

**PLANNING COMMISSION  
WEDNESDAY, DECEMBER 10, 2014  
6:00 PM**

**AGENDA**

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

Ben Altman, Chair  
Al Levit  
Peter Hurley  
Eric Postma

Marta McGuire, Vice Chair  
Jerry Greenfield  
Phyllis Millan  
City Council Liaison Susie Stevens

**II. 6:05 PM PLEDGE OF ALLEGIANCE**

**III. 6:10 PM INTRODUCTION OF NEW LONG-RANGE PLANNING MANAGER, MIRANDA BATESCHELL**

**IV. 6:15 PM 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.

**V. 6:20 PM CITY COUNCIL LIAISON REPORT**

**VI. 6:25 PM CONSIDERATION OF THE MINUTES**

A. Consideration of the October 8, 2014 Planning Commission minutes

**VII. 6:30 PM PUBLIC HEARING**

A. **Waste Water Collection System Master Plan Update** (Kraushaar/Ward)  
The Waste Water Collection System Master Plan is a City-wide plan that guides waste water collection policies and project schedule.  
*Planning Commission decisions are in the form of a recommendation to City Council.*

**VIII. 7:30 PM WORK SESSIONS**

A. Frog Pond Area Plan Update (Neamtzu)  
B. Basalt Creek Concept Plan Update (Neamtzu)

**IX. 8:30 PM OTHER BUSINESS**

A. 2014 Planning Commission Work Program  
B. Thank You to Chair Ben Altman

**X. 8:45 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 Linda Straessle, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at [straessle@ci.wilsonville.or.us](mailto:straessle@ci.wilsonville.or.us).

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

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



City of Wilsonville

**PLANNING COMMISSION  
WEDNESDAY, DECEMBER 10, 2014  
6:00 PM**

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**VI. CONSIDERATION OF THE MINUTES**

- A. Consideration of the October 8, 2014 Planning Commission minutes

**DRAFT**

**PLANNING COMMISSION  
WEDNESDAY, OCTOBER 8, 2014  
6:00 P.M.**

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

**Minutes**

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**I. CALL TO ORDER - ROLL CALL**

Chair Altman called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Ben Altman, Marta McGuire, Eric Postma, Al Levit, Jerry Greenfield, and City Councilor Susie Stevens. Peter Hurley and Phyllis Millan were absent.

City Staff: Chris Neamtzu, Barbara Jacobson, Nancy Kraushaar, and Mike Ward

**II. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

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

**IV. CITY COUNCIL LIAISON REPORT**

Councilor Stevens reported on the October 6, 2014 City Council meeting as follows:

- A lengthy work session was held which included discussion of the Frog Pond Area Plan,
  - Council reviewed and asked questions about the three options presented for Frog Pond. Discussion included density, potential locations for retail, a variety of housing choices, and how these components play into Frog Pond becoming a nice community within Wilsonville, as opposed to an isolated community.
  - She serves as Chair of the Frog Pond Task Force, which has been very engaged and has heard from many area property owners, as well as the president of the Frog Pond Grange Board. The Task Force has emphasized keeping the heritage of the Grange alive and incorporating it as part of the Frog Pond community in some way.
  - Traffic was an issue, including traffic flow and Safe Routes to Schools, given the proposed elementary school in Frog Pond; a possible undercrossing of Stafford Rd was one consideration.
  - The Frog Pond Area Plan Open House would be held October 16<sup>th</sup> and she looked forward to more input from citizens as well as the Commission's discussion on Frog Pond this evening.
- Stephan Lashbrook, SMART Transit Director, reported on the Transit Integration Project, which was focused on making SMART more efficient. He also discussed the 95-page report he submitted to federal agencies regarding fleet management. Council would hear back in the coming months about upcoming changes for SMART.
- Council discussed stormwater rates, which would be increasing, and considered different scenarios of having gradual increases over a 20- or 30-year time period. Staff would return with a recommendation to Council in the future. Stormwater rates would be a featured topic in the newspaper, including how stormwater funding was not adequate at this time, especially given the unexpected costs required to address some river bank erosion in years past.
- Council also discussed the improvements to Town Center Loop E, which would be restriped to add bike lanes, reducing traffic to one lane in each direction from Wilsonville Rd to about Vlahos Dr. This improvement supported Council's goal of creating connectivity, which regarded bikes, as well as transit

and school buses. The traffic consultants assured that Town Center Loop E could handle this change, even if the vacant parcels along the street developed.

- Town Center Loop W would have two lanes of traffic each way until the post office when the east bound traffic lane would be a right-turn only.
- While Council had some hesitancy about the improvements, they agreed creating the bike lanes was a smart thing to do.
- During the regular meeting, Council held first reading on an ordinance adopting the Clackamas County rules on animal nuisances. The County had made revisions to its ordinances, mostly involving dog control. The Clackamas County Sheriff's department asked the City to adopt the ordinance, especially with regard to addressing issues with barking dogs. Enforcement was difficult without the ordinance.

## V. CONSIDERATION OF THE MINUTES

### A. Consideration of the August 13, 2014 Planning Commission minutes

The August 13, 2014 Planning Commission minutes were approved 4 to 0 to 1 as presented with Chair Altman abstaining.

## VI. WORK SESSIONS

### A. Sanitary Sewer Master Plan (Kraushaar/Ward)

The following items were distributed to the Planning Commission:

- Handout of draft tables and their related notes from the Capital Improvement Program (CIP), which included:
  - Table 7-1 – Existing System Capacity Upgrades for Future Development
  - Table 7-2 – Condition Based Improvements
  - Table 7-3 – New Infrastructure for Future Development
  - Table 7-4 – Capital Improvement Program (CIP) Summary
- Set of maps titled Figures 7-1, 7-2, and 7-3 reflecting the improvements identified in Tables 7-1 through 7-3.

Chris Neamtzu, Planning Director, stated that Community Development Director Nancy Kraushaar, City Civil Engineer Mike Ward, and the consultant team from Murray Smith and Associates have been working diligently to study the City's wastewater collection system. Public engagement and review of the Sanitary Sewer Master Plan document would occur next month in preparation for the Master Plan's adoption.

**Chad Roundy, Murray, Smith & Associates, Inc.**, presented the Wastewater Collection System Master Plan via PowerPoint, which was included in the packet. He noted that since the Commission's presentation in August, the Capital Improvement Program had been developed, which included the prioritization of those improvements and their associated costs.

Key comments from Staff and the consultants, including responses to clarifying questions from the Commission, were as follows:

- In the Design Criteria, the maximum water depth to diameter ratio during dry conditions was the level within the pipe that only included sanitary flows from homes and commercial, not rainfall. A pipe would be considered deficient if it was above 80 percent full.
- The distributed maps did not assume the future city limits would extend deeper into the Basalt Creek Concept Area, but the study boundaries were selected to have good information about the possible gravity flows from Basalt Creek. Information about the flows from the Basalt Creek Concept Area was uncertain, so the study tried to capture as many of the gravity flows as possible to be able to understand the impact on the City of Wilsonville's collection system and foresee any potential challenges should the cities decide to have the Wilsonville service those areas. The northern boundary of the study area followed the contours to allow everything to flow south by gravity so no substantial pumping was required. The study area did not include existing neighborhoods north of the Basalt Creek Concept Area.

- Although the area north of Elligsen Rd and Frog Pond would be developed far into the future, including these areas in the study was important to avoid redundant improvements.
- Numbers shown along the sewer lines in the Low, Medium and High Load Scenarios indicated the size of the pipes required to meet the City's criteria.
- Because projects like the Memorial Park Pump Station and Boberg Diversion Structure addressed both condition and capacity issues, these projects were shown both as Condition Based and Capacity Upgrade Improvements.
- The Memorial Park Pump Station project was critical. While no sewage bypasses occurred when the station flooded in 1996 and the capacity would not be needed until Frog Pond was built out, the City did not want a critical piece of infrastructure in a flood plain. In terms of funding, the team was trying to determine the best time to replace the pump station, which would be very expensive.
  - The Parks Department was starting a Memorial Park Master Plan, so a decision about where to put the pump station would be coming forward. The project was important for the Commission to be aware of as discussions continue about Memorial Park and the location of the pump station, which was a critical piece of infrastructure for the entire city. The wastewater from about 40 percent of the homes in Wilsonville ran through the Memorial Park Pump Station. The distance, elevation, and piping associated with moving the pump station would impact the cost considerable.
  - The entire Advance Road school and about 40 percent of Frog Pond could develop before the Memorial Park Pump Station had to be improved for capacity reasons.
- Pump station capacity was not a consideration when Metro considered the City's future urban growth boundary (UGB) applications. The City already identified the need when the Advance Road school site was brought in, and the area also had flood plain issues. The City would simply tell Metro that the improvement was needed just to develop all of Frog Pond, so the capacity would not impact future decisions.
  - System Development Charges (SDCs) would also contribute to pay for that needed capacity, so as more land is brought in, more SDCs would contribute sooner rather than later; although expanding the UGB created problems, it created solutions as well.
  - Project CIP-06 on Table 7-1 indicated that 86% of the Memorial Park Pump Station project was related to growth, so a significant amount of the project could be paid for with SDCs, if available.
- The Coffee Creek Interceptor Project, CIP-04 on Table 7-1, did run along one of the proposed routes Tualatin Valley Water District (TVWD) was considering for the expansion of the water treatment plant. The City put the existing water line mostly under Kinsman Rd from Barber St south on one side of the road, but there was still room to put the sewer line extension, whether a duplicate 18-in line or one, 30-in line, between Barber St and Boeckman Rd.
  - The Kinsman Road Project was in design and anticipated for construction in two years. The City would ensure space was available for the TVWD line and told TVWD that if they wanted to use that alignment, the City preferred that TVWD installed their line during the construction of Kinsman Rd between Barber Rd and Boeckman Rd. The City wanted to partner with TVWD financially, but could not put off construction of the new road for too long based on TVWD's schedule. The City was working on that partnership with TVWD. Such partnerships were not unprecedented; for example TVWD was installing water line sections as Washington County was currently constructing 124<sup>th</sup> Ave and Basalt Creek Rd between Wilsonville and Tualatin.
- Conditions driving the Condition Based pipeline improvements were the age of the pipe, leaks resulting from root intrusion in concrete pipes, and capacity issues when ground water leaks into the pipes. The sewer system was susceptible to rain events, primarily due to condition issues which result in inflow during rain events, so that additional flow must be conveyed and treated. Pipeline condition repairs would reduce capacity and treatment requirements.
- Figure 7-2 showed a large number of concrete pipes identified for replacement in the Daydream Ranch neighborhood. Substantially large trees were creating very significant root intrusions amongst the homes in Daydream Ranch and the issue was getting worse into the street as well. To what extent did that impact the prioritization of pipe replacement projects in the city?
  - Generically, an annual cost was given for repairing/replacing those pipelines, but the actual prioritization and selection of the improvements would occur through the ongoing TV review program.

Public Works routinely videos the City's lines to ensure the sewer and water systems were working properly.

- Videoing the lines would indicate any breaks in the system now, but not six months from now, which created an interesting scenario because the City would start seeing significant root intrusions in the Daydream Ranch neighborhood in the next two years to an extent not yet seen, and in fact, failures were already occurring. Those areas would become more critical than the common condition problems because it was an ongoing problem that would get worse on a daily basis.
  - From the TV review program, the team's best guess at this point was that half the pipes would not need improved, but some areas would require more repairs as concrete was more susceptible to root intrusion.
  - An emergency situation due to root intrusion in the main line of a street could be fixed with a spot repair. The TV inventory of the entire system enabled the City to observe incidents that occur in the data set and then develop a rate program to address problems in a fairly planned approach, understanding that some street repairs might occur sooner given certain situations. While the team did its best to estimate, it was understood that the plan would change.
  - The mapping tried to highlight all the concrete pipes within a specific area, such as Daydream Ranch, so the City would be aware to look at the broader area should any issue occur, potentially spending that year's funding there instead of in another area.
- The legend of Figure 7-3 was incorrect; only 14 development areas existed, not 19 areas.
- Based on general knowledge, timeframes for new infrastructure projects for future development had been identified in Table 7-3. Improvements for Coffee Creek were anticipated 0 to 5 year timeframe; Basalt Creek/SW Tualatin in 6 to 10 years; and Advance Road Urban Reserve Area (URA) in 6 to 10 years, primarily to generate the funding for Boeckman Creek Rd, but that could occur sooner. It was presumptuous to estimate when development would occur in the Advance Road Urban Reserve Area since it was not in the UGB yet.
- With the UGB Report not resulting in a demonstrated need for growth of the UGB, City Staff was less than optimistic about this URA coming in; politically it did not look good.
- The next UGB expansion cycle would be six years beyond the end of 2015 and even then, no certainty existed in the process, and the 2015 UGB Report findings were unknown. Mr. Neamtzu believed the team's estimates were reasonable at this point in time given what was known.
- Other than the Advance Road URA, the timing was unknown for the URAs, so the furthest time category was assigned.
- After this Master Plan was completed, the City would need to consider its sanitary sewer rates to determine if any future adjustments were necessary. A solid sanitary sewer fund would be required to address the problems listed in the Master Plan. Currently, the fund was in good shape, but it would be interesting to see if, and to what extent, the new project list would impact the rates.
- Next steps for the Master Plan included a public open house and Committee for Citizen Involvement (CCI) meeting on November 12<sup>th</sup> to engage the community and receive public input to help shape the draft Plan in preparation for a public hearing anticipated in December for a recommendation to City Council. Associate Planner Daniel Pauly was working with the team on writing some of the planning findings.

Mr. Neamtzu suggested that the team work to boil down the Master Plan's highly technical terms and create a glossary to better describe the terminology to a layperson. The Commission also appreciated a well-written, layperson's Executive Summary as an introduction to the document.

- Using pictures of root intrusion, sagging pipes, high ground water, etc. was also suggested to make the open house visually interesting and educational. He encouraged the team to consider the types of questions that might be expected from citizens to explain what the Master Plan would mean to them in context of citizen in their home, such as rate impacts, why these improvements were needed now, and why they should care about the Master Plan.

Further comments and discussion from the Commission regarding the Master Plan were as follows:

- Executive Summary should be plain and simple. Anyone wanting more information could review the data in the back of the Plan; most of the public would not care.
- At the open house, the team should have definitive answers about any cost impacts for homeowners to connect to any sewer pipes that are replaced, and whether a tree would be removed if their roots were intruding into the pipes.
  - Visuals were also important. The team was encouraged to think in terms of details to communicate what would interest typical homeowners. For example, an 80 percent pipe level capacity; it made sense that if a pipe was already full when the weather was dry, there would be problems in wet weather.
  - Give indication of what the improvement would look like; for example, identifying the impacts for improving capacity under Kinsman Road such as road closures, the timeframe for traffic disruption and other things that would impact citizens.
  - The team did a good job of showing what would be paid for by new development, which would be important to people living in Wilsonville today. The cost figures were daunting, but a large amount would be paid by new development, not tax dollars.
  - Explaining what was covered by rates versus new development would be important.
    - A summary table could be created that separated and discussed rate versus development costs.
  - Tying pipe capacity to the amount paid for by private development was suggested.
    - Gross numbers might not be as important as delineating pipe replacement costs between that paid for by development versus rates. For example, 80 percent of a replacement project might be paid for by development and 20 percent by rates.
    - Explaining the relationship regarding costs related to improving existing capacity versus increasing capacity would be helpful. Graphically showing a pipe that was 80 percent full would be related to existing development, and not new development. New development would contribute more capacity so a bigger pipe would be needed and upsizing would be paid for by new development.
- Whether concrete pipes were reinforced or replaced depended on conditions. Larger trunk pipelines of reinforced concrete were common, but the old concrete pipelines had root intrusion issues. Initially, the team assumed all new PC/HDPD pipes would be used for replacement, but Deputy City Engineer Eric Mende wanted larger pipelines, major interceptors 18 to 36 inches, to be concrete due to the huge cost savings in materials.
- The interiors of the pipelines were very smooth, especially on major interceptors which also have a minimal surface area. The smoothness of the interior and surface area to area diameter of pipe was more important on smaller pipes.
- Ductile iron is the best water pipeline material to use in treed areas; however, sewer lines are often deeper than tree roots, for a time. Pipe material does influence where roots intrude. Roots intrude at the joints. Concrete pipe lengths are heavier and shorter resulting in more joints and more opportunities for intrusion. PVC is lighter so longer lengths can be installed. The number of joints would influence where roots come in, so it was function of the quality of the pipe's joint. Concrete cracks unless reinforced, so reinforced concrete pipe was important to use to keep cracks from forming where the roots intrude. Concrete pipes with sagging issues were a result of poor construction techniques.
  - For pipes with cracks and roots coming in, the roots could be removed and the pipes lined with plastic liners to prevent root intrusion without digging up the street. Such sanitary sewer rehabilitation techniques were used quite a bit for root intrusion and to prevent the resulting infiltration that occurred.
  - When doing projects, Staff would consider different alternatives and choose the best method depending on the specific conditions and what was most feasible.
- For purposes of the Master Plan, the team made some gross assumptions since no real specific data was available yet.
- Much of the work in Charbonneau had to do with pipe construction methods, which affect longevity of the pipe system and future repairs. Proper pipe bedding and backfill are very important for achieving uniform points of contact with the subgrade. In some areas of Charbonneau, sand and gravel were not

used for the bedding and rock was thrown on top of the pipe. TV videos showed rock intruding into the side of a pipe.

- The City has had very good Public Works Standards for many years, but in older areas like Daydream Ranch and Charbonneau, those standards were not yet in place at the time of construction.
- Videoting of the sewer lines was ongoing, but not enough had been done to incorporate the results into the CIP, which was why an Annual Pipe Replacement Budget was included. The CIP would be fine-tuned as more data and a more complete picture of the system became available.

#### B. Frog Pond Area Plan (Neamtzu)

Chris Neamtzu, Planning Director, noted that the second Technical Advisory Committee (TAC) meeting was held, which included agency representatives, as well as the third Citizens Task Force meeting on the Frog Pond Area Plan. The City Council had a good work session on the Plan Monday night and the Planning Commission would be seeing that same presentation. More than 1,000 public meeting notices had been mailed about the public open house being held next Thursday from 5:30 pm to 8:00 pm to get broad community input on the alternatives proposed for Frog Pond. He encouraged the Commissioners to attend to talk to citizens, get their points of view, answer questions, and provide feedback about what the community was trying to achieve in the Frog Pond area.

- An online open house would be launched this Friday, which would include a survey component. Frog Pond Area Plan material would be posted on the Frog Pond website where a lot of input was also expected. This critical round of public involvement and citizen input would continue through October 21, and the project team would then consolidate all the input received and begin to formulate a hybrid alternative in preparing the draft concept plan, which would be available in late December and discussed during a joint City Council/Planning Commission work session in January or February.
- He noted Chair Altman and Commissioners Millan and Greenfield were members of the Task Force, but he also had new information to share following tonight's presentation.

Joe Dills, Angelo Planning Group, presented the Frog Pond Area Plan via PowerPoint, reviewing the pros and cons of the three land use alternatives and two related street or transportation frameworks. His additional comments were as follows:

- Council encouraged the planning team to think about the Frog Pond Area Plan as a four neighborhood plan because of the existing adjacent neighborhoods and to consider the connections, location of retail, and other components that would serve both the existing and future neighborhoods.
- In response to the citywide housing need for more single-family housing, Council preferred having more of the larger lot choices in the West Neighborhood for Option A, and perhaps across the entire area.

Mr. Neamtzu presented several draft templates via PowerPoint to visually depict the different housing types and densities that might be anticipated in Frog Pond. These templates included a housing picture, maps, the current zoning, typical lot size, gross acres, number of homes, and gross density of Morey's Landing, Park at Merryfield, Hazelwood, Wilsonville Meadows, and Renaissance at Canyon Creek. The templates would be used to help people visualize what type of residential development might be desired in Frog Pond. He was still working with the City's GIS manager to remove areas for streets, right-of-ways, common areas and open space in order to calculate the net acres and net density for each of the sample neighborhoods.

- During Phase 2, the Commission would help shape many aspects of the implementation of this community, such as the urban form, building placement, setbacks, lot area coverage, use of alleys, public open spaces, building heights, etc.
- Other templates included the Legend Phase in Villebois, Charbonneau, and Cedar Pointe. He welcomed suggestions of other neighborhoods to include to help people better imagine some of the medium density residential categories in the Frog Pond Area Plan.
  - Other suggestions for sample neighborhoods included the Lennar Development in the former Living Enrichment Center (now Grande Pointe at Villebois) area, next to the Legend Homes in Villebois; Canyon Creek Meadows;

- Cedar Pointe, with 12,000 to 15,000 sq ft lots, was an example of very low density. The development had steep slopes and tremendous amounts of open space. The gross to net acre calculation would be interesting given the amount of open space.

The Commission agreed the templates would be a very helpful tool for the public, as well as the Commission, because people ask what the densities look like. Discussion continued as follows:

- While the lot sizes in Cedar Pointe were big, the land was not totally useful to the owner. Was the same to be expected at Frog Pond or would the lots have more potential for lawn?
- Part of the rationale behind Option A was to have very low densities on the outside perimeter of the neighborhood so the lots blended in along the creek; however, some lots in the northern area could be wide open. It would be good to relate the density to those possibilities for people to see.
- The Task Force noted the Boeckman Creek Corridor was a tremendous community asset and should not be lotted down to the bottom of the canyon. A regional trail ran through the area, so it would likely be a blend at implementation.
  - In Morey's Landing, for example, the river lots extended clear to the river's edge and each lot had a boat dock. In hindsight, having some common areas along the river or providing access to such areas, where a trail could be implemented or green access to nature provided for the community, would have been an important asset to achieve.
- Private land used by an individual rather than as common space was excluded from the buildable acreage and not figured into the density per acre, and the unbuildable portions of private property were not removed to calculate net density.
  - The wooded area of Cedar Pointe would be mostly unbuildable, but there could be usable portions within the natural resource protection area; however, Mr. Neamtzu was hesitant to calculate that on every lot to get yet another number when determining net density.
  - Metro removes the unbuildable portion when calculating net density. On the Frog Pond area working drawings, all the unbuildable portions and natural areas had been removed, including that on private lots, for purpose of calculating capacity.
- The templates visually depicted representative densities, so people could equate 5 or 7 du/acre to a familiar neighborhood in the community.
- In the first set of options, the low density had average lot sizes of 5,000 to 7,000 square feet. The very low density had average lot sizes of 12,000 to 15,000 sq ft. The images provided local examples of the medium density category, which Mr. Dills believed provided a path to diversifying the housing program in Wilsonville and addressing the interest in having such homes in the Frog Pond Area Plan.

Mr. Dills resumed his presentation of the Frog Pond Area Plan. He and Staff addressed questions and comments from the Commission as follows:

- A Metro Staff person serving on the TAC weighed in on the three alternatives and explained that Metro Council would be looking for something in the 9.6 net density range and Option B was in the ballpark. Metro would not be able to accept much less than that from a regional decision making standpoint. (Slide 10)
- The retail buildings would be 5,000 to 8,000 sq ft, which would house a larger restaurant or three or four tenants in one building.
- DKS Associates advised that the available property at Intersection 6 (Slides 19 & 20)) constrained the feasibility of constructing a roundabout at that location. Intersection 3 was not considered for a roundabout because if commercial development was in that area, roundabouts were not conducive for pedestrians. Additionally, that cross street would be a neighborhood collector and a main way for pedestrians and bicyclists to get from one area to another, so DKS Associates advised that a signalized intersection would perform better.
- Development Engineering Manager Steve Adams believed Intersection 1 was an ideal location for a roundabout because of the power lines and availability of unusable land. The area was a nice transition between the rural areas to the north and urban areas to be developed to the south and would have minimal pedestrian traffic.

- A major trail was proposed along the power line corridor and staff discussed doing a grade separation so pedestrians and bicyclists could get to the school and the East and West Neighborhoods without interfering with traffic. The roundabout could have a tunnel running underneath with a skylight in the middle of the landscape area.
- So far, a buffered bike lane, which was delineated with a double line, was advised on Stafford Rd. Installing a curb versus striping on the bike lane elevated it to a cycle track by definition.
  - The bike lane on Stafford Rd would have to transition to Boeckman Road and the painted bike lanes on Wilsonville Road.
  - Another consideration for Stafford Rd, with regard to cycle track versus buffered bike lane, was that at some point, the road might need to be rebuilt to accommodate that larger section.
  - Commissioner Levit stated that in his experience, the curb feature was scary for bicyclists because there was no escape if a vehicle was coming at them or if glass or debris were in the way. Sometimes the curbs were not visually marked, so the curb looked like a white line and caused bicyclist to crash when hit.
- Other opportunities involving Stafford Rd regarded the package of street elements that could be used. As a gateway to announce the arrival at Wilsonville at Kahle Rd, the building orientation along Stafford Rd, signalized intersections, and other elements should all work together to slow speeds and make the area as safe as possible.
- The team was not certain the dimensions were physically available for a bike and pedestrian underpass at Stafford Rd and Wilsonville Rd in conjunction with a roundabout. The street could be paralleled with the ramps, which was one mitigating factor.
- Mr. Dills noted some additional intersection drawings were included in the meeting packet, and one roundabout was shown for the collector/local street crossing at Frog Pond Lane.
- The team learned that while the infrastructure cost required for all three options was relatively constant, a fairly significant difference existed in the estimated SDC revenues for each option: Option A would roll up about \$47 million; Option B, about \$57 million; and Option C, up to \$64 million in SDC revenues.
- The City had options available for developers who were not interested in having a grid pattern. All three options allowed developers to create a concept of breaking up the neighborhoods, but the flexibility within the grid patterns of Options A and C was more of a function of phasing and the size of the development, which would provide more flexibility.
  - The role of the Area Plan was to establish the basic connectivity of the street system and particularly where key intersections would be located. By classification, the only arterials were Wilsonville Rd, Stafford Rd, and Boeckman Rd, the rest were collector or local streets.
    - The only set streets were the two coming off the south side of Boeckman Rd, Frog Pond Lane, Kahle Rd, and the extension of 60<sup>th</sup> Street...
  - A developer with 20 to 25 percent of the area would have the freedom to roll the streets if that worked for their layout. On smaller properties, the City would guide street locations that would work for that development, as well as future developments. Mutual interest would exist in making the streets follow property lines.
  - Having a grid pattern on the arterials and collectors could inevitably marry the residential streets to being a grid pattern as well, removing the opportunity for meandering roads in the interior.
  - The base grid did not need to show the west side loop for purposes of the network, but it was included due to the concept imbedded in the Plan to create some configuration that would produce a public edge to the areas along the western area of the West Neighborhood.
- The BPA easement could include anything but a structure, such as community gardens, parking, park type facilities, trails and sports fields, though the sag of the lines created some limitations. Additional investigation and guidance would be needed if active recreation was desired.
  - E-shields could be used to prevent the electromagnetic field from affecting bicyclists, for example, and a block of lattice was being added to a tower around Kinsman Rd and Boeckman Rd to raise the lines, so there were options to consider.

- The team had suggested local street connections along Kahle Rd and in other places in the neighborhood for a combination of reasons, including connectivity and emergency access.
- In Option B, multifamily housing was 25 du/acre, resulting in 328 multifamily units out of 2,343 total units, or 14 percent.
  - Hathaway Village apartments by the high school and Phase 1 of Brenchley Estates had about 300 and 280 multifamily units, respectfully. Domain in Villebois had a bit more than 300 units, the same size of that proposed in Option B, which was essentially a single project.
- Although the market survey considered the over 65 population, the number of stories on a given home in the Area Plan was not specified or assumed at this point. The economist reported the trend with senior buyers was that they buy the same amount of house as before, but were downsizing the lot size. This trend was likely to change overtime, but in an effort to provide many different choices, the cottages were shown as move-down units.
  - Seniors preferred a master bedroom on the main and if the house was their last home purchase, they wanted a single-level option to retain mobility. This element should be factored in to the Area Plan as very little new housing in Wilsonville offered a single-level option.
- Frog Pond did not have much grade variation in the topography. The western area of the West Neighborhood had only a minor difference in grade. Mr. Dills indicated a shelf that dropped off, which was especially noticeable toward the west end of Frog Pond Lane.
- References discussing the employment areas on Pages 10 and 23 of 159 of the meeting packet should be corrected to state the employment areas were to the west, not the east, of Town Center.
- As a collector, Advance Rd could have on street parking and it would be widened.
- With regard to the population housing and household forecast, the team analyzed what they believed the housing need would be from within the area shown on Page 75 of 159 of the meeting packet.

Feedback and discussion provided by the Planning Commissioners was as follows with responses by Staff to Commissioner questions as noted:

#### Commissioner Levit:

- Population forecast percentages were given as a per year figure, which meant the population would grow exponentially; it did not make logical sense that the population growth rate could be maintained over time in a constrained area.
- Commercial should be put at the Advance Rd/Stafford Rd Intersection given the visibility desired by developers and for the inclusion of the existing neighborhood.
- He was a bit concerned the City might not get the areas east of Stafford Rd or south of Advance Rd included in the UGB, so the Area Plan was really for the west side. He asked if that area was financially sustainable by itself.
  - Mr. Neamtzu replied the economist was considering the costs and SDC revenues by neighborhood. Technical memorandums were forthcoming about that sub-neighborhood analysis which would determine whether each neighborhood could pay for itself. He noted the analysis did not include the \$10 million to \$12 million bridge needed to improve the Boeckman Dip for which grant money was available.
- He was also concerned about Safe Routes to School in the Advance Rd and Stafford Rd areas. He suggested considering undercrossing for kids that were well lit and possibly monitored somehow.

#### Commissioner McGuire:

- A combination of Options A and B should be considered, as both options provide connectivity within the neighborhood and to the adjacent neighborhoods, and both were more compatible with adjacent land uses and did the best job of taking advantage of the natural space.
- One goal of the Area Plan was to expand single family house use to address concerns about the amount of multifamily housing currently in the community. It was interesting to see the Community Preferences mention that there was too little affordable housing and housing choices for new houses and apartments. Option B provided a bit more diversity of housing choices.

- Meeting the City's density requirement was an important criterion to keep in mind; if an option did not meet the requirement, it was better to discuss it earlier, rather than going down a wrong path.
- Having 300 multifamily units did not seem like that many. Although the block looked huge, it seemed like a relatively good balance to the other single-family proposed and provided more choices for people without cars because it would allow their children to walk to school. Option B provided more choices.
- She liked the retail location of Option D due to challenges with having parking across from residences. It was important that parking was included, but it would be challenging. If decent amount of parking was available within a neighborhood, it did not have to be at the front of the development.
  - Parking was an issue in Villebois for developers as a certain number of households were needed to support the local businesses and was dependent on pedestrian traffic due to the limited amount of parking available.
  - Her second retail choice would be Option B where parking was sandwiched between the retail and high density residential, which was a nice compromise. Parking would be one of the biggest challenges for a developer to consider.

Chair Altman:

- His focus was more on streets and he leaned toward having a circulation pattern that was more grid-like and allowing for some flexibility. While developers with more land would have more flexibility, the grid provided a reference, tended to follow property lines and allowed for smaller blocks to be phased. Organic patterns typically resulted in going through the middle of lots and other odd things.
  - It largely depended on how the area got developed, how much one developer might assemble to see how it would work. It could be useful to have some flexibility built into whole concept as long as the flow of connectivity was maintained by having the grid pattern at key intersections.
- Option B was the natural location for commercial. The Stafford Rd/Advance Rd intersection would provide the highest traffic volume, which was a preference for commercial as traffic flow was its life blood, not pedestrians from the adjacent neighborhoods.
- He also liked Option D, which involved the Frog Pond Grange. The commercial would be one of the last pieces because there must be enough population to sustain it. By the time commercial came in, there would be good population and a lot of traffic flow in that area.
  - He believed the traffic volumes shown for Stafford Rd were too low.
  - If things worked right in the Basalt Creek Area, there should be a lot more traffic on Boeckman, Stafford, and Elligsen Rds, so Option D had some merit long term.
  - Perhaps the commercial location could be driven by the market, as long as the end goal was framed appropriately.
- Density wise, he tended to lean toward Option B.

Commissioner Postma:

- Leaned more toward Option A on density, but believed the medium density in Option A should be expanded closer to that in Option B.
- He did not favor large scale apartments in the area, but was sensitive that options were needed. He suggested having attached housing rather than apartments.
- He also believed the best options for commercial were Option B, due to the potential multifamily and row houses, or Option D. He agreed commercial on that corner was probably the most efficient, but he was intrigued with the notion of utilizing and preserving the Grange and having commercial near the border.
- If any multifamily were located in Frog Pond, including a little higher density cluster around the commercial/retail on a smaller scale seemed to make more sense.

Commissioner Greenfield:

- Favored the density in Option B with a more grid like transportation system, particularly if there was a way to encourage attractive development within that grid.

- He was alarmed at the prospect of not being able to bring some areas into the UGB, which would affect everything, including the location of a commercial area. Not providing for a commercial area in the western portion of Frog Pond would create an unmet need if the UGB expansion was pushed out into the far future.
- He agreed the most logical place to put commercial was at the four corners (Option B). He liked the Grange area, but it seemed like a distant prospect time wise. He inquired if that area could be provisionally protect for some future development when further build out occurred to the north, which would provide a residential need for commercial at that point.
  - There was already a commercial need in the Stafford Rd and Advance Rd neighborhood, which would increase as the west area developed. Perhaps the commercial could service the school or take advantage of the parent traffic to and from the school and park.
- He believed having some nonlinear development within a grid area was important.
- He was also concerned about protecting access to Boeckman Creek area from the western development and the community at large.

Commissioner Levit agreed that protecting access to Boeckman Creek was important.

- He preferred the density of Option B with the grid pattern, which made logical sense aside from the acquisition of land.
- He noted the commercial property on Willamette Way E was never developed even though the entire neighborhood was built out and there was a huge amount of traffic going by with the two schools.
- Although he would like to see commercial property at the intersection, he was concerned that people in the existing neighborhood might object to the proximity and traffic, even though they might take advantage of it.
  - People living in Wilsonville Meadows complained and took legal action to change the density on the Arbor Development side of the fence, which was higher than on their side.
- A lot of factors played into locating commercial in Frog Pond, and he agreed it was likely the last thing that would be built, if built at all.
- Having the community park nearby was another inducement for having commercial close by, given the right types of businesses.

Chair Altman recalled that for commercial in the 60,000 to 70,000 sq ft range, a very high number of traffic trips were needed to sustain it each day. As far as the commercial property on Willamette Way E, the traffic volumes continue to Brown Rd and then dissipate at that point. The advantage was that Boeckman Rd and Stafford Rd were arterial streets with a lot of volume.

- He preferred to see the commercial float and let the market drive its location, but he did not know how to do that in the concept plan context to preserve the place.

The Commission discussed the need to make the commercial a destination, which was why Option D was intriguing. The area was already being somewhat preserved, so perhaps it could wait for the market to drive it and a destination could be created there. The Option D location could be beneficial if the Elligsen land ever got developed.

- The commercial could not be divided into separate areas due to cost and the mass volumes of traffic needed to support it.
- The Grange area of Frog Pond could be phased, for example, having a coffee shop built earlier, and then it could grow from there; perhaps the Grange could lease some of its space.

Commissioner Levit:

- Noted the Table 1 of Appendix C (Page 139 of 159 in the packet) showed the total onsite infrastructure cost for all three options were about the same, yet Concept 2 was much more expensive in the west than the other two concepts, and much less expensive in the south. On the maps, he could see no difference in the south.

- Mr. Dills believed that was just an allocation of infrastructure cost, but he would review it. The road and pipe costs were constant to serve the various areas.
- Believed there should be an option to blend parts from both Option A and B. It seemed like pockets of land could be moved from Option A to Option B

Commissioner Postma said he favored more medium density around the school and park in the south, and pulling in some of that density in along Stafford Rd like in Option B as well. From a marketability standpoint, it made more sense to have smaller lot sizes along that busy road. It seemed that some areas with medium density could be pulled over to Option A. Some of that medium density could come back if the commercial was not right in the middle, but in the corner or up by the Grange, which could increase the density a bit as well.

Commissioner Levit said he was considering the opposite, moving some of the very low density from Option A into Option B.

Commissioner McGuire added it would be interesting to see how putting the retail in Option D might break up the higher density lot.

- Chair Altman agreed it made sense to have higher density around the commercial.
- Mr. Dills believed the result would look somewhat like the relationship shown in Option B, wrapping some medium density in the West Neighborhood near Frog Pond Lane, which had some good sized vacant lots. The higher density would be clustered as shown in Option B.

Commission Postma suggested it might be easier to take some of the medium density out of Option B, but keep it fronting on each side of Stafford Rd. He believed the multifamily area in Option B was too large. He liked all the medium density on the south side and on the other side of 60<sup>th</sup> St as well.

Chair Altman noted one item discussed the other night that had merit was having the really low density in Option A in the northeast area north of the power line as an interim or future phasing in anticipation of the low density shown in Option B, understanding it would be very low density over the next 15 to 20 years. Due to the lot layout and extending services, getting the density there would require services that would not be supported by low density, but he believed there was a market for the low density that would occur, and as development to the north continued, that area north of Kahle Rd would become a transition point.

- More urban reserves existed on the west side of Stafford Rd so development would still be occurring there that would drive development in the northeast areas. It could be 50 years out, but the Plan could be amended to add density.

Commission Levit commented that the property owners in that very low density area north of the power line could pay for the services themselves.

Mr. Dills confirmed that the Area Plan assumed municipal sewer and services for any urbanizable land.

## **VII. OTHER BUSINESS**

Chris Neamtzu, Planning Director, described the Wilsonville Leadership Academy recently reinitiated by City Manager Bryan Cosgrove and his team. The new program would be an immersion in local government and run from January through June 2015. The academy as an opportunity to engage a broader cross-section of the community in boards and commission development as the program would lead people toward other leadership opportunities. The program was limited to 30 participants, who he hoped would become ambassadors in the community, and he encouraged the Commissioners to participate and engage others in the program. He distributed brochures about the program.

## A. 2014 Planning Commission Work Program

Mr. Neamtzu reviewed the Work Program with these additional updates:

- Walker Macy Landscape Architecture was chosen as the consulting firm for the Memorial Park Master Plan, which included the entire Memorial Park. The Parks and Recreation Department would use the Parks and Recreation Advisory Board rather than the Planning Commission as the Steering Committee for the Master Plan. The Commission would review the Master Plan and make recommendations to City Council as part of the City's legislative process. The six month schedule was aggressive and would include three open houses.
- Work on the Coffee Creek Industrial Area Form-Based Code (FBC) was still ongoing; some tasks were added to the scope of work, including some real world analysis of the concepts created to help demonstrate whether the tools were effective. The Commission would see more on FBC, but the schedule had been pushed back a few months.
- The work on Basalt Creek was going slow. A base case scenario would be created using the Envision Tomorrow software tool, which allowed the scenario to be changed and modified. Given that two cities, two city councils and many property owners were involved in the Basalt Creek Plan, it made sense that the work was going slower. Public open houses were anticipated for early next year. A major unveiling of the alternatives would likely occur in February. The website was being updated with a lot of material.

