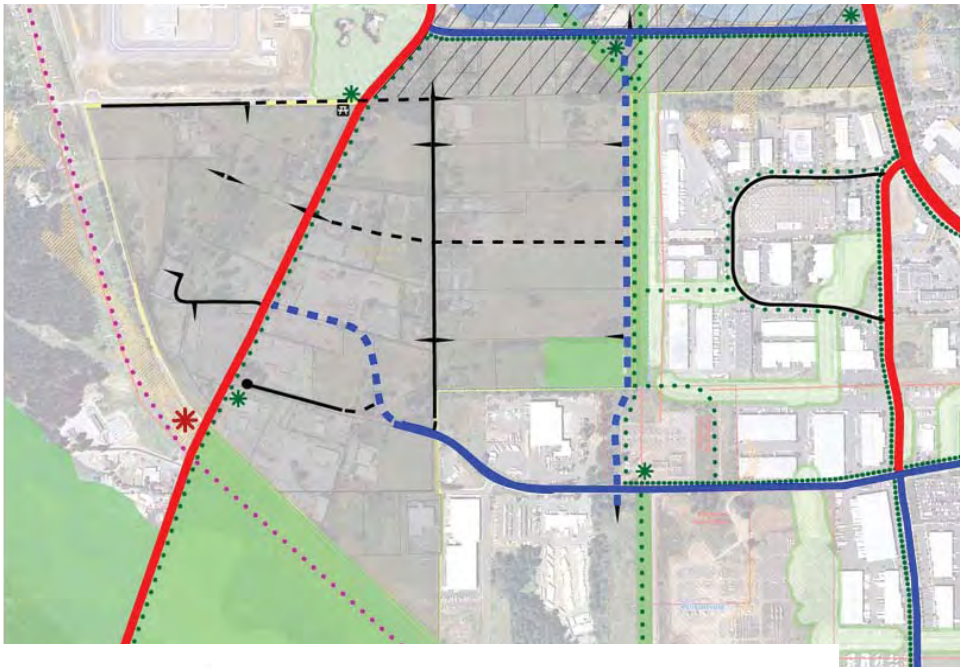


COFFEE CREEK MASTER PLAN APPENDIX



Prepared for:

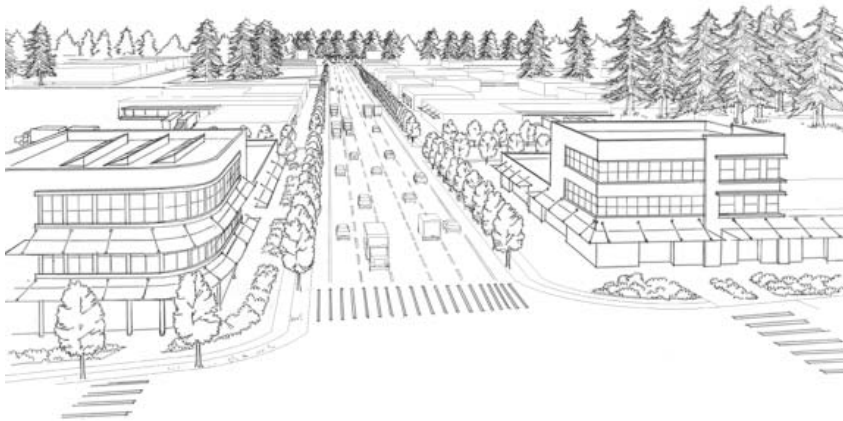


City of
WILSONVILLE

Prepared by:

Otak, Inc.

DKS Associates, Inc.



Adopted October 15, 2007

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The City of Wilsonville Industrial Lands Master Planning Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development.

Coffee Creek Master Plan Appendix

Section A. PAC Meeting Documentation

Coffee Creek Master Plan Advisory Committee Meeting #5

April 6, 2007 – Wilsonville Water Treatment Plant Conference Room

Attending: please refer to sign in sheet.

Todd Chase summarized the project scope and work schedule, noting that the team is on schedule.

Todd summarized this meeting's agenda and welcomed all in attendance.

Project Schedule Update

Todd summarized the overall work program for members of the public and interested stakeholders that have not attended prior meetings. Sandi Young identified tentative next meeting dates to include:

April 11, City Planning Commission Work Session #2 (to review Draft Plan)

May 16, City Planning Commission Hearing (to open hearing on recommending Draft Plan for adoption)

Late May: public open house (TBD)

Late May/June: City council work session and hearing

Draft Master Plan Discussion

Next, Todd opened up the discussion regarding the Draft Recommended Master Plan, dated March 30, 2007).

Todd provided an update to the PAC members regarding activities that have occurred between now and the last PAC meeting in later February, including: receipt of a letter from Washington County citing concerns with any adoption efforts for the Coffee Creek area before location and traffic impact issues are fully understood regarding the I-5/99W Connector. Other activities included input from the City Parks and Recreation Committee Meeting, and ongoing effort by the City to remap some of the SROZ land in Coffee Creek I. Marah Danielson noted that ODOT has provided comments on the traffic analysis to DKS which have been addressed.

Questions and recommendations from the PAC members included:

- Washington County, Sherwood (Rob Dixon) and Tualatin (Doug Rux) all cited similar concerns regarding moving forward with adoption of both the Master Plan south of Day and the Concept Plan (north of Day Road) at this time, in advance of location and traffic impact determinations regarding the I5/99W Connector Project.
- Rob Dixon indicated that the I-5/99W committee and consultant team working on the connector study have narrowed down the alignment options from 127 to a dozen to be further evaluated this year. While none of the 5 “green alignments” and 16 “yellow alignments” directly impact land within the Coffee Creek Master

Plan and Concept Plan areas, there could still be traffic impacts that are significantly different than what have been determined thus far in the Coffee Creek Planning Process.

- Doug Rux indicated that a “no build” option is also being advanced for future study.
- John Michael indicated that all future land use planning and development in this portion of the Metro Region cannot be put on hold indefinitely because of a lack of decision on the preferred alignment for the connector. Todd reminded the PAC that Metro has conditioned future completion of Title 11 Planning to be completed within 2 years of a I-5/99W Connector location decision for the area north of Day Road, but placed no conditions on the planning and annexation/development process relating to the Connector south of Day Road.
- Doug and Steve Kelley expressed concerns that the property owners in the Coffee Creek industrial area, and others will not know the true impact of traffic and related roadway mitigation improvements and costs until the Connector project location is determined and traffic models are completed.
- John Michael noted that the City has already coordinated with ODOT as part of the TSP, and has identified the I-5/Eligson interchange area as “an area of special concern” that will be subject to ongoing refinement planning and mitigation.
- Steve Kelley indicated that Day Road may need to be reclassified as an Arterial roadway depending upon Connector impacts. Todd indicated that the city may want to ensure that building setbacks in new developing areas are adequate to accommodate additional travel lanes that may be needed in the long term, depending upon the indirect traffic impacts generated by the Connector.
- John Michael recommended that the Introduction to the Master Plan be expanded to reference the desire for ongoing coordination with regard to the Connector Project.
- Julie Kahoe reminded the PAC that there is an regional need for industrial land that is driving up land prices beyond what most tenants can afford, which could weaken the city and regional ability to compete for strategic employment growth. This issue will worsen if Coffee Creek I cannot move forward with annexation in the near term.
- Doris Wehler asked about the PGE substation that is seeking a development permit north of Day Road in the Concept Plan area. Todd indicated that it was his understanding that this project would help address existing power supply deficiencies and help with long term growth in the area, and that such plans are preliminary. Steve Kelley had no knowledge of a PGE development application at this time.
- Terry Tolls requested that a revised Master Plan be prepared that shows potential driveway access points along the east segment of Day Road.
- Terry Tolls also recommended that the Day Road Design Overlay District allow up to 30% of the site to be developed with office (rather than the recommended 20%) in light of increased construction costs due to higher quality building and site design standards.

- Stacey Humphrey indicated that prior to adjusting any commercial land allocation; the City should make sure that it remains consistent with Metro Title 3 regulations.
- Todd and Sandi recommended that concerned PAC members should direct written input via email to Sandi prior to April 10 so that the Wilsonville Planning Commission can take them into account.
- Peter Stahick noted that employee parking for industrial buildings is often located near the front administrative/office building area, so parking should be allowed along Day Road. Todd indicated that buffered parking would be an appropriate use along Day Road as long as any truck loading is screened and/or moved to behind the building.

Acceptance of February 16 meeting notes

After deliberation, the PAC agreed to accept the prior meeting notes without changes.

Todd indicated that this would likely be the last PAC meeting for the Coffee Creek planning process, and thanked all for their interest and contributions in this planning process.

Meeting notes prepared by Todd Chase.

Coffee Creek Master Plan Advisory Committee Meeting #4

February 16, 2007 – Wilsonville Water Treatment Plant Conference Room

Attending: Sandi Young, Chris Neamtzu, John Michael (City of Wilsonville); Todd Chase (Otak); Scott Mansur (DKS); Doug Rux (City of Tualatin); Steve Kelley (Washington County); Stacey Humphrey (DLCD); Marah Danielson (ODOT); Julie Kahoe (ICPS); Rob Hatch (Hatch Western); Kevin McKoy; et.al.

Todd Chase summarized the project scope and work schedule, noting that the team is on schedule.

Todd summarized this meeting's agenda and welcomed all in attendance.

Project Schedule Update

Todd summarized the overall work program for members of the public and interested stakeholders that have not attended prior meetings. Todd indicated that a 45 day project delay was incurred when the decision was made to utilize most recent Metro 2030 land use forecasts that are consistent with the I-5/99W Connector Study. Todd identified tentative next meeting dates to include:

March 30, PAC meeting #5 (to review Draft Plan)
April 5, Public open house event (to review Draft Plan)

Transportation and Infrastructure Recommendations

Next, Todd and Scott Mansur summarized the findings from the traffic analysis memorandum from DKS dated February 12, 2007) and the Fiscal Impact/Annexation Memorandum (dated February 6, 2007).

Questions and recommendations from the PAC members included:

- Steve Kelley questioned the assumptions made for the I-5 off-ramp movement to 95th Avenue left turn connection. Scott indicated that there is a current ODOT project that would signalize this movement to allow trucks to make the lane change from the ramp to 95th Avenue that would occur this summer. Scott indicated that additional access management measures are also recommended.
- Doug Rux asked the consultant team to clarify whether the no build improvements and recommendations for Alt. 1 and Alt. 2 (south and north of Day Road) are subsets or cumulative improvements. Todd indicated that they are cumulative, but the "no build" improvements are not necessary prior to the "build" improvements.
- Stacy Humphrey indicated that the Tonquin Road/Grahams Ferry Road intersection improvements are outside existing urban growth boundaries, and would require special exceptions to be permitted.
- Ray Phelps asked how much the traffic results would change if the I-5/99W connector project alignment was moved south of the Coffee Creek Industrial

Area, and what other major arterial improvements are assumed in the traffic model. Scott indicated that he would have to check on these assumptions.

- Doug reminded the PAC and members in attendance that the project recommendations, impacts, and costs, are based on a “snap shot” of assumptions for 2007-2027. He indicated that in reality the actual costs will be much higher (as they are escalated to future year dollar amounts) and the impacts will change depending upon actual vs. projected regional and local growth, and any change in street connections.
- Todd indicated that the preliminary list of project priorities will be revisited with City staff and refined as appropriate.
- Todd also indicated that all water, sewer and storm water improvement recommendations are considered to be “place holders” until more detailed system modeling is conducted by the city.
- Todd also noted that the fiscal impact findings generally indicate a positive fiscal impact for Alternatives 1 and 2 (south of Day Road). Fiscal impact findings for the area north of Day indicated a positive fiscal impact for Alt. 1, but a slight loss for Alt. 2 (given more housing and less jobs in that alternative).

Evaluation of the Alternatives:

Todd summarized the preliminary evaluation matrix dated February 13, 2007. Following discussion, the PAC conclusions for the area south of Day include:

- With regard to Goal 1, Consistency with Local, Regional and State Plans; Alternative 1 is more favorable than Alt. 2. DLCD staff (Stacey Humphrey) indicated preference to Alt. 1. Metro leadership also has openly supported Alt. 1. ODOT staff (Marah Danielson) had no preference at this time.
- With regard to Goal 2, Transportation, Alternative 2 is more favorable than Alt. 1. This is mostly due to the proposed realignment of Clutter/Grahams Ferry Road. Alt. 2 also included a Kinsman Road to Commerce Circle street connection, but the analysis by DKS indicated that it could hurt the level of service at the 95th Avenue intersection with Boones Ferry Road.
- With regard to Goal 3, Public Facilities, Alternative 1 is more favorable than Alt. 2 given the potential cost economies that could be realized if storm water drainage improvements are made in conjunction with the Kinsman Road alignment shown in Alt. 1.
- With regard to Goal 4, Citizen Stakeholder Participation, Todd indicated that the initial public meeting provided “soft support” for the concept of a special design overlay standard for industrial buildings along Day Road, but mixed support for the two different road way networks. PAC members in attendance (and other property owners) at the meeting generally favored the simplified street network shown with Alt. 1, but supported the Design Overlay Concept shown with Alt. 2.

North of Day Road, the Alternatives were essentially tied for the area west of Basalt Creek. However, Alternative 1 scored relatively higher than Alternative 2 with regard to Goal 1 (Plan Consistency), and tied for most of the other criteria.

Doug voiced support for Alt. 1 in light of the additional traffic impacts it would likely generate (about 30% more peak hour trips than Alt. 2) and the inconsistent Metro and Washington County land use planning assumptions. John indicated that the Mixed Employment PUD concept would be preferable from the City's perspective since it would help achieve a better housing/jobs balance and keep the traffic impacts relatively high (which is considered to be a more conservative approach for long term planning). Doris Wehler and other PAC members noted the rolling topography in this quadrant which would not be conducive to industrial buildings.

Recommended Draft Alternative

Doris Wehler provided the PAC with the mix of improvements and land use assumptions that were endorsed by the Wilsonville Chamber of Commerce membership. They included:

- Alt. 1 road network, with exceptions for the Clutter Road realignment and Commerce Circle connection shown in Alt. 2.
- Design overlay along entire length of Day Road.
- Support for the Mixed Employment PUD concept north of Day Road as shown with Alt. 2

Following a discussion about the advantages and disadvantages with each alternative, the PAC generally agreed to support the Chamber suggestions with the exception of the Commerce Circle-Kinsman Road connection, which is to be shown as a trail.

Acceptance of October 20 meeting notes

Todd and Chris indicated that in response to the prior meeting issues regarding the mapped SROZ areas south of Day Road, City staff and property owner (Ray Phelps) have met and walked the subject property. It is likely that the subject site was inaccurately mapped in prior adopted SROZ ordinance and that a map revision could be appropriate. Todd also indicated that Washington County Commission is now considering a proposed ordinance (#67) that would create holding zones for most of the areas brought into the UGB by Metro in 2004, and also designated most of the area north of Day Road as a "significant resource" for environmental planning purposes.

Next meeting: tentatively set for Friday, March 30, 2007 at 9 am at the City's Water Treatment Plant.

Meeting adjourned at 11:35 am.

Meeting notes prepared by Todd Chase.

Coffee Creek Master Plan Advisory Committee Meeting **August 18, 2006 – Wilsonville Water Treatment Plant Conference Room**

Attending: Todd Chase, OTAK; Scott Mansur, DKS; Andrew Johnson, ODOT; Doug Rux, City of Tualatin; Eldon Johansen, City of Wilsonville; Doris Wechler, Wilsonville Chamber; Dave Brown, property owner; Tom Moes, Root Holdings, LLC; Ray Phelps, Allied Waste, property owner; Stacy Rungay, property owner; Bob Jonas, property owner, Dick Kruger, property owner; Rob Hatch, property owner; Stacey Hopkins, DLCD, Tim Marshall, MBI; Ron Snyder, property owner, Chris Neamtzu, City of Wilsonville, Sandi Young, City of Wilsonville (partial attendee).

Updated project schedule flow chart was distributed. Todd Chase summarized the project scope and work schedule, noting that the team is on schedule.

Questions were raised about notification for the upcoming open house in September. The City indicated that newspaper ads would be supplemented with direct mailings to folks near the planning area. Doug recommended inviting CPO leaders. Todd recommended signs posted along major roadways.

Todd noted that the two northerly property owners in Area 2 have opted to be removed from the Concept Planning effort, and that the City and ODOT have agreed with these requests to amend the plan area boundary.

Draft Goals and Objectives:

Todd distributed a two-page summary of the draft project goals, objectives and evaluation criteria, which summarizes the longer version already provided to Advisory Committee members.

Questions and recommendations from the PAC members included:

- Doug Rux recommended inclusion of any specific Metro Ordinance provisions for properties brought into the UGB.
- It was noted that since there appears to be no 50 acre parcels within the plan areas, there should be some effort to encourage aggregation of tax lots. Sandi Young indicated that the City always utilizes Planned Unit Developments and it would be a requirement for new development to proceed.
- Doug and Stacey recommended adding Objective E. Compatibility with Statewide Planning Goals to Goal 1.
- Andy Johnson mentioned that we need to add objective G “compliance with State of Oregon Transportation Plans and policies” and objective H “implement Washington County TSP” under Goal 2. Transportation.
- Doris Wehler recommended that we add criteria 10 “Level of support from I-5/99W Connector Coordination committee(s)” to Goal 2.
- Tom Moes recommended we move criteria D from Goal 5 up to Goal 2.
- Todd Chase recommended we reduce redundant criteria where possible.

- Doug Rux recommended adding Criteria 8 “relative measure of Fiscal Impact” to Goal 3 Public Facilities.
- Andy Johnson recommended Criteria 2 within Goal 4, and to gauge level of support from property owners regarding the potential marketability of their property.
- PAC members felt Goal 5, Objective B should focus more emphasis on the opportunities for Green development of facilities, not types of uses.
- As the Parks and Recreation Department representative, Chris will seek level of support from Parks and Recreation subcommittee for a new criteria under Goal 5, “support for Parks and Open Space”.

Draft Alternatives:

Todd described the two planning areas in terms of gross and net buildable land area. Todd noted that Area 1 (South of Day) has 216 gross acres, with about 207.5 suitable for industrial development. An additional 25% would be needed for public collector/arterial roads and various easements, leaving about 155.6 net acres for land development.

North of Day Road Area 2 has approximately 81.2 acres, but because there are more slopes and drainages than the areas south of Day, there are only 65.9 acres suitable for industrial development (excluding 25% for streets). To better optimize urbanization potential, Todd recommended consideration of some non-industrial uses such as office and housing in Area 2 for one of the alternatives.

Todd described both of the draft Alternatives. Todd noted that Alt. 1 is intended to be the more traditional industrial master plan with lower costs than Alt. 2. Alt. 2 is focused on employment corridors and higher density development with efforts made to improve the area’s market image with higher building design standards than in Alt. 1, and a new neighborhood north of Day along Boones Ferry Road.

The PAC’s comments included:

- Stacey Hopkins recommended that we make one alternative 100% compliant with the Metro Ordinance that was adopted when this area was brought into the UGB. Todd recommended we amend Alt. 1 to be 100% compliant.
- Several PAC members felt we should keep as many existing roadway alignments as possible on Alt. 1 and Alt. 2 to keep down the capital costs.
- Todd recommended a separate definition for gateway/waysides versus pocket park/waysides. Gateway waysides would be oriented towards area signage, landscaping and way finding (tenant/building rosters). Pocket parks would have picnic shelters, open space, and perhaps sport courts with trail linkages.
- Several PAC members recommended focusing the higher standards for building design along Day Road in Alt.2, and liked the potential transition to a new residential neighborhood between the basalt creek drainage and Boones Ferry Road.

Next meeting: Friday, October 20 at 9 am at the City's Water Treatment Plant.

Meeting adjourned at 11:30 am.

Meeting notes prepared by Todd Chase

Coffee Creek Master Plan Advisory Committee Meeting **October 20, 2006 – Wilsonville Water Treatment Plant Conference Room**

Attending: please refer to sign in sheet

Todd Chase summarized the project scope and work schedule, noting that the team is on schedule.

Todd summarized this meeting's agenda and welcomed all in attendance.

Public Open House Input

Todd summarized the Task 3 Conceptual Master Plan Evaluation Brief, and highlighted feedback from the well-attended open house.

Next, Todd and Scott Mansur summarized the findings from the existing traffic analysis and the revised Transportation Policy Memo, which takes into account issues raised by Steve Kelley of Washington County. One key unresolved issue pertains to which land use inputs to utilized for the transportation impact model. New land use assumptions have been developed since the city adopted its TSP. These "new" land use assumptions are being reviewed by the City and are being used for the Hwy.99/I-5 connector study, and if used for the Coffee Creek TGM project, would require a scope change.

Questions and recommendations from the PAC members included:

- Ray Phelps and Steve Kelley recommended that the consultant team be directed by the city to utilize the latest land use inputs to be consistent with the connector study. Most TAC members agreed.
- Ray recommended a short-term fix for the Boones Ferry/95th Ave. intersection (which is out of the TGM study area) to include changing left-turn signal timing from Boones Ferry Road.
- Scott mentioned that the Boones Ferry/95th Ave. intersection is Level of Service "E" today, but can be improved to "D" after stage II improvements are made to it. Steve recommended realignment of Boones Ferry Road to be considered.
- Doug Rux would like to see the trip distribution and growth assumptions when the draft transportation analysis is presented. Doug would like to see changes in the roadway patterns in conjunction with this work.
- Ray expressed concern that the Hwy. 99/I-5 Connector study area includes all of the Coffee Creek Industrial Planning Area. Todd indicated that Metro ordinance allows development to proceed south of Day Road, but not north of Day until 2 years after the connector alignment is chosen.
- Ray recommended (and TAC members agreed) that the alignment for Kinsman Road be shifted eastward along the SROZ corridor in Alt. 1 to keep as much contiguous land open for development as possible.
- Ray questioned the Significant Resource Overlay Zone (SROZ) designation for the portion of this land north of his operations. Sandi indicated that the SROZ designation was adopted by City Council and is subject to restrictions.

- A property owner asked when the new taxes/regulations would apply to them. Sandi indicated that the City will only allow annexation when the majority of property owners in a sub-area support it—which would not be until property owners ask for it.
- Paul Ketcham indicated that it would be difficult for the Metro Council to endorse a change from Industrial designation to mixed use in the NE portion of the study area. There would need to be justification based on traffic, land constraints, etc.

Proposed Revised Alternatives:

Todd described the public input on the two concept plans, and after discussion the TAC recommended the following revisions:

Alternative 1: Industrial

- Keep land use the same, but attempt to simplify local road and proposed pedestrian network.
- Align Kinsman Road to the east along the SROZ corridor.

Alternative 2: Industrial/Mixed Use

- Consider mixed use area in NE portion of the planning area (North of Day Road)
- Reconfigure proposed Kinsman Road alignment, but keep traffic roundabout and connection to Commerce Circle, and realigned Clutter Road.
- Simplify the proposed local street and pedestrian network.

Next meeting: Friday, January 11, 2007 at 9 am at the City's Water Treatment Plant.

Meeting adjourned at 11:45 am.

Meeting notes prepared by Todd Chase

Coffee Creek Master Plan Advisory Committee Meeting

June 15, 2006 – Wilsonville Water Treatment Plant Conference Room

Attending: Todd Chase, OTAK; Scott Mansur, DKS; Doug Rux, City of Tualatin; Eldon Johansen, City of Wilsonville; Doris Wechler, Wilsonville Chamber; Dave Brown, property owner; Ray Phelps, Allied Waste, property owner; Jean Taylor, property owner; Stacy Rungay, property owner; Rob Hatch, property owner; Steve Kelly, Washington County; Tim Marshall, MBI; Don Richards for the Thompson property, Ron Snyder, property owner, Stu Peterson, Macadam Forbes; Chris Neamtzu, City of Wilsonville, Sandi Young, City of Wilsonville.

Minutes of the first meeting were distributed.

Todd Chase summarized the project scope and described the study area as lands east and north of the railroad, south of the correctional facility, lands south of Day Road outside the city boundary, lands north of Day Road and east of Grahams Ferry Road to approximately Clay Road extending east to Boones Ferry Road. He said that the planning south of Day Road would be master planning, and the work north of Day Road would be concept planning.

Questions were raised about notification. Doug Rux said he is referring folks to Wilsonville. Signing the area was suggested. Sandi Young said that there are two interested groups, the Advisory Committee members and a second group who wish to participate via e-mail. A map of represented property owners was distributed. Sandi said that information will be placed on the city's website. It was suggested that the existing Concept Plan be put on the website.

Todd presented the planning schedule.

The draft Goals and Objectives were distributed at this meeting. They are taken from the City's Comprehensive Plan, the Metro Urban Growth Management Functional Plan and other existing documents. Please send any comments to Sandi via email to Linda Straessle at the city.

The summary of Existing Plans and Policies prepared by OTAK was distributed for review by the committee.

The next step is to develop Evaluation Criteria for the review of the various alternative scenarios, and then to develop the actual alternatives.

The first public meeting will be on the draft Plan Alternatives in late September.

The draft Master Plan will be prepared and reviewed in January/February 2007 with a final draft plan then prepared for review by the Planning Commission and City Council in April through June 2007.

Todd said that the Existing Plans and Policies document pulled the direction of a variety of applicable plans and documents. He said that Metro had designated the area known as Coffee Creek I as Regionally Significant Industrial Land (RSIA), and that the remaining study area was taken into the UGB as Industrial land in 2004. He began a review of the draft document.

Todd said that the Metro Urban Growth Management Functional Plan sets criteria for RSIA lands, has restrictions on subdivision, while industrial lands can be subdivided if there is an approved master plan or shadow plat. Metro's RSIA regulations limit retail and commercial activities to no more than 3,000 square feet per user for a single user, and no more than 20,000 square feet. Lots or parcels larger than 50 acres may be divided into smaller lots pursuant to a master plan. Lots smaller than 50 acres may be divided into any number of smaller parcels.

