

ORDINANCE NO. 806

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

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

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

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

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

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

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

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

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

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

WHEREAS, the City Council, after public hearing notices were provided to over 117 property owners, a list of interested agencies, emailed to over 234 people, and posted in 4 locations throughout the City and on the City website, held a public hearing on June 19, 2017 to review the proposed Frog Pond West Master Plan and the amendments to the Comprehensive Plan text, the Comprehensive Plan Map, the Wilsonville Development Code text, and the SROZ Map and to gather additional testimony and evidence; and

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

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

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

1. FINDINGS.

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

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

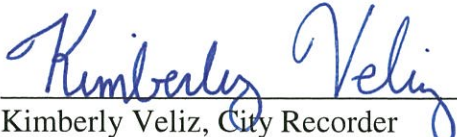
2. DETERMINATION.

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

3. EFFECTIVE DATE OF ORDINANCE.

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

SUBMITTED to the Wilsonville City Council and read for the first time at a meeting thereof on the 19th day of June, 2017, and scheduled for second reading on July 17, 2017, commencing at the hour of 7 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.



Kimberly Veliz, City Recorder


ENACTED by the City Council on the 17 day of July 2017, by the following votes:

Yes: 3 No: 0



Kimberly Veliz, City Recorder

DATED and signed by the Mayor this 18 day of July 2017.


TIM KNAPP, MAYOR

SUMMARY OF VOTES:

Mayor Knapp	Yes
Council President Starr	Yes
Councilor Stevens	Yes
Councilor Lehan	Excused
Councilor Akervall	Excused

EXHIBITS:

Exhibit A – Planning Commission Resolution and Record

<http://www.ci.wilsonville.or.us/628/Frog-Pond-Plan>

Exhibit B – Staff report with attachments

<http://www.ci.wilsonville.or.us/628/Frog-Pond-Plan>

Exhibit C – Frog Pond West Master Plan dated March 1, 2017 (Planning Commission recommended version)

<http://www.ci.wilsonville.or.us/628/Frog-Pond-Plan>

EXHIBIT A
CC HEARING 06.19.2017

FROG POND

Exhibit A – Planning Commission Resolution and
Record <http://www.ci.wilsonville.or.us/628/Frog-Pond-Plan>



**CITY COUNCIL
STAFF REPORT**

EXHIBIT B

Meeting Date: June 19, 2017		Subject: Ordinance No. 806 Adoption of the Frog Pond West Master Plan and associated amendments Staff Member: Chris Neamtzu, Planning Director Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: The Planning Commission held a public hearing on March 8, 2017 forwarding a unanimous recommendation of approval to the City Council.	
Staff Recommendation: Staff recommends approval of the Frog Pond West Master Plan and associated amendments.			
Recommended Language for Motion: I move to approve the Frog Pond West Master Plan and associated amendments to the Comprehensive Plan text and map, Planning and Land Development Ordinance text, and SROZ overlay zone map.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities Adopt the Frog Pond West Master Plan	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

In November 2015, the City Council adopted the Frog Pond Area Plan, which is a concept plan for approximately 500-acres in 3 unique neighborhoods of the planning area (west, east and south). Over the course of 2016 to now, the project team has been working closely with the Planning Commission, City Council, property owners, citizens, developers, homebuilders and planning consultants on the numerous elements contained in the Frog Pond West Master Plan. The subject property for the Master Plan is the 180-acre area located generally west of Stafford Road and north of Boeckman Road within the Urban Growth Boundary.

EXECUTIVE SUMMARY:

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

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

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

EXPECTED RESULTS:

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

TIMELINE:

The Planning Commission held the first public hearing on the Frog Pond West Master Plan on March 8, 2017. Following receipt of testimony and deliberation, the Commission forwarded a recommendation of approval to the City Council. A Council hearing date was set and noticed for April 17th and then continued at the request of staff to a date certain of June 19, 2017.

CURRENT YEAR BUDGET IMPACTS:

The Frog Pond West Master Plan is included in this year's budget, funded by the City's General Fund in addition to Metro's Community Planning and Development Grant program.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: SCole Date: 6/8/17

LEGAL REVIEW / COMMENT:

Reviewed by: BAJacobson Date: 6/9/17

The Assistant City Attorney has reviewed and approve the Staff Report, Ordinance, and all attachments.

COMMUNITY INVOLVEMENT PROCESS:

Throughout the process on the Master Plan there has been extensive collaboration between the project team, the Commission and interested parties. This collaboration has allowed for vetting of many issues resulting in the draft Master Plan document that has been produced. To date, Ordinance No. 806 Staff Report

there have been 10 work sessions and one public hearing with the Planning Commission on the Master Plan. As the project continues through the public hearing phase, there will be additional opportunities for community involvement.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

The creation of a new neighborhood in the Frog Pond West area will provide citizens with new housing choices as well as a future school, parks, trails and open spaces.

ALTERNATIVES:

The Concept Plan (also known as the Frog Pond Area Plan) process included many alternatives. The Master Plan hones in on and refines the adopted concepts contained in the Area Plan. The Council can continue the hearing or make a recommendation with or without modifications.

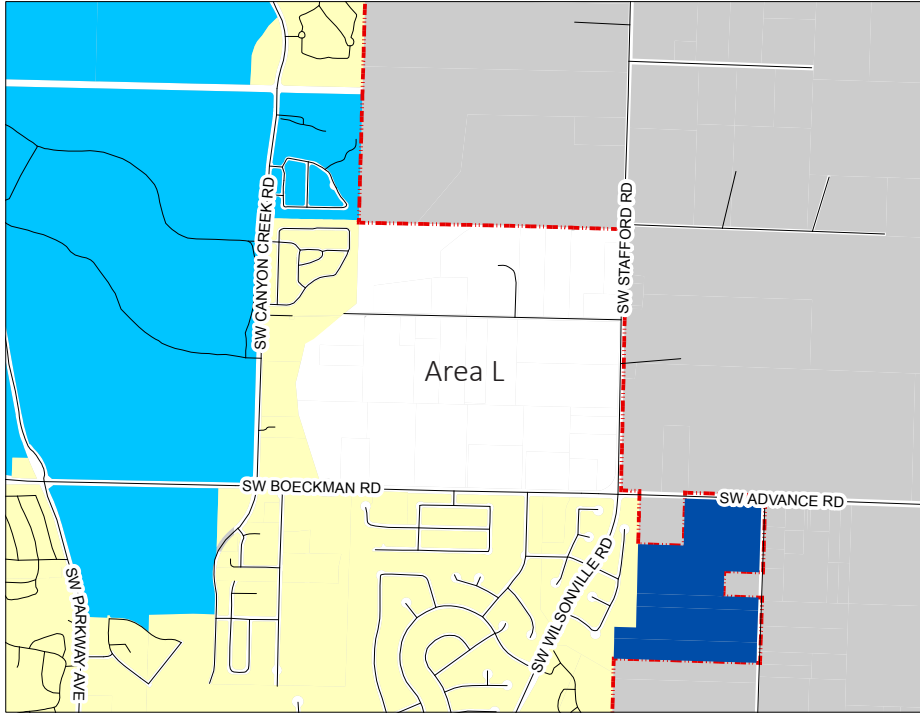
CITY MANAGER COMMENT:

ATTACHMENTS: Please note that the attachments below can all be found at:

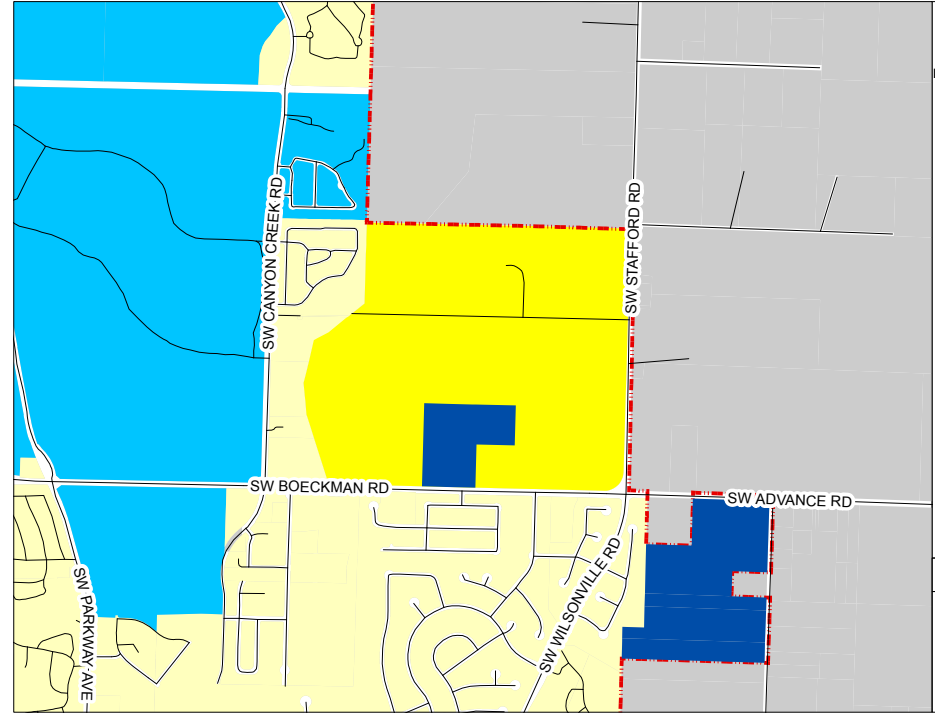
<http://www.ci.wilsonville.or.us/628/Frog-Pond-Plan>

- A. 1) Amendments to the Comprehensive Plan Map, Significant Resource Overlay Zone (SROZ) Map; 2) Comprehensive Plan text; 3) New Residential Neighborhood (RN) Zone text; 4) Summary of Supporting Amendments to the Planning and Land Development Ordinance. For the full text of the Supporting Amendments to the Planning and Land Development Ordinance (238 pages) please go to: <http://www.ci.wilsonville.or.us/628/Frog-Pond-Plan>
- B. Revisions list – Frog Pond Master Plan Adoption Documents prepared by APG dated June 6, 2017
- C. Frog Pond West: Infrastructure Funding Plan, prepared by LCG dated June 7, 2017

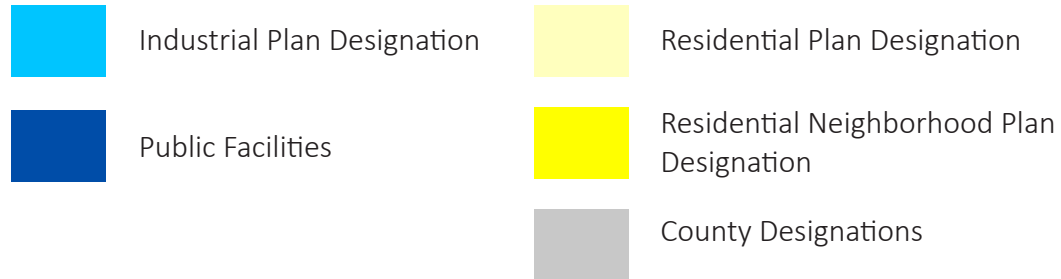
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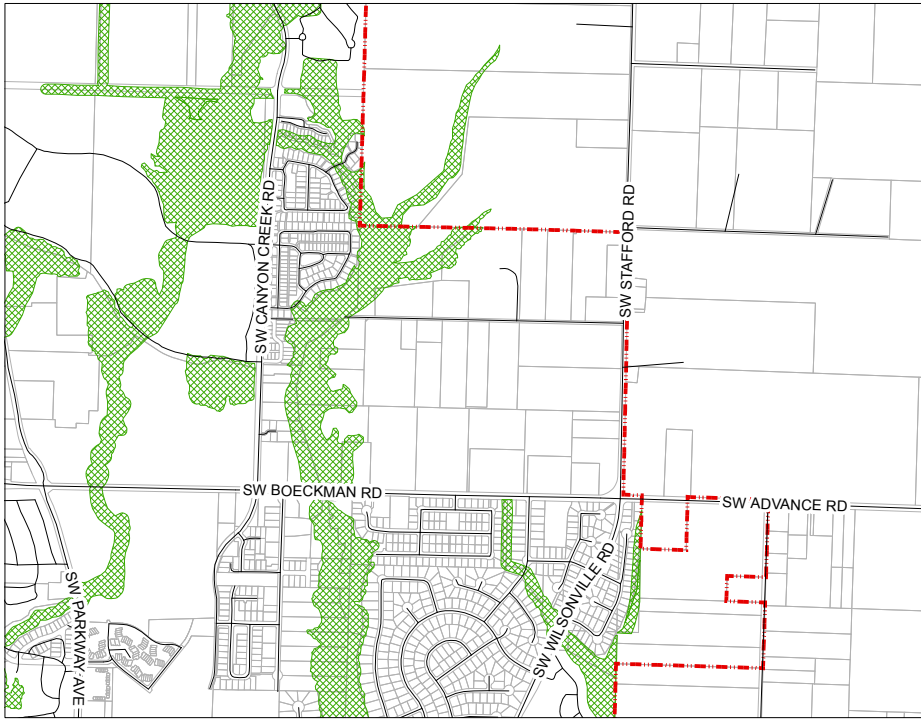
Existing Comprehensive Plan



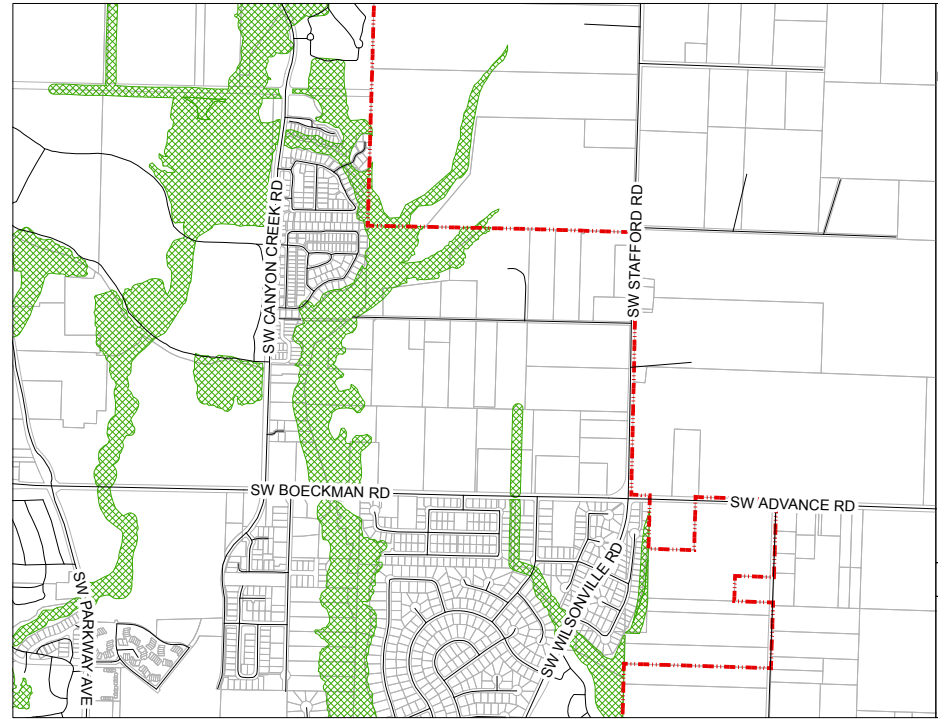
Proposed Comprehensive Plan



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Existing SROZ



Proposed SROZ

 Significant Resource Overlay Zone (SROZ)



City of Wilsonville

Comprehensive Plan

*Draft Amendments Supporting the Frog Pond West Master Plan
December 5, 2016*



Updated July 2013

CITY OF WILSONVILLE
COMPREHENSIVE PLAN

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The Wilsonville Comprehensive Plan was revised in entirety and adopted by City Council Ordinance No. 517 on October 16, 2000. It has been amended since then by the ordinances below. These ordinances have been incorporated into the January 2013 Comprehensive Plan.

Ordinance #	Description	Adoption Date
742	Wilsonville Residential Land Study	5/19/14
718	2013 Transportation System Plan (Replaces prior Transportation Systems Plan)	9/6/12
707	Water System Master Plan (<i>Replaces all prior Water System Master Plans</i>)	9/6/12
700	Stormwater Master Plan (<i>Repeals Ordinance No. 515</i>)	2/23/12
676	Accessory Dwelling Units	3/3/10
674	Metro Title 13 (Nature in Neighborhoods) Compliance	11/16/09
671	Transportation-related amendments	11/16/09
653	Transit Master Plan	7/7/08
638	Statewide Planning Goal 9: Economic Opportunities Analysis	12/3/07
637	Coffee Creek 1 Master Plan	10/15/07
625	Parks and Recreation Master Plan	9/17/07
623	Bicycle and Pedestrian Master Plan	12/20/06
609	Villebois Village Master Plan Amendments	5/15/06
610	Public Works Standards	5/1/06
594	Villebois Village Master Plan Amendments	12/3/05
574	Reduction of Allowable Commercial Uses in Industrially-Zoned Land	11/1/04
573	Memorial Parks Trails Master Plan	9/20/04
571	Wastewater Facility Plan	8/30/04
566	Villebois Village Master Plan Amendment	6/21/04
556	Villebois Village Master Plan (adoption of)	8/18/03
552	Transportation Systems Plan	6/2/03
555	Villebois Village Concept Plan - Comprehensive Plan Map amendment	6/2/03
554	Villebois Village Concept Plan text amendment	6/2/03
553	Villebois Village Concept Plan (adoption of)	6/2/03
549	Metro Title 5 Compliance	10/21/02
531	Water System Master Plan (<i>Replaced by Ordinance No. 707, adopted 9/6/12</i>)	1/24/02
530	Wastewater Collection System Master Plan	7/17/01
515	Stormwater Master Plan (<i>Repealed by Ordinance No. 700, adopted 2/23/12</i>)	6/7/01
516	Natural Resources Plan	6/7/01
<u>No.</u>	<u>Frog Pond West Master Plan</u>	<u>Date</u>

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Supporting Documents:

All of the following documents, including amendments that may subsequently be made, should be considered to be supportive of the contents of the Comprehensive Plan. However, only those documents that have been specifically adopted by the City Council as part of this Comprehensive Plan, or implementing this Plan, shall have the force and effect of the Plan.

- Bicycle and Pedestrian Master Plan (Replaces Chapter 5 of Transportation Systems Plan) (2006)
- Capital Improvements Plan Summary Findings and Recommendations (on-going),
- Coffee Creek 1 Master Plan (2007)
- Development Code (Chapter 4 of the Wilsonville Code) and other implementing City ordinances.
- Federal Emergency Management Agency Floodway and Flood Insurance Rate Maps (2008)
- Guidelines for a Water Wise Landscape (1998)
- Master Public Facilities and Capital Improvements Plan (on-going).
- Memorial Park Trails Plan (2004)
- Metro's Region 2040 program (1995), Regional Framework Plan (1997), Urban Growth Management Functional Plan (1997) and subsequent titles (chapters), Regional Transportation Plan (RTP) and supporting documents (including the Regional Housing Needs Analysis, 1997).
- Metro's Title 13 (Nature in Neighborhoods) compliance (with Metro's Urban Growth Management Functional Plan)
- Natural Resource Plan and supporting documents (2001)
- Parks and Recreation Master Plan (2007)
- Physical Inventory – The Natural Environment Research/Analysis (1979)
- Public Works Standards (2006)
- Statewide Planning Goal 9: Economic Opportunities Analysis (2007)
- Statewide Planning Goals and Guidelines, as amended. Please see the end of this Introduction section for a list of the Statewide Planning Goals.
- Stormwater Master Plan (2012)
- Street Tree Study (1998)
- Transit Master Plan (Replaces Chapter 6 and Chapter 8 of the 2003 Transportation Master Plan) (2008)
- Transportation Systems Plan (2003) and supporting documents.
- Urban Renewal Plan (1993)
- Villebois Village Concept Plan (2003)

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- Villebois Village Master Plan (2006)
- Wastewater Collection System Master Plan (2001)
- Wastewater Facility Plan (2004)
- Water Moratorium and Public Facility Strategy Information (1998 – 2000)
- Water Supply Study Report (1997)
- Water System Master Plan (2012)
- West Side Master Plan (1996)
- Wilsonville Residential Land Study (2014)
- Frog Pond Area Plan (2015)
- Frog Pond West Master Plan (2017)

PROCEDURES

How to Use the Plan

The purpose of this Plan is to guide the physical development of the City. Following this introduction, the text of the Plan is presented in four major sections that provide a framework for land use decisions. The four sections are:

- A. Citizen Involvement – this section describes the City’s on-going citizen involvement program.
- B. Urbanization – this section defines where and when urban level development will be permitted and recognizes Metro’s authority relative to the regional urban growth boundary.
- C. Public Facilities and Services – this section determines what facilities and services must be available to support urban development, and therefore, further defines when development can occur.
- D. Land Use and Development – this section determines future zoning and how a parcel of land may be developed. It provides basic standards for residential, public, commercial, and industrial uses and establishes general planning districts for each of these types of uses. The planning districts are visually represented on a land use map.

This Plan consists of general background and explanatory text, City of Wilsonville Goals, Policies, Implementation Measures, and a Plan Map. When any ambiguity or conflict appears to exist, Goals shall take precedence over Policies, Implementation Measures, text and Map; Policies shall take precedence over text, Implementation Measures, and Map. The land use map is only a visual illustration of the intent of the Plan. Therefore, the lines separating uses on the map are not rigid and inflexible. The lines for residential districts do, however, provide a basis

URBAN GROWTH BOUNDARIES

Policy 2.2.1. 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.

Implementation Measure 2.2.1.e Changes in the City boundary will require adherence to the annexation procedures prescribed by State law and Metro standards. Amendments to the City limits shall be based on consideration of:

1. Orderly, economic provision of public facilities and services, i.e., primary urban services are available and adequate to serve additional development or improvements are scheduled through the City's approved Capital Improvements Plan.
2. Availability of sufficient land for the various uses to insure choices in the marketplace for a 3 to 5 year period.
3. Statewide Planning Goals.
4. Applicable Metro Plans;
5. Encouragement of development within the City limits before conversion of urbanizable (UGB) areas.
6. Consistency with legislative Master Plans and other applicable provisions of the Comprehensive Plan and Development Code.

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created by development. If, however, school facilities and/or services were determined to be severely inadequate and the school districts unable to provide satisfactory improvement, then growth limitations would be appropriate.

Parks/Recreation/Open Space

Parks and recreational facilities in and around Wilsonville are provided for by the City, County, State and local school districts. The City's close proximity to Portland provides local residents with numerous recreational and entertainment opportunities provided throughout the metropolitan area, all within a 30 to 40 minute drive. Even the ocean beaches, Mt. Hood and other Cascade Mountains and several campgrounds, rivers and lakes are close at hand, within a couple of hours drive, thus providing an abundance of recreational activities.

Within the City, recreational planning is coordinated with the West Linn-Wilsonville School District. The District provides traditional physical education programs as part of their regular school curriculum plus competitive sports programs in the upper grade levels. Other youth sports programming is provided by the City and a variety of non-profit organizations. The School District's community education program also provides recreational programs for both youth and adult activities and coordinates the use of District facilities.

As the City continues to grow, additional facilities and services will need to be developed.

The following Park and Recreation policies are further supported by policies in the Land Use and Development Section of the Comprehensive Plan regarding the natural environment, natural resources, and general open space.

The 1971 General Plan and the 1988 Comprehensive Plan sought to:

1. Preserve the natural integrity of the Willamette River. Provide for frequent contact with the river. Encourage development of an adequate park and recreation system which would contribute to the physical, mental and moral health of the community.
2. Encourage the school/park concept as a basic feature of the park element of the Plan.
3. Develop parks and open spaces where the land and surrounding development make it least suited for intensive development.
4. Develop an extensive system of trails along stream courses and power line easements.
5. Encourage early acquisition of recreation sites to protect them from development and to reduce the public cost of acquiring the land.

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6. Encourage commercial recreation carefully sited within, or adjacent to, other uses.

These standards recognize the importance of an adequate park and recreation system to the physical, mental and moral health of the community. They also represent a common-sense approach to parks planning and are, therefore, reaffirmed by this Plan. The Park and Recreation system envisioned is a combination of passive and active recreational areas including specified park lands, schools, and linear open spaces in both public and private ownership. It is a basic premise of this Plan that the availability of conveniently located open recreational spaces is more important than the form of ownership.

In planning for such a system, it is helpful to classify the individual components (neighborhood parks, community parks, Greenway, etc.) which will or could comprise the park system. In addition, the establishment of a reasonable acquisition and development program requires a listing of priorities and a guide to desirable service levels. To maximize effectiveness, however, the actual development of such a system requires relating the provision of facilities and services to the particular needs and recreational desires of the residents to be served.

In recognition of Statewide Planning Goals and to provide a framework for development of park and recreation facilities, the following policy and implementation measures have been established:

Policy 3.1.11 The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.

Implementation Measure 3.1.11.a Identify and encourage conservation of natural, scenic, and historic areas within the City.

Implementation Measure 3.1.11.b Provide an adequate diversity and quantity of passive and active recreational opportunities that are conveniently located for the people of Wilsonville.

Implementation Measure 3.1.11.c Protect the Willamette River Greenway from incompatible uses or developments.

Implementation Measure 3.1.11.d Continue the acquisition, improvement, and maintenance of open space.

Implementation Measure 3.1.11.e Require small neighborhood parks (public or private) in residential areas and encourage maintenance of these parks by homeowner associations or other entities as deemed appropriate by the City.

Implementation Measure 3.1.11.f Maintain and develop the current park system for centralized community-wide park facilities, but emphasize the future acquisition of small parks in localized areas.

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Implementation Measure 3.1.11.g Where appropriate, require developments to contribute to open space.

Implementation Measure 3.1.11.h Protect residents from bearing the cost for an elaborate park system, excessive landscape maintenance, and excessive public facility costs.

Implementation Measure 3.1.11.i Develop limited access natural areas connected where possible by natural corridors for wildlife habitat and watershed and soil/terrain protection. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.

Implementation Measure 3.1.11.j Identify areas of natural and scenic importance and where appropriate, extend public access to, and knowledge of such areas, to encourage public involvement in their preservation.

Implementation Measure 3.1.11.k Protect the river-connected wildlife habitat.

Implementation Measure 3.1.11.l Encourage the interconnection and integration of open spaces within the City and carefully manage development of the Willamette River Greenway.

Implementation Measure 3.1.11.m Provide for legal public access to the river only through and within the City parks, right-of-ways, easements, or other public property.

Implementation Measure 3.1.11.n Park classifications and standards shall be developed to guide a program for acquisition and development of a park and open space system to insure an adequate supply of usable open space and recreational facilities, directly related to the specific needs of the local residents.

Implementation Measure 3.1.11.o Individual park and recreational sites, as defined by the parks and open space standards and classification system will be developed according to the following priorities:

1. Where possible, facilities within a park should be adjusted to meet the needs and desires of the local residents and the characteristics of the site. Park and/or recreational facilities in demand and least supply should receive the highest priorities.
2. Parks should be planned to insure maximum benefit to the greatest number of local residents. For this reason, acquisition and development of community level parks should be given the highest park priority.
3. Development of additional neighborhood Parks will have a lower priority for public funding, except where a higher priority is established for a specific area by a legislative Master Plan or other provision of the Comprehensive Plan. To assure localized benefit, development and maintenance of neighborhood parks

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shall continue to be accomplished through homeowner associations or other entities as deemed appropriate by the City.

4. Small neighborhood parks have the lowest development priority and should be supplied at public expense only if an area is determined to be isolated from access to other parks, or where deemed to be needed by a legislative Master Plan, or where space is extremely limited, and the park is supported by the adjacent neighborhood the park is serving. Maintenance of such parks should be assigned to a homeowners' association or other neighborhood organization or the City. Small neighborhood parks tend to benefit a very localized population. It is, therefore, the intent of these standards to assign, where possible or appropriate to specific areas, the financial burden of maintenance and even development to those that benefit the most. In addition, a significant factor affecting maintenance costs is one of transporting equipment from park to park. Therefore, by concentrating public maintenance efforts to a few community parks, efficient use of maintenance dollars can be maximized.
5. Provision of regional park facilities will only be considered as an inter-jurisdictional project; and should have a low priority unless unusual circumstances arise.
6. The City will encourage dedication or acquisition of land for parks and other public purposes in excess of lands needed to satisfy immediate needs.

Implementation Measure 3.1.11.p New developments shall be responsible for providing specified amounts of usable on-site open space depending on the density characteristics and location of the development, considering the provisions of applicable legislative Master Plans. Where possible, recreational areas should be coordinated with and complement Willamette River Greenway, and other open space areas identified as environmentally sensitive or hazardous areas for development.

Implementation Measure 3.1.11.q All development within the Willamette River Greenway shall be controlled through the conditional use permit process and shall be subject to Design Review approval.

It is the reasoning of these policies that the need for open space is closely related to density. There is a relationship between the amount of interior space provided within living units and the desire for outdoor space. That is, if the interior living space creates a confined or crowded feeling, the availability of outdoor space becomes more important than if the interior area is spacious and comfortable. Therefore, while standards for open space will be set, they may be adjusted based on individual site design characteristics. The standards further recognize the value of urban land for development and attempts to reasonably balance the need for open or recreational space with competing uses.

The West Linn – Wilsonville School District currently provides recreational facilities and programs for City residents. They have developed facilities at Wood Middle School and at Wilsonville High School. These facilities and services are considered a vital part of the City's park and recreational system.

TRANSPORTATION

GOAL 3.2: To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.

Policy 3.2.1 To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.

Implementation Measure 3.2.2 The City may adopt street demonstration plans and other illustrative guidance to street, bicycle and pedestrian connectivity, and require development to show consistency with those plans.

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RESIDENTIAL DEVELOPMENT

Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

Implementation Measure 4.1.4.c Establish residential areas that are safe, convenient, healthful, and attractive places to live while encouraging variety through the use of planned developments and clusters and legislative Master Plans.

Implementation Measure 4.1.4.u To provide variety and flexibility in site design and densities, residential lands shown on the Land Use Map and legislative Master Plans of the Comprehensive Plan have been divided into districts, with different density ranges for each district. In all residential developments, other than those that are so small that it is not mathematically feasible to achieve the prescribed minimum density, the 80% minimum shall apply. The following density ranges have been prescribed for each district:

Density: 0-1 units/acre
 2-3 units/acre
 4-5 units/acre
 6-7 units/acre
 10-12 units/acre
 18-20 units/acre

Densities may also be defined for specific areas in legislative Master Plans.

Implementation Measure 4.1.4.v Site development standards and performance criteria have been developed for determining the approval of specific densities within each district. Densities may be increased through the Planned Development process to provide for meeting special needs (e.g., low/moderate income, elderly, or handicapped). Site development standards, performance criteria, density flexibility and other standards may be established for specific areas in legislative Master Plans.

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Implementation Measure 4.1.4.cc In order to encourage originality, flexibility, and innovation in land development, and minimize monotonous standardized subdivisions, all subdivisions over two acres in size require Planned Development review (P.D.R.). Multi-plexes and single-family attached units may also be approved as part of a planned development.

Implementation Measure 4.1.4.dd Continue the development of a renewal program to update/upgrade the "Old Town" area of Wilsonville.

RESIDENTIAL PLANNING DISTRICTS SHOWN ON THE LAND USE MAP OF THE COMPREHENSIVE PLAN

Density (0-1 du/ac)

The purpose of this district is to provide for very low density housing areas to satisfy individuals desiring to own a large lot within an urban setting. This district recognizes and protects existing and future large-lot developments within the City. This density would generally fall under the PDR-1 zoning district category as outlined in the Development Code.

The following areas should be designated and developed at this density:

1. Areas which are currently developed at suburban densities and where little need exists for redevelopment.
2. Areas where transportation is limited to minor collector and local streets, and where high volume traffic would create safety problems.
3. Areas where sensitivity to the natural environment or natural hazards warrant a reduced density.

Density (2-3 or 4-5 du/ac)

The purpose of this district is to provide for low density residential areas. The 2-3 du/acre density would generally fall under the PDR-2 zoning district category as outlined in the Development Code. The 4-5 du/acre density would generally fall under the PDR-2 and PDR-3 (or other categories that could work out to this level of density) zoning district category as outlined in the Development Code.

The following areas should be designated and developed at this density:

1. Areas with access to a minor arterial, collector, or local streets. However, direct vehicular access from individual lots onto a minor arterial will be restricted.
2. Undeveloped areas adjacent to existing lower density developments, or near the fringe of the Urban Growth Boundary.

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3. Areas where sensitivity to the natural environment or natural hazards warrant a reduced density.

Density (6-7 or 10-12 du/ac)

The purpose of this district is to ensure an efficient use of urban land by providing for the development of medium density housing areas. This density would generally fall under the PDR-3 and PDR-4 (or other categories that could work out to this level of density) zoning districts category as outlined in the Development Code.

The following areas should be designated and developed as urban medium density:

1. Areas with access to a major or minor arterial or collector street. Siting should not, however, result in significant traffic impacts through lower density residential areas.
2. Areas located near or adjacent to commercial areas, employment centers and/or mass transit routes.
3. Areas adjacent to urban lower density developments or planning districts.

Permitted uses in this district typically include single family dwellings, whether detached or attached, accessory dwelling units, multi-family dwellings, including duplexes and tri-plexes, and mobile home parks or subdivisions, multi-family developments, including duplexes and multi-plexes and mobile home parks or subdivisions, will be subject to Development Review approval.

Neighborhood or convenience commercial uses may be permitted as part of a Planned Development but should be integrated into the design of the surrounding residential development, i.e., first floor of multi-story structure or similar design as residential units. Such commercial developments shall be limited to locations where there is clearly demonstrated local need. All such uses shall be subject to Development Review approval.

Density (18-20 du/ac)

The purpose of this district is to provide for efficient use of land near the major commercial or employment centers by providing for high-density residential development. It is a further purpose of this district to encourage mixed uses in commercial areas. This density would generally fall under the PDR-6 and PDR-7 (or other categories that could work out to this level of density) zoning district categories as outlined in the Development Code.

The following areas may be designated urban high-density residential:

1. Areas located on major or minor arterials and where such development will not result in significant traffic impacts through low- or medium-density residential areas.

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2. Areas located within or adjacent to major shopping centers, employment centers and/or adjacent to mass transit routes.

Because of the land use intensity allowable in this district, the zoning will be restricted to a Planned Development review.

All developments will be subject to Development Review Board approval, including lot sizes, setbacks, open space, and parking requirements. Where feasible, under-structure parking will be encouraged on structures over two (2) stories in height.

Residential – Village

See the Compact Urban Development section of this Plan for the description of the Residential – Village designation.

Residential – Neighborhood

See the Residential Neighborhood section of this Plan for the description of the Residential – Neighborhood designation.

ENVIRONMENTAL RESOURCES AND COMMUNITY DESIGN

At a glance, most land appears to be much the same as the lands surrounding it, with the exception of obvious differences such as topography and vegetation. However, a more detailed analysis can reveal distinct differences in the land composition and physical characteristics of nearly any two adjacent parcels of land. These differences can affect the overall suitability of a particular parcel of land for various types of land use. Each piece of land has a natural land use intensity potential which results from variations in its physical features and their interrelationships with natural processes, such as:

1. Underlying geological deposits and associated characteristics.
2. Types of surface soils and associated characteristics.
3. Water, the hydrologic cycle and natural drainage.
4. Slope of the land.
5. Vegetative cover (type, size, and location).
6. Weather conditions.
7. Character of adjoining natural features and developments.

Certain combinations of these natural features and processes can create inherently hazardous or unstable conditions which have special significance to humans and their land use activities. These conditions, referred to as natural hazards, are more appropriately labeled physical or natural limitations and occur in the form of:

1. Flood plains and wetlands
2. Runoff and erosion potentials.
3. Soil instability, including landslides, settlement, shrink/swell potential and earthquakes.

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Full compliance with these standards could result in some development constraints with the City and at a minimum could require installation of air pollution control devices on some industries. Air quality will remain a concern as urban development occurs.

