



City of Independence

Planning Commission
Monday, February 2, 2026 @ 7:00 PM
Civic Center - Council Chambers

(see agenda footer for meeting attendance information)

1. **Call to Order**
2. **Roll Call**
3. **Minutes**
 - 3.1. Regular Meeting 01/05/2026
4. **Visitors/Public Comment**
5. **Unfinished Business**
6. **New Business**
 - 6.1. Public Hearing - Park System Master Plan
 - 6.2. Discussion - More Housing, Same (Great) Neighborhood - Infill Code Draft
 - 6.3. Discussion - Upcoming Projects in 2026
7. **Other Discussion/Information Items**
8. **Adjournment**

Meeting Attendance Information:

The Planning Commission will hold this meeting in-person in City Hall Council Chambers, via video conference (Zoom) or by phone. Meetings are also live-streamed on the City's YouTube channel at: <https://www.youtube.com/c/CityofIndependenceOR>.

- To attend in person, the City Hall address is 555 S. Main St.
- For Zoom login
visit: <https://us06web.zoom.us/j/84016796872?pwd=PtvoyhgYBwxE8NMY6ru2IUrEeKRxvI.1>
- To participate in the meeting **by phone**, dial **US: +1-253-215-8782** and enter **Webinar ID: 840 1679 6872** and **Passcode: 857729**

Written comments are also welcome and may be delivered to City Hall or emailed to PlanningComments@ci.independence.or.us no later than 4:00 pm the day of the meeting.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 72 hours in advance of the meeting to Myra Russell, City Recorder, 503-838-1212/TTY: 800-735-2900.



City of Independence Minutes

**Planning Commission Meeting
Monday, January 5, 2026**

1. **Call to Order.** Chair Chappell called the meeting to order at 7:00 pm
2. **Roll Call.**

Present:	Commissioner Patrick Fugeman Commissioner Jose Oliveros Commissioner Rebecca Jay Commissioner/Chair Corby Chappell Commissioner Alex Paraskevas
Absent:	Commissioner Sally Coen, excused
City Staff Present:	Fred Evander, City Planner Myra Russell, City Recorder Shawn Irvine, Assistant City Manager
3. **Minutes.**
 - 3.1. **Regular Meeting 12/01/2025.**
Action:
Commissioner Jay moved to Approve; Commissioner Paraskevas seconded.
Discussion: None
Voice vote. Motion 5-0-0

Ayes:	Patrick Fugeman, Jose Oliveros, Rebecca Jay, Corby Chappell, Alex Paraskevas
Nays:	None
Abstentions:	None
4. **Visitors/Public Comment.** None.
5. **Reports/Presentations.** None.
6. **Unfinished Business.** None.
7. **New Business.**
 - 7.1. **Public Hearing: Potential Change to the Requirements for Fences Associated with Governmental Uses.**
Chair Chappell read the hearing script regarding how the meeting would be conducted. State Law Required Statements read.
 - Declaration of Conflicts of Interest, Ex-Parte Contact, Bias: None

- Public Hearing opened at 7:02 pm by Chair Chappell.
 - Staff Report as submitted in the agenda packet was reviewed by Planner Evander. Evander explained that current standards are inadequate for public service uses, and the proposed amendment would allow 6-foot-tall chain-link fences with barbed wire for these facilities. Evander discussed the importance of protecting city utilities and facilities from potential damage or failure, which could lead to significant issues like raw sewage spills or inadequate water pressure. Staff recommended amending the city's development code to allow public agencies to add barbed wire to 6-foot-tall fences, particularly for existing structures, to enhance security and prevent unauthorized access. The staff report included considerations of visual impact, practicality of security cameras, and engineering challenges of heightening fences. Despite concerns about barbed wire's visual impact and the difficulty of modifying existing fences, staff emphasized the need for protection, offering alternative options in Attachment B for consideration.
 - Discussion: Commissioners raised concerns about the lack of communication with neighbors and the potential impact on residential areas. The city had already installed barbed wire on some fences without prior notice, leading to criticism for being unneighborly. There was also discussion about other alternatives that could be considered.
 - Further questions from the Commissioners.
 - Objections or testimony received: Written comment received from David Clyne
 - Public Testimony:
 - David Clyne, Independence, OR. Discussed concerns about the barbed wire fencing installed by the city, which was done in violation of local code and without proper notification to affected residents.
 - Mike Tweed, Independence, OR. Worried about young children in the neighborhood. Suggested 8 foot fence as an alternative.
 - Greg Ellis, Independence, OR Mentioned that the safety measures with barbed wire came into place after 9/11. Said barb wire would not deter someone that had wire cutters.

Commissioners discussed middle ground accommodations, perhaps a hedge row to hide barbwire. Peggy Clyne talked about blackberries growing on the fence in the past and her efforts to clean them up. The commission considered existing examples of 6-foot-tall fences with barbed wire, such as those at the Monmouth Well site and Greystone Apartments, and debated whether to maintain an 8-foot standard for commercial and industrial zones or allow 6-foot fences in certain situations. The conversation emphasized the importance of balancing security needs with being good neighbors, particularly in residential areas.
 - Discussion: Staff Response to testimony— Evander reiterated that there is currently no standard for public use property, and it should be specified in the code.
 - Hearing closed at 8:05 PM.
- Planning Commission Deliberation and Decision time. The commissioners discussed whether to make exceptions for existing residential areas abutting city property. They also discussed the challenges of creating exceptions to setback requirements and the potential implications for future code enforcement. The group debated whether a setback would be a reasonable solution, considering factors like facility size and right-of-way constraints. They

also touched on the need to balance addressing current issues while considering future code changes. The commission focused on the need to balance public safety considerations with the impact on existing property owners.

Action:

Commissioner Jay moved to forward a recommendation of approval on LA 2026-01 adopting Attachment A: An exception being made that, public service areas or government service structures that abut more than 3 residential parcels should have an additional setback fence, behind the property line where a 6-foot fence can be topped with barbwire, set back 15 feet from the property line; Commissioner Oliveros seconded. Discussion:None
Roll call vote. Motion 3-2-0

Ayes: Jose Oliveros, Rebecca Jay, Corby Chappell

Nays: Patrick Fugeman, Alex Paraskevas

Abstentions: None

Motion passed. Chair Chappell let the audience know that it would now go to city council and council could choose to go with their recommendation or not. Commissioners took a 10 minute recess before proceeding to the next order of business.

7.2. **Discussion: Draft Parks System Master Plan.**

10 minute recess before continuation. Continued at 9:03 PM

Evander presented the draft park system master plan approved by the Parks Commission. The plan includes an executive summary, public outreach efforts, demographic data, and a quantitative analysis of park types and amenities. Concerns were raised about the accuracy of cost estimates and the need for current data when assessing park conditions. The group discussed potential projects, including basketball courts, tree planting, the development of a sports area and the need for more activities for children. They also touched on the possibility of building a new recreation facility at Henry Hill Park and the possibility for EV charging stations in parks. This plan will come back at the next Planning meeting with a public hearing.

8. **Other Discussion/Information Items.** Planned video was not shown due to length of meeting.

9. **Adjournment.** Commissioner Paraskevas moved to Adjourn; Commissioner Jay seconded.

Voice vote. Motion 5-0-0

Ayes: Patrick Fugeman, Jose Oliveros, Rebecca Jay, Corby Chappell, Alex Paraskevas

Nays: None

Abstentions: None

Chair Chappell adjourned the meeting at 9:35 pm.

Minutes submitted by:
Myra Russell, City Recorder



INDEPENDENCE

Oregon's Story Begins Here

UPDATE TO PARK SYSTEM MASTER PLAN (FILE NO. LA | 2026-02) STAFF REPORT

MEETING DATE: February 2, 2026

RECOMMENDATION: **APPROVAL**

FILE NUMBER: LA | 2026-02

RE: Public Hearing – Update to Park System Master Plan

CRITERIA: Oregon State Planning Goals
Independence Comprehensive Plan
Independence Development Code (IDC)
-Subchapter 10: General Provisions
-Subchapter 11: Administrative Provisions

CONTENTS:

- I. Summary
- II. What is the Problem?
- III. What is Proposed?
- IV. Public Process
- V. Staff Recommendation
- VI. Staff Findings - Oregon State Planning Goals and Independence Comprehensive Plan Goals
- VII. Staff Findings – Independence Development Code

ATTACHMENTS:

- A. Proposed Park System Master Plan (134 pages)
- B. Draft Comprehensive Plan Recreation Element (1 page)

I. SUMMARY

At the meeting of February 2, 2026, the Independence Planning Commission will hold a public hearing to consider an update to the Park System Master Plan, and related changes to the Independence Comprehensive Plan Recreation Element.

II. WHAT IS THE PROBLEM?

The City of Independence last updated its Park System Master Plan in 2015. Since that time, many of the projects identified in the plan have been completed – including several along the riverfront and at Sunset Park. The proposed plan is intended to reflect the completed projects and to address any changing conditions in the community.

III. WHAT IS PROPOSED?

The Park System Master Plan update includes:

- A detailed inventory of existing facilities, including the condition of the facilities.
- Cost estimates of likely projects.
- A prioritized list of efforts to pursue.

The proposed project list primarily focuses on existing park facilities and continues to focus significant efforts on the development of the park system along the Willamette River, with three of the top four priorities seeking the continued enhancement of the area. Strategies to improve existing parks that serve smaller neighborhoods are also proposed in the plan.

Compared to the previous version of the Park System Master Plan, the document offers limited guidance about how and where parks should occur in undeveloped or underserved areas of Independence. Instead, the plan relies on subarea plans such as the Southwest Independence Concept Plan to articulate the desirable location of park facilities in certain undeveloped portions of the community. The plan additionally recommends changes to the land dedication provisions in the Independence Development Code to ensure the provision of adequate park lands.

IV. PUBLIC PROCESS

The Parks Board prepared the update in collaboration with the Independence Public Works Department, and consultants Keller and Associates, Greenworks and MIG. Through the process, three videos were shot to explain the update, two public open houses were held, and two surveys were conducted. A summary of the public process is available in Section 3 of the draft Park System Master Plan.

Additionally, as part of the process, staff sent notice to the Department of Land Conservation and Development on December 22, 2025, published notice of the public hearing in the Polk County Itemizer-Observer on January 21, 2026, and posted notice on the City of Independence website and in city social media posts.

V. STAFF RECOMMENDATION

Given the public process and the findings below, staff recommends that the Planning Commission recommend approval of the proposed Park System Master Plan, as well as the proposed Comprehensive Plan language to accommodate the suggested plan.

The Commission may:

- Move to recommend that the Independence City Council approve of the submittal.
- Identify necessary changes and instruct staff to modify the proposed plan.

VI. STAFF FINDINGS - OREGON STATE PLANNING GOALS AND INDEPENDENCE COMPREHENSIVE PLAN GOALS

Updates to the Independence Comprehensive Plan and its associated master plans are required to meet the Oregon State Planning Goals. Among these goals include provisions related to Citizen Involvement (Goal 1), Land Use Planning (Goal 2), Recreation (Goal 8), and Urbanization (Goal 14). Combined these goals seek to “accommodate urban population and urban employment inside urban growth boundaries” and “ensure efficient use of land” (see Goal 14), while assuring that citizens are involved in the planning process and adequate considerations related to items such as recreation facilities are made. The Independence Comprehensive Plan, public facility master plans, and Independence Development Code help to implement the Oregon State Planning Goals in Independence.

The Park System Master Plan update fits appropriately into this planning framework.

Findings related to the proposed changes are addressed below:

Goal 1. Citizen Participation. Goal 1 of the Oregon State Planning Goals looks “to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.” The Citizen Involvement Element of the Comprehensive Plan and Subchapter 11 of the Independence Development Code help to implement this goal.

Throughout the course of the Park System Master Plan update, the Parks Board conducted two open houses and two surveys to provide information about the project and to solicit feedback. Additionally, the city offered notice about the project on its website, newsletter and Facebook page, posted notice on the Department of Land Conservation and Development “PAPA” website, and published notice in the Polk County Itemizer-Observer.

The Planning Commission discussed the draft plan in a work session on January 5, 2026, and will hold a public hearing on the Park System Master Plan update on February 2, 2026. Depending on the outcome of the Planning Commission hearing, the City Council may hold a public hearing on the document on March 10.

Given the variety of outreach processes, individuals have had and will have several opportunities to learn about the proposed plan and Comprehensive Plan changes, and to be involved in the process. The proposed amendment addresses and meets Goal 1.

Goal 2. Land Use Planning. Goal 2 of the Oregon Planning Goals seeks “to establish a land use planning process and policy framework (that acts) 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.” The Land Use Element of the Independence Comprehensive Plan, which seeks “to encourage efficient land use, maintain land use designations appropriate to the character of Independence, and meet future land use needs,” and the criteria of the Independence Development Code help to implement this goal.

The Park System Master Plan update fits appropriately within this planning framework. The update articulates a strategy for the future of the park system that is appropriate to the character of Independence and meets future needs. The plan emphasizes development of parks, particularly along the river, and crafts strategies for neighborhood parks/mini parks to serve smaller portions of Independence. A relatively basic framework to address parks in certain undeveloped portions of the community, which primarily relies on subarea plans, such as the Southwest Independence Concept Plan and the Central Talmadge Plan, is also provided. This framework is appropriate to the character of Independence and will help create a policy framework that will serve as a basis for future planning decisions. The proposed update will address and meet Goal 2.

Goal 8: Recreational Needs. Goal 8 of the Oregon State Planning Goals seeks “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...” The Independence Comprehensive Plan Recreation Element, Park System Master Plan, Southwest Independence Concept Plan, and Central Talmadge Plan help implement this goal.

The update to the Parks System Master Plan has been created with this framework in mind. The plan articulates each of the existing parks in Independence and notes deficient facilities in each of the areas. The plan then crafts an improvement program for the facilities to help make the parks more usable over time. Recommendations for changes to land acquisition processes are also articulated for undeveloped properties in Section 7.1. Given the guidance about future land acquisition and the forethought about upcoming park improvements, the plan will help meet the needs of citizens and visitors to Independence.

Goal 14: Urbanization. Goal 14 of the Oregon State Planning Goals looks “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.” The Intergovernmental Agreement between Polk County and the City of Independence (regarding the Urban Growth Boundary), the Public Facilities and Services, and Urbanization Elements of the Independence Comprehensive Plan, and the Independence Development Code help to implement this goal locally.

Key to the accommodation of urban population and employment in Independence is the provision of high-quality public amenities such as parks and open space areas that are designed to serve a growing population. This plan largely achieves this end – emphasizing continued investment along the Willamette River to provide a high-quality amenity for individuals who choose to live in Independence. Additionally, where parks exist in neighborhoods that are otherwise underserved by parks, such as the neighborhood near Gun Club Road and Hoffman Road, the plan recommends improvements to existing facilities to ensure the creation of a highly livable community.

The proposed amendment addresses and meets Goal 14.

Based on this evaluation, the proposed changes effectively balance considerations about citizen involvement, public facilities, and urbanization. While the Planning Commission may recommend further revisions to the draft, the proposed draft generally achieves the Oregon State Planning Goals.

VII. STAFF FINDINGS – INDEPENDENCE DEVELOPMENT CODE

Beyond the Oregon State Planning Goals and the Comprehensive Plan, the proposed changes are required to conform with the standards of the Independence Development Code.

Subchapter 11: Administrative Provisions

11.002 Application Types and Review Procedures

All development permits and land use actions are processed under the City's administrative procedures. There are four types of actions, each with its own procedures.

...

D. Type IV Action

A Type IV action is a legislative review in which the City considers and enacts or amends laws and policies. Private parties may request a Type IV action; however, it must be initiated by the Planning Commission, or City Council. The City Council makes the final, local decision. Sections 11.025 and 11.030 list the notice and hearing requirements.

1. Amendments and Revisions of the Comprehensive Plan
2. City Plan Document Adoption, e.g. Water System Plan
3. Zoning Code Amendments

Staff Response: Staff has reviewed the Park System Master Plan as a Type IV – Legislative Review. Staff and the Independence City Council initiated the update to consider how best to address park facilities in Independence. Given the process, this standard is met.

11.015 General Provisions

In order to provide for citizen review of the planning process and the orderly keeping of records of actions relating to this Ordinance, the City shall ensure that the following measures are maintained and available for public review.

...

Staff Response: Staff has taken proper steps to ensure compliance with the standards in Independence Development Code Section 11.015, including publishing notice of the changes in the Polk County Itemizer-Observer, writing a staff report for the amendments, and keeping a file related to the proposal. This standard is met.

11.025 Notice of Public Hearings

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B. Legislative Hearings (Type IV). Notice of Public Hearing by the Planning Commission or City Council relating to any legislative action shall be published in a newspaper of general circulation a minimum of 10 days prior to the date of the hearing. Notice shall be provided to the Department of Land Conservation and Development in conformance with DLCD rules prior to the first evidentiary hearing by the City for any legislative action.

Staff Response: Staff sent notice of the changes to the Oregon Department of Land Conservation and Development on December 22, 2025, and included information about the changes on the City of Independence Planning Department website. Staff additionally published notice of the public hearing in the Polk County Itemizer-Observer on January 21, 2026. No comments were received as of the date of this Staff Report. This standard is met.

Subchapter 12: Zone Changes and Plan Amendments

...

12.030 Standards for Plan Amendment

No plan amendment shall be approved by the Planning Commission or enacted by the City Council unless at least one of the following standards is met:

A. The Comprehensive Plan designation for the land for which the plan amendment is initiated is erroneous and the plan amendment would correct the error;

B. Conditions in the neighborhood surrounding the land for which the plan amendment is initiated have changed to such a degree that the Comprehensive Plan designation is no longer appropriate and the plan amendment would conform to the new conditions in the neighborhood;

C. There is a public need for land use of the kind for which the plan amendment is initiated and that public need can best be met by the plan amendment.

Staff Response:

The Park System Master Plan update is intended to address a public need, revising a plan that was last updated in 2015. The plan is meant to guide the effective provision of parks in Independence for the next 8 to 10 years. This standard is met.

PARK SYSTEM MASTER PLAN



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SPECIAL THANKS

We would like to thank the passionate community members of Independence who participated in public events, surveys, and public meetings to provide input throughout the planning process for the system plan update.

We sincerely appreciate the efforts of City staff and the Parks Board who played a critical role in providing feedback, input, and comments for this plan.

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- DETAILED PUBLIC SURVEY RESULTS
- PROJECT COST SHEETS
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ACKNOWLEDGEMENTS

Thank you to all who participated in the creation of this plan.



INDEPENDENCE
Oregon's Story Begins Here

CITY OF INDEPENDENCE STAFF

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Fred Evander, City Planner

CITY OF INDEPENDENCE CITY COUNCIL

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Marilyn Morton, Position #2
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Evan Sorce, Position #4
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Kathy Martin-Willis, Position #6

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Executive Summary

PLAN OVERVIEW

// PURPOSE OF THE PLAN

The City of Independence Public Works Department (the City) led the development of this update of the Park System Master Plan (PSMP), last updated in 2015. This Plan takes a close look at existing parks, trail facilities, and amenities, and recommends improvements within the city limits and Urban Growth Boundary. This will act as a 20-year Plan that provides the strategy and recommended improvements for upgrades to existing parks, the development of future trails, and provides an overall cost estimate for park and trail improvements for the next 20 years of projected growth. These plans are typically revisited and updated every 10 years after the top projects are implemented and to reflect changing conditions in the community - population, demographics, land use, regulations, etc. The goals of the PSMP are to address the issues and shortcomings of existing parks, meet the needs of a growing community, and provide funding strategies to support growth, maintenance, and operations. It combines qualitative approaches - like the Community Values and amenity assessments - with quantitative assessments - like the park classification analysis, site constraints, and public feedback - in order to identify and prioritize projects and recommendations.

// PUBLIC ENGAGEMENT

The City of Independence has a passionate group of community members who participated and provided valuable input to the park system planning process. Public engagement opportunities were offered through two open houses and accompanying online surveys, giving community members the chance to confirm, shape, and refine key elements of the plan through consistent feedback.

The first phase of engagement focused on understanding community values, obstacles and challenges, and what amenities are key to enjoying the park system. This input was fed into how the team approached the inventory, Level of Service approach, and the recommendations that went into the draft project ideas. Those projects were then presented back during the second phase of feedback for the community to rate projects in order to capture priorities.

// PROJECT VALUES

Values were generated based on past planning efforts and confirmed with public engagement. They were used as a lens for the planning process and the recommendations.

Equitable Access and Connectivity | Ecological Health and Resilience

Safety, Wellness, and Culture | Resource Effectiveness | Feasibility

// LEVEL OF SERVICE (LOS)

The PSMP took both a quantitative and qualitative approach to understanding the capacity of park space needed to serve the current and future population of Independence. It includes a demographic summary, population projections, and a comparison of park classification and density metrics to reflect industry standards. It also identifies the locations and access to the baseline amenities that the community felt were most important for everyone to have access to. Maps are included to illustrate potential gaps in access to those amenities and where improvements could be made to existing facilities.

// SITE INVENTORIES

Each developed, City-owned property was assessed based on their existing amenities and how each site aligned with the project values. Each site has a detailed inventory page as part of the PSMP.

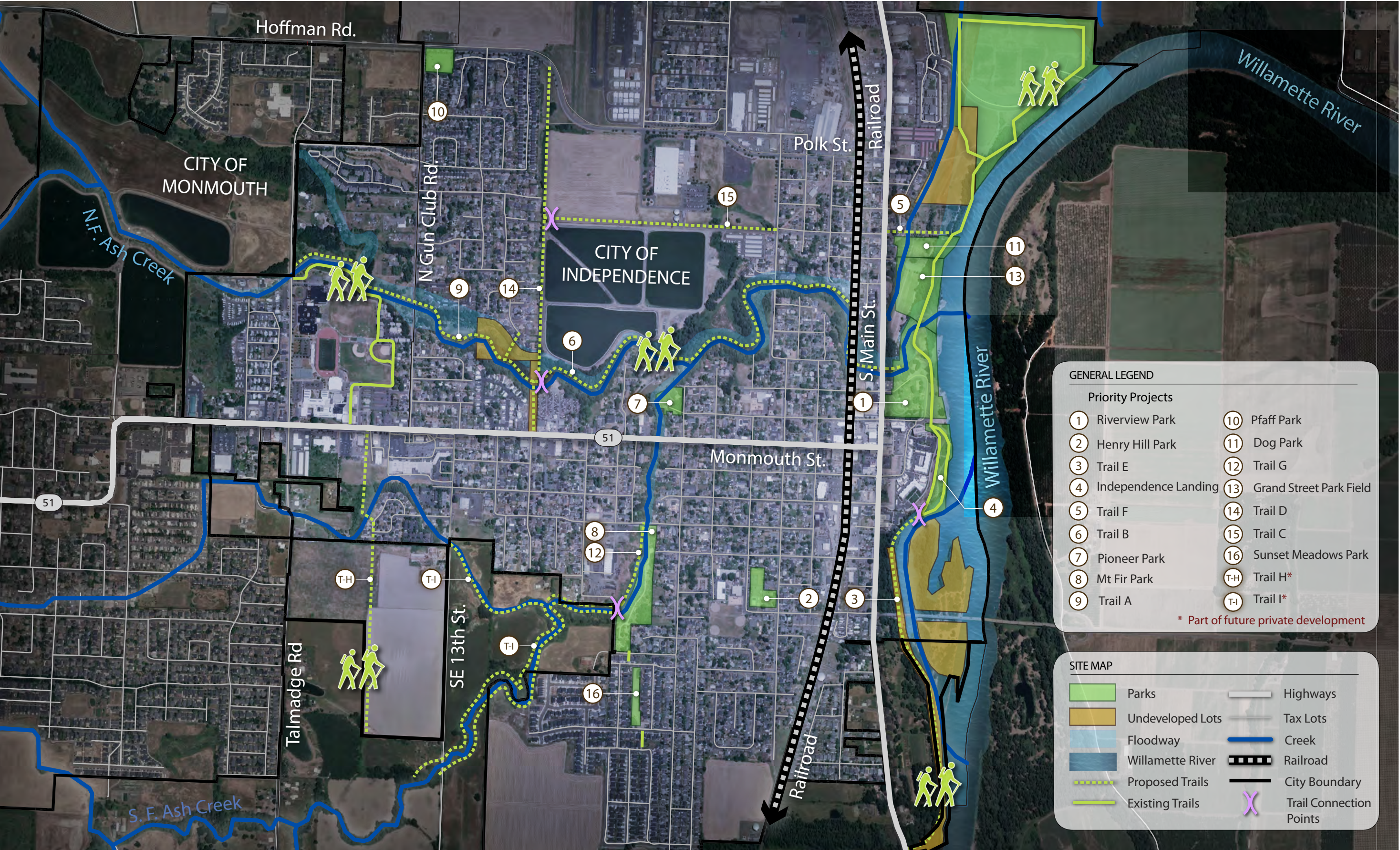


// CONSTRAINTS AND RECOMMENDATIONS

Major project constraints were identified and defined to help projects anticipate potential obstacles to planning, design, approvals, construction, or operations. Each site was given a list of baseline recommendations in order to provide the community with a modernized park system that meets current best practices and aligns with the project values. Projects were given a high-level project cost estimate to help plan and budget for future improvements. Recommendations for land dedication, trail improvements, and design and maintenance practices were included to ensure long-term durability and growth of the system.



PROJECT OVERVIEW



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Section 1: Project Context

1.1 INTRODUCTION

// LOCATION AND DESCRIPTION

The City of Independence is located in Polk County, in the central part of the Willamette Valley. The Willamette River, flowing along the Eastern edge of Independence, is a dominant feature of the City's landscape, providing fish and wildlife habitat as well as recreation and transportation opportunities.

Independence is located on relatively flat terrace and floodplain areas between the forks of Ash Creek and the Willamette River. The City is located on the West bank of the Willamette River and immediately East of Monmouth, Oregon. Salem, the capital of Oregon, is located about 10 miles to the NorthEast.

Oregon



1.2. RELATED PLANNING EFFORTS

There are several plans, studies, and reports that influenced the direction of the PSMP. This summary of the planning efforts, reviewed during the inventory stage of the update, describes the purpose of these documents and how they relate to this PSMP. The City has completed several initiatives to plan for the future, ranging from large scale system planning to specific master plans and neighborhood plans. The analysis of these related planning efforts include a review of statewide planning goals, Oregon Parks and Recreation Statewide Comprehensive Outdoor Recreation Plan, Willamette River Water Trail, and local planning efforts.

// STATEWIDE PLANNING GOALS

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of the program is a set of 19 Statewide Planning Goals. These goals express the state's policies on land use and related topics, such as citizen involvement, housing, and natural resources. Most of the goals are accompanied by guidelines, which are suggestions about how a goal may be applied. Guidelines are not mandatory.

Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect. The local comprehensive plans must be consistent with the Statewide Planning Goals. Plans are reviewed for such consistency by the state's Land Conservation and Development Commission (LCDC). The statewide planning goals that have the most applicability to the planning efforts for the PSMP are as follows:

GOAL 8: RECREATIONAL NEEDS OAR 660-015-0000(8)

Local governments shall adopt programs that will satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, provide for the siting of necessary recreational facilities including destination resorts. The requirements for meeting such needs, now and in the future, shall be planned for by governmental agencies having responsibility for recreation areas, facilities, and opportunities:

1. In coordination with private enterprise
2. In appropriate proportions
3. In such quantity quality, and locations as is consistent with the availability of the resources to meet such requirements

State and federal agency recreation plans shall be coordinated with local and regional recreational needs and plans. Specific guidelines for recreation planning are provided by the statewide planning goal as follows:

- An inventory of recreation needs in the planning area should be made based upon adequate research and analysis of public wants and desires
- An inventory of recreation opportunities should be made based upon adequate research and analysis of the resources in the planning area that are available to meet recreation needs
- Recreation land use to meet recreational needs and development standards, roles and responsibilities should be developed by all agencies in coordination with each other and with the private interests. Long range plans and action programs to meet recreational needs should be developed by each agency responsible for developing comprehensive plans
- The planning for lands and resources capable of accommodating multiple uses should include provision for appropriate

recreation opportunities

- The State Comprehensive Outdoor Recreation Plan could be used as a guide when planning, acquiring, and developing recreation resources, areas, and facilities
- When developing recreation plans, energy consequences should be considered, and to the greatest extent possible non-motorized types of recreational activities should be preferred over motorized activities
- Planning and provision for recreation facilities and opportunities should give priority to areas, facilities, and uses that meet:
 - a. Recreational needs requirements for high density population centers
 - b. Recreational needs of persons of limited mobility and finances
 - c. Recreational needs requirements while providing the maximum conservation of energy both in the transportation of persons to the facility or area and in the recreational use itself
 - d. Minimize environmental deterioration
 - e. Are available to the public at nominal cost and needs of visitors to the state
- Unique areas or resources capable of meeting one or more specific recreational needs requirements should be inventoried and protected or acquired
- All state and federal agencies developing recreation plans should allow for review of recreation plans by affected local agencies
- Comprehensive plans should be designed to give a high priority to enhancing recreation opportunities on the public waters and shorelands of the state especially on existing and potential state and federal wild and scenic waterways and Oregon Recreation Trails.
- Plans that provide for satisfying the recreation needs of persons in the planning area should consider as a major determinant, the carrying capacity of

the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.

GOAL 15: WILLAMETTE RIVER GREENWAY OAR 660-015-0005

Local governments shall adopt programs to protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River as the Willamette River Greenway. The Willamette River Greenway is a valuable natural asset of the City of Independence and the State of Oregon. Statewide Planning Goal 15, Willamette River Greenway, sets forth the overall framework within which state and local governments carry out protection and enhancement of the Greenway, including its natural, scenic, historical, agricultural, economic, and recreational qualities. The Greenway boundary includes all lands within 150 feet of ordinary low water. A setback line is required to keep structures separated from the river in order to protect, maintain preserve,

and enhance the natural, scenic, historic, and recreational qualities of the Willamette River Greenway. The setback line does not apply to water-related or water-dependent uses. Goal 15 requires localities to adopt Greenway boundaries, specify uses permitted within those boundaries, indicate areas of potential acquisition along the Greenway and adopt provisions, by ordinance, requiring a compatibility review permit for any intensification, change of use or development within the Greenway boundaries. One of the features of the Greenway law, is that the Oregon Department of Transportation, State Parks Division, may determine sites appropriate for purchase.

INDEPENDENCE COMPREHENSIVE PLAN (2023)

Reference memo in the Appendix for recommendations for revisions to the current language below to reflect the updates in this Plan.

While several related planning efforts will influence the direction and outcomes of the Parks System Plan, most important of these is the City of Independence Comprehensive Plan. The Comprehensive Plan is mandated by the state to be in conformance with 19 Oregon Statewide Planning Goals, including those related to land use planning, open spaces, historic resources and natural areas, and parks and recreation. Land development and related activities, including the City's development ordinances, must be consistent with goals and policies of the Comprehensive Plan. Other plans, such as those related to parks, recreation and natural areas also must be consistent with the Comprehensive Plan. Comprehensive Plan focus areas that are relevant to the formation of the new Parks System Plan are as follows:

NATURAL RESOURCES, SCENIC AND HISTORIC AREAS AND OPEN SPACES

Independence has adopted a number of goals and policies to protect natural resources, maintain a livable community, and support sustainable development.

GOAL: Protect natural resources and conserve scenic and historic areas, and open spaces.

In order to preserve and encourage wise use of available natural resources, all development within the City of Independence shall comply with applicable state environmental rules, regulations and standards. Zoning ordinance regulations will be coordinated with state environmental regulations.

OPEN SPACE

1. Independence shall maintain the Ash Creek and Willamette River floodway as open space.
2. Independence shall encourage protection of natural areas and open spaces to enhance the livability of Independence.
3. Independence shall seek opportunities to provide access to interpretive facilities and information within natural areas, while also balancing these objectives with protection of ecological values.
4. The City will create an open space corridor along the South Fork of Ash Creek to provide for a combination of riparian area protection, flood storage capacity, wetland preservation and enhancement, stormwater management and development of a linear park and trail.
5. Independence will pursue the establishment of a multi-use path along Ash Creek as specified in the City of Independence Transportation System Plan and Parks Master Plan.

SCENIC RESOURCES

1. Independence shall encourage preservation of scenic views along the Willamette River by siting development in a way that maintains view corridors and establishing trails and overlook areas that provide access to views of the river.
2. Priority areas for maintaining unobstructed views of the river will be areas South of the urban core and/or within parks or recreation areas sited along the river.

FISH AND WILDLIFE

1. Independence shall preserve the riparian vegetation
2. Independence shall maintain the sewage treatment lagoons as a de facto waterfowl sanctuary by limiting impacts associated with physical access while creating opportunities for bird-watching or similar activities.
3. Independence shall encourage other agencies and responsible private groups in any effort to improve wildlife habitat along the Willamette River and Ash Creek.

WATERFRONT AREA

1. Independence shall encourage use and development of existing and future waterfront activities and facilities that provide interpretive or other information to inform residents and visitors about previous uses of the river and its ecological value and function.

HISTORIC AREAS

1. Independence shall investigate the significance of historic sites and buildings within the city
2. Independence shall encourage the protection and designation of historic sites as important community cultural resources through the development of a Historic Preservation Control Ordinance.
3. Independence shall, prior to the development of a historic preservation control ordinance, review any application for demolition or exterior alteration of those historic buildings and sites listed in the Independence Comprehensive Plan for conformance with the historic preservation policies of the City.
4. Independence recognizes the historic value of the existing structures in the downtown core area, and shall encourage new development to be architecturally compatible with these structures
5. Independence will cooperate with state agencies and other historic organizations

to catalog and preserve historic buildings, artifacts, and archaeological sites.

WATER RESOURCES

1. Independence will compile an inventory of wetlands and riparian corridors and complete the Goal 5 process when adequate information pertaining to location, quality and quantity becomes available. In the interim, an assessment of riparian and wetland resources and appropriate measures of protection shall be applied at the time of plan amendment and zone change approval.
2. Independence will notify the Department of State Lands and Oregon Department of Fish and Wildlife in cases where land use actions may affect protection of riparian corridors or wetland resources.

GROUNDWATER RESOURCES

1. Independence will work with the Oregon Department of Environmental Quality and Oregon Department of Human Service Drinking Water Program, and other state agencies to protect significant groundwater resources.

RECREATION

The City of Independence Parks and Open Space Master Plan (2015) is adopted by reference as a portion of this Comprehensive Plan. Please view the document for background information. Goals and policies for Recreation are presented below.

GOAL: To address the evolving recreational needs of the City's diverse population, ensure that parks and recreational facilities reflect current and future recreational trends, and promote community livability and life-long physical health for Independence residents and visitors.

INDEPENDENCE VISION 2040 (2020)

Vision 2040 is a vision plan that establishes a vision statement, community values, Game Changer and Advocacy Projects, and Focus Area Plans. The following portions are relevant to this PSMP.

CORE VALUES:

Our Small Town Feel | Our Local History | Our Involved, Can-Do Citizens | Our Welcoming Atmosphere

POLICIES:

1. Independence shall meet its current and future recreational needs through implementation of the 2015 Parks and Natural Areas Master Plan as a supporting document of the Comprehensive Plan.
2. Independence shall establish a set of funding mechanisms that will help pay for the development and maintenance of parks and recreation facilities in a cost-effective, financially feasible manner.
3. Independence shall realize the incredible potential of the Willamette Riverfront by enhancing existing facilities and creating new ones along the river.
4. Independence shall create recreational opportunities for visitors that can enhance the City's economic vitality.
5. Independence shall plan for development of new parks in future growth areas and new developments.
6. Independence shall partner with community groups to continue to help maintain and enhance parks and recreation facilities and programs.
7. Independence shall provide facilities for people to walk and bicycle for recreation, travel, health and fitness; and create connections to travel between different parks and recreation areas by walking bicycling and other forms of active travel.
8. Independence shall provide gathering spaces and related facilities for community and family gatherings in all neighborhood and community parks.
9. Independence shall prioritize provision and adequate maintenance of soccer fields, while also providing facilities for other sports, both formal and informal, including baseball/softball, volleyball, basketball, tennis and lawn games.

GAME CHANGER PROJECT: RECREATION FOR ALL

Expand the local park system along the riverfront and in surrounding areas, creating recreational opportunities for all Independence residents. Working with a variety of organizations, provide expanded recreational programs throughout the system, including

- A connected system of trails and pathways
- Lighting of trails on trails along the riverfront
- Accommodation of disabled access throughout the parks/trails system
- Parks programs and facilities attuned to both seniors and youth.

RELEVANT FOCUS AREA 2 GOALS

3 – Interconnected Bike Trails & Walking Paths. Develop a comprehensive, interconnected system of improved biking trails and walking paths in Independence, fixing existing gaps and establishing a citywide network linked to Monmouth and the wider region.

4 – Environmental Restoration, Parks & Greenspaces. Promote conservation and restoration of natural areas in and around Independence, expanding parks and greenspaces and better connecting the community to the Willamette River and Ash Creek.

1.3 PREVIOUS REPORTS AND STUDIES



INDEPENDENCE PARKS & OPEN SPACE MASTER PLAN, 2015

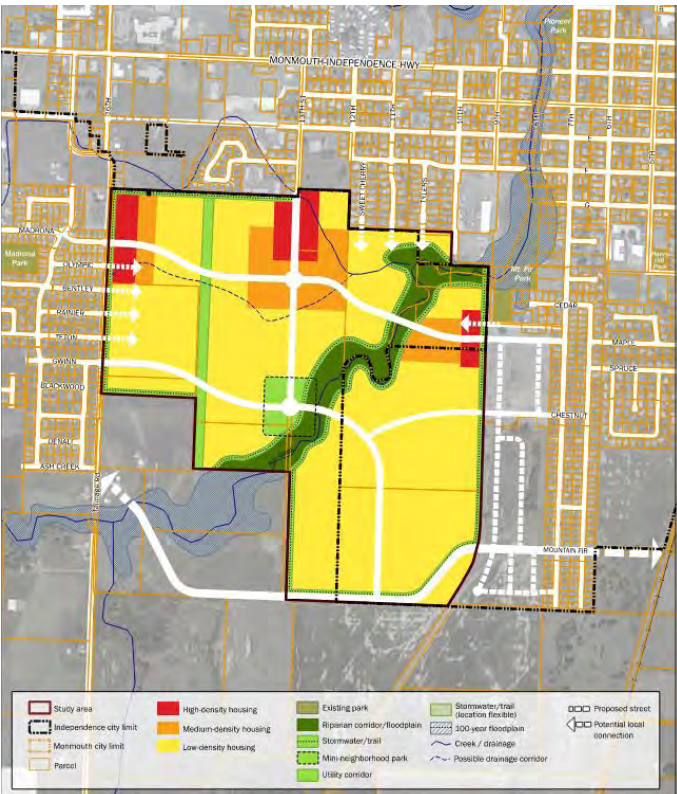
The previous version of this PSMP mapped out the existing park system, defined Level of Service (density of park land per population) and Park Classification, and identified potential projects that could improve access to and quality of the City's parks. It included community outreach to understand priorities and referenced previous related planning efforts, as well as trends in how parks have evolved to meet modern needs and create great experiences. Several sections of the previous report have been carried forward or updated in the body of this report or the appendices for reference.

HOW THIS PSMP USES THIS INFORMATION: This PSMP is an evolution of the previous plan that shifts the approach to align with supporting existing assets and infrastructure, and creating a Level of Service model that meets local needs. The recommendations and projects from the previous plan were considered through the lens of the updated constraints and incorporated into the potential project list in the Capital Improvement Plan section.

SOUTHWEST INDEPENDENCE CONCEPT PLAN, 2012

The SouthWest Independence Concept Plan determined the appropriate land use, density and circulation for a portion of Independence in and adjacent to the Urban Growth Boundary on the South end of the city. The planned area sits in between Mt Fir Park and Sunset Meadows Park to the East and Madrona Park (Monmouth) to the West. The Plan identifies an approximate location for a new neighborhood park around the intersection of new roadways and Ash Creek. It preserves a buffer area along the South Fork of Ash Creek which could support multi-use trails and opportunities for accessing the water and surrounding habitat. The trails also provide additional connectivity between neighborhoods in the South of Independence and Monmouth to the existing parks.

HOW THIS PSMP USES THIS INFORMATION: The proposed trails along the South Fork of Ash Creek and the Bonneville powerlines are referenced in the potential projects of the PSMP. The land dedication requirement recommendations would influence park and trail size, location, and other characteristics.



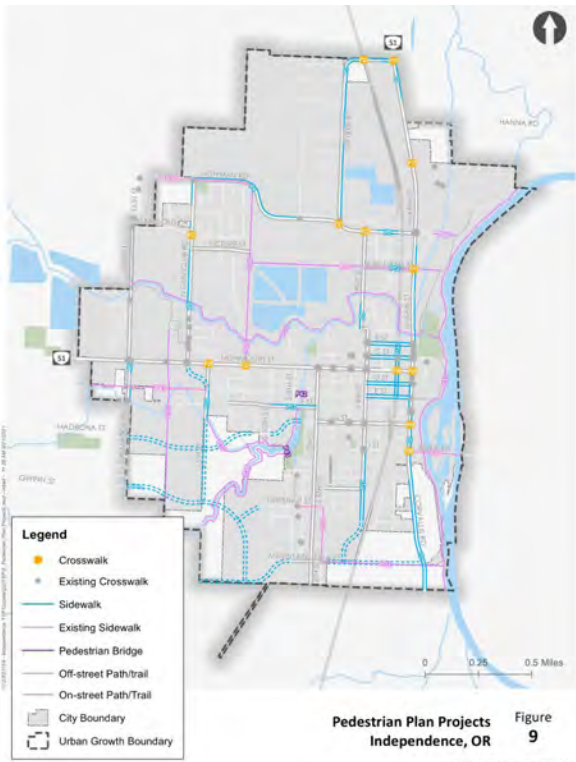
SW Concept Plan: Land Use Map

TRANSPORTATION SYSTEM PLAN, 2021

The Transportation System Plan mapped out existing and proposed circulation networks - including vehicular, bike, pedestrian, and public transit. The plan identified key barriers to connectivity and how proposed infrastructure projects could help fill gaps and remove obstacles.

The plan is a key supplemental document that helps to determine priorities for improving access to parks for community members and ensure safe and direct travel to these places. Coordination between these efforts is critical to ensure alignment, feasibility, and project synergies.

HOW THIS PSMP USES THIS INFORMATION: All off-street trails and pathways shall be removed from the Transportation Plan and incorporated into this PSMP. All previously identified off-street trail projects that meet the feasibility requirements were incorporated into this PSMP. However, only priority projects will be incorporated into the 20-year Capital Improvement Plan.



Transportation Plan: Trail Map

ASH CREEK TRAIL MASTER PLAN, 2005

The Ash Creek Trail Master Plan explored local constraints, potential opportunities, and a variety of alignment options for how to create a trail system that engages Ash Creek and connects neighborhoods across Independence and Monmouth. The preferred alignment was broken up into many smaller projects that identified constraints and type of improvements. The plan also sketched out some potential design elements that included materiality, types of crossings, sectional relationships, precedent imagery, maintenance recommendations, and rough cost estimates (circa 2005).

HOW THIS PSMP USES THIS INFORMATION: This Master Plan helped identify and develop potential off-street trail network projects that are included in this PSMP. Current constraints and opportunities were added, and cost estimates updated to the current market (2025).



SOUTH RIVERFRONT PATHWAY STUDY, 2023

This study explored alignment, design elements, flooding constraints, and costs for the design of a trail extension from Independence Landing to Corvallis Rd. It assessed potential cultural resources, local hydraulics, land acquisition, topographic constraints, and the presence of wetlands. It also included a cost estimate for the implementation of the design.

HOW THIS PSMP USES THIS INFORMATION: This project was incorporated as one of the potential off-street trail projects in the plan. The design, constraints, and costs were used to help with prioritization and decision making.

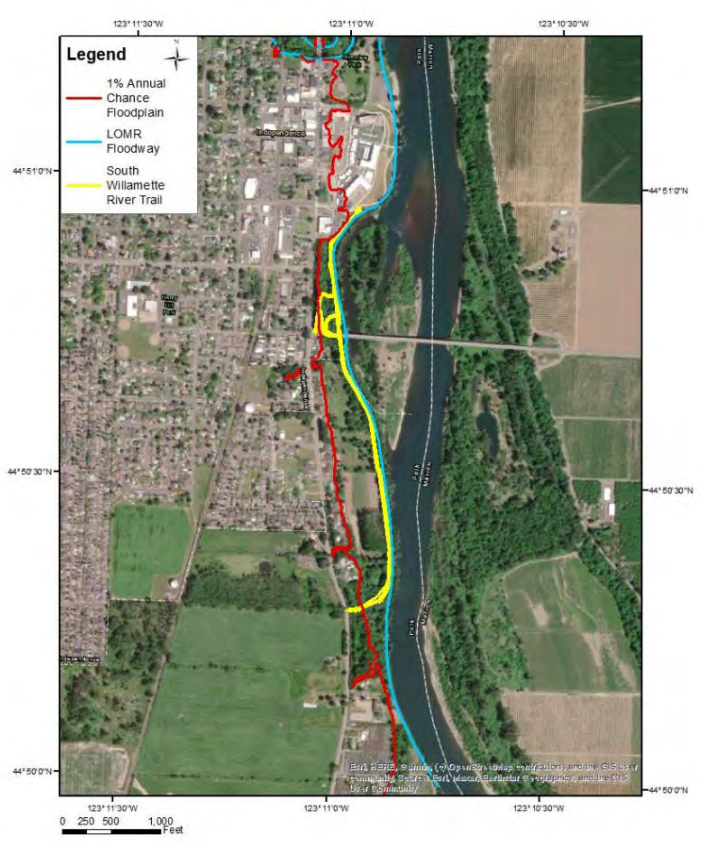


Figure 2 – Study area showing effective 1% annual chance floodplain and floodway

OPRD: WILLAMETTE RIVER WATER TRAIL

The Willamette River Water Trail was developed by a core partnership consisting of Oregon Parks and Recreation Department, the U.S. Bureau of Land Management, the American Heritage Rivers Initiative, the National Park Service's Rivers and Trails Program, and the Willamette Riverkeeper.

Water trails are rivers that act as corridors or “tails.” Water trail facilities are legal and safe put-ins and take-outs, parking, restrooms and camping, all designed for kayaks, canoes, drift boats and other small, motor-free water craft. Some of Oregon’s water trails were completely grassroots driven and some were developed by a coalition of private groups and the Oregon Parks and Recreation Department. The need for water trails grew out of several issues including:

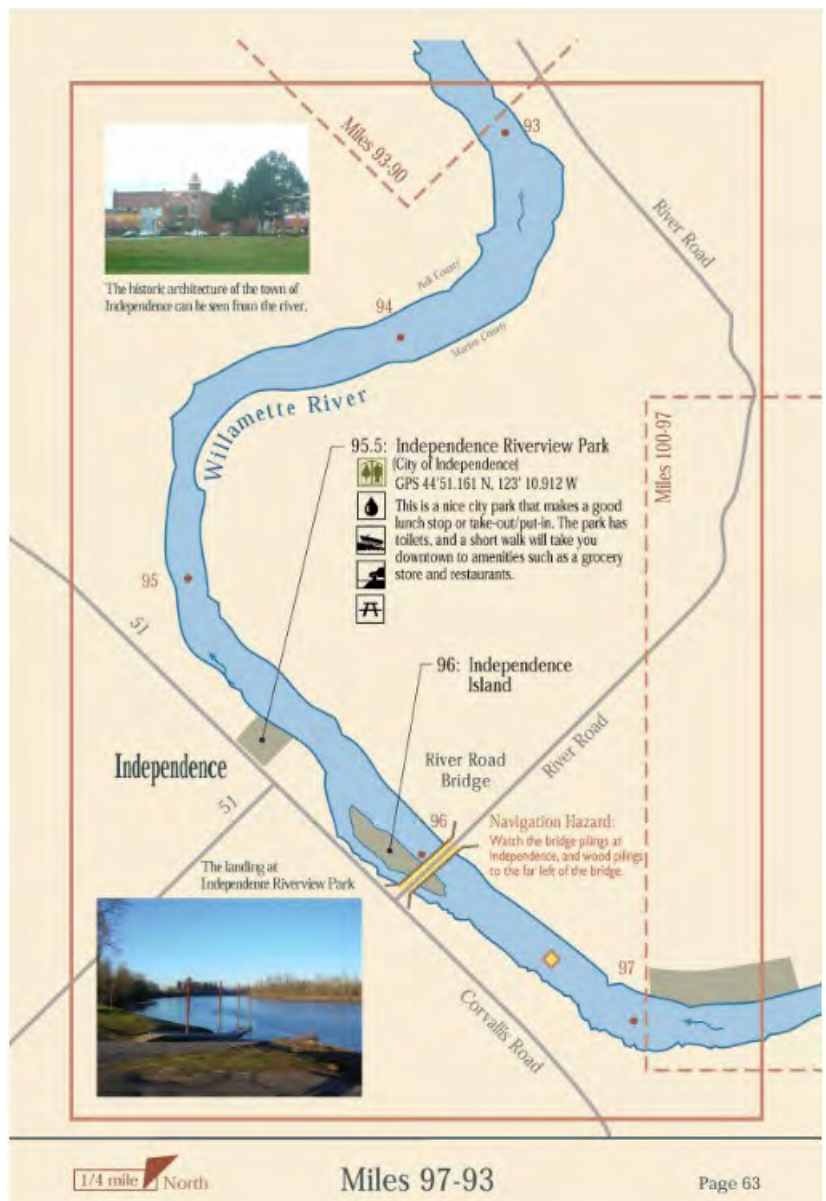
- A need to address conflicts between motorized and non-motorized boaters.
- The need for more public access to Oregon’s waterways.
- The need for consistent information including signs and maps.

The Willamette River Water Trail (right) is an assemblage of properties that provide access for paddlers to the Willamette River, or afford opportunities to camp along the river. The trail also has guides that enable people to identify campsites, track river features, and explore history and information on what can be found as you travel the river.

At its core, the water trail helps enable paddlers to enjoy the Willamette River for a short trip, or a multi-day trip along the river. The trail covers 187 miles of the mainstem Willamette River, and several miles of the river on the Coast Fork Willamette, Middle Fork Willamette, and the McKenzie River. With a host of parks and natural areas, especially Willamette Greenway Sites, administered by the Oregon Parks and Recreation Department, the Water Trail maintains a host of opportunities to access the Willamette River.

HOW THIS PSMP USES THIS INFORMATION:

The recommended projects in this plan looked to reinforce access and connections with the Willamette River to make the most of this natural resource.



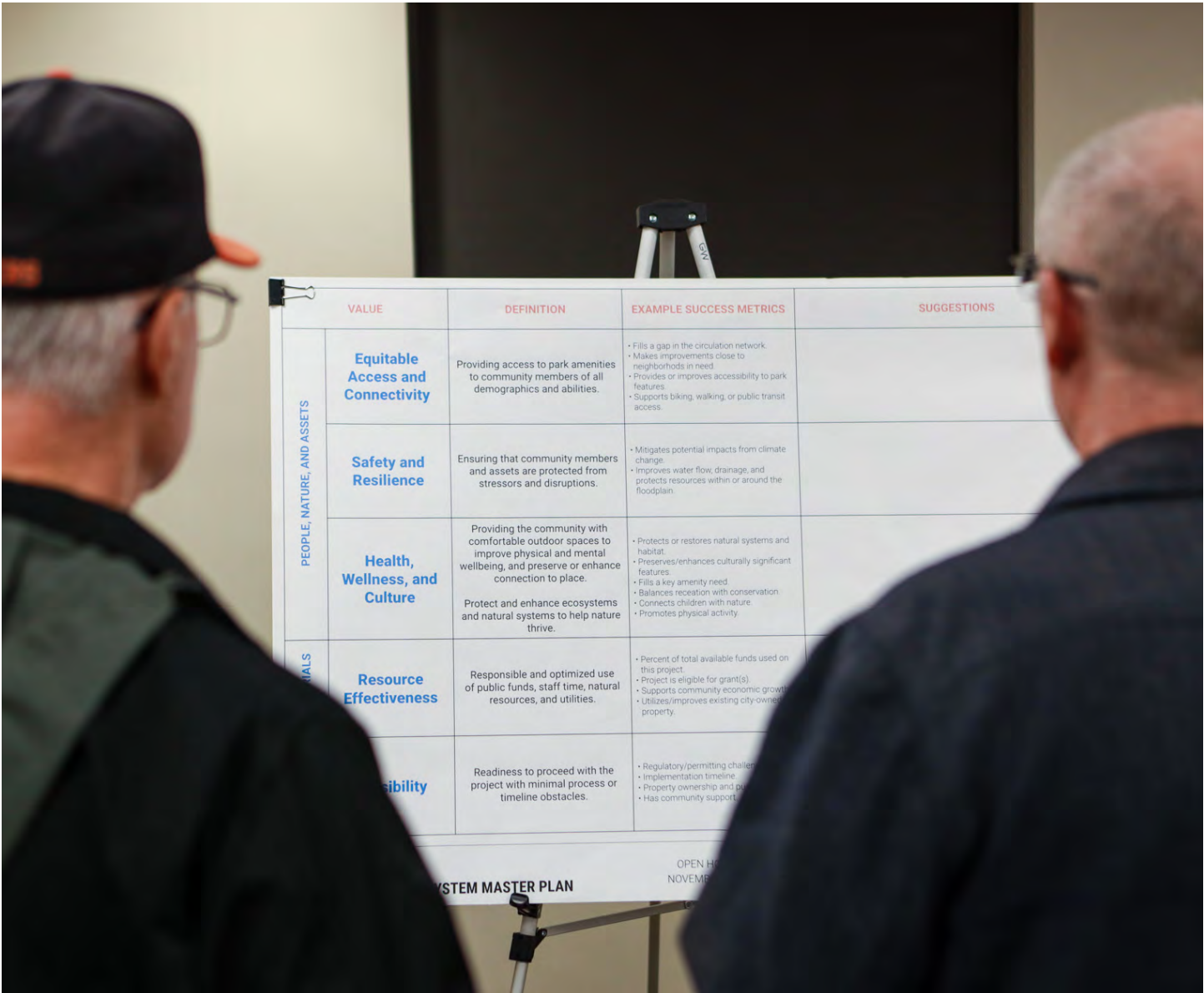
CENTRAL TALMADGE PLAN, 2024

Seeking to reimagine Central Talmadge as a mixed-use, multi-modal neighborhood, the City of Independence initiated the Central Talmadge Plan. The Plan aims to create a new center—or heart—within the community focused around the commercial, cultural, social, and health service activities available near Central High School. The Plan seeks to transition the primarily auto-oriented neighborhood and commercial area near the school into a more walkable, bikeable, and transit-friendly neighborhood with new and enhanced community gathering spaces and activities. The changes also promote safe and convenient access to and through the neighborhood for people of all ages and abilities, establishing off-street shared-use trails like the Ash Creek Connector.

HOW THIS PSMP USES THIS INFORMATION: Similar to the Southwest Independence Concept Plan, the proposed Ash Creek Connector Trail was included in the potential projects of the PSMP.



Fig. 10: Central Talmadge Concept – Key Projects



Section 2: Project Values

Section 2: Project Values

2.1 COMMUNITY PRIORITIES

These values represent the things that the City of Independence and its community members care about the most as they relate to the long-term management and enjoyment of the park system. They identify why the parks are important and provide guidance for how projects and maintenance are prioritized across the city. They also align with common funding source requirements.

Equitable Access and Connectivity

Enabling access to park and trail amenities to community members of all demographics and abilities. While this includes ADA compliance, it also should consider providing an equal outdoor experience for people of different ages and any physical or mental disadvantages that are experienced in the community such as: mobility impairments, visual impairments, hearing impairments, sensory sensitivities, asthma / air quality sensitivities, mental health conditions, chronic illness, etc.

Ecological Health and Resilience

Protecting and enhancing natural systems to help nature thrive into the future in ways that safeguard the community from extreme weather and other hazards.

Safety, Wellness, and Culture

Providing the community with safe, comfortable outdoor spaces to improve physical and mental wellbeing, and preserve or enhance connection to place, local history, or culture.

Resource Effectiveness

Responsibly optimizing the use of public funds, staff time, natural resources, and utilities.

