

FROG POND EAST AND SOUTH MASTER PLAN – FINDINGS REPORT

INTRODUCTION

This Findings Report provides findings supporting the City of Wilsonville’s adoption of amendments related to the Frog Pond East and South Master Plan – Case File LP22-0002 (the proposal). The proposal includes the following:

- a. Amendments to the Wilsonville Comprehensive Plan Text;
- b. Amendment of the Wilsonville Comprehensive Plan Map; and
- c. Adoption of the Frog Pond East and South Master Plan as a supporting document of the Comprehensive Plan that is as part of the Comprehensive Plan.

The Frog Pond East & South Master Plan proposal is described in the staff report and attached to the report as Attachment 1 with the Technical Appendices as Attachment 2. It is referred to in these findings as “Master Plan” and “the proposal”. Metro Ordinance No 18-1427 is also referenced and available on Metro’s website at

<https://oregonmetro.legistar.com/LegislationDetail.aspx?ID=3766121&GUID=0FE42331-E9A4-4B7F-9E78-9BC68C6CB688&Options=&Search=>

The findings of compliance with Metro Code 3.07.1110, Planning For Areas Designated Urban Reserve, were adopted by the City when the Area Plan was approved and are in the record for City of Wilsonville Resolution No. 2553 adopted November 16, 2015.

COMPLIANCE WITH STATEWIDE PLANNING GOALS

ORS 197.175(2)(a) requires that cities and counties amend and revise comprehensive plans in compliance with the goals approved by the Commission. The following findings address the proposal’s compliance with the applicable statewide planning goals. The City Council finds that the following Statewide Planning Goals are not applicable because the proposal is entirely within the Urban Growth Boundary or outside of the boundaries of the referenced goal (e.g., Willamette River Greenway):

- Goal 3 – Agricultural Lands;
- Goal 4 – Forest Lands;
- Goal 15: Willamette River Greenway;
- Goals 16-18, the coastal goals.

GOAL 1, CITIZEN INVOLVEMENT

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

FINDINGS: The proposal meets Goal 1 because the City followed its Citizen Involvement Program, adopted as Section A of the Wilsonville Comprehensive Plan. The Comprehensive Plan states that the City will use the following methods to involve citizens in land use decisions:

- Providing opportunity for citizens to see draft materials
- Conduct regular, open, public meetings of the Planning Commission
- Use task forces as needed for special projects
- Publicize opportunities to engage in land use decisions
- Coordinate with other agencies involved with Wilsonville’s planning programs and policies

The Frog Pond Area Plan (Area Plan), which established the land use, transportation, park and open space, and infrastructure frameworks for the Frog Pond East and South Master Plan (Master Plan), began in May 2014. The process included a community kick-off meeting, an 18-member Task Force (four meetings), a 13-member Technical Advisory Committee (three meetings), two open houses, and two online surveys. In January 2015, the Planning Commission and City Council held a joint work session. Two additional work sessions with the Planning Commission and two work sessions with the City Council were also held prior to hearings. The project team conducted stakeholder interviews and meetings with groups and individuals. Project information was provided via the project website, periodic updates in the Boones Ferry Messenger, email updates, and mailed notices for events.

Building from the community involvement process used for the Area Plan, the Frog Pond West Master also underwent an extensive outreach and engagement process. It included work sessions with the Planning Commission and City Council, open houses, web site materials, an email interested parties list, articles in the media, stakeholder meetings, and intergovernmental coordination.

The Frog Pond East and South Master Plan began its public involvement in 2021 with the following principles for outreach and engagement:

- **Many voices** - The voices of those who will be affected by the Master Plan will have opportunities for meaningful input into the decision-making process
- **Equity lens** - An equity and inclusion lens will be applied at each step
- **Responsiveness** - The engagement process will include “feedback loops” that demonstrate how community input has been addressed
- **Many ways to participate** – Across the full spectrum in information and engagement, there will be multiple ways to learn about the project, provide input, and participate
- **Clarity**- The process will provide clear and accurate information to ensure all participants understand the process
- **Welcoming process** – The process will provide a safe and welcoming space for participants to share their opinions and ideas regarding the project

Phase 1 of the planning process included:

- Creation of the *Let's Talk, Wilsonville!* page to serve as the central hub for project information and online engagement.
- An introductory meeting for property owners on September 28, 2021
- An introductory meeting for adjacent neighborhoods and the community held on October 7, 2021
- A community forum held on January 18, 2022

Wilsonville's Planning Commission guided the process through check-ins at key milestones, meeting a total of 11 times, and heard public comment about the plan. The Wilsonville City Council had 11 meetings that addressed Frog Pond East and South.

The City took steps to involve a broad range of the Wilsonville Community, including those who have been historically underrepresented in planning processes. The City partnered with Centro Cultural to conduct bilingual (English and Spanish) focus groups to learn more about the community's housing, parks, and neighborhood design preferences.

Phase 2 of the process included the following events that addressed the Frog Pond East and South Master Plan. Project information and meeting notices were provided through a variety of ways including *Let's Talk Wilsonville!*, the Boones Ferry Messenger, the project Interested Parties email list, and social media postings.

- Community Focus Group #1 (April 30, 2022)
- Affordable Housing Focus Group #1 (May 11, 2022)
- Community Design Workshop (May 12, 2022)
- Affordable Housing Focus Group #2 (May 13, 2022)
- Community Focus Group #2 (May 14, 2022)
- First round of online surveys on *Let's Talk Wilsonville!* (May 12 – May 30, 2022)
- Popsicles in the Park. (August 9, 2022) A pop-up event on a warm day at Murase Park to interact with residents and ask questions related to parks and other desired neighborhood features.
- Back to School Resource Event (August 17, 2022)
- Wilsonville Block Party. (August 25, 2022) A long-standing annual event with representation from many City of Wilsonville departments and committees. Planning staff asked questions about active transportation and the public realm of the many community members present enjoying the festivities.
- Meridian Creek Middle School Event. (August 23, 2022) Information was shared about three significant projects taking place along Boeckman Road, including the Frog Pond East and South Master Plan
- Open House for Frog Pond Projects (August 23, 2022)
- A second round of online surveys on *Let's Talk Wilsonville!* (entire month of August, 2022)
- Grupo de Enfoque en Espanol (Focus Group in Spanish, September 17, 2022)

The community engagement process is described further in Master Plan, pages 5-8 and the Technical Appendix, Appendix A.

Based on the foregoing, the City Council finds that the proposal satisfies Goal 1 with respect to citizen involvement.

GOAL 2, LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDINGS: The proposal satisfies Goal 2 because it is supported by an adequate factual base and its development was coordinated with all affected governmental units.

Adequate Factual Base

The City has established a record that includes technical memoranda, studies, and analyses supporting each element of the Master Plan. The key documents that were relied upon and that form the adequate factual base for our findings are listed below:

1. Frog Pond Area Plan and Technical Appendix
2. The Frog Pond East and South Master Plan
3. Frog Pond East and South Master Plan Technical Appendix:
 - a. Appendix A: Community Engagement Summaries
 - b. Appendix B: Affordable Housing Analysis
 - c. Appendix C: Buildable Lands Inventory
 - d. Appendix D: Market Analysis
 - e. Appendix E: Arborist Report
 - f. Appendix F: Infrastructure Plan
 - g. Appendix G: Development Code Updates
 - h. Appendix H: Infrastructure Funding Plan
 - i. Appendix I: Transportation Analysis
 - j. Appendix J: Buildable Lands Inventory
 - k. Appendix K: Accessory Dwelling Unit Assessment
 - l. Appendix L: Residential Capacity Calculations
4. Updated Comprehensive Plan Text (Master Plan, pages 104-112)

Coordination with the Plans of Affected Governmental Units

During the Master Planning process, the following affected governmental units participated or had the opportunity to participate via notices and project information provided to them:

- ODOT
- Metro
- Clackamas County

- West Linn-Wilsonville School District
- TVF&R
- SMART Transit
- The Bonneville Power Administration

Based on the foregoing, the City Council finds that the proposal satisfies Goal 2 with respect to having an adequate factual base and being coordinated with all affected governmental units.

GOAL 5, NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

To protect natural resources and conserve scenic and historic areas and open spaces.

FINDINGS: The following findings address consistency between the Frog Pond East & South Master Plan and Statewide Planning Goal 5. Wilsonville’s Goal 5 policies in the Comprehensive Plan are implemented by the Development Code, specifically Section 4.139.00, the Significant Resource Overlay Zone (SROZ). The City will amend the code, including the SROZ Map, subsequent to the adoption of the Master Plan.