Commissioner Postma expressed concern about how the Development Code dealt with trees. The City did an excellent job retaining trees with the Code, but that came with a cost in Wilsonville's older neighborhoods, such as Charbonneau and Daydream Ranch, and it also impacted the City's sewer projects.

- Daydream Ranch was built in the early 1980s and the street trees were now mature and extremely large, which was creating a lot of problems for area homeowners. He was helping someone who had to tear up his entire front yard to address root intrusion issues from some very large beautiful trees, and the roots were also approaching his foundation. He had already incurred significant sewer expenses, but how would the City address the issues homeowners have due to intrusion into property owners' homes.
- He implored the Commission to think about this issue when reviewing projects and what should be planted along developments and to consider doing a comprehensive review of the Development Code to ensure a method existed for property owners to realistically address potential problems without it being an excessive burden for one or two property owners, as opposed to spreading the cost out amongst the whole neighborhood.
  - Was the Code too restrictive on what property owners could do with street or City-mandated street trees in order to maintain their property and avoid problems? Root intrusion in sewer lines was a problem homeowners had to address repeatedly as trees grew and took over again.
  - Was the City confident that the types of trees required to be planted would be complimentary for the visual they desired to create without creating an excessive burden on nearby property owners or the City in the future?
    - Root intrusion was a big problem in Daydream Ranch because the City was a bit short sighted about the types of trees that should be planted in those neighborhoods and what they might do in the future.
- According to the Code, property owners could potentially cut down problem trees, but first had to cut individual roots, each approved by request at the City. If the mindset was to do everything possible to preserve a tree approaching somebody's foundation that was a disservice to the property owner.
  - Yes, the City wanted to preserve trees, but did the City expect property owners with particularly large trees on their property to shoulder the burden for the rest of the neighborhood so the trees could be preserved. Preserving one's own property from damaging trees was a substantial cost on a consistent basis and was a problem the City must address.

Chair Altman noted that better guides now exist about the appropriate types of street trees. A separate concern he had was if a property owner planted a tree in their yard, once it reached 6-in caliper in size the

owner no longer owned the tree; even though no requirement for planting it had come from the City. If one planted a tree on their own property, they should be able to do whatever they wanted with it.

Mr. Neamtzu clarified if a tree was doing imminent damage to a property, it was removed. The City had never required a tree to be saved that was doing damage to a property; in fact, he approved the removal of a street tree recently that broke a water line.

- Many trees had been planted in the wrong places. Staff was trained in the urban forestry concept of “Right Tree in the Right Place” and was working with citizens across the community on permitting removal of trees that had outgrown their space, had inadequate soil volume, were causing infrastructure damage, etc.
- He described some ways the City and Staff were addressing tree issues, and noted they could do a better job when building out the city with all the housing that was going in, adding that the Public Works Standards included separation requirements from sewer laterals and other infrastructure. The smaller the lots become, the harder it was to get any trees in the neighborhoods.
- He appreciated the comments and the raising of the issue, noting that if a tree was close to a foundation, Staff would work with the citizen to allow the tree to be removed. Staff would take ownership of the process and assist the property owner as best they could. Staff has never denied the removal of a tree that was causing damage to someone’s home, property, infrastructure, etc.

Commissioner Postma responded he had all the respect in the world for Staff, but that was not happening in Daydream Ranch. He recommended revisiting how the process was being handled in that neighborhood as trying to address trees that were causing problems had been a historical problem.

Mr. Neamtzu responded that he wanted to be the first to reach out and help anyone who had such experiences with Staff. He understood the process put in place a long time ago was cumbersome and those standards had not been revisited or tested since to see how they were working.

- The regulation for all trees was because people do not know where resource areas or street tree lines are located, so allowing people to do what they wanted on their property results in lawsuits and violations against the natural resources in the community. Logging in a primary open space forced the City to go to circuit court against an individual which resulted in the Tree Code being written.

Commissioner Postma believed the Tree Code worked great for a majority of the city, but the Code provided no forgiveness to those in areas where the Development Code did not regulate the planting of street trees at the time of build out.

- The City had a Tree Code fashioned for the 75 percent of the population not experiencing problems but not the other 25 percent. Perhaps, the City needed a way to call out and provide a different procedure for those with property in older neighborhoods. Something different was needed because the City was asking some people to shoulder a greater burden without giving them any semblance of relief to address those problems before they became bigger and more expensive.
- He noted that while the issue could fall under Citizen’s Input at a City Council meeting, he believed it was important for the Commission to address as well.

Commissioner McGuire stated that as an advisory body to City Council on the issues Council brought to the Commission, she believed bringing the matter to City Council would be appropriate and then Council could prioritize the issue on the Commission’s work plan.

Commissioner Postma recalled City Council also asking the Commission to bring items to their attention that the Commission believed needed to be addressed in the Code.

Commissioner McGuire believed having it as an agenda item would work well.

Commissioner Greenfield noted two things were involved, one was the mitigation of an existing problem and the other was planning for future development.

Commissioner Postma noted both were Code issues.

Commissioner Levit announced he could not attend the November CCI meeting so the Vice Chair would have to fill in, but no one had been voted in yet as Vice Chair. He also asked for an update on the French Prairie Bridge.

- Mr. Neamtzu replied that the material provided recently by City Civil Engineer Zach Weigel was the most up to date information available. The City was still waiting for ODOT.

### **VIII. INFORMATIONAL ITEMS**

#### **A. Climate Smart Communities**

The Commission agreed to add a work session on the Climate Smart Communities to the Work Program.

### **IX. ADJOURNMENT**

Chair Altman adjourned the regular meeting of the Wilsonville Planning Commission at 9:10 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for  
Linda Straessle, Planning Administrative Assistant



City of Wilsonville

**PLANNING COMMISSION  
WEDNESDAY, DECEMBER 10, 2014  
6:00 PM**

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**VII. PUBLIC HEARING**

**A. Wastewater Collection System Master Plan Update  
(Kraushaar/Ward)**

The Waste Water Collection System Master Plan is a City-wide plan that guides waste water collection policies and project schedule.

*Planning Commission decisions are in the form of a recommendation to City Council.*

**PLANNING COMMISSION  
STAFF REPORT**

<b>Meeting Dates:</b> December 10, 2014	<b>Subject:</b> Updated Wastewater Collection System Master Plan  <b>Staff Members:</b> Mike Ward PE and Daniel Pauly AICP <b>Contact:</b> 503-682-4960 or <a href="mailto:ward@ci.wilsonville.or.us">ward@ci.wilsonville.or.us</a> , <a href="mailto:pauly@ci.wilsonville.or.us">pauly@ci.wilsonville.or.us</a>
<b>Applicant:</b> City of Wilsonville	
<b>Action Required:</b> Conduct Public Hearing, Make Recommendation to City Council	
<b>Staff Recommendation:</b> Recommend approval of the proposed update to the Wastewater Collection System Master Plan to the City Council.	
<b>Recommended Language for Motion:</b> The Planning Commission recommends approval of LP14-0002, proposed updated Wastewater Collection System Master Plan, to the City Council (with or without specific changes).	

**ISSUE BEFORE THE COMMISSION:**

Wilsonville uses a three-step approach to planning for public facilities. First, general Policies and Implementation Measures are contained in the Comprehensive Plan. Second, individual master plans are prepared and periodically updated to deal with specific facility requirements. Finally, the City annually updates a rolling five-year Capital Improvement Program, based on these master plans, for scheduling and budgeting of improvement projects. Among the individual master plans is the Wastewater Collection System Master Plan last updated in 2001. Before the commission is an update to the Wastewater Collection System Master Plan, consistent with the second step of the City’s approach to planning for public facilities. The wastewater treatment plant is considered a separate facility and is not included within the scope of the current project.

**EXECUTIVE SUMMARY/ INTRODUCTION:**

The Wastewater Collection System Master Plan provides a 20-year blueprint for Wilsonville’s wastewater collection system including sanitary trunk lines and pump stations. The Wastewater Collection System Master Plan update integrates past master planning efforts as well as new information such as population and job growth projections and the current condition of wastewater collection infrastructure. In summary, the updated Wastewater Collection System Master Plan does the following:

- Summarizes basic information describing the wastewater collection system.
- Describes how the system components function.

- Presents technical criteria required for evaluating the system.
- Identifies current system deficiencies and describes recommended improvements to correct them.
- Identifies future system needs to accommodate future growth.
- Contains planning-level cost information for general budgeting and developing a prioritized Capital Improvement Program (CIP).
- Documents for City leaders, technical staff, consultants, customers and other interested parties the existing system and future recommended improvements.
- Incorporates community values and priorities through input from a public open house process.
- Facilitates logical planning decisions and utility coordination relative to other City projects and programs.

### **TIMELINE:**

The updated Wastewater Collection System Master Plan considers both short-term and long-term priority projects for the wastewater collection system and in Section 7 provides a list of the projects and related timelines.

### **COMMUNITY INVOLVEMENT PROCESS:**

A number of different media and venues have been used to encourage public involvement. Wastewater collection tends to be a subject in which the community does not express a lot of interest as long as the system is functioning well. While a reasonable effort has been made to notify and solicit community involvement, limited interest has been expressed. Information was published in the Boones Ferry Messenger, a community newsletter mailed to every address within Wilsonville's 97070 zip code, the Committee for Citizen Involvement hosted a community open house, the Planning Commission held work sessions, and project staff made information about the project available on the City's website. The City mailed public hearing notices citywide for the Planning Commission and upcoming City Council public hearings.

### **DISCUSSION TOPICS:**

#### ***Aging Infrastructure, Especially in the Charbonneau District***

Being a relatively young City, Wilsonville has not historically focused a lot on replacing aging and failing infrastructure. Currently, and more so during the latter parts of the planning horizon for the updated Wastewater Collection System Master Plan, a need exists to update parts of the system to keep them functional, which will involve significant capital costs. The Charbonneau district especially needs repairs to aging infrastructure.

#### ***Planning for Continued Growth***

While additional attention is needed to maintain and replace existing aging infrastructure, Wilsonville will continue to grow during the planning horizon and the updated plan incorporates the most up to date growth forecast information to plan capacity for the expected growth.

## PLANNING COMMISSION'S FINDINGS AND RECOMMENDATION

The Commission finds that the proposal meets the criteria for approval as an amendment to the City's Comprehensive Plan by updating the Wastewater Collection System sub-element.

### ATTACHMENTS

A. Draft Plan (under separate cover)

### CONCLUSIONARY FINDINGS

The updated Wastewater Collection System Master Plan has been found to be consistent with the applicable criteria as follows.

<b>COMPREHENSIVE PLAN COMPLIANCE</b>
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#### Standards for Approval of Plan Amendments

*In order to grant a Plan amendment, the City Council shall after considering the recommendation of the Development Review Board (quasi-judicial) or Planning Commission (legislative), find that:*

#### *a. Conformance with Other Portions of the Comprehensive Plan*

CP1. **Review Criteria:** "The proposed amendment is in conformance with those portions of the Plan that are not being considered for amendment."

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The proposed updated Wastewater Collection System Master Plan has been found to be in conformance with the Comprehensive Plan. See Findings CP2 through CP31 below.

#### *b. Amendment is in the Public Interest*

CP2. **Review Criterion:** "The granting of the amendment is in the public interest."

**Finding:** This criterion is satisfied.

**Explanation of Finding:** Development Code Subsection 4.198 (.01) A. implements this standard. It is in the public interest to periodically update the master plans for critical public facilities such as the wastewater collection system to ensure the system provides for adequate service for current and future residents and businesses to ensure proper sanitation and conveyance of wastewater to the treatment plant.

#### *c. Public Interest and Timing of Amendment*

CP3. **Review Criterion:** "The public interest is best served by granting the amendment at this time."

**Finding:** This criterion is satisfied.

**Explanation of Finding:** Facility master plans such as the wastewater collection system must be updated periodically to provide updated current condition information and use updated data to forecast future needs. The last update to the Wastewater Collection System Master Plan was in 2001, so the public interest is best served by updating the master plan as soon as possible making the current timing appropriate.

*d. Adequately Addressing Specific Factors*

CP4. **Review Criteria:** “The following factors have been adequately addressed in the proposed amendment: the suitability of the various areas for particular land uses and improvements; the land uses and improvements in the area; trends in land improvement; density of development; property values; the needs of economic enterprises in the future development of the area; transportation access; natural resources; and the public need for healthful, safe and aesthetic surroundings and conditions.”

**Finding:** These criteria are satisfied.

**Explanation of Finding:**

*Suitability of the Various Areas for Particular Land Uses and Improvements:* The plan only considers serving areas otherwise acknowledged as future growth areas. The plan includes analysis of the current location of the largest pump station in the City in a flood zone, Memorial Park pump station, and the need to relocate the pump station to a more appropriate location. Otherwise specific location and impacts to natural areas and other resources has not been evaluated, but will be evaluated during the design phase of individual improvements.

*Land Uses and Improvements in the Area:* The updated Wastewater Collection System Master Plan considers the current land uses throughout the city as well as potential land uses in future growth areas.

*Trends in Land Improvement:* The amended Wastewater Collection System Master Plan supports the trends identified in other master plans and studies.

*Density of Development:* The updated Wastewater Collection System Master Plan considers planned densities throughout the City and growth areas over the planning horizon.

*Property Values:* Planning for an adequate wastewater collection system helps enable a functional system long term which supports sanitation. Lack of proper sanitation and ability to properly dispose of wastewater would negatively affect property values.

*The Needs of Economic Enterprises in the Future Development of the Area:* Planning for an adequate wastewater collection system helps support economic enterprise in area planned for business growth by planning adequate capacity and service.

*Transportation Access:* The Wastewater Collection System Master Plan does not consider transportation access.

*Natural Resources:* The updated Wastewater Collection System Master Plan doesn't specifically address how facility siting and sewer line replacement affect natural resources. However, the City has regulations in place to look at conservation of resources during the design and final siting of future improvements.

*Public Need for Healthful, Safe and Aesthetic Surroundings and Conditions:* Functional and sanitary conveyance of wastewater to the treatment plan, which is the aim of the updated Wastewater Collection System Master Plan, supports healthful, safe, and aesthetic surroundings by preventing unsanitary or environmentally detrimental disposal or treatment of wastewater.

#### *e. Conflict with Metro Requirements*

CP5. **Review Criteria:** "Proposed changes or amendments to the Comprehensive Plan do not result in conflicts with applicable Metro requirements."

**Finding:** These criteria are satisfied.

**Explanation of Finding:** No conflicts with Metro requirements have been identified.

#### *Citizen Involvement*

*Goal 1.1: To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.*

#### *Policy 1.1.1: Wide Range of Public Involvement*

CP6. **Review Criterion:** "The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes."

**Finding:** This criterion is satisfied.

**Explanation of Finding:** A number of different media and venues have been used to encourage public involvement. Wastewater collection tends to be a subject in which the community does not express a lot of interest as long as the system is functioning well. While a reasonable effort has been made to notify and solicit community involvement, limited interest has been expressed. Information was published in the Boones Ferry Messenger, a community newsletter mailed to every address within Wilsonville's 97070 zip code, the Committee for Citizen Involvement hosted a community open house, the Planning Commission held work sessions, and project staff made information about the project available on the City's website. The City mailed public hearing notices citywide for the Planning Commission and upcoming City Council public hearings.

#### *Implementation Measure 1.1.1.a. Early Public Involvement*

CP7. **Review Criterion:** "Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it

is still in “draft” form, thereby allowing for community involvement before decisions have been made.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The City solicited feedback from the Planning Commission and public early in the planning process while the plan was still in draft form. Any feedback has been considered in preparation of the plan.

**Goal 1.2: For Wilsonville to have an interested, informed, and involved citizenry.**

**Policy 1.2.1: User Friendly Information**

CP8. **Review Criterion:** “The City of Wilsonville shall provide user-friendly information to assist the public in participating in the City planning programs and processes.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The City has produced user-friendly notices for the project, as well as provided other information, and opportunities, both in person and online, to examine the materials related to the updated Wastewater Collection System Master Plan.

**Implementation Measures 1.2.1.a.-c. Clarification, Publicity, and Procedures for Public Involvement**

CP9. **Review Criteria:** These measures address the City’s responsibility to help clarify the public participation process, publicize ways to participate, and establish procedures to allow reasonable access to information.

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The City has produced user-friendly notices for the project, as well as provided other information, and opportunities, both in person and online, to examine the materials related to the updated Wastewater Collection System Master Plan.

**Policy 1.3.1. Implementation Measures 1.3.1.b. Clarification, Publicity, and Procedures for Public Involvement**

CP10. **Review Criteria:** “The City of Wilsonville shall coordinate with other agencies and organizations involved with Wilsonville's planning programs and policies.” “Where appropriate, the City shall continue to coordinate its planning activities with affected public agencies and private utilities. Draft documents will be distributed to such agencies and utilities and their comments shall be considered and kept on file by the City.”

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The appropriate agencies have been notified through the DLCD notice and/or the Public Hearing Notice. Any comments will be entered into the public hearing record and be considered.

## Urban Growth Management

**Goal 2.1:** *To allow for urban growth while maintaining community livability, consistent with the economics of development, City administration, and the provision of public facilities and services.*

### **Implementation Measure 2.1.1.d. Establish and Maintain Revenue Sources for Public Services and Facilities**

CP11. **Review Criterion:** “Establish and maintain revenue sources to support the City’s policies for urbanization and maintain needed public services and facilities.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** While the scope of the Wastewater Collection System Master Plan includes prioritizing short-term and long-term projects for the Capital Improvement Program and developing budget level cost estimates, the update does not evaluate funding tools. The City is examining and will continue to examine revenue sources to support the CIP through such projects as the Charbonneau Consolidated Improvement Plan, the Frog Pond Area Concept Plan, and the Basalt Creek Master Plan.

### **Implementation Measure 2.1.1.e. Concurrency of Facilities and New Development**

CP12. **Review Criterion:** “Allow new development to proceed concurrently with the availability of adequate public services and facilities as specified in Public Facilities and Services Section (Section C) of the Comprehensive Plan.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The City’s current policies supporting concurrency of public services and facilities with new development are not altered by the proposed update to the Wastewater Collection System Master Plan.

### **Policy 2.2.1. Plan for Urbanization**

CP13. **Review Criterion:** “The City of Wilsonville shall plan for the eventual urbanization of land within the local planning area, beginning with land within the Urban Growth Boundary.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** By updating the plan for wastewater collection infrastructure, including ensuring adequate capacity and service to land within the Urban Growth Boundary and Urban Reserves around the City, the City is supporting the effort to plan for the eventual urbanization of these areas.

### **Implementation Measure 2.2.1.b. Fair Share to Increase Development Capacity**

CP14. **Review Criterion:** “The City of Wilsonville, to the best of its ability based on infrastructure provided at the local, regional, and state levels, shall do its fair share to increase the development capacity of land within the Metro UGB.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** By updating the plan for wastewater collection infrastructure, including ensuring adequate capacity and service for planned densities, the City is supporting the effort to provide for its fair share of development within the UGB.

***Implementation Measure 2.2.1.g. Urban Services to Not be Extended Outside City Limits***

CP15. **Review Criterion:** “Urban sanitary sewer and water service shall not be extended outside the City limits, with the following exceptions:

1. Where an immediate demonstrable threat to the public health exists, as a direct result of the lack of the service in question;
2. Where a Governmental agency is providing a vital service to the City; or
3. Where it is reasonable to assume that the subject area will be annexed to the City within a reasonable period of time.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan does not plan for extension of wastewater collection services until properties are annexed into the City.

**Public Facilities and Services**

***Goal 3.1 To assure that good quality public facilities and services are available with adequate, but not excessive, capacity to meet community needs, while also assuring that growth does not exceed the community’s commitment to provide adequate facilities and services.***

***Policy 3.1.1. The City to Provide Public Facilities***

CP16. **Review Criterion:** “The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** By updating the plan for wastewater collection infrastructure, including ensuring adequate capacity and service to land within the Urban Growth Boundary and Urban Reserves around the City, the City is supporting the effort to continue to provide for all aspects of urban living affected by wastewater collection.

***Implementation Measure 3.1.1.a. City to Prepare and Implement Facility/Services Master Plans***

CP17. **Review Criterion:** “The City will continue to prepare and implement master plans for facilities/services, as sub-elements of the City’s Comprehensive Plan. Facilities/services will be designed and constructed to help implement the City’s Comprehensive Plan.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The City is continuing the practice to prepare and implement facility/services master plans as sub-elements of the Comprehensive Plan by updating the 13-year-old Wastewater Collection System Master Plan.

***Implementation Measure 3.1.1.d. City to Review Development Densities and Facilities/Services Capacity***

CP18. **Review Criterion:** “The City shall periodically review and, where necessary, update its development densities indicated in the land use element of the Plan, based on the capacity of existing or planned services and/or facilities.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan incorporates the most up to date growth forecast information to plan enough capacity for the expected growth; it has not identified any areas where planned development densities need to be adjusted based on the capacity to serve with the waste water collection system.

***Policy 3.1.2. Concurrency***

CP19. **Review Criterion:** “The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** By updating the Wastewater Collection System Master Plan the City is coordinating its efforts over the planning horizon to provide wastewater collection facilities and services concurrent with need, whether it involves new development, redevelopment, or upgrading aging infrastructure.

***Implementation Measure 3.1.2.a. Urban Development only in Serviceable Areas***

CP20. **Review Criterion:** “Urban development will be allowed only in areas where necessary facilities and services can be provided.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** In addition to analyzing the condition of existing infrastructure the updated Wastewater Collection System Master Plan identifies deficiencies and needed improvements to serve areas expected to develop. The City will continue to follow concurrency policies for public facilities and development and thus allow development only in areas where wastewater collection services can be provided.

***Policy 3.1.3. Payment for and Benefits from Facilities and Services***

CP21. **Review Criterion:** “The City of Wilsonville shall take steps to assure that the parties causing a need for expanded facilities and services or those benefiting from such facilities and services, pay for them.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The City’s current practices to require parties causing a need for expanded facilities pay for them are not changed by the scope of the updated Wastewater Collection System Master Plan.

### *Implementation Measure 3.1.3.a. Developers and SDC's*

CP22. **Review Criterion:** “Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments. The City may establish and collect systems development charges (SDCs) for any or all public facilities/services, as allowed by law. An individual exception to this standard may be justified, or SDC credits given, when a proposed development is found to result in public benefits that warrant public investment to support the development.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The City’s current SDC practices are not affected by the updated Wastewater Collection System Master Plan.

### *Implementation Measure 3.1.3.b. Capital Improvement Program*

CP23. **Review Criterion:** “The City will continue to prepare and implement a rolling five- year Capital Improvement Program, with annual funding decisions made as part of the municipal budget process.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan is part of the City’s continuing effort to prepare and implement a rolling five-year Capital Improvement Program by prioritizing short-term and long-term wastewater collection system projects for the CIP.

### *Implementation Measure 3.1.3.c. Pay-back Agreements*

CP24. **Review Criterion:** “The City shall continue to employ pay-back agreements, development agreements, and other creative solutions for facilities that are over-sized or extended from off-site at the expense of only some of the benefited properties.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The City’s policies towards and use of pay-back agreements, development agreements, and other creative infrastructure financing solutions are not affected by the updated Wastewater Collection System Master Plan.

### *Policy 3.1.4. City Operations of Sanitary System to Standards*

CP25. **Review Criterion:** “The City of Wilsonville shall continue to operate and maintain the wastewater treatment plant and system in conformance with federal, state, and regional water quality standards.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** As discussed in Section 4 of the plan, the update Wastewater Collection System Master Plan will continue to allow the wastewater system to operate to applicable standards.

***Implementation Measure 3.1.4.a. City to Maintain Sewer Service Monitoring and Expansion Program***

CP26. **Review Criterion:** “The City shall continue to maintain a sewer service capacity monitoring and expansion program to assure that adequate treatment and trunk main capacity are available to serve continued development, consistent with the City's urban growth policies and the concurrency standards noted above.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** By updating the plan for wastewater collection infrastructure, including ensuring adequate capacity and service to land within the Urban Growth Boundary and Urban Reserves around the City, the City is supporting this implementation measure.

***Implementation Measures 3.1.4.b. Sanitary Sewer Capacity***

CP27. **Review Criteria:** “The City shall continue to manage growth consistent with the capacity of sanitary sewer facilities.”

**Finding:** These criteria are satisfied.

**Explanation of Finding:** An updated Wastewater Collection System Master Plan will enable the City to better continue to manage growth consistent with the capacity of the wastewater collection system by identifying needed upgrades to current infrastructure as well as infrastructure needed for growth in different planned growth areas.

***Implementation Measure 3.1.4.d. Extending Service to Individual Properties and Developments***

CP28. **Review Criterion:** “While the City assumes the responsibility for maintaining the treatment plant and collection system, it does not assume the responsibility for extending lines to serve individual properties and developments.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan does not affect the City's policy of not assuming responsibility for extending wastewater service to individual properties and developments.

***Implementation Measure 3.1.4.e. All Urban Development Served by Sanitary Sewer***

CP29. **Review Criterion:** “The City shall continue to require all urban level development to be served by the City's sanitary sewer system.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** By updating the plan for wastewater collection infrastructure, including ensuring adequate capacity and service to land within the Urban Growth Boundary and Urban Reserves around the City, the City is supporting the ability to provide sanitary sewer service to all urban level development. The updated Wastewater Collection System Master Plan does not affect the City's policy of not allowing urban level development not served by the sanitary sewer system.

*Implementation Measure 3.1.4.f. Cost of Individual Services and Line Extensions*

CP30. **Review Criterion:** “The cost of all line extensions and individual services shall be the responsibility of the developer and/or property owners(s) seeking service. When a major line is to be extended, the City may authorize and administer formation of a Local Improvement District (LID). All line extensions shall conform to the City Sanitary Sewer Collection System Master Plan, urbanization policies, and Public Works Standards.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The City’s current practices regarding LID’s and costs for services are not affected by the updated Wastewater Collection System Master Plan.

***Parks/Recreation/Open Space, Environmental Resources and Community Design***

***Policies 3.1.11., 4.1.5. and Implementation Measures 3.1.11.a. ,4.1.5.d.-g.,aa. . Conservation of Natural, Scenic, and Historic Areas***

CP31. **Review Criteria:** These policies and implementation measures require and encourage conservation of natural resources, as well as scenic and historic areas.

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan doesn’t specifically address how facility siting and sewer line replacement affect natural, scenic, and historic resources. However, the City has regulations in place to look at conservation of resources during the design and final siting of future improvements.

<b>COMPLIANCE WITH PLANNING AND LAND DEVELOPMENT ORDINANCE</b>
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***Section 4.003 Consistency with Plans and Laws***

PL1. **Review Criterion:** “Actions initiated under this Code shall be consistent with the Comprehensive Plan and with applicable State and Federal laws and regulations as these plans, laws and regulations now or hereafter provide.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** Consistency with the Comprehensive Plan and applicable state laws has been reviewed and summarized in this report.

***Section 4.008 General Application Procedures***

PL2. **Review Criterion:** “The general application procedures listed in Section 4.008 through 4.024 apply to all land use and development applications governed by Chapter 4 of the Wilsonville Code. These include applications for all of the following types of land use or development approvals:

H. Changes to the text of the Comprehensive Plan, including adoption of new Plan elements or sub-elements, pursuant to Section 4.198;”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** Adoption of the updated Wastewater Collection System Master Plan is being reviewed pursuant to Section 4.198.

***Subsection 4.009 (.02) Who Can Initiate Application***

- PL3. **Review Criterion:** “Applications involving large areas of the community or proposed amendments to the text of this Chapter or the Comprehensive Plan may be initiated by any property owner, business proprietor, or resident of the City, as well as the City Council, Planning Commission, or Development Review Board acting by motion.”  
**Finding:** This criterion is satisfied.  
**Explanation of Finding:** The application has been initiated by the City as part of its responsibility to periodically update facility master plans.

***Subsection 4.032 (.01) B. Authority of Planning Commission***

- PL4. **Review Criterion:** This Section states that the Planning Commission has authority to make recommendations to the City Council on “legislative changes to, or adoption of new elements or sub-elements of the Comprehensive Plan.”  
**Finding:** This criterion is satisfied.  
**Explanation of Finding:** The proposed legislative change is being considered by the Planning Commission as a recommendation to the City Council. The issue before the Planning Commission is a legislative review of an amended sub-element of the Comprehensive Plan.

***Subsection 4.033 (.01) B. Authority of City Council***

- PL5. **Review Criterion:** This Section states that the City Council has final decision-making authority on “applications for amendments to, or adoption of new elements or sub-elements to the maps or text of the Comprehensive Plan, as authorized in Section 4.198.”  
**Finding:** This criterion is satisfied.  
**Explanation of Finding:** Final action will be taken by the City Council following a recommendation from the Planning Commission.

***Subsection 4.198 (.01) A. Comprehensive Plan Changes: Public Need***

- PL6. **Review Criterion:** “That the proposed amendment meets a public need that has been identified;”  
**Finding:** This criterion is satisfied.  
**Explanation of Finding:** It is in the public interest to periodically update the master plans for critical public facilities such as the wastewater collection system to ensure the system provides for adequate service for current and future residents and businesses to ensure proper sanitation and conveyance of wastewater to the treatment plant.

***Subsection 4.198 (.01) B. Comprehensive Plan Changes: Meets Public Needs As Well As Other Options***

- PL7. **Review Criterion:** “That the proposed amendment meets the identified public need at least as well as any other amendment or change that could reasonably be made;”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** As a sub-element of the Comprehensive Plan the Wastewater Collection System Master Plan aims to provide for the public need of adequate wastewater collection service. An updated Wastewater Collection System Master Plan better meets the public need than the current plan by using updated information about the condition of existing infrastructure and growth projections.

***Subsection 4.198 (.01) C. Comprehensive Plan Changes: Statewide Planning Goals***

PL8. **Review Criterion:** “That the proposed amendment supports applicable Statewide Planning Goals or a Goal exception has been found to be appropriate; and;”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** Please see compliance with Statewide Planning Goals section below.

***Subsection 4.198 (.01) D. Comprehensive Plan Changes: Conflict with Other Portions of the Comprehensive Plan***

PL9. **Review Criterion:** “That the proposed change will not result in conflicts with any portion of the Comprehensive Plan that is not being amended.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** No conflicts between the updated Wastewater Collection System Master Plan and other portions of the Comprehensive Plan have been identified.

<b>COMPLIANCE WITH OREGON STATEWIDE PLANNING GOALS</b>
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***Statewide Planning Goals***

***Goal 1 Citizen Involvement***

OR1. **Review Criterion:** “To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The citizen involvement process defined in Wilsonville’s Comprehensive Plan has been acknowledged to be in conformance with Goal 1. Findings CP6 through CP10 demonstrate compliance with the citizen involvement component of the Comprehensive Plan and thus Goal 1.

***Goal 2 Land Use Planning***

OR2. **Review Criterion:** “To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The City is currently in compliance with Goal 2 because it has an acknowledged Comprehensive Plan and regulations implementing the plan. The

Wastewater Collection System Master Plan is a sub-element supporting this plan. A Wastewater Collection System Master Plan will continue to be a sub-element of the Comprehensive Plan and the scope of the update will not change conformance with this goal, but rather provide updated information to better support land use planning in Wilsonville.

#### ***Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces***

OR3. **Review Criterion:** “To protect natural resources and conserve scenic and historic areas and open spaces.”

**Finding:** This criterion is satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan does not specifically address how facility siting and sewer line replacement impacts natural, scenic, and historic resources and open space. However, the City has regulations in place to look at conservation of resources during the design and final siting of future improvements.

#### ***Goal 6 Air, Water and Land Resource Quality***

OR4. **Review Criteria:** “To maintain and improve the quality of the air, water and land resources of the state.”

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The proposed updated Wastewater Collection System Master Plan provides for sanitary disposal of wastewater to prevent the wastewater from polluting and degrading water and land resources. It supports the planning guideline of this rule to only designate residential use where approvable sewage disposal alternatives have been clearly identified.

#### ***Goal 7 Areas Prone to Natural Disasters and Hazards***

OR5. **Review Criteria:** “To protect life and property from natural disasters and hazards.”

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The wastewater collection system has been evaluated for risks associated with natural disasters and hazards, see page 2-9 of Section 2. One identified risk is the highest volume pump station, Memorial Park, which is in an area prone to flooding. The updated Wastewater Collection System Master Plan includes a project to relocate the pump station outside the area prone to flooding; thus, improving the system’s performance related to this criteria.

#### ***Goal 11 Public Facilities and Services***

OR6. **Review Criteria:** “To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.”

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan is among the utility plans that are sub-elements of the City’s Comprehensive Plan. Using

updated information on the condition of existing infrastructure as well as updated growth forecasts will better enable the timely, orderly and efficient arrangement of wastewater collection facilities and services.

### **Oregon Administrative Rules**

#### ***Division 660 Public Facilities Planning***

##### ***OAR 660-11-0010 The Public Facility Plan***

OR7. **Review Criteria:** This OAR identifies what a Public Facility Plan, such as the updated Wastewater Collection System Master Plan, must contain.

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan inventories and assesses Wilsonville's wastewater collection system in support of current and planned land uses; and it includes a list of projects and prioritized projects for short-term and long-term improvements, budget-level cost estimates of projects, and maps of the systems and projects. The master plan also identifies the City as the service provider in City limits and in areas expected to be annexed into the City in the future. A discussion of the City's funding mechanisms is included in the Comprehensive Plan, but is not affected by this update.

##### ***OAR 660-11-0015 Responsibility for Public Facility Plan Preparation***

OR8. **Review Criteria:** This OAR identifies who is responsible for preparing public facility plans.

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The City of Wilsonville has the responsibility to prepare facility plans for public facilities including the wastewater collection system. An existing facility plan, which is a sub-element of the City of Wilsonville's Comprehensive Plan, is being updated to ensure an up-to-date facility plan.

##### ***OAR 660-11-0020 Public Facility Inventory and Determination of Future Facility Projects***

OR9. **Review Criteria:** This OAR identifies components of public facility inventories.

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan includes an inventory of the City's wastewater collection system including all the required components listed in this OAR: maps, information on capacity and size, assessment of conditions, identification of projects supportive of the City's Comprehensive Plan land use designations, and acknowledgment of future flexibility based on impact studies, facility design, and further master planning efforts.

***OAR 660-11-0025 Timing of Required Public Facilities***

OR10. **Review Criteria:** This OAR requires public facility plans include a general estimate of the timing for planned public facility projects.

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan includes information on short-term and long-term projects. See Section 7.

***OAR 660-11-0030 Location of Public Facility Projects***

OR11. **Review Criteria:** This OAR requires public facility plans include a general location of projects

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The updated Wastewater Collection System Master Plan includes information, such as maps, on project locations.

***OAR 660-11-0035 Determination of Rough Cost Estimates***

OR12. **Review Criteria:** This OAR requires public facility plans include rough cost estimates for projects.

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The scope of the updated Wastewater Collection System Master Plan includes budget level cost estimates for identified projects.

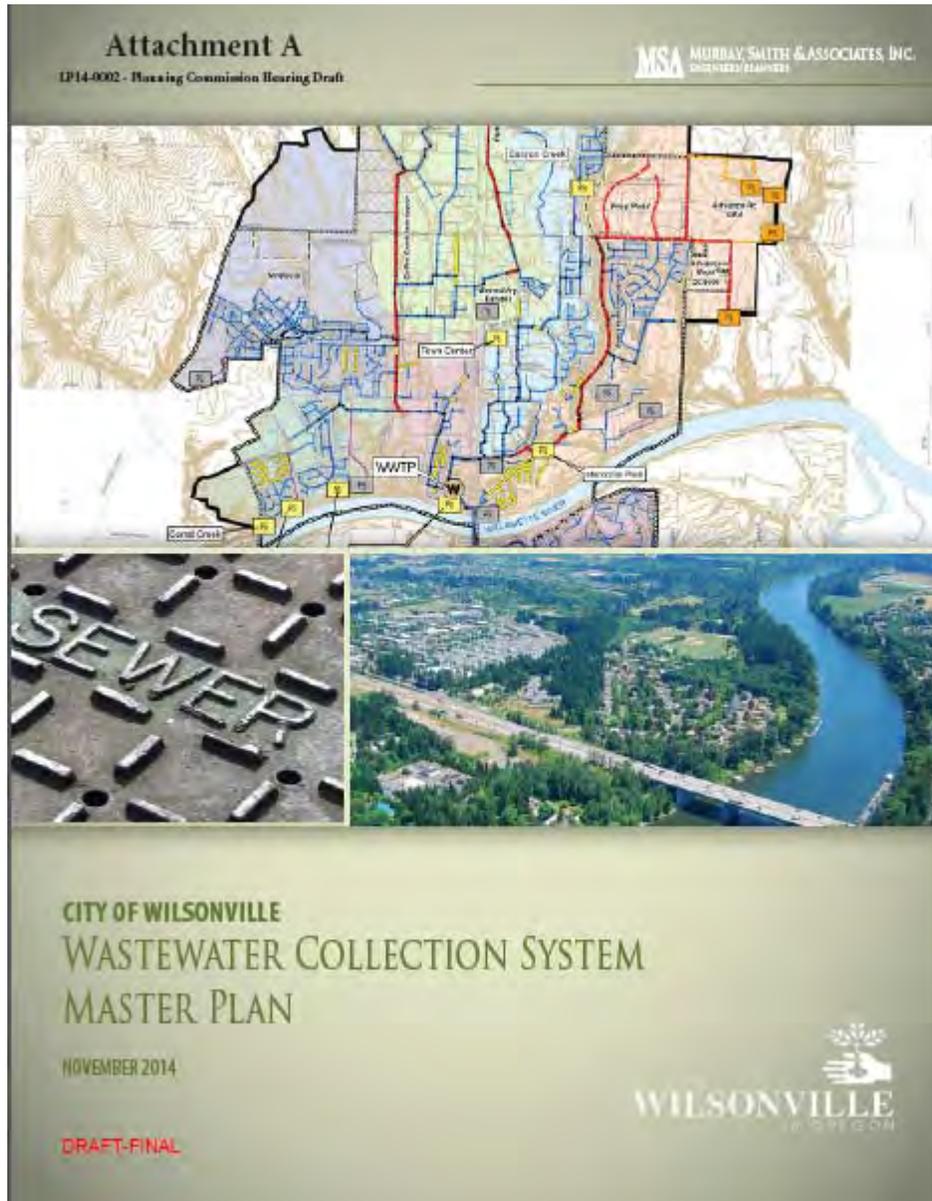
***OAR 660-11-0045 Adoption and Amendment Procedures for Public Facility Plans***

OR13. **Review Criteria:** This OAR identifies public facility plans as supporting documents to the comprehensive plan and identifies related items to be in the comprehensive plan.