Doug asked if there were job/acre conditions applied when Metro added Coffee Creek I area to the UGB. Todd responded that no unique job targets have been established by Metro for the study area by Metro, and the City of Wilsonville has an adopted RSIA Zone that appears to comply with Metro guidelines.

Infrastructure:

Todd referred to page 17 of the Existing Plans and Policies report. The water master plan indicates that there is plant capacity, and plans for a new line in Grahams Ferry, together with a new reservoir and pump station (2015) to serve this area. Eldon Johanson said that a large water line was installed as part of the correctional facility infrastructure.

Doug asked about Tualatin Valley and plans for a water line to serve Sherwood. Eldon responded that plans are very fluid right now. Several alternative line locations are being reviewed.

Parks: (pg. 20) The City's draft Parks Plan includes plans for linear trails, waysides and green spaces within and adjacent to this area. The Parks Plan is expected to be adopted by council in Fall 2006.

The Emergency Services Plan will be added to the report.

Zoning in the area is both Clackamas and Washington Counties. The line between counties is Ridder Road. Clackamas County maintains all traffic signals in the area.

Traffic: Scott Mansur of DKS noted that, of the 6 road improvements in the Transportation Systems Plan affecting this area, 4 had been built. The remaining 2 are related to the northerly extension of Kinsman Road to Day Road. There are some wetland issues in the potential alignment which may cause problems. The intersection of 95th /Commerce Circle has capacity problems which will need to be addressed as part of this planning effort. Stu Peterson remarked that the city owns much of the Kinsman ROW. Eldon responded that actually Metro owns a good share of it. Steve Kelly

remarked that the County currently maintains Ridder, Clutter and Graham's Ferry Roads and that they are truck routes.

Bike and trail improvements, as proposed by metro and the City's draft Bike/Ped Plan were reviewed. Steve Kelly said that the Tonquin Trail location, etc. should be coordinated with metro. Sandi responded that Chris Neamtzu, the City's Parks Planner was working closely with Metro on all parks and trails work in and near the city. The Bike/Ped Plan is expected to be adopted by Council in Fall 2006.

The City's draft Transit Plan proposes service to the Coffee Creek planning area. The draft Transit Plan is expected to be adopted by Council in Fall 2006.

Railroad, both a potential spur to serve the area, and any improvements to the overpass on Graham's Ferry Road. Todd said that ODOT has a railroad fund for projects related to jobs. He will check with Andy Johnson (ODOT) on rail issues.

Private Utilities: Sandi remarked that PGE is represented on the Advisory Committee. It was recommended that we work to get BPA at the table.

Draft Goals and Objectives:

Sandi said that the draft goals and objectives are taken from the City's Comprehensive Plan, the Metro UGM Functional Plan and other applicable documents. Discussion centered around Policy 1c: Encourage energy efficient, low pollution industries. Suggestions were: a solar oriented street grid, use of recycled water on site, creating walkable street/pedestrian networks, or specific development code requiring sustainable development. Todd described an industrial park in Bend that is being planned to include transit, passive solar street grids, recycled water use, etc. He said that it allows those buying sites in the park to get LEED credit if they pursue this US Green Building Council certification. Stu remarked that ecoroofs are costly for industrial buildings.

Based on this discussion, Todd recommended that the design team come back with two development alternatives for the area: one focused on the most economically efficient street/land use layout; the other focused on the most environmentally sensitive layout. Both of these alternatives could be refined based on TAC and public input, and then subjected to the plan evaluation criteria.

Sandi said that there were probably other goals and objectives to be added to the draft. She would do this prior to the next meeting, and for folks to get their comments to her.

Next meeting: Friday, August 18 at 9 am at the City's Water Treatment Plant.

Meeting adjourned at 11 am.

Meeting notes prepared by Sandi Young

Coffee Creek Master Plan Appendix

Section B. Public Input Documentation

M e m o r a n d u m



620 Kirkland Way, #100

Kirkland, WA 98033

Phone (425) 822-4446

Fax (425) 827-9577

To: Sandi Young, AICP Planning Director, City of Wilsonville; Andrew Johnson, ODOT Region 1
From: Todd Chase, Otak
Copies: File
Date: October 3, 2006
Subject: Task 3 Conceptual Master Plan Evaluation Brief
Project #: 13612

Summary of Open House Input

Otak and the City of Wilsonville conducted a public open house on September 28, 2006 at Wilsonville City Hall to review and discuss preliminary master plan alternatives for the Coffee Creek Industrial Area. Approximately 40 members of the public attended the meeting, which was advertised in the Oregonian newspaper, through direct mailings to over 2,000 residents and through signs posted throughout the area. Exhibit A includes that meeting sign in sheet.

This Open House served as the first of two public open house meetings that are planned as part of the Wilsonville Coffee Creek TGM project that is underway. The Agenda for the open house included:

1. Welcome and Introduction
2. Project Schedule and Overview
3. Existing Conditions
4. Alternatives Planning Concepts
5. Open Discussion

Public Input

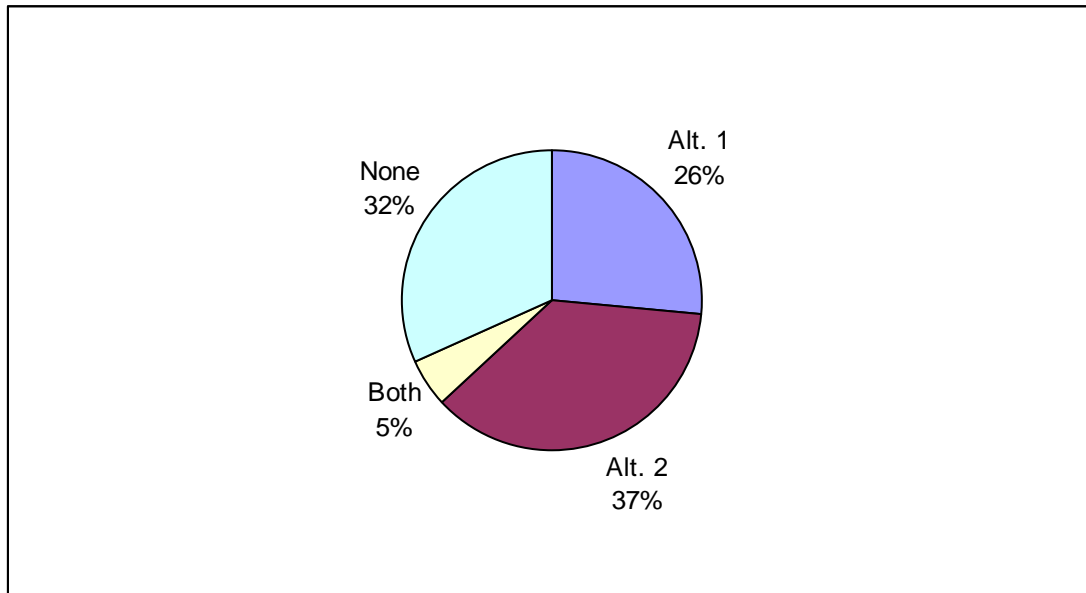
Public exist surveys were distributed to all attendees (see Exhibit B), and 19 have been tabulated to date. Comments were also recorded by Todd Chase on flip charts. A summary of the public input is provided below.

Which Alternative is Preferred?

Todd indicated to the public in attendance that the alternatives being presented are considered to be very preliminary and conceptual at this stage in the planning process. The alternatives were refined based on input from the Technical Advisory Committee (at TAC meeting number 2) and will be refined again based on the public input, with the goal of narrowing the alternatives into one preferred alternative. Hence, the intent of this public meeting is to obtain some general direction from the public regarding elements of each alternative that are liked or disliked, so the design team can create a hybrid alternative that has the most support from the City, the public, and other state, regional and local agencies.

The results of the 19 tabulated surveys regarding overall preference is shown below in Figure 1.

Figure 1, Which Alternative Do You Prefer?



Additional comments regarding specific likes and dislikes are summarized below.

Alternative 1

What Folks Liked Most about Alt. 1

- Less restrictions, no design overlay (2)
- Like simple roadway and land use layout (4)
- Potential less cost burden on public infrastructure
- Like bicycle/ped layout (2)
- Like the fact that there would be more large industrial parcels

What Folks Liked Least about Alt. 1

- Too many pocket parks/waysides (1)
- Too many road connections
- Too many bicycle/ped connections (4)
- Keep bike/ped network along streets not in power easements or trails
- Would like to show more land for light industrial, less for RSIA
- Prefer if Kinsman connection shifted to the east in existing power line easement (2)
- Need to include realignment of Clutter Road
- May want to consider office in lieu of housing in NE corner
- Consider additional trail network along Basalt Creek

Alternative 2

What Folks Liked Most about Alt. 2

- Liked the residential neighborhood shown in NE corner (1)
- Like the connection to Commerce Circle (3)
- Like Kinsman alignment
- Like all roadway connections (4)
- Like all bike/ped connections (5)
- Like the greenway and pocket parks/waysides
- Like relocation of Clutter Road
- Like Design Overlay on Day Road (2)
- Like variety of land use and building types in Alt. 2
- Like the traffic roundabout

What Folks Liked Least about Alt. 2

- Kinsman should be shifted west to make larger parcels on east side of road (3)
- Do not like connection to Commerce Circle
- Should plan for retail along Day Road to support planned housing
- Do not like traffic roundabout (2)
- Do not like design overlays on industrial zone
- Too many bike/ped connections (5)
- Too many pocket parks/waysides
- Consider additional trail network along Basalt Creek

There were additional comments made by the public that reflect broader policy questions with regard to transportation, and local land use and traffic issues that the TAC should consider. These other comments are summarized below.

Other Comments

- Put entire master plan on hold until bypass alignment is determined (1)
- Need to show public what is planned at 95th Ave./Freeway Interchange area to resolve existing traffic congestion (2)
- Include an option that shows how I-5/99W connector corridor can be accommodated south of the prison site through the master plan area.
- Concern about conflicts between this Master Plan and Metro's policy stance on major roadway improvements
- Be sure to involve BPA in early discussions on planning
- How and when will annexation impact tax structure (2)
- Consider potential mixed-use PUD in area NE of Day Road

Next Steps – Creating a Preferred Alternative

Based on the public input it is apparent that there is a mix of support for either Alternative. It appears that the preferred alternative could maximize the public's support if reflects elements that people are most passionate about, particularly the likes and dislikes noted below.

Preliminary Modifications to Alternative 2 to consider include:

- Kinsman should be shifted west to make larger parcels on east side of road
- Attempt to simplify the local street network, by eliminating some internal east-west connections
- Limit the bike/ped connections to major streets and BPA easements, but explore possibility of adding a planned trail along Basalt Creek north of Day Road.
- Limit the number of pocket parks/waysides
- Ensure that the roundabout is designed for large trucks
- Evaluate the traffic impacts of the Commerce Circle connection
- Consider a mixed-use PUD as an alternative in the NE area

These items shall be discussed with the TAC at the next planned meeting on October 20, 2006 at the Wilsonville Water Treatment Plant.

Please contact me with any questions regarding these findings or conclusions.

M e m o r a n d u m



17355 SW Boones Ferry Rd.

Lake Oswego, OR 97035

Phone (503)635-3618

Fax (503) 635-5395

To: Chris Neamtzu and Sandi Young, City of Wilsonville,
From: Todd Chase, Otak
Copies: Marah Danielson, ODOT Region 1
Date: March 7, 2007
Subject: Task 4, Evaluation of Alternatives, Parks Commission
Work Session Input
Project #: 13612

Introduction

In accordance with the Coffee Creek Industrial Area Transportation Growth Management planning grant, we are seeking direction from the City of Wilsonville's Parks and Recreation Advisory Board to endorse the Preliminary Preferred Plan (shown in Figure 3) with or without conditions.

This memorandum describes the revised draft ranking of evaluation findings and recommended next steps for the advancement of planning alternatives for the Coffee Creek Industrial Area TGM project. At this point, we have applied the revised draft evaluation criteria to the two alternatives (based on Planning Advisory Committee {PAC} input on August 18, 2006, October 20, 2006 and February 16, 2007), and have taken into account public input (based on a Public Open House on September 28, 2006).

Park Facilities Recommendations

The Wilsonville Parks and Recreation Master Plan addresses the park, recreation, and service needs of Wilsonville residents over the next 20 years, specifically envisioning *...a comprehensive and interrelated system of parks, recreation, and natural areas, that:*

- *Offers a range of experiences, including active and passive recreation, for all ages and abilities;*
- *Contributes to a healthy and livable community;*
- *Conserves and educates about the natural environment; and*
- *Promotes community connectivity by linking parks, recreation facilities, schools, and other key community centers by trails, pathways, and public transit.*

The Parks and Recreation Master Plan implements Policy 3.1.11 of the Comprehensive Plan, which states that, *The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.*

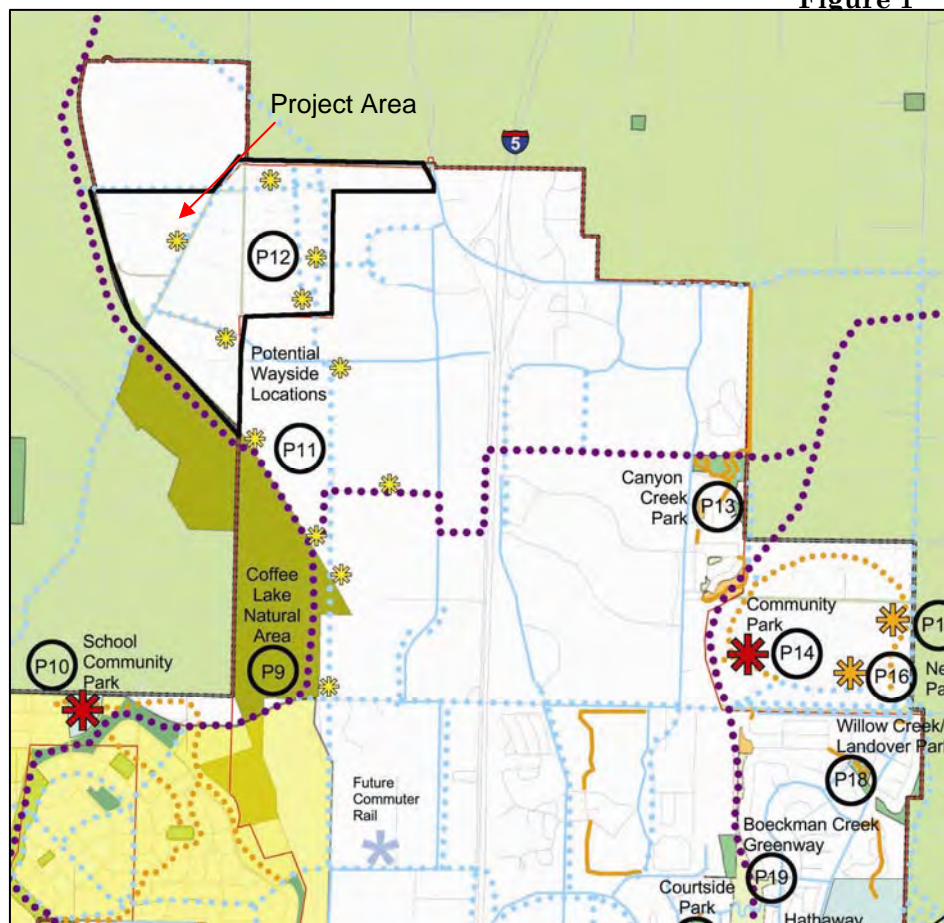
The Master Plan specifically identifies the Northwest Industrial Area as having a strong need for accessible green space and recreation opportunities and recommends providing parks in this area and/or improving linkages between the Industrial Area and existing parks.

Northwest Industrial Area: Parks are just as significant in commercial and industrial areas as in residential areas. However, the recreation and leisure needs of workers are different from residential needs, and they are often overlooked. The City of Wilsonville can be a leader in this regard by providing parks designed to serve the city’s workforce. For example, the Bike and Pedestrian Plan recommends a regional trail and community trail through the Northwest industrial area, offering opportunities to incorporate recreation amenities to serve nearby employees as well as trail users. Benches, picnic areas, and similar facilities may provide healthy opportunities to relax and socialize during lunch and work breaks. As these industrial areas are developed, the City can encourage employers to offer additional recreation opportunities, and other healthy-living amenities. (Wilsonville Parks and Recreation Master Plan, Chapter 2)

Protecting natural resources is a hallmark of the Comprehensive Plan and the Parks and Recreation Master Plan. Natural resource protection and opportunities to partner with private land owners, as has historically been the case in Wilsonville, should be considered during the planning process for the Coffee Creek Area. Focus should also be placed on creating an interconnected park system including greenways and trails, but also connections for bike, pedestrian, and transit transportation choices.

The project area has one identified parks improvement shown in Figure 1, which is listed in the Parks and Recreation Plan as “P12 Industrial Area Waysides.”

Figure 1

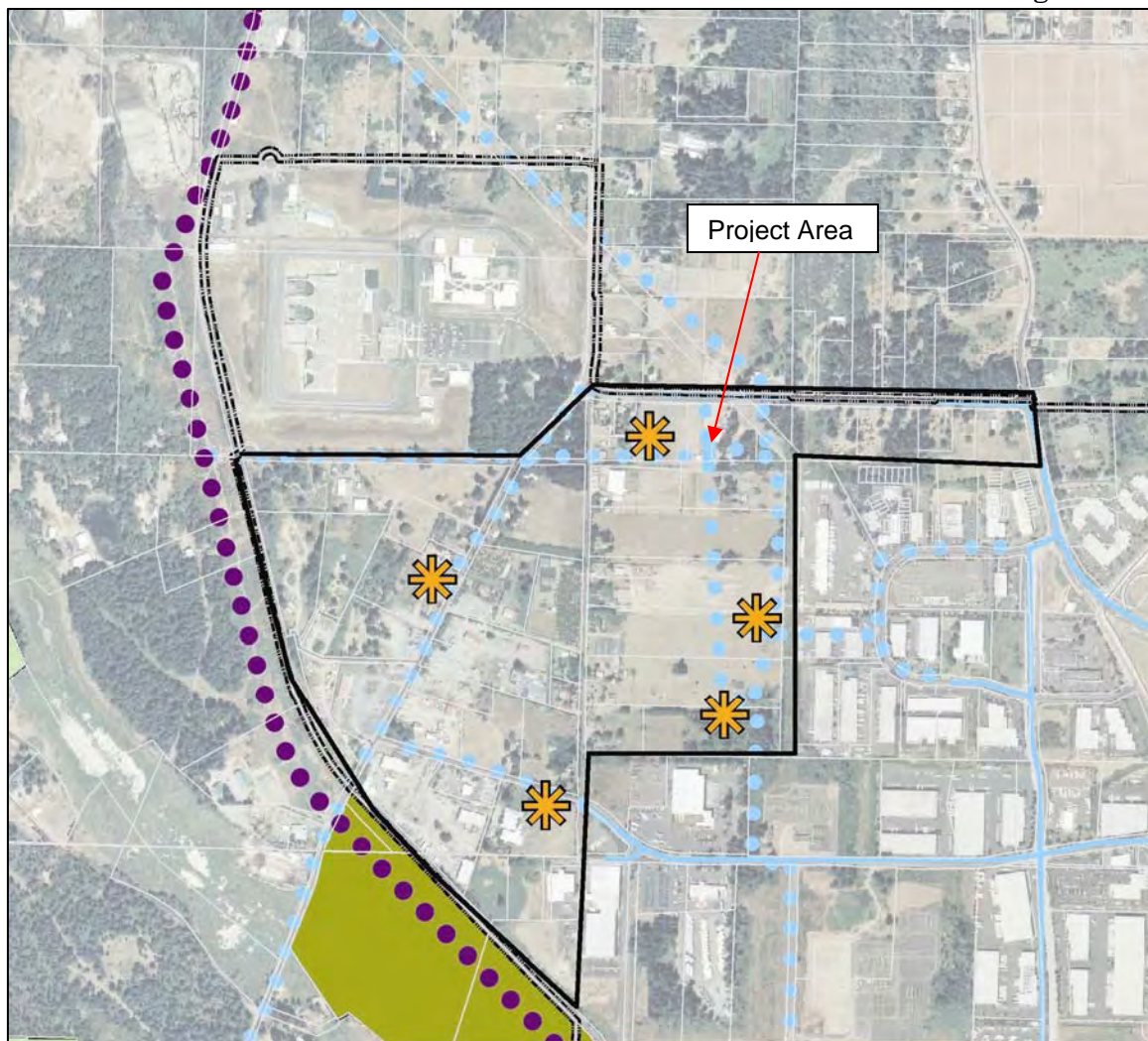


P12 Industrial Area Waysides (Excerpt from the Parks and Recreation Master Plan)

Wilsonville is currently planning for industrial uses in the Northwest Area, just south of the prison. There is a great opportunity to design pocket parks that serve social and recreational needs of employees into the overall plan for the area. The vision for this area is to provide pocket parks along the community trails that are easily accessible to employees. Figure 2 depicts potential wayside locations in this area. Recommendations for the waysides include:

1. In this area, waysides should be provided within about 1/4-mile of employees.
2. As development occurs in this area, locate and design the waysides. Securing easements or land for each of the waysides should occur as part of the development review and approval process.
3. Each wayside should include a small picnic shelter to increase year round usability, site furnishings, and a paved plaza area.

Figure 2



Chapter 6 of the Parks and Recreation Master Plan provides capital project costs, including costs for the two projects within the plan area.

- P11 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along regional trails R1 and R6 and community trail C10. Allowance based on average cost of \$200,000 per wayside, not including trail construction – \$600,000 (2005 dollars).
- P12 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along community connector trails. Allowance based on average cost of \$200,000 per wayside, not including trail construction – \$600,000 (2005 dollars).

Preliminary Plan Recommendations

The draft planning goals, objectives, and evaluation criteria were discussed and revised based on PAC input in August. Otak applied general findings to the draft criteria that were presented to the public at the Open House in September. The results from the preliminary evaluation were presented to the PAC in October, and again in February 2007. During the February PAC meeting, the members discussed how each criterion can be used to make informed decisions regarding the advantages and disadvantages of the alternatives, then identified an overall recommendation for each Goal.

The overall recommendation from the PAC is to prepare a draft Plan that is a “hybrid” combination of Alternatives 1 and 2 as a Preferred Alternative, as illustrated in Figure 3.

Recommended long range parks and trails include:

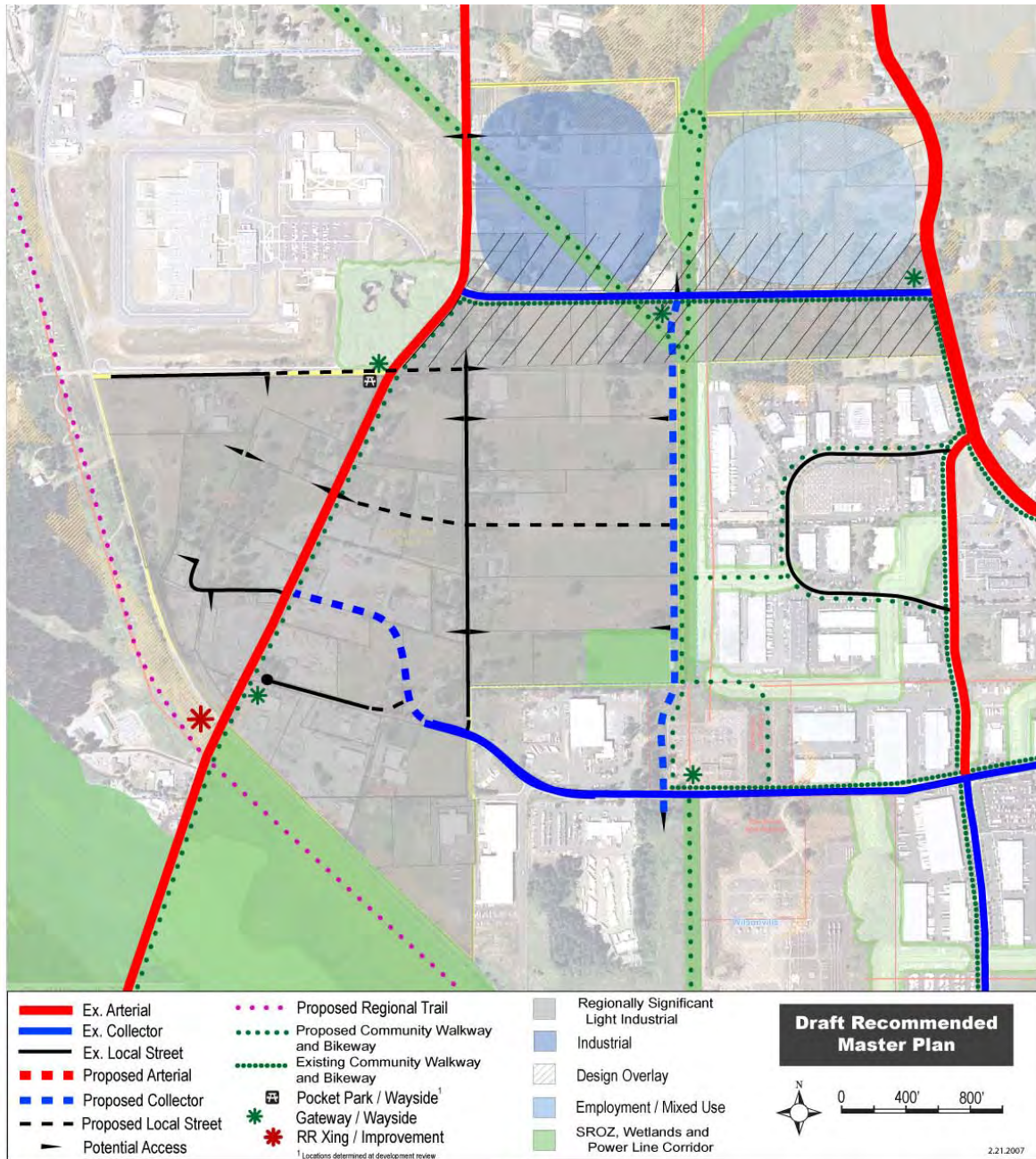
- Kinsman Road Green Street Improvement (with parallel bike lanes/sidewalks)
- Grahams Ferry Road Green Street Improvements (with parallel bike lanes/sidewalks)
- Commercial Circle to Kinman Road pathway connection (estimated capital cost of \$270,000)
- Construction of three new waysides south of Day Road (estimated capital cost of \$60,000)
- Construction of one new wayside north of Day Road (estimated capital cost of \$20,000)
- Basalt Creek trail north of Day Road (estimated cost of \$90,000)
- BPA Powerline Easement Trail (to be dedicated for public use by private developers)
- Metro Regional Trail (to be constructed and maintained by Metro)

Action Requested

In accordance with the Coffee Creek Industrial Area Transportation Growth Management planning grant, we are seeking direction from the City of Wilsonville’s Parks and Recreation Advisory Board to endorse the Preliminary Preferred Plan (shown in Figure 3) with or without conditions.