In preparing the Master Plan, the City: inventoried natural resources; incorporated inventoried information into a buildable lands analysis; identified which resources are considered significant natural resources; and identified potential resource conflicts and programs to reduce those conflicts. The City did this work in anticipation of future implementation with its SROZ regulations, which are consistent with Goal 5. The following findings provide additional detail about each of the steps of noted above.

- Natural resource inventories – The project team prepared base maps of natural resources in the project area using Metro Title 13 data. Additionally, a tree inventory was prepared (Master Plan, Figure 5, and Appendix E). The tree inventory mapped and described: (1) Individual trees or groups identified as highest priority for preservation; (2) Individual trees or groups identified as secondary priorities for preservation; and (3) Individual trees identified as lowest priority for preservation.
- Buildable land inventory - Title 13 lands were designated as “constraints”, meaning they were excluded from acreage considered as net buildable. (Master Plan, Appendix C.)
- Consideration of significant resources – The Master Plan illustrates, at a conceptual level, where future SROZ areas will be mapped in the future (Master Plan, including Figures 15 and 17). The Title 13/future SROZ mapping indicates those resource lands that the City considered as significant natural resources in the Master Plan process.
- Identification of potential resource conflicts and programs to reduce conflicts – Beginning with the buildable land inventory, the City excluded significant natural resources from its mapping of buildable lands. As illustrated on Master Plan Figure 15, Land Use and Urban Form Map, Meridian Creek and the other tributaries within the project area are in “edge” areas, that is, located outside of lands considered buildable for residential development. When the SROZ is applied in the future, that overlay zoning will implement the City’s regulations for buffers,

fencing, lighting and other standards that avoid, reduce and mitigate conflicts within the SROZ and adjacent impact areas.

The Master Plan identifies where development may, and may not, occur in the future within SROZ areas. As noted above, the plan is designed to focus residential development outside of SROZ-designated lands. There are several potential transportation and utility uses within future SROZ areas, including:

- A local street connecting the Frog Pond Lane extension to the Kahle Road area across the BPA easement. (Master Plan, Figure 19)
- Potential trails that would cross the existing tributaries, subject to further study of the feasibility and type of crossing (bridge or path). (Master Plan, Figure 19).
- Water and sewer lines that would cross the existing tributaries, subject to further analysis during development review. (Master Plan, Figures 33 and 34).

The above-listed potential infrastructure projects are exempt from the City's SROZ regulations, per Section 4.139.04 of the Development Code. The specific exemptions are:

(.08) The construction of new roads, pedestrian or bike paths into the SROZ in order to provide access to the sensitive area or across the sensitive area, provided the location of the crossing is consistent with the intent of the Wilsonville Comprehensive Plan. Roads and paths shall be constructed so as to minimize and repair disturbance to existing vegetation and slope stability.

(.20) The installation of public streets and utilities specifically mapped within a municipal utility master plan, the Transportation Systems Plan or a capital improvement plan.

For historic resources, the City reviewed existing inventories and found nothing noted on them. However, the Master Plan includes a list of older homes and acknowledges the opportunity to preserve them. In addition, the Master Plan includes the provision for the potential preservation of the historic grange building on Stafford Road if property owners choose.

Based on the findings above, the City concludes that the proposed Master Plan: (a) has established an adequate factual base to identify significant natural resources and potential impacts to those resources; (b) used the factual base to plan future development such that it will not conflict with significant natural resources because of its location or the application of SROZ regulations; and (c) identified limited infrastructure improvements that may be placed in resource areas but are permitted uses exempt from the City's SROZ regulations.

Based on the foregoing, the City finds that the proposed amendments satisfy Goal 5.

GOAL 6, AIR, WATER, AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

FINDINGS: The proposal satisfies Goal 6 because it will maintain and improve the quality of the air, water, and land resources of the state as noted below.

The proposal maintains and improves **air quality** by:

- Creating a highly-connected transportation network that minimizes out-of-direction automobile travel through the neighborhood. (Master Plan, Figure 19, Street and Block Demonstration Plan)
- Encouraging bicycling by providing cross-sections including buffered bike lanes and travel lanes with “sharrows”. (Master Plan, Figure 20, Active Transportation Plan)
- Prioritizing bicycle and pedestrian travel through the use of short block lengths and frequent pedestrian connections throughout the neighborhood (see street demonstration plan in the Master Plan).

The proposal maintains and improves **water quality** by:

- Planning future development outside of the water quality resources of the Meridian Creek and Newland Creek tributaries, and future application of the City’s SROZ regulations.
- Integrating land use and transportation with a storm water management plan that sets “low impact” stormwater treatment, such as bioswales, as the “first priority” management tool.

The proposal maintains and improves **land resources** by:

- Providing for, and requiring, a broad range of housing types within the UGB.
- Including a neighborhood commercial center to provide commercial services at the neighborhood level
- Mapping of significant trees to be preserved, in combination with the City’s tree regulations in the Development Code

Based on the foregoing, the City finds that the proposal satisfies Goal 6.

GOAL 7, AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

FINDINGS: The proposal satisfies Goal 7 because the City has considered the risks of natural hazards during the planning process. There are no identified floodplains within the planning area. Potential erosion hazards have been addressed through the planned use of the SROZ along the steep slopes of the

Meridian Creek and Newland Creek corridors. The City coordinated with Tualatin Valley Fire & Rescue to ensure land uses and transportation facilities provide for adequate emergency response.

Based on the above, the City finds that the proposal satisfies Goal 7.

GOAL 8, RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

FINDINGS: The proposal satisfies Goal 8 because the Frog Pond East and South neighborhoods will provide ample open space to meet recreational needs. The Master Plan includes Figure 19, Park and Open Space Plan, which provides for the siting of recreational facilities in the following ways:

- The proposed East Neighborhood Park
- Designation of the Future Community Park as a key destination, and siting of walking, biking, and vehicular routes to connect it to the surrounding neighborhoods
- Planning the BPA power line easement for a variety of open space uses, including trails and potential recreational uses
- Planning for the area northeast of the BPA powerline easement as open space
- Planning for the Frog Pond Grange as a civic and community amenity
- Providing a network of trails that will serve both recreational and transportation needs
- Planning Green Focal Points that will establish small open spaces in the subdistricts and opportunities for informal community gathering and play
- Planning for active transportation (bike lanes, buffered bike lanes, sharrows, and trails) as shown on Figure 21, Active Transportation Plan

Based on the foregoing, the City finds that the proposal satisfies Goal 8.

GOAL 9, ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

FINDINGS: The proposal satisfies Goal 9 because it is consistent with the City's adopted Economic Opportunities Analysis.

Wilsonville's Economic Opportunities Analysis (EOA) was adopted in 2012. It addresses the requirements of Goal 9 by reviewing and updating the local urban growth requirements and land needs to accommodate 20-year employment growth forecasts. In 2012, The EOA found that the existing Wilsonville service area contains an adequate amount of employment land to accommodate the forecasted level of employment growth in the short-term (to 2035), and that long-term employment

growth was best addressed in the Coffee Creek and Basalt Creek areas, as well as in a redeveloped Wilsonville Town Center.

The Frog Pond planning process has included two market studies to assess commercial needs at the local level in the Frog Pond Area. The most recent study established the factual base for the recommended neighborhood center and is included as Appendix D in the Master Plan. The study included the following findings and recommendations for the neighborhood commercial center that is included in the Master Plan (Master Plan, page 31):

- **Building square feet:** Up to 44,000 square feet.
- **Site acreage:** Up to 4.0 acres
- **Likely tenant mix:** Commercial development today is flexible and accommodates a wide range of activities, including food and beverage, retail, general commercial, professional services/office, healthcare, fitness, daycare, banks, and more. Development should likewise be flexible to accommodate a range of potential tenants.
- **Development type:** “Main Street”, with buildings on both sides of the planned Brisband Street extension on the east side of Stafford Road. Buildings can be split up to address parking challenges. The main street approach can create an authentic experience that promotes placemaking, creates a community amenity, and can have a positive impact on the surrounding residential uses and other commercial spaces. Vertical mixed use (residential above commercial uses) can also add vibrancy and a clientele base to the area.
- **Urban design:** For a main street development, pedestrian-oriented design that invites nearby residents and visitors to enjoy the area on foot is key. This can be achieved through the location of parking (behind buildings rather than in front), ample sidewalks and sidewalk furnishings, open space features such as plazas, and a visually engaging building façade.