Feasibility

Ensuring readiness to proceed with the project with minimal process or timeline obstacles.

These values have been verified by the public during Open House #1 and an online survey in order to confirm direction for the PSMP. The following matrix outlines how each value has been applied to different parts of the PSMP. They have informed how and what was measured during the existing park inventory, how proposed projects and features were developed into site-level project recommendations, and which recommendations were made for maintenance practices.

2.2 VALUE SUCCESS MATRIX

The following values-based criteria were used to influence the planning process and helped to frame priority improvements and processes for the park system.

Value		Project Planning	Site Improvements
People and Nature	Equitable Access & Connectivity	- Fills a gap in the circulation network - Makes improvements close to neighborhoods in need - Is located near public transit stops or bike routes	- Provides or improves accessibility to park features - Utilizes universal design principles - Supports biking, walking, or public transit access - Provides clear and intuitive wayfinding
	Ecological Health & Resilience	- Mitigates potential impacts from climate change - Improves water flow, drainage, or resources within or around the floodplain - Protects or restores natural systems and habitat	- Considers site variation due to extreme weather events - Improves ecosystem health - Balances recreation with conservation - Prioritizes native or adaptive species
	Safety, Wellness, & Culture	- Is in neighborhood with a gap in tree canopy - Fills a key amenity need - Has community support, aligns with activity priorities - Brings people together	- Increases/improves recreational opportunities - Connects children with nature - Provides educational opportunities - Adds or improves safety and usability of equipment or amenity - Promotes physical activity - Preserves / enhances culturally significant feature - Provides lighting for safety and night use
Money, Time, and Materials	Resource Effectiveness	- Percent of total available funds used on this project - Is eligible for grant(s) - Supports community economic growth - Utilizes/improves existing city-owned property	- Has available capital expenditure funds for proposed amenities - Has available operational expenditure funds to maintain the proposed improvements - Selects durable/low maintenance materials
	Feasibility	- Regulatory challenges - Implementation timeline - Property ownership and purchasing	- Permitting challenges - Implementation timeline

Value		Inventory Review / LOS	Operations and Maintenance
People and Nature	Equitable Access & Connectivity	• Do all amenities have universal access? • What is the condition of pathways? • What is the parking quantity for vehicles and bikes? • Is wayfinding marked or intuitive?	• Removes obstacles to access amenities
	Ecological Health & Resilience	• Is anything exposed to flooding or extreme heat? • Are there invasive species present?	• Reduces or eliminates costly repairs to assets at risk • Removes invasive species • Improves habitat
	Safety, Wellness, and Culture	• Are there any potential hazards on site? • Is play equipment in safe condition? • Is there visibility into the site or hiding places? • What basic amenities are present? • Are there comfortable places in different weather conditions? (rain, heat) • Is there access to drinking water? • Are power outlets present? • What are quantity and types of seating? • Are there resources for dogs? • Are there culturally significant features or signage?	• Limits liabilities and hazards • Increases seating capacity • Supports recreational programming • Enhances public education • Preserves / enhances culturally significant feature
Money, Time, and Materials	Resource Effectiveness	• What is the balance between mowed lawn and native landscape? • What is the condition and quality of structures, equipment, furniture, lawn, and landscape?	• Reduces Operational budget • Increases available staff time • Uses energy and water efficiently • Returns an ROI by the end of this plan duration • Provides transparency to how funds were spent
	Feasibility	N/A	• Utilizes current staff skills, no training needed • Uses available resources or equipment



Section 3: Public Outreach Summary

Section 3: Public Outreach Summary



3.1 OVERVIEW

// SUMMARY APPROACH

The City of Independence has a passionate group of community members who participated and provided valuable input to the park system planning process. Public engagement opportunities were offered through two open houses and accompanying online surveys, giving community members the chance to confirm, shape, and refine key elements of the plan.

The first phase of engagement focused on understanding community values, obstacles and challenges, and what amenities were key to enjoying the park system. This input was fed into how the team approached the inventory, Level of Service approach, and the recommendations that went into the draft project ideas. Those projects were then presented back during the second phase of feedback for the community to rate projects in order to capture priorities.

Throughout the planning process, the team aimed to achieve the following objectives for outreach and public communications:

- Communicate relatable, consistent, and timely information to the public throughout the planning process.
- Help the public understand the benefits of creating a PSMP for the community
- Describe the process, what led to this project, and what will happen next.
- Actively seek public input from a broad, diverse audience at key project milestones to understand the needs and desires of the community.
- Involve the community in identifying issues, opportunities, and priorities as well as evaluating proposed programming and design concepts.
- Demonstrate how input has influenced the process.

3.2 PUBLIC OPEN HOUSE #1 SUMMARY

// OPEN HOUSE STATIONS

The first public open house event took place on the evening of November 14th, 2024 at the Independence Civic Center

Community members were welcomed with a series of stations to introduce the process, connect, inform, and share feedback on priorities for the Master Plan Update:

STATION 1

- Summary why the Master Plan Update is important
- Scope
- Process and timeline
- Public participation and how input is utilized
- Introduction and distribution of public survey

STATION 2

- Graphics of the list of the Values
- Explanation of the decision making process

STATION 3

- Graphics board of basic amenities
- Public input on rating the importance of amenities

STATION 4

- Individual site inventory maps for each park/space
- Public input to share the the highlights, issues, and obstacles associated with the parks closest to them



Public Engagement Team



Station 4 Site Inventory

An open station was available to offer additional details about the material. Participants were encouraged to discuss and fill out the surveys while present at the event for optimal feedback results.



Station 3 Basic Amenities



Station 1 Information and Survey Distribution

// NOTIFICATION

The City of Independence's commitment to engaging the public on the PSMP process employed various tools to make it as accessible as possible to all community members.

Information and events were promptly posted and shared, and additional feedback was collected through:

- City website
- Social media posts
- Distribution of a Project Fact Sheet
- Public Surveys
- City presence at neighborhood and community gatherings
- Video Promotions
- City Newsletter
- Concentrated efforts to reach Latino Community in person at local events and venues



Open House #1 Flyer Graphic: English



Open House #1 Flyer Graphic: Spanish

// SUMMARY RESULTS

An online version of the Open House activities was available for those who couldn't attend. It replicated the presented information and the survey questions in order to create consistency in the feedback. Critical and valuable feedback was revealed during the survey and first Open House process.

48 Community members provided input, including 8 in-person.

Significant Takeaways and Priorities Included:

Top Uses of Parks and Open Space:

- Exercise
- Access to nature

Frequency of Use: Community members visit often and would like opportunity to increase time in Parks

Transportation:

- Preference to walk
- Willing to walk 1/4 mile
- More than 75% are willing to walk at least 1/2 mile (this set the Level of Service distance for access to amenities)
- There was a desire for better bike and public transit options

Community Needs:

- Prioritize nature and walking paths
- Shady green spaces and playgrounds were a high priority
- Water access revealed as lowest priority

Demographics:

- 81% respondents White (compared to 54.5% of Independence population)
- 13% respondents preferred not to answer
- 9% respondents American Indian/Alaska

Native

- 7% respondents Latino (compared to 37.3% of Independence population)
- 2% respondents Asian

Most Frequently Visited:

1. Most frequently visited park is Riverview Park - even when it's not the closest to where respondents live.
2. Mt. Fir second most popular

Project Value Importance:

1. Safety & Resilience
2. Health, Wellness, and Culture
3. Equitable Access & Connectivity
4. Resource Effectiveness
5. Feasibility

// CHALLENGING CONDITIONS

Respondents reported obstacles and challenges they navigate as important issues to consider in the design of parks and open space:

- 40% mobility impairments
- 31% asthma/air quality sensitivities
- 18% chronic illness
- 18% hearing impaired
- 13% mental health conditions
- 9% sensory sensitivities
- 13% other challenges

3.3 PUBLIC OPEN HOUSE #2 SUMMARY

// OPEN HOUSE ACTIVITIES

The second Open House introduced the public to the proposed projects for each park property and trail segment. Based on the inventory and previous feedback, the team identified which amenities for each park needed improvement and suggestions for what to include. Each park also included important site constraints to consider that could lead to difficulties in the design or construction process. Participants were asked to fill out a survey to rate the importance of each park and trail project, as well as best locations to install permanent restroom facilities.

// SUMMARY RESULTS

A combination of Open House attendees and online participants submitted surveys to rate the projects. The results of the parks and trails were combined and were used to determine the prioritization of the projects in the Capital Improvement Plan.

94 Community members provided responses, including 15 in-person.

Demographics:

- 76.4% respondents White (compared to 54.5% of Independence population)
- 16.9% respondents preferred not to answer
- 2.3% respondents American Indian/Alaska Native
- 9% respondents Latino (compared to 37.3% of Independence population)
- 1.1% respondents Asian



// SURVEY RESULTS FOR PRIORITY PROJECTS

Community members were asked to rate the importance of each project on a scale of 1 to 5. Those results were tabulated and ranked based on the highest scores shown below. The Park and Trail projects were combined and those results are reflected in the Project Recommendations later in the PSMP. Reference Section 7.3 - 7.5 for details.

PARK PROJECTS

1. Riverview Park
2. Henry Hill Park
3. Independence Landing
4. Pioneer Park
5. Mt. Fir Park
6. Pfaff Park
7. Dog Park
8. Grand Street Park Field
9. Sunset Meadows Park

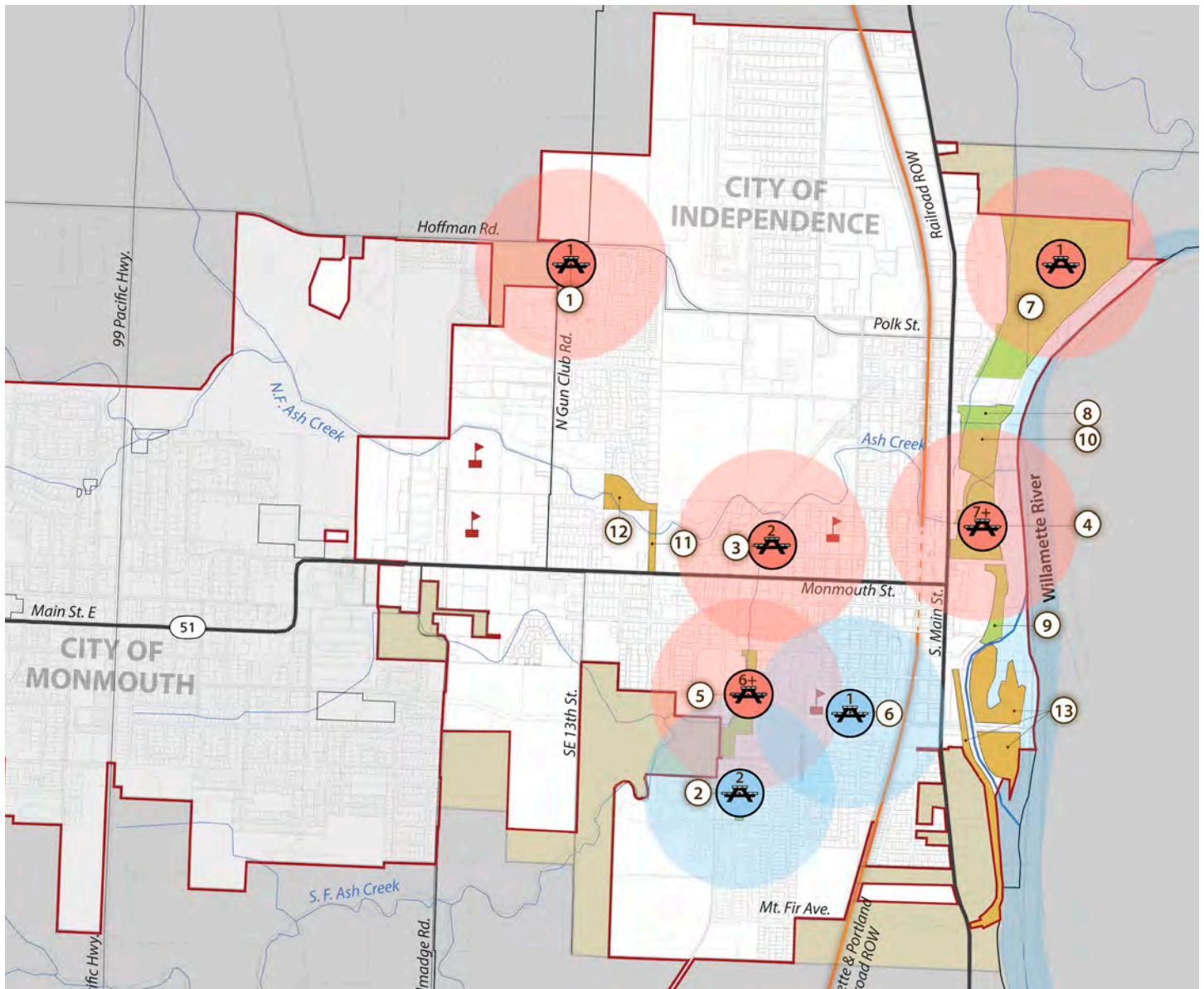
TRAIL PROJECTS

1. Trail E - Along City Property B, connecting Independence Landing with South Main St.
2. Trail F - Main St. to Willamette River Trail, North of Dog Park
3. Trail B - Along Ash Creek, between N. Gun Club Rd., and Main Street
4. Trail A - Along Ash Creek, between Western City boundary to N. Gun Club Rd. (includes Access Easement and City Property A)
5. Trail G - Along South Fork Ash Creek, West of Mt. Fir Park
6. Trail D - Along Western edge of Wastewater Treatment Plant, from Monmouth St. to Polk St.
7. Trail C - On property North of Wastewater Treatment Plant, West of Williams St.

A survey question also asked participants to identify which park sites should be prioritized for permanent restroom installations. Respondents ranked their top three choices, and the summarized results are presented below:

RESTROOM PROJECTS

1. Dog Park / Grand St. Park Field (most total votes, and most #1 votes)
2. Mt. Fir Park
3. Pfaff Park
4. Independence Landing
5. Henry Hill Park
6. Pioneer Park
7. Sunset Meadows Park



Section 4: Level of Service

Section 4: Level of Service



4.1 INTRODUCTION AND APPROACH

// LEVEL OF SERVICE OVERVIEW

In order to align with the project value of Equitable Access & Connectivity it is important to understand the distribution of public parks and amenities throughout the City. This PSMP has taken a multi-prong approach to understand how best to ensure the community can utilize the different amenities to meet their access to nature and recreational needs.

This section outlines how different parks are classified, how those classifications align with common standards for park sizes and city-wide coverage, and where potential gaps might exist.

This quantitative approach was paired with a more qualitative one that builds off of the park inventory in the next section of this PSMP. The approach assessed the existing park properties and identified which sites have which key amenity, and if they're in good condition. The amenities were laid out on a series of maps to show their distribution and where potential gaps may occur. This strategy influenced what project recommendations were made for each park site.

4.2 RECOMMENDED PARK CLASSIFICATION

// OVERVIEW

A thorough review of different classification systems and strategies was performed as part of the 2015 Independence PSMP. This update utilizes the recommendations from that effort and outlines them below for incorporation into the Level of Service strategy.

// NATIONAL RECREATION AND PARKS ASSOCIATION PARKS CLASSIFICATION AND PARKS DEFINITIONS

For consideration of the appropriate level of service for the City of Independence, classifications defined by the National Recreation and Parks Association (NRPA) for parks, trails and natural areas were referenced for a comparative understanding of baseline conditions. These definitions, descriptions, location criteria, size criteria, and typical facilities provided a starting point for comparison for what may be appropriate to the City of Independence.

RECOMMENDED CLASSIFICATION STANDARDS

The following classification standards are recommended based on the site inventory, national and regional trends, and community input. The definitions, size, access requirements, and facilities have been modified to meet the challenges of the current system and future projected growth.

MINI-PARKS

Mini parks may be considered when they are privately developed and maintained, or in neighborhoods where there are no other viable options.

Service Area: ¼ mile radius, in areas not served by a neighborhood park.

Size: Between 2,500 sq. ft. and one acre in size.

Access: Access to the site should be provided via a local street with sidewalks. Mini parks fronting arterial streets should be discouraged. On-street parking should be provided as street frontage allows.

Amenities and Facilities:

- General landscape improvements (including tree planting)
- Children's playground or tot-lot
- Pathway connecting park elements

- Picnic tables and/or small picnic shelter
- Interpretive signage

NEIGHBORHOOD PARKS

Neighborhood parks are the basic unit of a park system and serve the informal recreation needs of residents within walking distance of their homes. Serving as the recreational focus of a neighborhood, these parks should balance informal active and passive spaces. In general, about half of the park's area should be planned for passive activities and natural features. Neighborhood parks have limited program activities and are not intended to attract users from outside a neighborhood. Neighborhood parks do not have restrooms.

Service Area: ½ mile radius

Size: 5 acres is considered minimum size, 5 to 10 acres is optimal.

Access: Neighborhood parks should be centrally located in residential neighborhoods and should be uninterrupted by non-residential roads or other physical barriers. They should front adjoining streets, providing visibility and enhanced security from surrounding uses. Neighborhood parks should be accessible by way of the City's trail network, sidewalks, or low-volume residential streets. Since they serve

nearby residents, neighborhood parks tend to have limited or no associated parking beyond on-street or curbside parking.

Amenities: Neighborhood input should be used to determine the program at neighborhood parks. Appropriate amenities include:

Passive Recreation:

- Informal Practice Fields/Open Space
- Internal Walking Trails
- People Watching Areas
- Unique Landscape/Features
- Ornamental Gardens
- Community Gardens

Active Recreation:

- Outdoor Fitness/Exercise Facilities
- Play Structures
- Creative Play Attractions
- Court Games

Facilities:

- Individual Picnic/Sitting Areas
- Group Picnic/Sitting Areas
- Park Shelters

COMMUNITY PARKS

Community parks are larger in size than neighborhood parks and serve several adjoining neighborhoods, attracting residents from a relatively large area. They should preserve unique landscapes and open spaces, allow for group activities, and offer recreation opportunities not feasible or desirable at the neighborhood level. As with neighborhood parks, they should be developed for both active and passive recreation activities. Community parks may have one or two revenue-producing facilities and a recreation center, gym, or senior center. They typically include a permanent and accessible public restroom.

Service Area: 2 miles

Size: 25 + acres

Access: Community parks should be located in proximity to or within residential neighborhoods. They should front adjoining streets, providing visibility and enhanced

security from surrounding uses. Public street frontage is desirable. Community parks should be accessible by way of the city's trail network and sidewalks and be serviced by arterial and collector streets. Small parking lots located just off street may be necessary to supplement on-street and curbside parking.

Amenities: Community input should be used to determine master plan updates and programs offered at community parks. Appropriate amenities include:

Passive Recreation

- Informal Practice Fields/Open Space
- Internal Walking Trails
- People Watching Areas
- Unique Landscape/Features
- Nature Interpretation Areas
- Arboretum/Botanical Garden
- Ornamental Gardens
- Community Gardens

Active Recreation

- Biking Trails
- Outdoor Fitness/Exercise Facilities
- Creative Play Attractions
- Large Play Structures
- Court Games
- Formal Recreational Fields
- Splash Pad/Spray Grounds

Facilities

- Individual Picnic/Sitting Areas
- Group Picnic/Sitting Areas
- Park Shelters
- Restrooms
- Facilities for Plays or Concerts

GREENWAYS (LINEAR PARKS)

Greenways are narrow open space systems that tie park components together to form a cohesive park, recreation, and open space system. They allow for uninterrupted and safe pedestrian movement between parks throughout the community, provide people with outdoor

recreational opportunities, and can enhance property values. Greenways may follow natural resources like stream and river corridors. Others may follow abandoned railroad beds, old industrial sites, power line rights-of-way, pipeline easements, or parkway rights-of-way. Greenway locations are integral to the trail system plan and may be built as part of development projects or be pieced together from recreational and natural areas. Public restrooms are typically not provided.

Size: Varies

Access: Greenways should have access points where they cross local, arterial, and collector streets. They should be easily accessible by and integrated into the city's trail network.

Amenities:

- Biking trails
- Outdoor fitness
- Exercise facilities
- Places to rest

NATURAL AREAS

Natural areas are publicly owned or controlled natural resources that are managed for conservation, environmental education, and passive recreational use, such as walking and nature viewing. This type of land may include wetlands, riparian corridors, or other similar spaces. Environmentally sensitive areas are considered integral to natural areas and can include wildlife habitats, stream and creek corridors, or areas with unique and/or endangered plant species.

Site Selection and Development Guidelines:

Site size should be based on natural resource needs and be sufficient to preserve or protect the resource. Development and site improvements should be kept to a minimum, with the natural environment, interpretive and educational features emphasized. Natural open space areas should be managed and maintained for environmental protection. Where feasible, public access and use of these areas should be encouraged, but environmentally sensitive areas should be protected from overuse.

Facilities and Amenities to Consider:

- Interpretive signage
- Off-street parking if a trail is located within the site
- Trail and pathway system
- Trailhead or entry/ kiosk
- Wildlife viewing
- Viewpoints or viewing blinds
- Interpretive or educational facilities

SPECIAL USE AREAS

Special use areas are unique sites often occupied by a specialized facility. Some uses that fall into this category include plazas, skate parks, waterfront parks, boat ramps, botanical gardens, memorials, community gardens, single purpose sites used for a particular field sport, or sites occupied by buildings.

Site Selection and Development Guidelines:

Siting criteria depend on the types of facilities proposed. Size should depend upon the facilities provided.

Parking Requirements: Depends on facilities provided.

Facilities and Amenities to Consider: Facilities and amenities will depend on the proposed activities and site use.

OVERALL COMPARISON CHART

NRPA PARK CLASSIFICATION STANDARDS			CITY OF INDEPENDENCE PREVIOUS STANDARD			RECOMMENDED PARK CLASSIFICATION ACREAGE		
CLASSIFICATION	ACREAGE	PROXIMITY	CLASSIFICATION	ACREAGE	PROXIMITY	CLASSIFICATION	ACREAGE	PROXIMITY
Parks								
Mini-Parks	Between 2500 sq. ft. and one acre in size	1/4 mile radius	Mini-Neighborhood Parks	1-5 acres	less than 1/4 mile radius	Mini-Neighborhood Parks	Between 2500 sq. ft. and one acre in size	1/4 mile radius
Neighborhood Parks	5 acres is considered minimum size, 5 to 10 acres is optimal.	1/2 mile radius to serve a population of up to 5,000 (a neighborhood)	Neighborhood Parks	6-18 acres	1/4 to 1/2 mile radius to serve a population of up to 5,000 (a neighborhood)	Neighborhood Parks	5 acres is considered minimum size, 5 to 10 acres is optimal.	1/2 mile radius to serve a population of up to 5,000 (a neighborhood)
Community Parks	As needed to accommodate desired uses usually between 30 and 50 acres	1 to 2 mile radius; several neighborhoods	Community Parks	25+ acres	1 to 2 mile radius; several neighborhoods	Community Parks	25+ acres	1 to 2 mile radius; several neighborhoods
Special Use Parks	variable	no applicable standard	-	-	-	-	-	-
Natural Areas								
Linear Parks	variable	no applicable standard	Linear Parks	variable	no applicable standard	Greenways	variable	no applicable standard
Natural Open Space	variable	no applicable standard	Conservation Areas	Sufficient to protect the resource	no applicable standard	Natural Areas	Sufficient to protect the resource	no applicable standard

The chart above shows an overall comparison of the NRPA classification standards, the current City of Independence Parks classification standards, and the recommended classification system (adapted from previous 2015 Independence PSMP).

4.3 COMMUNITY PROFILE AND POPULATION PROJECTIONS

// INTRODUCTION

The PSMP Update aims to evaluate current parks and trails infrastructure and existing park facilities and amenities in order to make recommendations for parks and trail improvements within the City and its Urban Growth Boundary (UGB). Part of the analysis includes determining the needs, challenges, and opportunities of the growing community. This section will look to address some of these community needs by:

- Exploring historic growth patterns in the city and county, as well as the projected population growth;
- Providing a high-level summary of demographics within the City and Polk County (including information about population density, household structure, age, income, race and ethnicity, and people with disabilities)

// HISTORIC GROWTH PATTERNS

Between 2000 and 2020, the city's population grew by nearly 4,000 residents (Table 1). The Average Annual Growth Rate (AAGR) for the city was approximately 4 percent between 2000 and 2010 but slowed to roughly 1.5 percent between 2010 and 2020. During the same time period, the AAGR for the county was 2 percent (2000-2010) and 1.6 percent (2010-2020). This shows that while the City was growing at a faster rate than the county between 2000 and 2010, the growth rate slowed between 2010 and 2020 to be almost equivalent to the growth rate in the county.

Table 2. Projected Population Growth, City of Independence and Polk County

Year	City of Independence	Polk County	Share of County
2020	9,880	83,807	11.8%
2045	18,636	128,783	14.5%
2070	30,695	189,106	16.2%

Source: Portland State University Portland Research Center (PRC)

// POPULATION PROFILE

The population of a city is a key consideration when planning for parks facilities and services. The following section assesses the historic population growth patterns in the City as well as the projected population growth for future years that can help inform future planning decisions.

Table 1. Historic Population

Year	City of Independence	Polk County
2000	6,035	62,380
2010	8,590	75,403
2020	9,828	87,433

Source: US Census Population & Portland Research Center (PRC) estimates

// PROJECTED POPULATION GROWTH

According to American Community Survey (ACS) data, the City currently has an estimated population of 9,850. This accounts for approximately 11 percent of Polk County's population. However, it is projected that over the next 50 years, the population in Independence will account for an increasingly larger share of the population in Polk County (from roughly 12 percent to 16 percent) (Table 2). The AAGR between 2020 and 2045 for the City is estimated to be 3.5 percent and 2.5 percent for the subsequent twenty-five-year period. This additional 21,000 residents will add substantial growth to the population.

Note: 2020 are estimates and 2045/2070 are forecasts. Discrepancy in numbers may be due to updates in data as more information became available.

// DEMOGRAPHIC SUMMARY

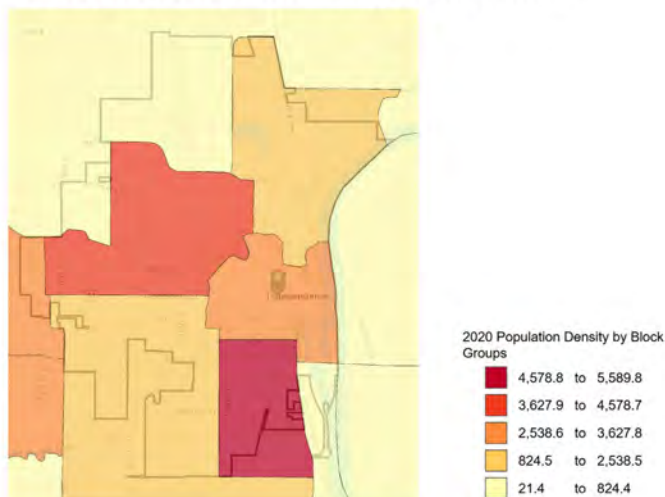
Population numbers are not the only influential factor in the planning process. Considerations about where that population lives, what challenges or obstacles they face, and how they access facilities and services throughout the City also play a part.

// POPULATION DENSITY

Population density refers to the concentration of residents living in certain areas of the City. This number has significant implications for where future parks, access, and services should be located as residents are concentrated at different levels across the city.

Highest population density is in the Northwest and Southeast. According to US Census data, the areas of the City with the highest concentration of people is in the Southeast (South of G Street and East of S 7th Street) and in the Northwestern parts of the City (between Monmouth Street and Hoffman Road and East of Ash Street).

Figure 1. Population Density in Independence



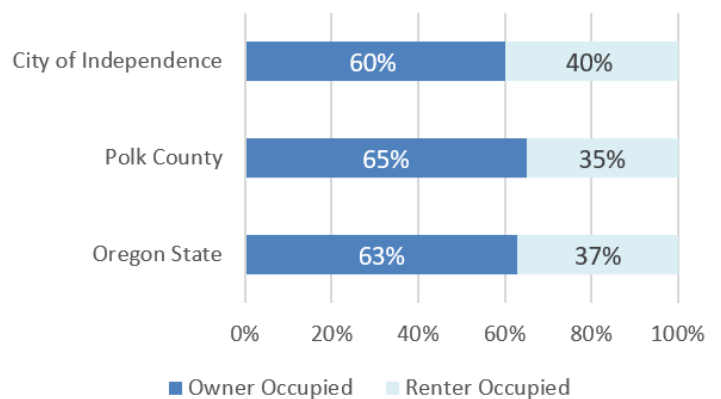
// HOUSEHOLD STRUCTURE

An accessible park system and inclusive programming can offer opportunities that meet the needs of different households, ages, and family structures.

Owner-occupied housing units represent the majority of the housing tenure type. In Independence, nearly 60 percent of the housing units are owner-occupied (Figure 2). It is important to consider the placement of parks to provide access to renters who may not have access to open spaces at or near their homes.

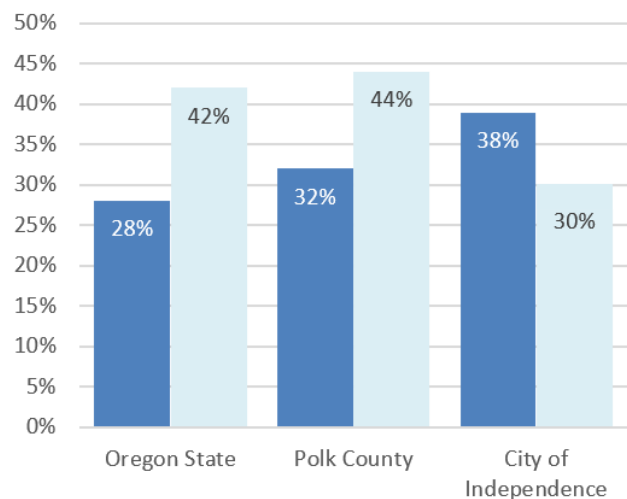
More than a third of households have children under 18 years of age. In 2023, the City had roughly 3,100 households, of which more than 1,100—about 38 percent—included children under the age of 18. The City had a significantly smaller number of households with individuals over 60 than the county or the state. (Figure 3).

Figure 2. Housing Tenure Type, 2023



Source: ACS 5-year (2023) estimates, Table S1101

Figure 3. Household Characteristics, 2023



Source: ACS 5-year (2023) estimates, Table S1101

// AGE

The median age is significantly lower than the County or state. The City's median age is below 30 years (at 29.2), whereas the median age for the County and State are 37.6 and 40.1 years, respectively. While the population aged 30-64 are relatively similar across City, County, and State, the largest differences in age categories can be seen in the share of residents who are 65 and older or those that are 29 and under (Figure 4).

// INCOME AND AFFORDABILITY

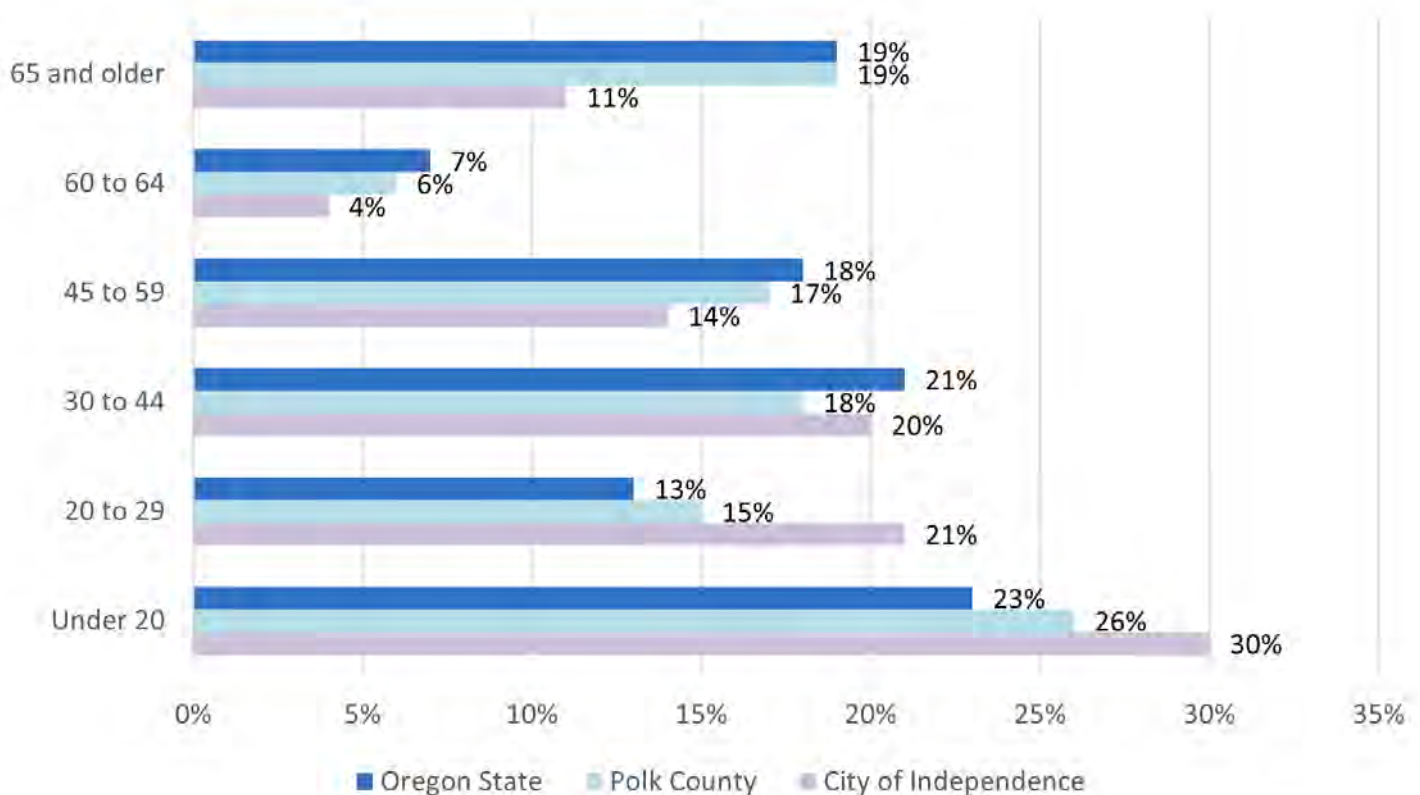
Income and poverty levels of residents play pivotal roles in determining park use, participation in programming, types of activities available, and affordability options for those using park spaces.

In 2023, the federally set poverty threshold for an individual was determined as an annual earning of \$14,580, with \$30,000 being the threshold for a four-person household. The U.S. Census Bureau translates this measure of need into a ratio,

calculated by the dividing the family's income by their poverty threshold number. A ratio of 1.00 would imply that the family income matches the measure of need that the family has. Any number below 1.00 qualifies for varying levels of federal assistance programs.

The share of the population living at a poverty ratio of less than 1.00 has grown since 2021. Compared to both the county and the state, the percentage of residents living at a poverty ratio below 1.00 is nearly the same (11.8 percent versus 12 percent). Compared to previous years, the disparity in those living below a 1.00 ratio and those living at 2.00 or above has grown. Compared to the county and state, whose shares remained relatively similar, the City's share of people living in the 1.00-1.99 ratio decreased significantly while the 2.00 and over percentage grew 6 percent (Table 3).

Figure 4. Age Distribution, Independence, Polk County, and Oregon



Source: ACS 5-year (2023) estimates, Table S0101

Table 3. Ratio of Income to Poverty

	Independence		Polk County		Oregon	
	Total	Percent	Total	Percent	Total	Percent
Population	10,088	-	86,433	-	4,159,818	-
Under 0.50	401	4.0%	4,249	4.9%	235,606	5.7%
0.50 – 0.99	786	7.8%	6,332	7.3%	259,130	6.2%
1.00 – 1.24	694	6.9%	3,765	4.4%	151,841	3.7%
1.25 – 1.49	380	3.8%	2,765	3.2%	166,185	4.0%
1.50 – 1.84	595	5.9%	4,662	5.4%	231,734	5.6%
1.85 – 1.99	360	3.6%	2,432	2.8%	101,967	2.5%
2.00 and Over	6,872	68.1%	62,228	72.0%	3,013,355	72.4%

Source: ACS 5-year estimates (2023), Table C17002

The City has a slightly lower median household income (MHI) than the County and the State.

\$79,158

Independence

\$81,318

Polk County

\$80,426

Oregon

// RACE AND ETHNICITY

Hispanic and Latino representation is greater than in the County and State. The percentage of residents in the City that identify as Hispanic or Latino (of any race) is nearly two and a half times as many as the County and State (Table 4). These considerations are important when considering the disparities in income across race and ethnicity, and when designing culturally representative programming and the language included in wayfinding for parks and supporting services.

Table 4. Race and Ethnicity

	Independence	Polk County	Oregon
Population	10,088	88,553	4,238,714
American Indian and Alaska Native	0.0%	1.0%	0.7%
Asian	0.9%	1.8%	4.4%
Black or African American	0.5%	0.0%	1.8%
Hispanic or Latino	37.3%	15.2%	14.3%
Native Hawai'ian and Other Pacific Islander	0.0%	0.4%	0.4%
Some Other Race	0.3%	0.5%	0.5%
Two or More Races	6.4%	5.6%	5.6%
White	54.5%	74.9%	72.3%

Source: ACS 5-year estimates (2023), Table B03002

// HOUSEHOLDS WITH DISABILITIES

The City has fewer people living with a disability, compared to the County and the State (Table 5). The County has the highest share, though only slightly higher than the State. However, it is still be important to consider access and inclusivity in the design of park and open space systems, as disability and movement restrictions can have significant impacts on those who experience them.

Table 5. Share of the Population with One or More Disability

	Total	Percent
Independence	1,204	11.9%
Polk County	14,422	16.4%
Oregon	635,797	15.1%

Source: ACS 5-year estimates (2023), Table S18

4.4 QUANTITATIVE APPROACH

The Independence PSMP update aims to evaluate current parks and trails infrastructure and existing park facilities and amenities in order to make recommendations for parks and trail improvements within the City and its UGB. Part of the analysis includes determining the needs, challenges, and opportunities of the growing community and assessing the amount of park land needed during the next approximately 20 years based on the City's expected population growth, the Level-of-Service currently being provided, and local and national guidelines for the provision of park and recreation facilities.

This section briefly summarizes an updated estimate of future park land needs by park category based on current and projected future population growth, standards identified in the City's previous (2015) PSMP, and Level-of-Service guidelines identified by the NRPA.

// PRIOR ESTIMATES OF LEVEL-OF-SERVICE AND PARK LAND NEEDS

The City's 2015 PSMP included the following summary of current park acreages by classification and an estimate of future park land needs based on NRPA guidelines which are stated as a range of acres per 1,000 residents.

Table 3. 2015 Park System Plan Level-of-Service Assessment

Park Classification	Independence Inventory, 2025 (acres)	NRPA Level-of-Service Benchmark Applied to Independence (acres)	2015 Surplus/Deficiency	NRPA Standard Applied to 2034 Population	Projected 2034 Surplus/Deficiency
Mini-Park	12.9	2.1 – 4.2	+10.7 / +8.6	3.8 – 7.6	+9.1 / +5.2
Neighborhood Park	0.6	8.6 – 17.2	+8.0 / -16.6	15.3 – 30.7	-14.7 / -30.0
Community Park	91.1	42.9 – 68.7	+48.1 / +22.2	76.7 – 106.7	+14.4 / -15.6
Municipal/Regional Park	NA	NA	NA	NA	NA
Special Use Park	5.7	NA	NA	NA	NA
Linear Park/Trail	NA	NA	NA	NA	NA
Conservation/Open Space	4.0	NA	NA	NA	NA
Total	114.3	53.7 – 93.1	+50.9 / +14.2	95.8 – 145.0	+8.8 / -40.4

Note: NRPA provides a lower and upper range of benchmarks for each facility type.

Source: Independence Park System Master Plan, 2015

// UPDATED ESTIMATES OF LEVEL-OF-SERVICE AND PARK LAND NEEDS

The 2015 calculations have been updated to reflect the City's current (2025) inventory and 2045 population projections. The NRPA benchmarks have not been changed. The results are summarized in Table 4.

Table 4. Updated Park System Plan Level-of-Ser vice Assessment

Park Classification	Independence Inventory, 2025 (acres)	NRPA Level-of-Ser vice Benchmark Applied to Independence (acres)	2025 Surplus/ Deficiency	NRPA Standard Applied to 2045 Population	Projected 2045 Surplus/ Deficiency
Mini-Park	12.8	2.5 – 5.0	+10.3 / +7.7	4.7 – 9.3	+14.4 / -0.5
Neighborhood Park	0.6	10.1 – 20.1	-9.4 / -19.5	18.6 – 37.3	-18.1 / -36.6
Community Park	103.3	50.3 – 80.4	+53.0 / +22.8	93.2 – 149.1	+10.1 / -45.8
Municipal/ Regional Park	NA	NA	NA	NA	NA
Special Use Park	5.7	NA	NA	NA	NA
Linear Park/ Trail	NA	NA	NA	NA	NA
Conservation/ Open Space	4.0	NA	NA	NA	NA
Total	116.7	62.9 – 105.6	+53.8 / +11.1	116.5 – 195.7	+6.5 / -82.9

Note: NRPA provides a lower and upper range of benchmarks for each facility type.

Source: Portland State University Portland Research Center (PRC), NRPA, MIG, Inc.

Following is a summary of observations about these updated calculations.

- The City currently meets the NRPA benchmarks both at the low and high levels. However, if the City wants to maintain a higher standard (i.e., closer to the higher NRPA benchmarks) through the 2045 planning horizon, the City will need to develop additional parks or park acreage in all categories.
- In the City, Mini-Parks and Neighborhood Parks often serve a very similar purpose – i.e., providing basic park amenities such as playground, gathering spaces, and smaller sports fields or courts to nearby residents. These two categories can be considered as a combined category.
- As a relatively small community with a current population of approximately 10,000 and a future (2045) projected population of under 20,000, the City likely does not need to provide more than one large community park, given that the City's existing (Riverfront) Community Park is within approximately 2.5 miles of all City residents. This is a typical service area or proximity standard for access to community parks. This park currently provides a wide variety of facilities and amenities that serve all residents, including a large event space (amphitheater) that hosts community events, play equipment, trails, open space and natural areas, playing fields, a dog park, a small campground, and access to the Willamette River and a variety of water-based recreational activities.

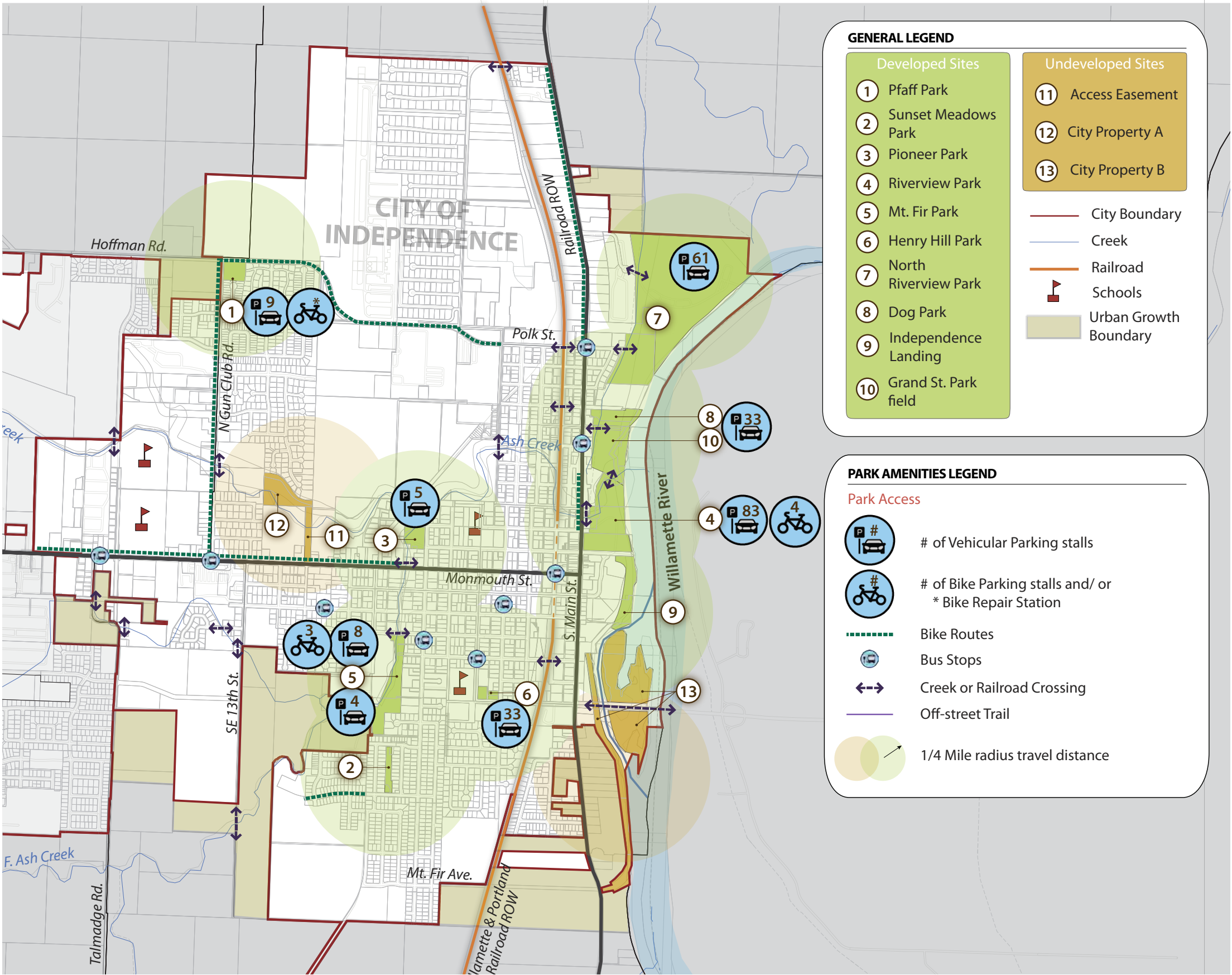
- Park acreage is just one benchmark for assessing Level-of-Service for park and recreation facilities. Over the past 10 to 15 years, Level-of-Service analyses have evolved to focus more on proximity and access to different types of parks and amenities or services, rather on total acreage per person. Many cities have gone away from using an acres per thousand standard and, while the NRPA continues to identify the standard as a guideline or benchmark, they also recognize that every community has unique needs and a single standard or even a range of standards may not be applicable. Both the 2015 and 2025 PSMPs the acre-per-thousand standard and proximity and access to parks and amenities to assess Level-of-Service at a more nuanced level.

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4.5 AMENITY BASED APPROACH

In order to assure alignment with the community value around Equitable Access & Connectivity, the PSMP took an inventory of the existing conditions of each park site. This included vehicle and bike parking, trails and bike routes, travel distances, public transit stops, and crossings over major obstacles like Ash Creek and the railroad.

This map shows the density of developed and undeveloped park lands across the city, and the gaps in the neighborhoods that have limited to no access to public natural spaces. As the City grows, evolves, and densifies, it is important to consider how new development (anticipated in the Central Talmadge Plan and Southwest Independence Concept Plan) can help to fill in gaps in both the park coverage and the trail and circulation networks.



LEVEL-OF-SERVICE: AMENITY COVERAGE

// PROCESS OVERVIEW

In order to understand what is currently available, the PSMP assessed the presence and condition of each key amenity (confirmed by public comment) on each city property (summary chart on next page). These conditions are described in detail on each individual site's inventory page. They were the combination of the Team's on-site observations, City staff's deferred maintenance list, and public comments collected during Open House #1 and the corresponding online public survey. Feasibility of amenities not present is described in the Site Constraints and Site Inventory Sections of this PSMP.

The chart on the following page summarizes the presence and condition of park amenities across the City. A series of accompanying maps illustrate the distribution of each amenity helping to identify service gaps in the features the community considered most important for park spaces.

PARK AMENITIES INVENTORY SUMMARY

	 PATH/TRAIL	 CANOPY/ SHADE	 PICNIC	 WATER ACCESS	 PLAYGROUND	 LAWN	 SPORTS FACILITY / FITNESS	 PETS	 GATHERING
Pfaff Park									
Sunset Meadows Park									
Pioneer Park									
Riverview Park									
Mt. Fir Park									
Henry Hill Park									
North Riverview Park									
Dog Park									
Independence Landing									
Grand St. Park Field									
Access Easement									
City Property A									
City Property B									

 Amenity present in good condition

 Amenity present in condition needing improvement

 Amenity not present

 Amenity not feasible

LEVEL OF SERVICE: AMENITY COVERAGE

PATHS AND TRAILS

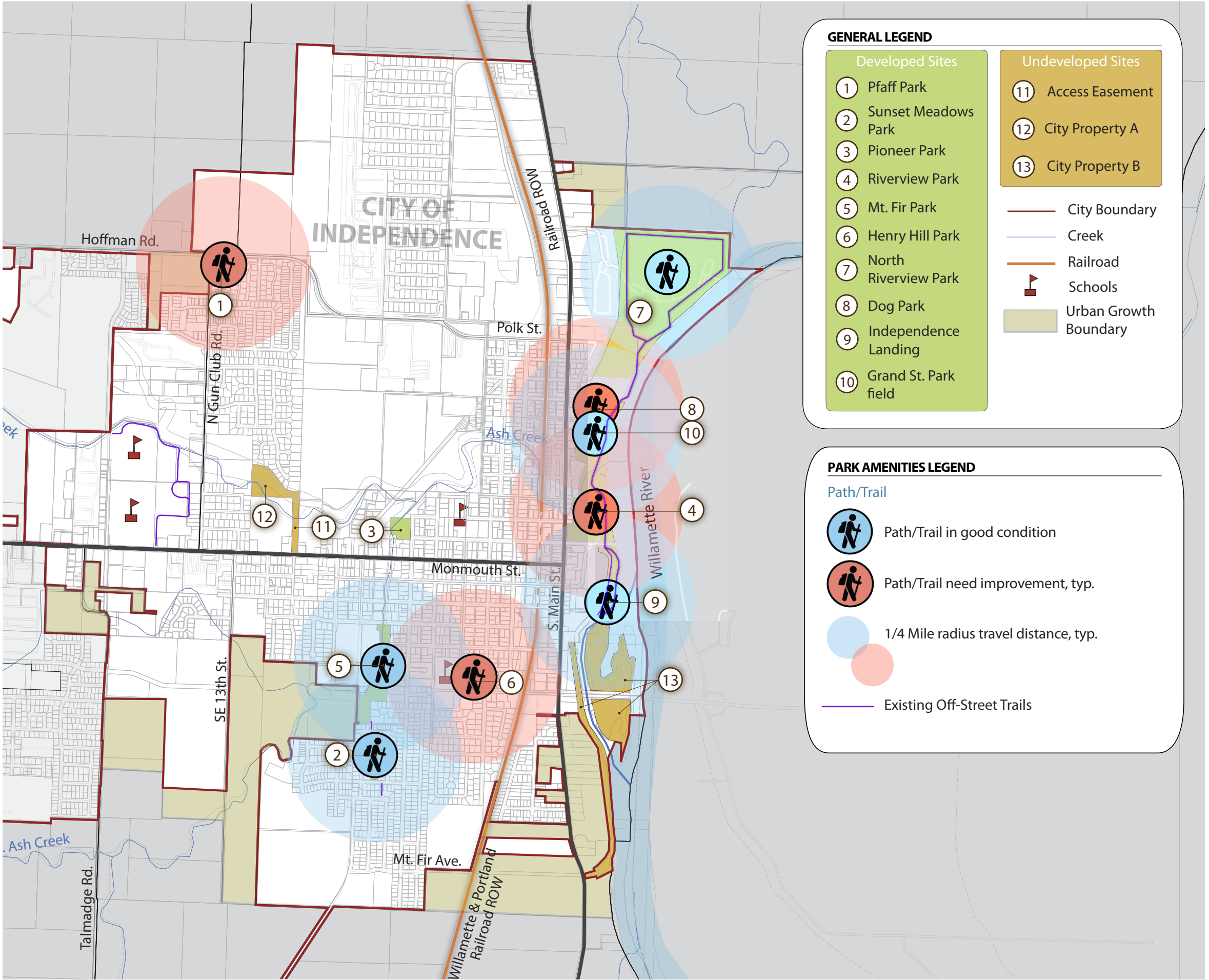
Off-street walkways provide the backbone for the park system network. They provide safe circulation across and between sites, connect amenities, and give people access to the natural environment. They can be part of a greater network trail system, or just be a walking loop within a site. They can consist of on-grade gravel, asphalt, or concrete paths, as well as bridges and crossings over creeks or other obstacles. They are a great source of exercise for people of all ages, and can accommodate walking, jogging, biking, or rolling. They benefit from shade, rest areas, and potable drinking water sources.

CONSTRAINTS AND CHALLENGES

Accessibility is key when providing safe pathways. Common issues are wear and tear of surface materials, uneven surfaces from settlement or tree roots, and steep grades and cross-slopes.

Another major issue is conflicts with vehicles and ensuring there are clear wayfinding elements, crossings, and other visual or audio indicators when paths merge or cross with vehicles.

Obstacles for implementation could include passing through wetlands or and other natural resources, as well as ensuring continual land ownership to allow for connected networks.



LEVEL-OF-SERVICE: AMENITY COVERAGE

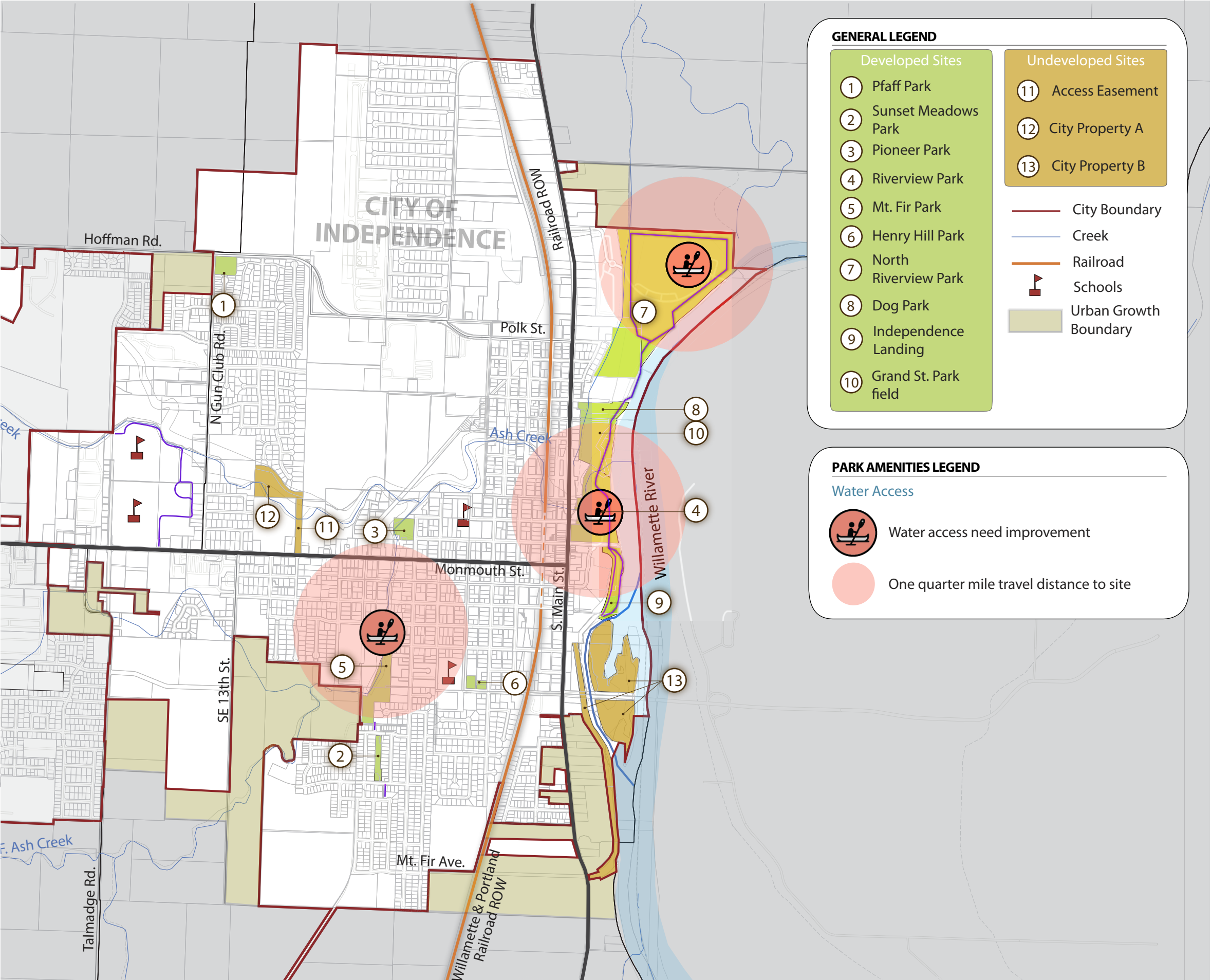
WATER ACCESS

Independence sits along the edge of the Willamette River, one of the greatest of the park system's amenities. Several of the existing parks take advantage of this location by providing views, wildlife opportunities, and entry points for pedestrians and water craft. There are several locations along the river's edge with sloped driveways or boat ramps and docks that provide access for water recreation activities.