Similarly, water quality is regulated by Federal Standards enforced by DEQ at the State level. For example, the City's sanitary sewer treatment system is monitored to insure compliance with DEQ wastewater discharge standards.

The major source of noise pollution within the City is the I-5 Freeway. Other noticeable sources include boats on the river and trains passing through town.

In recognition of the noise conflicts with the Freeway and railroad tracks, the City has made an effort to minimize the location of residential development adjacent to the Freeway or tracks. In addition, site design and sound control devices, i.e., berms and walls can be used to reduce noise conflicts.

In considering the overall character of the community, it is important to look to the past. As a community develops, it should not discard its past for the sake of the future. Historic features provide a link with the past and add character and variety to the community's design.

The Statewide Inventory of Historic Sites and Building identifies one historic site in the City, the Boones Ferry Landing Site. There is no physical evidence of this landing site, except that Boone's Ferry Road terminates at the river's edge. The site is part of a six-acre City Park and is located within the Willamette River Greenway Boundaries. Other than documentation and recognition that this landing site exists, no additional standards or measures are considered necessary to preserve its historic value.

Additional Wilsonville sites and buildings have been inventoried and the results have been included as an appendix to the Comprehensive Plan as potential historic sites and structures. The City has worked with the local Historical Society on that inventory in the past and is expected to continue to coordinate with that group in completing the Goal 5 process for historic resources in the future.

Policy 4.1.5 Protect valuable resource lands from incompatible development and protect people and property from natural hazards.

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as a buffer between development and conservation. Limited development impacts may be permitted in accordance with special development standards found within the Planning and Land Development Ordinance.

Implementation Measure 4.1.5.cc Undeveloped portions of the Significant Resource Overlay Zone may be used towards satisfaction of open space requirements. A density transfer credit of not more than 50% of the designated Significant Resource Overlay Zone will also be allowed, except where legislative Master Plans have defined subdistricts or use other means to determine the amount and location of residential density outside of the SROZ without the use of a density transfer credit. -

Implementation Measure 4.1.5.dd In vegetated areas, the positive visual impact of the trees, etc., is to be preserved. Any clearing of trees for development is subject to arboricultural standards and the requirements of the Planning and Land Development Ordinance.

Implementation Measure 4.1.5.ee Due to potential hazards to human health, the high voltage powerline easements within the City are regulated by the Planning and Land Development Ordinance. No residential structures shall be allowed within the easements and any development, particularly residential, adjacent to the easements will be carefully reviewed. While these corridors offer some potential for recreational use, their use is also somewhat limited by utility requirements. Any proposed non-residential development within powerline easements shall also be coordinated with, and approved by, the Bonneville Power Administration or Portland General Electric Company, depending on the easement ownership.

Implementation Measure 4.1.5.ff To protect the integrity of the Willamette River Greenway, the City has established standards for the development of non-water-related and non-water-dependent uses consistent with Greenway standards. These standards:

- a. Direct incompatible (non-water-related and non-water-dependent) development away from the river.
- b. Establish a minimum setback from the top of bank where no native vegetation can be removed, and only allow selective vegetation removal within the remaining portion of the Greenway Boundaries with revegetation required.
- c. Establish a minimum setback from the river banks for all uses that are not appropriate river-dependent or river-related land uses.
- d. Provide protection of public and private property, as well as public safety.
- e. Provide necessary and needed public access to the river oriented through public lands, without precluding legal river access at appropriate locations across private property. Such public access shall be based upon recorded easements or other legal instruments.

Implementation Measure 4.1.5.gg Where possible, on-site drainage should be designed to preserve natural drainage channels and to allow for ground water infiltration. Man-made structures should be designed to complement the natural system. It is not the intent of this

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Measure to encourage unsightly and unsafe open ditches. Rather, open drainage systems should be designed to: (1) accent natural creeks and drainage channels and provide an attractive natural area-like appearance; and/or (2) be an integrated part of the streetscape; and/or (3) be designed as an attractive and functional amenity within a development.

Implementation Measure 4.1.5.hh Minimize the impact of urban development on adjacent rural and agricultural lands. A combination of Buffering, open space and low density land use designation may be employed.

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

Implementation Measure 4.1.5.jj All proposed developments, except single family dwellings outside of designated significant natural resource areas, shall continue to be subject to site plan (including landscaping) and architectural development review approval. Single-family subdivisions are subject to development review for approval of street tree plans. Individual (single-family) dwellings to be located within a designated significant natural resource area are subject to site plan review for removal of trees and vegetation and impacts to natural resources. They are not, however, subject to architectural review.

Implementation Measure 4.1.5.kk Minimum open space and landscaping standards have been established, emphasizing the incorporation of native vegetation and unique topographic features in site design. Additional landscaping may be required based on the scale and type of development and its compatibility with abutting land uses. Legislative Master Plans may further direct open space standards appropriate to their planning areas.

Implementation Measure 4.1.5.ll Landscaping and/or open space may be used to buffer non-compatible uses. It is intended to soften the visual impact and provide a sense of openness and should be used to complement good building designs and may be used to screen certain types of development.

Implementation Measure 4.1.5.mm Sign standards have been established to control the visual impact of signs on the community and minimize sign clutter. Legislative Master Plans may specify sign standards appropriate to their planning area.

Implementation Measure 4.1.5.nn The City shall coordinate with and encourage the State and other appropriate agencies to assist in developing noise controls and mitigation measures.

Implementation Measure 4.1.5.oo Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City

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will cooperate with DEQ and ODOT in establishing and where practicable assisting in enforcing noise control standards.

Implementation Measure 4.1.5.pp In reviewing all major residential, commercial, industrial and public facility uses, the City shall coordinate with DEQ to insure compliance with the Portland AQMA Plan and standards as well as other applicable regional, State and Federal air, water and environmental quality standards.

Implementation Measure 4.1.5.qq The City will further cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.

Implementation Measure 4.1.5.rr The City recognizes that historic features form a desirable link with the past and that they form a vital part of and contribute to the overall character of Wilsonville. The City, therefore, will cooperate with the Wilsonville Historical Society, the State Historic Preservation Office, Clackamas County and other interested parties to evaluate and identify potential historic sites and structures and proceed with the Goal 5 process. The City shall determine which sites and structures, if any, are suitable for inclusion on the Plan Inventory and will contact the owners of potentially historic properties to determine whether they object to having their properties listed.

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RESIDENTIAL NEIGHBORHOOD DEVELOPMENT

Since the original 1971 General Plan, Wilsonville has planned for expansions of the City for residential growth. With the addition of the Frog Pond Area to the Urban Growth Boundary in 2002, and subsequent designation of Urban Reserve Areas in 2010—, the vision for the expanded city gained new focus and attention. Overall, the City intends for these urban expansion areas to be walkable neighborhoods that are a connected part of the larger community. The vision for the Frog Pond Area Plan is indicative of the city’s intent to coordinate development and ensure a high level of livability in these new neighborhoods. The Frog Pond Area Plan’s vision statement is:

“The Frog Pond Area in 2035 is an integral part of the Wilsonville community, with attractive and connected neighborhoods. The community’s hallmarks are the variety of quality homes; open spaces for gathering; nearby services, shops and restaurants; excellent schools; and vibrant parks and trails. The Frog Pond Area is a convenient bike, walk, drive, or bus trip to all parts of Wilsonville.” (Frog Pond Area Plan, adopted November, 2015)

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

The purpose of the Residential Neighborhood designation is to:

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

Implementation Measure 4.1.7.a Area Plans (also called Concept Plans) shall be prepared to guide the overall framework of land use, multi-modal transportation, natural resources, parks and open space, public facilities, and infrastructure funding. Master Plans shall direct more detailed planning. The City may at its discretion combine Area Planning and Master Planning.

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Implementation Measure 4.1.7.b Legislative Master Plans for Residential Neighborhood areas shall be tailored to the needs of the specific area being planned and coordinated with the needs of the larger community. Master Plans should include but are not limited to:

1. An integrated plan addressing land use, transportation, utilities, open space and natural resources.
2. Zoning which directs the land uses, densities and development standards needed to regulate and guide development.
3. Identification of how the properties will accommodate a mix of housing types and densities to accommodate the City's housing needs and variety of housing that is appropriate to each neighborhood.
4. Recommendations that promote community interaction and the creation of community gathering places.
5. Community and site design standards that ensures quality development and implementation of the vision for the neighborhood.
6. Transportation recommendations that promote travel choices, including active transportation choices.
7. Street, path and trail designs that create complete and pedestrian-friendly streets, pedestrian and bicycle routes.
8. Park, open space and natural resource strategies that tie together green spaces into connected networks of open space and protect natural resources.
9. Design studies and strategies that illustrate the intended built form of the neighborhood and show how many individual developments can be knit together over time.
10. Infrastructure plans and funding strategies.
11. Strategies for promoting compatibility between new development and adjacent areas.

Implementation Measure 4.1.7.c The "Residential Neighborhood" Zone District shall be applied in all areas that carry the Residential Neighborhood Plan map designation, unless otherwise directed by an area plan or master plan.

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As viewed by the City, the rationale for an interchange at this location is at least threefold. (1) Interchange congestion could be reduced by distributing the number of trips among three rather than two interchanges, (2) traffic associated with development allowed by the Wilsonville Comprehensive Plan in the vicinity of Boeckman Road (and especially the Dammasch area, noted in 'D,' above) could be expedited more effectively, and (3) options for improving traffic upon other roadways serving the City of Wilsonville could be enhanced. The City recognizes that if item three is verified, then the improvement to I-5 at Boeckman Road may be viewed by ODOT as a local improvement which is inconsistent with the purpose of the interstate freeway. This may be sufficient or additional reason for ODOT to reject the interchange.

Because of these, and perhaps other, benefits to the City, the City Council has chosen to highlight the City's interest in this potential project by including this special section in the Comprehensive Plan. The City will continue to cooperate with other interested parties to conduct feasibility analyses of a Boeckman Road interchange. As appropriate, City consultants, staff, the Planning Commission and City Council will conduct reviews and hold public meetings on the options.

In the event that the City determines, with ODOT's concurrence, the feasibility of the interchange, the City will proceed with a plan amendment to add the Boeckman Road interchange to the Transportation Systems Plan. In the event this project is to be included in the City's Plan, the City will prepare amendments necessary to include in the Plan the other roadways required to complete the City's transportation network. In this regard, the City realizes that, because a Boeckman Road interchange can only be implemented with the cooperation of ODOT. The City will need to obtain agreement from ODOT demonstrating compliance with state and federal regulations pertaining to the addition of new interchanges before the proposed Boeckman Road interchange can be included in the City's Transportation Systems Plan and capital improvement plans.

AREA K

Note: Area K, land along the Willamette River, west of Boones Ferry, has been designated in the West Side Master Plan for river-focused development. Text applying to this Area of Special Concern will be completed when the Natural Resource Plan has been adopted.

AREA L

[Deleted per Ordinance No. ____, date, 2017]

~~This area is located north of Boeckman Road, south of Frog Pond Lane, west of Wilsonville (Stafford) Road, and east of Boeckman Creek. It contains a mixture of rural residential and small agricultural uses. Eventual redevelopment of the area is expected to be primarily residential. The West Linn—Wilsonville School District and a church have acquired property in the area, causing speculation that redevelopment with full urban services could occur prior to 2010. In fact construction of a new church has already commenced at the corner of Boeckman Road and Wilsonville/Stafford Road.~~

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~~The existing development patterns, and values of the existing homes in the Frog Pond neighborhood are expected to slow the redevelopment process. Most of the land owners in the area have expressed little or no interest in urban density redevelopment. The Metro standard for urbanizing residential land is an average residential density of at least 10 units/acre. Those densities may not appeal to many of the current residents of the area who live in large homes on lots with acreage. In view of the School District's plans to construct a school within the neighborhood, the City must prepare plans to serve the new school and the surrounding area.~~

HISTORIC SITES OR FEATURES

NOTE: information on the historical sites survey, including that generated in 1999, has been moved to the background inventory until the Goal 5 process has been completed.

The City will coordinate its review of land development proposals with the local historical society when any uses are proposed that could have an adverse impact on listed historical features.

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Residential Neighborhood Zone – Draft 2/22/17

Text and comments have been updated to reflect Planning Commission Direction from the 2/8/17 work session

Section 4.127 Residential Neighborhood (RN) Zone	Comments
<p>(.01) Purpose.</p> <p>The Residential Neighborhood (RN) zone applies to lands within Residential Neighborhood Comprehensive Plan Map designation. The RN zone is a Planned Development zone, subject to applicable Planned Development regulations, except as superseded by this section or in legislative master plans. The purposes of the RN Zone are to:</p> <ul style="list-style-type: none"> A. Implement the Residential Neighborhood policies and implementation measures of the Comprehensive Plan. B. Implement legislative master plans for areas within the Residential Neighborhood Comprehensive Plan Map designation. C. Create attractive and connected neighborhoods in Wilsonville. D. Regulate and coordinate development to result in cohesive neighborhoods that include: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community. E. Encourage and require quality architectural and community design as defined by the Comprehensive Plan and applicable legislative master plans. F. Provide transportation choices, including active transportation options. G. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is visual and physical access to nature. <p>(.02) Permitted uses:</p> <ul style="list-style-type: none"> A. Open Space. B. Single-Family Dwelling Unit. C. Attached Single-Family Dwelling Unit. In the Frog Pond West Neighborhood, a maximum of 2 dwelling units, not including ADU's, may be attached. D. Duplex E. Multiple-Family Dwelling Units, except when not 	<p>All section numbering and formatting is preliminary.</p> <p>C and D are from the Frog Pond Area Plan vision statement.</p> <p>For clarity, "Permitted Uses" is used here.</p> <p>The Code defines SF dwellings as including Attached. This provision limits them to 2 attached units.</p>

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Creating a great community

Residential Neighborhood Zone – Draft 2/22/17

Text and comments have been updated to reflect Planning Commission Direction from the 2/8/17 work session

<p>permitted in a legislative master plan, subject to the density standards of the zone. Multi-family dwelling units are not permitted within the Frog Pond West Master Plan area.</p> <p>F. Cohousing</p> <p>G. Cluster Housing.</p> <p>H. Public or private parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot.</p> <p>I. Manufactured homes.</p> <p>(.03) Permitted accessory uses to single family dwellings:</p> <p>A. Accessory uses, buildings and structures customarily incidental to any of the principal permitted uses listed above, and located on the same lot.</p> <p>B. Living quarters without kitchen facilities for persons employed on the premises or for guests. Such facilities shall not be rented or otherwise used as a separate dwelling unless approved as an accessory dwelling unit or duplex.</p> <p>C. Accessory Dwelling Units, subject to the standards of Section 4.113 (.11).</p> <p>D. Home occupations.</p> <p>E. A private garage or parking area.</p> <p>F. Keeping of not more than two (2) roomers or boarders by a resident family.</p> <p>G. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.</p> <p>H. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten (10) feet in</p>	<p>ADU clarification added.</p> <p>No Multi-family, per the Area Plan.</p> <p>Cohousing will require a new definition (see last page of this draft code). For regulatory purposes, it is treated the same as Cluster Housing.</p>
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Text and comments have been updated to reflect Planning Commission Direction from the 2/8/17 work session

<p>height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.</p> <p>I. Livestock and farm animals, subject to the provisions of Section 4.162.</p> <p>(.04) Uses permitted subject to Conditional Use Permit requirements:</p> <p>A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, sub-stations and pump stations.</p> <p>B. Commercial Recreation, including public or private clubs, lodges or meeting halls, golf courses, driving ranges, tennis clubs, community centers and similar commercial recreational uses. Commercial Recreation will be permitted upon a finding that it is compatible with the surrounding residential uses and promotes the creation of an attractive, healthful, efficient and stable environment for living, shopping or working. All such uses except golf courses and tennis courts shall conform to the requirements of Section 4.124(.04) (Neighborhood Commercial Centers).</p> <p>C. Churches; public, private and parochial schools; public libraries and public museums.</p> <p>D. Neighborhood Commercial Centers limited to the provisions of goods and services primarily for the convenience of and supported by local residents. Neighborhood Commercial Centers are only permitted where designated on an approved legislative master plan.</p> <p>(.05) Residential Neighborhood Zone Sub-districts:</p> <p>A. RN Zone sub-districts may be established to provide area-specific regulations that implement legislative master plans.</p> <p>1. For the Frog Pond West Neighborhood, the sub-districts are listed in Table 1 of this code and mapped on Figure 6 of the Frog Pond West Master Plan. The Frog Pond West Master Plan Subdistrict Map serves as the official</p>	<p>The Frog Pond Area Plan includes a neighborhood commercial center in the East Neighborhood, with the location subject to further study. This text would preclude a neighborhood commercial center in the West Neighborhood, which is consistent with the Area Plan.</p>
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subdistrict map for the Frog Pond West Neighborhood.

(.06) Minimum and Maximum Residential Units:

- A. The minimum and maximum number of residential units approved shall be consistent with this code and applicable provisions of an approved legislative master plan.
 - 1. For the Frog Pond West Neighborhood, Table 1 in this code and Frog Pond West Master Plan Table 1 establish the minimum and maximum number of residential units for the sub-districts.
 - 2. For parcels or areas that are a portion of a sub-district, the minimum and maximum number of residential units are established by determining the proportional gross acreage and applying that proportion to the minimums and maximums listed in Table 1. The maximum density on a parcel may be increased, up to a maximum of 10% of what would otherwise be permitted, based on an adjustment to an SROZ boundary that is consistent with 4.139.06.
- B. The City may allow a reduction in the minimum density for a sub-district when it is demonstrated that the reduction is necessary due to topography, protection of trees, wetlands and other natural resources, constraints posed by existing development, infrastructure needs, provision of non-residential uses, and similar physical conditions.

A “proportional acreage” method is used to determine the density requirements for a specific property. Additional density, up to 10%, is allowed for site-specific adjustments to the SROZ that comply with Section 4.139.06.

Table 1. Minimum and Maximum Dwelling Units by Sub-District in the Frog Pond West Neighborhood

Area Plan Designation	Frog Pond West Sub-district	Minimum	Maximum
		Dwelling Units in Sub-district	Dwelling Units in Sub-district
R-10 Large Lot Single Family	3	26	32
	7	24	30
	8	43	53
R-7 Medium	2	20	25

Table 1 reflects the revised sub-district map minimum and maximum densities exclusive of the primary school and neighborhood park sites.

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Lot Single Family	4	86	107
	5	27	33
	9	10	13
	11	46	58
R-5 Small Lot Single Family	1	66	82
	6	74	93
	10	30	38
Civic	12	0	7 ^a
Public Facilities (PF)	13	0	0

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

(.07) Lot Development Standards:

- A. Lot development shall be consistent with this code and applicable provisions of an approved legislative master plan.
- B. Lot Standards Generally. For the Frog Pond West Neighborhood, Table 2 establishes the lot development standards unless superseded or supplemented by other provisions of the Development Code.
- C. Lot Standards for Small Lot Sub-districts. The purpose of these standards is to ensure that development in the Small Lot Sub-districts includes: varied design that avoids homogenous street frontages, active pedestrian street frontages, and open space that is integrated into the development pattern.
Standards. Planned developments in the Small Lot Sub-districts shall include one or more of the following elements on each block:
 - 1. Alleys
 - 2. Residential main entries grouped around a common green or entry courtyard (e.g. cluster housing).
 - 3. Four or more residential main entries facing a pedestrian connection allowed by an applicable

No minimum development for civic area, added footnote.

Due to its size, Table 2 included at the end of the code.

These standards promote livability and compatibility in the Small Lot areas.

The reference to “pedestrian connection” here is the same as

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<p>legislative master plan.</p> <p>4. Garages recessed at least 4 feet from the front façade or 6 feet from the front of a front porch</p> <p>D. Lot Standards Specific to the Frog Pond West Neighborhood.</p> <p>1. Lots adjacent to Boeckman Road and Stafford Road shall meet the following standards:</p> <p>a. Rear or side yards adjacent to Boeckman Road and Stafford Road shall provide a wall and landscaping consistent with the standards in Figure 10 of the Frog Pond West Master Plan.</p> <p>2. Lots adjacent to the collector-designated portions of Willow Creek Drive and Frog Pond Lane shall not have driveways accessing lots from these streets, unless no practical alternative exists for access. Lots in Large Lot Sub-districts are exempt from this standard.</p> <p>(.08) Open Space:</p> <p>A. Purpose. The purposes of these standards for the Residential Neighborhood Zone are to:</p> <p>1. a. Provide light, air, open space, and useable recreation facilities to occupants of each residential development.</p> <p>2. b. Retain and incorporate natural resources and trees as part of developments.</p> <p>3. c. Provide access and connections to trails and adjacent open space areas.</p> <p>For Neighborhood Zones which are subject to adopted legislative master plans, the standards work in combination with, and as a supplement to, the park and open space recommendations of those legislative master plans. These standards supersede the Outdoor Recreational Area requirements in WC Section 4.113 (.01) and (02).</p> <p>B. Within the Frog Pond West Neighborhood, the following</p>	<p>used in the draft street cross-sections. Standard 4 provides flexibility for street facing garages that are recessed.</p> <p>This text is a simplified version of the standards in Section 4.113 (.01-.02).</p> <p>The Frog Pond West Master Plan provides about 27% of its area in “base” open space (SROZ, 2 parks, potential wetland retention). Private open space will be provided in the yards of Large and</p>
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<p>standards apply.</p> <ol style="list-style-type: none"> 1. Properties within the R-10 Large Lot Single Family subdistricts and R-7 Medium Lot Single Family subdistricts are exempt from the requirements of this section. If the Development Review Board finds, based upon substantial evidence in the record, that there is a need for open space, they may waive this exemption and require open space proportional to the need. 2. Properties within the R-5 Small Lot Single Family subdistricts, Open Space Area shall be provided in the following manner: <ol style="list-style-type: none"> a. Ten percent (10%) of the net developable area shall be in open space. Net developable area does not include land for non-residential uses, SROZ-regulated lands, streets and private drives, alleys and pedestrian connections. Open space must include at least 50% usable open space as defined by this Code and other like space that the Development Review Board finds will meet the purpose of this section. b. Natural resource areas such as tree groves and/or wetlands, and unfenced low impact development storm water management facilities, may be counted toward the 10% requirement at the discretion of the Development Review Board. Fenced storm water detention facilities do not count toward the open space requirement. Pedestrian connections may also be counted toward the 10% requirement. c. The minimum land area for an individual open space is 2,000 square feet, unless the Development Review Board finds, based on substantial evidence in the record, that a smaller minimum area adequately fulfills the purpose of this Open Space standard. d. The Development Review Board may reduce or waive the usable open space requirement in accordance with Section 4.118(.03). The Board shall consider substantial evidence regarding the following factors: the walking distance to usable open space adjacent to the subject property or within 	<p>Medium sized lots. Based on the above, no additional common open space is required for Large and Medium lots, as it is in the PDR zones.</p> <p>For Small Lot subdistricts, 10% common open space is required to: supplement the small yards; add variety to streetscapes; and, increase light and air to homes.</p> <p>The 10% standard may be revised or waived through the PDR waiver process in Section 4.118(.03). Waiver factors will be added to guide decision making, including: proximity to other open space; the amount of usable open space provided; and provision of “creative play” opportunities.</p> <p>A draft definition</p>
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<p>500 feet of it; the amount and type of open space available adjacent or within 500 feet of the subject property, including facilities which support creative play.</p> <p>e. The Development Review Board may specify the method of assuring the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.</p> <p>(.09) Block, access and connectivity standards:</p> <p>A. Purpose. These standards are intended to regulate and guide development to create: a cohesive and connected pattern of streets, pedestrian connections and bicycle routes; safe, direct and convenient routes to schools and other community destinations; and, neighborhoods that support active transportation and Safe Routes to Schools.</p> <p>B. Block, access and connectivity shall comply with adopted legislative master plans.</p> <p>1. Within the Frog Pond West Neighborhood, streets shall be consistent with Figure 17, Street Demonstration Plan, in the Frog Pond West Master Plan. The Street Demonstration Plan is intended to be guiding, not binding. Variations from the Street Demonstration Plan may be approved by the Development Review Board, upon finding that one or more of the following justify the variation: barriers such as existing buildings and topography; designated Significant Resource Overlay Zone areas; tree groves, wetlands, or other natural resources; existing or planned parks and other active open space that will serve as pedestrian connections for the public; alignment with property lines and ownerships that result in efficient use of land while providing substantially equivalent connectivity for the public; and/or, site design that provides substantially</p>	<p>of “useable open space” is included at the end of this code.</p> <p>A purpose statement has been added to help guide future decision making.</p>
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<p>equivalent connectivity for the public.</p> <p>2. If a legislative master plan does not provide sufficient guidance for a specific development or situation, the Development Review Board shall use the block and access standards in Section 4.124 (.06) as the applicable standards.</p> <p>(.010) <u>Signs.</u> Per the requirements of Sections 4.156.01 through 4.156.11 and applicable provisions from adopted legislative master plans.</p> <p>(.011) <u>Parking.</u> Per the requirements of Section 4.155 and applicable provisions from adopted legislative master plans.</p> <p>(.012) <u>Corner Vision Clearance.</u> Per the requirements of Section 4.177.</p>	<p>This provision makes the PDR standards the backstop if they are needed.</p> <p>The Planning Commission discussed parking in Small Lot subdistricts and determined the City's existing standards should be used, because: (1) Frog Pond West's "small" lots are 5000 square feet; and, (2) This lot size should not experience parking problems given the well-connected street grid with on-street spaces.</p>
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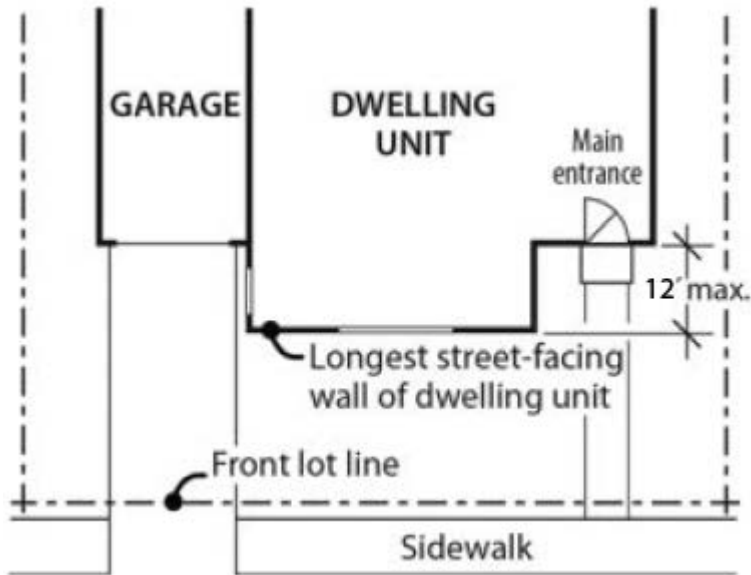
<p>(.013) Main Entrances</p> <p>A. Purpose</p> <ol style="list-style-type: none">1. Support a physical and visual connection between the living area of the residence and the street;2. Enhance public safety for residents and visitors and provide opportunities for community interaction;3. Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and4. Ensure a connection to the public realm for development on lots fronting both private and public streets by making the pedestrian entrance visible or clearly identifiable from the public street. <p>B. Location. At least one main entrance for each structure must:</p> <ol style="list-style-type: none">1. Be within 12 feet of the longest street-facing front wall of the dwelling unit; and2. Either:<ol style="list-style-type: none">a. Face the streetb. Be at an angle of up to 45 degrees from the street; orc. Open onto a porch. The porch must:<ol style="list-style-type: none">(1) Be at least 6 feet deep(2) Have at least one entrance facing the street; and(3) Be covered with a roof or trellis	<p>Together, these standards create a strong relationship between the front door, front yard, and street.</p>
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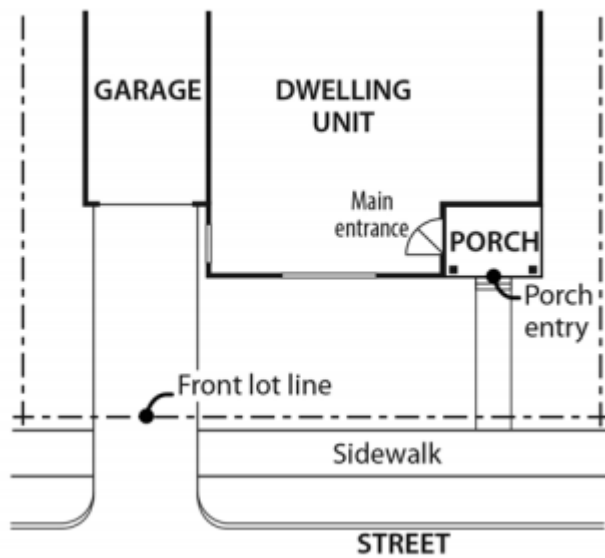


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Main Entrance Opening onto a Porch



(.014) Garages

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<p>A. Purpose</p> <ol style="list-style-type: none">1. Ensure that there is a physical and visual connection between the living area of the residence and the street;2. Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;3. Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;4. Provide for a pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and5. Enhance public safety by preventing garages from blocking views of the street from inside the residence. <p>B. Street-Facing Garage Walls</p> <ol style="list-style-type: none">1. Where these regulations apply. Unless exempted, the regulations of this subsection apply to garages accessory to residential units.2. Exemptions:<ol style="list-style-type: none">a. Garages on flag lots.b. Development on lots which slope up or down from the street with an average slope of 20 percent or more.3. Standards.<ol style="list-style-type: none">a. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. For duplexes, this standard applies to the total length of the street-facing facades. For all other lots and structures, the standards apply to the street-facing façade of each unit. For corner lots, this standard applies to only one street side of the lot. For lots less than 50 feet wide at the	
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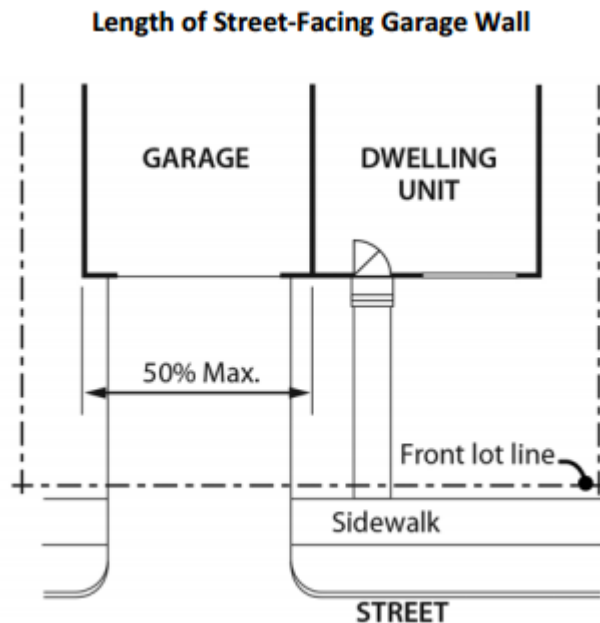
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<p>front lot line, the standard in (b) below applies.</p> <ul style="list-style-type: none">b. For lots less than 50 wide at the front lot line, the following standards apply:<ul style="list-style-type: none">i. The width of the garage door may be up to 50 percent of the length of the street-facing façade.ii. The garage door must be recessed at least 4 feet from the front façade or 6 feet from the front of a front porch.iii. The maximum driveway width is 18 feet.c. Where a dwelling abuts a rear or side alley, or a shared driveway, the garage shall orient to the alley or shared drive.d. Where three or more contiguous garage parking bays are proposed facing the same street, the garage opening closest to a side property line shall be recessed at least two feet behind the adjacent opening(s) to break up the street facing elevation and diminish the appearance of the garage from the street. Side-loaded garages, i.e., where the garage openings are turned away from the street, are exempt from this requirement.e. A garage entry that faces a street may be no closer to the street than the longest street facing wall of the dwelling unit. There must be at least 20 feet between the garage door and the sidewalk. This standard does not apply to garage entries that do not face the street.	
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(0.15) Residential Design Standards

A. Purpose. These standards:

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

B. Applicability. These standards apply to all facades facing streets, pedestrian connections, or elsewhere as required by this Code or the Development Review Board. Exemptions from these standards include: (1) Additions or alterations adding less than 50% to the existing floor area of the

These respond to testimony received at the September Planning Commission work session. In short, the requirements are:
 Windows – minimum 10% on street sides.
 Articulation – required.
 Detailed design – design “menu”, 5 of the listed elements.
 House plan variety

