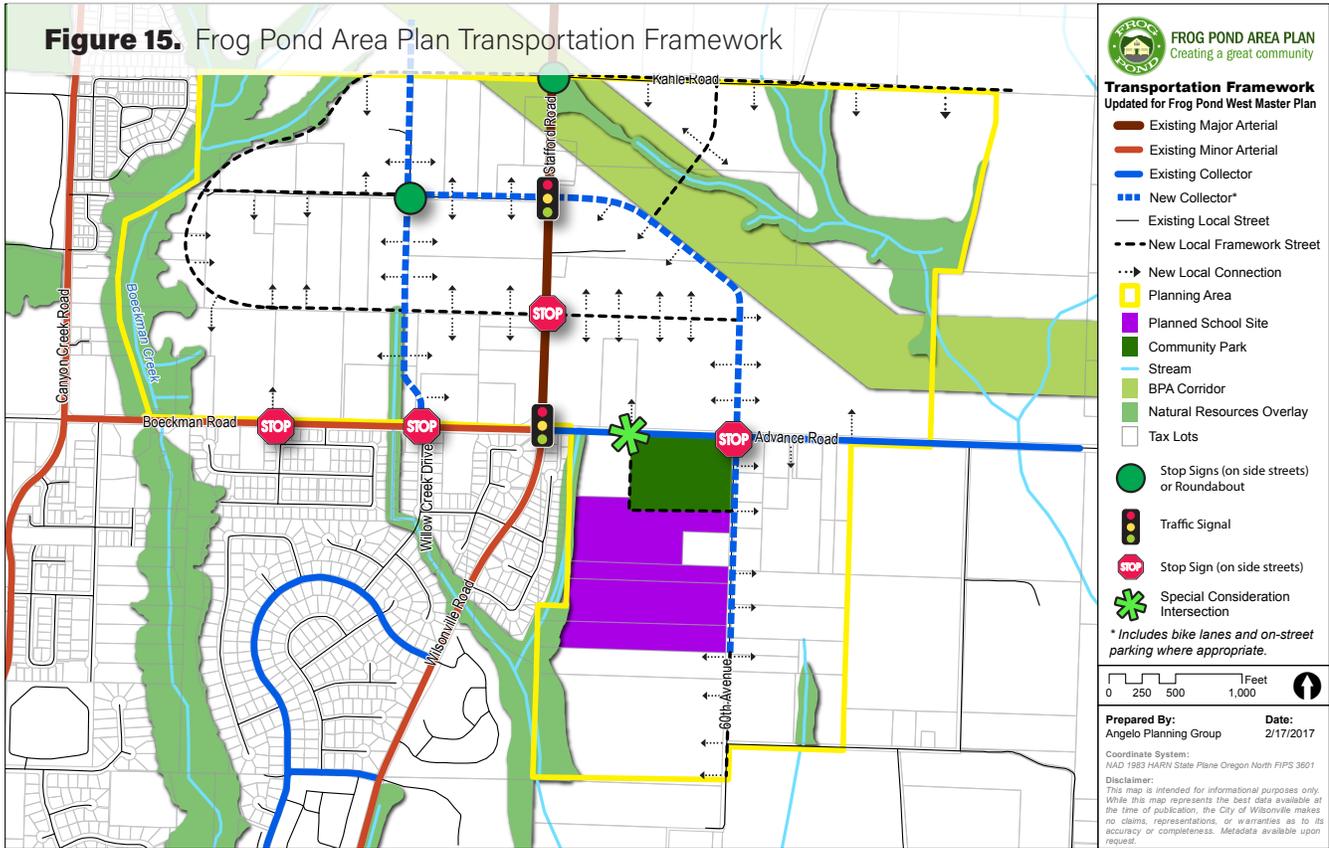
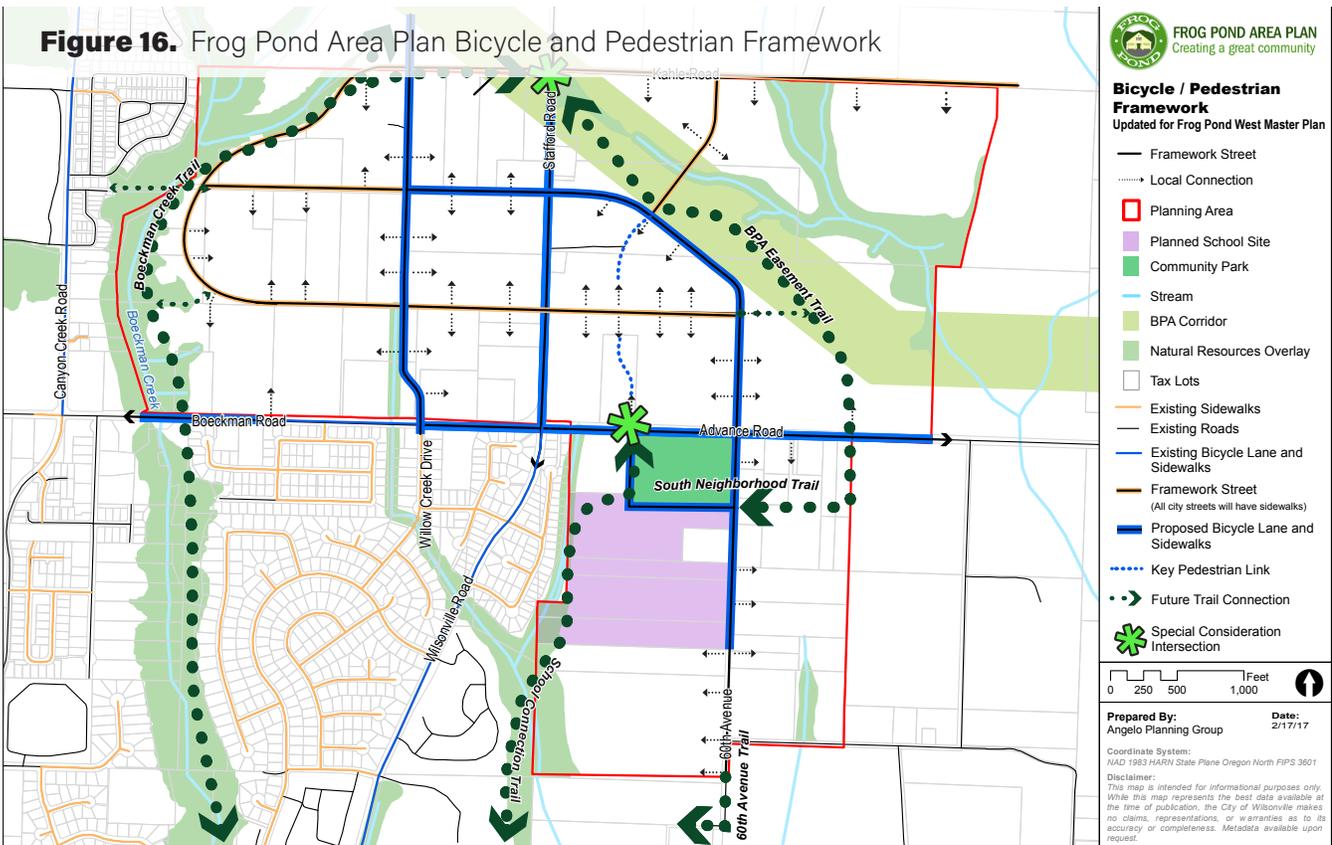


Figure 16. Frog Pond Area Plan Bicycle and Pedestrian Framework



STREET DEMONSTRATION PLAN

The Street Demonstration Plan is a detailed guide to the desired level of connectivity and overall street pattern for the Frog Pond West Neighborhood. It implements the “Framework Streets” developed in the Frog Pond Area Plan and shows a conceptual layout of local streets, alleyways, pedestrian and bicycle connections, and trails. The ultimate layout of the local street network will be implemented based on the needs of individual developments, consistent with the Street Demonstration Plan.

The street layout and block pattern in this diagram is illustrative; it shows one way of achieving the transportation and connectivity goals of the plan. It is intended to be guiding rather than binding, and used as a “consistency” standard during development review. This will be implemented through new zoning code text for the Neighborhood (N) Zone.

Wilsonville Code (WC) Section 4.127(.09) *Block, access and connectivity shall comply with adopted Legislative Master Plans.*

Within the Frog Pond West Neighborhood, streets shall be consistent with Figure 17, Street Demonstration Plan, in the Frog Pond West Master Plan. The Street Demonstration Plan is intended to be guiding, not binding. Variations from the Street Demonstration Plan may be approved by the Development Review Board, upon finding that one or more of the following justify the variation: barriers such as existing buildings and topography; designated Significant Resource Overlay Zone areas; tree groves, wetlands, or other natural resources; existing or planned parks and other active open space that will serve as pedestrian connections for the public; alignment with property lines and ownerships that result in efficient use of land while providing substantially equivalent connectivity for the public; and/or, site design that provides substantially equivalent connectivity for the public.

If a legislative master plan does not provide sufficient guidance for a specific development or situation, the Development Review Board shall use the block and access standards in Section 4.124 (.06) as the applicable standards.



Figure 17. Street Demonstration Plan



Street Types and Cross Sections

Cross sections for the various functional classifications of roadways in the City of Wilsonville are included in the City's Transportation System Plan (TSP). They depict typical roadway elements and widths for arterial, collector, and local streets, as well as shared-use paths. The Frog Pond West Master Plan provides a street classification that is consistent with the TSP, but more specific and tailored to the neighborhood—see Street Types Plan (Figure 18) and specific cross sections.

Cross Sections for the street types listed below are illustrated in Figure 19 through Figure 27. As with all street design in Wilsonville, the City has authority to require or allow variations from the typical cross-sections.

- Boeckman Road - Looking West
- Stafford Road - Looking North
- Low Impact Development Local Street
- Collector – Gateway
- Collector – Internal
- Typical Pedestrian Connection
- Typical Alley
- "Woonerf" street
- "Hammerhead" diagram
- Boeckman Creek Trail (see page 61)

The list of cross sections includes a local street type called "Woonerf and Special Street Designs". The City will consider, on a case-by-case basis, specialized street sections for low-volume, local streets that emphasize pedestrian safety, low impact storm water management, and traffic calming, while still maintaining connectivity. A Woonerf is one type of street that meets these criteria.

Stormwater will be managed within planter strips along the streets of Frog Pond West as much as possible. The design of the landscape/stormwater strips will accommodate the various needs of stormwater, pedestrian movement, and street trees. The City, at its discretion, may consider stormwater management through facilities other than planter strips on a case-by-case basis.



