



# PUBLIC REALM





# PUBLIC REALM

The public realm is the combination of all public spaces, including streets, alleys, parks, plazas, and other publicly accessible areas, that define the experience of living in or visiting a city or neighborhood. A well-designed and cohesive public realm will be an essential part of the success and livability of this new area of Wilsonville. The Master Plan provides guidance about how the public realm can be designed to work together with existing site qualities and future development to create healthy, connected, sustainable, and beautiful neighborhoods for diverse families to thrive.

## PRINCIPLES

The design of the public realm in Frog Pond East and South will achieve several key principles.

**PRESERVED AND RESTORED NATURAL RESOURCES.** Existing natural resources, including trees, wetlands and creek corridors, will be preserved and restored within and around new development. Streets, parks, and public spaces provide opportunities to protect existing trees. Additionally, incorporating stormwater planters and green infrastructure supports watershed health by cleaning and slowing runoff.

**INTEGRATED PARKS AND GREEN SPACES.** Parks and green spaces are a vital part of creating healthy, active, and livable neighborhoods. Parks and smaller open spaces within neighborhoods will be centrally located and visible and accessible to all. In addition to a 10-acre community park and a 3-acre neighborhood park, each walkable subdistrict includes its own “green focal point”, which could be a pocket park, playground, community garden, plaza, or other gathering place.

**COMMUNITY DESIGN THAT CELEBRATES AND ENHANCES NEIGHBORHOOD CHARACTER.** Streets and trails will be laid out to emphasize views of natural features like forested creek corridors, parks, and destinations. Unique and historical elements like the Frog Pond Grange will be integrated thoughtfully into overall neighborhood design. For example, the Grange site will provide co-located gathering space, green space, and direct access to the trails and open space of the BPA corridor. Detailed elements of the public realm like lighting, street trees, and signage will be cohesive with the existing fabric of Wilsonville, particularly the adjacent Frog Pond West area.



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**PLACES FOR GATHERING AND CIVIC LIFE FOR A DIVERSE COMMUNITY.** The public realm will support a broad range of social activities, including opportunities to gather formally and informally. Meeting places like neighborhood commercial areas, parks, schools, and even sidewalks will be designed to provide space for varied social and cultural activities.

**CONVENIENT, SAFE, AND LOW-STRESS TRANSPORTATION OPTIONS.** A connected network of streets and trails prioritizes the safety and comfort of the most vulnerable road users. Streets will be designed to encourage and prioritize walking, biking, rolling, transit, and other low-carbon modes of travel. Street and block layout make it easy for residents to access schools, parks, and neighborhood services without a car.





## PRESERVING TREES AND NATURAL RESOURCES

The Master Plan study area contains significant natural resources, including creek and wetland corridors, forested uplands, and clusters of mature trees. Preservation of these areas is a priority not only for their ecological importance, but for their intrinsic value to neighborhood character, health, and quality of life for current and future Wilsonville residents. As development progresses, natural features will be incorporated sensitively within public infrastructure and private development.

Most areas of the site around creek corridors are protected under Wilsonville's Significant Resource Overlay Zone (SROZ). Other sensitive natural resources, such as wetlands, may be documented through pre-development studies of individual properties and should be incorporated and protected through the City's SROZ regulations and "Habitat Friendly Development Practices".

Figure 17 shows SROZ areas and the inventory of significant trees in the planning area.

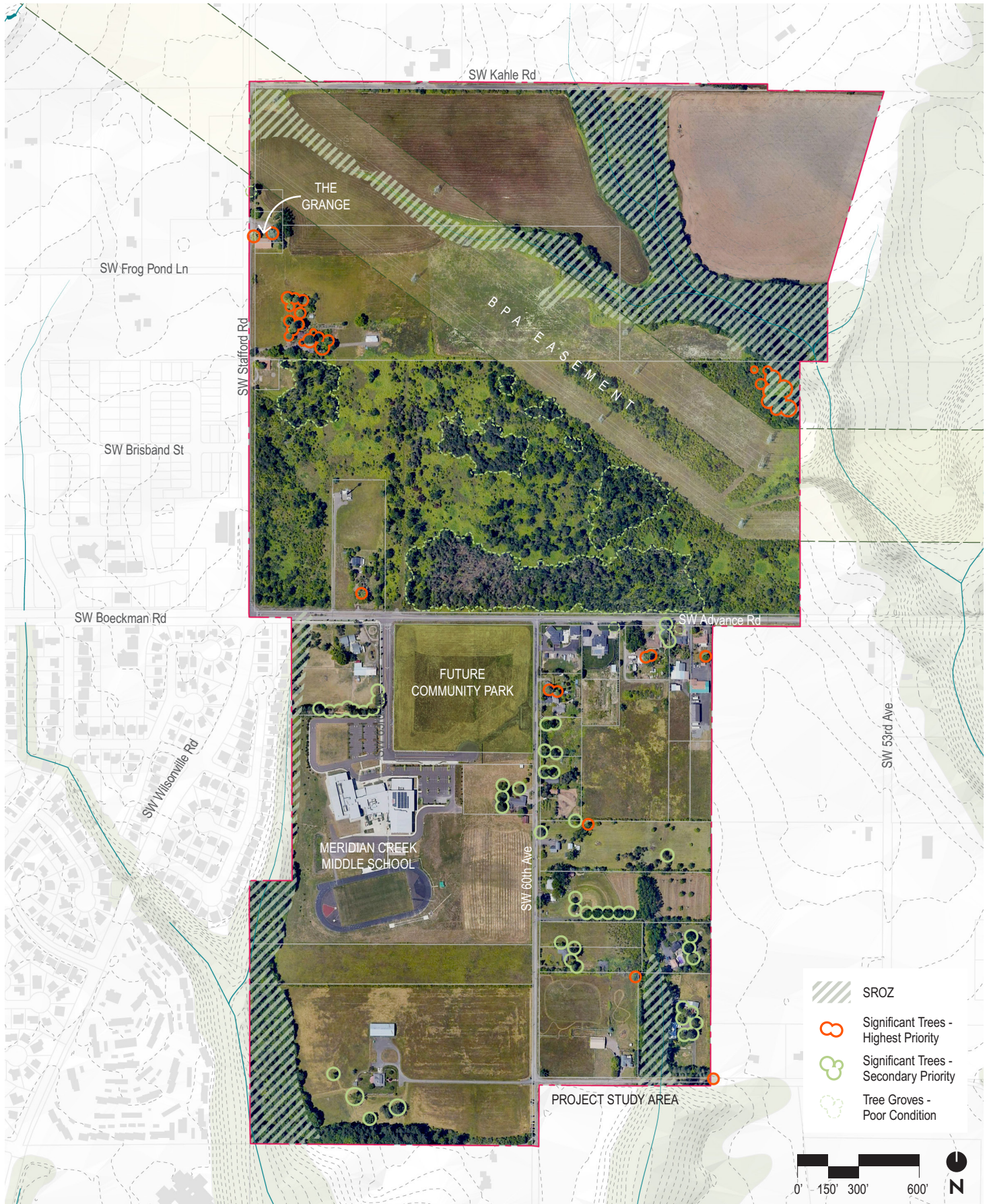
### TREE PRESERVATION

The preliminary tree inventory is intended to inform preservation strategies at the Master Plan level. It was completed on January 26, 2022 by Morgan Holen Associates, followed by additional inventory of trees by AKS and Morgan Holen Associates in April 2022. The tree inventory identified potentially significant trees and groves based on species, size, and general condition. Within or outside this analysis, some trees may need closer examination to verify their significance and potential for preservation. Specifically, a portion of the treed area in the SROZ on the south side of SW Kahle Road has undetermined natural value with testimony received that many of the trees in the area are agricultural trees. If further study reveals this area does not qualify as a resource to be included in the SROZ and is developable, the area will be assigned the Type 3 Residential Urban Form matching nearby areas.

While preservation of individual trees or groves will ultimately be implemented during the design and construction of public and private development, the Master Plan identifies opportunities for preservation of significant trees in public open spaces, street rights-of-way, and within private development sites. Wilsonville's existing natural resource preservation policy and tree protection code provide a supporting framework for tree preservation in this area.

The Master Plan's tree inventory map identifies trees that are highest priority to preserve, meaning that these should be preserved within infrastructure, development, or green space to the greatest extent possible. Preservation of these trees may be achieved through development standards. Trees noted as

**Figure 17. Natural Resource and Tree Inventory Map**





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secondary priority will be preserved if possible, especially if they are healthy and growing within an area that is a suitable location for green space or infrastructure that can accommodate preserved trees. While older, mature trees provide greater carbon sequestration and shade, smaller and less mature trees are also important to preserve because their root systems are not yet fully established, meaning that they can be more resilient to the impacts from surrounding development as they mature.

Public infrastructure and private development will preserve trees through thoughtful design and layout of streets and blocks, as seen on SW Willow Creek Drive and SW Brisband Street in Frog Pond West, or by locating green space strategically to preserve significant trees. Site design for individual buildings or homes can also incorporate tree preservation.