There are also several park sites that are adjacent to Ash Creek that have potential to enhance leisurely walks and wildlife viewing.

CONSTRAINTS AND CHALLENGES

Accessible grades are a major constraint in finding safe locations along the riverfront for boat, vehicle, or pedestrian access. The type, grade, and material of the ramp and dock plays a role in allowing or limiting access for those with disabilities. Regular flooding also provides a key challenge when locating resources and selecting durable materials.



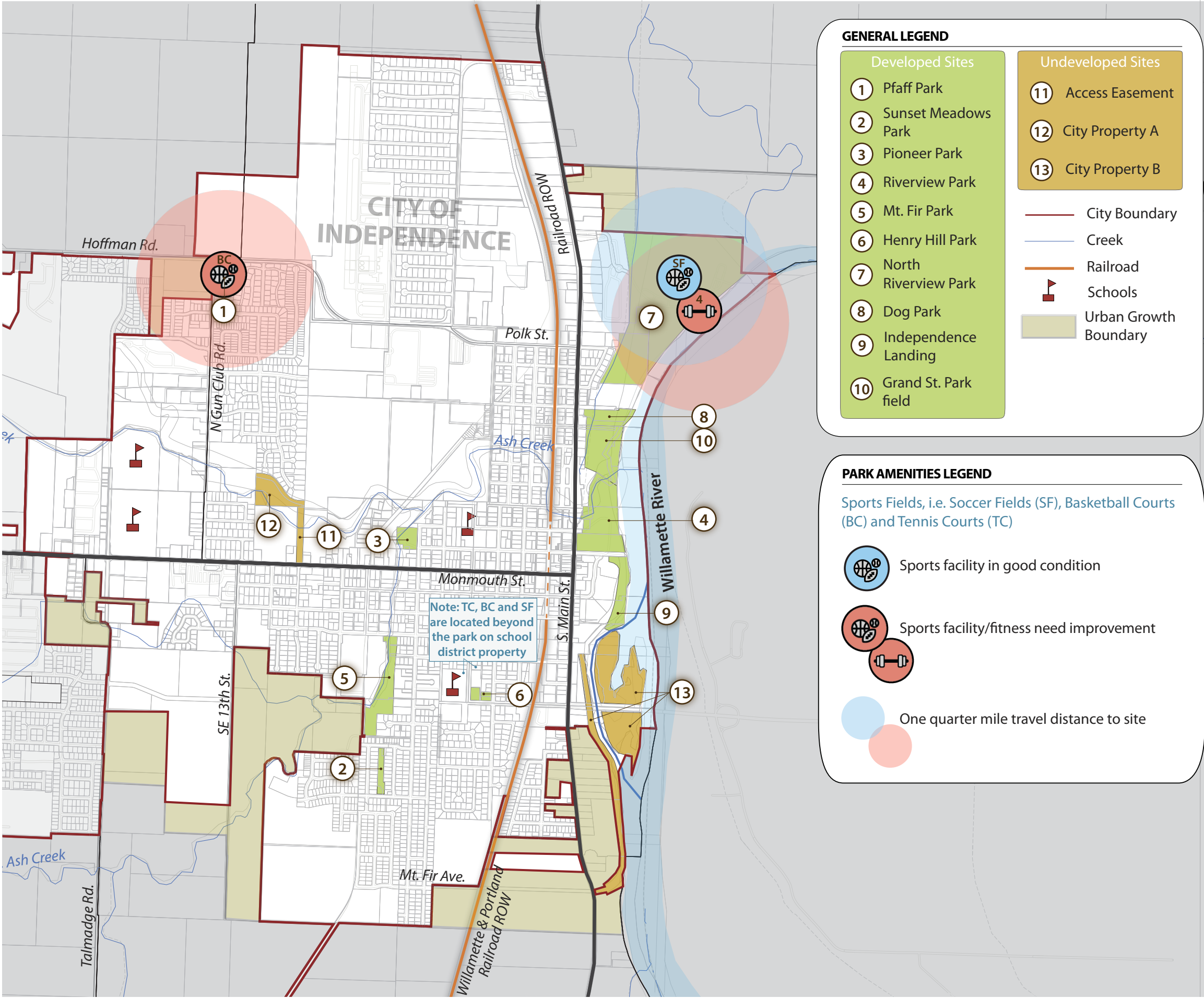
LEVEL-OF-SERVICE: AMENITY COVERAGE

SPORTS AND FITNESS

Whether open fields or paved courts, sports amenities can support large group activities for casual recreation and competition. They typically contain fixed or large movable pieces of equipment like basketball hoops, fencing, fitness courses, or soccer nets. They should be supported by ample parking for larger team events, and would benefit from lighting to support evening play times, and drinking water, shade, and restrooms to support health.

CONSTRAINTS AND CHALLENGES

Durability of surface materials and equipment is a common maintenance challenge for sports facilities. Asphalt courts can crack over time, and striping needs to be reapplied. Large grass fields are susceptible to drainage issues and flooding or muddy ground can limit use and increase maintenance costs.



LEVEL-OF-SERVICE: AMENITY COVERAGE

PLAYGROUNDS

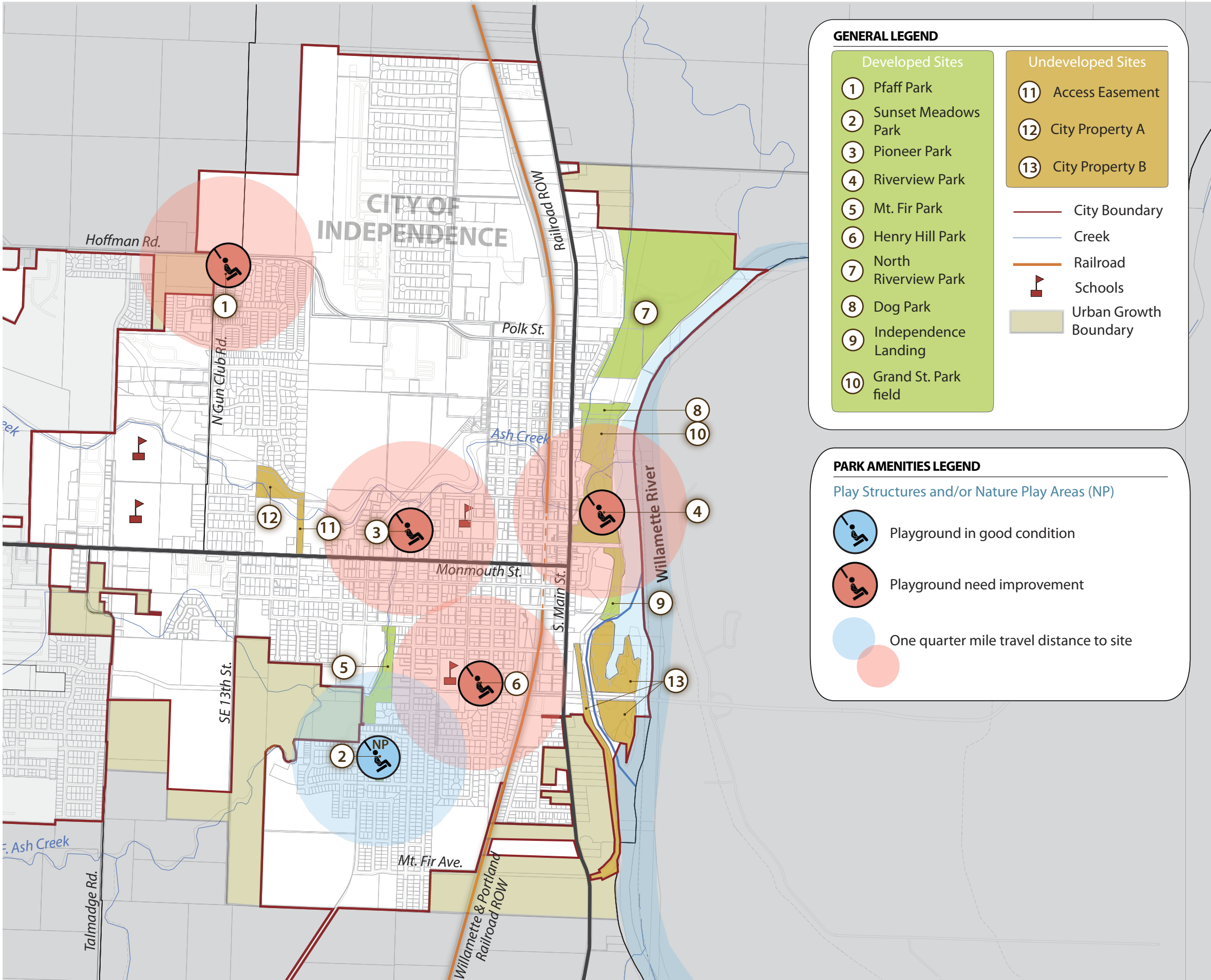
Designated children play areas provide a safe and engaging place for kids to exercise, explore, and be outside. They provide multiple options for sensory engagement and stimulation, and typically include multiple pieces of play equipment for climbing, sliding, swinging, and pretending. They also include a protective safety surfacing under and around the equipment to support jumping and reduce the risk of injuries.

CONSTRAINTS AND CHALLENGES

Accessibility and universal design are very common challenges with older play equipment. Inclusive elements that support children of different abilities, heights, and needs are often lacking.

The protective surfacing often needs frequent refreshing if in a wood fiber form, while its edging can wear down if not made from a durable material. The equipment itself can rust, rot, or splinter making it unsafe.

Playgrounds also can see less use if they're not covered or shaded, don't have drinking water access, or have direct access to a restroom.



LEVEL-OF-SERVICE: AMENITY COVERAGE

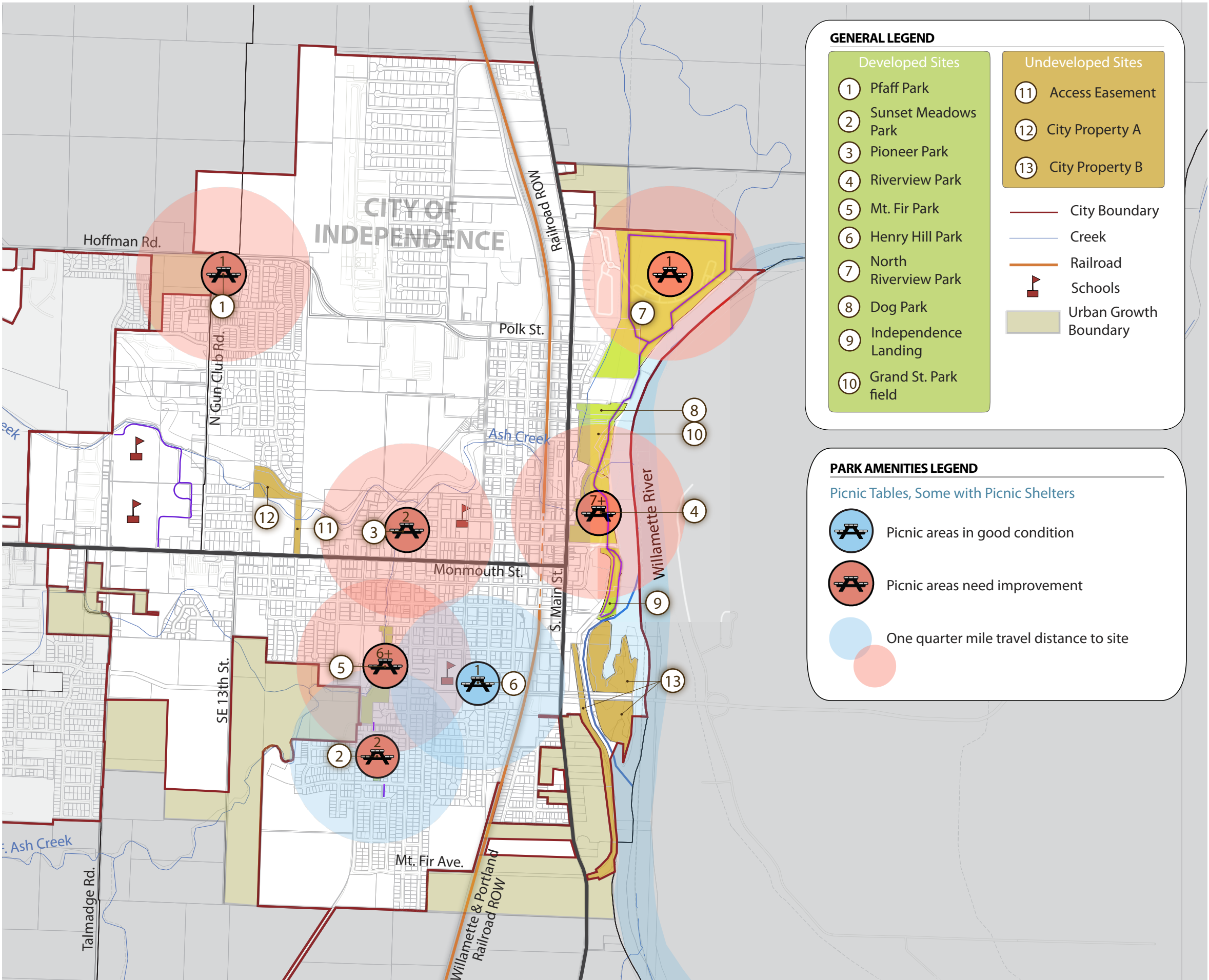
PICNIC AREAS

Picnic areas are places to rest, eat, and enjoy your natural surroundings. They benefit from a nice view or surrounding habitat. They provide a place for a small group (or multiple groups) to sit, gather, socialize and share a meal or a snack.

They benefit from shade/rain cover, drinking water access, and adjacent restrooms.

CONSTRAINTS AND CHALLENGES

Often, picnic tables are not accessible or don't have an accessible pathway leading up to them. Tables could wear down if not made of a durable material, and are subject to vandalism. Tables exposed to direct sun or light rain are also less usable or comfortable than those under a cover.



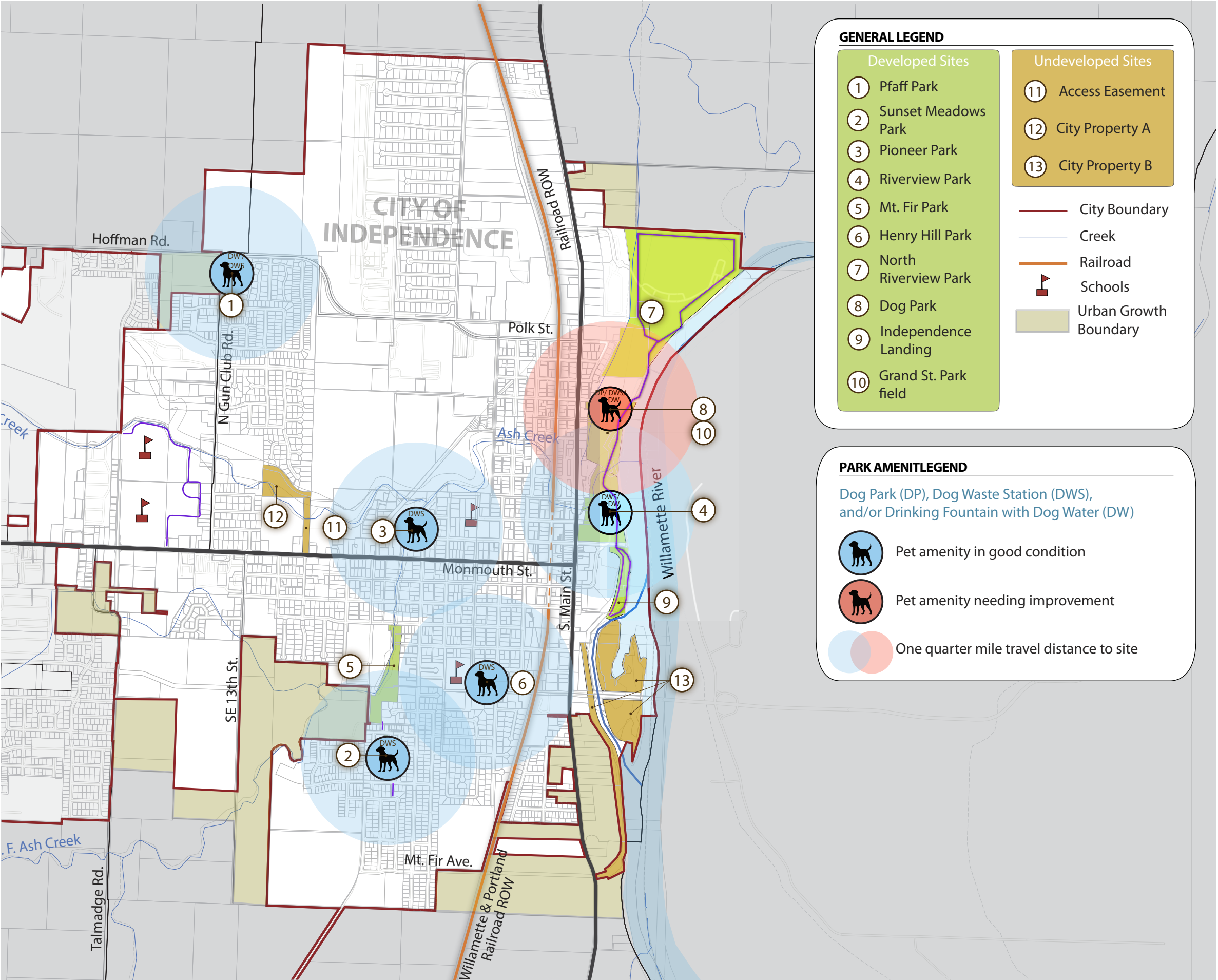
LEVEL-OF-SERVICE: AMENITY COVERAGE

PET RESOURCES

Dogs and other pets are an important part of many households. They need their exercise too and parks provide a venue to walk around or run and exercise off-leash. Parks can also provide resources and reminders to help dispose of pet waste or to make sure they have access to clean water.

CONSTRAINTS AND CHALLENGES

Common challenges around pets in parks are disposing of waste and ensuring their humans are following leash laws.



LEVEL-OF-SERVICE: AMENITY COVERAGE

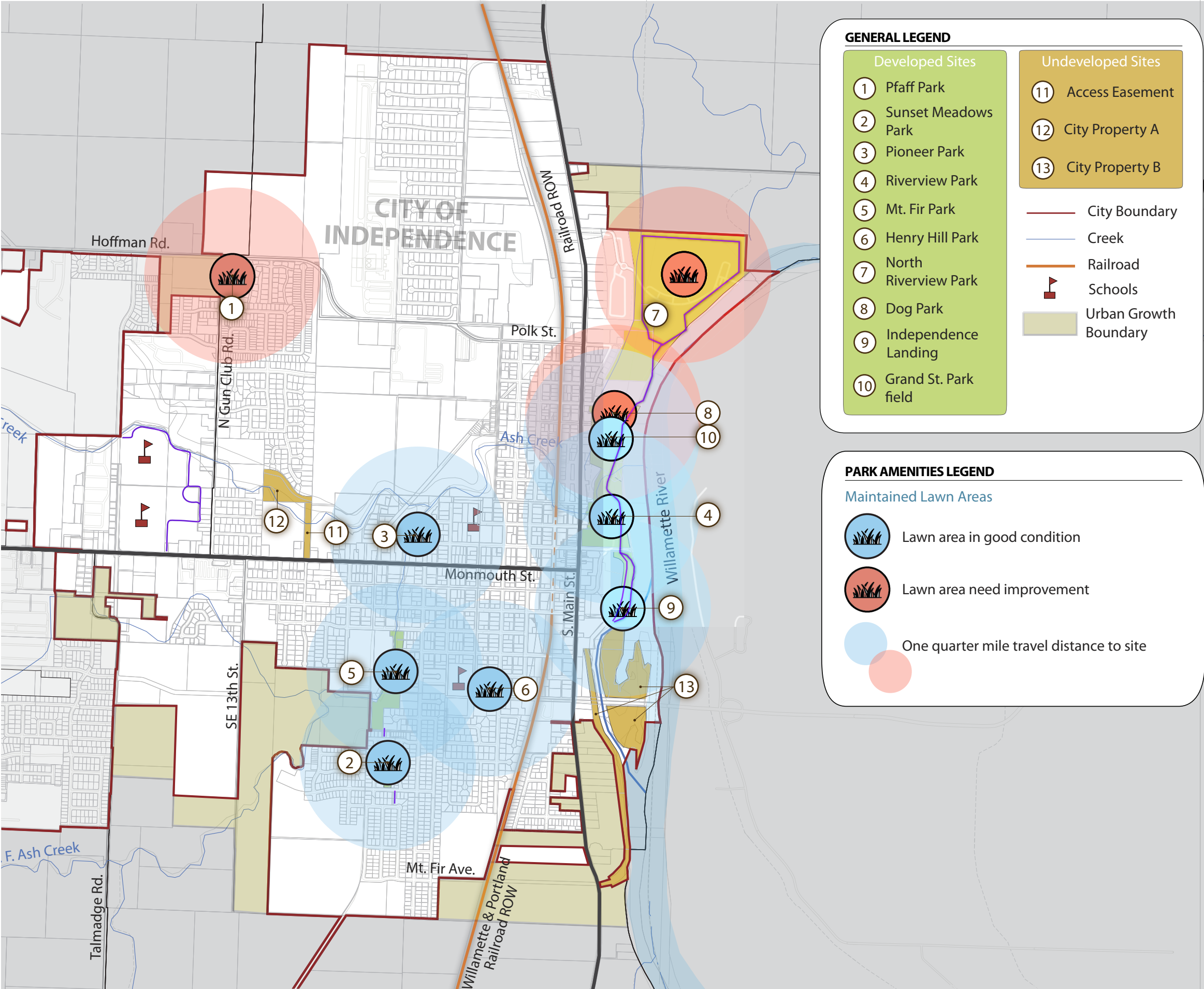
OPEN LAWN AREAS

Mowed grass areas provide flexible spaces for a variety of outdoor activities. They support casual sporting, large group gatherings, and picnicking. They also offer long distance views and a sense of safety.

CONSTRAINTS AND CHALLENGES

Lawn care takes a notable amount of maintenance time and resources. Lawns require regular mowing, extensive water use, and fertilizers and herbicides to keep a clean and durable look and are susceptible to flooding and drainage issues.

Their level of sun exposure reduces usability on hot days, and they provide little habitat value for wildlife.



LEVEL-OF-SERVICE: AMENITY COVERAGE

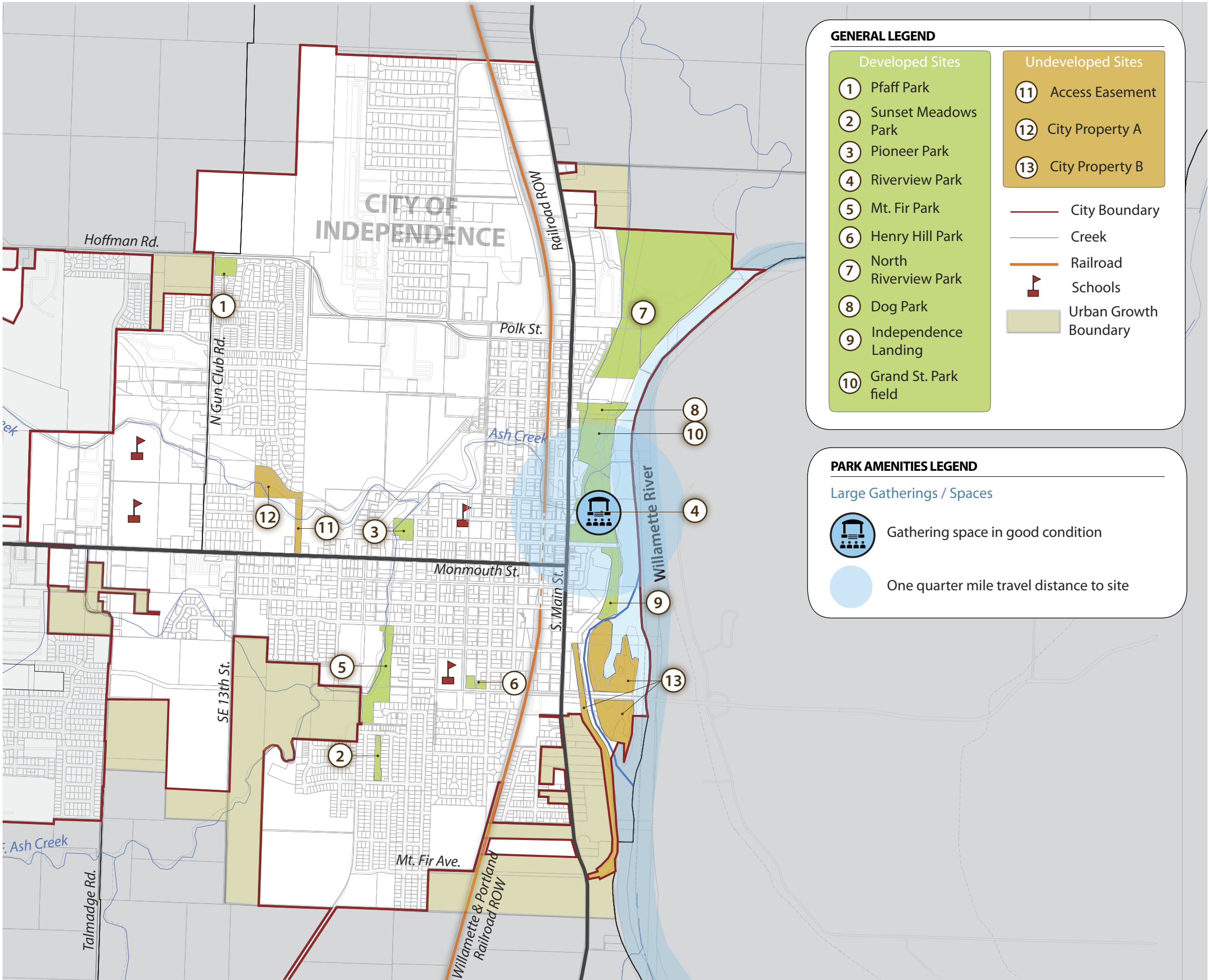
LARGE GATHERING SPACES

Large areas of hardscape, seating, and utility infrastructure are great for supporting festivals, concerts, movies, and other community or cultural events. They can support and attract both local residents and regional visitors, drawing larger crowds that can also support nearby businesses.

Based on their capacity, they are best supported by ample vehicular parking, drinking water facilities, and restrooms. It is also beneficial to incorporate other amenities in order to ensure regular use outside of planned events.

CONSTRAINTS AND CHALLENGES

Event logistics and traffic are common challenges for large event spaces. Care should be taken to provide the right level of infrastructure, as well as space for vehicles to bring in equipment. Traffic control measures should be in place to minimize vehicle and pedestrian conflicts. Clean up efforts are significant, so clear signage for waste disposal can help reduce the burden. Heat exposure is also an increasing issue, as many events are held during the summer months that see less rain.



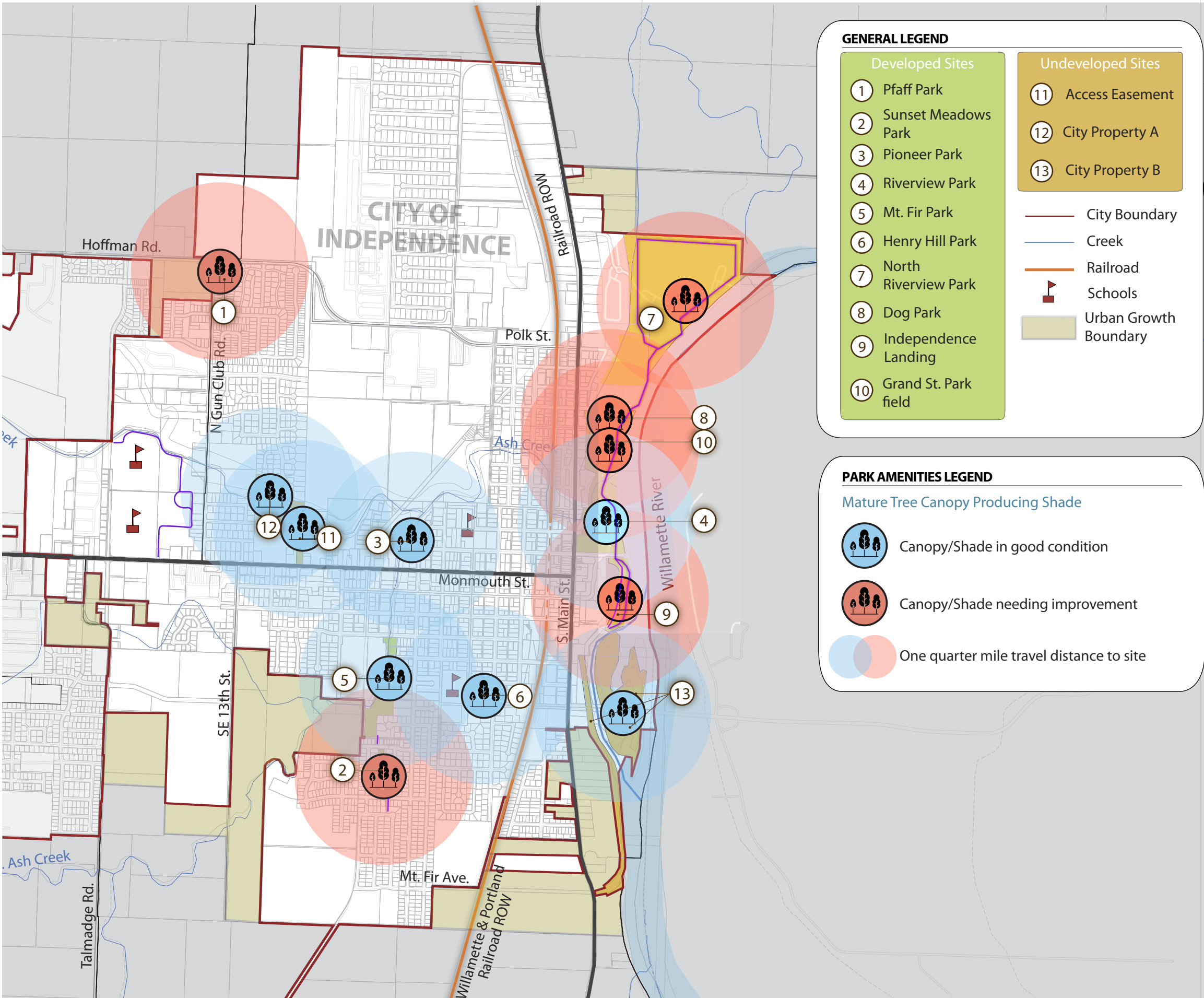
LEVEL OF SERVICE: AMENITY COVERAGE

CANOPY AND SHADE

The urban tree canopy is a critical asset and valuable infrastructure to any community. Trees provide a variety of services to improve the livability and comfort within a developed area. The City's parks contribute greatly to this overall canopy and give community members a place to relax in the shade, provide habitat for wildlife, reduce erosion, and a host of other ecosystem systems to preserve and enhance the park system. Efforts should be made to protect large, mature, native trees, as well as infill additional trees when possible.

CONSTRAINTS AND CHALLENGES

Many things threaten the health and stability of urban trees. Invasive species, pests, development, root disturbance, and effects of extreme weather and climate change are notable examples. Damaged or diseased trees can pose safety risks, especially during or after large storm events. Non-native and non-adaptive species will have a difficult time surviving over time. Monitoring and maintaining a large amount of trees can be challenging, so priorities are often made to focus on those closest to human activity to reduce risk. With limited resources, maintenance activities cannot always focus on preventative measures and need to deal with issues after they occur.



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Section 5: Asset Inventory

Section 5: Asset Inventory



5.1 APPROACH

The City owns and operates a number of existing park sites and facilities. This PSMP took a detailed look at those sites to understand the conditions of the key amenities, access, and supplemental features that contribute to the enjoyment of each park. Observed deficiencies

influenced the recommendations for projects for each site in a way that aligns with the Project Values.

5.2 PARK AND OPEN SPACE INVENTORIES

The following pages outline the existing conditions of City-owned property, the presence and condition of each key amenity, and the means of access to the site. They combine on-site consultant observations and photography, park maintenance staff observations, and comments from the public via Open House #1 and the public survey.

PFAFF PARK

GENERAL LEGEND

PARK BOUNDARY

ADJACENT TAX LOTS

BIKE ROUTE



PFAFF PARK



Aerial view



Aerial view



Sidewalk View



Playground

PARK DESCRIPTION

John Pfaff Park is located in the Northgate subdivision on the corner of Hoffman and Gun Club Road. The park is predominately an open lawn area with young small trees located around its perimeter.

A 10' x 20' picnic shelter is located near the small, half-court basketball play area. The picnic shelter is constructed on a weathered concrete slab-on-grade. There is no lighting power, or water in the shelter. The shelter accommodates one damaged picnic bench and two trash cans. The playground equipment is weathered, and not inclusive to all abilities.

The park has a paved half-court basketball play area with one basketball goal on the NorthEast end of the court. The court has a bench on one side for spectator viewing. A portable restroom is located on the Western end of the parking lot near North Gun Club Road. A drinking fountain is located near the parking spaces. A sign with the park's name marks the entrance to the park.

SITE CONSTRAINTS

- none

PARK ACCESS

Vehicular access is provided via Wild Rose Court which is a cul de sac on the NorthWest end of the Northgate subdivision. No direct street access is provided off of Gun Club Road or Holman Road. There is no formal, accessible pedestrian or bike access available off of Gun Club Road or Hoffman Road, though a grave laccess does exist. The site is adjacent to an intersection of bike routes. There is no bike parking, but there is a bike repair station near the parking lot.

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
BIKE RACKS		No racks but a bike repair station	Yes	Located on bike route
VEHICLE PARKING		9 spaces	Yes	Lot needs to be striped
ADA PARKING		None marked	No	
PUBLIC TRANSPORT			No	
WALKING		N Gun Club Rd Hoffman Rd Northgate Dr	Yes	

PARK AMENITIES INVENTORY

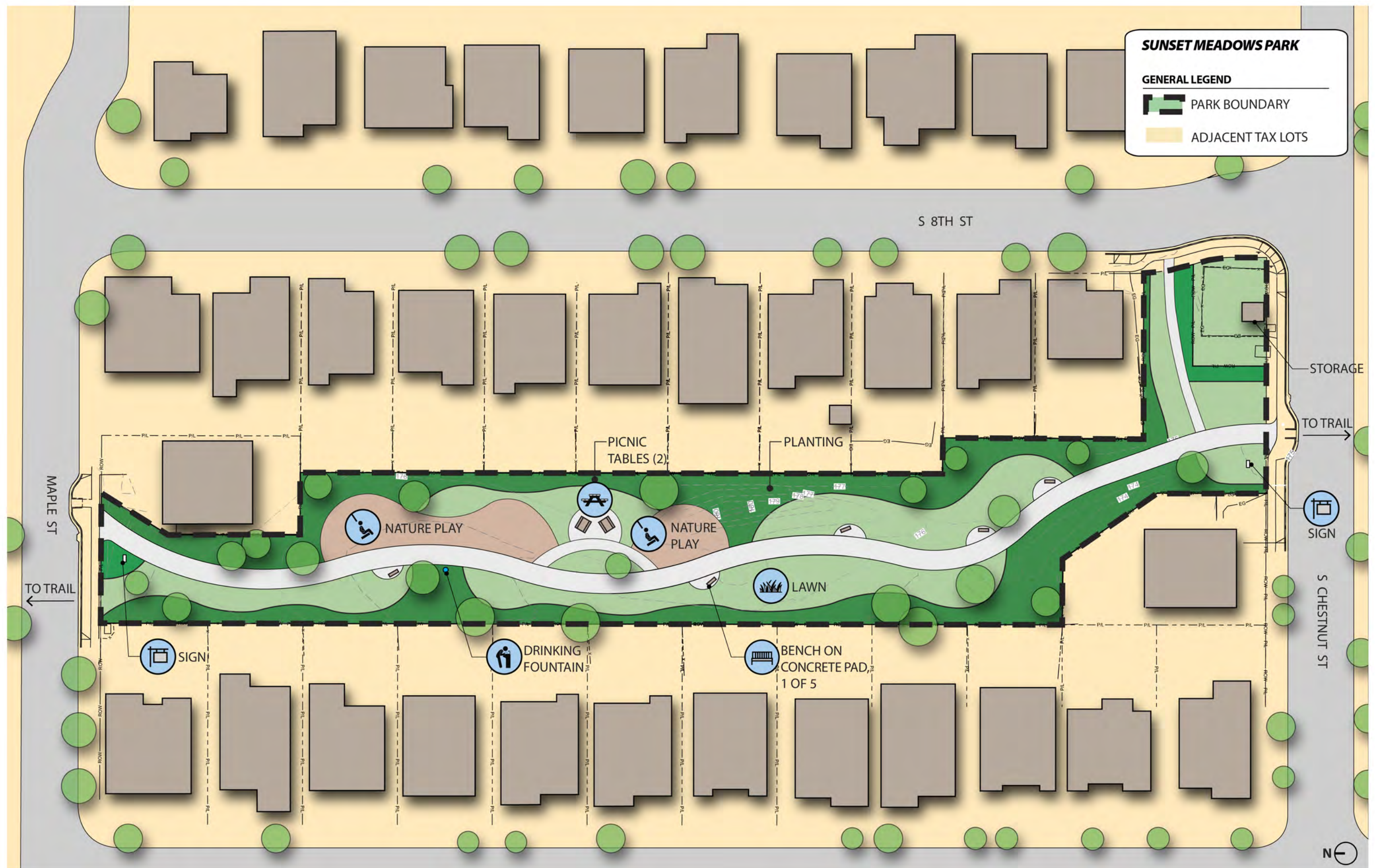
	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE		• Edges of park • Some in central lawn	Very Good	At edges of mown lawn areas	Frequent use		All Park trees pruned on a 5-7 yr cycle.
PICNIC		1 metal picnic table	Poor condition: Graffiti/vandalism	ADA access route to shelter needed	Frequent use	Not to ADA min. requirements	Replace picnic tables and trash receptacles
WATER ACCESS		Not adjacent to water					
PLAYGROUND		1/4 Acre	Fair/Poor: Weathered	No ADA accessibility to structures	Frequent use	Not to ADA min. requirements	Accessible play equipment and fall protection needed
LAWN		1 1/2 Acres	• Mown/maintained frequently • Some dry spots	Easily Accessible	Frequent daily and event use.		Drainage issues in middle of lawn
SPORTS FACILITY		Half court basketball	fair/poor	Good	Some use		Needs repave and e-stripe
PET ACCOMMODATIONS		Entirety of Park: • paths • lawn	Pet bag stations Water bowl	Easily Accessible	Frequent use	No fencing, On leash only	
PERFORMANCE/EVENTS							

Amenity present in good condition

Amenity present in condition needing improvement

Amenity not present

Amenity not feasible



SUNSET MEADOWS PARK



Natureplay and slide



Picnic, lawn, and playground



Nature Play area



Park Easement Entrance Signage

PARK DESCRIPTION

Sunset Meadows Park is an approximately 4-acre City park located behind the single-family homes on S. 8th Street and S. 9th Street in the Sunset Meadows Subdivision. The newly completed park contains new nature playground, 10' wide concrete circulation path, new benches and a new picnic table at the N/S entrance.

PARK ACCESS

Access to this park is limited by vehicle, local bike, or walking due to its secluded location within the heart of the neighborhood. Public transportation is not currently an option.

SITE CONSTRAINTS

- Newly constructed, low priority for additions or changes
- Limited space
- Close adjacency to residences

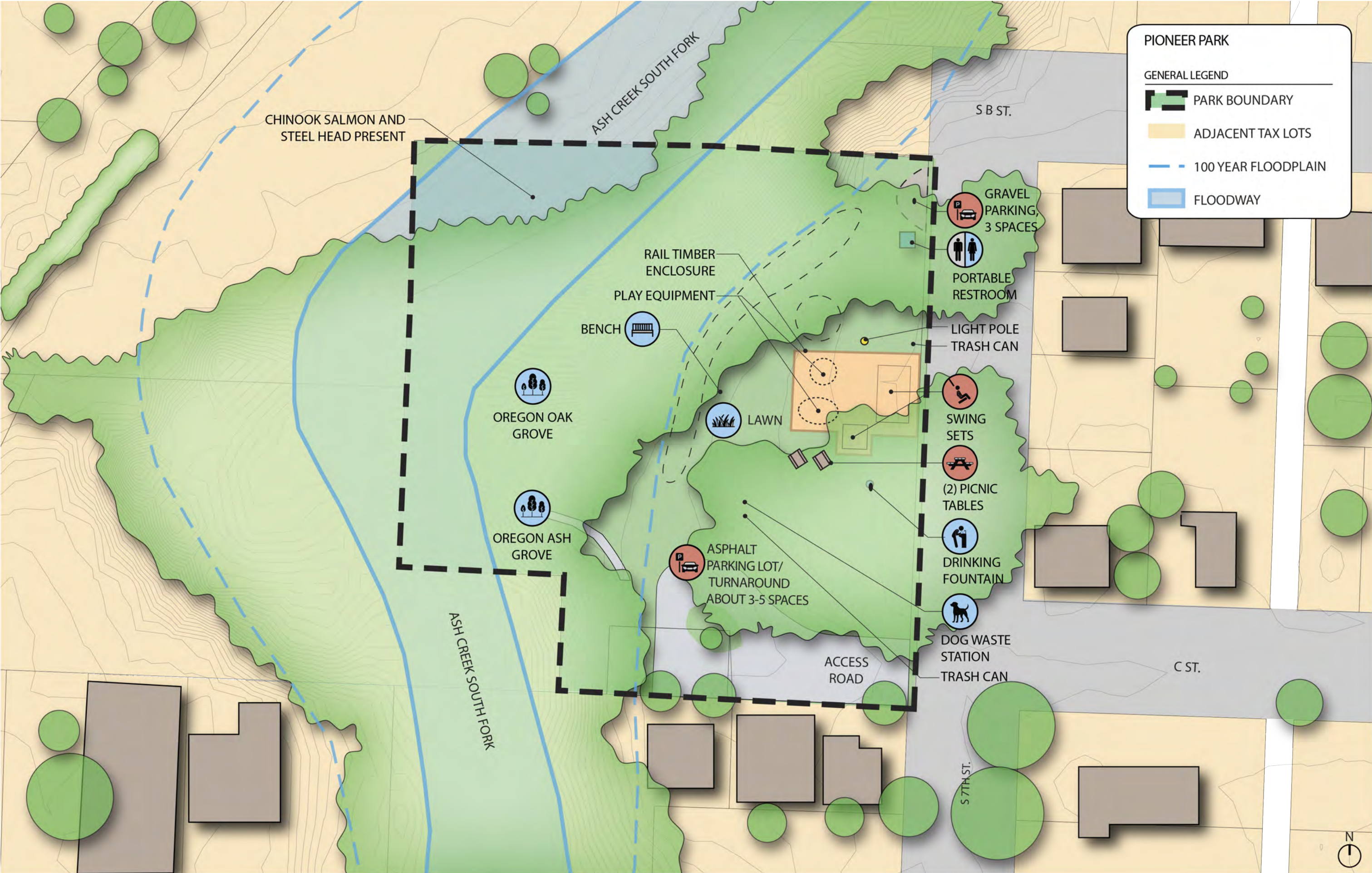


AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
		No	
	Neighborhood Street Parking Only	Yes	
	Neighborhood Street Parking Only	No	No space onsite for ADA stalls
		No	
	• 8th Street • 9th Street • Maple Street • Chestnut Street	Yes	

PARK AMENITIES INVENTORY

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE							New trees do not provide shade yet
PICNIC		2 tables noted	New	Good	Frequent use		Need more tables per community request
WATER ACCESS		Not adjacent to water					
PLAYGROUND		< 1/4 Acre	Excellent: New	Might not be inclusive of diverse physical abilities	Frequent use		Equipment could be more inclusive to abilities
LAWN		< 1/2 Acre	Excellent: New	Good			
SPORTS FACILITY		Limited space					
PET ACCOMMODATIONS			Pet bag station	Easily Accessible	Frequent use	Limited lawn/ greenspace	On-leash only
PERFORMANCE/EVENTS		Limited space, conflict with adjacent use/neighbors					

Amenity present in good condition Amenity present in condition needing improvement Amenity not present Amenity not feasible



PIONEER PARK



Birdseye View of Open Lawn and the Playground



Playground



Drinking Fountain and Playground Edge



Shaded Picnic Tables - no path access

PARK DESCRIPTION

Pioneer Park is located at the corner of South 7th Street and C Street. The open lawn area of the park is unirrigated, and generously shaded amongst tall evergreen and deciduous trees. The children’s playground is in good/fair condition, and weathered. It is set inside railroad ties of differing edge grades containing mulch, which makes it difficult, or not possible, for ADA/ accessible inclusivity.

Other facilities include benches and picnic tables in good condition as well as a water fountain/ refill station and a portable restroom. The park is located at the junction of the South Fork and Main Stem of Ash Creek Riparian Trail. There is a hose bib near the paved parking at the Southern of the park.

SITE CONSTRAINTS

- Ash Creek floodplain (100-year floodplain and associated environmental permitting)
- New sidewalks and new/replaced pavements within the riparian zone will require stormwater management facilities
- No public sidewalks for access

PARK ACCESS

The park is located at the intersection of South 7th Street and C Street. There is a gravel parking lot to host 5 spaces, and it is just on the edge of the 1/4 mile walking radius from public transport. There are no sidewalks on the park property posing a challenge for inclusive accessibility and connectivity Adjacent neighborhood blocks have sidewalks.

BIKE RACKS

VEHICLE PARKING

ADA PARKING

PUBLIC TRANSPORT

WALKING

AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
		No	
	5 Spaces in Gravel Lot	Yes	
		No	Construct frontage on 7th Street
	• South 7th Street • D Street	No: But very close	
	• South 7th & C Street • SB Street	Yes	

PARK AMENITIES INVENTORY

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	USE FREQUENCY	OBSTACLES	DEFICIENCIES/NOTES
 CANOPY/SHADE		Most of park covered in mature evergreen and deciduous trees	Excellent	Good	Frequent use		All Park trees pruned on a 5-7 yr cycle.
 PICNIC		2 tables	Fair	Not to ADA min. requirements	Frequent use	Lack of accessible pathways	Add benches and picnic tables
 WATER ACCESS		Footpath adjacent to site	Unofficial footpath	Not to ADA min. requirements	Moderate use	Steep slope	Decide if connections is desirable, make improvements to path
 PLAYGROUND		1/4 Acre	Good/Fair: Weathered	No ADA accessibility to structures	Frequent use	No inclusive play features	Equipment could be more inclusive to abilities
 LAWN		3 Acres	Mown/maintained very frequently Some dry spots	Easily Accessible	Frequent daily		
 SPORTS FACILITY		Informal Opportunities: Open lawn	Good	Good	Some use		Not feasible unless half court basketball
 PET ACCOMMODATIONS		Entirety of Park: and lawn	Good: On leash only Pet waste and water station	Easily Accessible	Frequent use	No fencing	
 PERFORMANCE/ EVENTS		Limited space					
 Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible							



RIVERVIEW PARK



Birdseye view: Amphitheater, Lawn, Riverfront Parking



Independence Fountain on Main Street



Parking lot, playground, and lower lawn after heavy rain event



Current Campground Signage/Community Board

PARK DESCRIPTION

Riverview Park is located in historic downtown Independence. Completed in 2005, the Riverview Park Amphitheater and fountain are the centerpiece of Riverview Park. The amphitheater hosts numerous events including the River’s Edge summer movie and concert series and has become the living room for Independence and front porch to the Willamette River.

A large majority of the site rests within the 100-year floodplain with much of the site in the floodway and accordingly, many of the facilities are strategically placed to avoid impacts of seasonal flooding. The Willamette River is eroding some areas of the Eastern bank while depositing sediment in front of the decommissioned boat launch area. The pump building/restrooms at the main Riverview Park appear to be in good condition. The park contains playground equipment that is weathered and not inclusive to varying abilities. Benches around the playground area are in poor condition and need replacement.

The site also contains a basic campground area as a stop for bikers and water recreators that has storage for equipment and potable water access. It lacks delineation, boundaries, and places to sit and eat.

SITE CONSTRAINTS

- Located in floodplain of Willamette River and Ask Creek
- Steep slopes at river edge

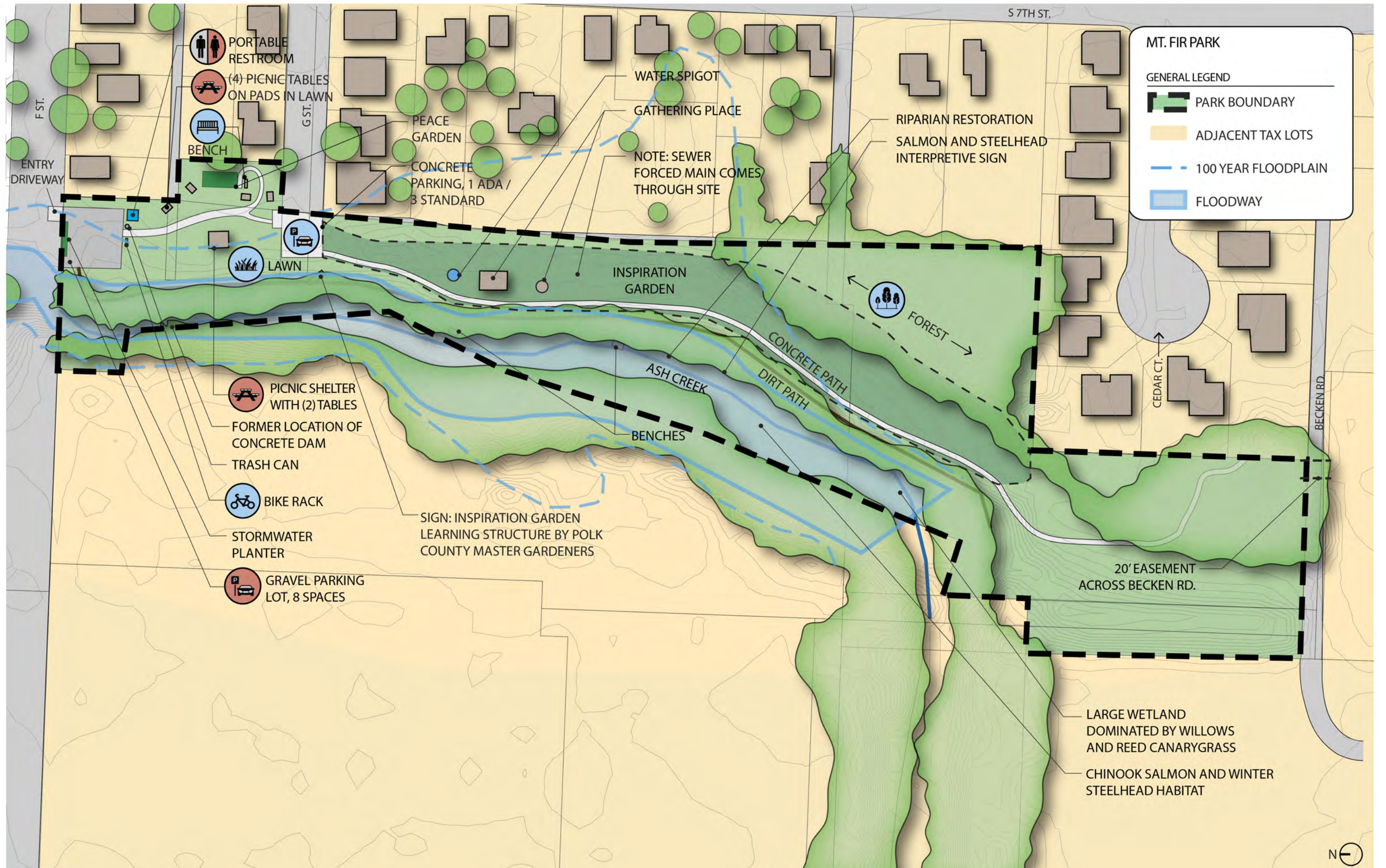
PARK ACCESS

Riverview Park is located between B Street and C Street and adjacent to Main Street. Many residents and tourists visit this park on foot, by car, by public transport, or bike. Riverview Park is easily accessed from downtown on Main Street. Sidewalks are provided to the park and an ADA accessible route is provided down to the parking lot. Primary access for the Willamette River Trail is from the North side of Riverview Park where a pedestrian bridge crosses Ash Creek, and South of the parking lot to connect to Independence Landing. The oversized parking area once served the boat launch but the site no longer needs to accommodate large oversize vehicles with boat trailers. The parking lot accommodates significant parking needs for summer programs in the park.

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
BIKE RACKS	●	1 rack for 4 bikes on Main St	Yes	More racks to accommodate more bikes
VEHICLE PARKING	●	• Street Parking: C Street, Main St • Large Lot 83 Spaces	Yes	Entire parking lot needs reconstruction. Not salvageable.
ADA PARKING	●	Street Parking: Main St	Yes	
PUBLIC TRANS.	●	C Street	Yes	
WALKING	●	• Main St • C Street • Connection Trails	Yes	Trail connection through parking lot

PARK AMENITIES INVENTORY

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE	●	• Edges of park • Some in central lawn	Very Good	At edges of mown lawn areas	Frequent use		All Park trees pruned on a 5-7 yr cycle.
PICNIC	●	• 5 tables on Main • 2 at river edge • 2 at campground • 1 at playground • 1 on C street	Fair/Good	Not to ADA min. requirements	Frequent use		Varying styles of picnic tables Replace wood tables Picnic platform at front could add more tables.
WATER ACCESS	●	• 2 gravel ramps • 1 asphalt ramp • steep pedestrian access in most places	• Boat Ramp: decking asphalt needs repair/stabilization • Could use more gravel	• ADA challenges • physical ability challenges	Frequent use	• Uneven surfaces • Steep slopes	Safety Concerns: Strong water current closed beach
PLAYGROUND	●	1/4 Acre	Fair/Poor: Weathered	No ADA accessibility to structures	Frequent use	No inclusive play features	Accessible Play Equipment
LAWN	●	7 Acres	• Mown/maintained very frequently • Some dry spots	Easily Accessible	Frequent daily and event use.		• Drainage issues at corners of park • Replace dead/moved Landscape Plants
SPORTS FACILITY	⊗	Informal Opportunities: Open lawn	Excellent	Good	Some use		Not feasible unless half court basketball or pickleball court
PET ACCOMMODATIONS	●	Entirety of Park: • paths • lawn • waterfront	Good: On leash only Pet bag stations	Easily Accessible	Frequent use	• No concrete path • No fencing	
PERFORMANCE/EVENTS	●	• amphitheater • mobile stage • open plaza	Excellent	Easily Accessible	Frequent use		Light bollards could be tripping hazards
● Amenity present in good condition ● Amenity present in condition needing improvement ○ Amenity not present ⊗ Amenity not feasible							



MT. FIR PARK



South Fork Ash Creek Riparian Trail



Park Entry Gravel Lot with Rain garden, and Bike Rack



Peace Garden with Bench and Sculpture



Open Flexible Lawn Space with Some Shade Trees

PARK DESCRIPTION

Mt. Fir Park is a linear 7 acre park that runs North to South between F Street and Becken Road. The park’s Western border is directly parallel to the South Fork of Ash Creek. Concrete walls with a stormwater rain garden in the gravel parking lot are located at the North entrance of the Park.