Figure 18. Street Types Plan

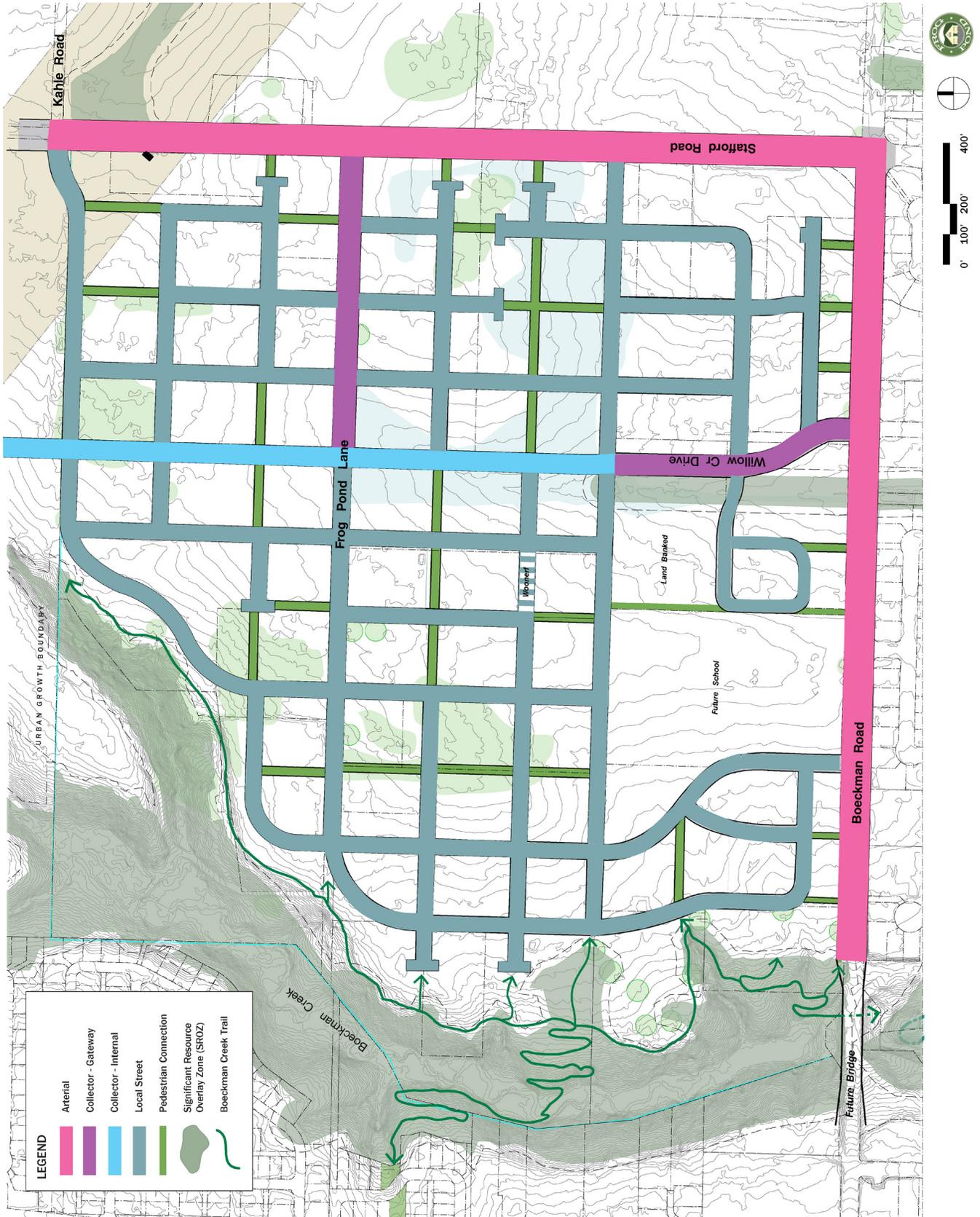


Figure 19. Boeckman Road - Looking West

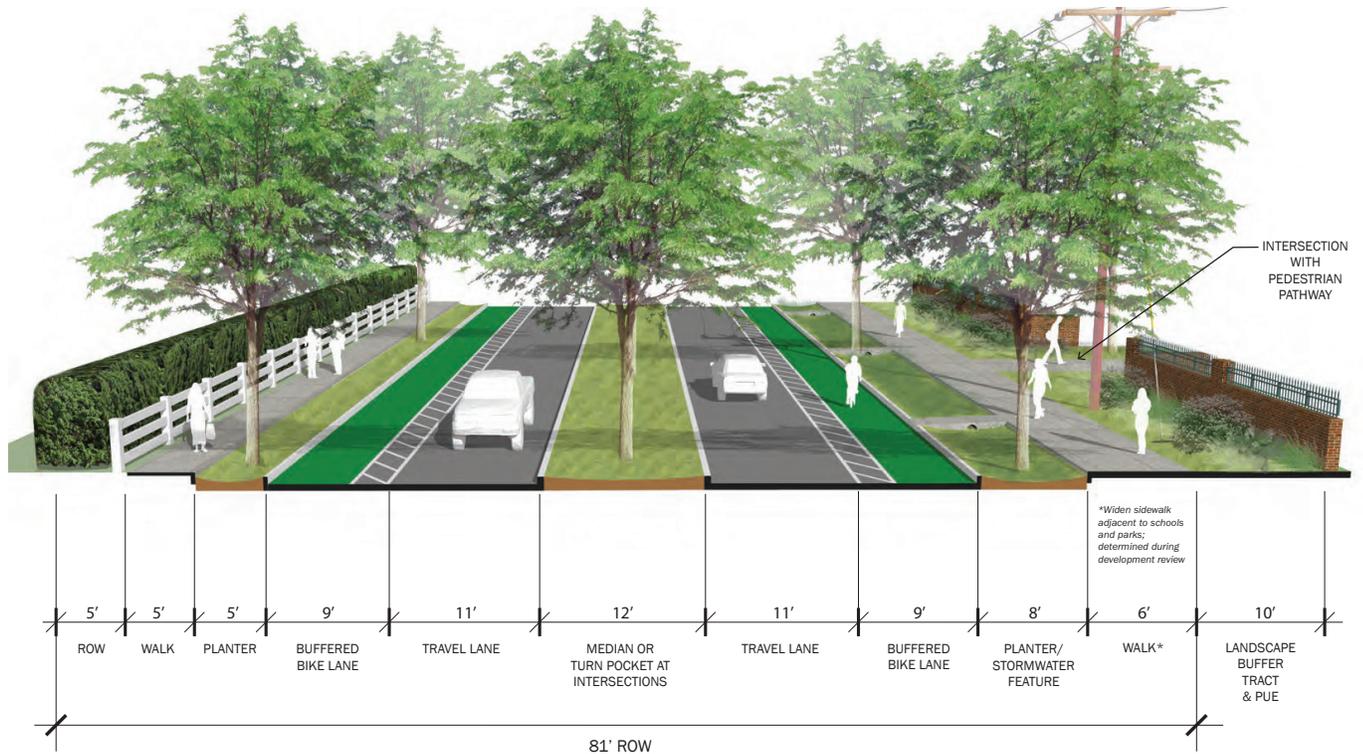


Figure 20. Stafford Road - Looking North

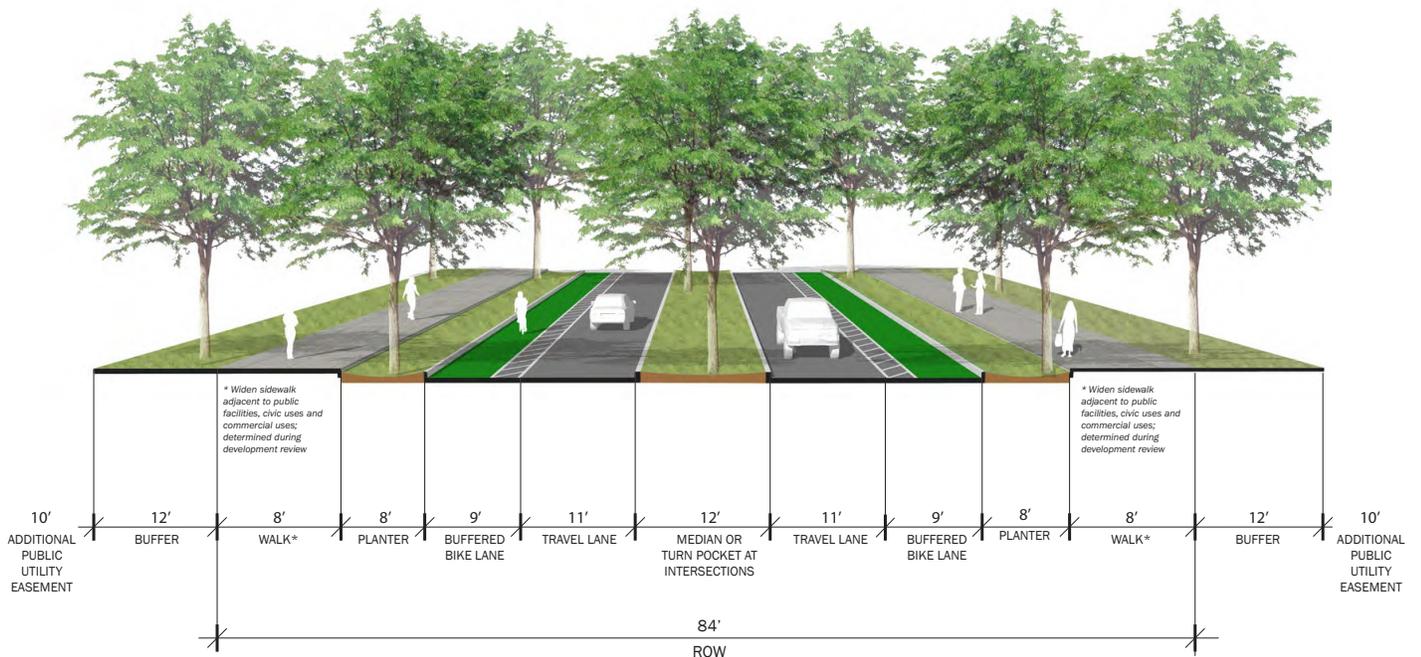


Figure 21. Low Impact Development Local Street

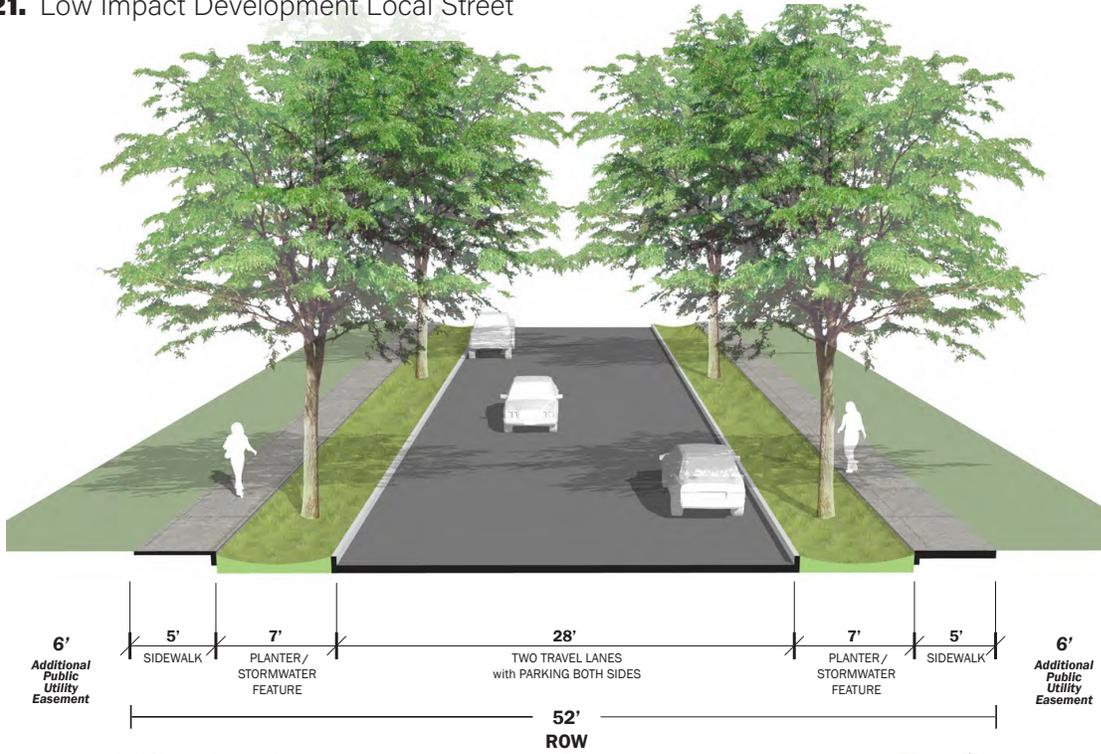


Figure 22. Collector - Gateway

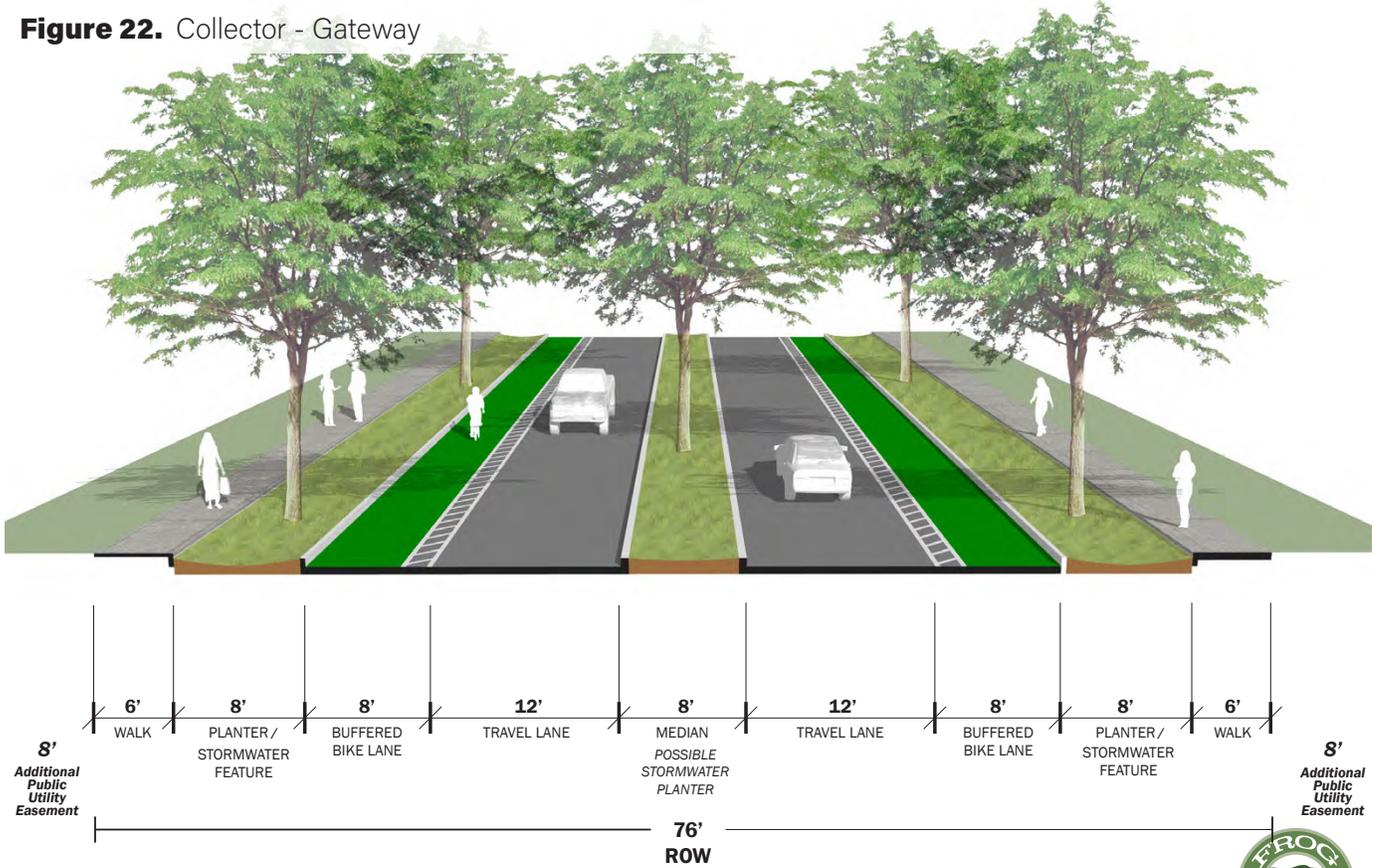


Figure 23. Collector - Internal

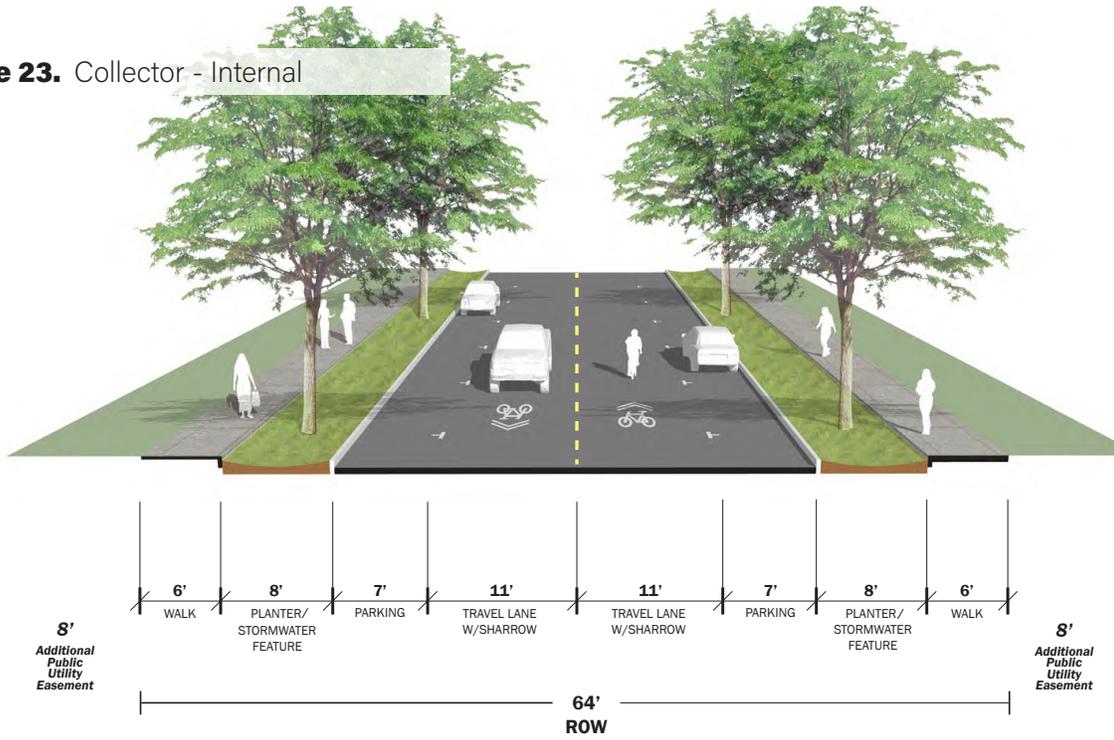


Figure 24. Typical Pedestrian Connection

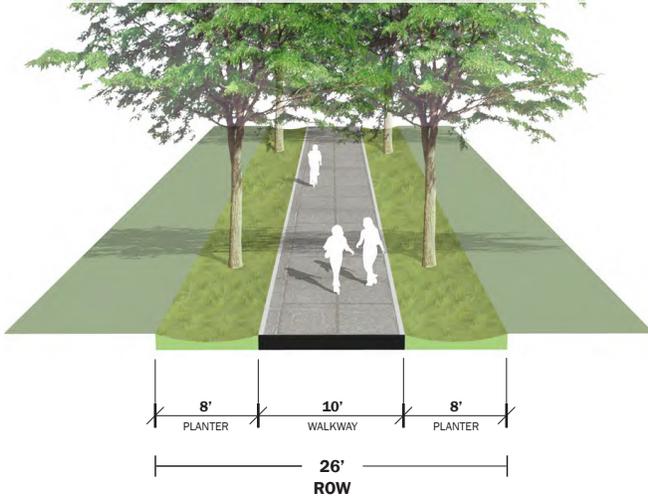


Figure 25. Typical Alley

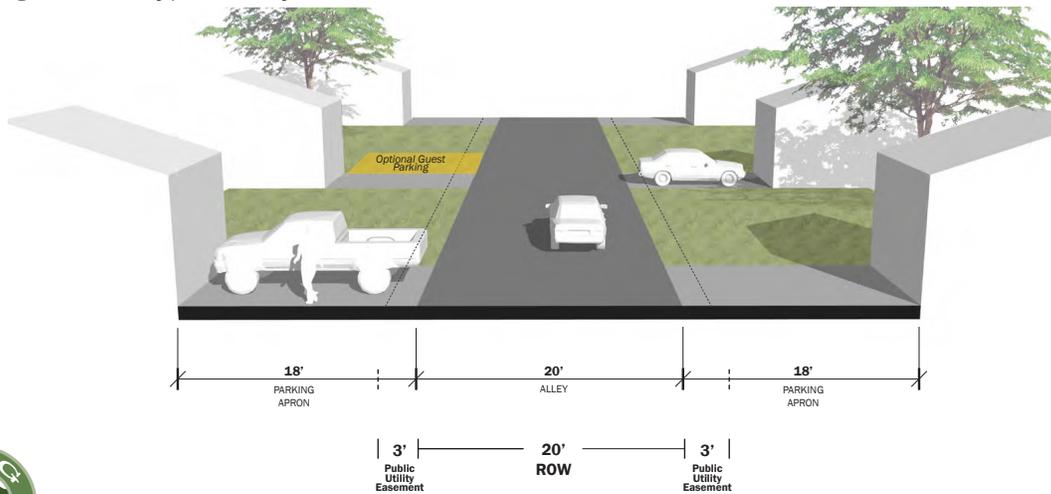


Figure 26. "Woonerf" street

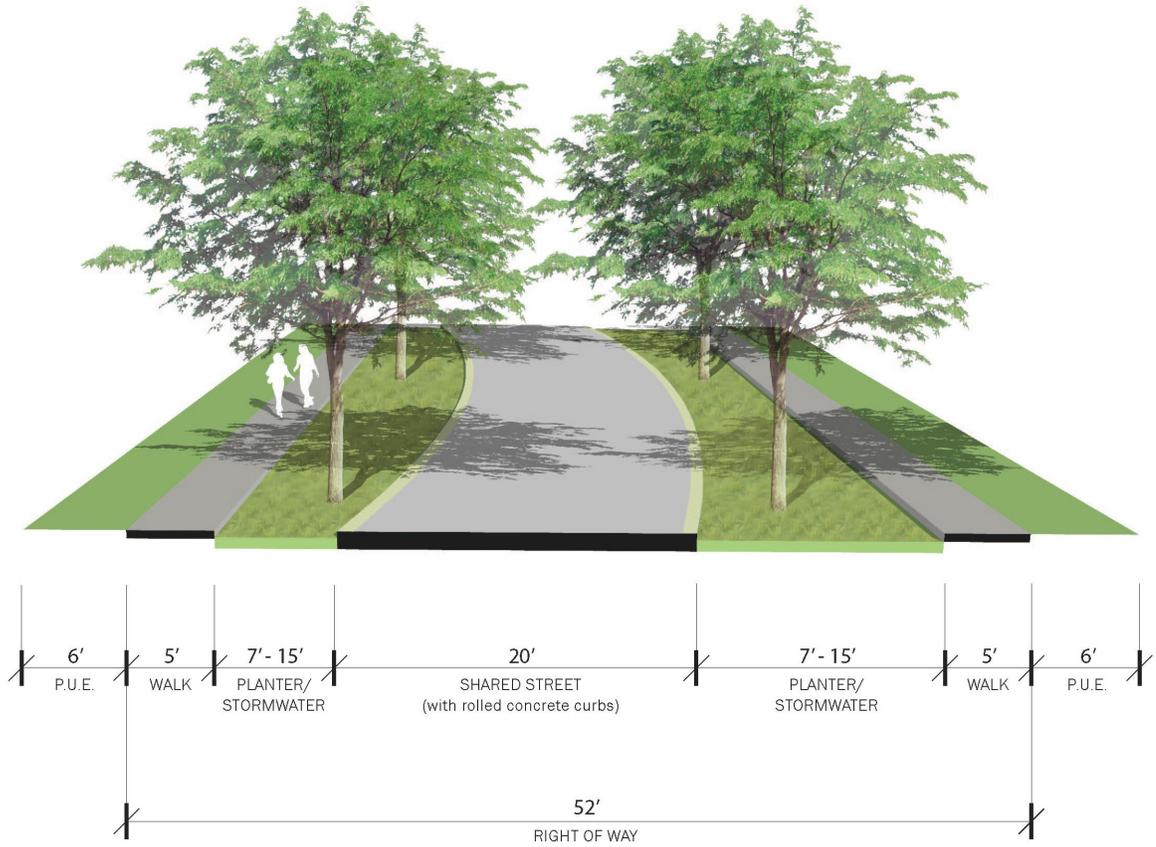
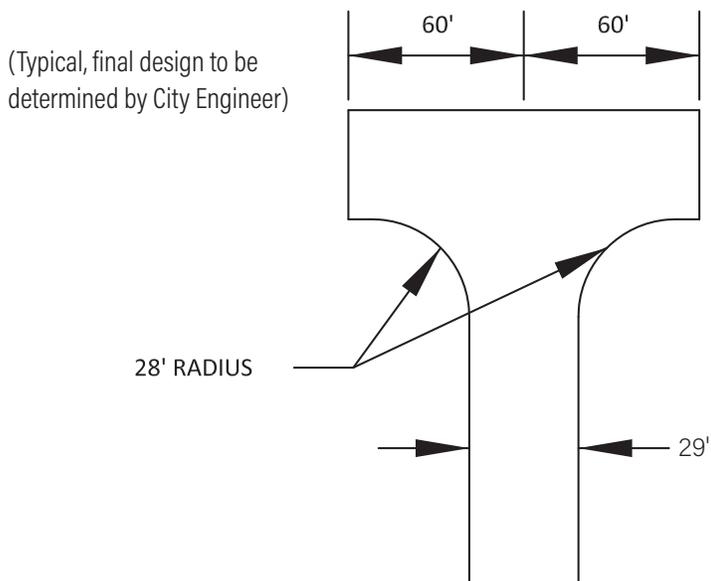


Figure 27. "Hammerhead" diagram

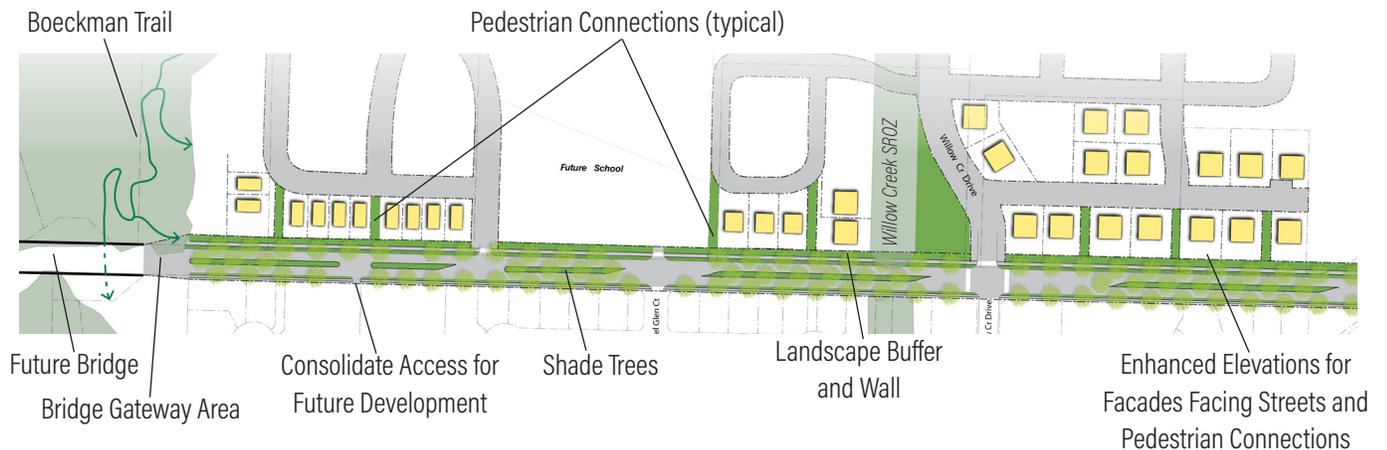


BOECKMAN ROAD DESIGN OBJECTIVES

As noted above, Boeckman Road is a very important street for Frog Pond West. Visually and functionally, Boeckman Road is a “front door” to Frog Pond West. It is also a connecting “seam” between Frog Pond West and existing neighborhoods to the south. It serves an important connecting function between East Wilsonville and Central and West Wilsonville. Stormwater management will be accommodated within the right-of-way and integrated with the street design. Street width and design will be tailored along the road to meet site-specific conditions and needs.

A “Boeckman Road Plan” is shown in Figure 28. The intent of this plan is to show the multiple design elements that have been planned together for Boeckman Road. The following elements have been considered and coordinated in preparing the Boeckman Road Plan: the street demonstration plan, the Boeckman Road cross-section, the Boeckman frontage requirements for the landscape buffer tract and brick wall, relocation of the power lines, potential access and circulation for the future school, and existing development on the south side of Boeckman Road.