*Protected tree in the Right-Of-Way in Frog Pond West*



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*An existing mature tree on SW Brisband Street in Frog Pond West was preserved within the design of a street corner.*



*A mature white oak tree was preserved within parking lot landscaping for Wilsonville High School.*



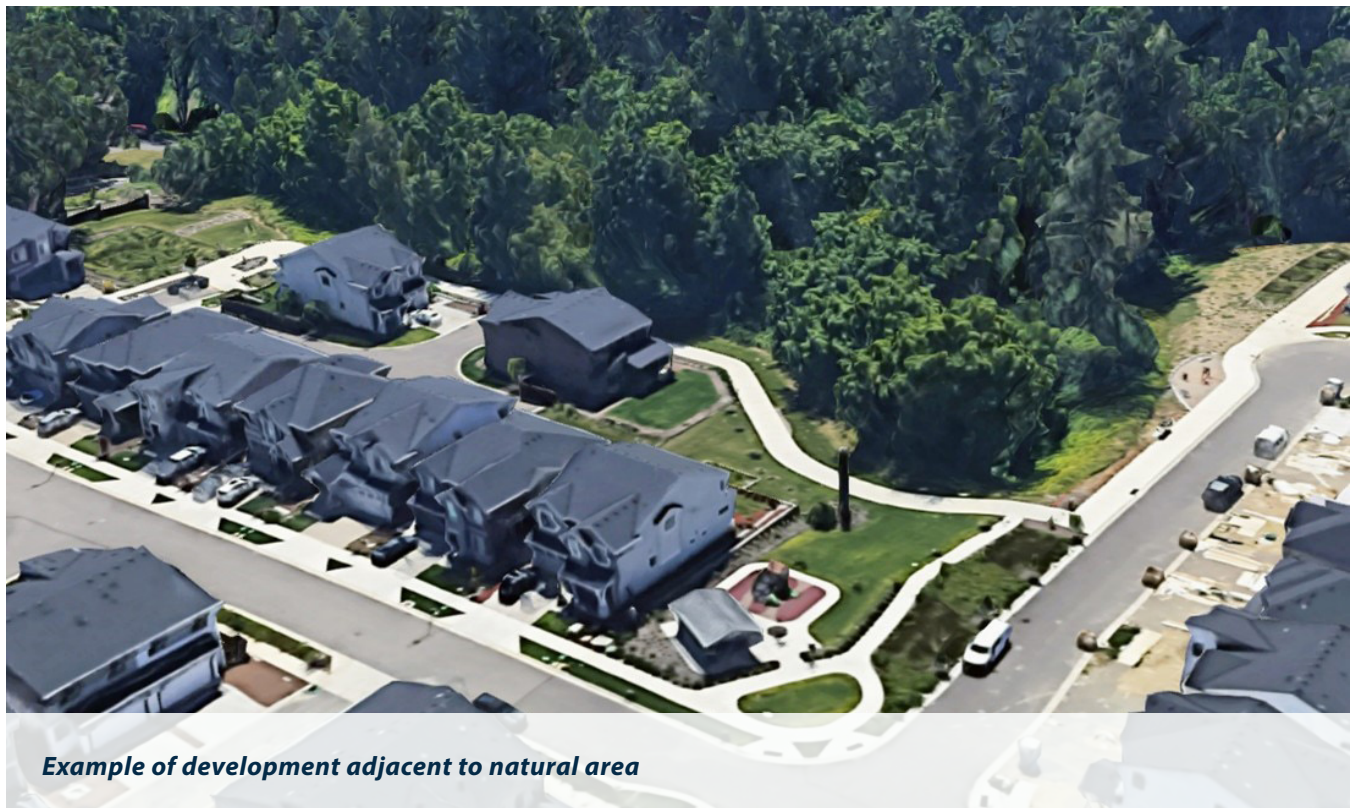
*Private development can preserve significant trees within central open spaces or green spaces.*



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## INCORPORATING NATURAL AREAS

Three major creek corridors intersect the study area: Meridian Creek in the southwest, Newland Creek at the northeast, and an unnamed creek or Willamette tributary at the southeast. In addition to protections within the Development Code and State law, these creeks and their forested surroundings provide an opportunity for developers to enhance these environmental resources as well as the quality-of-life experience for future residents. Site design and layout of development and streets will provide physical and visual access to significant creek corridors, particularly where public trail connections are planned to enter neighborhoods. In these locations, small usable open spaces like pocket parks will ensure public access to creek corridors and trails. Additionally, public street connections will to the greatest extent possible terminate at natural resource corridors or run alongside them to ensure views and access.



*Example of development adjacent to natural area*





## PARKS AND OPEN SPACES

Access to green space, outdoor recreation opportunities, and public gathering space is a fundamental component of healthy neighborhoods and communities. 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 18 illustrates two primary parks. The first is a 10-acre community park adjacent to Meridian Creek Middle School, which is owned by the City for development as a park. The second is a 3-acre neighborhood park to be located centrally in the East Neighborhood.

Additionally, the historic Grange building and site represent a unique opportunity to capture a piece of the site's history while enhancing this civic gathering place to support ongoing use by the community. The Grange building may need to be relocated slightly depending on the future design of SW Stafford Road. Two significant trees are located around the Grange, and these could be incorporated and preserved as part of a small public open space that connects to the BPA easement. In the future, this site is intended to include multiple amenities like a trailhead into the BPA easement, interpretive signage, community gardens, or environmental learning opportunities.

As of the preparation of this Master Plan, the ownership of the Grange building has not shared future plans. The Master Plan envisions and assumes the Grange will continue a similar use as it is under the current ownership, with small community gatherings and programming inside and outside the building. The City may pursue purchase if the building comes up for sale in the future or partnership with current or future owners to preserve the building and provide a key civic gathering space for the community.



***Historic Grange Building***

A tract of undevelopable open space just north of the BPA easement presents another opportunity for public access to nature. This 3-acre area is contiguous with the Newland Creek natural area and contains a stand of significant trees. It can serve as a natural open space with trail access from the BPA easement and neighborhoods to the north.

Figure 18. Park and Open Space Plan





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Beyond these primary public open spaces, the map shows an intent to provide “green focal points” in central locations to each subdistrict of the planning area, ensuring that each neighborhood has a small destination or gathering place that gives it character. These green focal points are flexible in location, but the map indicates general areas that are central to each subdistrict.

Parks and open spaces will occupy prominent locations within each neighborhood where they are clearly accessible and invite the public in. They will be well-connected to a system of pedestrian and bike pathways, including off-street trails that connect to the BPA easement and trails through natural areas.

## EAST NEIGHBORHOOD PARK

A three-acre neighborhood park will be located centrally in the East Neighborhood to provide a prominent destination and gathering place for surrounding residents. The City of Wilsonville’s 2018 Parks and Recreation Master Plan describes a half mile to one mile distance to parks and outdoor recreation as a reasonable distance for residents to be able to access their local park by walking or biking. While the Frog Pond South neighborhood will be served by



***A neighborhood park can give character to its surrounding neighborhood and preserve existing mature trees. Homes facing the park make the space feel cohesive and integrated within the neighborhood.***



***The size of the park and its proximity to a neighborhood commercial area could allow it to become a central gathering place where programming, events, and daily activities bring local residents together***



***Play areas for children will be an important feature of the future East Neighborhood Park***



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the future Community Park, the Frog Pond East neighborhood is three quarters of a mile across and has no specifically planned park facility in the Parks and Recreation Master Plan. Therefore, a neighborhood park in this area is intended to be centrally located to the Frog Pond East Neighborhood.

Wilsonville's neighborhood parks are generally small in size, acting as a combination of a playground and a park designed primarily for spontaneous, non-organized recreation activities. Public outreach revealed strong support and appreciation for Wilsonville's parks and the type of programming provided. Input received from community members supported a neighborhood park that is similar to others in Wilsonville. In Frog Pond East, the neighborhood park will be designed for a variety of activities, including daily use by local residents for walking, playing, and spending time outdoors. Outreach particularly emphasized the desire for shade, accessibility, and playgrounds for children. Given its proximity to a future neighborhood commercial area, the East Neighborhood Park also offers the opportunity to accommodate seasonal events and programming that can bring local residents together. Examples include markets, cultural festivals, and movies in the park.

The park and open space plan shows the future East Neighborhood Park located directly adjacent to the BPA easement in order to create a significant public connection to the easement area, making the park feel like a more generous open space. Multi use paths through the BPA easement will connect directly into the neighborhood park as an entry point to the larger network of planned pedestrian and bicycle routes.



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## GREEN FOCAL POINTS

In addition to the planned Community Park in Frog Pond South and the Neighborhood Park in Frog Pond East, several “green focal points” are identified in central locations within each walkable subdistrict of the planning area. These are flexible in location and size but are intended to serve as central neighborhood destinations or gathering places that contribute to neighborhood character and identity. In addition to being centrally located, these focal points will be integrated into the neighborhood with front doors facing them, where possible, and provide clear and inviting access for public use.

Many different kinds of uses and activities are envisioned for the green focal points. Examples include community garden plots, small playgrounds or splash pads, nature play areas, pocket parks or plazas, and central green courtyards within housing developments. These smaller open spaces also provide opportunities to preserve mature and significant trees and provide visible stormwater treatment.





## STREET AND BLOCK LAYOUT

The Street and Block Demonstration Plan (Figure 19) 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 plan illustrates "Framework Streets", which are the existing and future streets that are the required base network for the East and South neighborhoods. The remaining street locations are shown for demonstration purposes. 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.