Please contact Todd Chase with any questions or comments.

Figure 3





29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

**NOTICE OF PUBLIC HEARING
PLANNING COMMISSION AND CITY COUNCIL**

THIS IS TO NOTIFY YOU THAT THE CITY OF WILSONVILLE HAS PROPOSED A LAND USE REGULATION THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES.

Notice is hereby given that the **WILSONVILLE PLANNING COMMISSION** will hold a **PUBLIC HEARING** on **WEDNESDAY, MAY 16, 2007, AT 6:30 P.M.**, at Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Notice is further given that the **WILSONVILLE CITY COUNCIL** will conduct a public hearing on the same matter, at the same location. The City Council hearing is scheduled to conduct its public hearing at **7:00 P.M. on WEDNESDAY, JUNE 18, 2007.**

FILE NO.: LP07-0001-Coffee Creek Industrial Area Master Plan

APPLICANT: City of Wilsonville

AREA SUBJECT TO AMENDMENT: See map on back of notice

REQUEST: A Comprehensive Plan amendment adopting a Coffee Creek Industrial Area Master Plan. *The Planning Commission action is in the form of a recommendation to the City Council.*

CRITERIA: **Statewide Planning Goals:** 1- Citizen Involvement, 2-Land-Use Planning, 5-Natural Resources, 6-Air, Water and Land Resources, 8-Recreational Needs, 9-Economic Development, 11-Public Facilities and Services, 12-Transportation, 13-Energy Conservation and 14-Urbanization. **Metro 2040 Plan, Urban Growth Management Functional Plan, Titles 1, 4, 8 and 11.**

Wilsonville Comprehensive Plan: Plan Amendments, Citizen Participation: Goal 1.1, Policy 1.1.1 and Implementation Measures 1.1.1a – 1.1.1h, Urban Growth Management Policy 2.2.1 and Implementation Measures 2.2.1a – 2.2.1h, Public Facilities and Services: Goal 3.1, Implementation Measures 3.1.1.a, 3.1.1d, Policy 3.1.2, Policy 3.1.3, Implementation Measures 3.1.3a – 3.1.3c, Implementation Measures 3.1.4e, 3.1.4f, Implementation Measure 3.1.5e, Implementation Measure 3.1.6c, 3.1.6k, 3.1.6p, 3.1.6t, Implementation Measure 3.1.7d, 3.1.7e, 3.1.7f, 3.1.7g, 3.1.7h, 3.1.7n, Implementation Measure 3.1.11b, 3.1.11i; Land Use and Development: Implementation Measure 4.1.1e, Policy 4.1.3.

Planning and Land Development Ordinance: Section 4.198: Comprehensive Plan Amendments.

CONTACT PERSON(S): Sandi Young, Planning Director, young@ci.wilsonville.or.us or, Chris Neamtzu, Long-Range Planning Manager, neamtzu@ci.wilsonville.or.us (503) 682-4960,

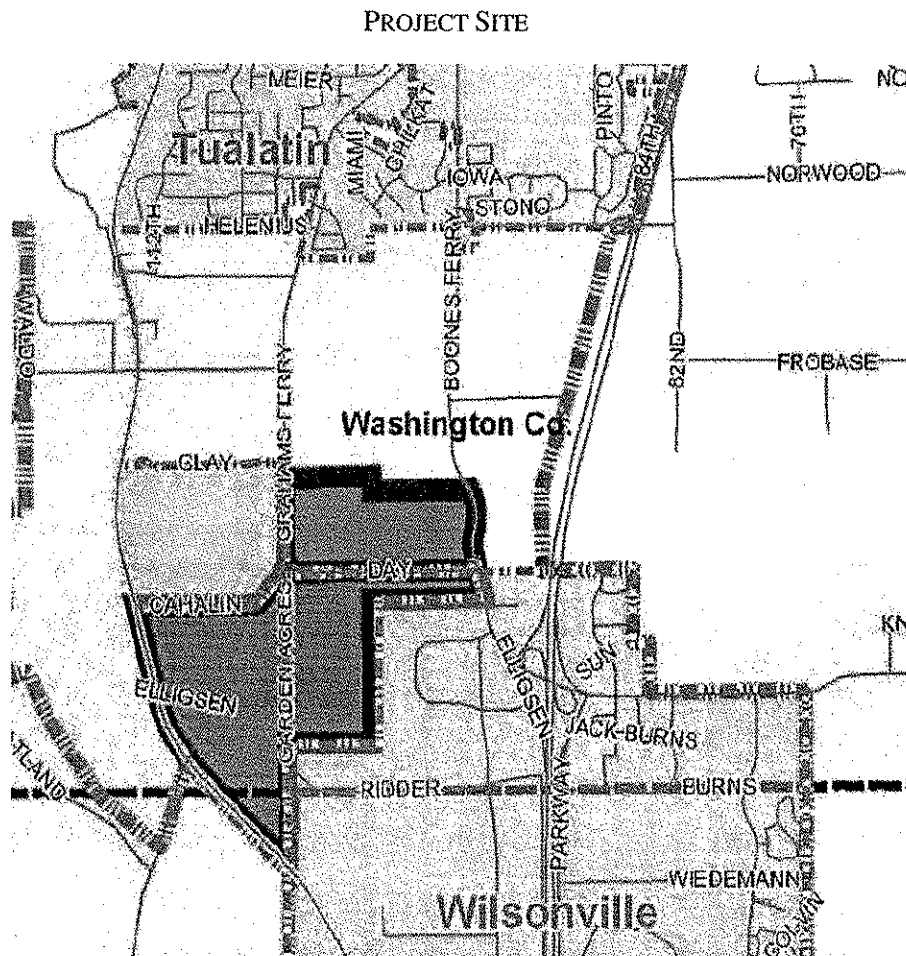
The City of Wilsonville has determined that adoption of this Ordinance may affect the permissible uses of your property, and other properties in the affected zone, and may change the value of your property.



Detailed copies of the approval criteria are available from the Wilsonville Planning Division, located at 29799 SW Town Center Loop East, Wilsonville, Oregon. A complete copy of the relevant file information, including the staff report and recommendations, will be available for inspection seven days prior to each hearing. Copies will also be available for review at the Wilsonville Public Library. All testimony and evidence shall be directed to the applicable criteria, or the person providing testimony shall state which other criteria is believed to apply to this proposal. Copies of applicable criteria may be purchased at the cost of twenty-five cents per page.

Oral and written public testimony regarding this matter will be accepted at the hearings. Written statements are encouraged and may be submitted prior to each hearing date. Those submitted by 5:00 p.m. on May 8, 2007, will be included with the staff report on this matter. **Mail written statements to 29799 SW Town Center Loop East, Wilsonville, OR 97070, or email them to Sandi Young or Chris Neamtzu.**

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Linda Straessle, Administrative Assistant, at (503) 570-1571.





29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

PLANNING COMMISSION
WEDNESDAY, APRIL 11, 2007
6:00 P.M.

Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon

AGENDA

- I. 6:00 PM CALL TO ORDER - ROLL CALL**
Richard Goddard, Chair Sue Guyton, Vice Chair
Craig Faiman Steve Hurst
Robert Meyer Yvonne Peck
Ray Phelps City Council Liaison Alan Kirk
- II. 6:05 PM CITIZEN'S INPUT** - This is an opportunity for visitors to address the Planning Commission on items not on the agenda.
- III. 6:10 PM CONSIDERATION OF THE MINUTES**
Consideration of the March 14, 2007 Planning Commission Minutes
- IV. 6:15 PM WORK SESSIONS**
A. LP07-0001 Coffee Creek I Industrial Area Master Plan (Todd Chase, Otak)
B. LP06-0003 Outdoor Lighting Standards (Jim Benya)
- V. 8:15 PM OLD BUSINESS**
A. 2007 Planning Commission Work Program
- VI. 8:20 PM NEW BUSINESS**
A. City Council Liaison Report
B. Commissioners' Concerns
- VII. 8:30 PM PLANNING DIRECTOR/CITY STAFF COMMENTS**
A. Statewide Planning Goal 9 Economic Opportunity Analysis Project Update
B. Old Town Neighborhood Planning Update
- VIII. 8:45 PM ADJOURNMENT**

Time frames for agenda items are not time certain.



Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- *Provide written summaries of their testimony*
- *Recognize that substance, not length, determines the value of testimony*
- *Endorse rather than repeat testimony of others*

Thank you for taking the time to present your views.

For further information on Agenda items, call Linda Straessle, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at straessle@ci.wilsonville.or.us.

Meeting packets are available on the City's web site at: <http://www.ci.wilsonville.or.us/boards/PlanningComm.html>

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting.

The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- *Qualified sign language interpreters for persons with speech or hearing impairments**
- *Qualified bilingual interpreters.**

To obtain services, please call the Planning Administrative Assistant at (503) 682-4960

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September 13, 2006

Sandi Young, Planning Director
City of Wilsonville
30000 Town Center Loop E.
Wilsonville, OR 97070

Dear Ms Young,

At the Coffee Creek Planning Advisory Committee on June 15th, you asked for comments on the work completed thus far by your planning staff. Washington County believes that Wilsonville should focus on ensuring that the concept planning proceeds only in the context of other ongoing regional plans and policies.

In an earlier meeting, it was noted that Metro will take longer than your project timeline to finalize the MetroScope allocations. However, Metro has now completed those allocations for 2005 and 2030. The Coffee Creek study should use the I-5 to 99W traffic forecasting data as the basis for the traffic analysis. Use of another traffic forecasting technique would result in consistency questions as both projects proceed.

The goals and objectives of the planning process need to be adjusted to reflect a regional context. We suggest modifying goal 3 to state: "To protect the capacity and efficiency of the region's transportation system for the movement of goods and services – **to, within, and through the area**. Objective 3b should also be modified to state: "Site industries where they can take advantage of existing **and future** transportation corridors such as the **Interstate-5 and the proposed I-5 to 99W connection**. We suggest adding an objective 3d. **Implement the direction of the Oregon Highway Plan, the Regional Transportation Plan and the Washington County Transportation System Plan. Particular attention ought to be given to the conceptual location(s) of the proposed Highway 99W to Interstate 5 connection listed in all 3 plans.**

The goals and objectives also need to be adjusted to address the Washington County traffic impact fee statutes. Your objective as drafted is not consistent with the ordinance for most of the area under consideration since the majority of this area lies within Washington County and will be subject to the Washington County Traffic Impact Fee (TIF). The TIF is not a discretionary fee; it is a tax and it must be applied to any development within Washington County. Development within the Coffee Creek area will need to consider the TIF rules and plan accordingly.

In technical memo #1, additional plans and policies must be addressed, specifically the Washington County Transportation System Plan, the Oregon Highway Plan, the commuter rail project, the I-5 to 99W connector studies and the Tonquin Trail Study. Discussion of the regional transportation plan needs to be expanded to include the I-5 to 99W connection as described in the adopted RTP.

Since this planning project will be occurring largely within Washington County, CPO 5 should be notified and updated as it proceeds. The County looks forward to continuing to work with the City of Wilsonville as the Coffee Creek concept planning proceeds.

Sincerely,

A handwritten signature in black ink that reads "Steve Kelley". The signature is written in a cursive style with a large, prominent "S" and "K".

Steve L Kelley, AICP, Senior Transportation Planner

cc: Kathy Lehtola, Director Land Use & Transportation
Brent Curtis, Planning Division Manager
Andy Back, Principal Planner
Barry Hennelly, Project Manager

**METRO**

May 14, 2007

Sandi Young, Planning Director
City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070

Dear Ms. Young:

I appreciate the opportunity to comment on Wilsonville's proposed Coffee Creek I Master Plan (Plan). The City has included a small area north of Day Road in its analysis, which is not part of the master plan. These comments apply only to the area south of Day Road. Metro is not commenting on any potential plans or uses north of Day Road at this time since that area is part of a larger 2004 urban growth boundary (UGB) expansion area. It is our understanding that the planning for this larger area will take place in partnership with the City of Tualatin. That planning effort is conditioned on the right-of-way alignment for the I-5/99W Connector.

The Plan refers to Area 42 as the area brought in the UGB in 2002. Metro Ordinance 02-969B, however, refers to Area 49. Area 42 is a reference to a former urban reserve study area dating back to the late 1990s. To be consistent with Metro's legislation, I would suggest that the Plan make it clear that the area being planned is Area 49.

The Metro Council adopted one condition specific to this area in addition to the general conditions that apply to all areas brought into the UGB: "Washington County or, upon annexation of the area to the City of Wilsonville, the city shall complete title 11 planning for the portion of Study Area 49 shown on Exhibit N." Because Wilsonville has not yet annexed this area, we request that Wilsonville include a provision for future annexation of the area.

Metro did not condition planning of Area 49 on the selection of the right-of-way alignment for the I-5/99W Connector nor did Metro amend the conditions affecting this area when it brought additional land into the UGB in 2004. While the master plan area is located within the I-5/99W connector study area, we understand that there is currently not an alternative for an I-5/99W connector alignment south of Day Road. The master plan appears consistent with the Regional Transportation Plan (RTP) as required by Title 11. With this demonstration, Metro supports moving forward with the master plan and future annexation of this area.

During our periodic review work in 2002, Metro heard from local officials, businesses and economic development experts that our region's supply of land for industrial uses was severely lacking and additional land within the UGB for industrial uses was a critical need. To this end, Metro designated Area 49 as a Regionally Significant Industrial Area (RSIA). The City's draft Comprehensive Plan Amendment

states that the RSIA zone will not be applied to specific property until such time as an annexation, rezone and development proposal is received from property owners. The land in this area is currently zoned FD-20 (Future Development – 20 Acre District) by Washington County. We assume that this zoning designation protects this area from uses inconsistent with an RSIA. If the County's FD-20 zoning does not protect this area from incompatible RSIA uses, the city will need to provide Metro with information on how the city intends to protect this area until it can be zoned RSIA.

Metro finds that, with the requested process for annexation and zoning protections, the proposed master plan dated March 30, 2007, appears to be consistent with the requirements of Title 11 of Metro's Urban Growth Management Functional Plan and Metro Ordinance 02-969B conditions.

The deadline for completion of Title 11 concept planning for this area was March 2007. I want to commend you on your hard work to meet this deadline.

Please forward these comments to your Planning Commission and City Council. If you have any questions, please contact Sherry Oeser at (503) 797-1721 or at oesers@metro.dst.or.us.

Sincerely,



Andy Cotugno
Director, Planning Department
Metro

AC/lhb

M:\plan\lrbp\projects\COMPLIANCE\Wilsonville\Wilsonville Coffee Creek 1 letter 051407 clean version.doc



Oregon

Theodore R. Kulongoski, Governor

Oregon Department of Transportation

ODOT Region 1
123 NW Flanders St
Portland, OR 97209 - 4037
Telephone (503) 731-8200
FAX (503) 731-8259

May 16, 2007

Sandi Young, Planning Director
City of Wilsonville
29799 Town Center Loop E.
Wilsonville, OR 97070

Dear Sandi,

The Oregon Department of Transportation commends the City for conducting a planning process that included active participation of a wide range of stakeholders for the Coffee Creek Master Plan. The resulting Coffee Creek Master Plan identifies a good local street network to address the needs of the properties in the study area. ODOT has jurisdiction of Boones Ferry Rd and the I-5/Boones Ferry Rd interchange within the study area. ODOT has an interest in ensuring that planned land uses are consistent with the identified function of these facilities in the Oregon Highway Plan (OHP).

ODOT supports all of the identified mitigations to State facilities identified in the DKS Coffee Creek Transportation Technical Memorandum #2 prepared May2, 2007 with the exception of the recommendation to restripe the northbound left turn pocket on Boones Ferry Rd at the Day Rd intersection to provide additional storage. The traffic analysis identified that the existing northbound left turn lane at the Day Rd/Boones Ferry Rd intersection would not have adequate storage to accommodate the future demand under the 2030 condition. DKS proposed striping modifications to address this issue which is not acceptable to ODOT. To accommodate the high volume of northbound left turning vehicles at the Day Rd/Boones Ferry Rd intersection, we recommend the City consider the following options:

Option 1: Provide dual left turn lanes northbound on Boones Ferry Rd at Day Rd, or
Option 2: Restrict Pioneer Court to right in/right out movements and provide an alternate access for the "auto Tech" building located north of Pioneer Court. The alternative access could be achieved when the adjacent property at the northeast quadrant of the intersection development. This option recommends extending Day Rd to the east to create a new north/south connection between Day Rd and Pioneer Court (see figure below). There is currently a partial fourth leg that has been constructed at the intersection.

Day Road Extension



The City of Wilsonville is participating in the OR 99W to I-5 Connector Study being lead by Washington County with ODOT and Metro. The study is still in the process of identifying alignments to be studied. The Coffee Creek Master Plan is within the study area of the OR 99W Connector and planning for transportation facilities in this area may be effected by the outcome of this study and the preferred alternative. ODOT recommends that the City wait to annex the properties within the Coffee Creek Master Plan area until such time as a preferred alternative has been identified through the OR 99W Connector Study.

I have appreciated working with the City through the Transportation Growth Management program. Please contact me if you have any questions or concerns at 503-731-8258.

Sincerely,

Marah Danielson
ODOT Senior Planner

C: Lainie Smith, Fred Eberle, Lidwien Rahman, Tim Wilson, Amy Gibbons, Thanh Tran, Simon Eng, ODOT Region 1
Stacy Humphrey, DLCD
Todd Chase, OTAK and Scott Mansur, DKS
Andy Back, Steve Kelly, Washington County
Sherri Oeser, Metro

ODOT Log No:



City of Tualatin

18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092
Main 503.692.2000
TDD 503.692.0574

May 8, 2007

Sandi Young, Planning Director
City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070

Re: Coffee Creek Master Plan

Dear Ms. Young,

Thank you for the opportunity to comment on the Coffee Creek Industrial Area Master Plan. We understand that the Coffee Creek study area has been broken into two distinct geographic areas, south of Day Road and north of Day Road, with the master plan covering the area south of Day Road and the concept plan covering the area north of Day Road. At the April 6, 2007 Technical Advisory Committee meeting it was stated that the Concept Plan portion of the work product was not being forwarded to the Planning Commission for review and that only the Master Plan portion (south of Day Road) would be before the Planning Commission and City Council. Documents distributed at that meeting support this view as no information was distributed associated with a Concept Plan north of Day Road. The Public Hearing Notice received on May 2, 2007 indicates that the area north of Day Road is included in the proposal. We find this inconsistent with statements made and information presented on April 6, 2007 and request that any comprehensive plan amendment provisions north of Day Road be taken off the Planning Commission agenda.

The City of Tualatin would like to provide the following information to support removing the area north of Day Road from any land use consideration at this time:


1. The area north of Day Road is covered by the Metro Urban Growth Boundary (UGB) expansion from 2004 (ORD NO. 04-104B). The conditions placed on inclusion of this area in the UGB was that it needed to have the Concept Planning (Title 11) work done within 7-years or within 2-years of establishment of an alignment of the I-5 to 99W Connector project. Conditions went on to indicate that north of the Connect would be

residential and south of the Connector would be industrial. At this time the evaluation of the Connector is underway, but not complete. The alignment has not been established and the land use pattern cannot be determined until the alignment is established.

2. A mixed-use (commercial/residential) area had been identified at the northwest corner of Day Road and Boones Ferry Road in early study evaluation documents. This is in contradiction to Metro ORD. NO. 04-104B that the area was brought into the UGB for industrial purposes.
3. If a mixed-use area is necessary north of Day Road it should be looked at comprehensively with the entire area between Tualatin and Wilsonville (approximately 650 acres) so that a location can be identified that serves any future residential or industrial development to its fullest capacity. This needs to be done in coordination with the City of Tualatin and Washington County, while taking into consideration the I-5 to 99W Connector study. To date discussion amongst the parties has not occurred.
4. Title 11 of the Metro Urban Growth Management Functional Plan requires the conceptual plan transportation plan to be consistent with the RTP. No identification of a connector has been presented on any of the maps prepared.
5. The proposed Master Plan should be evaluated to ensure that it complies with Statewide Planning Goals 2, 9, 12 and 14.

Please forward this letter to your Planning Commission. If you have any questions, please feel free to contact me at 503-691-3018 or drux@ci.tualatin.or.us with any questions.

Sincerely,



Douglas R. Rux, AICP
Community Development Director

cc: Sherilyn Lombos, City Manager
Mike McKillip, City Engineer
Brenda Braden, City Attorney



Received 5/18/07

April 30, 2007

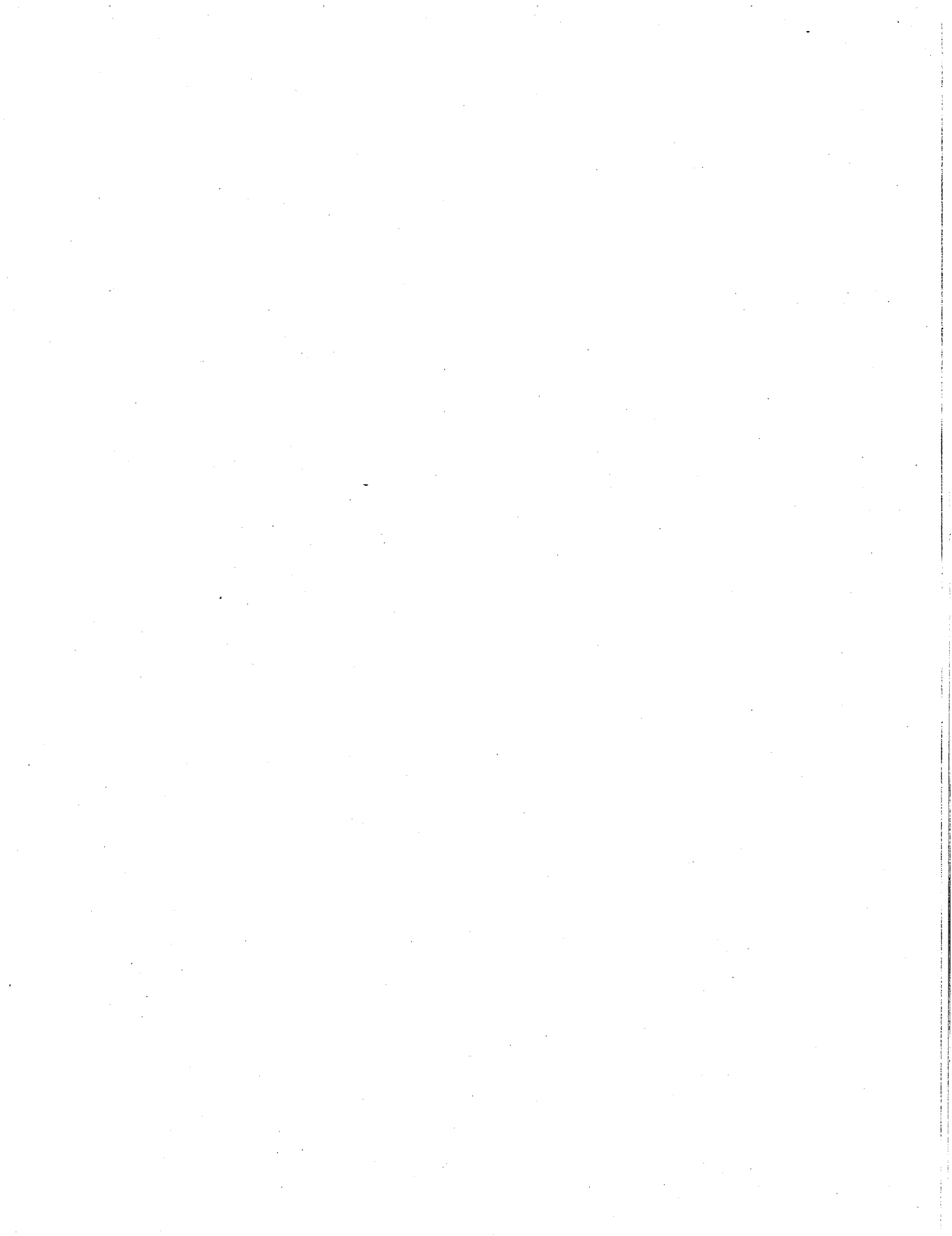
Sandi Young, Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

Ms. Young,

Attached are the Washington County comments pertaining to the Coffee Creek Industrial Area Master Plan. Please enter the comments into the record at the Wilsonville Planning Commission public hearing on Wednesday May 16th, 2007 and at the Wilsonville City Council public hearing on Wednesday June 18th, 2007. Additionally, please notify Washington County of any final decision on this matter.