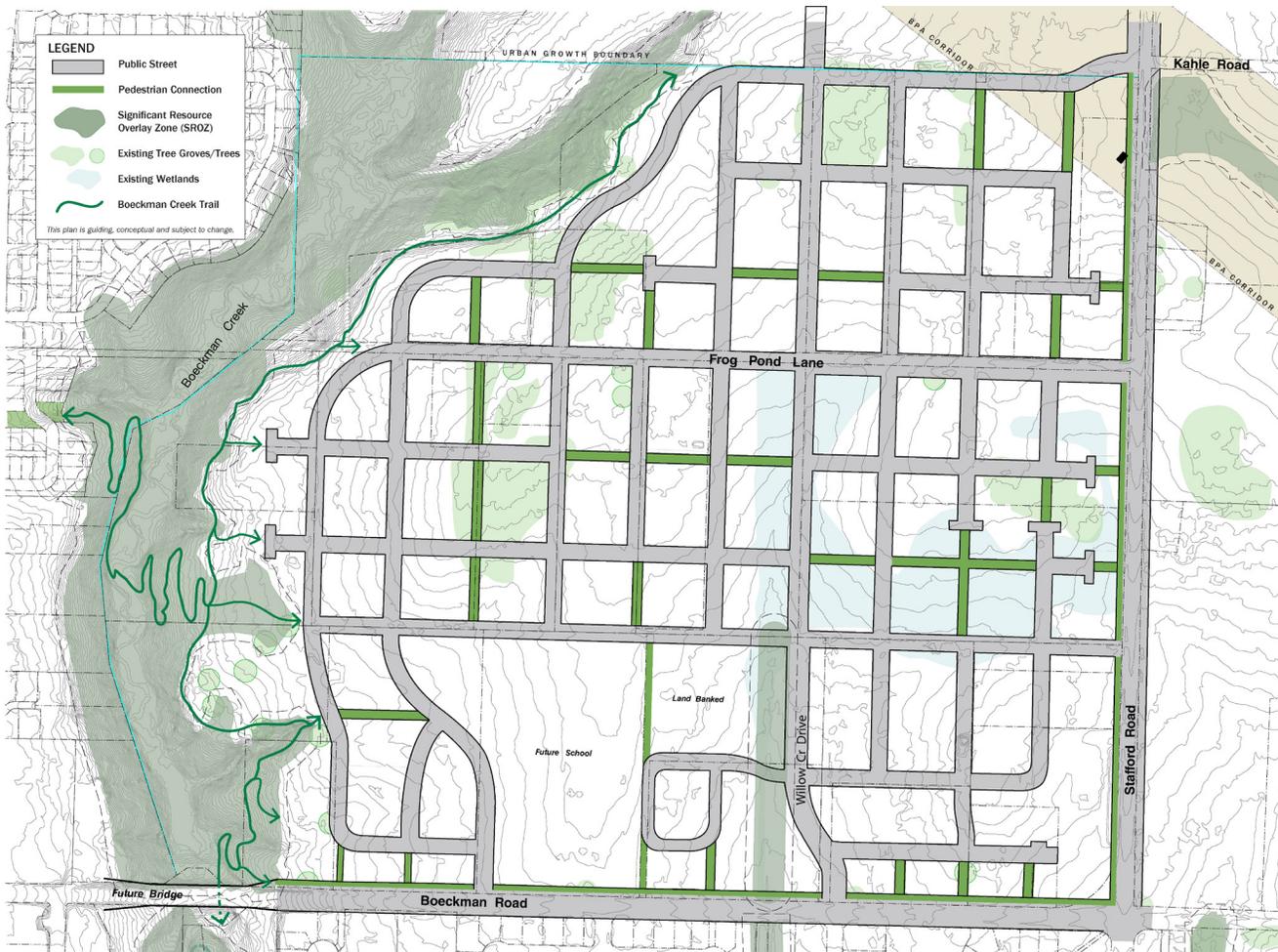
Figure 28. Boeckman Road Plan



PEDESTRIAN CONNECTIONS

Frog Pond West will consist of a highly connected transportation network with direct, convenient, and comfortable walking routes. The Master Plan envisions the use of high-quality pedestrian connections (see Figure 29) to complete the street grid where automobile connections are not necessary. The street network and pedestrian connections shown on the Street Demonstration Plan will provide the framework for the school district to plan “Safe Routes To Schools” that are coordinated with the overall plan for the neighborhood. The typical cross section for a Pedestrian Connection is shown in Figure 24.

Figure 29. Street Demonstration Plan - Pedestrian Connections



BOECKMAN TRAIL

The Boeckman Creek Regional Trail will be both a neighborhood amenity and a key pedestrian connection to adjacent areas. South of Boeckman Road, the trail will run within the creek canyon along the sewer line easement. After passing under the future Boeckman Road bridge (which will be raised to address the “dip”), the trail will climb to the top of the bank and run along the edge of the vegetated corridor/SROZ and the western edge of the Frog Pond West neighborhood. The trail alignment provides the opportunity for a linear park along this natural feature, with nodes of activity, or “pocket parks,” such as trailheads and play areas framed by the forest edge. This location will ensure that the trail is a neighborhood asset and increase its use and safety. The area’s east-west streets are intended to terminate at the trail, enhancing the visual and physical connection to the trail and creek corridor from within the neighborhood. As shown in Figure 33, the Boeckman Trail will continue east to the Kahle Road-Stafford Road intersection, connecting to the BPA Easement Trail and the South Neighborhood Trail.

Figure 30. Boeckman Creek Forest Trail Cross-Section

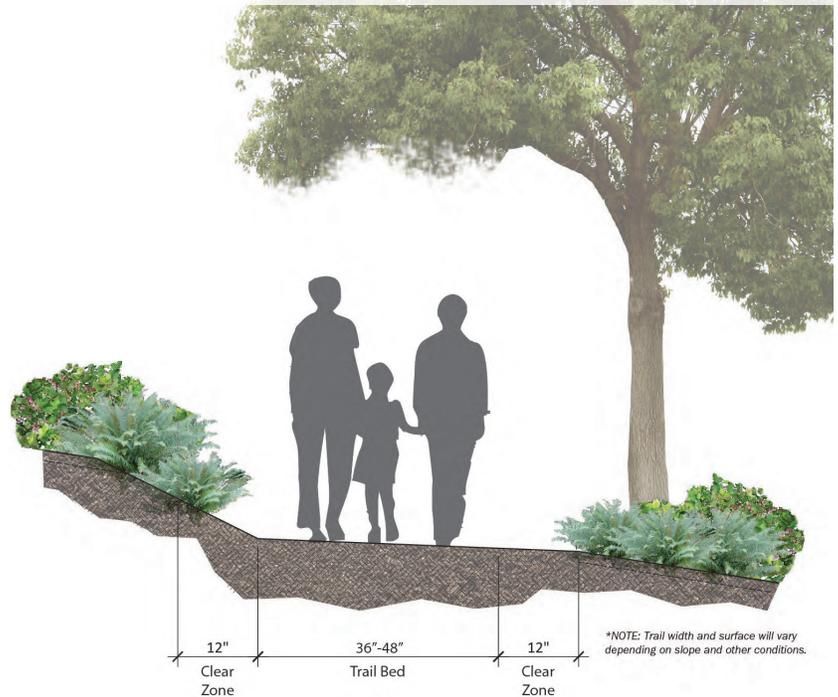


Figure 31. Boeckman Creek Regional Trail Cross-Section

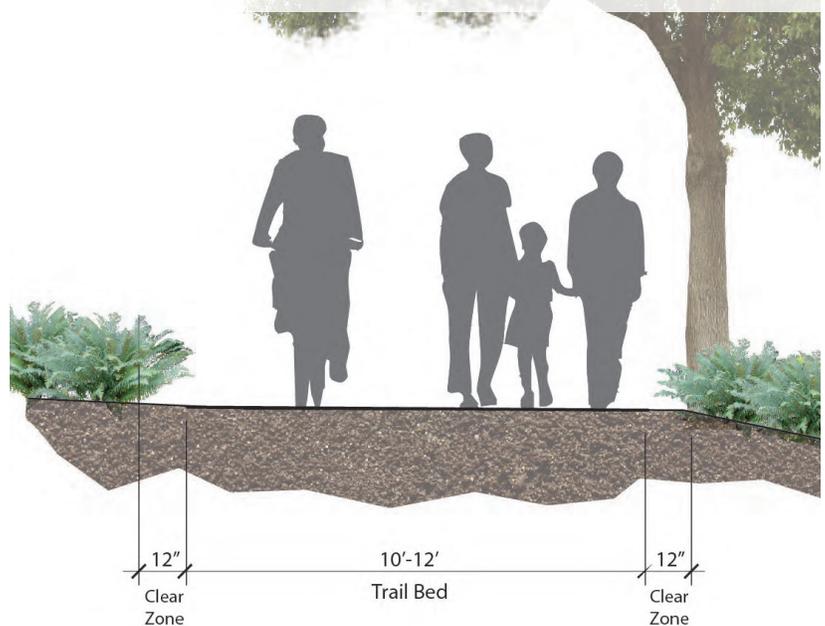


Figure 32. Boeckman Trail City Connections

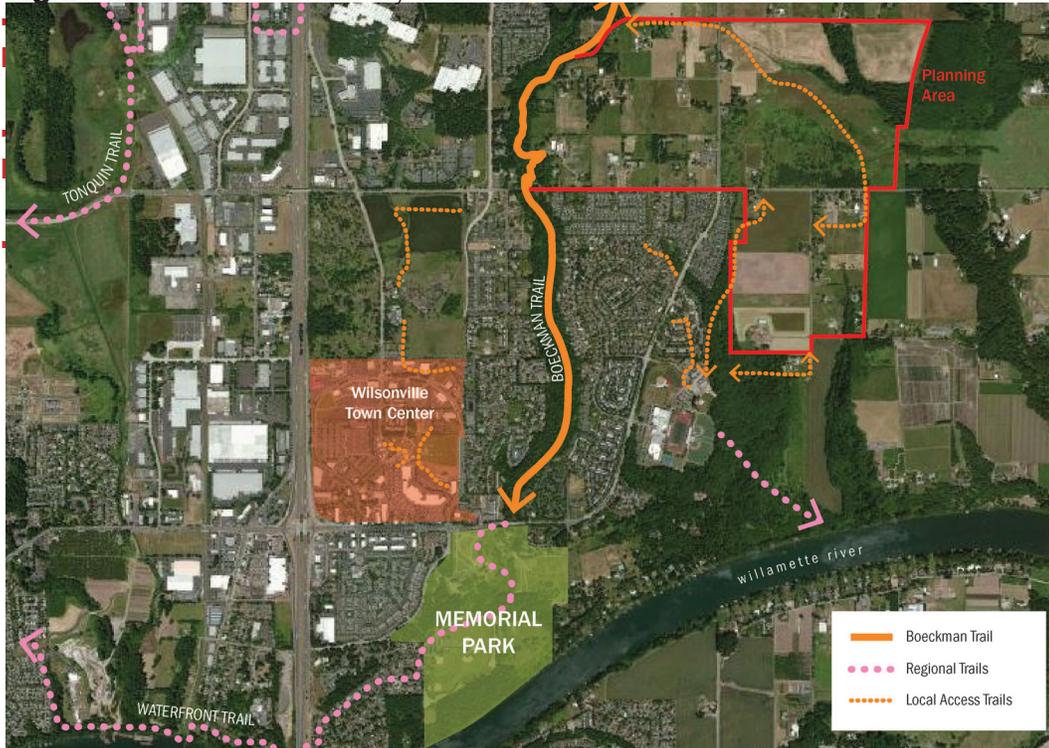


Figure 33. Area Plan Bicycle/Pedestrian Plan, Including Boeckman Trail Connections

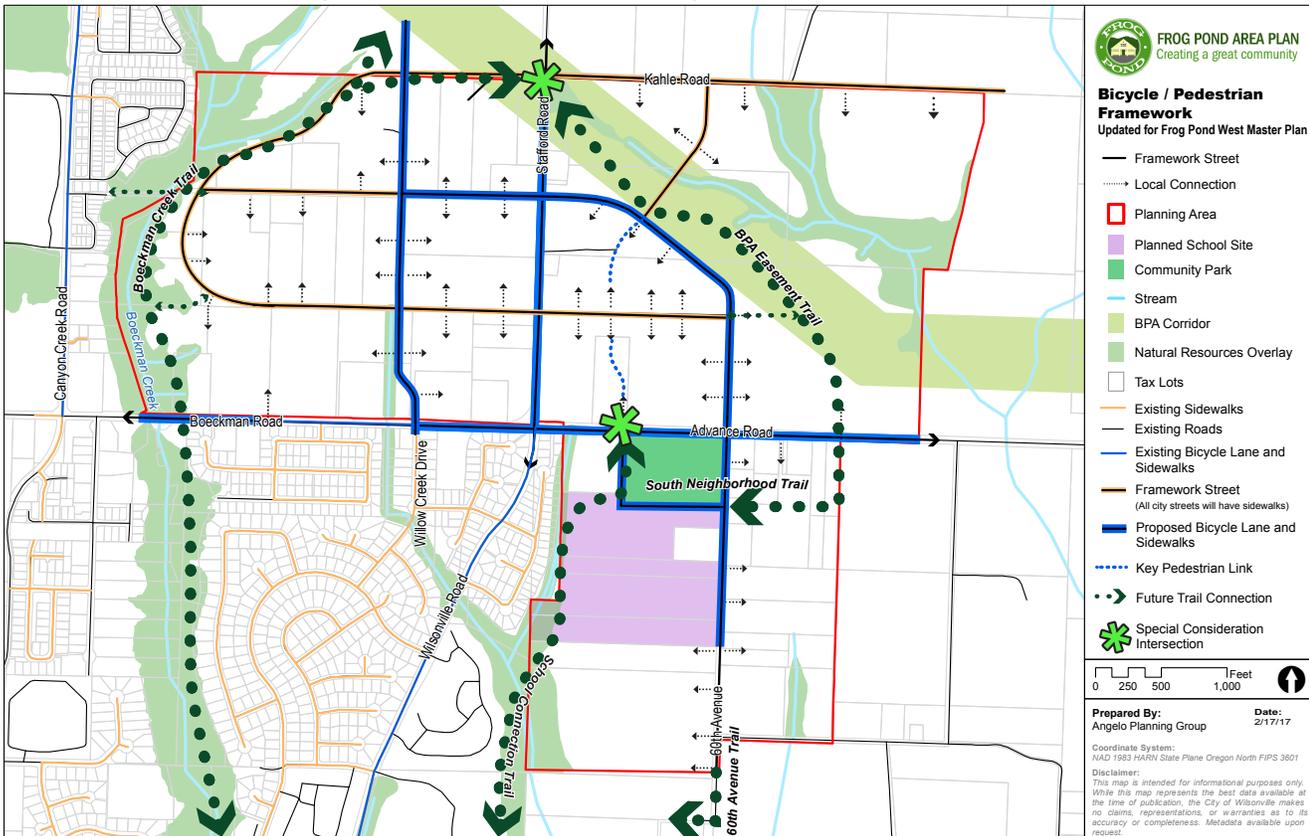


Figure 34. Boeckman Trail in Frog Pond West



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Parks & Open Space



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PARKS AND OPEN SPACE CONCEPT

Frog Pond West will be a green community, with ample parks and open spaces. Open space in the West Neighborhood will be comprised of:



2.5 ac Neighborhood Park



Wetland or riparian area



Pedestrian connection



Incorporating existing trees into the neighborhood



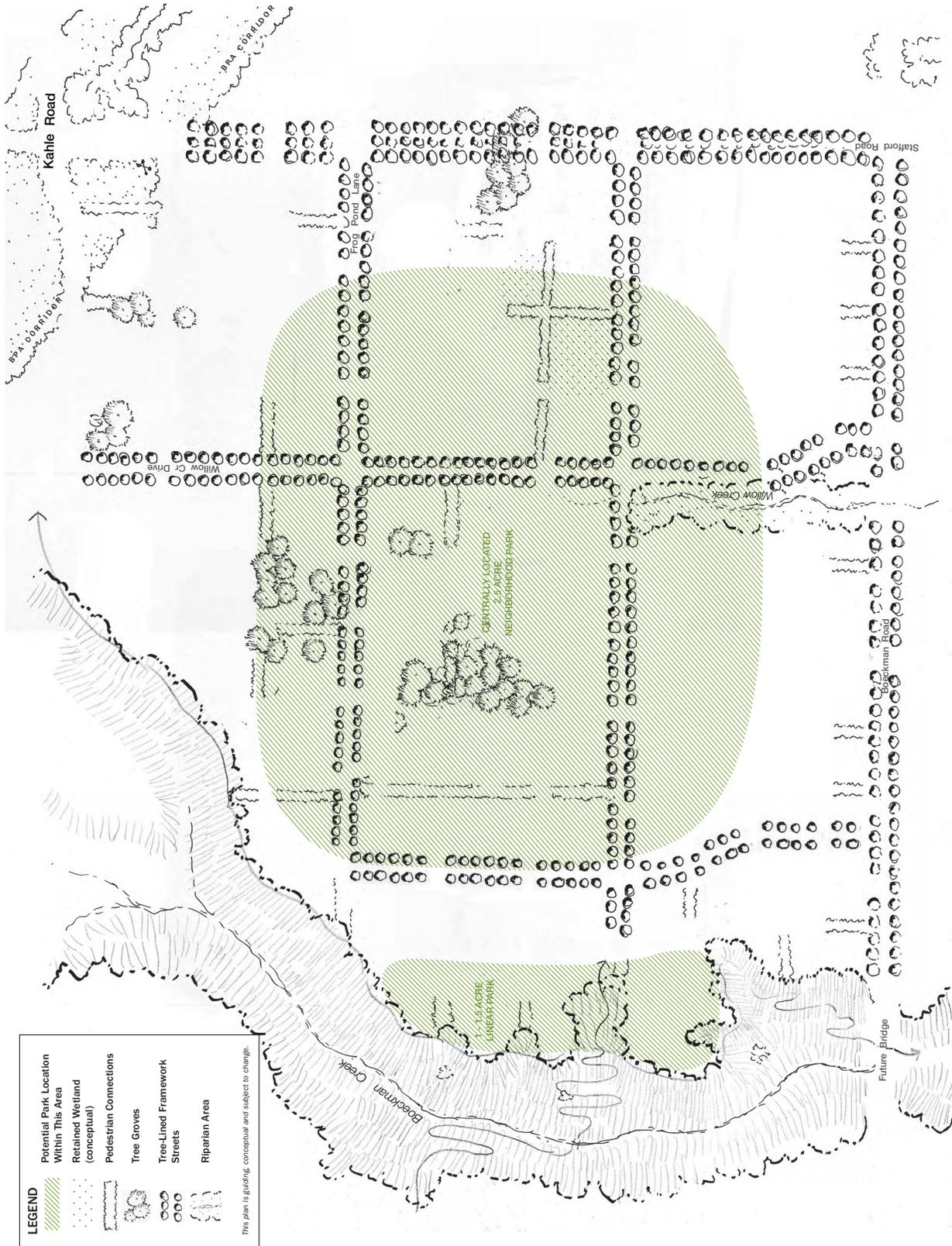
Tree-lined framework streets

- Significant Resources Overlay Zone (SROZ) along Boeckman Creek.
- SROZ along Willow Creek.
- A Bonneville Power Administration (BPA) Corridor in the northeast corner of the neighborhood.
- A 2.5-acre neighborhood park conveniently located within the neighborhood (acreage is approximate).
- A 1.5-acre trailhead park located near the Boeckman Creek trail in the west portion of the neighborhood (acreage is approximate).
- Open space provided as part of the future school, which may include a play area and fields.
- Existing tree groves and wetlands, a portion of which will be protected through the development process.
- Pedestrian greenways that will result from implementation of the Street Demonstration Plan.
- The tree-lined streets and public realm that provide active transportation routes.
- Development designs with voluntary platted open space tracts and large lots around new or existing homes.
- An additional 10% open space in Small Lot Single Family Subdistricts, where homes are likely to have smaller yards, in the form of active greens, courtyards, community gardens, tot lots, public pedestrian ways, and similar spaces.

Figure 35 shows how these open spaces are generally expected to be integrated into a cohesive network, creating a green and walkable open space system.



Figure 35. Open Space Framework



NEIGHBORHOOD PARK

The Frog Pond Neighborhood Park will be much more than a place to recreate or enjoy open space, it will be a key shared amenity for the community. The neighborhood park within Frog Pond West will be an important gathering place for residents of this and nearby neighborhoods. The park for this area was first identified in the 2007 Wilsonville Park and Recreation Master Plan, and carried forward into the Frog Pond Area Plan and the Master Plan. Many other neighborhoods in Wilsonville have created parks owned and maintained by their neighborhood associations. Due to its fragmented ownership pattern, Frog Pond West is a master planned neighborhood that will be built in multiple increments.