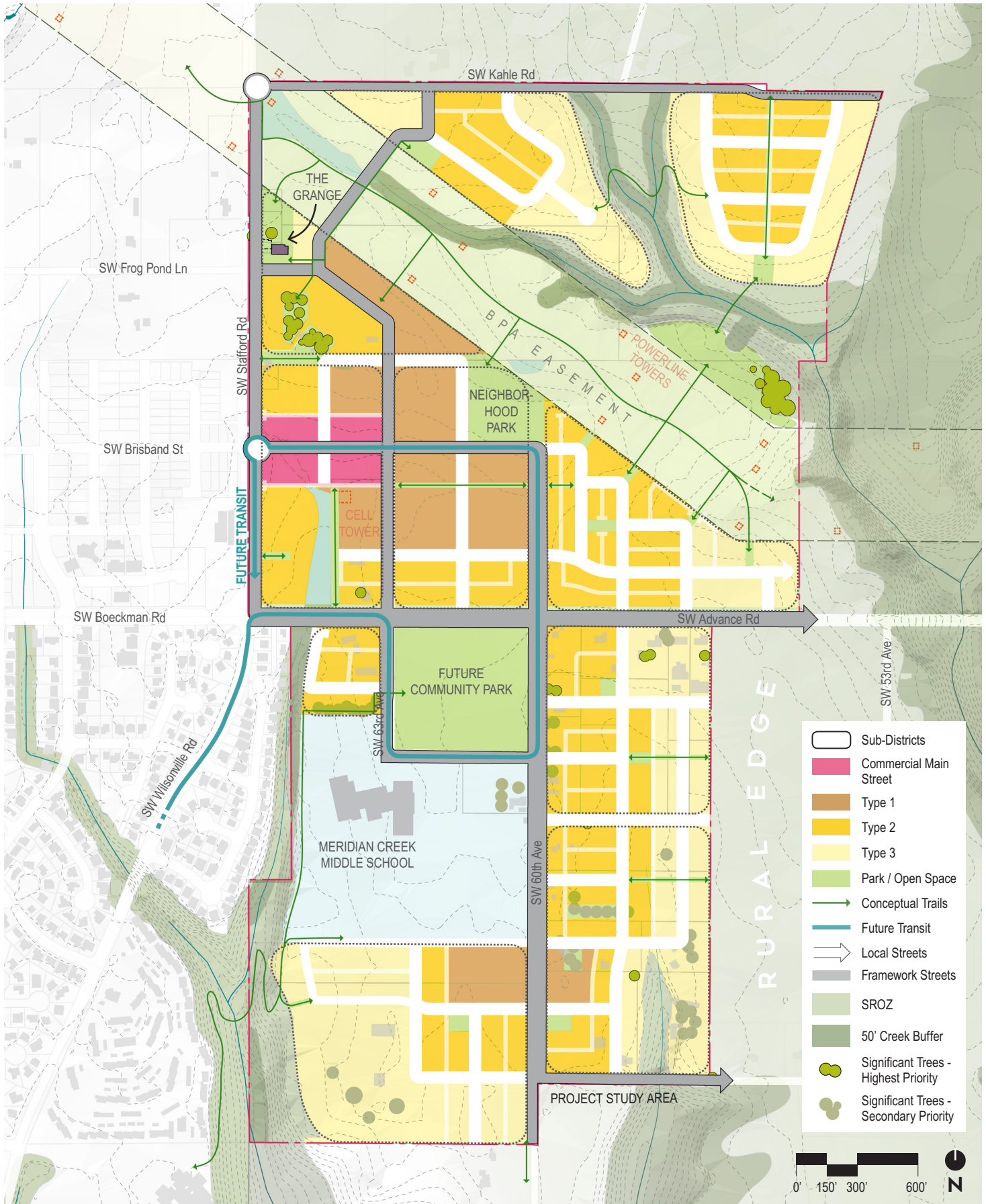
A clear hierarchy of street connections is established with SW Stafford as a major arterial, SW Advance Road and SW 60th Avenue as collector streets, SW Brisband Street as a Main Street, and all other streets as local streets. Roundabouts are planned at three key intersections: SW Kahle/Stafford, SW Brisband/Stafford, and SW Advance/60th. SW Brisband Street extends directly to the east from SW Stafford Road to intersect with SW 60th Avenue, creating a simple block layout along the planned "Main Street" corridor. SW Frog Pond Lane extends into the study area as a local street and provides connections into the local street network of the East Neighborhood, including a street that crosses the BPA easement toward SW Kahle Road to the north.

Street and block layout will be designed to maximize walkability with short blocks and alley-loaded development that reduces vehicular crossings of sidewalks. Street and block design will also protect natural resources, trees, and public view corridors. For example, a cluster of significant trees just south of the Grange can be preserved within a block of development that is clustered around its edges. The demonstration plan shows public streets intentionally connecting to public trailheads along the length of the BPA easement.

A future transit route is planned to enter the study area from SW Wilsonville Road onto SW Advance Road, head south between the future community park and the middle school, turn north on SW 60th Avenue, and exit the study area from SW Brisband Street (the Main Street) back onto SW Stafford Road. Transit service will be important to residents of this area, helping them meet their daily needs and obligations without relying on a car.

In some areas where vehicular access constraints create long blocks, such as along SW Stafford Road, green pedestrian connections are required at regular intervals to allow people to move into and through the neighborhood more easily.

**Figure 19. Street and Block Demonstration Plan**





## ACTIVE TRANSPORTATION

The Master Plan is intended to provide a complete and connected network of routes that prioritize non-car users, including cyclists, pedestrians, and those with wheelchairs or other mobility devices. Within public rights-of-way, facilities will include bike lanes, shared street markings, and wide sidewalks. A series of off-street multi-use path connections are planned to extend from the public street network into open spaces and natural areas. This combination of on-street and off-street facilities will provide multiple options for non-car users to access destinations like schools, parks, and the neighborhood commercial area. Figure 20 shows the Active Transportation Plan.

Results from surveys and in-person outreach show a strong preference for separate off-street or physically buffered bicycle infrastructure. While this aims to maximize opportunities for separate off-street or physically buffered bicycle infrastructure shared streets and on-street facilities are still present where separated facilities are not feasible or to provide additional travel options beyond separated bicycle infrastructure.



***Off-street multi use paths connect bicycles and pedestrians to destinations without relying on street connections***



***Sharrow marking on local street indicates a priority for cyclists and slows car traffic***





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The Active Transportation Plan map indicates an intended hierarchy of on-street facilities for cyclists that connects to an off-street system of paths. Primary connections are shown along SW Advance Road and SW 60th Avenue, transitioning to shared street markings along the SW Brisband Main Street and key local streets in the study area that connect to destinations.

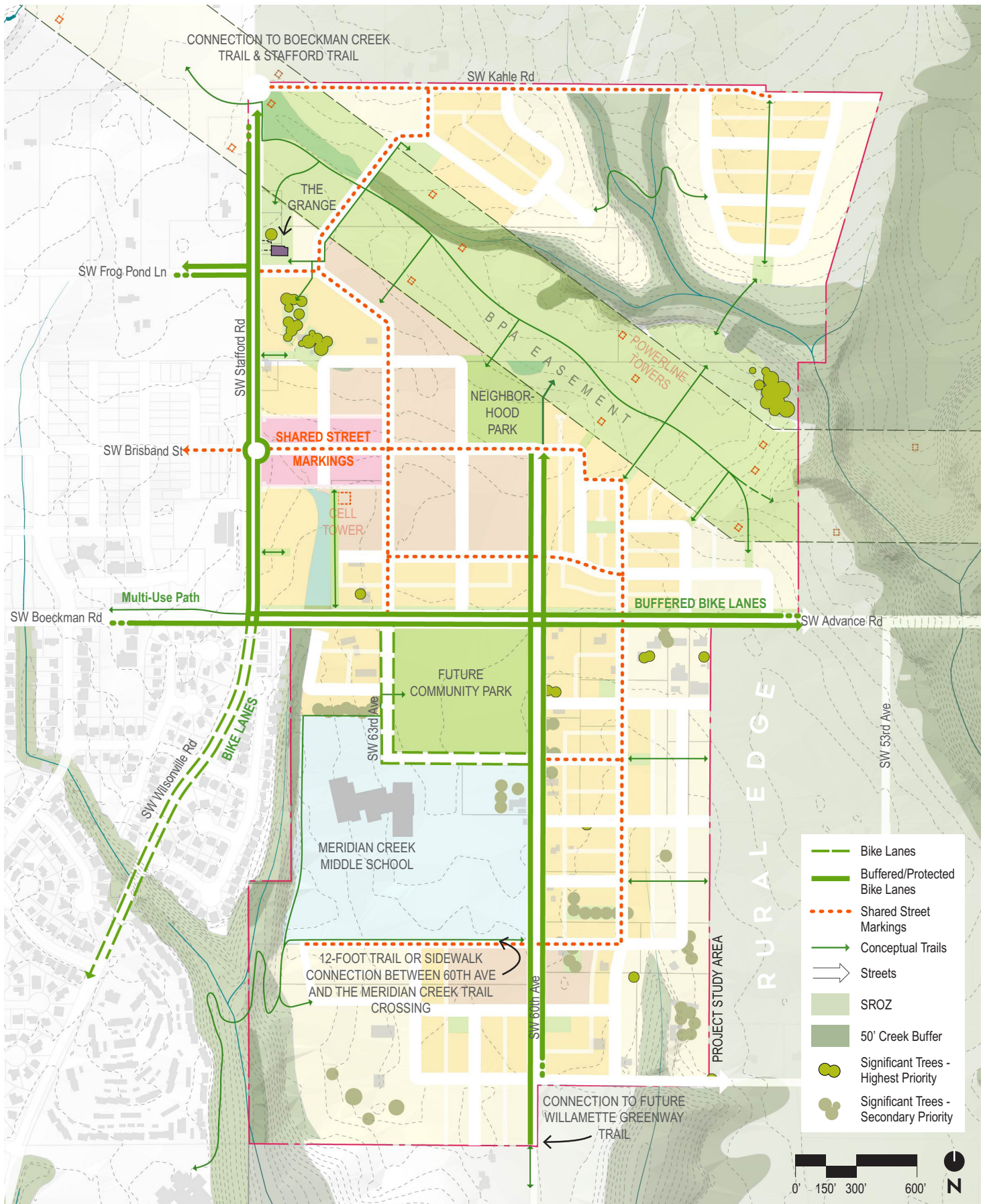
All local streets, with or without shared street markings, will be designed to focus on pedestrians and cyclists, with low speeds, street trees and planters, and alley-loaded development to minimize pedestrian-vehicle conflicts.