**Finding:** These criteria are satisfied.

**Explanation of Finding:** The Wastewater Collection System Master Plan is a sub-element of the City of Wilsonville's Comprehensive Plan and includes a list of projects, a map of projects, and policies on urban growth and the provision public facilities. The updated Master Plan is being considered a land use decision with the appropriate noticing and hearing processes being followed.

# Attachment A:



Is Submitted under separate cover



City of Wilsonville

**PLANNING COMMISSION  
WEDNESDAY, DECEMBER 10, 2014  
6:00 PM**

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**VII. WORK SESSIONS**

- A. Frog Pond Area Plan Update (Neamtzu)



# FROG POND AREA PLAN

Creating a great community

## Meeting #4: Frog Pond Task Force

**Date:** December 4, 2014  
**Time:** 6:00 to 8:00 PM

Wilsonville City Hall  
29799 SW Town Center Loop East,  
Wilsonville, OR 97070  
Room: Willamette River 1 & 2  
(upstairs)

## Agenda

- |           |   |   |
|-----------|---|---|
| 6:00 p.m. | <b>Welcome, Self-Introductions, and Agenda Overview</b>   | Chair Stevens                               |
| 6:10 p.m. | <b>Where We Are in the Process</b><br><i>Brief update:</i> Chris will summarize current work and upcoming milestones to provide context for the meeting.  | Chris Neamtzu                               |
| 6:20 p.m. | <b>Preferred Concept Plan Working Recommendations – Description &amp; Overview</b><br><i>Presentation and discussion:</i> See attached memorandum and graphics – highlights of the preferred concept will be presented, with opportunities for questions and answers. A status report will be presented on current work on a land development financial analysis and the infrastructure funding plan.<br><br>Note: the attached materials included only those that have been updated. Please see the October 2 <sup>nd</sup> packet for previous technical memos and additional graphics. Following TAC review of the preferred land use and transportation frameworks, the infrastructure layouts and costs will be updated, and funding strategies completed. | Joe Dills, Angelo Planning Group & APG team |
| 6:50 p.m. | <b>Working Draft Concept Plan – Feedback &amp; Recommendations</b><br><i>Discussion and direction:</i> The purpose of this item is for the TAC members to provide input and direction to the team and city policy makers on the preferred concept.  | Facilitated by Joe Dills                    |
| 7:50 p.m. | <b>Public Comment</b><br><i>Input:</i> This is an opportunity for visitors to provide brief comments to the Task Force.   | Chair Stevens                               |
| 8:00 p.m. | <b>Next Steps and Adjourn</b>   | Chair Stevens                               |

For additional information, visit the project website at [www.ci.wilsonville.or.us/frogpond](http://www.ci.wilsonville.or.us/frogpond) or contact Chris Neamtzu, City of Wilsonville Planning Director, at [Neamtzu@ci.wilsonville.or.us](mailto:Neamtzu@ci.wilsonville.or.us) or 503-570-1574.



# FROG POND AREA PLAN

Creating a great community

## Meeting Materials

- Frog Pond Preferred Concept Plan memorandum and graphics
- Attachments
  - Updated plan set
  - A Vision for Frog Pond
  - Meeting summaries
  - Additional comments

For additional information, visit the project website at [www.ci.wilsonville.or.us/frogpond](http://www.ci.wilsonville.or.us/frogpond) or contact Chris Neamtzu, City of Wilsonville Planning Director, at [Neamtzu@ci.wilsonville.or.us](mailto:Neamtzu@ci.wilsonville.or.us) or 503-570-1574.

# Memorandum



**November 24, 2014**

**To:** Frog Pond Area Plan Task Force  
**Cc:** Chris Neamtzu and Project Team  
**From:** Joe Dills, AICP, and Becky Hewitt, AICP, Angelo Planning Group  
**Re:** Preferred Concept Plan – Working Recommendations

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## INTRODUCTION

The Frog Pond Area Plan, led by the City of Wilsonville, will establish a vision for the 500-acre Frog Pond area, define expectations for the type of community it will be in the future, and recommend implementation steps. This memorandum describes working recommendations which comprise the “Preferred Concept” for the Frog Pond Area Plan.

In September, 2014, a report titled “Land Use and Transportation Alternatives – Summary and Evaluation” was completed. The report described and evaluated a set of options for the Area Plan, addressing land use, transportation, natural resources, parks, and infrastructure. The alternatives were used as the set of materials for a broad community discussion regarding the pros, cons, and best performing elements of the plans. In October, 2014, discussion of the alternatives occurred with the following groups and through the following processes:

- Frog Plan Area Plan Technical Advisory Committee
- Frog Pond Area Plan Task Force
- Wilsonville Planning Commission
- Wilsonville City Council
- Community Open House; about 70 community members participated
- On-line open house; over 400 responses were received.
- Wilsonville developer focus group
- Team work sessions to review input, gage preferences and prepare recommendations

## PREFERRED CONCEPT - RECOMMENDATIONS AND RATIONALE

Based on the input received, the team has prepared a series of recommendations comprising the Preferred Concept. The following is a summary of each major element of the plan, in two parts. First, the foundational concepts for the element are listed; these are the core concepts that have not changed in the review of alternatives and were widely supported by commenters. Second, a table of recommendations is provided; these are the updates and responses to key issues identified during the review of alternatives. The rationale for each recommendation is provided, with references to comments and preferences expressed by participants during the outreach and review process.

### Land Use – Residential, Neighborhood Retail, and Civic

#### Core Concepts

- The plan is organized into three neighborhoods – west, east and south.



- A variety of housing is provided, with lower densities and single family dwellings emphasized in the west neighborhood and more mixed and higher densities in the east and south neighborhoods.
- Design principles considered for the location of housing types include: locate “like uses” and building forms generally adjacent to each other; create transitions of housing type from higher density to lower density; located multi-family and attached single family near neighborhood retail, future transit, and other amenities; transition to lower densities adjacent to rural areas.
- Provide a neighborhood-scale retail site (approximately 5 acres) to serve the area, with a market area of approximately ½ mile serving existing and future residents
- Ensure the retail site is pedestrian-oriented so it serves the adjacent neighborhoods easily by bike and by foot.
- Incorporate the Grange as a civic or community use.

Plan Updates and Responses to Key Issues – Table 1. Land Use

Plan Element/Issues	Concept Plan Recommendations – Updates and Responses to Key Issues	Rationale
Residential Land Use Categories	<p>Update the residential land use categories to describe ranges and to use more categories in order to show the variety of housing types, and, be more explicit about the variety of lot sizes provided for in the plan. The new categories are:</p> <ul style="list-style-type: none"> <li>• Large Lot Single Family, 7000-9000 sq. ft.</li> <li>• Medium Lot Single Family, 5000-7000 sq. ft.</li> <li>• Small Lot Single Family, 3000-5000 sq. ft.</li> <li>• Attached Single Family, 2000-3000 sq. ft.</li> <li>• Multi-family, 25 du/acre</li> </ul>	<ul style="list-style-type: none"> <li>• The diversity of housing types is better shown through ranges of lot size or density than through average densities.</li> <li>• Updated categories now more closely reflect the housing categories described in the market study</li> </ul>
Housing – West Neighborhood	Provide all detached single family housing – no townhomes, condos, senior housing or apartments in the West Neighborhood.	The majority of commenters strongly preferred single family detached housing, similar to Option A. The concept helps fulfill Wilsonville’s documented shortage of single family detached housing.



Plan Element/Issues	Concept Plan Recommendations – Updates and Responses to Key Issues	Rationale
	<p>For single family homes, include Large Lot Single Family, Medium Lot Single Family, and Small Lot Single Family as described above</p>	<ul style="list-style-type: none"> <li>• City Council members and others preferred the inclusion of lots in the 7000-9000 sq. ft. range, similar to known projects in Wilsonville.</li> <li>• Developers advised that the previous large lots (12000-15000 sq. ft.) were too and costly large for the market, making them difficult and time consuming to sell.</li> </ul>
	<p>Focus higher residential densities in the West Neighborhood (small lot single family homes) along the east end of Frog Pond Lane and southwest corner of the neighborhood to provide diversity in housing choice.</p>	<p>Small Lot Single Family at these locations will:</p> <ul style="list-style-type: none"> <li>• Support future transit service</li> <li>• Place people and pedestrian activity near the Grange.</li> <li>• Place people and pedestrian activity near the Boeckman Creek and Boeckman Creek trail amenities.</li> <li>• Reinforce the connection and neighborhood proximity to central Wilsonville and the Town Center.</li> <li>• Allow for design flexibility in the areas along the Boeckman Creek corridor where the edges are irregular.</li> </ul>
	<p>Focus the lowest residential densities in the West Neighborhood (large lot single family homes) in the NW and NE parts of the neighborhood.</p>	<ul style="list-style-type: none"> <li>• Larger lots are appropriate here due to steeper topography and greater distances to future retail.</li> <li>• Provides an appropriate transect to rural areas.</li> </ul>
	<p>Target an average density and total housing capacity for the West Neighborhood between that in Option A and that in Option B. (Draft Preferred Concept: Average net density – 7.4 du/acre; Total estimated homes – about 720)</p>	<p>Options A and B received the most support from all participants in the process. The Draft Preferred Concept represents a balance of emphasizing single family housing and lot size/housing variety.</p>



Plan Element/Issues	Concept Plan Recommendations – Updates and Responses to Key Issues	Rationale
<b>Housing - East Neighborhood</b>	Focus multi-family housing between the future neighborhood retail and future transit service on the northern extension of 60 <sup>th</sup> Avenue.	This pattern will: <ul style="list-style-type: none"> <li>• Support transit</li> <li>• Provide customers with easy walking distance to the neighborhood retail site.</li> <li>• Locate higher densities close to the community park, combined school amenities.</li> </ul>
	Transition densities from south to north and west to east.	Transitions are consistent with the guiding principles.
	Plan the Kahle Road area to include Medium Lot Single Family and Large Lot Single Family.	This recommendation provides an emphasis on single family homes in this area, with a mix of large lots at the urban/rural edge and medium lots closer to urban amenities in order to help pay for infrastructure for this area
	Target an average density and total housing capacity for the East Neighborhood close to that in Option B. (Draft Preferred Concept: Average net density – 11.8 du/acre; Total estimated homes – about 950)	The overall density and capacity of Option B and the draft preferred concept strike a balance among many objectives for this area, including continuing to provide land for single family homes, providing a variety of housing types to meet future demographics, supporting future transit and retail, and planning for efficient use of land in order to make the case to Metro for future Urban Growth Boundary (UGB) expansion.
<b>Housing - South Neighborhood</b>	Provide Small Lot Single Family homes as a way to diversity the housing mix, but no Attached Single Family housing.	All options explored previously included Medium Density Residential, which was assumed to include both Small Lot Single Family and Attached Single Family housing. This recommendation provides for medium densities in a manner that is compatible with adjacent single family housing.
	Transition to lower densities adjacent to the Rural Reserve, with Large Lot Single Family and Medium Lot Single Family at the urban/rural edges.	<ul style="list-style-type: none"> <li>• The transition promotes compatibility with adjacent rural areas.</li> <li>• Property owners in the rural area commented on the need for this transition.</li> </ul>



Plan Element/Issues	Concept Plan Recommendations – Updates and Responses to Key Issues	Rationale
	<p>Allow a reduced average net density and housing capacity in this neighborhood relative to previous concepts (Draft Preferred Concept: Average net density – 8.3 du/acre; Total estimated homes – about 450)</p>	<p>The emphasis on single family housing in this neighborhood provides better compatibility with adjacent urban neighborhoods as well as adjacent rural land uses, while still providing a variety of lot sizes.</p>
<p><b>Neighborhood retail and Institutional/Civic sites</b></p>	<p>Locate the future neighborhood retail center at the northeast corner of “4-corners” (intersection of Wilsonville / Stafford / Boeckman / Advance Roads).</p>	<p>Of the four sites studied and proposed as options, there was no clear consensus on a single site and some support for all of the sites. The plurality of online open house participants said Option D – Grange was most desirable (45% of participants), followed by Option A – East of Stafford (24%), and Option B – 4 Corners (22%).</p> <p>The 4 Corners site is recommended based on the following factors (all of which were mentioned by multiple commenters):</p> <ul style="list-style-type: none"> <li>• Highly visible location, which is market supportive.</li> <li>• At a signal, which helps access.</li> <li>• Central with respect to adjacent land uses and customers within easy walking distance.</li> <li>• Proximate (i.e. within a 15 minute walk) to existing Wilsonville residents.</li> <li>• Along transit.</li> <li>• Complementary use to the community park.</li> <li>• Compatible with adjacent (future) multi-family uses.</li> </ul> <p>It should be noted that some commenters had concerns with this location – e.g. too close to existing residents; congestion near school; distraction for students. The project team believes these concerns can be addressed to some degree through thoughtful site planning and design.</p>



Plan Element/Issues	Concept Plan Recommendations – Updates and Responses to Key Issues	Rationale
		Some commenters also suggested that no retail is needed as the area is close to existing services. This is also an option that could be included in the preferred alternative.
	Designate the Grange and the Community of Hope church property Institutional/Civic. Use this designation to capture the potential for on-going civic and institutional uses as well as the potential for additional supportive uses, such as daycare and small-scale retail or services.	Many commenters supported the idea of the Grange as a continuing community asset. Potential uses include a community theater, environmental learning center, history center, or similar civic use. A new designation – Institutional/Civic – has been created to capture this idea. It has also been applied to the Community of Hope Church at 4 Corners. Both sites are envisioned to serve as community gathering places in the future, which is referenced in the guiding principles.

#### Updated Capacity and Density Estimates by Neighborhood

Table 2 summarizes the estimated capacity and net housing density in each neighborhood by housing type.

**Table 2. Residential Capacity and Density Estimate Summary**

Land Use	West Neighborhood		East Neighborhood		South Neighborhood		East and South Neighborhoods (Totals)		Frog Pond Area (Totals)	
	Units	Net Density	Units	Net Density	Units	Net Density	Units	Net Density	Units	Net Density
Large Lot Single Family	108 (15%)	5.4	120 (13%)	5.4	47 (10%)	5.4	167 (12%)	5.4	275 (13%)	5.4
Medium Lot Single Family	466 (65%)	7.3	142 (15%)	7.3	178 (40%)	7.3	320 (23%)	7.3	786 (37%)	7.3
Small Lot Single Family	143 (20%)	10.9	123 (13%)	10.9	225 (50%)	10.9	348 (25%)	10.9	491 (23%)	10.9
Attached Single Family	-	17.4	283 (30%)	17.4	-	17.4	283 (20%)	17.4	283 (13%)	17.4
Multi-family	-	25.0	284 (30%)	25.0	-	25.0	284 (20%)	25.0	284 (13%)	25.0
<b>Total</b>	<b>717 (100%)</b>	<b>7.4</b>	<b>952 (100%)</b>	<b>11.8</b>	<b>450 (100%)</b>	<b>8.3</b>	<b>1402 (100%)</b>	<b>10.41</b>	<b>2,119 (100%)</b>	<b>9.1</b>



## Transportation – Street Framework and Bicycle-Pedestrian Framework

### Core Concepts

- Create a connected and walkable local street network, framed around identified “Framework Streets”, connecting to existing streets.
- Extend existing streets to connect to new neighborhoods: SW Willow Creek Drive; SW Fallen Leaf Street; SW Frog Pond Lane; SW 60<sup>th</sup> Avenue, and SW Kahle Road.
- Organize the Framework Streets to provide direct and convenient routes and visual and physical access to natural areas.
- Create a network of collector roads that links from SW Willow Creek Drive north to the Elligsen Urban Reserve, includes and extends SW 60<sup>th</sup> Avenue, and provides an east-west collector connection across Stafford Road linking the East and West Neighborhoods.
- Retain and improve Stafford, Wilsonville and Boeckman Roads as Arterial roads. Stafford Road is planned as a 3-lane arterial, with right-of-way acquired (or setbacks required) for 5 lanes if expansion is needed in the future.
- Provide intersection treatments at all intersections that emphasize pedestrian safety and priority.
- Plan for two signalized intersections on Stafford Road (4 corners and one other). Plan for other stop-controlled intersections and/or roundabouts as shown on the Transportation Framework.
- Implement a trail network that connects the Frog Pond area internally and externally to the rest of the City and that integrates trails with the natural resources and key open spaces of the plan. Provide trails along Boeckman Creek, the BPA Easement, and connecting to the planned school site.
- Evaluate the potential for grade separated pedestrian and bicycle crossings (a continuing issue).
- Plan for a future extension of transit to serve the neighborhood, with the bus route generally following the collector streets (see Transit map)

Plan Updates and Responses to Key Issues – Table 3. Transportation

Plan Element/Issues	Concept Plan Recommendations – Updates and Responses to Key Issues	Rationale
Street Framework	Implement the “grid” street framework option.	<ul style="list-style-type: none"> <li>• Facilitates placing streets on lot lines or at even dimensions between lot lines.</li> <li>• Sets stage for incremental implementation of the neighborhood structure, if needed.</li> <li>• Provides the most direct and convenient walking and biking routes, including safe routes to school.</li> <li>• Facilitates site lines to open spaces at the ends of streets.</li> <li>• Supported by a majority of participants in the process to date.</li> </ul>



Plan Element/Issues	Concept Plan Recommendations – Updates and Responses to Key Issues	Rationale
	Simplify the West Neighborhood framework by deleting one north-south framework street (extension of SW Fallen Leaf). A local street connection is still required, but there is flexibility in the north-south alignment north of Boeckman Road.	The recommendation provides greater flexibility on the alignment of this future local street. The connectivity will not be compromised.
	Simplify the West Neighborhood framework by deleting one east-west framework street north of Boeckman Road. Local street connectivity is still required, but there is flexibility on alignment.	The recommendation provides greater flexibility on the alignment of this future local street. The connectivity will not be compromised.
Bicycle and Pedestrian Framework	Revise the alignment of the trail connecting to SW Advance Road to follow the edge of the school and community park boundaries.	This revision is responsive to a concern raised by an adjacent property owner, and provides an equivalent level of connectivity in the area while aligning with a planned intersection to the north. It also keeps the trail within the UGB and minimizes impacts to private property, which simplify its construction.
	Remove “potential grade-separated crossing” at east end of planning area.	This area will have relatively low pedestrian activity and vehicular traffic. A crossing for the BPA Easement Trail can safely occur at grade.
	Determine the grade requirements and estimated cost (based on comparable projects) for a grade separated crossing at 4 Corners.	Both support and caution were expressed by commenters. As a first step, the team will provide feedback on how grades will work and the potential cost of grade separated pedestrian crossings.

## Parks and Natural Resources

### Core Concepts

- Natural resources have been inventoried and used as a key base map for the Concept Plan’s framework plans.
- Connection of resource areas and other open spaces are a core element of the plan.
- The land use and transportation framework plans are intended to facilitate visual and physical access to resource areas and other open spaces by future residents of the area.
- Tree groves are a highly valued asset of the area.



- Non-locally significant, but jurisdictional wetlands are pervasive in parts of the study area. While they are not significant or high value, they will require permits and mitigation and add cost to development.
- The plan calls for two neighborhood parks in the West Neighborhood and one neighborhood park in the East Neighborhood. Their locations will be determined at a future date, either as part of the development process or through property acquisition by Wilsonville Parks & Recreation.

#### Plan Updates and Responses to Key Issues –Parks and Natural Areas

There are no updates or changes proposed to the parks or natural resources framework maps or discussion.

## VISION AND GUIDING PRINCIPLES

The Frog Pond Vision and Guiding Principles are attached for reference. Overall, the Preferred Concept represents a balance of the various ways to implement the vision that were identified in the alternatives. Several of the guiding principles are implementation oriented and will be address at future stages of the project.

## ISSUES FOR FURTHER STUDY

Several implementation considerations for the Frog Pond Area Plan have emerged from the evaluation of alternatives and selection of a preferred concept. The following issues were identified in the earlier “Land Use and Transportation Alternatives Summary and Evaluation” dated September 24<sup>th</sup>, 2014.

- Site design techniques for the Frog Pond retail area to ensure it is compatible with adjacent neighborhoods, easily accessible by all modes, and supports a high-quality pedestrian environment on adjacent streets;
- Where and to what degree to allow or encourage the use of alleys for residential development;
- Mechanisms to ensure provision of neighborhood parks if the Frog Pond Area is developed incrementally;
- Stormwater management strategies – on-site treatment and detention versus consolidated facilities serving multiple developments;
- Appropriate levels of protection for existing mature trees and tree groves;
- Wetland mitigation strategies;
- Appropriate bicycle and pedestrian crossing treatments for major road intersections to ensure safe routes to school and easy connections within the Frog Pond Area; and
- How certain road and utility infrastructure improvements will be built and paid for, such as urban upgrades to Stafford Road.

In addition to these earlier issues, the following items have been identified in regard to the preferred concept:

- Zoning regulations will need to include an approach to creating a variety of housing types and architecture.



- Zoning regulations will need to address the Civic/Institutional designation concept and establish the range of uses that are appropriate in that designation.
- The Kahle Road area will require “additional infrastructure” as compared to other areas: 2 pump stations, a water line extending through resource areas, and a local street to connect through the BPA easement. The area could be served by just Kahle eliminating the connection. The land uses in this area may need to be re-visited in the future to make projects feasible and pay for infrastructure. Due to the length of time before this area will develop and the uncertainties of land economics, the Frog Pond Area Plan can only include a land use concept noting the relatively high infrastructure needs. Final densities and the infrastructure funding strategy will need to be set at a future date prior to application of City zoning.

## NEXT STEPS

The following steps are planned to review and refine the Preferred Concept into a Draft Concept Plan Report:

December, 2014	Technical Advisory Committee and Task Force review
January, 2015	Joint Planning Commission-City Council work session
February	Open house (event and on-line)
March-April	Create draft Concept Plan and Comprehensive Plan policies
May	Joint Planning Commission-City Council work session
End of May	City Council Resolution recognizing concept plan and nominating the area for UGB consideration
June	Adopt Concept Plan report; begin Phase 2 of project.



## ATTACHMENTS

- Updated Plan Set:
  - Land Use Framework
  - Transportation Framework
  - Bicycle and Pedestrian Framework
  - Civic Node Site Studies
  - Land Use Character Images
  - Intersection Crossing Treatment Images
- A Vision for Frog Pond
- Meeting Summaries:
  - Frog Pond Technical Advisory Committee – October 2014 Meeting Summary
  - Frog Pond Area Plan Task Force - October 2, 2014 Meeting Summary
  - Wilsonville Planning Commission–October 8, 2014 Meeting Summary
  - Wilsonville City Council – October 6, 2014 Work Session Notes
  - Frog Pond Online Open House Summary of Comments
  - Frog Pond Area Plan Developers Focus Group – October 20, 2014 Summary
- Comments:
  - West Linn – Wilsonville School District Memorandum
  - ODOT Comments on Frog Pond Area Plan
  - Letter from Julianne & Timothy Brock



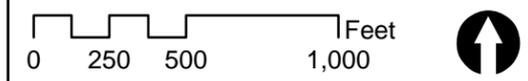
# *Updated Plan Set*

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**Land Use Framework**  
**Draft Preferred Alternative**

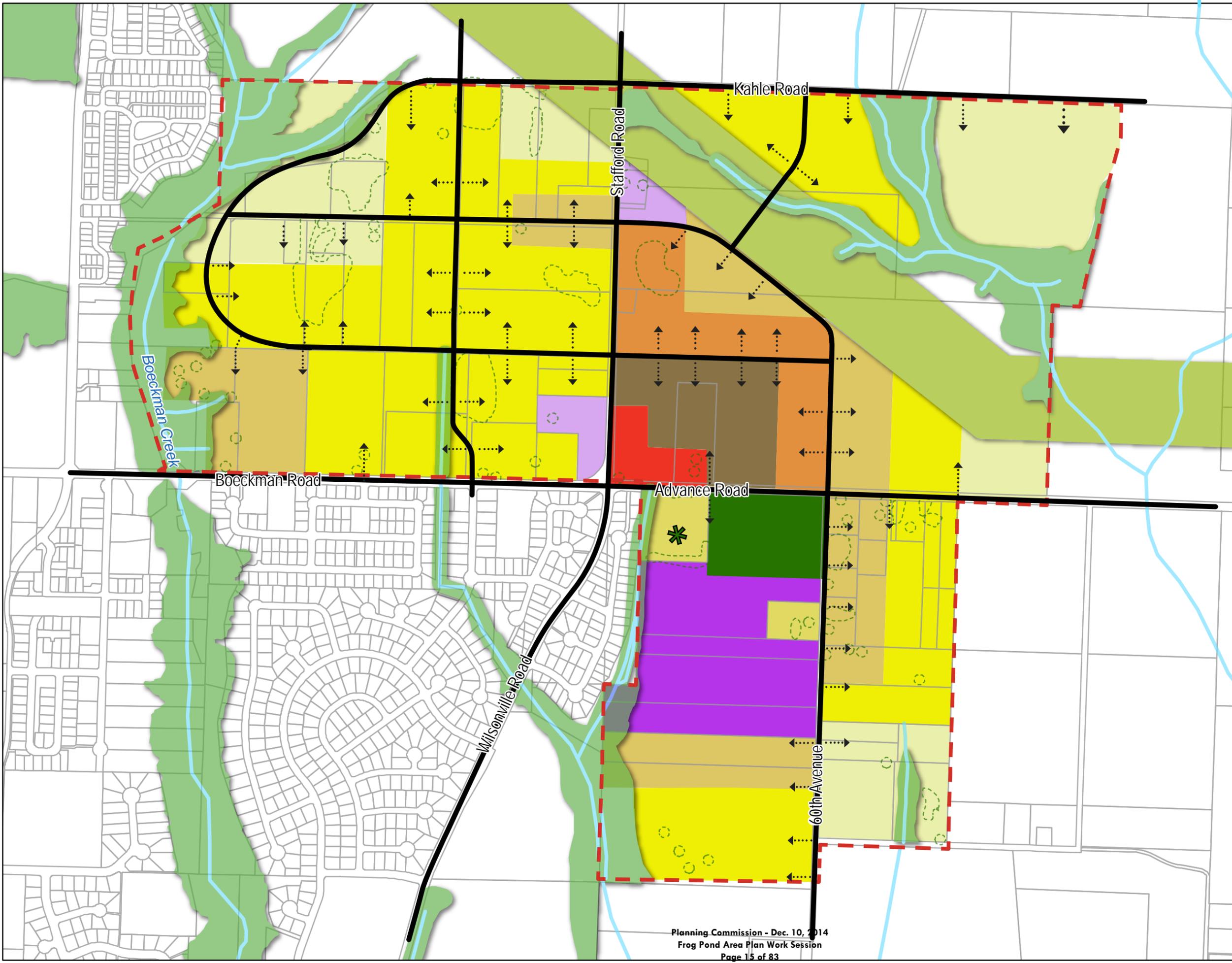
-  Framework Street
-  Local Connection
-  Planning Area
-  Planned School Site
-  Community Park
-  Stream
-  BPA Corridor
-  Natural Resources Overlay
-  Tax Lots
-  Institutional/Civic
-  Commercial
-  Large Lot SF
-  Medium Lot SF
-  Small Lot SF
-  Attached SF
-  Multi-Family
-  Existing Trees and Groves
-  Potential Future Park Site



**Prepared By:** Angelo Planning Group  
**Date:** 11/21/2014

**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.*





**Transportation Framework**  
**Draft Preferred Alternative**

-  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)

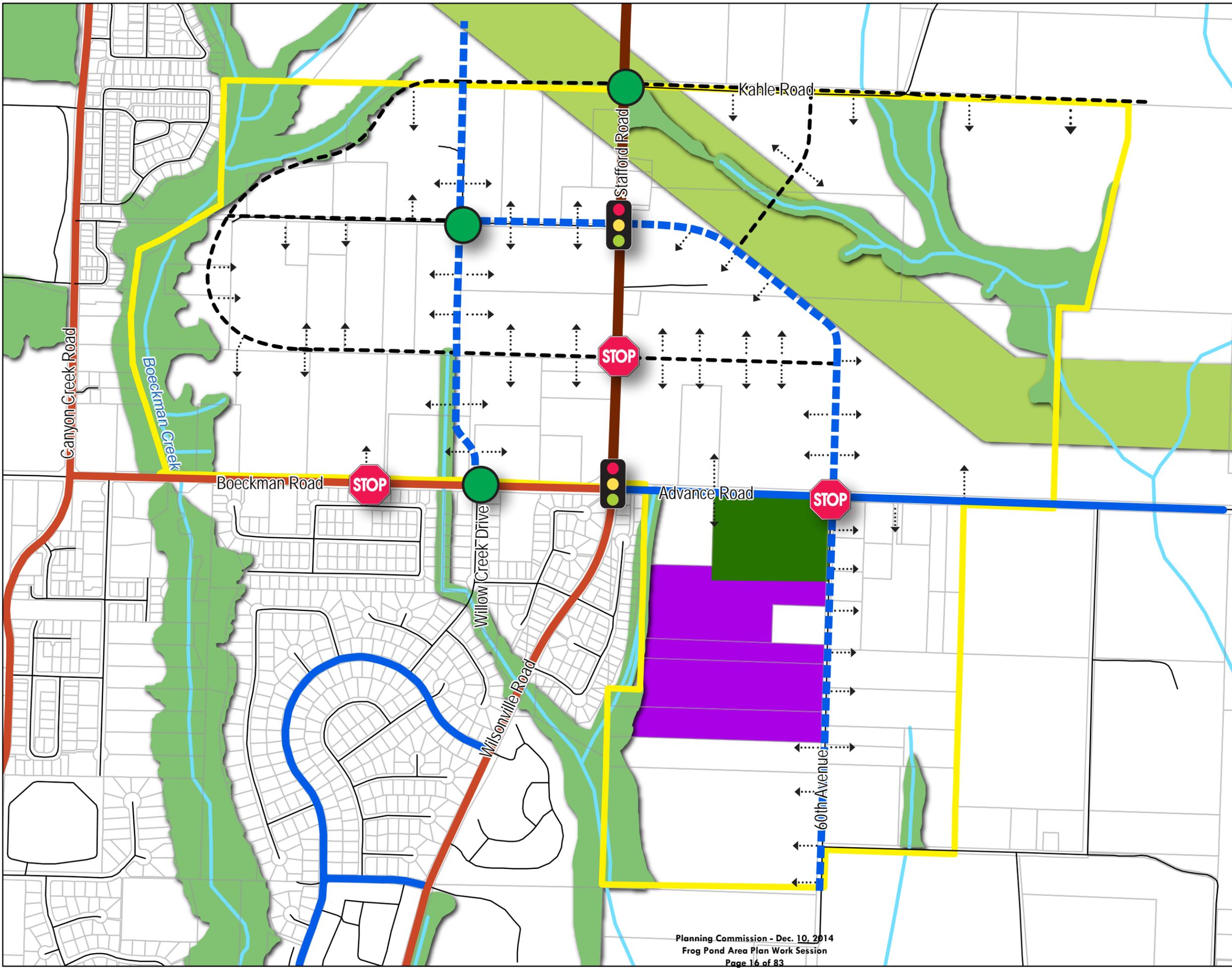
\* Includes bike lanes and on-street parking where appropriate.



**Prepared By:** Angelo Planning Group  
**Date:** 11/12/2014

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

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**Bicycle / Pedestrian Framework**  
**Draft Preferred Alternative**

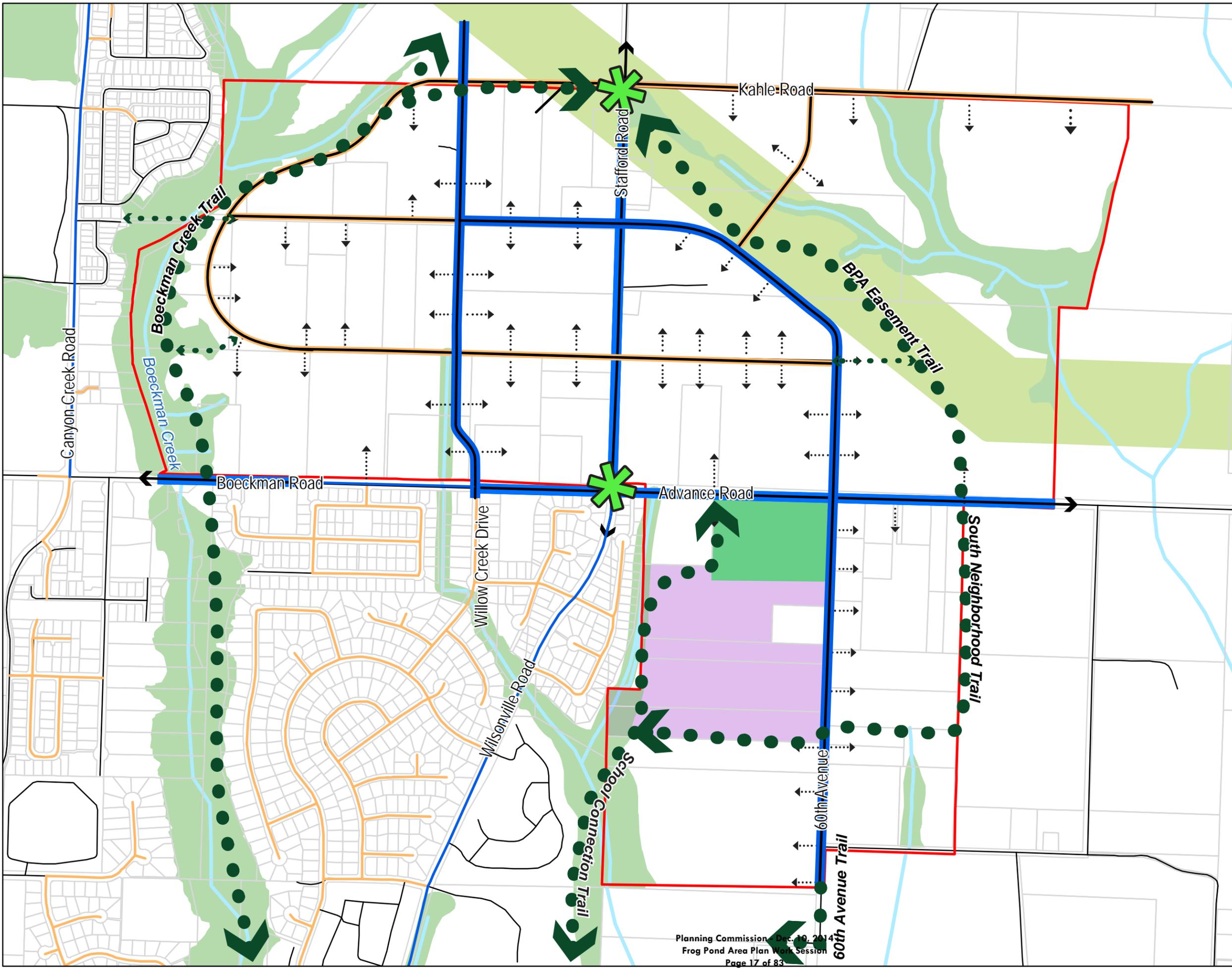
-  Framework Street
-  Local Connection
-  Planning Area
-  Planned School Site
-  Community Park
-  Stream
-  BPA Corridor
-  Natural Resources Overlay
-  Tax Lots
-  Existing Sidewalks
-  Existing Roads
-  Existing Bicycle Lane and Sidewalks
-  Framework Street  
(All city streets will have sidewalks)
-  Proposed Bicycle Lane and Sidewalks
-  Future Trail Connection
-  Potential Grade-Separated Crossing



**Prepared By:** Angelo Planning Group  
**Date:** 11/21/2014

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

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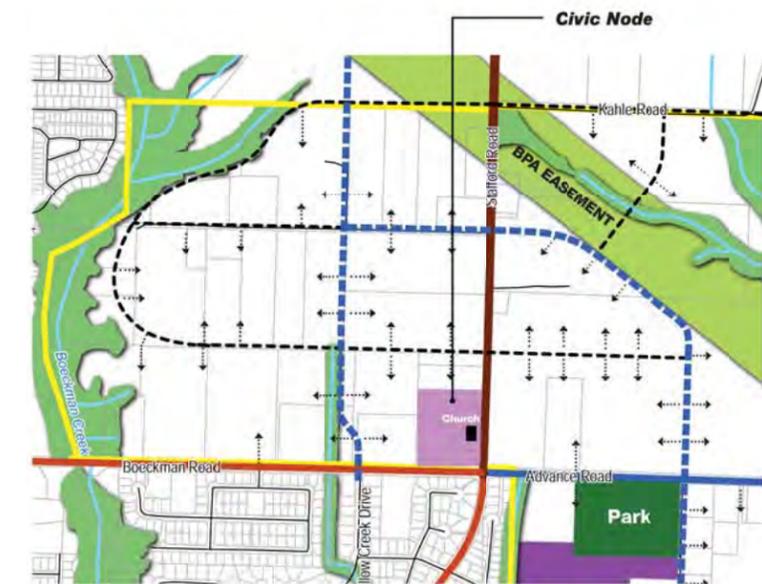
Aerial view of site, showing existing Lutheran Church.