The above recommendations have been included in the Master Plan.

Based on the foregoing, the City finds that the proposal satisfies Goal 9.

GOAL 10, HOUSING

To provide for the housing needs of citizens of the state.

FINDINGS: The proposal satisfies Goal 10 because it provides needed housing for the City of Wilsonville consistent with the goal and the City’s adopted Residential Land Study.

The City of Wilsonville’s Residential Land Study was adopted in May 2014 and states the following:

“Under current comprehensive plan policies, Wilsonville can achieve a development mix of 50% single-family detached and 50% single family attached and multifamily housing. This assumes that Frog Pond [West] is planned exclusively for single-family housing.”

The Frog Pond West Master Plan provides for 571 single family detached homes in the West Neighborhood, implementing the Residential Land Study. The City updated its Comprehensive Plan and Development Code in May 2020 to implement HB 2001, which increased the potential housing capacity and variety in Frog Pond West. Housing plans and implementation in Frog Pond West provides context for the strategies and implementation included in the Frog Pond East and South Master Plan.

The Frog Pond East and South areas are important for the City of Wilsonville’s efforts to meet future housing needs and provide equitable housing options for residents. The City’s 2020 Equitable Housing Strategic Plan (EHSP) recognized this, and called for the Frog Pond East and South Master Plan to establish targets for affordability, specifically:

“As part of the master planning requirements for Frog Pond East and South, the City will establish goals or targets for accessibility to services/amenities, unit types, and unit affordability levels. The targets for affordability levels (number of units and depth of affordability for those units) should be reasonably achievable, allowing for sufficient market-rate development to support key infrastructure investments. This approach will provide a methodology and framework that can be applied in other growth areas beyond Frog Pond.”

Accordingly, the City prepared an Affordable Housing Analysis as part of the Master Plan process. (Technical Appendix, Appendix B)

Building on the above-cited housing planning for Wilsonville, the Frog Pond East and South Master Plan provides for additional needs as summarized below.

Housing Capacity

Table 4 in the Master Plan shows an estimated housing capacity of 1587 dwelling units in Frog Pond East and South, which is an average density of 13.3 dwelling units per net buildable acre. This is 265 more dwellings (a 20% increase) as compared to the Frog Pond Area Plan estimates in 2015. The Master Plan recommends this capacity be coded as the minimum required in the Development Code, which will allow for additional capacity provided by middle housing. Infrastructure analysis has demonstrated that the planned transportation system can accommodate at least 1800 dwelling units and that the water and sewer systems can accommodate at least 2300 dwelling units.

Housing Variety

Providing a variety of housing choices is one of the key outcomes described in the Land Use and Urban Form section of the plan. Housing variety is intended to increase housing choice and potential affordability, consistent with Goal 10. The variety outcome is implemented by:

- The proposed housing typology and map that focuses on urban form: the bulk, height and spacing of buildings. Each of the three urban form types allows for the full array of housing choices. (Master Plan, Figure 15 and the topology descriptions on pages 56-60)

- Strategies to guide development standards that will require variety. The strategies are described in the Implementation Section of the Master Plan. In summary, they are: (1) Permit a wide variety of housing types; (2) Define “categories” of housing units to be used for implementing housing variety standards; (3) Establish a minimum of housing units in each subdistrict or property; (4) Create development standards to regulate building form; (5) Establish minimum housing variety standards by subdistrict and development area; (6) Encourage variety at the block level. (Master Plan, pages 109-112)

Affordable Housing Integration

The Master Plan provides for the integration of affordable housing choices as described in the following excerpt:

The Master Plan sets the stage for affordable housing choices in the East and South neighborhoods. Two strategies are included. First, the variety of housing is intended to provide opportunities for home buyers and renters with incomes of 80-150% area median income (AMI). This is the market-based and zoning-based strategy of the Plan.

To help ensure integration of market-rate affordable housing within Frog Pond East and South the City will use the following strategies in the implementing Development Code:

- *To prevent the oversupply of higher-cost housing, limit each development to a percentage of housing categories that typically would only be affordable to households making more than 150% of median family income.*
- *To ensure provision of market-rate housing that meets a variety of housing need require each development provide a minimum percentage of attached middle housing and a minimum percentage of a combination of cottages, ADUs, and other similar units that provide both relatively affordable housing choices and housing choices adaptable for accessible living.*

The second strategy addresses households earning below 80% of area median income. The City may choose to proactively facilitate and/or support the development of affordable housing targeted at these households. As described in the Affordable Housing Recommendations section of this report, housing development that serves households with these incomes requires public subsidy; those initiatives for the City may include:

- *Acquire Land for Affordable Housing*
- *Partner with a Community Land Trust*
- *To the extent feasible, minimize fees paid by developers while still paying for infrastructure*

- *Incentivize Smaller and Lower-Cost Middle Housing*

The above-listed measures are options available to the City Council and subject to their direction and funding. The role of the Master Plan is to provide the land base and zoning allowances that would support such initiatives. In addition, development standards will avoid barriers for subsidized affordable housing developments, providing exemptions from variety and similar requirements if needed. Minimum design and siting standards shall continue to apply.

(Master Plan, pages 29-30)

Based on the foregoing, the City finds that the proposal satisfies Goal 10.

GOAL 11, PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDINGS: The proposal satisfies Goal 11 because it includes plans and implementation measures to develop a timely, orderly, and efficient arrangement of public facilities and services. These plans supplement and are consistent with the City of Wilsonville Public Facilities Plan, Transportation System Plan, Transit Master Plan, Stormwater Master Plan, Sewer and Water Infrastructure Master Plans and the Parks & Recreation Comprehensive Master Plan. The Frog Pond East and South Master Plan includes infrastructure planning on the topics of transportation, sanitary sewer, water, and storm water. Schools and parks are also addressed. The City is preparing an infrastructure funding plan that will be completed as an implementation effort subsequent to the adoption of the Master Plan.

- **Transportation.** The Master Plan includes plans for all modes of travel that were integrated with the land use planning during the process. The Master Plan includes the following plans which collectively provide transportation options and reduced reliance on automobile travel:
 - o Street and Block Demonstration Plan (Master Plan, Figure 19)
 - o Active Transportation Plan (Master Plan, Figure 20)
 - o Conceptual Transit Plan (Master Plan, shown on Figures 15 and 20)
 - o Street Cross-sections (Master Plan, Figures 21-25)

The draft Master Plan was evaluated with a Transportation Impact Analysis. That analysis modeled the system, tested impacts on key intersections in Wilsonville, and identified transportation improvement needs. (Technical Appendix, Appendix I)

- **Sanitary Sewer, Water, and Storm Water.** The Master Plan includes an analysis of the three base utility systems needed to support development: water, sanitary sewer and storm water. (Technical Appendix, Appendix F) Each utility system was designed to accommodate planned land uses and potential additional development. The analysis includes a Water System Plan that will provide looped water system improvements to all properties and needed connections to

the existing water system. The Sanitary Sewer System plan identifies sewer basins that can be served by gravity and basins that require pump stations, lays out and sizes gravity main lines and force main lines, and shows connection points to the existing sewer system. The Storm Water Plan evaluates the drainage basins and needs of the Master Plan area, describes regulatory requirements and the City's best management plan practices, and lays out a hierarchy of storm water strategies. The hierarchy is described in this excerpt from the analysis:

The analysis recommends that development implement LID [Low Impact Development approaches] and, where needed, the City would consider additional LID alternatives. In these cases, the strategy for meeting water quality and flow control requirements should follow the stormwater management hierarchy below, with the order of preference being from Category 1 as the most preferred to Category 3 as the least preferred:

Category 1. LID facilities are used to meet all water quality treatment and flow control requirements.

Category 2. LID facility areas are used in combination with impervious area reduction methods and/or detention ponds to meet all water quality and flow control requirements. The implementation of LID at less than the maximum extent practicable is at the discretion of the City.

Category 3. Regional facilities are used to meet all water quality treatment and flow control requirements.

The Storm Water Plan includes a schematic map illustrating major storm water basins, existing and proposed storm water lines, potential outlets, and potential regional facilities. The map is a visual representation of storm water facility coverage and not an indication of where facilities are required to be placed, which is dependent on individual development proposals.