The Polk County Master Gardeners OSU garden shares the site along with the South Fork Ash Creek Restoration Project Riparian Trail. A Peace Garden Memorial is tucked into the NorthEast quadrant of the site with sculpture, planting, and seating. A 10'x20’ picnic shelter in good condition is located in the park. There is no lighting, power, or water available at the shelter.

PARK ACCESS

The main entrance to the park is located directly off of F Street to a gravel parking lot. An open lawn area provides access to the formalized gardens and raised beds. There is an additional entrance from G Street which leads to a gravel path which accesses the park areas to the South. The Southern limits of the site are bound by Becken Road which is a private road.

SITE CONSTRAINTS

- Permitting adjacent to Ash Creek

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
BIKE RACKS	●	1 rack for 4-5 bikes	Yes	
VEHICLE PARKING	●	• North gravel lot: 8 spaces • South paved lot: 3 striped stalls	Yes	Pave and stripe North lot
ADA PARKING	●	1 in South lot	Yes	Pave and stripe North lot
PUBLIC TRANS.	●	• F Street • South 7th St	Yes	
WALKING	●	• F Street • South 7th Street • G Street • E Street	Yes	

PARK AMENITIES INVENTORY

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE	●	• Edges of park • Some in central lawn	Very Good	At edges of mown lawn areas	Frequent use		All Park trees pruned on a 5-7 yr cycle.
PICNIC	●	• 4 tables on pads in lawn • 2 tables under shelter	Fair/Good	Not to ADA min. requirements	Frequent use	No pathway to table pads	Varying styles of picnic tables in good condition.
WATER ACCESS	●	Trail adjacent to South Fork Ash Creek	Fair/Good	Fair/poor		Steep slope down on soft surface trail	Trail needs connection to future Ash Creek Trail running South and West
PLAYGROUND	○						
LAWN	●	3 Acres	• Mown/maintained very frequently • Some dry spots	Easily Accessible	Frequent daily and event use.		
SPORTS FACILITY	○	Informal Opportunities: Open lawn		Good	Some use		
PET ACCOMMODATIONS	●			Easily Accessible	Frequent use	• No concrete path • No fencing	On-leash only
PERFORMANCE/EVENTS	⊗	Limited space					

● Amenity present in good condition

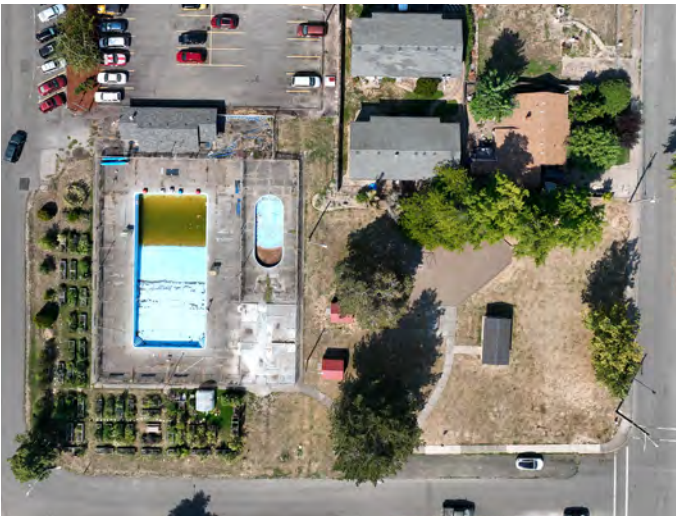
● Amenity present in condition needing improvement

○ Amenity not present

⊗ Amenity not feasible



HENRY HILL PARK



Henry Hill Park Birdseye Context



Picnic Shelter



Bike rack, Playground, and Community Garden Sheds



Corner View at I St. and 4th St.

PARK DESCRIPTION

Henry Hill Park is a small neighborhood park joined with a small aquatics facility The park is located on I Street between South 4th Street and South 5th Street. Henry Hill Park is directly adjacent to the public pool which is currently closed, the surrounding community garden, and Henry Hill Elementary School buildings and grounds which currently house the Central School District.

The park contains a 10’ x 20’ picnic shelter with 1 picnic bench, a trash can, and a pet bag station. There is a small, gravel area with a swing set and a large arborvitae hedge along the North side of the park. An aged concrete pathway leads to an informal gravel (parallel) parking area to the South on I Street, with a portable restroom along the street. The picnic shelter is constructed on a concrete slab-on-grade, and is covered by a roof supported on wood posts. There is no lighting, power, or water in the shelter Two storage sheds for the community garden exist on the site.

SITE CONSTRAINTS

- High costs and health department permitting to renovate and reopen the pool

PARK ACCESS

Access to the park is provided on I Street, South 4th Street and South 5th Street. A single weathered concrete path leads from I Street to the picnic shelter.

A small gravel area on the Southern edge of the park provides informal parallel parking. A larger lot is adjacent to the existing pool.

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
BIKE RACKS	●	1 rack for 16 bikes	Yes	
VEHICLE PARKING	●	• Street Parking: 1 Street • Gravel Lot: 5 Spaces • School District Lot: 33 Spaces	Yes	
ADA PARKING	○	Not marked	Yes	Construct bumpage on 4th Street and on I Street
PUBLIC TRANSPORT	●	South 5th St	Yes	
WALKING	●	• I Street • S 4th St • S 5th St • C Street	Yes	

PARK AMENITIES INVENTORY

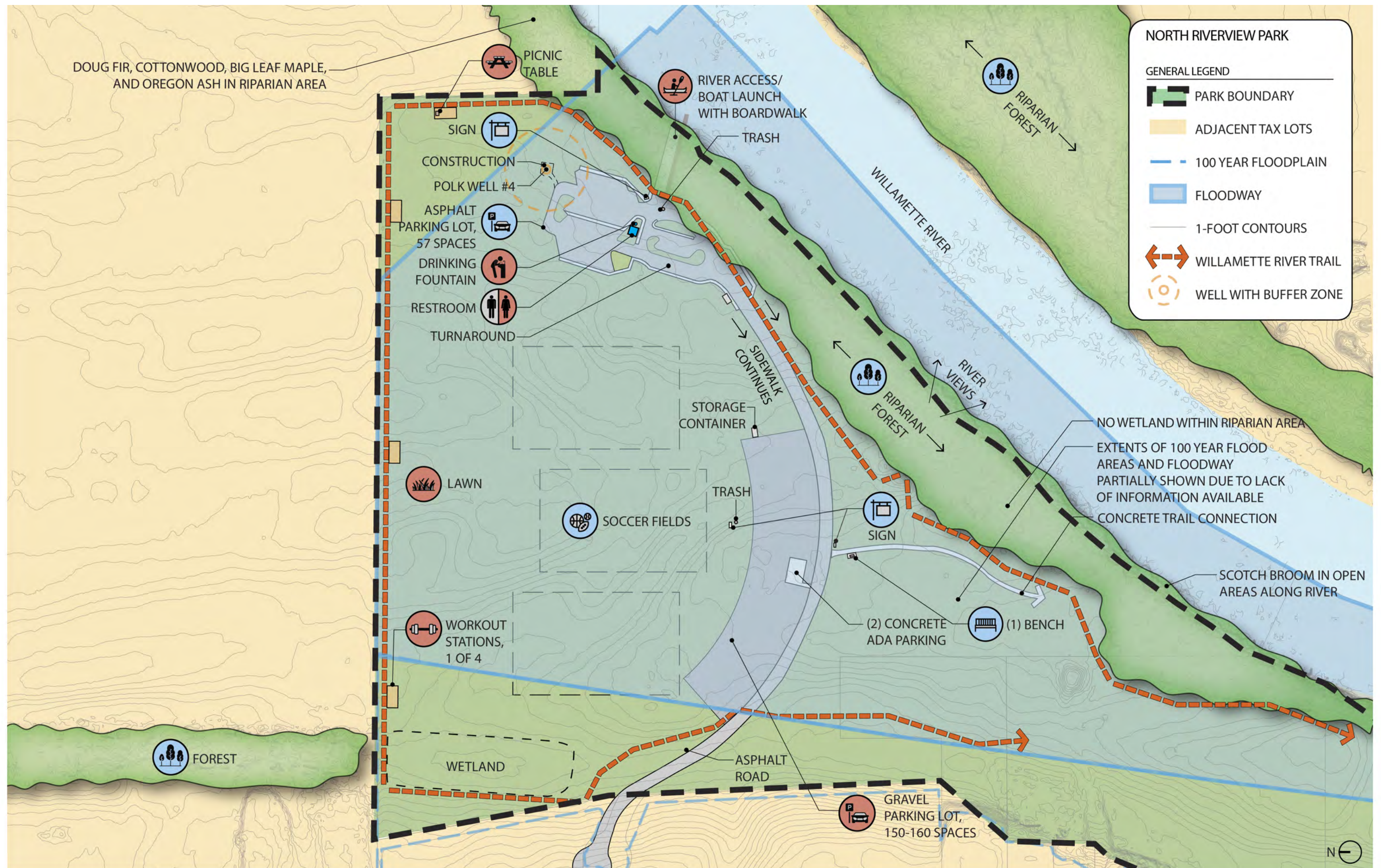
	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE	●	• Edges of park • Some in central lawn	Very Good	At edges of mown lawn areas	Frequent use		All Park trees pruned on a 5-7 yr cycle.
PICNIC	●	1 table under a 10 x 20 covered picnic shelter	Fair/Good	Not to ADA min. requirements	Frequent use		Add more picnic tables
WATER ACCESS	⊗	Not adjacent to water					
PLAYGROUND	●	1/4 Acre	Poor: Weathered Only single swings	Not to ADA min. requirements	Frequent use	• Gravel Surface • No inclusive play elements	Equipment could be more inclusive to abilities
LAWN	●	1/2 Acre	• Mown/maintained very frequently • Some dry spots	Easily Accessible	Frequent use		
SPORTS FACILITY	⊗	Informal Opportunities: Open lawn	Good	Good	Some use		No space intended for sports specifically Not feasible unless half court basketball or pickleball court
PET ACCOMMODATIONS	●	Entirety of Park: • paths • lawn	Good: On leash only Pet bag station	Easily Accessible	Frequent use	No fencing	
PERFORMANCE/EVENTS	⊗	Limited space					

● Amenity present in good condition

● Amenity present in condition needing improvement

○ Amenity not present

⊗ Amenity not feasible





NORTH RIVERVIEW PARK



Birdseye View of Boat Launch and Gravel Beach



Willamette River from the Boat Launch and Dock

PARK DESCRIPTION

In 2007, the City partnered with Olsen Agriculture and the State Transportation and Growth Management program to create a conceptual design for the development of Olsen's 66 acre property North of town. Much of the property is located within the floodplain of the Willamette River, rendering those areas unbuildable. The conceptual design process explored possible uses for the buildable portions of the land, and also examined the feasibility of developing the low land for use as city ball fields. The City worked with the Oregon National Guard to develop the North Riverfront Ball Field Complex. Phase I of implementation which is currently built, includes an access road, parking lot, boat launch, boat dock, a fitness loop, a National Guard facility, and built restrooms, that are currently locked due to vandalism. The large informal gravel lot is storage for a large pile of mulch, with a storage container on site. North Riverfront Park is also the Northern limit of the Willamette River Trail. The looped trail is approximately 5 kilometers round trip. There are ample water and dog bowl facilities, Signage, and pet bag dispensers.

PARK ACCESS

Access to the North Riverview Park is provided for vehicles off of North Main Street and Deann Drive. Pedestrian and bicycle can use city sidewalks to reach Deann Drive or use the Willamette River Trail for access to the park from Riverview Park downtown.

SITE CONSTRAINTS

- Permitting and durability of improvements within floodplain of the Willamette River.
- Water wells on site
- Previous study for a formalized sports complex (2023) was developed for this site and found the conditions to be extremely challenging for implementation.

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
 BIKE RACKS	○			
 VEHICLE PARKING	● ● ●	• 6 Boat parking • Large Asphalt Lot: 57 Spaces • Gravel lot: 150 spaces	Yes	Lot needs striping Gravel lots needs paving
 ADA PARKING	●	• 3 Large ADA car and boat spaces	Yes	
 PUBLIC TRANSPORT	●	Main Street	Yes	Limited routes, weekdays only
 WALKING	●	• Main St • Connection trails	Yes	



Fitness Station



Soft Surface Fitness Loop

PARK AMENITIES INVENTORY

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
 CANOPY/SHADE	●	• Edges of park	Natural edges only	At edges of mown lawn areas	Frequent use		All Park trees pruned on a 5-7 yr cycle.
 PICNIC	●	• Only 1 table for whole park • Informal picnicking in lawn space	Fair/Good	Not to ADA/accessible min. requirements	Frequent use	no accessible pathways	Varying styles of picnic tables in good condition. could add more tables.
 WATER ACCESS	●	• Asphalt ramp • Pedestrian dock	• Boat Ramp: excellent condition • Dock: settled/twisted slope.	Not to ADA/accessible min. requirements	Frequent use	• physical ability challenging • steep slopes • uneven surfaces	Safety Concerns: Strong water current closed beach
 PLAYGROUND	○						
 LAWN	●	50 Acres	• Mown/maintained frequently • Not irrigated	Easily Accessible	Frequent use		
 SPORTS FACILITY	●	• 2 full size soccer nets • (4) fitness stations	Flooding and damage issues for lawn. Wear of fitness equipment	Good	Frequent use		• Add sand fields to aid w/ drainage and compaction • Irrigation upgrade needed • Replace/upgrade fitness stations
 PET ACCOMMODATIONS	○			Easily Accessible	Frequent use	• No concrete path • No fencing	• On-leash only • No pet waste stations • No dog water fountains
 PERFORMANCE/ EVENTS	○						

 Amenity present in good condition
  Amenity present in condition needing improvement
  Amenity not present
  Amenity not feasible



INDEPENDENCE DOG PARK



Park Signage and Community Board w/ Pet Bag Station



Shade Trees, Seating, and Dog Play Challenges



Fenced-In Open Lawn Space with Some Shade



Trash, Water, and Storage Structure on Site

PARK DESCRIPTION

The Independence Dog Park is located on Grand Street just East of Highway 51, about 1/4 mile North of downtown. Just over two acres, the park was conceived by a group of community volunteers in 2011. It includes separated areas for small dogs and big dogs, a pet waste station, shady trees, and a water station for dogs and their owners. The facilities include a chain link fences, a portable restroom, and signage.

PARK ACCESS

The park is accessed via the Willamette River Trail which starts in Riverview Park downtown and runs North all the way to the North Riverfront Ballfield Complex and boat ramp. Grand Street directly ends into a large gravel parking area between this park, and the Grand Street Park Field.

SITE CONSTRAINTS

- Specialty use
- Change in grading from parking to enclosed areas

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
BIKE RACKS	○	No bike racks		Trail Connection
VEHICLE PARKING	●	• Gravel lot • 33 spaces	Yes	New Gravel and Grading needed annually
ADA PARKING	○	• Informal spaces in gravel lot	No	
PUBLIC TRANSPORT	●	Main Street	Yes	Limited routes, weekdays only
WALKING	●	• Main St. • Grand St. • Polk St. • Monmouth St. • Trail connection	Yes	No paved walk way to park

PARK AMENITIES INVENTORY

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE	●	• Edges of park • Some in central lawn	Good	At edges of mown lawn areas, at entry of park, and along trail	Frequent use		All Park trees pruned on a 5-7 yr cycle.
PICNIC	⊗	Conflict of uses					
WATER ACCESS	⊗	Not adjacent to water					
PLAYGROUND	⊗	Conflict of uses					
LAWN	●	2 Acres	• Mown/maintained frequently • Unirrigated • Very spotty and dry seasonally	Easily Accessible	Frequent daily and event use.		
SPORTS FACILITY	⊗	Conflict of uses					
PET ACCOMMODATIONS	●	Entirety of Park: • paths • lawn	Excellent: Off Leash 1 pet waste station	Not ADA compliant	Frequent use	Steep, uneven, loose surfacing to dog enclosure	Some updates/maintenance/clean up of water and restroom facility
PERFORMANCE/EVENTS	⊗	Conflict of uses					

● Amenity present in good condition

● Amenity present in condition needing improvement

○ Amenity not present

⊗ Amenity not feasible



INDEPENDENCE LANDING PARK



Informal seating plaza facing the river



Seating along gravel connection trail



Concrete promenade along river



Informal foot access to river edge

PARK DESCRIPTION

This linear park extends the Waterfront Trail to the South and connects nearby apartments and a hotel to the riverfront. It contains a large open lawn space, a series of paved and unpaved paths, a small tree grove, stormwater facilities, and several pockets of bench seating.

PARK ACCESS

The site is accessible via the Riverfront Trail and adjacent to a large public parking lot tied to Riverview Park. It acts as a through way for bikes and pedestrians along the riverfront, as well as serves the hotel and apartment developments immediately to the West.

PARK AMENITIES INVENTORY

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
BIKE RACKS				Lack of bike racks
VEHICLE PARKING		• Apartment Parking • 83 Spaces in Riverview Park	Yes	
ADA PARKING		• none	Yes	
PUBLIC TRANSPORT		C Street	Yes	
WALKING		• Main St • C Street • Connection Trails	Yes	

SITE CONSTRAINTS

- Newly constructed park may not warrant additional investments

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE		• Some shade trees, but very young. Not any shade throughout the space except at natural edge	New (small) or at waterfront edge	Adjacent paved and gravel pathways	Frequent use	Waterfront edge	All Park trees pruned on a 5-7 yr cycle.
PICNIC		No picnic tables or structures.					Plenty of space/opportunities for picnic tables, or informal picnicking on benches.
WATER ACCESS		Challenging topography Adjacent access at Riverview Park					
PLAYGROUND		Ample nearby facilities					
LAWN		5 Acres	• Mown/maintained very frequently • Non Irrigated • Some dry spots	Easily Accessible	Frequent daily and event use.		
SPORTS FACILITY		Informal Opportunities: Open lawn					No space intended for sports specifically. Ample nearby facilities
PET ACCOMMODATIONS				Easily Accessible		No fencing	• On-leash only • No pet waste stations • No dog water fountains
PERFORMANCE/EVENTS		Ample nearby facilities					

Amenity present in good condition

Amenity present in condition needing improvement

Amenity not present

Amenity not feasible



GRAND STREET PARK



Open Informal Lawn Space, Unirrigated



ADA Portable Restroom Facility, and Parking Concrete Blocks



Willamette River Trail Concrete Path Connection



Mowed, Unirrigated Lawn Seasonally Dries Out

PARK DESCRIPTION

Grand Street Park is located on Grand Street just East of Highway 51, about 1/4 mile North of downtown. The Park is approximately 3 Acres of open informal unirrigated lawn space, frequently mown. Located adjacent to the Independence Dog Park, the parking area, portable restroom, dog bag station, trash, and water amenities are shared. The Willamette River Trail runs continuously along the East side with a generous concrete trail providing good connection to adjacent park spaces.

PARK ACCESS

The park is accessed via the Willamette River Trail which starts in Riverview Park downtown and runs North all the way to the North Riverfront Ballfield Complex and boat ramp. Grand Street directly ends into a large gravel parking area between this park, and the Independence Dog park.

PARK AMENITIES INVENTORY

	AVAILABILITY	+/- SIZE/ AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
canopy/shade		Edges of park	Good	At edge of mown lawn areas, at entry of park, and along trail			All Park trees pruned on a 5-7 yr cycle.
picnic							No picnic tables. Possible picnic opportunities on benches in the shade.
water access		not adjacent to water					
playground		Nearby playground at Riverview Park.					
lawn		5 Acres	• Mown/maintained frequently • Unirrigated • Very spotty and dry seasonally	Easily Accessible	Frequent informal daily and event use.		
sports facility							• No sports equipment on site noted. • Add sand to aid w/ compaction & drainage
pet accommodations				Adjacent to Dog Park			
performance/events		Nearby venue at Riverview Park.					

Amenity present in good condition

Amenity present in condition needing improvement

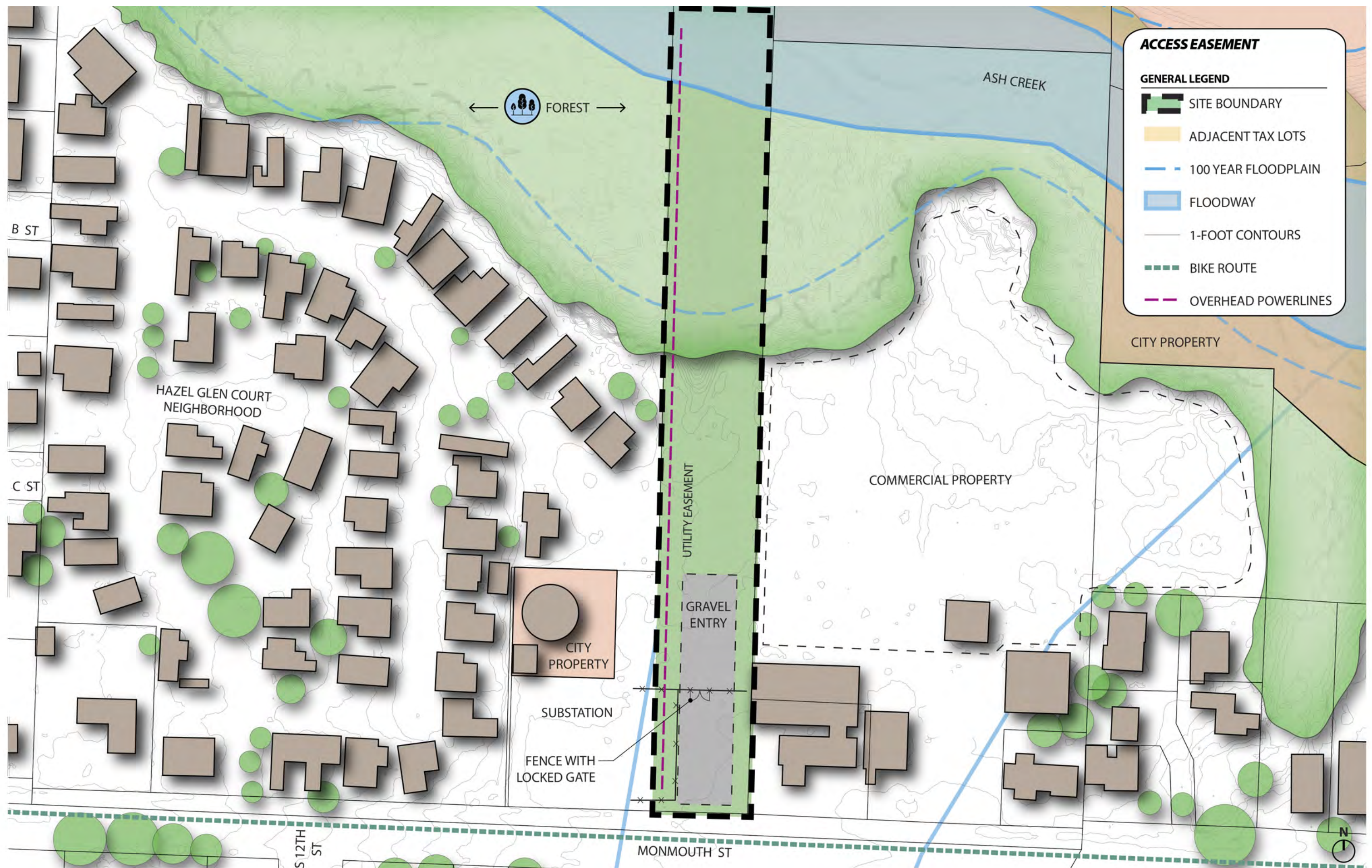
Amenity not present

Amenity not feasible

SITE CONSTRAINTS

- Informal trails in forsted area are a safety concern

	availability	approx size/ location	within 1/4 mile	accessibility/ obstacles
bike racks		No bike racks		Trail Connection
vehicle parking		• Gravel lot • 33 spaces	Yes	City Comment: Lot needs striping
ADA parking			No	
public transport		Main Street	Yes	
walking		• Main St • Grand St. • Polk St • Monmouth St. • Trail connection	Yes	



ACCESS EASEMENT



Pacific Power Easement



Pacific Power Easement



Power lines, seasonally mown open area



Power lines, seasonally mown open area

SITE DESCRIPTION

This linear parcel of land is currently restricted to public access and supports overhead power lines. It has a rough gravel area for vehicular access and parking for City and utility staff. It has grasses that are occasionally mowed to allow maintenance access. It contains a small segment of Ash Creek and connects to City Property A to the North. It holds potential for a trail connection as part of the overall network.

SITE ACCESS

The site is currently restricted by a chain link fence and locked vehicular gate, only accessible to city and utility staff. It has dense vegetation to the East and North, but connects with City Property A. There is driveway access on the South end of the property off of Monmouth St, which has a bike lane and nearby transit stops.

SITE CONSTRAINTS

- Overhead power lines
- Adjacency to utilities
- Undeveloped property to the North
- Ask Creek crossing and floodplain

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
BIKE RACKS				
VEHICLE PARKING		Open gravel area		Restricted by locked gate
ADA PARKING				
PUBLIC TRANSPORT			Bus stop on E Street	
WALKING			Adjacent to City Property A	

PARK AMENITIES INVENTORY

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE		Edges of lot	Overgrown/invasives	Not accessible	Infrequent use or not used	Power lines require clearances from tree canopy for safety	All Park trees pruned on a 5-7 yr cycle.
PICNIC		Conflict of uses with utility infrastructure					
WATER ACCESS							
PLAYGROUND		Conflict of uses with utility infrastructure					
LAWN							
SPORTS FACILITY		Limited space					
PET ACCOMMODATIONS							
PERFORMANCE/EVENTS		Limited space					

Amenity present in good condition Amenity present in condition needing improvement Amenity not present Amenity not feasible

CITY PROPERTY A

GENERAL LEGEND

SITE BOUNDARY

ADJACENT TAX LOTS

100 YEAR FLOODPLAIN

FLOODWAY

1-FOOT CONTOURS

OVERHEAD POWERLINES

HIMALAYAN BLACKBERRY IN RIPARIAN AREA

SIDE CHANNEL OF ASH CREEK
BLOCKED. POOR WATER
QUALITY AND NO APPARENT
FISH HABITAT

WETLAND SWALE FLOWING
NORTH INTO BLOCKED SIDE
CHANNEL OF ASH CREEK

CITY PROPERTY

PACIFIC POWER
EASEMENT



CITY PROPERTY A



Pacific Power Easement



Storm Drainage into Ash Creek



Power lines, seasonally mown open area



Overgrown/invasives in riparian areas

SITE DESCRIPTION

City Property A is a densely vegetated site along Ash Creek, between two residential neighborhoods. It lies mostly within the flood way of the Creek, and holds potential value for controlling flood waters, reducing heat island effect, and providing salmon and other wildlife habitat.

The Ash Creek Trail Master Plan outlined potential improvements along the creek at this and adjacent sites.

SITE ACCESS

There is currently no accessible entry into this space. The access to the North is fenced and blocked by overgrown vegetation, as is potential entry from the wastewater treatment plant. Potential access could occur from the South from the Access Easement property if vegetation was removed. Much of the site is overgrown with invasives and dense vegetation, restricting movement.

SITE CONSTRAINTS

- Lack of access
- Invasive species
- Ash Creek and floodplain
- Permitting restrictions
- Improvements dependent on impacts to adjacent properties for access and continuity
- Site for previous riparian restoration work

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
BIKE RACKS	○			
VEHICLE PARKING	○			
ADA PARKING	○			
PUBLIC TRANSPORT	○			
WALKING	○			

PARK AMENITIES INVENTORY

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE	●	Edges of lot	Overgrown/invasives	Not accessible	Infrequent use or not used		All Park trees pruned on a 5-7 yr cycle.
PICNIC	○						
WATER ACCESS	○						
PLAYGROUND	⊗	Conflict of uses					
LAWN	⊗	Conflict of uses					
SPORTS FACILITY	⊗	Conflict of uses					
PET ACCOMMODATIONS	○						
PERFORMANCE/EVENTS	⊗	Conflict of uses					

● Amenity present in good condition

● Amenity present in condition needing improvement

○ Amenity not present

⊗ Amenity not feasible

CITY PROPERTY B EXISTING SITE ANALYSIS (BY OTHERS)

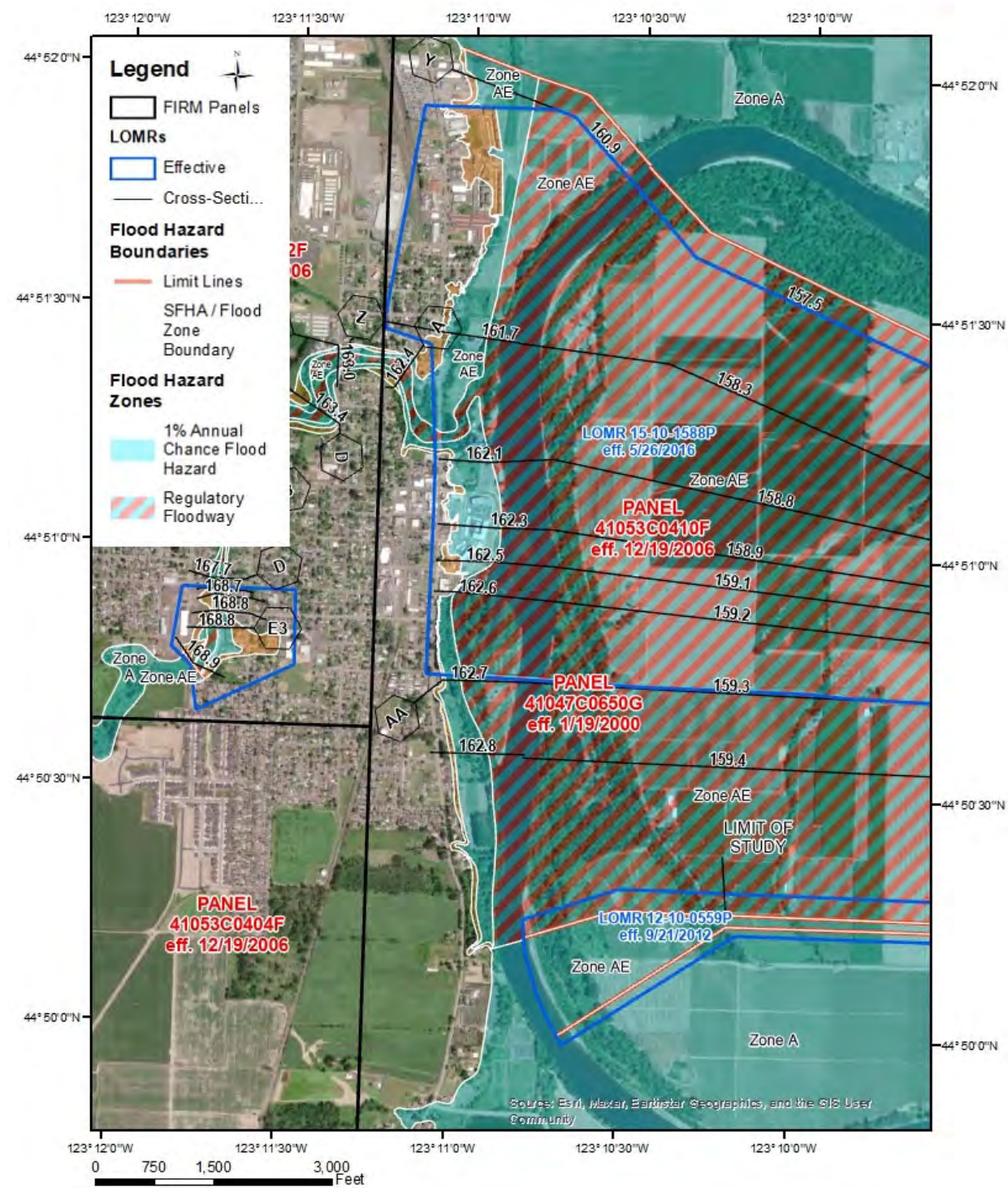


Figure 3 – Study area with Effective FEMA flood hazard mapping



Photo 1. Typical vegetation of study area (Facing south).



Photo 2. Trees in Wetland A (Facing south).



Photo 3. Plot in Wetland A (Facing South).



Photo 4. Upland vegetation of wetland A (Facing west).

CITY PROPERTY B



Aerial View



Aerial View



Aerial View



Aerial View

SITE DESCRIPTION

This group of parcels sit adjacent to the Willamette River, East of Main St. and some residential properties, and South of Independence Landing. Much of the land lies within the floodplain of the River, and it floods often. It is interrupted by a few private parcels that would require easements to allow for continuity. Much of the land is densely vegetated, with a large amount of tree cover.

SITE ACCESS

This group of publicly owned sites has no formal access on foot or by vehicle. Portions of the site are adjacent to Main St and the Willamette River Trail terminates at the boundary of Independence Landing on its North end.

SITE CONSTRAINTS

- Limited Access into site
- Located in floodplain
- Environmental regulations and permitting
- Adjacent land ownership that breaks up continuity
- Potential conflict at South end of path and existing wells.
- No access to sidewalks, parking, or bike lanes at South end.

	AVAIL.	APPROX SIZE/ LOCATION	WITHIN 1/4 MILE	ACCESSIBILITY/ OBSTACLES
BIKE RACKS	○			
VEHICLE PARKING	○			
ADA PARKING	○			
PUBLIC TRANSPORT	○			
WALKING DIST	○			

PARK AMENITIES INVENTORY

	AVAIL.	+/- SIZE/AMOUNT	CONDITION	EQUITABLE ACCESS	FREQUENCY OF USE	OBSTACLES	DEFICIENCIES/NOTES
CANOPY/SHADE	●	Edges of lot	Overgrown/invasives	Not accessible	Infrequent informal use		
PICNIC	○						
WATER ACCESS	○						
PLAYGROUND	⊗	Limited space					
LAWN	⊗	Conflict of use with sensitive habitat areas					
SPORTS FACILITY	⊗	• Limited space • Conflict of use with sensitive habitat areas					
PET ACCOMMODATIONS	○						
PERFORMANCE/EVENTS	⊗	• Limited space • Conflict of use with sensitive habitat areas					

● Amenity present in good condition

● Amenity present in condition needing improvement

○ Amenity not present

⊗ Amenity not feasible



Section 6: Constraints

DEVELOPMENT FEASIBILITY: OVERVIEW

PROCESS OVERVIEW

While determining which improvements to make to the City's Park system, it's important to understand and account for site and project constraints that could limit or slow implementation, add project costs, put the investment at risk, or only achieve minimal returns on addressing the community's needs. The PSMP reviewed and considered several constraints outlined below to help frame the context for identifying potential improvements and prioritizing system-wide projects.

CONFLICT OF USES AND ADJACENCIES

Existing site amenities and features, as well as the surrounding context, are important to consider when placing new amenities in a park. Projects need to make sure uses are compatible when it comes to user groups, circulation, noise and energy level, and neighboring properties. Care should be taken to preserve sensitive habitat and ecosystems when considering additional uses for each site.

COSTS OF IMPROVEMENTS OR MAINTENANCE

The City has a limited amount of funds and staff time each year for maintaining existing amenities, as well as adding new ones. With construction costs continuing to escalate, it's important to balance the quantity and quality of new improvements to support system-wide community needs and minimize maintenance costs of the City's investment. With so many projects to choose from, trade-offs should be considered around choosing a few large projects versus several smaller ones when trying to maximize community impact and access.

PROJECT TIMELINE

Some types of projects or improvements require additional time in the schedule due to added coordination or review steps. These factors can significantly delay when a project is completed and ready for community use. Projects that typically require extra effort include those that affect the public right-of-way, cross property boundaries, interact with utilities, are located near floodplains or wetlands, or trigger updates to other City planning documents.

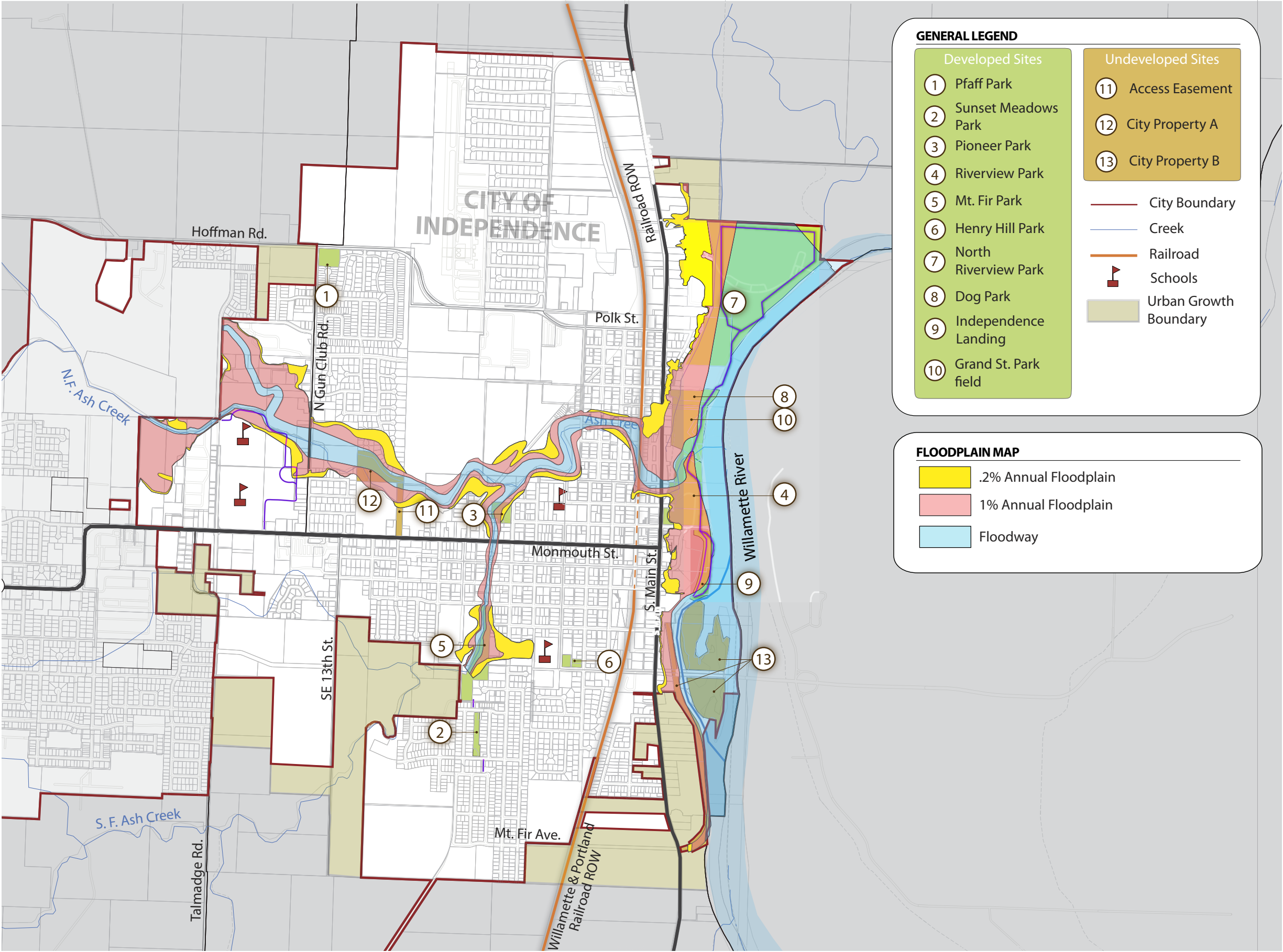
AVAILABLE SPACE, RESOURCES, OR INFRASTRUCTURE

Due to the size of available City properties and the presence of existing amenities and features, some amenities simply won't fit in the available space in certain parks. Some properties will not have access to the needed infrastructure to support operations, such as power, water, or sewer. Some desired amenities require specialty resources - like stream or riverfront - that aren't present on some sites.

LAND OWNERSHIP

Many park system plans look to address needs through the purchasing of land that the City doesn't yet own in order to fill service gaps or promote connectivity. This often comes with additional legal processes, extra time, and added costs that can drag on implementation or significantly reduce funding available for other work.

FLOODPLAIN
MAP



DEVELOPMENT CONSTRAINTS: FLOODPLAIN

// WETLAND AND FLOODPLAINS

Several City properties lie within or adjacent to the floodway or floodplain of Ash Creek or the Willamette River. This condition limits what can or should be built in these areas and carries with it additional permitting costs and time that could delay projects significantly. Locating improvements in these areas could put them at risk for damage, limit their year-round availability for public use, and also account for an increased amount of maintenance time and costs for upkeep.

FEMA NATIONAL FLOOD INSURANCE PROGRAM (NFIP) – ENDANGERED SPECIES ACT (ESA) INTEGRATION IN OREGON

FEMA is preparing an Environmental Impact Statement (EIS) to assess the agency's effects on ESA species through its implementation of the NFIP. FEMA began coordinating with communities participating in the NFIP to determine how they meet or plan to meet ESA requirements. In general, the NFIP-ESA requires a range of potential measures that NFIP-participating communities must implement collectively (i.e., across the state of Oregon) to

meet a “no net loss” standard for flood storage, water quality, and riparian vegetation, three key natural floodplain functions.

The City participates in the NFIP and, as such, is in the process of implementing a new floodplain management ordinance to comply with the NFIP-ESA. In general, development (i.e., defined as “any man-made change to improved or unimproved real estate, including but not limited to, buildings or other structures, mining, filling, grading, paving, excavation or drilling operations, or storage of equipment or materials.” Per 44 C.F.R. 59.1, in special flood hazard areas (i.e., “SFHA”, FEMA-mapped flood plains or floodways)) must comply with “no net loss” standards in the NFIP-ESA. Development activities:

1. Cannot reduce the ability of fish to access and egress undeveloped spaces within an SFHA
2. Cannot increase the amount of impervious surface area within an SFHA or must use low-impact development techniques (i.e. green stormwater infrastructure) to infiltrate and treat stormwater runoff from new impervious surface areas.

3. Cannot result in the net loss of trees 6 inches in diameter at breast height or greater within an SFHA.

Proposed projects within this PSMP potentially located within a mapped SFHA must document how they meet the “no net loss” standard. This could include additional environmental field work such as wetland/waterway delineations, fish habitat assessments, an ecological assessment, tree surveys, geotechnical investigations, and stormwater management design. Projects that cannot meet the “no net loss” standard need to provide onsite mitigation (preferred) or offsite mitigation for the lost floodplain functions.

Therefore, projects using the state/national wetland inventory within a mapped floodplain or floodway or within 170 feet (i.e., the riparian buffer zone) of wetlands or waterways will pose greater implementation challenges due to these constraints.



RIVERFRONT PARK AFTER RAIN STORM - APRIL 2019



Section 7: Recommendations

RECOMMENDATION OVERVIEW

The recommendations of this Plan prioritize the alignment of development code, park and trail planning and improvements, and maintenance with the Community Values, priorities, and available resources. They focus on upgrades to and maintenance of current City assets and properties in a way that incorporates the desired recreational amenities to meet current industry standards.

The goal of the development code updates is to provide clear parameters and expectations for land dedication as part of private residential development. This will help supplement the existing park system with new amenities as the population increases and expands from its current boundary.

The trail and park recommendations build off of previous studies and align the approaches with current community needs and updated constraints. They include known obstacles that could lead to increased costs, schedule delays, or regulatory hurdles during the design or construction. Designs include ways to improve resilience and reduce maintenance time, money, and material use in the future. Park recommendations are a reflection of the inventory process which identified missing amenities that are feasible to add, as well as ones that need upgrades.

7.1 DEVELOPMENT CODE & LAND DEDICATION

The City's PSMP is intended to assess the current parks, trails, and recreational facilities within the City and its UGB, and to provide recommendations for future improvements to parks, trails, and amenities throughout the community.

Following adoption of this PSMP, the City anticipates updating selected sections of its Comprehensive Plan (see Appendix) and Development Code to support its implementation. One potential focus area involves revising Development Code provisions related to the future dedication of land or facilities by developers for park and recreation use. This section outlines the current Code requirements, identifies potential updates, and presents key discussion questions for consideration.

It should be noted that park land or park facility dedication is just one element of a larger set of strategies that can be used to acquire land and fund the development, maintenance, and operation of park and recreation facilities.

For example, park land dedication can work in concert with and must be coordinated with use of System Development Charges

("SDCs"), which are also used to pay for the development of facilities that serve new growth and development. In some cases, SDCs may be a more appropriate mechanism for funding such facilities, particularly for improvements to existing parks that serve larger areas or the community as a whole, compared to parks that serve a more discrete geographic area. The relationship between park land dedication and SDCs is noted in several cases in this section. The following graphic also illustrates the range of tools that cities in Oregon use to help achieve objectives related to acquisition of park land and development of park and recreation facilities.

Ultimately, park dedication requirements, in combination with other funding and land acquisition strategies, should be aimed at achieving the overall objectives of the PSMP and the City's vision and available resources for providing park and recreation facilities. The PSMP will articulate those issues to provide the foundation for the types of recommendations contemplated in this section.



EXISTING REQUIREMENTS

The City currently requires dedication of land for park and recreation purposes as part of its Subdivision requirements in Section 90 of the Development Code. Subsection 90.90.060 includes the following requirements.

90.90.060 Land for Public Purposes

A. The applicant shall dedicate to the City a tract of land within or adjacent to the proposed subdivision, not less than 6.25 percent of the gross area of said subdivision for public park and recreation purposes. Any tract of land dedicated shall be approved by the City as being suitable and adaptable for park and recreation uses.

B. At the option of the Planning Commission, the City may permit the applicant to pay a sum of money in lieu of dedication of land. Said sum shall equal 13.0 percent of the market value of the undivided land as of the date of final plat approval, as carried on the tax roll or as determined by the Polk County Assessor. Payment of said funds must be made at the time of approval of the final plat map.

C. All funds collected in lieu of land shall be credited to a public park and recreation development fund which may only be expended by resolution of the City Council for the purpose of acquiring land for park and recreation purposes or for the development of existing park lands.

POTENTIAL UPDATED REQUIREMENTS AND DISCUSSION QUESTIONS

The City may want to update its existing requirements based on current best practices and findings from other communities which utilize similar code provisions. Project staff have reviewed requirements from several jurisdictions and identified a set of best practices and questions for the City. They include the following topics and preliminary recommendations.

// THRESHOLD(S) FOR APPLICATION

Currently there is no minimum size threshold for application of the park dedication requirements. The City should determine whether it wants to establish a minimum threshold for the size of a subdivision (in terms of acres or dwelling units) to which these requirements apply. Below a certain threshold, the amount of land dedicated for a park likely will not be manageable or practical for creating a park. For example, a 20-lot subdivision with 6,000 square foot lots, would result in a dedication of 7,500 sf of land – possibly enough for a pocket park or small playground but not much more than that.

RECOMMENDATIONS

- Establish a threshold for the size of land dedicated to construct developed park facilities (e.g., neighborhood or mini-neighborhood parks) as described in the Tiered Approach summarized below.
- Ensure that land dedication or easement requirements are applied to high priority trail corridors as part of the development process.

// FEE-IN-LIEU PROVISIONS

The City's current requirements incorporate a fee-in-lieu provision. It states that: "At the option of the Planning Commission, the City may permit the applicant to pay a sum of money in lieu of dedication of land. Said sum shall equal 13.0 percent of the market value of the undivided land as of the date of final plat approval, as carried on the tax roll or as determined by the Polk County Assessor. Payment of said funds must be made at the time of approval of the final plat map" Fee-in-lieu provisions are considered a best practice for park dedication requirements and are important to ensure that smaller developments contribute to the cost of land acquisition to support development of new, future parks.

RECOMMENDATIONS

- Retain the fee-in-lieu provision in the dedication requirements.
- Incorporate thresholds for the fee-in-lieu provisions in the Tiered Approach described below.
- Reassess the percentages associated with these provisions to ensure that they accurately reflect the amount of land needed to support the park system.

// TIERED APPROACH

A tiered approach is recommended for the dedication requirements. The recommended structure is as follows:

- Small developments. For developments where the required dedication will be less than 0.25 acres, the development will contribute a fee-in-lieu of land dedication that would be used to pay for land acquisition by the City to build needed parks.
- Medium size developments. For developments of where the required dedication will be between 0.25 and 1.5 acres, the development will dedicate land for and potentially construct a small park or recreation facility, such as a pocket park, play area, or plaza with recreational amenities. This facility can be dedicated to the public and managed by the City or can be managed and maintained by the property owner or associated homeowner's association or similar organization. It will be used primarily by residents of the development but if it fronts a public street, it will be open to and accessible by the general public.
- Large developments. For developments where the required dedication will be greater than 1.5 acres, the development will dedicate land consistent with the updated land dedication requirements. The developer can develop the facility with amenities identified in the PSMP and receive SDC credits for their costs where eligible or the required facility can be developed by the City. In either case, the park will be dedicated to and maintained by the City and would be open and accessible to all city residents.

In addition to this set of requirements, the Development Code should also require dedication of land or easements needed to create trails or trail connections that are identified in the City's PSMP or local area plans such as the SouthWest Independence Concept Plan.

// SITE REQUIREMENTS FOR DEDICATED LAND

Currently, the City requires that any tract of land dedicated be "suitable and adaptable for park and recreation uses." We note that does not meet the state requirement for residential code standards to be clear and objective. It also opens the door for significant variations in how the requirements are applied, with potentially disparate results for different subdivisions and neighborhoods. As a result, the City may want to consider including additional, more specific requirements that describe the condition of the land to be dedicated, such as:

- Relatively flat (average slope of no more than a certain percent).
- Relatively unconstrained by natural resources (e.g., no more than a certain percent may be subject to riparian, wetland, or similar constraints).
- Minimum width requirements (to ensure that a dedicated piece of land isn't too narrow for development of desired facilities or amenities)

RECOMMENDATIONS

Incorporate more specific requirements associated with future land dedications, including the following:

- Topography: The average slope of the portion of the site located outside a natural resource area may not exceed five (5) percent.
- Constraints: Any dedicated property must include a minimum of 25,000 square feet of land or 60 percent of the total site area (whichever is greater) that is free of natural resource constraints.
- Access and safety barriers: Land area must be contiguous and uninterrupted by vehicular circulation or other obstacles that pose safety or access issues to the general public.
- Trail Corridors: Land or easements to be used for trail corridors must include a minimum width of 20 feet to accommodate trails and setbacks located outside the boundaries of any adjacent riparian area floodways or other natural resource feature. For best long-term durability, locate outside of the 100-year floodplain.
- Minimum width or length: The minimum shortest dimension of a park site shall be no less than 100 feet to ensure that it is adequate to accommodate the types of amenities required for a given park category (e.g., playground, open turf area, or other larger component of the facility).
- Combined facilities: For any facility that is required to provide more than one public facility function (e.g., a stormwater detention facility combined with a developed park or trail), the portion dedicated to the park facility must meet the minimum park dedication standards.

// MULTI-FAMILY DEVELOPMENT DEDICATION REQUIREMENTS

The City also currently only applies its dedication standards to subdivisions. However, the City also requires multi-family residential facilities in certain zones to provide recreation areas as part of the development. These standards could require development and dedication of active recreation facilities to multi-family developments over a certain size to ensure that they include outdoor recreation areas. In the City's High-Density Residential (RH) Zone, multi-family residential uses are required to provide 300 square feet of recreation area per dwelling unit (see IDC 22.065(D)). The Mixed Density Residential Zone (MX) also requires 15 percent of the site to be permanently reserved as usable common open space in developments that are at least three acres in size (see IDC 23.065(A)(1)). These provisions could be updated to require certain types of amenities be included (e.g., play structure, seating, shade trees, etc.). The City also may want to specify if these facilities should be dedicated to the City or owned and maintained by the private development.

RECOMMENDATIONS

- Update requirements for multi-family and mixed use zones to include specific amenities within required recreational areas. The updated requirements would ensure that recreational areas within new developments include appropriate amenities as part of their design and construction. They may or may not include all baseline amenities identified for neighborhood parks or mini-parks, given the relatively small size of recreational areas within multi-family developments.
- Consider updating requirements for multi-family and mixed use zones to specify whether required recreation areas and amenities will be maintained by the City or the private developer or property owner.

// ADDITIONAL RECOMMENDATIONS

Other recommendations include the following

- Alternative Discretionary Path. We recommend that the City provide for a more flexible, discretionary path (at the applicant's option) that allows the City and developer to negotiate for a land dedication that meets the intent but not all the specific requirements of the dedication process. Resulting decisions would require approval by the City Council.
- Other standards or requirements. We recommend the following types of provisions be incorporated in the land dedication provisions:
 - Phasing – specify when the dedication for new park land should occur during a multi-phase development (e.g., occur during the first phase or occur in pieces during each phase as long as each dedication contributes to the park concept in the annexation master plan).
 - Site preparation – require the site to be graded and that no spoils from construction activities be placed on the site.
 - Contamination – require the site to be free of contamination by hazardous materials.

// RELATED TOOLS AND STRATEGIES

As noted previously, development code provisions that require park land or facility dedication are just one mechanism for ensuring that the City can meet its goals for maintaining and enhancing its park and recreation system over the long term. Other tools and strategies include:

- System Development Charges. These can be used to pay for facilities necessitated by new growth, including to help pay for a portion of the cost of adding or upgrading amenities to existing parks where new residents will use them as long as they are identified in the master plan and are eligible projects in the capital improvement plan.
- Area Plans. The SouthWest Independence Concept Plan is an example of a local area plan that identifies the need and general locations for new parks and trails. The PSMP and local area plans should be used in conjunction with park land dedications to acquire land and build new parks and trails.
- Development Agreements. These also can be used in growth areas or as part of approval of individual new developments to define responsibilities for paying for the development and future maintenance of park facilities.
- Park System Maintenance Fee. These fees can be adopted by a City Council through an ordinance and applied to all households and/or businesses to help cover the cost of ongoing maintenance of park and recreation facilities.

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7.2 DESIGN CHOICES & OPERATIONS AND MAINTENANCE STRATEGIES

While additional or upgraded amenities will greatly contribute to improved experiences in the City's parks, trails, and open spaces, it's important not to lose site of the regular maintenance and upkeep of existing features and character. Design and planning decisions can have a notable impact on operations and maintenance costs and staff time, so care should be taken to make choices that reduce long-term efforts when feasible. Maintenance practices can also shift towards preventative care that could contribute to longer-lasting amenities and landscapes, and reduce the extra costs needed to address more serious issues after they happen.

Lawns

Well-maintained active lawns are important for providing flexible public open space. They should be located and sized to support informal active recreation when space allows. Attention should be made for using different seed or turf mixes to align with sun exposure and level of use. Lawn spaces should consider soil composition, grading, and supplemental drainage systems to avoid local ponding and flooding.

Lawn spaces should be mowed and irrigated regularly where active uses are high. If resources are limited, consider less-frequent mowing and reduced water use in locations that don't see active recreation.

Understory Plantings

Native and drought-tolerant plantings with a layer of mulch will lead to lower maintenance resources over time, as well as provide a healthier habitat for local wildlife. Selection and placement based on texture and seasonal interest can provide a pleasant natural character around frequented areas and pathways. Educational signage could be appropriate to support public outreach and manage expectations.

Planting areas should be mulched and pruned annually to support long-term health and reduce water use. Invasives should be monitored and removed, especially when adjacent to waterways. Consider partnering with local non-profit or volunteer groups to assist with invasive removal and increase maintenance capacity.

Tree Canopy

The public tree canopy is a vital resource to provide cooling, stormwater benefits, habitat, improve air quality, and beautification. Trees should be placed in order to shade hardscape surfaces, pathways, and gathering areas. Clusters of trees are more effective in providing benefits. Trees should be selected with native and adaptive species as a priority, and placed to avoid conflicts with hardscape and infrastructure when reaching a mature size.

Perform regular assessments of tree health, structure, pest and disease monitoring, and hazard identification. Identify non-adaptive species and work to replace them with native or adaptive trees over time. Ensure trees receive proper watering in the summer months, especially around extreme heat events. Prioritize regular pruning along trails, pathways, and above park amenities like playgrounds or picnic areas. Ensure that any newly planted trees are monitored, watered, and pruned to support establishment and healthy growth.