Crossings of SW Stafford Road and SW Advance Road will be carefully designed to prioritize safe routes to schools, parks, and other destinations within the larger Frog Pond area. Providing marked and signaled crossings as frequently as possible will mitigate out-of-direction travel for pedestrians and avoid pedestrians crossing at unmarked locations where they are more vulnerable to injury by vehicles.



***Buffered or protected bike lanes provide safe and comfortable on-street cycling facilities***

Figure 20. Active Transportation Plan





## STREET DESIGN

All streets and off-street active transportation connections will be designed with the goal of creating convenient, safe, and low-stress transportation options, particularly for the most vulnerable road users. Design of streets should focus on safety, comfort, and ease for non-car users of roads, with a focus on providing multiple low-stress routes and street designs that are tailored to the multimodal circulation network within the study area.

Stafford Road is an arterial street serving multiple roles: through-traffic, local circulation, transit and neighborhood walking and rolling. The roundabouts at SW Kahle Road and SW Brisband Street are intended to help slow vehicular traffic along Stafford Road. The proposed cross-section includes a center median, 11-foot travel lanes, buffered bike lanes, and landscaped swales with street trees on both sides of the sidewalks. The overall goal is to provide for all users, with emphasis on safe and attractive walking, biking and rolling.

Gateway collector streets (SW Advance Road and SW 60th Avenue north of SW Advance Road) are key entry points to the neighborhoods and important connections for cyclists and pedestrians. These streets will include buffered or protected bike lanes and wide sidewalks and will be up to three lanes wide, with a planted median where a center turn lane is not needed. On-street parking may also be included in some locations

Collector street design will be implemented for SW 60th Avenue south of SW Advance Road. This cross-section will include bike lanes, wide, ADA-accessible sidewalks, and traffic calming treatments.

Local streets will be designed to focus on pedestrians and cyclists, with low speeds, street trees and planters, and alley-loaded development where possible to minimize pedestrian-vehicle conflicts and provide an appealing streetscape without garages. Key local streets that connect to destinations will include shared street markings to emphasize a priority for cyclists on the road. Local street design will continue the established pattern in Frog Pond West.

In addition to streets, mid-block public pedestrian connections will enhance neighborhood accessibility and permeability. Typical off-street pedestrian connections between blocks of development will be at least 10 feet wide and will include 8-foot planted areas on either side for a total width of 26 feet.

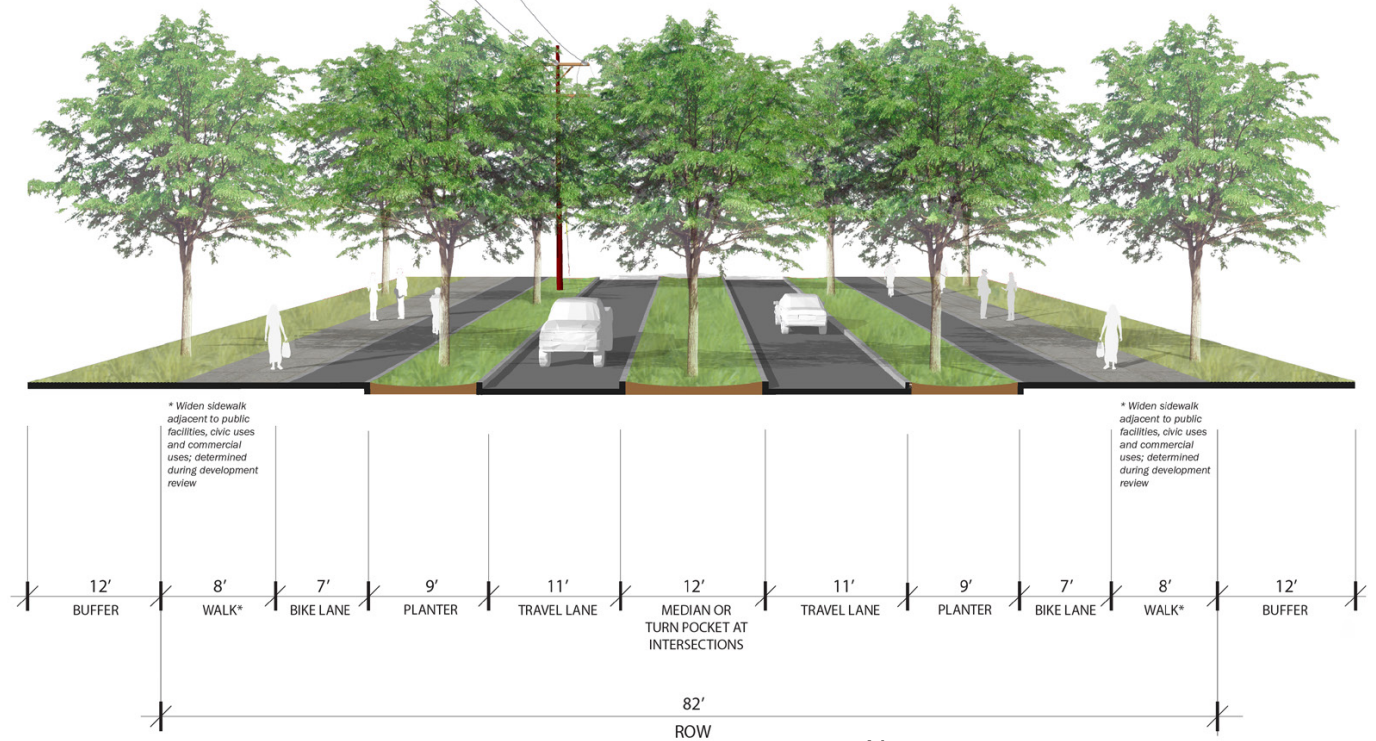
The following pages describe design intent for several important streets that will pass through the study area: SW Stafford Road, SW Advance Road, SW 60th Avenue (north and south of SW Advance), and SW Brisband Street, which will serve as a neighborhood Main Street in the East Neighborhood.



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**Figure 21. Cross Section of SW Stafford Road**

\*A curb-protected bike lane adjacent to the travel lane is an option to be determined by City Engineer at the time of design.



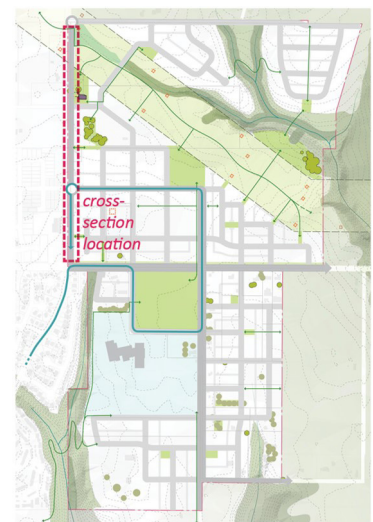
## SW STAFFORD ROAD

This cross-section shows a concept for SW Stafford Road, a major arterial street. It includes 8' sidewalks and bike lanes separated from vehicle travel lanes by a generous planter strip that supports tree health.

The Stafford Road and Advance Road cross sections are interchangeable for either road to be decided by the City Engineer based on available right-of-way and other considerations.

### Notes:

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

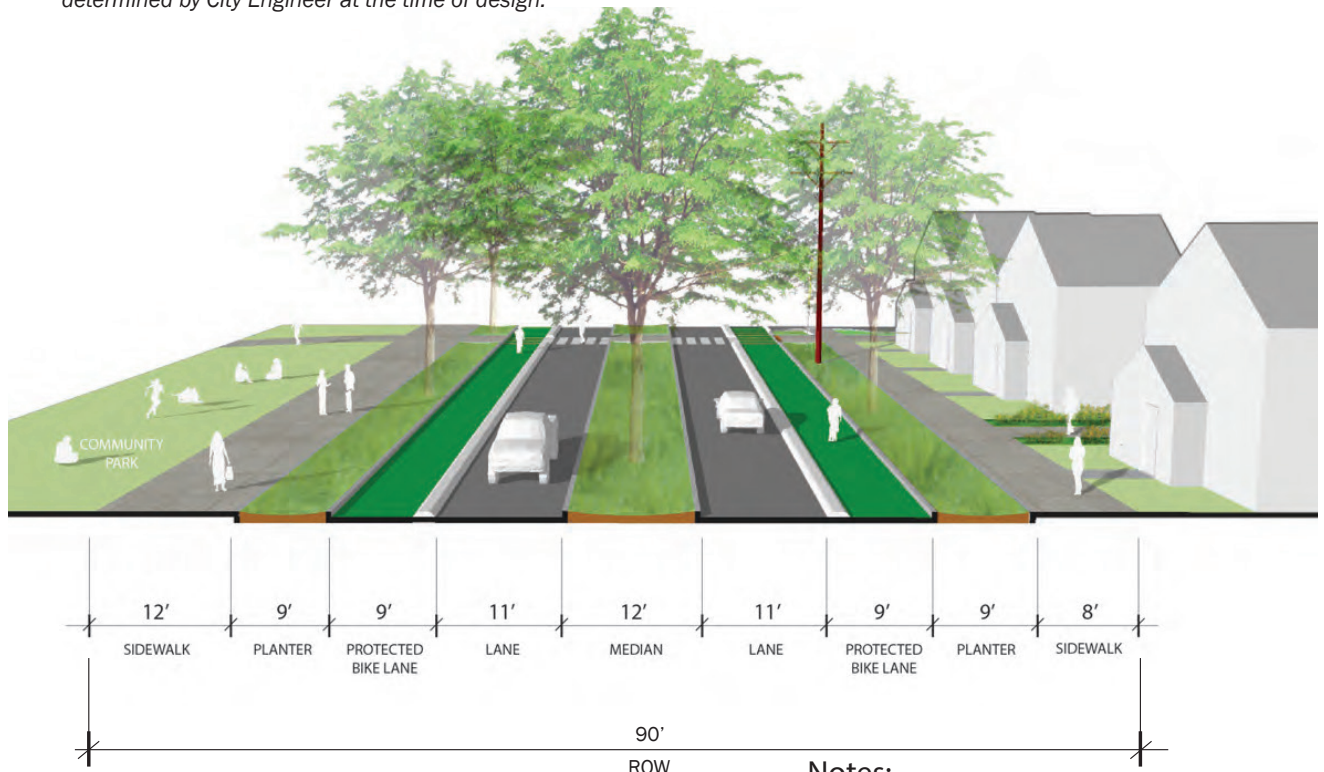


KEY MAP



**Figure 22. Cross Section of SW Advance Road**

*\*A protected bike lane adjacent to the sidewalk is an option to be determined by City Engineer at the time of design.*