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<p>structure; and, (2) Additions or alterations not facing a street.</p> <p>C. Windows. Not less than 10 percent of the surface area of all street facing elevations. Windows used to meet this standard must provide views from the building to the street. Glass block does not meet this standard. Windows in garage doors count toward this standard.</p> <p>D. Articulation. Plans for residential buildings shall incorporate design features such as varying rooflines, offsets, balconies, projections (e.g., overhangs, porches, or similar features), recessed or covered entrances, window reveals, or similar elements that break up otherwise long, uninterrupted elevations. Such elements shall occur at a minimum interval of 30 feet on facades facing streets, pedestrian connections, or elsewhere as required by this Code or the Development Review Board. Where a façade governed by this standard is less than 30 feet in length, at least one of the above-cited features shall be provided.</p> <p>E. Residential Design Menu. Residential structures shall provide a minimum of five (5) of the design elements listed below. Where a design features includes more than one element, it is counted as only one of the five required elements.</p> <ul style="list-style-type: none"> a. Dormers at least three (3) feet wide. b. Covered porch entry – minimum 48 square foot covered front porch, minimum six (6) feet deep, and minimum of a six (6) foot deep cover. A covered front stoop with minimum 24 square foot area, 4 foot depth and hand rails meets this standard. c. Front porch railing around at least two (2) sides of the porch. d. Front facing second story balcony – projecting from the wall of the building a minimum of four (4) feet and enclosed by a railing or parapet wall. 	<p>– required.</p> <p>The menu is sourced from the City of Sandy. Staff at Sandy report that the standards are working well and resulting in good design.</p> <p>A clarification for small homes.</p>
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<ul style="list-style-type: none">e. Roof overhang of 16 inches or greater.f. Columns, pillars or posts at least four (4) inches wide and containing larger base materials.g. Decorative gables – cross or diagonal bracing, shingles, trim, corbels, exposed rafter ends, or brackets (does not include a garage gable if garage projects beyond dwelling unit portion of street façade).h. Decorative molding above windows and doors.i. Decorative pilaster or chimneys.j. Shakes, shingles, brick, stone or other similar decorative materials occupying at least 60 square feet of the street façade.k. Bay or bow windows – extending a minimum of 12 inches outward from the main wall of a building and forming a bay or alcove in a room within the building.l. Sidelight and/or transom windows associated with the front door or windows in the front door.m. Window grids on all façade windows (excluding any windows in the garage door or front door).n. Maximum nine (9) foot wide garage doors or a garage door designed to resemble two (2) smaller garage doors and/or windows in the garage door (only applicable to street facing garages).o. Decorative base materials such as natural stone, cultured stone, or brick extending at least 36 inches above adjacent finished grade occupying a minimum of 10 % of the overall primary street facing façade.p. Entry courtyards which are visible from, and connected directly to, the street. Courtyards shall have a minimum depth of 10 feet and minimum	
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<p style="text-align: center;">width of 80% of the non-garage/driveway building width to be counted as a design element.</p> <p>F. House Plan Variety. No two directly adjacent or opposite dwelling units may possess the same front or street-facing elevation. This standard is met when front or street-facing elevations differ from one another due to different materials, articulation, roof type, inclusion of a porch, fenestration, and/or number of stories. Where facades repeat on the same block face, they must have at least three intervening lots between them that meet the above standard. Small Lot developments over 10 acres shall include duplexes and/or attached 2-unit single family homes comprising 10% of the homes – corner locations are preferred.</p> <p>G. Prohibited Building Materials. The following construction materials may not be used as an exterior finish:</p> <p>a. Vinyl siding, wood fiber hardboard siding, oriented strand board siding, corrugated or ribbed metal, or fiberglass panels.</p>	
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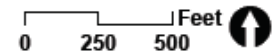
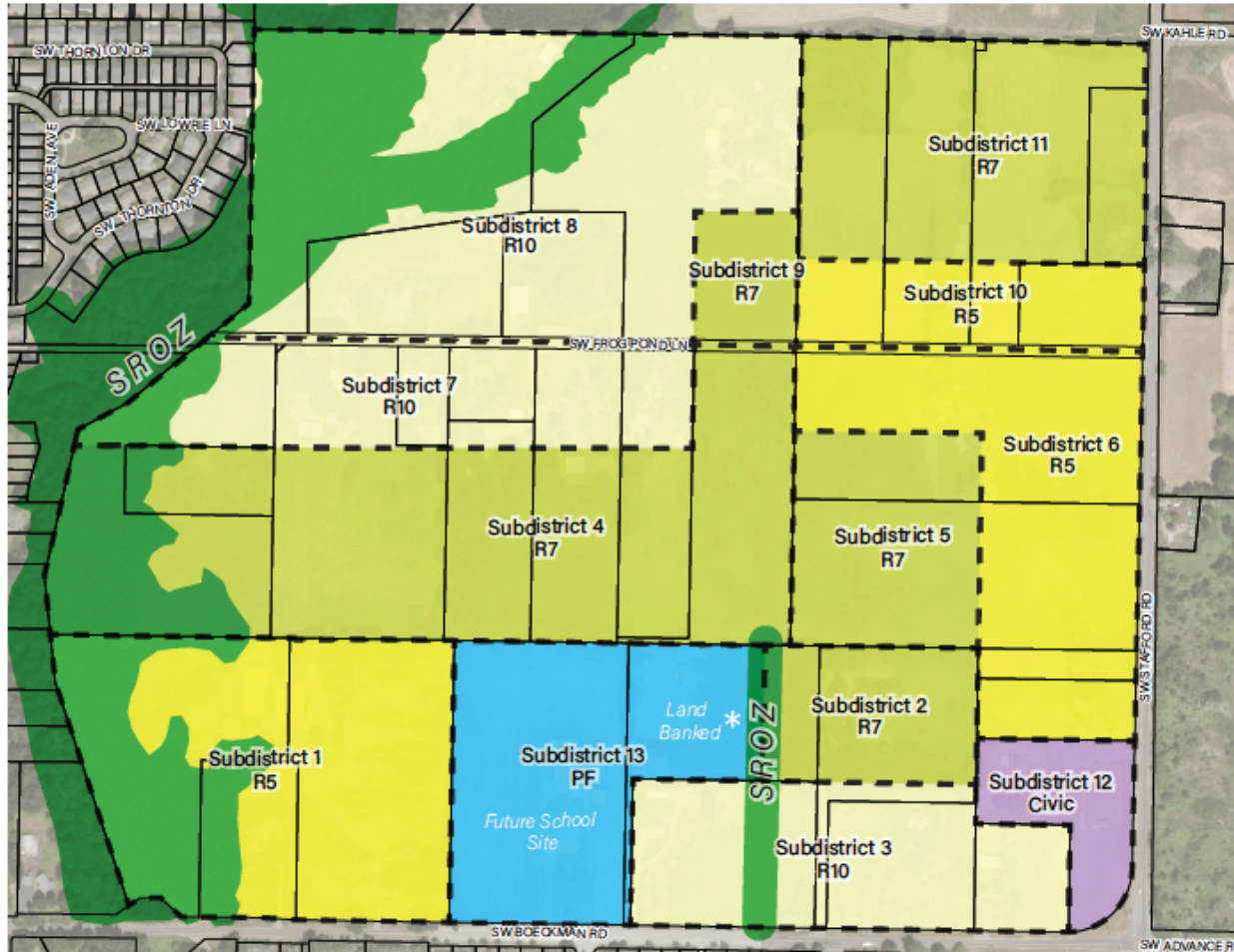
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- | | | | |
|--|-------------------------------|--|---|
| | R5 - Small Lot Single Family | | Public Facilities |
| | R7 - Medium Lot Single Family | | Civic |
| | R10 - Large Lot Single Family | | Significant Resources Overlay Zone (SROZ) |

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

Table 2: Neighborhood Zone Lot Development Standards

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Neighborhood Zone Sub-District	Min. Lot Size (sq.ft.)	Min. Lot Depth (ft.)	Max. Lot Coverage (%)	Min. Lot Width ^{G, H, J} (ft.)	Max. Bldg. Height (ft.)	Setbacks ^H				
						Front Min. (ft.)	Rear Min. (ft.)	Side Min. (note)	Garage Min Setback from Alley (ft.)	Garage Min Setback from Street ^K (ft.)
R-10 Large Lot Single Family	8000 ^A	60'	40% ^B	40	35	20 ^C	20	'	18 ^U	20
R-7 Medium Lot Single Family	6000 ^A	60'	45% ^B	35	35	15 ^C	15	'	18 ^U	20
R-5 Small Lot Single Family	4000 ^A	60'	60% ^B	35	35	12 ^C	15	'	18 ^U	20

- Notes: A May be reduced to 80% of minimum lot size where necessary to preserve natural resources (e.g. trees, wetlands) and/or provide active open space. Cluster housing may be reduced to 80% of minimum lot size.
- B On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%.
- C Front porches may extend 5 feet into the front setback.
- D The garage setback from alley shall be minimum of 18 feet to a garage door facing the alley in order to provide a parking apron. Otherwise, the rear or side setback requirements apply.
- F Vertical encroachments are allowed up to ten additional feet, for up to 10% of the building footprint; vertical encroachments shall not be habitable space.
- G May be reduced to 24' when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive or a public pedestrian access in a cluster housing development.
- H Front Setback is measured as the offset of the front lot line or a vehicular or pedestrian access easement line. On lots with alleys, Rear Setback shall be measured from the rear lot line abutting the alley.
- I On lots greater than 10,000 SF with frontage 70 ft. or wider, the minimum combined side yard setbacks shall total 20 ft. with a minimum of 10 ft. On other lots, minimum side setback shall be 5 ft. On a corner lot, minimum side setbacks are 10 feet.
- J For cluster housing with lots arranged on a courtyard, frontage shall be measured at the front door face of the building adjacent to a public right of way or a public pedestrian access easement linking the courtyard with the Public Way.
- K Duplexes with front-loaded garages are limited to one shared standard-sized driveway/apron.



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Amendments to Definitions needed to support the Frog Pond West Master Plan and Residential Neighborhood Zone

The following amendments to definitions address issues discussed to date for the Neighborhood Zone. As part of preparing the hearings-ready code amendments, the team will go through the entire code to identify amendments required to fully integrate the Neighborhood Zone.

Definition 53A - Cohousing

Cohousing: Cohousing is an intentional community of private homes clustered around a shared space, with design features to promote frequent interaction and close relationships. Cohousing can be comprised of a single housing type or a variety of housing types, as permitted by the base zone. Applicable regulations are determined by the base zone, specific housing types involved, and applicable regulations such as master plans.

Definition 175 – Neighborhood

Neighborhood: An urban sector of residential or multiple uses served by a network of pedestrian-friendly streets and alleys within approximately ¼ mile in radius. Neighborhoods are generally defined by arterial or collector streets and/or open space at their edges and may include a park or Neighborhood Commons at their center.

Definition 196A – Usable Open Space

Usable Open Space: Open Space that serves a planned recreational, active transportation, environmental education or relaxation purpose and is of sufficient size and shape for the intended purpose. Usable open space does not include land that is an apparently remnant tract or otherwise unusable or oddly shaped area.

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**WILSONVILLE CODE
PLANNING AND LAND DEVELOPMENT**

**CHAPTER 4
SECTIONS 4.000 – 4.035
ADMINISTRATION**

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53. Cluster Housing: Small lot detached single-family dwellings arranged in groups, with a courtyard(s) containing shared green space and a public access sidewalk easement.
54. Cohousing: Cohousing is an intentional community of private homes clustered around a shared space, with design features to promote frequent interaction and close relationships. Cohousing can be comprised of a single housing type or a variety of housing types, as permitted by the base zone. Applicable regulations are determined by the base zone, specific housing types involved, and applicable regulations such as master plans.
55. Commercial: Development having to do with retail, service, commercial recreation, and/or office uses.
56. Common Residential Areas.
- Areas shared in common by residents of buildings with three or more dwelling units, (i.e. common open space, play areas, trash receptacle areas, “common property” under a subdivision or partition declaration); and
 - Three or more open off-street stripped parking spaces, either abutting or within 10 feet of each other and not separated by a wall or other physical barrier between the two parking spaces, designated or set aside for use by the three or more dwelling units, regardless of whether the parking space is assigned for exclusive use of each dwelling unit or non-exclusively used by three or more dwelling units, and are either commonly owned or were developed for the purpose of serving the parking needs of “multiple dwellings” or multiple attached single-family dwellings, as defined in the Development Code. [Added by Ord. 649, 6/2/08]
57. Community Center: A structure for the social, cultural, and educational activities of an entire neighborhood or group of people having common rights, privileges, or interests, or living in the same place under the same laws and regulations.
58. Community Elements Book: A plan which is used to establish the type and location of community elements within the Village zone. Community elements may include lighting, site furniture, , bollards, trash receptacles, recycling receptacles, benches, bicycle racks, , and playground equipment. The Community Elements Book also includes a Street Tree Master Plan and Lighting Master Plan.
59. Community Housing: Dwellings developed as defined by ORS 426.502(2).
60. Collocation: The use or placement of two or more antenna systems or platforms by separate FCC license holders on a single support structure, transmission tower or building. [Added by Ord. #479, 5/19/97]
61. Commercial Nursery or Tree Farm. A plant or tree nursery or tree farm where trees are planted and grown on the premises for sale in the ordinary course of business, but not including commercial woodlots, or land that is designated or assessed as forest land for tax deferral purposes or managed for timber production.
62. Commercial Recreation: A planned development commercial center or complex of recreational and complimentary uses. Typical uses include miniature golf courses, bowling alleys, theaters, tennis and racquetball clubs, health spas, swim centers, pool

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168. Master Planner: A professional team selected by the City of Wilsonville and the State of Oregon in accordance with ORS 426.508 to master plan the area prescribed in DATELUP.
169. Master Signage and Wayfinding Plan: A plan that describes the design principles and standards of public and private signage and wayfinding elements within the Village zone.
170. Mixed Solid Waste: Solid Waste that contains recoverable or recyclable materials and materials that are not capable of being recycled or recovered for further use. [Amended by Ord. # 426 - April 4, 1994]
171. Mixed Use: A development in which a site or building provides more than one type of use, such as commercial and residential
172. Mobile Home: A structure constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, that is intended for human occupancy, and that was constructed between January 1, 1962, and June 15, 1976, and met the construction requirements of the Oregon mobile home law in effect at the time of construction. [Amended by Ord. #317, 11/4/87]
173. Modular Home: A structure intended for residential use that has sleeping, cooking and plumbing facilities and is constructed off-site in compliance with the Uniform Building Code (Oregon State Structural Specialty Code) and designed to be transported to a site for installation and/or assembly of modular components to form a permanent structure. [Amended by Ord. #317, 11/4/87].
174. Multiuse Pathway or Path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes. [Added by Ord. #719, 6/17/13.]
175. Native: As applied to any tree or plant, this term means indigenous to the northern Willamette Valley.
176. Neighborhood: An urban sector of [residential or](#) multiple uses served by a network of pedestrian-friendly streets and alleys within approximately ¼ mile in radius. Neighborhoods are [generally](#) defined by arterial or collector streets and/or open space at their edges and include a Neighborhood Commons [or park or civic use](#) at [or near](#) their center.
177. Mounting Height. The vertical distance between the lowest part of the luminaire and the ground surface directly below the luminaire. [Added by Ord. 649, 6/2/08]
178. Multi-family housing. Buildings or structures that contains three or more dwelling units used, intended, or designed to be built, used, rented, leased, let or hired out to be occupied, or that are occupied for living purposes, apartment houses, condominiums, congregate residences, townhouses and similar non-transient dwellings. [Added by Ord. 649, 6/2/08, amended by Ord. 682 9/9/10]
179. Nadir. The downward direction; exactly vertical, directly below a luminaire. [Added by Ord. 649, 6/2/08]

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lines have an identical angle relative to a line drawn east-west, or if the northern lot lines is less than 35 feet, then the northern lot line shall be a line 35 feet in length within the lot parallel with and at a maximum distance from the front lot line (see Figure 3: Northern Lot Line in Section 4.137).

190. North-south dimension: The length of a line beginning at the mid-point of the northern lot line and extending in a southerly direction perpendicular to the northern lot line until it reaches a property boundary (see Figure 4: North-South Dimension of the Lot in Section 4.137).
191. Office: A use category designating buildings commonly used as a workplace for professional or government functions.
192. Office Complex: A planned development commercial center or complex of administrative, professional and general office uses. Typical uses include governmental, financial, architectural, medical, dental, legal, real estate, accounting, insurance and general business offices.
193. Obtrusive Light. Glare and light trespass. [Added by Ord. 649, 6/2/08]
194. Office Complex - Technology. Applies to office uses in an industrial, typically high-technology, setting, including research and development, software or hardware development, telecommunication or data manipulation operations.

Typically in an industrial campus setting, Technology-Office Complexes are expected to generate less traffic than general office uses.

Technology-Office Complex is not intended to apply to general office uses such as medical offices, real estate sales offices, or similar operations that are more appropriately the predominate uses in non-industrial areas.
195. Official Map: The map established by the City Council on which the plan locations, particularly of streets, are indicated with detail and exactness so as to furnish the basis for property acquisition, building restrictions, building permits, zoning or other uses, the original -of which is on file in the office of the City Recorder.
196. Open Space: Land that is not covered by buildings, paving , or other hard surfaces, unless such hard surfaces are part of an approved landscape plan.
197. Open Space Area: A specific measurement. See Section 4.125(.08), Open Space.
198. Usable Open Space: [Open Space that serves a planned recreational, active transportation, environmental education or relaxation purpose and is of sufficient size and shape for the intended purpose. Usable open space does not include land that is an apparently remnant tract or otherwise unusable or oddly shaped area.](#)
199. Ornamentation: The details of shape, texture, and color that are deliberately added to a structure for decorative effect.
200. Outdoor Dining Area: A space designated for commercial dining, partially bounded by building walls, screening or property lines, but open to the sky, and open on at least one side to a street or public space.
201. Outdoor Living Area: Outdoor recreational area intended for the use of the residents of the development. In order to be considered "outdoor living area" it must be usable and accessible by the residents of the development.

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Code. These include applications for all of the following types of land use or development approvals:

- A. Class I and Class II Administrative Reviews, pursuant to Section 4.030;
- B. Stage I and Stage II Site Development Permits, pursuant to Section 4.035;
- C. Conditional Use Permits, pursuant to Section 4.184;
- D. Variances, pursuant to Section 4.196;
- E. Quasi-judicial zone changes, pursuant to Section 4.197;
- F. Changes to the text of Chapter 4, pursuant to Section 4.197;
- G. Quasi-judicial changes to the map or maps of the Comprehensive Plan, pursuant to Section 4.198;
- H. Changes to the text of the Comprehensive Plan, including adoption of new Plan elements or sub-elements, pursuant to Section 4.198;
- I. Subdivisions, condominium divisions, and land partitions, pursuant to Section 4.200;
- J. Expedited land divisions, pursuant to Section 4.232;
- K. Annexations, pursuant to Section 4.700; and
- L. Street vacations, pursuant to ORS 271 and Sections 4.031 and 4.032 of this Code.
- M. Specific Area Plans, preliminary Development Plans and Final Development Plans, pursuant to Section 4.125. (Added by Ord. 557 adopted 9/5/03)

(.02) Unique features of Wilsonville's development review processes. The Wilsonville Land Development and Planning Ordinance is structured and implemented differently than the Codes of most other cities. These differences are summarized below:

- A. Most of Wilsonville's vacant land (without active approved projects) is zoned RA-H, a Residential-Agricultural holding zone with a large minimum lot size. Properties in this holding zone must be rezoned to conform with the Comprehensive Plan as part of the planned development review process.
- B. If the subject property is over 2 acres in size, it must be zoned in one of the Planned Development categories, (PDR, PDC, PDI, [RN](#) etc.), or zoned for public use, before it can be developed.
- C. Some portions of a parcel may have development constraints because of such things as steep slopes, wetlands, wildlife habitat, hazard areas, or trees.
- D. In residential developments, at least 25% of the site area must be preserved as open space, unless otherwise provided for in a legislative master plan. Some of the site is also typically required to be recreational area. See Section 4.113 for more information on requirements for open space and recreational area in residential developments. For all projects, at least 15% of the net site area must be landscaped including vegetative plant materials.

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**WILSONVILLE CODE
PLANNING AND LAND DEVELOPMENT**

**CHAPTER 4 SECTIONS 4.100 – 4.141
ZONING**

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- (.05) The perimeter boundaries of the Official Zoning Map and the City are intended to be identical to each other at all times, except when properties have been annexed to the City and not yet zoned by the City. New developments in such areas shall require completion of the zone change process before proceeding.

Section 4.110. Zoning - Zones.

- (.01) The following Base Zones are established by this Code:
- A. Residential Agricultural H Holding, which shall be designated "RA-H".
 - B. Residential, which shall be designated "R".
 - C. Planned Development Residential, which shall be designated "PDR," and further divided into:
 - PDR-1
 - PDR-2
 - PDR-3
 - PDR-4
 - PDR-5
 - PDR-6
 - PDR-7.
 - D. Planned Development Commercial, which shall be designated "PDC," including PDC-TC (Town Center).
 - E. Planned Development Industrial, which shall be designated "PDI."
 - F. Public Facility, which shall be designated "PF."
 - G. Public Facility - Corrections, which shall be designated "PF-C."
 - H. Village, which shall be designated "V". (Added by Ord 557, adopted 9/5/03)
 - I. Residential Neighborhood, which shall be designated "RN". The RN zone is a Planned Development Residential zone. (Added by Ord _____, adopted _____/17)
- (.02) The following Overlay Zones, to be used in combination with the underlying base zones, are established by this Code.
- A. Solar-Friendly (S) overlay zone;
 - B. Screening and Buffering (SB) overlay zone;
 - C. Old Town (O) overlay zone;
- (.03) The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.
- (.04) The General Regulations listed in Sections 4.150 through 4.199 shall apply to all zones unless the text indicates otherwise.

Section 4.111. Zoning - Zone Boundary Lines.

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- (.01) Except where reference is made on said map to a street line, political boundary, section line, legal description, or other designated line by dimensions shown on said map or maps, the zone boundary lines are intended to follow property lines, lot lines, or centerlines of streets, private drives, alleys, streams, or railroads or the extension of such lines as they existed at the time of the adoption of this Code.
- (.02) Questions concerning the exact location of zone boundary lines shall be determined by the Planning Director, who may seek the advice of the City Attorney and/or Planning Commission in making the determination.
- (.03) Whenever any public way is vacated by official action as provided by law, the zone adjoining the side of such public way shall be automatically extended, depending on the side or sides to which such lands revert, to include the right-of-way thus vacated, which shall thenceforth be subject to all regulations of the extended zone or zones.

[Section 4.111 amended by Ord 682, 9/9/10]

Section 4.113. Standards Applying To Residential Developments In Any Zone.

- (.01) Outdoor Recreational Area in Residential Developments.

A. Purpose. The purposes of the following standards for outdoor recreational area are to provide adequate light, air, open space and usable recreational facilities to occupants of each residential development. Unless otherwise provided for by this code or a legislative master plan, outdoor recreational area shall be:

1. Designed with a reasonable amount of privacy balanced between indoor and outdoor living areas. Such outdoor recreational area shall be provided consistent with the requirements of this Section.
2. Recreational areas shall be provided in keeping with the needs of the prospective tenants and shall not be located in required yards, parking, or maneuvering areas, or areas that are inaccessible. Standards for outdoor recreational areas may be waived by the Development Review Board upon finding that the recreational needs of the residents will be adequately met through the use of other recreational facilities that are available in the area.
3. In mixed-use developments containing residential uses, the Development Review Board shall establish appropriate requirements for outdoor recreational area, consistent with this Section.
4. The Development Review Board may establish conditions of approval to alter the amount of required outdoor recreation area, based on findings of projected need for the development. Multi-family developments shall provide at least the following minimum recreational area:
 - a. For ten (10) or fewer dwelling units, 1000 square feet of usable recreation area;
 - b. For eleven (11) through nineteen (19) units, 200 square feet per unit;
 - c. For twenty (20) or more units, 300 square feet per unit.
5. Outdoor recreational area shall be considered to be part of the open space required in the following subsection.

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(.02) Open Space Area shall be provided in the following manner:

- A. In all residential subdivisions including subdivision portions of mixed use developments where (1) the majority of the developed square footage is to be in residential use or (2) the density of residential units is equal or greater than 3 units per acre, at least twenty-five percent (25%) of the area shall be in open space excluding streets and private drives. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations and usable open space such as public park area, tot lots, swimming and wading pools, grass area for picnics and recreational play, walking paths, and other like space. For subdivisions with less than 25% SROZ lands and those with no SROZ lands, the minimum requirement shall be ¼ acre of usable park area for 50 or less lots, ½ acre of usable park area for 51 to 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. Front, side and rear yards of individual residential lots shall not be counted towards the 25% open space.

Provided, however, where SROZ is greater than 25% of the developable area for any development, the development must also provide ¼ acre of usable park area for a development of less than 100 lots, and ½ acre of usable park area for a development of 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in alternative ways. Irrespective of the amount of SROZ, a development may not use phasing to avoid the minimum usable space requirement.

Multi-family developments shall provide a minimum of 25% open space excluding streets and private drives. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations, and outdoor recreational area as provided in 4.113(.01)(A)(1) through (5) [Amended by Ord. 589 8/15/05, Ord. 682, 9/9/10]

- B. Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.
- C. The Development Review Board may specify the method of assuring the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.

(.03) Building Setbacks (for Fence Setbacks, see subsection .08). The following provisions apply unless otherwise provided for by the Code or a legislative master plan.

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- (.09) Corner Vision: Vision clearance shall be provided as specified in Section 4.177, or such additional requirements as specified by the City Engineer.
- (.10) Prohibited Uses:
- A. Uses of structures and land not specifically permitted in the applicable zoning districts.
 - B. The use of a trailer, travel trailer or mobile coach as a residence, except as specifically permitted in an approved RV park.
 - C. Outdoor advertising displays, advertising signs, or advertising structures except as provided in Sections 4.156.05, 4.156.07, 4.156.09, and 4.156.10.
- (.11) Accessory Dwelling Units.
- A. Accessory Dwelling Units, developed on the same lot as the detached or attached single-family dwelling to which it is accessory, shall be permitted outright, subject to the standards and requirements of this Section.
 - B. Standards
 - 1. One Accessory Dwelling Unit per lot shall be no greater than 800 square feet with not more than two bedrooms, unless the size and density of ADUs are otherwise provided in an adopted [legislative master plan or](#) Neighborhood Plan or Stage II Development Plans. Larger units shall be subject to standards applied to duplex housing.
 - 2. Accessory Dwelling Units may be either attached or detached, but are subject to all zone standards for setbacks, height, and lot coverage, unless those requirements are specifically waived through the Planned Development waiver or Variance approval processes.
 - 3. This Section applies to residential developments in PD-R, R, RA-H, or Village zones.
 - 4. Where an Accessory Dwelling Unit is proposed to be added to an existing residence and no discretionary land use approval is being sought (e.g., Planned Development approval, Conditional Use Permit approval, etc.) the application shall require the approval of a Class I Administrative Review permit. Application for duplex construction shall be subject to the density standards of the zone in which it is located, or as otherwise provided in a Neighborhood Plan or Stage II/Final Development Plan.
 - 5. Authorization to develop Accessory Dwelling Units does not waive Building Code requirements. Increased firewalls or building separation may be required as a means of assuring adequate fire separation from one unit to the next. Applicants are encouraged to contact, and work closely with, the Building Division of the City's Community Development Department to assure that Building Code requirements are adequately addressed.
 - 6. The Accessory Dwelling Unit must be of substantially the same exterior design and architecture (i.e. siding, windows, doors and roofing materials) as the primary dwelling unit on the property.

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- (.02) Underground Utilities shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.
- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. minimum lot area;
2. lot width and frontage;
3. height and yard requirements;
4. lot coverage;
5. lot depth;
6. street widths;
7. sidewalk requirements;
8. height of buildings other than signs;
9. parking space configuration and drive aisle design;
10. minimum number of parking or loading spaces;
11. shade tree islands in parking lots, provided that alternative shading is provided;
12. fence height;
13. architectural design standards;
14. transit facilities; and
15. On-site pedestrian access and circulation standards; and
16. Solar access standards, as provided in section 4.137.

17. Open space in the Residential Neighborhood zone.

[Amended by Ord. #719, 6/17/13.]

B. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:

1. open space requirements in residential areas, except that the Board may waive or reduce open space requirements in the Residential Neighborhood zone. Waivers in compliance with 4.127 (.08) (B)(2)(d).;
2. minimum density standards of residential zones. The required minimum density may be reduced by the Board in the Residential Neighborhood zone in compliance with 4.127 (.06) B;
3. minimum landscape, buffering, and screening standards;

C. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of

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P. FDP Approval Criteria

1. An application for approval of a FDP shall be subject to the provisions of Section 4.421.
2. An application for an FDP shall demonstrate that the proposal conforms to the applicable Architectural Pattern Book, Community Elements Book, Village Center Architectural Standards and any conditions of a previously approved PDP. [Section 4.125(.18)(P)(2) amended by Ord. No. 595, 9/19/05.]

(.19) Expiration of SAP, PDP and FDP Approvals

A SAP approval shall not expire. A PDP or FDP approval shall expire two years after its approval date, if substantial development has not occurred on the property prior to that time. Provided, however, that the Development Review Board may extend these expiration times for up to three (3) additional periods of not more than one (1) year each. Applicants seeking time extensions shall make their requests in writing at least thirty (30) days in advance of the expiration date. Requests for time extensions shall only be granted upon a showing that the applicant has in good faith attempted to develop or market the property in the preceding year or that development can be expected to occur within the next year. For purposes of this section, "substantial development" is deemed to have occurred if the subsequently-required development approval, building permit or public works permit has been submitted for the development, and the development has been diligently pursued, including the completion of all conditions of approval established for the permit.

- (.20) Adherence to Approved Plan and Modification Thereof: The applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a FDP. The approved FDP and phase development sequence shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved FDP may be approved by the Planning Director if such changes are consistent with the purposes and general character of the approved development plan. All other modifications, excluding revision of the phase development sequence, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements. [Section 4.125(.20) amended by Ord. No. 587, 5/16/05.]

- (.21) In the event of a failure to comply with the approved FDP, or any prescribed condition of approval, including failure to comply with the phase development schedule, the Development Review Board may, after notice and hearing, revoke a FDP. General economic conditions that affect all in a similar manner may be considered as a basis for an extension of a development schedule.

[Section 4.125 V-Village Zone, added by Ord 557, adopted 9/5/03.]

Section 4.127 RN – Residential Neighborhood Zone

Placeholder for RN Zone text

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D. Development within Public Facility zones shall comply with applicable provisions of adopted legislative master plans.

(.09) Block and access standards:

The PF zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.03).

Section 4.136.5. PF-C – Public Facility – Corrections Zone.

(.01) Purpose: The PF-C zone is intended to be applied to lands that have been, or are being, acquired for use and development of corrections facilities and related accessory uses and facilities.

(.02) Uses Permitted Outright

A. Municipal or Governmental Service Building, subject to the site design review standards of Section 4.400.

B. Prisons and other correctional facilities, subject to the site design review standards of Section 4.400.

(.03) Uses subject to a the granting of a Conditional Use Permit:

A. Public parks, trails, or pathways.

B. Water treatment plant and storage reservoir.

C. Military bases or offices, including armories.

(.04) Dimensional Standards:

A. Minimum Lot Size: One (1) Acre. The minimum lot area may be reduced upon a finding that the resulting parcel is compatible with the adjoining property in that it does not impair the development of any adjoining property, does not adversely affect the value of adjoining property, and does not adversely affect the public health, safety, or welfare.

B. Minimum building setbacks, all sides: One hundred (100) feet.

C. Maximum height: Forty-five (45) feet.

(.05) Off-Street Parking Requirements: As provided in Section 4.155.

(.06) Signs: As provided in Sections 4.156.01 through 4.156.11. [Amended by Ord. No. 704, 6/18/12]

(.07) Corner Vision: As provided in Section 4.177

(.08) Special Regulations:

A. All principal and conditional uses shall be subject to Section 4.400 through 4.450 (Site Design Review) of the Wilsonville Code.

B. As part of either a permitted or conditional use, the Development Review Board may review and approve a Master Plan for an entire development or area subject to Section 4.140 (Planned Development Regulations) of the Wilsonville Code.

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6. To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.
7. To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.
8. To allow flexibility and innovation in adapting to changes in the economic and technological climate.

(.02) Lot Qualification.

- A. Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.
- B. Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD" or specifically defined as a PD zone by this code. All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code. Smaller sites may also be developed through the City's PD procedures, provided that the location, size, lot configuration, topography, open space and natural vegetation of the site warrant such development.

(.03) Ownership.

- A. The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.
- B. Unless otherwise provided as a condition for approval of a Planned Development permit, the permittee may divide and transfer units or parcels of any development. The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.

(.04) Professional Design.

- A. The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.
- B. Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:
 1. An architect licensed by the State of Oregon;
 2. A landscape architect registered by the State of Oregon;
 3. An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience

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(.07) Preliminary Approval (Stage One):

- A. Applications for preliminary approval for planned developments shall:
1. Be made by the owner of all affected property or the owner's authorized agent; and
 2. Be filed on a form prescribed by the City Planning Department and filed with said Department.
 3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.
 4. State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.
- B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:
1. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.
 2. Topographic information as set forth in Section 4.035
 3. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre. Developments within the RN zone shall show how the proposed number of units complies with the applicable maximum and minimum provisions of the RN zone.
 4. A stage development schedule demonstrating that the developer intends receive Stage II approval within two (2) years of receiving Stage I approval, and to commence construction within two (2) years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.
 5. A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.
 6. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.
 7. Statement of anticipated waivers from any of the applicable site development standards.
- C. An application for a Stage I approval shall be considered by the Development Review Board as follows:
1. A public hearing as provided in Section 4.013.
 2. After such hearing, the Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and may approve or disapprove the application and the accompanying preliminary development plan or require

Memorandum



6/9/2017

To: Wilsonville City Council
Cc: Chris Neamtzu
From: Joe Dills and Andrew Parish, Angelo Planning Group
Re: Revision List - Frog Pond Master Plan Adoption Documents

OVERVIEW

At the conclusion of the Planning Commission’s March 8, 2017 public hearing, the Commission voted unanimously to recommend adoption of the Frog Pond Master Plan and related amendments to the Wilsonville Comprehensive Plan and Development Code. The recommended documents and amendments include:

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

This memorandum describes proposed final revisions to the above-listed documents for consideration by the Council. The revisions capture recommendations from the Planning Commission, revisions proposed by the project team, and minor semantic and formatting revisions.

Staff recommends that the Council’s motion to adopt the Frog Pond West package include reference to the revisions described below, and any others the Council may wish to vote on. With this direction, staff will update the documents and attach them to the final ordinance for second reading.



REVISIONS

Revisions to Frog Pond West Master Plan Report

- MP1.** Revise Appendix A – Acknowledgements, as shown in the attachment to this memo. (As directed by the Planning Commission)
- MP2.** Revise Appendix C – Acreage and Density Calculations, Table 3. For Sub-district 3, delete the R-3 designation and replace with R-10. (As directed by the Planning Commission)
- MP3.** Revise pages 95-96, Infrastructure Funding Plan text, with the attached text. (As directed by the Planning Commission. The principle of equitable distribution has been added to the purpose text.)
- MP4.** Replace Appendix D – Infrastructure Funding Plan. The draft plan dated March 1, 2017 will be replaced with the final plan approved by the Council.
- MP5.** Revise pages 77-79 – Public Lighting Plan, regarding Collector Gateway lighting, to delete the references (in text and the map) to Collector Gateway lighting. Staff has determined that it is not beneficial to have a unique light standard (which requires different materials, storage, etc.) that is applied in a very small area.
- MP6.** Throughout the document, change the term “Linear Park” to “Trailhead Park.”
- MP7.** Revise pages 38-39 – Boeckman and Stafford Road Frontages, to include text and graphics for the attached “Boeckman and Stafford Road Wall Guidelines

Revisions to Development Code

- C1.** Revise 4.127 (.07) (C) to read as below. This is a semantic clarification.

“Lot Standards for Small Lot Sub-districts. The purpose of these standards is to ensure that development in the Small Lot Sub-districts includes varied design that avoids homogenous street frontages, creates active pedestrian street frontages, and has open space that is integrated into the development pattern.”
- C2.** Revise Table 2 to establish 6,000 square feet as the minimum lot size for duplex lots.

Global Changes to All Documents

- G1.** Revise dates to match the date of the adoption ordinance.
- G2.** Correct minor semantic, formatting, and graphic issues.



Proposed replacement text:

APPENDIX A – ACKNOWLEDGEMENTS

PLANNING COMMISSION

- Jerry Greenfield, Chair
- Peter Hurley
- Al Levit
- Marta McGuire*
- Kamran Mesbah
- Phyllis Millan
- Eric Postma
- Simon Springall

CITY COUNCIL

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

CITY STAFF

- Steve Adams, Engineering Manager
- Miranda Bateschell, Planning Manager
- Tami Bergeron, Planning Administrative Assistant
- Amanda Guile-Hinman, Assistant City Attorney
- Barbara Jacobson, City Attorney
- Mike Kohlhoff, City Attorney**
- Nancy Kraushaar, Community Development Director

* Former Member

**Former City employee

- Katie Mangle, Long-range Planning Manager**
- Mike McCarty, Parks and Recreation Director
- Chris Neamtzu, Planning Director
- Dan Pauly, Senior Planner
- Kerry Rappold, Natural Resources Manager
- Stan Sherer, Parks and Recreation Director**
- Linda Straessle, Planning Administrative Assistant**

CONSULTANT TEAM

Angelo Planning Group

- Joe Dills, AICP, Project Manager
- Andrew Parish, AICP, Planner
- Kyra Schneider, Assistant Planner

DKS Associates

- Scott Mansur, P.E., PTOE

Leland Consulting Group

- Brian Vanneman, Principal
- Andy Parks, Gel Oregon

Walker Macy

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



Proposed Replacement Text:

INFRASTRUCTURE FUNDING PLAN

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

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

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

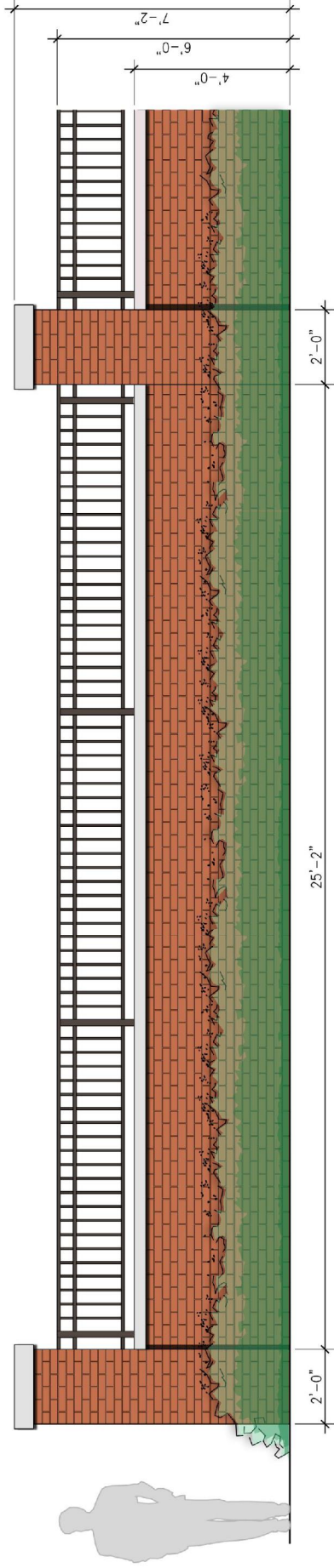
1. Boeckman Road, including sanitary sewer
2. Stafford Road, including sanitary sewer and water
3. Neighborhood Park
4. Trailhead Park
5. Boeckman Trail
6. Boeckman Bridge

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

- Wilsonville's current policy is described regarding the typical obligation of developers and the City's role in funding infrastructure.
- The plan recommends an overall preferred strategy to establish a supplemental fee for selected projects that will provide needed revenue and distribute costs equitably across Frog Pond West. The fee is needed to generate funds for Boeckman Road (with utilities), Stafford Road (with utilities), and the Neighborhood Park. These projects have costs that exceed the ability of the relatively small developments in Frog Pond West to carry individually.
- The strategy for funding Boeckman Road includes:
 - The City will lead the construction of Boeckman Road improvements
 - A preference for as few phases as possible
 - City funding for the southern half of the road
 - Equitable distribution and reimbursement of costs
 - Coordination of the western portion of the road with the future Boeckman Bridge replacement
 - Funds may be sourced from all applicable fees
 - Phase 1 construction may be deferred to a time-certain date



- Development agreements will be the implementing instruments and will be established at the time of annexation
- The preferred funding strategy for Stafford Road includes the same elements as Boeckman Road, except for the southern-half funding and coordination with Boeckman Bridge. If Frog Pond's East and South neighborhoods are added to the Urban Growth Boundary, the Stafford Road improvements and funding will be coordinated with those additional areas.
- The preferred funding strategy for the Neighborhood Park includes funding from supplemental fees and acquisition of land as a first priority, working proactively with the School District.
- Optional strategies for funding Boeckman Bridge are described, including a supplemental fee that is based on the proportional share of traffic that Frog Pond West will contribute to the Bridge (about 9% of total traffic), and combining local funds from the supplemental fee with a citywide source such as Urban Renewal. The amount of the local share will vary depending on how much money is available from the city-wide share, so options are provided in the plan.
- Funding for the Trailhead Park and Boeckman Trail will come from Parks System Development Charges. These two projects are identified in the Wilsonville Park and Recreation Master Plan and are eligible for full funding through SDCs.