Irrigation

Select drought-tolerant plant species when feasible. Group plantings together based on sun exposure and water use to prevent over-watering. Zone trees and understory plantings separately. Tie systems to central weather station to align with precipitation patterns.

Inspect system regularly for leaks or overspraying. Switch out to more efficient components when resources allow. Reduce use once landscapes establish. Ensure plans and resources exist for supplemental watering during extreme heat events.

Furniture, Lighting, and Equipment

Source items from a consistent list of suppliers to keep replacement and upkeep efficient. Select durable materials to reduce wear from use, weather, and sun exposure. Ensure an adequate percentage of furniture at each amenity location supports accessibility requirements. Utilize efficient and Dark Skies or equivalent lighting, and consider the use of motion sensors to minimize light pollution.

Replace or repair damaged, unusable, or inaccessible furniture. Ensure there is clear access and pathways to seating and picnic areas. Upgrade lighting fixtures to more efficient lamp types.

Playgrounds and Fitness Equipment

Select equipment that is durable and provides opportunities for inclusive play and exercise for people of all ages and abilities. Ensure there are adequate resources for rest and hydration nearby.

Inspect protective surfacing and fiber mulch to ensure proper depth and safety compliance around play and fitness equipment. Visually inspect equipment for signs of rust, splintering or other safety concerns and perform corrective actions when discovered.

Shelters and Restrooms

Source items from a consistent list of suppliers to keep replacement and upkeep efficient. Select durable materials to reduce wear from use, abuse, weather, and sun exposure. Provide lighting and timed locks for safety. Ensure to accommodate accessible pathways, hardware, access, and maneuverability.

Clean restrooms regularly and after large events. Monitor use and ensure restrooms can support recreational events and activities during all seasons.

7.3 PROJECT PRIORITIZATION

Each draft park and trail project was presented to the public for review and consideration. The boards included the project pages and trail map that highlighted existing amenity conditions, site constraints, and recommended upgrades. The project priority ranking (next page) reflects the results of the public input on how important each of the projects are to the community. Each project received a rough, high-level cost estimate in order to help understand the order of magnitude for each investment.

The intent of this prioritization and Capital Improvement Plan is for each project to be completed in full in the order of their ranking - as budgets allow. The project pages represent a starting point for improvements that could be implemented for each site in order to get them up to best practices and standards. Additional features or amenities could be included at the discretion of the City, knowing that additional costs spent may take away from improvements at other sites, which could work against the value of Equitable Access. Final decisions on each project design will happen during the design process based on available funding and community feedback. Total project costs are included for each project, including construction and soft costs, but excluding escalation due to inflation. See Appendix for full cost breakdowns on project cost sheets.



Community members rate projects at Open House #2

Priority	Project Name	Project Type	Project Cost	Description
1	Riverview Park	Park	\$ 6,368,700	Existing park renovation
2	Pool at Henry Hill Park	Park	not costed**	(Pending property sale, recommendations not included)
3	North Riverview Park	Park	not costed**	(Ball field and parking areas to be sold, recommendations not included)
4	Henry Hill Park	Park	\$4,927,000	Existing park renovation
5	Trail E	Trail	\$7,768,400	Trail along City Property B, connecting Independence Landing with South Main Street
6	Independence Landing	Park	\$703,000	Recently developed park minor improvements
7	Trail F	Trail	\$544,700	Trail Project - Main St to Willamette River Trail, North of Dog Park
8	Trail B	Trail	\$5,336,500	Trail Project - Along Ash Creek, between N. Gun Club Rd, and Main St
9	Pioneer Park	Park	\$3,570,000	Existing park renovation
10	Mt Fir Park	Park	\$2,899,000	Existing park renovation
11	Trail A	Trail	\$3,120,000	Trail Project - Along Ash Creek, between the Western City boundary to N. Gun Club Rd (includes Access Easement)
12	Pfaff Park	Park	\$2,608,000	Existing park renovation
13	Dog Park	Park	\$1,278,000	Existing park renovation
14	Trail G	Trail	\$1,121,900	Trail Project - Along South Fork Ash Creek, West of Mt. Fir Park
15	Grand Street Park Field	Park	\$1,567,000	Existing park renovation
16	Trail D	Trail	\$3,699,800	Trail Project - Along Western edge of Wastewater Treatment Plant, from Monmouth St. to Polk St
17	Trail C	Trail	\$2,047,500	Trail Project - On property North of Wastewater Treatment Plant, West of Williams St.
18	Sunset Meadows Park	Park	\$3,400	Recently developed park minor improvements. Could be installed with operational funds by City staff.
*	Trail H	Trail	\$3,682,500	Trail Project as part of private development in Central Talmadge Plan
*	Trail I	Trail	\$5,776,500	Trail Project as part of private development in Southwest Independence Concept Plan

* Not ranked by public input. Will be part of future private land development.

** Public prioritization survey occurred prior to properties being listed on sale.

7.4 RECOMMENDATIONS FOR PARK SITES

// PROCESS OVERVIEW

Building off of the amenity inventory, the team considered the development constraints and assessed which amenities were not feasible to add to each site. This could be due to one or multiple constraints that made these added amenities impractical to include in the final project list.

After this feasibility review, proposed improvements were identified for each site that were a combination of improved existing features and added features. The following pages explore how each site can move towards the Project Values, and infill desired amenities across the park system, with a list of recommended improvements.



Park Amenities Inventory Summary

	 path/trail	 canopy/shade	 picnic	 water access	 playground	 lawn	 sports facility / fitness	 pets	 gathering
Pfaff Park									
Sunset Meadows Park									
Pioneer Park									
Riverview Park									
Mt. Fir Park									
Henry Hill Park									
North Riverview Park	Future property ownership uncertain at time of this Plan. No recommendations included.								
Dog Park									
Independence Landing									
Grand St. Park Field									
Access Easement	Included in Trail A*								
City Property A	Included in Trail A*								
City Property B	Included in Trail E*								



Amenity present in good condition



Amenity present in condition needing improvement



Amenity not present



Amenity not feasible

* See trail recommendations beginning on page 126

PFAFF PARK



Aerial View



Existing Playground

Site Constraints

- None

Project Cost Estimate

\$2,608,000

Community Ranking: 12

Amenity Recommendations

	Existing	Recommendations
 canopy/shade		Add Shade Trees to South Side of Lot
 picnic		Replace Picnic Table Under Shelter
 water access		No Access to Water
 playground		Replace Playground with Accessible and Durable Equipment
 lawn		Regrade and Replace Lawn With Plantings to Address Drainage Issue
 sports facility		Resurface and Re-Stripe Basketball Court
 pet accommodations		
 performance/events		
 bike accommodations		Add Bike Racks
 vehicle parking		- Stripe Lot - Add a Driveway from N Gun Club Rd.
 ADA parking		Stripe for ADA Parking
 public transport		
 hiking/walking		Replace Uneven Sidewalk
other		

Existing Assessment:  Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible

SUNSET MEADOWS PARK



Concrete Circulation Path and Benches



Nature Play area

Site Constraints

- Newly constructed, low priority for additions or changes
- Limited space
- Close adjacency to residences

Project Cost Estimate

\$3,400

Community Ranking: 18

Amenity Recommendations

	Existing	Recommendations
 canopy/shade		Monitor newly planted trees and infill with additional shade trees as needed
 picnic		
 water access		No Access to Water
 playground		
 lawn		
 sports facility		Limited Space
 pet accommodations		
 performance/events		Limited Space
 bike accommodations		Add Bike Racks
 vehicle parking		
 ADA parking		No space on site for ADA Stalls
 public transport		
 hiking/walking		
other		

Existing Assessment:  Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible

PIONEER PARK



Birdseye View of Open Lawn and the Playground



Water Facility and Playground Edge

Site Constraints

- Ash Creek floodplain (100-year floodplain and associated environmental permitting)
- New sidewalks and new/replaced pavements within the riparian zone will require storm water management facilities
- No public sidewalks for access

Project Cost Estimate

\$3,570,000

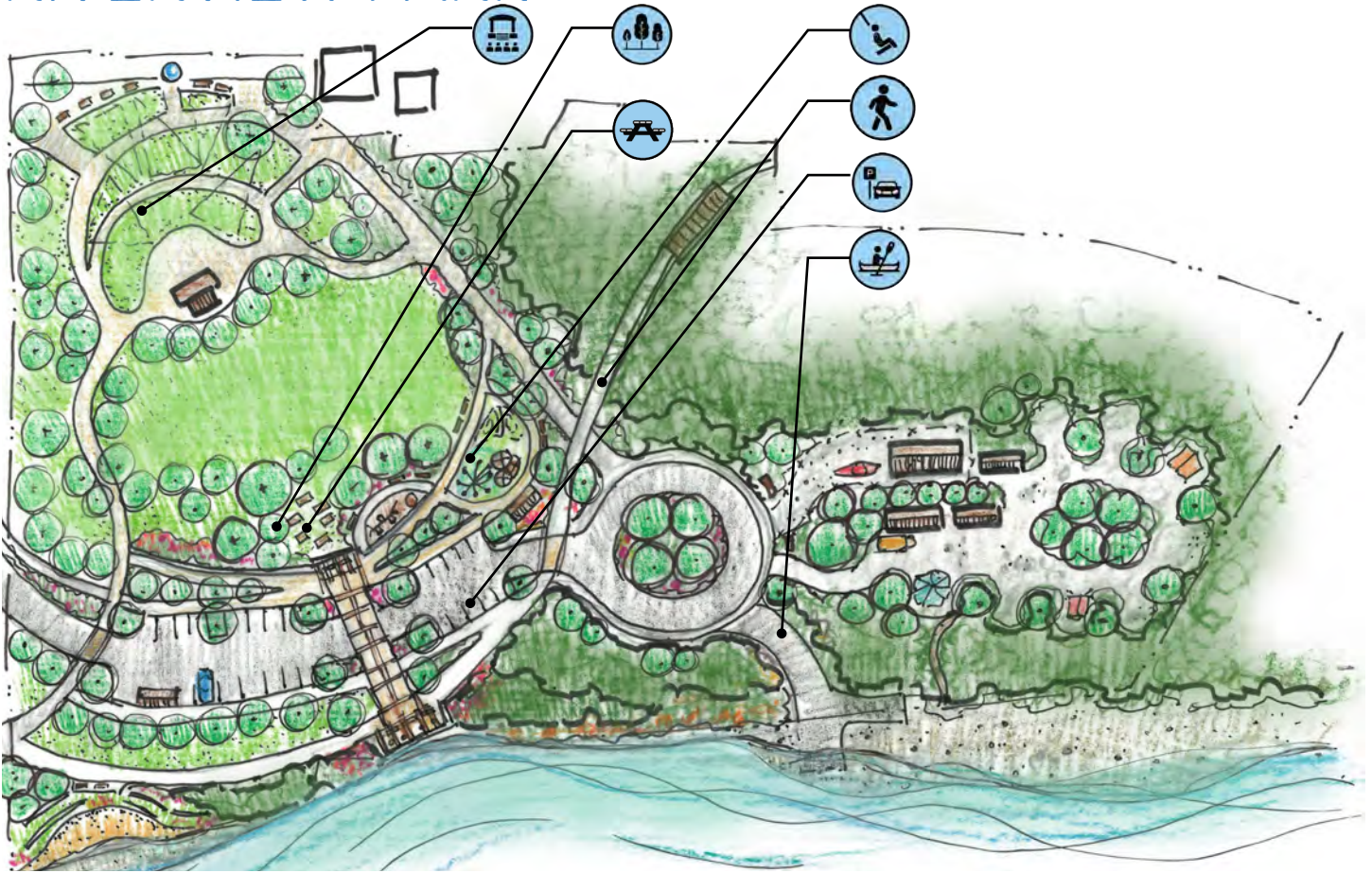
Community Ranking: 9

Amenity Recommendations

	Existing	Recommendations
 canopy/shade		
 picnic		Replace Picnic Tables, Add Accessible (Flat, Paved Surface) Walkways to Picnic Area
 water access		Formalize Footpath Adjacent to Site: Ash Creek Trail Connection
 playground		Replace Playground with Accessible and Durable Equipment
 lawn		
 sports facility		Consider Half Court Basketball
 pet accommodations		
 performance/events		Limited Space
 bike accommodations		Add Bike Racks
 vehicle parking		- Pave and Stripe Lot - Add Signage to Clarify Where to Park - Construct frontage on 7th St.
 ADA parking		Stripe for ADA Parking
 public transport		
 hiking/walking		- Add Public Sidewalk/Paved Pathways and Other Frontage Improvements for Access Into Site - Add internal walkways with benches and site lighting
other		

Assessment: Existing  Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible

RIVERVIEW PARK



Birdseye view: Amphitheater, Lawn, Riverfront Parking



Willamette River from Boat Launch/Gravel Beach

Site Constraints

- Located in floodplain of Willamette River and Ask Creek (100-year floodplain and associated environmental permitting)
- New sidewalks and new/replaced pavements within the riparian zone will require stormwater management facilities
- Steep slopes at the river will make access challenging

Project Cost Estimate

\$6,368,700

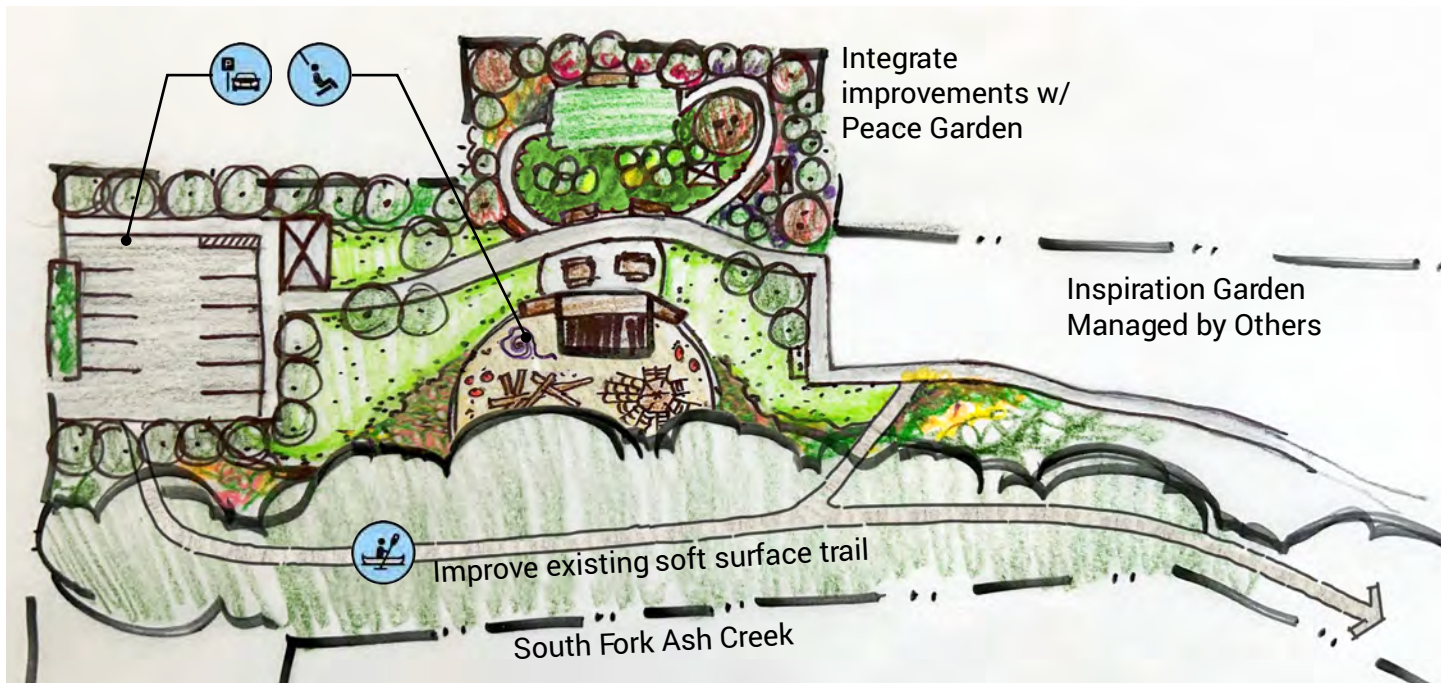
Community Ranking: 1

Amenity Recommendations

	Existing	Recommendations
 canopy/shade		Replace Missing/Dead Landscape Planting and Trees
 picnic		Add Picnic Tables
 water access		Accessible Path to the River
 playground		Replace Playground with Accessible and Durable Equipment
 lawn		
 sports facility		
 pet accommodations		
 performance/events		Add infrastructure to add shade canopies over amphitheater
 bike accommodations		
 vehicle parking		- Redesign parking lot to accommodate required capacity and flexibility for events. Design should comply with Willamette River Greenway Rules to accommodate pathway(s), safe multi-modal uses, and access to the river. - Add Clear Signage - Add EV charging stations
 ADA parking		Stripe for ADA Parking
 public transport		
 hiking/walking		Safe Trail Connection from Ash Creek Bridge to Independence Landing. Locate around parking lot to minimize pedestrian-vehicle conflicts with clear wayfinding.
other		Campground: - Upgrade Showers - Add Picnic Tables and Benches - Delineate Campsite Perimeter/Edges - Site Markers and Space Numbers

Existing Assessment:  Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible

MT. FIR PARK



Park Entry Gravel Lot with Raingarden, and Bike Rack



Open Flexible Lawn Space with Some Shade Trees

Site Constraints

- Permitting adjacent to Ash Creek (100-year floodplain and associated environmental permitting)
- New sidewalks and new/replaced pavements within the riparian zone will require storm water management facilities
- Adjacent Property is designated with Hazmat requirements, so any land expansion or trail development could be affected

Project Cost Estimate

\$2,899,000

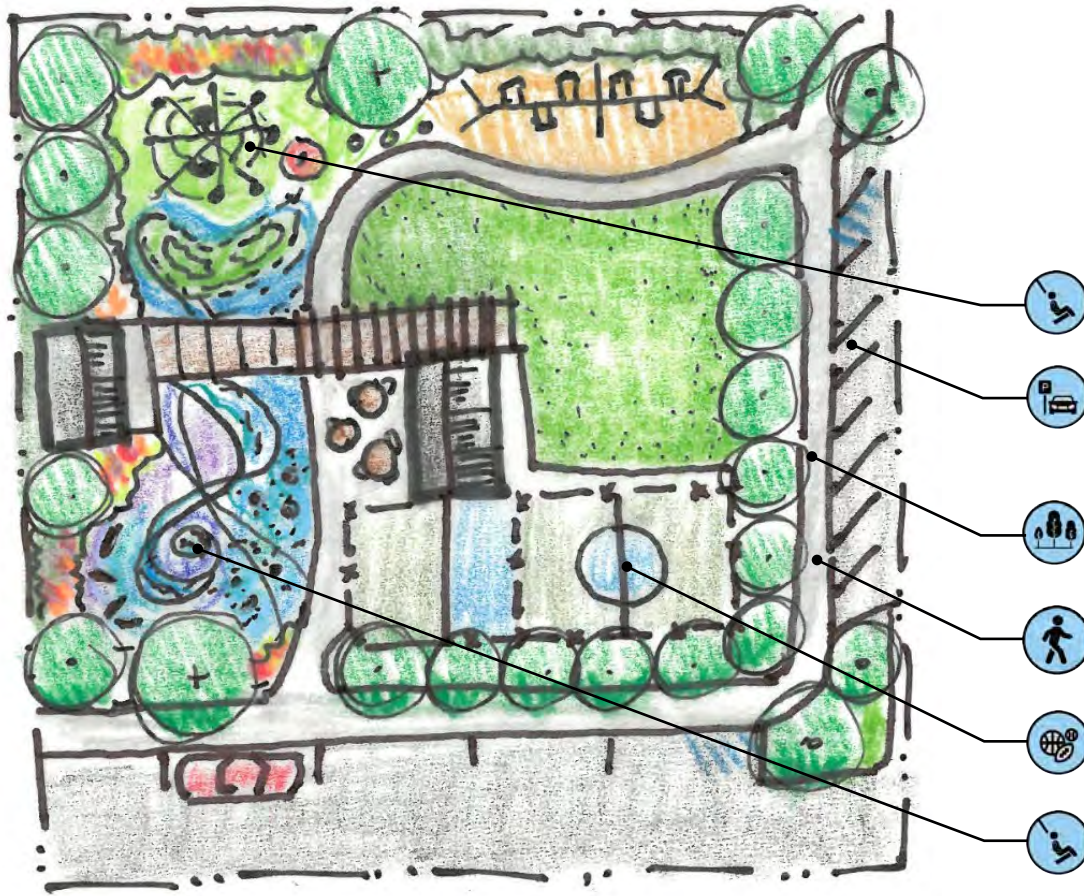
Community Ranking: 10

Amenity Recommendations

	Existing	Recommendations
 canopy/shade		
 picnic		
 water access		See Trail - G project
 playground		Small Nature Playground
 lawn		
 sports facility		
 pet accommodations		Add Pet Water Station
 performance/events		Limited Space
 bike accommodations		
 vehicle parking		North Lot: Pave and Stripe Lot
 ADA parking		North Lot: Stripe for ADA Parking
 public transport		
 hiking/walking		
other		- Drinking Fountains with Dog Bowl - Permanent Restroom Structure - Pollinator Garden

Existing Assessment:  Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible

HENRY HILL PARK



Bike rack, Playground, and Community Garden Sheds



Corner View at I St. and 4th St.

Site Constraints

- Required right of way improvements

Project Cost Estimate

\$4,927,000

Community Ranking: 4

Amenity Recommendations

	Existing	Recommendations
 canopy/shade		Add Shade Trees Along South Edge of East Property
 picnic		Add New Picnic Table Under Shelter
 water access		Not Adjacent to Water
 playground		- Replace Playground with Accessible and Durable Equipment - Include splash pad in play area
 lawn		
 sports facility		Consider Half Court Basketball
 pet accommodations		
 performance/events		Limited Space
 bike accommodations		Replace Bike Racks
 vehicle parking		Construct Frontage on 4th Street and on I Street.
 ADA parking		Stripe for ADA Parking
 public transport		
 hiking/walking		- Repave Cracked Paths - Accessible Walking/Circulation Path (flat, paved surface) - Public sidewalk/frontage improvements
other		- Drinking Fountain with Dog Bowl - Frontage improvements required on I St and 5th St

Existing Assessment:  Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible

INDEPENDENCE DOG PARK



Shade Trees, Seating and Dog Play Challenges



Fenced-In Open Lawn Space with Some Shade

Site Constraints

- Specialty use

Project Cost Estimate

\$1,278,000

Community Ranking: 13

Amenity Recommendations

	Existing	Recommendations
 canopy/shade		Additional Shade Trees
 picnic		Conflict of Uses
 water access		Not Adjacent to Water
 playground		Conflict of Uses
 lawn		Consider Converting Some/All Lawn Area to Wood Bark Mulch
 sports facility		Conflict of Uses
 pet accommodations		Update or Add Obstacle Course Items
 performance/events		Conflict of Uses
 bike accommodations		Add Bike Racks
 vehicle parking		Pave and Stripe Lot
 ADA parking		Stripe for ADA Parking
 public transport		
 hiking/walking		Paved Sidewalk to Connect to Willamette River Trail and Main St.
other		

Existing Assessment:  Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible

INDEPENDENCE LANDING PARK



Seating along gravel connection trail



Concrete promenade along river

Site Constraints

- Newly constructed park may not warrant additional investments
- New sidewalks and new/replaced pavements within the riparian zone will require storm water management facilities site

Project Cost Estimate
\$703,000

Community Ranking: 6

Amenity Recommendations

	Existing	Recommendations
 canopy/shade		Add Canopy Trees for Shade
 picnic		Add Picnic Areas/Tables
 water access		Access at adjacent Riverview Park
 playground		Playground at adjacent Riverview Park
 lawn		
 sports facility		
 pet accommodations		Add Dog Waste Stations
 performance/events		Nearby Amphitheater at Riverview Park
 bike accommodations		Add Bike Racks
 vehicle parking		Lack of Space. Use In Adjacent Lots
 ADA parking		Lack of Space. Use In Adjacent Lots
 public transport		
 hiking/walking		
other		Drinking Fountains with Dog Bowl

Existing Assessment:  Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible

GRAND STREET PARK



Open Informal Lawn Space, Unirrigated



Willamette River Trail Concrete Path Connection

Site Constraints

- New sidewalks and new/replaced pavements within the riparian zone will require storm water management facilities site

Project Cost Estimate

\$1,567,000

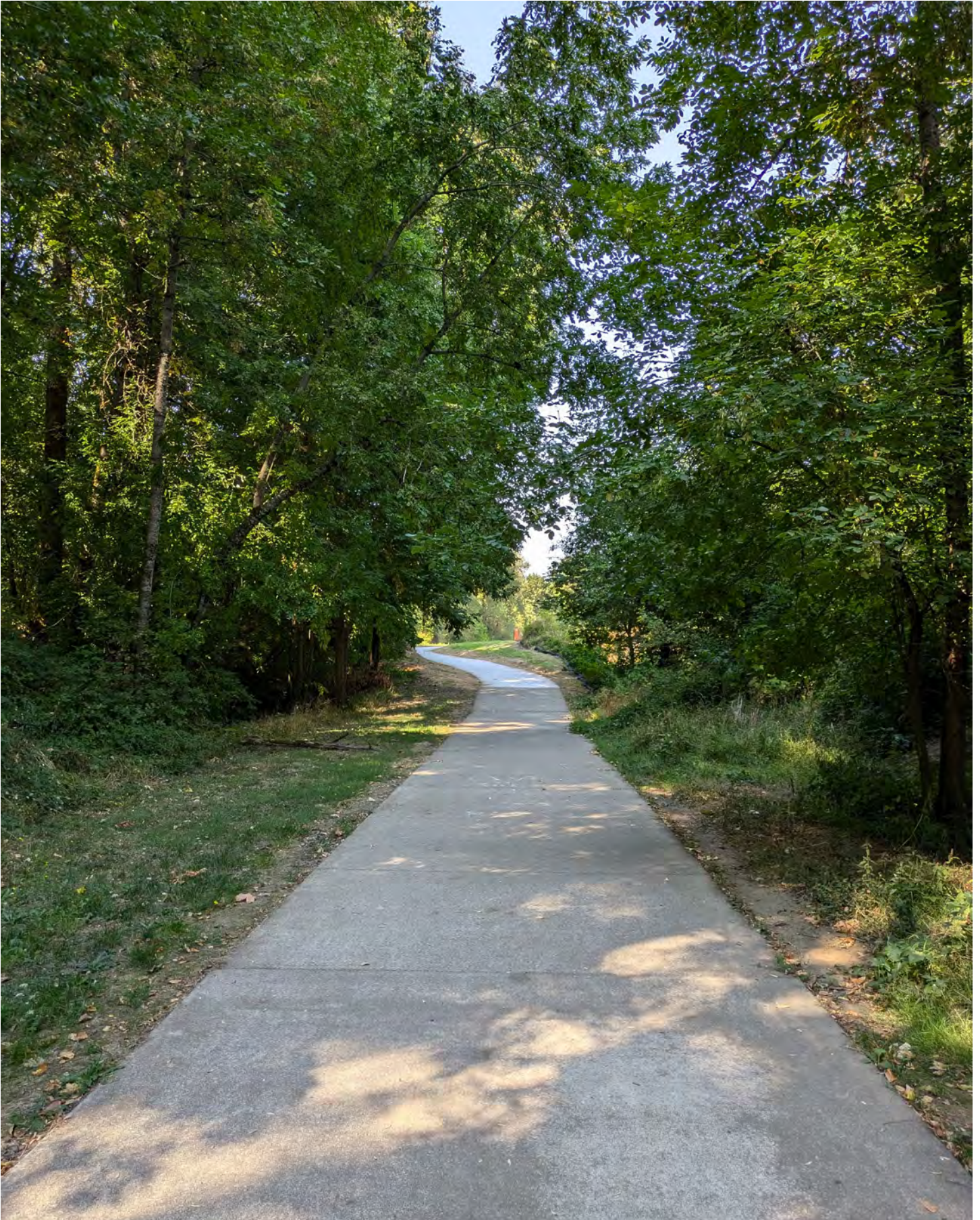
Community Ranking: 15

Amenity Recommendations

	Existing	Recommendations
 canopy/shade		Add Canopy Trees Along West Side of Path for Shade
 picnic		Picnic Shelters and Tables to Support Informal Sports
 water access		Not Adjacent to Water
 playground		Nearby Playground at Riverview Park
 lawn		
 sports facility		
 pet accommodations		
 performance/events		Nearby Amphitheater at Riverview Park
 bike accommodations		Add Bike Racks
 vehicle parking		Pave and Stripe Lot
 ADA parking		Stripe for ADA Parking
 public transport		
 hiking/walking		Add Loop Path Around Park Open Space Perimeter
other		Add Benches Along Walking Path

Existing Assessment:  Amenity present in good condition  Amenity present in condition needing improvement  Amenity not present  Amenity not feasible

7.5 TRAIL RECOMMENDATIONS



// OVERVIEW

A safe and connected trail network is a critical part of any city's park and open space system. It supports active recreational opportunities as well as multi-modal ways to travel around the city and to visit different parks and amenities.

Trail projects can be implemented independently or as segments that are a part of a park improvement or private development dedication. Many trails will require feasibility studies to understand the detailed constraints, permitting, and layout, access, and connection opportunities. They will also likely include integration of safe vehicular street crossings, wayfinding and interpretive signage, site furnishings, waste receptacles, and sometimes vehicular or bike parking.

UTILITY CORRIDORS



Areas adjacent to utility infrastructure provide good opportunities for public pathways due to their highly-restricted use. Features should be limited to simple pathways due to operational, maintenance, safety, and security constraints.

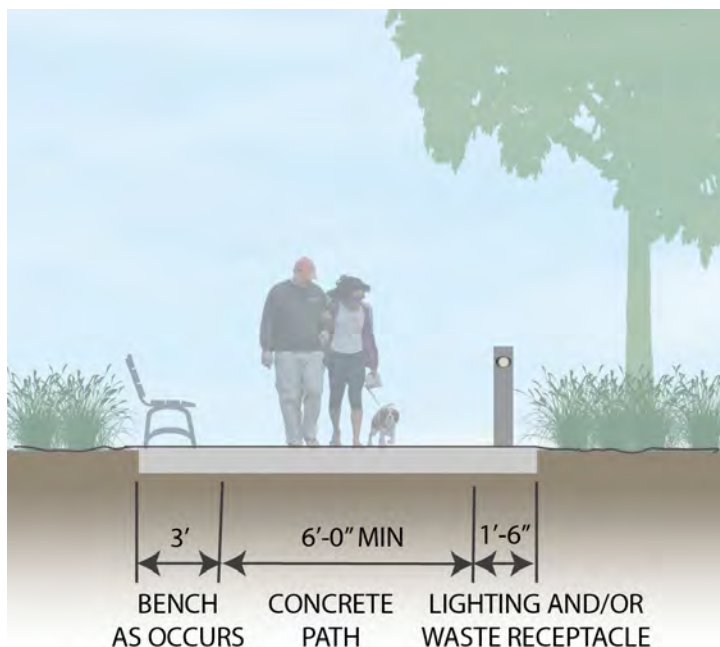
WATERWAYS



Pathways next to creeks and rivers are great places to enjoy a walk or run through Independence's natural environment. Informal soft-surface trails are a low cost way to support public recreation. However, they can become a maintenance burden from frequent use and erosion from flooding and heavy rain events. The unstable surfaces associated with soft-surface trails are also not universally accessible to all community members. Look for ways to formalize them with shared use raised trails when resources allow.

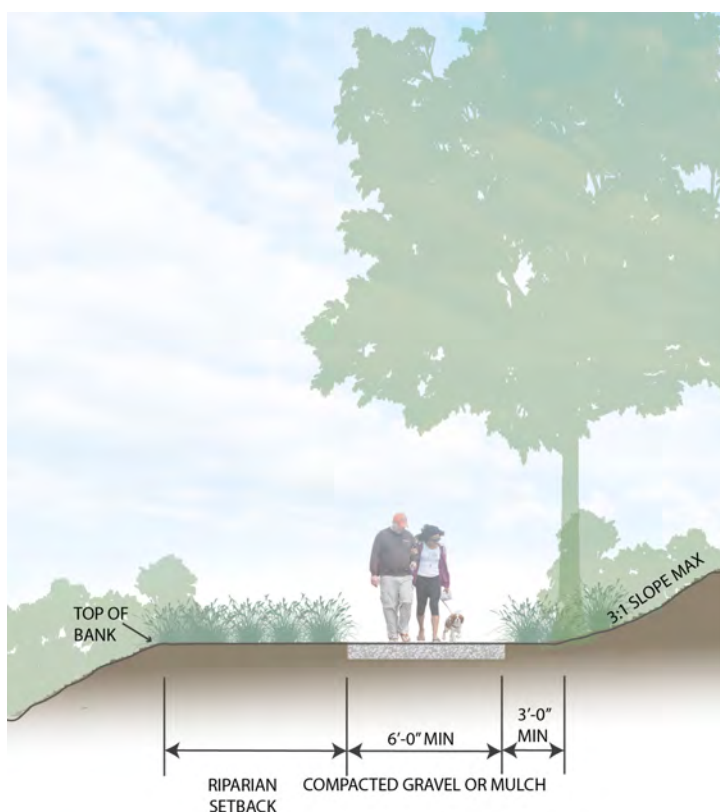
PATHWAY STANDARDS

Based on location, alignments, and site conditions and constraints, off-street pathways could be implemented in a variety of ways to meet project goals and budgets. Projects should use the following pathway configurations as a starting point for laying out pathways and trails that are part of developed parks or the City's trail network.



ON-SITE PATHWAY

Developed park sites should support circulation and exercise with hardscape pathways that connect parking, rights of way, and on-site amenities and features. Pathways should be well lit for safety and have multiple places for rest. Consider bird-friendly or dark sky compatible lighting fixtures in more sensitive areas.



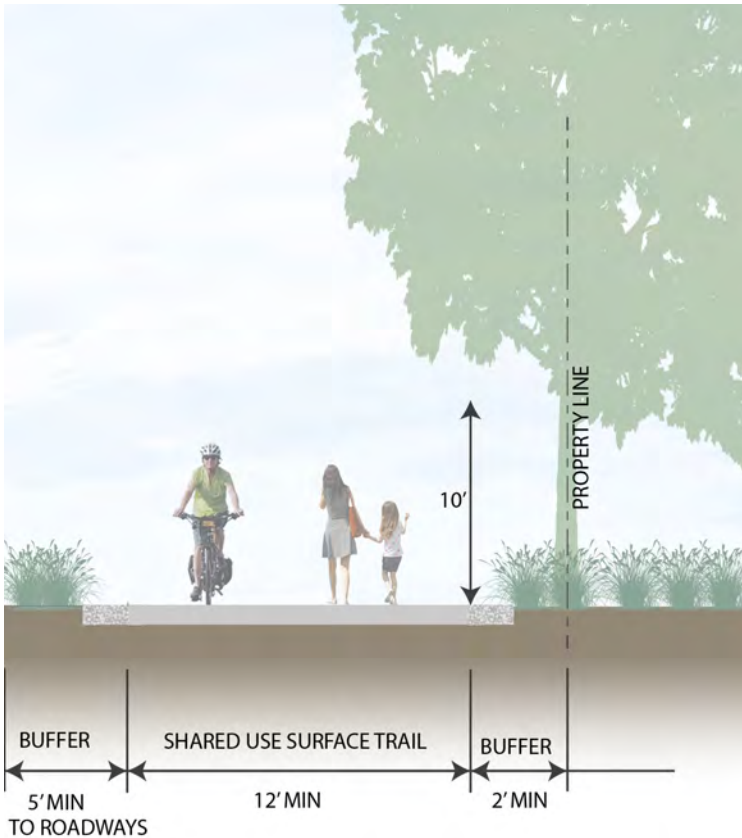
SOFT-SURFACE TRAIL

In some cases, establishing a soft-surface trail is beneficial to reduce construction costs and environmental impacts, and provide a more natural experience for users to support jogging and walking. Alignment should be careful of tree roots and overhead hazards. Adequate buffers should be kept adjacent to steep side slopes. Undertrail culverts should be utilized when crossing any drainageways to reduce erosion.

SHARED USE SURFACE TRAIL

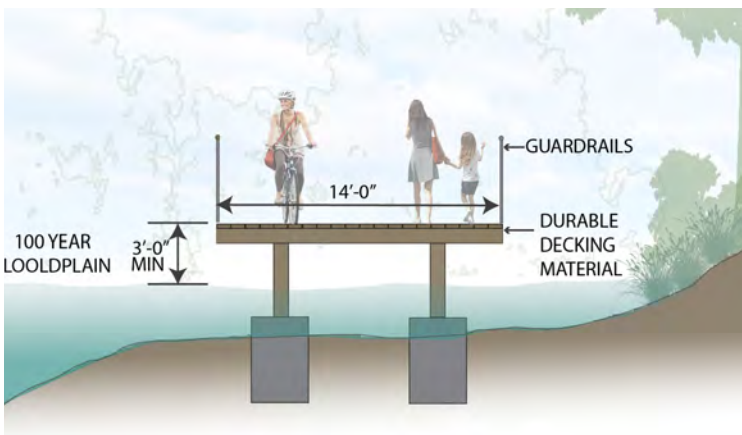
The addition of shared-use trails is important to provide enhanced connectivity and a venue for the exercise and nature viewing. These trails should meet ODOT standards and allow for adequate two-way travel of bikes and pedestrians. Lighting, benches, or other features should not be provided when pathways are within utility easements.

Buffers should be established away from vehicular roadways as well as property lines to ensure room for safety and maintenance. Include striping at vehicular crossings, and hand-activated signals should be also considered at high-traffic intersections.



SHARED USE RAISED TRAIL

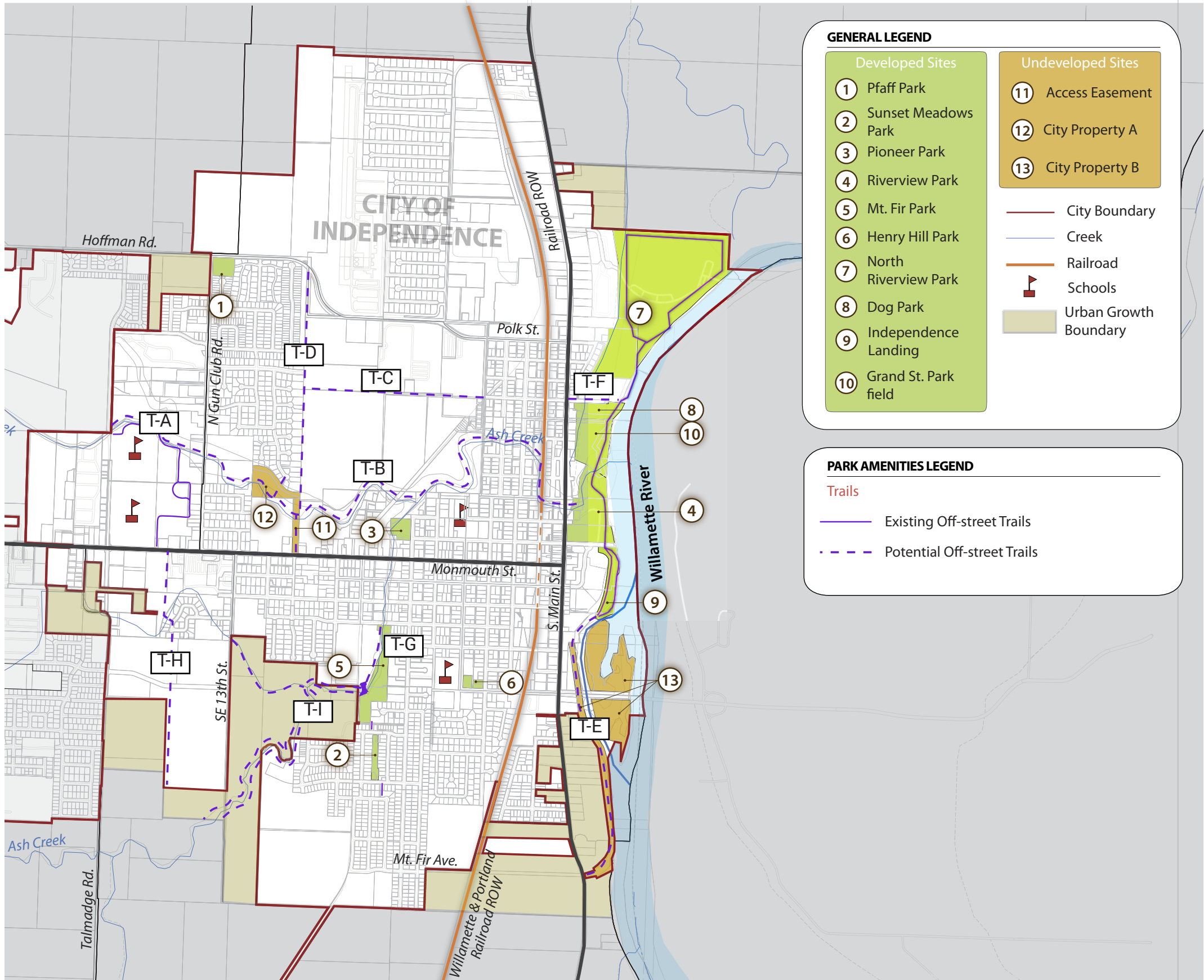
Some trail alignments intersect or are adjacent to the floodplain around Ash Creek. When layout out a trail in these areas, it will be necessary to align with permitting requirements for soil, vegetation, and wildlife disturbances, and mitigate impacts as required. Trails should be constructed of durable materials and determine if these structures should accommodate maintenance vehicle passage, or if alternate methods are appropriate.



TRAIL PROJECTS

// PROCESS OVERVIEW

As part of this PSMP process, it is recommended that all off-street trails and pathways be relocated from the Transportation System Plan to this one to align with City department responsibilities. Those potential projects create opportunities to improve connectivity for bikers and pedestrians and increase safe access to the City's parks and open spaces.



TRAIL PROJECT NUMBER	PRIORITY	LOCATION / EXTENTS	PROJECT COST	TRAIL TYPE	DESCRIPTION OF IMPROVEMENTS	CONSTRAINTS
T-A	11	Along Ash Creek, between Western City boundary to City Property A. Includes Access Easement and City Property A	\$3,120,000	Shared Use Surface Trail - 0.11 miles Shared Use Raised Trail - 0.73 miles	Per the Monmouth Ash Creek Trail Master Plan, a phased implementation of raised and surface trailways, and road crossings. Encompasses Sections D & E and Crossing 5 & 6.	- Compliance with Scenic Resources requirements - Waterway permitting costs and time delays - Costs of raised walkways and bridges - Access easement of adjacent private properties
T-B	8	Along Ash Creek, between City Property A and Main St.	\$5,336,500	Shared Use Raised Trail - 1.34 miles	Per the Monmouth Ash Creek Trail Master Plan, a phased implementation of raised and surface trailways, and road crossings. Encompasses Sections A, B, & C and Crossings 1, 2, 3, & 4.	- Compliance with Scenic Resources requirements - Waterway permitting costs and time delays - Costs of raised walkways and bridges - May need phased construction - Access easement of adjacent private properties
T-C	17	On Wastewater Treatment Plant property, West of Williams St	\$2,047,500	Shared Use Surface Trail - 0.52 miles		- Access, security, and land use of Water and Wastewater Treatment Plant (WWTP) - On-street sections may trigger unanticipated street improvements - Path not allowed on WWTP site and would go through industrial properties. (Not feasible)
T-D	16	Along Western edge of Wastewater Treatment Plant, from Monmouth St. to Polk St.	\$3,699,800	Shared Use Surface Trail - 0.64 miles Shared Use Raised Trail - 0.07 miles		- Access, security, and land use of Waste Water Treatment Plant - Waterway permitting costs and time delays - Existing wetland and stormwater drainage path
T-E	5	Along City Property B, connecting Independence Landing with S. Main St.	\$7,768,400	Per South Willamette River Trail Refinement Concept, mix of raised and surface trails. Trail types should be re-assessed to avoid constructing surface pathways in the floodplain.		- Waterway permitting costs and time delays - Costs of raised walkways and bridges - Access easement of adjacent private properties
T-F	7	Main St to Willamette river Trail, North of the Dog Park	\$544,700	Shared Use Surface Trail - 0.16 miles	Widened sidewalk connection from Main St, around future improved parking lot at Dog Park	
T-G	14	Along South Fork Ash Creek, on West side of Mt. Fir Park	\$1,121,900	Shared Use Raised Trail - 0.20 miles	Raised trail and bridge crossing tied into future parking lot improvements at Mt Fir Park.	- Waterway permitting costs and time delays - Costs of raised walkways and bridges - Requires bridge condition assessment - May need phased construction
T-H	*	East of Talmadge Rd, between Southern City boundary and Monmouth St.	\$3,682,500	To be determined by future layout by development	Reference Central Talmadge Plan	
T-I	*	Along South Fork Ash Creek, as part of the SW Concept Plan	\$5,776,500	To be determined by future layout by development	Reference Southwest Independence Concept Plan	- Waterway permitting costs and time delays - Costs of raised walkways and bridges

* Not ranked by public input. Will be part of future private land development.

7.6 POTENTIAL FUNDING STRATEGIES AND SOURCES

Park maintenance and improvements require money and staff time to implement and provide the long-term care needed to keep things operational. The City depends on public funding to finance the park and trail systems, including the recommended improvements included in this Plan. As the plan is implemented, the City should look at a variety of sources to provide the community the recreational and natural environments that align with their values.

CURRENT SOURCES

GENERAL FUND

Money collected through taxes gets distributed through the general fund on an annual basis. This resource stream pays for City staff time and maintenance costs of the City's parks and trails.

SDCs

System Development Charges will be reassessed as a follow up to this Plan in order to align with anticipated resource needs. These charges can be used for physical improvements to park lands.

PRIVATE DEVELOPMENT DEDICATIONS

Additional parks and trails can be added to the City's system through private development. This Plan makes recommendations on how best to ensure that land dedicated to the City for public recreational uses meets requirements that provide conditions to support the amenities desired.

BONDS AND LEVIES

Depending on local political viability direct public funding is a common way to support ongoing maintenance needs and new capital projects. The City has received funding from Parks levies in the past.

POTENTIAL ADDITIONAL SOURCES

Other examples of ways to supplement funding for new capital improvements or upgrades to existing parks and trails include:

- Park maintenance utility fees
- User fees
- Parking fees
- Event fees
- Donations
- Volunteer maintenance labor

GRANTS

The City regularly applies for additional grants to help fund City infrastructure. Parks and trails are no exception, and there are multiple avenues to receive supplemental project funding. Grant funds typically come with requirements around one or more topics relating to things such as equity environmental conservation or restoration, public health, transportation, resilience, or water quality. These sources could be a great resource to help support some of the additional features on a park project to help enhance the overall experience and community benefit. They could also accelerate the implementation of projects above what the other typical funding streams can support. Since grants are not a regular, guaranteed revenue source, they cannot be relied upon when considering project implementation and phasing.

Common sources are listed below (see Appendix for full matrix of funding opportunities).

- Federal Emergency Management Agency (FEMA)
- Oregon State Parks
- Oregon Parks and Recreation District
- Oregon Department of Fish and Wildlife
- Department of Environmental Quality
- Oregon Department of Land Conservation and Development

END OF DOCUMENT





TO: Matt Piccone, GreenWorks
Gerald Fisher, City of Independence

FROM: MIG, Inc.

RE: City of Independence Park System Plan Update – Recommended
Comprehensive Plan Amendments

DATE: October 27, 2025

The following revisions to the City of Independence Comprehensive Plan are proposed to implement the City’s updated *2025 Park System Master Plan*. These changes represent the core values and recommendations identified in that Plan and reflect the results of community engagement efforts conducted for the Plan. Proposed amendments to the Comprehensive Plan are shown in track changes (underline/~~strikethrough~~) format.

The City of Independence Parks and Open Space Master Plan (~~2015~~2025) is adopted by reference as a portion of this Comprehensive Plan. Please view the document for background information. Goals and policies for Recreation are presented below.

GOAL: To address the evolving recreational needs of the City’s diverse population community members of all demographics and abilities, ensure that parks and recreational facilities reflect current and future recreational trends, and promote community livability and life-long physical health for Independence residents and visitors, consistent with community priorities and available resources.

1. Independence shall meet its current and future recreational needs through implementation of the ~~2015-2025~~ Parks and Natural Areas System Master Plan as a supporting document of the Comprehensive Plan.
2. Independence shall ~~establish~~ continue to identify, refine, and administer a set of funding mechanisms that will help pay for the development and maintenance of parks and recreation facilities in a cost-effective, financially feasible manner.
3. Independence shall continue to realize the incredible potential of the Willamette Riverfront by enhancing existing facilities and creating new ones along the river.
4. Independence shall create recreational opportunities for visitors that can enhance the City’s economic vitality.

5. Independence shall continue to plan for development of new parks and/or enhancements to existing parks in future growth areas and new developments, consistent with the Parks and Natural Areas System Master Plan.
6. Independence shall partner with community groups to continue to help maintain and enhance parks and recreation facilities and programs.
7. Independence shall provide facilities for people to walk and bicycle for recreation, travel, health and fitness; and create connections to travel between different parks and recreation areas by walking, bicycling, and other forms of active travel in coordination and consistent with implementation of the City's Transportation System Plan.
8. Independence shall provide gathering spaces and related facilities for community and family gatherings in all neighborhood and community parks and shall preserve or enhance connection to place, local history, or culture.
- ~~9. Independence shall prioritize provision and adequate maintenance of soccer fields, while also providing facilities for other sports, both formal and informal, including baseball/softball, volleyball, basketball, tennis and lawn games.~~
- ~~10.~~ 9. Independence shall protect and enhance natural systems to help nature thrive into the future in ways that protect the community from extreme weather and other hazards.