The Master Plan shows a “land banked” parcel adjacent to the future school site’s east boundary, on property owned by the West Linn-Wilsonville School District. The intent for this parcel is for the School District to have options for its use including school facilities, a neighborhood park, and/or residential use. The City’s intent is to work with the district to acquire a site for a neighborhood park at this location. The City and district have a long history of partnering on such projects. The location and characteristics of the site would be ideal for a neighborhood park, because: the school and park are co-located, resulting in a multi-purpose community gathering place; significant open space is provided by the adjacency of the school play fields, park, and Willow Creek SROZ; and excellent access from the adjacent neighborhood streets.

Figure 36. Neighborhood Park Design



The relationship between the adjacent homes and the park will be important. Where feasible, the blocks fronting the park should have homes facing the street and alley access to their garages. This design will eliminate curb cuts and driveways along the park's frontage, connecting the greenery of the front yards with the greenery of the park. Additionally, it will help reinforce "eyes on the street" and "eyes on the park."

Figure 37. Examples of Park Features



Park through a natural area



Park Events



Neighborhood Park



Park integrated with power line easement

BOECKMAN CREEK TRAILHEAD PARK

As described on page 61, the Boeckman Creek Trail will provide public access through an otherwise undeveloped open space corridor, allowing residents and visitors to enjoy a natural setting with trees and wildlife. The trailhead park will provide access to this amenity, as well as both passive and active open space serving a variety of neighborhood needs.

The Trailhead Park should be visually and physically accessible from within the West Neighborhood, at the western end of a street opening up to Boeckman Creek (see page 42). This location will provide a public focal point at the west end of the neighborhood, and a gateway to the natural resources that define the western edge of the neighborhood.

Figure 38. Examples of Trailhead Parks



Jackie Husen Park, bordering Cedar Mills Creek in Washington County



Little Sugar Creek Greenway Park in Charlotte, NC



SIGNIFICANT NATURAL RESOURCES

Protection of natural resources within the Frog Pond West Neighborhood has been a foundational principle for both the Area Plan and the Master Plan. Wilsonville’s Significant Resource Overlay Zone (SROZ) implements the goals and policies of the Comprehensive Plan relating to natural resources, open space, and flood hazards that have been designated “significant” by the City. SROZ resources in the West Neighborhood include Boeckman Creek corridor and Willow Creek, totaling roughly 27 acres. Properties that contain land within the SROZ will be subject to regulations in WC Section 4.139 of the Wilsonville Zoning Code as they undergo development review.

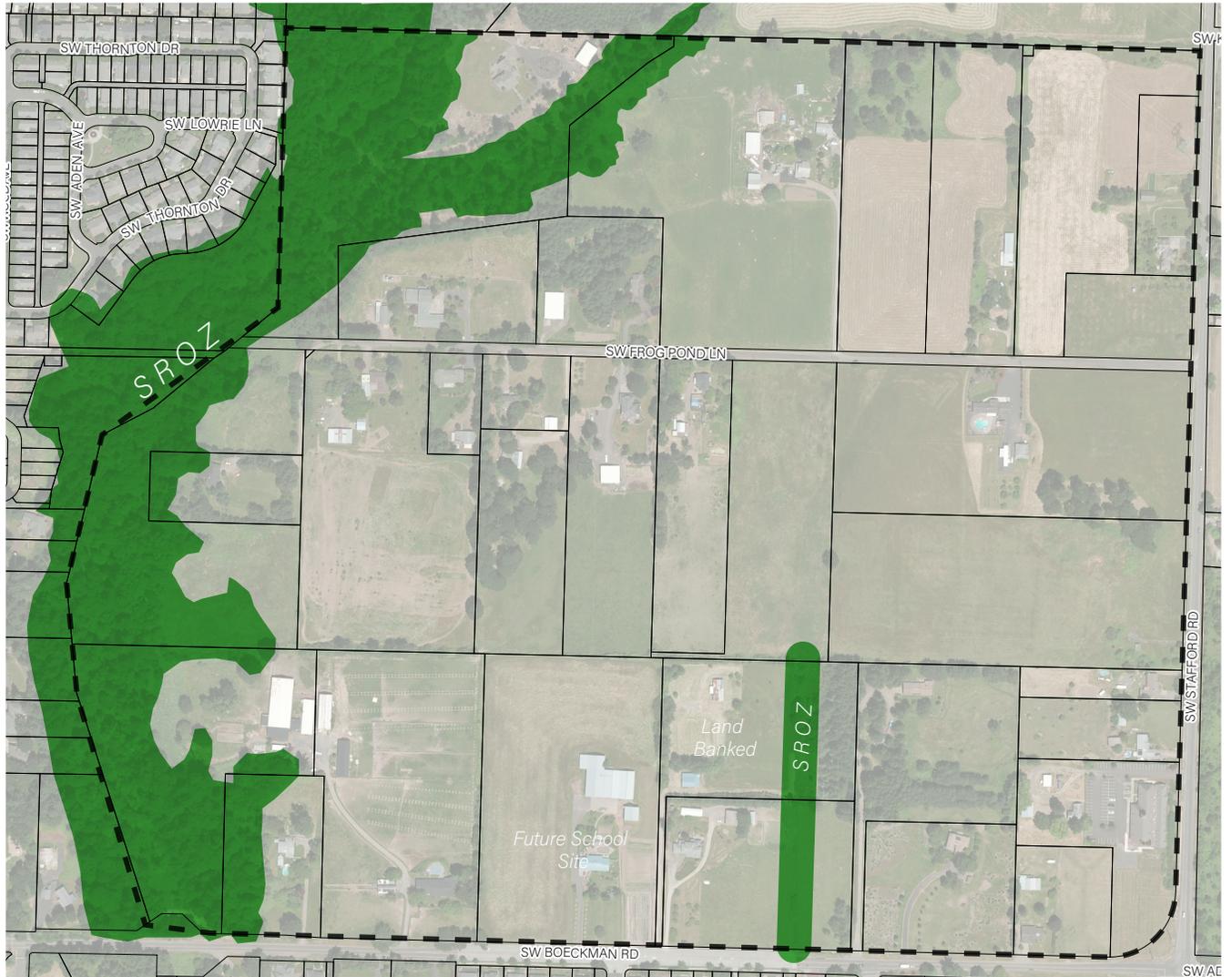
In addition to SROZ land, existing trees are subject to the Tree Preservation and Protection sections of the Wilsonville Zoning Code (Sections 4.600 – 4.640). The City places a high value on trees and tree groves, and requires Tree Removal Permits when trees are proposed for removal on an individual basis and as part of development review. There are four types of review procedures, ranging from review by the Development Review Board to review by the Planning Director. As illustrated in Figure 39, the Master Plan requires incorporation of existing trees and groves into creative site plans.

Wetland areas will be subject to the fill and removal regulations of the Oregon Department of State Lands (DSL) and Army Corps of Engineers (ACOE). Preliminary (non-survey) wetland inventories for Frog Pond West indicates potential wetlands in the eastern part of the neighborhood. Wetland boundaries will need to be delineated and refined as part of land use review. The City, in coordination and consultation with DSL and ACOE, may permit filling of and mitigation for non-significant wetlands. Similar to trees and tree groves, the Master Plan encourages incorporation of wetlands into creative site plans.

Figure 39. Preserving Trees and Wetland Areas



Figure 40. SROZ in the West Neighborhood



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Lighting, Street Trees, Gateways & Signage



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PUBLIC LIGHTING PLAN

Intent

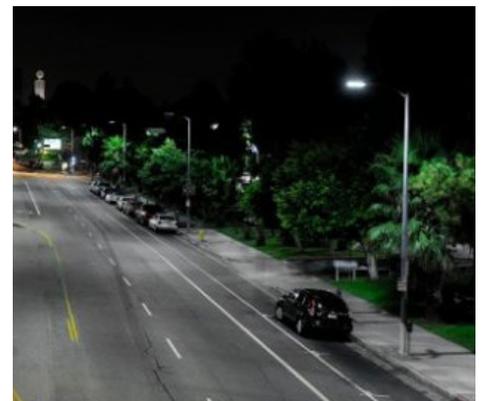
The Frog Pond Public Lighting Plan is intended to provide effective lighting of public streets and places to enhance neighborhood livability, night-time vitality and safety. The lighting recommendations focus on providing an even, consistent coverage, softening contrast ratios at edges and improving visibility by avoiding excess illumination and brightness. Most of the neighborhood will be part of the Overlay Lighting Zone LZ 2: Low-density suburban neighborhoods and suburban commercial districts, industrial parks and districts, as specified in Chapter 4.199 of the City's Planning and Land Development Regulations. Dark-sky-friendly fixtures are required, as well as LED bulbs. All lights will be 3000k color and have 7-pin adapters. The City will own and maintain all lighting and PGE will provide power. Design details should follow City of Wilsonville Public Works Standards.

Lighting Plan Hierarchy

For Frog Pond, a subtle hierarchy in lighting is proposed, as shown in Figure 41, Public Lighting Plan. These categories of street lighting are tied to the Street Types Plan and unique requirements of pedestrian connections, trailheads, and paths.

Arterial

- This includes segments of Boeckman Road and Stafford Road and is intended to be the brightest standard to maximize safety for vehicles and bicycles.
- The selected street light for City arterials may be the XSP2™ LED Street/Area Luminaire – Double Module – Version C, or equivalent per City's Cobrahead light standard at the time of construction.
- Design should follow City of Wilsonville Public Works Standards Chapter 201.9.01 Roadway and Intersection Lighting.



Arterial LED lights are primarily focused on vehicular safety but their light is also important for pedestrians and cyclists.

Collector Gateway

- This includes segments of Willow Creek Drive and Frog Pond Lane, as they enter the neighborhood from adjoining arterials.
- To identify these streets as 'Gateways' into the neighborhood, a closer spacing than Local Street Lighting (to be determined through a lighting design plan tied to the street design) is recommended and brighter illumination for





The fixture proposed for Gateway Collectors will be a shorter, more contemporary selection that acts as a transition from Arterial to Local Streets

these stretches of street

- These streets should feature similar light fixtures as Arterial Streets, with shorter poles and a more contemporary design standard
- The Philip Gardco AeroScape LED is proposed—a more contemporary model that can act as a transitional fixture between taller, contemporary Arterial lights and lower, neighborhood scale lights with historic design elements.
- Another option is the Lithonia DSXO LED 40C 700 TM4

Key Intersections

The following general recommendations apply to three key intersections: Willow Creek Drive and Boeckman Road, Frog Pond Lane and Stafford Road, and the intersection of Stafford, Boeckman, Wilsonville, and Advance Roads:

- These three areas act as transition zones between urban-scale arterial lighting and more neighborhood-scale lighting types.
- Placement of fixtures should be carefully considered to ensure the two types do not conflict visually
- The intersections should be more brightly-lit, acting as a wayfinding 'beacon' when approaching them
- Coordinate lighting with future landscaped gateway features at the intersections

Local Street

- Local streets should provide minimum light levels for safe circulation, while contributing to the visual appeal of streetscapes.
- Light placement should avoid negative effects on adjacent housing
- Dark sky friendly light fixtures should be used
- A consistent lighting standard should be used throughout the neighborhood to knit together individual subdivisions.
- Use the following ornamental light standard: Phillips Hadco Westbrooke (Ledgine CXF 15)



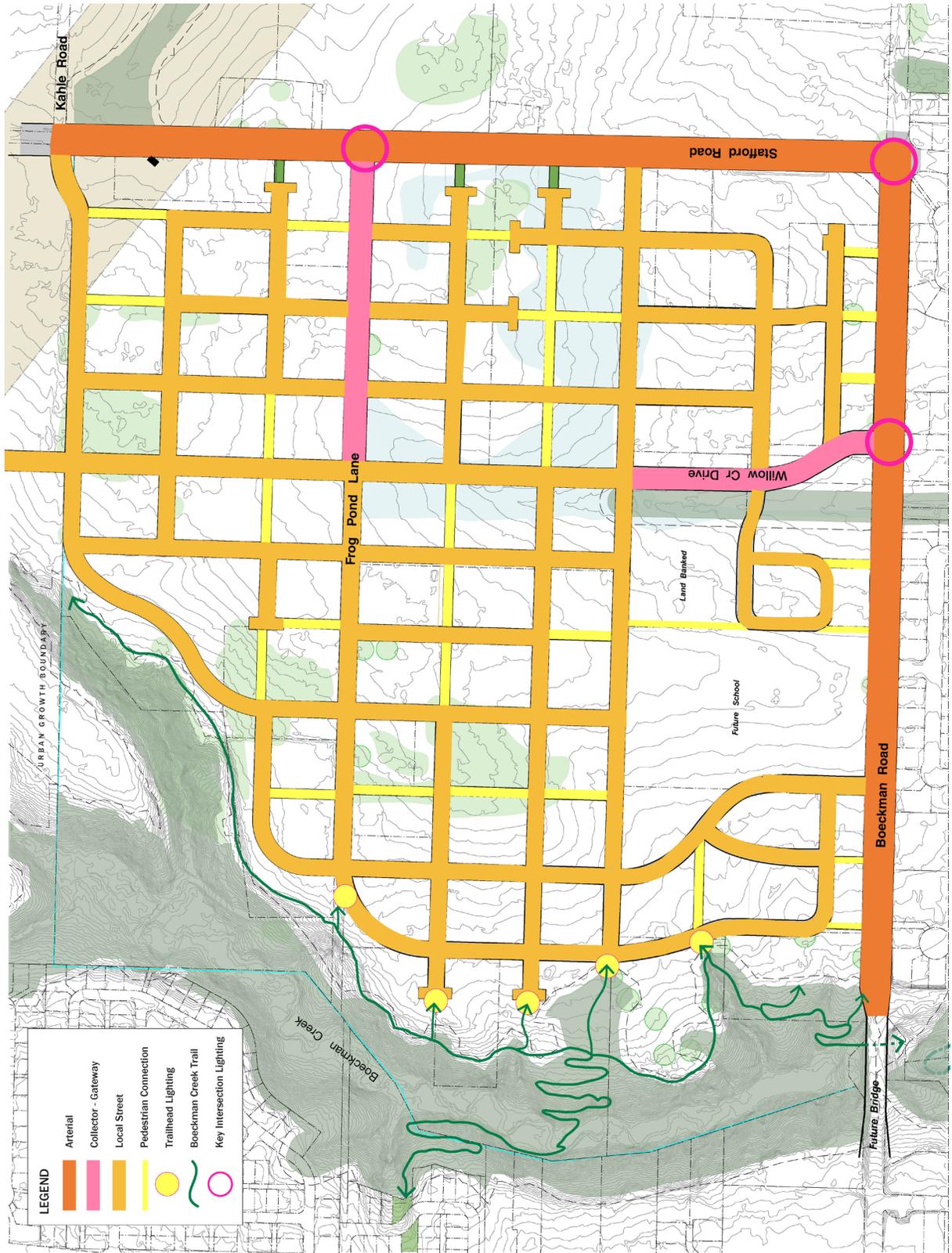
Local street fixtures should provide subtle lighting that does not affect livability of nearby homes



The proposed Local Street fixture, Phillips Hadco Westbrooke



Figure 41. Public Lighting Diagram



Pedestrian Connections, Trailheads and Paths

- Consistent pedestrian lighting is an important contributor to the neighborhood's identity and can define a hierarchy of travel routes.
- Trails and paths should be uniformly illuminated
- In-ground up-lighting should be avoided.
- Trailhead parking areas should be illuminated
- Coordinate lighting locations and pole heights with tree locations and landscape areas and constructed elements
- Design should follow City of Wilsonville Public Works Standards Chapter 201.9.02 Shared-Use Path Lighting. Key components include:
 - The City Engineer may reduce the lighting standards or not require lighting of shared-use paths in designated natural resource and wildlife areas.
 - Lighting provided along shared-use paths shall be pedestrian scale with a mounting height no greater and no less than 10 feet. A clearance of 10 feet shall be provided from the path surface for street lighting overhanging a shared-use path. Pedestrian level lighting, such as bollards, shall not be permitted.
- The SROZ area, buffers and the trailhead areas will be in Lighting Zone LZ 1, as specified in Chapter 4.199 of the City's Planning and Land Development Regulations, which apply to *"Developed areas in City and State parks, recreation areas, SROZ wetland and wildlife habitat areas; developed areas in natural settings; sensitive night environments; and rural areas. This zone is intended to be the default condition for rural areas within the City."*



Lighting in parks, pedestrian connections or trailheads should be minimal, with shorter poles and directed downwards for dark skies.

STREET TREE PLAN

Master Plan Intent

The concept for street trees in the Frog Pond West Neighborhood is shown in the attached Street Tree Plan. The overall intent is to beautify and unify the neighborhood while providing a variety of tree species. The Street Tree Plan provides guidance tied to the street typology for Frog Pond West, as described below.

Primary Streets

The **Primary Streets** in the neighborhood should provide a clear identity to the community, and serve as a wayfinding structure, with street tree continuity serving as a useful tool. Continuity can be achieved by using consistent tree types and spacing along both sides of a street.

The proposed trees for these Primary streets come partly from the City of Wilsonville's recommended tree list for "trees over 50 feet mature height" (Section 4.176 Landscaping, Screening and Buffering), with updates to exclude some species that do not meet current practice or are known to be invasive or prone to disease or breakage.

It should be noted that other species with similar characteristics may be considered, as identified and proposed by a professional landscape architect.



Northern Red Oak

The Primary Street Tree List is as follows:

- Green Column Black Maple (*Acer nigrum* 'Green Column')
- Tulip Tree (*Liriodendron tulipifera*)
- Columnar Tulip Tree (*Liriodendron tulipifera* 'Fastigiatum')
- Bloodgood London Plane Tree (*Platanus x acerifolia* 'Bloodgood')
- Scarlet Oak (*Quercus coccinea*)
- Northern Red Oak (*Quercus rubra* Borealis)
- American Linden (*Tillia Americana*)
- Green Vase Zelkova (*Zelkova serrata* 'Green Vase')



The proposed 8' planting strips on Primary streets will help ensure these trees grow to form large canopy structures over the streets, providing future value to adjacent homes.

As required by the City's Public Works Standards, root barriers should be used in all situations to protect the sidewalk infrastructure from root damage.

The Street Tree Plan (Figure 42) attributes a code to each Primary Street, from P1 to P6. To provide strong continuity, a Primary street should be planted with the same species for its entire length. No specific tree is proposed for a given Primary Street but each of these streets should be planted on both sides with a species unique to that street, selected from the list of eight possibilities.

Neighborhood Streets

Neighborhood Streets should strive for variety, as required in the Wilsonville Development Code (page C54-55 section D). All streets in a single subdivision or development's streets should not be planted with only trees of a single species. For example, east-west streets would have one tree from the recommended list and north-south streets would need to have another. An even finer grain of species distribution is recommended, if possible, at the City's discretion. However, both sides of a street should be planted with the same tree species.



Katsura Tree

The Neighborhood Street Tree List is as follows:

- Paperbark Maple (*Acer griseum*)
- Red Sunset Maple (*Acer rubrum* 'Red Sunset')
- Katsura Tree (*Cercidiphyllum japonicum*)
- Yellow Wood (*Cladrastis kentukea*)
- Halka Honeylocust (*Gleditsia triacanthos* 'Halka')
- Skycole Honeylocust (*Gleditsia triacanthos* 'Skycole')
- Chinese Pistache (*Pistacia chinensis*)
- Glenleven Little Leaf Linden (*Tilia cordata* 'Glenleven')
- Accolade Elm (*Ulmus* 'Morton' Accolade)

Underneath the BPA powerlines, a shorter neighborhood street tree will be required. The Paperbark Maple (*Acer griseum*) is an attractive candidate for street tree planting in this condition.

Pedestrian Connections

Pedestrian Connections would feature a columnar species, reflecting the narrow space in these connections and ensuring that there are views through the length of them, helping with safety and wayfinding. The tree list for Pedestrian Connections includes:

- Common Hornbeam (*Carpinus betulus* 'Fastigiata')
- Bowhall Red Maple (*Acer rubrum* 'Bowhall')
- English Oak (*Quercus robur* 'Fastigiata')
- Musashino Zelkova (columnar) (*Zelkova serrata* 'Musashino')

To the extent possible, existing groves of Oregon white oak should be incorporated into the neighborhood, as street trees, within common area tracts, or within pedestrian connections. These existing groves have been identified generally with approximate extents on the street tree plan (in green).