Corner Plan:



Conceptual corner plan at Boeckman-Willow Creek Drive intersection

Landscape Notes:



Corner of Willow Creek Drive

- Formal planting bed
- Seasonal color
- Entry 'statement'
- Low plantings
- No lawn
- Frame wall 'arc'

Frog Pond West: Infrastructure Funding Plan

Date June 8, 2017
To Chris Neamtzu, City of Wilsonville
From Andy Parks, GEL Oregon
Brian Vanneman, Leland Consulting Group
Joe Dills, Angelo Planning Group



Introduction

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

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

This plan is based on analysis of funding options and discussions with developers and property owners, and is intended to be adopted as part of the final Frog Pond West Master Plan.

Project Summary

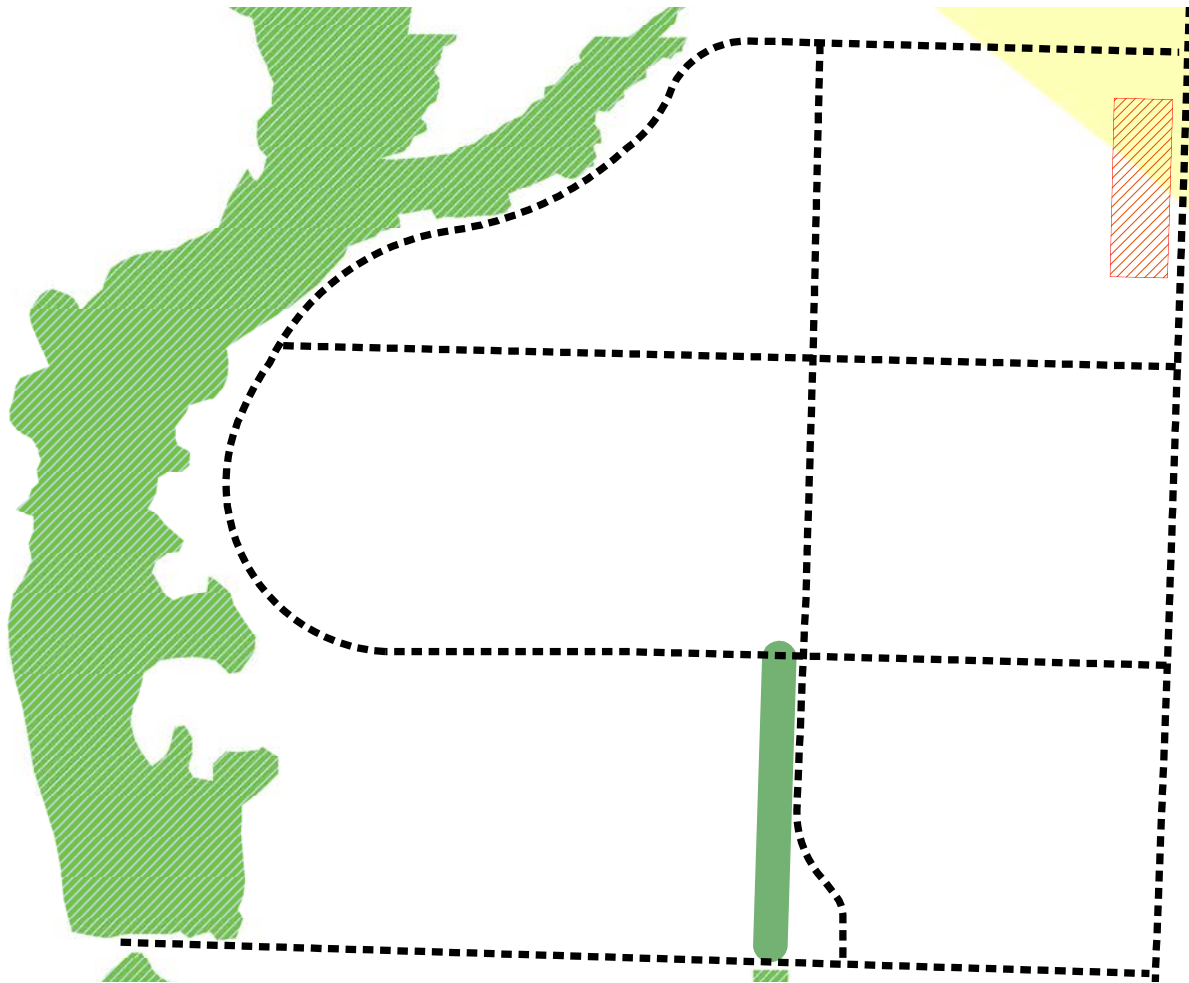
The Frog Pond West planning area, shown in Figure 1 below, is approximately 180 acres in total, with approximately 150 acres outside of the natural resource areas shown in green. The Master Plan area includes the following general attributes, which influence this funding plan:

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

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

Figure 1. Frog Pond West

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



Infrastructure Summary

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

- **Off-site Infrastructure** includes large projects that serve the broader community, are funded through Systems Development Charges (SDCs) generated by development throughout the City and through other City resources, and are generally located outside of the 180-acre boundary of Frog Pond West. Examples include:
 - Memorial Park pump station
 - Boeckman Creek sanitary sewer trunk line
 - West side water reservoir (funding pending)
 - Boeckman Bridge (the potential Frog Pond West contribution is summarized below)

- **On-site Infrastructure** includes local projects which serve individual properties. The costs of these projects are funded by individual developers. Examples include:
 - Local streets and sidewalks
 - Sanitary sewer lines
 - Water lines
 - Stormwater management
- **Master Plan Infrastructure** is the focus of this Funding Plan. Master Plan infrastructure differs from the above because it typically:
 - Crosses multiple property ownerships
 - May be too large and expensive for any single developer to complete
 - May have geographically concentrated costs (e.g. a park on a single property), but benefits all of Frog Pond West
 - May be adjacent to or within Frog Pond West development parcels

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

Master Plan Projects

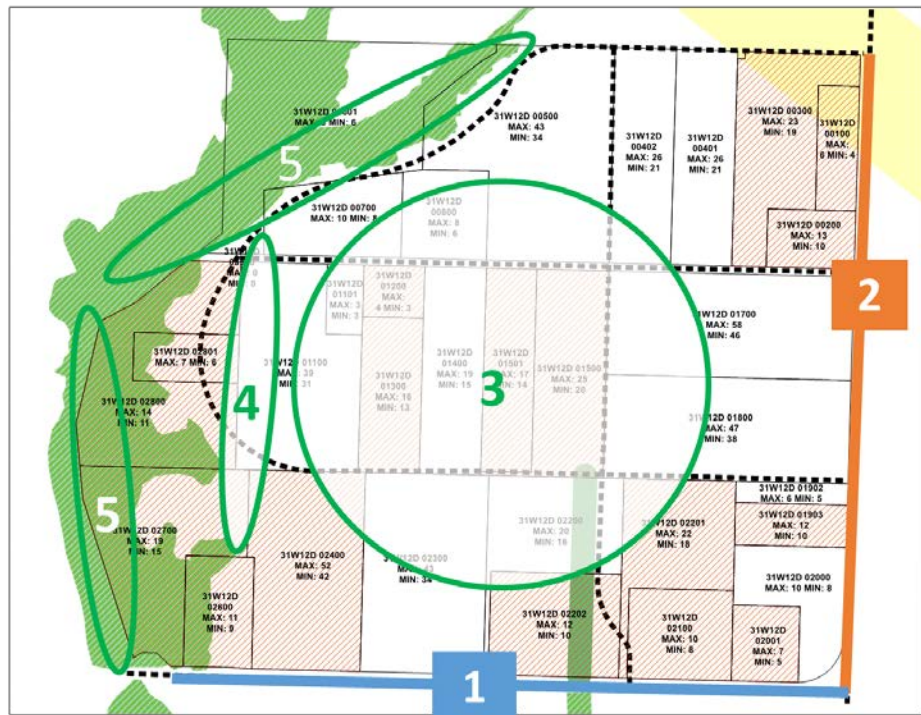
This Funding Plan focuses on funding strategies for the following five key Master Plan projects, which are conceptually represented in the adjacent figure:

1. Boeckman Road, including sanitary sewer
2. Stafford Road, including sanitary sewer and water
3. Neighborhood Park
4. Trailhead Park
5. Boeckman Trail

In addition, this Funding Plan specifically addresses one off-site infrastructure facility, due to its location adjacent to Frog Pond West:

- Boeckman Bridge

Figure 2. Map of Master Plan Projects



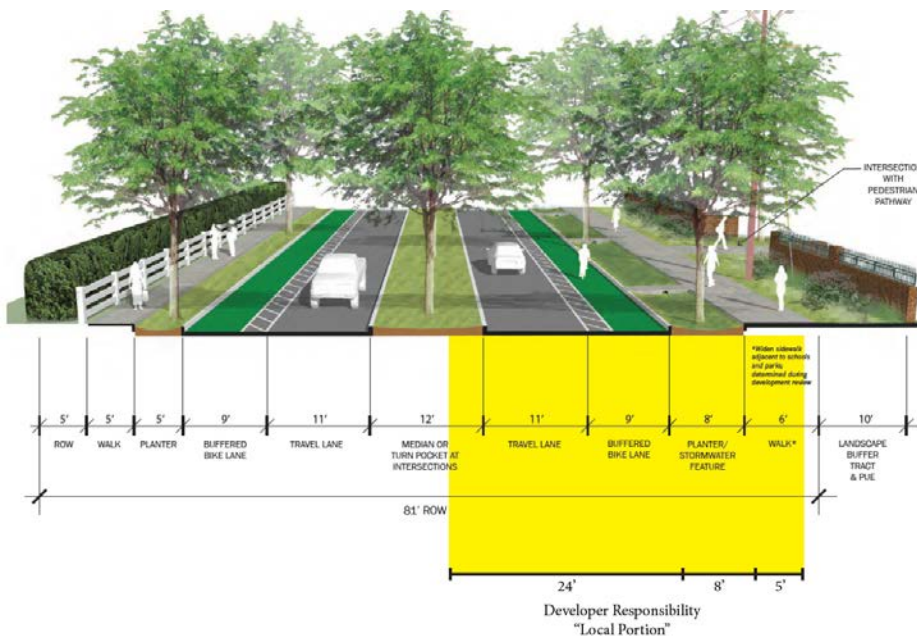
Current City Policy

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

- Developers pay for the “local portion” of infrastructure required to serve their developments. For example, the local portion of Boeckman Road is shown below in Figure 3 as the yellow highlighted portion of the road. Typically, this is the first 24 feet of roadway from face of curb, plus planter strips and sidewalks, and including the pavement and road base associated with the local street standard, and water and sewer lines up to 8” in size.
- Developers also pay for the “oversize portion” (infrastructure that exceeds the minimum required), and then receive credits against SDCs due (“SDC credits”).
- Where necessary, the City may pay for infrastructure elements that are:
 - Identified by existing adopted citywide infrastructure master plans (e.g. the Transportation System Plan or Parks and Recreation Master Plan) and included in the City’s five-year Capital Improvement Program (CIP); and
 - Abutting already-developed areas (e.g. the component of Boeckman Road that fronts the Arbor Crossing neighborhood to the south) and therefore not the responsibility of Frog Pond developers.
- The City may implement a variety of tools to facilitate and coordinate infrastructure delivery including SDCs and SDC credits, a supplemental fee, reimbursement districts/agreements, Local Improvement Districts (LIDs), development agreements, etc.

In addition to SDCs and SDC credits, a supplemental fee is the primary funding tool recommended for Frog Pond West and is described further below.

Figure 3. Boeckman Road, including developer responsibility/local portion



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

Infrastructure Cost Allocation-Current City Policy

The total cost of the five Master Plan infrastructure projects and the Boeckman Bridge is allocated to different parties under *current* City policy as follows. Recommendations for how these current policies should be adjusted to fit specific conditions in Frog Pond begin on page 6.

1. Boeckman Road (including sanitary sewer)
 - a. Southern Portion of Boeckman Road
 - i. The City will pay for the construction of the southern portion of Boeckman Road, which is identified in the City's Transportation System Plan (TSP) as a "higher priority project."
 - b. Northern Portion of Boeckman Road
 - i. Current City policy states developers along Boeckman Road are responsible to develop their "local portion" of Boeckman Road (see Figure 3 above). Since most of the relevant Boeckman Road frontage and in-street utilities serve Frog Pond West, developing the "local portion" of the north side of Boeckman Road is the responsibility of the adjacent developers.
 - ii. Also under current City policy, developers may receive SDC credits for constructing the remainder of the north side of Boeckman Road, which exceeds the "local portion" of the road.
 - iii. Any oversizing of sanitary sewers installed by the developers along the northern portion of Boeckman Road is also subject to SDC credits.
 - c. Alternative strategies for funding Boeckman Road are outlined on page 6.
2. Stafford Road (including sanitary sewer and water)
 - a. Western Portion of Stafford Road
 - i. As with the northern portion of Boeckman Road, developers in Frog Pond West developing adjacent to Stafford Road are responsible for the "local portion" of Stafford Road, including sanitary sewer and water. Any oversizing can be compensated through SDC credits.
 - b. Eastern Portion of Stafford Road
 - i. Under current City policy, the "local portion" of the east side of Stafford Road will be the responsibility of the developers of Frog Pond East adjacent to Stafford Road.
 - c. Alternative strategies for funding Stafford Road are outlined on page 10.
3. Neighborhood Park
 - a. The cost of the Neighborhood Park is the responsibility of developers within Frog Pond West because the City's Comprehensive Plan, the Parks and Recreation Master Plan, and the Parks SDC methodology require the cost of neighborhood parks to be the responsibility of the local neighborhood, and not borne by the entire City. Strategies for funding the Neighborhood Park Road are outlined on page 10.
4. Trailhead Park
 - a. The cost of the Trailhead Park is accounted for in the Parks SDC and is included in the Parks and Recreation Master Plan, and so does not require any contribution from developers beyond the standard Parks SDC.

5. Boeckman Trail
 - a. Along with the Trailhead Park, the Boeckman Trail is accounted for in the Parks SDC and is included in the Parks and Recreation Master Plan, and so does not require any contribution from developers beyond the standard Parks SDC.
6. Boeckman Bridge
 - a. Frog Pond West's costs for Boeckman Bridge are allocated based on the neighborhood's traffic demand (average daily trips or ADT). Strategies for funding Boeckman Bridge are outlined on page 11.

Master Plan Infrastructure Funding Strategies

Master Plan infrastructure such as Boeckman and Stafford Roads will need to be improved across many properties, and are likely too large and expensive for any single developer to complete alone. Therefore, in order to realize the goals of the Frog Pond Area Plan and the Master Plan, the City has a role to play in coordinating the provision and funding of that infrastructure. The sections below describe strategies for funding the four projects that either exceed the ability of an individual developer to fund, do not have any identified funding source, or would be only partially funded by known sources. Those four projects are: (1) the northern portion of Boeckman Road; (2) the western portion of Stafford Road; (3) the Neighborhood Park; and (4) Boeckman Bridge.

Overall Preferred Strategy: Establish a Supplemental Fee to Distribute Costs Equitably

As described above, existing City policy would require funding for Master Plan infrastructure to generally be borne by developers. This Funding Plan proposes a variation on that policy in which the funding for specified projects would be: (1) borne by all new development in Frog Pond West through an equitable distribution of the costs on an equivalent dwelling unit (EDU) basis; and (2) collected through a supplemental fee that applies to new development. The supplemental fee will generate funds for three projects: Boeckman Road (including sanitary sewer improvements); Stafford Road (including water and sanitary sewer improvements); and the Neighborhood Park. (The funding for Boeckman Bridge is described further below, and includes a separate, dedicated supplemental fee for the bridge.)

The supplemental fee will create revenue that is fungible for use across different Master Plan infrastructure projects so that the timing of project construction would be as flexible as possible. The supplemental fee is a different funding instrument than a supplemental SDC or reimbursement district fee; however, the City retains the option of using those tools if desired.

Figure 4 below summarizes the Frog Pond West supplemental fee, including associated projects, preliminary cost estimates, and allocation per equivalent dwelling unit (EDU). The City reserves the right to complete additional infrastructure design and engineering analysis, which may result in changes to the cost estimates below.

Figure 4. Frog Pond West Estimated Supplemental Fee: Preliminary Cost Estimates and Allocation

All costs shown assume that projects will be built by the City, and therefore public-sector construction cost estimates are used. Additional notes regarding EDUs and costs are below.

Projects	Total Project Cost Public Sector Construction	Oversize Components (City CIP)	City Share	Net Project Cost to Recover (rounded)	Number of EDUs	Allocation per EDU	Admin Overhead 12.0%	Total Allocation per EDU
Boeckman Rd	3,747,161	122,986	2,026,941	1,597,000	538	2,970	356	3,326
Boeckman Rd sanitary sewer	690,625	265,756	-	425,000	490	870	104	974
Stafford Rd	2,585,548	439,544	-	2,146,000	538	3,990	479	4,469
Stafford Rd sanitary sewer	213,281	20,312	-	193,000	490	390	47	437
Stafford Rd water	365,625	71,094	-	295,000	472	630	76	706
Neighborhood parks	2,407,221	-	-	2,407,000	457	5,270	632	5,902
Total	10,009,461	919,692	2,026,941	7,063,000		14,120	1,694	15,814

EDUs. An EDU is an approximation of the infrastructure demand generated by one dwelling unit, and is useful since EDUs can also be estimated for non-residential (e.g. school, commercial, or industrial) development. In the case of the Neighborhood Park, costs are allocated across 457 EDUs in Frog Pond West, which is 80 percent of the 571 total homes allowed in the Master Plan, and accounts for a potential 20 percent “underbuild.” Assuming that 80 percent or more of the allowed homes in Frog Pond West are built, they will generate adequate supplemental fees for the Neighborhood Park, along with the other Master Plan infrastructure projects. In the case of other infrastructure elements (roads, sewer, water), the proposed school will generate infrastructure demand in addition to demand from residential development. For that infrastructure, the City and project team have estimated school demand (in EDUs) based on comparable past projects, and added this to the housing demand. Therefore, the road, sanitary sewer, and water projects are allocated across a greater number of EDUs.

Notes regarding costs. The cost estimates in Figure 4 assume that projects will be funded via the supplemental fee and built by the City, in the year 2019. These fees may adjust for the time cost of money or other inflationary factors if the projects are built beyond that time horizon. Based on input from third-party engineers and City staff, public-sector construction costs are assumed to be approximately 25 percent higher than private-sector construction costs, and therefore, if any components were to be built by the private sector, it is possible that the costs and the associated fees could be reduced. Cost estimates in Figure 4 include hard (construction) costs, plus external engineering (25 percent of hard costs), contingency (30 percent of hard costs), and city overhead (12 percent of all costs, to account for internal City engineering, finance, and related services). The City’s review indicates that total Frog Pond West development fees (the above supplemental fees plus base City SDCs) are comparable to the total fees that developers are paying in comparable master-planned development areas such as South Cooper Mountain

in Beaverton, and River Terrace in Tigard. The City's current SDCs are \$25,388² for a single-family home (EDU), including streets, sanitary sewer, water, stormwater, and parks, and adjust each year to account for inflation.

Boeckman Road Preferred Funding Strategy

The following strategies were prepared after analysis of various options and coordination meetings with the three major property owners/developers on the north side of Boeckman Road. During these meetings, the City explored multiple options and strategies for funding Boeckman Road, working from the foundation of existing City policy and applying the principle of equitable distribution of costs. The Boeckman Road strategies are:

- **The City will lead the construction of the Boeckman Road improvements.** This strategy evolved out of meetings with property owners/developers during which they stated the following concerns and challenges about the private sector leading construction of Boeckman Road: (1) existing properties are small, so infrastructure costs (even if reimbursed over time) cannot be easily carried or offset against revenues; (2) borrowing money without certainty of repayment is not possible; and (3) they do not have experience working jointly with adjacent developers, which makes coordination difficult. The property owners/developers stated a preference to pay a higher fee and have the City build the improvements, as opposed to a lower fee and private sector construction.

From the City's perspective, a benefit of City-led construction is that the phasing and timing of the improvements can be determined by the City and is flexible. The City would also retain more control over the project to ensure it complies with the Frog Pond West Master Plan and City standards. In addition, City-led construction translates into greater risk for the City. If development does not take place at the pace expected and therefore revenue from the supplemental fee is less than the amount necessary to construct the projects, the City will carry the cost of construction and financing.

In summary, the preferred strategy is for the City to lead the Boeckman Road improvements. The City retains the option for a private sector lead if circumstances are conducive to it in the future. The additional strategies listed below reflect the City's consideration of the trade-offs described above and the crafting of an approach that will, on balance, work for all parties.

- **A preference for fewer phases; the preferred approach is two phases, with options for how phasing occurs.** The City prefers that Boeckman Road be built in as few phases as possible. This will minimize disruption and reduce costs. The City's specific preference is for a two-phase approach where two of the three major frontages are built simultaneously. The City realizes that individual projects may need to move ahead, and is open to proposals to improve a single frontage. The City will work with the School District to try to coordinate its frontage improvement with either of the adjacent frontages. The City will also work with the owner/developer of the western-most frontage to coordinate its improvements with the Boeckman Bridge replacement.

² Reflects adopted SDCs as of June 4, 2017. On June 5, 2017, the City Council adopted an updated Transportation SDC of \$11,772 per Single Family home (an increase of \$4077 above the previous SDC).

- **City funding for the southern part of Boeckman Road.** The City will contribute funds for completion of the southern portion of Boeckman Road, which abuts the Arbor Crossing neighborhood and, under current City policy, would not be the responsibility of Frog Pond West developers. An estimate of this cost is shown as the “City share” of Boeckman Road in Figure 4.
- **Equitable distribution and reimbursement of costs.** Boeckman Road costs will be distributed equitably to all development in Frog Pond West, as described above.
- **Coordination of the western portion of Boeckman Road with the Boeckman Bridge replacement.** When the Boeckman Bridge is replaced, the project will extend east to include part of the western-most frontage. The City will strive to coordinate the design for the bridge and the road improvement by whichever project is designed first.
- **Funds may be sourced from all applicable fees.** For City (or private sector) construction of Boeckman Road, funding will be available from supplemental fee revenue, plus applicable SDCs collected or credited. This will help reduce or eliminate carrying costs associated with the construction of Boeckman Road and sanitary sewer facilities.
- **Phase 1 construction may be deferred to a time-certain date.** At the discretion of the City, the construction of Boeckman Road may be deferred to a time-certain date or number of completed lots in order to accumulate supplemental fees needed to build the project. For the purposes of this Funding Plan, construction is preliminarily set for 2019. Developers will be required to construct interim improvements necessary to support safe pedestrian, bicycle, and motor vehicle movement prior to the full improvements being completed.
- **Development agreements will be the implementing instruments and will be established at the time of annexation.** The City plans to create an infrastructure supplemental fee, which will require developers to enter into development agreements as a condition of annexation. These development agreements will require developers to pay the supplemental fee at the time of issuance of a building permit. The development agreement template and infrastructure supplemental fee resolution should be approved by the City Council prior to processing any annexation applications.
- **Options for Council Consideration.** Based on discussions with the three major property owners on the north side of Boeckman Road and analysis by the City team, the strategies listed above are recommended. The key issues for which there are options are:
 - Option A – City leads construction, with improvements deferred to 2019 or a defined number of lots in order to build up funds. The project team estimates that an issuance of permits of 142 EDUs will be required in order to receive sufficient supplemental fees to cover the City’s costs associated with the north side of Boeckman Road.
 - Option B – City leads construction, with improvements not deferred; Boeckman Road would be constructed early and concurrent with development. This option is not recommended due to the risk of delayed pay-back to the City.

- Option C – Private sector leads construction, with improvements deferred to 2019 or a defined number of lots in order to build up funds. This option is not recommended, but is available to the Council for consideration.

Stafford Road Preferred Funding Strategy

There are several challenges associated with the construction of Stafford Road. There is no certainty that Frog Pond East will develop in the near future, and the road is currently under county jurisdiction. Frog Pond East is outside the Urban Growth Boundary and is designated “urban reserve,” defined by Metro as land that is suitable for development in the next 50 years. The developer’s portion of Stafford Road infrastructure on the east side would not be required until annexation and development. Likewise, Frog Pond West developers/property owners along Stafford Road are not as advanced in their planning for development as those along Boeckman Road; therefore, this funding strategy cannot be as specific in its recommendations for Stafford Road.

This Funding Plan recommends that Stafford Road be built and funded via a strategy similar to Boeckman Road:

- Preference for the fewest number of phases that are practicable, with interim improvements to be considered at the discretion of the City. Phasing may be tailored to improve the west side of the road prior to the east side. The specific timing of improvements and phasing is to be determined. The City generally intends to build up funds through the collection of the supplemental fee prior to making improvements to Stafford Road.
- Equitable distribution of costs: Stafford Road improvement costs will be included in the Frog Pond West supplemental fee, and supplemental fee revenues will be used to pay for Stafford Road improvements (roadway, sanitary sewer, water).
- Options for the construction of Stafford Road improvements by either the private sector or the City. Private developers who build segments of the road will be reimbursed via the supplemental fee and SDC credits.
- Development agreements will be the implementing instruments and executed at the time of annexation.

Neighborhood Park Preferred Funding Strategies

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

It is very unlikely that any single developer or group of developers/property owners will have the financial wherewithal to complete the Neighborhood Park project. Moreover, without a funding strategy, the costs of this park—which would be located on one or several properties—would be concentrated, while the benefits would be throughout Frog Pond West. Therefore, as shown in Figure 4, this Funding Plan recommends including the Neighborhood Park acquisition and improvement costs in the Frog Pond West supplemental fee. This will enable the project to move forward while minimizing the impact on funding for parks projects elsewhere in the City. The priorities of acquisition and construction would be as follows:

- Acquire needed land first. Work proactively with the School District (and/or property owners as necessary) to acquire the land. This may require negotiations with the School District to secure the site via a memorandum of understanding (MOU), intergovernmental agreement (IGA), or other agreement.
- Design and complete park improvements next. Consider building the Neighborhood Park when residential build-out reaches a target, such as 50 percent. Work proactively with the School District, developers, and property owners willing and able to make park improvements in exchange for supplemental fee credits.

Development agreements addressing the supplemental fee (including a Neighborhood Park component) would be signed with each property owner at the time of annexation, as described above. Additional development agreements may be necessary in the event that property owners deed land for or make improvements to the Neighborhood Park that would be creditable against supplemental fee payments, or make other contributions to the Neighborhood Park.

Boeckman Bridge Preferred Funding Options

The proposed Boeckman Bridge is a major piece of transportation infrastructure—significantly greater in cost than the other elements discussed above. Frog Pond West should contribute a modest share of funding for the bridge, consistent with the fact that it is expected to generate a small percentage (less than 15 percent) of the transportation demand for the bridge, with the remainder of the demand generated by existing and new development elsewhere in the City. The majority of funding will be generated by citywide sources, possibly urban renewal funds or other sources.

This Frog Pond West share should be generated by a supplemental fee that would be similar to the fee described above, but likely separate and dedicated to the Boeckman Bridge only. The fee associated with Boeckman Bridge is recommended to be separate from the Frog Pond West supplemental fee (for Boeckman and Stafford Roads, and Neighborhood Park) because a funding strategy for Boeckman Bridge has not been finalized. The selected funding for Boeckman Bridge (e.g. Urban Renewal or CIP) may be comingled in ways that are different from the other Master Plan infrastructure, causing potential accounting challenges if there is just one supplemental fee. Citywide and local (Frog Pond West) funding recommendations are described below.

Citywide Funding Share

While the City's funding strategy for Boeckman Bridge is still being refined, the City is currently considering funding a significant share of Boeckman Bridge via urban renewal funds (tax increment financing), that would be generated by substantially amending the Year 2000 urban renewal area plan (Year 2000 URA) to include the cost of Boeckman Bridge. The City estimates that the Year 2000 URA could generate enough funds to pay for either the entire cost of Boeckman Bridge, or that cost less the cost associated with Frog Pond West. Other funding mechanisms—primarily SDCs/CIP—could be used to supplement URA funds. The City recently updated the Transportation SDC (TSDC) methodology and rate and elected to exclude Boeckman Bridge from the TSDC project list at this time. While the City is pursuing the citywide component of Boeckman Bridge funds through the Year 2000 URA, the funding specifics will continue to be refined for this major piece of transportation infrastructure. This Funding Plan estimates a supplemental fee based on the portion of the cost to construct Boeckman Bridge that is not funded through other revenue sources (the "Unfunded Portion").

Frog Pond West Share of Unfunded Portion: Boeckman Bridge Supplemental Fee Estimate

Traffic generated by Frog Pond West is expected to make up a modest portion of the total traffic carried by Boeckman Bridge. The average daily trips (ADT) forecast for Boeckman Bridge in 2035 is 12,750. Frog Pond West's 571 housing units are expected to generate 1,170 ADT over Boeckman Bridge, or 9.2 percent of the total forecast ADT. At 80 percent development, or 457 units, the ADT is expected to amount to 7.3 percent of the total. The school is estimated to generate 645 ADT, or 5.0 percent of the total. In all, the estimated ADT generated by Frog Pond West, at full build out, is 1,815, or 14.3 percent of total forecasted trips.

The current cost estimate for Boeckman Bridge is \$14.0 million. If the City captures a proportional share of bridge funding from Frog Pond West, a separate supplemental fee appears to be the most appropriate tool. The amount to be raised by housing development in Frog Pond West would be 9.2 percent of the total Unfunded Portion, divided equally between 571 units.³ For each \$1 million of "net unfunded" bridge cost (not covered by URA or other citywide sources), the fee would be \$161 (9.2 percent times \$1,000,000 divided by 571 housing units). The actual fee will depend on the Unfunded Portion of Boeckman Bridge, for example:

- If \$2 million unfunded, the fee per EDU would be \$322
- If \$10 million unfunded, the fee per EDU would be \$1,610
- If \$14 million unfunded, the fee per EDU would be \$2,254

The estimated contribution by the School District is approximately five percent of the Unfunded Portion; however, details regarding the District's precise share have yet to be worked out.

Summary of Strategies and Recommendations

As described above, this Funding Plan provides the following findings and recommendations:

- Frog Pond West will require that a variety of infrastructure—including transportation, sanitary sewer, water, and parks—be built at the local, Master Plan, and off-site levels. Master Plan improvements are the primary focus of this Funding Plan, as they affect multiple property ownerships, are costly, and require a coordinated plan. Such a coordinated strategy will increase all parties' confidence that the Master Plan will be implemented in a timely manner, and equitably allocate major costs across numerous different development sites.
- The primary funding tool recommended for three key Master Plan infrastructure elements—Boeckman Road (including sanitary sewer improvements), Stafford Road (including sanitary sewer and water improvements), and the Neighborhood Park—is a supplemental fee. This fee would be equitably distributed across all residential and school development in Frog Pond West, commensurate with each development's demand for the infrastructure. The total costs are allocated on the basis of equivalent dwelling units (EDUs) and summarized in Figure 4 above.
- This Funding Plan recommends and assumes that the City will collect supplemental fees and lead the construction of the Boeckman Road and Stafford Road projects. However, it is also possible that

³ These calculations, including supplemental fee amount, are the same if both development and ADT are reduced to 80 percent of the full build-out values (i.e., 457 units and 7.3 percent of ADT) since a smaller share of traffic impact would be divided among a proportionately smaller number of units. Since transportation analysis was completed assuming full build out, the figure 571 housing units is used here.

developers could build those projects in exchange for credits against supplemental fees and City SDCs; this would also likely result in lower construction costs.

- Boeckman Bridge is considered to be an “off-site” infrastructure element. Frog Pond West will generate a modest share of demand (15 percent or less) for Boeckman Bridge, with other demand coming from elsewhere in the City, and it is costlier than the Master Plan transportation infrastructure described above. The City is continuing to refine the design and funding strategy for Boeckman Bridge, with most of the funding expected to come from a substantial amendment to the Year 2000 URA. The City is also considering other funding mechanisms (primarily SDCs/CIP). This Funding Plan recommends that an additional and separate supplemental fee be charged to Frog Pond West development for the Boeckman Bridge. This supplemental fee amount will depend on the final design and cost of the bridge, and the amount generated by the URA and/or other sources. Based on Frog Pond West’s transportation demand, the estimated supplemental fee is approximately \$161 per \$1 million of cost that is not provided by the URA and/or other sources.