Sincerely,
Steve L Kelley, Senior Planner

- C. Kathy Lehtola, Director
Lawrence Odell, Assistant Director
Chris Gilmore, County Council
Brent Curtis, Planning Manager
Doug Rux, City of Tualatin
Rob Dixon, City of Sherwood
Stacy Hopkins, DLCD
Andy Johnson, ODOT
Sherry Oeser, Metro





March 7, 2007

Sandi Young, Planning Director
City of Wilsonville
30000 Town Center Loop E.
Wilsonville, OR 97070

Dear Ms. Young:

This letter is a follow up on the comments sent last fall regarding the Coffee Creek Master Plan. Thank you for responding to those comments, Washington County staff believes that the Coffee Creek Master Planning work has benefited from the adjustments made. However, Washington County staff continues to be concerned that the master plan should only proceed in the context of other ongoing regional plans and policies.

The primary issue is the timing of the Coffee Creek Master Plan in relation to the Interstate-5 to Highway 99W Connector Project. This ongoing regional planning process will likely affect the Coffee Creek area either directly with a physical alignment, or indirectly by affecting traffic patterns within the area. Washington County staff has noticed that 7 of the 17 concepts currently identified for consideration in the I-5 to 99W-corridor study could directly impact the Coffee Creek area. In addition, all the identified concepts will likely affect the traffic within the area to some degree. These direct and/or indirect impacts cannot be specifically evaluated until the I-5/ 99W planning process has progressed further.

Furthermore, additional areas to both the North and to the West of the Coffee Creek area have also been included within the Metro Urban Growth Boundary. The cumulative impacts (traffic and otherwise) from these areas is not known and has not been evaluated as part of the Coffee Creek Master Plan process. A regionally coordinated planning process for these areas, after the I-5 to 99W study has progressed further, is warranted. Of concern is that the improvements identified in the Coffee Creek Master Plan may not be adequate to serve the area once the cumulative impacts from these areas is known.

It is the opinion of Washington County staff that the goals identified for the Coffee Creek Master Plan have not been met. In particular Goal 1 "consistency with local, regional, and state plans" has not been adequately addressed by the plan – since the plan does not include provisions for the I-5 to 99W connection. Also Goal 2 "transportation" fails to meet the identified objective F "coordination with the I-5/99W connector alignment" for the same reason. These critical goals for the study need to be met before adoption of the plan. In addition, the designations within the Coffee Creek Master Plan area may need to be adjusted to accommodate an I-5 to 99W connection.

The county has not given the city authority to plan the unincorporated territory in the boundary of the Coffee Creek Master Plan. The subject area is located in the city's "coordination area", which is identified in the Washington County - Wilsonville Urban Planning Area Agreement. Because

Sandi Young, Planning Director
March 7, 2007
Page 2

this area is located outside of Wilsonville's Urban Planning Area, the responsibility and authority for the planning of this area is the County's. The UPAA does not grant this responsibility and authority to the city. Consequently, the city does not have the authority to adopt comprehensive plan amendments for this territory.

Washington County requests that the City of Wilsonville postpone adoption of the Coffee Creek Master Plan until after the I-5 to 99W connection project has advanced to selecting a preferred alternative. Washington County recognizes that planning is a continuous and ongoing activity, and that plans cannot be delayed indefinitely. However, Washington County anticipates that the I-5 to 99W connection project will make significant progress over the next year. The Coffee Creek plan would significantly benefit from a known preferred alternative from the I-5 to 99W connection project. This postponement would allow the Coffee Creek study team the opportunity to make sure the identified improvements are consistent with the findings of the I-5 to 99W connection study. It would also allow time for goals 1 and 2 of the Master Plan to be adequately addressed.

Furthermore, the delay is necessary to comply with the following planning requirements:

- Title 11 of the Metro Urban Growth Management Functional Plan (Section 3.07.1120 F. - requires the conceptual transportation plan to be consistent with the RTP)
- The Regional Transportation Plan & The Washington County 2020 Transportation Plan (identify the I-5 to 99W connector study area)
- Statewide Planning Goals 2, 9, 12, and 14 (ORS 197.015 (6) [definition of a comprehensive plan] states a comprehensive plan is coordinated "when the needs of all levels of governments.... have been considered and accommodated as much as possible."

At this point in the process Washington County does not believe the work to date has considered and accommodated the needs and concerns of state, and local governments, and the public as reflected by the goals and objectives. This is due to the timing of this study in coordination with other ongoing regional planning efforts.

We request that you transmit this letter to your planning commission and city council. Additionally, we request that you notify us of all hearing dates on this matter and when/if a final decision is made.

Sincerely,


Kathy Lehtola, Director

- C. Lawrence Odell, Assistant Director
Chris Gilmore, County Counsel
Brent Curtis, Planning Manager
Russ Knoebel, Principal Engineer
Steve L Kelley, Senior Planner ✓

Coffee Creek Master Plan Appendix

Section C. Existing Policies Overview

Memorandum



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To: Sandi Young, AICP, City of Wilsonville
From: Todd Chase, AICP, and Michelle Stephens, AICP
Copies: Andrew Johnson, ODOT
Date: August 18, 2006
Subject: Coffee Creek TGM Project, Technical Memo #1-
Plans and Policies, Goals and Objectives -
REVISED
Project No.: 13612

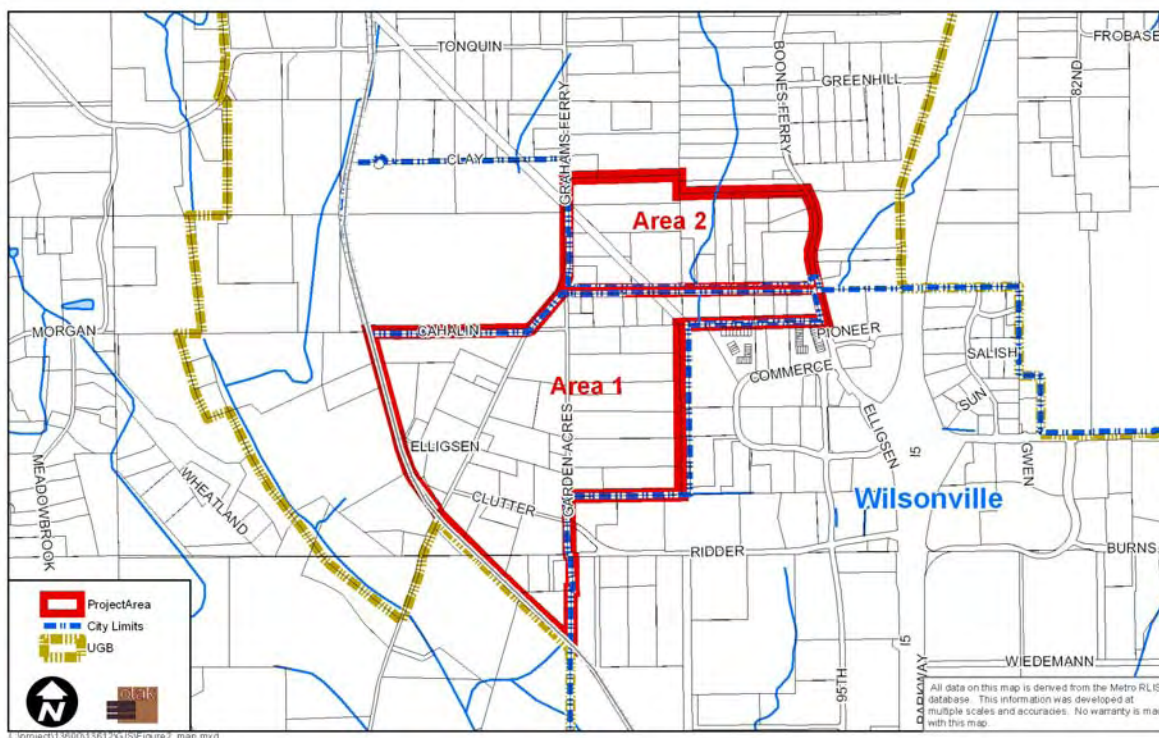
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Appendix A – Transportation Goals and Policies – Summary

Appendix B – Revised Draft Goals and Policies

Figure 2



This memorandum provides a summary of the existing local and regional land use policy documents, which pertain to the Plan area, including:

- Metro Urban Growth Management Functional Plan
- Wilsonville Comprehensive Plan
- Wilsonville Planning and Land Development Code
- Wilsonville Designated Significant Resource Overlay Zone (SROZ) Inventories and Compliance Policies
- Wilsonville Wastewater and Storm water Master Plans
- Wilsonville Parks and Recreation Master Plan
- Wilsonville Emergency Service Objectives
- Washington County Community Development Code
- Clackamas County Zoning and Development Ordinance

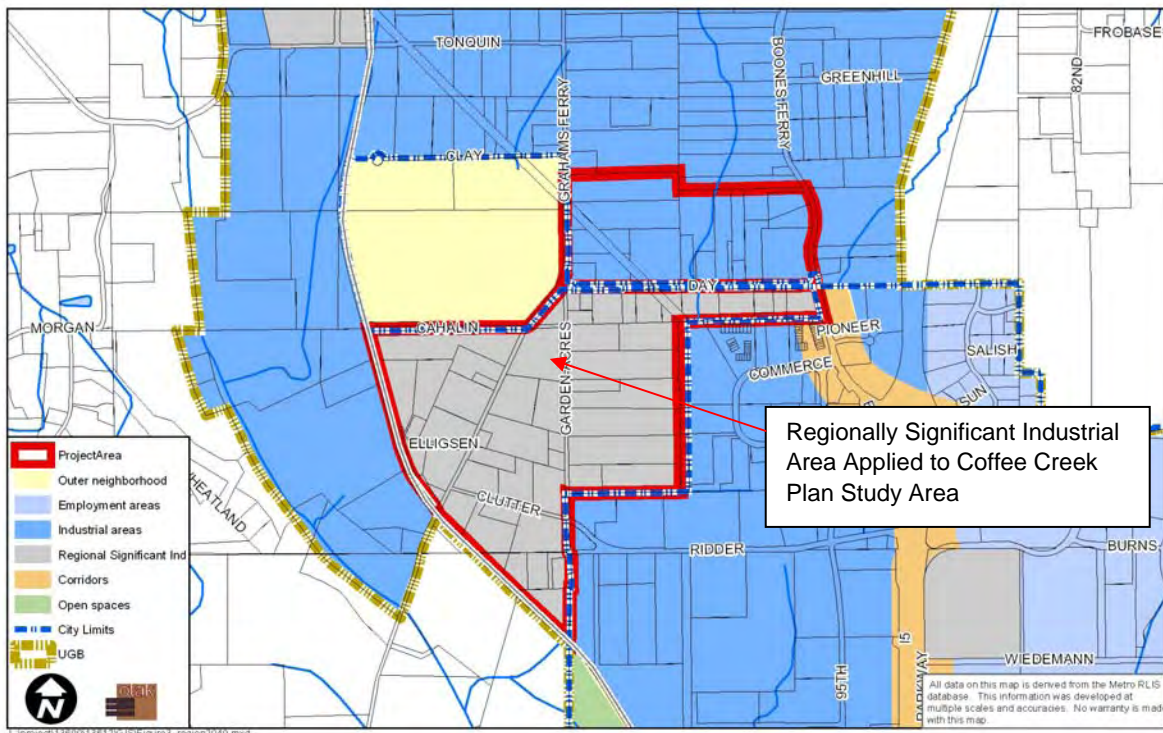
Transportation goals and policies as well as a summary of transportation related documents are summarized in Appendix A. These state, regional, and local transportation policy documents include:

- Metro Urban Growth Management Functional Plan
- Wilsonville Transportation System Plan
- Wilsonville Bicycle and Pedestrian Master Plan
- Wilsonville Parks and Recreation Master Plan
- Wilsonville Transit Master Plan

The Metro Urban Growth Management Functional Plan (effective 2/15/06)

This regional land use policy document identifies design types and density levels for local governments within Metro’s jurisdiction and seeks to improve the region’s economy by providing and protecting a supply of sites for employment. As shown in Figure 3, the design type applied to the Coffee Creek Study Area is Regionally Significant Industrial Area (RSIA) as well as Industrial Areas. The surrounding area is predominantly within the Industrial Area, except for the prison site, identified as Outer Neighborhood.

Figure 3



Regionally Significant Industrial Area (South of Day Road)

Regionally Significant Industrial Areas (RSIAs) are those areas near the region's most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods. Each city and county with land use planning authority over RSIAs shown on the Employment and Industrial Areas Map shall derive specific plan designation and zoning district boundaries of RSIAs within its jurisdiction from the Map, taking into account the location of existing uses that would not conform to the limitations on non-industrial uses in this section and the need to achieve a mix of employment uses.

According to section 3.07.170, the average density levels for employment design types are recommended to consist of 20 persons per acre in Employment Areas, nine employees per acre in Industrial Areas and nine employees per acre in RSIA.

According to Section 3.07.420 (B), in Regionally Significant Industrial Areas,
...cities and counties shall review their land use regulations and revise them, if necessary to include measures to limit the size and location of new buildings for retail commercial uses, such as stores and restaurants and retail and professional services that cater to daily customers – such as financial, insurance, real estate, legal, medical and dental offices – to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:

- 1. Within the boundaries of a public use airport...*
- 2. Training facilities, whose primary purpose is to provide training to meet industrial need.*

Section 3.07.420 (C) also requires that,

...cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the siting and location of new buildings for the uses described in subsection B and for non-industrial uses that do not cater to daily customers—such as bank or insurance processing centers—to ensure that such uses do not reduce off-peak performance on Main Roadway Routes and Roadway connectors shown on Metro's Freight Network Map, November 2003, below standards set in the 2004 Regional Transportation Plan or require added road capacity to prevent falling below the standards.

No city or county shall amend its land use regulation that apply to lands shown as RSIA on the Employment and Industrial Areas Map to authorize uses described in subsection B that were not authorized prior to July 1, 2004. [Section 3.07.420 (D)].

Cities and counties may allow division of lots or parcels into smaller lots or parcels as follows:

- 1. Lots or parcels smaller than 50 acres may be divided into any number of smaller lots or parcels;*

2. *Lots or parcels larger than 50 acres may be divided into smaller lots and parcels pursuant to a master plan approved by the city or county so long as the resulting division yields at least one lot or parcel of at least 50 acres in size;*
3. *Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40% of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed, with uses described in subsection B.*
4. *Notwithstanding paragraph 2 and 3 of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:*
 - a. *To provide public facilities and services;*
 - b. *To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;*
 - c. *To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; or*
 - d. *To allow the creation of a lot for financing purposes when the created lot is part of a master planned development. [Section 3.07.420 (E)].*

Notwithstanding subsection B of this section, a city or county may allow the lawful use of any building, structure, or land existing at the time of adoption of this ordinance to implement this section to continue and to expand to add up to 20% more floor area and 10% more land area. Notwithstanding subsection E of this section, a City or county may allow division of lots or parcels pursuant to a master plan approved by the City or county prior to July 1, 2004 [Section 3.07.420 (F)].

General Industrial (North of Day Road)

Many of the regulations which apply to RSIA's also apply to Industrial areas, however the restrictions placed on retail uses and services in Industrial Areas is more relaxed than in RSIA's. The land uses allowed in Industrial Areas limit the amount of new buildings for retail commercial uses. These uses *...shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project... [Section 3.07.430 (A)].*

In addition to restrictions on uses, the Industrial Areas also include similar restrictions to the RSIA on division of land including:

Cities and counties may allow division of lots or parcels into smaller lots or parcels as follows:

1. *Lots or parcels smaller than 50 acres may be divided into any number of smaller lots or parcels;*
2. *Lots or parcels larger than 50 acres may be divided into smaller lots and parcels pursuant to a master plan approved by the city or county so long as the resulting division yields at least one lot or parcel of at least 50 acres in size;*

3. *Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed, with uses described in subsection A of this section.*
4. *Notwithstanding paragraph 2 and 3 of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:*
 - a. *To provide public facilities and services;*
 - b. *To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;*
 - c. *To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; or*
 - d. *To allow the creation of a lot for financing purposes when the created lot is part of a master planned development. [Section 3.07.430 (D)].*

As a result of this planning process and in order to be compliant with Section 3.07.1120 of the Urban Growth Management Functional Plan, the City of Wilsonville will derive comprehensive land use plan designation and zoning district designations/boundaries to ensure that development in RSIA's and surrounding Industrial Areas is consistent with the Functional Plan.

Wilsonville Comprehensive Plan

This overall guiding policy document for the City of Wilsonville establishes general comprehensive plan policies for land use, transportation, public facilities, housing, economic development, citizen involvement, and related items. Goals and Policies which are specific to the study plan are included below.

The project study area is defined as *Area H* in the Areas of Special Concern section of the Wilsonville Comprehensive Plan,

AREA H

Note: the previous Area 8 has been replaced with Area H, dealing with the Day Road area, northwest of the current City limits, including the new State prison. This area is bordered by Clay and Day Roads on the north and railroad tracks on the west. A master plan for this neighborhood will be needed to address property-owner concerns and mitigate the effects of the 110-acre prison development. The City is providing urban services to the prison prior to annexation, and expects to provide services to the entire area when it has been master planned and annexed.

According to the Urban Growth Management section of the Comprehensive Plan, *Wilsonville's rapid growth is clearly demonstrated by the following statistics: of the land within the current City limits, three times as much was developed in 1999 as was the case in 1988; and the City's population increased by nearly*

400 percent in the same period. Economic development has grown just as rapidly, yielding an employment base that has grown as rapidly as the population. Figures provided by Metro in 1996 indicated that Wilsonville had more than three jobs for each housing unit within the City.

Goal 2.1 To allow for urban growth while maintaining community livability, consistent with the economics of development, City administration, and the provision of public facilities and services.

- Implementation Measure 2.1.1.c. Encourage a balance between residential, industrial, and commercial land use, based on the provisions of this Comprehensive Plan.
- Implementation Measure 2.1.1.d. Establish and maintain revenue sources to support the City's policies for urbanization and maintain needed public services and facilities.
- Implementation Measure 2.1.1.e. Allow new development to proceed concurrently with the availability of adequate public services and facilities as specified in Public Facilities and Services Section (Section C) of the Comprehensive Plan.

Policy 2.2.1 The City of Wilsonville shall plan for the eventual urbanization of land within the local planning area, beginning with land within the Urban Growth Boundary.

- Implementation Measure 2.2.1.a. Allow annexation when it is consistent with future planned public services and when a need is clearly demonstrated for immediate urban growth.
- Implementation Measure 2.2.1.b. The City of Wilsonville, to the best of its ability based on infrastructure provided at the local, regional, and state levels, shall do its fair share to increase the development capacity of land within the Metro UGB.
 - The City of Wilsonville shall comply with the provisions of the Metro Urban Growth Management Functional Plan, unless an exception to the requirements is granted as provided in that Functional Plan.
 - The City shall comply with the provisions of Metro's Urban Growth Management Functional Plan, as long as that compliance does not violate federal or state law, including Statewide Planning Goals.
- Implementation Measure 2.2.1.e. Changes in the City boundary will require adherence to the annexation procedures prescribed by State law and Metro standards. Amendments to the City limits shall be based on consideration of:
 1. Orderly, economic provision of public facilities and services, i.e., primary urban services are available and adequate to serve additional development or

- improvements are scheduled through the City's approved Capital Improvements Plan.
 - 2. Availability of sufficient land for the various uses to insure choices in the marketplace for a 3 to 5 year period.
 - 3. Statewide Planning Goals.
 - 4. Applicable Metro Plans;
 - 5. Encouragement of development within the City limits before conversion of urbanizable (UGB) areas.
- Implementation Measure 2.2.1.g. Urban sanitary sewer and water service shall not be extended outside the City limits...

According to the Public Facilities and Services section of the Wilsonville Comprehensive Plan, *The City's policies for the provision of public facilities and services can be divided into three categories. The first is the City's overall commitment to provide, or coordinate the provision of facilities and services to meet the community's needs. The second concerns the timing of the provision of facilities and services relative to development (i.e., concurrency issues). The third concerns the costs of providing facilities and services and who is responsible for paying.*

Goal 3.1 To assure that good quality public facilities and services are available with adequate capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.

Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.

- Implementation Measure 3.1.1.c. Developments shall continue to be required to extend services/facilities to the far side of the subject property – assuring that the adjacent properties have access to those services/facilities. It is noted that unusual existing circumstances may necessitate creative solutions for the extension of services/facilities.
- Implementation Measure 3.1.1.d. The City shall periodically review and, where necessary, update its development densities indicated in the land use element of the Plan, based on the capacity of existing or planned services and/or facilities.

Policy 3.1.2 The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).

- Implementation Measure 3.1.2.a. Urban development will be allowed only in areas where necessary facilities and services can be provided.

Policy 3.1.4 The City of Wilsonville shall continue to operate and maintain the wastewater treatment plant and system in conformance with federal, state, and regional water quality standards.

- Implementation Measure 3.1.4.b. The City shall continue to manage growth consistent with the capacity of sanitary sewer facilities.
- Implementation Measure 3.1.4.e. The City shall continue to require all urban level development to be served by the City's sanitary sewer system.

Policy 3.1.5 The City shall continue to develop, operate and maintain a water system, including wells, pumps, reservoirs, transmission mains and a surface water treatment plant capable of serving all urban development within the incorporated City limits, in conformance with federal, state, and regional water quality standards. The City shall also continue to maintain the lines of the distribution system once they have been installed and accepted by the City.

Policy 3.1.7 The City of Wilsonville shall develop and maintain an adequate storm drainage system. However, where the need for new facilities is the result of new development, the financial burden for drainage system improvements shall remain primarily the responsibility of developers. The City will use systems development charges, user fees, and/or other funding sources to construct facilities to improve storm water quality and control the volume of runoff.

- Implementation Measure 3.1.7.d. Major natural drainage ways shall be retained and improved as the backbone of the drainage system and designated as open space. The integrity of these drainage ways shall be maintained as development occurs. Where possible, on-site drainage systems will be designed to complement natural drainage ways and designated open space to create an attractive appearance and will be protected by conservation, utility, or inundation easements. Alteration of minor drainage ways may be allowed provided that such alterations do not adversely impact stream flows and in-stream water quality of the major drainage ways and provide for more efficient use of the land. Such alteration must be approved by the City. Remnant creek channels, which previously Public Facilities and Services Wilsonville Comprehensive Plan Page C – 16 Updated April 2004 carried water that has since been diverted, shall be evaluated for their wildlife habitat value before being selected for use as drainage ways. Where a remnant creek channel is found to provide unique habitat value without being a riparian zone, and that habitat value would actually be diminished through the re-introduction of storm water, alternate methods of conveying the storm water will be considered and, if feasible, used.
- Implementation Measure 3.1.7.e. Existing culverted or piped drainage ways will be “daylighted” (converted from underground to surface facilities) when doing so will help to achieve the City’s goals for storm drainage without overly conflicting with development.
- Implementation Measure 3.1.7.f. Conversion of existing swales or drainage ways to culverted or piped systems shall be permitted only where the City Engineer

determines that there is no other reasonable site development option. See Option A, above.

- Implementation Measure 3.1.7.i. It is the intent of these measures to maximize the use of the natural drainage system to allow for ground water infiltration and other benefits to community aesthetics as well as habitat enhancement. This does not mean that natural drainage ways will be left unimproved.

Policy 3.1.8 The City of Wilsonville shall continue to coordinate planning for fire safety with the Tualatin Valley Fire and Rescue District.

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

- Implementation Measure 3.1.11.a. Identify and encourage conservation of natural, scenic, and historic areas within the City.
- Implementation Measure 3.1.11.b. Provide an adequate diversity and quantity of passive and active recreational opportunities that are conveniently located for the people of Wilsonville.
- Implementation Measure 3.1.11.i. Develop limited access natural areas connected where possible by natural corridors for wildlife habitat and watershed and soil/terrain protection. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.

Policy 3.1.13 The City of Wilsonville shall coordinate planning activities with the utility companies, to insure orderly and efficient installation of needed service lines and equipment.

Policy 3.1.14 The City of Wilsonville shall, pursuant to Statewide Planning Goal 11 and within the confines of the City budget, maintain a qualified staff adequate to support the various service functions of the City. The City shall plan for the provision of adequate work spaces and facilities in order to maximize the accessibility of City services to the public. Facilities shall be funded in the manner deemed most cost-effective and efficient by the Budget Committee and City Council.

According to the Economic Development section of the Wilsonville Comprehensive Plan, *Wilsonville is strategically located on the fringe of the metropolitan area, just south of the confluence of the I-5 and I-205 freeways, making it very desirable for economic development. Because of this, the City has an excellent opportunity to actively plan and guide its commercial and industrial development rather than remain in a passive review role. In this way, the City can ensure the type of development it wishes to occur.*

Goal 4.1 To have an attractive, functional, economically vital community with a balance of different types of land uses.

- Implementation Measure 4.1.1.a. To ensure overall economic stability, the City will continue to coordinate its policies with those of Clackamas County's and Washington County's Overall Economic Development Plans (OEDP), as well as the Oregon Economic Development Department.
- Implementation Measure 4.1.1.e. The City shall protect existing and planned industrial and commercial lands from incompatible land uses, and will attempt to minimize deterrents to desired industrial and commercial development.

Policy 4.1.2 The City of Wilsonville shall encourage commercial growth primarily to serve local needs as well as adjacent rural and agricultural lands.

- Implementation Measure 4.1.2.f. The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, will encourage development of lands designated by Metro as “Employment” and “Industrial” areas to include supportive retail development. Commercial uses in those areas can be expected to include some limited retail uses, primarily to serve the needs of people working or living in the immediate area and office complexes housing technology-based industries. Where the City has already designated land for commercial development within Metro’s employment areas, the City has been exempted from Metro development standards.