- **Schools.** The West Linn-Wilsonville School District and the City have coordinated on school planning in the Frog Pond area. No new schools are proposed within the East and South neighborhoods. The existing Meridian Creek Middle School is adjacent to the Master Plan. It is identified as a neighborhood destination. Transportation improvements are identified along SW Advance Road and other streets in the Master Plan to provide direct, convenient, and safe connections to Meridian Creek Middle School. An elementary school is planned for Frog Pond West.
- **Parks.** A new neighborhood park is planned for the East Neighborhood. The Master Plan has been highly coordinated with the future Community Park and other open space opportunities. See findings for Goal 8, Recreational Needs, and Master Plan, Figure 19, Park and Open Space Plan.

Based on the foregoing, the City finds that the proposal satisfies Goal 11.

GOAL 12, TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

FINDINGS: The proposal satisfies Goal 12 because it has been designed to:

- Meet the transportation needs of the proposed land uses within the East and South Neighborhoods, provide safe and convenient access, and reduce reliance on automobile travel;
- Integrate land use and transportation planning, as demonstrated through the high coordination of the following components of the Master Plan:
 - Land Use and Urban Form Plan (Master Plan, Figure 15)
 - Street and Block Demonstration Plan (Master Plan, Figure 19)
 - Active Transportation Plan (Master Plan, Figure 20)
 - Conceptual Transit Plan (Master Plan, shown on Figures 15 and 20)
 - Street Cross-sections (Master Plan, Figures 21-25)

The draft Master Plan was evaluated with a Transportation Impact Analysis. That analysis modeled the system, tested impacts on key intersections in Wilsonville, and identified transportation improvement needs. (Technical Appendix, Appendix I)

- Avoid significant effects to the existing transportation system, as detailed in the Transportation Planning Rule findings, dated November 7 2022 and attached at the end of this findings report.

Based on the foregoing FINDINGS, the City finds that the proposal satisfies Goal 12.

GOAL 13, ENERGY CONSERVATION

To conserve energy.

FINDINGS: The proposal satisfies Goal 13 because it has been designed to maximize the conservation of energy through the integration of land use and transportation planning. The Master Plan provides for excellent connectivity between the Frog Pond East and South neighborhoods and the rest of Wilsonville for pedestrians, bicyclists, and transit users. The highly-connected street grid of the neighborhood is designed to help students reach nearby schools and help all residents reach nearby commercial areas and recreational uses without needing to rely on automobile travel. The street demonstration plan, active transportation plan, cross-sections, street tree plan, and standards within the zoning code work will together create a pleasant walking environment. The many tree-lined streets will create shade for the homes in the warm summer months also assisting to reduce energy consumption.

Frog Pond East and South are planned for a variety of housing types that will include multi-family, townhomes, quadplexes, triplexes, duplexes and cottage clusters. Compared to detached dwellings,

these higher density and middle housing choices will use land and infrastructure more efficiently and consume less energy per capita.

Based on the foregoing FINDINGS, the City finds that the proposal satisfies Goal 13.

GOAL 14, URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

FINDINGS: The proposal satisfies Goal 14 because the Master Plan meets the requirement of the Metro Urban Growth Management Functional Plan, which implements Goal 14 for the Metro region.

The Frog Pond East and South neighborhoods were added to the Urban Growth Boundary in 2018. Metro required the City to complete a Title 11-compliant plan for the East and South Neighborhoods in 2022. Detailed findings for how this was accomplished are provided in the Metro Title 11 findings in this report.

Based on the foregoing FINDINGS, the City finds that the proposal satisfies Goal 14.

COMPLIANCE WITH METRO TITLE 11: PLANNING FOR NEW URBAN AREAS

INTRODUCTION

The Frog Pond East and South Neighborhoods were added to the Metro UGB in 2018 in Metro Ordinance No 18-1427. Metro Code 3.07.1120, Planning for Areas Added to the UGB, establishes the requirements for UGB expansion areas such as Frog Pond East and South. Each criterion within 3.07.1120 is stated below in bold italics type, followed by findings of compliance.

The proposed amendments related to the Frog Pond East and South Master Plan implement the City's concept plan for the larger area, known as the Frog Pond Area Plan. Findings of compliance with Metro Code 3.07.1110, Planning For Areas Designated Urban Reserve, were adopted by the City when the Area Plan was approved. They are referenced below.

COMPLIANCE WITH METRO CODE 3.07.1120 PLANNING FOR AREAS ADDED TO THE UGB

A. The county or city responsible for comprehensive planning of an area, as specified by the intergovernmental agreement adopted pursuant to section 3.07.1110(c)(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use

regulations for the area to address the requirements of subsection (c) by the date specified by the ordinance or by section 3.07.1455(b)(4) of this chapter.

FINDINGS:

The Frog Pond East and South area was added to the regional UGB through Metro’s adoption of Ordinance 18-1427. The ordinance refers to the East and South neighborhoods as the “Advance Road Expansion Area.” The general conditions in state that Title 11 planning should be completed within four years from adoption of the ordinance (December 13, 2018). (Metro Ordinance, The City is currently planning for the Frog Pond East and South Master Plan area with the assistance of a grant from Metro, which is described in Intergovernmental Agreement and grant contract 936861. The planning process for the Frog Pond East and South Master began in May 2021. Adoption of the Master Plan and Comprehensive Plan amendments is scheduled for December 2022. Follow up implementation actions, including adoption of the Development Code amendments is scheduled for the first half of 2023.

B. If the concept plan developed for the area pursuant to section 3.07.1110 assigns planning responsibility to more than one city or county, the responsible local governments shall provide for concurrent consideration and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.

FINDINGS: The adopted Area Plan assigns planning responsibility solely to the City of Wilsonville; therefore, this section does not apply.

C. Comprehensive plan provisions for the area shall include:

1. Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;

FINDINGS: The Metro 2040 Growth Concept Map designates the area as Neighborhood. Metro defines two types of Neighborhoods (Inner and Outer) in the Regional Framework Plan. Frog Pond East and South fits the definition of an Outer Neighborhood:

“Outer Neighborhood. Areas in outlying cities that are primarily residential, farther from employment and shopping areas, and have larger lot sizes and lower population densities than inner neighborhoods.”¹

¹ Regional Framework Plan, page 369, Glossary.

http://www.oregonmetro.gov/sites/default/files/12282005_regional_framework_plan_appendix_G-J_glossary.pdf

The Frog Pond East and South Master Plan is implemented primarily through the Wilsonville Comprehensive Plan designation called Residential Neighborhood (RN). The purpose statement for RN is:

“Policy 4.1.7 The purpose of the Residential - Neighborhood designation is to:

- A. Implement 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: 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.”

The East and South Master Plan area is 305 total acres (including existing right-of-way) and 289 acres (not including existing right-of-way). All lands will be designated Residential Neighborhood except for the small acreages for the Main Street Commercial and Frog Pond Grange (designated Public Facilities), per the policy cited above.² The RN designation is consistent with Metro’s Outer Neighborhood design type.

An approximately 4-acre within the East neighborhood will be designated as Commercial and intended for development as a future “Main Street Commercial Area.” The commercial area is planned to include shops, restaurants, local services, community gathering spaces, as well as residential uses within a mixed-use setting. The small-scale commercial area will serve (and be walkable to) residents of all three Frog Pond neighborhoods—therefore, it is consistent with Metro’s Outer Neighborhood design type.

The Frog Pond Grange will be designated as Public Facilities within the East Neighborhood. The Grange is a historic gathering place that is envisioned as a location for future civic or community use, and may include space for a park and/or community gathering area. Neighborhood parks and community gathering spaces are part of the array of uses envisioned by Metro within the Outer Neighborhood design type, therefore the Public Facilities-designated land is also consistent with the Outer Neighborhood design type.

This criterion is met.

² Natural resource lands RN area will also have a Significant Resource Overlay Zone designation and will not be further developed for residential uses.

2. Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;

Frog Pond East and South will be annexed to the City of Wilsonville. Wilsonville is a full-service city and will provide urban services including water, sewer, storm water, transportation, transit, parks, library, and general governance services. The area is already within the Tualatin Valley Fire & Rescue district and West Linn-Wilsonville School District; no other service districts have jurisdiction in the area.

3. Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to section 3.07.1455(b)(2) of this chapter;

FINDINGS: The general conditions of Metro Ordinance 18-1427 require the City to “allow, at a minimum, single family attached housing, including townhomes, duplexes, triplexes, and fourplexes, in all zones that permit single family housing in the expansion areas.” The requirements specific to Wilsonville also require that the City “plan for at least 1,325 homes in the Advance Road expansion area.”