FROG POND WEST

Master Plan



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

MARCH 1, 2017



A VISION FOR FROG POND IN 2035

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

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

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



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Frog Pond **WEST**

Boeckman Road

Wilsonville Road



Willamette River

Purpose and Scope



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PURPOSE

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

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

SCOPE AND REGULATORY ROLE

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



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

THE PLANNING PROCESS

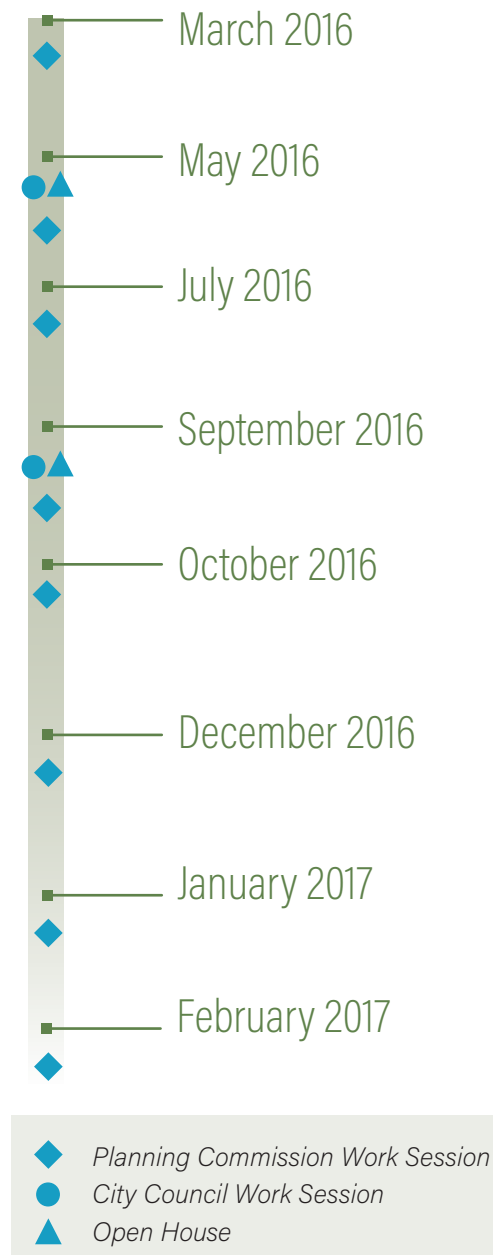
Planning for the Frog Pond Area as part of Wilsonville began with the City’s first City Plan in 1972, where it was shown as a residential area. The context for that vision evolved over time through the introduction of statewide planning, Wilsonville’s first Comprehensive Plan, the inclusion of the area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

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

Figure 1. Wilsonville Planning Milestones



Figure 2. Frog Pond Master Plan



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

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

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



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Vision, Principles, and Intent



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VISION

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

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

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



PRINCIPLES

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

Guiding Principles from the Frog Pond Area Plan

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

Create great neighborhoods

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

Create a complete streets and trails network

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

Provide access to nature

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

Create community gathering spaces

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

Provide for Wilsonville's housing needs

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

Create a feasible implementation strategy

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

Frog Pond is an extension of Wilsonville

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

Retain trees

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



Honor Frog Pond's History

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

Provide compatible transitions to surrounding areas

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

Promote healthy, active lifestyles

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

Integrate sustainability

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

Coordinate with Wilsonville's transportation network

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

Process Principles

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



The Ten Essentials of Residential Design

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



KNITTING TOGETHER A LIVABLE NEIGHBORHOOD

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

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

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



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Land Use



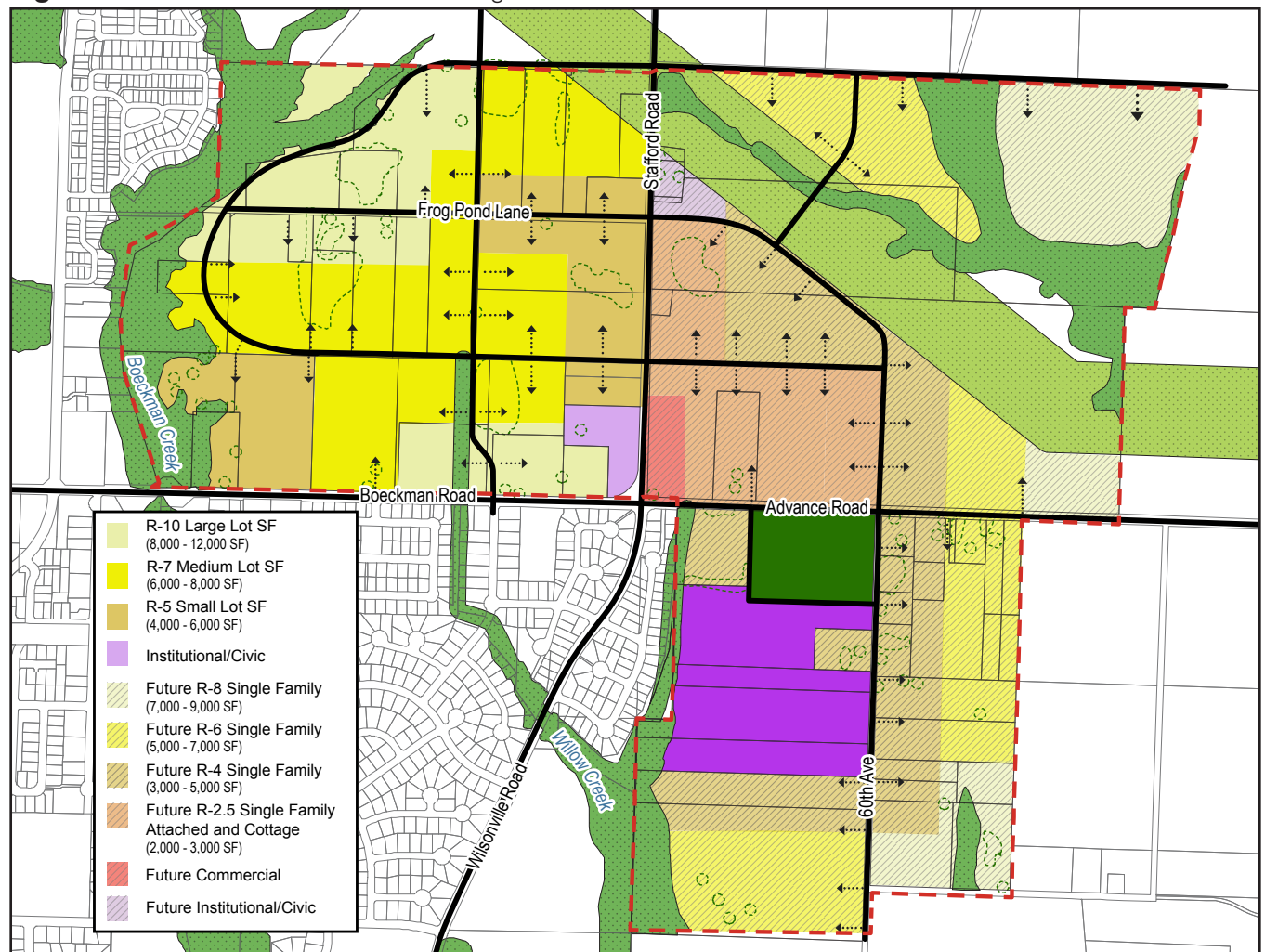
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FROG POND AREA PLAN CONTEXT

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

Figure 4. Land Use Framework from Frog Pond Area Plan



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



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

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

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

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



PLANNING AND ZONING DESIGNATION – RESIDENTIAL NEIGHBORHOOD

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

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

The purpose of the Residential Neighborhood designation is to:

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

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

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

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



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

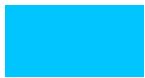
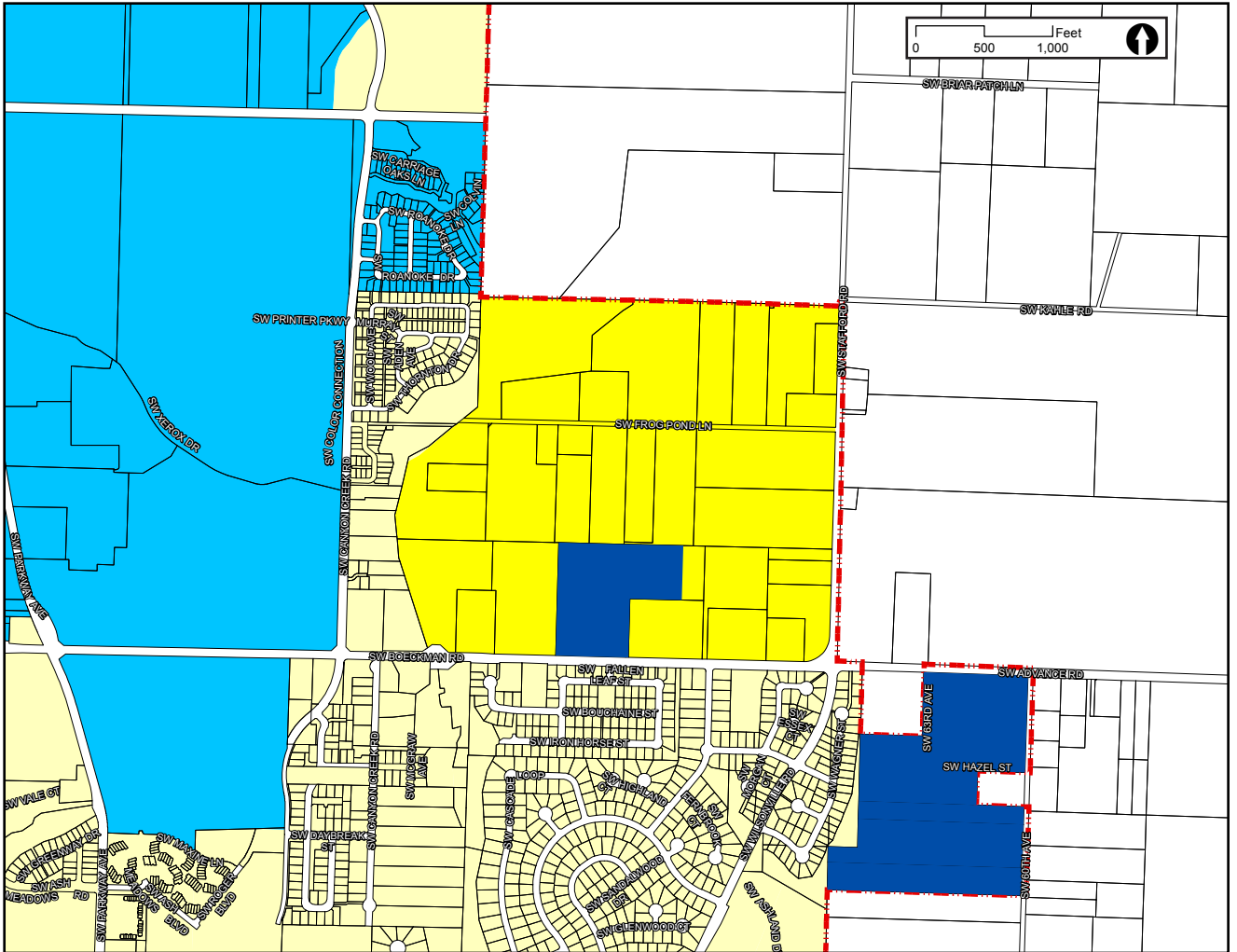
FROG POND WEST RESIDENTIAL SUBDISTRICTS

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

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



Figure 5. Comprehensive Plan Designations



Industrial Plan Designation



Residential Plan Designation



Public Facilities



Residential Neighborhood Plan Designation



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

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

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

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

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

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



OTHER LAND USES

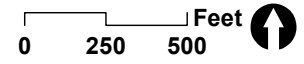
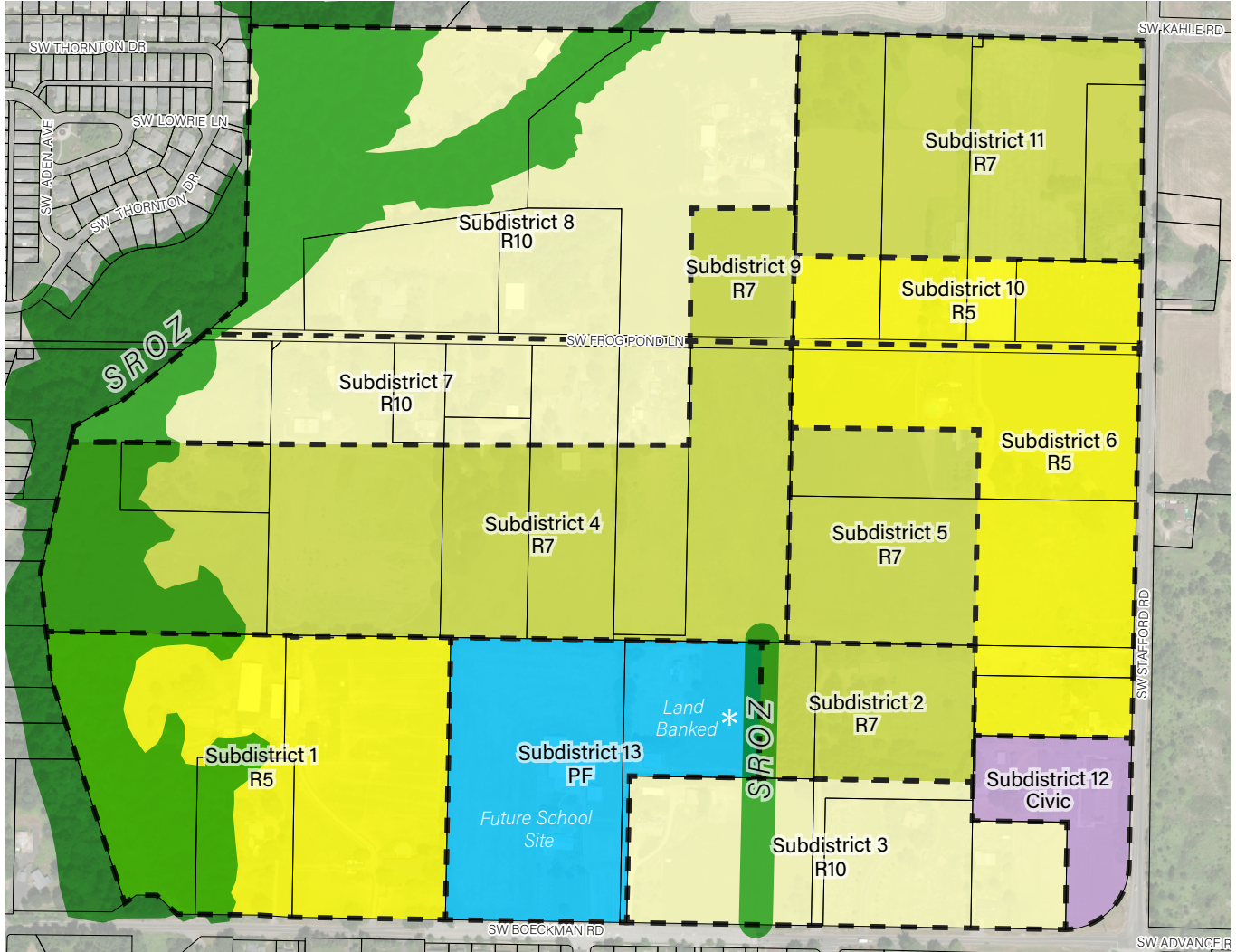
Land use in Frog Pond will be predominately, but not exclusively, residential. The streets, parks, future school, natural areas, and Community of Hope Church are important parts of the overall land use pattern. The following is an estimate of the acres of broad category land uses in Frog Pond West:







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

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



Figure 6. Frog Pond West Land Use and Subdistricts



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

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





Residential and Community Design



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OBJECTIVES

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

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

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

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



MAIN ENTRANCES

Principles

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

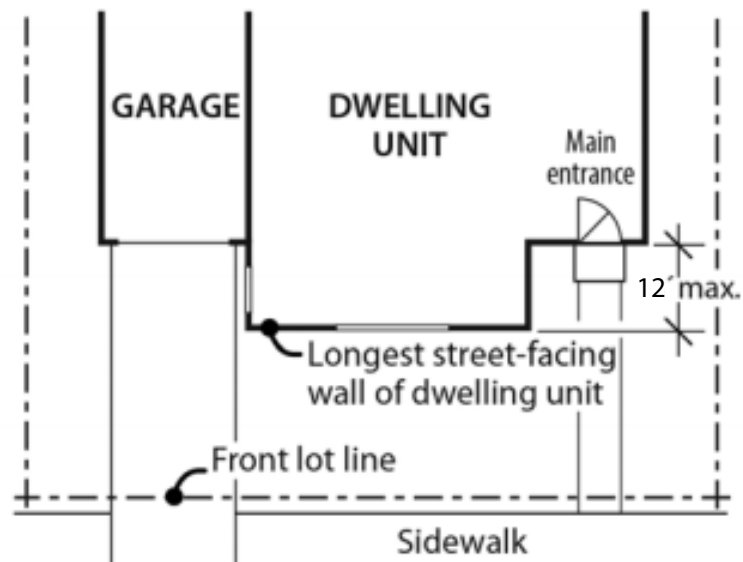
Master Plan Intent

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

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

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

Figure 7. Main Entrances



Precedents:
Main Entrances



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



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



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



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



GARAGES

Principles

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

Master Plan Intent

The size and location of garages should be designed to:

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

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

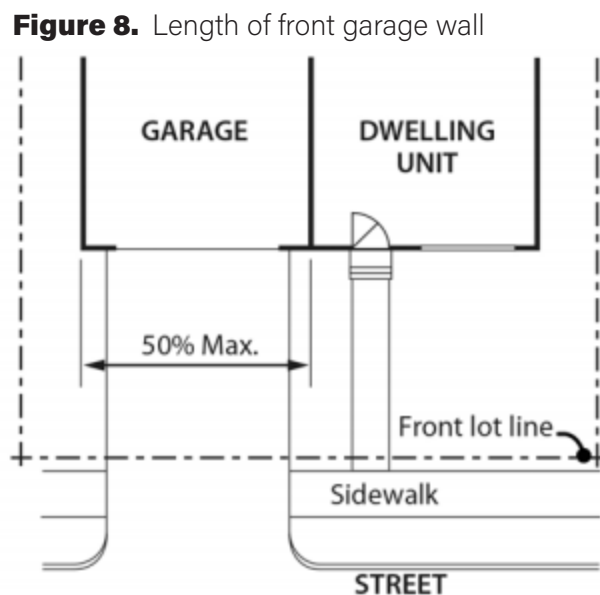


Figure 8. Length of front garage wall

Precedents:
Garages



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



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



Recessed garages help to create a more attractive neighborhood street.



RESIDENTIAL DESIGN STANDARDS

Principles

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

Master Plan Intent

Detailed and varied home designs are intended to:

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

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

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





Precedents:
Residential Design Standards



Details are important.



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



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



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



LOT AND SITE DESIGN IN SMALL LOT SUBDISTRICTS

Principles

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

Master Plan Intent

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

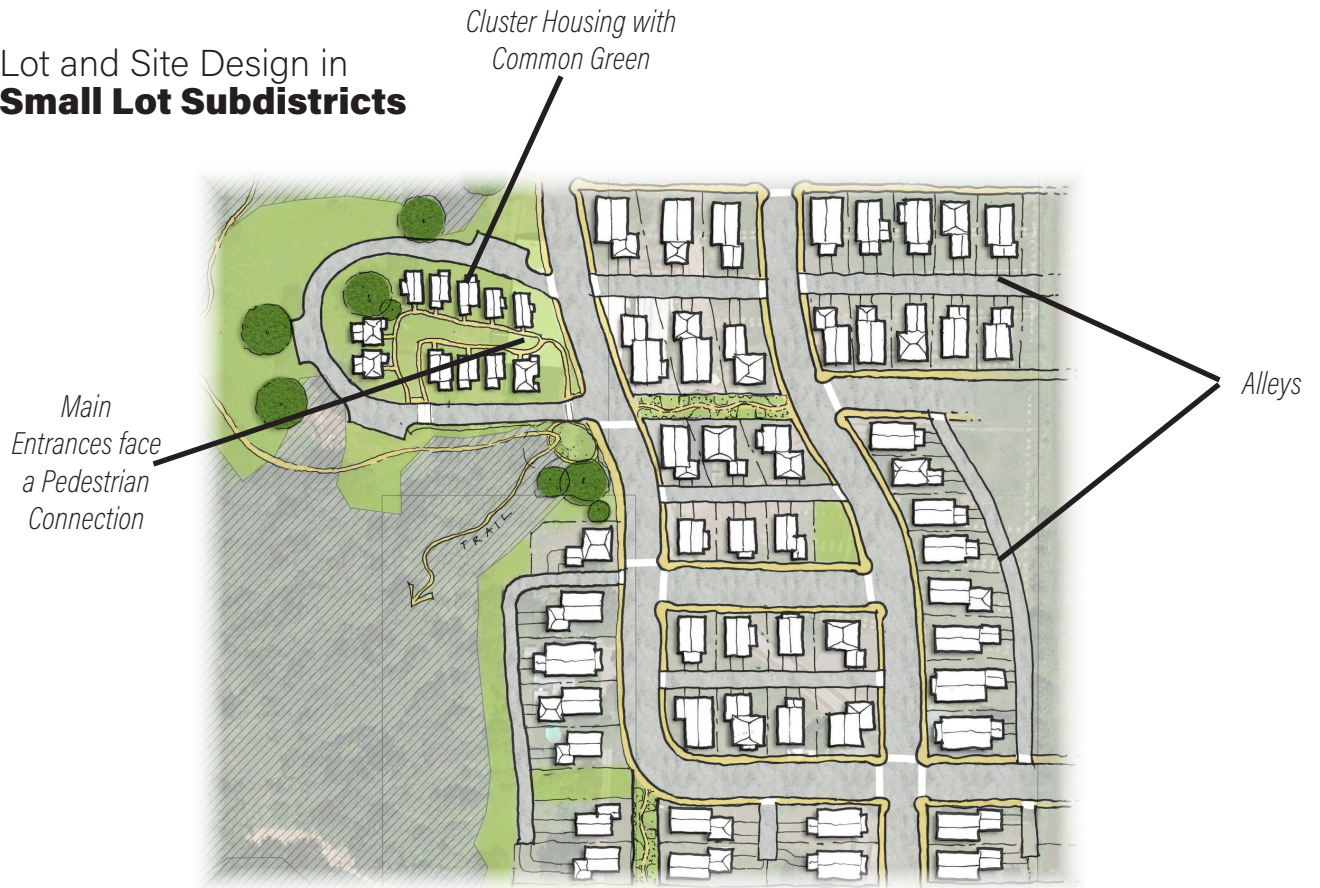
1. Ensure that development in the Small Lot Subdistricts is compatible with other developments in the Frog Pond West Neighborhood;
2. Ensure varied design that avoids homogenous street frontages;
3. Orient site design to support active pedestrian street frontages; and
4. Integrate open space into the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

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

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



Lot and Site Design in
Small Lot Subdistricts



Small Lot Single Family Demonstration Plan



Alleys.



Varied design to avoid homogenous frontages.



Residences facing pedestrian connection.



Main entries grouped around a common green.



OPEN SPACE IN SMALL LOT SUBDISTRICTS

Principles

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

Master Plan Intent

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

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

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

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

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

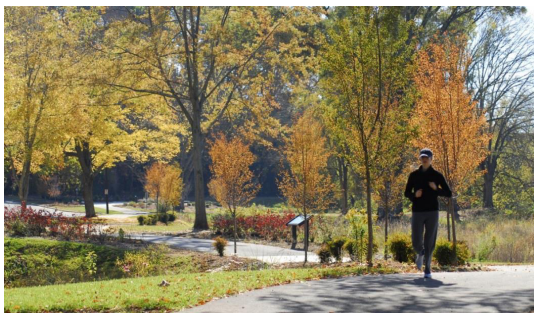
Please see page page 67 for further information on the Open Space Framework.



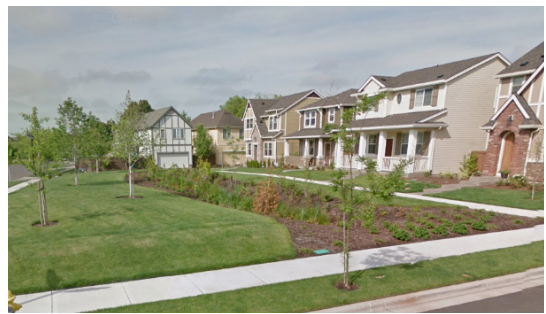
Open Space in Small Lot Subdistricts



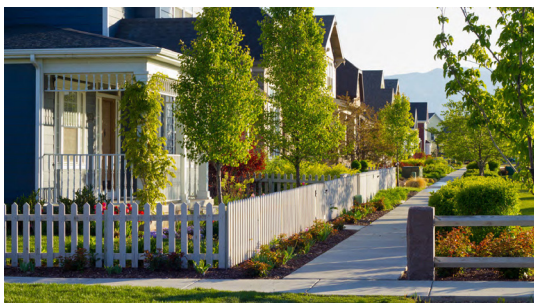
Demonstration Plan of 10% Open Space Standard in Small Lot Subdistrict



Trailhead Park



Common Green



Pedestrian Connection



Community Garden



BOECKMAN AND STAFFORD ROAD FRONTAGES

Principles

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

Master Plan Intent

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

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

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

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



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

Figure 9. Boeckman Road Frontage

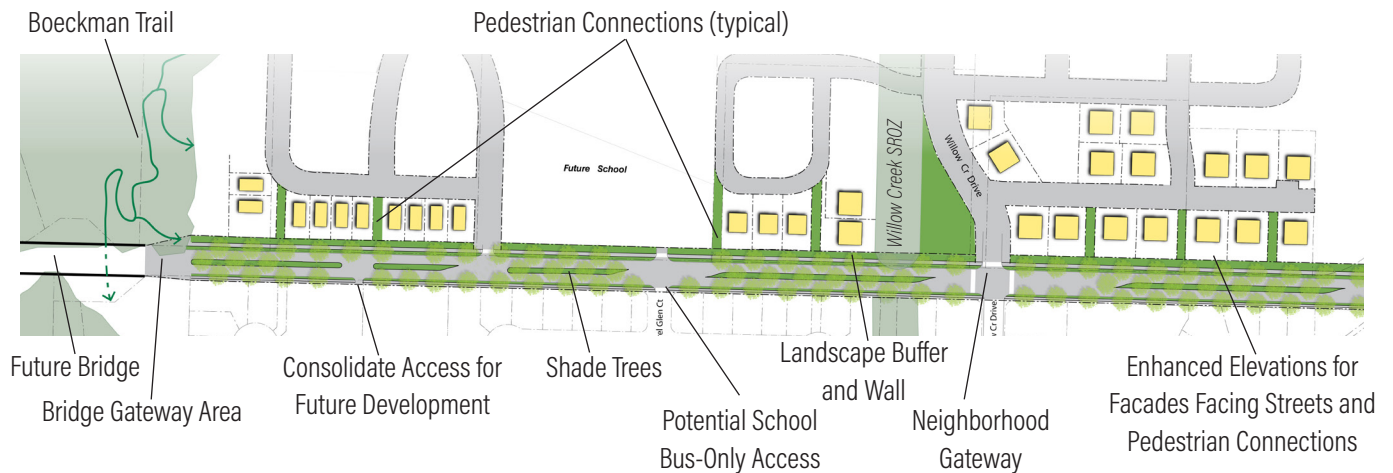
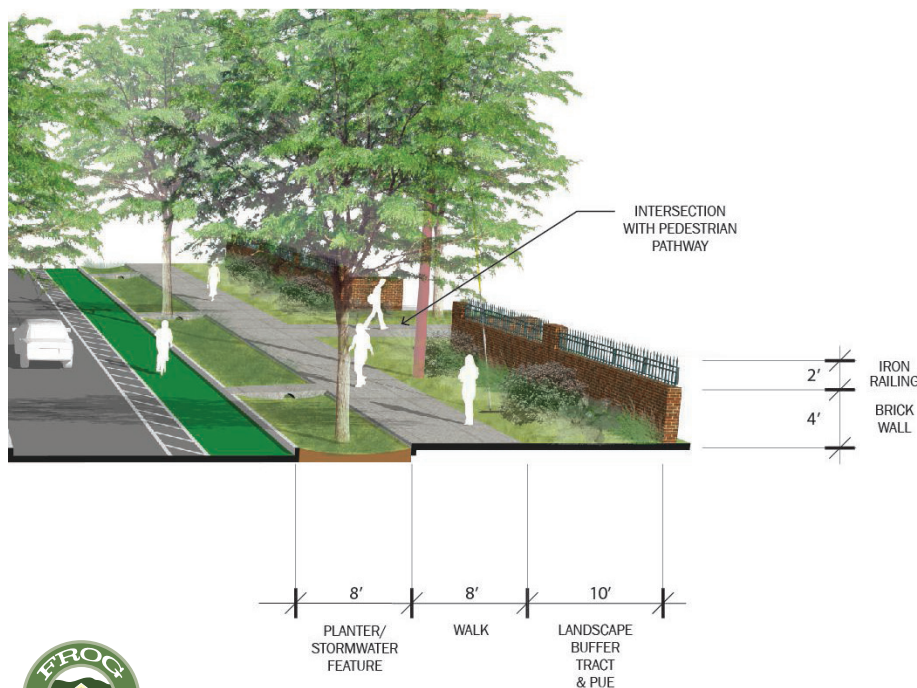


Figure 10. Boeckman Road and Stafford Road Frontage Improvements



BOECKMAN CREEK FRONTAGES

Principles

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

Master Plan Intent

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

Figure 11. Examples of Creekside Treatment



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

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



EAST-WEST STREET ORIENTATION

Principles

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

Master Plan Intent

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

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

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

Figure 12. Sight Lines to Boeckman Creek Corridor

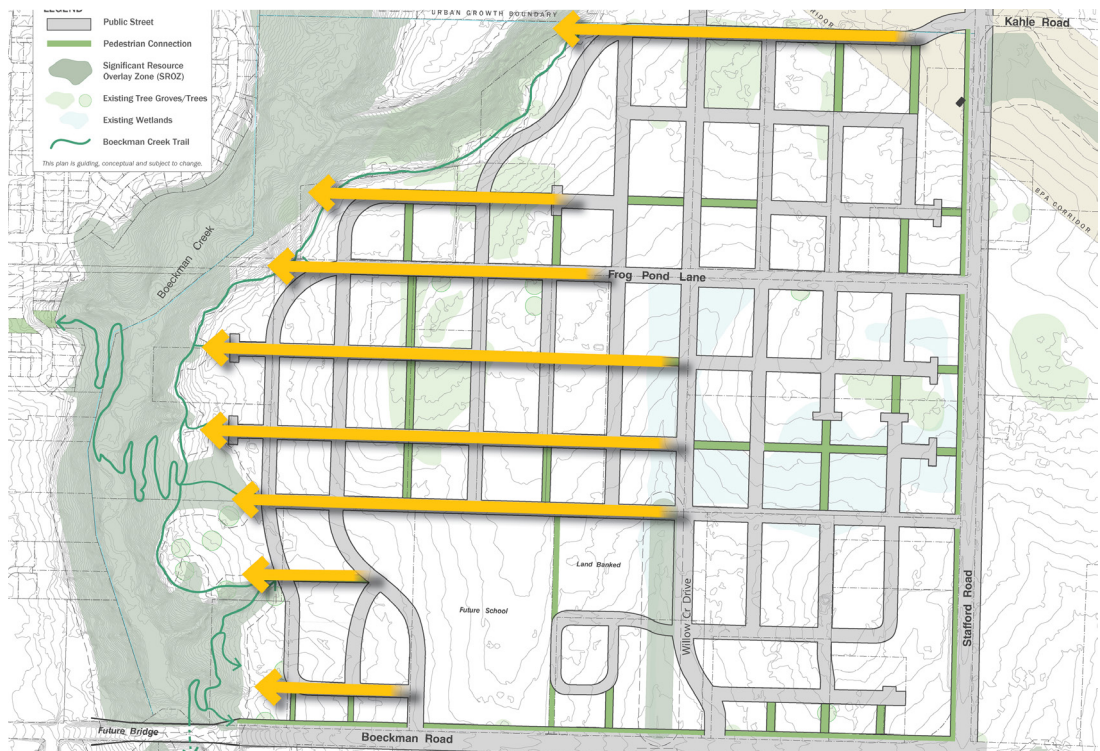


Figure 13. Conceptual View of Street Culminating on Boeckman Creek Corridor



SITE PLANNING TO PRESERVE TREES AND WETLANDS

Principles

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

Master Plan Intent

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

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

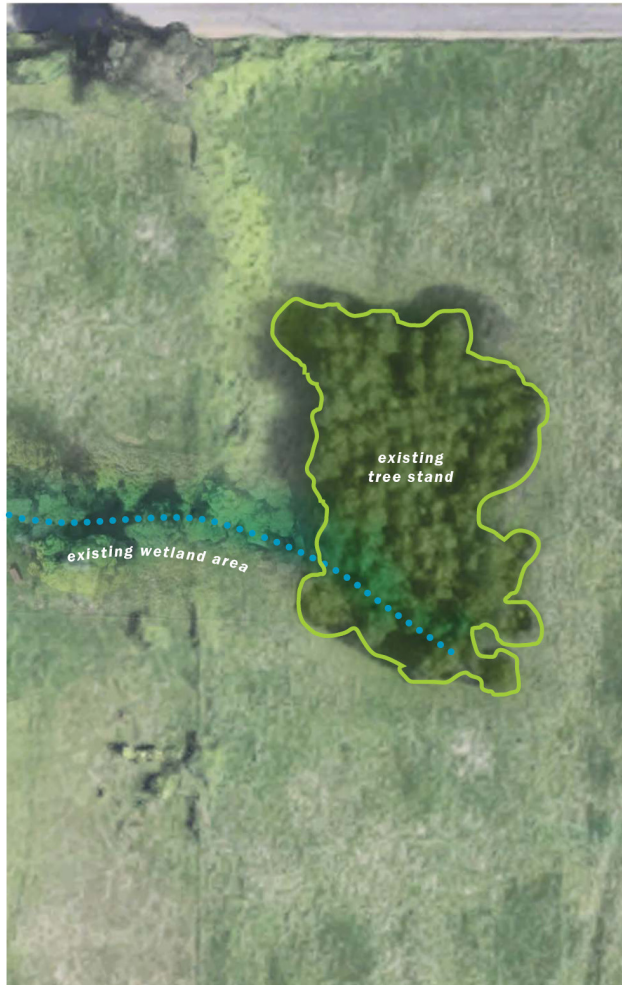
The Master Plan intends for tree groves to be preserved and incorporated into the design of developments as much as possible. This will be achieved through the Planned Development Review and application of Section 4.600, Tree Preservation and Protection, of the Development Code. Tree protection is also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