According to the Industrial Development section of the Wilsonville Comprehensive Plan, *Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas.*

Policy 4.1.3 City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.

- Implementation Measure 4.1.3.b. Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.
- Implementation Measure 4.1.3.c. Favor capital intensive, rather than labor intensive, industries within the City.
- Implementation Measure 4.1.3.e. Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.
- Implementation Measure 4.1.3.f. Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.
- Implementation Measure 4.1.3.h. The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, supports appropriate retail development within Employment and Industrial Areas. Employment and Industrial areas are expected to include some limited retail commercial uses, primarily to serve the needs of people working or living in the immediate Employment or Industrial Areas, as well as office complexes housing technology-based industries. Where the City has already designated land for

commercial development within Metro's employment areas, the City has been exempted from Metro development standards.

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

- Implementation Measure 4.1.5.d. Conserve and create open space throughout the City for specified objectives.
- Implementation Measure 4.1.5.e. Protect the beneficial uses and functional values of resources within the Water Quality and Flood Management Areas identified by Metro by limiting or mitigating the impact on these areas from development activities.
- Implementation Measure 4.1.5.g. Encourage identification and conservation of natural scenic and historic areas within the City.
- Implementation Measure 4.1.5.h. Develop an attractive and economically sound community.
- Implementation Measure 4.1.5.k. Develop open, limited, or restricted access natural areas connected where possible by natural corridors, for wildlife habitat, watershed, soil and terrain protection. Preservation of contiguous natural corridors throughout the City for the protection of watersheds and wildlife will be given priority in land use decisions regarding open space.
- Implementation Measure 4.1.5.q. Continue to regulate development in potential disaster and hazard areas to minimize risks to life or property.
- Implementation Measure 4.1.5.y. Riparian corridors, wetlands and wildlife habitat that are determined to be significant through the Goal 5 process shall be designated as one or more overlay zones on the City Zoning Map.
- Implementation Measure 4.1.5.z. Protected natural resources within the Significant Resource Overlay Zone are intended to remain undeveloped with the possible exceptions of passive recreation and underground public facilities. These areas include the following:
 1. Riparian corridors, wetlands and wildlife habitat that are determined to be significant through the Goal 5 process and are included in the Significant Resource Overlay Zone.
 2. Water quality resource areas as defined by Metro's Title 3 of the Urban Growth Management Functional Plan.
- Implementation Measure 4.1.5.nn. Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City Land Use and Development Wilsonville Comprehensive Plan Page D – 30 Updated April 2004 will cooperate with DEQ and ODOT in establishing and where practicable assisting in enforcing noise control standards.

Wilsonville Planning and Land Development Ordinance (January 2006)

The purpose of the Wilsonville Planning and Land Development Ordinance is to ...*promote the general public welfare by ensuring procedural due process in the administration and enforcement of the City's Comprehensive Plan.* Changes in future development levels and land use activities in the planning area will be regulated by zoning contained in the Wilsonville Planning and Land Development Ordinance. Regulations specific to the planning area are summarized below.

Section 4.117. Standards Applying To Industrial Developments in Any Zone

- (.01) *All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial Section 4.118, developments, uses, and activities shall be subject to the performance standards specified in Section 4.135 (.07) (PDI Zone).*

Section 4.135. PDI- Planned Development Industrial Zone

- (.01) *Purpose: The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.*
- (.02) *The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.*

Section 4.135.5: Planned Development Industrial – Regionally Significant Industrial Area

- (.01) *Purpose. The purpose of the PDI-RSLA Zone is to provide opportunities for regionally significant industrial operations along with a limited and appropriate range of related and compatible uses; to provide the flexibility to accommodate the changing nature of industrial employment centers, to protect industrially zoned lands for industrial uses, primarily in those areas near significant transportation facilities for the movement of freight and to facilitate the redevelopment of under-utilized industrial sites.*
- (.02) *The PDI-RSLA Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.*

Tree Preservation and Protection Section 4.600.20. Applicability of Subchapter

- (.01) *The provisions of this subchapter apply to the United States and the State of Oregon, and to their agencies and subdivisions, including the City of Wilsonville, and to the employees and agents thereof.*
- (.02) *By this subchapter, the City of Wilsonville regulates forest practices on all lands located within its urban growth boundary, as provided by ORS 527.722. (.03) The provisions of this subchapter apply to all land within the City limits, including property designated as a Significant Resource Overlay Zone or other areas or trees designated as protected by the Comprehensive Plan, City zoning map, or any other law or ordinance; except that any tree activities in the Willamette River Greenway that are regulated by the provisions of WC 4.500 - 4.514 and requiring a conditional use permit shall be reviewed by the DRB under the application and review procedures set forth for Tree Removal Permits.*

Wilsonville Designated Significant Resource Overlay Zone (SROZ) Inventories and Compliance Policies (January 2006)

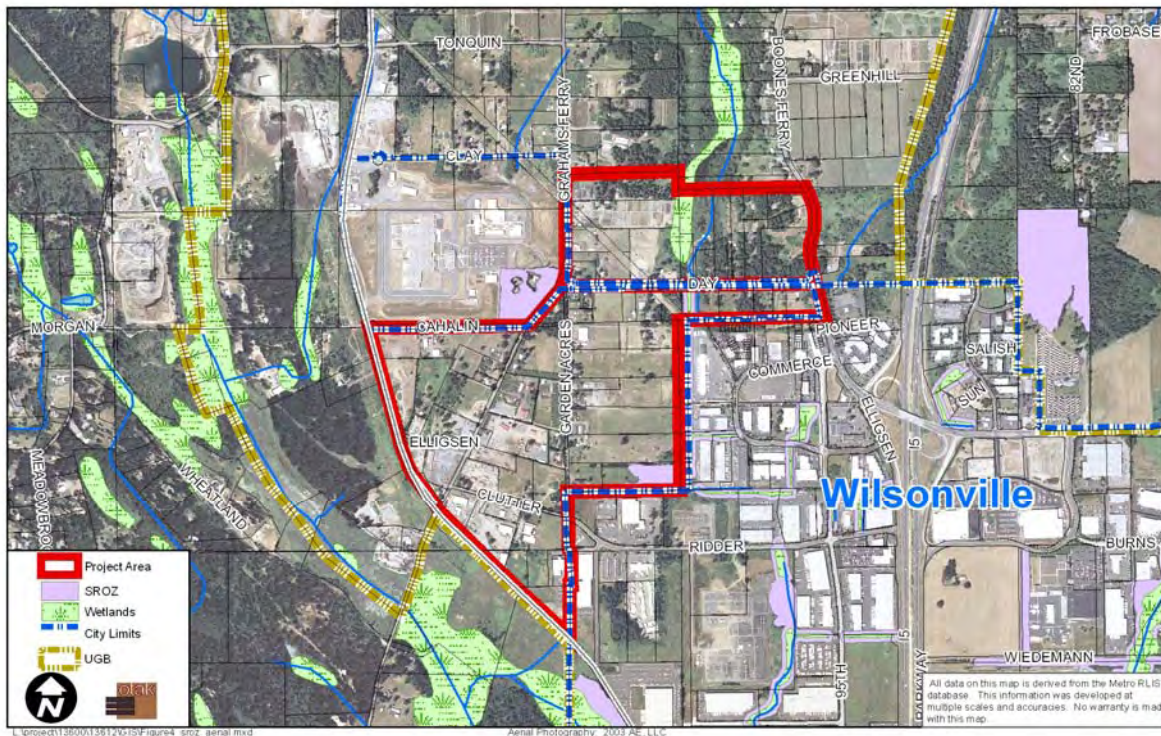
The Significant Resource Overlay Zone (SROZ) inventories and compliance policies are included in chapter 4.139.01 of the Wilsonville Planning and Land Development Ordinance. This zone is, *...intended to be used with any underlying base zone as shown on the City of Wilsonville Zoning Map. The purpose of the Significant Resource Overlay Zone is to implement the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway. In addition, the purposes of these regulations are to achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources. It is not the intent of this ordinance to prevent development where the impacts to significant resources can be minimized or mitigated. (Section 4.139.01 SROZ - Purpose)*

Section 4.139.02 Where These Regulations Apply

The regulations of this Section apply to the portion of any lot or development site, which is within a Significant Resource Overlay Zone and its associated "Impact Areas". The text provisions of the Significant Resource Overlay Zone ordinance take precedence over the Significant Resource Overlay Zone maps. The Significant Resource Overlay Zone is described by boundary lines shown on the City of Wilsonville Significant Resource Overlay Zone Map. For the purpose of implementing the provisions of this Section, the Wilsonville Significant Resource Overlay Zone Map is used to determine whether a Significant Resource Impact Report (SRIR) is required. Through the development of an SRIR, a more specific determination can be made of possible impacts on the significant resources. Unless otherwise exempted by these regulations, any development proposed to be located within the Significant Resource Overlay Zone and/or Impact Area must comply with these regulations. Where the provisions of this Section conflict with other provisions of the City of Wilsonville Planning and Land Development Ordinance, the more restrictive shall apply. The SROZ represents the area within the outer boundary of all inventoried significant natural resources. The Significant Resource Overlay Zone includes all land identified and protected under Metro's UGMFP Title 3 Water Quality Resource Areas, as currently configured, significant wetlands, riparian corridors, and significant wildlife habitat that is inventoried and mapped on the Wilsonville Significant Resource Overlay Zone Map.

The lands within the SROZ are shown in Figure 4, below.

Figure 4



Wilsonville Wastewater Collection System Master Plan Final Report (July 2001)

This plan provides estimates of existing and future wastewater flows, including Urban Planning Areas outside the city, and sets forth a plan to adequately size a treatment plant, trunk lines, and interceptors within the service district. The existing service area is served by five interceptors, ranging in size from 10 to 30 inches. The existing sewer system includes 56 miles of gravity sewers and several pump stations.

The Coffee Creek Urban Planning Area is located in the United Disposal Interceptor basin subarea. The majority of the Coffee Creek Urban Planning Area was included as Urban Planning Area 4 (UPA-4) in the sewer master plan. This area was assumed to include the Coffee Creek Correctional Institution (on 113-acres) and 313-acres of future industrial land. Future unit flow assumptions for industrial uses were forecasted to be 2,000 gallons/day/acre. After considering factors for average daily flows, the industrial portion of UPA-4 is assumed to generate 626,000 gallons per day (gpd) of sewer flow at build-out.

It should also be noted that the assumptions included in the Preliminary Urban Reserve Plan for Area 42 (prepared in 1998), which includes a portion of the Coffee Creek Planning Area, calculated sewer flows at 3.0 mgd for the prison and industrial sites, that can serve between 12 and 21 persons per acre. The sewer master plan assumes 0.8 mgd of average flows from this area, which is consistent with the lower range of employment assumed by the Area 42 plan.

The sewer master plan identifies two specific capital improvements that would be required to adequately serve the majority of the Coffee Creek Planning Area. These include:

- United Disposal Parallel Pipe (CIP-UD1). Includes construction of a 12-inch line from SMH3503 to SMH0269 to convey peak wastewater flows over a distance of 5,315 feet. The project includes an 8-foot diameter manhole with a diversion weir. Railcrossing will require trenchless technology. Alternative alignments should be investigated to minimize impacts to wetland and natural areas. Coordinate with Kinsman Road extension where possible. Estimated cost of \$1,105,704 (2001 dollars).
- Garden Acres Road New Trunk Sewer (CIP-UD3). Includes a new 12-inch trunk service extension along Garden Acres Road between Day Road and SW Ridder Road to serve future development. Line covers 1,830 linear feet with estimated cost of \$383,568 (2001 dollars).

The sewer master plan also indicates that current operations and maintenance issues affecting system capacity, include ...*difficult access to the United Disposal line along the existing drainage way.* O&M efficiencies would likely be realized with implementation of the above mentioned projects.

City of Wilsonville, Stormwater Master Plan Final Report (June 2001)

This plan addresses the management of stormwater runoff quantity and quality within the City's Urban Growth Boundary and adjoining planning areas. The plan specifically addresses Comprehensive Plan Policy 3.1.7 which requires that, *The City of Wilsonville shall develop and maintain an adequate storm drainage system.* The Stormwater Master Plan is the mechanism which implements this Comprehensive Plan Policy and Implementation measures.

The Coffee Creek Planning Area is located within the Coffee Lake Creek Basin. The north tributary to Basalt Creek is located south of Day Road. Basalt Creek drains into Coffee Creek Lake and extends north of Day Road into the City of Tualatin UGB.

The Stormwater Maser Plan identifies potential regional detention facilities in the Coffee Creek Planning Area as effective pollution reduction facilities. Planned facilities in the Planning Area include:

- Project CLC-8, Detention Storage/Wetland Enhancement on North Tributary of Basalt Creek. The location north of Commerce Circle and south of Day Road contains existing wetlands on undeveloped property. A portion of the project may be located under BPA power lines. The project would need to be inspected two to four times per year, and maintained annual to prevent obstructions near outlets. Estimated capital cost is \$1,157,000 (2001 dollars).
- Project CLC-13, Channel West of Commerce Circle. High water levels are created by a lack of consistent channel slope or restrictions at the downstream ends of local storm water pipes. This project would remove two short sections of pipe located at the south end of the channel and re-grade pipework at the downstream end to remove restrictions to flow. Estimated cost is \$114,000 (2001 dollars).
- North Wilsonville Planning Area comprehensive storm drainage system. The former Urban Reserve Area 42 (portion of Coffee Creek Planning Area) requires a system of storm drainage improvements in addition to on-site stormwater detention and treatment provided by developers. The off-site public facility improvements are estimated to cost \$2.46 million (2001 dollars).

City of Wilsonville, Water Master Plan Final Report (January 2002)

Prior to the construction of the City of Wilsonville's Willamette Water Treatment Plant in 2002, the City relied on eight underground wells in the Columbia River Aquifer to serve its needs. The Willamette Treatment Plant now provides the majority of the City's water needs, with its main transmission line that runs up Kinsman Road. The Water Master Plan provides a plan for evaluating future water system needs to meet anticipated growth.

The Water Master Plan specifically addresses Comprehensive Plan Policies 3.1.1-3.1.5 and Implementation Measures:

To assure that good quality public water supply and distribution facilities are available with adequate but not excessive capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.

The Water Master Plan assumes current water usage rates of 44-gallons per day for industrial (average) and 176-gallons per day (peak) per user. The City's Community Development Department has also assumed that two 1.0 mgd average daily demand (ADD) industrial users will locate in the City by 2020 that will also need to be accommodated. The resulting analysis of water demand indicates that average peak day demand for industrial uses will increase from 1.25 mgd (2000) to 8.35 mgd (2020). Total water demand for the city is forecasted to increase from 6.8 mgd (2000) to 20.02 mgd (2020).

The existing Willamette Treatment Plan combined with existing wells has the capacity to handle approximately 10 mgd of total water demand. Future capacity expansion is planned to include 5 mgd through reservoirs (using aquifer storage and recovery wells) and another 5 mgd through expansion at the Willamette Treatment Plant.

The Water Master Plan is consistent with the Preliminary Urban Reserve Plan for Area 42 with regard to the preferred method of serving the Coffee Creek Planning Area. The Water Master Plan includes a capital improvement phasing plan that identifies the need to add 4,220 linear feet of 12-inch water line between Grahams Ferry to Ridder Road and Ridder Road to Garden Acres at a cost of \$462,723 (2002 dollars). Additional water system improvements could include a pro rata share of off-site improvements for the new reservoir and pump stations.

Wilsonville Parks and Recreation Master Plan (Draft May 2006)

The Wilsonville Parks and Recreation Master Plan addresses the park, recreation, and service needs of Wilsonville residents over the next 20 years, specifically envisioning *...a comprehensive and interrelated system of parks, recreation, and natural areas, that:*

- *Offers a range of experiences, including active and passive recreation, for all ages and abilities;*
- *Contributes to a healthy and livable community;*
- *Conserves and educates about the natural environment; and*
- *Promotes community connectivity by linking parks, recreation facilities, schools, and other key community centers by trails, pathways, and public transit.*

The Parks and Recreation Master Plan implements Policy 3.1.11 of the Comprehensive Plan, which states that, *The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.*

The Master Plan specifically identifies the Northwest Industrial Area as having a strong need for accessible green space and recreation opportunities and recommends providing parks in this area and/or improving linkages between the Industrial Area and existing parks.

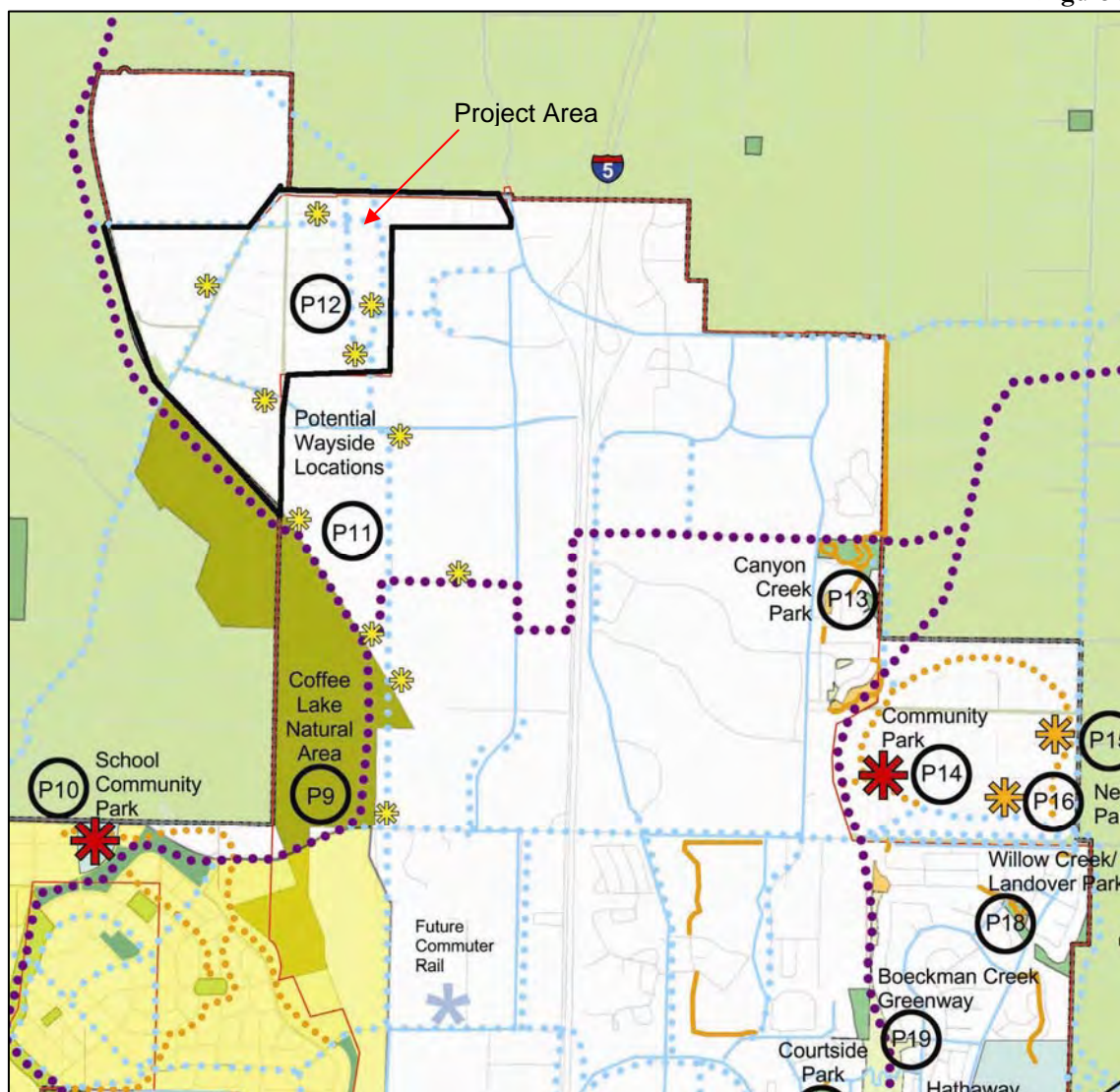
Northwest Industrial Area: *Parks are just as significant in commercial and industrial areas as in residential areas. However, the recreation and leisure needs of workers are different from residential needs, and they are often overlooked. The City of Wilsonville can be a leader in this regard by providing parks designed to serve the city's workforce. For example, the Bike and Pedestrian Plan recommends a regional trail and community trail through the*

Northwest industrial area, offering opportunities to incorporate recreation amenities to serve nearby employees as well as trail users. Benches, picnic areas, and similar facilities may provide healthy opportunities to relax and socialize during lunch and work breaks. As these industrial areas are developed, the City can encourage employers to offer additional recreation opportunities, and other healthy-living amenities. (Wilsonville Parks and Recreation Master Plan, Chapter 2)

Protecting natural resources is a hallmark of the Comprehensive Plan and the Parks and Recreation Master Plan. Natural resource protection and opportunities to partner with private land owners, as has historically been the case in Wilsonville, should be considered during the planning process for the Coffee Creek Area. Focus should also be placed on creating an interconnected park system including greenways and trails, but also connections for bike, pedestrian, and transit transportation choices.

The project area has one potential park site identified in Figure 5, which is the P12 Industrial Area Waysides.

Figure 5

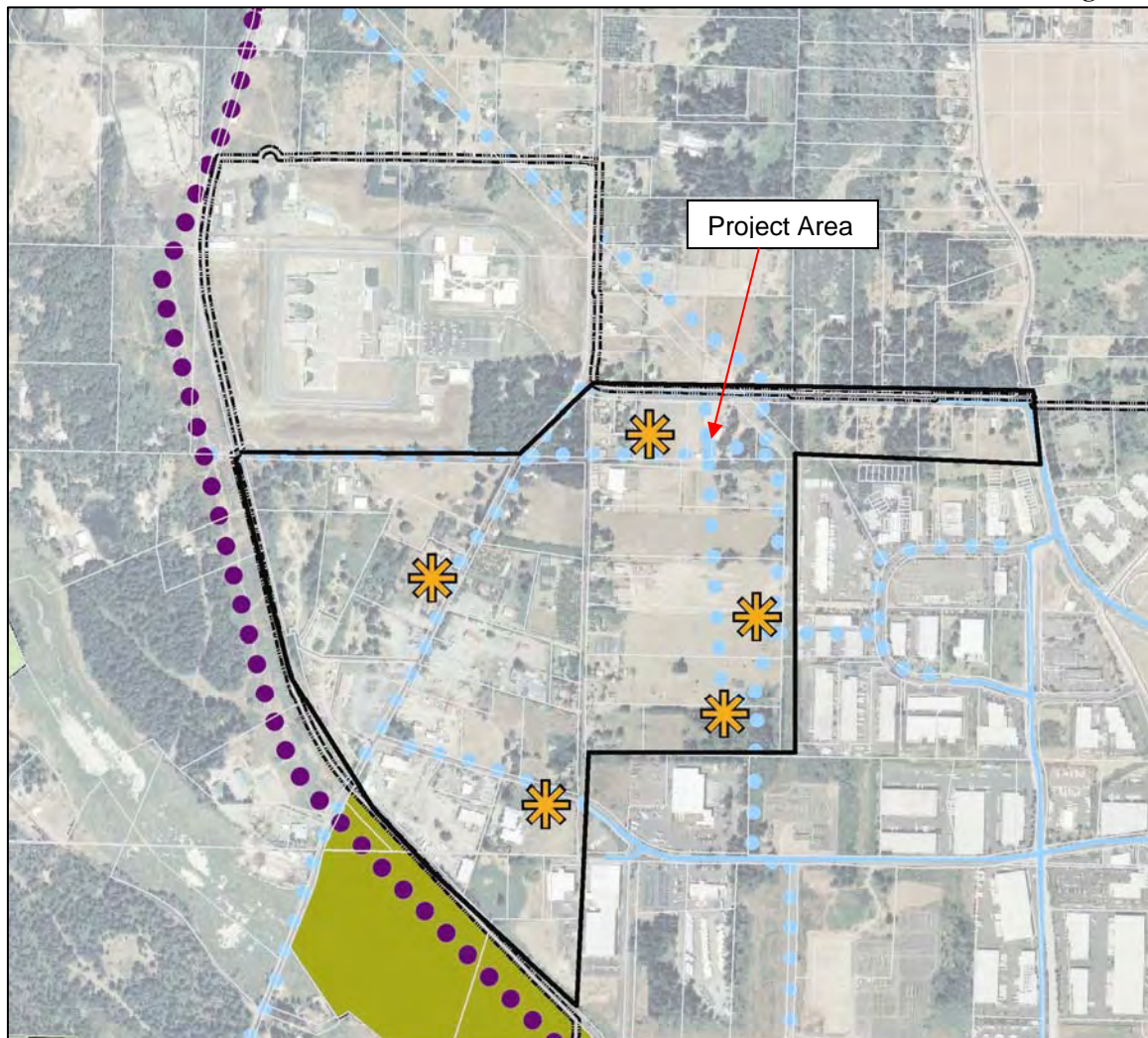


PI2 Industrial Area Waysides

Wilsonville is currently planning for industrial uses in the Northwest Area, just south of the prison. There is a great opportunity to design pocket parks that serve social and recreational needs of employees into the overall plan for the area. The vision for this area is to provide pocket parks along the community trails that are easily accessible to employees. Figure 6 depicts potential wayside locations in this area. Recommendations for the waysides include:

- 1. In this area, waysides should be provided within about 1/4-mile of employees.*
- 2. As development occurs in this area, locate and design the waysides. Securing easements or land for each of the waysides should occur as part of the development review and approval process.*
- 3. Each wayside should include a small picnic shelter to increase year round usability, site furnishings, and a paved plaza area.*

Figure 6



Chapter 6 of the Parks and Recreation Master Plan provides capital project costs, including costs for the two projects within the plan area.