Bowhall Red Maple

Table 2. Street Tree List

<p>Primary Street Trees (over 50' when mature)</p> <p>For both continuity and variety, select one tree from the following list and use for the entire length and both sides of a given street (P1, P2, P3, P4, P5 or P6 shown in Figure 34, Street Tree Plan)</p>	
<p><i>Acer nigrum</i> 'Green Column' <i>Liriodendron tulipifera</i> <i>Liriodendron tulipifera</i> 'Fastigiatum' <i>Platanus x acerifolia</i> 'Bloodgood' <i>Quercus coccinea</i> <i>Quercus rubra borealis</i> <i>Tilia americana</i> <i>Zelkova serrata</i> 'Green Vase'</p>	<p>Green Column Black Maple Tulip Tree Columnar Tulip Tree Bloodgood London Plane Scarlet Oak Northern Red Oak American Linden Green Vase Zelkova</p>
<p>Neighborhood Street Trees (under 50' mature)</p> <p>For both continuity and variety, select a tree from the following list and use for the entire length and both sides of a given street. Adjacent streets must use a different street tree type.</p>	
<p><i>Acer griseum</i> <i>Acer rubrum</i> 'Red Sunset' <i>Cercidiphyllum japonicum</i> <i>Cladrastis kentukea</i> <i>Gleditsia triacanthos</i> 'Halka' <i>Gleditsia triacanthos</i> 'Skycole' <i>Pistacia chinensis</i> <i>Tilia cordata</i> 'Glenleven' <i>Ulmus</i> 'Morton' <i>Accolade</i></p>	<p>Paperbark Maple Red Sunset Maple Katsura Tree Yellow Wood Halka Honeylocust Skycole Honeylocust Chinese Pistache Glenleven Little Leaf Linden Accolade Elm</p>
<p>Pedestrian Connection Tree (columnar)</p>	
<p><i>Quercus robur</i> 'Fastigiata' <i>Acer rubrum</i> 'Bowhall' <i>Carpinus betulus</i> 'Fastigiata' <i>Zelkova serrata</i> 'Musashino'</p>	<p>English Oak Bowhall Red Maple Common Hornbeam Musashino Zelkova</p>



GATEWAYS, MONUMENTS, AND SIGNAGE

Overall Intent

Development of the Frog Pond Area presents several opportunities and issues for gateways, monuments, and signage. The key issues and opportunities are:

- The entrance into Wilsonville along Stafford Road will “move” from the intersection of Stafford-Wilsonville-Advance-Boeckman Roads to Stafford Road at Kahle Road.
- The Boeckman Creek crossing, and particularly the future construction of a new bridge, presents an opportunity to mark this important natural resource as a primary gateway into East Wilsonville.
- Frog Pond Lane and Willow Creek Drive will be important entries into Frog Pond West and connections to adjacent neighborhoods.
- The internal developments in Frog Pond should not reflect a pattern of multiple subdivisions, but rather fit together seamlessly into a cohesive community.

The following recommendations for gateways, monuments, and signs are intended to address the issues listed above and help knit the Frog Pond area together with a clear identity.

Figure 43. Conceptual illustration of Neighborhood Gateway at Willow Creek Drive



Gateways

There are four types of Gateways planned for the Frog Pond Area:

1. City Gateway
2. Neighborhood Gateways
3. Boeckman Bridge Gateway
4. Boeckman-Stafford Gateway

The locations, roles, and design elements for each gateway type are described in Table 3 and illustrated in Figure 44 through Figure 46.

Table 3. Gateway Types, Roles, and Design Elements

Gateway Type	Location and Role	Design Elements
City Gateway	Stafford Road at Kahle Road Role: Mark entry to Wilsonville, facilitate transition from rural to urban setting	<ul style="list-style-type: none"> ▪ Landscaping and signage reflect the character of area ▪ Coordinate design with other City gateways in Wilsonville
Neighborhood Gateways	Willow Creek Drive at Boeckman Road; Frog Pond Lane at Stafford Road Role: To mark the primary entries into Frog Pond West Neighborhood	<ul style="list-style-type: none"> ▪ Use brick to blend with Boeckman property frontage wall ▪ Brick monument should be properly scaled, respectful of Boeckman frontage context ▪ Simple brick form, integrated with landscape ▪ Large lettering not as important as landscape and civic element
Boeckman Bridge	On or near Boeckman Bridge – See Figure 48 for potential locations	<ul style="list-style-type: none"> ▪ Include a strong vertical element ▪ Materials and design compatible with natural setting of Boeckman Creek Corridor ▪ Potential location and integration with access to Boeckman trail ▪ Emphasize Boeckman Creek, not Frog Pond, identity
Boeckman-Stafford Gateway	NW corner of the Boeckman-Stafford Road intersection Role: Enhancement of key corner	<ul style="list-style-type: none"> ▪ Trees and tall landscaping will mark the corner and de-emphasize powerlines ▪ Opportunity for public art ▪ Design should support the corner as an active pedestrian cross-road and safe route to Meridian Creek school



Figure 44. Gateway Locations

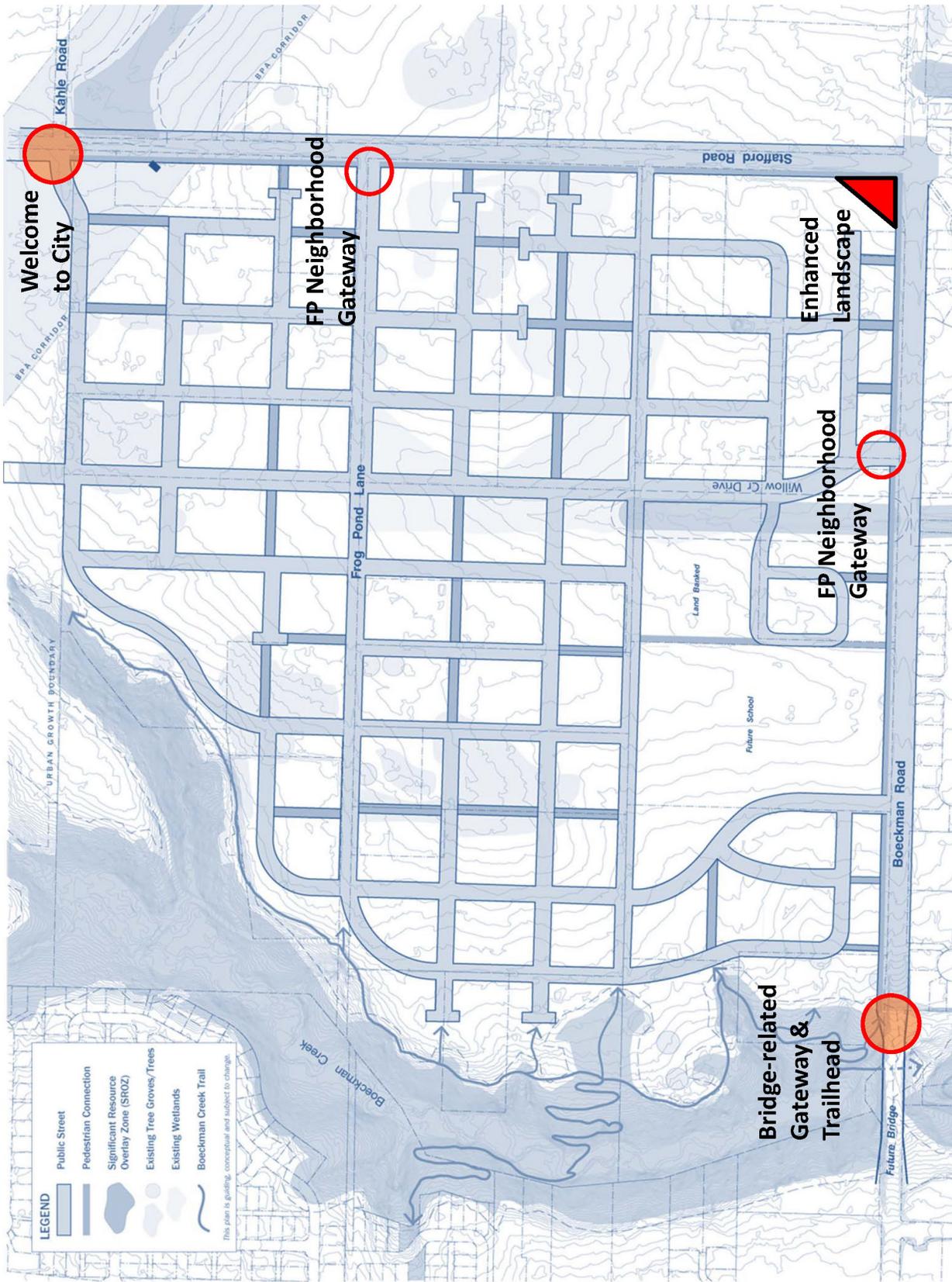
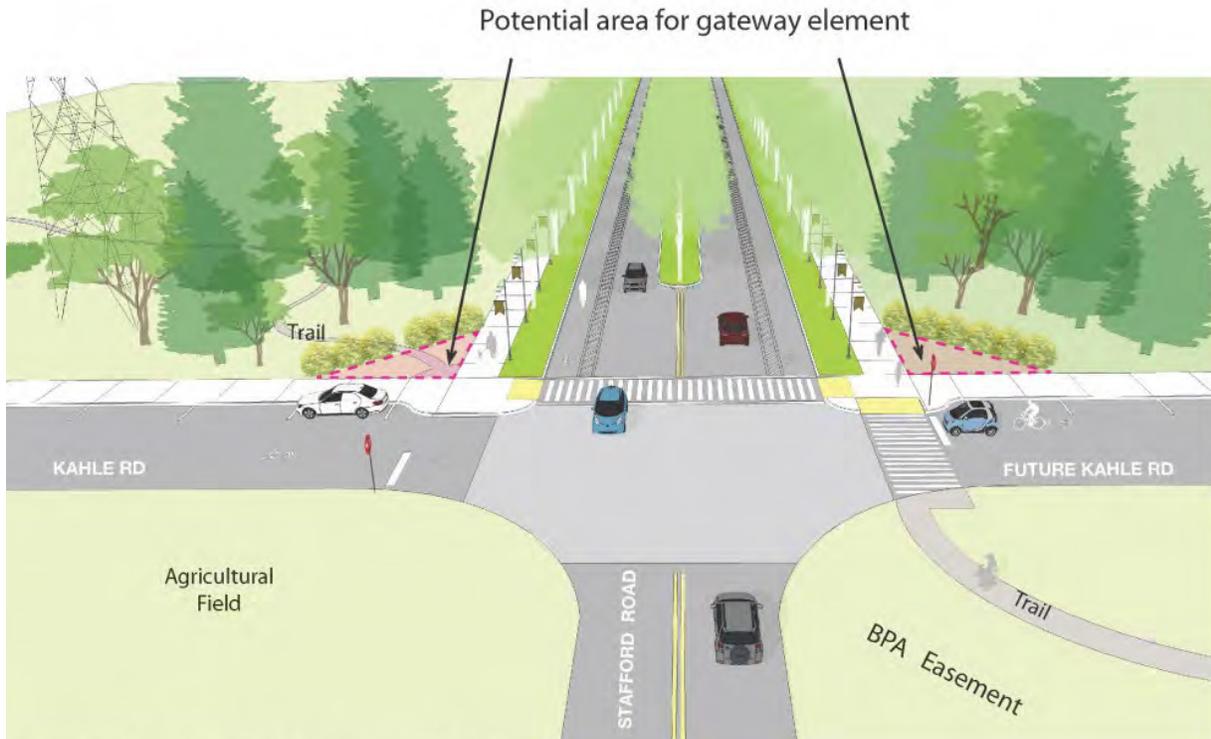


Figure 45. City Gateway - Stafford Road at Kahle Road

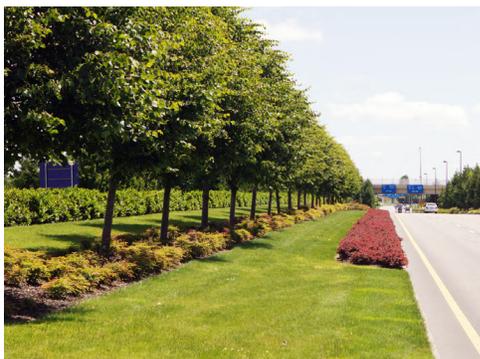


Conceptual Gateway Intersection (SW Stafford & SW Kahle, Looking South)

- Facilitates transition from rural to urban setting
- Landscape and signage design should reflect character of the neighborhood



Seasonal Landscapes



Landscapes as Gateway



Landforms and Tall Vegetation



Figure 46. Neighborhood Gateways



Use brick to blend with Boeckman property frontage wall



Brick monument should be property scaled, respectful of Boeckman frontage context and history



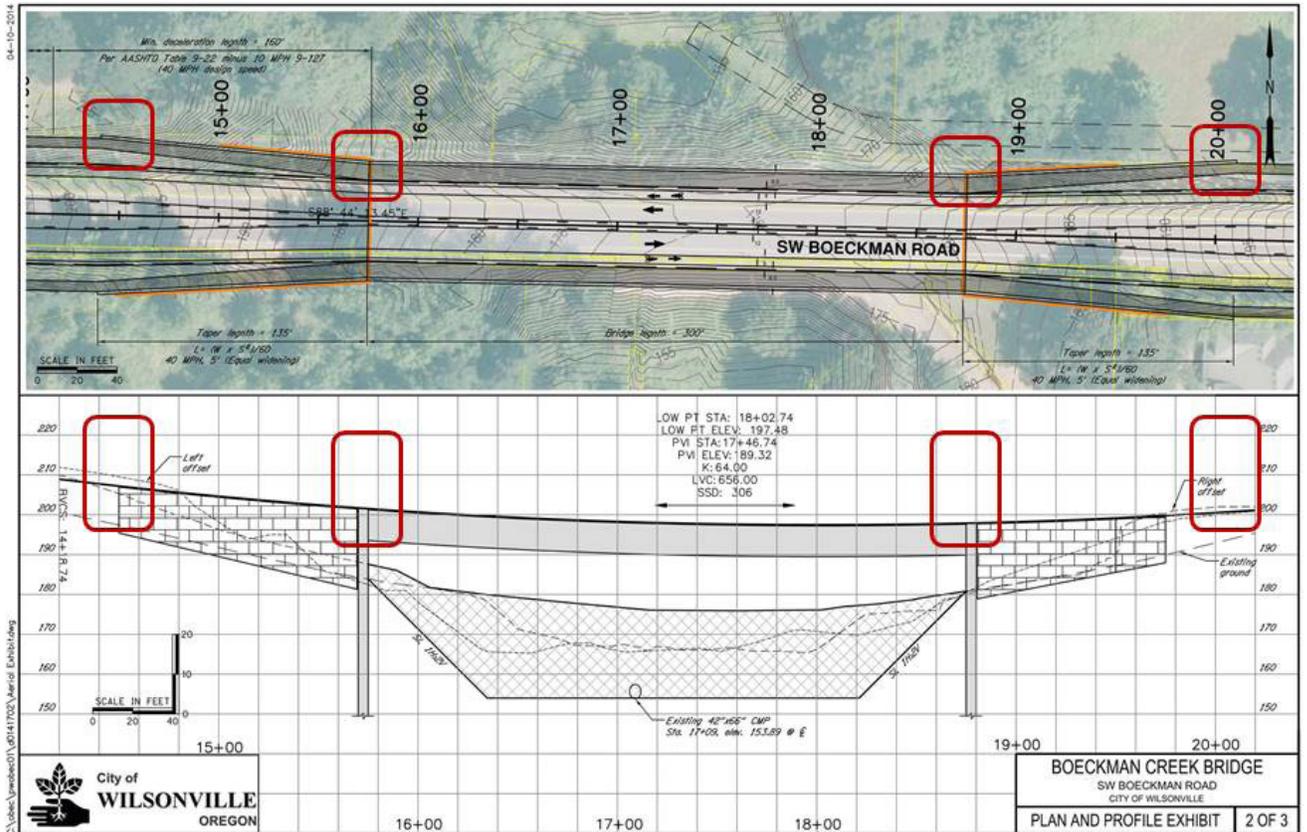
Simple brick form, integrated with landscape. Large lettering not as important as landscape and civic element.

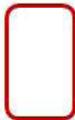


Figure 47. Conceptual illustration of Boeckman-Stafford Gateway



Figure 48. Boeckman Bridge Gateway



 Potential locations for vertical elements to be added to bridge



MONUMENTS AND SIGNS

As noted throughout the Master Plan, it is likely that Frog Pond West will develop incrementally. The intent is to avoid a pattern of individual subdivisions with different names, monuments, and identities within the neighborhood. Rather, the vision is to knit each incremental project together to form a unified whole. Accordingly, the following principles and standards are required for monuments within Frog Pond West:

1. Frog Pond will continue as a unifying name for the neighborhood.
2. Monument signs will be limited to Neighborhood Gateway locations and emphasize the Frog Pond neighborhood identity.
3. Individual subdivision signs (except temporary real estate sales signage) and monuments will not be permitted.
4. "Sign caps" will be utilized on street signs.
5. Signage at non-residential developments (e.g. parks and schools) will be consistent with Neighborhood Gateway signage to further tie the area together.



Figure 49. Gateway features and park-school signs will be the key monuments in Frog Pond West.



Street sign 'caps' help with neighborhood identity





Implementation



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ANNEXATION, ZONING, AND DEVELOPMENT REVIEW

The City will take the first step in implementing and entitling Frog Pond West by adoption of amendments to the Comprehensive Plan and Development Code. The amendments include:

- **Comprehensive Plan Map.** Application of the Residential Neighborhood (RN) designation for residential properties and the Public Facilities (PF) designation for the future school and land banked sites.
- **Comprehensive Plan Policies and Text.** Updates of descriptive text to support and enable Frog Pond West's implementation.
- **Master Plan.** Adoption of the Frog Pond West Master Plan as a supporting document of the Comprehensive Plan.
- **Transportation System Plan (TSP).** Update of the TSP to implement the transportation element of the Frog Pond Area Plan and the Master Plan.
- **Development Code.** Amendment of the Development Code to include the new Residential Neighborhood Zone and selected minor amendments in other sections (e.g. definitions).

Subsequent steps will occur as annexations and developments are proposed by property owners. The plan is for annexation, zoning map amendments, and a Stage I and Stage II Planned Development Review and Site Design Review to be submitted as a package for each property, or group of properties if multiple sites are grouped as a combined subject property for annexation. The purpose of the combined review is to ensure each development is fully consistent with the Master Plan and Code before annexation is approved and zoning is applied. Upon approval of the packaged application, the city will amend the Zoning Map to designate the subject property RN or PF as applicable.

INFRASTRUCTURE FUNDING PLAN

The draft Infrastructure Funding Plan for Frog Pond West is attached as Appendix D. The purpose of the Funding Plan is to:

- Describe strategies and options that provide adequate funding to complete infrastructure (transportation, water, sewer, parks, and stormwater) requirements in a timely manner;
- Increase the certainty for all parties on the projects, costs, resources, and timing required to make Frog Pond West a success;
- Provide flexibility by identifying both primary strategies and tools for funding, as well as additional alternatives, tools, and approaches that could be implemented over time.



The Funding Plan focuses on seven projects called Master Plan Infrastructure. The projects include:

1. Boeckman Road, including sanitary sewer
2. Stafford Road, including sanitary sewer and water
3. Boeckman-Stafford intersection
4. Neighborhood Park
5. Linear Park
6. Boeckman Trail
7. Boeckman Bridge

The Funding Plan describes the following tools related to funding infrastructure for Frog Pond West:

- Current city policy
- Estimated costs for infrastructure
- An estimated cost allocation to Frog Pond West properties, Frog Pond East properties, the School District, and the City
- Projected revenues from System Development Charges (SDCs)
- Master Plan funding strategies and options

Strategies and options described in the plan include:

1. A strategy for construction of Boeckman Road in one phase, with alternative strategies for construction in multiple phases
2. Use of Reimbursement Districts for Boeckman and Stafford Roads to ensure repayment of projects that are paid for in advance of development
3. An allocation of the costs of the Boeckman Bridge replacement that are proportionate to the percentage of trips from Frog Pond West.
4. Parks funding from a combination of the Capital Improvements Program (Linear Park and Boeckman Trail) and a supplemental SDC for the Neighborhood Park.