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

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



Figure 14. Preservation of Existing Trees



Before development



After development



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Transportation



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OVERVIEW

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

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

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



Figure 15. Frog Pond Area Plan Transportation Framework

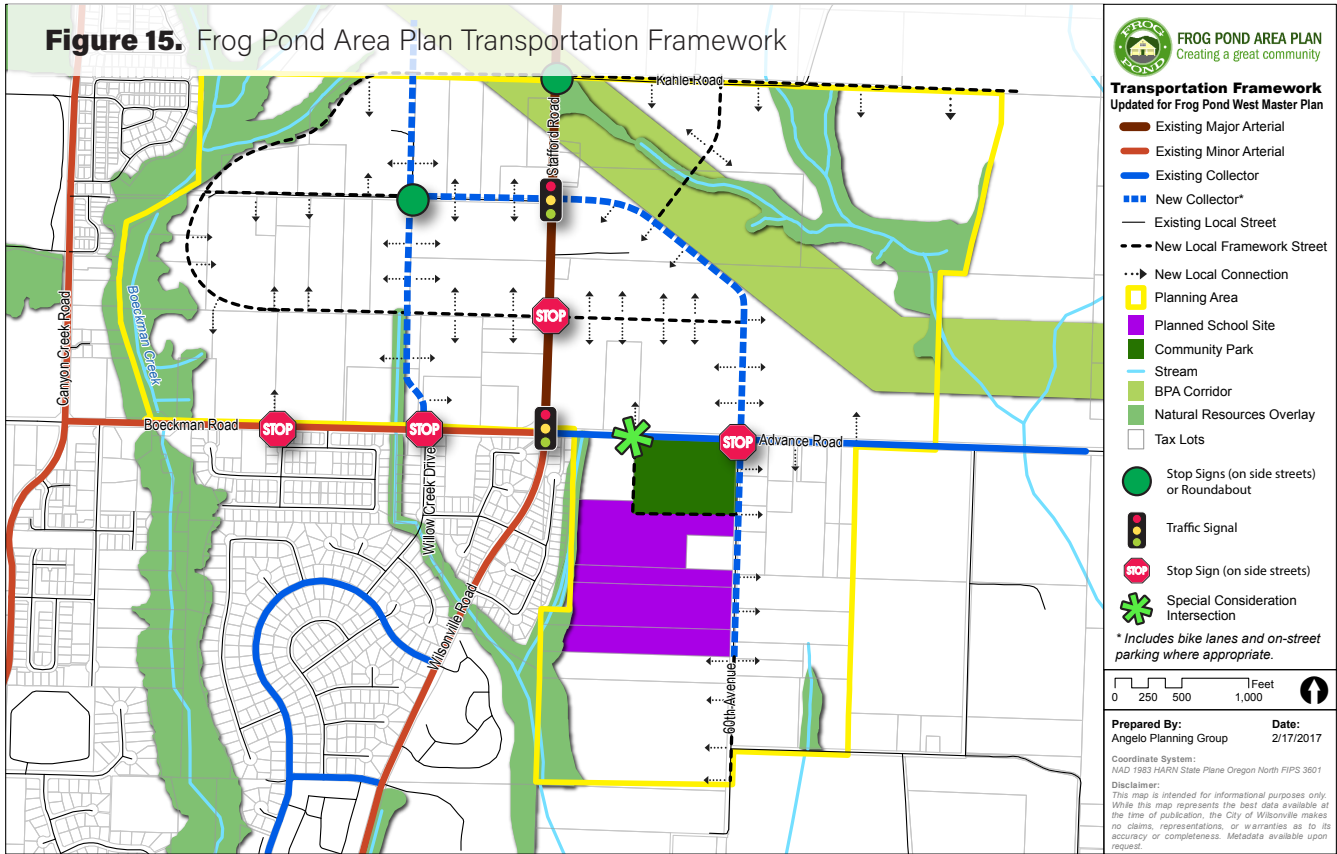
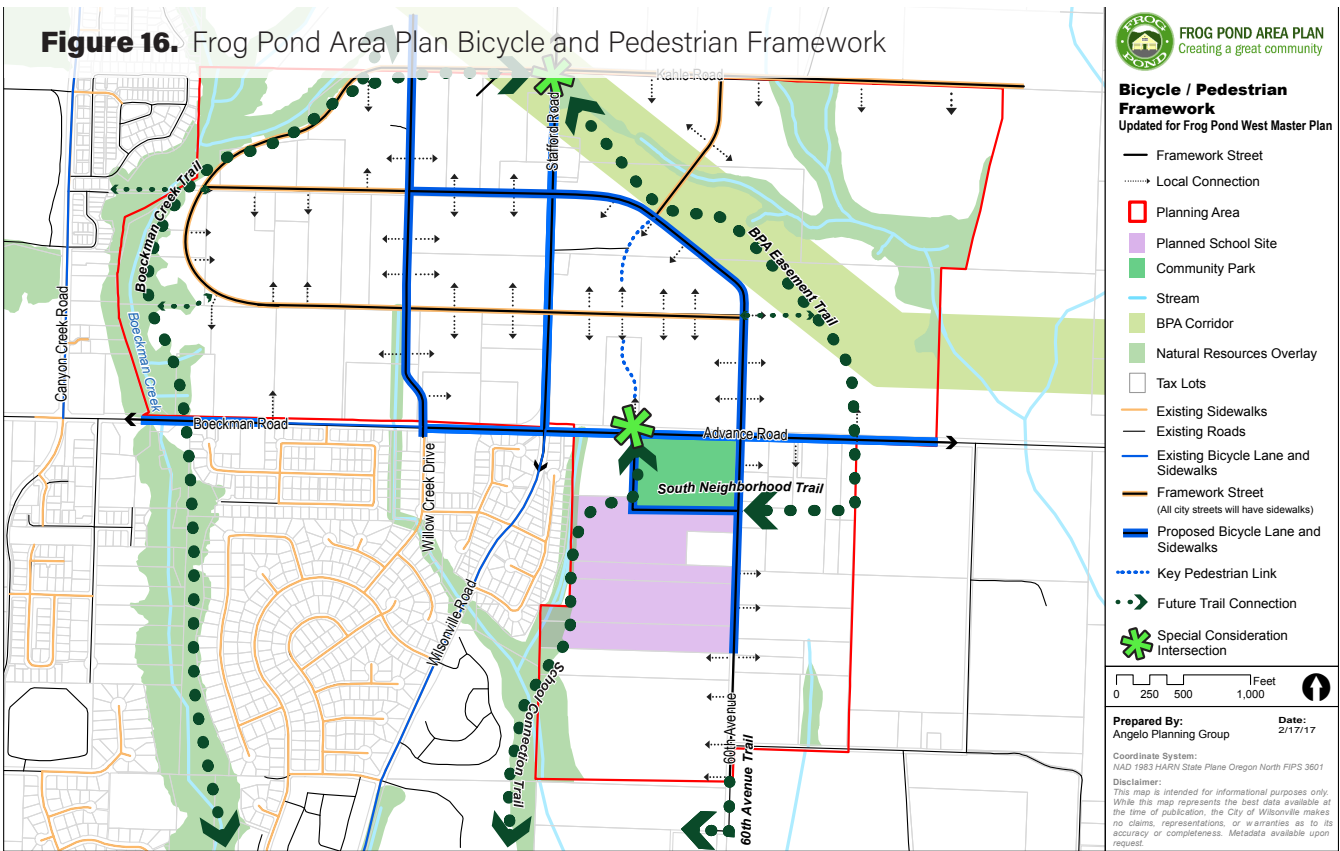


Figure 16. Frog Pond Area Plan Bicycle and Pedestrian Framework



STREET DEMONSTRATION PLAN

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

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

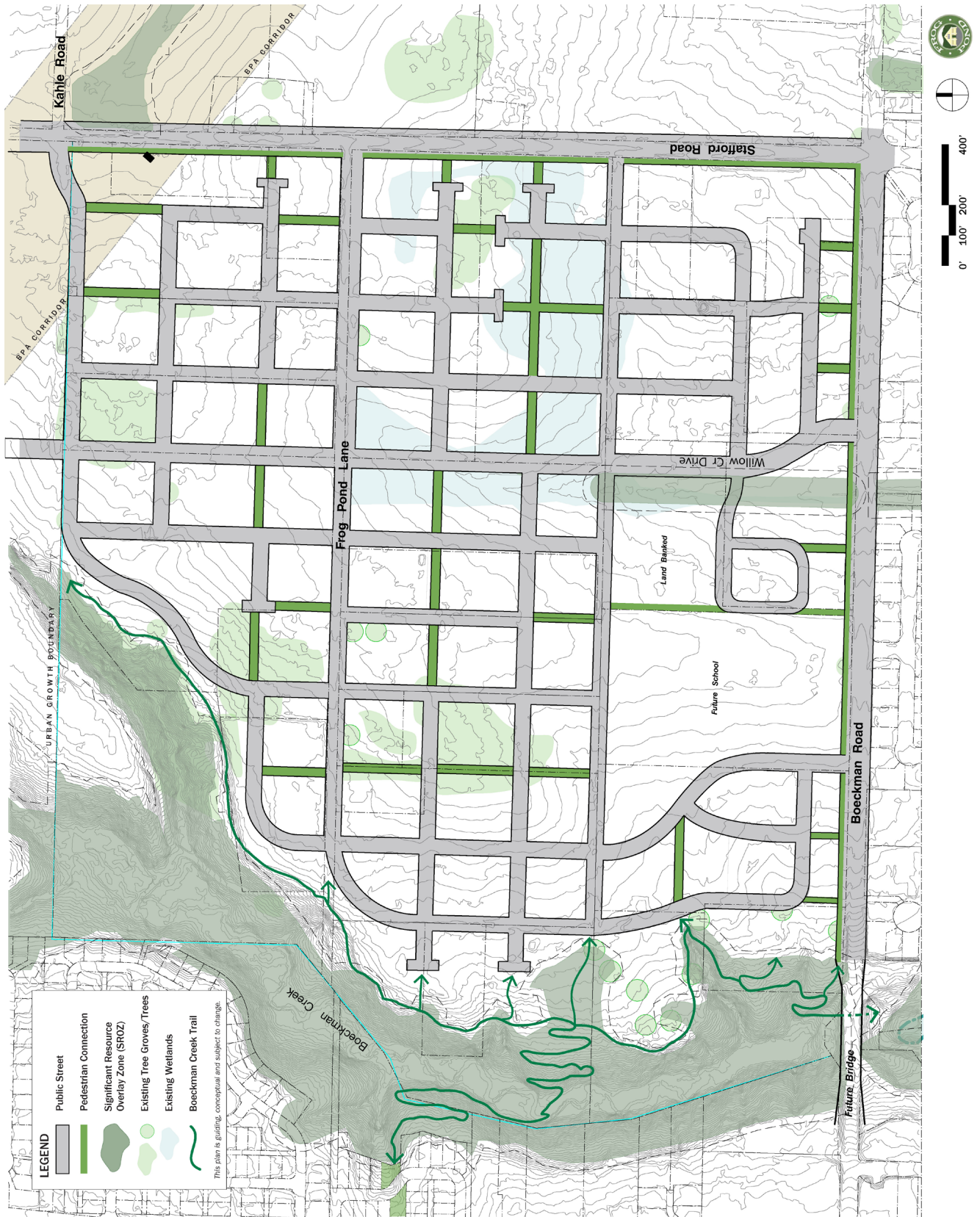
Wilsonville Code (WC) Section 4.127(.09) *Block, access and connectivity shall comply with adopted Legislative Master Plans.*

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

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



Figure 17. Street Demonstration Plan



Street Types and Cross Sections

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

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

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

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

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



Figure 18. Street Types Plan

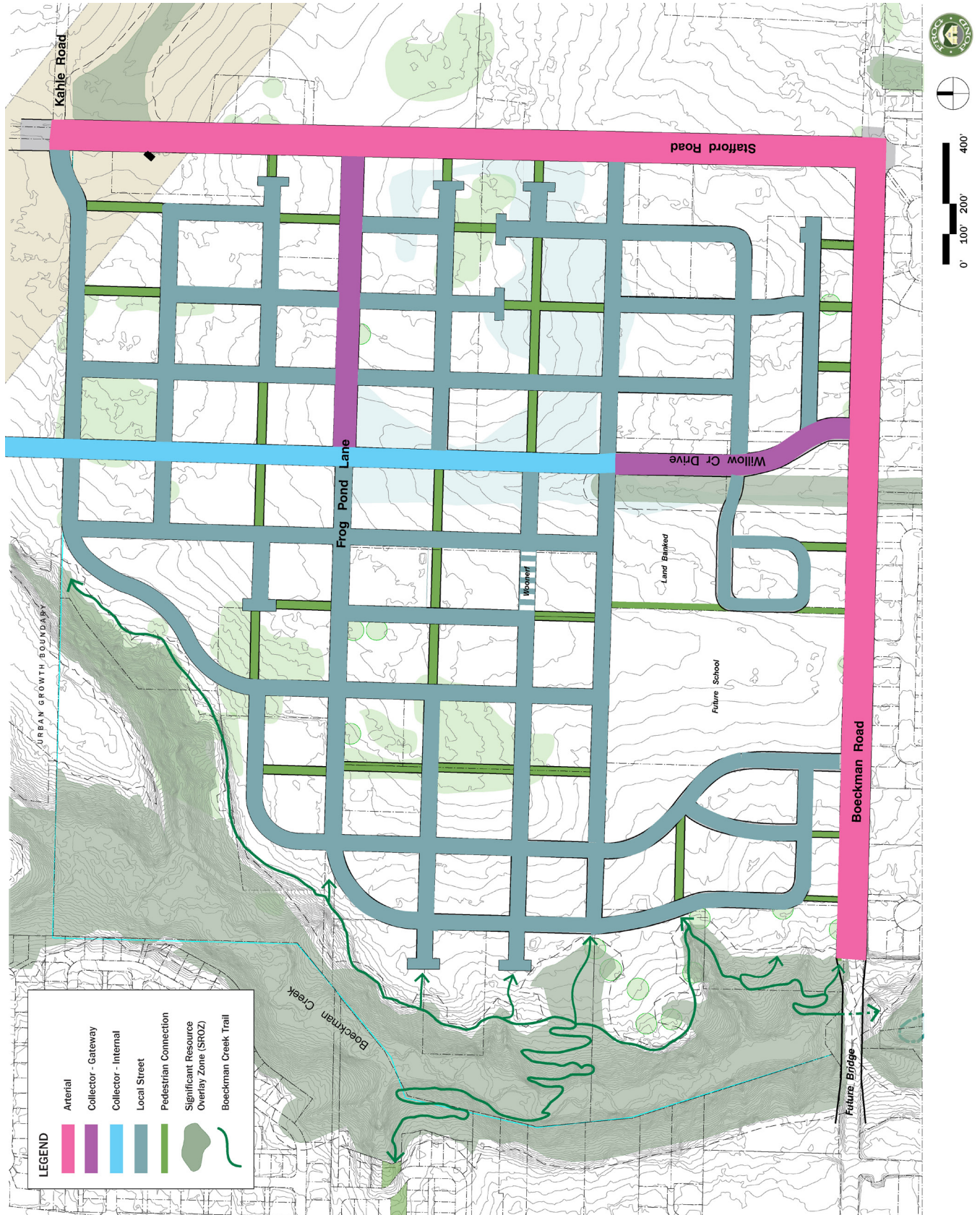


Figure 19. Boeckman Road - Looking West

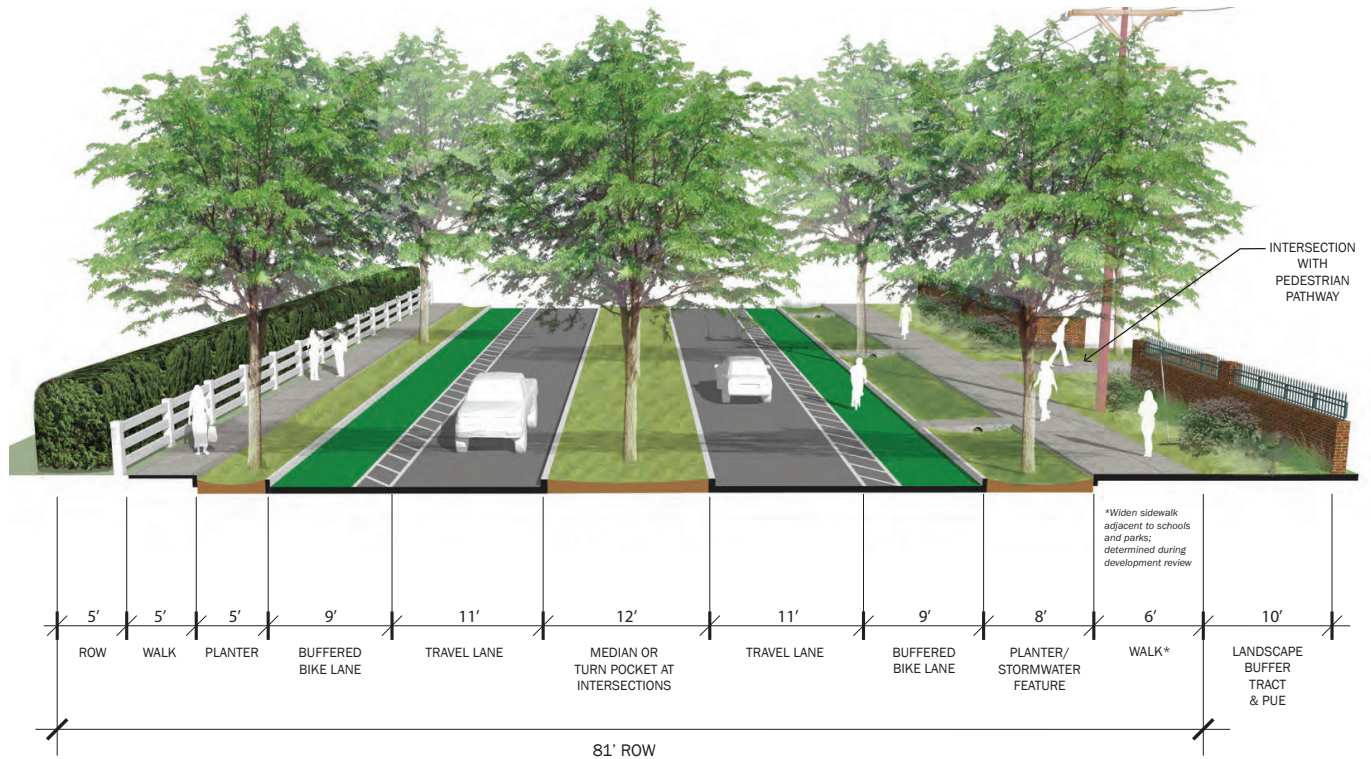


Figure 20. Stafford Road - Looking North

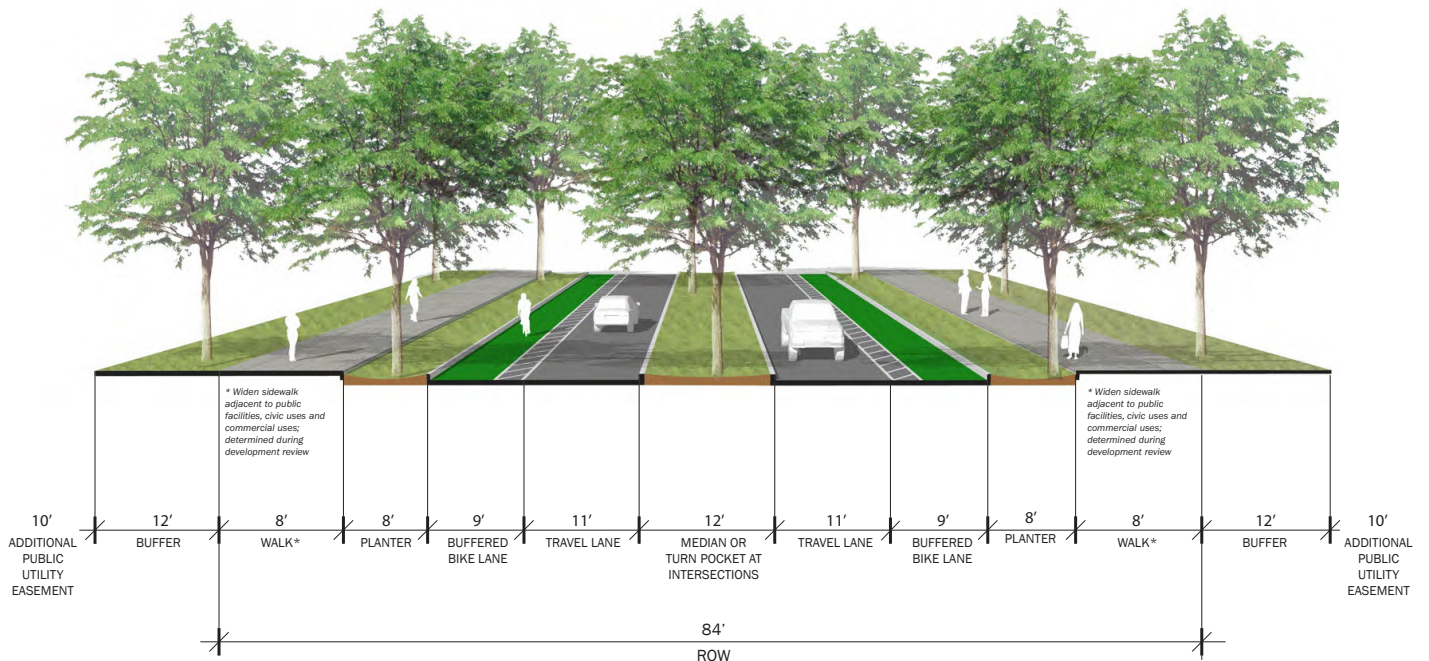


Figure 21. Low Impact Development Local Street

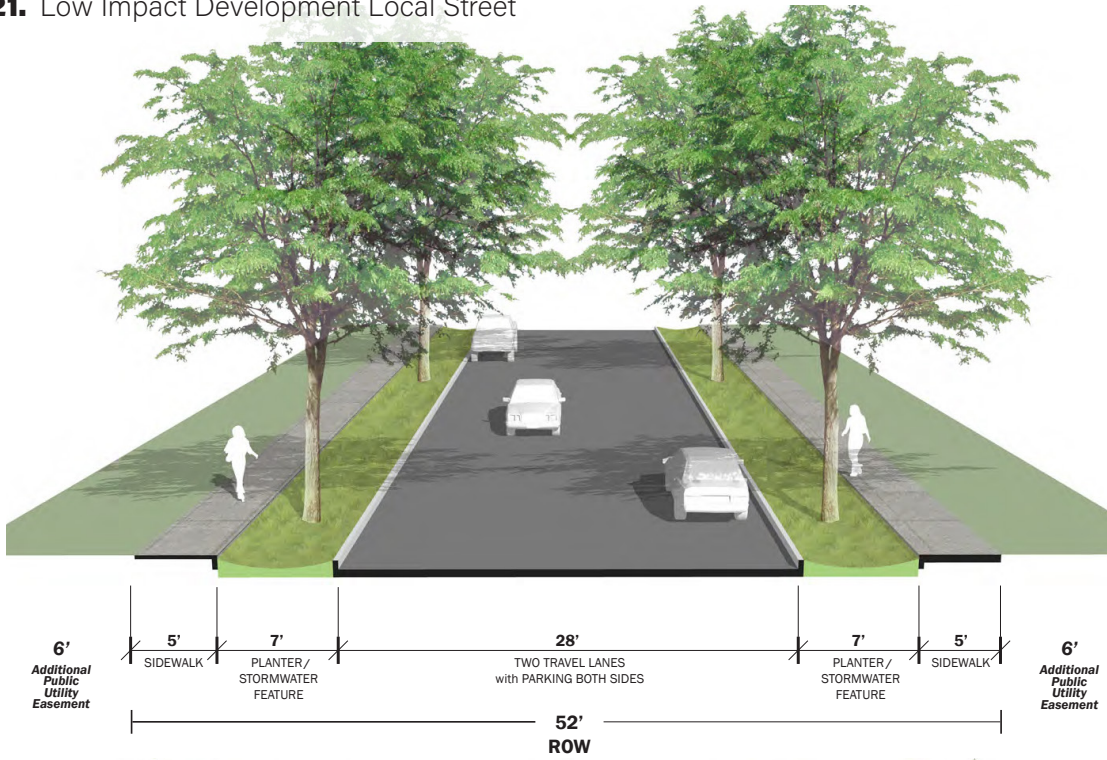


Figure 22. Collector - Gateway

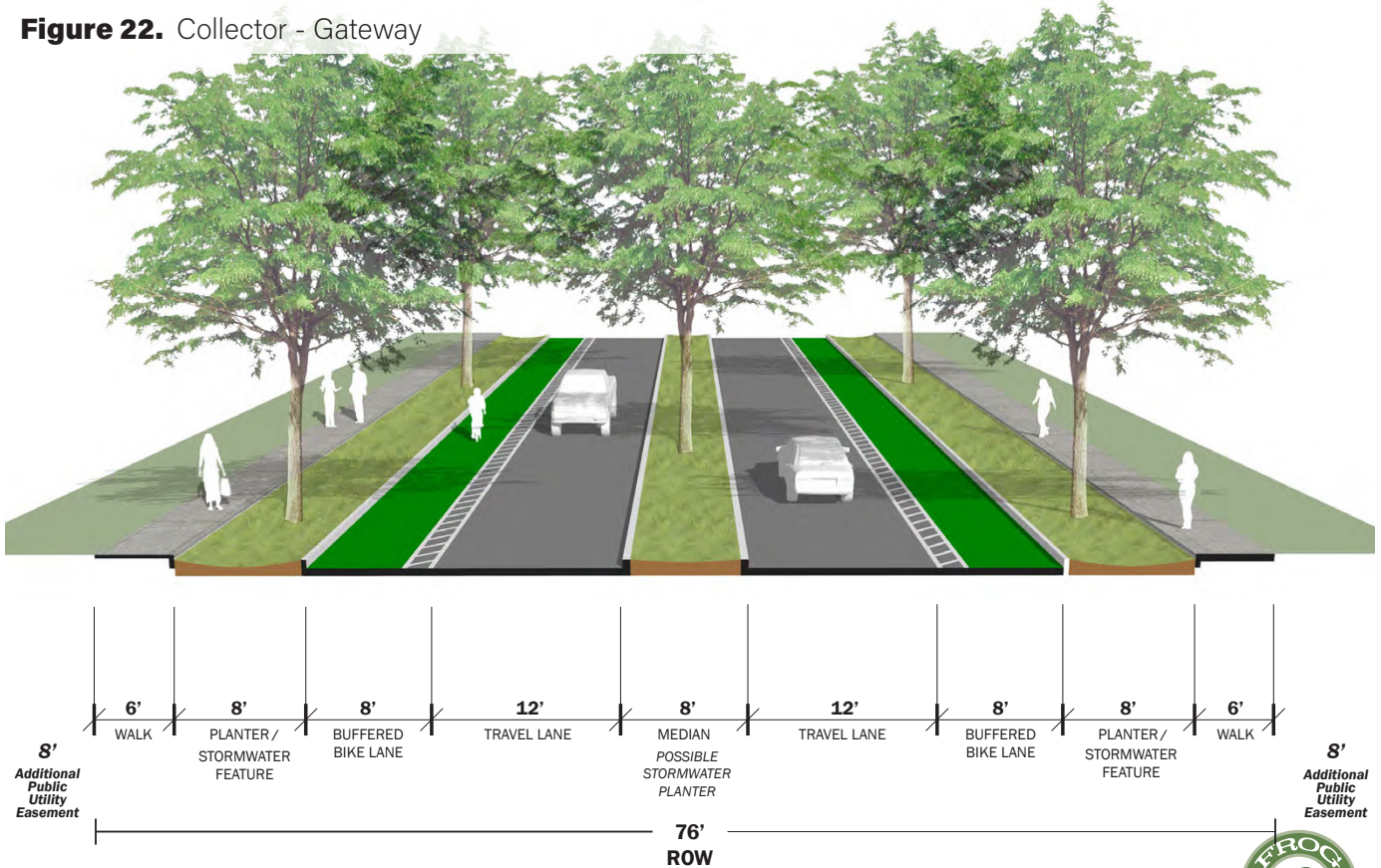


Figure 23. Collector - Internal

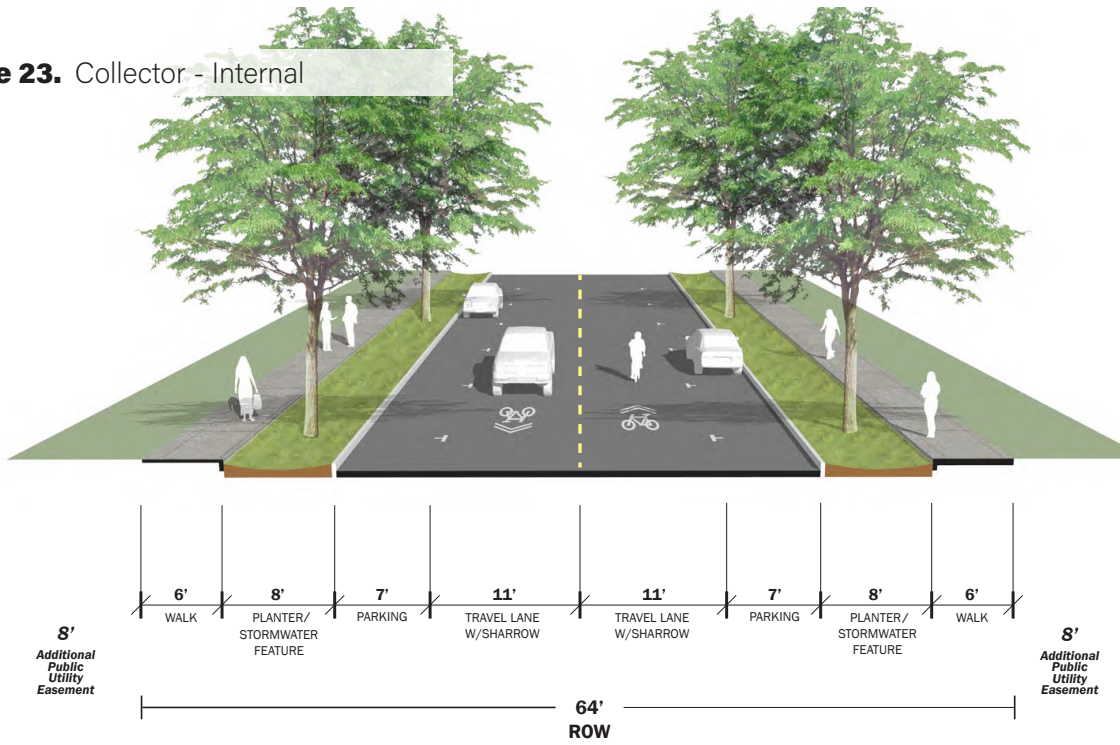


Figure 24. Typical Pedestrian Connection

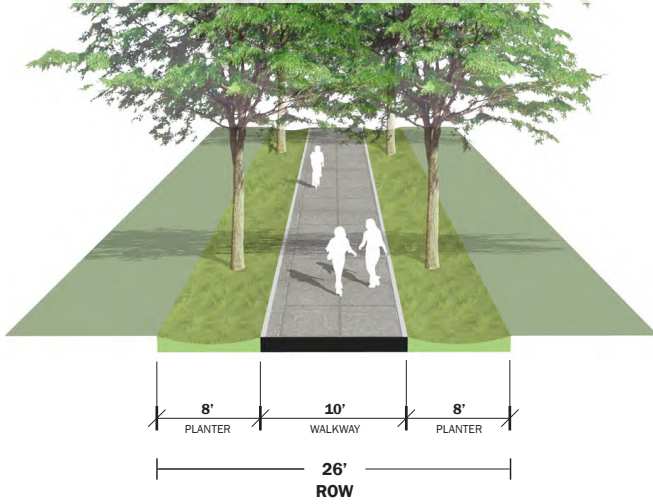


Figure 25. Typical Alley

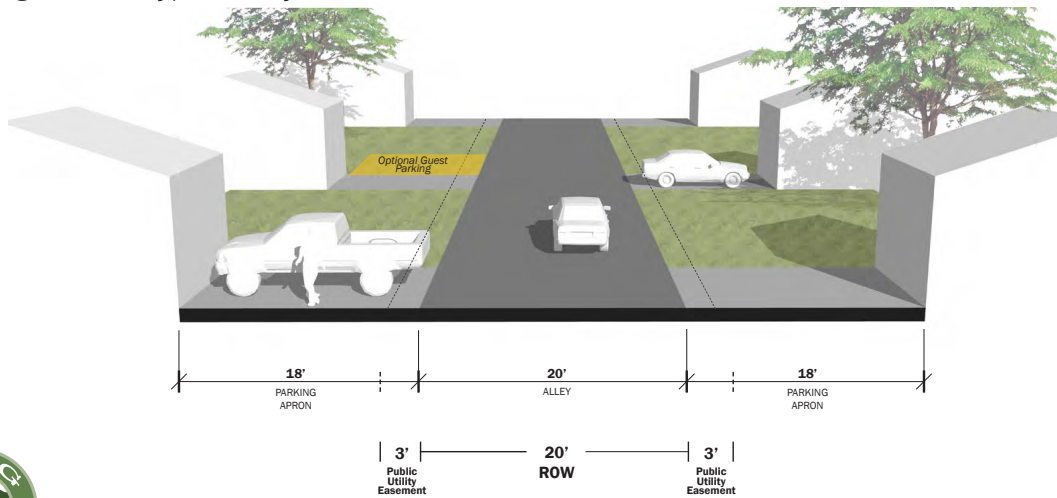


Figure 26. "Woonerf" street

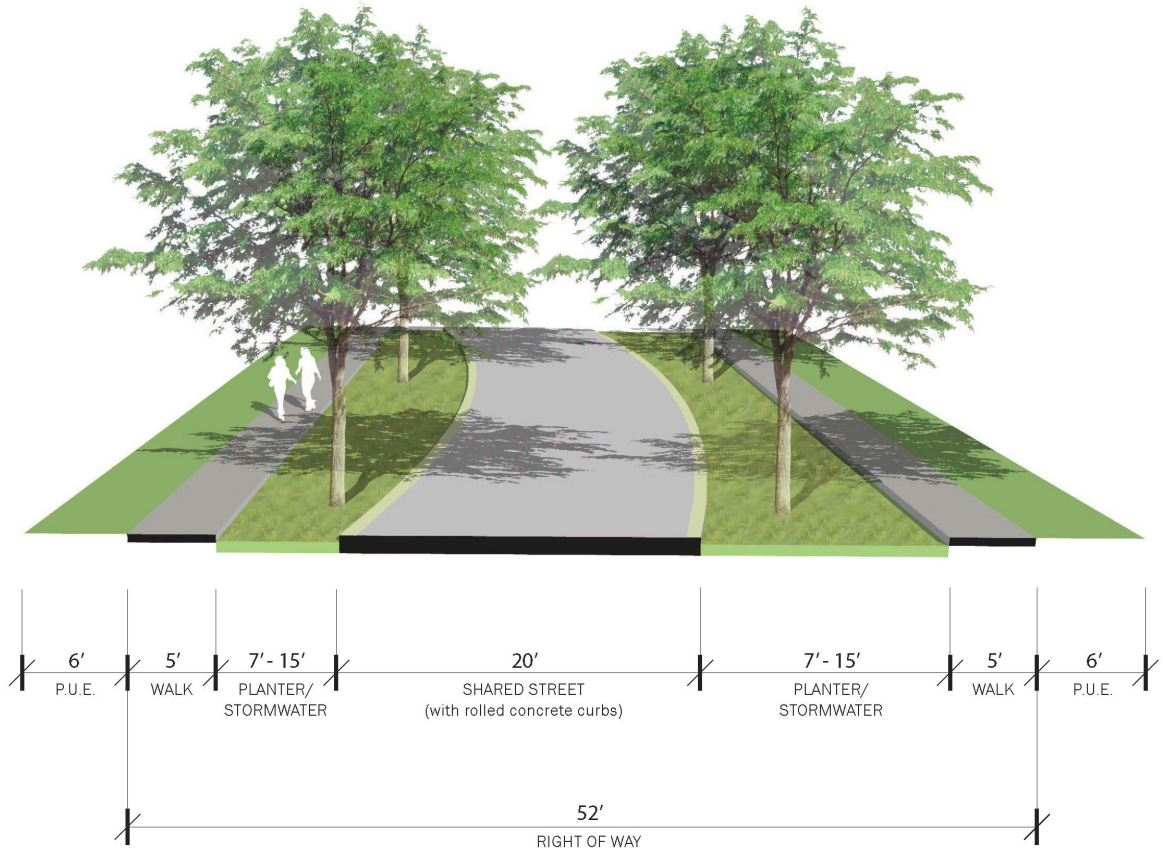
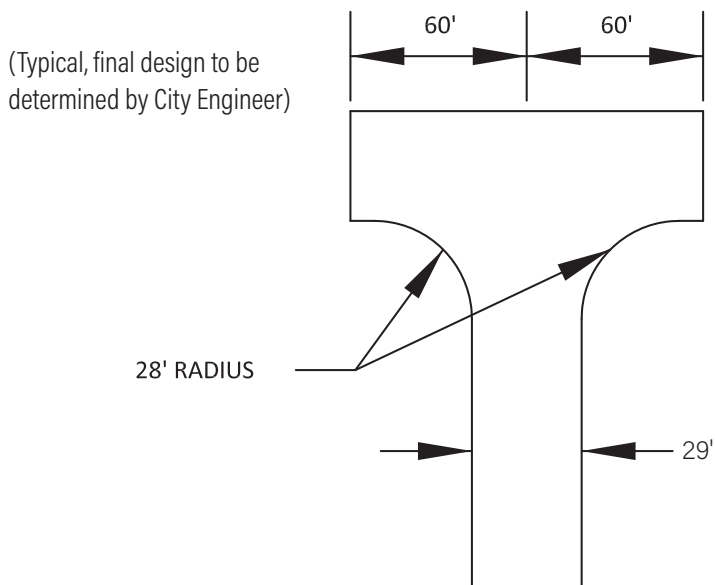