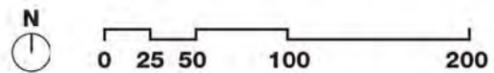
Civic Buildings on a small public plaza



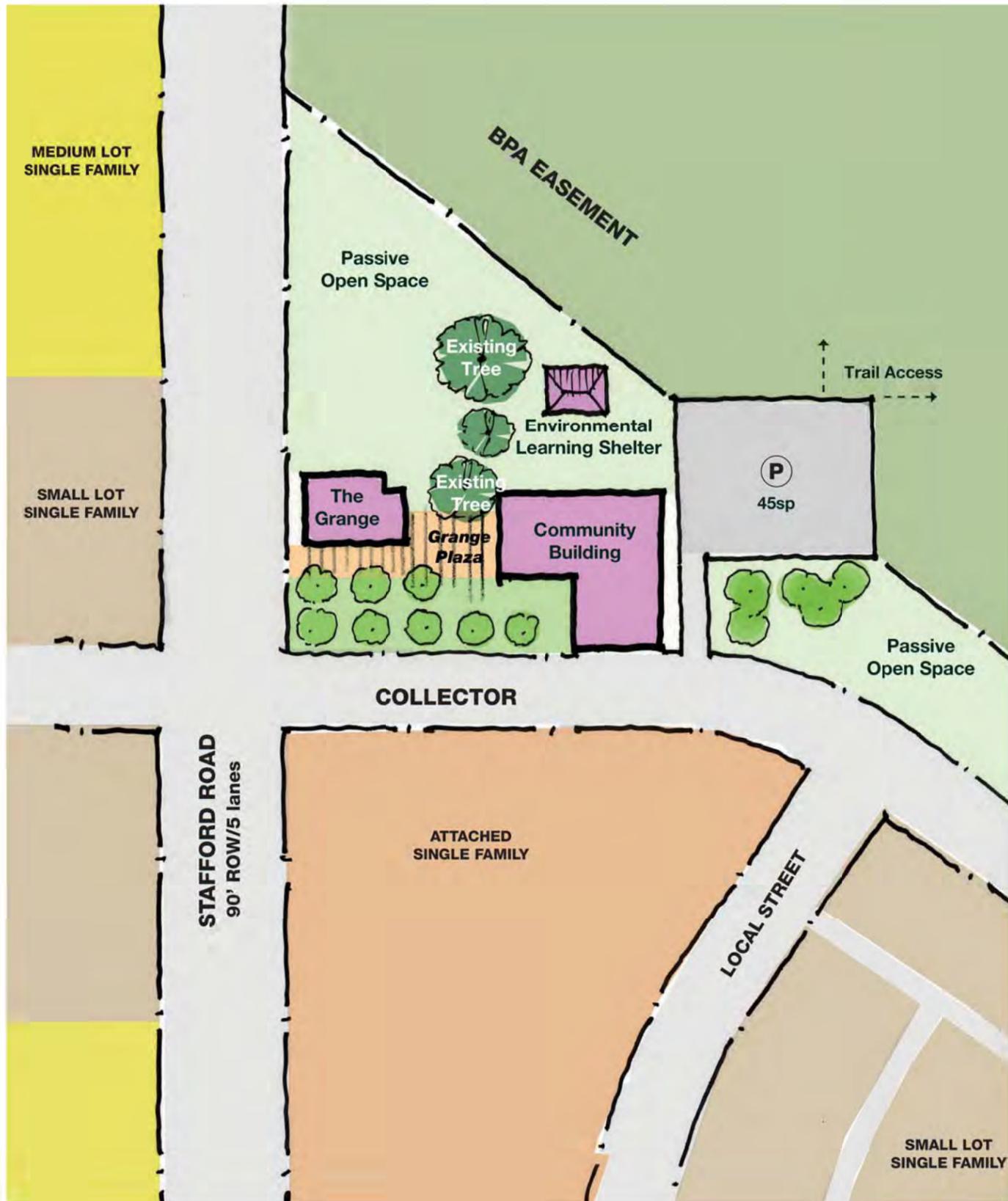
Small daycare and community use building



Key Map



## Four Corners Civic Node Program and Access Study



Aerial view of Grange



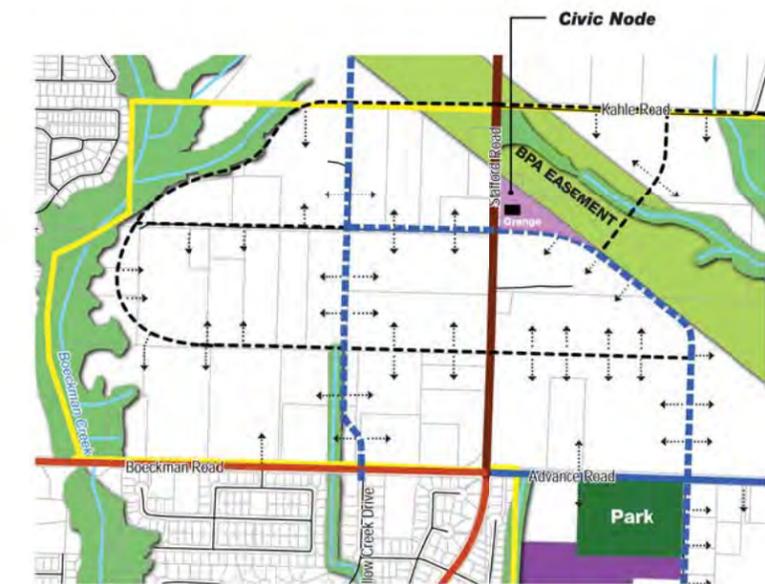
Grange site from Frog Pond Lane



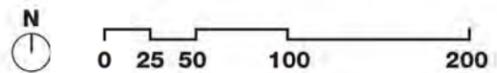
Historic Grange can be repurposed like Wilsonville's Old Town Church.



Small Environmental Learning Center



Key Map



# Frog Pond Grange Civic Node Program and Access Study



**Large Lot Single Family**  
*(with Accessory Dwelling Unit over garage)*



**Large Lot Single Family**



**Large Lot Single Family**



**Medium Lot Single Family**



**Medium Lot Single Family**



**Medium Lot Single Family**



**Duplex within Medium Lot Single Family Neighborhood**



**Medium Lot Single Family**  
*(With mature tree protected in front yard)*



**Small Lot Single Family**  
*(Cottages)*



**Small Lot Single Family**  
*(Cottages)*



**Small Lot Single Family**  
*(Small lot detached)*



**Attached Single Family**  
*(Townhomes)*



**Attached Single Family**  
*(Townhomes)*



**Attached Single Family**  
*(Townhomes)*



**Multi-Family Residential**  
*(Small Condominium)*



**Multi-Family Residential**  
*(Garden Apartments)*



**Multi-Family Residential**  
*(Garden Apartments)*



**Neighborhood-scale commercial building**



**Corner left unbuilt to provide access into parking lot from Main Street**



**Stormwater treatment integrated into Main Street**



**Parking is located behind buildings and well-landscaped. On-street parking contributes to supply.**



**Mature trees protected within parking lot**



**Commercial  
(Small-scale retail)**



**Commercial  
(Mixed Use, 3 stories housing over 1 retail)**



**Commercial  
(Mixed Use, 2 stories housing over 1 retail)**



**Pedestrian Refuge at Roundabout**



**HAWK Pedestrian Crossing**



**Curbless Street and Intersection**



**Pedestrian Undercrossings**



**Pedestrian Undercrossings**



**Concrete Crosswalk**



**Curb Bump-Out**



**Zebra Crossing**  
*(Provides wide, visible and safe crossing)*



# *A Vision for Frog Pond*

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## A VISION FOR FROG POND IN 2035

*August 14, 2014 draft*

*(See the end of this document for edits made to the July draft.)*

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.

### GUIDING PRINCIPLES FOR THE FROG POND AREA 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 homes, including some on large lots, are ~~an important~~ significant part of the mix. ~~N~~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 project team.
- Empower residents to become involved with the project.
- Provide the public with balanced and objective information to help the public understand issues, alternatives, opportunities, and solutions.
- Aim to create the best product, a model that could be used in other communities.

### **July version of the Vision statement, as modified following the 7/21 City Council meeting:**

The Frog Pond Area in 2035 is a(n) integral part of the Wilsonville community, with attractive and connected neighborhoods. The community's hallmarks are its safe, walkable, and active streets, the variety of quality homes, and trails and open spaces for gathering,

JUNE 30, 2014



nearby services, shops, and restaurants; Frog Pond's excellent schools; and vibrant parks and trails, are focal points of the community. The Frog Pond Area is a valued and integral part of the larger city, just a convenient bike, walk, drive, or bus trip, to all parts of Wilsonville.



# *Meeting Summaries*

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# FROG POND AREA PLAN

Creating a great community

**Frog Pond Area Plan Technical Advisory Committee Meeting**  
**Wilsonville City Hall**  
**October 2, 2014**  
**2:30 pm**

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## **Welcome, Self-Introductions, and Agenda Overview**

Chris Neamtzu, Wilsonville Planning Director, opened the Frog Pond Technical Advisory Committee (TAC) meeting at 2:34 p.m. Those present included:

<b>TAC:</b>	City Councilor Susie Stevens, Stephan Lashbrook, SMART Tim Woodley, WL-Wv School District	Brian Harper, Metro Brian Sherrard, TVF&R Larry Conrad, Clackamas County
<b>Consultants:</b>	Joe Dills, Angelo Planning Group Brian Vanneman, Leland Consulting Grp Mike Zilis, Walker Macy Scott Mansur, DKS Associates	Becky Hewitt, Angelo Planning Group Ken Pirie, Walker Macy Matt Hickey, MSA
<b>City of Wilsonville:</b>	Nancy Kraushaar, CD Director Mike Kohlhoff, City Attorney Steve Adams, Engineering Mgr Linda Straessle, Admin Assistant	Chris Neamtzu, Planning Director Barbara Jacobson, Asst. City Attorney Dan Pauly, Associate Planner Kerry Rappold, Natural Resources Mgr

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The packet of information distributed for the meeting included:

- Meeting Agenda
- *Land Use and Transportation Alternatives Summary and Evaluation*
- Appendices to the Summary and Evaluation

Those in attendance were asked to introduce themselves.

Chris explained that the project team has been working the past several months on a wide variety of materials and were looking for the TAC's input on the project. The Frog Pond Area Plan project is entering a public review of the three alternatives that have been prepared for the project. He listed the upcoming meetings for the Frog Pond Area Plan:

- City Council briefing: October 6
- Planning Commission work session: October 8
- Public Open House: October 16
- Online Open House: October 10 through the 21<sup>st</sup>.

The public comment period is to close on the October 21, and work would be to begin on a preferred alternative. TAC members were asked to forward their comments regarding the three alternatives that are being presented at this meeting to Chris by the 21<sup>st</sup>.

## **Land Use and Transportation Alternatives – Description & Overview of Evaluation**

The purpose of this meeting was to introduce the alternative plans and point out where direction is needed from the committee. He asked that as the consulting team moved through the presentation, that only clarifying questions be asked; save discussion of what was being presented for after the presentation. A PowerPoint (attached at the end of these notes) was used throughout the presentation.

Joe Dills explained the three Land Use options, including the density, street framework and commercial placement differences between the three options. His comments included:

- The Frog Pond Planning Area has been divided into three neighborhoods: the West, East and South neighborhoods. The focus has been on the West Neighborhood because it is already in the UGB and will be the first area to develop.
- Option A has the lowest density at 7.2 Average Net Density with Options B at 9.6 and Option C at 11.0. Each Option has different placement of housing types and densities, with Option C having the largest housing variety.
- According to the market study, all ends of the density range are feasible and conducive to the market. It is a matter of which emphasis you want to provide and how much variety of housing you want to provide over time.
- While the costs of the infrastructure between the three options is similar, there is a big difference between the revenue generated from growth-related SDCs between the three options with Option C generating the most SDC revenue.
- Options A and C include a grid street system that follow existing property lines. Option B includes an organic, curvy, street system. They all make the same connections but differ by where intersections are located.
- They all have the same goal of getting people close to open spaces.

Staff and consultants are looking for TAC input on the following land use questions:

- Which option best meets the Vision and Guiding Principles for the Frog Pond area?
- What is the appropriate mix and location of housing?
- Should there be a wider variety of housing types in the West Neighborhood?
- What should we be doing at the edge of the Plan? Is medium density compatible with the Rural Reserves and with the rural or creek edges?
- How should we transition down to Boeckman Creek?

Ken Pirie explained the four retail options for a compact retail area including location, parking, amount of retail space, and building placement.

- Each option will include approximately 69,000 sq. ft. of commercial space – retail and/or office space.
- A conservative parking ratio of 4 spaces per 1000 sq. ft. of retail has been used for all the options. This works out to about 3 acres of parking for the approximately 5 acres of retail.
- He listed the advantages of each of the retail site options.

The retail questions that the TAC members are to be asked to respond to include:

- Which of the four retail site locations is most desirable?
- Timing of the retail – should “rooftops” in the vicinity be built prior to the retail?
- Is it important that a traffic signal be located by the retail location or is can it survive just by being located on a collector and an arterial?
- What kind of access can you get into those parking lots?

- How visible will it be? Retailers depend on drive-by traffic to support retail in an area such as this.
- Is there synergy with the future Community Park?
- What does the TAC think about integrating the Frog Pond Grange with the future commercial area?

Joe reviewed the Natural Resources and Parks portion of the presentation:

- The Natural Resource Inventory was the starting point for thinking about parks.
- Two parks in the West Neighborhood of about 2.5 acres each are already included in the City's Park and Recreation Master Plan. One park is proposed for the East Neighborhood. Since the school that is to be located in the South Neighborhood is to include a park, a neighborhood park is not proposed for the South Neighborhood.
- The locations of the parks are not site-specific because this is working at a framework level.
- The two main points that Joe wanted to make with this parks framework are the numbers and distribution of the parks, and the goal to have them link and relate to the adjacent open spaces that are nearby.

### **Future Transportation Analysis**

Scott Mansur reviewed the Street Framework Options:

- He explained the different types of streets as indicated on the maps.
- Options A and C include a grid street framework. Option B is the organic network.
- Scott listed the advantages of different placements and types of streets in relation to the retail location, where the housing densities might be, location of the intersections, and bicycle and pedestrian facilities.
- There is flexibility in the location of collectors and traffic control devices. Possible locations of traffic control devices including signals, stop signs and roundabouts were pointed out. Visual gateways can be used to remind traffic coming into the city to slow down.
- Transit buses are likely to be using the collector streets to go through the area to provide connectivity to the neighborhoods.
- Wilsonville's TSP calls Stafford Road an arterial but according to the 20-year horizon for traffic projections, the Stafford Road portion within the Frog Pond area only needs three travel lanes but buildings should be set back from the road right-of-way to allow for widening the road if needed after this planning timeframe.
- Project traffic distribution scenarios show where intersection improvements will be needed. Wilsonville's I-5 interchanges will continue to meet the long-term mobility standards with full Frog Pond area build-out in 20 years.
- Joe acknowledged that Metro, County, and State policies say that only limited improvements could be done to Stafford Road north of the study area that is EFU land or adjacent to resource land; Stafford Road north of the planning area will be a two lane section if, and until, those land use changes happen. Larry Conrad reiterated that no exceptions are permitted in the EFU and the Rural Reserve, so the roads have to remain rural road and no expansion will be permitted.
- Regional trails provide connections from the residential area to the parks. There is potential for bicycle and pedestrian separation from motor vehicular traffic.

Ken discussed the Intersection Concepts:

- The graphics in the PowerPoint slides demonstrated possible intersection elements to communicate to drivers that there are pedestrians in the vicinity. Pedestrian and bicyclist safety was an important consideration.

- There is a lot of distance between the fronts of building along Stafford Road to accommodate a potential 5-lane expansion.
- The northern end of Stafford Road going into the Frog Pond planning area is being treated as a gateway into the neighborhood.

Questions and considerations that need TAC input include:

- “Legibility” – the sense of place that accompanies street network including navigation and wayfinding.
- Where is the appropriate location for signals?
- What is the best location for future transit routes?
- The grid scheme aligns with property lines and the organic scheme does not.
- Compatibility with future utility infrastructure under the roadways.

Matt Hickey presented the infrastructure considerations including water, sewer and stormwater facilities:

- The sanitary sewer infrastructure requires the most off-site upgrades to serve the area.
- Water and sewer facilities will follow the streets and storm drainage facilities will be neighborhood detention facilities and will drain through natural drainageways.
- Piping sizes did not differ based on the potential densities because of minimum pipe sizing requirements in the Public Works Standards. Upsizing of piping is being considered for serving future Elligsen development to the north.

### **Infrastructure Funding Analysis Update**

Brian Vanneman discussed the infrastructure funding.

- City Staff will be reviewing funding information through October so this issue will be presented in depth later.
- Are the City revenues generated by Frog Pond adequate to pay for the City’s costs associated with developing Frog Pond? The answer is yes.
- Housing SDCs are the main source of revenues providing 90% of City SDC revenue. There are other revenues associated with the project from Metro, Clackamas County, and the School District.
- Costs break down into city costs and developer costs.
- Option C will generate about \$18 million more in SDC revenues than Option A would generate.
- In the five SDC categories of infrastructure, there is a surplus and that surplus gets bigger based on the higher density development of Option C.

### **Land Use and Transportation Alternatives – Feedback & Recommendations**

TAC discussion regarding the presentation included:

Land Use comments:

- It is important from Metro’s perspective to remember while all three neighborhoods are being planned together, only the West Neighborhood is in the UGB.
  - Option A is a good effort to meet the lower single-family detached ideal that was vocalized at the joint TAC/Task Force meeting last May, but Metro would be more amiable to Option B for the West Neighborhood.
  - If there is a petition for the East and South Neighborhoods to come into the UGB later, it would

- be a hard time convincing the Metro Council to add them in at the Option A density.
  - Options B and C densities are what Metro, historically, has looked for in additions to the UGB – between 10 and 15 units/net acre.
  - A hybrid of Options of A and B/C would be acceptable.
  - Metro would prefer the grid street system as it does a better job of connectivity and for transit service.
- Some developments are more kid-friendly; density doesn't always determine the number of students within a development.
  - All three options, including Option C, have densities that are less than what is anticipated in the West Linn-Wilsonville School District's long range plan. The School District has studies showing what the student yield will be across Wilsonville based on specific densities for new developments.
  - Tim Woodley expressed grave concerns about getting kids from one side of the main arterial road to the other side. He discussed the State-imposed one mile radius walking distance for all of the schools and how it would impact the new schools. Coming up with innovative, quality ways of getting kids across the busy roads is critical to getting District support for this project.
  - Tim thought that an undercrossing would work if solutions to security concerns are worked out. He is supportive of anything that separates kids from cars.
    - \* It was noted that good lighting in undercrossings mitigates most of the security issues. Being able to see through the tunnel from one end to the other also works.
  - The school site on Advance Road will include an elementary school and a middle school. If the school bond passes in November, construction bids will probably be sought in March 2016 and construction starting in May 2016, with the schools opening Fall 2017.
  - There kids from the built neighborhoods just to the west of the planning area will be going to the new schools.
  - Tim expressed a slight preference for Option B.
- When considering the street framework and other land use patterns, remembering property lines is important.
- Do the assumptions for the SDC revenue take into consideration that only the West Neighborhood is going to develop in the beginning?
  - There has to be enough development at first to be able to fund the bigger infrastructure facilities. A major bridging of the Boeckman Road dip is going to have to occur for safety purposes. A major undercrossing to the school site is also going to add to the expense.
  - Joe responded that they tried to be careful about segmenting out projects that are paid for by Frog Pond area SDCs and ones that are not. The assumption is that SDCs are not paying for the Boeckman Bridge and that SDCs will need to be at a level to pay for the undercrossing.
    - \* Mike Kohlhoff stated that use of some SDCs for the Boeckman Bridge may possibly be an option.
  - The SDC projections have been segmented out by neighborhoods. The funding analysis should be available within a few days. Four funding zones have been created: west, east, south and the school site.
  - Larry Conrad cautioned about road funding sources. Clackamas County assumptions are that all of their road funds are going to operations and maintenance. They do not have capital projects. The Stafford Road/65<sup>th</sup> intersection which is identified in the County's TSP does not have any funding identified for it.
- Where you have streets designed to be near a bluff line or near the BPA easement, will you want enough space for developable double-loading lots between there to help pay for those streets and

utilities.

- Concern was expressed about slope stability for development along the creeks.
- The only reason why Smart's #4 route goes down Boeckman Road is because it is no longer able to use the Boulder Creek parking lot as a turn-around.
  - Proposed bus routes would loop through the neighborhoods and come back down Wilsonville Road. Stephan Lashbrook stated that SMART could make any of the loops shown on the transit map. His preference is to go back down Wilsonville Road and not head west on Boeckman.
- Stephan encouraged that a funding fix to the Boeckman Road dip be factored into the SDCs.
  - Steve Adams explained what needs to be done to the Boeckman Road dip. The bridge that is being planned will cost \$12.5 million.
  - The bridge is for safety and connectivity. It is going to be a key connection now that the Canyon Creek Road opened up south to Town Center Loop.
  - Nancy stated that the conversation about using the Frog Pond SDC revenue for the bridge is to be discussed during the funding strategy discussions. Another look will be taken at the assumptions for Federal funding. Other funding alternatives will be looked at that may be more realistic.
- Anything that gets the people in the area to be aware of the natural spaces; to be able to see them and access to them. They are assets of this area.
- Higher density along the natural areas enables more people to enjoy the amenities.
  - Density transfer from the resource would be available to make sure that there is not an economic taking.
  - For equity reasons, it would be a good thing to have higher density housing along the resource and not just along busy roads.
  - It helps with the long-term management of the resource to have the higher density (multi-unit) housing along the resource because there is more encroachment into the area if there are individual lots along it.
- Assuming nothing changes, the Rural Reserves will be there a long time so care will be needed to avoid putting conflicting land uses next to the Rural Reserves boundary.

TAC discussion regarding the retail alternatives included:

- Metro is always supportive of lower parking ratios and encourages a reduction to the four spaces per 1000 sq. ft.
- Cost and rents of retail spaces are very high in new developments today. Lack of parking would be an economic deterrent.
- The retail site drawings included both capacity and access studies so they each have different characteristics to them. Joe pointed out the differences between them.
- According to Metro's Urban Growth Report, the East and South Neighborhoods may not be able to be brought into the UGB soon; the location of the commercial site may help with this.
- When looking at the DKS Associates traffic study for Option D, if there is a stop control on Stafford Road by the retail site, then the retail will not be successful. For that commercial to be successful, it needs to be a signalized intersection.
- Will Option D have apartments on top of the retail on the first floor. Joe responded that it could but they are not assuming either way.
  - Brian Vanneman suggested that having apartments above the retail could be economically worse because the construction costs will go up without being able to pay for the upper floor.
  - Metro is more behind mixed use development in centers and corridors, but has never said that this is necessary for any of this area. Their concerns are just with the density mix.

- This is a commuter city; the population shifts day and night; who is going to shop there? People leaving town or people coming into town. This could determine which side of the road the retail should be located.
- The retail is expected to draw from the expected 1800 to 2600 houses in the whole Frog Pond area and the existing neighborhoods to the southwest.
  - A key threshold of about 4000 household in the primary market area will generally support a grocery-anchored center. This retail area probably does not quite meet that key threshold. So it would have to be a small grocery-anchored center with five to ten inline tenants or a convenience retail with another five plus inline tenants.
  - You will have to build at least half of the development in the West Neighborhood before retail will come in.
- If the retail is in the West Neighborhood, then there would be almost 70,000 sq. ft of retail with only a third of households there. It makes more sense to phase it with the other neighborhood development so that there are 2500 households in place.
- There is good through traffic in this area to support the retail.
- The new schools will be for primary and middle students and both are to be closed campuses. So having retail close to the schools is not an issue.
- Having the retail site close to the school site and park may make the retail businesses more successful due to drive-by traffic to the school and park.
  - The two proposed schools will be closed campuses therefore the close proximity to the retail is not an issue to the School District.
  - The parks survey recently done by the city showed that Murase Park generates a lot business for nearby retail and restaurant businesses.
- Tim stated that the local street connection going into the school site as indicated by the dotted arrows would make a nice connection into the school.
- Putting the commercial at the corner of Stafford Road and Advance Road might make it simpler to put in a grade-separated bicycle/pedestrian crossing directly to the community park and the school. It can be designed along with the commercial district to have a lower plaza and tunnel under the road to the park and school. There are no existing houses there. That would create one solution for getting kids across Advance Road and would blend in better with the commercial than it would blend in with residential.
- There is to be a bicycle/pedestrian connection across the creek in the southernmost part of the study area.
- There needs to be a bicycle/pedestrian connection to Argyle Square.
- Have we thought about splitting retail so that it is on both sides of Stafford Road?
  - It has been talked about but you only have a limited number of rooftops in the West Neighborhood, so if it is split, it would have to be a really small retail node in the west with the bulk of it in the east.
  - Inline tenants want to be next to the grocery anchor so to break it up would not improve the success of the retail.
- The retail location around the grange, whether it is a meeting area or a retail area, is an amenity that we need to figure something out for it.
- A gas station would be a big draw for the retail area, no matter where it ends up.
- If you want the rest of Wilsonville to be using that retail site, it has to be at the arterial intersection, and then there is a better chance that the existing residential area will use it too. It is going to be a draw for Wilsonville Meadows; that whole area.
- The Frog Pond retail locations have an advantage over the Villebois and Charbonneau retail

locations in that all the options are located to attract pass-by traffic. The one at the major intersection will also be good location as it is close to the proposed school and park traffic.

- This location also creates opportunities for shared parking when there are event drawing large crowds at the schools and parks.
- Putting the parking behind the retail shifts that aesthetic impact to the residential areas facing the parking lots.
  - The intent was to have the sides of the houses next to the parking rather than fronting the parking lots.
- With Option C, a small retail component could occur on the west side.
- Option B has access as right in/right out; a southbound, unsignalized left-turn in could be allowed at that location. The challenge would be the left-turn out.
  - It was suggested that the left-turn out would only be a problem during the traffic peak hours. It would be better to have that access.
  - The City Engineer can waive the access spacing standards.

A straw poll for the location of the retail site results:

Option A – 0

Option B – 6

Option C – 1

Option D – 6

A straw poll for the Street Framework options resulted in all TAC members voting for the grid system

TAC discussion regarding streets included:

- Neighboring communities have asked the City to make the entry into Wilsonville as unfriendly to trucks as possible while still maintaining the ability for them to use the road.
  - Medians and plantings are useful for discouraging large trucks for using Wilsonville Road/Stafford Road as a connection between I-5 and I-205.
  - Making the Elligsen Road/65<sup>th</sup>/Stafford Road more truck-friendly would help.
    - \* Could the City and the County, together, look for freight mobility funding that would help with improving that Elligsen Road/65<sup>th</sup>/Stafford Road intersection? Larry responded that the County's freight funding has all been committed to ITS for the next three years.
    - \* Funding probably could be secured for ITS-related project such as signage telling the trucks where to go. Chances for building capacity at the intersection are slim.
- Scott explained that the signal in the north of the grid street framework works better for traffic unless the retail is to be at the lower cross-street.
  - Typically there is to be a minimum of a quarter mile between signals.
  - The preferred location is where it is shown however there is flexibility if you want to have the retail in that middle portion. It could work with a signal at that location.
  - Signals can be a "placemaking" consideration.
- There is about 20% - 30% more traffic coming southbound through the area during the pm peak time. This could be taken into consideration when deciding the location of the retail and location of the traffic signals.
- Not having a signal at the retail location could be a barrier to retail access.
- Is it preferable to have signals at all three major intersections on Stafford Road due to safety concerns?

- Scott responded not necessarily as the signals will create gaps at the unsignalized intersections. The problem with adding more signals is that it continues to add delay.

TAC discussion regarding parks included:

- Wilsonville's Parks and Recreations Director Stan Sherer and Parks Supervisor Tod Blankenship are to be invited to be part of the TAC.
- Should the City consider purchasing and developing the park land rather than the developer?
  - The current assumption is based on the assumption that the developer donates the land and builds the parks which is consistent with past practice.
  - Steve also stated that if there is a fear of a land owner cutting prime oaks, the City may step in and purchase it first.
  - Given the parcelization in the West Neighborhood, if a master developer doesn't step in, then that historical trend and default assumption may not work.
  - The City has had to share some costs of the Villebois parks and those costs have increased 3 to 4 times what was originally thought they would cost. Cost increases need to be factored in.
- It is still unknown how the parcelization is going occur in the West Neighborhood. Are people going to consolidate their properties for development or are there going to be 20 different developments? The City could strategically, if it could make the funding strategy work, purchase parcels to try to influence the pattern of development; set some streets that begin to knit it all together. This would be an effective way of getting both parks and trying to deal with the multiple-project syndrome.
- A growth rate was not assumed for future growth; 2015 figures were used for everything. The assumption was that the SDC rates would escalate at the same rate as costs.

TAC discussion regarding the Bicycle and Pedestrian Options:

- It is important to be bold on the undercrossing with great connections that are safe and aesthetically pleasing.
- Other options that need consideration:
  - Trail connections separate from roads.
  - A bicycle/pedestrian crossing at the community park; one is not shown on the map.
  - Cycle tracks. A cycle track along 60<sup>th</sup> Avenue would work because of the school and the need for access there. Cycle tracks can be on both sides of the street.
- Wide sidewalks that serve both pedestrian and bicyclists do not work.

A straw poll regarding the round-about solution for the intersection that is two or three blocks west of Stafford Road resulted in most were not in favor of that round-about.

A discussion of that round-about included:

- Put the character of the neighborhood first; having traffic flow well is not what we want. To build a nice neighborhood, the traditional 4-way stops are more conducive for a quiet, slow paced atmosphere.
- Round-abouts are not pedestrian-friendly.
- The locations of the signals and round-abouts were discussed further.
- Round-about # 1 on the intersection control maps would work.
- Round-abouts would discourage trucks from using this route between I-5 and I-205.
- Round-abouts allow for traffic movement but also provide a nice amenity in that they are usually landscaped in the middle, which can make them a more neighborhood-compatible design.
- Since Advance Road is shown as a collector, could there be a signal at the school instead of a stop

sign.

- Because the traffic volume on Advance Road is so low, DKS Associates' evaluation indicated that it did not meet the signal warrants but a pedestrian beacon could be located at the crossing.
- When that intersection is built, everything needed for a signal could be installed so that it could be put in easily if it is needed in the future.
- There have been numerous requests for rectangular rapid flashing beacons (RRFB) and should be included in here. If we had it as part of our Plan, perhaps it should be in the Master Plan rather than the Concept Plan, and then developers are expecting to have to install them.
  - Scott stated that he was envisioning one to be at the stop sign on Boeckman Road, on the south side as well as over by the school.
  - A picture of a RRFB is to be included on the intersection treatment board.

### **Next Steps and Adjourn**

Upcoming meetings included:

- The Frog Pond Task Force was meeting tonight (October 2)
- The TAC members were reminded of the Frog Pond Area Plan Open House on October 16, and were urged to attend it.
- Comments were due to the project team by October 20.

The meeting adjourned at 4:37 p.m.



**Frog Pond Area Plan Task Force Meeting**  
**Wilsonville City Hall**  
**October 2, 2014**  
**6:00 pm**

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Chair Susie Stevens opened the meeting at 6:02 p.m. Those in attendance included:

- Frog Pond Task Force: Susie Stevens, Jerry Greenfield, Phyllis Millan, Tim Woodley, Sparkle Anderson, Bill Ciz, Dave Grill, Ron Heberlein, Simon Springall, Amy Thurmond, Doris Wehler, and Ben Altman (substituting for Peter H)
- Consulting Team: Joe Dills and Becky Hewitt, Angelo Planning Group; Brian Vanneman, Leland Consulting Group; Ken Pirie and Mike Zilis, Walker Macy; Matt Hickey, MSA, Scott Mansur, DKS Associates
- City of Wilsonville: Chris Neamtzu, Nancy Kraushaar, Mike Kohlhoff, Steve Adams, Dan Pauly, and Linda Straessle.

Others in attendance included Erik Anderson, Anderson Geological, Inc., Trever Daly, Frog Pond Grange, and Frog Pond property owners.

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The packet of documents distributed for the meeting included:

- Meeting Agenda Packet:
  - Agenda
  - Frog Pond Land Use and Transportation Alternatives Summary and Evaluation Report
    - \* Appendix A: Frog Pond Area Plan Market Analysis
    - \* Appendix B: Future Transportation Analysis memorandum
    - \* Appendix C: Frog Pond Area Plan – Concept Plan Infrastructure Analysis memorandum
  - Meeting Summary – June 12, 2014 Task Force Meeting

### **Welcome, Self-Introductions, and Agenda Overview**

Chair Susie Stevens called the meeting to order at 6:02 p.m. and asked that everyone introduce themselves. She assured that all visitors would have the opportunity to provide input this evening and reminded that the Frog Pond Open House would be held October 16, 2014 from 6:00 pm to 8:00 pm in Council Chambers. In addition, online input would be received on the Frog Pond Area Plan from October 10<sup>th</sup> through October 21<sup>st</sup> on the City's website.

### **Where We Are In the Process**

*Brief update: Chris will summarize current work and upcoming tasks to provide context for the meeting.*

Chris Neamtzu, Planning Director, thanked the property owners who graciously allowed the consultant team access to their properties because it provided the insight needed to better understand the landscape and the land itself as planning for development of the Frog Pond area began. The response for property access was tremendous and allowed the team to get to know the property owners one-on-one and learn about the land from those who know it best.

- City Staff, natural resource scientists, arborists, the landscape architecture team, as well as teams from Angelo Planning Group and Walter Macy all visited properties in the area, which provided the foundational work for the Area Plan. DKS Associates, which has done transportation planning for the City since 1993, had begun work on the Area Plan, and Scott Mansur was a great resource as a long time consultant. The Task Force had received reports from DKS Associates, as well as MSA, the civil engineering firm that reviewed the sanitary sewer distribution, considered how to provide water service and manage stormwater on the site. Leland Consulting Group also conducted an extensive market analysis to forecast what interest there would be in Wilsonville in the future, and some additional analysis on the retail component of the current Frog Pond site plans.
- All the consultants' information fed into the Angelo Planning Group, who had worked closely with Staff to create the three options to be presented to the Task Force tonight.
- The very important public process was just beginning. Next week, these options would be presented to both City Council and the Planning Commission in work session, followed by the open house and online open house. The goal was to wrap up this round of public involvement by October 20<sup>th</sup>, so all the input on these options from the public, Council, and Commission could be synthesized into a hybrid plan, as he did not believe one option would be chosen, but the best features of the three options, as well as any additional elements revealed from the input received.
- The hybrid plan would be used to create a draft concept plan, which would be vetted in further Task Force, City Council and Planning Commission meetings, as well as further public input, to become a preferred concept plan that would hopefully be considered for official adoption by the City of Wilsonville in spring 2015. Adopting the concept plan would make the land eligible for a request to Metro that the land be included in the urban growth boundary (UGB) by the end of 2015.

### **Land Use and Transportation Alternatives – Description of Alternatives & Summary of Evaluation Findings**

*Presentation and discussion:* See attached report – highlights of this report will be presented, with opportunities for questions and answers.

The consultant team presented the Frog Pond Area Plan via PowerPoint.

Joe Dills, Angelo Planning Group, described the three land use options created for the Frog Pond planning area. Each option provided for various densities, retail uses, and amenities, as well as a variety of housing types, a fundamental principle of the Area Plan.

Ken Pirie, Walker Macy, discussed the four concepts shown in the Retail Site Studies on Slides 13-16. The red blocks shown in each concept indicated roughly 5 acres of retail use comprised of approximately 69,000 sq ft in mostly single-story buildings. Capacity and access studies were done for each area to see how the commercial might fit into each zone. Conservative parking ratios of 4 spaces per 1,000 sq ft were used, equating to about 276 spaces for each of the concept sites. The goal for each concept was to create a more urban arrangement of commercial use, similar to that seen in Old Town Wilsonville, with buildings fronting the street and parking placed behind the buildings to create a friendly walking environment.

Mr. Dills briefly noted the Natural Resources, open space conditions and parks framework of the Frog Pond Area Plan.

Scott Mansur, DKS Associates, presented the street frameworks related to the three land use options, describing the arterials and collectors of the grid and organic transportation patterns being considered.

He noted the organic pattern was included because the curvature of the streets slowed traffic. Roundabouts were also considered to discourage truck traffic and slow traffic as it transitioned from a higher speed rural area to a more urban area. He also described the projected traffic distribution (Slide 26), which was determined from the land use model, as well as how SMART transit could potentially serve the Frog Pond neighborhood. The Bicycle and Pedestrian Frameworks related to all three land use options were also briefly highlighted.

Mr. Pirie continued, presenting the Stafford Road Intersection Concepts, noting the importance of including features for bicycle and pedestrian safety at the Stafford Rd/Boeckman Rd/Advance Rd intersection given the traffic anticipated to travel to the schools and community park. He also reviewed the Stafford Road Gateway Concept and intersection concepts for collector roads west of Stafford Rd.

### **Infrastructure Funding Analysis Update**

*Presentation and discussion:* This will be a status update on the in-progress infrastructure funding analysis work, with opportunities for questions and discussion.

Mr. Dills noted a lot of engineering had been done with regard to the infrastructure for Frog Pond. The Stormwater Plan had been laid out with the intention of consolidating stormwater detention where possible, making the most use of stormwater planters and low impact types of facilities. Work was in progress on an infrastructure funding plan.

Brian Vanneman, Leland Consulting Group, noted the funding information was preliminary at this point as the consultants were still working with Staff to provide a funding analysis in October. Continuing with the PowerPoint, he overviewed the anticipated revenues and costs for infrastructure in Frog Pond, and discussed the team's initial key findings about the feasibility of the Frog Pond Area Plan. The big picture was that the City's SDC revenues would increase as moving from Options A to C, but the costs of infrastructure would remain about the same no matter which land use option was used.

### **Land Use and Transportation Alternatives – Feedback & Recommendations**

*Discussion and direction:* The purpose of this item is for the Task Force to provide input and direction on which elements of the alternatives should be forwarded into the Preferred Alternative, and any concerns or refinements that should be addressed through the creation of the Preferred Alternative.

Feedback and discussion from the Task Force about the key items presented in the Frog Pond Area Plan was as follows:

#### Land Use Options:

- Examples of medium density neighborhoods in Wilsonville included Canyon Creek Meadows and much of the housing in Villebois, which had 3,000 sq ft lots, many with side yards.
- The three Options did not identify committed structures or properties like that owned by the church on the northwest corner of the Boeckman Rd/Stafford Rd intersection; however, such properties and structures had been removed. According to the Buildable Lands Inventory, 102 acres of the almost 500 acres in Frog Pond was committed land, which included the 40+ acres for the school and park and the Frog Pond Grange.
  - The buildable land inventory for Frog Pond was also specifically adjusted based on whether property owners believed their structures would remain or not. Generally, a value threshold was used to guesstimate the buildable acres. The colors shown in the Options' images were intended to graphically convey overall land use patterns.