As of the writing of this report, the Funding Plan is being finalized. The summary above is an overview of the draft Funding Plan and is subject to change. The analysis of funding options and discussions with developers and property owners has been extensive and will continue until a final plan is completed and adopted as part of the Frog Pond West Master Plan.



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APPENDIX A - ACKNOWLEDGEMENTS

Planning Commission

- Marta McGuire, Chair
- Jerry Greenfield, Vice-Chair
- Peter Hurley
- Al Levit
- Phyllis Milan
- Eric Postma
- Simon Springall

City Council

- Mayor Tim Knapp
- Julie Fitzgerald
- Charlotte Lehan
- Susie Stevens
- Scott Starr
- Kristin Akervall

City Staff

- Steve Adams, Engineering Manager
- Miranda Bateschell, Long-range Planning Manager
- Tami Bergeron, Planning Administrative Assistant
- Amanda Guile-Hinman, Assistant City Attorney
- Barbara Jacobson, City Attorney
- Nancy Kraushaar, Community Development Director
- Mike Kohlhoff, City Attorney**
- Katie Mangle, Long-range Planning Manager**
- Chris Neamtzu, Planning Director
- Dan Pauly, Associate Planner
- Kerry Rappold, Natural Resources Manager
- Stan Sherer, Parks and Recreation Director**
- Linda Straessle, Planning Administrative Assistant**

**Former City employee

Consultant Team

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- Andrew Parish, AICP, Planner
- Kyra Schneider, Assistant Planner

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- Scott Mansur, P.E., PTOE

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- Brian Vanneman, Principal
- Andy Parks, Gel Oregon

Walker Macy

- Ken Pirie, AICP, LEED AP ND, Senior Associate
- Michael Zilis, Principal
- Saumya Kini, Urban Designer
- Martin Milward, Illustrator

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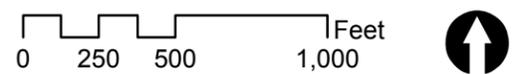
APPENDIX B - AREA PLAN FRAMEWORK PLANS

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LAND USE FRAMEWORK

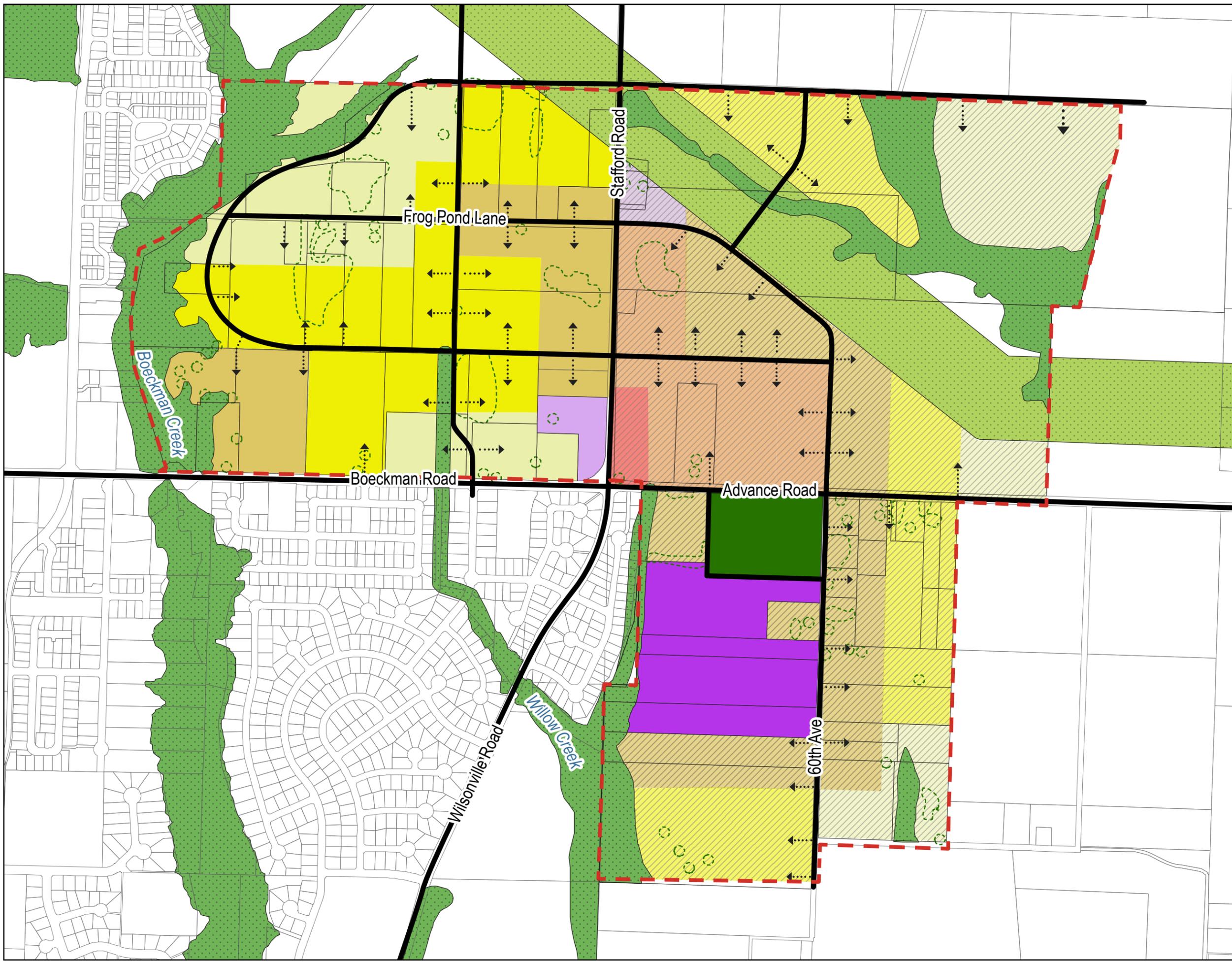
- Framework Street
- Local Connection
- Planning Area
- Planned School Site
- Community Park
- BPA Corridor
- Natural Resources Overlay
- Existing Trees and Groves
- Tax Lots
- R-10 Large Lot SF (8,000 - 12,000 SF)
- R-7 Medium Lot SF (6,000 - 8,000 SF)
- R-5 Small Lot SF (4,000 - 6,000 SF)
- Institutional/Civic
- Future R-8 Single Family (7,000 - 9,000 SF)
- Future R-6 Single Family (5,000 - 7,000 SF)
- Future R-4 Single Family (3,000 - 5,000 SF)
- Future R-2.5 Single Family Attached and Cottage (2,000 - 3,000 SF)
- Future Commercial
- Future Institutional/Civic



Prepared By: Angelo Planning Group
Date: 9/21/15

Coordinate System:
 NAD 1983 HARN State Plane Oregon North FIPS 3601

Disclaimer:
 This map is intended for informational purposes only. While this map represents the best data available at the time of publication, the City of Wilsonville makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.

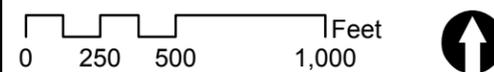




Bicycle / Pedestrian Framework

Updated for Frog Pond West Master Plan

- Framework Street
- Local Connection
- Planning Area
- Planned School Site
- Community Park
- Stream
- BPA Corridor
- Natural Resources Overlay
- Tax Lots
- Existing Sidewalks
- Existing Roads
- Existing Bicycle Lane and Sidewalks
- Proposed Bicycle Lane and Sidewalks
- Framework Street (All city streets will have sidewalks)
- Proposed Bicycle Lane and Sidewalks
- Key Pedestrian Link
- Future Trail Connection
- Special Consideration Intersection

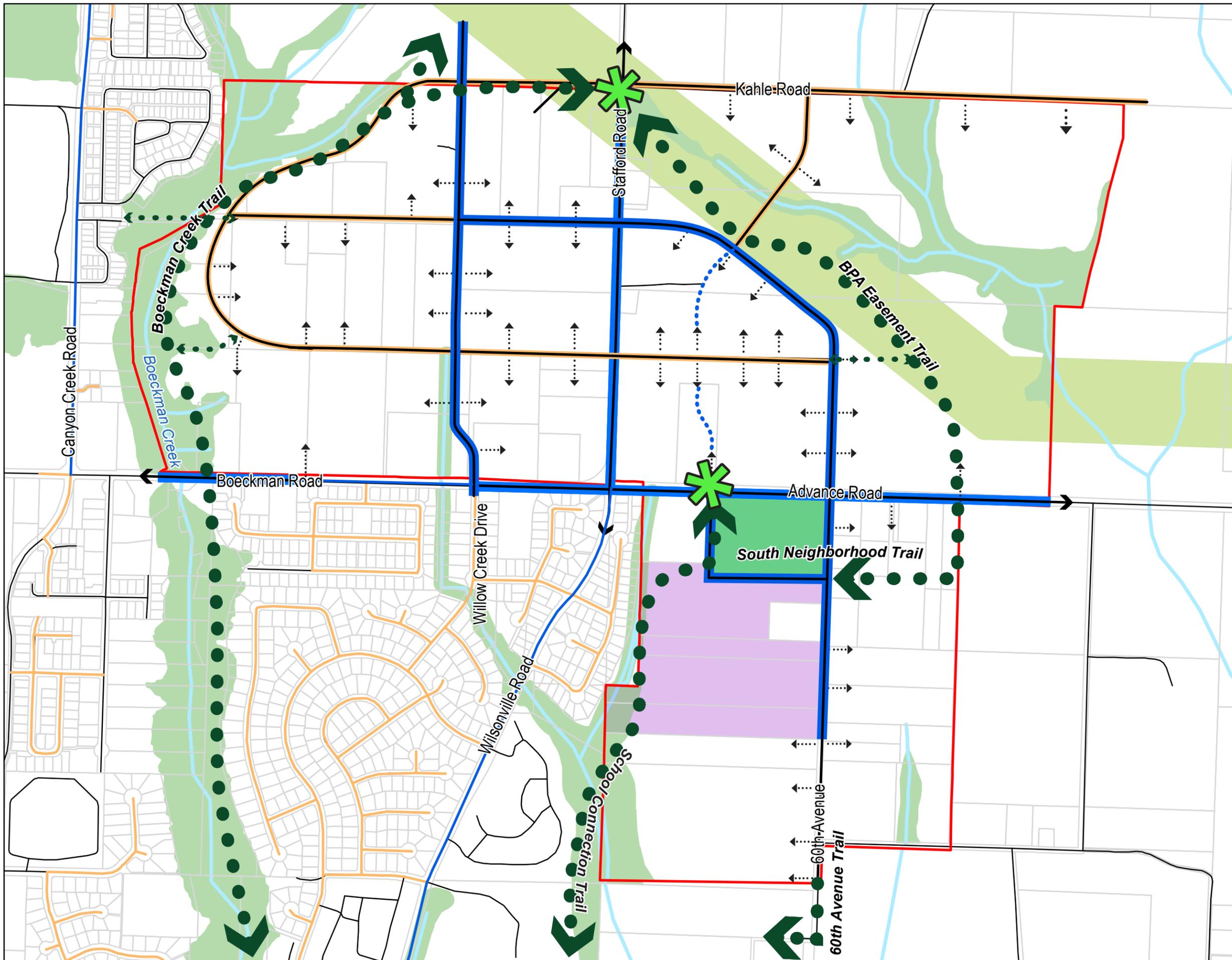


Prepared By:
Angelo Planning Group

Date:
2/17/17

Coordinate System:
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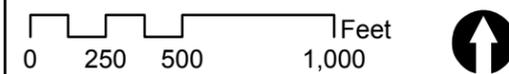




Transportation Framework
Updated for Frog Pond West Master Plan

-  Existing Major Arterial
-  Existing Minor Arterial
-  Existing Collector
-  New Collector*
-  Existing Local Street
-  New Local Framework Street
-  New Local Connection
-  Planning Area
-  Planned School Site
-  Community Park
-  Stream
-  BPA Corridor
-  Natural Resources Overlay
-  Tax Lots
-  Stop Signs (on side streets) or Roundabout
-  Traffic Signal
-  Stop Sign (on side streets)
-  Special Consideration Intersection

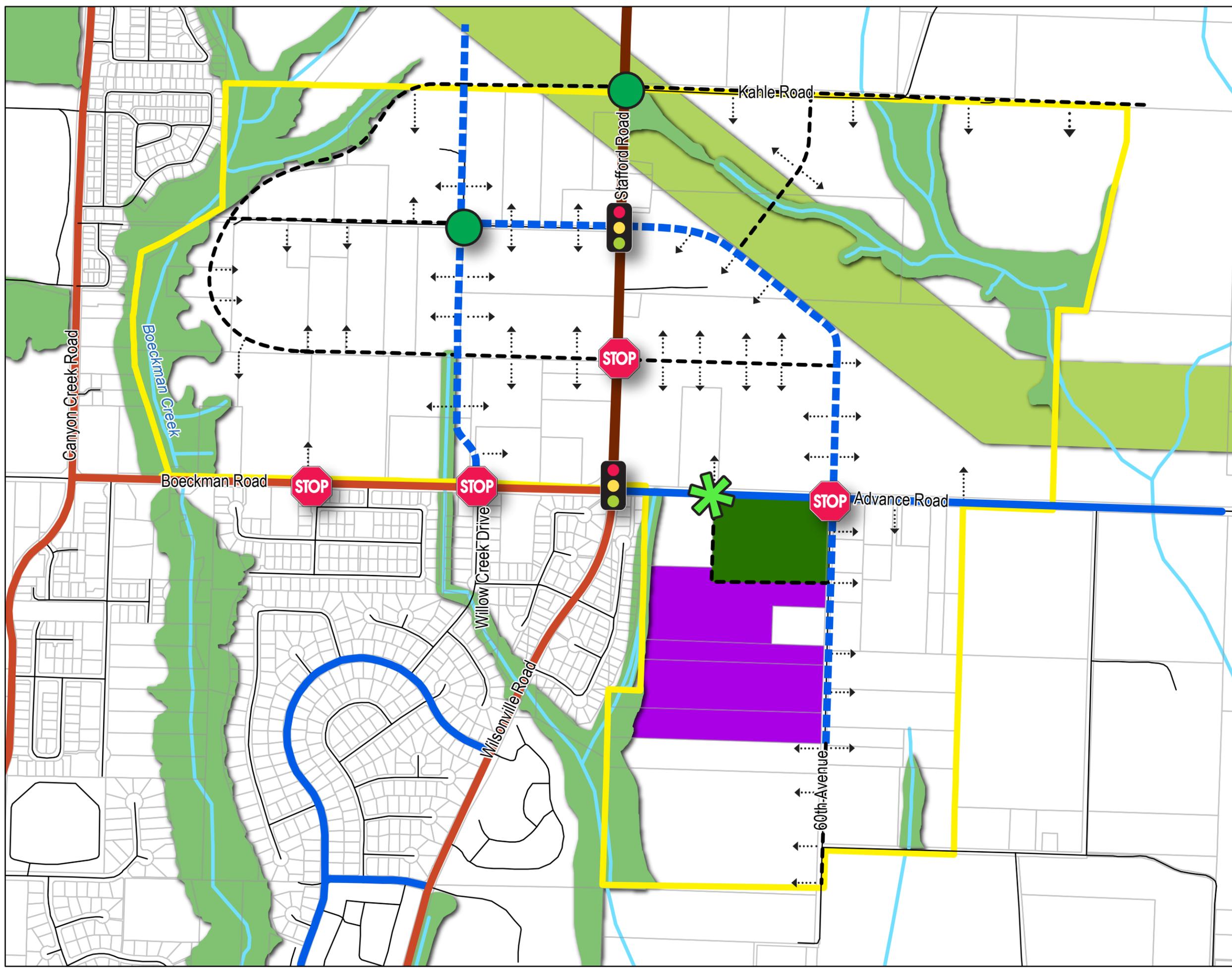
* Includes bike lanes and on-street parking where appropriate.



Prepared By: Angelo Planning Group
Date: 2/17/2017

Coordinate System:
NAD 1983 HARN State Plane Oregon North FIPS 3601

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APPENDIX C - ACREAGE AND DENSITY CALCULATIONS



MEMORANDUM

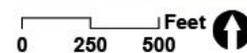
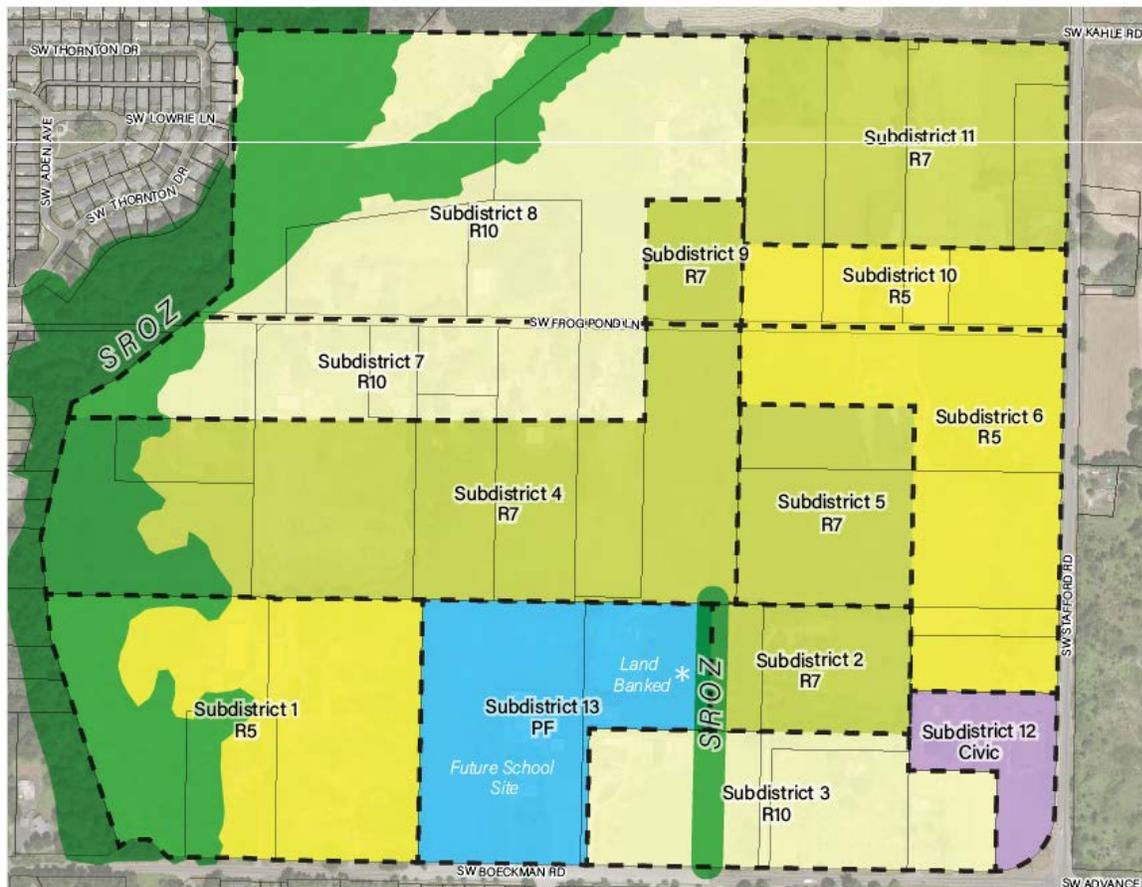
2/21/2017

To: Frog Pond West Master Plan Project Team
From: Joe Dills and Andrew Parish, Angelo Planning Group
Re: Density Calculations

INTRODUCTION AND PURPOSE

This memorandum describes the process by which density was calculated for the West Neighborhood in the Frog Pond Area Plan and for each subdistrict in the Frog Pond West Master plan. Subdistricts are shown in Figure 1. The “Proportional Acreage” method of calculating the allowed density of a proposed development is also discussed.

Subdistricts were drawn to divide the land uses identified on the Land Use Framework of the Frog Pond Area Plan into workable units with only one land use designation, in order to provide clear direction to property owners and assist with the review of development applications. Subdistrict boundaries were drawn using major roadways and the boundaries of land use districts.