As indicated in the Implementation chapter of the Master Plan, the zoning strategy includes amending the RN Zone to allow the following housing types in Frog Pond East and South (Master Plan, pages 109-112):

- Single-Family Dwelling Units
- Townhouses
- Duplex, Triplex, and Quadplex
- Cluster Housing
- Multiple-Family Dwelling Units
- Cohousing
- Manufactured Homes
- Accessory dwelling units

The zoning strategy for these neighborhoods also identifies potential tools to:

- Ensure that a variety of housing options are developed within each “subdistrict” of Frog Pond East and South;
- Encourage development of housing choices not traditionally provided by the market—such as attached middle housing and other more affordable and accessible housing types; and
- Prevent the oversupply of higher-cost housing (such as large-lot single family homes).

The zoning strategy also includes requirements for a minimum number of dwelling units in each subdistrict (or on each pre-existing tax lot). Table 4 in the Master Plan shows an estimated housing capacity of 1,587 dwelling units in Frog Pond East and South . The Master Plan recommends this capacity be coded as the minimum required in the Development Code, which will allow for additional

capacity provided by middle housing. This will ensure that the planned capacity of Frog Pond East and South will be implemented.

These provisions meet the minimum housing types and housing unit counts required by Metro Ordinance 18-1427; therefore, this criterion is met.

4. Provision for affordable housing consistent with Title 7 of this chapter if the comprehensive plan authorizes housing in any part of the area.

FINDINGS: Metro’s Title 7 requires that cities “ensure that their comprehensive plans and implementing ordinances:

“A. Include strategies to ensure a diverse range of housing types within their jurisdictional boundaries.

“B. Include in their plans actions and implementation measures designed to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing within their boundaries.

“C. Include plan policies, actions, and implementation measures aimed at increasing opportunities for households of all income levels to live within their individual jurisdictions in affordable housing.”³

On a city-wide basis, the City of Wilsonville complies with the above-cited provisions of Metro Title 7 through the policies and implementation measures of the Comprehensive Plan and the housing analysis and recommendations contained in the City’s 2014 Residential Lands Study. In addition, the City’s 2020 Equitable Housing Strategic Plan (EHSP) provides policy guidance for affordable housing in Wilsonville and calls for the Frog Pond East and South Master Plan to establish achievable goals/targets for affordable housing in the area and integrate affordable housing into the master plan.

The City studied issues and opportunities for affordable housing development in Frog Pond East and South in an Affordable Housing Analysis (Technical Appendix, Appendix B). This analysis recommended a range of strategies (building off the recommendations in the EHSP) to that are likely to have the greatest impact in supporting development of affordable and mixed-income housing in Frog Pond East and South. Several of these strategies are carried forward in the Master Plan (page 60-61). The Master Plan identifies the following potential strategies to proactively facilitate and/or support the development of affordable housing in the East and South Neighborhoods for households earning below 80% of area median income:

- Acquire Land for Affordable Housing
- Partner with a Community Land Trust
- To the extent feasible, minimize fees paid by developers while still paying for infrastructure

³ Metro Code 3.07.730.

- Incentivize Smaller and Lower-Cost Middle Housing

These strategies complement the housing variety strategies described in the above findings in response to Metro Code Section 3.07.1120.C.3. Those housing variety strategies will help ensure integration of market-rate affordable housing within Frog Pond East and South by:

- Preventing the oversupply of higher-cost housing that would typically would only be affordable to households making more than 150% of median family income.
- Ensuring provision of market-rate housing that meets a variety of housing needs by requiring a certain amount of attached middle housing, cottages, ADUs, and other similar units that provide relatively affordable housing choices.

These implementation measures will increase opportunities for dispersed affordable housing that is integrated into all neighborhoods in the Master Plan area.

Based on the foregoing, this criterion is met.

5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110;

FINDINGS: The City of Wilsonville has coordinated with the West Linn-Wilsonville School District throughout the planning processes for the Frog Pond area, including in the East and South Master Plan area. The Meridian Creek Middle School property was the first Frog Pond land to annex and develop after inclusion in the Urban Growth Boundary in 2013, and opened its doors in 2017. The School District is currently planning a new school in the Frog Pond West neighborhood. The School District also has land capacity for another school adjacent to the middle school in the South neighborhood, should additional school capacity be needed in the future. At this time, there are no additional schools being planned by the District in the Frog Pond area; the school needs of future Frog Pond residents will be met by the above-cited facilities and land holdings, in addition to existing schools in Wilsonville. This criterion is met.

6. Provision for the amount of land and improvements needed, if any, for public park facilities sufficient to serve the area added to the UGB in coordination with affected park providers.

FINDINGS: The City of Wilsonville is the parks provider for the Master Plan area. The Master Plan includes a series of parks and open spaces of different sizes to be located centrally and distributed

equitably throughout the East and South neighborhoods. Figure 19 in the Master Plan illustrates the Park and Open Space Plan, which provides for the siting of recreational facilities in the following ways:

- The proposed 3-acre East Neighborhood Park, which is centrally located to the East Neighborhood.
- Designation of the 10-acre Future Community Park as a key destination, and siting of walking, biking, and vehicular routes to connect it to the surrounding neighborhoods.
- Planning for the BPA power line easement for a variety of open space uses, including trails and potential recreational uses.
- Planning for the area northeast of the BPA powerline easement as open space.
- Planning for the Frog Pond Grange as a civic and community amenity.
- Providing a network of trails that will serve both recreational and transportation needs.
- Planning Green Focal Points that will establish small open spaces in the subdistricts and opportunities for informal community gathering and play.
- Planning for active transportation (bike lanes, buffered bike lanes, sharrows, and trails) as shown on Master Plan Figure 21, Active Transportation Plan.

Based on the foregoing, this criterion is met.

7. A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan;

FINDINGS: The Street and Block Demonstration Plan (Master Plan, Figure 20) illustrates a potential layout of streets, blocks, and multi-use paths that would achieve the intent of providing connected, convenient, safe, and low-stress transportation options for Frog Pond East and South. The location of framework streets either exists today or will be direct continuation of existing streets in adjacent urban areas, as shown on the Street and Block Demonstration Plan. The remaining street locations are shown in Figure 19 for demonstration purposes and actual street layout beyond the framework streets will be determined at the time of development review, based on standards contained in the Development Code and Public Works Standards.

A clear hierarchy of street connections is established with SW Stafford Road as a major arterial, SW Advance Road and SW 60th Avenue acting as collector streets, SW Brisband Street as a Main Street, and all other streets as local streets. The spacing standards for street connections in the Regional

Transportation Functional Plan (major arterial streets at a one-mile spacing and minor arterial streets or collector streets at a half-mile spacing⁴) are met by the plan.

The Demonstration Plan's network of local streets provides a local street at a spacing of approximately 200-450 feet, depending on the presence of pedestrian connections, alleys, etc. These metrics comply with Metro's local street spacing standard of 10 streets per mile or one street every 530 feet. The Demonstration Plan's local street network also provides direct public right-of-way routes and limits closed-end street designs, which is consistent with Metro's connectivity requirements.

This criterion is met.

8. Provision for the financing of local and state public facilities and services; and

FINDINGS: An Infrastructure Funding Plan is underway for the East and South Master Plan is underway as of the adoption proceeding for the Master Plan. It is expected to be finished in 2023 as an implementation action and will be completed and adopted prior to annexation and development reviews for properties in Frog Pond East and South. The Infrastructure Funding Plan will ensure that there are sufficient funds and explicit, actionable plans for how growth will be paid for and infrastructure will be delivered.

As described on page 125 of the Master Plan, "The Infrastructure Funding Plan will evaluate costs and revenues for transportation, water, sanitary sewer, storm water, and park improvements. The Funding Plan will identify potential funding gaps and strategies for filling the gaps. Multiple funding options will be evaluated, including a scaled system development charge approach and application of the City's infrastructure fee approach that is in use in Frog Pond West. The City's priority is to ensure adequate funding available at the time the improvement is needed."

This criterion is met.

9. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

FINDINGS: There are no existing or planned state highway interchanges in the Frog Pond East and South Area. Operations at the nearest highway interchanges at Wilsonville Road and Elligsen Road were evaluated as part of the transportation analysis for the Master Plan. (Technical Appendix, Appendix I). This analysis concluded that the interchange ramps will continue to function acceptably through the planning horizon after accounting for the full build-out of the Frog Pond East and South Neighborhoods, which includes up to 1,800 housing units and up to 44,000 square feet of commercial space.