- Sparkle Anderson preferred Option A due to the low density pattern in the northeast corner of the Frog Pond area, where she planned to move. She disagreed there would be no difference between medium and low density as far as impact on the rural land on the other side; more people would result in more conflicts.
- The feasibility of Option A was questioned given the current environment for development costs, etc.
  - The consultant team was focused on analyzing the City's cost, which looked good from the City's point of view; however, the same principles applied for developers: more density was more beneficial in enabling them to carry infrastructure and construction costs.
  - The two pump stations would be required for sewer service in two areas, which would be a factor if low density were considered as a relatively expensive infrastructure cost was associated with each area.
- The area south of the West Neighborhood was low density.
- Amy Thurmond preferred Option B because it included many of the desired elements discussed previously. She suggested moving the retail up around the Grange.
- When fully built out, Villebois' density would average more than 10 dwelling units (du)/net acre. At build out, Option A would average 7 du/net acre; Option B would be 11 du/net acre; and Option C, 9 du/net acre.
- Doris Wehler preferred Option A. The West Neighborhood would obviously be the first area to develop by quite a few years, and whether the East and South Neighborhoods would come into the UGB was questionable. The West Neighborhood would balance Wilsonville's overabundance of apartments, about 56 to 58 percent of housing. Option A was denser than Canyon Meadows across the street, and she would like it to look more like Canyon Meadows.
- On Option B, the medium density in the West Neighborhood would be appropriate if a park were constructed nearby. The consultant team had intentionally not been site specific in the drawings to avoid singling out any particular property owner(s) with regard to land use. The location reflected a bit of an artistic license.
- Ron Heberlein believed Option C was too dense and suggested Option B as the compromise because it was more financially feasible from a development standpoint, yet still had a little bit of the open space. Perhaps taking from the [inaudible] pockets could be possible to create more low density areas to blend out into the rural area. He preferred lower density closer to rural areas.
- Simon Springall preferred Option B, but was concerned about the financial impact on the City to build the infrastructure and not being so well supported by lower SDCs in Option A and the need for pump stations in the low density areas.
- In the interim, well water and septic would work for properties in the County as long as the standards were met. Once annexed into the City, municipal water and sewer services become the new standard, though a grandfather type opportunity might exist. If a City sewer line was a certain distance from one's home, connection to the City's service was required.
- Phyllis Millan questioned the statistic about 10 percent of vehicle traffic going to I-5 via Elligsen Rd because it did not fit the Coffee Creek Concept of creating jobs in Coffee Creek. She leaned toward Option A, noting that if the housing development to the south had a higher density than Option A that did not fit with her image of how Frog Pond would be developed, either.
  - The team assumed a range of lot sizes would exist in low density as a variety of lot sizes would prevent cookie cutter results. In Option A, the green color, or low density, in the West Neighborhood was comparable to the density in the neighborhood to the south.
- Steve Adams clarified that homeowners on septic when annexed into the City were not required to connect to City services unless the septic system failed and a City sanitary line was within 300 ft.
- Annexation was voluntary; the property owner chose whether to apply for annexation. If the owner decided not to sell their property, they did not have to annex into the city.

Public comments and questions regarding the land use options presented for Frog Pond were as follows:

- Would the SDC charges needed to support the development of the West Neighborhood be derived from the development of that neighborhood or from existing city parcels?
  - Mr. Vanneman explained the funding stream was complex. The Boeckman Creek Bridge was currently in the Capital Improvement Plan (CIP), so the City anticipated building it at some time and was collecting SDCs and potentially other sources of money over time to build the bridge. SDCs from the West Neighborhood would not need to solely fund that bridge.
    - Essentially, the SDCs were a benefit to help the City pay for improvements, but did not necessarily need to come in advance in order pay for the improvements as the City is collecting SDCs at all times for development. The question related more to accounting and whether the City would ultimately get adequate funding to pay for the series of improvements.
  - Nancy Kraushaar added the developer would construct all the onsite and frontage improvements as part of their development. The City would be involved in building sewer and water arterials larger than 8-in needed to serve a larger service area, would pay the net difference of the upsizing. The developer paid for what served their development and then for oversizing SDCs would be credited.
- The decision about Options A, B, and C involved more than aesthetics or livability, but the hopscotching financial effect. If SDCs in the West Neighborhood of Option A would eventually pay for development in the East and South Neighborhoods, then must think about the revenues generate from the West neighborhood, which would bias the decision toward Option C with the higher density, unfortunately. Option C might be the most practical decision financially, if the East and South Neighborhood continue to fund SDCs derived from the West Neighborhood.
  - The consultant team would continue to study those relationships.
- Option A with less density was better. Many apartments on Wilsonville Rd were vacant, so without a more attractive option, such as a bigger lot or home, and with the current traffic, what would be done to attract renters?
  - The vacancy rate for apartments in Wilsonville was about 3 percent, which was very low. The incentives being offered, like free rent for a month, were a way for older apartments to compete with the newer apartments, which offer more amenities.

Task Force Straw Poll results on the three land use options were:

- Option A, 3 votes
- Option B, 7 votes
- Option C, 0 votes

Potential Hybrid Alternative:

- The density issue was a concern. If the West Neighborhood balanced the high apartment percentage in the short term, densities would need to be readjusted elsewhere. The commercial locations were another factor. The most obvious choice was Option B because the main intersection was a natural location for commercial because it had the highest traffic volume. The Frog Pond Lane location was preferred; although not a main intersection, it was close because it tied in a signalized collector. Putting commercial where no signal existed was a problem.
- Considering two commercial locations was suggested, one at the main intersection and the other at the Frog Pond Grange, which would serve a different market, namely people using the trails, and could offer other services like a bathroom and first aid station.

- Having commercial at the crossroads was a concern due to the number of kids crossing through the intersection. An acre or so should be reserved close to the school for a child care facility, so the kids could walk to child care.
- Option D failed in many perspectives, including recognizing the history of the Grange location and being [inaudible] the BPA easement. The site could be incorporated as a gateway into the city or Frog Pond.
- The Grange was located on the periphery of the development and furthest from most of the residences. There could be some advantage in attracting traffic from outside the immediate neighborhood area with some of the unique services mentioned. Otherwise, the Grange seemed to be the least useful location for commercial to serve residents.
  - Although the least central to the new neighborhoods, retail would develop down the road in time and one could rationalize that a good location for retail was in one of the last places to build. There were tradeoffs. The retail at the four corners would serve the existing neighborhoods, as it was within walking distance.
  - Development of the Elligsen Urban Reserve Area to the north would result in more growth, making the Grange location less isolated.
  - Having both a smaller and larger scale retail area was appealing.
    - The feasibility of having two commercial areas was dependent on the target market. A small retail node could offer lemonade and bike pumps, but creativity was needed when stepping outside of traditional commercial development to make it feasible. In general, commercial development occurred in a convenience format, with a linear row of 10,000 sq ft +/- with an anchor store, but it could also be integrated into larger development with a few inline coffee shops, for example. If dividing the proposed commercial, the purpose of each node would have to be considered.
    - Wilsonville has had trouble with small scale commercial. A property on the west side of town was zoned spot commercial for more than 20 years, but was never able to find a market niche and it was now residential.
- The Grange was a public use building with activities already going on. The presumption was that the community function of the Grange would remain and was the whole reason for being.
  - Trever Daly commented that he was only one member, but he liked what he was hearing about preserving the quality and character of the grange.
  - The possibility of moving the Grange was discussed to preserve the plaza idea and make it closer to the rest of Wilsonville. Although the Grange was moved to its current site, it had a context as that was where the Frog Pond was located, so it was more than just a building.
- The four corners were located about 1.5 to 1.75 miles from Town Center and about the same distance from Argyle Square. The consultants assumed that any retail component would ideally serve the South Neighborhood.
- Option B showed a local road to the north as well as one right across from the access to the school site. Schools typically have signals put in over time for school access, which might help how access was shown for the development.
  - Mr. Mansur explained that opportunities for a signal there were considered, but traffic volumes on Advance Rd were too low to warrant a signal. A grade separated pedestrian crossing or some kind of pedestrian flashing beacon, similar to that installed at Wood Middle School, were discussed as options.
- Having retail sites further away from Town Center was preferred.
- At the initial meeting, many people spoke about preserving the heritage of the Grange area.
- There was no oak tree at the Grange; it was an ash tree.

Task Force Straw Poll results on the four retail options:

- Option A, 0 votes
- Option B, 4 votes
- Option C, 0 votes
- Option D, 8 votes

Street Frameworks:

- A range of options existed regarding the sequencing of building streets versus development. Many cities with similar plans identify some type of framework map that anticipated basic Point A to Point B streets with the expectation for connecting streets described in the text or other drawings. This was one way the regulations could be framed.
  - The streets are built incrementally over time and on a project by project basis. If one area came in first, a street would be built, the City might require a connecting loop, and then the homes would be built. The next development on an adjacent property would be accessed via stubs from the first development that would extend logically to connect and follow the plan.
  - If developer consolidated a bunch of properties, a master plan would address the timing of the street construction.
- While the organic network helped slow traffic speeds and was more visually appealing, it brought problems for developers.
  - Villebois was planned without property lines in mind, which created a lot more work for everyone involved and was a big risk. An organic network lends itself to a master planner type of approach. Having a few bigger developers would be the only way to implement the organic network.
  - The grid was far more implementable, especially when development was done in smaller pieces.
  - Curved streets alone did not slow traffic speeds, a whole street package was involved. Wilsonville could implement grid network plan that was decidedly pedestrian oriented with all the traffic calming features and street package needed to slow traffic speeds.
  - The aesthetic disadvantages of a grid could be mitigated by good planning, absent topographical features.
- As land developed in Frog Pond, no big detention ponds would be built because after October 15, 2014, the City was going to a new standard and would require detention up to the 25-year event. The new standard focused more on retention on the land and infiltration of the groundwater using swales along the streets and other features. Each subdivision would have its own stormwater retention/infiltration water quality facility with certain key release points back into the natural watersheds.
- If retail was located by the Grange, the organic network could be modified by routing the collector up to make the connection.
- Street Frameworks A and C could be drafted onto land use Option B. The favorite features of any plan could be pulled together to create a preferred alternative.
- Reservation was expressed about the grid network due to the size of Frog Pond, straight streets, and the number of homes that would be right next to each other over a long distance, creating a claustrophobic feeling.
  - The Sellwood and Westmoreland neighborhoods were good examples of grid networks that did not feel oppressive. There were 5,000 sf lots and most of the area was low density with pockets of medium density and a couple small apartment buildings.
  - A lot could be done within a grid that did not seem grid like.
    - Villebois had areas that developed early with a lot of houses side by side. A more recent developer liked smaller lots but changed the visual appearance going down the street by

placing 20 ft to 30 ft wide areas on different parts of the lot to break up the tightness of the homes.

- Considering of the blocks as flexible modules made it easier to understand how they could be used in a variety of ways.

#### Task Force Straw Poll results on the Street Frameworks:

- Grid, 8.5 votes
- Organic , 1.5 votes

#### Parks Framework:

- Parks should be centrally located to minimize the walking distance for neighborhood residents. Including location criteria in the Code was suggested.
- By building park sections that meander in and out along the street, the City could influence the street design. Pocket parks and pedestrian orientation was all about the feel, getting away from a curb, sidewalk and street tree design. There should be no long street sections that were the same; each block patten should be different.
- The preservation of the oak grove on and near the school district parcel off Stafford Rd for a park was important. Multiple groves exist in each neighborhood area and would make natural park areas.
- Putting a small trail along with the smaller scale retail in the Grange area then connect with the nature trail and preserve area was suggested.
  - The junction of the regional trails on the north side of the development would be a good location for a path.
- Constructing a roundabout instead of a signal at the Boeckman/Stafford Rd intersection would be problematic to implement due to some of the right-of-way impacts to the adjacent properties.
  - Roundabouts have also been troublesome for Safe Routes to Schools; kids attending Lowrie Elementary did not know how or where to cross.
- When considering an over or under crossing, the topography greatly determined the most cost effective option, as well as ADA issues which required ramping up at a certain grade, and therefore, a lot of right-of-way. Elevators might be a better option.
  - Over crossings must be high enough to go over a truck, while under crossings only had to accommodate the height of a person. The topography of the area lends itself to an under crossing.
  - As under crossings age, maintenance was a costly issue.
  - Feeling safe in an under crossing was a concern.
    - In the second row of pictures on Slide 34, the first picture showed an under crossing designed in part by Mr. Mansur. While the right level of lighting could make a tunnel feel open and very inviting, a bad design could ruin that feeling. This under crossing crossed under three lanes of traffic in Washington, which would be comparable to the Boeckman/Stafford Rd intersection.
- Concern was expressed about having no apartments in the West Neighborhood in any of the land use options. The West Neighborhood would be built first and inclusion of the East and South Neighborhoods was uncertain so balancing apartments and single-family homes was a concern.
  - In terms of the density mix, half of the medium density, shown in orange, would be detached homes, not all of the medium density would be townhomes.
  - The West Neighborhood would be like the north portions of the Landover and Arbor Crossing neighborhoods which was a good example of a mix of lot sizes; some cottages, smalls, etc.
- No alleys were presumed for Frog Pond.

#### Natural Resources:

- Staff inquired about the best use of the Boeckman Creek Corridor; whether a handful of large lots should back up to the resource or more people should be able to enjoy this tremendous amenity.
  - It was a transect that got less dense towards the Corridor, but whether that made sense was uncertain because it headed toward the rest of the city. On the other hand, the southwest corner of the West Neighborhood was closest to jobs and retail, so perhaps having people closer to things made more sense. It was a balance of having people closer to town and work versus having more people being able to enjoy the Boeckman Creek Corridor.
  - The scalloped edge of the Corridor lends itself to just a handful of homes; perhaps a cluster group of homes with some common area.
  - Density could be transferred out of a resource area to the developable portion of a lot, but large lots along the corridor would not be able to take advantage of that like developers do throughout the community. Property owners could not build in the resource, but could put the density on the rest of their property.
  - The team questioned what the right transition was next to the resource area, as well as the right housing type.
- People buying larger lots want land to care for and would be more likely to plant wildlife habitat, feed birds, etc. than the City who would just mow it for a park. There would be more beneficial use of the land as habitat than if it were just left as park space for everyone to use.
  - There were two sides to it. Privatization of the canyon, where it became someone's backyard, was one issue. Staff saw a lot of encroachment into the resource area on individual lots, often due to a snowball effect after nearby neighbors followed suit. If left as a common area, people could work toward a common wildlife objective, for example, to allow passage through a common area of deer and other animals. There were pros and cons to each side.
- The homeowners association (HOA) or individual groups of homes would maintain the common areas.
- A regional trail was envisioned along the Boeckman Creek Corridor. There was no public ownership in the Frog Pond Area, but there could be if a developer transferred a tract, such as a riparian area, to the public because it was unbuildable. The City received many such areas through the development process.
- Doing whatever was necessary to preserve public access to the resource was very important.
  - At Canyon Creek Meadows, the HOA owned the wilderness area but public access was provided. Canyon Creek Meadows would be an example of having more people and more homes toward the resource. The lots went right up to the resource and a trail ran through a public tract that had public access points along the way, which could be coded.
  - Canyon Creek Meadows provided a useful pattern that needed to exist within Frog Pond.
  - Ultimately, the blend of densities over the entire Frog Pond project would be medium density.
  - The 3 ft setbacks used at Copper Creek were terrible and should not be replicated at Frog Pond.
  - The setbacks in Canyon Creek Meadows allowed for some semblance of a small backyard, in addition to access to a nice riparian area and a park across the street.
- The land use adjacent to the creek was important so that access could be provided. It did not matter if the lots along the Corridor were large or not, there would be a trail to the creek and no direct road existed to those areas to the west. Although the Corridor was on the west side of Frog Pond, it had to be accessed from Boeckman Rd.
- Public access to the resource was important. Lower density should be used as a transition between urban and rural, not in an area with a creek and a natural barrier already existed.

- The green area in the southwest corner of the site was Significant Resource Overlay Zone (SROZ).
- The HOA should control public or private access
- Individual private ownership should be limited up the edge of the Corridor that would be maintained as some kind of area with common ownership and public access. At a minimum, the grid system should be extended to connect with the pathway system.
- The easement would have to be wide enough to accommodate potential erosion.
- Retirees would be one type of clientele seeking to live in Frog Pond, so some cottage type homes with masters on the main floor needed to be provided.

### **Public Comment**

Chair Stevens opened the meeting to comments from the Task Force and the others in attendance.

- Wilsonville already had so many log trucks and semi-trucks on Wilsonville Rd and Frog Pond would generate even more traffic. People coming from West Linn, Oregon City would use Stafford Rd to get to Wilsonville, not I-5. GPS directs people on I-5 and I-205 to use Wilsonville Rd to get to Stafford Rd. The Task Force must remember there would be a lot more traffic. There was no better place for vehicles traveling 45 to 50 mph or semi-trucks and with the schools being built there would be problems. Landscaping would not provide a solution because the kids all jaywalk and run across the street.

### **Next Steps and Adjourn**

Mr. Neamtzu reviewed the next steps of the public involvement phase. Following an internal review, Mr. Vanneman's letter on infrastructure would be posted online. He encouraged those present to keep reviewing the website and to provide him with any written comments. A simple interactive online survey would be available on the Frog Pond webpage. The Frog Pond Open House would be October 16th and in December or January, a joint Task Force/City Council meeting would be held. At that time, all the feedback and public input would be consolidated into a preferred hybrid alternative for further discussion and possible modification moving forward.

Mr. Mansur clarified that three lanes work on Stafford Rd for all three neighborhoods in Frog Pond after build out. At some point in the future, Stafford Rd would be widened to five lanes, but the segment along the Frog Pond frontage would remain three lanes.

The meeting adjourned at 8:00 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for  
Linda Straessle, Planning Administrative Assistant

**DRAFT**

**PLANNING COMMISSION  
WEDNESDAY, OCTOBER 8, 2014  
6:00 P.M.**

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

**Minutes**

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**I. CALL TO ORDER – ROLL CALL**

Chair Altman called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Ben Altman, Marta McGuire, Eric Postma, Al Levit, Jerry Greenfield, and City Councilor Susie Stevens. Peter Hurley and Phyllis Millan were absent.

City Staff: Chris Neamtzu, Barbara Jacobson, Nancy Kraushaar, and Mike Ward

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**VI. WORK SESSIONS**

**B. Frog Pond Area Plan (Neamtzu)**

Chris Neamtzu, Planning Director, noted that the second Technical Advisory Committee (TAC) meeting was held, which included agency representatives, as well as the third Citizens Task Force meeting on the Frog Pond Area Plan. The City Council had a good work session on the Plan Monday night and the Planning Commission would be seeing that same presentation. More than 1,000 public meeting notices had been mailed about the public open house being held next Thursday from 5:30 pm to 8:00 pm to get broad community input on the alternatives proposed for Frog Pond. He encouraged the Commissioners to attend to talk to citizens, get their points of view, answer questions, and provide feedback about what the community was trying to achieve in the Frog Pond area.

- An online open house would be launched this Friday, which would include a survey component. Frog Pond Area Plan material would be posted on the Frog Pond website

where a lot of input was also expected. This critical round of public involvement and citizen input would continue through October 21, and the project team would then consolidate all the input received and begin to formulate a hybrid alternative in preparing the draft concept plan, which would be available in late December and discussed during a joint City Council/Planning Commission work session in January or February.

- He noted Chair Altman and Commissioners Millan and Greenfield were members of the Task Force, but he also had new information to share following tonight's presentation.

Joe Dill, Angelo Planning Group, presented the Frog Pond Area Plan via PowerPoint, reviewing the pros and cons of the three land use alternatives and two related street or transportation frameworks. His additional comments were as follows:

- Council encouraged the planning team to think about the Frog Pond Area Plan as a four neighborhood plan because of the existing adjacent neighborhoods and to consider the connections, location of retail, and other components that would serve both the existing and future neighborhoods.
- In response to the citywide housing need for more single-family housing, Council preferred having more of the larger lot choices in the West Neighborhood for Option A, and perhaps across the entire area.

Mr. Neamtzu presented several draft templates via PowerPoint to visually depict the different housing types and densities that might be anticipated in Frog Pond. These templates included a housing picture, maps, the current zoning, typical lot size, gross acres, number of homes, and gross density of Morey's Landing, Park at Merryfield, Hazelwood, Wilsonville Meadows, and Renaissance at Canyon Creek. The templates would be used to help people visualize what type of residential development might be desired in Frog Pond. He was still working with the City's GIS manager to remove areas for streets, right-of-ways, common areas and open space in order to calculate the net acres and net density for each of the sample neighborhoods.

- During Phase 2, the Commission would help shape many aspects of the implementation of this community, such as the urban form, building placement, setbacks, lot area coverage, use of alleys, public open spaces, building heights, etc.
- Other templates included the Legend Phase in Villebois, Charbonneau, and Cedar Pointe. He welcomed suggestions of other neighborhoods to include to help people better imagine some of the medium density residential categories in the Frog Pond Area Plan.

- Other suggestions for sample neighborhoods included the Lennar Development in the former Living Enrichment Center (now Grande Pointe at Villebois) area, next to the Legend Homes in Villebois; Canyon Creek Meadows;
- Cedar Pointe, with 12,000 to 15,000 sq ft lots, was an example of very low density. The development had steep slopes and tremendous amounts of open space. The gross to net acre calculation would be interesting given the amount of open space.

The Commission agreed the templates would be a very helpful tool for the public, as well as the Commission, because people ask what the densities look like. Discussion continued as follows:

- While the lot sizes in Cedar Pointe were big, the land was not totally useful to the owner. Was the same to be expected at Frog Pond or would the lots have more potential for lawn?
- Part of the rationale behind Option A was to have very low densities on the outside perimeter of the neighborhood so the lots blended in along the creek; however, some lots in the northern area could be wide open. It would be good to relate the density to those possibilities for people to see.
- The Task Force noted the Boeckman Creek Corridor was a tremendous community asset and should not be lotted down to the bottom of the canyon. A regional trail ran through the area, so it would likely be a blend at implementation.
  - In Morey's Landing, for example, the river lots extended clear to the river's edge and each lot had a boat dock. In hindsight, having some common areas along the river or providing access to such areas, where a trail could be implemented or green access to nature provided for the community, would have been an important asset to achieve.
- Private land used by an individual rather than as common space was excluded from the buildable acreage and not figured into the density per acre, and the unbuildable portions of private property were not removed to calculate net density.
  - The wooded area of Cedar Pointe would be mostly unbuildable, but there could be usable portions within the natural resource protection area; however, Mr. Neamtzu was hesitant to calculate that on every lot to get yet another number when determining net density.
  - Metro removes the unbuildable portion when calculating net density. On the Frog Pond area working drawings, all the unbuildable portions and natural areas had been removed, including that on private lots, for purpose of calculating capacity.
- The templates visually depicted representative densities, so people could equate 5 or 7 du/acre to a familiar neighborhood in the community.

- In the first set of options, the low density had average lot sizes of 5,000 to 7,000 square feet. The very low density had average lot sizes of 12,000 to 15,000 sq ft. The images provided local examples of the medium density category, which Mr. Dill believed provided a path to diversifying the housing program in Wilsonville and addressing the interest in having such homes in the Frog Pond Area Plan.

Mr. Dill resumed his presentation of the Frog Pond Area Plan. He and Staff addressed questions and comments from the Commission as follows:

- A Metro Staff person serving on the TAC weighed in on the three alternatives and explained that Metro Council would be looking for something in the 9.6 net density range and Option B was in the ballpark. Metro would not be able to accept much less than that from a regional decision making standpoint. (Slide 10)
- The retail buildings would be 5,000 to 8,000 sq ft, which would house a larger restaurant or three or four tenants in one building.
- DKS Associates advised that the available property at Intersection 6 (Slides 19 & 20)) constrained the feasibility of constructing a roundabout at that location. Intersection 3 was not considered for a roundabout because if commercial development was in that area, roundabouts were not conducive for pedestrians. Additionally, that cross street would be a neighborhood collector and a main way for pedestrians and bicyclists to get from one area to another, so DKS Associates advised that a signalized intersection would perform better.
- Development Engineering Manager Steve Adams believed Intersection 1 was an ideal location for a roundabout because of the power lines and availability of unusable land. The area was a nice transition between the rural areas to the north and urban areas to be developed to the south and would have minimal pedestrian traffic.
  - A major trail was proposed along the power line corridor and staff discussed doing a grade separation so pedestrians and bicyclists could get to the school and the East and West Neighborhoods without interfering with traffic. The roundabout could have a tunnel running underneath with a skylight in the middle of the landscape area.
- So far, a buffered bike lane, which was delineated with a double line, was advised on Stafford Rd. Installing a curb versus striping on the bike lane elevated it to a cycle track by definition.
  - The bike lane on Stafford Rd would have to transition to Boeckman Road and the painted bike lanes on Wilsonville Road.

- Another consideration for Stafford Rd, with regard to cycle track versus buffered bike lane, was that at some point, the road might need to be rebuilt to accommodate that larger section.
- Commissioner Levit stated that in his experience, the curb feature was scary for bicyclists because there was no escape if a vehicle was coming at them or if glass or debris were in the way. Sometimes the curbs were not visually marked, so the curb looked like a white line and caused bicyclist to crash when hit.
- Other opportunities involving Stafford Rd regarded the package of street elements that could be used. As a gateway to announce the arrival at Wilsonville at Kahle Rd, the building orientation along Stafford Rd, signalized intersections, and other elements should all work together to slow speeds and make the area as safe as possible.
- The team was not certain the dimensions were physically available for a bike and pedestrian underpass at Stafford Rd and Wilsonville Rd in conjunction with a roundabout. The street could be paralleled with the ramps, which was one mitigating factor.
- Mr. Dill noted some additional intersection drawings were included in the meeting packet, and one roundabout was shown for the collector/local street crossing at Frog Pond Lane.
- The team learned that while the infrastructure cost required for all three options was relatively constant, a fairly significant difference existed in the estimated SDC revenues for each option: Option A would roll up about \$47 million; Option B, about \$57 million; and Option C, up to \$64 million in SDC revenues.
- The City had options available for developers who were not interested in having a grid pattern. All three options allowed developers to create a concept of breaking up the neighborhoods, but the flexibility within the grid patterns of Options A and C was more of a function of phasing and the size of the development, which would provide more flexibility.
  - The role of the Area Plan was to establish the basic connectivity of the street system and particularly where key intersections would be located. By classification, the only arterials were Wilsonville Rd, Stafford Rd, and Boeckman Rd, the rest were collector or local streets.
    - The only set streets were the two coming off the south side of Boeckman Rd, Frog Pond Lane, Kahle Rd, and the extension of 60<sup>th</sup> Street...
  - A developer with 20 to 25 percent of the area would have the freedom to roll the streets if that worked for their layout. On smaller properties, the City would guide street locations that would work for that development, as well as future

developments. Mutual interest would exist in making the streets follow property lines.

- Having a grid pattern on the arterials and collectors could inevitably marry the residential streets to being a grid pattern as well, removing the opportunity for meandering roads in the interior.
- The base grid did not need to show the west side loop for purposes of the network, but it was included due to the concept imbedded in the Plan to create some configuration that would produce a public edge to the areas along the western area of the West Neighborhood.
- The BPA easement could include anything but a structure, such as community gardens, parking, park type facilities, trails and sports fields, though the sag of the lines created some limitations. Additional investigation and guidance would be needed if active recreation was desired.
  - E-shields could be used to prevent the electromagnetic field from affecting bicyclists, for example, and a block of lattice was being added to a tower around Kinsman Rd and Boeckman Rd to raise the lines, so there were options to consider.
  - The team had suggested local street connections along Kahle Rd and in other places in the neighborhood for a combination of reasons, including connectivity and emergency access.
- In Option B, multifamily housing was 25 du/acre, resulting in 328 multifamily units out of 2,343 total units, or 14 percent.
  - Hathaway Village apartments by the high school and Phase 1 of Brenchley Estates had about 300 and 280 multifamily units, respectfully. Domain in Villebois had a bit more than 300 units, the same size of that proposed in Option B, which was essentially a single project.
- Although the market survey considered the over 65 population, the number of stories on a given home in the Area Plan was not specified or assumed at this point. The economist reported the trend with senior buyers was that they buy the same amount of house as before, but were downsizing the lot size. This trend was likely to change overtime, but in an effort to provide many different choices, the cottages were shown as move-down units.
  - Seniors preferred a master bedroom on the main and if the house was their last home purchase, they wanted a single-level option to retain mobility. This element should be factored in to the Area Plan as very little new housing in Wilsonville offered a single-level option.
- Frog Pond did not have much grade variation in the topography. The western area of the West Neighborhood had only a minor difference in grade. Mr. Dill indicated a shelf

that dropped off, which was especially noticeable toward the west end of Frog Pond Lane.

- References discussing the employment areas on Pages 10 and 23 of 159 of the meeting packet should be corrected to state the employment areas were to the west, not the east, of Town Center.
- As a collector, Advance Rd could have on street parking and it would be widened.
- With regard to the population housing and household forecast, the team analyzed what they believed the housing need would be from within the area shown on Page 75 of 159 of the meeting packet.

Feedback and discussion provided by the Planning Commissioners was as follows with responses by Staff to Commissioner questions as noted:

Commissioner Levit:

- Population forecast percentages were given as a per year figure, which meant the population would grow exponentially; it did not make logical sense that the population growth rate could be maintained over time in a constrained area.
- Commercial should be put at the Advance Rd/Stafford Rd Intersection given the visibility desired by developers and for the inclusion of the existing neighborhood.
- He was a bit concerned the City might not get the areas east of Stafford Rd or south of Advance Rd included in the UGB, so the Area Plan was really for the west side. He asked if that area was financially sustainable by itself.
  - Mr. Neamtzu replied the economist was considering the costs and SDC revenues by neighborhood. Technical memorandums were forthcoming about that sub-neighborhood analysis which would determine whether each neighborhood could pay for itself. He noted the analysis did not include the \$10 million to \$12 million bridge needed to improve the Boeckman Dip for which grant money was available.
- He was also concerned about Safe Routes to School in the Advance Rd and Stafford Rd areas. He suggested considering undercrossing for kids that were well lit and possibly monitored somehow.

Commissioner McGuire:

- A combination of Options A and B should be considered, as both options provide connectivity within the neighborhood and to the adjacent neighborhoods, and both were more compatible with adjacent land uses and did the best job of taking advantage of the natural space.

- One goal of the Area Plan was to expand single family house use to address concerns about the amount of multifamily housing currently in the community. It was interesting to see the Community Preferences mention that there was too little affordable housing and housing choices for new houses and apartments. Option B provided a bit more diversity of housing choices.
  - Meeting the City's density requirement was an important criterion to keep in mind; if an option did not meet the requirement, it was better to discuss it earlier, rather than going down a wrong path.
  - Having 300 multifamily units did not seem like that many. Although the block looked huge, it seemed like a relatively good balance to the other single-family proposed and provided more choices for people without cars because it would allow their children to walk to school. Option B provided more choices.
- She liked the retail location of Option D due to challenges with having parking across from residences. It was important that parking was included, but it would be challenging. If decent amount of parking was available within a neighborhood, it did not have to be at the front of the development.
  - Parking was an issue in Villebois for developers as a certain number of households were needed to support the local businesses and was dependent on pedestrian traffic due to the limited amount of parking available.
  - Her second retail choice would be Option B where parking was sandwiched between the retail and high density residential, which was a nice compromise. Parking would be one of the biggest challenges for a developer to consider.

Chair Altman:

- His focus was more on streets and he leaned toward having a circulation pattern that was more grid-like and allowing for some flexibility. While developers with more land would have more flexibility, the grid provided a reference, tended to follow property lines and allowed for smaller blocks to be phased. Organic patterns typically resulted in going through the middle of lots and other odd things.
  - It largely depended on how the area got developed, how much one developer might assemble to see how it would work. It could be useful to have some flexibility built into whole concept as long as the flow of connectivity was maintained by having the grid pattern at key intersections.
- Option B was the natural location for commercial. The Stafford Rd/Advance Rd intersection would provide the highest traffic volume, which was a preference for commercial as traffic flow was its life blood, not pedestrians from the adjacent neighborhoods.

- He also liked Option D, which involved the Frog Pond Grange. The commercial would be one of the last pieces because there must be enough population to sustain it. By the time commercial came in, there would be good population and a lot of traffic flow in that area.
  - He believed the traffic volumes shown for Stafford Rd were too low.
  - If things worked right in the Basalt Creek Area, there should be a lot more traffic on Boeckman, Stafford, and Elligsen Rds, so Option D had some merit long term.
  - Perhaps the commercial location could be driven by the market, as long as the end goal was framed appropriately.
- Density wise, he tended to lean toward Option B.

Commissioner Postma:

- Leaned more toward Option A on density, but believed the medium density in Option A should be expanded closer to that in Option B.
- He did not favor large scale apartments in the area, but was sensitive that options were needed. He suggested having attached housing rather than apartments.
- He also believed the best options for commercial were Option B, due to the potential multifamily and row houses, or Option D. He agreed commercial on that corner was probably the most efficient, but he was intrigued with the notion of utilizing and preserving the Grange and having commercial near the border.
- If any multifamily were located in Frog Pond, including a little higher density cluster around the commercial/retail on a smaller scale seemed to make more sense.

Commissioner Greenfield:

- Favored the density in Option B with a more grid like transportation system, particularly if there was a way to encourage attractive development within that grid.
- He was alarmed at the prospect of not being able to bring some areas into the UGB, which would affect everything, including the location of a commercial area. Not providing for a commercial area in the western portion of Frog Pond would create an unmet need if the UGB expansion was pushed out into the far future.
- He agreed the most logical place to put commercial was at the four corners (Option B). He liked the Grange area, but it seemed like a distant prospect time wise. He inquired if that area could be provisionally protect for some future development when further build out occurred to the north, which would provide a residential need for commercial at that point.

- There was already a commercial need in the Stafford Rd and Advance Rd neighborhood, which would increase as the west area developed. Perhaps the commercial could service the school or take advantage of the parent traffic to and from the school and park.
- He believed having some nonlinear development within a grid area was important.
- He was also concerned about protecting access to Boeckman Creek area from the western development and the community at large.

Commissioner Levit agreed that protecting access to Boeckman Creek was important.

- He preferred the density of Option B with the grid pattern, which made logical sense aside from the acquisition of land.
- He noted the commercial property on Willamette Way E was never developed even though the entire neighborhood was built out and there was a huge amount of traffic going by with the two schools.
- Although he would like to see commercial property at the intersection, he was concerned that people in the existing neighborhood might object to the proximity and traffic, even though they might take advantage of it.
  - People living in Wilsonville Meadows complained and took legal action to change the density on the Arbor Development side of the fence, which was higher than on their side.
- A lot of factors played into locating commercial in Frog Pond, and he agreed it was likely the last thing that would be built, if built at all.
- Having the community park nearby was another inducement for having commercial close by, given the right types of businesses.

Chair Altman recalled that for commercial in the 60,000 to 70,000 sq ft range, a very high number of traffic trips were needed to sustain it each day. As far as the commercial property on Willamette Way E, the traffic volumes continue to Brown Rd and then dissipate at that point. The advantage was that Boeckman Rd and Stafford Rd were arterial streets with a lot of volume.

- He preferred to see the commercial float and let the market drive its location, but he did not know how to do that in the concept plan context to preserve the place.

The Commission discussed the need to make the commercial a destination, which was why Option D was intriguing. The area was already being somewhat preserved, so perhaps it could wait for the market to drive it and a destination could be created there. The Option D location could be beneficial if the Elligsen land ever got developed.

- The commercial could not be divided into separate areas due to cost and the mass volumes of traffic needed to support it.
- The Grange area of Frog Pond could be phased, for example, having a coffee shop built earlier, and then it could grow from there; perhaps the Grange could lease some of its space.

Commissioner Levit:

- Noted the Table 1 of Appendix C (Page 139 of 159 in the packet) showed the total onsite infrastructure cost for all three options were about the same, yet Concept 2 was much more expensive in the west than the other two concepts, and much less expensive in the south. On the maps, he could see no difference in the south.
  - Mr. Dill believed that was just an allocation of infrastructure cost, but he would review it. The road and pipe costs were constant to serve the various areas.
- Believed there should be an option to blend parts from both Option A and B. It seemed like pockets of land could be moved from Option A to Option B

Commissioner Postma said he favored more medium density around the school and park in the south, and pulling in some of that density in along Stafford Rd like in Option B as well. From a marketability standpoint, it made more sense to have smaller lot sizes along that busy road. It seemed that some areas with medium density could be pulled over to Option A. Some of that medium density could come back if the commercial was not right in the middle, but in the corner or up by the Grange, which could increase the density a bit as well.

Commissioner Levit said he was considering the opposite, moving some of the very low density from Option A into Option B.

Commissioner McGuire added it would be interesting to see how putting the retail in Option D might break up the higher density lot.

- Chair Altman agreed it made sense to have higher density around the commercial.
- Mr. Dill believed the result would look somewhat like the relationship shown in Option B, wrapping some medium density in the West Neighborhood near Frog Pond Lane, which had some good sized vacant lots. The higher density would be clustered as shown in Option B.

Commission Postma suggested it might be easier to take some of the medium density out of Option B, but keep it fronting on each side of Stafford Rd. He believed the multifamily area

in Option B was too large. He liked all the medium density on the south side and on the other side of 60<sup>th</sup> St as well.

Chair Altman noted one item discussed the other night that had merit was having the really low density in Option A in the northeast area north of the power line as an interim or future phasing in anticipation of the low density shown in Option B, understanding it would be very low density over the next 15 to 20 years. Due to the lot layout and extending services, getting the density there would require services that would not be supported by low density, but he believed there was a market for the low density that would occur, and as development to the north continued, that area north of Kahle Rd would become a transition point.

- More urban reserves existed on the west side of Stafford Rd so development would still be occurring there that would drive development in the northeast areas. It could be 50 years out, but the Plan could be amended to add density.

Commission Levit commented that the property owners in that very low density area north of the power line could pay for the services themselves.

Mr. Dill confirmed that the Area Plan assumed municipal sewer and services for any urbanizable land.



**CITY OF WILSONVILLE  
CITY COUNCIL WORK SESSION NOTES  
OCTOBER 6, 2014**

The Wilsonville City Council held a work session on Monday, October 6, 2014 at the Wilsonville City Hall beginning at 5 p.m.

The following City Council members were present:

Mayor Knapp  
Councilor Goddard - Excused  
Councilor Starr  
Councilor Fitzgerald  
Councilor Stevens

Staff present included:

Bryan Cosgrove, City Manager  
Mike Kohlhoff, City Attorney  
Jeanna Troha, Assistant City Manager  
Sandra King, City Recorder  
Kristin Retherford, Economic Development Director  
Stephan Lashbrook, SMART Director  
Barbara Jacobson, Assistant City Attorney  
Chris Neamtzu, Planning Director  
Steve Allen, SMART Operations Manager  
Nancy Kraushaar, Community Development Director  
Jen Massa-Smith, SMART  
Eric Loomis, SMART Field Operator  
Mark Ottenad, Government and Public Affairs Director  
Jon Gail, Community Relations Coordinator  
Mike Ward, Engineer

Mayor Knapp called the work session to order at 5:07 p.m. and convened an Executive Session pursuant to ORS 192.660(2)(h) Litigation. The Executive Session adjourned at 6 p.m.