## SW ADVANCE ROAD

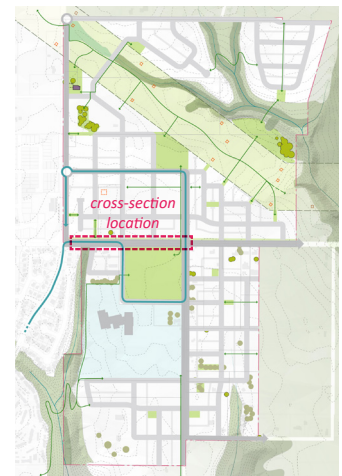
This cross-section shows a concept for SW Advance Road, a collector street, where it passes the future community park. It includes generous sidewalks, protected bike lanes, wide planter strips that support tree health, and a planted median to create a comfortable and inviting environment for pedestrians. On-street parking, while not shown in the image above, may also be added on either side of the street but will need to be designed carefully to avoid conflicts with cyclists. Planted areas in the right-of-way also offer opportunities for capturing and infiltrating stormwater.

Future development on the north side of the street, across from the future community park, is planned so that front doors face the park. This, combined with homes fronting the park on its east and west sides, will create a sense of community, enclosure, and integration of the park within the neighborhood.

This concept for SW Advance Road will create a continuous streetscape with SW Boeckman Road where it continues west of SW Stafford Road. Existing high-voltage power poles on the north side of the street can be incorporated within a wide planter strip, while all others will be underground.

### Notes:

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

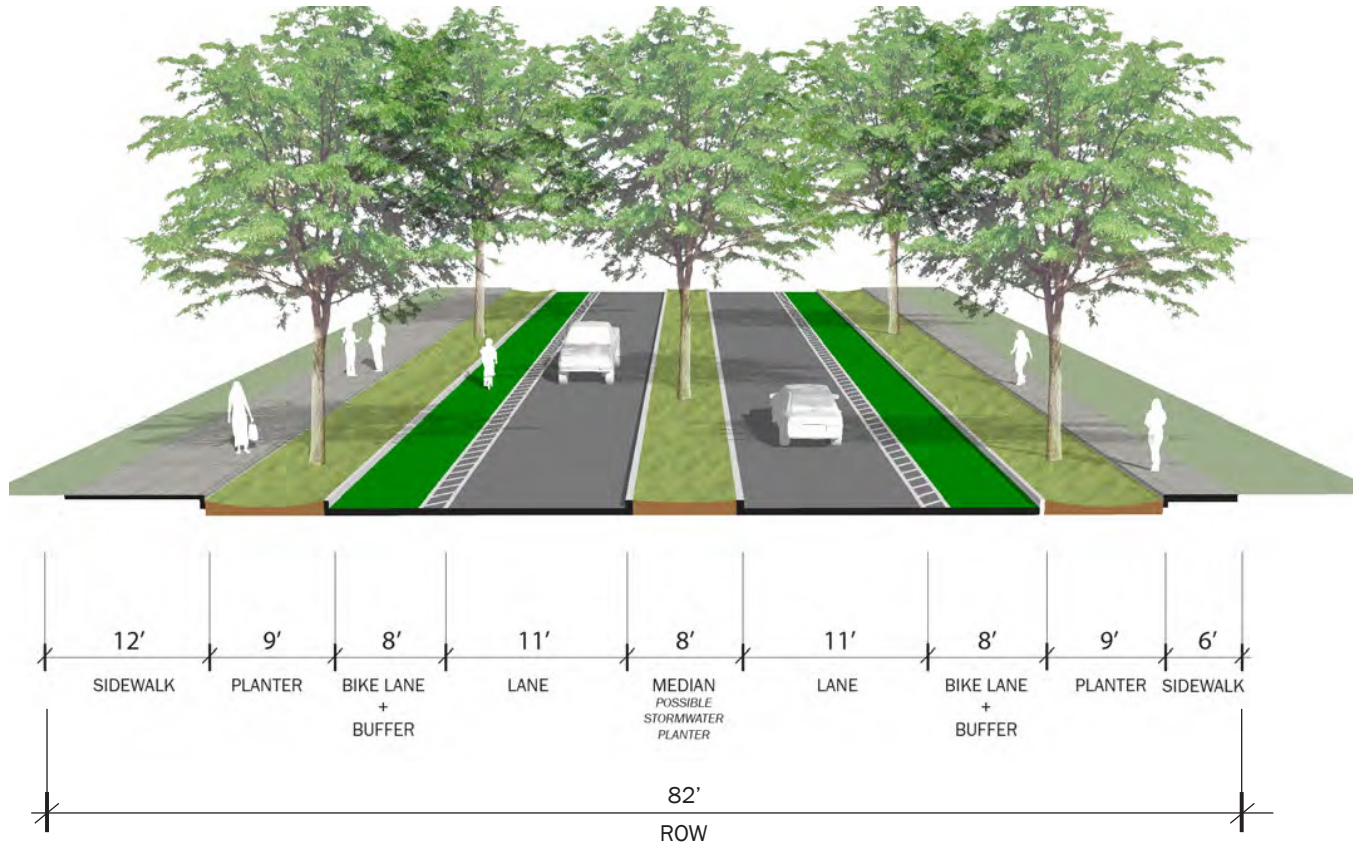


KEY MAP



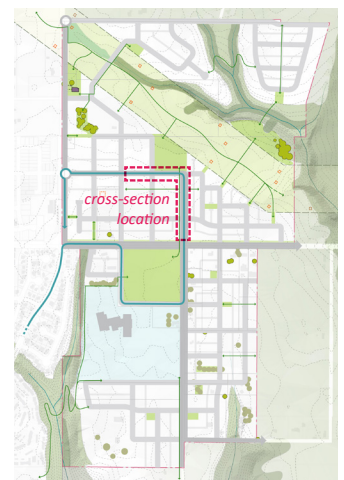
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Figure 23. Cross Section of SW 60th Avenue North of SW Advance Road



## SW 60TH AVENUE

This cross-section shows a concept for SW 60th Avenue north of SW Advance Road. This street will function as a key entry point to the East Neighborhood and will connect to the SW Brisband Main Street. A planted median allows for turn lanes at intersections may also include stormwater. A 12-foot sidewalk on the west side of the street provides a comfortable pedestrian connection between the Community Park to the south and Neighborhood Park to the north.