Grant Source/ Organization	Grant Name	Applicable Scope	Key Topics & Requirements	Funding amounts	Funding Match Requirements	Deadline / Timeline	Notes	Link
Oregon State Parks	Statewide Comprehensive Outdoor Recreation Plan (SCORP)	Parks, trails, and open space	Polk County priorities: Community trail system, outdoor sports courts, acquisition of trail corridors and rights of way Households w/ disabilities: signage (difficulty), nature viewing areas, accessible pathways, restrooms Latino: playgrounds and family-friendly areas Readiness to proceed: land use and zoning alignment, acquisition status Physical activity priorities: trails, fields, courts, nature immersion, camping, playgrounds Major rehab: beyond life expectancy, destroyed, health and safety codes, protect nature, change in recreation needs due to demographics Sustainability: protection of natural resources such as water quality/conservation, plant conservation, wildlife conservation, energy conservation, pollution control and environmental protection and restoration	https://www.oregon.gov/oprd/GRA/Pages/GRA-overview.aspx		varies	This plan provides necessary guidance for OPRD administered grant programs, including the Recreational Trails grant, Endangered Invertebrates Grant, Heritage Grant, and LWCF	https://www.oregon.gov/oprd/PRP/Documents/SCORP_2025-29_FINAL.pdf
OPRD	Oregon Heritage Grant	heritage	Conserve, develop or interpret Oregon's Heritage	up to \$20,000	Grants will be made for no more than 50% of total project costs, but may be less than 50% of the total project costs. Up to 50% of the participant's share of project costs may consist of approved donated services and materials. Volunteer rate is Oregon minimum wage. Volunteers using professional skills, may use professional rates. Indirect costs and grant administration costs are limited to 6% of the award amount. Other funds from the Oregon Heritage Commission or Oregon Parks and Recreation Department may not be used to match an Oregon Heritage Grant.	early October		https://www.oregon.gov/oprd/gr/pages/gr-overview.aspx?utm_source=OPRD&utm_medium=egov_redirect&utm_campaign=https%3A%2F%2Fwww.oregon.gov%2Foprd%2Fgrants%2Fpages%2Findex.aspx
OPRD	Endangered Invertebrates Grant	endangered invertebrate species	•Benefits invertebrates listed as endangered under ESA •Grant proposals can be for either "traditional" projects such as scientific experiments, invertebrate rearing, monitoring, or habitat restoration; or, for "non-traditional" purposes such as acquiring land, or Habitat Conservation Planning (HCP) assistance •Grant proposals must include at least 25 percent non-federal matching funds toward the total project cost, or 10 percent when two or more states or territories undertake a joint project.	Grant/ project specific funding unknown.	Grant proposals must include at least 25 percent non-federal matching funds toward the total project cost, or 10 percent when two or more states or territories undertake a joint project.	OPRD notifies funding availability in late fall or early winter each year.	Cooperative Endangered Species Conservation Fund (CESCF) under Section 6 of ESA	https://www.oregon.gov/oprd/GRA/Pages/GRA-Invertebrates.aspx
OPRD	Land and Water Conservation Fund (LWCF)	public outdoor recreation facilities (trails, playgrounds, etc.)	Eligible applicants include tribes, state agencies, cities, counties, park districts, and port districts Acquisition – Acquiring land and water for public access, including new area or additions to existing parks, forests, wildlife areas, beaches or similar. Development – Developing outdoor recreation activities and support facilities needed by the public for recreation activities, including providing basic facilities and improvement of basic facilities.	Over \$4 million is funded by OPRD each year. Grant/ project specific funding unknown.	LWCF provides up to 50 percent project funding. Eligible matches include local budget funds, donated funds, and the value of property, equipment, materials, and/or labor. Land previously acquired and work completed prior to project approval cannot be used as a match. Pre-agreement design and engineering costs may be eligible, but all other projects costs and match must occur within the project period.	mid-September - mid-November		https://www.oregon.gov/oprd/gr/pages/gr-lwcf.aspx
OPRD	Recreational Trails Program	motorized and non-motorized trail development/ restoration	Eligible applicants include tribes, federal, state, and local recreation land managers. Non-profit partner organizations may also apply with approval of the land manager. Construction of new trails Major rehabilitation of existing trails Development or improvement of trailhead or other support facilities Acquisition of land or easements for the purpose of trail development Safety and education projects	\$10,000 to \$200,000	Applicants must commit to at least 20% match. Match can include volunteer labor or other donations.	Sept - mid-November	Apply through OPRD Grants Online	https://www.oregon.gov/oprd/GRA/Pages/GRA-trp.aspx
ODOT	Oregon Community Paths Program	community/multiuse paths/ access and safety	•OCP fund grants for project development •Construction •Reconstruction •Major resurfacing •Other improvements of multiuse paths that improve access and safety for people walking and bicycling	\$400,000- 750,000 per project. \$61 million total.	Applicants must match 10.27%	on hold as of Nov 2025	Funding source: state Multimodal Active Transportation Fund and federal Transportation Alternatives Program	https://www.oregon.gov/odot/programs/pages/ocp.aspx
ODFW	Oregon Conservation and Recreation Fund (OCRF)	wildlife / health / resilience / recreation	•Align with the Oregon Conservation Strategy, safeguarding our diverse fish and wildlife before threats become critical. •Promote outdoor equity, ensuring everyone has access to the health benefits and joy of nature. •Address the impacts of drought, protecting vital habitats and ensuring resilient wildlife populations. •Create new recreational opportunities, connecting people with the outdoors and fostering appreciation for our natural world.	2024 Grant cycle awarded \$1,027,519 to 17 projects		mid-September		https://www.dfw.state.or.us/conservationstrategy/OCRF/index.asp

Grant Source/ Organization	Grant Name	Applicable Scope	Key Topics & Requirements	Funding amounts	Funding Match Requirements	Deadline / Timeline	Notes	Link
FEMA	BRIC: Building Resilient Infrastructure and Communities	hazard mitigation/ community/ infrastructure	•For mitigation projects, management costs, capability and capacity-building activities •Must be cost-effective, •Be designed to increase resilience and reduce risk to life and property •Must meet consensus based codes and standards •Align with applicable hazard mitigation plan (HMP) •Meet all criteria found in 2023 Hazard Mitigation Assistance Program and Policy Guide •Meet all applicable land use laws defined in HMA Guide •Meet all EHP requirements					https://www.fema.gov/sites/default/files/documents/fema_hma-guide-v2.1_2025.pdf
FEMA	FMA- Flood Mitigation Assistance	floodplain restoration/flood damage and resilience/other	•For mitigation plans, capability and capacity building activities, individual flood mitigation projects, localized flood risk reduction, management costs, project scoping, and technical assistance by states to communities. •Project must be cost effective •Be located in a participating NFIP Community (In good standing) •Meet applicable NFIP flood insurance policy requirements •Align with the applicable hazard mitigation plan •Meet all EHP requirements •Meet other program requirements					https://www.fema.gov/sites/default/files/documents/fema_hma-guide-v2.1_2025.pdf
DEQ	Nonpoint Source Water Quality Control (319) Grants	water quality (Section 319 of WQ act of 1987)	projects that improve water quality by addressing nonpoint source pollution, which comes from runoff after rainfall or snowmelt. Grant funds may be used to sub-contract with private entities such as environmental consulting, fiscal agents, or engineering firms, to complete portions of projects that are beyond the capacity of the grantee's organization.	up to \$30,000	Proposals selected for funding must provide at least 40% of the total project cost as nonfederal funding and/or in-kind services (e.g., volunteer time and effort).	May	Contact Sarah Sauter or the Watershed Manager Steve Hrazlik (971-563-8035) with questions.	https://www.oregon.gov/deq/wq/Documents/nps319rfr2025.pdf
TMDL reqs		water quality/ water flow/ fish and wildlife						https://www.oregon.gov/oda/natural-resources/agwg/pages/tmdl.aspx
Oregon Watershed Enhancement Board	Open Solicitation Grants: Restoration	Tourism/ economic prosperity/ environment/ diversity	Protect and restore watershed functions (by activity: instream, riparian, upland, etc).	small grants up to \$20,000		Early February, September (varies by grant type)		https://www.oregon.gov/oweb/grants/pages/restoration.aspx
Travel Oregon	Competitive Grants Program	Tourism/ economic prosperity/ environment/ diversity				2025 window closed		https://industry.traveloregon.com/grants/competitive-grants-program/
Travel Oregon	Recreation Ready Program	Tourism/ economic prosperity/ environment/ diversity	Contribute to the development and improvement of Oregon communities by means of the enhancement and expansion of the visitor industry. Projects must align with Travel Oregon's mission and demonstrate the potential to: Attract overnight visitors Improve accessibility for people with disabilities Enhance community well-being Grow local economic opportunities Steward the natural environment	\$100,000 Phase 2		October - Letter of intent		https://industry.traveloregon.com/programs/recreation-ready-program/
EPA	Environmental and Climate Justice Community Change	climate change/ community	•Address climate change challenges •Strengthen communities	Track 1: \$10-20million, Track2: \$1-3 million per project. 2 Billion total available.		November		https://www.grants.gov/search-results-detail/351071
DLCD	Climate Friendly and Equitable Communities Grant Program	Grant program development in process - contact Laura Buhl at DLCD for more info - laura.buhl@dlcd.oregon.gov	Philanthropy Northwest Eligible Activities Air quality and asthma Fenceline air quality monitoring Water quality and sampling Small cleanup projects Stormwater issues and green infrastructure Lead and asbestos contamination Pesticides and other toxic substances Emergency preparedness and disaster resiliency Training for youth	\$75,000 to \$350,000				https://philanthropynw.org/ei-thriving-communities-grantmaking-faq#eligibility-anchor
Oregon Parks Foundation Fund	Oregon Community Foundation	Acquisition, preservation and restoration of Oregon's native landscape, and to assist with environmental, recreational, and educational improvements to Oregon's public parks		Typically \$1,000-\$5,000				https://oregoncf.org/grants-and-scholarships/grants?region=statewide&impactarea=land-and-nature
Loans								
DEQ	Clean Water State Revolving Fund (Loan)	water quality/ riparian restoration/ other	a federal-state partnership that provides low-cost financing to communities for a wide range of water quality infrastructure projects, including municipal wastewater facilities, nonpoint source pollution control, decentralized wastewater treatment systems, stormwater runoff mitigation, green infrastructure, estuary protection, and water reuse. •Water quality benefit •Sponsored by public entities •Demonstrate ability to pay back the loan	principle forgiveness available: https://www.oregon.gov/deq/wq/cw-srf/Pages/principalforgive.aspx				https://www.oregon.gov/deq/wq/tmdls/pages/tmdl-funding.aspx



Project Title:		Location:			
Independence PSMP - Riverview		201 Osprey Ln, Independence, OR 97351			
Project Identifier:					
CIP 1.1					
Need For Project:					
Priority #1 from Independence Park System Master Plan Survey #2					
Objective:					
Replace Missing/Dead Landscape Planting and Trees; Add picnic tables; Accessible Path to the River; Replace Playground with Accessible and Durable Equipment; Add infrastructure to add shade canopies over amphitheater; Reconstruct and restripe parking lot; add clear signage; stripe for ADA parking; Safe Trail Connection from Ash Creek Bridge to Independence Landing. Locate around the parking lot to minimize pedestrian-vehicle conflicts with clear wayfinding; Campground: upgrade showers; add picnic tables and benches; add campsite perimeter/edges/ poles and space numbers					
Design Considerations:					
- Located in floodplain of Willamette River and Ask Creek (100-year floodplain and associated environmental permitting) - New sidewalks and new/replaced pavements within the riparian zone will require stormwater management facilities					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars, Rounded)
Park Amenities					
Concrete Sidewalks	2,056	SY	\$ 138.00	\$ 283,728	
Picnic Table	6	EA	\$ 1,800	\$ 10,800	
Park Bench	19	EA	\$ 1,200	\$ 22,800	
Picnic Shelter	1	EA	\$ 80,000	\$ 80,000	
Storage	1	LS	\$ 12,000	\$ 12,000	
Canopy	15,000	SF	\$ 50	\$ 750,000	
Transportation / Parking					
Asphalt Removal	6,000	SY	\$ 18	\$ 108,000	
Asphalt Surfacing	6,000	SY	\$ 95	\$ 570,000	
Striping - Parking	576	LF	\$ 2	\$ 1,152	
Concrete Sidewalks	1,273	SY	\$ 138	\$ 175,674	
ADA Curb Ramp	4	EA	\$ 4,000	\$ 16,000	
ADA Signage	6	EA	\$ 500	\$ 3,000	
Bike Racks	1	EA	\$ 650	\$ 650	
Safety Signage	8	EA	\$ 78	\$ 624	
Stormwater management facilities, includes plantings and soil amendments	1	LS	\$ 87,500	\$ 87,500	
Lawn/Plantings					
Sod, bluegrass, on level ground, 1000 sf	12	MSF	\$ 708	\$ 8,496	
Tree (soil and mulch included)	15	EA	\$ 600	\$ 9,000	
General Understory Planting (soil and mulch included)	60,000	SF	\$ 8	\$ 480,000	
Irrigation - Replace	120,000	SF	\$ 2	\$ 240,000	
Irrigation - New	60,000	SF	\$ 3	\$ 150,000	
Playground					
Equipment - Playground	1	LS	\$ 250,000	\$ 250,000	
Utilities					
Sanitary Sewer Upgrade	1	LS	\$ 35,000	\$ 35,000	
Pedestrian Pathway Lighting, assume 1 every 100 ft of pathway	19	EA	\$ 2,500	\$ 47,500	
Parking Illumination, assume 1 per 3500 SF of parking	15	EA	\$ 5,000	\$ 75,000	
Power	1	LS	\$ 96,300	\$ 96,300	



Project Title:		Location:	
Independence PSMP - Riverview		201 Osprey Ln, Independence, OR 97351	
Project Identifier: CIP 1.1 Need For Project: Priority #1 from Independence Park System Master Plan Survey #2 Objective: Replace Missing/Dead Landscape Planting and Trees; Add picnic tables; Accessible Path to the River; Replace Playground with Accessible and Durable Equipment; Add infrastructure to add shade canopies over amphitheater; Reconstruct and restripe parking lot; add clear signage; stripe for ADA parking; Safe Trail Connection from Ash Creek Bridge to Independence Landing. Locate around the parking lot to minimize pedestrian-vehicle conflicts with clear wayfinding; Campground: upgrade showers; add picnic tables and benches; add campsite perimeter/edges/ poles and space numbers Design Considerations: • Located in floodplain of Willamette River and Ask Creek (100-year floodplain and associated environmental permitting) • New sidewalks and new/replaced pavements within the riparian zone will require stormwater management facilities			
Campground			
Camp Host Spot	1	EA	\$ 5,000 \$ 5,000
Campground Spigot Repairs	8	EA	\$ 3,000 \$ 24,000
Camp Site Repairs	8	EA	\$ 1,000 \$ 8,000
Picnic Table	8	EA	\$ 1,800 \$ 14,400
Showers - Upgrade	50	SF	\$ 140 \$ 7,000
Gravel Parking Lot	47,000	SF	\$ 9 \$ 423,000
		Construction Subtotal (ROUNDED)	
		\$ 2,835,000	
		Percentage	Item Cost
Additional Elements (estimated % of above)			
Mobilization and Administration		10%	\$ 283,500
Bonding		5.0%	\$ 141,750
Contractor Overhead and Profit		10%	\$ 283,500
Prevailing Wages		3.0%	\$ 85,050
		Additional Elements Subtotal (ROUNDED)	
		\$ 794,000	
		TOTAL CONSTRUCTION COST (ROUNDED)	
		\$ 3,629,000	
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)			
Engineering Design and Bid Phase Services		15%	\$ 544,350
Engineering - Construction Contract Administration and Observation		8.0%	\$ 290,320
Construction Permitting, includes 1200-C		2.5%	\$ 90,725
Geotechnical Investigation		3.0%	\$ 108,870
Environmental and Permitting		4.0%	\$ 145,160
Wetland Delineation			
Removal Fill Permits (USACE/ODSL/ODEQ)			
Floodplain Permits			
Legal, Administrative, and Funding, including right-of-way		2.5%	\$ 90,725
		Plans, Permitting, and Contract Documents Subtotal (ROUNDED)	
		\$ 1,270,000	
		Total Project Costs (rounded, without escalation or contingency)	
		\$ 4,899,000	
		Percentage	Item Cost
Contingency (applied to total costs)			
Contingency		30%	\$1,469,700
		Total Project Costs (rounded, without escalation)	
		\$ 6,368,700	

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Project Title:	Location:				
Independence PSMP - Henry Hill Park	750 S 5th St, Independence, OR 97351				
Project Identifier:					
CIP 1.2					
Need For Project:					
Priority #4 from Independence Park System Master Plan Survey #2					
Objective:					
Add Shade Trees Along South Edge of East Property; Add New Picnic Table Under Shelter; Replace Playground with Accessible and Durable Equipment; Replace Bike Racks; Construct Frontage on 4th Street and on I Street; Stripe for ADA Parking; Repave Cracked Paths; Accessible Walking/Circulation Path (flat, paved surface); Public sidewalk/frontage improvements; Drinking Fountain with Dog Bowl; CONSIDER: Half Court Basketball or Pickle-ball court					
Design Considerations:					
• Required right of way improvements					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Park Amenities					
Picnic Table	3	EA	\$ 1,800	\$ 5,400	
Park Bench	4	EA	\$ 1,200	\$ 4,800	
Storage	1	LS	\$ 12,000	\$ 12,000	
Service Entrance	1	LS	\$ 5,000	\$ 5,000	
Concrete Sidewalks	227	SY	\$ 138	\$ 31,326	
Picnic Shelter	1	EA	\$ 80,000	\$ 80,000	
Bike Racks	1	EA	\$ 650	\$ 650	
Playground					
Equipment - Playground	1	LS	\$ 250,000	\$ 250,000	
Surfacing - Playground	2,500	SF	\$ 32	\$ 80,000	
Splash Pad - Flow Through	1	LS	\$ 250,000	\$ 250,000	
Transportation / Parking					
Striping - Parking	530	LF	\$ 2	\$ 1,060	
Frontage Improvements (Half Street)	300	LF	\$ 950	\$ 285,000	
Stormwater management facilities, includes plantings and soil amendments	1	LS	\$ 28,600	\$ 28,600	
Utilities					
Lighting - Utilities	1	LS	\$ 150,000	\$ 150,000	
Pedestrian Pathway Lighting, assume 1 every 100 ft of pathway	1	EA	\$ 150,000	\$ 150,000	
Power	1	LS	\$ 30,000	\$ 30,000	
Restrooms - New	1	EA	\$ 450,000	\$ 450,000	
Sewer service	1	LS	\$ 30,000	\$ 30,000	
Water	1	LS	\$ 30,000	\$ 30,000	
Lawn/Plantings					
Sod, bluegrass, on level ground, 1000 sf	4	MSF	\$ 708	\$ 2,832	
Tree (soil and mulch included)	22	EA	\$ 600	\$ 13,200	
General Understory Planting (soil and mulch included)	13,000	SF	\$ 8	\$ 104,000	
Irrigation - Replace	13,000	SF	\$ 2	\$ 26,000	
Sports Facility					
Basketball Court - Concrete Surfacing	1,200	SF	\$ 6	\$ 7,200	
Pickleball Court - Concrete Surfacing	1,200	SY	\$ 93	\$ 111,600	
Lighting - Sports Facility	7	EA	\$ 1,690	\$ 11,830	
Striping - Sports Facility	4,800	LF	\$ 1.00	\$ 4,800	
Fencing	474	LF	\$ 30	\$ 14,220	
Asphalt Surfacing - Sports Facility	2,400	SF	\$ 36	\$ 86,400	
Fitness Equipment	3	EA	\$ 1,500	\$ 4,500	
Construction Subtotal (ROUNDED)					\$ 2,260,000



Project Title:		Location:	
Independence PSMP - Henry Hill Park		750 S 5th St, Independence, OR 97351	
Project Identifier:			
CIP 1.2			
Need For Project:			
Priority #4 from Independence Park System Master Plan Survey #2			
Objective:			
Add Shade Trees Along South Edge of East Property; Add New Picnic Table Under Shelter; Replace Playground with Accessible and Durable Equipment; Replace Bike Racks; Construct Frontage on 4th Street and on I Street; Stripe for ADA Parking; Repave Cracked Paths; Accessible Walking/Circulation Path (flat, paved surface); Public sidewalk/frontage improvements; Drinking Fountain with Dog Bowl; CONSIDER: Half Court Basketball or Pickle-ball court			
Design Considerations:			
• Required right of way improvements			
		Percentage	Item Cost
Additional Elements (estimated % of above)			
Mobilization and Administration		10%	\$ 226,000
Bonding		5.0%	\$ 113,000
Contractor Overhead and Profit		10%	\$ 226,000
Prevailing Wages		3.0%	\$ 67,800
		Additional Elements Subtotal (ROUNDED)	
		\$ 633,000	
		TOTAL CONSTRUCTION COST (ROUNDED)	
		\$ 2,893,000	
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)			
Engineering Design and Bid Phase Services		15%	\$ 433,950
Engineering - Construction Contract Administration and Observation		8.0%	\$ 231,440
Construction Permitting, includes 1200-C		3.5%	\$ 101,255
Geotechnical Investigation		2.0%	\$ 57,860
Environmental and Permitting		0.0%	\$ -
Legal, Administrative, and Funding, including right-of-way		2.5%	\$ 72,325
		Plans, Permitting, and Contract Documents Subtotal (ROUNDED)	
		\$ 897,000	
		Total Project Costs (rounded, without escalation or contingency)	
		\$ 3,790,000	
		Percentage	Item Cost
Contingency (applied to total costs)			
Contingency		#####	\$1,137,000
		Total Project Costs (rounded, without escalation)	
		\$ 4,927,000	

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Project Title:		Location:				
Independence PSMP - Independence Landing		375 Osprey Lane				
Project Identifier:						
CIP 1.3						
Need For Project:						
Priority #5 from Independence Park System Master Plan Survey #2						
Objective:						
Add Canopy Trees for Shade; Add Picnic Areas/Tables; Existing Connection is a Desire Path: Pave Connection Path to River; Add Safety Signage; Add Dog Waste Stations; Add bike racks; Drinking Fountains with Dog Bowl						
Design Considerations:						
• Newly constructed park may not warrant additional investments						
• New sidewalks and new/replaced pavements within the riparian zone will require storm water management facilities site						
General Line Item		Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Park Amenities						
Picnic Shelter		1	EA	\$ 80,000	\$ 80,000	
Picnic Table		6	EA	\$ 1,800	\$ 10,800	
Concrete Sidewalks		556	SY	\$ 138	\$ 76,728	
Drinking Fountain with pet bowl		1	EA	\$ 5,000	\$ 5,000	
Transportation / Parking						
Bike Racks		2	EA	\$ 650	\$ 1,300	
Stormwater management facilities, includes plantings and soil amendments		1	LS	\$ 27,000	\$ 27,000	
Lawn/Plantings						
Tree (soil and mulch included)		20	EA	\$ 600	\$ 12,000	
General Understory Planting (soil and mulch included)		5,000	SF	\$ 8	\$ 40,000	
Irrigation - New		5,000	SF	\$ 3	\$ 12,500	
Utilities						
Water		1	LS	\$ 30,000	\$ 30,000	
Construction Subtotal (ROUNDED)					\$	295,000
				Percentage	Item Cost	
Additional Elements (estimated % of above)						
Mobilization and Administration				10%	\$ 29,500	
Bonding				5.0%	\$ 14,750	
Contractor Overhead and Profit				10%	\$ 29,500	
Prevailing Wages				3.0%	\$ 8,850	
Additional Elements Subtotal (ROUNDED)					\$	83,000
TOTAL CONSTRUCTION COST (ROUNDED)					\$	378,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)						
Engineering Design and Bid Phase Services				15%	\$ 56,700	
Engineering - Construction Contract Administration and Observation				8.0%	\$ 30,240	
Construction Permitting, includes 1200-C				3.5%	\$ 13,230	
Geotechnical Investigation				5.0%	\$ 18,900	
Environmental and Permitting				9.0%	\$ 34,020	
Wetland Delineation						
Removal Fill Permits (USACE/ODSL/ODEQ)						
Floodplain Permits						
Legal, Administrative, and Funding, including right-of-way				2.5%	\$ 9,450	
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)					\$	163,000
Total Project Costs (rounded, without escalation or contingency)					\$	541,000
				Percentage	Item Cost	
Contingency (applied to total costs)						
Contingency				30%		\$162,300
Total Project Costs (rounded, without escalation)					\$	703,000

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Project Title:		Location:			
Independence PSMP - Pioneer		150 S 7th Street			
Project Identifier:					
CIP 1.4					
Need For Project:					
Priority #6 from Independence Park System Master Plan Survey #2					
Objective:					
Replace Picnic Tables, Add Accessible (Flat, Paved Surface) Walkways to Picnic Area; Formalize Footpath Adjacent to Site: Ash Creek Trail Connection; Replace Playground with Accessible and Durable Equipment; Add Bike Racks; Pave and Stripe Lot; Add Signage to Clarify Where to Park; Construct frontage on 7th St. ; Stripe for ADA parking; Add Public Sidewalk/Paved Pathways and Other Frontage Improvements for Access Into Site; CONSIDER Half Court Basketball					
Design Considerations:					
• Ash Creek floodplain (100-year floodplain and associated environmental permitting)					
• New sidewalks and new/replaced pavements within the riparian zone will require storm water management facilities					
• No public sidewalks for access					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Park Amenities					
Asphalt Surfacing	114	SY	\$ 95	\$ 10,830	
Picnic Table	4	EA	\$ 1,800	\$ 7,200	
Trail / Dirt Paths	1,420	SF	\$ 12	\$ 17,040	
Concrete Sidewalks	706	SY	\$ 138	\$ 97,428	
Picnic Shelter	1	EA	\$ 80,000	\$ 80,000	
Playground					
Equipment - Playground	1	LS	\$ 250,000	\$ 250,000	
Transportation / Parking					
Asphalt Removal	1,119	SY	\$ 18	\$ 20,142	
Asphalt Surfacing	1,119	SY	\$ 95	\$ 106,305	
Striping - Parking	600	LF	\$ 2	\$ 1,200	
Concrete Sidewalks	107	SY	\$ 138.00	\$ 14,766	
ADA Curb Ramp	1	EA	\$ 4,000	\$ 4,000	
ADA Signage	2	EA	\$ 500	\$ 1,000	
Frontage Improvements (Half Street)	350	ft	\$ 950	\$ 332,500	
Bike Racks	2	EA	\$ 650	\$ 1,300	
Safety Signage	2	EA	\$ 78	\$ 156	
Stormwater management facilities	1	LS	\$ 48,100	\$ 48,100	
Utilities					
Lighting - Sports Facility	12	EA	\$ 1,690	\$ 20,280	
Pedestrian Pathway Lighting, assume 1 every 100 ft of pathway	8	EA	\$ 2,500	\$ 20,000	
Power	1	LS	\$ 30,000	\$ 30,000	
Restrooms - New	1	LS	\$ 450,000	\$ 450,000	
Sewer service	1	LS	\$ 30,000	\$ 30,000	
Water	1	LS	\$ 30,000	\$ 30,000	
Sports Facility					
1/2 Basketball Court - Concrete Surfacing	2,350	SF	\$ 6	\$ 14,100	
Striping - Sports Facility	2,351	LF	\$ 1	\$ 2,351	
Construction Subtotal (ROUNDED)				\$ 1,589,000	
Percentage			Item Cost		



Project Title:		Location:	
Independence PSMP - Pioneer		150 S 7th Street	
Project Identifier:			
Need For Project:			
Priority #6 from Independence Park System Master Plan Survey #2			
Objective:			
Replace Picnic Tables, Add Accessible (Flat, Paved Surface) Walkways to Picnic Area; Formalize Footpath Adjacent to Site: Ash Creek Trail Connection; Replace Playground with Accessible and Durable Equipment; Add Bike Racks; Pave and Stripe Lot; Add Signage to Clarify Where to Park; Construct frontage on 7th St. ; Stripe for ADA parking; Add Public Sidewalk/Paved Pathways and Other Frontage Improvements for Access Into Site; CONSIDER Half Court Basketball			
Design Considerations:			
- Ash Creek floodplain (100-year floodplain and associated environmental permitting) - New sidewalks and new/replaced pavements within the riparian zone will require storm water management facilities - No public sidewalks for access			
Additional Elements (estimated % of above)			
Mobilization and Administration	10%	\$	158,900
Bonding	5.0%	\$	79,450
Contractor Overhead and Profit	10%	\$	158,900
Prevailing Wages	3.0%	\$	47,670
Additional Elements Subtotal (ROUNDED)			\$ 445,000
TOTAL CONSTRUCTION COST (ROUNDED)			\$ 2,034,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)			
Engineering Design and Bid Phase Services	15%	\$	305,100
Engineering - Construction Contract Administration and Observation	8.0%	\$	162,720
Construction Permitting, includes 1200-C	2.5%	\$	50,850
Geotechnical Investigation	2.0%	\$	40,680
Environmental and Permitting	5.0%	\$	101,700
Wetland Delineation			
Removal Fill Permits (USACE/ODSL/ODEQ)			
Floodplain Permits			
Legal, Administrative, and Funding, including right-of-way	2.5%	\$	50,850
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)			\$ 712,000
Total Project Costs (rounded, without escalation or contingency)			\$ 2,746,000
	Percentage	Item Cost	
Contingency (applied to total costs)			
Contingency	30%		\$823,800
Total Project Costs (rounded, without escalation)			\$ 3,570,000

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Project Title:		Location:				
Independence PSMP - Mt. Fir		799 F St, Independence, OR 97351				
Project Identifier:						
CIP 1.5						
Need For Project:						
Priority #7 from Independence Park System Master Plan Survey #2						
Objective:						
See Trail - G project; Small Nature Playground; Add Pet Water Station; North Lot: Pave and Stripe Lot; add ADA parking; Drinking Fountains with Dog Bowl						
Design Considerations:						
• Permitting adjacent to Ash Creek (100-year floodplain and associated environmental permitting)						
• New sidewalks and new/replaced pavements within the riparian zone will require stormwater management facilities						
• Adjacent Property is designated with Hazmat requirements, so any land expansion or trail development could be affected						
General Line Item		Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars, Rounded)
Park Amenities						
Drinking Fountain with pet bowl		2	EA	\$ 5,000	\$ 10,000	
Concrete Sidewalks		362	SY	\$ 138	\$ 49,956	
Picnic Table		2	EA	\$ 1,800	\$ 3,600	
Picnic Shelter		1	LS	\$ 80,000	\$ 80,000	
Playground						
Small Nature Playground		1	LS	\$ 150,000	\$ 150,000	
Surfacing - Playground		2,900	SF	\$ 32	\$ 92,800	
Transportation / Parking						
Asphalt Surfacing		771	SY	\$ 95	\$ 73,245	
Striping - Parking		264	LF	\$ 25	\$ 6,600	
Concrete Sidewalks		157	SY	\$ 138	\$ 21,666	
ADA Signage		3		\$ 500	\$ 1,500	
ADA Curb Ramp		2		\$ 4,000	\$ 8,000	
Stormwater management facilities, includes plantings and soil amendments		1	LS	\$ 11,100	\$ 11,100	
Lawn/Plantings						
Sod, bluegrass, on level ground, 1000 sf		9	MSF	\$ 708	\$ 6,372	
Tree (soil and mulch included)		15	EA	\$ 600	\$ 9,000	
General Understory Planting (soil and mulch included)		11,000	SF	\$ 8	\$ 88,000	
Irrigation - New		20,000	SF	\$ 3	\$ 50,000	
Utilities						
Sanitary Sewer Upgrade		1	LS	\$ 75,000	\$ 75,000	
Restrooms - New		1	LS	\$ 450,000	\$ 450,000	
Power		1	LS	\$ 30,000	\$ 30,000	
Parking Illumination, assume 1 per 3500 SF of parking		2	EA	\$ 5,000	\$ 10,000	
Pedestrian Pathway Lighting, assume 1 every 100 ft of pathway		6	EA	\$ 2,500	\$ 15,000	
Water		1	LS	\$ 30,000	\$ 30,000	
Construction Subtotal (ROUNDED)					\$ 1,272,000	
Percentage				Item Cost		



Project Title:		Location:	
Independence PSMP - Mt. Fir		799 F St, Independence, OR 97351	
Project Identifier:			
CIP 1.5			
Need For Project:			
Priority #7 from Independence Park System Master Plan Survey #2			
Objective:			
See Trail - G project; Small Nature Playground; Add Pet Water Station; North Lot: Pave and Stripe Lot; add ADA parking; Drinking Fountains with Dog Bowl			
Design Considerations:			
• Permitting adjacent to Ash Creek (100-year floodplain and associated environmental permitting)			
• New sidewalks and new/replaced pavements within the riparian zone will require stormwater management facilities			
• Adjacent Property is designated with Hazmat requirements, so any land expansion or trail development could be affected			
Additional Elements (estimated % of above)			
Mobilization and Administration	10%	\$	127,200
Bonding	5.0%	\$	63,600
Contractor Overhead and Profit	10%	\$	127,200
Prevailing Wages	3.0%	\$	38,160
Additional Elements Subtotal (ROUNDED)			\$ 356,000
TOTAL CONSTRUCTION COST (ROUNDED)			\$ 1,628,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)			
Engineering Design and Bid Phase Services	15%	\$	244,200
Engineering - Construction Contract Administration and Observation	8.0%	\$	130,240
Construction Permitting, includes 1200-C	2.5%	\$	40,700
Geotechnical Investigation	3.0%	\$	48,840
Environmental and Permitting	6.0%	\$	97,680
Phase 1 Environmental Site Assessment			
Wetland Delineation for Ash Creek Trail Connection			
Removal Fill Permits (USACE/ODSL/ODEQ)			
Floodplain Permits			
Legal, Administrative, and Funding, including right-of-way	2.5%	\$	40,700
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)			\$ 602,000
Total Project Costs (rounded, without escalation or contingency)			\$ 2,230,000
	Percentage	Item Cost	
Contingency (applied to total costs)			
Contingency	30%		\$669,000
Total Project Costs (rounded, without escalation)			\$ 2,899,000

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Project Title:		Location:			
Independence PSMP - Pfaff		1000 Wild Rose Ct, Independence, OR 97351			
Project Identifier:					
CIP 1.6					
Need For Project:					
Priority #8 from Independence Park System Master Plan Survey #2					
Objective:					
Add Shade Trees to South Side of Lot; Replace Picnic Table Under Shelter; Replace Playground with Accessible and Durable Equipment; Regrade and Replace Lawn With Plantings to Address Drainage issue; Resurface and Re-Stripe Basketball Court; Add bike racks; Stripe parking lot, including ADA stall(s); add driveway from North Gun Club Road; replace uneven sidewalks					
Design Considerations:					
N/A					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Park Amenities					
Picnic Table	1	EA	\$ 1,800	\$ 1,800	
Concrete Sidewalks	33	SY	\$ 138	\$ 4,554	
Playground					
Equipment - Playground	1	LS	\$ 250,000	\$ 250,000	
Surfacing - Playground	2,900	SF	\$ 32	\$ 92,800	
Drainage - Playground	2,900	SF	\$ -	\$ -	
Transportation / Parking					
Striping - Parking	54	LF	\$ 60	\$ 3,240	
Bike Racks	1	EA	\$ 650	\$ 650	
ADA Signage	1	EA	\$ 500	\$ 500	
Concrete Sidewalks	153	SY	\$ 138	\$ 21,114	
ADA Curb Ramp	1	EA	\$ 4,000	\$ 4,000	
Frontage Improvements (Half Street)	40	FT	\$ 950	\$ 38,000	
Asphalt Removal	938	SY	\$ 18	\$ 16,884	
Asphalt Surfacing	938	SY	\$ 95	\$ 89,110	
Sports Facility					
1/2 Basketball Court - Concrete Surfacing	2,350	SF	\$ 6	\$ 14,100	
Striping - Sports Facility	275	LF	\$ 1	\$ 275	
Utilities					
Lighting - Sports Facility	12	EA	\$ 1,690	\$ 20,280	
Power	1	LS	\$ 30,000	\$ 30,000	
Irrigation - Repair	25,000	SF	\$ 1	\$ 25,000	
Drainage - Interior Site	25,000	SF	\$ 3	\$ 75,000	
Restrooms - New	1	LS	\$ 450,000	\$ 450,000	
Sewer service	1	LS	\$ 30,000	\$ 30,000	
Water	1	LS	\$ 30,000	\$ 30,000	
Lawn/Plantings					
Sod, bluegrass, on level ground, 1000 sf	25	MSF	\$ 708	\$ 17,700	
Tree (soil and mulch included)	15	EA	\$ 600	\$ 9,000	
Construction Subtotal (ROUNDED)					\$ 1,224,000
			Percentage	Item Cost	



Project Title:				Location:			
Independence PSMP - Pfaff				1000 Wild Rose Ct, Independence, OR 97351			
Project Identifier:							
CIP 1.6							
Need For Project:							
Priority #8 from Independence Park System Master Plan Survey #2							
Objective:							
Add Shade Trees to South Side of Lot; Replace Picnic Table Under Shelter; Replace Playground with Accessible and Durable Equipment; Regrade and Replace Lawn With Plantings to Address Drainage issue; Resurface and Re-Stripe Basketball Court; Add bike racks; Stripe parking lot, including ADA stall(s); add driveway from North Gun Club Road; replace uneven sidewalks							
Design Considerations:							
N/A							
Additional Elements (estimated % of above)							
Mobilization and Administration				10%	\$	122,400	
Bonding				5.0%	\$	61,200	
Contractor Overhead and Profit				10%	\$	122,400	
Prevailing Wages				3.0%	\$	36,720	
Additional Elements Subtotal (ROUNDED)						\$ 343,000	
TOTAL CONSTRUCTION COST (ROUNDED)						\$ 1,567,000	
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)							
Engineering Design and Bid Phase Services				15%	\$	235,050	
Engineering - Construction Contract Administration and Observation				8.0%	\$	125,360	
Construction Permitting, includes 1200-C				2.5%	\$	39,175	
Geotechnical Investigation				0.0%	\$	-	
Environmental and Permitting				0.0%	\$	-	
Legal, Administrative, and Funding, including right-of-way				2.5%	\$	39,175	
Plans and Contract Documents Subtotal (ROUNDED)						\$ 439,000	
Total Project Costs (rounded, without escalation or contingency)						\$ 2,006,000	
				Percentage	Item Cost		
Contingency (applied to total costs)							
Contingency				30%		\$601,800	
Total Project Costs (rounded, without escalation)						\$ 2,608,000	

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Project Title:		Location:				
Independence PSMP - Dog Park		54 Grand St, Independence, OR 97351				
Project Identifier:						
CIP 1.7						
Need For Project:						
Priority #9 from Independence Park System Master Plan Survey #2						
Objective:						
Additional Shade Trees; Consider Converting Some/All Lawn Area to Wood Bark Mulch; Update or Add Obstacle Course Items; Add bike racks; pave and stripe lot; add ADA parking; Paved Sidewalk to Connect to Willamette River Trail and Main St.						
Design Considerations:						
• Specialty use						
General Line Item		Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Park Amenities						
Dog Obstacle Course Items		3	LS	\$ 6,000	\$ 18,000	
Drinking Fountain with pet bowl		1	EA	\$ 5,000	\$ 5,000	
Interpretive Maps/Signs		1	LS	\$ 5,000	\$ 5,000	
Lawn/Plantings						
Mulch, assume wood chip		807	CY	\$ 65	\$ 52,455	
Tree (soil and mulch included)		8	EA	\$ 600	\$ 4,800	
Utilities						
Restrooms - New		1	LS	\$ 450,000	\$ 450,000	
Sewer service		1	LS	\$ 30,000	\$ 30,000	
Water		1	LS	\$ 30,000	\$ 30,000	
Construction Subtotal (ROUNDED)					\$	595,000
			Percentage	Item Cost		
Additional Elements (estimated % of above)						
Mobilization and Administration			10%	\$ 59,500		
Bonding			5.0%	\$ 29,750		
Contractor Overhead and Profit			10%	\$ 59,500		
Prevailing Wages			3.0%	\$ 17,850		
Additional Elements Subtotal (ROUNDED)					\$	167,000
TOTAL CONSTRUCTION COST (ROUNDED)					\$	762,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)						
Engineering Design and Bid Phase Services			15%	\$ 114,300		
Engineering - Construction Contract Administration and Observation			8.0%	\$ 60,960		
Construction Permitting, includes 1200-C			3.5%	\$ 26,670		
Geotechnical Investigation			0.0%	\$ -	None anticipated	
Environmental and Permitting			0.0%	\$ -	None anticipated	
Legal, Administrative, and Funding, including right-of-way			2.5%	\$ 19,050		
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)					\$	221,000
Total Project Costs (rounded, without escalation or contingency)					\$	983,000
			Percentage	Item Cost		
Contingency (applied to total costs)						
Contingency			30%			\$294,900
Total Project Costs (rounded, without escalation)					\$	1,278,000

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Project Title:		Location:				
Independence PSMP - Grand St. Park Field		54 Grand St, Independence, OR 97351				
Project Identifier:						
CIP 1.8						
Need For Project:						
Priority #10 from Independence Park System Master Plan Survey #2						
Objective:						
Add Canopy Trees Along West Side of Path for Shade; Picnic Shelters and Tables to Support Informal Sports; Add Bike Racks; pave and restripe parking lot; add ADA parking; Add Loop Path Around Park Open Space Perimeter; add benches along walking path						
Design Considerations:						
• New sidewalks and new/replaced pavements within the riparian zone will require storm water management facilities site						
General Line Item		Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Park Amenities						
Picnic Shelter		2	EA	\$ 80,000	\$ 160,000	
Picnic Table		10	EA	\$ 1,800	\$ 18,000	
Concrete Sidewalks		1,333	SY	\$ 138	\$ 183,954	
Park Bench		8	EA	\$ 1,200	\$ 9,600	
Transportation / Parking						
Concrete Sidewalks		333	SY	\$ 138	\$ 45,954	
Asphalt Surfacing		1,680	SY	\$ 95	\$ 159,600	
Striping - Parking		1,254	LF	\$ 2	\$ 2,508	
Bike Racks		1	EA	\$ 650	\$ 650	
ADA Curb Ramp		2	EA	\$ 4,000	\$ 8,000	
ADA Signage		4	EA	\$ 500	\$ 2,000	
Stormwater management facilities, includes plantings and soil amendments		1	LS	\$ 20,000	\$ 20,000	
Lawn/Plantings						
Tree (soil and mulch included)		25	EA	\$ 600	\$ 15,000	
General Understory Planting (soil and mulch included)		10,000	SF	\$ 8	\$ 80,000	
Irrigation - New		10,000	SF	\$ 3	\$ 25,000	
				Construction Subtotal (ROUNDED)		\$ 730,000
				Percentage		
Additional Elements (estimated % of above)						
Mobilization and Administration				10%	\$ 73,000	
Bonding				5.0%	\$ 36,500	
Contractor Overhead and Profit				10%	\$ 73,000	
Prevailing Wages				3.0%	\$ 21,900	
				Additional Elements Subtotal (ROUNDED)		\$ 204,000
				TOTAL CONSTRUCTION COST (ROUNDED)		\$ 934,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)						
Engineering Design and Bid Phase Services				15%	\$ 140,100	
Engineering - Construction Contract Administration and Observation				8.0%	\$ 74,720	
Construction Permitting, includes 1200-C				3.5%	\$ 32,690	
Geotechnical Investigation				0.0%	\$ -	None anticipated
Environmental and Permitting				0.0%	\$ -	None anticipated
Legal, Administrative, and Funding, including right-of-way				2.5%	\$ 23,350	
				Plans, Permitting, and Contract Documents Subtotal (ROUNDED)		\$ 271,000
				Total Project Costs (rounded, without escalation or contingency)		\$ 1,205,000
				Percentage		Item Cost
Contingency (applied to total costs)						
Contingency				30%		\$361,500
				Total Project Costs (rounded, without escalation)		\$ 1,567,000

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Project Title:		Location:				
Independence PSMP - Sunset Meadows		Between Maple and Chestnut Streets				
Project Identifier:						
CIP 1.9						
Need For Project:						
Priority #11 from Independence Park System Master Plan Survey #2						
Objective:						
Add bike racks						
Design Considerations:						
• Newly constructed, low priority for additions or changes						
• Limited space						
• Close adjacency to residences						
General Line Item		Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Transportation / Parking						
Bike Racks		4	EA	\$ 650	\$ 2,600	
Construction Subtotal (ROUNDED)					\$	2,600
				Percentage	Item Cost	
Additional Elements (estimated % of above)						
Mobilization and Administration				0.0%	\$0.00	By City Staff
Bonding				0.0%	\$0.00	By City Staff
Contractor Overhead and Profit				0.0%	\$0.00	By City Staff
Prevailing Wages				0.0%	\$0.00	By City Staff
Additional Elements Subtotal (ROUNDED)					\$	-
TOTAL CONSTRUCTION COST (ROUNDED)						\$ 2,600
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)						
Engineering Design and Bid Phase Services				0.0%	\$ -	None anticipated
Engineering - Construction Contract Administration and Observation				0.0%	\$ -	None anticipated
Construction Permitting, includes 1200-C				0.0%	\$ -	None anticipated
Geotechnical Investigation				0.0%	\$ -	None anticipated
Environmental and Permitting				0.0%	\$ -	None anticipated
Legal, Administrative, and Funding, including right-of-way				0.0%	\$ -	None anticipated
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)					\$	-
Total Project Costs (rounded, without escalation or contingency)						\$ 2,600
				Percentage	Item Cost	
Contingency (applied to total costs)						
Contingency				30%		\$780
Total Project Costs (rounded, without escalation)						\$ 3,400

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Trail Project Location/Extents						
Along Ash Creek, between Western City boundary to City Property A. Includes Access Easement		Refer to the following items for additional information: Trail project overview in the PSMP for additional location information. Monmouth Ash Creek Trail Master plan for additional information for design.				
Project Identifier: Objective: Per the Monmouth Ash Creek Trail Master Plan, a phased implementation of raised and surface trailways, and road crossings. Encompasses Sections D & E and Crossing 5 (Gun Club Road, RRFB) & 6 (16th Street, marked crosswalk). Includes Shared Use Surface Trail - 0.11 miles and Shared Use Raised Trail - 0.73 miles Design Considerations: - Waterway permitting costs and time delays - Costs of raised walkways and bridges - Includes crossing of Ash Creek with new wooden bridge						
Section D: Will require access easements from tax lot 24544 (Atkinson) and tax lot 24345 (Creekside Meadows). Section E: Will require easements from tax lot 24375 (Romano/Cummins) and tax lot 24428 (Farm Worker Housing Development), and possibly tax lot 24147 (Cooper) or tax lot 24453 (Pena). Will require easement/permission to construct trail on school district property.						
General Line Item		Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Trails						
Shared Use Surface Trail (Concrete)		774	SY	\$ 274	\$ 212,076	
Shared Use Raised Trail (Bridge)		55	LF	\$ 2,000	\$ 110,000	
Shared Use Raised Trail (Boardwalk)		3,854	LF	\$ 200	\$ 770,800	
Transportation / Parking						
Concrete Sidewalks		26	SY	\$ 138	\$ 3,588	
Concrete Curb and Gutter		40	LF	\$ 58	\$ 2,320	
ADA Curb Ramp		4	EA	\$ 4,000	\$ 16,000	
ADA Signage		4	EA	\$ 500	\$ 2,000	
RRFBs		1	EA	\$ 75,000	\$ 75,000	
Stormwater management facilities, includes plantings and soil amendments		1	LS	\$ 119,000	\$ 119,000	
Construction Subtotal (ROUNDED)						\$ 1,311,000
				Percentage	Item Cost	
Additional Elements (estimated % of above)						
Mobilization and Administration				10%	\$ 131,100	
Bonding				5.0%	\$ 65,550	
Contractor Overhead and Profit				10%	\$ 131,100	
Prevailing Wages				3.0%	\$ 39,330	
Additional Elements Subtotal (ROUNDED)						\$ 367,000
TOTAL CONSTRUCTION COST (ROUNDED)						\$ 1,678,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)						
Engineering Design and Bid Phase Services				15%	\$ 251,700	
Engineering - Construction Contract Administration and Observation				8.0%	\$ 134,240	
Construction Permitting, includes 1200-C				3.5%	\$ 58,730	
Geotechnical Investigation				4.0%	\$ 67,120	
Environmental and Permitting				6.0%	\$ 100,680	
Wetland Delineation						
Removal Fill Permits (USACE/ODSL/ODEQ)						
Floodplain Permits						
Legal, Administrative, and Funding, including right-of-way				6.5%	\$ 109,070	
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)						\$ 722,000
Total Project Costs (rounded, without escalation or contingency)						\$ 2,400,000
				Percentage	Item Cost	
Contingency (applied to total costs)						
Contingency				30%		\$ 720,000
Total Project Costs (rounded, without escalation)						\$ 3,120,000

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Trail Project Location/Extents						
Along Ash Creek, between City Property A and Main St.		Refer to the following items for additional information: Trail project overview in the PSMP for additional location information. Monmouth Ash Creek Trail Master plan for additional information for design.				
Project Identifier: T-B Objective: Per the Monmouth Ash Creek Trail Master Plan, a phased implementation of raised and surface trailways, and road crossings. Encompasses Sections A (under OR51 Bridge), B (under railroad trestle with 2 creek crossings), & C and Crossings 1, 2, 3, & 4. Includes Shared Use Raised Trail - 1.34 miles Design Considerations: • Waterway permitting costs and time delays • Costs of raised walkways and bridges • May need phased construction • Need permit from ODOT for work under the OR51 bridge •Grade changes from top of bank under trestle must meet ADA. •Will need permit from Portland and Western RR and ODOT Rail for undercrossing. Special design requirements apply •Coordination with City WWTP						
Crossing 1 (Riverview Park, Construct trailhead with map, trail information, lighting, and benches. Construct bridge over Ash Creek)						
Crossing 2 (Construct ADA accessible ramp from Ash Street to the proposed trail)						
Crossing 3 (5th Street, Construct new wooden bridge and 10-foot-wide concrete shared use path to access 5th Street right-of-way and Independence Elementary School. Construct / improve sidewalks on 5th Street to school.						
Crossing 4 (10th Street / YMCA, Develop trailhead / parking. Construct 10-foot-wide concrete access trail and bridge over Ash Creek through Boise Cascade property. Will require access easements from tax lot 24361 (Fitts) and 24348 (Reich).						
General Line Item		Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Park Amenities						
Trailhead		2	LS	\$ 35,000	\$ 70,000	
Trails						
Shared Use Raised Trail (Bridge)		7,075	LF	\$ 250	\$ 1,768,750	
Transportation / Parking						
Concrete Sidewalks		134	SY	\$ 138	\$ 18,492	
Concrete Curb and Gutter		100	LF	\$ 58	\$ 5,800	
ADA Curb Ramp		8	EA	\$ 4,000	\$ 32,000	
ADA Signage		8	EA	\$ 500	\$ 4,000	
Stormwater management facilities, includes plantings and soil amendments		1	LS	\$ 190,000	\$ 190,000	
Construction Subtotal (ROUNDED)					\$	2,089,000
				Percentage	Item Cost	
Additional Elements (estimated % of above)						
Mobilization and Administration				10%	\$ 208,900	
Bonding				5.0%	\$ 104,450	
Contractor Overhead and Profit				10%	\$ 208,900	
Prevailing Wages				3.0%	\$ 62,670	
Additional Elements Subtotal (ROUNDED)					\$	585,000
TOTAL CONSTRUCTION COST (ROUNDED)					\$	2,674,000



Trail Project Location/Extents	
Along Ash Creek, between City Property A and Main St.	Refer to the following items for additional information: Trail project overview in the PSMP for additional location information. Monmouth Ash Creek Trail Master plan for additional information for design.
Project Identifier: T-B Objective: Per the Monmouth Ash Creek Trail Master Plan, a phased implementation of raised and surface trailways, and road crossings. Encompasses Sections A (under OR51 Bridge), B (under railroad trestle with 2 creek crossings), & C and Crossings 1, 2, 3, & 4. Includes Shared Use Raised Trail - 1.34 miles Design Considerations: • Waterway permitting costs and time delays • Costs of raised walkways and bridges • May need phased construction • Need permit from ODOT for work under the OR51 bridge • Grade changes from top of bank under trestle must meet ADA. • Will need permit from Portland and Western RR and ODOT Rail for undercrossing. Special design requirements apply • Coordination with City WWTP	
Crossing 1 (Riverview Park, Construct trailhead with map, trail information, lighting, and benches. Construct bridge over Ash Creek) Crossing 2 (Construct ADA accessible ramp from Ash Street to the proposed trail) Crossing 3 (5th Street, Construct new wooden bridge and 10-foot-wide concrete shared use path to access 5th Street right-of-way and Independence Elementary School. Construct / improve sidewalks on 5th Street to school. Crossing 4 (10th Street / YMCA, Develop trailhead / parking. Construct 10-foot-wide concrete access trail and bridge over Ash Creek through Boise Cascade property. Will require access easements from tax lot 24361 (Fitts) and 24348 (Reich).	
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)	
Engineering Design and Bid Phase Services	15% \$ 401,100
Engineering - Construction Contract Administration and Observation	8.0% \$ 213,920
Construction Permitting, includes 1200-C, ODOT, ODOT Rail, and PWRR	15.0% \$ 401,100
Geotechnical Investigation	3.0% \$ 80,220
Environmental and Permitting	8.0% \$ 213,920
Wetland Delineation	
Removal Fill Permits (USACE/ODSL/ODEQ)	
Floodplain Permits	
Legal, Administrative, and Funding, including right-of-way	4.5% \$ 120,330
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)	
	\$ 1,431,000
Total Project Costs (rounded, without escalation or contingency)	
	\$ 4,105,000
Contingency (applied to total costs)	
Contingency	30% \$1,231,500
Total Project Costs (rounded, without escalation)	
	\$ 5,336,500

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Trail Project Location/Extents					
On Wastewater Treatment Plant property, West of Williams St		Refer to the following items for additional information: Trail project overview in the PSMP for additional location information.			
Project Identifier: T-C Objective: Includes Shared Use Surface Trail - 0.52 miles Design Considerations: • Access, security, and land use of Water and Wastewater Treatment Plant (WWTP) • On-street sections may trigger unanticipated street improvements • Path not allowed on WWTP site and would go through industrial properties. (Not feasible)		Assumes easements and right-of-way would be required.			
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Trails					
Shared Use Surface Trail (Concrete)	3,661	SY	\$ 250	\$ 915,250	
Construction Subtotal (ROUNDED)					\$ 915,000
			Percentage	Item Cost	
Additional Elements (estimated % of above)					
Mobilization and Administration		10%		\$ 91,500	
Bonding		5.0%		\$ 45,750	
Contractor Overhead and Profit		10%		\$ 91,500	
Prevailing Wages		3.0%		\$ 27,450	
Additional Elements Subtotal (ROUNDED)					\$ 256,000
TOTAL CONSTRUCTION COST (ROUNDED)					\$ 1,171,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)					
Engineering Design and Bid Phase Services		15%		\$ 175,650	
Engineering - Construction Contract Administration and Observation		8.0%		\$ 93,680	
Construction Permitting, includes 1200-C		3.5%		\$ 40,985	
Geotechnical Investigation		0.0%		\$ -	None anticipated
Environmental and Permitting		0.0%		\$ -	None anticipated
Legal, Administrative, and Funding, including right-of-way		8.0%		\$ 93,680	
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)					\$ 404,000
Total Project Costs (rounded, without escalation or contingency)					\$ 1,575,000
			Percentage	Item Cost	
Contingency (applied to total costs)					
Contingency		30%		+RC[-1]*R34C7	\$472,500
Total Project Costs (rounded, without escalation)					\$ 2,047,500

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Trail Project Location/Extents					
Along Western edge of Wastewater Treatment Plant, from Monmouth St. to Polk St.		Refer to the following items for additional information: Trail project overview in the PSMP for additional location information.			
Project Identifier:					
T-D					
Objective:					
Includes Shared Use Surface Trail - 0.64 miles and Shared Use Raised Trail - 0.07 miles					
Design Considerations:					
• Access, security, and land use of Waste Water Treatment Plant					
• Waterway permitting costs and time delays					
• Existing wetland and stormwater drainage path					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Trails					
Shared Use Surface Trail (Concrete)	4,506	SY	\$ 250	\$ 1,126,500	
Shared Use Raised Trail (Bridge)	575	LF	\$ 500	\$ 287,500	
Transportation / Parking					
Concrete Sidewalks	34	SY	\$ 138	\$ 4,692	
Concrete Curb and Gutter	25	LF	\$ 58	\$ 1,450	
ADA Curb Ramp	2	EA	\$ 4,000	\$ 8,000	
ADA Signage	2	EA	\$ 500	\$ 1,000	
RRFBs	1	EA	\$ 75,000	\$ 75,000	
Stormwater management facilities, includes plantings and soil amendments	1	LS	\$ 143,000	\$ 143,000	
Construction Subtotal (ROUNDED)					\$ 1,647,000
			Percentage	Item Cost	
Additional Elements (estimated % of above)					
Mobilization and Administration			10%	\$ 164,700	
Bonding			5.0%	\$ 82,350	
Contractor Overhead and Profit			10%	\$ 164,700	
Prevailing Wages			3.0%	\$ 49,410	
Additional Elements Subtotal (ROUNDED)					\$ 461,000
TOTAL CONSTRUCTION COST (ROUNDED)					\$ 2,108,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)					
Engineering Design and Bid Phase Services			15%	\$ 316,200	
Engineering - Construction Contract Administration and Observation			8.0%	\$ 168,640	
Construction Permitting, includes 1200-C			3.5%	\$ 73,780	
Geotechnical Investigation			2.0%	\$ 42,160	
Environmental and Permitting			4.0%	\$ 84,320	
Wetland Delineation					
Removal Fill Permits (USACE/ODSL/ODEQ)					
Floodplain Permits					
Legal, Administrative, and Funding, including right-of-way			2.5%	\$ 52,700	
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)					\$ 738,000
Total Project Costs (rounded, without escalation or contingency)					\$ 2,846,000
			Percentage	Item Cost	
Contingency (applied to total costs)					
Contingency			30%		\$853,800
Total Project Costs (rounded, without escalation)					\$ 3,699,800

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Trail Project Location/Extents																																																																																																																																																																																									
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1: Trail costs are based upon the South Willamette River Trail Refinement Project, 2023, escalated to 2025 (<https://www.ci.independence.or.us/willamette-river-trail/#bd08a020afa902b36>) by 12%



Trail Project Location/Extents							
Main St to Willamette River Trail, North of the Dog Park			Refer to the following items for additional information: Trail project overview in the PSMP for additional location information.				
Project Identifier: T-F Objective: Widened sidewalk connection from Main St, around future improved parking lot at Dog Park; Shared Use Surface Trail - 0.16 miles Design Considerations: None.							
General Line Item			Estimated Quantity	Unit	Unit Price	Item Cost	Total Cost (2025 Dollars)
Transportation / Parking							
Concrete Sidewalks			1,126	SY	\$ 138	\$ 155,388	
Concrete Curb and Gutter			845	LF	\$ 58	\$ 49,010	
Asphalt Surfacing			188	SY	\$ 95	\$ 17,860	
ADA Curb Ramp			2	EA	\$ 4,000	\$ 8,000	
ADA Signage			2	EA	\$ 500	\$ 1,000	
Stormwater management facilities, includes plantings and soil amendments			1	LS	\$ 23,000	\$ 23,000	
Construction Subtotal (ROUNDED)							\$ 254,000
				Percentage	Item Cost		
Additional Elements (estimated % of above)							
Mobilization and Administration				10%	\$ 25,400		
Bonding				5.0%	\$ 12,700		
Contractor Overhead and Profit				10%	\$ 25,400		
Prevailing Wages				3.0%	\$ 7,620		
Additional Elements Subtotal (ROUNDED)							\$ 71,000
TOTAL CONSTRUCTION COST (ROUNDED)							\$ 325,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)							
Engineering Design and Bid Phase Services				15%	\$ 48,750		
Engineering - Construction Contract Administration and Observation				8.0%	\$ 26,000		
Construction Permitting, includes 1200-C				3.5%	\$ 11,375		
Geotechnical Investigation				0.0%	\$ -	None anticipated.	
Environmental and Permitting				0.0%	\$ -	None anticipated.	
Legal, Administrative, and Funding, including right-of-way				2.5%	\$ 8,125		
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)							\$ 94,000
Total Project Costs (rounded, without escalation or contingency)							\$ 419,000
				Percentage	Item Cost		
Contingency (applied to total costs)							
Contingency				30%		\$125,700	
Total Project Costs (rounded, without escalation)							\$ 544,700

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Trail Project Location/Extents					
Along South Fork Ash Creek, on west side of Mt. Fir Park		Refer to the following items for additional information: Trail project overview in the PSMP for additional location information.			
Project Identifier: T-G Objective: Raised trail and bridge crossing tied into future parking lot improvements at Mt Fir Park. Includes Shared Use Raised Trail - 0.20 miles Design Considerations: • Waterway permitting costs and time delays • Costs of raised walkways and bridges • Requires bridge condition assessment • May need phased construction					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost (Rounded)	Total Cost (2025 Dollars)
Trail					
Shared Use Raised Trail (Bridge)	60	LF	\$ 2,500	\$ 150,000	
Shared Use Raised Trail (Boardwalk)	1,348	LF	\$ 200	\$ 269,600	
Transportation / Parking					
Stormwater management facilities, includes plantings and soil amendments	1	LS	\$ 42,000	\$ 42,000	
Construction Subtotal (ROUNDED)					\$ 462,000
		Percentage	Item Cost		
Additional Elements (estimated % of above)					
Mobilization and Administration		10%	\$ 46,200		
Bonding		5.0%	\$ 23,100		
Contractor Overhead and Profit		10%	\$ 46,200		
Prevailing Wages		3.0%	\$ 13,860		
Additional Elements Subtotal (ROUNDED)					\$ 129,000
TOTAL CONSTRUCTION COST (ROUNDED)					\$ 591,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)					
Engineering Design and Bid Phase Services		20%	\$ 118,200	Includes bridge condition assessment	
Engineering - Construction Contract Administration and Observation		8.0%	\$ 47,280		
Construction Permitting, includes 1200-C		3.5%	\$ 20,685		
Geotechnical Investigation		4.0%	\$ 23,640		
Environmental and Permitting		8.0%	\$ 47,280		
Wetland Delineation					
Removal Fill Permits (USACE/ODSL/ODEQ)					
Floodplain Permits					
Legal, Administrative, and Funding, including right-of-way		2.5%	\$ 14,775		
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)					\$ 272,000
Total Project Costs (rounded, without escalation or contingency)					\$ 863,000
		Percentage	Item Cost		
Contingency (applied to total costs)					
Contingency		30%		\$258,900	
Total Project Costs (rounded, without escalation)					\$ 1,121,900

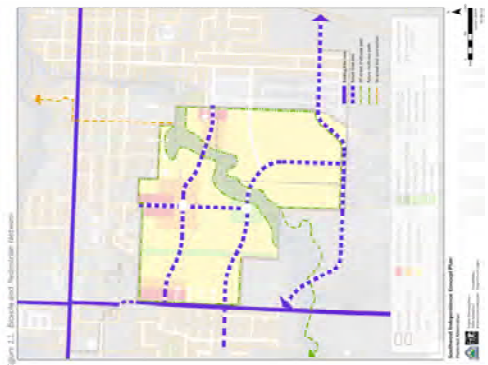
The cost estimate herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates and Greenworks have no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids, or actual construction costs will not vary from the cost presented herein.