MEMORANDUM



DEVELOPMENT CAPACITY IN THE FROG POND AREA PLAN

Maximum development for the West Neighborhood was established by the Frog Pond Area Plan at 610 single family units (see Table 1 from the Area Plan included below.) This figure was calculated by:

- Calculating the gross acreage of each residential designation within the West Neighborhood
- Determining the amount of developable acreage, subtracting the following acreage from the gross:
 - Land within the Boeckman Creek SROZ
 - Land within 50' of Willow Creek
 - Land within the BPA Easement
 - 20% of wetlands identified during the PHS inventory
- A 2.5 acre neighborhood park and 1 acre trailhead park were assumed. The location of these parks was not known, so acreage for all residential districts in the West Neighborhood was reduced for the purposes of this calculation.

Table 1 - Land Use Metrics and Capacity (Option G)

Residential Designation		West Neighborhood Units	East Neighborhood Units	South Neighborhood Units	Frog Pond Total Units	East+ South Units	Average Lot Size (SF)	Max Units/ ac net
West Neighborhood	R-10 Single Family (8,000 - 12,000 SF)	124	-	-	124	-	10,000	4.4
	R-7 Single Family (6,000 - 8,000 SF)	281	-	-	281	-	7,000	6.2
	R-5 Single Family (4,000 - 6,000 SF)	205	-	-	205	-	5,000	8.7
East & South Neighborhood	Future R-8 Single Family (7,000 - 9,000 SF)	-	120	28	148	148	8,000	5.4
	Future R-6 Single Family (5,000 - 7,000 SF)	-	125	162	287	287	6,000	7.3
	Future R-4 Single Family (3,000 - 5,000 SF)	-	165	286	451	451	4,000	10.9
	Future R-2.5 (2,000 - 3,000 SF)	-	436	-	436	436	2,500	17.4
Total Units		610	846	476	1,932	1,322		
Overall net density		6.3	10.6	8.8	8.4	9.90		

DEVELOPMENT CAPACITY IN THE FROG POND WEST MASTER PLAN

In the preparation of the Frog Pond West Master Plan, the project team:

- Further broke down the units into Residential Subdistricts as shown on Figure 1.
- Addressed the Church property ("Civic" designation) specifically, requiring 0 units at minimum and 7 units at maximum.
- Removed the school district-owned properties north of Boeckman Road from the residential inventory after the West Linn-Wilsonville school district expressed its intent of placing a new school on the site.
- Minimum density was calculated at 80% of maximum density, in order to ensure that the intended amount of housing is achieved.

This resulted in Table 2 below, which is included in the Master Plan.

For an individual development, the minimum and maximum allowed units are calculated by determining the proportional acreage of a development in relation to the subdistrict it occupies. Land within the SROZ or existing rights-of-way are removed. For example:

“Development A” encompasses 50% of the developable land (outside SROZ, not in existing rights-of-way) of Subdistrict 3. The minimum number of units allowed in Development A would be 50% of the

MEMORANDUM



minimum allowed in Subdistrict 3, and its maximum would likewise be 50% of the maximum allowed in Subdistrict 3, rounding to the nearest whole unit.

A table of the gross and net acreages of subdistricts is provided in Table 3.

Table 2- Minimum and Maximum Dwelling Units Permitted in Each Subdistrict

Area Plan Designation	Frog Pond West Subdistrict	Minimum Dwelling Units in Subdistrict	Maximum Dwelling Units in Subdistrict
R-10 Large Lot Single Family (8,000 – 12,000 SF)	3	26	32
	7	24	30
	8	43	53
R-7 Medium Lot Single Family (6,000 – 8,000 SF)	2	20	25
	4	86	107
	5	27	33
	9	10	13
	11	46	58
R-5 Small Lot Single Family (4,000 – 6,000 SF)	1	66	82
	6	74	93
	10	30	38
Civic	12	0	7 ^a
Public Facilities (PF)	13	0	0
TOTAL		452	571

a These metrics apply to infill housing within the Community of Hope Church property, should the property owner choose to develop housing on the site. Housing in the Civic subdistrict is subject to the R-7 Medium Lot Single Family regulations.

MEMORANDUM



Table 3 Gross and Net Subdistrict Acres in Frog Pond West

Sub-district	Designation	Gross Acres	SROZ/BPA Acres	Existing ROW Acres	Net Subdistrict Acres
1	R5	20.1	6.6	0.0	13.5
2	R7	5.7	4.7	0.0	1.0
3	R3	11.9	0.0	0.0	11.9
4	R7	30.1	0.0	0.1	29.9
5	R7	8.0	0.0	0.0	8.0
6	R5	15.3	0.0	0.4	14.9
7	R10	11.7	1.2	0.6	9.9
8	R10	30.9	10.7	0.5	19.7
9	R7	2.7	0.0	0.1	2.6
10	R5	6.0	0.0	0.3	5.6
11	R7	12.7	2.5	0.0	10.2
12	Civic (R7)	3.8	0.0	0.0	3.8
13	PF	13.5	0.0	0.0	13.5
TOTAL		172.4	25.7	2	144.5

APPENDIX D - DRAFT INFRASTRUCTURE FUNDING PLAN

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Frog Pond West: Infrastructure Funding Plan

Date March 1, 2017 | DRAFT
To Chris Neamtzu, City of Wilsonville
From Andy Parks, GEL Oregon
Brian Vanneman, Leland Consulting Group
Joe Dills, Angelo Planning Group



Introduction

The City of Wilsonville has engaged GEL Oregon, Leland Consulting Group, and Angelo Planning Group and to prepare an infrastructure funding plan for the Frog Pond West Master Plan ("Master Plan"). The purpose of the Frog Pond West Infrastructure Funding Plan ("Funding Plan") is to:

- Describe strategies and options that provide adequate funding to complete infrastructure (transportation, water, sewer, parks, and stormwater) requirements in a timely manner;
- Increase the certainty for all parties regarding the projects, costs, resources, and timing required to make Frog Pond West a success;
- Provide flexibility by identifying both primary strategies and tools for funding, as well as additional alternatives, tools, and approaches that could be implemented over time.

This Infrastructure Funding Plan is a draft and subject to change. The analysis of funding options and discussions with developers and property owners has been extensive and will continue until a final plan is completed and adopted as part of the final Frog Pond West Master Plan.

Project Summary

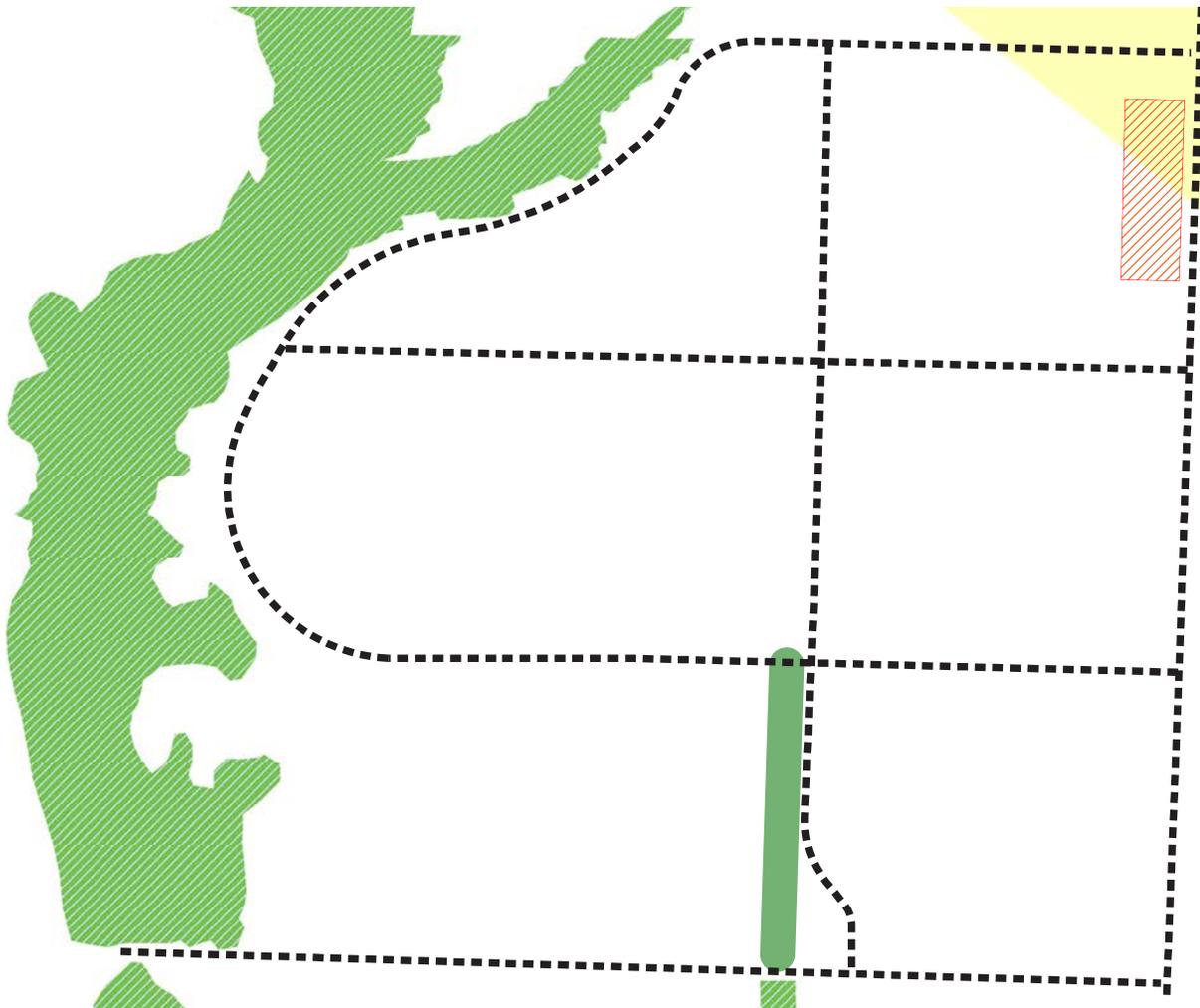
The Frog Pond West planning area, shown in Figure 1 below, is approximately 180 acres in total, with approximately 150 acres outside of the natural resource areas shown in green. The Master Plan area includes the following general attributes, which influence this funding plan:

- 571 housing lots would be allowed to be built under the maximum density scenario.
- The site is currently outside the city limits, but within the Urban Growth Boundary.
- 26 different property owners (as of 2015) control properties that vary widely in size. The largest property is 25 acres and the smallest is 0.9 acres.
- The School District owns 25 acres, including a 10-acre future school site, a 5-acre land banked site, and a 10-acre land banked site.¹
- Owners of the parcels highlighted on Figure 1 have shown an interest in development. Property owner intent has been taken into account in this plan since it is likely to drive the location and pace of development, and the locations where infrastructure will be needed first.

¹ In this plan, the 5-acre land banked site is assumed to be used for a future neighborhood park and the 10-acre land banked site is assumed for future residential development. These assumptions are subject to change in future decisions by the West Linn-Wilsonville School District and the City of Wilsonville.

Figure 1. Frog Pond West

This map shows the maximum and minimum number of housing units that can be built on each property, per the Frog Pond West Master Plan. Properties shaded in orange indicate that owners have contacted the City to express an interest in development.



Infrastructure Summary

For purposes of this Funding Plan, the infrastructure necessary to serve Frog Pond West has been put into three different categories, shown below. The emphasis of this Funding Plan is to identify strategies and tools appropriate to fund “Master Plan” infrastructure; the strategies and tools necessary to fund the other infrastructure categories are adequately addressed through the City’s existing methods.

- **Off-site Infrastructure** includes large projects that serve the broader community, are funded through Systems Development Charges (SDCs) generated by development throughout the city and other City resources, and are generally located outside of the 180-acre boundary of Frog Pond West. Examples include:

- Memorial Park pump station
- Boeckman Creek sanitary sewer trunk line
- West side water reservoir (funding pending)
- Boeckman Bridge²
- **On-site Infrastructure** includes local projects which serve individual properties. The costs of these projects are funded by individual developers. Examples include:
 - Local streets and sidewalks
 - Sanitary sewer lines
 - Water lines
 - Stormwater management
- **Master Plan Infrastructure** is the focus of this Funding Plan. Master Plan infrastructure differs from the above because it typically:
 - Is adjacent to and within Frog Pond West development parcels
 - Crosses multiple property ownerships
 - May benefit the broader community in addition to Frog Pond West
 - May be too large and expensive for any single developer to complete

As stated, the focus of this Funding Plan is to identify the Master Plan infrastructure projects and to provide options for funding those Master Plan infrastructure projects that currently do not have any identified funding source or else are not fully funded.

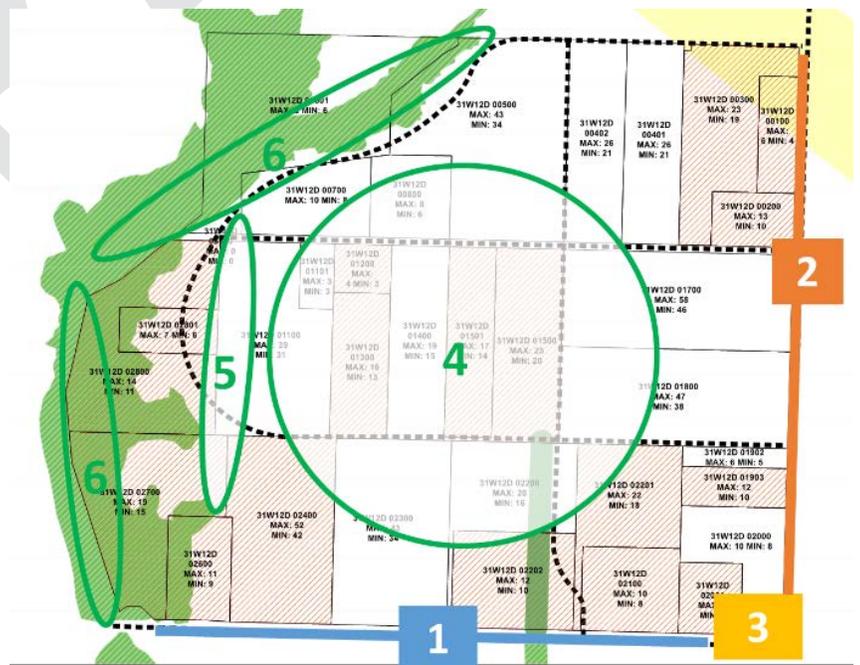
Master Plan Projects

This Funding Plan focuses on funding strategies for the following six key Master Plan projects, which are conceptually represented in the figure below:

1. Boeckman Road, including sanitary sewer
2. Stafford Road, including sanitary sewer and water
3. Boeckman-Stafford intersection
4. Neighborhood Park
5. Linear Park
6. Boeckman Trail

In addition, this Funding Plan specifically addresses one off-site infrastructure facility, due to its location adjacent to Frog Pond West, and its close physical and functional relationship with the neighborhood:

- Boeckman Bridge



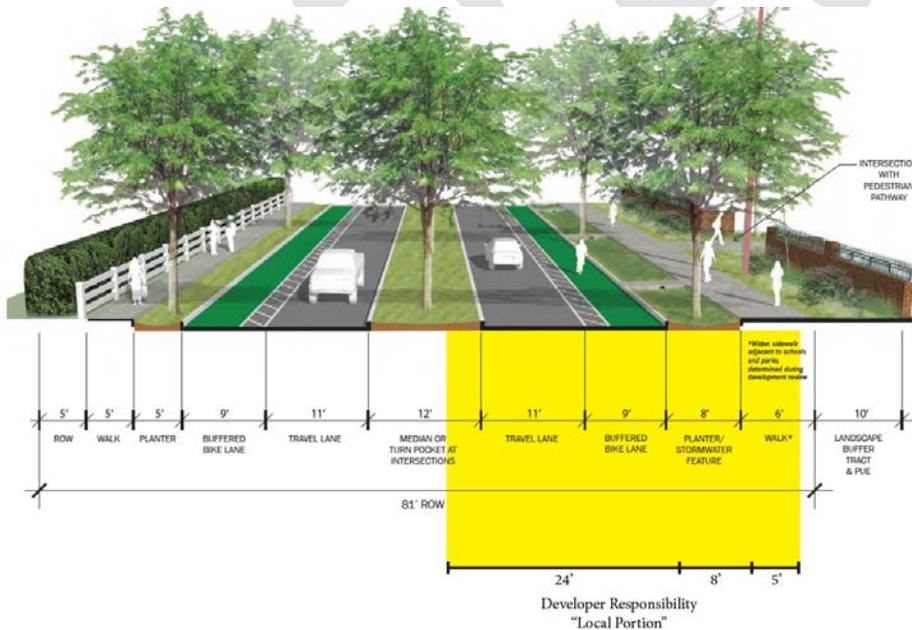
² Presently, SDCs and other resources are insufficient to fund the Boeckman Bridge. Therefore, we did evaluate funding alternatives and provide recommendations related to this project.

Current City Policy

This Funding Plan uses the City’s existing policy and practices as a starting point, summarized below:

- Developers pay for the “local portion” of infrastructure required to serve their developments. For example, the local portion of Boeckman Road is shown below in Figure 1 as the yellow highlighted portion of the road. Typically, this is the first 24 feet of roadway from face of curb, plus planter strips and sidewalks, and includes the pavement and road base associated with the local street standard, and water and sewer lines up to 8” in size.
- Developers also pay for the “oversize portion” (infrastructure that exceeds the minimum required), and then receive credits against future SDCs due (“SDC credits”), or other compensation.
- Where necessary, the City may pay for infrastructure elements that are:
 - Identified by existing adopted city-wide infrastructure master plans (e.g., the Transportation System Plan or Parks and Recreation Master Plan) and included in the City’s five-year Capital Improvement Program (CIP); and,
 - Are either within Frog Pond, or adjacent to Frog Pond and abutting already-developed areas (e.g. the component of Boeckman Road that fronts the Arbor Crossing neighborhood to the south) and therefore not the responsibility of Frog Pond developers.
- The City may implement a variety of tools to facilitate and coordinate infrastructure delivery including SDCs and SDC credits, reimbursement districts/agreements, Local Improvement Districts (LIDs), development agreements, etc.

Figure 2. Boeckman Road, including developer responsibility/local portion



Note: Roadway may include other “oversize” elements that are not shown (e.g., additional structural section.)

Infrastructure Cost Allocation-Current City Policy

The total cost of the six Master Plan infrastructure projects and the Boeckman Bridge is allocated to different parties under current City policy as follows:

1. Boeckman Road (including sanitary sewer)
 - a. Southern Portion of Boeckman Road
 - i. The City will pay for the construction of the southern portion of Boeckman Road, which is identified in the City's Transportation System Plan (TSP) as a "higher priority project".
 - b. Northern Portion of Boeckman Road
 - i. Current City policy states developers along Boeckman Road are responsible to develop their "local portion" of Boeckman Road (see Figure 1 above). Since most of the relevant Boeckman Road frontage and in-street utilities serve Frog Pond West, the responsibility for developing the "local portion" of the north side of Boeckman Road is the responsibility of the developers.
 - ii. Also under current City policy, developers may receive SDC credits for the remainder of the north side of Boeckman Road they will construct that exceeds the "local portion" of the road.
 - iii. Any oversizing of sanitary sewers installed by the developers along the northern portion of Boeckman Road is also subject to SDC credits.
2. Stafford Road (including sanitary sewer and water)
 - a. Western Portion of Stafford Road
 - i. As with the northern portion of Boeckman Road, developers in Frog Pond West developing adjacent to Stafford Road are responsible for the "local portion" of Stafford Road, including sanitary sewer and water. Any oversizing can be compensated through SDC credits.
 - b. Eastern Portion of Stafford Road
 - i. Under current City policy, the "local portion" of the east side of Stafford Road will be the responsibility of the developers of Frog Pond East adjacent to Stafford Road
3. Boeckman-Stafford Intersection
 - a. The intersection at Boeckman Road and Stafford Road is currently being developed in collaboration with the West Linn-Wilsonville School District. Upgrades to the northern portion of the intersection may be required in the future, at which time the City will explore funding options.
4. Neighborhood Park
 - a. The cost of the Neighborhood Park is the responsibility of developers within Frog Pond West because the City's Comprehensive Plan, the Parks and Recreation Master Plan, and the Parks SDC methodology require the cost of neighborhood parks to be the responsibility of the local neighborhood, and not borne by the entire City.
5. Linear Park
 - a. The cost of the Linear Park is accounted for in the Parks SDC and is included in the Parks and Recreation Master Plan, and so does not require any contribution from developers

beyond the standard Parks SDC. The City will be considering inclusion of this park in the upcoming five-year CIP as part of the fiscal year 2017 - 2018 budget development.