Figure 27. "Hammerhead" diagram

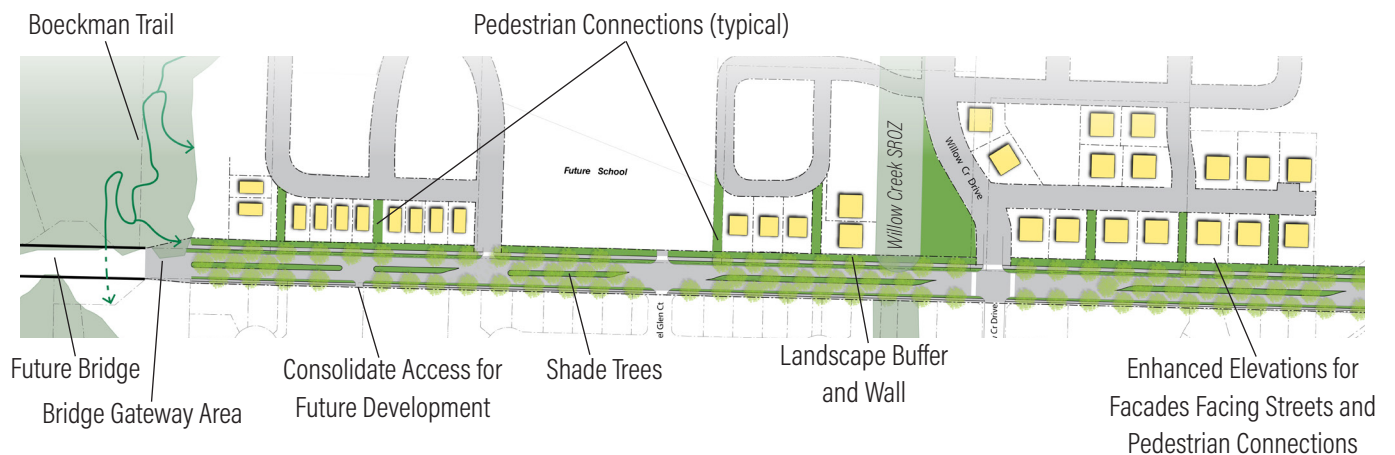


BOECKMAN ROAD DESIGN OBJECTIVES

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

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

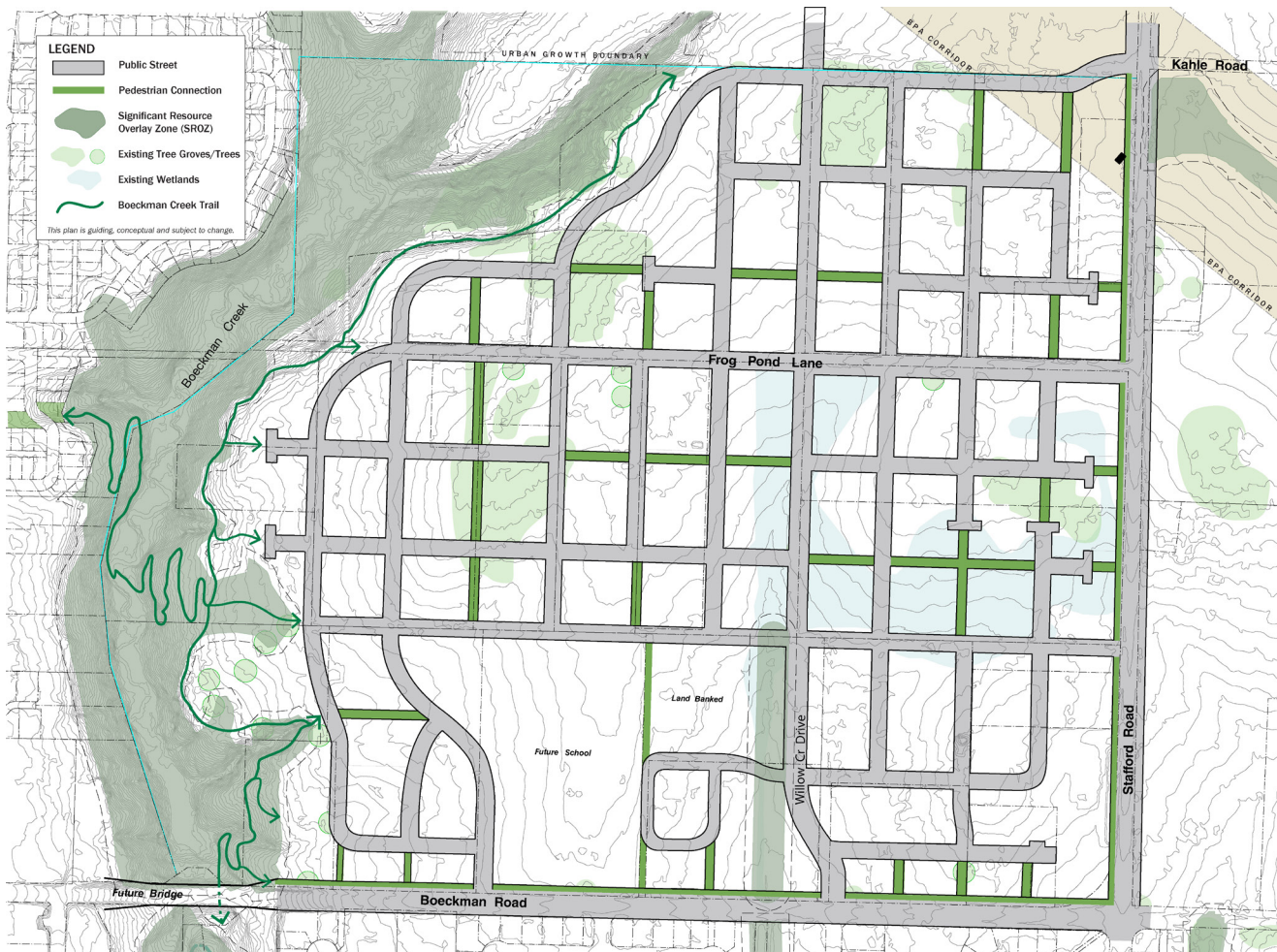
Figure 28. Boeckman Road Plan



PEDESTRIAN CONNECTIONS

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

Figure 29. Street Demonstration Plan - Pedestrian Connections



BOECKMAN TRAIL

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

Figure 30. Boeckman Creek Forest Trail Cross-Section

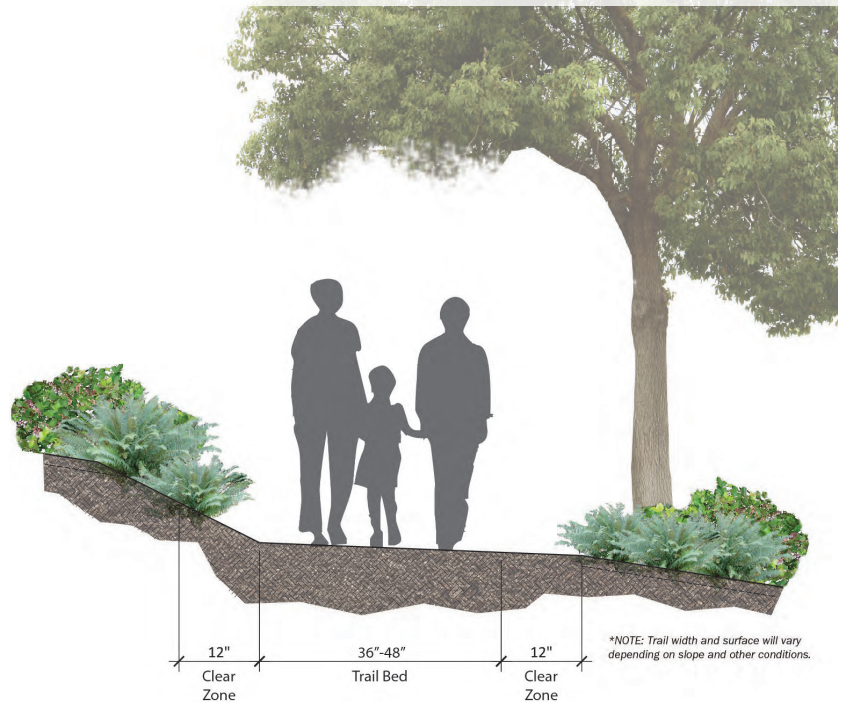


Figure 31. Boeckman Creek Regional Trail Cross-Section

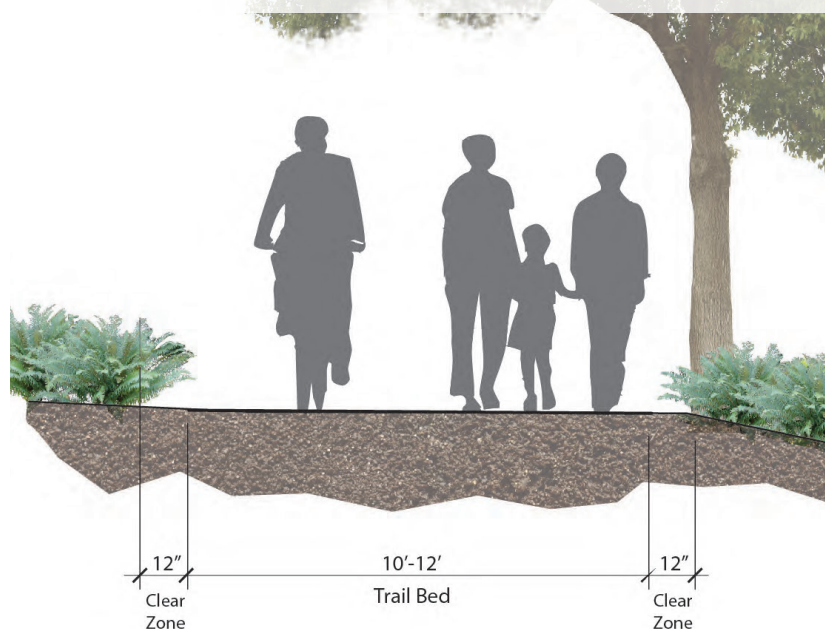


Figure 32. Boeckman Trail City Connections

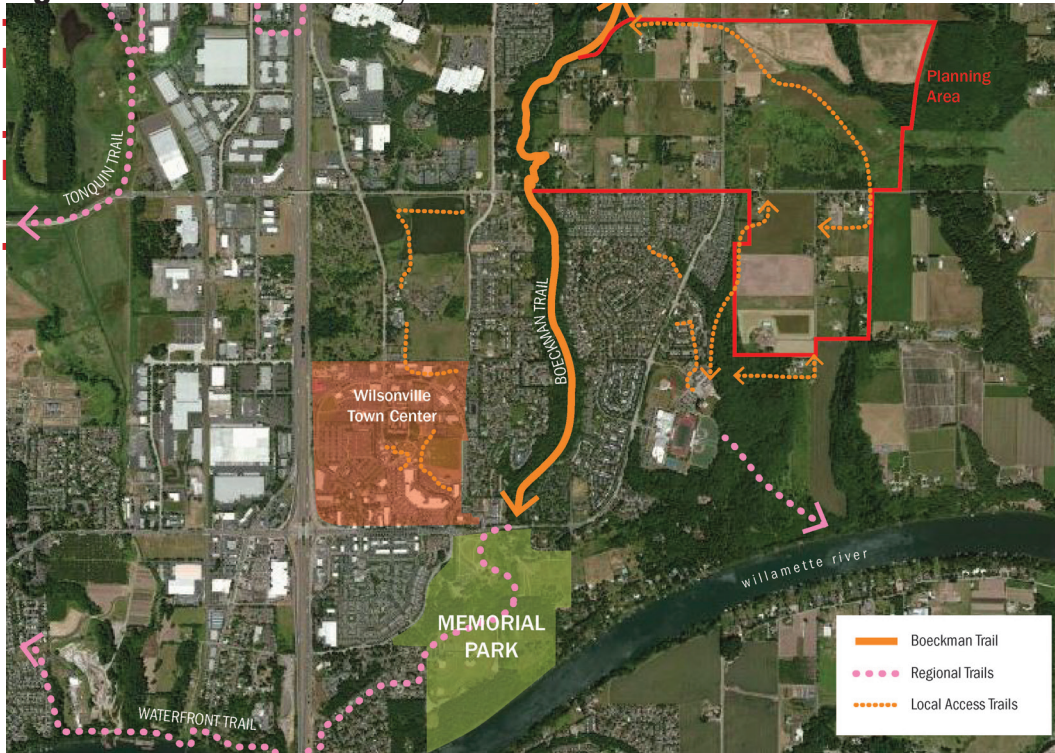


Figure 33. Area Plan Bicycle/Pedestrian Plan, Including Boeckman Trail Connections

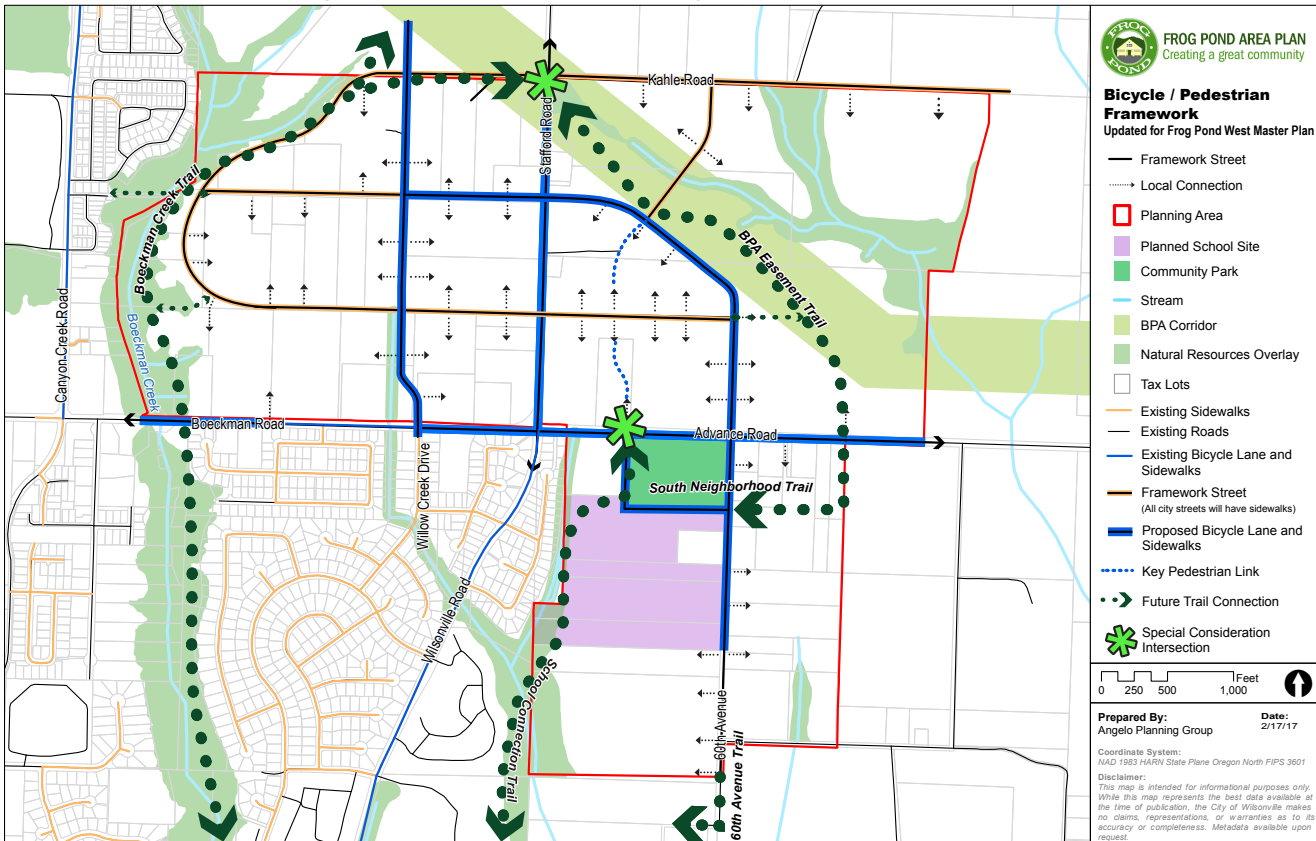


Figure 34. Boeckman Trail in Frog Pond West



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Parks & Open Space



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PARKS AND OPEN SPACE CONCEPT

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



2.5 ac Neighborhood Park



Wetland or riparian area



Pedestrian connection



Incorporating existing trees into the neighborhood



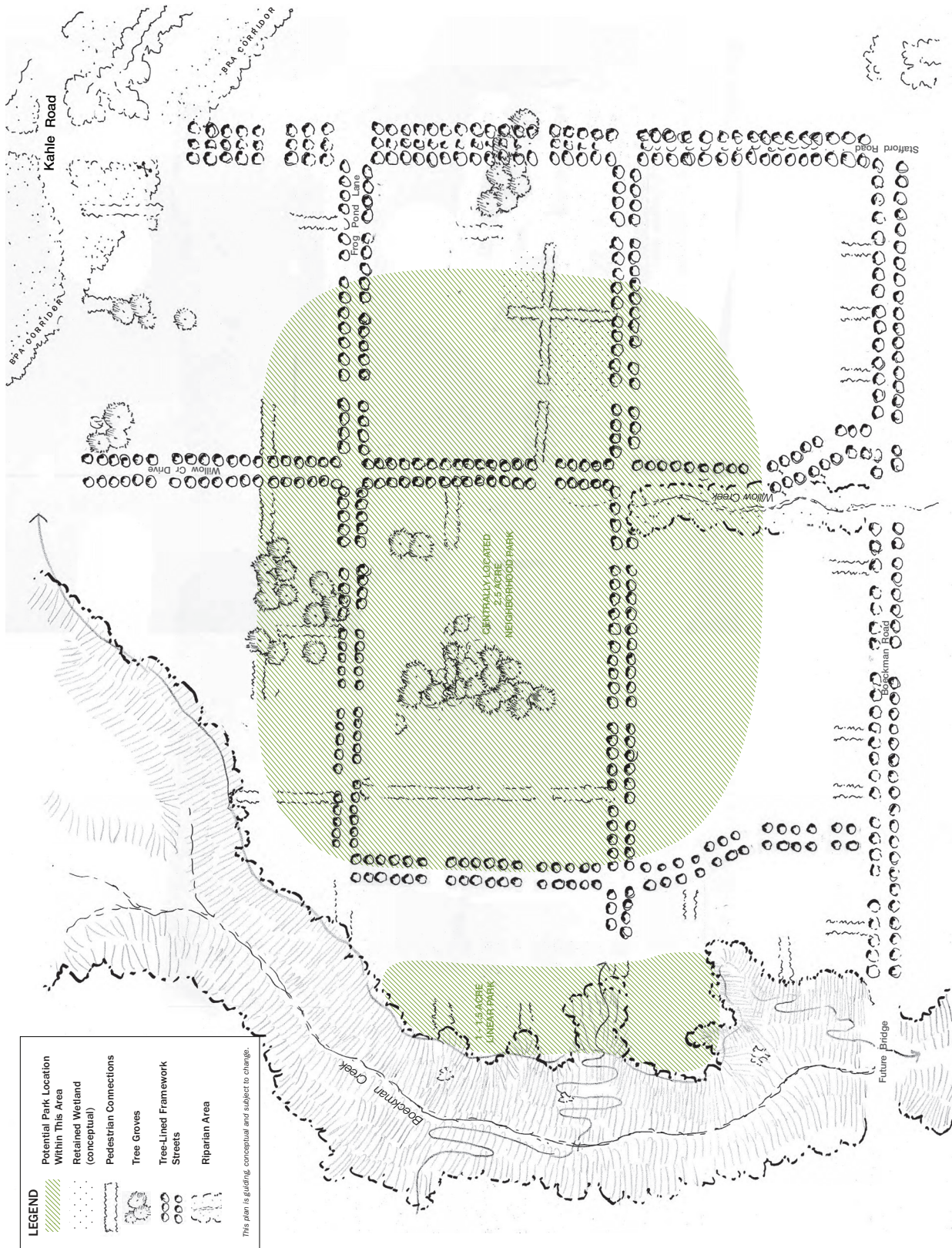
Tree-lined framework streets

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

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



Figure 35. Open Space Framework



NEIGHBORHOOD PARK

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

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

Figure 36. Neighborhood Park Design



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

Figure 37. Examples of Park Features



Park through a natural area



Park Events



Neighborhood Park



Park integrated with power line easement

BOECKMAN CREEK TRAILHEAD PARK

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

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

Figure 38. Examples of Trailhead Parks



Jackie Husen Park, bordering Cedar Mills Creek in Washington County



Little Sugar Creek Greenway Park in Charlotte, NC



SIGNIFICANT NATURAL RESOURCES

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

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

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

Figure 39. Preserving Trees and Wetland Areas

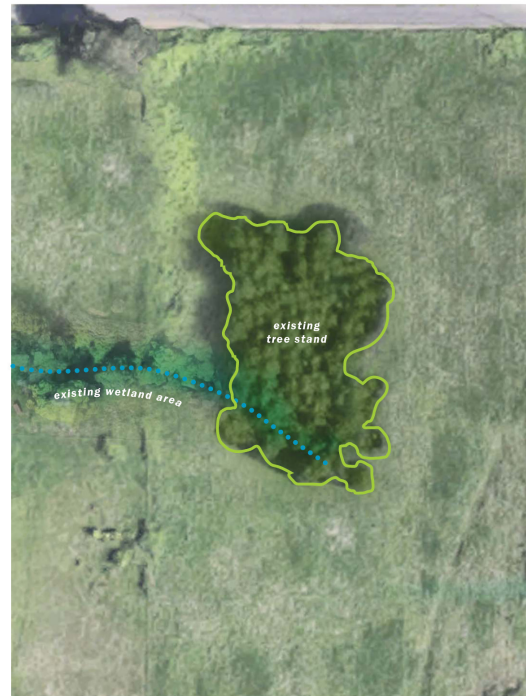
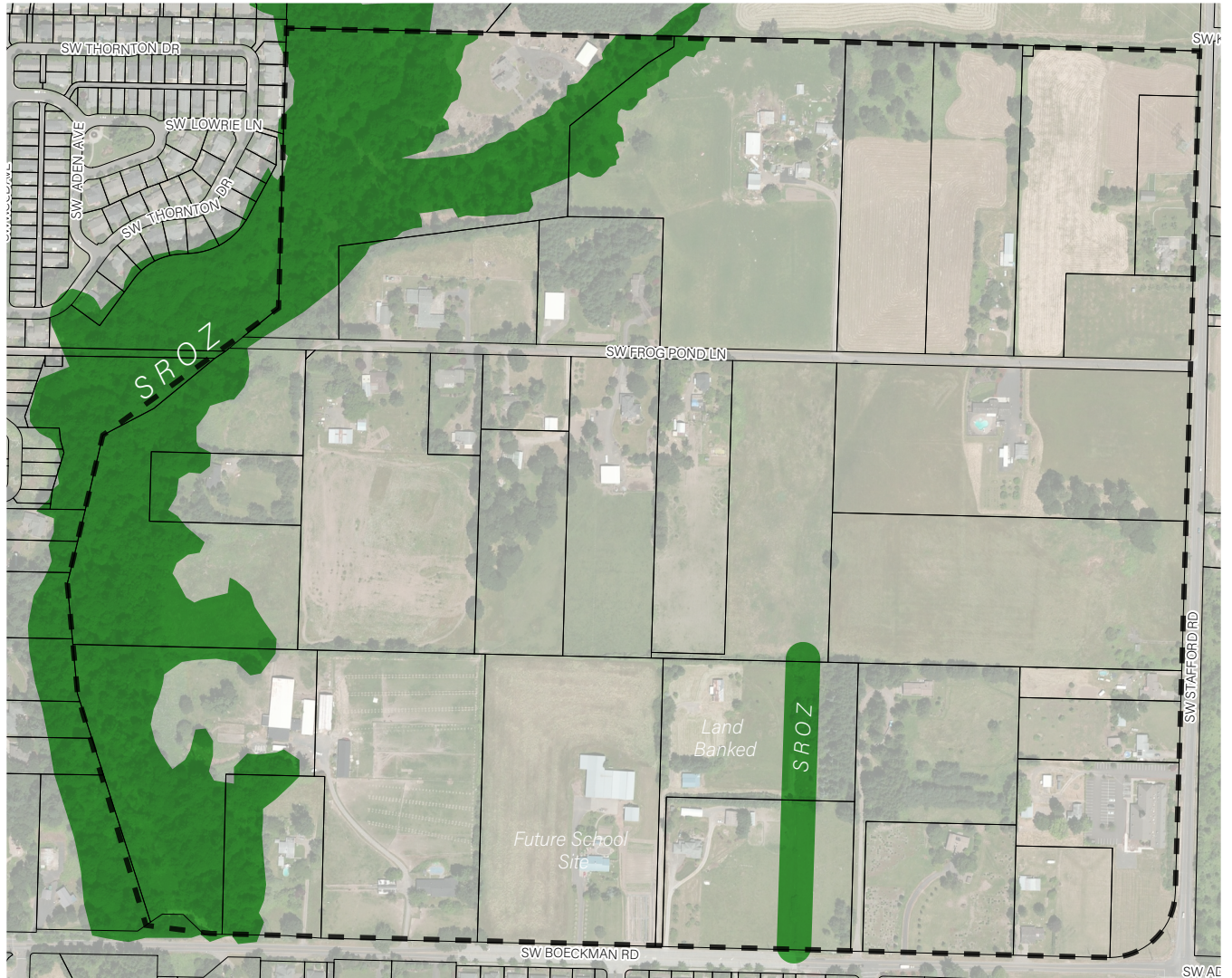


Figure 40. SROZ in the West Neighborhood



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Lighting, Street Trees, Gateways & Signage



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PUBLIC LIGHTING PLAN

Intent

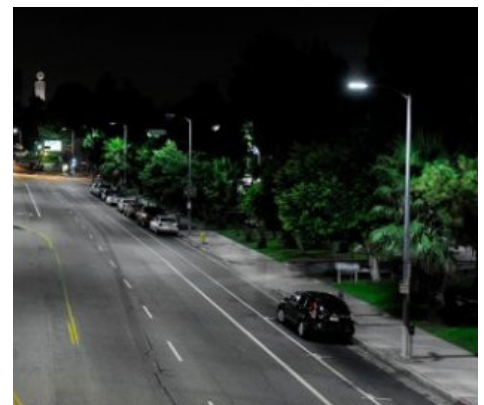
The Frog Pond Public Lighting Plan is intended to provide effective lighting of public streets and places to enhance neighborhood livability, night-time vitality and safety. The lighting recommendations focus on providing an even, consistent coverage, softening contrast ratios at edges and improving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

Lighting Plan Hierarchy

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

Arterial

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



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

Collector Gateway

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





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

these stretches of street

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

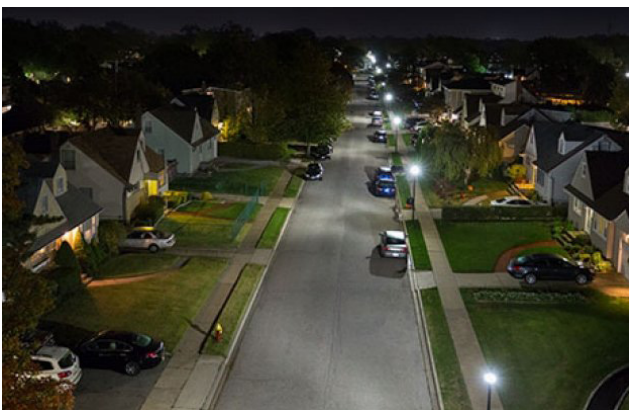
Key Intersections

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

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

Local Street

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



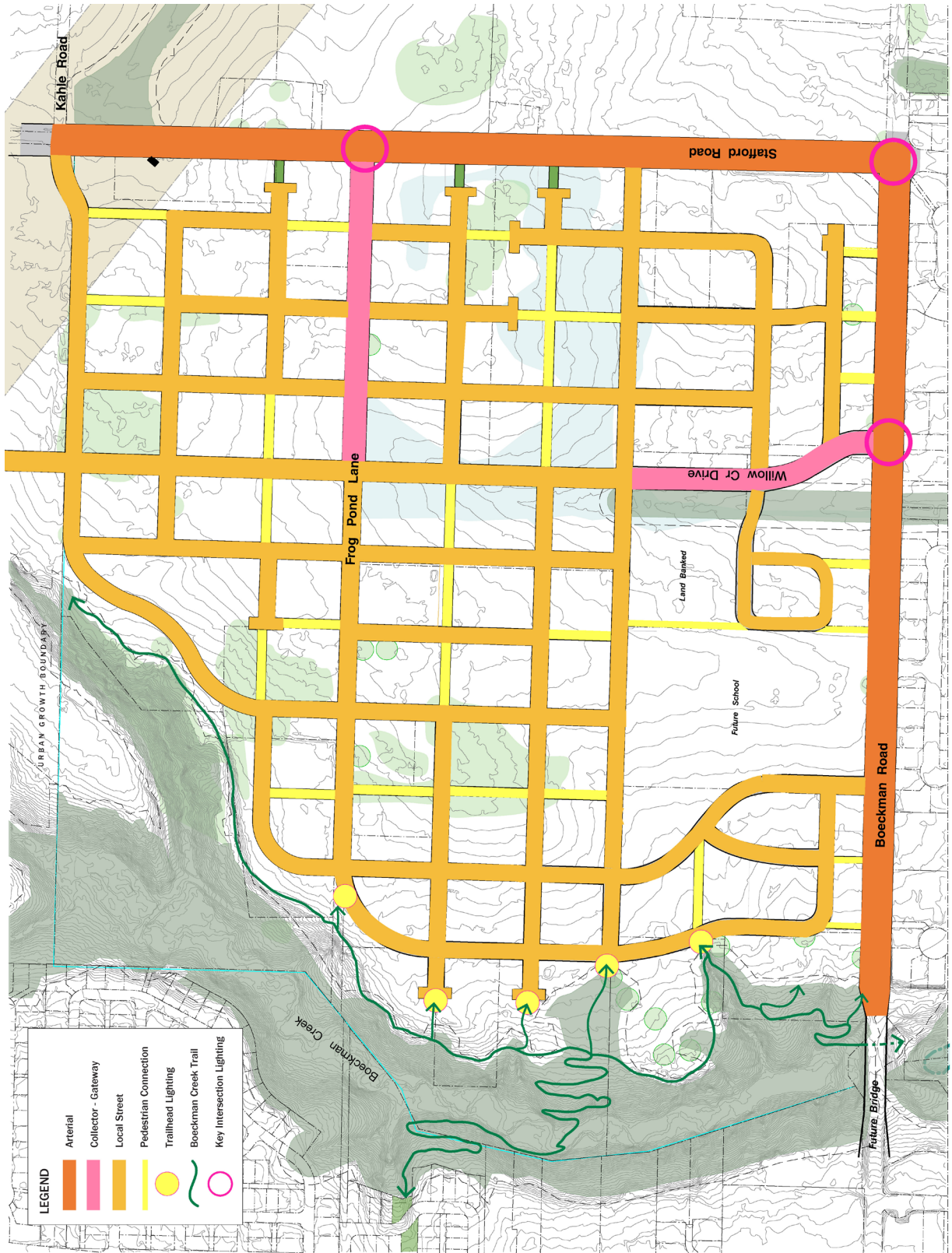
Local street fixtures should provide subtle lighting that does not affect livability of nearby homes



The proposed Local Street fixture, Phillips Hadco Westbrooke



Figure 41. Public Lighting Diagram



Pedestrian Connections, Trailheads and Paths

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



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

STREET TREE PLAN

Master Plan Intent

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

Primary Streets

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

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

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



Northern Red Oak

The Primary Street Tree List is as follows:

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



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

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

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

Neighborhood Streets

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



Katsura Tree

The Neighborhood Street Tree List is as follows:

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

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

Pedestrian Connections

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

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

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



Bowhall Red Maple



Figure 42. Street Tree Plan

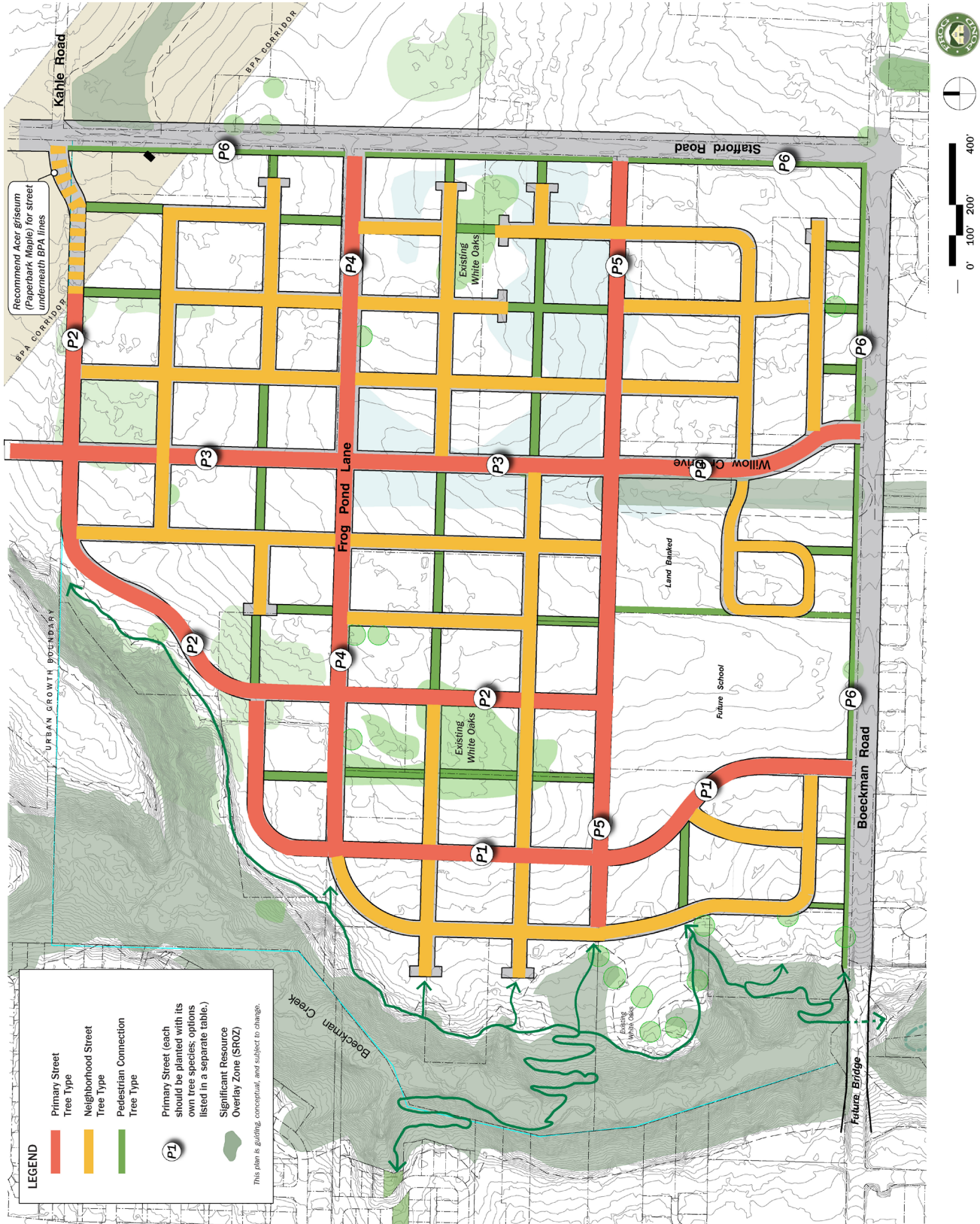


Table 2. Street Tree List

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



GATEWAYS, MONUMENTS, AND SIGNAGE

Overall Intent

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

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

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

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



Gateways

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

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

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

Table 3. Gateway Types, Roles, and Design Elements

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



Figure 44. Gateway Locations

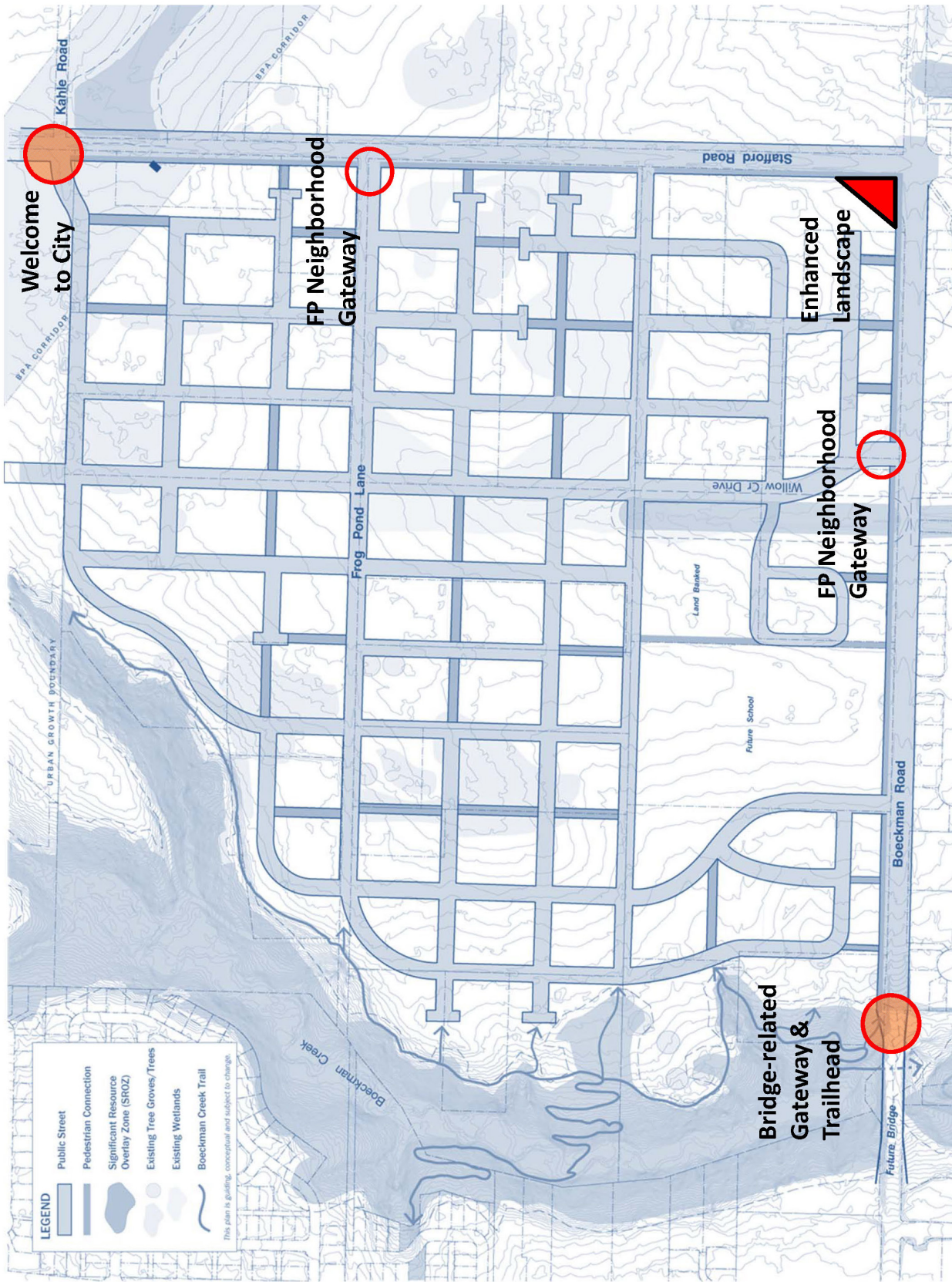
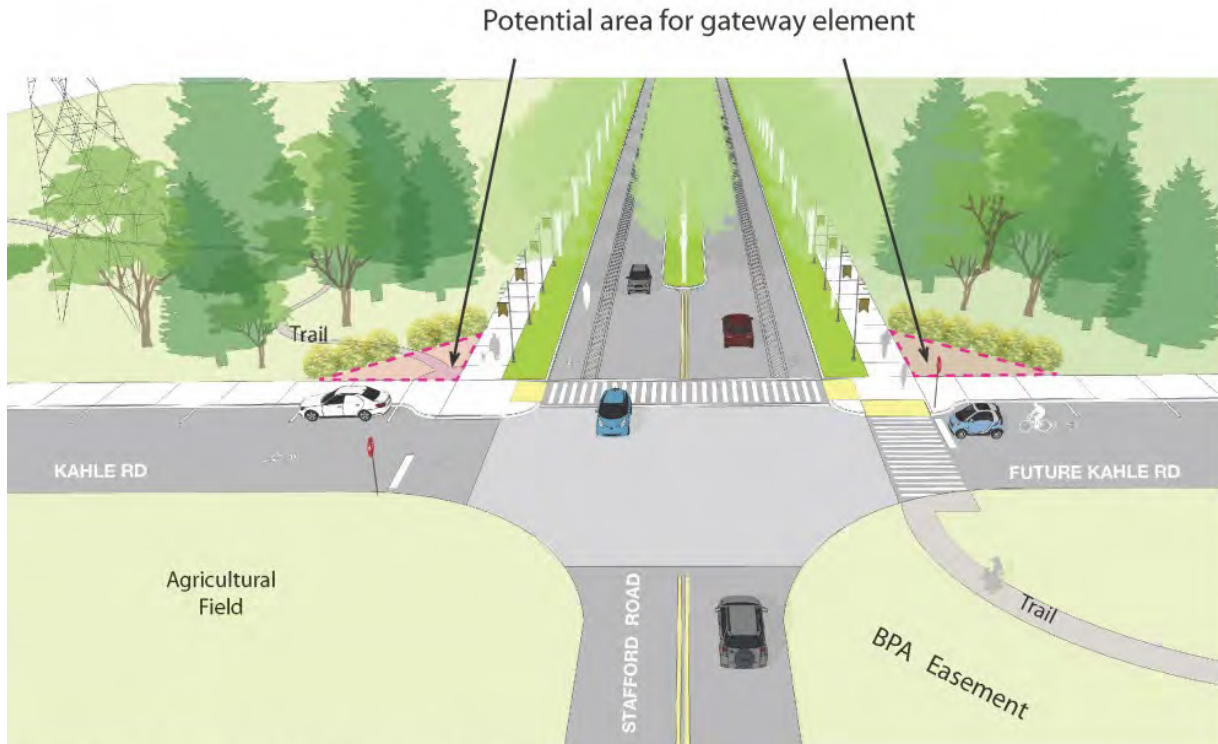


Figure 45. City Gateway - Stafford Road at Kahle Road



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

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



Seasonal Landscapes



Landscapes as Gateway



Landforms and Tall Vegetation



Figure 46. Neighborhood Gateways



Use brick to blend with Boeckman property frontage wall



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



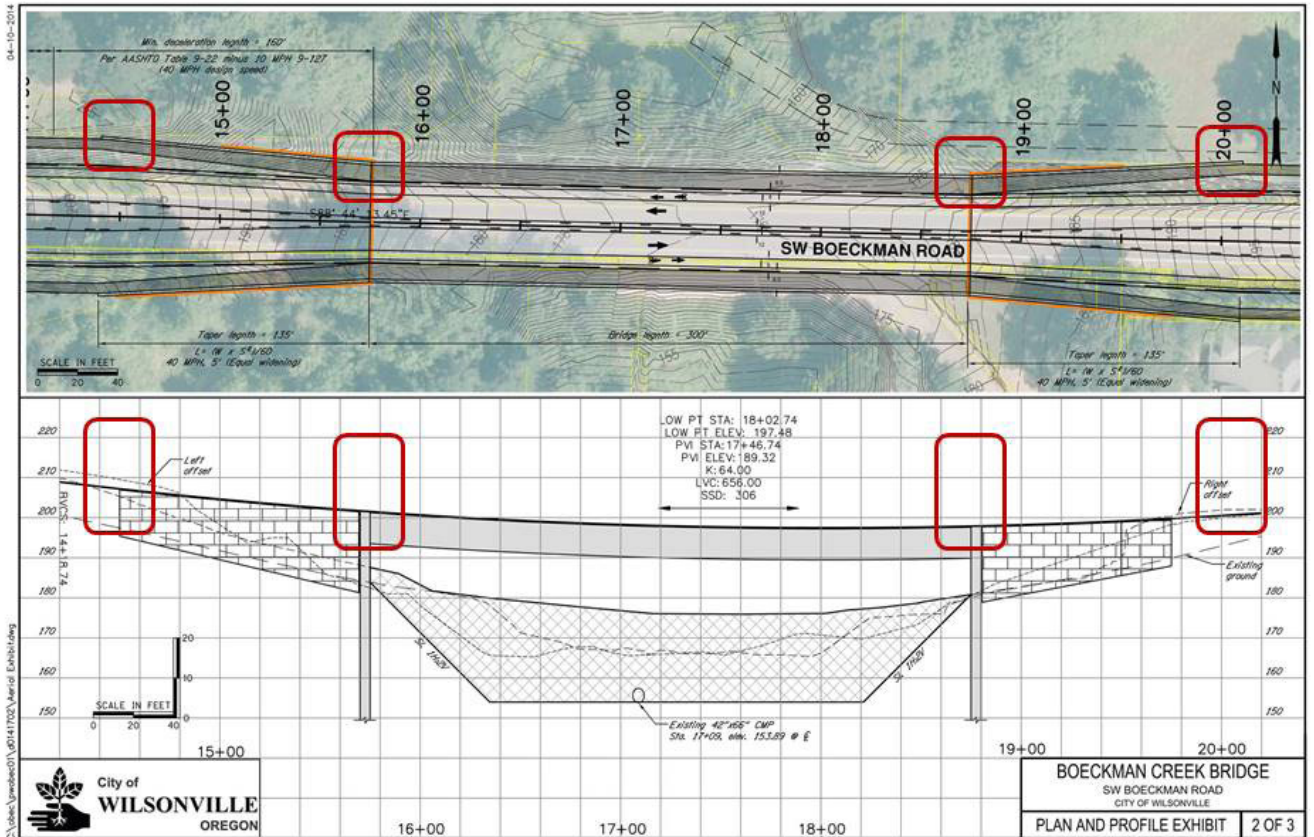
Simple brick form, integrated with landscape. Large lettering not as important as landscape and civic element.




Figure 47. Conceptual illustration of Boeckman-Stafford Gateway



Figure 48. Boeckman Bridge Gateway



 Potential locations for vertical elements to be added to bridge



MONUMENTS AND SIGNS

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

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



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



Street sign 'caps' help with neighborhood identity





Implementation



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ANNEXATION, ZONING, AND DEVELOPMENT REVIEW

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

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

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

INFRASTRUCTURE FUNDING PLAN

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

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



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

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

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

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

Strategies and options described in the plan include:

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

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



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APPENDIX A - ACKNOWLEDGEMENTS

Planning Commission

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

City Council

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

City Staff

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

**Former City employee

Consultant Team

Angelo Planning Group

- Joe Dills, AICP, Project Manager
- Andrew Parish, AICP, Planner
- Kyra Schneider, Assistant Planner

DKS Associates

- Scott Mansur, P.E., PTOE

Leland Consulting Group

- Brian Vanneman, Principal
- Andy Parks, Gel Oregon

Walker Macy

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

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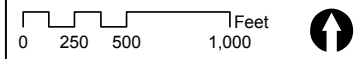
APPENDIX B - AREA PLAN FRAMEWORK PLANS

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LAND USE FRAMEWORK

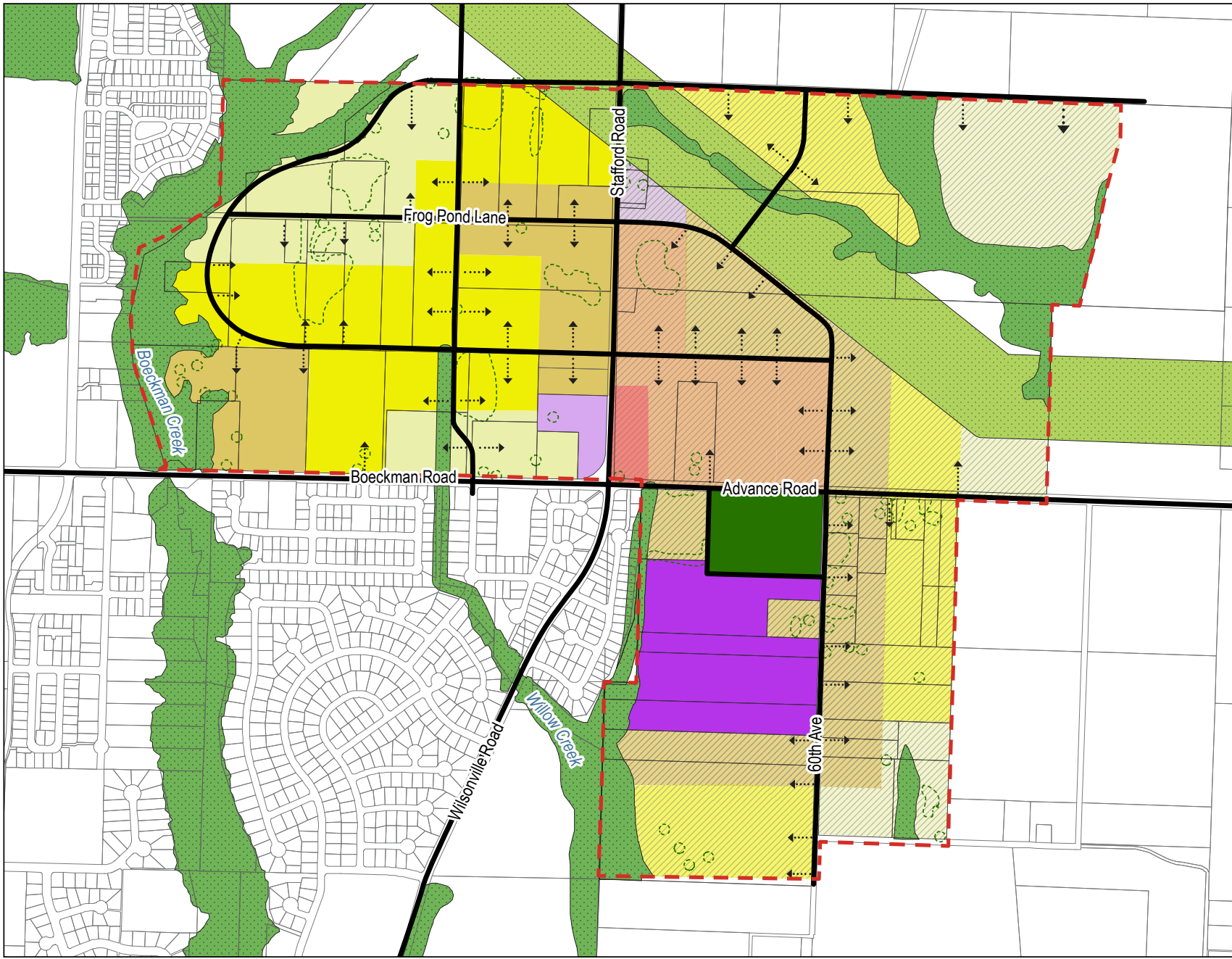
- Framework Street
- Local Connection
- Planning Area
- Planned School Site
- Community Park
- BPA Corridor
- Natural Resources Overlay
- Existing Trees and Groves
- Tax Lots
- R-10 Large Lot SF (8,000 - 12,000 SF)
- R-7 Medium Lot SF (6,000 - 8,000 SF)
- R-5 Small Lot SF (4,000 - 6,000 SF)
- Institutional/Civic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



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

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

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

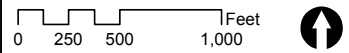




Bicycle / Pedestrian Framework

Updated for Frog Pond West Master Plan

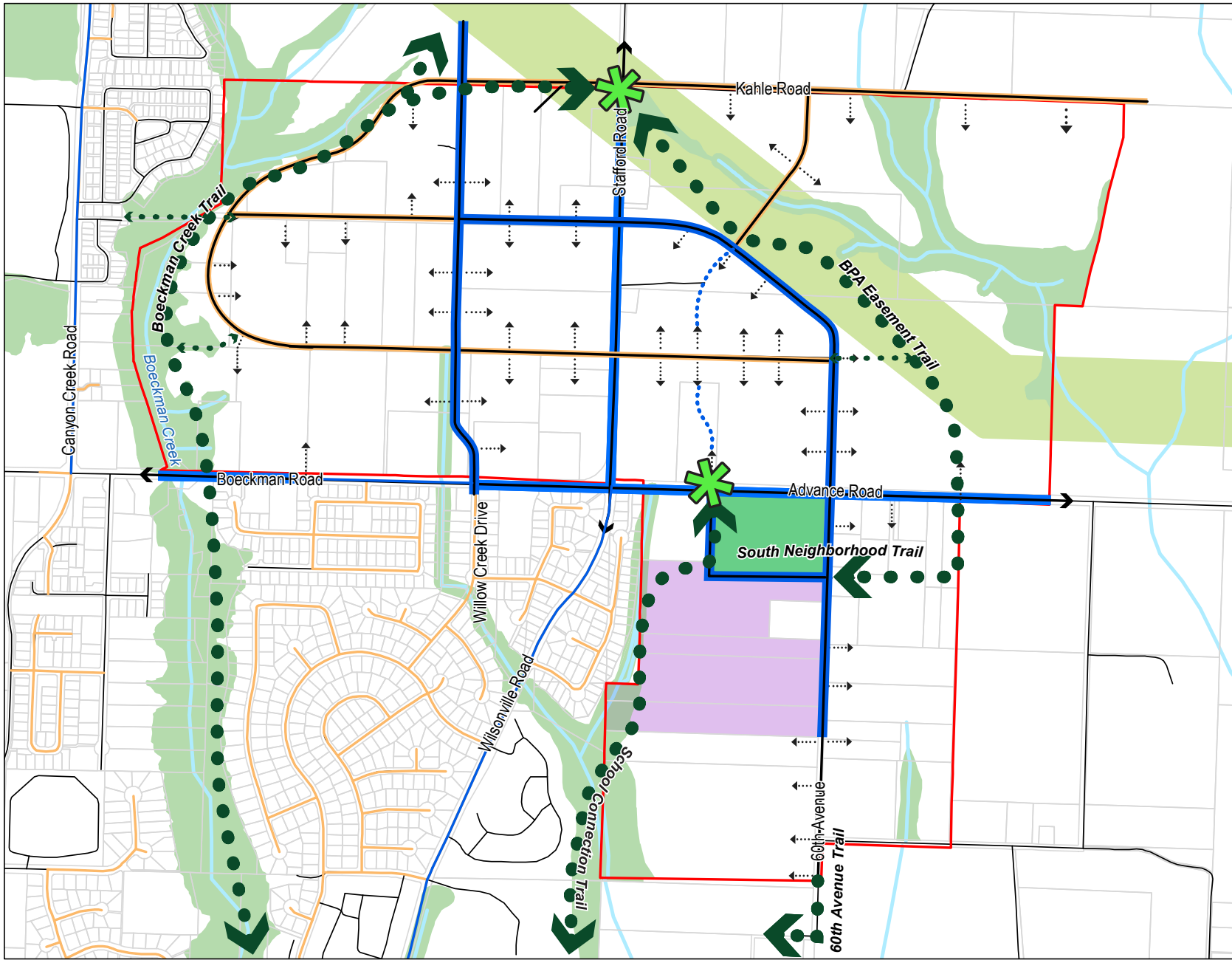
- Framework Street
- Local Connection
- Planning Area
- Planned School Site
- Community Park
- Stream
- BPA Corridor
- Natural Resources Overlay
- Tax Lots
- Existing Sidewalks
- Existing Roads
- Existing Bicycle Lane and Sidewalks
- Framework Street (All city streets will have sidewalks)
- Proposed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



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

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

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FROG POND AREA PLAN

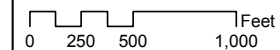
Creating a great community

Transportation Framework

Updated for Frog Pond West Master Plan

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

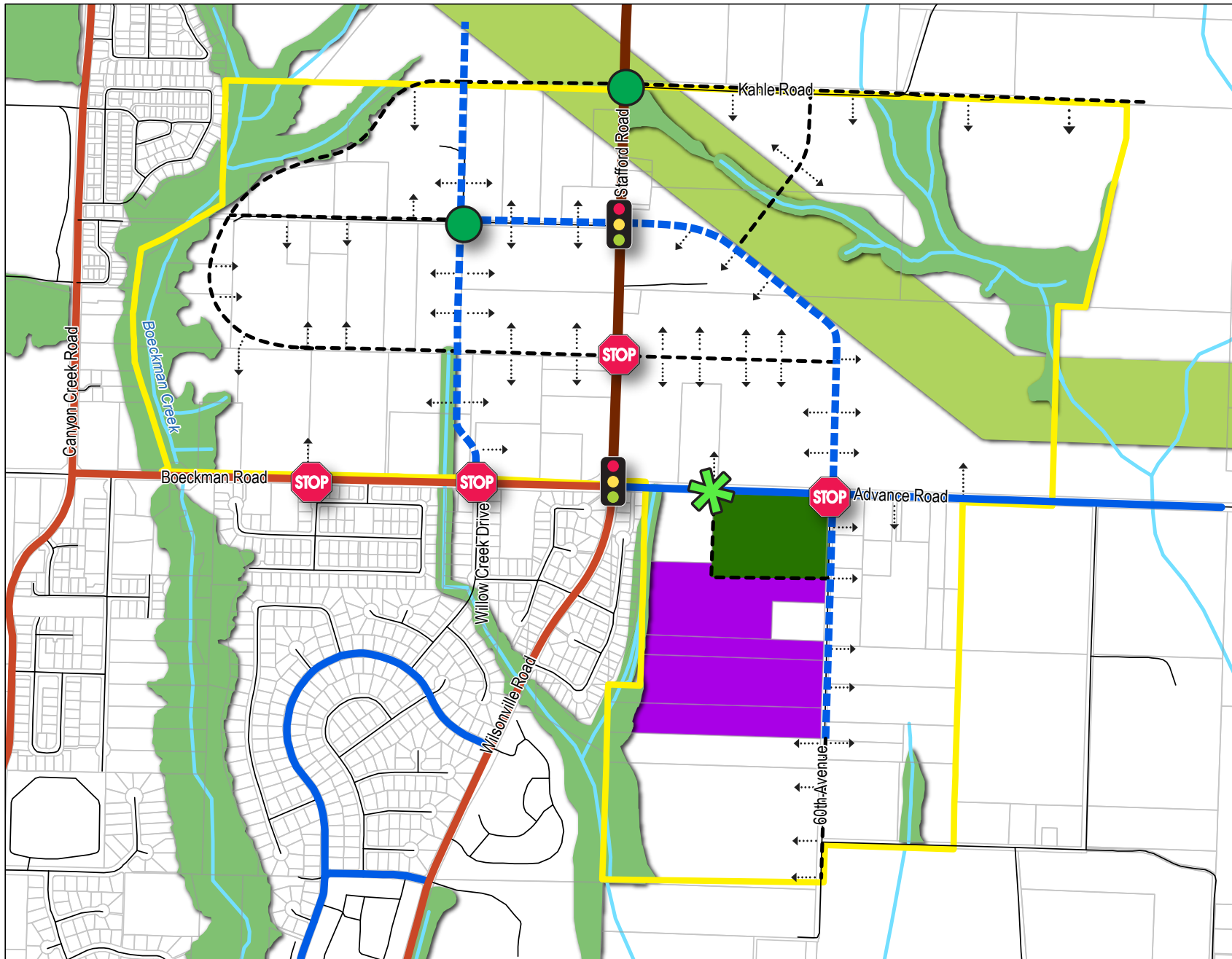
* Includes bike lanes and on-street parking where appropriate.



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

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

Disclaimer:
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APPENDIX C - ACREAGE AND DENSITY CALCULATIONS



MEMORANDUM

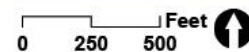
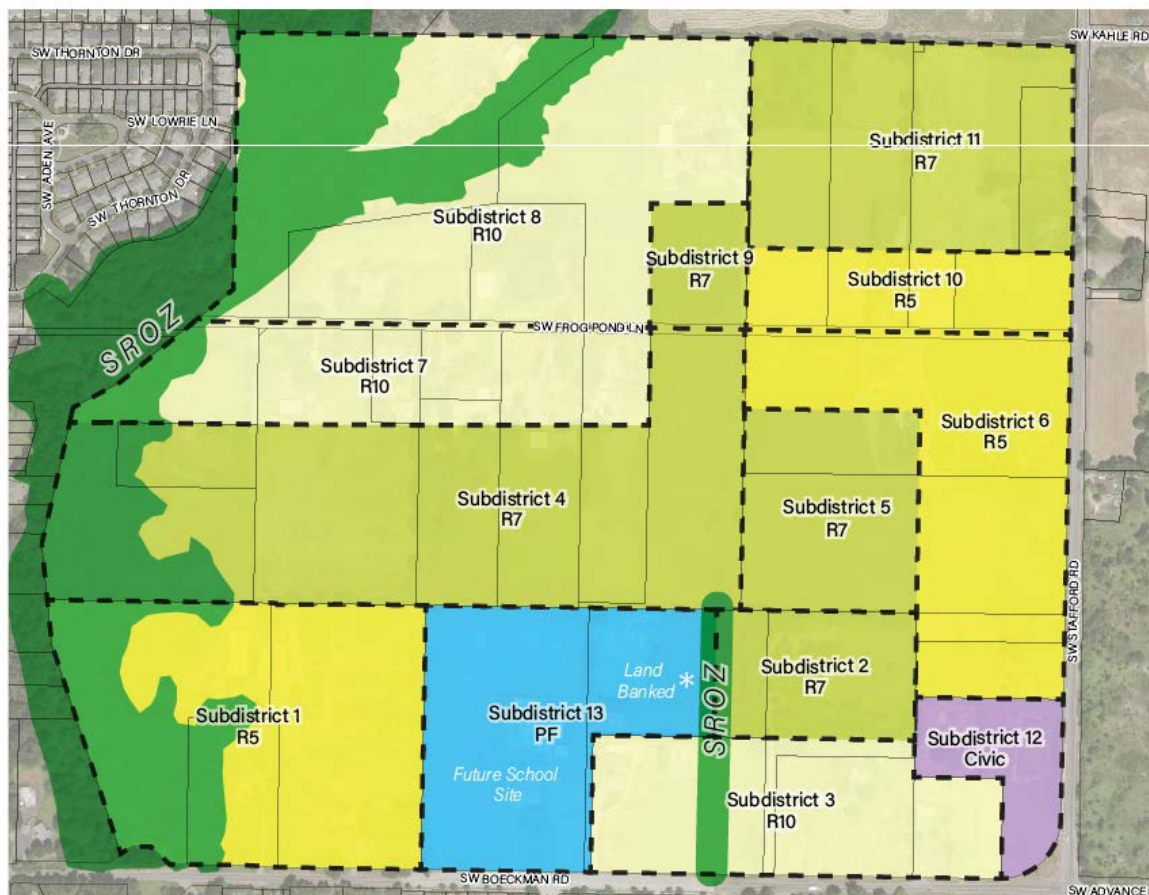
2/21/2017

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

INTRODUCTION AND PURPOSE

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

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



MEMORANDUM



DEVELOPMENT CAPACITY IN THE FROG POND AREA PLAN

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

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

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

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

DEVELOPMENT CAPACITY IN THE FROG POND WEST MASTER PLAN

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

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

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

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

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

MEMORANDUM



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

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

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

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

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

MEMORANDUM



Table 3 Gross and Net Subdistrict Acres in Frog Pond West

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

APPENDIX D - DRAFT INFRASTRUCTURE FUNDING PLAN

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Frog Pond West: Infrastructure Funding Plan

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



Introduction

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

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

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

Project Summary

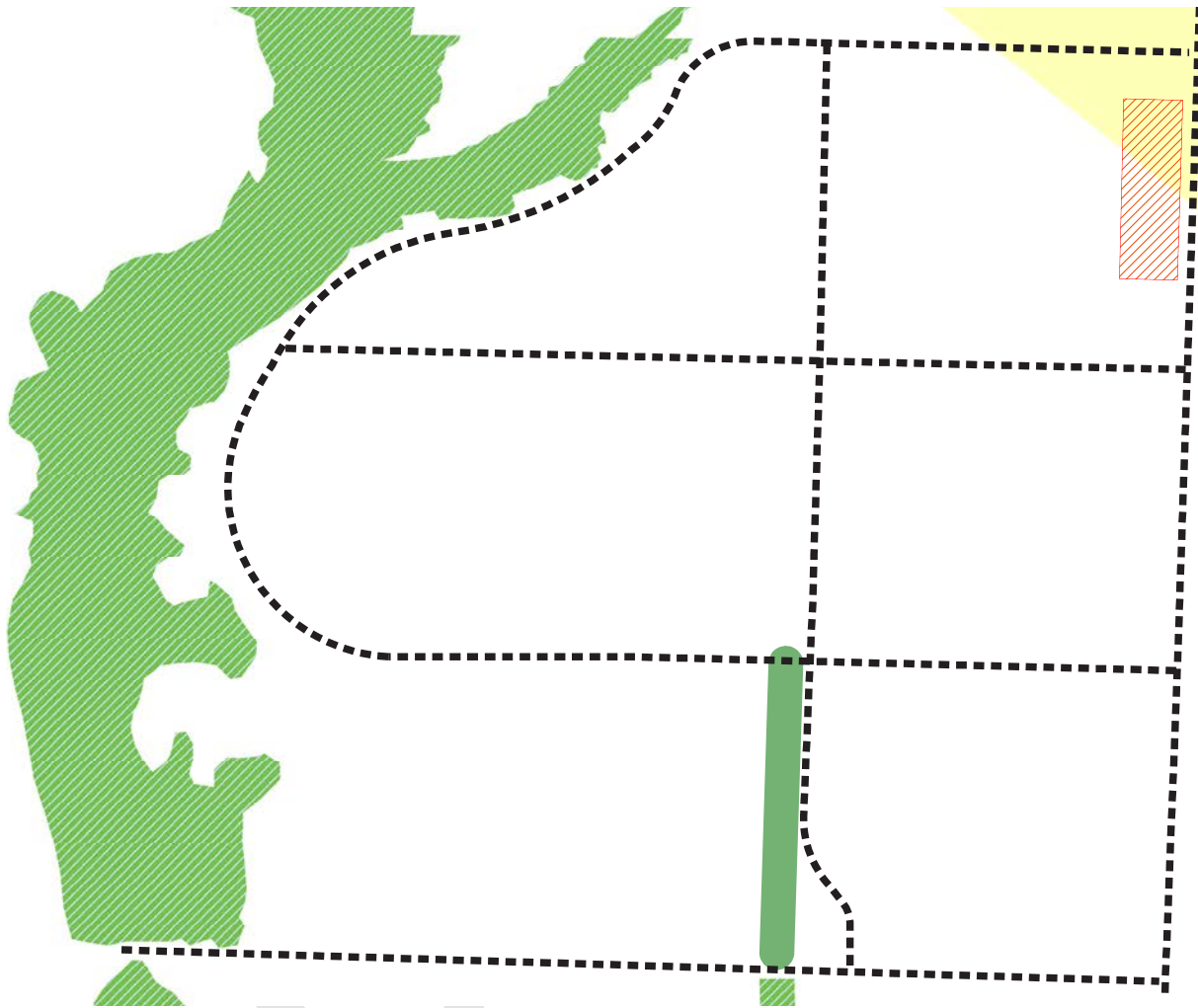
The Frog Pond West planning area, shown in Figure 1 below, is approximately 180 acres in total, with approximately 150 acres outside of the natural resource areas shown in green. The Master Plan area includes the following general attributes, which influence this funding plan:

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

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

Figure 1. Frog Pond West

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



Infrastructure Summary

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

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

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

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

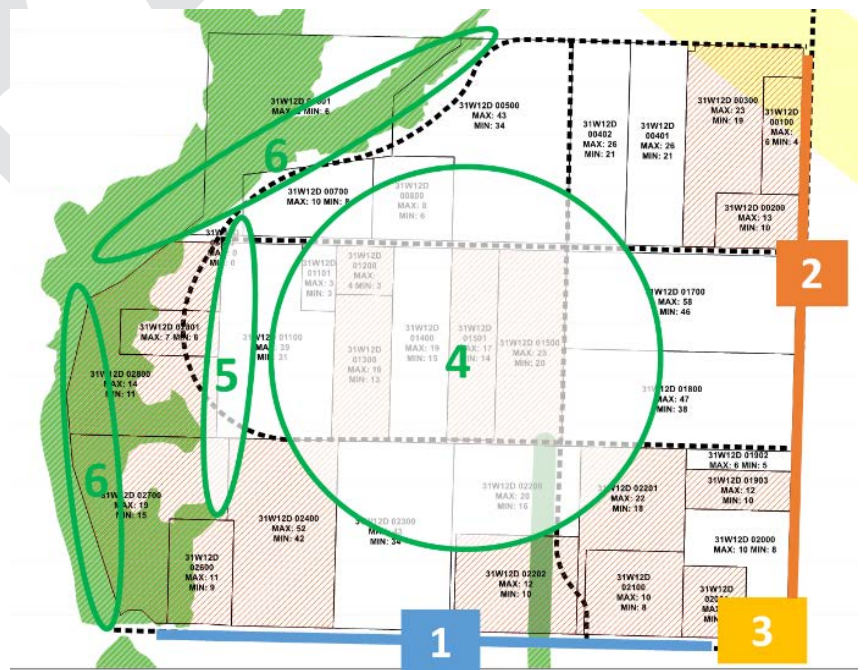
Master Plan Projects

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

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

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

- Boeckman Bridge



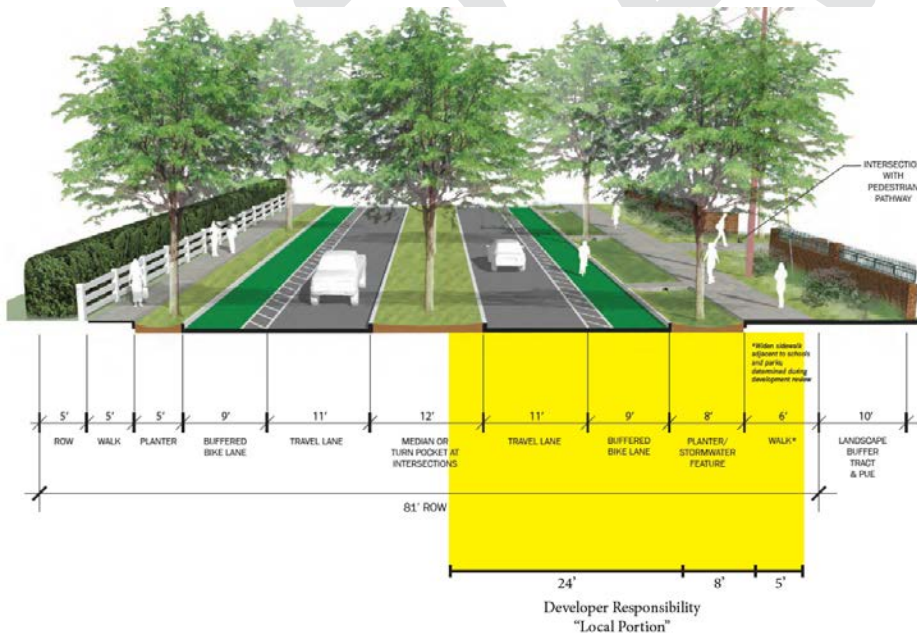
² Presently, SDCs and other resources are insufficient to fund the Boeckman Bridge. Therefore, we did evaluate funding alternatives and provide recommendations related to this project.

Current City Policy

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

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

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



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

Infrastructure Cost Allocation-Current City Policy

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

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

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

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

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

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

Master Plan Infrastructure Funding Options

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

Boeckman Road Funding Options

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

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

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

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

Option 2: Build Boeckman Road in more than one phase

This option entails the following City policies and actions:

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

Stafford Road Funding Options

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

Option 1: Interim Stafford Road design

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

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

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

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

This option entails the following City policies and actions:

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

Other Options for Stafford Road

Other options include:

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

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

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

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

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

Figure 2. Street and Underground Utility Developer Cost Responsibility Summary

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

Neighborhood Park Funding Options

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

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

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

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

Boeckman Bridge Funding Options

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

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

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

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

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

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

Summary of Options and Recommendations

Boeckman Road

Development and funding options for Boeckman Road include:

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

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

Stafford Road

Development and funding options for Stafford Road include:

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

Parks

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

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

Boeckman Bridge

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

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

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

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

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

Total Costs per Door

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

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

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

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

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

Other Tools and Options

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

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

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