- P11 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along regional trails R1 and R6 and community trail C10. Allowance based on average cost of \$200,000 per wayside, not including trail construction – \$600,000 (2005 dollars).
- P12 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along community connector trails. Allowance based on average cost of \$200,000 per wayside, not including trail construction – \$600,000 (2005 dollars).

Wilsonville Bicycle and Pedestrian Master Plan

The Wilsonville Bicycle and Pedestrian Master Plan focuses on bicycling and walking as a way to enhance the quality of life for residents and visitors of Wilsonville. The Bicycle and Pedestrian Master Plan *...is for all residents who desire to bicycle or walk to work; improve their level of daily physical activity; go for a family bicycle ride to the park, library, or down to the Willamette River; or experience an undeveloped natural area such as Graham Oaks, (Wilsonville Bicycle and Pedestrian Master Plan, March 2006).*

The goal of the plan is *...to promote non-motorized travel and provide a safe, interconnected system of pedestrian and bicycle facilities, (Wilsonville Bicycle and Pedestrian Master Plan, March 2006).* This plan is integrated with the Parks and Recreation Master Plan to achieve city-wide goals.

Wilsonville Transit Master Plan

The Wilsonville Transit Master Plan provides strategies for reducing the demand on roads and parking as well as proposals for improved transit service. The Plan has two primary goals:

Goal 1

To promote an effective transit system that is a viable alternative to the single occupant vehicle; responds to the mobility needs of residents, employers, and employees; permits easy shifts from one mode to another; offers choice and convenience; and connects to other regional transportation systems.

Goal 2

To develop and implement Transportation Demand Management strategies in order to create greater choice and mobility; reduce automobile trips; make more efficient use of the roadway system; and minimize air pollution.

This plan is also integrated with the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan to achieve city-wide goals.

Wilsonville Emergency Service Objectives

The City of Wilsonville has the authority per Oregon Revised Statutes (ORS) 401.309 to declare a state of emergency, as appropriate, through locally adopted Resolution 1959. Resolution 1959 defines emergencies as *“imminent danger of suffering from a tornado, storm, flood, high water, wind-driven water, earthquake, volcanic eruption, landslide, mudslide, snow or ice storm, drought, fire, explosion, health hazard, infestation, toxic substance, civil disorder, disruption of community services, or any other catastrophe whereby extraordinary measures must be taken to save lives, protect public health, safety and welfare; minimize destruction of property or the environment; or avert or lessen the threat of a major disaster.”*

The City of Wilsonville is also compliant with the use of the National Incident Management System (NIMS) through Resolution 1960.

The City of Wilsonville has an adopted an Emergency Management Plan, October 3, 2005 through Resolution 1961. The Emergency Management Plan identifies detailed policies and procedures regarding: city operations, responsibilities, city policies, and related items.

Washington County Community Development Code & Clackamas County Zoning and Development Ordinance

The Coffee Creek Planning Area is currently regulated by both the Washington County and Clackamas County Community Development Codes, although the majority of the land area is under Washington County jurisdiction. The purpose of these Codes is to implement the County(s) Comprehensive Plan and provide for the health, safety, and general welfare of County citizens.

The study area within Washington County is designated Future Development-20 (FD-20) which applies to the unincorporated urban lands added to the urban growth boundary by Metro through a Major or Legislative Amendment process after 1998. The FD-20 District recognizes the desirability of encouraging and retaining limited interim uses until the urban comprehensive planning for future urban development of these areas is complete. The provisions of this District are also intended to implement the requirements of Metro’s Urban Growth Management Functional Plan.

The Clackamas County portion of the project area is currently zoned R1, which permits residential development in accordance with the Clackamas County Zoning and Development Ordinance.

Once the planning process is concluded and the study area annexed into Wilsonville, the City’s zoning will apply to the area rather than Clackamas and Washington County zoning ordinances.

Revised Draft Goals and Objectives

The draft goals and objectives for this project are included in Appendix B, and will be revised based upon TAC input.

Next Steps

Otak will work closely with the project team to prepare draft land use and transportation alternatives for the study area, which will be presented to the Technical Advisory Committee (TAC) as well as other interested agencies. The alternatives will then be reviewed with subjective and objective evaluation criteria and a recommended plan for the study area will be identified for implementation.

Appendix A Transportation Goals & Policies – Summary

Prepared by DKS

MEMORANDUM

TO: Todd Chase, AICP, OTAK

FROM: Scott Mansur, P.E., DKS Associates

DATE: June 30, 2006

SUBJECT: Wilsonville Coffee Creek I TGM

Transportation Plans and Policies, Goals and Objectives Technical Memo #1

This is the first in a series of memorandums that presents technical findings and recommendations for the Wilsonville Coffee Creek TGM project. The purpose of this memorandum is to provide the Technical Advisory Committee (TAC) with a summary of key transportation issues specific to the Coffee Creek project area that were addressed in the following past plans:

- 2004 Regional Transportation System Plan
- 1999 Oregon Highway Plan
- City of Wilsonville Transportation System Plan
- City of Wilsonville Bicycle and Pedestrian Master Plan
- City of Wilsonville Transit Master Plan (Draft)
- Washington County Transportation System Plan

2004 Regional Transportation Plan, Metro, July 8, 2004.

The Regional Transportation Plan (RTP) is a 20-year blueprint to ensure our ability to get from here to there as the Portland region grows. The RTP establishes transportation policies for all forms of travel - motor vehicle, transit, pedestrian, bicycle and freight - and lays out the priority projects for roads and freight movement as well as bicycling, walking and transit. The plan is based on forecasts of growth in population, households, and jobs as well as future travel patterns and analysis of travel conditions. It considers estimates of federal, state and local funding which will be available for transportation improvements. The plan also comes with cost estimates and funding strategies to meet these costs. Local transportation plans are required by state law to be consistent with the RTP.

The following roadway classifications as shown in the table below as defined in the 2004 Regional Transportation Plan. It should be noted that there are no regional trails or greenways shown with the Coffee Creek project area.

Study Area Roadway Classifications as defined in the 2004 RTP:

<i>Roadway</i>	<i>Motor Vehicle Function Class</i>	<i>Transit</i>	<i>Bike</i>	<i>Pedestrian</i>	<i>Freight</i>
<i>I-5</i>	<i>Principal Arterial (Freeway)</i>	<i>ND</i>	<i>ND</i>	<i>ND</i>	<i>Main Roadway Route</i>
<i>Boones Ferry Road</i>	<i>Minor Arterial</i>	<i>Regional Bus</i>	<i>Regional Corridor</i>	<i>Transit Mixed Use</i>	<i>Road Connector</i>

ND-No Designation

The following table provides the regional performance measures for the study area roadways.

Regional Motor Vehicle Performance Measures as defined in the RTP:

<i>Roadway</i>	<i>Classification</i>	<i>Preferred Operating Standard</i>		<i>Acceptable Operating Standard</i>	
		<i>1st Hour</i>	<i>2nd Hour</i>	<i>1st Hour</i>	<i>2nd Hour</i>
<i>I-5</i>	<i>Principal Arterial</i>	<i>E</i>	<i>D</i>	<i>E</i>	<i>E</i>
<i>Boones Ferry Road</i>	<i>Minor Arterial</i>	<i>E</i>	<i>D</i>	<i>E</i>	<i>E</i>

2004 Regional Transportation Plan, July 8, 2004 (Table 1.2). LOS D defined as demand to capacity ratio of 0.8 to 0.9, LOS E 0.9 to 1.0, and LOS F 1.0 to 1.1.

1999 Oregon Highway Plan, Oregon Department of Transportation, May 1999.

The Oregon Highway Plan (OHP) is a specific element of the Oregon Transportation Plan. The plan has three main elements: the Vision, the Policy Element and the System Element. The Vision portion of the plan considers what Oregon's highway system should look like, considering an anticipated 1.2 million new residents over the next 20 years, as well as projections for economic, demographic and technology forecasts. The Policy Element contains policies and actions under goals for System Definition, System Management, Access Management, Travel Alternatives, and Environmental and Scenic Resources. The System Element begins with an analysis of 20-year state highway needs and lays out investment strategies to meet these needs. This element also lays out an implementation plan for the goals, policies and actions identified in the Policy Element.

Currently, I-5 is classified as an Interstate Highway and Boones Ferry Road is classified as a District Highway within the Coffee Creek study area.

These policies apply to the following study area roadways:

Highway	Classification	V/C Standard*	
		1 st Hour	2 nd Hour
I-5	Interstate Highway	0.99	0.99
Boones Ferry Road	District Highway	0.99	0.99

*Based on the December 13, 2000 Amendment to the 1999 Oregon Highway Plan.

Transportation System Plan (TSP), City of Wilsonville, June 2003.

The City of Wilsonville TSP provides specific information regarding transportation needs to guide future transportation investment in the City and determine how land use and transportation decisions can be brought together beneficially for the City. The TSP also addressed current problem areas and looked into the future (20 years) to identify needs created by growth. The table below identifies the projects that were recommended specific to the project area.

Several projects have been listed in the TSP within the project area.

Number	Location	Description (Project Status)
W-2	Boones Ferry Road	Widen Boones Ferry Road from 95 th Avenue to Day Road to five lanes (this project has been constructed).
W-16	Day Road	Widen Day Road to three lanes from Grahams Ferry Road to Boones Ferry Road (this project has been constructed).
C-7	Kinsman Road Extension	Construct two-lane extension of Kinsman Road from RxR tracks to Ridder Road (this project has not been constructed).
C-24	Kinsman Road Extension	Construct two-lane extension of Kinsman Road from Ridder Road to Day Road (this project has not been constructed).
S-1	Grahams Ferry Road/Day Road Intersection	Install traffic signal (this traffic signal has been constructed).
S-6	Boones Ferry Road/Day Road Intersection	Install traffic signal and northbound through lane (this project has been constructed).

All of the public street intersections within the City of Wilsonville are required to meet a level of service “D” standard.

Bicycle and Pedestrian Master Plan, City of Wilsonville, March 2006 (Draft).

The City of Wilsonville Bicycle and Pedestrian Master Plan was recently updated and provides information regarding bicycle and pedestrian needs and identified improvements within the Coffee Creek study area and are summarized in the following table.

The following bicycle and pedestrian projects were identified within the project area.

Number	Location	Description (Priority)
C14	Commerce Circle (west of 95 th)	Commerce Circle serves north Wilsonville as a transit route, and major portions of the roadway lacks sidewalks on one or both sides. (11+ years)
C35	Area 42 Trail (Kinsman to Day Road)	This trail was outlined in the Preliminary Urban Reserve Plan Area 42 and North Wilsonville Industrial Area Proposed Concept Plan providing a connection to the BPA powerline easement. Provides an off-street connection through the industrial lands. (6-10 years)
C36	BPA Powerline Trail (Day Road to Tonquin Trail)	This trail connects bicyclists and pedestrians along Day Rd with the Tonquin Trail. Provides Tonquin trail users access to the northern industrial area of Wilsonville. (6-10 years)
C37	Cahalin Road (Kinsman Road to Tonquin Trail)	Provides a safe connection through the northern industrial area of Wilsonville. May provide additional connection to the Tonquin Trail. (6-10 years)
C38	Clutter Road (Garden Acres Road to Grahams Ferry Road)	Provides a safe connection through the northern industrial area of Wilsonville. (6-10 years)
C39	Grahams Ferry Road (Day Road to Tooze Road)	A major north south access road into Wilsonville that currently has no provisions for bicyclists or pedestrians. Providing dedicated facilities provides additional choices for bicycle commuters. (1-5 years)

Transit Master Plan, City of Wilsonville, Draft May 2006.

The draft Transit Master Plan provides strategies for reducing the demand on roads and parking as well as improved transit service. The draft plan proposes a future transit route (Route #203) that would provide service to the Coffee Creek project area via Day Road including a stop at the Coffee Creek Correctional Facility. This revised route was intended to serve the future annexation of industrial lands.

Transportation System Plan (TSP), Washington County, October 2002

The Washington County 2020 Transportation System Plan is one of the several elements that comprise the Washington County Comprehensive Plan. The TSP contains the accumulation of recommended system and service improvements and programs that will be needed to serve long-term growth to 2020 and addresses transportation and safety issues related to motor vehicles, transit, pedestrian, bicycle, freight and other modes of transportation. The major work elements of the TSP are policies and strategies, data collection, existing travel conditions and future needs, travel mode alternatives, cost estimates and preparation of draft transportation plan.

The following table provides the Washington County motor vehicle performance measures for the study area roadways.

<i>Roadway</i>	<i>Classification</i>	<i>Target Performance Measures</i>		<i>Acceptable performance Measures</i>	
		<i>First Hour</i>	<i>Second Hour</i>	<i>First Hour</i>	<i>Second Hour</i>
SW Boones Ferry Road	Arterial	D	D	E	D
SW Grahams Ferry Road	Arterial – North of Day St. Collector – South of Day St.	D	D	E	D
SW Day St	Arterial	D	D	E	D

Washington County 2020 TSP, October 29, 2002 (Table 5) LOS D defined as demand to capacity ratio of 0.81 to 0.9, LOS E 0.91 to 0.99.

The table below shows the capacity enhancement projects that were listed in the Washington County 2020 TSP technical appendix within the project area.

<i>Number</i>	<i>Location</i>	<i>Description</i>
131	Grahams Ferry Rd	Widen Grahams Ferry Road to three lanes from Tonquin to Clutter Rd and provide sidewalks
132	Day St	Widen Day St. to three lanes from Grahams Ferry Road to Boones Ferry Road and provide sidewalks
133	Clutter/Ridder Rd	Widen Clutter/Ridder to three lanes from Grahams Ferry Road to Boones Ferry Road and provide sidewalks
138	Tonquin Rd	Widen and Realign Tonquin Rd from Grahams Ferry to Oregon St and provide sidewalks

Washington County 2020 TSP, Technical Appendix B-2, C-4 May 3, 2002

Appendix B
Revised Draft Goals and Policies

Coffee Creek Master/Concept Plan

Summary of Draft Goals, Objectives and Criteria

revised August 23, 2006

Goal 1	Consistency with Local, Regional and State Plans
Objectives	<p><i>Compatibility with Metro 2040 Framework Plan, and Statewide Land Use Goals</i></p> <p><i>Limit location of other employment types on industrial lands consistent with Metro ordinance, and RSIA/Industrial land use designations</i></p> <p><i>Support clustering of industries</i></p> <p><i>Provide for retention and/or aggregation of large industrial sites</i></p>
Criteria	<p>Limit new retail space to less than 3000 (RSIA) to 5000 (Industrial) per user and less than 20,000 total.</p> <p>Number of potential "large contiguous industrial sites" over 20 acres in size</p> <p>At least 40% of land area to be developed with industrial or ancillary uses. Input from Metro, ODOT and DLCDC regarding level of support for each alternative</p>
Goal 2	Transportation
Objectives	<p><i>Encourage location of other employment types on non-industrial lands</i></p> <p><i>Site industries to take advantage of existing transportation networks</i></p> <p><i>Compatibility with the City's TSP, County TSP, and Oregon Transportation Plans</i></p> <p><i>Provide for adequate transit services, providing connection to Washington County's Commuter Rail station</i></p> <p><i>Provide for bicycle and pedestrian access consistent with the Wilsonville Bike/Pedestrian Plan</i></p> <p><i>Coordination with the I-5/99W Connector alignment</i></p>
Criteria	<p>Limit size of non-industrial uses to not reduce off peak performance on Main</p> <p>Routes shown on Metro's Freight Network Map.</p> <p>Planning area is located near regionally significant transportation facilities</p> <p>Kinsman Road extension from Ridder Road to Day Road</p> <p>Improvements to intersection of 95th Ave., Elligsen Road and Boones Ferry Road</p> <p>Improvements to Ridder Road, including intersection with Graham's Ferry Road</p> <p>Improvements to Graham's Ferry Road from Day Road to RR underpass</p> <p>RR underpass improvements</p> <p>Connections to proposed SMART Route 203 bus shops/shelters at appropriate locations</p> <p>Include bike/ped improvements on Kinsman, Ridder, Graham's Ferry Roads and on internal street network</p>

<p>Goal 3</p> <p>Objectives</p> <p>Criteria</p>	<p>Public Facilities</p> <p><i>A Plan for orderly, economic provision of public facilities and services</i> <i>Ensure adequate provision of urban services, or that improvements are scheduled through CIP and made within 2 yrs.</i></p> <p><i>B Identify capital costs for provision of public services for cost allocation</i> <i>Use payback agreements, development agreements and other financing techniques. Detention and water quality paid by developers.</i></p> <p><i>C Work with PGE and BPA with regard to easements and other issues and concerns</i></p> <p>Water: distribution lines consistent with City's Water System Management Plan</p> <p>1 Plan</p> <p>Sanitary Sewer: consistent with Wastewater Plan, particularly projects CIP-UD-1 and CIP-UD-3.</p> <p>2 Storm Drainage: consistent with Storm water Master Plan. Detention and water quality to be provided by developers.</p> <p>3 Consistent with council direction in Resolution No. 1992 regarding relocation of CLC-8</p> <p>4 Does not negatively impact drainage patterns in the Commerce Circle area (CLC-13).</p> <p>5 Consistent with direction of CLC-9 regarding location of 2 regional detention ponds upstream of the Railroad</p> <p>6 Obtain letters of support from PGE and BPA</p> <p>7 Relative fiscal impact of each alternative</p> <p>8</p>
<p>Goal 4</p> <p>Objectives</p> <p>Criteria</p>	<p>Citizen/Stakeholder Participation</p> <p><i>A Involve property owners, adjacent communities and counties, business and industrial stakeholders, citizens, affected agencies</i></p> <p>Subjective interpretation of Public meeting record, and citizen feedback via exit surveys</p> <p>1 Consideration of the overall relative marketability of each alternative (from property owner's perspective)</p> <p>2</p>
<p>Goal 5</p> <p>Objectives</p> <p>Criteria</p>	<p>Maintain High Quality Industrial Development</p> <p><i>A Require adherence to City's performance standards for all industrial operations</i></p> <p><i>B Encourage energy efficient "green" infrastructure and buildings within overall planning area</i></p> <p><i>C Protect valuable resource lands (SROZ areas)</i></p> <p><i>D Provide for parks and recreation opportunities consistent with City's Parks and Recreation Plan</i></p> <p>1 Subjective consideration of environmental design based on input from TAC</p> <p>2 Consistency with Parks and Recreation Plan; relative support from City Parks Committee</p>

Coffee Creek Master Plan Appendix

Section D. Plan Alternatives Evaluation

M e m o r a n d u m



17355 SW Boones Ferry Rd.

Lake Oswego, OR 97035

Phone (503)635-3618

Fax (503) 635-5395

To: Sandi Young, AICP and Chris Neamtzu, City of Wilsonville; Marah Danielson, ODOT Region 1
From: Todd Chase, Otak
Copies: File
Date: February 19, 2007
Subject: Task 5.3 Revised Draft Ranking of Alternatives Matrix
Project #: 13612

Introduction

This memorandum describes revised draft ranking of evaluation findings and recommended next steps for the advancement of planning alternatives for the Coffee Creek Industrial Area TGM project. At this point, we have applied the revised draft evaluation criteria to the two alternatives (based on Planning Advisory Committee {PAC} input on August 18, 2006, October 20, 2006 and February 16, 2007), and have taken into account public input (based on a Public Open House on September 28, 2006).

Preliminary Evaluation and Next Steps

The draft planning goals, objectives, and evaluation criteria were discussed and revised based on PAC input in August. Otak applied general findings to the draft criteria that were presented to the public at the Open House in September. The results from the preliminary evaluation were presented to the PAC in October, and again in February 2007. During the February PAC meeting, the members discussed how each criterion can be used to make informed decisions regarding the advantages and disadvantages of the alternatives, then identified an overall recommendation for each Goal.

The overall recommendation from the PAC is to prepare a draft Plan that is a “hybrid” combination of Alternatives 1 and 2 as a Preferred Alternative. Recommendations from the PAC include:

- Alt. 1 road network, with exceptions for the Clutter Road realignment and Commerce Circle connection shown in Alt. 2.
- Design overlay along entire length of Day Road.
- Support for the Mixed Employment PUD concept north of Day Road as shown with Alt. 2. However, it is likely that both alternatives North of Day Road should be taken to Metro Council for comment prior to the City of Wilsonville endorsing or adopting a preferred version north of Day.

The draft recommendations will be presented to the Public and the City Planning Commission and City Council for additional input during April and May.

Coffee Creek Industrial Area Plan										
Summary of Goals, Objectives and Criteria, and Evaluation of Alternatives										
prepared February 19, 2007										
		Relative Measure	Master Plan South of Day		Concept Plan North of Day		Preliminary Findings	Draft Outcome	Draft Outcome	
			ALT 1	ALT 2	ALT 1	ALT 2		South of Day	North of Day	
Goal 1	Consistency with Local, Regional and State Plans									
Objectives	A	Compatibility with Metro 2040 Framework Plan, and Statewide Land Use Goals								
	B	Limit location of other employment types on industrial lands consistent with Metro ordinance, and RSIA/Industrial land use designations								
	C	Support clustering of industries								
	D	Provide for retention and/or aggregation of large industrial sites								
Criteria	1	Limit new retail space to less than 3000 (RSIA) to 5000 (Industrial) per user and less than 20,000 total.	yes or no	yes	yes	yes	yes	Code applies to both alternatives equally	Tie	Edge for Alt. 1
	2	Number of potential "large contiguous industrial sites" over 20 acres in size	# of parcels	6	6	1	1	Alternative 1 provides the most flexibility for larger 20+ acre users	Edge for Alt. 1	Edge for Alt. 1
	3	At least 40% of land area to be developed with industrial or ancillary uses.	yes or no	yes	yes	yes	yes	Alt. 2 provides more mixed use North of Day	Tie	Edge for Alt. 2
	4	Input from Metro, ODOT and DLCD regarding level of support for each alternative	Ranking (1=best)	1	--	1	--		Edge for Alt. 1	Edge for Alt. 1
Overall TAC Recommendation								Alt.1	Alt.1	
Goal 2	Transportation									
Objectives	A	Encourage location of other employment types on non-industrial lands								
	B	Site industries to take advantage of existing transportation networks								
	C	Compatibility with the City's TSP, County TSP, and Oregon Transportation Plans								
	D	Provide for adequate transit services, providing connection to Washington County's Commuter Rail station								
	E	Provide for bicycle and pedestrian access consistent with the Wilsonville Bike/Pedestrian Plan								
	F	Coordination with the I-5/99W Connector alignment								
Criteria	1	Limit size of non-industrial uses to not reduce off peak performance on Main Routes shown on Metro's Freight Network Map.	Ranking (1=best)	1		1		Alt. 2 provides more mixed use North of Day	Edge for Alt. 1	Edge for Alt. 1
	2	Planning area is located near regionally significant transportation facilities	yes or no	yes	yes	yes	yes	Policy applies to both alternatives equally	Tie	Tie
	3	Kinsman Road extension from Ridder Road to Day Road	yes or no	yes	yes	yes	yes	Policy applies to both alternatives equally	Tie	Tie
	4	Improvements to intersection of 95th Ave., Elligsen Road and Boones Ferry Road	yes or no	yes	yes	yes	yes	Awaiting traffic analysis of connection with Commerce Circle & Mixed Use Develop	Tie	Edge for Alt. 2

Coffee Creek Industrial Area Plan										
Summary of Goals, Objectives and Criteria, and Evaluation of Alternatives										
prepared February 19, 2007										
		Relative Measure	Master Plan South of Day		Concept Plan North of Day		Preliminary Findings	Draft Outcome	Draft Outcome	
			ALT 1	ALT 2	ALT 1	ALT 2		South of Day	North of Day	
5	Improvements to Ridder Road, including intersection with Graham's Ferry Road	Ranking (1=best)		1	--	--	Alt. 2 includes realignment with improved site distance	Edge for Alt. 2	Tie	
6	Improvements to Graham's Ferry Road from Day Road to RR underpass	yes or no	yes	yes	--	--	Policy applies to both alternatives equally	Tie	Tie	
7	RR underpass improvements	yes or no	yes	yes	--	--	Policy applies to both alternatives equally	Edge for Alt. 2	Tie	
8	Connections to proposed SMART Route 203 bus shops/shelters at appropriate locations	yes or no	yes	yes	yes	yes	Policy applies to both alternatives equally	Tie	Tie	
9	Include bike/ped improvements on Kinsman, Ridder, Graham's Ferry Roads and on internal street network	yes or no	yes	yes	yes	yes	Policy applies to both alternatives equally	Edge for Alt. 2	Tie	
Overall TAC Recommendation								Alt. 1 with Clutter Realignment	Tie	
Goal 3	Public Facilities									
Objectives	A	Plan for orderly, economic provision of public facilities and services								
	B	Ensure adequate provision of urban services, or that improvements are scheduled through CIP and made within 2 yrs.								
	C	Identify capital costs for provision of public services for cost allocation								
	D	Use payback agreements, development agreements and other financing techniques. Detention and water quality paid by developers.								
	E	Work with PGE and BPA with regard to easements and other issues and concerns								
Criteria	1	Water: distribution lines consistent with City's Water System Management Plan	Ranking (1=best)	yes	yes	yes	yes	additional modeling needed	Tie	Tie
	2	Sanitary Sewer: consistent with Wastewater Plan, particularly projects CIP-UD-1 and CIP-UD-3.	Ranking (1=best)	yes	yes	yes	yes	additional modeling needed	Tie	Tie
	3	Storm Drainage: consistent with Storm water Master Plan. Detention and water quality to be provided by developers.	Ranking (1=best)	1		--	--	Kinsman Road provides best Green Street opportunity with Alt. 1 alignment	Edge for Alt. 1	Tie
	4	Consistent with council direction in Resolution No. 1992 regarding CLC-8 (North Basalt Creek tributary)	Ranking (1=best)	2		yes	yes	additional modeling needed	Tie	Tie
	5	Does not negatively impact drainage patterns in the Commerce Circle area (CLC-13).	Ranking (1=best)	1		--	--	Commerce Circle connection would go in Wetland in Alt.2	Edge for Alt. 1	Tie
	6	Consistent with direction of CLC-9 regarding location of 2 regional detention ponds upstream of the Railroad	Ranking (1=best)	yes	yes	yes	yes	additional modeling needed	Tie	Tie
	7	Obtain letters of support from PGE and BPA regarding their preference for an alternative, if any	Ranking (1=best)	--	--	--	--	pending	?	?