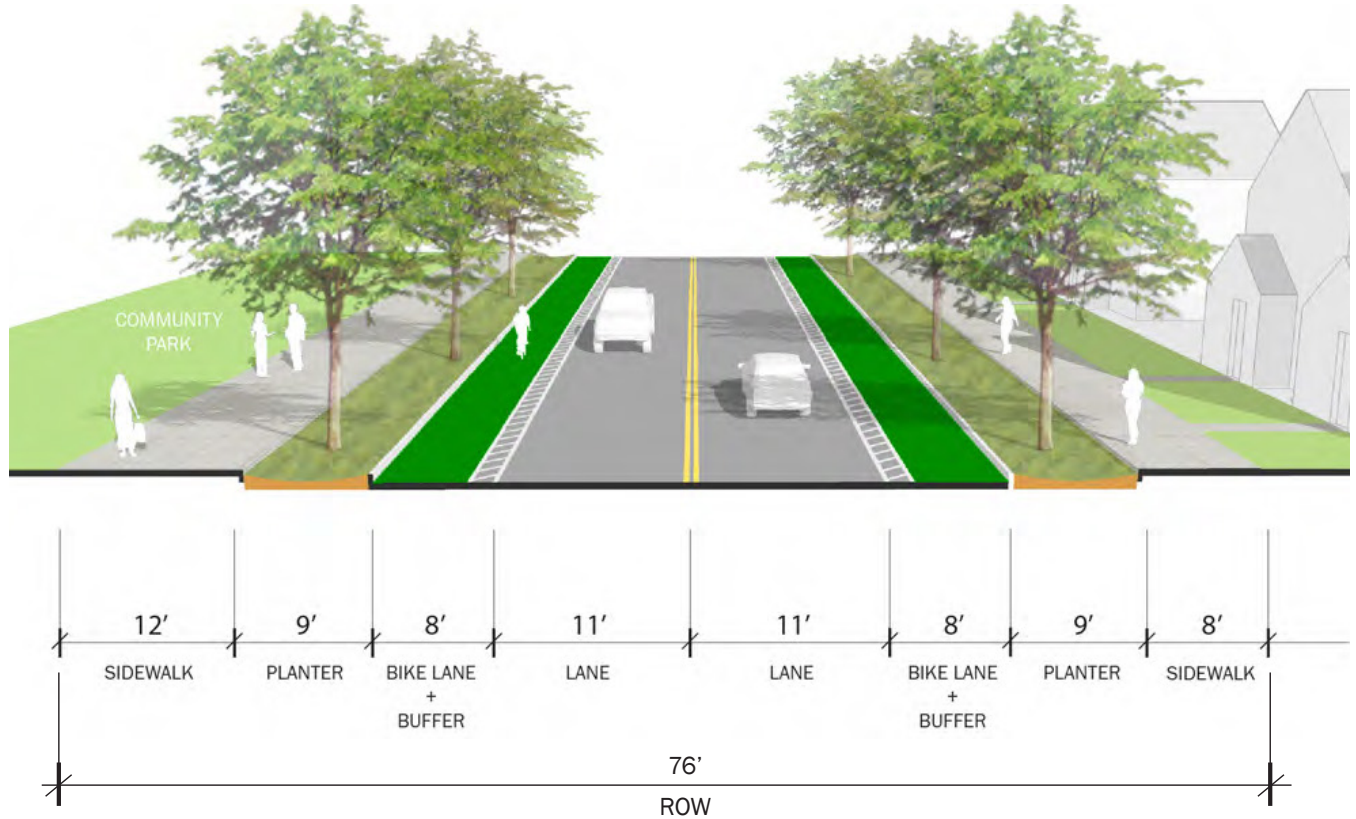


KEY MAP



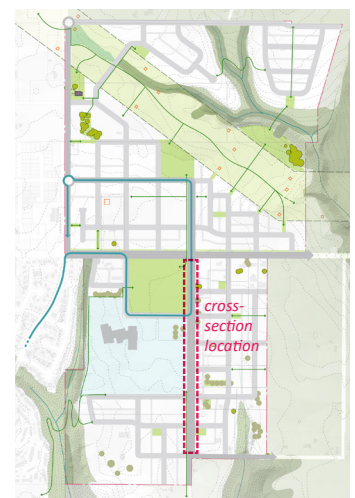
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Figure 24. Cross Section of SW 60th Avenue Collector



## SW 60TH AVENUE COLLECTOR

This cross-section shows a concept for SW 60th Avenue, a collector street, south of SW Advance Road. A 12-foot sidewalk is shown on the west side to complement the Community Park and school frontages, and extend south to the Type 1 building forms south of the school property. The wider sidewalk will ensure a pleasant and spacious walking environment for pedestrians and lessen the visual presence of any larger buildings. Traffic calming is recommended for SW 60th Avenue, and may include: center medians at mid-block locations and at intersections, speed feedback signs, and school speed zones (20 mph) adjacent to the middle school.

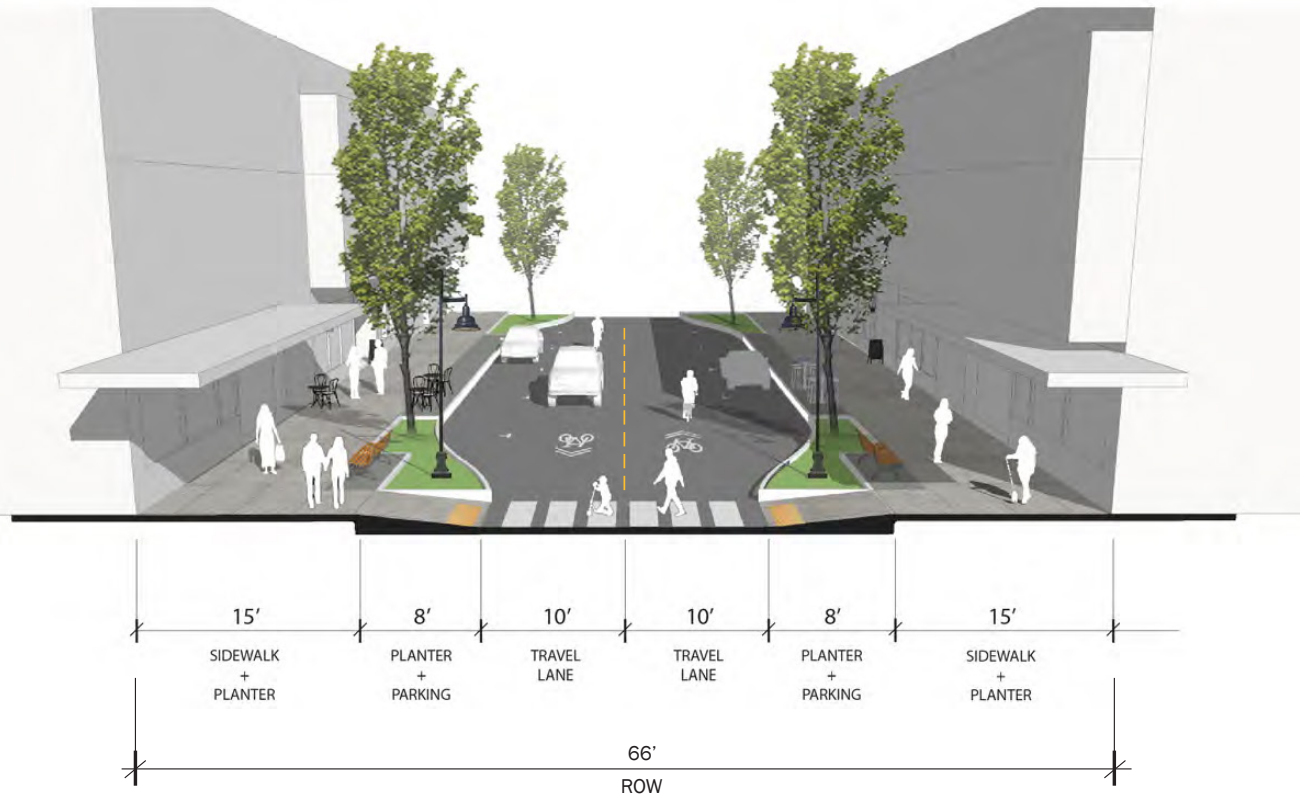


KEY MAP



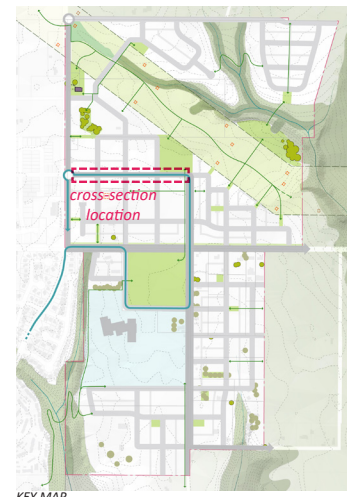
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Figure 25. Cross Section SW Brisband Main Street



## SW BRISBAND MAIN STREET

This cross-section shows a concept for SW Brisband Street, which will function as a neighborhood commercial “Main Street” within the Frog Pond East Neighborhood. The cross-section is based on the Wilsonville Town Center Plan and Transportation System Plan cross-section for a Main Street, with two travel lanes shared by cyclists and cars. On-street parking is provided interspersed with stormwater planters in curb extensions, and generous sidewalks allow for a furnishing zone with public and private seating. Buildings, whether commercial or vertical mixed-use, are intended to line the sidewalk and create a pleasant environment to stroll, visit local businesses, and socialize.







## STREET TREE PLAN

Figure 26 illustrates the Street Tree Plan. The concept for street trees in the Frog Pond East and South Neighborhoods is to beautify and unify the neighborhoods while providing a variety of tree species. The Street Tree Plan provides guidance tied to the street typology for Frog Pond East and South that will integrate with the street tree palette established in Frog Pond West. All trees should be selected from the current recommended tree list maintained by the City. Other species with similar characteristics to those on the recommended tree list may be considered, as identified and proposed by a professional landscape architect and approved by the City.

### PRIMARY STREETS

The Primary Streets in the new neighborhoods should provide a clear identity to the community, and serve as a wayfinding structure, with street tree continuity serving as a useful tool.

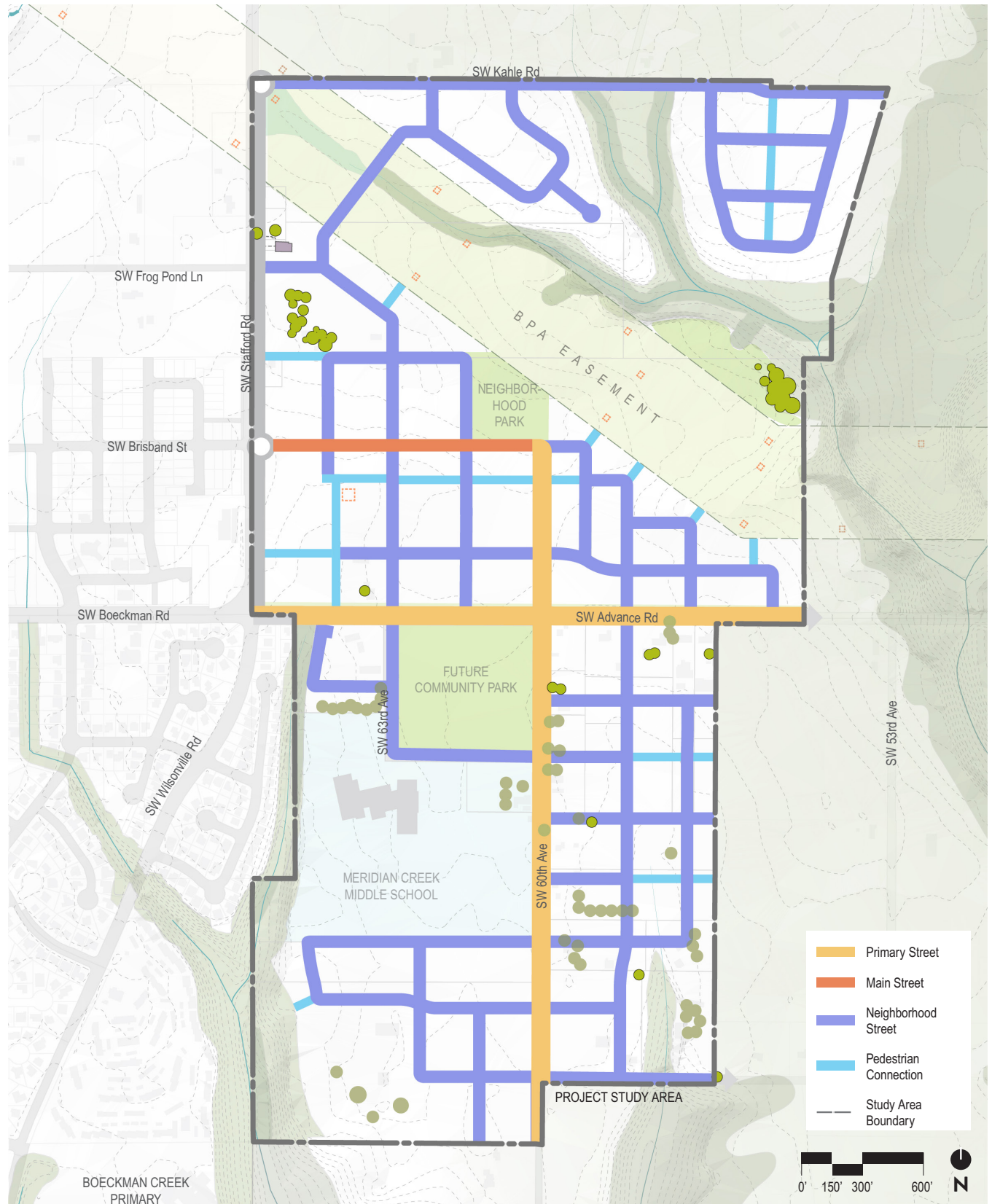
- The proposed trees for these Primary streets come partly from the City of Wilsonville's recommended tree list for "trees over 50 feet mature height".
- The proposed 8' planting strips on Primary streets will help ensure these trees grow to form large canopy structures over the streets, providing future value to adjacent homes.
- As required by the City's Public Works Standards, root barriers should be used in all situations to protect the sidewalk infrastructure from root damage.
- To provide strong continuity, a Primary Street should be planted with the same species for its entire length.