This criterion is met.

⁴ Metro Regional Transportation Functional Plan, Metro Code 3.08.110.C.

D. The county or city responsible for comprehensive planning of an area shall submit to Metro a determination of the residential capacity of any area zoned to allow dwelling units, using a method consistent with a Goal 14 analysis, within 30 days after adoption of new land use regulations for the area.

FINDINGS: The City calculated a residential capacity of 1,587 total dwelling units in Frog Pond East and South. Documentation of the capacity calculation method is in the Technical Appendix, Appendix L.

This criterion is met.

SUMMARY OF COMPLIANCE WITH METRO ORDINANCE 18-1427

The following findings summarize the City’s compliance with Metro Ordinance 18-1427 as of the adoption of the Frog Pond East & South Master Plan.

FINDINGS:

A.1 – The City will amend its Comprehensive Plan to adopt the Master Plan in 2022, approximately within four years of the Ordinance adoption date of December 13, 2018. Work will continue on plan implementation (development code amendments and a funding plan), with completion of those elements scheduled for the first half of 2023.

A.2 – The City has completed its compliance with and implementation of HB 2001 for Middle Housing. The City allows townhomes, duplexes, triplexes, and fourplexes in all zones that permit single family housing in its base zones and in the planned application of the Residential Neighborhood zone in Frog Pond East and South. The Master Plan describes how those uses and other housing options (multi-family, housing above retail on Main Street, single family dwellings, ADUs, etc) will be allowed (and required through variety standards) in Frog Pond East and South. (Master Plan, Chapter 8)

A.3 – The Master Plan includes an analysis of ways to encourage the construction of ADUs in Frog Pond East and South. (Technical Appendix, Appendix K)

A.4 – The Master Plan incorporates recommendations consistent with Metro’s Climate Smart Strategy in the following ways:

- The Master Plan includes a mixed-use Main Street.
- The Master Plan includes about 24% of its housing in the Type 1 urban form, estimated at a minimum density of 25 du/ac. The Master Plan includes about 56% of its housing in the Type 2 urban form, estimated at a minimum density of 15 du/ac. In the Wilsonville context, these are higher density housing types and a significant proportion of attached and middle housing choices.
- The Master Plan recommends a transit loop for the local SMART bus that will connect key destinations (Meridian Creek Middle School, the future Community Park, the central Type 1

housing area of Frog Pond East, and Main Street) and provide local bus service a few blocks for most homes in the two neighborhoods.

- The Master Plan includes an extensive Active Transportation Plan.

A.5 - The City has coordinated with Metro Planning and Development staff during the planning process for the Master Plan

A-6 – The Master Plan process began with the preparation of a public engagement plan. The plan prioritized efforts to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. The project team included Centro Cultural as an engagement advisor and lead for outreach to the Latinx community. Two focus groups for Spanish speakers were held. Affordable Housing focus groups were also held with renters and other community members who do not typically engage in planning project regarding affordable housing. For further descriptions of this outreach and its impact on the Master Plan, please see Chapter 1 of the Master Plan and Technical Appendix, Appendix A.

B.5 – The City has initiated an Infrastructure Funding Plan that includes a specific task to evaluate variable system development charges designed to reduce the costs of building smaller, more affordable homes. That work is ongoing and will be completed in the first half of 2023.

F.1 – The Ordinance requires planning for at least 1325 homes. The proposed Master Plan includes capacity for 1587 homes. The city will implement this number as part of its standards for minimum housing capacities – the actual buildout could be higher. Infrastructure planning has been conducted to size the transportation, water, sewer and storm systems for 1800 homes.

F.2 - The expansion area is designated Neighborhood on the 2040 Growth Concept Map. It is also designated Residential Neighborhood (RN) on the Wilsonville Comprehensive Plan Map. The RN designation has been the implementing plan designation for all of the Frog Pond area planning – it is consistent with Metro’s Neighborhood designation.

F.3 - Wilsonville is not proposing the addition of the Corridor designation for Stafford Road.

COMPLIANCE WITH OREGON REVISED STATUTES AND ADMINISTRATIVE RULES

DEVELOPMENT OF MIDDLE HOUSING

ORS 197.758 and OAR 660-046

FINDINGS:

ORS 197.758(2) is the implementing statute for House Bill 2001 (HB 2001). The statute requires Oregon cities with populations over 25,000 and those within the Portland Metro boundary (collectively referred to as "Large Cities") to adopt development code regulations and comprehensive plan amendments to allow for the development of: (1) all Middle Housing types (duplexes, triplexes, quadplexes, townhouses, and cottage clusters) in areas zoned for residential use that allow for the development of detached single-family dwellings; and (2) a duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings. The City of Wilsonville came into compliance with these regulations in 2021 through adoption of Ordinance No. 851, which amended the Comprehensive Plan and Development Code to allow all Middle Housing types in all residential zones, in compliance with the statute. This included amendments to the RN zone, which will be the implementing zone for the Frog Pond East and South Master Plan. Development Code updates to implement the land use recommendations of the Master Plan will be adopted following adoption of the Master Plan itself. However, the Master Plan indicates that all forms of Middle Housing will be allowed in all portions of the East and South Neighborhoods (Master Plan, page 110). No further amendments to the Comprehensive Plan are necessary for compliance with the statute and OARs regarding Frog Pond East and South.

ORS 197.758(5) states that local governments may regulate siting and design of Middle Housing provided that the regulations do not, individually or cumulatively, discourage the development of all Middle Housing types permitted in the area through unreasonable costs or delay. OAR 660-046-0220 provides specific standards limiting which siting standards comply with this ORS requirement. The OAR's limitations on siting standards were incorporated into the Development Code text amendments for the RN zone by ensuring that either: (1) the same standards apply to Middle Housing as do to single family detached housing, or (2) where unique standards apply to Middle Housing types, they are consistent with the OAR requirements (e.g., minimum lot sizes for townhouses). Amendments to the RN zone following adoption of the Master Plan will likely extend many these OAR-compliant standards to the East and South Neighborhoods. Any new or modified standards will also be consistent with the OAR limitations. As required by OAR 660-046, Middle Housing will not be subject to maximum density requirements in the RN zone.

OAR 660-046-0225 specifies what design standards local governments may apply to Middle Housing. These include: design standards in the Model Code for Large Cities; design standards that are less restrictive than those in the Model Code for Large Cities; the same clear and objective design standards that the Large City applies to detached single-family structures in the same zone; or alternative design standards as provided in OAR 660-046-0235. All design standards for Middle Housing that were adopted as part of Ordinance No. 851 are either the same as (or less restrictive than) the Model Code for Large Cities or are the same as those applied to single-family detached dwellings in the same zone. Any new or modified standards will also be consistent with the OAR limitations.

OAR 660-046-0205(2)(b)(A) identifies options for regulating Middle Housing within in Master Planned Communities (MPC) adopted after January 1, 2021. Frog Pond East and South will qualify as an MPC

under these provisions. The OAR identifies three regulatory options within MPCs: (i) plan to provide infrastructure that accommodates at least 20 dwelling units per net acre; (ii) plan to provide infrastructure based on the implementation of a variable rate infrastructure fee or system development charge or impact fee; or (iii) require applications for residential development within an MPC to develop a mix of residential types, including at least two Middle Housing types other than Duplexes.

The City is selecting to implement action (iii), require a mix of housing types. The City is may also choose to implement action (ii), variable rate infrastructure fees and/or SDCs, however at the time of this compliance finding the analysis and writing of a funding plan is still under development. In addition, the proposed Master Plan meets the intent and in most cases the letter of the generic rule for middle housing is large cities in 660-046-0205 through 660-046-0235. The only scenario where it would not meet this generic rule is that in implementing the required mix of housing types for action (iii), there is potential for a limited number of lots to require detached single-family as part of the variety where an area is majority middle housing or multi-family. Whether this exception to the generic rule will actually occur will be verified during drafting of further development standards and running scenarios.

The City is selecting to implement action (iii), require a mix of housing types. The Frog Pond East and South Master Plan calls for a wide variety of housing choices, including by “requirement for a mix of housing choices in each subdistrict.” Specific development code strategies to accomplish this include:

- Creating housing categories that reflect Wilsonville’s housing needs: the categories allow developer flexibility while meeting similar housing needs
- Limit each subdistrict and development to a maximum percentage of any one housing category;
- Require a minimum amount of specific housing types, including middle housing besides duplexes, at a subdistrict and development level.
- Establish standards that ensure a variety of housing categories.