Trail Project Location/Extents					
Ash Creek Trail Connection East of Talmadge Rd, between Southern City boundary and Monmouth St.		Refer to the following items for additional information: Trail project overview in the PSMP for additional location information. Central Talmadge Plan for design information			
Project Identifier: T-H Objective: Reference Central Talmadge Plan, To be determined by future layout by development. Connects from Monmouth Street/OR51 to Madrona Street along the existing Bonneville Power Administration utility corridor. Assume 1,950 feet long, 12-foot -wide shared use path. Design Considerations: Will require easements/right-of-way					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost (Rounded)	Total Cost (2025 Dollars)
Trails					
Shared Use Surface Trail (Concrete)	2,600	SY	\$ 274	\$ 712,400	Assume 10 ft wide
Transportation / Parking					
Concrete Sidewalks	104	SY	\$ 138	\$ 14,352	Assume 20 ft long each xing
Concrete Curb and Gutter	160	LF	\$ 58	\$ 9,280	
ADA Curb Ramp	8	EA	\$ 4,000	\$ 32,000	
ADA Signage	16	EA	\$ 500	\$ 8,000	
RRFBs	3	EA	\$ 125,000	\$ 375,000	
Stormwater management facilities, includes plantings and soil amendments	1	LS	\$ 115,000	\$ 115,000	
Utilities					
Power	1	LS	\$ 30,000	\$ 30,000	
Pedestrian Pathway Lighting, assume 1 every 100 ft of pathway	20	EA	\$ 2,500	\$ 50,000	
Construction Subtotal (ROUNDED)				\$	1,346,000
			Percentage	Item Cost	
Additional Elements (estimated % of above)					
Mobilization and Administration			10%	\$ 134,600	
Bonding			5.0%	\$ 67,300	
Contractor Overhead and Profit			10%	\$ 134,600	
Prevailing Wages			3.0%	\$ 40,380	
Additional Elements Subtotal (ROUNDED)				\$	377,000
TOTAL CONSTRUCTION COST (ROUNDED)				\$	1,723,000
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)					
Engineering Design and Bid Phase Services			15%	\$ 258,450	
Engineering - Construction Contract Administration and Observation			8.0%	\$ 137,840	
Construction Permitting, includes 1200-C			3.5%	\$ 60,305	
Geotechnical Investigation			2.0%	\$ 34,460	
Environmental and Permitting			6.0%	\$ 103,380	
Wetland Delineation					
Removal Fill Permits (USACE/ODSL/ODEQ)					
Floodplain Permits					
Legal, Administrative, and Funding, including right-of-way			8.0%	\$ 137,840	
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)				\$	732,000
Total Project Costs (rounded, without escalation or contingency)				\$	2,455,000
			Percentage	Item Cost	
Contingency (applied to total costs)					
Contingency			50%		\$1,227,500
Total Project Costs (rounded, without escalation)				\$	3,682,500

The cost estimate herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates and Greenworks have no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids, or actual construction costs will not vary from the cost presented herein.



Trail Project Location/Extents						
Along South Fork Ash Creek, as part of the SW Concept Plan		Refer to the following items for additional information: Trail project overview in the PSMP for additional location information. Southwest Independence Concept Plan for planning information.				
Project Identifier: T-I Objective: Reference Southwest Independence Concept Plan, To be determined by future layout by development. Assume 5,000 feet long pathway, 3/4 at grade, 1/4 raised Design Considerations: - Waterway permitting costs and time delays - Costs of raised walkways and bridges						
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost (Rounded)	Total Cost (2025 Dollars)	
Park Amenities						
Shared Use Surface Trail (Concrete)	5,000	SY	\$ 274	\$ 1,370,000		
Shared Use Raised Trail (Boardwalk)	1,944	LF	\$ 200	\$ 388,800		
Shared Use Raised Trail (Bridge)	45	LF	\$ 2,500	\$ 112,500		
Utilities						
Power	1	LS	\$ 30,000	\$ 30,000		
Pedestrian Pathway Lighting, assume 1 every 100 ft of pathway	50	EA	\$ 2,500	\$ 125,000		
Construction Subtotal (ROUNDED)					\$ 2,026,000	
			Percentage	Item Cost		
Additional Elements (estimated % of above)						
Mobilization and Administration			10%	\$ 202,600		
Bonding			5.0%	\$ 101,300		
Contractor Overhead and Profit			10%	\$ 202,600		
Prevailing Wages			3.0%	\$ 60,780		
Additional Elements Subtotal (ROUNDED)					\$ 567,000	
TOTAL CONSTRUCTION COST (ROUNDED)					\$ 2,593,000	
Plans, Permitting, and Contract Documents (estimated % of Total Construction Cost)						
Engineering Design and Bid Phase Services			15%	\$ 388,950		
Engineering - Construction Contract Administration and Observation			8.0%	\$ 207,440		
Construction Permitting, includes 1200-C			3.5%	\$ 90,755		
Geotechnical Investigation			6.0%	\$ 155,580		
Environmental and Permitting			8.0%	\$ 207,440		
Wetland Delineation						
Removal Fill Permits (USACE/ODSL/ODEQ)						
Floodplain Permits						
Legal, Administrative, and Funding, including right-of-way			8.0%	\$ 207,440		
Plans, Permitting, and Contract Documents Subtotal (ROUNDED)					\$ 1,258,000	
Total Project Costs (rounded, without escalation or contingency)					\$ 3,851,000	
			Percentage	Item Cost		
Contingency (applied to total costs)						
Contingency			50%		\$1,925,500	
Total Project Costs (rounded, without escalation)					\$ 5,776,500	

The cost estimate herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates and Greenworks have no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids, or actual construction costs will not vary from the cost presented herein.

https://www.ci.independence.or.us/wp-content/uploads/2023/01/conceptplan_final_complete.pdf

RECREATION

The City of Independence Parks and Open Space Master Plan (20152025) is adopted by reference as a portion of this Comprehensive Plan. Please view the document for background information. Goals and policies for Recreation are presented below.

GOAL: To address the evolving recreational needs of ~~the City's diverse population~~community members of all demographics and abilities, ensure that parks and recreational facilities reflect current and future recreational trends, and promote community livability and life-long physical health for Independence residents and visitors, consistent with community priorities and available resources.

Policies

1. Independence shall meet its current and future recreational needs through implementation of the 20152025 Parks and Natural Areas System Master Plan as a supporting document of the Comprehensive Plan.
2. Independence shall ~~establish~~continue to identify, refine, and administer a set of funding mechanisms that will help pay for the development and maintenance of parks and recreation facilities in a cost-effective, financially feasible manner.
3. Independence shall continue to realize the incredible potential of the Willamette Riverfront by enhancing existing facilities and creating new ones along the river.
4. Independence shall create recreational opportunities for visitors that can enhance the City's economic vitality.
5. Independence shall continue to plan for development of new parks and/or enhancements to existing parks in future growth areas and new developments, consistent with the Park System Master Plan.
6. Independence shall partner with community groups to continue to help maintain and enhance parks and recreation facilities and programs.
7. Independence shall provide facilities for people to walk and bicycle for recreation, travel, health and fitness; and create connections to travel between different parks and recreation areas by walking, bicycling, and other forms of active travel in coordination and consistent with implementation of the City's Transportation System Plan.
8. Independence shall provide gathering spaces and related facilities for community and family gatherings in all neighborhood and community parks and shall preserve or enhance connection to place, local history, or culture.
9. ~~Independence shall prioritize provision and adequate maintenance of soccer fields, while also providing facilities for other sports, both formal and informal, including baseball/softball, volleyball, basketball, tennis and lawn games. Independence shall protect and enhance natural systems to help nature thrive into the future in ways that protect the community from extreme weather and other hazards.~~



INDEPENDENCE

Oregon's Story Begins Here

MORE HOUSING, SAME (GREAT) NEIGHBORHOOD REVISION TO INFILL HOUSING STANDARDS STAFF REPORT

FROM: Fred Evander, Community Planner

TO: Planning Commission

MEETING DATE: February 2, 2026

FILE NUMBER: No File Number Assigned

RE: **MORE HOUSING, SAME (GREAT) NEIGHBORHOOD**

ATTACHMENT: A. Code Amendments Summary (2 pages)
B. Draft Amendments for Infill Code Update (63 pages)

At the Independence Planning Commission meeting of February 2, 2026, the Commission will discuss an initial draft of code changes for the More Housing, Same (Great) Neighborhood project.

WHAT IS THE PROBLEM?

The City of Independence is projected to need about 2,000 new homes over the next 20 years. In early 2025, the city completed a Housing Production Strategy that outlined ways to achieve this growth. Among the goals that the city identified included:

1. Allowing a wider range of middle housing types in the Low Density Residential (RS) and Medium Density Residential (RM) Zones (see Action 2.4 of the Housing Production Strategy).
2. Allowing cottage cluster housing (see Action 2.5).
3. Allowing for small lot detached homes in the Medium Density Residential (RM) and High Density Residential (RH) Zones (see Action 2.7).
4. Improving standards and review processes for small infill housing projects (see Action 2.10).

WHAT IS PROPOSED?

This project seeks to implement these actions through a series of changes to the Independence Development Code. Changes proposed include:

1. **Expanding the allowed housing types that are permitted in residential zones** (see Table for Subchapter 17). Currently the Low-Density and Medium Density Residential zones do not allow uses such as triplexes or quadplexes, even though several examples of the housing types exist within the zones. The proposed revisions would expand the allowed uses in the zones to better reflect how the City has grown over time and address Action 2.4 of the Housing Production Strategy.¹

¹ To help accommodate these allowances, the draft changes also include new definitions for cottage clusters, triplexes, and quadplexes that are based on recent changes to state law. A change to the duplex definition will also likely be required.

2. **Slightly reducing the minimum lot size for single-unit homes and duplexes** (see Table for Subchapter 18). The existing code relies on a 5,000 square-foot minimum lot size, which does not allow the division of many of the historic lots in Independence (which were platted at 9,801 square feet). One subdivision within the community is allowed to have lot sizes of 4,500 square feet with the approval of a variance, but the variance process is unnecessarily complicated and does not apply to other subdivisions that have the same lot size. The proposed revisions would reduce the minimum lot size from 5,000 to 4,800 square feet and make it easier to divide the lots. The revisions would also establish a related lot size of 2,400 square feet per unit for uses such as triplexes and quadplexes. These changes would significantly expand the options available for people to construct additional housing on their land – especially in older portions of town (helping to address Action 2.4) and streamline review processes (to help achieve Action 2.10 of the Housing Production Strategy).
3. **Tweaking the Residential Design Standards to apply to the new uses allowed** (see Subchapter 19). The existing Residential Design Standards primarily apply to single-family homes, duplexes and multi-unit buildings (not triplexes, quadplexes, and cottage clusters). The proposed revisions would apply the design standards to all housing types (though admittedly the current draft does not apply the standards effectively).
4. **Adding standards for cottage clusters** (see Section 75.070). No standards for cottage housing exist in the existing Independence Development Code. The proposed revisions would add new standards and allow the housing type, helping to address Action 2.5 of the Housing Production Strategy.
5. **Editing the public facility improvement standards for land divisions to primarily rely on the Public Works Design Standards** (see Section 90.80). The existing code either contradicts or unnecessarily duplicates the Independence Public Works Design Standards (PWDS) in several areas. The proposed revisions would rely more heavily on the Public Works Design Standards to ensure a clear and objective standard for review. The proposed standards would also set up a potential secondary discretionary path for individuals to utilize, so long as certain requirements were met.
6. **Adding Standards for Middle Housing Land Divisions** (see Section 90.115). Lastly, the State of Oregon recently passed legislation for Middle Housing Land Divisions. The draft code changes would incorporate this language and apply the standards and criteria to individuals that would like to divide the ownership of duplexes, triplexes, quadplexes, cottage clusters and structures containing townhouses. Incorporation of these standards will help the City to achieve Action 2.7 (to create smaller lot attached and detached homeownership options) and Action 2.10 of the Housing Production Strategy.

Key items still to be addressed by the draft include:

- How best to establish a density standard for cottage housing,
- How best to address standards associated with the location of parking and/or access to lots.
- How best to apply the residential design standards to triplexes, duplexes, and cottage clusters.

NEXT STEPS

Following the Planning Commission review, staff will work with the consultant on the project (MIG) to make the changes and get the draft ready for a public hearing.

Once a public hearing draft is complete, staff will bring the document back to the Planning Commission for a second review before the hearing.



More Housing, Same (Great) Neighborhood Code Amendments Summary

The following table provides a high-level summary of the major amendments proposed for the Independence Development Code as a result of this project. The table is not an exhaustive list of the proposed code amendments. The amendments hope to increase housing options and to reduce barriers for property owners to add new housing to their land, while maintaining a high quality of development that respects the character of Independence. Each of the standards in the code is required to be clear and objective.

Code Section	Proposed Amendments
Subchapter 11 Administrative Provisions	Added Middle Housing Land Divisions (MHLD) to the list of application and review procedures in Section 11.002.
Subchapter 12 Definitions	- Updated definitions to ensure potential housing types are included and housing-related terms are consistent with the state model code and applicable state statutes. - Moved definitions from Subchapter 59: Historic Preservation to Subchapter 13 to make it easier to find and understand terms. - Changed “single-family” to “single unit” throughout the code sections included in the update. While not required by the state, the change is best practice and is consistent with updated state model code provisions.
Subchapter 17 Allowed Uses	- Updated the allowed use table to permit a greater variety of housing types in existing zones. - Added triplexes, quadplexes and cottage clusters as allowed uses to increase the flexibility for property owners to create new units.
Subchapter 18 Density, Area, and Dimension Requirements in Residential Zones	- Updated the lot development standards to allow for a broader range of housing types in each zone and to provide more flexibility and options for property owners. - Made small reductions to the minimum lot size requirement to make it easier to divide certain common-sized lots in Independence. - Moved Mixed Density Residential Zone standards to the table to make the code easier to read and follow.

Subchapter 19 Residential Design Standards	Reviewed and updated existing residential design standards to make sure they are clear and objective and make it easier for applicants to understand and meet the code requirements.
Subchapter 21 Medium-Density Residential Zone	Updated existing standards to ensure they are clear and objective.
Subchapter 22 High-Density Residential Zone	Updated existing standards to ensure they are clear and objective.
Subchapter 23 Mixed-Density Residential Zone	- Updated existing standards to ensure they are clear and objective. - Moved development standards to Subchapter 18 to make it easier for applicants to use the code.
Subchapter 33 Mixed Use Pedestrian Friendly Commercial (MUPC) Zone and Downtown Overlay Zone	Updated existing standards to ensure they are clear and objective.
Subchapter 34 Downtown Riverfront Zone	Updated existing standards to ensure they are clear and objective.
Subchapter 54 Buffering, Screening, Landscape and Ash Creek Setback Requirements	- Updated Ash Creek setback to reflect state law requiring a 100' setback for middle housing development near the creek. - Updated existing standards to ensure they are clear and objective.
Subchapter 73 Parking	Updated parking requirements to ensure that they reflect each of the housing types.
Subchapter 74 Accessory Structures	Updated standards to ensure they are clear and objective.
Subchapter 75 General Development Standards	Added new section for cottage cluster development.
Subchapter 90 Subdivision Regulations	- Updated utility, road, and other improvements standards to be clear and objective and to meet the City's level of service targets. - Added new section about Middle Housing Land Division procedures and standards.



to **Fred Evander and Shawn Irvine, City of Independence**

cc **Melissa Ahrens and Ryan Marquardt, DLCD**

from **Matt Hastie, Emma-Quin Smith, Meg Grzybowski, MIG**

re **Task 3.3 Revised Code Updates
Independence Infill Code Update**

date **1/26/2026**

Introduction

The Independence Infill Code Update project is focused on updating Independence's residential development standards, including the design guidelines and standards, to increase opportunities for building a wide range of housing types and sizes. Overall, the project aims to:

- Update standards related to allowed housing types, lot sizes and densities.
- Address standards related to required public improvements.
- Create graphics that help illustrate standards and how they will be applied in Independence.
- Ensure new or revised standards for housing are clear and objective.
- Improve policy equity, consistency and simplification.

Code Amendments Overview

The consultant team conducted a detailed review of the Independence Development Code (“Code”) to identify initial recommendations for code updates. Overall, the findings of the audit were related to general code usability and structure as it applies to housing, City staff identified code issues, and findings pertaining to the clear and objective nature of standards related to housing development. The subchapters listed below represent the highest priority changes to the code:

- **Subchapter 13:** Ensure definitions related to housing are consistent with state model code and applicable state statutes.
- **Subchapter 17:** Update use table to allow a greater variety of housing types in existing zones; consider adding housing types that would be new for Independence like cottage clusters.
- **Subchapter 18:** Update lot development standards (density, setback, etc.) to allow for a broader range of housing types in each zone.
- **Subchapters 19-22:** Ensure all standards are clear and objective.
- **Subchapter 73:** Update parking standards to align with housing types and community need.

- **Subchapter 90:** Ensure utility, road, and other improvements standards are clear and objective and meet the City’s level of service targets, as needed or required by state law; allow for a discretionary path that incorporates negotiation with City Public Works staff to identify appropriate improvement standards in situations where the City’s current standards cannot be met. Identify steps needed to ensure compliance with state Middle Housing Land Division requirements.

The list above is not an exhaustive overview of the recommended code updates. The following section includes detailed code update recommendations for all applicable code subchapters and sections.

Draft Code Update

Proposed Code modifications are presented in underline/~~strikeout~~ legislative amendment format, where underlined text indicates new text, and strikeout indicates existing, adopted text recommended for removal. Text that is double underline or ~~double strikeout~~ shows existing code text that was moved to a new location in the code update. Proposed amendments are organized under existing Code chapters/sections. A description and summary of the proposed updates are provided in the gray text boxes for each section. In addition, specific “discussion items” may be included where the project team is seeking specific input from the City Council (see “City Council Discussion Item”). Other Code text may be included for context and reference, otherwise the only sections that are shown are those that have recommended amendments.

Subchapter 11

11.002 Applications and Review Procedures

All development permits and land use actions are processed under the City's administrative procedures. There are four types of actions, each with its own procedures.

[...]

E. Middle Housing Land Divisions.

Middle Housing Land Divisions shall be processed in accordance with the procedures described in Subchapter 90.115 of this code. Approval of a Middle Housing Land Division constitutes approval of development but is not considered to be a land use or limited land use decision.

Subchapter 13: Definitions

Housing type definitions have been updated to reflect state statutes, and development and historic preservation related definitions have been added or consolidated in order to make it easier for applicants to find and understand terms.

Definitions will be reorganized and inserted into Subchapter 13 in alphabetical order in subsequent drafts of these code updates.

Housing Type Definitions

- Accessory Dwelling Unit (ADU)
 - “Accessory Dwelling Unit” means an interior, attached, or detached residential structure that is used in connection with, or that is accessory to, a primary dwelling.
- Apartment
 - ~~“Apartment” means a dwelling unit that is part of an apartment house.~~
- Apartment house
 - ~~“Apartment House” means three or more dwelling units within the same building or sharing one or more common walls on one lot or parcel and designed for occupancy by three or more families living independently of each other. (Same as dwelling, MULTIPLE-FAMILY.)~~
- Common Courtyard
 - “Common courtyard” means a common area for use by residents of a cottage cluster. A common courtyard may function as a community yard. Hard and soft landscape features may be included in a common courtyard, such as pedestrian walkways, lawn, groundcover, trees, shrubs, patios, benches, or gazebos.
- Cottage
 - “Cottage” means an individual, detached dwelling unit that is part of a cottage cluster.
- Cottage Cluster
 - “Cottage cluster” means a grouping of no fewer than five detached dwelling units per parcel, located on a single lot or parcel that includes a common courtyard. Cottage clusters that also meet the definition of “manufactured dwelling park” or “mobile home park” may be subject to additional requirements, pursuant to ORS 446.003 through 446.140.
- Cottage Cluster Project
 - “Cottage cluster project” means a development site with one or more cottage clusters. Each cottage cluster as part of a cottage cluster project must have its own common courtyard.
- Dwelling Unit

- ~~"Dwelling Unit" means one or more habitable rooms occupied or intended or designed to be occupied by one family and having facilities for living, sleeping, cooking, and eating; such definition shall not include a hotel, motel, boarding house, camp ground or recreational vehicle. means a building, or a portion of a building, that has independent living facilities including provisions for sleeping, cooking, and sanitation, and that is designed for residential occupancy by a group of people. Buildings with more than one set of cooking facilities are considered to contain multiple dwelling units or accessory dwelling units, as applicable, unless the additional cooking facilities are clearly accessory to the primary use, such as an outdoor grill or wet bar.~~
- Dwelling, Accessory
 - ~~"Dwelling, Accessory" means a single dwelling unit, either attached or detached, that is a subordinate use on the same lot with any single-family dwelling unit.~~
- Dwelling, Quad or Quint
 - ~~"Dwelling, Quad or Quint" means a dwelling unit consisting of four or five rooms used for both living and sleeping, designed around a central kitchen, and intended primarily for occupancy by unrelated individuals. For the purpose of determining residential density, the number of dwelling units in each quad or quint shall be considered to be the number of dwelling rooms surrounding the core kitchen divided by two.~~
- Dwelling, Single-Family Unit
 - ~~"Dwelling, Single-Family Unit" means a detached structure on a lot or parcel that is comprised of a single dwelling unit. Detached single-unit dwellings may be constructed off site, e.g., manufactured homes or prefabricated dwellings. means a single detached dwelling unit designed exclusively for occupancy by one family.~~
- Dwelling, Townhouse
 - "Dwelling, Townhouse" means a single-family unit structure, which is attached on one or more sides to another single family unit structure, and so designed that each individual dwelling unit is located upon a separate lot or parcel.
- Dwelling, Two-Family (Duplex)
 - "Dwelling, Two-Family (Duplex)" means two dwelling units sharing one or more common walls on one lot or parcel.
- Dwelling, Triplex
 - "Dwelling, Triplex" means 3 attached or detached dwelling units in any configuration on a lot or parcel.
- Dwelling, Quadplex
 - "Quadplex" means 4 attached or detached dwelling units in any configuration on a lot or parcel.
- Dwelling, Multiple-family

- "Dwelling, Multiple-Family-Unit" means ~~three~~ five or more dwelling units within the same building or sharing one or more common walls on one lot or parcel, excluding cottage cluster developments, and designed for occupancy by three or more families living independently of each other. (Same as APARTMENT HOUSE.)

Historic Preservation Definitions

- Contributing resource
 - "Contributing Resource," for the purpose of Subchapter 59 of this code, means a building, Site, or object, originally constructed within the applicable Period of Significance that retains and exhibits significant integrity (location, design, setting, materials, workmanship, feeling, and association) to convey a sense of history. These properties strengthen the historic integrity of an existing or potential historic district, as indicated on the Local Historic Register.
- Demolition
 - "Demolition" means the intentional destruction of all or a part of a building or structure.
- District
 - "District" or "Historic District" means an area designated pursuant to Subchapter 59 of this code which includes buildings, properties or sites of historical or architectural significance. National Historic District means a District listed on the National Register of Historic Places. Local Historic District means a District listed on the Local Historic Register. Certain Resources may be designated within both Local and National Historic Districts.
- ~~"Height" means the height of a Building, as defined in Independence Development Code (IDC) Subchapter 13. Height includes foundation walls, porch roofs, and main roofs.~~
- Historic Preservation Commission
 - "Historic Preservation Commission" means the body of appointed officials established in Independence Municipal Code (IMC) Section 2-260. For purposes of review procedures under this Subchapter, the Historic Preservation Commission replaces the Planning Commission as the initial review body.
- Historic Preservation Officer
 - "Historic Preservation Officer" means the city official responsible for the administration of this code.
- Historic Residential Overlay
 - "Historic Residential Overlay" means a portion of a historic district, defined on a map that has been adopted by the City of Independence which is typified by residential dwellings. The residential standards for new construction apply to the area, even if a commercial use or multifamily dwelling is proposed within the structure.
- Independence National Historic District

- “Independence National Historic District” means the District designated on the National Register of Historic Places through the 1989 Record of Designation, as shown on City of Independence official zoning map.
- Listed Resource
 - “Listed Resource” means an individual historic resource, which has not been designated as part of a larger district, which has been placed on the Local Historic Register.
- Local Historic Register
 - “Local Historic Register” means the list of historic Resources officially recognized by the City of Independence as important in its history and afforded protection under this subchapter.
- National Register of Historic Places
 - “National Register of Historic Places” or “National Register” means the nation’s official list of buildings, Sites, objects, and districts that are important for the nation’s history and maintained by the National Park Service in Washington, D.C. The list includes “national register resources” as designated by OAR 660-023-0200(8).
- Noncontributing Resource
 - “Noncontributing Resource” means a building, Site, or object that does not retain or exhibit sufficient integrity (location, design, setting, materials, workmanship, feeling and association) to contribute to an existing or potential historic District in its current condition. Noncontributing Resources may include “historic Noncontributing Resources,” which are historic, and “out-of-period Noncontributing Resources,” which are not considered historic. By virtue of their location within a historic district, Noncontributing Resources are nonetheless subject to the requirements of this subchapter.
- Period of Significance
 - “Period of Significance” means the span of time when a Resource or District attained its significance to meet the local or National Register Criteria.
- Record of Designation
 - “Record of Designation” means the official document that describes how a resource meets the criteria for listing in the Independence Local Historic Register. For properties listed in the Independence National Historic District, the Record of Designation includes the 1989 designation document for the district, and subsequent updates to the designations approved by the State Historic Preservation Office and the National Park Service.
- Relocation
 - “Relocation” means the movement of a Resource from its current location.
- Resource
 - “Resource” means a building, Site, object, or district that is listed in the Local Historic Register. A Resource may also be called a “Landmark.”
- Site

- “Site” for the purpose of Subchapter 59 of this code, means the location of a significant event, prehistoric or historic occupation or activity, or a building, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of any existing building or object.

Subchapter 17: Allowed Uses in Residential Zones

ALLOWED USES	ZONE			
RESIDENTIAL USES	RS	RM	RH	MX
Single-Family dwelling, with a floor area of not less than 1,000 square feet Dwelling, Single Unit	P	P	P	P
Accessory Dwelling Unit	P ¹	P ¹	P ¹	
Two-family dwelling (duplex) Dwelling, Duplex	P	P	P	P
Medium-density residential structure such as a townhouse or row houses, as part of a subdivision or planned unit development Dwelling, Townhouse (up to 4 attached townhouses per structure)	P ^{2†}	P	P	P
Dwelling, Triplex or Quadplex	CU	P	P	P ³
Dwelling, Quadplex	CU	P ⁴	P ⁴	P ⁴
Cottage Cluster Development		P	P	P
Multi-family buildings, including apartment houses, courtyard apartments and garden apartments Dwelling, Multi-Unit			P	P
Dwelling, quad or quint		CU	P	CU
Manufactured Dwelling Park, in accordance with the provisions of Subchapter 61		CU	CU	
The taking of boarders or renting of rooms by a resident family, provided that that the total number of boarders and roomers does not exceed two in any single-family-unit dwelling or exceed four in any duplex	P	P		
Rooming house	CU	CU	P	CU
Boarding house	CU	CU	P	CU
Dormitory			P	
Fraternity, sorority, or student house			P	
Residential home, as defined by this ordinance	P	P	P	
Residential facility, as defined in this ordinance	CU	P	P	
Nursing home			P	
Planned unit development	CU	CU	CU	CU
Parking area or structure for a multi-family dwelling		P	P	
Accessory uses and structures ⁵	P	P	P	P

[...]

Notes:

P = Permitted use; CU = Conditional Use

1. Permitted in conjunction with single-unit dwellings.

† 2. Allowance is limited to a maximum of two attached townhouse or rowhouse units.

3. Must meet parking and access requirements of Subchapter 73.

~~2.~~ 4. Permitted without a subsequent Site Design Review so long as the lot for the triplex or quadplex was identified, reviewed, and approved by the Planning Commission at the time of the underlying subdivision application.

~~3.~~ 5. Accessory uses allowed in residential zones include:

- a. Customary residential accessory buildings and structures for private use, such as a pergola, greenhouse, hobby shop, patio, porch, deck, wood shed, shelter for domestic pets of the resident, fence, and fallout shelter;
- b. Private garage, as defined in this ordinance;
- c. Parking area for one commercial vehicle having a gross vehicle weight less than 20,000 pounds;
- d. Parking or storage area for a boat, camper, trailer, or recreational vehicle of the residents;
- e. Swimming pool for private use;
- f. Guest house or quarters not in the main building, when such house or quarters are dependent upon the main building for either kitchen or bathroom facilities or both and are not used for residential purposes;

~~g. Accessory dwelling units~~

~~4.~~ 6. If sought, subject to Neighborhood Commercial Overlay provisions in Subchapter 47.

Subchapter 18: Density, Area, and Dimension Requirements in Residential Zones

MX zone standards moved from Subchapter 23.

DENSITY AND DIMENSION STANDARDS**ZONE**

		RS	RM	RH	MX
Density		8	12	20	9
Minimum Lot Area					
	Detached Single Unit	4,800 sf	4,800 sf	4,800 sf	N/A ¹
	Townhouses/Rowhouses	2,500 2,400 sf	2,500 2,400 sf	2,500 1,800 sf	2,500 1,800 sf
	Duplex, Triplex, Quadplex (average per unit)	2,400 sf	2,400 sf	1,800 sf	1,800 sf
	Cottage Cluster Development	See Section 75.070.			
	Multiple Family Unit Dwellings	N/A	N/A	N/A	N/A
	All Other	5,000 4,800 sf	5,000 4,800 sf	5,000 4,800 sf	None
Lot Frontage		25	25	25	
Minimum Lot Width					
	Townhouses/Rowhouses	25 20 ft	25 20 ft	25 20 ft	
	Multiple Family Unit Dwellings	N/A	N/A	N/A	30 ft/unit max 6 ft/unit min
	All Other	N/A	N/A	N/A	100 ft max 35 ft min
Minimum Setbacks					
- Primary Structures					
	Front	15 10 ft	10 ft	5 ft	10 ft
	Side	5 ft (10 ft on Corner Lot)			
	Rear	15 10 ft	15 10 ft	15 10 ft	None
	Alley (Side or Rear)	5 ft	5 ft	5 ft	5 ft
- Attached Garages					
	Front Garage entrances facing a public street access (driveway length)	19 ft (and 4 feet behind front façade) ²			
	Side	5 ft			
	Other	1 ft	1 ft	1 ft	
- Detached Garages					
	Front	40 ft	40 ft	40 ft	N/A
	Side (Corner/Alley)	5 (cannot locate more than 25 feet from street)			

		RS	RM	RH	MX
		5 ft	5 ft	5 ft	N/A
	Side (Interior)	0	0	0	
	Rear (Interior Lot)	0 ft	0 ft	0 ft	N/A
	Rear (Abutting a Street or Alley)	1 ft	1 ft	1 ft	N/A
	Rear (Corner lot or Other)	Same as Primary Structure			
- Detached Accessory Structures Other than Garages and Fences					
	Front	Same as Primary Structure			
	Side and Rear	5 ft	5 ft	5 ft	N/A
Maximum Lot Coverage		40%	40%	45%	45% (unless listed below)
	Single Unit Dwellings	40%	40%	45%	40%
	Multiple Unit Development	N/A	N/A	60%	70%
	All other Residential Development	45%	45%	50%	50%
	Non-residential development	40%	40%	45%	None
Maximum Height					
	Residential Uses	30 ft or 2.5 stories	30 ft or 2.5 stories	45 ft	30 ft or 2.5 stories
	Church/Public Service Buildings	45 ft	45 ft	45 ft	45 ft
	Other Primary Structure	35 ft	35 ft	45 ft	35 ft
	Accessory Building				

Notes:

- 1.—Larger setbacks may be required as a result of the building code
- 2.—May be modified per the provisions for garages in front of buildings in IDC 74.005(B)(2).
1. The average density of residential development in the MX zone must be at least 9 units per acre.

Subchapter 19: Residential Design Standards**19.005 Residential Design Standards****A. Purpose.**

The purpose of the residential design standards is to:

- Establish a base for the quality of the design of new homes;
- Foster pedestrian activity and community interaction;
- Promote the historic residential development patterns found in the Independence Historic District;
- Promote community safety for neighborhood streets and front yards by providing “eyes on the street”; and
- Enhance community livability through the creation of attractive and well-designed housing and streetscapes.

For more information, see Appendix 3: Residential Development Standards, City of Independence (2009). Note: Information contained in Appendix 3 is for information purposes only. When a conflict exists between Appendix 3 and the Independence Development Code, standards contained in the Independence Development Code shall apply.

B. Applicability.This section is applicable to:

- a. All newly constructed residential dwellings except manufactured homes located in manufactured home parks.
- b. Projects that propose to expand, remodel or alter an existing structure. The standards shall only apply to the portion of the building that will be changed. Provided that if a proposal seeks to continue a feature on the existing building such as the window orientation or style, roof dimension, or siding, the relevant standard may be waived.

The section is not applicable to:

- a. Normal repair of a building.
- b. Detached single-unit, duplex, triplex, quadplex, townhouse and cottage cluster developments with 20 or more units are exempt from any residential design standard that is intended to preserve the desired character, architectural expression, decoration or aesthetic quality of new homes, including standards regulating:
 - facade materials, colors or patterns;
 - roof decoration, form or materials;
 - accessories, materials or finishes for entry doors or garages;
 - window elements such as trim, shutters or grids;
 - fence type, design or finishes;
 - architectural details, such as ornaments, railings, cornices and columns;
 - size and design of porches or balconies;
 - variety of design or floorplan; or
 - front or back yard area landscaping materials or vegetation.

All other design and siting standards in this code shall apply.

This section is applicable to:

- ~~All newly constructed residential dwellings except manufactured homes located in manufactured home parks.~~
- ~~Projects that propose to expand, remodel or alter an existing structure. The standards shall only apply to the portion of the building that will be changed. Provided that if a proposal seeks to continue a feature on the existing building~~

such as the window orientation or style, roof dimension, or siding, the relevant standard may be waived:

The section is not applicable to:

- Normal repair of a building.



[1]



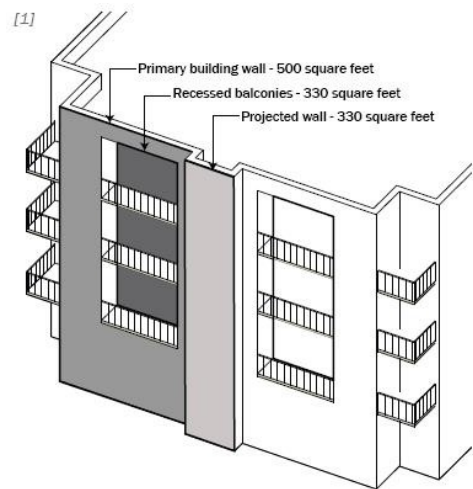
[2]

Street Facing Facade. [1] Attached garages on multi-dwelling units should not exceed 50% of the total building length as viewed from the street. [2] The maximum number of detached garages for attached or multi-family units is 4 attached garages that are a maximum of 24 feet wide each.

C. Large Building Elevation

The front elevation of buildings with over 500 square feet of surface area shall be divided into distinct planes consisting of 500 square feet or less. This can be achieved by:

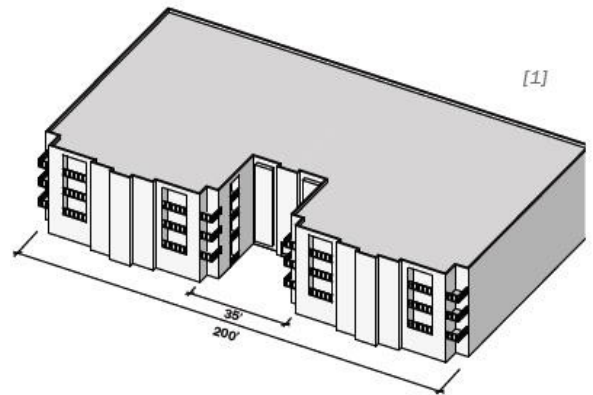
1. Incorporating elements such as a porch or a dormer into the wall plane.
2. Recessing the building a minimum of two (2) feet over ~~six~~ a distance of six (6) feet.
3. Providing a bay window that extends a minimum of two (2) feet from the primary street-facing facade.



Large Building Elevation. [1] The front elevation of buildings with street-facing facades greater than 500 square feet should carve the building face into smaller, distinct planes, which can be accomplished by [2] incorporating a porch or dormer into the wall plan or [3] recessing the building a minimum of 2 feet over 6 feet.

D. Building Length

1. The maximum building length for multiple-family dwelling buildings that face the street shall be 100 feet. This maximum length can increase to 200 feet if a courtyard, portal, or other shared open space is provided in order to create a break in the building wall. This open space shall be a minimum of 35 feet in width and depth.
2. The maximum building length for row houses shall not exceed four (4) units, or 100 feet (from end-wall to end-wall), whichever is less.



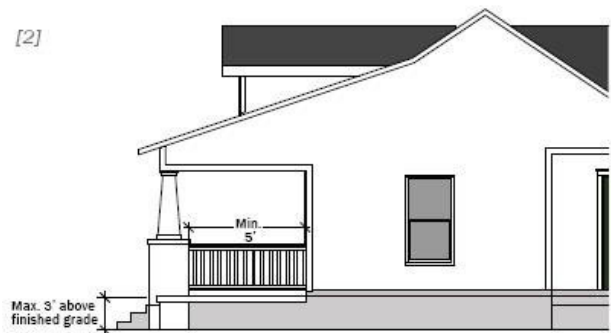
Building Length. In order to control the bulk of buildings and maintain a sense of pedestrian safety and intrigue [1] the maximum building length for multi-dwelling buildings shall be 100 feet, which can increase to 200 feet if a break is provided that is a minimum of 35 feet deep and wide [2] A break can be a portal or space between buildings or [3] a courtyard that provides a transition from the public realm to the private realm.

E. Main Entrance

1. Buildings shall have their primary pedestrian orientation and pedestrian entrance(s) oriented to the street that serves the project site.
2. If a proposal seeks to construct a duplex, townhouse, or ~~multifamily~~ multi-unit structure and the project is situated on two streets, the project shall orient ~~one or more~~ units to each street. Provided that, the units may be oriented to the same street, if the parking is accessed off the other street.
3. Primary pedestrian entrance(s) shall connect to the sidewalk via a straight path that is a minimum of five (5) feet wide. Where there is a continuous paved connection between the sidewalk and the front entrance, and if the driveway is within 20-feet of the front door, the driveway may be used to meet this standard.

Multiple-family unit building entrances may include entrances to individual units, lobby entrances, or breezeway/courtyard entrances (i.e., to a cluster of units).

Alternatively, a building may have its entrance oriented to a side yard when a direct pedestrian walkway, a minimum of five (5) feet wide, is provided between the building entrance and the street. In this case, at least one entrance shall be provided not more than 20 feet from the closest sidewalk or street.



Main Entrance. Buildings should have [1] front doors that face the street and connect to the sidewalk via a 5 foot wide path at a minimum [2] Porches should be an extension of the living space and be at a minimum 5 feet clear in depth.

Porches and stoops shall not be constructed more than three (3) feet above the finished exterior grade (except if the dwelling is in a designated floodplain). Porches and stoops shall be a minimum of 25 square feet in area and five (5) feet deep, clear from column face to the face of the primary facade to allow for handicap access.

4. For multi-family-unit buildings, ~~direct~~ pedestrian connections shall be created between the front doors of all buildings and the street-facing sidewalk. These connections shall ~~be meet well lit and hardscaped, preferably using some type of ADA accessible permeable paver or material.~~ ADA accessibility standards.

F. Vehicular Access and Garages

1. Vehicular Access
 - a. When a project is proposed on a corner lot along an arterial or collector road, the garage shall be accessed off the lower classified street or an adjacent alley, unless the applicant demonstrates to the satisfaction of the Public Works Director (per the Public Works Design Standards) that the access via the lower classified street or alley is not possible.
2. Any street-facing attached garage on single-dwelling, duplex, townhouse, or multiple-family-dwelling units shall not exceed 50% of the overall building length as viewed from the street.
3. The maximum number of detached garages for attached or multiple-dwelling units is four (4) attached garages of a maximum width of 24 feet each (corresponding to a two-car garage).
4. Detached car ports are allowed provided that:
 - a. They do not exceed the overall lot coverage requirement.
 - b. They have a capacity of no more than eight (8) vehicles.

G. Roof Forms

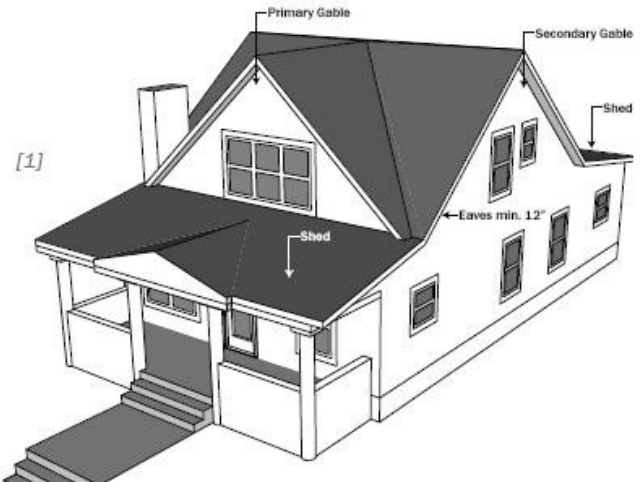
For pitched or hipped roof residential buildings:

1. Except for manufactured dwellings, the primary roof shall incorporate a minimum 4/12 roof pitch. Lower roof pitches are allowed on porches.
2. In order to reinforce the pedestrian realm, roof forms shall consist of a primary gable or hip roof with one of the following additional roof forms oriented to the street:
 - a. A secondary gable of equal or smaller size that is oriented to the street and extends from the primary roof form.
 - b. Two or more smaller dormers or a single large dormer that is oriented to the street and extends from the primary roof form.
 - c. A covered front porch that encompasses a minimum of 50% of the street facing living space.
3. All roof eaves (overhangs) shall be a minimum of 12 inches wide.



4. Window(s), or trimmed vent(s) or some other type of decorative element shall be incorporated into the gable. For homes set on a corner lot, these features shall also be incorporated when a gable is oriented to the secondary street.

Roof Forms. [1] Roof pitches less than 4 over 12 are prohibited and roof forms will consist of more than a single large roof form [2] Gables shall be decorated with window(s), trim or a vent [3] Roof eaves will project at a minimum 12 inches.



H. Exterior Siding and Cladding

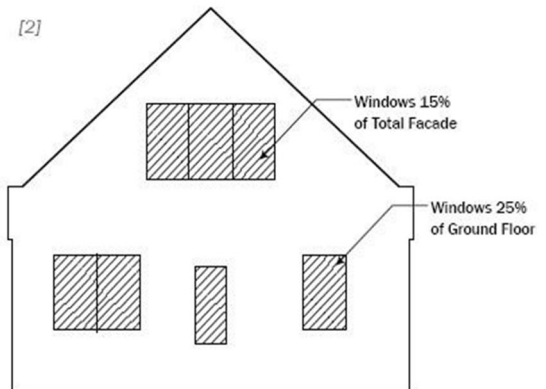
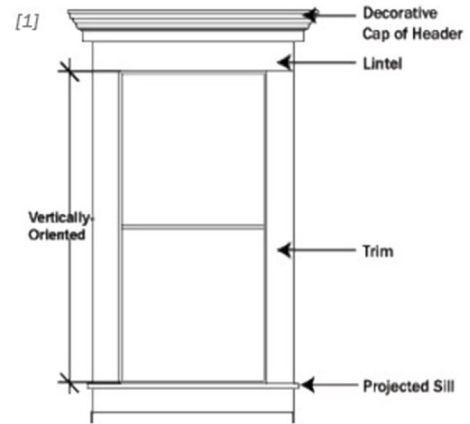
1. The following siding and cladding materials shall be allowed outright and must be used on all sides of the dwelling and accessory structures:
 - a. Horizontal wood or cementitious siding that has a maximum of 7 inches in width revealed. Horizontal siding or banding with a reveal exceeding 7 inches may be used for secondary purposes.
 - b. Wood or cementitious shingles that have a maximum of 12 inches in width revealed.
 - c. Board and batten vertical siding.
 - d. Brick or stone veneer.
2. In order to promote high-quality buildings that will be maintained for generations, the following materials shall be prohibited:
 - a. T-111 or similar sheet materials.
 - b. Plastic or Vinyl. This requirement does not apply to trim materials.



Exterior Siding and Cladding. [1] Wood or cementitious siding that has a maximum of 7 inches in width revealed and [2] wood or cementitious shingles that have a maximum of 12 inches in width revealed are allowed outright along with board and batten vertical siding and brick or stone veneer.

I. Windows

1. All detached single-family dwellings, townhouses, rowhouses and duplexes shall have vertically-oriented windows. Square or horizontal windows shall be formed by combining multiple window sashes into groupings. Transom windows and other windows placed above a door or window for ornamental or decorative purposes are exempt from this requirement.
2. Windows shall occupy a minimum of 15% of the street-facing façade.
3. For detached housing, a minimum of 25% of the ground floor living area façade that faces the street (defined as the first habitable floor level of a building directly accessible from the exterior finished grade) shall consist of windows. This can include windows in the front door.
4. Structures set on a corner lot must have windows on at least 15% of the ground floor living area façade that faces the secondary street. The windows must meet the requirements of 19.005(l)(6).
5. The following types of windows shall be prohibited along street facing facades:
 - a. Horizontal slider windows.
 - b. Windows that use “mirror” or reflective glass.
6. All windows on the street facing façade shall incorporate all of the following elements:
 - a. A decorative header/cap.



- b. Continuous trim.
- c. Projected windowsill.

7. All non-street facing windows shall incorporate continuous trim.

J. Doors

Doors shall be made of wood, metal-clad wood, metal, or cast fiberglass, provided that the material reflects a traditional wood door and can be painted.

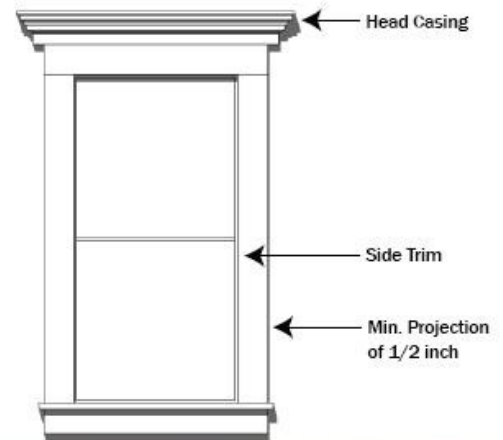


Doors. All residential doorways should face the street in order to connect the interior of the residence with the sidewalk and street in order to foster a more inviting and safe pedestrian environment.

K. Trim

1. All street facing windows and doors shall have side trim and head casings. Windows shall also have a projected or articulated windowsill.
2. All non-street facing windows shall have continuous trim.
3. Trim shall be a minimum of 3 ½ inches wide and project no less than a ½ an inch from the wall.

[1]



[2]



Trim. [1] All street-facing windows and doors shall have side trim and head casings [2] Trim shall be at a minimum 3½ inches wide and project no less than ½ an inch from the wall.

L. Foundations

1. Concrete block, poured in place concrete, or brick shall be allowed as foundation material on all residential types, provided that the foundation material is no more than three (3) feet above the street facing finished grade (except if the dwelling is in a designated floodplain).
2. All street facing concrete block and poured in place concrete foundations shall be landscaped with a continuous line of a range of planting materials that are a minimum of 50% site obscuring and three (3) feet high at maturity.

Exposed foundations or front porches can be sheathed with wood siding (clapboard) as an extension of the primary façade.



[1]



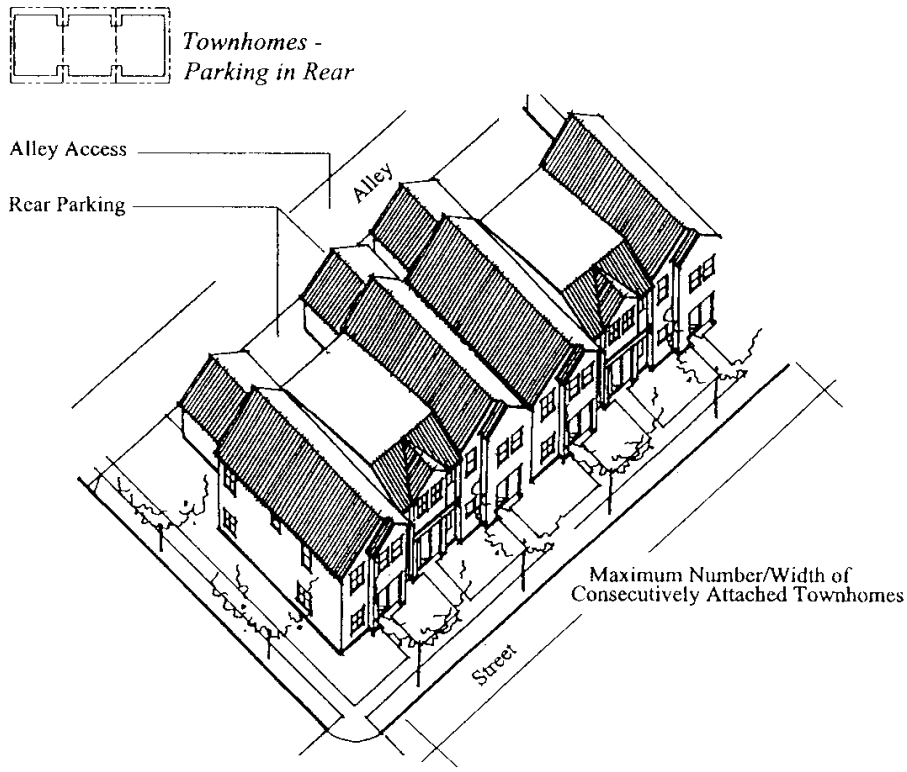
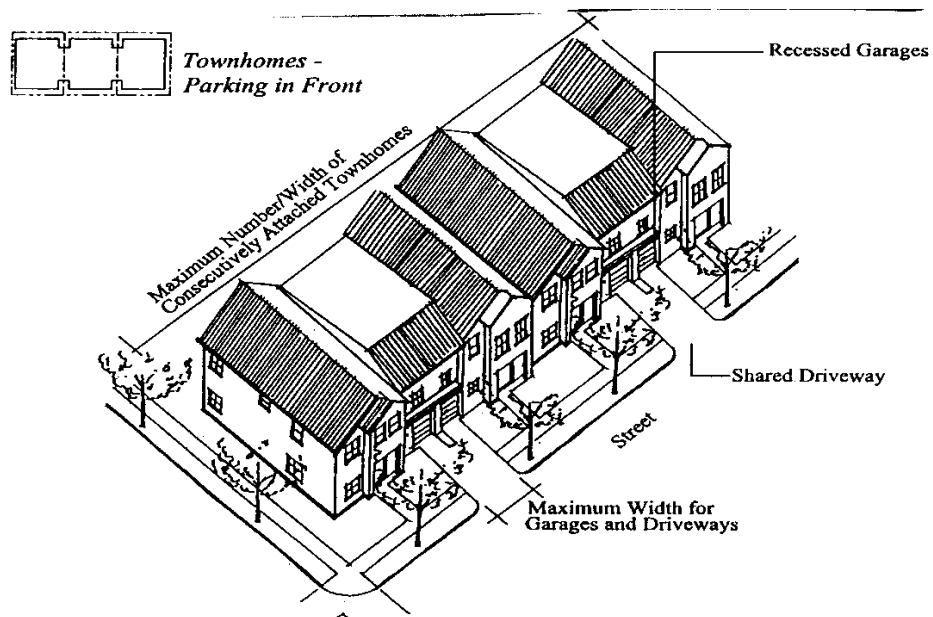
[2]

[3]

Foundations. Allowed foundation materials include concrete block, poured in place concrete, and brick [1] Concrete block and poured in place concrete should be landscaped with a continuous materials that obscure the foundation [2] These planting materials should be 50% obscuring and 3 feet high at maturity [3] The landscaped area should be 3 feet deep and covered with ground cover where not planted with site planting materials.

19.020 Special Standards for Certain Uses

- A. ~~Single-family Unit~~ Attached Townhomes, Rowhouses, and Duplexes. ~~Single-family unit~~ attached housing (townhome units on individual lots), rowhouse and duplex developments shall comply with the standards in 1-4, below. The standards are intended to control development scale; avoid or minimize impacts associated with traffic, parking, and design compatibility; and ensure management and maintenance of common areas.
1. Building Mass Supplemental Standard. The maximum number and width of consecutively attached townhomes (i.e., with attached walls at property line) shall not exceed four (4) units, or 100 feet (from end-wall to end-wall), whichever is less.
 2. Townhome, rowhouse and duplex subdivisions (4 or more lots) may receive vehicle access from a rear alley. ~~Proposed new~~ Alley(s) shall be created at the time of subdivision approval. Alleys are not required when existing development patterns or topography make construction of an alley impracticable (See #3 for standards). As necessary, the city shall require dedication of right-of-way or easements and construction of pathways between townhome lots (e.g., between building breaks).

Figure 19.020 (1) - Townhomes With Alley Access**Figure 19.020(2) - Townhomes With Street Access**

3. Street Access Developments. Townhomes, rowhouses and duplexes receiving access directly from a public or private street shall comply with all of the following standards, ~~in order to minimize interruption of adjacent sidewalks by driveway entrances, slow traffic, improve appearance of the streets, and minimize paved surfaces for better storm water management.~~
 - a. When garages face the street, they shall be recessed behind the front elevation (i.e., living area or covered front porch) by a minimum of 4 feet.
 - b. The maximum allowable driveway width facing the street is 24 feet per dwelling unit. The maximum combined garage width per unit is 50 percent of the total building width. For example, a 24-foot wide unit may have one 12-foot wide recessed garaged facing the street.
 - c. Two adjacent garages shall share one driveway when individual driveways would otherwise be separated by less than 20 feet (i.e., the width of one on-street parking space). When a driveway serves more than one lot, the developer shall record an access and maintenance easement/agreement to benefit each lot, before building permit issuance.
 4. Common Areas. “Common areas” (e.g., landscaping in private tracts, shared driveways, private alleys, and similar uses) shall be maintained by a homeowners association or other legal entity. A homeowners association may also be responsible for exterior building maintenance. A copy of any applicable covenants, restrictions and conditions shall be recorded and provided to the city before building permit approval.
- B. ~~Multiple-family unit~~ housing. Additional standards for ~~multifamily~~ multi-unit housing are listed in the applicable underlying zone.

