



EAST & SOUTH MASTER PLAN

Edits to the Frog Pond East and South Master Plan from Planning Commission and City Council Hearings

The following is a consolidated list of outstanding edits to the Frog Pond East and South Master Plan Document directed by the City Council adoption. The list includes edits noted in Exhibits D and G (Correction Memos) and the added change noted during the presentation on December 5. These will be incorporated into a final published version of the Master Plan Document, scheduled to be completed by early January.

Within beginning pages of the Master Plan Report, add an acknowledgements page

The acknowledge page will follow the format of Frog Pond West and include the names of: the City Council, the Planning Commission, participating City staff, and consultants.

Page 2 or 4 in Chapter 1, add call-out box describing what “Master Planning” is and is not.

On Page 2 or 4, depending on formatting of other text, include a call out box with the following language:

Master Planning identifies the types and locations of the homes, parks, open spaces, streets, trails and neighborhood amenities to be built over the next 10-20 years. Master Plans also identify implementing policies and regulatory strategies, along with water, sewer, stormwater, and transportation infrastructure needs and funding sources.

While Master Planning identifies the general types and locations of homes, parks, etc. it is not an approval for construction of such uses. Following Master Planning, the City develops a variety of detailed standards and rules that development must follow to remain consistent with the Master Plan. Final City approval of what to build comes as property owners request annexation into the City and the City reviews proposed subdivisions and building permits against these implementing standards and rules. Some variation from specific illustrations in the Master Plan may occur as detailed development plans are approved, while still remaining substantially consistent with the Master Plan and with the implementing standards and rules.

Pages 9-10, Typographical and Clarifying Edits to Engagement Summary Table (Table 1)

In the “Impact on Master Plan” response to “Concerns about increased traffic” replace the word “as ” in first sentence with “at” and add to the phrase “level of service” the words “and safety”. The updated sentence will read:

The Master Plan provides improvements to ensure the area functions at City’s standards for traffic level of service and safety.

In the “Impact on Master Plan” response to “A successful commercial area, a place of gathering” add the word “and” prior to “convenient services.”

Replace the words “and will get more so” after “Transit access is important” with “and will continue to gain in importance” to be more clear of the intention of the statement.

Move header “Phase 2-Summer” to top of Page 10.

In the “Impact on Master Plan” response to “Participants really like Wilsonville’s parks . . .” add an additional sentence at the end that reads as follows:

The Master Plan also integrates small green spaces in each subdistrict, trails in the BPA easement area, and an overall trail system that is interconnected with the regional trail network.

Page 17 of the Master Plan Report, Clarify Legend on Regional Context Map:

The current legend could cause confusion between Frog Pond West and undesignated rural land. The legend will be edited as follows:

- Add differentiating color clearly calling out Frog Pond West
- Include "undesignated rural land" as a separate item in the legend

Page 19, Update “60th Trail” label on map.

Replace “60th Trail” label with “60th Sidewalk” on map to be clearer about planned nature of the pedestrian facility.

Page 32, Spell out LCG on first reference

At beginning of last paragraph of page 32 replace “LCG” with “Leland Consulting Group (LCG)”. The remaining references to LCG remain the same.

Page 62, Discretionary review of development in specific urban design contexts.

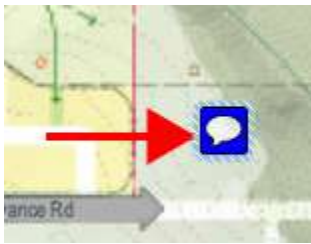
Remove the reference to discretionary review in relation to edges of mapped urban form as there may be both clear and objective and discretionary standards adopted related to this topic, as will be determined in the upcoming code writing process.

The updated second paragraph under the “Form Based Design and Transect” subsection will read:

To support a seamless “feathering out” and context specific design, the implementing code will include criteria for specific urban design contexts, including but not limited to: transitions between mapped urban design forms, adjacency to the main street commercial, and adjacency to Stafford Road.

Page 81, Local street termination update per City Engineer.