Senate Bill 458 (SB 458), which is added to ORS 92.010 to 92.192, requires local governments subject to HB 2001 to allow land divisions for any middle housing type permitted in accordance with code provisions adopted under ORS 197.758. The City incorporated the middle housing land division requirements of SB 458 into the Development Code as part of Ordinance No. 851. This included revisions to definitions, review procedures, and land division regulations, among others. No changes to those provisions will be proposed as part of the Frog Pond East and South implementation.

TRANSPORTATION PLANNING RULE

Please see the Transportation Planning Rule findings dated November 7 2022 and attached at the end of this Findings Report.

INTRODUCTION

The Wilsonville Comprehensive Plan and Development Code established how Plan amendments may be initiated and reviewed by the City. The guiding text is in the Introduction section, pages Intro 7-8. The standards for amendments are listed below in bold, italic type, followed by FINDINGS.

WILSONVILLE COMPREHENSIVE PLAN-PUBLIC INVOLVEMENT

Public Involvement-In General

Goal 1.1, Policy 1.1.1,

By following the applicable implementation measures, see findings below, the City provided opportunities for public involvement encouraging, and providing means for, involvement of interested parties. Specific information on public involvement can be found in Chapter 1 of the Master Plan document and Appendix A.

Early Involvement

Implementation Measure 1.1.1.a.

The City reached out early in the process to stakeholders and community members in Wilsonville through various engagement avenues to provide information about the project and to solicit early input. The Planning Commission and City Council and community members have opportunity to comment on the proposed Master Plan in public work sessions and other public events while still in draft form. The City held 10 Planning Commission work sessions and 10 City Council work sessions between October 2021 and November 2022. For all these meetings the opportunity was available to the public to view remotely or in-person. The meeting recordings were made available for viewing afterwards on the City's YouTube channel.

Encourage Participation of Certain Individuals, Including Residents and Property Owners

Implementation Measure 1.1.1.e.

The City encouraged residents, property owners, and other interested parties impacted by the proposed Plan and Code amendments to participate as described in detail in Appendix A of the Master Plan document.

Procedures to Allow Interested Parties to Supply Information

Implementation Measure 1.1.1.f.

The City afforded interested parties the opportunity to provide oral input and testimony during the public hearings. In addition, the City afforded them the opportunity to provide written input and testimony. Throughout the work sessions and extended period of work, the City also encouraged and afforded opportunity for comments either in writing or in-person or virtually at Planning Commission meetings. The City also took comments on the variety of events and online surveys described in Appendix A to the Master Plan document.

Types of Planning Commission Meetings, Gathering Input Prior to Public Hearings

Implementation Measure 1.1.1.g.

Prior to the scheduled public hearing on the proposed Plan and Code amendments, the Planning Commission held a series of 10 work sessions open to the public on October 13 and December 8, 2021 and on February 9, April 13, June 8, July 13, August 10, September 14, September 28, and October 19, 2022, during which the Planning Commission considered public input and provided feedback, which was incorporated into the current draft.

Public Notices for Planning Commission Meetings

Implementation Measure 1.1.1.h.

The notice regarding the public hearing clearly indicated the type of meeting.

User Friendly Information for Public

Policy 1.2.1, Implementation Measures 1.2.1.a., b., c.

The published notecard mailings and notices provided user- friendly information about the purpose, location, and nature of the meetings as has been standardized by the City. The mailings widely publicized different ways for impacted parties to participate, access additional information about the proposal, and staff contact information for questions they may have. The notice to impacted parties provided the necessary information for them to access to the draft Master Plan and staff report on which the Planning Commission will base their decision. Staff provided contact information and links to these files via the Let's Talk, Wilsonville! webpage and interested parties email list.

Coordinate Planning Activities with Affected Agencies

Implementation Measure 1.3.1.b.

The proposed Master Plan has been coordinated with other agencies including with the West Linn-Wilsonville School district on both future school needs and property they own in the area, TFV&R, on right-of-way design, and Clackamas County on road jurisdiction and impact on intersections that will remain county responsibility.

Variety and Diversity of Housing

Policy 4.1.4, Implementation Measures 4.1.4.b.,d.,j.,o.

The proposed Master Plan strongly supports Wilsonville’s policies and implementation measures related to providing a variety of housing options to meet diverse housing preferences and needs. The Master Plan first allows a variety by zoning not by housing type or density but by urban form. It adds to this a plan to actually require a variety be built and be that variety be integrated together.

Public Services and Facilities

Implementation Measure 4.1.4.b.,h.,i.,o.,r.

The proposed Master Plan includes components to provide the necessary infrastructure and services. Future development proposals will need to follow the plans to ensure provision of adequate public services and facilities.

Safe, Convenient, Healthful, Attractive Residential Areas; Compatibility with Adjacent Areas

Implementation Measure 4.1.4.c.,t.

The proposed Master Plan carries forward the vision of the Frog Pond Area Plan to “create great neighborhoods that are a connected part of Wilsonville” and create “cohesive design where individual private development and public realm improvements fit seamlessly together into a coordinated whole”. Examples of how this is done include carrying forward a number of the public realm design elements from Frog Pond West and being thoughtful about how the urban form interacts with adjacent development.

Housing Needs

Implementation Measure 4.1.4.f.-g.,k.-m.,p.

Wilsonville’s current Housing Needs Analysis (HNA), adopted in 2014, found that the city is projected to grow by 3,749 households over the 2014 to 2034 period (based on Metro forecasts). The analysis also found that Wilsonville has capacity to accommodate between 3,390 and 4,229 new dwelling units—based on “low capacity” and “high capacity” scenarios. Under the “low capacity scenario,” and based on current land use regulations, the City does not have enough land to accommodate needed housing over the 20-year period. The proposed Master Plan will accommodate an additional 1,587 or more units to help accommodate Wilsonville’s housing needs. The Master Plan is also written to provide flexibility, by not being overly prescriptive of types of housing and allowed number of units, as the City completes its next Housing Needs Analysis in the coming year followed by looking at additional strategies to produce housing.

***Follow Procedures and Criteria in Comprehensive Plan
Subsection 4.198 (.01)***

Findings in this document confirm that the process to amend the Comprehensive Plan text followed applicable procedures established in the Comprehensive Plan. Findings below establish that the proposed Comprehensive Plan text amendments meet the criteria contained in the Comprehensive Plan. The development and adoption of the proposed Master Plan as a subcomponent of the Comprehensive Plan and related text and map amendments followed applicable procedures in the Comprehensive Plan as follows: the Planning Commission initiated the legislative Plan amendments; the City Council will consider the amendments after receiving findings and recommendations from the Planning Commission and public testimony; and amendments were provided sufficiently in advance of the first evidentiary Planning Commission hearing to allow adequate time for providing public notice and preparing a staff report on the proposal. As detailed in findings above, concepts and incremental drafts were available for public review between October 2021 and November 2022.

Meet a Public Need/In the Public Interest

Subsection 4.198 (.01) A.-B. and Comprehensive Plan Introduction: Plan Amendments 4. b.-c.

The public need for the proposed Master Plan and related Comprehensive Plan text and map amendments is to provide for housing options that meet the needs of all Wilsonville residents – present and future, as previously expressed in the Frog Pond Area Plan and acknowledged with the Metro approval of the UGB expansion and related conditions of approval.

Support Statewide Planning Goals

Subsection 4.198 (.01) C.

Findings above establish that the proposed text amendments support Statewide Planning Goals.

Conflict with Other Portions of Comprehensive Plan

Subsection 4.198 (.01) D. and Comprehensive Plan Introduction: Plan Amendments 4. a.

The City has carefully reviewed the proposed Master Plan and related Comprehensive Plan text and map amendments and finds that there are no conflicts between the proposal and other language or other components existing in the Comprehensive Plan.

Submission and Review Process, Noticing

Subsection 4.198 (.02)-(.03) Comprehensive Plan Introduction: Plan Amendments 1.-3., 5.