Subchapter 21: Medium-Density Residential (RM) Zone**Section 21.065: Development Standards for Multiple-Family Unit Development**

- A. Screening. ~~All exterior garbage collection areas, recycling areas, and mechanical equipment shall be screened with a sight obscuring fence, wall and/or sufficient landscaping which meets the standards of Section 54.010 of the Independence Development Code. Unsightly garbage collection areas, recycling areas and mechanical equipment shall be located away from the street. Shared storage facilities for trash and recycling receptacles that are located within 20 feet of a street lot line or a lot line abutting residential property shall meet the following standards:~~
1. ~~The storage facility shall be screened from street lot lines and abutting residential properties by a wall, solid fence, or evergreen hedge. The screen must be at least 4 feet in height and located no more than 3 feet from the storage facility.~~
 2. ~~The storage facility must be separated from residences on abutting properties and from the street lot line by at least 5 feet.~~
- C. Recreation Area. Each lot having a multiple-family-unit residential building on it shall have at least ~~300~~150 square feet of recreation area per dwelling unit. The required recreation area can be located within the required front or rear yards. The required recreation area shall be planted with grass. ~~or otherwise developed and landscaped in a manner suitable for pedestrian traffic and recreation.~~
- D. Access. Access points to property from a street shall be located to minimize traffic congestion; ~~and maximum effort shall be made to~~ and avoid directing traffic into residential areas. Existing access roads and access points shall ~~be used to the maximum extent possible to serve the greatest number of uses. comply with the Public Works Design Standards.~~ All access roads and driveways shall be surfaced with asphaltic concrete or similar permanent surfacing.

Subchapter 22: High-Density Residential (RH) Zone**Section 22.065: Development Standards for Multiple-Family Unit Development**

- B. Screening. ~~All exterior garbage collection areas, recycling areas, and mechanical equipment shall be screened with a sight obscuring fence, wall and/or sufficient landscaping which meets the standards of Section 54.010 of the Independence Development Code. Unsightly garbage collection areas, recycling areas and mechanical equipment shall be located away from the street. Shared storage facilities for trash and recycling receptacles that are located within 20 feet of a street lot line or a lot line abutting residential property shall meet the following standards:~~
1. The storage facility shall be screened from street lot lines and abutting residential properties by a wall, solid fence, or evergreen hedge. The screen must be at least 4 feet in height and located no more than 3 feet from the storage facility.
 2. The storage facility must be separated from residences on abutting properties and from the street lot line by at least 5 feet.
- C. Recreation Area. Each lot having a multiple-family unit residential building on it shall have at least ~~300~~ 150 square feet of recreation area per dwelling unit. The required recreation area can be located within the required front or rear yards. The required recreation area shall be planted with grass or otherwise developed and landscaped in a manner suitable for pedestrian traffic and recreation.
- D. Access. Access points to property from a street shall be located to minimize traffic congestion, and maximum effort shall be made to avoid directing traffic into residential areas. Existing access roads and access points shall ~~be used to the maximum extent possible to serve the greatest number of uses; comply with the Public Works Design Standards.~~ All access roads and driveways shall be surfaced with asphaltic concrete or similar permanent surfacing.

Subchapter 23: Mixed Density Residential (MX) Zone

Section 23.010: Density

To achieve balance and integration of a range of housing types, sizes, and densities, the Mixed Density Residential (MX) Zone relies on two criteria.

- A. The intent of the MX Zone is to achieve a minimum average density of nine (9) dwelling units per net acre of residential land, while allowing a mix of lot sizes and densities. Net acres of residential land means the total site area devoted to residential uses, not including the area of streets, other rights-of-way to be dedicated to the public, or protected wetland or riparian areas. Net acres does include any area to be devoted to the trail/stormwater/drainage corridors located along the edges of the planning area and adjacent to riparian and wetland areas or corridors.
- B. To reflect the demand for higher-density housing within the region, at least 15 percent of the units must be either in multiple-family or attached single-family structures.

Section 23.025: Building Setbacks

Standards moved to table in Subchapter 18.

Section 23.030: Density, Area and Dimension Requirements

Standards moved to table in Subchapter 18.

Section 23.035: Building Height

Standards moved to table in Subchapter 18.

Section 23.065: Development Standards for Multiple-Family Development

- C. ~~Multiple-family unit housing. Multiple-family unit housing is allowed per the Site Design Review process within the Mixed Residential (MX) Zone. Multiple-family housing means housing that provides three (3) or more dwellings on an individual lot. New multiple-family unit developments shall comply with all of the following standards:~~
 1. Common open space standard. Inclusive of required setback yards, a minimum of 15 percent of the site area shall be designated and permanently reserved as usable common open space in developments that are at least three (3) acres in size with more than 10 multiple-family unit or attached single-family unit dwellings as specified by Subsection 23.010(B). The site area is defined as the lot or parcel on which the development is planned, after subtracting any required dedication of street right-of-way and other land for public purposes (e.g., public park or school grounds, etc.). Sensitive lands and historic buildings

- or landmarks open to the public and designated by the Comprehensive Plan may be counted toward meeting the common open space requirements.
2. Private open space standard. Private open space areas shall be required for ground-floor and upper-floor housing units based on all of the following standards:
 - a. A minimum of 50 percent of all ground-floor housing units shall have front or rear patios or decks measuring at least 48 square feet. Ground-floor housing means the housing unit entrance (front or rear) is within 5 feet of the finished ground elevation (i.e., after grading and landscaping);
 - b. A minimum of 50 percent of all upper-floor housing units shall have balconies or porches measuring at least 24 square feet. Upper-floor housing means housing units that are more than 5 feet above the finished grade; and
 - c. Private open space areas shall be oriented toward common open space areas and away from adjacent single-unit family residences, trash receptacles, parking and drives to the greatest extent practicable.
 3. Exemptions. Exemptions to the common open space standard may be granted for multi-unit developments of up to 10 units. Exemptions may be granted for the first 20 units of a larger project when these developments are within one-quarter mile (measured walking distance) of a public park; and there is a direct, accessible (i.e., Americans With Disabilities Act-compliant), lighted, and maintained pedestrian trail or sidewalk between the site and the park. An exemption shall be granted only when the nearby park provides active recreation areas such as play fields; children's play area, sports courts, walking/fitness course, or similar facilities.
 4. Landscaping. All development is subject to the landscaping provisions in Subchapter 54. Recreation areas may be included as part of the required landscaping.
 5. Screening. ~~All exterior garbage collection areas, recycling areas, and mechanical equipment shall be screened with a sight-obscuring fence, wall and/or sufficient landscaping. Unsightly garbage collection areas, recycling areas and mechanical equipment shall be located away from the street. Shared storage facilities for trash and recycling receptacles that are located within 20 feet of a street lot line or a lot line abutting residential property shall meet the following standards:~~
 - a. The storage facility shall be screened from street lot lines and abutting residential properties by a wall, solid fence, or evergreen hedge. The screen must be at least 4 feet in height and located no more than 3 feet from the storage facility.

- b. The storage facility must be separated from residences on abutting properties and from the street lot line by at least 5 feet.
- 6. Signs. Signs shall be subject to the provisions of Subchapter 58.

Subchapter 33: Mixed Use Pedestrian Friendly Commercial (MUPC) Zone and Downtown Overlay Zone

Section 33.030: Commercial Development Standards

A. Purpose and Applicability

[...]

All new construction and all remodels costing more than 60 percent of the existing building's assessed value, ~~except single-family dwellings residential development~~, are required to meet the Commercial Development Standards. ~~Single-family dwellings Residential development~~ shall comply with the applicable standards for residential development found in Subchapter 20.

[...]

Section 33.040 Downtown Overlay Design Standards and Guidelines

B. Applicability. All new construction and all remodels costing more than 60 percent of the existing building's assessed value, except single-family dwellings, are required to meet the Downtown Overlay Design Standards or Guidelines in addition to, the commercial development standards and additional development standards found in this subchapter.

Subchapter 34: Downtown Riverfront Zone

Section 34.040: Development Standards

No changes recommended. These standards are clear and objective.

Section 34.050: Townhomes, ~~Rowhouses~~ and Multifamily ~~Multiple-Unit~~ Standards

A. ~~Single-family Attached Townhomes, Rowhouses, and Duplexes and Townhouses~~

~~Single-family attached housing (townhome units on individual lots), and rowhouse~~
~~Townhouse and duplex developments~~ shall comply with the standards in 1-4, below. The standards are intended to control development scale; avoid or minimize impacts associated with traffic, parking, and design compatibility; and ensure management and maintenance of common areas.

1. Windows. All ~~detached single-family dwellings, townhouses, rowhouses and~~ duplexes shall have vertically-oriented windows. Square or horizontal windows shall be formed by combining multiple window sashes into groupings. Transom windows, and other windows placed above a door or window for ornamental or decorative purposes are exempt from this requirement.
2. Building Mass Supplemental Standard. Within the Downtown Riverfront Zoning District, the maximum number and width of consecutively attached townhomes (i.e., with attached walls at property line) shall not exceed four(4) units, or 120 feet (from end-wall to end-wall), whichever is less.
3. Townhome, ~~rowhouse~~ and duplex subdivisions (4 or more lots) may receive vehicle access from a rear alley. Alley(s) shall be created at the time of subdivision approval. As necessary, the city shall require dedication of right-of-way or easements and construction of pathways between townhome lots (e.g., between building breaks).
4. Street Access Developments. Townhomes, ~~rowhouses~~ and duplexes receiving access directly from a public or private street shall comply with all of the following standards, in order to minimize interruption of adjacent sidewalks by driveway entrances, slow traffic, improve appearance of the streets, and minimize paved surfaces for better stormwater management.
 - a. When garages face the street, they shall be recessed behind the front elevation (i.e., living area or covered front porch) by a minimum of 4 feet.
 - b. The maximum allowable driveway width facing the street ~~is 24 feet per dwelling unit~~ shall comply with the Public Works Design Standards. The maximum combined garage width per unit is 50 percent of the total building width. For example, a 24-foot wide unit may have one 12-foot wide recessed garaged facing the street.
 - c. Two adjacent garages shall share one driveway when individual driveways would otherwise be separated by less than 20 feet (i.e., the

width of one on-street parking space). When a driveway serves more than one lot, the developer shall record an access and maintenance easement/agreement to benefit each lot, before building permit issuance.

5. Common Areas. “Common areas” (e.g., landscaping in private tracts, shared driveways, private alleys, and similar uses) shall be maintained by a homeowners association or other legal entity. A homeowners association may also be responsible for exterior building maintenance. A copy of any applicable covenants, restrictions and conditions shall be recorded and provided to the city before building permit approval.

B. Multiple-family Unit housing.

~~Multiple-family housing means housing that provides three (3) or more dwellings on an individual lot.~~ New multiple-family unit developments shall comply with all of the following standards:

1. Common open space standard. Inclusive of required setback yards, a minimum of 15 percent of the site area shall be designated and permanently reserved as usable common open space in developments that are at least three (3) acres in size with more than 10 multiple-family unit or attached single-family unit dwellings. The site area is defined as the lot or parcel on which the development is planned, after subtracting any required dedication of street right-of-way and other land for public purposes (e.g., public park or school grounds, etc.). Sensitive lands and historic buildings or landmarks open to the public and designated by the Comprehensive Plan may be counted toward meeting the common open space requirements.
2. Private open space standard. Private open space areas shall be required for ground-floor and upper-floor housing units based on all of the following standards:
 - a. A minimum of 50 percent of all ground-floor housing units shall have front or rear patios or decks measuring at least 48 square feet. Ground-floor housing means the housing unit entrance (front or rear) is within 5 feet of the finished ground elevation (i.e., after grading and landscaping);
 - b. A minimum of 50 percent of all upper-floor housing units shall have balconies or porches measuring at least 24 square feet. Upper floor housing means housing units that are more than 5 feet above the finished grade; and
 - c. Private open space areas shall be oriented toward common open space areas and away from adjacent single-unit family residences, trash receptacles, parking and drives to the greatest extent practicable.

3. [...]

Section 34.055: Additional Development Standards

- C. Access. Access points to property from a street shall ~~be located to minimize traffic congestion, and maximum effort shall be made to avoid directing traffic into residential areas. Existing access roads and access points shall be used to the maximum extent possible to serve the greatest number of users~~ comply with the Public Works Design Standards and the Americans with Disabilities Act. ~~All access roads and driveways shall be surfaced with asphaltic concrete or similar permanent surfacing.~~

Subchapter 54: Buffering, Screening, Landscape and Ash Creek Setback Requirements

Section 54.005: Applicability

- A. ~~All subject properties developed development within the city, except for single-unit dwellings or duplexes in residential zones, are is required to be buffered, screened and landscaped in accordance with the provisions of this Subchapter. All planting materials, species, sizes and installation details shall be in substantial conformance with the Independence Urban Forestry Management Plan. The requirements of this subchapter are in addition to any yard setback requirements or other requirements contained in the zoning or city code. Development shall mean land use, limited land use, building permit, or development permit applications of any kind or the erection, or construction of buildings, structures, parking lots and streets and roads in all zones.~~
- B. All planting materials, species, sizes and installation details shall be in substantial conformance with the Independence Urban Forestry Management Plan. The requirements of this subchapter are in addition to any yard setback requirements or other requirements contained in the zoning or city code. Development shall mean land use, limited land use, building permit, or development permit applications of any kind or the erection, construction or exterior remodeling of buildings, structures, parking lots and streets and roads in all zones, except for single-family dwellings or duplexes in residential zones.

Section 54.010: Buffering and Screening Requirements

- C. Screening shall be used to eliminate or reduce the visual impacts of the following:
 1. service areas and facilities, including garbage and waste disposal containers, recycling bins and loading areas;
 2. outdoor storage and outdoor display areas;
 3. parking areas of 6 or more vehicles for a multiple-family, mixed-use or commercial development, when the parking is directly adjacent to a single-unit family home, duplex, townhouse, or residential zone and the screening can be used to screen the adjacent residential use from the parking area;
 4. parking areas for 30 or more vehicles for industrial uses;
 5. at and above-grade electrical and mechanical equipment, such as transformers, heat pumps, and air conditioners; and
 6. any other area or use as required by this Ordinance.
- D. ~~Screening may shall be accomplished by the use of sight-obscuring plant materials (generally evergreens), earth berms, walls, fences, building parapets, building placement or other design techniques. meet the following standards:~~
 1. At least two rows of evergreen trees shall be planted. Each row shall have a minimum of one tree for every 20 linear feet of street frontage. Tree planting shall be staggered, with a maximum spacing of 20 feet on center for trees within the same row and 15 feet on center for trees within different rows.
 2. Trees shall be at least 6 feet tall at the time of planting.

[...]

Section 54.105: Ash Creek Setbacks Required

- A. There shall be a ~~25'~~ 100' greenway setback required along the banks of Ash Creek. The ~~25'~~ 100' shall begin at the top of the bank or at the high water mark, whichever is higher. There shall be no development within the required setbacks, except single-unit and duplex residential development.

Section 54.205: Landscaping Requirements

- A. Site Landscaping Standards
1. Multiple-family unit residential developments or dwelling structures containing ~~three (3)~~ five (5) or more units and are not cottage cluster development:

[...]

Subchapter 59: Historic Preservation

Section 59.40: Definitions

Words, phrases and terms used in this subchapter shall have the following meanings:

~~“Contributing Resource” means a building, Site, or object, originally constructed within the applicable Period of Significance that retains and exhibits significant integrity (location, design, setting, materials, workmanship, feeling, and association) to convey a sense of history. These properties strengthen the historic integrity of an existing or potential historic district, as indicated on the Local Historic Register.~~

~~“Demolition” means the intentional destruction of all or a part of a building or structure.~~

~~“District” means an area designated pursuant to this Chapter which includes buildings, properties or sites of historical or architectural significance. National Historic District means a District listed on the National Register of Historic Places. Local Historic District means a District listed on the Local Historic Register. Certain Resources may be designated within both Local and National Historic Districts.~~

~~“Height” means the height of a Building, as defined in Independence Development Code (IDC) Subchapter 13. Height includes foundation walls, porch roofs, and main roofs.~~

~~“Historic Preservation Commission” means the body of appointed officials established in Independence Municipal Code (IMC) Section 2-260. For purposes of review procedures under this Subchapter, the Historic Preservation Commission replaces the Planning Commission as the initial review body.~~

~~“Historic Preservation Officer” means the city official responsible for the administration of this code.~~

~~“Historic Residential Overlay” means a portion of a historic district, defined on a map that has been adopted by the City of Independence which is typified by residential dwellings. The residential standards for new construction apply to the area, even if a commercial use or multifamily dwelling is proposed within the structure.~~

~~“Independence National Historic District” means the District designated on the National Register of Historic Places through the 1989 Record of Designation, as shown on City of Independence official zoning map.~~

~~“Listed Resource” means an individual historic resource, which has not been designated as part of a larger district, which has been placed on the Local Historic Register.~~

~~“Local Historic Register” means the list of historic Resources officially recognized by the City of Independence as important in its history and afforded protection under this subchapter.~~

~~“National Register of Historic Places” or “National Register” means the nation’s official list of buildings, Sites, objects, and districts that are important for the nation’s history and~~

~~maintained by the National Park Service in Washington, D.C. The list includes “national register resources” as designated by OAR 660-023-0200(9).~~

~~“Noncontributing Resource” means a building, Site, or object that does not retain or exhibit sufficient integrity (location, design, setting, materials, workmanship, feeling and association) to contribute to an existing or potential historic District in its current condition.~~

~~Noncontributing Resources may include “historic Noncontributing Resources,” which are historic, and “out of period Noncontributing Resources,” which are not considered historic. By virtue of their location within a historic district, Noncontributing Resources are nonetheless subject to the requirements of this subchapter.~~

~~“Period of Significance” means the span of time when a Resource or District attained its significance to meet the local or National Register Criteria.~~

~~“Record of Designation” means the official document that describes how a resource meets the criteria for listing in the Independence Local Historic Register. For properties listed in the Independence National Historic District, the Record of Designation includes the 1989 designation document for the district, and subsequent updates to the designations approved by the State Historic Preservation Office and the National Park Service.~~

~~“Relocation” means the movement of a Resource from its current location.~~

~~“Resource” means a building, Site, object, or district that is listed in the Local Historic Register. A Resource may also be called a “Landmark.”~~

~~“Site” means the location of a significant event, prehistoric or historic occupation or activity, or a building, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of any existing building or object.~~

Subchapter 73: Parking**Section 73.010: Required Number of Parking Spaces**

A. Residential Uses	Minimum Number of Spaces Required
1. All residential zones Single-Unit Dwellings and Duplexes	1 space per unit
2. Triplex and Quadplex	<u>1 space per unit</u>
3. Townhouses	<u>1 space per unit</u>
4. Cottage Cluster Development	<u>1 space per unit</u>
2.5. Multiple-family unit or attached dwellings	1 space per unit
3.6. Residential unit in a mixed-use building	1 space per unit
4.7. Rooming or boarding house	Four (4) Spaces For Every 5 Guest Facilities, Plus One (1) Space For The Owner Or Manager.
8. Accessory Dwelling Units	<u>No parking spaces required.</u> <u>Maximum 1 space per unit.</u>

Subchapter 74: Accessory Structures

Section 74.005: General Provisions Regarding Accessory Uses

Accessory uses, including accessory dwelling units, shall comply with all requirements for the principal use except when specifically modified by this section.

[...]

Section 74.010: Specific Standards for Accessory Dwelling Units

- B. Accessory dwelling units shall be subject to the following criteria:
1. One accessory dwelling unit is allowed per legal building lot as a subordinate use in conjunction with any detached single-unit ~~family~~ structure.
 2. Accessory dwelling units are required to meet the applicable Residential Design Standards, except as modified below:
 - a. If an accessory dwelling unit is oriented to a street or an alley, the structure is required to have windows on 15 percent on the front of the building (rather than the 25 percent required in IDC 19.005(I)).
 - b. If an accessory dwelling is set behind a building and is not adjacent to a street or alley, no minimum window requirements apply.
 3. No off-street parking is required for an accessory dwelling unit.
 4. Accessory dwelling units shall not be more than 800 square feet in size, excluding any related garage area that is constructed for the use. All accessory dwelling units shall be permanently affixed to the ground.
 5. Where an accessory dwelling unit is proposed inside or attached to a single-~~family-unit~~ residence, only one entrance to the main building is permitted in the front of the principal residence. A separate entrance for the accessory unit shall be located off the side or the rear of the building.
 6. Accessory dwelling units shall meet all technical code standards including building, electrical, fire, plumbing, and other applicable code requirements.
 7. An accessory dwelling unit and the primary structure on the lot shall ~~have a be served by a single water meter, and~~ The water bill for the primary structure and the accessory dwelling units shall be in the name of the property owner.
 8. System Development Charges shall be charged ~~at the same level as required for a second unit in a duplex.~~ per the adopted system development charge methodology.
 9. Addressing for an accessory dwelling unit shall be approved by the City of Independence.

10.

Subchapter 75: General Development Standards**Section 75.060: ~~Zero-Side-Yard-(Townhouse)-Dwelling Units~~**

~~Zero-side-yard townhouse~~ Townhouse units permitted in residential zones or authorized in approved subdivisions or Planned Unit Developments shall meet the following use and development standards:

- A. Number of attached units. The number of townhouse units constructed as an adjoining structure shall not be more than four (4) dwelling units, each on a lot held in separate ownership. More than one such structure may be allowed per subdivision or planned unit development.
- ~~B. Yards adjacent to a street. This Section does not relieve the requirements of this Ordinance for yards adjacent to a street.~~
- C. B. Maintenance easement. As a condition of issuance of a permit for any building having an exterior wall contiguous to a property line, the applicant shall furnish an easement from the owner of the property adjacent to said wall providing for ingress, egress, and use of such adjacent property for the purpose of maintaining, repairing, and replacing the building. Said easement shall be appurtenant to the property on which the building is located and shall be approved as to form by the City Attorney and shall be recorded with Polk County prior to issuance of the permit.

(NEW SECTION) Section 75.070: Cottage Cluster Developments

The proposed standards for Cottage Cluster Developments are based on standards in the public comment draft of the OHNA Housing Model Code for Small Cities.

- A. Siting Standards. The siting standards in the table below apply to the development of a Cottage Cluster on a lot.

Siting Standards - Cottage Cluster	
Minimum Number of Cottages per Cottage Cluster	5 cottages
Maximum Number of Cottages per Cottage Cluster	8 cottages
Average Cottage Size. Based on average floor area of all cottages and community buildings within the cottage cluster.	1,400sf or less
Average Cottage Footprint	
• Average of cottages with height of 15 feet or less	1,400 sf or less
• Average of cottages with height over 15 feet	900 sf or less
Maximum Building/Structure Height	25 ft
Minimum Setbacks	Same as underlying zone.

Siting Standards - Cottage Cluster	
Minimum Required Open Space - Courtyard	150 sf per cottage
Vehicle Parking	See Section 73.010.
Areas Owned in Common Common areas must be maintained by a homeowners association or other legal entity. Such legal entity may also be responsible for exterior building maintenance. A copy of any applicable covenants, restrictions and conditions must be recorded and provided to the city prior to issuance of a building permit.	

B. Design Standards

1. Cottage orientation. Cottages must be clustered around a common courtyard as demonstrated by meeting the following standards:
 - a. Each cottage within a cluster must have a main entrance that is directly connected to the common courtyard by a pedestrian walkway.
 - b. A minimum of 50 percent of cottages within a cluster must:
 1. Be within 10 feet from the common courtyard, measured from the façade of the cottage that includes the main entrance to the nearest edge of the common courtyard; and
 2. Have a main entrance that either faces the common courtyard or is no more than 20 feet from the common courtyard.
 - c. Exceptions. An existing dwelling included within a cottage cluster may be excluded from the calculation of cottages oriented toward the common courtyard at the applicant's option.
2. Common Courtyard Design Standards. Each cottage cluster must share a common courtyard that meets the following standards:
 - a. The common courtyard must be a single, contiguous piece.
 - b. Cottages must abut the common courtyard on at least two sides of the courtyard.
 - c. The common courtyard must be a minimum of 15 feet wide at its narrowest dimension and must meet the minimum area standard in the table in Section 75.070 (A).
 - d. The common courtyard shall be developed with a mix of landscaping, lawn area, pedestrian walkways, and/or paved courtyard area, and may also include recreational amenities. Impervious elements of the common courtyard shall not exceed 75 percent of the total common courtyard area.
 - e. Pedestrian walkways must be included in a common courtyard. Walkways that are contiguous to a courtyard shall count toward the courtyard's minimum dimension and area. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.
3. Community Buildings. Cottage cluster projects may include community buildings for the shared use of residents that provide space for accessory uses

such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. Community buildings must meet the following standards:

- a. Each cottage cluster is permitted one community building, which shall count towards the maximum average floor area, pursuant to the table in Section 75.070 (A).
 - b. If a community building meets the definition of a dwelling unit and has a footprint that exceeds the maximum footprint in the table in Section 75.070 (A) and/or would exceed the maximum number of cottages in a cottage cluster, a covenant must be recorded against the property stating that the structure is not a legal dwelling unit and will not be used as a primary dwelling.
4. Pedestrian Access.
 - a. An accessible pedestrian walkway must be provided that connects the main entrance of each cottage to the following:
 1. The common courtyard;
 2. Shared parking areas;
 3. Community buildings; and
 4. Sidewalks in public rights-of-way abutting the lot or rights-of-way if there are no sidewalks.
 - b. The walkway must be hard-surfaced and a minimum of 5 feet wide.
5. Windows and Doors. Standard. Cottages within 20 feet of a street lot line must meet the following standards:
 - a. The front façade must have a minimum of 25 percent windows or pedestrian entrance doors.
 - b. Alley facing façade must have a minimum of 15 percent windows or pedestrian entrance doors.
 - c. All other street-facing facades must have a minimum of 15 percent windows or pedestrian entrance doors.
 - d. Exceptions. The following facades are exempt from these standards:
 1. Facades separated from the street lot line by a dwelling or buildable lot.
 2. Facades facing an alley.
6. Parking Design.
 - a. Parking location and access. Parking areas shall meet the standards of Subchapter 73.
 - b. Clustered parking. Off-street parking may be arranged in clusters, subject to the following standards:
 1. Cottage cluster projects with fewer than 16 cottages are permitted parking clusters of not more than 5 contiguous spaces.

2. Cottage cluster projects with 16 cottages or more are permitted parking clusters of not more than 8 contiguous spaces.
 3. Parking clusters must be separated from other spaces by at least 4 feet of landscaping.
 4. Clustered parking areas may be covered.
- c. Screening. Landscaping, fencing, or walls at least 3 feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets.
- d. Garages and carports.
 1. Individual attached garages up to 200 square feet shall be exempted from the calculation of maximum building footprint for cottages.
 2. Individual detached garages must not exceed 400 square feet in floor area.
 3. Garage doors for attached and detached individual garages must not exceed 20 feet in width.
7. Accessory Structures.
 - a. Accessory structures must not exceed 400 square feet in floor area.
 - b. Accessory structures must not be located between a cottage and common open space or courtyard.
8. Existing Structures. On a lot to be used for a cottage cluster project, an existing detached single-unit dwelling on the same lot at the time of proposed development of the cottage cluster may remain within the cottage cluster project area under the following conditions:
 - a. The existing dwelling may be nonconforming with respect to the requirements of this code.
 - b. The existing dwelling may be expanded up to the maximum height or the maximum building footprint in Section 75.070 (A); however, existing dwellings that exceed the maximum height and/or footprint of this code may not be expanded.
 - c. The floor area of the existing dwelling shall not count towards the average cottage size of a cottage cluster.
9. Trash Storage. Shared storage facilities for trash and recycling receptacles that are located within 20 feet of a street lot line or a lot line abutting residential property shall meet the screening standards of 54.010(C)

Subchapter 90: Subdivision Regulations

Section 90.20: Definitions

The City may consider a future project that consolidates Subchapter 90 definitions into Subchapter to eliminate inconsistencies between the two subchapters. For the purposes of this code update, the definitions in Section 90.20 will continue to apply to Subchapter 90.

90.40.015 Filing an Application for a Minor Partition Action.

The City Manager or designee shall examine each application to ascertain if the appropriate forms have been completed, the appropriate fees have been paid and if all required documents and information have been submitted. Three copies of a sketch map 18 by 24 inches in size containing the date, north point, scale and sufficient description to define the location and boundaries of the parcel to be partitioned shall be submitted to the City Manager or designee along with the following information:

- A. The name and address of the owner of record and of the person who prepared the map.
- B. The names and addresses as compiled from the most recent county property tax assessment roll of all property owners within 100 feet of the entire contiguous site for which the application is made. Notice shall also be provided to any neighborhood or community organization recognized by the governing body and whose boundaries include the site.
- C. The approximate acreage of the parcel under a single ownership or, if more than one ownership is involved, the total contiguous acreage of all landowners directly involved in the minor partition.
- D. For land adjacent to and within the parcel to be partitioned, the locations, names and existing widths of all streets and easements of way; location, width and purpose of all other existing easements; and location and size of sewer and water lines, drainage ways and power poles.
- E. Outline, location and setback dimensions to property lines of existing buildings to remain in place.
- F. Outline, location, approximate date of original construction and dimensions of existing building and other structures to be removed.
- G. Lot layout, showing size and relationship to existing or proposed streets and utility easements.
- ~~H. Such additional information as required by the City Manager or designee.~~

Subsection 90.40.025: Standards for Minor Partition Requests.

The City Manager or designee may approve the minor partition application upon a finding that:

- A. The proposed division complies with the requirements for its submittal, all requirements of the Comprehensive Plan, the intent and purposes of this Chapter and all other applicable laws and regulations;
- B. The proposed division is not contrary to previous conditions imposed upon the use or development of the subject parcel by the Planning Commission; and
- C. The proposed division is consistent with the extension of existing or planned City improvements such as streets.
- ~~D. The City Manager or designee may require dedication of land and easements and may specify conditions or modifications in the sketch plan necessary to carry out the City's Comprehensive Plan standards, land use regulations and other applicable legal requirements. In no event, however, shall the City Manager or designee require greater dedications or conditions than could be required if the parcel were subdivided.~~
- D. If the parcel of land to be partitioned exceeds five acres and within a year is being partitioned into more than two parcels, any one of which is less than one acre, full compliance with all requirements for subdivisions ~~may be~~ is required if the City Manager or designee ~~should determine~~ that the entire parcel being partitioned is in the process of being divided into small parcels.

Subsection 90.80.005: Improvement Requirements

The following improvements are summarily required in subdivision and major partitions, and may be applied to minor partitions as conditions for approval and shall be installed at the expense of the subdivider. Applicants may choose to follow the general/discretionary standards track or the Clear and Objective standards track, where offered, in the standards below:

- A. Water Supply. Lots within a subdivision shall be served by ~~a an adequate~~ a city water supply system conforming to ~~city specifications~~ Public Works Design Standards. ~~Testing of new water lines is required using city approved methods. Required water mains and service lines shall be installed prior to the curbing and paving of new streets in all new subdivisions or partitions.~~
- B. Sewage. All lots shall be served by ~~an adequate~~ a city sewage disposal system conforming to ~~city specifications~~ Public Works Design Standards. ~~The materials and methods of construction of any sewer line shall provide for a water-tight system. Testing of new sewer lines is required using city approved methods.~~
- C. Drainage. Such grading shall be performed and drainage facilities installed conforming to ~~city specifications~~ Public Works Design Standards. ~~as is necessary to provide property drainage within the subdivision and other affected areas in order to assure healthful, convenient conditions for the residents of the subdivision and for the general public. Drainage facilities in the subdivision shall be connected to drainage ways or storm sewers outside the subdivision. Dikes and pumping systems shall be installed if necessary to protect the subdivision against flooding or other inundation. All drainage improvements must conform to Subchapter 80; Storm Water Management Requirements and applicable State and Federal laws.~~

D. Streets.

1. General/Discretionary Standard: The subdivider shall grade and improve streets in the subdivision and the extension of such streets to the paving line of existing streets with which such streets intersect in accordance with ~~city specifications~~ Public Works Design Standards. ~~The paving line of existing streets shall be "saw-cut" to provide the most stable joint with the new street construction. Treatment of the joint created at this point will conform with general road construction standards. Section design will be based on an on-site soils investigation, report and recommendation by a licensed geotechnical foundation engineer. The road sub-base, base and asphalt overlay shall be tested for compaction requirements outlined in the engineer's report or as recommended by the city.~~
2. Clear and Objective Standards:
 - a. Wherever existing streets are within, adjacent to, or provide access to a property proposed for subdivision or partition, those existing streets must be improved to the standards of Public Works Design Standards.
 - b. The subdivision or partition shall provide for the continuation of the principal streets existing in the adjoining subdivision or partition when adjoining property which is not subdivided, and such streets shall be of a width not less than the minimum requirements for streets set forth in Public Works Design Standards.
 - c. During consideration of the tentative plan for the subdivision or partition the Public Works Director shall determine whether improvements to existing streets adjacent to or within the tract, are necessary to meet the Public Works Design Standards. If so determined, such improvements shall be required as a condition of approval for the tentative plan.

E. Pedestrian Ways. Sidewalks shown on the street sections shall be installed as located on those sections as a result of the subdivision or major partition. The date of sidewalk installation shall conform with the procedures outlined in Subsection 90.90.105.

1. For Middle Housing Land Divisions, sidewalks are required for the parent lot and any child lots with street frontage.

F. Bikeways. Bikeways consistent with ~~the Independence-Monmouth Bicycle Master Plan and the Independence Transportation System Plan~~ shall be installed in accordance with ~~City standards~~ Public Works Design Standards.G. Monuments. Monuments shall be installed in accordance with ~~city standards~~ Public Works Design Standards and with the requirements of the Oregon Revised Statutes.

H. Service Utilities.

1. General/Discretionary Standard: Before approval shall be given of any plat or plan of any subdivision, the subdivider shall provide for the installation of all service utilities in underground conduits and for easements therefor in the

manner as hereby set forth and subject to the conditions set forth in this ordinance. ~~The city may require installation of said utilities to any boundary line of the parcel being divided as to provide for the orderly extension of utilities or future development.~~

2. Clear and Objective Standard: All permanent utility services to lots or parcels in a subdivision or partition shall be provided from underground facilities. The subdivision or partition shall:
 - a. Obtain a permit from the City for placement of all underground utilities;
 - b. Make all necessary arrangements with the utility companies and other persons or corporations affected by the installation of such underground utilities in accordance with the rules and regulations of the State Public Utility Commission; and
 - c. The city may shall require installation of said utilities to any boundary line of the parcel being divided as to provide for the orderly extension of utilities or future development.
- I. Above-Ground Utility Prohibited. In all new subdivisions in the City of Independence hereafter approved by the Commission it shall be unlawful for any service utility or utilities to be installed or used above the surface of the ground except on a temporary basis upon a special permit issued by the Building Official, but no use under such a special permit shall extend for total period of more than six months from the date of issue of the first permit therefore. All new street light poles shall be metal. The developer is responsible for any initial cost for such poles (one time fee and concrete footings). The developer will contact and coordinate this work with the appropriate utility.
- J. Manner of Installation.
 1. General/Discretionary Standard: All service utilities installed as herein provided shall be installed at a depth and in the manner conforming to city specifications.
 2. Clear and Objective Standard: All service utilities shall be installed in public utility easements prior to the surfacing of such streets.
- K. Acceptance of Public Improvements. Acceptance of all public improvements will comply with ~~Section V – Acceptance Policies of the City of Independence Specifications and Standards for Public Works Construction~~ the City of Independence Public Works Standards.
- L. Middle Housing Land Divisions. For middle housing developments where a Middle Housing Land Division is proposed, the following conditions shall be met.
 1. Each resulting dwelling unit shall be served by a separate water service line and sewer service line.
 2. Individual water service lines shall be connected to a public water main located either in the public right-of-way (ROW) or in a public easement on private property subject to the following conditions:
 - a. The public water main is constructed to the City’s Public Works Design Standards.

- b. Future repair or replacement of the public water main will be the responsibility of the City of Independence.
 - c. If located in a public easement, the dimensions and location of the easement shall be approved by Public Works.
- 3. Individual sewer service lines shall be connected to a public sewer main located either in the public right-of-way (ROW) or in a public utility easement on private property subject to the following conditions:
 - a. The public sewer main is constructed to the City's Public Works Design Standards.
 - b. Future repair or replacement of the public sewer main will be the responsibility of the City of Independence.
 - c. If located in a public easement, the dimensions and location of the easement shall be approved by Public Works.
- 4. Public utility easements shall comply with Public Works Design Standards.

Subsection 90.80.010: Improvement Procedures

~~In addition to other requirements, All improvements shall conform to the requirements of this ordinance and improvement standards or specifications adopted by the City and shall be installed in accordance with the following procedure:~~ the Public Works Design Standards.

- A. Work shall not be commenced until plans have been reviewed for adequacy and approved by the City and developer enters into a development agreement with the City. For evaluation of the subdivision proposal, the engineering plans will be required before approval of the final map or plat. All plans shall be prepared in accordance with ~~acceptable engineering standards by a registered engineer, licensed to practice in the State of Oregon~~ the Public Works Design Standards. The fee for engineering plan review shall be set by the City Council.
- B. Work shall not be commenced until the city has been notified in advance, and if work has been discontinued for any reason it shall not be resumed until the city has been notified. A pre-construction meeting with the city is required prior to any construction activity, including material storage and mobilization of equipment to the site.
- C. Required improvements shall be inspected by ~~and constructed to the satisfaction of the city to ensure they meet the of this code~~ Public Works Design Standards. ~~The city may require changes in typical sections and details if unusual conditions arising during construction warrant such change in the public interest.~~ The cost of improvement plan review and inspection will be paid by the developer in accordance with ~~90.60.075.24(L)(1): the fee schedule set by the City Council.~~ The fee for construction inspection shall be set by the City Council. ~~The developer shall submit cost estimates for such improvements to the City for review and approval. The cost estimates must be prepared and stamped by a licensed engineer, registered in the State of Oregon.~~

- D. Underground utilities, television cables, telephone lines, sanitary sewers and storm drains installed in streets by the subdivider shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities, television cable, telephone lines, and sanitary sewers shall be placed to lengths that will avoid the need to disturb street improvements when service connections are made.
- E. ~~Two (2) copies and one (1) reproducible copy of the plans showing public improvements As-built~~ As-built shall be filed with the city Public Works Department in compliance with the Public Works Standards by the subdivider/developer or ~~his~~ their agent upon completion of the improvements.

Subsection 90.80.015: Specifications for Improvements

~~Specifications for improvements shall be adopted by or under authority of city ordinance.~~

Subchapter Section 90.90: Design and Development Standards

90.90.005 Principles of Acceptability.

Subdivisions and major partitions shall conform to any development plans and shall take into consideration tentative plans made in anticipation thereof. Subdivisions and major partitions shall conform to the requirements of state law and the standards established by this chapter.

90.90.010 Streets.

- A. General. The location, width, and grade of streets, bikeways and pedestrian facilities shall be considered in their relation to existing and planned streets, bikeways and pedestrian facilities, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets. All streets, bikeways and pedestrian facilities shall connect to other said facilities within the development and to existing and planned streets, bikeways, and pedestrian facilities outside the development. Where location is not shown in the Independence Transportation System Plan, Public Works Design Standards, or another development plan, the arrangement of streets in a subdivision shall: ~~either:~~
 - a. Provide for the continuation or appropriate projection of existing and planned streets, bikeways and pedestrian facilities in surrounding areas; ~~or~~
 - 1. ~~Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets, bikeways and pedestrian facilities impractical.~~
- B. Widths of street rights-of-way and paving design for streets ~~shall not be less than those set forth in the table below. The street section shall be designed in accordance with Subsection 90.80.005.D comply with the Public Works Design Standards.~~ Provided that streets within the Southwest Independence Concept Plan area shall be designed in

accordance with the street cross sections provided in the Southwest Independence Concept Plan, ~~except when modified by the Independence Transportation System Plan.~~ ~~Where applicable, the street cross-sections provided in the Southwest Independence Concept Plan supersede any conflicting standards in this section. Engineering staff may make exceptions to the standards based on individual site conditions.~~

- C. The width of street rights-of-way ~~provided in the table below~~ shall comply with the Public Works Design Standards and be the minimum widths of rights-of-way for streets existing along and adjacent to any boundary of the subdivision or partition which is the natural or planned continuation of the alignment of the existing or proposed streets, and the applicant shall dedicate additional rights-of-way, as determined by the City ~~in accordance with such table~~, for any such adjacent street where the existing width of rights-of-way for such street is less than the minimum in said table.
- D. Street Standards: See Public Works Design Standards for right of way, street lanes, bike lanes, planter strip, and sidewalk widths.
- E. Slope Easements. Slope easements shall be dedicated in accordance with ~~specifications adopted by the City Council:~~ the Public Works Design Standards.
- F. Reserve Strips or Block. The City may require the land divider to create a reserve block controlling the access to a street, said block to be placed under the jurisdiction of the ~~Council City:~~
 - 1. ~~To p~~ Prevent access to abutting land at the end of a street in order to assure the proper extension of the street pattern and the orderly development of land lying beyond the street.
 - 2. ~~To p~~ Prevent access to the side of a street on the side where additional width is required to meet the right-of-way standards provided in the above table.
 - 3. ~~To p~~ Prevent access to land abutting a street of the partition or subdivision, but not within the partition or subdivision itself.
 - 4. ~~To p~~ Prevent access to land unsuitable for building development.
- G. Alignment. As far as practical, streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall, ~~wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and otherwise shall not be less than 125 feet~~ comply with the Public Works Design Standards.
- H. Future Extension of Streets. Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved without a turnaround. Reserve strips or blocks may be required to preserve the objectives of street extensions.
- J. Intersections of Streets:
 - 1. Angles: Angles of street intersections shall comply with the Public Works Design Standards.

2. Offsets: Opposing intersections shall be designed in compliance with the Public Works Design Standards to ensure that no offset creates dangerous conditions for the traveling public.
 3. Collector and Residential Lot Access to Arterials and Collectors: When residential development abuts an existing or proposed arterial or collector street, lot access shall connect to internal local streets or alleys and comply with the Public Works Design Standards.
- K. Topography. The layout of streets shall give suitable recognition to surrounding topographical conditions in accordance with the purpose of Section 90.10.010 of this chapter.
- L. Future Extension of Streets. Where the subdivision or partition is adjacent to land likely to be divided in the future, streets shall continue through boundary lines to provide for the orderly division of such adjacent land or the transportation and access needs of the community.
- M. Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width with regard to right-of-way and/or roadway pavement, additional right-of-way and/or roadway pavement shall be provided by the developer(s) at the time of subdivision.
- ~~Cul-de-sac. The use of cul-de-sacs is discouraged and may only be approved upon a showing by the applicant that there are unusual or unique circumstances that justify the cul-de-sac. There shall be no cul-de-sacs more than 400 200 feet long or serving more than 20 single-unit family dwellings. Each cul-de-sac shall have a circular end with a minimum diameter of right-of-way width and paving as shown in the table in this subchapter. The use of cul-de-sacs shall be discouraged and may only be approved upon a showing by the applicant of unusual or unique circumstances justifying the cul-de-sac. A public access way connecting two (2) cul-de-sacs shall be required consistent with the standards for public accessways in Section 90.90.015(D).~~
- N. For purposes of this section, “unusual or unique circumstances” exist when one of the following conditions prevent a required street connection:
- a. Slopes are equal to or greater than 12 percent;
 - b. A wetland or other water body is present which cannot be bridged or crossed; or
 - c. Existing development on adjacent property prevents a street connection.
- When cul-de-sacs are used, each cul-de-sac shall comply with the Public Works Design Standards. There shall be no cul-de-sacs more than 400 feet in length or serving more than 20 single-unit dwellings.
- O. A public access way ~~shall be required~~ to connecting two (2) adjoining cul-de-sacs ~~shall be required~~ consistent with the standards for public accessways in Section 90.90.015(D).

- P. Street Names. Streets that are in alignment with existing named streets shall bear the names of such existing streets. Names for streets that are not in alignment with existing streets are subject to approval by the Planning Commission, and need written approval by the Polk County Fire District #1 and the Independence Police Department, and shall not unnecessarily duplicate or resemble the name of any existing or platted street in the City.
- Q. Grades and Curves. ~~Grades shall not exceed six percent on arterials, 10 percent on collector streets, or 12 percent on all other streets. Centerline radii on curves shall not be less than 300 feet on arterials, or 230 feet on all other streets and shall be to an even 10 feet. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable lots, the Planning Commission may accept steeper grades and sharper curves. In flat areas allowance shall be made for finished street grades having a minimum slope, preferably, of at least 0.33 percent. and curves shall comply with the Public Works Design Standards.~~
- R. Streets Adjacent to Railroad Rights-of-Way. Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way.
- S. Marginal Access Streets. Where a subdivision abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection or residential properties and to afford separation of through and local traffic. Access shall comply with 90.90.010(10)C of this section.
- T. Alleys. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions of access to off street parking and loading facilities are approved by the Planning Commission. The corners of alley intersections shall have a radius of not less than 12 feet.
- a. Dedication. The Planning Commission may require adequate and proper alleys to be dedicated to the public by the land divider of such design and in such location as necessary to provide for the access needs of the subdivision or partition in accordance with the purpose of Section 90.10.010 of this chapter.
 - b. Width. Width of right-of-way and paving design for alleys shall ~~be not less than 20 feet; comply with the Public Works Design Standards.~~ Slope easements shall be dedicated in accordance with specifications in the Public Works Design Standards, adopted by the City Council.
 - c. Corner Cut-Offs. Where two alleys intersect, 10 feet corner cut-offs shall be provided.

- d. Grades and Curves. Grades and curves shall comply with the Public Works Design Standards. not exceed 12 percent on alleys, and centerline radii on curves shall be not less than 100 feet.
- e. Other Requirements. All provisions and requirements with respect to streets in this subchapter shall apply to alleys the same in all respects as if the word "street" or "streets" therein appear as the word "alley" or "alleys" respectively.
- U. Street trees are required in all new subdivisions in the amount of one tree for every 35 feet of street frontage. Species, size, location and installation construction will conform to the Independence Urban Forestry Management Plan, as adopted by the City Council and shall comply with the Public Works Design Standards. Street trees shall be installed prior to final plat approval or as allowed by an agreement with the City Manager or designee. Temporary irrigation may be required at the time of installation and will be maintained by the developer as long as required by dry/hot weather conditions.
- V. Mail Boxes. Plans for mail boxes to be used, including type and location, shall be approved by the Independence Postmaster.
- W. Paving, strip, and signage. All street plans shall include all required street signs, traffic control signs, and pavement striping ~~All pavement striping shall use a heat tape process. The developer shall furnish and install these items to city standards in accordance with the Public Works Design Standards.~~
- X. Access Management. New access to arterials and collectors shall be limited. Shared or consolidated access shall be required for development or land divisions adjacent to these facilities unless demonstrated to be unfeasible.
 - a. Number of Access Points. All proposed development shall have access to a public right-of-way. Spacing requirements for access points and intersections on arterials and collector streets shall comply with the Public Works Design Standards. be as shown in the following two tables:
 - b. The distance between access points shall be measured from the centerline of the proposed driveway or roadway to the centerline of the nearest adjacent roadway or driveway.
 - c. Frontage on Service Roads and Common Drives.
 - i. Projects proposed on arterials shall include a frontage or service road and shall take access from the frontage road rather than the arterial. Frontage road design shall conform to ODOT standards. This access requirement may be met through the use of interconnecting parking lots which abut the arterial.
 - ii. Adjacent uses may share a common driveway provided that appropriate access easements are granted between and among property owners.
 - d. Alternative Designs. Where natural features or spacing of existing driveways and roadways cause the foregoing access requirements to be physically unfeasible, alternate designs ~~may~~ shall be approved in accordance with the Public Works Design Standards.

- e. Access to Residential Lots. All lots in a proposed residential subdivision shall have frontage on and access from a local ~~or collector~~ street.
- Y. Bicycle Requirements. Bike lanes ~~or shared bike lanes~~ shall be provided during the construction, reconstruction, or relocation of arterial and collector streets. Design and construction of bikeways, or other public paths shall conform to the requirements of the Public Works Design Standards, American Association of State Highway and Transportation Officials (AASHTO) as revised and adopted in the “Oregon Bicycle and Pedestrian Plan”.
- Z. Pedestrian Requirements.
 - a. Sidewalk shall be constructed along all arterial, collector, and local service streets.
 - b. The design and construction of sidewalks and other public paths shall conform to the requirements of the Public Works Design Standards, “Oregon Bicycle and Pedestrian Plan”, ADA requirements, and City of Monmouth standards.
- AA. Accessways. Where required:
 - a. Accessways shall be located to provide a reasonably direct connection between likely pedestrian and cyclist destinations. A reasonably direct connection is a route which minimizes out-of-direction travel for most of the people likely to use the multiple-use path considering terrain, safety, and likely destinations.
 - b. The design and construction of accessways shall conform to the requirements of the “Oregon Bicycle and Pedestrian Plan”, ADA requirements, and City of Independence standards.
- BB. Lighting. No illumination of pathways that are off street or in riparian areas shall be allowed, unless otherwise allowed by the Independence Public Works Director. Lighting of sidewalks along roadways shall comply with the Public Works Design Standards and IESNA Lighting Standards. Illumination of all sidewalks and bicycle paths will be provided in conjunction with all new development. Adequacy of the lighting plan will be consistent with AASHTO standards and approved by the City Manager or designee. Metal street light poles with concrete bases are required.

(NEW SECTION) Section 90.115 Middle Housing Land Divisions.

A Middle Housing Land Division (MHL) is a partition or subdivision of a lot or parcel on which middle housing is developed or proposed. MHLs are regulated by this Code and ORS 92.031. The purpose of an MHL is to provide a simplified and expedited process for subdividing or partitioning lots with middle housing so that each unit is on a separate property, which enables the units to be sold and owned individually.

- A. Applicability. MHLs are available in zoning districts where middle housing is permitted under this Code. Middle housing development that is eligible for an MHL may consist of:
 - 1. A single duplex, triplex, quadplex, cottage cluster, or structure containing townhouses;
 - 2. Any retained or rehabilitated existing units on the lot or parcel that is part of the middle housing development.
 - 3. An MHL creates two (2) or more lots or parcels from a single parent lot on which middle housing is developed or proposed. After an MHL is completed, the resulting lots or parcels are “child lots” or “middle housing lots.” The approved development is still subject to the requirements and development standards that applied to the parent lot prior to the MHL. In addition, the resulting development is still defined as and subject to the development standards that apply to the original middle housing type after an MHL is completed (e.g., a duplex that undergoes an MHL does not become a townhouse development; the structure and property are still subject to requirements/standards for a duplex).
- B. Application Timing and Sequencing.
 - 1. An application for an MHL shall be filed with the City and accompanied by the appropriate fee. It shall be the applicant’s responsibility to submit a complete application that addresses the review criteria of this Section.
 - 2. An application for a tentative plan for an MHL may be submitted before, after, or at the same time as the submission of an application for building permits for the middle housing.
 - 3. An application for a tentative plan for an MHL may be submitted at the same time as an application for a standard subdivision or partition. The standard land division would create the parent lot(s), and the MHL would further subdivide the lot(s) into middle housing child lots.
 - 4. An application of one or more than one MHL submitted at the same time as an application for a standard subdivision or partition will be consolidated into a single application subject to the procedural requirements for the standard subdivision or partition.
 - 5. Within the same calendar year as an original partition that was not an MHL, one or more of the resulting vacant parcels may be further partitioned into 3 or fewer parcels through an MHL.

6. Approval of the creation of MHL D parent lots does not constitute approval of a MHL D of such lots unless all of the requirements of Subchapter 90.115 are satisfied for the parent lot(s).
- C. Tentative Plan Approval Criteria. Approval of a tentative plan for an MHL D will be granted if the City Planning Official finds that the applicant has met all of the criteria in Subsections (a) through (g), below. The City's standard tentative plan approval criteria do not apply.
1. The middle housing development, including all existing and proposed structures, complies with:
 - a. The Oregon Residential Specialty Code; and
 - b. The middle housing regulations applicable to the parent lot, including, but not limited to the provisions in this Code.
 2. Exactly one dwelling unit will be located on each resulting child lot except for:
 - a. Lots, parcels, or tracts used as common areas, on which no dwelling units will be permitted; or
 - b. Lots or parcels with an existing detached single-unit dwelling and accessory dwelling unit or an existing duplex, as allowed under Subchapter 17. Such existing units shall be considered a single middle housing unit for the purposes of the MHL D.
 3. Utility service connections will be provided for each child lot and associated dwelling as described in Subsection 90.80.005 of this Code.
 4. Easements will be provided as necessary for each dwelling unit on the site for:
 - a. Locating, accessing, replacing, and servicing all utilities;
 - b. Pedestrian access from each dwelling unit to a private or public road;
 - c. Access to any common use areas or shared building elements; and
 - d. Access to any dedicated driveways or parking.
 5. Buildings or structures on a resulting child lot will comply with applicable building code provisions.
 6. Where a resulting child lot abuts a street that does not meet City standards, street frontage improvements will be constructed and, if necessary, additional right-of-way will be dedicated, pursuant to requirements of Section 90.80 and Subchapter 90.90 of this ordinance and consistent with the Public Works Design Standards.
- D. Tentative Plan Submittal Requirements. An application for an MHL D tentative plan shall include the following:
1. The boundaries, dimensions, and area of the lot;
 2. The location, width, and names of all proposed streets, flag lot accessways, and public accessways, including those abutting the perimeter of the lot;
 3. The location and use of all existing and proposed buildings and accessory structures on the lot, indicating the distance of such buildings and

- accessory structures to all property lines and adjacent on-site structures and identification of any that will be removed;
4. The location of all existing and proposed off-street parking and vehicle use areas;
 5. The location of all existing or proposed public utility connections for each dwelling unit, demonstrating compliance with approval criterion 90.115 (C) and with Section 90.80 and Subchapter 90.90;
 6. Existing or proposed easements necessary for each dwelling unit on the plan, demonstrating compliance with the criterion in Subchapter 90.115 (C).
 7. A description of the manner in which the proposed land division will satisfy the approval criteria in Subchapter 90.115 (C).
 8. Copies of approved building permits or building permit applications, or comparable information necessary to demonstrate compliance with building code standards, and an accompanying site plan demonstrating compliance with criteria in Subchapter 90.115 (C).
- E. Tentative Plan Conditions of Approval. The City may attach conditions of approval of a tentative plan for an MHL D to:
1. Prohibit further division of the resulting child lots.
 2. Require that a notation appear on the final plat indicating:
 - a. The approval was given under ORS 92.031.
 - b. The type of middle housing approved on the subject site and noting that the middle housing type shall not be altered by the MHL D (e.g., a duplex that undergoes an MHL D does not become another type of middle housing or a single family detached home; the structure and property are still subject to requirements/standards for a duplex).
 - c. Accessory dwelling units are not permitted on resulting child lots.
 3. The City may require that all public improvements and site improvements needed to satisfy approval criteria in Section (3) and the applicable standards of the City's code are constructed or guaranteed prior to the approval and signing of the final plat for the development.
 4. The preliminary approval of an MHL D is void if and only if a final MHL D plat is not recorded within 3 years of the preliminary approval.
- F. Tentative Plan Procedure. An application for a MHL D can utilize the following procedures:
1. Expedited Procedure. Unless the applicant requests to use the City's standard land division procedure or a MHL D is submitted concurrent with a standard subdivision (and is requested to be reviewed concurrent with the subdivision), the City shall apply the procedure used for an Expedited Land Division, as provided below and in ORS 197.365. A decision for an MHL D processed under ORS 197.365 is not subject to the requirements of ORS 197.797.
 - a. The City Planning Official shall make a decision to approve or deny the application and shall provide notice of the decision to the applicant

- within 63 days of receiving a completed application, as described in ORS 227.178. Notice shall not be provided to any other person.
- b. The MHL D review process does not include a hearing and the City does not accept public comment from third parties.
 - c. The City shall issue a written determination of compliance or noncompliance with the approval criteria in Subsection (3). An approval may include conditions of approval pursuant to Subsection (5) to ensure that the application meets all applicable requirements.
 - d. The written determination shall include a summary statement explaining the determination, and an explanation of the applicant's right to appeal the determination under ORS 197.830 to 197.855.
 - e. The applicant shall pay a fee according to the City's fee schedule.
 - f. Only the applicant may appeal a decision for an MHL D processed as an Expedited Land Division made under this section.
2. Standard Procedure. If requested by the applicant as an alternative to use of the Expedited Procedure described in subsection (a) above or a MHL D is submitted at the same time as an application for a standard subdivision or partition (and the applicant requests a concurrent review), the City shall review an MHL D under the same procedure that applies to a standard land division.
- G. Final Plat Requirements. An application for an MHL D final plat shall meet the City's requirements and approval criteria that apply to a standard subdivision or partition final plat per Subsection 90.60.075.