No specific tree is proposed for a given Primary Street but each of these streets should be planted on both sides with a species unique to that street.



*Street trees in planting strip.*

**Figure 26. Street Tree Plan**





## SW BRISBAND MAIN STREET

The Main Street should include street trees that provide shade and visual interest while also avoiding conflicts with buildings and leaf litter and other debris. To this end, trees selected from the City's recommended tree list should have narrow canopies of a maximum of 25 feet. The two-block Main Street should have the same street tree on either side of each block. Selected street trees should have spring blossoms or fall color that will provide beauty and identity to this center of the neighborhood.

## NEIGHBORHOOD STREETS

Neighborhood Streets should strive for variety. For example, east-west streets would have one tree from the recommended list and north-south streets should have another. An even finer grain of species distribution is recommended, if possible, at the city's discretion.

Both sides of a street should be planted with the same tree species. A single subdivision's streets should not be planted with a single tree species.



*Neighborhood street trees*



*Trees along a pedestrian path provide shade while maintaining visibility.*



## PEDESTRIAN CONNECTIONS

Pedestrian Connections should feature a columnar species, reflecting the narrow space in these connections and ensuring that there are views through the length of them, helping with safety and wayfinding. Other trees with similar characteristics may be considered.

To the extent possible, existing groves of Ponderosa Pine, Oregon White Oak, and Douglas Fir should be incorporated into the neighborhood, as street trees or common area tracts or within pedestrian connections. These existing groves have been identified through the Master Plan tree inventory and are shown in the Street Tree Plan diagram. Additional information can be found in Appendix E: Arborist Report.





## PUBLIC LIGHTING PLAN

The Public Lighting Plan (Figure 27) is intended to provide effective lighting of public streets and places to enhance neighborhood livability, night-time vitality and safety. The lighting recommendations focus on providing an even, consistent coverage, softening contrast ratios at edges and improving visibility by avoiding excess illumination and brightness. Most of these neighborhoods will be part of the Lighting Overlay Lighting Zone LZ 2: Low-density suburban neighborhoods and suburban commercial districts, industrial parks and districts, as specified in Chapter 4.199 of the City's Planning and Land Development Regulations. Dark-sky-friendly fixtures are required, as well as LED bulbs. All lights will be 3000k color and have 7-pin adapters. Street lighting ownership and maintenance responsibilities will comply with the City's most current policies, currently City own and Portland General Electric (PGE) maintain and energy supply (PGE LED Option B). When authorized by the City, the City will own and maintain street lighting (PGE LED Option C) in instances when PGE access requirements cannot be met, such as off street trails. Design details should follow City of Wilsonville Public Works Standards.

## LIGHTING PLAN HIERARCHY

A subtle hierarchy in lighting is proposed, as shown in Figure 27. These categories of street lighting are tied to the Street Types Plan and unique requirements of pedestrian connections, trailheads, and paths.

### ARTERIAL STREETS

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

### KEY INTERSECTIONS

Key Intersections



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

- These three areas act as transition zones between urban-scale arterial lighting and more neighborhood-scale lighting types.
- Placement of fixtures should be carefully considered to ensure the two types do not conflict visually.
- The intersections should be more brightly-lit, acting as a wayfinding ‘beacon’ when approaching them.
- Coordinate lighting with future landscaped gateway features at the intersections, including a distinct gateway and identity at the SW Brisband Main Street entry from SW Stafford Road.

## COLLECTOR GATEWAY STREETS

- This includes segments of SW Advance Road and SW 60th Avenue as they enter the neighborhood from adjoining arterials.
- To identify these streets as ‘Gateways’ into the neighborhood, a closer spacing than Local Street Lighting (to be determined through a lighting design plan at the time of development) is recommended and brighter illumination for these stretches of street.
- These streets should feature similar light fixtures as Arterial Streets, with shorter poles.

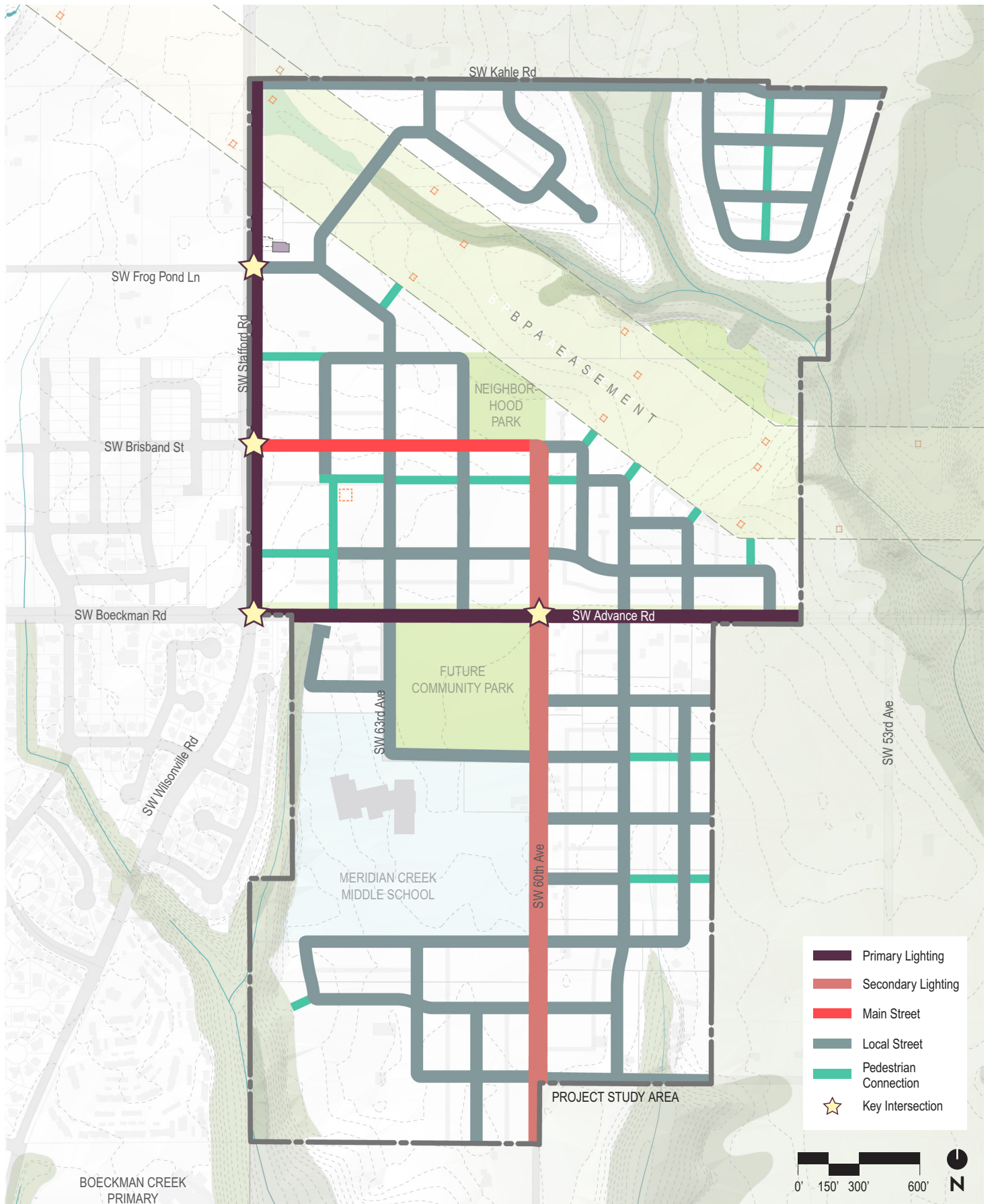
## MAIN STREET

- The Main Street should include a closer spacing, similar to a Local Street lighting design, in order to provide an intimate scale and warm, inviting pedestrian environment to support nighttime activity.
- Poles and fixtures should match the preferred ornamental standard used elsewhere in Frog Pond, but with a maximum mounting height of 16 feet to provide lighting at the pedestrian scale.
- Light poles should include the ability to attach banners or other decorative elements.
- Consider installing power access for tree lighting along with the infrastructure for street lighting.