The City initiated the proposed Comprehensive Plan proposal. The Planning Commission and City Council will review the proposal. The Planning Commission will adopt a resolution making a recommendation to City Council. City Council will consider the proposal after receiving findings and recommendations from the Planning Commission and public testimony and will adopt the proposal by Ordinance. As detailed above, concepts and incremental drafts were available for public review between October 2021 and November 2022. All noticing requirements, as described under public involvement findings for the Comprehensive Plan above, have been followed. Notice has been provided as follows:

- Mailed to all property owners within the Master Plan area
- Mailed to all property owners with 250 feet of the Master Plan area
- Emailed to affected agencies and other parties requesting notices
- Published in the Wilsonville Spokesman newspaper on November 2, 2022
- Posted at City Hall, Community City, and Wilsonville Library
- Posted on the City’s website and social media accounts

Factors to Address in Proposed Amendments

Comprehensive Plan Introduction: Plan Amendments 4. d.

Each applicable factor listed, including density of development and public need for healthful, safe and aesthetic surroundings and conditions, has one or more corresponding implementation measures in the Master Plan. Compliance with the applicable Comprehensive Plan implementation measures is demonstrated in Findings above. By demonstrating compliance with applicable corresponding implementation measures, the proposed amendments address these factors.

Conflict with Metro Requirements

Comprehensive Plan Introduction: Plan Amendments 4. e.

Findings above establish that the proposed text amendments are consistent with applicable requirements of the Metro Urban Growth Management Functional Plan (UGMFP or “Functional Plan”).

TRANSPORTATION PLANNING RULE

FINDINGS

TO: City of Wilsonville

FROM: Project Team

DATE: November 7, 2022

INTRODUCTION

The purpose of this memorandum is to summarize the Wilsonville Frog Pond East & South Master Plan’s compliance with the Transportation Planning Rule (TPR). References to “proposed plan” and “Master Plan” refer to the Master Plan and its Technical Appendix. References below to the “transportation analysis” refer to transportation memorandum prepared by DKS Associates: *Frog Pond East and South Master Plan - Transportation Analysis: Existing and Future Conditions* (DKS Associates, November 2022).

CRITERIA AND FINDINGS

TPR Requirement	Findings
<p>660-012-0060 Plan and Land Use Amendments</p> <p>(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:</p>	<p>The analysis evaluated 15 intersections in Wilsonville. Outside of the Frog Pond Master Plan boundary, the analysis found: “All intersections except the Stafford Road/65th Avenue intersection currently meet operating standards and targets. Additional coordination between Clackamas County and City of Wilsonville is recommended regarding the necessary improvements to that intersection to accommodate future Frog Pond development.” The City is currently collecting Transportation SDCs to help fund a portion of this Clackamas County project. In the 2017 SDC methodology report, the City TSDC cost share assumption for this project is \$528,668.</p> <p>Within the Frog Pond Master Plan boundary, the analysis found: “In the future 2040 scenarios, all but three of the study intersections are expected to continue to meet standards and targets in the</p>

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	<p>future assuming the completion of the High Priority Projects identified in the TSP. Those three intersections are located along Stafford Road and are the gateway intersections to the Frog Pond East neighborhood and were analyzed as stop controlled intersections.”</p> <p>The analysis recommends improvements for those intersections, listed below and included as part of the Frog Pond East & South Master Plan:</p> <ul style="list-style-type: none"> • Stafford Road/Kahle Road: install a single-lane roundabout • Stafford Road/Frog Pond: install a raised median to prohibit minor street through and left turns and install an enhanced pedestrian crossing with a center refuge median. • Stafford Road/Brisband Street: install a single-lane roundabout
(a) Change the functional classification of an existing or planned transportation facility;	The proposed plan does not recommend changing the functional classification categories of any roadways. The proposed plan refines the Collector classification to create a “Gateway Collector” and applies it to SW Advance Road. The proposed plan also classifies new, proposed roadways identified in the Master Plan.
(b) Change standards implementing a functional classification system; or	The proposed plan does not recommend changing the standards implementing functional classification of any roadways. It includes proposed cross-sections to describe and illustrate standards for particular roads.
(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.	The land use assumed for the Frog Pond East and South Neighborhoods transportation analysis was higher than previously analyzed in the TSP. The proposed transportation improvements will be adequate to serve the proposed amount of land use. No enforceable, ongoing requirements that would demonstrably limit traffic generation are required.

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(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;	The types and levels of travel and access expected on existing and planned transportation facilities are consistent with their functional classifications.
(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or	Projected conditions measured at the end of the TSP planning period (2040) meet City operating standards and ODOT mobility targets, assuming implementation of the proposed transportation improvements stated in the analysis. The proposed plan amendments do not degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan. The traffic control improvements have been identified and will be required on the development when warrants are met.
(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.	The proposed plan does not degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.
(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.	The proposed improvements to the three intersections noted in (1) are included in the Master Plan. The analysis demonstrates that they, together with other improvements already adopted in the TSP, will result in all roadways and intersections to operate at acceptable levels.
(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.	N/A
(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such	The City is adopting the Master Plan, which identifies all of the recommended transportation improvements. By that action, those improvements will be required by the City's

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amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.	Comprehensive Plan. Subsequently, the City will formally amend/update the TSP to integrate the recommended transportation improvements. The City will also adopt a funding plan (aka financing plan) so that the proposed improvements will be provided.
(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.	No function, capacity or performance standards are identified.
(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.	N/A
(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.	N/A
(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:	N/A
(a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP.	N/A
(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures.	N/A
(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C)	The Master Plan does not involve property located in an Interchange Area Management Plan.

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<p>(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.</p>	<p>N/A</p>
<p>(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.</p>	<p>Notice, opportunity to comment, and/or direct coordination of the analysis and proposed Master Plan has occurred with Metro, ODOT, Clackamas County, the West Linn-Wilsonville School District, and the Tualatin Valley Fire and Rescue District.</p>
<p>(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.</p>	<p>As described further below, the analysis relies on existing transportation facilities and services and planned transportation facilities that meet the criteria in subsections (b) and (c).</p>
<p>(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:</p>	<p>The analysis assumes implementation of the Wilsonville TSP’s High Priority projects. The recommended improvements to the three intersections on SW Stafford Road are proposed as additional High Priority projects.</p>
<p>(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of transportation service provider.</p>	
<p>(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.</p>	
<p>(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area</p>	

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that are part of the area's federally-approved, financially constrained regional transportation system plan.	
(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.	
(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.	
(c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:	The analysis evaluated both the Wilsonville Road and Elligsen Road and Wilsonville Road and found they will meet operating targets and standards.
(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or	
(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b) (D) and (E) of this section.	
(d) As used in this section and section (3): (5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.	The proposed plan does not include an exception to allow development on rural lands; therefore, this section is not applicable.
(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;	No reductions in motor vehicle trips were assumed for the attached transportation analysis; therefore, this section is not applicable. This assumption was for analysis purposes only – the proposed plan will include mixed-use and pedestrian-friendly development.

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(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):	This section is not applicable because not all the referenced subsections are met, as noted below. Further, the proposal complies with the planned streets and regulations of the Wilsonville TSP.
(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;	Approximately four acres of commercial land is proposed.
(b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and	The Wilsonville TSP implements Metro's street connectivity requirements. The proposal's streets comply with the block spacing standards in the TSP, therefore, this subsection is not applicable.
(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).	The significant affect described in section (1) along Stafford Road will be addressed with the proposed transportation facility improvements. The transportation projects identified in the City's adopted Transportation System Plan and traffic control improvements in the analysis and proposal will allow all roadways and intersections to operate at acceptable levels.
(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means: ...	Frog Pond East and South is not a "mixed-use, pedestrian-friendly center or neighborhood" as the phrase is specifically used and legally applied in 660-012-0060 (8).
(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.	The proposed plan does not meet the requirements identified in subsections (a) through (c) because the proposal include changes to the comprehensive plan map; therefore, this section is not applicable.
(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;	No zoning amendments are proposed at this time. The proposed plan includes changes to the comprehensive plan map.
(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and	No zoning amendments are proposed at this time.
(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in	No zoning amendments are proposed at this time.

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<p>OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.</p>	
<p>(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.</p>	<p>The proposed plan does not meet the requirements of subsection (a) of this section; therefore, this section is not applicable.</p>
<p>(a) A proposed amendment qualifies for this section if it:</p> <p>(A) is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and</p> <p>(B) is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.</p>	<p>The proposed plan is not within a multimodal mixed-use area (MMA), therefore, this section is not applicable.</p>
<p>(11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.</p>	<p>The proposed plan is not proposed to have partial mitigation and does not comply with subsection (a) of this section; therefore, this section is not applicable.</p>