Agenda Review

Resolution No. 2489 was pulled from the New Business portion of the agenda.

Council Concerns

Councilor Starr wanted to know the status of the code changes or procedure changes to enable Council to receive DRB decisions in a timelier manner and allow the Council to call up a DRB decision if it is necessary. Mr. Neamtzu stated he was working on the draft changes to code language. Mayor Knapp restated his dislike for the resurfacing paving used on Town Center Loop East.

## Frog Pond Area Update

Staff and representatives of Angelo Planning Group and Walker Macy working on the Frog Pond Area presented an update on the work completed to date. They requested input from the Council on the planning proposal.

Using a PowerPoint slide show, the consultant team discussed:

- Neighborhood schematics
- Possible Land use options were featured – these options could be combined or parts of each selected to create new options
  - Option A used a grid street system following existing property lines, and extends existing streets.
  - Option B had more variety of housing types and used an organic street system that did not follow property lines
  - Option C is a medium density category and was the least preferred option
- Retail areas were situated along Stafford Rd to take advantage of signalized intersections and visibility from passing traffic.
- Schools, neighborhood parks, and regional parks were identified.
- A variety of housing types and density options were proposed.
- Pedestrian oriented neighborhoods within walking distance to commercial and mixed use areas.

Councilors offered the following feedback:

- Understood single family housing would be a predominant housing type in this area to equalize or balance the ratio of multi-family housing to single family housing.
- Retail locations need to be surrounded by customers, on signalized roads and visible to be successful.
- It did not seem that multiple retail locations would be supported.
- Build larger sized single family homes on larger parcels similar to Morey's Landing.
- Bike and pedestrian neighborhood connections were supported
- Would like to see more dialogue with Parks and Recreation for the development of ball fields and locate them so all residents can use them.
- Concern that the retail along Stafford Road would create strip malls, and not allow Stafford to be the through way it was meant to be.
- Consider bike and pedestrian focused retail.
- Stormwater planning and impacts to Boeckman Creek should be considered.
- Create a community park in the center to draw residents and create a gathering spot.
- Preferred street system other than the grid.
- Conduct citizen survey to show what locals would like to see.
- There was value in the different types of parks in the neighborhoods, which will be important in the future.
- Conservation of water resources.
- Balance the needs of residents and commercial uses.
- Meandering streets that build around the natural features.
- Consider putting retail around the Grange building to create a historic feeling.
- Need a balance and variety of housing types to create diversity of residents.
- Porches facing the street will make it easy to meet neighbors.
- Provide larger square foot housing on larger lots.

- Place mixed uses around retail center, possibly multi-story.
- More affordability for single family lots.
- Take advantage of the natural resources, views and vistas with trails and pathways and the way housing was oriented.
- Do not want cookie cutter housing types; allow multiple builders and a variety of unique architecture styles.
- Quality construction and feeling like neighborhoods is important

#### SMART Update

Mr. Lashbrook talked to Council about the activities and projects SMART is working on and involved with. Future projects include an update of the Transit Master Plan, and creating a five year strategic plan for the department. Because there is no advisory board for Transit, staff is considering the appointment of a task force to work on the Transit Master Plan over the next year.

#### Storm Water Utility Rate Update

Staff and Sean Piggott, consultant, presented two storm water rate scenarios for Council consideration; one covering a 20 year period, and the other a 30 year period. They asked for Council direction on the options. Councilors asked staff to return at the next work session with a 25-year option.

#### Town Center Loop East Roadway Re-striping

The City's Transportation Master Plan contains a provision for the re-striping of Town Center Loop East, between Wilsonville Road and Parkway Avenue, to reduce travel lanes from two to one lane in each direction, with a turn lane, and to include a bike lane. With the recent resurfacing of Town Center Loop, Staff was confirming Council was in accord with the restriping. Councilors concurred with the restriping from five lanes to three.

Work Session adjourned at 8:40 p.m.

Respectfully submitted,

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Sandra C. King, MMC, City Recorder



# Frog Pond Online Open House

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*Summary of Comments – UPDATED 10/27/14*

## **Land Use Options**

**Option A:** 87.7% rank #1

**Option B:** 83.9% rank #2

**Option C:** 89.8% rank #3

### **Common Themes:**

- No more apartments, Wilsonville is too high density already, like SF Detached. Perception that large lot SF lead to more tax revenue for the city. “Transitional” people come with MF housing. Seniors do not want apartments.
- “Apartmentville.”
- Cottage housing preferred over townhomes
- Traffic concerns with the density in Option C.
- Dislike any new development whatsoever.
- Scattered support for higher density, attached housing.
- More “starter homes” needed in Wilsonville.

### **Pertinent Individual Comments:**

“Absolutely no apartments! We have enough in Wilsonville. Taxes are getting too high also!”

“I live in neighboring Wilsonville Meadows, and am pleased that I live in a part of town that is near a mix of housing stocks. If Frog Pond has to be developed (and I wish it weren't in the first place) let's keep up the Wilsonville tradition of having a mix of high, medium, and low-density development, so all kinds of people will be able to live here. I would prefer more density and less sprawl, perhaps so that more rural land now in the urban reserve can stay rural”

“Option B is an optimal mix of housing choices without going overboard on density”

“Wilsonville needs housing working people can afford.” Option C is preferred.

“These commercial 'high density' areas need to pay for the police work that they create vs. forcing us homeowners to pay for their security via the city police.”

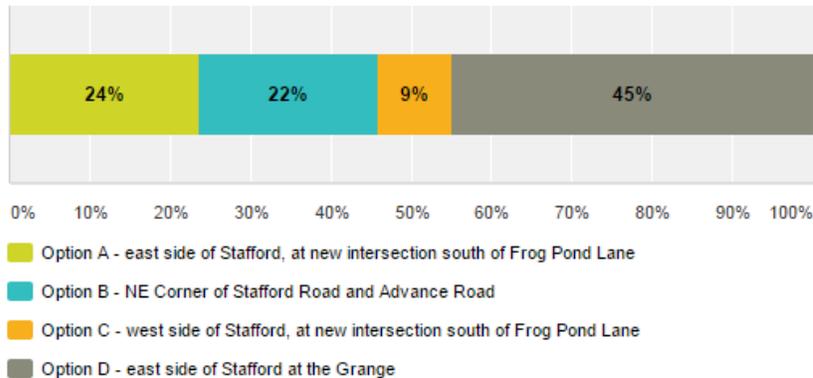
“Hate the McMansions of the low density option.”



## Retail Location

### Which retail location is most desirable?

Answered: 316 Skipped: 69



#### Common Themes:

- No retail, we have enough stores. Look at existing empty retail.
- No retail, traffic will be terrible.
- Option B is bad for traffic and noise.
- Option B is good because it is close to the park, walking distance to existing neighborhoods, central location, good visibility.

#### Pertinent Individual Comments:

A “main street” suitable for foot traffic and “block party” events.

## Why did you choose this retail location?

#### Common Themes:

- No retail! Didn't work in Villabois
- Chose D because it is the furthest away from my house.
- Chose D because it highlights Wilsonville history and traffic seems best here. Parking lots by the noisy power lines.
- Putting retail outside the city core creates “New Town” vs “Old Town” atmosphere.

#### Pertinent Individual Comments:

“Wilsonville is sorely lacking in independent businesses I would like to see- local shops, local coffee, local bakeries, local anything. It's all big chains. Bring interesting retail here, soon, within walking/biking



distance of where I live! Also, please try to de-emphasize large parking lots, make it more urban with on-street parking, give it a sense of vibrancy.”

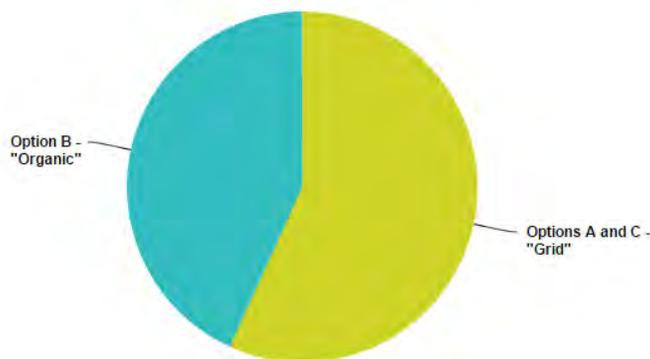
“Put it inside UGB so it will develop earlier.”

“Put it outside UGB so it will develop later.”

## Street Network

### Which street network is preferable?

Answered: 317 Skipped: 68



| Answer Choices           | Responses  |
|--------------------------|------------|
| Options A and C - "Grid" | 56.78% 180 |
| Option B - "Organic"     | 43.22% 137 |
| Total                    | 317        |

### Common Themes:

- Too many signals, stop signs, and roundabouts.
- Organic – I Like curving streets. No other grid patterns in the city. Better safety.
- Grid – More flexible for future development / easier to implement. Better for transit. Better safety.
- Hybrid – take the best of both
- Roundabout preferable to stop signs
- Grid network

### Pertinent Individual Comments:

5 LANES? Is this a plan to destroy the beauty surrounding our city?

Put in alleys too!



## Other transportation thoughts

### Common Themes:

- Traffic will be very bad.
- Roundabouts are great.
- Concerns about freight movement.
- Include walking paths to parks. Include bike infrastructure on main roads and side roads.
- SMART transit extended into whichever plan is chosen.
- Widen roads to accommodate traffic.
- Kid friendly streets are important with the schools nearby.
- Equestrian accommodations?

### Pertinent Individual Comments

Rush hour gridlock is inevitable – prioritize public transit.

Bikers need to stay out of the flow of traffic.

## Bike/Ped Framework

73% Very Supportive

20% Needs Changes

7% Not Supportive At All

### Common Themes:

- The more bike/ped access the better.
- Like BPA corridor. Like regional trail. Like safety. Big improvement over what I see today.
- Simple solutions first. Don't raise my taxes for expensive crossings. They will be crime attractors.
- Support for grade-separated bike/ped facilities.
- I don't want a trail behind my house
- Integrate trails with access to schools. Warning signs for drivers.
- Lighting for trails and emergency phones.
- Protect natural environment along trails, especially Boeckman.
- Move trail from behind Wagner St. homes.

### Pertinent Individual Comments:

My family and i really enjoy all the existing foot and biking paths and are always excited about the addition of more options to explore our beautiful city without worrying about cars.



“It's really very good. Kudos to the planner behind this one!”

“Build it and they won't come”

“Why don't the bicycle lanes extend onto all of the new framework streets?”

Add horse trails.

## Parks

### Common Themes:

- Dog park.
- Skate park.
- Support for civic space.
- Add lots of Greenspace. The more the better.
- Wilsonville has done a great job with parks – keep it up!
- Smaller parks get used less – focus resources on existing large parks.
- Support for all of the concepts pictures.
- “Keep it simple and cheap”
- Concern about desirability of powerline easement.
- Locate parks in center of each neighborhood.
- Concern about lighting/noise from large parks.
- Keep existing trees for parks.

### Pertinent Individual Comments:

Make a pond. Call it “Frog Pond.”

“Oh, my gosh!! More taxes!! It won't be long before you take my entire SS check!”

## Natural Resources

### Common Themes:

- Overwhelming support for keeping existing trees. Preserve natural areas.
- Incorporate with trails, need to pay for protection and maintenance.
- No infringement on SROZ.
- No homes with back yards to natural areas – keep in the public view and accessible.
- City has done a good job on this before – keep it up!
- BPA easements are not a natural amenity.



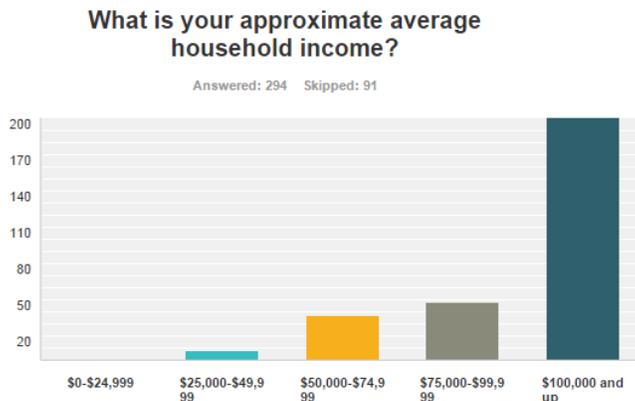
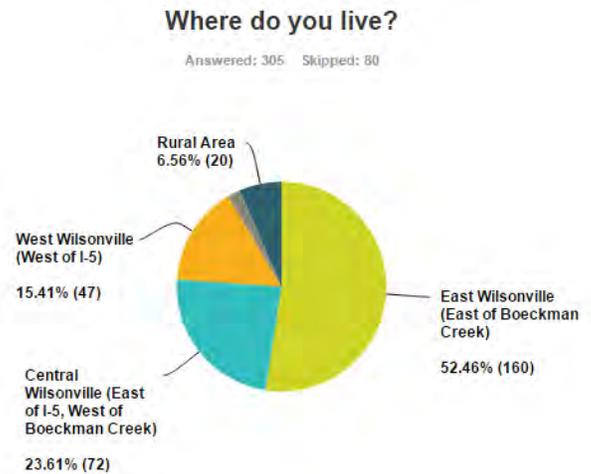
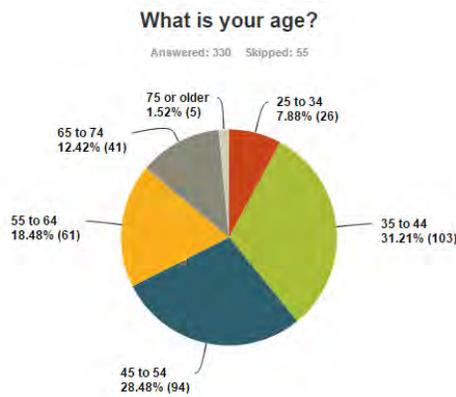
**Pertinent Individual Comments:**

Don't sacrifice housing capacity for wetlands.

"I believe there is a balance between preserving nature and providing for growth. Everyone should be flexible and have an open mind. I love trees and favor their protection, but sometimes it is better to push the old trees over and plant new, healthier trees that may have a greater environmental impact than the old, existing trees. I would urge you to look at the quality of what you are trying to preserve and make sure our purpose is best served though preservation."

**Demographics:**

95% homeowners



| Answer Choices    | Responses  |
|-------------------|------------|
| \$0-\$24,999      | 0.34% 1    |
| \$25,000-\$49,999 | 2.72% 8    |
| \$50,000-\$74,999 | 12.59% 37  |
| \$75,000-\$99,999 | 16.33% 48  |
| \$100,000 and up  | 68.03% 200 |
| <b>Total</b>      | <b>294</b> |



**FROG POND AREA PLAN**  
Creating a great community

**October 20, 2014**

**Frog Pond Area Plan Developers Focus Group**

Participants: Rudy Kadlub, CEO, Costa Pacific Homes  
Jim Chapman, President, Legend Homes  
Brian Vanneman, Leyland Consulting Group  
Joe Dills, Angelo Planning Group  
Mike Kohlhoff, City Attorney  
Chris Neamtzu, Planning Director

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The purpose of this meeting was to review the three land use and transportation alternatives with local developers and to solicit their professional opinions about the options created to date. Below are some of the questions that guided the discussion.

1. Here are the alternatives (plans and programs). Which do you think is best aligned with the market? What is missing?
2. Folks seem to be leaning to an alternative between A and B. Also, Council wants us to add some lots in the 8-10000 sq. ft. or larger range. What are the issues with creating larger lots that the city should consider?  
What about single story homes? Cottage homes? What are the obstacles to achieving this type of housing?
3. Retail location? Grid vs. organic street layout?
5. Are there any conversations with property owners? What are you hearing? Are any developers optioning properties? At what point in the process would you be likely to pursue options? Do you have any other specific questions to ask us?
6. What general perspectives on infrastructure funding can you offer? Is A, B, or C preferable from an infrastructure (roads, sewer, water, storm, parks) point of view?

Summary of comments:

- Not many developers are in a position to option property, with the exception of the big three, Lennar, Polygon and DR Horton.
- Alleys are a big deduct in the gross to net land calculation, however alleys let the home architecture shine through.
- General consensus that there was too much very low density product in Option A.
- Lower density costs means higher infrastructure costs for others. Will lower densities raise the fees (SDC's) for others?
- 7 DU/AC is not low density.
- The scale of the densities may not be net achievable.
- What is the real number of units per acre, developers need to clearly understand this.

- Gross to net conversion is key.
- At 3 DU/AC you are likely looking at greater than \$150K average lot prices which results in >\$600K homes.
- What is the largest lot that is marketable? A. Between 8-10K SF, in limited amounts.
- 80X100' lots have been done in the Street of Dreams.
- Can't provide an 8K SF lot and sell it for \$350K.
- Land residual value is really important.
- \$45K just to develop a lot, not including SDC's.
- With \$800K homes, carrying price is a concern and absorption is seriously diminished.
- Development costs can be \$250K/acre.
- If you can get 7 buildable lots per acre, that is pretty good.
- At 7DU/AC and a \$300K land price per acre, it could pencil.
- Local streets, plus utilities cost \$800 per lineal foot.
- Wider lots mean more cost per home due to road costs.
- Cottages at \$650/SF are not marketable.
- Masters on the main are still popular.
- \$75-80 per square foot hard costs of a finished home, before permit fees and SDCs.
- Holy Grail, single story home at an affordable price.
- Be careful not to overregulate, stifles creativity.
- Niche' is lock and leave. There are definite benefits to lock and leave.
- 9 SF of retail per home is national average. We should plan for 20K SF, not 60K SF. 60 K SF is unrealistic.
- Some preference for Option B.
- Medium density housing needs a "reason" to work. Not sure we have that reason.
- Avoid density "corrals". The similar chunks are too big.
- Good to see similar style of home across the street.
- It is a political decision to master plan or not.
- What is the overarching unifying theme of this project?
- The sweet spot for the current market is in the 3,500 SF lot size.
- 36'-42' wide lots.
- 42'X75' lots, Legends product.
- If you can only afford \$350-400K, the lots are going to be small in today's new home market.
- Residual land value.
- The plans lack housing diversity. A. We are not there yet, it is still early. The vision is there, just not the detail, yet.
- KEY, we need a traditional neighborhood, without a master planner. What is the model???



## *Comments*

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## West Linn – Wilsonville Schools

To: Chris Neamtzu, Planning Director, City of Wilsonville  
From: Tim Woodley, Operations Direction, WLWSD  
Date: October 20, 2014  
Subject: Frog Pond Area Plan

The West Linn - Wilsonville School District has an interest in the Frog Pond Area Plan process as it pertains to providing a quality public education for District patrons. There are several points the school district Long Range Planning Committee would like to emphasize as the City moves forward with the planning process.

- Safe-Routes-to-School: The city and district will need to partner in providing safe routes for students to walk to school. Major street crossings will be a significant part of this discussion. The '4 Corners' intersection of Wilsonville Road and Advance Road is of particular importance. There is no more effective or efficient time to address this issue than when the area is first being developed. Alternatives for these crossings and their implications in terms of pedestrian/bicycle safety, cost and space required should be considered as major streets and intersections are planned. The city should also consider traffic calming measures that may limit through-traffic on Stafford Road.
- Commercial Development: The district takes no exception to the plan for a commercial zone in the Frog Pond area, but prefers that it not be adjacent to the planned school and park site south of Advance Road. Such developments in close proximity to schools can be a distraction to students and cause congestion at peak use.
- Major Street Layouts: The district is in favor of a major street layout that utilizes straight streets along existing property lines to the extent feasible. The minor curves in the alternative layout do not appear to be significant enough to provide other benefits such as reduced speeds to offset the complications inherent to unnecessary fracturing of existing properties. The school district trusts that the city planning department will dutifully attend to the eventual planning of smaller neighborhood streets.
- Density: All scenarios presented represent fewer student yield factors than the District Long Range Plan has anticipated. Accordingly, the District takes no exception to any of the proposed density options.

Dear Chris and Project Team Members,

Please find below a summary of the ODOT comments on the Frog Pond Alternative Evaluation. As a Technical Advisory Committee Member, I am providing these comments on ODOT's behalf:

1. We understand that a Transportation Planning Rule (TPR) analysis will be conducted later in the plan development to determine if the plan proposal has a "significant effect" on the transportation system. A portion of the site was addressed in the recent TSP update.
2. In order to avoid a TPR finding of "significant effect" ODOT has interest in the alternative that best supports reducing the demand for single-occupant vehicle trips. The site's close proximity and proposed retail will allow relatively short walking, bicycling and transit trips to the Town Center, area jobs and WES.
3. The concept that best supports transit are Concepts A and C per the evaluation due to the bus circulation that can occur on the proposed collector. Concept C generates more system development charges (SDC) for funding transportation improvements such as the "potential" grade-separated bike/ped facilities; and will generate more transit ridership and have a richer land use mix. For these reasons, **Concept C** is the preferred alternative from ODOT's point of view. We understand there are additional community values that are being considered.
4. The plan alternatives show three, "potential" grade-separated treatments to allow bike/ped travel over or under intersections. We wish to encourage those elements become part of the required infrastructure to help Wilsonville move toward your target bike/ped and transit mode split increase.

Thank you for opportunity to participate,

Gail Curtis, Senior Planner, ODOT

**Gail Curtis, Senior Planner, ODOT** Region 1, 123 NW Flanders, Portland OR 97209-4012 [gail.e.curtis@odot.state.or.us](mailto:gail.e.curtis@odot.state.or.us)  
Direct phone: **503-731-8206**

Chris,

My husband and I, Julianne and Timothy Brock, are current home owners in the Landover Neighborhood. Our home is located on Wagner St. and borders the proposed school/city park site. I was unable to attend the Open House tonight but did complete the online survey. I wanted to express to you several concerns I have as a current home owner. First, the current pedestrian/bicyclist plans propose a trail along the west border of the school site that will run along the border of existing homes on Wagner St. I am very concerned about losing our privacy in our back yard by having a public trail that can look into our yard. A major reason we bought this home was for the private backyard. I am not concerned about a school or fields in the back but I am VERY concerned about a pedestrian trail. Instead, I propose that the pedestrian trail still connect the middle and high school to the South school area but that the trail along the west border be eliminated to protect existing home owner's privacy. There could still be a trail that ran along the east border of the South School site and connected to the East and West proposed sites.

I am also very concerned with having a commercial area at the Stafford/Boerckman intersection. This intersection is already very busy and creates quite a lot of noise during peak traffic hours. I am concerned that adding commercial areas at the intersection will only make this worse. I support Option A and C that move the commercial areas away from this intersection.

Lastly, I hope the Planning Committee will consider the type of existing neighborhood that is surrounding the Frog Pond Area and agree to the Residential Option A that provides more low density housing. The existing neighborhoods such as Landover and Arbor Heights are primarily low density residential areas and we were attracted to this type of neighborhood when moving here. it would be a shame to have town homes and apartments now in eye site and there are concerns about re-sale value as well as congestion and privacy. There are also concerns about the demographics that would be attracted to medium or high density housing.

I appreciate your time and feedback. If you have additional questions or would like to speak with me further, please feel free to contact me.

Sincerely,  
Julianne Brock, FNP-C  
Timothy Brock M.D.

28208 SW Wagner St.  
Wilsonville  
503-807-1270



November 30, 2014

To: The Frog Pond Area Plan Task Force  
c/o Mr. Chris Neamtzu Planning Director

Subject: Preferred Concept Plan Working Recommendations

Thanks to all of the team members and consultants for the efforts in putting together this plan.

My wife and I moved to the Wilsonville area in May 1972. We have lived through the many changes that Wilsonville has undergone while raising our family and farming a small filbert orchard. Our property is located in the Northwest corner of the Frog Pond area, further identified as the West Neighborhood.

We respectfully ask that the team consider our comments in this continuing planning process.

The West neighborhood concept plan states that it should be comprised of all detached single family housing. We ask that this be reconsidered to allow resident owned attached single family units such as condominiums and townhouses. These types of housing are more affordable and address the housing needs of potential owners ranging from newly forming families to senior citizens. Senior citizens would provide a source of revenue through the property taxes they pay without the need for same amount of use of school facilities that families with children would need. We also feel it is important to have a mix of ages within a neighborhood. Attached housing would be a method of providing for this mix.

Large lot sizes are now designated for some of the Northwest and West portions of the West neighborhood to provide a transition from residential to rural areas. The BPA has two right of ways that cut diagonally across the Northwest corner of the Frog Pond area. One lies within the Frog Pond area while the other runs parallel to the southernmost. We feel that these BPA right of ways would provide an adequate transition from residential to rural. Large lot sizes were also suggested to address the issue of steeply sloped properties. This is not an issue with our property, as it is gently sloping from the Western property line to SW Stafford Road. Large lot sizes are designated for a substantial portion of our property. We would like to emphasize the comment in the task force findings that large lot designations would result in high development costs and a reduced base over which to spread infrastructure costs such as road improvements along with water and sewer needs. Large lot size housing adjacent to the BPA easements are a concern due to their higher costs and market price.

We request that task force consider designating medium to small lot designation with the allowance of condominiums or townhomes to address the future housing needs within the Frog Pond area on our property in lieu of the large lot designations now shown on the concept plan.

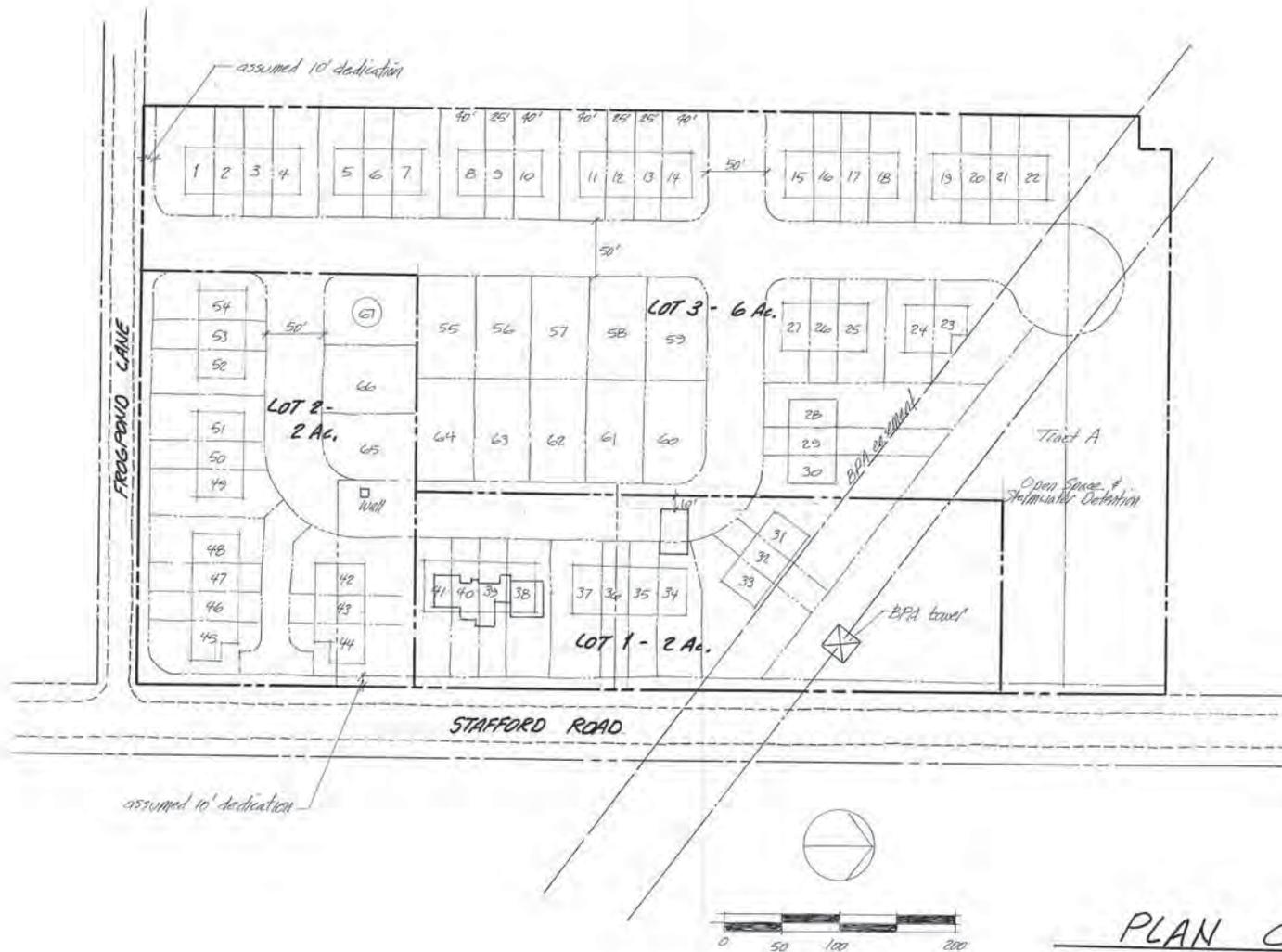
Attached is a development concept plan for our property we commissioned in 2009. This was submitted for consideration to the responsible person at the Wilsonville planning department in February 2013 prior to the task force formation. We ask that you consider this work as you continue in your deliberations.

Thank you again for your hard work and consideration of our comments.

Sincerely

Paul and Janene Chaney

27227 SW Stafford Road  
Wilsonville, Oregon 97070



**PLAN C**  
 MARCH 13, 2009

**GROUP MACKENZIE**  
 CIVIL Engineering  
 Structural Engineering  
 Interior Design  
 Landscape Architecture  
 Planning  
 600-224-0560  
 Vancouver, WA  
 360-992-7279  
 200-748-8663

Client  
**PAUL CHANEY**

Project  
**FROGPOND LANE**

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 WITHOUT PRIOR WRITTEN PERMISSION.

REVISIONS:  
 REVISION DETAILED  
 REVISION DATE

SHEET TITLE:  
**PLAN C**

DRAWN BY:  
 CHECKED BY:  
 SHEET:

**1**

JOB NO. **2090047**

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**From:** Lori [<mailto:Lloen@comcast.net>]  
**Sent:** Wednesday, December 03, 2014 4:57 AM  
**To:** Mayor; [richardgoddard2010@gmail.com](mailto:richardgoddard2010@gmail.com); [scottstarr97070@gmail.com](mailto:scottstarr97070@gmail.com); Fitzgerald, Julie; Stevens, Susie  
**Subject:** Frog Pond Development

Mayor Knapp and Wilsonville City Council

December 2, 2014

Thank you for taking the time to consider my thoughts and concerns regarding the Frog Pond Development Plan.

My name is Lori Loen and I live on Wagner Street in Landover. I moved to Wilsonville from Lake Oswego 9 years ago and plan to stay. Wilsonville is a wonderful community that I truly appreciate. I am also a Principal Real Estate Broker (since 1991) and have spent most of my real estate career working with builders and developers. I say this to point out that I am not opposed to development.

In taking time to review most of the available documents regarding the Frog Pond Plan I honestly found I was getting lost in the abundance of material and concept A, B or C. Then I realized what was truly bothering me. In each of these plans we lose the natural feel and character of Wilsonville. From reading some of the written comments in the on-line survey I am not alone in this concern. Wilsonville is a suburban community and the families who live here enjoy it as such. While I understand the need for growth and the ability to meet the needs of the growing community I also know that with careful planning and careful stewardship we can create homes and neighborhoods that build upon the natural assets of the land.

We have one opportunity to plan the development of these 500 acres. We can follow trends from across the nation or we can thoughtfully consider what we have and work with that to build upon and enhance our community. So how do we do this? We consider different ideas and look at perhaps what others have done.

I visited Scottsdale, AZ a number of years ago and needed some groceries. In my search for a store I realized that all the retail and many of the neighborhoods were surrounded by natural streetscape and set back with the natural surroundings. I contacted the planning department in Scottsdale and received the attached note with some links to some planning guidelines. While I am not suggesting we adopt this I am hoping that we can look at ways to build upon the natural country feel Wilsonville is known for and appreciated for having.

In regard to the comments on the survey, I sincerely hope that each of you takes the time to read what our neighbors are saying. I am doing so as well. If we only view the answers to the questions the survey posted we do not get a true picture of what our residents are saying. We all know that the answers to the survey questions are only as valid as the questions. If we start to develop the survey with a desired outcome our questions are formed to produce this result. Are we really listening to our neighbors and considering their thoughts and ideas when we produce a plan based on a predetermined outcome?

Overwhelmingly the comments state that Wilsonville has too many apartments and attached living complexes. Planning retail at the Wilsonville, Stafford, Boeckman, Advance intersection is very unpopular and unnecessary to the neighbors. Perhaps this is the only location with enough traffic and projected traffic to support commercial development. Or is it to fund infrastructure? We are close enough to walk to town center with 15 to 20 minutes.

While I have many thoughts, concerns and ideas about the plan presented to us I have only addressed the wider view and overall concept in this first letter. The reason for this is the direction I feel the overall plan is heading.

Below is a quote from an article Mayor Knapp recently sent to the Frog Pond task force members:

“Even a small town will have an urban center and neighborhoods that follow the pattern of the urban-rural Transect. Such towns are not really rural. They are urban places *surrounded* by rural. That's an appealing juxtaposition for many people.”

May I suggest that we do have an urban center which we can build upon? Our retail centers in and around town center are in need of support. The neighbors all within the Frog Pond area can certainly walk and bike to town center within 15 to 20 minutes now. Do we really want to drive business away from existing retail by placing new retail within a few miles of town center?

May I suggest that the Frog Pond Area be that “rural surround” for our town center? My hope is that we can find a way to meet the growing needs of our community while maintaining the character and feel of the country and small town personality that drove most of us to buy homes in Wilsonville.

Respectfully,

Lori Loen

Below is the note from the City of Scottsdale Planner :

Lori,

---

We have policy in our General Plan for Desert Scenic Roadways, buffered roadways in ESL areas, and other visually significant roadways to maintain and enhance open space along roadways. Below is a link to the webpage specific to these guidelines:

<http://www.scottsdaleaz.gov/planning/corridorplans>

On this the webpage, there are links to the specifics. The council adopted design policy is at the following link:

<http://www.scottsdaleaz.gov/planning/general/sensitivedesign/designprin>

The above may not be specific enough for you.

In addition, we have an overlay zoning district (Environmentally Sensitive Lands (ESL)) that as provisions regarding the location of natural area open space, washes, colors, etc. within subdivision, etc. Below is the link to this overlay zoning district:

[https://www.municode.com/library/az/scottsdale/codes/code\\_of\\_ordinances?nodeId=VOLII\\_APXBBAZOOOR\\_ARTVISUDI\\_S6.1010ENSELAES](https://www.municode.com/library/az/scottsdale/codes/code_of_ordinances?nodeId=VOLII_APXBBAZOOOR_ARTVISUDI_S6.1010ENSELAES)

There may be additional information in chapter 2 and 5 of the Design Standards & Policies Manual that you may find helpful. This link is below:

<http://www.scottsdaleaz.gov/design/dspm>

In chapter 5, section 5.3 – geometrics, there are street cross section the rural/esl character streets. These use in the area we discussed. There is a reference to the Scenic Easement in the cross sections. These are the Desert Scenic Roadways and buffered roadways in ESL areas. Typically, these are implemented through rezoning and Development Review Board stipulations. Desert Scenic Roadways scenic easement are 100 feet wide and buffered roadways scenic easements between 25 and 50 foot wide.

Thanks

Dan Symer, AICP  
Senior Planner  
City of Scottsdale  
Planning and Development Services Division  
Current Planning Services

480-312-4218

[dsymer@scottsdaleaz.gov](mailto:dsymer@scottsdaleaz.gov)

Keeping you informed!

Subscribe to the Scottsdale Planning and Zoning newsletter at the following link:

<https://eservices.scottsdaleaz.gov/listserve/default.asp>

You may also find us on Facebook:

<http://www.facebook.com/ScottsdalePZLink>

or on,

Twitter:

<http://twitter.com/ScottsdalePandZ>

 Please consider the environment before printing this e-mail



City of Wilsonville

**PLANNING COMMISSION  
WEDNESDAY, DECEMBER 10, 2014  
6:00 PM**

---

**VII. WORK SESSIONS**

- B. Basalt Creek Concept Plan Update (Neamtzu)

# MEETING NOTICE AND AGENDA

## JOINT CITY OF TUALATIN AND CITY OF WILSONVILLE COUNCIL WORK SESSION

Basalt Creek Concept Plan  
Joint Meeting #3

Wilsonville City Hall Council Chambers  
29799 SW Town Center Loop E  
Wilsonville, Oregon 97070

December 2, 2014  
6:00 p.m.

### Purpose

- Tualatin and Wilsonville Councilors are updated on the current status of the project
  - The Basecase Scenario and evaluation results are presented
  - Councilors provide input to inform creation of two alternative scenarios
- 

Basalt Creek Concept Plan Project – Update Joint Council Work Session

### A. AGENDA

### B. CALL TO ORDER

### C. WELCOME AND INTRODUCTIONS

### D. PRESENTATIONS

1. Project Update
2. Building the Basecase
3. Scenario Development
4. Basecase Scenario
  - a. Land Use
  - b. Transportation
  - c. Wet Infrastructure

### E. ROUNDTABLE DISCUSSION

1. **Discussion:** After hearing about the Basecase Scenario, what elements should the project team consider including in two additional alternative scenarios?

### F. NEXT STEPS

**CITY COUNCIL WORKSESSION  
STAFF REPORT**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Meeting Date:</b> December 1, 2014                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>Subject:</b> Preparation for the December 2, 2014 joint Wilsonville/Tualatin City Council worksession on the Basalt Creek Concept Plan.<br><br><b>Staff Member:</b> Chris Neamtzu, Planning Director<br><b>Department:</b> Community Development |
| <b>Action Required</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Advisory Board/Commission Recommendation</b>                                                                                                                                                                                                     |
| <input type="checkbox"/> Motion<br><input type="checkbox"/> Public Hearing Date:<br><input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date:<br><input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date:<br><input type="checkbox"/> Resolution<br><input checked="" type="checkbox"/> Information or Direction<br><input type="checkbox"/> Information Only<br><input type="checkbox"/> Council Direction<br><input type="checkbox"/> Consent Agenda | <input type="checkbox"/> Approval<br><input type="checkbox"/> Denial<br><input type="checkbox"/> None Forwarded<br><input checked="" type="checkbox"/> Not Applicable<br><br><b>Comments:</b> NA                                                    |

|                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Staff Recommendation:</b> Staff recommends that the Council conduct the worksession in preparation for the December 2, 2014 joint Wilsonville/Tualatin City Council meeting on the Basalt Creek Concept Plan. |
| <b>Recommended Language for Motion:</b> NA                                                                                                                                                                       |

|                                                                                                                     |                                                 |                                         |
|---------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-----------------------------------------|
| <b>PROJECT / ISSUE RELATES TO:</b>                                                                                  |                                                 |                                         |
| <input checked="" type="checkbox"/> Council Goals/Priorities<br>Economic Development –<br>Concept Plan Basalt Creek | <input type="checkbox"/> Adopted Master Plan(s) | <input type="checkbox"/> Not Applicable |

**ISSUE BEFORE COUNCIL:** City Council will receive an update on the Basalt Creek Concept Plan project, including a preview of some of the information that will be presented by the consulting team of Fregonese Associates and CH2M Hill at the December 2<sup>nd</sup> Joint City Council meeting with Tualatin.