On the Street and Block Demonstration Plan, on the very east edge of Frog Pond East just north of Advance Road have illustrated local street continue directly east.



Page 84, Updates to Active Transportation Plan map.

Update SW 63rd Avenue south of SW Advance Road to accurately show the built condition of unprotected bike lanes. This section of SW 63rd Avenue was built to urban standards as part of the Meridian Creek Middle School project.

Show a connection from bike lane at the north end of 60th to the broader off-street trail network centered on the BPA Easement area.



Pages 86-87, Footnotes regarding emergency access added to Figure 21 and 22, Stafford and Advance Road cross section diagrams.

The following footnotes will be added to both cross sections reflecting City Engineer recommendations regarding emergency vehicle access following discussion with TVF&R.

1. The median curb shall be set back from the travel lane striping to provide a travel lane minimum clear width of 12 feet curb face to curb face. Travel lanes will be striped at 11 feet in width as shown on the street cross sections.
2. A clear space of no less than 19 feet shall be provided for at least 50% of the length of the roadway to provide space for motor vehicles to pull to the side and allow emergency vehicles to pass. This will likely result in center landscape medians being limited to 50% the length of a roadway.

On Pages 86-90 of the Master Plan Report, Total Cross-Section Width:

Calculate and add accurate total anticipated right-of-way width for all presented cross sections.

Pages 93, Delete list of Main Street recommended trees.

The Master Plan has veered away from providing a specific list of trees as this changes over time. The City has particularly learned this as the City staff worked through the response to the February 2021 ice storm and has dealt with trees responding to novel weather patterns and pests. A list inadvertently was left under the main street. Most of these trees are not on the City's current approved tree list. To be consistent the list will be deleted in its whole beginning with the sentence that begins "Example street trees" through the words "(Acer griseum)".

Page 107, Edit text to clarify that public ownership of the Grange building is subject to future funding.

Add a sentence to implementation measure 5 regarding the Frog Pond Grange in order to clarify the uncertainty of future funding. Added sentence will read as follows:

Any future public ownership or use of the Grange building is dependent on future funding not yet identified.

Page 107-108, Add south side of SW Advance Road to areas for special design.

References to SW Advance Road in Implementation Measure 9 all refer only to the north side of SW Advance Road. Per the Planning Commission motion to adopt Resolution No. LP22-0002 on November 16, the references are changed to be inclusive of residential development on the south side of SW Advance Road.

In the final paragraph of Page 107 and the first sentence of “b.” on Page 108 the reference is changed from “north side of SW Advance Road” to simply “SW Advance Road”. The final sentence of “b.” continues to reference the “north side” as the statement about facing the park only applies to the north side of the road.

Page 108, Add implementation measure regarding side-yard usability.

Add an implementation measure that provides direction on usability of smaller side yards.

11. Standards that ensure private yard spaces, particularly for closely spaced detached homes, are of a size and design that are usable, accessible, and practical to maintain.

Appendix F, Page 13 (Table 2) and Page 18 (Figure 18)

Per direction of the City Engineer this table and figure need to be updated for stormwater pipe sizes to reflect a 25-year rather than a 100-year peak flow to match City standards.

Appendix I, Transportation Analysis, finalization of document as follows:

Throughout Transportation Analysis remove “Draft” Watermark

On Page 19, under Roadway Projects, edit the descriptions to read as follows for Stafford and Advance Roads:

- Widen Stafford Road to a three-lane cross section (two travel lanes with a center turn lane). Include curb, gutter, sidewalks, landscape strips, and bicycle facilities on both sides. The final cross-section will be determined by the City Engineer. Additionally, plan setbacks to accommodate potential future road widening.
- Widen Advance Road to a three-lane cross section (two travel lanes with a center turn lane). Include curb, gutter, sidewalks, landscape strips, and

bicycle facilities on both sides. The final cross-section will be determined by the City Engineer.

General, throughout the document:

Revise non-substantive formatting, semantics and graphics to correct errors and improve readability as needed.