Coffee Creek Industrial Area Plan										
Summary of Goals, Objectives and Criteria, and Evaluation of Alternatives										
prepared February 19, 2007										
		Relative Measure	Master Plan South of Day		Concept Plan North of Day		Preliminary Findings	Draft Outcome South of Day	Draft Outcome North of Day	
			ALT 1	ALT 2	ALT 1	ALT 2				
	8	Relative fiscal impact of each alternative	Ranking (1=best)	--	--	--	--	Tie south of Day, Alt. 1 is favorable north of Day.	Tie Alt. 1	Edge for Alt. 1 Alt. 1
Overall TAC Recommendation										
Goal 4	Citizen/Stakeholder Participation									
Objectives	A	Involvement of property owners, adjacent communities and counties, business and industrial stakeholders, citizens, affected agencies								
Criteria	1	Subjective interpretation of Public meeting record, and citizen feedback via exit surveys	Ranking (1=best)		1	1	--	Citizens liked the idea of design standards along Day Road, but were concerned about mixed use in Alt. 2	Edge for Alt. 2	Edge for Alt. 1
	2	Consideration of the overall relative marketability of each alternative (from property owner's perspective)	Ranking (1=best)	1	--	1	--	Fewer restrictions with Alt. 1	Edge for Alt. 1 (with Design Overlay)	Edge for Alt. 2
Overall TAC Recommendation									Alt. 1 (w/ Design Overlay)	Tie
Goal 5	Maintain High Quality Industrial Development									
Objectives	A	Require adherence to City's performance standards for all industrial operations								
	B	Encourage energy efficient "green" infrastructure and buildings within overall planning area								
	C	Protect valuable resource lands (SROZ areas)								
	D	Provide for parks and recreation opportunities consistent with City's Parks and Recreation Plan								
Criteria	1	Subjective consideration of environmental design based on input from TAC	Ranking (1=best)	1	--	--	--	Alt. 2 would have additional design standards along Day Rd.	Alt. 1 (w/ Design Overlay)	Alt. 2
	2	Consistency with Parks and Recreation Plan; relative support from City Parks Committee	yes or no	yes	yes	yes	yes	Both Alts are consistent with Parks Plan	Tie	Tie
Overall TAC Recommendation									Alt. 1 (w/ Design Overlay)	Alt. 2

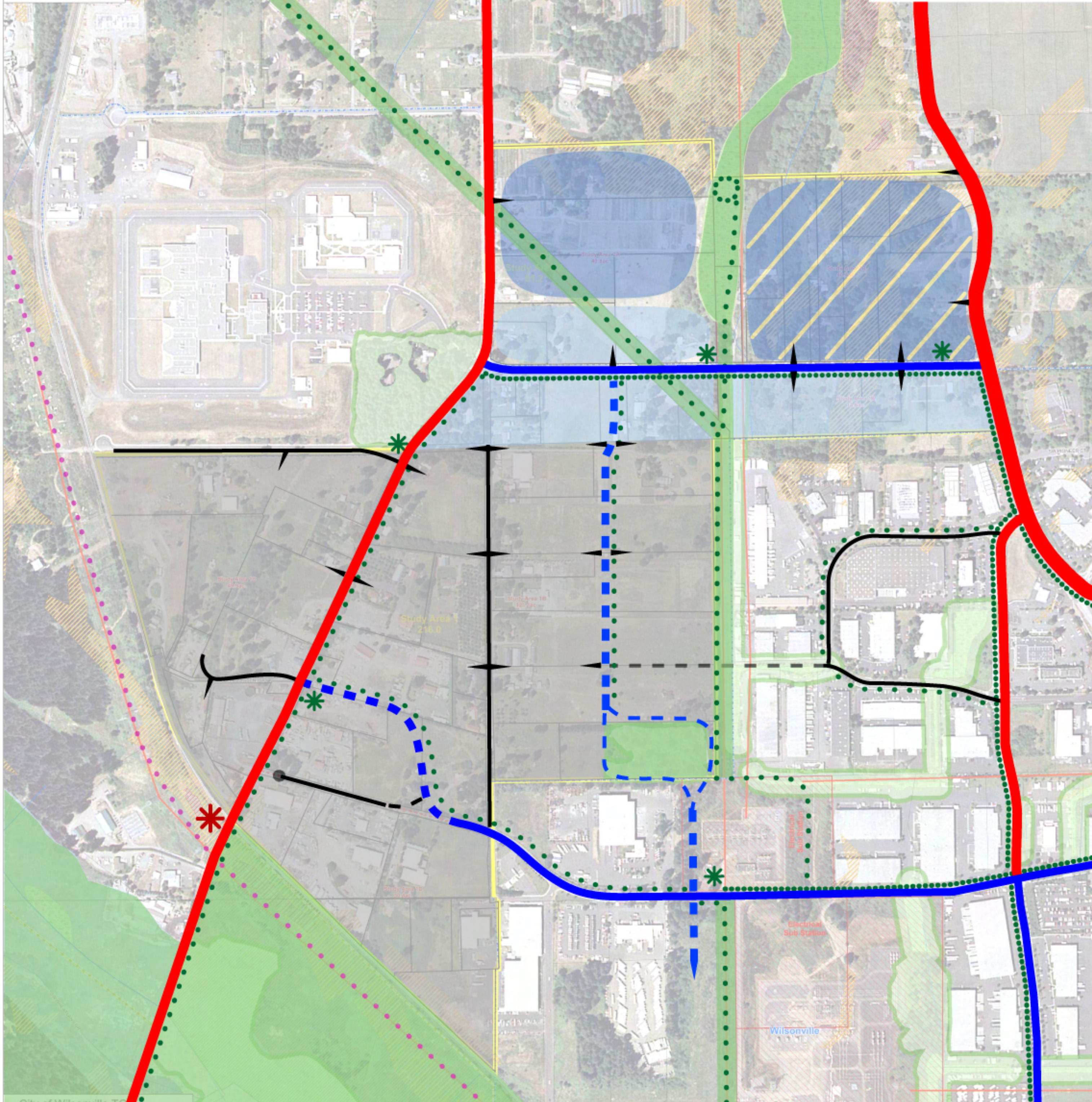
Coffee Creek Study Area
 Number of Tax Lots: 75
 Study Area 1 Lots: 55
 Study Area 2 Lots: 20
 Tax Lot Area: 290.2 Acres
 Study Area (gross): 297.2 Acres

 Number of Owners: 47
 Study Area 1: 202.0 Acres
 Study Area 2: 15
 Study Area 2 Area: 78.2 Acres

 Tax Lots with Improvement Values < Land Values (Metro RLIS Market Values)
 Study Area 1: 39
 Study Area 2: 14

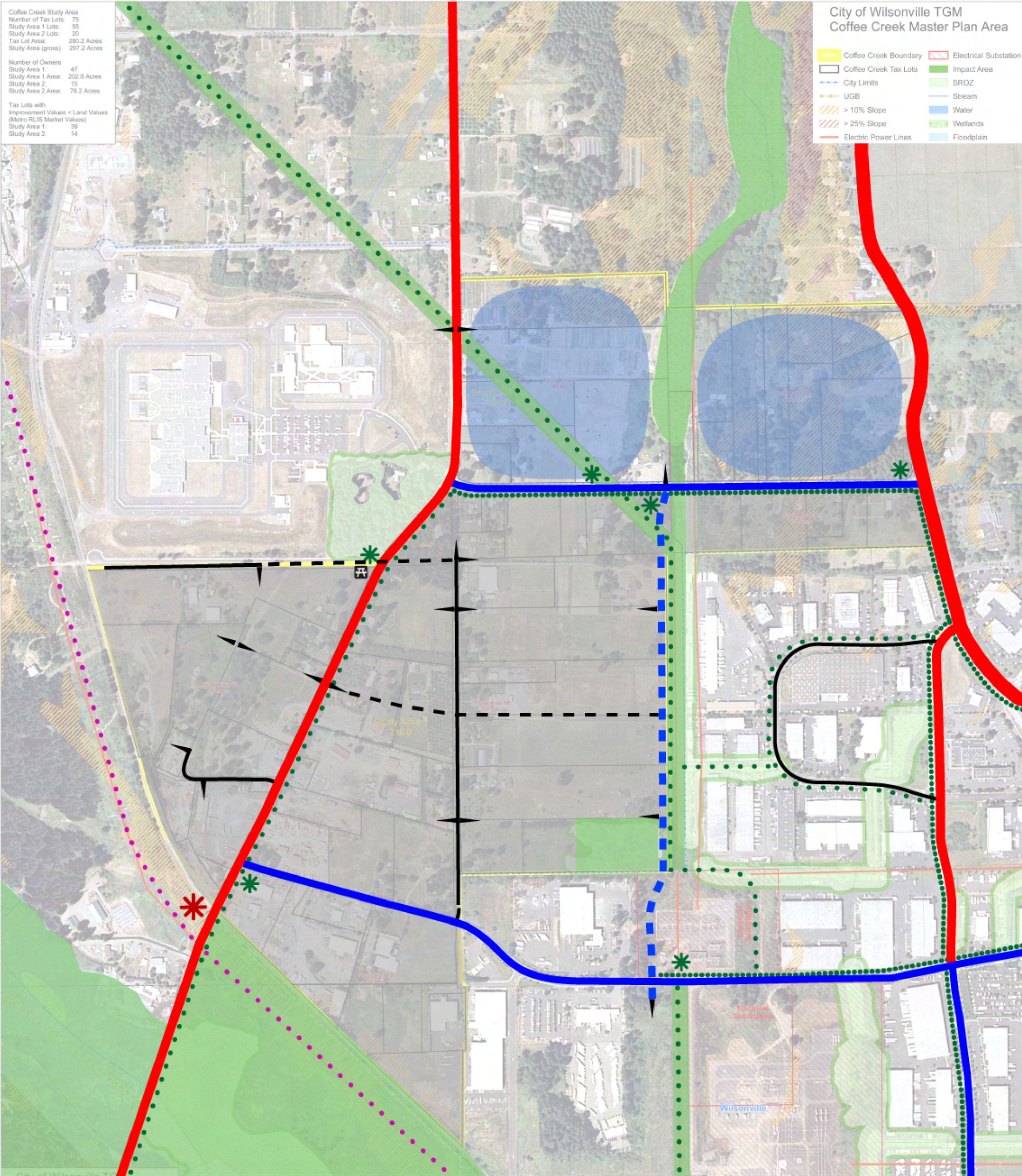
City of Wilsonville TGM
 Coffee Creek Master Plan Area

 Legend:
 Coffee Creek Boundary
 Coffee Creek Tax Lots
 City Limits
 UGB
 > 10% Slope
 > 25% Slope
 Electric Power Lines
 Electrical Substation
 Impact Area
 SROZ
 Stream
 Water
 Wetlands
 Floodplain



<ul style="list-style-type: none"> — Ex. Arterial — Ex. Collector — Ex. Local Street ■ Proposed Arterial ■ Proposed Collector - - Proposed Local Street ▶ Possible Access 	<ul style="list-style-type: none"> ●●●● Proposed Regional Trail ●●●● Proposed Community Walkway and Bikeway ●●●● Existing Community Walkway and Bikeway Pocket Park / Wayside¹ Gateway / Wayside RR Xing / Improvement 	<ul style="list-style-type: none"> Regionally Significant Light Industrial Light Industrial Light Industrial with Design Overlay Employment / Mixed Use SROZ, Wetlands and Power Line Corridor 	<div style="background-color: black; color: white; padding: 5px; font-weight: bold; font-size: 1.2em;"> ALTERNATIVE 2 INDUSTRIAL / MIXED EMPLOYMENT </div>
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¹ Locations determined at development review



Coffee Creek Study Area
 Number of Tax Lots: 75
 Study Area 1: 55
 Study Area 2: 20
 Tax Lot Area: 280.2 Acres
 Study Area (gross): 297.2 Acres

Number of Owners
 Study Area 1: 47
 Study Area 1 Area: 202.0 Acres
 Study Area 2: 15
 Study Area 2 Area: 78.2 Acres

Tax Lots with Improvement Values < Land Values (Metro RLIS Market Values)
 Study Area 1: 39
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City of Wilsonville TGM Coffee Creek Master Plan Area

- Coffee Creek Boundary
- Coffee Creek Tax Lots
- City Limits
- UGB
- > 10% Slope
- > 25% Slope
- Electric Power Lines
- Electrical Substation
- Impact Area
- SROZ
- Stream
- Water
- Wetlands
- Floodplain

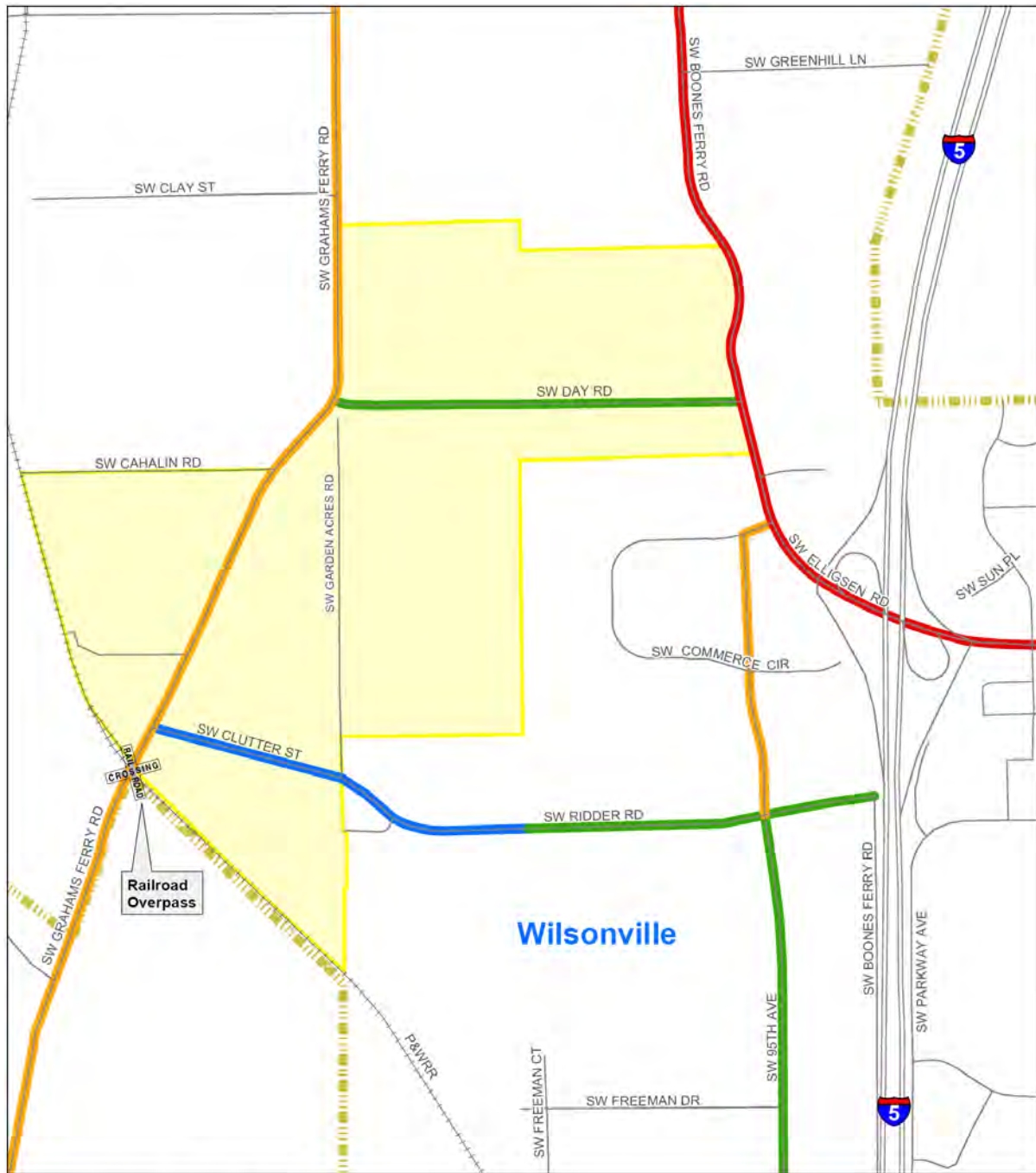
<ul style="list-style-type: none"> Ex. Arterial Ex. Collector Ex. Local Street Proposed Arterial Proposed Collector Proposed Local Street Potential Access 	<ul style="list-style-type: none"> Proposed Regional Trail Proposed Community Walkway and Bikeway Existing Community Walkway and Bikeway 🚶 Pocket Park / Wayside¹ 🌳 Gateway / Wayside ✳️ RR Xing / Improvement <p>¹ Locations determined at development review</p>	<ul style="list-style-type: none"> Regionally Significant Light Industrial Industrial Industrial with Design Overlay Employment / Mixed Use SROZ, Wetlands and Power Line Corridor
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ALTERNATIVE 1

 INDUSTRIAL

Coffee Creek Master Plan Appendix

Section E. Existing Conditions Maps



*City of Wilsonville TGM
Coffee Creek Master Plan Area*

Existing Road Improvements and Railroads

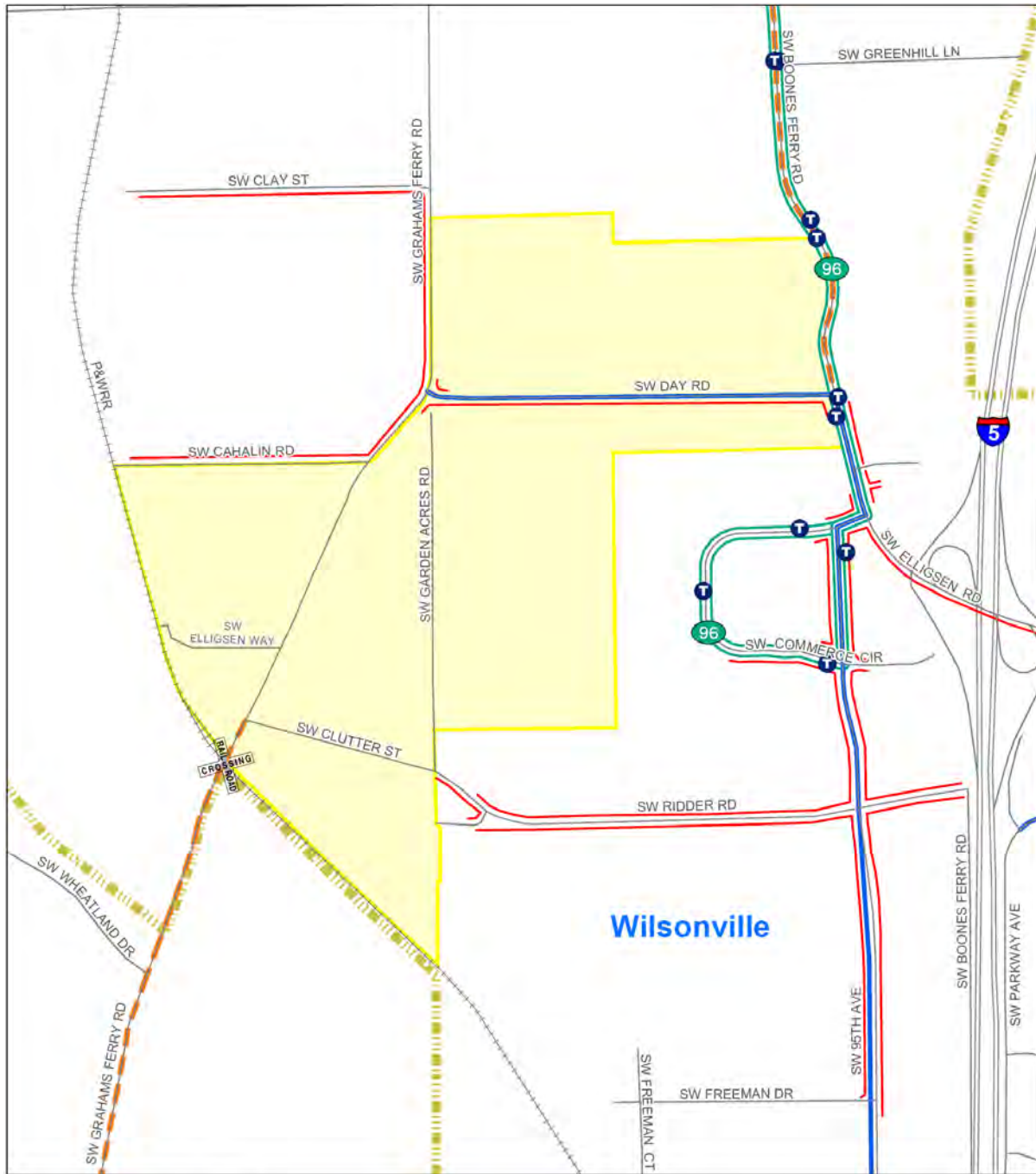
Major Arterial	Railroad
Minor Arterial	Coffee Creek Boundary
Major Collector	UGB
Minor Collector	
Interstate	
Local Street	

N

500 0 500 1,000
Feet
1 inch equals 1,000 feet

Base data on this map was derived from the Metro RLS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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City of Wilsonville TGM
Coffee Creek Master Plan Area

Existing Pedestrian, Bike, and Transit Facilities

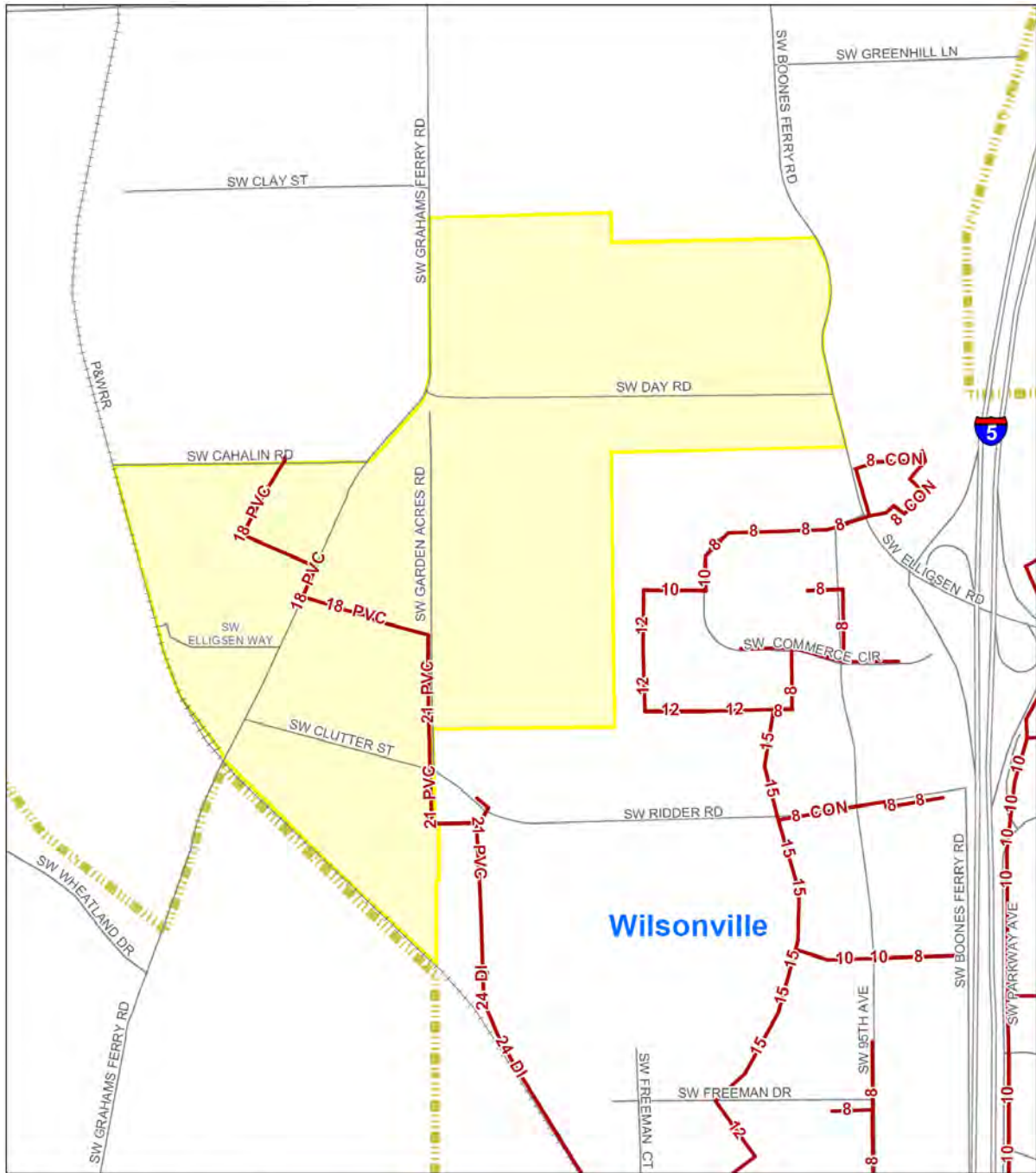
	Existing Bus Route		Coffee Creek Boundary
	Existing Bus Stop		UGB
	Existing Sidewalk		
	Existing Bike Lane		
	High Traffic Through-Street		

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Feet
1 inch equals 1,000 feet


Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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City of Wilsonville TGM
Coffee Creek Master Plan Area

Existing Sanitary Sewer Facilities

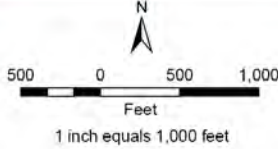


- Existing Sewer Line
- Coffee Creek Boundary
- UGB

Note: Sewer line diameters (in inches) and compositions are shown. The compositions of the sewer lines are as follows:

CON: Concrete
DI: Ductile Iron
PVC: Polyvinyl Chloride

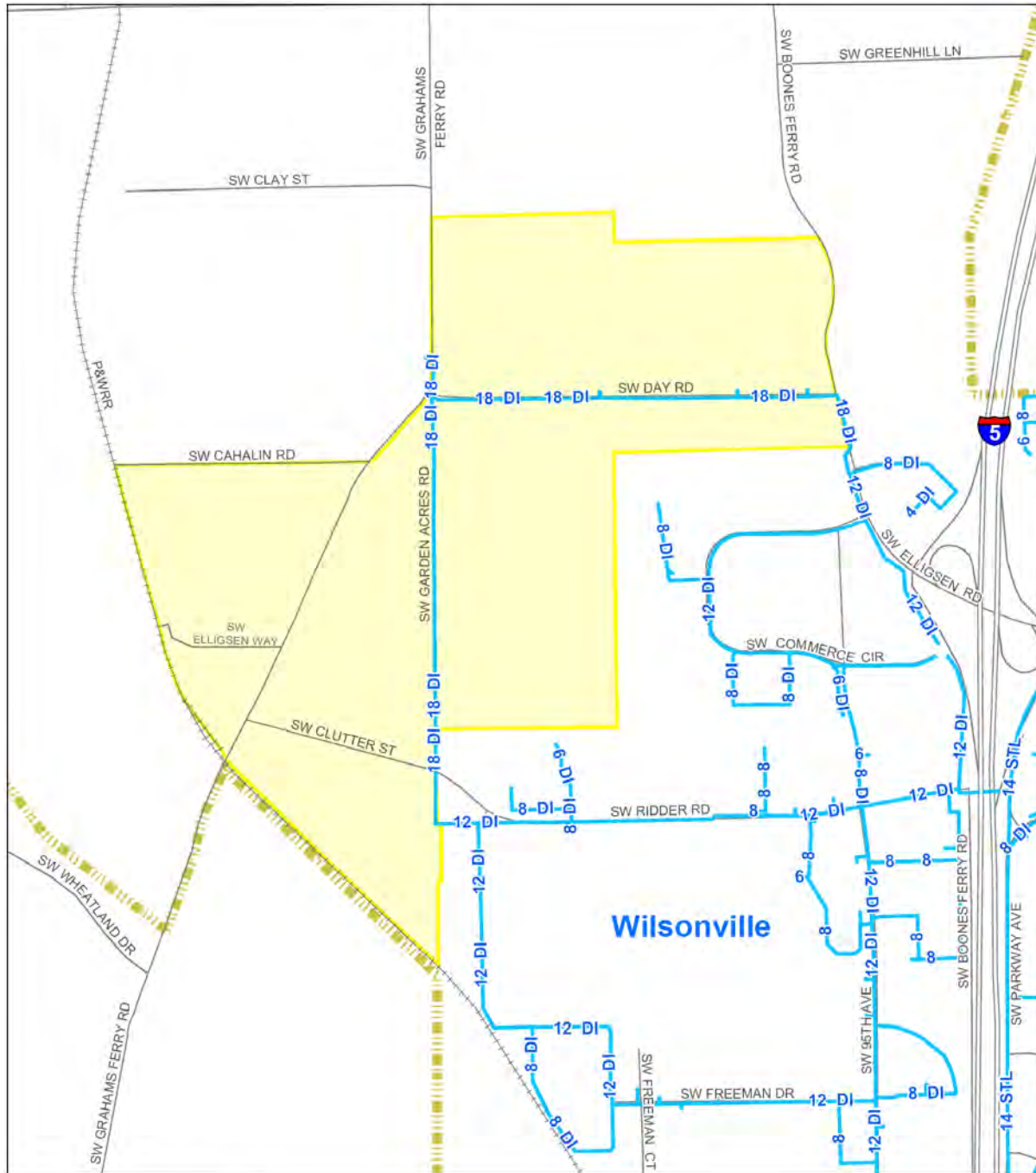
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Feet
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Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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City of Wilsonville TGM
Coffee Creek Master Plan Area

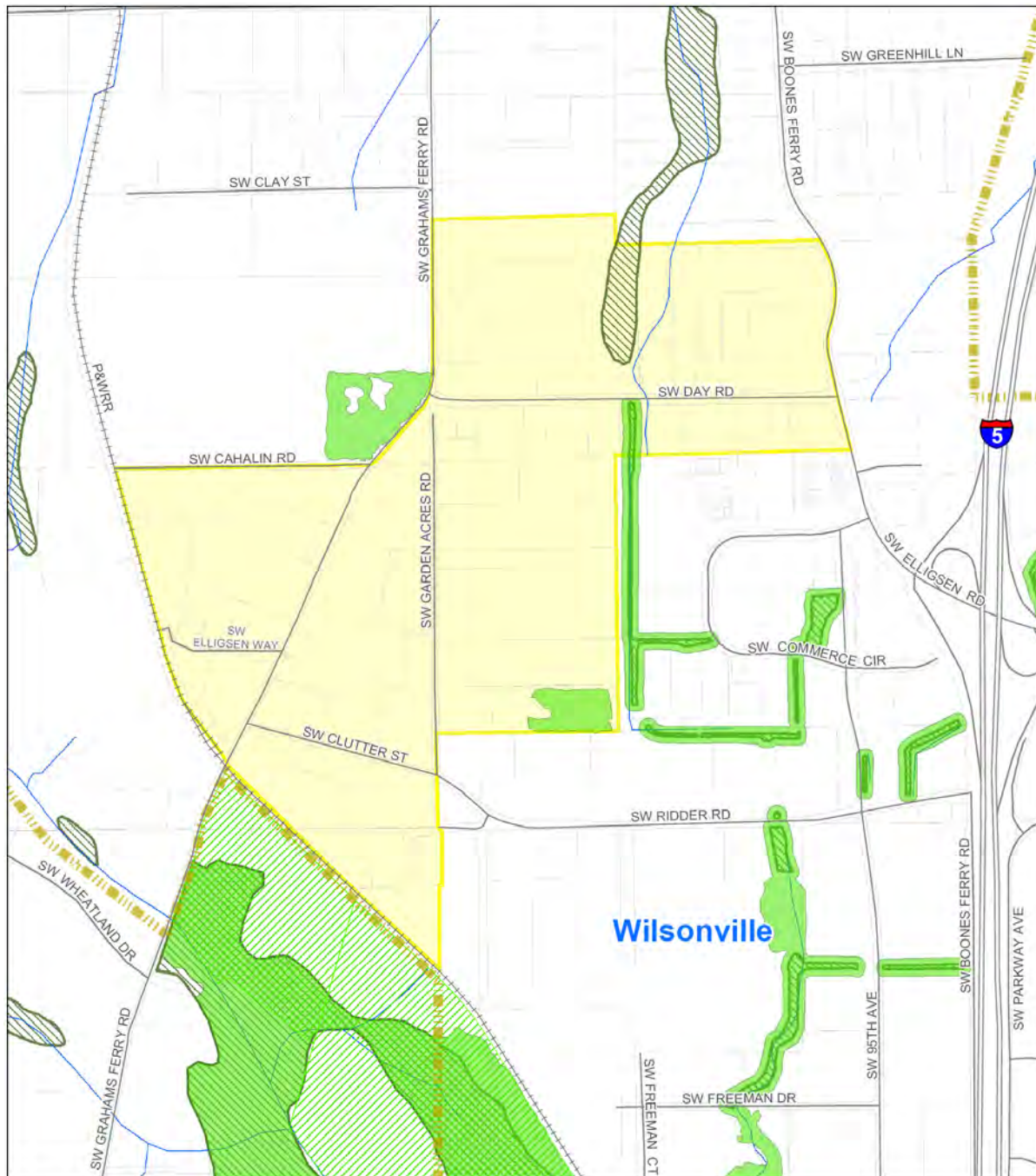
Existing Water Facilities

Existing Water Line
 Coffee Creek Boundary
 UGB

Note: Water line diameters (in inches) and compositions are shown. The compositions of the water lines are as follows:
 DI: Ductile Iron
 STL: Steel

otak

Base data on this map was derived from the Metro RUS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.
 Production Date: February 20, 2007



City of Wilsonville TGM
Coffee Creek Master Plan Area

Existing Natural Areas

otak

- SROZ
- Title 3 Wetland
- Park
- Stream
- Coffee Creek Boundary
- Taxlot
- UGB

N

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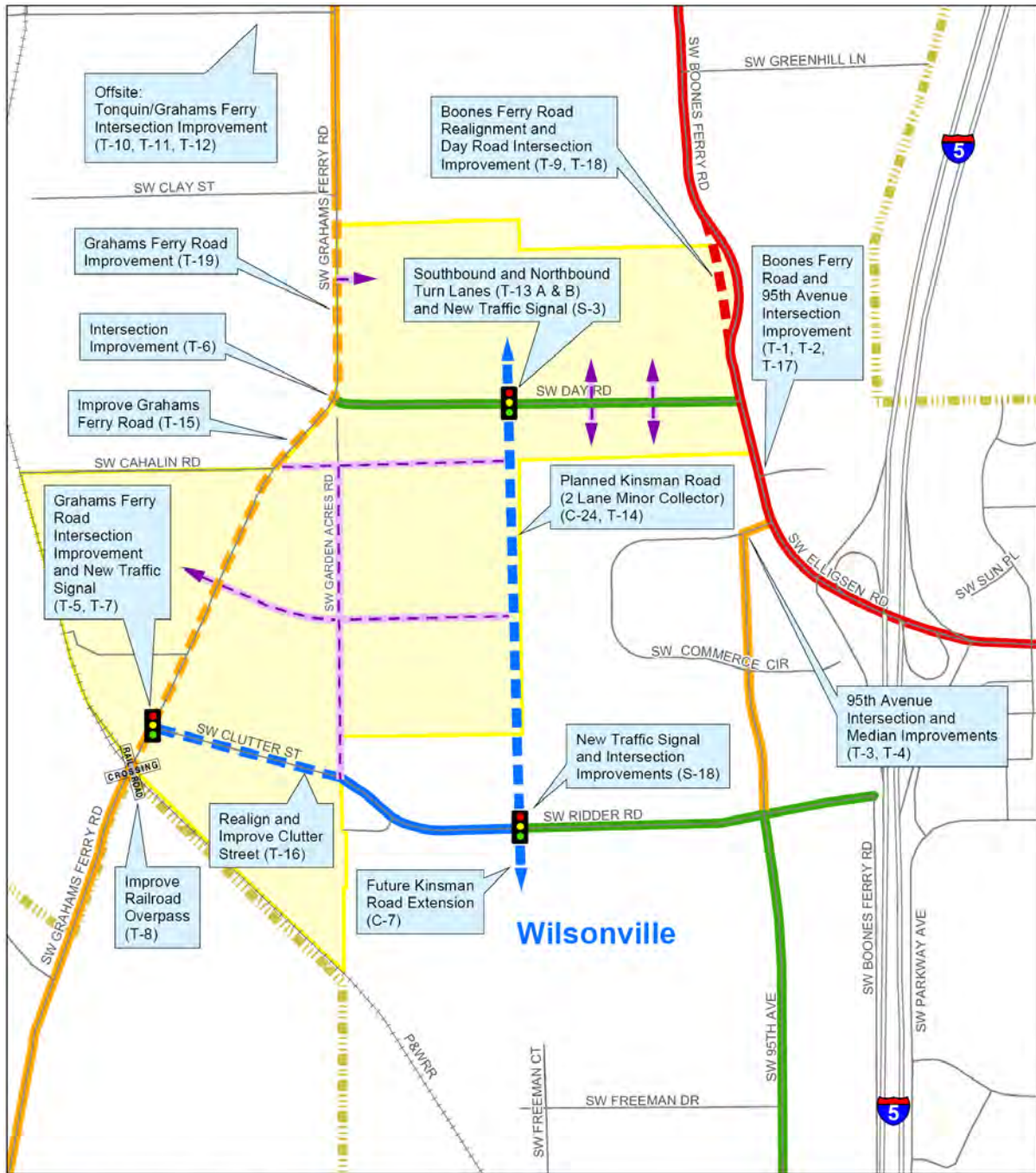
Feet

1 inch equals 1,000 feet

Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

Coffee Creek Master Plan Appendix

Section F. Future Conditions Maps



City of Wilsonville TGM
Coffee Creek Master Plan Area

Planned Road Improvements and Railroads

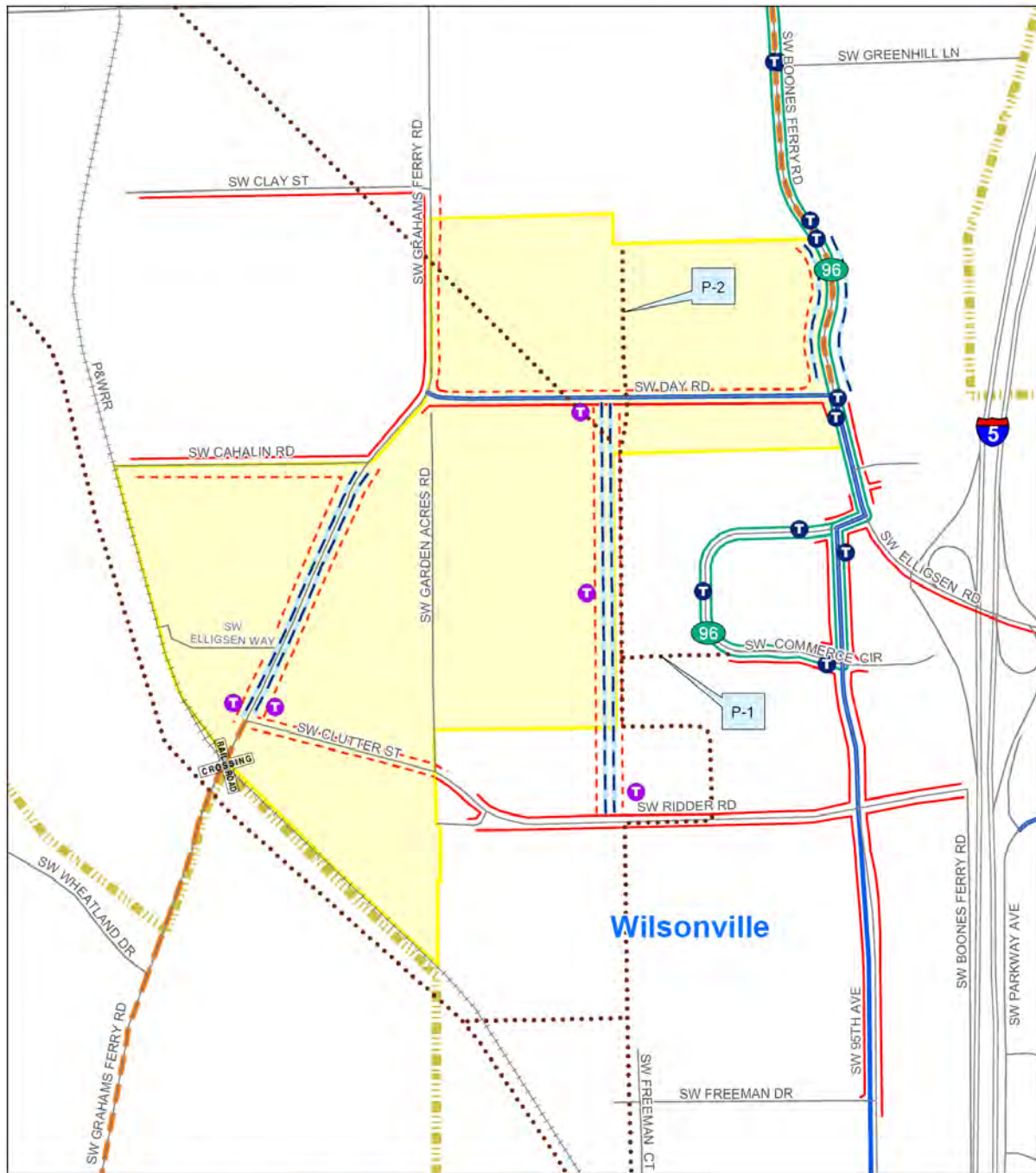
Legend:

- Planned Signal
- Planned Road
- Railroad
- Coffee Creek Boundary
- UGB
- Interstate
- Local Street
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Note: Dashed Line = Planned Improvement

Scale: 1 inch equals 1,000 feet

Production Date: February 20, 2007



City of Wilsonville TGM
Coffee Creek Master Plan Area

Planned Pedestrian, Bike, and Transit Facilities

<ul style="list-style-type: none"> ●●●● Planned Pathway - - - - Planned Sidewalk — Planned Bike Lane Ⓣ Planned Bus Stop Ⓣ Existing Bus Route Ⓣ Existing Bus Stop — Existing Sidewalk 	<ul style="list-style-type: none"> — Existing Bike Lane — High Traffic Through-Street ☐ Coffee Creek Boundary ▨ UGB
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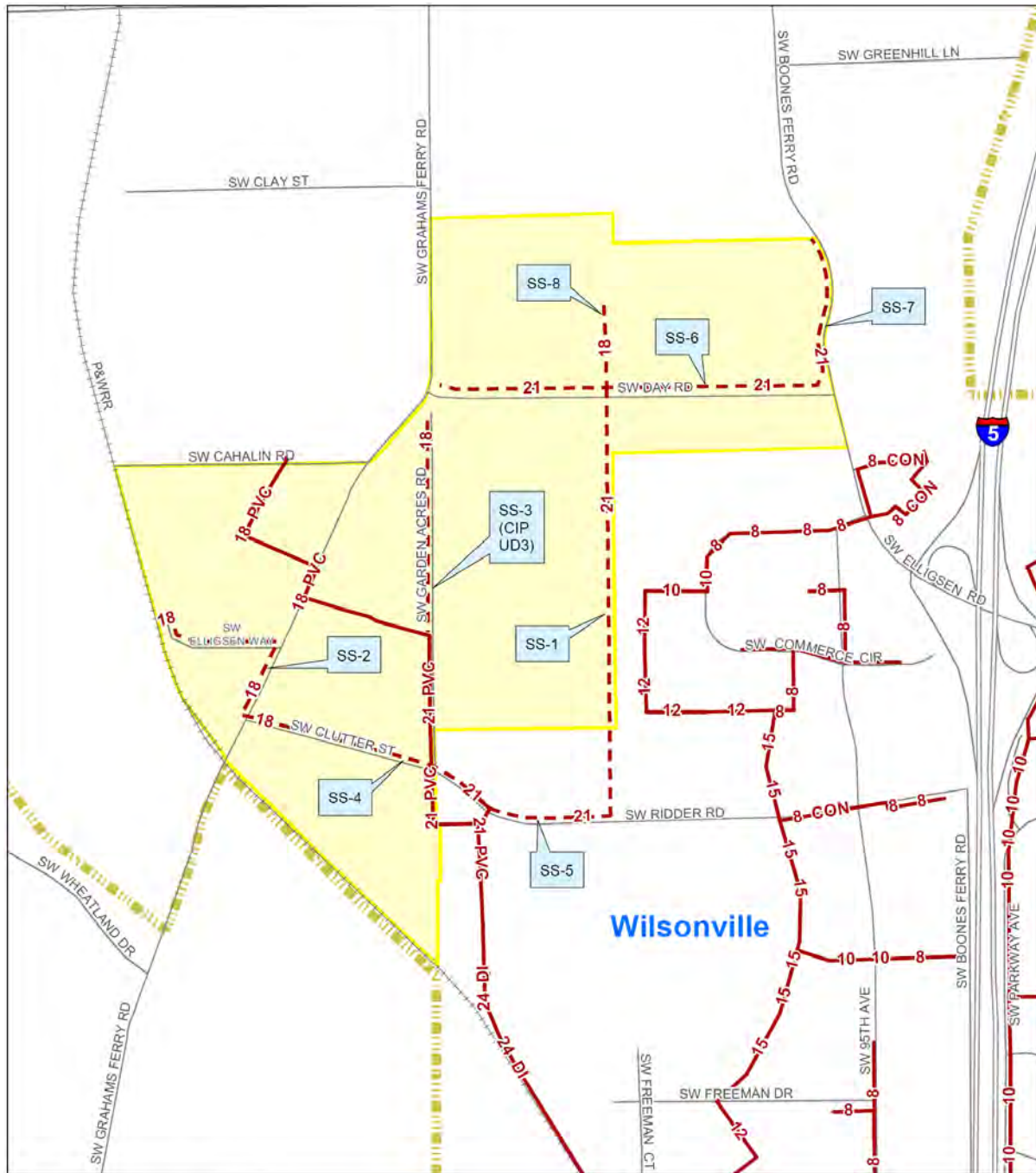
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Feet
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Production Date: February 20, 2007



City of Wilsonville TGM
Coffee Creek Master Plan Area

Planned Sanitary Sewer Facilities

otak

- - - Planned Sewer Line
 — Existing Sewer Line

Coffee Creek Boundary
 UGB

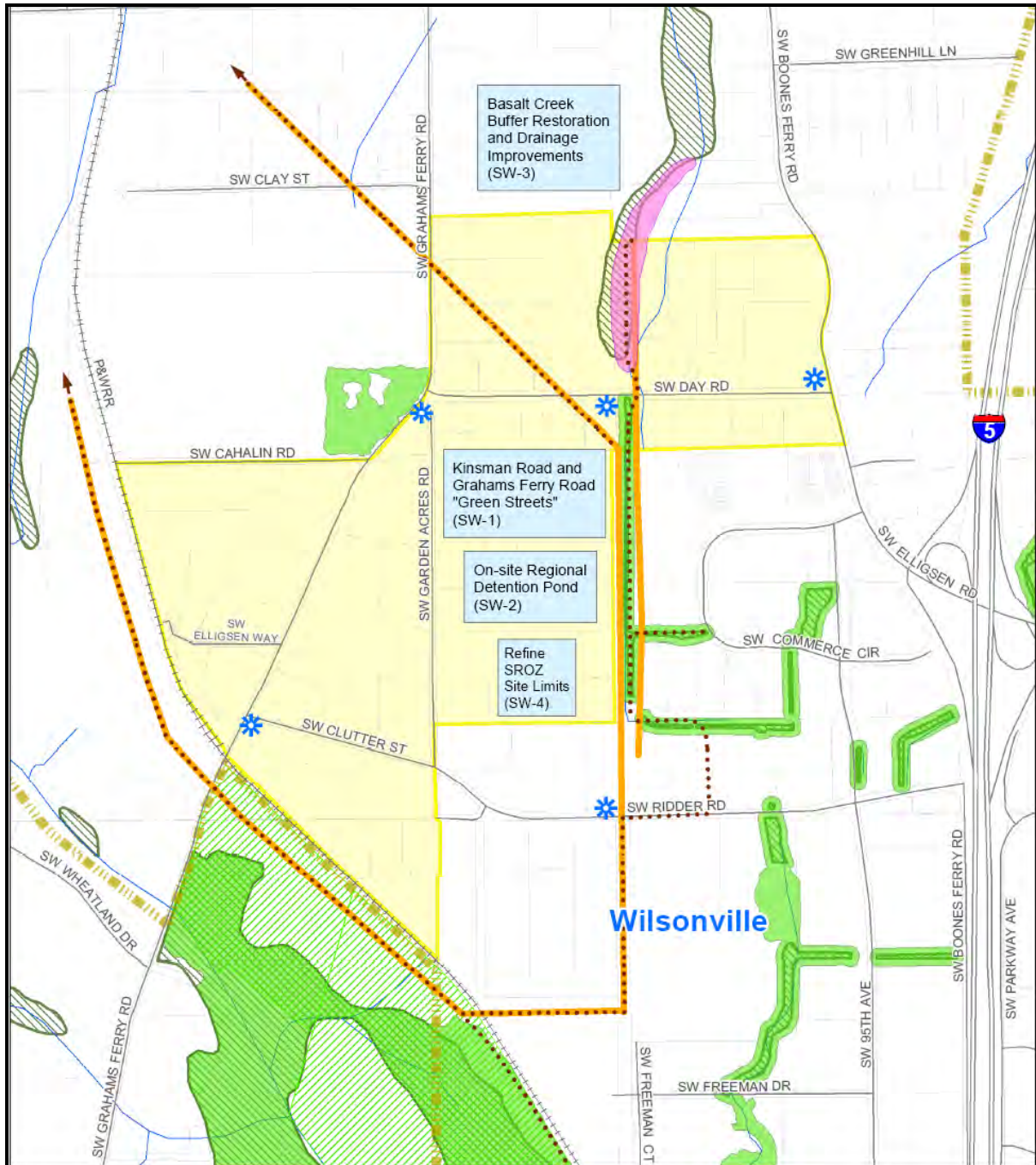
Note: Sewer line diameters (in inches) and compositions are shown. Planned sewer lines are preliminary estimates for long-range planning only. The compositions of the sewer lines are as follows:

CON: Concrete
 DI: Ductile Iron
 PVC: Polyvinyl Chloride

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 Feet
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Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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City of Wilsonville TGM
Coffee Creek Master Plan Area

Planned Natural Areas

••••• Planned Pathway	— Stream
— Powerline Corridor	☐ Coffee Creek Boundary
* Wayside	☐ Taxlot
☐ Enhanced Natural Area	▨ UGB
☐ SROZ	
▨ Title 3 Wetland	
▨ Park	

N

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Feet

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Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

Production Date: March 28, 2007

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