**EXECUTIVE SUMMARY:** The City Council will meet jointly with the Tualatin City Council for a presentation of the Base Case Scenario that has been developed and evaluated. The Base Case is the first of three scenarios that will be developed as part of the project. The purpose of this work session presentation is to prepare for that meeting (see Attachment A for the meeting agenda). At the last Council briefing in September, staff and the consultant team shared the land suitability analysis identifying areas of the Basalt Creek planning area that are most suitable for development based on natural and man-made constraints, parcel size, slope, and various other factors. After completing the land suitability analysis, staff began looking at the types of land uses that would be suitable in different parts of the planning area, and how those land uses might be served by roads and infrastructure (sewer, storm and water). Other tasks that went into developing the Base Case Scenario include:

- identifying land uses that might be appropriate in the area
- sketching in connecting and local roads
- designing and cost estimating wet infrastructure (sewer, storm, water)
- evaluating the scenario for traffic generation, jobs and public utility systems
- identification of a base case jurisdictional boundary based on the 2004 Metro UGB Ordinance.

Council will review the Base Case Scenario and how it affects transportation and utility systems at the Joint City Council meeting Tuesday, December 2<sup>nd</sup>, at Wilsonville City Hall. Staff will be asking for Council's input about the Base Case Scenario to inform the creation of two additional scenarios which will occur in winter of 2015. It will be imperative for the Council to clearly communicate specific land use, jurisdictional boundary, utility service and transportation options that will be tested in the creation of the next two scenarios. These will be the basis of the final concept plan going forward.

**EXPECTED RESULTS:** The worksession will provide the City Council with an opportunity to preview the Base Case scenario in preparation for the joint Council meeting the following night.

**TIMELINE:** Another Joint City Council meeting is planned for February 2015, followed by a March public open house to discuss alternative scenarios.

**CURRENT YEAR BUDGET IMPACTS:** This is a grant funded project (Metro CET). Community Development Department staff time is used to manage the project.

**FINANCIAL REVIEW / COMMENTS:** Reviewed by: \_\_\_\_\_

**LEGAL REVIEW / COMMENT:** Reviewed by: \_\_\_\_\_

**COMMUNITY INVOLVEMENT PROCESS:**

The project team is implementing the Public Involvement Plan, including:

- Maintaining the project website, located at [www.BasaltCreek.com](http://www.BasaltCreek.com).
- Over 145 individuals have subscribed to the project listserv.

- Project updates in the Boones Ferry Messenger and email press releases.
- Social media blasts are sent via Twitter, Facebook.

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY** (businesses, neighborhoods, protected and other groups): One of the outcomes of the Basalt Creek Concept Plan project will be to establish the future boundary between the cities of Wilsonville and Tualatin. The Basalt Creek area will be important for the long-term growth of Wilsonville's industrial base and the associated employment opportunities.

**ALTERNATIVES:** None at this time.

**CITY MANAGER COMMENT:**

**ATTACHMENTS**

- A. Draft Agenda - December 2, 2014 Joint City Council Meeting with Wilsonville
- B. PowerPoint Presentation

# Joint Council Meeting #2

December 2, 2014



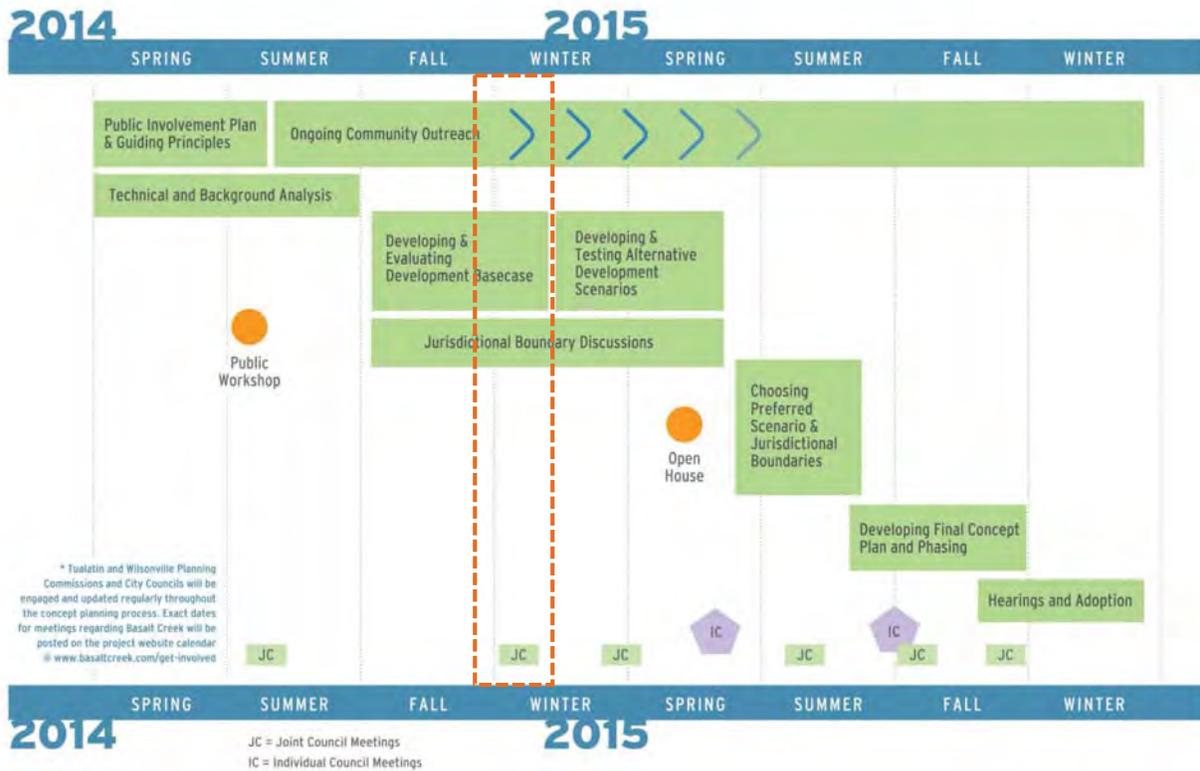
1

## Agenda

- I. Project Update
- II. Building the Base Case
- III. Base Case Scenario
  - a) Land Use
  - b) Transportation
  - c) Wet Infrastructure
- IV. Next Steps
- V. Discussion

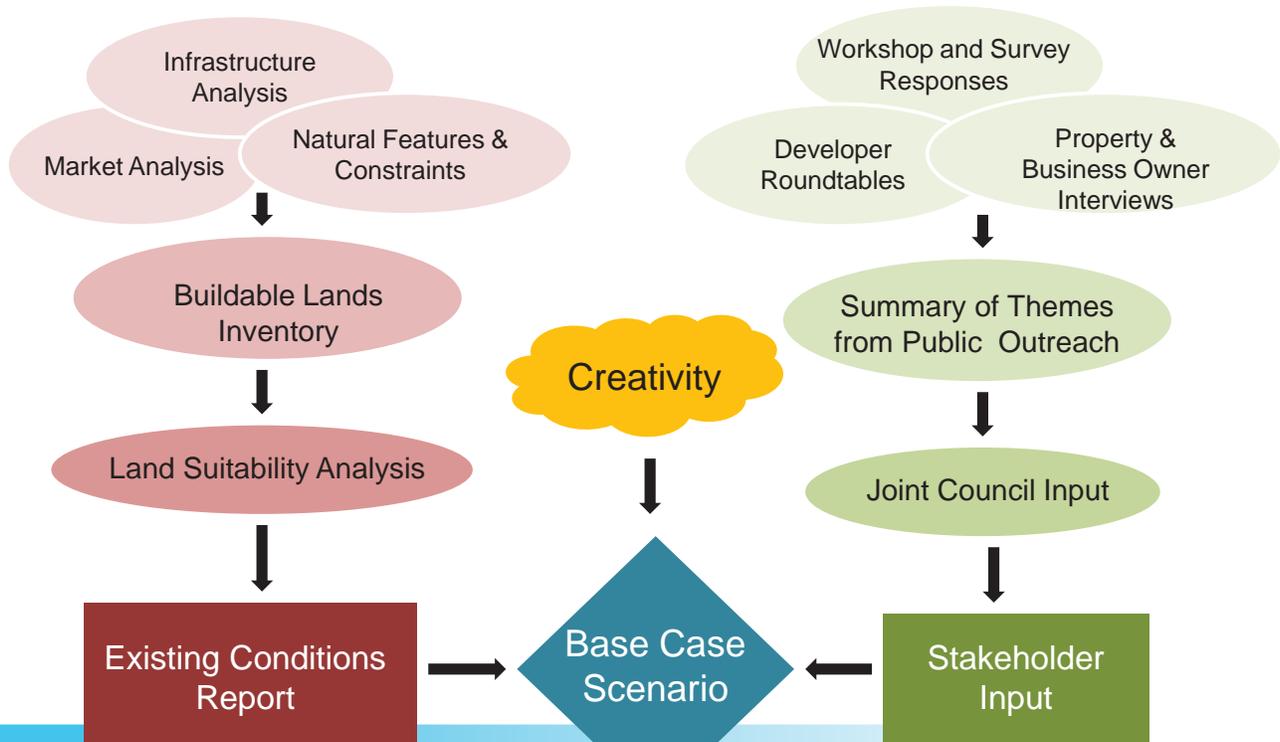
2

# Project Update



3

## Building the Base Case



4

# Building the Base Case

## Base Case Objectives



- Design principles focused on conventional land uses types
- Started with the regional forecast and adjusted to be more employment focused
  - Understand impacts on the transportation system and trip sideboards
- Develop an initial city boundary, based on Metro ordinance
  - Understand infrastructure cost and service implications



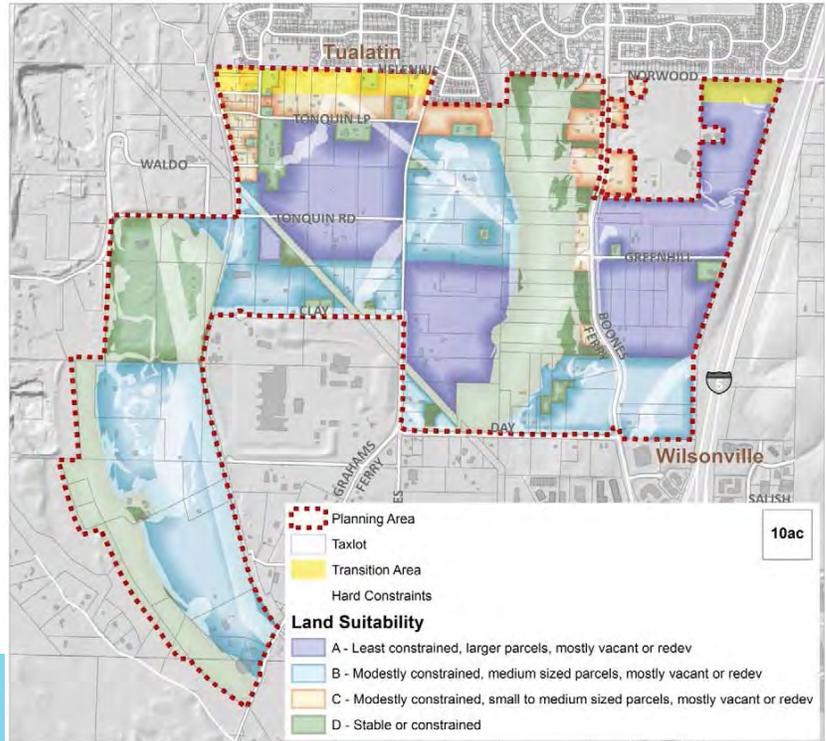
## Building the Base Case Stakeholder Input

- Appropriate transitions between land uses
- Concerns about cut-through traffic
- Desire for green spaces and trails
- Small-scale retail to serve local neighborhoods and workers
- Market demand for updated industrial development type
- Explore creative, innovative land use solutions



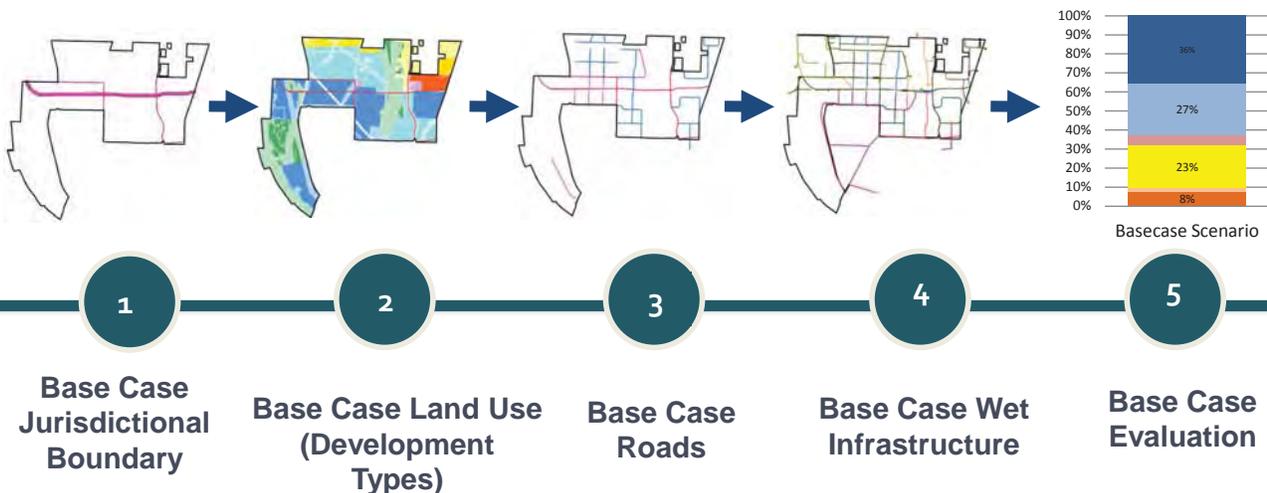
# Building the Base Case Land Suitability Analysis

| Suitability Category | Vacant Acres |
|----------------------|--------------|
| A                    | 197          |
| B                    | 144          |
| C                    | 38           |
| D                    | 12           |



7

# Building the Base Case Scenario Development



8

# Building the Base Case Scenarios are Crash Test Dummies



9



## **BASE CASE SCENARIO: LAND USE (DEVELOPMENT TYPES)**

# Light Industrial and Warehousing

## Land Use Mix

- Retail 1%
- Office 5%
- Industrial 94%

## Structure

- Ave. height: 1-2 stories



11

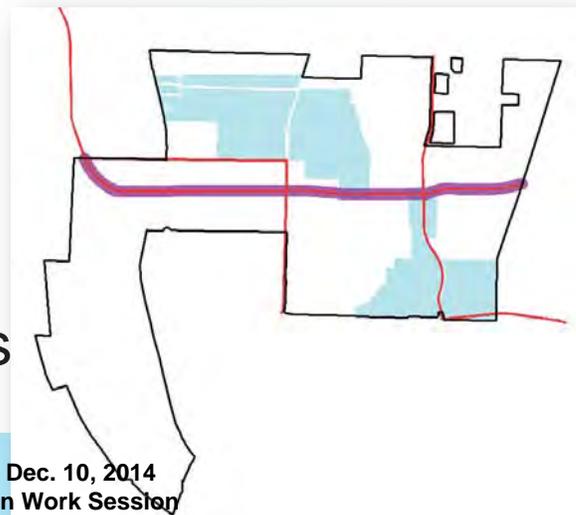
# Office Park/Flex

## Land Use Mix

- Retail 13%
- Office 31%
- Industrial 56%

## Structure

- Ave. height: 1-4 stories



12

# Neighborhood Commercial



## Land Use Mix

- Commercial
  - Retail 77%
  - Office 7%
- Residential 3%
- Industrial 13%

## Structure

- Ave. height: 1 story



13

# Conventional Single Family

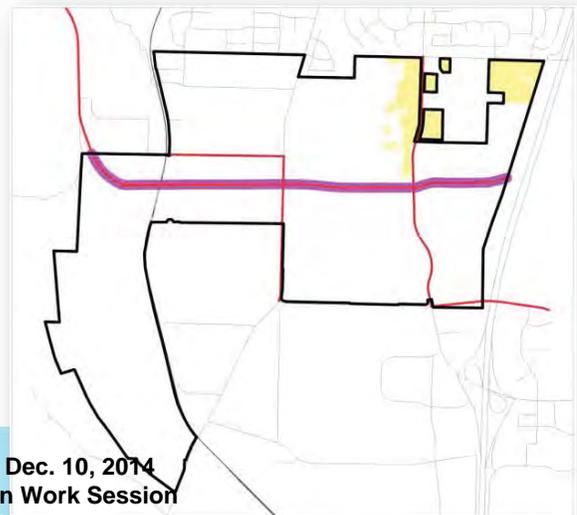


## Land Use Mix

- Single Family
  - 6,000 sf: 12%
  - 7,500 sf: 88%

## Structure

- Ave. height: 2 stories



14

# Suburban Residential

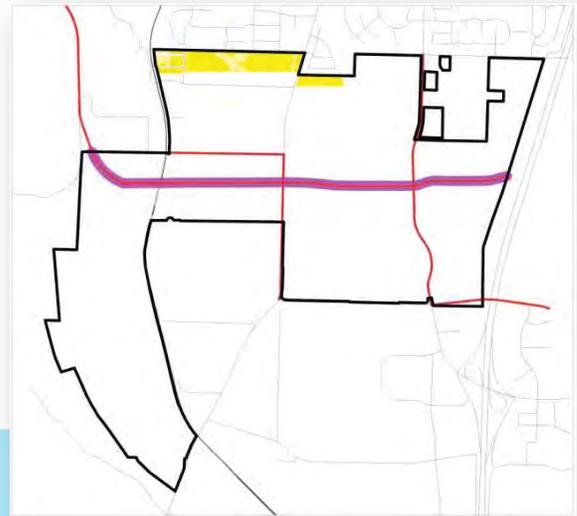


## Land Use Mix

- Single Family
  - 5,000 sf: 50%
  - 6,000 sf: 40%
  - 7,500 sf: 10%

## Structure

- Ave. height: 2 stories



15

# Compact Neighborhood

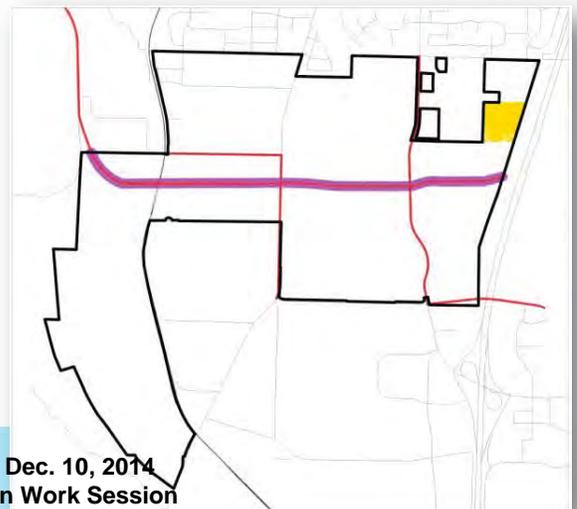


## Land Use Mix

- Townhomes 19%
- Single Family
  - 5,000 sf: 23%
  - 6,000 sf: 47%
  - 7,500 sf: 12%

## Structure

- Ave. height: 2 stories



16

# Suburban Multifamily

## Land Use Mix

- Multifamily 97%
- Townhomes 3%

## Structure

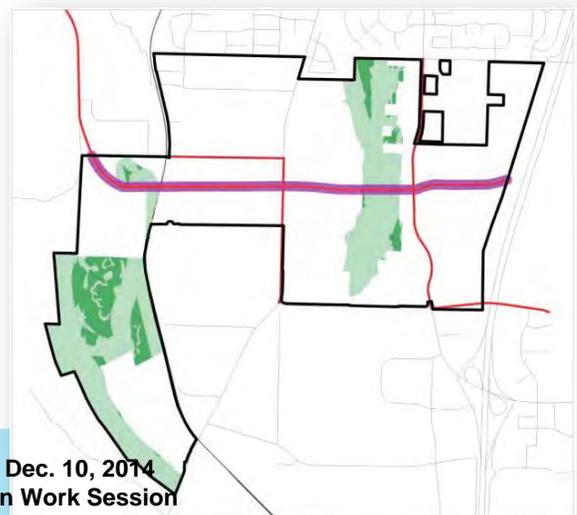
- Ave. height: 2-3 stories



17

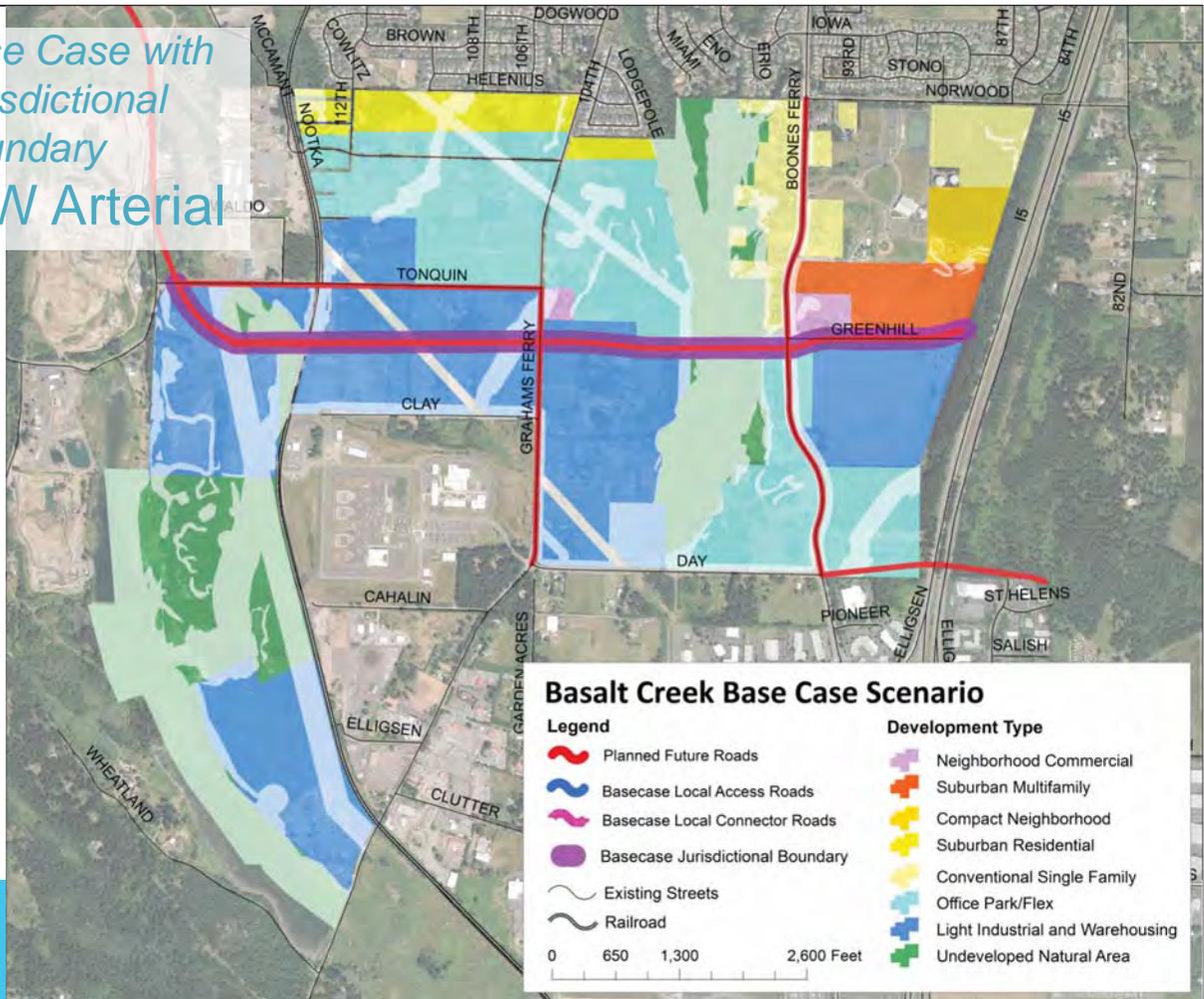
# Undeveloped Natural Areas

- Maintains private ownership
- No trails or open space programming in Base Case
- Regulations would prevent intense development



18

Base Case with  
Jurisdictional  
Boundary  
E-W Arterial



# BASE CASE SCENARIO: INDICATORS (EVALUATION CRITERIA)

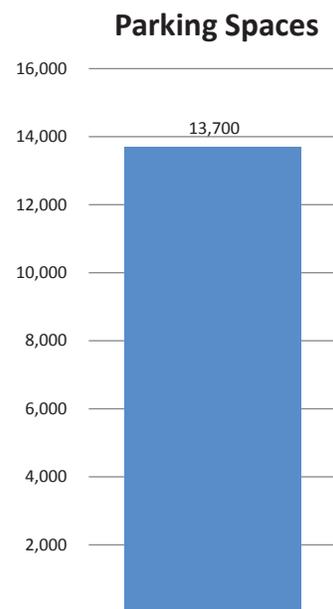
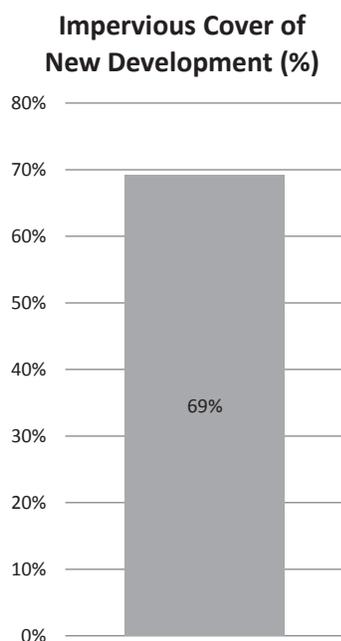
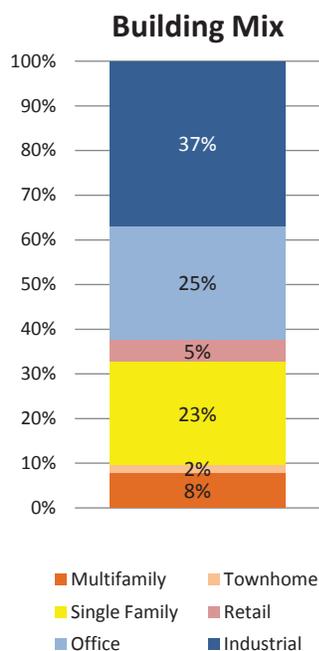
# Comparison to Forecast

|                                                | New Households | New jobs | New trips generated* |
|------------------------------------------------|----------------|----------|----------------------|
| <b>Transportation Refinement Plan Forecast</b> | 1,386          | 2,562    | 1,989                |
| <b>Urban Growth Report Forecast</b>            | 1,214          | 2,316    | 1,638                |
| <b>Base Case</b>                               | 653            | 4,058    | 1,968                |

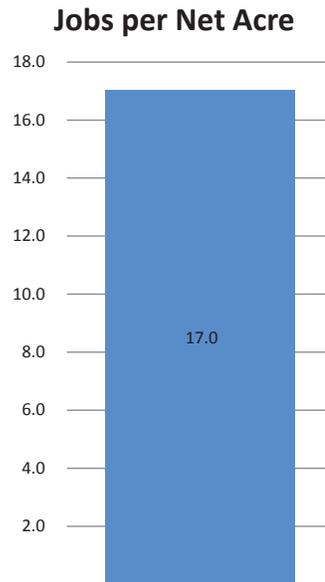
\*PM Peak Hour trips. Trip rates: Households = 0.63, Retail jobs = 0.73, non-retail jobs = 0.37



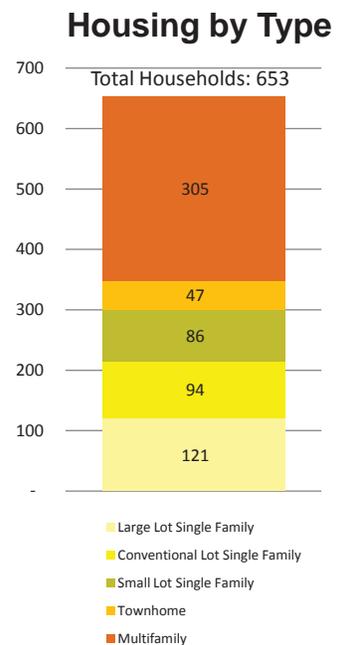
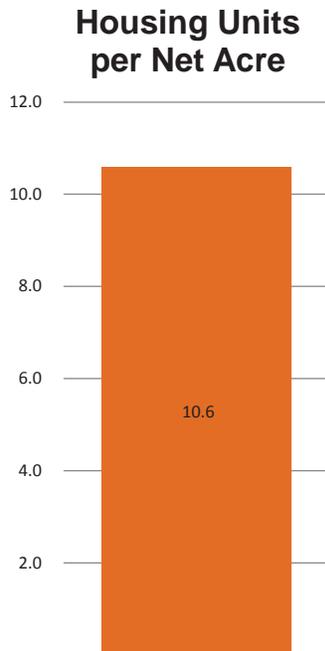
## Base Case Indicators Physical Form



# Base Case Indicators Employment



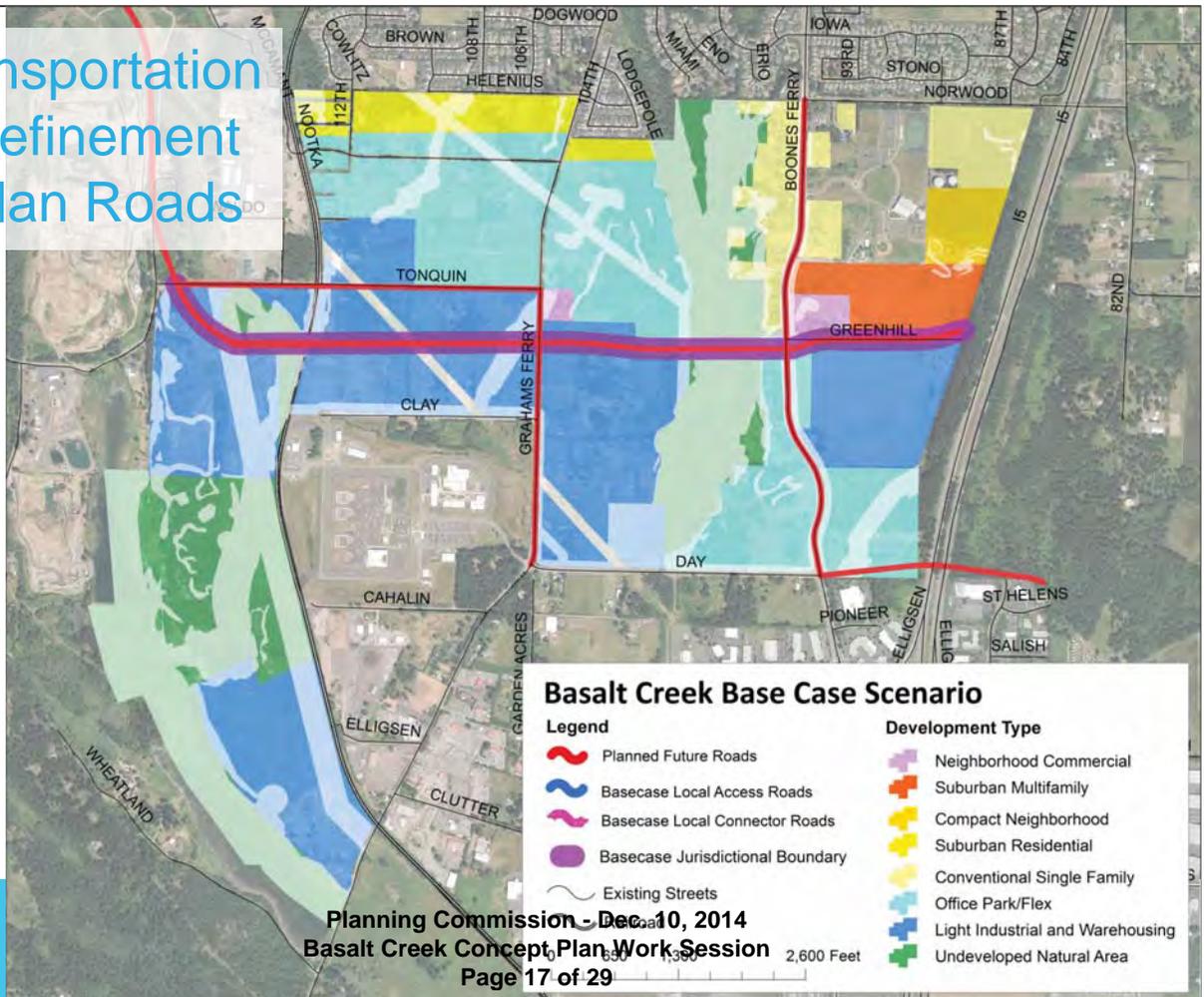
# Base Case Indicators Housing



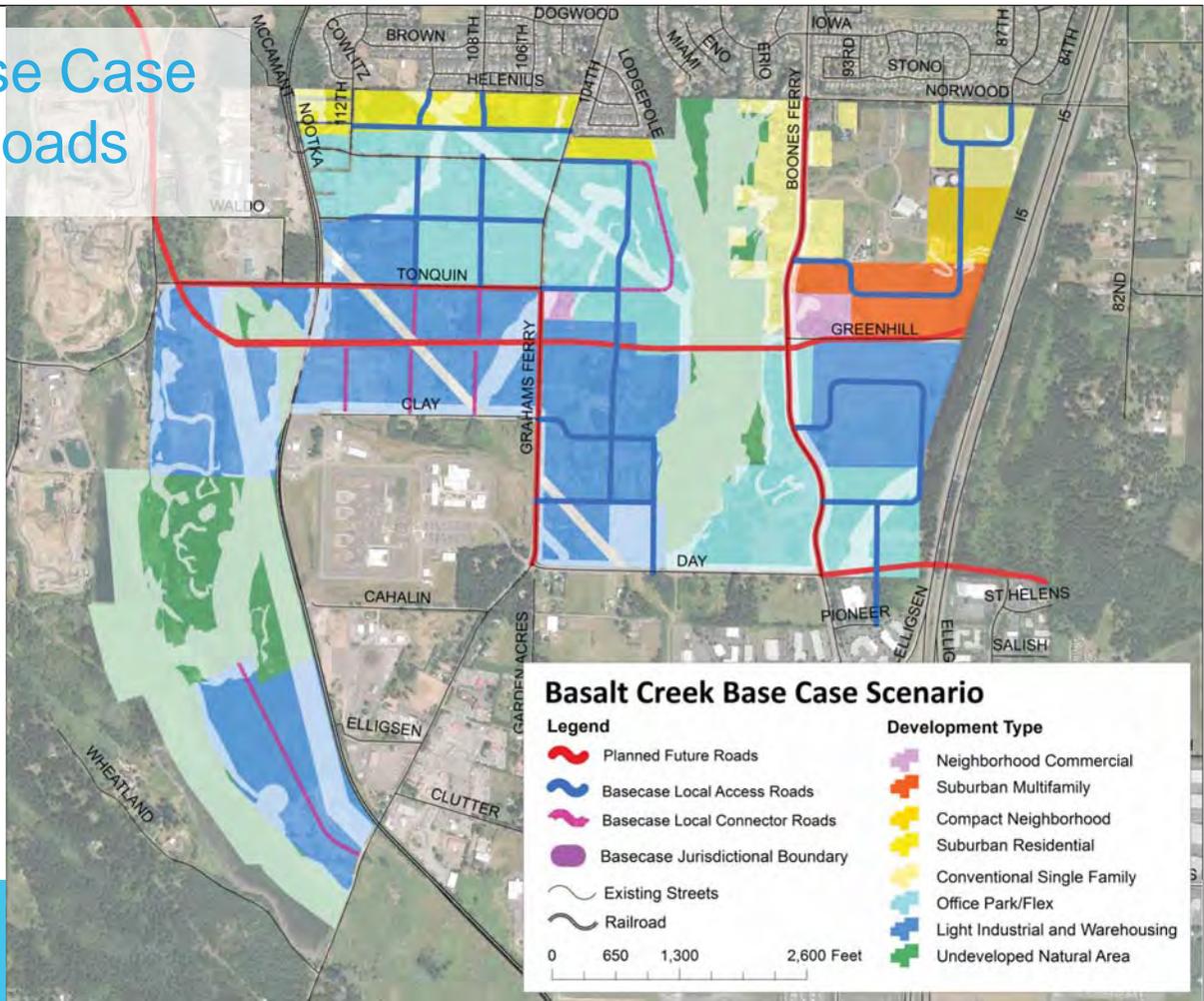


# BASE CASE SCENARIO: TRANSPORTATION

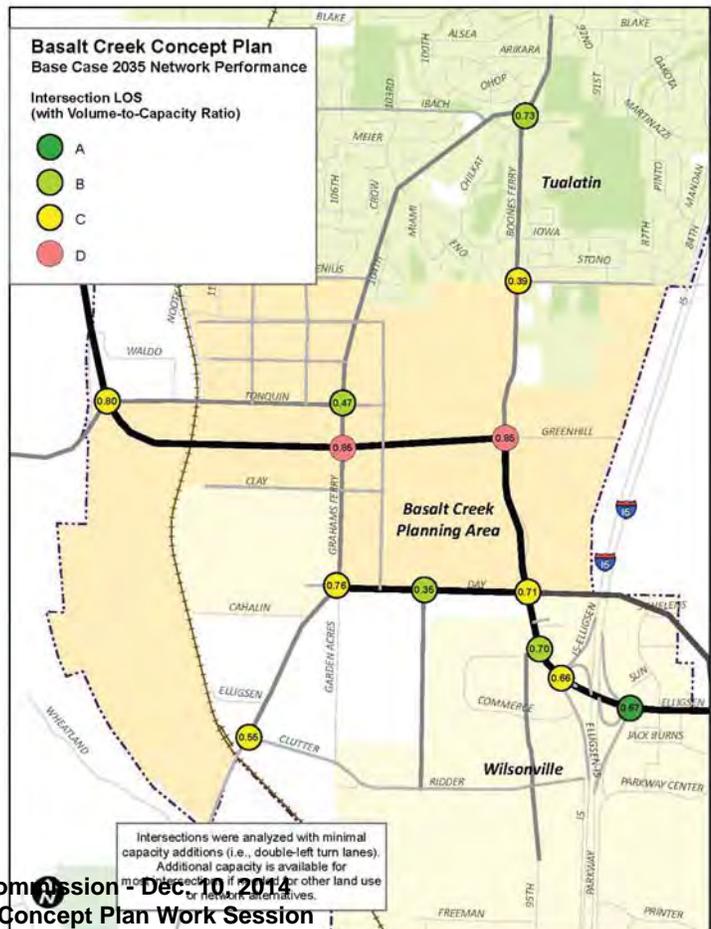
Transportation  
Refinement  
Plan Roads