6. Boeckman Trail
 - a. Along with Linear Park, the Boeckman Trail is accounted for in the Parks SDC and is included in the Parks and Recreation Master Plan, and so does not require any contribution from developers beyond the standard Parks SDC. The City will be considering inclusion of this trail in the upcoming five-year CIP as part of the fiscal year 2017 - 2018 budget development.
7. Boeckman Bridge
 - a. Frog Pond West's costs for Boeckman Bridge are allocated based on the neighborhood's traffic demand (average daily trips or ADT).

This Funding Plan explores various options for funding some of the Master Plan projects for which funding (in whole or in part) is not currently accounted or else the particular project is of such size that no single developer is likely to have the resources to complete the project without assistance. The southern portion of Boeckman Road is accounted for in the Streets SDC and identified in the Transportation System Plan (TSP). The Linear Park and the Boeckman Trail are accounted for in the Parks SDC methodology, included in the Parks and Recreation Master Plan, and will be proposed for inclusion in the CIP.

The Master Plan projects which deserve additional funding consideration—due to their scale, cost, lack of an obvious funding source, or combination thereof—are: (1) the northern half of Boeckman Road; (2) Stafford Road; (3) the Neighborhood Park; and (4) Boeckman Bridge. Possible funding options for each project are discussed below.

Master Plan Infrastructure Funding Options

Master Plan infrastructure such as Boeckman and Stafford Roads will need to be improved across many properties, and are too large and expensive for any single developer to complete alone. Therefore, in order to realize the goals of the Frog Pond Area Plan and the Master Plan, the City has a role to play in coordinating the provision and funding of that infrastructure, even if it does not take an active role in paying for the infrastructure. The sections below address various options for funding the four projects which either do not have any identified funding source or else are only partially funded. Again, those four projects are: (1) the northern half of Boeckman Road; (2) Stafford Road; (3) the Neighborhood Park; and (4) Boeckman Bridge.

Boeckman Road Funding Options

Without a coordinated plan, Boeckman Road could build out in numerous phases, with each developer building only the frontage adjacent to his property, and the City having to decide whether to build the southern portion in coordination with each segment. A multi-phase build out of Boeckman Road is not desirable because it would: (1) result in multiple construction projects with increased travel disruptions and neighborhood impacts; (2) increase total costs; and (3) cause potential problems for achieving a consistent and attractive look to this important gateway street.

Option 1: Seek to build out Boeckman Road in one phase

The purpose of this option is to avoid the above drawbacks and entail the following City policies and actions:

- To incentivize private development of Boeckman Road in one phase, allow a developer to recover the cost of the developer’s “local portion” of Boeckman Road, for which the developer is currently responsible, through the formation of a reimbursement district (RD) that distributes the cost of the “local portion” to all properties throughout Frog Pond West (i.e. those not adjacent to Boeckman Road). Developers would need to commit the necessary time and effort towards the reimbursement district formation process for Boeckman or other roads, as the City is unable to do so.
 - Pursue Development Agreement(s) via negotiations with developers and the School District to effect complete road build out in a single phase.
 - Developer(s) build roads; private-sector road construction leads to significantly improved efficiencies and cost savings, which will benefit developers, the School District, and the City.
- Utilize existing improvements where possible to reduce costs.
- Set aside the funds necessary to complete south side of Boeckman, and include this cost in the City’s five-year CIP. Cost estimates completed to date have put this cost at \$1.26 million. However, additional design and cost estimation will be necessary, and recent interviews with developers suggest the cost could be higher.
- Consider other means to incentivize private sector development of the road project in the near-term.

Option 2: Build Boeckman Road in more than one phase

This option entails the following City policies and actions:

- Require developers to complete road along their frontage as well as the south side of Boeckman Road, with the cost of the southern portion contributed by the City. Private sector road construction will lead to savings, although less than would be the case in a single-phase project – benefiting developers and City.
- Utilize existing improvements where possible to reduce costs.
- Set aside the funds necessary to complete the south side of Boeckman; include in City’s five-year CIP, with City funds drawn down as individual projects take place.

Stafford Road Funding Options

A challenge with the construction of Stafford Road is that there is no certainty that Frog Pond East will develop in the near future and Stafford Road is currently under county jurisdiction. The area is outside the Urban Growth Boundary and is designated Urban Reserve. Therefore, owners of Frog Pond East properties cannot be required to pay the developer’s portion (east side) of Stafford Road infrastructure upgrades, which is estimated to be \$2.1 million.

Option 1: Interim Stafford Road design

This option would allow the two sides of Stafford Road to be built to different roadway standards:

- The west side would be built to the City’s adopted urban arterial section and be improved by Frog Pond developers once it is transferred to the city’s jurisdiction.
- The east side would receive minor improvements: the existing roadway design would be maintained, and a bike lane would be added. The purpose is to spare the City the expense of the full cost of an

urban arterial improvement, or complications associated with trying to recapture this cost given the uncertain timing of Frog Pond East.

Option 2: Seek to build out full arterial width as designed

This option entails the following City policies and actions:

- Defer construction until Frog Pond East is better defined, and can be a planning and financial partner.
- Set aside additional funds if needed and available within City CIP, as traffic and development demands warrant.

Other Options for Stafford Road

Other options include:

- Accept payment from developers in Frog Pond West for their “local portion” of Stafford Road in lieu of requiring developers to build their “local portion;” however, still require developers to build required sewer and water infrastructure.
- Create an advance reimbursement district prior to construction in order to capture the local developer cost responsibility from all properties within Frog Pond West. This option will ensure that project costs are equitably allocated.
- Create one or more reimbursement districts to recover the local developer cost responsibility as projects are completed. The reimbursement districts could recapture upfront costs paid by either developers or the City. The development timing of Frog Pond East is uncertain, reimbursement fees are typically paid at the time when new development connects to infrastructure, and reimbursement districts may expire after 10 year; therefore, it is not certain under this option whether the party that initiates a reimbursement district (developers or the City) would receive full or even substantial reimbursement.
- Pursue County support for improvements.

Figure 2 below illustrates several aspects of potential funding options for Boeckman and Stafford Roads. The amounts shown in Total Project Cost A represent the cost estimates if completed by the City/public sector assuming prevailing wage rates approved by the State’s Bureau of Labor and Industries (BOLI).

The allocation per door with no reimbursement district assumes that the “local portion” of Boeckman and Stafford Roads are funded by developers of properties adjacent to those facilities. The cost per door is \$15,619 and \$13,135 respectively, because these properties are permitted for 102 and 170 lots, respectively. The allocation per door with reimbursement districts assumes that the cost of each road improvement is dispersed throughout Frog Pond West and allocated among 452 lots (assuming an 80 percent build out). This dispersal significantly reduces the cost per door and equitably allocates these costs. The City would need to support the establishment of one or more reimbursement districts for these improvements. Again, developers’ ability to recover their “local portion” costs through reimbursement districts is to incentivize developers to build the roads in one phase. If no developer agrees to build Boeckman Road in one phase, then a reimbursement district will not be provided. The same is true for Stafford Road.

The amounts shown in Total Project Cost B represent the cost estimates if these projects were completed by the private sector. Third-party engineers and City staff have stated that developers could likely build these projects at a 20 to 30 percent savings compared to the City’s cost; the table below assumes a 25

percent savings. Allocations per door assuming private-sector construction are shown further below, in Figure 3.

Figure 2. Street and Underground Utility Developer Cost Responsibility Summary

Projects (Includes underground utilities)	Total Project Cost A if public sector completes (excludes SDC Credits)	Allocation Per Door				Total Project Cost B if private-sector developer completes (25% savings)
		No Reimbursement District		With Reimbursement District		
		# Doors	Amount	# Doors	Amount	
Boeckman Road	\$1,593,100	102	\$ 15,619	452	\$ 3,524	\$ 897,000
Stafford Road	\$1,782,930	170	\$ 13,135	452	\$ 4,941	\$ 1,480,000
Total	\$3,376,030				\$8,465	\$ 2,377,000

Neighborhood Park Funding Options

As stated above, both the Linear Park and Boeckman Trail are eligible to use Park SDC funding, including SDC credits, because they are considered to be “regional” park facilities per the City’s Parks & Recreation Master Plan and SDC methodology. However, the Neighborhood Park is not eligible to use Park SDCs or Park SDC credits as a funding resource.

It is very unlikely that any single or group of developers/property owners will have the financial wherewithal to complete the Neighborhood Park project. Therefore, the estimated \$2.34 million cost of the Neighborhood Park requires another funding source. This Funding Plan recommends closing the funding gap with a Supplemental Parks SDC (SPSDC). By implementing a SPSDC, the development of the Neighborhood Park will minimize the impact on funding for parks projects elsewhere in the City. The use SPSDCs should be as follows:

- Acquire needed land. Work proactively with the School District (and/or property owners as necessary) to acquire land in exchange for SPSDC credits, or other compensation identified in a development agreement.
- Complete park improvements. Consider building the Neighborhood Park when residential build-out reaches a target, such as 50 percent. Work proactively with the School District, developers, and property owners willing and able to make park improvements in exchange for SPSDC credits.

The estimated SPSDC is \$5,179. This is calculated by allocating the total cost of the Neighborhood Park (\$2.34 million) between 452 homes (representing an 80 percent build out, in order to provide a financial buffer against a potential under-build).

Boeckman Bridge Funding Options

Traffic generated by Frog Pond West is expected to make up a modest portion of the total traffic carried by the Bridge. The average daily trips (ADT) forecast for the bridge in 2035 is 12,750. Frog Pond West’s 571 housing units are expected to generate 1,170 ADT over the bridge, or 9.2 percent of the total forecast ADT.

At 80 percent development, or 452 units, the ADT is expected to amount to 7.3 percent of the total. The school is estimated to generate 645 ADT, or 5.0 percent of the total. In total, the estimated ADT generated by Frog Pond West, at full build out, is 1,815, or 14.3 percent of total forecasted trips.

The total cost estimate for the bridge is \$14.0 million. To date, the City has considered a variety of funding sources for the bridge, including city-wide SDCs/CIP, a supplemental charge based on proportional impact (ADT), and urban renewal (although the use of urban renewal would require a “substantial amendment” to one the City’s urban renewal plans).

If the City captures a proportional share of bridge funding from Frog Pond West, a supplemental charge (Supplemental Streets SDC or SSSDC) appears to be the most likely tool. The amount to be raised by the SSSDC by housing development in Frog Pond West would be 9.2 percent of the total, divided equally between 571 units.³ For each \$1 million of “net” bridge cost, the SSSDC would be \$161 (9.2 percent times \$1,000,000 divided by 571 housing units). The actual SSSDC will depend on the net unfunded cost of the bridge, for example:

- If \$2 million of funding is needed, the SSSDC per unit would be \$322
- If \$10 million of funding is needed, the SSSDC per unit would be \$1,610
- If \$14 million of funding is needed, the SSSDC per unit would be \$2,254

The estimated contribution by the School District is approximately five percent of the net unfunded cost, however, details regarding the District’s precise share have yet to be worked out.

Summary of Options and Recommendations

Boeckman Road

Development and funding options for Boeckman Road include:

1. Build out Boeckman Road in one phase by incentivizing a private developer with a reimbursement district that allows for recovery of the developer’s “local portion” of Boeckman Road from all of Frog Pond. Work with the School District to contribute its “local portion” to the cost of building Boeckman Road. The south portion of road construction costs for Boeckman Road, which is a City responsibility with an estimated cost of \$1.26 million, will be constructed within this development option.
2. If developers, the School District, and the City are unable to agree to a single-phase project, build Boeckman Road in more than one phase, requiring developers to complete construction along their frontage without any reimbursement, together with the southern portion of the road (funded by the City with set-aside of CIP monies).
 - As stated, this alternative does not include the creation of a reimbursement district to distribute “developer responsibility” costs to other properties in Frog Pond West.

³ These calculations, including SSSDC amount, are the same if both development and ADT are reduced to 80 percent of the full build-out values (i.e., 452 units and 7.3 percent of ADT) since a smaller share of traffic impact would be divided among a proportionately smaller number of units. Since transportation analysis was completed assuming full build out, the figure 571 housing units is used here.

Stafford Road

Development and funding options for Stafford Road include:

1. If construction of Stafford Road must occur prior to the ability for the east side portion of the project to be built to the City's urban design standard. Seek to construct Stafford Road as a single-phase project to an interim design standard with urban arterial on the west side and minor improvements on the east side utilizing development agreements with the adjacent property owners.
 - o Establish a reimbursement district to distribute the local "developer responsibility" costs to developers throughout Frog Pond West with the collected funds reimbursed to the developer(s) incurring the road construction costs (the City may be the developer).
2. Seek to build the full arterial project, designed to the City's current urban standard, in a single phase.
 - o Consider establishing an advance reimbursement district to distribute the local "developer responsibility" costs to developers throughout Frog Pond West with the collected funds reimbursed to the developer(s) incurring the road construction costs (the City may end up being the developer).
 - o Defer construction until Frog Pond East can be a partner.
 - o Secure funding for eastern half of the project costs from Frog Pond East.
3. If developers, School District, and the City are unable to agree to a single-phase project, build Stafford Road in more than one phase, requiring developers to complete construction along their frontage only, together with minor requirements on the east side.
 - o This alternative does not include the creation of a reimbursement district to distribute "developer responsibility" costs to other properties in Frog Pond West. Pursue County financial support for improvements.

Parks

As described above, the City should establish a Supplemental Park SDC (SPSDC) of \$5,179 to fund acquisition of park land and park improvements within FPW. The City should:

- o Use SPSDC receipts to take the lead on land acquisition and park improvements.
- o Work with property owners, developers, and the School District who may be willing and able to dedicate park land and make park improvements in exchange for SPSDC credits.
- o Establish a policy for the timing of park development based on the build-out of Frog Pond West, such that park improvements will commence when a given percentage of lots within FPW are approved or SPSDCs have been paid, e.g., 50 percent of lots.

Boeckman Bridge

If the City is unable to fully fund the Boeckman Bridge project from Street SDCs, urban renewal (which would require a substantial amendment), and or other resources, the City should establish a Supplemental Street System Development Charge (SSSDC) in an amount that is proportional to the amount of net funding needed for the bridge, and proportional to the average daily trips (ADT) generated by Frog Pond West and others.

As described above, an SSSDC of \$161 (9.2 percent times \$1,000,000 divided by 571 housing units) for each \$1 million of unfunded bridge costs is estimated for each housing unit within FPW. The actual SSSDC will depend on the estimated cost of the bridge, net of estimated funding from other sources. For example:

- If \$10 million of funding is needed, the SSSDC per unit of housing in FPW would be \$1,610

- If \$14 million of funding is needed, the SSSDC per unit of housing in FPW would be \$2,254

Additionally, the School District should contribute an amount proportional to their estimated ADT's to the net funding amount needed for the bridge.

Total Costs per Door

If the City creates a Supplemental Parks SDC, Supplemental Street SDC, and reimbursement districts for Boeckman Road and Stafford Road, the total cost per door is approximately **\$15,254** (assuming \$10 million unfunded for Boeckman Bridge). This cost is in addition to the standard SDCs the City requires for streets, sanitary sewer, water, stormwater, and parks. This additional cost of \$15,254 may be reduced to approximately **\$13,138** if Boeckman Road and Stafford Road are built by a private-sector developer.

Figure 3 below summarizes the cost per door for the funding plan options described above, including SPSSDCs, SSSDCs, and allocations for Boeckman and Stafford Roads. The SPSSDC has been calculated consistent with the \$2.34 million cost for the Neighborhood Park. The SSSDC below assumes that Frog Pond West pays its pro rata share of a net \$10 million bridge cost.

Several different options are shown for Boeckman and Stafford Roads, and the cost per door will depend on whether reimbursement districts are applied throughout Frog Pond West, and whether the roads are built by the public or private sector. A total cost per door for Boeckman and Stafford Road reimbursement districts is shown; no such total is shown with no reimbursement districts since most properties would not pay for both improvements.

Figure 3. Costs Per Door for SPSSDC, SSSDC, Boeckman and Stafford Road

Projects (Street projects include relevant underground utilities)	Allocation Per Door					Estimated project cost savings if Private Sector developer completes (25%)
	Additional Cost Per Door	No Reimbursement District		With Reimbursement Districts		
		If Built at Public Sector Cost Estimate	If Built at Developer Cost Estimate	If Built at Public Sector Cost Estimate	If Built at Developer Cost Estimate	
Supplemental Parks SDC (SPSSDC)	\$ 5,179	NA	NA	NA	NA	NA
Boeckman Bridge Surcharge (per example)	\$ 1,610	NA	NA	NA	NA	NA
Boeckman Rd (102 units)	-	\$ 15,619	\$ 11,714	\$ 3,524	\$2,643	\$ 897,000
Stafford Rd (170 units)	-	\$ 13,135	\$ 9,851	\$ 4,941	\$3,706	\$ 1,480,000
Total	\$ 6,789			\$ 8,465	\$ 6,349	\$ 2,377,000

Other Tools and Options

Additional tools and options have been discussed with participants in the funding plan process. These may be considered as the City moves toward a final Infrastructure Funding Plan and development agreements. They include:

- Flexibility in the requirement to build the local street portion of Boeckman and Stafford in exchange for other project contributions made by developers. Examples include fees paid in lieu of construction and participation in Reimbursement Districts building more than solely a development's frontage.
- Use of sewer and water SDC funds to pay for the part of the sewer and water of Boeckman and Stafford Road improvements within the "local portion" of the improvements by forming a city administered reimbursement district.

DRAFT



PLANNING COMMISSION

WEDNESDAY, MARCH 8, 2017

III. OTHER BUSINESS

A. Town Center Plan Kick-Off Event Update (Bateschell) (10 minutes)

(Place holder - update will be verbal)



PLANNING COMMISSION

WEDNESDAY, MARCH 8, 2017

III. OTHER BUSINESS

B. 2017 Planning Commission Work Program (5 minutes)

2017 WORK PROGRAM Planning Commission

updated:
3/1/2017

NOTE UPDATED SCHEDULE

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
JAN. 18 (rescheduled from Jan. 11 - weather)	PC Chair & Vice-Chair Election	Frog Pond West Master Plan (Neamtzu)	
Feb. 8		Frog Pond West Master Plan (Neamtzu) Water Treatment Plant Master Plan (Mende)	
Feb. 22	French Prairie Bridge Open House hosted by the Committee for Citizen Involvement (CCI)		
Feb. 28	Town Center Plan Public Kick-Off Event - City Hall		
March 8			Frog Pond Master Plan (Neamtzu) Transit Master Plan (Lashbrook) Continued to April
April 12	2016 Housing Report (Scola) (20 Min)		Transit Master Plan (Brashear)
May 10		Tentative Industrial Form-based Code (Rybold / Neamtzu)	
May 15	Tentative: Joint Planning Commission / City Council Work Session: Town Center Plan		
June 14		Basalt Creek Concept Plan (Bateschell) Old Town Development Code (Pauly)	
July 12			Industrial Form-based Code (Rybold / Neamtzu)
August 9			Old Town Development Code (Pauly)
	Tentative: Joint Planning Commission / City Council Work Session: Town Center Redevelopment Plan		
September 13		French Prairie Bridge (Weigel) Water Treatment Plant Master Plan (Mende)	
October 11			Water Treatment Plant Master Plan (Mende)
November 8		Citywide Wayfinding & Signage Plan (Scola) Basalt Creek Land Use Amendments (Bateschell)	
December 13		Town Center Plan	

2017

- 1 Frog Pond Master Plan
- 2 Basalt Creek Concept Plan
- 3 Town Center Redevelopment
- 4 Transit Master Plan
- 5 Coffee Creek Industrial Area Form-Based Code
- 6 French Prairie Bike/Ped Bridge
- 7 Parks & Rec MP Update
- 8 Code Amendments
- 9 Parking Code Update
- 10 Water Treatment Plant Master Plan