***Double-sided Lighting Fixture in Frog Pond West***

**Figure 27. Public Lighting Plan**





# PUBLIC REALM

## LOCAL STREETS

- Local streets should provide minimum light levels for safe circulation, while contributing to the visual appeal of streetscapes.
- Light placement should avoid negative effects on adjacent housing.
- Dark sky friendly light fixtures should be used.
- A consistent lighting standard should be used throughout the neighborhood to knit together individual subdivisions.
- Poles and fixtures should match the preferred decorative light on PGE's schedule B.

## PEDESTRIAN CONNECTIONS, TRAILHEADS AND PATHS

Consistent pedestrian lighting is an important contributor to the neighborhood's identity and can define a hierarchy of travel routes..

- Trails and paths should be uniformly illuminated.
- In-ground up-lighting should be avoided.
- Trailhead parking areas should be illuminated.
- Coordinate lighting locations and pole heights with tree locations and landscape areas and constructed elements.
- Design should follow City of Wilsonville Public Works Standards Chapter 201.9.02 Shared-Use Path Lighting. Key components include:
  - › The City Engineer may reduce the lighting standards or not require lighting of shared-use paths in designated natural resource and wildlife areas.
  - › Lighting provided along shared-use paths shall be pedestrian scale with a mounting height no greater and no less than 10 feet. A clearance of 10 feet shall be provided from the path surface for street lighting overhanging a shared-use path. Pedestrian level lighting, such as bollards, shall not be permitted.
- Poles and fixtures should match the preferred decorative light on PGE's schedule B.



*Single-sided Lighting Fixture in Frog Pond West*





# PUBLIC REALM

- The SROZ area, buffers and the trailhead areas will be in Lighting Zone LZ 1, as specified in Chapter 4.199 of the City's Development Code, which apply to "Developed areas in City and State parks, recreation areas, SROZ wetland and wildlife habitat areas; developed areas in natural settings; sensitive night environments; and rural areas. This zone is intended to be the default condition for rural areas within the City."

## GATEWAYS, MONUMENTS, AND SIGNAGE

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

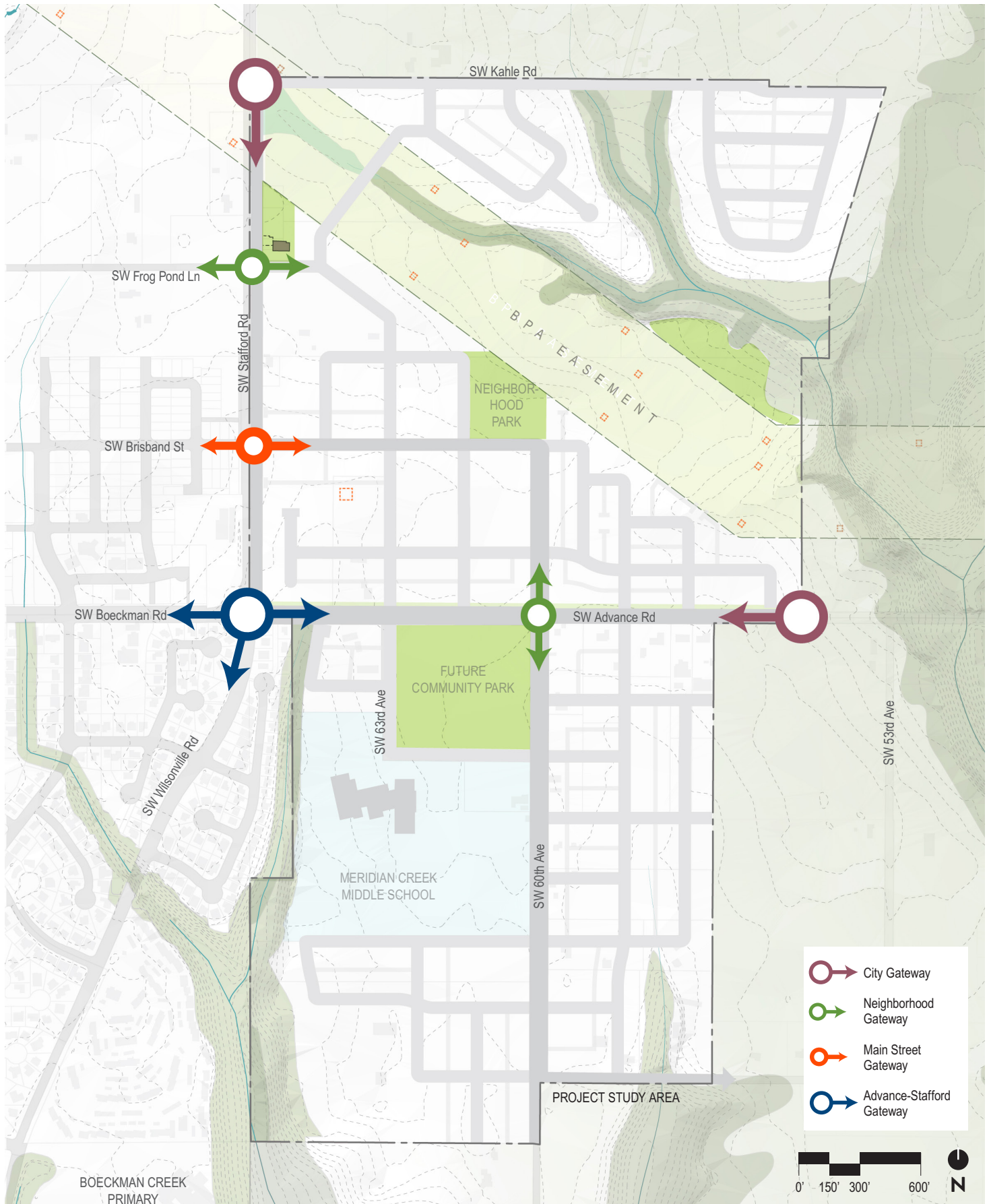
- The entrance into Wilsonville along SW Stafford Road will "move" from the intersection of SW Stafford-Wilsonville-SW Advance-SW Boeckman Roads to SW Stafford Road at SW Kahle Road. Additionally, the entrance to Wilsonville from the east will move to SW Advance Road at the Urban Growth Boundary.
- The new SW Brisband Main Street will create a new major entry and connection point into Frog Pond East from Frog Pond West and SW Stafford Road. If intersection design includes a roundabout, the center of the roundabout can include art, signage, or other identity elements that mark the entry to the Main Street.
- The extension of SW Frog Pond Lane into Frog Pond East provides a minor entry point into Frog Pond East. Design of this entry point can integrate with the future landscape and design of the Grange site to create a unique identity for this area.
- The crossroads of SW Advance Road and SW 60th Avenue forms a key connection point between the East and South neighborhoods.
- The internal developments in Frog Pond should not reflect a pattern of multiple subdivisions. Rather, they should be increments of a larger community that knit together phase-by-phase.

## GATEWAYS

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

1. City Gateway
2. SW Advance-SW Stafford Gateway
3. Main Street Gateway
4. Neighborhood Gateways

Figure 28. Gateways Plan





# PUBLIC REALM

The locations, roles, and design elements for each gateway type are described in Table 6 and illustrated in Figure 28.

**Table 6. Gateway Types, Roles, and Design Elements**

GATEWAY TYPE	LOCATION(S) AND ROLE	DESIGN ELEMENTS
<b>City Gateway</b>	SW Stafford Road at SW Kahle Road, southbound	Landscaping and signage reflect character of planning area Design should be consistent with other key entries into the City
	SW Advance Road at UGB Role: Welcome visitors to Wilsonville, facilitate transition from rural to urban setting	
<b>Neighborhood Gateways</b>	SW Frog Pond Lane at SW Stafford Road	Use brick monuments to blend with SW Boeckman property frontage wall in Frog Pond West Monuments should be properly scaled, respectful of their context Simple form, integrated with landscape
	Crossroads of SW Advance Road and SW 60th Avenue Role: To mark the primary entries into Frog Pond East and South	Large lettering not as important as landscape and civic element Neighborhood gateway at SW Frog Pond Lane presents an opportunity to integrate with design and landscape of the Grange site
<b>SW Advance-SW Stafford Gateway</b>	NW corner of the SW Advance-SW Stafford Road intersection Role: Enhancement of key corner to prioritize pedestrian experience, and announce entry into neighborhood	Trees and tall landscaping will mark the corner and de-emphasize powerlines. Landscaping to include seasonal variety, color, texture, and trees (away from the powerlines). Opportunity for public art, in coordination with the design of the northeast side of the intersection. Design should support the corner as an active pedestrian cross-road and safe route to Meridian Creek school.
<b>Main Street Gateway</b>	Intersection of SW Brisband St at SW Stafford Road	Opportunity for public art or other landmark. Generous pedestrian walkways providing access to Main Street. Buildings oriented toward streets. Sidewalk paving patterns for the Main Street can extend out to the curb along SW Stafford Road, marking pedestrian entry into the Main Street environment.



# PUBLIC REALM

## MONUMENTS AND SIGNS

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

- Frog Pond will continue as a unifying name for the neighborhoods.
- Monument signs will be limited to Neighborhood Gateway locations and emphasize the Frog Pond neighborhood identity.
- Individual subdivision signs (except temporary real estate sales signage) and monuments will not be permitted.
- “Sign caps” identifying the Frog Pond neighborhood will be utilized on street signs.



Signage at non-residential developments (e.g. parks and schools) will be consistent with Neighborhood Gateway signage and the City of Wilsonville Signage and Wayfinding Plan to further tie the area together and integrate the neighborhood cohesively into the broader City of Wilsonville as a whole.