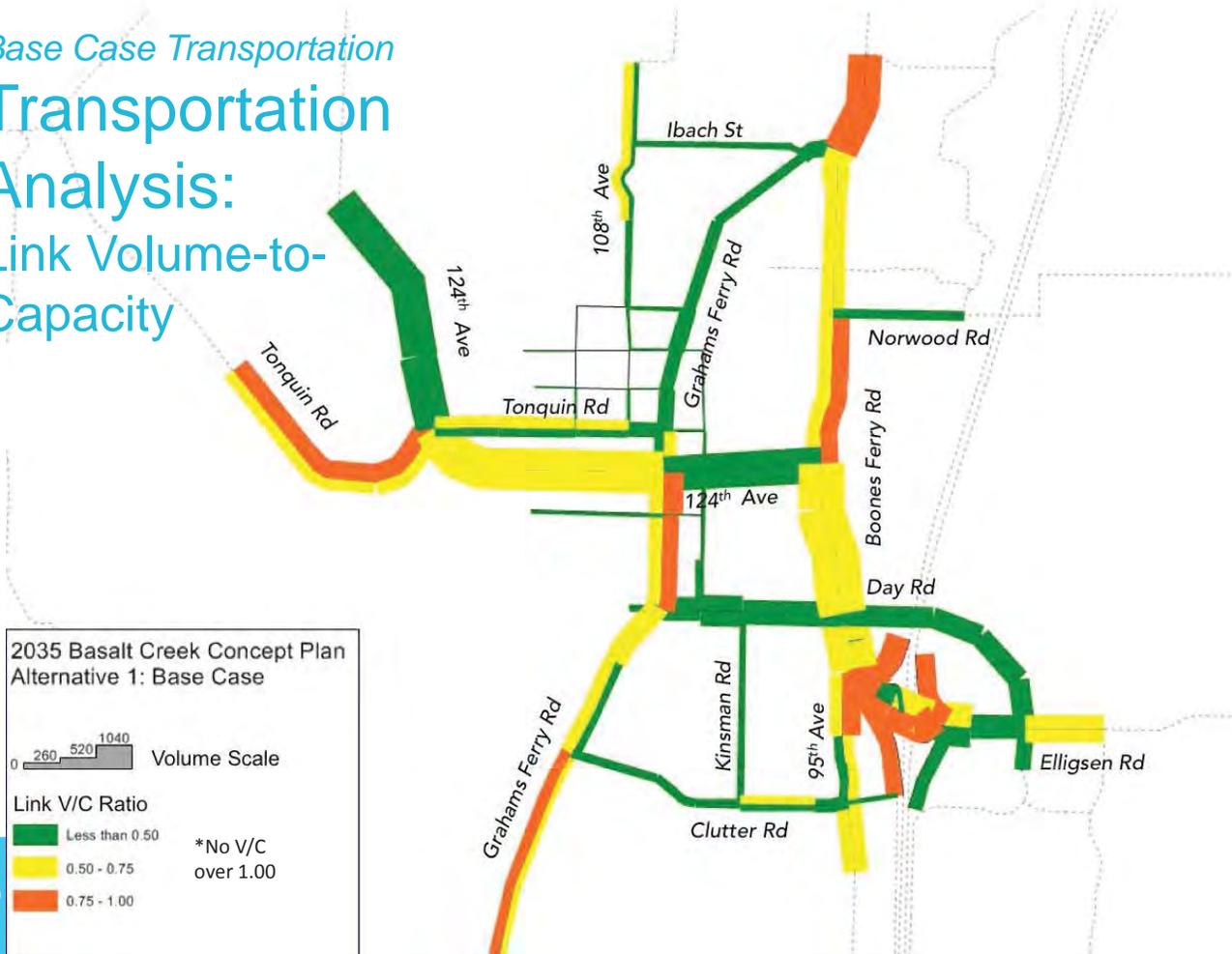
# Base Case Roads



# Base Case Transportation Transportation Analysis: Intersection Volume-to- Capacity



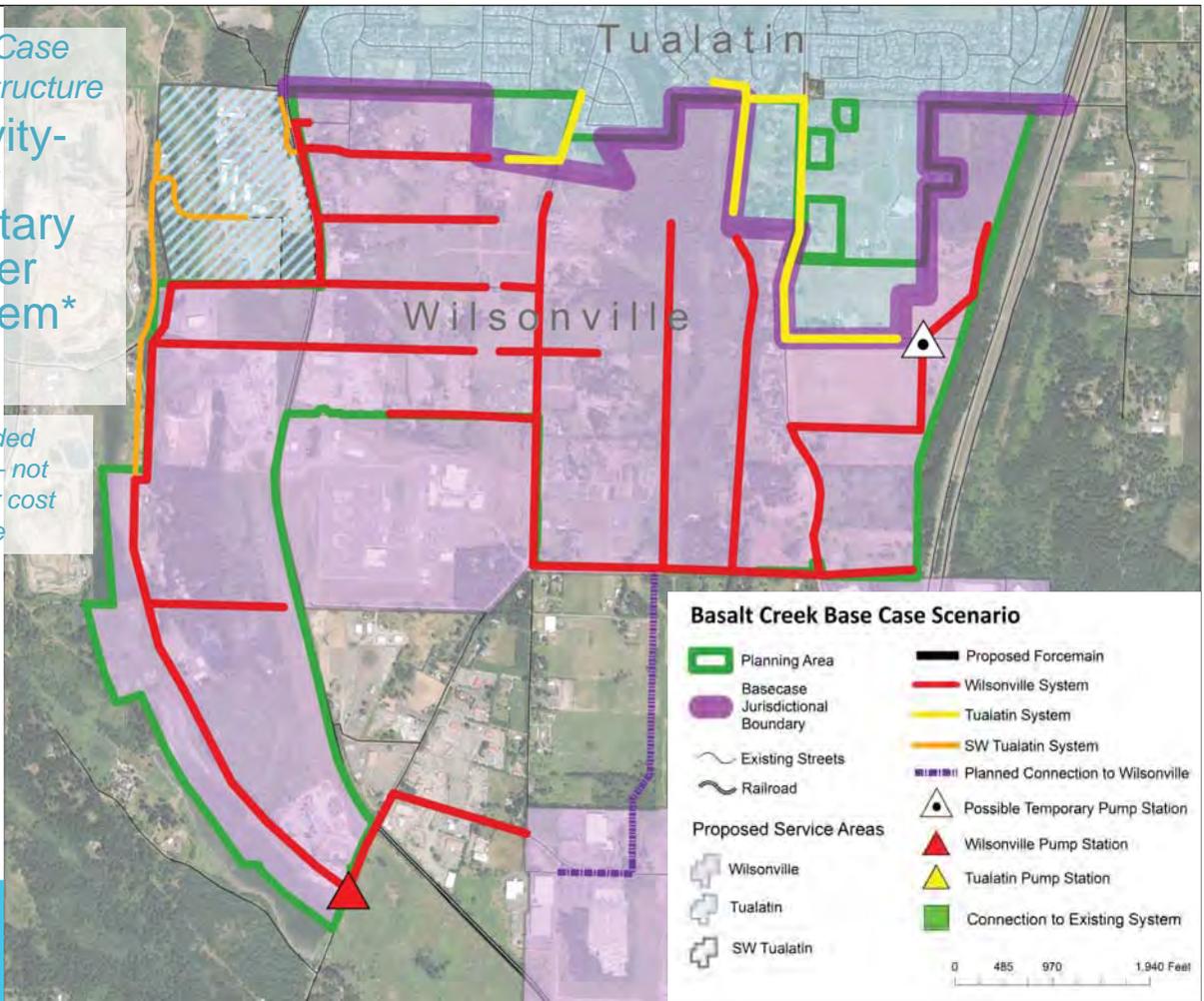
Base Case Transportation  
**Transportation  
 Analysis:  
 Link Volume-to-  
 Capacity**



# BASE CASE SCENARIO: WET INFRASTRUCTURE

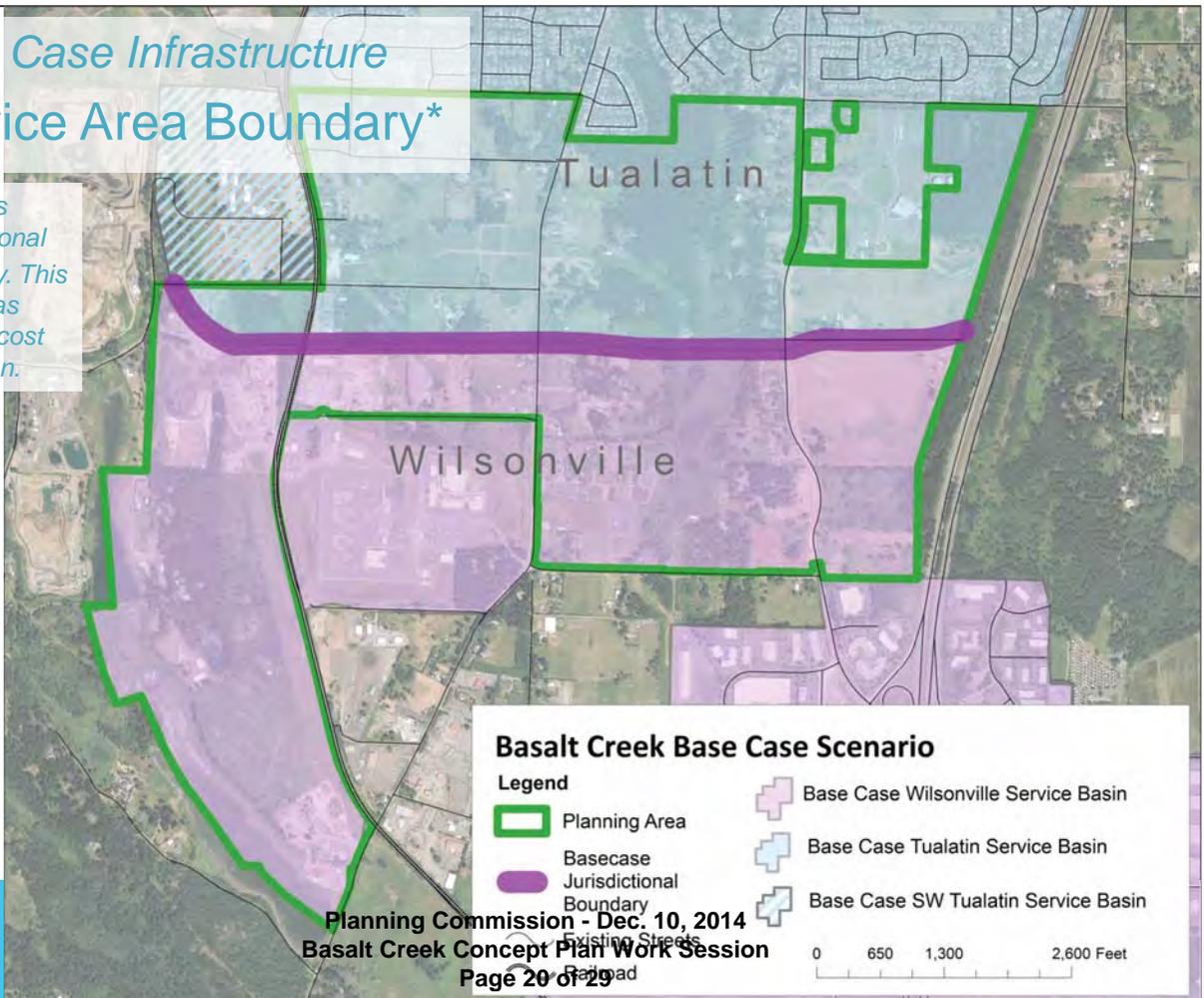
**Base Case Infrastructure Gravity-Only Sanitary Sewer System\***

*\*Discarded Option – not used for cost estimate*



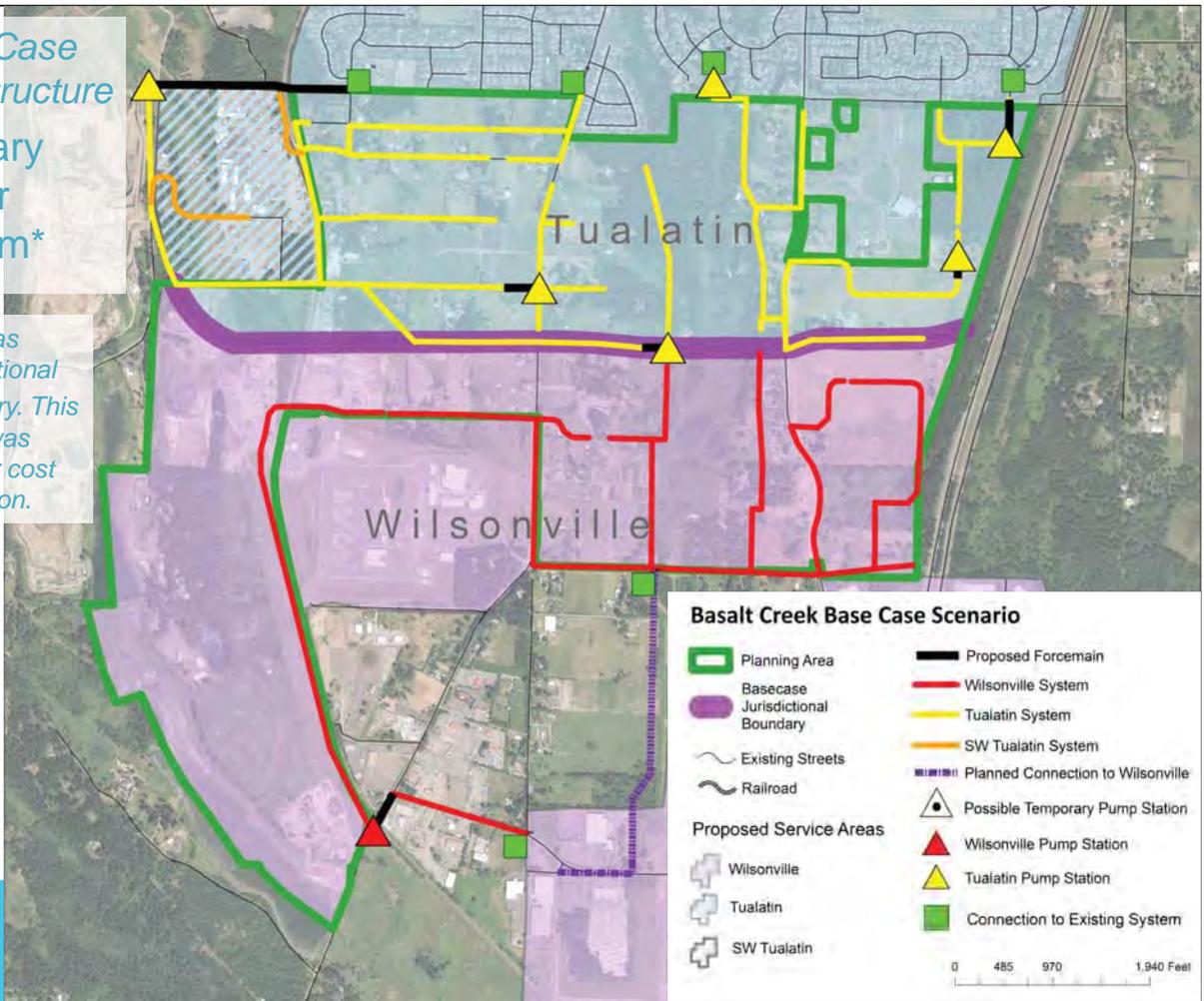
**Base Case Infrastructure Service Area Boundary\***

*\*Same as Jurisdictional Boundary. This option was used for cost estimation.*



**Base Case Infrastructure Sanitary Sewer System\***

*\*Same as Jurisdictional Boundary. This option was used for cost estimation.*



## Base Case Infrastructure Sanitary Sewer System – Comparing Options

### Gravity-Only

- Deep pipes (>25 ft.)
- Difficult to phase
- Complicated to finance through SDCs
- Fewer pump stations; fewer upgrades to existing pipes

### Service Areas Coincide with City Boundaries

- Shallower pipes
- Simpler to phase and finance
- 7 pump stations
- Ongoing O&M costs for pump stations; pipe upgrades in Tualatin

# Base Case Infrastructure Sanitary Sewer Concept Plan

## Proposed Pump Stations

- Tualatin: 5 (+ 1 existing PS upgrade)
- Wilsonville: 1

### Total Length of Pipe

| Jurisdiction | Pipe Length (miles) |
|--------------|---------------------|
| Tualatin     | 7.5                 |
| Wilsonville  | 4.8                 |

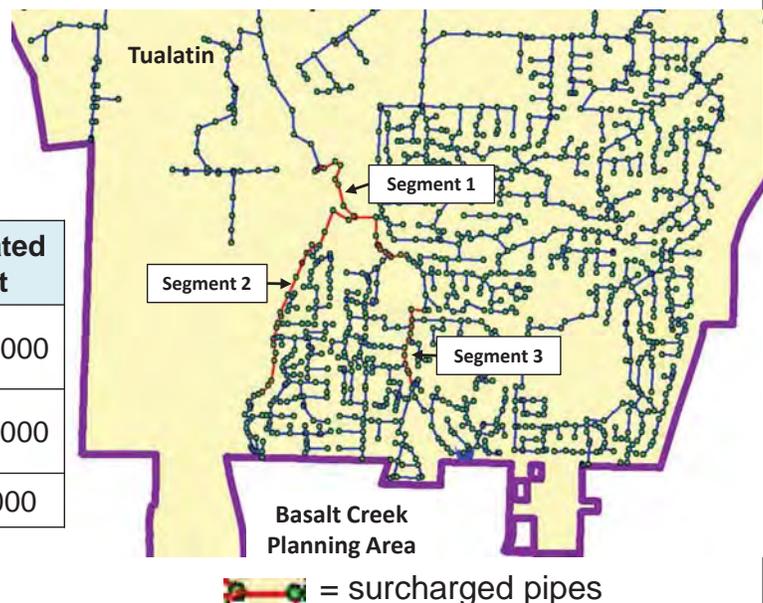
### Peak Flows

| Jurisdiction | Peak Flow (gal/day) |
|--------------|---------------------|
| Tualatin     | 1,134,000           |
| Wilsonville  | 816,000             |
| <b>TOTAL</b> | <b>1,950,000</b>    |

# Base Case Infrastructure Sanitary Sewer Tualatin System

## Expected upgrades:

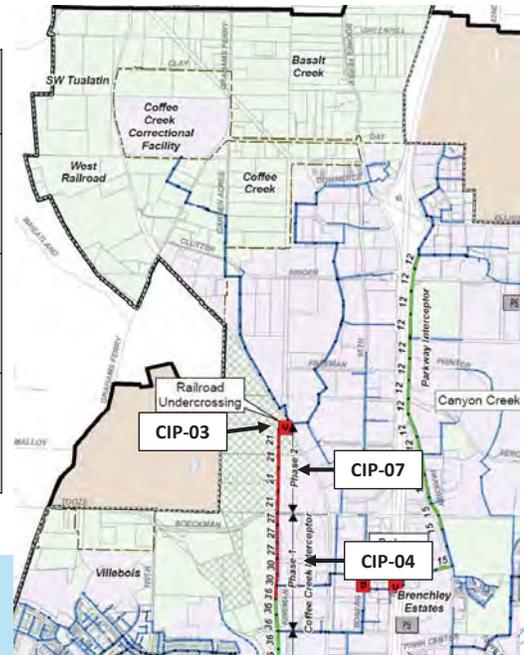
| No. | Original Pipe Size | Upgrade To   | Estimated Cost |
|-----|--------------------|--------------|----------------|
| 1   | 10-15 inches       | 12-18 inches | \$1,000,000    |
| 2   | 10-15 inches       | 18 inches    | \$1,600,000    |
| 3   | 8 inches           | 12 inches    | \$800,000      |



# Base Case Infrastructure Sanitary Sewer - Wilsonville System

Expected upgrades:

| Proj. ID No. | Project Name                              | Upgrade Description             | Estimated Cost |
|--------------|-------------------------------------------|---------------------------------|----------------|
| CIP-03       | Coffee Creek Interceptor RR Undercrossing | Undercrossing, 21 inches        | \$190,000      |
| CIP-04       | Coffee Creek Interceptor Phase 1          | Upsize to 27, 30, and 36 inches | \$2,600,000    |
| CIP-07       | Coffee Creek Interceptor Phase 2          | Upsize to 21 inches             | \$1,700,000    |



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City of Wilsonville Wastewater Collection System Master Plan, Draft 10-16-2014, under review

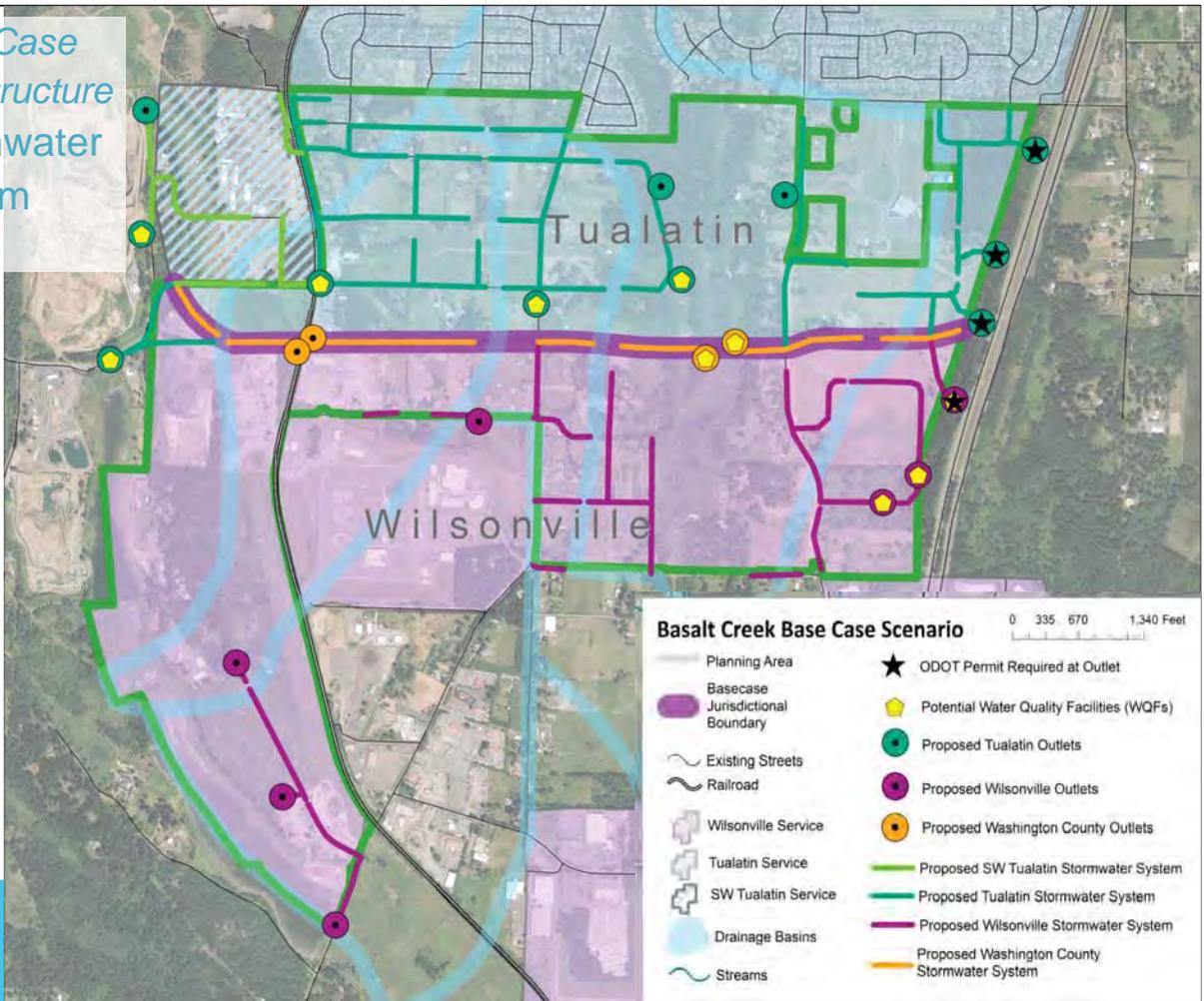
## Base Case Infrastructure Sanitary Sewer Costs

| Jurisdiction                 | Tualatin<br>(\$ Millions) | Wilsonville<br>(\$ Millions) |
|------------------------------|---------------------------|------------------------------|
| Basalt Creek Cost            | 21.7                      | 14.2                         |
| Existing System Upgrade Cost | 3.4                       | 4.5                          |
| <b>Total Cost</b>            | <b>25.1</b>               | <b>18.7</b>                  |

NOTE: Cost estimate is at a concept level, +100%/-50% accuracy.

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Base Case  
Infrastructure  
Stormwater  
System



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## Base Case Infrastructure Stormwater Concept Plan

### Potential Water Quality Facilities (WQF)

- Tualatin: **5 potential, 4 included in cost estimate**
- Wilsonville: **3**
- Washington County: **2**

### Design Concerns

- Tualatin: Three outlets on eastern edge may require ODOT permits
- Wilsonville: One outlet on eastern edge may require ODOT permit

### Total Pipe Length

| Jurisdiction | Pipe Length (miles) |
|--------------|---------------------|
| Tualatin     | 6.0                 |
| Wilsonville  | 3.1                 |

NOTE:  
Stormwater collection for E-W arterial is not included

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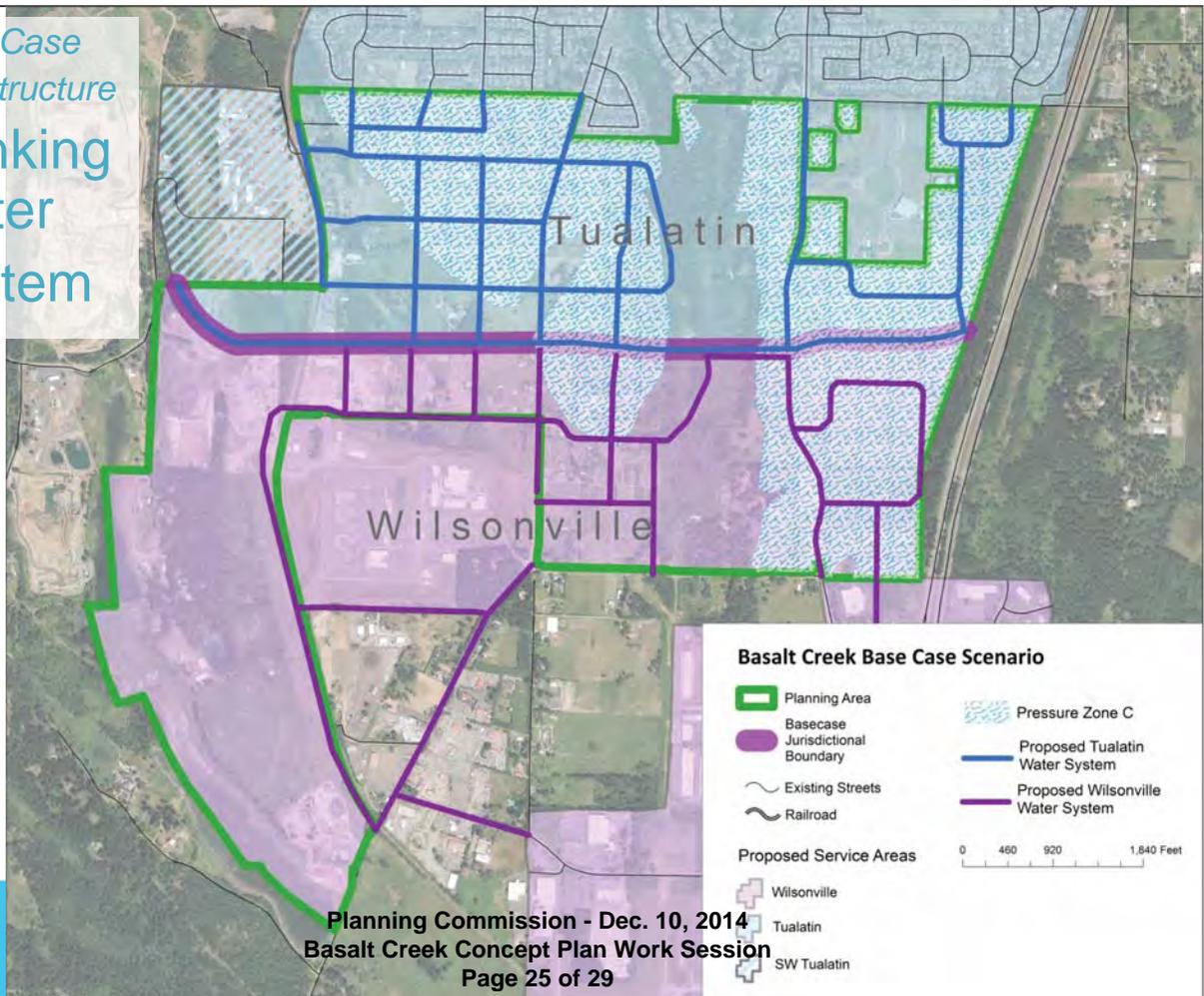
# Base Case Infrastructure Stormwater Costs

| Jurisdiction      | Tualatin<br>(\$ Millions) | Wilsonville<br>(\$ Millions) |
|-------------------|---------------------------|------------------------------|
| Basalt Creek Cost | 9.1                       | 4.6                          |

NOTE: Cost estimate is at a concept level, +100%/-50% accuracy.



## Base Case Infrastructure Drinking Water System



## *Basecase Infrastructure*

# Drinking Water Concept Plan

### Total Length of Pipe

| Jurisdiction | Pipe Length (ft) | Pipe Length (miles) |
|--------------|------------------|---------------------|
| Tualatin     | 39,520           | 7.5                 |
| Wilsonville  | 32,270           | 6.1                 |

### Peak Flows

| Jurisdiction | Max Flow (gal/day) |
|--------------|--------------------|
| Tualatin     | 389,000            |
| Wilsonville  | 140,500            |
| <b>TOTAL</b> | <b>529,600</b>     |

### Existing System Impacts

- Wilsonville Improvements: Booster Station at C Level Tank

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## *Base Case Infrastructure*

# Drinking Water Costs

| Jurisdiction                 | Tualatin (\$ Millions) | Wilsonville (\$ Millions) |
|------------------------------|------------------------|---------------------------|
| Basalt Creek Cost            | 10.4                   | 8.5                       |
| Existing System Upgrade Cost |                        | 0.6                       |
| <b>Total Cost</b>            | <b>10.4</b>            | <b>9.1</b>                |

NOTE: Cost estimate is at a concept level, +100%/-50% accuracy.

# Base Case Infrastructure Utility Concept Plan Risks

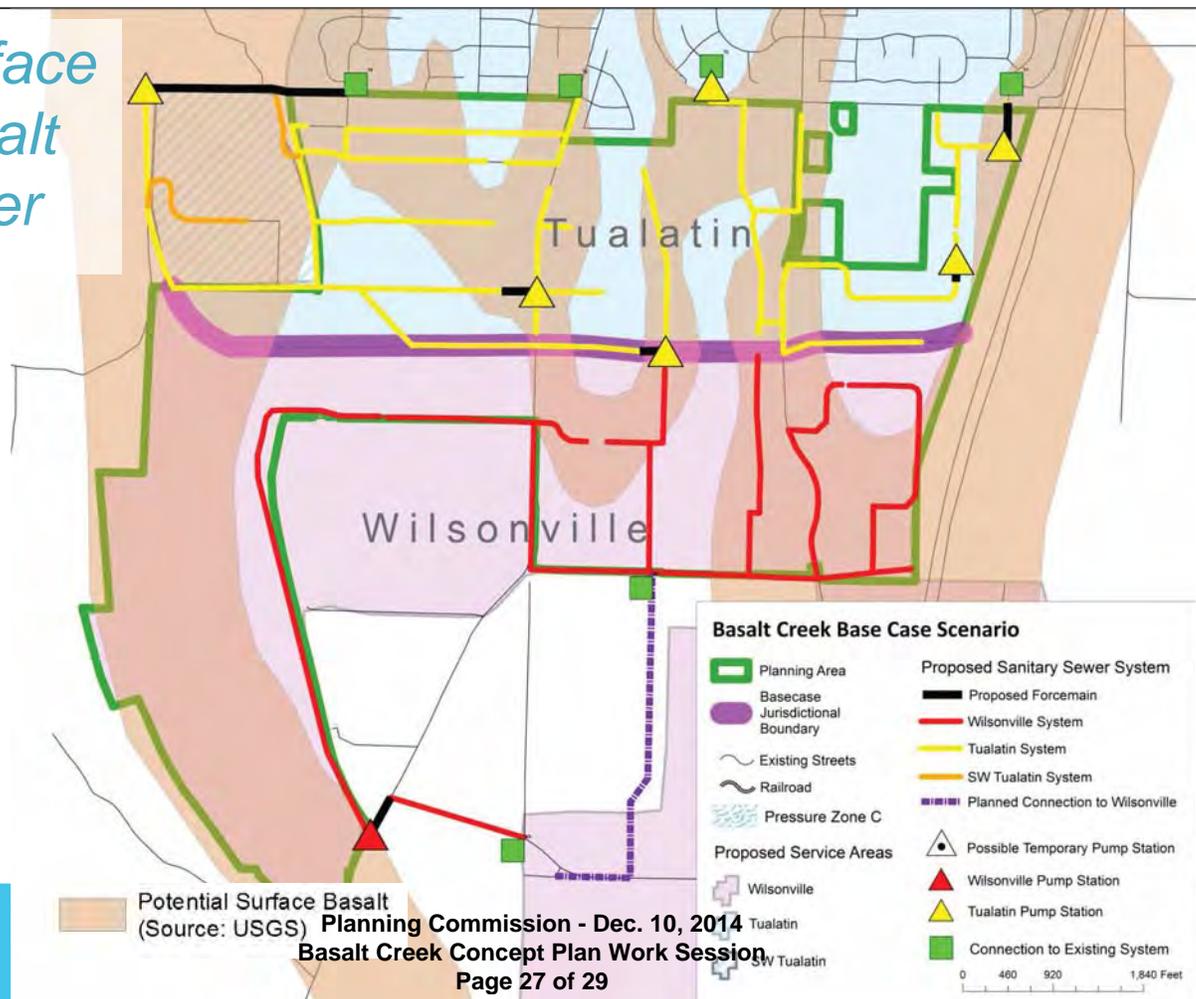
## Shallow Basalt Rock:

- USGS maps show basalt at a depth of 0-100 feet in the Basalt Creek area and potential surface basalt in many areas
- Potential to encounter rock (10% of sanitary lines and 5% of drinking water lines) was included in cost estimate
- Maximum pipe depth of 25 feet was used in the design

## Railroad Crossings:

- Sanitary sewer and drinking water lines cross the existing railroad tracks in a few locations, generally along proposed or existing roadways

## Surface Basalt Layer



## Base Case Infrastructure Cost Estimate

| Utility        | Tualatin<br>(\$ Million) | Wilsonville<br>(\$ Million) |
|----------------|--------------------------|-----------------------------|
| Sanitary Sewer | 25.1                     | 18.7                        |
| Drinking Water | 10.4                     | 9.1                         |
| Stormwater     | 9.1                      | 4.6                         |
| <b>TOTAL</b>   | <b>44.6</b>              | <b>32.4</b>                 |

**NOTE:**

- Further analysis of existing upgrades of drinking water and stormwater systems may be required
- Cost estimate is at a concept level, +100%/-50% accuracy.

## Next Steps

**Dec – Jan:** Develop two Alternative Scenarios

**February:** Joint Council Meeting

**Feb – March:** Revisions to Alternative Scenarios

**March:** Public Open House

**April:** Individual Council work sessions

**Spring/Summer:** Develop Preferred Scenario



## DISCUSSION

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### Discussion Questions

- Feedback or questions on the Base Case Scenario?
- Input on changes in the Base Case to evaluate in the alternative scenarios?



City of Wilsonville

**PLANNING COMMISSION  
WEDNESDAY, DECEMBER 10, 2014  
6:00 PM**

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**IX. OTHER BUSINESS**

- A. 2014 Planning Commission Work Program

## 2014 Annual Planning Commission Work Program

| DATE        | AGENDA ITEMS  |                                                                                        |                                                 |
|-------------|---------------|----------------------------------------------------------------------------------------|-------------------------------------------------|
|             | Informational | Work Sessions                                                                          | Public Hearings                                 |
| December 10 |               | Frog Pond Area Plan<br>Basalt Creek Concept Plan                                       | Wastewater Collection System Master Plan Update |
| <b>2015</b> |               |                                                                                        |                                                 |
| January 14  |               | Coffee Creek Industrial Area Form-Based Code                                           |                                                 |
| January 22  |               | <b>Joint City Council/<br/>Planning Commission Work Session</b><br>Frog Pond Area Plan |                                                 |
| February 11 |               | Memorial Park Master Plan<br>Transportation Performance Modeling                       |                                                 |

### 2015

- 1 Asset Management Plan
- 2 **Basalt Creek Concept Planning**
- 3 Solid Waste and Recycling Code Amendments
- 4 **Climate Smart Communities (Metro)**
- 5 **Density Inconsistency Code Amendments**
- 6 Citywide signage and way finding program
- 7 **Coffee Creek Industrial Area Form-Based Code**
- 8 **Frog Pond Area Plan**
- 9 Old Town Code Amendments
- 10 **Parks & Rec MP Update - Rec Center/Memorial Park Planning**
- 11 **French Prairie Bike/Ped Bridge**
- 12 Transportation Performance Modeling

*\*Projects in bold are being actively worked on in preparation for future worksessions*